

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

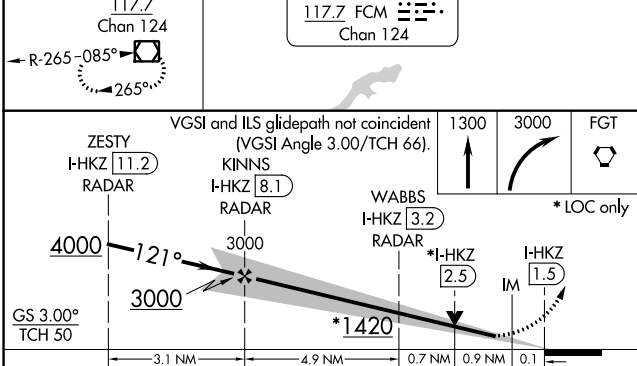
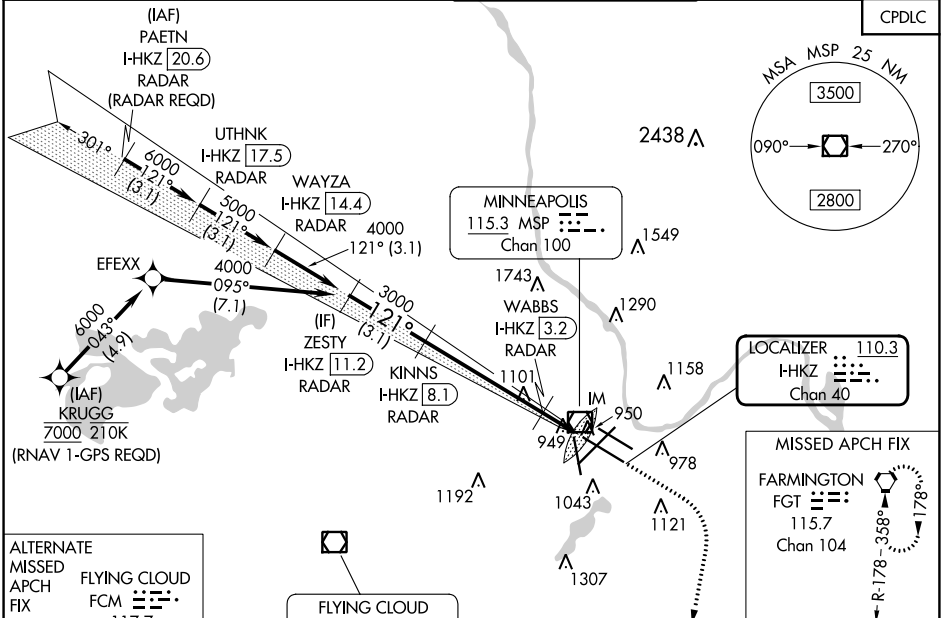
## MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

**⚠** 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 <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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ELEV 842	<b>D</b> TDZE 842										
<b>HIRL all Rwys</b> <b>REIL Rwy 17</b> <b>TDZ/CL Rwys 12L, 12R, 30L, and 35</b> <b>FAF to MAP 6.6 NM</b>											
<b>CIRCLING</b>	<table border="1"> <tr> <td>1360-1</td> <td>518 (600-1)</td> <td>1460-1<sup>3</sup>/<sub>4</sub></td> <td>1660-2<sup>3</sup>/<sub>4</sub></td> <td>1800-3</td> </tr> <tr> <td></td> <td></td> <td>618 (700-1<sup>3</sup>/<sub>4</sub>)</td> <td>818 (900-2<sup>3</sup>/<sub>4</sub>)</td> <td>958 (1000-3)</td> </tr> </table>	1360-1	518 (600-1)	1460-1 <sup>3</sup> / <sub>4</sub>	1660-2 <sup>3</sup> / <sub>4</sub>	1800-3			618 (700-1 <sup>3</sup> / <sub>4</sub> )	818 (900-2 <sup>3</sup> / <sub>4</sub> )	958 (1000-3)
1360-1	518 (600-1)	1460-1 <sup>3</sup> / <sub>4</sub>	1660-2 <sup>3</sup> / <sub>4</sub>	1800-3							
		618 (700-1 <sup>3</sup> / <sub>4</sub> )	818 (900-2 <sup>3</sup> / <sub>4</sub> )	958 (1000-3)							
<b>Knots</b>	60 90 120 150 180										
<b>Min:Sec</b>	6:36 4:24 3:18 2:38 2:12										

# ILS or LOC RWY 12R

NC-1, 11 JUL 2024 to 08 AUG 2024

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