

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

ILS V RWY 35 (CONVERGING)

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

▼

▲ NA

Inop table does not apply.
No autoland on ILS V RWY 35 (CONVERGING).
Simultaneous approach authorized.

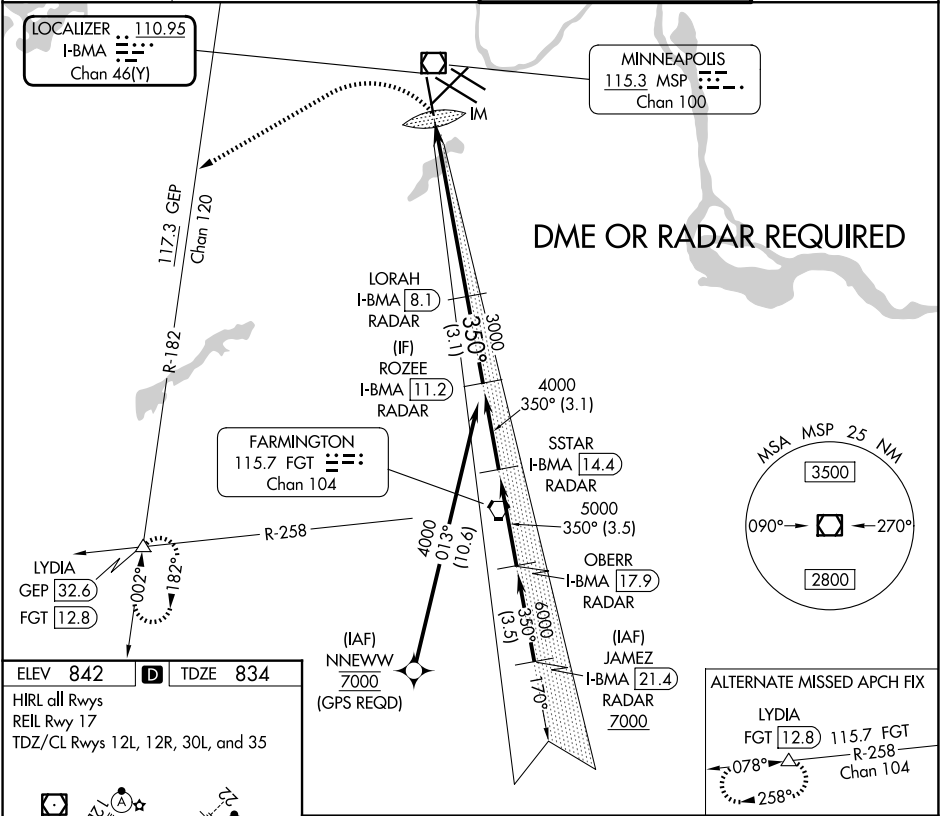
ALSF-2

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MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEF 32.6 DME 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)



ELEV 842

TDZE 834

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

3000 hdg 240°	GEP R-182	LYDJA △	LORAH I-BMA 8.1 RADAR			ROZEE I-BMA 11.2 RADAR	
VGSJ and ILS glidepath not coincident (VGSJ Angle 3.00/TCH 71).							
CATEGORY	A	B	C	D	E		
S-ILS 35	1684-3 850 (900-3)						

NC-1, 22 JAN 2026 to 19 FEB 2026

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