

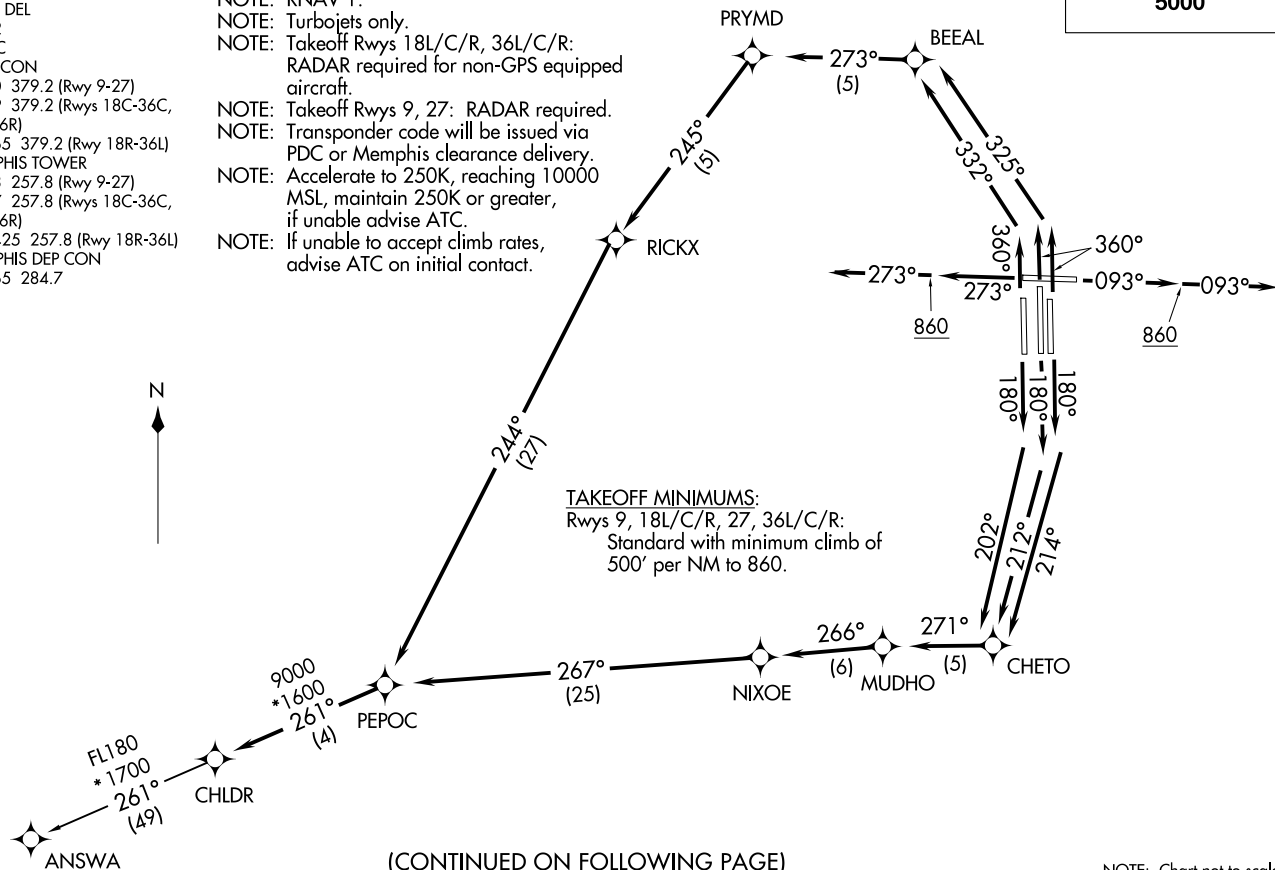
TOP ALTITUDE:
5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
 Rwy 9, 18L/C/R, 27, 36L/C/R:
 Standard with minimum climb of
 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: Turbojets only.
 NOTE: Takeoff Rwy 18L/C/R, 36L/C/R:
 RADAR required for non-GPS equipped
 aircraft.
 NOTE: Takeoff Rwy 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.

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



(CONTINUED ON FOLLOWING PAGE)



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):

SE-1, 03 SEP 2026 to 01 OCT 2026

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