

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 03/19/2026	APWS Task ID: F6CE8224C01D49D9A3E0F5C05532540C	APWS Project ID: 833FB4FB13A04A56AD12D8F3984D4121
Procedure: ILS OR LOC RWY 12L AMDT 12		Enroute: NO	Specialist: Young, Silvia		Agreement Number:
Airport ID: KMSP			Airport City: MINNEAPOLIS		State: MN
Facility ID: PJL	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 6.7 NM

ACTIVE DATA USED FOR KMSP AIRPORT AND RWYS.

ACTIVE DATA USED FOR I-PJL.

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

08/14/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/13/25.

F FILE:

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.

QUALITY
10
CHECKED

QUALITY
38
CHECKED

1. FLIGHT PROCEDURE IDENTIFICATION:

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

SIGNATURE

Digitally signed by
CASIMIR L TABAKA
Aug 19, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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OLD

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

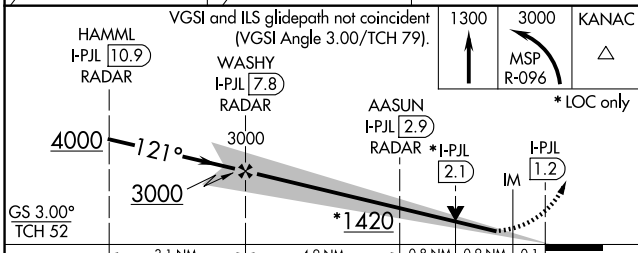
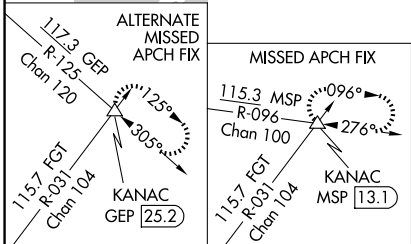
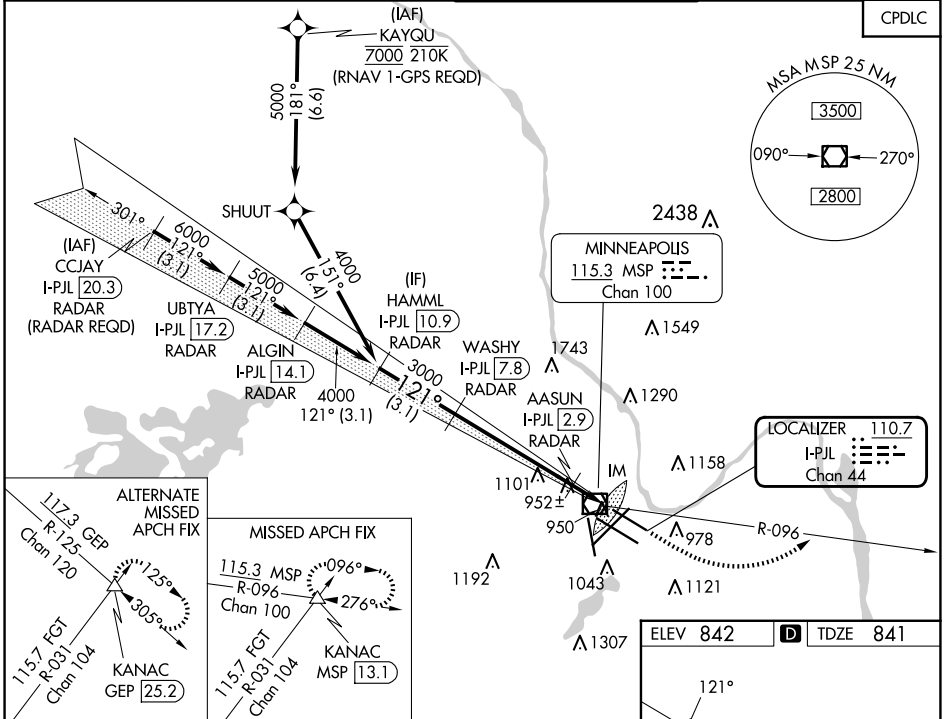
24305

LOC/DME I-PJL 110.7 Chan 44	APP CRS 121°	Rwy Idg TDZE Apt Elev	7620 841 842
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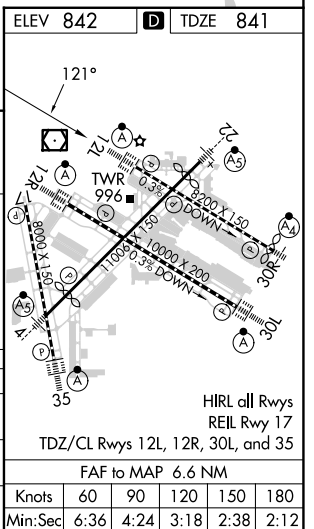
ILS or LOC RWY 12L

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

⚠ Simultaneous approach authorized with Rwy 12R. For inop ALS, increase S-ILS 12L Cat E visibility to RVR 4000, S-LOC 12L Cat C/D/E visibility to RVR 5500. DME or RADAR required.	ALS F-2	MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.		
	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



