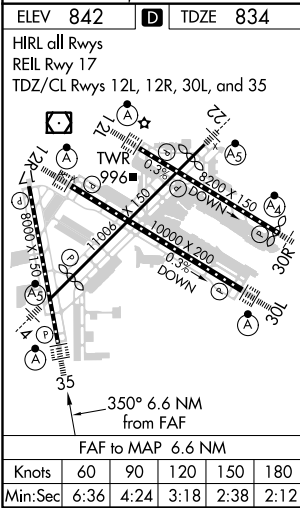
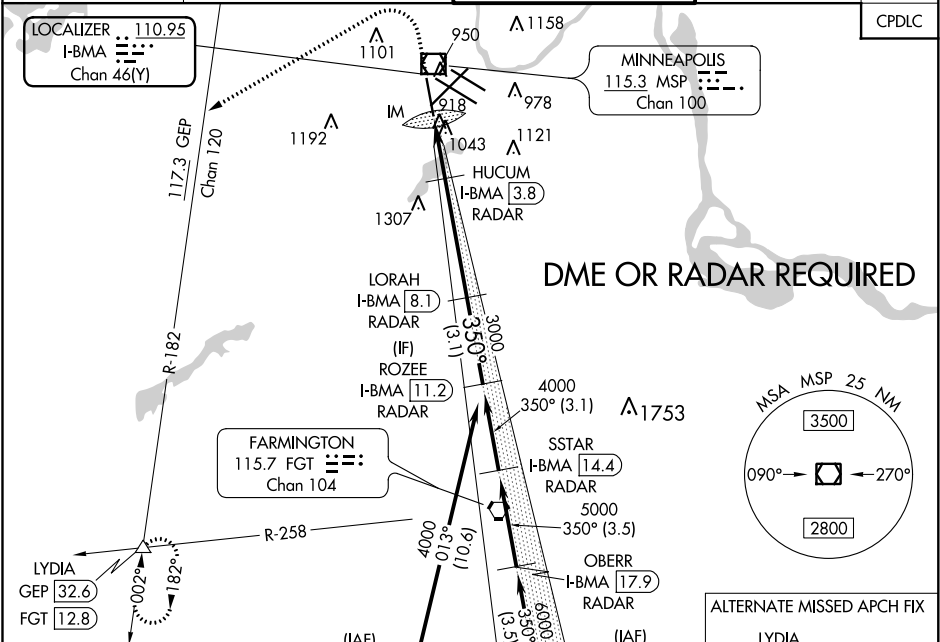


LOC/DME I-BMA	APP CRS	Rwy ldg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

ILS Z or LOC RWY 35

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

<div><div>▼</div><div>▲</div></div> <div>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.</div>	<div>ALSIF-2</div> <div><div>MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEF 32.6 DME and hold.</div></div>	<div>D-ATIS</div> <div>ARR 135.35 239.275</div> <div>DEP 120.8</div>	<div>MINNEAPOLIS APP CON</div> <div>118.725 335.65 (Rwy 35)</div> <div>119.3 335.65 (12L-30R, 4-22, 17)</div> <div>126.95 335.65 (12R-30L)</div>	<div>MINNEAPOLIS TOWER</div> <div>123.675 273.55 (17-35)</div> <div>123.95 273.55 (12L-30R)</div> <div>126.7 273.55 (12R-30L, 4-22)</div>	<div>GND CON</div> <div>N 121.8 348.6</div> <div>S 121.9 348.6</div> <div>W 127.925 348.6</div>	<div>CLNC DEL</div> <div>133.2</div>
						<div>CPDLC</div>



1600	3000	GEF R-182	LYDIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	ROZEE I-BMA [11.2] RADAR
*LOC only		HUCUM I-BMA [3.8] RADAR		LORAH I-BMA [8.1] RADAR	
I-BMA [1.5] IM		*I-BMA [2.3]		3000 350° 4000	
0.1		0.7 NM		4.3 NM	
CATEGORY		A		B	
S-ILS 35		1034/18		200 (200-1/2)	
S-LOC 35		1180/24		346 (400-1/2)	
CIRCLING		1360-1		518 (600-1)	
Knots		60		90	
Min:Sec		6:36		4:24	
Knots		120		150	
Min:Sec		3:18		2:38	
Knots		180		210	
Min:Sec		2:12		1:42	

NC-1, 03 DEC 2020 to 31 DEC 2020

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