

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 10/02/2025	APWS Task ID: 01ECBB93CADC42BDA08EED420283A6D0	APWS Project ID: A363FD5E2EC54CDFAD5096BB7D8B86C2
Procedure: TAKEOFF MINIMUMS AND OBSTACLE DP AMDT 5		Enroute: NO	Specialist: Martinez, Rafael		Agreement Number:
Airport ID: KAXA			Airport City: ALGONA		State: IA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: CHANGED RUNWAYS FROM 12/30 TO 13/31. PENDING DATA USED FOR KAXA AIRPORT AND RUNWAY (10-02-2025). CONTACT: BEV L BORDY: 405-954-8293/ROBERT G HAMILTON 405-954-4608. 9/18/2026: THIS IS AN CORRECTED COPY OF THE FORM APPROVED ON 9/18/2025. ADDED 11/27/2025 TO REQUIRED EFECTIVE DATE. QUALITY 21 CHECKED					

FIPC BASIC FORM								
PROCEDURE: TAKEOFF MINIMUMS AND OBSTACLE DP AMDT 5			AIRPORT NAME: ALGONA MUNI		AIRPORT ID: KAXA	SPECIAL CONTROL NO: BP-05-143-25		
FAC ID: KAXA		CITY: ALGONA			ST: IA	ORIG CHART DATE: 10/02/2025		
DFL TYPE: PROC/T	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: 01ECBB93CADC42BDA08EED420283A6D0			
PREFLIGHT NOTES								
REVIEWER: marc webber					DATE: 06/05/2025			
COMMENTS:					CHECK ONE: ☒ FLT CK REQ ☐ NFCR ☐ REJECT			
							YES	NO
					CPV COMPLETE?		X	
PROCEDURE RESULTS								
INSPECTION DATE: 06/05/2025	CREW #: VN424	N #: N75	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT			
FLIGHT INSPECTOR SIGNATURE: marc webber @ 06/05/2025 21:08			PRINTED NAME: WEBBER, MARC RAYMOND			NOTAM INITIATED? ☐ YES ☒ NO		
FLIGHT INSPECTOR REMARKS:								
IN-FLIGHT OBSTACLE REPORT								
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:			



24361

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

ALBIA, IA

ALBIA MUNI (4C8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 400-2¼ or std. w/min. climb of 215' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 307° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 44' from DER, 315' right of centerline, up to 1000' MSL.

Vehicles on road beginning 107' from DER, 140' left of centerline, up to 977' MSL.

Tree 964' from DER, 366' right of centerline, 1010' MSL.

Tree 1038' from DER, 477' right of centerline, 1015' MSL.

Crane and trees beginning 1132' from DER, 370' right of centerline, up to 1032' MSL.

Tree 1982' from DER, 207' left of centerline, 1022' MSL.

Tree 2066' from DER, 343' left of centerline, 1036' MSL.

Rwy 31, vehicles on road 47' from DER, 447' right of centerline, 976' MSL.

Vehicles on road and trees beginning 82' from DER, 371' right of centerline, up to 990' MSL.

Trees beginning 405' from DER, 349' right of centerline, up to 1007' MSL.

Tree 759' from DER, 472' right of centerline, 1013' MSL.

Trees beginning 795' from DER, 293' right of centerline, up to 1019' MSL.

Tower 2.0 NM from DER, 3475' left of centerline, 333' AGL/1293' MSL.

ALGONA, IA

ALGONA MUNI (AXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 36, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 16' from DER, 491' left of centerline, up to 100' AGL/1319' MSL.

Rwy 30, trees beginning 16' from DER, 290' left of centerline, up to 100' AGL/1329' MSL.

Vehicle 255' from DER, 449' right of centerline, 15' AGL/1244' MSL.

Trees beginning 3652' from DER, 1352' right of centerline, up to 100' AGL/1329' MSL.

