

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25**

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> KMSP	<u>PROCEDURE NAME</u> LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> MINNEAPOLIS	<u>STATE</u> MN		
<u>AIRPORT ELEVATION</u> 842	<u>TDZE</u> 828	<u>SUPERSEDED</u> LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 1C	<u>DATED</u> 09/10/2020	<u>MAG VAR</u> 0E	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-SIJ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 17 JUNE 2021	<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>
WAGNR INT	IAF	CUSAC INT					169.00 & 225.02	0.89 & 1.00 (I-SIJ)	4600
CUSAC INT	IF	SNELL INT/RADAR					225.02	6.28 (I-SIJ)	2600

MISSED APPROACH

MAP:

5.37 NM AFTER SNELL INT/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 ON HEADING 225 AND GEP VORTAC R-182 TO LYDIA INT/GEP 32.57 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMBING LEFT TURN TO 3000 DIRECT FGT VORTAC AND HOLD.

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT CUSAC
3. **FAC:** 225.02 **FAF:** SNELL INT/RADAR **DIST FAF TO MAP:** 5.37 **DIST FAF TO THLD:** 5.37
4. **MIN ALT:** CUSAC INT 4600, SNELL INT/RADAR 2600
8. **MSA FROM:** GEP VORTAC 180-270 2600, 270-180 3500

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-22 CAT A AND B VISIBILITY TO RVR 5500, AND CAT E VISIBILITY TO 1 3/4 SM.



ADDITIONAL FLIGHT DATA:

HOLD S, RT, 002.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S FGT VORTAC, RT, 358.03 INBOUND.
FAS OBST: 1169 AAO 445621N/0930936W.
CHART 1224 SPIRE 445649N/0930633W.
CHART IN PLANVIEW: FGT VORTAC.
CHART CIRCLING ICON.
SNELL TO RW22: 3.00/60.

MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2, CAT E 1000-3

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-22	1420	4000	592	1420	4000	592	1420	1 1/4	592	1420	1 1/4	592	1420	1 1/4	592
CIRCLING	1420	1	578	1420	1	578	1460	1 3/4	618	1620	2 1/2	778	1800	3	958

CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED WAGNR INT TO CUSAC INT COURSE/DISTANCE/ALTITUDE FROM 175.00 & 225.02/.70 (HDG) & 1.56(I-SIJ)/4000 TO 169.00 & 225.02/.89 (HDG) &1.00 (ISIJ)/4600 - WAGNR MOVED AND DR POINT OF INTERSECTION MOVED TO ACCOMMODATE FORWARD FIX DISPLACEMENT OF WAGNR (8260.3D 2-9-8.A), ALTITUDE CHANGED PER FPT CHECKLIST.
2. TERMINAL ROUTES: CHANGED CUSAC INT TO SNELL OM/INT/RADAR TO SNELL INT/RADAR AND DISTANCE FROM 6.00 TO 6.28 AND ALTITUDE CHANGED FROM 2500 TO 2600, PROFILE VIEW LINE 3 UPDATED - PFAF SNELL OM DECOMMISSIONED PER FPT AND REPLACED WITH PFAF SNELL INT/RADAR, DISTANCE CHANGE TO LENGTHEN INTERMEDIATE SEGMENT AND REDUCE DESCENT GRADIENT 8260.3D 2-4-3.B AND 8260.3D 2-5-3.D, ALTITUDE CHANGED PER FPT.
3. PRIMARY MISSED APPROACHED INSTRUCTIONS: CHANGED FROM CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT FCM VOR/DME AND HOLD TO CLIMB TO 3000 ON HEADING 225 AND GEP R-182 TO LYDIA INT/GEP 32.57 DME AND HOLD - PRIMARY MISSED APPROACH INSTRUCTIONS CHANGED TO ALTERNATE MISSED APPROACH PER FPT.
4. ALTERNATE MISSED INSTRUCTIONS CHANGED FROM CLIMB TO 3000 ON HEADING 225 AND ON GEP R-182 TO LYDIA INT/GEP 32.57 DME AND HOLD (DME REQUIRED) TO CLIMBING LEFT TURN TO 3000 DIRECT FGT VORTAC AND HOLD - CHANGED ALTERNATE HOLDING FROM LYDIA TO FGT VORTAC PER FPT.
5. PROFILE VIEW LINE 3 DIST FAF TO MAP AND DIST FAF TO THLD: CHANGED FROM 5.24 TO 5.37 - PFAF RELOCATED, NEW TARGETS EVALUATION.
6. PROFILE VIEW LINE 4: MIN ALT CHANGED FROM CUSAC INT 4000, SNELL OM 2500 TO CUSAC INT 4600, SNELL INT/RADAR 2600 - ALTITUDE CHANGED PER FPT.
7. ADDITIONAL FLIGHT DATA: CHANGED HOLD W, RT, 085.00 INBOUND TO HOLD S, RT, 002.00 INBOUND - CHANGED PRIMARY HOLDING FIX PER FPT.
8. ADDITIONAL FLIGHT DATA: CHANGED ALTERNATE MISSED APPROACH HOLDING FROM HOLD S LYDIA INT/GEP 32.57 DME, RT, 002.00 INBOUND TO HOLD S FGT VORTAC, RT, 358.03 INBOUND - CHANGED MISS APPROACH HOLDING PER FPT.
9. ADDITIONAL FLIGHT DATA: REMOVED CHART (CFBKJ) AT INTERSECTION OF WAGNR DR LEG AND INTERMEDIATE COURSE - NO LONGER REQUIRED, CNF (CFBKJ) CANCELLED.
10. ADDITIONAL FLIGHT DATA: CHANGED SNELL TO RW22 FROM 2.90/61 TO 3.00/60 - NEW TARGETS EVALUATION BUILT TO MATCH VGSi DESCENT ANGLE AND IAW 8260.3D 2-6-4, TCH AT MAXIMUM PUBLISHED TCH OF 60 FEET, 8260.3D 10-1-4.B(1).
11. CHANGED CIRCLING CAT D MDA/HAA FROM 1660/818 TO 1620/778 AND CHANGED ALTERNATE MINIMUMS FROM STANDARD - CAT D 900-2 3/4, CAT E 1000-3 TO STANDARD - CAT D 800-2 1/2, CAT E 1000-3 - NEW TARGETS EVALUATION WITH CURRENT CIRCLING RADII, UPDATED ALTERNATE MINIMUMS, CAT D CONTROLLING OBSTACLE ACCURACY CODE CHANGED FROM 5D TO 1B (LOWERED CMDA APPROVED BY FPT/OBS EVAL TEAM).



AIRPORT ID
KMSP

PROCEDURE NAME
LOC RWY 22

ORIGINAL/AMENDMENT
2

CITY
MINNEAPOLIS

STATE
MN

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMP, MSP APP CON, MSP ACTC, AMGR

FLIGHT CHECKED BY
SHAWN D MAXWELL

Digitally signed by
JASON KRETSCHMER

OFFICE
FICO

DATE
04/29/2021

DEVELOPED BY
JASON KRETSCHMER (RAYMOND JOHNSON)

May 04, 2021

OFFICE
AJV-A421

DATE
02/05/2021

APPROVED BY
MARLON ROBINSON

Digitally signed by
JASON KRETSCHMER

Mar 23, 2021

OFFICE
AJV-A420

DATE

TITLE
MANAGER

Digitally signed by

JASON KRETSCHMER

Mar 23, 2021

