

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 28CFE03B6E174F64B47BB746AA5DAD95	APWS Project ID: 833FB4FB13A04A56AD12D8F3984D4121
Procedure: ILS V RWY 35 (CONVERGING) AMDT 6		Enroute: NO	Specialist: Young, Silvia		Agreement Number:
Airport ID: KMSP			Airport City: MINNEAPOLIS		State: MN
Facility ID: BMA	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: WAIVER TO FAAO 8260.58C, APPENDIX C, PARA 2A(1): ESTABLISH A CAPTURE FIX - Final Approach is 6.6 NM ACTIVE DATA USED FOR KMSP AIRPORT AND RWYS. PENDING DATA USED FOR I-BMA. CONTACT: CASIMIR TABAKA, (405)954-7931. QUALITY 10 CHECKED QUALITY 38 CHECKED					

1. FLIGHT PROCEDURE IDENTIFICATION:

MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, KMSP
ILS V RWY 35 (CONVERGING)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Request waiver to not develop a capture fix. Applicable Standard is FAAO 8260.58C, Appendix C, para 2a(1):
Establish a capture fix. Construct a TF leg aligned with the FAC that is common to all intermediate segments. The start fix of the leg is designated the capture fix. Alternatively where operationally necessary, the capture fix may be placed on or at the start of an RF leg. The preliminary location of the capture fix may be less than 2 NM but no closer than 1 NM prior to the PFAF.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The intent of a capture fix is to ensure aircraft can capture the glide slope when turning on to the final course prior to the PFAF.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The intermediate segment for this procedure is 3.1 NM and aligned with the final approach course. There are no turns between the intermediate fix (IF) and the final approach fix (FAF). The turn at the IF has a DTA that is no closer than 2NM prior to the PFAF. The glidepath angle is 3.00 degrees or more and the Threshold Crossing Height is between 40 feet and 60 feet. The altitudes provided at the IF and FAF allow for continuous descent through the intermediate and final segments. No PBN segment/s intersect the extended final approach course closer than 12,300 feet plus Distance to Turn Anticipation (DTA) from the PFAF.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

NA

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/19/2025	AJV-A432	MGR

Digitally signed by **SIGNATURE**
CASIMIR L TABAKA
Aug 19, 2025

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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LOC/DME I-BMA	APP CRS	Rwy ldg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

ILS V RWY 35 (CONVERGING)

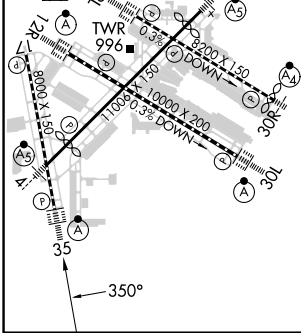
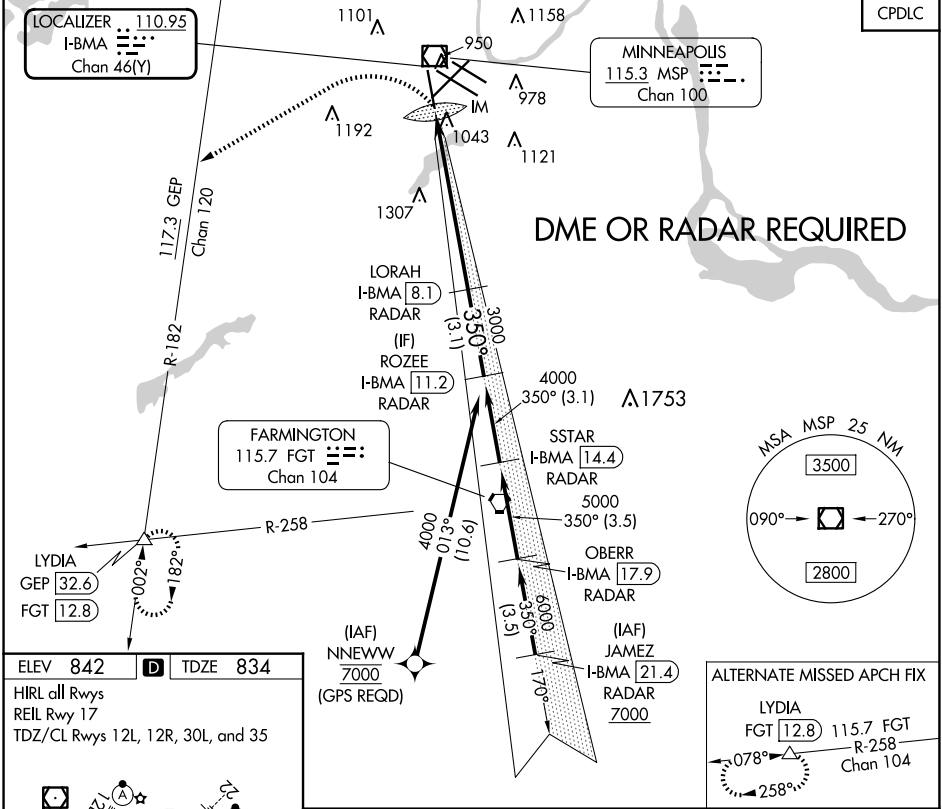
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NA Inop table does not apply.
No autoland on ILS V RWY 35 (CONVERGING).
Simultaneous approach authorized.

