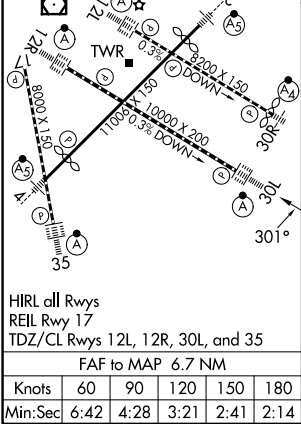
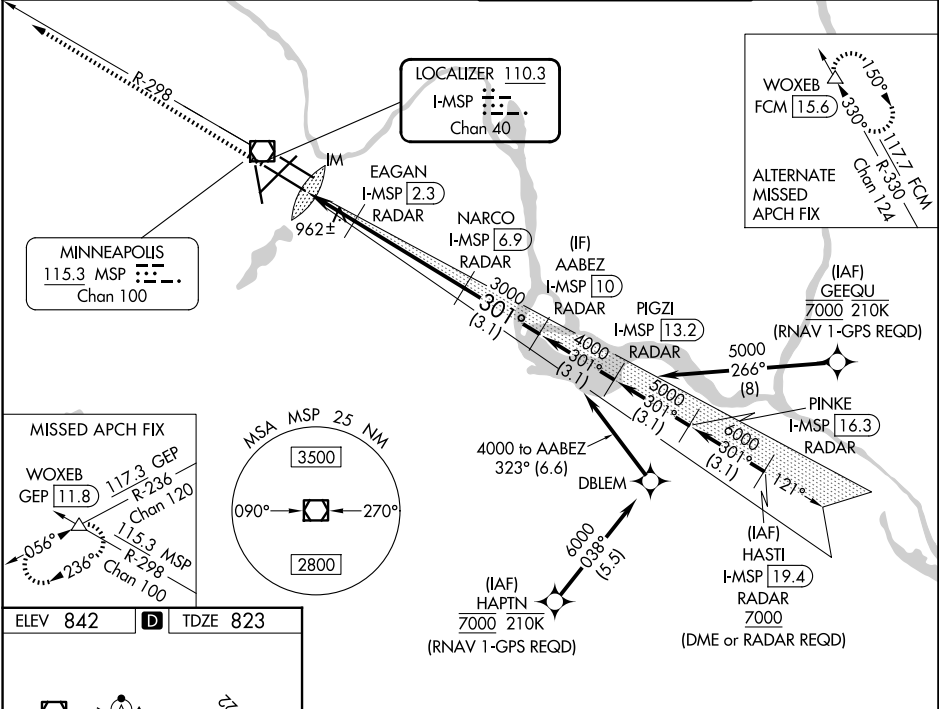


LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Ldg TDZE 823 Apt Elev 842
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ILS or LOC RWY 30L
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ 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.	ALSF-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.
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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)
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1300	3000	WOXEB	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).		
↑	↑	MSP R-298	EAGAN I-MSP 2.3	NARCO I-MSP 6.9	AABEZ I-MSP 10
*LOC only			RADAR	RADAR	RADAR
I-MSP 0.2			I-MSP 1.2	3000	4000
IM			1520*	301°	3000
0.2 0.8 NM 1.1 NM 4.6 NM 3.1 NM			GS 3.00° TCH 55		
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 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

NC-1, 02 OCT 2025 to 30 OCT 2025

NC-1, 02 OCT 2025 to 30 OCT 2025