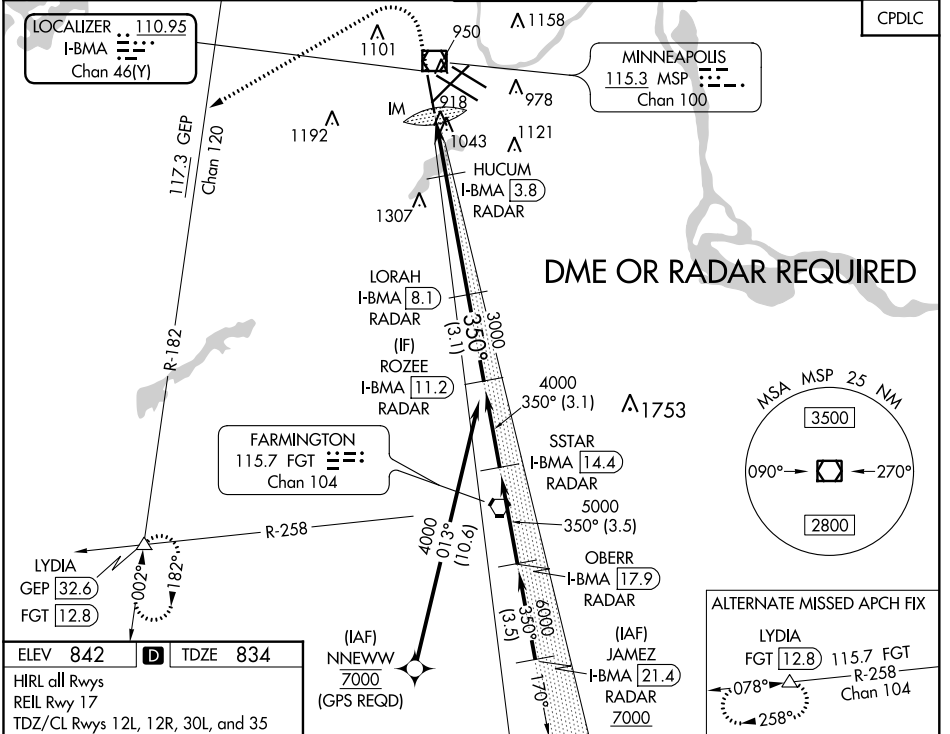


LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy ldg 8000
	TDZE 834	
	Apt Elev 842	

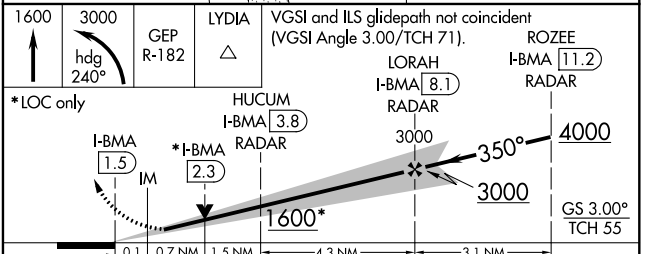
ILS Z or LOC RWY 35

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

<p>▼ 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.</p> <p>▲ ALSF-2</p>	<p>MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.</p>			
	<p>D-ATIS</p> <p>ARR 135.35 239.275</p> <p>DEP 120.8</p>	<p>MINNEAPOLIS APP CON</p> <p>118.725 335.65 (Rwy 35)</p> <p>119.3 335.65 (12L-30R, 4-22, 17)</p> <p>126.95 335.65 (12R-30L)</p>	<p>MINNEAPOLIS TOWER</p> <p>123.675 273.55 (17-35)</p> <p>123.95 273.55 (12L-30R)</p> <p>126.7 273.55 (12R-30L, 4-22)</p>	<p>GND CON</p> <p>N 121.8 348.6</p> <p>S 121.9 348.6</p> <p>W 127.925 348.6</p>



ELEV 842	D	TDZE 834			
HIRL all Rwys					
REL Rwy 17					
TDZ/CL Rwys 12L, 12R, 30L, and 35					
FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



<p>1600</p> <p>3000</p> <p>GEP R-182</p> <p>LYDIA</p> <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).</p> <p>LORAH I-BMA [8.1] RADAR</p> <p>ROZEE I-BMA [11.2] RADAR</p> <p>HUCUM I-BMA [3.8] RADAR</p> <p>SSTAR I-BMA [14.4] RADAR</p> <p>OBERR I-BMA [17.9] RADAR</p> <p>LYDIA I-BMA [12.8] RADAR</p> <p>JAMEZ I-BMA [21.4] RADAR</p> <p>(IAF) NNEWW 7000 (GPS REQD)</p>	<p>3000</p> <p>4000</p> <p>350°</p> <p>3000</p> <p>1600*</p> <p>GS 3.00° TCH 55</p>
<p>CATEGORY</p> <p>A</p> <p>B</p> <p>C</p> <p>D</p> <p>E</p>	<p>S-ILS 35</p> <p>1034/18 200 (200-½)</p> <p>S-LOC 35</p> <p>1180/24 346 (400-½)</p> <p>1180/30 346 (400-¾)</p> <p>CIRCLING</p> <p>1360-1 518 (600-1)</p> <p>1460-1¾ 1660-2¾ 1800-3</p> <p>618 (700-1¾) 818 (900-2¾) 958 (1000-3)</p>

NC-1, 02 DEC 2021 to 30 DEC 2021

NC-1, 02 DEC 2021 to 30 DEC 2021