

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 09/03/2026	APWS Task ID: 5BFA2EEE74164101A0002B6371522C4A	APWS Project ID: D316E32E329B4543A86A7F48CB3C7430
Procedure: IRVVV ONE DEPARTURE (RNAV) (SID)		Enroute: YES	Specialist: Clark, Jacob		Agreement Number:
Airport ID: KCLT			Airport City: CHARLOTTE		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: CLT METRO AREA: IRVVV ONE RSID USING CLT PENDING AIRNAV AIRPORT DATA 9-3-2026. USING ACTIVE AIRNAV AIRPORT DATA FOR: AKH, EQY, IPJ, JQF, LKR, RUQ, UZA, VUJ. CLT RUNWAY UPDATE 18L/36R CHANGING TO 18/36. THE FOLLOWING AIRPORTS HAVE FIMS IN ADDITION TO KMZ FILES: AKH, IPJ, LKR. 1 EA. WAIVER REQUEST: STANDARDIZATION OF CLIMB GRADIENTS FOR ALL RNAV DEPARTURE PROCEDURES WITHIN CLT ATCT/TRACON AIRSPACE. 1 EA. WAIVER REQUEST: AN ATC REQUESTED MAINTAIN ALTITUDE LOWER THAN THE UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION. 1 EA. WAIVER REQUEST: USING LESS ROC THAN REQUIRED FOR DP LEVEL SURFACE. 1 EA. WAIVER REQUEST: NO CHARTING OF IF ALTITUDE. CONTACT: CASIMIR TABAKA: 405-954-7931. 5/21/26 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/12/26. 8260-15 1. PROCEDURAL DATA NOTES: CHANGED NOTE FROM "NOTE: MAINTAIN 250K UNTIL ADVISED." TO "NOTE: MAINTAIN 250 KIAS UNTIL ADVISED." - IAW 8260.46K 2-1-5C.(3), REQUESTED BY FPT, SEE EMAIL IN DATA FOLDER. 2. CHANGED NOTE FROM "CHART NOTE: FOR GSO TERMINAL ARRIVALS ONLY FILED 9000 AND BELOW." TO " NOTE: FOR GSO TERMINAL ARRIVALS ONLY FILED 9000 AND BELOW." - IAW 8260.46K 2-1-5H(9). 3. CHANGED TAKEOFF MINIMUMS AT VUJ FOR RWY 22L FROM "STANDARD" TO "STANDARD." - TYPOGRAPHICAL ERROR. 4. CONTROLLING OBSTACLES: VUJ: CHANGED THE VISIBILITY OBSTACLE LONGITUDE CARDINAL DIRECTION FROM N TO W. - TYPOGRAPHICAL ERROR. 5. REMARKS: CHANGED WAIVER VERBIAGE FROM "CHARTING OF NON STANDARD CLIMB GRADIENTS FOR LNAV ENGAGEMENT" TO "STANDARDIZATION OF CLIMB GRADIENTS FOR ALL RNAV DEPARTURE PROCEDURES WITHIN CLT ATCT/TRACON AIRSPACE." - MATCH WAIVER. S: FILE: 1. UPDATED WAIVER LETTERS PER AFS 2. UPDATED NOTES ON FIG					

QUALITY
38
CHECKED

QUALITY
8
CHECKED

FIPC DME/DME FORM							
PROCEDURE: IRVVV ONE DEPARTURE (RNAV)			AIRPORT NAME: CHARLOTTE/DOUGLAS INTL		AIRPORT ID: KCLT	SPECIAL CONTROL NO: AG-05-095-26	
FAC ID: IRVVV1		CITY: CHARLOTTE			ST: NC	ORIG CHART DATE: 09/03/2026	
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:		PTS TASK ID: 5BFA2EEE74164101A0002B6371522C4A		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					☐ FLT CK REQ ☐ NFCR ☐ REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 07/02/2026		CREW #: VN453	N #: N70	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: galen w collins @ 07/02/2026 08:25			PRINTED NAME: COLLINS, GALEN WESLEY				NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:							
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:		
SPECIALIST REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

IRVVV ONE DEPARTURE (RNAV)

CHARLOTTE, NORTH CAROLINA

CHARLOTTE DEP CON

124.0 307.8

D-ATIS DEP

132.1

CLNC DEL

127.15 348.6

CPDLC

GND CON

121.8 348.6 (W)

121.9 348.6 (E)

CHARLOTTE TOWER

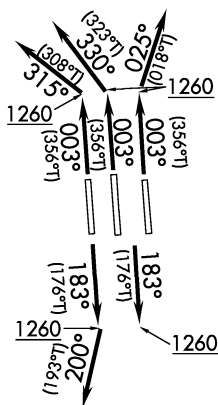
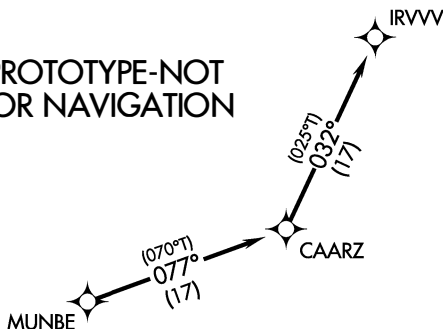
118.1 257.8 (18L-36R)

126.4 257.8 (18C-36C)

133.35 257.8 (1L-19R)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

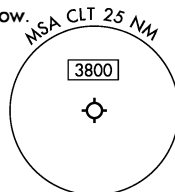
TOP ALTITUDE:**8000****PROTOTYPE-NOT
FOR NAVIGATION****TAKEOFF MINIMUMS**

Rwys 1R, 18, 19L/R, 36: Standard with minimum climb of 500'/NM to 1260.

Rwy 1L: Standard with minimum climb of 500'/NM to 1400.

NOTE: For GSO terminal arrivals only, filed 9000' and below.

NOTE: Maintain 250 KIAS until advised.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION**TAKEOFF RUNWAY 1L:** Climb on heading 003° to 1260, then on heading 315° for vectors to MUNBE, thence . . .**TAKEOFF RUNWAY 1R:** Climb on heading 003° to 1260, then on heading 330° for vectors to MUNBE, thence . . .**TAKEOFF RUNWAYS 18,19L:** Climb on heading 183° to 1260 for vectors to MUNBE, thence . . .**TAKEOFF RUNWAY 19R:** Climb on heading 183° to 1260, then on heading 200° for vectors to MUNBE, thence . . .**TAKEOFF RUNWAY 36:** Climb on heading 003° to 1260, then on heading 025° for vectors to MUNBE, thence . . .

