

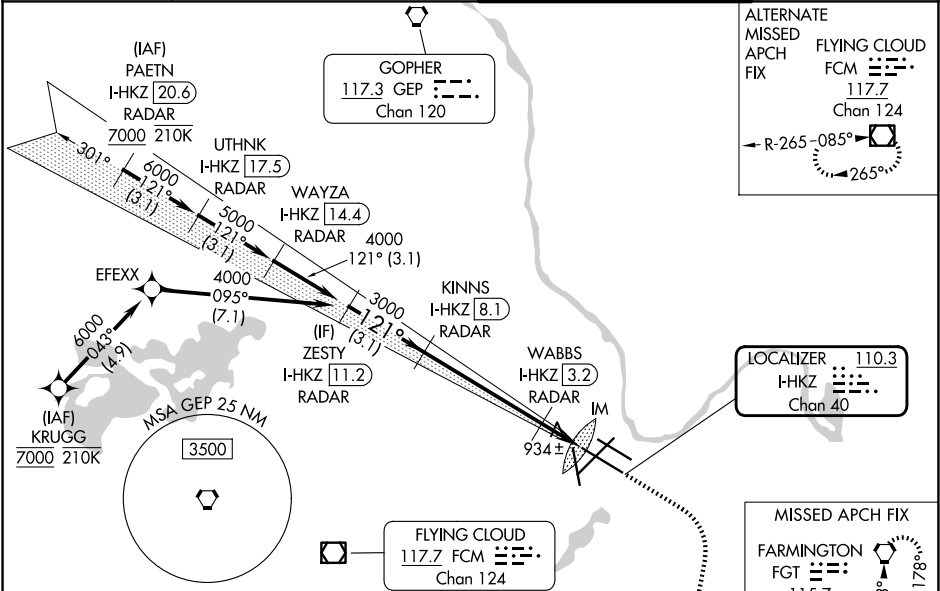
LOC/DME I-HKZ 110.3 Chan 40	APP CRS 121°	Rwy Ldg TDZE Apt Elev	10000 842 842
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ILS or LOC RWY 12R

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

RNP APCH - GPS. From KRUGG. DME or RADAR required.	ALSf-2 	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.
Simultaneous approach authorized with Rwy 12L.		

D-ATIS 135.35 239.275	MINNEAPOLIS APP CON 118.725 335.65 (35) 119.3 335.65 (4-22, 12L-30R, 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 (4-22, 12R-30L)	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 842
The diagram shows a plan view of four runways: 12L, 12R, 30L, and 35. Runway 12L is oriented 121 degrees. Runway 12R is oriented 303 degrees. Runway 30L is oriented 301 degrees. Runway 35 is oriented 35 degrees. The diagram includes various lighting symbols: centerline lights (dashed lines with 'x' marks), edge lights (circles with 'x' marks), and obstruction lights (circles with 'A' and 'P' inside). A TWR (Tower) is located near the intersection of runways 12L and 12R. A 10000 X 200 obstruction is marked near runway 30L. A 200 X 150 obstruction is marked near runway 12R. A 300 X 150 obstruction is marked near runway 30L. A 10000 X 150 obstruction is marked near runway 35. A 10000 X 200 obstruction is marked near runway		

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 66).		1300	3000	FGT
ZESTY I-HKZ 11.2 RADAR	KINNS I-HKZ 8.1 RADAR	WABBS I-HKZ 3.2 RADAR	IM	
4000	3000	1420		
GS 3.00° TCH 50	3.1 NM	4.9 NM	0.7 NM	0.9 NM
CATEGORY	A	B	C	D
S-ILS 12R	1042/18 200 (200-½)			
S-LOC 12R	1240/24 398 (400-½)		1240/35 398 (400-½)	
CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾) 1620-2½ 778 (800-2½)	