

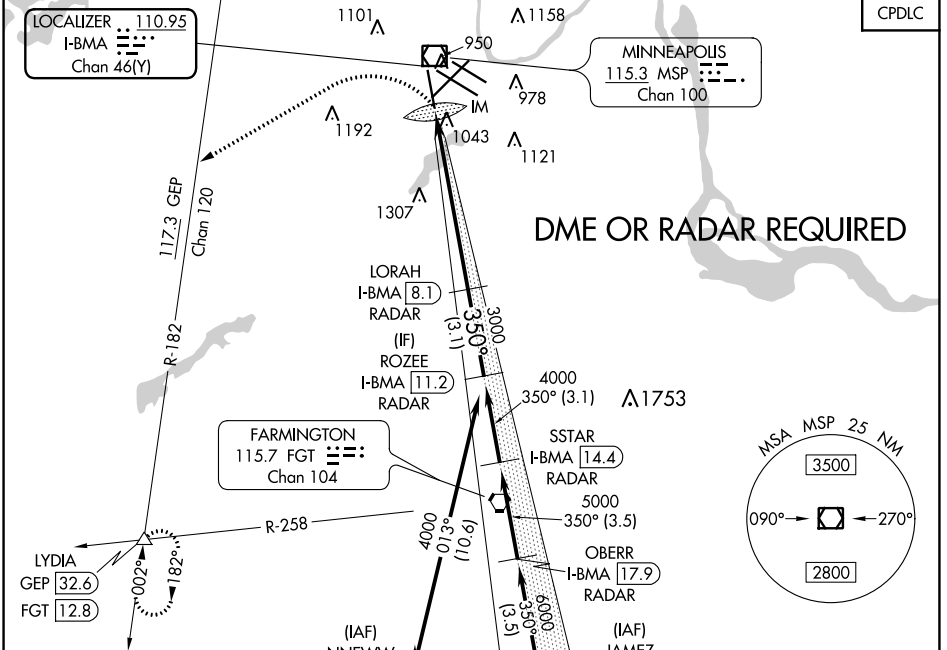
LOC/DME I-BMA <b>110.95</b> Chan <b>46 (Y)</b>	APP CRS <b>350°</b>	Rwy ldg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>842</b>
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# ILS V RWY 35 (CONVERGING)

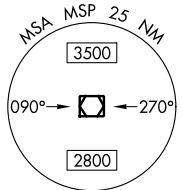
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Inop table does not apply. No autoland on ILS V RWY 35 (CONVERGING). Simultaneous approach authorized.	ALSF-2 	MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEOP 32.6 DME and hold.
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D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
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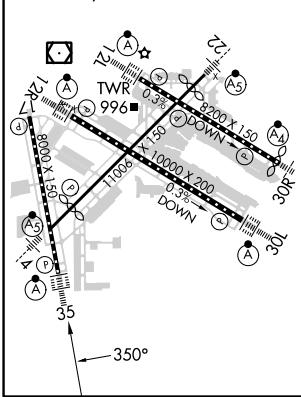


DME OR RADAR REQUIRED

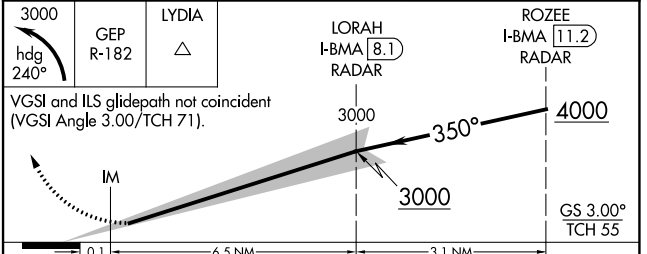


ELEV 842	<b>D</b>	TDZE 834
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HIRL all Rwys  
REL Rwy 17  
TDZ/CL Rwys 12L, 12R, 30L, and 35



(IAF) NNEWW 7000 (GPS REQD)	LYDIA GEP R-182	LORAH I-BMA [8.1] RADAR	ROZEE I-BMA [11.2] RADAR
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CATEGORY	A	B	C	D	E
S-ILS 35	1684-3 850 (900-3)				

NC-1, 07 OCT 2021 to 04 NOV 2021

NC-1, 07 OCT 2021 to 04 NOV 2021