

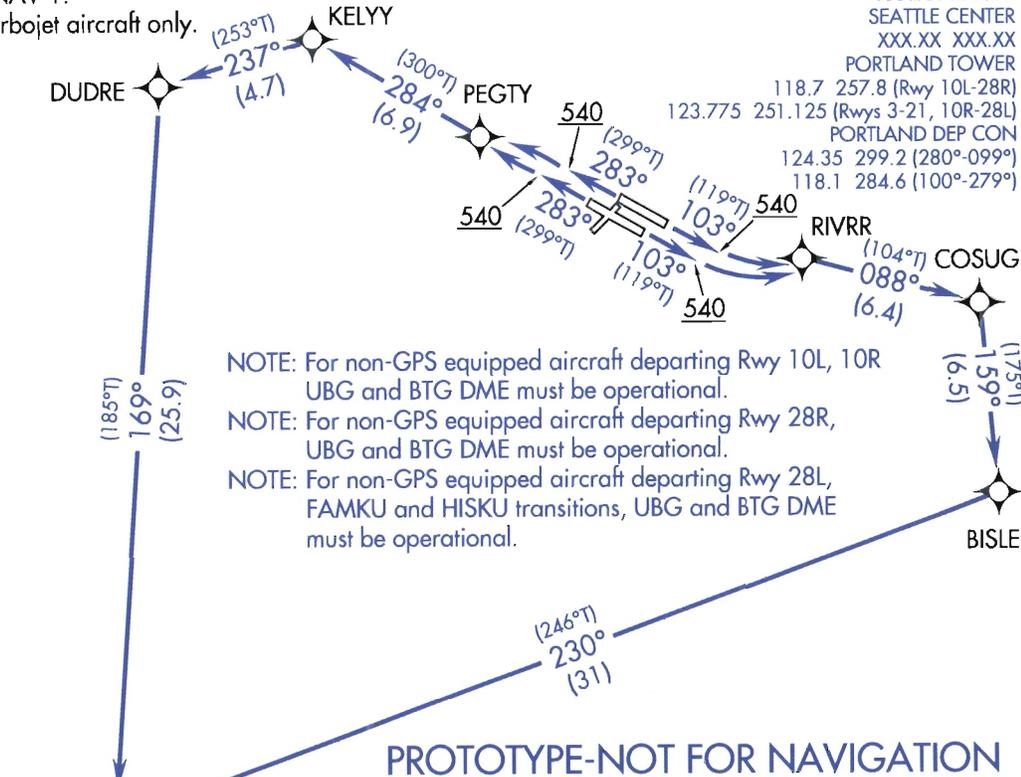
(MINNE4.MINNE) FIG
MINNE FOUR DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)
 PORTLAND, OREGON

NOTE: RADAR required for non-GPS equipped aircraft.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: Turbojet aircraft only.

ATIS 128.35 269.9
 CLNC DEL 120.125 318.1
 PORTLAND TRACON
 XXX.XX XXX.XX
 SEATTLE CENTER
 XXX.XX XXX.XX
 PORTLAND TOWER
 118.7 257.8 (Rwy 10L-28R)
 123.775 251.125 (Rwys 3-21, 10R-28L)
 PORTLAND DEP CON
 124.35 299.2 (280°-099°)
 118.1 284.6 (100°-279°)



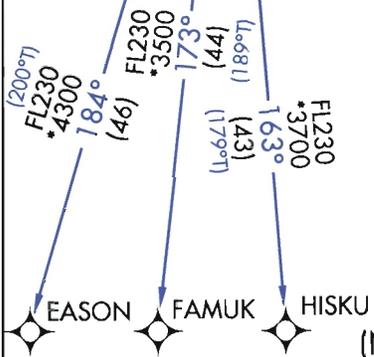
NOTE: For non-GPS equipped aircraft departing Rwy 10L, 10R
 UBG and BTG DME must be operational.
 NOTE: For non-GPS equipped aircraft departing Rwy 28R,
 UBG and BTG DME must be operational.
 NOTE: For non-GPS equipped aircraft departing Rwy 28L,
 FAMKU and HISKU transitions, UBG and BTG DME
 must be operational.

TAKEOFF OBSTACLE NOTES

Rwy 10L: Vehicles on road beginning abeam DER, 376' left of centerline, up to 15' AGL/78' MSL. Trees beginning 1201' from DER, 753' right of centerline, up to 75' AGL/95' MSL.
 Rwy 10R: Pole 1996' from DER, 759' right of centerline, 54' AGL/74' MSL.
 Rwy 28L: Trees 1873' from DER, 837' left of centerline, up to 75' AGL/95' MSL.
 Rwy 28R: Building, antennas, vehicles on road beginning 130' from DER, 257' right of centerline, up to 27' AGL/58' MSL.

TAKEOFF MINIMUMS

Rwy 3, 21: NA - Air traffic.
 Rwy 10R: Standard with minimum climb of 350' per NM to 3300, then a climb of 300' per NM to 13000.
 Rwy 10L: Standard with minimum climb of 500' per NM to 3300, then a climb of 300' per NM to 13000.
 Rwy 28L: Standard with minimum climb of 350' per NM to 2500, then a climb of 300' per NM to 15000.
 Rwy 28R: Standard with minimum climb of 500' per NM to 2500, then a climb of 300' per NM to 15000.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MINNE FOUR DEPARTURE (RNAV)
 (MINNE4.MINNE) FIG

PORTLAND, OREGON
 PORTLAND INTL (PDX)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10R: Climb heading 103° to 540, then direct RIVRR, then on track 088° to COSUG, then on track 159° to BISLE, then on track 230° to MINNE, thence. . . .

TAKEOFF RUNWAY 10L: Climb heading 103° to 540, then direct RIVRR, then on track 088° to COSUG, then on track 159° to BISLE, then on track 230° to MINNE, thence. . . .

TAKEOFF RUNWAY 28R: Climb heading 283° to 540, then direct PEGTY, then on track 284° to KELYY, then on track 237° to DUDRE, then on track 169° to MINNE, thence. . . .

TAKEOFF RUNWAY 28L: Climb heading 283° to 540, then direct PEGTY, then on track 284° to KELYY, then on track 237° to DUDRE, then on track 169° to MINNE, thence. . . .

...via (Transition) maintain assigned altitude, expect filed altitude 10 minutes after departure.

EASON TRANSITION (MINNE4.EASON)

FAMUK TRANSITION (MINNE4.FAMUK)

HISKU TRANSITION (MINNE4.HISKU)

PROTOTYPE-NOT FOR NAVIGATION

BISLE: 4525.981/12218.649
COSUG: 4532.462/12219.511
DUDRE: 4539.102/12255.122
EASON: 4430.000/12319.733
FAMUK: 4430.000/12308.150
HISKU: 4430.000/12256.650
KELYY: 4540.459/12248.758
MINNE: 4513.322/12258.127
PEGTY: 4537.029/12240.294
RIVRR: 4534.076/12228.370
RW10L: 4535.791/12236.001
RW10R: 4535.709/12237.288
RW28L: 4534.831/12235.034
RW28R: 4535.006/12233.988