

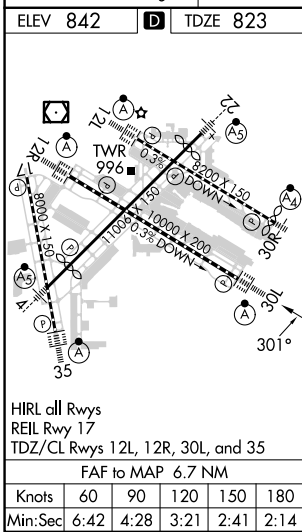
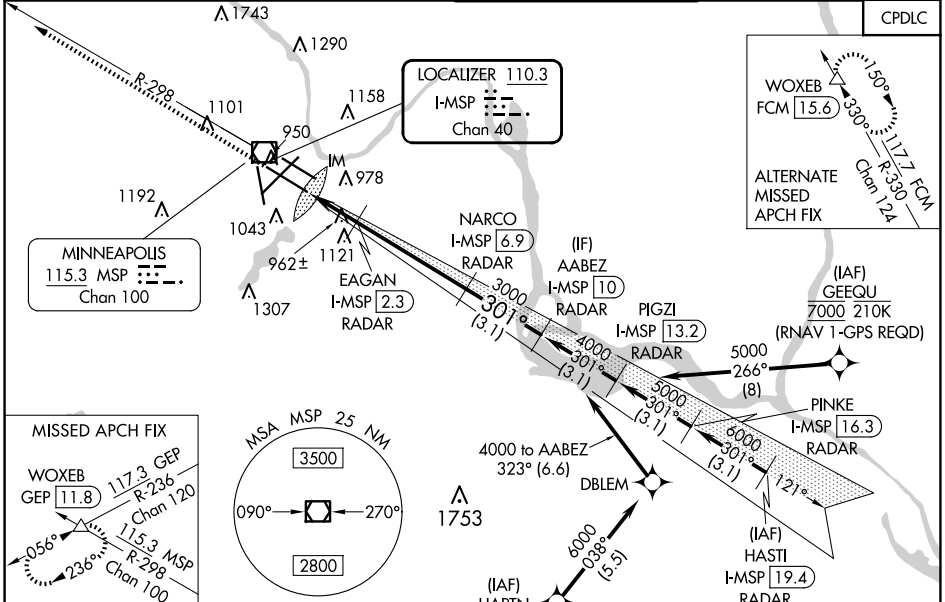
LOC/DME I-MSP <b>110.3</b> Chan <b>40</b>	APP CRS <b>301°</b>	Rwy ldg TDZE <b>823</b> Apt Elev <b>842</b>	<b>10000</b>
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# ILS or LOC RWY 30L

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

<p><b>▼</b> 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>	<p>ALS-F-2 </p>	<p>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>
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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 823			
<p>1300</p> <p>3000</p> <p>hdg 301°</p> <p>*LOC only</p> <p>I-MSP 0.2</p> <p>*I-MSP 1.2</p> <p>1520*</p> <p>3000</p> <p>3000</p> <p>301°</p> <p>4000</p> <p>3000</p> <p>GS 3.00° TCH 55</p>	<p>WOXEB</p> <p>VGSI 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>				
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)		
<b>C</b> CIRCLING	1360-1	518 (600-1)	1460-1¾	1660-2¾	1800-3
			618 (700-1¾)	818 (900-2¾)	958 (1000-3)

# ILS or LOC RWY 30L

NC-1, 15 MAY 2025 to 12 JUN 2025

NC-1, 15 MAY 2025 to 12 JUN 2025