

## NO SIDS, NO STARS

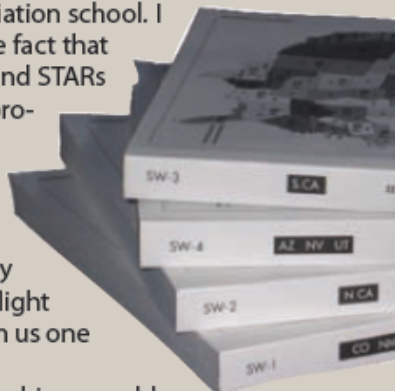
When I earned my instrument rating (in the late 1980s), light plane pilots weren't usually expected to fly standard instrument departures or standard terminal arrival procedures. In fact, I was encouraged to include "No SIDs, No STARS" in the remarks section when filing a flight plan.

This was reinforced a few years later when I earned my instrument instructor rating at a large aviation school. I think this attitude was due, in part, to the fact that at the time, the U.S. government's SIDs and STARS sold separately from terminal approach procedures ("approach plates," a small stack of which are at right, for nostalgia's sake).

As a cost-saving measure, most pilots who weren't flying for a living didn't buy the SIDs/STARS book, and through the flight plan remarks told controllers not to assign us one of those "airline pilot" procedures.

In today's Internet-based, GPS-database-driven world, there's no excuse for not knowing either a SID or an ODP is published for the departure airport. The advent of tablet EFBs means having the SIDs and STARS available—along with any other relevant chart—in any IFR airplane at any time.

It still takes some advance planning and briefing—like a missed approach, you cannot accept direct-to-waypoint guidance on a GPS-depicted SID until you have reached a specified altitude from which it's safe to make turns from runway heading. But assuming you take care of the climb requirement, the magenta line helps keep you on a safe ground track to avoid obstacles until you've climbed into the en route structure.



Procedures and then Takeoff  
Minimums for that airport. I'll

are not required to give you  
this information, but I will

## CLE) DEPARTURE PROCEDURES

### ANGEL FIRE, NM

ANGEL FIRE (AXX)

AMDT 1 08213 (FAA)

TAKEOFF MINIMUMS: **Rwy 35**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 17**, use ANEKE RNAV  
DEPARTURE.

### ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AMDT 8 08269 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, NA-terrain.

DEPARTURE PROCEDURE: **Rwy 33**, use SARDD  
DEPARTURE.

### ASLEN, NM

ASLEN (DZC), 500' right of centerline, 40' AGL/1100' MSL.

**Rwy 36**, tree and pole beginning 93' from DER, 294'  
left of centerline, up to 27' AGL/1453' MSL. Pole 422'  
from DER, 436' right of centerline, 27' AGL/1453' MSL.

### WELLINGTON, KS

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from DER, 488' right of  
centerline, 0' AGL/1275' MSL.

### WICHITA, KS

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKEOFF MINIMUMS: **Rwy 01**, 500-1 or std. with a  
min. climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 01**, climb runway  
heading to 2000 before proceeding on course.

NOTE: **Rwy 01**, 1810' tower N37°42'47" W97°14' 52".

### COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west  
departures (180° CW 270°) climb to 2000 via runway  
heading before proceeding on course.

### WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from  
DER, 679' left of centerline, up to 34' AGL/1366' MSL.