

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations 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.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
KINGSLEY	SEVEN	LMT7.LMT	SIX	05/26/2016	
<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DP ROUTE DESCRIPTION:**

**TAKEOFF RWY 14:** CLIMB ON HEADING 144.24 (OR ATC ASSIGNED HEADING 144.24 CW 323.00). THENCE...

**TAKEOFF RWY 26:** CLIMB ON HEADING 256.42. THENCE...

**TAKEOFF RWY 32:** CLIMB ON HEADING 324.21. THENCE...

...FOR VECTORS TO ASSIGNED ROUTE. MAINTAIN 10000. EXPECT CLEARANCE TO FILED ALTITUDE FIVE MINUTES AFTER DEPARTURE.

**TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):**

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
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**PBN REQUIREMENT NOTES:**

**EQUIPMENT REQUIREMENT NOTES:**

RADAR REQUIRED.

**PROCEDURAL DATA NOTES:**

**TAKEOFF MINIMUMS:**

**RWY 8:** NA - OBSTACLES.

**RWY 14:** STANDARD WITH MINIMUM CLIMB OF 410 FT/NM TO 7500.

**RWY 26:** STANDARD WITH MINIMUM CLIMB OF 315 FT/NM TO 9800.

**RWY 32:** STANDARD WITH MINIMUM CLIMB OF 370 FT/NM TO 7200.

**TAKEOFF OBSTACLES NOTES:**

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

**CONTROLLING OBSTACLES:**

**RWY 14:** 5359 FT MSL AAO 420433.53N/1214435.82W (CG), 8399 FT MSL AAO 421853.58N/1220514.69W (CTA).

**RWY 26:** 8399 FT MSL AAO 421853.58N/1220514.69W (CG/CTA).

**RWY 32:** 5659 FT MSL AAO 421545.71N/1214528.70W (CG), 8179 FT MSL AAO 422222.76N/1220534.57W (CTA).

**MSA:**

MSA FROM LMT VORTAC, 9400.

**LOST COMMUNICATIONS PROCEDURES:**

IF NOT IN CONTACT WITH SEATTLE CENTER/KINGSLEY APPROACH CONTROL AFTER PASSING 10000 OR ASSIGNED ALTITUDE:

**TAKEOFF RWY 14:** CLIMBING RIGHT TURN DIRECT LMT VORTAC. THENCE...

**TAKEOFF RWY 26:** CLIMBING RIGHT TURN DIRECT LMT VORTAC. THENCE...

**TAKEOFF RWY 32:** CLIMBING LEFT TURN DIRECT LMT VORTAC. THENCE...

...ON ASSIGNED ROUTE.



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KINGSLEY	SEVEN	LMT7.LMT	SIX	05/26/2016	

**ADDITIONAL FLIGHT DATA:**

**CHART:** TOP ALTITUDE: 10000.

**AIRPORT MV:** KLMT 14E/2025.

**AIRPORTS SERVED:**

<u>AIRPORT ID</u>	<u>CITY</u>	<u>STATE</u>
KLMT	KLAMATH FALLS	OR

**COMMUNICATIONS:**

**CHART:** ATIS, GROUND CONTROL, KINGSLEY TOWER, ZSE CENTER.

**FIXES AND/OR NAVAIDS:**

**CHART:** EUG VORTAC, LKV VORTAC, FMG VORTAC, FJS VOR/DME, OED VORTAC, RBG VOR/DME, LMT VORTAC, DSD VORTAC, RBL VORTAC.

**REMARKS:**

- RWY 14 DEPARTURE:

- PUBLISHED SINGLE HEADING 144.24 IS INTENDED AS THE DEFAULT HEADING WITHIN THE PUBLISHED SECTOR 144.24 CW 323.00. THEREFORE, NO SEPARATE DIVERSE EVALUATION WAS REQUIRED.

- FPT VERIFIED ATC WILL NOT VECTOR AIRCRAFT OUTSIDE THE PUBLISHED SECTOR UNTIL MVA IS REACHED.

- SECTOR START HEADING 144.24 IS INTENTIONALLY OFFSET 0.02 DEGREES FROM RWY HEADING TO CREATE SLIGHT TURN - CHANGES SECTOR BUFFER TO START FROM END OF ICA AND AVOID TERRAIN TO THE SOUTHEAST.

