


LOC/DME I-MSP <b>110.3</b> Chan 40	APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>823</b> <b>842</b>
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# ILS or LOC RWY 30L

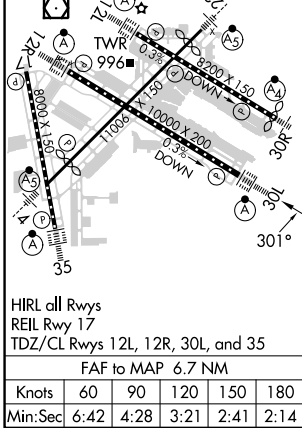
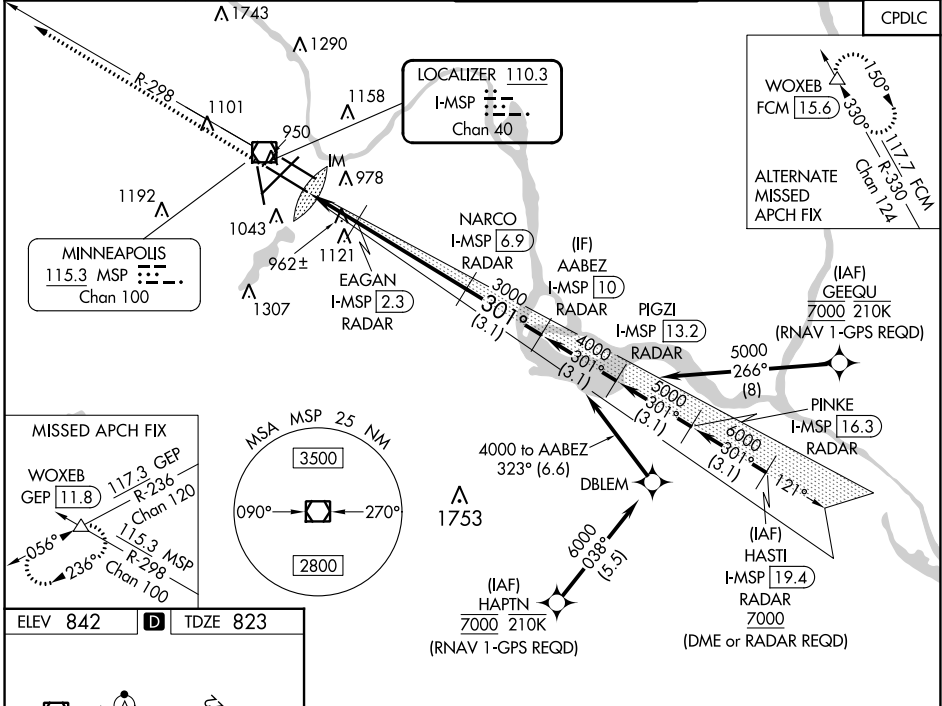
## MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

**⚠** DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-ILS 30L Cat E visibility to RVR 4000, and increase S-LOC 30L Cat E visibility to RVR 6000.

ALS-F2 

MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP VORTAC 11.8 DME and hold.

D-ATIS ARR <b>135.35</b> 239.275 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>
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ELEV 842	<b>D</b>	TDZE 823			
<p>*LOC only</p> <p>↑ 1300 ↑ 3000 hdg 301°</p> <p>WOXEB VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 78). WOXEB I-MSP [10] RADAR</p> <p>NARCO I-MSP [6.9] RADAR</p> <p>EAGAN I-MSP [2.3] RADAR</p> <p>I-MSP [0.2] I-MSP [1.2]</p> <p>3000 4000 3000</p> <p>1520*</p> <p>GS 3.00° TCH 55</p> <p>0.2 0.8 NM 1.1 NM 4.6 NM 3.1 NM</p>					
CATEGORY	A	B	C	D	E
S-ILS 30L	1023/18 200 (200-1/2)				
S-LOC 30L	1220/24 397 (400-1/2)		1220/35 397 (400-3/4)		
<b>C</b> CIRCLING	1360-1	518 (600-1)	1460-1 1/4 618 (700-1 1/4)	1660-2 3/4 818 (900-2 3/4)	1800-3 958 (1000-3)

# ILS or LOC RWY 30L

NC-1, 08 AUG 2024 to 05 SEP 2024

NC-1, 08 AUG 2024 to 05 SEP 2024