

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.
WINCHESTER, VA	WINCHESTER RGNL	28 APRIL 2016	1

**TAKEOFF MINIMUMS:**

**RWY 14**, STANDARD.

**RWY 32**, STANDARD WITH MINIMUM CLIMB OF 240 FT PER NM TO 1900 OR 1300-2 1/2 FOR VCOA.

**TEXTUAL DEPARTURE PROCEDURES:**

**RWY 32** - CLIMB HEADING 338.77 TO 2500 BEFORE TURNING LEFT.

**VISUAL CLIMB OVER AIRPORT:**

**RWY 32:** OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS WINCHESTER RGNL AIRPORT AT OR ABOVE 1900 BEFORE PROCEEDING ON COURSE.

**TAKEOFF OBSTACLE NOTES:**

**NOTE: RWY 14**, TREE 496 FT FROM DER, 587 FT RIGHT OF CENTERLINE, 720 FT MSL. TREE 591 FT FROM DER, 561 FT LEFT OF CENTERLINE, 729 FT MSL. TREE 594 FT FROM DER, 566 FT LEFT OF CENTERLINE, 730 FT MSL. TREE 1490 FT FROM DER, 652 FT RIGHT OF CENTERLINE, 739 FT MSL. TREE 1491 FT FROM DER, 666 FT RIGHT OF CENTERLINE, 743 FT MSL. TREE 1971 FT FROM DER, 778 FT RIGHT OF CENTERLINE, 753 FT MSL. TREE 2048 FT FROM DER, 882 FT RIGHT OF CENTERLINE, 761 FT MSL. TREES BEGINNING 2059 FT FROM DER, 876 FT RIGHT OF CENTERLINE, UP TO 765 FT MSL.

**NOTE: RWY 32**, TERRAIN BEGINNING 2 FT FROM DER, 428 FT LEFT OF CENTERLINE, UP TO 729 FT MSL. TREE 86 FT FROM DER, 508 FT LEFT OF CENTERLINE, 762 FT MSL. TREE 94 FT FROM DER, 474 FT LEFT OF CENTERLINE, 763 FT MSL. TREE 102 FT FROM DER, 478 FT LEFT OF CENTERLINE, 764 FT MSL. TREES BEGINNING 118 FT FROM DER, 209 FT LEFT OF CENTERLINE, UP TO 772 FT MSL. TREE 374 FT FROM DER, 596 FT RIGHT OF CENTERLINE, 774 FT MSL. TREES BEGINNING 452 FT FROM DER, 482 FT RIGHT OF CENTERLINE, UP TO 776 FT MSL. TREE 1589 FT FROM DER, 243 FT LEFT OF CENTERLINE, 774 FT MSL. TREES BEGINNING 1610 FT FROM DER, 248 FT LEFT OF CENTERLINE, UP TO 777 FT MSL. TREES BEGINNING 1718 FT FROM DER, 269 FT LEFT OF CENTERLINE, UP TO 782 FT MSL. TREE 1754 FT FROM DER, 291 FT LEFT OF CENTERLINE, 786 FT MSL. TREE 1760 FT FROM DER, 754 FT LEFT OF CENTERLINE, 791 FT MSL. TREES BEGINNING 1774 FT FROM DER, 27 FT LEFT OF CENTERLINE, UP TO 794 FT MSL. TREES BEGINNING 1974 FT FROM DER, 9 FT RIGHT OF CENTERLINE, UP TO 787 FT MSL. TREES BEGINNING 2169 FT FROM DER, 625 FT RIGHT OF CENTERLINE, UP TO 799 FT MSL. TREES BEGINNING 2255 FT FROM DER, 742 FT RIGHT OF CENTERLINE, UP TO 805 FT MSL.

**CONTROLLING OBSTACLES:**

**RWY 32:** 1609 FT MSL AAO 391208.75N/0781357.55W (CLIMB GRADIENT, CLIMB-TO ALTITUDE).

**RWY 32 (VCOA):** 1019 FT MSL TREE 390955.80N/0781157.60W (VCA). 2765 FT MSL TOWER 391057.22N/0782321.77W (DIVERSE).

**OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:**

**RWY 32** - 2765 FT MSL TOWER 391057.22N/0782321.77W.

QUALITY  
3  
CHECKED

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**REMARKS:**

1. RWY 32 CLIMB GRADIENT (240 FT PER NM) ROUNDED UP FOR PUBLICATION (COMPUTED VALUE 234 FT PER NM).
2. RWY 32 DEPARTURE COURSE OFFSET 15 DEGREES RIGHT TO AVOID TERRAIN AND ACHIEVE LOWEST POSSIBLE CLIMB GRADIENT.

**FLIGHT INSPECTED BY:**

*Digitally signed by*

STEPHEN BAUER **JULIE A MORGAN** FICO

Feb 25, 2016

02/22/2016

**REQUIRED EFFECTIVE DATE:**

ROUTINE

**DEVELOPED BY:**

*Digitally signed by*

PETER GUIMOND **PETER R GUIMOND** AJV-5413

Nov 17, 2015

11/17/2015

**APPROVED BY:**

*Digitally signed by*

MARLON ROBINSON **JULIE A MORGAN** AJV-5410

Feb 25, 2016

**COORDINATED WITH:**

ALPA, AOPA, NBAA, ZDC, POTOMAC APP CON, ARPT MGR

**CHANGES:**

1. AMENDED RWY 32 TAKEOFF MINIMUMS FROM 800-2 OR STANDARD WITH A MINIMUM CLIMB OF 210 FT PER NM TO 1700 TO READ STANDARD WITH MINIMUM CLIMB OF 240 FT PER NM TO 1900 OR 1400-2 1/2 FOR VCOA.
2. AMENDED RWY 32 TEXTUAL DEPARTURE PROCEDURE FROM CLIMB RWY HEADING TO 1700 BEFORE PROCEEDING ON COURSE TO READ CLIMB HEADING 338.77 TO 2500 BEFORE TURNING LEFT.
3. ADDED VCOA FOR RUNWAY 32.
4. AMENDED CONTROLLING OBSTACLE FOR RWY 32.
5. ADDED VCOA CONTROLLING OBSTACLES.
6. AMENDED TAKEOFF OBSTACLE NOTES FOR RWY 14 AND 32.

**REASONS:**

1. NEW OBSTACLE STUDY USING AAO IN ACCORDANCE WITH CURRENT POLICY.
2. RECOMPUTED USING 15 DEGREE OFFSET DEPARTURE ROUTING.
3. IN ACCORDANCE WITH CURRENT DOCUMENTATION POLICY.
4. NEW OBSTACLE STUDY.
5. IN ACCORDANCE WITH CURRENT DOCUMENTATION POLICY.
6. NEW OBSTACLE STUDY USING OBSTACLE SURVEY ADDED SINCE LAST AMENDMENT. GROUPED AND FORMATTED IAW CURRENT DOCUMENTATION POLICY.

QUALITY  
3  
CHECKED