

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: B5ABBA457DC74D5EBFF7F198B23C4DF0	APWS Project ID: 833FB4FB13A04A56AD12D8F3984D4121
Procedure: ILS OR LOC RWY 12R AMDT 13		Enroute: NO	Specialist: Young, Silvia		Agreement Number:
Airport ID: KMSP			Airport City: MINNEAPOLIS		State: MN
Facility ID: HKZ	Facility Type: ILS	Flight Inspection Remark Type: Hold 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.

ACTIVE DATA USED FOR I-HKZ.

CONTACT: CASIMIR TABAKA, (405)954-7931.

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

F FILE:

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.





**1. FLIGHT PROCEDURE IDENTIFICATION:**

MINNEAPOLIS, MN  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, KMSP  
ILS OR LOC RWY 12R  
ILS RWY 12R SA CAT I  
ILS RWY 12R 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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OLD

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

24305

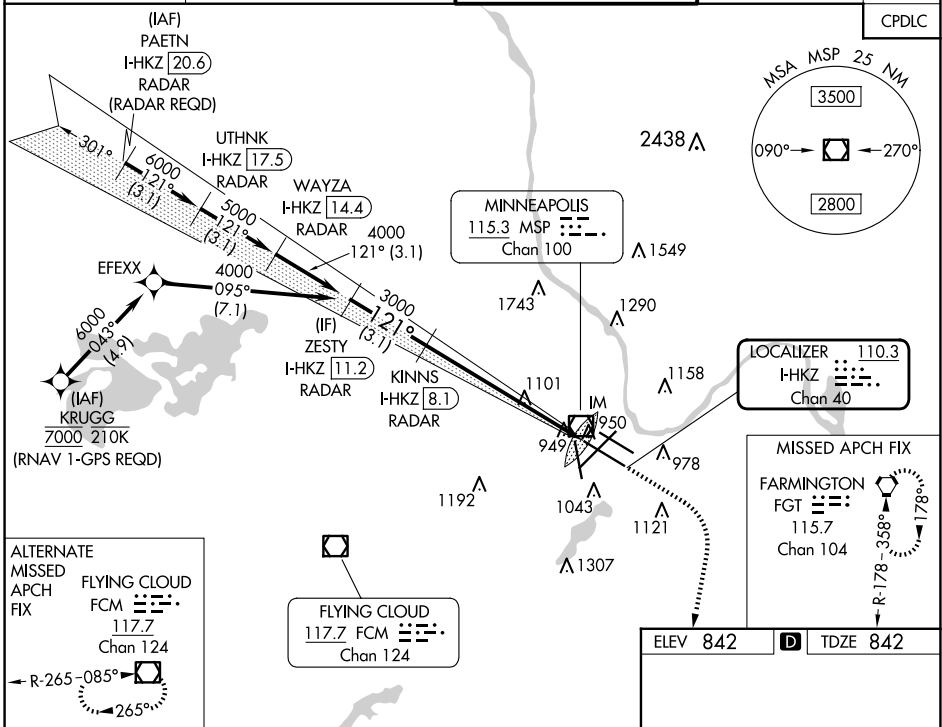
LOC/DME I-HKZ <b>110.3</b> Chan <b>40</b>	APP CRS <b>121°</b>	Rwy ldg TDZE <b>842</b> Apt Elev <b>842</b>	<b>10000</b>
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# ILS RWY 12R (SA CAT I)

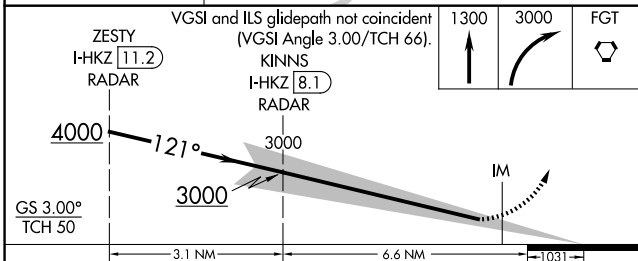
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

<b>V</b> DME or RADAR required. Simultaneous approach authorized with Rwy 12L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSIF-2	MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.
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D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
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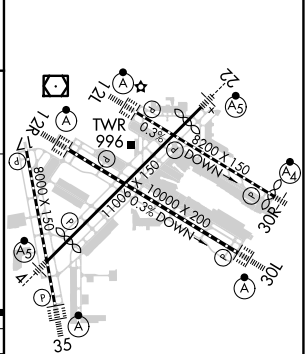


