

LOC/DME I-PJL 110.7 Chan 44	APP CRS 121°	Rwy Idg TDZE Apt Elev	7620 841 842
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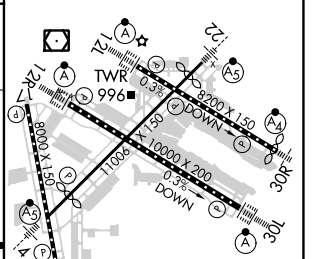
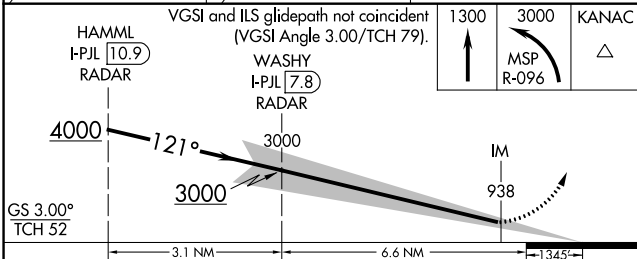
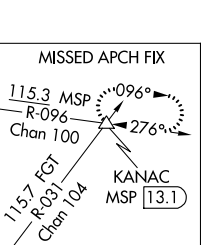
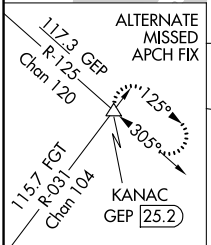
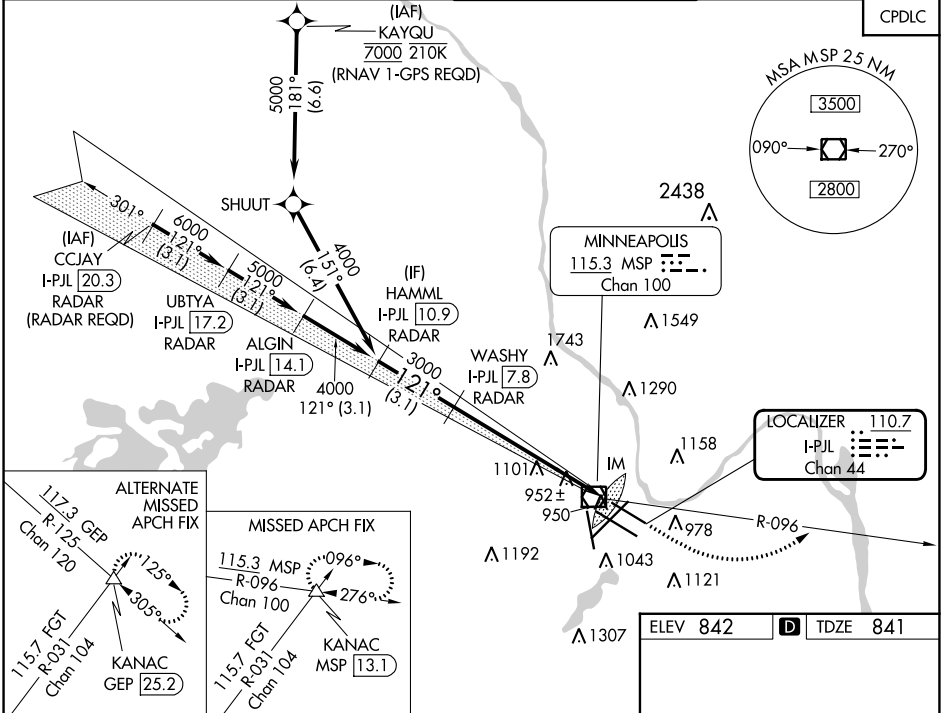
ILS RWY 12L (CAT II & III)

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

⚠ Simultaneous approach authorized with Rwy 12R.
⚠ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME or RADAR required.

ALSIF-2
⚠ MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME 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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CATEGORY	A	B	C	D
S-ILS 12L	CAT II RA 91/12 100 DA 941			
S-ILS 12L	CAT III RVR 07			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

NC-1, 22 FEB 2024 to 21 MAR 2024

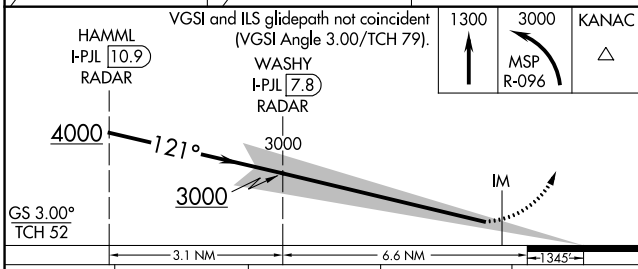
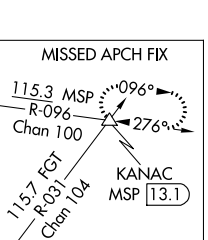
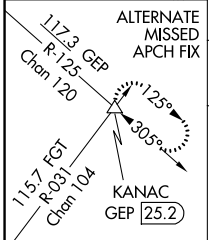
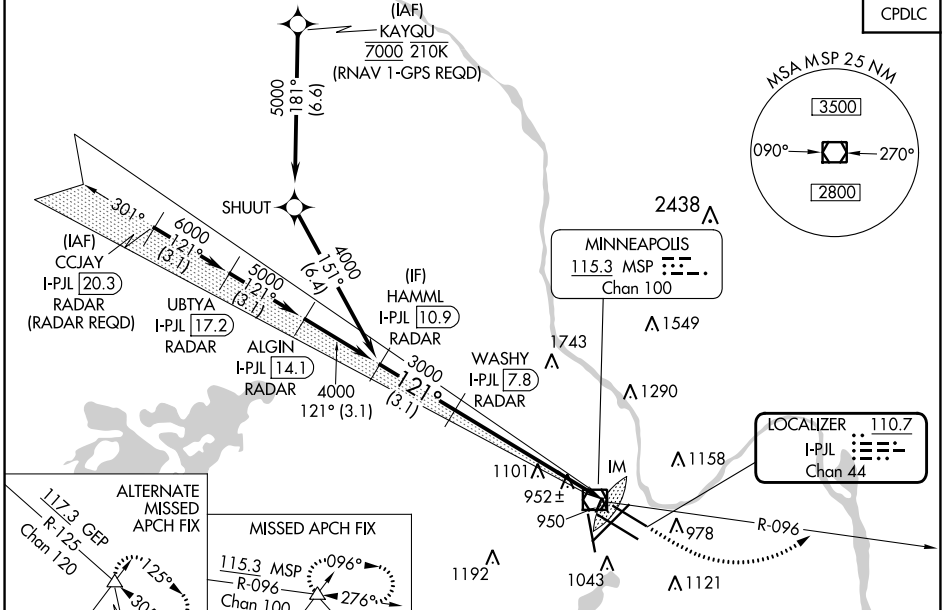
NC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-PJL 110.7 Chan 44	APP CRS 121°	Rwy Idg TDZE Apt Elev	7620 841 842
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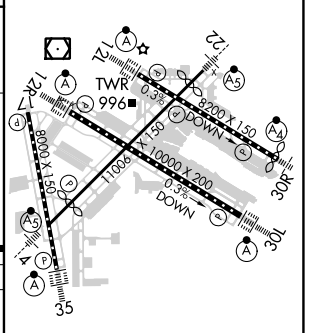
ILS RWY 12L (SA CAT I)

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

⚠ Simultaneous approach authorized with Rwy 12R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME or RADAR required.	⚠ MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.	ALSIF-2		
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



ELEV 842	D TDZE 841
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CATEGORY	A	B	C	D
S-ILS 12L	RA 147/14 150 DA 991			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-HKZ 110.3 Chan 40	APP CRS 121°	Rwy Idg 10000 TDZE 842 Apt Elev 842
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ILS RWY 12R (CAT II & III)

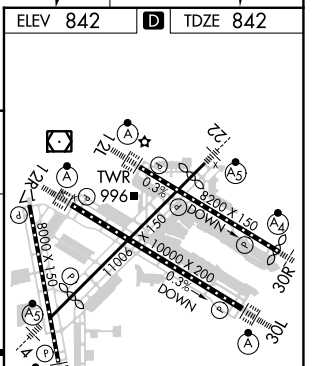
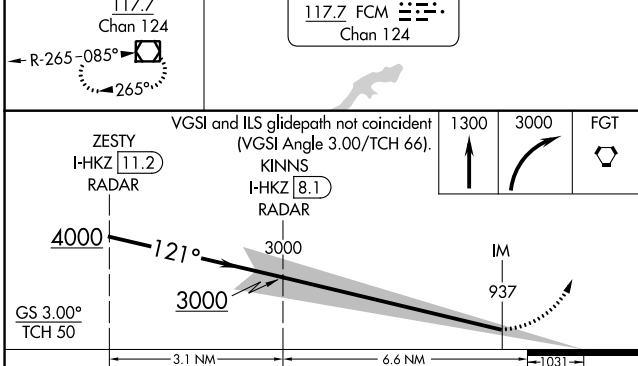
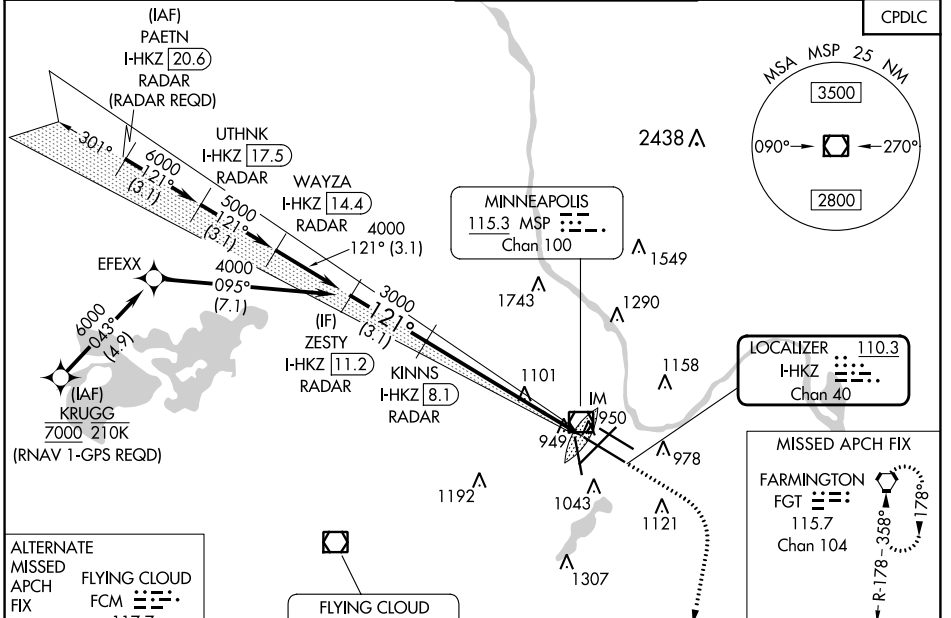
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ DME or RADAR required. Simultaneous approach authorized with Rwy 12L.
⚠ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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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CATEGORY	A	B	C	D
S-ILS 12R	CAT II RA 102/12 100 DA 942			
S-ILS 12R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

ILS RWY 12R (CAT II & III)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

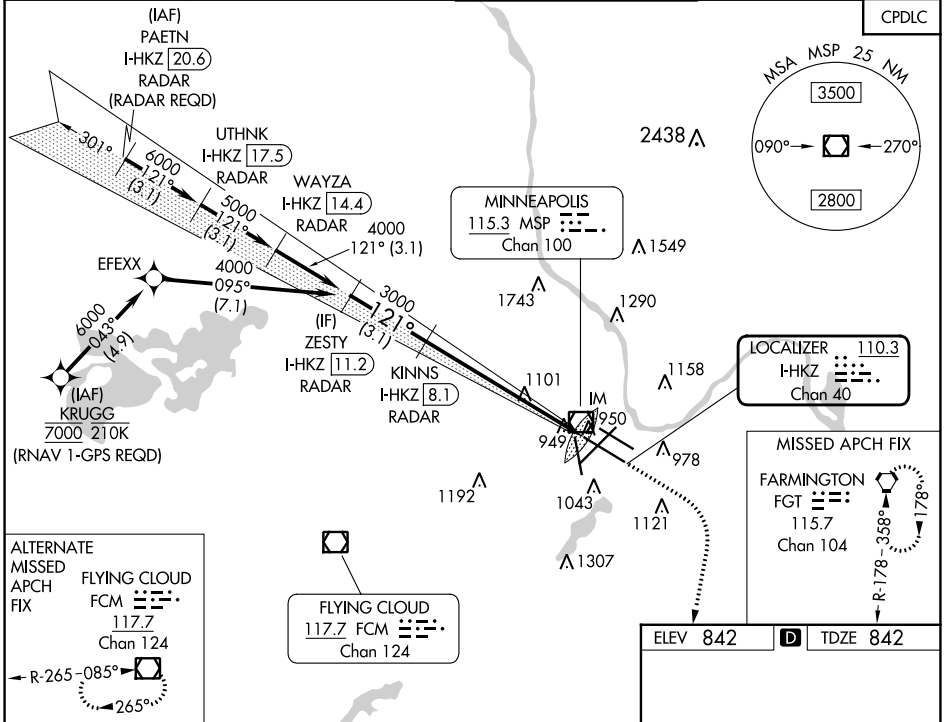
LOC/DME I-HKZ 110.3 Chan 40	APP CRS 121°	Rwy ldg 10000 TDZE 842 Apt Elev 842
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ILS RWY 12R (SA CAT I)

