

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

MINNEAPOLIS APP CON
126.35 335.5
D-ATIS
135.35 239.275

(KKILR.KKILR4) 26078
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
KKILR FOUR ARRIVAL (RNAV) Transition Routes
AL264 (FAA) MINNEAPOLIS, MINNESOTA

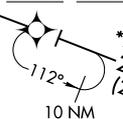
MINNEAPOLIS, MINNESOTA
KKILR FOUR ARRIVAL (RNAV) Transition Routes
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
(KKILR.KKILR4) 19MAR26

See following page
for Arrival Routes.

KKILR
12000 280K



CMAAC
14000 280K



HENDR
FL240

10000
*2700
292°
(32)

ZZING
FL290

10000
*2700
293°
(11)

KBULL

10000
*2700
309°
(26)

ROBBY

10000
*2700
308°
(30)

BEERI

10000
*2700
309°
(63)

KAMMA



NOTE: Jet aircraft only.
NOTE: Expect "descend via" clearance and runway transition assignment by Center.
Approach will assign landing runway.
NOTE: Jet aircraft descend via Mach number until 280K, if unable, advise ATC.

- CMAAC TRANSITION (CMAAC.KKILR4)
- HENDR TRANSITION (HENDR.KKILR4)
- KAMMA TRANSITION (KAMMA.KKILR4)
- KBULL TRANSITION (KBULL.KKILR4)

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NOTE: Chart not to scale.

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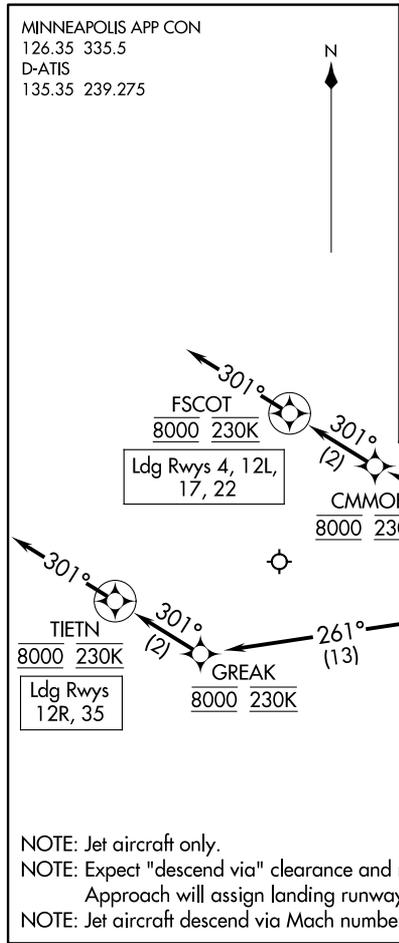
MINNEAPOLIS-INTL/WOLD-CHAMBERLAIN (MSP)
MINNEAPOLIS, MINNESOTA

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

ARRIVAL ROUTES

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ARRIVAL ROUTE DESCRIPTION

From KKILR on track 275° to cross HUGGI at or above 10000 and at or below 280K, 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 COOBA at or above 9000, then on track 294° to cross CMMOE at 8000 and at 230K, then on track 301° to cross FSCOT at 8000 and at 230K, 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°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 30L/R: 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 Rwy 30L/R approach or RADAR vectors to Rwy 30L/R final approach course.

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NOTE: Jet aircraft descend via Mach number until 280K, if unable, advise ATC.

NOTE: Chart not to scale.

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MINNEAPOLIS, MINNESOTA

ARRIVAL ROUTES

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