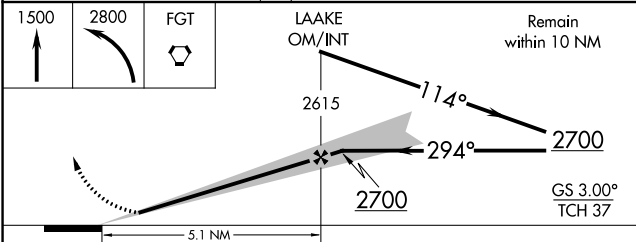
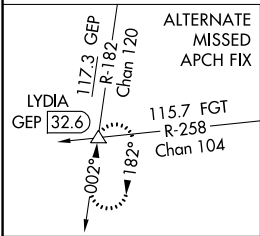
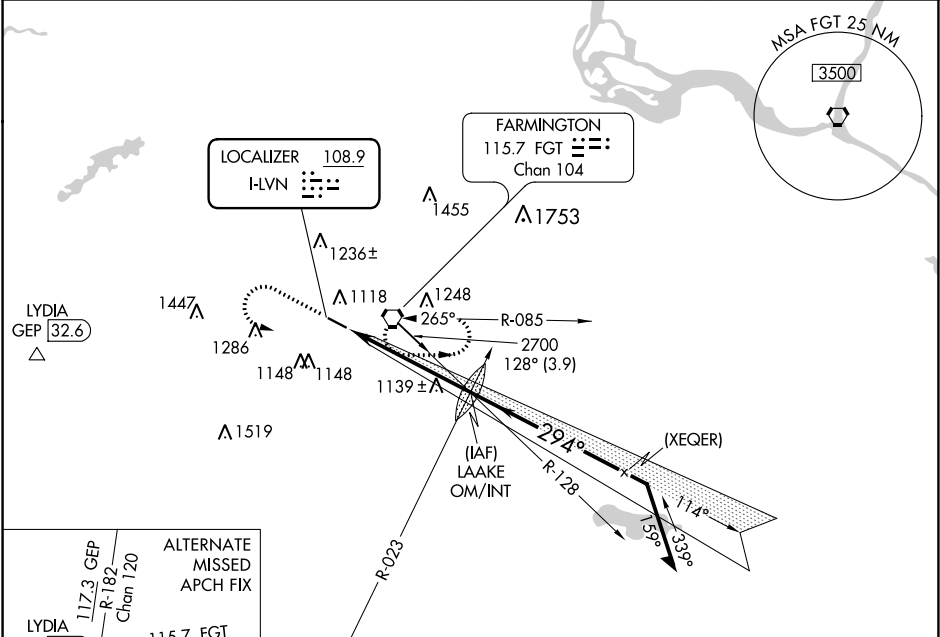


LOC I-LVN	APP CRS	Rwy Idg	3707
108.9	294°	TDZE	958
		Apt Elev	961

ILS or LOC RWY 30
AIRLAKE (LVN)

NA When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 30 helicopter visibility reduction below ¼ SM NA. For inop ALS, increase S-LOC Cats A/B visibility to 1 SM.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct FGT VORTAC and hold.
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AWOS-3 118.0	MINNEAPOLIS APP CON 134.7 284.7	CLNC DEL 118.95	UNICOM 123.0 (CTAF)
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ELEV 961		TDZE 958
REIL Rwy 12		
HIRL Rwy 12-30		
FAF to MAP 5.1 NM		
Knots	60	90 120 150 180
Min:Sec	5:06	3:24 2:33 2:02 1:42

CATEGORY	A	B	C	D
S-ILS 30	1208-¾ 250 (300-¾)			
S-LOC 30	1400-¾ 442 (500-¾)		1400-7/8 442 (500-7/8)	
CIRCLING	1460-1 499 (500-1)		1660-2 1700-2¼ 699 (700-2) 739 (800-2¼)	

