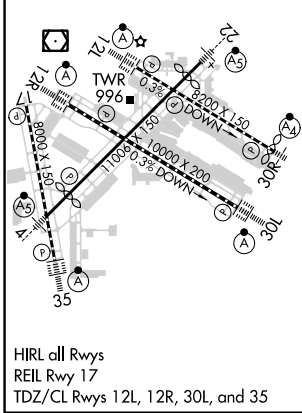
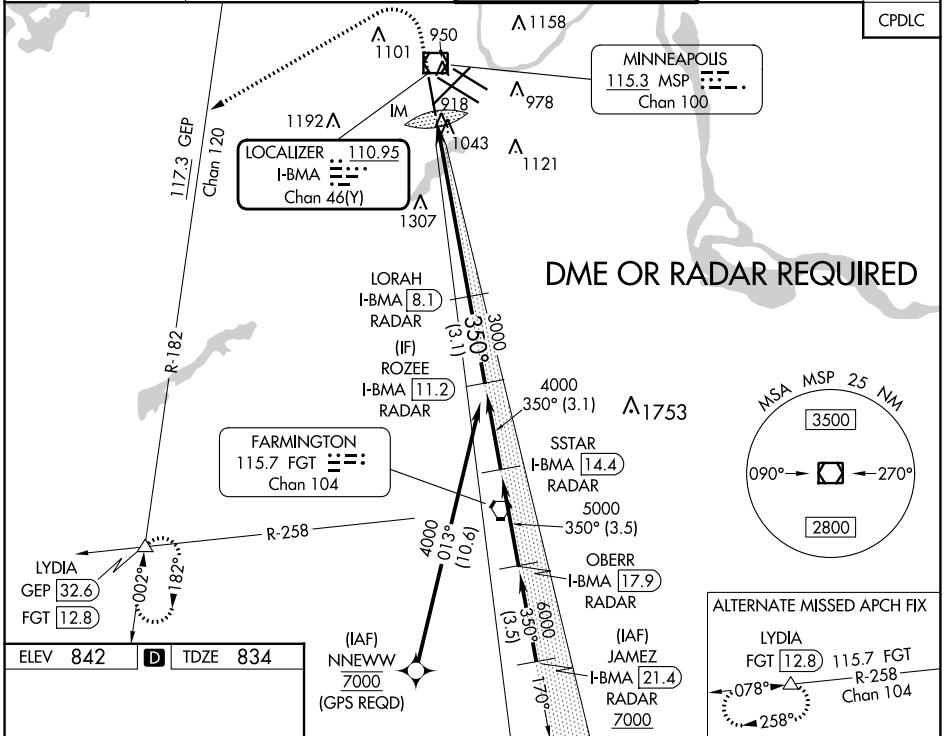


LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy Ldg TDZE 8000 834	Apt Elev 842
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ILS RWY 35 (CAT II & III)

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

DME or RADAR required.		ALSF-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.	
D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2



1600	3000	GEP R-182	LYDIA
↑	hdg 240°		
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
	LORAH I-BMA 8.1 RADAR		ROZEE I-BMA 11.2 RADAR
	3000	350°	4000
	3000		
	933	3000	3.1 NM
	1050	6.6 NM	B C D
			GS 3.00° TCH 55

CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 106/12 110 DA 944			
S-ILS 35	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 26 DEC 2024 to 23 JAN 2025

NC-1, 26 DEC 2024 to 23 JAN 2025