

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Textual DP	Estimated Chart Date: 07/09/2026	APWS Task ID: F7480387D5BD420FB473A6ECBEBFB3B5	APWS Project ID: 30A16D3C27624A9AA19B99E4B4FCAA29
Procedure: TAKEOFF MINIMUMS AND OBSTACLE DP AMDT 1		Enroute: NO	Specialist: Bruno, John		Agreement Number:
Airport ID: KADG			Airport City: ADRIAN		State: MI
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
NEW ICA Criteria Used.
Updated Low Close In Obstacles for RWY 5 and RWY 23.
This AMDT clears FDC 5/9938.
Contact Casimir Tabaka 405-202-7857



FIPC BASIC FORM

PROCEDURE: TAKEOFF MINIMUMS AND OBSTACLE DP AMDT 1		AIRPORT NAME: LENAWEE COUNTY		AIRPORT ID: KADG	SPECIAL CONTROL NO: BP-03-240-26
FAC ID: KADG		CITY: ADRIAN		ST: MI	ORIG CHART DATE: 07/09/2026
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: F7480387D5BD420FB473A6ECBEBFB3B5	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>

PROCEDURE RESULTS

INSPECTION DATE: 04/10/2026	CREW #: VN588	N #: N81	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: james r jones @ 04/12/2026 18:21		PRINTED NAME: JONES, JAMES ROBERT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
Takeoff Minimums and Obstacle DP AMDT 1, LENAWE COUNTY, Adrian, MI. SAT

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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25331

**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.

27 NOV 2025 to 25 DEC 2025

27 NOV 2025 to 25 DEC 2025

ADRIAN, MI

LENAWEE COUNTY (ADG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA-ATC.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 1837' from DER, 149' left of centerline, up to 75' AGL/873' MSL.

Multiple trees beginning 953' from DER, 146' right of centerline, up to 74' AGL/872' MSL.

Rwy 23, tree 1231' from DER, 633' left of centerline, 55' AGL/849' MSL.



ALLEGAN, MI

PADGHAM FLD (35D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwys 15, 33, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 103° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 11, multiple trees beginning 46' from DER, 10' left of centerline, up to 97' AGL/806' MSL.

Multiple trees beginning 1' from DER, 2' right of centerline, up to 100' AGL/794' MSL.

Rwy 29, multiple trees beginning 37' from DER, 4' left of centerline, up to 83' AGL/802' MSL.

Multiple trees beginning 22' from DER, 20' right of centerline, up to 84' AGL/803' MSL.

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