


WAAS CH 50125 W12A	APP CRS 121°	Rwy Idg 10000 TDZE 842 Apt Elev 842
--	------------------------	--

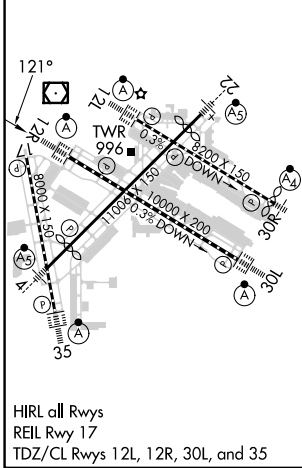
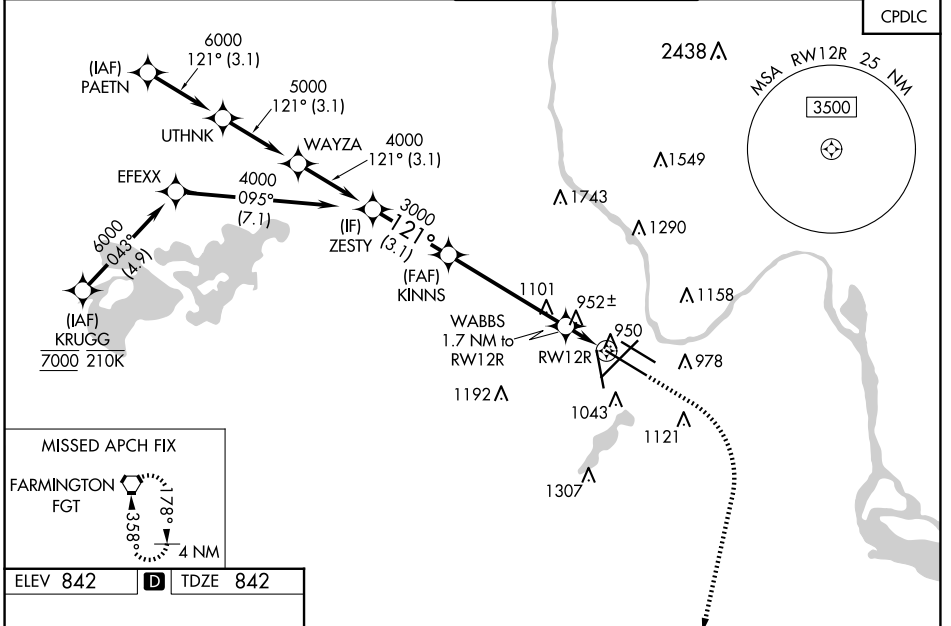
RNAV (GPS) Z RWY 12R

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.

ALSIF-2

MISSED APPROACH:
 Climb to 1300 then climbing right turn to 3000 direct FGT 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
---	--	---	---	--------------------------



ELEV 842	D	TDZE 842			
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).					
ZESTY	KINNS	WABBS	1300	3000	FGT
4000	3000	1.7 NM to RW12R			
GP 3.00°		*1420		*LNAV only	
TCH 50					
← 3.1 NM		← 4.9 NM		← 0.7 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 (400-⅝)		
C CIRCLING	1360-1 518 (600-1)		1460-1¾ 1660-2¾		1800-3
			618 (700-1¼) 818 (900-2¾)		958 (1000-3)

NC-1, 20 MAR 2025 to 17 APR 2025

NC-1, 20 MAR 2025 to 17 APR 2025