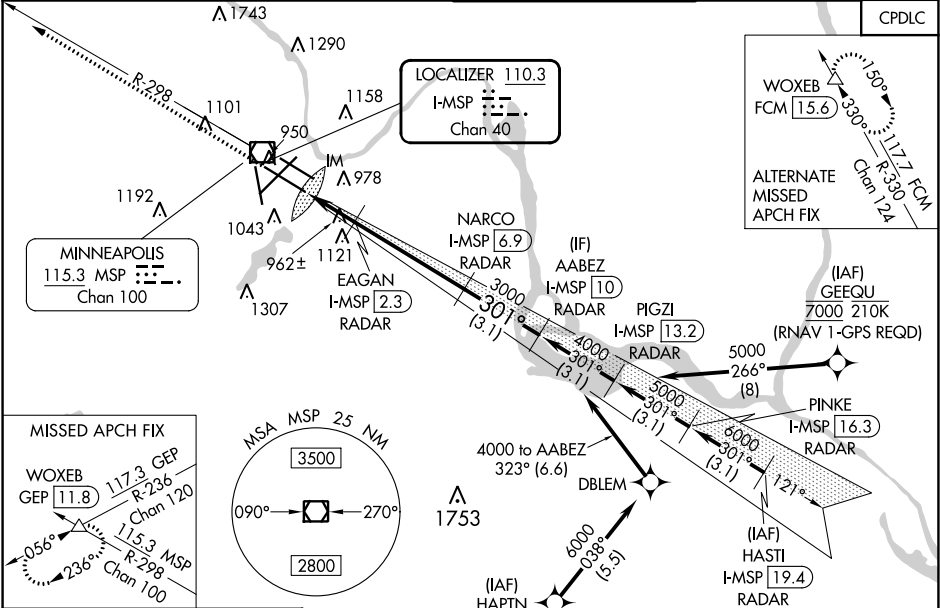


LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Idg TDZE 823 Apt Elev 842
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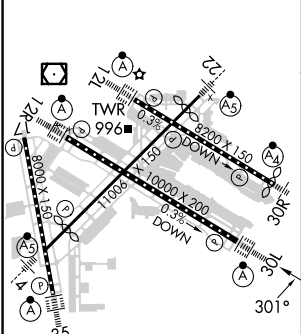
ILS or LOC RWY 30L
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

⚠ 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 F-2 A	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.
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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
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33

HIRL all Rwys					
REIL Rwy 17					
TDZ/CL Rwys 12L, 12R, 30L, and 35					
FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

1300 ↑	3000 ↑ hdg 301°	MSP R-298	WOXEB △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).		AABEZ I-MSP 10 RADAR
*LOC only		EAGAN I-MSP 2.3 RADAR	NARCO I-MSP 6.9 RADAR	3000	301°	4000
I-MSP 0.2 IM		*I-MSP 1.2	3000		301°	3000
0.2		0.8 NM	1.1 NM	4.6 NM	3.1 NM	
1520*						GS 3.00° TCH 55
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)			
CIRCLING	1360-1 518 (600-1)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	