

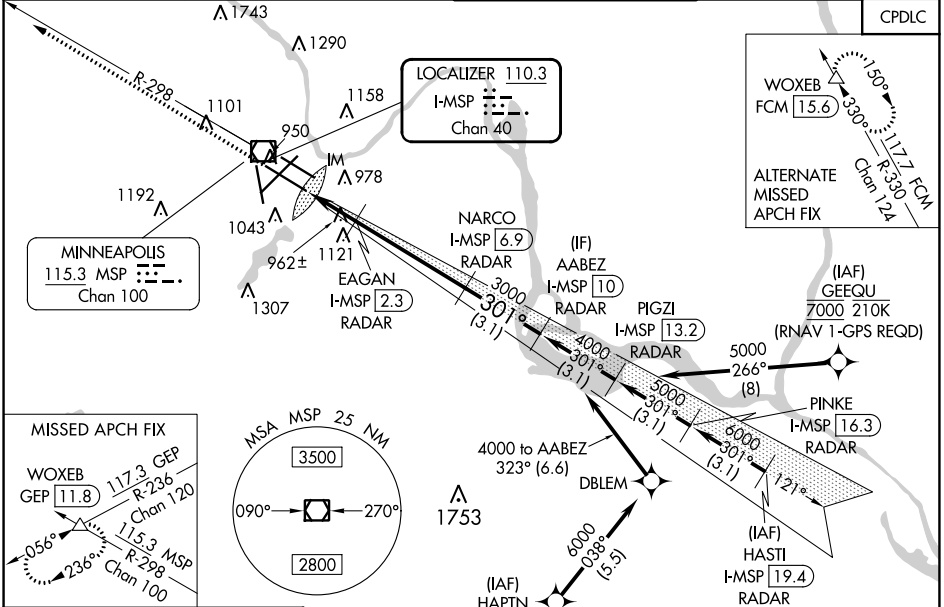
LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Idg TDZE Apt Elev	10000 823 842
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ILS or LOC RWY 30L

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

<p>▼ 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.</p>	ALS-F-2 	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.
	<p>▲ CPDLC</p>	

D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV 842	D	TDZE 823			
<p>301°</p> <p>1300 3000</p> <p>WGXSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).</p> <p>AABEZ 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</p> <p>* I-MSP 1.2</p> <p>3000 4000</p> <p>1520*</p> <p>GS 3.00° TCH 55</p>					
CATEGORY	A	B	C	D	E
S-ILS 30L	1023/18 200 (200-½)				
S-LOC 30L	1220/24	397 (400-½)	1220/35 397 (400-¾)		
C CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)

ILS or LOC RWY 30L

NC-1, 26 DEC 2024 to 23 JAN 2025

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