

LOC/DME I-INN <b>110.7</b> Chan 44	APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>822</b> <b>842</b>
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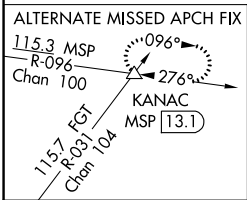
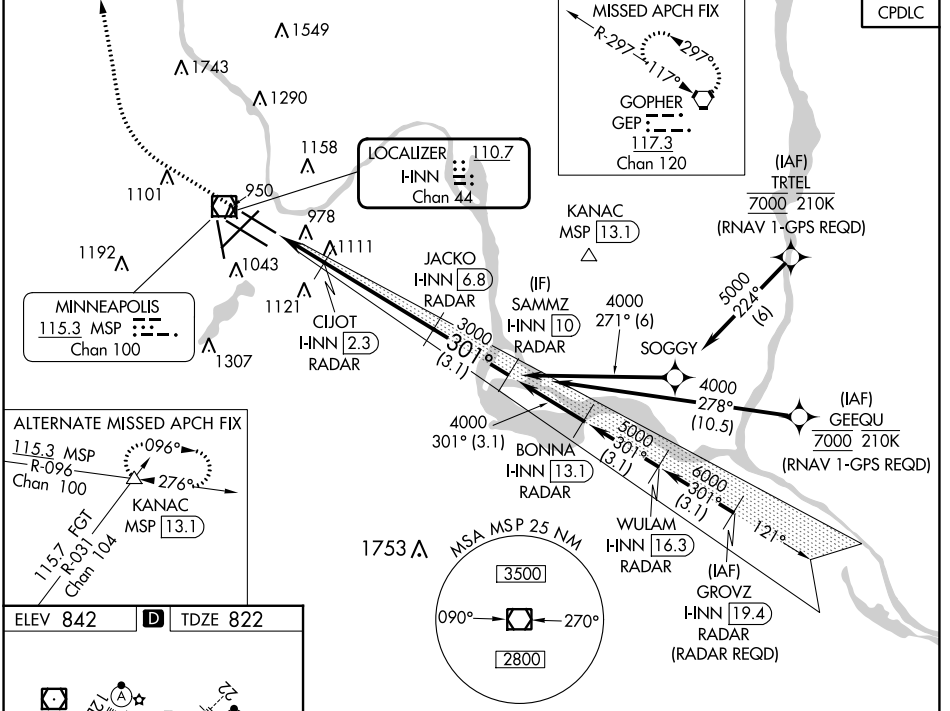
# MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

## ILS or LOC RWY 30R

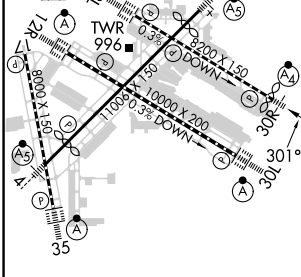
**Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING).** For inop ALS, increase S-LOC 30R Cat D/E visibility to 1 $\frac{3}{8}$  SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

**MALSF** MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.

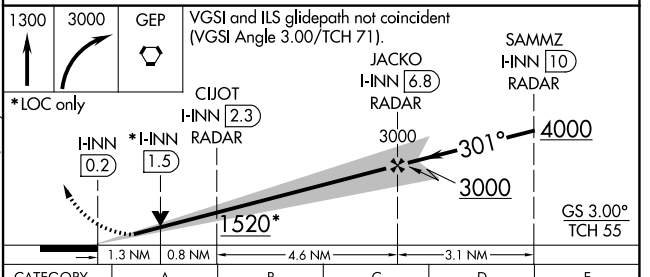
D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
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ELEV 842	<b>D</b>	TDZE 822
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Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D	E
S-ILS 30R	1072/40 250 (300- $\frac{3}{4}$ )				
S-LOC 30R	1320/40 498 (500- $\frac{3}{4}$ )	1320/60 498 (500-1 $\frac{1}{4}$ )			
<b>C</b> CIRCLING	1360-1 518 (600-1)	1460-1 $\frac{3}{4}$ 618 (700-1 $\frac{3}{4}$ )	1660-2 $\frac{3}{4}$ 818 (900-2 $\frac{3}{4}$ )	1800-3 958 (1000-3)	

## ILS or LOC RWY 30R