- RWY 26 DEPARTURE:

- INTENDED AND EVALUATED AS SINGLE-HEADING SECTOR ON HEADING 256.418, PER FPT REQUEST.

- FOR BUILD PURPOSES ONLY, THE SECTOR END HEADING WAS EXPANDED TO 270.114 TO EXPAND THE SECTOR SO THE BUFFER DOES NOT CUT ACROSS THE ICA, IAW 8260.3F, PARA, 13-2-2.A. HOWEVER, ONLY THE PUBLISHED HEADING 256.418 WILL BE USED. THE SECTOR EXPANSION SIMPLY ADDS ADDITIONAL LAYER OF SAFETY.

- FPT VERIFIED ATC WILL NOT VECTOR AIRCRAFT FROM PUBLISHED HEADING UNTIL MVA IS REACHED.

- RWY 32 DEPARTURE:

- INTENDED AND EVALUATED AS SINGLE-HEADING SECTOR ON HEADING 324.210, PER FPT REQUEST.

- FOR BUILD PURPOSES ONLY, THE SECTOR START HEADING WAS EXPANDED TO 315.586 TO EXPAND THE SECTOR SO THE BUFFER DOES NOT CUT ACROSS THE ICA, IAW 8260.3F, PARA, 13-2-2.A. HOWEVER, ONLY THE PUBLISHED HEADING 324.210 WILL BE USED. THE SECTOR EXPANSION SIMPLY ADDS ADDITIONAL LAYER OF SAFETY.

- SECTOR END HEADING 324.210 IS INTENTIONALLY OFFSET 0.02 DEGREES FROM RWY HEADING TO CREATE SLIGHT TURN - CHANGES SECTOR BUFFER TO START FROM END OF ICA AND AVOID TERRAIN TO THE NORTHEAST.

- FPT VERIFIED ATC WILL NOT VECTOR AIRCRAFT FROM PUBLISHED HEADING UNTIL MVA IS REACHED.

- MVA IN USE AT KLMT: ZSE\_TAV\_2023.

- **8260-1:** WAIVER TO 8260.3F SECTION 13-2, TO APPLY DIVERSE DEPARTURE ASSESSMENT TO A SID SUPPORTING ATC ISSUING A RANGE OF INITIAL HEADINGS WITH A MAINTAINED ALTITUDE LOWER THAN UNRESTRICTED CLIMB ALLOWED BY TERPS.



<u>DP NAME</u> KINGSLEY	<u>NUMBER</u> SEVEN	<u>DP COMPUTER CODE</u> LMT7.LMT	<u>SUPERSEDED NUMBER</u> SIX	<u>DATED</u> 05/26/2016	<u>ACTUAL EFFECTIVE DATE</u>
<u>FLIGHT INSPECTED BY</u> WENDI S GIMA	<u>SIGNATURE</u>	<i>Digitally signed by</i> <b>RAKE MCGRAW</b> Jul 26, 2024	<u>OFFICE</u> FPO	<u>DATE</u> 06/14/2024	
<u>DEVELOPED BY</u> JOHN BORDY (RICHARD BRUCE)	<u>SIGNATURE</u>	<i>Digitally signed by</i> <b>RAKE MCGRAW</b> Jul 26, 2024	<u>OFFICE</u> AJV-A422	<u>DATE</u> 03/08/2024	
<u>APPROVED BY</u> JOHN BORDY	<u>SIGNATURE</u>	<i>Digitally signed by</i> <b>RAKE MCGRAW</b> Jul 26, 2024	<u>OFFICE</u> AJV-A33	<u>DATE</u>	<u>TITLE</u> MANAGER
<u>REQUIRED EFFECTIVE DATE</u> ROUTINE					

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: AMGR, KINGSLEY APP CON, ZSE.

