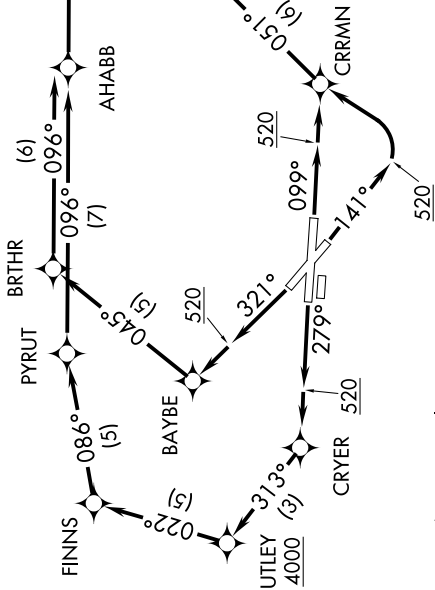


TOP ALTITUDE:  
4000

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 10L:** Climb heading 099° to 520, then direct CRRMN, then via depicted route to RBACK, thence. . . .  
**TAKEOFF RWY 14:** Climb heading 141° to 520, then left turn direct CRRMN, then via depicted route to RBACK, thence. . . .  
**TAKEOFF RWY 28R:** Climb heading 279° to 520, then direct CRYER, then via depicted route to RBACK, thence. . . .  
**TAKEOFF RWY 32:** Climb heading 321° to 520, then direct BAYBE, then via depicted route to RBACK, thence. . . .  
. . . via depicted route to SLIDZ. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

AMNDA TRANSITION (SLIDZ1.SLIDZ)



NOTE: Chart not to scale.

D-ATIS 123.75  
CLINC DEL 121.6 284.6  
GND CON 121.9 284.6  
PALM BEACH TOWER 119.1 257.8  
PALM BEACH DEP CON 128.3 317.4 (North)  
125.2 343.6 (South)

**TAKEOFF MINIMUMS:**  
Rwy 10R, 28L: NA-ATC.  
Rwy 14, 10L, 32: Standard with minimum climb of 500' per NM to 520.  
Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.

- NOTE: For Turbojets only.
- NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
- NOTE: Transponder code will be issued via PDC or Palm Beach CLINC DEL.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RADAR required.
- NOTE: RNAV 1
- NOTE: For non-GPS equipped aircraft: VRB and PBI DMEs must be operational for takeoff Rwy 10L, 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R.