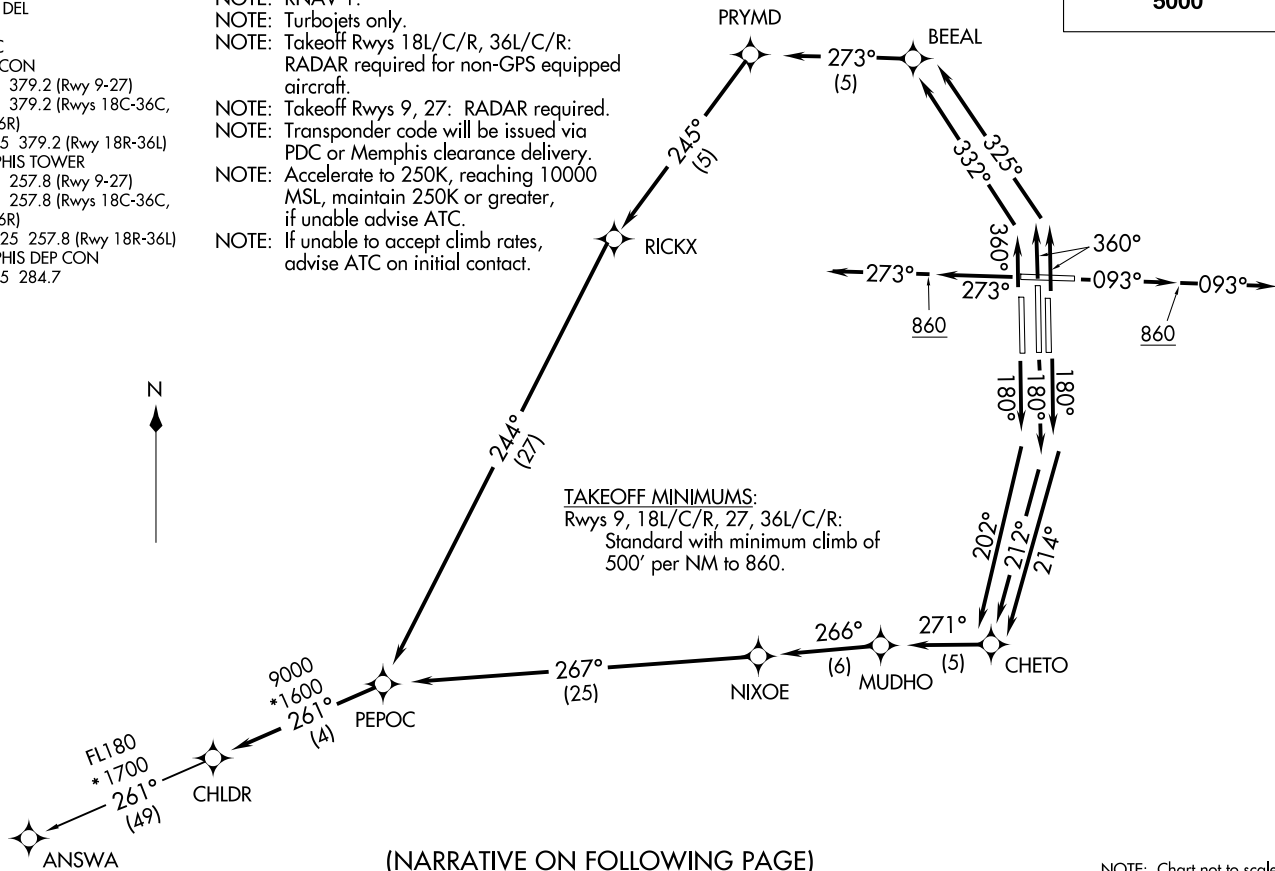


D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C,
18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C,
18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R:
RADAR required for non-GPS equipped
aircraft.
NOTE: Takeoff Rwys 9, 27: RADAR required.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000
MSL, maintain 250K or greater,
if unable advise ATC.
NOTE: If unable to accept climb rates,
advise ATC on initial contact.

TOP ALTITUDE:
5000





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR5.ANSWA):