

U.S. DEPARTMENT of TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
GRAPHIC DEPARTURE PROCEDURE (DP)

Bearings, headings, courses, tracks, and radials are magnetic. Elevation 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. Graphic depictions attached.

DP Name	Number	DP Computer Code	Superseded Number	Dated	Effective Date
AHEHU	THREE	AHEHU3.AHEHU	TWO	8/25/2011	31 MAR 2016

TYPE: RNAV SID

DP ROUTE DESCRIPTION:

TAKEOFF RWY 35: CLIMB HEADING 354.80 TO 4545, THEN LEFT TURN DIRECT OMIXE, THEN ON TRACK 339.00 TO AHEHU, THENCE...
 ...ON (TRANSITION).

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

Transition Name	Transition Computer Codes	From FIX/NAVAID	To FIX/NAVAID	Course	Distance	MEA	MOCA	Crossing Altitudes/Fixes
FANID	AHEHU3.FANID	AHEHU	FANID	TRACK 056.99	20.45	13000		
FIPFE	AHEHU3.FIPFE	AHEHU	FIPFE	TRACK 253.52	7.80	12000	11300	

PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS:

NOTE: RNAV 1
 NOTE: GPS REQUIRED

TAKEOFF MINIMUMS:
 RWY 35: STANDARD WITH MINIMUM CLIMB OF 420 FT PER NM TO 11800.

TAKEOFF OBSTACLES NOTES:

NOTE: RWY 35, TREE 104 FT FROM DER, 222 FT LEFT OF CENTERLINE, 13 FT AGL/4046 FT MSL. POWER LINE 230 FT FROM DER, 498 FT LEFT OF CENTERLINE, 30 FT AGL/4060 FT MSL. POWER LINE, FENCE, BUILDINGS, VEHICLES BEGINNING 466 FT FROM DER, 394 FT RIGHT OF CENTERLINE, UP TO 30 FT AGL/4104 FT MSL. POWER LINE 814 FT FROM DER, 562 FT RIGHT OF CENTERLINE, 30 FT AGL/4107 FT MSL. RISING TERRAIN BEGINNING 4198 FT FROM DER, 1373 FT RIGHT OF CENTERLINE, UP TO 4187 FT MSL. RISING TERRAIN BEGINNING 4859 FT FROM DER, 1717 FT RIGHT OF CENTERLINE, UP TO 4220 FT MSL. RISING TERRAIN BEGINNING 5189 FT FROM DER, 1889 FT RIGHT OF CENTERLINE, UP TO 4262 FT MSL.

CONTROLLING OBSTACLES:

RWY 35: 9919 FT MSL AAO 452608.91N/1134632.99W



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LOST COMMUNICATIONS PROCEDURES:

ADDITIONAL FLIGHT DATA:

REFERENCE MAG VAR: KSMN 13E EPOCH YEAR 2020
DME/DME/IRU ASSESSMENT NOT CONDUCTED – GPS REQUIRED

CHART SPEED ICON MAXIMUM SPEED 230 KIAS AT FIPFE.

AIRPORTS SERVED:

LEMHI COUNTY	SALMON, ID
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COMMUNICATIONS:

BOI FSS, ZLC

FIXES AND/OR NAVAIDS:



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REMARKS:

NO TOP ALTITUDE OR "AS ASSIGNED BY ATC" ASSIGNED TO KSMN PER ATC REQUEST.
230 KIAS RESTRICTION FOR RNAV MINIMUM SGMENT LENGTH FROM AHEHU TO FIPFE TO SUBSEQUENT COURSE.
RNAV LEVEL ONE CRITERIA USED TO DEVELOP SID.
25 DEGREE BANK ANGLE USED TO VALIDATE FIPFE TRANSITION SEGMENT LENGTH.

