

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION
TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

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.

City, State	Airport	Effective Date	Amdt. No.
TRIBUNE, KS	TRIBUNE MUNI	20 AUGUST 2015	ORIG

TAKEOFF MINIMUMS:

RWY 17: STANDARD
RWY 35: 400 – 1 ½ OR STANDARD WITH MINIMUM CLIMB OF 475 FT PER NM TO 4200.

TEXTUAL DEPARTURE PROCEDURES:

VISUAL CLIMB OVER AIRPORT:

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 17: VEHICLE 456 FT FROM DER, 622 FT RIGHT OF CENTERLINE, UP TO 17 FT AGL/3646 FT MSL. POWERLINES 2826 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 80 FT AGL/3689 FT MSL.
NOTE: RWY 35: LIGHT SUPPORT STRUCTURE 10 FT FROM DER, 20 FT RIGHT OF CENTERLINE, 6 FT AGL/3606 FT MSL. TERRAIN 37 FT FROM DER, 477 FT LEFT OF CENTERLINE, 3606 FT MSL. VEHICLES AND POLES BEGINNING 524 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 26 FT AGL/3644 FT MSL. POLE 1069 FT FROM DER, 579 FT LEFT OF CENTERLINE, 38 FT AGL/ 3638 FT MSL. TOWER 3233 FT FROM DER, 757 FT RIGHT OF CENTERLINE, 120 FT AGL/3716 FT MSL. WATER TOWER 4329 FT FROM DER, 1263 FT LEFT OF CENTERLINE, 123 FT AGL/3738 FT MSL. TOWERS BEGINNING 1.1 NM FROM DER, 465 FT RIGHT OF CENTERLINE, UP TO 400 FT AGL/3991 FT MSL.

CONTROLLING OBSTACLES:

RWY 35: 3716 FT MSL TOWER 382802.00N/1014451.00W (CLIMB GRADIENT), 3990 FT MSL TOWER 382836.62N/1014454.80W (CEILING, VISIBILITY, CLIMB-TO ALTITUDE).

REMARKS:



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FLIGHT INSPECTED BY:

CARL OESTERLE *Digitally signed by*
JACOB POWERS 1/23/2015
Jul 04, 2015

REQUIRED EFFECTIVE DATE:

DEVELOPED BY:

JACOB POWERS *Digitally signed by*
(SCOTT BAGENSIE) **JACOB POWERS** AJV-352 10/31/2014
Jul 04, 2015

APPROVED BY:

GEORGE GONZALEZ *Digitally signed by*
JACOB POWERS AJV-352
Jul 04, 2015

COORDINATED WITH:

ALPA, AOPA, NBAA, ZKC, AMGR

CHANGES:

ORIGINAL

REASONS:

