

WAAS CH <b>50125</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg <b>10000</b> TDZE <b>842</b> Apt Elev <b>842</b>
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# RNAV (GPS) Z RWY 12R

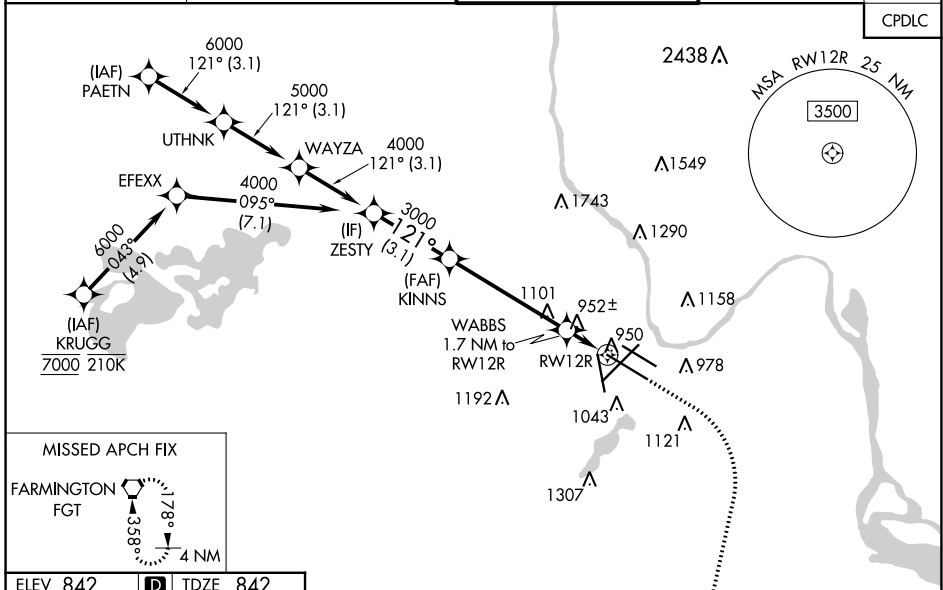
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12L. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ SM, and increase LNAV Cat C/D/E visibility to RVR 5500. LNAV procedure NA during simultaneous operations.

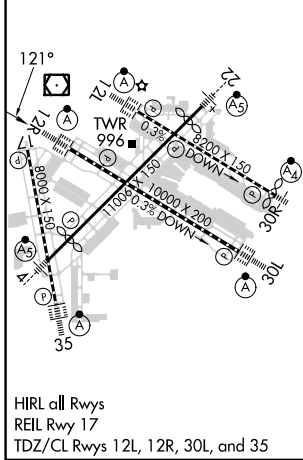


**MISSED APPROACH:**  
Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
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ELEV 842	<b>D</b>	TDZE 842
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ZESTY					VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).					1300	3000	FGT
KINNS					WABBS 1.7 NM to RW12R					*NNAV only		
4000					3000					*1420		
GP 3.00°					TCH 50							
← 3.1 NM					← 4.9 NM					← 0.7 NM		
← 1 NM					← 1 NM							
CATEGORY	A		B		C		D		E			
LPV DA	1042/18		200 (200-½)									
LNAV/VNAV DA	1211/40		369 (400-¾)									
LNAV MDA	1220/24		378 (400-½)		1220/35		378 (400-¾)					
<b>C</b> CIRCLING	1360-1		518 (600-1)		1460-1¾		1660-2¾		1800-3			
					618 (700-1¾)		818 (900-2¾)		958 (1000-3)			

NC-1, 31 OCT 2024 to 28 NOV 2024

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