

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> LVN	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 30	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> MINNEAPOLIS	<u>STATE</u> MN
<u>AIRPORT ELEVATION</u> 960	<u>TDZE</u> 958	<u>SUPERSEDED</u> RNAV (GPS) RWY 30	<u>DATED</u> 01/03/2019	<u>MAG VAR</u> 3E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1995
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
FGT VORTAC		TARKK		TF	FO	1.00	120.68	9.90	3000
PRESS	IAF	TARKK	NOPT	TF	FB	1.00	228.62	16.59	3000
FOBUG	IAF	TARKK	NOPT	TF	FB	1.00	012.76	7.30	3000
TARKK	IF/IAF	FRRAN		TF	FB	1.00	294.59	6.20	2600
FRRAN	FAF	HINIS/2.60 NM TO RW30		TF	FB	0.30	294.50	2.43	
HINIS/2.60 NM TO RW30		RW30	MAP	TF	FO	0.30	294.50	2.60	
RW30	MAP	1208 MSL		CA			294.50		
1208 MSL		JUNTU		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW30

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT JUNTU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD SE TARKK, RT, 294.59 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 6000.				
3. FAC:	294.50	FAF: FRRAN	DIST FAF TO MAP:	5.03	DIST FAF TO THLD: 5.03
4. MIN ALT:	TARKK 3000, FRRAN 2600, HINIS/2.60 NM TO RW30 1820				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	250 HAT: 0.66	GS ANT:
6. MIN GP INCPT:	2600	GP ALT AT PFAF: FRRAN 2600		OM:	MM:
7. GP ANGLE:	3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 45.0	IM:
8. MSA FROM:	RW30 3500				

QUALITY
16
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PROFILE NOTE: PROCEDURE NA FOR ARRIVALS AT PRESS ON V2-97 SOUTHEAST BOUND.
CHART PROFILE NOTE: PROCEDURE NA FOR ARRIVAL ON FGT VORTAC AIRWAY RADIALS 118 CW 178.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/8 SM AND LNAV VISIBILITY CATS A/B TO 1 SM, CATS C/D VISIBILITY TO 1 1/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 114.27 INBOUND.
CHART FAS OBST: 1078 TREE (27-093244) 443726N/0931350W.
CHART VDP AT 1.10 NM TO RW30.
WAAS CHANNEL # 99328
REFERENCE PATH ID: W30A
LTP HAE: 262.3 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1208	3/4	250	1208	3/4	250	1208	3/4	250	1208	3/4	250			
LNAV/VNAV DA	1340	3/4	382	1340	3/4	382	1340	3/4	382	1340	3/4	382			
LNAV MDA	1340	3/4	382	1340	3/4	382	1340	3/4	382	1340	3/4	382			
CIRCLING	1480	1	520	1480	1	520	1640	2	680	1700	2 1/4	740			