ALSF-2

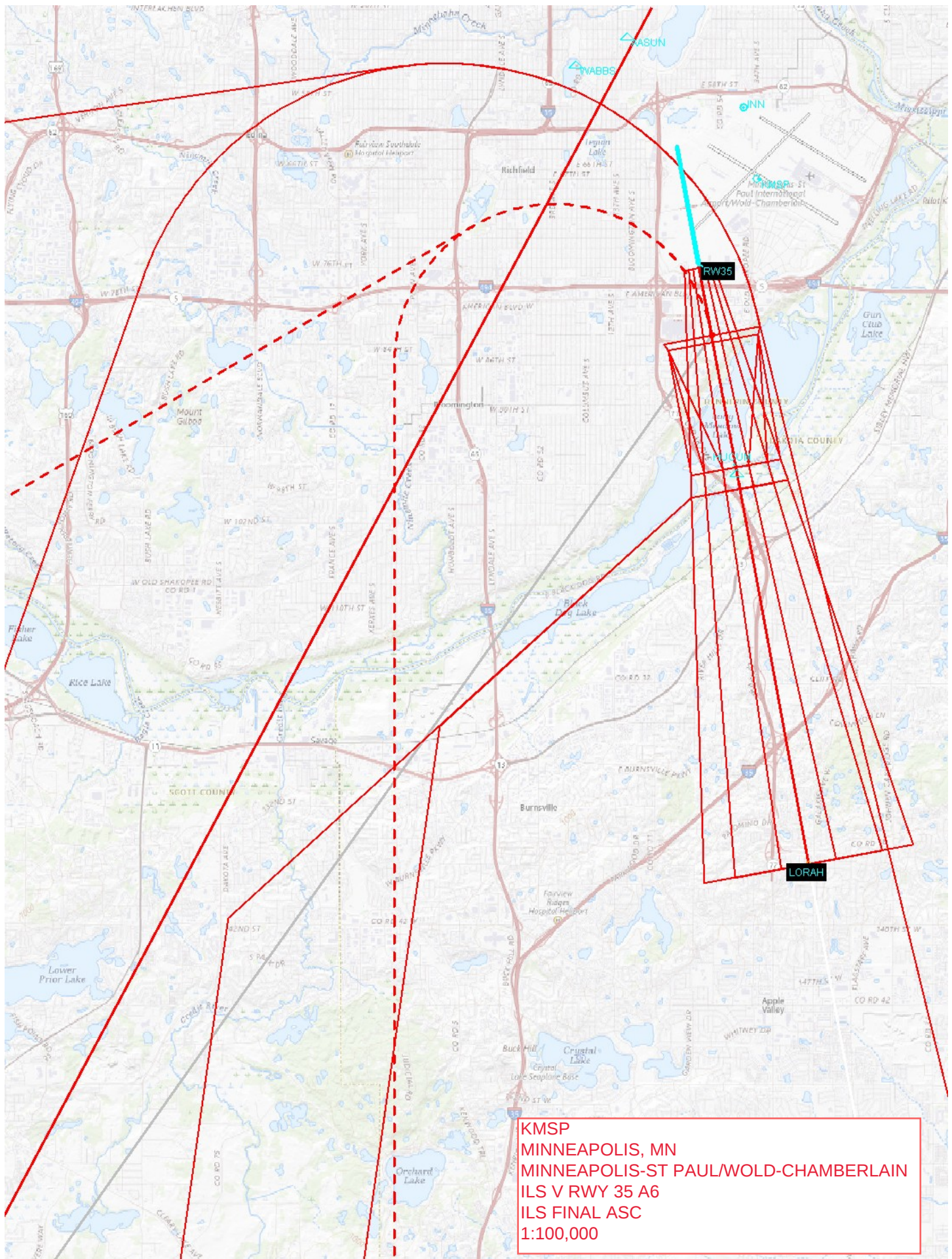
MISSED APPROACH: Climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEF 32.6 DME and hold.

