

WAAS CH 60925 W30B	APP CRS 301°	Rwy Idg 8000 TDZE 822 Apt Elev 842
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RNAV (GPS) Z RWY 30R

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

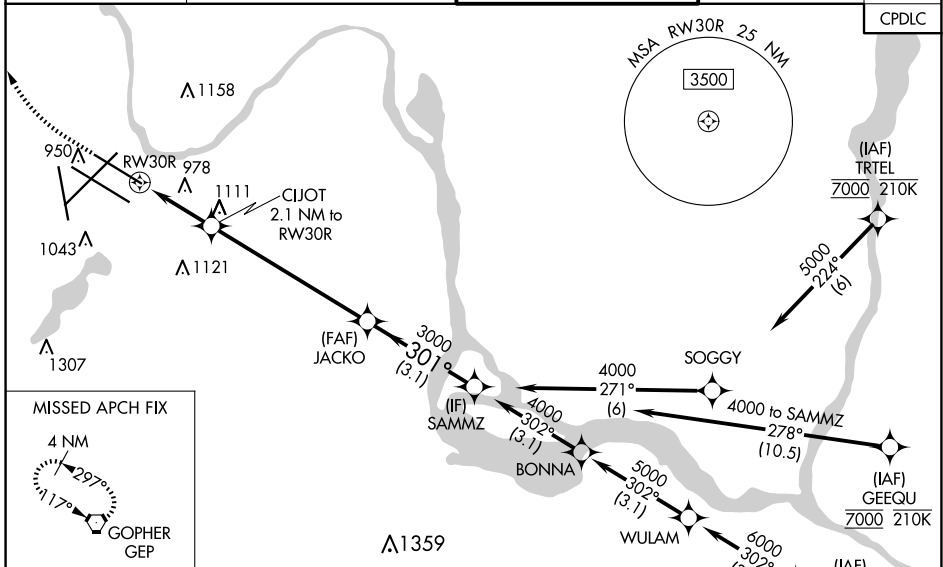
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30L and ILS V Rwy 35 (CONVERGING). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1 3/8 SM. Inop table does not apply to LPV all Cats.

MALSF

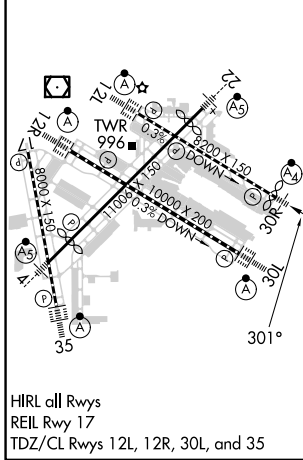


MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.

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	CLNC DEL 133.2
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ELEV 842	D	TDZE 822
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1300	3000	GEP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).
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*LNAV only	CIJOT 2.1 NM to RW30R	JACKO 3000	SAMMZ 4000
	*1.6 NM to RW30R		
			GP 3.00° TCH 55

CATEGORY	A	B	C	D	E
LPV DA		1072/40	250 (300-3/4)		
LNAV/VNAV DA		1316-1 3/8	494 (500-1 3/8)		
LNAV MDA	1400/40	578 (600-3/4)	1400-1 3/8	578 (600-1 3/8)	
C CIRCLING	1400-1	558 (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, 20 FEB 2025 to 20 MAR 2025

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