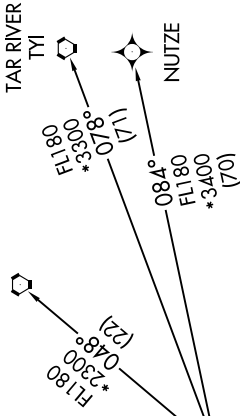


TOP ALTITUDE:
8000

CHARLOTTE DEP CON
124.0 307.8
D-ATIS DEP
132.1
CLNC DEL
127.15 348.6
CPDIC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwy 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

RALEIGH/DURHAM
RDU

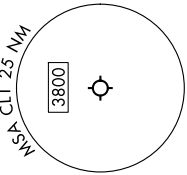


N



TAKEOFF MINIMUMS
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500' per NM to 1260.
Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

NOTE: For turbo jets only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAYS 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC on RADAR vectors to MESHY, thence. . . .

. . . .on depicted route to BARMY, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

- NUTZE TRANSITION (BARMY5.NUTZE)
- RALEIGH/DURHAM TRANSITION (BARMY5.RDU)
- TAR RIVER TRANSITION (BARMY5.TYI)