

APPENDIX 1 DP CHART LEGEND

00000
LEGEND

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

VOR (Compulsory)	VORTAC (Compulsory)	NDB (Compulsory)
VOR/DME (Compulsory)	TACAN (Compulsory)	NDB/DME (Compulsory)
VOR (Non-Compulsory)	TACAN (Non-Compulsory)	NDB (Non-Compulsory)
VOR/DME (Non-Compulsory)	NDB/DME (Non-Compulsory)	
VORTAC (Non-Compulsory)		

LMM, LOM (Compass locator)
 Marker Beacon

LOC (shown when installation is offset from its normal position off the end of the runway.) (DP)
 LOC/DME

Localizer Course
 SDF Course

(T) indicates frequency protection range (STAR)
(Y) TACAN must be placed in "Y" mode to receive distance information

ORLANDO Example:
Frequency: 112.25 (T) - ORL
Chan 59 (Y)
N28°32.56' - W81°20.10'
Geographic Position
L-19, H-5
DME or TACAN Channel
Enroute Chart Reference

PRAYS Example:
Waypoint Name
N38°58.30' W89°51.50'
Frequency: 112.7 CAP 187.1°-56.2
Identifier
Reference Facility Elevation: 590
Radial-Distance (Facility to Waypoint)

FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
N00°00.00'
W00°00.00'

(75) → DME Mileage (when not obvious)

▲ Fix-Compulsory and
△ Non-Compulsory Position Report

→ DME fix

WAYPOINT (Compulsory) WAYPOINT (Non-Compulsory)

FLYOVER POINT

X Computer Navigation Fix (CNF)
N00°00.00'
W00°00.00'

ROUTES

4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude

← 270° →
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route
 R-275 Radial line and value
 Lost Communications Track

V12 J80 Airway/Jet Route Identification
DP Holding Pattern STAR Holding Pattern

(IAS) (IAS)
Holding pattern with max. restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE

R-352 R-Restricted
P-Prohibited W-Warning
A-Alert
MOA-Military Operations Area

ALTITUDES

5500 Mandatory Altitude (Cross at)
2300 Minimum Altitude (Cross at or above)
4800 Maximum Altitude (Cross at or below)

1500
12000 Block Altitude

→ Altitude change at other than Radio Aids (STAR)

INDICATED AIRSPEED

175K Mandatory Airspeed 120K Minimum Airspeed 250K Maximum Airspeed

AIRPORTS

(DP) Civil Military Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil Military Joint Civil-Military

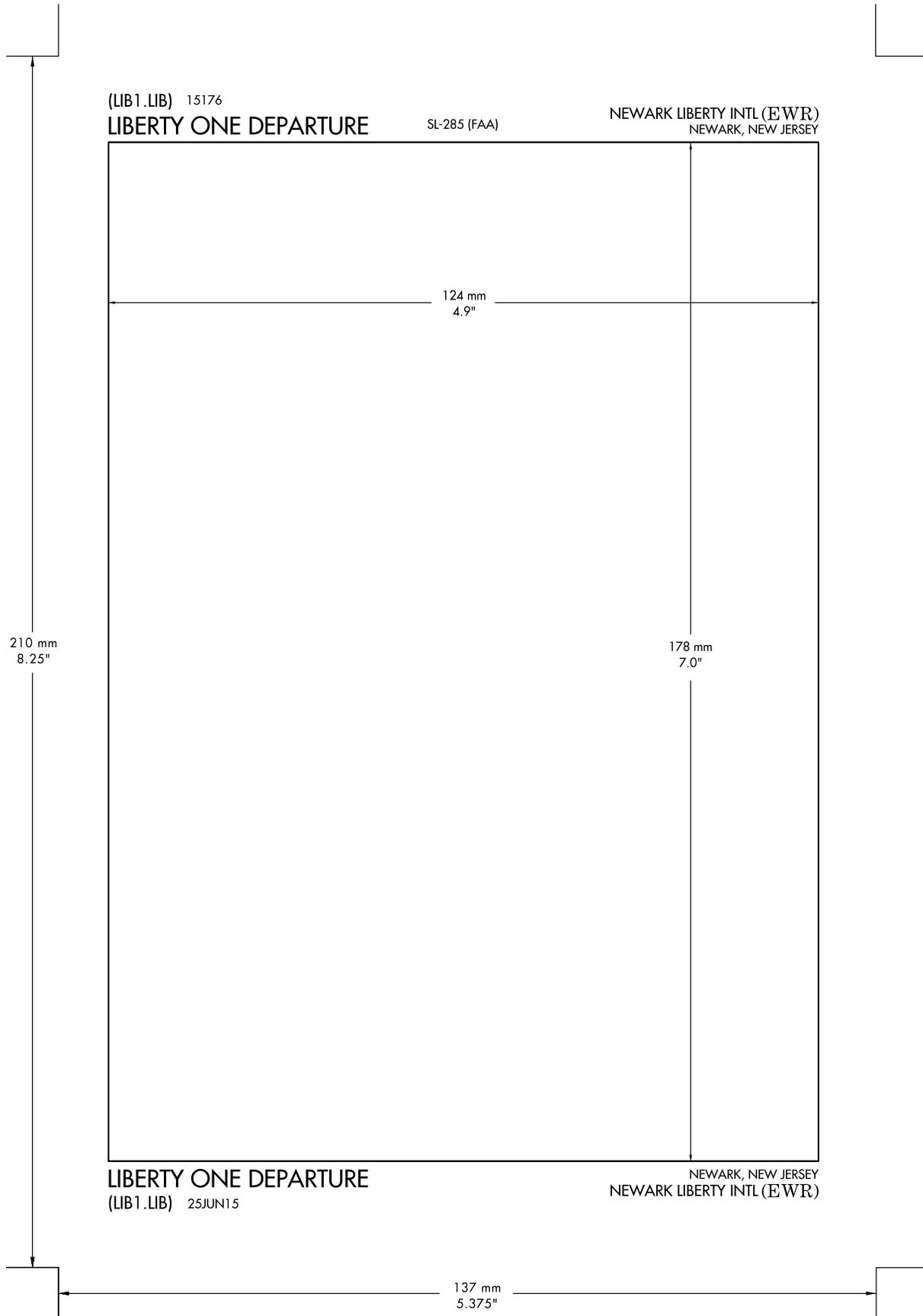
MISCELLANEOUS

Changeover Point
 Distance not to scale (DP)
 International Boundary (DP)
 Air Defense Identification Zone

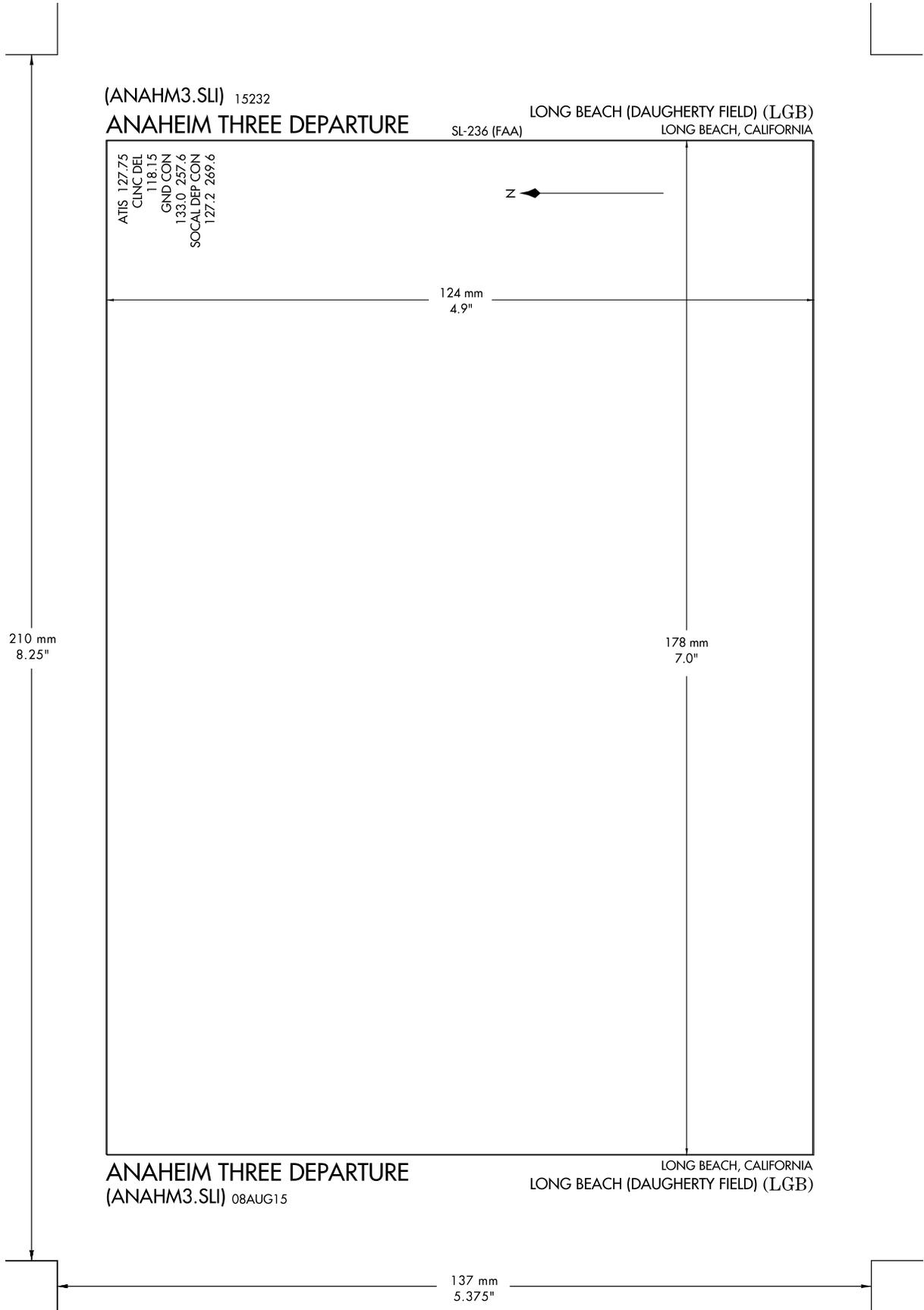
Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

