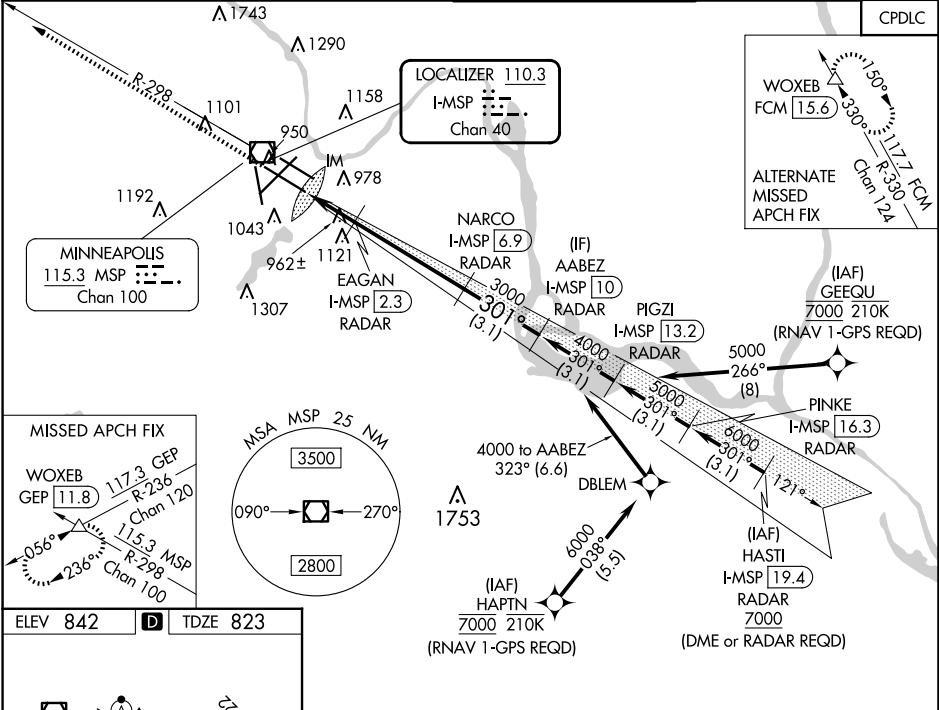


LOC/DME I-MSP <b>110.3</b> Chan <b>40</b>	APP CRS <b>301°</b>	Rwy Idg TDZE <b>823</b> Apt Elev <b>842</b>
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ILS or LOC RWY 30L  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

<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 <b>A</b></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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<p>1300 3000</p> <p>hdg 301°</p> <p>*LOC only</p> <p>I-MSP 0.2</p> <p>*I-MSP 1.2</p> <p>EAGAN I-MSP 2.3 RADAR</p> <p>WOXEB VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).</p> <p>NARCO I-MSP 6.9 RADAR</p> <p>AABEZ I-MSP 10 RADAR</p> <p>3000 4000</p> <p>301°</p> <p>1520*</p> <p>GS 3.00° TCH 55</p>	<p>CATEGORY</p> <p>A B C D E</p> <p>S-ILS 30L</p> <p>1023/18 200 (200-½)</p> <p>S-LOC 30L</p> <p>1220/24 397 (400-½) 1220/35 397 (400-¾)</p> <p>CIRCLING</p> <p>1360-1 518 (600-1) 1460-1¾ 1660-2¾ 1800-3 618 (700-1¾) 818 (900-2¾) 958 (1000-3)</p>
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NC-1, 07 AUG 2025 to 04 SEP 2025

NC-1, 07 AUG 2025 to 04 SEP 2025