CHANGES - REASONS

1. PROFILE: LINE 7: 34:1 CHANGED FROM "IS NOT CLEAR" TO "IS CLEAR". - LATEST 34:1 OBSTACLE IDENTIFICATION SURFACE EVALUATION REVEALS NO PENETRATIONS
2. PBN REQUIREMENTS NOTE: CHANGED FROM "RNP APCH" TO "RNP APCH - GPS". - ADDED SENSOR IAW 8260.19
3. NOTES: VDP NA NOTE MOVED TO FORM 8260-9. - IAW 8260.19
4. NOTES: DELETED NOTE: "RWY 30 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. - 34:1 OIS NO LONGER PENETRATED
5. NOTES: FOR UNCOMPENSATED BARO-VNAV SYSTEMS NOTE CHANGED FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW 16 C OR ABOVE 37 C" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16 C OR ABOVE 54 C". - CORRECTED MINIMUM AND MAXIMUM CRITICAL TEMPERATURES BASED ON STANDARD ISA VALUES IAW 8260.58
6. COMBINED BARO-VNAV NA AND VDP NA NOTE; MOVING NOTE FROM FORM 8260-3 TO THE GENERAL REMARKS SECTION OF FORM 8260-9. - UPDATED PHRASEOLOGY PER CRITERIA IAW 8260.19
7. NOTES: DELETED NOTE: "WHEN CIRCLING TO RWY 12 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN AT OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD". - INCORPORATED NOTAM !FDC 5/5888 LVN INTO ABBREVIATED AMENDMENT
8. NOTES: MOVED WHEN LOCAL ALTIMETER SETTING NOT RECEIVED NOTE TO THE GENERAL REMARKS SECTION OF FORM 8260-9. - IAW 8260.19
9. NOTES: UPDATED FOR INOPERATIVE ALS NOTE FROM: "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM AND LNAV ALL CATS 1 SM" TO "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/8 SM AND LNAV VISIBILITY CATS A/B 1 SM, CATS C/D VISIBILITY 1 1/8 SM". - BROUGHT VALUES UP TO DATE IAW CHAPTER 3 VISIBILITY TABLE IN 8260.3
10. NOTES: DELETED FOR INOPERATIVE ALS WHEN USING BACKUP ALTIMETER NOTE. - NO LONGER REQUIRED TO BE DOCUMENTED PER AFS/AJV-A MANAGEMENT
11. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM "1059 TREE 443715N/0931311W" TO "1078 TREE (27-093244) 443726N/0931350W". - UPDATED ARP AND RWY 12/30 SURVEY
12. ADDITIONAL FLIGHT DATA: VDP CHANGED FROM "CHART VDP AT 1.04 NM TO RW30" TO "CHART VDP AT 1.10 NM TO RW30". - LNAV MDA INCREASED DUE TO NEW FAS OBST CAPTURED IN EVALUATION FROM UPDATED SURVEY
13. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON. - NO LONGER REQUIRED BY CRITERIA
14. MINIMUMS: FINAL TYPE: LPV DA CATS A/B/C/D DA/HAT CHANGED FROM "1152/200/1152/200/1152/200/1152/200" TO "1208/250/1208/250/1205/250/1208/250". - UPDATED SURVEY, FINAL OCS PENETRATED MINIMUM HAT 250 IAW 8260.58
15. MINIMUMS: FINAL TYPE: LNAV/VNAV DA CATS A/B/C/D DA/HAT CHANGED FROM "1240/288/1240/288/1240/288/1240/288" TO "1340/382/1340/382/1340/382/1340/382". - UPDATED SURVEY PRODUCED NEW CONTROLLING OBSTACLE
16. MINIMUMS: FINAL TYPE: LNAV MDA CATS A/B/C/D MDA/HAT CHANGED FROM "1320/368/1320/368/1320/368/1320/368" TO "1340/382/1340/382/1340/382/1340/382". - UPDATED SURVEY PRODUCED NEW CONTROLLING OBSTACLE
17. MINIMUMS: FINAL TYPE: CIRCLING CATS A/B MDA/HAA CHANGED FROM "1460/499/1460/499" TO "1480/520/1480/520". UPDATED SURVEY PRODUCED NEW CONTROLLING OBSTACLES IN EVALUATION
18. FAS DATA BLOCK INFORMATION: LTP/FTP LATITUDE CHANGED FROM "443732.7550N" TO "443732.7560N". - RECOMPUTED IAW 8260.19 APPENDIX K, 4 J
19. FAS DATA BLOCK INFORMATION: LTP/FTP ELLIPSOIDAL HEIGHT CHANGED FROM "+02624" TO "+02623". RECOMPUTED IAW 8260.19 APPENDIX K, 4 L
20. FAS DATA BLOCK INFORMATION: FPAP LATITUDE CHANGED FROM "443813.7900N" TO "443813.8035N". - RECOMPUTED IAW 8260.19 APPENDIX K, 4 M
21. FAS DATA BLOCK INFORMATION: FPAP LONGITUDE CHANGED FROM "0931511.5600W" TO "0931511.5420W". - RECOMPUTED IAW 8260.19 APPENDIX K, 4 N
22. FAS DATA BLOCK INFORMATION: VERTICAL ALERT LIMIT (VAL) CHANGED FROM "35.0" TO "50.0". - RECOMPUTED IAW 8260.19 APPENDIX K, 4 W
23. FAS DATA BLOCK INFORMATION: CRC REMAINDER CHANGED FROM "5EBA93A6" TO "065B1B9E". - ALGORITHM RECOMPUTED

04/29/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/16/2026.
TERMINAL ROUTES: TARKK TO FRRAN - CHANGED RNP FROM 0.30 TO 1.00.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZMP ARTCC, MSP APP CON, AMGR

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by
ROBERT G HAMILTON

Apr 13, 2026

OFFICE

AJF

DATE

04/09/2026

DEVELOPED BY

BRYANT SMITH

Digitally signed by
ROBERT G HAMILTON

Apr 13, 2026

OFFICE

AJV-A433

DATE

10/29/2025

APPROVED BY

ROBERT G HAMILTON

Digitally signed by
ROBERT G HAMILTON

Apr 13, 2026

OFFICE

AJV-A433

DATE

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KLVN
RUNWAY	RW30
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W30A
LTP/FTP LATITUDE	443732.7560N
LTP/FTP LONGITUDE	0931320.8005W
LTP/FTP ELLIPSOIDAL HEIGHT	+02623
FPAP LATITUDE	443813.8035N
FPAP LONGITUDE	0931511.5420W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1624
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	065B1C9E

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+02902
FPAP ORTHOMETRIC HEIGHT	+02902



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
LVN	RNAV (GPS) RWY 30	ORIG-C	MINNEAPOLIS	MN	960	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM FGT VORTAC **TO** TARKK

RNP 1.00 **DISTANCE** 9.90 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (27-001333)	443416.40N/0930440.90W	1373	250	50	4D	1000				AT627	3000
TERRAIN	443424.00N/0930345.00W	1059 (1100)								AS1500	2600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INITIAL

