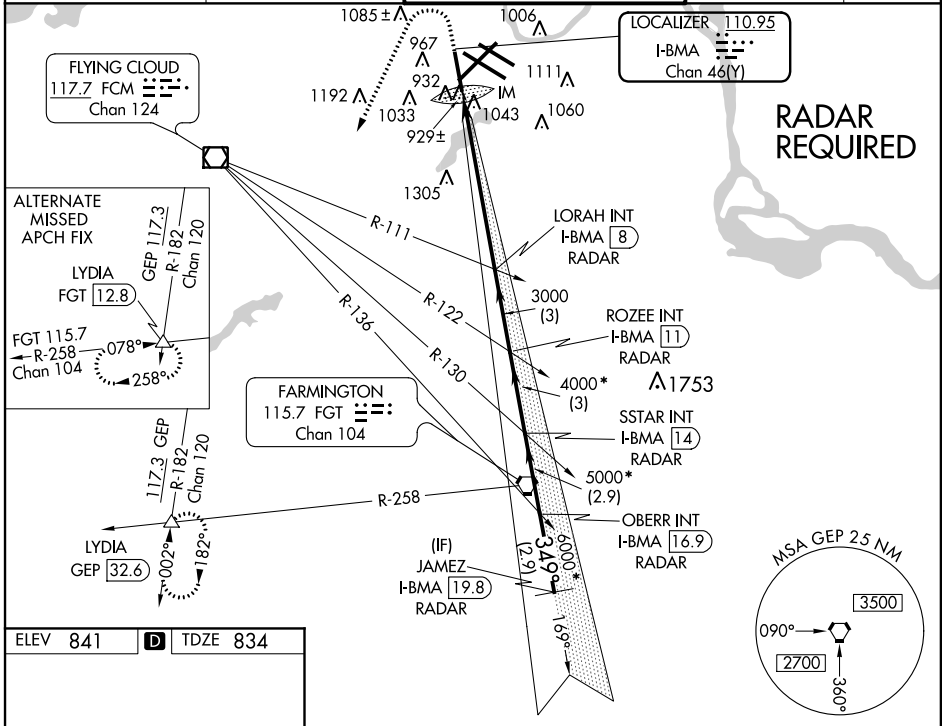


LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 349.0	Rwy Idg TDZE 8000 834 Apt Elev 841
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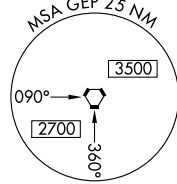
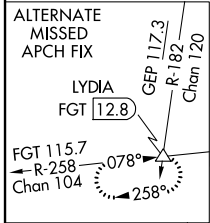
ILS RWY 35 (CAT II)

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

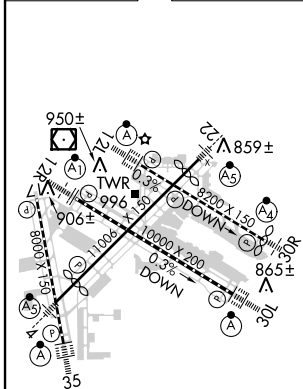
ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 119.3 335.5	MINNEAPOLIS TOWER 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925	CLNC DEL 133.2
		ALSIF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/ GEP 32.6 DME and hold.	



RADAR REQUIRED



ELEV 841	D	TDZE 834
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1600	5000	GEP R-182	LYDIA	* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.			
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).		LORAH INT I-BMA 8 RADAR	ROZEE INT I-BMA 11 RADAR	SSTAR INT I-BMA 14 RADAR	OBERR INT I-BMA 16.9 RADAR	JAMEZ I-BMA 19.8 RADAR	
834 MSL	RA 107 3000	4000*	5000*	6000*	7000*	349°	GS 3.00° TCH 53
938'	1161'	6.3 NM	3 NM	3 NM	2.9 NM	2.9 NM	
CATEGORY S-ILS 35	A	B	C	D	RA 107/12 110 DA 944		

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

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 07 FEB 2013 to 07 MAR 2013

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