U.S. Terminal Procedures
Publication
Southwest (SW) Vol 3 of 4

Effective: 0901Z
11 JUL 2024
to: 0901Z
05 SEP 2024

Consult the Change Notice
(CN) effective 08 AUG 2024 for
revised Instrument Procedure
Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/
Published from digital files compiled in accordance with Interagency Air
Committee specifications and agreements approved by
Department of Defense - Federal Aviation Administration
| Inoperative Components or Visual Aids Table | A1 |
| Explanation of Terms/Landing Minima Data | B1 |
| General Information | C1 |
| Abbreviations | D1 |
| Legend—IAP Planview | E1 |
| Legend—IAP Profile | F1 |
| Legend—Standard Terminal Arrival Charts | G1 |
| Legend—Departure Procedure Charts | G2 |
| Legend—Airport Diagram/Sketch | H1 |
| Legend—Approach Lighting Systems | I1 |
| Frequency Pairing | J1 |
| Index of Terminal Charts and Minimums | K1 |
| IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors) | L1 |
| IFR Alternate Airport Minimums | M1 |
| Radar Minimums | N1 |
| Land and Hold-Short Operations (LAHSO) | O1 |
| Hot Spots | P1 |
| Standard Terminal Arrival Charts | Z1 |
| Terminal Charts | Page 1 |

Rate of Climb/Descent Table: Inside Back Cover

Area of Coverage: Back Cover

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
For digital products, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at: https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALS, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>⅛ mile</td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1355/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1/2)</td>
<td></td>
</tr>
</tbody>
</table>

COLD TEMPERATURE AIRPORTS

NOTE: The symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE ERROR TABLE

<table>
<thead>
<tr>
<th>HEIGHT ABOVE AIRPORT IN FEET</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>280</td>
</tr>
<tr>
<td>-20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>90</td>
<td>90</td>
<td>100</td>
<td>140</td>
<td>170</td>
<td>200</td>
<td>260</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>360</td>
</tr>
<tr>
<td>-40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
</tr>
<tr>
<td>-50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
</tr>
</tbody>
</table>

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
<td>1.5</td>
<td>1.7</td>
<td>2.3</td>
<td>4.5</td>
</tr>
</tbody>
</table>

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 or less</td>
<td>1.3</td>
<td>1.7</td>
<td>2.7</td>
<td>3.6</td>
<td>4.5</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.8</td>
<td>3.7</td>
<td>4.6</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.9</td>
<td>3.8</td>
<td>4.8</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
<td>1.9</td>
<td>3.0</td>
<td>4.0</td>
<td>5.0</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
<td>2.0</td>
<td>3.2</td>
<td>4.2</td>
<td>5.3</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
<td>2.1</td>
<td>3.3</td>
<td>4.4</td>
<td>5.5</td>
</tr>
</tbody>
</table>

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1-mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>¼</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>¾</td>
</tr>
<tr>
<td>2200</td>
<td>1</td>
</tr>
</tbody>
</table>

RAK RED MINIMA

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10</td>
<td>ABCDE</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>100-1/4/42/1000</td>
<td>195/16</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>100-1/4/48/1068</td>
<td>187/16</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>ABC</td>
<td>463</td>
<td>513</td>
<td>600</td>
<td>513</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>100-1/4/48/1068</td>
<td>560/40</td>
<td>463</td>
<td>513</td>
<td>600</td>
<td>513</td>
<td></td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>503</td>
<td>503</td>
<td>600</td>
<td>503</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>100-1/4/48/1068</td>
<td>600-1/4</td>
<td>503</td>
<td>503</td>
<td>600</td>
<td>503</td>
<td></td>
</tr>
</tbody>
</table>

Visibility in Statute Miles

Radar Minima:
1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1/4.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:
- (E) VHF and UHF emergency frequencies monitored
- (V) VHF emergency frequency (121.5) monitored
- (L) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

Alternate Minimums (E) not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots.

Alternate Minimums (E) not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPS, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPS with the (FAA-O) designation have been developed by an authorized non-FAA service provider. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number Orig 31DEC09 Procedure Amendment Effective Date Amdt 2B 12MAR09

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

* Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6): ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6); FREEHOLD THREE DEPARTURE, file (Freh3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (Freh3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box
Equipment Requirements Box
Standard Procedure Notes Box

From WINRZ, UBYGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.

DME required for LOC only.

Cities to Rwy 25 NA at night.

# For inop MLSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box
Equipment Requirements Box

RNAV 1 - DME/DME/IRU or GPS
RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ☩, ☩.

Available airport lighting systems that are charted as notes, e.g., REIL, MIRL, are shown with a negative " ☩ " symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a ☩.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
</tr>
<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
</tr>
<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker</td>
</tr>
<tr>
<td>FMS</td>
<td>Flight Management System</td>
</tr>
<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
</tr>
<tr>
<td>GLS</td>
<td>Ground based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Glidepath</td>
</tr>
<tr>
<td>GPI</td>
<td>Ground Point of Intersection Cubs</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>GS</td>
<td>Glide Slope</td>
</tr>
<tr>
<td>HAA</td>
<td>Height above Airport</td>
</tr>
<tr>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>HATh</td>
<td>Height above Threshold</td>
</tr>
<tr>
<td>HCH</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>HiRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IF</td>
<td>Intermediate Fix</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>INOP</td>
<td>Inoperative</td>
</tr>
<tr>
<td>INT</td>
<td>Intersection</td>
</tr>
<tr>
<td>K</td>
<td>Knots</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
</tr>
<tr>
<td>Ldg</td>
<td>Landing</td>
</tr>
<tr>
<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
</tr>
<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
<tr>
<td>MALS</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL Missed Approach Point Minimum Descent Altitude Medium Intensity Runway Lights Middle Marker Minimum Reception Altitude Not Applicable Not Authorized Non-directional Radio Beacon Nautical Mile No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
<tr>
<td>NM</td>
<td>No Procedure Turn Required</td>
</tr>
<tr>
<td>NoPT</td>
<td>(Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
</tr>
<tr>
<td>Rwy</td>
<td>Runway</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
</tr>
<tr>
<td>S</td>
<td>Straight-in</td>
</tr>
<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
</tr>
<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
</tr>
<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**Legend**

**Instrument Approach Procedures (Charts)**

**Planview Symbols**

**Routes**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path

**Holding Patterns**
- Hold-in-lieu of Procedure Turn

**Fixes/ATC Reporting Requirements**
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point

**Indicated Airspeed**
- Mandatory Airspeed
- Minimum Airspeed
- Maximum Airspeed
- Recommended Airspeed

**Radio Aids to Navigation**
- VOR
- VORTAC
- TACAN
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacons

**Altitudes**
- Mandatory Altitude
- Minimum Altitude
- Maximum Altitude
- Recommended Altitude

**Indicated Airspeed**
- Mandatory Airspeed
- Minimum Airspeed
- Maximum Airspeed
- Recommended Airspeed

**Primary NAVID**
- LIMA
- 114.5
- LIM
- Chan 92

**Secondary NAVID**
- LOM
- AKRON
- 362
- AK

**TACAN or DME NAVID**
- SCOTT
- Chan 59
- SKE
- (112.2)

**Computer Navigation Fix (CNF): No ATC Function**
- SW-3, 11 JUL 2024 to 05 SEP 2024

**Recommended**
- Altitude
- Mileage

**Automatic Terminal Information Service (ATIS)**
- SW-3, 11 JUL 2024 to 05 SEP 2024

**Recommended Frequency**
- VHF

**Revised**
- E1
LEGEND 23334  STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

Legend:
- Marker Beacon
- Localizer Front Course
- Localizer Back Course
- (T) indicates frequency protection range
- ORLANDO
  112.25 (T) ORL
  Chan 59(Y)
- (Y) TACAN must be placed in "Y" mode to receive distance information
- Underline indicates no voice transmitted on this frequency

FIXES/ATC REPORTING REQUIREMENTS

- Unnamed DME fix
- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)
- Obvious DME (DME mileage matches route mileage)
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)
- Flyover Point
- Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS

- Civil
- Military
- Joint (Civil-Military)

- Civil
- Military
- Joint (Civil-Military)

Routes:

- MAA FL200 Maximum Authorized Altitude
- 4500 MEA-Minimum Enroute Altitude
- 3500 MOCA-Minimum Obstruction Clearance Altitude
- 270° Arrival Route
- 65 Mileage between Radio Aids, Reporting Points, and Route Breaks

- Transition Route
- Radial line and value
- Lost Communications Track

Altitudes:

- 5500 Mandatory Altitude (Cross at)
- 2300 Minimum Altitude (Cross at or above)
- 4800 Maximum Altitude (Cross at or below)
- 15000 Block Altitude

- Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED:

- 175K Mandatory Airspeed
- 120K Minimum Airspeed
- 250K Maximum Airspeed

Miscellaneous:

- Changeover Point
- Air Defense Identification Zone
- Indicates True North is not aligned to the top of the page

- Ldg KLAS and KHND
- Ldg Rwys 16L/C/R Terminus identifier

SPECIAL USE AIRSPACE:

- R-Restricted
- W-Warning
- P-Prohibited
- A-Alert
- MOA-Military Operations Area

ALTIMETRIC Charting:

- S-Area of Special Use Airspace
- E-Emergency Site
- R-Restricted Area
- W-Warning Area
- P-Prohibited Area
- S-Secondary Area
- T-Temporary

LEGEND 23334
DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB

LOC  LOC/DME
(shown when installation is offset from its normal position off the end of the runway.)

Localizer Front Course

Localizer Back Course
(Shading on left)

(T) indicates frequency protection range

Underline indicates no voice transmitted on this frequency

(Y) TACAN must be placed in "Y" mode to receive distance information

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

▲ Reporting Point (Compulsory)

▲ Reporting Point (Non-Compulsory)

→ Obvious DME
(DME mileage matches route mileage)

75 ➔ DME Mileage
(when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Cross at
(Mandatory Altitude)
(Cross at or below)

Computer Navigation Fix
(CNF) - No ATC Function

MINIMUM SAFE ALTITUDE (MSA)

Airports

Facility Identifier

Airport Identifier

MINIMUM SAFE ALTITUDE (MSA)

(Compulsory)

Waypoint

Unnamed DME fix

Heliport Joint
(Civil-Military)

Military

Civil

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024
INSTRUMENT APPROACH PROCEDURES (CHARTS)

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

REFERENCE FEATURES
Displaced Threshold………………………………………
Hot Spot …………………………………………………
Runway Holding Position Markings………………………
Buildings…………………………………………………. 
Self-Serve Fuel ##………………………………………
Tanks……………………………………………………
Obstructions……………………………………………
Airport Beacon #………………………………………. 
Runway Radar Reflectors………………………………
Bridges…………………………………………………..
Control Tower #……………………………TWR

Wind Cone………………………………………………
Landing Tee………………………………………………
Tetrahedron………………………………………………

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) *OLS* location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, B, etc. A dot • portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A. Negative symbology, e.g., A, B indicates Pilot Controlled Lighting (PCL).

### CATEGORY I
**APPROACH LIGHTING SYSTEM**

**ALSF-1**

- **LIGHTING SYSTEM:**
  - **RED**
  - **GREEN**
  - **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400/3000 FEET (High Intensity)

**APPROACH LIGHTING SYSTEM**

**SALS/SALSF**

- **RED**
- **GREEN**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS FOR SALSF ONLY**

- **LENGTH:** 1500 FEET (High Intensity)

### CATEGORY II
**APPROACH LIGHTING SYSTEM**

**ALSF-2**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400/3000 FEET (High Intensity)

**APPROACH LIGHTING SYSTEM**

**SSALR**

- **GREY**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400 FEET (High Intensity)

**APPROACH LIGHTING SYSTEM**

**ODALS**

- **WHT**
- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**MEDIUM INTENSITY**

**APPROACH LIGHTING SYSTEM**

**MALS**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1400 FEET

**APPROACH LIGHTING SYSTEM**

**MALSR**

- **GREY**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400 FEET

**APPROACH LIGHTING SYSTEM**

**TDZ/CL**

- **GREEN**

- **SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY**

- **LENGTH:** 1400 FEET

**APPROACH LIGHTING SYSTEM**

**SSAL**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**SALSF**

- **GREEN**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**MALSF/SSALF**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400/3000 FEET (High Intensity)

**APPROACH LIGHTING SYSTEM**

**SSALS**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1400 FEET

- **2400'/3000'**

**APPROACH LIGHTING SYSTEM**

**MALSR**

- **RED**

- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400 FEET

**APPROACH LIGHTING SYSTEM**

**TDZ/CL**

- **GREEN**

- **SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY**

- **LENGTH:** 1400 FEET

**APPROACH LIGHTING SYSTEM**

**SSALR**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400 FEET

**APPROACH LIGHTING SYSTEM**

**ODALS**

- **WHT**
- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**MALS**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1400 FEET

**APPROACH LIGHTING SYSTEM**

**MALSR**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400 FEET

**APPROACH LIGHTING SYSTEM**

**TDZ/CL**

- **GREEN**

- **SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY**

- **LENGTH:** 1400 FEET

**APPROACH LIGHTING SYSTEM**

**SSAL**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**SALSF**

- **GREEN**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**MALSF/SSALF**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400/3000 FEET (High Intensity)

**APPROACH LIGHTING SYSTEM**

**SSALS**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1400 FEET

- **2400'/3000'**

**APPROACH LIGHTING SYSTEM**

**MALSR**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400 FEET

**APPROACH LIGHTING SYSTEM**

**TDZ/CL**

- **GREEN**

- **SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY**

- **LENGTH:** 1400 FEET

**APPROACH LIGHTING SYSTEM**

**SSAL**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**SALSF**

- **GREEN**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 1500 FEET

**APPROACH LIGHTING SYSTEM**

**MALSF/SSALF**

- **RED**
- **WHITE**

- **SEQUENCED FLASHING LIGHTS**

- **LENGTH:** 2400/3000 FEET (High Intensity)
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \bullet \), \( \circ \), etc.

A dot *••* portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \bullet \). Negative symbology, e.g., \( \circ \), \( \bullet \) indicates Pilot Controlled Lighting (PCL).

\[
\begin{array}{c}
\text{P \ PRECISION APPROACH PATH INDICATOR} \\
\begin{array}{c}
\text{PAPI} \\
\begin{array}{c}
\bullet \bullet \bullet \bullet \bullet \\
\text{Too low}
\end{array}
\end{array}
\begin{array}{c}
\begin{array}{c}
\bullet \bullet \\
\text{Slightly high}
\end{array}
\begin{array}{c}
\text{Too high}
\end{array}
\end{array}
\end{array}
\begin{array}{c}
\begin{array}{c}
\text{On correct approach path}
\end{array}
\begin{array}{c}
\text{Slightly low}
\end{array}
\end{array}
\end{array}
\]

Legend: \( \bullet \) White \( \circ \) Red

\[
\begin{array}{c}
\text{○ \ VISUAL APPROACH SLOPE INDICATOR} \\
\text{VASI}
\end{array}
\]

\[
\begin{array}{c}
\text{VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.} \\
\text{ALL LIGHTS WHITE} \quad \text{TOO HIGH} \\
\text{FAR LIGHTS RED} \quad \text{ON GLIDE SLOPE} \\
\text{NEAR LIGHTS WHITE} \quad \text{TOO LOW} \\
\end{array}
\]

\[
\begin{array}{c}
\text{VASI 2} \\
\begin{array}{c}
\text{36' THRESHOLD}
\end{array}
\end{array}
\begin{array}{c}
\text{VASI 4} \\
\begin{array}{c}
\text{36' THRESHOLD}
\end{array}
\end{array}
\begin{array}{c}
\text{VASI 12} \\
\begin{array}{c}
\text{36' THRESHOLD}
\end{array}
\end{array}
\]

\[
\begin{array}{c}
\text{CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.}
\end{array}
\]

\[
\begin{array}{c}
\text{V \ PULSATING VISUAL APPROACH SLOPE INDICATOR} \\
\text{PVASI}
\end{array}
\]

\[
\begin{array}{c}
\text{Steady White} \\
\text{Above Glide Path}
\end{array}
\begin{array}{c}
\text{Steady Red} \\
\text{On Glide Path}
\end{array}
\begin{array}{c}
\text{Pulsating White} \\
\text{Slightly Below Glide Path}
\end{array}
\begin{array}{c}
\text{Pulsating Red} \\
\text{Below Glide Path}
\end{array}
\]

\[
\begin{array}{c}
\text{Threshold}
\end{array}
\]

\[
\begin{array}{c}
\text{CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.}
\end{array}
\]

\[
\begin{array}{c}
\text{V \ TRI-COLOR VISUAL APPROACH SLOPE INDICATOR} \\
\text{TRCV}
\end{array}
\]

\[
\begin{array}{c}
\text{Above Glide Path} \\
\text{Amber}
\end{array}
\begin{array}{c}
\text{On Glide Path} \\
\text{Green}
\end{array}
\begin{array}{c}
\text{Below Glide Path} \\
\text{Red}
\end{array}
\begin{array}{c}
\text{Above Glide Path} \\
\text{Amber}
\end{array}
\begin{array}{c}
\text{On Glide Path} \\
\text{Green}
\end{array}
\begin{array}{c}
\text{Below Glide Path} \\
\text{Red}
\end{array}
\]

\[
\begin{array}{c}
\text{CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.}
\end{array}
\]

\[
\begin{array}{c}
\text{V \ ALIGNMENT OF ELEMENTS SYSTEMS} \\
\text{APAP}
\end{array}
\]

\[
\begin{array}{c}
\text{Above glide path} \\
\text{On Glide Path} \\
\text{Below Glide Path}
\end{array}
\]