LEGEND

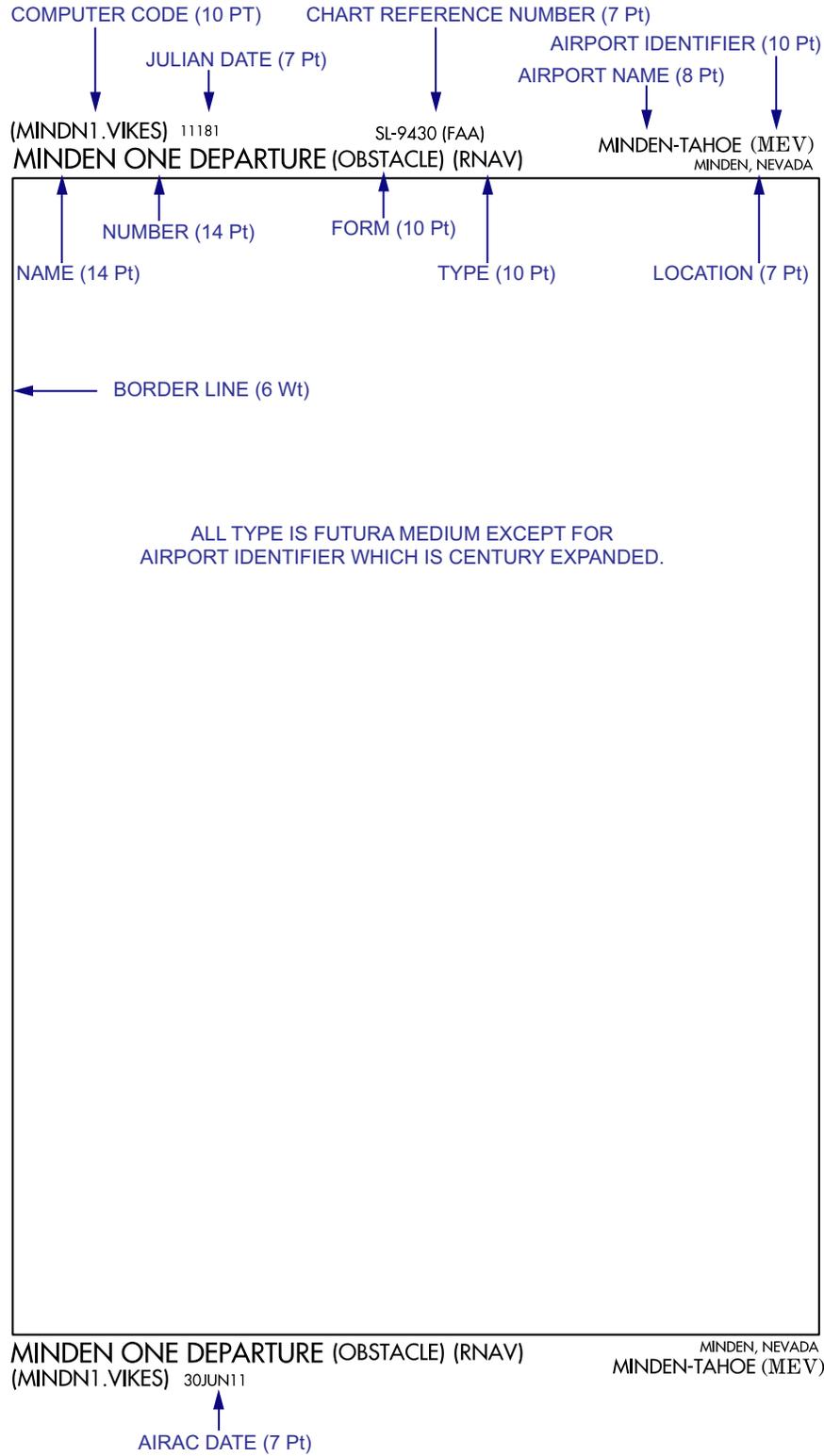
**APPENDIX 2
PAGE LAYOUT**



APPENDIX 3 EAST WEST PAGE LAYOUT



APPENDIX 4 MARGIN DATA

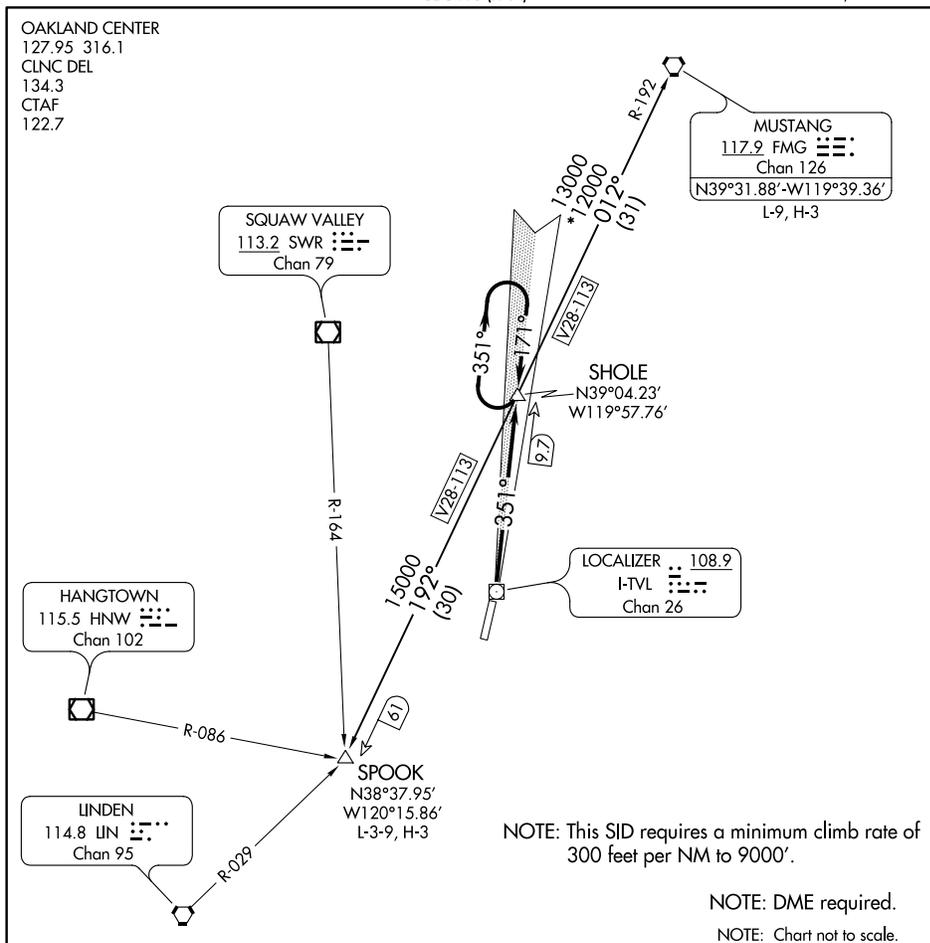


**APPENDIX 5
DP WITH ROUTING**

(SHOLE1.SHOLE) 15288
SHOLE ONE DEPARTURE

SL-5416 (FAA)

LAKE TAHOE (TVL)
SOUTH LAKE TAHOE, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Not authorized.

TAKEOFF RUNWAY 36: Climb northbound via I-TVL localizer north course to SHOLE I-TVL 9.7 DME Fix. Continue climb in SHOLE 9.7 DME holding pattern, north 4 NM leg, right turns, 171° inbound I-TVL localizer until reaching 13000', thence via (transition) or (assigned route).

MUSTANG TRANSITION (SHOLE1.FMG): From over SHOLE DME via FMG R-192 to FMG VORTAC.

SPOOK TRANSITION (SHOLE1.SPOOK): From over SHOLE DME via FMG R-192 to SPOOK INT.

SHOLE ONE DEPARTURE
(SHOLE1.SHOLE) 15DEC88

SOUTH LAKE TAHOE, CALIFORNIA
LAKE TAHOE (TVL)

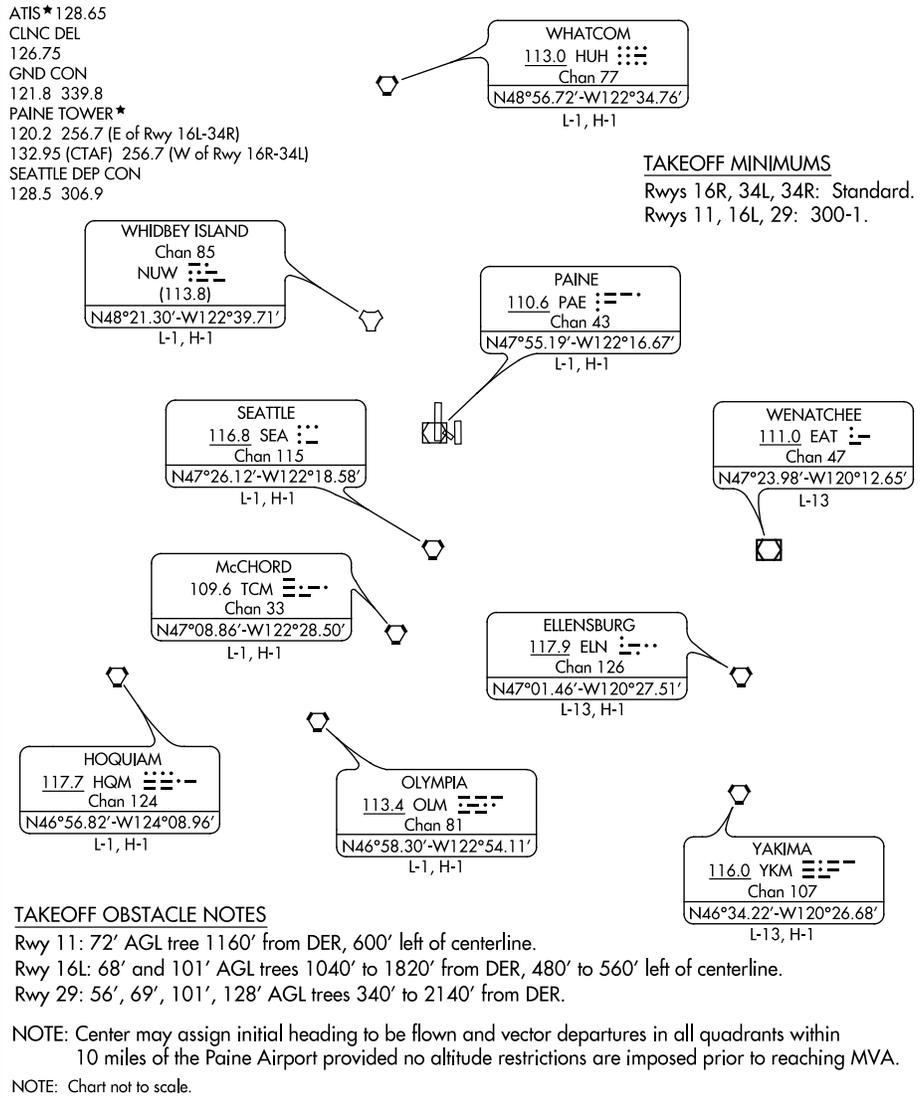
APPENDIX 6 DP WITH NO ROUTING (“VECTOR” TYPE)

11293

PAINE TWO DEPARTURE

SL-142 (FAA)

SNOHOMISH COUNTY (PAINE FIELD) (P.A.E)
EVERETT, WASHINGTON



DEPARTURE ROUTE DESCRIPTION

Fly Runway heading or as assigned; expect vectors to join assigned route.

Maintain assigned altitude; expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with SEATTLE CENTER upon reaching 2000', continue climb to assigned altitude and proceed direct to PAE VOR/DME. Thence via assigned route.

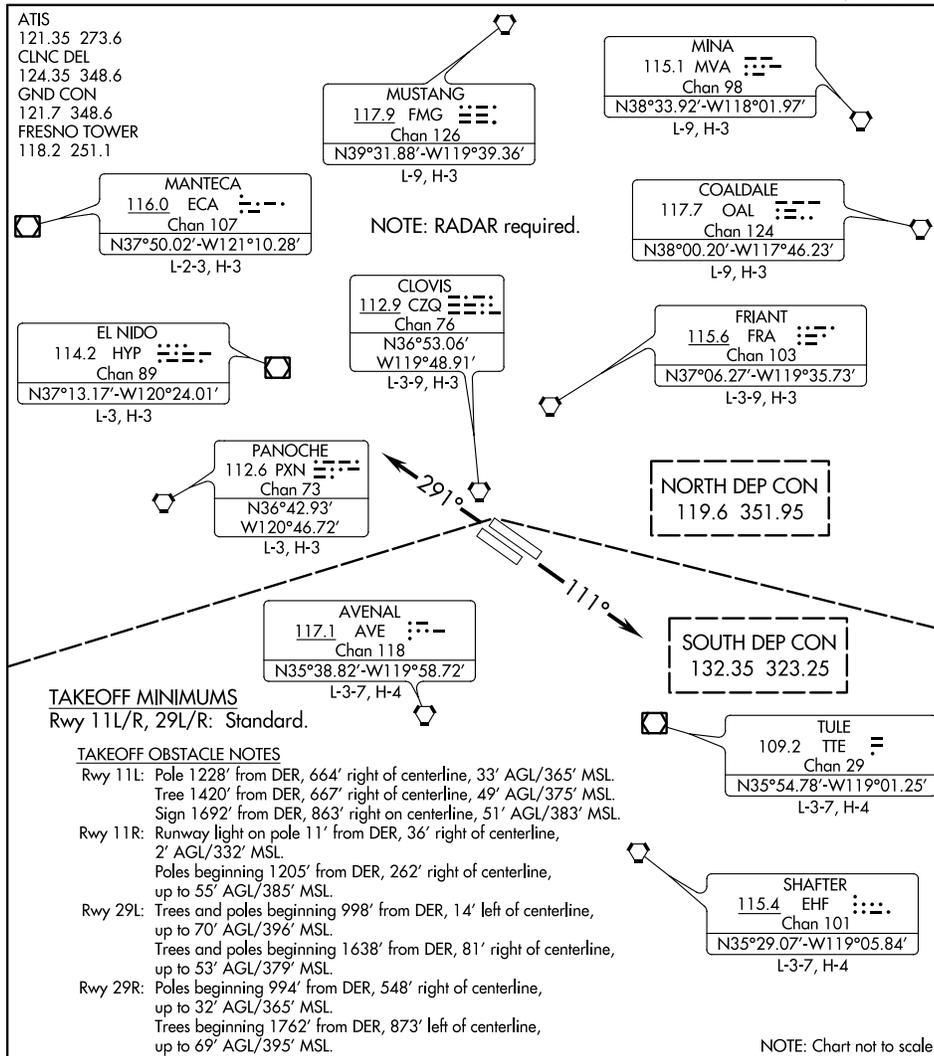
PAINE TWO DEPARTURE

20OCT11

EVERETT, WASHINGTON
SNOHOMISH COUNTY (PAINE FIELD) (P.A.E)

APPENDIX 7 DP WITH FREQUENCY SECTORIZATION

(FRES8.FRA) 13290 SL-162 (FAA) FRESNO YOSEMITE INTL (FAT)
FRESNO, CALIFORNIA
FRESNO EIGHT DEPARTURE



▼ **DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 111L/R: Climb heading 111°, thence. . . .

TAKEOFF RUNWAY 291L/R: Climb heading 291°, thence. . . .

. . . .expect RADAR vectors to join assigned route. Maintain assigned altitude; expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Fresno Departure Control within two minutes of takeoff, aircraft enroute to FRA, MVA, FMG and OAL proceed direct FRA VORTAC, cross FRA VORTAC at or above 9000, thence via assigned route to filed altitude.

