

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

18256

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
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BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 09127 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12**, std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12**, climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21**, climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30**, climb heading 302° and BAM R-324 to 9100 before proceeding on course.

NAME	TAKEOFF MINIMUMS
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BEAVER, UT

BEAVER MUNI (U52)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07242 (FAA)
TAKEOFF MINIMUMS: **Rwys 7, 25**, NA-obstacles. **Rwys 13, 31**, 2600-2% for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions to cross Beaver Muni Airport Northwest bound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

BLANDING, UT

BLANDING MUNI (BDG)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 14037 (FAA)
TAKEOFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.
DEPARTURE PROCEDURE: **Rwy 17**, turn left, thence...
Rwy 21, turn right, thence...
...climb to 9000 on heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.
Rwy 35, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

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11 OCT 2018 to 08 NOV 2018

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