

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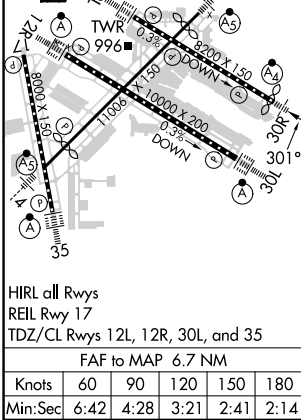
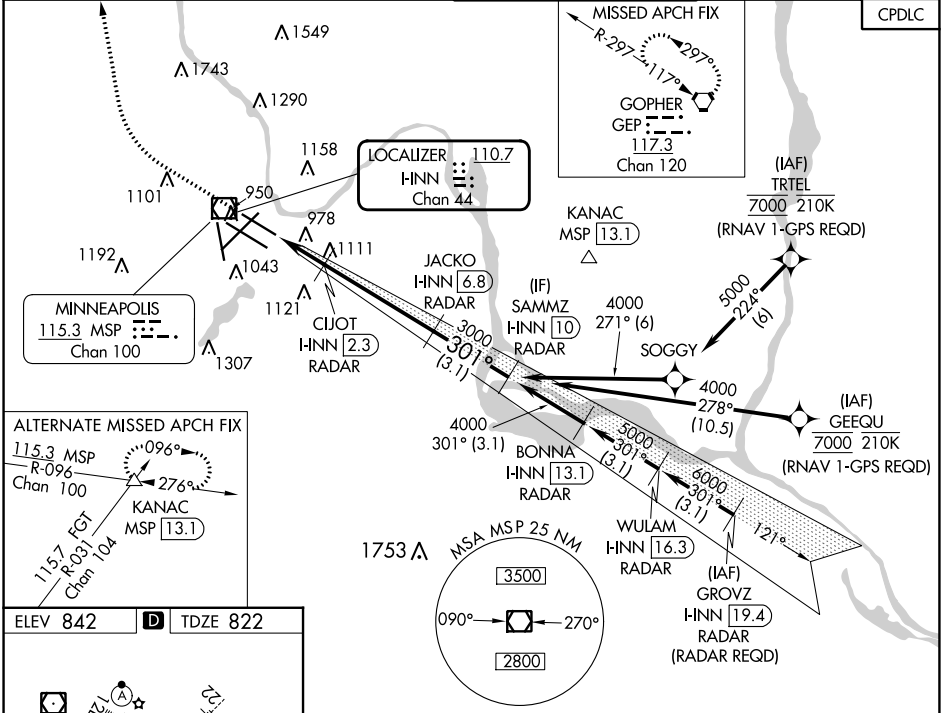
# ILS or LOC RWY 30R

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.

**MAISF** MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.

D-ATIS ARR <b>135.35</b> <b>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 6.8 RADAR	SAMMZ I-HINN 10 RADAR
*LOC only				CIJOT I-HINN 2.3 RADAR	
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 3/4 618 (700-1 3/4)	1660-2 3/4 818 (900-2 3/4)	1800-3 958 (1000-3)	

NC-1, 08 AUG 2024 to 05 SEP 2024

NC-1, 08 AUG 2024 to 05 SEP 2024