

This is a **CORRECTED COPY** of the procedure
previously published in NFDD 192.

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
TOPMM	FIVE	TOPMM5.TOPMM	FOUR	07/19/2018	26DEC2024

<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DP ROUTE DESCRIPTION:

TAKEOFF RWY 12: CLIMB ON HEADING 120.72 TO 560, THEN DIRECT TO CROSS OMMAA AT 3000, THEN ON TRACK 196.04 TO PLTAA, THEN ON TRACK 269.42 TO AAYJY, THEN ON TRACK 349.58 TO CROSS QMARY AT 4000, THEN ON TRACK 311.77 TO CROSS TOPMM AT OR ABOVE 2400 AND AT 200 KIAS, THENCE...

TAKEOFF RWY 26R: CLIMB ON HEADING 256.21 TO INTERCEPT COURSE 302.00 TO CROSS TOPMM AT OR ABOVE 2400 AND AT 200 KIAS, THENCE...

TAKEOFF RWY 30: CLIMB ON HEADING 300.73 TO INTERCEPT COURSE 269.34 TO CROSS TOPMM AT OR ABOVE 2400 AND AT 200 KIAS, THENCE...

...ON (TRANSITION). MAINTAIN 15000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
COREZ	TOPMM5.COREZ	TOPMM	PYPES	TRACK 269.31	10.05	2800	2600	PYPES AT/ABOVE 7000
		PYPES	PLTFM	TRACK 317.09	6.01	7000	2400	PLTFM AT/ABOVE 10000
		PLTFM	OVEUR	TRACK 324.15	7.23	10000	4400	
		OVEUR	OROSZ	TRACK 329.38	20.43	12000	6000	OROSZ AT/ABOVE 14000
		OROSZ	SHORS	TRACK 315.72	25.60	14000	10300	
		SHORS	MDWAY	TRACK 315.53	12.49	14000	10300	
		MDWAY	COREZ	TRACK 315.48	40.49	14000	7500	
CSTRO	TOPMM5.CSTRO	TOPMM	PYPES	TRACK 269.31	10.05	2800	2600	PYPES AT/ABOVE 7000
		PYPES	PLTFM	TRACK 317.09	6.01	7000	2400	PLTFM AT/ABOVE 10000
		PLTFM	OVEUR	TRACK 324.15	7.23	10000	4400	
		OVEUR	OROSZ	TRACK 329.38	20.43	12000	6000	OROSZ AT/ABOVE 14000
		OROSZ	HEYJO	TRACK 336.83	17.77	14000	8000	
		HEYJO	CSTRO	TRACK 316.52	50.20	14000	8000	

PBN REQUIREMENT NOTES:

RNAV 1 - DME/DME/IRU OR GPS.



<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
TOPMM	FIVE	TOPMM5.TOPMM	FOUR	07/19/2018	26DEC2024

EQUIPMENT REQUIREMENT NOTES:

RADAR REQUIRED.

PROCEDURAL DATA NOTES:**NOTE:** TURBOJET AIRCRAFT ONLY.**TAKEOFF MINIMUMS:****RWY 12:** STANDARD.**RWY 26R:** STANDARD WITH MINIMUM CLIMB OF 255 FT/NM TO 560.**RWY 30:** STANDARD WITH MINIMUM CLIMB OF 250 FT/NM TO 560.**TAKEOFF OBSTACLES NOTES:**

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP).

CONTROLLING OBSTACLES:**MSA:**

FROM KLGB 7700.

LOST COMMUNICATIONS PROCEDURES:**ADDITIONAL FLIGHT DATA:****CHART: TOP ALTITUDE:** 15000.**AIRPORT MV:** LGB 14E 1980**DME/DME ASSESSMENT:** SAT RNP (2.0)**CHART: TOP ALTITUDE:** 15000.**CHART:** SPEED ICON MANDATORY SPEED 200 KIAS AT TOPMM.**CHART:** SPEED ICON MAXIMUM SPEED 250 KIAS AT OROSZ.**AIRPORTS SERVED:**

<u>AIRPORT ID</u>	<u>CITY</u>	<u>STATE</u>
KLGB	LONG BEACH	CA

COMMUNICATIONS:

CHART: ATIS, CLNC DEL, GND CON

FIXES AND/OR NAVAIDS:**REMARKS:**

1. DO NOT CHART MOCA: FROM TOPMM TO PYPES.

2. RWY 26R CLIMB GRADIENT REQUIRED TO REACH MINIMUM LNAV ENGAGEMENT ALTITUDE PRIOR TO CF LEG. LNAV ENGAGEMENT CLIMB GRADIENT MITIGATES ALL 40:1 PENETRATIONS IN DEPARTURE ROUTE.

