

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.
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City, State	Airport	Effective Date	Amdt. No.
GREENVILLE, ME	GREENVILLE	24 JULY 2014	3

TAKEOFF MINIMUMS:

SEA LANE 14, STANDARD WITH MINIMUM CLIMB OF 849 FT PER NM TO 2200 OR 500-2 ½ WITH MINIMUM CLIMB OF 280 FT PER NM TO 2600 OR 3900-3 FOR CLIMB IN VISUAL CONDITIONS.
SEA LANE 18, STANDARD WITH MINIMUM CLIMB OF 370 FT PER NM TO 2800 OR 3900-3 FOR CLIMB IN VISUAL CONDITIONS.
SEA LANE 32, STANDARD WITH MINIMUM CLIMB OF 685 FT PER NM TO 2500 OR 700-1 ½ WITH MINIMUM CLIMB OF 300 FT PER NM TO 4000 OR 3900-3 FOR CLIMB IN VISUAL CONDITIONS.
SEA LANE 36, STANDARD WITH MINIMUM CLIMB OF 270 FT PER NM TO 3300 OR 3900-3 FOR CLIMB IN VISUAL CONDITIONS.

TEXTUAL DEPARTURE PROCEDURES:

SEA LANE 14 - CLIMB ON HEADING 140 TO 3300 BEFORE PROCEEDING ON COURSE OR FOR CLIMB IN VISUAL CONDITIONS: CROSS GREENVILLE AT OR ABOVE 3800 FT MSL BEFORE PROCEEDING ON COURSE.
SEA LANE 18 - CLIMB HEADING 180 TO 2800 BEFORE PROCEEDING ON COURSE OR FOR CLIMB IN VISUAL CONDITIONS: CROSS GREENVILLE AT OR ABOVE 3800 FT MSL BEFORE PROCEEDING ON COURSE.
SEA LANE 32 - CLIMB ON HEADING 335 TO 4000 BEFORE PROCEEDING ON COURSE OR FOR CLIMB IN VISUAL CONDITIONS: CROSS GREENVILLE AT OR ABOVE 3800 FT MSL BEFORE PROCEEDING ON COURSE.
SEA LANE 36 - CLIMB HEADING 360 TO 3600 BEFORE PROCEEDING ON COURSE OR FOR CLIMB IN VISUAL CONDITIONS: CROSS GREENVILLE AT OR ABOVE 3800 FT MSL BEFORE PROCEEDING ON COURSE.

TAKEOFF OBSTACLE NOTES:

NOTE: SEA LANE 14, TREES BEGINNING 4116 FT PRIOR TO DER, 296 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/1119 FT MSL. TREES BEGINNING 3063 FT PRIOR TO DER, 191 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1159 FT MSL. BOATS BEGINNING AT DER, FROM 500 FT LEFT TO 500 FT RIGHT OF CENTERLINE, UP TO 20 FT AGL/1048 FT MSL. TREES BEGINNING 2 FT FROM DER, 167 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/1179 FT MSL.

NOTE: SEA LANE 18, TREES BEGINNING 2274 FT PRIOR TO DER, 370 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/1119 FT MSL. BOATS BEGINNING AT DER, FROM 500 FT LEFT TO 500 FT RIGHT OF CENTERLINE, UP TO 20 FT AGL/1048 FT MSL. TREES BEGINNING 711 FT FROM DER, 621 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1179 FT MSL. TREES BEGINNING 1212 FT FROM DER, 783 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/1139 FT MSL.

NOTE: SEA LANE 32, TREES BEGINNING 3390 FT PRIOR TO DER, 191 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/1159 FT MSL. TREES BEGINNING 2976 FT PRIOR TO DER, 296 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1119 FT MSL. BOATS BEGINNING AT DER, FROM 500 FT LEFT TO 500 FT RIGHT OF CENTERLINE, UP TO 20 FT AGL/1048 FT MSL. TREES BEGINNING 2328 FT FROM DER, 1082 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1179 FT MSL.

NOTE: SEA LANE 36, TREES BEGINNING 2755 FT PRIOR TO DER, 370 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1119 FT MSL. TREES BEGINNING 571 FT PRIOR TO DER, 290 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/1119 FT MSL. BOATS BEGINNING AT DER, FROM 500 FT LEFT TO 500 FT RIGHT OF CENTERLINE, UP TO 20 FT AGL/1048 FT MSL. TREES BEGINNING 694 FT FROM DER, 381 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/1179 FT MSL. TREES BEGINNING 2440 FT FROM DER, 650 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1119 FT MSL.