CATEGORY	A	B	C	D	E
S-ILS 12L	1041/18 200 (200-½)				
S-LOC 12L	1220/24	379 (400-½)	1220/35 379 (400-¾)		
CIRCLING	1360-1 518 (600-1)	1460-1¾ 618 (700-1¾)	1660-2¾ 818 (900-2¾)	1800-3 958 (1000-3)	



NC-1, 20 FEB 2025 to 20 MAR 2025

NC-1, 20 FEB 2025 to 20 MAR 2025

MINNEAPOLIS, MINNESOTA
Amdt 11 05JAN17

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

ILS or LOC RWY 12L

OLD

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

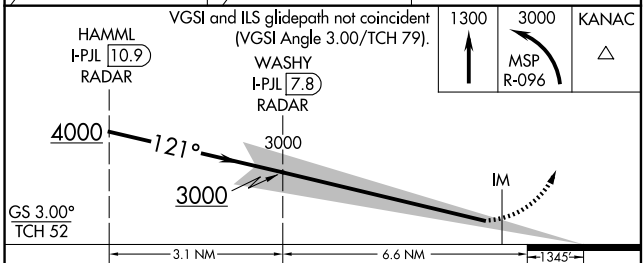
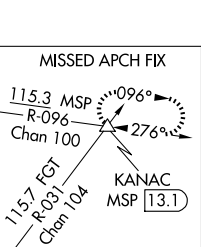
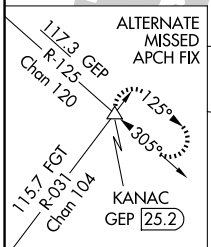
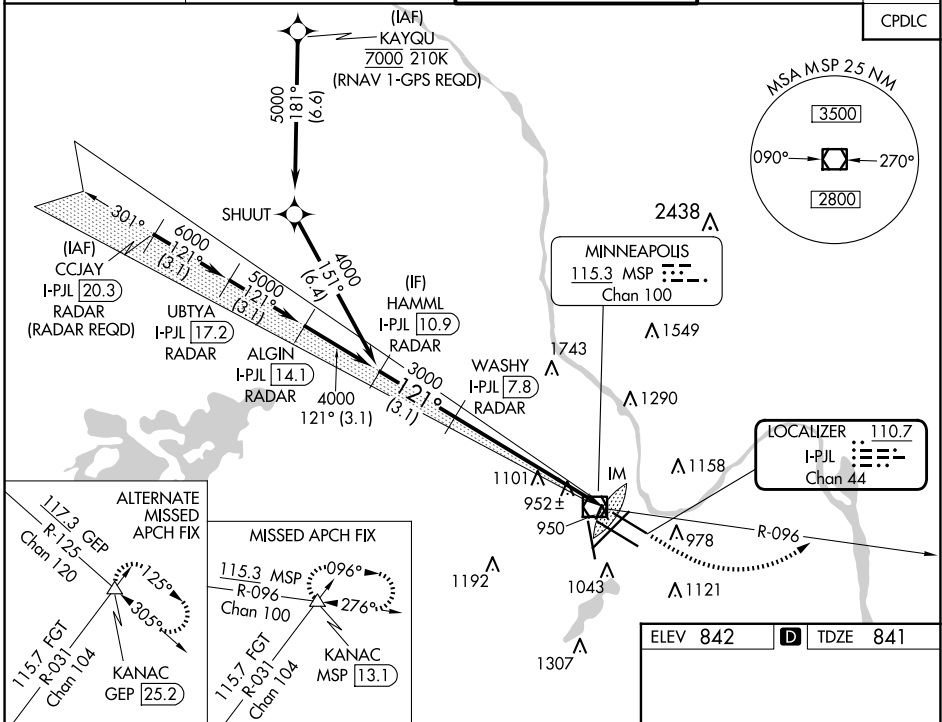
24305

LOC/DME I-PJL 110.7 Chan 44	APP CRS 121°	Rwy Idg TDZE Apt Elev	7620 841 842
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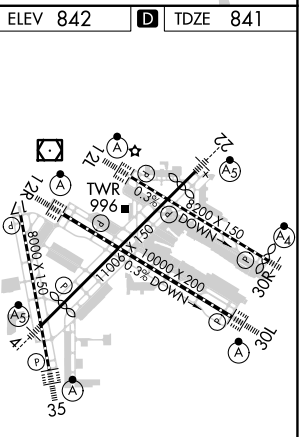
ILS RWY 12L (SA CAT I)

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

⚠ Simultaneous approach authorized with Rwy 12R. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME or RADAR required.	⚠ MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.	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
		D-ATIS ARR 135.35 239.275 DEP 120.8						



CATEGORY	A	B	C	D
S-ILS 12L	RA 147/14 150 DA 991			



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

NC-1, 20 FEB 2025 to 20 MAR 2025

NC-1, 20 FEB 2025 to 20 MAR 2025

MINNEAPOLIS, MINNESOTA
Amdt 11 05JAN17

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

ILS RWY 12L (SA CAT I)

