

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)
TITLE 14 CFR PART 97.37**

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.

CITY, STATE	AIRPORT	EFFECTIVE DATE	AMDT NO
NELIGH, NE	ANTELOPE COUNTY	8 NOVEMBER 2018	1

TAKEOFF MINIMUMS:

RWY 13, 19, 31, STANDARD.

RWY 1, 300-1 3/4 WITH MINIMUM CLIMB OF 305 FT PER NM TO 2600 OR STANDARD WITH MINIMUM CLIMB OF 375 FT PER NM TO 2400 OR 1100-3 FOR VCOA.

TEXTUAL DEPARTURE PROCEDURES:

RWY 19: CLIMB HEADING 187.55 TO 2500 BEFORE TURNING LEFT.

RWY 31: CLIMB HEADING 309.50 TO 2300 BEFORE TURNING RIGHT.

VISUAL CLIMB OVER AIRPORT:

RWY 1: OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE: CLIMB IN VISUAL CONDITIONS TO CROSS ANTELOPE COUNTY AIRPORT AT OR ABOVE 2700 BEFORE PROCEEDING ON COURSE.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 1: TREE 283 FT FROM DER, 401 FT RIGHT OF CENTERLINE, 25 FT AGL/1750 FT MSL. TRANSMISSION LINE AND TREES BEGINNING 1242 FT FROM DER, 2 FT LEFT OF CENTERLINE, UP TO 77 FT AGL/1804 FT MSL. TREE 1731 FT FROM DER, 656 FT RIGHT OF CENTERLINE, 50 FT AGL/1778 FT MSL. TREE AND BUILDING BEGINNING 1744 FT FROM DER, 12 FT RIGHT OF CENTERLINE, UP TO 54 FT AGL/1780 FT MSL. TREES BEGINNING 1748 FT FROM DER, 447 FT RIGHT OF CENTERLINE, UP TO 74 FT AGL/1797 FT MSL. TREE 1761 FT FROM DER, 559 FT RIGHT OF CENTERLINE, 81 FT AGL/1800 FT MSL. TREE 1763 FT FROM DER, 610 FT RIGHT OF CENTERLINE, 84 FT AGL/1805 FT MSL. TREES BEGINNING 1785 FT FROM DER, 160 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1807 FT MSL. TREES BEGINNING 1910 FT FROM DER, 272 FT LEFT OF CENTERLINE, UP TO 84 FT AGL/1811 FT MSL. TREES BEGINNING 1928 FT FROM DER, 325 FT LEFT OF CENTERLINE, UP TO 84 FT AGL/1812 FT MSL. TREES BEGINNING 1968 FT FROM DER, 195 FT LEFT OF CENTERLINE, UP TO 86 FT AGL/1814 FT MSL. TREES BEGINNING 2007 FT FROM DER, 6 FT RIGHT OF CENTERLINE, UP TO 89 FT AGL/1810 FT MSL. TOWER 1.2 NM FROM DER, 194 FT LEFT OF CENTERLINE, 120 FT AGL/1944 FT MSL. TOWERS BEGINNING 1.4 NM FROM DER, 245 FT LEFT OF CENTERLINE, UP TO 121 FT AGL/2055 FT MSL. TOWERS BEGINNING 1.4 NM FROM DER, 428 FT LEFT OF CENTERLINE, UP TO 137 FT AGL/2065 FT MSL. TOWERS AND BUILDINGS BEGINNING 1.4 NM FROM DER, 432 FT LEFT OF CENTERLINE, UP TO 119 FT AGL/2070 FT MSL. TOWER 1.4 NM FROM DER, 555 FT LEFT OF CENTERLINE, 119 FT AGL/2065 FT MSL.

NOTE: RWY 13: TREES BEGINNING 71 FT FROM DER, 103 FT RIGHT OF CENTERLINE, UP TO 90 FT AGL/1819 FT MSL. VEHICLES ON ROAD 284 FT FROM DER, ON CENTERLINE, 15 FT AGL/1744 FT MSL. TRANSMISSION LINES BEGINNING 708 FT FROM DER, 645 FT LEFT OF CENTERLINE, UP TO 47 FT AGL/1766 FT MSL. TRANSMISSION LINES BEGINNING 855 FT FROM DER, 80 FT LEFT OF CENTERLINE, UP TO 47 FT AGL/1771 FT MSL. TREES BEGINNING 1322 FT FROM DER, 194 FT LEFT OF CENTERLINE, UP TO 90 FT AGL/1819 FT MSL. TREES BEGINNING 1129 FT FROM DER, 644 FT RIGHT OF CENTERLINE, UP TO 90 FT AGL/1829 FT MSL. TRANSMISSION LINES BEGINNING 1454 FT FROM DER, 103 FT RIGHT OF CENTERLINE, UP TO 47 FT AGL/1775 FT MSL.

NOTE: RWY 19: TERRAIN 76 FT FROM DER, 333 FT RIGHT OF CENTERLINE, 1783 FT MSL. TERRAIN AND FENCES BEGINNING 80 FT FROM DER, 341 FT RIGHT OF CENTERLINE, UP TO 1785 FT MSL.

NOTE: RWY 31: BUILDINGS AND TREES BEGINNING 138 FT FROM DER, 324 FT RIGHT OF CENTERLINE, UP TO 90 FT AGL/1829 FT MSL. VEHICLES ON ROAD BEGINNING 138 FT FROM DER, 43 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/1754 FT MSL. TREES BEGINNING 568 FT FROM DER, 331 FT LEFT OF CENTERLINE, 90 FT AGL/1839 FT MSL. TREES BEGINNING 875 FT FROM DER, 118 FT RIGHT OF CENTERLINE, UP TO 90 FT AGL/1839 FT MSL.

