

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29		Bearings, headings, courses, 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 in feet RVR.												
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE		ALTITUDE		ILS: DA LOC: 6.67 NM AFTER JACKO/I-INN 6.84 DME/RADAR OR AT 0.19 DME								
GROVZ/19.40 DME/RADAR (IAF)		WULAM/16.26 DME/RADAR		301.35 / 3.14 (I-INN)		6000		CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 3000 DIRECT GEP VORTAC AND HOLD.  ALTERNATE MA (DO NOT CHART): CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 130 AND MSP VOR/DME R-096 TO KANAC INT/MSP 13.13 DME AND HOLD.  ADDITIONAL FLIGHT DATA: HOLD NW, LT, 117.00 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E KANAC INT/MSP 13.13 DME, RT, 275.59 INBOUND. CHART FAS OBST: 1110 WATER TWR 445208N/0930853W CHART VDP AT 1.52 DME* DISTANCE VDP TO THLD 1.34 NM. *LOC ONLY. CHART IN PLANVIEW: KANAC INT/MSP 13.13 DME. CHART CIRCLING ICON. CHART MANDATORY 7000 AT TRTEL CHART MANDATORY 7000 AT GEEQU								
WULAM/16.26 DME/RADAR		BONNA/13.12 DME/RADAR		301.35 / 3.14 (I-INN)		5000										
BONNA/13.12 DME/RADAR		SAMMZ/9.98 DME/RADAR		301.35 / 3.14 (I-INN)		4000										
TRTEL (IAF)		SOGGY (FB)		224.12 / 5.97		5000										
SOGGY		SAMMZ (FB)		271.06 / 5.95		4000										
GEEQU (IAF)		SAMMZ (FB)		278.46 / 10.50		4000										
SAMMZ/9.98 DME/RADAR (IF)		JACKO/6.84 DME/RADAR		301.35 / 3.14 (I-INN)		3000										
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)										MAG VAR: 0E EPOCH YEAR: 2015						
2. PROFILE STARTS AT SAMMZ																
3. FAC: 301.35 FAF: JACKO/6.84 DME/RADAR DIST FAF TO MAP: 6.67 THLD: 6.67																
4. MIN. ALT: SAMMZ 4000, JACKO 3000, CIJOT/2.27 DME/RADAR 1520*																
5. DIST TO THLD FROM OM: - MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 1024																
6. MIN GS INCPT: 3000 GS ALT AT: JACKO 3000 OM: - MM: - IM: -																
7. GS ANGLE: 3.00 TCH: 54.8																
8. MSA FROM: MSP VOR/DME 090-270 2800, 270-090 3500																
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @						
CATEGORY =====>		A		B		C		D		E						
		DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 30R		1072	4000	250	1072	4000	250	1072	4000	250	1072	4000	250	1072	4000	250
S-LOC 30R		1320	4000	498	1320	4000	498	1320	6000	498	1320	6000	498	1320	6000	498
CIRCLING		1360	1	518	1360	1	518	1460	1 3/4	618	1660	2 3/4	818	1800	3	958
NOTES: CHART NOTE: SIMULTANEOUS APPROACHES AUTHORIZED WITH RWY 30L AND ILS V RWY 35 (CONVERGING). CHART SPEED ICON IN PLANVIEW AT TRTEL : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT GEEQU : MAX 210 KIAS. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																
CITY AND STATE MINNEAPOLIS, MN		ELEVATION: 842 TDZE: 822 AIRPORT NAME: MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN		FACILITY IDENTIFIER: I-INN		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 30R, AMDT 16				SUP: ILS Z OR LOC RWY 30R AMDT: 15A DATED 04/28/2016						



