

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: 3E9BF0B1B496408F9E4BD63045046679	APWS Project ID: 833FB4FB13A04A56AD12D8F3984D4121
Procedure: ILS Z OR LOC RWY 35 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 OR LOC RWY 35
ILS RWY 35 SA CAT I
ILS RWY 35 CAT II & III

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
CASIMIR L TABAKA
Aug 19, 2025

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

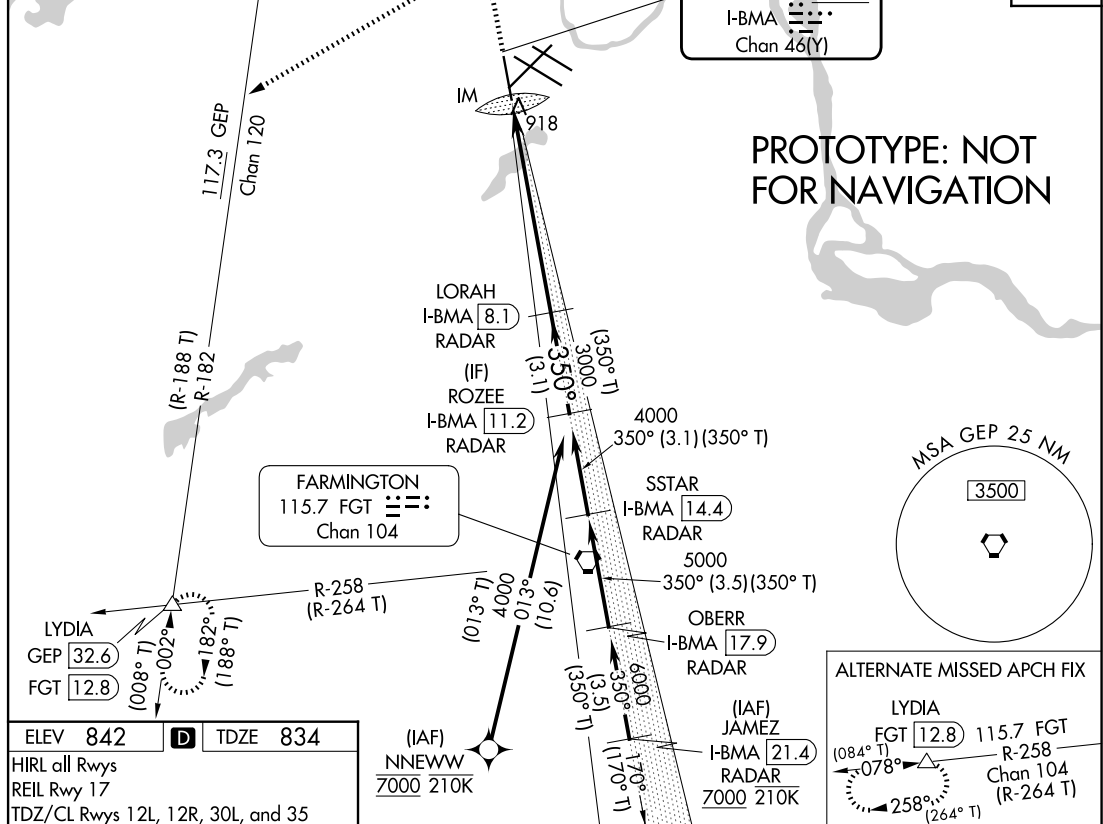
FIG

LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy Ldg TDZE Apt Elev 8000 834 842
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ILS RWY 35 (SA CAT I)

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

RNP APCH - GPS. From NNEWW DME or RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.	
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.				
D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
		LOCALIZER 110.95 I-BMA Chan 46 (Y)		CPDLC



1600 ↑	3000 hdg 240°	GEP R-182	LYDIA △	LORAH I-BMA 8.1 RADAR	ROZEE I-BMA 11.2 RADAR
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).					
1051				6.6 NM	3.1 NM
CATEGORY	A	B	C	D	
S-ILS 35		RA 157/14 150 DA 984			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

MINNEAPOLIS, MINNESOTA

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

Amdt 6 FIG

44°53'N-93°13'W

ILS RWY 35 (SA CAT I)

AUTOMATED AL-264 ILS RWY 35 (SA CAT I)

NC-1
27 MAY 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

FIG

LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy Ldg TDZE Apt Elev 8000 834 842
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ILS RWY 35 (CAT II & III)