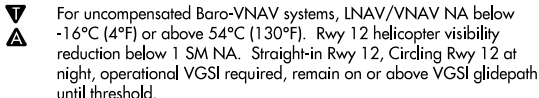
NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 57920 W12A	APP CRS 114°	Rwy Idg 4099 TDZE 961 Apt Elev 961
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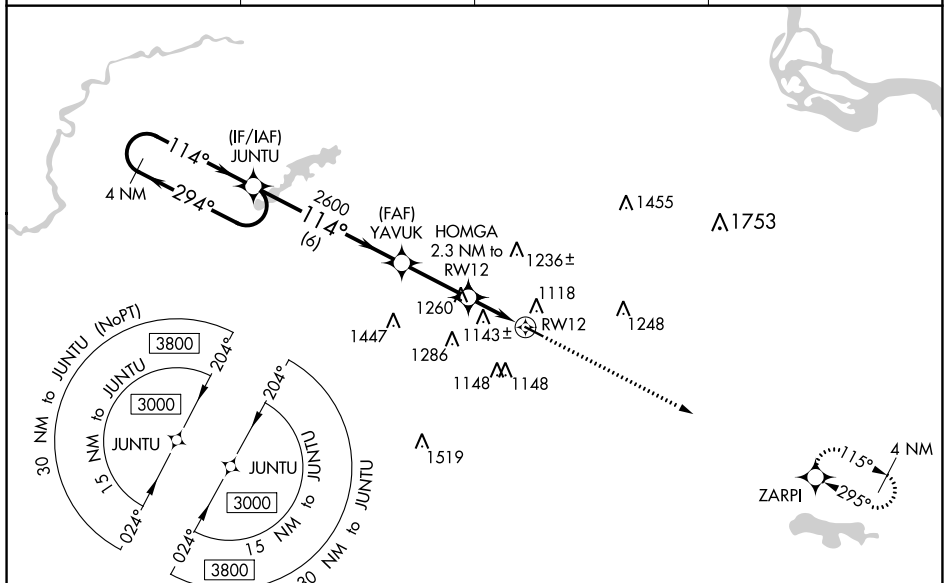
RNAV (GPS) RWY 12
AIRLAKE (LVN)

RNP APCH.

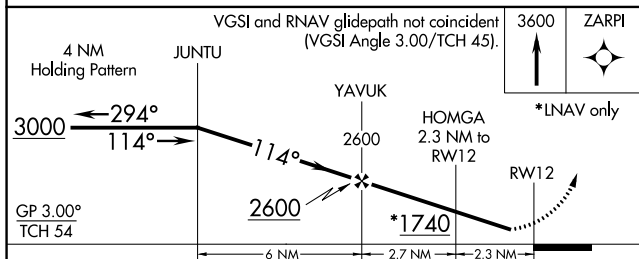


MISSED APPROACH: Climb to 3600 direct ZARPI and hold.

AWOS-3 118.0	MINNEAPOLIS APP CON 134.7 284.7	CLNC DEL 118.95	UNICOM 123.0 (CTAF) 0
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ELEV 961	D	TDZE 961
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CATEGORY	A	B	C	D
LPV DA	1211-1 250 (300-1)			
LNAV/ VNAV DA	1270-1 309 (400-1)			
LNAV MDA	1400-1 439 (500-1)		1400-1¼ 439 (500-1¼)	
C CIRCLING	1460-1 499 (500-1)		1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)

WAAS CH 99328 W30A	APP CRS 295°	Rwy Idg TDZE 958 Apt Elev 961
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RNAV (GPS) RWY 30

AIRLAKE (LVN)

RNP APCH.

▼

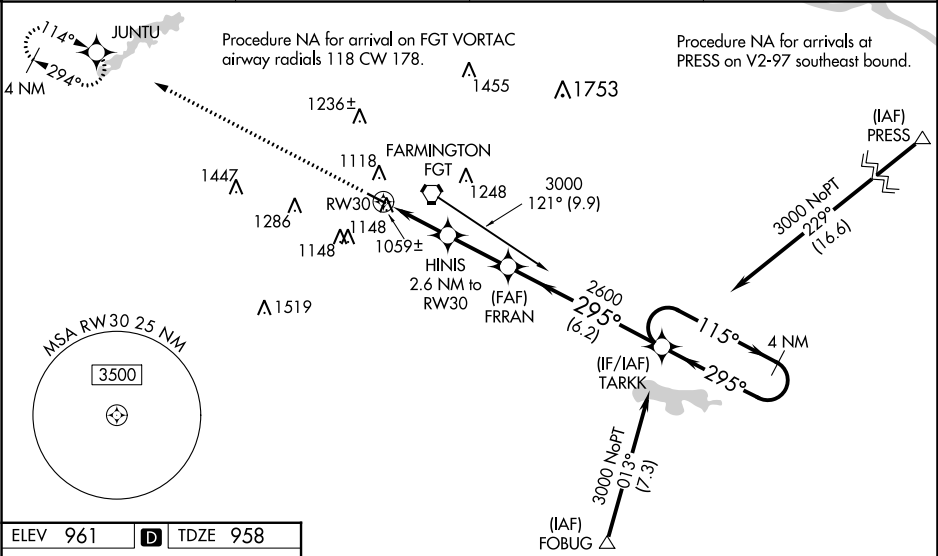
▲

Baro-VNAV and VDP NA when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 37°C. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting: increase LPV DA to 1210 feet; increase LNAV/VNAV DA to 1298; increase all MDAs 60 feet. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cat A/B to 1. Inoperative table does not apply to LPV. Rwy 30 helicopter visibility reduction below ¾ SM NA. When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

MISSED APPROACH:
Climb to 3000 direct
JUNTU and hold.