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/> ZMP, MSP APP CON, MSP ATCT, AMGR</div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div>JAMES ROGERS</div> <div><small>Digitally signed by JAMES ROGERS Oct 24, 2016</small></div>				FIFO AJV-5421	DATE: 08/15/2016
APPROVED BY					
NAME: <div>TONY R LAWSON</div> <div>MANAGER</div>				FIFO AJV-5420	DATE:
CHANGES:					
<div>1. TCH CHANGED FROM 54.9 TO 54.8.</div> <div>2. CHANGED IF FROM BONNA TO SAMMZ.</div> <div>3. CHANGED VGSI AND ILS GLIDEPATH NOT COINCIDENT TO VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).</div> <div>4. CHANGED PROCEDURE NAME FROM ILS Z OR LOC RWY 30R TO ILS OR LOC RWY 30R.</div> <div>5. CHANGED PLANVIEW NOTE FROM RADAR REQUIRED TO CHART PLANVIEW NOTE ADJACENT TO GEEQU AND TRTEL: RNAV 1-GPS REQUIRED.</div> <div>6. UPDATED VDP DATA: CHANGED CHART VDP AT 1.58 DME* TO 1.52 DME*; DISTANCE VDP TO THLD FROM 1.40 MILES TO 1.34 MILES.</div> <div>7. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM 1111 TANK 445208N/0930852W TO 1110 WATER TWR 445208N/0930853W.</div> <div>8. CHANGED INOP NOTE FROM FOR INOPERATIVE MALSF, INCREASE S-LOC 30R CAT D AND E VISIBILITY TO 2 MILES. CIJOT FIX MINIMUMS: INCREASE S-LOC 30R CAT C/D/E VISIBILITY TO 1 3/8 MILE TO FOR INOPERATIVE ALS, INCREASE S-LOC 30R CAT D/E VISIBILITY TO 1 3/8 SM.</div> <div>9. S-LOC 30R (CIJOT FIX MINIMUMS) MDA/HAT ALL CATS CHANGED FROM 1340/518 TO 1320/498; VISIBILITY CAT C/D/E CHANGED FROM 1 3/4 TO RVR 6000.</div> <div>10. ADDED TERMINAL ROUTE FROM TRTEL TO SOGGY, 224.12/5.97, 5000.</div> <div>11. ADDED TERMINAL ROUTE FROM SOGGY TO SAMMZ, 271.06/5.95, 4000.</div> <div>12. ADDED TERMINAL ROUTE FROM GEEQU TO SAMMZ, 278.46/10.50, 4000.</div> <div>13. TERMINAL ROUTES: CHANGED INT FROM INT TO DME/RADAR FIXES.</div> <div>(SEE FORM 8260-10)</div>					
REASONS:					
<div>1. NEW ILS DATA.</div> <div>2, 10-13, 15-16, 17. ATC REQUEST.</div> <div>3. CRITERIA: 8260.19G, PARA 8-6-6 (N).</div> <div>4. CANCELLED ILS V 30R.</div> <div>5, 19. CRITERIA: 8260.19G PARA 8-6-6 H (5).</div> <div>6, 18. NEW PROCEDURE EVALUATION.</div> <div>7, 9. NEW STEPDOWN OBSTACLE EVALUATION.</div> <div>8. UPDATED VISCHECK.</div> <div>14. CRITERIA: 8260.19G PARA 8-6-6 H (2).</div>					
PDF EDITED:					
<div>1. EDITED MISSED APPROACH INSTRUCTIONS TO CURRENT CRITERIA.</div> <div>2. TERMINAL ROUTES: DELETED /9.98 DME/RADAR FROM SAMMZ.</div>					



ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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NOTES, (CONT.):  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 30R CAT D/E VISIBILITY TO 1 3/8 SM.  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 30R ALL CATS.  
CHART PLANVIEW NOTE ADJACENT TO GROVZ: RADAR REQUIRED.  
CHART PLANVIEW NOTE ADJACENT TO GEEQU AND TRTEL: RNAV 1-GPS REQUIRED.  
CHART NOTE: DME OR RADAR REQUIRED.