. . . on depicted route to IRVVV, maintain 8000. Expect filed altitude 10 minutes after departure.

IRVVV ONE DEPARTURE (RNAV)

(IRVVV1..IRVVV) FIG

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CLT
IRVVV (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Waiver required to not chart IF altitude at the IF for radar vectors (RV). Per Order 8260.46, Appendix E, Section 1, Para 2.m.4 : "Document the minimum crossing altitude at the IF on RNAV Radar departure procedures as follows: CHART: MINIMUM CROSSING ALTITUDE AT (RNAV IF)-(Altitude)."

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Including altitudes at the initial fix (IF) can introduce unnecessary workload and potential confusion for flight crews. Aircraft on the IRVVV (RNAV) SID are issued a specific "climb and maintain" altitude by ATC, rather than following a "climb via" clearance. Adding an altitude at the IF may lead flight crews to question whether it is part of the required climb profile, which can result in misinterpretation and disrupt the intended clearance, thereby causing unwanted frequency congestion. To maintain clarity and reduce ambiguity, altitudes at the IF should be omitted when they do not align with standard ATC instructions for this procedure.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

For all but four of the satellite airports, the OCS is clear of obstacles. For KJQF, KAKH, KIPJ and KRUQ, the departure route descriptions have the following instruction to provide uninterrupted and obstacle free climb.

JQF:

TAKEOFF RWY 2: CLIMB ON HEADING 016.46 TO 2200 FOR VECTORS TO MUNBE, THENCE...

TAKEOFF RWY 20: CLIMBING LEFT TURN HEADING 150.00 TO 2400 FOR VECTORS TO MUNBE, THENCE...

AKH:

TAKEOFF RWY 3: CLIMB ON HEADING 049.34 TO 2700 BEFORE TURNING LEFT FOR VECTORS TO MUNBE, THENCE...

TAKEOFF RWY 21: CLIMB ON HEADING 214.33 TO 1600 BEFORE PROCEEDING NORTH FOR VECTORS TO MUNBE, THENCE...

IPJ:

TAKEOFF RWY 5: CLIMB ON HEADING 063.15 TO 2000 BEFORE PROCEEDING ON COURSE FOR VECTORS TO MUNBE, THENCE...

TAKEOFF RWY 23: CLIMB ON HEADING 243.16 TO 2800 BEFORE TURNING LEFT FOR VECTORS TO MUNBE, THENCE...

RUQ:

TAKEOFF RWY 2: CLIMB ON ASSIGNED HEADING FOR VECTORS TO MUNBE, THENCE...

TAKEOFF RWY 20: CLIMB ON HEADING 201.99 TO 1700 BEFORE TURNING RIGHT FOR VECTORS TO MUNBE, THENCE...

Additionally, ATC will ensure that all aircraft are assigned altitudes at or above the minimum vectoring altitude (MVA). An OCS with a starting altitude of 2300ft (1346FT obstacle (rounded down to 1300) + 1000FT ROC), the MVA for the area around MUNBE, was evaluated and the surface was clear.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Consideration was given to adding an altitude to the IF, but ATC has chosen not to pursue that design approach at this stage in the runway renumbering project. The intent is to keep all departure procedures at KCLT the same, all with no altitude at the IF. All eleven departure procedures will be redesigned for 2027 with the new fourth parallel runway install. At that time, all procedures will be brought to current criteria.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE **OFFICE IDENTIFICATION** **TITLE**

SIGNATURE

Digitally signed by
TARA N MARTINELLI

May 26, 2026

8. AFS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE **ROUTING SYMBOL** **SIGNATURE**

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CLT
IRVVV (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Per FAA Order 8260.46 DEPARTURE PROCEDURE PROGRAM. Charting minimum climb gradients (CG) Para 2-1-5 (h). (3). (d). Do not chart CGs that may be needed to support airspace, navigation solution, environmental, or ATC operational limitations.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

This waiver is needed to support standardization of all RNAV departure procedures within CLT ATCT/TRACON airspace. Currently, the other nine departure procedures are being amended in three consecutive chart cycles to support the CLT runway renumbering project. Those amendments are abbreviated and all contain a 500 FT/NM to 1260 MSL CG, except runway 01L, which has 500FT/NM TO 1400 MSL for obstacle mitigation. CLT ATCT/TRACON requests that the IRVVV DEPARTURE contain the same CG requirements of 500 FT/NM as the other nine departure procedures to maintain consistency among all SIDs.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

All current RNAV SIDs contain this CG requirement and users have no issue with compliance. In speaking with the AMERICAN AIRLINES representative, their fleet has no trouble meeting the CGs charted on the SID. If in the event that a flight crew cannot comply with the charted CGs, they may notify ATC prior to departure for alternative actions.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Consideration was given to charting a standard CG where possible but that can introduce different performance expectations from one SID to the other when one has different requirements.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with CLT ATCT/TRACON, NATCA, AJV-A, AMERICAN AIRLINES and FS.

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

Digitally signed by
TARA N MARTINELLI
May 26, 2026

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CLT
IRVVV (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 2-1-3. Using less ROC than required for DP level OCS.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

- a. Two different rounding criteria are used for evaluation. The controlling obstacle for the MVA: See attached supporting documentation.
- (1). FAA Order 8260.3 requires 1000 feet of level ROC when assessing level flight. The altitude must be rounded up to the next higher 100 foot altitude.
- (2). ATO allows the altitude to be rounded down to the next lower 100 foot for 49 feet or less.
- c. CLT ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.
- d. The TERPS evaluation doesn't account for the ATC hold down: See attached supporting documentation.
- e. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. CLT ATCT/TRACON has a need to separate the flow for departures and arrivals. CLT ATCT/TRACON has an LOA requirement to turn departures based on a range of headings using all runways and the lowest altitude assigned would be 2500 feet based on the MVA.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. Aircraft will be required to climb to ATC assigned altitude based on radar and the MVA so controllers will know where the aircraft is. See attached supporting documentation for the altitude assigned by ATC.
- b. Pilots are required per 14 CFR to check their altimeter on the ground and ensure it is not more than 75 feet off from the airport altitude when departing.
- c. ATC is required to validate the altitude on initial contact.
- d. Per 14 CFR, part 91.185 the pilot is expected to climb to the requested/assigned altitude and proceed direct to the assigned/filed route of flight.
- e. Level ROC on approach is 500/250 in the terminal environment. The aircraft would only be assigned the initial altitude for a short period of time to ensure initial separation. The aircraft will then be assigned the Maintain altitude. See attached supporting documentation for the Maintain altitude assigned by ATC.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Climbing the aircraft to an altitude 100ft higher will cause major issues with LOA and other ATC existing agreements.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Charlotte ATCT/TRACON, ZDC ARTCC, American Airlines, NATCA, AJV-A, Eastern Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE **OFFICE IDENTIFICATION** **TITLE**

SIGNATURE

Digitally signed by
TARA N MARTINELLI
May 26, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CLT
IRVVV (RNAV) DEPARTURE

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject "Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.