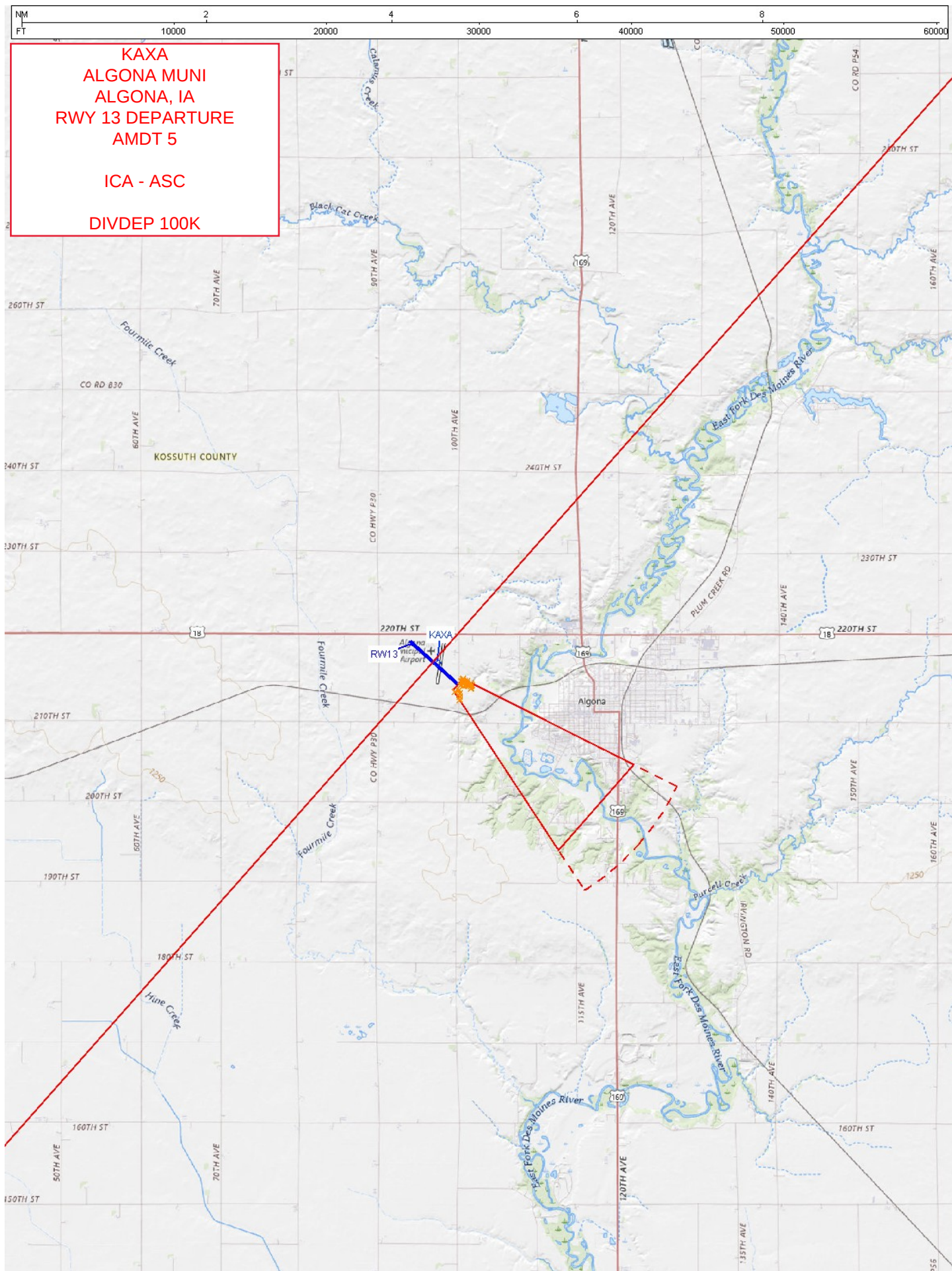


24361

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

