

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

AIRPORT ID MSP	PROCEDURE NAME ILS OR LOC RWY 12R ILS RWY 12R (SA CAT I) ILS RWY 12R (CAT II) ILS RWY 12R (CAT III)	ORIGINAL/AMENDMENT 13	CITY MINNEAPOLIS	STATE MN		
AIRPORT ELEVATION 842	TDZE 842	SUPERSEDED ILS OR LOC RWY 12R ILS RWY 12R (SA CAT I) ILS RWY 12R (CAT II) ILS RWY 12R (CAT III)	ORIGINAL/AMENDMENT 12	DATED 01/05/2017	MAG VAR 0E	EPOCH YEAR 2015
FACILITY I-HKZ	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	CANCEL/SUSPEND		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
KRUGG	IAF	EFEXX		TF	FB	1.00	042.98	4.85	6000
EFEXX		ZESTY		TF	FB	1.00	094.89	7.07	4000
PAETN/20.64 DME/RADAR	IAF	UTHNK/17.50 DME/RADAR					121.34 (I-HKZ)	3.14	6000
UTHNK/17.50 DME/RADAR		WAYZA/14.36 DME/RADAR					121.34 (I-HKZ)	3.14	5000
WAYZA/14.36 DME/RADAR		ZESTY/11.22 DME/RADAR					121.34 (I-HKZ)	3.14	4000
ZESTY/11.22 DME/RADAR	IF	KINNS/8.08 DME/RADAR					121.34 (I-HKZ)	3.14	3000

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.62 NM AFTER KINNS/8.08 DME/RADAR OR AT I-HKZ 1.46 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3000 DIRECT FGT VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3000 DIRECT FCM VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- PROFILE STARTS AT ZESTY/11.22 DME/RADAR
- FAC: 121.33 FAF: KINNS/8.08 DME/RADAR DIST FAF TO MAP: 6.62 DIST FAF TO THLD: 6.62
- MIN ALT: ZESTY/11.22 DME/RADAR 4000, KINNS/8.08 DME/RADAR 3000, WABBS/3.16 DME/RADAR 1420
- DIST TO THLD FROM OM: MM: IM: 860.00 100 HAT: 956.00 150 HAT: 1908 GS ANT: 1031
- MIN GS INCPT: 3000 GS ALT AT PFAF: KINNS/8.08 DME/RADAR 3000 OM: MM: IM: 937
- GS ANGLE: 3.00 34:1: 20:1: TCH: 50.1
- MSA FROM: GEP VORTAC 3500



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM KRUGG.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 12R: CAT A, B, C, D, RA 168, RVR 1400, HAT 150, DA 992 MSL
 CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 12R: CAT A, B, C, D, RA 102, RVR 1200, HAT 100, DA 942 MSL
 CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 12R: CAT A, B, C, D, RVR 600
 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 12L.
 SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.
 CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
 CHART SPEED ICON IN PLANVIEW AT KRUGG: MAX 210 KIAS.
 CHART SPEED ICON IN PLANVIEW AT PAETN: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 358.03 INBOUND.
 CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W FCM VOR/DME, RT, 085.00 INBOUND.
 CHART FAS OBST: 934 TREE (27-055554) 445345N/0931519W.
 CHART VDP AT 2.50 DME.
 DISTANCE VDP TO THLD 1.04 NM.
 CHART IN PLANVIEW: FCM VOR/DME.
 CHART MANDATORY 7000 AT KRUGG.
 CHART AT OR ABOVE 7000 AT PAETN.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD - CAT D 800-2 1/2

CATEGORY:	A			B			C			D			E			
	FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 12R	1042	1800	200	1042	1800	200	1042	1800	200	1042	1800	200				
S-LOC 12R	1240	2400	398	1240	2400	398	1240	3500	398	1240	3500	398				
CIRCLING	1360	1	518	1360	1	518	1460	1 3/4	618	1620	2 1/2	778				



CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED CONVENTIONAL IAF AND IF SEGMENTS COURSE FROM 121.33 TO 121.34 - ALIGNED TO FAC.
2. TERMINAL ROUTES: REMOVED ALL "I-HKZ" INSTANCES FROM SEGMENTS - PER CURRENT CRITERIA DOCUMENTATION STANDARDS.
3. ADDED "CONTINUE CLIMB-IN-HOLD TO 3000" TO ALTERNATE MISSED APPROACH INSTRUCTIONS.
4. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT ZESTY" TO "PROFILE STARTS AT ZESTY/11.22 DME/RADAR" - IF IS DEFINED AS DME AND RADAR.
5. PROFILE LINE 3: CHANGED FAC FROM 121.33 TO 121.34 - ALIGNED TO FAC.
6. PROFILE LINE 3: CHANGED FAF FROM "KINNS/I-HKZ 8.08 DME/RADAR" TO "KINNS/8.08 DME/RADAR" AND ADDED PFAF "KINNS/8.08 DME/RADAR" - PER CURRENT CRITERIA DOCUMENTATION STANDARDS.
7. PROFILE LINE 4: CHANGED FROM "ZESTY 4000, KINNS 3000, WABBS/I-HKZ 3.16 DME/RADAR 1420*" TO "ZESTY/11.22 DME/RADAR 4000, KINNS/8.08 DME/RADAR 3000, WABBS/3.16 DME/RADAR 1420" - IF AND FAF IS DEFINED AS DME AND RADAR.
8. CHANGED PROFILE LINE 5: CHANGED IM FROM 859 TO 860,100 HAT FROM 957 TO 956, 150 HAT FROM 1910 TO 1908 - RELOCATING FAF BASED ON GPA/TCH.
9. PROFILE LINE 6: CHANGED GS ALT AT PFAF FROM "KINNS 3000" TO "KINNS/8.08 DME/RADAR 3000" - PER CURRENT CRITERIA DOCUMENTATION STANDARDS.
10. PROFILE LINE 8: CHANGED MSA FROM "MSP VOR/DME 090-270 2800, 270-090 3500" TO "GEP VORTAC 3500" - MSP VOR MON PROGRAM.
11. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS. FROM KRUGG." - PER 8260.19J, PARA 8-6-8D(1).
12. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME OR RADAR REQUIRED" AND REMOVED IT FROM NOTES - PER 8260.19J, PARA 8-6-9A(2)&(3).
13. REMOVED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 12R CAT E VISIBILITY TO RVR 4000, AND S-LOC 12R CAT E VISIBILITY TO RVR 6000" FROM NOTES - NO LONGER ACCURATE.
14. REMOVED "CHART PLANVIEW NOTE ADJACENT TO KRUGG: RNAV 1-GPS REQUIRED" AND "CHART PLANVIEW NOTE ADJACENT TO PAETN IAF: RADAR REQUIRED" - NOW COVERED BY PBN & EQUIPMENT REQUIREMENTS NOTES.
15. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM "949 TOWER 445330N/0931505W" TO "934 TREE (27-055554) 445345N/0931519W" - NEW CONTROLLING OBSTACLE.
16. ADDITIONAL FLIGHT DATA: REMOVED "*" FROM "CHART VDP AT 2.50 DME" AND "*LOC ONLY" - NO LONGER REQUIRED.
17. ALTERNATE MINIMUMS CHANGED FROM "ILS: STANDARD - CAT C 700-2, CAT D 900-2 3/4, CAT E 1000-3; LOC: STANDARD - CAT D 900-2 3/4, CAT E 1000-3" TO "ILS: STANDARD; LOC: STANDARD - CAT D 800-2 1/2" - PER UPDATED 8260.3F VIS TABLES.
18. REMOVED CAT E FOR ALL MINIMA PER ATC REQUEST.
19. CHANGED CIRCLING CAT D MDA/HAA FROM 1660/1818 TO 1620/778 AND VISIBILITY FROM 2 3/4 SM TO 2 1/2 - NEW CONTROLLING OBSTACLE.
20. REMOVED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 12R CAT E VISIBILITY TO RVR 4000, AND S-LOC 12R CAT E VISIBILITY TO RVR 6000" - REMOVED CAT E PER ATC REQUEST.
21. DELETED "CHART CIRCLING ICON" FROM ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED BY CRITERIA.

08/14/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/14/25.

1. ADDED "CHART SPEED ICON IN PLANVIEW AT PAETN: MAX 210 KIAS" TO NOTES.
2. ADDED "CHART AT OR ABOVE 7000 AT PAETN" IN ADDITIONAL FLIGHT DATA.