OLD

MINNEAPOLIS, MINNESOTA

AL-264 (FAA)

24305

LOC/DME I-PJL 110.7 Chan 44	APP CRS 121°	Rwy Idg TDZE Apt Elev	7620 841 842
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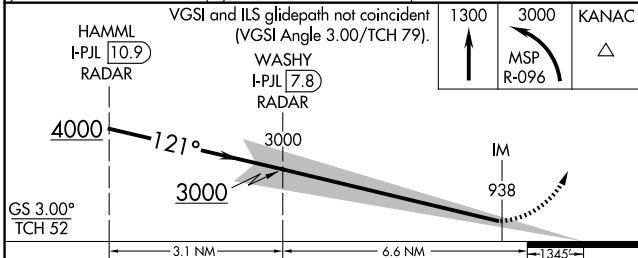
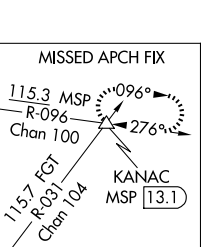
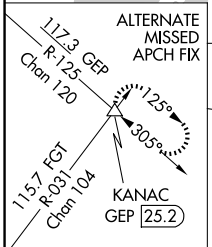
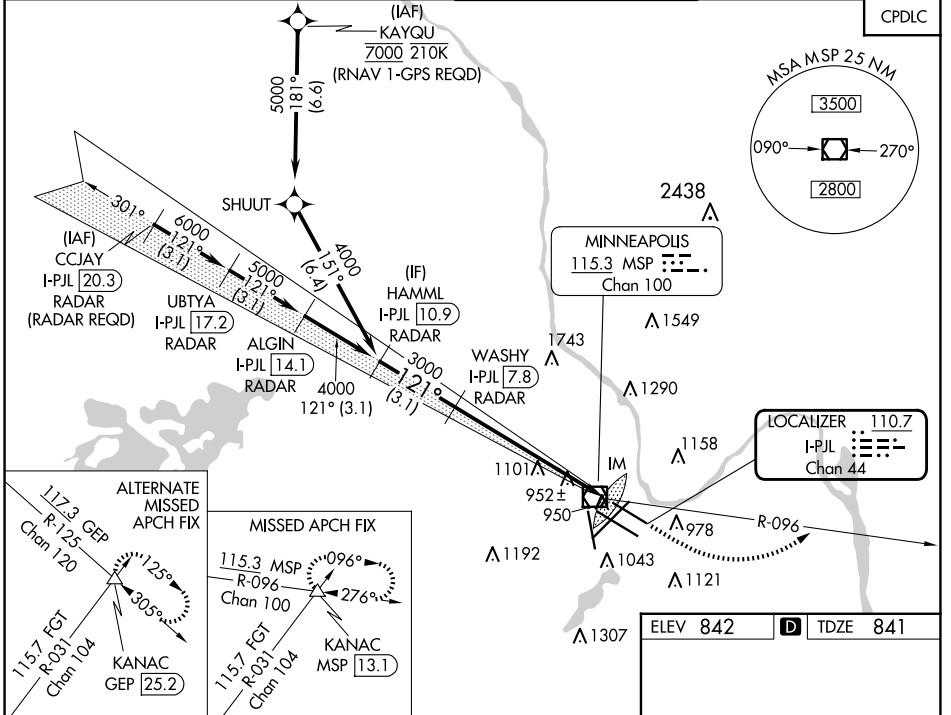
ILS RWY 12L (CAT II & III)

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

Simultaneous approach authorized with Rwy 12R.
 CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
 DME or RADAR required.

ALSIF-2
 MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 on MSP VOR/DME R-096 to KANAC INT/MSP 13.1 DME and hold.

