

LGRHD ONE DEPARTURE (RNAV)

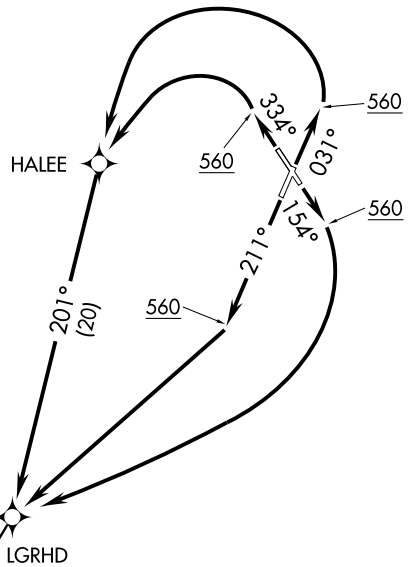
ATIS 124.75
CLNC DEL
127.325 291.65
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:

- Rwy 3: Electrical equipment, towers and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL. Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.
- Rwy 15: Trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.
- Rwy 33: Trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL. Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.

- NOTE: Transponder code will be issued by Charleston clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: For non-GPS equipped aircraft: SAV and VAN DMEs must be operational.



TAKEOFF MINIMUMS:

- Rwys 15, 33: Standard.
- Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

SE-2, 31 MAY 2012 to 28 JUN 2012

SE-2, 31 MAY 2012 to 28 JUN 2012

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .

TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then right turn direct LGRHD, thence. . . .

TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then direct LGRHD, thence. . . .

TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .

. . . . via assigned transition/route, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

MILIE TRANSITION (LGRHD1.MILIE):

MLTRE ONE DEPARTURE (RNAV)

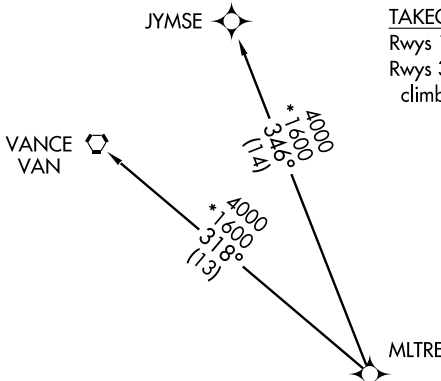
ATIS
124.75
CLNC DEL
127.325 291.65
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
135.8 379.925

TAKEOFF MINIMUMS:

Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum
climb of 500' per NM to 560.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Electrical equipment, towers and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL. Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.
Rwy 15: Trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.
Rwy 33: Trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL. Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.



- NOTE: Transponder code will be issued by Charleston clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwys 15, 21; FLO DME must be operational for Takeoff Rwys 3, 33.

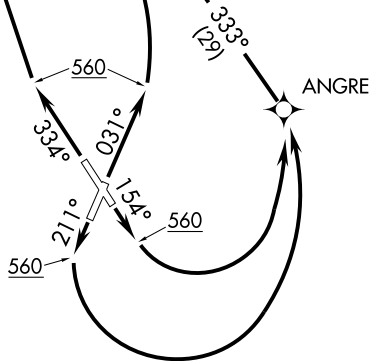
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct MLTRE, thence. . .
- TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then left turn direct ANGRE, then on depicted route to MLTRE, thence. . .
- TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then left turn direct ANGRE, then on depicted route to MLTRE, thence. . .
- TAKEOFF RWY 33: Climb heading 334° to 560 MSL, direct MLTRE, thence. . .

. . . via assigned transition. Maintain 4000.
Expect clearance to filed altitude 10 minutes after departure.

JYMSE TRANSITION (MLTRE1.JYMSE):
VANCE TRANSITION (MLTRE1.VAN):



PLFMD ONE DEPARTURE (RNAV)
(PLFMD1, PLFMD) 11237

ATIS
124.75
CLNC DEL
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GND CON
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CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwy 15; CAE, IRQ, and SAV DMEs must be operational for DUBLIN transition. CAE DME must be operational for COLLIER'S transition.

