

WAAS CH 56225 W30A	APP CRS 301°	Rwy Idg 10000 TDZE 823 Apt Elev 842
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RNAV (GPS) Z RWY 30L

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

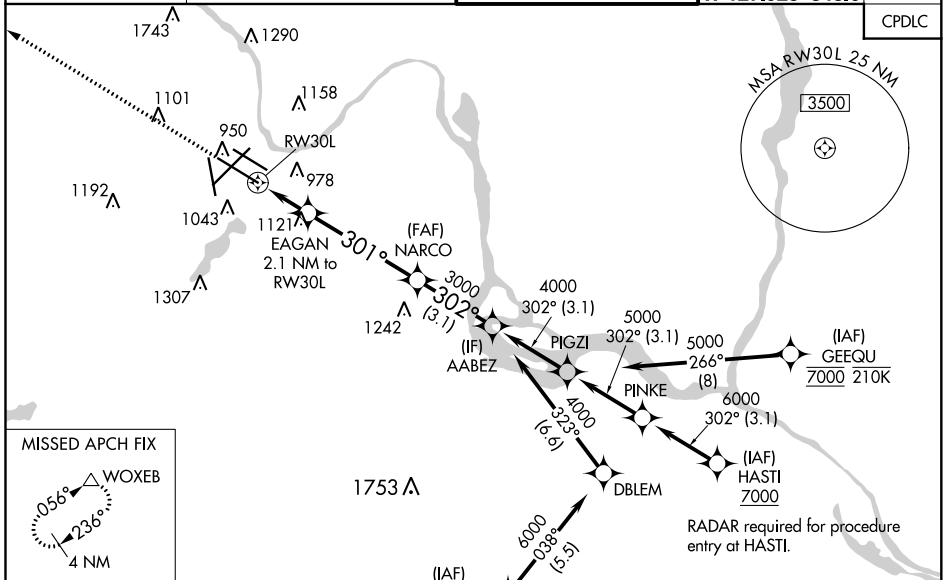
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to RVR 5000, and LNAV Cat E visibility to 1 3/8 SM.

ALSF-2

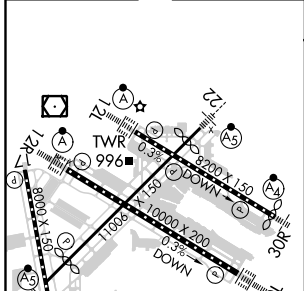


MISSED APPROACH:
Climb to 3000 direct
WOXEB and hold.

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 823
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3000	WOXEB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78).
*	LNAV only	
		NARCO
		EAGAN 2.1 NM to RW30L
		AABEZ
		3000
		4000
		3000
		301°
		302°
		GP 3.00° TCH 55
		-1.2 NM
		0.9 NM
		4.6 NM
		3.1 NM

CATEGORY	A	B	C	D	E
LPV DA		1023/18	200 (200-1/2)		
LNAV/VNAV DA		1130/24	307 (300-1/2)		
LNAV MDA	1280/24	457 (500-1/2)	1280/45	457 (500-7/8)	
C CIRCLING	1360-1	518 (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)