

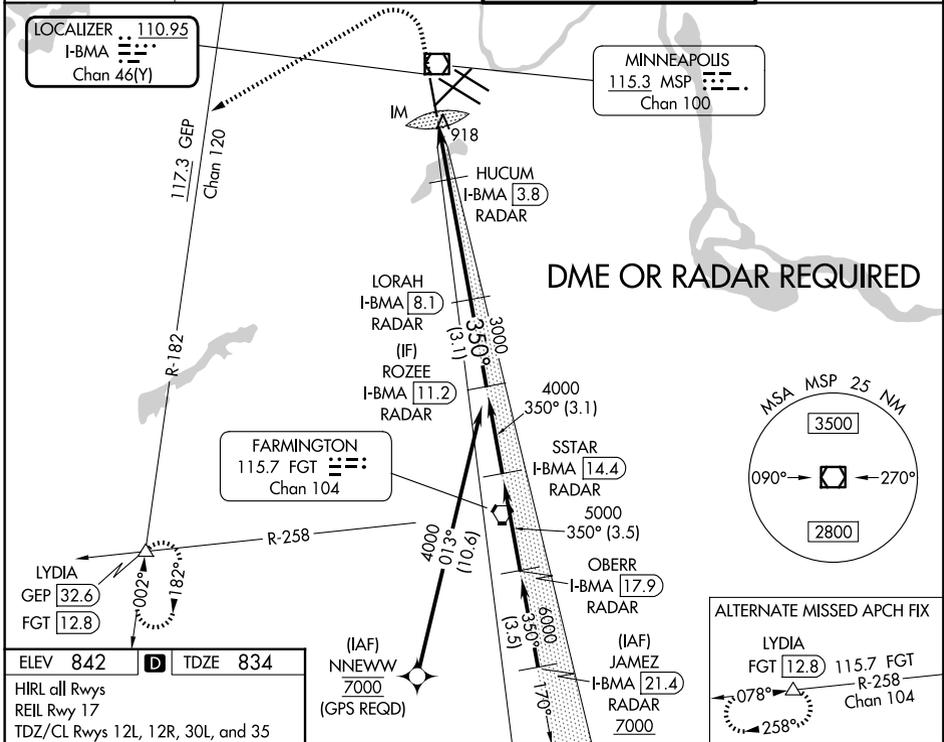
LOC/DME I-BMA 110.95 Chan 46(Y)	APP CRS 350°	Rwy Ldg 8000	TDZE 834
		Apt Elev 842	

ILS Z or LOC RWY 35

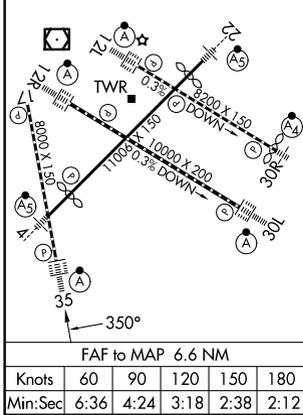
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

▼ 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.	ALSF-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.
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ATIS 135.35 239.275	MINNEAPOLIS APP CON 118.725 335.65 (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 121.8 348.6 (N) 121.9 348.6 (S) 127.925 348.6 (W)
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ELEV 842	D	TDZE 834
HIRL all Rwys		
REIL Rwy 17		
TDZ/CL Rwys 12L, 12R, 30L, and 35		



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	4000
I-BMA 1.5	I-BMA 2.3	IM	3000	350°	4000
0.1	0.7 NM	1.5 NM	4.3 NM	3.1 NM	

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)		
CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 19 FEB 2026 to 19 MAR 2026

NC-1, 19 FEB 2026 to 19 MAR 2026