CONTROLLING OBSTACLES:

RWY 1: 2065 FT MSL TOWER 420820.00N/0980200.00W (375 FT PER NM CLIMB GRADIENT). 2070 FT MSL TOWER 420821.33N/0980156.40W (CEILING). 2065 FT MSL TOWER 420822.32N/0980157.33W (VISIBILITY). 2357 FT MSL WINDMILL 420900.72N/0975952.44W (305 FT PER NM CLIMB GRADIENT, 2400 FT CLIMB-TO ALTITUDE, 2600 FT CLIMB-TO ALTITUDE).

RWY 1 (VCOA): 2373 FT MSL WINDMILL 420754.12N/0975736.36W (VISUAL CLIMB AREA).

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 19: 2340 FT MSL TOWER 420242.00N/0980145.00W.

RWY 31: 2500 FT MSL WINDMILL 421119.04N/0980248.12W.



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EFFECTIVE DATE

8 NOVEMBER 2018

AMDT NO

1

REMARKS:

1. A VIABLE TEXTUAL DEPARTURE PROCEDURE FOR RWY 1 COULD NOT BE DEVELOPED SO A VCOA WAS ESTABLISHED. O'NEILL (ONL) VORTAC WAS CONSIDERED BUT NOT USED. IT IS SCHEDULED FOR DECOMMISSION AS PART OF THE VOR MON PROGRAM.
2. RWY 13 AND RWY 31 (NO SURVEY) USED 90 FT WORST CASE VEGETATION FOR MANUAL EVALUATION BASED ON RWY 1 HAVING SURVEYED TREES UP TO 89 FT AGL.
3. RWY 1, 375 FT PER NM CLIMB GRADIENT ROUNDED UP FOR PUBLICATION (COMPUTED VALUE 372.61 FT PER NM).
4. RWY 1, 305 FT PER NM CLIMB GRADIENT ROUNDED UP FOR PUBLICATION (COMPUTED VALUE 302.16 FT PER NM).
5. PRECIPITOUS TERRAIN EVALUATION COMPLETED IN VISUAL CLIMB AREA (VCA), NO ADJUSTMENT REQUIRED.

FLIGHT INSPECTED BY:

Digitally signed by

DEZ SILAGYI

Aug 30, 2018

OFFICE SYMBOL:

FICO

DATE:

8/28/18

DEVELOPED BY:

Digitally signed by

PETER R GUIMOND

Jun 20, 2018

OFFICE SYMBOL:

AJV-5422

DATE:

06/20/2018

APPROVED BY:

Digitally signed by

DEZ SILAGYI

Aug 30, 2018

OFFICE SYMBOL:

AJV-5420

DATE:

REQUIRED EFFECTIVE DATE:

ROUTINE

COORDINATED WITH:

A4A

ALPA

AOPA

APA

HAI

NBAA



OTHER:

ZMP, AMGR.

CHANGES - REASONS:

1. AMENDED RWY 1 TAKEOFF MINIMUMS FROM 400-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 315 FT PER NM TO 2200 TO READ 300-1 3/4 WITH MINIMUM CLIMB OF 305 FT PER NM TO 2600 OR STANDARD WITH MINIMUM CLIMB OF 375 FT PER NM TO 2400 OR 1100-3 FOR VCOA - NEW OBSTACLE STUDY USING AIRNAV OBSTACLES ADDED SINCE LAST AMENDMENT.
2. ADDED A VCOA PROCEDURE FOR RWY 1 - IN ACCORDANCE WITH FAAO 8260.46F, TABLE 2-1-1.
3. AMENDED RWY 1 CONTROLLING OBSTACLES - NEW OBSTACLE STUDY USING AIRNAV OBSTACLES ADDED SINCE LAST AMENDMENT. FORMATTED IN ACCORDANCE WITH FAAO 8260.46F, APPENDIX D, PARA 10A.
4. ADDED TEXTUAL DEPARTURE PROCEDURE FOR RWY 31 - NEW OBSTACLE STUDY USING AIRNAV OBSTACLES ADDED SINCE LAST AMENDMENT.
5. ADDED OBSTACLE MANDATING ODP ROUTE DEVELOPMENT FOR RWY 31 IN CONTROLLING OBSTACLES - FORMATTED IN ACCORDANCE WITH FAAO 8260.46F, APPENDIX D, PARA 10B.
6. AMENDED RWY 19 DEPARTURE TEXTUAL DEPARTURE PROCEDURE FROM CLIMB HEADING 187.55 TO 2500 BEFORE PROCEEDING ON COURSE TO READ CLIMB HEADING 187.55 TO 2500 BEFORE TURNING LEFT - LESS RESTRICTIVE, RIGHT TURNS TO THE WEST AND NORTH ARE CLEAR OF 40:1 PENETRATIONS.
7. ANNOTATED RWY 19 CONTROLLING OBSTACLE AS AN OBSTACLE MANDATING ODP ROUTE DEVELOPMENT - FORMATTED IN ACCORDANCE WITH FAAO 8260.46F, APPENDIX D, PARA 10B.
8. AMENDED TAKEOFF OBSTACLE NOTES FOR ALL RUNWAYS - NEW OBSTACLE STUDY. RWY 1 AND RWY 19 (VG SURVEYS) WERE GROUPED AND FORMATTED IN ACCORDANCE WITH THE DEPARTURE OBSTACLE GROUPER SOP (1.0). RWY 13 AND RWY 31 (NO SURVEYS) WERE MANUALLY FORMATTED.

QUALITY
3
CHECKED