
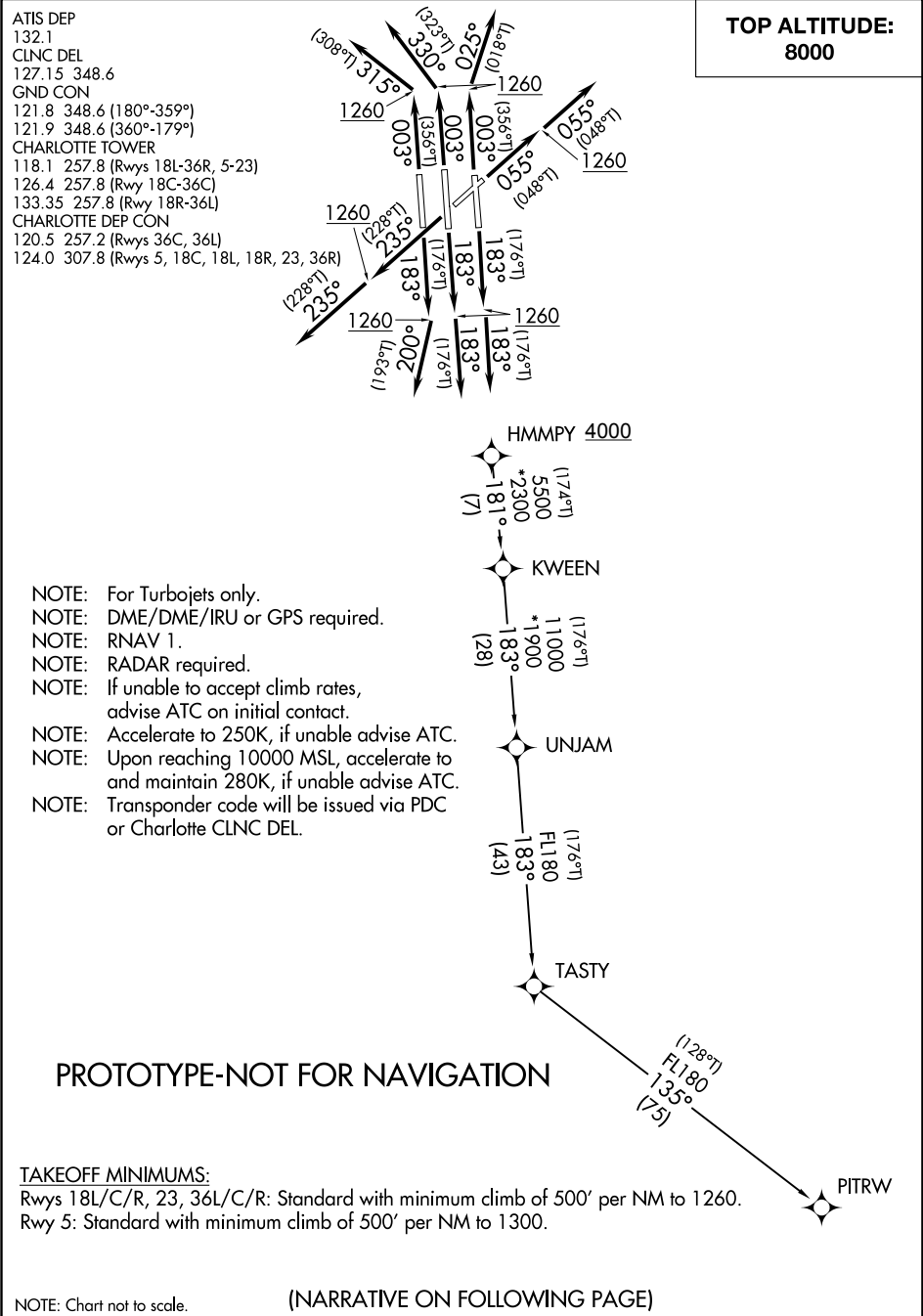


Flight Procedure Tracking Form		Action: AMENDMENT	Task Type: SID	Date Open: 12/05/2016	Task #: 201411143086431I001	Request #: 20141114308643
Procedure: SID KWEEN (RNAV) THREE CHARLOTTE NC KCLT			Airport ID: KCLT	Airport: CHARLOTTE/DOUGLAS INTL		Reimbursable #: NO
City: CHARLOTTE	ST: NC	GPS #:	Estimated Chart Date: 08/17/2017		FICO #: 1185976	
Fac ID: N/A		Fac. Type:			Specialist: KEVIN KESZLER	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	01/12/2017	04/26/2017	DION LANCIA			
QA:	04/26/2017	05/08/2017	ROBERT HAMILTON			
Liaison:	05/08/2017	05/09/2017	MARY MCDONALD			
Procedure Comments:			Remark Type: INFORMATION			
<p>NON-ENTROUTE, METROPLEX, RNAV SID</p> <p>AFS APPROVAL LETTER: FAAO 8260.53, PARA 8.1.2- RUNWAYS ENDS AT LKR, EQY AND VUJ ARE NOT WITHIN EXTENDED MAXIMUM INTERCEPT ANGLE. LETTER WAS REVIEWED AND THE INTENT HAS NOT CHANGE WITH AMENDMENT AND REMAINS VALID.</p> <p>CONTACT: DANIEL OLSON 405-954-3255</p> <p>06/30/2017: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/1/2017.</p> <p>1. CHANGED ADDITIONAL FLIGHT DATA COMMENT FROM MINIMUM ALTITUDE - 4000 TO CHART: MINIMUM CROSSING ALTITUDE AT HMMPY-4000 IN ADDITIONAL FLIGHT DATA.</p> <p>2. CHANGED REMARKS COMMENT FROM CHART NOTE: SEE ADDITIONAL REQUIREMENTS ON AAUP TO CHART NOTE: CHARLOTTE/DOUGLAS INTL ONLY: SEE ADDITIONAL REQUIREMENTS ON AAUP.</p> <p>3. CHANGED COMMUNICATIONS AT STANLY COUNTY FROM AWOS TO ATIS.</p> <p>07/11/2017: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/05/2017.</p> <p>1. CHANGED ADDITIONAL FLIGHT DATA COMMENT FROM CHART: MINIMUM CROSSING ALTITUDE AT HMMPY-4000 TO MINIMUM ALTITUDE - 4000</p>						

FIPC DME/DME FORM							
PROCEDURE: SID,KWEEN (RNAV),THREE,CHARLOTTE ,NC,KCLT,!			AIRPORT NAME: CHARLOTTE/DOUGLAS INTL		AIRPORT ID: KCLT	SPECIAL CONTROL NO: AG-05-104-17	
FAC ID: KWEEN3		CITY: CHARLOTTE			ST: NC	ORIG CHART DATE: 08/17/2017	
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:		PTS TASK ID: 201411143086431I001		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 05/31/2017		CREW #: VN248	N #: N86	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: christopher d forman @ 06/01/2017 05:33			PRINTED NAME: FORMAN, CHRISTOPHER DANIEL				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE: steve ctr jubb @ 06/13/2017 12:23			PRINTED NAME: Steve Jubb		
SPECIALIST REMARKS: Post Flight DME/DME Analysis has been performed on the segment(s) of the KCLT KWEEN3 SID flown by Flight Inspection. All DME's and ESV'(s) for the segment(s) were recorded as predicted and all segment(s) are suitable for DME/DME/IRU operations. Segment(s) flown were: HMMPY-TASTY.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

