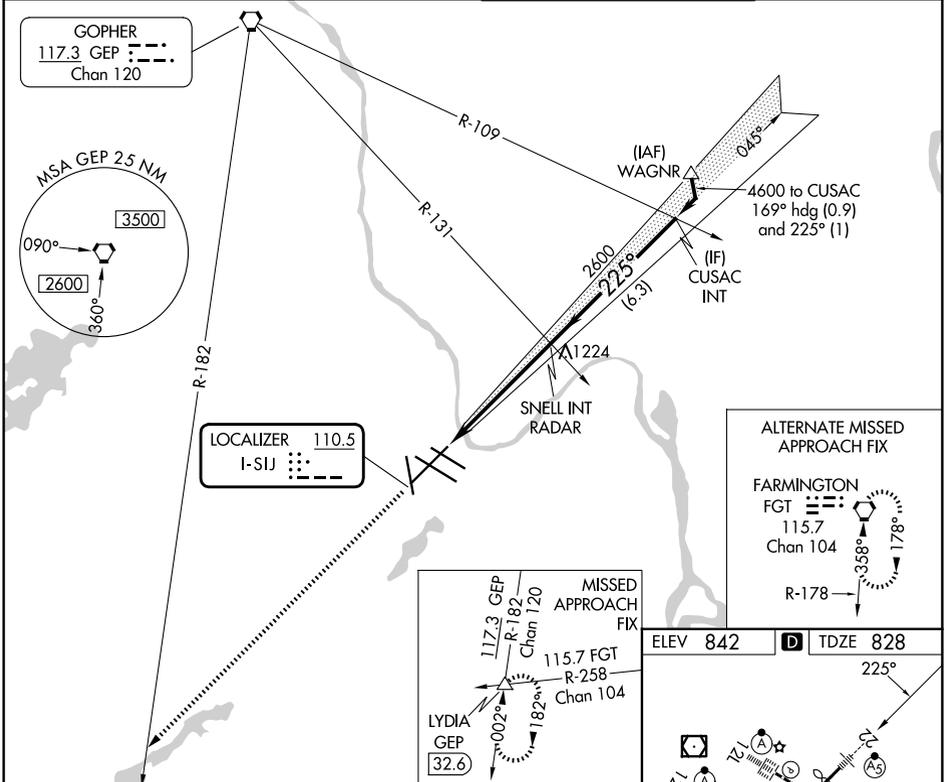


LOC I-SIJ <b>110.5</b>	APP CRS <b>225°</b>	Rwy Ldg <b>10006</b> TDZE <b>828</b> Apt Elev <b>842</b>
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# LOC RWY 22

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

<p>Rwy 22 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-22 Cat A and B visibility to RVR 5500, and Cat E visibility to 1 3/4 SM.</p>	MALSRS 	MISSED APPROACH: Climb to 3000 on heading 225° and GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.																							
	<table border="1"> <tr> <th colspan="2">MINNEAPOLIS APP CON</th> <th colspan="2">MINNEAPOLIS TOWER</th> <th colspan="2">GND CON</th> </tr> <tr> <td>D-ATIS</td> <td><b>118.725 239.275</b></td> <td><b>117-35</b></td> <td><b>121.8 348.6 (N)</b></td> <td><b>121.9 348.6 (S)</b></td> <td><b>127.925 348.6 (W)</b></td> </tr> <tr> <td></td> <td><b>119.3 335.65</b> (12L-30R, 4-22, 17)</td> <td><b>123.95 273.55</b> (12L-30R)</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td><b>126.95 335.65</b> (12R-30L)</td> <td><b>126.7 273.55</b> (12R-30L, 4-22)</td> <td></td> <td></td> <td></td> </tr> </table>	MINNEAPOLIS APP CON		MINNEAPOLIS TOWER		GND CON		D-ATIS	<b>118.725 239.275</b>	<b>117-35</b>	<b>121.8 348.6 (N)</b>	<b>121.9 348.6 (S)</b>	<b>127.925 348.6 (W)</b>		<b>119.3 335.65</b> (12L-30R, 4-22, 17)	<b>123.95 273.55</b> (12L-30R)					<b>126.95 335.65</b> (12R-30L)	<b>126.7 273.55</b> (12R-30L, 4-22)			
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3000 hdg 225°	GEP R-182	LYDIA	SNELL INT RADAR	CUSAC INT	
5.4 NM		6.3 NM			
CATEGORY	A	B	C	D	E
S-22	1420/40	592 (600-3/4)	1420-1 1/4	592 (600-1 1/4)	
CIRCLING	1420-1	578 (600-1)	1460-1 3/4 618 (700-1 3/4)	1620-2 1/2 778 (800-2 1/2)	1800-3 958 (1000-3)

ELEV 842	TDZE 828
HIRL all rwys REL Rwy 17	
TDZL/RCLS Rws 12L, 12R, 30L, and 35	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

NC-1, 19 MAR 2026 to 16 APR 2026

NC-1, 19 MAR 2026 to 16 APR 2026

# LOC RWY 22