DENSITY ALTITUDE

Perhaps the most chal-(ANEKE2.CELAV) 11181 SL-SARS (FAA) ANGEL FIRE (AXX) ANEKE TWO DEPARTURE (RNAV) (OBSTACLE) lenging departure pro-AW05-3 118.025 ALBUQUERQUE CENTER cedures apply in areas 132.8 344.35 of rising terrain. If the airport you're departing is already up in the 8900 hills, density altitude may become a major factor in your ability to make a safe IFR departure. Check out the instrument 89F-1, 27 JUN 2013 to 25 JUL 2011 departure procedures for ANEKE Angel Fire, N.M., a popular ski resort and summer 32E destination, reproduced at right. Taking off on Runway 14000 094 BOPLE 35? Forget it-no instru-TAKE-OFF MINIMUMS mi CELAV Rwy 17: Standard with a minimum climb of 526' per NM to 12300. Rwy 35: NA obstacles. ment departures are authorized. Launching from NOTE: Do not exceed 250 KIAS until BOPLE.

Climb on a heading of 172 degrees to 8900 feet (field elevation is 8379) and then start a climbing right turn to 14,000 feet and follow the charted SO.

the southbound runway?

NOTE: GPS required. NOTE: RNAV 1 NOTE: Rwy 17, road 74' from DER, 481' right of centerline, 15' AGL/8414' MSL NOTE: Chart not to scale DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 17: Climb heading 172° to 8900, then climbing right turn to 14000 direct MIDAE, then via 146° track to ANEKE, then via 164° track to BOPLE. then vig 094° track to CELAV. ANGEL FIRE, NEW MEDICO ANEKE TWO DEPARTURE (RNAY) (OBSTACLE) ANGEL FIRE (AXX) (ANEKE2.CELAV) 11181 route. Maintain a minimum climb gradient of 526 feet per nm while you do Recalling that for a given indicated airspeed the true airspeed (and there-

fore groundspeed) increases as altitude increases, and knowing that a headwind for takeoff might easily become a tailwind as you clear the lower ridges, I'd have to climb at something close to 1000 fpm all the way to 14,000 feet to fly the instrument departure. That's not likely to happen in a normally aspirated A36 Bonanza. Can the airplane you fly allow using this procedure?