- (1). TERPS Maintain/Top altitude: see attached for each airport assessment.
- (2). Lowest altitude will be assigned by ATC: see attached for each airport assessment.
- (3). Diverse Assessment Distance: see attached for each airport assessment.
- (4). The MVA assessment: see attached for each airport assessment.
- (5). Climb gradient for obstacle assessment: see attached for each airport assessment.
- (6). Radar is required for the SID.
- (7). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
- (8). ATC is not allowed to let an aircraft climbing to the initially assigned altitude in (2) above enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a.(1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
- (9). Affected CLT ATC Facilities will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

ATC needs to vector aircraft for separation within a constrained airspace (Class B) as well as for noise abatement requirements. The design requirement for vectors is compliant with FAA Order 8260.58, Appendix E.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with Charlotte ATCT/TRACON, ZDC ARTCC, American Airlines, NATCA, AJV-A, Eastern Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE **OFFICE IDENTIFICATION** **TITLE**

SIGNATURE

Digitally signed by
TARA N MARTINELLI
May 26, 2026

8. FLIGHT STANDARDS ACTIONS:

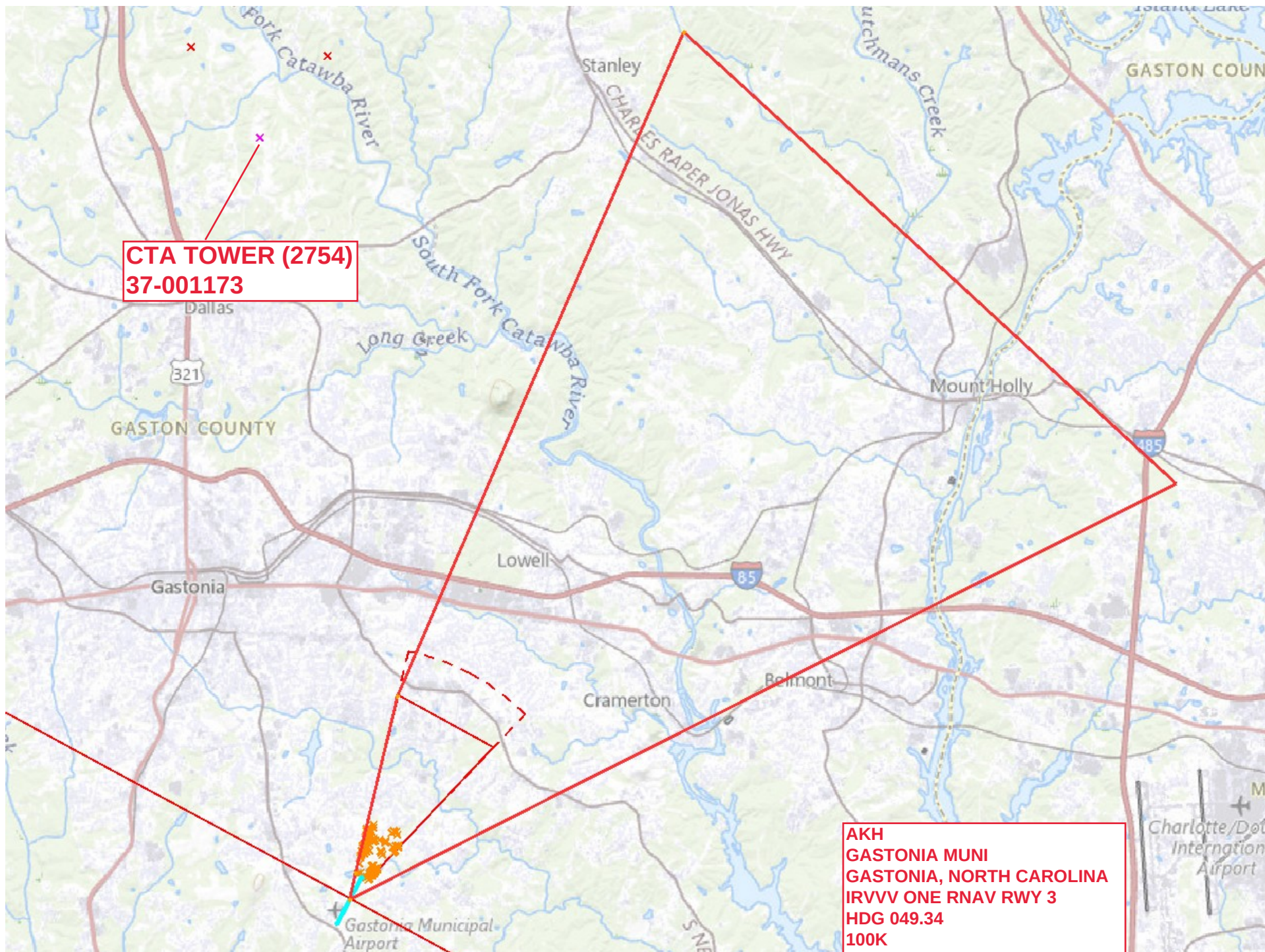
☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE

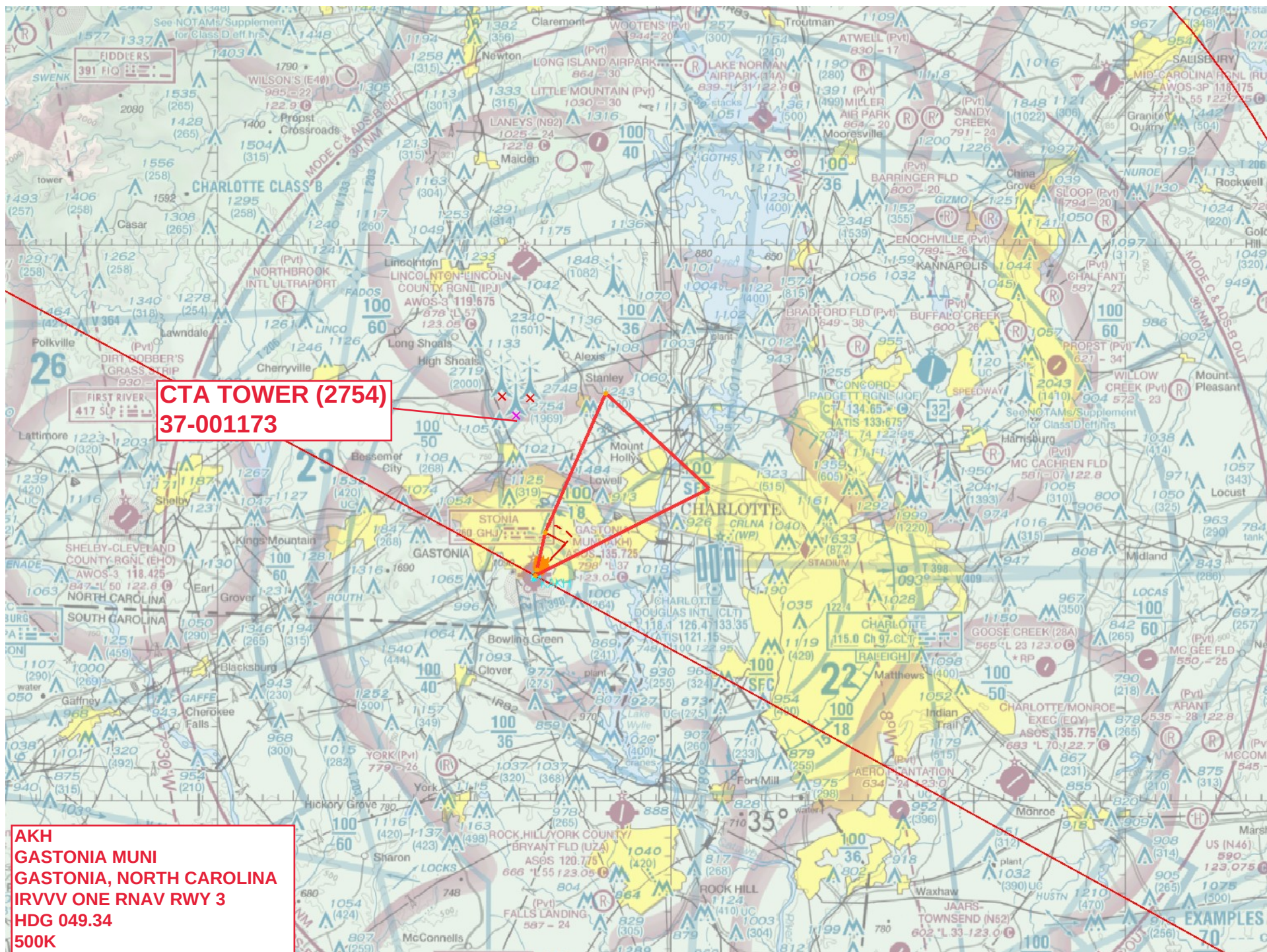
ROUTING SYMBOL

SIGNATURE



CTA TOWER (2754)
37-001173

AKH
GASTONIA MUNI
GASTONIA, NORTH CAROLINA
IRVVV ONE RNAV RWY 3
HDG 049.34
100K

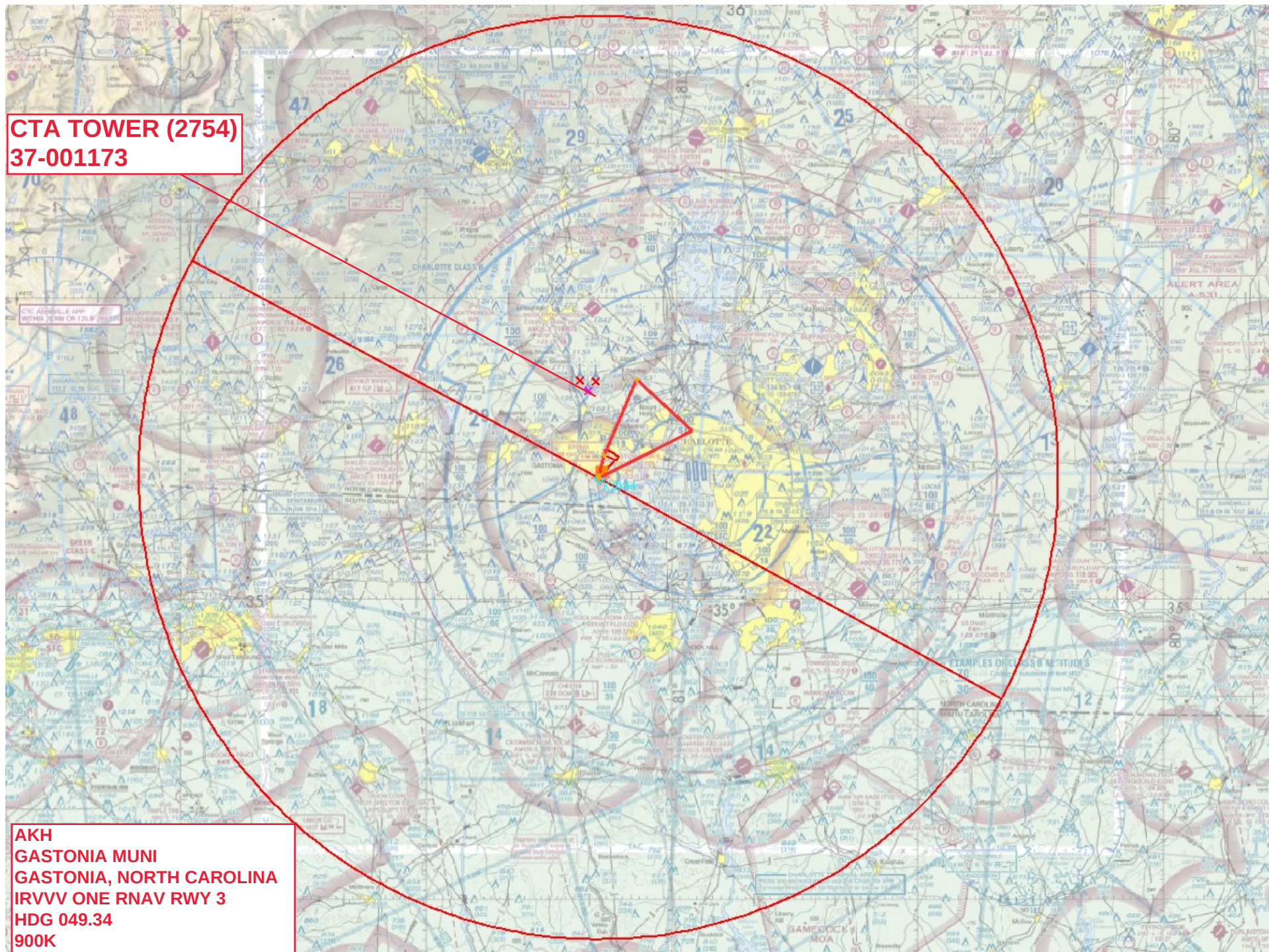


