TOP ALTITUDE:
(JETS) 7000/ (PROPS) 5000
D-ATIS DEP 120.8
CLNC DEL 133.2 CPDLC
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH/EAST 124.7 335.65
NORTH/WEST 125.75 335.65
DME Aircraft Rwys 12L/R
(assigned 060° CW 100°)
3500
MSP 7
N
Non DME Aircraft Rwys 12L/R
(assigned 060° CW 100°)
3500
R-010
FARMINGTON
115.7 FGT
Chan 104
ST. CLOUD
112.1 STC
Chan 58
Rwys 30L/R
(assigned 220° CW 360°)
3500
MSP 7
R-172
R-281
MINNEAPOLIS
115.3 MSP
Chan 100
281°
(20)
INUNE
N45°01.01'
W93°59.54'
33
Rwy 17
(assigned 230° CW 285°)
3500
FLYING CLOUD
117.7 FCM
Chan 124
R-095
DARWIN
109.0 DWN
Chan 27
N45°05.25'-W94°27.23'
10000
*3800
271°
(167)
60
107
R-088
ABERDEEN
113.0 ABR
Chan 77
N45°25.04'-W98°22.12'
L-14, H-2
TAKEOFF MINIMUMS
Rwys 4, 12R, 17, 22, 30L/R: Standard.
Rwy 12L: 300-1½ or standard with minimum climb of 207' per NM to 1100,
or alternatively, with standard takeoff minimums and a normal
200' per NM climb gradient, takeoff must occur no later than
1300' prior to DER.
Rwy 35: Standard with minimum climb of 219' per NM to 2100.
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)