3. RWY 30 CLIMB GRADIENT REQUIRED TO REACH MINIMUM LNAV ENGAGEMENT ALTITUDE PRIOR TO CF LEG.



<u>DP NAME</u> TOPMM	<u>NUMBER</u> FIVE	<u>DP COMPUTER CODE</u> TOPMM5.TOPMM	<u>SUPERSEDED NUMBER</u> FOUR	<u>DATED</u> 07/19/2018	<u>ACTUAL EFFECTIVE DATE</u> 26DEC2024
<u>FLIGHT INSPECTED BY</u> THOMAS E MOLOKIE	<u>SIGNATURE</u> <i>Digitally signed by</i> JOSEPH L ZEDER Sep 30, 2024	<u>OFFICE</u> FPO	<u>DATE</u> 09/26/2024		
<u>DEVELOPED BY</u> HIRST, CHARLES	<u>SIGNATURE</u> <i>Digitally signed by</i> CHARLES HIRST Aug 21, 2024	<u>OFFICE</u> AJV-A431	<u>DATE</u> 06/06/2024		
<u>APPROVED BY</u> SUSKI, ERIC	<u>SIGNATURE</u> <i>Digitally signed by</i> JOSEPH L ZEDER Sep 30, 2024	<u>OFFICE</u> AJV-A431	<u>DATE</u>	<u>TITLE</u> MANAGER	
<u>REQUIRED EFFECTIVE DATE</u> ROUTINE					
<u>COORDINATED WITH:</u>					

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER:ZLA, SOCAL DEP CON, LGB ATCT, AMGR

CHANGES - REASONS:

