

**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 12L ILS RWY 12L (SA CAT I) ILS RWY 12L (CAT II) ILS RWY 12L (CAT III) | ORIGINAL/AMENDMENT 12 | CITY MINNEAPOLIS | STATE MN | | |
| AIRPORT ELEVATION 842 | TDZE 841 | SUPERSEDED ILS OR LOC RWY 12L ILS RWY 12L (SA CAT I) ILS RWY 12L (CAT II) ILS RWY 12L (CAT III) | ORIGINAL/AMENDMENT 11 | DATED 01/05/2017 | MAG VAR 0E | EPOCH YEAR 2015 |
| FACILITY I-PJL | 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 |
|-----------------------|----------|-----------------------|----------|----------|-------|------|----------------|----------|----------|
| KAYQU | IAF | SHUUT | | TF | FB | 1.00 | 180.97 | 6.56 | 5000 |
| SHUUT | | HAMML | | TF | FB | 1.00 | 151.35 | 6.38 | 4000 |
| CCJAY/20.33 DME/RADAR | IAF | UBTYA/17.19 DME/RADAR | | | | | 121.33 (I-PJL) | 3.14 | 6000 |
| UBTYA/17.19 DME/RADAR | | ALGIN/14.05 DME/RADAR | | | | | 121.33 (I-PJL) | 3.14 | 5000 |
| ALGIN/14.05 DME/RADAR | | HAMML/10.91 DME/RADAR | | | | | 121.33 (I-PJL) | 3.14 | 4000 |
| HAMML/10.91 DME/RADAR | IF | WASHY/7.77 DME/RADAR | | | | | 121.33 (I-PJL) | 3.14 | 3000 |

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.62 NM AFTER WASHY/7.77 DME/RADAR OR AT 1.15 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1300 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 073 AND ON GEP VORTAC R-125 TO KANAC INT/GEP 25.16 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

| | | | | | | | | | |
|--------------------------|--|-----------------|---------------------------|------------------|-------|-------------------|------|---------|------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) | | | | |
| 2. PROFILE STARTS AT | HAMML/10.91 DME/RADAR | | | | | | | | |
| 3. FAC: | 121.33 | FAF: | WASHY/7.77 DME/RADAR | DIST FAF TO MAP: | 6.62 | DIST FAF TO THLD: | 6.62 | | |
| 4. MIN ALT: | HAMML/10.91 DME/RADAR 4000, WASHY/7.77 DME/RADAR 3000, AASUN/2.85 DME/RADAR 1420 | | | | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 903.00 | 100 HAT: | 941 | 150 HAT: | 991 | GS ANT: | 1346 |
| 6. MIN GS INCPT: | 3000 | GS ALT AT PFAF: | WASHY/7.77 DME/RADAR 3000 | OM: | | MM: | | IM: | 903 |
| 7. GS ANGLE: | 3.00 | 34:1: | | 20:1: | | TCH: | 52.2 | | |
| 8. MSA FROM: | GEP VORTAC 3500 | | | | | | | | |



AIRPORT ID
MSP

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

ORIGINAL/AMENDMENT
12

CITY
MINNEAPOLIS

STATE
MN

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM KAYQU.

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 12L: CAT A, B, C, D, RA 147, RVR 1400, HAT 150, DA 991 MSL
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 12L: CAT A, B, C, D, RA 91, RVR 1200, HAT 100, DA 941 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 12L: CAT A, B, C, D, RVR 700
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 12R.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
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 NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 12L CATS C/D VISIBILITY TO RVR 5500.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 12L.
CHART SPEED ICON IN PLANVIEW AT KAYQU: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT CCJAY: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 305.47 INBOUND.
CHART FAS OBST: 952 TREE (27-055457) 445416N/0931534W.
CHART VDP AT 2.10 DME.
DISTANCE VDP TO THLD 0.95 NM.
CHART MANDATORY 7000 AT KAYQU.
CHART AT OR ABOVE 7000 AT CCJAY.

