

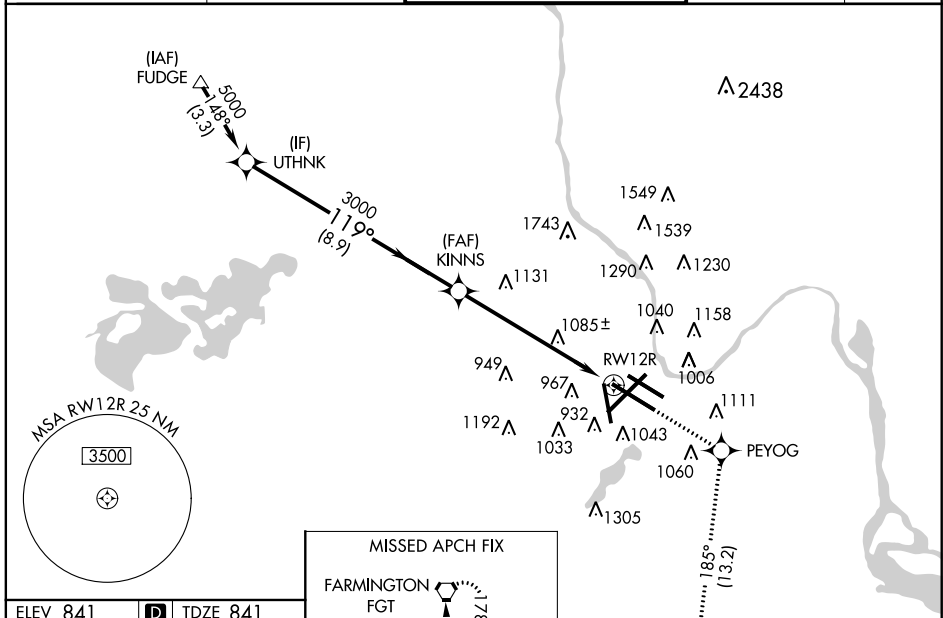
WAAS CH 50125 W12A	APP CRS 119°	Rwy Idg 10000 TDZE 841 Apt Elev 841
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RNAV (GPS) RWY 12R

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

<p>⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -1.6°C (4°F). For inop ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1½, increase LNAV Cat E visibility to 2¼. Simultaneous approach authorized with Rwy 12L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>	<p>ALSF-1 </p>	<p>MISSED APPROACH: Climb to 5000 direct PEYOG and via 185° track to FGT VORTAC and hold.</p>
	<p>⚠</p>	

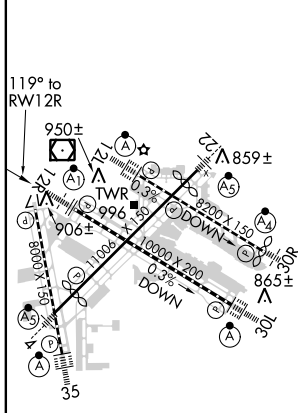
<p>ATIS ARR 135.35 239.275 DEP 120.8</p>	<p>MINNEAPOLIS APP CON 119.3 335.5</p>	<p>MINNEAPOLIS TOWER 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)</p>	<p>GND CON N 121.8 348.6 S 121.9 348.6 W 127.925</p>	<p>CLNC DEL 133.2</p>
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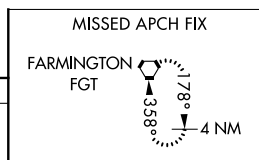
NC-1, 07 FEB 2013 to 07 MAR 2013

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ELEV 841	D	TDZE 841
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HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



<p>Procedure Turn NA</p> <p>GS 3.00° TCH 56</p>	<p>UTHNK</p> <p>5000</p> <p>119°</p> <p>3000</p> <p>8.9 NM</p>	<p>KINNS</p> <p>4.8 NM</p>	<p>5000</p> <p>PEYOG</p> <p>tr 185°</p> <p>*1.7 NM to RWY 12R</p> <p>*LNAV only</p>	<p>FGT</p> <p>1.7 NM</p>	
<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65)</p>					
CATEGORY	A	B	C	D	E
LPV DA	1119/24 278 (300-½)				
LNAV/VNAV DA	1294/50 453 (500-1)				
LNAV MDA	1460/24	619 (700-½)	1460/60 619 (700-1¼)	1460-1½ 619 (700-1½)	1460-1¾ 619 (700-1¾)
CIRCLING	1460-1½	619 (700-½)	1460-1¾ 619 (700-1¾)	1460-2 619 (700-2)	1660-3 819 (900-3)