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| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: STAR | Estimated Chart Date: 3/19/2026 | APWS Task ID: 3ABBD6518AD0406A812CF4967C7D24FA | APWS Project ID: 1338C5C08E3C4493BAB00726E1C87F48 |
| Procedure: STAR NITZR FOUR (RNAV) MINNEAPOLIS MN KMSP | | Enroute: YES | Specialist: Gorman, Barbara | | Agreement Number: |
| Airport ID: KMSP | | | Airport City: MINNEAPOLIS | | State: MN |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |

Procedure Comments:
APPROVAL LETTER (2): DESCENT GRADIENT GREATER THEN MAXIMUM PERMISSIBLE GRADIENT ALLOWED AND LEG LENGTH REQUIRED FOR DECELERATION.
MSP VORMON
ACTIVE DATA USED FOR KRSW AIRPORT AND RUNWAYS.
CONTACT: CASIMIR TABAKA: 405.954.7931

06/05/2025



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|--|------------------------------|---|-------------------------------------|---|--|
| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: STAR | Estimated Chart Date: 08/07/2025 | APWS Task ID: 3ABBD6518AD0406A812CF4967C7D24FA | APWS Project ID: 1338C5C08E3C4493BAB00726E1C87F48 |
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Federal Aviation Administration

Memorandum

Date: December 13, 2024
To: Charles R Erickson, (Acting) Fight Procedures Team Manager
From: Jessica Roses, Support Manager, Airspace and Procedures
Prepared by: Scott Enander, Task Order Manager, NAVTAC Contract
Support
Subject: Letter of Approval Request NITZR STAR, KMSP

KMSP NITZR Standard Terminal Arrival Route (STAR): DEMLL to NITZR Descent Gradient

KMSP NITZR Standard Terminal Arrival Route (STAR): DEMLL to NITZR Descent Gradient.

Currently, FAAO 8260.3G, PARA 2-2-8a (1), The STAR's maximum permissible descent gradient is 330 ft/nm (approximately 3.11 degrees). DEMLL has a restriction of AT OR ABOVE 16000, and NITZR has a restriction of AT OR ABOVE 11000MSL. The descent gradient (375.63 ft/nm) from DEMLL to NITZR is greater than the maximum permissible gradient allowed. Flight Standards approval is required.

The NITZR STAR serves Minneapolis – St Paul International/Wold-Chamberlain Airport. The altitude restrictions on the NITZR STAR are designed to separate aircraft on the procedure from either adjacent airspace or other traffic. The deviation from Descent Gradient criteria does not introduce any new risk into the system. Additionally, the procedure does not have any reported issues by either air traffic control or the airline industry.

Therefore, ZMP is requesting a Letter of Approval to utilize the altitudes at DEMLL (AT OR ABOVE 16000) to NITZR (AT OR ABOVE 11000) resulting in a descent gradient of 375.63 ft/nm as developed for the NITZR STAR.

Sincerely,

Jessica Roses
Support Manager, Airspace & Procedures
Minneapolis ARTCC, MN



Federal Aviation Administration

Memorandum

Date: December 13, 2024

To: Charles R Erickson, (Acting) Fight Procedures Team Manager

From: Jessica Roses, Support Manager, Airspace and Procedures

Prepared by: Scott Enander, Task Order Manager, NAVTAC Contract
Support

Subject: Letter of Approval Request NITZR STAR, KMSP

KMSP NITZR Standard Terminal Arrival Route (STAR): CANDD to HAPTN Leg Length for Deceleration.

KMSP NITZR Standard Terminal Arrival Route (STAR): SAVVG to GREAK Leg Length for Deceleration.

KMSP NITZR Standard Terminal Arrival Route (STAR): CANDD to HAPTN Leg Length for Deceleration.

Currently, criteria evaluate loss of altitude and airspeed wholly contained within a single segment, not through the entirety of the flown procedure. FAAO 8260.3G, PARA 2-2-10 prescribes allowable deceleration distances for STAR development.

The length of the leg from CANDD to HAPTN is 1.63 NM. This leg must be at least 4 NM long due to deceleration from 230.0 KIAS to 210 KIAS at 7000 ft MSL. Flight Standards approval is required.