COORDINATED WITH:

A4A
ALPA
AOPA
APA
HAI
NBAA
OTHER: ZMP, MSP ATCT, MSP APP CON, AMGR

FLIGHT CHECKED BY

SHAWN D MAXWELL

Digitally signed by
CASIMIR L TABAKA

Jan 08, 2026

OFFICE

AJF

DATE

01/05/2026

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by
CASIMIR L TABAKA
Aug 19, 2025

OFFICE

AJV-A432

DATE

05/14/2025

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Aug 19, 2025

OFFICE

AJV-A432

DATE

TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> MSP	<u>PROCEDURE NAME</u> ILS OR LOC RWY 12R ILS RWY 12R (SA CAT I) ILS RWY 12R (CAT II) ILS RWY 12R (CAT III)	<u>AMDT NO.</u> 13	<u>CITY</u> MINNEAPOLIS	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 842	<u>FACILITY</u> I-HKZ
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM KRUGG	TO EFEXX
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<u>RNP</u> 1.00	<u>DISTANCE</u> 4.85	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	445812.00N/0934006.00W	1267	215	8	4B	1000				AT3733	6000
TERRAIN	445812.00N/0934006.00W	1066 (1100)								AS1500	2600

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM EFEXX	TO ZESTY
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<u>RNP</u> 1.00	<u>DISTANCE</u> 7.07	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (27-000393)	445934.00N/0932841.00W	1319	500	50	5D	1000				AT1681	4000
TERRAIN	445939.00N/0933115.00W	1069 (1100)								AS1500	2600

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



AIRPORT ID
MSP

PROCEDURE NAME
ILS OR LOC RWY 12R
ILS RWY 12R (SA CAT I)
ILS RWY 12R (CAT II)
ILS RWY 12R (CAT III)

AMDT NO.
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CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-HKZ

INITIAL

FROM
PAETN/20.64 DME/RADAR

TO
UTHNK/17.50 DME/RADAR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
 3.14

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (27-001535)	450306.00N/0933413.00W	1436	250	50	4D	1000				AT3564	6000
TERRAIN	450130.00N/0933503.00W	1082 (1100)								AS1500	2600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM
UTHNK/17.50 DME/RADAR

TO
WAYZA/14.36 DME/RADAR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
 3.14

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	445939.00N/0933115.00W	1270	215	8	4B	1000				AT2730	5000
TERRAIN	445939.00N/0933115.00W	1069 (1100)								AS1500	2600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



AIRPORT ID
MSP

PROCEDURE NAME
ILS OR LOC RWY 12R
ILS RWY 12R (SA CAT I)
ILS RWY 12R (CAT II)
ILS RWY 12R (CAT III)

AMDT NO.
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CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-HKZ

FINAL: LOC STEPDOWN

FROM
WABBS/3.16 DME/RADAR

TO
6.62 NM AFTER KINNS/8.08 DME/RADAR OR AT I-HKZ 1.46 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	1.70		6.62 NM AFTER KINNS/8.08 DME/RADAR OR AT I-HKZ 1.46 DME	398	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (27-055554)	445345.34N/0931518.74W	934	20	3	1A	250				XP56	1240

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP56 TO MAINTAIN CURRENTLY PUBLISHED MINIMUMS.

FINAL: ILS SA CAT I

FROM
KINNS/8.08 DME/RADAR

TO
RW12R

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	6.62		DA	150	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				992

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
MSP

PROCEDURE NAME
ILS OR LOC RWY 12R
ILS RWY 12R (SA CAT I)
ILS RWY 12R (CAT II)
ILS RWY 12R (CAT III)

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MN

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FACILITY
I-HKZ

FINAL: ILS CAT II

FROM
KINNS/8.08 DME/RADAR

TO
RW12R

RNP

DISTANCE
6.62

PAT

MAP
DA

HAT
100

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				942

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM
DA

TO
FGT VORTAC

RNP

DISTANCE

PAT

MAP

HAT

HMAS
877

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (27-001201)	444121.00N/0930422.00W	1753	250	50	4D	1000					2800
TERRAIN	444324.00N/0931715.00W	1207 (1200)								AS1500	2700

