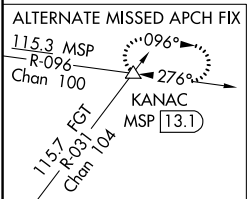
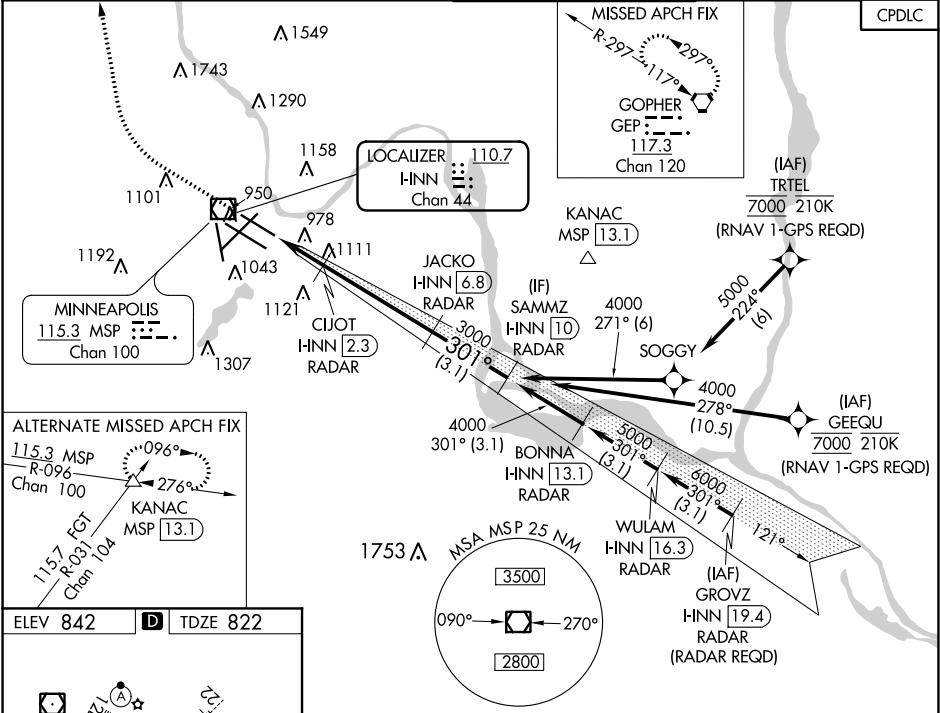


LOC/DME I-INN 110.7 Chan 44	APP CRS 301°	Rwy Idg TDZE 822 Apt Elev 842	8000
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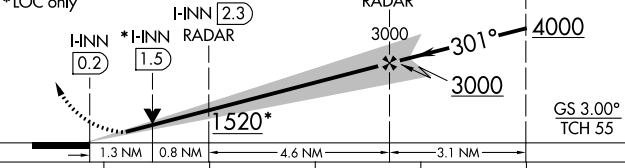
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
ILS or LOC RWY 30R

Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-LOC 30R Cat D/E visibility to 1 $\frac{1}{2}$ 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.
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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 822

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	
						
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)		1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	

NC-1, 03 DEC 2020 to 31 DEC 2020

NC-1, 03 DEC 2020 to 31 DEC 2020