

LOC/DME I-TJZ
110.95
Chan **46(Y)**

APP CRS
170°

Rwy Ldg
TDZE **840**
Apt Elev **842**

LOC RWY 17

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

Helicopter visibility reduction below RVR 4000 NA.

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

D-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)

ARJAE INT I-TJZ 11.8

CHETZ INT I-TJZ 5.7

BOBEE INT I-TJZ 3.6

1300

3000

FGT

4000

2800

2100

1300

3000

FGT

6.1 NM

2.1 NM

2.7 NM

1 NM

CATEGORY	A	B	C	D
S-17	2100/60 1260 (1300-1½)	2100-1½ 1260 (1300-1½)	2100-3	1260 (1300-3)
CIRCLING	2100-1½ 1258 (1300-1½)	2100-1½ 1258 (1300-1½)	2100-3	1258 (1300-3)

BOBEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

S-17	1220/55	380 (400-1)
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CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)
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ELEV 842

TDZE 840

170°

121°

120°

119°

118°

117°

116°

115°

114°

113°

112°

111°

110°

109°

108°

107°

106°

105°

104°

103°

102°

101°

100°

99°

98°

97°

96°

95°

94°

93°

92°

91°

90°

89°

88°

87°

86°

85°

84°

83°

82°

81°

80°

79°

78°

77°

76°

75°

74°

73°

72°

71°

70°

69°

68°

67°

66°

65°

64°

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62°

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59°

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57°

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52°

51°

50°

49°

48°

47°

46°

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44°

43°

42°

41°

40°

39°

38°

37°

36°

35°

34°

33°

32°

31°

30°

29°

28°

27°

26°

25°

24°

23°

22°

21°

20°

19°

18°

17°

16°

15°

14°

13°

12°

11°

10°

9°

8°

7°

6°

5°

4°

3°

2°

1°

0°

HIRL all rwys

REIL Rwy 17

TDZL/RCLS Rwys 12L, 12R, 30L, and 35

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

MINNEAPOLIS, MINNESOTA

Amdt 1C 14MAY26

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

44°53'N-93°13'W

LOC RWY 17