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
MSP

PROCEDURE NAME
ILS OR LOC RWY 12R
ILS RWY 12R (SA CAT I)
ILS RWY 12R (CAT II)
ILS RWY 12R (CAT III)

AMDT NO.
13

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MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-HKZ

MISSED APPROACH: ILS CAT II

FROM
DA **TO**
FGT VORTAC

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (27-001201)	444121.00N/0930422.00W	1753	250	50	4D	1000					2800
TERRAIN	444324.00N/0931715.00W	1207 (1200)								AS1500	2700

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: ILS

FROM
DA **TO**
FCM VOR/DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
877

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
AAO	444524.00N/0931403.00W	1329	215	8	4B	1000					2400
TERRAIN	444524.00N/0931403.00W	1128 (1100)								AS1500	2600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



AIRPORT ID
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ILS OR LOC RWY 12R
ILS RWY 12R (SA CAT I)
ILS RWY 12R (CAT II)
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FACILITY
I-HKZ

MISSED APPROACH ALTERNATE: ILS CAT II

FROM
DA **TO**
FCM VOR/DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
AAO	444524.00N/0931403.00W	1329	215	8	4B	1000					2400
TERRAIN	444524.00N/0931403.00W	1128 (1100)								AS1500	2600

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

CIRCLING ALL CATS CAT A CAT B CAT C CAT D CAT E NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
BUILDING (27-000367)	445120.51N/0931334.62W	1.30	518	1043	20	3	1A	300			1360
CATEGORY B											
TREE	445318.00N/0930912.00W	1.83	518	1052	215	8	4B	300			1360
CATEGORY C											
BUILDING (27-001379)	445503.51N/0930959.71W	2.89	618	1158	20	3	1A	300			1460
CATEGORY D											
STACK (27-000479)	444838.57N/0931456.60W	3.77	778	1307	20	10	1B	300			1620

CIRCLING REMARKS:



AIRPORT ID
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ILS RWY 12R (SA CAT I)
ILS RWY 12R (CAT II)
ILS RWY 12R (CAT III)

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FACILITY
I-HKZ

MSA

CENTER

GEP VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (27-000857)	452259.60N/0934230.90W	309	20.1	2454	20	3	1A	1000			3500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



AIRPORT ID
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ILS RWY 12R (CAT II)
ILS RWY 12R (CAT III)

AMDT NO.
13

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AIRPORT ELEVATION
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FACILITY
I-HKZ

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZMP ARTCC, MSP APP CON, MSP TOWER

WX SERVICE ASOS	LOCATION MSP	HRS OPERATION 24	ALTIMETER SOURCE MSP	DISTANCE	WMSCR Y	ADJUSTMENTS 0
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BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
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WX REMARKS:

BACKUP ALTIMETER SOURCE NOT UTILIZED. KMSP HAS REDUNDANT WEATHER SOURCING.

PRIMARY NAVAID I-HKZ	MONITOR POINT MSP ATCT	HRS OPERATION 24	CAT 1
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APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW17 - REIL, HIRL, C/LINE, PAPI-4R	NPI-G	APPROACH, MIDPOINT, ROLL OUT
RW04 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW12L - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW12R - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW30L - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW30R - MALSF, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35 - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE 3.00	ELEV RWY THRESHOLD 841.8	TCH 50.1	ELEV GS ANTENNA 835.1	DISTANCE FROM RWY 1031	VGSI ANGLE 3.00	TCH 65.5
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



AIRPORT ID
MSP

PROCEDURE NAME
ILS OR LOC RWY 12R
ILS RWY 12R (SA CAT I)
ILS RWY 12R (CAT II)
ILS RWY 12R (CAT III)

AMDT NO.
13

CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-HKZ

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100FT VEGETATION USED PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.48
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.97
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	121.34
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1000
DISTANCE FROM	THLD	TO 1500FT POINT	5.62
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.43
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	121.34
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1000

THRESHOLD COORDINATES (IF STR-IN)

445316.04N/0931402.87W

ARP COORDINATES

445255.10N/0931318.40W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 30R DISTANCE 1.19 NM

FAF COORDINATES

445642.29N/0932200.52W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME
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OFFICE
AJV-A432

DATE
05/14/2025

TITLE
AERONAUTICAL INFORMATION SPECIALIST

