

LOC/DME I-INN <u>110.7</u> Chan 44	APP CRS 301°	Rwy Idg 8000 TDZE 822 Apt Elev 842
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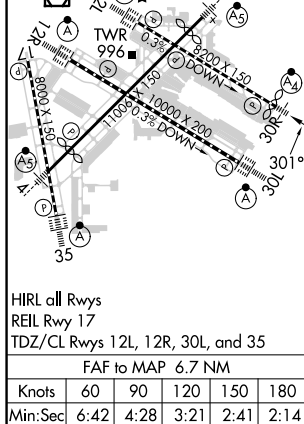
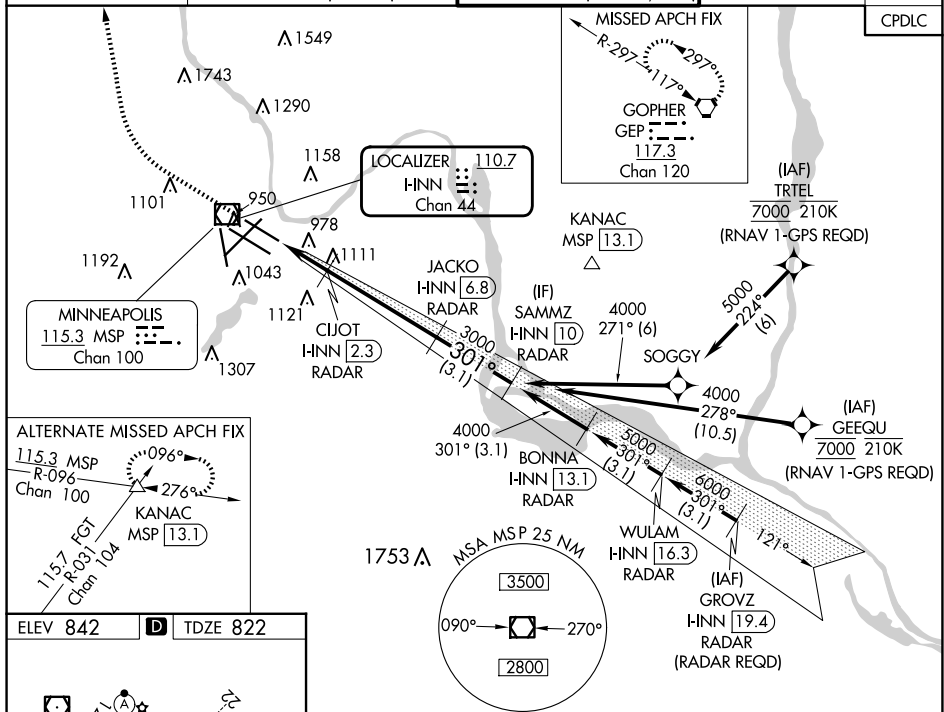
ILS or LOC RWY 30R
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T 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 $\frac{3}{8}$ SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

MALSF

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

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



1300	3000	GEP	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71).				
*LOC only			CIJOT I-INN [2.3]	JACKO I-INN [6.8] RADAR	SAMMZ I-INN [10] RADAR		
			GS 3.00° TCH 55				
CATEGORY	A		B	C	D	E	
S-ILS 30R	1072/40 250 (300-¾)						
S-LOC 30R	1320/40 498 (500-¾)			1320/60 498 (500-1½)			
CIRCLING	1360-1 518 (600-1)			1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	

MINNEAPOLIS MINNESOTA

Amdt 16 05JAN17

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

44°53'N-93°13'W

ILS or LOC RWY 30R