

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.
GREELEY, CO	GREELEY-WELD COUNTY	18 SEPTEMBER 2014	4

TAKEOFF MINIMUMS:

RWY 10, 17, 28, 35 STANDARD

TEXTUAL DEPARTURE PROCEDURES:

RWY 10 – CLIMB ON A HEADING BETWEEN 292 CW TO 214 FROM DEPARTURE END OF RUNWAY. ALL OTHER HEADINGS: CLIMBING LEFT TURN, THENCE...

RWY 17 - CLIMB ON A HEADING BETWEEN 212 CCW TO 350 FROM DEPARTURE END OF RUNWAY. ALL OTHER HEADINGS: CLIMBING LEFT TURN, THENCE...

RWY 28 - CLIMB ON A HEADING BETWEEN 294 CW TO 097 OR 209 CCW TO 097 FROM DEPARTURE END OF RUNWAY. ALL OTHER HEADINGS: CLIMBING RIGHT TURN, THENCE...

RWY 35 - CLIMB ON A HEADING BETWEEN 293 CW TO 169 FROM DEPARTURE END OF RUNWAY. ALL OTHER HEADINGS: CLIMBING RIGHT TURN, THENCE...

...DIRECT GLL VOR/DME, CLIMB IN GLL VOR/DME HOLDING PATTERN (HOLD NE, RT, 205.00 INBOUND) TO 16500 BEFORE PROCEEDING ON COURSE.

VISUAL CLIMB OVER AIRPORT:

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 28, TREE 1634 FT FROM DER, 836 FT LEFT OF CENTERLINE, 56 FT AGL/4717 FT MSL, FENCE 237 FT FROM DER, 422 FT RIGHT OF CENTERLINE, 11 FT AGL/4670 FT MSL, FENCE 99 FT FROM DER, 423 FT LEFT OF CENTERLINE, 10 FT AGL/4665 FT MSL.

NOTE: RWY 35, MULTIPLE TREES BEGINNING 1860 FT FROM DER, 595 FT RIGHT OF CENTERLINE, UP TO 67 FT AGL/4785 FT MSL, TREE 2854 FT FROM DER, 524 FT LEFT OF CENTERLINE, 73 FT AGL/ 4770 FT MSL.

CONTROLLING OBSTACLES:

RWY 10: 14455 MSL AAO 401519.05N-1053628.56W, 10920 MSL AAO 403043.86N-1052635.42W, 11847 MSL AAO 401043.35N-1053351.27W

RWY 17: 14455 MSL AAO 401519.05N-1053628.56W, 10920 MSL AAO 403043.86N-1052635.42W, 11847 MSL AAO 401043.35N-1053351.27W

RWY 28: 14455 MSL AAO 401519.05N-1053628.56W, 10920 MSL AAO 403043.86N-1052635.42W, 11847 MSL AAO 401043.35N-1053351.27W

RWY 35: 14455 MSL AAO 401519.05N-1053628.56W, 10920 MSL AAO 403043.86N-1052635.42W, 11847 MSL AAO 401043.35N-1053351.27W

OBSTACLES MANDATING ODP SECTORIZED ROUTE DEVELOPMENT: ALL RWYS: 14455 MSL AAO 401519.05N-1053628.56W, 10920 MSL AAO 403043.86N-1052635.42W, 11847 MSL AAO 401043.35N-1053351.27W.

REMARKS:



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GREELEY, CO	GREELEY-WELD COUNTY	18 SEPTEMBER 2014	4

FLIGHT INSPECTED BY:

Juan Castro

Juan Castro 6/9/14

REQUIRED EFFECTIVE DATE:

ROUTINE

DEVELOPED BY:

RUSSELL K. CRONK

AJV-354 *Russell K. Cronk* 02/19/2014

APPROVED BY:

LARRY H. STROUT

AJV-354 *Larry H. Strout* JUN 20 2014

COORDINATED WITH:

ATA, ALPA, AOPA, NBAA, ZDV, DEN ATCT, AMGR, CO AERO.

CHANGES:

1. MAG VAR CHANGE FROM E-11 TO E-8 CHANGED ALL THE TEXTUAL DEPARTURE PROCEDURE HEADINGS BY 3 DEGREES FOR RUNWAYS 10, 17, 28, 35.
2. TEXTUAL DEPARTURE PROCEDURE: RUNWAY NUMBERING CHANGED DUE TO MAG VAR CHANGE FROM E-11 TO E-8. RUNWAYS CHANGED FROM 9 TO 10, 16 TO 17, 27 TO 28, 34 TO 35. AIRPORT RE-PAINTED RUNWAY NUMBERING.
3. TAKEOFF OBSTACLE NOTES: RWY 28 OBSTACLES UPDATED WITH NEW AGL ALTITUDES, FENCE 237 FT FROM DER, AGL ALTITUDE CHANGED FROM 9 FT AGL TO 11 FT AGL. FENCE 99 FT FROM DER, AGL ALTITUDE CHANGED FROM 4 FT AGL TO 10 FT AGL.
4. CHANGED DOCUMENTATION FORMATTING FROM OLD 8260-15A TO NEW REPORT FORMAT.
5. UPDATED CONTROLLING OBSTACLES FOR ALL RUNWAYS.
6. UPDATED CLIMB IN HOLDING PATTERN AND CONTROLLING OBSTACLE TO REFLECT THE FLIGHT CHECK REQUESTED INCREASE IN HOLDING ALTITUDE. THIS CHANGED THE HOLDING PATTERN SIZE AND CONTROLLING OBSTACLE.

REASONS:

1. AIRPORT MAG VAR OUT OF TOLERANCE 3 DEGREES. MAG VAR CHANGED FROM E-11 TO E-8.
2. AIRPORT AND ILS MAG VAR ROTATED AND RUNWAY MARKINGS / NUMBERING RE-PAINTED.
3. NEW SURVEY IS MORE ACCURATE.
4. PROCEDURE WAS DOCUMENTED IN THE OLD FORMATTING STYLE AND ON THE OLD STYLE FORMS. COVERTED TO THE NEW FORMATTING AND NEW FORMS.
5. NEW SURVEY HELPED UPDATE THE CONTROLLING OBSTACLES AND DETAILED MAP STUDY ALLOWED FOR MORE ACCURATE AAO LOCATIONS AND ELEVATIONS. ALTITUDES ON SECTIONAL 1:500,000 SCALE MAP WERE ALSO UPDATED.
6. DURING FLIGHT CHECK IT WAS DETERMINED THAT A CLIMB TO ALTITUDE OF 16,500FT WAS REQUIRED IN THE CLIMB IN HOLD PATTERN FOR SAFE PASSAGE OVER THE MOUNTAINS WEST OF THE AIRFIELD. A NEW MAP WAS NEVER RE-DRAWN USING THE FLIGHT CHECK ALTITUDE WHICH INCREASED THE CLIMB IN HOLDING PATTERN TEMPLATE SIZE AND CHANGED THE CONTROLLING OBSTACLE.