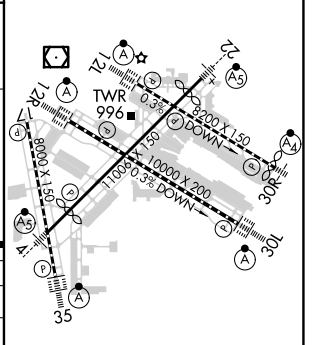
D-ATIS ARR 135.35 239.275 DEP 120.8	MINNEAPOLIS APP CON 118.725 335.65 (Rwy 35) 119.3 335.65 (12L-30R, 4-22, 17) 126.95 335.65 (12R-30L)	MINNEAPOLIS TOWER 123.675 273.55 (17-35) 123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22)	GND CON N 121.8 348.6 S 121.9 348.6 W 127.925 348.6	CLNC DEL 133.2
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CATEGORY	A	B	C	D
S-ILS 12L	CAT II RA 91/12 100 DA 941			
S-ILS 12L	CAT III RVR 07			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 842	D	TDZE 841
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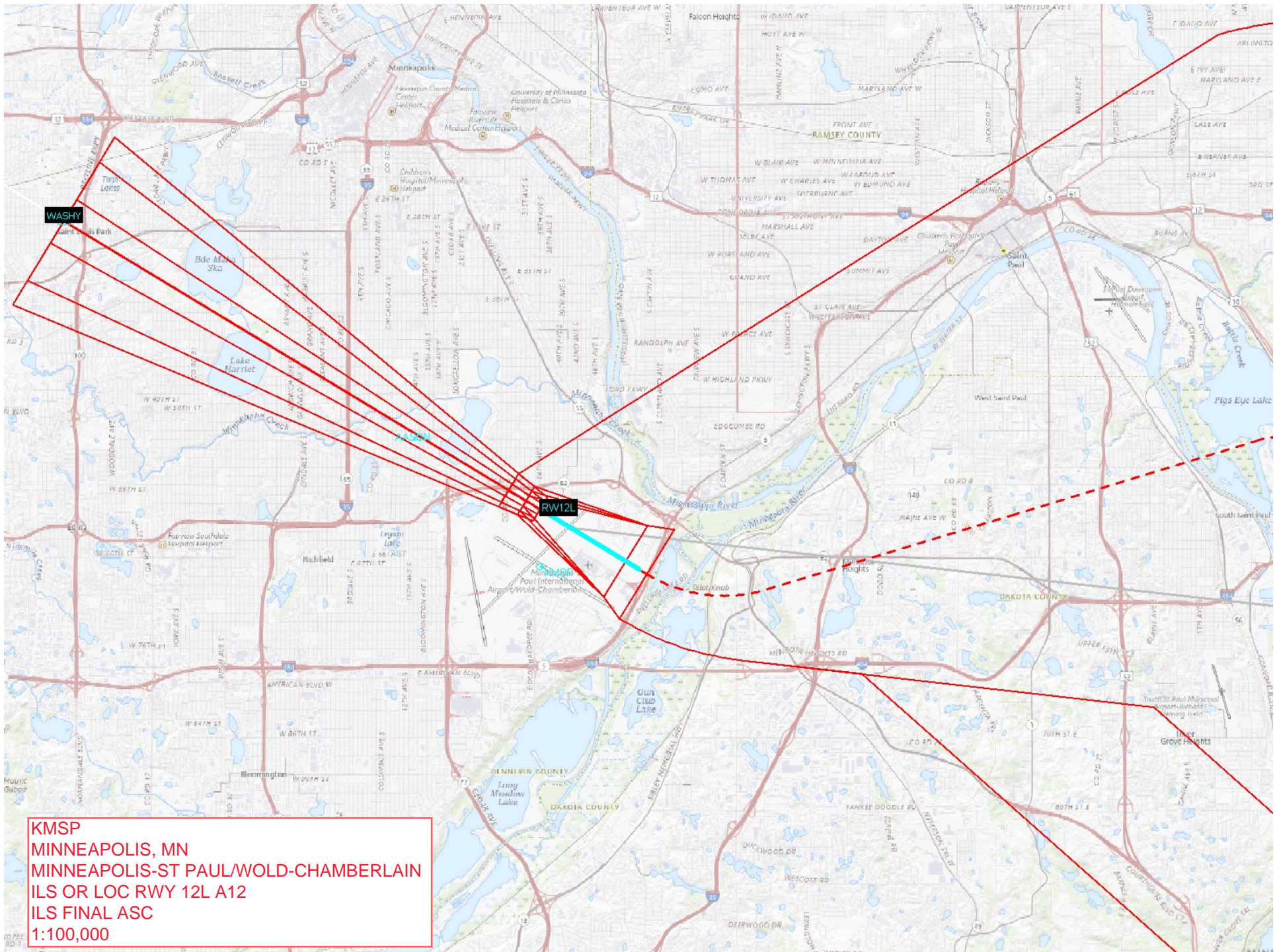
HIRL all Rwys
 REIL Rwy 17
 TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 20 FEB 2025 to 20 MAR 2025

NC-1, 20 FEB 2025 to 20 MAR 2025

MINNEAPOLIS, MINNESOTA
 Amdt 11 05JAN17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
 44°53'N-93°13'W
ILS RWY 12L (CAT II & III)



KMSP
MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN
ILS OR LOC RWY 12L A12
ILS FINAL ASC
1:100,000