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
# FREQUENCY PAIRING TABLE

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>17Y</td>
<td>108.05</td>
<td>18X</td>
<td>108.10</td>
<td>18Y</td>
<td>108.15</td>
</tr>
<tr>
<td>19Y</td>
<td>108.25</td>
<td>20X</td>
<td>108.30</td>
<td>20Y</td>
<td>108.35</td>
</tr>
<tr>
<td>21Y</td>
<td>108.45</td>
<td>22X</td>
<td>108.50</td>
<td>22Y</td>
<td>108.55</td>
</tr>
<tr>
<td>23Y</td>
<td>108.65</td>
<td>24X</td>
<td>108.70</td>
<td>24Y</td>
<td>108.75</td>
</tr>
<tr>
<td>25Y</td>
<td>108.85</td>
<td>26X</td>
<td>108.90</td>
<td>26Y</td>
<td>108.95</td>
</tr>
<tr>
<td>27Y</td>
<td>109.05</td>
<td>28X</td>
<td>109.10</td>
<td>28Y</td>
<td>109.15</td>
</tr>
<tr>
<td>29Y</td>
<td>109.25</td>
<td>30X</td>
<td>109.30</td>
<td>30Y</td>
<td>109.35</td>
</tr>
<tr>
<td>31Y</td>
<td>109.45</td>
<td>32X</td>
<td>109.50</td>
<td>32Y</td>
<td>109.55</td>
</tr>
<tr>
<td>33Y</td>
<td>109.65</td>
<td>34X</td>
<td>109.70</td>
<td>34Y</td>
<td>109.75</td>
</tr>
<tr>
<td>35Y</td>
<td>109.85</td>
<td>36X</td>
<td>109.90</td>
<td>36Y</td>
<td>109.95</td>
</tr>
<tr>
<td>37Y</td>
<td>110.05</td>
<td>38X</td>
<td>110.10</td>
<td>38Y</td>
<td>110.15</td>
</tr>
<tr>
<td>39Y</td>
<td>110.25</td>
<td>40X</td>
<td>110.30</td>
<td>40Y</td>
<td>110.35</td>
</tr>
<tr>
<td>41Y</td>
<td>110.45</td>
<td>42X</td>
<td>110.50</td>
<td>42Y</td>
<td>110.55</td>
</tr>
<tr>
<td>43Y</td>
<td>110.65</td>
<td>44X</td>
<td>110.70</td>
<td>44Y</td>
<td>110.75</td>
</tr>
<tr>
<td>45Y</td>
<td>110.85</td>
<td>46X</td>
<td>110.90</td>
<td>46Y</td>
<td>110.95</td>
</tr>
<tr>
<td>47Y</td>
<td>111.00</td>
<td>48X</td>
<td>111.10</td>
<td>48Y</td>
<td>111.15</td>
</tr>
<tr>
<td>49X</td>
<td>111.20</td>
<td>50X</td>
<td>111.30</td>
<td>50Y</td>
<td>111.35</td>
</tr>
<tr>
<td>51Y</td>
<td>111.40</td>
<td>52X</td>
<td>111.50</td>
<td>52Y</td>
<td>111.55</td>
</tr>
<tr>
<td>53Y</td>
<td>111.60</td>
<td>54X</td>
<td>111.70</td>
<td>54Y</td>
<td>111.75</td>
</tr>
<tr>
<td>55Y</td>
<td>111.80</td>
<td>56X</td>
<td>111.90</td>
<td>56Y</td>
<td>111.95</td>
</tr>
<tr>
<td>57Y</td>
<td>112.00</td>
<td>58X</td>
<td>112.10</td>
<td>58Y</td>
<td>112.20</td>
</tr>
<tr>
<td>59Y</td>
<td>112.30</td>
<td>60X</td>
<td>112.40</td>
<td>60Y</td>
<td>112.50</td>
</tr>
<tr>
<td>61Y</td>
<td>112.60</td>
<td>62X</td>
<td>112.70</td>
<td>62Y</td>
<td>112.80</td>
</tr>
<tr>
<td>63Y</td>
<td>112.90</td>
<td>64X</td>
<td>113.00</td>
<td>64Y</td>
<td>113.10</td>
</tr>
<tr>
<td>65Y</td>
<td>113.20</td>
<td>66X</td>
<td>113.30</td>
<td>66Y</td>
<td>113.40</td>
</tr>
<tr>
<td>67Y</td>
<td>113.50</td>
<td>68X</td>
<td>113.60</td>
<td>68Y</td>
<td>113.70</td>
</tr>
<tr>
<td>69Y</td>
<td>113.80</td>
<td>70X</td>
<td>113.90</td>
<td>70Y</td>
<td>114.00</td>
</tr>
<tr>
<td>71Y</td>
<td>114.10</td>
<td>72X</td>
<td>114.20</td>
<td>72Y</td>
<td>114.30</td>
</tr>
<tr>
<td>73Y</td>
<td>114.40</td>
<td>74X</td>
<td>114.50</td>
<td>74Y</td>
<td>114.60</td>
</tr>
<tr>
<td>75Y</td>
<td>114.70</td>
<td>76X</td>
<td>114.80</td>
<td>76Y</td>
<td>114.90</td>
</tr>
<tr>
<td>77Y</td>
<td>115.00</td>
<td>78X</td>
<td>115.10</td>
<td>78Y</td>
<td>115.20</td>
</tr>
<tr>
<td>79Y</td>
<td>115.30</td>
<td>80X</td>
<td>115.40</td>
<td>80Y</td>
<td>115.50</td>
</tr>
<tr>
<td>81Y</td>
<td>115.60</td>
<td>82X</td>
<td>115.70</td>
<td>82Y</td>
<td>115.80</td>
</tr>
<tr>
<td>83Y</td>
<td>115.90</td>
<td>84X</td>
<td>116.00</td>
<td>84Y</td>
<td>116.10</td>
</tr>
<tr>
<td>85Y</td>
<td>116.20</td>
<td>86X</td>
<td>116.30</td>
<td>86Y</td>
<td>116.40</td>
</tr>
<tr>
<td>87Y</td>
<td>116.50</td>
<td>88X</td>
<td>116.60</td>
<td>88Y</td>
<td>116.70</td>
</tr>
<tr>
<td>89Y</td>
<td>116.80</td>
<td>90X</td>
<td>116.90</td>
<td>90Y</td>
<td>117.00</td>
</tr>
<tr>
<td>91Y</td>
<td>117.10</td>
<td>92X</td>
<td>117.20</td>
<td>92Y</td>
<td>117.30</td>
</tr>
<tr>
<td>93Y</td>
<td>117.40</td>
<td>94X</td>
<td>117.50</td>
<td>94Y</td>
<td>117.60</td>
</tr>
<tr>
<td>95Y</td>
<td>117.70</td>
<td>96X</td>
<td>117.80</td>
<td>96Y</td>
<td>117.90</td>
</tr>
<tr>
<td>97Y</td>
<td>118.00</td>
<td>98X</td>
<td>118.10</td>
<td>98Y</td>
<td>118.20</td>
</tr>
<tr>
<td>99Y</td>
<td>118.30</td>
<td>100X</td>
<td>118.40</td>
<td>100Y</td>
<td>118.50</td>
</tr>
</tbody>
</table>

See the Chart Supplement for a complete listing.
## INDEX

### NAME PROC SECT PG NAME PROC SECT PG

### APPLE VALLEY, CA

**APPLE VALLEY(APV)**

- TAKEOFF MINIMUMS .................................................. L
- IAPS ........ RNAV (GPS) RWY 26 .................................. 18
- DPS ........ OKACO ONE (OBSTACLE) (RNAV) .............. 20

### AVALON, CA

**CATALINA(AVX)**

- TAKEOFF MINIMUMS .................................................. L
- IAPS ........ VOR/DME OR GPS-B .................................. 3
- VOR OR GPS-A ......................................................... 4

### BAKERSFIELD, CA

**BAKERSFIELD MUNI(L45)**

- TAKEOFF MINIMUMS .................................................. L
- IAPS ........ RNAV (GPS) RWY 34 .................................. 5
- VOR/DME RWY 34 ..................................................... 6
- DPS ........ STIGR TWO ............................................... 7

### MEADOWS FLD(BFL)

- TAKEOFF MINIMUMS .................................................. L
- ALTERNATE MINIMUMS .................................................. M
- STARS ..... FASTO TWO ............................................... Z24
- IAPS ........ ILS OR LOC RWY 30R .................................. 8
- RNAV (GPS) RWY 12L ................................................ 9
- RNAV (GPS) RWY 12R ................................................ 10
- RNAV (GPS) RWY 30L ................................................ 11
- RNAV (GPS) RWY 30R ................................................ 12
- VOR-A ................................................................. 13

### BARSTOW-DAGGETT

---SEE DAGGETT, CA

### BERMUDA DUNES

---SEE PALM SPRINGS, CA

### BIG BEAR CITY, CA

**BIG BEAR CITY(L35)**

- TAKEOFF MINIMUMS .................................................. L
- IAPS ........ RNAV (GPS) RWY 26 .................................. 18
- DPS ........ OKACO ONE (OBSTACLE) (RNAV) .............. 19

### BLYTHE, CA

**BLYTHE(BLH)**

- TAKEOFF MINIMUMS .................................................. L
- ALTERNATE MINIMUMS .................................................. M
- IAPS ........ RNAV (GPS) RWY 26 .................................. 20
- VOR/DME RWY 26 ..................................................... 21
- VOR/DME-A ......................................................... 22

### BOB HOPE

---SEE BURBANK, CA

### BOB MAXWELL MEML AIRFIELD

---SEE OCEANSIDE, CA

### BORREGO SPRINGS, CA

**BORREGO VALLEY(L08)**

- TAKEOFF MINIMUMS .................................................. L
- ALTERNATE MINIMUMS .................................................. M
- IAPS ........ RNAV (GPS) RWY 26 .................................. 23
- DPS ........ ZUNGU ONE (OBSTACLE) (RNAV) .............. 24
- KUMBA ONE (RNAV) .................................................. 25

### BRACKETT FLD

---SEE LA VERNE, CA

### BRAWLEY, CA

**BRAWLEY MUNI(BWC)**

- TAKEOFF MINIMUMS .................................................. L
- IAPS ........ RNAV (GPS) RWY 26 .................................. 26
- VOR-B ................................................................. 27

### BROWN FLD MUNI

---SEE SAN DIEGO, CA

### BURBANK, CA

**BOB HOPE(BUR)**

- TAKEOFF MINIMUMS .................................................. L
- DIVERSE VECTOR AREA ..................................................
- ALTERNATE MINIMUMS .................................................. M
- LAHSO ................................................................. 28

### CALIFORNIA CITY, CA

**CALIFORNIA CITY MUNI(L71)**

- TAKEOFF MINIMUMS .................................................. L
- IAPS ........ RNAV (GPS) RWY 06 .................................. 43
- RNAV (GPS) RWY 24 ................................................ 44
- DPS ........ CALIFORNIA CITY ONE (OBSTACLE) (RNAV) .... 45

### CALIPATRIA, CA

**CLIFF HATFIELD MEML(CLR)**

- TAKEOFF MINIMUMS .................................................. L
- IAPS ........ RNAV (GPS) RWY 08 .................................. 46
# INDEX

## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CAMARILLO, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAMARILLO(CMA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>GUERA TWO (RNAV)</td>
<td>Z28</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 08</td>
<td>.47</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 26</td>
<td>.48</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 26</td>
<td>.49</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 26</td>
<td>.50</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.51</td>
<td></td>
</tr>
<tr>
<td><strong>CAMP PENDLETON MCAS (MUNN FLD)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(KNF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCEANSIDE, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>LEGOZ TWO (RNAV)</td>
<td>Z26</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 21</td>
<td>.52</td>
</tr>
<tr>
<td></td>
<td>VOR/DME OR TACAN Y RWY 21</td>
<td>.53</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 03</td>
<td>.54</td>
</tr>
<tr>
<td></td>
<td>TACAN Z RWY 21</td>
<td>.55</td>
</tr>
<tr>
<td></td>
<td>COPPER TACAN RWY 21</td>
<td>.56</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.57</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>BULLDOG TWO (OBSTACLE)</td>
<td>.58</td>
</tr>
<tr>
<td></td>
<td>CORRI THREE (OBSTACLE)</td>
<td>.59</td>
</tr>
<tr>
<td></td>
<td>MUNN THREE (OBSTACLE)</td>
<td>.60</td>
</tr>
<tr>
<td></td>
<td>QUNTN ONE (OBSTACLE)</td>
<td>.61</td>
</tr>
<tr>
<td><strong>CARLSBAD, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MC CLELLAN-PALOMAR(CRQ)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>STARS</td>
<td>LEGOZ TWO (RNAV)</td>
<td>.246</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 24</td>
<td>.62</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 06</td>
<td>.63</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 24</td>
<td>.64</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) X RWY 24</td>
<td>.65</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 06</td>
<td>.66</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 24</td>
<td>.67</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
<td>.68</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.69</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>CWARD TWO (RNAV)</td>
<td>.70</td>
</tr>
<tr>
<td></td>
<td>PADRZ TWO (RNAV)</td>
<td>.71</td>
</tr>
<tr>
<td><strong>CATALINA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE AVALON, CA---</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CHINA LAKE NAWS (ARMITAGE FLD)(KNID)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RIDGECREST, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 03</td>
<td>.72</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 32</td>
<td>.73</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 32</td>
<td>.74</td>
</tr>
<tr>
<td></td>
<td>TACAN Y RWY 03</td>
<td>.75</td>
</tr>
<tr>
<td></td>
<td>COPPER TACAN RWY 32</td>
<td>.76</td>
</tr>
<tr>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>.77</td>
</tr>
<tr>
<td>DPS</td>
<td>ROSE QUAT (OBSTACLE) (RNAV)</td>
<td>.78</td>
</tr>
<tr>
<td></td>
<td>SALTD SEVEN</td>
<td>.79</td>
</tr>
<tr>
<td><strong>CHINO, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHINO(CNO)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>STARS</td>
<td>SETER FIVE</td>
<td>Z74</td>
</tr>
<tr>
<td>ZIGGY EIGHT</td>
<td></td>
<td>Z86</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 26R</td>
<td>.80</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 26R</td>
<td>.81</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 26R</td>
<td>.82</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.83</td>
<td></td>
</tr>
<tr>
<td><strong>CLIFF HATFIELD MEML</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE CALIPATRIA, CA---</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CORONA, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CORONA MUNI(AJO)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 22</td>
<td>.85</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 26</td>
<td>.86</td>
</tr>
<tr>
<td></td>
<td>VOR OR TACAN RWY 22</td>
<td>.87</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.88</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>DAGGET ONE (OBSTACLE)</td>
<td>.89</td>
</tr>
<tr>
<td><strong>DAGGETT, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARSTOW-DAGGETT(DAG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 33</td>
<td>.90</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 33</td>
<td>.91</td>
</tr>
<tr>
<td><strong>DELANO, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DELANO MUNI(DLO)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 23L</td>
<td>.92</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 05R</td>
<td>.93</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 23L</td>
<td>.94</td>
</tr>
<tr>
<td></td>
<td>VOR/DME OR TACAN Y RWY 05R</td>
<td>.95</td>
</tr>
<tr>
<td></td>
<td>VOR/DME OR TACAN Y RWY 23L</td>
<td>.96</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.97</td>
<td></td>
</tr>
<tr>
<td><strong>EDWARDS AFB(KEDW)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EDWARDS, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC/DME Y RWY 23L</td>
<td>.92</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 26R</td>
<td>.100</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 26L</td>
<td>.101</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 30</td>
<td>.102</td>
</tr>
<tr>
<td></td>
<td>VOR/DME RWY 30</td>
<td>.103</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 26</td>
<td>.104</td>
</tr>
<tr>
<td></td>
<td>TACAN-A</td>
<td>.105</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.106</td>
<td></td>
</tr>
<tr>
<td><strong>EL CENTRO NAF (VRACIU FLD)(KNJK)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EL CENTRO, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 08</td>
<td>.100</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 26</td>
<td>.101</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 30</td>
<td>.102</td>
</tr>
<tr>
<td></td>
<td>VOR/DME RWY 30</td>
<td>.103</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 26</td>
<td>.104</td>
</tr>
<tr>
<td></td>
<td>TACAN-A</td>
<td>.105</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.106</td>
<td></td>
</tr>
</tbody>
</table>