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

⚠ DME or RADAR required. Simultaneous approach authorized with Rwy 12L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSIF-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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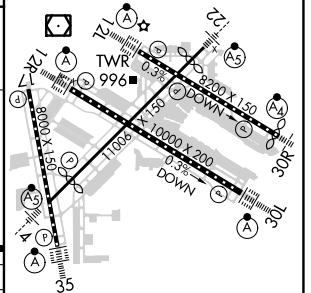
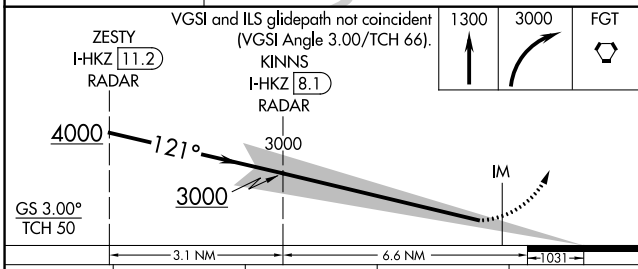


ALTERNATE MISSED APCH FIX

FLYING CLOUD FCM
117.7
Chan 124

← R-265-085°

ELEV 842	D TDZE 842
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CATEGORY	A	B	C	D
S-ILS 12R	RA 168/14 150 DA 992			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

ILS RWY 12R (SA CAT I)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

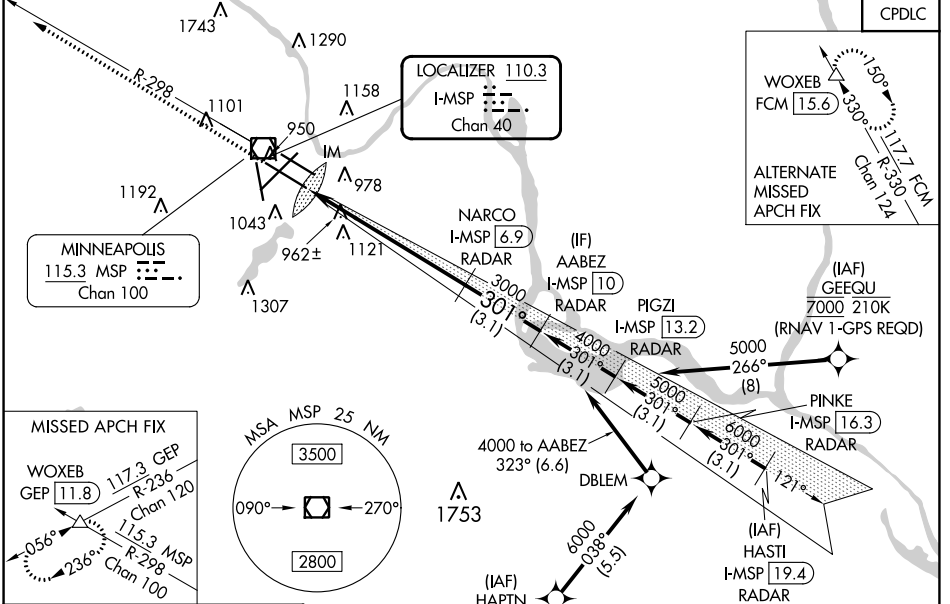
LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Idg 10000 TDZE 823 Apt Elev 842
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ILS RWY 30L (CAT II)

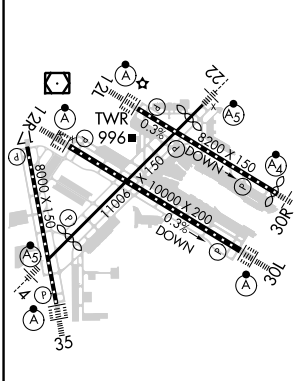
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). RVR 1000 authorized with specific OPSPEC, MSPFC, or LOA approval and use of autoland or HUD to touchdown.	ALS-F-2 	MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP WORTAC 11.8 DME 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 823
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HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

1300	3000	WOXEB	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).	AABEZ	
↑	↑	MSP R-298		I-MSP 10	
hdg 301°				RADAR	
				NARCO	
				I-MSP 6.9	
				RADAR	
				3000	
				4000	
				3000	
				GS 3.00°	
				TCH 55	
CATEGORY		A	B	C	D
S-ILS 30L		RA NA/12 100 DA 923			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

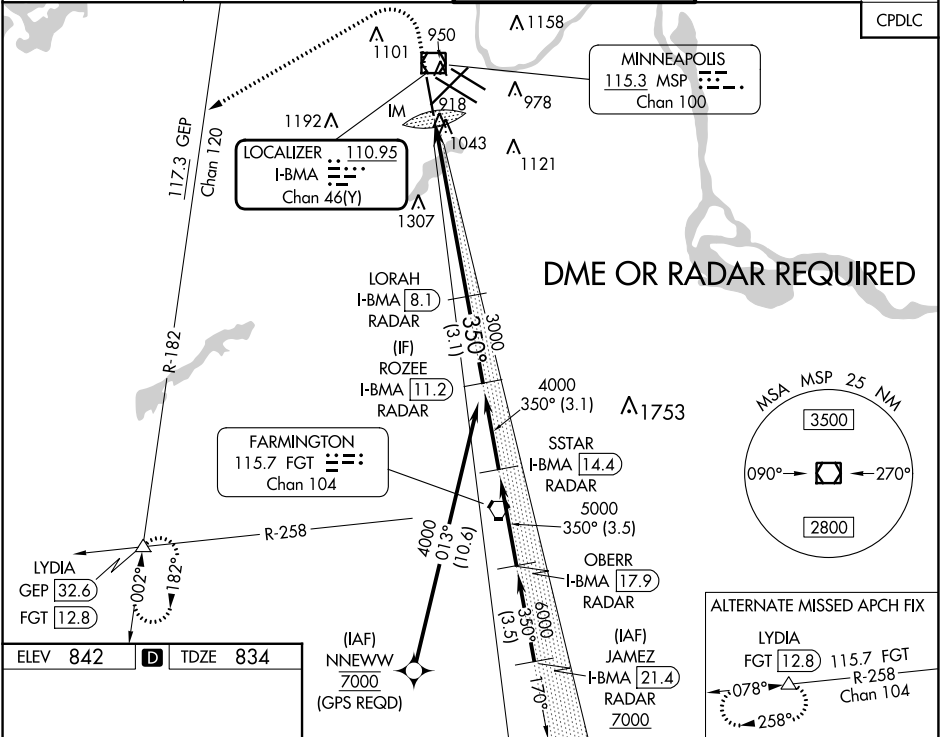
NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

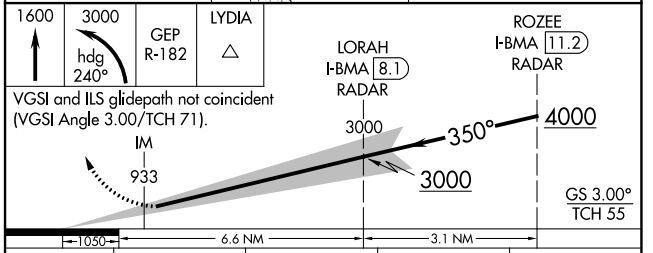
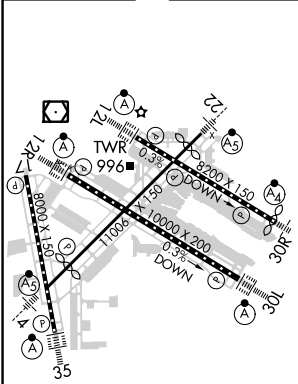
LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy ldg TDZE Apt Elev	8000 834 842
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ILS RWY 35 (CAT II & III)
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

DME or Radar required. ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/ GEP 32.6 DME and hold.			CLNC DEL 133.2	
	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
	CPDLC				



ELEV 842 TDZE 834



CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 106/12 110 DA 944			
S-ILS 35	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

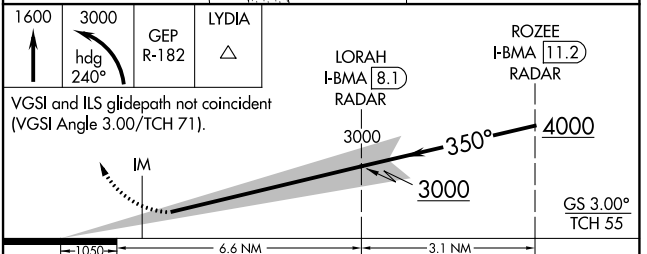
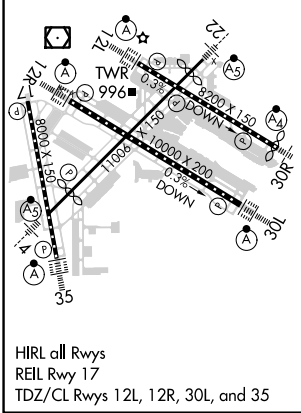
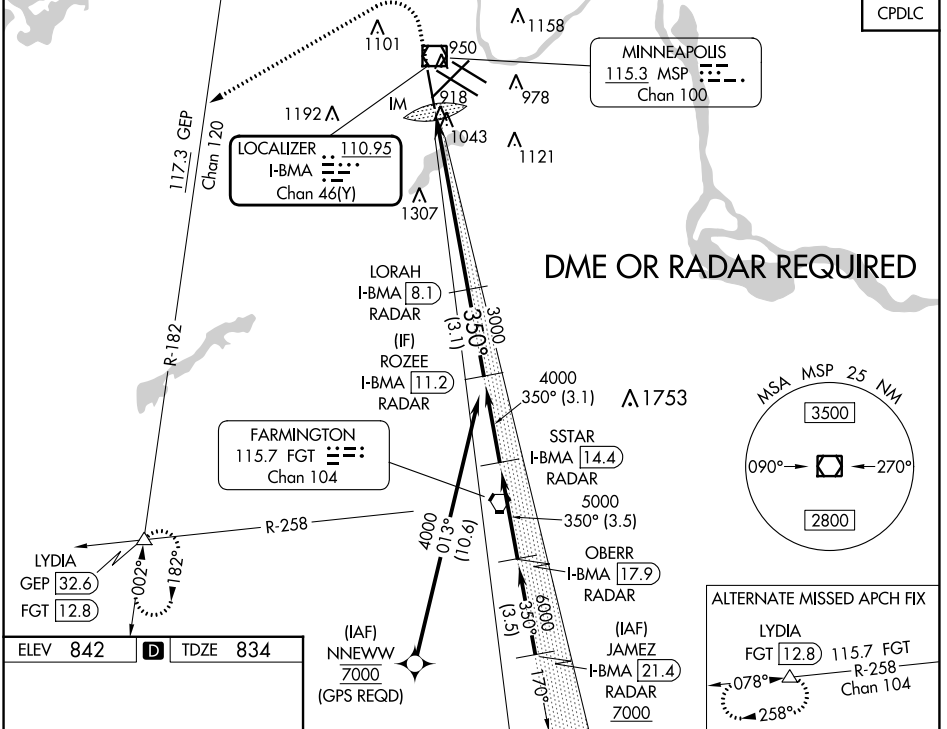
HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy Ldg TDZE Apt Elev	8000 834 842
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ILS RWY 35 (SA CAT I)

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

V DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. A	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL 133.2
	D-ATIS ARR 135.35 239.275 DEP 120.8	118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	