ALTERNATE MISSED APCH FIX	FLYING CLOUD FCM
117.7 Chan 124	117.7 Chan 124
R-265-085°	265°



CATEGORY	A	B	C	D
S-ILS 12R	RA 168/14 150 DA 992			

ELEV 842	<b>D</b> TDZE 842
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**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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

MINNEAPOLIS, MINNESOTA  
Amdt 12 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W

# ILS RWY 12R (SA CAT I)

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-HKZ <b>110.3</b> Chan <b>40</b>	APP CRS <b>121°</b>	Rwy Idg <b>10000</b> TDZE <b>842</b> Apt Elev <b>842</b>
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# ILS or LOC RWY 12R

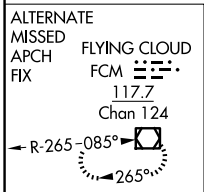
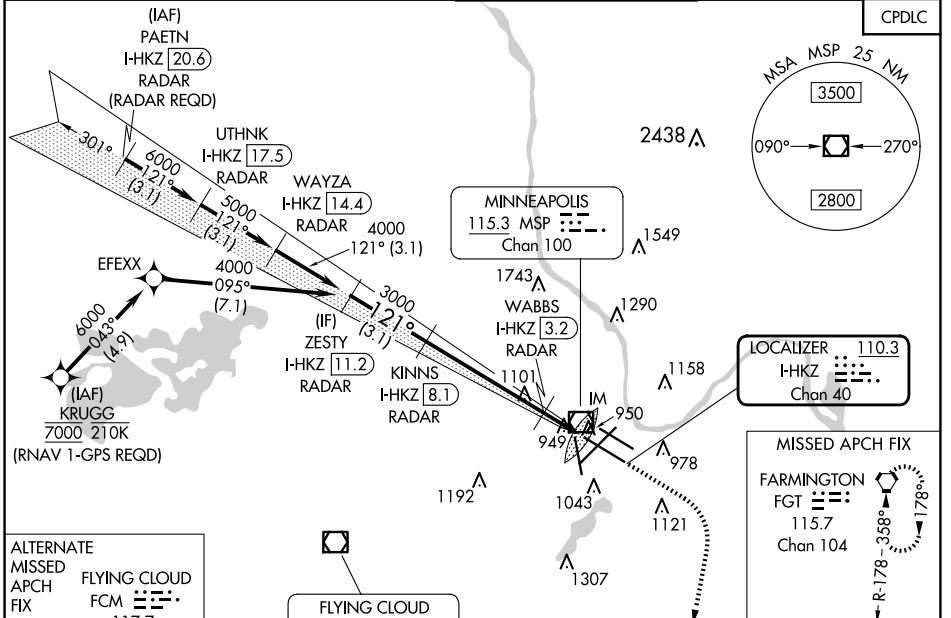
## MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

**⚠** DME or RADAR required. For inop ALS, increase S-ILS 12R Cat E visibility to RVR 4000, and S-LOC 12R Cat E visibility to RVR 6000. Simultaneous approach authorized with Rwy 12L.

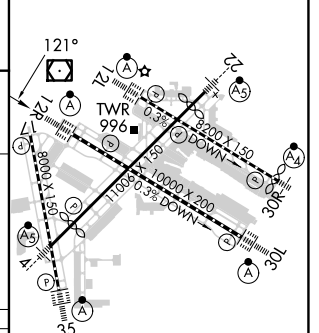
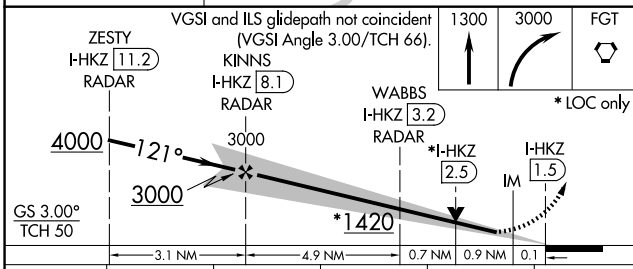
**ALSF-2**

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct FGT VORTAC and hold.

