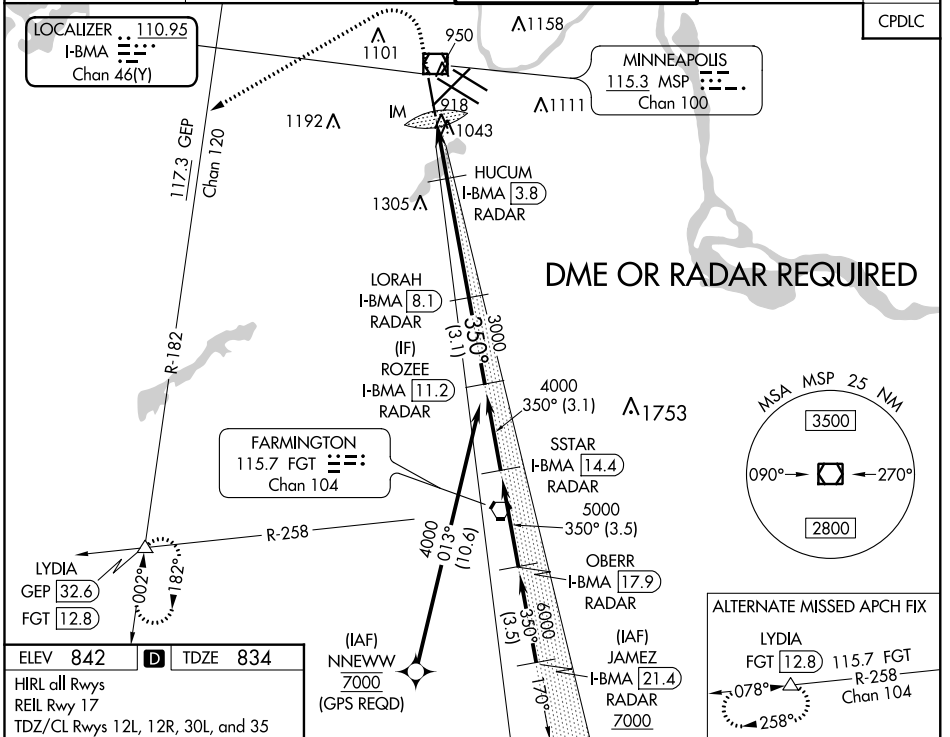


LOC/DME I-BMA <b>110.95</b> Chan <b>46 (Y)</b>	APP CRS <b>350°</b>	Rwy ldg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>842</b>
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# ILS Z or LOC RWY 35

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

<b>⚠</b> DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500. <b>⚠</b> ALSF-2	MINNEAPOLIS APP CON		MINNEAPOLIS TOWER		GND CON		CLNC DEL <b>133.2</b>
	D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	<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)		<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)		<b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	



ELEV <b>842</b>	<b>D</b>	TDZE <b>834</b>
HIRL all Rwys REL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35		

1600	3000	GEP	LYDIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71).	ROZEE
↑	hdg	R-182	△		I-BMA [11.2] RADAR
*LOC only					
		HUCUM			
		I-BMA [3.8] RADAR			
		I-BMA [1.5]	*I-BMA [2.3]	3000	4000
		IM		350°	3000
				1600*	GS 3.00°
				4.3 NM	TCH 55
				3.1 NM	
CATEGORY					
A					
B					
C					
D					
E					
S-ILS 35					
1034/18 200 (200-½)					
S-LOC 35					
1180/24		346 (400-½)		1180/30 346 (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)	

NC-1, 23 MAY 2019 to 20 JUN 2019

NC-1, 23 MAY 2019 to 20 JUN 2019