U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION

TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

Bearings, headings, courses, tracks and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

City, State	Airport	Effective Date	Amdt. No.
QUAKERTOWN, PA	QUAKERTOWN		1

TAKEOFF MINIMUMS:

RWY 11, STANDARD
RWY 29, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 730 FEET PER NM TO 800.

TEXTUAL DEPARTURE PROCEDURES:

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 11, MULTIPLE TREES, STRUCTURES AND POLES BEGINNING 19 FEET FROM DER, 1300 FEET LEFT OF CENTERLINE TO 1385 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/639 FEET MSL.
NOTE: RWY 29, MULTIPLE TREES, STRUCTURES AND POLES BEGINNING 27 FEET FROM DER, 1329 FEET LEFT OF CENTERLINE TO 1049 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/691 FEET MSL.

CONTROLLING OBSTACLES:

RWY 29: 691 FT MSL TREE 402602.31N/0752340.04W

QUALITY CHECKED

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FLIGHT INSPECTED BY:

REQUIRED EFFECTIVE DATE:

ROUTINE

DEVELOPED BY:

KEITH D. SHYKES AJV-354 12/29/2011

APPROVED BY:

DARRYEL ADAMS AJV-352

COORDINATED WITH:

ATA, ALPA, APA, AOPA, NBAA, ARPT MGR, ABE APP CON, PHL APP CON, ZNY

CHANGES:

1. UPDATED DOCUMENTATION TO NEW FORMS.
2. ADDED TAKEOFF OBSTACLE NOTES FOR RWY 11/29
3. ADDED CEILING AND VISIBILITY AND CLIMB GRADIENT FOR RWY 29.

REASONS:

1. NEW 8260-15A, REPORTS FORMAT
2. UPDATED SURVEY DATA, NUMEROUS LOW CLOSE-IN OBSTACLES.
3. ICA SURVEYED OBSTACLE.

QUALITY CHECKED

TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURE (ODP), QUAKERTOWN, QUAKERTOWN, PA

Climb Gradient (CG) exceeds 500′ per NM, 8260.46D Par 2-1 d.(2).

Request approval for the following climb gradient in excess of 500 feet per NM for the Quakertown, pa (OBSTACLE) departure procedure from runways 29:

The ICA for runway 29 has a single surveyed tree (KUKTT1461)1768.31 feet from DER that causes a 730 feet per NM climb gradient to 800 feet.

Anticipating disapproval of the climb gradient request above, the following ceiling and visibility will be needed to mitigate these obstacles:

Runway 29, 300-1