The total distance from CANDD to HAPTN is 1.63 NM and the segment requires the aircraft to lose 20 KTS of airspeed. Paragraph 2-2-10a of 8260.3G, computes a minimum deceleration distance of 4 NM. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew and these altitude restrictions and speed restrictions have been published on this procedure for several years without any reported issues.

KMSP NITZR Standard Terminal Arrival Route (STAR): SAVVG to GREAK Leg Length for Deceleration.

Currently, criteria evaluate loss of altitude and airspeed wholly contained within a single segment, not through the entirety of the flown procedure. FAAO 8260.3G, PARA 2-2-10 prescribes allowable deceleration distances for STAR development.

The length of the leg from SAVVG to GREAK is 8.02 NM. This leg must be at least 8.29 NM long due to deceleration from 250.0 KIAS to 230 KIAS between 10000.0 ft MSL to 8000.0 ft MSL. Flight Standards approval is required.

The total distance from SAVVG to GREAK is 8.02 NM and the segment requires the aircraft to lose 2000ft of altitude and 20 KTS of airspeed. Using formula 2-2-2 of 8260.3G, computes a minimum deceleration distance of 8.29 NM. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew and these altitude restrictions and speed restrictions have been published on this procedure for several years without any reported issues.

Sincerely,

Jessica Roses
Support Manager, Airspace & Procedures
Minneapolis ARTCC, MN

NEW

(NITZR.NITZR4) FIG

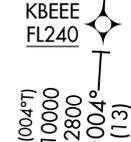
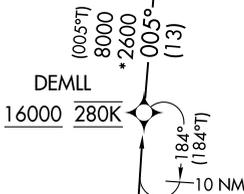
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NITZR FOUR ARRIVAL (RNAV) Transition Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
135.475 335.5
D-ATIS ARR
135.35 239.275



RNAV1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet aircraft only.
NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Runway.
NOTE: Jet aircraft descent via Mach number until 280K, if unable, advise ATC.

PROTOTYPE-NOT FOR NAVIGATION

(CONTINUED ON FOLLOWING PAGE)

- DEMLL TRANSITION (DEMLL.NITZR4)
- ROKKK TRANSITION (ROKKK.NITZR4)
- RRAZZ TRANSITION (RRAZZ.NITZR4)

NOTE: Chart not to scale.