---
<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEMET, CA</td>
<td>HEMET-RYAN(HMT)</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 08</td>
<td>125</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>126</td>
<td></td>
</tr>
<tr>
<td>HUNTER LIGGETT, CA</td>
<td>---SEE TUSI AHP</td>
<td></td>
</tr>
<tr>
<td>IMPERIAL, CA</td>
<td>IMPERIAL COUNTY(IPL)</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>VOR OR GPS-A</td>
<td>127</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td>IMPERIAL BEACH NOLF (REAM FLD)(KNRS)</td>
<td>IMPERIAL BEACH, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>COPTER TACAN RWY 27</td>
<td>129</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>INYOKERN, CA</td>
<td>INYOKERN(IYK)</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 02</td>
<td>131</td>
</tr>
<tr>
<td>DPS</td>
<td>LAKE HUGHES TWO (OBSTACLE) (RNAV)</td>
<td>132</td>
</tr>
<tr>
<td>INYOKERN TWO</td>
<td>133</td>
<td></td>
</tr>
<tr>
<td>JACQUENDE COCHRAN RGNL</td>
<td>---SEE PALM SPRINGS, CA</td>
<td>L</td>
</tr>
<tr>
<td>JOHN WAYNE/ORANGE COUNTY</td>
<td>---SEE SANTA ANA, CA</td>
<td>L</td>
</tr>
<tr>
<td>LA VERNE, CA</td>
<td>BRACKETT FLD(POC)</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>134</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>135</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>136</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>137</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>138</td>
<td></td>
</tr>
<tr>
<td>LANCASTER, CA</td>
<td>GENERAL WM J FOX AIRFIELD(WJF)</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 06</td>
<td>139</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td>140</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>141</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>142</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 08</td>
<td>143</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>144</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>145</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE TWO (OBSTACLE)</td>
<td>146</td>
</tr>
<tr>
<td>BRACKETT FLD(POC)</td>
<td>---SEE SANTA ANA, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>147</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>148</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>149</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>151</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>152</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 08</td>
<td>153</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>154</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>155</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE TWO (OBSTACLE)</td>
<td>156</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>157</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>158</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>159</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>161</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>162</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 08</td>
<td>163</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>164</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>165</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE TWO (OBSTACLE)</td>
<td>166</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>167</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>168</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>169</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>171</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>172</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 08</td>
<td>173</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>174</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>175</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE TWO (OBSTACLE)</td>
<td>176</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>177</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>178</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>179</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>180</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>181</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>182</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 08</td>
<td>183</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>184</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>185</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE TWO (OBSTACLE)</td>
<td>186</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>187</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>188</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>189</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>190</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>191</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>192</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 08</td>
<td>193</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>194</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>195</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE TWO (OBSTACLE)</td>
<td>196</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>197</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>198</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>199</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>201</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>202</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 08</td>
<td>203</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>204</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>205</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE TWO (OBSTACLE)</td>
<td>206</td>
</tr>
<tr>
<td>LAHLE, CA</td>
<td>---SEE FULLERTON, CA</td>
<td>L</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS RWY 26L</td>
<td>207</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26L</td>
<td>208</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26L</td>
<td>209</td>
<td></td>
</tr>
<tr>
<td>VOR OR GPS-A</td>
<td>210</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>211</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>PALMDALE ONE (OBSTACLE)</td>
<td>212</td>
</tr>
</tbody>
</table>
## INDEX

**INDEX OF TERMINAL CHARTS AND MINIMUMS**

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOMPOC, CA</td>
<td>LOMPOC(LPC)</td>
<td>24193</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>.................................</td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>..................................</td>
<td>M</td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 25</td>
<td>144</td>
<td></td>
</tr>
<tr>
<td>VOR/DME-A</td>
<td>.................................</td>
<td>145</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS ALAMITOS AAF(KSLI)</td>
<td>LOS ALAMITOS, CA</td>
<td>24193</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>..................................</td>
<td>L</td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td>..................................</td>
<td>L</td>
</tr>
<tr>
<td>STARS ... KAYOH EIGHT</td>
<td>..................................</td>
<td>Z42</td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 22L</td>
<td>163</td>
<td></td>
</tr>
<tr>
<td>VOR OR TACAN RWY 22L</td>
<td>.................................</td>
<td>164</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>..................................</td>
<td>165</td>
</tr>
<tr>
<td>DPS ....... HAWWC THREE (RNAV)</td>
<td>.................................</td>
<td>166</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS ANGELES, CA</td>
<td>LOS ANGELES, CA</td>
<td>24193</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>.................................</td>
<td>L</td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td>..................................</td>
<td>L</td>
</tr>
<tr>
<td>STARS ... ANJUL FOUR (RNAV)</td>
<td>..................................</td>
<td>Z21</td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 24R</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 06R</td>
<td>.................................</td>
<td>178</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 07L</td>
<td>.................................</td>
<td>179</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 07R</td>
<td>.................................</td>
<td>180</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 24R</td>
<td>.................................</td>
<td>181</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 24L</td>
<td>.................................</td>
<td>182</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 25R</td>
<td>.................................</td>
<td>183</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 06L</td>
<td>.................................</td>
<td>184</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 07L</td>
<td>.................................</td>
<td>185</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 07R</td>
<td>.................................</td>
<td>186</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 24L</td>
<td>.................................</td>
<td>187</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 25L</td>
<td>.................................</td>
<td>188</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 25R</td>
<td>.................................</td>
<td>189</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>..................................</td>
<td>190</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS ANGELES INTL(LAX)</td>
<td>LOS ANGELES, CA</td>
<td>24193</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>.................................</td>
<td>L</td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td>..................................</td>
<td>L</td>
</tr>
<tr>
<td>LAPL ... KAYOH EIGHT</td>
<td>..................................</td>
<td>Z42</td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 24R</td>
<td>170</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 06R</td>
<td>.................................</td>
<td>178</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 07L</td>
<td>.................................</td>
<td>179</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 07R</td>
<td>.................................</td>
<td>180</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 24R</td>
<td>.................................</td>
<td>181</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 24L</td>
<td>.................................</td>
<td>182</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 25R</td>
<td>.................................</td>
<td>183</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 06L</td>
<td>.................................</td>
<td>184</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 07L</td>
<td>.................................</td>
<td>185</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 07R</td>
<td>.................................</td>
<td>186</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 24L</td>
<td>.................................</td>
<td>187</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 25L</td>
<td>.................................</td>
<td>188</td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 25R</td>
<td>.................................</td>
<td>189</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>..................................</td>
<td>190</td>
</tr>
</tbody>
</table>

**INDEX**

24193

---

SW3, 11 JUL 2024 to 05 SEP 2024
# Index of Terminal Charts and Minimums

<table>
<thead>
<tr>
<th>Name</th>
<th>Proc</th>
<th>Sect PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS ANGELES, CA(CON’T)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOS ANGELES INTL(LAX)(CON’T)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>CATALINA EIGHT</td>
<td>194</td>
</tr>
<tr>
<td>DPS</td>
<td>DARRK THREE  (RNAV)</td>
<td>197</td>
</tr>
<tr>
<td>DPS</td>
<td>DOTSS TWO  (RNAV)</td>
<td>199</td>
</tr>
<tr>
<td>DPS</td>
<td>GARDY FOUR  (RNAV)</td>
<td>201</td>
</tr>
<tr>
<td>DPS</td>
<td>GORMAN SEVEN</td>
<td>203</td>
</tr>
<tr>
<td>DPS</td>
<td>KYLOW ONE  (RNAV)</td>
<td>204</td>
</tr>
<tr>
<td>DPS</td>
<td>LADYJ FOUR (RNAV)</td>
<td>206</td>
</tr>
<tr>
<td>DPS</td>
<td>LAXX ONE</td>
<td>208</td>
</tr>
<tr>
<td>DPS</td>
<td>MOOOS TWO  (RNAV)</td>
<td>210</td>
</tr>
<tr>
<td>DPS</td>
<td>MUELR FOUR  (RNAV)</td>
<td>211</td>
</tr>
<tr>
<td>DPS</td>
<td>ORCKA FIVE  (RNAV)</td>
<td>213</td>
</tr>
<tr>
<td>DPS</td>
<td>OSHHH ONE  (RNAV)</td>
<td>215</td>
</tr>
<tr>
<td>DPS</td>
<td>PERCH THREE</td>
<td>217</td>
</tr>
<tr>
<td>DPS</td>
<td>PNDH TWO  (RNAV)</td>
<td>218</td>
</tr>
<tr>
<td>DPS</td>
<td>SEAL BEACH EIGHT</td>
<td>220</td>
</tr>
<tr>
<td>DPS</td>
<td>SEBBY THREE</td>
<td>221</td>
</tr>
<tr>
<td>DPS</td>
<td>SKWRL TWO  (RNAV)</td>
<td>222</td>
</tr>
<tr>
<td>DPS</td>
<td>STHBY ONE  (RNAV)</td>
<td>223</td>
</tr>
<tr>
<td>DPS</td>
<td>SUMMR TWO  (RNAV)</td>
<td>225</td>
</tr>
<tr>
<td>DPS</td>
<td>TRRTN TWO  (RNAV)</td>
<td>227</td>
</tr>
<tr>
<td>DPS</td>
<td>VENTURA EIGHT</td>
<td>229</td>
</tr>
<tr>
<td>DPS</td>
<td>WINNDY THREE  (RNAV)</td>
<td>230</td>
</tr>
<tr>
<td>DPS</td>
<td>ZILLI FIVE  (RNAV)</td>
<td>232</td>
</tr>
<tr>
<td>WHITEMAN(WHP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 12</td>
<td>234</td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>235</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>236</td>
</tr>
<tr>
<td>DPS</td>
<td>WHITEMAN ONE (OBSTACLE)</td>
<td>237</td>
</tr>
<tr>
<td>MARCH ARB(KRIV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RIVERSIDE, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>STARS</td>
<td>ARKOE ONE</td>
<td>22</td>
</tr>
<tr>
<td>IAPS</td>
<td>MARCH FOUR</td>
<td>250</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC X RWY 32</td>
<td>238</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC Y RWY 32</td>
<td>239</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 14</td>
<td>240</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 32</td>
<td>241</td>
</tr>
<tr>
<td>IAPS</td>
<td>VOR Y RWY 32</td>
<td>242</td>
</tr>
<tr>
<td>IAPS</td>
<td>TACAN Y RWY 32</td>
<td>243</td>
</tr>
<tr>
<td>IAPS</td>
<td>TACAN Y RWY 32</td>
<td>244</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>245</td>
</tr>
<tr>
<td>DPS</td>
<td>SKYES FOUR</td>
<td>246</td>
</tr>
<tr>
<td>MC CLELLAN-PALOMAR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE CARLSBAD, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MEADOWS FLD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE BAKERSFIELD, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MIRAMAR MCAS (JOE FOSS FLD)(KNKX)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAN DIEGO, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS Z OR LOC/DME Z RWY 24R</td>
<td>247</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 24L</td>
<td>249</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 24R</td>
<td>250</td>
</tr>
<tr>
<td>IAPS</td>
<td>TACAN Y RWY 24R</td>
<td>251</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>252</td>
</tr>
<tr>
<td>DPS</td>
<td>LAKEE THREE</td>
<td>253</td>
</tr>
<tr>
<td>DPS</td>
<td>REDIN FOUR</td>
<td>255</td>
</tr>
<tr>
<td>DPS</td>
<td>SWOLF NINE</td>
<td>256</td>
</tr>
<tr>
<td>DPS</td>
<td>TINNY FOUR</td>
<td>258</td>
</tr>
<tr>
<td>DPS</td>
<td>VITKO THREE</td>
<td>260</td>
</tr>
<tr>
<td>MOJAVE, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOJAVE AIR AND SPACE PORT/RUTAN FLD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(MHV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 24</td>
<td>262</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 22</td>
<td>263</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 30</td>
<td>264</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>265</td>
</tr>
<tr>
<td>DPS</td>
<td>GLASY ONE  (RNAV)</td>
<td>266</td>
</tr>
<tr>
<td>DPS</td>
<td>JERID FIVE  (RNAV)</td>
<td>267</td>
</tr>
<tr>
<td>MONTGOMERY-GIBBS EXEC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE SAN DIEGO, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MURRIETA/TEMECULA, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRENCH VALLEY(F70)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 18</td>
<td>268</td>
</tr>
<tr>
<td>NEEDLES, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEEDLES(EED)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 29</td>
<td>269</td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td>270</td>
</tr>
<tr>
<td>NORTH ISLAND NAS (HALSEY FLD)(KNZY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAN DIEGO, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 36</td>
<td>271</td>
</tr>
<tr>
<td>IAPS</td>
<td>LOC/DME-A</td>
<td>272</td>
</tr>
<tr>
<td>IAPS</td>
<td>LOC/DME-B</td>
<td>273</td>
</tr>
<tr>
<td>IAPS</td>
<td>VOR/DME RWY 29</td>
<td>274</td>
</tr>
<tr>
<td>IAPS</td>
<td>TACAN RWY 29</td>
<td>275</td>
</tr>
<tr>
<td>IAPS</td>
<td>HOTEL VISUAL RWY 29</td>
<td>276</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>277</td>
</tr>
<tr>
<td>DPS</td>
<td>NASNI NINE (OBSTACLE)</td>
<td>278</td>
</tr>
</tbody>
</table>
### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OCEANSIDE, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOB MAXWELL MEML AIRFIELD(OKB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ........ RNAV (GPS) RWY 07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCEANSIDE, CA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE CAMP PENDLETON MCAS (MUNN FLD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ONTARIO, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ONTARIO INTL(ONT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... JOKIE TWO (RNAV)</td>
<td>Z38</td>
<td></td>
</tr>
<tr>
<td>KARLB THREE (RNAV)</td>
<td>Z41</td>
<td></td>
</tr>
<tr>
<td>SCBYY TWO (RNAV)</td>
<td>Z71</td>
<td></td>
</tr>
<tr>
<td>SETER FIVE</td>
<td>Z74</td>
<td></td>
</tr>
<tr>
<td>ZIGGY EIGHT</td>
<td>Z86</td>
<td></td>
</tr>
<tr>
<td>IAPS ........ ILS OR LOC RWY 08L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 26L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 26R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 26L (CAT II - III)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 26R (CAT II - III)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 08L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 08R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 26L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 26R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 08L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 08R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 26L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 26R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ........ NIKKL ONE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>POMONA ONE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RAJEE FOUR (RNAV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SNSHN FIVE (RNAV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OXNARD, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OXNARD(OXR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... GUERA TWO (RNAV)</td>
<td>Z28</td>
<td></td>
</tr>
<tr>
<td>IAPS ........ ILS OR LOC RWY 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ........ CAMARILLO SIX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SKIFF SEVEN</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OCEANSIDE, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE POINT MUGU NAS (NAVAL BASE VENTURA CO)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PALM SPRINGS, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BERMUDA DUNES(UDD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS ... CLOWD ONE</td>
<td>Z17</td>
<td></td>
</tr>
<tr>
<td>SBONO ONE</td>
<td>Z70</td>
<td></td>
</tr>
<tr>
<td>SIZLR THREE (RNAV)</td>
<td>Z76</td>
<td></td>
</tr>
<tr>
<td>IAPS ........ RNAV (GPS) RWY 10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ........ BERMUDA DUNES ONE (OBSTACLE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>JACQUELINE COCHRAN RGNL(TRM)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS ... CLOWD ONE</td>
<td>Z17</td>
<td></td>
</tr>
<tr>
<td>SBONO ONE</td>
<td>Z70</td>
<td></td>
</tr>
<tr>
<td>SIZLR THREE (RNAV)</td>
<td>Z76</td>
<td></td>
</tr>
<tr>
<td>IAPS ........ RNAV (GPS) RWY 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ........ BERMUDA DUNES ONE</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PALM SPRINGS INTL(PSP)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS ... CLOWD ONE</td>
<td>Z17</td>
<td></td>
</tr>
<tr>
<td>SBONO ONE</td>
<td>Z70</td>
<td></td>
</tr>
<tr>
<td>SIZLR THREE (RNAV)</td>
<td>Z76</td>
<td></td>
</tr>
<tr>
<td>IAPS ........ RNAV (GPS) RWY 13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 31R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 31L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ........ CATHEDRAL ONE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>THERMAL SIX</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PALM SPRINGS INTL(PSP)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS ... CLOWD ONE</td>
<td>Z17</td>
<td></td>
</tr>
<tr>
<td>SBONO ONE</td>
<td>Z70</td>
<td></td>
</tr>
<tr>
<td>SIZLR THREE (RNAV)</td>
<td>Z76</td>
<td></td>
</tr>
<tr>
<td>IAPS ........ RNAV (GPS) RWY 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OXNARD, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OXNARD(OXR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... GUERA TWO (RNAV)</td>
<td>Z28</td>
<td></td>
</tr>
<tr>
<td>IAPS ........ ILS OR LOC RWY 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ........ CAMARILLO SIX</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SKIFF SEVEN</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>OXNARD, CA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE POINT MUGU NAS (NAVAL BASE VENTURA CO)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT</th>
<th>PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>POINT MUGU NAS (NAVAL BASE VENTURA CO)(KNTD)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OXNARD, CA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>RNAV (GPS)-A</td>
<td>357</td>
<td></td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td>RNAV (GPS)-A</td>
<td>351</td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>ILS OR LOC/DME RWY 09</td>
<td>352</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 24</td>
<td>343</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 21</td>
<td>RNAV (GPS) RWY 21</td>
<td>344</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>RNAV (GPS) RWY 09</td>
<td>345</td>
<td></td>
</tr>
<tr>
<td>DFS</td>
<td>RNAV (GPS) RWY 03</td>
<td>346</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 21</td>
<td>347</td>
<td></td>
</tr>
<tr>
<td><strong>REDLANDS, CA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REDLANDS MUNI(REI)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>RNAV (GPS)-A</td>
<td>351</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>RNAV (GPS)-A</td>
<td>352</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 09</td>
<td>353</td>
<td></td>
</tr>
<tr>
<td>TACAN Y OR VOR/DME RWY 03</td>
<td>RNAV (GPS) RWY 03</td>
<td>354</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>RNAV (GPS) RWY 27</td>
<td>355</td>
<td></td>
</tr>
<tr>
<td>DFS</td>
<td>RNAV (GPS) RWY 09</td>
<td>356</td>
<td></td>
</tr>
<tr>
<td><strong>RIVERSIDE, CA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RIVERSIDE MUNI(RAL)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>RNAV (GPS)-A</td>
<td>357</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>RNAV (GPS)-A</td>
<td>358</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 24</td>
<td>359</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 21</td>
<td>RNAV (GPS) RWY 21</td>
<td>360</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>RNAV (GPS) RWY 21</td>
<td>361</td>
<td></td>
</tr>
<tr>
<td>DFS</td>
<td>RNAV (GPS) RWY 09</td>
<td>362</td>
<td></td>
</tr>
<tr>
<td><strong>RIVERSIDE/RUBIDOUX, CA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLABOB(RIR)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>RNAV (GPS)-A</td>
<td>365</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS)-A</td>
<td>366</td>
<td></td>
</tr>
</tbody>
</table>

