

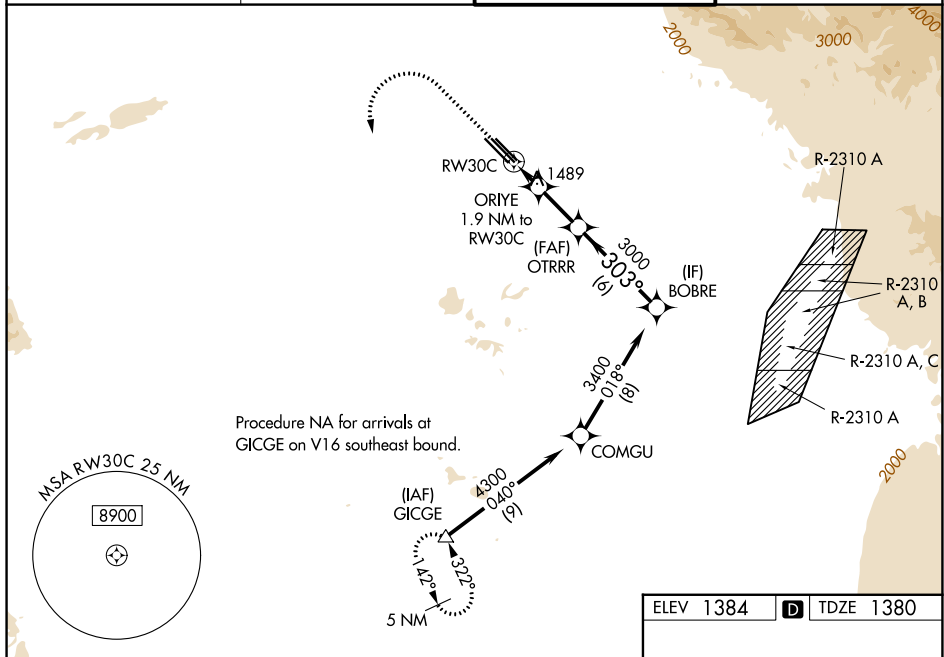
WAAS CH 62911 W30A	APP CRS 303°	Rwy Ldg 10201 TDZE 1380 Apt Elev 1384
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RNAV (GPS) Y RWY 30C
MESA GATEWAY (IWA)

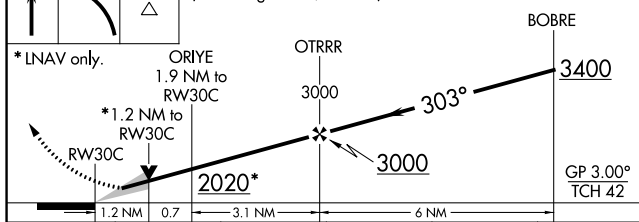
V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 35°C (95°F). DME/DME RNP 0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase LPV DA to 1660 feet, LNAV/VNAV DA to 1710 feet and all MDA 80 feet; increase LPV all Cats visibility $\frac{1}{8}$ SM, increase LNAV/VNAV all Cats, LNAV Cats C, D and E, and Circling Cats D, E visibility $\frac{1}{4}$ SM. VDP and Baro-VNAV NA with Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH:
Climb to 2800 then
climbing left turn to
5000 direct GICGE
and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4	GND CON 128.25 275.8
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2800 ↑	5000 ↙	GICGE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).
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CATEGORY	A	B	C	D	E
LPV DA	1580-3/4 200 (200-3/4)				
LNAV/VNAV DA	1630-7/8 250 (300-7/8)				
LNAV MDA	1800-1 420 (500-1)	1800-1 1/8 420 (500-1 1/8)			
CIRCLING	1880-1 496 (500-1)	1880-1 1/2 496 (500-1 1/2)	2000-2 616 (700-2)	2040-2 1/4 656 (700-2 1/4)	

ELEV 1384 D TDZE 1380

MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R

The diagram illustrates the intersection of three runways at a 303° angle. Runway 12R-30L is shown with its centerline and edge lights. Runways 12L-30R and 12C-30C are also depicted. Taxiway A (TWY A) and Taxiway B (TWY B) are labeled. The diagram includes various markings such as centerlines, edge lights, and taxiway markings.

MESA GATEWAY (IWA)
RNAV (GPS) Y RWY 30C