

LOC/DME I-INN	APP CRS	Rwy Idg	8000
<b>110.7</b>	<b>301°</b>	TDZE	<b>822</b>
Chan <b>44</b>		Apt Elev	<b>842</b>

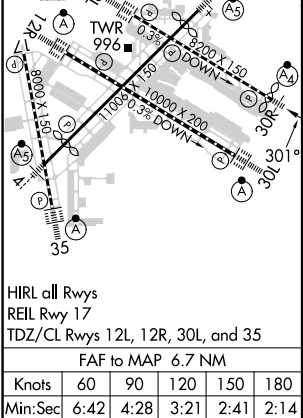
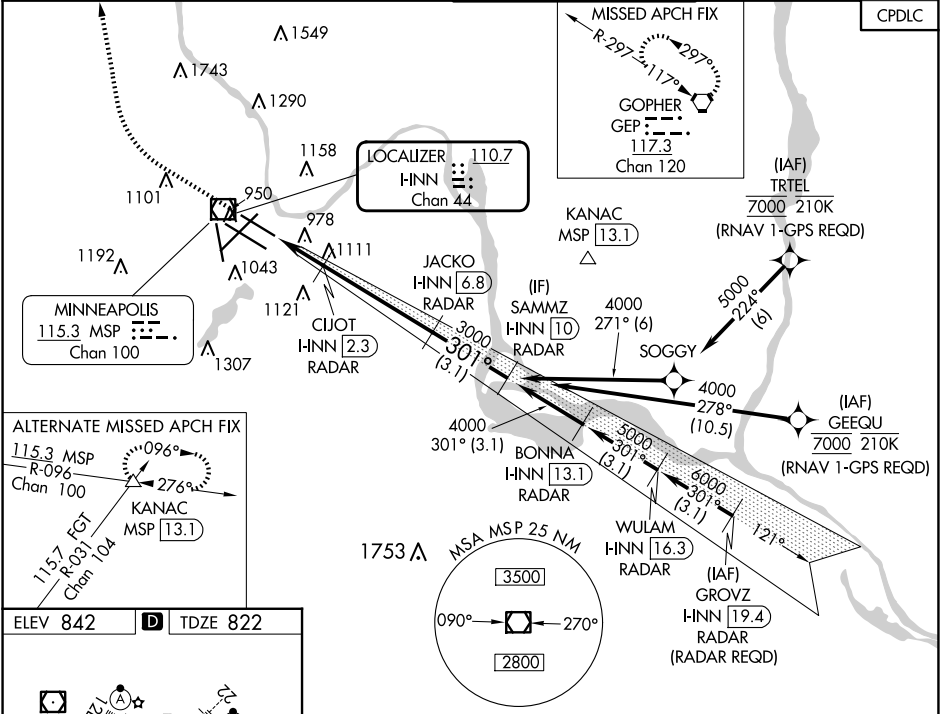
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
ILS or LOC RWY 30R


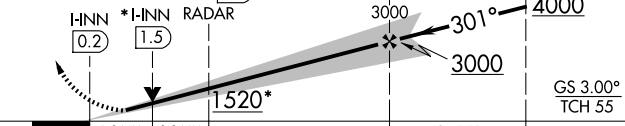
**Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING).** For inop ALS, increase S-LOC 30R Cat D/E visibility to 1½ SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.

**MAISF**

**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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1300 ↑	3000 ↗	GEP 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
*LOC only			CUJOT I-INN [2.3] RADAR	JACKO I-INN [6.8] RADAR	SAMMZ I-INN [10] RADAR	
						
			1.3 NM	0.8 NM	4.6 NM	3.1 NM
			GS 3.00° TCH 55			
CATEGORY	A		B	C	D	E
S-ILS 30R	1072/40 250 (300-¾)					
S-LOC 30R	1320/40 498 (500-¾)		1320/60 498 (500-1¼)			
CIRCLING	1360-1 518 (600-1)		1460-1¼ 618 (700-1¼)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	

NC-1, 07 AUG 2025 to 04 SEP 2025

NC-1, 07 AUG 2025 to 04 SEP 2025