

WAAS CH 60925 W30B	APP CRS 301°	Rwy Idg TDZE 822 Apt Elev 842
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RNAV (GPS) Z RWY 30R

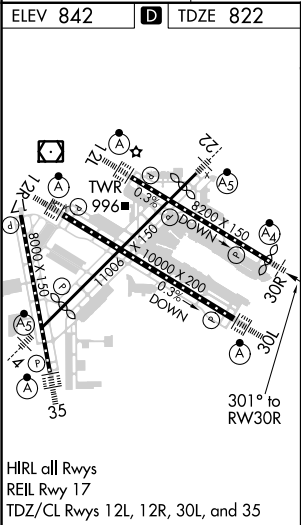
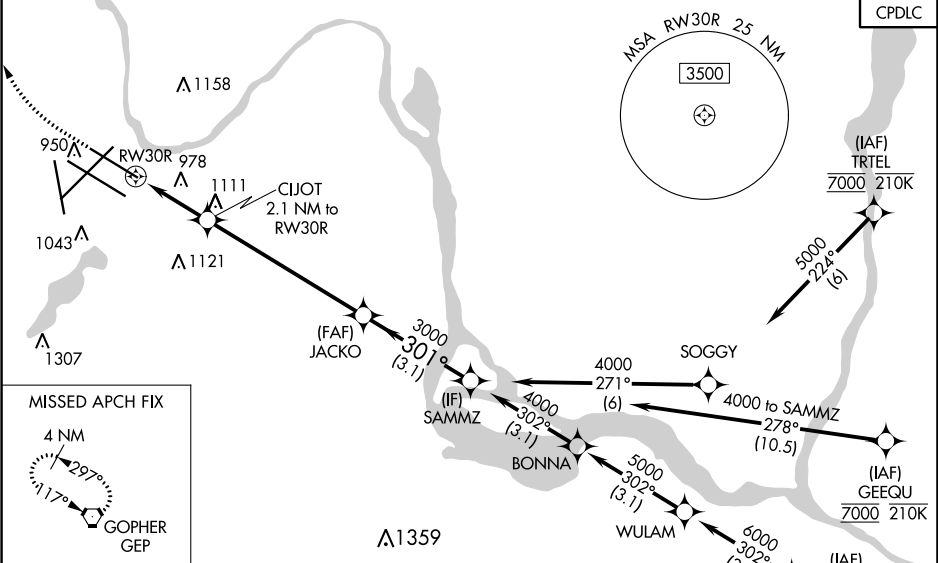
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ 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 30L and ILS V Rwy 35 (CONVERGING). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1½ SM. Inop table does not apply to LPV all Cats.

MALSF

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC 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	CINC DEL 133.2
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1300	3000	GEP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		
*LNAV only		CIJOT 2.1 NM to RWY 30R	JACKO 3000	SAMMZ 4000	
RWY 30R		*1.6 NM to RWY 30R	3000	301° 4000	GP 3.00° TCH 55
1.6 NM		0.5 NM	4.6 NM	3.1 NM	
CATEGORY	A	B	C	D	E
LPV DA	1072/40 250 (300-¾)				
LNAV/VNAV DA	1316-1⅓ 494 (500-1⅓)				
LNAV MDA	1400/40 578 (600-¾)		1400-1⅓ 578 (600-1⅓)		
CIRCLING	1400-1 558 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)