

WAAS CH 56225 W30A	APP CRS 301°	Rwy Idg 10000 TDZE 823 Apt Elev 842
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RNAV (GPS) Z RWY 30L

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

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to RVR 5000, and LNAV Cat E visibility to 1 3⁄8 SM.

ALSF-2

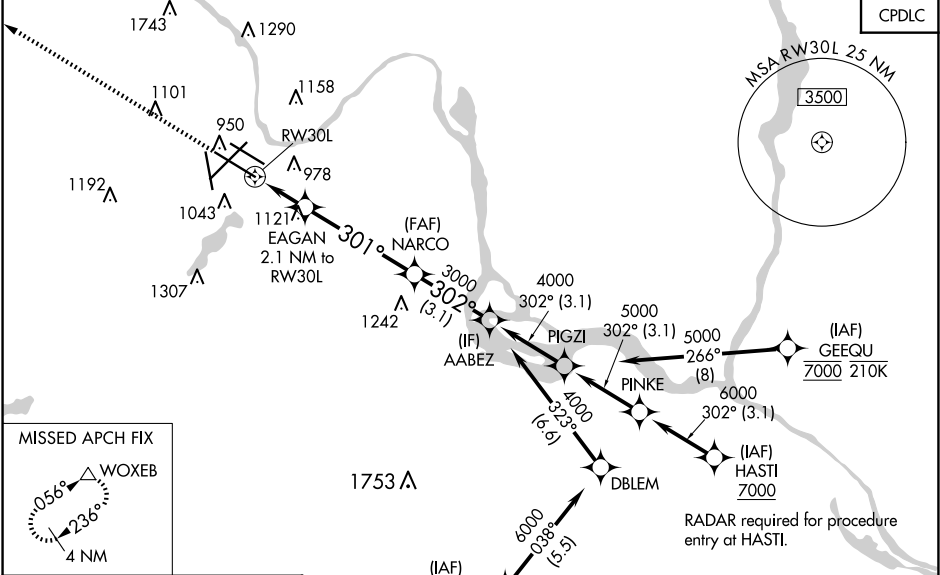
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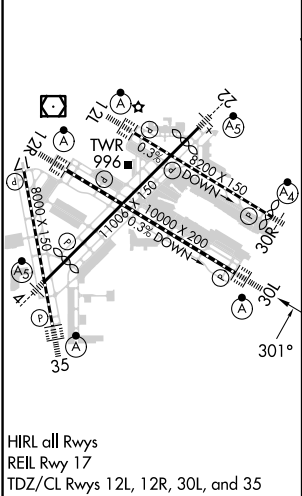
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MISSED APPROACH:
Climb to 3000 direct
WOXEB and hold.

D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV 842	D	TDZE 823
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3000 ↑	WOXEB △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).			
*LNAV only		EAGAN 2.1 NM to RW30L	NARCO 3000	AABEZ 4000	
		*1.2 NM to RW30L	301°	302°	
		RW30L	1520*	3000	
		1.2 NM	0.9 NM	4.6 NM	3.1 NM
					GP 3.00° TCH 55
CATEGORY	A	B	C	D	E
LPV DA	1023/18 200 (200-½)				
LNAV/ VNAV DA	1130/24 307 (300-½)				
LNAV MDA	1280/24 457 (500-½)	1280/45 457 (500-¾)			
CIRCLING	1360-1 518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	