

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations 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.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
ALBANY	EIGHT	ALB8.ALB	SEVEN	07/19/2018	

<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DP ROUTE DESCRIPTION:**

**TAKEOFF RWY 1:** CLIMB ON HEADING 011.17, THENCE ...  
**TAKEOFF RWY 10:** CLIMB ON HEADING 101.17, THENCE ...  
**TAKEOFF RWY 19:** CLIMB ON HEADING 191.17, THENCE ...  
**TAKEOFF RWY 28:** CLIMB ON HEADING 281.18, THENCE ...

... ON RADAR VECTORS TO ASSIGNED ROUTE/FIX. MAINTAIN 4,000. EXPECT CLEARANCE TO REQUESTED ALTITUDE/FLIGHT LEVEL 10 MINUTES AFTER DEPARTURE. TURBOJETS FILED OVER ACOVE, ARNII, DBABE, JEFFE, PAYGE, SYR VORTAC, SAX VORTAC, JFK VOR/DME, CMK VOR/DME, PWL VOR/DME, IGN VOR/DME REQUESTING FLIGHT LEVELS, EXPECT A VECTOR TO THE VICINITY OF ALB VORTAC R-343/25 DME (OR GALWA), EXPECT ON COURSE LEAVING 14,000.

**TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):**

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
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**PROCEDURAL DATA NOTES:**

**PBN REQUIREMENTS NOTES:**

**EQUIPMENT REQUIREMENT NOTES:**

RADAR REQUIRED.

**TAKEOFF MINIMUMS:**

RWY 1: STANDARD.  
 RWY 10: 300-1 1/8 WITH MINIMUM CLIMB OF 275 FEET PER NM TO 3000 OR STANDARD WITH MINIMUM CLIMB OF 378 FEET PER NM TO 2000.  
 RWY 19: STANDARD.  
 RWY 28: 300-1 3/8 WITH MINIMUM CLIMB OF 275 FEET PER NM TO 3000 OR STANDARD WITH MINIMUM CLIMB OF 525 FEET PER NM TO 1500.

**TAKEOFF OBSTACLES NOTES:**

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

**CONTROLLING OBSTACLES:**

**RWY 10:** 513 FT MSL TREE 424454.58N/0734558.46W (CEILING), 458 FT MSL TREE 424443.80N/0734556.20W (VISIBILITY), 2031 FT MSL AAO 424020.00N/0732753.67W (CLIMB GRADIENT 275/CLIMB-TO ALTITUDE 2000/3000), 510 FT MSL TOWER 424455.36N/0734600.34W (CLIMB GRADIENT 378).  
**RWY 28:** 529 FT MSL TREE 424500.24N/0734956.34W (CEILING), 520 FT MSL TREE 424515.81N/0735012.00W (VISIBILITY), 1993 FT MSL AAO 423738.67/0740116.00W (CLIMB GRADIENT 275/CGTA 3000), 492 FT MSL TREE 424442.36N/0734927.08W (CLIMB GRADIENT 525), 1993 FT MSL AAO 423738.67/0740116.00W (CLIMB-TO ALTITUDE 1500).

**MSA:**

MSA FROM ALB VORTAC 090-180 4700, 180-090 3600.



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ALBANY	EIGHT	ALB8.ALB	SEVEN	07/19/2018	

**LOST COMMUNICATIONS PROCEDURES:**

**ADDITIONAL FLIGHT DATA:**

CHART: TOP ALTITUDE: 4000.  
AIRPORT MV: ALB 13W/1980.

**AIRPORTS SERVED:**

<u>AIRPORT ID</u>	<u>CITY</u>	<u>STATE</u>
KALB	ALBANY	NY

**COMMUNICATIONS:**

CHART: ATIS, CLEARANCE DELIVERY, GROUND CONTROL, TOWER.

**FIXES AND/OR NAVAIDS:**

BTV VOR/DME, DNY VOR/DME, GDM VOR/DME, AGNEZ, ATHOS, CANAN, CEDOR, NELIE.

**REMARKS:**

AFS APPROVAL LETTER FOR RWY 28 CLIMB GRADIENT GREATER THAN 500 FT/NM.

