

WAAS CH 72931 W04A	APP CRS 045°	Rwy Ldg 9456 TDZE 832 Apt Elev 842
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RNAV (GPS) RWY 4

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

RNP APCH

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ SM, LNAV Cat C/D/E visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

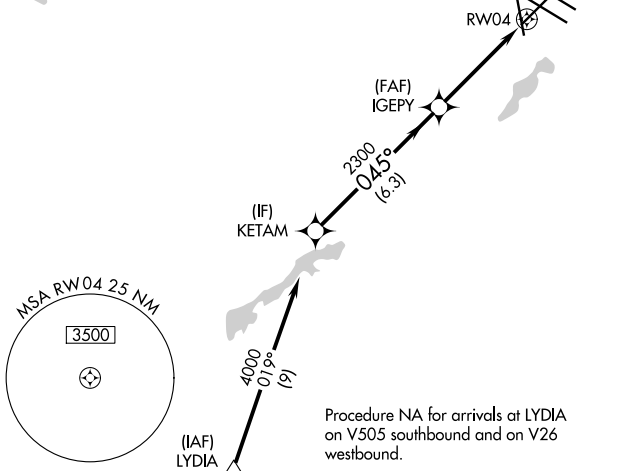
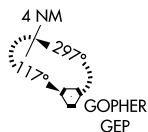
MALSR



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

	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON
ATIS	118.725 335.65 (35)	123.675 273.55 (17-35)	121.8 348.6 (N)
135.35 239.275	119.3 335.65 (1 2L-30R, 4-22, 17)	123.95 273.55 (1 2L-30R)	121.9 348.6 (S)
	126.95 335.65 (1 2R-30L)	126.7 273.55 (1 2R-30L, 4-22)	127.925 348.6 (W)

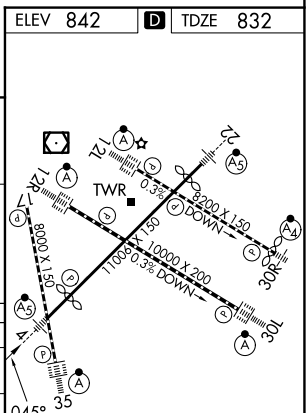
MISSED APCH FIX



Procedure NA for arrivals at LYDIA on V505 southbound and on V26 westbound.

Figure 1 is a schematic representation of the RNAV and VGSI glidepaths. The diagram shows a 0.45-degree glidepath starting at 4000 feet at KETAM and intersecting the 2300-foot glidepath at IGEPY. A 1.2 NM distance is marked to RW04. A legend indicates that the 1300 and 3000 foot markers are for RNAV only, while the 4000 foot marker is for VGSI. The VGSI angle is 3.00 degrees TCH 55.

CATEGORY		A	B	C	D	E
LPV	DA#	1032/24 200 (200-½)				
RNAV/ VNAV	DA	1281/45 449 (500-¾)				
RNAV	MDA	1300/24 468 (500-½)		1300/50 468 (500-1)		
CIRCLING		1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)



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