



17229

DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS
ABINGDON, VA		ANNAPOLIS, MD	
VIRGINIA HIGHLANDS (VJI)		LEE (ANP)	
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES		TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES	
AMDT 2 10266 (FAA)		ORIG 01361 (FAA)	
TAKEOFF MINIMUMS: Rwy 6 , 300-2 or 300-1½ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.		TAKEOFF MINIMUMS: Rwy 30 , 300-1 or std. with a min. climb of 410' per NM to 400.	
DEPARTURE PROCEDURE: Rwy 6 , climb heading 061° and HNV VORTAC R-034 to 5500 before proceeding on course. Rwy 24 , climb heading 241° to 3700 before proceeding on course.		DEPARTURE PROCEDURE: Rwy 12 , climb runway heading to 700 before proceeding on course. Rwy 30 , climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.	
TAKEOFF OBSTACLE NOTES: Rwy 6 , vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL. Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL. Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL. Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL. Rwy 24 , hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL. Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL. Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL. Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.		TAKEOFF OBSTACLE NOTES: Rwy 12 , cross DER at or above 35' AGL/66' MSL. Rwy 30 , trees, 1433' from DER, 85' left of centerline, 100' AGL/139' MSL. Cross DER at or above 35' AGL/66' MSL.	

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