

Flight Procedures Cover Page	Task Action: Abbreviated Amendment	Task Type: Textual DP	Estimated Chart Date: 09/08/2022	APWS Task ID: 48AF6580DF224FD19868BC7094A46E70	APWS Project ID: ECF7DB5828CC4334B590F959A9F11B52
Procedure: TAKEOFF MINIMUMS AND ODP AMDT 2A		Enroute: YES	Specialist: Dumar, Ralph		Agreement Number:
Airport ID: KAKR		Airport City: AKRON			State: OH
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments: PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT: GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION</p> <p>APPROVAL LETTER: RWY 25 DEPARTURE - 705 FT/NM CG REQUIRED KAKR: PENDING DATA USED. REMARKS: RWY 01/19 DECOMMISSIONED. CONTACT ALLAN WILL, 405-954-6103</p>					





Federal Aviation Administration

Memorandum

Date:

To: Chris Hope, Manager, Flight Technologies and Procedures Division THRU:
Romana Wolf, Manager, Flight Procedures and Airspace Group

From: Lonnie Everhart, Manager, Flight Procedures Group, AJV-A4

Subject: Approval Request: AKRON FULTON INTL (KAKR), Takeoff Minimums
and (Obstacle) Departure Procedures, Amdt. 2A

Takeoff Minimums and (Obstacle) Departure Procedures, Amdt. 2A
AKRON FULTON INTL (KAKR), AKRON, OH

FAAO 8260.46H, PARA 2-1-1D(2). The Flight Procedures and Airspace Group must approve DPs and DVAs requiring a CG in excess of 500 ft/NM (600 ft/NM for helicopters).

Takeoff from RWY 25 requires a 705 ft/NM climb gradient to ensure clearance from a 1221 FT MSL tree (39-068616) 410200.11N/0812906.02W, located 1745.10 feet from DER. The published departure was previously evaluated in IAPA, resulting in a 685 ft/NM climb gradient to clear the same controlling obstruction.

Pilots will also have the option to see and avoid the obstacle when ceiling/visibility are 300 - 1 5/8 SM.

Request approval to publish a 705 ft/NM climb gradient to 1500 for the Rwy 25 departure.

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

AKRON, OH

AKRON-CANTON RGNL (CAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, multiple trees beginning 2756' from DER, 447' left of centerline, up to 116' AGL/1316' MSL.

Power lines beginning 3215' from DER, left and right of centerline, up to 80' AGL/1289' MSL.

Rwy 5, multiple trees beginning 840' from DER, 550' right of centerline, up to 116' AGL/1336' MSL.

Tree 577' from DER, 561' left of centerline, 46' AGL/1256' MSL.

Rwy 19, trees beginning 1998' from DER, 817' left of centerline, up to 100' AGL/1290' MSL.

AKRON FULTON INTL (AKR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1 or std. w/min. climb of 490' per NM to 1300.

Rwy 7, 300-1½. or std. w/min. climb of 230' per NM to 1400 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

Rwy 19, 300-1 5/8 or std. w/min. climb of 400' per NM to 1400.

Rwy 25, 300-1 5/8 or std. climb of 685' per NM to 1500.

DEPARTURE PROCEDURE:

Rwy 25, climb heading 249° to 2600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees, buildings, poles, antennas, and parking lots beginning 68' from DER, 236' left of centerline, up to 48' AGL/1085' MSL.

Trees, poles, buildings and antennas beginning 793' from DER, 2' left of centerline, up to 99' AGL/1135' MSL.

Trees, poles, buildings, vehicles on roads and parking lot beginning 286' from DER, 132' right of centerline, up to 78' AGL/1121' MSL.

Trees, poles and buildings beginning 1481' from DER, 5' right of centerline, up to 99' AGL/1210' MSL.

Rwy 7, rising terrain beginning 45' from DER, left and right of centerline, 1119' MSL.

