

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: 6.69 NM AFTER NARCO/I-MSP 6.88 DME/RADAR OR AT I-MSP 0.20 DME  CLIMB TO 1300 THEN CLIMB TO 3000 ON HEADING 301 AND MSP VOR/DME R-298 TO WOXEB INT/GEP VORTAC 11.83 DME AND HOLD.  ALTERNATE MA (DO NOT CHART): CLIMB TO 1300 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 275 AND ON FCM VOR/DME R-330 TO WOXEB/15.60 DME AND HOLD. (DME REQUIRED).  ADDITIONAL FLIGHT DATA: HOLD SW, RT, 056.12 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE WOXEB/FCM VOR/DME 15.60 DME, RT, 330.28 INBOUND. CHART FAS OBST: 962 TRE 445121N/0931018W CHART VDP AT 1.21 DME* DISTANCE VDP TO THLD 1.03 NM. *LOC ONLY. CHART CIRCLING ICON. CHART MANDATORY 7000 AT HAPTN. CHART MANDATORY 7000 AT GEEQU. CHART MINIMUM 7000 AT HASTI.									
GEEQU (IAF)			PIGZI (FB)			265.73 / 8.01			5000												
HAPTN (IAF)			DBLEM (FB)			038.46 / 5.50			6000												
DBLEM			AABEZ (FB)			323.09 / 6.60			4000												
HASTI/I-MSP 19.43 DME/RADAR (IAF)			PINKE/I-MSP 16.30 DME/RADAR			301.36 / 3.14 (I-MSP)			6000												
PINKE/I-MSP 16.30 DME/RADAR  (SEE FORM 8260-10)			PIGZI/I-MSP 13.16 DME/RADAR			301.36 / 3.14 (I-MSP)			5000												
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)												MAG VAR: 0E EPOCH YEAR: 2015									
2. PROFILE STARTS AT AABEZ																					
3. FAC: 301.36 FAF: NARCO/I-MSP 6.88 DME/RADAR DIST FAF TO MAP: 6.69 THLD: 6.69																					
4. MIN. ALT: AABEZ 4000, NARCO 3000, EAGAN/I-MSP 2.29 DME/RADAR 1520*																					
5. DIST TO THLD FROM OM: - MM: - IM: 1020 150 HAT: 100 HAT: 1031 GS ANT: 1102																					
6. MIN GS INCPT: 3000 GS ALT AT: NARCO 3000 OM: - MM: - IM: 923																					
7. GS ANGLE: 3.00 TCH: 54.6																					
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 30L	1023	1800	200	1023	1800	200	1023	1800	200	1023	1800	200	1023	1800	200						
S-LOC 30L	1220	2400	397	1220	2400	397	1220	3500	397	1220	3500	397	1220	3500	397						
CIRCLING	1360	1	518	1360	1	518	1460	1 3/4	618	1660	2 3/4	818	1800	3	958						
NOTES: CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 30L: CAT A, B, C, D, RA NA, RVR 1200, HAT 100, DA 923 MSL. CHART NOTE: DME OR RADAR REQUIRED. CHART SPEED ICON IN PLANVIEW AT HAPTN : MAX 210 KIAS. (CONTINUED ON PAGE 2)																					
CITY AND STATE MINNEAPOLIS, MN			ELEVATION: 842 TDZE: 823 AIRPORT NAME: MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN				FACILITY IDENTIFIER: I-MSP		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 30L, AMDT 47; ILS RWY 30L (CAT II) 5 JANUARY 2017				SUP: ILS Z OR LOC RWY 30L AMDT: 46B DATED 04/28/2016								



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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TERMINAL ROUTES, (CONT.):

FROM	TO	COURSE AND DISTANCE	ALTITUDE
PIGZI/I-MSP 13.16 DME/RADAR	AABEZ/I-MSP 10.02 DME/RADAR	301.36 / 3.14 (I-MSP)	4000
AABEZ/I-MSP 10.02 DME/RADAR (IF)	NARCO/I-MSP 6.88 DME/RADAR	301.36 / 3.14 (I-MSP)	3000

NOTES, (CONT.):

CHART SPEED ICON IN PLANVIEW AT GEEQU : MAX 210 KIAS.  
CHART PLANVIEW NOTE ADJACENT TO HASTI: DME OR RADAR REQUIRED.  
CHART PLANVIEW NOTE ADJACENT TO GEEQU: RNAV 1-GPS REQUIRED.  
CHART PLANVIEW NOTE ADJACENT TO HAPTN: RNAV 1-GPS REQUIRED.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: SIMULTANEOUS APPROACHES AUTHORIZED WITH RWY 30R AND ILS V RWY 35 [CONVERGING].  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 30L CAT E VISIBILITY TO RVR 4000, AND INCREASE S-LOC 30L CAT E VISIBILITY TO RVR 6000.  
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.

QUALITY  
25  
CHECKED

CITY AND STATE  
MINNEAPOLIS, MN

ELEVATION: 842 TDZE: 823  
AIRPORT NAME:  
MINNEAPOLIS-ST PAUL INTL/WOLD-  
CHAMBERLAIN

FACILITY  
IDENTIFIER:  
I-MSP

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  
ILS OR LOC RWY 30L, AMDT 47; ILS RWY 30L (CAT II)  
5 JANUARY 2017

SUP: ILS Z OR LOC RWY  
30L  
AMDT: 46B  
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