**KMSP
MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN
ILS OR LOC RWY 12L A12
LOC FINAL & CIRCLING
1:100,000**

**LOC WASHY to AASUN
AAO (1139)**

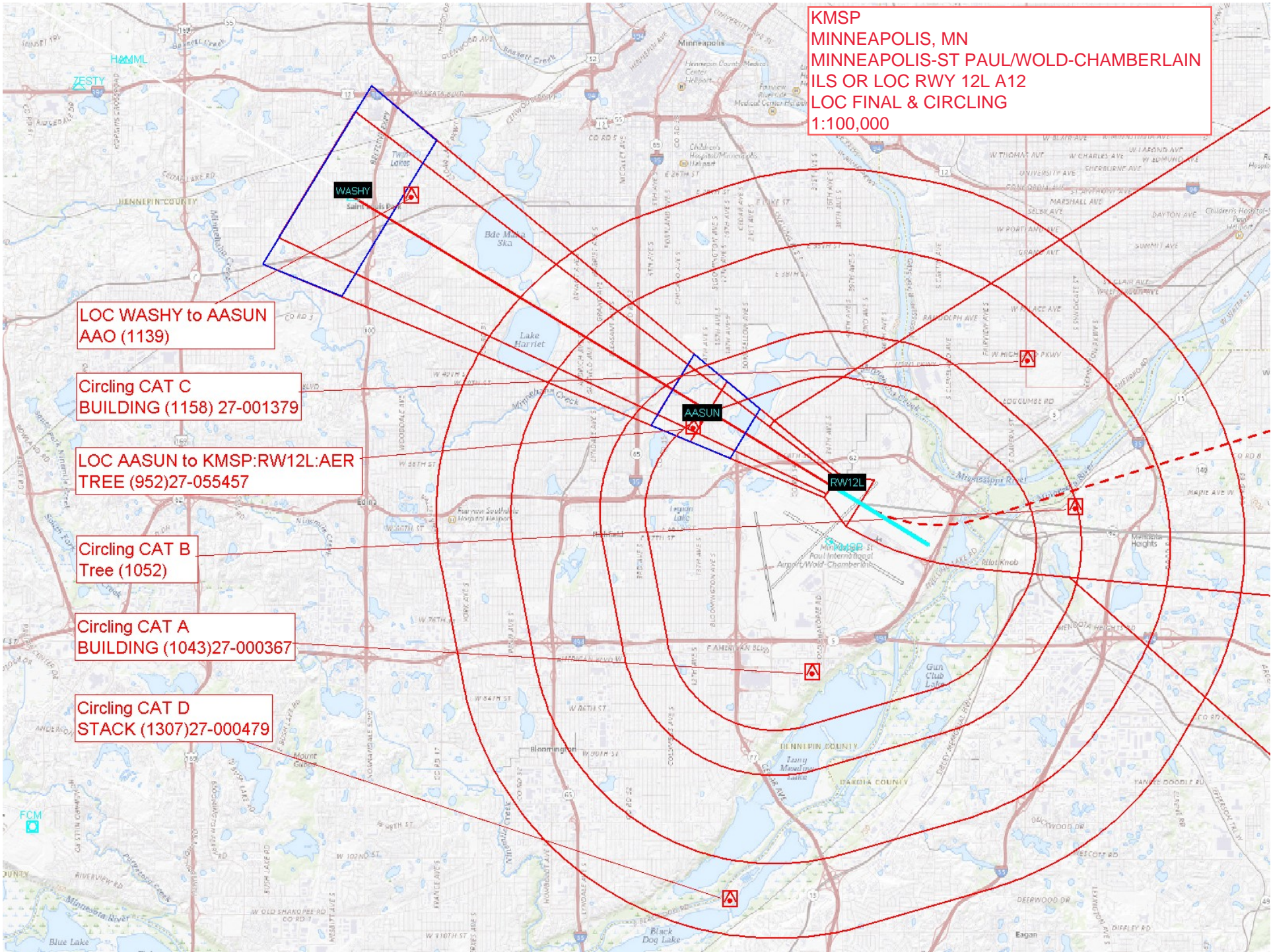
**Circling CAT C
BUILDING (1158) 27-001379**

