(KKILR.KKILR3) 05JAN17

KKILR THREE ARRIVAL (RNAV)

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

Transition Routes

MINNEAPOLIS, MINNESOTA

(KKILR.KKILR3) 17173

KKILR THREE ARRIVAL (RNAV)

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

Transition Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
126.35 335.5
D-ATIS ARR
135.35 239.275

See following page for Arrival Routes.

KKILR
12000 280K

4000
*2600
291°
(14)

CMAAC
14000 280K

112°
10 NM

8000
*2600
292°
(24)

HENDR
FL240

10000
*2700
292°
(32)

ZZING
FL290

10000
*2600
293°
(11)

KBULL

129°
10 NM

10000
*2500
309°
(26)

ROBBY

10000
*2500
308°
(30)

BEERI

129°
10 NM

10000
*2500
309°
(63)

KAMMA

N

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

MINNEAPOLIS APP CON
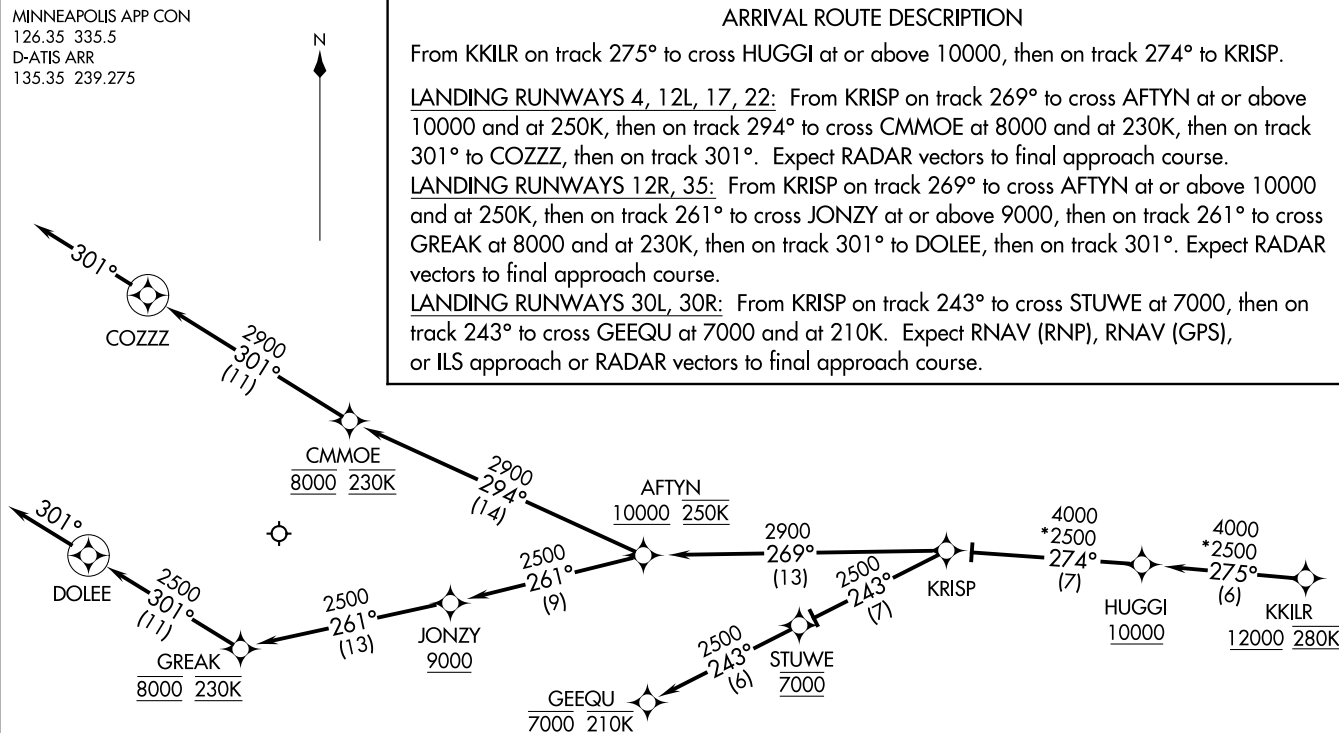126.35 335.5
D-ATIS ARR
135.35 239.275

N

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.

301°

COZZZ

2900
301°
(11)

CMMOE
8000 230K

2900
294°
(14)

AFTYN
10000 250K

2900
269°
(13)

4000
*2500
274°
(7)

HUGGI
10000

4000
*2500
275°
(6)

KKILR
12000 280K

KRISP

2500
261°
(9)

2500
243°
(7)

301°

DOLEE

2500
301°
(11)

2500
261°
(13)

JONZY
9000

GREAK
8000 230K

2500
243°
(6)

STUWE
7000

GEEQU
7000 210K

2500
243°
(6)

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.