



# Federal Aviation Administration

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## Memorandum

Date: SEP 22 2008

To: Thomas C. Accardi, Director, Technical Operations Aviation System Standards Office, AJW-3

Luis A. Ramirez, Director, Safety and Operations Support Office, AJE-3

Raul Trevino, Director, Terminal Safety and Operations Support Office, AJT-2

Rodger Dean, Acting Director, System Operations Airspace and AIM Office, AJR-3

From: <sup>for</sup> John W. McGraw, Manager, Flight Technologies and Procedures Division, AFS-400

Subject: Graphic Departure Computer Codes

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This is in response to the joint En Route, Terminal, and System Operations Service Units memorandum of June 13, 2008, regarding computer identification code (CID) assignments for graphic departure procedures (DPs). Your memorandum provided a coordinated Air Traffic Organization (ATO) response stating that, due to the lack of a common route segment, standard instrument departures (SIDs) based solely on radar vectors cannot be adapted into the air traffic automation system and a CID is not required for radar vector SIDs.

We presented your response for discussion at the quarterly Aeronautical Information Services Working Group (AISWG) meeting held on July 1, 2008. The AISWG consensus agreed with your June 13, 2008 memorandum for SIDs that are based solely on radar vectors from the departure runway to the en route environment (see attached example, LOGAN FOUR DEPARTURE). However, it was agreed by all participants that those SIDs initially using radar vectors to join a specific route published as part of the SID must have a CID (see attached example, COTEE ONE DEPARTURE). All other SIDs using conventional or area navigation will continue to have a CID assigned.

Therefore, effective immediately, CIDs are not required for radar vector SIDs that do not contain a specified or common route published as part of the SID.

This guidance will be incorporated in FAA Order 8260.46D, Departure Procedure Program, and this memorandum is self canceling upon publication of said Order.

If you have any questions, please contact Mr. Harry Hodges, Manager, Flight Procedure Standards Branch, AFS-420, at (405) 954-4164.

#### Attachments

cc: Manager, National Flight Procedures Group, AJW-32  
Manager, National Aeronautical Charting Group, AJW-35  
Manager, En Route Operations Standards Group, AJE-31  
Manager, Quality Assurance Group, AJT-23  
Manager, Aeronautical Information Management Group, AJR-32  
Manager, National Flight Data Center, AJR-321



## DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:

TAKE-OFF RUNWAY 4R/L: Fly heading 036° to BOS 4 DME, then turn right heading 090°, thence....

TAKE-OFF RUNWAY 9: Fly heading 093°, thence....

TAKE-OFF RUNWAY 14: Fly heading 142° to BOS 1 DME, then turn left heading 120°, thence....

TAKE-OFF RUNWAY 15R: Fly heading 151° to BOS 1 DME, then turn left heading 120°, thence....

TAKE-OFF RUNWAY 22R/L: Turn left heading 140°, thence....

TAKE-OFF RUNWAY 27: Fly heading 273° to BOS 2.2 DME, then turn left heading 235°, thence....

TAKE-OFF RUNWAY 33L: Fly heading 331° to BOS 2 DME, then turn left heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect radar vectors to assigned ROUTE/NAVAID/FIX. Jet aircraft maintain 5000' or lower assigned altitude. Non-jet aircraft maintain 3000' or lower assigned altitude. All aircraft expect clearance to filed altitude/flight level ten (10) minutes after departure.

NOTE: JET AIRCRAFT departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000' before proceeding on course.

TAKE-OFF MINIMUMS:

RWY 15L, 32, 33R, NA - ENVIRONMENTAL

RWY 4R, STANDARD.

RWY 4L, 300-1 or STANDARD with minimum climb of 358' per NM to 300'.

RWY 9, 300-1½ or STANDARD with minimum climb of 272' per NM to 300'.

RWY 14, STANDARD with minimum ATC climb of 500' per NM to 420'.

RWY 15R, STANDARD with minimum ATC climb of 431' per NM to 420'.

RWY 22L, 300-1 or STANDARD when tower reports no tall vessels in the departure area.

RWY 22R, 300-1½ or STANDARD with minimum climb of 320' per NM to 400'.

RWY 27, STANDARD with minimum climb of 477' per NM to 1300'.

RWY 33L, STANDARD with minimum ATC climb of 465' per NM to 200'.

(CONTINUED ON FOLLOWING PAGE)

NE-1, 31 JUL 2008 to 28 AUG 2008

NE-1, 31 JUL 2008 to 28 AUG 2008

(COTEE1.COTEE) 07298

SL-246 (FAA)