1. DP ROUTE DESCRIPTION CHANGED FROM "TAKEOFF RWY 12: CLIMB HEADING 120.72 TO 600, THEN DIRECT TO CROSS OMMAA AT 3000 AND AT OR BELOW 210 KIAS, THEN ON TRACK 196.04 TO PLTAA, THEN ON TRACK 269.42 TO AAYJY, THEN ON TRACK 349.58 TO CROSS QMARY AT 4000 AND AT OR BELOW 230 KIAS, THEN ON TRACK 311.77 TO TOPMM, THENCE..." TO "TAKEOFF RWY 12: CLIMB ON HEADING 120.72 TO 600, THEN DIRECT TO CROSS OMMAA AT 3000, THEN ON TRACK 196.04 TO PLTAA, THEN ON TRACK 269.42 TO AAYJY, THEN ON TRACK 349.58 TO CROSS QMARY AT 4000, THEN ON TRACK 311.77 TO CROSS TOPMM AT OR ABOVE 2400 AND AT 200 KIAS, THENCE..." - ATC REQUEST TO MITIGATE SPEED BENEATH LOS ANGELES CLASS B FACILITATE COMPLIANCE WITH CFR 91.117 (C).
2. DP ROUTE DESCRIPTION CHANGED FROM "TAKEOFF RWY 26R: CLIMB HEADING 256.20 TO INTERCEPT COURSE 302.02 TO TOPMM, THENCE..." TO "TAKEOFF RWY 26R: CLIMB ON HEADING 256.21 TO INTERCEPT COURSE 302.00 TO CROSS TOPMM AT OR ABOVE 2400 AND AT 200 KIAS, THENCE..." - MCA REQUIREMENT, THE IMPLIED CG FOR RWY 26R IS 459 FT/NM, ATC REQUEST TO MITIGATE SPEED BENEATH LOS ANGELES CLASS B FACILITATE COMPLIANCE WITH CFR 91.117 (C).
3. DP ROUTE DESCRIPTION CHANGED FROM "TAKEOFF RWY 30: CLIMB HEADING 300.73 TO INTERCEPT COURSE 269.34 TO TOPMM, THENCE..." TO "TAKEOFF RWY 30: CLIMB ON HEADING 300.72 TO INTERCEPT COURSE 269.34 TO CROSS TOPMM AT OR ABOVE 2400 AND AT 200 KIAS, THENCE..." - MCA REQUIREMENT, THE IMPLIED CG FOR RWY 30 IS 479 FT/NM, ATC REQUEST TO MITIGATE SPEED BENEATH LOS ANGELES CLASS B FACILITATE COMPLIANCE WITH CFR 91.117 (C).
4. DP ROUTE DESCRIPTION CHANGED FROM "...ON (TRANSITION). IKAYE TRANSITION MAINTAIN 12000; COREZ AND CSTRO TRANSITIONS MAINTAIN 15000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE" TO "...ON (TRANSITION). MAINTAIN 15000. EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE." - IKAYE TRANSITION REMOVED PER ATC REQUEST, NO LONGER NEEDED.
5. TRANSITION ROUTES ADDED ALTITUDE OF AOA 14000 AND SPEED RESTRICTION OF AOB 250 KIAS AT OROSZ WP - ATC REQUEST TO STANDARDIZE SPEEDS ON THE SID.
6. TRANSITION ROUTES REMOVED IKAYE TRANSITION - ATC REQUEST, NO LONGER NEEDED.
8. PROCEDURAL DATA NOTES REMOVED "NOTE: SOME DEPARTURES MAY BE VECTORED TO OROSZ WHEN REQUIRED FOR TRAFFIC" - NO LONGER NEEDED.
9. PROCEDURAL DATA NOTES REMOVED "NOTE: IKAYE TRANSITION ATC ASSIGNED ONLY" - REMOVED IKAYE TRANSITION.
10. PROCEDURAL DATA NOTE REMOVED "NOTE: DEPARTING RWY 26R, DO NOT EXCEED 210K UNTIL ESTABLISHED ON 302° COURSE TO TOPMM" - NO LONGER NEEDED.
11. PROCEDURAL DATA NOTE REMOVED "NOTE: MAINTAIN AT OR BELOW 250K UNLESS OTHERWISE DIRECTED BY ATC" - NO LONGER NEEDED.
12. TAKEOFF MINIMUMS CHANGED RWY 26R TAKEOFF MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 270' PER NM TO 600" TO "STANDARD WITH MINIMUM CLIMB OF 255 FT/NM TO 560" - UPDATED CG TO COMPLY WITH NEW OBSTACLE EVALUATION AND SPEED RESTRICTION.
13. CHANGED RWY 30 TAKEOFF MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 285' PER NM TO 600" TO "STANDARD WITH MINIMUM CLIMB OF 250 FT/NM TO 560" - UPDATED CG TO COMPLY WITH NEW OBSTACLE EVALUATION AND SPEED RESTRICTION.
14. ADDITIONAL FLIGHT DATA CHANGED TOP ALTITUDES FROM "CHART: TOP ALTITUDE IKAYE TRANSITION:12000/CSTRO AND COREZ TRANSITIONS: 15000" TO "CHART: TOP ALTITUDE: 15000" - DELETED IKAYE TRANSITION FROM PROCEDURE.
15. TRANSITION ROUTES CHANGED MOCA PYPES TO PLTFM FROM 2500 TO 2400 - UPDATED TERRAIN/OBSTACLE EVALUATION.
16. TRANSITION ROUTES CHANGED MOCA PLTFM TO OVEUR FROM 4700 TO 4400 - UPDATED TERRAIN/OBSTACLE EVALUATION.
17. TRANSITION ROUTES CHANGED MOCA MDWAY TO COREZ FROM 8200 TO 7500 - UPDATED TERRAIN/OBSTACLE EVALUATION.
18. PROCEDURAL DATA NOTES CHANGED FROM "NOTE: RNAV 1" AND "NOTE: DME/DME/IRU OR GPS REQUIRED" TO "RNAV 1 - DME/DME/IRU OR GPS" AND MOVED TO PBN REQUIREMENT NOTES - PER 8260.46J 2-1-1 F(6).
19. TAKEOFF MINIMUMS REMOVED "RWY 8L, 8R, 2L: NA-ATC" - NO LONGER REQUIRED
20. ADDITIONAL FLIGHT DATA REMOVED "DO NOT CHART MOCA(S) - NO LONGER REQUIRED
21. COMMUNICATIONS CHANGED FROM "ATIS, CLNC DEL, GND CON, SOCAL DEP CON" TO "CHART: ATIS, CLNC DEL, GND CON" - IAW 8260.46J APPENDIX E SECTION 1 SOCAL DEPARTURES

QUALITY
31
CHECKED

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>ACTUAL EFFECTIVE DATE</u>
TOPMM	FIVE	TOPMM5.TOPMM	FOUR	07/19/2018	26DEC2024

CHARTED AUTOMATICALLY.

22. ADDITIONAL FLIGHT DATA MAGVAR CHANGED FROM "REFERENCE MAG VAR: KLGB 14E EPOCH YR: 1980" TO "**AIRPORT MV:** LGB 14E 1980" - IAW MEMO 283

23. REMARKS: ADDED DO NOT CHART MOCA: FROM TOPMM TO PYPES - IAW MEMO CLARIFICATION TO FAA 8260.46 DEPARTURE PROCEDURE (DP) PROGRAM, MOCA DOCUMENTATION.