NITZR FOUR ARRIVAL (RNAV) Transition Routes

MINNEAPOLIS, MINNESOTA

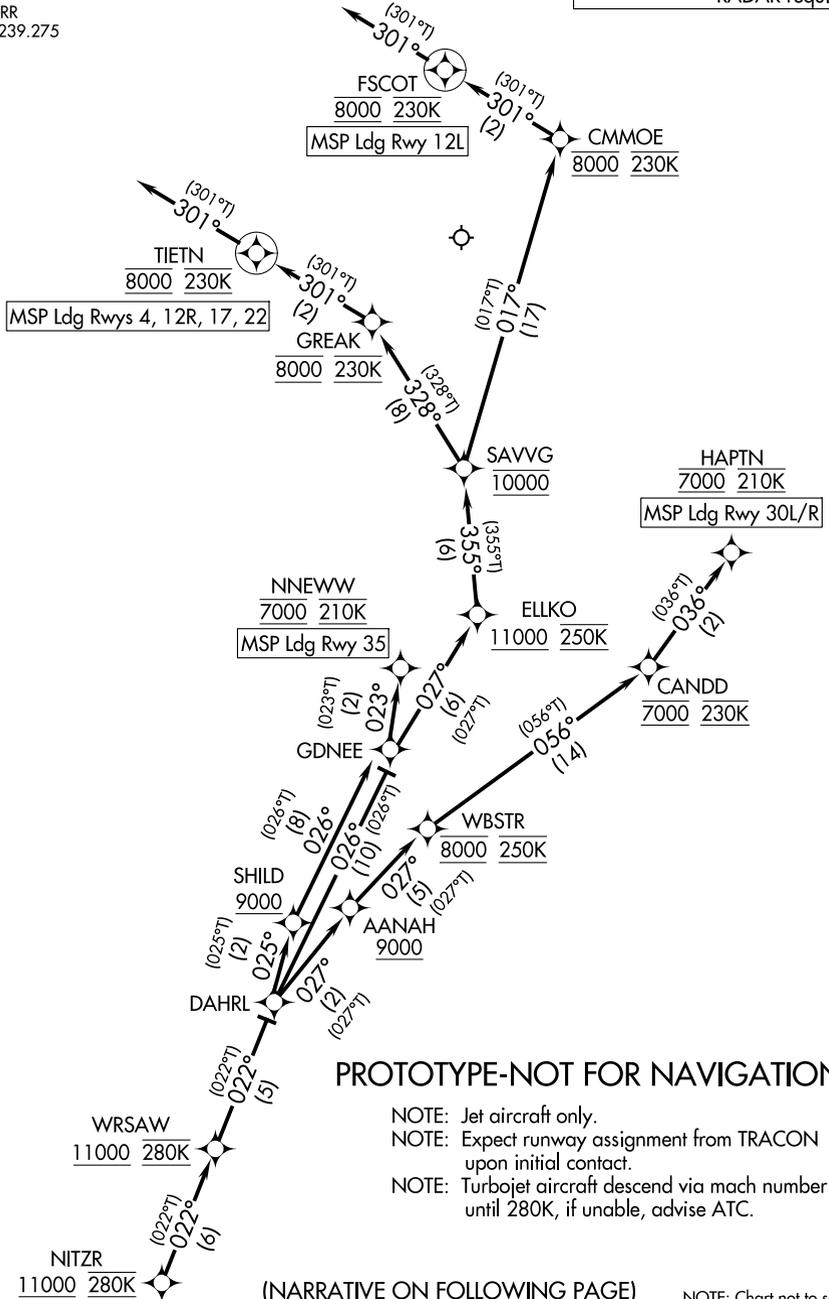
(NITZR.NITZR4) FIG

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

NITZR FOUR ARRIVAL (RNAV) Arrival Routes AL-264 (FAA) MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
135.475 335.5
D-ATIS ARR
135.35 239.275

RNAV1 - DME/DME/IRU or GPS.
RADAR required.



PROTOTYPE-NOT FOR NAVIGATION

- NOTE: Jet aircraft only.
- NOTE: Expect runway assignment from TRACON upon initial contact.
- NOTE: Turbojet aircraft descend via mach number until 280K, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From NITZR on track 022° to cross WRS AW at or above 11000 and at 280K, then on track 022° to DAHRL.

LANDING RUNWAYS 4, 12R, 17, 22: From DAHRL on track 026° to GDNEE, then on track 027° to cross ELLKO at or above 11000 and at 250K, then on track 355° to cross SAVVG at 10000, then on track 328° to cross GREAK at 8000 and at 230K, then on track 301° to cross TIETN at 8000 and at 230K, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 12L: From DAHRL on track 026° to GDNEE, then on track 027° to cross ELLKO at or above 11000 and at 250K, then on track 355° to cross SAVVG at 10000, then on track 017° to cross CMMOE at 8000 and at 230K, then on track 301° to cross FSCOT at 8000 and at 230K, then on track 301°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 30L/R: From DAHRL on track 027° to cross AANA H at or above 9000, then on track 028° to cross WBSTR at or above 8000 and at 250K, then on track 056° to cross CANDD at 7000 and at 230K, then on track 036° to cross HAPTN at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS Rwy 30L approach or RADAR vectors to Rwy 30L/R final approach course.

LANDING RUNWAY 35: From DAHRL on track 025° to cross SHILD at or above 9000 then on track 026° to GDNEE, then on track 023° to cross NNEW W at 7000 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS approach or RADAR vectors to rwy final approach course.

PROTOTYPE-NOT FOR NAVIGATION

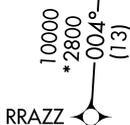
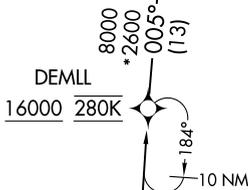
(NITZR.NITZR3) 18032

NITZR THREE ARRIVAL (RNAV) Transition Routes

AL-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
135.475 335.5
D-ATIS ARR
135.35 239.275



- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.

