

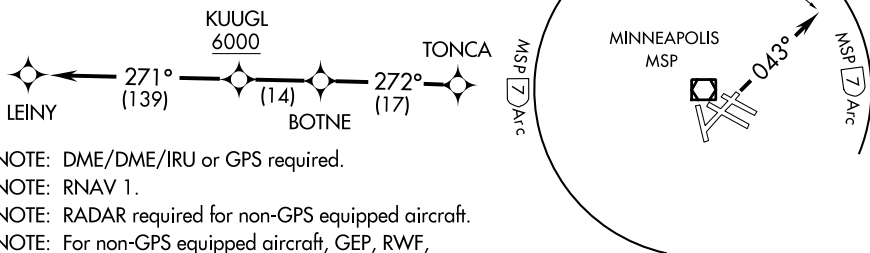
ATIS DEP 120.8
CLNC DEL
133.2

MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)

(NOTES CONTINUED ON FOLLOWING PAGE)

Rwy 17 (For assigned 230° CW 285°) 3500
Rwy 30L/30R (For assigned 220° CW 360°) 3500

Rwy 12L/12R
(For assigned 060° CW 100°)
3500



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: For non-GPS equipped aircraft, GEP, RWF, FSD, ATY, and HON must be operational.

TAKE-OFF MINIMUMS:

- Rwys 4, 22, 12L, 12R, 17: Standard.
- Rwy 35: Standard with minimum climb of 219' per NM to 2100.
- Rwy 30L: Standard with minimum climb of 210' per NM to 2100.
- Rwy 30R: Standard with minimum climb of 220' per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS:

- Runway 12L/R aircraft requires an ATC climb gradient of 546' per NM to 3500.
- Runway 17 requires an ATC climb gradient of 465' per NM to 3500.
- Runway 30L/R requires an ATC climb gradient of 380' per NM to 3500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence

TAKE-OFF RUNWAYS 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence

TAKE-OFF RUNWAYS 22, 35: Climb on assigned heading for radar vectors. Thence

TAKE-OFF RUNWAYS 30L/R: For assigned heading from 220° clockwise to 360°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

. . . . expect radar vectors to TONCA, then on track 272° to BOTNE, then on track 272° to KUUGL, then on track 271° to LEINY. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude until BOTNE. Expect filed altitude/flight level 10 minutes after departure. Cross KUUGL at or above 6000.

NC-1, 07 FEB 2013 to 07 MAR 2013

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