CTA TOWER (2754)
37-001173

AKH
GASTONIA MUNI
GASTONIA, NORTH CAROLINA
IRVVV ONE RNAV RWY 3
HDG 049.34
500K

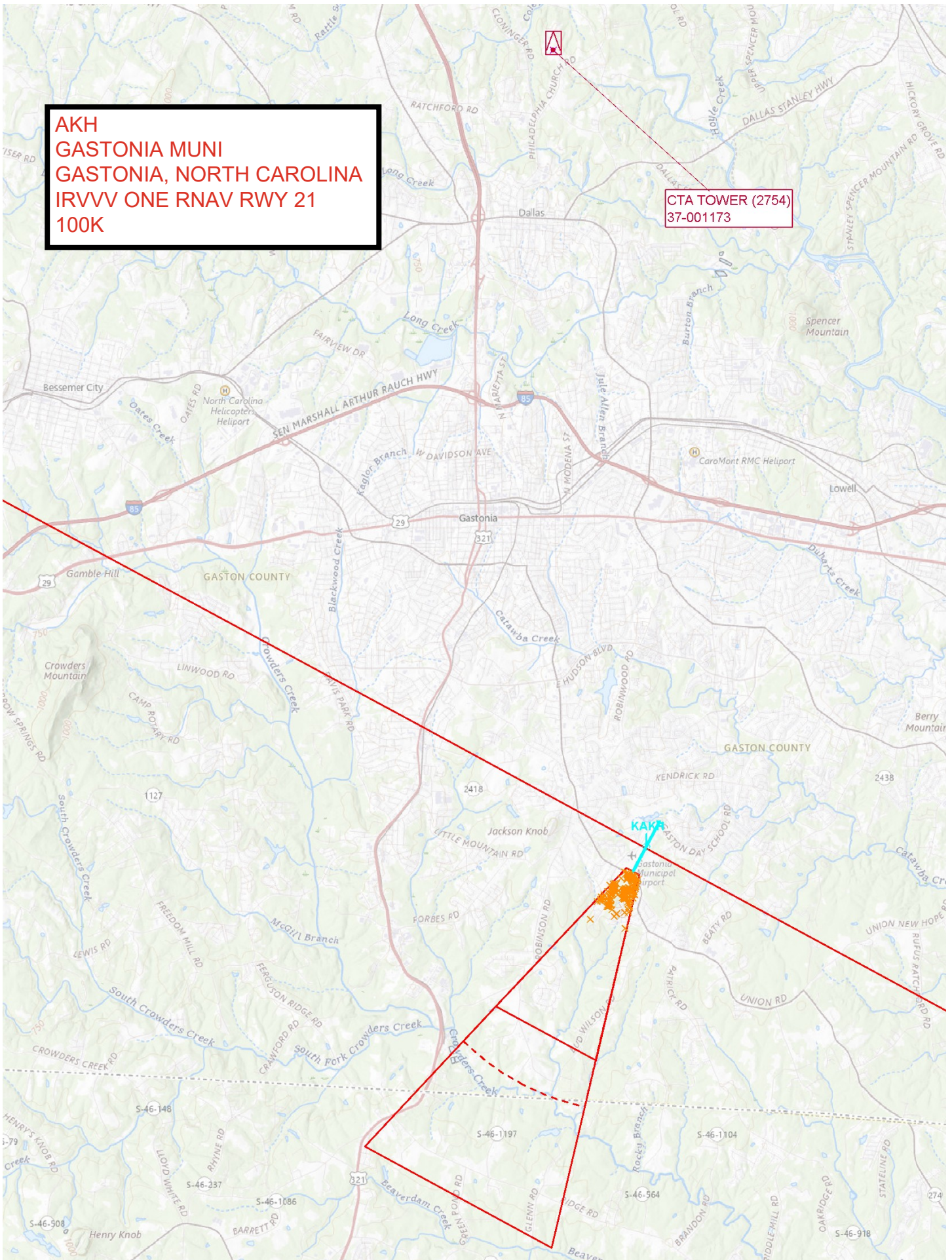
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37-001173**

