

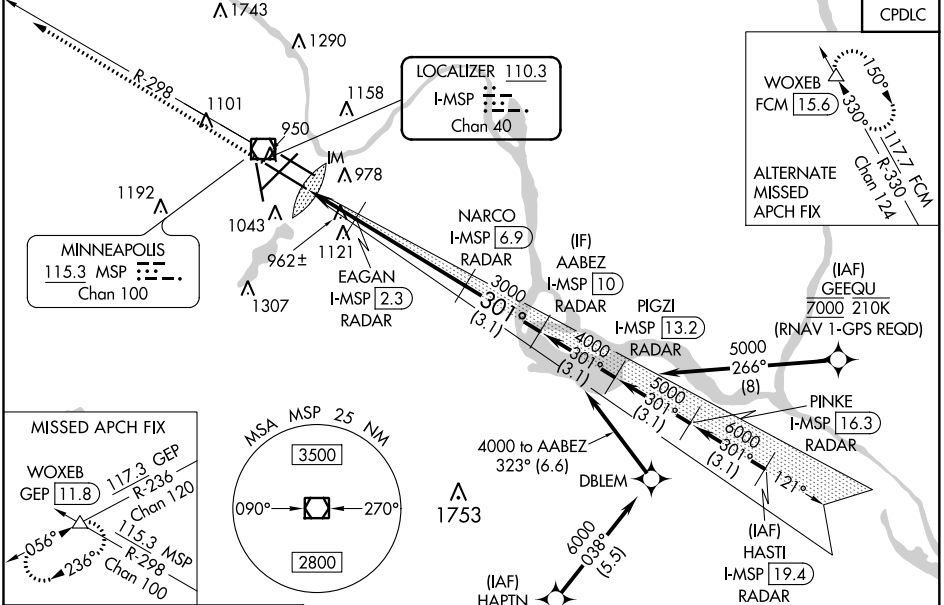
LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Idg TDZE 823 Apt Elev 842	10000
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ILS or LOC RWY 30L

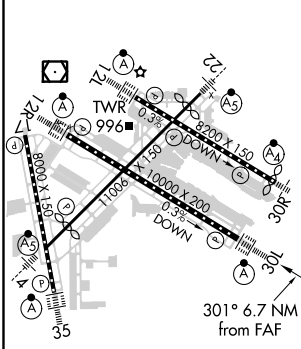
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

<p>▼ 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.</p>	<p>ALS-F-2 </p>	<p>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.</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 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 6:42 4:28 3:21 2:41 2:14

<p>1300 3000 hdg 301°</p> <p>WOXEB VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78). AABEZ I-MSP [10] RADAR</p> <p>NARCO I-MSP [6.9] RADAR</p> <p>EAGAN I-MSP [2.3] RADAR</p> <p>I-MSP [0.2] IM</p> <p>* I-MSP [1.2]</p> <p>3000 4000</p> <p>301° 301°</p> <p>1520*</p> <p>GS 3.00° TCH 55</p>																		
<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> <td>E</td> </tr> <tr> <td>S-ILS 30L</td> <td colspan="5">1023/18 200 (200-½)</td> </tr> <tr> <td>S-LOC 30L</td> <td>1220/24 397 (400-½)</td> <td colspan="4">1220/35 397 (400-½)</td> </tr> </table>	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 (400-½)			
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<p>CIRCLING</p> <table border="1"> <tr> <td>1360-1 518 (600-1)</td> <td>1460-1¾ 1660-2¾ 1800-3</td> </tr> <tr> <td></td> <td>618 (700-1¾) 818 (900-2¾) 958 (1000-3)</td> </tr> </table>	1360-1 518 (600-1)	1460-1¾ 1660-2¾ 1800-3		618 (700-1¾) 818 (900-2¾) 958 (1000-3)														
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ILS or LOC RWY 30L

NC-1, 07 OCT 2021 to 04 NOV 2021

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