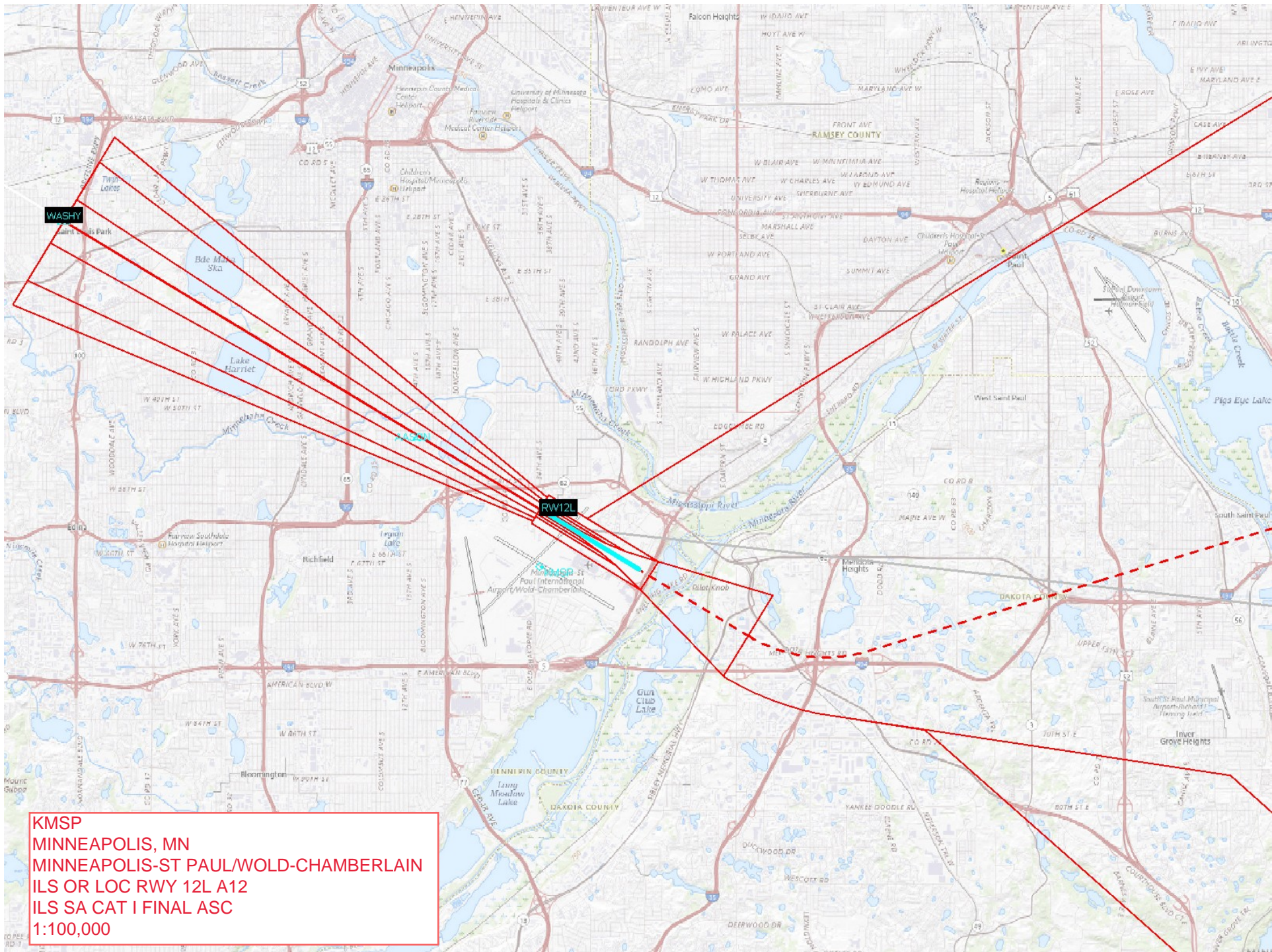
**LOC AASUN to KMSP:RW12L:AER
TREE (952)27-055457**

**Circling CAT B
Tree (1052)**

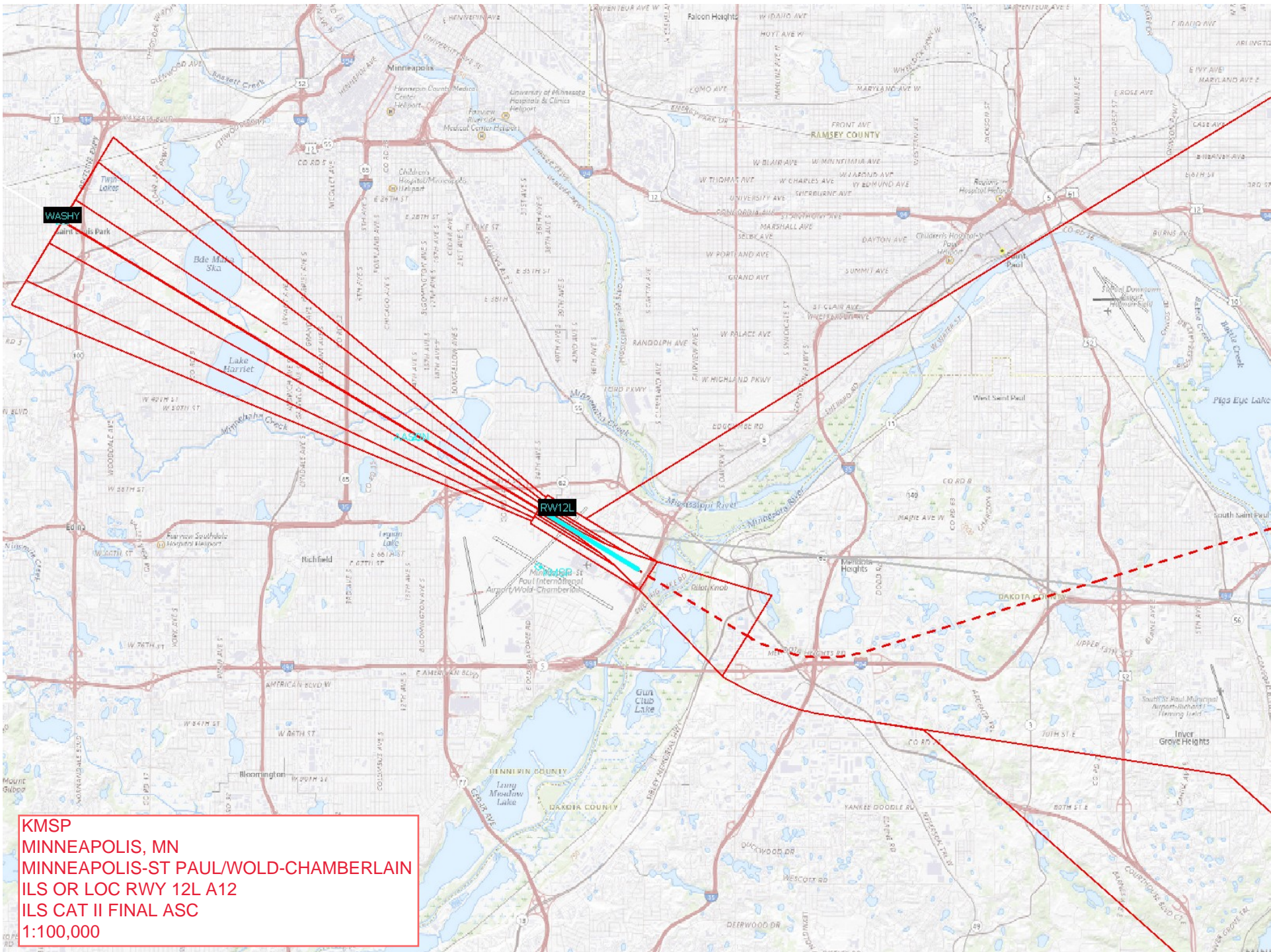
**Circling CAT A
BUILDING (1043)27-000367**

