

Contact Departure (on a Charted Departure Procedure)

Renton Municipal (KRNT)

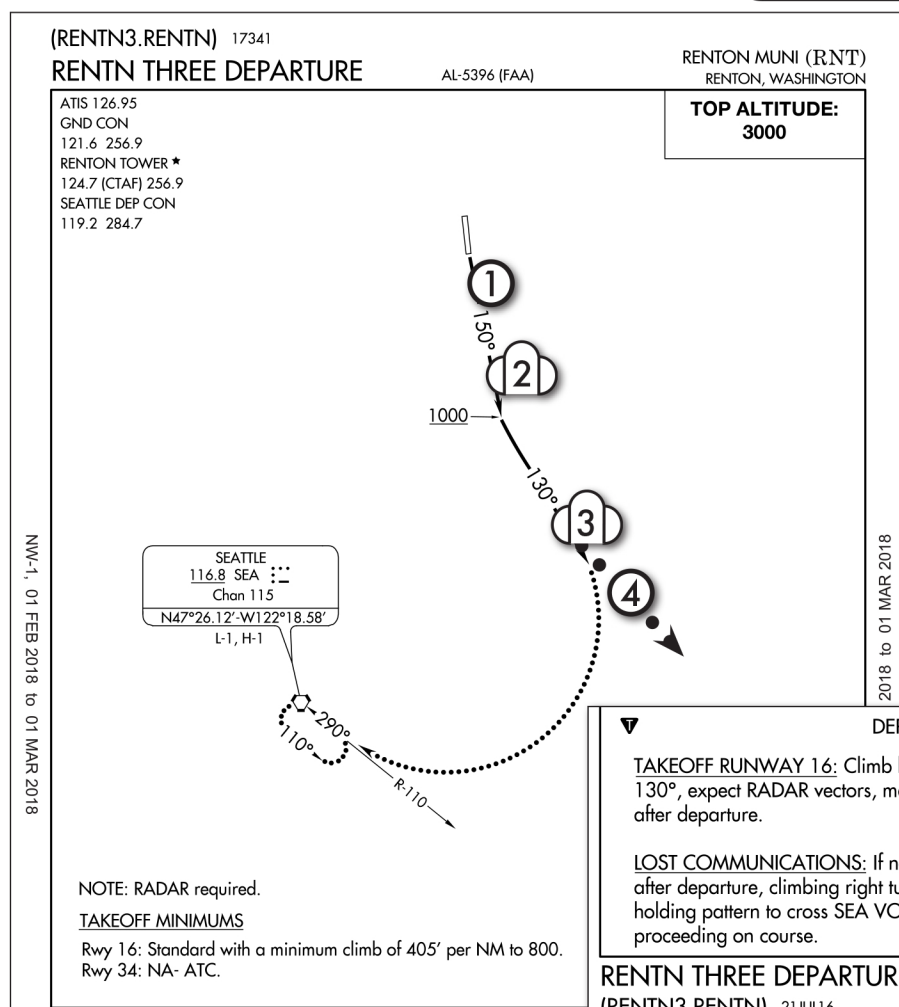
Renton, WA

Seattle Departure 119.2

The majority of departure procedures are simple headings to fly to an altitude while you wait for radar vectors. These will always be included by name in your clearance, even if you filed them. However, unless you heard “Climb via SID” in your clearance, you don’t need to report that you’re flying that procedure when you contact your first departure controller. The controller knows. Simply check in with your current altitude and the one you’re climbing to ①.

You do, however, need to fly the procedure as charted until you get that vector. On the RENTN THREE, you’d change heading from 150 to 130 as you pass 1000 feet MSL, even though the controller responded with, “radar contact.” You should get a vector soon ③, which might not be on the departure procedure chart, but should be somewhere in

- ① PILOT
Seattle Departure, Cirrus Eight Eight Seven Two Bravo, eight hundred climbing three thousand.
- ② DEPARTURE CONTROLLER
Cirrus Eight Eight Seven Two Bravo, radar contact.
- ③ DEPARTURE CONTROLLER
Cirrus Eight Eight Seven Two Bravo, direct VAMPS then resume own navigation. Climb and maintain nine thousand.
- ④ PILOT
Direct VAMPS. Climb and maintain nine thousand. Cirrus Eight Eight Seven Two Bravo.



your filed route. VAMPS is on the Enroute Chart southeast of Renton Municipal.

If you reach 3000 feet before getting the vector and new altitude, you level at 3000 feet on heading 130. You should get higher within five minutes of departure, so watch that time, and query the controller if time is running out and you haven’t heard further instructions.

If, after troubleshooting, you believe you’ve lost communications (page 116), fly the lost comm procedure (dotted line).