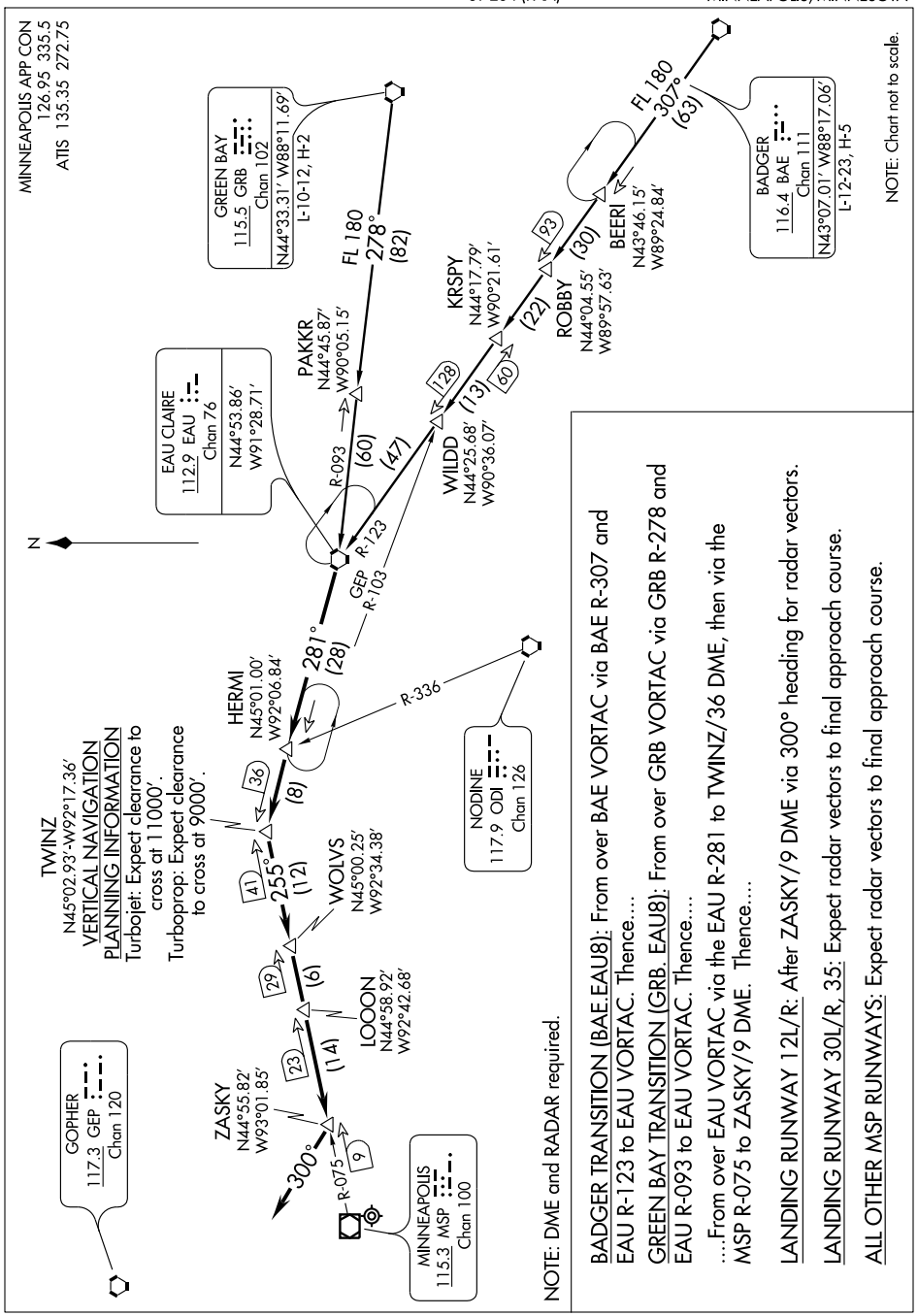
MINNEAPOLIS APP CON 126.95 335.5
ATIS 135.35 272.75
N
GREEN BAY
115.5 GRB
Chan 102
N44°33.31' W88°11.69'
L-10-12, H-2
EAU CLAIRE
112.9 EAU
Chan 76
N44°53.86'
W91°28.71'
FL 180
278°
(82)
PAKKR
N44°45.87'
W90°05.15'
R-093
(60)
(47)
R-123
GEP
R-103
KRSPY
N44°17.79'
W90°21.61'
WILDD
N44°25.68'
W90°36.07'
(113)
128
60
(22)
93
ROBBY
N44°04.55'
W89°57.63'
(30)
BEERI
N43°46.15'
W89°24.84'
FL 180
307°
(63)
BADGER
116.4 BAE
Chan 111
N43°07.01' W88°17.06'
L-12-23, H-5
NOTE: Chart not to scale.
281°
(28)
HERMI
N45°01.00'
W92°06.84'
(8)
36
R-336
NODINE
117.9 ODI
Chan 126
TWINZ
N45°02.93'-W92°17.36'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet: Expect clearance to cross at 11000'.
Turboprop: Expect clearance to cross at 9000'.
41
255°
(12)
WOLVS
N45°00.25'
W92°34.38'
29
(6)
LOOON
N44°58.92'
W92°42.68'
23
(14)
ZASKY
N44°55.82'
W93°01.85'
300°
R-075
9
GOPHER
117.3 GEP
Chan 120
MINNEAPOLIS
115.3 MSP
Chan 100
NOTE: DME and RADAR required.
BADGER TRANSITION (BAE.EAU8): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC. Thence....
GREEN BAY TRANSITION (GRB. EAU8): From over GRB VORTAC via GRB R-278 and EAU R-093 to EAU VORTAC. Thence....
....From over EAU VORTAC via the EAU R-281 to TWINZ/36 DME, then via the MSP R-075 to ZASKY/9 DME. Thence....
LANDING RUNWAY 12L/R: After ZASKY/9 DME via 300° heading for radar vectors.
LANDING RUNWAY 30L/R, 35: Expect radar vectors to final approach course.
ALL OTHER MSP RUNWAYS: Expect radar vectors to final approach course.