CITY AND STATE MINNEAPOLIS, MN	ELEVATION: 842      TDZE: 822 AIRPORT NAME:  MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN	FACILITY IDENTIFIER:  I-INN	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:  ILS OR LOC RWY 30R, AMDT 16	SUP: ILS Z OR LOC RWY 30R
				AMDT: 15A
				DATED: 04/28/2016

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>14. ADDED CHART NOTE: DME OR RADAR REQUIRED.</div> <div>15. ADDED CHART SPEED ICON IN PLANVIEW AT TRTEL AND GEEQU: MAX 210 KIAS.</div> <div>16. ADDED CHART MANDATORY 7000 AT TRTEL AND GEEQU TO ADDITIONAL FLIGHT DATA.</div> <div>17. CHANGED CIJOT FROM A DME FIX TO A RADAR/DME FIX.</div> <div>18. JACKO CHANGED FROM 6.85 DME TO 6.84 DME.</div> <div>19. ADDED CHART PLANVIEW NOTE ADJACENT TO GROVZ: RADAR REQUIRED.</div>					
REASONS:					

## STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

## PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
INITIAL	GROVZ/19.40	WULAM/16.26	1. TOWER (27-001242)	444615.88N/0924943.73W	1230 (5D)	1000	AT3770	6000	
	DME/RADAR	DME/RADAR	2. TERRAIN	444654.00N/0925018.00W	1008 (1000)		AS1500	2500	
INITIAL: STEPDOWN	WULAM/16.26	BONNA/13.12	3. AAO	444704.97N/0925057.93W	1220 (2C)	1000	AT2780	5000	
	DME/RADAR	DME/RADAR	4. TERRAIN	444704.97N/0925057.93W	1020 (1000)		AS1500	2500	
INITIAL: STEPDOWN	BONNA/13.12	SAMMZ/9.98	5. AAO	444906.00N/0925254.00W	1170 (2C)	1000	AT1830	4000	
	DME/RADAR	DME/RADAR	6. TERRAIN	445103.00N/0925642.00W	960 (1000)		AS1500	2500	
INITIAL	TRTEL	SOGGY	7. AAO	445106.00N/0924321.00W	1263 (3E)	1000	AT2737	5000	
			8. TERRAIN	445106.00N/0924321.00W	1063 (1100)		AS1500	2600	
INITIAL: STEPDOWN	SOGGY	SAMMZ	9. AAO	444721.00N/0925054.00W	1241 (3E)	1000	AT1759	4000	
			10. TERRAIN	444721.00N/0925054.00W	1041 (1000)		AS1500	2500	
INITIAL	GEEQU	SAMMZ	11. AAO	444721.00N/0924451.00W	1313 (3E)	1000	AT1687	4000	
			12. TERRAIN	444721.00N/0924451.00W	1113 (1100)		AS1500	2600	
INTERMEDIATE	SAMMZ/9.98	JACKO/6.84	13. STACK (27-001245)	444520.80N/0930235.20W	1287 (5D)	500	AT1213	3000	
	DME/RADAR	DME/RADAR	14. TERRAIN	444853.04N/0930305.90W	1019 (1000)		AS1500	2500	
2. PROCEDURE TURN									
3. MISSED APPROACH	MAP: DA / 6.67 NM	GEP VORTAC				ASC		3000	
	AFTER		17. BLDG (27-000387)	445834.00N/0931621.00W	1743 (3C)	1000		2800	
	ELEV: 881/1070		18. TERRAIN	450315.00N/0931333.00W	1096 (1100)		AS1500	2600	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	518	20. BLDG (27-000367)	445120.51N/0931334.62W	1043 (1A)	300	1360	
CATEGORY B	1.5 NM	450	518	20. BLDG (27-000367)	445120.51N/0931334.62W	1043 (1A)	300	1360	
CATEGORY C	1.7 NM	450	618	21. TANK (27-001379)	445503.51N/0930959.71W	1158 (1A)	300	1460	
CATEGORY D	2.3 NM	550	818	22. STACK (27-000479)	444839.00N/0931457.00W	1305 (5D)	300	AC50 1660	
CATEGORY E	4.5 NM	550	958	23. TOWER (27-000034)	445809.00N/0931228.00W	1494 (3C)	300	1800	
5. MINIMUM SAFE ALTITUDES									
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
090-270	TWR (27-001201)	149/14.3	1753 (5D)	2800					
270-090	TWR (27-000499)	020/10.8	2438 (2C)	3500					
CITY AND STATE	ELEVATION: 842	FACILITY	PROCEDURE AND AMENDMENT NO:	REGION					
MINNEAPOLIS, MN	AIRPORT NAME: MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN	I-INN	ILS OR LOC RWY 30R, AMDT 16	AGL					

