

WAAS CH 56225 W30A	APP CRS 299°	Rwy Idg 10000 TDZE 823 Apt Elev 841
--	------------------------	--

RNAV (GPS) RWY 30L

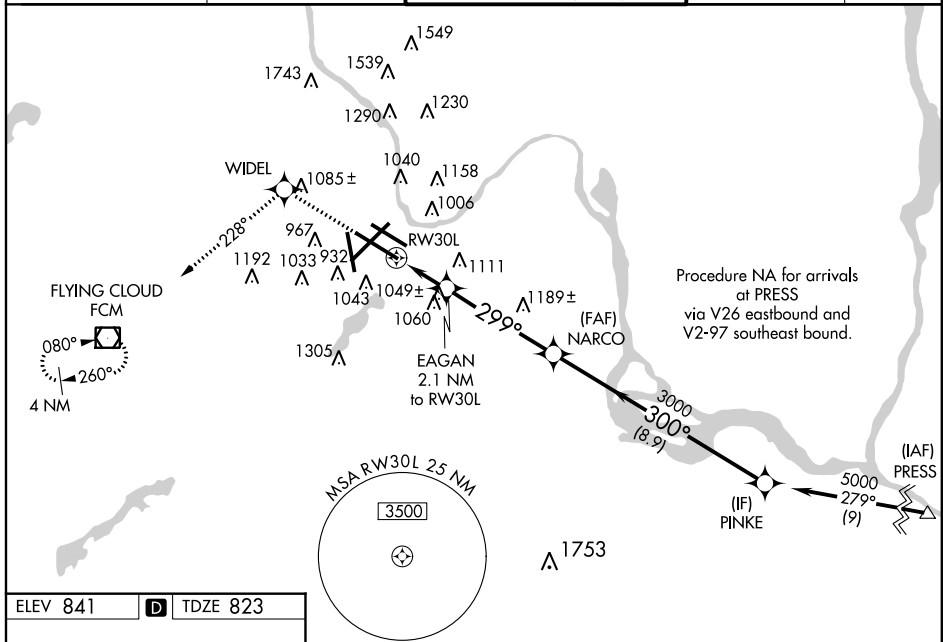
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ For inop ALSF, increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 2, increase LNAV Cat E visibility to 2. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 30R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations



MISSED APPROACH:
Climb to 4000 direct WIDEL and via 228° track to FCM VOR/DME and hold.

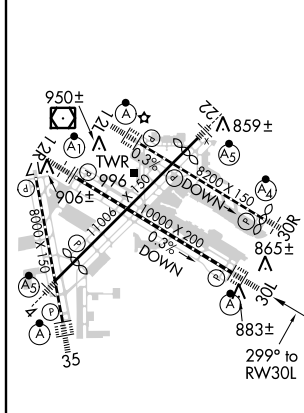
ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 119.3 335.5	MINNEAPOLIS TOWER 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925	CLNC DEL 133.2
---	---	---	---	--------------------------



NC-1, 07 FEB 2013 to 07 MAR 2013

NC-1, 07 FEB 2013 to 07 MAR 2013

ELEV 841	D	TDZE 823
----------	----------	----------



4000	WIDEL	tr 228°	FCM	VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 73).	Procedure Turn NA
*LNAV only		EAGAN 2.1 NM to RW30L	NARCO	PINKE	5000
RW30L		*1.5 NM to RW30L	300°		GS 3.00°
*1540		3000		TCH 54	
-1.5 NM		-0.6 NM	-4.5 NM	8.9 NM	

CATEGORY	A	B	C	D	E
LPV DA		1023/18	200 (200-½)		
LNAV/VNAV DA		1368-1 ½	545 (600-1½)		
LNAV MDA	1360/24	537 (600-½)	1360/50 537 (600-1)	1360/60 537 (600-1¼)	1360-1½ 537 (600-1½)
CIRCLING	1360-1	519 (600-1)	1360-1½ 519 (600-½)	1460-2 619 (700-2)	1660-3 819 (900-3)

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