D-ATIS ARR <b>135.35 239.275</b> DEP <b>120.8</b>	MINNEAPOLIS APP CON <b>118.725 335.65</b> (Rwy 35) <b>119.3 335.65</b> (12L-30R, 4-22, 17) <b>126.95 335.65</b> (12R-30L)	MINNEAPOLIS TOWER <b>123.675 273.55</b> (17-35) <b>123.95 273.55</b> (12L-30R) <b>126.7 273.55</b> (12R-30L, 4-22)	GND CON <b>N 121.8 348.6</b> <b>S 121.9 348.6</b> <b>W 127.925 348.6</b>	CLNC DEL <b>133.2</b>
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ELEV 842	<b>D</b> TDZE 842
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CATEGORY	A	B	C	D	E
S-ILS 12R	1042/18 200 (200-½)				
S-LOC 12R	1240/24 398 (400-½)	1240/35 398 (400-¾)			
<b>C</b> CIRCLING	1360-1 518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	

HIRL all Rwys REIL Rwy 17 TDZ/CL Rwy 12L, 12R, 30L, and 35 FAF to MAP 6.6 NM	Knots	60	90	120	150	180
	Min:Sec	6:36	4:24	3:18	2:38	2:12

MINNEAPOLIS, MINNESOTA  
Amdt 12 05JAN17

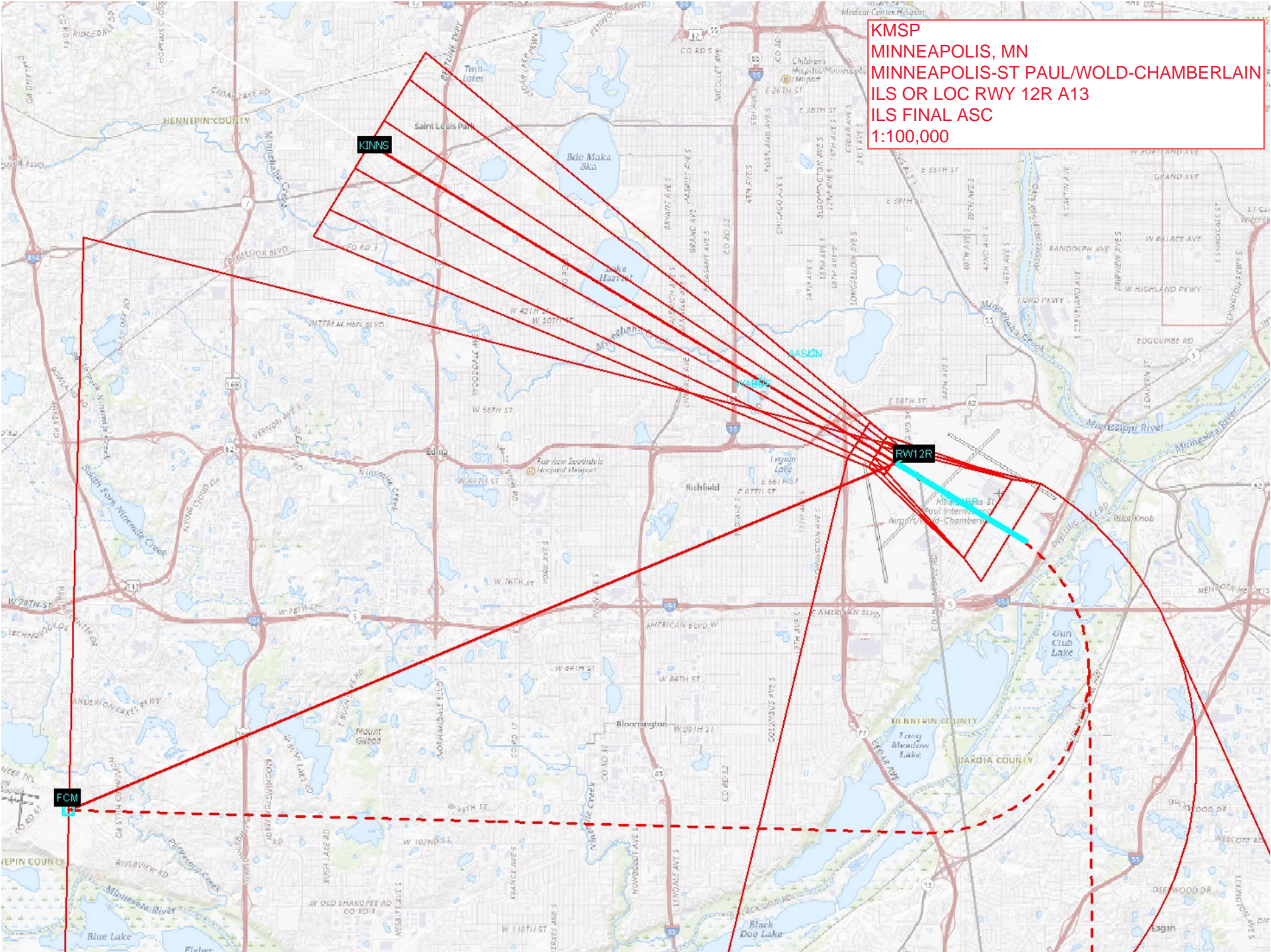
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
44°53'N-93°13'W