CATEGORY	A	B	C	D
S-ILS 35	RA 157/14 150 DA 984			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

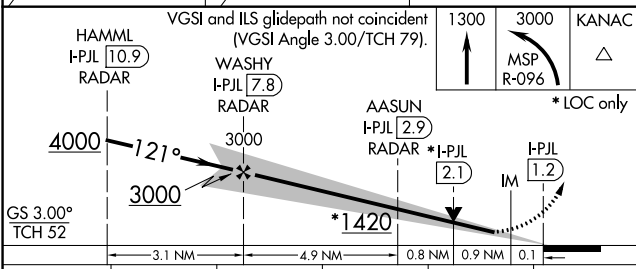
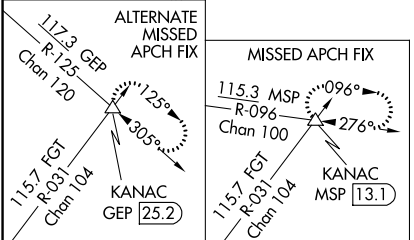
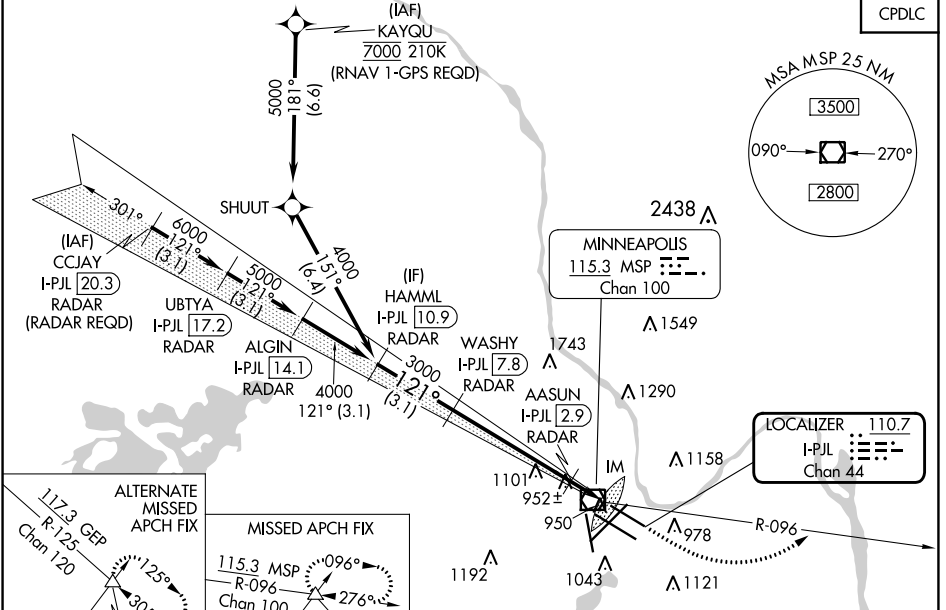
NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

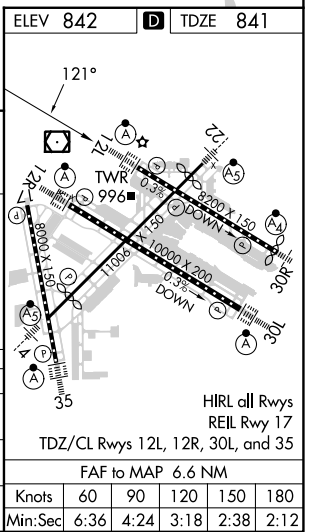
LOC/DME I-PJL 110.7 Chan 44	APP CRS 121°	Rwy Idg TDZE Apt Elev	7620 841 842
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ILS or LOC RWY 12L
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ Simultaneous approach authorized with Rwy 12R. For inop ALS, increase S-ILS 12L Cat E visibility to RVR 4000, S-LOC 12L Cat C/D/E visibility to RVR 5500. DME or RADAR required.	ALS F-2	MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.			
	ARR 135.35 239.275	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R)	GND CON N 121.8 348.6 S 121.9 348.6	CLNC DEL 133.2
DEP 120.8	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6		



CATEGORY	A	B	C	D	E
S-ILS 12L	1041/18 200 (200-1/2)				
S-LOC 12L	1220/24	379 (400-1/2)	1220/35	379 (400-5/8)	
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)	



NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

ILS or LOC RWY 12L

LOC/DME I-HKZ 110.3 Chan 40	APP CRS 121°	Rwy Idg TDZE 842 Apt Elev 842	10000
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ILS or LOC RWY 12R

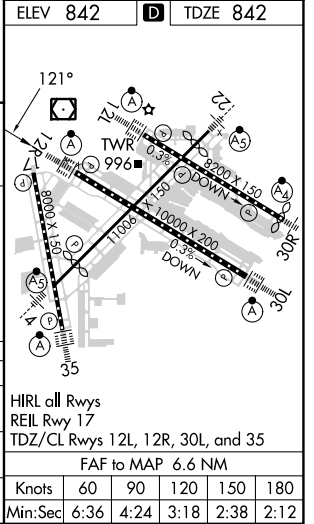
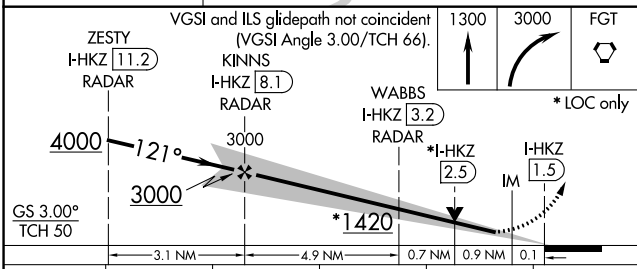
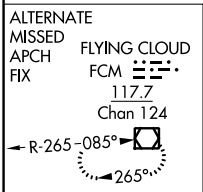
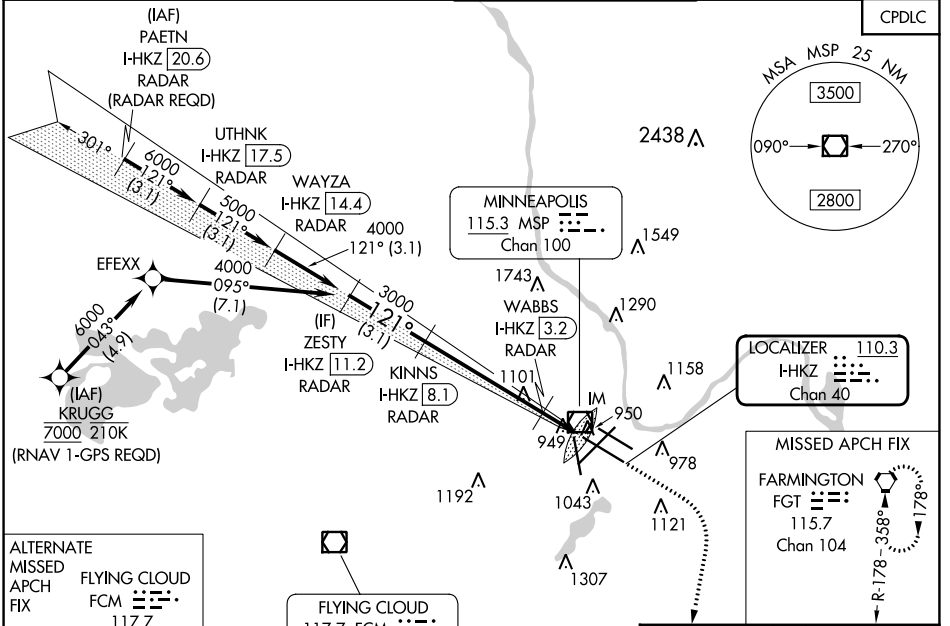
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ DME or RADAR required. For inop ALS, increase S-ILS 12R Cat E visibility to RVR 4000, and S-LOC 12R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 12L.

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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CATEGORY	A	B	C	D	E
S-ILS 12R	1042/18 200 (200-½)				
S-LOC 12R	1240/24	398 (400-½)	1240/35 398 (400-¾)		
CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

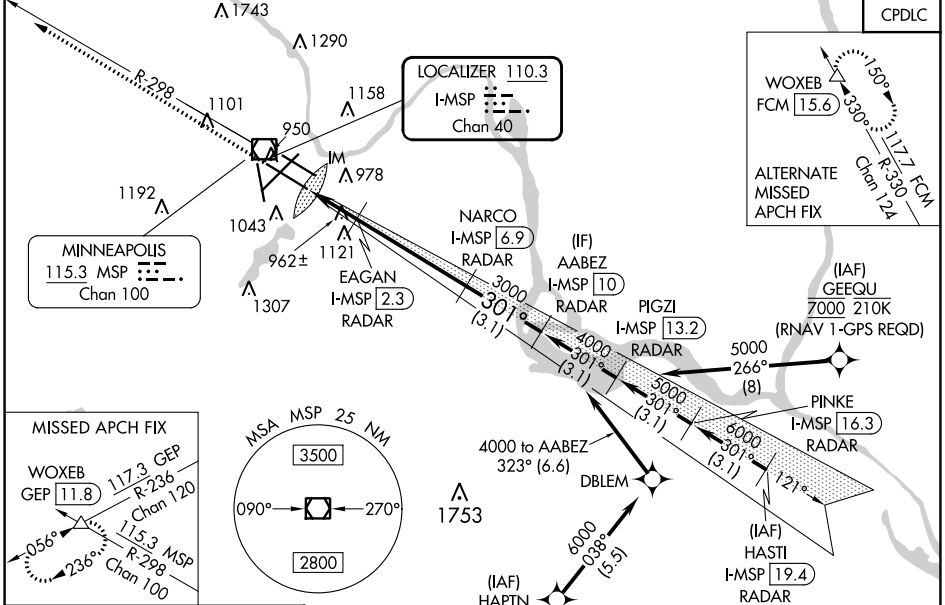
LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy ldg TDZE 823 Apt Elev 842	10000
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ILS or LOC RWY 30L

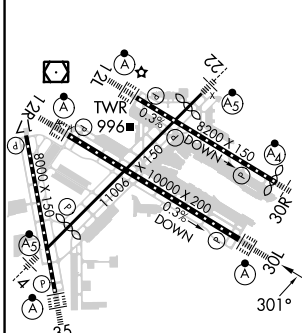
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

▼ DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-ILS 30L Cat E visibility to RVR 4000, and increase S-LOC 30L Cat E visibility to RVR 6000.	ALS-F-2 	MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP VORTAC 11.8 DME and hold.
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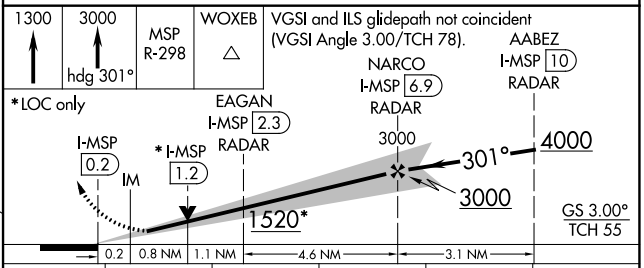
D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV 842	D	TDZE 823
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HIRL all Rwys REIL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35 FAF to MAP 6.7 NM
Knots Min:Sec 60 90 120 150 180 6:42 4:28 3:21 2:41 2:14



CATEGORY	A	B	C	D	E
S-ILS 30L	1023/18 200 (200-½)				
S-LOC 30L	1220/24	397 (400-½)	1220/35 397 (400-¾)		
C CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