**Circling CAT D
STACK (1307)27-000479**

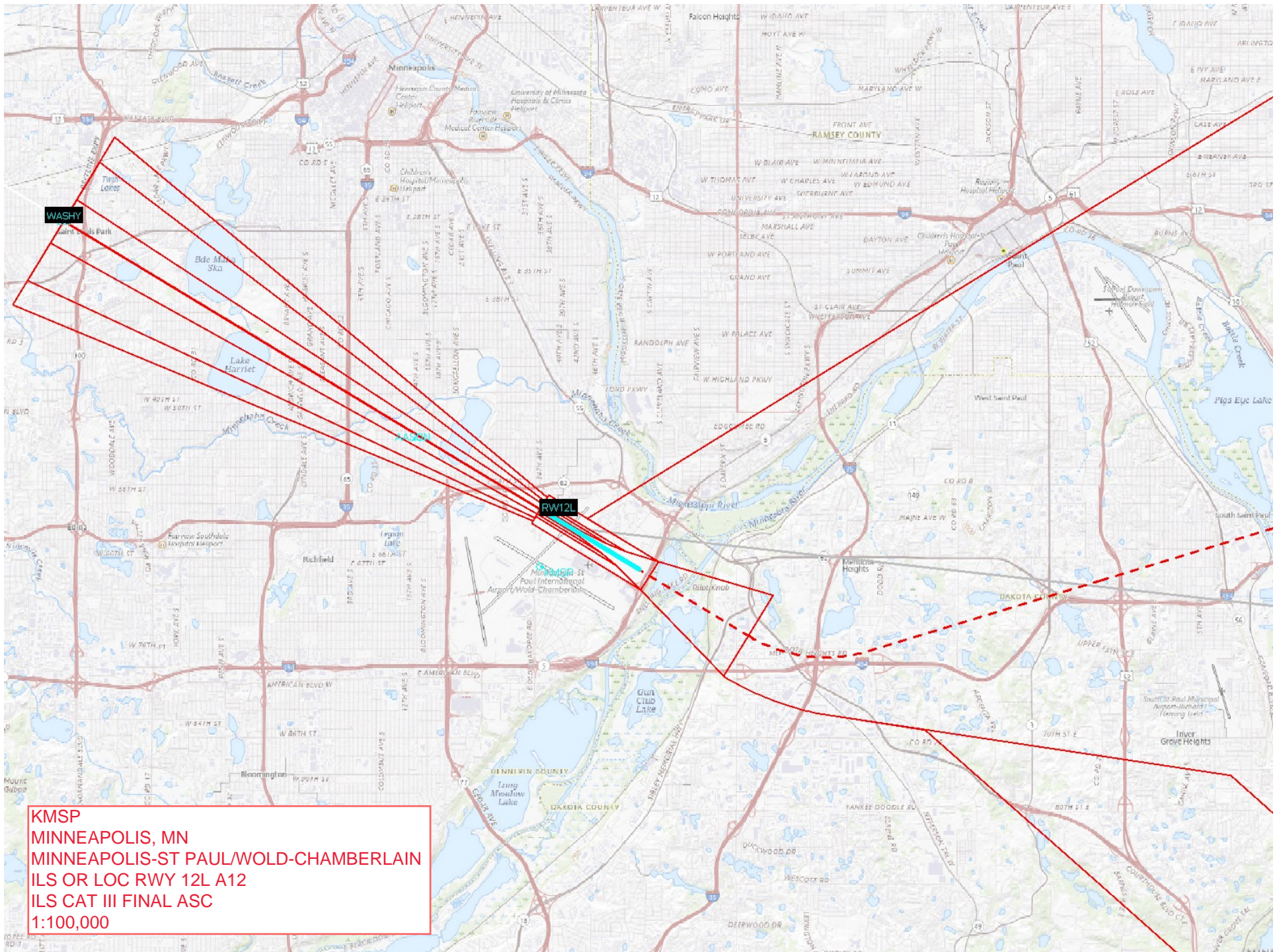




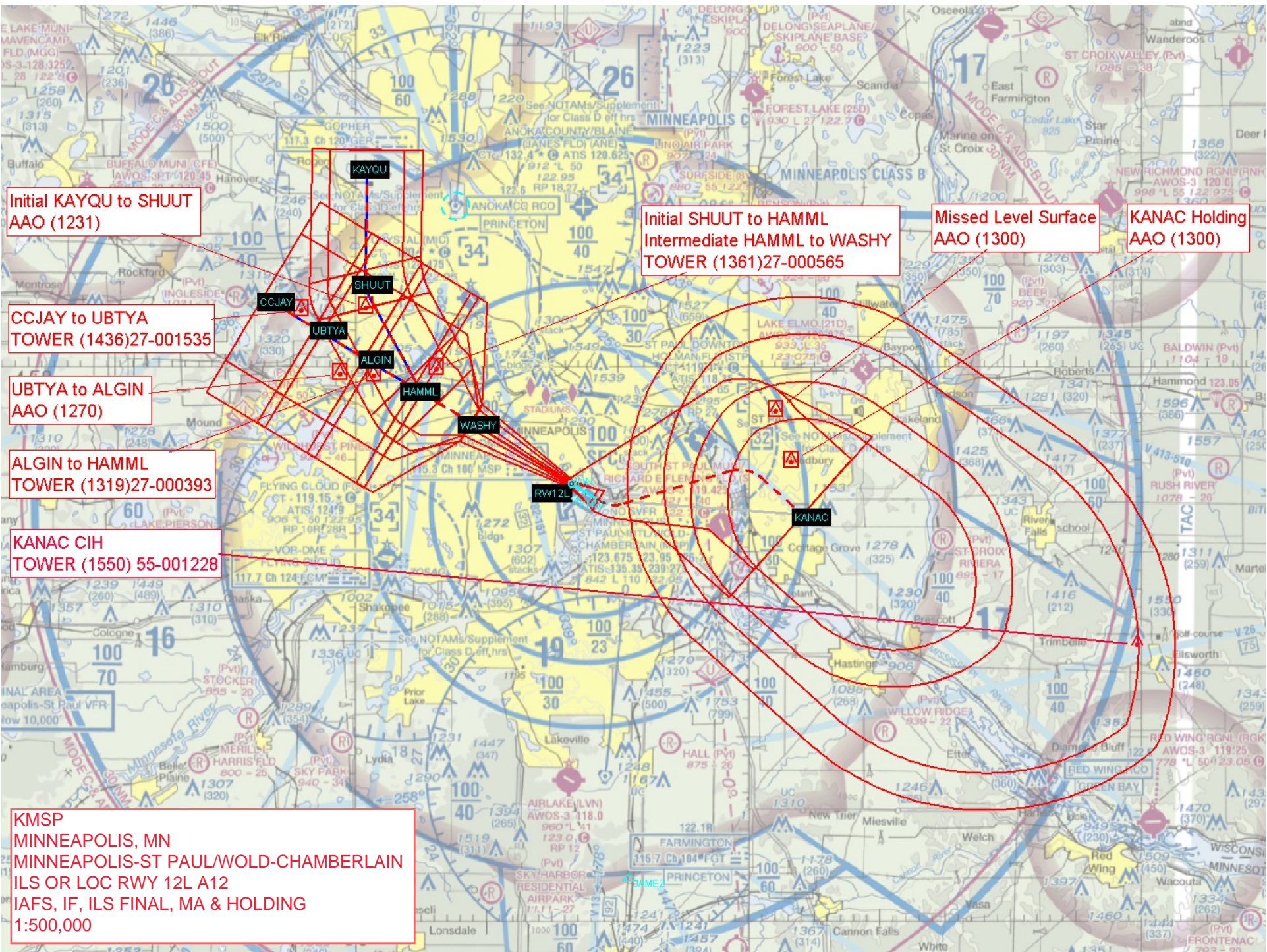
**KMSP
MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN
ILS OR LOC RWY 12L A12
ILS SA CAT I FINAL ASC
1:100,000**



KMSP
MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN
ILS OR LOC Rwy 12L A12
ILS CAT II FINAL ASC
1:100,000



KMSP
MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN
ILS OR LOC RWY 12L A12
ILS CAT III FINAL ASC
1:100,000



Initial KAYQU to SHUUT
AAO (1231)

Initial SHUUT to HAMML
Intermediate HAMML to WASHY
TOWER (1361)27-000565

Missed Level Surface
AAO (1300)

KANAC Holding
AAO (1300)

CCJAY to UBTYA
TOWER (1436)27-001535

UBTYA to ALGIN
AAO (1270)

ALGIN to HAMML
TOWER (1319)27-000393

KANAC CIH
TOWER (1550) 55-001228

KMSP
MINNEAPOLIS, MN
MINNEAPOLIS-ST PAUL/WOLD-CHAMBERLAIN
ILS OR LOC RWY 12L A12
IAFS, IF, ILS FINAL, MA & HOLDING
1:500,000