100 FT HEIGHT OF VEGETATION USED.

RWY 1: STANDARD 200 FT/NM CLIMB GRADIENT REACHES 2000 FT MVA SECTOR WITH NO PENETRATIONS.

RWY 10: 275 CLIMB GRADIENT/3000 FT CLIMB-TO ALTITUDE IN CONJUNCTION WITH THE CEILING AND VISIBILITY ENSURES OBSTACLE CLEARANCE CLIMBING TO MVA AND ALLOWS AIRCRAFT TO REACH 3000 FT MVA SECTOR ALTITUDE WITHIN 10 NM TO MEET DEAD RECKONING CRITERIA LIMITATION. CLIMB GRADIENT/CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 MVA SECTOR CONTROLLING OBSTACLE. 378 CLIMB GRADIENT IS BASED ON AN ICA PENETRATION AND THE 2000 FT CLIMB-TO ALTITUDE ENSURES THAT AIRCRAFT WILL REACH THE 3000 FT MVA SECTOR WITHIN 10 NM TO MEET DEAD RECKONING CRITERIA. CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 MVA SECTOR CONTROLLING OBSTACLE.

RWY19: STANDARD 200 FT/NM CLIMB GRADIENT REACHES 2000 FT MVA SECTOR WITH NO PENETRATIONS.

RWY 28: 275 CLIMB GRADIENT/3000 FT CLIMB-TO ALTITUDE IN CONJUNCTION WITH THE CEILING AND VISIBILITY ENSURES OBSTACLE CLEARANCE CLIMBING TO MVA AND ALLOWS AIRCRAFT TO REACH 3000 FT MVA SECTOR ALTITUDE WITHIN 10 NM TO MEET DEAD RECKONING CRITERIA LIMITATION. CLIMB GRADIENT/CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 FT MVA CONTROLLING OBSTACLE. 525 CLIMB GRADIENT IS BASED ON AN ICA PENETRATION AND THE 1500 FT CLIMB-TO ALTITUDE ENSURES THAT AIRCRAFT CAN BE VECTORED IN THE 3000 MVA SECTOR. CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 FT MVA CONTROLLING OBSTACLE.

**FLIGHT INSPECTED BY**

**OFFICE**                      **DATE**

**DEVELOPED BY**

*Digitally signed by*

MARTINEZ, RAFAEL A **RAFAEL A MARTINEZ**  
Mar 03, 2023

**OFFICE**                      **DATE**  
AJV-A433                      01/17/2023

**APPROVED BY**

BAKER, JOHNNIE

**OFFICE**                      **DATE**                      **TITLE**  
AJV-A430                                                                MANAGER

**REQUIRED EFFECTIVE DATE**

ROUTINE.

