

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 09/03/2026	APWS Task ID: F2E9F0FA69CF4B50958DB64EB76304DC	APWS Project ID: 97FC4C67E1484631A5B726998157422A
Procedure: BATT A ONE (RNAV) DEPARTURE		Enroute: YES	Specialist: Hirst, Charles		Agreement Number:
Airport ID: KCLT			Airport City: CHARLOTTE		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
ORIGINAL SID TO REPLACE BARMY RNAV SID.

PENDING AIRNAV AIRPORT & RUNWAY DATA USED.

8260-1:
1. Waiver - Charting of minimum climb gradients.
2. Waiver - Lower altitude than unrestricted climb for diverse departure.
3. Waiver - No charting of IF altitude.
4. Waiver - Using less ROC than required for DP level OCS.

FOR ADDITIONAL INFORMATION CONTACT CASIMIR TABAKA, MANAGER 405-954-7931

5/21/2026: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 4/15/2026:

8260-1:
1. CHANGED ALL REFERENCES IN BLOCK 1 FOR ALL WAIVERS TO "CHARLOTTE, NC CLT BATT A DEPARTURE (RNAV)" - IAW 8260.19K 8-4-1
2. WAIVER - CHARTING OF MINIMUM CLIMB GRADIENTS BLOCK 2 CITED CRITERIA CHANGING FROM "2-1-1 (e).(3).(c)" TO "2-1-5 H (3)(d) - CORRECT 8260.46K CRITERIA CITED
3. WAIVER - CHARTING OF MINIMUM CLIMB GRADIENTS CORRECTED SPELLING OF "ENVIRONMENTAL" IN BLOCK 2 AND "CONSISTENCY" IN BLOCK 3
4. WAIVER - LOWER ALTITUDE THAN UNRESTRICTED CLIMB FOR DIVERSE DEPARTURE CHANGED BLOCK 4(2) TO READ "Lowest assigned altitude will be given by ATC for traffic: see attached for each airport assessment" - PER ATC REQUEST

8260-15B:
1. PROCEDURAL DATA NOTES CHANGED FROM "NOTE: MAINTAIN 250K UNTIL REACHING 10000 MSL, THEN MAINTAIN 280K." TO "NOTE: MAINTAIN 250 KIAS UNTIL REACHING 10000 MSL, THEN MAINTAIN 280 KIAS" - IAW 8260.46K PAR A 2-1-5.H
2. CONTROLLING OBSTACLES: VUJ: CHANGED THE VISIBILITY OBSTACLE LONGITUDE CARDINAL DIRECTION FROM N TO W - TYPOGRAPHICAL ERROR." - CORRECT LAT/LONG TYPO
3. COMMUNICATIONS CHANGED FROM "UZA: CHART: ASOS, CLNC DEL, UNICOM" TO "UZA: CHART: ASOS, CLNC DEL, UNICOM." - CORRECTED TYPO ADDED MISSING PERIOD "."
4. REMARKS CHANGED FROM "WAIVER - CHARTING OF NON STANDARD CLIMB GRADIENTS FOR LNAV ENGAGEMENT" TO "STANDARDIZATION OF CLIMB GRADIENTS FOR ALL RNAV DEPARTURE PROCEDURES WITHIN CLT ATCT/TRACON AIRSPACE" - CLARIFYING VERBIAGE TO CORRECTLY MATCH WAIVER

QUALITY
20
CHECKED

QUALITY
41
CHECKED

FIPC DME/DME FORM						
PROCEDURE: BATTA ONE DEPARTURE (RNAV)			AIRPORT NAME: CHARLOTTE/DOUGLAS INTL		AIRPORT ID: KCLT	SPECIAL CONTROL NO: AG-05-097-26
FAC ID: BATTA1		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: F2E9F0FA69CF4B50958DB64EB76304DC		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
					YES	NO
					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 08:24			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:		

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CLT
BATT A DEPARTURE (RNAV)

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 500FT/NM TO 1260 MSL CG, EXCEPT RUNWAY 01L, WHICH HAS 500FT/NM TO 1400 MSL FOR OBSTACLE MITIGATION. CLT ATCT/TRACON REQUESTS THAT THE BATT A DEPARTURE CONTAIN THE SAME CG REQUIREMENTS OF 500FT/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

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

BATTA (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

1. FLIGHT PROCEDURE IDENTIFICATION:

Charlotte, NC
CLT
BATT A (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 BATT A (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 MESHY, THENCE...

