

(BAINY.BAINY3) 17173

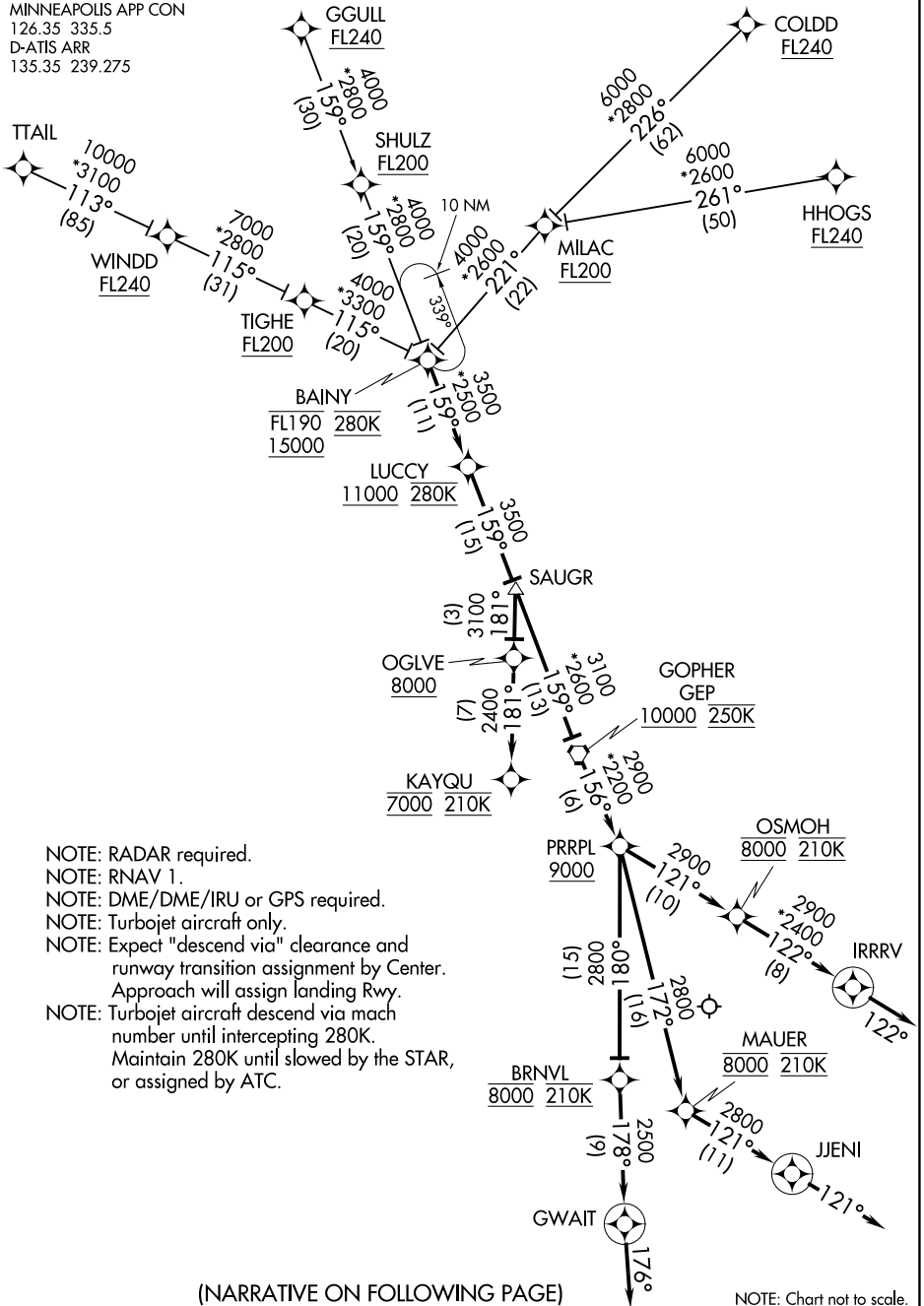
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

# BAINY THREE ARRIVAL (RNAV)

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
126.35 335.5  
D-ATIS ARR  
135.35 239.275



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# BAINY THREE ARRIVAL (RNAV)

MINNEAPOLIS, MINNESOTA

(BAINY.BAINY3) 05JAN17

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

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

ARRIVAL ROUTE DESCRIPTION

COLDD TRANSITION (COLDD.BAINY3)

GGULL TRANSITION (GGULL.BAINY3)

HHOGS TRANSITION (HHOGS.BAINY3)

MILAC TRANSITION (MILAC.BAINY3)

SHULZ TRANSITION (SHULZ.BAINY3)

TIGHE TRANSITION (TIGHE.BAINY3)

TTAIL TRANSITION (TTAIL.BAINY3)

WINDD TRANSITION (WINDD.BAINY3)

From BAINY on track 159° to cross LUCCY at or above 11000 and at 280K, then on track 159° to SAUGR.

LANDING RUNWAYS 4, 17, 22, 30R: From SAUGR on track 159° to cross GEP VORTAC at or above 10000 and at 250K, then on track 156° to cross PRRPL at or above 9000, then on track 121° to cross OSMOH at 8000 and at 210K, then on track 122° to IRRRV, then on track 122°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 12L/R: From SAUGR on track 181° to cross OGLVE at or above 8000, then on track 181° to cross KAYQU at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 30L: From SAUGR on track 159° to cross GEP VORTAC at or above 10000 and at 250K, then on track 156° to cross PRRPL at or above 9000, then on track 172° to cross MAUER at 8000 and at 210K, then on track 121° to JJENI, then on track 121°. Expect RADAR vectors to final approach course.