**COORDINATED WITH:**



DP NAME	NUMBER	DP COMPUTER CODE	SUPERSEDED NUMBER	DATED	ACTUAL EFFECTIVE DATE
ALBANY	EIGHT	ALB8.ALB	SEVEN	07/19/2018	

A4A  
  ALPA  
  AOPA  
  APA  
  HAI  
  NBAA  
 OTHER:ZBW, ALB APP CON, ALB ATCT, AMGR

**CHANGES - REASONS:**

1. CHANGED ALL DP ROUTE DESCRIPTIONS FROM "CLIMB HEADING..." TO "CLIMB ON HEADING..." - 8260.46J.
2. CHANGED RWY 10 CLIMB ON HEADING FROM 110.00 TO 101.17 - HEADING OFFSET REMOVED IAW 8260.46J ICA EXTENDED TO 9.91 NM, APPLIED CURRENT RUNWAY HEADING IN AIRNAV.
3. CHANGED RWY 28 CLIMB ON HEADING FROM 281.19 TO 281.18 - CURRENT RUNWAY HEADING IN AIRNAV.
4. CHANGED DP ROUTE DESCRIPTION FROM "...ON RADAR VECTORS TO ASSIGNED ROUTE/FIX. MAINTAIN 4,000. EXPECT CLEARANCE TO REQUESTED ALTITUDE/FLIGHT LEVEL 10 MINUTES AFTER DEPARTURE. TURBOJETS FILED OVER, ACOVE, ARNI, DBABE, JEFF, PAYGE, SYR, SAX, JFK, CMK, PWL, IGN, REQUESTING FLIGHT LEVELS, EXPECT A VECTOR TO THE VICINITY OF THE ALB, R-343/25 DME (OR GALWA) EXPECT ON COURSE LEAVING 14,000" TO "...ON RADAR VECTORS TO ASSIGNED ROUTE/FIX. MAINTAIN 4,000. EXPECT CLEARANCE TO REQUESTED ALTITUDE/FLIGHT LEVEL 10 MINUTES AFTER DEPARTURE. TURBOJETS FILED OVER ACOVE, ARNII, DBABE, JEFF, PAYGE, SYR VORTAC, SAX VORTAC, JFK VOR/DME, CMK VOR/DME, PWL VOR/DME, IGN VOR/DME REQUESTING FLIGHT LEVELS, EXPECT A VECTOR TO THE VICINITY OF ALB VORTAC R-343/25 DME (OR GALWA), EXPECT ON COURSE LEAVING 14,000" - ADDED FACILITY TYPES AND CORRECTED SPELLING OF ARNII FIX.
5. MOVED "RADAR REQUIRED" FROM PROCEDURAL DATA NOTES TO EQUIPMENT REQUIREMENT NOTES - 8260.46H APPENDIX D.
6. CHANGED RWY 10 TAKEOFF MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 365 FT PER NM TO 1300" TO "300-1 1/8 WITH MINIMUM CLIMB OF 275 FEET PER NM TO 3000 OR STANDARD WITH MINIMUM CLIMB OF 378 FEET PER NM TO 2000" - REQUIRED CLIMB GRADIENT BASED ON CURRENT OBSTACLES IN DATABASE IAW 8260.46J, TABLE 2-1-1. 3.C, MVA CHART.
7. CHANGED RWY 19 TAKEOFF MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 400 FT PER NM TO 1100" TO "STANDARD" - REQUIRED CLIMB GRADIENT BASED ON CURRENT OBSTACLES IN DATABASE, MVA CHART.
8. CHANGED RWY 28 TAKEOFF MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 471 FT PER NM TO 900" TO "300-1 3/8 WITH MINIMUM CLIMB OF 275 FEET PER NM TO 3000 OR STANDARD WITH MINIMUM CLIMB OF 525 FEET PER NM TO 1500" - REQUIRED CLIMB GRADIENT BASED ON CURRENT OBSTACLES IN DATABASE IAW 8260.46J, TABLE 2-1-1. 3.C, MVA CHART.
9. CHANGED RWY 10 CONTROLLING OBSTACLE FROM "510 FT MSL TREE, 424455.12N-0734558.04W, (CLIMB GRADIENT), 1687 FT MSL TOWER, 424709.00N-0733741.00W, (CLIMB TO ALTITUDE)" TO "513 FT MSL TREE 424454.58N/0734558.46W (CEILING), 458 FT MSL TREE 424443.80N/0734556.20W (VISIBILITY), 2031 FT MSL AAO 424020.00N/0732753.67W (CLIMB GRADIENT 275/CLIMB-TO ALTITUDE 2000/3000), 510 FT MSL TOWER 424455.36N/0734600.34W (CLIMB GRADIENT 378)" - CONTROLLING OBSTACLE BASED ON CURRENT EVALUATION OF OBSTACLES IN DATABASE; MVA CHART.
