

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

18312

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 exactly 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
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NAME	TAKEOFF MINIMUMS
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ADA, OK

ADA MUNI (ADH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 17229 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1¼ or std. w/ min. climb of 270' per NM to 1300. **Rwy 18**, 300-1¼ or std. w/ min. climb of 240' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 177° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES: **Rwy 13**, pole, post beginning 122' from DER, 72' right of centerline, up to 4' AGL/982' MSL. Bush 315' from DER, 43' right of centerline, 988' MSL. Tower 5476' from DER, 872' left of centerline, 120' AGL/1117' MSL. Tower 5596' from DER, 1865' left of centerline, 180' AGL/1156' MSL. **Rwy 18**, trees beginning 32' from DER, 99' right of centerline, up to 1021' MSL. Tree 82' from DER, 272' left of centerline, 999' MSL. Trees beginning 150' from DER, 393' left of centerline, up to 1024' MSL. Trees beginning 196' from DER, 103' right of centerline, up to 1031' MSL. Tree 367' from DER, 368' left of centerline, 1028' MSL. Trees beginning 524' from DER, 373' left of centerline, up to 1040' MSL. Tree 973' from DER, 675' left of centerline, 1041' MSL. Antenna on pole, tnk, tank, tower beginning 1017' from DER, 449' left of centerline, up to 1053' MSL. Trees beginning 1530' from DER, 308' right of centerline, up to 1037' MSL. Tower 2672' from DER, 675' right of centerline, 106' AGL/1092' MSL. Tower, pole beginning 1 NM from DER, 1280' right of centerline, up to 165' AGL/1165' MSL.

ADA, OK (CON'T)

ADA MUNI (ADH) (CON'T)

Rwy 31, pole, wsk beginning 15' from DER, 264' left of centerline, up to 25' AGL/1022' MSL. Pole, OL on amom beginning 1088' from DER, 548' right of centerline, up to 36' AGL/1042' MSL. Trees beginning 2565' from DER, 988' right of centerline, up to 1083' MSL. **Rwy 36**, tower, antenna beginning 55' from DER, 423' left of centerline, up to 11' AGL/1026' MSL. Trees beginning 75' from DER, 71' left of centerline, up to 1061' MSL. Tree 132' from DER, 278' right of centerline, 1020' MSL. Trees beginning 329' from DER, 267' left of centerline, up to 1065' MSL. Tree 345' from DER, 267' right of centerline, 1028' MSL. Tree 551' from DER, 261' right of centerline, 1030' MSL. Tree 927' from DER, 281' right of centerline, 1040' MSL. Tree 1011' from DER, 675' right of centerline, 1050' MSL.

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