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Terminal Charts For KMSP
Revision Letter For Cycle 01-2015
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Notebook

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General Information

Location: Minneapolis MN USA
IATA Code: MSP
Lat/Long: N44° 52.9' W093° 13.3'
Elevation: 842 ft

Airport Use: Public
Magnetic Variation: 0.3°E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1351 Z
Sunset: 2247 Z,

Runway Information

Runway: 04
Length x Width: 11006 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 832 ft
Lighting: Edge, ALS
Displaced Threshold: 1550 ft
Stopway: 1000 ft

Runway: 12L
Length x Width: 8200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 839 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 12R
Length x Width: 10000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 842 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 630 ft

Runway: 17
Length x Width: 8000 ft x 150 ft

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Surface Type: concrete
TDZ-Elev: 840 ft
Lighting: Edge, Centerline, REIL

Runway: 22
Length x Width: 11006 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 828 ft
Lighting: Edge, ALS
Displaced Threshold: 1000 ft

Runway: 30L
Length x Width: 10000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 823 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 30R
Length x Width: 8200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 822 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 200 ft

Runway: 35
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 834 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 120.8
ATIS 135.35
Minneapolis Tower Tower 126.7
Minneapolis Tower Tower 123.95
Minneapolis Tower Tower 123.675
Minneapolis Tower Tower 132.525
Minneapolis Ground Meteri Ground Control 133.575
Minneapolis Ground Ground Control 127.925 (181°-360°)
Minneapolis Ground Ground Control 121.9 (91°-270°)
Minneapolis Ground Ground Control 121.8 (271°-90°)
Minneapolis Clearance Del Clearance Delivery 133.2
Minneapolis Clearance Del Pre-Taxi Clearance 133.2 Pre-Departure Clearance
Minneapolis Approach Approach Control 126.95 Arrival Service
Minneapolis Approach Approach Control 118.725 Arrival Service
Minneapolis Approach Approach Control 119.3 Arrival Service
Minneapolis App TCA 134.7 (91°-270°)
Minneapolis App TCA 126.5 (271°-360°)
Minneapolis App TCA 121.2 (1°-90°)
Minneapolis Departure Departure Control 124.7 Departure Service
Minneapolis Departure Departure Control 125.75 Departure Service
Minneapolis Departure Departure Control 132.975 Departure Service

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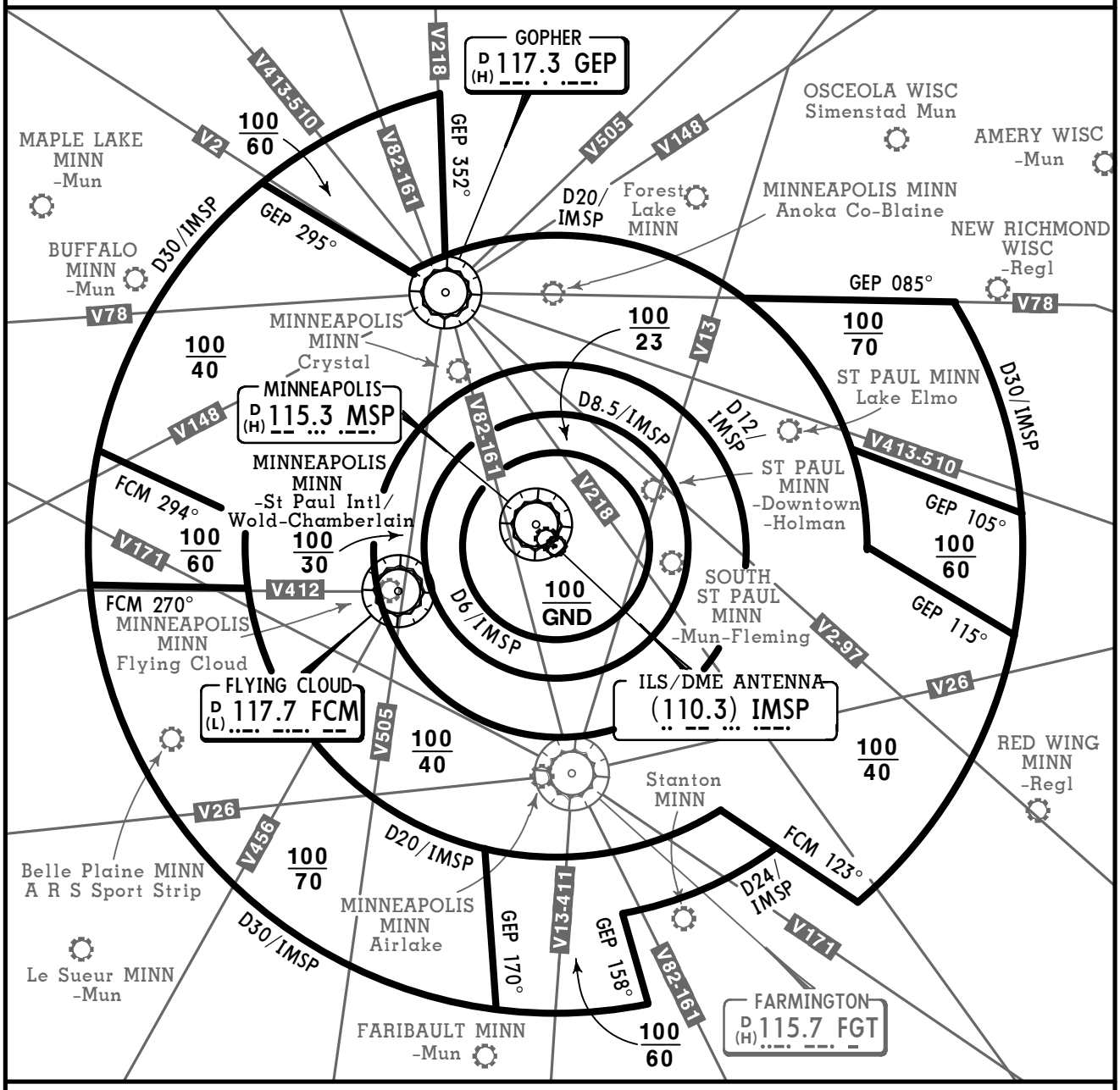
Signature Flight Support Unicom 128.95
Minneapolis-St Paul Intl/ Unicom 122.95
Princeton Flight Service Station 122.3 RCO

MINNEAPOLIS CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

(NE) **Minneapolis App (R)** 121.2 (S) **Minneapolis App (R)** 134.7 (NW) **Minneapolis App (R)** 126.5



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-

Aircraft operating within the Class B airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact Minneapolis Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

2. Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Minneapolis-St Paul International/Wold-Chamberlain Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.

3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

CHANGES: Class B airspace modified.

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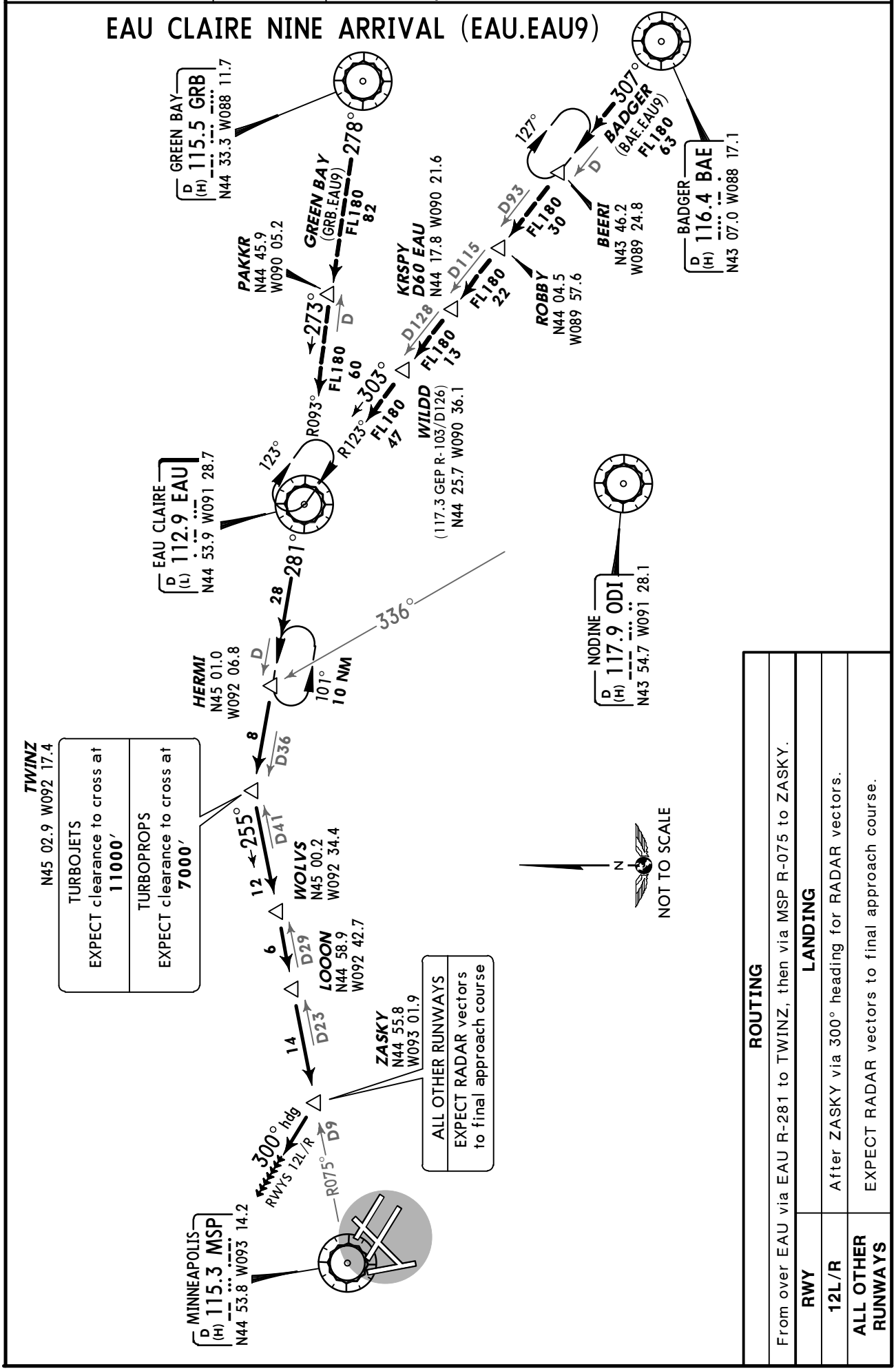
D-ATIS	Apt Elev	
135.35	842′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.**

EAU CLAIRE NINE ARRIVAL (EAU.EAU9)



ROUTING

From over EAU via EAU R-281 to TWINZ, then via MSP R-075 to ZASKY.

LANDING

RWY	
12L/R	After ZASKY via 300° heading for RADAR vectors.
ALL OTHER RUNWAYS	EXPECT RADAR vectors to final approach course.

CHANGES: None.

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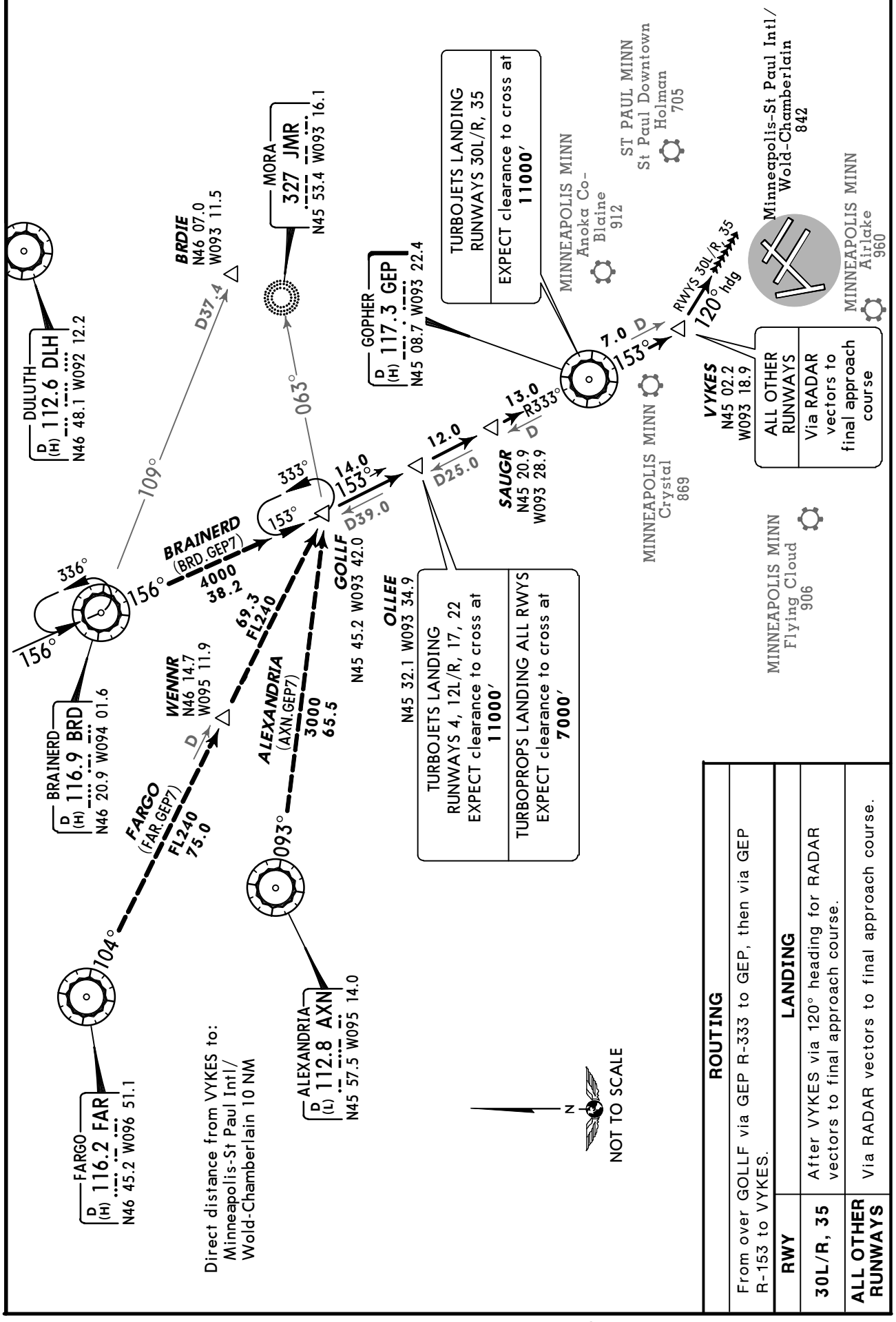
D-ATIS	Apt Elev	
135.35	*See graphic*	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required. 2. DME required.** 3. ALEXANDRIA Transition: Turboprops only.

GOPHER SEVEN ARRIVAL (GEP.GEP7)



ROUTING
From over GOLLF via GEP R-333 to GEP, then via GEP R-153 to VYKES.

RWY	LANDING
30L/R, 35	After VYKES via 120° heading for RADAR vectors to final approach course.
ALL OTHER RUNWAYS	Via RADAR vectors to final approach course.

CHANGES: Procedure note, renumbered.

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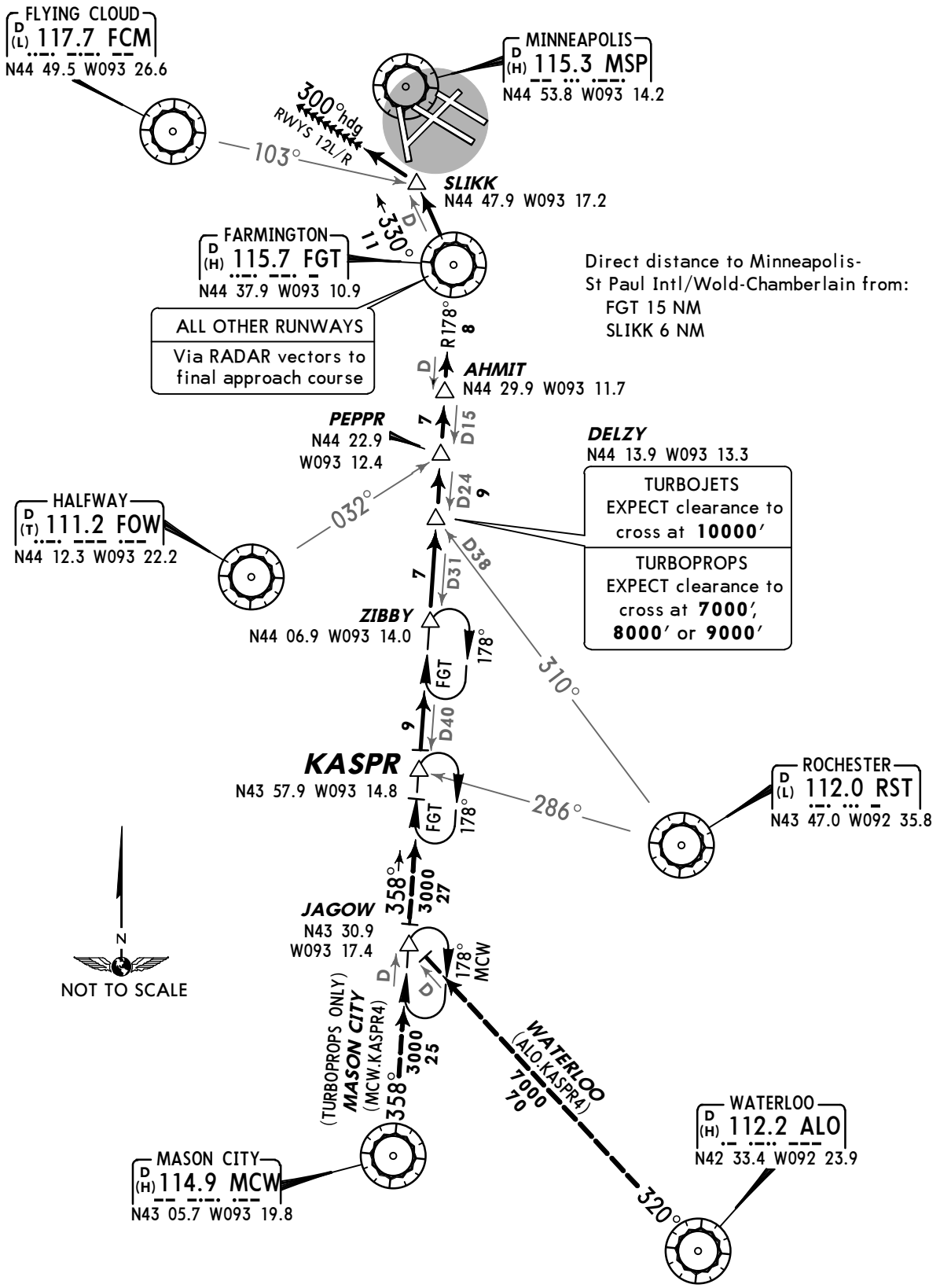
D-ATIS	Apt Elev	
135.35	842′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.** 3. MASON CITY transition: Turboprops only.

KASPR FOUR ARRIVAL (KASPR.KASPR4)



ROUTING

From over KASPR via FGT R-178 to FGT.

RWY	LANDING
12L/R	After FGT, via FGT R-330 to SLIKK, then via 300° heading for RADAR vectors to final approach course.
ALL OTHER RUNWAYS	At FGT, via RADAR vectors to final approach course.

CHANGES: Reissued.

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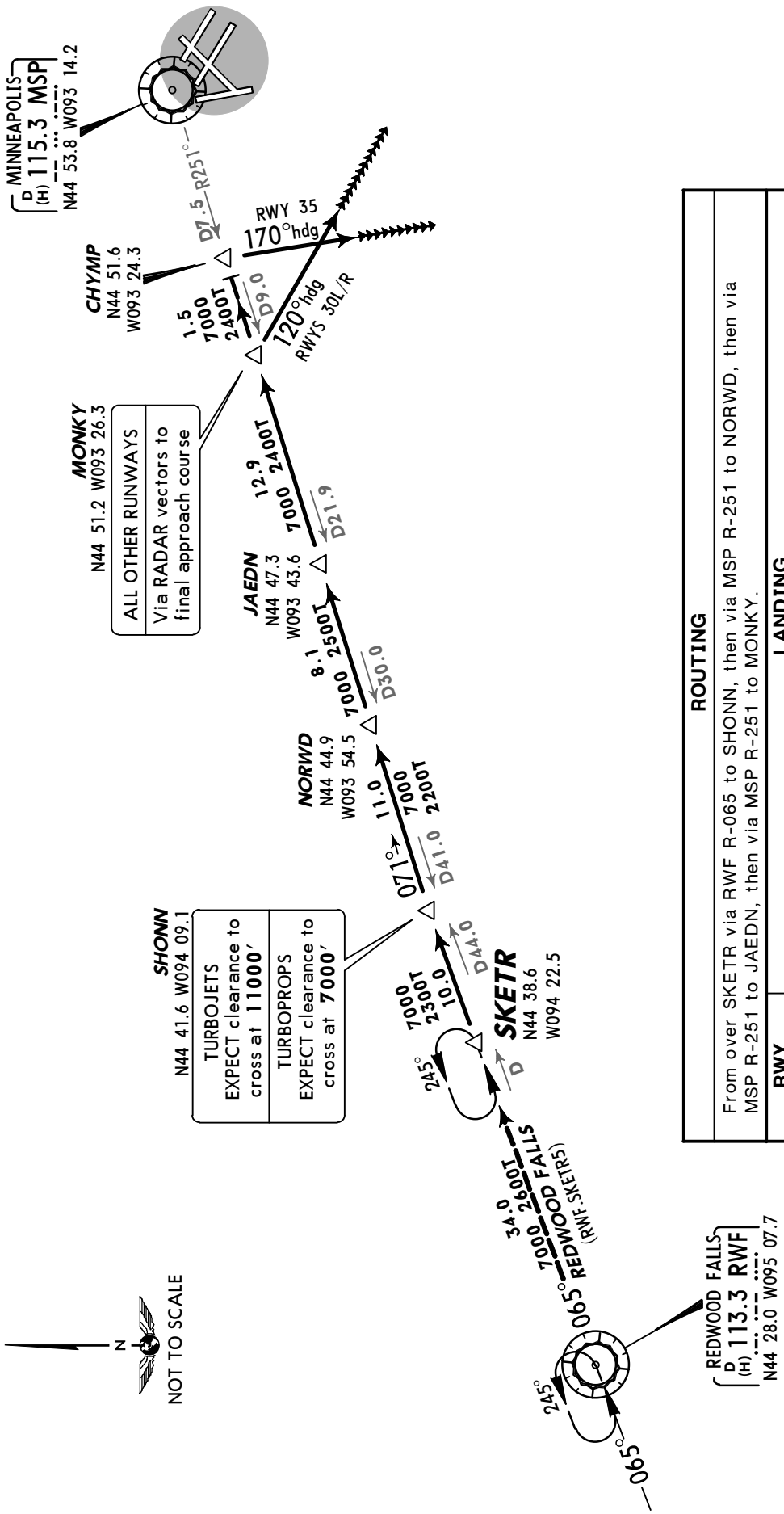
D-ATIS	Apt Elev	
135.35	842′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.**

SKETR FIVE ARRIVAL (SKETR.SKETR5)



ROUTING	
From over SKETR via RWF R-065 to SHONN, then via MSP R-251 to NORWD, then via MSP R-251 to JAEDN, then via MSP R-251 to MONKY.	
RWY	**LANDING**
30L/R	Depart MONKY heading 120° for RADAR vectors to final approach course.
35	Depart MONKY via MSP R-251 to CHYMP, then via heading 170° for RADAR vectors to final approach course.
ALL OTHER RUNWAYS	At MONKY via RADAR vectors to final approach course.

CHANGES: None.

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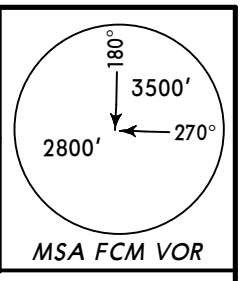
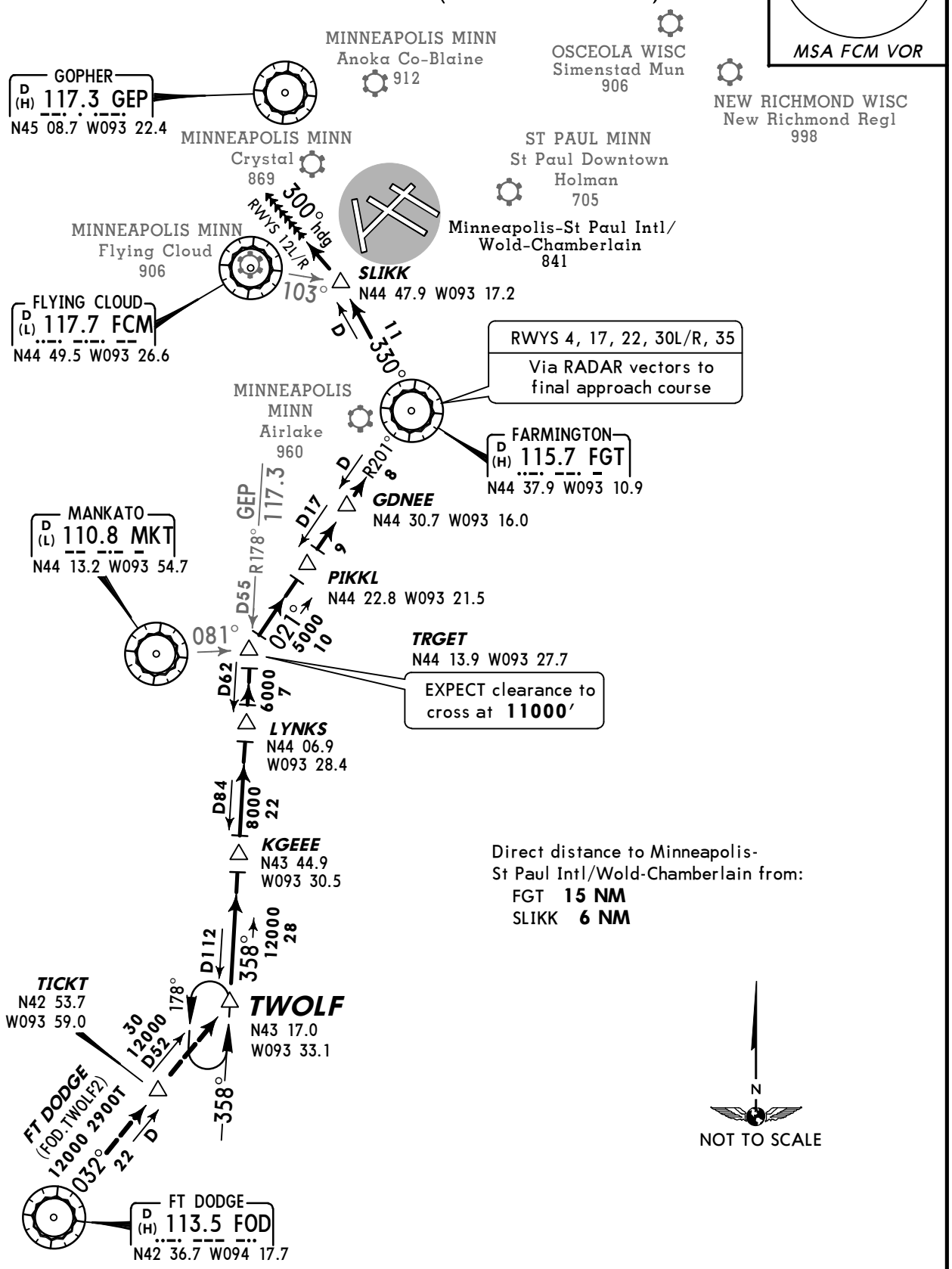
D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.**
135.35	*See graphic*	



TWOLF TWO ARRIVAL (TWOLF.TWOLF2)



ROUTING

From over TWOLF via GEP R-178 to KGEEE, then as depicted to TRGET.

RWY	LANDING
12L/R	From over TRGET via FGT R-201 to FGT, then via FGT R-330 to SLIKK, then via 300° heading for RADAR vectors to final approach course.
4, 17, 22, 30L/R, 35	From over TRGET via FGT R-201 to FGT, then via RADAR vectors to final approach course.

CHANGES: None.

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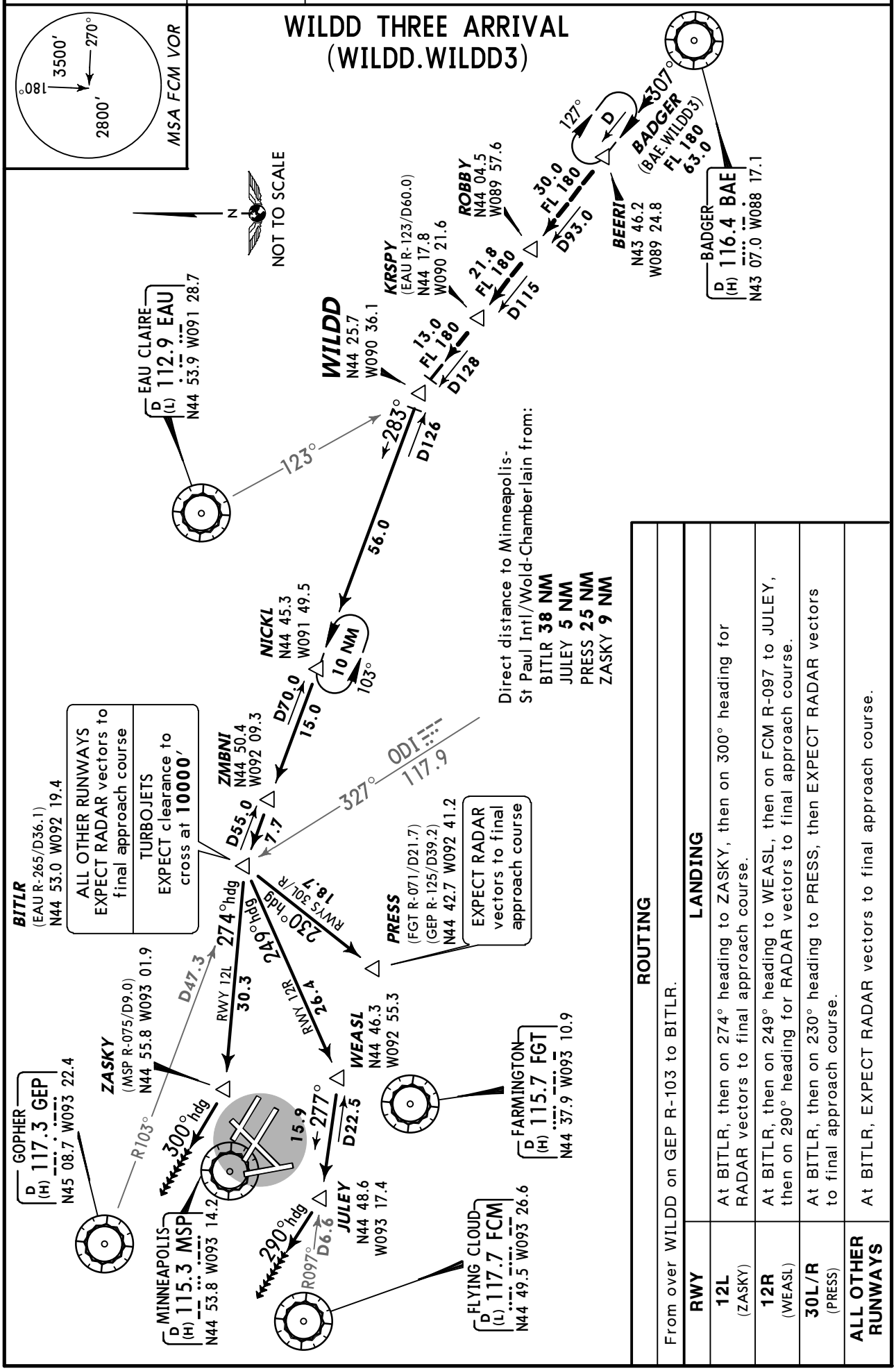
D-ATIS	Apt Elev	
135.35	841′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RADAR required.** **2. DME required.** 3. Arrival procedure assigned by ATC only - Do not file.

WILDD THREE ARRIVAL
(WILDD.WILDD3)



ROUTING

From over WILDD on GEP R-103 to BITLR.

LANDING

RWY	
12L (ZASKY)	At BITLR, then on 274° heading to ZASKY, then on 300° heading for RADAR vectors to final approach course.
12R (WEASL)	At BITLR, then on 249° heading to WEASL, then on FCM R-097 to JULEY, then on 290° heading for RADAR vectors to final approach course.
30L/R (PRESS)	At BITLR, then on 230° heading to PRESS, then EXPECT RADAR vectors to final approach course.
ALL OTHER RUNWAYS	At BITLR, EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, revised.

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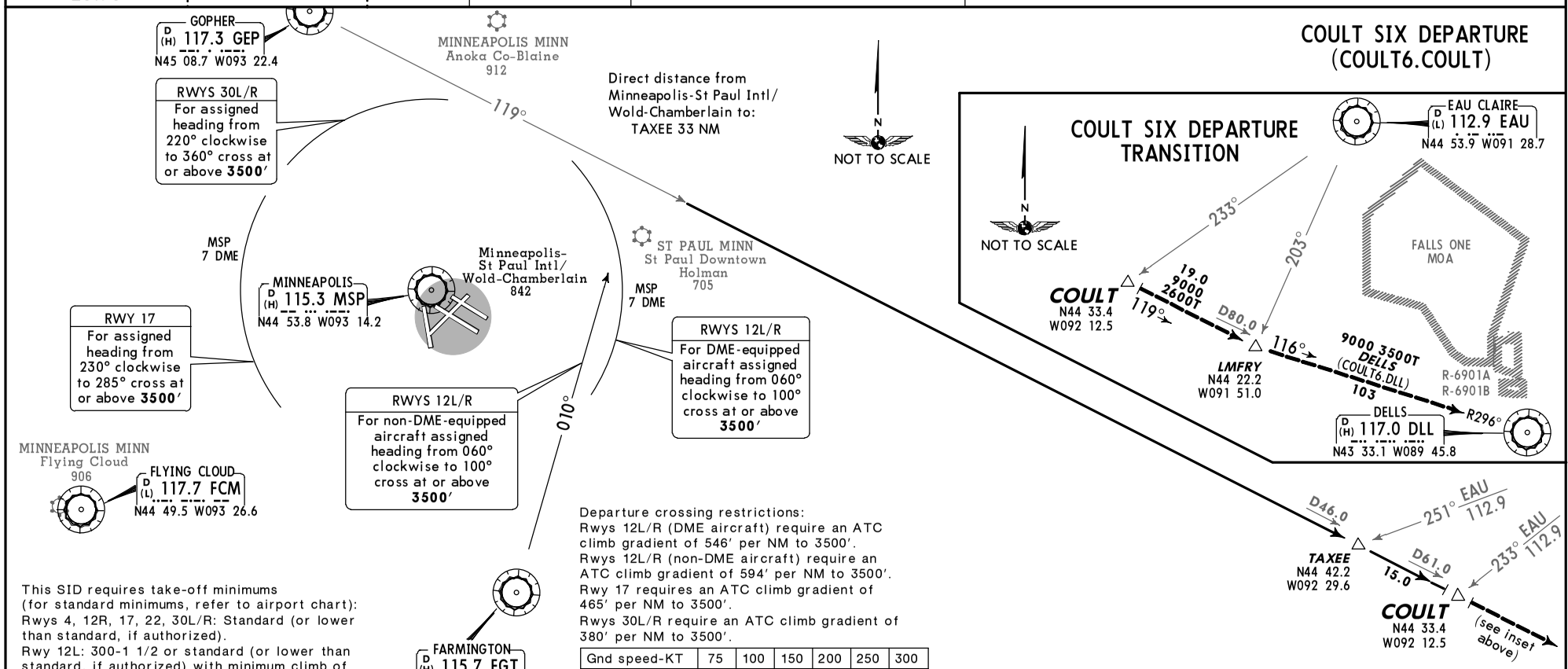
MINNEAPOLIS Departure (R)			Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	RADAR required.
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy				
125.75	124.7	132.97			



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.

Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to intercept GEP R-119 to COULT.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	

ROUTING

Via transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered.