FIPC DME/DME FORM							
PROCEDURE: SID,ICONS (RNAV),THREE,CHARLOTTE,NC,KCLT,!			AIRPORT NAME: CHARLOTTE/DOUGLAS INTL		AIRPORT ID: KCLT	SPECIAL CONTROL NO: AG-05-103-17	
FAC ID: ICONS3		CITY: CHARLOTTE			ST: NC	ORIG CHART DATE: 08/17/2017	
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:		PTS TASK ID: 201411143086431I002		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 05/31/2017		CREW #: VN248	N #: N86	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: christopher d forman @ 06/01/2017 05:33			PRINTED NAME: FORMAN, CHRISTOPHER DANIEL				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT		SPECIALIST SIGNATURE: steve ctr jubb @ 06/13/2017 12:36			PRINTED NAME: Steve Jubb		
SPECIALIST REMARKS: Post Flight DME/DME Analysis has been performed on the KCLT ICONS3 SID with satisfactory results. All modeled DME's and ESV's were recorded by Flight Inspection and suitable for DME/DME/IRU operations.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:



▼	DEPARTURE ROUTE DESCRIPTION
	<u>TAKEOFF RWY 5:</u> Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .
	<u>TAKEOFF RWYS 18L/C:</u> Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .
	<u>TAKEOFF RWY 18R:</u> Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .
	<u>TAKEOFF RWY 23:</u> Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .
	<u>TAKEOFF RWY 36C:</u> Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .
	<u>TAKEOFF RWY 36L:</u> Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .
	<u>TAKEOFF RWY 36R:</u> Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .
	. . .on track 181° to KWEEN, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.
	<u>PITRW TRANSITION (KWEEN3.PITRW)</u> <u>UNJAM TRANSITION (KWEEN3.UNJAM)</u>
<div>PROTOTYPE-NOT FOR NAVIGATION</div> <div>(NOTES ON FOLLOWING PAGE)</div>	

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Tree 811' from DER, 677' right of centerline, 768' MSL. Tree 1031' from DER, 665' left of centerline, 773' MSL. Tree 1050' from DER, 755' left of centerline, 787' MSL. Tree 1894' from DER, 855' left of centerline, 799' MSL. Trees beginning 2089' from DER, 877' left of centerline, up to 821' MSL. Trees beginning 2437' from DER, 972' left of centerline, up to 822' MSL. Tree 2582' from DER, 1057' left of centerline, 843' MSL. Trees beginning 2608' from DER, 1107' left of centerline, up to 848' MSL.
- Rwy 18C: Airfield light 11' from DER, 85' left of centerline, 4' AGL/695' MSL. Tree 556' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 761' right of centerline, 729' MSL. Trees beginning 1184' from DER, 609' left of centerline, up to 746' MSL. Tree 1478' from DER, 828' right of centerline, 736' MSL. Trees beginning 1478' from DER, 323' left of centerline, up to 757' MSL. Tree 1721' from DER, 862' right of centerline, 748' MSL. Tree 1811' from DER, 967' right of centerline, 751' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 381' left of centerline, up to 771' MSL. Trees beginning 2361' from DER, 732' right of centerline, up to 755' MSL. Tree 2389' from DER, 612' right of centerline, 759' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Tree 2779' from DER, 861' right of centerline, 762' MSL. Trees beginning 3246' from DER, 793' right of centerline, up to 792' MSL. Trees beginning 3498' from DER, 1014' left of centerline, up to 791' MSL. Tree 4181' from DER, 1430' right of centerline, 797' MSL. Tree 4226' from DER, 1528' right of centerline, 798' MSL. Tree 4249' from DER, 1038' right of centerline, 805' MSL. Tree 5808' from DER, 1599' right of centerline, 837' MSL.
- Rwy 18L: Airfield light 9' from DER, 1' left of centerline, 3' AGL/726' MSL. Pole 980' from DER, 709' left of centerline, 64' AGL/763' MSL. Tower 980' from DER, 709' left of centerline, 765' MSL. Trees beginning 1057' from DER, 689' right of centerline, up to 759' MSL. Tree 1234' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tree 2844' from DER, 1171' right of centerline, 796' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
- Rwy 18R: Airfield light 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Ground 145' from DER, 521' left of centerline, 748' MSL.
- Rwy 23: MALSR 1' from DER, on centerline, 706' MSL. Tree 1270' from DER, 773' right of centerline, 742' MSL. Tree 1310' from DER, 772' right of centerline, 753' MSL. Tree 1477' from DER, 703' right of centerline, 757' MSL. Trees beginning 1573' from DER, 655' right of centerline, up to 758' MSL. Trees beginning 1728' from DER, 542' right of centerline, up to 762' MSL. Trees beginning 1814' from DER, 598' right of centerline, up to 775' MSL. Tree 1844' from DER, 806' right of centerline, 776' MSL. Trees beginning 1944' from DER, 698' right of centerline, up to 792' MSL. Trees beginning 2242' from DER, 362' right of centerline, up to 811' MSL. Tree 3744' from DER, 503' left of centerline, 102' AGL/802' MSL.
- Rwy 36C: Airfield light 5' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 404' right of centerline, up to 822' MSL. Tree 1605' from DER, 833' left of centerline, 797' MSL. Trees beginning 1937' from DER, 512' left of centerline, up to 823' MSL. Trees beginning 2045' from DER, 553' left of centerline, up to 827' MSL. Trees beginning 2794' from DER, 237' right of centerline, up to 825' MSL.
- Rwy 36L: Airfield light 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL.
- Rwy 36R: Airport sign 19' from DER, 288' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree, railroad, beginning 640' from DER, 93' right of centerline, up to 775' MSL. Light pole, tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 944' from DER, 650' left of centerline, 771' MSL. Pole 1005' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1279' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 586' left of centerline, 782' MSL. Tree 1397' from DER, 646' right of centerline, 784' MSL. Trees beginning 1476' from DER, 1' left of centerline, up to 805' MSL. Tree 1613' from DER, 731' right of centerline, 787' MSL. Tree, pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Tree 2054' from DER, 91' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 325' left of centerline, up to 823' MSL. Tree 2458' from DER, 920' left of centerline, 830' MSL. Tower 3686' from DER, 1159' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 393' left of centerline, 91' AGL/843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3760' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3775' from DER, 577' right of centerline, up to 852' MSL. Trees beginning 3875' from DER, 394' left of centerline, up to 93' AGL/852' MSL. Trees beginning 3909' from DER, 355' left of centerline, up to 857' MSL. Trees beginning 4262' from DER, 439' left of centerline, up to 96' AGL/858' MSL. Trees beginning 4309' from DER, 171' left of centerline, up to 93' AGL/859' MSL.

