

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 1AD073FC443A4D82813FC4BA49A6E410	APWS Project ID: 00875AA287DA455E8D669D75E2D22AB6
Procedure: RNAV (RNP) Y RWY 30R AMDT 2		Enroute: NO	Specialist: Gorman, Barbara		Agreement Number:
Airport ID: KMSP			Airport City: MINNEAPOLIS		State: MN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
APPROVAL LETTER (1): MANDATORY 8000 AT OSMOH.
MSP VORMON
ACTIVE DATA USED FOR KRSW AIRPORT AND RUNWAYS.
CONTACT: CASIMIR TABAKA: 405.954.7931

10/21/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/10/2025.
1. ADDED CHART SPEED ICON IN PLANVIEW AT SAMMZ: MAX 210 KIAS.



FIPC BASIC FORM								
PROCEDURE: RNAV (RNP) Y RWY 30R AMDT 2			AIRPORT NAME: MINNEAPOLIS-ST PAUL INTL/WOLD-		AIRPORT ID: KMSP	SPECIAL CONTROL NO: BG-10-262-25		
FAC ID: KMSP30R.02Y		CITY: MINNEAPOLIS			ST: MN	ORIG CHART DATE: 03/19/2026		
DFL TYPE: PROC/P	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER: AC0721	PTS TASK ID: 1AD073FC443A4D82813FC4BA49A6E410				
PREFLIGHT NOTES								
REVIEWER:					DATE:			
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 01/05/2026	CREW #: VN356	N #: N75	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT			
FLIGHT INSPECTOR SIGNATURE: shawn d maxwell @ 01/05/2026 14:50			PRINTED NAME: MAXWELL, SHAWN DOUGLAS			NOTAM INITIATED? ☐ YES ☒ NO		
FLIGHT INSPECTOR REMARKS:								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:			



Federal Aviation Administration

Memorandum

Date: December 1, 2024
To: Wayne Eckenrode, CSC Flight Procedures Team Manager
From: Jessica Roses, Minneapolis District Airspace and Procedures Manager
Prepared by: Scott Enander, CSA NAVTAC II Task Order Manager
Subject: Letter of Approval Request RNAV RNP Y RWY 30R, KMSP

KMSP RNAV RNP Y RWY 30R: OSMOH Mandatory Altitude.

M98 TRACON requests AFS approval to chart a mandatory altitude restriction at OSMOH for the RNAV RNP Y RWY 30R instrument approach procedure for Minneapolis St. Paul International/Wold-Chamberlain Airport (KMSP).

Currently, FAAO 8260.19J paragraph 8-6-11n(1) requires Flight Standards approval from the Flight Technologies and Procedures Division to chart a mandatory altitude on the intermediate segment of an instrument approach procedure.

Therefore, Minneapolis TRACON requests to chart the mandatory restriction at OSMOH to ensure vertical separation between aircraft on the approach and other TRACON traffic.

Sincerely,

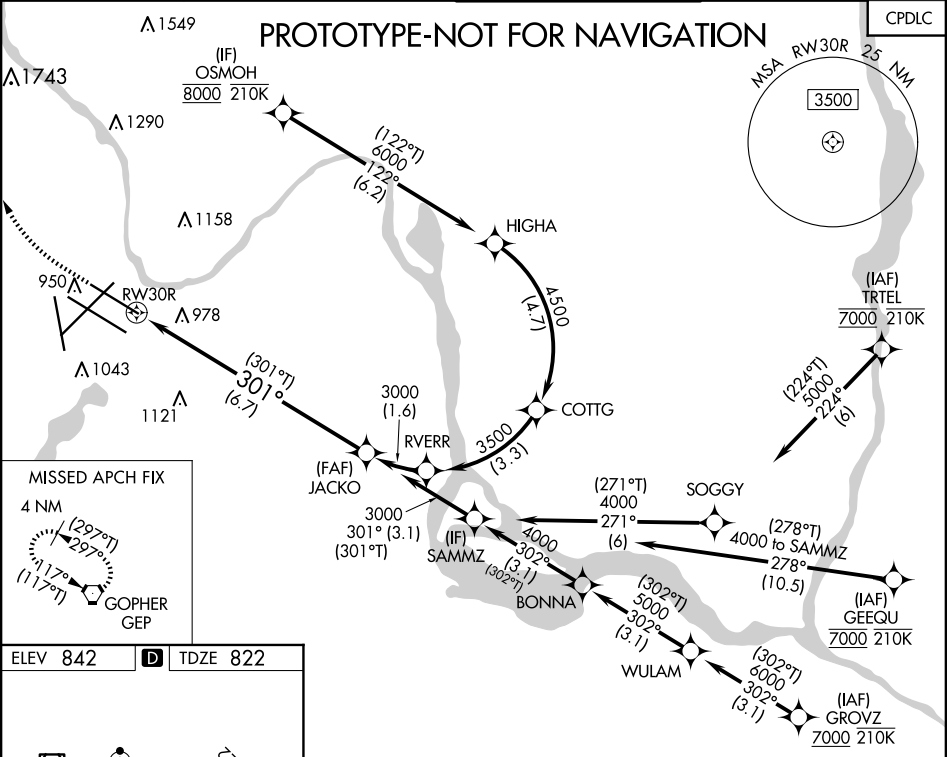
APP CRS	Rwy Ldg	8000
301°	TDZE	822
	Apt Elev	842