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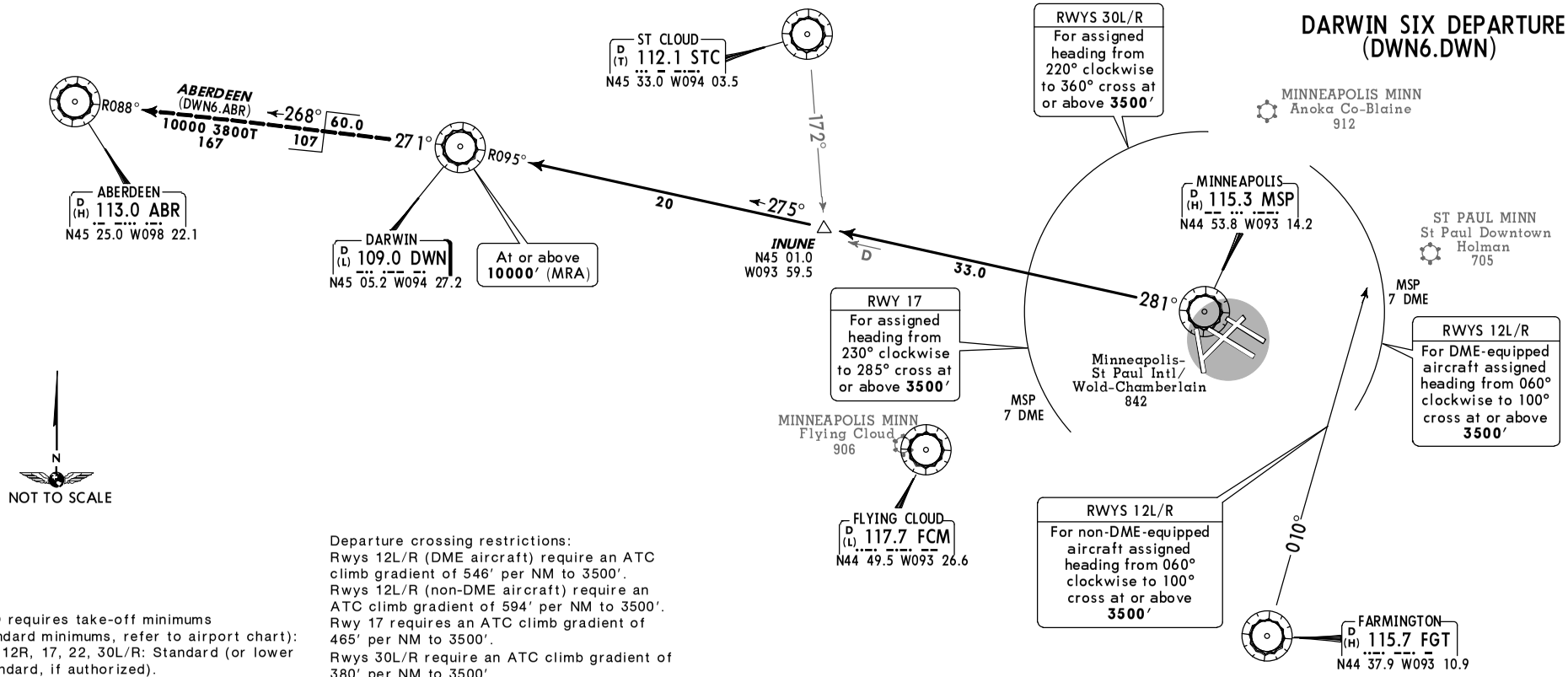
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′	RADAR required.
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		See graphic		
125.75	124.7	132.97			

DARWIN SIX DEPARTURE (DWN6.DWN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.

Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to intercept MSP R-281 and DWN R-095 to DWN.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	

ROUTING

Via transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered.

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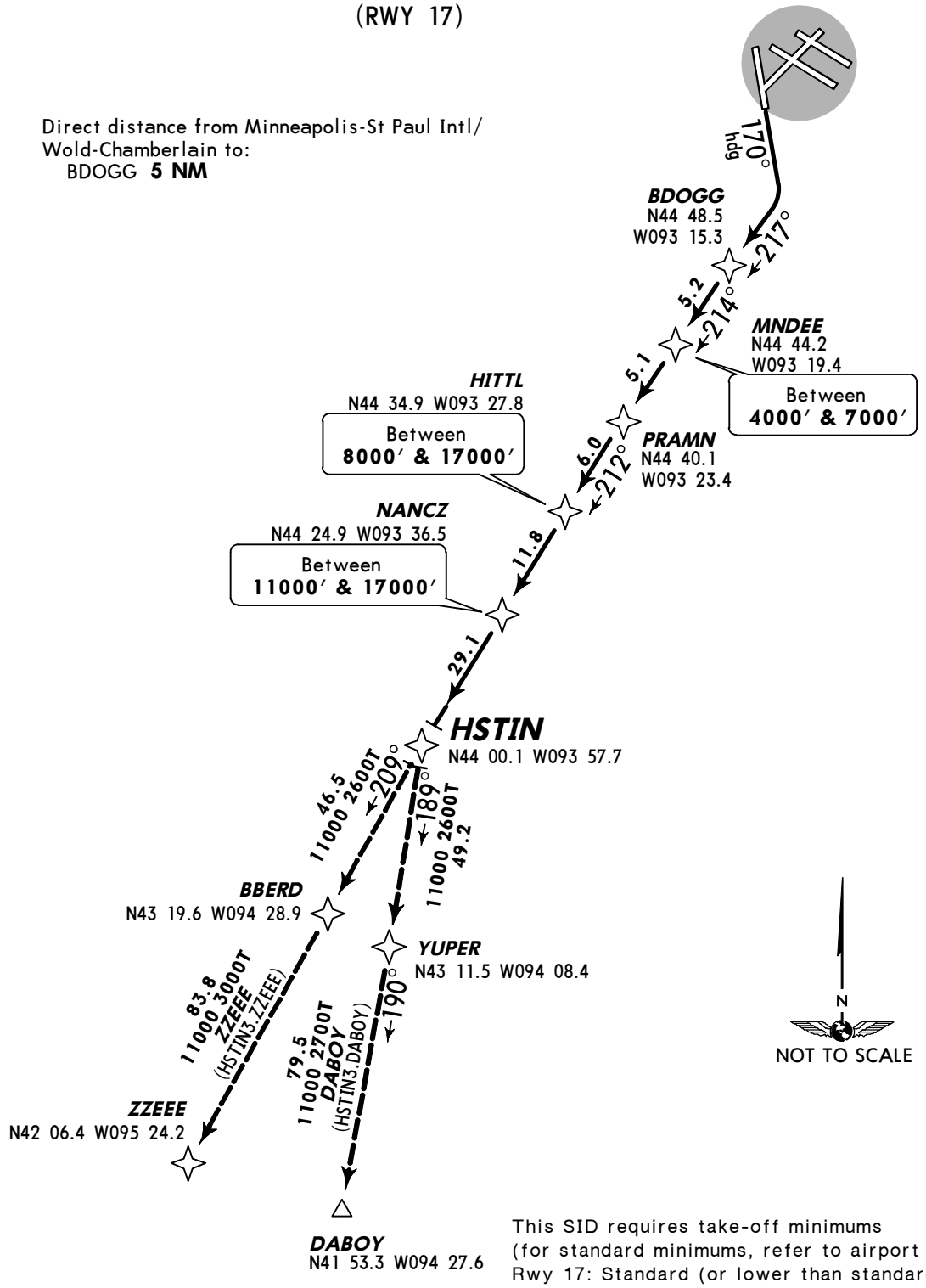
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		842′	**1. RADAR required. 2. RNAV 1.**
125.75	124.7	132.97		**3. DME/DME/IRU or GPS required.**
				4. For use by turbojet aircraft only.

HESTIN THREE RNAV DEPARTURE (HSTIN3.HSTIN)

(RWY 17)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 370′ per NM to **11000′.**
All other runways: Not authorized - Air traffic.

Gnd speed-KT	75	100	150	200	250	300
370′ per NM	463	617	925	1233	1542	1850

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB

Climb heading 170° to intercept course 217° to BDOGG, then on track 214° to cross MNDEE between **4000′ & 7000′**, then on track 214° to PRAMN, then on track 212° to cross HITTL between **8000′ & 17000′**, then on track 212° to cross NANCZ between **11000′ & 17000′**, then on track 212° to HSTIN.

ROUTING

At HSTIN, via transition. **MAINTAIN 17000′.** EXPECT filed altitude 10 minutes after departure.

CHANGES: Bearings, initial climb instructions, renumbered, reindexed.

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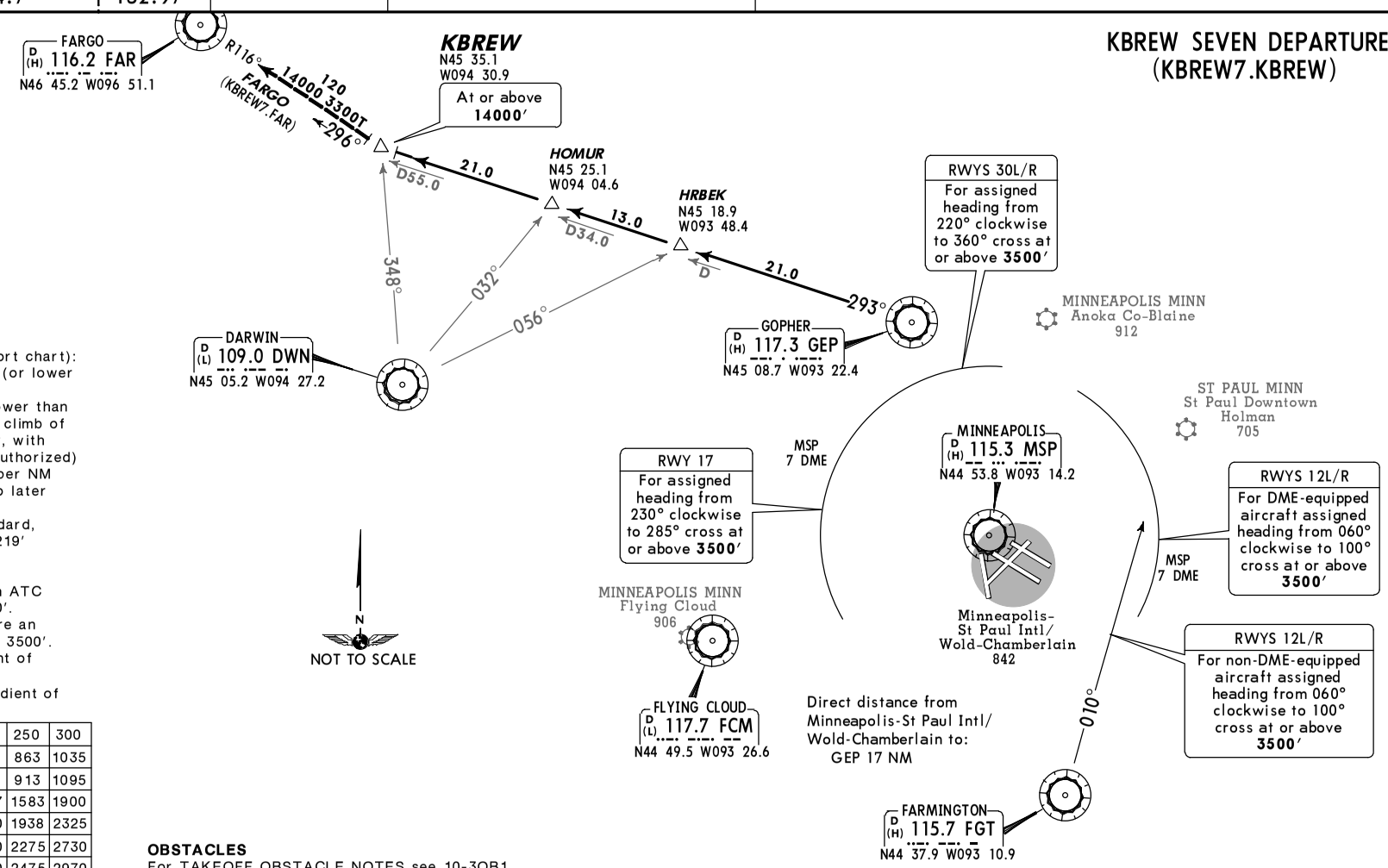
MINNEAPOLIS Departure (R)			Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	1. RADAR required.
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy				
125.75	124.7	132.97			

KBREW SEVEN DEPARTURE (KBREW7.KBREW)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.
Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to GEP, then on GEP R-293 to KBREW.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	

ROUTING

Via transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered.

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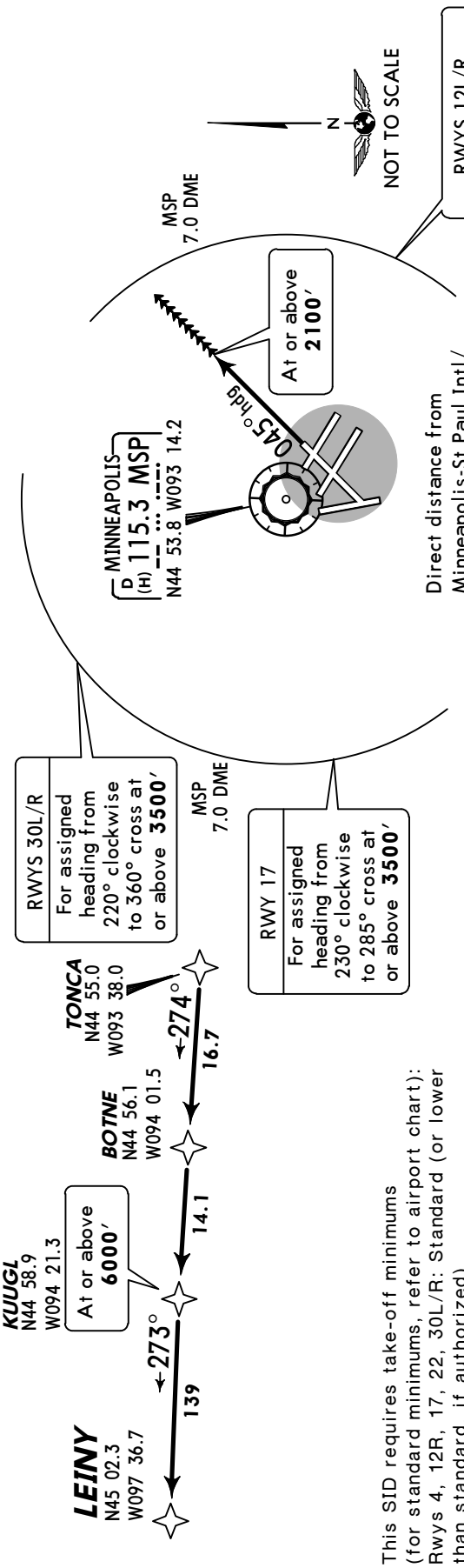
MINNEAPOLIS Departure (R)			Apt Elev	
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy			
125.75	124.7	132.97	842′	

Trans level: FL180 Trans alt: 18000′
1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft, ATY, FSD, GEP, HON, and RWF must be operational.

LEINY FIVE RNAV DEPARTURE
(LEINY5.LEINY)



Direct distance from Minneapolis-St Paul Intl/ Wold-Chamberlain to: TONCA 18 NM

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.

Departure crossing restrictions:
Rwys 12L/R requires an ATC climb gradient of 546′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

RWY	INITIAL CLIMB	ALTITUDE
4	Climb on heading 045° to **2100′.**	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7.0 DME Arc at or above 3500′.	
17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7.0 DME Arc at or above 3500′.	
30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7.0 DME Arc at or above 3500′.	
22, 35	Climb on assigned heading for RADAR vectors.	

ROUTING
EXPECT RADAR vectors to TONCA, then on track 274° to BOTNE, then on track 274° to KUUGL, then on track 273° to LEINY. EXPECT filed altitude/flight level 10 minutes after departure.

ALTITUDE
TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude.
ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude until BOTNE.

CHANGES: None.

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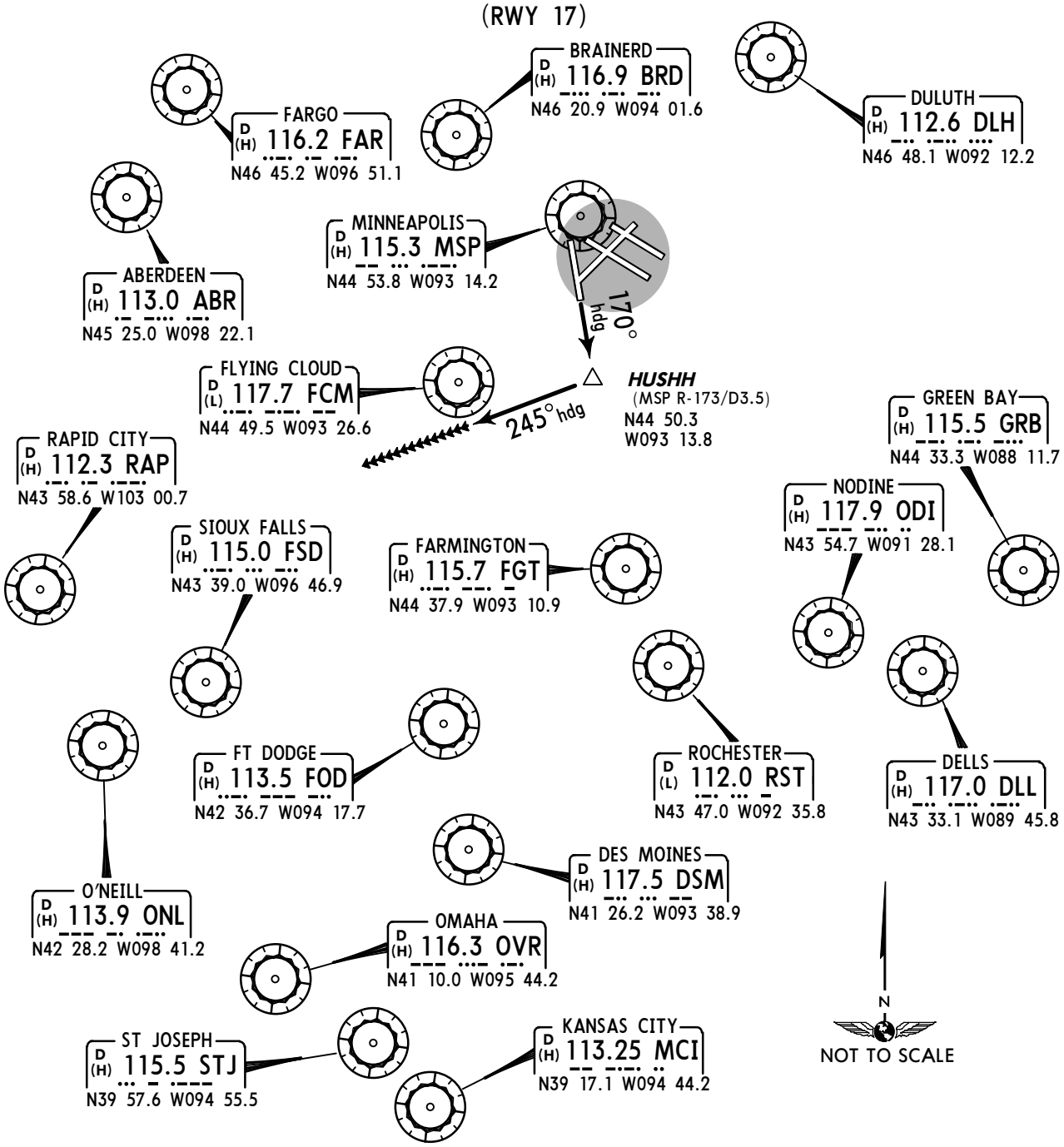
MINNEAPOLIS Departure (R)			Apt Elev	
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy			Trans level: FL180 Trans alt: 18000′
125.75	124.7	132.97	842′	**1. RADAR required.** **2. DME required.**

MEADOW LAKE TWO DEPARTURE (MEDOW2.MSP)

(RWY 17)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 17: Standard (or lower than standard, if authorized) with a minimum ATC climb of 240′ per NM to **5000′.**
All other runways: Not authorized - ATC request.

Gnd speed-KT	75	100	150	200	250	300
240′ per NM	300	400	600	800	1000	1200

OBSTACLES
For TAKEOFF OBSTACLE NOTES SEE 10-3OB1.

INITIAL CLIMB	ALTITUDE
Climb via heading 170° to HUSHH/D3.5 MSP, then RIGHT turn heading 245° and continue climb.	TURBOJET AIRCRAFT: **MAINTAIN 7000′** or lower as assigned. ALL OTHER AIRCRAFT: **MAINTAIN 5000′** or lower as assigned.

ROUTING

Then via vectors to assigned route/fix, EXPECT clearance to assigned altitude/flight level 10 minutes after departure.

CHANGES: Procedure notes, obstacles, renumbered, reindexed.

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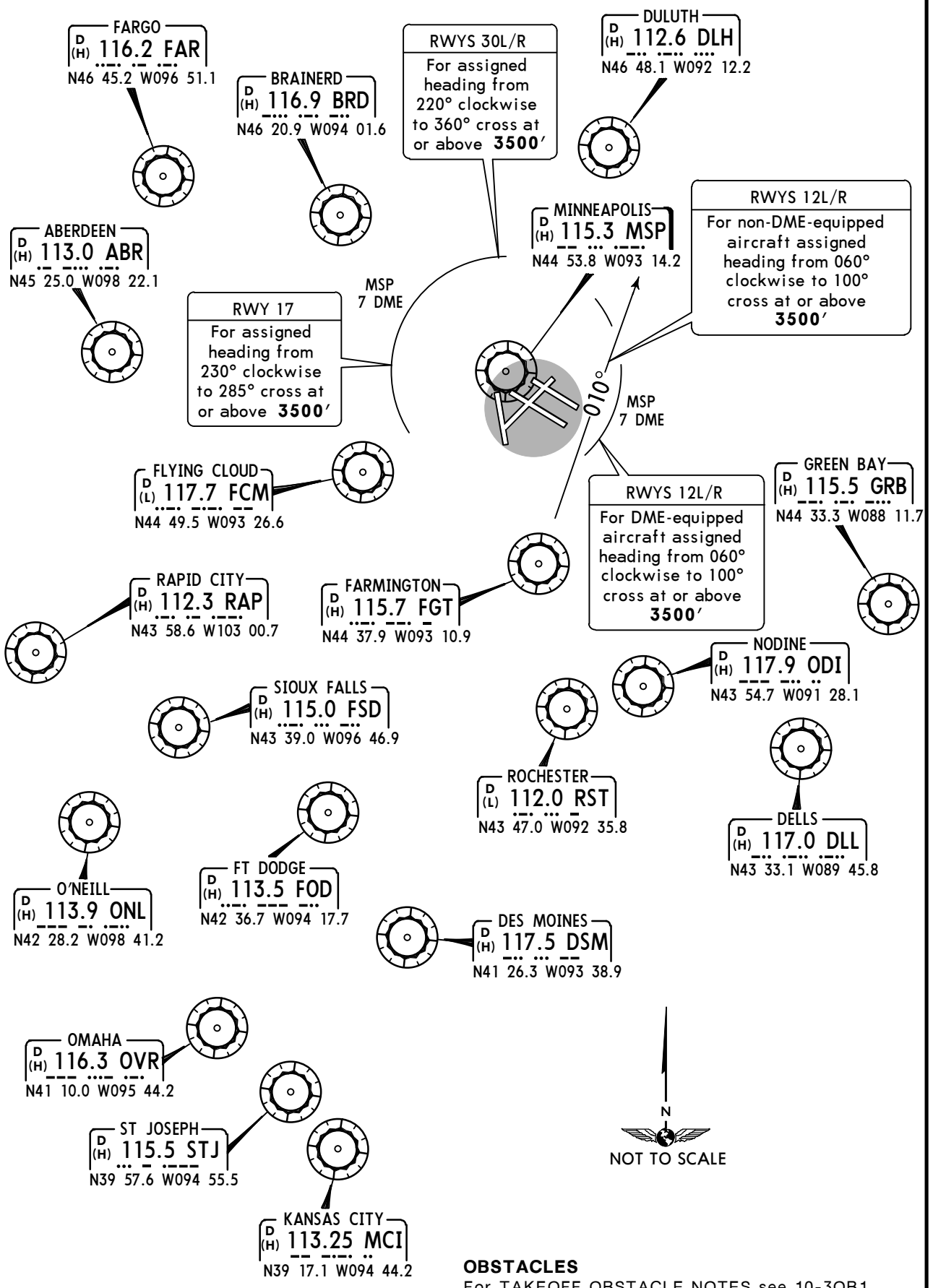
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy			1. RADAR required.
125.75	124.7	132.97	842′	2. DME required for Rwys 17, 30L/R departure.

MINNEAPOLIS SIX DEPARTURE (MSP6.MSP)

For Procedure Text and Takeoff Minimums see 10-3F-1



OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure note, renumbered, reindexed.

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MINNEAPOLIS SIX DEPARTURE (MSP6.MSP)

For Procedure Graphic see 10-3F

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to **1100′**, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to **2100′.**
Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to **3500′.**
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to **3500′.**
Rwy 17 requires an ATC climb gradient of 465′ per NM to **3500′.**
Rwys 30L/R require an ATC climb gradient of 380′ per NM to **3500′.**

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to join filed/assigned route.	TURBOJET AIRCRAFT: **MAINTAIN 7000′** or lower assigned altitude. ALL OTHER AIRCRAFT: **MAINTAIN 5000′** or lower assigned altitude.
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above **3500′.**	**MAINTAIN** assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above **3500′.**	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above **3500′.**	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above **3500′.**	

ROUTING

EXPECT clearance to assigned altitude/flight level 10 minutes after departure.

CHANGES: Take-off minimums, renumbered, reindexed.

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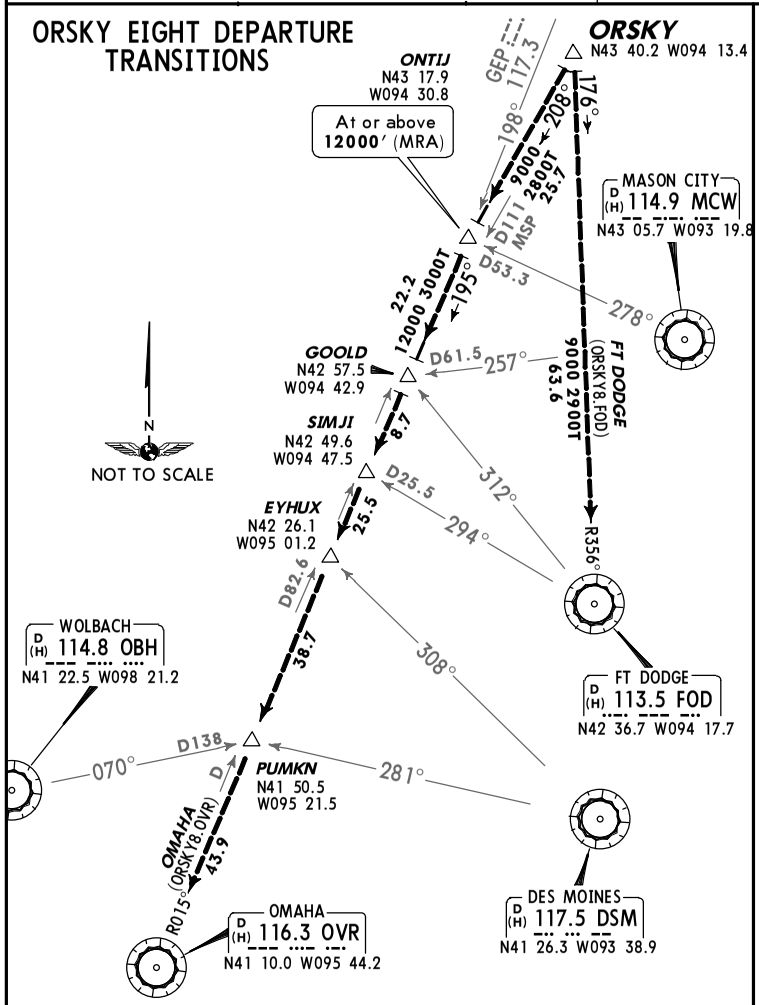
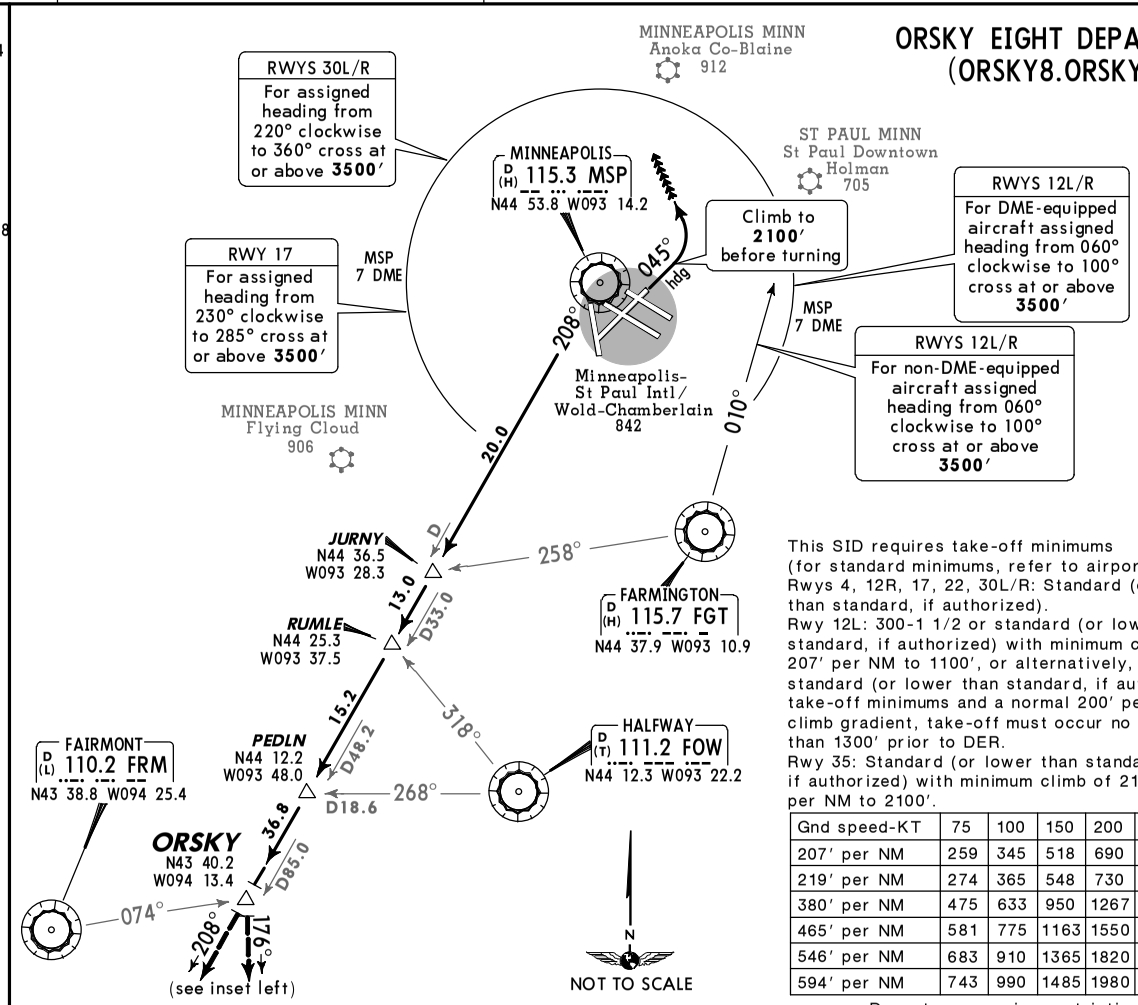
MINNEAPOLIS Departure (R)			Apt Elev See graphic	Trans level: FL180 Trans alt: 18000′	RADAR required.
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy				
125.75	124.7	132.97			

ORSKY EIGHT DEPARTURE TRANSITIONS



ORSKY EIGHT DEPARTURE (ORSKY8.ORSKY)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to MSP R-208 to ORSKY.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWY 4	Climb heading 045° to 2100′ before turning LEFT.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	
RWYS 22, 35	Initially assigned heading.	

ROUTING

Via transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

CHANGES: Procedure renumbered.

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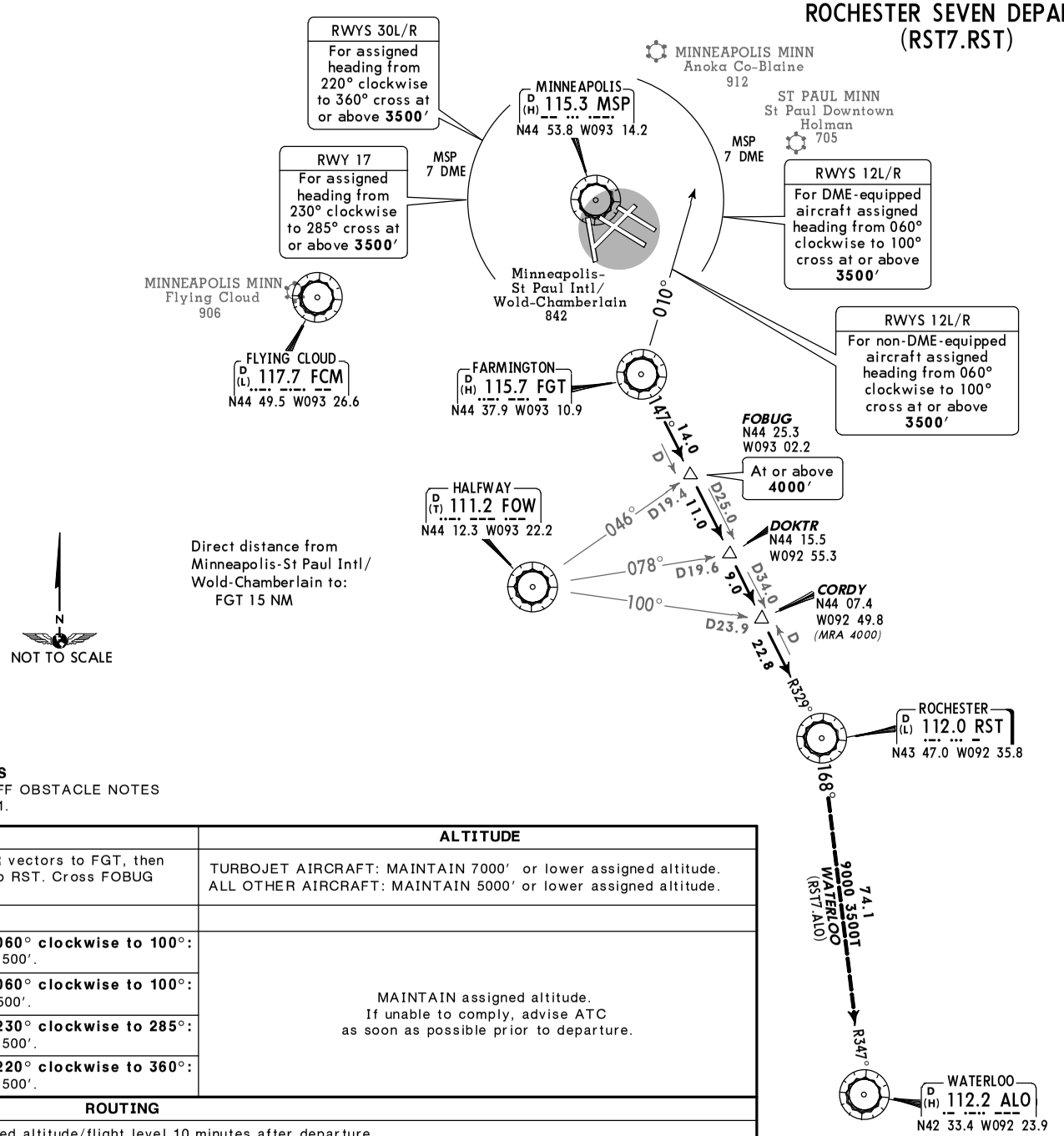
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′	RADAR required.
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		See graphic		
125.75	124.7	132.97			

ROCHESTER SEVEN DEPARTURE (RST7.RST)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.
Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to FGT, then via FGT R-147 and RST R-329 to RST. Cross FOBUG at or above 4000′.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	

ROUTING

Via assigned transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered.

