

LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Idg TDZE 823 Apt Elev 842
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ILS or LOC RWY 30L

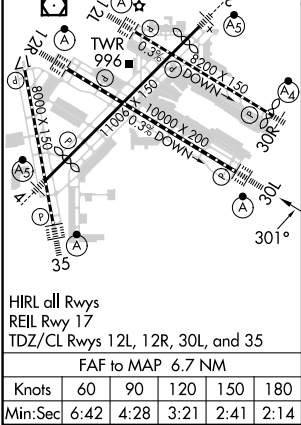
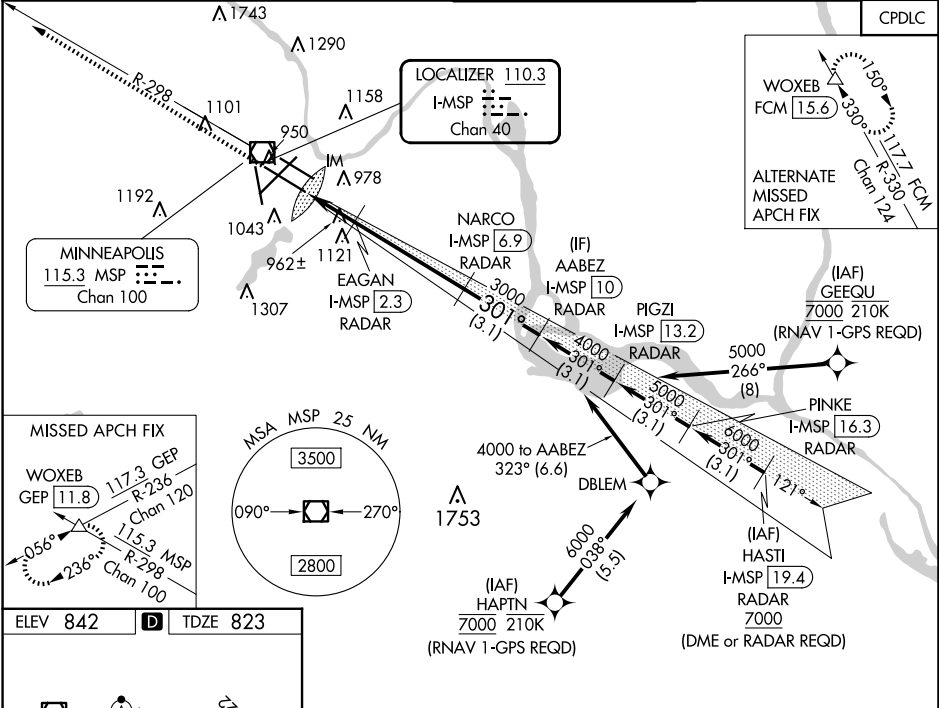
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V Rwy 35 (CONVERGING). For inop ALS, increase S-ILS 30L Cat E visibility to RVR 4000, and increase S-LOC 30L Cat E visibility to RVR 6000.

ALS F-2

MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP VORTAC 11.8 DME and hold.

D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 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 N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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1300	3000	WOXEB	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).	AABEZ
↑	↑	MSP R-298		I-MSP [10]
	hdg 301°			RADAR
*LOC only				
I-MSP [0.2]	I-MSP [1.2]	EAGAN	I-MSP [2.3]	3000
		RADAR		
0.2	0.8 NM	1.1 NM	4.6 NM	3.1 NM
CATEGORY				
A				
B				
C				
D				
E				
S-ILS 30L				
1023/18 200 (200-½)				
S-LOC 30L				
1220/24 397 (400-½)				
1220/35 397 (400-¾)				
CIRCLING				
1360-1 518 (600-1)				
1460-1¾ 1660-2¾ 1800-3				
618 (700-1¾) 818 (900-2¾) 958 (1000-3)				