FRESNO EIGHT DEPARTURE FRESNO, CALIFORNIA
FRESNO YOSEMITE INTL (FAT)
 (FRES8.FRA) 22AUG13

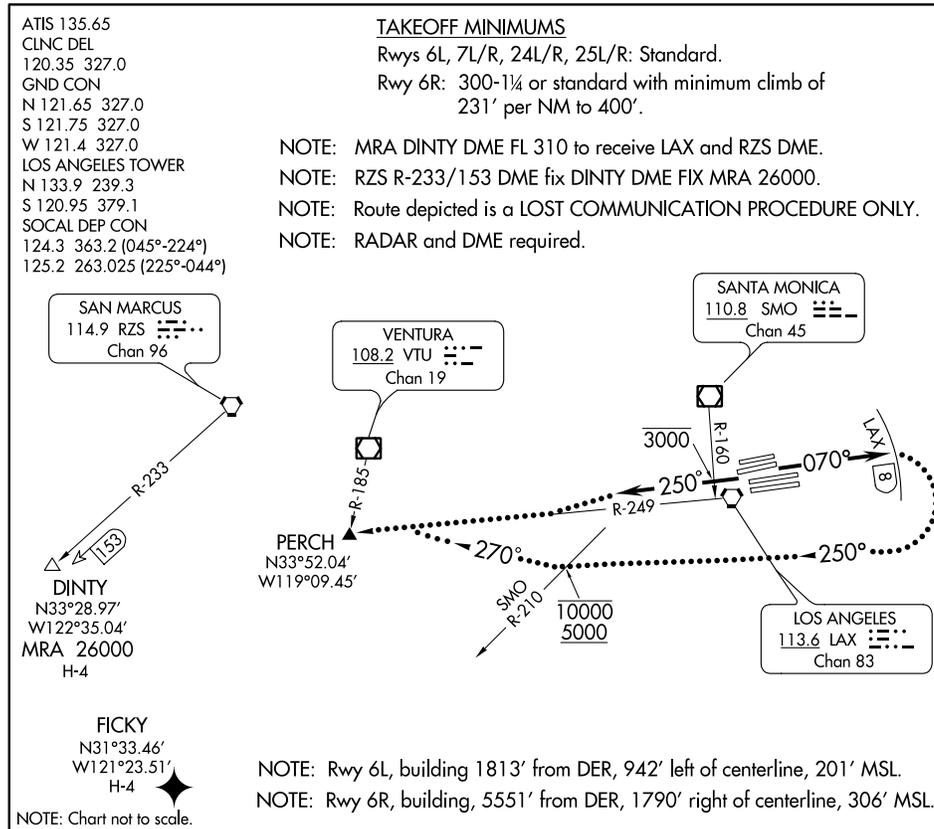
APPENDIX 8 DP WITH LOST COMMUNICATION ROUTING

(PRCH9.LAX) 14205

PERCH NINE DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb via heading 070° for vector to DINTY INT or FICKY INT. Thence. . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb via heading 250° to cross SMO R-160 at or below 3000, then via radar vectors to DINTY INT or FICKY INT. Thence. . . .

. . . .via (assigned route). All aircraft expect further clearance to filed flight level three minutes after departure.

LOST COMMUNICATIONS:

TAKEOFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control upon reaching LAX 8 DME, turn right heading 250°. Cross SMO R-210 at or above 5000' and at or below 10000'. After leaving 10000', turn right heading 270° to intercept and proceed via LAX R-249 to PERCH INT.

TAKEOFF RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after departure, proceed to PERCH INT via LAX R-249.

Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

PERCH NINE DEPARTURE

(PRCH9.LAX) 10JUL03

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

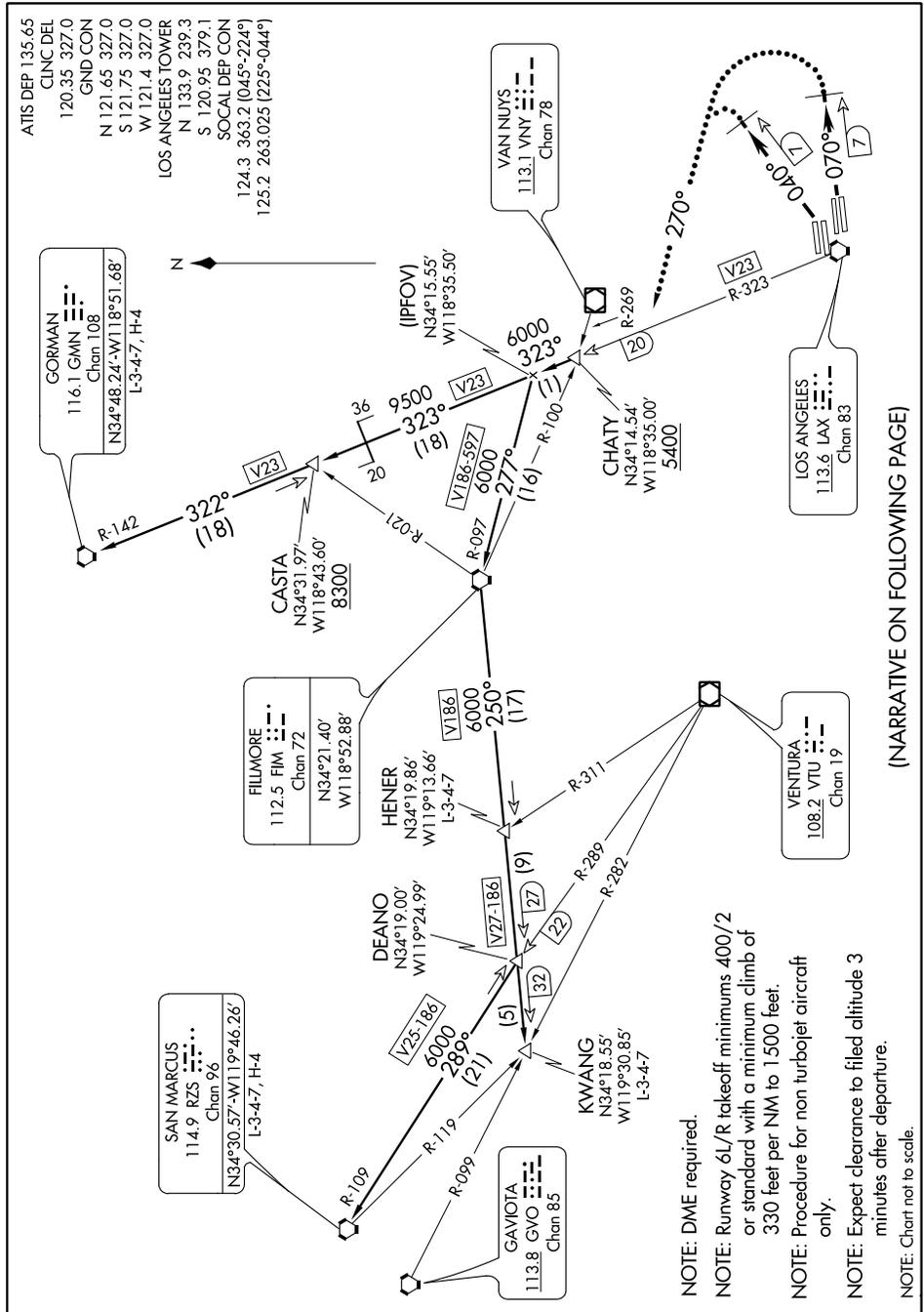
APPENDIX 9 DP WITH EAST-WEST ORIENTATION

(CHATY2.CHATY) 14205

CHATY TWO DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



(NARRATIVE ON FOLLOWING PAGE)

CHATY TWO DEPARTURE
(CHATY2.CHATY) 03DEC98

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

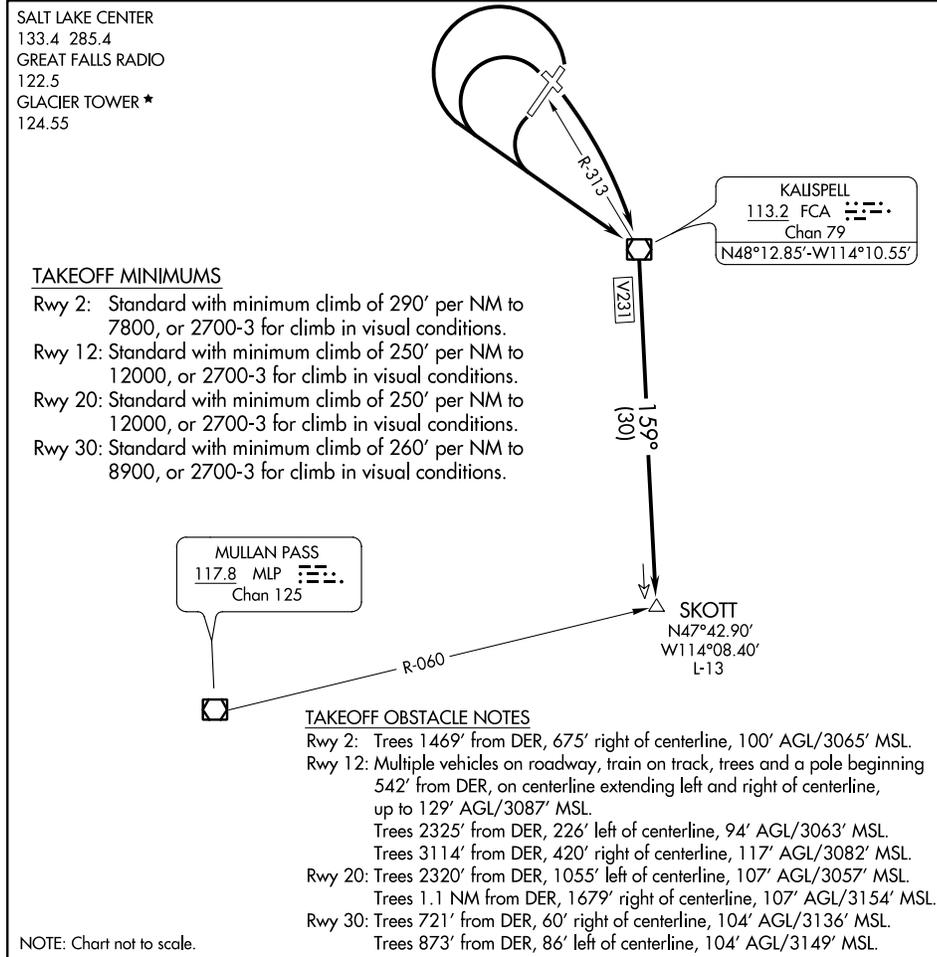
**APPENDIX 10
OBSTACLE DP**

(SKOTT2.SKOTT) 15288

SKOTT TWO DEPARTURE (OBSTACLE)

SL-887 (FAA)

GLACIER PARK INTL (GPI)
KALISPELL, MONTANA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

TAKEOFF RUNWAY 12: Climbing right turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

TAKEOFF RUNWAY 30: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 5600, then on FCA R-313 to FCA VOR/DME, thence. . . .

. . . continue climb to 12000 via FCA R-159 to SKOTT INT.

SKOTT TWO DEPARTURE (OBSTACLE)

(SKOTT2.SKOTT) 13JAN11

KALISPELL, MONTANA
GLACIER PARK INTL (GPI)

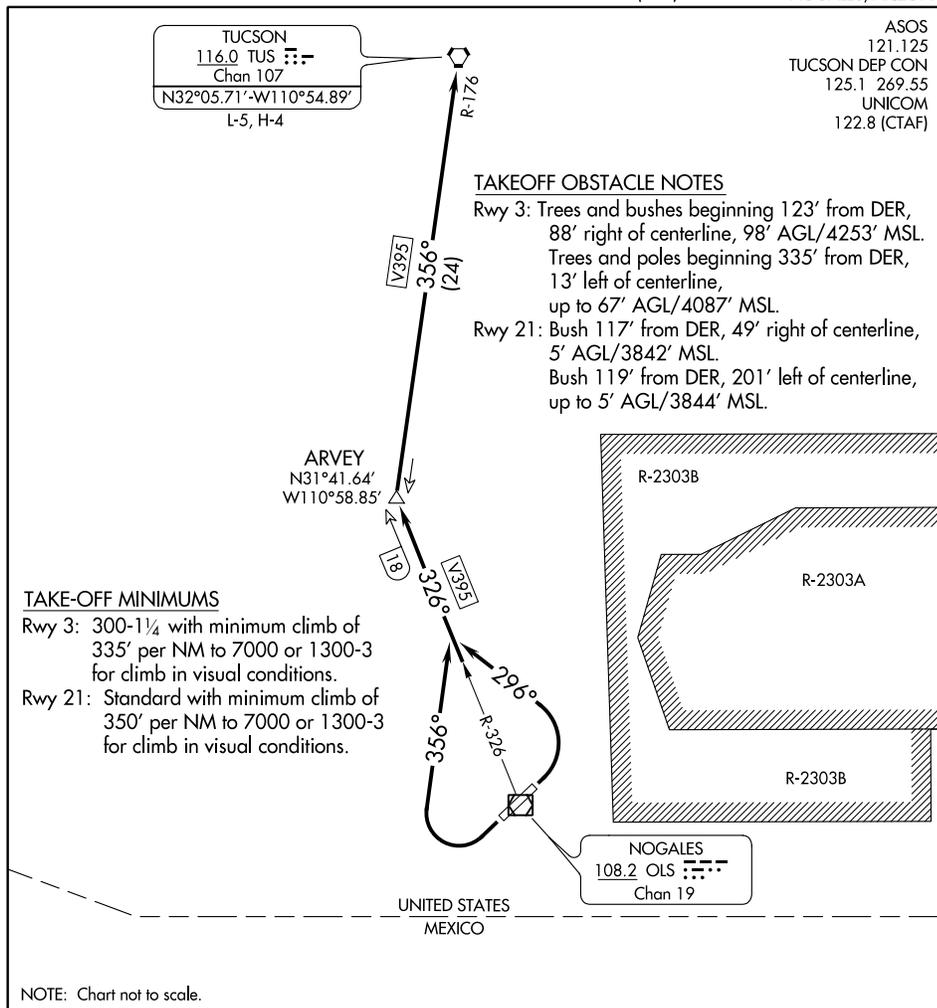
APPENDIX 11 DP WITH INTERNATIONAL BOUNDARY

(OLS1.OLS) 15288

NOGALES ONE DEPARTURE (OBSTACLE)

SL-6151 (FAA)

NOGALES INTL (OLS)
NOGALES, ARIZONA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 296° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogales Intl airport at or above 5100' then climb via OLS R-326 to ARVEY, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 356° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, or for climb in visual conditions cross Nogales Intl airport above 5100' then climb via OLS R-326 to ARVEY, thence. . . .

