D-ATIS
123.8
CLNC DEL
120.1
CPDLC
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

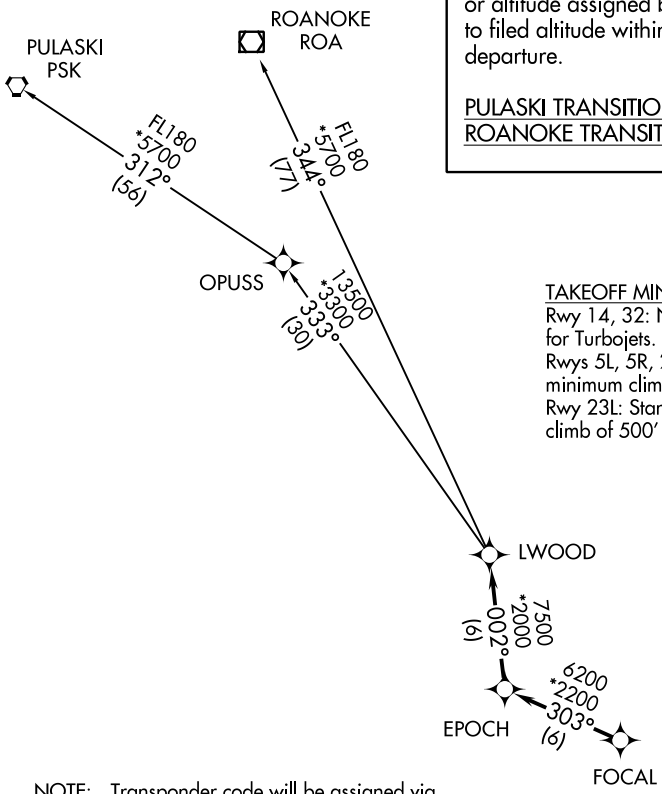
TOP ALTITUDE: 7000

DEPARTURE ROUTE DESCRIPTION

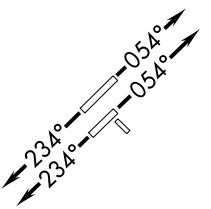
TAKEOFF RWY 5L/5R: Climb heading 054° or as assigned by ATC, for RADAR vectors to FOCAL, then on depicted route to LWOOD, thence. . . .
TAKEOFF RWY 23L/23R: Climb heading 234° or as assigned by ATC, for RADAR vectors to FOCAL then on depicted route to LWOOD, thence. . . .

. . . .on assigned transition, maintain 7000 or altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

PULASKI TRANSITION (LWOOD3.PSK)
ROANOKE TRANSITION (LWOOD3.ROA)



TAKEOFF MINIMUMS:
Rwy 14, 32: NA-Runway too short for Turbojets.
Rwys 5L, 5R, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100′.



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.
NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

SE-2, 31 DEC 2020 to 28 JAN 2021
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