CHANGES:

1. CLIMB HEADING CHANGED FROM 351.79 TO 354.80.
2. ALL TRACKS INCREASED BY 3 DEGREES.
3. CHANGED TAKEOFF MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 625 FT PER NM TO 10000 OR 700-2 WITH MINIMUM CLIMB OF 450 FT PER NM TO 11300" TO "STANDARD WITH MINIMUM CLIMB OF 420 FT PER NM TO 11800".
4. REMOVED CONTROLLING OBSTACLES OF 4479 FT MSL TREE 450843.02N/1135213.26W AND 4679 FT MSL TREE 450918.98N/1135216.18W.
5. UPDATED TAKEOFF OBSTACLE NOTES.
6. UPDATED MAGVAR DATA IN ADDITIONAL FLIGHT DATA SECTION FROM 16E EPOCH YEAR 2000 TO 13E EPOCH YEAR 2020.
7. ADDED REMARK ABOUT NO TOP ALTITUDE FOR KSMN.
8. DELETED NOTE: FIPFE TRANSITION: DO NOT EXCEED 230 KIAS UNTIL PASSING FIPFE.
9. ADDED "CHART SPEED ICON MAXIMUM SPEED 230 KIAS AT FIPFE" TO ADDITIONAL FLIGHT DATA.
10. CHANGED VA LEG ALTITUDE FROM 4500 TO 4545.

REASONS:

1. HEADING CHANGE DUE TO RECALCULATED AIRPORT DATA AND AIRPORT MAGVAR CHANGE FROM 16E/2000 TO 13E/2020.
2. AIRPORT MAGVAR CHANGE FROM 16E/2000 TO 13E/2020.
- 3-4. 625 FT PER NM CLIMB GRADIENT WAS CAUSED BY PLANTING AN ADVERSE VEGETATION OUTSIDE THE RUNWAY SURVEY AREA PER CRITERIA HOWEVER, REVIEW OF SATELLITE IMAGERY, STREET VIEW AND THE PRESENCE OF SURVEYED OBSTACLES IN THE AREA THE TREE WAS PLANTED REVEALS NO EVIDENCE OF TREES; CEILING AND VISIBILITY NO LONGER SERVES ANY UTILITY TO DEPARTURES SINCE THE REQUIRED CLIMB GRADIENT TO CLEAR THE 9919 FT AAO OBSTACLE IN THE ENROUTE TRANSITION IS HIGHER THAN THE CLIMB GRADIENT FOR ANY "SEE AND AVOID" OBSTACLES IN THE ICA.
5. PER SURVEY DATED 1/8/2014.
6. AIRPORT MAGVAR WAS NOT WITHIN 3 DEGREE TOLERANCE.



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- 7. NO TOP ALTITUDE ASSIGNED TO KSMN BY ATC.
- 8. AIRSPEED RESTRICTION IS CODED AND IS NOT REQUIRED BY ATC.
- 9. 8260.46E, 2-1-3, E (3) (B).
- 10. 4545 NEEDED TO REACH LNAV ENGAGEMENT ALTITUDE.



DEPARTURE (DATA RECORD)

DP Name		Number	DP Computer Code				Superseded Number		Dated	Effective Date
AHEHU		THREE	AHEHU3.AHEHU				TWO		8/25/2011	31 MAR 2016
FIX/NAVAID	LAT/LONG	C	FO/FB	LEG TYPE	TC	DIST (NM)	ALTITUDE	SPEED	REMARKS	
RWY 35 (AER)	450656.89N/11435258.37W	N	-	-	-	-			CG 420 TO 11800	
4545 MSL	-	-	-	VA	007.80	-				
OMIXE	451549.61N/1135224.94W	Y	FB	DF	-	-			LEFT TURN	
AHEHU	452344.85N/1135359.74W	Y	FB	TF	352.00	8.00				
AHEHU	452344.85N/1135359.74W	Y	-	IF	-	-			AHEHU3.FIPFE	
FIPFE	452315.93N/1140502.92W	Y	FB	TF	266.52	7.80		AT/BELOW 230K		
AHEHU	452344.85N/1135359.74W	Y	-	IF	-	-			AHEHU3.FANID	
FANID	453041.31N/1132640.37W	Y	FB	TF	069.99	20.45				

