

| | | |
|--|------------------------|--|
| WAAS CH 60927 W22A | APP CRS 225° | Rwy Idg 10006 TDZE 828 Apt Elev 842 |
|--|------------------------|--|

RNAV (GPS) RWY 22

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

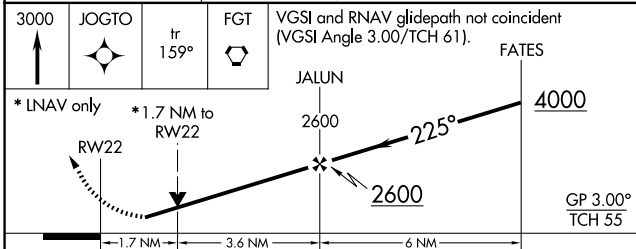
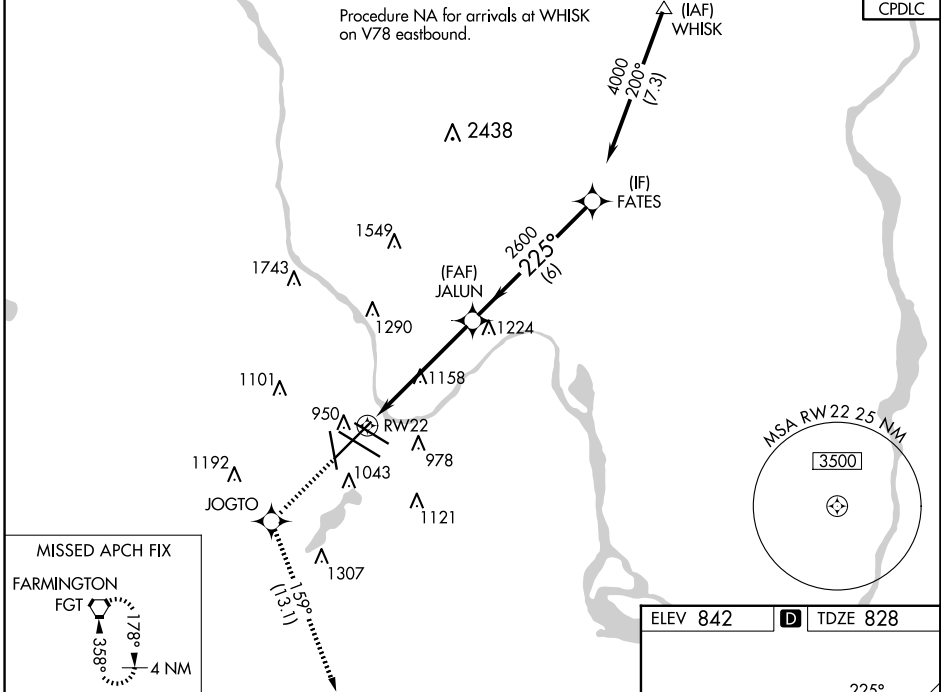
RNP APCH

▼ Rwy 22 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 5500, LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat A/B visibility to RVR 5500, and Cat E to 1 3/4 SM.



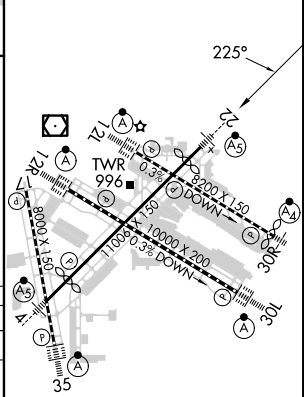
MISSED APPROACH: Climb to 3000 direct JOGTO and on track 159° to FGT VORTAC and hold.

| | | | | |
|---|--|---|---|--------------------------|
| 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 |
|---|--|---|---|--------------------------|



| | | | | | |
|--------------|-----------------------|------------------|----------------------------|--|---------------------|
| 3000 | JOGTO | fr 159° | FGT | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61). | FATES |
| * LNAV only | | * 1.7 NM to RW22 | | JALUN | |
| RW22 | | 2600 | | 4000 | |
| GP 3.00° | | TCH 55 | | | |
| CATEGORY | A | B | C | D | E |
| LPV DA | 1190/40 362 (400-3/4) | | | | |
| LNAV/VNAV DA | 1227/45 399 (400-7/8) | | | | |
| LNAV MDA | 1420/40 592 (600-3/4) | | 1420-1 1/4 592 (600-1 1/4) | | |
| CIRCLING | 1420-1 578 (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) |

| | |
|----------|-------------------|
| ELEV 842 | D TDZE 828 |
|----------|-------------------|



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

NC-1, 20 MAR 2025 to 17 APR 2025

NC-1, 20 MAR 2025 to 17 APR 2025