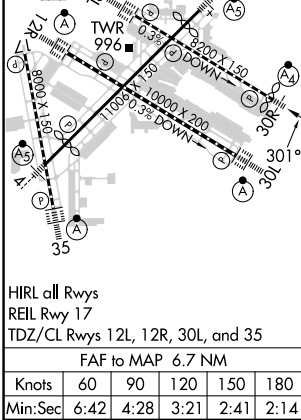
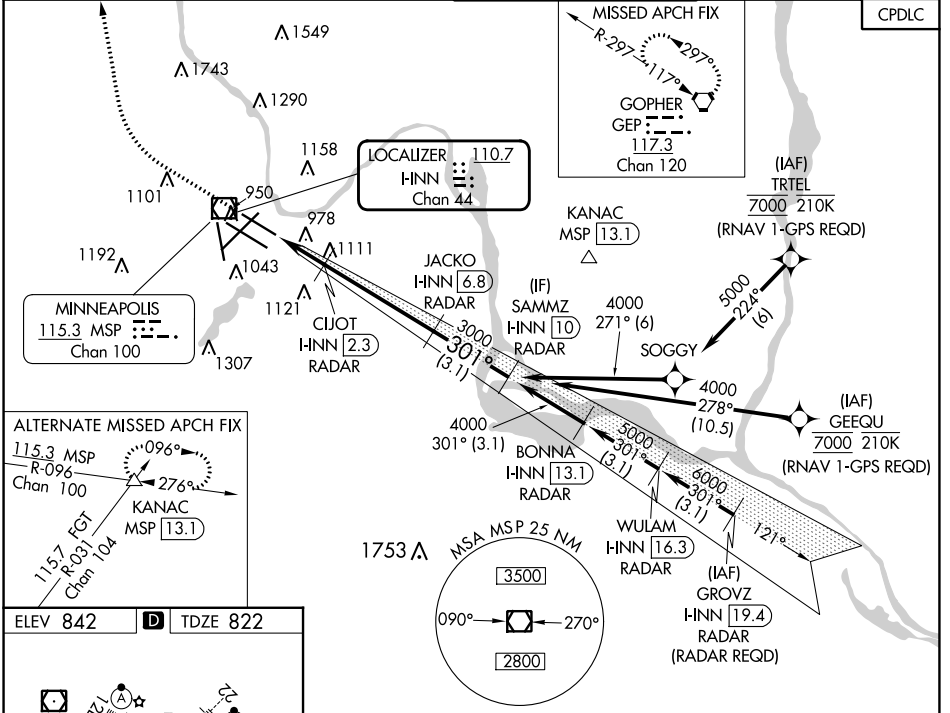


LOC/DME I-HINN 110.7 Chan 44	APP CRS 301°	Rwy Idg TDZE Apt Elev	8000 822 842
--	------------------------	-----------------------------	---

ILS or LOC RWY 30R

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

<p>⚠ Simultaneous approaches authorized with Rwy 30L and ILS V RWY 35 (CONVERGING). For inop ALS, increase S-LOC 30R Cat D/E visibility to 1$\frac{3}{8}$ SM. Inop table does not apply to S-ILS 30R all Cats. DME or RADAR required.</p>	<p>MAISF</p>	<p>MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct GEP VORTAC and hold.</p>	
		<p>D-ATIS ARR 135.35 239.275 DEP 120.8</p>	<p>MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)</p>



1300	3000	GEP	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).		
*LOC only		CIJOT I-HINN [2.3] RADAR	JACKO I-HINN [6.8] RADAR	SAMMZ I-HINN [10] RADAR	
HINN [0.2] *I-HINN [1.5] RADAR		3000		4000	
1520*		301°		3000	
1.3 NM		0.8 NM		4.6 NM	
				3.1 NM	
CATEGORY	A	B	C	D	E
S-ILS 30R	1072/40 250 (300- $\frac{3}{4}$)				
S-LOC 30R	1320/40 498 (500- $\frac{3}{4}$)	1320/60 498 (500-1 $\frac{1}{4}$)			
CIRCLING	1360-1 518 (600-1)		1460-1 $\frac{3}{4}$	1660-2 $\frac{3}{4}$	1800-3
			618 (700-1 $\frac{3}{4}$)	818 (900-2 $\frac{3}{4}$)	958 (1000-3)

NC-1, 31 OCT 2024 to 28 NOV 2024

NC-1, 31 OCT 2024 to 28 NOV 2024