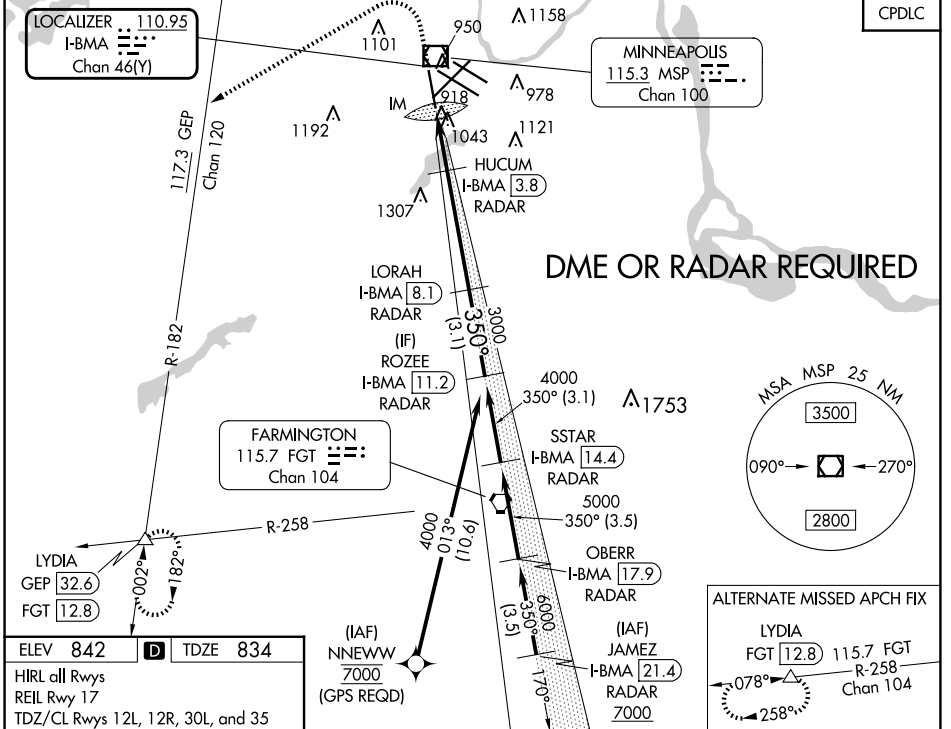


LOC/DME I-BMA 110.95 Chan 46(Y)	APP CRS 350°	Rwy ldg 8000 TDZE 834 Apt Elev 842
--	------------------------	---

ILS Z or LOC RWY 35

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

V DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500. A	ALS F-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)
	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2



NC-1, 20 MAR 2025 to 17 APR 2025

NC-1, 20 MAR 2025 to 17 APR 2025

ELEV 842	D	TDZE 834
HIRL all Rwys REIL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35		
FAF to MAP 6.6 NM		
Knots	60	90 120 150 180
Min:Sec	6:36	4:24 3:18 2:38 2:12

1600	3000	GEP R-182	LYDIA	VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 71).		ROZEE I-BMA 11.2 RADAR
*LOC only		HUCUM I-BMA 3.8 RADAR	LORAH I-BMA 8.1 RADAR	3000	350°	4000
I-BMA 1.5	*I-BMA 2.3	3000	1600*	3000	350°	4000
CATEGORY		A	B	C	D	E
S-ILS 35		1034/18 200 (200-½)				
S-LOC 35		1180/24	346 (400-½)	1180/30 346 (400-¾)		
C CIRCLING	1360-1	518 (600-1)	1460-1¾	1660-2¾	1800-3	
			618 (700-1¾)	818 (900-2¾)	958 (1000-3)	