RNAV (RNP) Y RWY 30R

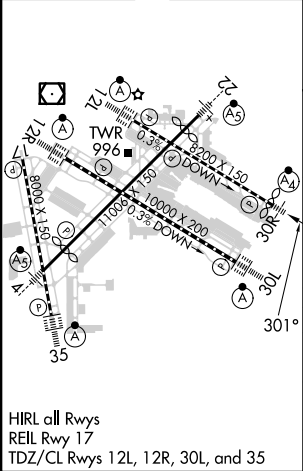
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

RNP AR APCH - GPS. Authorization required. From HIGHA: RF.	MALSF	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GEP VORTAC and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. Inop table does not apply to RNP 0.15. Simultaneous approach authorized.		

D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	



ELEV 842	TDZE 822
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1300	3000	GEP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 71). See planview for multiple IF locations.	JACKO 3000
RW30R				
GP 3.00° TCH 55				
CATEGORY	A	B	C	D
RNP 0.15 DA	1097/50 275 (300-1)			
RNP 0.30 DA	1298/60 476 (500-1¼)			

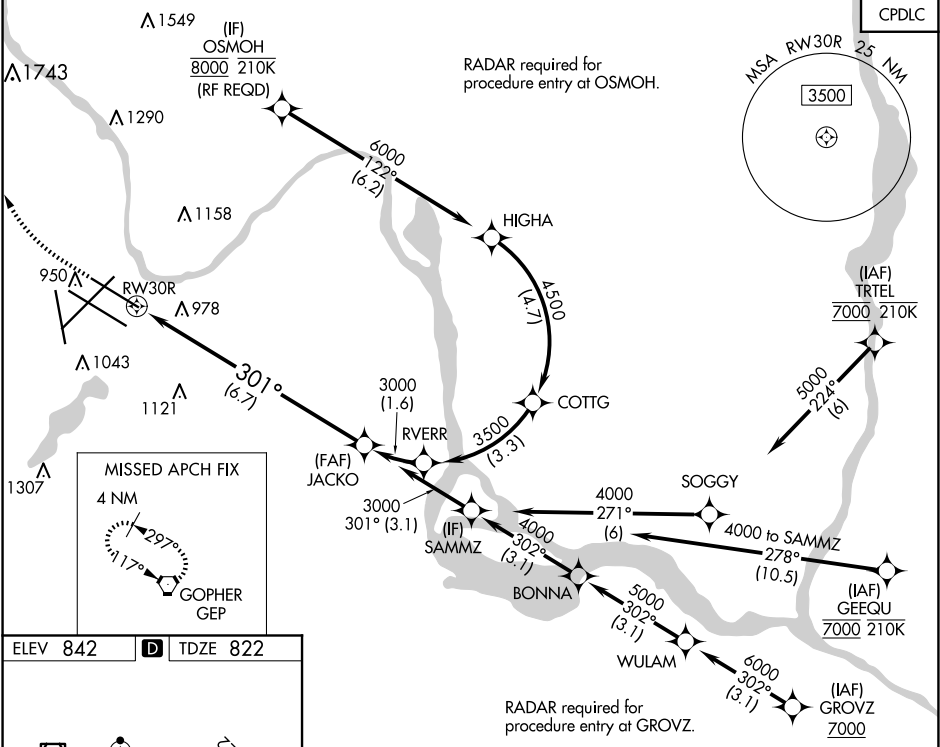
AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	8000
301°	TDZE	822
	Apt Elev	842

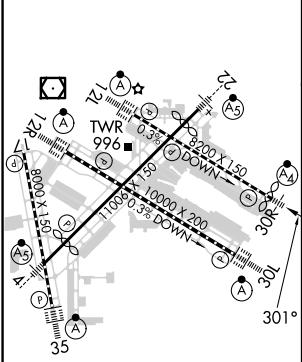
RNAV (RNP) Y RWY 30R
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). GPS required. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 Cat D visibility to 1½ SM.	MALSF	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GEP VORTAC and hold.
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D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	



ELEV 842	D	TDZE 822
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HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

1300	3000	GEP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). See planview for multiple IF locations.	JACKO
				3000
				GP 3.00° TCH 55

CATEGORY	A	B	C	D
RNP 0.15 DA	1097/40	275 (300-¾)		
RNP 0.30 DA	1298-1⅓	476 (500-1⅓)		

AUTHORIZATION REQUIRED

