

LOC/DME I-INN	APP CRS	Rwy Idg	8000
110.7	301°	TDZE	822
Chan 44		Apt Elev	842

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

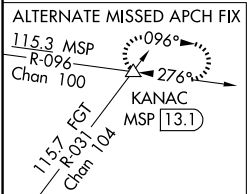
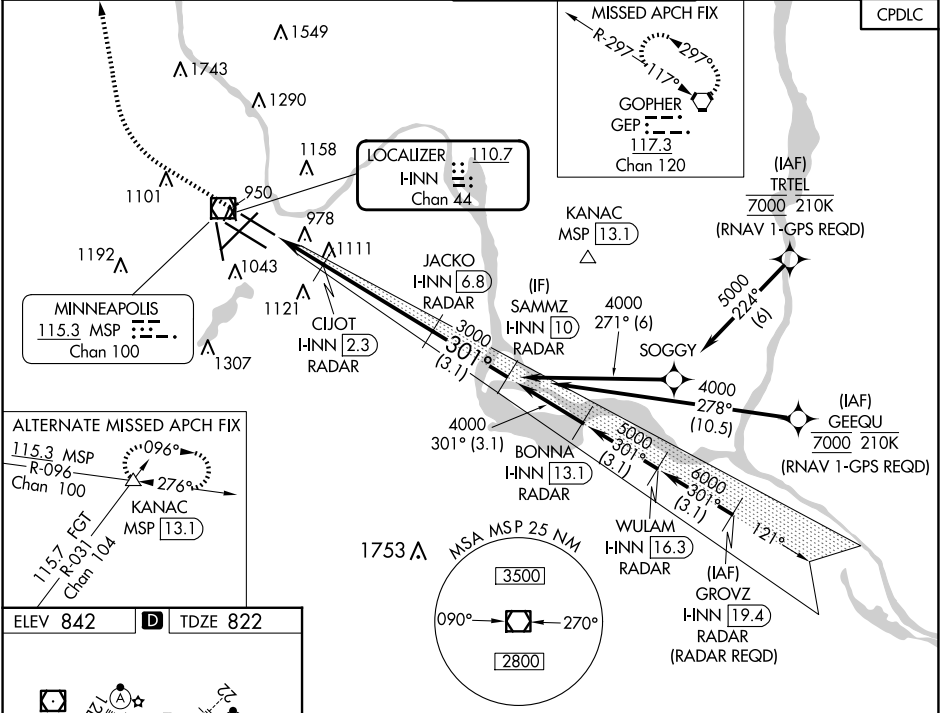
ILS or LOC RWY 30R

Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-LOC 30R Cat D/E visibility to 1 $\frac{3}{4}$ SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

MAISF

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC 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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ELEV 842 **D** TDZE 822

HIRL all Rwy
REIL Rwy 17
TDZ/CL Rwy 12L, 12R, 30L, and 35
FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

1300 3000 GEP VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

CATEGORY	A	B	C	D	E
S-ILS 30R	1072/40 250 (300- $\frac{3}{4}$)				
S-LOC 30R	1320/40 498 (500- $\frac{3}{4}$)		1320/60 498 (500-1 $\frac{1}{4}$)		
CIRCLING	1360-1 518 (600-1)		1460-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$)	1660-2 $\frac{3}{4}$ 818 (900-2 $\frac{3}{4}$)	1800-3 958 (1000-3)

NC-1, 17 APR 2025 to 15 MAY 2025

NC-1, 17 APR 2025 to 15 MAY 2025