SCHEP NINE DEPARTURE

(SCHEP9.SCHEP) 17AUG17

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS, MINNESOTA

SCHEP NINE DEPARTURE

(SCHEP9.SCHEP) 18032

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

D-ATIS DEP
120.8
CLNC DEL
133.2
CPDLC
MINNEAPOLIS DEP CON
SOUTH/EAST 124.7 284.7
NORTH/WEST 125.75 284.7

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RADAR required.

N

Rwy 17
(For assigned 230° CW 285°)
3500

Rwys 30L/R
(For assigned 220° CW 360°)
3500

DME aircraft Rwys 12L/R
(For assigned 060° CW 100°)
3500

Non-DME aircraft Rwys 12L/R
(For assigned 060° CW 100°)
3500

MINNEAPOLIS
115.3 MSP
Chan 100

FLYING CLOUD
117.7 FCM
Chan 124

REDWOOD FALLS
113.3 RWF
Chan 80

WORTHINGTON
110.6 OTG
Chan 43
N43°38.82′-W95°34.92′

O'NEILL
113.9 ONL
Chan 86
N42°28.23′-W98°41.22′
L-12, H-5

WOLBACH
114.8 OBH
Chan 95
N41°22.54′-W98°21.22′
L-12, H-5

FARMINGTON
115.7 FGT
Chan 104

HALFWAY
111.2 FOW
Chan 49

ARREX
N44°25.54′
W94°08.57′
3100

MCONL
N44°35.01′
W93°50.54′

HUGIR
N44°42.07′
W93°36.95′

SCHEP
N44°14.84′
W94°28.73′
7000

MSP 7

R-232

232°

(12)

20

R-277

R-010

MSP 7

32

(16)

48

(18)

66

R-108

31

R-290

R-316

101

9000
232°
(60)

25

R-045

9000
*3500
236°
(154)

60

16000 (MRA)
OBH transition

16000
*3800
215°
(184)

40

94

R-052

144

R-034

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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.