

WAAS
CH **60927**
W22A

APP CRS
225°

Rwy Idg **10006**
TDZE **828**
Apt Elev **842**

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 ¾ SM.

MALSR
A5

MISSED APPROACH: Climb to 3000
forward 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

Procedure NA for arrivals at WHISK on V78 eastbound.

Procedure NA for arrivals at WHISK on V78 eastbound.

IAF WHISK
4000 200° (7:3)

IF FATES
2600 225° (6:1)

FAF JALUN
2600 225° (6:1)

RWY 22
2600 225° (6:1)

JOGTO
3000 159° (1:1)

MSA RWY 22 25 NM
3500

ELEV 842 TDZE 828

3000 JOGTO fr 159° FGT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).

FATES

* LNAV only

* 1.7 NM to RWY 22

2600 225°

4000

GP 3.00° TCH 55

CATEGORY	A	B	C	D	E
LPV DA	1190/40 362 (400-¾)				
LNAV/VNAV DA	1227/45 399 (400-¾)				
LNAV MDA	1420/40 592 (600-¾)		1420-1¼ 592 (600-1¼)		
CIRCLING	1420-1 578 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

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

MINNEAPOLIS, MINNESOTA
Amdt 1C 10SEP20

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
44°53'N-93°13'W

RNAV (GPS) RWY 22