## INDEX

24193
# INDEX OF TERMINAL CHARTS AND MINIMUMS

## SAN DIEGO, CA
### SAN DIEGO INTL(SAN)

<table>
<thead>
<tr>
<th>Name</th>
<th>PROC</th>
<th>Sect pg</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALT MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>Z3</td>
<td></td>
</tr>
<tr>
<td>COMIX TWO (RNAV)</td>
<td>Z18</td>
<td></td>
</tr>
<tr>
<td>HUBRD ONE</td>
<td>Z32</td>
<td></td>
</tr>
<tr>
<td>LUCKI ONE (RNAV)</td>
<td>Z48</td>
<td></td>
</tr>
<tr>
<td>PLYYA ONE (RNAV)</td>
<td>Z61</td>
<td></td>
</tr>
<tr>
<td>SHAMU ONE</td>
<td>Z75</td>
<td></td>
</tr>
<tr>
<td>TOPPN TWO (RNAV)</td>
<td>Z82</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>387</td>
<td></td>
</tr>
<tr>
<td>ILS Y OR LOC Y RWY 09</td>
<td>390</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27</td>
<td>391</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 27</td>
<td>392</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 27</td>
<td>393</td>
<td></td>
</tr>
<tr>
<td>SWEETWATER VISUAL RWY 27</td>
<td>394</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>395</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>396</td>
<td></td>
</tr>
<tr>
<td>CWARD TWO (RNAV)</td>
<td>397</td>
<td></td>
</tr>
<tr>
<td>ECHO TWO (RNAV)</td>
<td>397</td>
<td></td>
</tr>
<tr>
<td>FALCC ONE</td>
<td>398</td>
<td></td>
</tr>
<tr>
<td>MMOTO TWO (RNAV)</td>
<td>399</td>
<td></td>
</tr>
<tr>
<td>PADRZ TWO (RNAV)</td>
<td>400</td>
<td></td>
</tr>
<tr>
<td>PEBLE SIX</td>
<td>401</td>
<td></td>
</tr>
<tr>
<td>SAYOW TWO (RNAV)</td>
<td>402</td>
<td></td>
</tr>
<tr>
<td>ZKOOO THREE (RNAV)</td>
<td>403</td>
<td></td>
</tr>
</tbody>
</table>

### SAN DIEGO/EL CAJON, CA

<table>
<thead>
<tr>
<th>Name</th>
<th>PROC</th>
<th>Sect pg</th>
</tr>
</thead>
<tbody>
<tr>
<td>GILLESPIE FLD(SEE)</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>ALT MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>404</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 09L</td>
<td>405</td>
<td></td>
</tr>
<tr>
<td>LOC-D</td>
<td>406</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>407</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>408</td>
<td></td>
</tr>
<tr>
<td>MISSION BAY TWO (OBSTACLE)</td>
<td>411</td>
<td></td>
</tr>
<tr>
<td>PADRZ TWO (RNAV)</td>
<td>412</td>
<td></td>
</tr>
</tbody>
</table>

### SAN GABRIEL VALLEY

---SEE EL MONTE, CA

## SAN LUIS OBISPO, CA
### SAN LUIS OBISPO COUNTY RGNL(SBP)

<table>
<thead>
<tr>
<th>Name</th>
<th>PROC</th>
<th>Sect pg</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>413</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 11</td>
<td>414</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 29</td>
<td>415</td>
<td></td>
</tr>
<tr>
<td>VOR OR TACAN-A</td>
<td>416</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>417</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td>418</td>
<td></td>
</tr>
<tr>
<td>AVILA FOUR</td>
<td>419</td>
<td></td>
</tr>
<tr>
<td>CREPE THREE</td>
<td>420</td>
<td></td>
</tr>
</tbody>
</table>

### SAN NICOLAS ISLAND NOLF(KNSI)

### SAN NICOLAS ISLAND, CA

<table>
<thead>
<tr>
<th>Name</th>
<th>PROC</th>
<th>Sect pg</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>421</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 30</td>
<td>422</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 30</td>
<td>423</td>
<td></td>
</tr>
</tbody>
</table>

### SANTA ANA, CA

### JOHN WAYNE/ORANGE COUNTY(SNA)

<table>
<thead>
<tr>
<th>Name</th>
<th>PROC</th>
<th>Sect pg</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALT MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>Z20</td>
<td></td>
</tr>
<tr>
<td>DSNEE FIVE (RNAV)</td>
<td>Z22</td>
<td></td>
</tr>
<tr>
<td>EMMLN ONE</td>
<td>Z22</td>
<td></td>
</tr>
<tr>
<td>KAYOH EIGHT</td>
<td>Z42</td>
<td></td>
</tr>
<tr>
<td>OHSEA TWO (RNAV)</td>
<td>Z55</td>
<td></td>
</tr>
<tr>
<td>ROOBY THREE (RNAV)</td>
<td>Z64</td>
<td></td>
</tr>
<tr>
<td>TANDY FIVE</td>
<td>Z78</td>
<td></td>
</tr>
<tr>
<td>TILLT TWO (RNAV)</td>
<td>Z81</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>425</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 20R (SA CAT I)</td>
<td>426</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 02L</td>
<td>427</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Z RWY 20L</td>
<td>428</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 02L</td>
<td>429</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 20R</td>
<td>430</td>
<td></td>
</tr>
<tr>
<td>LOY BC RWY 02L</td>
<td>431</td>
<td></td>
</tr>
<tr>
<td>LDA RWY 20R</td>
<td>432</td>
<td></td>
</tr>
</tbody>
</table>

### INDEX

<table>
<thead>
<tr>
<th>Name</th>
<th>PROC</th>
<th>Sect pg</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# INDEX

24193

## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT</th>
<th>PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT</th>
<th>PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SANTA BARBARA, CA</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>SANTA BARBARA MUNI(SBA)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
<td>L</td>
<td>DIVERSE VECTOR AREA</td>
<td></td>
<td></td>
<td>L</td>
</tr>
<tr>
<td><strong>ALTERNATE MINIMUMS</strong></td>
<td></td>
<td></td>
<td>M</td>
<td>HOT SPOT</td>
<td></td>
<td></td>
<td>P</td>
</tr>
<tr>
<td><strong>STARS</strong></td>
<td></td>
<td></td>
<td></td>
<td>IAPS ILS OR LOC RWY 07</td>
<td></td>
<td></td>
<td>451</td>
</tr>
<tr>
<td><strong>IAPS</strong></td>
<td></td>
<td></td>
<td></td>
<td>RNAV (GPS) RWY 07</td>
<td></td>
<td></td>
<td>452</td>
</tr>
<tr>
<td><strong>VOR OR GPS RWY 26</strong></td>
<td></td>
<td></td>
<td></td>
<td>VOR OR GPS RWY 26</td>
<td></td>
<td></td>
<td>453</td>
</tr>
<tr>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>DPS</strong> FLOUT FIVE</td>
<td></td>
<td></td>
<td>455</td>
</tr>
<tr>
<td><strong>GAUCH TWO</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>HABUT FOUR</strong></td>
<td></td>
<td></td>
<td>456</td>
</tr>
<tr>
<td><strong>KWANG FIVE</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>MISHN THREE</strong></td>
<td></td>
<td></td>
<td>458</td>
</tr>
<tr>
<td><strong>SANTA BARBARA FIVE</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>SANTA MARIA, CA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD(SMX)</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>TAKEOFF MINIMUMS</strong></td>
<td></td>
<td></td>
<td>L</td>
</tr>
<tr>
<td><strong>DIVERSE VECTOR AREA</strong></td>
<td></td>
<td></td>
<td>L</td>
<td><strong>ALTERNATE MINIMUMS</strong></td>
<td></td>
<td></td>
<td>M</td>
</tr>
<tr>
<td><strong>STARS</strong></td>
<td></td>
<td></td>
<td></td>
<td>IAPS ILS OR LOC RWY 12</td>
<td></td>
<td></td>
<td>462</td>
</tr>
<tr>
<td><strong>IAPS</strong></td>
<td></td>
<td></td>
<td></td>
<td>RNAV (GPS) RWY 12</td>
<td></td>
<td></td>
<td>463</td>
</tr>
<tr>
<td><strong>RNAV (GPS) RWY 30</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>LOC/DME BC-A</strong></td>
<td></td>
<td></td>
<td>464</td>
</tr>
<tr>
<td><strong>VOR RWY 12</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>VOR RWY 12</strong></td>
<td></td>
<td></td>
<td>465</td>
</tr>
<tr>
<td><strong>HUNTER LIGGETT, CA</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td></td>
<td></td>
<td>467</td>
</tr>
<tr>
<td><strong>DPS</strong> BUELT FOUR</td>
<td></td>
<td></td>
<td></td>
<td><strong>DPS</strong></td>
<td></td>
<td></td>
<td>468</td>
</tr>
<tr>
<td><strong>SANTA MONICA, CA</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>SANTA MONICA MUNI(SMO)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TAKEOFF MINIMUMS</strong></td>
<td></td>
<td></td>
<td>L</td>
<td><strong>DIVERSE VECTOR AREA</strong></td>
<td></td>
<td></td>
<td>L</td>
</tr>
<tr>
<td><strong>ALTERNATE MINIMUMS</strong></td>
<td></td>
<td></td>
<td>M</td>
<td><strong>STARS</strong> BOGET TWO (RNAV)</td>
<td></td>
<td></td>
<td>212</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>BONJO TWO (RNAV)</strong></td>
<td></td>
<td></td>
<td>213</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>FERNANDO SEVEN</strong></td>
<td></td>
<td></td>
<td>225</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>KIMMO THREE</strong></td>
<td></td>
<td></td>
<td>243</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>THRNE THREE (RNAV)</strong></td>
<td></td>
<td></td>
<td>279</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>WAYE ONE (RNAV)</strong></td>
<td></td>
<td></td>
<td>284</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>ZUUMA THREE (RNAV)</strong></td>
<td></td>
<td></td>
<td>288</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 21</td>
<td></td>
<td></td>
<td></td>
<td>RNAV (GPS) Y RWY 03</td>
<td></td>
<td></td>
<td>470</td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 03</td>
<td></td>
<td></td>
<td></td>
<td><strong>VOR-A</strong></td>
<td></td>
<td></td>
<td>471</td>
</tr>
<tr>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>DPS</strong></td>
<td></td>
<td></td>
<td>472</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>TOPANGA THREE (OBSTACLE)</strong></td>
<td></td>
<td></td>
<td>473</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>CHOI III (RNAV)</strong></td>
<td></td>
<td></td>
<td>474</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>CTRUS FOUR (RNAV)</strong></td>
<td></td>
<td></td>
<td>475</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>PEVEE SIX (RNAV)</strong></td>
<td></td>
<td></td>
<td>477</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>SANTA MONICA THREE (RNAV)</strong></td>
<td></td>
<td></td>
<td>481</td>
</tr>
<tr>
<td><strong>SANTA YNEZ, CA</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>SANTA YNEZ/KUNKLE FLD(IZA)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TAKEOFF MINIMUMS</strong></td>
<td></td>
<td></td>
<td>L</td>
<td><strong>ALTERNATE MINIMUMS</strong></td>
<td></td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 08</td>
<td></td>
<td></td>
<td></td>
<td>RNAV (GPS) A</td>
<td></td>
<td></td>
<td>482</td>
</tr>
<tr>
<td>VOR RWY 08</td>
<td></td>
<td></td>
<td></td>
<td><strong>VOR RWY 08</strong></td>
<td></td>
<td></td>
<td>483</td>
</tr>
</tbody>
</table>

**SHAKER, CA**

**SHAFER-MINTER FLD(MIT)**

**TAKEOFF MINIMUMS**

IAPS RNAV (GPS) RWY 12

**VOR-A** 485

**SOUTHERN CALIFORNIA LOGISTICS**

---SEE VICTORVILLE, CA

**TORRANCE, CA**

**ZAMPERINI FLD(HTA)**

**TAKEOFF MINIMUMS**

**ALTERNATE MINIMUMS**

**HOT SPOT**

**STARS** KAYOH EIGHT

IAPS ILS OR LOC RWY 29R

RNAV (GPS) RWY 29R

VOR RWY 11L

**AIRPORT DIAGRAM**

DPS HAWWC THREE (RNAV)

**TWENTYNINE PALMS, CA**

**TWENTYNINE PALMS(TNP)**

**TAKEOFF MINIMUMS**

IAPS RNAV (GPS) RWY 26

VOR RWY 26

**UPLAND, CA**

**CABLE(CCB)**

**TAKEOFF MINIMUMS**

IAPS RNAV (GPS) RWY 06

VOR-A 496

497
# INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAN NUYS, CA</td>
<td></td>
<td></td>
<td>VAN NUYS(VNY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td>DIVERSE VECTOR AREA</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td>STARS ...........................................</td>
<td>Z25</td>
<td></td>
</tr>
<tr>
<td>FERNANDO SEVEN</td>
<td></td>
<td></td>
<td>IVINS ONE (RNAV)</td>
<td>Z36</td>
<td></td>
</tr>
<tr>
<td>JANNY FIVE (RNAV)</td>
<td></td>
<td></td>
<td>LYNXX EIGHT</td>
<td>Z49</td>
<td></td>
</tr>
<tr>
<td>THRENE THREE (RNAV)</td>
<td></td>
<td></td>
<td>WEESL ONE (RNAV)</td>
<td>Z85</td>
<td></td>
</tr>
<tr>
<td>IAPS ...........................................</td>
<td></td>
<td></td>
<td>ILS Y RWY 16R</td>
<td>498</td>
<td></td>
</tr>
<tr>
<td>ILS Z RWY 16R</td>
<td></td>
<td></td>
<td>LDA-C</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td></td>
<td></td>
<td>VOR-B</td>
<td>502</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
<td>DPS .............................................</td>
<td>503</td>
<td></td>
</tr>
<tr>
<td>ADAMM THREE</td>
<td></td>
<td></td>
<td>CANOGA THREE</td>
<td>504</td>
<td></td>
</tr>
<tr>
<td>HARYS FOUR (RNAV)</td>
<td></td>
<td></td>
<td>HAYEZ NINE (RNAV)</td>
<td>505</td>
<td></td>
</tr>
<tr>
<td>NEWHALL ONE</td>
<td></td>
<td></td>
<td>VVERA TWO (RNAV)</td>
<td>506</td>
<td></td>
</tr>
<tr>
<td>WEESL ONE (RNAV)</td>
<td></td>
<td></td>
<td>WASL FOUR (RNAV)</td>
<td>507</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC/DME RWY 12</td>
<td>L</td>
<td></td>
<td>ILS OR LOC/DME RWY 30</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 12</td>
<td></td>
<td></td>
<td>TACAN RWY 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 30</td>
<td></td>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS .............................................</td>
<td></td>
<td></td>
<td>GAVIOTA THREE</td>
<td>509</td>
<td></td>
</tr>
<tr>
<td>VANDENBERG THREE</td>
<td></td>
<td></td>
<td>VANDENBERG THREE</td>
<td>520</td>
<td></td>
</tr>
<tr>
<td>VICTORVILLE, CA</td>
<td></td>
<td></td>
<td>SOUTHERN CALIFORNIA LOGISTICS(VCV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS ...........................................</td>
<td></td>
<td></td>
<td>RNAV (GPS) RWY 17</td>
<td>522</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 21</td>
<td></td>
<td></td>
<td>RNAV (GPS) RWY 35</td>
<td>523</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td></td>
<td></td>
<td>LOC RWY 17</td>
<td>524</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 17</td>
<td></td>
<td></td>
<td>VOR/DME RWY 17</td>
<td>525</td>
<td></td>
</tr>
<tr>
<td>VOR/DME RWY 17</td>
<td></td>
<td></td>
<td>AIRPORT DIAGRAM</td>
<td>526</td>
<td></td>
</tr>
<tr>
<td>ZAMPERINI FLD</td>
<td></td>
<td></td>
<td>WHITEMAN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE LOS ANGELES, CA</td>
<td></td>
<td></td>
<td>---SEE TORRANCE, CA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Footnotes

- SW-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

APPLE VALLEY, CA
APPLE VALLEY (APV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19JUL18  (18200) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 18, 26, NA - Environmental.
DEPARTURE PROCEDURE:
Rwy 36, use EXCON DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 36, vegetation 219’ from DER, 283’ left of centerline, 3069’ MSL. Vegetation 681’ from DER, 415’ right of centerline, 3084’ MSL. Rising terrain, fence beginning 718’ from DER, 403’ left of centerline, up to 3108’ MSL. Rising terrain, vegetation beginning 742’ from DER, 222’ left of centerline, up to 3109’ MSL.