. . . .via TUS VORTAC R-176 to cross TUS VORTAC at or above MEA/MCA for assigned route of flight.

NOGALES ONE DEPARTURE (OBSTACLE)

(OLS1.OLS) 17DEC09

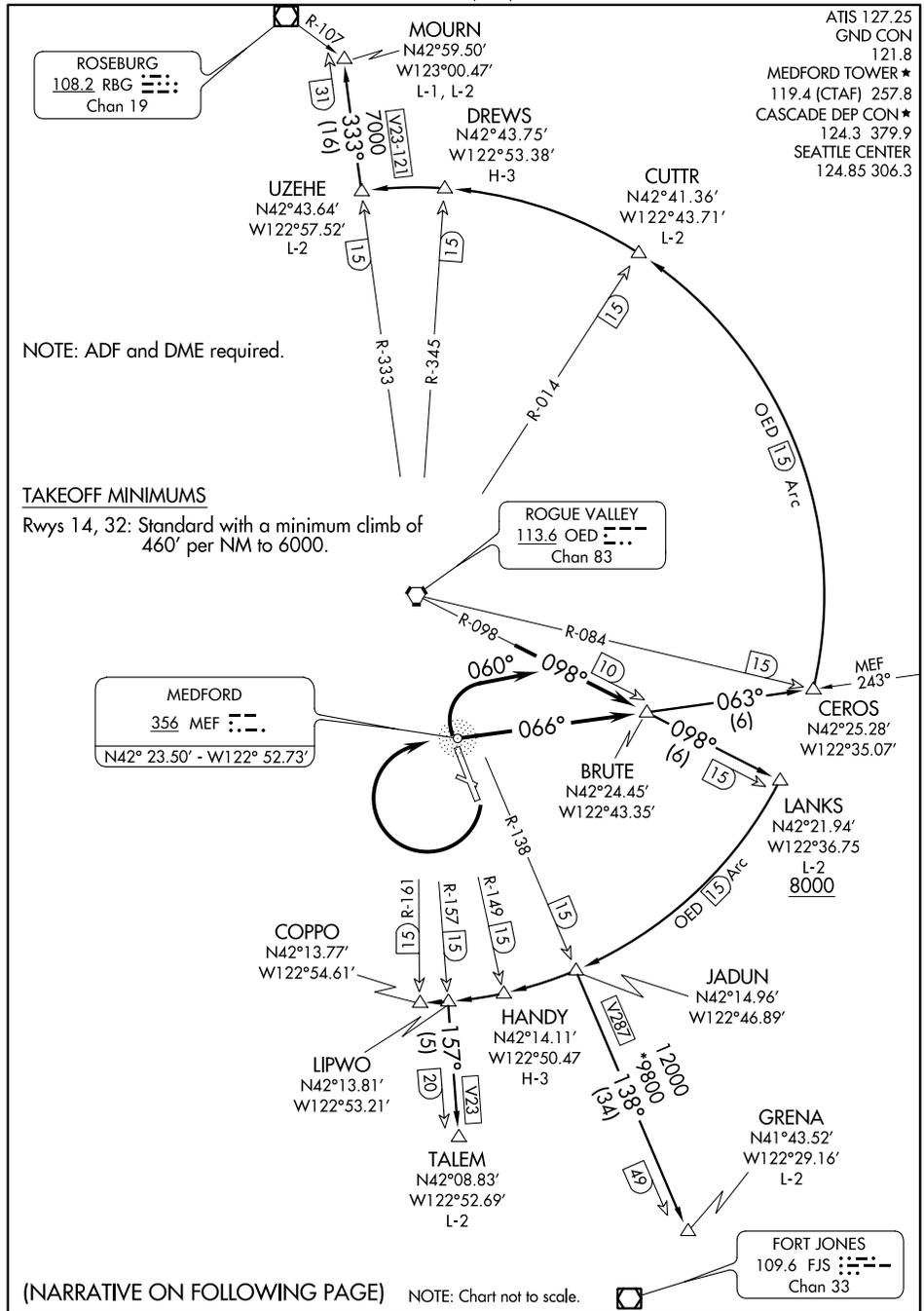
NOGALES, ARIZONA
NOGALES INTL (OLS)

APPENDIX 12
DP WITH CONTINUED PAGE

(BRUTE6.BRUTE) 13290

BRUTE SIX DEPARTURE

ROGUE VALLEY INTL-MEDFORD (MFR)
MEDFORD, OREGON



BRUTE SIX DEPARTURE

(BRUTE6.BRUTE) 07MAR13

MEDFORD, OREGON
ROGUE VALLEY INTL-MEDFORD (MFR)

APPENDIX 12
DP WITH CONTINUED PAGE (CONTINUED)

(BRUTE6.BRUTE) 13290

BRUTE SIX DEPARTURE

SL-251 (FAA)

ROGUE VALLEY INTL-MEDFORD (MFR)
MEDFORD, OREGON

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climbing right turn direct to MEF NDB, depart MEF NDB bearing 066° to BRUTE INT. Thence. . . .

TAKEOFF RUNWAY 32: Climbing right turn on heading 060° and OED VORTAC R-098 to BRUTE INT. Thence. . . .

. . . . via (transition) or (assigned route). Maintain 11 000 or assigned altitude.

COPPO TRANSITION (BRUTE6.COPPO): From over BRUTE INT via OED VORTAC R-098 to LANKS DME, then via the OED VORTAC 15 DME Arc CW to COPPO DME.

CUTTR TRANSITION (BRUTE6.CUTTR): From over BRUTE INT via MEF NDB 063° to CEROS INT, then via the OED VORTAC 15 DME Arc CCW to CUTTR DME.

DREWS TRANSITION (BRUTE6.DREWS): From over BRUTE INT via MEF NDB 063° to CEROS INT, then via the OED VORTAC 15 DME Arc CCW to DREWS DME.

GRENA TRANSITION (BRUTE6.GRENA): From over BRUTE INT via OED VORTAC R-098 to LANKS DME, then via the OED VORTAC 15 DME Arc CW to JADUN DME, then via OED VORTAC R-138 to GRENA DME.

HANDY TRANSITION (BRUTE6.HANDY): From over BRUTE INT via OED VORTAC R-098 to LANKS DME, then via the OED VORTAC 15 DME Arc CW to HANDY DME.

LANKS TRANSITION (BRUTE6.LANKS): From over BRUTE INT via OED VORTAC R-098 to LANKS DME.

MOURN TRANSITION (BRUTE6.MOURN): From over BRUTE INT via MEF NDB 063° to CEROS INT, then via the OED VORTAC 15 DME Arc CCW to UZEHE DME, then via OED VORTAC R-333 to MOURN INT.

TALEM TRANSITION (BRUTE6.TALEM): From over BRUTE INT via OED VORTAC R-098 to LANKS DME, then via the OED VORTAC 15 DME Arc CW to LIPWO DME, then via OED VORTAC R-157 to TALEM DME.

UZEHE TRANSITION (BRUTE6.UZEHE): From over BRUTE INT via MEF NDB 063° to CEROS INT, then via the OED VORTAC 15 DME Arc CCW to UZEHE DME.

BRUTE SIX DEPARTURE
 (BRUTE6.BRUTE) 07MAR13

MEDFORD, OREGON
 ROGUE VALLEY INTL-MEDFORD (MFR)

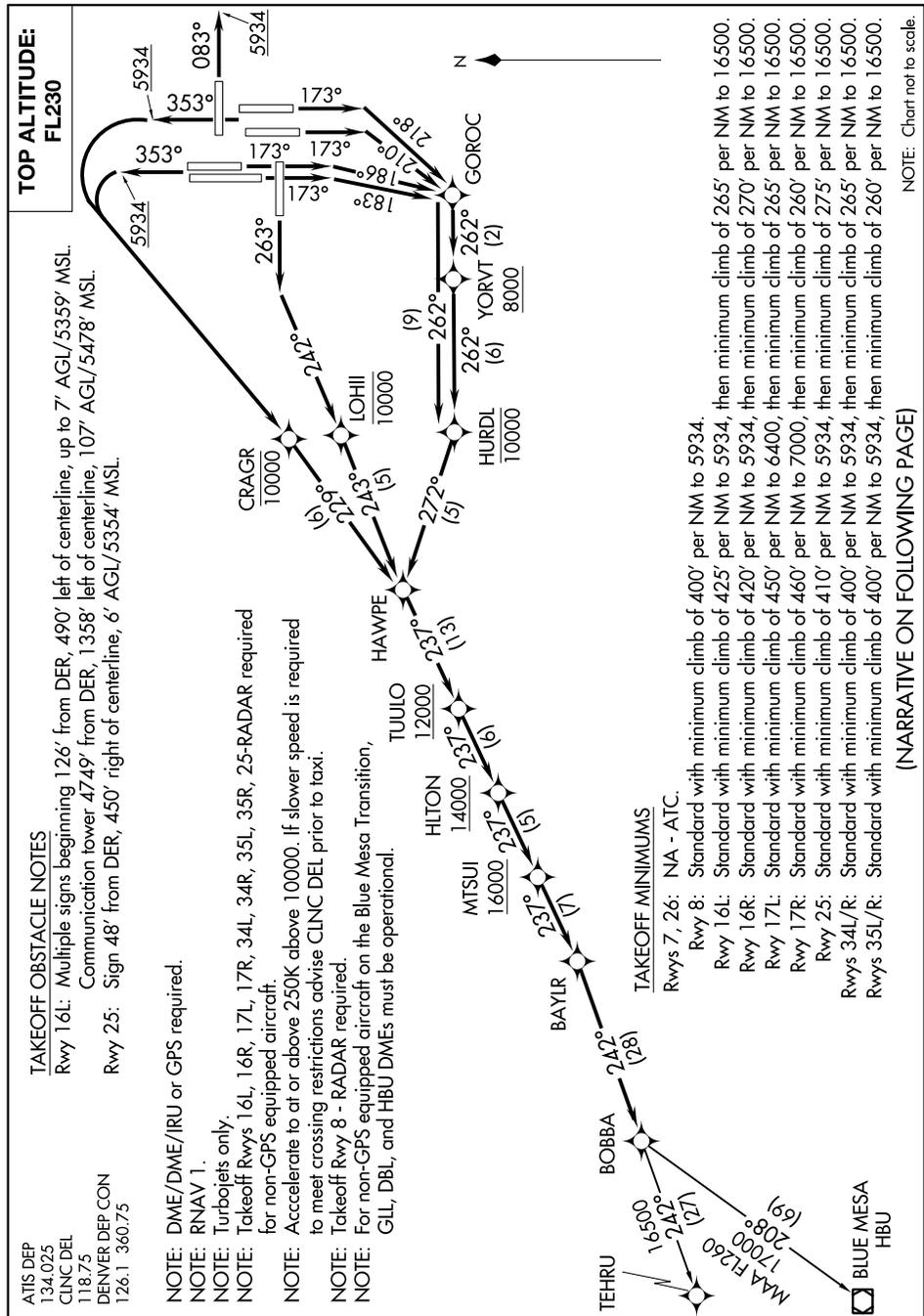
APPENDIX 13
SINGLE TOP ALTITUDE

(BAYLR3.BOBBA) 14317

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

BAYLR THREE DEPARTURE (RNAV)



BAYLR THREE DEPARTURE (RNAV)

(BAYLR3.BOBBA) 13NOV14

DENVER, COLORADO
DENVER INTL (DEN)

APPENDIX 15 AIRCRAFT TYPE TOP ALTITUDES

(BEXGO2.BEXGO) 15008

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

BEXGO TWO DEPARTURE (RNAV)

