

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

ILS Z or LOC RWY 35

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

▼

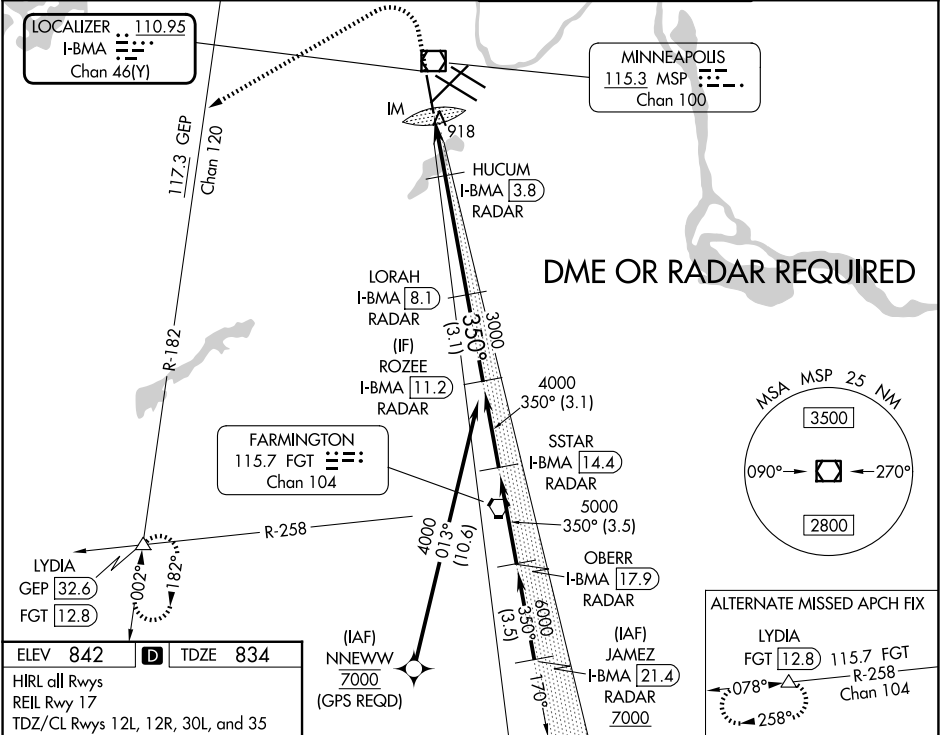
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DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500.

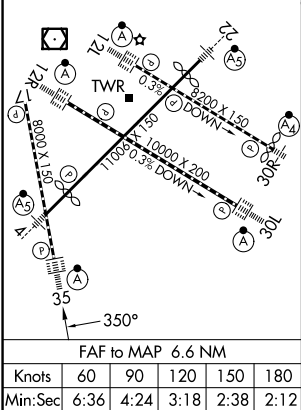
ALSF-2

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)



ELEV 842	TDZE 834
HIRL all Rwy's	
REIL Rwy 17	
TDZ/CL Rwy's 12L, 12R, 30L, and 35	



1600	3000	GEF R-182	LYDIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71°).	ROZEE I-BMA 11.2 RADAR
*LOC only					LORAH I-BMA 8.1 RADAR
					HUCUM I-BMA 3.8 RADAR
					I-BMA 1.5
					*I-BMA 2.3
					IM
					1600*
					3000
					350°
					4000
					GS 3.00° TCH 55
CATEGORY	A	B	C	D	E
S-ILS 35	1034/18 200 (200-½)				
S-LOC 35	1180/24 346 (400-½)		1180/30 346 (400-¾)		
CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)