LOC/DME I-MSP	APP CRS	Rwy Idg 10000
110.3	301°	TDZE 823
Chan 40		Apt Elev 841

ILS RWY 30L (CAT II)

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

Simultaneous approach authorized with ILS or LOC Rwy 30R and CONVERGING ILS Rwy 30R.

ALSF-2

MISSED APPROACH: Climb to 1300, then climb to 4000 via heading 295° and GEP VORTAC R-180 to GEP and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

RADAR REQUIRED

117.3 GEP Chan 120 R-180

1743 1549 1539 1290 1230 1085± 1040 1158 1006 967 1192 932 1033 1043 1060 1111 1305

LOCALIZER 110.3 I-MSP Chan 40

IM

NARCO INT I-MSP 6.8

AABEZ INT I-MSP 9.8 (IF)

PIGZI INT I-MSP 12.7

PINKE INT I-MSP 15.6

3000 (3)

4000 (3)

5000 (2.9)

6000 (2.9)

301°

121°

R-017 R-032 R-045 R-056 R-065

1753

(IAF) HASTI INT I-MSP 18.5

ALTERNATE MISSED APCH FIX

112.1 STC R-101 Chan 58 101° 281° PLUGS STC 22.6 117.3 GEP R-333 Chan 120

MISSED APCH FIX

R-297 297° 117° GOPHER GEP 117.3 Chan 120

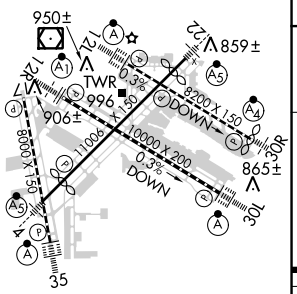
MSA FGT 25 NM

3500 090° 270° 2800

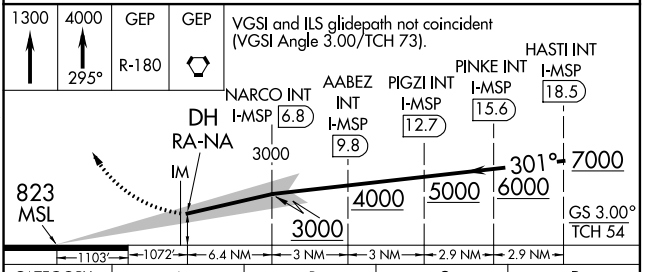
FARMINGTON 115.7 FGT Chan 104

Missed approach obstructions require climb gradient of at least 500 FPM/100K, 750 FPM/150K, 1000 FPM/200K, no wind conditions. Aircraft to 885 feet MSL 789 feet north of Rwy centerline.

ELEV 841 D TDZE 823



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



CATEGORY	A	B	C	D
S-ILS 30L	RA-NA/12 110 DA 933			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 07 FEB 2013 to 07 MAR 2013
NC-1, 07 FEB 2013 to 07 MAR 2013