

LOC/DME I-INN	APP CRS	Rwy Ldg	8000
110.7	301°	TDZE	822
Chan 44		Apt Elev	842

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

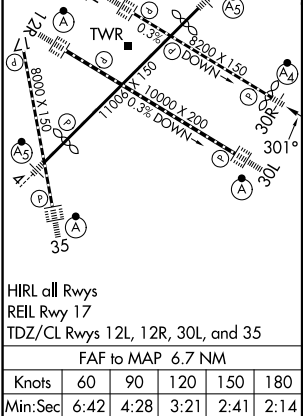
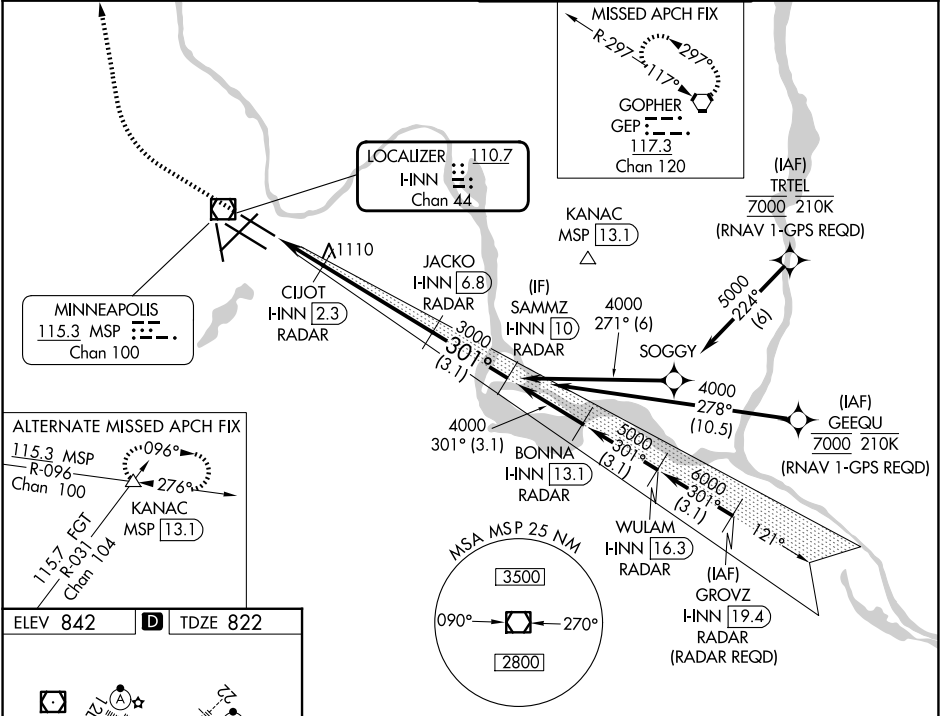
ILS or LOC RWY 30R

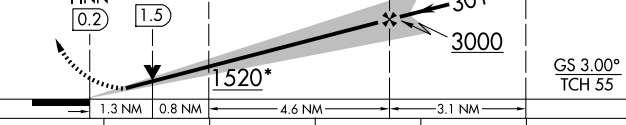
Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-LOC 30R Cat D/E visibility to 1 $\frac{3}{4}$ SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

MALSF

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON
135.35 239.275	118.725 335.65 (35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	121.8 348.6 (N) 121.9 348.6 (S) 127.925 348.6 (W)



1300 ↑	3000 ↗	GEP 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			SAMMZ I-INN 10 RADAR
*LOC only			CIJOT I-INN 2.3 RADAR	JACKO I-INN 6.8 RADAR		
		H-INN 0.2	*I-INN 1.5	3000	4000	
		1.3 NM	0.8 NM	4.6 NM	3.1 NM	
		1520*				
		GS 3.00° TCH 55				
CATEGORY	A		B	C	D	E
S-ILS 30R	1072/40 250 (300-¾)					
S-LOC 30R	1320/40 498 (500-¾)		1320/60 498 (500-1¼)			
CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	

NC-1, 27 NOV 2025 to 25 DEC 2025

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