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

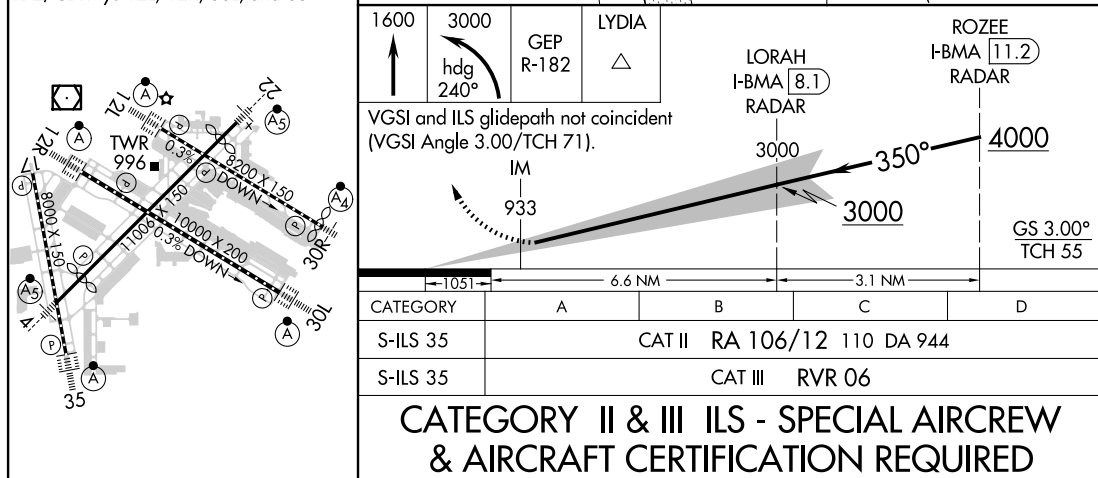
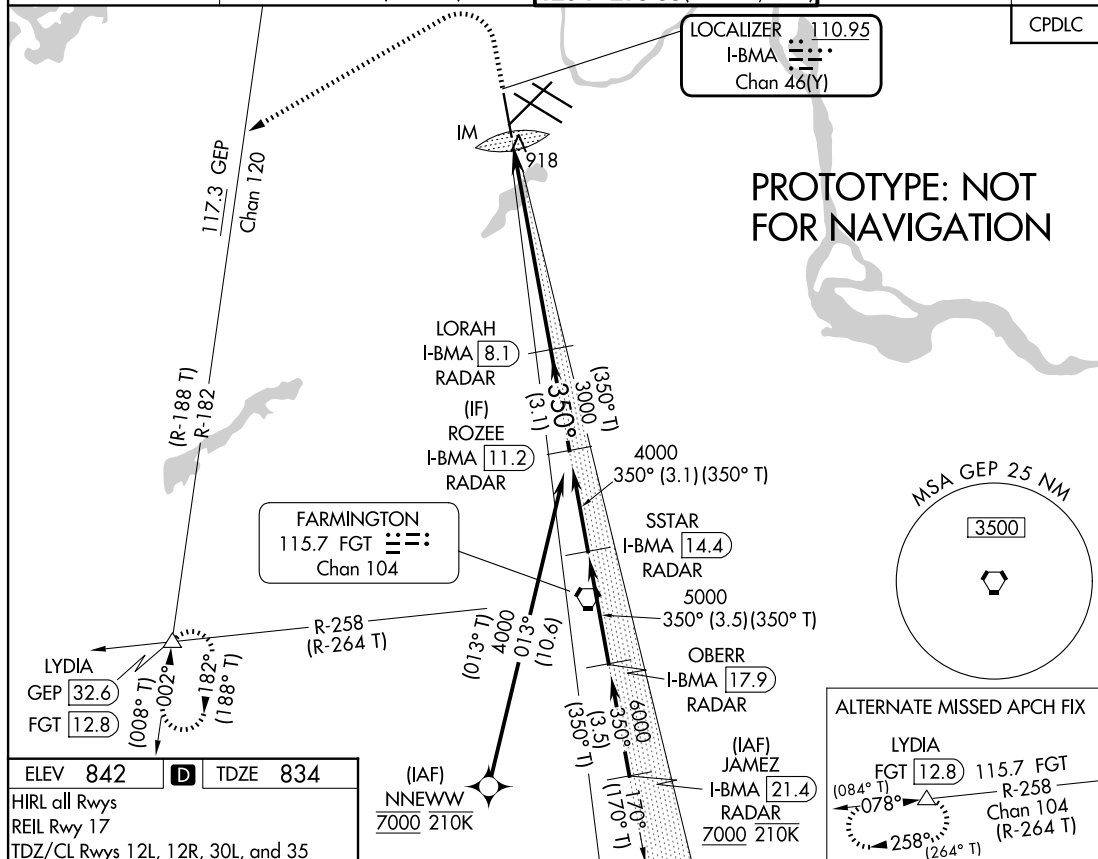
RNP APCH - GPS. From NNEWW
DME or RADAR required.