PROTOTYPE-NOT FOR NAVIGATION

SL-78 (FAA)

QUEEN TWO DEPARTURE (RNAV)

OLD

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

ATIS DEP

1321

CLNC DEL

127.15 348.6

GND CON

121.8 348.6 (180°-359°)

121.9 348.6 (360°-179°)

CHARLOTTE TOWER

118.1 257.8 (Rwys 18L-36R, 5-23)

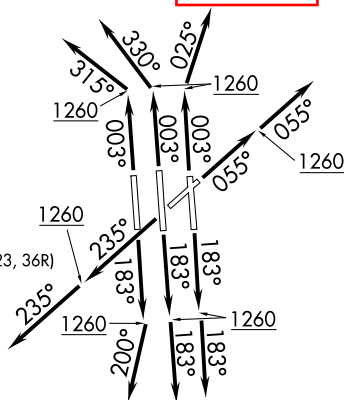
126.4 257.8 (Rwy 18C-36C)

133.35 257.8 (Rwy 18R-36L)

CHARLOTTE DEP CON

120.5 257.2 (Rwys 36C, 36L)

124.0 307.8 (Rwys 5, 18C, 18L, 18R, 23, 36R)



TOP ALTITUDE:
8000

SE-2, 02 MAR 2017 to 30 MAR 2017

NOTE: For Turbojets only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

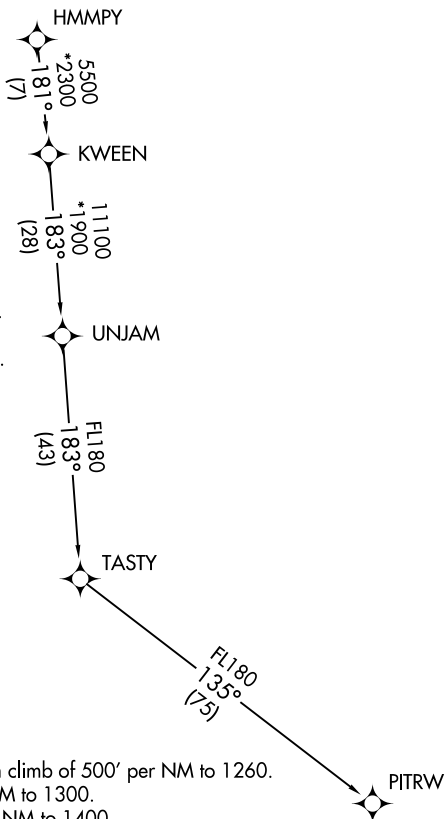
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Accelerate to 250K, if unable advise ATC.

NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: See additional requirements on AAUP.



TAKEOFF MINIMUMS:

Rwys 18L/C/R, 23, 36C/R: Standard with minimum climb of 500' per NM to 1260.

Rwy 5: Standard with minimum climb of 500' per NM to 1300.

Rwy 36L: Standard with minimum climb of 500' per NM to 1400.

(NOTES ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KWEEN TWO DEPARTURE (RNAV)

(KWEEN2.KWEEN) 05JAN17

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

SE-2, 02 MAR 2017 to 30 MAR 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .

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

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

TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . .

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

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

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

. . . on track 181° to KWEEN, then on PITRW transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN2.PITRW)

(CONTINUED ON FOLLOWING PAGE)

SE-2, 02 MAR 2017 to 30 MAR 2017

SE-2, 02 MAR 2017 to 30 MAR 2017

TAKEOFF OBSTACLE NOTES:

- Rwy 5: Tree 810' from DER, 677' right of centerline, 768' MSL. Tree 1031' from DER, 665' left of centerline, 773' MSL. Tree 1050' from DER, 755' left of centerline, 787' MSL. Tree 1894' from DER, 854' left of centerline, 799' MSL. Trees beginning 2088' from DER, 877' left of centerline, up to 821' MSL. Trees beginning 2437' from DER, 971' left of centerline, up to 822' MSL. Tree 2582' from DER, 1056' left of centerline, 843' MSL. Trees beginning 2608' from DER, 543' left of centerline, up to 848' MSL. Tree 3977' from DER, 480' left of centerline, 856' MSL.
- Rwy 18C: Airfield light 11' from DER, 84' left of centerline, 4' AGL/695' MSL. Tree 555' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 762' right of centerline, 729' MSL. Trees beginning 1183' from DER, 608' left of centerline, up to 746' MSL. Trees beginning 1478' from DER, 276' left of centerline, up to 757' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 182' right of centerline, up to 771' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Trees beginning 3245' from DER, 793' right of centerline, up to 792' MSL. Tree 4249' from DER, 1039' right of centerline, 805' MSL. Tree 5354' from DER, 1810' right of centerline, 831' MSL. Trees beginning 5551' from DER, 1412' right of centerline, up to 120' AGL/848' MSL.
- Rwy 18L: Airfield light 10' from DER, on centerline, 3' AGL/726' MSL. Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL. Tower and tree beginning 981' from DER, 689' right of centerline, up to 765' MSL. Tree 1235' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
- Rwy 18R: Airfield light 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Ground 145' from DER, 522' left of centerline, 748' MSL.
- Rwy 23: MALSR 1' from DER, on centerline, 706' MSL. Control box 1' from DER, 136' right of centerline, 4' AGL/708' MSL. Tree 1270' from DER, 772' right of centerline, 742' MSL. Tree 1310' from DER, 771' right of centerline, 753' MSL. Tree 1477' from DER, 702' right of centerline, 757' MSL. Trees beginning 1573' from DER, 654' right of centerline, up to 758' MSL. Trees beginning 1728' from DER, 541' right of centerline, up to 762' MSL. Trees beginning 1814' from DER, 597' right of centerline, up to 775' MSL. Tree 1844' from DER, 805' right of centerline, 776' MSL. Trees beginning 1944' from DER, 697' right of centerline, up to 792' MSL. Trees beginning 2242' from DER, 361' right of centerline, up to 811' MSL.
- Rwy 36C: Airfield light 4' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 598' right of centerline, up to 822' MSL. Trees beginning 1937' from DER, 446' right of centerline, up to 823' MSL. Trees beginning 2045' from DER, 237' right of centerline, up to 827' MSL.
- Rwy 36L: Airfield light 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL.
- Rwy 36R: Airport sign 19' from DER, 289' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree and railroad, beginning 640' from DER, 93' right of centerline, up to 775' MSL. Light pole and tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 943' from DER, 650' left of centerline, 771' MSL. Pole 1004' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1279' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 585' left of centerline, 782' MSL. Tree 1396' from DER, 646' right of centerline, 784' MSL. Trees beginning 1475' from DER, 1' left of centerline, up to 805' MSL. Tree 1612' from DER, 732' right of centerline, 787' MSL. Tree and pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Tree 2053' from DER, 90' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 324' left of centerline, up to 823' MSL. Tree 2457' from DER, 919' left of centerline, 830' MSL. Tower 3685' from DER, 1160' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 392' left of centerline, 91' AGL/ 843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3759' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3774' from DER, 578' right of centerline, up to 852' MSL. Trees beginning 3803' from DER, 171' left of centerline, up to 863' MSL.



Federal Aviation Administration

Memorandum

Date:

To: Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-5310

From: Manager, Flight Technologies and Procedures Division, AFS-40

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Approval Request; AJV-5310 Memorandum Dated 05/05/2016

Danny E. Hamilton
Signed By: Danny E Hamilton Fri
May 20 2016 08:50:59 GMT-
05:00:00 (Central Standard Time)

The attached request for approval of the runway ends at EQY, LKR and VUJ, which are not located within the extended maximum intercept angles IAW FAAO 8260.53, paragraph 8.1.2., on the KWEEN (RNAV) ONE DEPARTURE at Charlotte/Douglas Intl, Charlotte, NC was discussed at the Flight Standards Procedure Review Board (PRB) on 03/31/2016 and is approved.