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

AKH:

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

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

IPJ:

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

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

RUQ:

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

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

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

BATTA (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**

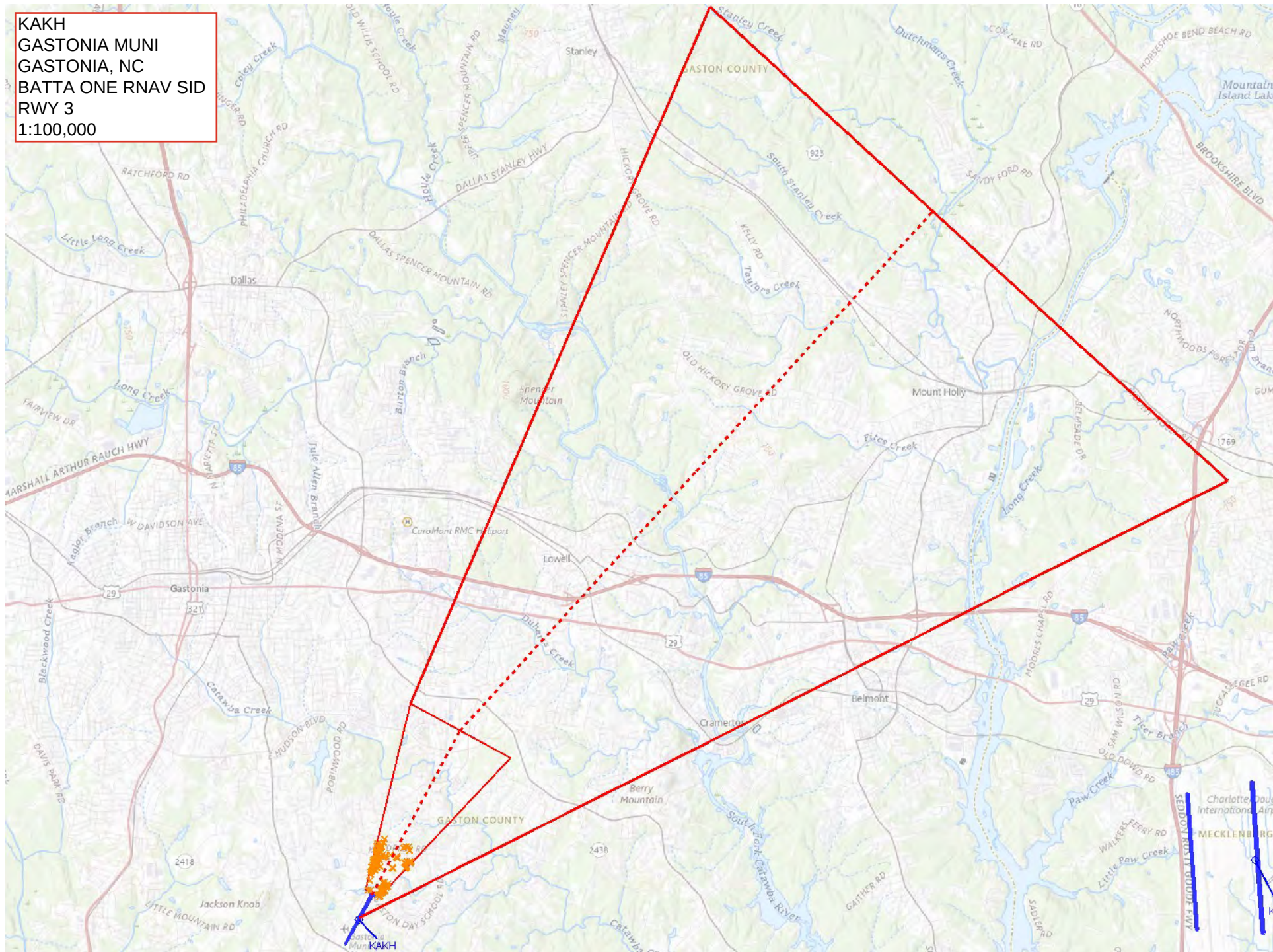
COMMENTS:

DATE

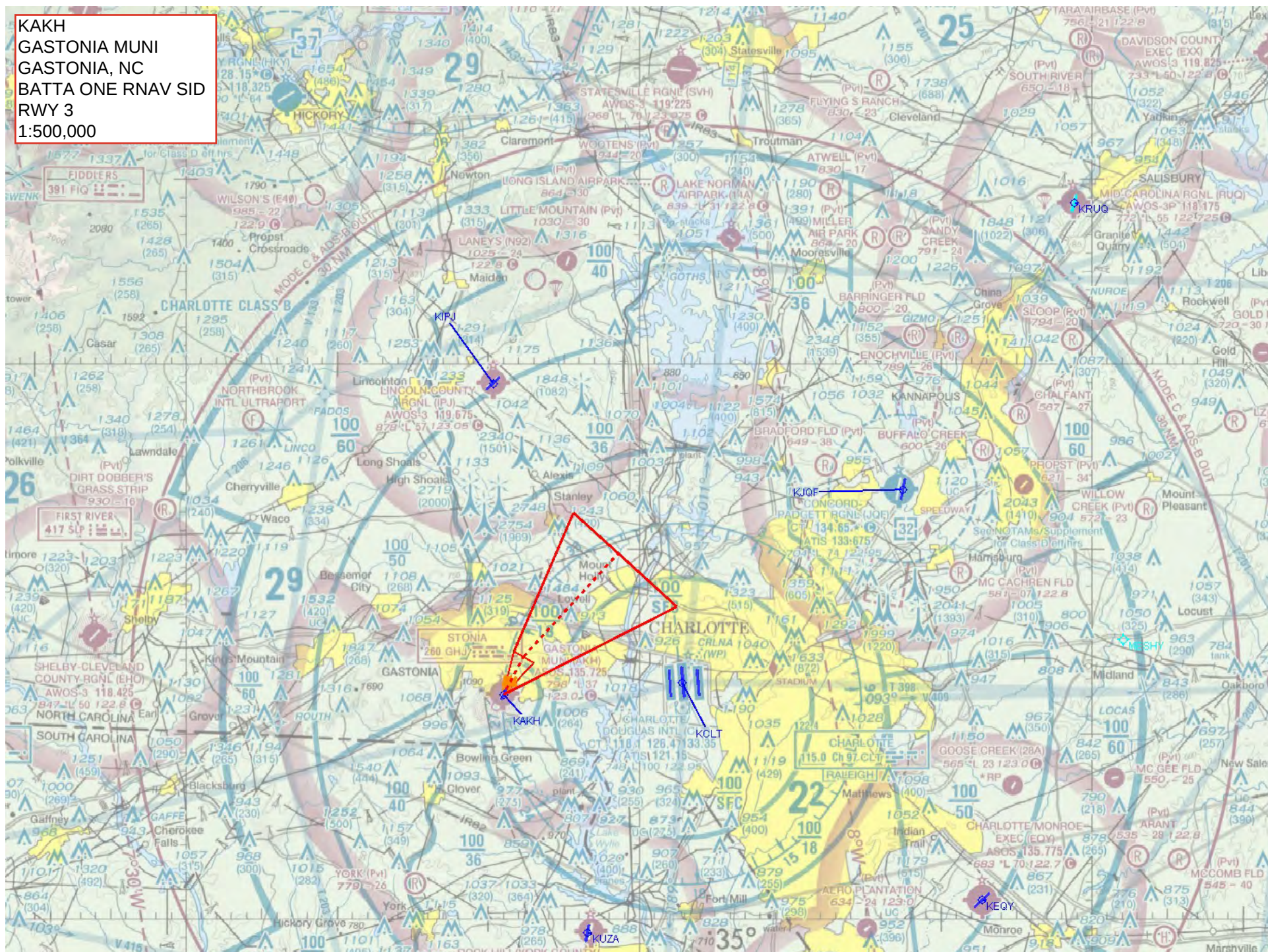
ROUTING SYMBOL

SIGNATURE

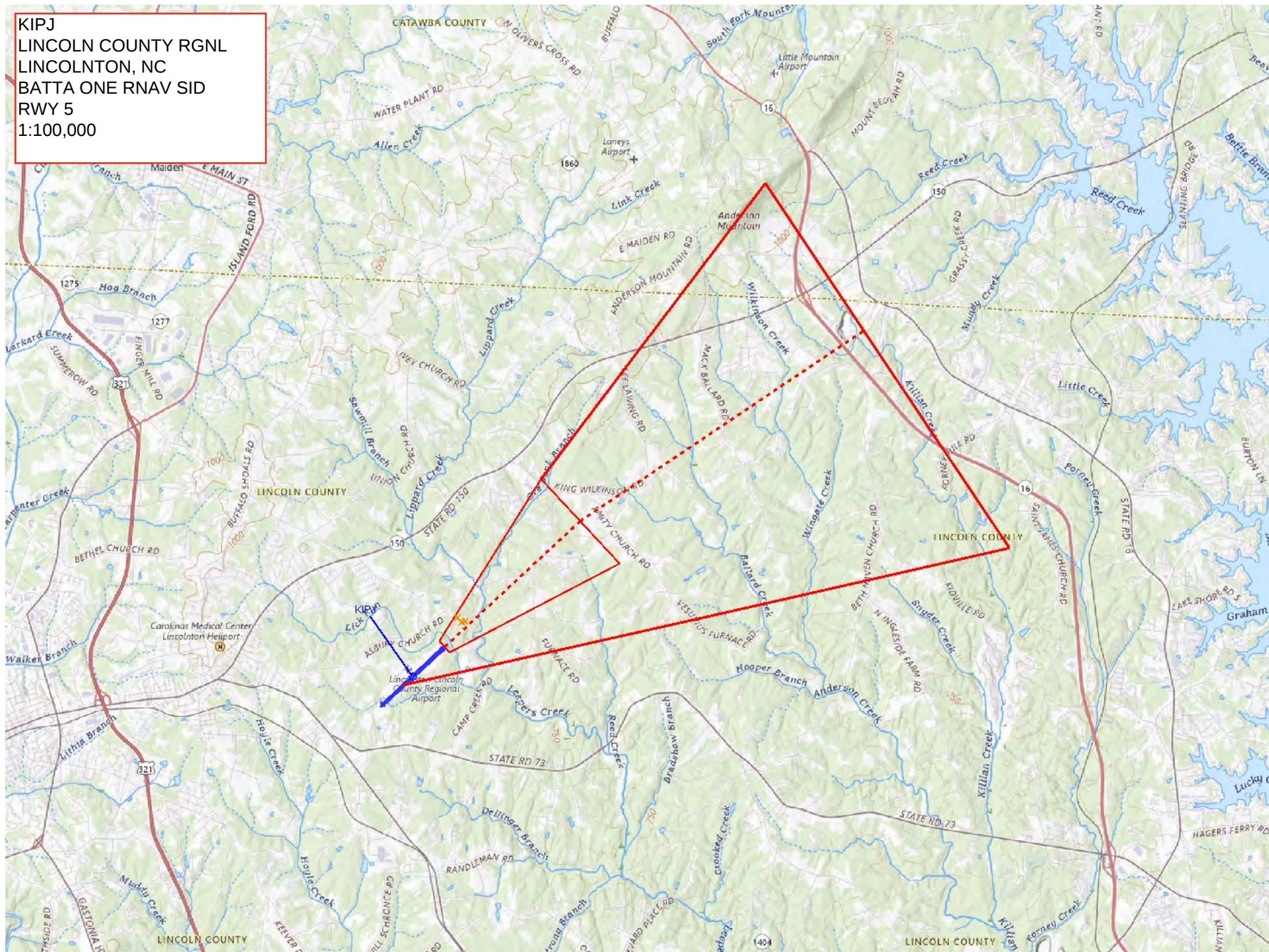
KAKH
GASTONIA MUNI
GASTONIA, NC