ALSIF-2

MISSED APPROACH: Climb to 1600 then 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 ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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CPDLC



MINNEAPOLIS, MINNESOTA

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

Amdt 6 FIG

44°53'N-93°13'W

ILS RWY 35 (CAT II & III)

AUTOMATED AL-264 ILS RWY 35 (CAT II & III)

NC-1

27 MAY 2025

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

FIG

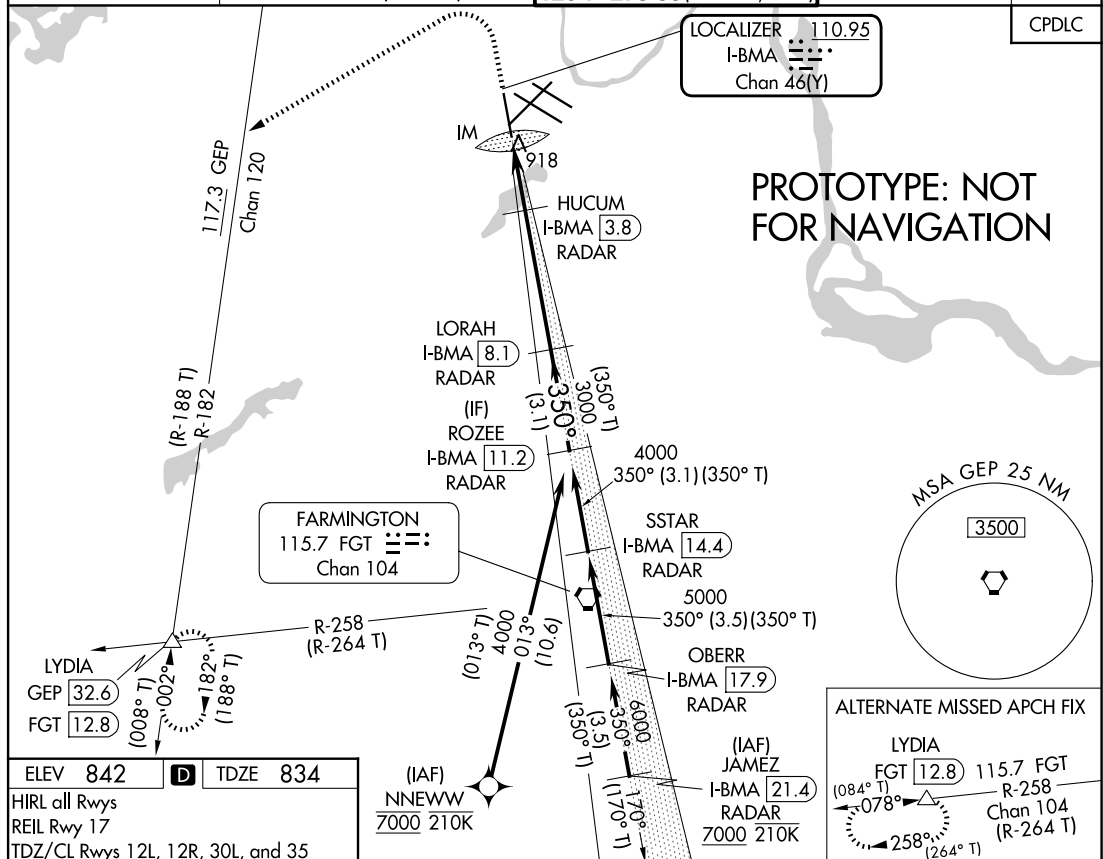
LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy Ldg TDZE Apt Elev 8000 834 842
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ILS Z or LOC RWY 35

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

RNP APCH - GPS. From NNEWW DME or RADAR required.	ALSF-2	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.
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D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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1600	3000	LYDIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	ROZEE
hdg 240°	GEP R-182	△		I-BMA 11.2 RADAR
				LORAH
				I-BMA 8.1 RADAR
				HUCUM
				I-BMA 3.8 RADAR
				I-BMA 1.5 IM
				I-BMA 2.3 IM
				3000
				350°
				4000
				GS 3.00° TCH 55
				0.1 0.7 NM 1.4 NM 4.3 NM 3.1 NM
CATEGORY	A	B	C	D
S-ILS 35	1034/18 200 (200-½)			
S-LOC 35	1180/24	346 (400-½)	1180/30	346 (400-⅝)
CIRCLING	1360-1	518 (600-1)	1460-1¾ 618 (700-1¾)	1620-2½ 778 (800-2½)

