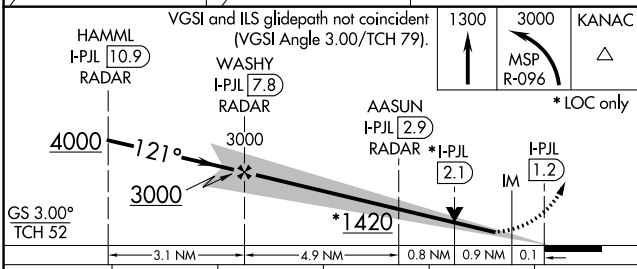
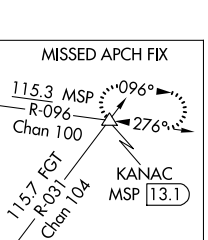
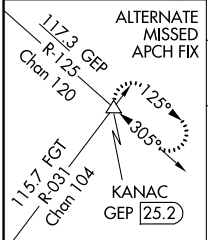
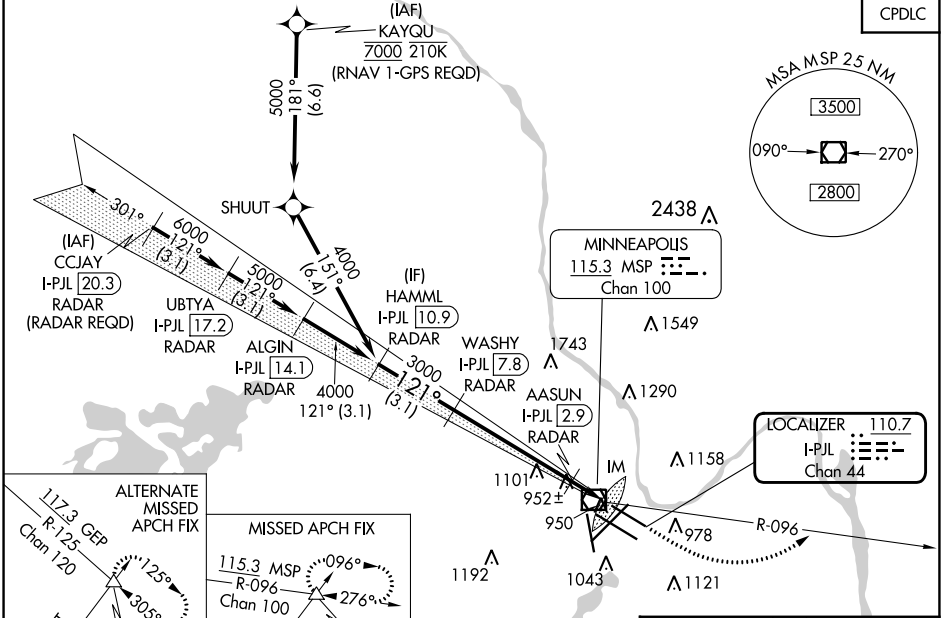


LOC/DME I-PJL <b>110.7</b> Chan <b>44</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>7620</b> <b>841</b> <b>842</b>
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# ILS or LOC RWY 12L

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

<b>⚠</b> Simultaneous approach authorized with Rwy 12R. For inop ALS, increase S-ILS 12L Cat E visibility to RVR 4000, S-LOC 12L Cat C/D/E visibility to RVR 5500. DME or RADAR required.	D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
	MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.				



ELEV 842	<b>D</b> TDZE 841										
HIRL all Rwys REIL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35 FAF to MAP 6.6 NM											
CIRCLING	<table border="1"> <tr> <td>1360-1</td> <td>518 (600-1)</td> <td>1460-1¾</td> <td>1660-2¾</td> <td>1800-3</td> </tr> <tr> <td colspan="2"></td> <td>618 (700-1¾)</td> <td>818 (900-2¾)</td> <td>958 (1000-3)</td> </tr> </table>	1360-1	518 (600-1)	1460-1¾	1660-2¾	1800-3			618 (700-1¾)	818 (900-2¾)	958 (1000-3)
1360-1	518 (600-1)	1460-1¾	1660-2¾	1800-3							
		618 (700-1¾)	818 (900-2¾)	958 (1000-3)							
Knots	<table border="1"> <tr> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>6:36</td> <td>4:24</td> <td>3:18</td> <td>2:38</td> </tr> </table>	60	90	120	150	180	Min:Sec	6:36	4:24	3:18	2:38
60	90	120	150	180							
Min:Sec	6:36	4:24	3:18	2:38							

NC-1, 08 AUG 2024 to 05 SEP 2024

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