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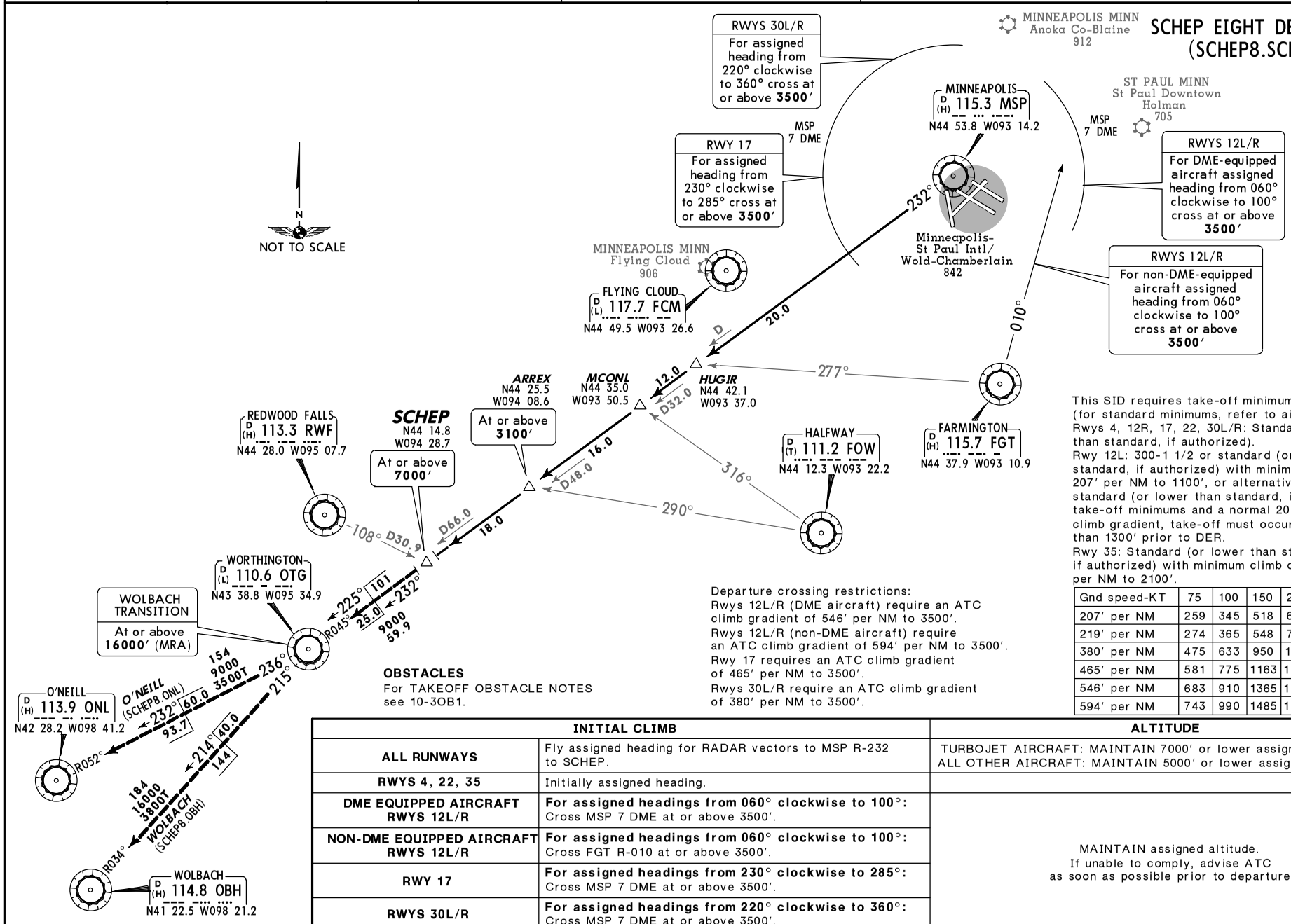
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′	RADAR required.
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		See graphic		
125.75	124.7	132.97			

SCHEP EIGHT DEPARTURE (SCHEP8.SCHEP)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to MSP R-232 to SCHEP.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	

ROUTING

Via transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered.

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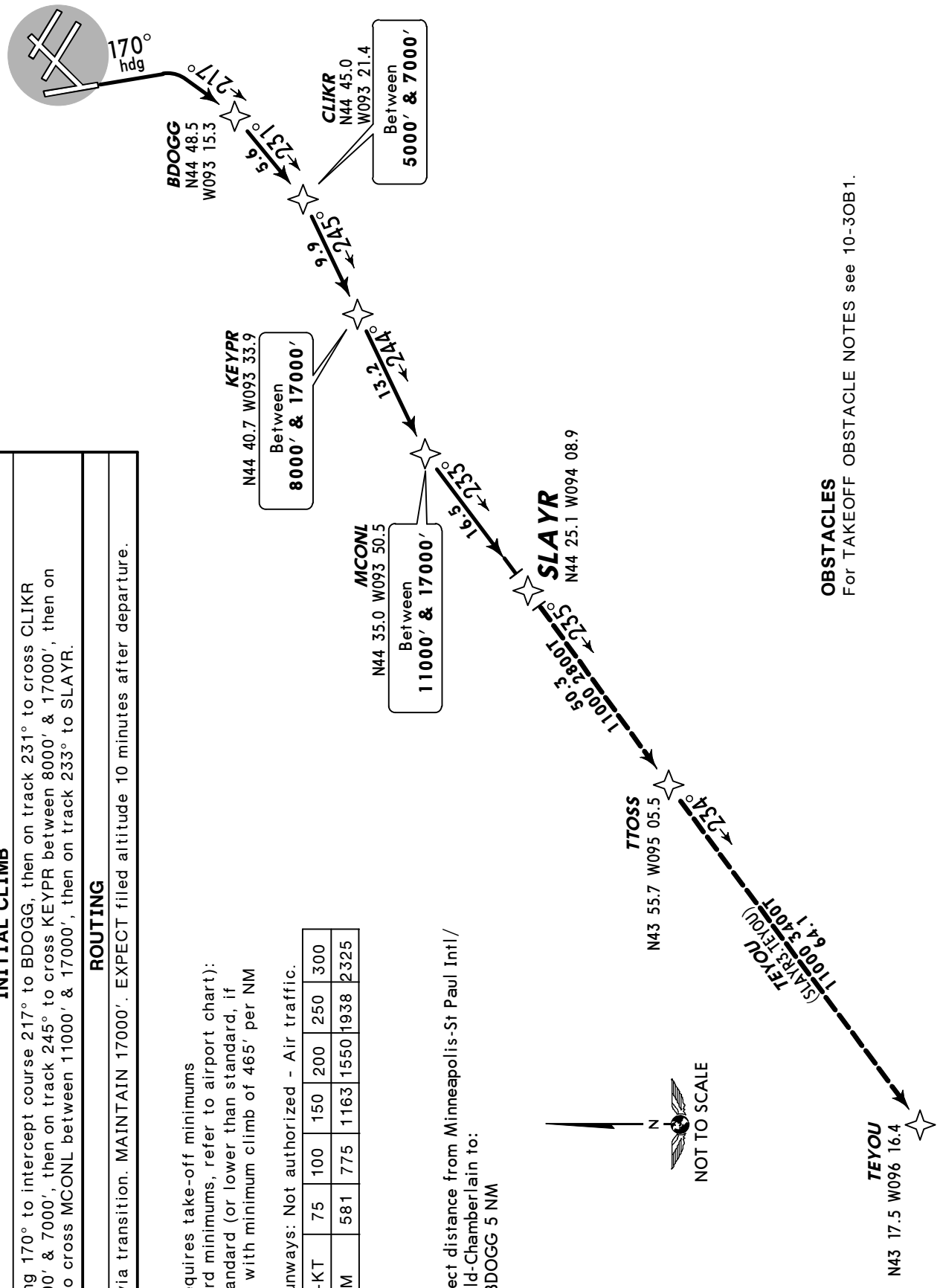
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		842′	**1. RADAR required. 2. RNAV 1.**
125.75	124.7	132.97		**3. DME/DME/IRU or GPS required.**
				4. For use by turbojet aircraft only.

SLAYER THREE RNAV DEPARTURE (SLAYR3.SLAYR)

(RWY 17)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB

Climb heading 170° to intercept course 217° to BDOGG, then on track 231° to cross CLIKR between 5000′ & 7000′, then on track 245° to cross KEYPR between 8000′ & 17000′, then on track 244° to cross MCONL between 11000′ & 17000′, then on track 233° to SLAYR.

ROUTING

At SLAYR, via transition. MAINTAIN 17000′. EXPECT filed altitude 10 minutes after departure.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwy 17: Standard (or lower than standard, if authorized) with minimum climb of 465′ per NM to 11000′.
All other runways: Not authorized - Air traffic.

Gnd speed-KT	75	100	150	200	250	300
465′ per NM	581	775	1163	1550	1938	2325

CHANGES: None.

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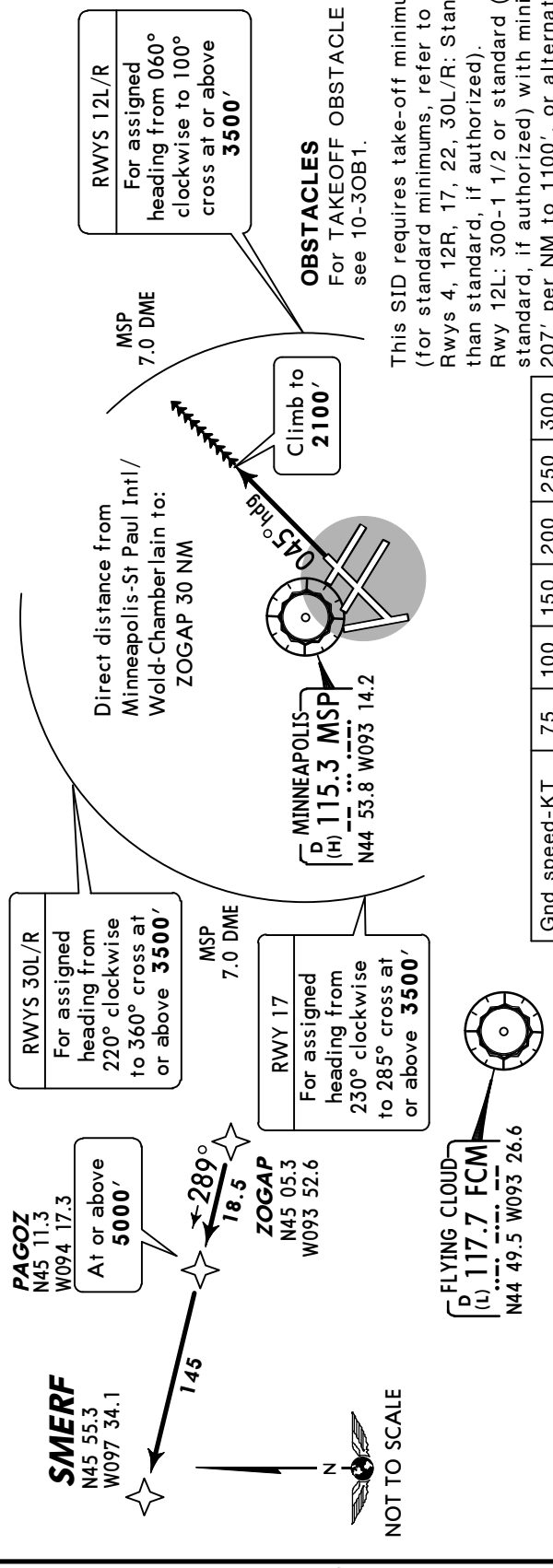
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		842′	**1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.**
125.75	124.7	132.97		4. For non-GPS equipped aircraft, ABR, ATY, AXN, BRD, DWN and FCM DMEs must be operational.

SMERF SIX RNAV DEPARTURE
(SMERF6.SMERF)

RWY	INITIAL CLIMB	ALTITUDE
4	Climb heading 045° to 2100′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7.0 DME Arc at or above 3500′.	
17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7.0 DME Arc at or above 3500′.	
30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7.0 DME Arc at or above 3500′.	
22, 35	Climb on assigned heading for RADAR vectors.	

ROUTING	ALTITUDE
EXPECT RADAR vectors to ZOGAP, then on track 289° to PAGOZ and on track 289° to SMERF. EXPECT filed altitude/flight level 10 minutes after departure.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized). Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER. Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730

Departure crossing restrictions:
Rwys 12L/R require an ATC climb gradient of 546′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

CHANGES: FCM VOR added, renumbered.

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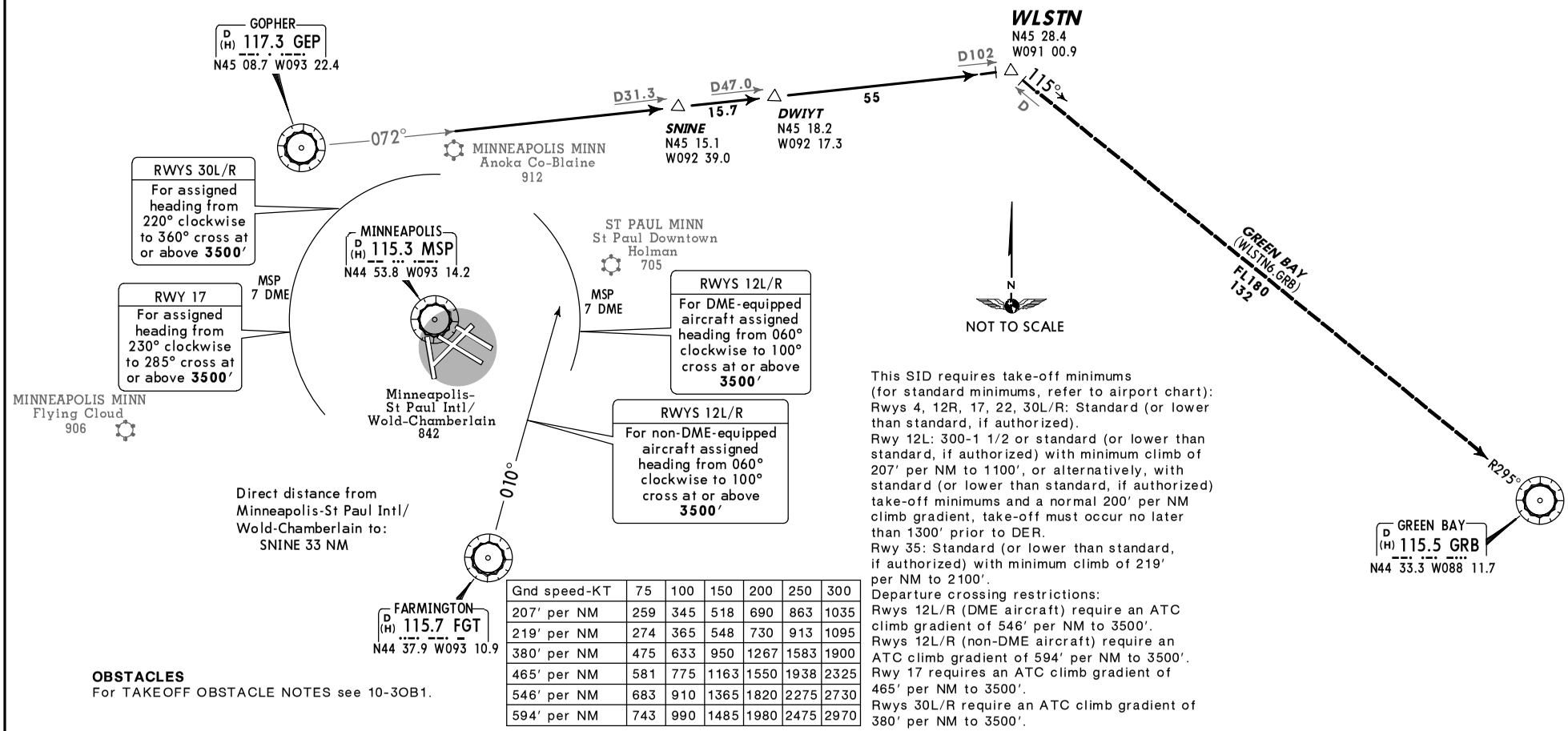
MINNEAPOLIS Departure (R)			Apt Elev		
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		See graphic	Trans level: FL180 Trans alt: 18000′	**RADAR required.**
125.75	124.7	132.97			

WLSTN SIX DEPARTURE (WLSTN6.WLSTN)



Direct distance from Minneapolis-St Paul Intl/ Wold-Chamberlain to: SNINE 33 NM

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.
Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to GEP R-072 to WLSTN.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	

ROUTING

Via transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, reindexed (WAUKON Departure cancelled).

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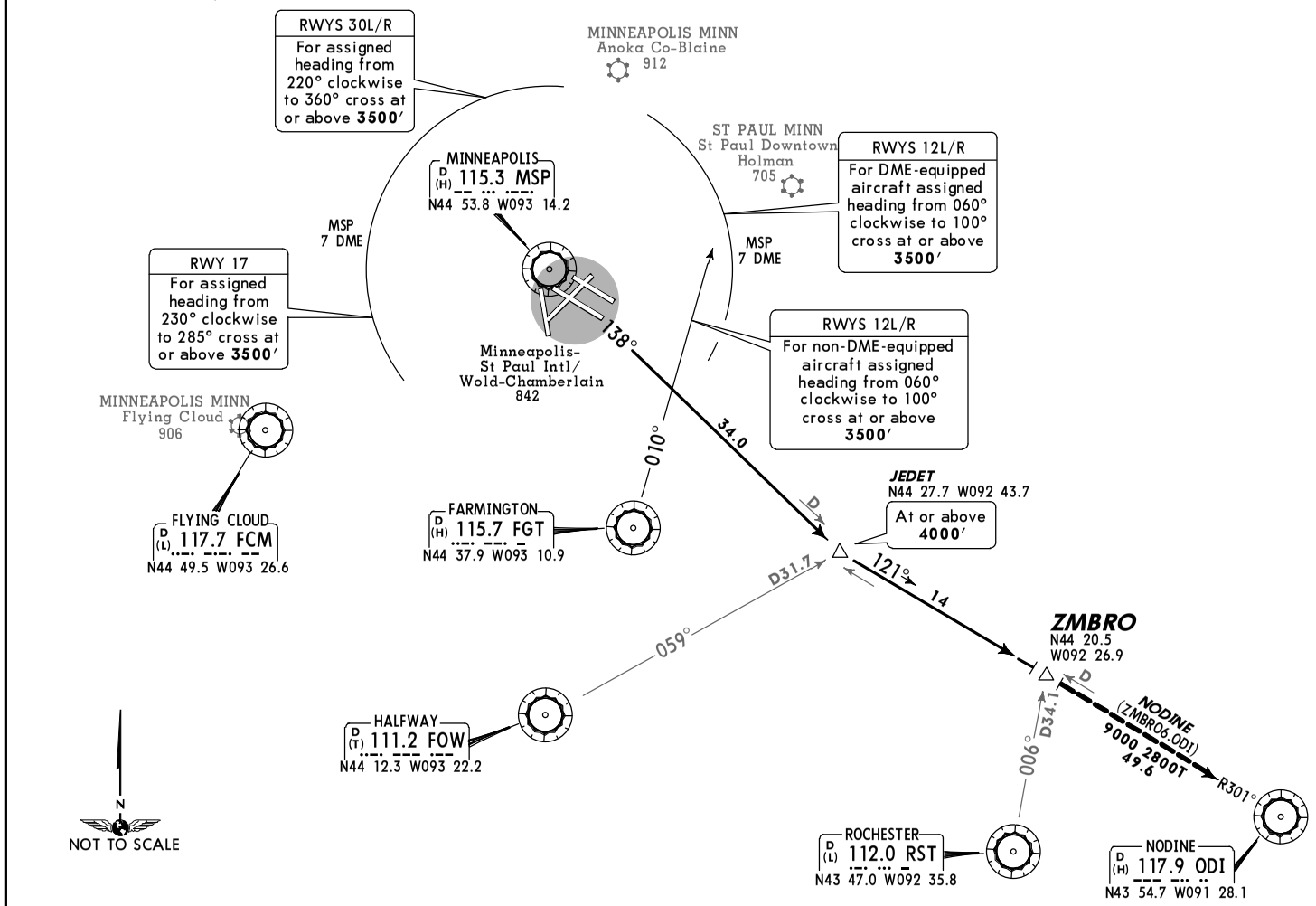
MINNEAPOLIS Departure (R)			Apt Elev	Trans level: FL180 Trans alt: 18000′	RADAR required.
NORTH or WEST of Dep Rwy	SOUTH or EAST of Dep Rwy		See graphic		
125.75	124.7	132.97			

ZMBRO SIX DEPARTURE (ZMBRO6.ZMBRO)



OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4, 12R, 17, 22, 30L/R: Standard (or lower than standard, if authorized).
Rwy 12L: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 207′ per NM to 1100′, or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200′ per NM climb gradient, take-off must occur no later than 1300′ prior to DER.
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 219′ per NM to 2100′.
Departure crossing restrictions:
Rwys 12L/R (DME aircraft) require an ATC climb gradient of 546′ per NM to 3500′.
Rwys 12L/R (non-DME aircraft) require an ATC climb gradient of 594′ per NM to 3500′.
Rwy 17 requires an ATC climb gradient of 465′ per NM to 3500′.
Rwys 30L/R require an ATC climb gradient of 380′ per NM to 3500′.

Gnd speed-KT	75	100	150	200	250	300
207′ per NM	259	345	518	690	863	1035
219′ per NM	274	365	548	730	913	1095
380′ per NM	475	633	950	1267	1583	1900
465′ per NM	581	775	1163	1550	1938	2325
546′ per NM	683	910	1365	1820	2275	2730
594′ per NM	743	990	1485	1980	2475	2970

INITIAL CLIMB		ALTITUDE
ALL RUNWAYS	Fly assigned heading for RADAR vectors to MSP R-138 to JEDET at or above 4000′. Then on ODI R-301 to ZMBRO.	TURBOJET AIRCRAFT: MAINTAIN 7000′ or lower assigned altitude. ALL OTHER AIRCRAFT: MAINTAIN 5000′ or lower assigned altitude.
RWYS 4, 22, 35	Initially assigned heading.	
DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross MSP 7 DME at or above 3500′.	MAINTAIN assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
NON-DME EQUIPPED AIRCRAFT RWYS 12L/R	**For assigned headings from 060° clockwise to 100°:** Cross FGT R-010 at or above 3500′.	
RWY 17	**For assigned headings from 230° clockwise to 285°:** Cross MSP 7 DME at or above 3500′.	
RWYS 30L/R	**For assigned headings from 220° clockwise to 360°:** Cross MSP 7 DME at or above 3500′.	

ROUTING

Via transition or assigned route. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

CHANGES: Procedure renumbered, reindexed.

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TAKEOFF OBSTACLE NOTES

- RWY 4:
  TREES BEGINNING 800' FROM DER, 301' LEFT OF CENTERLINE, UP TO 75' AGL/925' MSL. ROD ON BUILDING 2528' FROM DER, 1174' LEFT OF CENTERLINE, 78' AGL/922' MSL. FENCE BEGINNING 13' FROM DER, 486' LEFT OF CENTERLINE, UP TO 6' AGL/860' MSL. STACK 4535' FROM DER, 480' LEFT OF CENTERLINE, 139' AGL/949' MSL.

- RWY 12L:
  TREE 1.1 NM FROM DER, 1691' LEFT OF CENTERLINE, 92' AGL/991' MSL. LIGHT POLE AND CAMERA ON WALL BEGINNING 398' FROM DER, 561' RIGHT OF CENTERLINE, UP TO 23' AGL/832' MSL.

- RWY 12R:
  TREE 1479' FROM DER, 561' LEFT OF CENTERLINE, 86' AGL/855' MSL. OBSTACLE LIGHT ON POLE 1002' FROM DER, 753' LEFT OF CENTERLINE, 53' AGL/852' MSL.

- RWY 17:
  POLE 409' FROM DER, 530' RIGHT OF CENTERLINE, 29' AGL/866' MSL. BUILDING 2619' FROM DER, 881' LEFT OF CENTERLINE, 97' AGL/918' MSL. BUILDING 1956' FROM DER, 904' LEFT OF CENTERLINE, 61' AGL/866' MSL. TREE 2619' FROM DER, ON CENTERLINE, 79' AGL/900' MSL.

- RWY 22:
  TREES BEGINNING 2659' FROM DER, 867' RIGHT OF CENTERLINE, 94' AGL/934' MSL.

- RWY 30L:
  ANTENNA ON TOWER 3555' FROM DER, 1334' LEFT OF CENTERLINE, 116' AGL/935' MSL.

- RWY 30R:
  BILLBOARD SIGN 1463' FROM DER, 848' RIGHT OF CENTERLINE, 31' AGL/880' MSL.

- RWY 35:
  TREES BEGINNING 2553' FROM DER, 770' RIGHT OF CENTERLINE, 100' AGL/919' MSL. TREES BEGINNING 1989' FROM DER, 194' LEFT OF CENTERLINE, UP TO 87' AGL/906' MSL. BUILDINGS BEGINNING 5.4 NM FROM DER, 1781' LEFT OF CENTERLINE, UP TO 889' AGL/1743' MSL.

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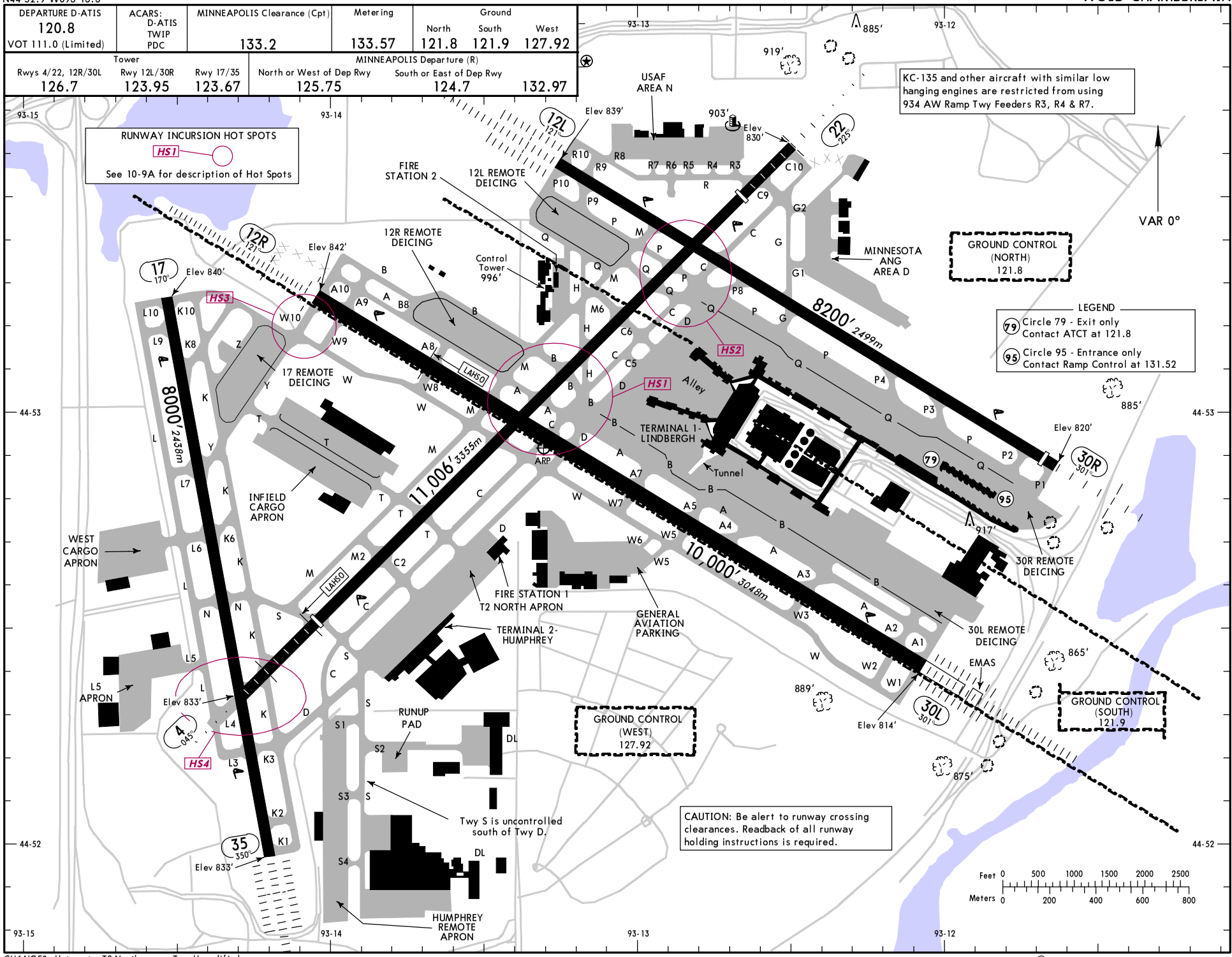
DEPARTURE D-ATIS	ACARS: D-ATIS TWIP PDC	MINNEAPOLIS Clearance (Cpt)	Metering	Ground North	Ground South	Ground West
120.8 VOT 111.0 (Limited)		133.2	133.57	121.8	121.9	127.92

Tower Rwys 4/22, 12R/30L	Tower Rwy 12L/30R	Tower Rwy 17/35	MINNEAPOLIS Departure (R) North or West of Dep Rwy	MINNEAPOLIS Departure (R) South or East of Dep Rwy	
126.7	123.95	123.67	125.75	124.7	132.97



CHANGES: Hot spots, T2 North apron, Twy H modified.

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GENERAL

ASDE-X Surveillance System in use. Operate transponders with Mode C on all taxiways and runways.

Low-level wind shear alert system.

Terminal Doppler Weather Radar.

No Stage 1 noise category civil aircraft.

Training flights prohibited.

All unscheduled aircraft at Terminal 2-Humphrey are required to contact Terminal 2 Gate Control at 122.95 or (612) 726-5742 prior to arrival.

General aviation flights must terminate at the FBO or US Customs unless approved by the airport manager.

All General Aviation aircraft with less than 20 passengers that need to clear US customs should contact Signature Flight Support at 128.95 or (612) 726-5700 prior to arrival.

All aircraft are required to contact Ground Metering prior to pushback.

Birds on and in the vicinity of airport.

Vehicles parked along South end of Taxiway S.

Runway Status Lights are in operation.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4 ❶ 22	HIRL MALSR PAPI-L (angle 3.0°) RVR	9456′ *2882m*				150′ *46m*
		10,006′ *3050m*		Twy K 8550′ *2606m*		
❶ Rwy grooved.						
12R ❷ 30L	HIRL CL ALSF-I TDZ ❸PAPI-L RVR		8971′ *2734m*			200′ *61m*
	HIRL CL ALSF-II TDZ ❸PAPI-L RVR		8898′ *2712m*	Twys A9/W9 8150′ *2484m*		
❷ Rwy grooved. ❸ Angle 3.0°.						
12L ❹ 30R	HIRL CL ALSF-II TDZ ❺ PAPI-L RVR	❻ 7620′ *2323m*	❻ 6275′ *1913m*			150′ *46m*
	HIRL CL MALSF ❺ PAPI-L RVR	8000′ *2438m*	6975′ *2126m*			
❹ Rwy grooved. ❻ Last 580′ *177m* is unavailable for landing distance computations. ❺ Angle 3.0°.						
17 ❼ 35	HIRL CL REIL PAPI-R (angle 3.0°) RVR					150′ *46m*
	HIRL CL ALSF-II TDZ ❽PAPI-L RVR		6950′ *2118m*			
❼ Rwy grooved. ❽ Angle 3.0°.						

RUNWAY INCURSION HOT SPOTS

HS1

For information only, not to be construed as ATC instructions

HS1 Complex geometry at the intersection of Twy A, B, C, D, H and the Rwy 4/22 and Rwy 12R/30L intersection, requiring caution for Rwy crossings in this area.

HS2 Complex geometry at the intersection of Twy C, D, P, Q and the Rwy 4/22 and Rwy 12L/30R intersection, requiring caution for Rwy crossings in this area.

HS3 Twy/Rwy geometry and traffic flow.

HS4 Complex geometry at Rwy 4 approach end. Rwy 4 departures check compass to verify correct runway heading.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 12R, 17, 30L/R

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 12L

❶ With Mim climb of 207′/NM to 1100′: 2 operating RVRs are required. All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng	Other
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1½

❶ Alternatively, with standard take-off minimums and a normal 200′/NM climb gradient, take-off must occur no later than 1300′ prior to departure end of runway.

Rwy 35

With Mim climb of 219′/NM to 2100′

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 4, 22

Both RVRs are required and controlling: RCLM & HIRL	Adequate Vis Ref	STD: 3 & 4 Eng	STD: 1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 4 - Climb heading 045° to 2100′ before turning left.

Rwys 30L & 30R - Climb heading 301° to 2100′ before turning right.

Rwy 35 - Climb heading 350° to 2100′ before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 12L/R	ILS Rwy 30R	ILS Rwy 30L	LOC Rwy 4 LOC Rwy 12L/R LOC Rwy 17 LOC Rwy 22 LOC Rwy 30R RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 12R RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 30L/R RNAV (GPS) Z Rwy 35	LOC Rwy 30L RNAV (GPS) Rwy 12L	ILS Rwy 35 LOC Rwy 35	Other
A	600-2	700-2	700-2	800-2	800-2	800-2	NA
B							
C						800-2½	
D	700-2		700-2¼		800-2¼		

AMEND 12

CHANGES: Note, Hot spots.

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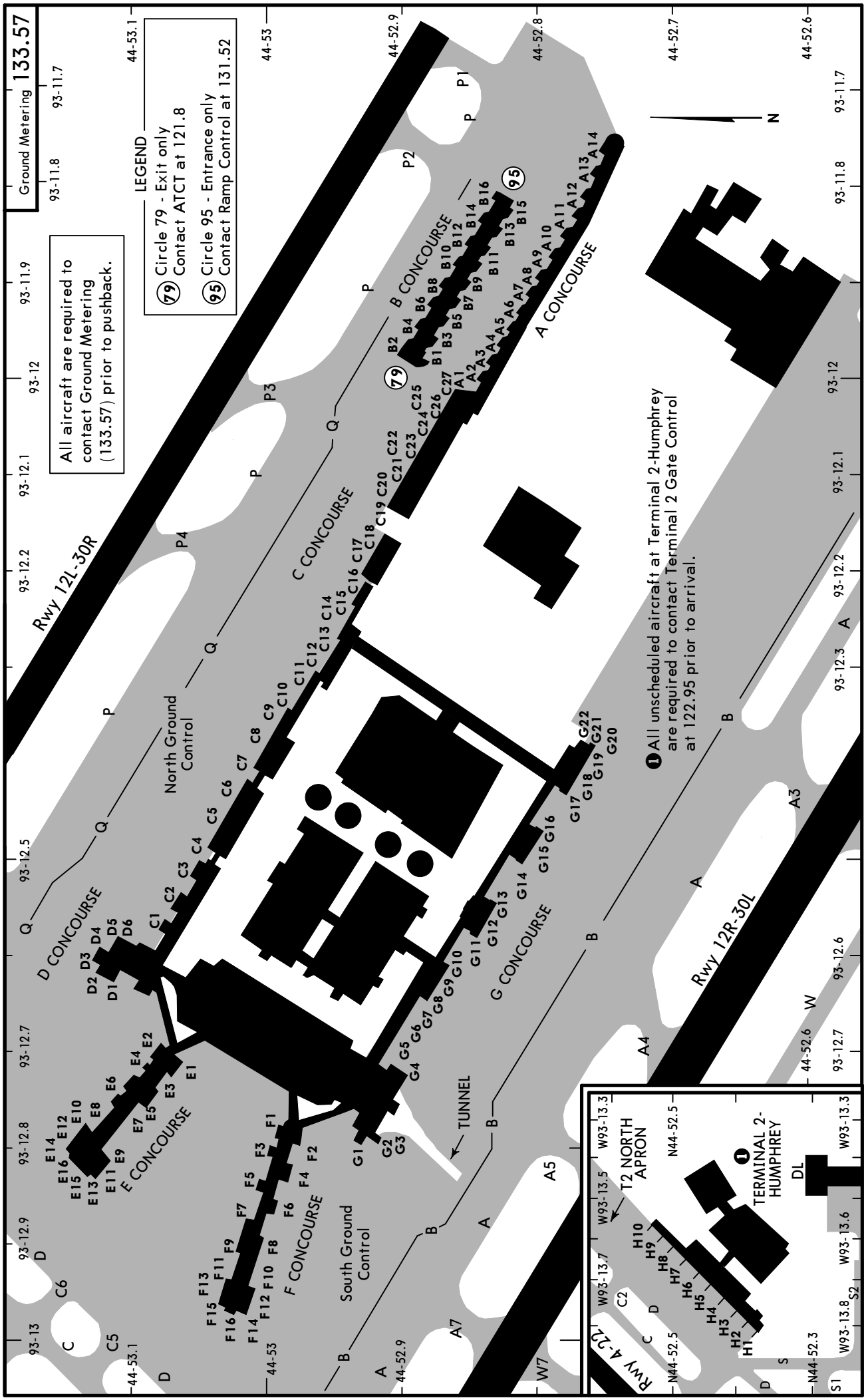

CHANGES: Inset ramp T2 North apron added.