ILS or LOC RWY 30L

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-HINN 110.7 Chan 44	APP CRS 301°	Rwy Idg TDZE Apt Elev	8000 822 842
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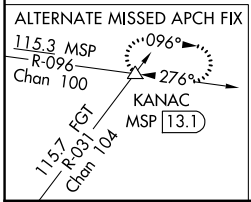
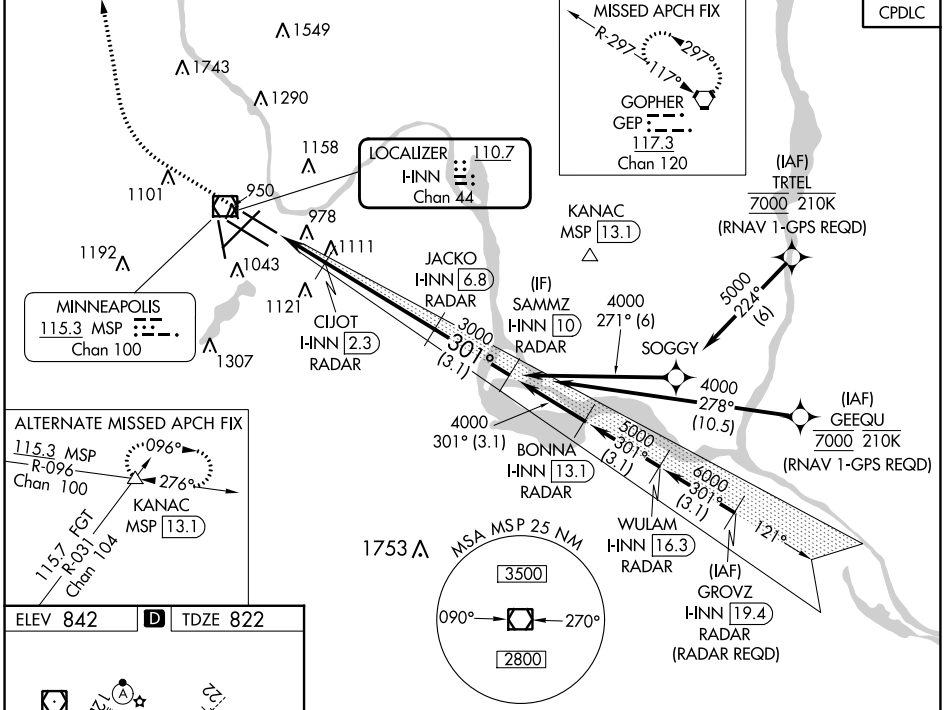
ILS or LOC RWY 30R

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

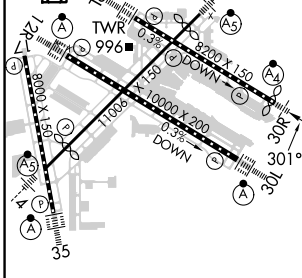
⚠ Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-LOC 30R Cat D/E visibility to 1 3/8 SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

MAJLF MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP 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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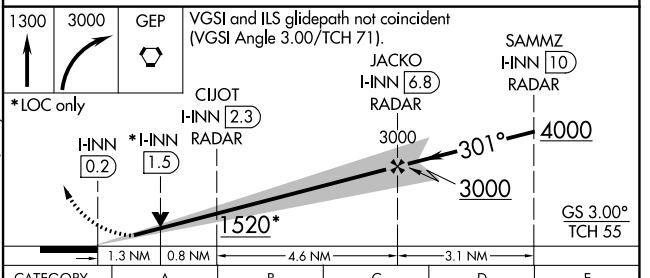


ELEV 842	D	TDZE 822
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HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35
FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D	E
S-ILS 30R	1072/40 250 (300-3/4)				
S-LOC 30R	1320/40 498 (500-3/4)	1320/60 498 (500-1 1/4)			
C 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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NC-1, 22 FEB 2024 to 21 MAR 2024

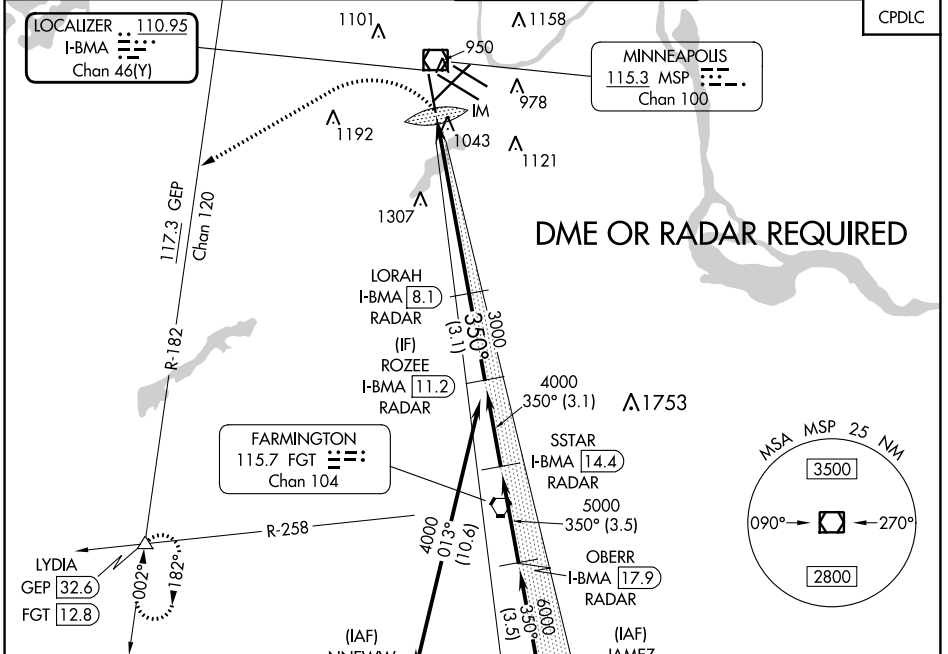
LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy ldg TDZE Apt Elev	8000 834 842
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ILS V RWY 35 (CONVERGING)

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

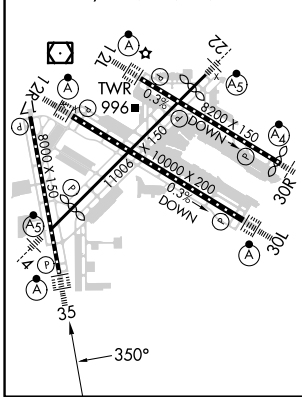
<p>▽ Inop table does not apply. △NA No autoland on ILS V RWY 35 (CONVERGING). Simultaneous approach authorized.</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEF 32.6 DME and hold.</p>
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D-ATIS 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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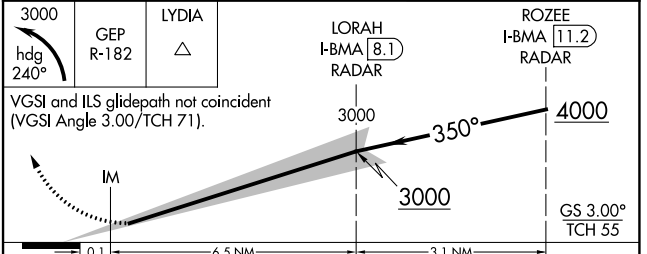
ELEV 842	D	TDZE 834
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HIRL all Rwys
REL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



<p>LYDIA 3000 hdg 240° GEP R-182</p>	<p>LYDIA △</p>	<p>ROZEE I-BMA 11.2 RADAR</p>
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
S-ILS 35	1684-3 850 (900-3)				

NC-1, 22 FEB 2024 to 21 MAR 2024

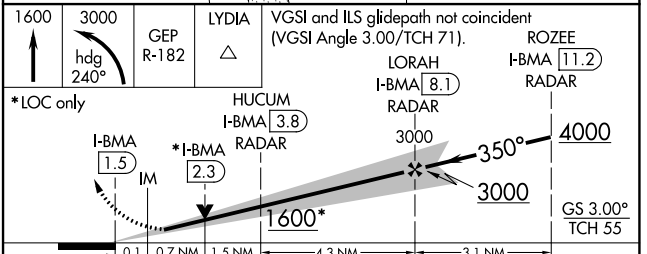
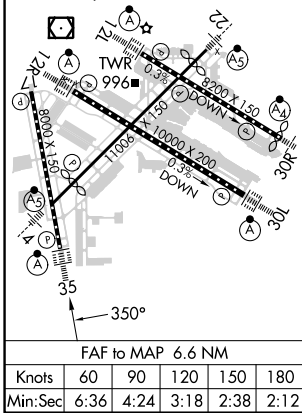
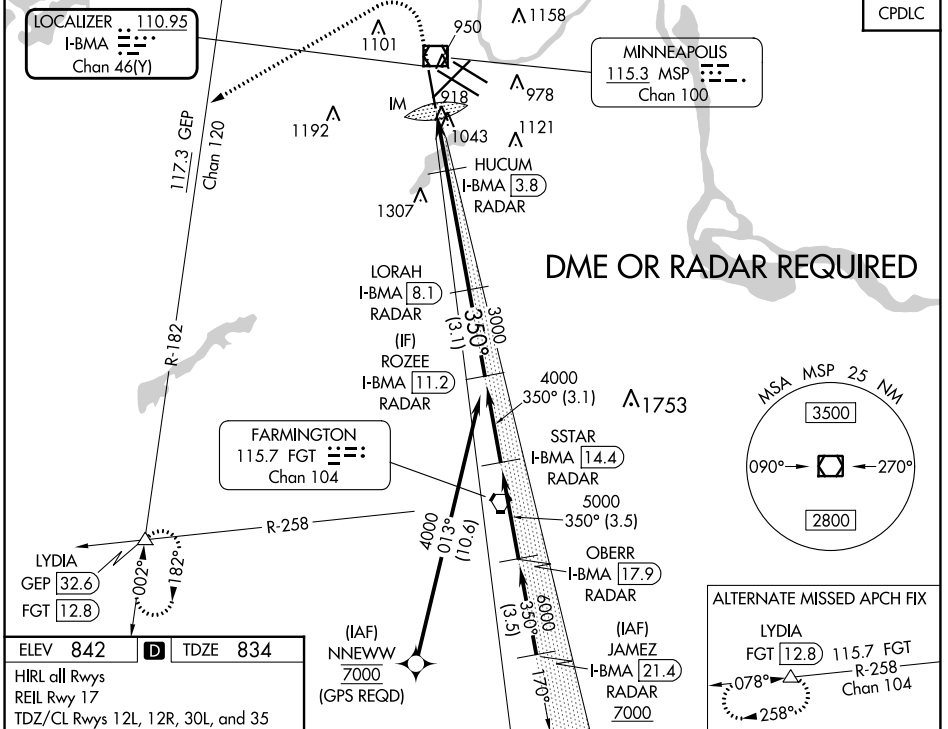
NC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy ldg TDZE Apt Elev	8000 834 842
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ILS Z or LOC RWY 35

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

▼ DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500. ▲	ALS F-2	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.		
	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



CATEGORY	A	B	C	D	E
S-ILS 35	1034/18 200 (200-1/2)				
S-LOC 35	1180/24	346 (400-1/2)	1180/30 346 (400-5/8)		
C CIRCLING	1360-1	518 (600-1)	1460-1 3/4	1660-2 3/4	1800-3
			618 (700-1 1/4)	818 (900-2 3/4)	958 (1000-3)

NC-1, 22 FEB 2024 to 21 MAR 2024

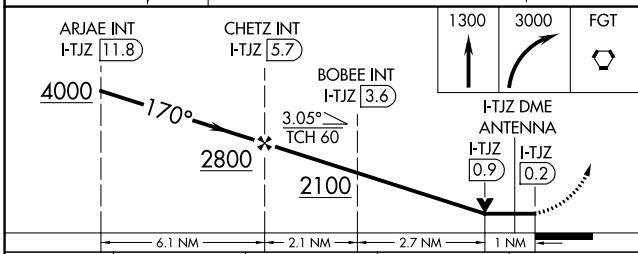
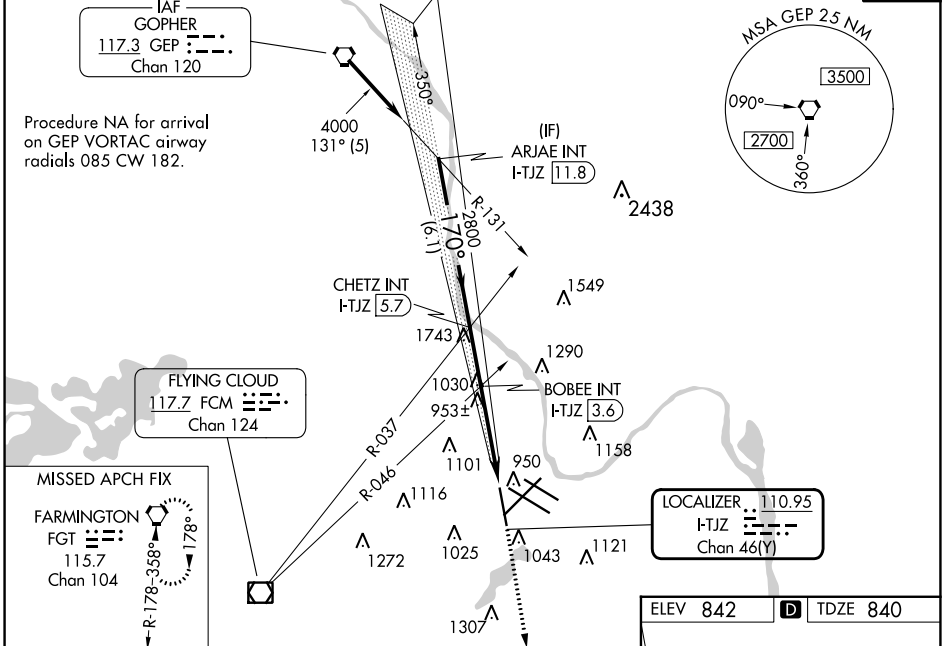
NC-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-TJZ 110.95 Chan 46(Y)	APP CRS 170°	Rwy Idg TDZE Apt Elev	8000 840 842
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LOC RWY 17