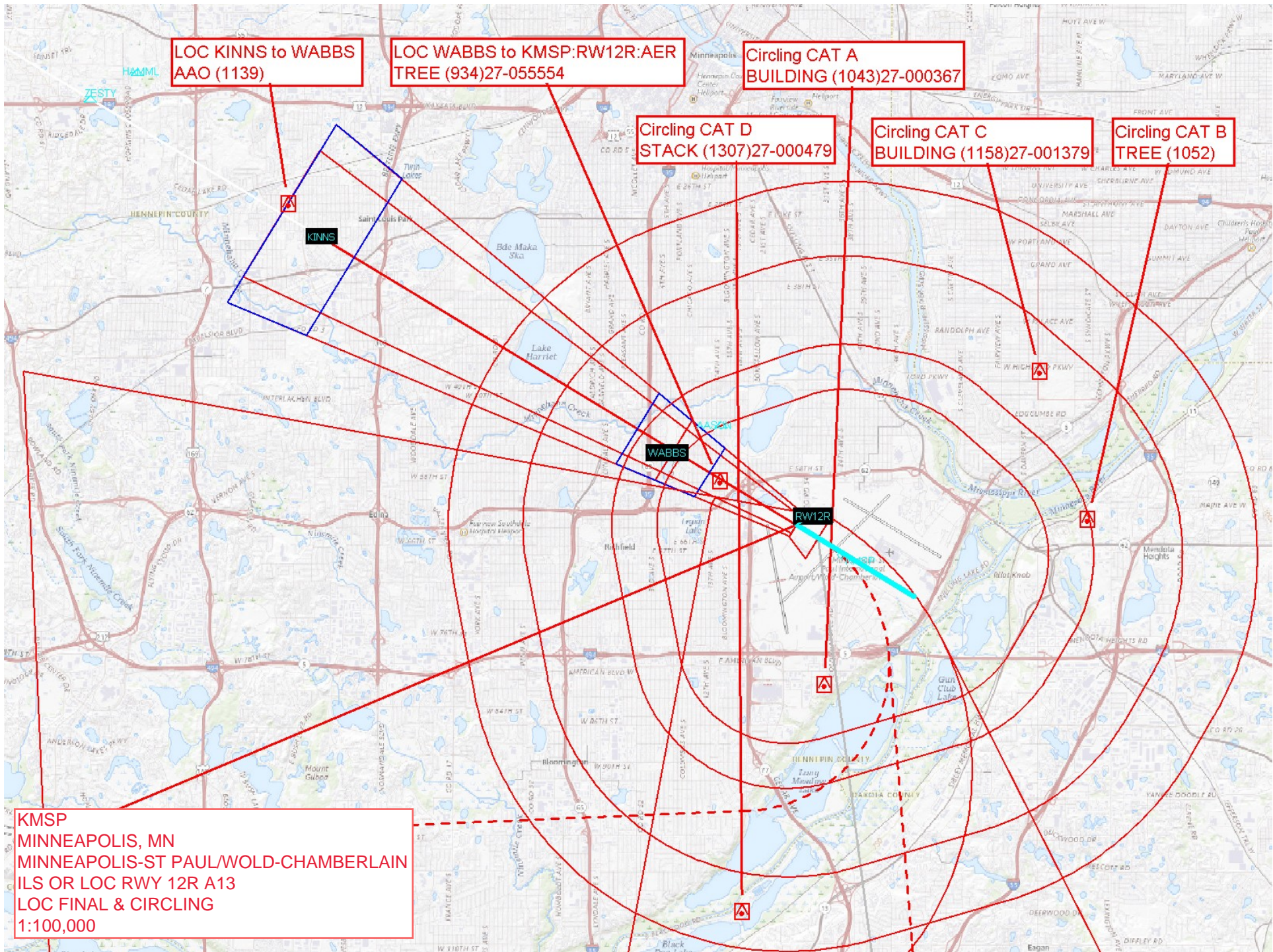
# ILS or LOC RWY 12R

NC-1, 20 FEB 2025 to 20 MAR 2025

NC-1, 20 FEB 2025 to 20 MAR 2025

**KMSP**  
**MINNEAPOLIS, MN**  
**MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN**  
**ILS OR LOC RWY 12R A13**  
**ILS FINAL ASC**  
**1:100,000**





