NC-1,

27 JAN 2022

ō

24 FEB 2022

7620 LOC/DME I-PJL Rwy Idg APP CRS 110,7 TDŻE 841 121° Apt Elev 842 Chan 44

Simultaneous approach authorized with Rwy 12R. For inop ALS,

increase S-ILS 12L Cat E visibility to RVR 4000, S-LOC 12L Cat

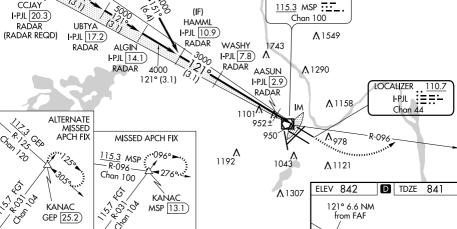
ILS or LOC RWY 12L

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

ALSF-2 MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME (Å) T R-096 to KANAC INT/MSP 13.1 DME and hold

C/D/E visibility to RVR 5500. DME or RADAR required. MINNEAPOLIS APP CON MINNEAPOLIS TOWER GND CON D-ATIS **118.725 335.65** (Rwy 35) **119.3 335.65** (12L-30R, 4-22, 17 CLNC DEI 123.675 273.55 (17-35) N 121.8 348.6 S 121.9 348.6 ARR 135.35 239.275

123.95 273.55(12L-30R) 133.2 DEP 120.8 126.95 335.65 (12R-30L) 126.7 273.55(12R-30L, 4-22 W 127.925 348.6 (IAF) **CPDLC** KAYQU 7000 210K NSP MSP 25 NA (RNAV 1-GPS REQD) 0000 3500 270 2800 SHUUT 2438 (IAF) MINNEAPOLIS



VGSI and ILS glidepath not coincident 1300 3000 KANAC HAMML (VGSI Angle 3.00/TCH 79). I-PJL 10.9 Δ MSF WASHY RADAR R-096 I-PJL 7.8 996 * LOC only RADAR **AASUN** I-PJL 2.9 4000 3000 RADAR *I-PJL 1210 I-PJL 1.2 2.1 M 3000 GS 3.00° 1420 TCH 52 0.8 NM 0.9 NM 0.1 3.1 NM -49 NM CATEGORY В C F 1041/18 200 (200-1/2) S-ILS 12L S-LOC 12L 1220/24 379 (400-1/2) 1220/35 379 (400-5%)

1460-13/4

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

FAF to MAP 6.6 NM 90 120 1.50 60 Knots 180 Min:Sec 6:36 4:24 3:18 2:38

1360-1 518 (600-1)

C CIRCLING

1800-3

1660-23/4

618 (700-134) 818 (900-234) 958 (1000-3)