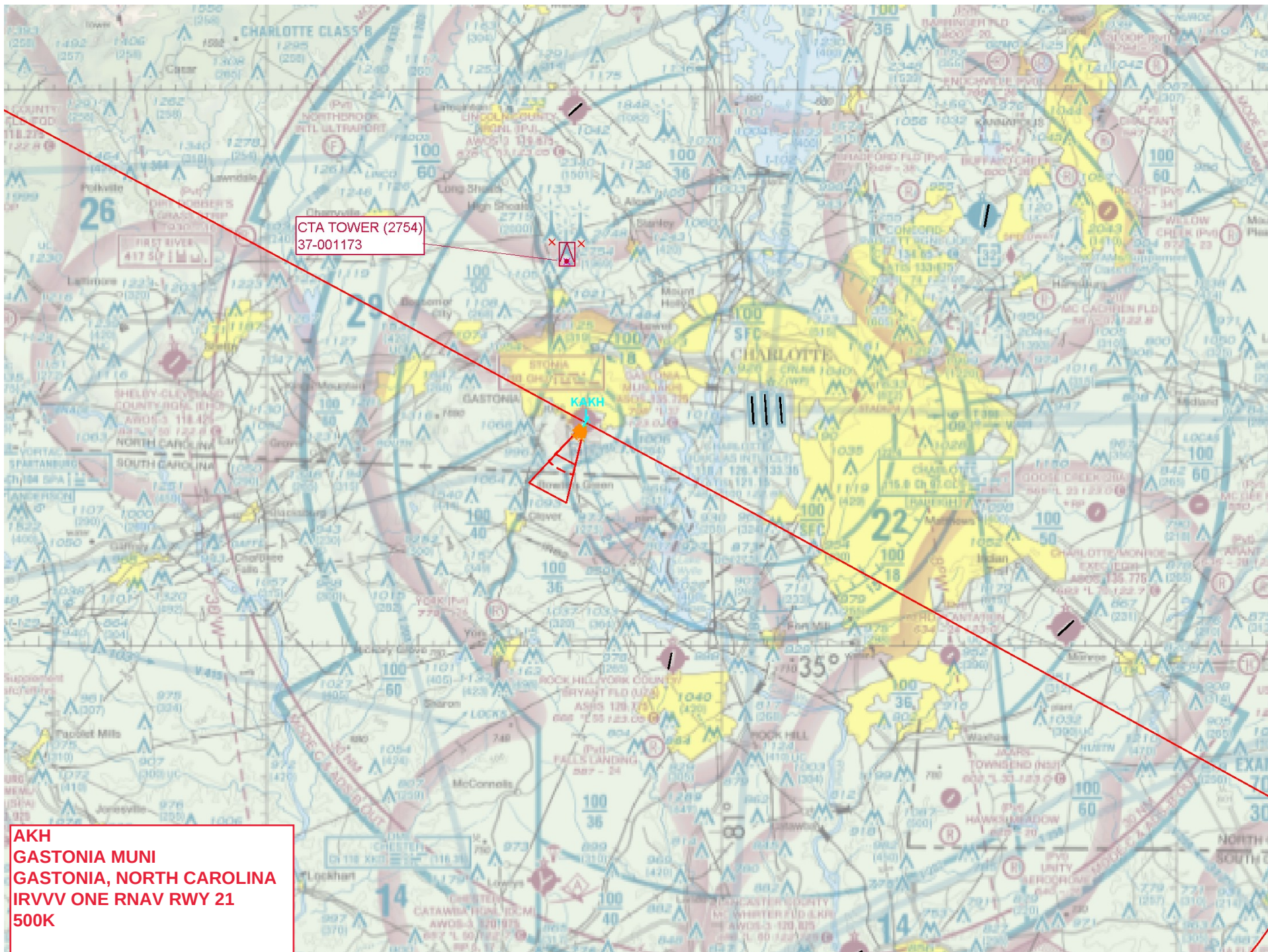
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GASTONIA MUNI
GASTONIA, NORTH CAROLINA
IRVVV ONE RNAV RWY 3
HDG 049.34
900K**