LOC KINNS to WABBS  
AAO (1139)

LOC WABBS to K MSP:RW12R:AER  
TREE (934)27-05554

Circling CAT A  
BUILDING (1043)27-000367

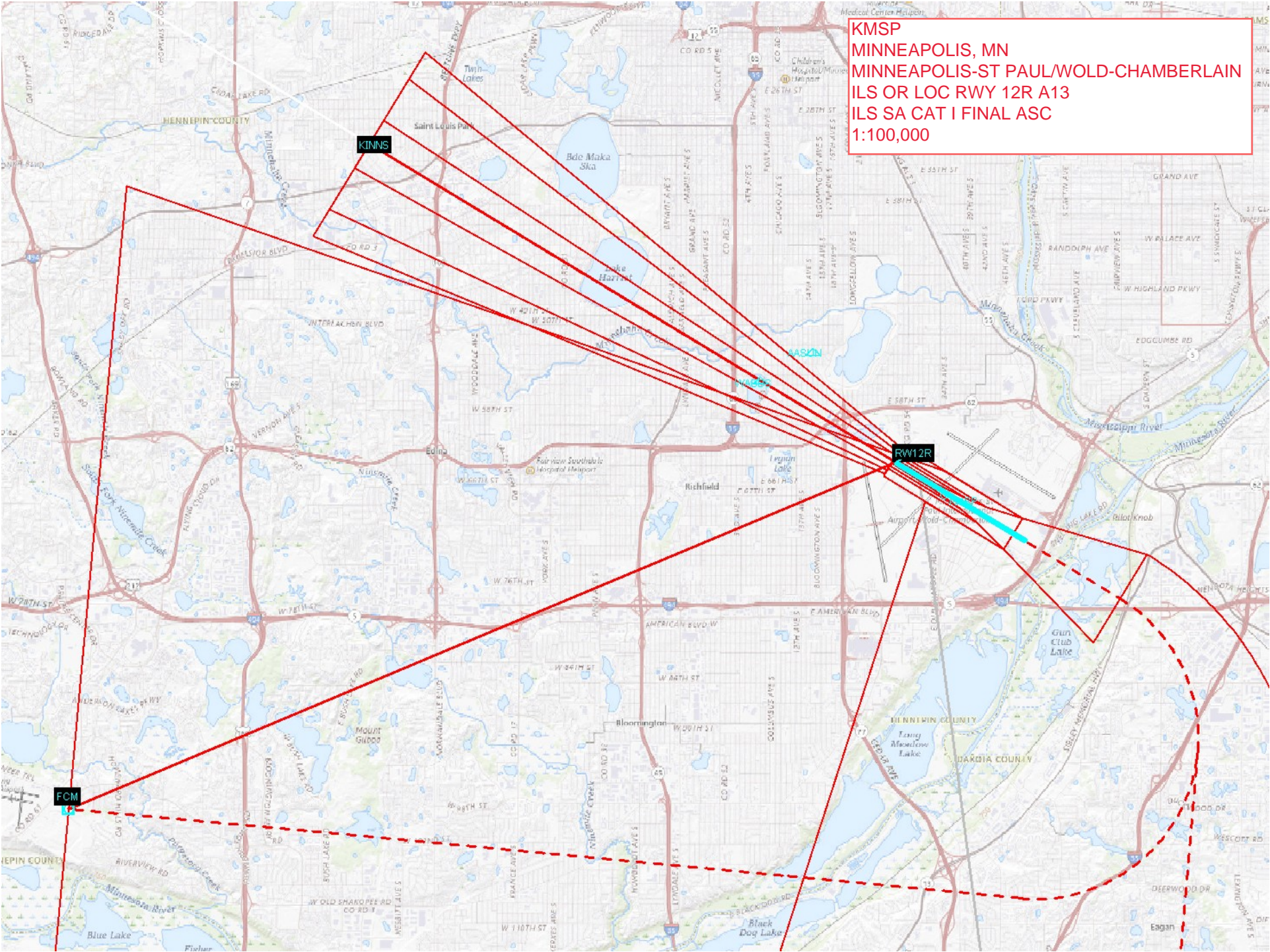
Circling CAT D  
STACK (1307)27-000479

Circling CAT C  
