

LOC/DME I-BMA	APP CRS	Rwy Ldg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

ILS RWY 35 (SA CAT I)

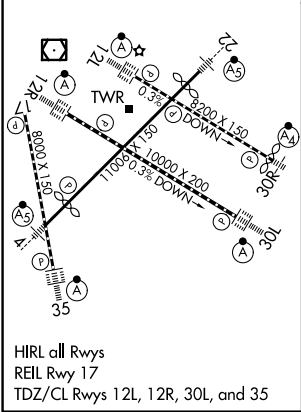
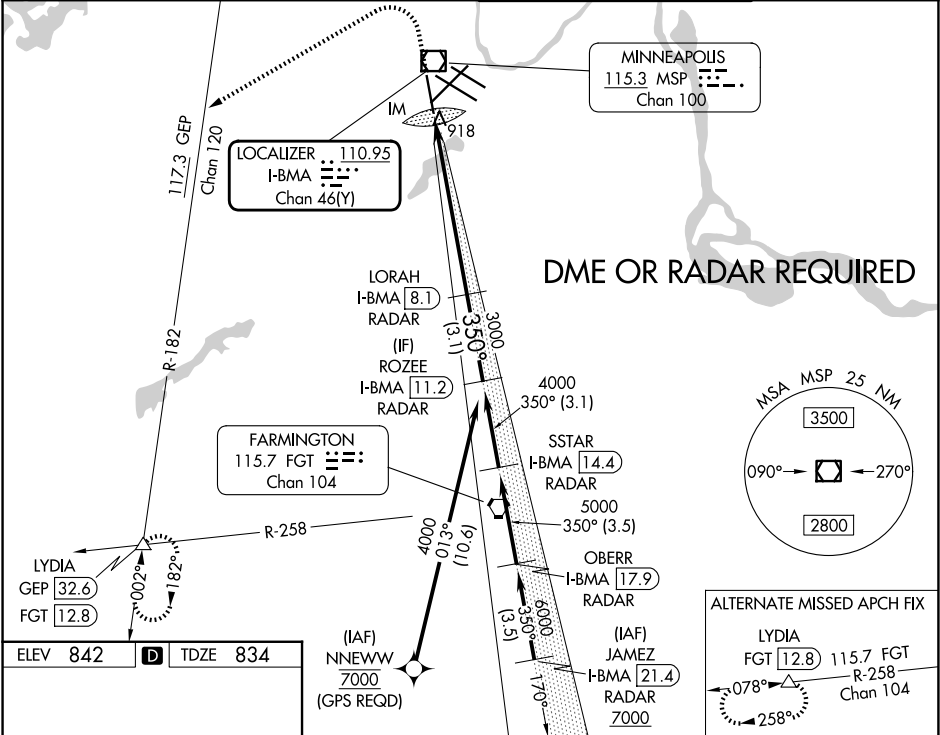
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSf-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEF 32.6 DME and hold.

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



1600 ↑	3000 hdg 240°	GEP R-182	LYDIA △	
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				
Diagram illustrating the VGSI and ILS glidepaths. The VGSI glidepath is at 3.00° and the ILS glidepath is at 3.50°. The distance between them is 6.6 NM. The ILS glidepath is 3.1 NM from the runway end. The VGSI glidepath is 1050 feet from the runway end.				
CATEGORY	A	B	C	D
S-ILS 35	RA 157/14 150 DA 984			
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				