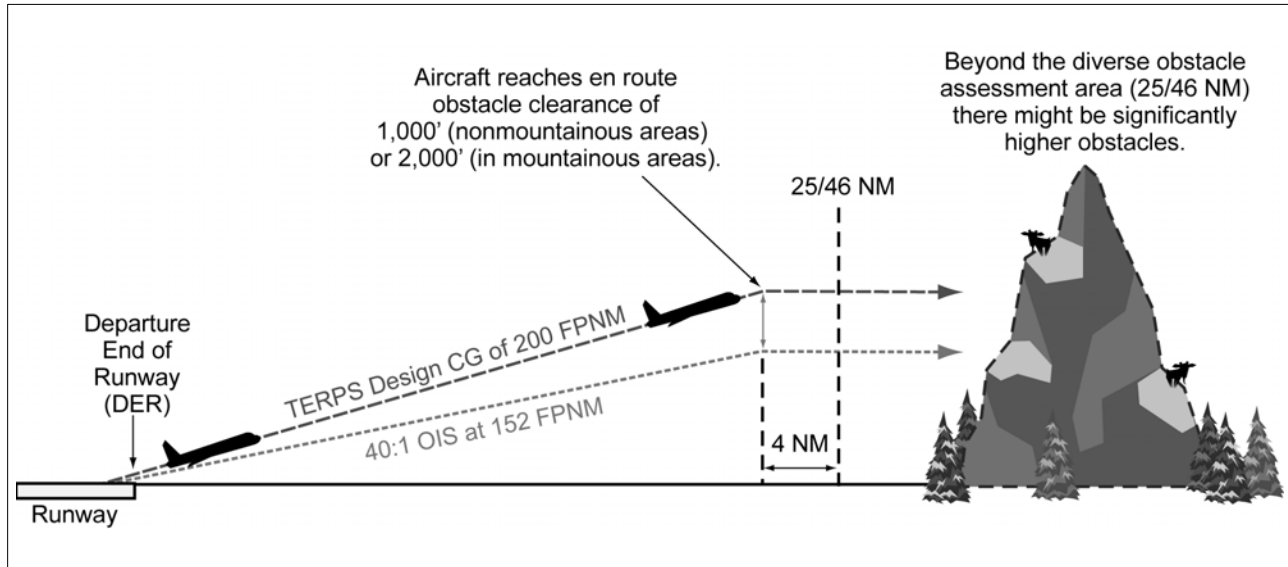


FIG 5-2-1
Diverse Departure Obstacle Assessment to 25/46 NM

**EXAMPLE-**

TAKEOFF OBSTACLE NOTES: Rwy 14, trees 2011' from DER, 29' left of centerline, 100' AGL/3829' MSL. Rwy 32, trees 1009' from DER, 697' left of centerline, 100' AGL/3839' MSL. Tower 4448' from DER, 1036' left of centerline, 165' AGL/3886' MSL.

5. Climb gradients greater than 200 FPNM are specified when required to support procedure design constraints, obstacle clearance, and/or airspace restrictions. Compliance with a climb gradient for these purposes is mandatory when the procedure is part of the ATC clearance, unless increased takeoff minimums are provided and weather conditions allow compliance with these minimums.

NOTE-

Climb gradients for ATC purposes are being phased out on SIDs.

EXAMPLE-

"Cross ALPHA intersection at or below 4000; maintain 6000." The pilot climbs at least 200 FPNM to 6000. If 4000 is reached before ALPHA, the pilot levels off at 4000 until passing ALPHA; then immediately resumes at least 200 FPNM climb.

EXAMPLE-

TAKEOFF MINIMUMS: RWY 27, Standard with a minimum climb of 280' per NM to 2500." A climb of at least 280 FPNM is required to 2500 and is mandatory when the departure procedure is included in the ATC clearance.

NOTE-

Some SIDs still retain labeled "ATC" climb gradients published or have climb gradients that are established to

meet a published altitude restriction that is not required for obstacle clearance or procedure design criteria. These procedures will be revised in the course of the normal procedure amendment process.

6. Climb gradients may be specified only to an altitude/fix, above which the normal gradient applies.

An ATC-required altitude restriction published at a fix, will not have an associated climb gradient published with that restriction. Pilots are expected to determine if crossing altitudes can be met, based on the performance capability of the aircraft they are operating.

EXAMPLE-

"Minimum climb 340 FPNM to ALPHA." The pilot climbs at least 340 FPNM to ALPHA, then at least 200 FPNM to MIA.

7. A Visual Climb Over Airport (VCOA) procedure is a departure option for an IFR aircraft, operating in visual meteorological conditions equal to or greater than the specified visibility and ceiling, to visually conduct climbing turns over the airport to the published "climb-to" altitude from which to proceed with the instrument portion of the departure. VCOA procedures are developed to avoid obstacles greater than 3 statute miles from the departure end of the runway as an alternative to complying with climb gradients greater than 200 feet per nautical mile. Pilots are responsible to advise ATC as early as possible of the intent to fly the VCOA option prior to departure. These textual procedures are published in the Take-Off Minimums and (Obstacle) Departure