

|                                                 |                        |                                                   |
|-------------------------------------------------|------------------------|---------------------------------------------------|
| LOC/DME I-MSP<br><b>110.3</b><br>Chan <b>40</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE <b>823</b><br>Apt Elev <b>842</b> |
|-------------------------------------------------|------------------------|---------------------------------------------------|

ILS or LOC RWY 30L

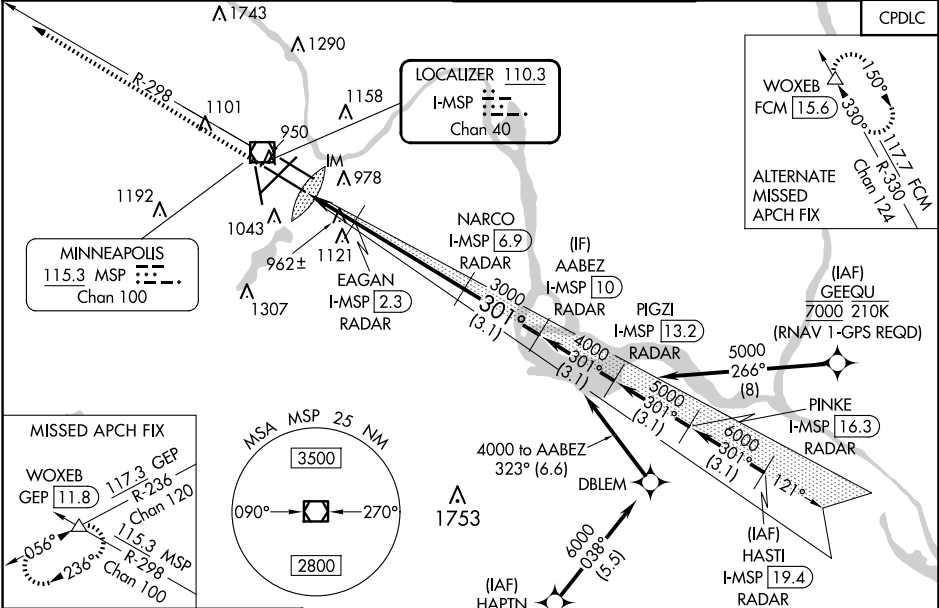
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

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.

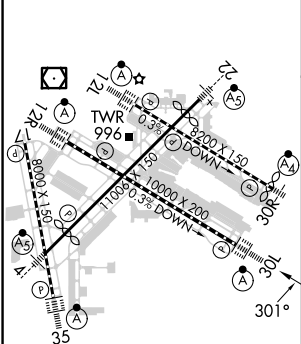
ALS F-2  
A

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.

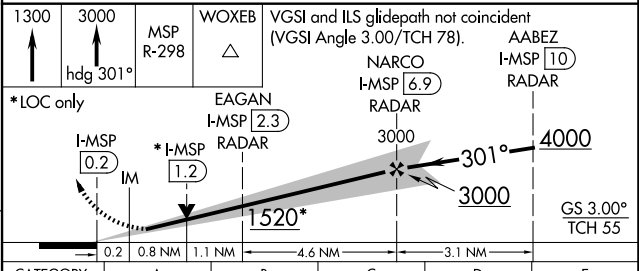
|                                                         |                                                                                                                                    |                                                                                                                             |                                                                                   |                          |
|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------|



|                 |          |                 |
|-----------------|----------|-----------------|
| ELEV <b>842</b> | <b>D</b> | TDZE <b>823</b> |
|-----------------|----------|-----------------|



|                                                                   |      |      |      |      |      |
|-------------------------------------------------------------------|------|------|------|------|------|
| HIRL all Rwys<br>REIL Rwy 17<br>TDZ/CL Rwys 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 |



|           |                     |             |                         |                         |                        |
|-----------|---------------------|-------------|-------------------------|-------------------------|------------------------|
| 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<br>618 (700-1¾) | 1660-2¾<br>818 (900-2¾) | 1800-3<br>958 (1000-3) |

NC-1, 04 SEP 2025 to 02 OCT 2025

NC-1, 04 SEP 2025 to 02 OCT 2025