

APP CRS
301°

Rwy Ldg
TDZE
822

8000
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.

ATIS 135.35 239.275	MINNEAPOLIS APP CON 118.725 335.65 (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 121.8 348.6 (N) 121.9 348.6 (S) 127.925 348.6 (W)
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Diagram illustrating the RNAV (RNP) Y RWY 30R approach procedure. The chart shows the flight path starting from the initial approach fix (IAF) OSMOH (8000 210K) and proceeding through various waypoints (HIGHA, COTTG, RVERR, JACKO, SAMMZ, BONNA, WULAM, GROVZ) to the final approach fix (FAF) JACKO and the runway (RW30R). Key altitudes and distances are marked along the path. A missed approach fix (MISSED APCH FIX) is shown at 4 NM from the runway. The chart also includes a radar required for procedure entry at OSMOH and GROVZ. A circular inset shows the MSA (Minimum Safe Altitude) for RW30R at 25 NM, with a 3500 ft MSA.

ELEV 842	D	TDZE 822
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		
RW30R		
GP 3.00° TCH 55		
6.7 NM		
CATEGORY	A	B
RNP 0.15 DA	1097/40	275 (300-¾)
RNP 0.30 DA	1298-1⅓	476 (500-1⅓)
C		
D		

MINNEAPOLIS, MINNESOTA

Amtd 1A 02MAR17

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

44°53'N-93°13'W

RNAV (RNP) Y RWY 30R