

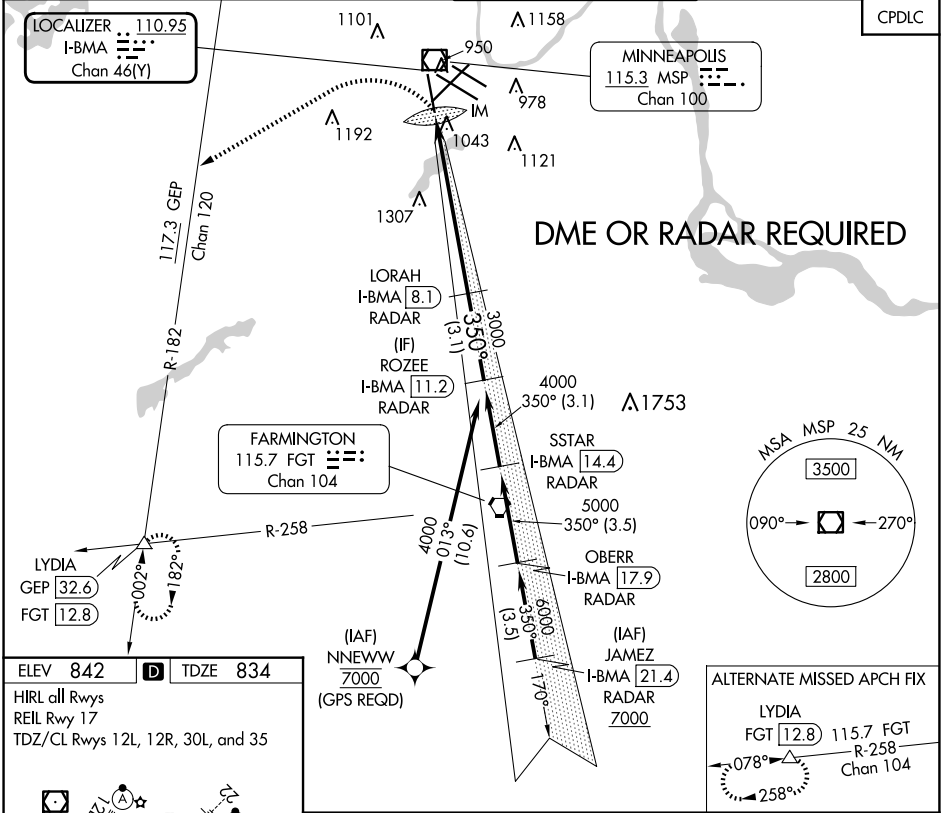
|  |                        |                             |   |
|--|------------------------|-----------------------------|---|
| LOC/DME I-BMA<br><b>110.95</b><br>Chan <b>46 (Y)</b> | APP CRS<br><b>350°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>8000</b><br><b>834</b><br><b>842</b> |
|--|------------------------|-----------------------------|---|

# ILS V RWY 35 (CONVERGING)

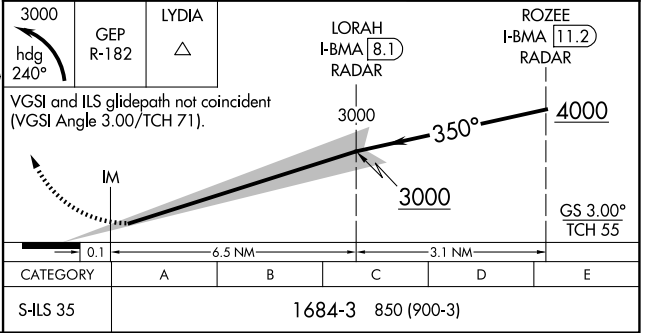
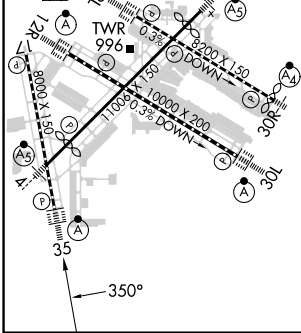
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

|  |  |
|--|--|
| <p><b>▽</b> Inop table does not apply.</p> <p><b>△NA</b> No autoland on ILS V RWY 35 (CONVERGING). Simultaneous approach authorized.</p> | <p>ALSF-2</p> <p><b>MISSED APPROACH:</b> Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEOP 32.6 DME and hold.</p> |
|--|--|

|   |  |   |   |                          |
|---|--|---|---|--------------------------|
| D-ATIS<br>ARR <b>135.35 239.275</b><br>DEP <b>120.8</b> | MINNEAPOLIS APP CON<br><b>118.725 335.65</b> (Rwy 35)<br><b>119.3 335.65</b> (12L-30R, 4-22, 17)<br><b>126.95 335.65</b> (12R-30L) | MINNEAPOLIS TOWER<br><b>123.675 273.55</b> (17-35)<br><b>123.95 273.55</b> (12L-30R)<br><b>126.7 273.55</b> (12R-30L, 4-22) | GND CON<br><b>N 121.8 348.6</b><br><b>S 121.9 348.6</b><br><b>W 127.925 348.6</b> | CLNC DEL<br><b>133.2</b> |
|---|--|---|---|--------------------------|



|  |          |                 |
|--|----------|-----------------|
| ELEV <b>842</b>  | <b>D</b> | TDZE <b>834</b> |
| HIRL all Rwys<br>REL Rwy 17<br>TDZ/CL Rwys 12L, 12R, 30L, and 35 |          |                 |



NC-1, 15 MAY 2025 to 12 JUN 2025

NC-1, 15 MAY 2025 to 12 JUN 2025