MINNEAPOLIS/ST PAUL (MSP/KMSP)

Elevation 842ft

CATEGORY A

No AV brief required.

GENERAL

- MSP is located in a heavily built-up area at the confluence of the Mississippi and Minnesota Rivers, less than 10 nm from the centres of both Minneapolis and St Paul.

- It is the largest and busiest airport in the US upper Midwest, and 49th busiest in the world

Threat Based Briefing Topics

CFIT

- The terrain around MSP is generally flat, but there are various man-made obstacles and high-rise buildings up to 1,748ft asl in Minneapolis and 1,753ft asl in St Paul
- Terrain slopes gently down toward the river in the final approach segments to Rwys 12L/R and 30L/R which may lead to a slightly unusual aspect

Runway Incursion

- LAHSO is common on Rwy 30L and Rwy 22 with landing aircraft instructed to hold short of Twy A9/W9 (Rwy 30) or Twy K (Rwy 22) to enable ground traffic to cross the runway. Take care to ensure not to accept either an active or passive LAHSO clearance.
- The taxiway layout is complex in places, particularly at the intersections of Rwy 22 and Rwys 30L/30R and Rwy 04/22 and Rwy 17/35. These areas are highlighted on the Jepp 10-9 and vigilance is required to ensure the correct routing is followed

Mid Air Collision

- There are a number of GA airfields located in the Minneapolis-St Paul area and VFR aircraft may be operating outside controlled airspace without reference to ATC in close proximity to the approach and departure flight paths
- Opposite direction operations (take off 12s/land 30s) may be in use at quiet times

ARRIVAL

- Preferred runways for arriving traffic are, in order of preference: Rwy 30L/30R; Rwy 35; either Rwy 22 or Rwy 04; Rwy 12L/12R. Aircraft larger than B763 size can expect Rwy 30L or Rwy 12R.

- Rwy 17 never used for arrivals except in an emergency

- Most STARs terminate in a downwind heading from a fix. In the absence of other instructions, ATC expect you to leave the fix on the published heading and await further vectors. Some fixes may have different headings published dependent on the arrival runway: pay close attention to the STAR chart during the approach briefing and ensure the correct heading is flown.

GROUND

- During World Flight, it is possible that 'Ground Metering' (MSP_H_GND 133.575) may be online to regulate the flow of departures
- If this is the case, obtain IFR clearance from MSP_DEL who will then instruct a frequency change to Ground Metering. On first contact with ground metering give stand number and ATIS information letter.

- Ground Metering will update the clearance as required and instruct you to monitor Ground at the appropriate moment. Take careful note of the ground frequency as there may be several positions open.

DEPARTURE

- Preferential departure runways, in order of preference, are: Rwy 12L/12R; Rwy 17; Either Rwy 22 or Rwy 04; Rwy 30L/30R.

- Departures from Rwy 22/ Rwy 04 available on request if required for performance reasons but will incur a delays

- Rwy 35 is not used for departures

WEATHER

- As a result of its northerly latitude and inland location, the Minneapolis-St Paul area experiences the coldest climate of any metropolitan area in the US

- Daily average temperatures range from -5°C in January to 28°C in July

- Prevailing wind in November NW'ly

- The Minneapolis-St Paul area experiences many types of extreme weather with frequent high winds and blizzards. Tornadoes and flash floods have also occurred.

OPERATIONAL INFORMATION

Handling Agent	Simfest Ground Services
Handling Agent VHF	
Potable Water	Not assessed

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times