Please direct all inquiries to Jim Rose, AFS-460, at (405) 954-9359.

Attachments

cc:

AJV-5310

AEA-220

AFS-400/410/420/440/460/470



Federal Aviation Administration

Memorandum

Date:

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division
THRU: Dez Silagyi, Acting Manager, Flight Procedure Implementation & Oversight Branch

From: Jose Alfonso, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-5310

Subject: Approval Request: Charlotte/Douglas Intl, Charlotte, NC, (KCLT) KWEEN Departure (RNAV)

Digitally signed by
JOSE A ALFONSO
May 05, 2016

Charlotte/Douglas Intl, Charlotte, NC (CLT)

The runway ends at Charlotte-Monroe Executive (EQY), Lancaster County-Mc Whirter Field (LKR) and Stanly County (VUJ) are not located within the extended maximum intercept angles in accordance with FAAO 8260.53, para 8.1.2. The Air Traffic Manager at CHARLOTTE APP CON will provide training (see attached letter) to ensure that controllers clearly understand the dimensions of the pilot navigation area and direct that all aircraft using this departure be vectored in a manner that will place them within the maximum intercept angle extending from the initial departure fix. Additionally, aircraft will be vectored in a manner that will allow aircraft to cross the initial departure fix at the minimum PNA altitude of 4000.

The expanded OCA for Charlotte-Monroe Executive (EQY) and Stanly County (VUJ) is a 52.6NM arc centered on HMMPY (IF) CW from point C (Bearing 226 degrees to HMMPY) to Point D (Bearing 232 degrees to HMMPY): minimum altitude 2900. The expanded OCA for Lancaster County-Mc Whirter Field is a 5.9 NM arc centered on HMMPY (IF) CW from point E (Bearing 226 degrees to HMMPY) to point F (Bearing 136 degrees to HMMPY): minimum altitude 2300.

Attachments



Federal Aviation Administration

Memorandum

Date:

To: Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-5310

From: Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Flight Procedure Implementation & Oversight Branch, AFS-460

Subject: Approval Request; AJV-5310 Memorandum Dated 05/05/2016

The attached request for approval of the runway ends at EQY, LKR and VUJ, which are not located within the extended maximum intercept angles IAW FAAO 8260.53, paragraph 8.1.2., on the KWEEN (RNAV) ONE DEPARTURE at Charlotte/Douglas Intl, Charlotte, NC was discussed at the Flight Standards Procedure Review Board (PRB) on 03/31/2016 and is approved.

Please direct all inquiries to Jim Rose, AFS-460, at (405) 954-9359.

Attachments

cc:

AJV-5310

AEA-220

AFS-400/410/420/440/460/470

CONCURRENCES
ROUTING SYMBOL AFS-420
INITIALS/SIG Thomas J Nichols Signed By: Thomas J Nichols Mon May 16 2016 08:49:09 GMT- 05:00:00 (Central Standard Time)
ROUTING SYMBOL AFS-460
INITIALS/SIG Jim Rose Signed By: Jim Rose Wed May 18 2016 07:23:12 GMT-05:00:00 (Central Standard Time)
ROUTING SYMBOL AFS-410
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-470
INITIALS/SIG Trent Bigler Signed By: Trent Bigler Thu May 19 2016 07:07:23 GMT-05:00:00 (Central Standard Time)
DATE
ROUTING SYMBOL AFS-400
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
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INITIALS/SIG
DATE




Federal Aviation Administration

Memorandum

Date: March 5, 2015

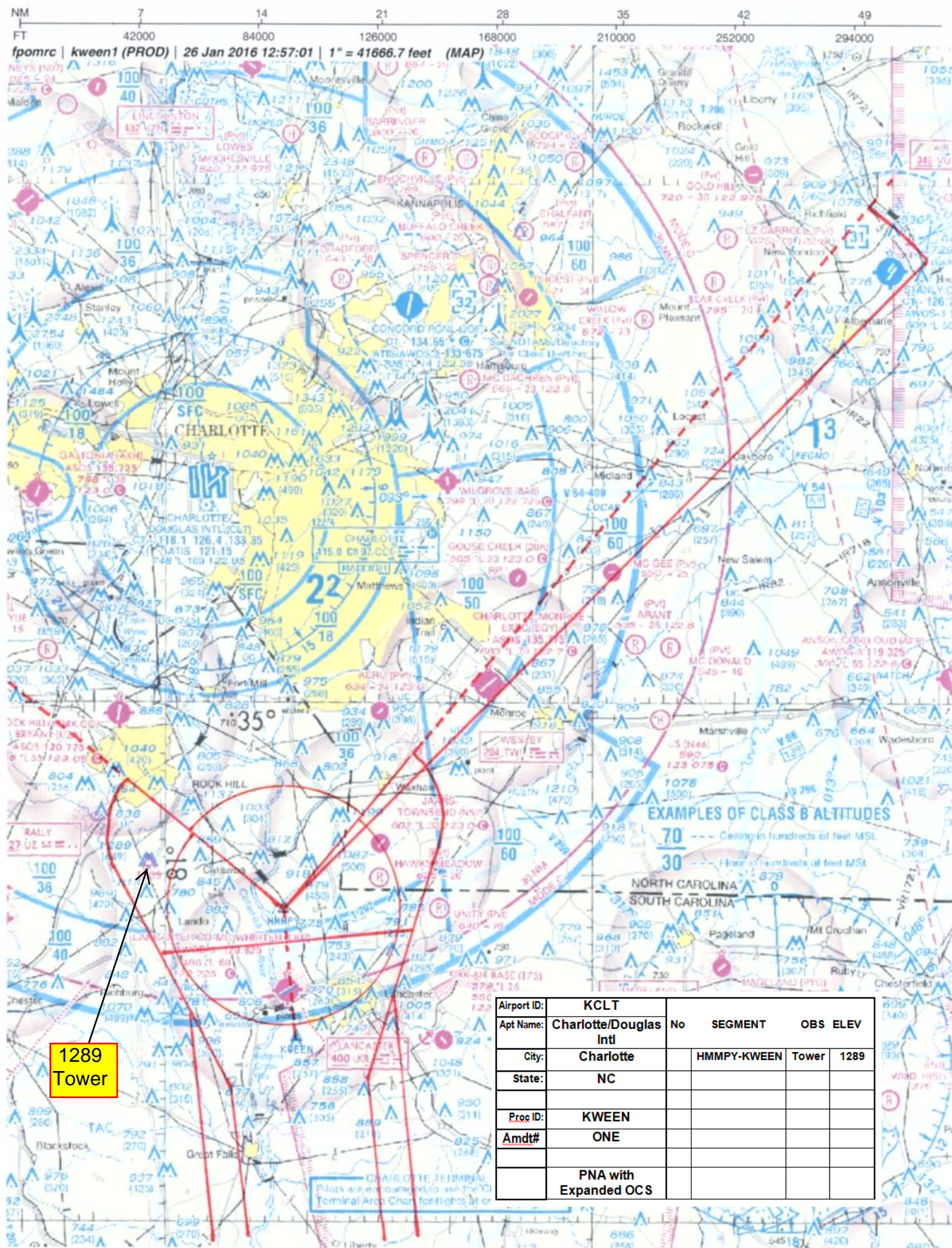
To: Bruce DeCleene
Manager Flight Technologies and Procedures Division
THRU: Danny E Hamilton
Manager, Flight Procedure Implementation & Oversight Branch

