

TWOLF TWO ARRIVAL

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
 126.95 357.4
 118.72 (MSP RWY 35)
 ANOKA COUNTY ATIS
 120.625
 CRYSTAL ATIS
 124.475
 FLYING CLOUD ATIS
 124.9
 MINNEAPOLIS D-ATIS ARR
 135.35 239.275
 ST PAUL DOWNTOWN ATIS
 118.35

GOPHER
 117.3 GEP
 Chan 120

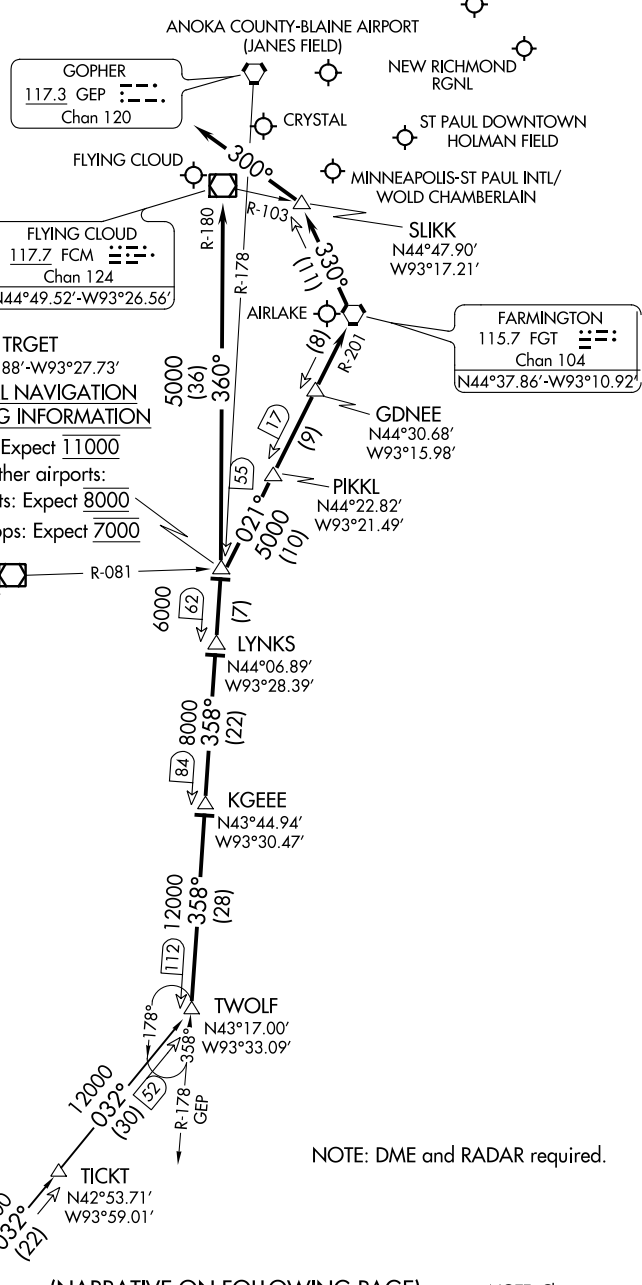
FLYING CLOUD
 117.7 FCM
 Chan 124
 N44°49.52'-W93°26.56'

TRGET
 N44°13.88'-W93°27.73'
VERTICAL NAVIGATION
PLANNING INFORMATION
 MSP: Expect 11000
 All other airports:
 Turbojets: Expect 8000
 Turboprops: Expect 7000

MANKATO
 110.8 MKT
 Chan 45

FORT DODGE
 113.5 FOD
 Chan 82
 N42°36.67'-W94°17.69'
 L-12, H-5

TICKT
 N42°53.71'-W93°59.01'
 12000
 2900
 032° (22)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-1, 27 APR 2017 to 25 MAY 2017

NC-1, 27 APR 2017 to 25 MAY 2017

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ARRIVAL ROUTE DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence

. . . .From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence. . . .

LANDING MSP RUNWAYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for RADAR vectors to final approach course.

LANDING MSP RUNWAYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via RADAR vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect RADAR vectors to final approach course.

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