

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 09/03/2026	APWS Task ID: 3372FBA714A1418994C51C6A22C425E0	APWS Project ID: 83DD3B591DD84CAC8336C5C0DB324C70
Procedure: TAKEOFF MINIMUMS AND OBSTACLE DP AMDT 1		Enroute: YES	Specialist: Johnsen, Daniel		Agreement Number:
Airport ID: KAEX			Airport City: ALEXANDRIA		State: LA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: Active data used for AEX airport and runways. RWY 18/36 extended 1500 feet. Contact Tara Martinelli, AJV-A421, (405) 954-8376. QUALITY 23 CHECKED					

[illegible]



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

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.

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEML (IYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees and poles beginning 1' from DER, 36' left of centerline, up to 98' AGL/112' MSL.

Trees and poles beginning 32' from DER, 14' right of centerline, up to 81' AGL/95' MSL.

Rwy 34, trees beginning 121' from DER, 275' right of centerline, up to 15' AGL/29' MSL.

Trees and pole beginning 1110' from DER, 625' left of centerline, up to 80' AGL/95' MSL.

Transmission tower 4414' from DER, 724' left of centerline, 114' AGL/129' MSL.

ABERDEEN/AMORY, MS

MONROE COUNTY (M40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 460' from DER, 365' left of centerline, 25' AGL/254' MSL.

Trees beginning 7' from DER, 61' left of centerline, up to 100' AGL/310' MSL.

Trees beginning 839' from DER, 83' right of centerline, up to 116' AGL/316' MSL.

Rwy 36, trees beginning 241' from DER, 490' left of centerline, up to 83' AGL/303' MSL.

Trees beginning 27' from DER, 426' right of centerline, up to 92' AGL/312' MSL.

Tree 3078' from DER, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL (AEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees and bush beginning 897' from DER, 210' right of centerline, up to 83' AGL/173' MSL.

Multiple trees and fence beginning 91' from DER, 326' left of centerline, up to 80' AGL/167' MSL.

Rwy 32, multiple trees beginning 1537' from DER, 662' right of centerline, up to 80' AGL/162' MSL.

Rwy 36, multiple trees beginning 1298' from DER, 25' left of centerline, up to 90' AGL/170' MSL.

Multiple trees beginning 1340' from DER, 155' right of centerline, up to 90' AGL/169' MSL.

Antenna, 5041' from DER, 793' left of centerline, 140' AGL/216' MSL.