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A	
A1 thru A6	N44 52.8 W093 12.0
A7 thru A11	N44 52.8 W093 11.9
A12	N44 52.7 W093 11.9
A13, A14	N44 52.7 W093 11.8
Concourse B	
B1, B2	N44 52.9 W093 12.0
B3	N44 52.8 W093 12.0
B4	N44 52.9 W093 12.0
B5	N44 52.8 W093 12.0
B6	N44 52.9 W093 12.0
B7 thru B16	N44 52.8 W093 11.9
Concourse C	
C1	N44 53.1 W093 12.6
C2 thru C4	N44 53.1 W093 12.5
C5	N44 53.0 W093 12.5
C6 thru C9	N44 53.0 W093 12.4
C10 thru C14	N44 53.0 W093 12.3
C15 thru C20	N44 52.9 W093 12.2
C21 thru C27	N44 52.9 W093 12.1
Concourse D	
D1 thru D6	N44 53.1 W093 12.6
Concourse E	
E1 thru E6	N44 53.1 W093 12.7
E7 thru E11	N44 53.1 W093 12.8
E12	N44 53.2 W093 12.8
E13	N44 53.1 W093 12.8
E14	N44 53.2 W093 12.8
E15	N44 53.1 W093 12.8
E16	N44 53.2 W093 12.8
Concourse F	
F1 thru F5	N44 53.0 W093 12.8
F6 thru F11	N44 53.0 W093 12.9
F12 thru F16	N44 53.0 W093 13.0
Concourse G	
G1 thru G3	N44 52.9 W093 12.8
G4 thru G8	N44 52.9 W093 12.7
G9, G10	N44 52.9 W093 12.6
G11	N44 52.8 W093 12.6
G12 thru G16	N44 52.8 W093 12.5
G17 thru G21	N44 52.8 W093 12.4
G22	N44 52.8 W093 12.3
Terminal 2 - Humphrey	
H1 thru H4	N44 52.4 W093 13.8
H5	N44 52.4 W093 13.7
H6 thru H7	N44 52.5 W093 13.7
H8 thru H10	N44 52.5 W093 13.6

CHANGES: None.

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OVERFLOW AIRCRAFT PARKING AREAS

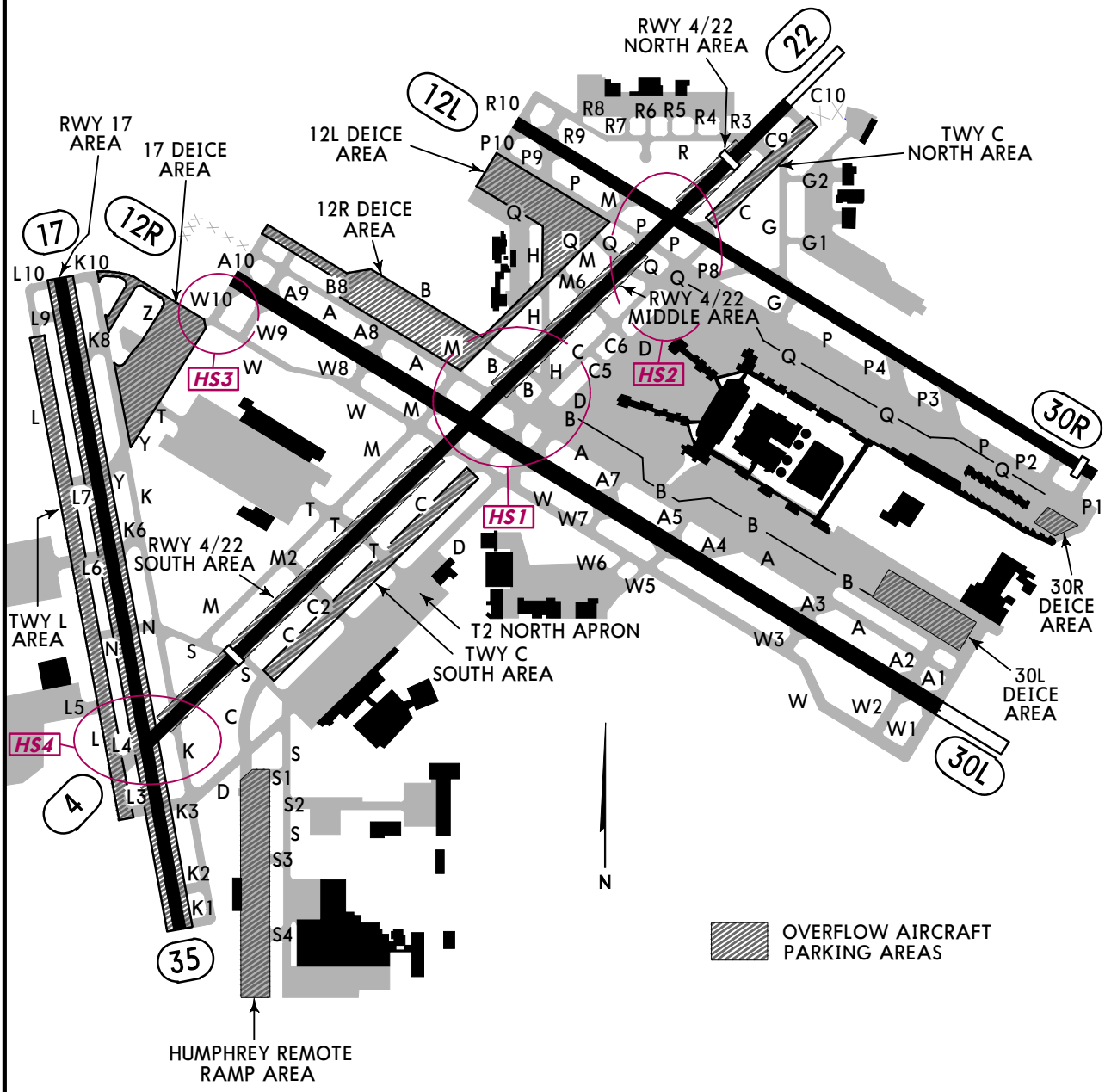
Minneapolis-Saint Paul International/Wold-Chamberlain Airport
Overflow Aircraft Parking Plan

Background

MAC, MSP ATCT and MSP users have entered into an agreement to identify parking areas and implement procedures which will allow accommodation of any arrival unable to proceed immediately to its assigned parking location or any departure aircraft unable to proceed immediately to a departure runway. The overflow aircraft parking plan allocates parking positions in specific areas as indicated on the airport diagram below. Parking positions are assigned so as to not impact flight operations, and to maintain taxiway access to/from runways and aircraft parking positions.

Procedures

ASDE-X Surveillance System in use. Operate transponders with Mode C on all taxiways and runways.
When ATIS announcement "overflow parking procedures in effect" is made, flight crews are to anticipate assignment to an overflow parking position if necessary.
Arrival aircraft report gate assignment on initial contact with Minneapolis ATCT.
Upon landing, follow ATC directions to assigned overflow parking position.
Monitor MSP ATCT on assigned frequency while parked in overflow aircraft parking positions.



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KMSP/MSP

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

5 DEC 14

(10-9D)

SMGCS

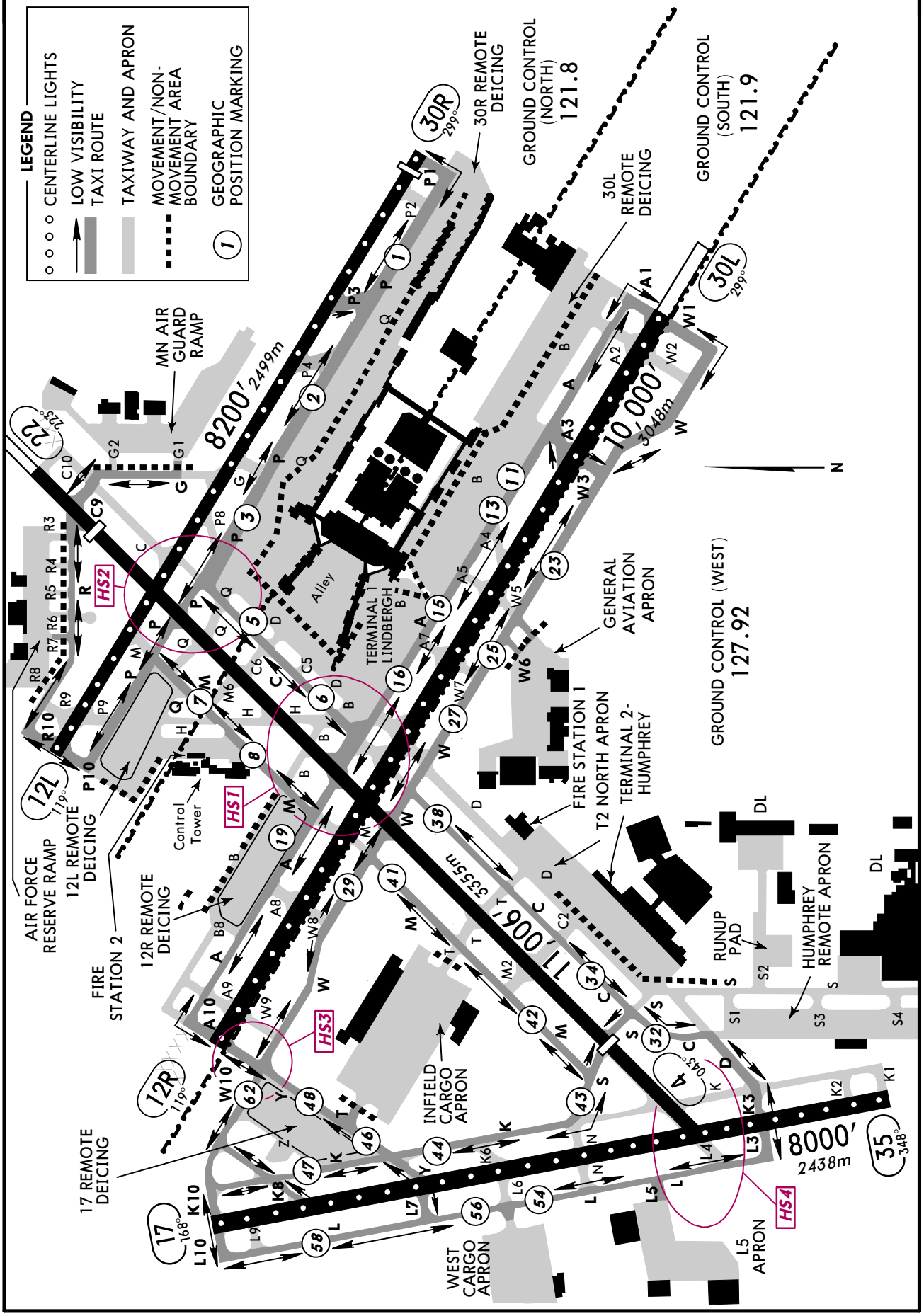
MINNEAPOLIS, MINN

LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

DEPARTURE D-ATIS	ACARS: D-ATIS TWIP PDC	MINNEAPOLIS Clearance (Cpt)	Ground North	Ground South	Ground West
120.8 VOT 111.0 (Limited)		133.2	121.8	121.9	127.92

Tower Rwys 4/22, 12R/30L	Tower Rwy 12L/30R	Tower Rwy 17/35	MINNEAPOLIS Departure (R) North or West of Dep Rwy	MINNEAPOLIS Departure (R) South or East of Dep Rwy	
126.7	123.95	123.67	125.75	124.7	132.97



CHANGES: Hot Spots, T2 North apron, Twy H modified.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 25 OCT 13 (11-1)

MINNEAPOLIS, MINN
LOC Rwy 4

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)		MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	South	West
135.35	119.3	126.95	126.7	123.95	123.67	121.8	121.9	127.92

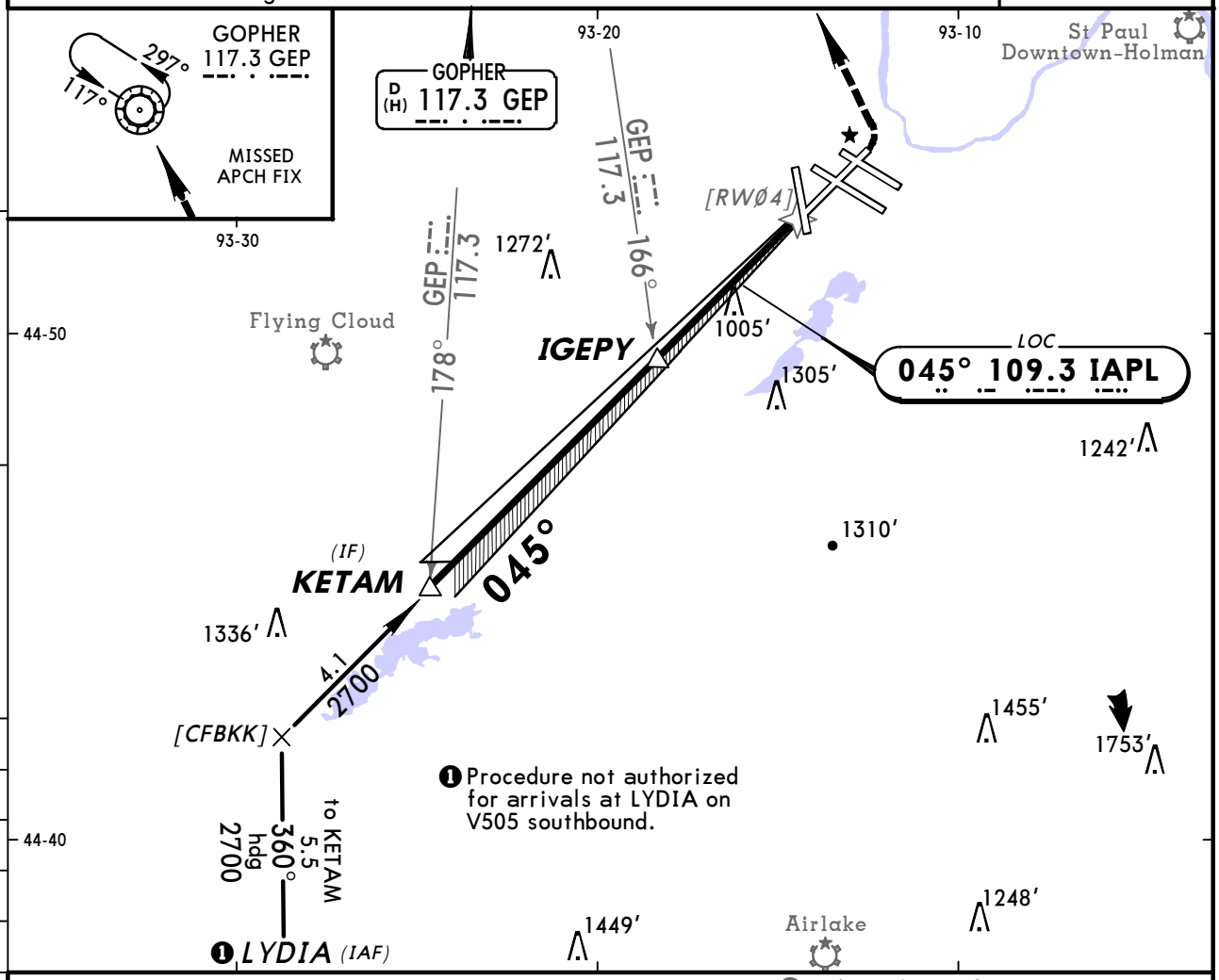
LOC IAPL	Final Apch Crs	Minimum Alt IGEPY	MDA(H)	Apt Elev 842′
109.3	045°	2300′ (1468′)	1340′ (508′)	Rwy 4 832′

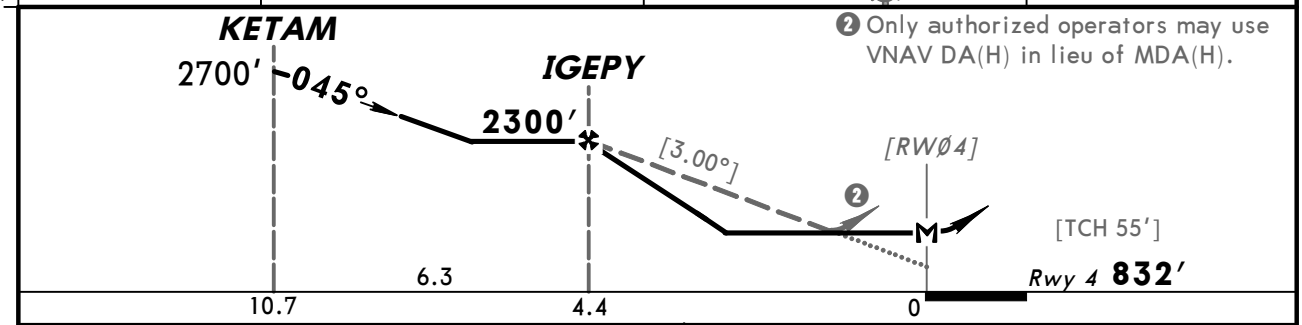
MISSED APCH: Climb to 1500′, then climbing LEFT turn to 3000′ direct GEP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and descent angles not coincident.

MSA GEP VOR: 3500′ 090° 2700′ 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
IGEPY to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

MALSR PAPI | 1500′ | 3000′ LT | D | GEP 117.3

TERPS STRAIGHT-IN LANDING RWY4

MDA(H) 1340′ (508′)

	RAIL out	ALS out
A, B	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
C, D	RVR 55 or 1	1¼	1⅜

CIRCLE-TO-LAND

Max Kts	MDA(H)
90, 120	1360′ (518′)-1
140	1360′ (518′)-1½
165	1460′ (618′)-2

TERPS AMEND 1A 2 MAY 2013

CHANGES: Descent angle.

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KMSP/MSP

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 Eff 2 May (11-2)

MINNEAPOLIS, MINN

ILS or LOC Rwy 12L

BRIEFING STRIP TM

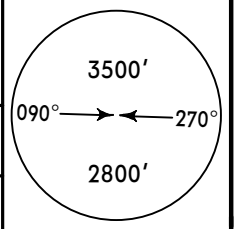
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 12L/30R	Rwy 17/35	Rwys 4/22, 12R/30L	Ground North	South	West
135.35	119.3	123.95	123.67	126.7	121.8	121.9	127.92

LOC IPJL	Final Apch Crs	GS WASHY	ILS DA(H)	Apt Elev 842′
110.7	121°	3000′ (2161′)	1039′ (200′)	Rwy 12L 839′

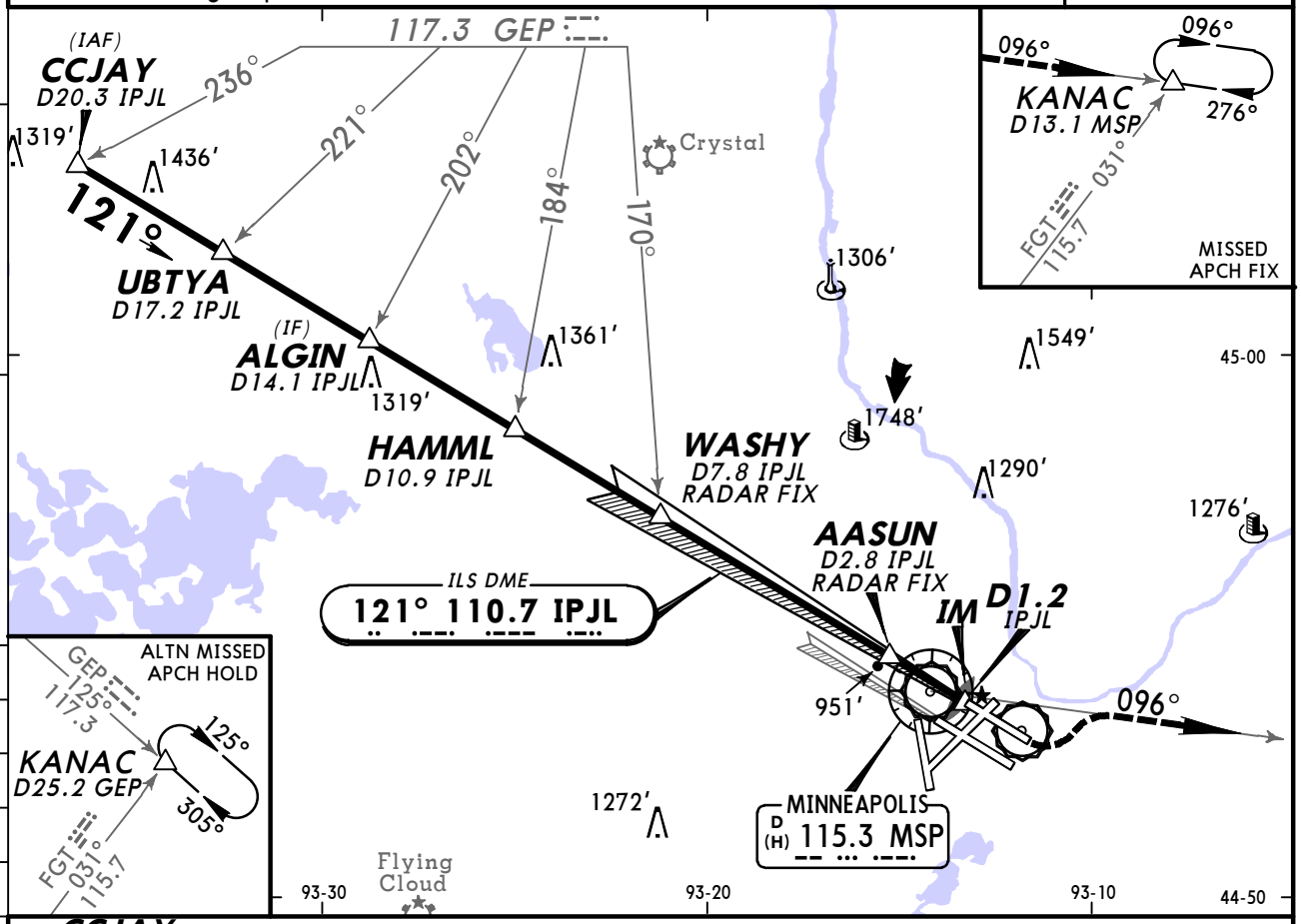
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ outbound on MSP VOR R-096 to KANAC INT/D13.1 MSP and hold, or as directed by ATC.

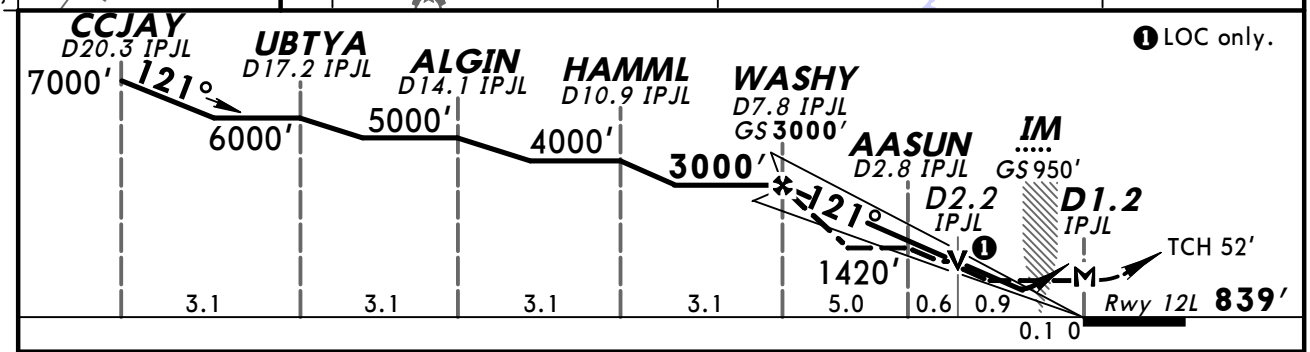
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Rwy 12R.
3. VGSI and ILS glidepath not coincident.



MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.2 IPJL or WASHY to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28

ALSF-II PAPI 1300′ 3000′ LT on MSP 115.3 R-096

TERPS STRAIGHT-IN LANDING RWY12L

	ILS DA(H) 1039′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1240′ (401′) With AASUN	ALS out	MDA(H) 1420′ (581′) Without AASUN	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B							
C				RVR 40 or 3/4	1 1/8	1 1/4	1 3/4
D							

CIRCLE-TO-LAND

Max Kts.	With AASUN MDA(H)	Without AASUN MDA(H)
90	1360′ (518′)-1	1420′ (578′)-1
120		
140	1360′ (518′)-1 1/2	1420′ (578′)-1 3/4
165	1460′ (618′)-2	1460′ (618′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 9 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP — MINNEAPOLIS, MINN

JEPPESEN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

26 APR 13 Eff 2 May (11-2A)

ILS Rwy 12L CAT II & III

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 12L/30R	Rwy 17/35	Rwys 4/22, 12R/30L	Ground North	South	West
135.35	119.3	123.95	123.67	126.7	121.8	121.9	127.92

BRIEFING STRIP™

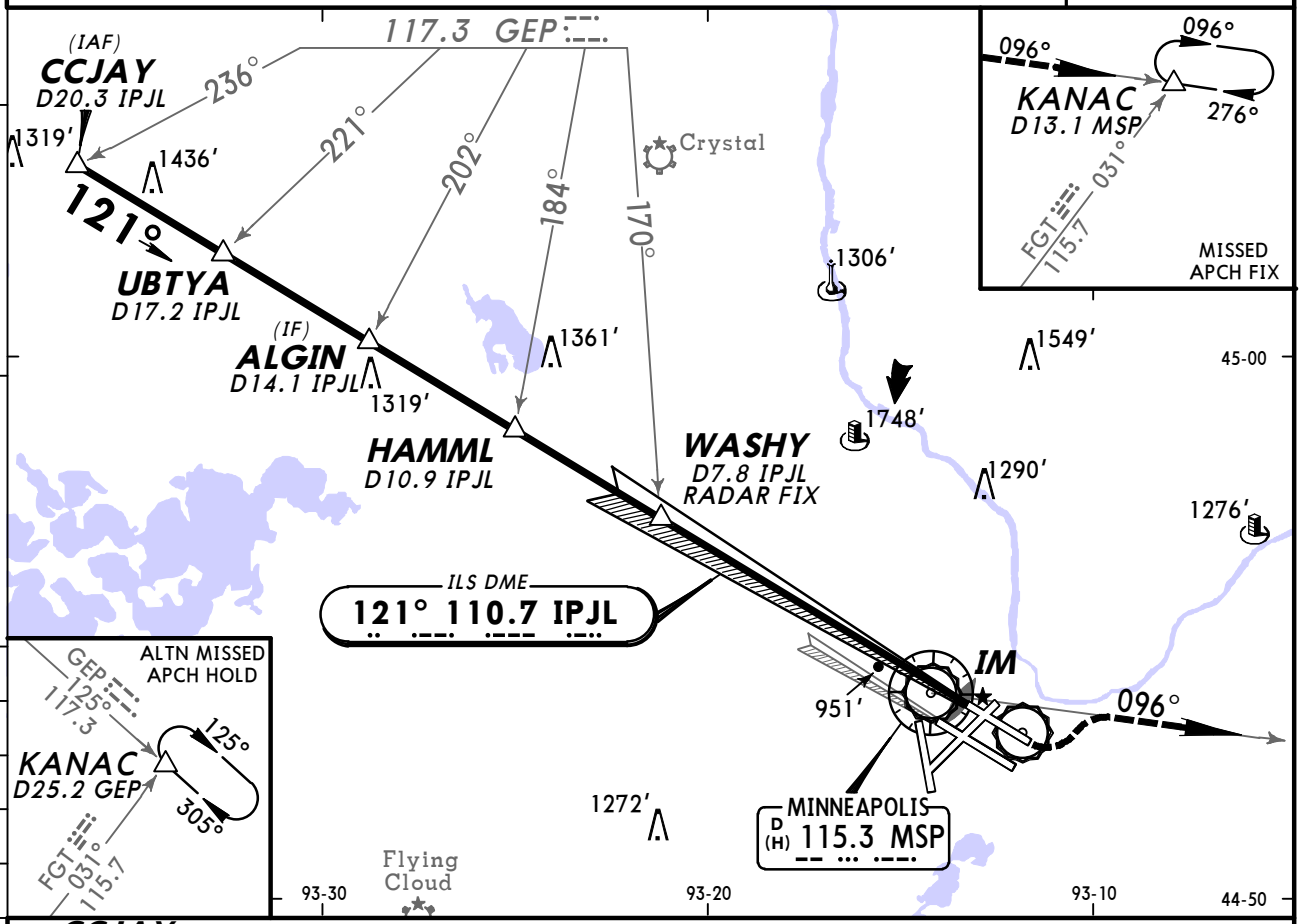
LOC IPJL 110.7	Final Apch Crs 121°	GS WASHY 3000′ (2161′)	CAT IIIC NA	CAT IIIB / CAT IIIA Refer to Minimums	CAT II ILS RA91′ DA(H) 939′(100′)	Apt Elev 842′ Rwy 12L 839′

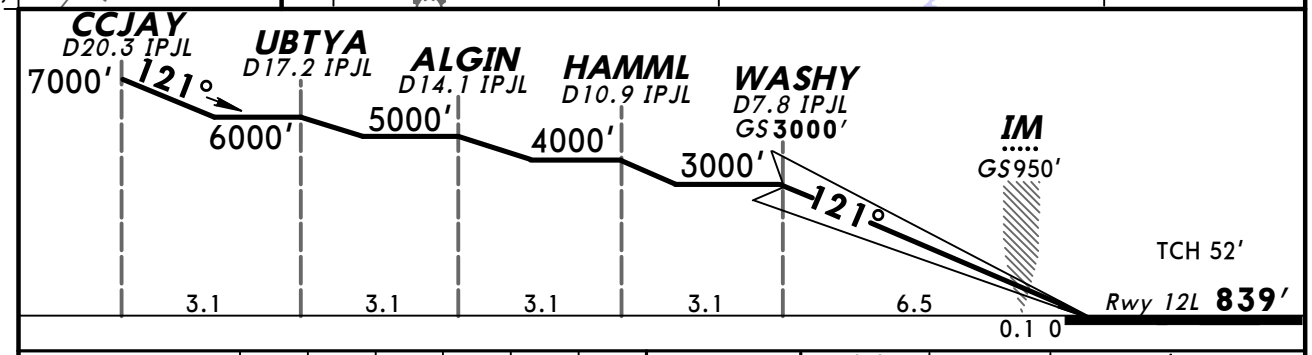
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ outbound on MSP VOR R-096 to KANAC INT/D13.1 MSP and hold, or as directed by ATC.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.
3. Simultaneous approach authorized with Rwy 12R. 4. VGSI and ILS glidepath not coincident.

MSA MSP VOR: 3500′ (090°–270°), 2800′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II — PAPI — 1300′ — 3000′ LT — MSP on 115.3 R-096

TERPS — STRAIGHT-IN LANDING RWY 12L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 91′ DA(H) 939′(100′)
NA	RVR 6	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 9, 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 Eff 2 May (11-2B)

MINNEAPOLIS, MINN

ILS Rwy 12L SA CAT I

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 12L/30R	Rwy 17/35	Rwys 4/22, 12R/30L	Ground North	South	West
135.35	119.3	123.95	123.67	126.7	121.8	121.9	127.92

LOC	Final Apch Crs	GS	SA CAT I ILS	
IPJL 110.7	121°	WASHY 3000′ (2161′)	RA 147′ DA(H) 989′(150′)	Apt Elev 842′ Rwy 12L 839′

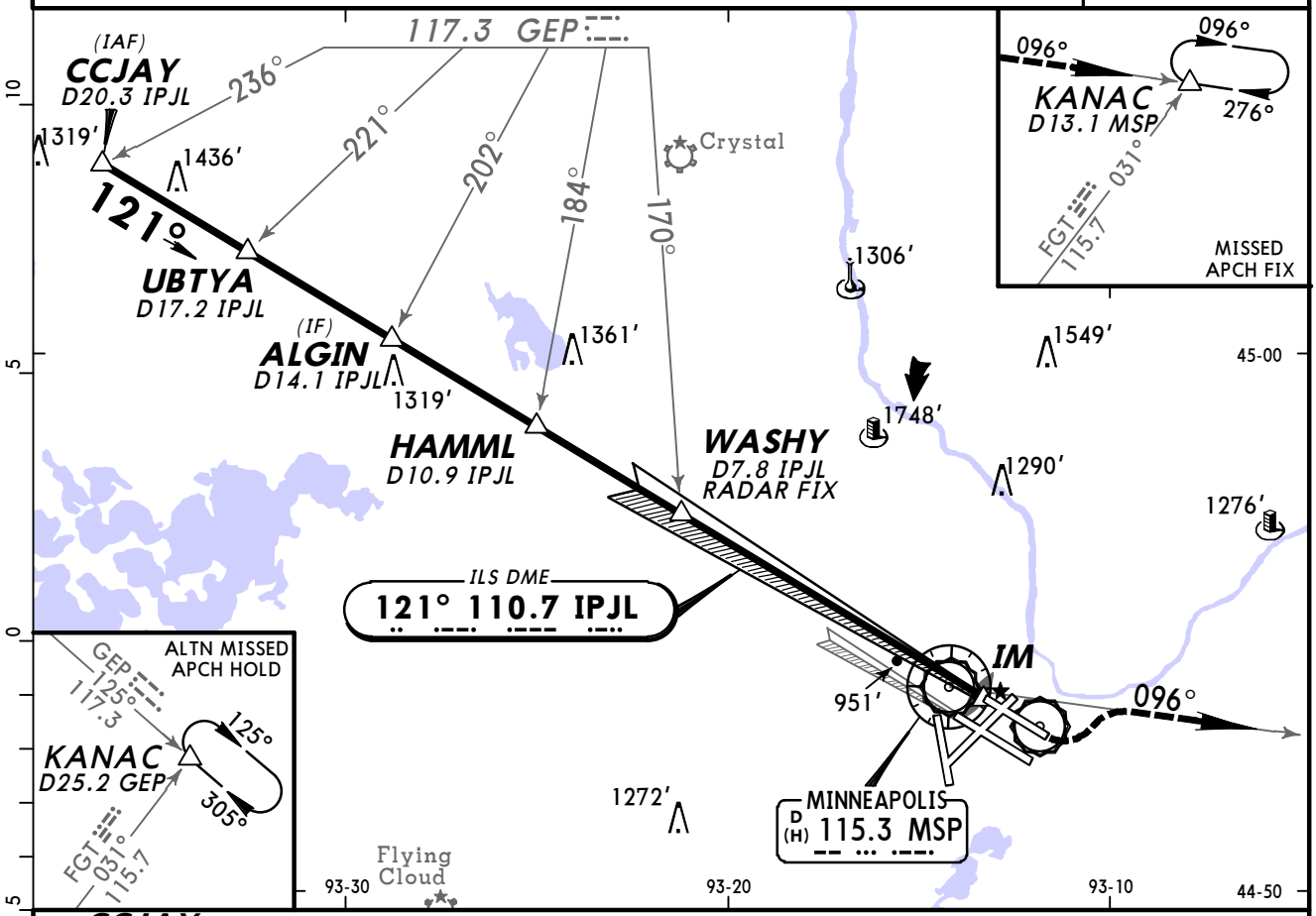
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ outbound on MSP VOR R-096 to KANAC INT/D13.1 MSP and hold, or as directed by ATC.

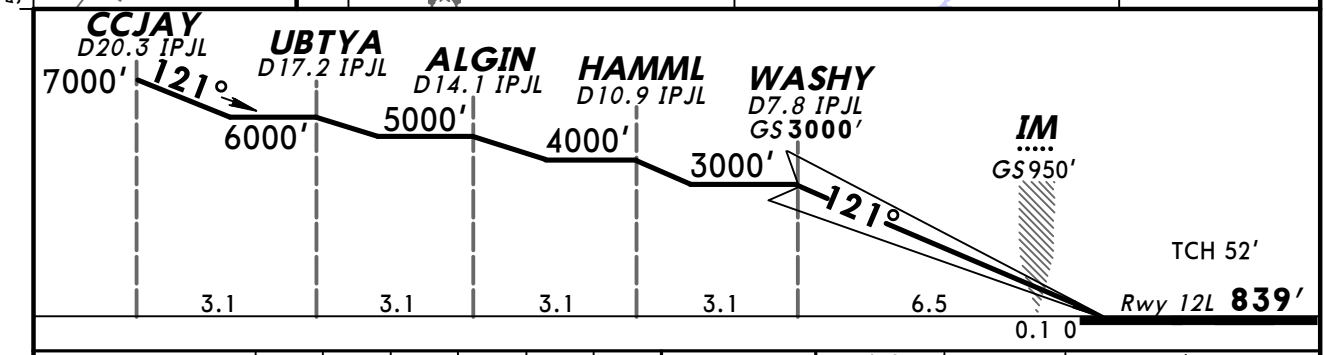
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.

3. Simultaneous approach authorized with Rwy 12R. 4. VGSI and ILS glidepath not coincident.

MSA MSP VOR: 3500′ (090°–270°), 2800′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI

1300′

3000′ LT on MSP 115.3 R-096

TERPS STRAIGHT-IN LANDING RWY **12L**

1 SA CAT I ILS

RA 147′

DA(H) **989′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 9 2 MAY 2013

CHANGES: New procedure.