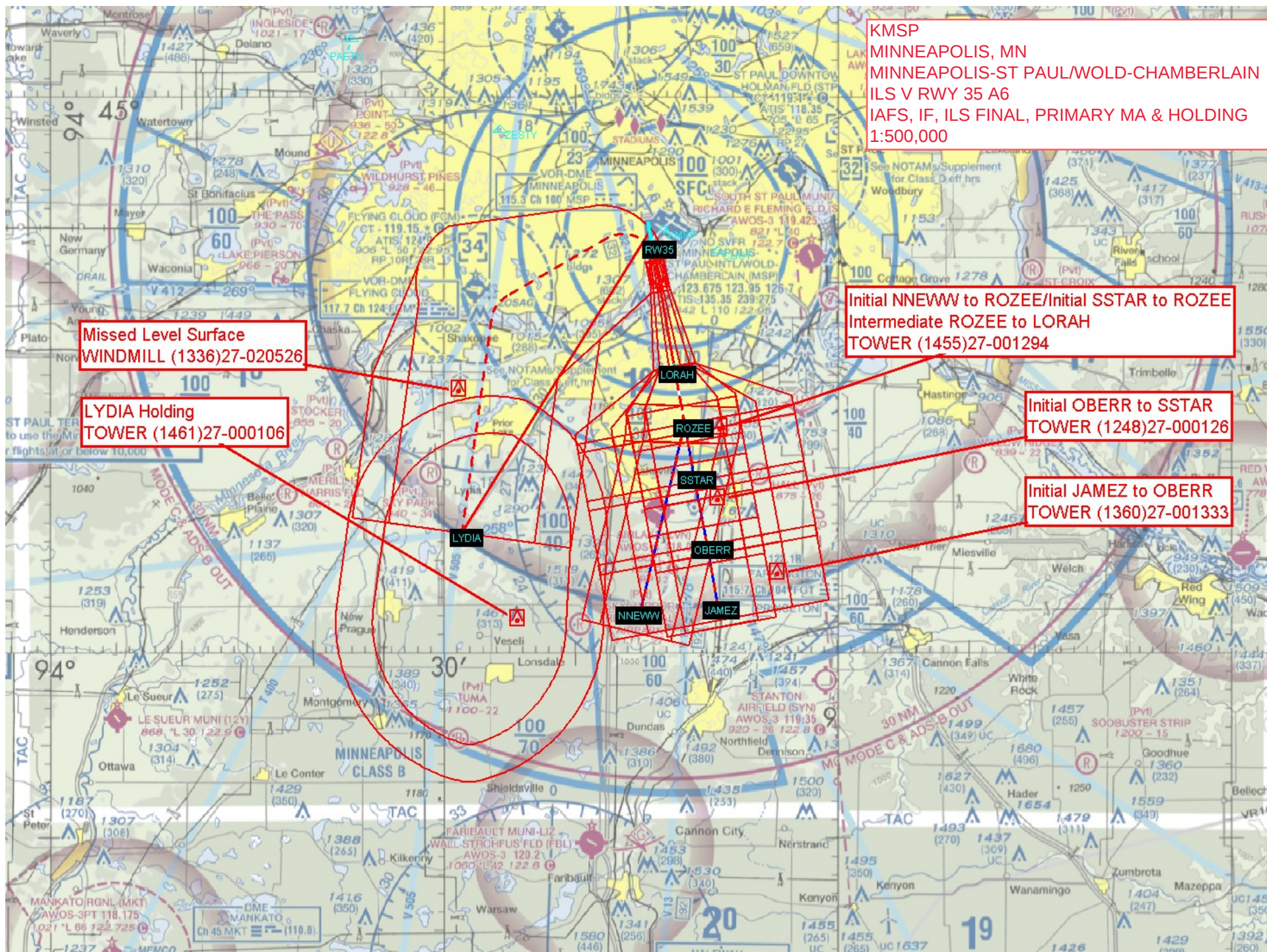
D-ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	118.725 335.65 (Rwy 35)	123.675 273.55 (17-35)	N 121.8 348.6	133.2
DEP 120.8	119.3 335.65 (12L-30R, 4-22, 17)	123.95 273.55 (12L-30R)	S 121.9 348.6	
	126.95 335.65 (12R-30L)	126.7 273.55 (12R-30L, 4-22)	W 127.925 348.6	



NC-1, 20 FEB 2025 to 20 MAR 2025

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KMSP
MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN
ILS V RWY 35 A6
IAFS, IF, ILS FINAL, ALTERNATE MA & HOLDING
1:500,000

Initial NNEWW to ROZEE/Initial SSTAR to ROZEE
Intermediate ROZEE to LORAH
TOWER (1455)27-001294

Initial OBERR to SSTAR
TOWER (1248)27-000126

Initial JAMEZ to OBERR
TOWER (1360)27-001333

Alt Missed Level Surface
TOWER (1519)27-001427

Alt LYDIA Holding
TOWER (1461)27-000106