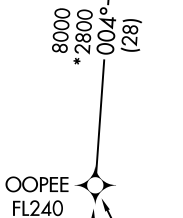
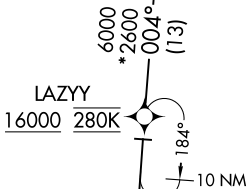
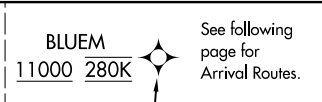
LANDING RUNWAY 35: From SAUGR on track 159° to cross GEP VORTAC at or above 10000 and at 250K, then on track 156° to cross PRRPL at or above 9000, then on track 180° to cross BRNVL at 8000 and at 210K, then on track 178° to GWAIT, then on track 176°. Expect RADAR vectors to final approach course.

NC-1, 22 FEB 2024 to 21 MAR 2024

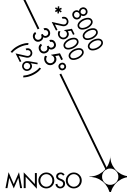
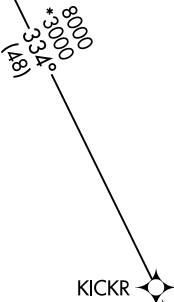
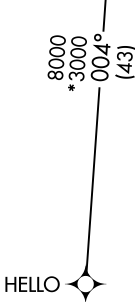
NC-1, 22 FEB 2024 to 21 MAR 2024

BLUEM FOUR ARRIVAL (RNAV) Transition Routes AL-264 (FAA) MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
135.475 335.5  
D-ATIS ARR  
135.35 239.275



NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: For turbojet aircraft only.  
NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing runway.  
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.  
NOTE: HELLO transition ATC assigned only.



(CONTINUED ON FOLLOWING PAGE)

- HELLO TRANSITION (HELLO.BLUEM4)
- KICKR TRANSITION (KICKR.BLUEM4)
- LAZYY TRANSITION (LAZYY.BLUEM4)
- MNOSO TRANSITION (MNOSO.BLUEM4)
- OOPEE TRANSITION (OOPEE.BLUEM4)

NOTE: Chart note to scale.

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

(BLUEM.BLUEM4) 21112

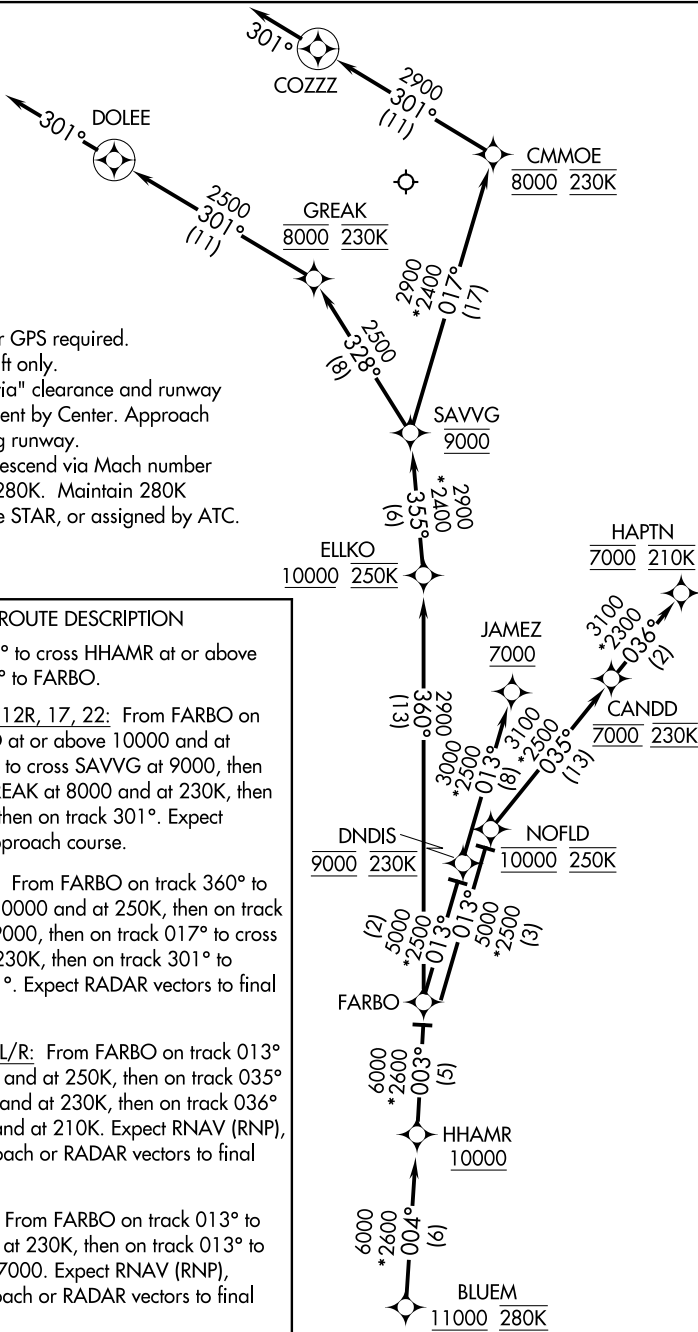
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

# BLUEM FOUR ARRIVAL (RNAV) Arrival Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
135.475 335.5  
D-ATIS ARR  
135.35 239.275



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing runway.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.

NOTE: Chart not to scale.

### ARRIVAL ROUTE DESCRIPTION

From BLUEM on track 004° to cross HHAMR at or above 10000, then on track 003° to FARBO.