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 12L | 1041 | 1800 | 200 | 1041 | 1800 | 200 | 1041 | 1800 | 200 | 1041 | 1800 | 200 | | | | |
| S-LOC 12L | 1220 | 2400 | 379 | 1220 | 2400 | 379 | 1220 | 3500 | 379 | 1220 | 3500 | 379 | | | | |
| CIRCLING | 1360 | 1 | 518 | 1360 | 1 | 518 | 1460 | 1 3/4 | 618 | 1620 | 2 1/2 | 778 | | | | |



CHANGES - REASONS

1. REPLACED PRIMARY MISSED APPROACH INSTRUCTIONS WITH THE ALTERNATE AND CHANGED FROM "CLIMB TO 1300, THEN CLIMBING LEFT TURN TO 3000 ON HEADING 080 AND GEP VORTAC R-125 TO KANAC INT/GEP 25.16 DME AND HOLD" TO "CLIMB TO 1300 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 073 AND ON GEP VORTAC R-125 TO KANAC INT/GEP 25.16 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000" - MSP VOR MON PROGRAM.
2. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT HAMML" TO "PROFILE STARTS AT HAMML/10.91 DME/RADAR" - IF IS DEFINED AS DME AND RADAR.
3. PROFILE LINE 4: CHANGED FROM "HAMML 4000, WASHY 3000, AASUN/2.85 DME/RADAR 1420" TO "HAMML/10.91 DME/RADAR 4000, WASHY/7.77 DME/RADAR 3000, AASUN/2.85 DME/RADAR 1420" - IF AND FAF ARE DEFINED AS DME AND RADAR.
4. CHANGED PROFILE LINE 5: CHANGED IM FROM 902 TO 903,100 HAT FROM 958 TO 941, 150 HAT FROM 1912 TO 991 AND GS ANT FROM 1345 TO 1346 - PER AIRNAV DATA AND RELOCATING FAF BASED ON GPA/TCH.
5. PROFILE LINE 6: CHANGED GS ALT AT PFAF FROM "WASHY 3000" TO "WASHY/7.77 DME/RADAR 3000" - PER CURRENT CRITERIA DOCUMENTATION STANDARDS.
6. PROFILE LINE 8: CHANGED MSA FROM "MSP VOR/DME 090-270 2800, 270-090 3500" TO "GEP VORTAC 3500" - MSP VOR MON PROGRAM.
7. PBN REQUIREMENTS NOTE: ADDED "RNP APCH - GPS, FROM KAYQU" - PER 8260.19J, PARA 8-6-8D(1).
8. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME OR RADAR REQUIRED" AND REMOVED IT FROM NOTES - PER 8260.19J, PARA 8-6-9A(2)&(3).
9. CHANGED CHART NOTE FROM "FOR INOPERATIVE ALS, INCREASE S-ILS 12L CAT E VISIBILITY TO RVR 4000, S-LOC 12L CAT C/D/E VISIBILITY TO RVR 5500" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 12L CATS C/D VISIBILITY TO RVR 5500" - PER UPDATED 8260.3F VIS TABLES.
10. ADDED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 12L" - PER 8260.19J, PARA 8-6-12O(3)(A).
11. REMOVED "CHART PLANVIEW NOTE ADJACENT TO KAYQU: RNAV 1-GPS REQUIRED" AND "CHART PLANVIEW NOTE ADJACENT TO CCJAY: RADAR REQUIRED" - NOW COVERED BY PBN & EQUIPMENT REQUIREMENTS NOTES.
12. ADDITIONAL FLIGHT DATA: CHANGED FROM "HOLD E, RT, 275.59 INBOUND" TO "HOLD SE, RT, 305.47 INBOUND" - PER ATC REQUEST.
13. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE KANAC INT/GEP 25.16 DME, RT, 305.47 INBOUND" - ALTERNATE MA & HOLDING BECAME PRIMARY.
14. ADDITIONAL FLIGHT DATA: ADDED ID "(27-055457)" TO CHART FAS OBST - PER CURRENT CRITERIA DOCUMENTATION STANDARDS.
15. ADDITIONAL FLIGHT DATA: REMOVED "*" FROM "CHART VDP AT 2.10 DME" AND "*LOC ONLY" - NO LONGER REQUIRED.
16. 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.
17. REMOVED CAT E FOR ALL MINIMA PER ATC REQUEST.
18. 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.
19. 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 05/13/25.

