

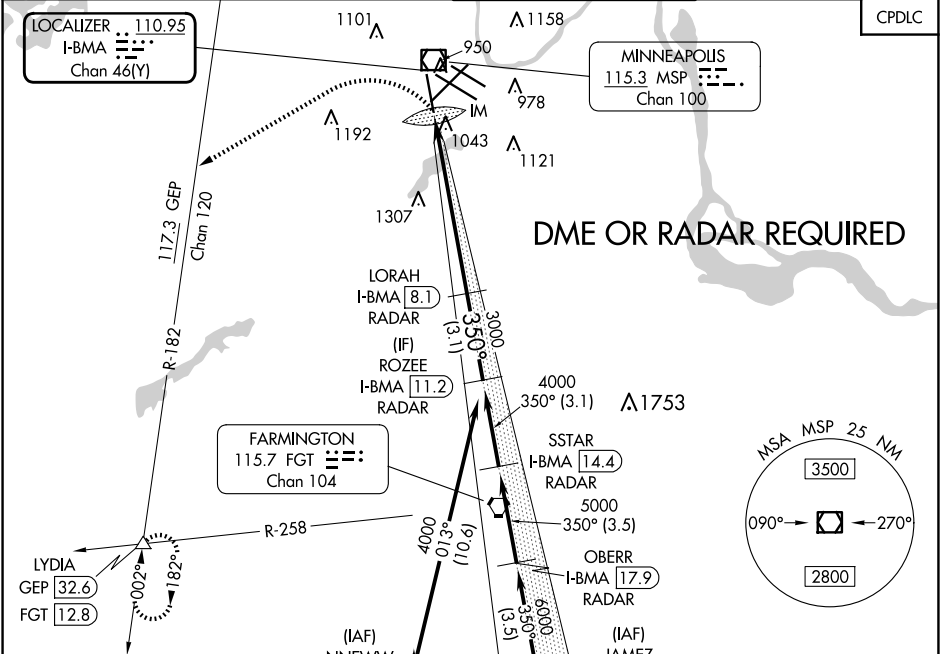
LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy ldg TDZE Apt Elev	8000 834 842
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ILS V RWY 35 (CONVERGING)

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

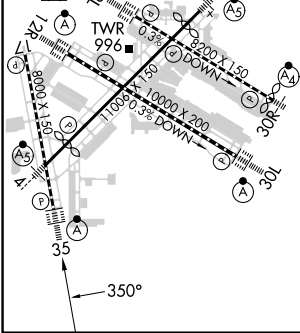
<p>▽ Inop table does not apply. △NA No autoland on ILS V RWY 35 (CONVERGING). Simultaneous approach authorized.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEOP 32.6 DME and hold.</p>
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D-ATIS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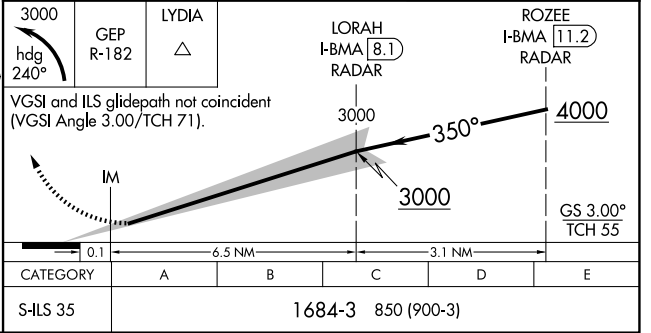
ELEV 842	D	TDZE 834
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HIRL all Rwys
REL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35



<p>LYDIA GEP 32.6 FGT 12.8</p>	<p>LYDIA GEP R-182</p>	<p>LORAH I-BMA 8.1 RADAR</p>	<p>ROZEE I-BMA 11.2 RADAR</p>
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VGSJ and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).



NC-1, 20 FEB 2025 to 20 MAR 2025

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