

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 10/29/2026	APWS Task ID: 6297645AE5FF47B487F18C19646C2EF6	APWS Project ID: F571EAEF22114DAEB44FBD7A2070AB69
Procedure: SNOWZ ONE DEPARTURE (RNAV)		Enroute: YES	Specialist: Krueger, Zachary		Agreement Number:
Airport ID: KMSP			Airport City: MINNEAPOLIS		State: MN
Facility ID:	Facility Type:	Flight Inspection Remark Type: Hold FC Slot			
Procedure Comments: ACTIVE AIRPORT DATA USED FOR PROCEDURE DEVELOPMENT. WAIVERS (1): ATC REQUESTED ALTITUDE LOWER THAN UNRESTIRCTED CLIMB ALLOWED BY TERPS EVALUATION; WAIVER (2): REDUCED ROC; WAIVER (3): ATC CLIMB GRADIENTS. CONTACT: RAKE MCGRAW (AJV-A422), 405.954.8711. QUALITY 9 CHECKED BEGUE QUALITY 8 CHECKED					

1. FLIGHT PROCEDURE IDENTIFICATION:

Minneapolis, MN: MSP, ANE, FCM; St Paul, MN: STP

BITEZ DEPARTURE (RNAV), BUNYN DEPARTURE (RNAV), HTDSH DEPARTURE (RNAV), KBREW DEPARTURE (RNAV), MINNEAPOLIS DEPARTURE, NRTHN DEPARTURE (RNAV), SNOWZ DEPARTURE (RNAV), SNUPE DEPARTURE (RNAV), TOTZ DEPARTURE (RNAV), ZMBRO DEPARTURE (RNAV).

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject "Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.

- a. TERPS Maintain/Top altitude.
- b. Lowest assigned altitude by ATC for traffic.
- c. Diverse Assessment Distance.
- d. The MVA assessment.
- e. Climb gradient for obstacle assessment.
- f. Radar is required for the SID.
- g. FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
- h. ATC is not allowed to let an aircraft climbing to the initially assigned altitude in b above enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a.(1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
- i. Affected MSP ATC Facilities will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

ATC needs to vector aircraft for separation within a constrained airspace (Class B) as well as for noise abatement requirements. The design requirement for vectors is compliant with FAA Order 8260.58, Appendix E.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with MSP TRACON (M98), ZMP ARTCC, Minneapolis Tower, Delta and Southwest Airlines, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
04/30/26	AJV-A42	MANAGER	BEV BORDY

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

Digitally signed by
CASEY D HILL
Jun 15, 2026

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 2-1-3. Using less ROC than required for DP level OCS.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

a. Two different rounding criteria are used for evaluation.

(1). FAA Order 8260.3 requires 1000 feet of level ROC when assessing level flight. The altitude must be rounded up to the next higher 100 foot altitude.

(2). ATO allows the altitude to be rounded down to the next lower 100 foot for 49 feet or less.

b. MSP ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.

c. The TERPS evaluation doesn't account for the ATC hold down/lowest assigned altitude.

d. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. MSP ATCT/TRACON has a need to separate the flow for departures and arrivals. MSP ATCT/TRACON has an LOA requirement to turn departures based on a range of headings using all runways when needed and the lowest altitude assigned would be based on the MVA.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

a. Aircraft will be required to climb to ATC assigned altitude based on radar and the MVA so controllers will know where the aircraft is (see attached supporting documentation for the ATC hold down/lowest altitude).

b. Pilots are required per 14 CFR to check their altimeter on the ground and ensure it is not more than 75 feet off from the airport altitude when departing.

c. ATC is required to validate the altitude on initial contact.

d. Per 14 CFR, part 91.185 the pilot is expected to climb to the requested/assigned altitude and proceed direct to the assigned/filed route of flight.

e. Level ROC on approach is 500/250 in the terminal environment. The aircraft would only be assigned the initial altitude based on the MVA (see attached supporting documentation for the controlling obstacle information) for a short period of time to ensure initial separation. The aircraft will then be assigned the Maintain altitude (see attached supporting documentation for the Maintain altitude assigned by ATC).

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Climbing the aircraft to an altitude 100ft higher will cause major issues with LOA and other ATC existing agreements.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with MSP TRACON (M98), ZMP ARTCC, Minneapolis Tower, Delta and Southwest Airlines, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
04/30/26	AJV-A42	MANAGER

SIGNATURE
BEV BORDY

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2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Publish ATC Climb Gradients (CG). FAA Order 8260.46,

2-1-1.a. Instrument flight procedures (IFPs) must be designed, documented, and processed in accordance with these standards; however, obstacles, navigation information, or traffic congestion may require special consideration, where justified by operational requirements. When IFPs cannot be designed/documented in accordance with applicable standards, apply Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), paragraph 1-4-2. 2-1-5h(2)(b) When ATC requests a minimum "at or above" altitude restriction at a fix in an initial SID routing (prior to reaching the SID termination fix) that is higher than the required procedure design minimum altitude at the same fix, the higher requested ATC altitude then becomes the minimum altitude at that fix. This altitude must support all procedure design and criteria requirements [i.e., obstacle clearance/procedure design constraints/navigation solution and the ATC requirement(s)].

- a. When establishing crossing altitudes for other than meeting obstacle clearance and/or to support a shortened ICA to ensure LNAV engagement can occur before turning, stakeholders should give consideration to aircraft performance limitations based on the type of aircraft expected to be using the SID and whether those aircraft will be capable of meeting these altitude restrictions. This may require consultation with industry partners and local operators that could be impacted.
- b. Calculate (but do not publish) the CG necessary to meet each minimum altitude restriction. FPAG's approval is required if the calculated CG exceeds 500 ft/NM (600 ft/NM for helicopters).

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Previously MSP conventional DPs used radar vectors with a crossing restriction at an DME/ARC. This will be replaced by PBN DPs with an Open SID design replicating the DME/ARC crossing restriction. The ATC waypoint crossing restrictions cause CG's higher than standard. The climb gradients provide procedural separation of the departures from satellite airport Class D airspace, satellite controller airspace and aircraft executing instrument approaches into satellite airports as well as supporting noise abatement procedures. This ensures traffic flow for all airports and if the aircraft cannot accept the climb gradient ATC will coordinate for separation. Historically most aircraft have been able to make the crossing altitudes. This will reduce coordination approximately 12 times a day on average.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. The procedure will include the ATC Climb gradients in the departure route description after the common information statement (see FAA Form 8260-15B departure route descriptions for details instructions). The climb gradients are based on the MSP 7.5 DME arc to 3500 (Rwy 17, 12L, 12R) and 7 DME arc to 4000 (Rwy 30L/30R, 35) at the closest point the aircraft can be to the arcs. Crossing restriction and climb gradient information: "All AIRCRAFT: ATC CROSSING RESTRICTIONS AND CLIMB GRADIENTS: IF UNABLE TO ACCEPT CROSSING RESTRICTIONS AND CLIMB RATES ADVISE ATC PRIOR TO TAXI. (Runways): cross (waypoint) at or above (altitude), (CG) FT/NM to (altitude)."
- b. When a pilot cannot accept the restriction controllers will coordinate with the controller in the adjacent airspace or assign a different departure.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Discarding the crossing altitude in favor of a standard climb was considered, but due to the high density air traffic in the MSP airspace, the risk of essential controller transmissions and the loss of traffic flow was regarded as being too great.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with MSP TRACON (M98), ZMP ARTCC, Minneapolis Tower, Delta and Southwest Airlines, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

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