**LANDING RUNWAYS 4, 12R, 17, 22:** From FARBO on track 360° to cross ELLKO at or above 10000 and at 250K, then on track 355° to cross SAVVVG at 9000, then on track 328° to cross GREEK at 8000 and at 230K, then on track 301° to DOLEE, then on track 301°. Expect RADAR vectors to final approach course.

**LANDING RUNWAY 12L:** From FARBO on track 360° to cross ELLKO at or above 10000 and at 250K, then on track 355° to cross SAVVVG at 9000, then on track 017° to cross CMMOE at 8000 and at 230K, then on track 301° to COZZ, then on track 301°. Expect RADAR vectors to final approach course.

**LANDING RUNWAYS 30L/R:** From FARBO on track 013° to cross NOFLD at 10000 and at 250K, then on track 035° to cross CANDD at 7000 and at 230K, then on track 036° to cross HAPTAN at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

**LANDING RUNWAY 35:** From FARBO on track 013° to cross DNDIS at 9000 and at 230K, then on track 013° to cross JAMEZ at or above 7000. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

# BLUEM FOUR ARRIVAL (RNAV) Arrival Routes

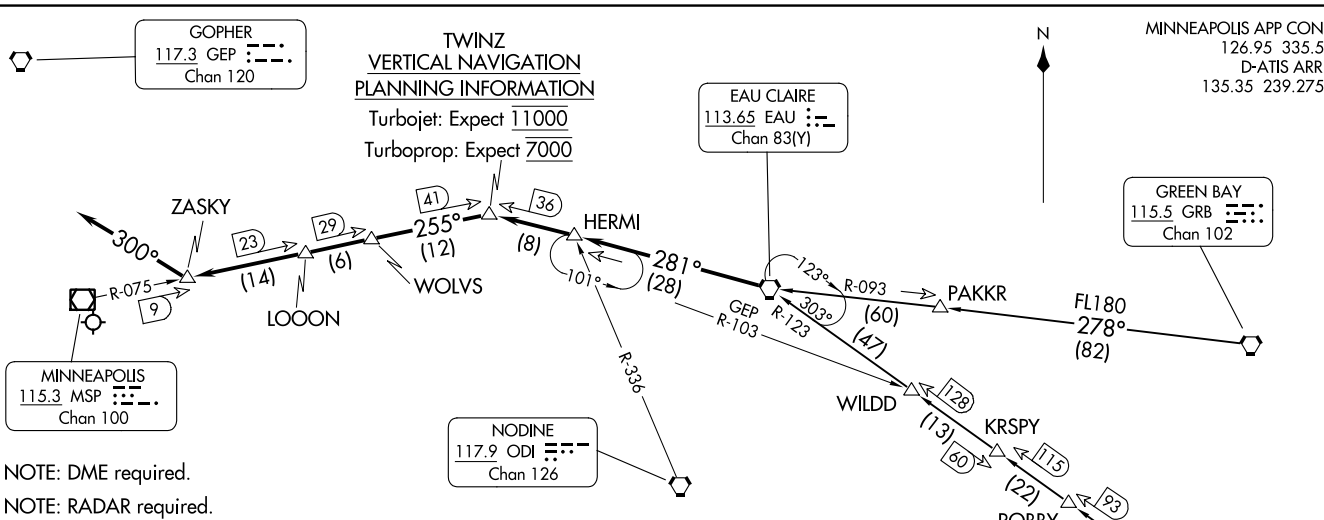
MINNEAPOLIS, MINNESOTA

(BLUEM.BLUEM4) 22APR21

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

EAU CLAIRE NINE ARRIVAL  
(EAU.EAU9) 10JAN13

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



NOTE: DME required.  
NOTE: RADAR required.

**ARRIVAL ROUTE DESCRIPTION**

BADGER TRANSITION (BAE.EAU9): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC. Thence. . .

GREEN BAY TRANSITION (GRB.EAU9): From over GRB VORTAC via GRB R-278 and EAU R-093 to EAU VORTAC. Thence. . .

. . . From over EAU VORTAC via the EAU R-281 to TWINZ/36 DME, then via the MSP R-075 to ZASKY/9 DME. Thence. . .

- LANDING RUNWAY 12L/R: After ZASKY via 300° heading for RADAR vectors.
- LANDING RUNWAY 30L/R, 35: Expect RADAR vectors to final approach course.
- LANDING ALL OTHER MSP RUNWAYS: Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

(EAU.EAU9) 23334  
EAU CLAIRE NINE ARRIVAL

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

**TWINZ VERTICAL NAVIGATION PLANNING INFORMATION**  
Turbojet: Expect 11000  
Turboprop: Expect 7000

MINNEAPOLIS APP CON  
126.95 335.5  
D-ATIS ARR  
135.35 239.275

EAU CLAIRE  
113.65 EAU :--  
Chan 83(Y)