BUILDING (1158)27-001379

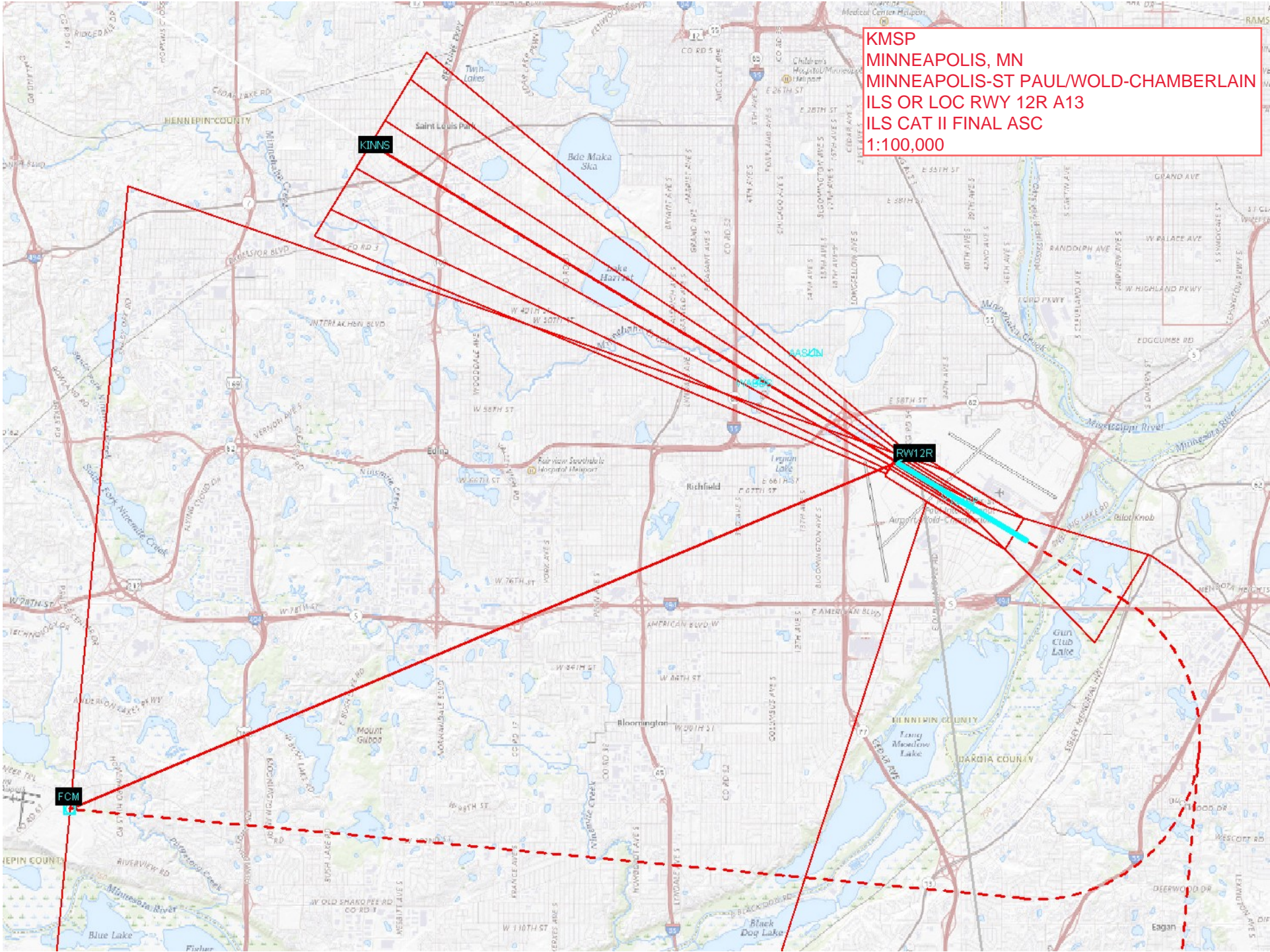
Circling CAT B  
TREE (1052)

KMSP  
MINNEAPOLIS, MN  
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN  
ILS OR LOC RWY 12R A13  
LOC FINAL & CIRCLING  
1:100,000