AVALON, CA
CATALINA (AVX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR77  (22363) (FAA)
DEPARTURE PROCEDURE:
Rwys 4, 22, climb straight ahead to 2300 then proceed on course.
TAKEOFF OBSTACLE NOTES:
Rwy 22, 1670’ MSL terrain 1576’ from DER, 798’ left of centerline.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BAKERSFIELD, CA
BAKERSFIELD MUNI (L45)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 06FEB14 (14037) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, 400-1½ or std. with a min. climb of 555' per NM to 900.
DEPARTURE PROCEDURE:
Rwy 34, climbing left turn direct EHF VORTAC, thence...
Rwy 34, climbing left turn direct EHF VORTAC, thence...
... Aircraft departing EHF VORTAC R-180 CW R-360 climb on course, aircraft departing EHF VORTAC R-001 CW R-100 continue climb in EHF VORTAC holding pattern (hold NW, right turns, 144° inbound) to cross EHF VORTAC at or above 5200 then proceed on course, aircraft departing EHF VORTAC R-101 CW R-179 continue climb in EHF VORTAC holding pattern (hold NW, right turns, 144° inbound) to cross EHF VORTAC at or above 4100 then proceed on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16, light pole 168' from DER, 498' left of centerline, 26' AGL/400' MSL.
Rwy 16, trees beginning 456' from DER, 608' right of centerline, 120' AGL/474' MSL.
Pole 644' from DER, 474' left of centerline, 30' AGL/403' MSL.
Trees beginning 1603' from DER, 196' right of centerline, up to 40' AGL/453' MSL.
Obstruction light on transmission tower 2466' from DER, 780' left of centerline, 106' AGL/477' MSL.
Catenary 2686' from DER, 1646' right of centerline, 266' MSL.
Cars on road 764' from DER, 499' left of centerline, up to 15' AGL/399' MSL.
MEADOWS FLD (BFL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 26MAY16 (21112) (FAA)
DEPARTURE PROCEDURE:
All aircraft, climbing right turn direct EHF VORTAC. Aircraft departing EHF R-180 CW R-350 climb on course. All others continue climb northwest bound via EHF R-324, then climbing left turn to cross EHF VORTAC at or above:
EHF R-110 CW R-179 3000; EHF R-351 CW R-109 4000.
TAKEOFF OBSTACLE NOTES:
Rwy 12L, trees beginning 2221' from DER, 684' left of centerline, up to 72' AGL/546' MSL.
Ground 146' from DER, 525' left of centerline, 479' MSL.
Rwy 12R, tree 2612' from DER, 1158' left of centerline, 69' AGL/533' MSL.
Trees beginning 456' from DER, 575' right of centerline, up to 46' AGL/510' MSL.
Pole 1248' from DER, 113' left of centerline, 31' AGL/543' MSL.
Transmission tower 3632' from DER, 1097' left of centerline, 94' AGL/602' MSL.
Poles beginning 2297' from DER, 925' right of centerline, up to 36' AGL/577' MSL.
Pump 529' from DER, 538' right of centerline, 5' AGL/523' MSL.
Trees beginning 4350' from DER, 499' right of centerline, up to 110' AGL/650' MSL.
NAVIAID 388' from DER, 266' right of centerline, 21' AGL/535' MSL.
Tree 3252' from DER, 1072' right of centerline, 101' AGL/610' MSL.

BIG BEAR CITY, CA
BIG BEAR CITY (L35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20APR00 (00111) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 1200-2 or std. with a min. climb of 282' per NM to 8000.
Rwy 26, NA.
DEPARTURE PROCEDURE:
Use OKACO RNAV DEPARTURE.
Rwy 26, NA.
BLYTHE, CA

BLYTHE (BLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A  22AUG13  (13234)  (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 600-2½ or std. with a min. climb of 348’ per NM to 1200.

DEPARTURE PROCEDURE:

Rwys 8, 17, 35, turn right, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.

Rwy 26, turn left, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.

TAKEOFF OBSTACLE NOTES:

Rwy 26, tower 2.4 NM from DER, 991’ left of centerline, 159’ AGL/957’ MSL.

BORREGO SPRINGS, CA

BORREGO VALLEY (L08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  10APR08  (08101)  (FAA)

DEPARTURE PROCEDURE:

Use ZUNGU DEPARTURE (RNAV).

BRAWLEY, CA

BRAWLEY MUNI (BWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  30MAR17  (17089)  (FAA)

TAKEOFF MINIMUMS:

Rwy 26, NA-Obstacles and noise abatement.

DEPARTURE PROCEDURES:

Rwy 8, climbing right turn heading 120° to intercept IPL VORTAC R-009 to 3000 to IPL VORTAC, then climb on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees, beginning 81’ from DER, 314’ left of centerline, up to -106’ MSL.

Rwys 8, trees, beginning 274’ from DER, 441’ right of centerline, up to -124’ MSL.

Trees, beginning 457’ from DER, 362’ left of centerline, up to -96’ MSL.

Tree 458’ from DER, 406’ left of centerline, -94’ MSL.

BURBANK, CA

BOB HOPE (BUR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5  28JUL11  (11209)  (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/min. climb of 410’ per NM to 5000.

Rwy 15, std. w/min. climb of 335’ per NM to 5000.

Rwy 26, std. w/min. climb of 325’ per NM to 5000.

Rwy 33, std. w/min. climb of 550’ per NM to 5000’ or 600-2½ w/min. climb of 300’ per NM to 5000.

DEPARTURE PROCEDURE:

Rwys 8, 15, climbing right turn direct VNY VOR/DME.

Rwy 26, climbing direct VNY VOR/DME.

Rwy 33, Climbing left turn direct VNY VOR/DME.

All aircraft continue climb in VNY holding pattern (SE, left turns, 295° inbound) to cross VNY VOR/DME at or above 5100, then westbound on V326 to GINNA or eastbound on V186 to DARTS.

TAKEOFF OBSTACLE NOTES:

Rwy 8, multiple trees, poles, and buildings beginning 124’ from DER, 42’ right of centerline, up to 65’ AGL/745’ MSL.

Multiple trees, buildings and poles beginning 278’ from DER, 73’ left of centerline, up to 56’ AGL/746’ MSL.

Multiple trees, buildings, and buildings beginning 278’ from DER, 73’ left of centerline, up to 56’ AGL/746’ MSL.

Rwy 15, multiple trees, buildings, poles, and blast fence beginning 50’ from DER, 2’ right of centerline, up to 65’ AGL/762’ MSL.

Multiple trees, buildings, poles, and blast fence beginning 185’ from DER, 53’ left of centerline, up to 108’ AGL/777’ MSL.

Rwy 26, multiple trees, poles, transmission towers, buildings, and roads, and terrain beginning 28’ from DER, 4’ right of centerline, up to 145’ AGL/731’ MSL.

Multiple trees, poles, transmission towers, railroad, and buildings beginning 302’ from DER, 437’ left of centerline, up to 117’ AGL/846’ MSL.

Rwy 33, multiple trees, poles, terrain, buildings, road beginning 33’ from DER, 30’ right of centerline, up to 100’ AGL/1333’ MSL.

Multiple trees, poles, buildings, antenna, railroad, and blast fence beginning 97’ from DER, 11’ left of centerline, up to 50’ AGL/878’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 26MAY16  (16147)  (FAA)

Rwy 8, heading as assigned by ATC, requires minimum climb of 420’ per NM to 2500.

Rwy 15, heading as assigned by ATC, requires minimum climb of 340’ per NM to 2100.

Rwy 26, heading as assigned by ATC; requires minimum climb of 380’ per NM to 4800.

Rwy 33, heading as assigned by ATC; requires minimum climb of 460’ per NM to 4900.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CALIFORNIA CITY, CA
CALIFORNIA CITY MUNI (L71)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17MAR05 (05076) (FAA)
DEPARTURE PROCEDURE:
Use CALIFORNIA CITY (RNAV) DEPARTURE.

CLICALPATRIA, CA
CLIFF HATFIELD MEML (CLR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 12OCT17 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climb runway heading to 400, then climbing right turn to 3000 via heading 200° and IPL R-336 to IPL VORTAC.
Rwy 26, climb runway heading to 400, then climbing left turn to 3000 via IPL R-336 to IPL VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 8, pole 525' from DER, 140' right of centerline, 15' AGL/-166' MSL.
Poles beginning 616' from DER, 204' right of centerline, 15' AGL/-165' MSL.
Building, pole beginning 748' from DER, 307' right of centerline, 25' AGL/-155' MSL.
Transmission line 838' from DER, 150' right of centerline, 31' AGL/-150' MSL.
Rwy 26, pole 190' from DER, 329' right of centerline, -152 MSL.
Road 223' from DER, on centerline -170' MSL.
Tree 328' from DER, 484' left of centerline, -155' MSL.
Tree 541' from DER, 634' right of centerline, -125' MSL.
Pole 1103' from DER, 582' right of centerline, -140' MSL.
Antenna 1444' from DER, 565' left of centerline, -131' MSL.

Camarillo, CA
Camarillo (CMA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 10NOV16 (16315) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climbing left turn to 2500 on CMA VOR/DME R-058 thence. . . .
Rwy 26, climb to 2500 on CMA VOR/DME R-265 thence...
... Climbing left turn direct CMA VOR/DME before proceeding on course.

Camp Pendleton MCAS (Munn Fld) (KNFG)
Oceanside, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30DEC21 (22083) (USN)
DEPARTURE PROCEDURE:
Rwys 3, 21, diverse departures NA.
TAKEOFF OBSTACLE NOTES:
Rwy 3, palm trees 1900-2350' from DER, 500-1100' right of centerline, max height 210' MSL.
Telephone pole 2.4 NM from DER, 3310' right of centerline, 79' AGL/443' MSL.
Terrain 1.7 NM from DER, 2945' right of centerline, 456' MSL.
Palm tree 981' from DER, 939' right of centerline, 159' MSL.
Light pole 3251' from DER, 843' left of centerline, 179' MSL.
Light pole 3300' from DER, 880' left of centerline, 182' MSL.
Light pole 3347' from DER, 915' left of centerline, 185' MSL.
Light pole 3448' from DER, 1226' left of centerline, 195' MSL.
Light pole 3524' from DER, 1150' left of centerline, 192' MSL.
Rwy 21, pylon 2.4 NM from DER, 2362' left of centerline, 108' AGL/516' MSL.
Terrain 1.5 NM from DER, 2583' right of centerline, 659' MSL.
Palm tree 2868' from DER, 94' left of centerline, 148' MSL.
Tree southwest of airfield 1204' from DER, 90' right of centerline, 91' MSL.
Tree southwest of airfield 1262' from DER, 594' left of centerline, 105' MSL.
Tree southwest of airfield 1267' from DER, 253' left of centerline, 110' MSL.
Tree southwest of airfield 841' from DER, 710' left of centerline, 108' MSL.
CARLSBAD, CA
MCCLELLAN-PALOMAR (CRQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 21JUL16 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 255’ per NM to 1700 or 2700-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 6, climbing left turn heading 245° to 3000 before proceeding on course. Do not exceed 210K until established on heading 245°.
Rwy 24, climb heading 245° to 2400 before proceeding on course.
VCOA:
Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross McClellan-Palomar airport at or above 2900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, fence beginning 6’ from DER, 453’ left of centerline, up to 1’ AGL/328’ MSL.
Obstruction light on blast fence beginning 96’ from DER, 333’ left of centerline, up to 428’ MSL.
Tree 3682’ from DER, 988’ left of centerline, 457’ MSL.
Tree 4944’ from DER, 431’ right of centerline, up to 465’ MSL.

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)
RIDGE CREST, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
15JUL21 (21196) (USN)
DEPARTURE PROCEDURE:
Diverse departures NA, use published departure.
TAKEOFF OBSTACLE NOTES:
Rwy 14, pylon 2252’ from DER, 1094’ right of centerline, 49’ AGL/2309’ MSL.
Pylon 2519’ from DER, 945’ right of centerline, 49’ AGL/2311’ MSL.
Pylon 2681’ from DER, 1182’ left of centerline, 49’ AGL/2289’ MSL.
Pylon 2772’ from DER, 807’ right of centerline, 49’ AGL/2312’ MSL.
Pylon 2909’ from DER, 1176’ left of centerline, 49’ AGL/2286’ MSL.
Pylon 2952’ from DER, 580’ right of centerline, 49’ AGL/2305’ MSL.
Pylon 3128’ from DER, 351’ right of centerline, 49’ AGL/2305’ MSL.
Pylon 3131’ from DER, 580’ left of centerline, 49’ AGL/2305’ MSL.
Pylon 3131’ from DER, 117’ left of centerline, 49’ AGL/2298’ MSL.
Pylon 3132’ from DER, 264’ left of centerline, 49’ AGL/2295’ MSL.
Pylon 3133’ from DER, 52’ right of centerline, 49’ AGL/2289’ MSL.
Pylon 3133’ from DER, 1022’ left of centerline, 49’ AGL/2288’ MSL.
Pylon 3134’ from DER, 876’ left of centerline, 49’ AGL/2287’ MSL.

CHINO, CA
CHINO (CNO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 30NOV00 (00335) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. with a min. climb of 270’ per NM to 4800.
Rwys 8L/R, std. with a min. climb of 270’ per NM to 4800.
Rwy 21, Cat A/B std. with a min climb of 290’ per NM to 4800, Cat C/D std. with a min. climb of 400’ per NM 4800. Rwys 26L/R, Cat A/B std. with a min. climb of 270’ per NM to 4800, Cat C/D std. with a min. climb of 410’ per NM to 4800.
DEPARTURE PROCEDURE:
Rwys 3, 8L/R, climbing right turn direct PDZ VORTAC.
Rwys 21, 26L/R, climbing left turn direct PDZ VORTAC.
All aircraft climb in PDZ VORTAC holding pattern (Hold E, right turns, 258° inbound) to the appropriate MEA.
TAKEOFF OBSTACLE NOTES:
108’ AGL trees 1200’ from DER 3, 600’ left of centerline.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHINO, CA (CON’T)

CHINO (CNO) (CON’T)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1  15OCT15  (15288)  (FAA)

Rwy 3, heading as assigned by ATC; requires minimum climb of 250’ per NM to 4300.

Rwys 8L, 8R, heading as assigned by ATC; requires minimum climb of 370’ per NM to 4100.

Rwy 21, heading as assigned by ATC; requires minimum climb of 320’ per NM to 1800.

Rwys 26L, 26R, heading as assigned by ATC; requires minimum climb of 270’ per NM to 2100.

CORONA, CA

CORONA MUNI (AJO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A  15JUN23  (23166)  (FAA)

TAKEOFF MINIMUMS:

Rwy 7, NA-Environmental.

Rwys 24, 600-2 or std. w/min. climb of 280’ per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 25, climbing right turn.

All aircraft continue climb direct to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ VORTAC holding pattern (hold northeast, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-141 CW R-230 4000, R-281 CW R-090 6700.

DAYTON, OH

DAYTON AFB (KDAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

06OCT22  (22279)  (USAF)

DEPARTURE PROCEDURE:

Rwys 5L/R, climb on hdg between 046° CW to 226° from DER.

Rwys 23L/R, climb on hdg between 226° CW to 046° from DER.