CHANGES - REASONS:

1. RWY 25: CHANGED ALL REFERENCES TO RWY 26 - KLMT MAGVAR UPDATE.
2. DP ROUTE DESCRIPTION, ALL RUNWAYS: CHANGED "CLIMB HEADING..." TO "CLIMB ON HEADING..." - 8260.46J, PARA. 2-1-1.G(1).
3. DP ROUTE DESCRIPTION, RWY 14: CHANGED ROUTE FROM "CLIMB HEADING 141.22 (OR ATC ASSIGNED HEADING 140 CW 320)" TO "CLIMB ON HEADING 144.24 (OR ATC ASSIGNED HEADING 144.24 CW 323.00)" - KLMT MAGVAR UPDATE, OFFSET SECTOR START HEADING 0.02 DEGREES WEST OF RUNWAY HEADING TO CHANGE CONSTRUCTION OF SECTOR BUFFER AND AVOID TERRAIN/OBSTACLES TO THE SOUTHEAST, AND MATCHED SINGLE HEADING TO SECTOR START HEADING.
4. DP ROUTE DESCRIPTION, RWY 26: CHANGED CLIMB HEADING FROM 253.43 TO 256.42 - KLMT MAGVAR UPDATE AND AIRNAV RUNWAY DATA UPDATE.
5. DP ROUTE DESCRIPTION, RWY 32: CHANGED CLIMB HEADING FROM 321.23 TO 324.21 - KLMT MAGVAR UPDATE AND OFFSET HEADING 0.02 DEGREES WEST OF RUNWAY HEADING TO AVOID TERRAIN/OBSTACLES TO THE NORTHEAST.
6. DP ROUTE DESCRIPTION: CHANGED "ALL AIRCRAFT EXPECT VECTORS..." TO "FOR VECTORS..." - 8260.46J, PARA. 2-1-1.G(2).
7. DP ROUTE DESCRIPTION: CHANGED "MAINTAIN 10000 OR ASSIGNED ALTITUDE" TO "MAINTAIN 10000" - MATCHES TOP ALTITUDE.
8. MOVED "RADAR REQUIRED" FROM PROCEDURAL DATA NOTES TO EQUIPMENT REQUIREMENT NOTES - 8260.46J, PARA 2.1.1.F(3) AND APPENDIX D, SECTION 2, PARA. 2. F.
9. TAKEOFF MINIMUMS: ADDED "RWY 8: NA - OBSTACLES" - RUNWAYS NOT AUTHORIZED FOR TAKEOFF SHOULD BE LISTED, 8260.46J, APPENDIX D, SECTION 2, PARA. 2.H (1).
10. TAKEOFF MINIMUMS, RWY 14: INCREASED CLIMB GRADIENT FROM "380 FT/NM TO 8600" TO "410 FT/NM TO 7500" - NEW OBSTACLE EVALUATION.
11. TAKEOFF MINIMUMS, RWY 26: LOWERED CLIMB GRADIENT FROM "390 FT/NM TO 8200" TO "315 FT/NM TO 9800" - NEW AIRPORT SURVEY AND NEW OBSTACLE EVALUATION.
12. TAKEOFF MINIMUMS, RWY 32: INCREASED CLIMB GRADIENT FROM "350 FT/NM TO 9200" TO "370 FT/NM TO 7200" - NEW OBSTACLE EVALUATION.
13. TAKEOFF OBSTACLE NOTES: DELETED ALL NOTES AND REPLACED WITH "SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)" - DETAILED OBSTACLE NOTES ARE NOT ENTERED FOR SIDS, 8260.46J, APPENDIX D, SECTION 2, PARA. 2.I.
14. CONTROLLING OBSTACLES: UPDATED ALL OBSTACLES, ALL RUNWAYS - NEW AIRPORT SURVEY AND OBSTACLE EVALUATION.
15. CONTROLLING OBSTACLES, OBSTACLES MANDATING ODP ROUTE DEVELOPMENT: DELETED ALL OBSTACLES - NOT ENTERED FOR A SID, 8260.46J, APPENDIX D, SECTION 2, PARA. 2.J(3).
16. MSA: ADDED MSA FROM LMT VORTAC, 9400 - 8260.46J, APPENDIX D, SECTION 2, PARA. 2.K.
17. LOST COMMUNICATIONS PROCEDURES: CHANGED "VIA ASSIGNED ROUTE" TO "ON ASSIGNED ROUTE" - 8260.46J, PARA. 2-1-1.G(1).



