

| | | | |
|----------------|-------------|----------|------|
| LOC/DME I-PJL | APP CRS | Rwy Idg | 7620 |
| 110.7 | 121° | TDZE | 841 |
| Chan 44 | | Apt Elev | 842 |

ILS RWY 12L (CAT II & III)

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

⚠

Simultaneous approach authorized with Rwy 12R.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
DME or RADAR required.

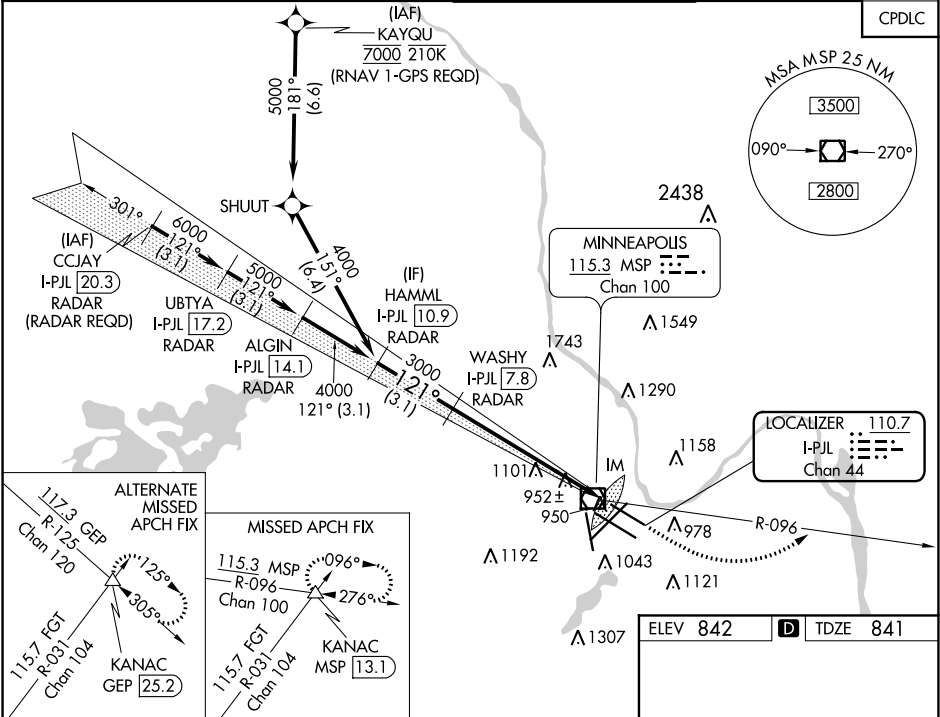
ALSF-2

ⓘ

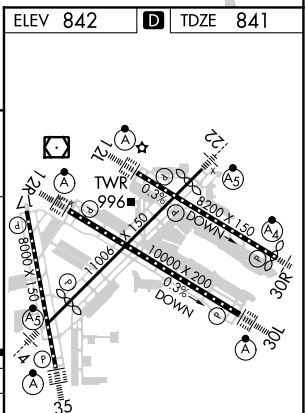
ⓘ

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.

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



| | | | |
|---|----------------------------|--------|---|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79). | | | |
| HAMML I-PJL 10.9 RADAR | WASHY I-PJL 7.8 RADAR | IM 938 | |
| 4000 | 3000 | 121° | |
| 3.1 NM | 6.6 NM | 1345° | |
| CATEGORY | A | B | C |
| S-ILS 12L | CAT II RA 91/12 100 DA 941 | | |
| S-ILS 12L | CAT III RVR 07 | | |



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

HIRL all Rwys

REIL Rwy 17

TDZ/CL Rwys 12L, 12R, 30L, and 35