From: Prostell Thomas – Air Traffic Manager, Charlotte TRACON 

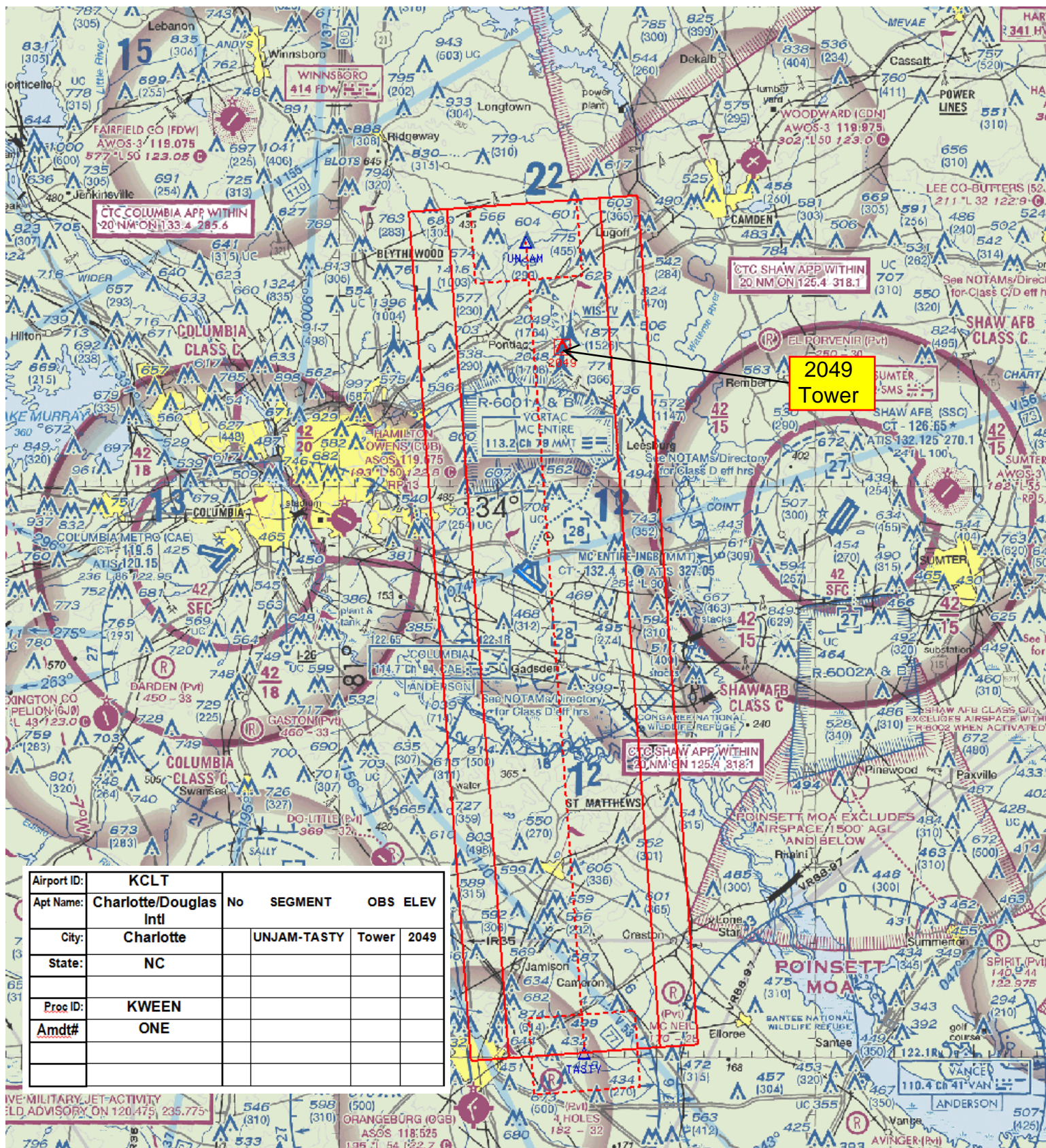
Subject: Pilot Navigation Area

Charlotte TRACON will ensure all operation personnel are provided training to ensure an understanding of the Pilot Navigation Area (PNA) in order to vector departure aircraft in a manner that will place aircraft within the maximum intercept angle extending from the initial departure fix for the KWEEN RNAV SID

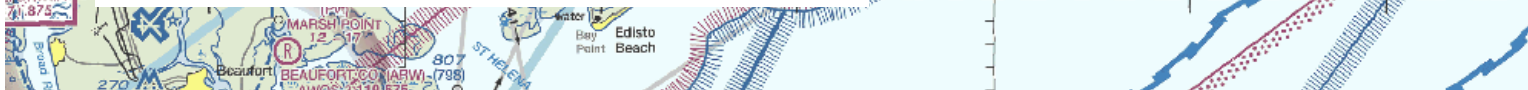
Please direct any questions about this issue to Elaine Relyea, Charlotte TRACON Plans and Procedures Manager at (704) 359-1014.



Airport ID:	KCLT	No	SEGMENT	ELEV
Apt Name:	Charlotte/Douglas Intl			
City:	Charlotte		KWEEN-UNJAM	877
State:	NC			
Proc ID:	KWEEN			
Amdt#	ONE			



18 13 20°N 125°E 318.1 Pinewood 433 112-33 400 AWOS-3 124.775 589.7 67°L 50 (310) factory 88 350



Airport ID:	KCLT				
Apt Name:	Charlotte/Douglas Intl	No	SEGMENT	OBS	ELEV
City:	Charlotte		TASTY-PITRW	Tower	2016
State:	NC				
Proc ID:	KWEEN				
Amdt#	ONE				
Scale	1"=50000 FT				

NM
FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	768 - 848
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 05				
Amdt #:	3				

