

18088

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. An entry may also be listed that contains only Takeoff Obstacle Notes. 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 |
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ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI (XLL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, std. w/min. climb of 380' per NM to 2600 or 1600-2½ for climb in visual conditions. **Rwy 15**, NA.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 070° to 1800 before turning right, or for climb in visual conditions: cross Allentown Queen City Muni Airport at or above 1900 before proceeding on course. **Rwy 25**, climbing right turn direct ETX VOR/DME. **Rwy 33**, climbing left turn direct ETX VOR/DME.

TAKEOFF OBSTACLE NOTES: **Rwy 7**, poles beginning 55' from DER, 322' right of centerline, up to 25' AGL/415' MSL. **Rwy 25**, fence, trees, and poles beginning 56' from DER, 47' left of centerline, up to 100' AGL/529' MSL. Trees beginning 294' from DER, 78' right of centerline, up to 100' AGL/452' MSL.

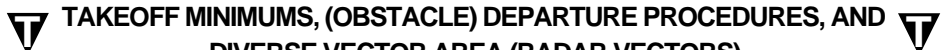
LEHIGH VALLEY INTL (ABE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwy 13**, 800-1 or std. with a min. climb of 270' per NM to 1600'.

DEPARTURE PROCEDURE: **Rwy 13**, climb runway heading to 1600 before proceeding on course. **Rwy 24**, climb runway heading to 1600 before proceeding southbound on course.



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24 MAY 2018 to 21 JUN 2018

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