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

Helicopter visibility reduction below RVR 4000 NA.		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
				CPDLC



ELEV 842	D TDZE 840
HIRL all Rwys REIL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35	
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

CATEGORY	A	B	C	D
S-17	2100/60 1260 (1300-1½)	2100-1½ 1260 (1300-1½)	2100-3	1260 (1300-3)
C CIRCLING	2100-1¼ 1258 (1300-1¼)	2100-1½ 1258 (1300-1½)	2100-3	1258 (1300-3)
BOBEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-17	1220/55		380 (400-1)	
C CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)

LOC RWY 17

NC-1, 22 FEB 2024 to 21 MAR 2024

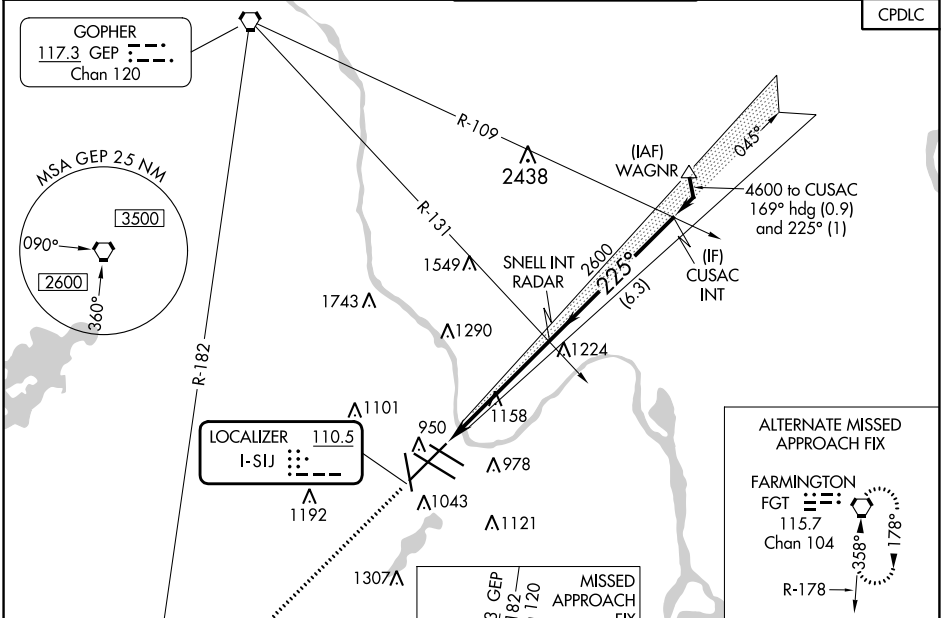
NC-1, 22 FEB 2024 to 21 MAR 2024

LOC I-SIJ 110.5	APP CRS 225°	Rwy ldg 10006 TDZE 828 Apt Elev 842
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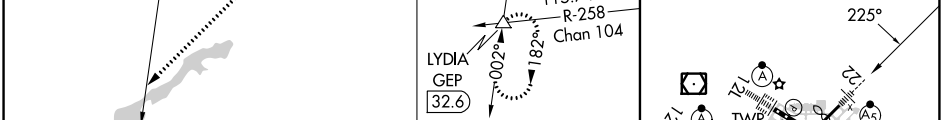
LOC RWY 22

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

	Rwy 22 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-22 Cat A and B visibility to RVR 5500, and Cat E visibility to 1 3/4 SM.	MALS R 	MISSED APPROACH: Climb to 3000 on heading 225° and GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.	CLNC DEL 133.2
	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)	



ELEV 842	D TDZE 828
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3000	GEP R-182	LYDIA					
hdg 225°							
CATEGORY	A	B	C	D	E		
S-22	1420/40	592 (600-3/4)	1420-1 1/4	592 (600-1 1/4)			
C CIRCLING	1420-1	578 (600-1)	1460-1 3/4 618 (700-1 3/4)	1620-2 1/2 778 (800-2 1/2)	1800-3 958 (1000-3)	Knots	60 90 120 150 180
						Min:Sec	5:24 3:36 2:42 2:10 1:48

LOC RWY 22

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

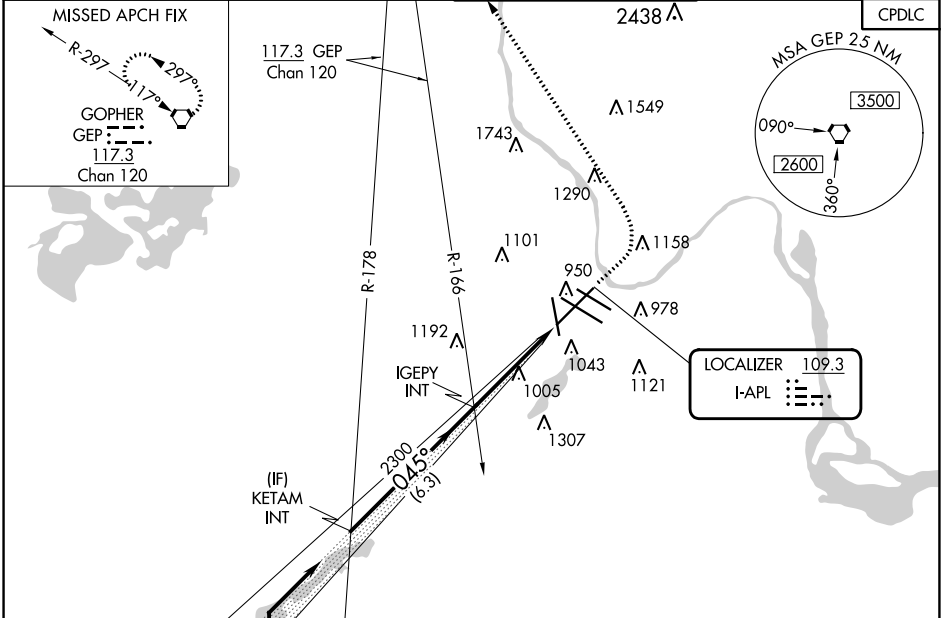
LOC I-APL 109.3	APP CRS 045°	Rwy Idg 9456
		TDZE 832
		Apt Elev 842

LOC RWY 4

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

<p>For inop ALS, increase S-4 Cat C/D/E visibility to 1 1/8 SM.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct GEP VORTAC and hold.</p>

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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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 76).

KETAM INT

4000

045°

2300

3.00° TCH 55

IGEPY INT

6.3 NM

4.4 NM

ELEV 842	D TDZE 832												
HIRL all Rwys REIL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35													
FAF to MAP 4.4 NM													
CIRCLING	<table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>4:24</td> <td>2:56</td> <td>2:12</td> <td>1:46</td> <td>1:28</td> </tr> </table>	Knots	60	90	120	150	180	Min:Sec	4:24	2:56	2:12	1:46	1:28
Knots	60	90	120	150	180								
Min:Sec	4:24	2:56	2:12	1:46	1:28								

LOC RWY 4

NC-1, 22 FEB 2024 to 21 MAR 2024

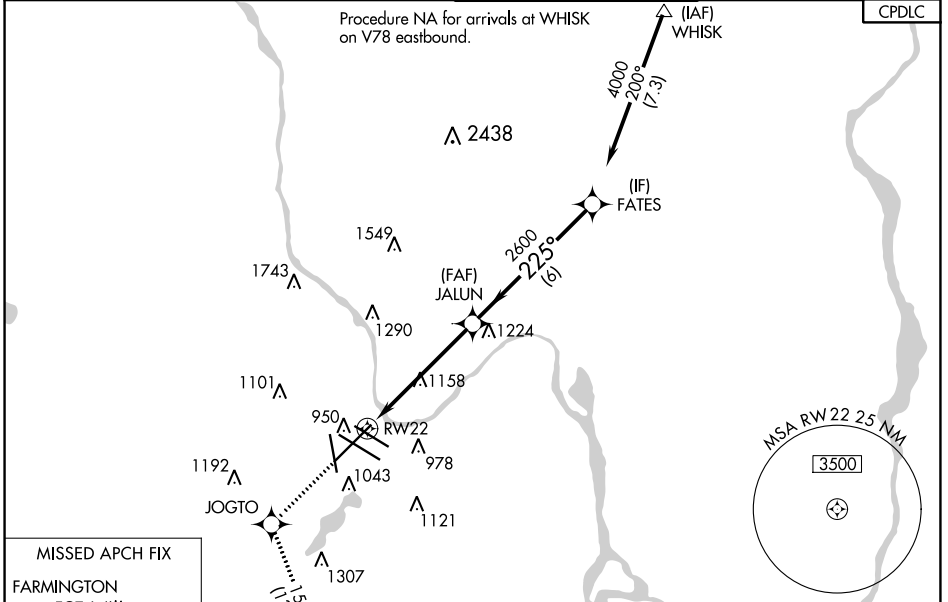
NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 60927 W22A	APP CRS 225°	Rwy Idg 10006 TDZE 828 Apt Elev 842
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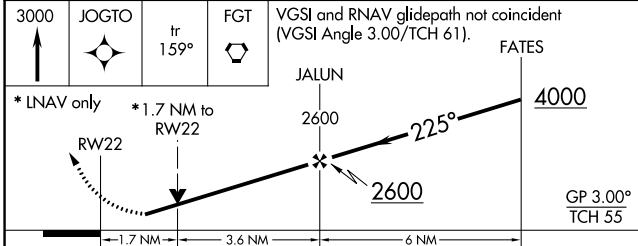
RNAV (GPS) RWY 22

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

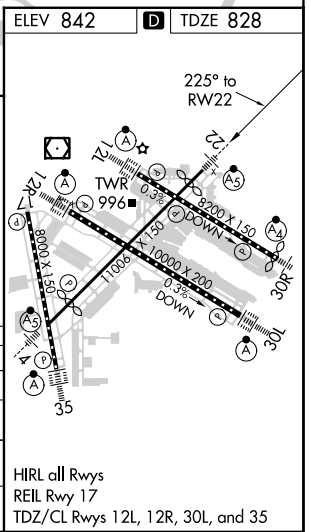
RNP APCH ▼ Rwy 22 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 5500, LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat A/B visibility to RVR 5500, and Cat E to 1 3/4 SM.		MALSR AS	MISSED APPROACH: Climb to 3000 direct JOGTO and on track 159° to 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



MISSED APCH FIX FARMINGTON FGT	↑ 3000	◆ JOGTO	↖ fr 159°	⬠ FGT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).
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CATEGORY	A	B	C	D	E
LPV DA	1190/40 362 (400-3/4)				
LNAV/VNAV DA	1227/45 399 (400-7/8)				
LNAV MDA	1420/40 592 (600-3/4)		1420-1 1/4 592 (600-1 1/4)		
CIRCLING	1420-1 578 (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)



