

LOC/DME I-MSP <b>110.3</b> Chan 40	APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>823</b> <b>841</b>
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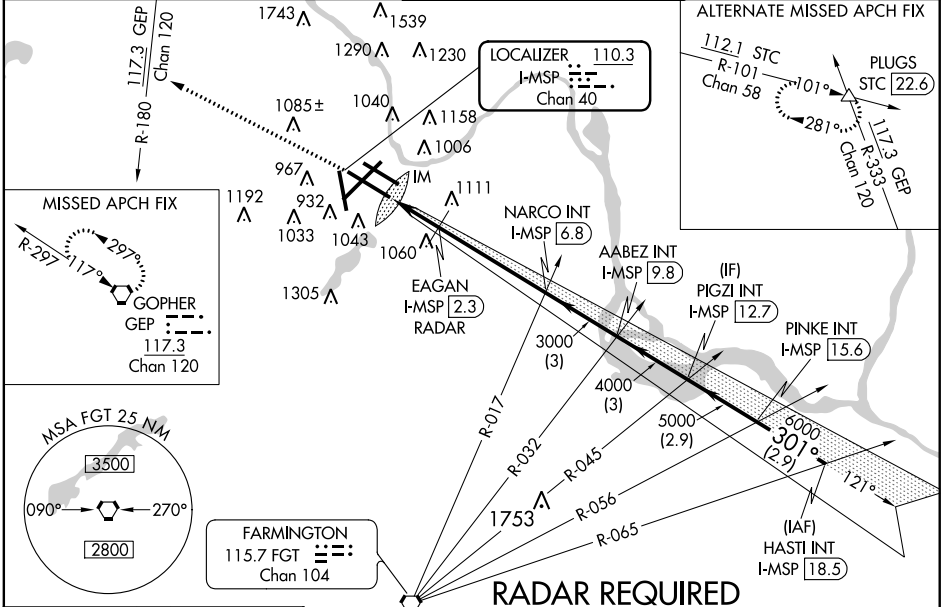
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

**ILS or LOC RWY 30L**

**▲** For inoperative ALSF, increase S-ILS 30L Cat E visibility to RVR 4000, S-LOC 30L Cat E visibility to 1½, and EAGAN FIX minimums S-LOC 30L Cat E visibility to 1¾. Simultaneous approach authorized with ILS or LOC Rwy 30R and CONVERGING ILS Rwy 30R.

**ALSF-2**  
**▲** MISSED APPROACH: Climb to 1300, then climb to 4000 via heading 295° and GEP VORTAC R-180 to GEP and hold.

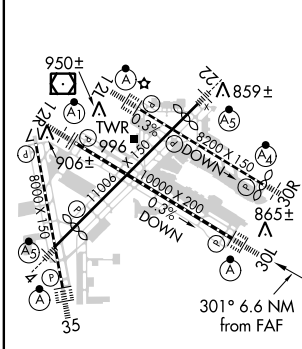
ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>119.3 335.5</b>	MINNEAPOLIS TOWER <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22) <b>123.675 273.55</b> (17-35)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925</b>	CLNC DEL <b>133.2</b>
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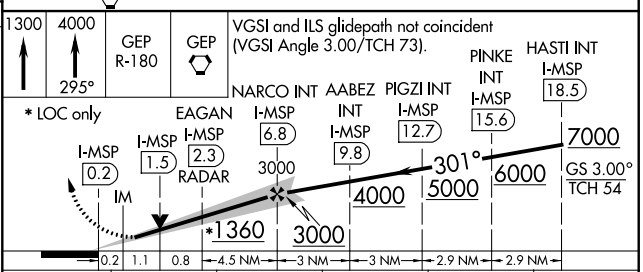
NC-1, 07 FEB 2013 to 07 MAR 2013

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ELEV 841	<b>D</b>	TDZE 823
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Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D	E
S-ILS 30L	1023/18 200 (200-½)				
S-LOC 30L	1360/24	537 (600-½)	1360/55	537 (600-1¼)	
CIRCLING	1360-1	519 (600-1)	1360-1½	1460-2	1660-3
	EAGAN FIX MINIMUMS				
S-LOC 30L	1280/24	457 (500-½)	1280/45	457 (500-¾)	
CIRCLING	1360-1	519 (600-1)	1360-1½	1460-2	1660-3
	519 (600-1½) 619 (700-2) 819 (900-3)				