L-C-I

RW18R RW18C
CCLT
RW06
RW36L RW36C
RW30R

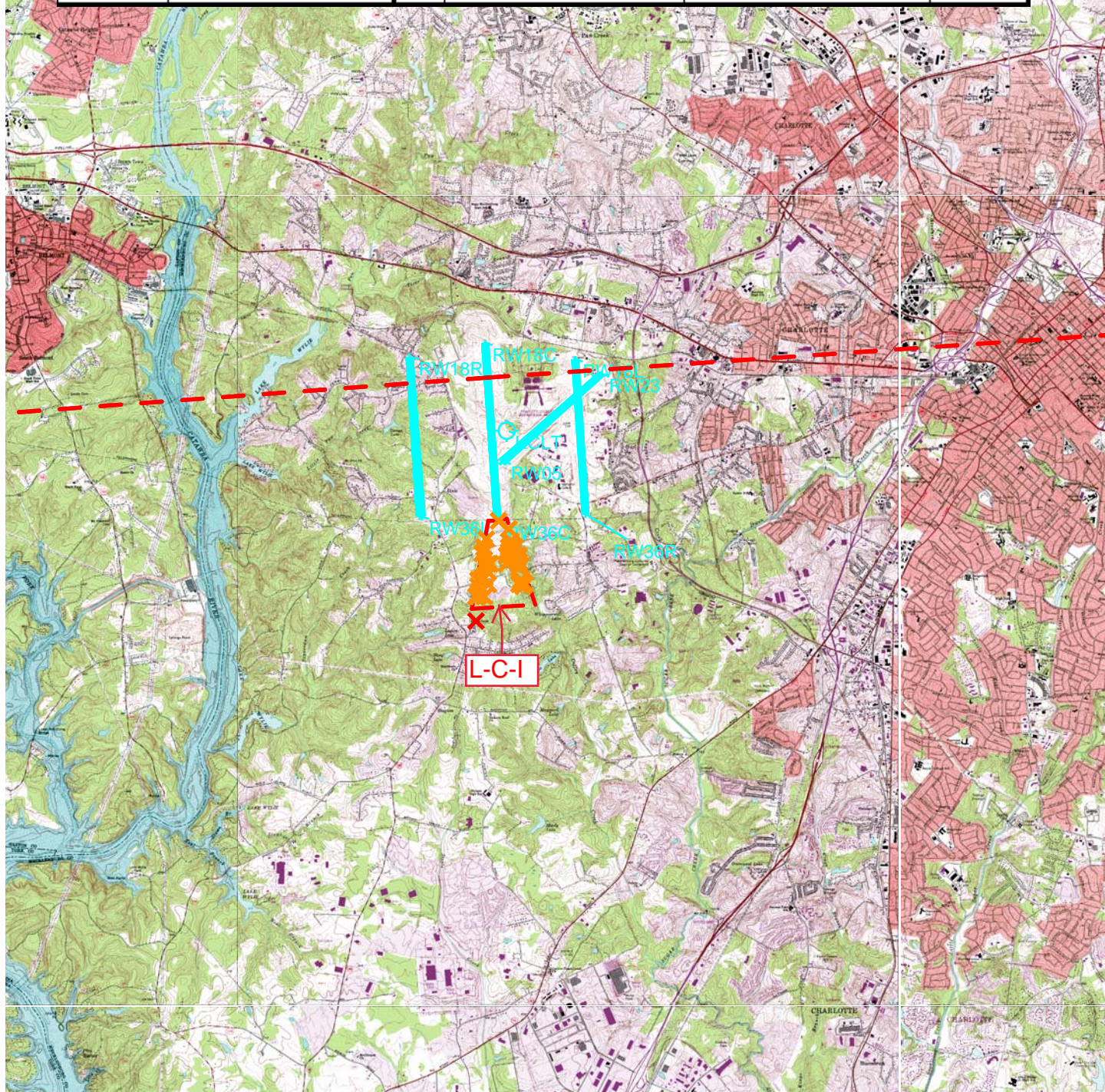
NM
|
FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	695 - 805
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 18C				
Amdt #:	3				



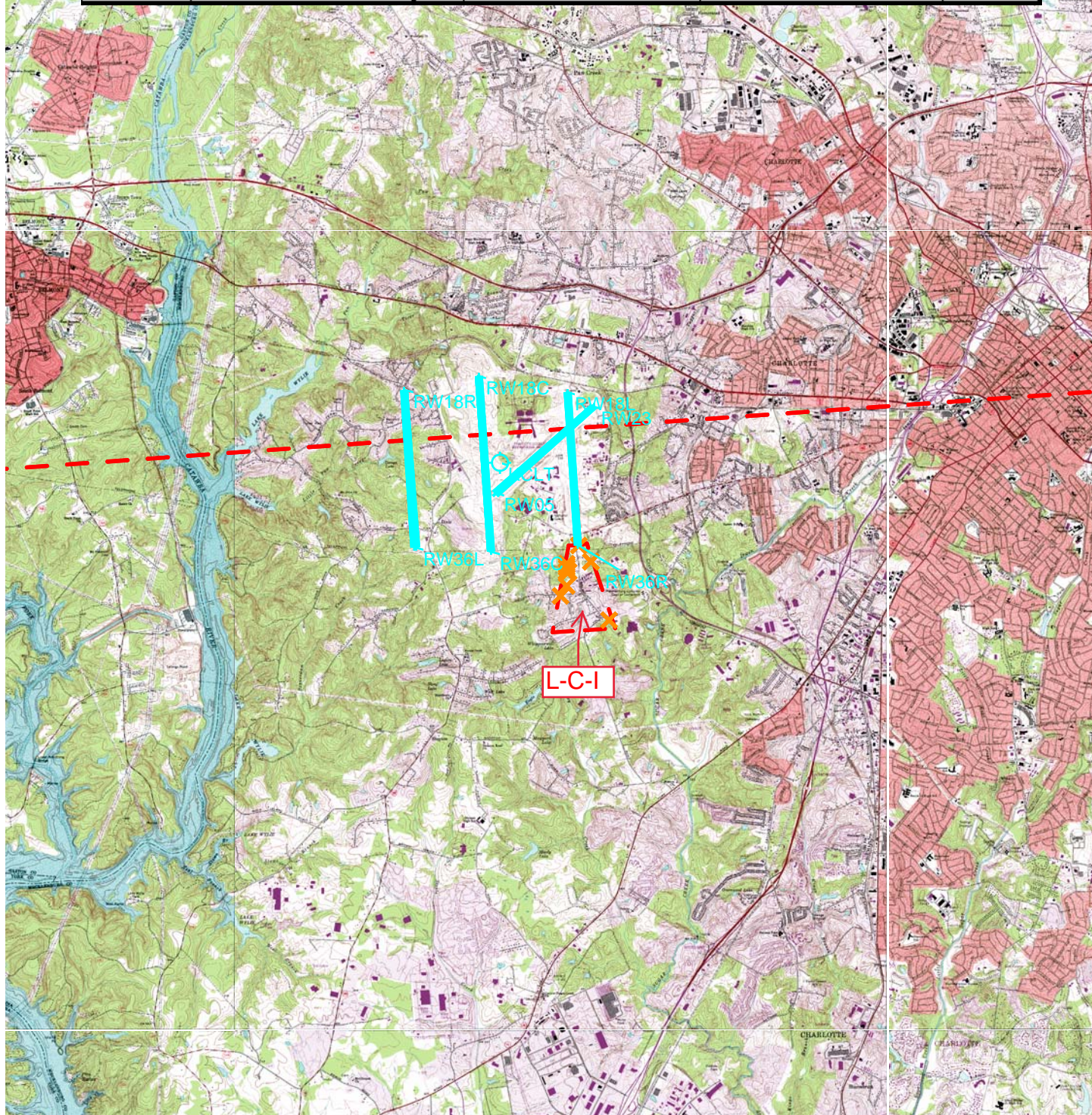
NM
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FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	726 - 849
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 18L				
Amdt #:	3				