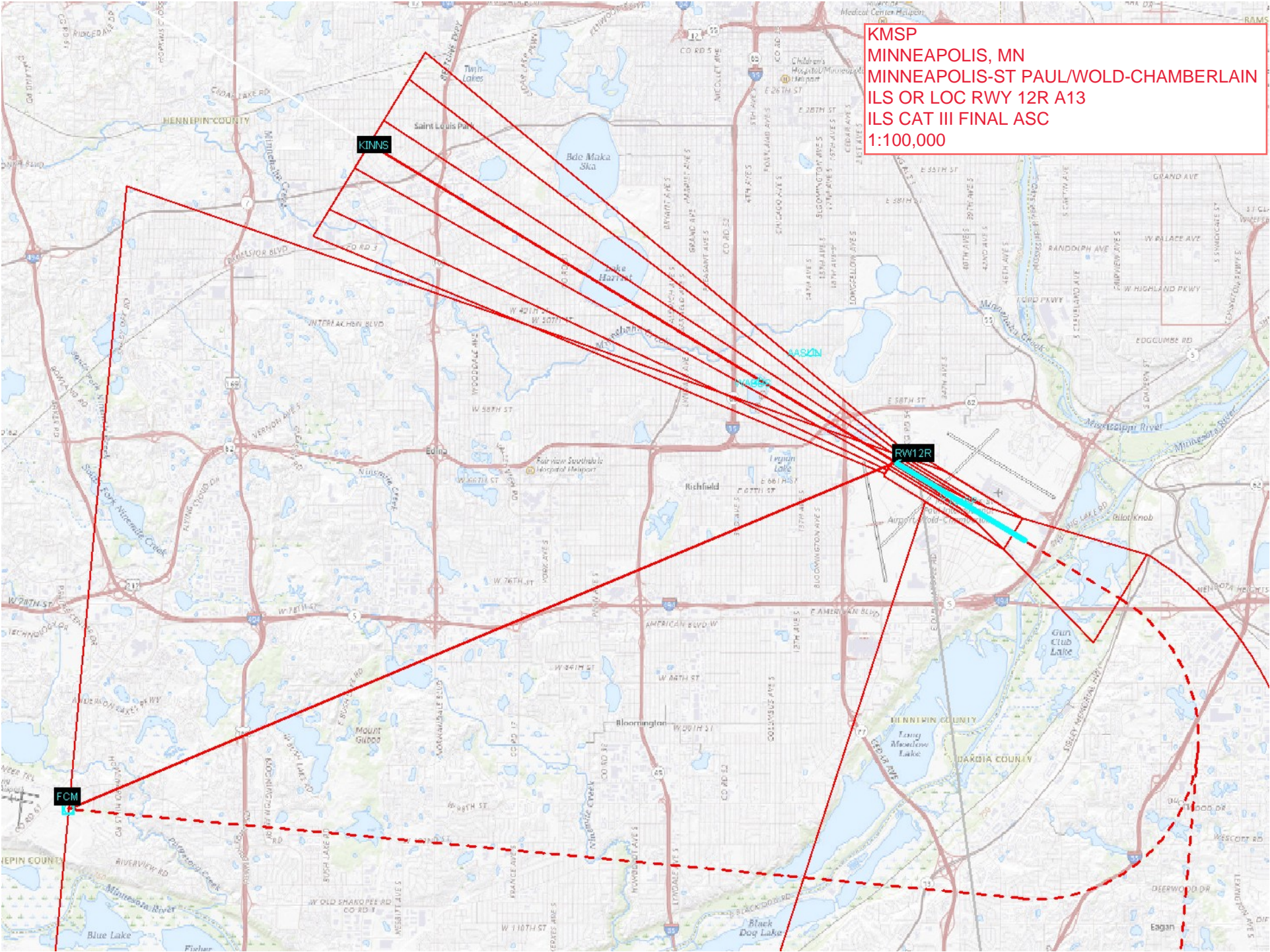
**KMSP**  
**MINNEAPOLIS, MN**  
**MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN**  
**ILS OR LOC RWY 12R A13**  
**ILS SA CAT I FINAL ASC**  
**1:100,000**