BATT ONE RNAV SID
RWY 3
1:100,000



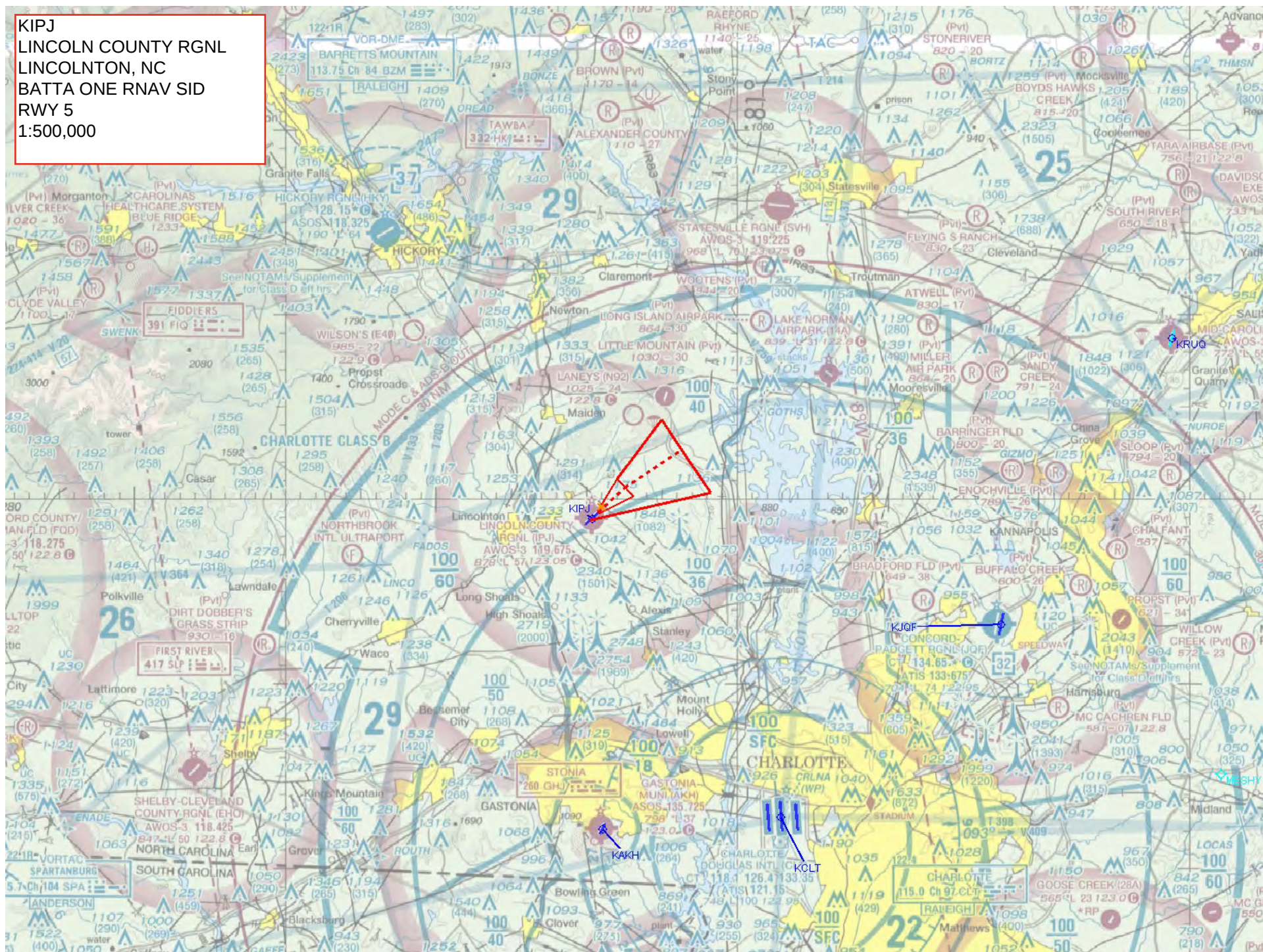
KAKH
GASTONIA MUNI
GASTONIA, NC
BATT ONE RNAV SID
RWY 3
1:500,000



