ILS V RWY 35 (CONVERGING)

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

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

Inop table does not apply.
NA No autoland on ILS V RWY 35 (CONVERGING).
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.

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

LOCALIZER 110.95 I-BMA Chan 46(Y)

MINNEAPOLIS 115.3 MSP Chan 100

117.3 GEP Chan 120

R-182

R-258

DME OR RADAR REQUIRED

LORAH I-BMA 8.1 RADAR

(IF) ROZEE I-BMA 11.2 RADAR

FARMINGTON 115.7 FGT Chan 104

SSTAR I-BMA 14.4 RADAR

OBERR I-BMA 17.9 RADAR

(IAF) NNEWW 7000 (GPS REQD)

(IAF) JAMEZ I-BMA 21.4 RADAR 7000

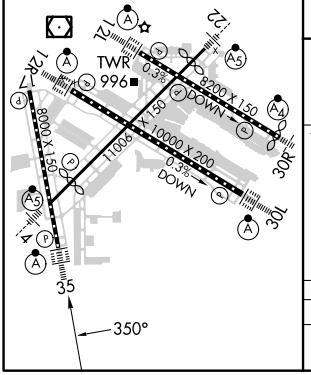
LYDIA GEP 32.6 FGT 12.8

MSA MSP 25 NM: 3500 / 090°–270° / 2800

ALTERNATE MISSED APCH FIX: LYDIA FGT 12.8 115.7 FGT R-258 Chan 104, 078°–258°

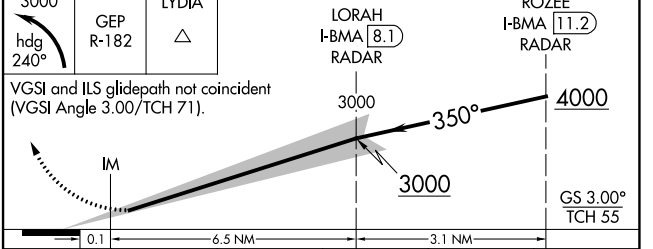
ELEV 842 D TDZE 834

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



3000 hdg 240° | GEP R-182 | LYDIA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D	E
S-ILS 35	1684-3 850 (900-3)				

NC-1, 03 OCT 2024 to 31 OCT 2024
NC-1, 03 OCT 2024 to 31 OCT 2024