RNAV (GPS) RWY 22

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

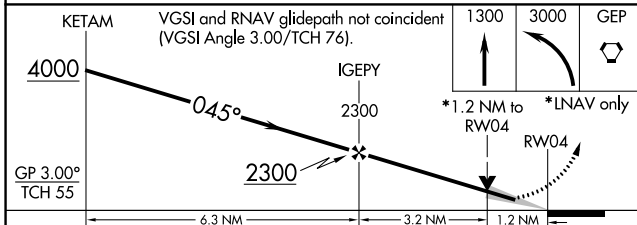
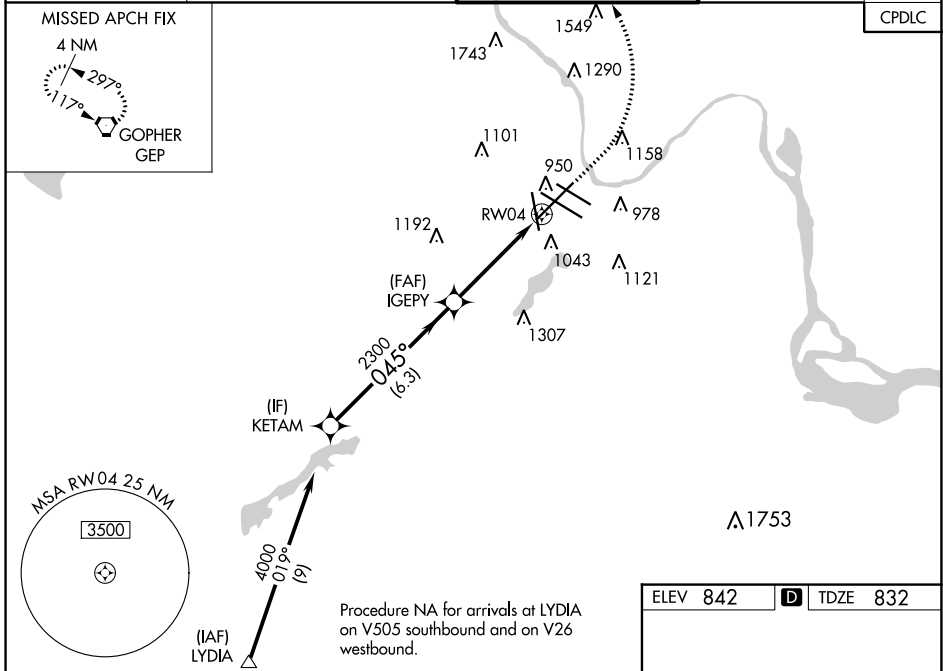
WAAS CH 72931 W04A	APP CRS 045°	Rwy Idg 9456 TDZE 832 Apt Elev 842
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RNAV (GPS) RWY 4

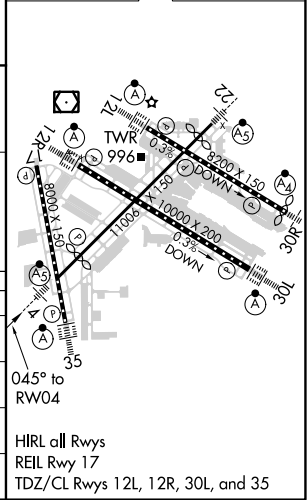
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

RNP APCH.	MALSRL	MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GEP VORTAC and hold.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1 3/8 SM, LNAV Cat C/D/E visibility to 1 3/8 SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.</p>		

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 (1 2L-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 832
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CATEGORY	A	B	C	D	E
LPV DA#	1032/24 200 (200-1/2)				
LNAV/VNAV DA	1281/45 449 (500-7/8)				
LNAV MDA	1300/24 468 (500-1/2)	1300/50 468 (500-1)			
C 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)	

RNAV (GPS) RWY 4

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

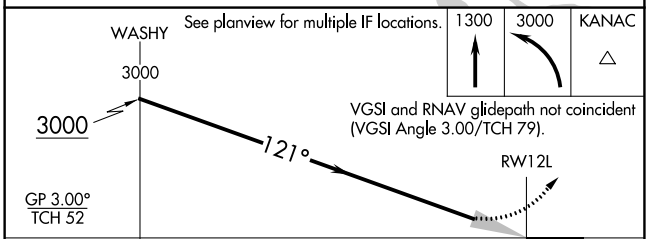
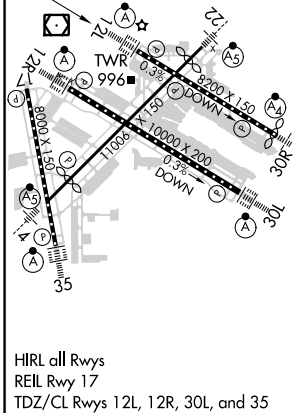
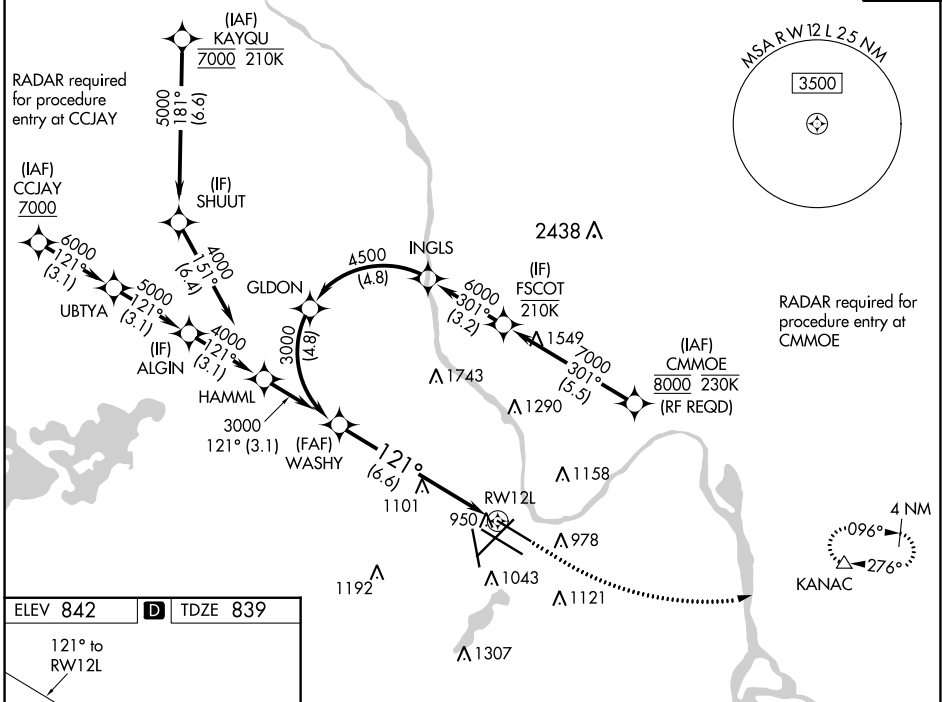
APP CRS	Rwy Idg	7620
121°	TDZE	839
	Apt Elev	842

RNAV (RNP) Y RWY 12L

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

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). GPS required.		MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct KANAC and hold.			
		D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON
ARR 135.35	239.275	118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	133.2

CPDLC				
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GP 3.00°	TCH 52				
CATEGORY	A	B	C	D	
RNP 0.15 DA	1150/24 311 (400-½)				
RNP 0.30 DA	1241/45 402 (400-⅔)				

AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	10000
121°	TDZE	842
	Apt Elev	842

RNAV (RNP) Y RWY 12R

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

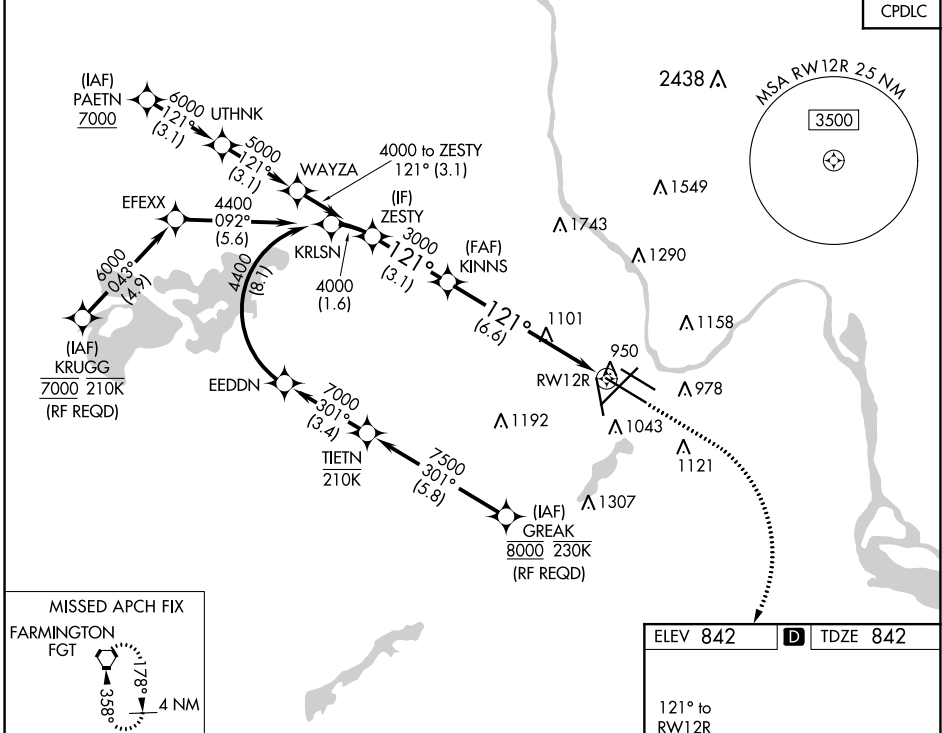
⚠ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12L. GPS required. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 6000.



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

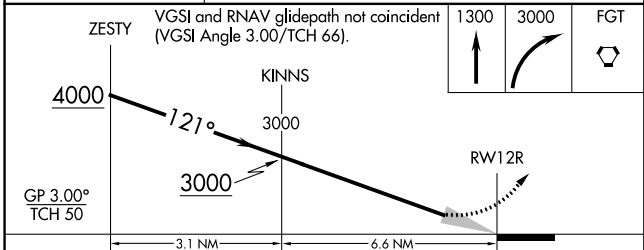
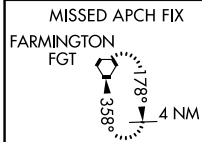
D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	

CPDLC



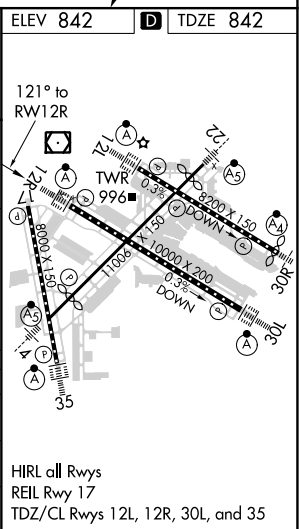
NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024



CATEGORY	A	B	C	D
RNP 0.15 DA		1191/40	349 (400-¾)	
RNP 0.30 DA		1251/45	409 (500-¾)	

AUTHORIZATION REQUIRED



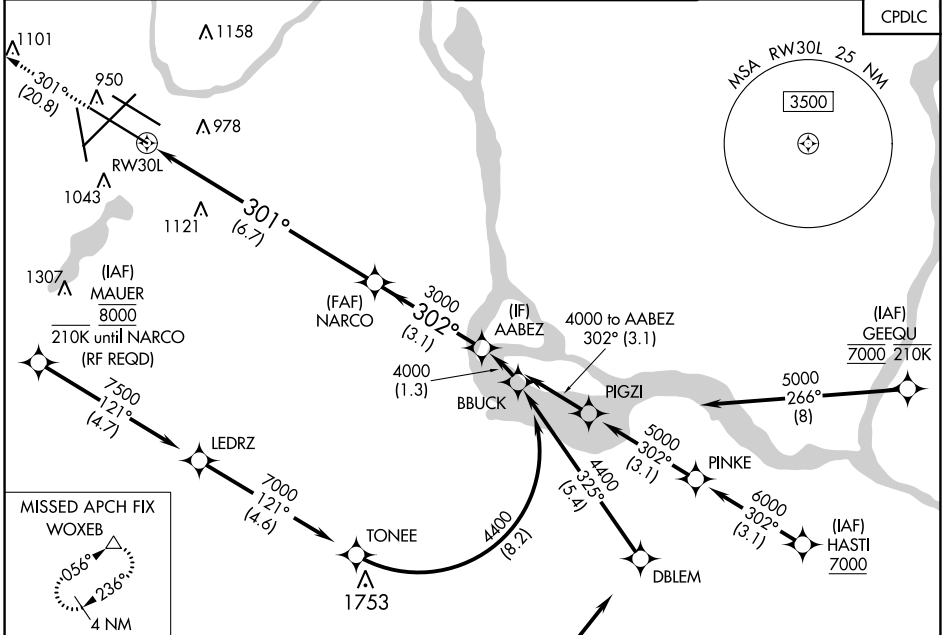
HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

