

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.
TRINIDAD, CO	PERRY STOKES	12 DECEMBER 2013	4

TAKEOFF MINIMUMS:

RWY 9, 27: NA – ATC.
RWY 3, 21: STANDARD.

TEXTUAL DEPARTURE PROCEDURES:

RWY 3, CLIMBING LEFT TURN DIRECT TAD NDB, THENCE...
RWY 21, CLIMBING RIGHT TURN DIRECT TAD NDB, THENCE...

...CLIMB IN HOLDING PATTERN (HOLD N, LT, 177.28 INBOUND) TO APPROPRIATE MEA FOR ROUTE OF FLIGHT.

TAKEOFF OBSTACLE NOTES:

RWY 3: MULTIPLE TREES BEGINNING 81 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15 FT AGL/5754 FT MSL. MULTIPLE FENCE POLES BEGINNING 109 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 10 FT AGL/5749 FT MSL. VEHICLE ON ROAD BEGINNING 298 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, 18 FT AGL/5757 FT MSL.
RWY 21: MULTIPLE TREES BEGINNING 200 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15 FT AGL/5764 FT MSL.

CONTROLLING OBSTACLES:

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT: RWY 3 AND 21 - 13783 FT MSL AAO 372233.00N/1045936.00W.

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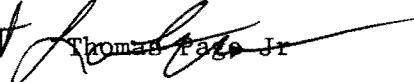
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REMARKS:

REFERENCE MAG VAR: TRINIDAD (TAD) NDB 10E EPOCH YR: 1995
15 FT TREES USED WITHIN 20,000 FT OF ALL RUNWAYS PER FPT AND APT MGR.

FLIGHT INSPECTED BY:


Thomas Page Jr.

10/31/13

REQUIRED EFFECTIVE DATE:

ROUTINE

DEVELOPED BY:


VICTOR C. BOONE, AIS

11/19/2012

APPROVED BY:


LARRY H. STROUT, MANAGER

COORDINATED WITH:

AOPA, NBAA, ZDV, APT MGR

CHANGES:

1. RAISED CLIMB IN HOLD FROM 7600 TO APPROPRIATE MEA FOR ROUTE OF FLIGHT.
2. REMOVED "AIRCRAFT DEPARTING TAD NDB BEARINGS FROM 330 CW 140" INSTRUCTIONS.
3. REMOVED "AIRCRAFT DEPARTING TAD NDB BEARINGS FROM 141 CW 329" INSTRUCTIONS.
3. CHANGED CLIMB IN HOLD FROM 165 INBOUND TO 177 INBOUND.

REASONS:

1. PER FPT REQUEST.
- 2, 3. REDESIGNED: THERE IS NO CRITERIA FOR USING SECTORS OFF A NAVD.
4. HOLDING PATTERN CHANGED FOR FAC REALIGNMENT OF KTAD NDB-A, AMDT 2