MINNEAPOLIS, MINNESOTA

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

Amdt 6 FIG

44°53'N-93°13'W

ILS Z or LOC RWY 35

AUTOMATED AL-264 ILS Z or LOC RWY 35

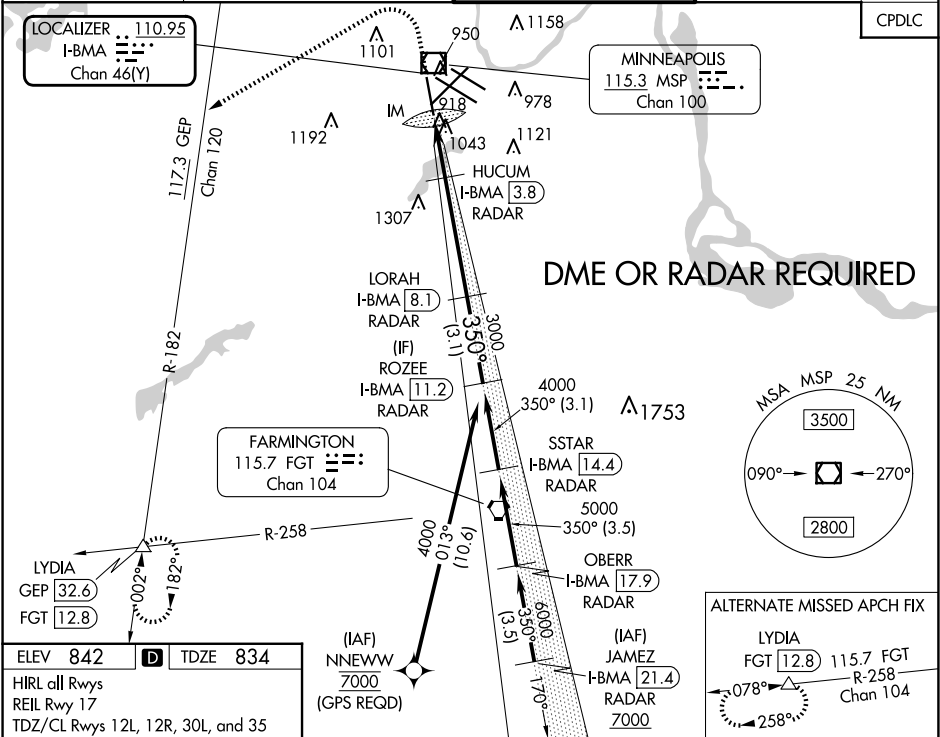
NC-1
23 MAY 2025
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	350°	TDZE	834
Chan 46 (Y)		Apt Elev	842

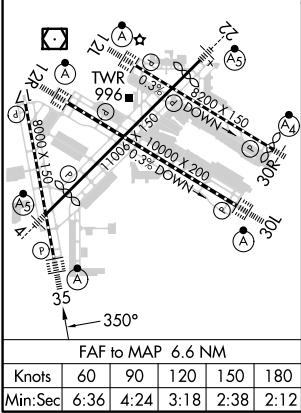
ILS Z or LOC RWY 35
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

V DME or RADAR required. For inop ALS, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cats C/D/E visibility to RVR 5500.	ALS F-2 A	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEF 32.6 DME and hold.
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D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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ELEV 842	D	TDZE 834
HIRL all Rwy's REIL Rwy 17 TDZ/CL Rwy's 12L, 12R, 30L, and 35		



MINNEAPOLIS, MINNESOTA
Amdt 5 05JAN17

1600	3000	GEF R-182	LYDIA	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71°).	ROZEE I-BMA 11.2 RADAR
*LOC only					
HUCUM I-BMA 3.8 RADAR					
LORAH I-BMA 8.1 RADAR					
I-BMA 1.5 IM					
I-BMA 2.3					
3000					
350°					
4000					
GS 3.00° TCH 55					
0.1 0.7 NM 1.5 NM 4.3 NM 3.1 NM					
CATEGORY	A	B	C	D	E
S-ILS 35	1034/18 200 (200-½)				
S-LOC 35	1180/24 346 (400-½)		1180/30 346 (400-¾)		
CIRCLING	1360-1 518 (600-1)		1460-1¾ 1660-2¾ 1800-3 618 (700-1¾) 818 (900-2¾) 958 (1000-3)		

