

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)

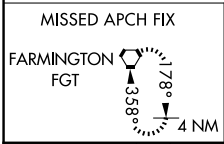
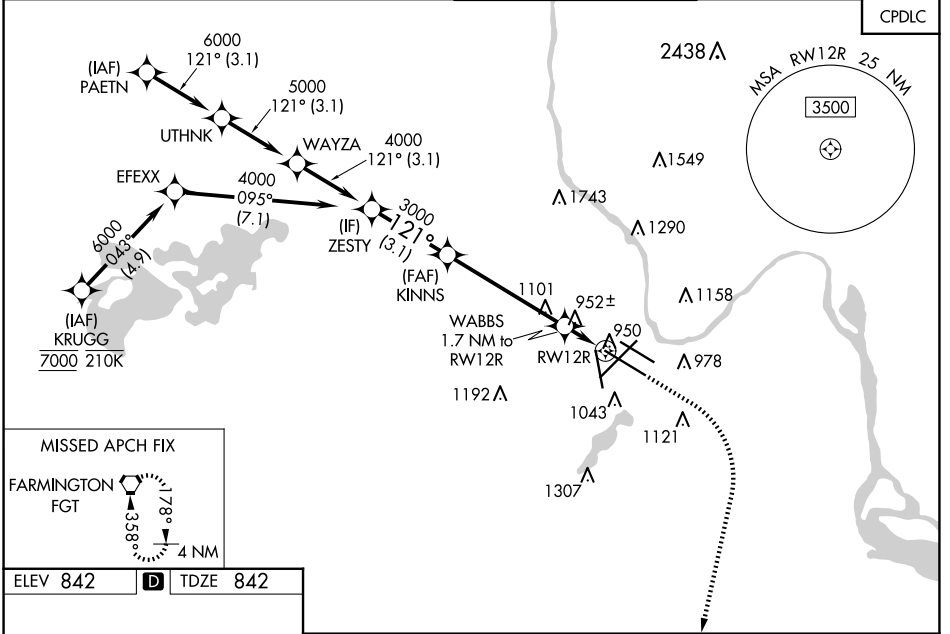
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12L. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LPV Cat E visibility to RVR 4000, 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.

ALSF-2

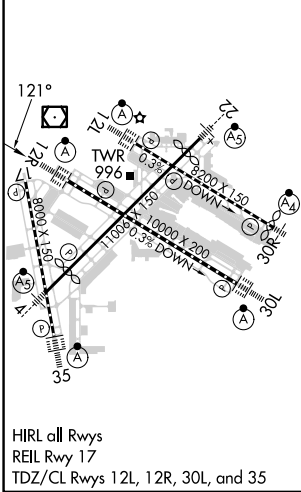


MISSED APPROACH:
Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

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
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ELEV 842	D	TDZE 842
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).				
ZESTY	KINNS	WABBS	1300	3000
4000	3000	1.7 NM to RWY 12R	↑	↷
GP 3.00°	TCH 50	*1420	*1 NM to RWY 12R	FGT
*LNAV only				
CATEGORY	A	B	C	D
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 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 15 MAY 2025 to 12 JUN 2025

NC-1, 15 MAY 2025 to 12 JUN 2025