

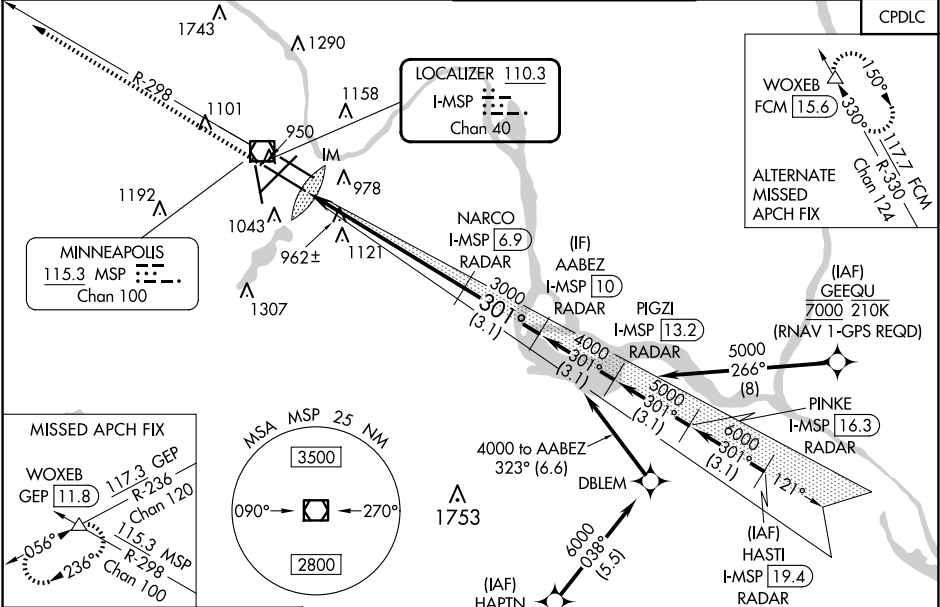
LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Idg TDZE 823 Apt Elev 842
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ILS RWY 30L (CAT II)

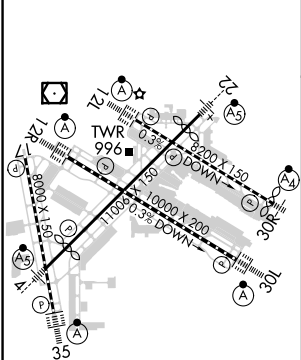
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. ALSF-2	MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP VORTAC 11.8 DME and hold.
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D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV 842	D	TDZE 823
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HIRL all Rwys REIL Rwy 17 TDZ/CL Rwys 12L, 12R, 30L, and 35

1300 ↑ hdg 301°	3000 ↑ hdg 301°	WOXEB MSP R-298 △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78). AABEZ I-MSP 10 NARCO I-MSP 6.9 RADAR 3000 301° 4000 GS 3.00° TCH 55
CATEGORY A B C D			
S-ILS 30L RA NA/12 100 DA 923			

CATEGORY II ILS - SPECIAL AIRCREW

& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 30L (CAT II)

NC-1, 12 JUN 2025 to 10 JUL 2025

NC-1, 12 JUN 2025 to 10 JUL 2025