GREEN BAY  
115.5 GRB :--  
Chan 102

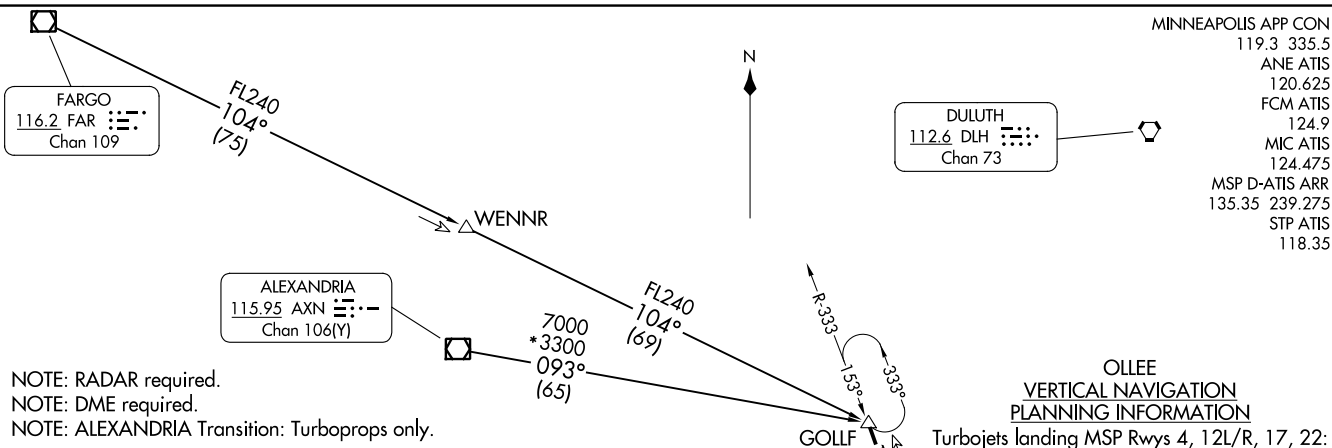
MINNEAPOLIS  
115.3 MSP :--  
Chan 100

NODINE  
117.9 ODI :--  
Chan 126

BADGER  
116.4 BAE :--  
Chan 111

GOPHER ONE ARRIVAL  
(GEP.GEP1) 17AUG17

MINNEAPOLIS, MINNESOTA



NOTE: RADAR required.  
NOTE: DME required.  
NOTE: ALEXANDRIA Transition: Turboprops only.

**ARRIVAL ROUTE DESCRIPTION**

**ALEXANDRIA TRANSITION (AXN.GEP1):** From over AXN VOR/DME on AXN R-093 to GOLLF. Thence . . .

**FARGO TRANSITION (FAR.GEP1):** From over FAR VOR/DME on FAR R-104 to GOLLF. Thence . . .

. . . from over GOLLF on GEP R-333 to GEP VORTAC, then on GEP R-153 to VYKES, thence . . .

**LANDING MSP RUNWAYS 30L/R:** Depart VYKES heading 120° for RADAR vectors to final approach course.

**LANDING MSP RUNWAY 35:** Depart VYKES heading 185° for RADAR vectors to final approach course.

**LANDING ALL OTHER MSP RUNWAYS:** Expect RADAR vectors to final approach course.

**ALL OTHER AIRPORTS:** Expect RADAR vectors to final approach course.

**VERTICAL NAVIGATION PLANNING INFORMATION**

**GOPHER (117.3 GEP):** Chan 120  
Turbojets landing MSP Rwy 30L/R: Expect 11000

NOTE: Chart not to scale.

MINNEAPOLIS APP CON  
119.3 335.5  
ANE ATIS  
120.625  
FCM ATIS  
124.9  
MIC ATIS  
124.475  
MSP D-ATIS ARR  
135.35 239.275  
STP ATIS  
118.35

GOPHER ONE ARRIVAL  
(GEP.GEP1) 23334

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA



MINNEAPOLIS APP CON  
126.35 335.5  
D-ATIS ARR  
135.35 239.275

(KKILR.KKILR3) 17173  
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
KKILR THREE ARRIVAL (RNAV) Transition Routes AL-264 (FAA) MINNEAPOLIS, MINNESOTA

MINNEAPOLIS, MINNESOTA  
KKILR THREE ARRIVAL (RNAV) Transition Routes  
(KKILR.KKILR3) 05JAN17 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

See following page  
for Arrival Routes.

KKILR  
12000 280K

4000  
\*2600  
291°  
(14)

CMAAC  
14000 280K

8000  
\*2600  
292°  
(24)  
112°  
10 NM

HENDR  
FL240

10000  
\*2700  
292°  
(32)

ZZING  
FL290

10000  
\*2600  
293°  
(11)

10000  
\*2500  
309°  
(26)  
129°  
10 NM

KBULL

ROBBY

10000  
\*2500  
308°  
(30)

BEERI

10000  
\*2500  
309°  
(63)  
129°  
10 NM

KAMMA



NOTE: Expect "descend via" clearance and runway transition assignment by Center.  
Approach will assign landing Rwy.

NOTE: Turbojet aircraft descend via Mach number until intercepting 280K.  
Maintain 280K until slowed by the STAR, or assigned by ATC.

NOTE: DME/DME/IRU or GPS required.

NOTE: For Turbojet aircraft only.

NOTE: RADAR required.

NOTE: RNAV 1.

CMAAC TRANSITION (CMAAC.KKILR3)

HENDR TRANSITION (HENDR.KKILR3)

KAMMA TRANSITION (KAMMA.KKILR3)

KBULL TRANSITION (KBULL.KKILR3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



(KKILR, KKILR3) 05/AN17  
**KKILR THREE ARRIVAL (RNAV)**  
 Arrival Routes  
 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
 126.35 335.5  
 D-ATIS ARR  
 135.35 239.275