<p>ATIS 123.8 CLNC DEL 120.1 GND CON 121.9 348.6 (EAST) (Rwys 5R-23L, 14-32) 121.7 348.6 (WEST) (Rwy 5L-23R) RALEIGH TOWER 127.45 257.8 (EAST) (Rwys 5R-23L, 14-32) 119.3 257.8 (WEST) (Rwy 5L-23R) RALEIGH DEP CON 132.35 256.9</p> <p>NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery. NOTE: If unable to accept climb rate, advise ATC on initial contact. NOTE: RNAV-1. NOTE: DME/DME/IRU or GPS required. NOTE: RADAR required.</p>	<p>TAKEOFF MINIMUMS: Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500' per NM to 940. Rwy 23L: Standard with minimum climb of 500' per NM to 1100. Rwy 32: 300-1 with minimum climb of 500' per NM to 940.</p>	
<p>TOP ALTITUDE: (JETS) 7000/(PROPS) 2000</p>		
<p>NOTE: Chart not to scale.</p>		
<div style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;">DEPARTURE ROUTE DESCRIPTION</p> <p>TAKEOFF RWYS 5L/5R: Climb heading 052° or as assigned by ATC, expect radar vectors to AIMHI, thence...</p> <p>TAKEOFF RWY 14: Climb heading 142° or as assigned by ATC, expect radar vectors to AIMHI, thence...</p> <p>TAKEOFF RWYS 23L/23R: Climb heading 232° or as assigned by ATC, expect radar vectors to AIMHI, thence...</p> <p>TAKEOFF RWY 32: Climb heading 322° or as assigned by ATC, expect radar vectors to AIMHI, thence...</p> <p>...on track 044° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.</p> <p>LAWRENCEVILLE TRANSITION (BEXGO2.LVL):</p> </div>		
<div style="text-align: center;"> </div>		
<p>TAKEOFF OBSTACLE NOTES:</p> <p>Rwy 5L: Trees beginning 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL. Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.</p> <p>Rwy 5R: Trees beginning 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.</p> <p>Rwy 14: Trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL. Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.</p> <p>Rwy 23L: Trees beginning 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL. Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.</p> <p>Rwy 32: Light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL. Hangar 1242' from DER, 753' right of centerline, 34' AGL/473' MSL. Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.</p>		

BEXGO TWO DEPARTURE (RNAV)

(BEXGO2.BEXGO) 08JAN15

RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

APPENDIX 16 TRANSITION SPECIFIC TOP ALTITUDES

(BLUUE4.RDU) 07298

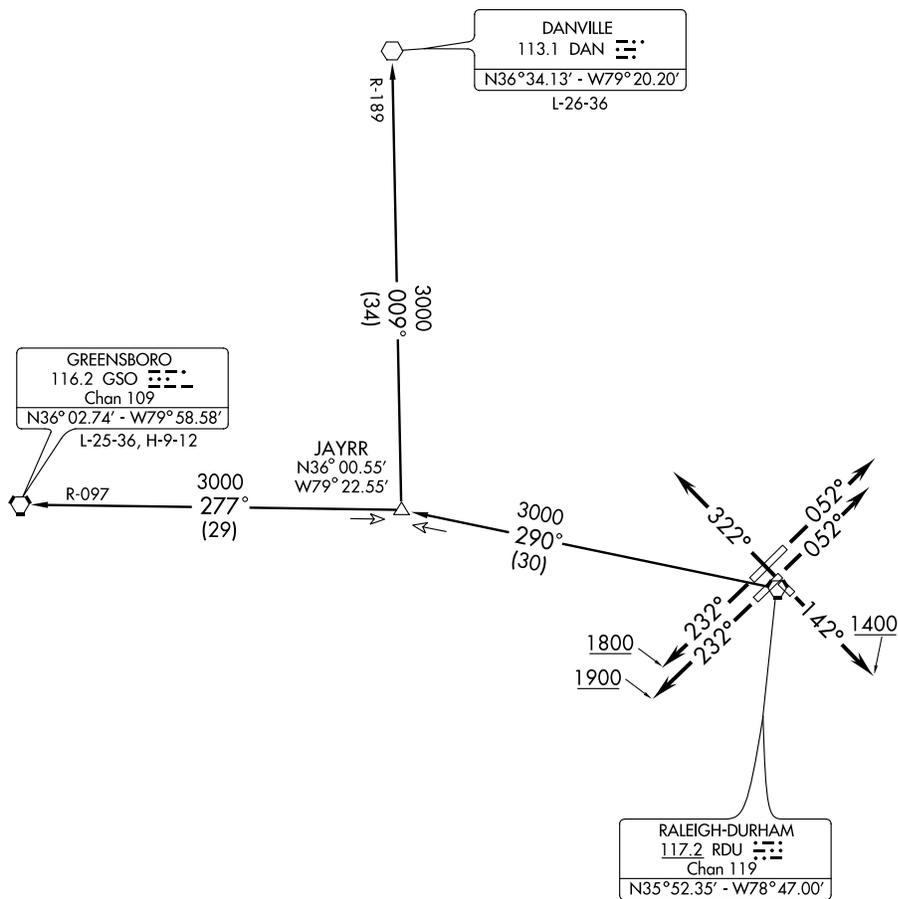
SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA

BLUE DEVIL FOUR DEPARTURE

ATIS 123.8
CLNC DEL
120.1
RALEIGH DEP CON
132.35 256.9

TOP ALTITUDE:
DANVILLE TRANSITION: 7000;
GREENSBORO TRANSITION: 5000



TAKEOFF MINIMUMS:
Rwys 5L, 5R, 14, 23L, 23R, STANDARD.
Rwy 32: 300-1

NOTE: Turbojets not authorized.
NOTE: Radar Required.
NOTE: Chart not to scale.

(Continued on next page)

BLUE DEVIL FOUR DEPARTURE
(BLUUE4.RDU) 03AUG06

RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

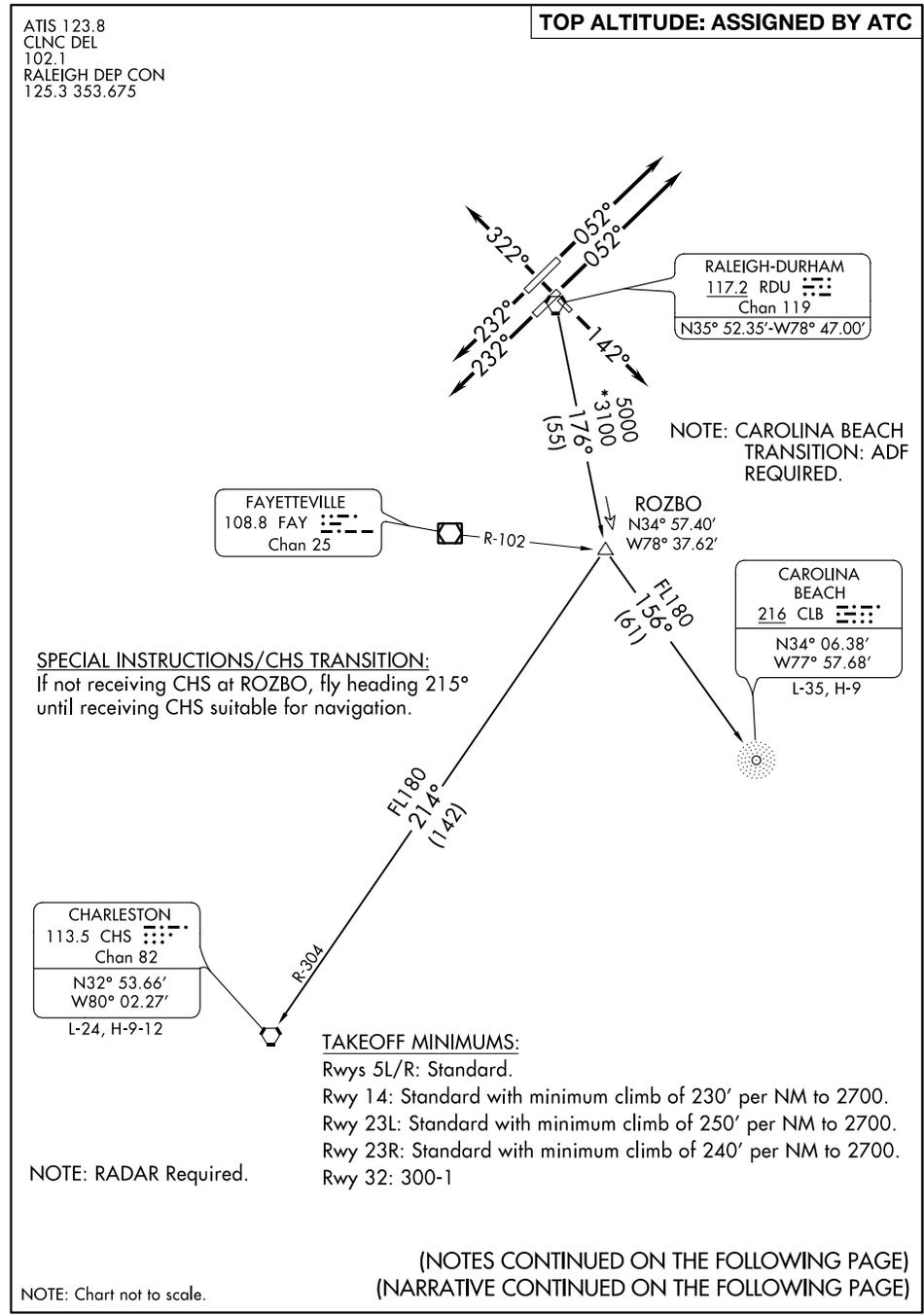
APPENDIX 17 ATC ASSIGNED TOP ALTITUDE

(TARL9.RDU) 15120

TAR HEEL NINE DEPARTURE

SL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH-DURHAM, NORTH CAROLINA



TAR HEEL NINE DEPARTURE
(TARL9.RDU) 30APR15

RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

**APPENDIX 18
DP WITH OFFSET TEXT BOX**

(DIDLY3.DIDLY) 11013

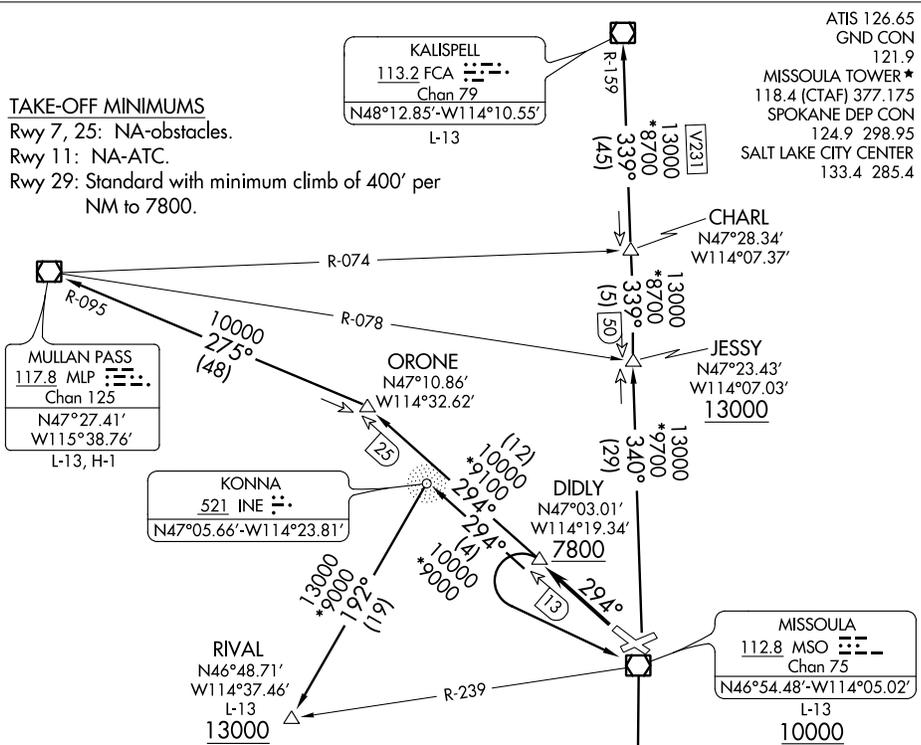
DIDLY THREE DEPARTURE

SI-266 (FAA)

MISSOULA INTL (MSO)
MISSOULA, MONTANA

TAKE-OFF MINIMUMS

Rwy 7, 25: NA-obstacles.
Rwy 11: NA-ATC.
Rwy 29: Standard with minimum climb of 400' per NM to 7800.



ATIS 126.65
GND CON 121.9
MISSOULA TOWER* 118.4 (CTAF) 377.175
SPOKANE DEP CON 124.9 298.95
SALT LAKE CITY CENTER 133.4 285.4

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb on MSO R-294 to cross DIDLY at/above 7800. Thence on transition or assigned route.

KALISPELL TRANSITION (DIDLY3.FCA): From over DIDLY INT left turn via MSO R-294 to MSO VOR/DME, then via MSO R-340 to JESSY, then via MSO R-340 and FCA R-159 to FCA VOR/DME.

MISSOULA TRANSITION (DIDLY3.MSO): From over DIDLY INT left turn via MSO R-294 to MSO VOR/DME.

MULLAN PASS TRANSITION (DIDLY3.MLP): From over DIDLY INT via MSO R-294 to ORONE, then via MLP R-095 to MLP VOR/DME.

RIVAL TRANSITION (DIDLY3.RIVAL): From over DIDLY INT via MSO R-294 to INE NDB, then via INE 192° bearing to RIVAL INT.

SALMON TRANSITION (DIDLY3.LKT): From over DIDLY INT left turn via MSO R-294 to MSO VOR/DME, then via MSO R-163 and LKT R-342 to LKT VOR/DME.

