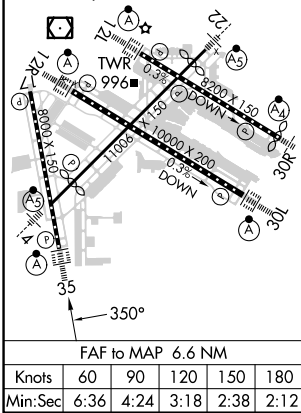
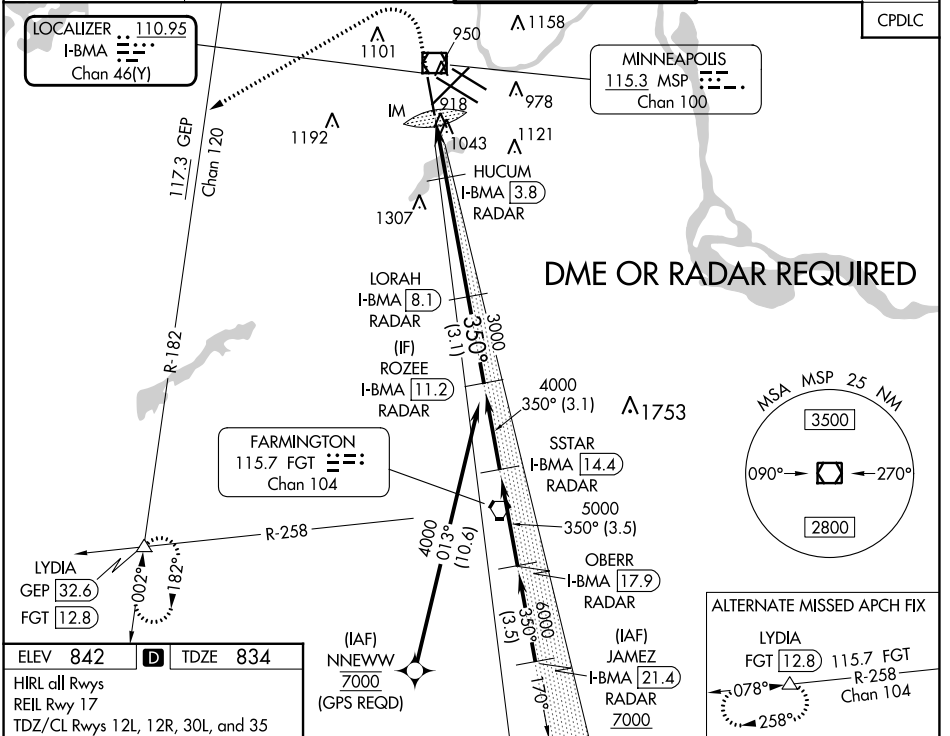


LOC/DME I-BMA <b>110.95</b> Chan 46 (Y)	APP CRS <b>350°</b>	Rwy ldg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>842</b>
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# ILS Z or LOC RWY 35

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

<b>▼</b> DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500. <b>▲</b>	ALS F-2	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.		
	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>



1600	3000	GEP R-182	LYDIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71).	ROZEE I-BMA 11.2 RADAR
*LOC only					
HUCUM I-BMA 3.8 RADAR		LORAH I-BMA 8.1 RADAR		ROZEE I-BMA 11.2 RADAR	
I-BMA 1.5		*I-BMA 2.3		3000	
IM		3000		350°	
1600*		3000		4000	
0.1		0.7 NM		1.5 NM	
4.3 NM		3.1 NM		GS 3.00° TCH 55	
CATEGORY	A	B	C	D	E
S-ILS 35	1034/18 200 (200-½)				
S-LOC 35	1180/24	346 (400-½)	1180/30 346 (400-¾)		
<b>C</b> CIRCLING	1360-1	518 (600-1)	1460-1¾	1660-2¾	1800-3
			618 (700-1¾)	818 (900-2¾)	958 (1000-3)

NC-1, 11 JUL 2024 to 08 AUG 2024

NC-1, 11 JUL 2024 to 08 AUG 2024