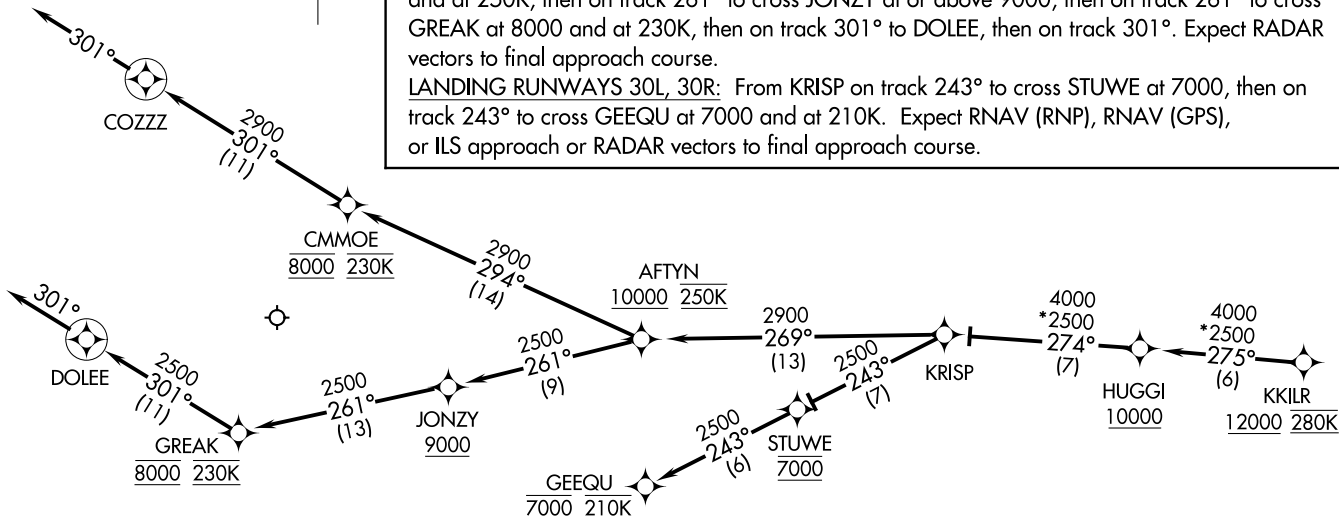
### ARRIVAL ROUTE DESCRIPTION

From KKILR on track 275° to cross HUGGI at or above 10000, then on track 274° to KRISP.

LANDING RUNWAYS 4, 12L, 17, 22: From KRISP on track 269° to cross AFTYN at or above 10000 and at 250K, then on track 294° to cross CMMOE at 8000 and at 230K, then on track 301° to COZZZ, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 12R, 35: From KRISP on track 269° to cross AFTYN at or above 10000 and at 250K, then on track 261° to cross JONZY at or above 9000, then on track 261° to cross GREAK at 8000 and at 230K, then on track 301° to DOLEE, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 30L, 30R: From KRISP on track 243° to cross STUWE at 7000, then on track 243° to cross GEEQU at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.



NOTE: Expect "descend via" clearance and runway transition assignment by Center.  
 Approach will assign landing Rwy.

NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.

NOTE: DME/DME/IRU or GPS required.

NOTE: For Turbojet aircraft only.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

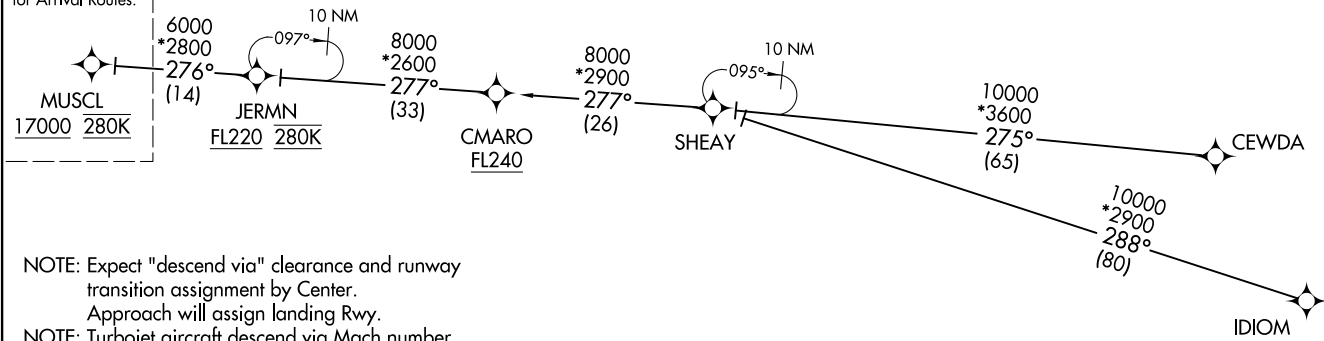
(KKILR, KKILR3) 17173  
**KKILR THREE ARRIVAL (RNAV)**  
 Arrival Routes  
 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 MINNEAPOLIS, MINNESOTA

MUSCL THREE ARRIVAL (RNAV) (MUSCL.MUSCL3) 051ANT7  
 Transition Routes  
 MINNEAPOLIS, MINNESOTA  
 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS APP CON  
 126.35 335.5  
 D-ATIS ARR  
 135.35 239.275

(MUSCL.MUSCL3) 17173  
 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 Transition Routes AL-264 (FAA) MINNEAPOLIS, MINNESOTA

See following page  
 for Arrival Routes.



- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.

