

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.
IMPERIAL, NE	IMPERIAL MUNI	3 MARCH 2016	2A

TAKEOFF MINIMUMS:

RWY 3, 21: NA – ENVIRONMENTAL
RWY 13, 31: STANDARD

TEXTUAL DEPARTURE PROCEDURES:

RWY 31: CLIMB HEADING 314.65 TO 3700 BEFORE TURNING LEFT.

VISUAL CLIMB OVER AIRPORT:

TAKEOFF OBSTACLE NOTES:

RWY 13: FENCE 58 FT FROM DER, 249 FT LEFT OF CENTERLINE, 4 FT AGL/3272 FT MSL. VEHICLES ON ROAD AND RAILROAD BEGINNING 251 FT FROM DER, 558 FT RIGHT OF CENTERLINE, UP TO 23 FT AGL/3293 FT MSL.
RWY 31: SIGNS BEGINNING 777 FT FROM DER, 292 FT LEFT OF CENTERLINE, UP TO 23 FT AGL/3298 FT MSL. LIGHT POLES AND POWER POLES BEGINNING 876 FT FROM DER, 326 FT LEFT OF CENTERLINE TO 1476 FT FROM DER, 75 FT RIGHT OF CENTERLINE, UP TO 41 FT AGL/3316 FT MSL.

CONTROLLING OBSTACLES:

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT: 3622 FT MSL TOWER 403152.00N/1013957.00W.



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REMARKS:

FLIGHT INSPECTED BY:

CHRISTOPHER D. FORMAN

FICO

Digitally signed by
JACOB POWERS
Jan 07, 2016

12/22/2015

REQUIRED EFFECTIVE DATE:

ROUTINE

DEVELOPED BY:

JACOB POWERS
(JEFFREY ROBINSON)

AJV-5421

Digitally signed by
JACOB POWERS
Jan 07, 2016

09/25/2015

APPROVED BY:

GEORGE GONZALEZ

AJV-5420

Digitally signed by
JACOB POWERS
Jan 07, 2016

COORDINATED WITH:

ALPA, AOPA, NBAA, ZDV, APT MGR

CHANGES:

1. CHANGED TAKEOFF MINIMUMS FROM "RWYS 3/13/31, STANDARD. RWY 21, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 260' PER NM TO 3700" TO "RWY 3, 21: NA – ENVIRONMENTAL. RWY 13, 31: STANDARD."
2. ADDED IFR DEPARTURE PROCEDURE FOR RWY 31.
3. REPLACED TAKEOFF OBSTACLE FOR RWY 21 WITH LOW-CLOSE-IN OBSTACLE DATA FOR RWY 13, 31.
4. ADDED OBSTACLE MANDATING ODP ROUTE DEVELOPMENT DATA.

REASONS:

1. RWY 3-21 IS A TURF RUNWAY NOT RAPT APPROVED FOR IFR OPERATIONS.
2. DIVERSE A PENETRATION REQUIRING MITIGATION.
3. REEVALUATED BASED ON MORE RECENT OBSTACLE SURVEY.
4. CURRENT DOCUMENTATION CRITERIA.

