

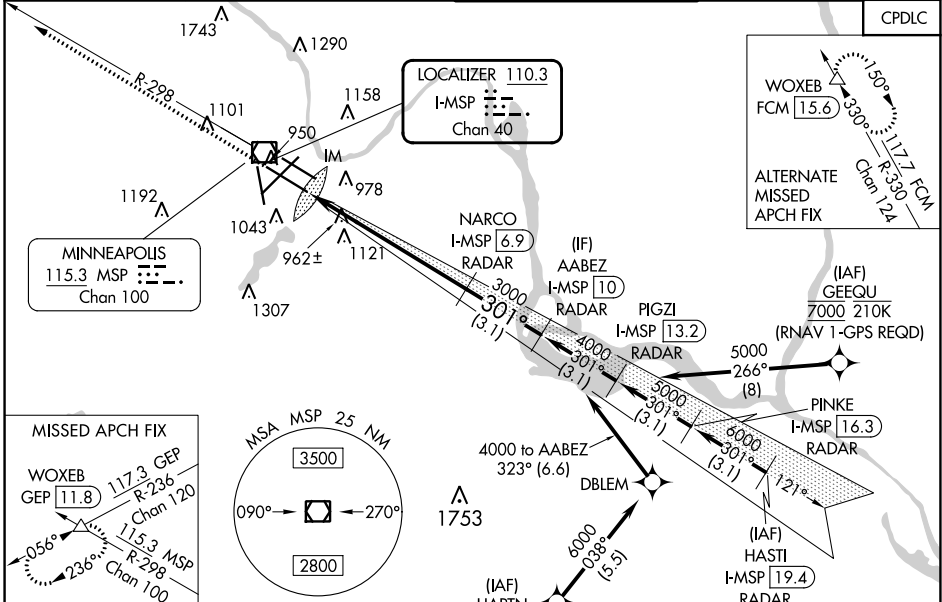
LOC/DME I-MSP	APP CRS	Rwy Idg	<b>10000</b>
<b>110.3</b>	<b>301°</b>	TDZE	<b>823</b>
Chan <b>40</b>		Apt Elev	<b>842</b>

**ILS RWY 30L (CAT II)**

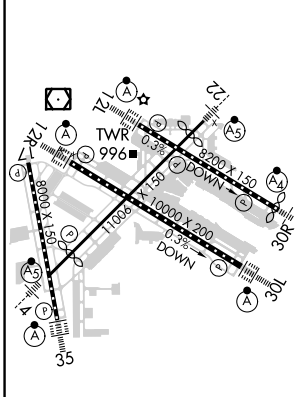
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

<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, MSPFC, or LOA approval and use of autoland or HUD to touchdown.</p>	ALS-F-2	<p>MISSED APPROACH: Climb to 1300 then climb to 3000 on heading 301° and MSP VOR/DME R-298 to WOXEB INT/ GEP WORTAC 11.8 DME and hold.</p>

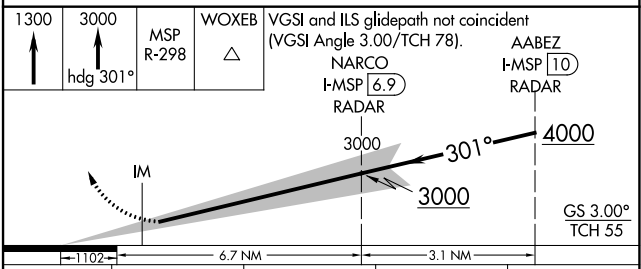
D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR <b>135.35 239.275</b>	<b>118.725 335.65</b> (Rwy 35)	<b>123.675 273.55</b> (17-35)	<b>N 121.8 348.6</b>	<b>133.2</b>
DEP <b>120.8</b>	<b>119.3 335.65</b> (12L-30R, 4-22, 17)	<b>123.95 273.55</b> (12L-30R)	<b>S 121.9 348.6</b>	
	<b>126.95 335.65</b> (12R-30L)	<b>126.7 273.55</b> (12R-30L, 4-22)	<b>W 127.925 348.6</b>	



ELEV <b>842</b>	<b>D</b>	TDZE <b>823</b>
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1300	3000	WOXEB	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 78).	AABEZ
↑	↑	MSP R-298		I-MSP 10
hdg 301°				RADAR



CATEGORY	A	B	C	D
S-ILS 30L	RA NA/12 100 DA 923			

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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

**ILS RWY 30L (CAT II)**

NC-1, 22 FEB 2024 to 21 MAR 2024

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