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

COORDINATED WITH:

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

FLIGHT CHECKED BY

SHANW 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

05/13/2025

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 12L ILS RWY 12L (SA CAT I) ILS RWY 12L (CAT II) ILS RWY 12L (CAT III) | <u>AMDT NO.</u> 12 | <u>CITY</u> MINNEAPOLIS | <u>STATE</u> MN | <u>AIRPORT ELEVATION</u> 842 | <u>FACILITY</u> I-PJL |
|--------------------------|--|-----------------------|----------------------------|--------------------|---------------------------------|--------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

| | |
|----------------------|--------------------|
| <u>FROM</u> KAYQU | <u>TO</u> SHUUT |
|----------------------|--------------------|

| | | | | | |
|--------------------|-------------------------|------------|------------|------------|-------------|
| <u>RNP</u> 1.00 | <u>DISTANCE</u> 6.56 | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|--------------------|-------------------------|------------|------------|------------|-------------|

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|-------------|------------------------|-------------|------|------|----|------|-----|----|------|-------------|---------|
| AAO | 450315.00N/0932918.00W | 1231 | 250 | 10 | 4B | 1000 | | | | AT2769 | 5000 |
| TERRAIN | 450348.00N/0933151.00W | 1026 (1000) | | | | | | | | AS1500 | 2500 |

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> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:

INITIAL: STEPDOWN

| | |
|----------------------|--------------------|
| <u>FROM</u> SHUUT | <u>TO</u> HAMML |
|----------------------|--------------------|

| | | | | | |
|--------------------|-------------------------|------------|------------|------------|-------------|
| <u>RNP</u> 1.00 | <u>DISTANCE</u> 6.38 | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | <u>HMAS</u> |
|--------------------|-------------------------|------------|------------|------------|-------------|

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|-------------------|------------------------|-------------|------|------|----|------|-----|----|------|-------------|---------|
| TOWER (27-000565) | 445955.84N/0932353.62W | 1361 | 250 | 50 | 4D | 1000 | | | | AT1639 | 4000 |
| TERRAIN | 450315.00N/0932739.00W | 1046 (1000) | | | | | | | | AS1500 | 2500 |

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> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:



AIRPORT ID
MSP

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

AMDT NO.
12

CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-PJL

INITIAL: STEPDOWN

FROM
ALGIN/14.05 DME/RADAR

TO
HAMML/10.91 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 (27-000393) | 445934.00N/0932841.00W | 1319 | 500 | 50 | 5D | 1000 | | | | AT1681 | 4000 |
| TERRAIN | 445515.00N/0932754.00W | 1112 (1100) | | | | | | | | AS1500 | 2600 |

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
HAMML/10.91 DME/RADAR

TO
WASHY/7.77 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 (27-000565) | 445955.84N/0932353.62W | 1361 | 250 | 50 | 4D | 500 | | | | AT1139 | 3000 |
| TERRAIN | 445727.00N/0932557.00W | 1043 (1000) | | | | | | | | AS1500 | 2500 |

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 12L
ILS RWY 12L (SA CAT I)
ILS RWY 12L (CAT II)
ILS RWY 12L (CAT III)

AMDT NO.
12

CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-PJL

FINAL: LOC STEPDOWN

FROM
AASUN/2.85 DME/RADAR

TO
6.62 NM AFTER WASHY/7.77 DME/RADAR OR AT 1.15 DME

| | | | | | |
|------------|-----------------|------------|---|------------|-------------|
| RNP | DISTANCE | PAT | MAP | HAT | HMAS |
| | 1.70 | | 6.62 NM AFTER WASHY/7.77 DME/RADAR OR AT 1.15 DME | 379 | |

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|------------------|------------------------|----------|------|------|----|-----|-----|----|------|-------------|---------|
| TREE (27-055457) | 445415.71N/0931533.54W | 952 | 20 | 3 | 1A | 250 | | | | | 1220 |