- CEWDA TRANSITION (CEWDA.MUSCL3)
- CMARO TRANSITION (CMARO.MUSCL3)
- IDIOM TRANSITION (IDIOM.MUSCL3)
- JERMN TRANSITION (JERMN.MUSCL3)
- SHEAY TRANSITION (SHEAY.MUSCL3)

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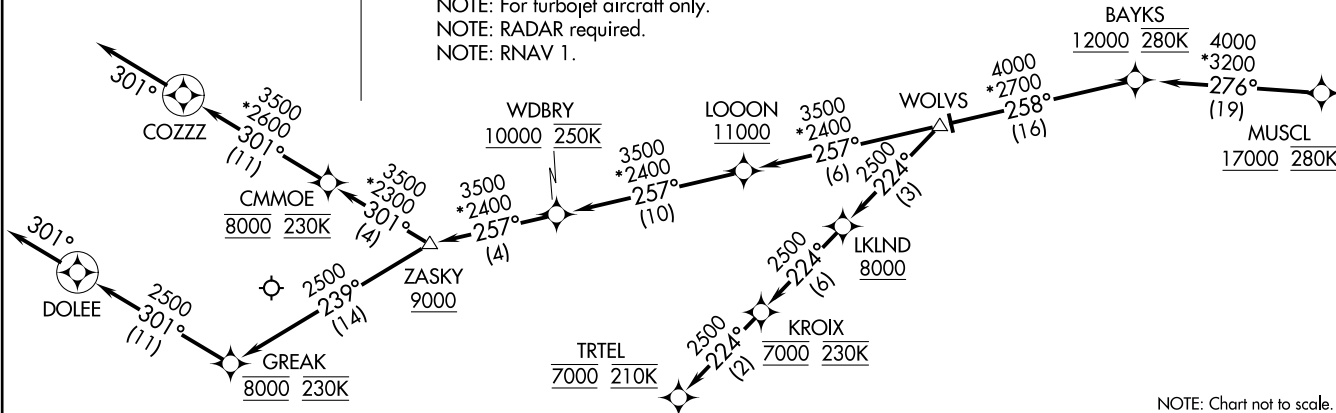
NOTE: Chart not to scale.

MUSCL THREE ARRIVAL (RNAV) Arrival Routes  
 (MUSCL,MUSCL3) 05JAN17  
 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
 126.35 335.5  
 D-ATIS ARR  
 135.35 239.275



NOTE: Expect "descend via" clearance and runway transition assignment by Center.  
 Approach will assign landing Rwy.  
 NOTE: Turbojet aircraft descend via Mach number until intercepting 280K.  
 Maintain 280K until slowed by the STAR, or assigned by ATC.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: For turbojet aircraft only.  
 NOTE: RADAR required.  
 NOTE: RNAV 1.



**ARRIVAL ROUTE DESCRIPTION**

From MUSCL on track 276° to cross BAYKS at or above 12000 and at 280K, then on track 258° to WOLVS.

LANDING RUNWAYS 4, 12L, 17, 22: From WOLVS on track 257° to cross LOOON at or above 11000, then on track 257° to cross WDBRY at or above 10000 and at 250K, then on track 257° to cross ZASKY at or above 9000, then on track 301° to cross CMMOE at 8000 and at 230K, then on track 301° to COZZZ, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 12R, 35: From WOLVS on track 257° to cross LOOON at or above 11000, then on track 257° to cross WDBRY at or above 10000 and at 250K, then on track 257° to cross ZASKY at or above 9000, then on track 239° to cross GREAK at 8000 and at 230K, then on track 301° to DOLEE, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 30L/R: From WOLVS on track 224° to cross LKLND at or above 8000, then on track 224° to cross KROIX at 7000 and at 230K, then on track 224° to cross TRTEL at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

(MUSCL,MUSCL3) 17173  
 MUSCL THREE ARRIVAL (RNAV) Arrival Routes  
 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 AL-264 (FAA) MINNEAPOLIS, MINNESOTA

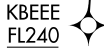
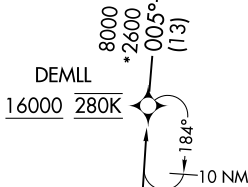
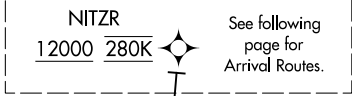
(NITZR.NITZR3) 18032

# NITZR THREE ARRIVAL (RNAV) Transition Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
135.475 335.5  
D-ATIS ARR  
135.35 239.275



- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.

(CONTINUED ON FOLLOWING PAGE)

- DEMLL TRANSITION (DEMLL.NITZR3)
- ROKKK TRANSITION (ROKKK.NITZR3)
- RRAZZ TRANSITION (RRAZZ.NITZR3)

NOTE: Chart not to scale.