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
ILS Z or LOC RWY 35

44°53'N-93°13'W

NC-1, 20 FEB 2025 to 20 MAR 2025

NC-1, 20 FEB 2025 to 20 MAR 2025

OLD

MINNEAPOLIS, MINNESOTA

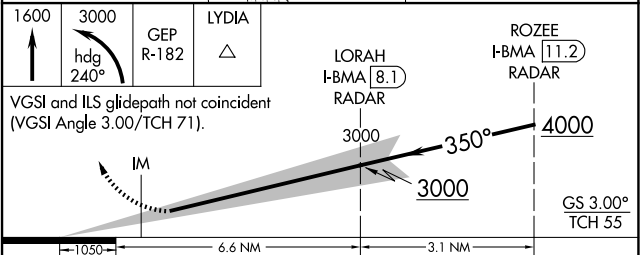
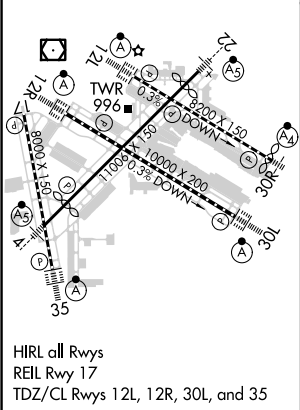
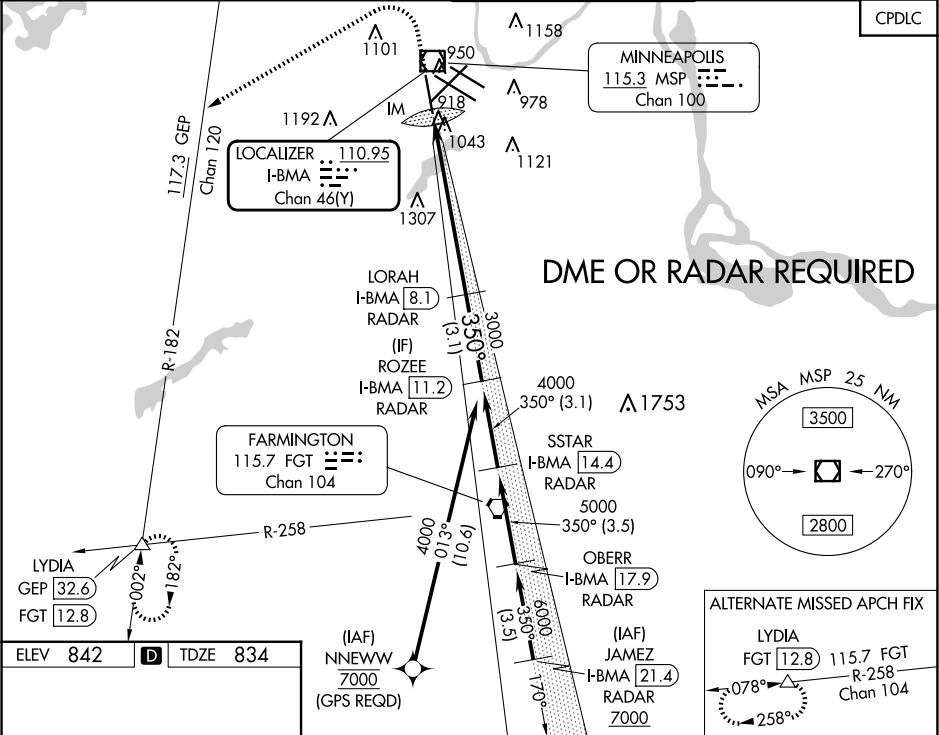
AL-264 (FAA)

24305

LOC/DME I-BMA 110.95 Chan 46 (Y)	APP CRS 350°	Rwy Idg TDZE Apt Elev	8000 834 842
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ILS RWY 35 (SA CAT I)
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

V A DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 240° and on GEP VORTAC R-182 to LYDIA INT/GEP 32.6 DME and hold.	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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CATEGORY	A	B	C	D
S-ILS 35	RA 157/14 150 DA 984			
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

