

Procedures section of the Terminal Procedures Publications and/or appear as an option on a Graphic ODP.

EXAMPLE-

“Climb in visual conditions so as to cross the McElory Airport southbound, at or above 6000, then climb via Keemmling radial zero three three to Keemmling VORTAC.”

f. Who is responsible for obstacle clearance? DPs are designed so that adherence to the procedure by the pilot will ensure obstacle protection. Additionally:

1. Obstacle clearance responsibility also rests with the pilot when he/she chooses to climb in visual conditions in lieu of flying a DP and/or depart under increased takeoff minima rather than fly the climb gradient. Standard takeoff minima are one statute mile for aircraft having two engines or less and one-half statute mile for aircraft having more than two engines. Specified ceiling and visibility minima (VCOA or increased takeoff minima) will allow visual avoidance of obstacles until the pilot enters the standard obstacle protection area. Obstacle avoidance is not guaranteed if the pilot maneuvers farther from the airport than the specified visibility minimum prior to reaching the specified altitude. DPs may also contain what are called Low Close in Obstacles. These obstacles are less than 200 feet above the departure end of runway elevation and within one NM of the runway end, and do not require increased takeoff minima. These obstacles are identified on the SID chart or in the Take-off Minimums and (Obstacle) Departure Procedures section of the U. S. Terminal Procedure booklet. These obstacles are especially critical to aircraft that do not lift off until close to the departure end of the runway or which climb at the minimum rate. Pilots should also consider drift following lift-off to ensure sufficient clearance from these obstacles. That segment of the procedure that requires the pilot to see and avoid obstacles ends when the aircraft crosses the specified point at the required altitude. In all cases continued obstacle clearance is based on having climbed a minimum of 200 feet per nautical mile to the specified point and then continuing to climb at least 200 foot per nautical mile during the departure until reaching the minimum en route altitude, unless specified otherwise.

2. ATC may vector the aircraft beginning with an ATC-assigned heading issued with the initial or

takeoff clearance followed by subsequent vectors, if required, until reaching the minimum vectoring altitude by using a published Diverse Vector Area (DVA).

3. The DVA may be established below the Minimum Vectoring Altitude (MVA) or Minimum IFR Altitude (MIA) in a radar environment at the request of Air Traffic. This type of DP meets the TERPS criteria for diverse departures, obstacles, and terrain avoidance in which random radar vectors below the MVA/MIA may be issued to departing aircraft. The DVA has been assessed for departures which do not follow a specific ground track, but will remain within the specified area. Use of a DVA is valid only when aircraft are permitted to climb uninterrupted from the departure runway to the MVA/MIA (or higher). ATC will not assign an altitude below the MVA/MIA within a DVA.

(a) The existence of a DVA will be noted in the Takeoff Minimums and Obstacle Departure Procedure section of the U.S. Terminal Procedures Publication (TPP). The Takeoff Departure procedure will be listed first, followed by any applicable DVA.

EXAMPLE-

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 14289 (FAA)

Rwy 6R, headings as assigned by ATC; requires minimum climb of 290' per NM to 400.

Rwys 6L, 7L, 7R, 24R, 25R, headings as assigned by ATC.

(b) Pilots should be aware that a published climb gradient greater than the standard 200 FPNM can exist within a DVA. Pilots should note that the DVA has been assessed for departures which do not follow a specific ground track.

(c) ATC may also vector an aircraft off a previously assigned DP. If the aircraft is airborne and established on a SID or ODP and subsequently vectored off, ATC is responsible for terrain and obstruction clearance. In all cases, the minimum 200 FPNM climb gradient is assumed.

NOTE-

As is always the case, when used by the controller during departure, the term “radar contact” should not be interpreted as relieving pilots of their responsibility to maintain appropriate terrain and obstruction clearance, which may include flying the obstacle DP.

4. Pilots must preplan to determine if the aircraft can meet the climb gradient (expressed in feet per