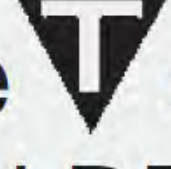


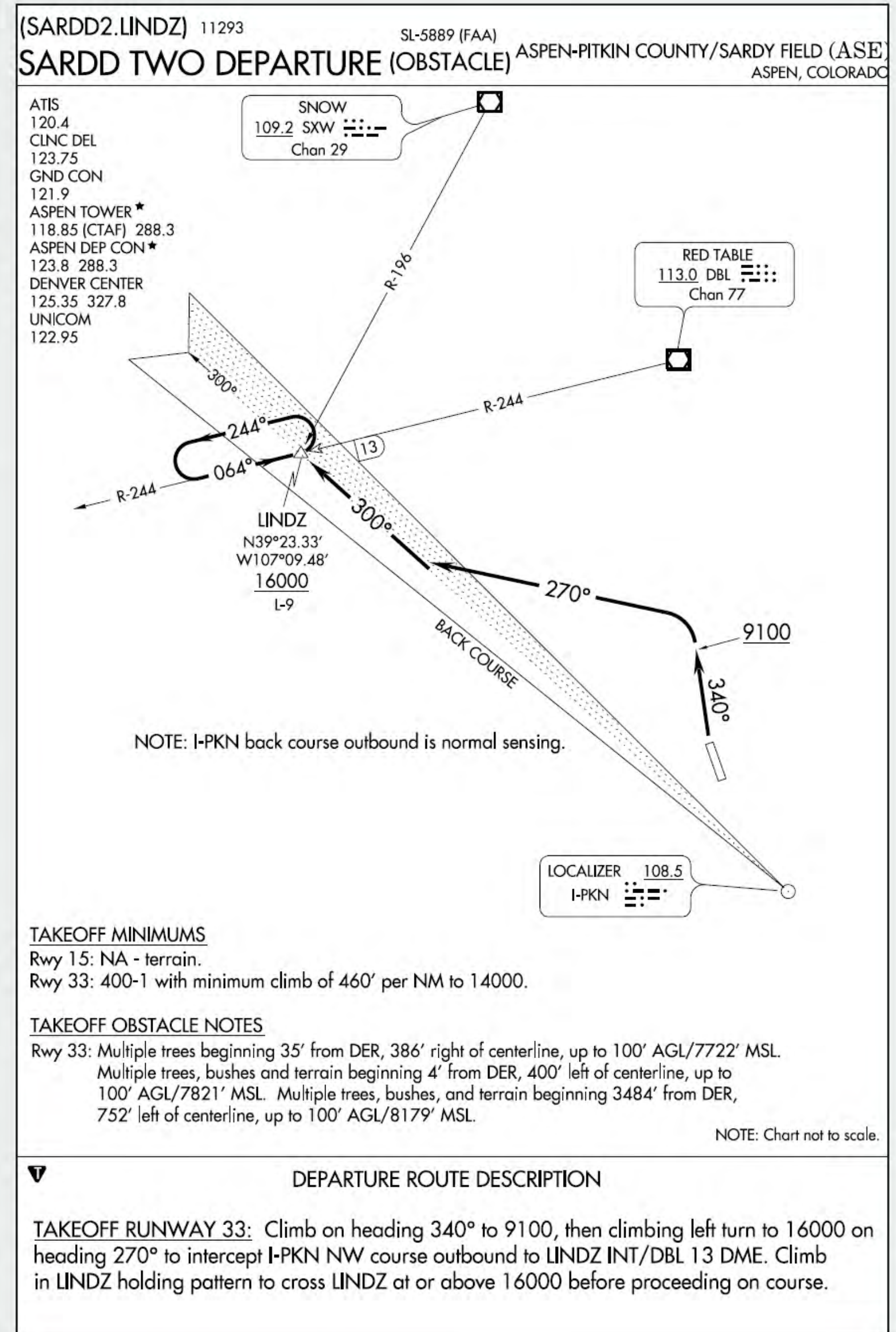
ODPs: Staying Out Of The Weeds

According to the FAA's *Aeronautical Information Manual*, AIM, each pilot, "prior to departing an airport on an IFR flight should: (a) Consider the type of terrain and other obstacles on or in the vicinity of the departure airport; (b) Determine whether an ODP [obstacle departure procedure] is available; (c) Determine if obstacle avoidance can be maintained visually or if the ODP should be flown; and (d) Consider the effect of degraded climb performance and the actions to take in the event of an engine loss during the departure. Pilots should notify ATC as soon as possible of reduced climb capability in that circumstance."

There are two basic types of ODPs, graphical and textual. The graphical ODP for Colorado's Aspen-Pitkin County/Sardy Field is at upper right; the textual ODP for Albuquerque, N.M.'s Double Eagle II Airport is at lower right. Both are based on standards developed for and found in the FAA's Terminal Instrument Procedures (TERPS), which is used, in part, to design approaches and departures, among other things. A graphical example of TERPS standards applied to departures is at bottom.

When planning any instrument departure, which we define in this case as being when the pilot is unable to see and circumnavigate obstacles and terrain surrounding the airport, it's imperative we consult the appropriate publications to determine if an ODP is published. If so, we need to ensure we consult it, understand it and use it.

How do we know such a procedure exists? That's easy: The  symbol will be printed on appropriate instrument approach procedure and DP charts for that airport. The symbol should send us off in search of the relevant information, which applies to all of the runways at the airport in question unless otherwise specified.



DOUBLE EAGLE II (AEG)
AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17**, climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22**, climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35**, climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17**, antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/5919' MSL. **Rwy 35**, antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/5808' MSL.