DAGGETT, CA

BARSTOW-DAGGETT (DAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  28JUL10  (10210)  (FAA)

DEPARTURE PROCEDURE:

Use DAGGETT DEPARTURE.

DELANO, CA

DELANO MUNI (DLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B  11JUL24  (24193)  (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 400-1 w/min climb of 390’/NM to 400.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 140° and EHF VORTAC R-324 to 3000 before proceeding on course.

Rwy 33, climb on heading 320° and EHF VORTAC R-324 to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, light poles beginning 0’ from DER, 27’ left of centerline, up to 314’ MSL.

Light poles beginning 1’ from DER, 27’ right of centerline, up to 314’ MSL.

Tank 1373’ from DER, 541’ right of centerline, 37’ AGL/352’ MSL.

Water tower 1382’ from DER, 541’ right of centerline, 353’ MSL.

Rwy 33, light poles 10’ from DER, 27’ right of centerline, 317’ MSL.

Light poles 11’ from DER, 27’ left of centerline, 317’ MSL.

Trees beginning 75’ from DER, 158’ left of centerline, up to 342’ MSL.

Building 568’ from DER, 415’ right of centerline, 338’ MSL.

Tree 648’ from DER, 392’ right of centerline, 432’ MSL.

Tree beginning 674’ from DER, 63’ right of centerline, up to 411’ MSL.

Tree 2235’ from DER, 157’ left of centerline, 385’ MSL.

Tree 2332’ from DER, 882’ right of centerline, 432’ MSL.

EDWARDS, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Rwys 6-24, climb on course, cross 15 NM from ARP at or above 4500.

EDWARDS AFB (KEDW)

EDWARDS, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

06OCT22  (22279)  (USAF)

DEPARTURE PROCEDURE:

Rwys 5L/R, climb on hdg between 046° CW to 226° from DER.

Rwys 23L/R, climb on hdg between 226° CW to 046° from DER.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EL CENTRO NAF (VRACIU FLD) (KNJK)

EL CENTRO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13JUL23 (23194) (USN)

TAKEOFF MINIMUMS:

Rwy 8, 12, 26, 30, std or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb on heading between 290° CW to 154° from DER.
Rwy 12, climb on heading between 305° CW to 157° from DER.
Rwy 26, climb on heading between 305° CW to 078° from DER.
Rwy 30, climb on heading between 305° CW to 124° from DER.

VCOA:

Rwy 8, 12, 26, 30, climb in visual conditions to cross El Centro NAF airport at or above 2700 before proceeding on course. Obtain ATC approval for VCOA when requesting IFR clearance.

TAKEOFF OBSTACLE NOTES:

Rwy 8, road 182’ from DER, 99’ left of centerline, 10’ AGL/-37’ MSL.
Rwy 8, road 184’ from DER, 3’ right of centerline, 10’ AGL/-37’ MSL.
Road 279’ from DER, 10’ left of centerline, -35’ MSL.

EL MONTE, CA

SAN GABRIEL VALLEY (EMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 290’ per NM to 1800, or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 011° to 700 then climbing right turn on heading 128° and on PDZ R-278 to PDZ VORTAC thence...
Rwy 19, climb heading 191° to 1500 then climbing left turn on heading 068° and on PDZ R-278 to PDZ VORTAC thence... 
...aircraft departing PDZ R-078 CW R-292 climb on course. All others continue climb in PDZ VORTAC holding pattern (hold northeast, right turn, 210° inbound) to cross PDZ VORTAC at or above MEA for route of flight.

VCOA:

Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross San Gabriel Valley airport at or above 1700 then intercept PDZ R-278 to PDZ VORTAC. Aircraft departing PDZ R-078 CW R-292 climb on course. All others continue climb in PDZ VORTAC holding pattern (hold northeast, right turn, 210.00 inbound) to cross PDZ VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 1, sign 18’ from DER, 124’ right of centerline, 300’ MSL.
Building 98’ from DER, 269’ left of centerline, 334’ MSL.
Building 273’ from DER, 299’ right of centerline, 310’ MSL.
Lighting 525’ from DER, 257’ left of centerline, 338’ MSL.
Trees beginning 609’ from DER, 277’ left of centerline, up to 364’ MSL.
Traverse way 662’ from DER, on centerline, 322’ MSL.
Tree 791’ from DER, 205’ right of centerline, 310’ MSL.
Lighting 942’ from DER, 221’ right of centerline, 343’ MSL.
Lighting 943’ from DER, 446’ right of centerline, 344’ MSL.
Pole 1698’ from DER, on centerline, 365’ MSL.
Tree 2828’ from DER, 23’ right of centerline, 404’ MSL.
Rwy 19, sign 16’ from DER, 130’ left of centerline, 285’ MSL.
Trees beginning 74’ from DER, 179’ left of centerline, up to 317’ MSL.
Tree, lighting, pole beginning 363’ from DER, 86’ left of centerline, up to 322’ MSL.
Tower 1019’ from DER, 692’ left of centerline, 40’ AGL/333’ MSL.
Tree 1051’ from DER, 370’ right of centerline, 323’ MSL.
Tree 1133’ from DER, 206’ right of centerline, 334’ MSL.
Tree 1466’ from DER, 382’ left of centerline, 348’ MSL.
Pole 1661’ from DER, 548’ left of centerline, 357’ MSL.
Tree 1774’ from DER, 87’ right of centerline, 350’ MSL.
Pole 2033’ from DER, 370’ right of centerline, 358’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 27APR17 (17117) (FAA)

Rwy 1, headings as assigned by ATC; requires minimum climb of 290’ per NM to 1300.
Rwy 19, headings assigned by ATC.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FALLBROOK, CA
FALLBROOK COMMUNITY AIRPARK (L18)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10NOV16 (16315) (FAA)
DEPARTURE PROCEDURE:
Use FALLBROOK DEPARTURE.

FULLERTON, CA
FULLERTON MUNI (FUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 03MAY12 (12124) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 280' per NM to 600.
DEPARTURE PROCEDURE:
Rwy 6, climbing right turn to 2300 direct SLI VORTAC, thence ...
Rwy 24, climbing left turn to 2300 direct SLI VORTAC, thence ...
... Climb in holding pattern (hold South, left turns, 351° inbound) until at or above MEA for direction of flight before proceeding course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, windsock 58' from DER, 189' right of centerline, 12' AGL/109' MSL.
Obstruction light on pole 109' from DER, 116' left of centerline, 23' AGL/118' MSL.
Multiple poles beginning 115' from DER, left and right of centerline, up to 40' AGL/198' MSL.
Trains 221' from DER, left and right of centerline, up to 23' AGL/144' MSL.
Light standard 486' from DER, 133' right of centerline, 20' AGL/123' MSL.
Hopper on building 977' from DER, 468' left of centerline, 36' AGL/132' MSL.
Obstruction light on building 1002' from DER, 31' right of centerline, 25' AGL/128' MSL.
Light pole 1247' from DER, 143' left of centerline, 35' AGL/131' MSL.
Tree 1462' from DER, 35' left of centerline, 75' AGL/168' MSL.
Obstacle light on silo 1620' from DER, 317' right of centerline, 50' AGL/146' MSL.
Building 3206' from DER, 820' right of centerline, 112' AGL/217' MSL.
Obstruction light on building 3390' from DER, 913' right of centerline, 112' AGL/217' MSL.
Tower 6093' from DER, 1936' left of centerline, 94' AGL/267' MSL.
Rwy 24, vehicles on roadway 82' from DER, left and right of centerline, up to 15' AGL/114' MSL.
Light standard 85' from DER, 260' right of centerline, 25' AGL/110' MSL.
Light standard 217' from DER, 320' left of centerline, 104' AGL/122' MSL.
Antenna on building 272' from DER, 227' left of centerline, 31' AGL/116' MSL.
Trees beginning 352' from DER, 227' right of centerline, up to 60' AGL/155' MSL.
Pole 395' from DER, 279' left of centerline, 35' AGL/123' MSL.
Obstruction light on NAVAID 399' from DER, on centerline, 5' AGL/103' MSL.
Poles beginning 1335' from DER, right and left of centerline, up to 25' AGL/129' MSL.
Tree 1377' from DER, 159' left of centerline, 50' AGL/147' MSL.

HAWTHORNE, CA
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20JUN19 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 300-1¼ or std. w/min. climb of 365' per NM to 400.
Rwy 25, 300-1 or std. w/min. climb of 290' per NM to 300.
DEPARTURE PROCEDURE:
Rwy 7, climbing right turn to 3000 heading 220° and the LAX VORTAC R-170 to LIMBO INT.
Rwy 25, climbing left turn to 3000 heading 205° and the LAX VORTAC R-170 to LIMBO INT.
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees, wall, vehicles on road, fence, lighting, pole, signs, buildings beginning 23' from DER, 3' left of centerline, up to 52' AGL/114' MSL.
Pole 29' from DER, 395' right of centerline, 30' AGL/89' MSL.
Signs, poles, wall, fence, lighting, vehicles on road, tree, building beginning 78' from DER, on and right of centerline, up to 38' AGL/94' MSL.
Trees, poles, vehicles on road, buildings, signs beginning 476' from DER, 39' left of centerline, up to 136' MSL.
Buildings, pole beginning 759' from DER, 96' right of centerline, up to 42' AGL/102' MSL.
Pole 1465' from DER, 203' right of centerline, 38' AGL/103' MSL.
Poles beginning 1489' from DER, 20' right of centerline, up to 41' AGL/111' MSL.
Trees beginning 2120' from DER, 110' left of centerline, up to 63' AGL/137' MSL.
Trees, poles beginning 2163' from DER, 84' left of centerline, up to 66' AGL/147' MSL.
Buildings beginning 2168' from DER, 264' right of centerline, up to 36' AGL/116' MSL.
Trees, poles beginning 2704' from DER, 112' left of centerline, up to 72' AGL/161' MSL.
Poles, trees beginning 2799' from DER, 54' right of centerline, up to 61' AGL/148' MSL.
Trees, poles beginning 2876' from DER, 27' left of centerline, up to 78' AGL/168' MSL.
Poles, trees beginning 2915' from DER, 277' right of centerline, up to 59' AGL/149' MSL.
Trees, poles beginning 2971' from DER, 94' right of centerline, up to 157' MSL.
Poles 3192' from DER, 172' right of centerline, 62' AGL/160' MSL.
Trees beginning 3207' from DER, 81' right of centerline, up to 67' AGL/167' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HAWTHORNE, CA (CON'T)
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR) (CON'T)

Rwy 7 (CON'T), trees, poles beginning 3304' from DER, 8' left of centerline, up to 170' MSL.
Trees, poles beginning 3497' from DER, 109' right of centerline, up to 71' AGL/178' MSL.
Trees, poles, antenna, building beginning 3712' from DER, 102' left of centerline, up to 65' AGL/179' MSL.
Trees, poles beginning 3719' from DER, 2' right of centerline, up to 74' AGL/188' MSL.
Tree 3850' from DER, 1301' left of centerline, 41' AGL/180' MSL.
Trees, poles beginning 3859' from DER, 23' left of centerline, up to 51' AGL/185' MSL.
Trees, poles beginning 4061' from DER, 28' left of centerline, up to 203' MSL.
Tree 4079' from DER, 291' right of centerline, 69' AGL/190' MSL.
Tree 4079' from DER, 411' right of centerline, 82' AGL/202' MSL.
Trees, poles beginning 4101' from DER, 17' right of centerline, up to 90' AGL/211' MSL.
Trees, poles beginning 4323' from DER, 32' left of centerline, up to 52' AGL/212' MSL.
Trees, poles, building beginning 4484' from DER, 3' left of centerline, up to 66' AGL/235' MSL.
Pole, tree beginning 4932' from DER, 31' left of centerline, up to 46' AGL/236' MSL.
Building, pole beginning 4949' from DER, 46' right of centerline, up to 68' AGL/214' MSL.
Tree, pole, building beginning 4989' from DER, 1' right of centerline, up to 220' MSL.
Tree, pole, building beginning 5058' from DER, 44' left of centerline, up to 241' MSL.
Antenna, trees, buildings, sign, fence, tower beginning 5140' from DER, 93' left of centerline, up to 55' AGL/243' MSL.
Trees, poles beginning 5202' from DER, on and right of centerline, up to 78' AGL/227' MSL.
Trees, poles beginning 5356' from DER, 55' left of centerline, up to 54' AGL/249' MSL.
Trees, poles beginning 5383' from DER, 62' right of centerline, up to 102' AGL/257' MSL.
Towers, transmission lines, poles, sign, buildings, trees, elevator beginning 5428' from DER, 35' left of centerline, up to 139' AGL/307' MSL.
Tower, tree beginning 1.2 NM from DER, 1711' left of centerline, up to 115' AGL/322' MSL.
Building, monument, trees, tower, antenna, transmission line, pole beginning 1.2 NM from DER, 205' left of centerline, up to 104' AGL/328' MSL.
Tree 1.3 NM from DER, 16' right of centerline, 76' AGL/278' MSL.
Tower 1.4 NM from DER, 824' right of centerline, 116' AGL/289' MSL.
Tower 1.4 NM from DER, 317' right of centerline, 119' AGL/302' MSL.

Rwy 25, sign 24' from DER, 100' left of centerline, 3' AGL/67' MSL.
Pole, building beginning 51' from DER, 302' right of centerline, up to 38' AGL/105' MSL.
NAVAID 72' from DER, 1' left of centerline, 8' AGL/73' MSL.
Building, poles, fence beginning 112' from DER, 183' left of centerline, up to 30' AGL/95' MSL.
Trees, lighting, fence, vehicles on road, poles, sign, building, antenna beginning 128' from DER, on and right of centerline, up to 48' AGL/114' MSL.
Pole, fence, tree, sign beginning 158' from DER, 5' left of centerline, up to 38' AGL/102' MSL.
Pole, vehicles on road, tree, signs beginning 206' from DER, 38' left of centerline, up to 39' AGL/103' MSL.
Tree, vehicles on road, signs, buildings, poles beginning 258' from DER, 5' left of centerline, up to 40' AGL/105' MSL.
Pole, antenna, building, trees beginning 423' from DER, 39' left of centerline, up to 41' AGL/107' MSL.
Tree, antennas, buildings, vehicles on road, poles beginning 449' from DER, 5' left of centerline, up to 122' MSL.
Poles, trees, antenna beginning 670' from DER, 7' right of centerline, up to 54' AGL/120' MSL.
Trees, poles beginning 1031' from DER, 27' left of centerline, up to 62' AGL/128' MSL.
Trees, poles beginning 1054' from DER, 12' right of centerline, up to 136' MSL.
Trees beginning 2208' from DER, 32' right of centerline, up to 78' AGL/144' MSL.
Trees beginning 2218' from DER, 41' left of centerline, up to 65' AGL/131' MSL.
Tree, building beginning 2222' from DER, 3' right of centerline, up to 79' AGL/145' MSL.
Trees beginning 2229' from DER, 152' left of centerline, up to 66' AGL/132' MSL.
Tree 2239' from DER, 344' left of centerline, 67' AGL/135' MSL.
Trees beginning 2249' from DER, 11' left of centerline, up to 80' AGL/147' MSL.
Buildings, fence, tree beginning 2423' from DER, 148' left of centerline, up to 83' AGL/154' MSL.
Pole, tree beginning 2740' from DER, 360' right of centerline, up to 77' AGL/149' MSL.
Trees beginning 3179' from DER, 207' right of centerline, up to 74' AGL/150' MSL.
Tree 3222' from DER, 228' right of centerline, 76' AGL/153' MSL.
Tank 4537' from DER, 1313' left of centerline, 137' AGL/227' MSL.
Water tower 4539' from DER, 1321' left of centerline, 132' AGL/229' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 07DEC17 (17341) (FAA)
Rwy 7, heading as assigned by ATC; requires minimum climb of 370' per NM to 400.
Rwy 25, heading as assigned by ATC; requires minimum climb of 290' per NM to 300.
HEMET, CA
HEMET-RYAN (HMT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10NOV16 (23334) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std w/min climb of 440’ per NM to 3500, or 1700-3 for VCOA.
Rwy 23, std w/min climb of 495’ per NM to 3000, or 1700-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, climbing left turn direct HDF VOR thence...
Rwy 23, climb heading 230° to 3000 then right turn direct HDF VOR thence...
...continue climb in HDF holding pattern (hold SE, right turn, 315° inbound) to cross HDF VOR at or above MEA/MCA for route of flight.
VCOA:
Rwys 5, 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hemet-Ryan airport westbound at or above 3100 then proceed direct HDF VOR and continue climb in HDF holding pattern (hold SE, right turn, 315° inbound) to cross HDF VOR at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 5, vehicles on roadway, 199’ from DER, crossing centerline, up to 15’ AGL/1534’ MSL.
Rwy 23, trees beginning 1.1 NM from DER, 2166’ right of centerline, up to 100’ AGL/1859’ MSL.
Trees beginning 1.3 NM from DER, 2249’ right of centerline, up to 100’ AGL/1808’ MSL.