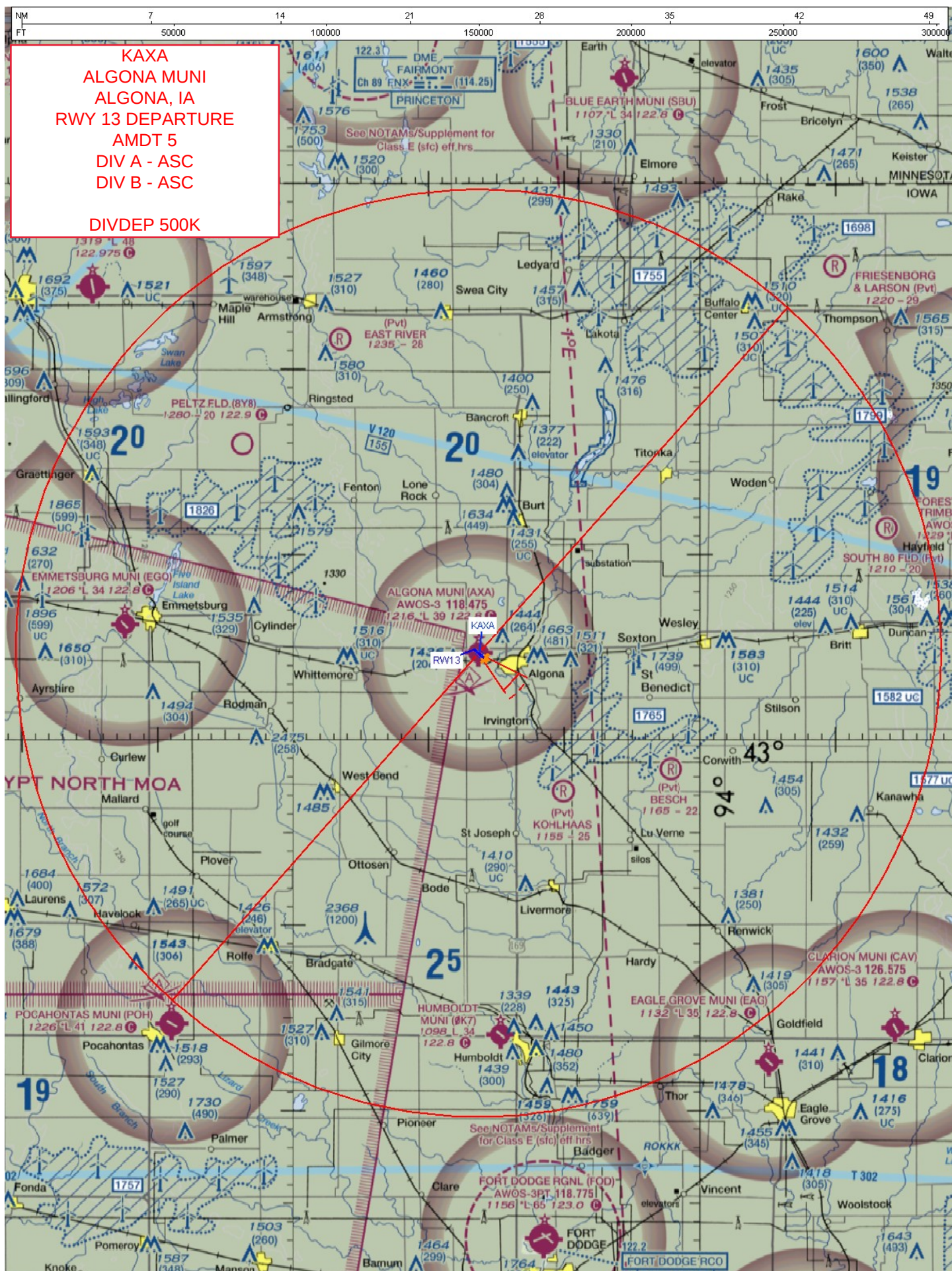


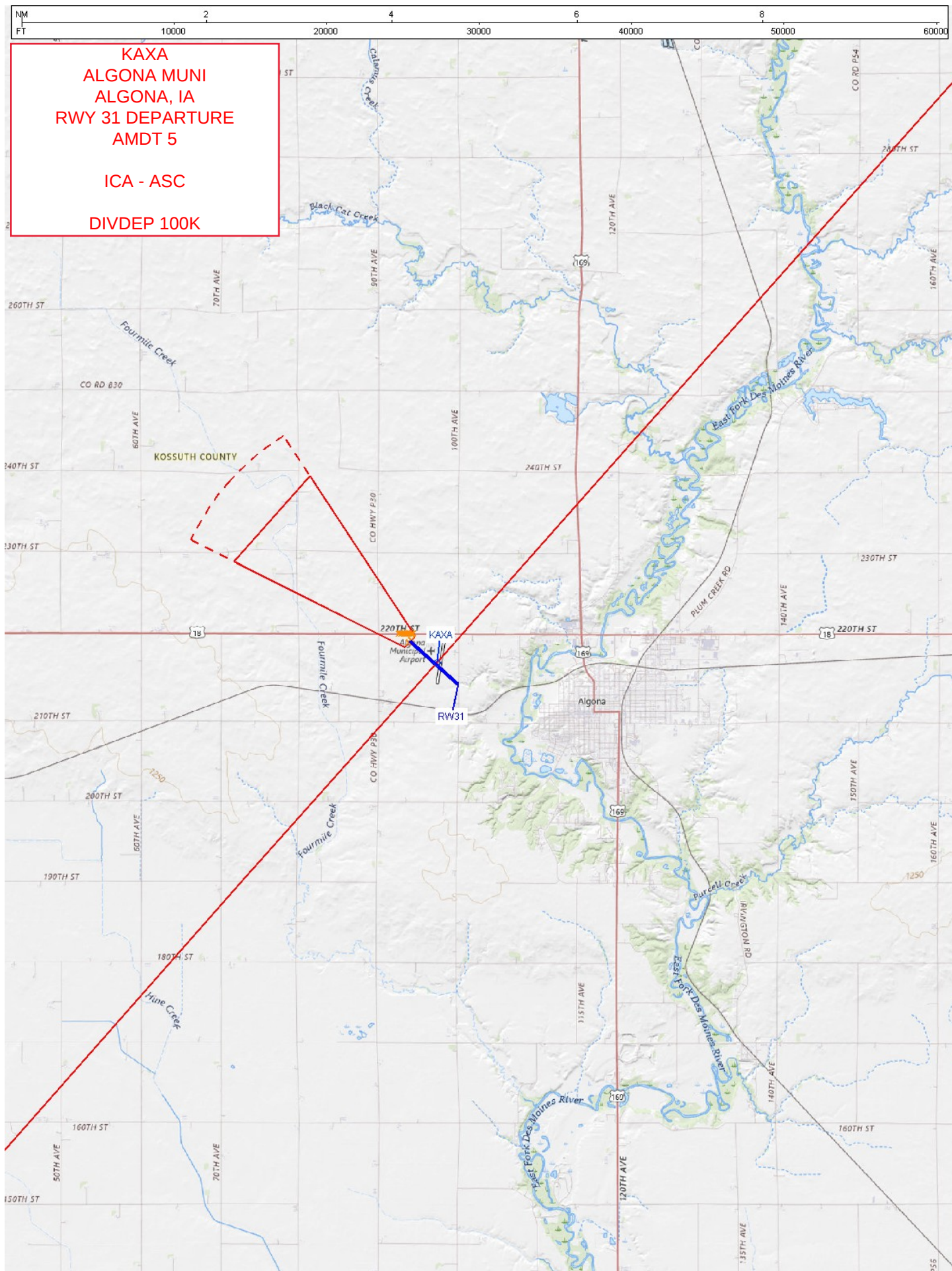
NC-3



KAXA
ALGONA MUNI
ALGONA, IA
RWY 13 DEPARTURE
AMDT 5
DIV A - ASC
DIV B - ASC

DIVDEP 500K





DIVDEP 500K