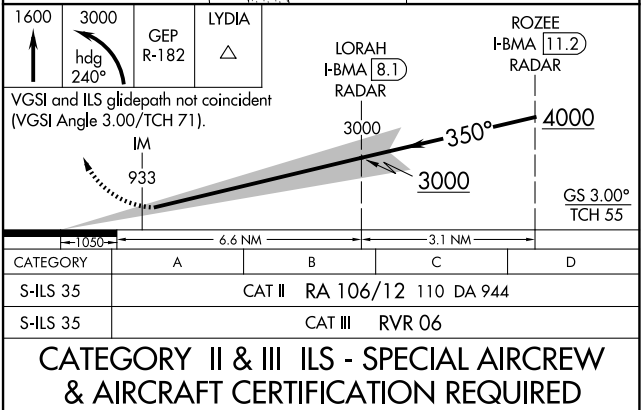
MINNEAPOLIS, MINNESOTA
Amdt 5 05JAN17

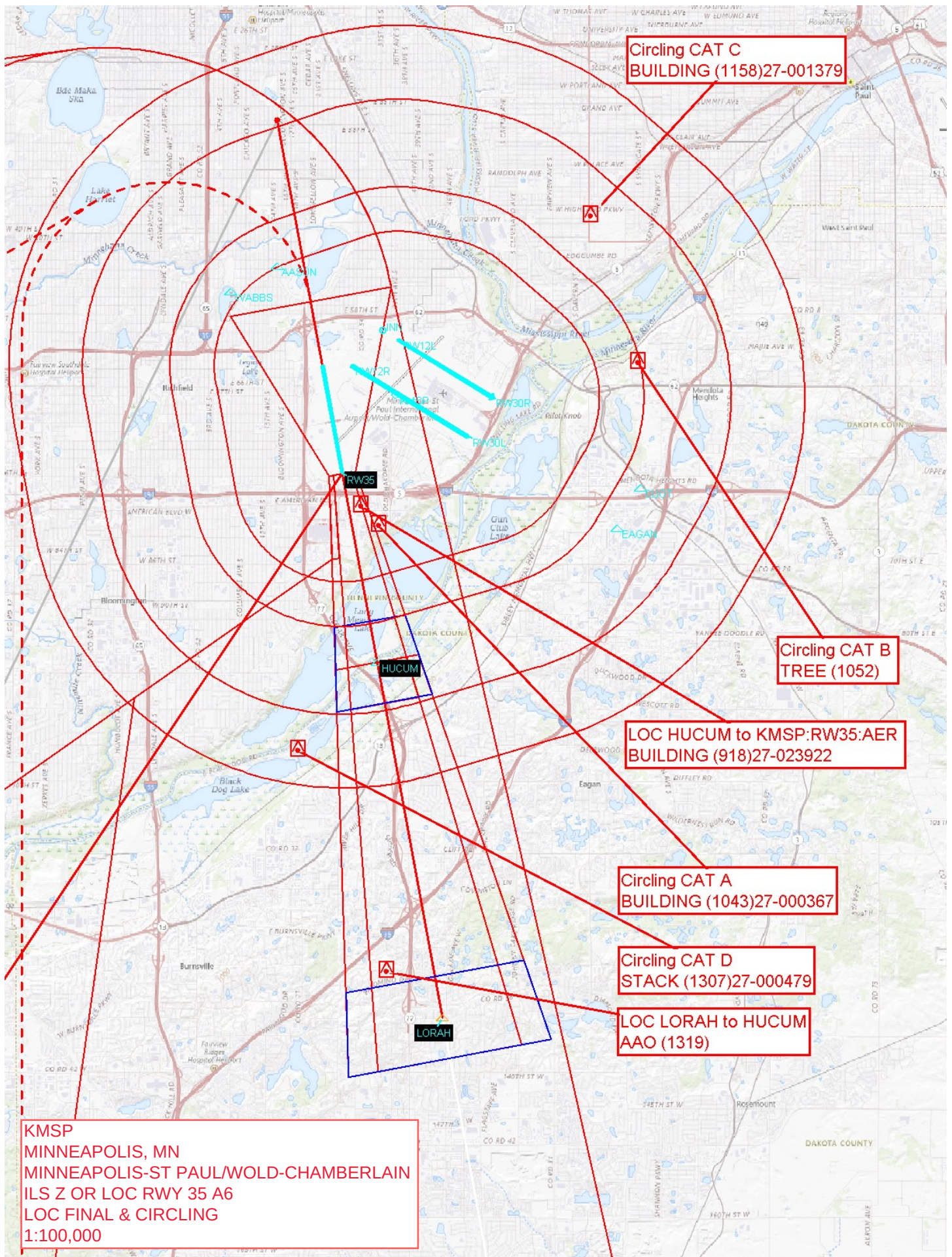
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
44°53'N-93°13'W
ILS RWY 35 (SA CAT I)

