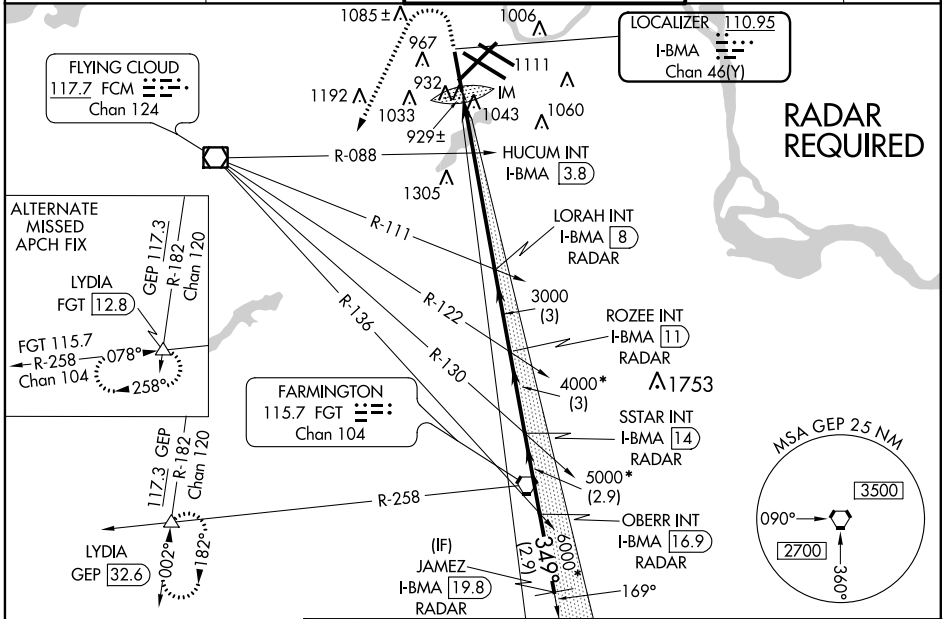


LOC/DME I-BMA <b>110.95</b> Chan <b>46 (Y)</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>841</b>
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# ILS or LOC RWY 35

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

<p><b>⚠</b> For inoperative ALSF, increase S-ILS 35 Cat E visibility to RVR 4000, increase all S-LOC 35 Cat E visibilities to ½ mile.</p>	<p>ALSF-2</p>	<p>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.</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>



NC-1, 07 FEB 2013 to 07 MAR 2013

NC-1, 07 FEB 2013 to 07 MAR 2013

ELEV 841	<b>D</b>	TDZE 834	1600	5000	GEP R-182	LYDIA	*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.
HIRL all Rwy		REIL Rwy 17 and 30R	hdg 240°		OBERR INT JAMEZ I-BMA 19.8 RADAR		
TDZ/CL Rwy 12L, 12R, 30L, and 35		#LOC only		LORAH INT I-BMA 8 RADAR			
		HUCUM INT I-BMA 3.8 RADAR		ROZEE INT I-BMA 11 RADAR		SSTAR INT I-BMA 14 RADAR	
		I-BMA 1.5		I-BMA 3.2		I-BMA 16.9 RADAR	
349° 6.5 NM from FAF		3000		4000*		5000* 6000* 7000*	
GS 3.00°		0.2 1.6 0.6 4.2 NM		3 NM		3 NM 2.9 NM 2.9 NM	
TCH 53		CATEGORY		A		B C D E	
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).		S-ILS 35		1034/18		200 (200-½)	
		S-LOC 35		1600/24		1600/40 1600-1¾ 1600-2 1600-2¼	
		CIRCLING		1600-1		1600-1¼ 1600-2¼ 1600-2½ 1660-3	
				766 (800-½)		766 (800-¾) 766 (800-1¼) 766 (800-2) 766 (800-2¼)	
				759 (800-1)		759 (800-1¼) 759 (800-2¼) 759 (800-2½) 819 (900-3)	
				HUCUM FIX MINIMUMS			
		S-LOC 35		1460/24		626 (700-½) 1460/60 626 (700-1¼) 1460-1½ 626 (700-1¾) 1460-1¾ 626 (700-1¾)	
		CIRCLING		1460-1		619 (700-1) 1460-1¾ 1460-2 1660-3	
				619 (700-1)		619 (700-1¼) 619 (700-2) 819 (900-3)	