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KMSP/MSP

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 **Eff 2 May** (11-3)

MINNEAPOLIS, MINN

ILS or LOC Rwy 12R

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 17/35	Rwy 12L/30R	Ground North	South	West
135.35	126.95	126.7	123.67	123.95	121.8	121.9	127.92

BRIEFING STRIP™

LOC IHKZ	Final Apch Crs	GS KINNS	ILS DA(H)	Apt Elev 842′
110.3	121°	3000′ (2158′)	1042′ (200′)	Rwy 12R 842′

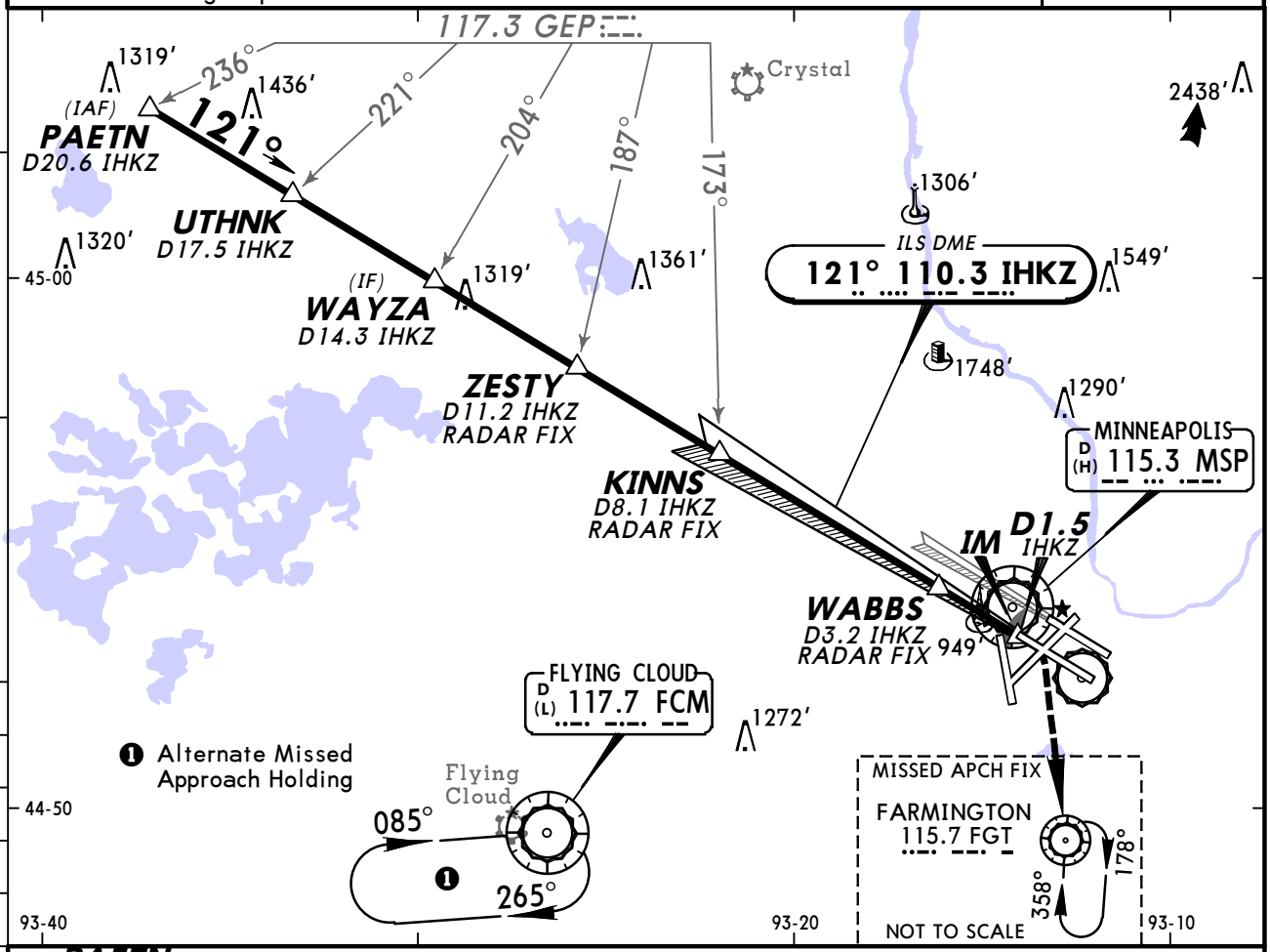
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold, or as directed by ATC.

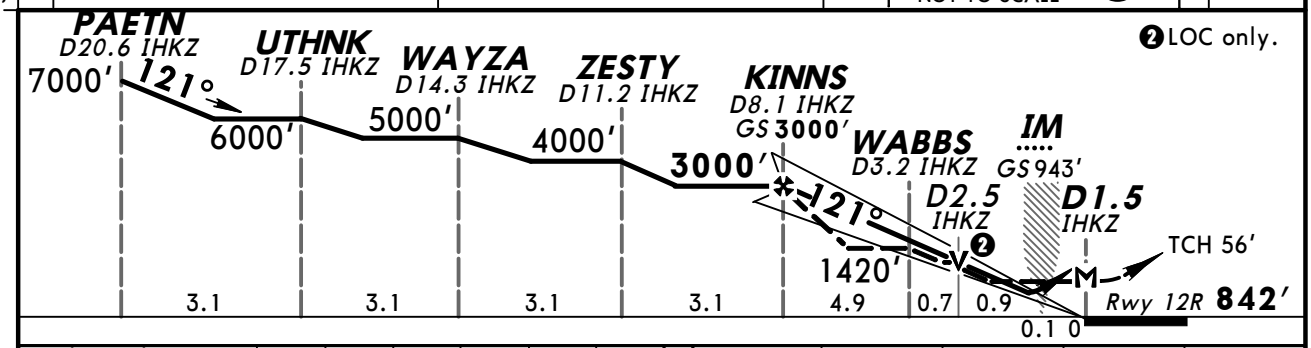
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.** 2. Simultaneous approach authorized with Rwy 12L.
3. VGSI and ILS glidepath not coincident.

3500′ 090° 270° 2800′

MSA MSP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.5 IHKZ or KINNS to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28

ALSF-I PAPI | 1300′ | 3000′ RT | D | FGT 115.7

TERPS STRAIGHT-IN LANDING RWY12R

	ILS DA(H) 1042′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1240′ (398′) With WABBS TDZ or CL out	ALS out	MDA(H) 1420′ (578′) Without WABBS TDZ or CL out	ALS out
A	RVR 18 or 3/8	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B							
C				RVR 35 or 5/8	RVR 60 or 1 1/8	1 1/4	1 5/8
D							

CIRCLE-TO-LAND

Max Kts	With WABBS MDA(H)	Without WABBS MDA(H)
90	1360′ (518′)-1	1420′ (578′)-1
120		
140	1360′ (518′)-1 1/2	1420′ (578′)-1 3/4
165	1460′ (618′)-2	1460′ (618′)-2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 10 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP — MINNEAPOLIS, MINN

JEPPESEN

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

26 APR 13 **Eff 2 May** (11-3A)

ILS Rwy 12R CAT II & III

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 17/35	Rwy 12L/30R	Ground North	South	West
135.35	126.95	126.7	123.67	123.95	121.8	121.9	127.92

BRIEFING STRIP™

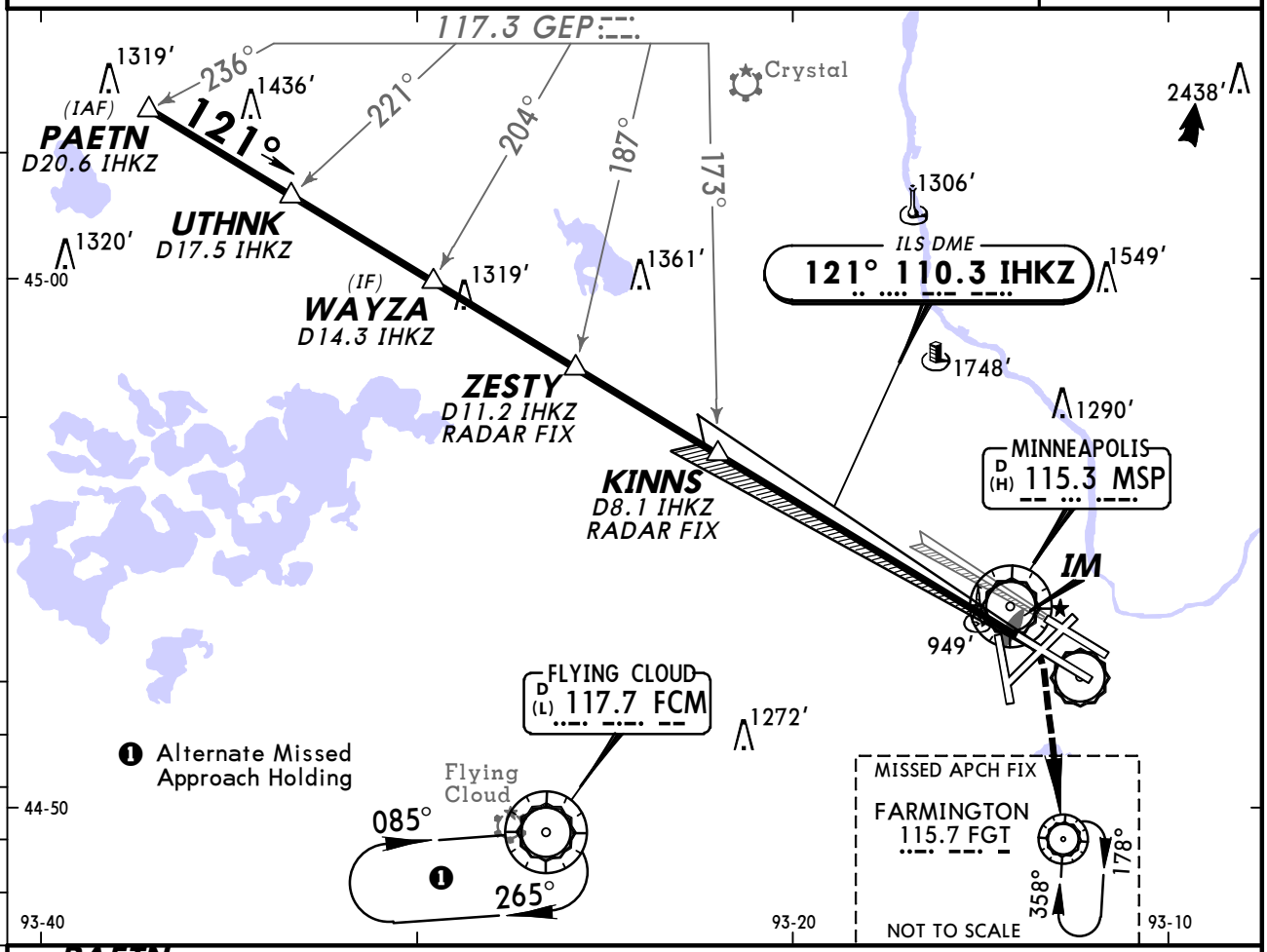
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IHKZ 110.3	121°	KINNS 3000′ (2158′)	NA	Refer to Minimums		RA102′ DA(H) 942′(100′)	842′ Rwy 12R 842′

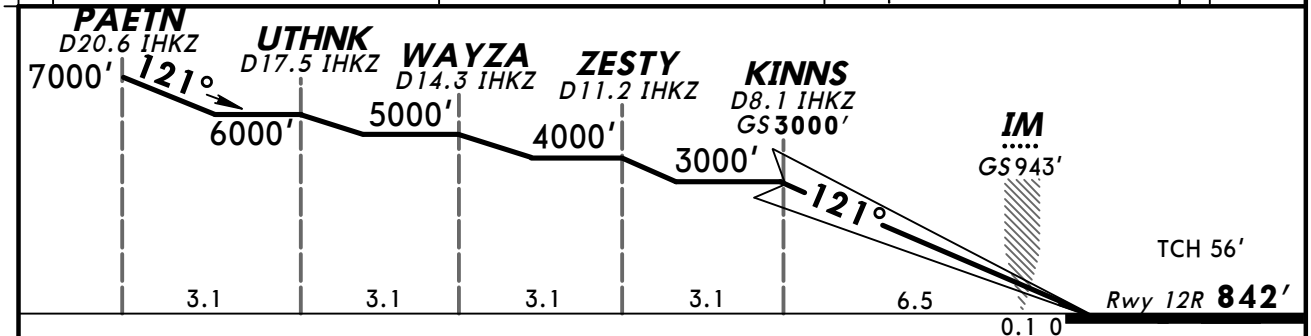
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold, or as directed by ATC.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.
3. Simultaneous approach authorized with Rwy 12L.4. VGSI and ILS glidepath not coincident.

MSA MSP VOR: 3500′ (090°–270°), 2800′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-I — PAPI — 1300′ — 3000′ RT — D — FGT 115.7

TERPS — STRAIGHT-IN LANDING RWY **12R**

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102′ DA(H) 942′(100′)
NA	NA	RVR 7	1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 10 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP

MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 **Eff 2 May** (11-3B)

MINNEAPOLIS, MINN

ILS Rwy 12R SA CAT I

BRIEFING STRIP™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 17/35	Rwy 12L/30R	Ground North	South	West
135.35	126.95	126.7	123.67	123.95	121.8	121.9	127.92

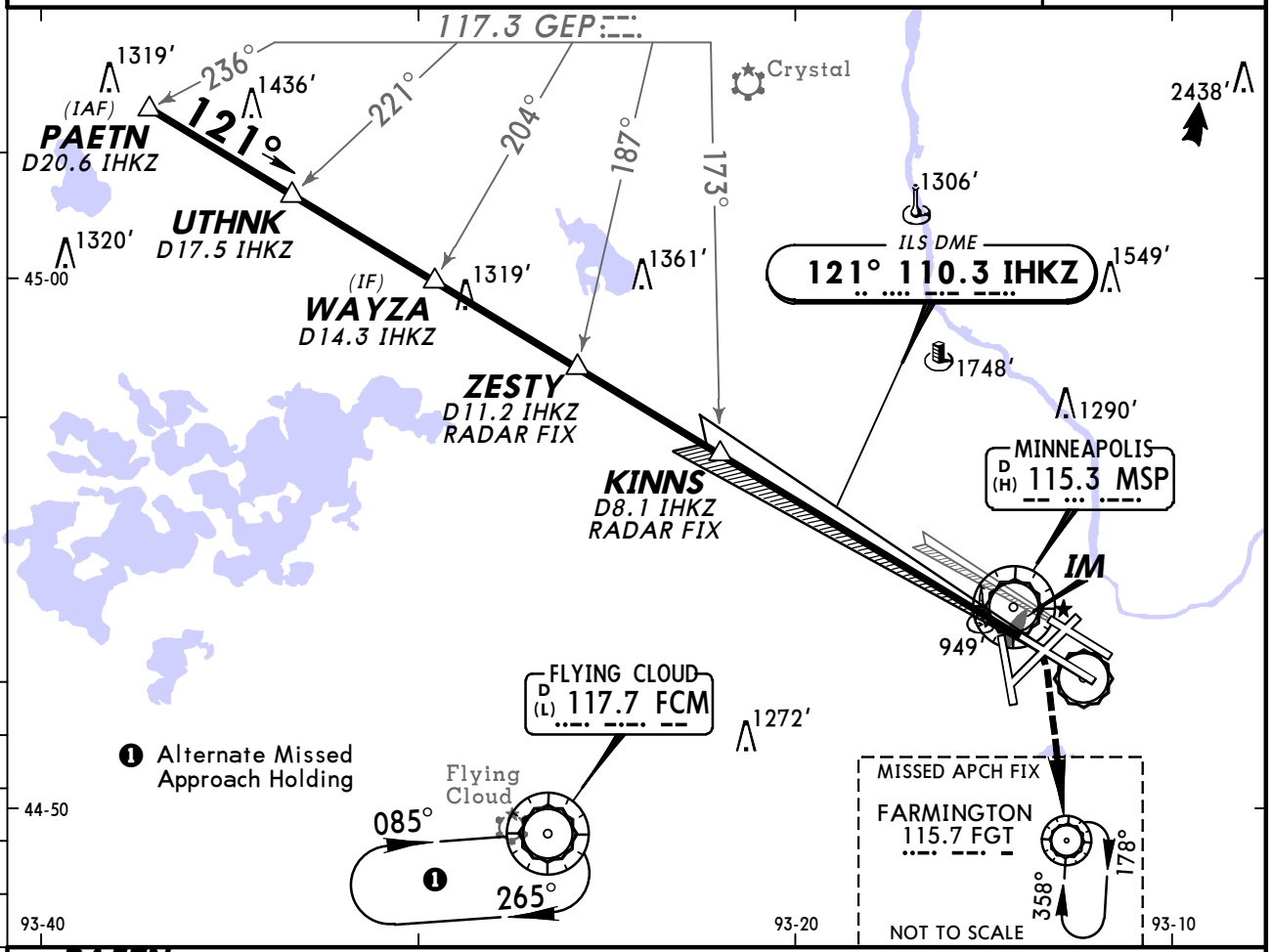
LOC	Final Apch Crs	GS	SA CAT I ILS	Apt Elev 842′
IHKZ 110.3	121°	KINNS 3000′ (2158′)	RA 175′ DA(H) 992′(150′)	Rwy 12R 842′

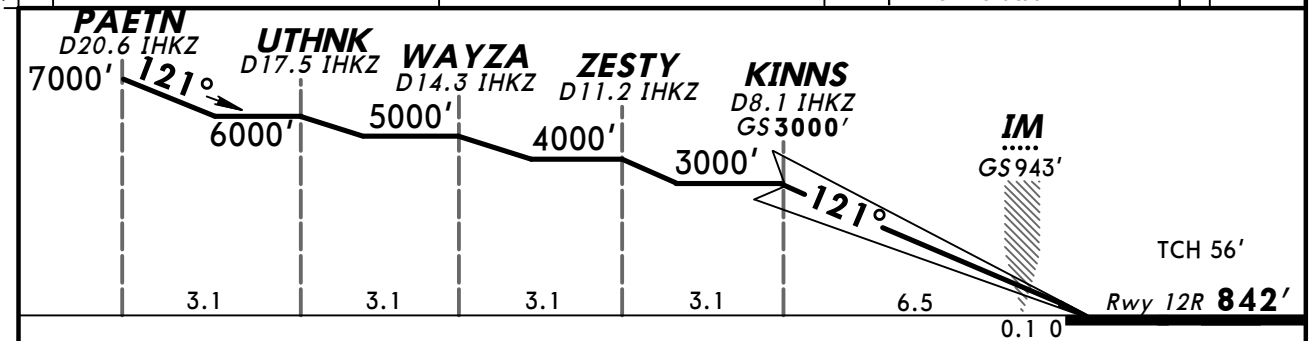
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.
3. Simultaneous approach authorized with Rwy 12L.4. VGSI and ILS glidepath not coincident.

3500′ 090° 270° 2800′
MSA MSP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-I PAPI | 1300′ | 3000′ RT | D | FGT 115.7

TERPS

STRAIGHT-IN LANDING RWY **12R**

1 SA CAT I ILS

RA 175′

DA(H) **992′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 10 2 MAY 2013

CHANGES: New procedure.

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BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	119.3	123.67	126.7	123.95	121.8	121.9	127.92

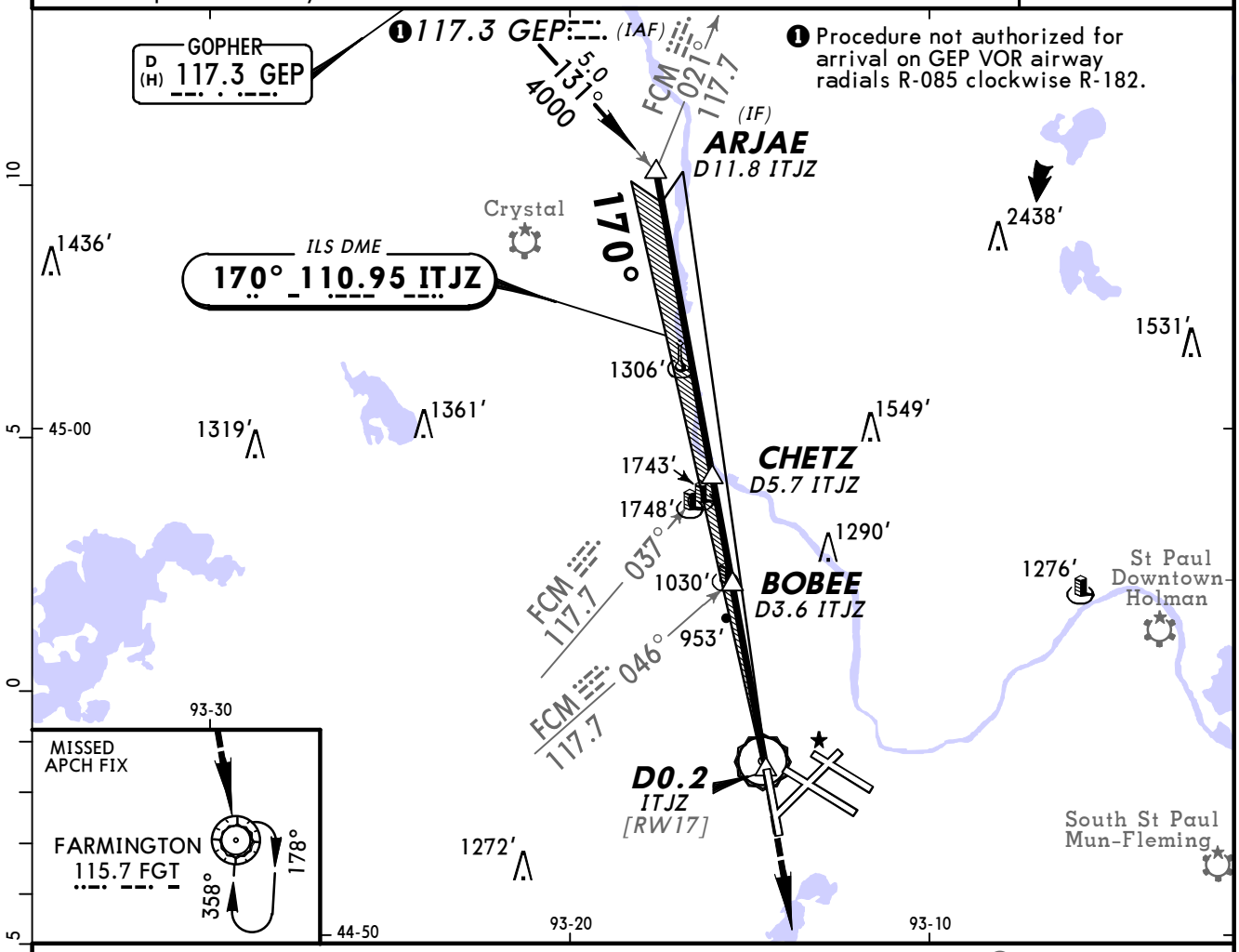
LOC ITJZ	Final Apch Crs	Minimum Alt CHETZ	MDA(H) (CONDITIONAL)	Apt Elev 842′ / Rwy 17 840′
110.95	170°	2800′ (1960′)	1220′ (380′)	

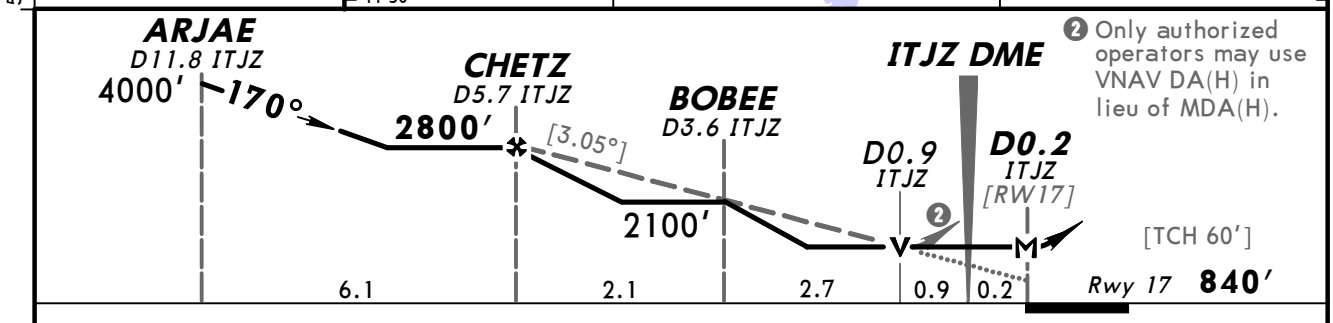
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct FGT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Helicopters visibility reduction below RVR 40 not authorized.

MSA GEP VOR: 090° 3500′; 2700′; 360°





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at D0.2 ITJZ or CHETZ to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

REIL
PAPI-R

1300′ ↑ | 3000′ ↱ RT | D | FGT 115.7

TERPS STRAIGHT-IN LANDING RWY 17

	MDA(H) 1220′ (380′) [1] With BOBEE	MDA(H) 2100′ (1260′) Without BOBEE
A	RVR 55 or 1	RVR 60 or 1¼
B		1½
C		3
D		

CIRCLE-TO-LAND

Max Kts	[1] With BOBEE MDA(H)	Without BOBEE MDA(H)
90	1360′ (518′)-1	2100′ (1258′)-1¼
120		2100′ (1258′)-1½
140	1360′ (518′)-1½	2100′ (1258′)-3
165	1460′ (618′)-2	

[1] Dual VOR receivers or DME required

TERPS AMEND 1A 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 (11-5) Eff 2 May

MINNEAPOLIS, MINN
LOC Rwy 22

BRIEFING STRIP ™

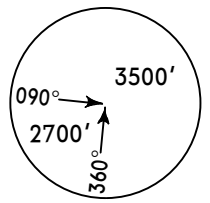
D-ATIS	MINNEAPOLIS Approach (R)		MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	South	West
135.35	119.3	126.95	126.7	123.95	123.67	121.8	121.9	127.92

LOC ISIJ	Final Apch Crs	Minimum Alt SNELL	MDA(H)	Apt Elev / Rwy 22
110.5	225°	2500′ (1672′)	1420′ (592′)	Apt Elev 842′ / Rwy 22 828′

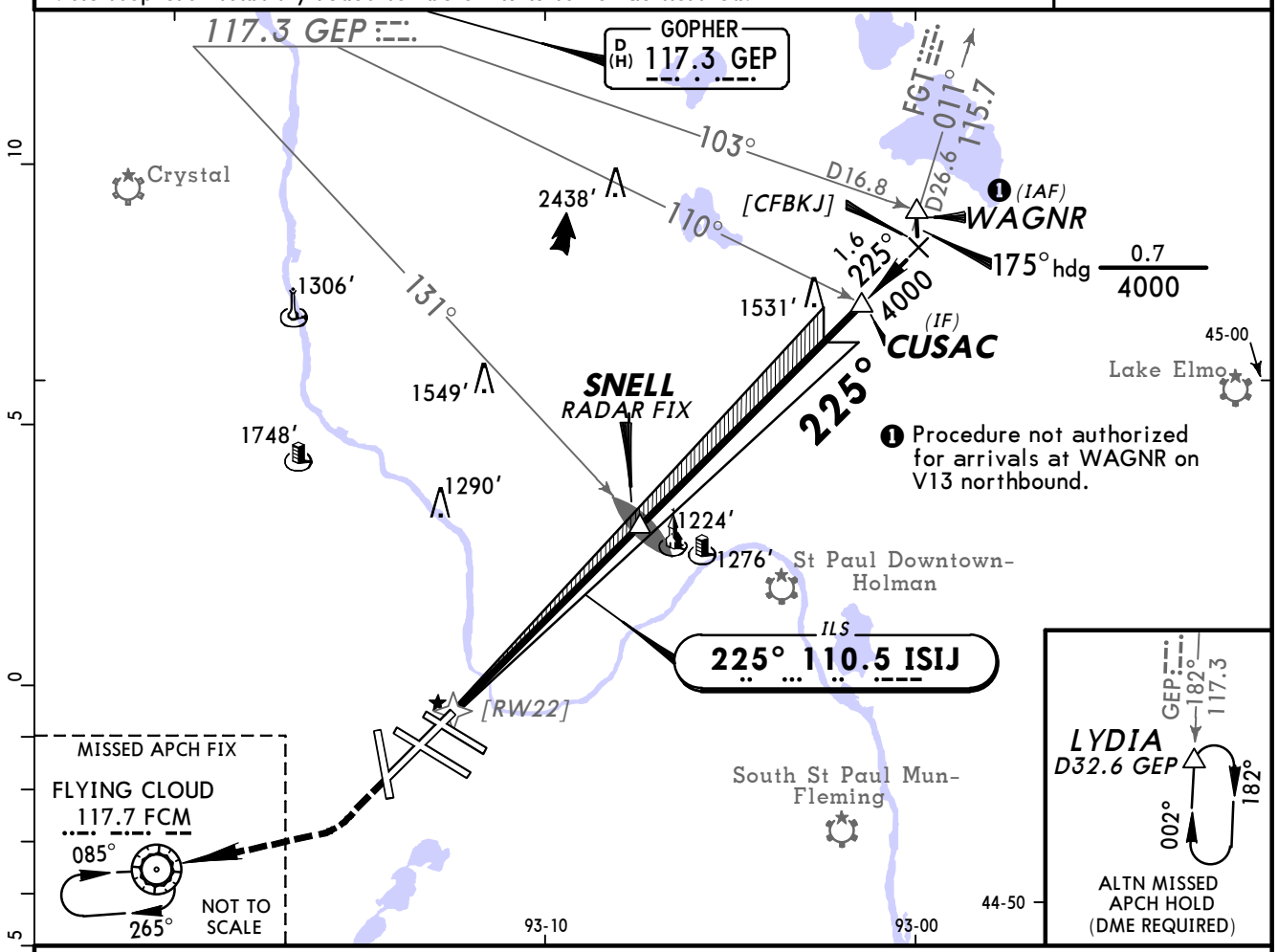
MISSED APCH: Climb to 2000′, then climbing RIGHT turn to 3000′ direct FCM VOR and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Helicopters visibility reduction below RVR 40 not authorized.

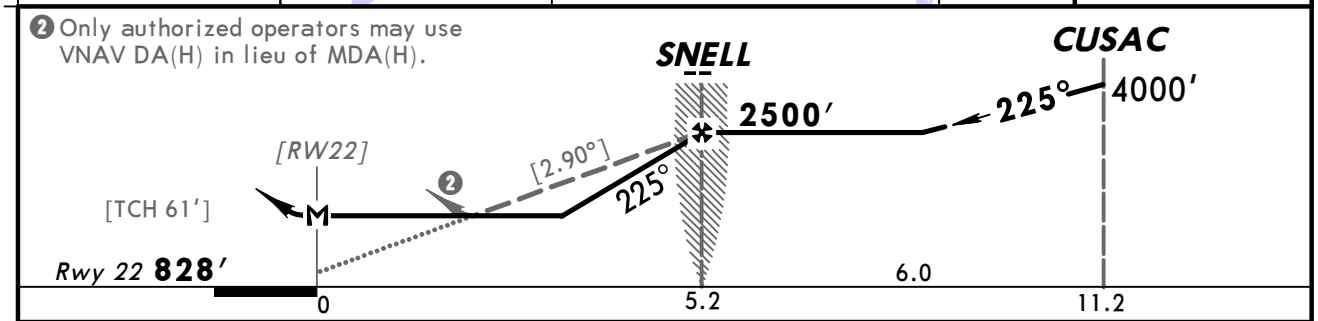


MSA GEP VOR



❶ Procedure not authorized for arrivals at WAGNR on V13 northbound.

❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.90°]	359	462	513	616	718	821
SNELL to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR / PAPI | 2000′ | 3000′ RT | D | FCM 117.7

TERPS STRAIGHT-IN LANDING RWY 22

MDA(H) 1420′ (592′)

	RAIL out		ALS out
A	RVR 40 or ¾		RVR 50 or 1
B			
C	1¼	1⅜	1¾
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1420′ (578′)-1
120	
140	1420′ (578′)-1¾
165	1460′ (618′)-2

TERPS AMEND 1A 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13
Eff 2 May
(11-6)

MINNEAPOLIS, MINN
ILS or LOC Rwy 30L

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	South	West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

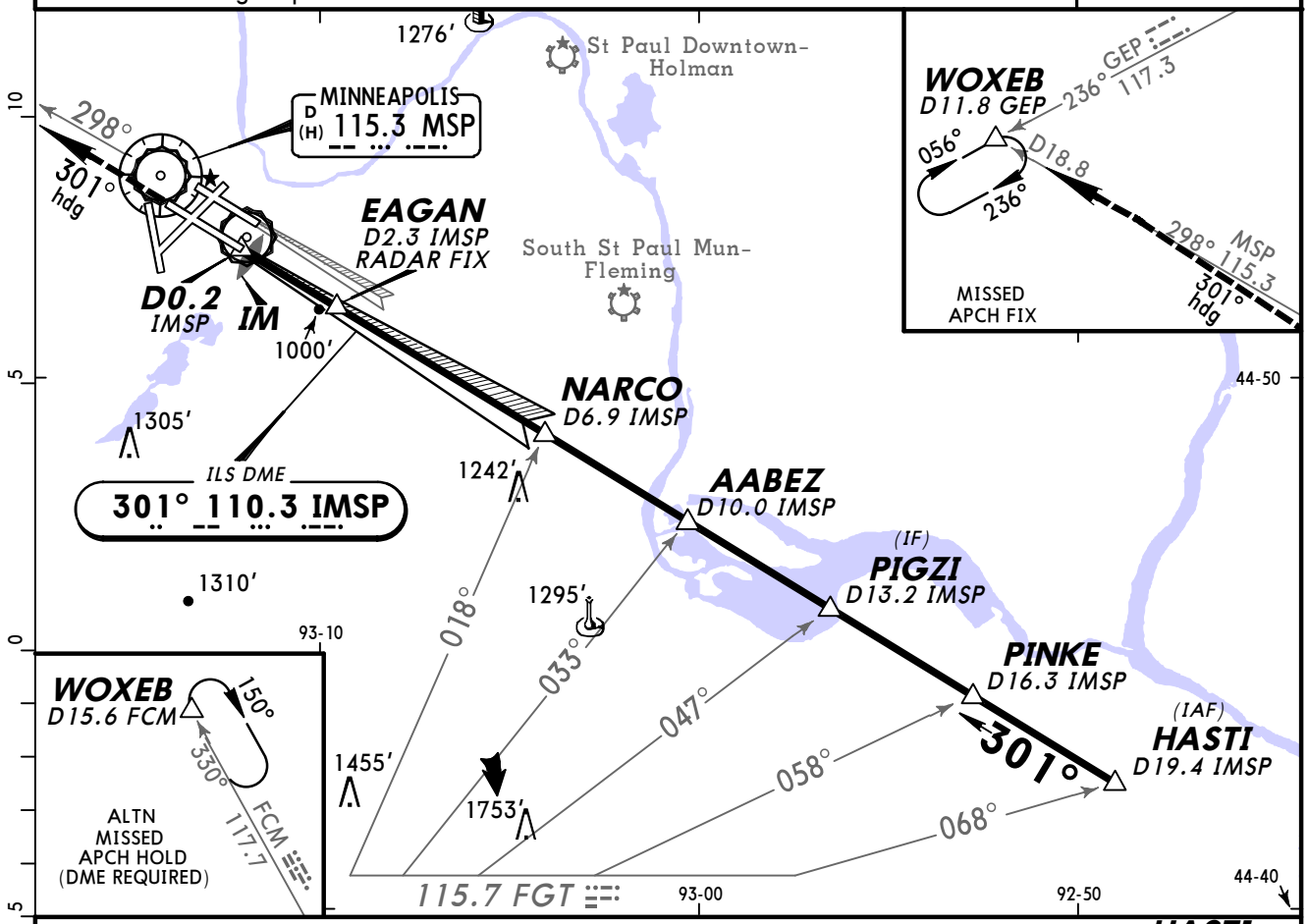
LOC IMSP	Final Apch Crs	GS NARCO	ILS DA(H)	Apt Elev 842′
110.3	301°	3000′ (2186′)	1014′ (200′)	Rwy 30L 814′

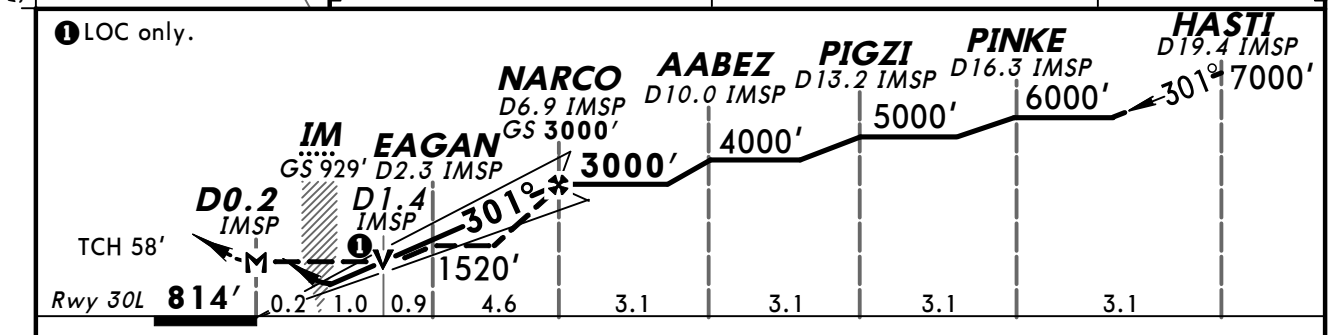
MISSED APCH: Climb to 1300′, then climb to 3000′ on heading 301° and outbound on MSP VOR R-298 to WOXEB INT/D11.8 GEP and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.** 2. Simultaneous approach authorized with Rwy 30R.
3. VGSI and ILS glidepath not coincident.

