

WAAS CH 82615 W30A	APP CRS 305°	Rwy Ldg TDZE Apt Elev	5301 1142 1156
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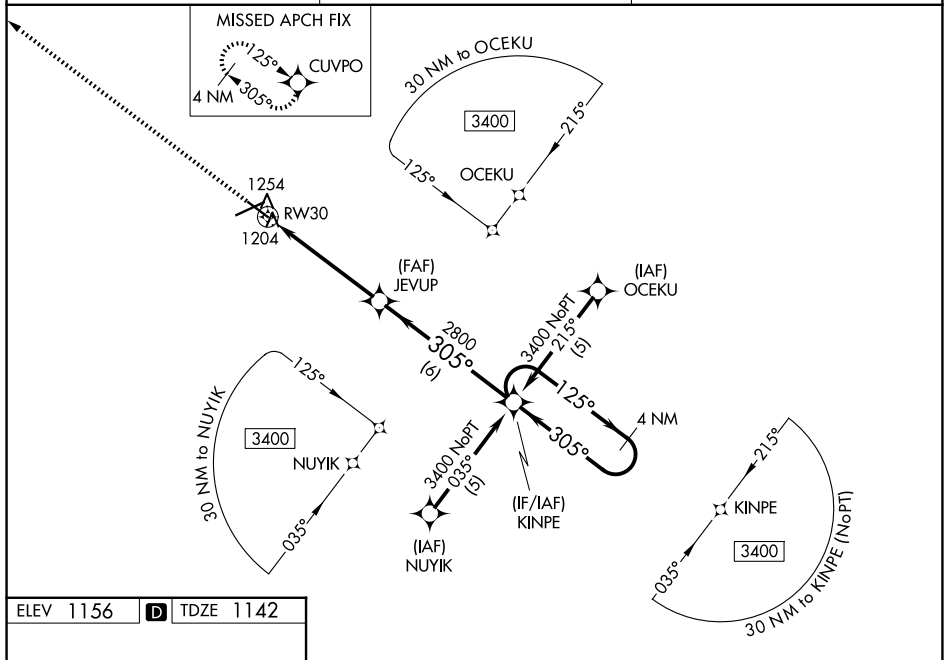
RNAV (GPS) RWY 30

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
A Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting: increase LPV DA to 1466 feet and all Cats visibility $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1516 feet; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3PT 118.775	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 123.0 (CTAF) ①
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ELEV 1156	D	TDZE 1142
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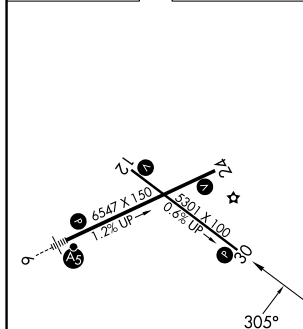


Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a series of turns: a 180° turn, followed by a 305° turn, then a 125° turn, and finally a 305° turn to return to the start. The pattern is centered on a 4 NM radius. Key points include the start of the pattern (marked with a star), the 180° turn (marked with a star), and the 305° turn (marked with a star). The diagram also shows the 4 NM Holding Pattern, the 4 NM radius, and the 4 NM Holding Pattern. The diagram is labeled with '3400', 'CUVPO', 'JEVUP', 'KINPE', 'RW30', '1.1', '4 NM', '6 NM', '125°', '305°', '3400', 'GP 3.00°', 'TCH 39'.