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.
PINEVILLE, WV	KEE FIELD		2

TAKEOFF MINIMUMS:

RWY 8, 1000 - 2 WITH MINIMUM CLIMB OF 377 FT PER NM TO 3200 OR 1600 - 3 FOR CLIMB IN VISUAL CONDITIONS.

RWY 26, 600 - 1 ¾ WITH MINIMUM CLIMB OF 250 FT PER NM TO 2600.

TEXTUAL DEPARTURE PROCEDURES:

RWY 8 - CLIMB HEADING 074.52 TO 3200, OR FOR CLIMB IN VISUAL CONDITIONS CROSS KEE FIELD AIRPORT AT OR ABOVE 3200 FT, BEFORE PROCEEDING ON COURSE.

RWY 26 - CLIMB HEADING 254.52 TO 2600 BEFORE PROCEEDING ON COURSE.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 8: TREES BEGINNING 1612 FT FROM DER, 288 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/2355 FT MSL. TREES BEGINNING 1257 FT FROM DER, 42 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/2395 FT MSL. TREES BEGINNING 3053 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/2395 FT MSL.

NOTE RWY 26: TREES BEGINNING 248 FT FROM DER, 225 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/2139 FT MSL. TREES BEGINNING 433 FT FROM DER, 244 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/2103 FT MSL. TREES BEGINNING 872 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/2139 FT MSL.

CONTROLLING OBSTACLES:

RWY 8: 2355 FT MSL TREE 373706.85N-0813132.34W, 2353 FT MSL TREE 373618.53N-0813105.73W, 2292 FT MSL TREE 373621.00N-0813057.00W.

RWY 26: 2139 FT MSL TREE 373538.52N-0813415.59W, 2103 FT MSL TREE 373531.63N-0813538.06W.

RWY 8, (VCOA): 3923 FT MSL TOWER 374710.00N-0813107.00W.

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:
RWY 8 - 3923 FT MSL TOWER 374710.00N-0813107.00W.
RWY 26 - 2719 FT MSL AAO 373826.02N-0813637.07W, 3239 FT MSL AAO 374138.46N-0814150.94W.

QUALITY CHECKED 6

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City, State	Airport	Effective Date	Amdt. No.
PINEVILLE, WV	KEE FIELD		2

REQUIRED EFFECTIVE DATE:

FLIGHT INSPECTED BY:

MICHAEL E. WILSON AJW-334A ROUTINE

DEVELOPED BY;

MICHAEL J. DOJCAK AJW-3752 07/22/2010

APPROVED BY:

GEORGE DAVIS AJW-3752

COORDINATED WITH:

AOPA, NBAA, ZID, CRW APP CON, ARPT MGR

CHANGES:

1. RWY 8 TAKEOFF MINIMUMS UPDATED FROM 700 - 2 TO 600 - 2 WITH MINIMUM CLIMB OF 377 FT PER NM TO 3200 OR 1600 - 3 FOR CLIMB IN VISUAL CONDITIONS.
2. RWY 26 TAKEOFF MINIMUMS UPDATED FROM 600 - 1 TO 400 - 1 3/4.
3. RWY 8 TEXTUAL DEPARTURE PROCEDURES UPDATED FROM CLIMB RUNWAY HEADING TO 3000 BEFORE PROCEEDING ON COURSE TO CLIMB HEADING 074.52 TO 3200, OR FOR CLIMB IN VISUAL CONDITIONS CROSS KEE FIELD AIRPORT AT OR ABOVE 3200 FT, BEFORE PROCEEDING ON COURSE.
4. RWY 26 TEXTUAL DEPARTURE PROCEDURES UPDATED FROM CLIMB RUNWAY HEADING TO 3000 BEFORE PROCEEDING ON COURSE TO CLIMB HEADING 254.52 TO 2600 BEFORE PROCEEDING ON COURSE.
5. RWY 8, 26 TAKEOFF OBSTACLE NOTES UPDATED.
6. RWY 8, 26 CONTROLLING OBSTACLES UPDATED.

REASONS:

1. EVALUATED WITH CURRENT TERRAIN, OBSTACLE DATA AND CRITERIA.
2. EVALUATED WITH CURRENT TERRAIN, OBSTACLE DATA AND CRITERIA.
3. CURRENT TERRAIN, OBSTACLE DATA AND CRITERIA REQUIRED ADDITION OF A VCOA.
4. CURRENT TERRAIN, OBSTACLE DATA AND CRITERIA.
5. REQUIRED PER MANUAL EVALUATION AND CURRENT CRITERIA.
6. PER CURRENT CRITERIA AND REVISED TAKEOFF MINIMUMS.

03/02/11: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/22/10.

1. TAKEOFF MINIMUMS: RWY 8, CEILING RAISED FROM 600 TO 1000 PER FLIGHT CHECK RECOMMENDATION.
2. TAKEOFF MINIMUMS: RWY 26, CHANGED FROM 400 – 1 ¾ TO 600 - 1 ¾ WITH MINIMUM CLIMB OF 250 FT PER NM TO 2600 PER FLIGHT CHECK RECOMMENDATION.

QUALITY CHECKED

Federal Aviation Administration

Memorandum

Date:

To: Manager, Flight Procedure Standards

From: John Bickerstaff
Manager, Terminal Procedures and Charting Service Team

Subject: **ACTION:** Approval Request

Rwy 08 Departure Procedure, Amdt 2, KEE Field, Pineville, WV.

Climb gradient exceeds 500 feet per NM, 8260.3b, volume , para 1.4.1.

The Rwy 08 departure computed climb gradient is 1230 feet per NM to an altitude 717 feet above airport elevation. The obstacle driving this climb gradient is a 100' tree (AAO) located 3093 feet from departure end of runway and has an accuracy code of 2C, the runway length is 3701 feet and is primarily used by single engine aircraft.

Due to the location of the tree, a departure route to avoid the obstacle can't be constructed.

Request approval for excessive climb gradient of 1230 feet per NM to 2500 or alternatively, since the airport is used primarily by single engine aircraft with limited climb capability, request approval to publish a ceiling/visibility of 1000-2. The ceiling and visibility would enable pilots to see and avoid this obstacle which requires an excessive climb gradient within 1 SM of the end of the runway.

Attachments

Federal Aviation Administration

Memorandum

Date:

To: Manager, Flight Procedure Standards

From: John Bickerstaff
Manager, Terminal Procedures and Charting Service Team

Subject: **ACTION:** Approval Request

Rwy 26 Departure Procedure, Amdt 2, KEE Field, Pineville, WV.

Climb gradient exceeds 500 feet per NM, 8260.3b, volume , para 1.4.1.

The Rwy 26 departure computed climb gradient is 3963 feet per NM to an altitude 317 feet above airport elevation. The obstacle driving this climb gradient is a 100' tree (AAO) located 433 feet from departure end of runway and has an accuracy code of 2C, the runway length is 3701 feet and is primarily used by single engine aircraft.

Due to the location of the tree, a departure route to avoid the obstacle can't be constructed.

Request approval for excessive climb gradient of 3963 feet per NM to 2100 or alternatively, since the airport is used primarily by single engine aircraft with limited climb capability, request approval to publish a ceiling/visibility of 600-1 3/4. The ceiling and visibility would enable pilots to see and avoid this obstacle which requires an excessive climb gradient within 1 SM of the end of the runway.

Attachments