

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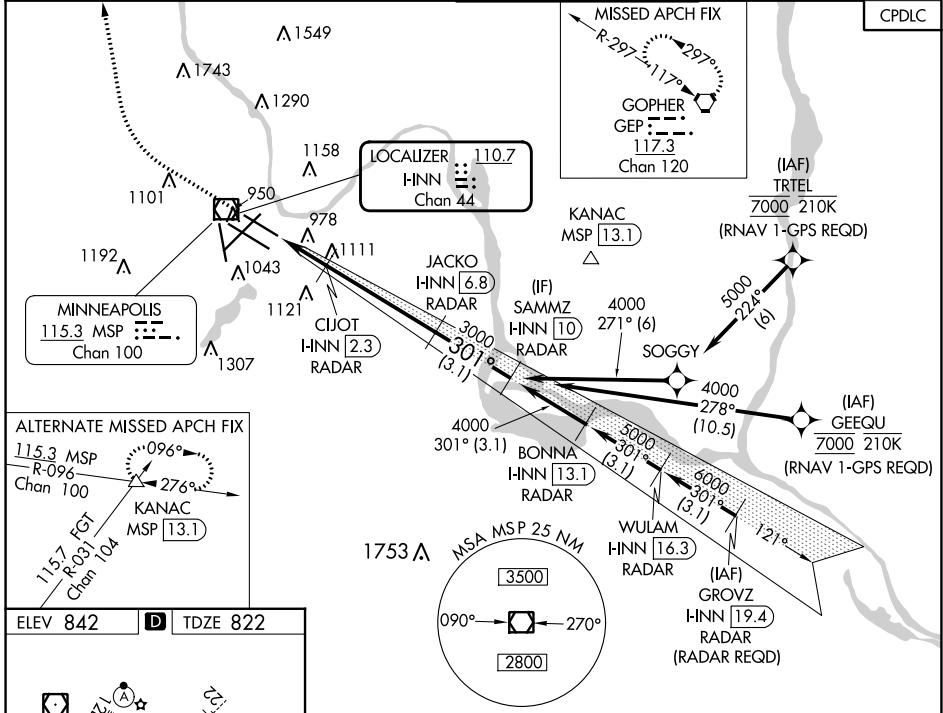
# ILS or LOC RWY 30R

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 <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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	1300	3000	GEP	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	JACKO I-HINN <b>6.8</b> RADAR	SAMMZ I-HINN <b>10</b> RADAR		
	*LOC only				CIJOT I-HINN <b>2.3</b> RADAR			
	HINN <b>0.2</b>	*I-HINN <b>1.5</b>			3000	4000		
					1520*			
					1.3 NM	0.8 NM	4.6 NM	3.1 NM
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)						
<b>C</b> CIRCLING	1360-1 518 (600-1)	1460-1 1/4 1660-2 3/4 1800-3 618 (700-1 1/4) 818 (900-2 3/4) 958 (1000-3)						

MINNEAPOLIS, MINNESOTA  
Amdt 16 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W  
**ILS or LOC RWY 30R**

NC-1, 11 JUL 2024 to 08 AUG 2024

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