300-1 or standard with minimum climb of 260’ per NM to 1200.

Rwy 9L: takeoff must occur no later than 200’ prior to DER.

with standard takeoff minimums and a normal 200’ per NM climb gradient, 300-1 or standard with minimum climb of 250’ per NM to 1200, or alternatively

Rwy 8R:

TAKEOFF MINIMUMS
Rwy 8R: 300-1 or standard with minimum climb of 250’ per NM to 1200, or alternatively with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
Rwy 9L: 300-1 or standard with minimum climb of 260’ per NM to 1200.

NOTE: RADAR required.
NOTE: Monitor tower frequency when advised by ground control.
NOTE: Use departure frequency depicted unless otherwise assigned.
NOTE: NOISE ABATEMENT DEPARTURE TRACKS (NADTs): Following this procedure minimizes deviation from the idealized track. TURBOJETS ONLY: Anticipate the following NADT no wind heading: RWY 8R heading 070°, RWY 9L heading 110°, RWY 26L heading 290°, RWY 27R heading 250°, RWY 10 heading 110°, RWY 28 heading 250°. ATC will issue a wind corrected heading prior to takeoff. Fly assigned heading at the point instructed by ATC.
NOTE: TURBOJETS: Accelerate to 250K immediately until reaching 10000 MSL, if unable, advise ATC.
TURBOPROPS: Operate in a manner that will result in the best forward speed and climb rate.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.