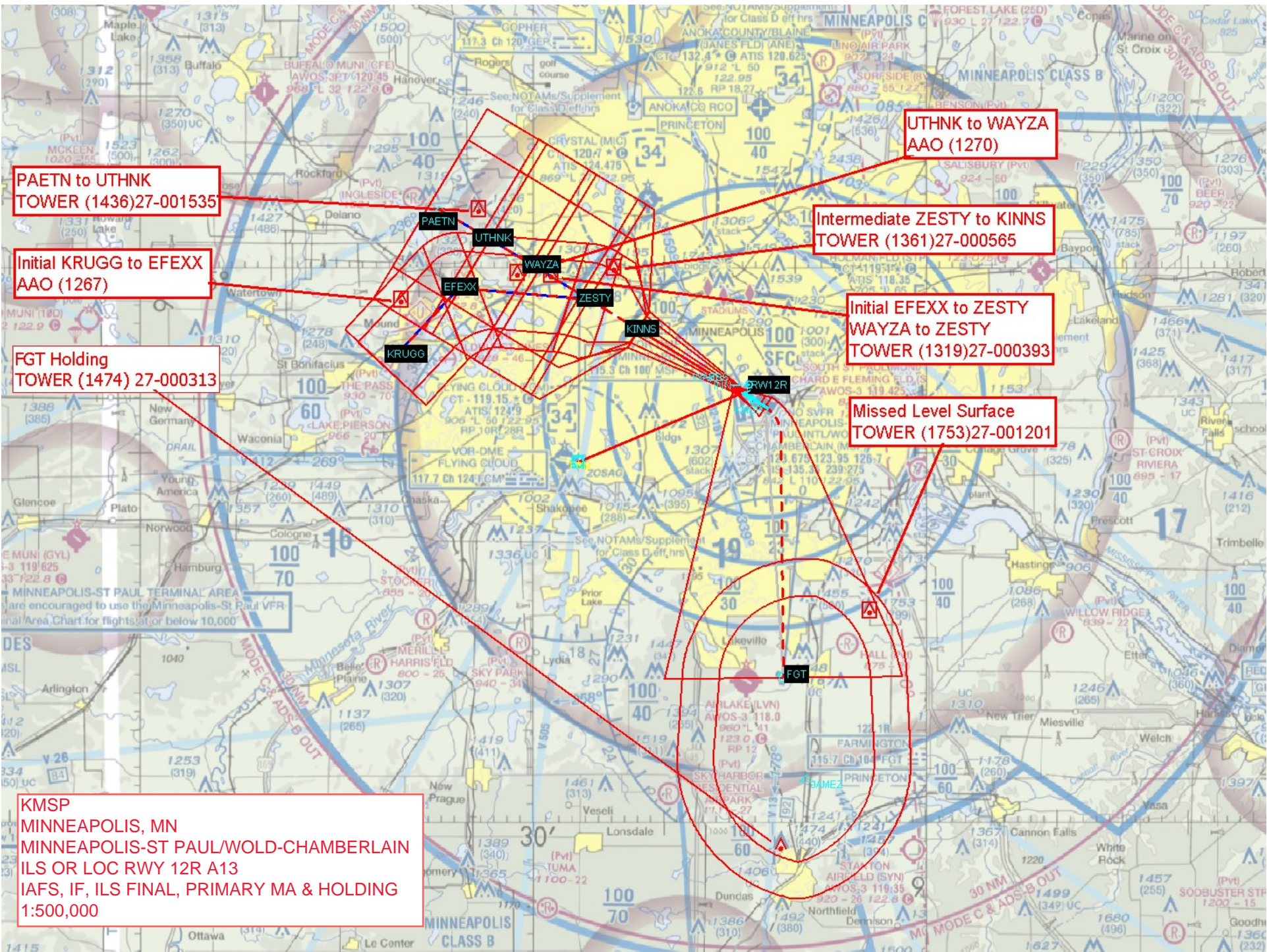


**KMSP  
MINNEAPOLIS, MN  
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN  
ILS OR LOC RWY 12R A13  
ILS CAT II FINAL ASC  
1:100,000**



**KMSP**  
**MINNEAPOLIS, MN**  
**MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN**  
**ILS OR LOC RWY 12R A13**  
**ILS CAT III FINAL ASC**  
**1:100,000**





PAETN to UTHNK  
TOWER (1436)27-001535

Initial KRUGG to EFEXX  
AAO (1267)

FGT Holding  
TOWER (1474) 27-000313

UTHNK to WAYZA  
AAO (1270)

Intermediate ZESTY to KINNS  
TOWER (1361)27-000565

Initial EFEXX to ZESTY  
WAYZA to ZESTY  
TOWER (1319)27-000393

Missed Level Surface  
TOWER (1753)27-001201

KMSF  
MINNEAPOLIS, MN  
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN  
ILS OR LOC RWY 12R A13  
IAFS, IF, ILS FINAL, PRIMARY MA & HOLDING  
1:500,000

