

ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, advise Clearance Delivery. Upon assignment of an RNAV SID, crosscheck the charted RNAV SID with the aircraft navigation system against the ATC clearance. Consider the following cross items:
- Preplan runway using guidance in Section 5, ensure expected departure runway is selected/displayed
 - Ensure all transitions are selected/displayed correctly
 - Ensure sequence of waypoints match the appropriate charts
 - Use the LEGS page to verify routing (for navigation systems with ROUTE and LEGS pages)
 - Ensure altitude set in the altitude window matches the TOP ALTITUDE of the SID or altitude assigned by ATC
 - Advise ATC prior to takeoff if unable to verify correct loading or if unable to comply with the SID
 - Do not modify or manually construct RNAV procedures
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi is displayed by the navigation system.
- Verify all modification, including runway changes, in the navigation system with the RNAV SID
 - Verify aircraft symbol relative to the runway symbol, lateral track, and displayed route agree with the ATC clearance (electronic navigation map displays)
 - Confirm proper navigation/FMS selection are displayed when runway or route changes are issued by ATC
3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will include "RNAV to" the first waypoint on the SID, or a heading. If tower issues an initial departure heading in take-off clearance, DO NOT DELETE the ATC issued RNAV SID from active FMS, and expect ATC DIRECT/JOIN clearance to resume RNAV SID during departure.
- SAMPLE PHRASEOLOGY
 - i. Clearance: "RNAV to FACTS, Runway 36R, Cleared for Takeoff"
 - ii. Response: "RNAV to FACTS, Runway 36R, Cleared for Takeoff"
 - Verify the correct runway and SID are selected/displayed and the correct lateral navigation mode is available and ready for use after takeoff
 - If the takeoff clearance does not match the selected/displayed procedure, request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved
4. **AFTER TAKEOFF:** Unless instructed to fly a heading by ATC, engage lateral navigation flight guidance as soon as practical but no later than 400 feet AGL, and fly the departure. Strict compliance with the lateral and vertical tracks and charted speed restrictions is imperative.
- Once established on the procedure, maintain route centerline, as depicted by onboard lateral navigation indicators and/or flight guidance based on established/published RNP tolerance
 - Manually intervene if necessary, to stay on track to avoid transgressing in the direction of a parallel runway, track, or aircraft
 - If unable to comply with the SID profile, either laterally or vertically, immediately notify ATC

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5. **SPECIFIC INFORMATION:** 0700-2300 local runway 36L/R, 35L/R RNAV simultaneous departures, all RNAV equipped aircraft departing should expect to fly an MCO RNAV DEPARTURE SID. In the event of weather or other non-standard events, headings may be issued in lieu of an RNAV off the ground take off clearance.
- Final runway assignments will be issued on initial contact with Ground Control
 - For planning purposes, pilots can anticipate the preferred runway assignment based upon the information below

Departing Runways 35L/R 17L/R

DDANY, MZULO, JEEMY, FATHE - Expect to Depart Runway 35L

Departing Runways 36L/R 18L/R

RDSOX, OSPRY, FSHUN - Expect to Depart Runway 36R