NOTE: DME required.
NOTE: Chart not to scale.

DIDLY THREE DEPARTURE

(DIDLY3.DIDLY) 13JAN11

MISSOULA, MONTANA
MISSOULA INTL (MSO)

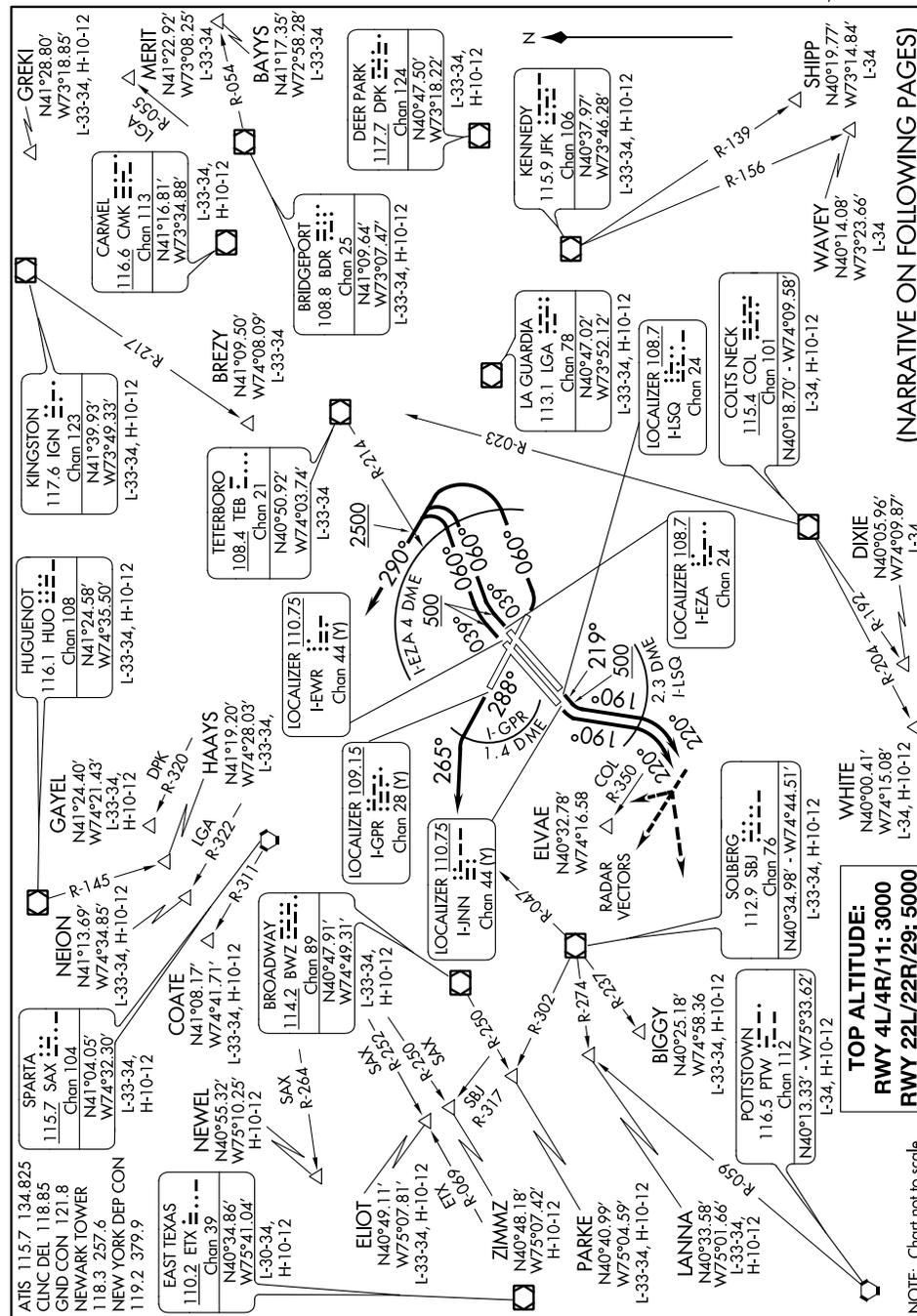
APPENDIX 19
THREE-PAGE DP

(EWR2.EWR) 15176

NEWARK TWO DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY



(NARRATIVE ON FOLLOWING PAGES)

NEWARK TWO DEPARTURE

(EWR2.EWR) 25JUN15

NEWARK, NEW JERSEY
NEWARK LIBERTY INTL (EWR)

**APPENDIX 19
THREE-PAGE DP (CONTINUED)**

(EWR2.EWR) 15176

NEWARK LIBERTY INTL (EWR)
NEWARK, NEW JERSEY

NEWARK TWO DEPARTURE

SL-285 (FAA)

DEPARTURE ROUTE DESCRIPTION		
<p>TAKEOFF RUNWAY 4L/R: Climb heading 039° to 500, then climbing right turn heading 060° to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000. Thence</p> <p>TAKEOFF RUNWAY 11: Climbing left turn heading 060° (do not proceed east of COL R-023) to I-EZA 4 DME (use I-EWR 3.6 DME when I-EZA is NA), then climbing left turn heading 290°. Cross TEB R-214 westbound at or above 2500, climb and maintain 3000'. Thence</p> <p>TAKEOFF RUNWAY 22L: Climb heading 219° to 500, then climbing left turn heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn heading 220°. Maintain 5000'. Thence</p> <p>TAKEOFF RUNWAY 22R: Climbing left turn heading 190° to I-LSQ 2.3 DME (use I-JNN 2.8 DME when I-LSQ is NA), then climbing right turn heading 220°. Maintain 5000'. Thence</p> <p>TAKEOFF RUNWAY 29: Climb heading 288° to I-GPR 1.4 DME, then climbing left turn heading 265°. Maintain 5000'. Thence</p> <p>. . . . as per notes or on vector to assigned route/fix. Expect clearance to filed altitude/flight level ten (10) minutes after departure.</p> <p>LOST COMMUNICATIONS: For aircraft proceeding to COATE, NEION, HAAYS, GAYEL, BREZY, if radio contact lost/not established with ATC, climb to 3000 feet after SBJ R-047.</p> <p>NOTE: Takeoff Rwy 11 obstruction, 1806' high building 6.6 miles east of DER.</p> <p>NOTE: Radar and DME Required.</p> <p>NOTE: Rwy 4L/R, 11 simultaneous reception of EWR ILS/DME and TEB VOR/DME Required.</p> <p>NOTE: Rwy 22L/R westbound departures expect vectors between 5 and 8 NM.</p>		
<p>DP FIX</p> <p>BAYYS</p> <p>BIGGY</p> <p>BREZY</p> <p>COATE</p> <p>DIXIE</p> <p>ELIOT</p> <p>GAYEL</p> <p>HAAYS</p> <p>LANNA</p> <p>MERIT</p> <p>NEION</p> <p>NEWEL</p> <p>PARKE</p> <p>SHIPP</p> <p>WAVEY</p> <p>WHITE</p> <p>ZIMMZ</p>	<p align="center">Depart Rwy 4L/R</p> <p align="center">Expect VECTORS to:</p> <p>BDR/BDR R-054</p> <p>SBJ/SBJ R-237</p> <p>IGN R-217 to BREZY</p> <p>SAX/SAX R-311</p> <p>COL R-350/COL/COL R-192</p> <p>or ELVAE/COL</p> <p>SAX R-252</p> <p>DPK R-320</p> <p>HUO</p> <p>PTW R-059</p> <p>LGA R-055</p> <p>LGA R-322</p> <p>SAX/SAX R-264</p> <p>BWZ R-250</p> <p>JFK/JFK R-139</p> <p>JFK/JFK R-156</p> <p>COL R-350/COL/COL R-204</p> <p>or ELVAE/COL</p> <p>SAX R-250</p>	<p align="center">Depart Rwy 22L/R</p> <p align="center">Expect VECTORS to:</p> <p>BDR/BDR R-054</p> <p>SBJ/SBJ R-237</p> <p>IGN R-217 to BREZY</p> <p>SAX/SAX R-311</p> <p>COL R-350/COL/COL R-192</p> <p>or ELVAE/COL</p> <p>ETX (2300L-0700L SBJ/ETX)</p> <p>DPK R-320</p> <p>HUO</p> <p>SBJ/SBJ R-274</p> <p>LGA R-055</p> <p>LGA R-322</p> <p>SAX/SAX R-264</p> <p>SBJ/SBJ R-302</p> <p>JFK/JFK R-139</p> <p>JFK/JFK R-156</p> <p>COL R-350/COL/COL R-204</p> <p>or ELVAE/COL</p> <p>SBJ/SBJ R-317</p>
<p>NOTE: ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000' or 16000'.</p> <p>NOTE: NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.</p> <p>NOTE: ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.</p>		
<p>(CONTINUED ON FOLLOWING PAGE)</p>		

NEWARK TWO DEPARTURE

NEWARK, NEW JERSEY

(EWR2.EWR) 25JUN15

NEWARK LIBERTY INTL (EWR)

APPENDIX 19
THREE-PAGE DP (CONTINUED)

(EWR2.EWR) 15176

NEWARK TWO DEPARTURE

SL-285 (FAA)

NEWARK LIBERTY INTL (EWR)

NEWARK, NEW JERSEY

(NOTES CONTINUED)

TAKEOFF MINIMUMS:

Rwys 4L/R: Standard. ATC climb of 500' per NM to 2500.

Rwy 11: Standard with minimum climb of 361' per NM to 2500.

Rwy 22L: Standard with minimum climb of 453' per NM to 500.

Rwy 22R: Standard with minimum climb of 459' per NM to 400.

Rwy 29: Standard with minimum climb of 473' per NM to 500.

TAKEOFF OBSTACLES NOTES:

Rwy 4L: Tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL.

DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL.

Rwy 4R: DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL.

Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL.

Rwy 11: Pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL.

Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL.

Rwy 22L: Pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL.

Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL.

Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL.

Rwy 29: Multiple poles, trees, signs, and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL.

Tree, multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL.

Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL.

Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

NEWARK TWO DEPARTURE

(EWR2.EWR) 25JUN15

NEWARK, NEW JERSEY

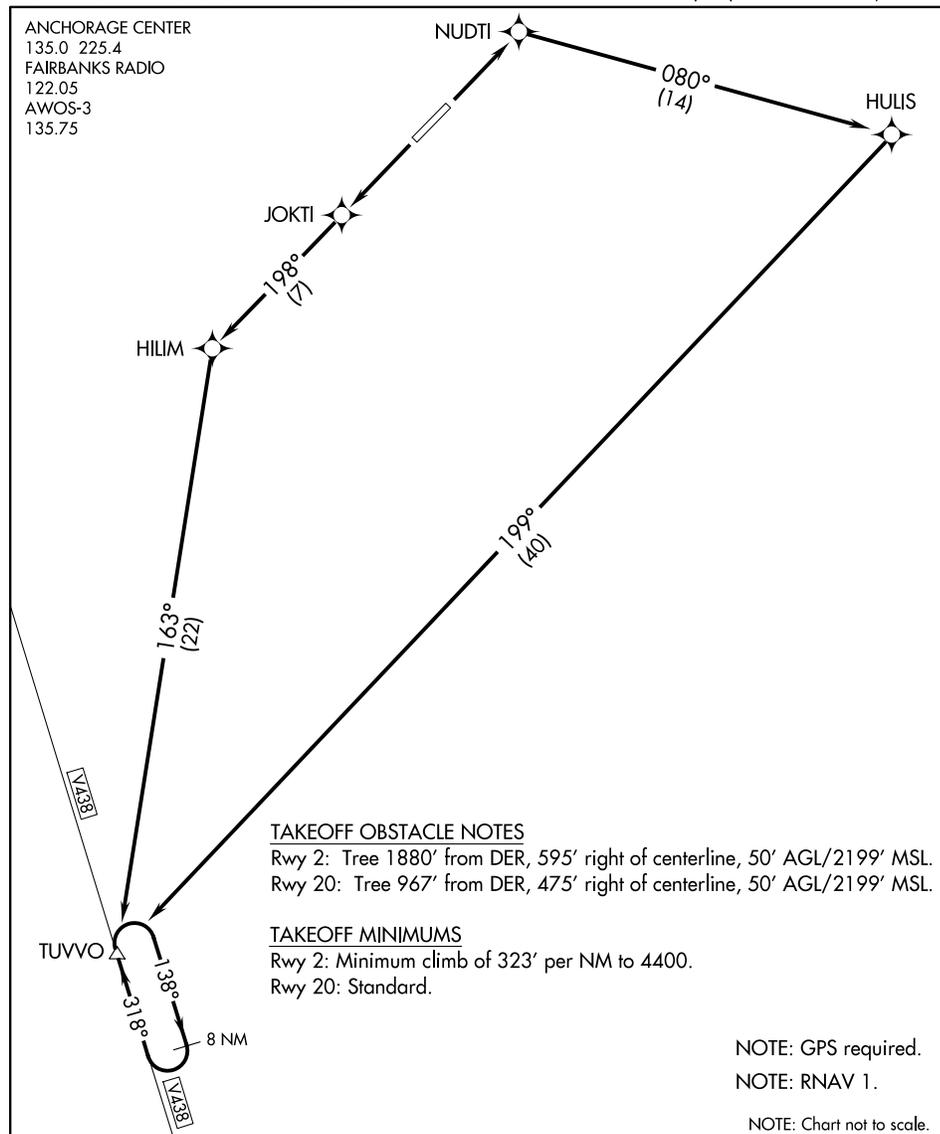
NEWARK LIBERTY INTL (EWR)

**APPENDIX 20
RNAV DP WITH DEPARTURE ROUTING ONLY**

(TUVVO1.TUVVO) 15344

TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)

ARCTIC VILLAGE (ARC)(PARC)
SL-10232 (FAA) ARCTIC VILLAGE, ALASKA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb to 10000 direct NUDTI, and via 080° track to HULIS, and right turn via 199° track to TUVVO, thence. . . .