3500′
090° 270°
2800′
MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IMSP or NARCO to MAP 6.7	5:45	4:28	4:01	3:21	2:52	2:31

PAPI ALSF-II

1300′ ↑ 3000′ ↑ on 301° hdg and MSP 115.3 R-298

TERPS STRAIGHT-IN LANDING RWY30L

	ILS DA(H) 1014′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1280′ (466′) With EAGAN	ALS out	MDA(H) 1520′ (706′) Without EAGAN	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B							
C				RVR 50 or 1	1 3/8	1 5/8	2
D							

CIRCLE-TO-LAND

Max Kts	With EAGAN MDA(H)	Without EAGAN MDA(H)
90	1360′ (518′)-1	1520′ (678′)-1
120		
140	1360′ (518′)-1 1/2	1520′ (678′)-2
165	1460′ (618′)-2	1520′ (678′)-2 1/4

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 45 2 MAY 2013

CHANGES: Procedure.

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BRIEFING STRIP ™

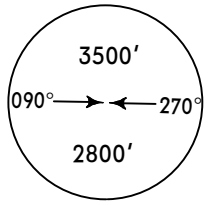
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	South	West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

LOC IMSP	Final Apch Crs	GS NARCO	CAT II ILS	Apt Elev 842′
110.3	301°	3000′ (2186′)	RA 104′ DA(H) 914′ (100′)	Rwy 30L 814′

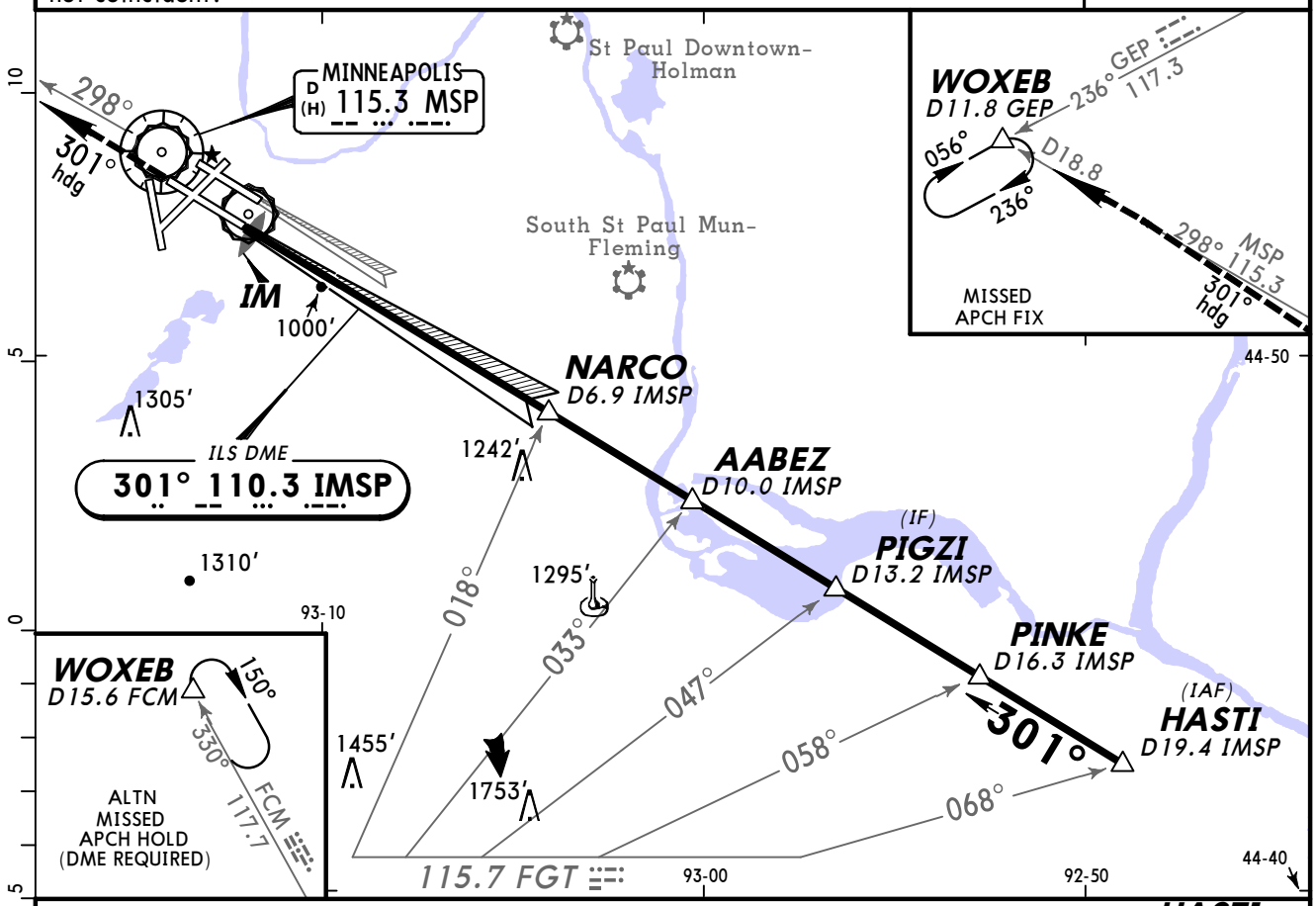
MISSED APCH: Climb to 1300′, then climb to 3000′ on heading 301° and outbound on MSP VOR R-298 to WOXEB INT/D11.8 GEP and hold, or as directed by ATC.

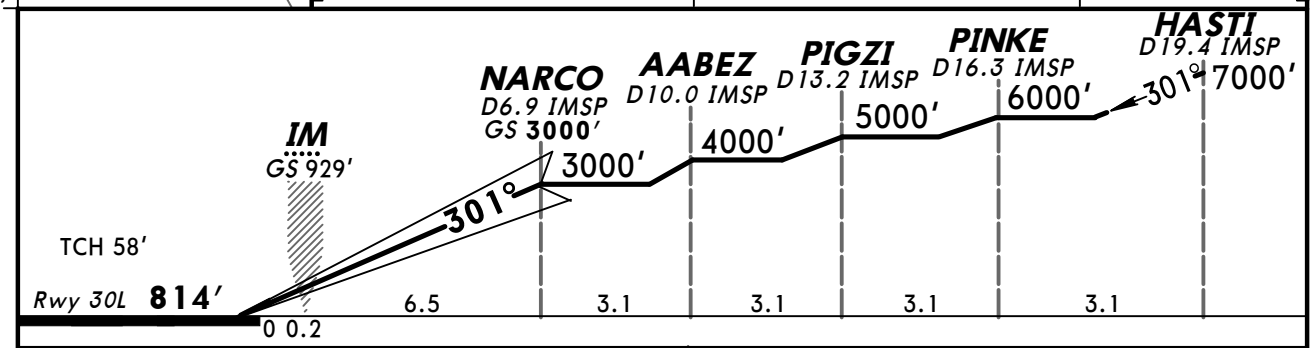
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.
3. Simultaneous approach authorized with Rwy 30R. 4. VGSI and ILS glidepath not coincident.



MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

PAPI ALSF-II 1300′ 3000′ on 301° hdg and MSP 115.3 R-298

TERPS STRAIGHT-IN LANDING RWY**30L**

CAT II ILS

RA 104′

DA(H) **914′** (100′)

1 RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 45 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13
Eff 2 May
11-6B

MINNEAPOLIS, MINN
ILS Rwy 30L SA CAT I

BRIEFING STRIP ™

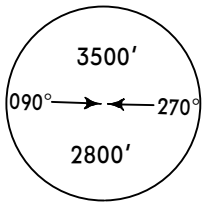
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	South	West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

LOC IMSP	Final Apch Crs	GS NARCO	SA CAT I ILS	Apt Elev 842′
110.3	301°	3000′ (2186′)	RA246′ DA(H)964′ (150′)	Rwy 30L 814′

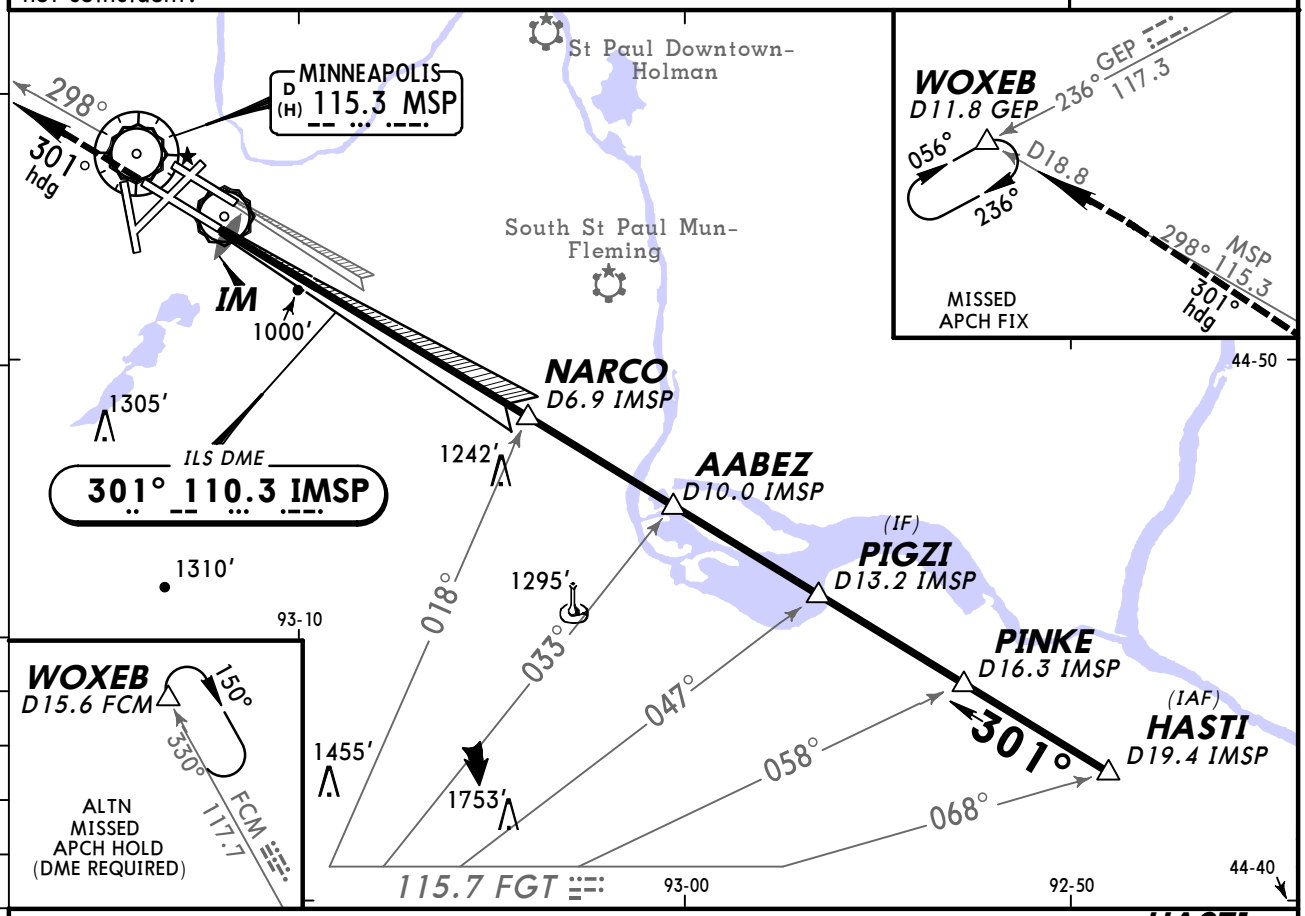
MISSED APCH: Climb to 1300′, then climb to 3000′ on heading 301° and outbound on MSP VOR R-298 to WOXEB INT/D11.8 GEP and hold, or as directed by ATC.

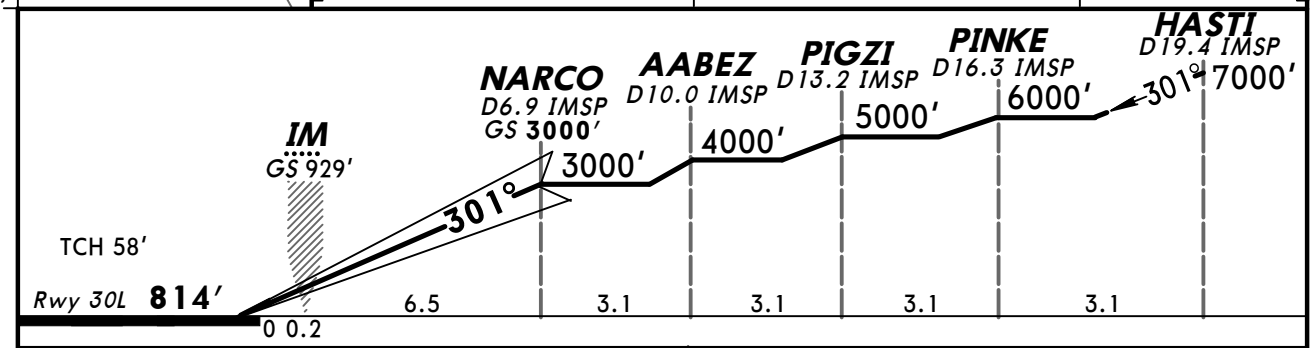
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.
3. Simultaneous approach authorized with Rwy 30R. 4. VGSI and ILS glidepath not coincident.



MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

PAPI ALSF-II 1300′ 3000′ on 301° hdg and MSP 115.3 R-298

TERPS

STRAIGHT-IN LANDING RWY30L

1 SA CAT I ILS

RA 246′

DA(H) **964′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 45 2 MAY 2013

CHANGES: New procedure.

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MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

11 APR 14 (11-7)

MINNEAPOLIS, MINN
CONVERGING ILS Rwy 30L

BRIEFING STRIP ™

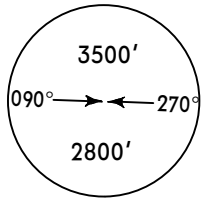
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	South	West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

LOC IMSP	Final Apch Crs	GS NARCO	ILS DA(H)	Apt Elev 842′
110.3	301°	3000′ (2186′)	1164′ (350′)	Rwy 30L 814′

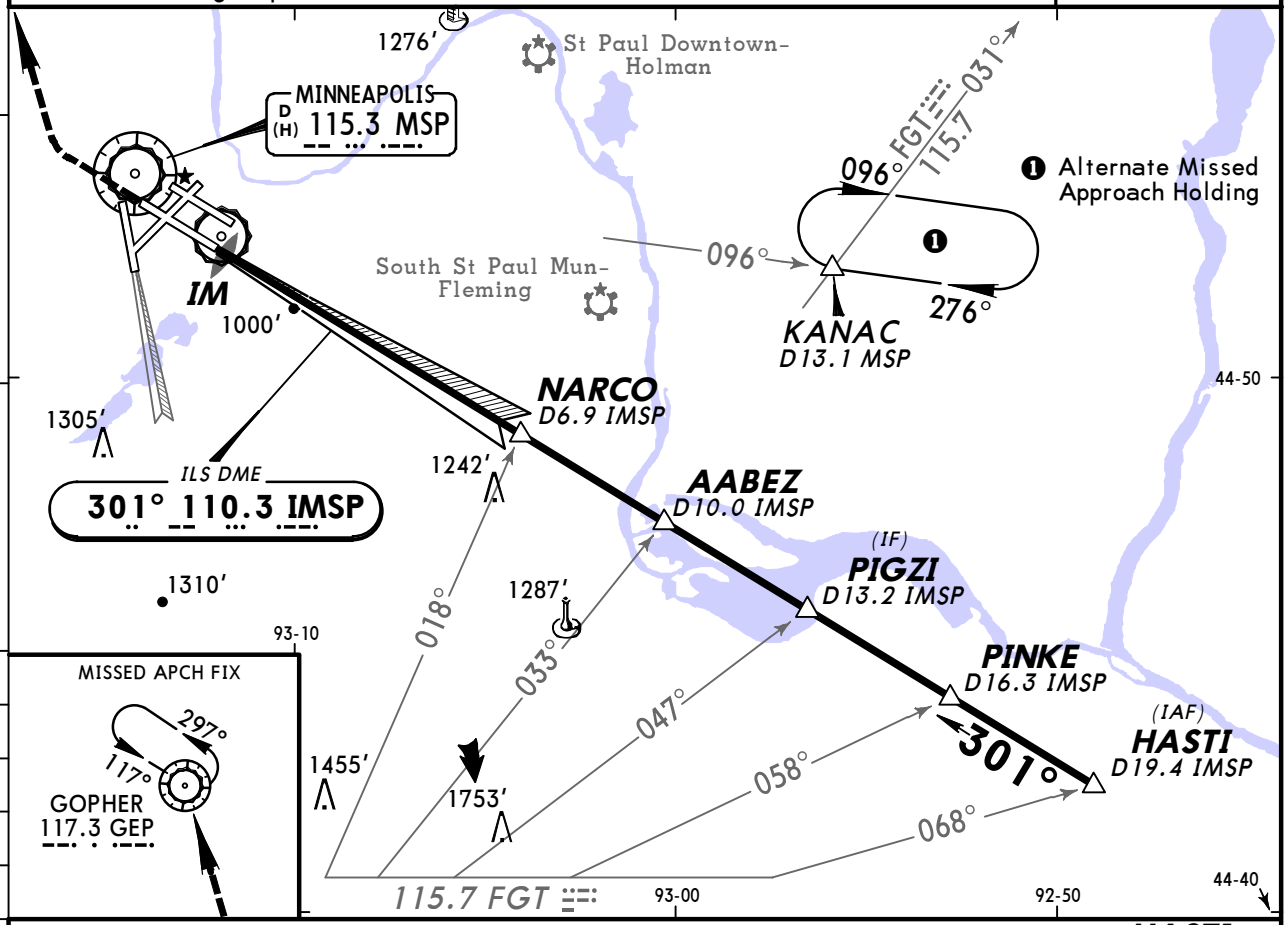
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct GEP VOR and hold, or as directed by ATC.

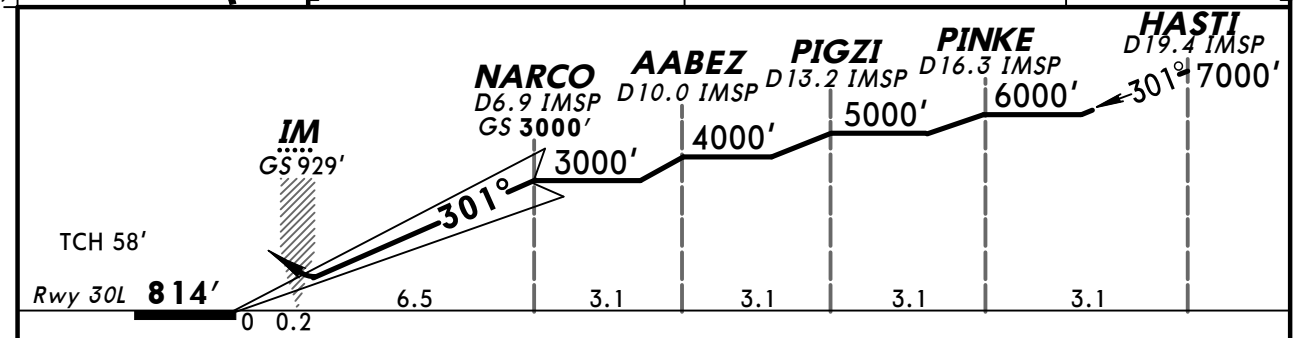
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.** 2. Simultaneous approach authorized with Converging ILS Rwy 35. 3. VGSI and ILS glidepath not coincident.



MSA MSP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PAPI ALSF-II 1300′ 3000′ RT D GEP 117.3

TERPS

STRAIGHT-IN LANDING RWY30L
ILS
DA(H) 1164′ (350′)

	FULL	TDZ or CL out	ALS out
A	RVR 30 or 5/8		1 1/8
B			
C			
D			

TERPS AMEND 1 2 MAY 2013

CHANGES: None.

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MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

11 APR 14 (11-8)

MINNEAPOLIS, MINN
ILS or LOC Rwy 30R

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 12L/30R	Rwys 4/22, 12R/30L	Rwy 17/35	Ground North	South	West
135.35	119.3	123.95	126.7	123.67	121.8	121.9	127.92

LOC IINN	Final Apch Crs	GS JACKO	ILS DA(H)	Apt Elev 842′
110.7	301°	3000′(2180′)	1070′(250′)	Rwy 30R 820′

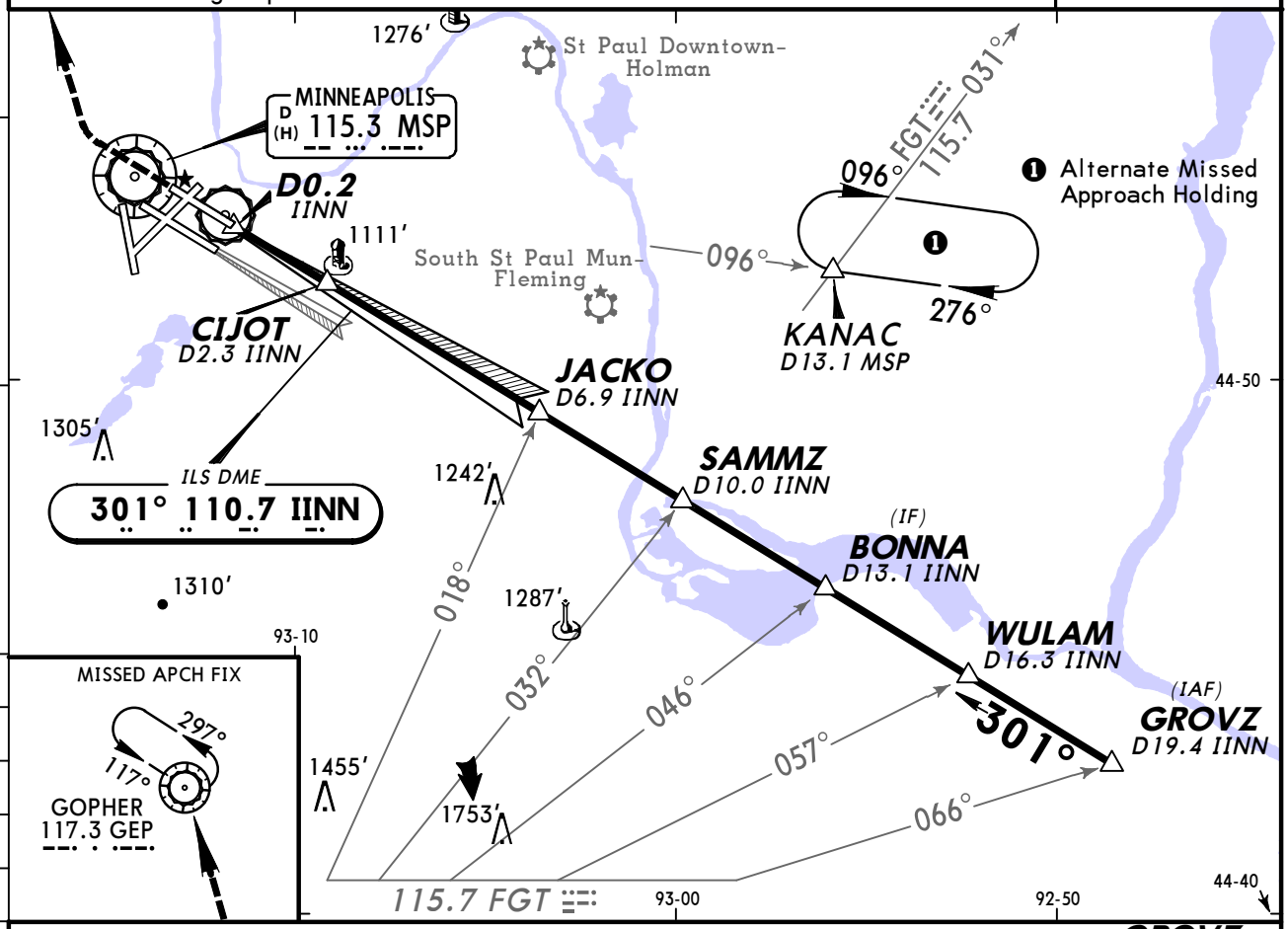
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct GEP VOR and hold, or as directed by ATC.

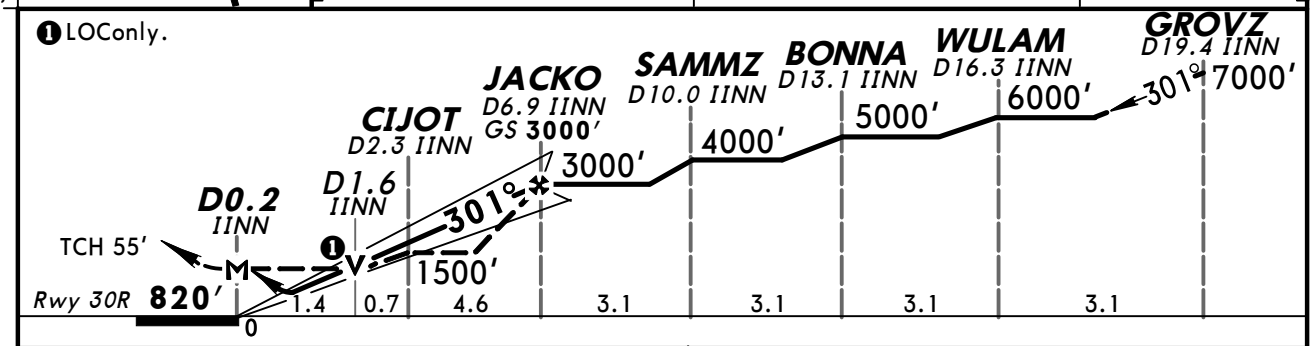
3500′ 090° 270° 2800′

MSA MSP VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. **Radar required.** 2. Simultaneous approach authorized with Rwy 30L.
3. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.2 IINN or JACKO to MAP 6.7	5:45	4:28	4:01	3:21	2:52	2:31

MALSF PAPI | 1300′ | 3000′ RT | D | GEP 117.3

TERPS STRAIGHT-IN LANDING RWY30R

	ILS DA(H) 1070′(250′) FULL	ILS DA(H) 1070′(250′) ALS out	LOC (GS out) MDA(H) 1340′(520′) With CIJOT	LOC (GS out) MDA(H) 1340′(520′) ALS out	LOC (GS out) MDA(H) 1500′(680′) Without CIJOT	LOC (GS out) MDA(H) 1500′(680′) ALS out
A	RVR 40 or ¾		RVR 40 or ¾	RVR 55 or 1	RVR 40 or ¾	RVR 55 or 1
B						
C			1¼	1⅜	1¾	1⅞
D						

CIRCLE-TO-LAND

Max Kts	With CIJOT MDA(H)	Without CIJOT MDA(H)
90	1360′(518′)-1	1500′(658′)-1
120		
140	1360′(518′)-1½	1500′(658′)-1⅞
165	1460′(618′)-2	1500′(658′)-2

TERPS AMEND 14 2 MAY 2013

CHANGES: Runway 30R REIL deleted.

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MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

11 APR 14 (11-9)

MINNEAPOLIS, MINN
CONVERGING ILS Rwy 30R

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 12L/30R	Rwys 4/22, 12R/30L	Rwy 17/35	Ground North	South	West
135.35	119.3	123.95	126.7	123.67	121.8	121.9	127.92

LOC IINN	Final Apch Crs	GS JACKO	ILS DA(H)	Apt Elev 842′
110.7	301°	3000′ (2180′)	1270′ (450′)	Rwy 30R 820′

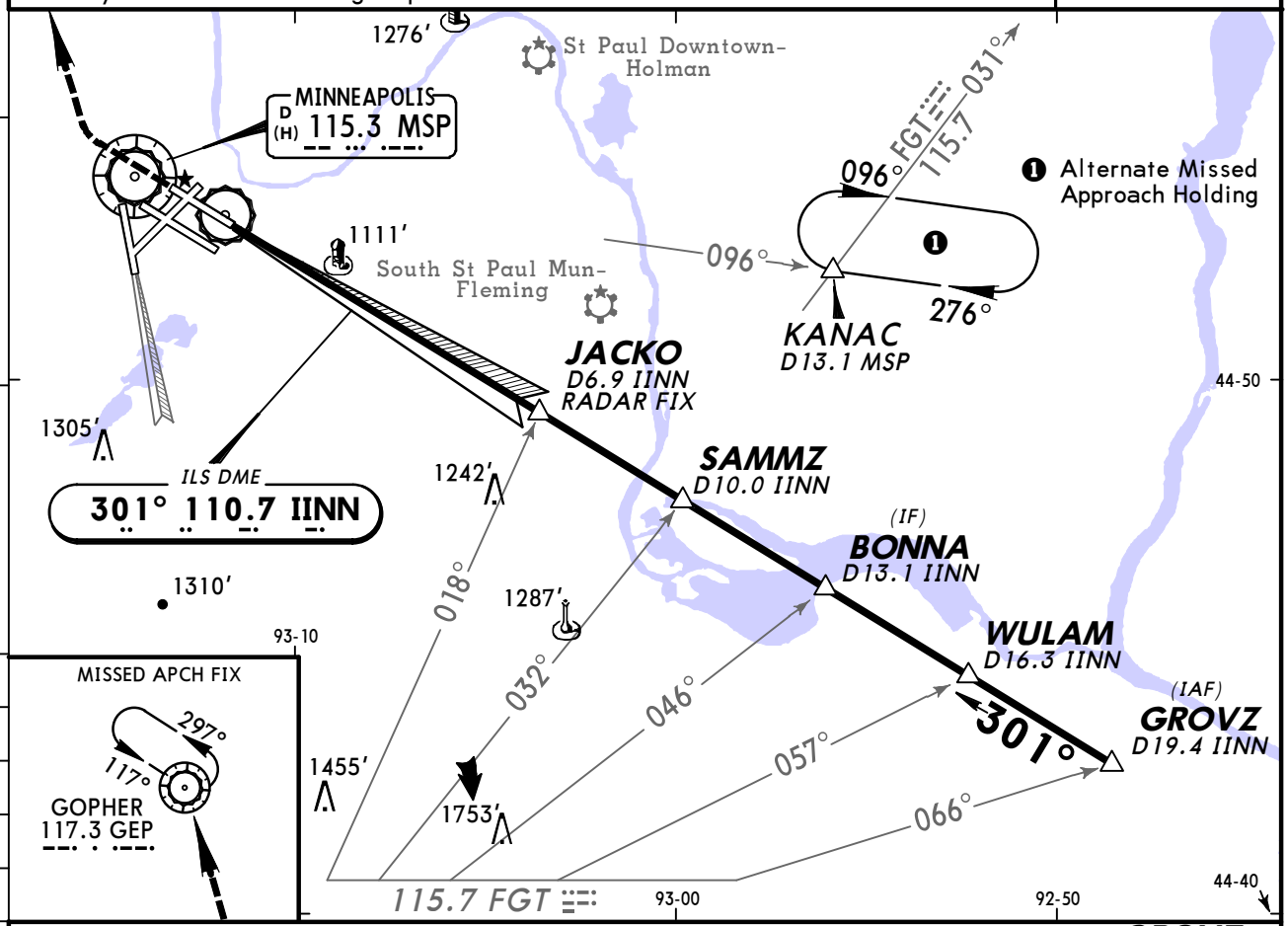
MISSED APCH: Climb to 1500′, then climbing RIGHT turn to 3000′ direct GEP VOR and hold, or as directed by ATC.

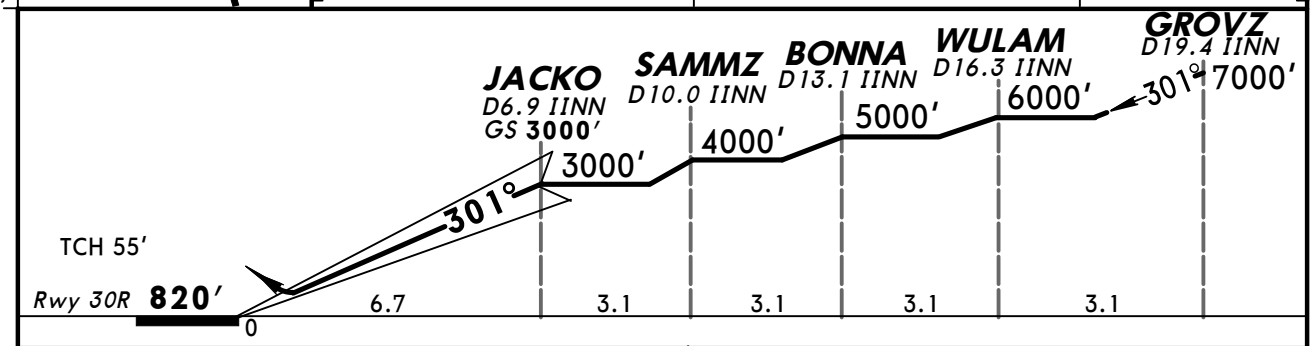
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Converging ILS Rwy 35. 3. VGSI and ILS glidepath not coincident.

3500′ 090° 270° 2800′

MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSF PAPI | 1500′ | 3000′ RT | D | GEP 117.3

TERPS

STRAIGHT-IN LANDING RWY30R
ILS
DA(H) 1270′ (450′)

	FULL	ALS out
A	RVR 60 or 1⅛	1½
B		
C		
D		

TERPS AMEND 2 2 MAY 2013

CHANGES: Runway 30R REIL deleted.

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MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 **Eff 2 May** (11-10)

MINNEAPOLIS, MINN
ILS or LOC Rwy 35

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	118.72	123.67	126.7	123.95	121.8	121.9	127.92

LOC IBMA	Final Apch Crs	GS LORAH	ILS DA(H)	Apt Elev 842′
110.95	350°	3000′ (2167′)	1033′ (200′)	Rwy 35 833′

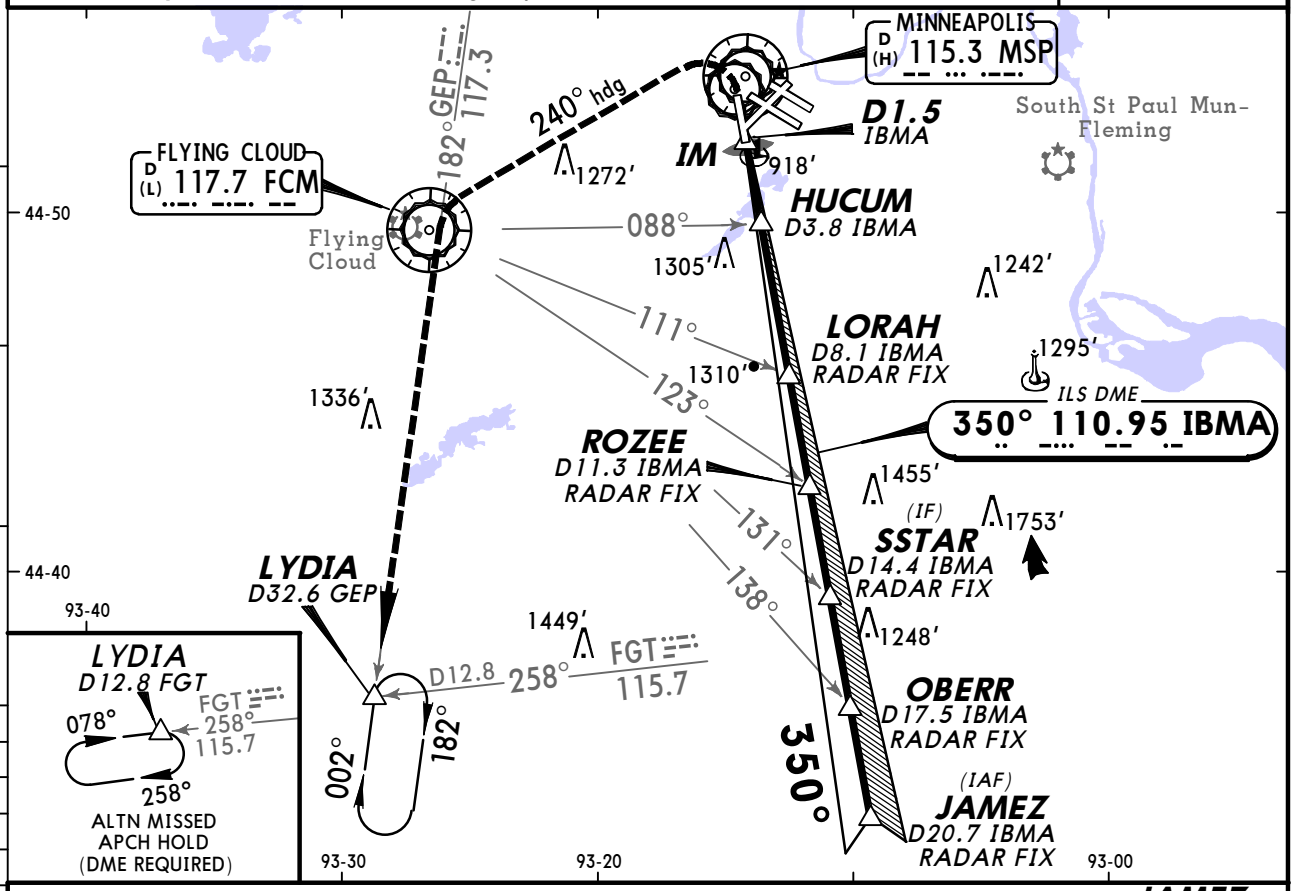
MISSED APCH: Climb to 1600′ then climbing LEFT turn to 3000′ on heading 240°and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold, or as directed by ATC.

