

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

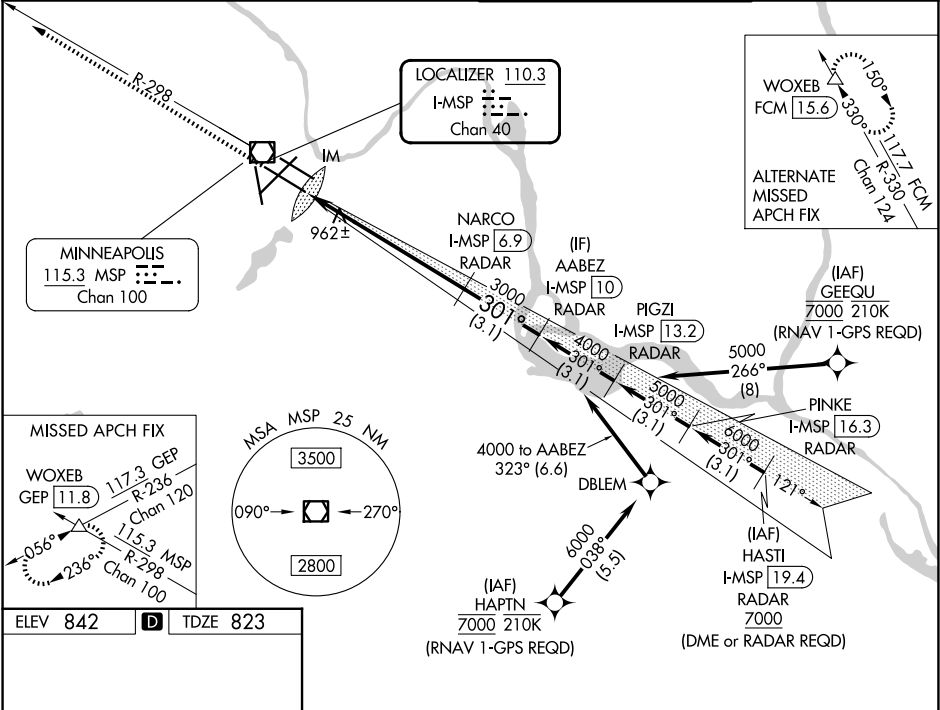
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

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.

ATIS 135.35 239.275	MINNEAPOLIS APP CON 118.725 335.65 (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 121.8 348.6 (N) 121.9 348.6 (S) 127.925 348.6 (W)
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ELEV 842

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TDZE 823

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

1300

3000

MSP R-298

WOXEB

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).

AABEZ I-MSP 10 RADAR

NARCO I-MSP 6.9 RADAR

IM

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