

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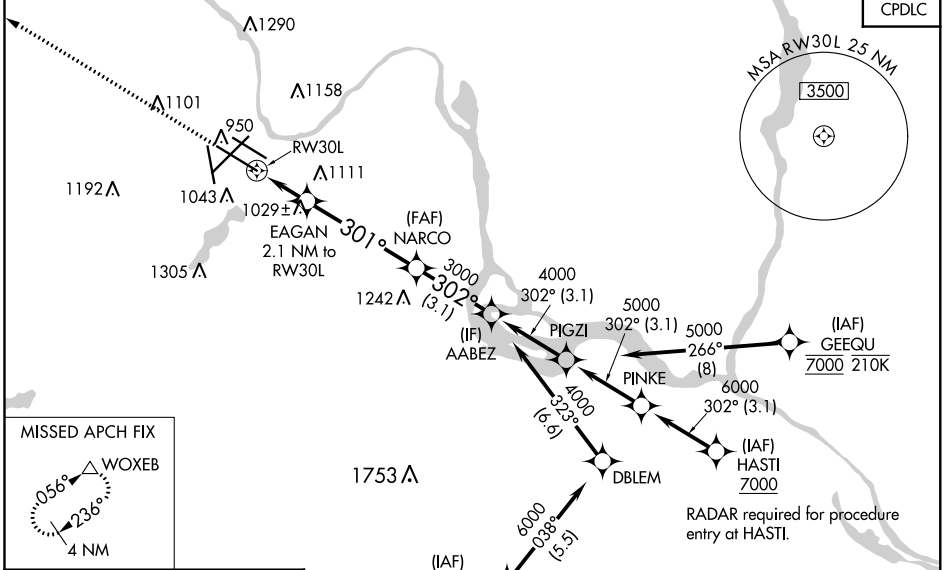
# RNAV (GPS) Z RWY 30L

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

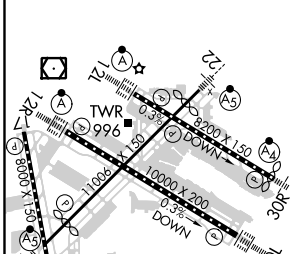
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA 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.

ALSIF-2  
  
 MISSED APPROACH:  
 Climb to 3000 direct  
 WOXEB and hold.

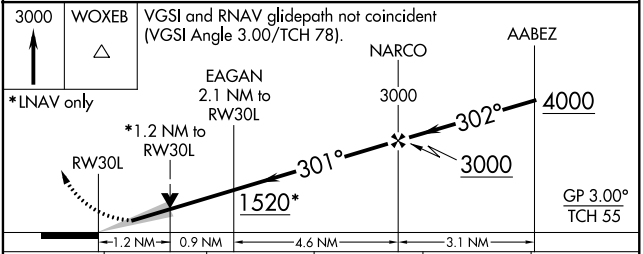
D-ATIS ARR <b>135.35</b> <b>239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
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ELEV 842	<b>D</b>	TDZE 823
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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)	
<b>C</b> 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)



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# RNAV (GPS) Z RWY 30L

NC-1, 31 JAN 2019 to 28 FEB 2019

NC-1, 31 JAN 2019 to 28 FEB 2019