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS SA CAT I

FROM
WASHY/7.77 DME/RADAR

TO
RW12L

| | | | | | |
|------------|-----------------|------------|------------|------------|-------------|
| 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 | | | | 991 |

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 12L
ILS RWY 12L (SA CAT I)
ILS RWY 12L (CAT II)
ILS RWY 12L (CAT III)

AMDT NO.
12

CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-PJL

MISSED APPROACH: ILS CAT II

FROM
DA

TO
KANAC INT/GEP 25.16 DME

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

| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| | | | | | | | ASC | | | | 3000 |
| AAO | 445739.00N/0925757.00W | 1300 | 215 | 8 | 4B | 1000 | | | | | 2300 |
| TERRAIN | 445342.00N/0930521.00W | 1112 (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
MSP

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

AMDT NO.
12

CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-PJL

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MSP APP CON, MSP TOWER, ZMP ARTCC

| | | | | | | |
|---------------------------|------------------------|----------------------------|--------------------------------|-----------------|-------------------|-------------------------|
| WX SERVICE ASOS | LOCATION MSP | HRS OPERATION 24 | ALTIMETER SOURCE MSP | DISTANCE | WMSCR Y | ADJUSTMENTS 0 |
|---------------------------|------------------------|----------------------------|--------------------------------|-----------------|-------------------|-------------------------|

| | | | | | | |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|--------------|--------------------|
| BACK-UP WX SERVICE | LOCATION | HRS OPERATION | ALTIMETER SOURCE | DISTANCE | WMSCR | ADJUSTMENTS |
|---------------------------|-----------------|----------------------|-------------------------|-----------------|--------------|--------------------|

WX REMARKS:

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

| | | | |
|--------------------------------|----------------------------------|----------------------------|-----------------|
| PRIMARY NAVAID I-PJL | MONITOR POINT MSP ATCT | HRS OPERATION 24 | CAT 1 |
|--------------------------------|----------------------------------|----------------------------|-----------------|

| APPROACH AND RUNWAY LIGHTING SYSTEM | RUNWAY MARKINGS | RUNWAY VISUAL RANGE |
|--|------------------------|------------------------------|
| RW17 - HIRL, C/LINE, REIL, PAPI-4R | NPI-G | APPROACH, MIDPOINT, ROLL OUT |
| RW04 - MALSR, HIRL, PAPI-4L | PIR-G | APPROACH, ROLL OUT |
| RW12L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW12R - ALSF-2, TDZ, C/LINE, 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, HIRL, C/LINE, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |
| RW35 - ALSF-2, TDZ, C/LINE, HIRL, PAPI-4L | PIR-G | APPROACH, MIDPOINT, ROLL OUT |

| | | | | | | |
|---------------------------------|------------------------------------|--------------------|---------------------------------|----------------------------------|---------------------------|--------------------|
| GLIDESLOPE ANGLE 3.00 | ELEV RWY THRESHOLD 838.6 | TCH 52.2 | ELEV GS ANTENNA 831.0 | DISTANCE FROM RWY 1346 | VGSI ANGLE 3.00 | TCH 78.9 |
|---------------------------------|------------------------------------|--------------------|---------------------------------|----------------------------------|---------------------------|--------------------|

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 |
|---------------------|----------------------|------------|----------------|

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



AIRPORT ID
MSP

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

AMDT NO.
12

CITY
MINNEAPOLIS

STATE
MN

AIRPORT ELEVATION
842

FACILITY
I-PJL

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 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 | 3.17 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 0.90 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 121.33 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 900 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 5.42 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 1.39 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 121.33 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 900 |

THRESHOLD COORDINATES (IF STR-IN)

445334.63N/0931315.57W

ARP COORDINATES

445255.10N/0931318.40W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 30R DISTANCE 1.19 NM

FAF COORDINATES

445700.97N/0932113.51W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME
CASIMIR L. TABAKA (SILVIA YOUNG)

OFFICE
AJV-A432

DATE
05/13/2025

TITLE
AERONAUTICAL INFORMATION SPECIALIST

