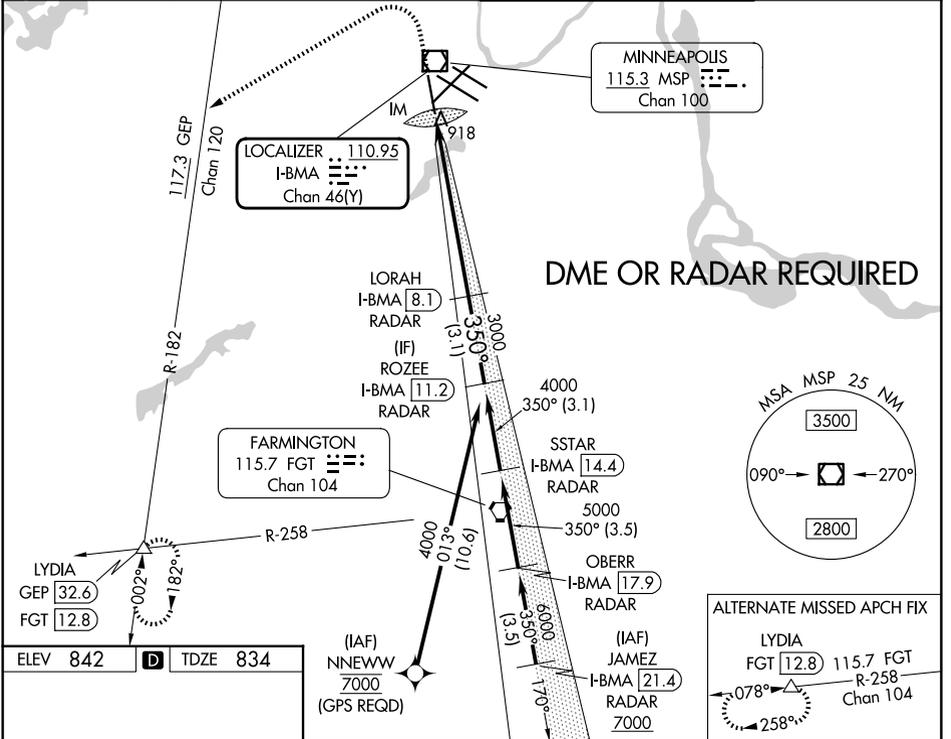


LOC/DME I-BMA <b>110.95</b> Chan <b>46 (Y)</b>	APP CRS <b>350°</b>	Rwy Ldg TDZE Apt Elev	<b>8000</b> <b>834</b> <b>842</b>
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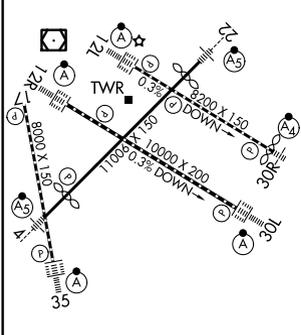
# ILS RWY 35 (CAT II & III)

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

<b>⚠</b> <b>⚠</b> DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.	
	ATIS <b>135.35 239.275</b>	MINNEAPOLIS APP CON <b>118.725 335.65 (35)</b> <b>119.3 335.65 (12L-30R, 4-22, 17)</b> <b>126.95 335.65 (12R-30L)</b>	MINNEAPOLIS TOWER <b>123.675 273.55 (17-35)</b> <b>123.95 273.55 (12L-30R)</b> <b>126.7 273.55 (12R-30L, 4-22)</b>



ELEV 842	<b>D</b>	TDZE 834
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1600	3000	GEP R-182	LYDIA
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
IM	933	LORAH I-BMA [8.1] RADAR	ROZEE I-BMA [11.2] RADAR
3000		4000	
350°		350°	
3000		3000	
GS 3.00° TCH 55			
1050		6.6 NM 3.1 NM	

CATEGORY	A	B	C	D
S-ILS 35	CAT II RA 106/12 110 DA 944			
S-ILS 35	CAT III RVR 06			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 19 FEB 2026 to 19 MAR 2026

NC-1, 19 FEB 2026 to 19 MAR 2026