

U.S. DEPARTMENT of TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
GRAPHIC DEPARTURE PROCEDURE (DP)

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. Graphic depictions attached.

DP Name	Number	DP Computer Code	Superseded Number	Dated	Effective Date
MANCHESTER	SEVEN		SIX	05/31/2012	21 JUL 2016

TYPE: SID

DP ROUTE DESCRIPTION:

TAKEOFF RWY 6: TURBOJET AIRCRAFT - CLIMBING LEFT TURN HEADING 040.00, THENCE... **ALL OTHER AIRCRAFT** - CLIMB HEADING 058.42 OR AS ASSIGNED BY ATC, THENCE...

TAKEOFF RWY 17: TURBOJET AIRCRAFT - CLIMBING RIGHT TURN HEADING 220.00, THENCE... **ALL OTHER AIRCRAFT** - CLIMB HEADING 172.52 OR AS ASSIGNED BY ATC, THENCE...

TAKEOFF RWY 24: CLIMB HEADING 238.43 OR AS ASSIGNED BY ATC, THENCE...

TAKEOFF RWY 35: CLIMB HEADING 352.53 OR AS ASSIGNED BY ATC, THENCE...

... EXPECT VECTORS TO ASSIGNED ROUTE/NAVAID/FIX. MAINTAIN 3000 OR AS ASSIGNED BY ATC. EXPECT CLEARANCE TO FILED ALTITUDE/FLIGHT LEVEL WITHIN FIVE (5) MINUTES AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

Transition Name	Transition Computer Codes	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	Crossing Altitudes/Fixes
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PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS:

NOTE: RADAR REQUIRED.

TAKEOFF MINIMUMS:

RWY 6, STANDARD WITH MINIMUM CLIMB OF 206 FT PER NM TO 1000, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1900 FT PRIOR TO DER.

RWY 17, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 277 FT PER NM TO 600.

RWY 24, STANDARD WITH MINIMUM CLIMB OF 321 FT PER NM TO 1200.

RWY 35, STANDARD WITH MINIMUM CLIMB OF 253 FT PER NM TO 2000.

TAKEOFF OBSTACLES NOTES:

NOTE: RWY 6, POLE AND TREES BEGINNING 67 FT FROM DER, 162 FT LEFT OF CENTERLINE, UP TO 107 FT AGL/313 FT MSL. FENCE AND TREES BEGINNING 6 FT FROM DER, 90 FT RIGHT OF CENTERLINE, UP TO 72 FT AGL/272 FT MSL.

NOTE: RWY 17, BUILDINGS AND TREES BEGINNING 1792 FT FROM DER, 54 FT LEFT OF CENTERLINE, UP TO 107 FT AGL/418 FT MSL. TRANSMISSION LINE TOWER, POLES, BUILDINGS, AND TREES BEGINNING 761 FT FROM DER, 4 FT RIGHT OF CENTERLINE, UP TO 90 FT AGL/418 FT MSL. POLE 5563 FT FROM DER, 92 FT LEFT OF CENTERLINE, 57 FT AGL/457 FT MSL.

NOTE: RWY 24, POLE AND TREES BEGINNING 221 FT FROM DER, 243 FT LEFT OF CENTERLINE, UP TO 119 FT AGL/293 FT MSL. TREES BEGINNING 2556 FT FROM DER, 1041 FT RIGHT OF CENTERLINE, UP TO 101 FT AGL/313 FT MSL.

NOTE: RWY 35, POLE AND TREES BEGINNING 891 FT FROM DER, 527 FT LEFT OF CENTERLINE, UP TO 76 FT AGL/320 FT MSL. POLES AND TREES BEGINNING 719 FT FROM DER, 558 FT RIGHT OF CENTERLINE, UP TO 44 FT AGL/281 FT MSL. TREES 5933 FT FROM DER, 1950 FT LEFT OF CENTERLINE, UP TO 76 FT AGL/409 FT MSL. TREES 1.0 NM FROM DER, 1581 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/414 FT MSL. TREES 1.2 NM FROM DER, 1946 FT LEFT OF CENTERLINE, UP TO 85 FT AGL/407 FT MSL.

QUALITY
15
CHECKED

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CONTROLLING OBSTACLES:

RWY 6: 789 FT MSL AAO 425822.72N/0712137.11W.

RWY 17: 457 FT MSL POLE 425416.52N/0712501.99W.

RWY 24: 547 FT MSL TOWER 425426.98N/0712740.95. 1523 FT MSL TOWER 425854.70N/0713519.50W.

RWY 35: 409 FT MSL TREES 425716.44N/0712718.29W. 414 FT MSL TREES 425720.64N/0712715.36W. 407 FT MSL TREES 425729.22N/0712725.78W.
1523 FT MSL TOWER 425854.70N/0713519.50W.

LOST COMMUNICATIONS PROCEDURES:**ADDITIONAL FLIGHT DATA:**

CHART: TOP ALTITUDE: 3000.

AIRPORTS SERVED:

MANCHESTER

MANCHESTER, NH

COMMUNICATIONS:

ATIS, CLEARANCE DEL, GROUND CONTROL, TOWER, BOS DEP CON

FIXES AND/OR NAVAIDS:

GDM VOR/DME, BOS VOR/DME, CAM VOR/DME, LEB VOR/DME, LWM VOR/DME, MHT VOR/DME, PSM VOR/DME, CON VORTAC, EEN VORTAC, ENE VORTAC, BEDDS



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REMARKS:

1. RWY 6 AND RWY 35 CLIMB GRADIENTS ESTABLISHED TO ENSURE DIVERSE 40:1 CONTROLLING OBSTACLES ARE MITIGATED SHOULD ATC ASSIGN WORST CASE HEADING.
2. RWY 24 CLIMB GRADIENT MITIGATES 547 MSL TOWER (36-000006). ENABLES ATC TO USE DESIRED TAKEOFF COURSE VICE AIRPORT 8260-15A WHICH USES OFFSET COURSE TO ACCOUNT FOR 2007 FLIGHT INSPECTION RECOMMENDATION TO INCREASE SAFETY MARGIN FOR LIGHT AIRCRAFT ENCOUNTERING CROSS WIND CONDITIONS.

CHANGES:

ADDED CHART: TOP ALTITUDE: 3000.

REASONS:

ATC REQUEST.

