

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 09/03/2026	APWS Task ID: 9817BED97A3E4BE9B9AA093B24DA09B1	APWS Project ID: 1D13947E4AF04D91BC248F4B008B0F3B
Procedure: CHARLOTTE SIX DEPARTURE		Enroute: YES	Specialist: Dudzinski, Lisa		Agreement Number:
Airport ID: KVUJ			Airport City: ALBEMARLE		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
 USING CLT PENDING AIRNAV AIRPORT DATA 9-3-2026.
 USING ACTIVE AIRNAV AIRPORT DATA FOR: AKH, EQY, IPJ, JQF, LKR, RUQ, UZA, VUJ.

KMZ FILES: BASE RUN HAS NO CHANGE TO FILE NAME, ADJUSTED RUN USES _1 (CG/CGTA).

APPROVAL LETTER: SEPARATION FOR DEPARTURE CONTROL FREQUENCIES.

8260-1:
 1. WAIVER: LOWER ALTITUDE THAN UNRESTRICTED CLIMB FOR DIVERSE DEPARTURE.
 2. WAIVER: USING LESS ROC THAN REQUIRED FOR DP LEVEL OCS.

CONTACT CASIMIR TABAKA AJV-A432 405-954-7931

04/27/26: THIS IS AN UPDATED COPY OF THE PROCEDURE DEVELOPED ON 03/16/26.
 8260-2 FORMS:
 1. ADDED FIX RUNIE CANCELLATION.
 2. FIX CHESTERFIELD: REMOVED ILS OR LOC RWY 18 AT CLT.
 3. FIX CHESTERFIELD: REMOVED ILS OR LOC RWY 19L AT CLT.
 4. FIX CHESTERFIELD: REMOVED ILS RWY 19L (SA CAT II).
 5. FIX CHESTERFIELD: REMOVED ILS RWY 19L (SA CAT III).

05/21/26: THIS IS AN UPDATED COPY OF THE PROCEDURE DEVELOPED ON 03/16/26.
 1. S: FILE UPDATED WAIVER AND APPROVAL REQUESTS.

8260-15:
 1. TAKEOFF MINIMUMS: CHANGED AKH RWY 3 FROM "RWY 3: STANDARD WITH MINIMUM CLIMB OF 330 FT/NM TO 3600" TO "STANDARD WITH MINIMUM CLIMB OF 395 FT/NM 3000."
 2. TAKEOFF MINIMUMS: CHANGED AKH RWY 21 FROM "STANDARD WITH MINIMUM CLIMB OF 257 FT/NM TO 3500" TO "STANDARD WITH MINIMUM CLIMB OF 275 FT/NM TO 3000."
 3. TAKEOFF MINIMUMS: CHANGED IPJ RWY 23 FROM "STANDARD WITH MINIMUM CLIMB OF 381 FT/NM TO 3500" TO "STANDARD WITH MINIMUM CLIMB OF 420 FT/NM TO 3000."
 4. CHART NOTE: UPDATED CHART NOTE TO READ "CLT - CHART NOTE: CHARLOTTE DEP CONTROL WEST DEPARTURES: 120.05/257.2."
 5. CHART NOTE: UPDATED CHART NOTE TO READ "CLT - CHART NOTE: CHARLOTTE DEP CONTROL EAST DEPARTURES: 128.32/307.8."

(CONTINUED NEXT PAGE)




6. REMARKS: ADDED: WAIVER REQUEST: CHARTING MINIMUM CLIMB GRADIENTS THAT SUPPORT THE CLT DEPARTURE PROCEDURE PROGRAM. "REMARKS: ADDED DP RESTRICTIONS FOR ATC FACILITIES INFORMATION:
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 WILL NOT ENTER A HIGHER MVA ONCE THEY REACHED THE FIRST MVA SECTOR ALTITUDE.
ATC IS NOT ALLOWED TO LET AN AIRCRAFT CLIMBING TO THE INITIALLY ASSIGNED ALTITUDE IN B 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).
AFFECTED CLT ATC FACILITIES WILL MAKE SURE ALL CONTROLLERS ARE AWARE OF WAIVERS FOR COMPLIANCE.
7. REMARKS: ADDED "TAKEOFF MINIMUMS FOR AKH RWY 3/21 AND IPJ RWY 23 APPLIED HIGHER CLIMB GRADIENTS TO CLEAR OBSTACLES AND NOT EXCEED 3000 CGTA SINCE THE CGTA CANNOT BE HIGHER THAN THE MAINTAIN/TOP ALTITUDE."
8. PROCEDURAL DATA NOTES: ADDED "NOTE: TURBOJET AIRCRAFT ACCELERATE TO 250 KIAS, IF UNABLE, ADVISE ATC. UPON REACHING 10000 MSL, ACCELERATE TO MAINTAIN 280 KIAS, IF UNABLE, ADVISE ATC." - PREVIOUSLY OMITTED.

8260-2 ANDYS
07/09/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/21/2026.
FIX USE: CLT CORRECTED THE SPELLING OF CHARLOTTE DP.