Vehicles on roads and parking lot, trees, fences, bushes and poles beginning 62' from DER, 10' right of centerline, up to 21' AGL/1127' MSL.

Vehicles on road and parking lot, trees, fences, signs, buildings and poles beginning 1459' from DER, 4' right of centerline, up to 69' AGL/1258' MSL.

CON'T





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



AKRON, OH (CON'T)

OLD

AKRON FULTON INTL (AKR) (CON'T)

Rwy 7 (CON'T), vehicles on roads, trees, fences and poles beginning 251' from DER, 318' left of centerline, up to 48' AGL/1134' MSL.
Vehicles on roads, trees, fences, antennas and poles beginning 692' from DER, on centerline and left of centerline, up to 93' AGL/1213' MSL.
Rwy 19, rising terrain beginning 3' from DER, left and right of centerline, up to 1183' MSL.
Trees, poles, vehicles, fences, and goalpost beginning 119' from DER, 36' left of centerline, up to 30' AGL/1082' MSL.
Trees, buildings, poles, vehicles, traffic lights and parking lots beginning 1019' from DER, 4' left of centerline, up to 83' AGL/1192' MSL.
Trees, poles, and buildings beginning 3940' from DER, 1' left of centerline, up to 102' AGL/1260' MSL.
Trees, buildings and lights beginning 681' from DER, 431' right of centerline, up to 70' AGL/1115' MSL.
Trees, towers, lights, buildings, fences, poles and vehicles on road beginning 1690' from DER, 3' right of centerline, up to 99' AGL/1262' MSL.
Rwy 25, rising terrain beginning 70' from DER, left and right of centerline, up to 1177' MSL.
Railroad track with train beginning 66' from DER, crossing centerline right to left, 23' AGL/1096' MSL.
Trees, fences and vehicles on roads beginning 53' from DER, 352' right of centerline, up to 71' AGL/1165' MSL.
Trees, bushes, poles, lights, antennas, fences, vehicles on roads and parking lots beginning 1405' from DER, 5' right of centerline, up to 102' AGL/1229' MSL.
Trees beginning 503' from DER, 375' left of centerline, up to 77' AGL/1157' MSL.
Trees, bushes, poles, fences and vehicles on road beginning 1293' from DER, on centerline and left of centerline, up to 106' AGL/1227' MSL.
Towers and antenna beginning 1.4 NM from DER, 216' left of centerline, up to 309' AGL/1343' MSL.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FLD (AID)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 10MAR11 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, 300-1¼ or std. w/min. climb of 220' per NM to 1200, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole and trees beginning 509' from DER, 519' left of centerline, up to 100' AGL/1005' MSL.
Trees beginning 1947' from DER, 446' right of centerline, up to 100' AGL/1010' MSL.
Railroad 944' from DER, left and right of centerline, up to 23' AGL/945' MSL.
Rwy 18, trees beginning 437' from DER, 169' left of centerline, up to 100' AGL/951' MSL.
Trees beginning 440' from DER, 159' right of centerline, up to 100' AGL/1015' MSL.
Vehicles on road beginning 373' from DER, left and right of centerline, up to 15' AGL/922' MSL.
Terrain 417' from DER, 299' left of centerline, 0' AGL/918' MSL.
Rwy 30, tower and trees beginning 1516' from DER, 519' left of centerline, up to 161' AGL/1057' MSL.
Trees beginning 389' from DER, 344' right of centerline, up to 100' AGL/1009' MSL.
Vehicles on road beginning 152' from DER, left and right of centerline, up to 15' AGL/884' MSL.
Rwy 36, trees beginning 850' from DER, 133' left of centerline, up to 100' AGL/999' MSL.
Building and trees beginning 277' from DER, 361' right of centerline, up to 100' AGL/1009' MSL.
Vehicles on road beginning 165' from DER, left and right of centerline, up to 15' AGL/925' MSL.

ANGOLA, IN

TRI-STATE STEUBEN COUNTY (ANQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¼ or std. w/ min. climb of 360' per NM to 1300.