# NITZR THREE ARRIVAL (RNAV) Transition Routes

MINNEAPOLIS, MINNESOTA

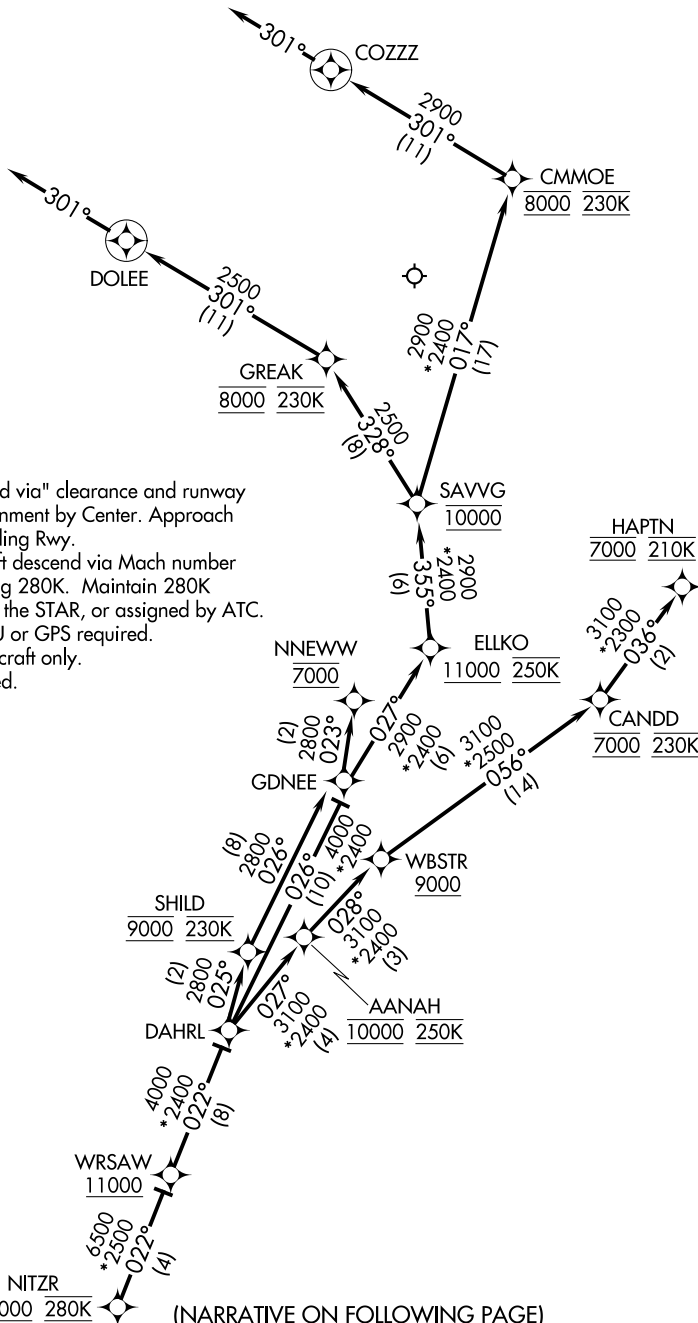
(NITZR.NITZR3) 05JAN17

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

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

MINNEAPOLIS APP CON  
135.475 335.5  
D-ATIS ARR  
135.35 239.275



- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

From NITZR on track 022° to cross WRS AW at or above 11000, then on track 022° to DAHRL.

LANDING RUNWAYS 4, 12R, 17, 22: From DAHRL on track 026° to GDNEE, then on track 027° to cross ELLKO at or above 11000 and at 250K, then on track 355° to cross SAVVG at 10000, then on track 328° to cross GREAK at 8000 and at 230K, then on track 301° to DOLEE, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 12L: From DAHRL on track 026° to GDNEE, then on track 027° to cross ELLKO at or above 11000 and at 250K, then on track 355° to cross SAVVG at 10000, then on track 017° to cross CMMOE at 8000 and at 230K, then on track 301° to COZZZ, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 30L/R: From DAHRL on track 027° to cross AANAH at 10000 and at 250K, then on track 028° to cross WBSTR at or above 9000, then on track 056° to cross CANDD at 7000 and at 230K, then on track 036° to cross HAPT N at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 35: From DAHRL on track 025° to cross SHILD at 9000 and at 230K, then on track 026° to GDNEE, then on track 023° to cross NNEW W at 7000. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024

ARRIVAL ROUTE DESCRIPTION

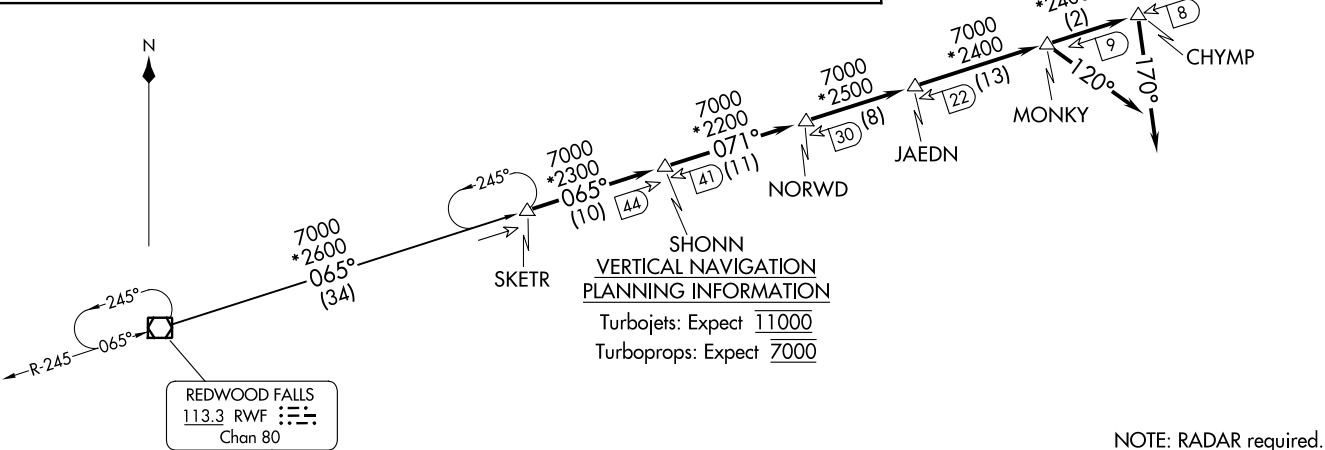
REDWOOD FALLS TRANSITION (RWF.SKETR5): From over RWF VOR/DME on RWF R-065 to SKETR/34 DME. Thence . . . .

. . . . From over SKETR/RWF 34 DME via RWF R-065 to SHONN/RWF 44 DME, then via MSP R-251 to NORWD/MSP 30 DME, then via MSP R-251 to JAEDN/MSP 22 DME, then via MSP R-251 to MONKY/MSP 9 DME, thence . . . .