(CONTINUED ON FOLLOWING PAGE)

- DEMLL TRANSITION (DEMLL.NITZR3)
- ROKKK TRANSITION (ROKKK.NITZR3)
- RRAZZ TRANSITION (RRAZZ.NITZR3)

NOTE: Chart not to scale.

NITZR THREE ARRIVAL (RNAV) Transition Routes

MINNEAPOLIS, MINNESOTA

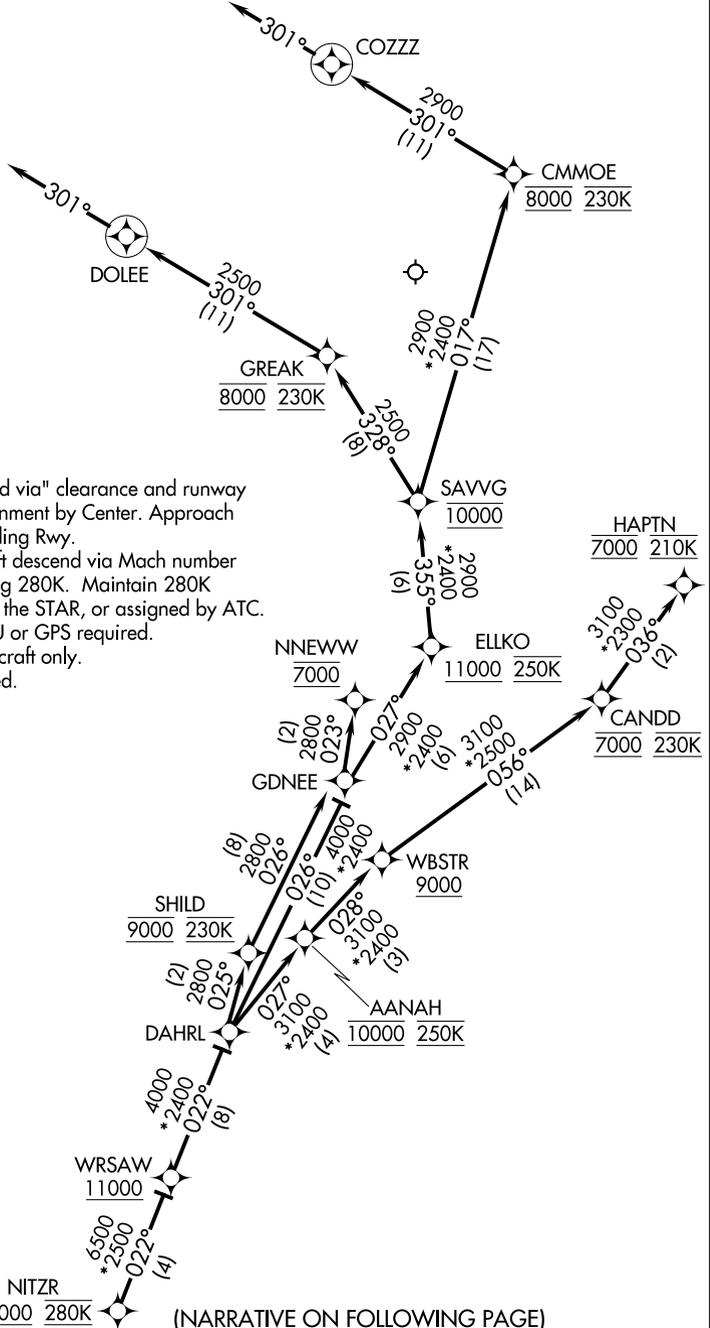
(NITZR.NITZR3) 05JAN17

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

NC-1, 26 DEC 2024 to 23 JAN 2025

NC-1, 26 DEC 2024 to 23 JAN 2025

MINNEAPOLIS APP CON
135.475 335.5
D-ATIS ARR
135.35 239.275



- NOTE: Expect "descend via" clearance and runway transition assignment by Center. Approach will assign landing Rwy.
- NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RADAR required.
- NOTE: RNAV 1.

