

Flight Procedures Cover Page	Task Action: Cancellation	Task Type: SID	Estimated Chart Date: 10/29/2026	APWS Task ID: 9EB7C9AAA6544842AC8DD39A600B8355	APWS Project ID: 0665C296CFC246219A52ED68D34296FC
Procedure: KBREW TWO DEPARTURE		Enroute: YES	Specialist: Tuttle, Judith		Agreement Number:
Airport ID: KMSP			Airport City: MINNEAPOLIS		State: MN
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
Procedure Comments: CANCELLED SID PER ATC REQUEST. MSP VOR/DME DECOMMISSIONING. CANCELS WAIVER (1): WAIVER (1) FOR PUBLICATION OF ATC CLIMB GRADIENTS. CANCELLED DUE TO SID CANCELLATION. CONTACT: RAKE MCGRAW (AJV-A422), 405.954.8711.					



CANCEL

1. FLIGHT PROCEDURE IDENTIFICATION:

Minneapolis, MN
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (KMSP)
KBREW DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Publish ATC Climb Gradients (CG). FAA Order 8260.46 Para 2-1-1 e (3) (c) Do not chart CGs that may be needed to support airspace, navigation solution, environmental, or ATC operational limitations.

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

A Procedure Review Board determined that Climb Gradients (CGs), including those less than 500 ft/NM, are to be charted in the departure route description for KMSP.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Climb gradients will be included in the departure route description as follows:

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to GEP VORTAC then on depicted route to KBREW, then on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure

ALL AIRCRAFT: CLIMB GRADIENTS: If unable to accept climb rates, advise ATC prior to taxi.

RUNWAYS 12L/12R: For assigned headings from 060° clockwise to 100°, RWY 12L: 540 feet per NM to 3500, RWY 12R: 542 feet per NM to 3500.

RUNWAY 17: For assigned headings from 230° clockwise to 285°, 512 feet per NM to 3500.

RUNWAY 30L/R: For assigned headings from 220° clockwise to 360°, 380 feet per NM to 3500.

FARGO TRANSITION (KBREW2.FAR): From over KBREW on FAR R-116 TO FAR VOR/DME.

This allows controllers time to coordinate with the controller in the adjacent airspace or assign a different departure.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Discarding the climb gradients 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 and a safety issue.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Central Service Area and NATCA leads.

MN TRACON (M98)

ZMP ARTCC

Minneapolis Approach

Delta and Southwest Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
01/25/24	AJV-A431	MANAGER

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

Digitally signed by

ERIC N SUSKI

Feb 08, 2024

COMMENTS:

KBREW Departure canceled effective 03/19/2026.

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

CANCEL

To: Wade Terrell, Manager, Flight Technologies and Procedures Division
THRU: Wayne Radicke, Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Instrument Flight Procedures (IFP) Coordination
Team, AJV-A410

Subject: Approval Request: Minneapolis-ST Paul INTL/World-Chamberlain,
Minneapolis, MN (KMSP)

The purpose of this memo is to request Flight Standards approval to publish the Minneapolis KBREW Departure with a climb gradient higher than 500 FT/NM as stated in Order 8260.46J Paragraph 2-1-1.d.(2): "The Flight Procedures and Airspace Group (or appropriate military authority) must approve DPs and DVAs requiring a CG in excess of 500 FT/NM (600 FT/NM for helicopters)..." and Paragraph 2-1-1.d.(2)(a) "Requests for approval of CGs in excess of 500 FT/NM (600 FT/NM for helicopters) must include documentation showing the calculations used to derive the climb gradient values."

The KMSP KBREW Departure was intended for aircraft separation to protect the arriving and departing aircraft into ST PAUL DOWNTOWN HOLMAN FLD (KSTP) to the East and to protect arriving and departing aircraft into FLYING CLOUD (KFCM) and CRYSTAL (KMIC) to the West. This crossing restriction is needed to ensure separation and optimal traffic flow for a very congested airspace. The crossing restrictions result in ATC climb gradients of: RWY 12L: 540 FT/NM to 3500, 12R: 542 FT/NM to 3500, 17: 512 FT/NM to 3500. This ensures traffic flow for both airports and if the aircraft cannot accept the climb gradient ATC can coordinate for traffic into KSTP RWY 14/32 to stop until the departure is airborne and past the final approach. Historically all aircraft have been able to make the crossing altitudes.

Manager, Airspace and Procedures, North Team
ATO Eastern Service Center