LANDING MSP RUNWAY 30L/R: . . . . depart MONKY/MSP 9 DME heading 120° for RADAR vectors to final approach course.

LANDING MSP RUNWAY 35: . . . . depart MONKY/MSP 9 DME via MSP R-251 to CHYMP/MSP 8 DME, then via heading 170° for RADAR vectors to final approach course.

ALL OTHER RUNWAYS: . . . . via RADAR vectors to final approach course.



VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets: Expect 11000  
 Turboprops: Expect 7000

MINNEAPOLIS APP CON  
 126.95 335.5  
 D-ATIS ARR  
 135.35 239.275

MINNEAPOLIS  
 115.3 MSP  
 Chan 100

NOTE: RADAR required.  
 NOTE: DME required.  
 NOTE: Chart not to scale.

SKETR FIVE ARRIVAL  
 (SKETR, SKETR5) 10JAN13

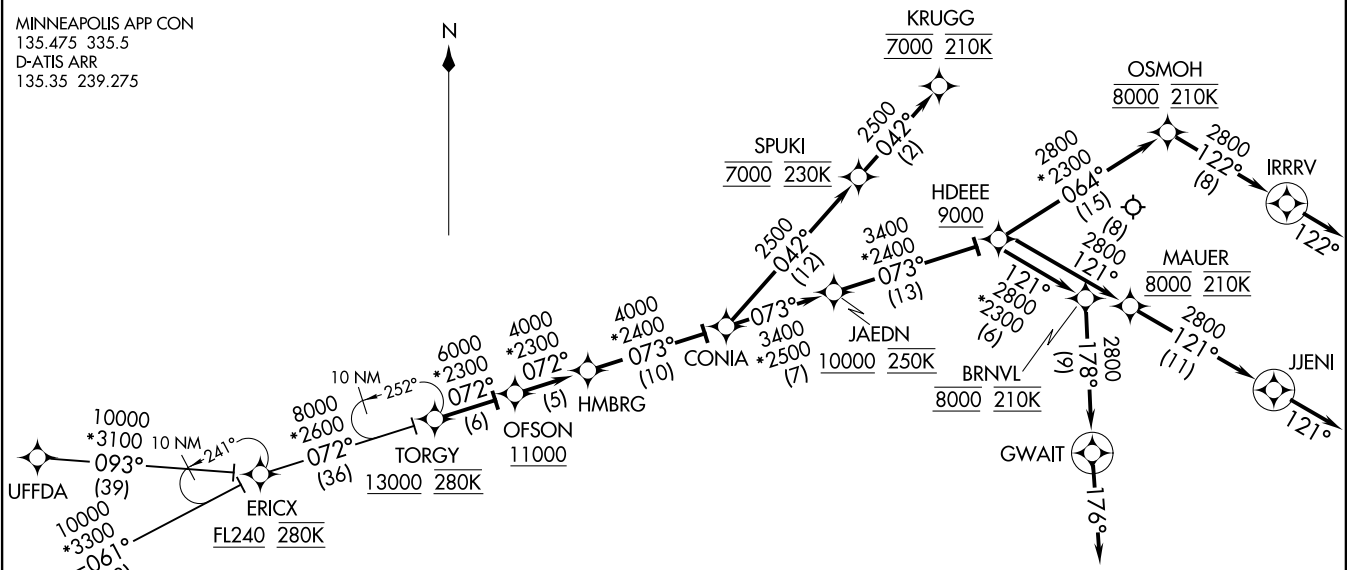
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 MINNEAPOLIS, MINNESOTA

(SKETR, SKETR5) 23334  
 SKETR FIVE ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 AL-264 (FAA)  
 MINNEAPOLIS, MINNESOTA

TORGY THREE ARRIVAL (RNAV)  
 (TORGY, TORGY3) OSJANT7  
 MINNEAPOLIS ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON  
 135.475 335.5  
 D-ATIS ARR  
 135.35 239.275



- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(TORGY, TORGY3) 18032  
 MINNEAPOLIS ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)  
 AL-264 (FAA)  
 MINNEAPOLIS, MINNESOTA



ARRIVAL ROUTE DESCRIPTION

ERICX TRANSITION (ERICX.TORGY3)

SSWAN TRANSITION (SSWAN.TORGY3)

UFFDA TRANSITION (UFFDA.TORGY3)

From TORGY on track 072° to cross OFSON at or above 11000, then on track 072° to HMBRG, then on track 073° to CONIA.

LANDING RUNWAYS 4, 17, 22, 30L: From CONIA on track 073° to cross JAEDN at or above 10000 and at 250K, then on track 073° to cross HDEEE at or above 9000, then on track 121° to cross MAUER at 8000 and at 210K, then on track 121° to JJENI, then on track 121°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 12L/R: From CONIA on track 042° to cross SPUKI at 7000 and at 230K, then on track 042° to cross KRUGG at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 30R: From CONIA on track 073° to cross JAEDN at or above 10000 and at 250K, then on track 073° to cross HDEEE at or above 9000, then on track 064° to cross OSMOH at 8000 and at 210K, then on track 122° to IRRRV, then on track 122°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 35: From CONIA on track 073° to cross JAEDN at or above 10000 and at 250K, then on track 073° to cross HDEEE at or above 9000, then on track 121° to cross BRNVL at 8000 and at 210K, then on track 178° to GWAIT, then on track 176°. Expect RADAR vectors to final approach course.

NC-1, 22 FEB 2024 to 21 MAR 2024

NC-1, 22 FEB 2024 to 21 MAR 2024