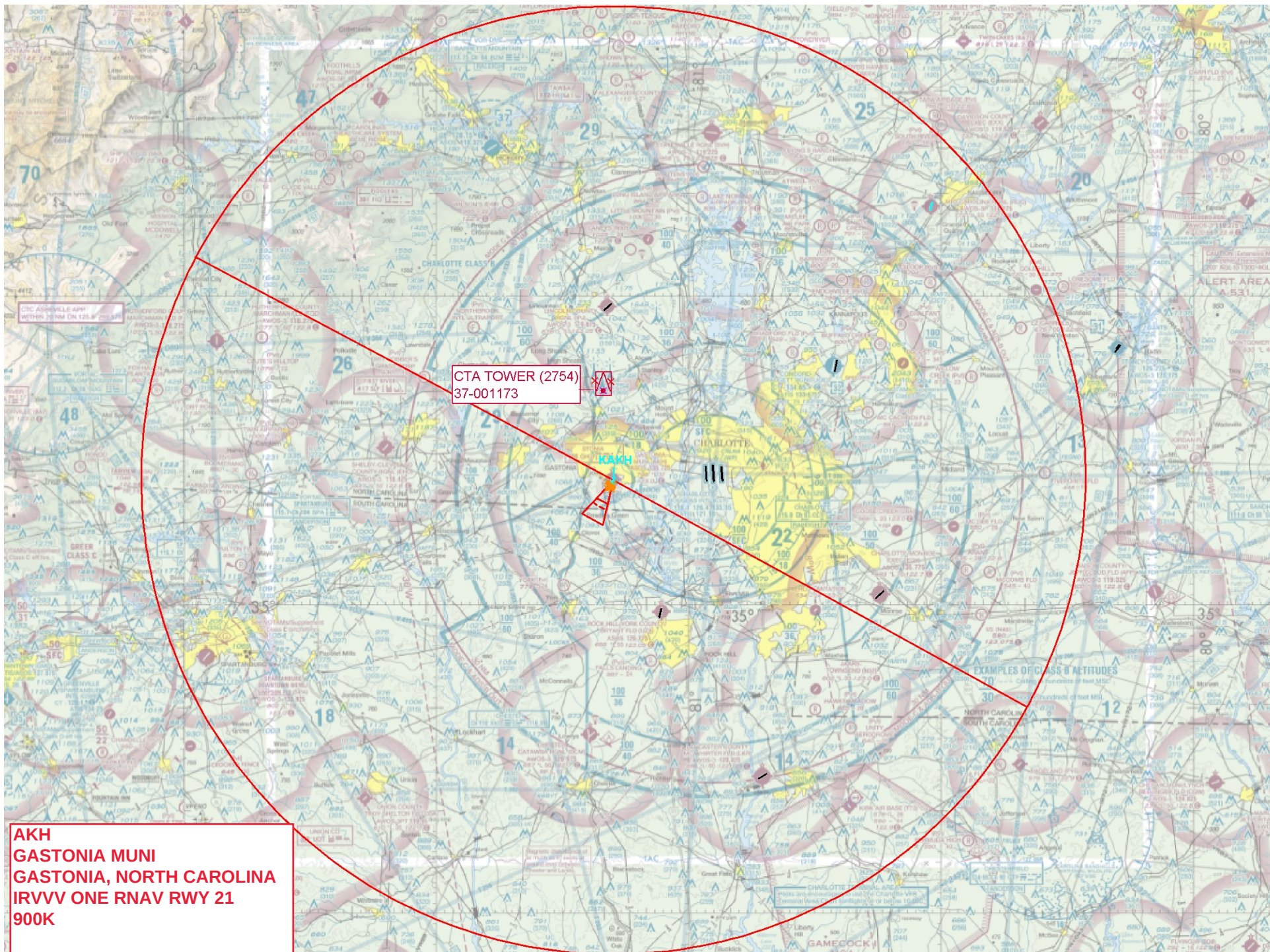


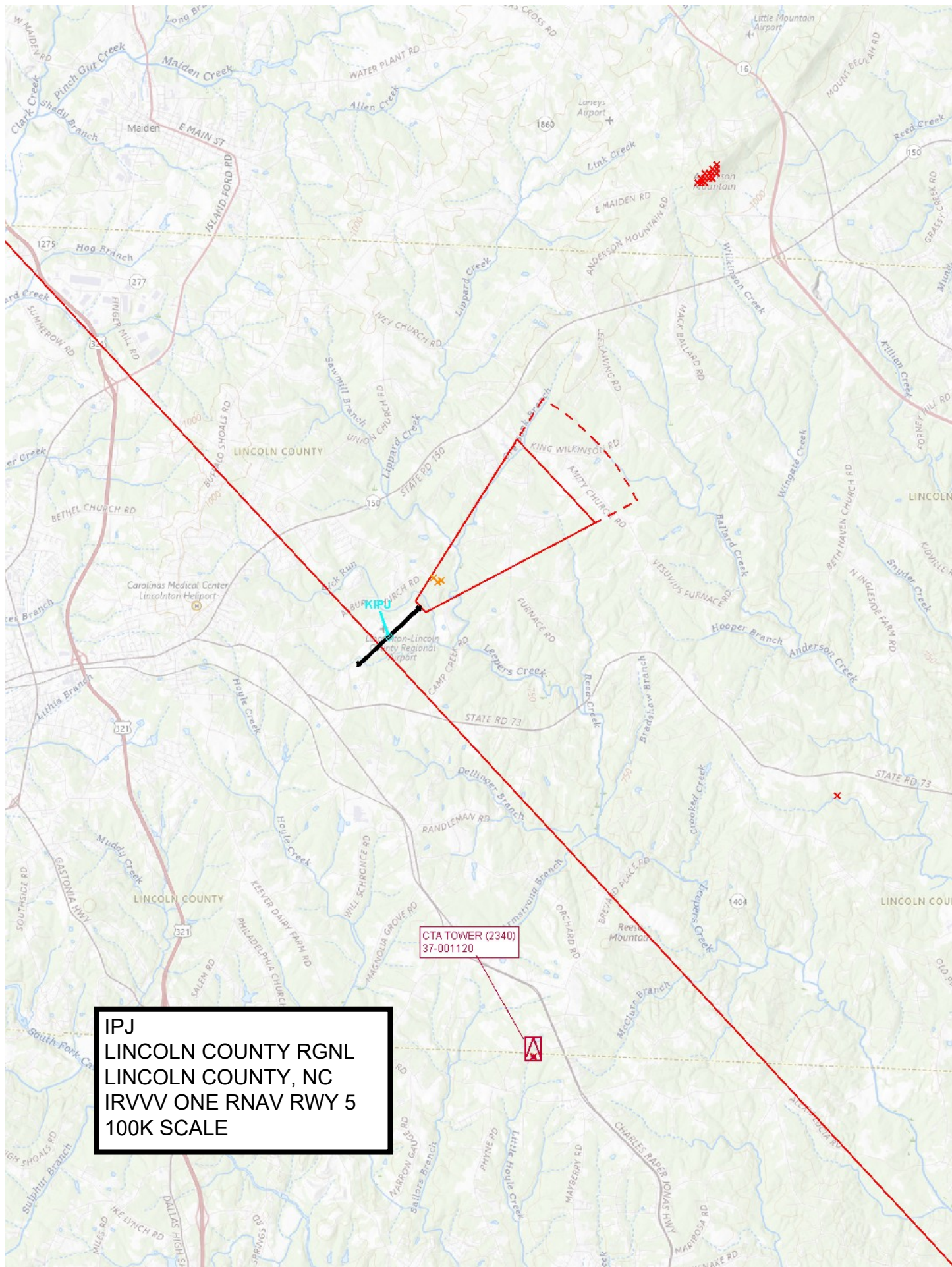
AKH
GASTONIA MUNI
GASTONIA, NORTH CAROLINA
IRVV ONE RNAV RWY 21
100K

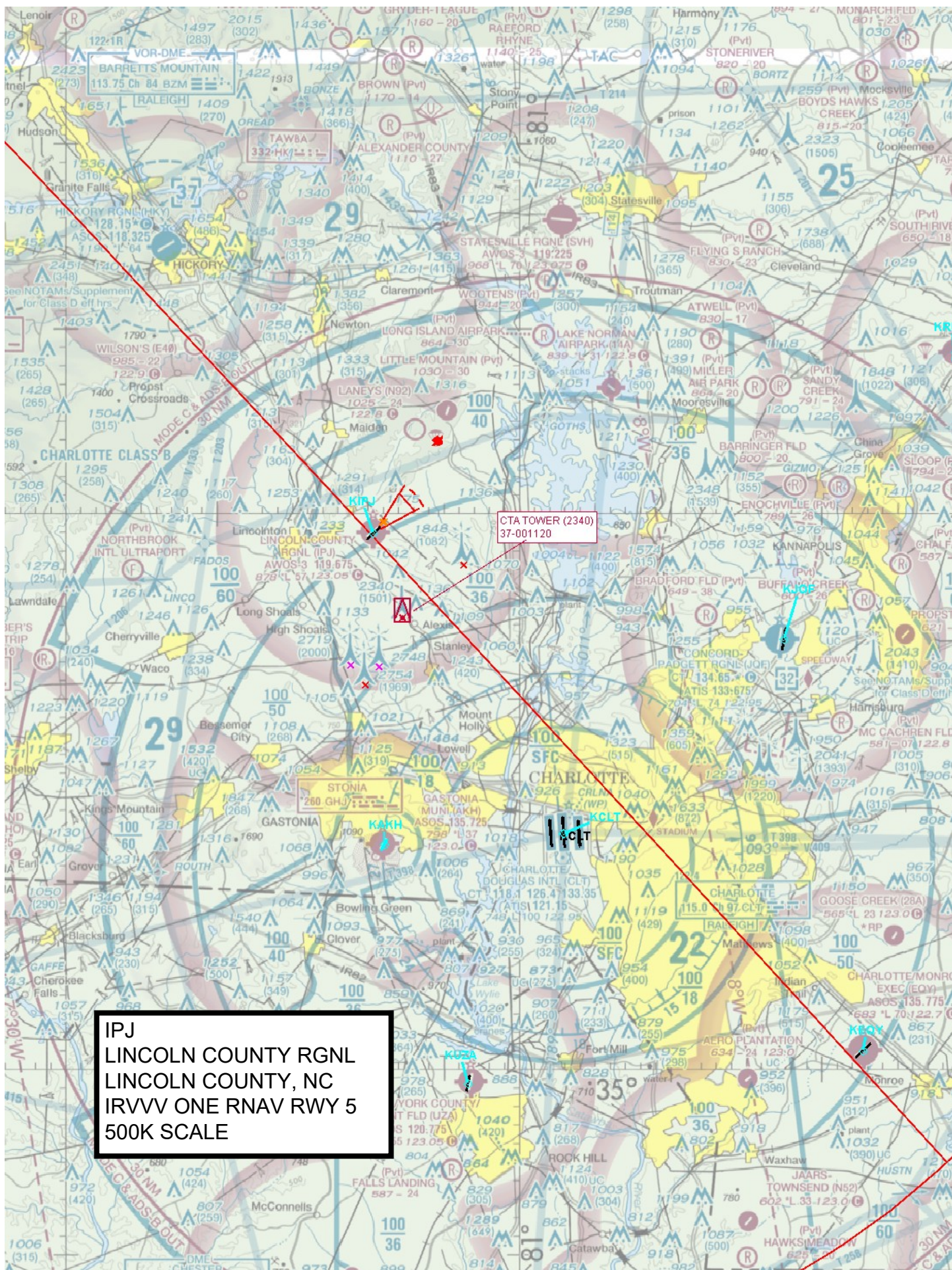
CTA TOWER (2754)
37-001173

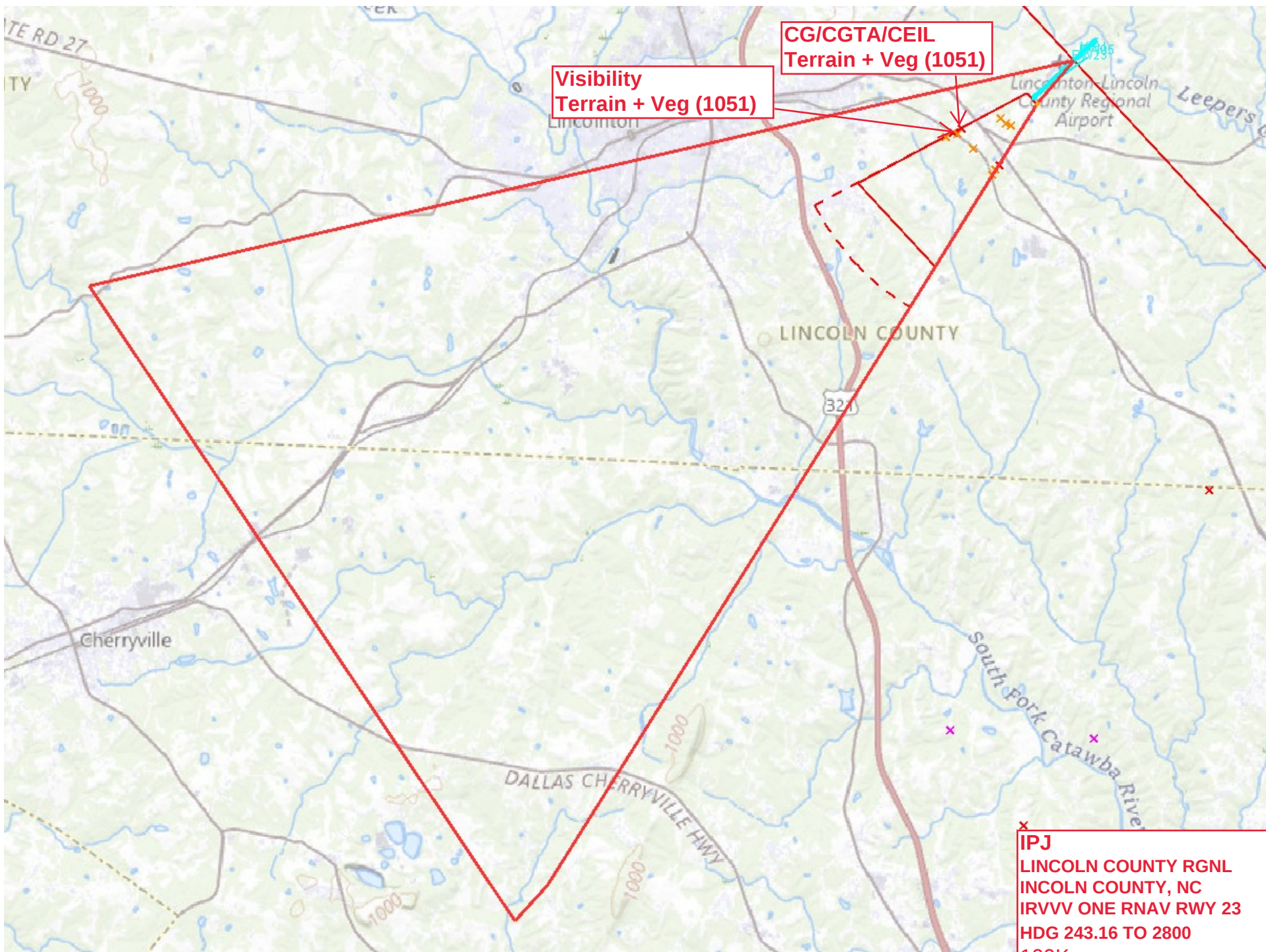












Visibility

Terrain + Veg (1051)

CG/CGTA/CEIL
Terrain + Veg (1051)

IPJ
LINCOLN COUNTY RGNL
INCOLN COUNTY, NC
IRVVV ONE RNAV RWY 23
HDG 243.16 TO 2800
500K

CG/CGTA/CEIL
Terrain + Veg (1051)

Visibility
Terrain + Veg (1051)

IPJ
LINCOLN COUNTY RGNL
LINCOLN COUNTY, NC
IRVVV ONE RNAV RWY 23
HDG 243.16 TO 2800
900K

