

WAAS CH 56225 W30A	APP CRS 301°	Rwy Ldg 10000 TDZE 823 Apt Elev 842
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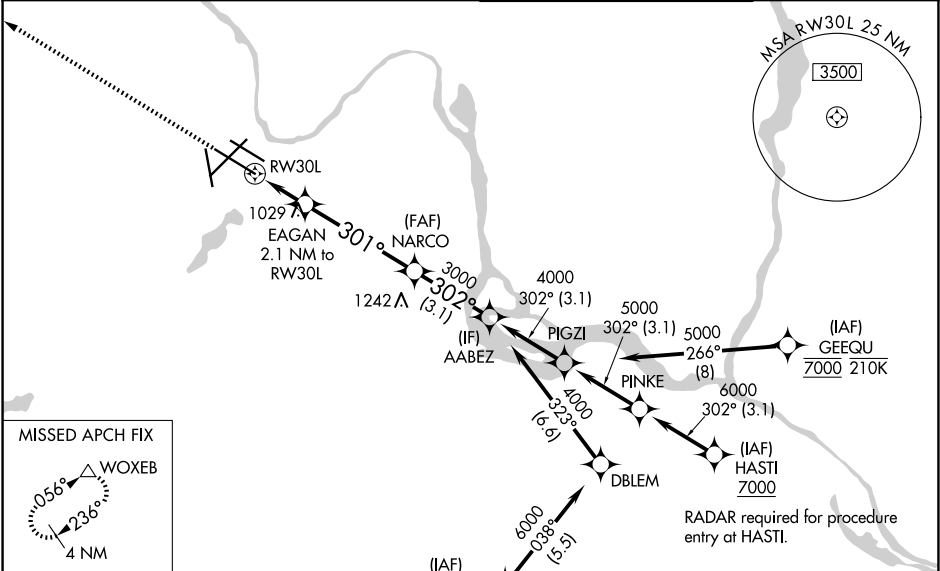
RNAV (GPS) Z RWY 30L
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

▼ 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

MISSED APPROACH:
Climb to 3000 direct WOXEB 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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ELEV 842

TDZE 823

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

3000	WOXEB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).			
*LNAV only		EAGAN 2.1 NM to RW30L	NARCO	AABEZ	
RW30L		*1.2 NM to RW30L	3000	4000	GP 3.00° TCH 55
1520*		1.2 NM	0.9 NM	4.6 NM	3.1 NM
CATEGORY	A	B	C	D	E
LPV DA	1023/18 200 (200-1⁄2)				
LNAV/VNAV DA	1130/24 307 (300-1⁄2)				
LNAV MDA	1280/24	457 (500-1⁄2)	1280/45	457 (500-7⁄8)	
CIRCLING	1360-1	518 (600-1)	1460-1 3⁄4 618 (700-1 3⁄4)	1660-2 3⁄4 818 (900-2 3⁄4)	1800-3 958 (1000-3)

NC-1, 02 OCT 2025 to 30 OCT 2025

NC-1, 02 OCT 2025 to 30 OCT 2025