APP CRS	Rwy Idg	10000
301°	TDZE	823
	Apt Elev	842

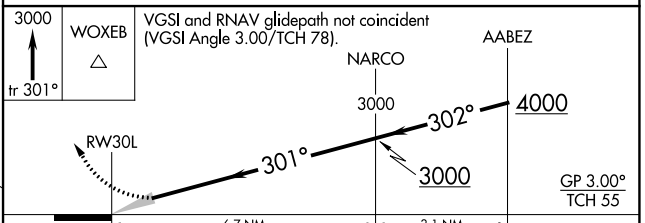
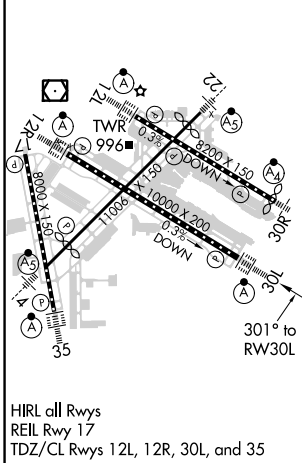
RNAV (RNP) Y RWY 30L

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

▽ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). GPS required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING).	ALSF-2 	MISSED APPROACH: Climb to 3000 on track 301° to WOXEB 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)
CLNC DEL 133.2			



ELEV 842	D	TDZE 823
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CATEGORY	A	B	C	D
RNP 0.30 DA	1150/30 327 (400-%)			

AUTHORIZATION REQUIRED

NC-1, 22 FEB 2024 to 21 MAR 2024

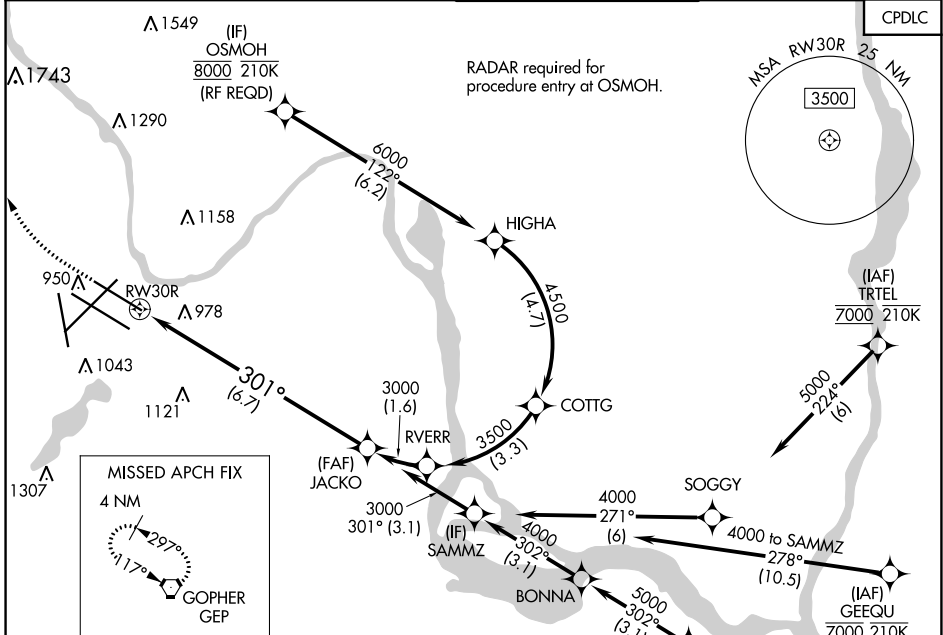
NC-1, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	8000
301°	TDZE	822
	Apt Elev	842

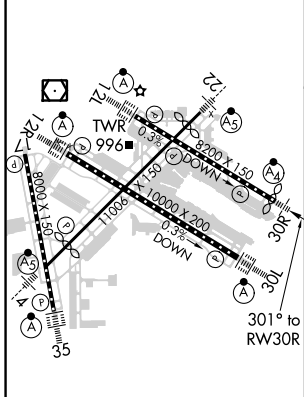
RNAV (RNP) Y RWY 30R

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

<p>▼ For uncompensated Baro-VNAV systems, procedure NA below -1°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). GPS required. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and RNP 0.30 Cat D visibility to 1½ SM.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct GEP VORTAC and hold.</p>	
		<p>D-ATIS</p> <p>ARR 135.35 239.275</p> <p>DEP 120.8</p>	<p>MINNEAPOLIS APP CON</p> <p>118.725 335.65 (Rwy 35)</p> <p>119.3 335.65 (12L-30R, 4-22, 17)</p> <p>126.95 335.65 (12R-30L)</p>



ELEV 842	D	TDZE 822
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HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

1300	3000	GEP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). See planview for multiple IF locations.	JACKO	3000

CATEGORY	A	B	C	D
RNP 0.15 DA		1097/40	275 (300-¾)	
RNP 0.30 DA		1298-1⅞	476 (500-1⅞)	

AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	8000
350°	TDZE	834
	Apt Elev	842

RNAV (RNP) Y RWY 35

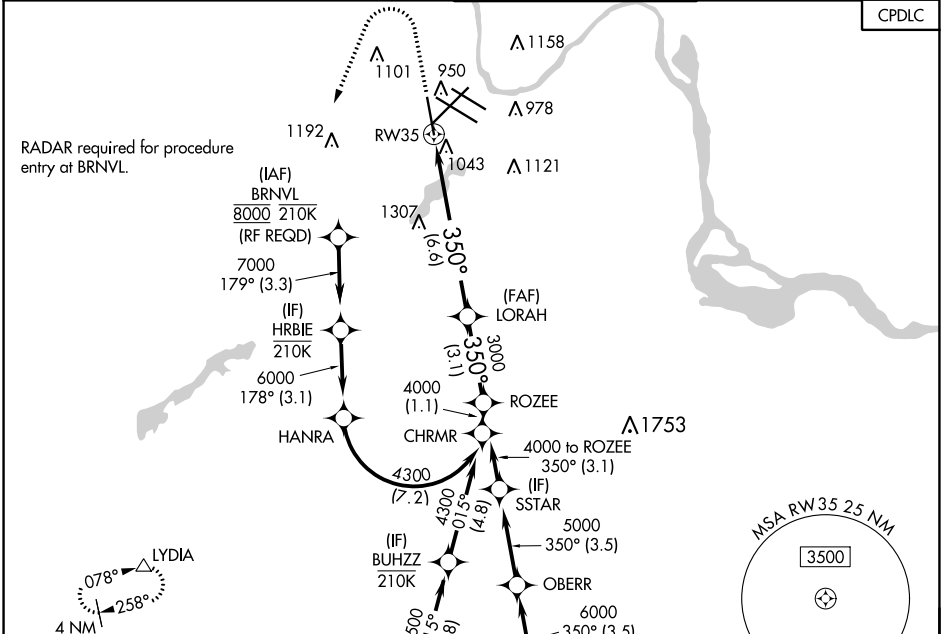
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). For inop ALSF, increase RNP 0.30 all Cats visibility to 1½ miles. GPS required.

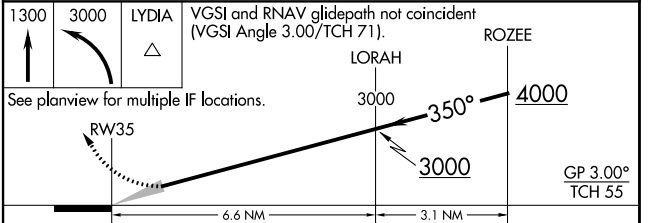
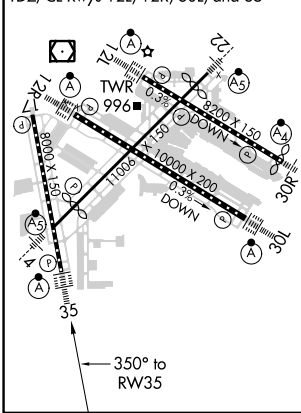


MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct LYDIA and hold.

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 834
HIRL all Rwys		
REIL Rwy 17		
TDZ/CL Rwys 12L, 12R, 30L, and 35		



CATEGORY	A	B	C	D
RNP 0.11 DA		1213/40	379 (400-¾)	
RNP 0.16 DA		1291/60	457 (500-1¼)	
RNP 0.30 DA		1345-1¼	511 (600-1¼)	

AUTHORIZATION REQUIRED

RNAV (RNP) Y RWY 35

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 45525 W12B	APP CRS 121°	Rwy ldg 7620
		TDZE 841
		Apt Elev 842

RNAV (GPS) Z RWY 12L

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

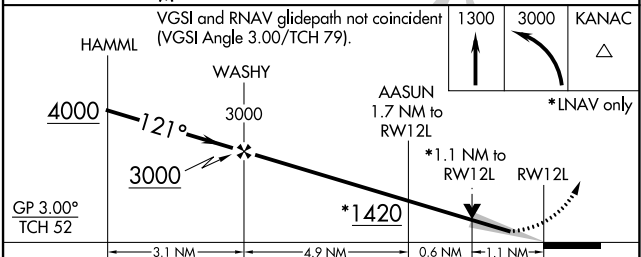
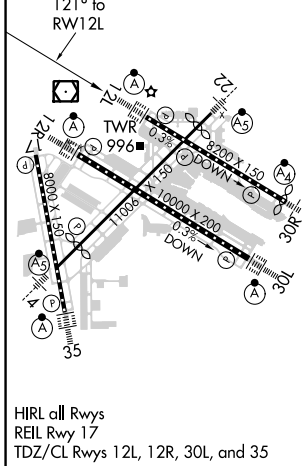
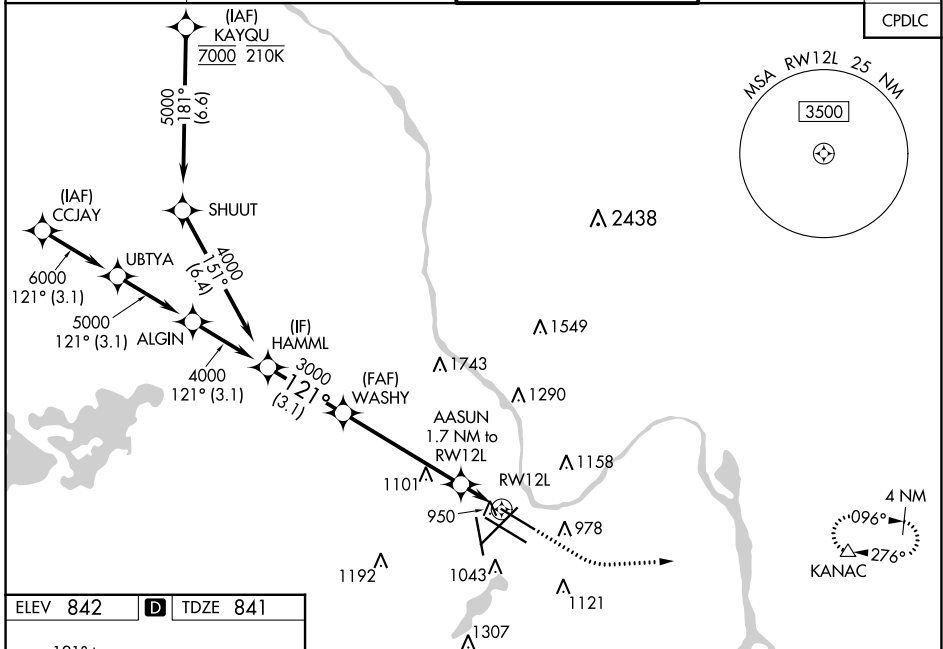
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 12R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1/2 SM, LNAV Cats C/D/E visibility to RVR 6000.

