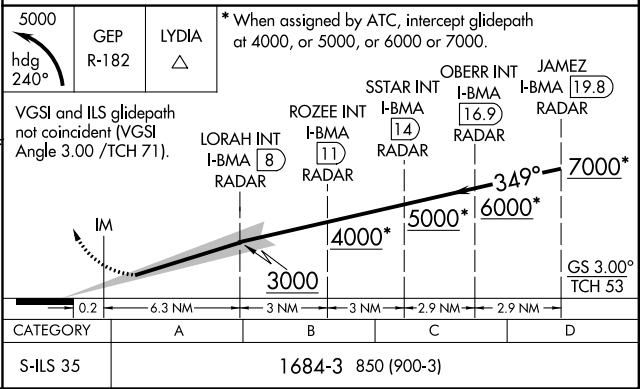
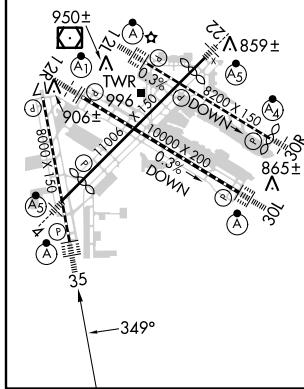
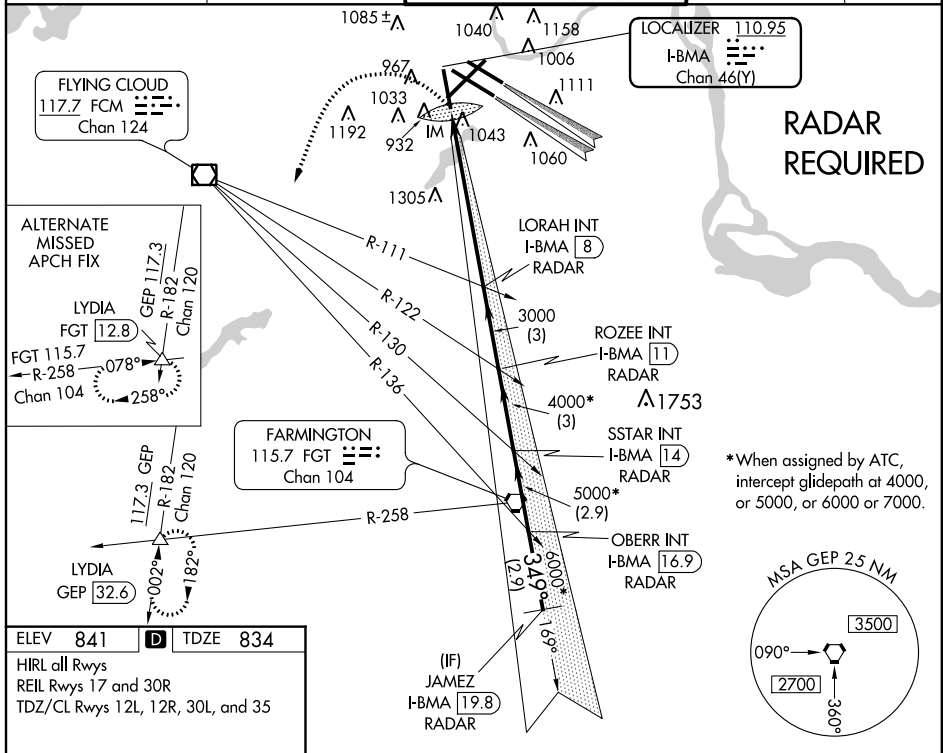


LOC/DME I-BMA <b>110.95</b> Chan <b>46 (Y)</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>841</b>
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# CONVERGING ILS RWY 35

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

<p><b>NA</b> Inoperative table does not apply. No autoland on CONVERGING ILS RWY 35. Simultaneous approach authorized with CONVERGING ILS RWY 30L and CONVERGING ILS RWY 30R.</p>	<p>ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b></p>	<p>MINNEAPOLIS APP CON <b>119.3 335.5</b></p>	<p>MINNEAPOLIS TOWER <b>123.95 273.55 (12L-30R)</b> <b>126.7 273.55 (12R-30L, 4-22)</b> <b>123.675 273.55 (17-35)</b></p>	<p>GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925</b></p>	<p>CLNC DEL <b>133.2</b></p>
	<p>ALSIF-2 </p>	<p>MISSED APPROACH: Climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/GEF 32.6 DME and hold.</p>			



NC-1, 07 FEB 2013 to 07 MAR 2013

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