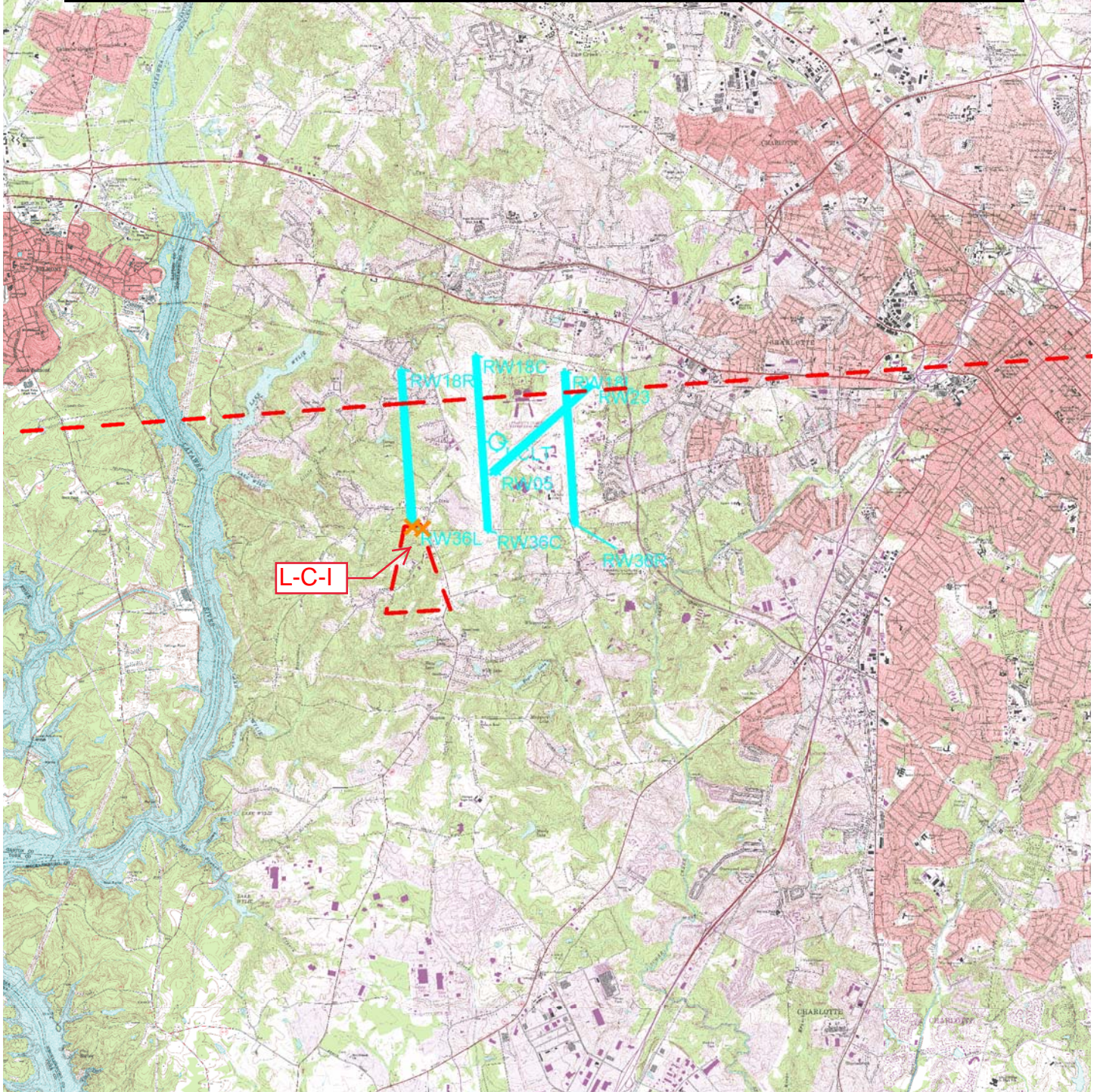
NM
FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	746 - 748
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 18R				
Amdt #:	3				



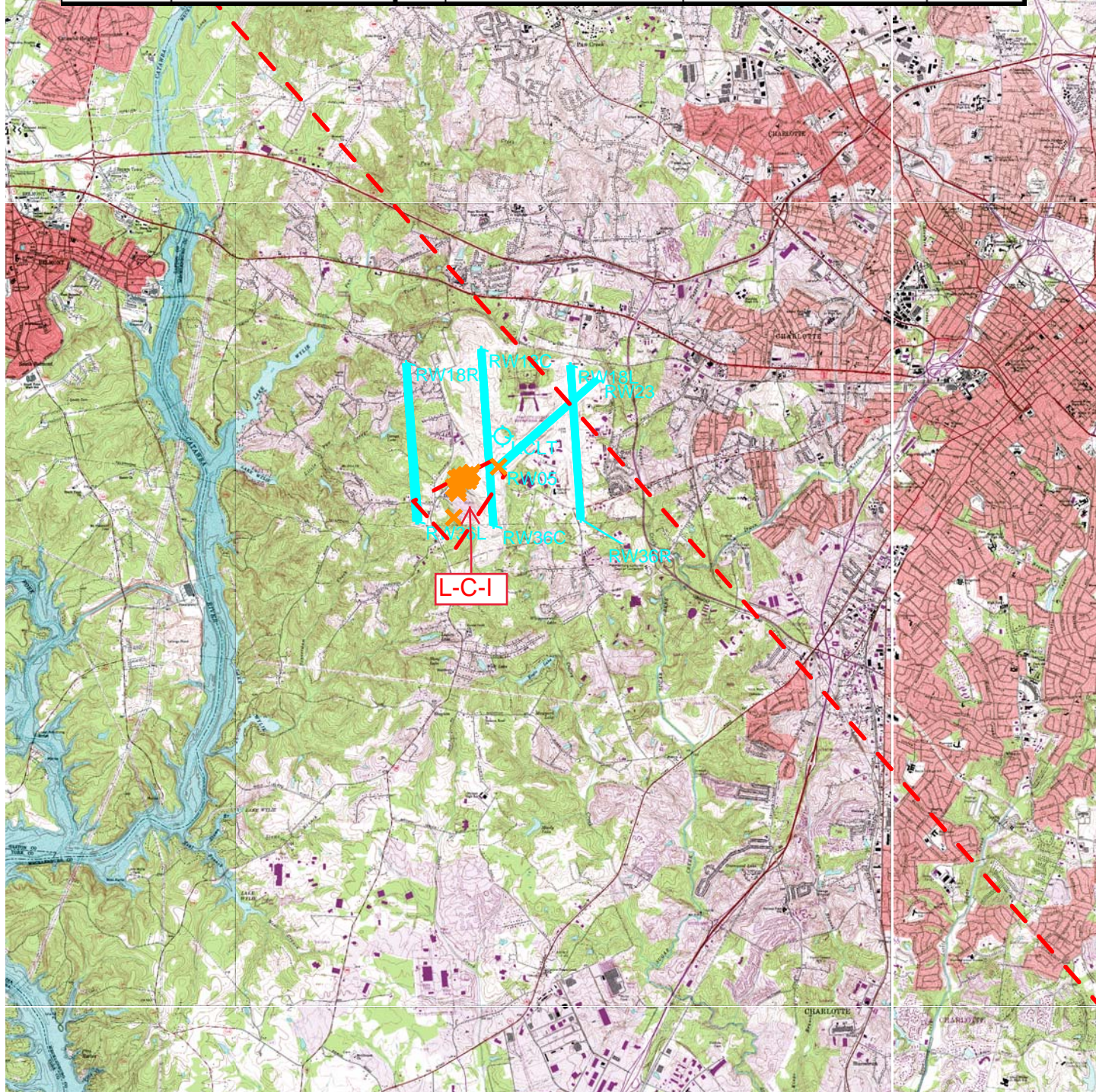
NM
|
FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	706 - 811
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 23				
Amdt #:	3				



