



OBSTACLE DEPARTURE PROCEDURES (ODP)

The term obstacle departure procedure (ODP) is used to define procedures that simply provide obstacle clearance. ODPs are only used for obstruction clearance and do not include ATC related climb requirements. In fact, the primary emphasis of ODP design is to use the least onerous route of flight to the en route structure while attempting to accommodate typical departure routes. ODPs are textual in nature, however, due to the complex nature of some procedures, a visual presentation may be necessary for clarification and understanding. Additionally, all newly developed area navigations (RNAV) ODPs are issued in graphic form. If necessary, an ODP is charted graphically just as if it were a SID and the chart itself includes "Obstacle" in parentheses in the title. A graphic ODP may also be filed in an instrument flight plan by using the computer code included in the procedure title.

All ODP procedures are listed in the front of the NACO approach chart booklets under the heading Takeoff Minimums and Obstacle Departure Procedures. Each procedure is listed in alphabetical order by city and state. The ODP listing in the front of the booklet will include a reference to the graphic chart located in the main body of the booklet if one exists. **Pilots do not need ATC clearance to use an ODP** and they are responsible for determining if the departure airport has this type of published procedure.

PROCEDURES NOT ASSIGNED BY ATC

Obstacle departure procedures are not assigned by ATC unless absolutely necessary to achieve aircraft separation. It is your responsibility to determine if there is an ODP published for that airport. If you are not given a clearance for a SID or radar vectors and an ODP exists, you must use the ODP. Additionally, ATC expects you to comply with the published procedure unless the weather at your departure airport lends itself to a departure under VFR conditions and you can see and avoid obstacles in the vicinity.