CONVERGING ILS RWY 30R

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

LOC/DME I-INN	APP CRS	Rwy Idg	8000
110.7	300°	TDZE	823
Chan 44		Apt Elev	841

T NA Simultaneous approach authorized with Rwy 30L and CONVERGING ILS Rwy 35.

MALSF

MISSED APPROACH: Climbing right turn to 4000 via heading 040° and GEP VORTAC R-085 to WHISK INT/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

RADAR REQUIRED

LOCALIZER 110.7 I-INN Chan 44

MISSED APCH FIX: 117.3 GEP R-085 Chan 120; 085°; 265°; 117.7 FCM Chan 124; R-046; R-037; R-011; 115.3 MSP Chan 100; 115.7 FGT Chan 104; WHISK GEP 17.5

ALTERNATE MISSED APCH FIX: 117.3 GEP R-085 Chan 120; 011°; 191°; 117.7 FCM Chan 124; R-046; R-037; R-011; 115.3 MSP Chan 100; 115.7 FGT Chan 104; WHISK FGT 32

SAMMZ INT I-INN 9.7

(IF) BONNA INT I-INN 12.7

JACKO INT I-INN 6.7 RADAR

WULAM INT I-INN 15.6

(IAF) GROVZ INT I-INN 18.5

3000 (3) 300° 4000 (3) 5000 (2.9) 6000 (2.9) 300° 120°

R-018 R-031 R-044 R-055 R-064

1753

FARMINGTON 115.7 FGT Chan 104

MSA GEP 25 NM: 3500; 090°; 2700; 360°

ELEV 841 D TDZE 823

950± 859± 906± 865± 996 TWR 9200 X 150 DOWN 10000 X 200 DOWN 8000 X 150 12L 12R 22 4 30L 30R 10 35 300°

4000 hdg 040° | GEP R-085 | WHISK △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

JACKO INT I-INN 6.7 RADAR; SAMMZ INT I-INN 9.7; BONNA INT I-INN 12.7; WULAM INT I-INN 15.6; GROVZ INT I-INN 18.5

3000 4000 3000 5000 6000 7000 300°

GS 3.00° TCH 55

6.6 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30R	1273-1½ 450 (500-1½)				

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 07 FEB 2013 to 07 MAR 2013
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