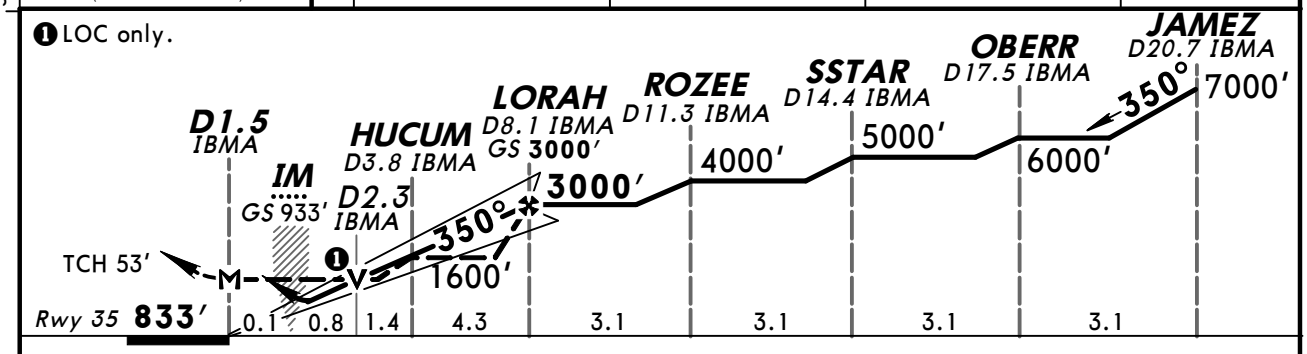
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. VGSI and ILS glidepath not coincident.

3500′ 090° 270° 2800′

MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.5 IBMA or LORAH to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28

ALSF-II PAPI | 1600′ | 3000′ LT on 240° hdg and GEP 117.3 R-182

TERPS STRAIGHT-IN LANDING RWY35

	ILS DA(H) 1033′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1180′(347′) ❷ With HUCUM	ALS out	MDA(H) 1600′(767′) Without HUCUM	ALS out
A	RVR 18 or 3/8	❶ RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B						RVR 40 or 3/4	RVR 60 or 1¼
C				RVR 30 or 5/8		1¾	2½
D							

CIRCLE-TO-LAND

Max Kts	❷ With HUCUM MDA(H)	Without HUCUM MDA(H)
90	1360′(518′)-1	1600′(758′)-1
120		1600′(758′)-1¼
140	1360′(518′)-1½	1600′(758′)-2½
165	1460′(618′)-2	

❶ RVR 18 with Flight Director or Autopilot or HUD to DA. ❷ Dual VOR receivers or DME required.

TERPS AMEND 3 2 MAY 2013

CHANGES: Procedure.

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MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 **Eff 2 May** (11-10A)

MINNEAPOLIS, MINN
ILS Rwy 35 CAT II & III

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	118.72	123.67	126.7	123.95	121.8	121.9	127.92

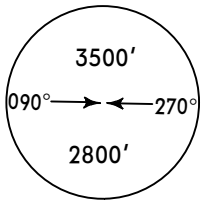
LOC	Final Apch Crs	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IBMA 110.95	350°	LORAH 3000′ (2167′)	NA	Refer to Minimums		RA106′ DA(H) 943′(110′)	842′ Rwy 35 833′

MISSED APCH: Climb to 1600′ then climbing LEFT turn to 3000′ on heading 240°and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold, or as directed by ATC.

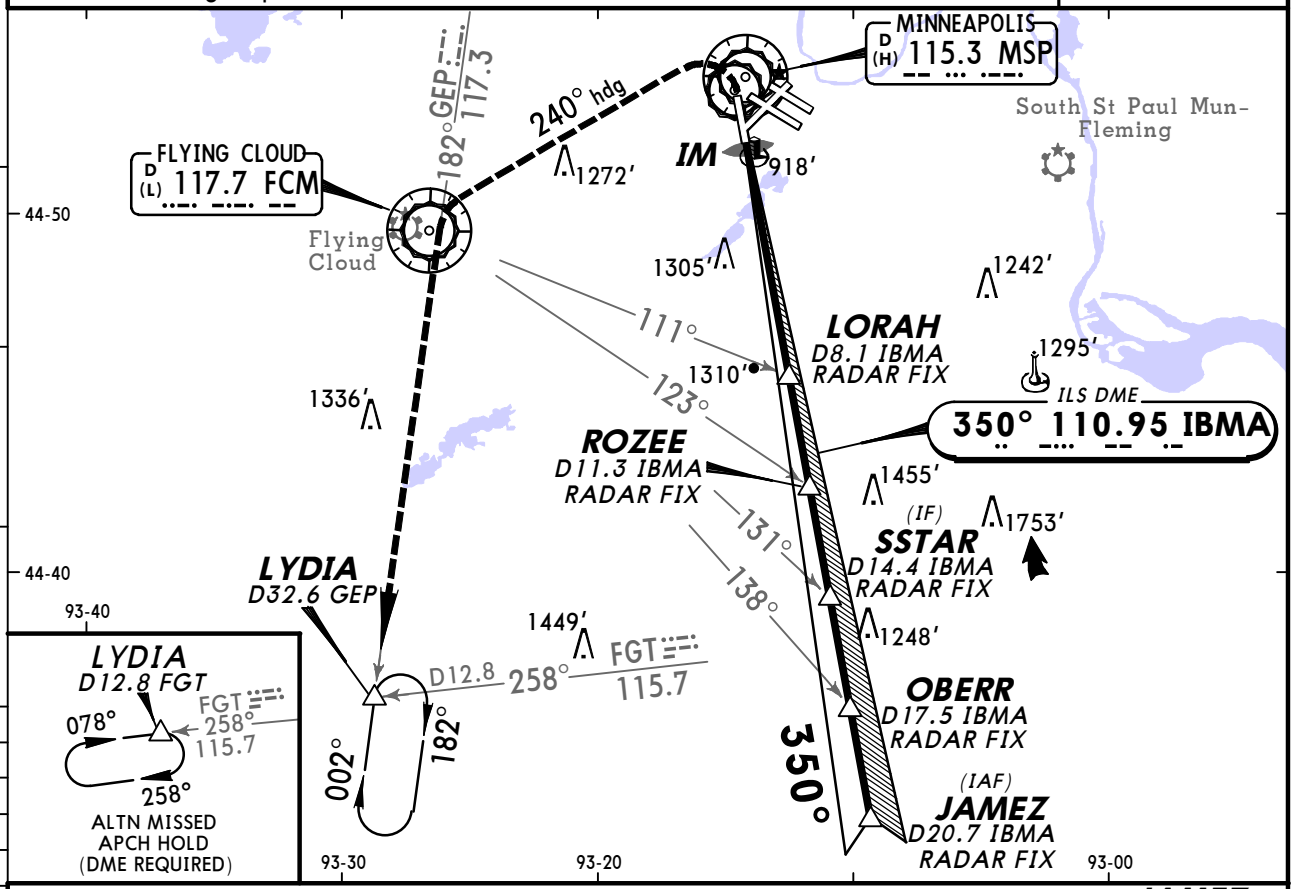
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

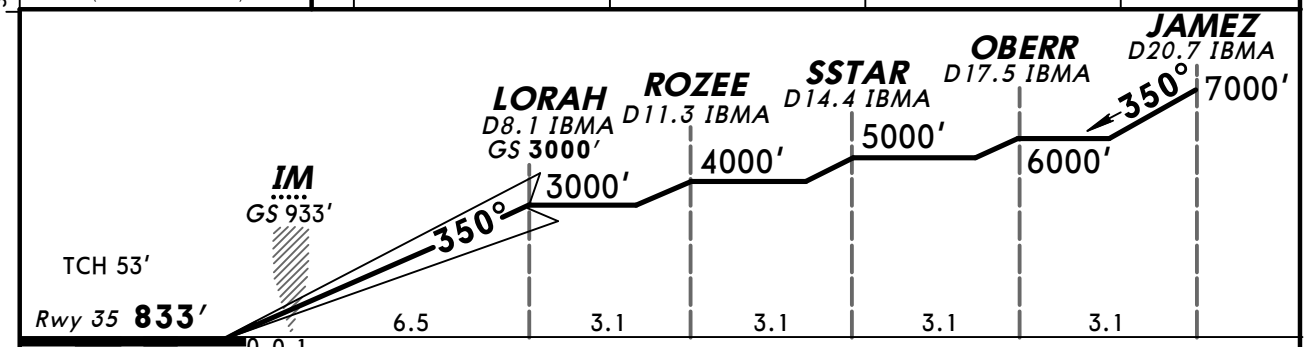
1. Special Aircrew & Acft Certification Required. 2. Radar required.

3. VGSI and ILS glidepath not coincident.



MSA MSP VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 1600′ | 3000′ LT on 240° hdg and GEP 117.3 R-182

TERPS STRAIGHT-IN LANDING RWY 35

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106′ DA(H) 943′(110′)
NA	RVR 6	RVR 7	RVR 12

TERPS AMEND 3 2 MAY 2013

CHANGES: Procedure.

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JEPPESEN

27 SEP 13 (11-10B)

MINNEAPOLIS, MINN
ILS Rwy 35 SA CAT I

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	118.72	123.67	126.7	123.95	121.8	121.9	127.92

LOC IBMA	Final Apch Crs	GS LORAH	SA CAT I ILS	Apt Elev 842′
110.95	350°	3000′ (2167′)	RA 152′ DA(H) 983′(150′)	Rwy 35 833′

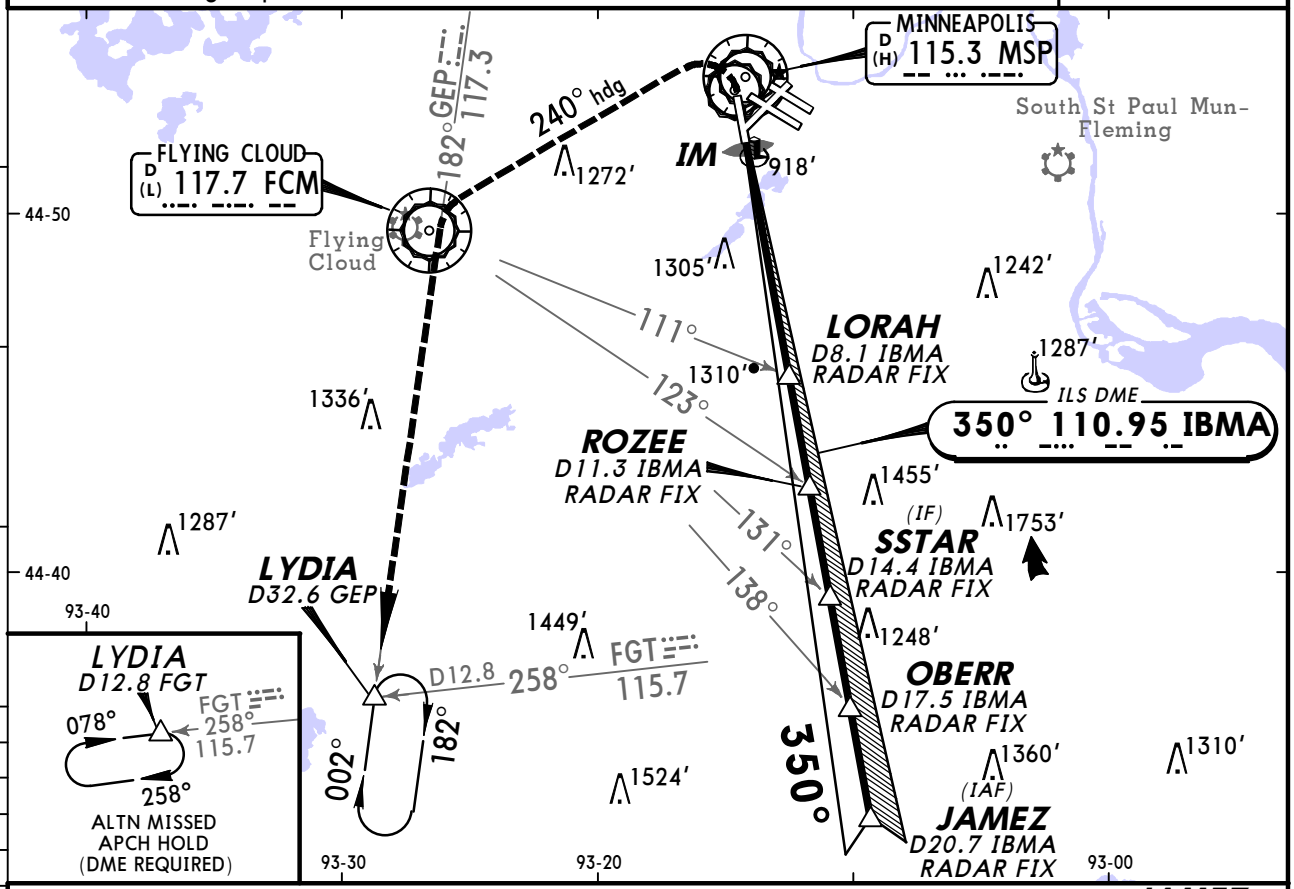
MISSED APCH: Climb to 1600′ then climbing LEFT turn to 3000′ on heading 240°and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold, or as directed by ATC.

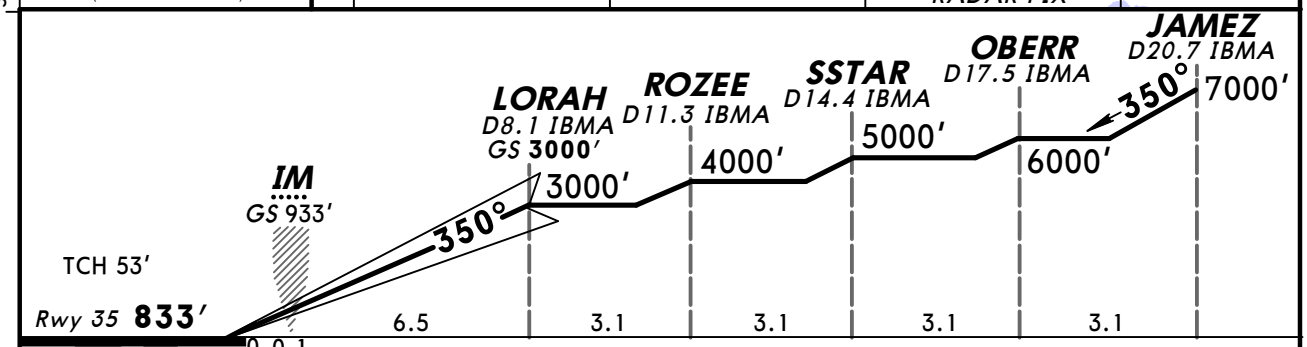
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. Radar required.

3. VGSI and ILS glidepath not coincident.

MSA MSP VOR: 3500′ (090°–270°) 2800′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II PAPI | 1600′ | 3000′ LT on 240° hdg and GEP 117.3 R-182

TERPS STRAIGHT-IN LANDING RWY 35

1 SA CAT I ILS

RA 152′

DA(H) **983′** (150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 3 2 MAY 2013

CHANGES: Reissue.

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MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 **Eff 2 May** (11-11)

MINNEAPOLIS, MINN
CONVERGING ILS Rwy 35

BRIEFING STRIP ™

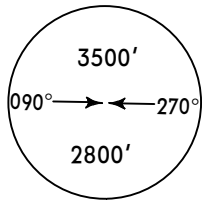
D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	118.72	123.67	126.7	123.95	121.8	121.9	127.92

LOC IBMA	Final Apch Crs	GS LORAH	ILS DA(H)	Apt Elev 842′
110.95	350°	3000′ (2167′)	1683′ (850′)	Rwy 35 833′

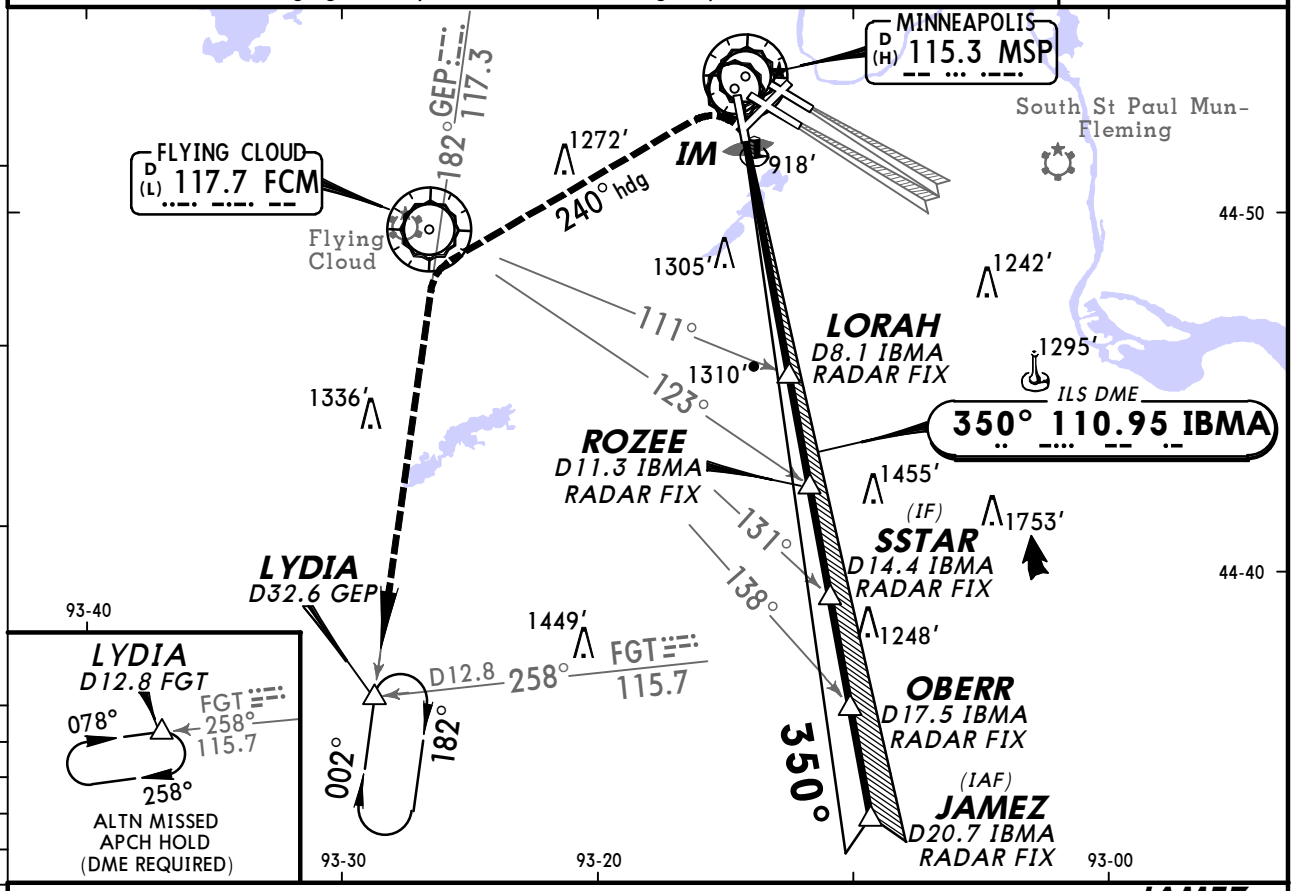
MISSED APCH: Climbing LEFT turn to 3000′ on heading 240° and outbound on GEP VOR R-182 to LYDIA INT/D32.6 GEP and hold, or as directed by ATC.

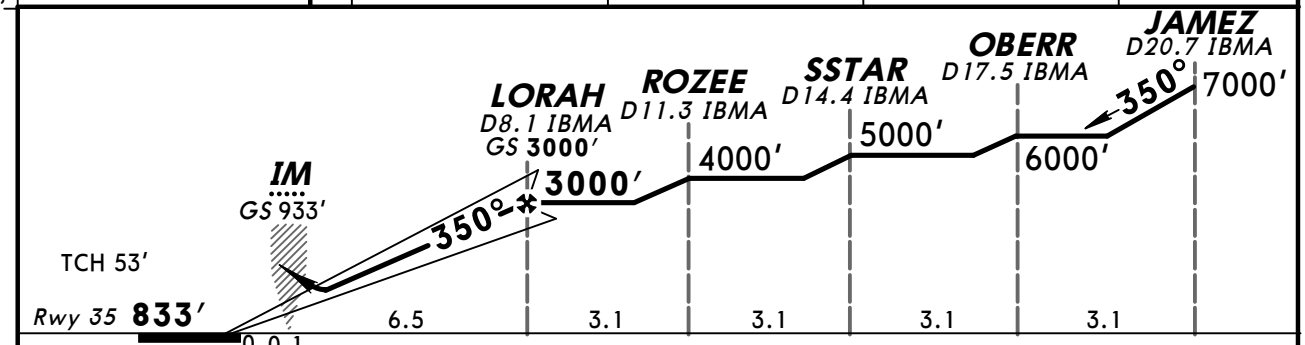
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. Simultaneous approach authorized with Converging ILS Rwys 30L/R. 3. No autoland on Converging ILS Rwy 35. 4. VGSI and ILS glidepath not coincident.



MSA MSP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI

3000′ LT on 240° hdg and GEP 117.3 R-182

TERPS STRAIGHT-IN LANDING RWY **35**

ILS

DA(H) **1683′** (850′)

FULL	TDZ or CL out	ALS out

A B C D

3

TERPS AMEND 3 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/
WOLD-CHAMBERLAIN

JEPPESEN

31 JAN 14 (12-1) Eff 6 Feb

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 4

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)		MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	119.3	126.95	126.7	123.95	121.8	121.9	127.92

WAAS	Final Apch Crs	Minimum Alt IGEPY	LPV DA(H)	Apt Elev 842′
Ch 72931 W-04A	045°	2300′ (1468′)	1032′ (200′)	Rwy 4 832′

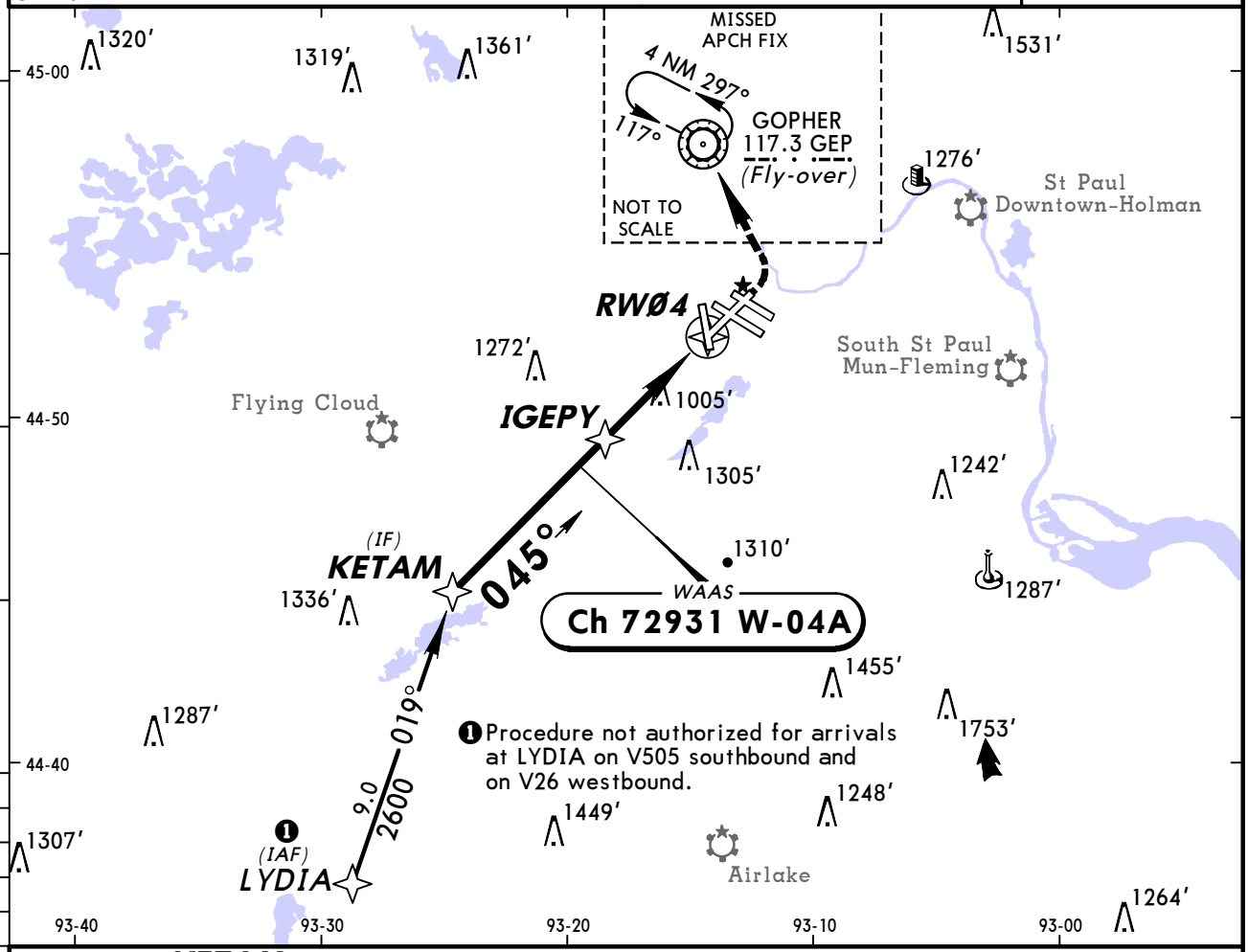
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3000′ direct GEP VOR and hold.

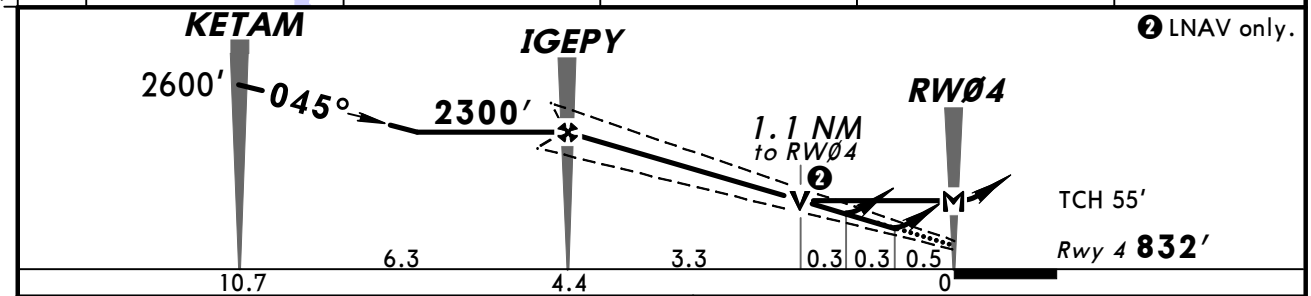
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3500′

MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ4						

MALSR PAPI | 1300′ | 3000′ LT | D | GEP 117.3

TERPS STRAIGHT-IN LANDING RWY 4

	LPV DA(H) 1032′ (200′)		LNAV/VNAV DA(H) 1146′ (314′)			LNAV MDA(H) 1260′ (428′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 40 or 3/4	RVR 50 or 1	1 1/4
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (518′)-1
120	
140	1360′ (518′)-1 1/2
165	1460′ (618′)-2

TERPS AMEND 2A 6 FEB 2014

CHANGES: KETAM to IGEPY distance.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

31 JAN 14
Eff 6 Feb

(12-2)

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 12L

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 12L/30R	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Ground North	Ground South	Ground West
135.35	119.3	123.95	126.7	121.8	121.9	127.92

BRIEFING STRIP ™

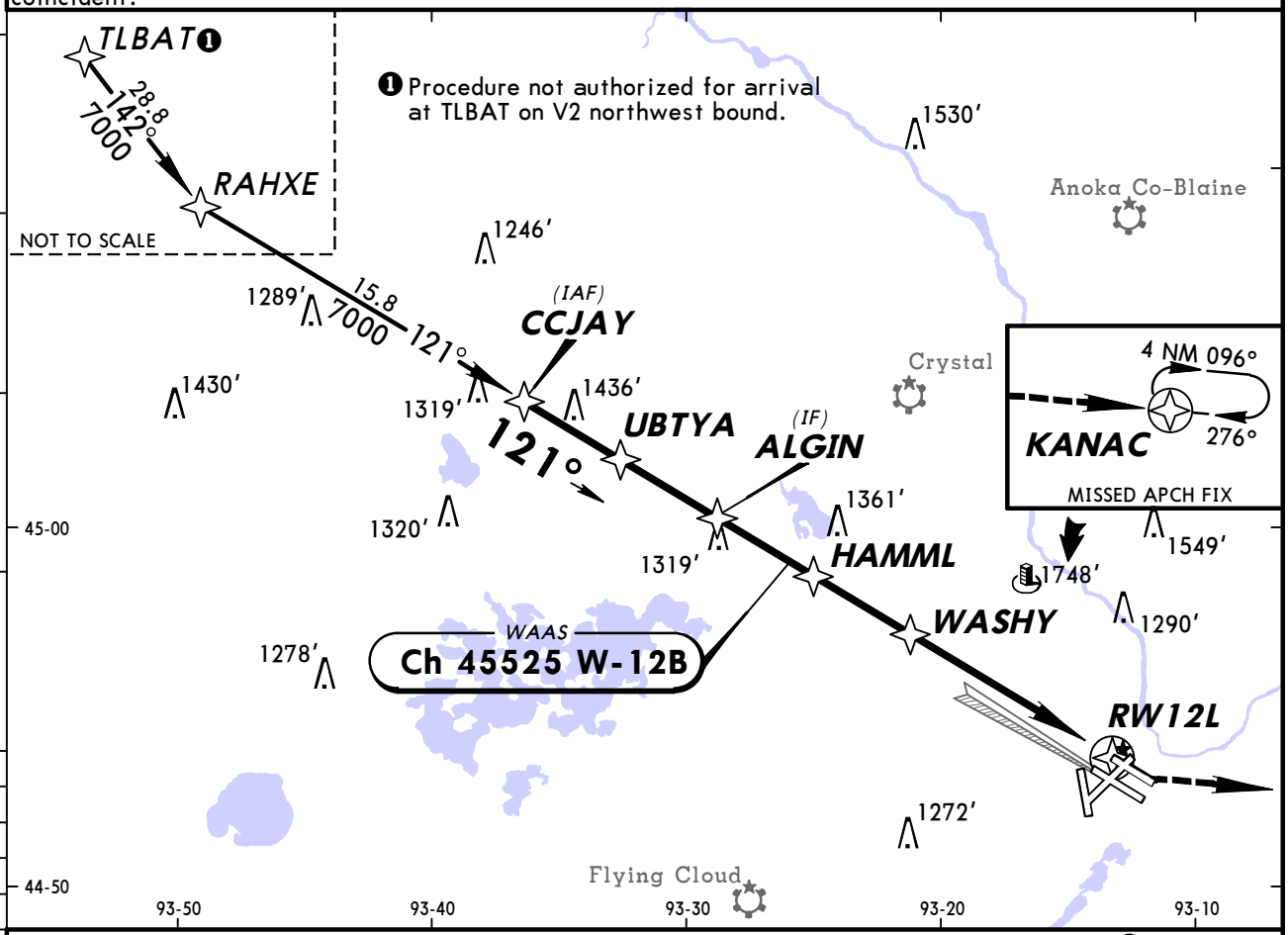
WAAS	Final Apch Crs	Minimum Alt WASHY	LPV DA(H)	Apt Elev 842′
Ch 45525 W-12B	121°	3000′(2161′)	1039′(200′)	Rwy 12L 839′

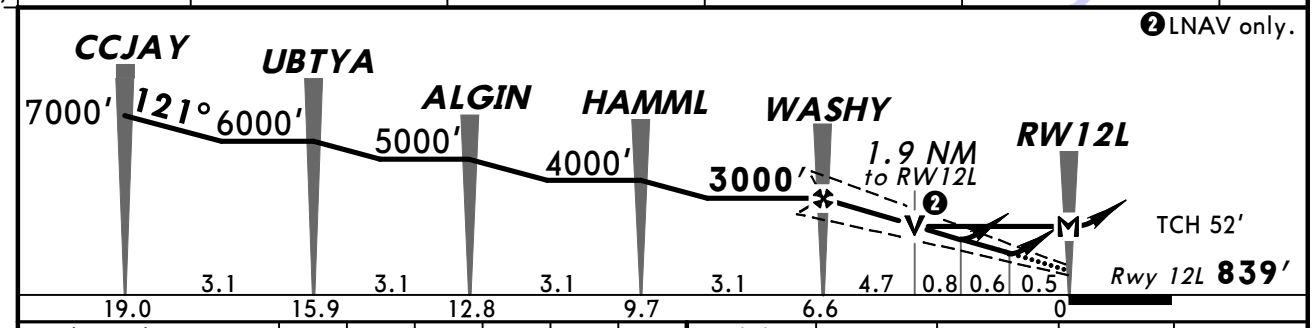
MISSED APCH: Climb to 1300′, then climbing LEFT turn to 3000′ direct KANAC and hold.

