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

ILS V RWY 35 (CONVERGING)

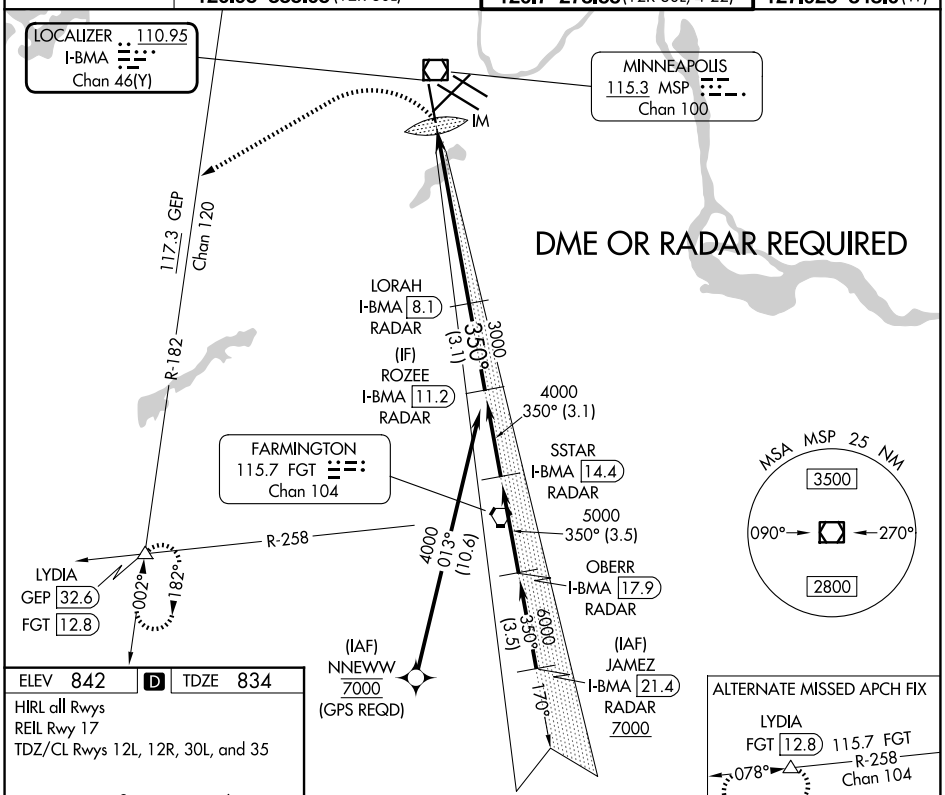
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

Inop table does not apply.
NA No autoland on ILS V RWY 35 (CONVERGING).
Simultaneous approach authorized.

ALSF-2

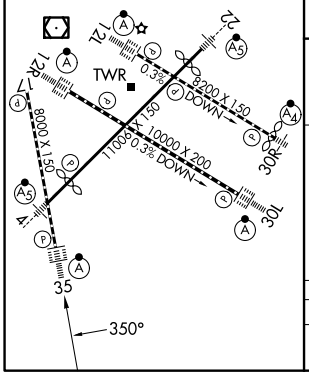
MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.

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)



ELEV 842 D TDZE 834

HIRL all Rwys
REIL Rwy 17
TDZ/CL Rwys 12L, 12R, 30L, and 35

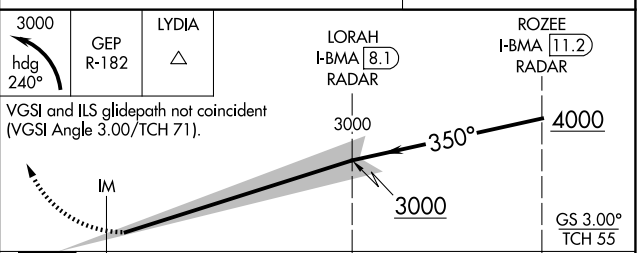


ALTERNATE MISSED APCH FIX

LYDIA
FGT 12.8 115.7 FGT
R-258
Chan 104
078°
258°

3000	GEP	LYDIA
hdg 240°	R-182	△

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



CATEGORY	A	B	C	D	E
S-ILS 35	1684-3 850 (900-3)				

NC-1, 25 DEC 2025 to 22 JAN 2026