

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND

DIVERSE VECTOR AREA (RADAR VECTORS)

18144 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
ALICE, TX		ALPINE, TX	
ALICE INTL (ALI)		ALPINE-CASPARIS MUNI (E38)	
TAKEOFF MINIMUMS AND (OBSTACLE)		TAKEOFF MINIMUMS AND (OBSTACLE)	
DEPARTURE PROCEDURES		DEPARTURE PROCEDURES	
ORIG 04106 (FAA)		AMDT 5 12208 (FAA)	
TAKEOFF OBSTACLE NOTES: Rwy 17 , multiple poles beginning 601' from DER, 413' right to 340' left of centerline, up to 36' AGL/204' MSL. Multiple trees beginning 205' from DER, 348' left to 317' right of centerline, up to 26' AGL/194' MSL. Rwy 26 , building 797' from DER, 366' left of centerline, 30' AGL/208' MSL. Tree 812' from DER, 301' left of centerline, 27' AGL/205' MSL. Rod on OL DME, 715' from DER, 258' right of centerline, 21' AGL/199' MSL. Steel post 83' from DER, 344' right of centerline, 4' AGL/181' MSL. Rwy 31 , rod on OL DME 388' from DER, 256' left of centerline, 21' AGL/199' MSL. Tree 439' from DER, 608' left of centerline, 16' AGL/194' MSL. Steel post 2' from DER, 251' right of centerline, 164' AGL/181' MSL. Tree 1067' from DER, 359' right of centerline, 28' AGL/206' MSL. Rwy 35 , windmill 1461' from DER, 164' left of centerline, 140' AGL/214' MSL. Bush 330' from DER, 287' right of runway, 14' AGL/185' MSL.		TAKEOFF MINIMUMS: Rwy 23 , NA - obstacles. Rwy 19 , std. w/ min. climb of 432' per NM to 6900 or 1800 -2% for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 1 , climb heading 029° to 5300 then climbing left turn direct BWR NDB, continue climb in BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. (ADF required) Rwy 5 , climbing left turn direct BWR NDB, continue climb in BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. (ADF required) Rwy 19 , climbing left turn direct BWR NDB, continue climb in BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. For climb in visual conditions, cross Alpine-Casparis Muni airport northeast bound at or above 6200 MSL then direct BWR NDB, continue climb in BWR NDB holding pattern (hold N, LT, 194° inbound) to 8600 before proceeding on course. Do not exceed 200 KIAS until established direct BWR NDB. When executing VCOA, notify ATC prior to departure. (ADF required)	