7/23/26: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 6/30/26
1. "VUJ" INCLUDED IN DEPARTURE ROUTE DESCRIPTION FOR AIRPORT SERVED.
2. ADDED "(CLT ONLY)" TO PROCEDURAL DATA TRANSPONDER NOTE.



FIPC BASIC FORM						
PROCEDURE: CHARLOTTE SIX DEPARTURE			AIRPORT NAME: CHARLOTTE/MONROE EXEC		AIRPORT ID: KEQY	SPECIAL CONTROL NO: AG-05-096-26
FAC ID: CLT6		CITY: MONROE			ST: NC	ORIG CHART DATE: 09/03/2026
DFL TYPE: PROC/T	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721	PTS TASK ID: 9817BED97A3E4BE9B9AA093B24DA09B1		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
						YES
					CPV COMPLETE? ☒ X ☐ NO	
PROCEDURE RESULTS						
INSPECTION DATE: 06/29/2026	CREW #: VN453	N #: N70	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: galen w collins @ 06/29/2026 15:34			PRINTED NAME: COLLINS, GALEN WESLEY			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

PLACEHOLDER FOR ACTIVE PROCEDURE PLATE ONCE CHARLOTTE FIVE SID
PUBISHES IN TPP ON 7/09/2026

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CLT
CHARLOTTE 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 to maintain altitudes 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.

- a. TERPS Maintain/Top altitude: See attached for each airport assessment.
- b. Lowest assigned altitude by ATC for traffic: Individual MVAs that aircraft will enter on departure from associated RWYs.
- c. Diverse Assessment Distance: See attached for each airport's individual assessment.
- d. The MVA assessment: See attached for each airport assessment.
- e. Climb gradient for obstacle assessment: See attached for each airport assessment.
- f. Radar is required for the SID.
- g. 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 will not enter a higher MVA once they reached the first MVA sector altitude.
- h. ATC is not allowed to let an aircraft climbing to the initially assigned altitude in b 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).
- i. Affected CLT ATC Facilities will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used, there are departure divergence issues. 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 CLT TRACON, ZTL, ZDC, and ZJX ARTCCs, Charlotte Tower, American Airlines, NATCA, AJV-A, Eastern Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
03/16/26	AJV-A432	MANAGER

SIGNATURE

Digitally signed by
TARA N MARTINELLI
May 26, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CLT
CHARLOTTE 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.
 - (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/lowest assigned altitude.
- e. CLT ATCT/TRACON has a need to separate the flow for departures and arrivals. CLT ATCT/TRACON has an LOA requirement to turn departures from KCLT and its satellite airports based on a range of headings using all runways when needed and the lowest altitude assigned would be 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 ATC hold down/lowest altitude).
- 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 via vectors 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 based on the MVA (see attached supporting documentation for the controlling obstacle information) 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 100 ft higher will cause major issues with LOA and other ATC existing agreements.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with CLT TRACON, ZTL, ZDC, and ZJX ARTCCs, Charlotte Tower, American Airlines, NATCA, AJV-A, Eastern Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
03/16/26	AJV-A432	MANAGER

SIGNATURE

Digitally signed by
TARA N MARTINELLI
May 26, 2026

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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Federal Aviation Administration

Memorandum

To: To: Manager, Flight Technologies and Procedures Division
THRU: Manager, Flight Procedures and Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures (IFP)
Development Team, AJV-A4

Subject: Approval Request: Charlotte/Douglas Int'l, Charlotte NC (KCLT)

CHARLOTTE DEPARTURE
CHARLOTTE, NC (CLT)

FAAO 8260.46K, PARA 2-1-5 h. (1)

Request approval for a nonstandard annotation to enhance the separation of the departure control frequencies with a line between southeast and northwest departure sectors for KCLT's Departure Control frequencies.

Justification for Nonstandard Treatment:

Evaluation Results: Current charting representation showing a dashed line extending through the Airport Reference Point (ARP) from bearing 045° to 225° significantly reduces instances of incorrect communication transfers. This visual aid, paired with new special instructions, will assist pilots identify the appropriate departure control frequency based on their initial route, thereby enhancing communication efficiency.

Contingency Measures: If this proposal is not approved, controllers will face increased workload due to the necessity of issuing control-specific departure frequencies verbally. This could lead to operational inefficiencies and raise the risk of pilot/controller miscommunication, particularly through incorrect hear-back or readback.

Current Limitations: At present, there are no plans to modify the frequencies associated with KCLT's sectorization. This proposal is aimed at optimizing the existing framework without necessitating a change in frequency assignments.

Procedural Data Notes: To ensure clarity for all users, the following note will be published on the chart in association with the line from the northeast to the southwest through KCLT's ARP from

045° CW 225°:

“SPECIAL INSTRUCTIONS: FOR APPROPRIATE DEPARTURE CONTROL FREQUENCY, SEE GRAPHIC.

USE FREQUENCY DEPICTED WITHIN THE SECTOR WHERE FIRST NAVAID/FIX FOR YOUR ROUTE IS

LOCATED (SECTORS INDICATED BY DASHED LINES; FREQUENCIES IN DASHED BOX WITHIN).”