TAKEOFF RUNWAY 20: Climb to 10000 direct JOKTI, then via depicted route to TUVVO, thence. . . .

. . . . climb in holding (if required) at TUVVO before proceeding via assigned route and altitude.

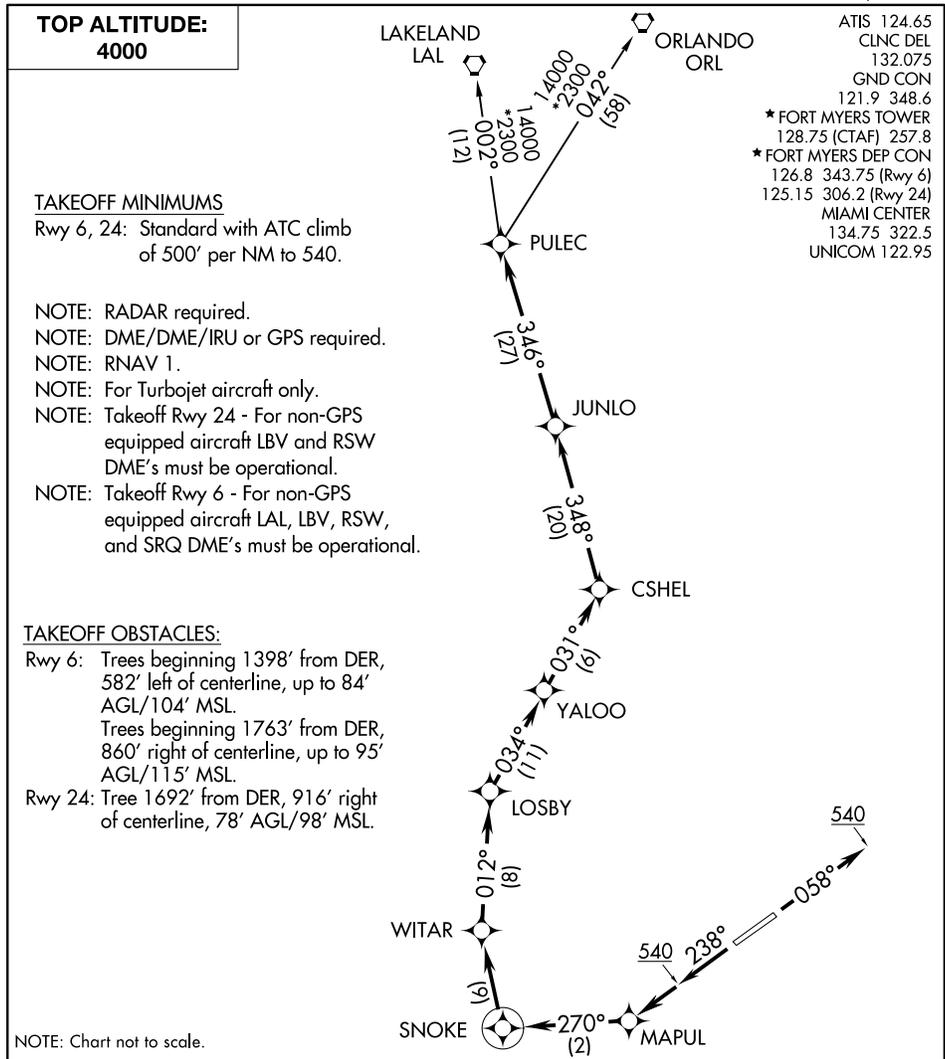
TUVVO ONE DEPARTURE (OBSTACLE) (RNAV)

(TUVVO1.TUVVO) 16FEB06

ARCTIC VILLAGE, ALASKA
ARCTIC VILLAGE (ARC)(PARC)

APPENDIX 21
RNAV DP WITH DEPARTURE AND TRANSITION ROUTING

(CSHEL5.CSHEL) 15232 SL-6757 (FAA) SOUTHWEST FLORIDA INTL (RSW) FORT MYERS, FLORIDA
CSHEL FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC, to 540. Expect vectors to CSHEL, then via depicted route to PULEC, thence....

TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270° track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL5.LAL):
ORLANDO TRANSITION (CSHEL5.ORK):

CSHEL FIVE DEPARTURE (RNAV)
(CSHEL5.CSHEL) 20AUG15

FORT MYERS, FLORIDA
SOUTHWEST FLORIDA INTL (RSW)

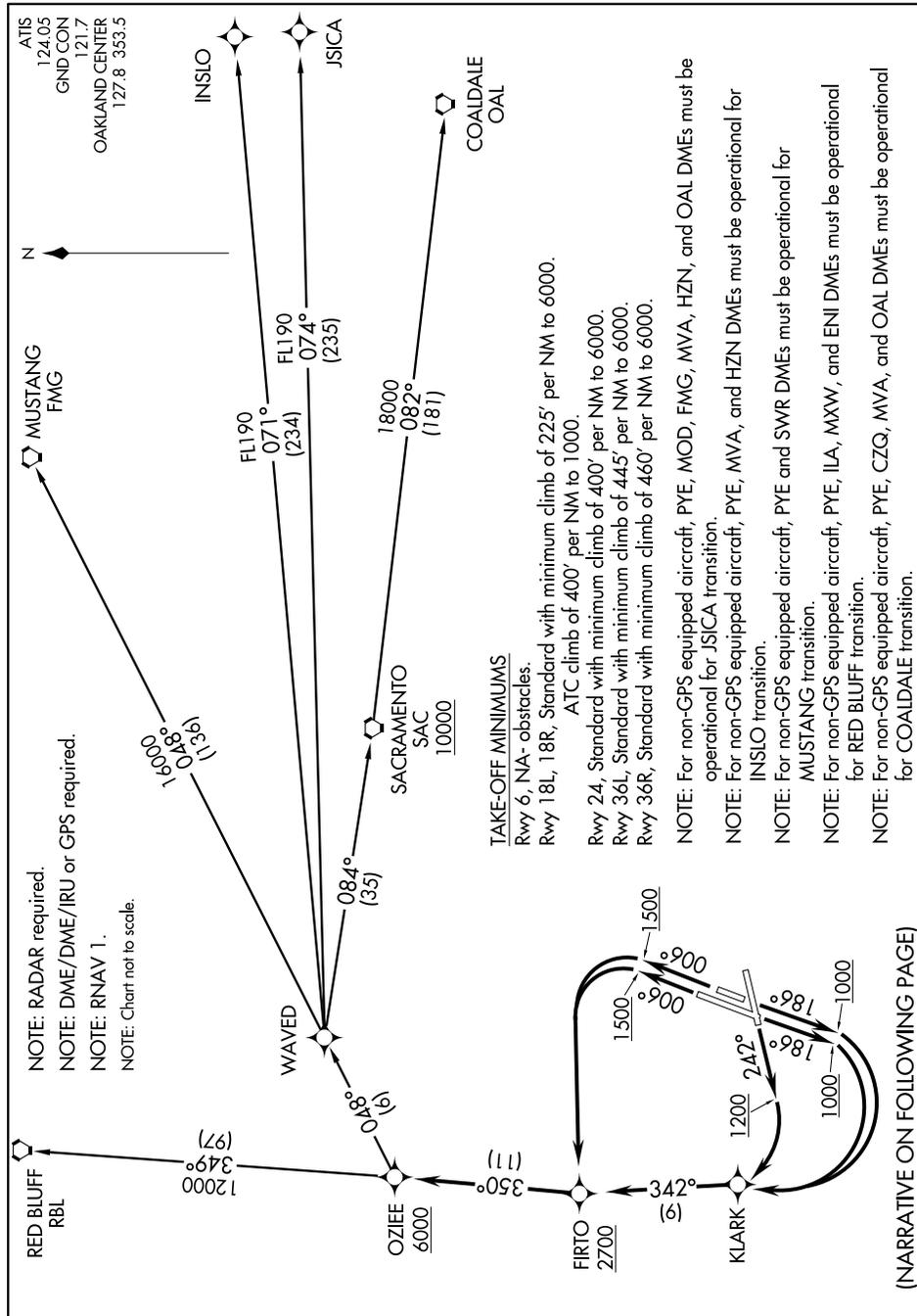
APPENDIX 22
RNAV DP WITH EAST-WEST ORIENTATION

(OZIEE2.OZIEE) 12320

OZIEE TWO DEPARTURE (RNAV)

SL-281 (FAA)

NAPA COUNTY (APC)
NAPA, CALIFORNIA



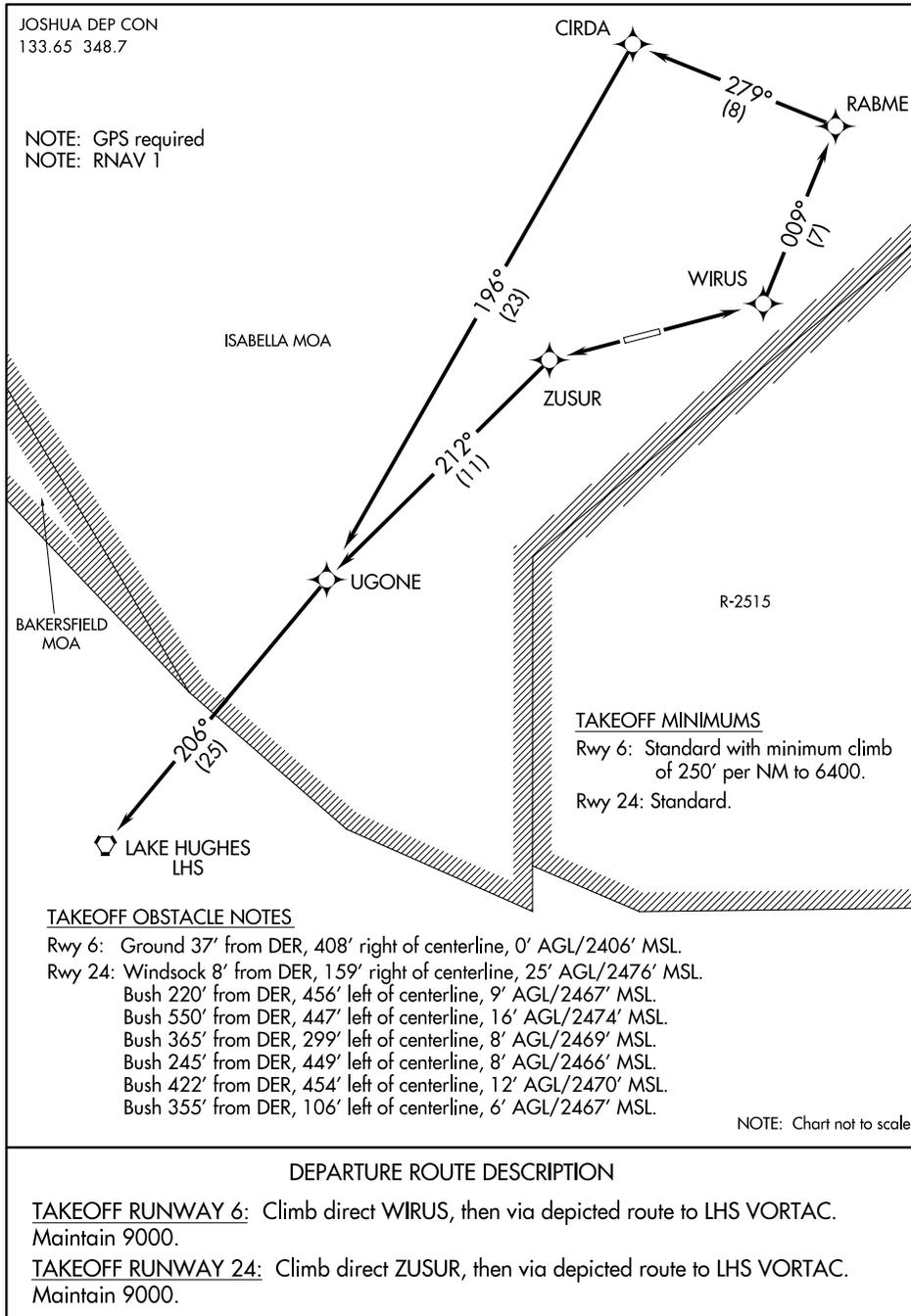
OZIEE TWO DEPARTURE (RNAV)
(OZIEE2.OZIEE) 18NOV10

NAPA, CALIFORNIA
NAPA COUNTY (APC)

