

LOC/DME I-PJL <u>110.7</u> Chan 44	APP CRS 121°	Rwy Idg 7620 TDZE 841 Apt Elev 842
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IIS RWY 12I (SA CAT I)

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

T Simultaneous approach authorized with Rwy 12R.
A Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. 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	
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	133.2
	126.95 335.65 (12R-30L, 4-22)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	

CPDLC

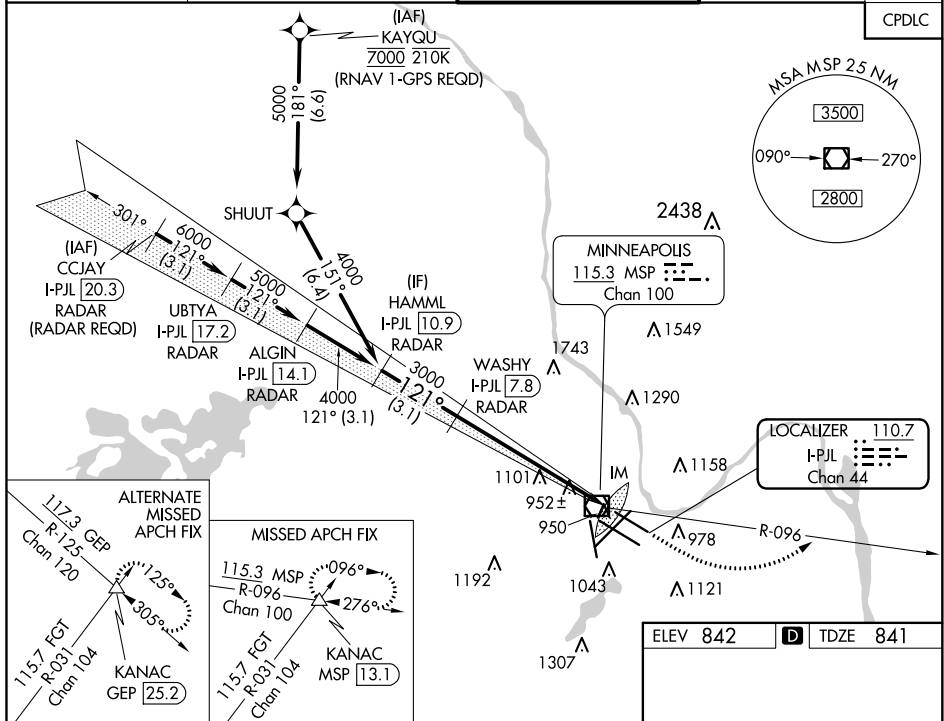


Diagram illustrating the geometry of a Category A instrument landing system (ILS) with a 3.00° glide slope. The diagram shows the horizontal distance from the start of the glide slope to the runway threshold, divided into segments A, B, C, and D. The total distance is 10.9 NM. The glide slope angle is 3.00°. The diagram also shows the vertical distance from the start of the glide slope to the runway threshold, which is 3.1 NM. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
S-ILS 12L	RA 147/14 150 DA 991			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

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