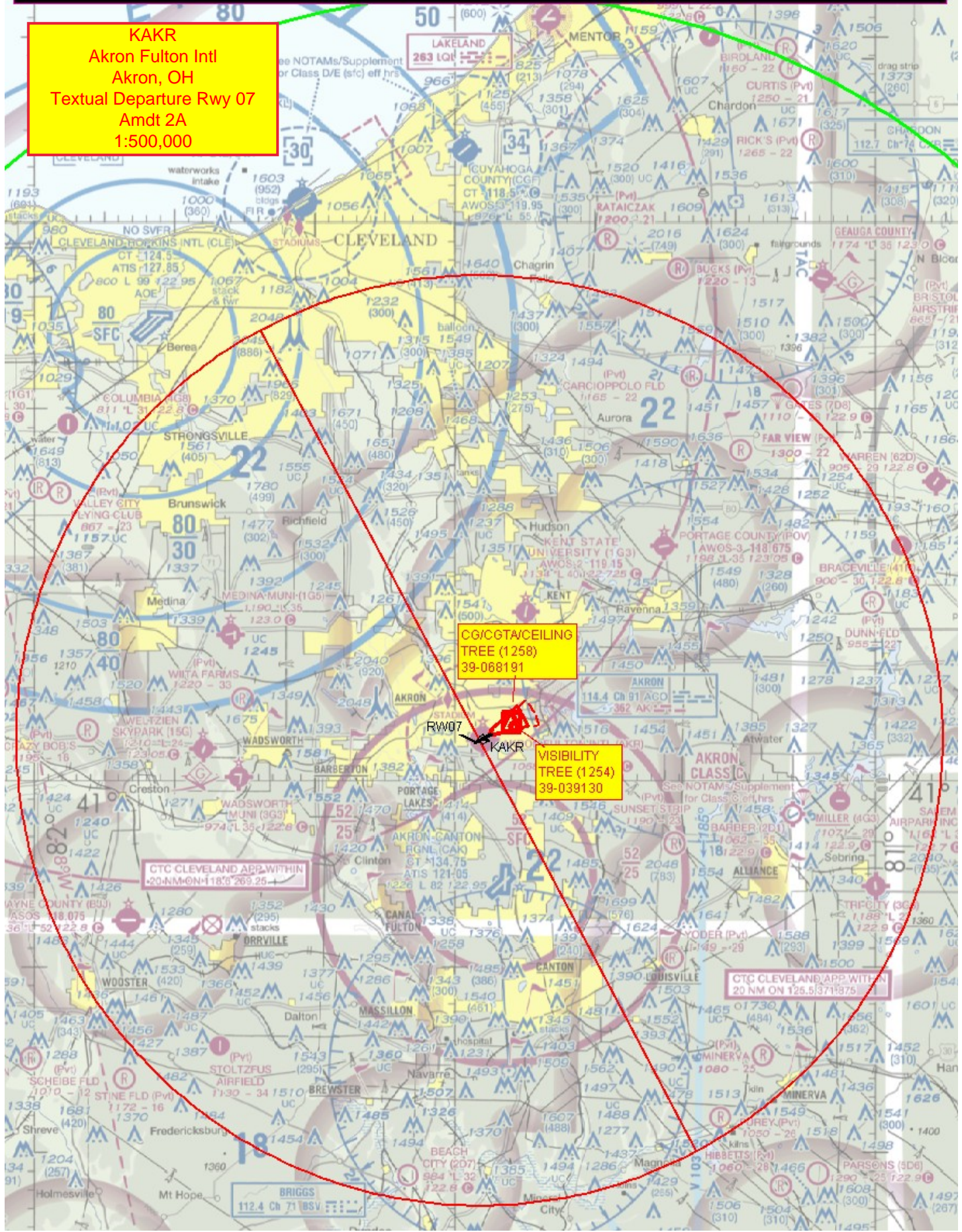
TAKEOFF OBSTACLE NOTES:

Rwy 5, fence, terrain beginning 8' from DER, 268' left of centerline, up to 6' AGL/1003' MSL.
Tree 9' from DER, 460' right of centerline, 1036' MSL.
Trees beginning 170' from DER, 335' left of centerline, up to 1027' MSL.
Trees beginning 237' from DER, 88' right of centerline, up to 1048' MSL.
Trees beginning 655' from DER, 292' right of centerline, up to 1075' MSL.
Trees beginning 845' from DER, 398' left of centerline, up to 1034' MSL.
Tree 1013' from DER, 671' left of centerline, 1040' MSL.
Trees beginning 1092' from DER, 585' left of centerline, up to 1074' MSL.
Tree 1312' from DER, 800' right of centerline, 1078' MSL.
Trees beginning 1397' from DER, 148' right of centerline, up to 1097' MSL.
Trees beginning 1709' from DER, 257' left of centerline, up to 1076' MSL.
Tree 1739' from DER, 928' right of centerline, 1098' MSL.
Trees, buildings, pole beginning 1740' from DER, 202' right of centerline, up to 1099' MSL.
Trees beginning 1828' from DER, 35' left of centerline, up to 1079' MSL.
Trees, poles, buildings, catenary beginning 1895' from DER, 18' right of centerline, up to 1103' MSL.
Trees, fence, terrain, pole beginning 1984' from DER, 14' left of centerline, up to 1106' MSL.
Trees, fence, poles, terrain, buildings, vehicles on traverse way beginning 2205' from DER, 1' left of centerline, up to 1122' MSL.