CONTROLLING OBSTACLES:

SEA LANE 14: 1499 FT MSL TREE 452724.75N/0693311.75W. 1479 FT MSL TREE 452720.30N/0693305.20W. 1199 FT MSL TREE 452815.85N/0693523.00W. 2860 FT MSL AAO 452459.20N/0692205.80W. 1619 FT MSL AAO 452712.93N/0693107.23W. 1759 FT MSL AAO 452654.64N/0692950.96W.

SEA LANE 18: 1379 FT MSL TREE 452643.95N/0693546.10W. 3462 FT MSL AAO 452917.80N/0694235.90W.

SEA LANE 32: 1659 FT MSL TREE 452915.25N/0693836.75W.

SEA LANE 36: 1242 FT MSL TREE 454942.35N/0693656.85W. 3462 FT MSL AAO 452917.80N/0694235.90W.

SEA LANE 14, 18, 32, 36 (VCOA): 2499 FT MSL AAO 452650.95N/0694109.70W, 3462 FT MSL AAO 452917.80N/0694235.90W

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT ALL SEA LANES: 3462 FT MSL AAO 452917.80N/0694235.90W.

QUALITY
CHECKED

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REMARKS:

XQA NDB HAS LONG-TERM OUTAGE SO REMOVED FROM ODP.
SEA LANE 32 CLIMB TO ALTITUDE 2500 WITH 685 FT PER NM AND CLIMB TO ALTITUDE 4000 WITH 300 FT PER NM CHOSEN TO ENSURE AIRCRAFT CAN PROCEED ON COURSE PRIOR TO 10 NM OF DEAD RECKONING.

FLIGHT INSPECTED BY:

REQUIRED EFFECTIVE DATE:

Michael Wilson

3-19-14

ROUTINE

DEVELOPED BY:

DONALD SMITH
(KYLE THOMPSON) AJV-352

4/26/2011

APPROVED BY:

DARRYEL ADAMS AJV-352

APR 10 2014

COORDINATED WITH:

ALPA, AOPA, NBAA, ZBW, BGR FSS, APT MGR

CHANGES:

- 1) REMOVED TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES FOR NORTH/SOUTH.
- 2) ADDED TAKE-OFF OBSTACLES FOR ALL SEA LANES.
- 3) ADDED CLIMB GRADIENTS FOR ALL SEA LANES.
- 4) ADDED CLIMB TO ALTITUDES FOR SEA LANES 18 AND 36.
- 5) ADDED ROUTES FOR SEA LANES 14 AND 32.

REASONS:

- 1) SEA LANES ARE IDENTIFIED.
- 2, 3, 4, 5) NEW OBSTACLES.

4/12/12: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 4/26/11.

1. CHANGED TAKEOFF MINIMUMS SEA LANE 14 FROM "...280 FT PER NM TO 2200..." TO "...280 FT PER NM TO 2600..."
2. CHANGED TAKEOFF MINIMUMS SEA LANE 32 FROM "...685 FT PER NM TO 2100..." TO "...685 FT PER NM TO 2500..." AND "...300 FT PER NM TO 2100..." TO "...300 FT PER NM TO 4000..."
3. CHANGED TEXTURAL DP SEA LANE 14 FROM "CLIMB ON XQA NDB BEARING 151 TO 3300 BEFORE..." TO "CLIMB ON HEADING 140 TO 3300 BEFORE..."
4. CHANGED TEXTURAL DP SEA LANE 32 FROM "CLIMB DIRECT XQA NDB THEN ON XQA BEARING 334 TO 4000..." TO "CLIMB ON HEADING 335 TO 4000..."
5. ADDED REMARK "XQA NDB HAS LONG-TERM OUTAGE SO REMOVED FROM ODP".
6. ADDED REMARK "SEA LANE 32 CLIMB TO ALTITUDE 2500 WITH 685 FT PER NM AND CLIMB TO ALTITUDE 4000 WITH 300 FT PER NM CHOSEN TO ENSURE AIRCRAFT CAN PROCEED ON COURSE PRIOR TO 10 NM OF DEAD RECKONING".
7. DELETED SEA LANE 14 CONTROLLING OBSTACLES 1732 FT TOWER AND 1879 FT AAO, ADDED 1199 FT TREE, 2860 FT AAO, 1619 FT AAO, AND 1759 FT AAO.
8. DELETED SEA LANE 32 CONTROLLING OBSTACLES 1839 FT AAO.
9. MADE 3642 FT AAO REASON FOR MANDATING ODP ROUTE DEVELOPMENT FOR ALL SEA LANES.

