

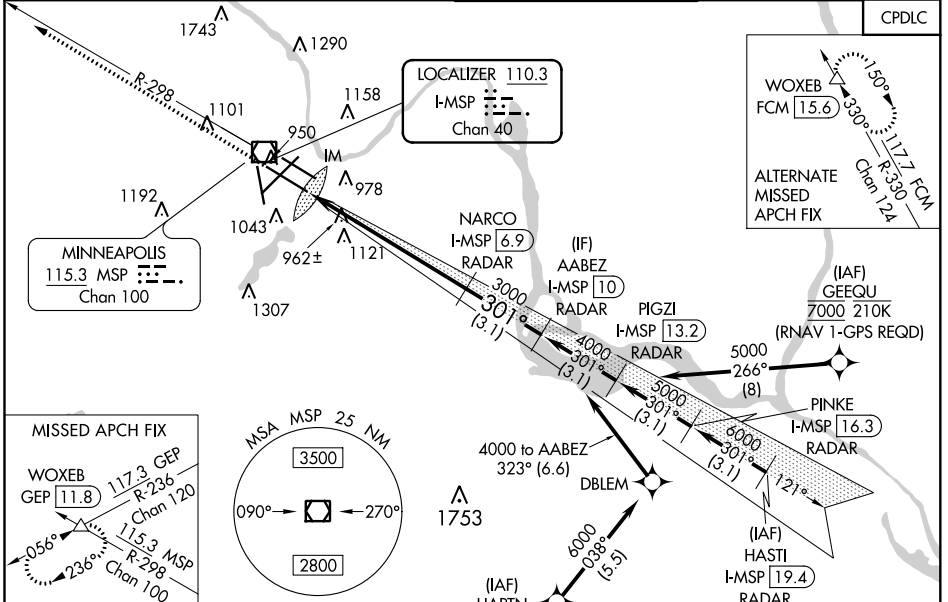
LOC/DME I-MSP <b>110.3</b> Chan <b>40</b>	APP CRS <b>301°</b>	Rwy Idg <b>10000</b> TDZE <b>823</b> Apt Elev <b>842</b>
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# ILS RWY 30L (CAT II)

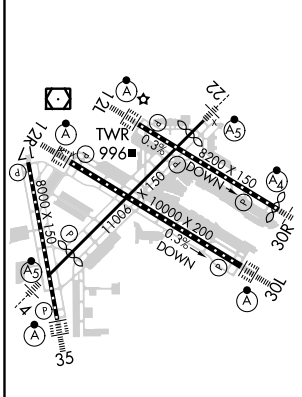
## MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

<p><b>⚠</b> DME or RADAR required. Simultaneous approaches authorized with Rwy 30R and ILS V RWY 35 (CONVERGING). RVR 1000 authorized with specific OPSPEC, MSP/PEC, or LOA approval and use of autoland or HUD to touchdown.</p>	<p>ALS-F-2 </p>	<p>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.</p>
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D-ATIS ARR <b>135.35</b> <b>239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
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ELEV <b>842</b>	<b>D</b>	TDZE <b>823</b>
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HIRL all Rwys  
REIL Rwy 17  
TDZ/CL Rwys 12L, 12R, 30L, and 35

<p>1300 3000 hdg 301°</p> <p>WOXEB MSP R-298</p> <p>VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 78).</p> <p>AABEZ I-MSP 10 RADAR</p> <p>NARCO I-MSP 6.9 RADAR</p> <p>3000 4000 301°</p> <p>IM</p> <p>GS 3.00° TCH 55</p> <p>1102    6.7 NM    3.1 NM</p>										
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>S-ILS 30L</td> <td colspan="4">RA NA/12 100 DA 923</td> </tr> </table>	CATEGORY	A	B	C	D	S-ILS 30L	RA NA/12 100 DA 923			
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, 07 OCT 2021 to 04 NOV 2021

NC-1, 07 OCT 2021 to 04 NOV 2021