AWOS-3 118.0	MINNEAPOLIS APP CON 134.7 284.7	CLNC DEL 118.95	UNICOM 123.0 (CTAF) 0
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ELEV 961	D	TDZE 958
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3000

JUNTU

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 36).

*LNAV only

RW30

HINIS
2.6 NM to
RW30

FRRAN
2600

TARKK
4 NM
Holding Pattern

1820*

295°

2600

3000

GP 3.00°

TCH 45

1 NM

1.6 NM

2.4 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA		1158-¾	200 (200-¾)	
LNAV/VNAV DA		1246-¾	288 (300-¾)	
LNAV MDA		1320-¾	362 (400-¾)	
CIRCLING	1460-1	499 (500-1)	1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)

REIL Rwy 12 0

HIRL Rwy 12-30 0

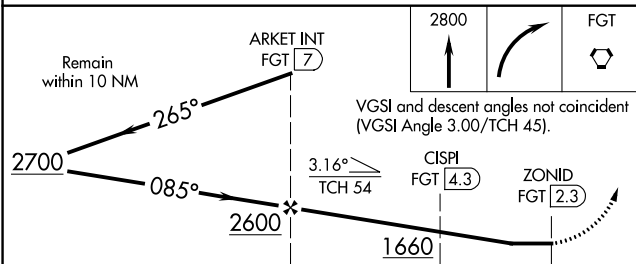
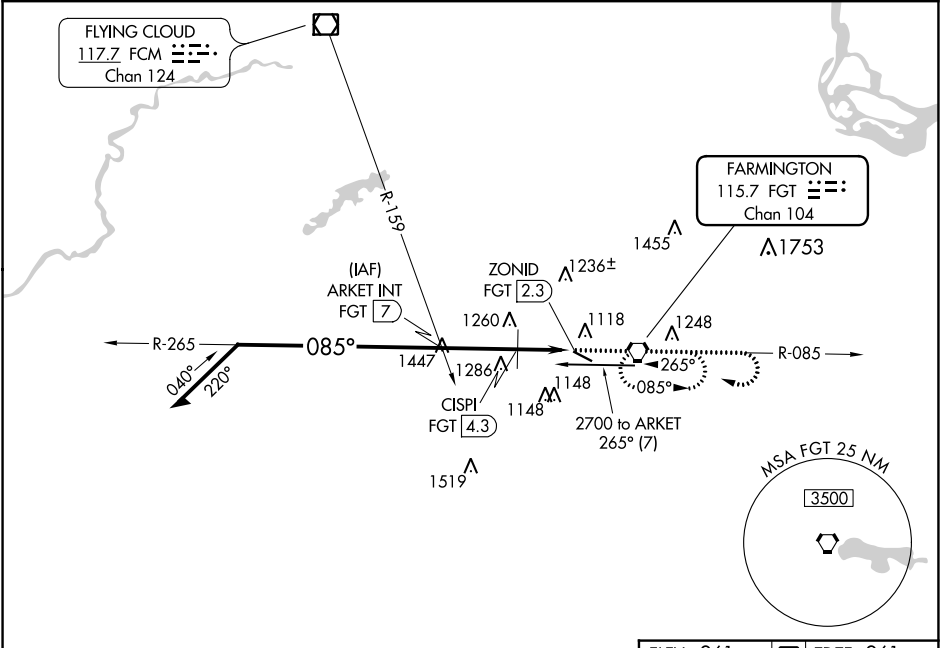
VORTAC FGT 115.7 Chan 104	APP CRS 085°	Rwy Idg 4099 TDZE 961 Apt Elev 961
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VOR RWY 12
AIRLAKE (LVN)

V Rwy 12 helicopter visibility reduction below 1 SM NA.
A Straight-in Rwy 12, Circling Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2800 then right turn direct FGT VORTAC and hold.

AWOS-3 118.0	MINNEAPOLIS APP CON 134.7 284.7	CLNC DEL 118.95	UNICOM 123.0 (CTAF) 0
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ELEV 961 **D** TDZE 961

085° 4.7 NM from FAF

4099 X 7.5

REIL Rwy 12 **0**
HIRL Rwy 12-30 **0**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024