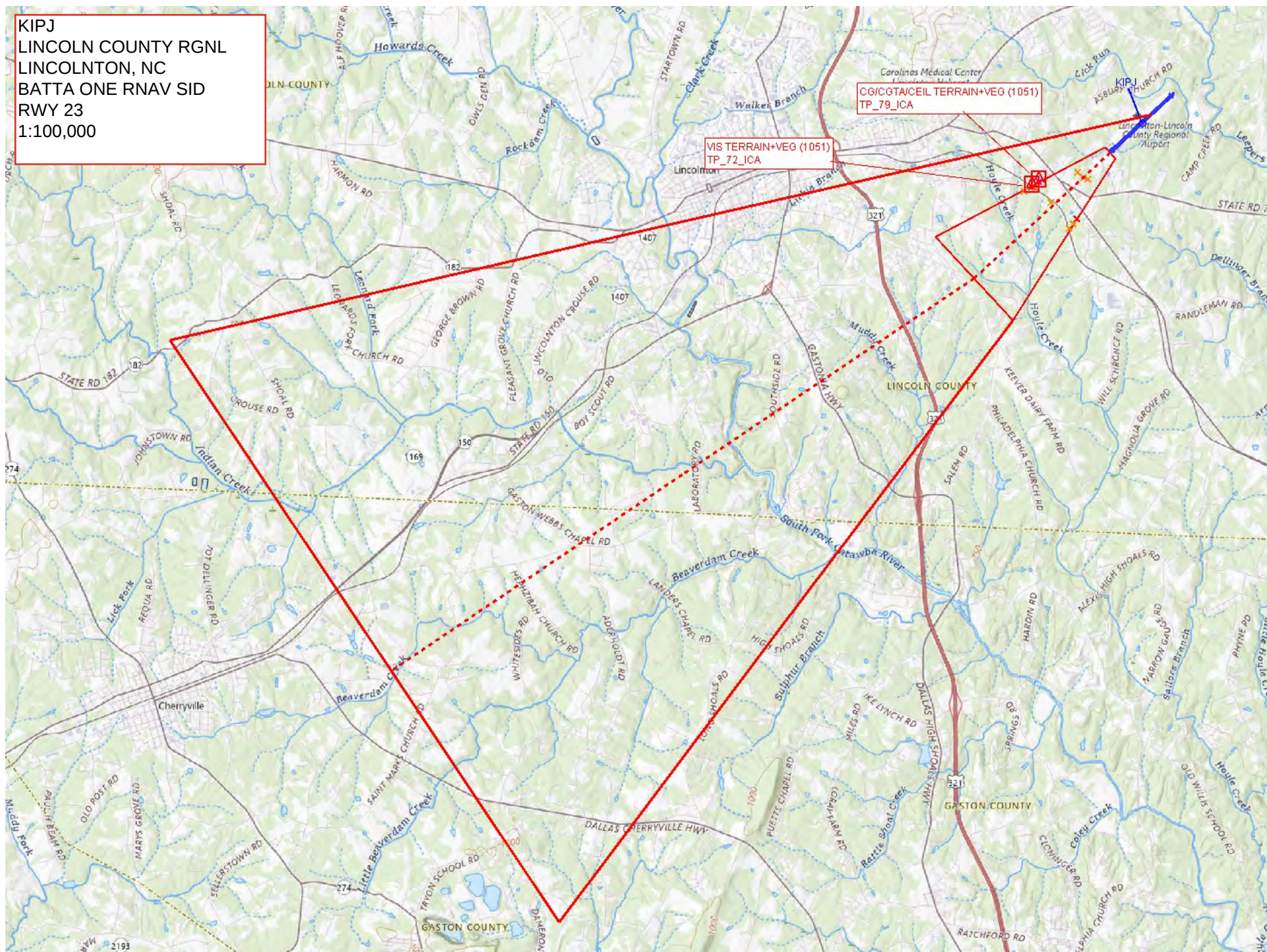
KIPJ
LINCOLN COUNTY RGNL
LINCOLNTON, NC
BATT ONE RNAV SID
RWY 5
1:100,000



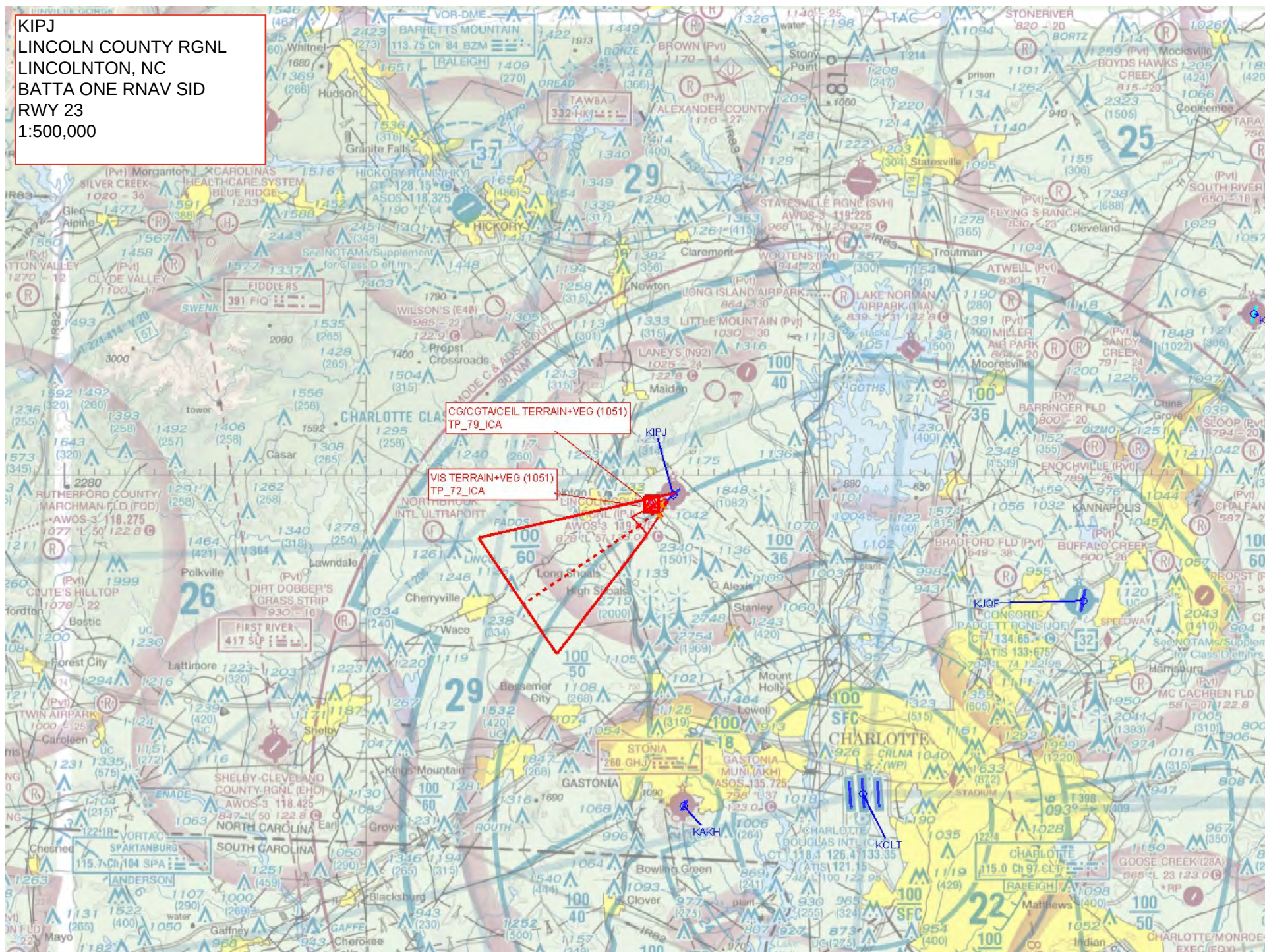
