

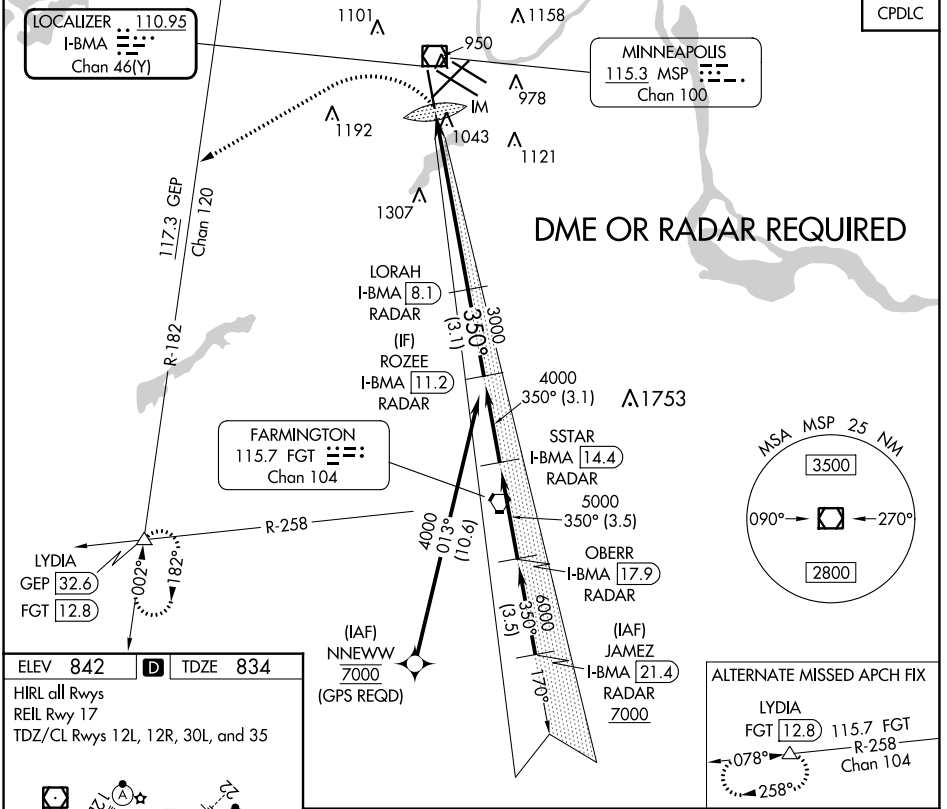
LOC/DME I-BMA <b>110.95</b> Chan <b>46 (Y)</b>	APP CRS <b>350°</b>	Rwy ldg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>842</b>
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# ILS V RWY 35 (CONVERGING)

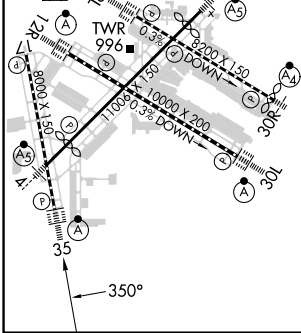
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Inop table does not apply. No autoland on ILS V RWY 35 (CONVERGING). Simultaneous approach authorized.	ALSF-2	MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEOP 32.6 DME 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 <b>842</b>	<b>D</b>	TDZE <b>834</b>
HIRL all Rwys REL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35		



3000	GEP R-182	LYDIA	LORAH I-BMA 8.1 RADAR	ROZEE I-BMA 11.2 RADAR	
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).					
3000					
3000					
4000					
GS 3.00° TCH 55					
0.1 6.5 NM 3.1 NM					
CATEGORY	A	B	C	D	E
S-ILS 35	1684-3 850 (900-3)				

NC-1, 26 DEC 2024 to 23 JAN 2025

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