

**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.

<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>ORIGINAL/AMENDMENT</u> 12	<u>CITY</u> MINNEAPOLIS	<u>STATE</u> MN		
<u>AIRPORT ELEVATION</u> 842	<u>TDZE</u> 841	<u>SUPERSEDED</u> ILS OR LOC RWY 12L ILS RWY 12L (CAT II) ILS RWY 12L (CAT III)	<u>ORIGINAL/AMENDMENT</u> 11	<u>DATED</u> 01/05/2017	<u>MAG VAR</u> 0E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-PJL	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
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:

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

QUALITY
10
CHECKED

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.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 7000 AT KAYQU.
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.

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			



AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
MSP	ILS OR LOC RWY 12L ILS RWY 12L (SA CAT I) ILS RWY 12L (CAT II) ILS RWY 12L (CAT III)	12	MINNEAPOLIS	MN

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.

COORDINATED WITH:

A4A

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ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZMP, MSP APP CON, MSP ATCT, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

OFFICE

DATE

AJV-A432

05/13/2025

APPROVED BY

CASIMIR L. TABAKA

OFFICE

DATE

TITLE

AJV-A432

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
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> KAYQU	<u>TO</u> SHUUT
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<u>RNP</u> 1.00	<u>DISTANCE</u> 6.56	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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>
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SEGMENT REMARKS:

INITIAL: STEPDOWN

<u>FROM</u> SHUUT	<u>TO</u> HAMML
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<u>RNP</u> 1.00	<u>DISTANCE</u> 6.38	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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>
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SEGMENT REMARKS:

QUALITY
10
CHECKED

INITIAL

FROM

CCJAY/20.33 DME/RADAR

TO

UBTYA/17.19 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	3.14										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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

UBTYA/17.19 DME/RADAR

TO

ALGIN/14.05 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	3.14										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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:



INITIAL: STEPDOWN

FROM

ALGIN/14.05 DME/RADAR

TO

HAMML/10.91 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	3.14										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	3.14										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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:



FINAL: ILS

FROM

WASHY/7.77 DME/RADAR

TO

RW12L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		6.62		DA			200				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				1041

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

WASHY/7.77 DME/RADAR

TO

AASUN/2.85 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	4.92										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	445700.00N/0932015.00W	1139	215	8	4B	250				XL30	1420

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XL 30 INSTEAD OF 32 PER TARGETS RESULT TO COMPENSATE FOR SIAP ADDING 2FT AND RAISING THE SDF TO 1440.



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:



FINAL: ILS CAT II

FROM

WASHY/7.77 DME/RADAR

TO

RW12L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		6.62		DA			100				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				941

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

KANAC INT/GEP 25.16 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 873			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							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:



MISSED APPROACH: LOC

FROM

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

TO

KANAC INT/GEP 25.16 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 970				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							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:

MISSED APPROACH: ILS SA CAT I

FROM

DA

TO

KANAC INT/GEP 25.16 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							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:



MISSED APPROACH: ILS CAT II

FROM

DA

TO

KANAC INT/GEP 25.16 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							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

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HAA

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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:



FACILITY
I-PJL

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MSP APP CON, MSP TOWER, ZMP ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	MSP	24	MSP	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

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

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-PJL	MSP ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW17 - C/LINE, HIRL, REIL, PAPI-4R	NPI-G	APPROACH, MIDPOINT, ROLL OUT
RW04 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW12L - ALSF-2, TDZ, HIRL, C/LINE, 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, TDZ, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW30R - MALSF, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35 - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	838.6	52.2	831.0	1346	3.00	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

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



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	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (SILVIA YOUNG)	AJV-A432	05/13/2025	AERONAUTICAL INFORMATION SPECIALIST