10/21/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 9/30/2024.

1. TRANSITION ROUTES CHANGED COMPUTER CODE FOR CSTRO TRANSITION FROM CSTRO TO TOPMM5.CSTRO - IAW 8260.46J 3-1-5



NFDD No. 207			10/25/2024					17				
FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE DEPARTURE (DATA RECORD)												
DP NAME TOPMM			NUMBER FIVE		DP COMPUTER CODE TOPMM5.TOPMM		SUPERSEDED NUMBER FOUR		DATED 07/19/2018		ACTUAL EFFECTIVE DATE 26DEC2024	
FIX/NAVAID		LAT/LONG		C	FO/FB	LEG TYPE	TC	DIST (NM)	ALTITUDE	SPEED	REMARKS	
RW12 (AER)*		334924.94N/1180930.16W*		N	-	-	-	-	*DISPL THLD (1349.715 FT)			
560 MSL		-		-	-	VA	134.72	-	AT/ABOVE 560			
OMMAA		334337.42N/1180221.25W		Y	FB	DF	-	-	AT 3000			
PLTAA		334002.19N/1180450.11W		Y	FB	TF	210.04	4.14				
AAYJY		334107.97N/1181020.55W		Y	FB	TF	283.42	4.72				
QMARY		334541.01N/1181000.09W		Y	FB	TF	003.58	4.55	AT 4000			
TOPMM		335141.96N/1181454.59W		Y	FB	TF	325.77	7.27	AT/ABOVE 2400		AT 200K	
RW26R (AER)*		334921.74N/1180841.60W*		N	-	-	-	-	*DISPL THLD (531.984 FT)			
-		334922.15N/1181101.74W		-	-	VI	270.21	1.95	CG 255 FT/NM TO 560			
TOPMM		335141.96N/1181454.59W		Y	FB	CF	316.00	3.98	AT/ABOVE 2400		AT 200K	
RW30 (AER)*		334838.64N/1180834.16W*		N	-	-	-	-	*DISPL THLD (2000.076 FT)			
-		335017.22N/1181033.43W		-	-	VI	314.73	2.33	CG 250 FT/NM TO 560			
TOPMM		335141.96N/1181454.59W		Y	FB	CF	283.34	3.89	AT/ABOVE 2400		AT 200K	
TOPMM		335141.96N/1181454.59W		Y	-	F	-	-	TOPMM5.COREZ			
PYPES		335400.43N/1182639.29W		Y	FB	TF	283.31	10.05	AT/ABOVE 7000			
PLTFM		335916.50N/1183008.90W		Y	FB	TF	331.09	6.01	AT/ABOVE 10000			
OVEUR		340559.64N/1183323.22W		Y	FB	TF	338.15	7.23				
OROSZ		342536.18N/1184027.01W		Y	FB	TF	343.38	20.43	AT/ABOVE 14000		AT/BELOW 250K	
SHORS		344743.61N/1185607.37W		Y	FB	TF	329.72	25.60				
FAA Form 8260-15C (03/23) Supersedes Previous Edition												
Electronic Version												
Page 1 of 2												

QUALITY
 31
 CHECKED

DP NAME						NUMBER	DP COMPUTER CODE		SUPERSEDED NUMBER	DATED	ACTUAL EFFECTIVE DATE
TOPMM						FIVE	TOPMM5.TOPMM		FOUR	07/19/2018	26DEC2024
FIX/NAVAID	LAT/LONG	C	FO/FB	LEG TYPE	TC	DIST (NM)	ALTITUDE	SPEED	REMARKS		
MDWAY	345830.50N/1190349.98W	Y	FB	TF	329.53	12.49					
COREZ	353324.00N/1192901.98W	Y	FB	TF	329.48	40.49					
TOPMM	335141.96N/1181454.59W	Y	-	IF	-	-			TOPMM5.CSTRO		
PYPES	335400.43N/1182639.29W	Y	FB	TF	283.31	10.05	AT/ABOVE 7000				
PLTFM	335916.50N/1183008.90W	Y	FB	TF	331.09	06.01	AT/ABOVE 10000				
OVEUR	340559.64N/1183323.22W	Y	FB	TF	338.15	07.23					
OROSZ	342536.18N/1184027.01W	Y	FB	TF	343.38	20.43	AT/ATBOVE 14000	AT/BELOW 250K			
HEYJO	344310.33N/1184353.04W	Y	FB	TF	350.83	17.77					
CSTRO	352652.66N/1191407.00W	Y	FB	TF	330.52	50.20					