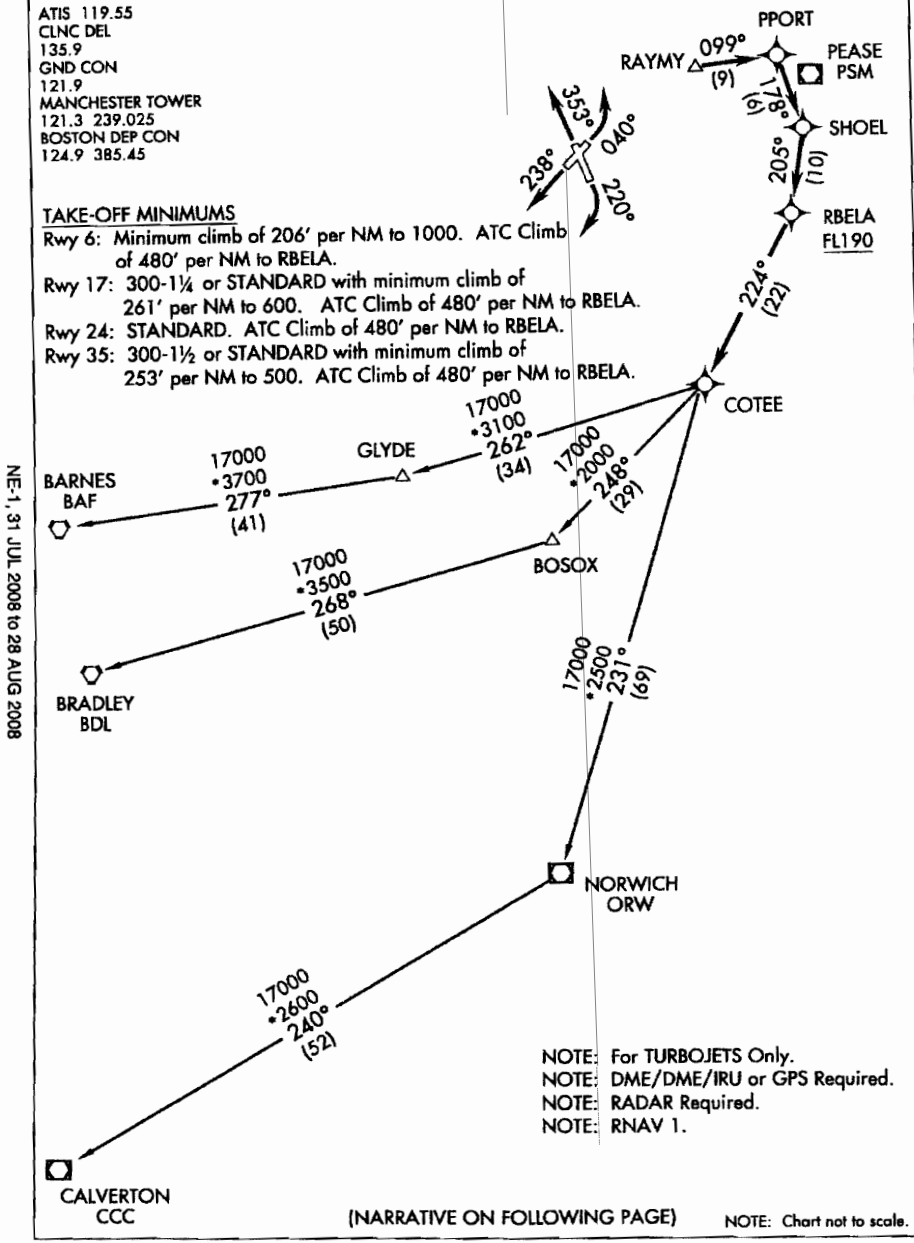
# COTEE ONE DEPARTURE (RNAV)

MANCHESTER (MHT)  
MANCHESTER, NEW HAMPSHIRE

ATIS 119.55  
 CLNC DEL 135.9  
 GND CON 121.9  
 MANCHESTER TOWER 121.3 239.025  
 BOSTON DEP CON 124.9 385.45

### TAKE-OFF MINIMUMS

- Rwy 6: Minimum climb of 206' per NM to 1000. ATC Climb of 480' per NM to RBELA.
- Rwy 17: 300-1¼ or STANDARD with minimum climb of 261' per NM to 600. ATC Climb of 480' per NM to RBELA.
- Rwy 24: STANDARD. ATC Climb of 480' per NM to RBELA.
- Rwy 35: 300-1½ or STANDARD with minimum climb of 253' per NM to 500. ATC Climb of 480' per NM to RBELA.



NE-1, 31 JUL 2008 to 28 AUG 2008

NE-1, 31 JUL 2008 to 28 AUG 2008

- NOTE: For TURBOJETS Only.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: RADAR Required.
- NOTE: RNAV 1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# COTEE ONE DEPARTURE (RNAV)

(COTEE1.COTEE) 07298

MANCHESTER, NEW HAMPSHIRE  
MANCHESTER (MHT)

# COTEE ONE DEPARTURE (RNAV)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climbing left turn heading 040°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 17: Climbing right turn heading 220°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 24: Climb heading 238°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

TAKE-OFF RUNWAY 35: Climb heading 353°, expect vectors to RAYMY, then via depicted route to COTEE, Thence. . . .

. . . .maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level within 5 minutes after departure.

- BARNES TRANSITION (COTEE1.BAF):
- BRADLEY TRANSITION (COTEE1.BDL):
- CALVERTON TRANSITION (COTEE1.CCC):

### TAKE-OFF OBSTACLES

- Rwy 6: Multiple Trees beginning 238' from DER, 266' left of centerline, up to 99' AGL/308' MSL.  
Multiple Trees beginning 272' from DER, 378' right of centerline, up to 58' AGL/277' MSL.
- Rwy 17: Sign, Pipe, and Multiple Poles, Trees, Buildings beginning 976' from DER, 2' left of centerline, up to 99' AGL/418' MSL.  
Multiple Trees, Poles, Buildings beginning 761' from DER, 126' right of centerline, up to 79' AGL/418' MSL.  
Poles beginning 5550' from DER, 92' left of centerline, up to 28' AGL/447' MSL.  
Tree 5415' from DER, 47' right of centerline, 34' AGL/433' MSL.
- Rwy 24: Multiple Trees beginning 810' from DER, 424' left of centerline, up to 104' AGL/293' MSL.
- Rwy 35: Pole and Multiple Trees beginning 891' from DER, 527' left of centerline, up to 100' AGL/414' MSL.  
Tree and Multiple Poles beginning 719' from DER, 558' right of centerline, up to 32' AGL/281' MSL.  
Tree 6631' from DER, 1129' right of centerline, 51' AGL/390' MSL.

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