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| WAAS CH 50125 W12A | APP CRS 121° | Rwy Idg 10000 TDZE 842 Apt Elev 842 |
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RNAV (GPS) Z RWY 12R

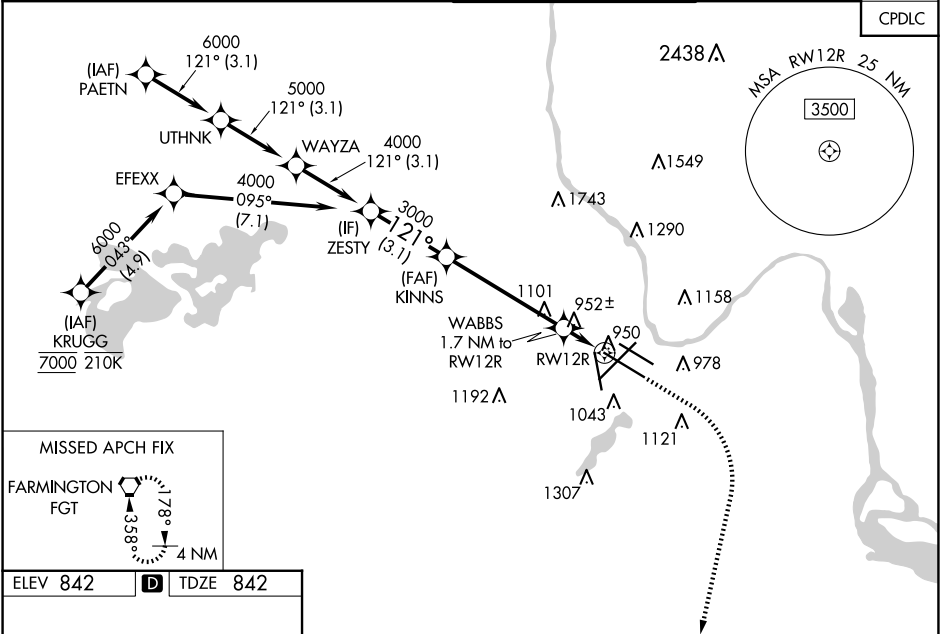
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ 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.

ALS-2

MISSED APPROACH:
Climb to 1300 then
climbing right turn to
3000 direct FGT
VORTAC and hold.

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| 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 842

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

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|-------------------|--|-------|------------------------|---------------|--|-----|
| | ZESTY | KINNS | WABBS | 1300 | 3000 | FGT |
| | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66). | | | | | |
| | 4000 | 3000 | 1.7 NM to RW12R | *LNNAV only | | |
| | GP 3.00° | 3000 | *1420 | 1 NM to RW12R | | |
| | 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 (700-1¾) 818 (900-2¾) 958 (1000-3) | |