10. REMOVED RWY 19 CONTROLLING OBSTACLE "2294 FT MSL TOWER, 423731.34N-0740036.20W" - STANDARD 200 FT/NM CLIMB GRADIENT REACHES 2000 FT MVA SECTOR WITH NO PENETRATIONS
11. CHANGED RWY 28 FROM "" TO "529 FT MSL TREE 424500.24N/0734956.34W (CEILING), 520 FT MSL TREE 424515.81N/0735012.00W (VISIBILITY), 1993 FT MSL AAO 423738.67/0740116.00W (CLIMB GRADIENT 275/CGTA 3000), 492 FT MSL TREE 424442.36N/0734927.08W (CLIMB GRADIENT 525), 1993 FT MSL AAO 423738.67/0740116.00W (CLIMB-TO ALTITUDE 1500)" - CONTROLLING OBSTACLE BASED ON CURRENT EVALUATION OF DATABASE OBSTACLES, MVA CHART.
12. REMOVED ALBANY INTL FROM AIRPORTS SERVED - UPDATED 8260-15B FORM.
13. ADDED "CHART" BEFORE LIST OF REQUIRED FREQUENCIES IN COMMUNICATIONS - 8260.46J APPENDIX D.
14. REMOVED SYR, ALB, PWL, ACOVE, DBABE, AND GALWA FROM FIXES AND/OR NAVAIDS - ALL INCLUDED IN DP ROUTE DESCRIPTION.
15. ADDED "MSA FROM ALB VORTAC 090-180 4700, 180-090 3600" - IAW 8260.46J PARA 3-1-2, NEW MSA EVALUATION.
16. ADDED "AIRPORT MV: ALB 13W/1980' TO ADDITIONAL FLIGHT DATA - MEMO #283.
17. REMOVED REMARKS "CLIMB GRADIENTS AND MINIMUMS FOR RWYS 10, 19, AND 28 DO NOT MATCH ODP PER ATC REQUEST FOR CLIMB GRADIENTS TO ENABLE VECTORING FLEXIBILITY. ABBREVIATED AMENDMENT" - PER APWS REMARKS: ALB ATC HAVE NO REQUIREMENTS FOR ANY SPECIFIC CLIMB GRADIENTS, CEIL/VIS. MVA CHART.
18. ADDED REMARKS "AFS APPROVAL LETTER FOR RWY 28 CLIMB GRADIENT GREATER THAN 500 FT/NM. 100 FT VEGETATION USED. RWY 1: STANDARD 200 FT/NM CLIMB GRADIENT REACHES 2000 FT MVA SECTOR WITH NO PENETRATIONS. RWY 10: 275 CLIMB GRADIENT/3000 FT CLIMB-TO ALTITUDE IN CONJUNCTION WITH THE CEILING AND VISIBILITY ENSURES OBSTACLE CLEARANCE CLIMBING TO MVA AND ALLOWS AIRCRAFT TO REACH 3000 FT MVA SECTOR ALTITUDE WITHIN 10 NM TO MEET DEAD RECKONING CRITERIA LIMITATION. CLIMB GRADIENT/CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 FT MVA SECTOR CONTROLLING OBSTACLE. 378 CLIMB GRADIENT IS BASED ON AN ICA PENETRATION AND THE 2000 FT CLIMB-TO ALTITUDE ENSURES THAT AIRCRAFT WILL REACH THE 3000 FT MVA SECTOR WITHIN 10 NM TO MEET DEAD RECKONING CRITERIA. CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 FT MVA SECTOR CONTROLLING OBSTACLE. RWY19: STANDARD 200 FT/NM CLIMB GRADIENT REACHES 2000 FT MVA SECTOR WITH NO PENETRATIONS. RWY 28: 275 CLIMB GRADIENT/3000 FT CLIMB-TO ALTITUDE IN CONJUNCTION WITH THE CEILING AND VISIBILITY ENSURES OBSTACLE CLEARANCE CLIMBING TO MVA AND ALLOWS AIRCRAFT TO REACH 3000 FT MVA SECTOR ALTITUDE WITHIN 10 NM TO MEET DEAD RECKONING CRITERIA LIMITATION. CLIMB GRADIENT/CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 FT MVA CONTROLLING OBSTACLE. 525 CLIMB GRADIENT IS BASED ON AN ICA PENETRATION AND THE 1500 FT CLIMB-TO ALTITUDE ENSURES THAT AIRCRAFT CAN BE VECTORED IN THE 3000 FT MVA SECTOR. CLIMB-TO ALTITUDE CONTROLLING OBSTACLE BASED ON 3000 FT MVA CONTROLLING OBSTACLE." - PER APWS REMARKS: ALB ATC HAVE NO REQUIREMENTS FOR ANY SPECIFIC CLIMB GRADIENTS, CEIL/VIS. MVA CHART.