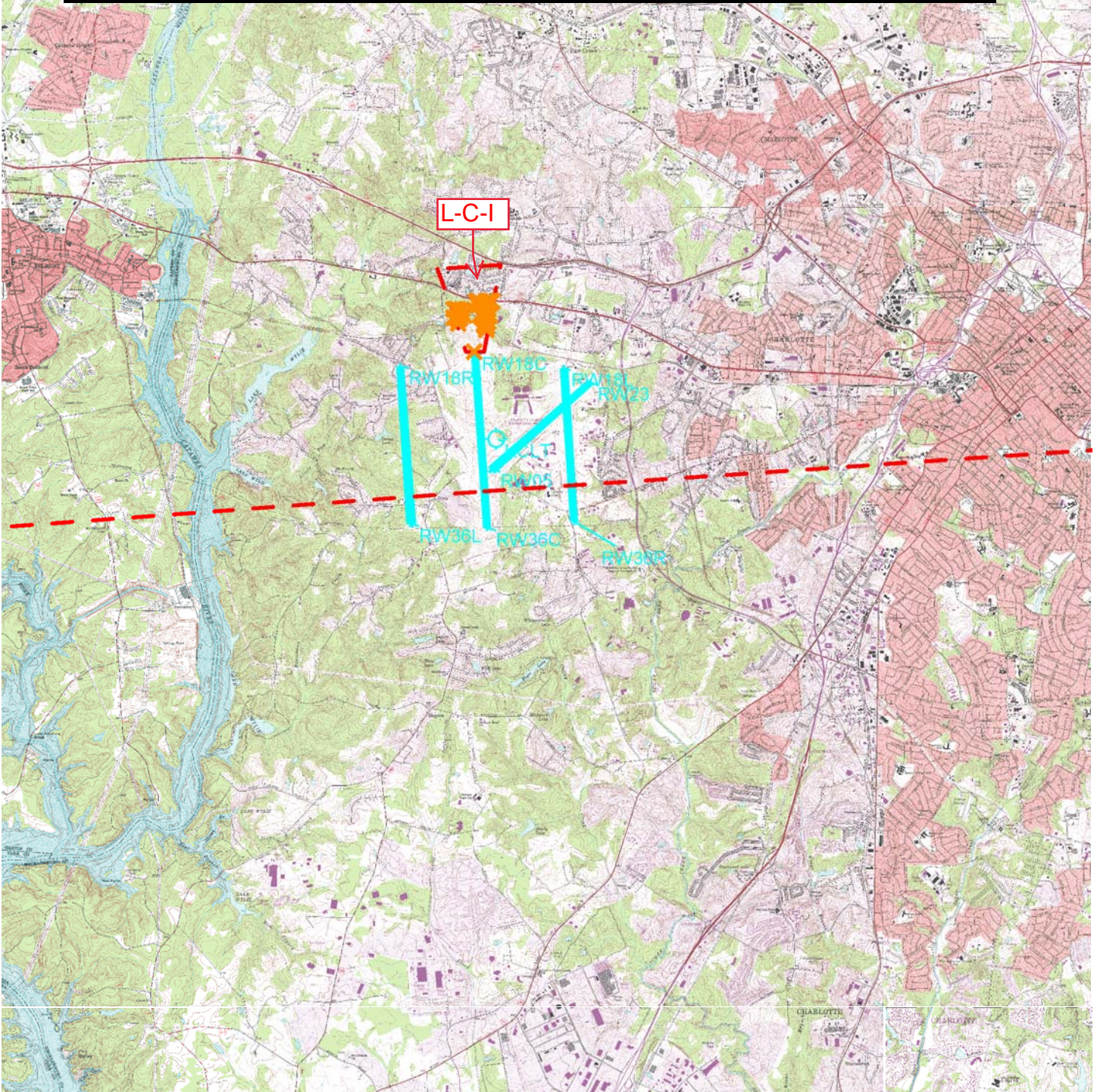
NM
FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	743 - 827
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 36C				
Amdt #:	3				



NM
FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	745 - 786
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 36L				
Amdt #:	3				

L-C-I

RW18R

RW18C

RA19L

RW23

RW36L

RW36C

RW36R

NM
FT

4

8

50000

Airport ID:	KCLT	No	Segment	Obstruction	Elevation
Apt Name:	Charlotte/Douglas Intl		ICA	L-C-I	747 - 859
City:	Charlotte				
State:	NC				
Scale:	1:100,000				
Proc ID:	RWY 36R				
Amdt #:	3				

L-C-I

RW18R

RW18C

RW18L

RW23

RW05

RW36L

RW36C

RW36R

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV DEPARTURE PROCEDURE
ATTENTION ALL USERS PAGE (AAUP)**

CITY, STATE

Charlotte, North Carolina

AIRPORT/AIRPORT ID

Charlotte/Douglas International

EFFECTIVE DATE

10 NOV 2016

ATTENTION ALL USERS PAGE (AAUP)**1. PREFLIGHT:**

All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.

2. BEFORE TAKEOFF:

Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID contact ATC prior to takeoff and request an amended clearance.

3. LINE UP/TAKEOFF:

Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via the heading coded in the departure path, as depicted on the chart or via an assigned heading to be maintained. *IE: On runway 18L and 18C aircraft should fly runway heading or heading assigned by ATC. Runway 36C aircraft are expected to fly heading 330 or heading assigned by ATC. Runway 36R aircraft are expected to fly heading 025 or heading assigned by ATC.* A typical takeoff clearance will state, for example, "Delta 123 runway three six right cleared for take-off" or "Delta 123, runway one eight center, cleared for take-off". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for take-off". If the takeoff clearance does not match the planned/loading procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

4. AFTER TAKEOFF:

Pilots are expected to comply with the headings coded on the various departure procedures. Aircraft can expect guidance/vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123, proceed direct DANEC" or "American 123, proceed direct GULFY". Pilots should maintain heading on departure until cleared by ATC direct to a waypoint or vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123 proceed direct DANEC" or "American 123, proceed direct GULFY". Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

5. SPECIFIC INFORMATION:

Charlotte will utilize RNAV departures operations all hours of the day seven days a week. All properly equipped aircraft should expect to fly a CHARLOTTE RNAV

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV DEPARTURE PROCEDURE
ATTENTION ALL USERS PAGE (AAUP)**

CITY, STATE

Charlotte, North Carolina

AIRPORT/AIRPORT ID

Charlotte/Douglas International

EFFECTIVE DATE

10 NOV 2016

DEPARTURE. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV DEPARTURE PROCEDURE
ATTENTION ALL USERS PAGE (AAUP)**

CITY, STATE

Charlotte, North Carolina

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EFFECTIVE DATE

10 NOV 2016

Charlotte RNAV SIDs Direction**North**

JOJO
WEAZL
KRITR

East

BARMY
KILNS
LILLS

South

ICONS
BEAVY
KWEEN

West

ESTRR
BOBZY

Expected Runway Assignment**Dual Departures**

North and West
↔
Departures

Expect 36C or 18C

South and East
↔
Departures

Expect 36R or 18L

Night Noise Operations

North and West
↔
South and East

Expect 5 or 23

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV DEPARTURE PROCEDURE
ATTENTION ALL USERS PAGE (AAUP)**

CITY, STATE

Charlotte, North Carolina

AIRPORT/AIRPORT ID

Charlotte/Douglas International

EFFECTIVE DATE10 NOV 2016

CHANGES - REASONS: CLT Metroplex developed all new RNAV SIDs