IMPERIAL, CA
IMPERIAL COUNTY (IPL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 27AUG09 (09239) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 400-2¼ or std. w/ min. climb of 220’ per NM to 400, or alternatively, with standard TAKEOFF minimums and a normal 200’ per NM climb gradient, TAKEOFF must occur no later than 1800’ prior to DER.
DEPARTURE PROCEDURE:
Rwys 8, 32, turn right.
Rwy 14, climb runway heading.
Rwy 26, turn left.
All aircraft climb direct IPL VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 8, multiple VASI beginning 687’ from DER, 31’ right of centerline, up to 5’ AGL/-52’ MSL.
Antenna on building 1033’ from DER, 703’ left of centerline, 45’ AGL/-12’ MSL.
Light on pole, 1984’ from DER, 386’ left of centerline, 55 ft AGL/-2’ MSL.
Rwy 14, building 1770’ from DER, 38’ left of centerline, 45’ AGL/-11’ MSL.
Road 430’ from DER, 291’ left of centerline, 15’ AGL/41’ MSL.
Sign 1733’ from DER, 35’ left of centerline, 45’ AGL/-11’ MSL.
Pole 1457’ from DER, 393’ right of centerline, 37’ AGL/19’ MSL.
Rwy 26, multiple obstruction lights on poles beginning 1509’ from DER, 15’ left of centerline, up to 60’ AGL/3’ MSL.
Obstruction light on pole 1511’ from DER, 459’ right of centerline, 59’ AGL/2’ MSL.
Rwy 32, obstruction light on tank, 823’ from DER, 574’ right of centerline 110’ AGL/53’ MSL.
Numerous tanks beginning 3580’ from DER, 296’ right of centerline, up to 109’ AGL/53’ MSL.
Tree 373’ from DER, 387’ right of centerline, 80’ AGL/-24’ MSL.
Multiple lights beginning 243’ from DER, 361’ right of centerline, up to 28’ AGL/29’ MSL.
Pole 657’ from DER, 370’ left of centerline, 27’ AGL/30’ MSL.
Road 191’ from DER, 237’ left of centerline, 13’ AGL/-44’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 01DEC22 (22335) (USN)

Rwys 8, 9, 26, departures NA.
Rwy 27, diverse departure NA. Departures authorized for military rotorcraft only. Climb on hdg 274° to intercept NRS TACAN R-273 to 2000. Cross NRS TACAN 1.5 DME at or above 800. Minimum ATC climb rate of 600’/NM until 800 with takeoff occurring NLT 2984’ prior to DER or cross DER at or above 303.

TAKEOFF OBSTACLE NOTES:
Rwy 27, pylon 1’ from DER, 497’ right of cntrln, 32’ AGL/42’ MSL.
Pylon 227’ from DER, 513’ right of cntrln, 30’ AGL/42’ MSL.
Terrain 0’ from DER, 434’ left of cntrln, 16’ MSL.
Terrain 0’ from DER, 500’ left of cntrln, 16’ MSL.

INYOKERN (IYK)

INYOKERN, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04SEP03 (03247) (FAA)

TAKEOFF MINIMUMS:
Rwys 2, 10, 15, 28, 33, NA.

DEPARTURE PROCEDURE:
Rwy 20, use LAKE HUGHES RNAV DEPARTURE.

LA VERNE, CA

BRACKETT FLD (POC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 03JAN19 (21112) (FAA)

TAKEOFF MINIMUMS:
Rwy 26L, 300-1 or std. w/min. climb of 713’ per NM to 1400.
Rwy 26R, 300-1 or std. w/min. climb of 676’ per NM to 1400.

DEPARTURE PROCEDURE:
Rwys 8L, 8R, climb heading 079° to 1500 then climbing right turn on heading 215° and POM R-164 to PRADO INT thence...
Rwys 26L, 26R, climb heading 259° to 1400 then climbing left turn on heading 130° and POM R-164 to PRADO INT thence...
...continue climb in PRADO holding pattern (hold south, right turn, 344° inbound) to cross PRADO INT at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 8L, sign 24’ from DER, 98’ left of centerline, 1015’ MSL.
Vehicles on road beginning 46’ from DER, 479’ left of centerline, up to 1030’ MSL.
Vehicles on road 161’ from DER, 477’ left of centerline, 1031’ MSL.
Vehicles on road, sign beginning 187’ from DER, 462’ left of centerline, up to 1032’ MSL.
Vehicles on road beginning 327’ from DER, 449’ left of centerline, up to 1037’ MSL.
Building, vehicles on road beginning 394’ from DER, 418’ left of centerline, up to 1061’ MSL.
Building, tree beginning 561’ from DER, 397’ left of centerline, up to 1062’ MSL.
Vehicles on road 602’ from DER, 6’ right of centerline, 1029’ MSL.
Building, vehicles on road, pole beginning 683’ from DER, 187’ left of centerline, up to 1069’ MSL.
Pole 1210’ from DER, 518’ right of centerline, 1047’ MSL.
Transmission line 1299’ from DER, 673’ right of centerline, 55’ AGL/1057’ MSL.
Pole beginning 1401’ from DER, 164’ right of centerline, up to 1064’ MSL.
Pole 1566’ from DER, 294’ right of centerline, 1065’ MSL.
Pole beginning 1719’ from DER, 24’ right of centerline, up to 54’ AGL/1067’ MSL.
Pole beginning 1803’ from DER, 148’ left of centerline, up to 72’ AGL/1094’ MSL.
Tree, pole beginning 1806’ from DER, 24’ right of centerline, up to 1090’ MSL.
Rwy 8R, sign 43’ from DER, 239’ right of centerline, 1016’ MSL.
Vehicles on road 118’ from DER, 463’ right of centerline, 1017’ MSL.
Vehicles on road 346’ from DER, 7’ right of centerline, 1021’ MSL.
Vehicles on road 527’ from DER, 294’ left of centerline, 1029’ MSL.
Vehicles on road 725’ from DER, 641’ left of centerline, 1034’ MSL.
Pole 900’ from DER, 515’ left of centerline, 32’ AGL/1049’ MSL.
Pole beginning 1048’ from DER, 217’ right of centerline, up to 56’ AGL/1052’ MSL.

CON’T
LA VERNE, CA (CON'T)
BRACKETT FLD (POC) (CON'T)

Rwy 8R (CON'T), transmission line 1223' from DER, 372' right of centerline, 55' AGL/1057' MSL.
Pole beginning 1326' from DER, 131' left of centerline, up to 1064' MSL.
Pole beginning 1347' from DER, 74' right of centerline, up to 1062' MSL.
Pole 1490' from DER, 5' left of centerline, 1065' MSL.
Pole beginning 1517' from DER, 275' left of centerline, up to 51' AGL/1067' MSL.
Pole, tree beginning 1727' from DER, 24' left of centerline, up to 72' AGL/1094' MSL.
Trees beginning 1730' from DER, 669' right of centerline, up to 1090' MSL.
Tree, transmission line beginning 3447' from DER, 982' left of centerline, up to 1100' MSL.
Tree 4007' from DER, 403' left of centerline, 1114' MSL.

Rwy 26L, sign 46' from DER, 199' left of centerline, 967' MSL.
Tree 159' from DER, 477' left of centerline, 989' MSL.
Tree 191' from DER, 482' left of centerline, 1003' MSL.
Vegetation, terrain, tree, building beginning 259' from DER, 225' left of centerline, up to 1028' MSL.
Trees beginning 561' from DER, 231' left of centerline, up to 1037' MSL.
Tree 814' from DER, 96' right of centerline, 990' MSL.

Trees beginning 824' from DER, 217' right of centerline, up to 1017' MSL.
Tree 851' from DER, 271' right of centerline, 1018' MSL.

Trees beginning 889' from DER, 66' right of centerline, up to 1021' MSL.
Trees beginning 998' from DER, 85' left of centerline, up to 1041' MSL.
Trees beginning 1027' from DER, 114' right of centerline, up to 1022' MSL.
Tree 1100' from DER, 330' right of centerline, 1023' MSL.

Trees beginning 1158' from DER, 0' right of centerline, up to 1028' MSL.
Tree, building beginning 1767' from DER, 697' right of centerline, up to 1033' MSL.

Building, terrain beginning 2358' from DER, 897' right of centerline, up to 1131' MSL.

Antenna, tree, vehicles on road, building, terrain, vegetation beginning 2404' from DER, 482' right of centerline, up to 1156' MSL.

Tree 2760' from DER, 1102' right of centerline, 1197' MSL.

Tree, vehicles on road, terrain, building beginning 2768' from DER, 483' right of centerline, up to 1212' MSL.
Tree, vehicles on road, terrain, building beginning 3147' from DER, 228' right of centerline, up to 1224' MSL.

Tank, vehicles on road, pole, tree, building, vegetation beginning 3429' from DER, 323' right of centerline, up to 50' AGL/1233' MSL.

Tree 3470' from DER, 10' left of centerline, 1065' MSL.

Rwy 26R, building beginning 7' from DER, 356' right of centerline, up to 1003' MSL.

Building 72' from DER, 488' right of centerline, 1004' MSL.

Building, sign beginning 72' from DER, 210' right of centerline, up to 1005' MSL.

Trees beginning 1405' from DER, 523' right of centerline, up to 1034' MSL.
Vegetation, terrain beginning 1463' from DER, 807' left of centerline, up to 1028' MSL.

Trees beginning 1526' from DER, 541' right of centerline, up to 1067' MSL.
Trees beginning 1664' from DER, 699' left of centerline, up to 1037' MSL.

Tree, vehicles on road beginning 1887' from DER, 942' right of centerline, up to 1068' MSL.

Trees beginning 2102' from DER, 716' left of centerline, up to 1041' MSL.

Trees beginning 2233' from DER, 723' right of centerline, up to 1100' MSL.

Trees beginning 2485' from DER, 987' right of centerline, up to 1109' MSL.

Tree, vehicles on road beginning 2974' from DER, 791' right of centerline, up to 1125' MSL.

Tree, vehicles on road beginning 3005' from DER, 796' right of centerline, up to 1133' MSL.

Tree, vehicles on road beginning 3256' from DER, 919' right of centerline, up to 1251' MSL.

Tree, vehicles on road, building, antenna, terrain, tank, pole, vegetation beginning 3300' from DER, 22' right of centerline, up to 1258' MSL.

LANCASTER, CA
GENERAL WM J FOX AIRFIELD (WJF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:
Use PALMDALE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree beginning 1169' from DER, 590' right of centerline, up to 2374' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LOMPOC, CA

LOMPOC (LPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 425' per NM to 1400, or 1500-3 for climb in visual conditions.

Rwy 25, std. w/min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn.

Rwy 25, turn right heading 130°.

All aircraft climb to 6000 on GVO R-278 to GVO VORTAC. Aircraft departing GVO R-120 CW R-020 climb on course, all others climb in GVO holding pattern (northwest, right turn, 127° inbound) to depart GVO VORTAC at or above MEA for route of flight.

VCOA:

Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance, climb in visual conditions to cross Lompoc airport at or above 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 7, building, vehicles on road, trees, transmission lines beginning 274' from DER, 111' right of centerline, up to 169' MSL.

Aircraft, vehicles on road beginning 395' from DER, 114' left of centerline, up to 139' MSL.

Transmission lines beginning 1997' from DER, 769' left of centerline, up to 67' AGL/149' MSL.

LONG BEACH, CA

LONG BEACH (DAUGHERTY FLD) (LGB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6B 10SEP20 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 26L, std. w/min. climb of 225' per NM to 2300.

Rwy 26R, std. w/min. climb of 230' per NM to 2300.

DEPARTURE PROCEDURE:

Rwys 8L/R, climb on heading 076° to 800, then climbing right turn direct SLI VORTAC then on SLI VORTAC R-210 to PADDR INT.

Rwy 12, climb on heading 121° to intercept SLI VORTAC R-210 to PADDR INT.

Rwys 26L/R, climb on heading 256° to 800, then climbing left turn on heading 200 and LAX VORTAC R-145 to PADDR INT.

Rwy 30, climb on heading 301° to 800, then climbing left turn on heading 200 and LAX VORTAC R-145 to PADDR INT.

TAKEOFF OBSTACLE NOTES:

Rwy 8L, vehicles on road 1' from DER, 272' left of centerline, 52' MSL.

Pole 10' from DER, 489' left of centerline, 27' AGL/66' MSL.

Building, tree, vehicles on road, and poles beginning 63' from DER, 15' left of centerline, up to 41' AGL/77' MSL.

Vehicles on road 121' from DER, 278' right of centerline, 52' MSL.

Buildings and vehicles on road beginning 193' from DER, 2' right of centerline, up to 53' MSL.

Buildings, trees on road, poles, and trees beginning 440' from DER, 13' left of centerline, up to 43' AGL/79' MSL.

Building and tree beginning 514' from DER, 13' right of centerline, up to 67' MSL.

Building, poles, and trees beginning 590' from DER, 47' right of centerline, up to 73' MSL.

Tree 716' from DER, 20' right of centerline, 34' AGL/76' MSL.

Trees beginning 769' from DER, 36' right of centerline, up to 80' AGL/116' MSL.

Building and trees beginning 1088' from DER, 22' left of centerline, up to 52' AGL/89' MSL.

Trees beginning 1789' from DER, 280' right of centerline, up to 83' AGL/118' MSL.

Trees beginning 2102' from DER, 180' right of centerline, up to 60' AGL/98' MSL.

Tree 2399' from DER, 612' left of centerline, 112' MSL.

Trees beginning 2427' from DER, 101' left of centerline, up to 123' MSL.

Trees beginning 2739' from DER, 711' right of centerline, up to 121' MSL.

Rwy 8R, wind indicator 715' from DER, 227' left of centerline, 21' AGL/54' MSL.

Tower 746' from DER, 566' right of centerline, 26' AGL/58' MSL.

Building 1038' from DER, 575' left of centerline, 39' AGL/73' MSL.

Buildings beginning 1126' from DER, 570' left of centerline, up to 76' MSL.

Buildings beginning 1528' from DER, 902' left of centerline, up to 58' AGL/90' MSL.

Tree 2755' from DER, 1058' right of centerline, 93' AGL/110' MSL.

Buildings beginning 2978' from DER, 803' right of centerline, up to 85' AGL/118' MSL.

Buildings beginning 3038' from DER, 903' right of centerline, up to 90' AGL/120' MSL.

Buildings beginning 3500' from DER, 1095' right of centerline, up to 133' AGL/162' MSL.

Buildings beginning 3651' from DER, 1203' right of centerline, up to 145' AGL/163' MSL.

Rwy 12, vehicles on road beginning 5' from DER, 432' right of centerline, up to 39' MSL.

Pole and trees beginning 474' from DER, 619' right of centerline, up to 53' MSL.

Trees beginning 768' from DER, 659' right of centerline, 60' MSL.

Trees beginning 981' from DER, 127' right of centerline, up to 89' AGL/92' MSL.

General utility, poles, and trees beginning 990' from DER, 334' left of centerline, up to 71' MSL.

Trees beginning 1341' from DER, 361' left of centerline, up to 50' AGL/72' MSL.

Tree 2055' from DER, 690' left of centerline, 82' MSL.

Trees beginning 2332' from DER, 470' left of centerline, up to 81' AGL/101' MSL.

Tree 2553' from DER, 762' left of centerline, 83' AGL/103' MSL.

Tree 2918' from DER, 1249' right of centerline, 99' MSL.

CON’T
LONG BEACH, CA (CON’T)
LONG BEACH (DAUGHERTY FLD) (LGB) (CON’T)

Rwy 12 (CON’T), tree 3004’ from DER, 1205’ left of centerline, 109’ MSL.
Spire 3095’ from DER, 1181’ right of centerline, 98’ AGL/118’ MSL.
Trees 3394’ from DER, 1063’ left of centerline, 95’ AGL/121’ MSL.

Rwy 26L, buildings beginning 110’ from DER, 505’ left of centerline, up to 81’ MSL.
Pole 227’ from DER, 554’ left of centerline, 87’ MSL.
Buildings beginning 261’ from DER, 520’ right of centerline, up to 73’ MSL.
Trees and poles beginning 482’ from DER, 369’ left of centerline, up to 93’ MSL.
Building 722’ from DER, 672’ right of centerline, 122’ MSL.
Trees and sign beginning 1040’ from DER, 235’ left of centerline, up to 118’ MSL.
Building 1112’ from DER, 745’ left of centerline, 123’ MSL.
Buildings, poles, stack, tower, and trees beginning 1149’ from DER, 96’ right of centerline, up to 105’ AGL/163’ MSL.
Trees, buildings, sign, poles, transmission line, and tower beginning 1161’ from DER, 123’ left of centerline, up to 88’ AGL/153’ MSL.
Tree 3909’ from DER, 1450’ left of centerline, 161’ MSL.
Pole 4520’ from DER, 1646’ left of centerline, 175’ MSL.