KIPJ
LINCOLN COUNTY RGNL
LINCOLNTON, NC
BATTA ONE RNAV SID
RWY 5
1:500,000



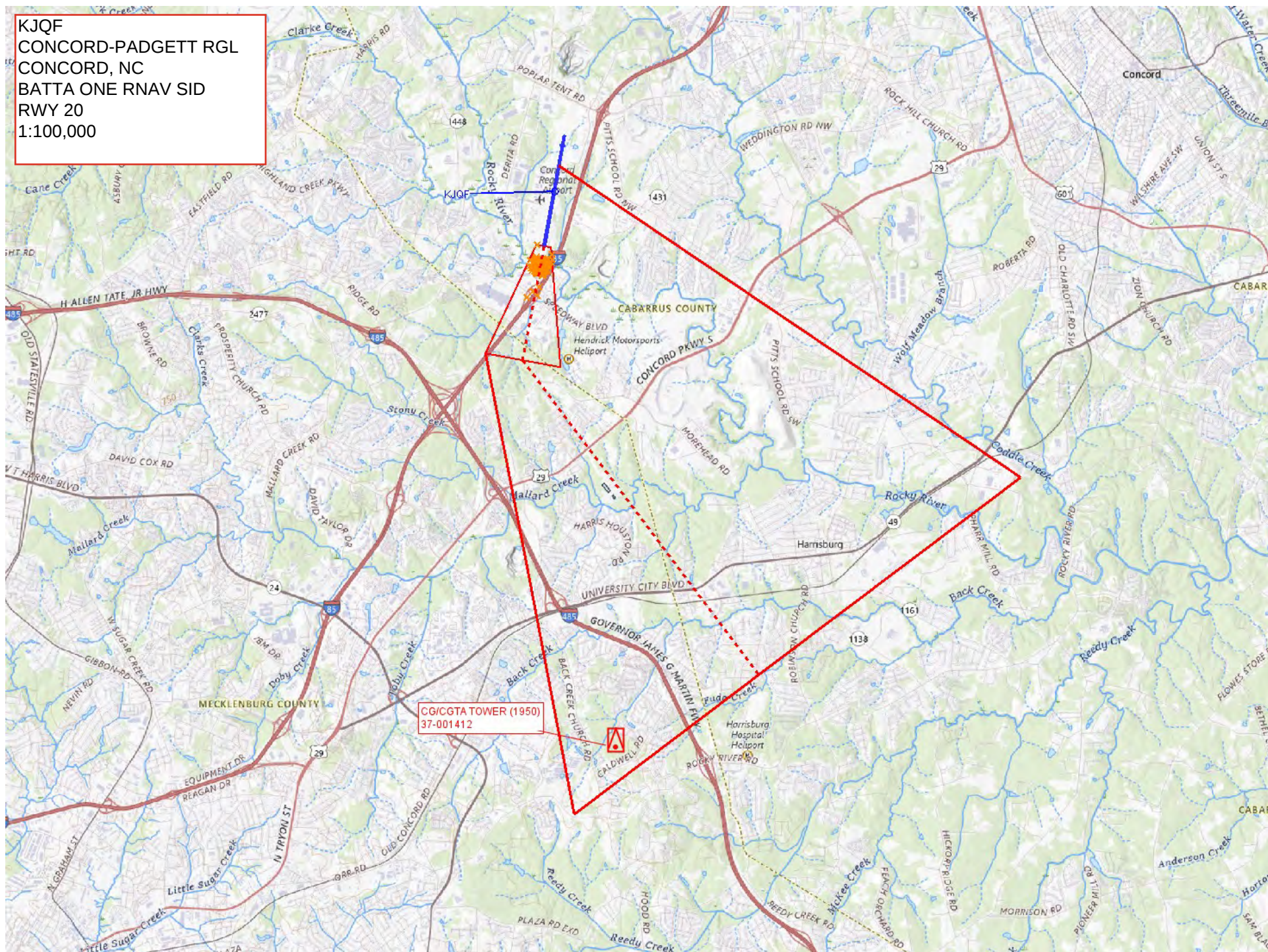
KIPJ
LINCOLN COUNTY RGNL
LINCOLNTON, NC
BATT ONE RNAV SID
RWY 23
1:100,000



KIPJ
LINCOLN COUNTY RGNL
LINCOLNTON, NC
BATT A ONE RNAV SID
RWY 23
1:500,000



KJOF
CONCORD-PADGETT RGL
CONCORD, NC
BATTAL ONE RNAV SID
RWY 20
1:100,000



KJQF
CONCORD-PADGETT RGL
CONCORD, NC
BATT A ONE RNAV SID
RWY 20
1:500,000