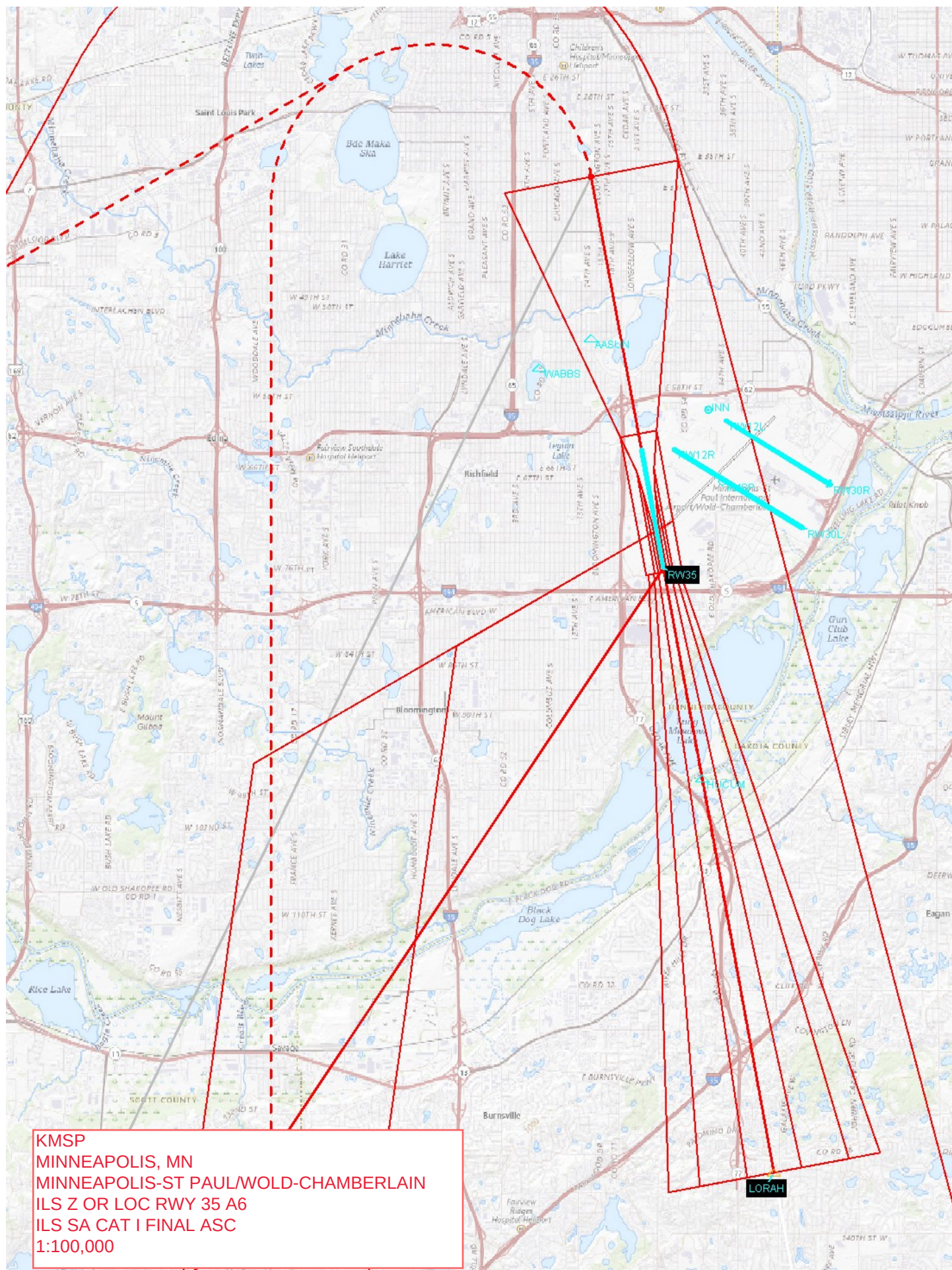
NC-1, 20 FEB 2025 to 20 MAR 2025

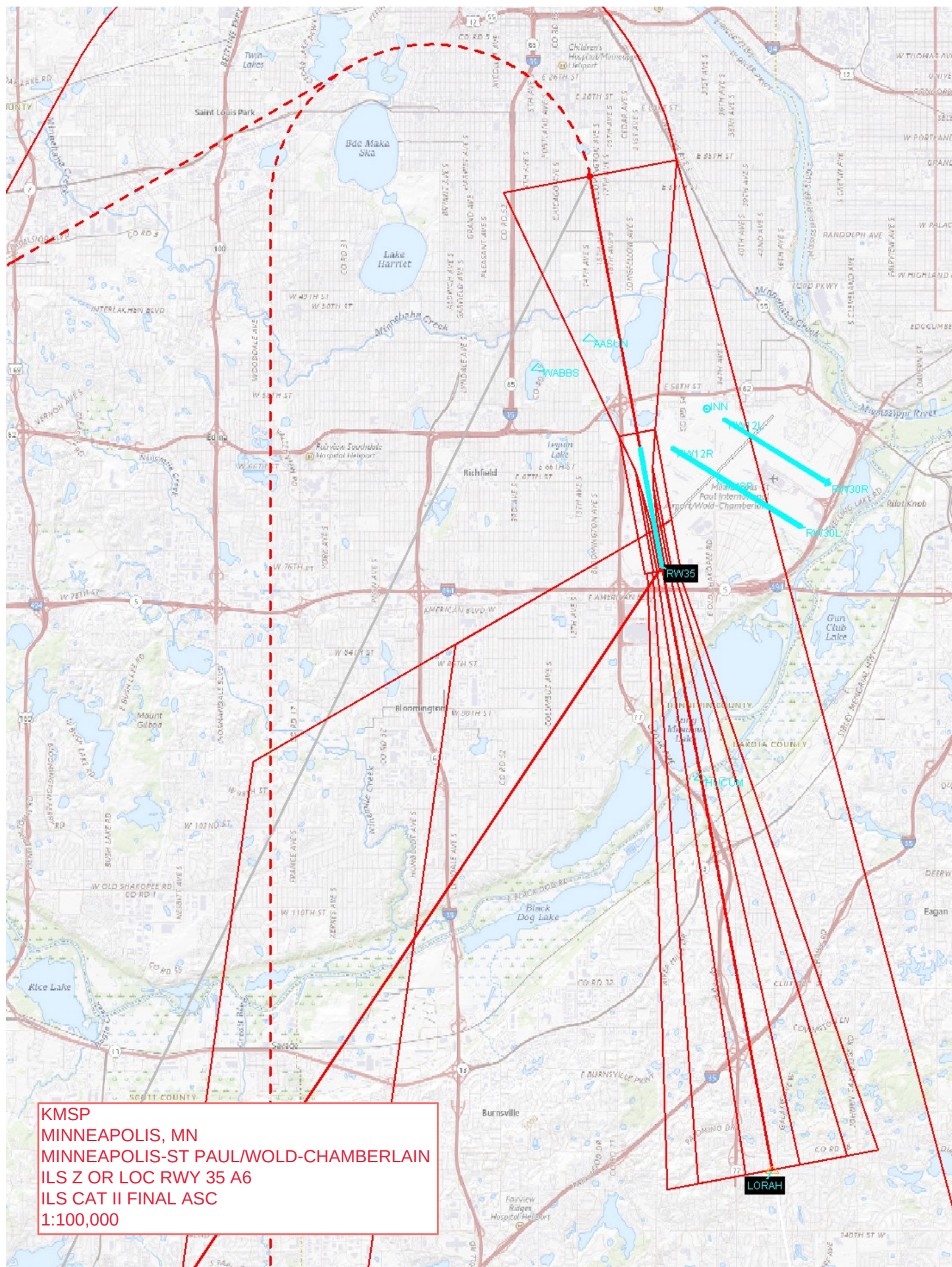
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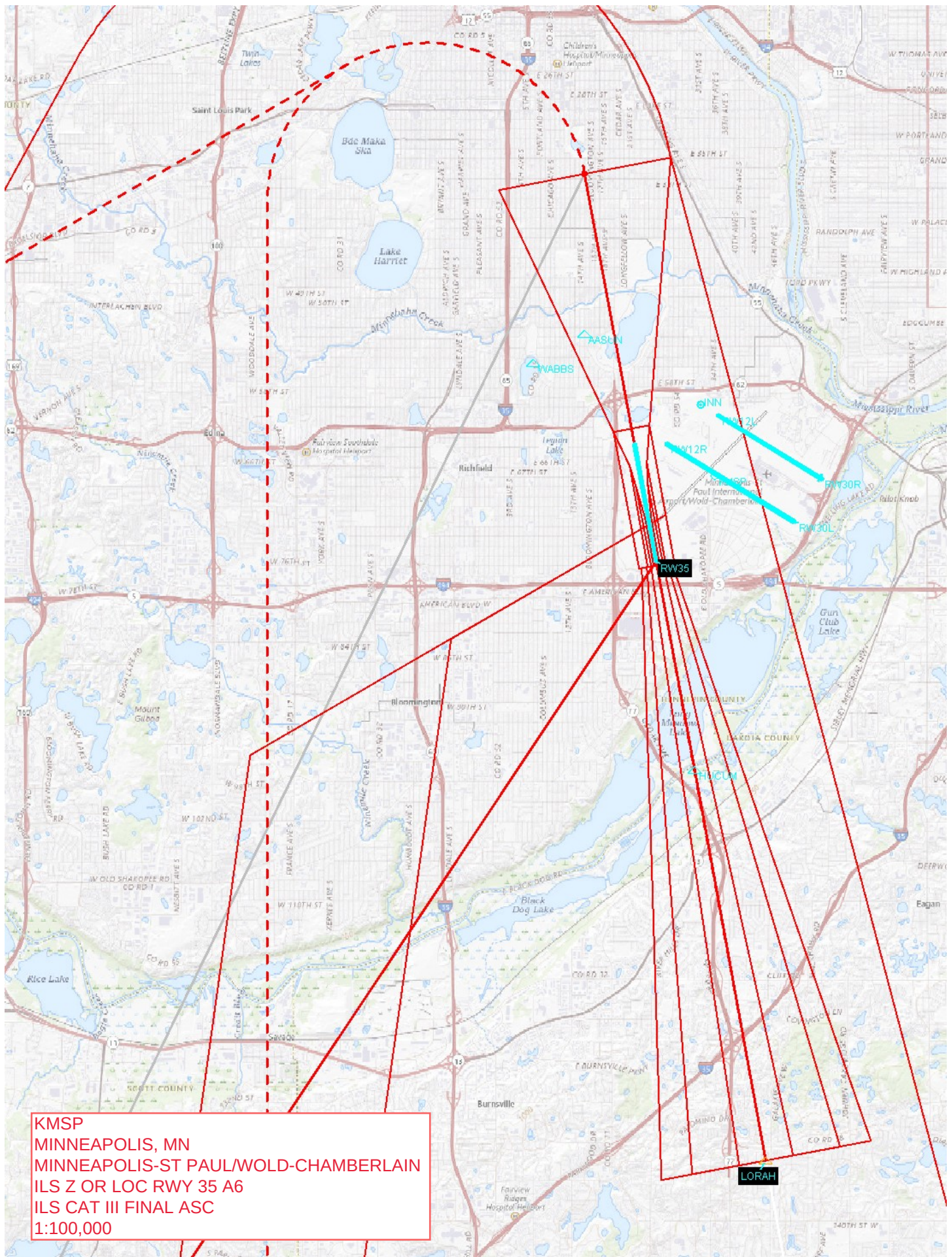
ILS RWY 35 (CAT II & III)
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)











Missed Level Surface
BUILDING (1743)27-000387

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

LYDIA Holding
TOWER (1461)27-000106

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