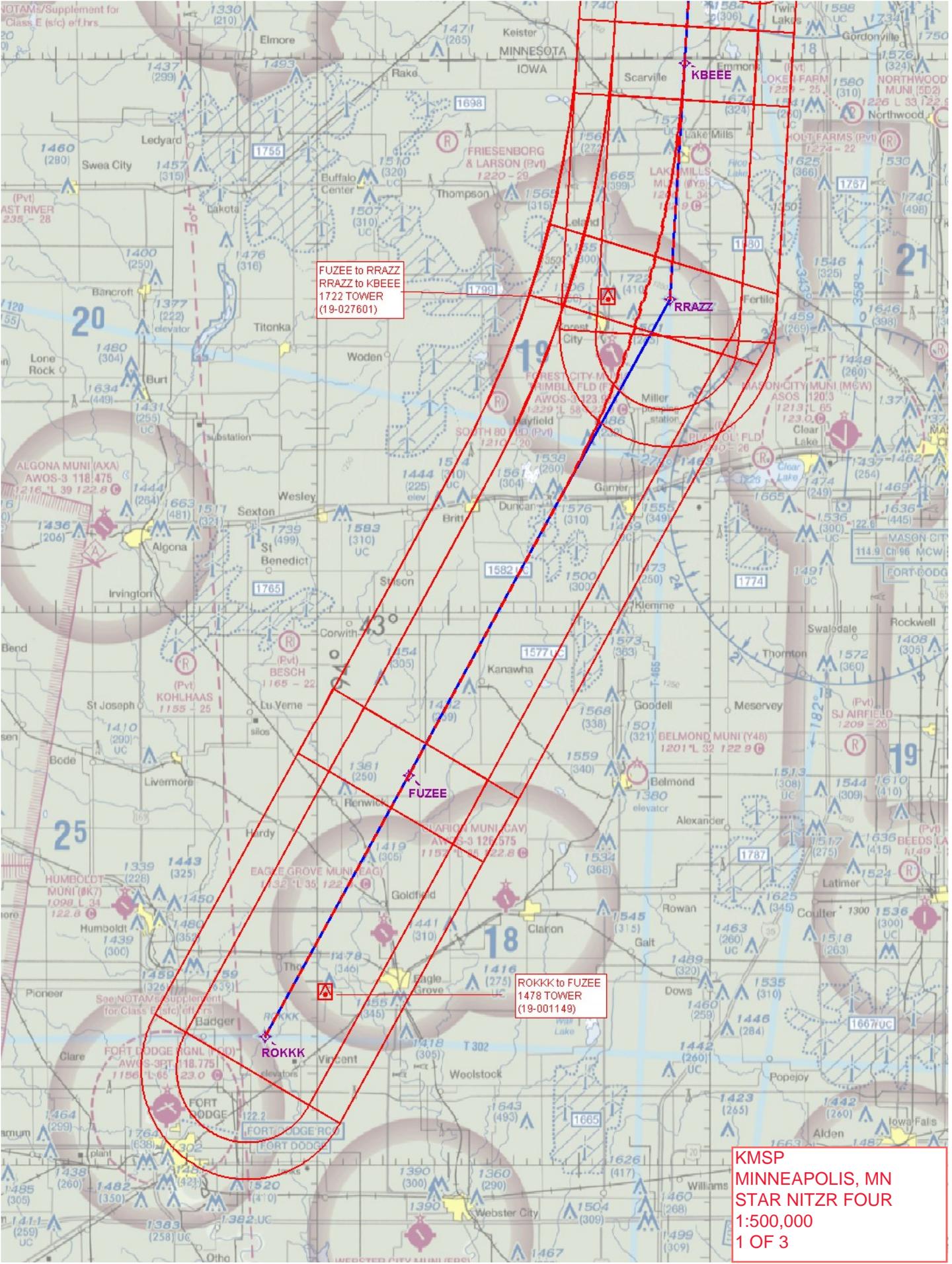
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 26 DEC 2024 to 23 JAN 2025

NC-1, 26 DEC 2024 to 23 JAN 2025

NOTAMS/Supplement for
Class E (sic) eff hrs



KMSP
MINNEAPOLIS, MN
STAR NITZR FOUR
1:500,000
1 OF 3