FROM PRESS **TO** TARKK

RNP 1.00 **DISTANCE** 16.59 **PAT** **MAP** **HAT** **HMAS**

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (27-002434)	443433.00N/0925730.00W	1310	50	20	2C	1000				AT690	3000
TERRAIN	443536.00N/0925857.00W	1076 (1100)								AS1500	2600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

QUALITY
13
CHECKED

INITIAL

FROM

FOBUG

TO

TARKK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.30										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	442406.00N/0925948.00W	1346	215	8	4B	1000				AT654	3000
TERRAIN	442500.00N/0925957.00W	1118 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

TARKK (IF/IAF)

TO

FRRAN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30	6.20										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (27-001333)	443416.40N/0930440.90W	1373	250	50	4D	500					1900
TERRAIN	443424.00N/0930345.00W	1059 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

FRRAN

TO

RW30

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.03		DA				250				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TERRAIN (27-061397)	443726.89N/0931316.34W	961	20	3	1A		34.00:1				1208

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

FRRAN

TO

RW30

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.03		DA				382				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	443639.00N/0931221.00W	1052	215	8	4B		23.34:1			AC8	1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

FRRAN

TO

HINIS/2.60 NM TO RW30

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.43										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	443515.00N/0930839.00W	1237	215	8	4B	250				RA52 DG281	1820

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

HINIS/2.60 NM TO RW30

TO

RW30

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	2.60		RW30	382	

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (27-093244)	443725.68N/0931350.37W	1078	20	3	1A	250					1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

TARKK

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
		P-5			

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	442736.00N/0925136.00W	1414	215	8	4B	1000				AT586	3000
TERRAIN	442736.00N/0925136.00W	1213 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

JUNTU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							1018				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	443836.00N/0931845.00W	1388	215	8	4B	1000					2400
TERRAIN	443836.00N/0931845.00W	1187 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

JUNTU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30							1179				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	443836.00N/0931845.00W	1388	215	8	4B	1000					2400
TERRAIN	443836.00N/0931845.00W	1187 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LNAV

FROM

RW30

TO

JUNTU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											1240
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
AAO	443836.00N/0931845.00W	1388	215	8	4B	1000					2400
TERRAIN	443836.00N/0931845.00W	1187 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE (27-059970)	443720.36N/0931522.60W	1.30	520	1163	20	10	1B	300			1480
CATEGORY B											
TREE (27-059970)	443720.36N/0931522.60W	1.84	520	1163	20	10	1B	300			1480
CATEGORY C											
TOWER (27-066851)	443713.35N/0931746.28W	2.89	680	1286	250	50	4D	300		AC50	1640
CATEGORY D											
AAO	443836.00N/0931845.00W	3.78	740	1388	215	8	4B	300			1700

CIRCLING REMARKS:

MSA

CENTER

RW30

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (27-000499)	450344.83N/0930822.61W	005	26.5	2438	20	50	1D	1000			3500

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MSP APP CON, MSP FSS, ZMP ARTCC

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> LVN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> LVN	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> MSP	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> MSP	<u>DISTANCE</u> 15.26	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 52

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
LVN 960, MSP 842
RA=51.7

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW12 - REIL (PCL), HIRL (PCL), PAPI-4L (PCL)	NPI-G		
RW30 - MALSR (PCL), HIRL (PCL), PAPI-4R (PCL)	PIR-G		

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 952.1	<u>TCH</u> 45.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 35.7
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	392
ON CENTERLINE	X	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> -30C
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CRITICAL TEMPERATURE REMARKS:

CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 968 HIGH TEMP 1276.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MSP ALTIMETER SETTING AND INCREASE LPV DA TO 1260 FEET; INCREASE LNAV/VNAV DA TO 1392 FEET; INCREASE ALL MDAS 60 FEET AND LNAV CAT C/D VISIBILITY 1/8 SM, AND CIRCLING CAT C/D VISIBILITY 1/4 SM.

BARO-VNAV AND VDP NA WHEN USING MSP ALTIMETER SETTING.

VEGETATION HEIGHT USED 100 FT.

TAA NOT DEVELOPED PER ATC REQUEST.

TCH NOT LINED UP WITH ILS PER ATC REQUEST.

THLD DISPLACED 392 FEET.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.44
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	297.50
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1037
DISTANCE FROM	THLD	TO 1500FT POINT	5.01
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.11
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	297.50
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1037

THRESHOLD COORDINATES (IF STR-IN)	443732.76N/0931320.80W
ARP COORDINATES	443740.30N/0931341.14W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 12 DISTANCE 0.34 NM
FAF COORDINATES	443513.47N/0930705.72W
FIX NAME COORDINATES	

REMARKS

THLD DISPLACED 392FT, ACTUAL COORDINATES: 443730.97N/0931315.99W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
BRYANT SMITH	AJV-A433	10/29/2025	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
LVN

PROCEDURE NAME
RNAV (GPS) RWY 30

AMDT NO.
ORIG-C

CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
960

FACILITY
RNAV