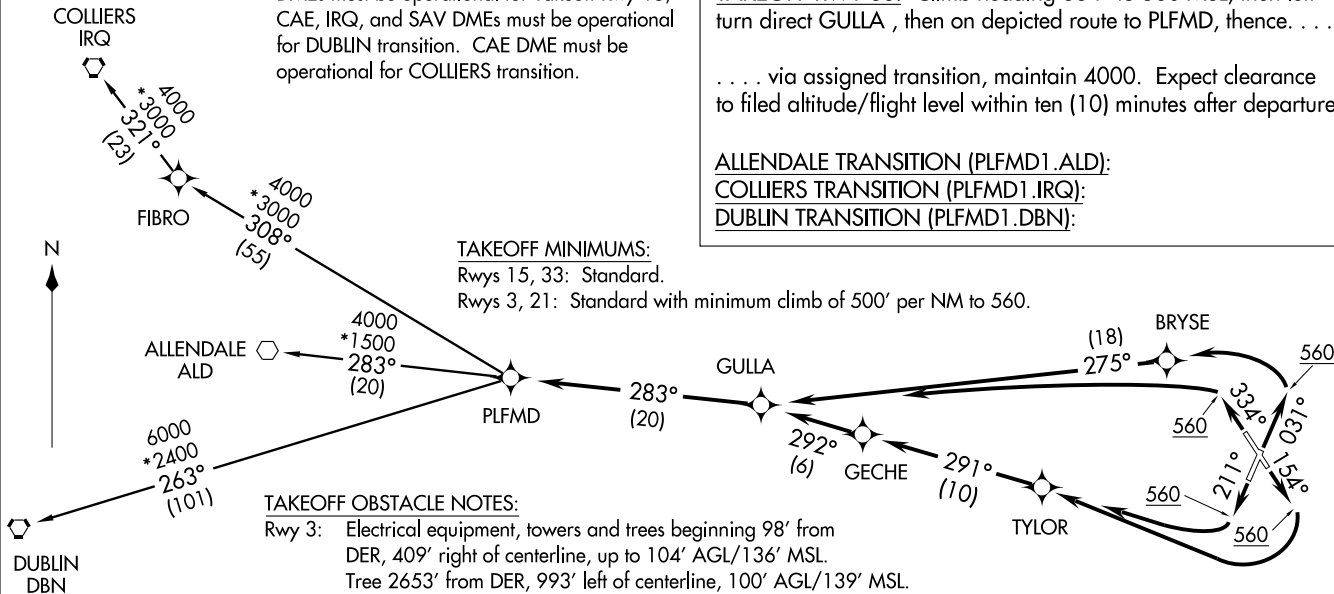
TAKEOFF MINIMUMS:

Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Electrical equipment, towers and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL.
Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.
Rwy 15: Trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.
Rwy 33: Trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL.
Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.

NOTE: Chart not to scale.



CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct BRYSE, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then right turn direct TYLOR, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then right turn direct TYLOR, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then left turn direct GULLA, then on depicted route to PLFMD, thence. . . .

. . . . via assigned transition, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

ALLENDALE TRANSITION (PLFMD1.ALD):
COLLIERS TRANSITION (PLFMD1.IRQ):
DUBLIN TRANSITION (PLFMD1.DBN):

(PLFMD1, PLFMD) 11237
PLFMD ONE DEPARTURE (RNAV)

SI-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

PLMTO ONE DEPARTURE (RNAV)
(PLMTO1.PLMTO) 12040

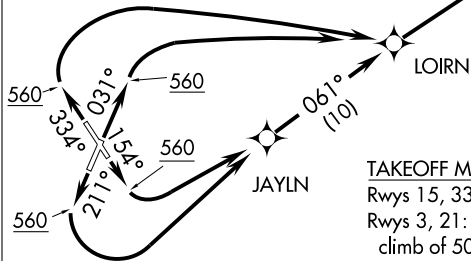
ATIS
124.75
CLNC DEL
127.325 291.65
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
135.8 379.925

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Electrical equipment, towers and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL. Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.
Rwy 15: Trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.
Rwy 33: Trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL. Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.

CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)



TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then right turn direct LOIRN, then on depicted route to PLMTO, thence. . . .

