LOC/DME I-TJZ	APP CRS	Rwy Idg	8000
110.95	169°	TDZE	840
Chan 46 (Y)		Apt Elev	841

LOC RWY 17

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

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

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	

IAF
GOPHER
117.3 GEP
Chan 120

Procedure NA for arrival on GEP VORTAC airway radials 085 CW 182.

4000
131° (5)

349°

(IF)
ARJAE INT
I-TJZ 11.8

2438

R-131

2800

(6.1)

169°

CHETZ INT
I-TJZ 5.7

1549
1539
1743
1290
1230

BOBEE INT
I-TJZ 3.6

1040
1158
1085±
940±
1006
967
1033 932
1111
1043
1060
1192
1305

R-037
R-046

FLYING CLOUD
117.7 FCM
Chan 124

LOCALIZER 110.95
I-TJZ
Chan 46 (Y)

MISSED APCH FIX
FARMINGTON
115.7 FGT
Chan 104
R-178-358°
178°

MSA GEP 25 NM
3500
090°
2700
360°

ELEV 841 D TDZE 840

169° 5.9 NM from FAF

950±
859±
TWR
996
906±
1006
DOWN
0.5%
8200 X 150
8000 X 150
10000 X 200
865±
35

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

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ARJAE INT
I-TJZ 11.8

CHETZ INT
I-TJZ 5.7

BOBEE INT
I-TJZ 3.6

4000

169°

3.05°
TCH 60

2800

2100

Procedure Turn NA

I-TJZ 0.8

I-TJZ 0.2

1300 | 5000 | FGT

6.1 NM | 2.1 NM | 2.8 NM | 0.9

CATEGORY	A	B	C	D
S-17	1200/50 360 (400-1)			1200/60 360 (400-1¼)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)

NC-1, 07 FEB 2013 to 07 MAR 2013
NC-1, 07 FEB 2013 to 07 MAR 2013