(NARRATIVE ON FOLLOWING PAGE)

**APPENDIX 23
OBSTACLE RNAV DP**

(L711.LHS) 15344 SL-9440 (FAA) CALIFORNIA CITY MUNI (L71)
CALIFORNIA CITY ONE DEPARTURE (OBSTACLE) (RNAV) CALIFORNIA CITY, CALIFORNIA



CALIFORNIA CITY ONE DEPARTURE (OBSTACLE) (RNAV) CALIFORNIA CITY, CALIFORNIA
 (L711.LHS) 17MAR05 CALIFORNIA CITY MUNI (L71)

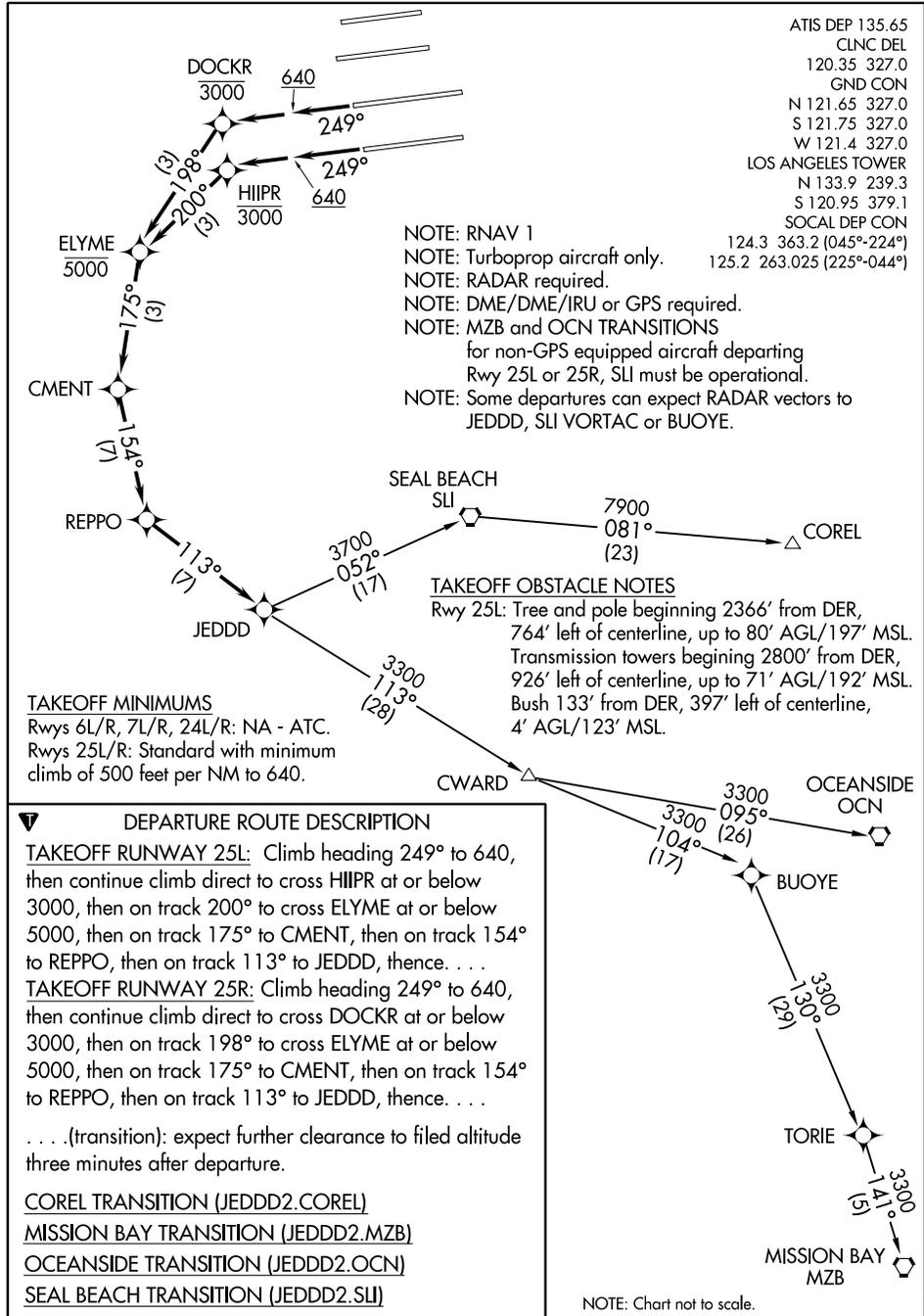
APPENDIX 24
RNAV DP WITH OFFSET TEXT BOX

(JEDDD2.JEDDD) 14317

JEDDD TWO DEPARTURE (RNAV)

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



JEDDD TWO DEPARTURE (RNAV)

(JEDDD2.JEDDD) 13NOV14

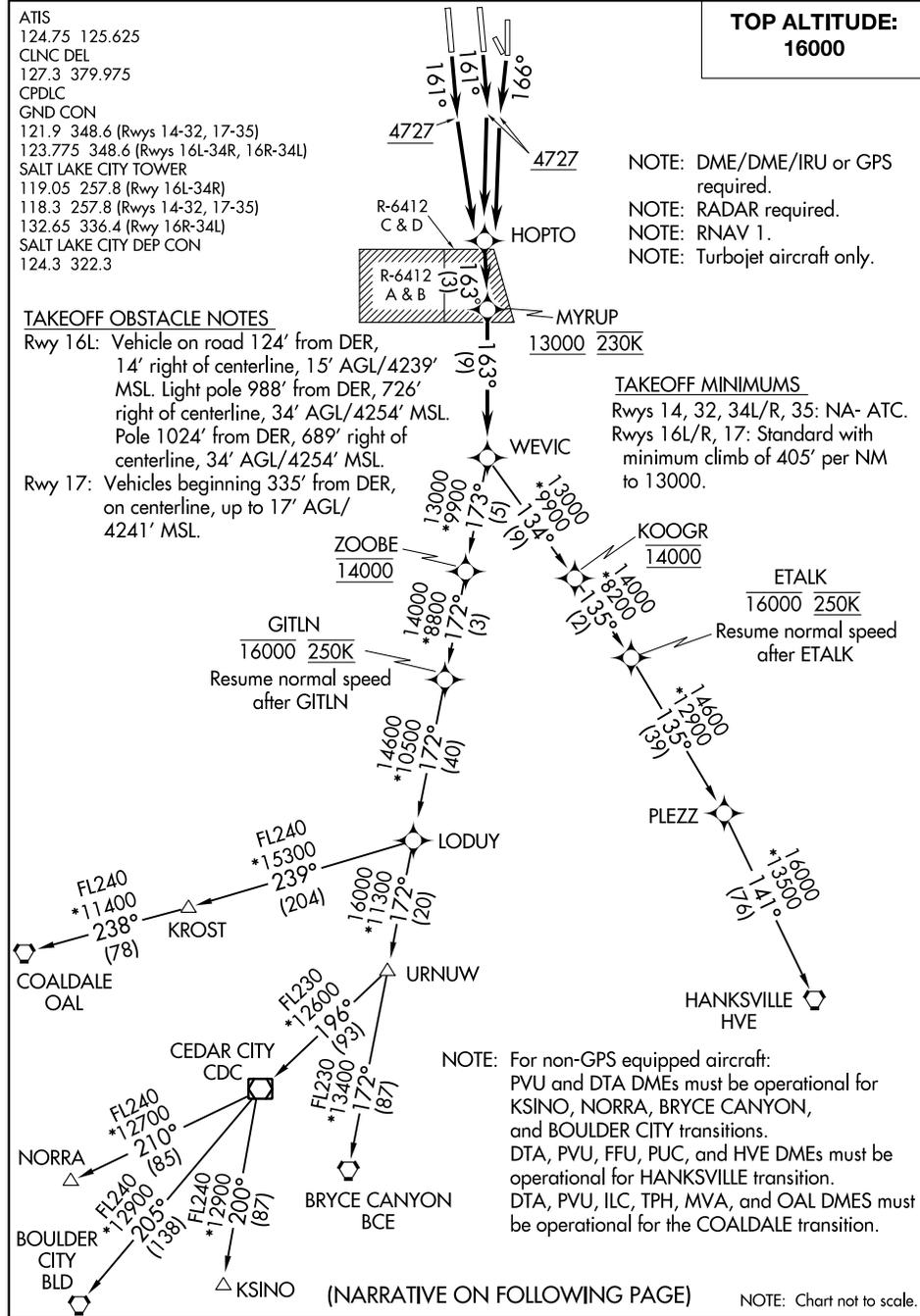
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

APPENDIX 25 RNAV DP WITH CONTINUED PAGE

(WEVIC4.WEVIC) 15344

WEVIC FOUR DEPARTURE (RNAV) SL-365 (FAA)

SALT LAKE CITY INTL (SLC)
SALT LAKE CITY, UTAH



WEVIC FOUR DEPARTURE (RNAV)
(WEVIC4.WEVIC) 30APR15

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL (SLC)

APPENDIX 25
RNAV DP WITH CONTINUED PAGE (CONTINUED)

(WEVIC4.WEVIC) 15120

WEVIC FOUR DEPARTURE (RNAV)

SL-365 (FAA)

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb heading 161° to 4727, then left turn direct HOPTO, then on depicted route to WEVIC, thence. . . .

TAKEOFF RUNWAY 16L: Climb heading 161° to 4727, then right turn direct HOPTO, then on depicted route to WEVIC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 166° to 4727, then left turn direct HOPTO, then on depicted route to WEVIC, thence. . . .

. . . (transition) maintain 16000 or lower filed altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Continue on SID, comply with published altitude restrictions.

BOULDER CITY TRANSITION (WEVIC4.BLD)

BRYCE CANYON TRANSITION (WEVIC4.BCE)

COALDALE TRANSITION (WEVIC4.OAL)

HANKSVILLE TRANSITION (WEVIC4.HVE)

KSINO TRANSITION (WEVIC4.KSINO)

NORRA TRANSITION (WEVIC4.NORRA)

WEVIC FOUR DEPARTURE (RNAV)
 (WEVIC4.WEVIC) 30APR15

SALT LAKE CITY, UTAH
 SALT LAKE CITY INTL (SLC)

APPENDIX 26
RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)

00000

RNAV DEPARTURE AAUP

HARTSFIELD-JACKSON ATLANTA INTL (ATL)
 AL-26 (FAA) ATLANTA, GEORGIA

RNAV DEPARTURE PROCEDURE ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system. Consider the following crosscheck items:

- * Departure Runway if known
- * Waypoint sequencing on the RNAV SID
- * En Route Transition
- * Do not modify or manually construct waypoints on the SID
- * Any specific aircraft navigation operating procedures

2. **BEFORE TAKEOFF:** Any modification, including runway changes should be verified in the navigation with the RNAV SID. If unable to verify correct loading or if unable comply with the RNAV SID, advise ATC. If required ensure runway position update is accomplished prior to take off.

3. **LINE UP/TAKEOFF:** Expect a takeoff clearance that will include either an assigned heading or the RNAV track to the first waypoint. Take in to consideration the following:

- * If assigned a heading do not delete the RNAV SID from the navigation system.
- * **Verify that the correct runway and first waypoint** are loaded, and that the correct lateral navigation mode is available for use after takeoff. If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.
- * A typical takeoff clearance may state "(Callsign) 123 RNAV to MPASS, Runway 26L, Cleared for Takeoff". The expected pilot response is, "(Callsign) 123, RNAV to MPASS, Runway26L, Cleared for Takeoff".
- * If no additional instructions are received with the take-off clearance pilots are still expected to fly the published procedure issued in the IFR clearance.

4. **AFTER TAKEOFF:** Unless instructed to fly a heading by the Tower, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with next lateral track and charted altitude and speed restrictions is imperative. Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid deviating in the direction of a parallel runway, track or aircraft. If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC.

(CONTINUED ON FOLLOWING PAGE)

RNAV DEPARTURE AAUP

00XXXX00

33°38'N-84°26'W

ATLANTA, GEORGIA
 HARTSFIELD-JACKSON ATLANTA INTL (ATL)

APPENDIX 26
RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP) (CONTINUED)

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HARTSFIELD-JACKSON ATLANTA INTL (ATL)

RNAV DEPARTURE AAUP

AL-26 (FAA)

ATLANTA, GEORGIA

(CONTINUED)

5. ATLANTA SPECIFIC INFORMATION: Runway assignment will be issued on initial contact with Atlanta Ground Control at the Ramp exit spot. During dual runway simultaneous departure operations, expect an RNAV departure clearance. During triple simultaneous departure operations, expect a radar vector departure clearance after takeoff and expect vectors to join the filed RNAV/SID route.

Atlanta Depature RNAV SIDs and Associated Departure Directions

North	East	South	West
CADIT	DAWGS	BRAVS	JOGOR (WEST 1)
COKEM	DOOLY	PNUTT	JCKETS (WEST 1)
SUMMIT	MUNSN	THRSR	GEETK (WEST 2)
NUGGT	UGAAA	NOVSS	RMBLN (WEST 2)



RNAV DEPARTURE AAUP

33°38'N-84°26'W

ATLANTA, GEORGIA

00XXX00

HARTSFIELD-JACKSON ATLANTA INTL (ATL)

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