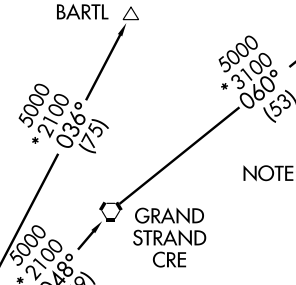
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then left turn direct JAYLN, then on depicted route to PLMTO, thence. . . .

TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then left turn direct JAYLN, then on depicted route to PLMTO, thence. . . .

TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then right turn direct LOIRN, then on depicted route to PLMTO, thence. . . .

. . . . via assigned transition, maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

BARTL TRANSITION (PLMTO1.BARTL):
GRAND STRAND TRANSITION (PLMTO1.CRE):
WILMINGTON TRANSITION (PLMTO1.ILM):



NOTE: For non-GPS equipped aircraft: CHS DME must be operational for Takeoff Rwys 15, 21, 33; FLO DME must be operational for BARTL and ILM transitions.

PLMTO ONE DEPARTURE (RNAV)
(PLMTO1.PLMTO) 12040

SI-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

SWPFX ONE DEPARTURE (RNAV)

ATIS
124.75
CLNC DEL
127.325 291.65
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
135.8 379.925

FILLI ▲

- NOTE: Transponder code will be issued by Charleston clearance delivery.
- NOTE: If unable to accept climb rate, advise ATC on initial contact.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwy 15, 21.

TAKEOFF MINIMUMS:

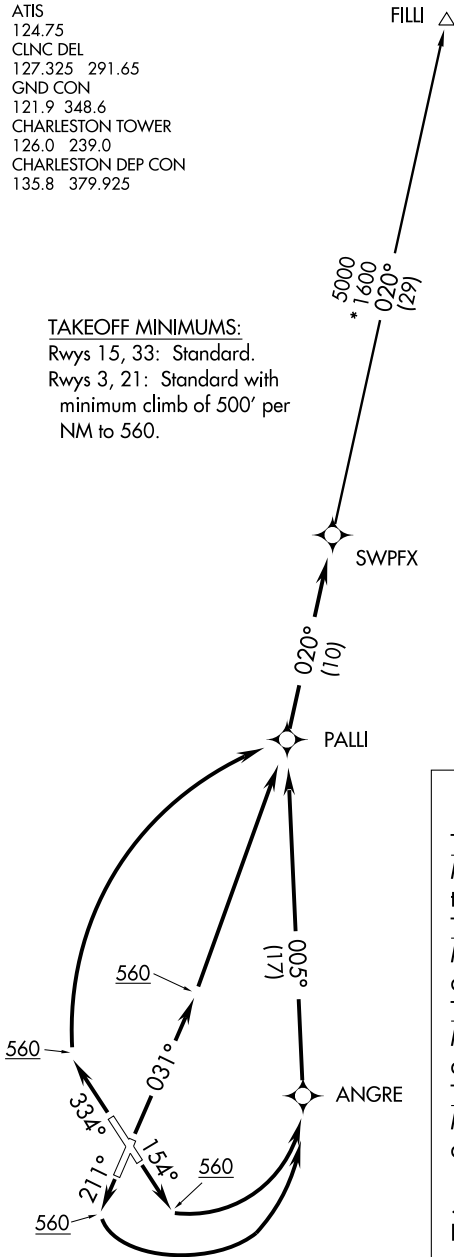
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500' per NM to 560.

TAKEOFF OBSTACLE NOTES:

- Rwy 3: Electrical equipment, towers and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL. Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.
- Rwy 15: Trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.
- Rwy 33: Trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL. Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.

SE-2, 31 MAY 2012 to 28 JUN 2012

SE-2, 31 MAY 2012 to 28 JUN 2012



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then direct PALLI, then on depicted route to SWPFX, then. . . .

TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then left turn direct ANGRE, then on depicted route to SWPFX, then. . . .

TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then left turn direct ANGRE, then on depicted route to SWPFX, then. . . .

TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then right turn direct PALLI, then on depicted route to SWPFX, then. . . .

. . . . via assigned transition, maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

FILLI TRANSITION (SWPFX1.FILLI):