

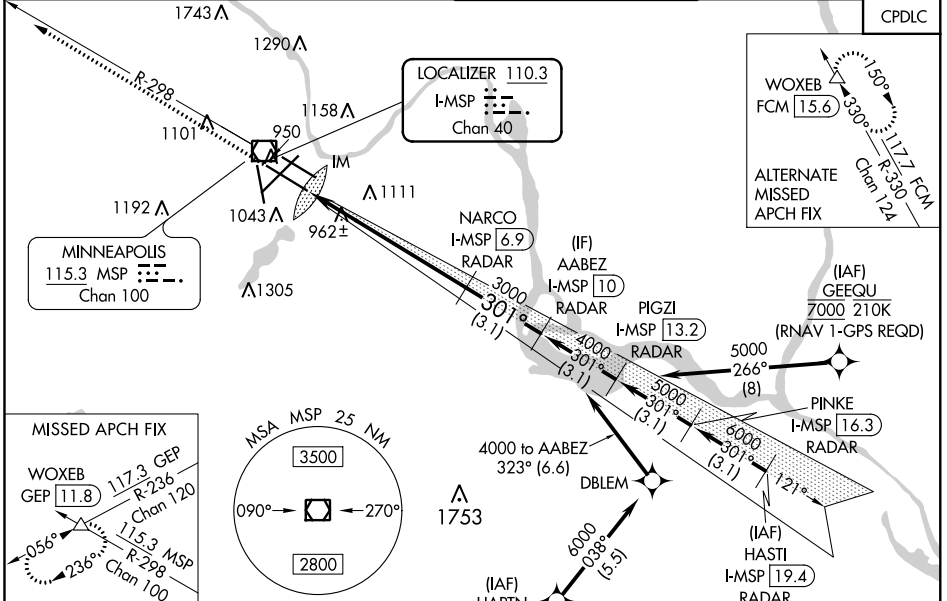
LOC/DME I-MSP 110.3 Chan 40	APP CRS 301°	Rwy Idg TDZE 823 Apt Elev 842	10000
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MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

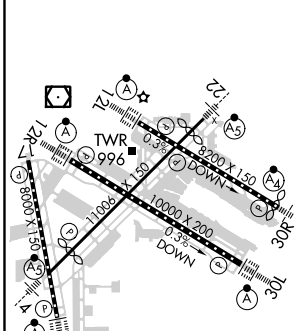
ILS RWY 30L (CAT II)

<p>⚠ 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.</p>	<p>ALSF-2 </p>	<p>MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP ROR/DME R-298 to WOXEB INT/ GEP VORTAC 11.8 DME and hold.</p>
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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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<p>1300</p> <p>3000</p> <p>hdg 301°</p>	<p>WOXEB</p> <p>MSP R-298</p>	<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).</p> <p>AABEZ I-MSP 10</p> <p>NARCO I-MSP 6.9</p> <p>RADAR</p>
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<p>IM</p> <p>3000</p> <p>301°</p> <p>4000</p> <p>GS 3.00° TCH 55</p>										
<p>1102</p> <p>6.7 NM</p> <p>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									
<p>CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED</p>										

ILS RWY 30L (CAT II)

NC-1, 18 JUL 2019 to 15 AUG 2019

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