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: <b>THRESHOLD DISPLACED 200.</b>  <b>PRECIPITOUS TERRAIN EVALUATION COMPLETED.</b>  <b>ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.</b> CAT A: 1.30NM CAT B: 1.83NM CAT C: 2.89NM CAT D: 3.77NM CAT E: 4.71NM  <b>NO ADDITIONAL AIRSPACE REQUIRED.</b>  <b>BACKUP ALTIMETER SOURCE NOT UTILIZED. KMSP HAS REDUNDANT WEATHER SOURCING.</b>  <b>KMSP ASOS ON WMSCR.</b>  <b>JACKO TO GROVZ FIX PLACEMENT DEVELOPED UTILIZING 8260.54A, FORMULA 2-16B AT 1000' INTERVALS.</b>  <b>250 FT ILS HAT PER AIRPORT REQUEST DUE TO RUNWAY SURFACE AREA CONCERNS WITH DISPLACED RUNWAY THRESHOLD AND A TAXIWAY THAT ACCESSES THE RUNWAY END.</b>  <b>VGSI DATA: 3.00/71.30.</b>  <b>20:1 AND 34:1 SURFACES ARE CLEAR, THE OBSTACLE BELOW IS FIXED-BY-FUNCTION:</b> 821 LT(KMSPT000162) 445252.95N-0931137.84W (.95/1.05)  <b>MISSED APPROACH OBSTACLES CONT.</b> <b>ALTERNATE:</b> ASC 3000 17. BLDG (27-000387) 445834.00N/0931621.00W 1743 (3C) 1000 2800 19. TERRAIN 445457.00N/0925645.00W 1139 (1100) AS1500 2600															
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																	
MSP APP CON MSP TOWER ZMP ARTCC						N W S		OTHER: ASOS												SOURCE:KMSP					
						F A A														DISTANCE:					
						A / C														HOURS REMOTE OPERATION: 0					
SATISFACTORY ON:				LOCATION: KMSP				ADJUSTMENT: 0																	
X		V H F		X		U H F														H F					
4. MONITOR STATUS		PRIMARY NAVAID: I-INN																							
		MONITOR POINT: MSP ATCT																							
		HRS		CAT 1		24																			
		OPTN:		CAT 3																					
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 12L, 12R, 30L, 35																					
				(S) SALS																					
		X		MALSF 30R MALSR 04, 22																					
		X		HIRL 04, 12L, 12R, 17, 22, 30L, 30R, 35																					
				MIRL																					
		X		REIL 17																					
		X		TDZ 12L, 12R, 30L, 35																					
		X		C/L 12L, 12R, 17, 30L, 30R, 35																					
6. RUNWAY MARKINGS				BASIC																					
				ALL WEATHER PIR-G 04, 12L, 12R, 22, 30L, 30R, 35																					
				INSTRUMENT NPI-G 17																					
7. RUNWAY VISUAL RANGE				APPROACH 04, 12L, 12R, 17, 22, 30L, 30R, 35																					
				MIDFIELD 12L, 12R, 17, 30L, 30R, 35																					
				ROLL OUT 04, 12L, 12R, 17, 22, 30L, 30R, 35																					
8. GLIDE PATH		GP ANGLE: 3.00						ELEV RWY THRESHOLD:819.8																	
		DISTANCE FROM RWY: 1024						ELEV GP ANTENNA: 813.2																	
								THRESHOLD CROSSING HEIGHT:54.8																	
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD FT. FROM THRESHOLD																			
				X		ON CENTERLINE FT. FROM CENTERLINE																			
10. WAIVERS: NONE																									
PART D - PREPARED BY: JAMES ROGERS										DATE: 08/15/2016															
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5421															



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	