ALS-F-2



MISSED APPROACH:
Climb to 3000, then climbing left turn to 3000 direct KANAC 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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CATEGORY	A	B	C	D	E
LPV DA		1041/18	200 (200-1/2)		
LNAV/VNAV DA		1211/40	370 (400-3/4)		
LNAV MDA	1260/24	419 (500-1/2)		1260/40	419 (500-3/4)
C 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)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

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

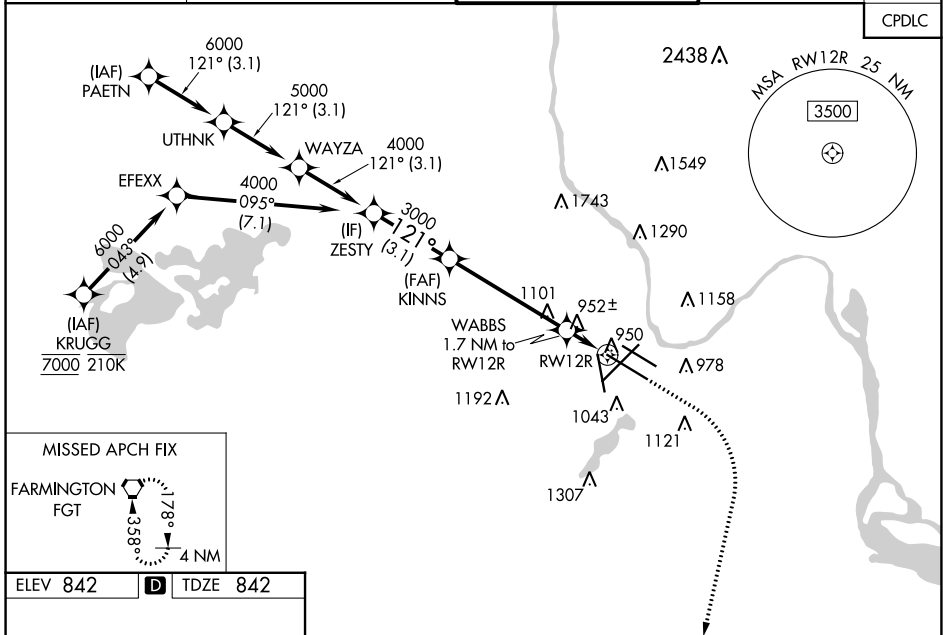
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ 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.

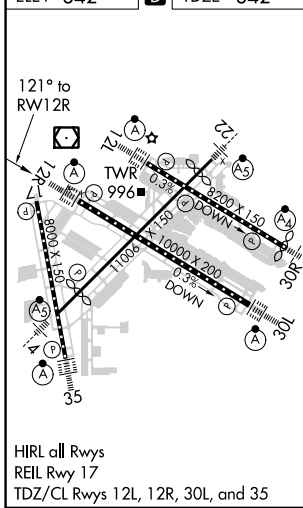


MISSED APPROACH:
Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

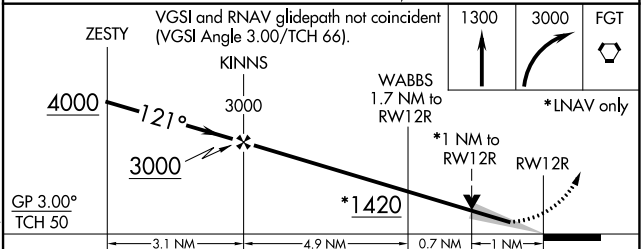
D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV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



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



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 618 (700-1¼)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

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

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

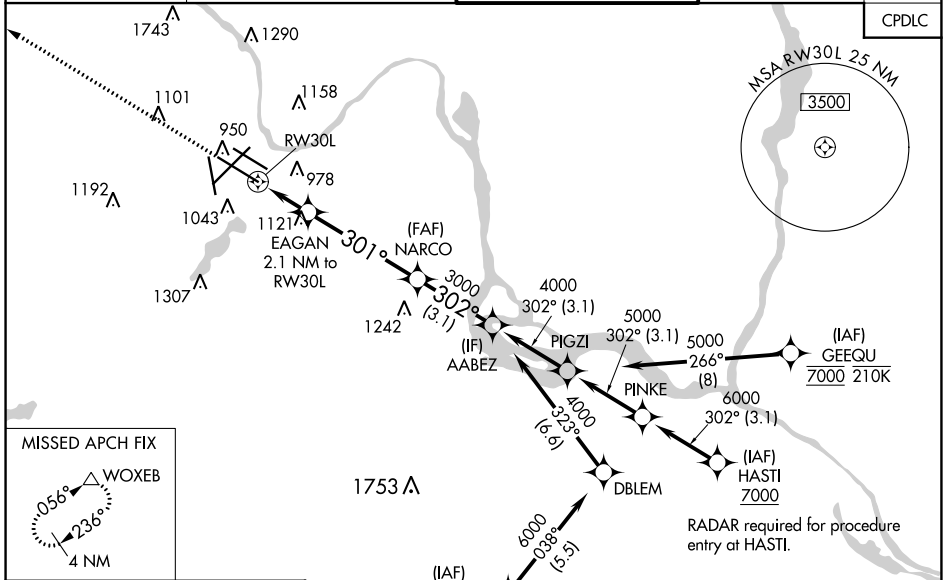
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during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

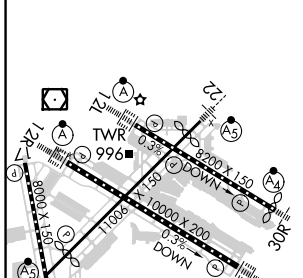


MISSED APPROACH:
Climb to 3000 direct
WOXEB and hold.

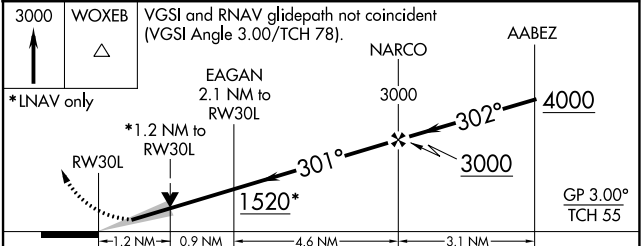
D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV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



CATEGORY	A	B	C	D	E
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)	
C 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)

WAAS CH 60925 W30B	APP CRS 301°	Rwy Idg TDZE Apt Elev	8000 822 842
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RNAV (GPS) Z RWY 30R

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

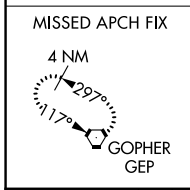
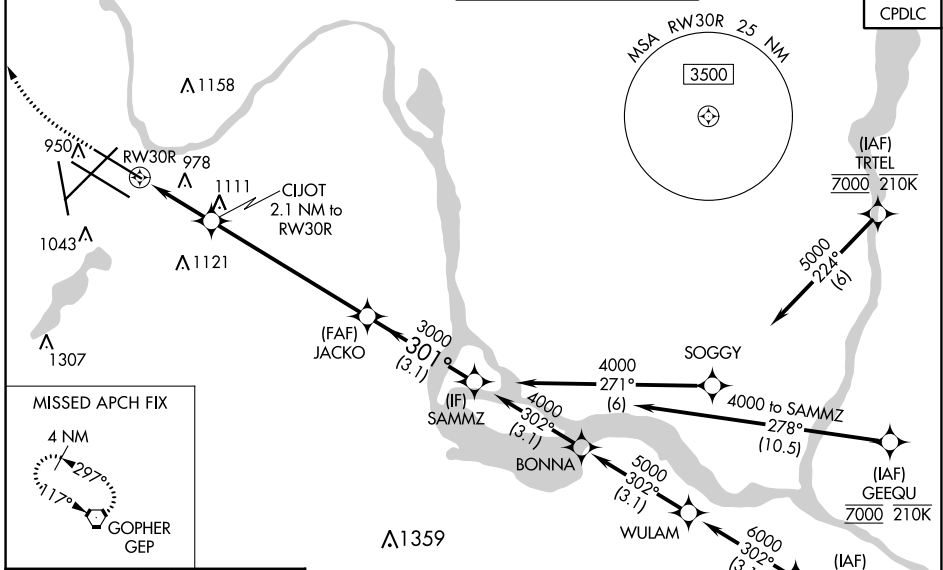
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approaches authorized with Rwy 30L and ILS V Rwy 35 (CONVERGING). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1 1/8 SM. Inop table does not apply to LPV all Cats.

MAVSF

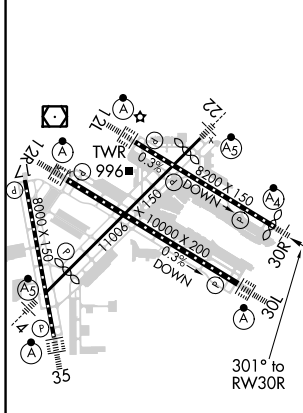


MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.

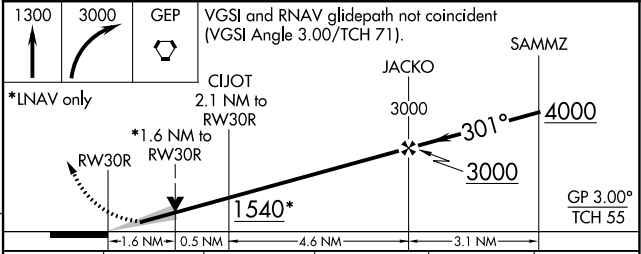
D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV 842	D	TDZE 822
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HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D	E
LPV DA		1072/40	250 (300-3/4)		
LNAV/VNAV DA		1316-1 3/8	494 (500-1 3/8)		
LNAV MDA	1400/40	578 (600-3/4)	1400-1 3/8	578 (600-1 3/8)	
C CIRCLING	1400-1	558 (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)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH 90128 W35A	APP CRS 350°	Rwy ldg TDZE 834 Apt Elev 842
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RNAV (GPS) Z RWY 35

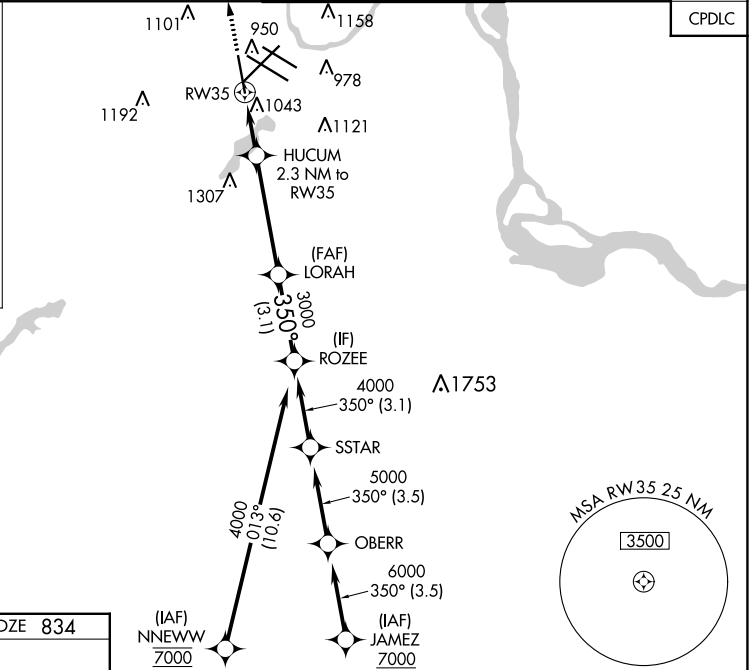
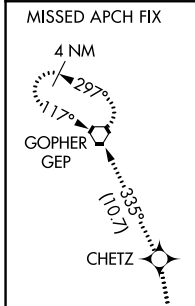
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ 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. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¼ SM and LNAV Cts C/D/E visibility to 1½ SM.

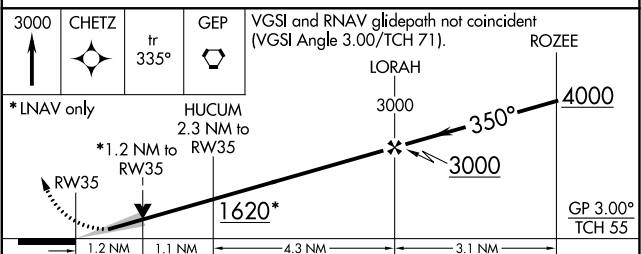
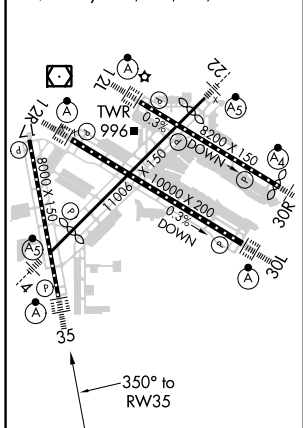
ALSIF-2

MISSED APPROACH: Climb to 3000 direct CHETZ and on track 335° to GEP 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 834
HIRL all Rwys		
REIL Rwy 17		
TDZ/CL Rwys 12L, 12R, 30L, and 35		



CATEGORY	A	B	C	D	E
LPV DA		1034/18	200 (200-½)		
LNAV/VNAV DA		1204/40	370 (400-¾)		
LNAV MDA	1300/24	466 (500-½)	1300/50	466 (500-1)	
C CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024