CON'T



KAKR
Akron Fulton Intl
Akron, OH
Textual Departure Rwy 07
Amdt 2A
1:500,000

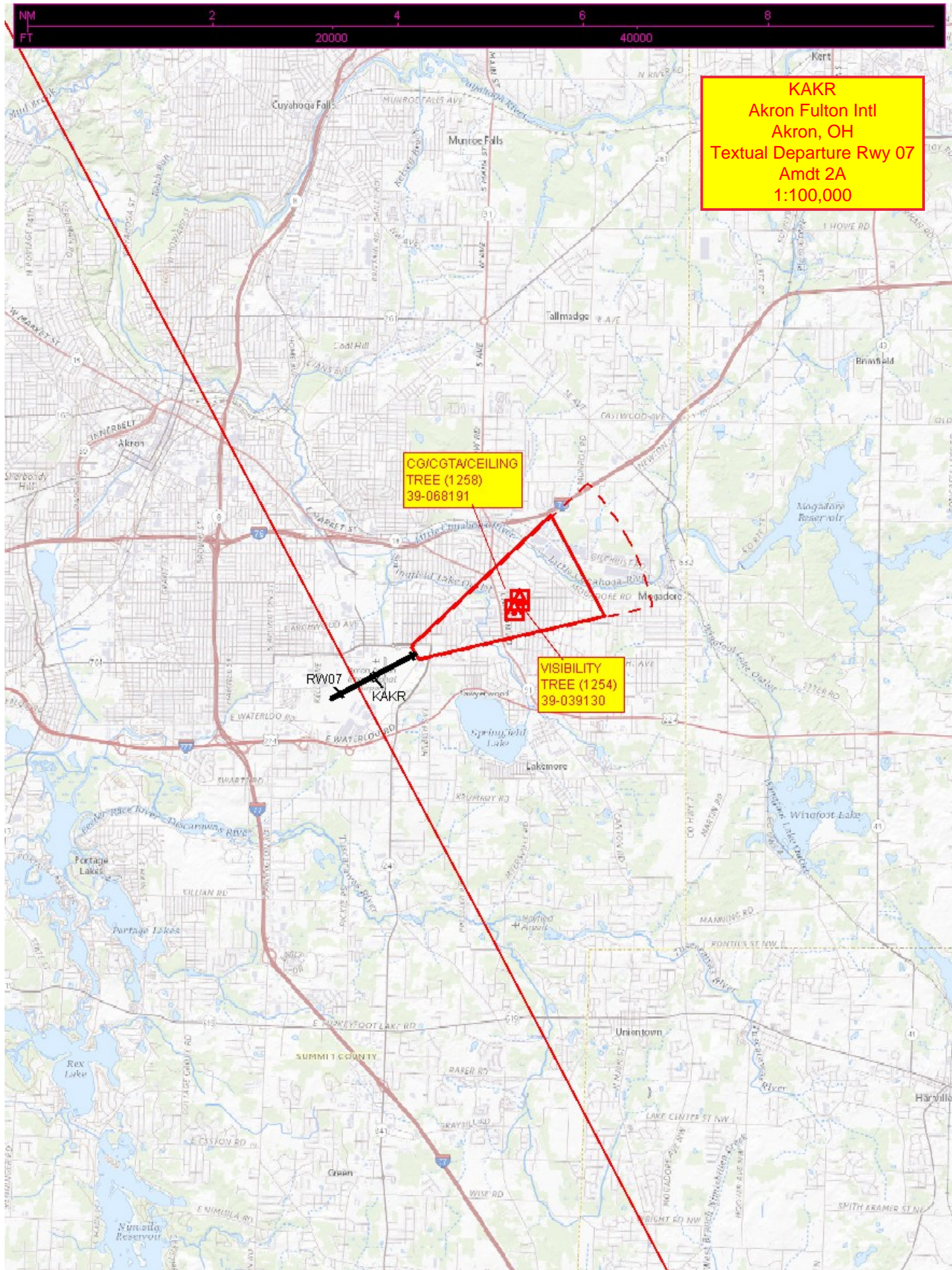


CGICGT/CEILING
TREE (1258)
39-068191

VISIBILITY
TREE (1254)
39-039130

GTC CLEVELAND APP WITHIN
20 NM ON 118.5 269.25

GTC CLEVELAND APP WITHIN
20 NM ON 125.5 371.75





KAKR
Akron Fulton Intl
Akron, OH
Textual Departure Rwy 25
Amdt 2A
1:100,000

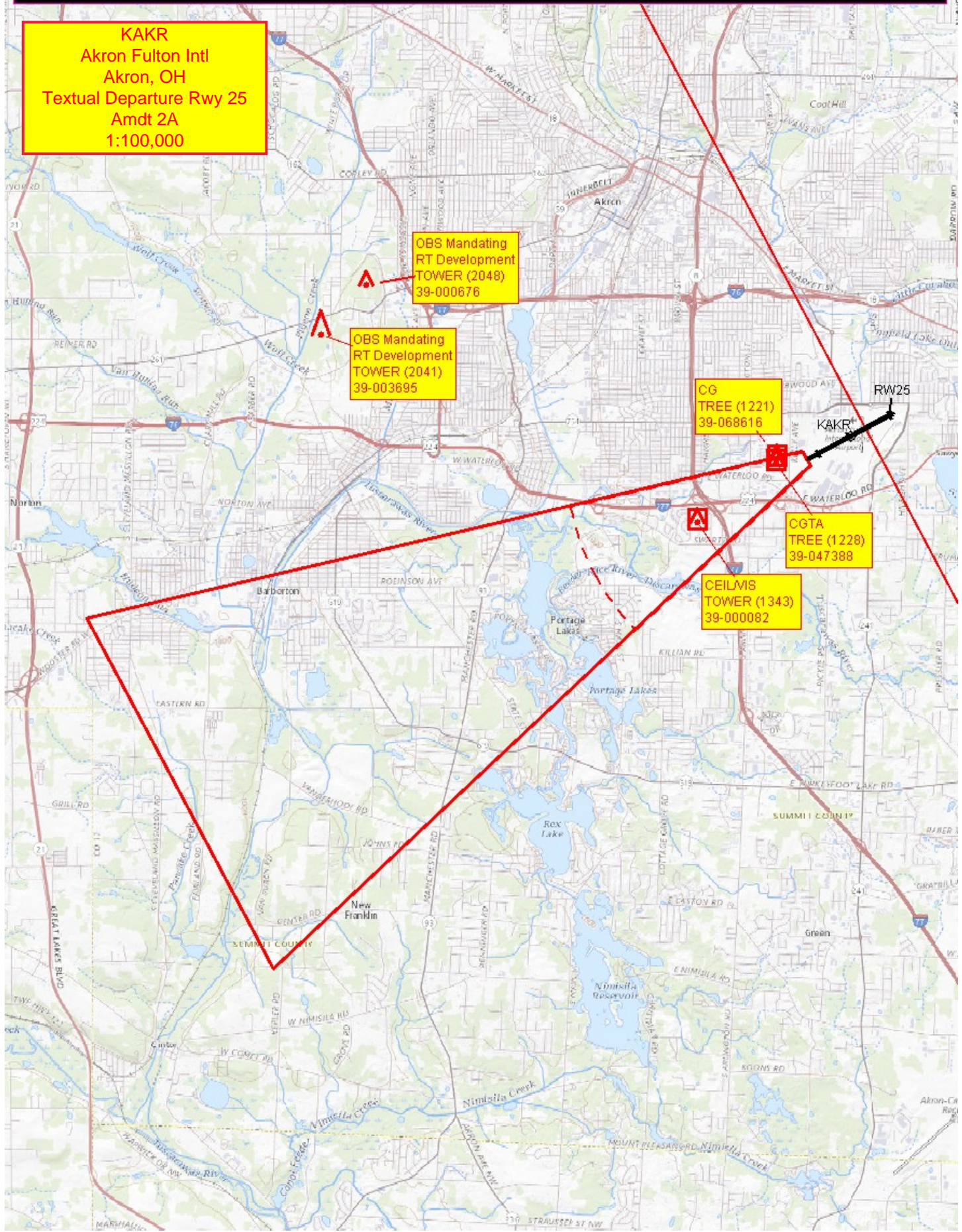
OBS Mandating
RT Development
TOWER (2048)
39-000676

OBS Mandating
RT Development
TOWER (2041)
39-003695

CG
TREE (1221)
39-068616

CGTA
TREE (1228)
39-047388

CEILMIS
TOWER (1343)
39-000082



Federal Aviation Administration Categorical Exclusion Declaration

Date: 01/19/22

IFP: Maxfield, Jacob (Jacob.Maxfield@faa.gov)

Airport Contact: -

Request ID: KAKR_21114

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) RWY 25 LOC RWY 25 NDB RWY 25 TAKEOFF MINIMUMS AND ODP

Procedure Request Description:

Akron Fulton International Airport (KAKR) in Akron, Ohio is amending four procedures associated with Runway (RWY) 1/19. The amendments to these procedures are required as part of the decommissioning of RWY 1/19.

These procedures are as follows:

RNAV (GPS) RWY 25

LOC RWY 25

NDB RWY 25

TAKEOFF MINIMUMS AND ODP

The purpose of this proposed procedure is to remove all references to runway (RWY) 1/19 due to the decommissioning of this runway. This Proposed Action is administrative in nature and consists only of removing all references to RWY 1/19.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: KAREN LYNN EVERITT Digitally signed by KAREN LYNN EVERITT
Date: 2022.01.19 13:26:06 -06'00' Date: _____

Title: Karen L. Everitt, Environmental Protection Specialist
ATO Central Service Area, Operations Support Group, AJV-C25

Approved By: CHRISTOPHER L SOUTHERLAND Digitally signed by CHRISTOPHER L
SOUTHERLAND
Date: 2022.01.25 08:21:31 -06'00' Date: _____

Title: Christopher L. Southerland, Group Manager
ATO Central Service Area, Operations Support Group, AJV-C2