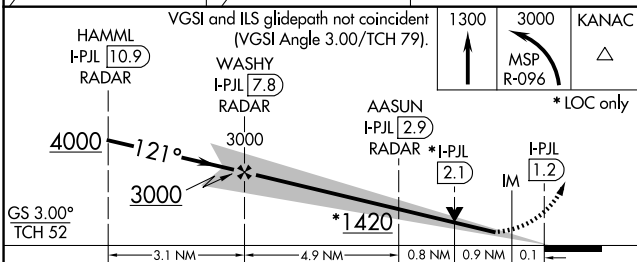
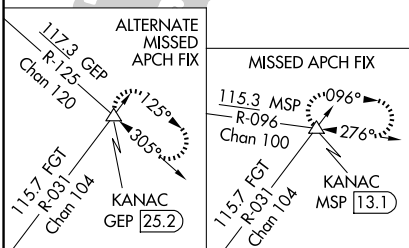
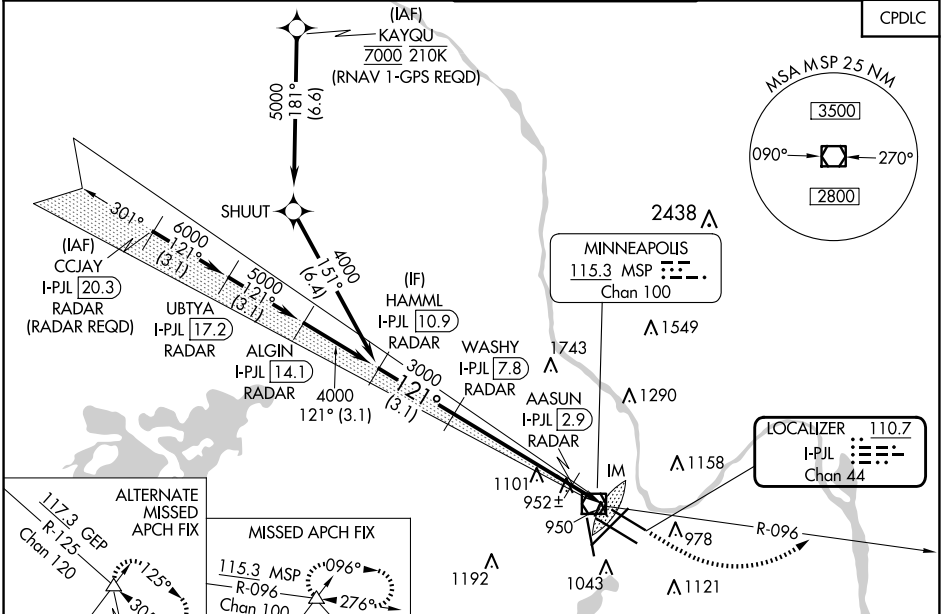


LOC/DME I-PJL <b>110.7</b> Chan <b>44</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>7620</b> <b>841</b> <b>842</b>
---	------------------------	-----------------------------	---

# ILS or LOC RWY 12L

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

<b>⚠</b> Simultaneous approach authorized with Rwy 12R. For inop ALS, increase S-ILS 12L Cat E visibility to RVR 4000, S-LOC 12L Cat C/D/E visibility to RVR 5500. DME or RADAR required.	ALS F-2	MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.			
	ARR <b>135.35 239.275</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b>	CLNC DEL <b>133.2</b>
DEP <b>120.8</b>	<b>126.95 335.65</b> (12R-30L)	<b>126.7 273.55</b> (12R-30L, 4-22)	<b>W 127.925 348.6</b>		



CATEGORY	A	B	C	D	E
S-ILS 12L	1041/18 200 (200-½)				
S-LOC 12L	1220/24	379 (400-½)	1220/35 379 (400-¾)		
CIRCLING	1360-1 518 (600-1)	1460-1¾ 1660-2¾	1600-2¾	1800-3	1958 (1000-3)