3500′ MSA RW12L

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 54°C (130°F). 3. Simultaneous approach authorized with Rwy 12R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12L						

ALSF-II PAPI 1300′ 3000′ LT D KANAC

TERPS STRAIGHT-IN LANDING RWY 12L

	LPV DA(H) 1039′(200′)		LNAV/VNAV DA(H) 1248′(409′)		LNAV MDA(H) 1520′(681′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	1¼	RVR 24 or ½	RVR 55 or 1
B						
C					1½	2
D						

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1520′(678′)-1
120	
140	1520′(678′)-2
165	1520′(678′)-2¼

TERPS AMEND 3 2 MAY 2013

CHANGES: None.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13
Eff 2 May

(12-3)

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 12R

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	126.95	126.7	123.95	121.8	121.9	127.92

BRIEFING STRIP ™

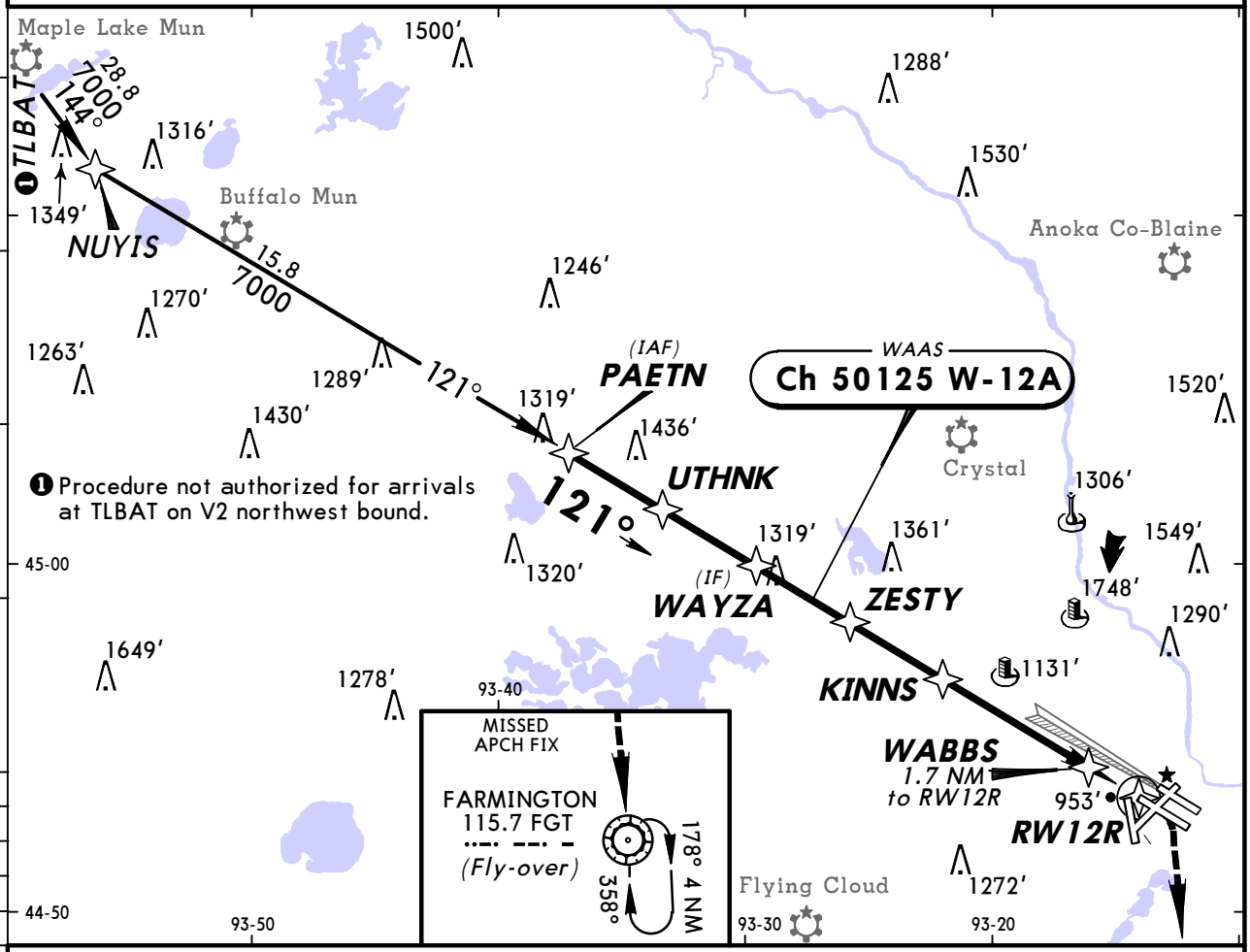
WAAS	Final Apch Crs	Minimum Alt KINNS	LPV DA(H)	Apt Elev 842′
Ch 50125 W-12A	121°	3000′ (2158′)	1042′ (200′)	Rwy 12R 842′

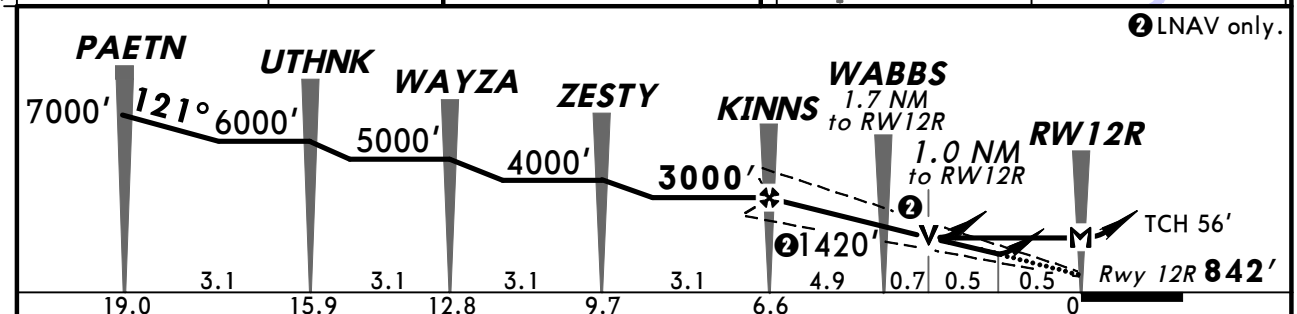
3500′ MSA RW12R

MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3000′ direct FGT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 54°C (130°F). 3. Simultaneous approach authorized with Rwy 12L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12R						

ALSF-I PAPI 1300′ 3000′ RT D FGT 115.7

TERPS — STRAIGHT-IN LANDING RWY 12R

	LPV DA(H) 1042′ (200′)		LNAV/VNAV DA(H) 1211′ (369′)		LNAV MDA(H) 1220′ (378′)	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 35 or 5/8	
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (518′) -1
120	
140	1360′ (518′) -1 1/2
165	1460′ (618′) -2

TERPS AMEND 2 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN 26 APR 13 (12-4) Eff 2 May

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 22

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)		MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	119.3	126.95	126.7	123.95	121.8	121.9	127.92

WAAS	Final Apch Crs	Minimum Alt JALUN	LPV DA(H)	Apt Elev 842′
Ch 60927 W-22A	225°	2600′ (1772′)	1190′ (362′)	Rwy 22 828′

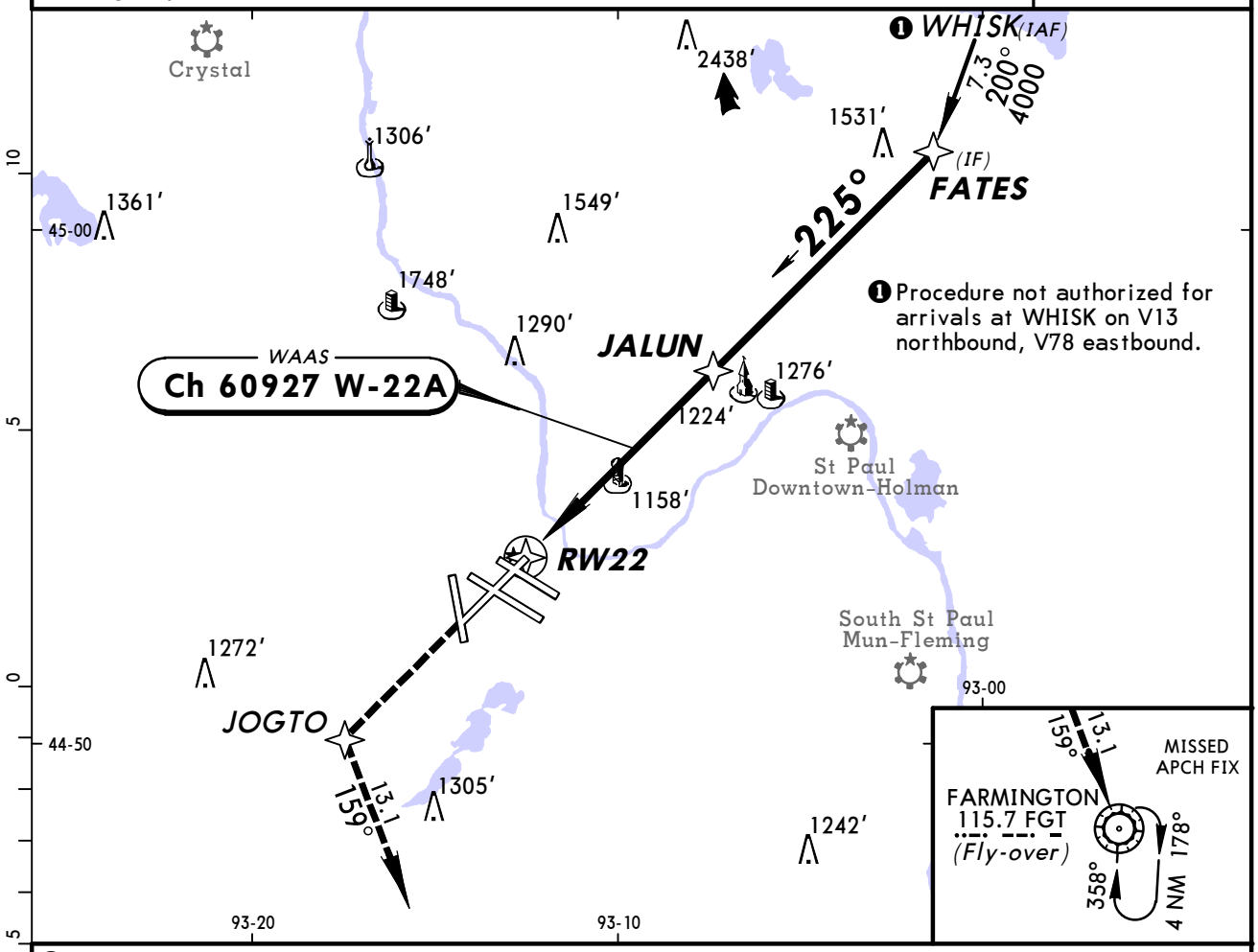
MISSED APCH: Climb to 3000′ direct JOGTO and on track 159° to FGT VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

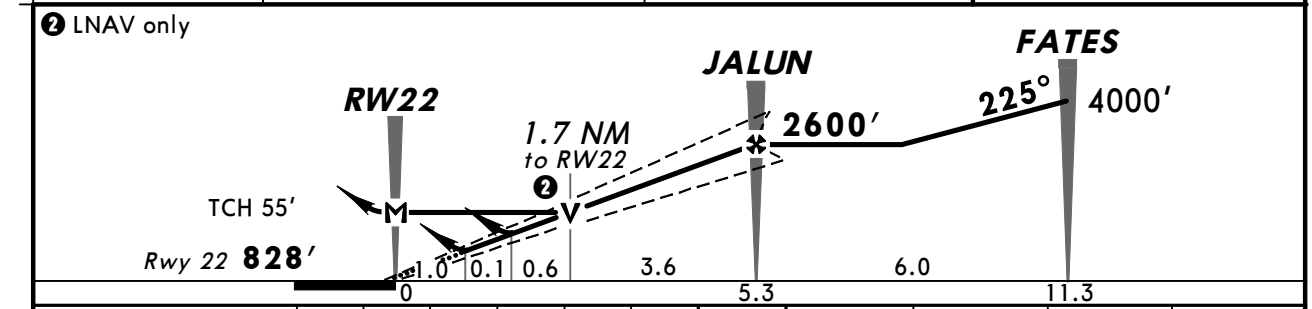
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident.

3500′

MSA RW22



❶ Procedure not authorized for arrivals at WHISK on V13 northbound, V78 eastbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

MALSR PAPI 3000′ JOGTO

TERPS STRAIGHT-IN LANDING RWY 22

	LPV DA(H) 1190′ (362′) RAIL out	ALS out	LNAV/VNAV DA(H) 1227′ (399′) RAIL out	ALS out	LNAV MDA(H) 1420′ (592′) RAIL out	ALS out
A	RVR 40 or ¾	1⅛	RVR 45 or ⅞	1¼	RVR 40 or ¾	RVR 55 or 1
B						
C					1¼	1⅜ / 1¾
D						

CIRCLE-TO-LAND Max Kts	MDA(H)
90	1420′ (578′) -1
120	
140	1420′ (578′) -1¾
165	1460′ (618′) -2

TERPS AMEND 1A 2 MAY 2013

CHANGES: Procedure.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

11 APR 14 (12-5)

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 30L

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwys 4/22, 12R/30L	Rwy 12L/30R	Rwy 17/35	Ground North	South	West
135.35	126.95	126.7	123.95	123.67	121.8	121.9	127.92

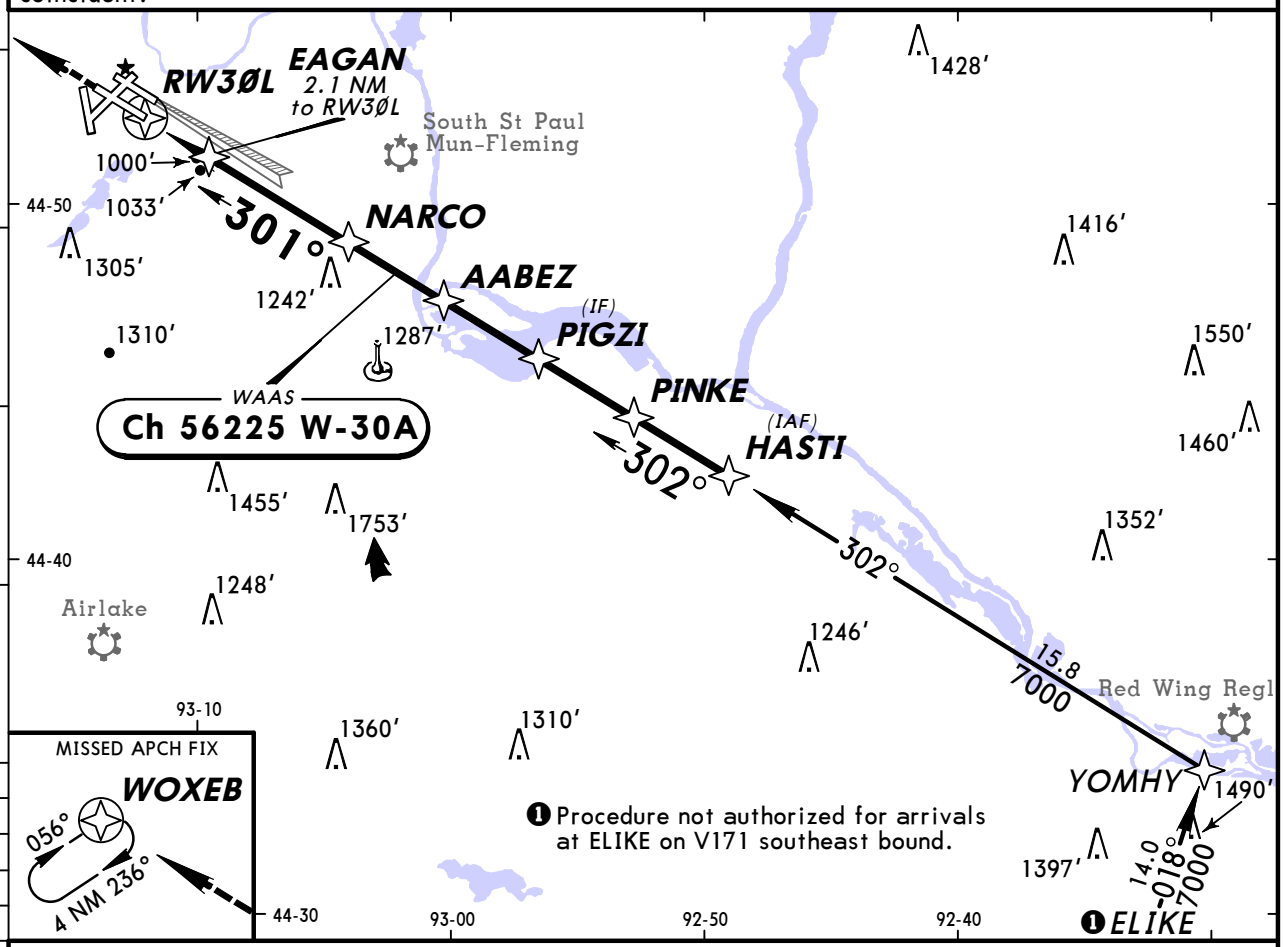
WAAS	Final Apch Crs	Minimum Alt NARCO	LPV DA(H)	Apt Elev / Rwy 30L
Ch 56225 W-30A	301°	3000′ (2186′)	1014′ (200′)	Apt Elev 842′ / Rwy 30L 814′

3500′ MSA RW3ØL

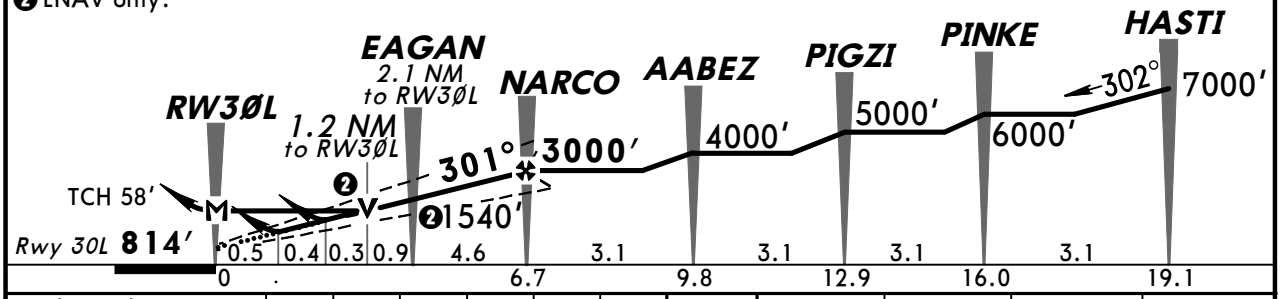
MISSED APCH: Climb to 3000′ direct WOXEB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below-27°C (-16°F) or above 54°C (130°F). 3. Simultaneous approach authorized with Rwy 30R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.



❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3ØL						

ALSF-II PAPI 3000′ D WOXEB

TERPS STRAIGHT-IN LANDING RWY 30L

	LPV DA(H) 1014′ (200′)			LNAV/VNAV DA(H) 1147′ (333′)		LNAV MDA(H) 1260′ (446′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 50 or 1	RVR 24 or 1/2	RVR 55 or 1
B							
C						RVR 45 or 7/8	1 3/8
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (518′)-1
120	
140	1360′ (518′)-1 1/2
165	1460′ (618′)-2

TERPS AMEND 3 2 MAY 2013

CHANGES: None.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

11 APR 14 (12-6)

MINNEAPOLIS, MINN
RNAV (GPS) Rwy 30R

BRIEFING STRIP™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 12L/30R	Rwys 4/22, 12R/30L	Rwy 17/35	Ground North	South	West
135.35	119.3	123.95	126.7	123.67	121.8	121.9	127.92

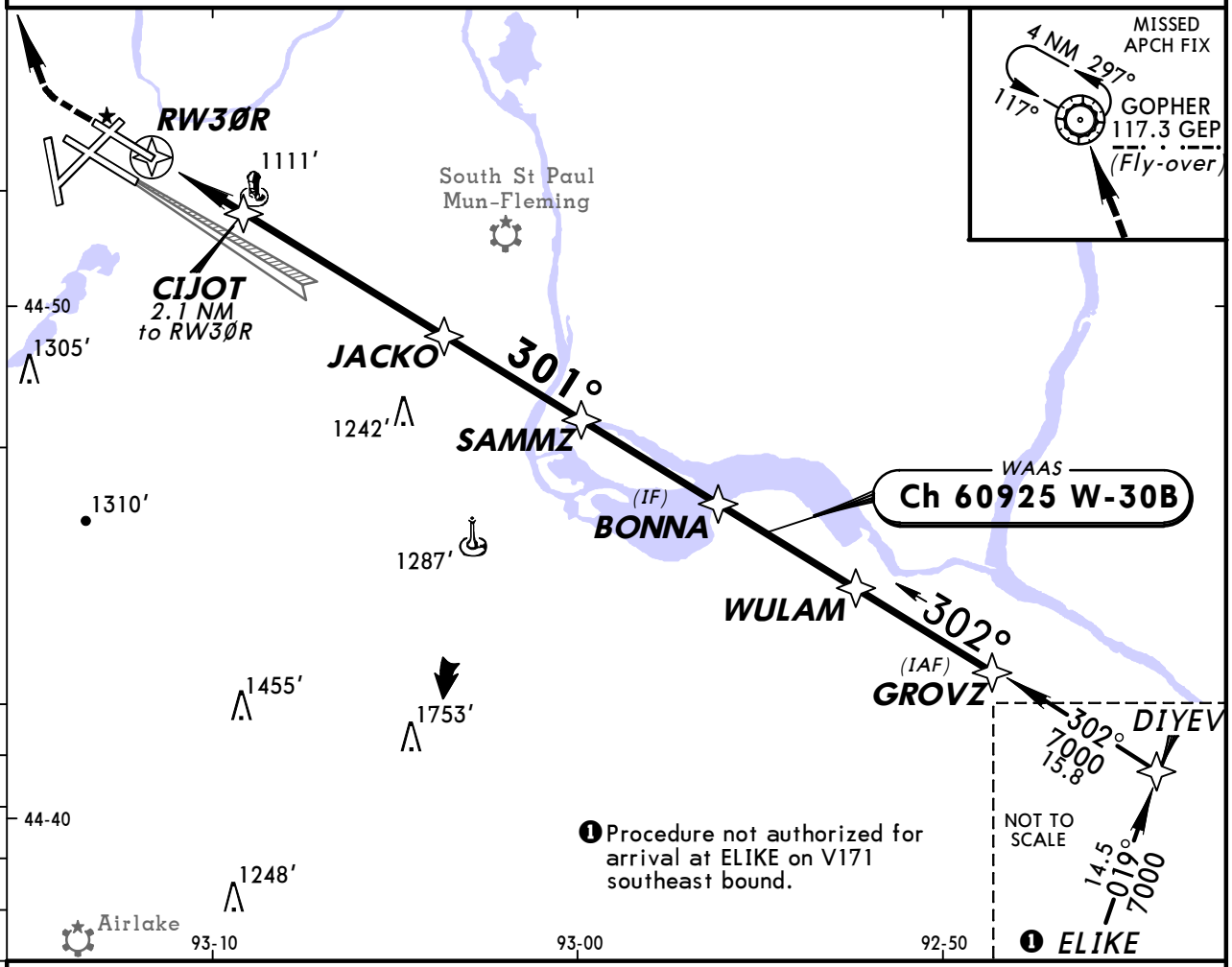
WAAS	Final Apch Crs	Minimum Alt JACKO	LPV DA(H)	Apt Elev 842′ / Rwy 30R 820′
Ch 60925 W-30B	301°	3000′ (2180′)	1070′ (250′)	

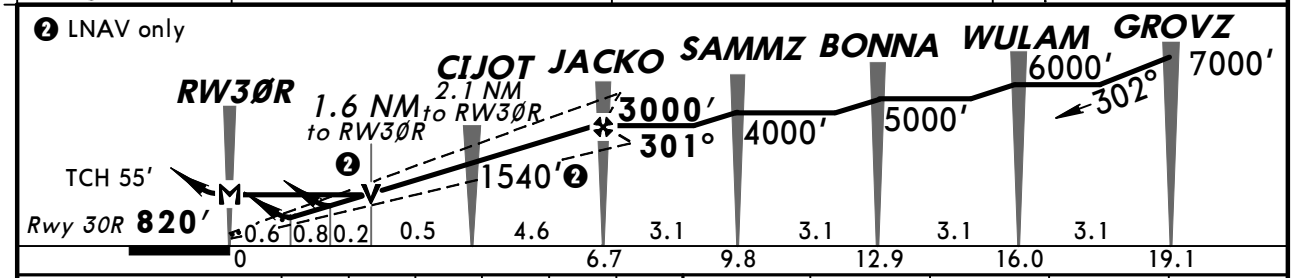
MISSED APCH: Climb to 1300′, then climbing RIGHT turn to 3000′ direct GEP VOR and hold.

3500′ MSA RW3ØR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 54°C (130°F). 3. Simultaneous approach authorized with Rwy 30L. 3. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW3ØR						

MALSF PAPI | 1300′ | 3000′ RT | GEP 117.3

TERPS STRAIGHT-IN LANDING RWY 30R

	LPV DA(H) 1070′ (250′)		LNAV/VNAV DA(H) 1316′ (496′)		LNAV MDA(H) 1400′ (580′)	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾		1⅜	1⅝	RVR 40 or ¾	RVR 50 or 1
B						
C					1⅜	1⅝
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1400′ (558′)-1
120	
140	1400′ (558′)-1⅝
165	1460′ (618′)-2

TERPS AMEND 2 2 MAY 2013

CHANGES: Runway 30R REIL deleted.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

26 APR 13 **Eff 2 May** (12-7)

MINNEAPOLIS, MINN
RNAV (GPS) Z Rwy 35

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	118.72	123.67	126.7	123.95	121.8	121.9	127.92

WAAS	Final Apch Crs	Minimum Alt LORAH	LPV DA(H)	Apt Elev 842'
Ch 90128 W-35A	350°	3000' (2167')	1033' (200')	Rwy 35 833'

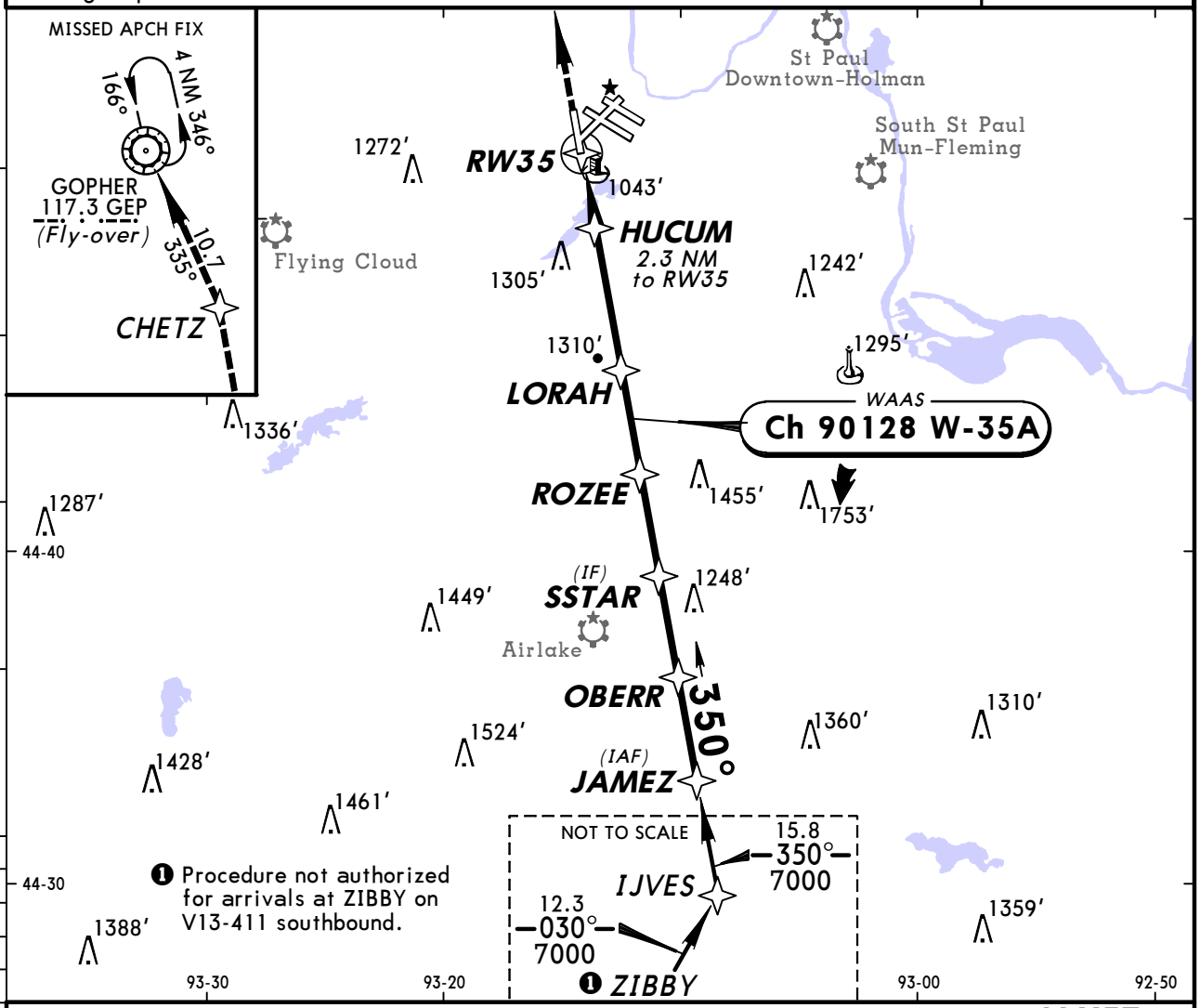
MISSED APCH: Climb to 3000' direct CHETZ and on track 335° to GEP VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

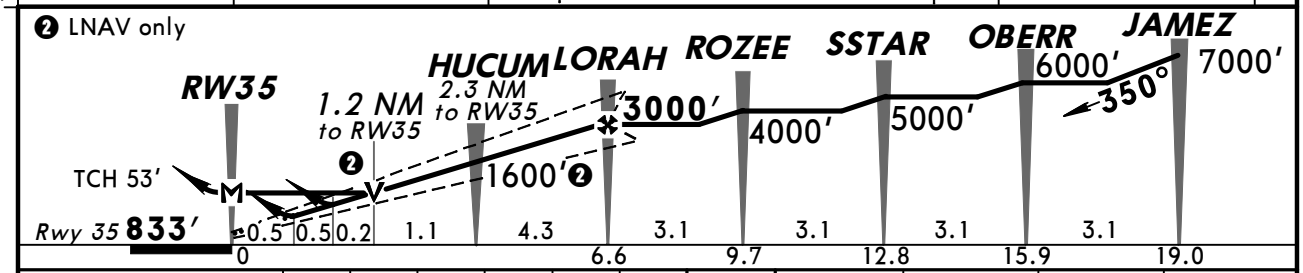
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3500'

MSA RW35



❶ Procedure not authorized for arrivals at ZIBBY on V13-411 southbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW35						

ALSF-II PAPI 3000' D CHETZ

TERPS STRAIGHT-IN LANDING RWY 35

	LPV DA(H) 1033' (200')		LNAV/VNAV DA(H) 1204' (371')		LNAV MDA(H) 1300' (467')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 50 or 1	1 3/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360' (518') -1
120	
140	1360' (518') -1 1/2
165	1460' (618') -2

TERPS AMEND 2 02 MAY 2013

CHANGES: Procedure.

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KMSP/MSP
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN

JEPPESEN

19 JUL 13
Eff 25 Jul

(12-20)

MINNEAPOLIS, MINN
RNAV (RNP) Y Rwy 35

BRIEFING STRIP ™

D-ATIS	MINNEAPOLIS Approach (R)	MINNEAPOLIS Tower Rwy 17/35	Rwys 4/22, 12R/30L	Rwy 12L/30R	Ground North	South	West
135.35	118.72	123.67	126.7	123.95	121.8	121.9	127.92

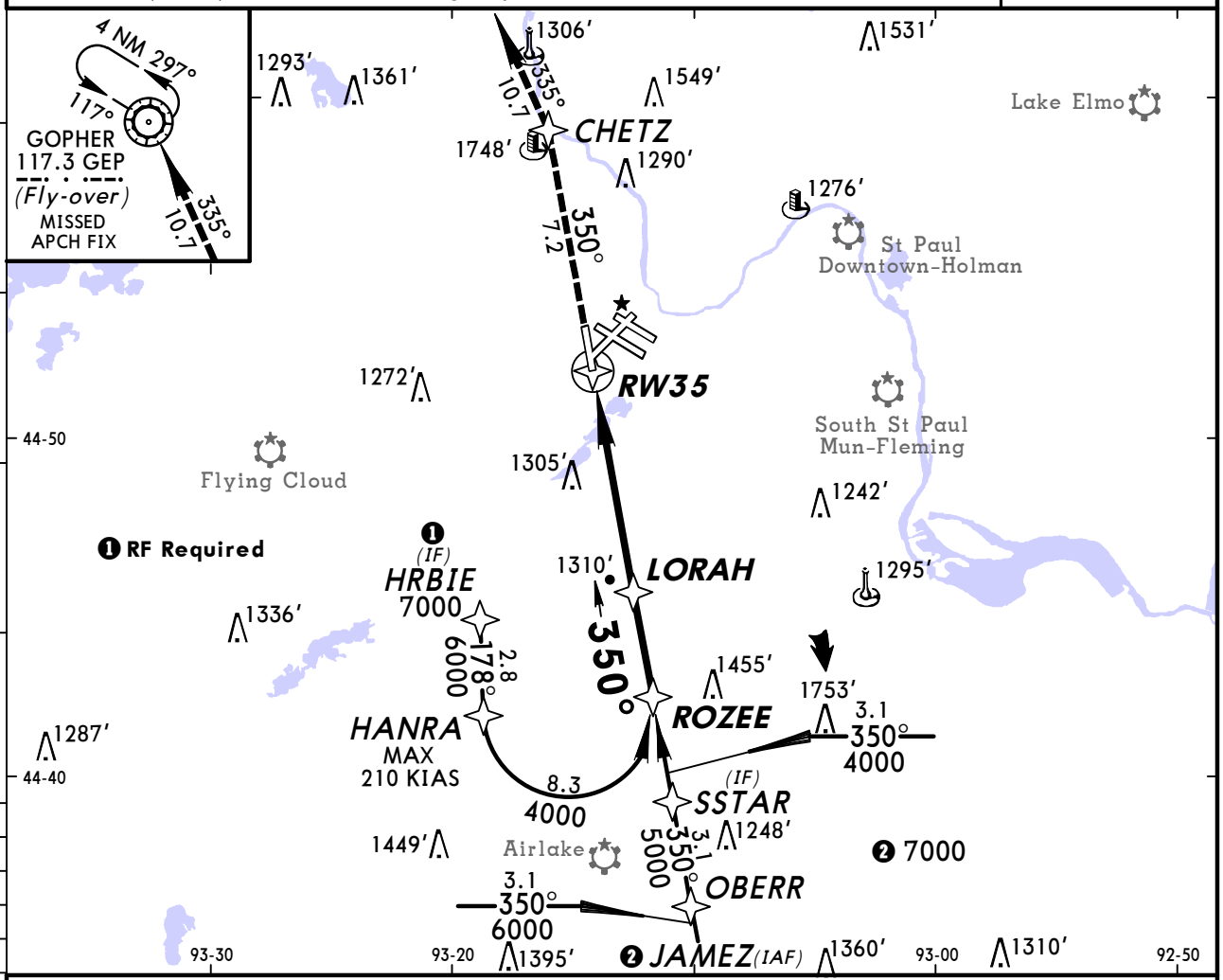
RNAV	Final Apch Crs	Minimum Alt LORAH	RNP 0.16 DA(H)	Apt Elev 842′
	350°	3000′ (2167′)	1292′ (459′)	Rwy 35 833′

MISSED APCH: Climb to 3000′ on track 350° to CHETZ and on track 335° to GEP VOR and hold.

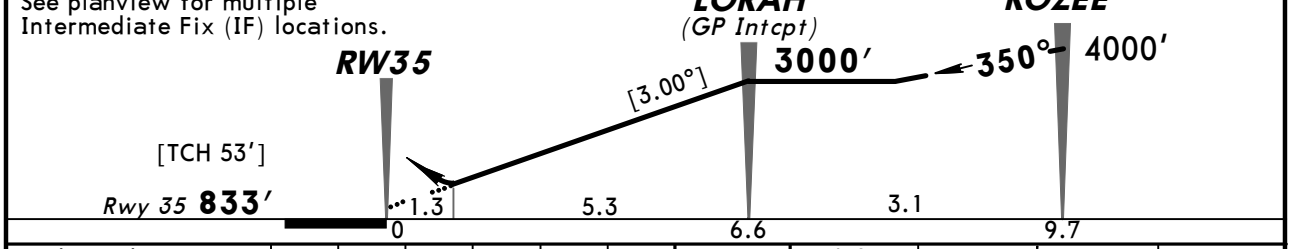
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. Radar required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -20°C (-4°F) or above 54°C (130°F). 5. VGSI and RNAV glidepath not coincident.

3500′
MSA RW35



See planview for multiple Intermediate Fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
3000′ on 350°
CHETZ

TERPS

STRAIGHT-IN LANDING RWY 35

	RNP 0.16 DA(H) 1292′(459′)		RNP 0.30 DA(H) 1358′(525′)	
		ALS out		ALS out
A	RVR 45 or 7/8	1½	RVR 55 or 1	1¾
B				
C				
D				

TERPS AMEND 1 25 JUL 2013

CHANGES: Procedure.

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Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MINNEAPOLIS, MN (MINNEAPOLIS-ST PAUL INTL/WOLD- - KMSP)				
REV	AIRPORT, AIRPORT INFO	10-9	05 Dec 2014	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	05 Dec 2014	
REV	PARKING GATES	10-9B	05 Dec 2014	
REV	PARKING GATE COORDS	10-9C	05 Dec 2014	
REV	OVERFLOW ACFT PARKING ARE...	10-9C1	05 Dec 2014	
REV	LOW VIS TAXI ROUTES	10-9D	05 Dec 2014	

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KMSP

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(10-9) APT "All General Aviation aircraft with less than 20 passengers that need to clear U.S. Customs should contact Signature Flight Support at 128.95 mhz or (612) 726-5700 prior to arrival."