Rwy 26R, vehicles on road and pole beginning 9’ from DER, 276’ left of centerline, up to 72’ MSL.
Vehicles on road beginning 95’ from DER, 165’ right of centerline, up to 78’ MSL.
Vehicles on road 109’ from DER, 467’ left of centerline, 73’ MSL.
Vehicles on road 192’ from DER, 374’ left of centerline, 76’ MSL.
Vehicles on road beginning 237’ from DER, 289’ left of centerline, up to 77’ MSL.
Trees, buildings, vehicles on road, and poles beginning 241’ from DER, 5’ right of centerline, up to 97’ MSL.
Poles and vehicles on road beginning 320’ from DER, 195’ left of centerline, up to 34’ AGL/95’ MSL.
Poles and vehicles on road beginning 475’ from DER, 15’ left of centerline, up to 96’ MSL.
Tree, vehicles, poles on road, and buildings beginning 612’ from DER, 52’ left of centerline, up to 97’ MSL.
Trees, buildings, and poles beginning 622’ from DER, on centerline, up to 59’ AGL/122’ MSL.
Signs, poles, and trees beginning 1151’ from DER, 7’ left of centerline, up to 77’ AGL/139’ MSL.
Trees and poles beginning 1262’ from DER, on centerline, up to 65’ AGL/124’ MSL.
Trees and poles beginning 1306’ from DER, 76’ right of centerline, up to 84’ AGL/144’ MSL.
Trees beginning 1886’ from DER, 33’ right of centerline, up to 147’ MSL.
Trees beginning 2604’ from DER, 303’ right of centerline, up to 78’ AGL/150’ MSL.
Trees beginning 2918’ from DER, 7’ right of centerline, up to 82’ AGL/156’ MSL.
Trees beginning 3536’ from DER, 69’ left of centerline, up to 73’ AGL/154’ MSL.
Building 3955’ from DER, 1343’ right of centerline, 173’ MSL.
Building 1.0 NM from DER, 963’ right of centerline, 154’ AGL/243’ MSL.
Buildings beginning 1.1 NM from DER, 935’ right of centerline, up to 156’ AGL/248’ MSL.
Building 1.2 NM from DER, 651’ right of centerline, 157’ AGL/259’ MSL.

Rwy 30, vehicles on road 15’ from DER, 480’ right of centerline, 74’ MSL.
Vehicles on road 190’ from DER, 456’ right of centerline, 75’ MSL.
Pole and vehicles on road beginning 193’ from DER, on centerline, up to 34’ AGL/93’ MSL.
Building 350’ from DER, 554’ left of centerline, 18’ AGL/82’ MSL.
Building and vehicles on road beginning 440’ from DER, 25 left of centerline, up to 21’ AGL/86’ MSL.
Pole, building, and vehicles on road beginning 678’ from DER, 17’ left of centerline, up to 22’ AGL/89’ MSL.
Tree and poles beginning 878’ from DER, 122’ left of centerline, up to 92’ MSL.
Tree 953’ from DER, 564’ right of centerline, 94’ MSL.
Poles beginning 983’ from DER, 516’ left of centerline, up to 25’ AGL/93’ MSL.
Pole and tree beginning 1009’ from DER, 68’ left of centerline, up to 33’ AGL/101’ MSL.
Terrain, tree, poles, and vehicles on road beginning 1024’ from DER, 8’ left of centerline, up to 33’ AGL/102’ MSL.
Poles and trees beginning 1057’ from DER, 23’ right of centerline, up to 102’ MSL.
Terrain, building, poles, and vehicles beginning 1207’ from DER, 63’ left of centerline, up to 66’ AGL/133’ MSL.
Poles and buildings beginning 1302’ from DER, 52’ right of centerline, up to 35’ AGL/103’ MSL.
Poles beginning 1472’ from DER, 294’ right of centerline, up to 36’ AGL/105’ MSL.
Trees beginning 1614’ from DER, 103’ right of centerline, up to 44’ AGL/112’ MSL.
Tree 1701’ from DER, 363’ right of centerline, 121’ MSL.
Trees beginning 1874’ from DER, 196’ right of centerline, up to 57’ AGL/125’ MSL.
Trees and poles beginning 2183’ from DER, 169’ left of centerline, up to 134’ MSL.
Building 2520’ from DER, 776’ right of centerline, 128’ MSL.
Building 2617’ from DER, 602’ right of centerline, 66’ AGL/139’ MSL.
Trees beginning 2738’ from DER, 417’ left of centerline, up to 142’ MSL.
Poles beginning 2992’ from DER, 311’ right of centerline, up to 72’ AGL/145’ MSL.
Tree 3379’ from DER, 839’ right of centerline, 150’ MSL.
Tree 3528’ from DER, 1000’ left of centerline, 160’ MSL.
Tree 3643’ from DER, 1074’ left of centerline, 166’ MSL.
Trees beginning 3769’ from DER, 873’ left of centerline, up to 174’ MSL.
Tree 3779’ from DER, 1222’ right of centerline, 158’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 19JUL18 (18200) (FAA)
Rwys 8L/R, 12, 30 heading as assigned by ATC.
Rwy 26L, heading as assigned by ATC; requires minimum climb of 330’ per NM to 700.
Rwy 26R, heading as assigned by ATC; requires minimum climb of 230’ per NM to 1600.
LOS ALAMITOS AAF (KSLI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  11JUL24 (24193) (USA)

DEPARTURE PROCEDURE:

Rwy 4L, turn right to intercept SLI VORTAC R-180 outbound and climb to 2000, then as assigned by ATC.

Rwy 22L/R, climb on hdg between 120° CW to 300° from DER, as assigned by ATC.

TAKEOFF OBSTACLE NOTES:

Rwy 4R, bldg 299' from DER, 1098' left of centerline, 57' AGL/112' MSL.

Trees 945' to 1619' from DER, 557' to 616' left of centerline, up to 99' MSL.

Trees 541' to 1783' from DER, 378' to 670' right centerline, up to 95' MSL.

Rwy 22L, trees 677' to 1728' from DER, 156' to 625' left of centerline, up to 76' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1  20JUN19 (19171) (FAA)

Rwys 6L/R, 7L/R, headings as assigned by ATC.

LOS ANGELES INTL (LAX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 14  17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:

Rwys 6L/R, 7L/R, climb to 2000 heading 071°, then climbing right turn, thence...

Rwys 24L/R, climb to 2000 heading 251°, then climbing left turn, thence...

Rwys 25L/R, turbojet climb to 2000 heading 251°, then climbing left turn, thence...

...climb direct SLI VORTAC, then climb on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6L, runway light 7' from DER, 4' left of centerline, 1' AGL/120' MSL.

Vehicles on road beginning 12' from DER, 170' left of centerline, up to 131' MSL.

Buildings beginning 1761' from DER, 920' left of centerline, up to 92' AGL/203' MSL.

Rwy 6R, NAVAID 79' from DER, 321' left of centerline, 20' AGL/123' MSL.

NAVAID 83' from DER, 1' right of centerline, 19' AGL/126' MSL.

Pole and light pole beginning 323' from DER, on centerline, up to 16' AGL/138' MSL.

Light poles beginning 528' from DER, 58' left of centerline, up to 30' AGL/137' MSL.

Pole 779' from DER, 1' right of centerline, 34' AGL/140' MSL.

Light pole 779' from DER, on centerline, 35' AGL/142' MSL.

Pole 793' from DER, 459' right of centerline, 39' AGL/145' MSL.

Approx light and pole beginning 797' from DER, 305' left of centerline, up to 39' AGL/148' MSL.

Approach lights beginning 1006' from DER, 697' left of centerline, up to 42' AGL/149' MSL.

Tree 1057' from DER, 400' left of centerline, 41' AGL/150' MSL.

Trees beginning 1160' from DER, 320' left of centerline, up to 49' AGL/157' MSL.

Tree 1374' from DER, 305' left of centerline, 47' AGL/159' MSL.

Tree 1385' from DER, 317' left of centerline, 50' AGL/163' MSL.

Tree 1689' from DER, 101' right of centerline, 57' AGL/164' MSL.

Rwy 7L, fences beginning 168' from DER, 31' left of centerline, up to 14' AGL/107' MSL.

Fence and vehicles on road beginning 168' from DER, on centerline, up to 14' AGL/107' MSL.

Vehicles on road 182' from DER, 480' left of centerline, 109' MSL.

Vehicles on road, fence, tower, railroad, and pole beginning 197' from DER, 24' left of centerline, up to 24' AGL/118' MSL.

Road and road beginning 309' from DER, 14' right of centerline, up to 117' MSL.

Runway light, NAVAID, vehicles on road, and pole beginning 444' from DER, on centerline, up to 29' AGL/121' MSL.

Sign 494' from DER, 478' left of centerline, 32' AGL/124' MSL.

Sign and light pole beginning 508' from DER, 263' left of centerline, up to 32' AGL/126' MSL.

Runway light, pole, and building beginning 700' from DER, 53' left of centerline, up to 58' AGL/152' MSL.

Rwy 7R, runway light 10' from DER, 5' right of centerline, 2' AGL/99' MSL.

Runway light 10' from DER, 5' left of centerline, 2' AGL/99' MSL.

Building 792' from DER, 701' right of centerline, 37' AGL/130' MSL.

Tree 1250' from DER, 746' right of centerline, 129' AGL/155' MSL.

Rwy 24L, vehicles on road 1927' from DER, 1010' right of centerline, 163' MSL.

Light pole 2163' from DER, 915' right of centerline, 32' AGL/169' MSL.

Rwy 24R, windsock 137' from DER, 400' left of centerline, 21' AGL/128' MSL.

Tower 211' from DER, 401' left of centerline, 66' AGL/151' MSL.

Tower 212' from DER, 402' left of centerline, 47' AGL/154' MSL.

Rwy 25L, vehicles on road 35' from DER, 422' left of centerline, 130' MSL.

Pole 2365' from DER, 766' left of centerline, 57' AGL/184' MSL.

Pole and transmission tower beginning 2488' from DER, 757' left of centerline, up to 66' AGL/200' MSL.

Rwy 25R, building 74' from DER, 364' left of centerline, 27' AGL/135' MSL.

Tree 2959' from DER, 569' left of centerline, 7' AGL/189' MSL.

Pole and antenna beginning 3073' from DER, 212' left of centerline, up to 30' AGL/203' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 6  14SEP17 (17257)

Rwys 6L/R, 7L/R, 24L/R, 25L/R, headings as assigned by ATC.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LOS ANGELES, CA (CON’T)

WHITELAN (WHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  24MAY18 (18144)  (FAA)

DEPARTURE PROCEDURE:
Use WHITELAN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole beginning 34’ from DER, 276’ right of centerline, up to 20’ AGL/979’ MSL.
Building 180’ from DER, 9’ left of centerline, 22’ AGL/978’ MSL.
Tower, pole beginning 489’ from DER, 278’ right of centerline, up to 60’ AGL/1012’ MSL.
Stack 1 NM from DER, 1131’ left of centerline, 250’ AGL/1163’ MSL.

Rwy 30, pole 29’ from DER, 277’ left of centerline, 20’ AGL/1024’ MSL.
Pole 152’ from DER, 282’ left of centerline, 20’ AGL/1025’ MSL.
Pole 262’ from DER, 282’ left of centerline, 20’ AGL/1027’ MSL.
Pole 372’ from DER, 283’ left of centerline, 20’ AGL/1028’ MSL.

Pole beginning 482’ from DER, 282’ left of centerline, up to 20’ AGL/1029’ MSL.

Pole 703’ from DER, 283’ left of centerline, 20’ AGL/1030’ MSL.
Pole 812’ from DER, 283’ left of centerline, 20’ AGL/1031’ MSL.
Pole beginning 922’ from DER, 283’ left of centerline, up to 20’ AGL/1032’ MSL.
Pole 1141’ from DER, 283’ left of centerline, 20’ AGL/1033’ MSL.
Tower 1700’ from DER, 1118’ right of centerline, 49’ AGL/1075’ MSL.
Tower 3532’ from DER, 1118’ right of centerline, 54’ AGL/1098’ MSL.

MARCH ARB (KRIV)

RIVERSIDE, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6  19MAY22 (22139)  (USAF)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA.

Rwy 32, 1200-3, or std. w/min. climb rate of 240’ per NM to 3100.

DEPARTURE PROCEDURE:

Rwy 14, climb direct HDF VOR, then climbing right turn on hdg between 155° CW to 181°. Max airspeed 250K. Use caution when departing, rapid rising terrain within 3.5 NM southeast of March ARB.

Rwy 32, climb left turn hdg between 150° to 135° CCW from der. Maximum 250K or 2300-3.

For climb in visual conditions obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions. Within 4.5 NM of March ARB, to cross March ARB at or above 3700 MSL, then climb and maintain 6000 direct HDF VOR, then via HDF R-153 to HDF R-153/PDZ R-130, direct SKYES INT. Do not exceed 250K until passing SKYES. VCOA not available for Cat E aircraft.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 2248’ from DER, 1000’ right of centerline, 150’ AGL/1630’ MSL.
Tree 1920’ from DER, 1000’ right of centerline, 150’ AGL/1630’ MSL.
Tree 1789’ from DER, 1000’ right of centerline, 150’ AGL/1630’ MSL.

Terrain 0’ from DER, 500’ left of centerline, 458’ MSL.
Terrain 384’ from DER, 549’ right of centerline, 459’ MSL.
Terrain 50’ from DER, 507’ right of centerline, 459’ MSL.
Landfill 3091’ from DER, 1243’ left of cntrln, 40’ AGL/525’ MSL.
Landfill 3312’ from DER, 1197’ left of cntrln, 40’ AGL/525’ MSL.
Landfill 3388’ from DER, 1023’ left of cntrln, 40’ AGL/525’ MSL.
Landfill 3792’ from DER, 1225’ left of cntrln, 40’ AGL/525’ MSL.
Pylon 3978’ from DER, 1295’ left of cntrln, 50’ AGL/498’ MSL.
Pylon 4087’ from DER, 1363’ left of cntrln, 50’ AGL/505’ MSL.

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SAN DIEGO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

13SEP18  (18256)

TAKEOFF MINIMUMS:

Rwys 6L/R, 340° through 150° CW-Civil, std w/min climb of 300’/NM to 7600; Military, std w/min climb of 280’/NM to 7600.

Rwys 24L/R, 100° through 340° CW-Civil, std w/min climb of 290’/NM to 7600; Military, std w/min climb of 270’/NM to 7600.

TAKEOFF OBSTACLE NOTES:

Rwy 6L, building 2321’ from DER, 1084’ left of centerline, 53’ AGL/538’ MSL.

Twr 2322’ from DER, 1083’ left of cntrln, 53’ AGL/538’ MSL.

Twr 2366’ from DER, 1083’ left of cntrln, 53’ AGL/538’ MSL.

Rwy 24L, terrain 0’ from DER, 500’ left of cntrln, 458’ MSL.

Terrain 384’ from DER, 549’ right of cntrln, 459’ MSL.

Terrain 50’ from DER, 507’ right of cntrln, 459’ MSL.

Landfill 3091’ from DER, 1243’ left of cntrln, 40’ AGL/525’ MSL.

Landfill 3312’ from DER, 1197’ left of cntrln, 40’ AGL/525’ MSL.

Landfill 3388’ from DER, 1023’ left of cntrln, 40’ AGL/525’ MSL.

Landfill 3792’ from DER, 1225’ left of cntrln, 40’ AGL/525’ MSL.

Pylon 3978’ from DER, 1295’ left of cntrln, 50’ AGL/498’ MSL.

Pylon 4087’ from DER, 1363’ left of cntrln, 50’ AGL/505’ MSL.

SW-3, 11 JUL 2024 to 05 SEP 2024
MOJAVE, CA
MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 23FEB23 (23054) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 8, NA-Restricted Airspace.
Rwy 12, use GLAZY DEPARTURE.
Rwy 22, std. w/min. climb of 271’ per NM to 3500 or 2800-3 for climb in visual conditions.
Rwy 26, std. w/min. climb of 440’ per NM to 3900 or 2800-3 for climb in visual conditions.
Rwy 30, std. w/min. climb of 540’ per NM to 4900 or 2800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 12, use GLAZY DEPARTURE.
Rwy 22, climb on heading 218° to 8000 and LHS R-023 to LHS VORTAC.
Rwy 26, climbing left turn heading 218° to 8000 and LHS R-023 to LHS VORTAC.
Rwy 30, climbing left turn heading 218° to 8000 and LHS R-023 to LHS VORTAC.
VCOA:
Rwy 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.
Rwy 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.
Rwy 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 22, terrain 9’ from DER, 492’ right of centerline, 2786’ MSL.
Tower, antenna beginning 2517’ from DER, 82’ left of centerline, up to 93’ AGL/2870’ MSL.
Rwy 26, sign 31’ from DER, 339’ right of centerline, 5’ AGL/2788’ MSL.
Pole 494’ from DER, 420’ left of centerline, 33’ AGL/2808’ MSL.
Transmission lines beginning 1.8 NM from DER, 299’ right of centerline, up to 178’ AGL/3171’ MSL.
Transmission lines beginning 1.9 NM from DER, 282’ left of centerline, up to 178’ AGL/3123’ MSL.
Tower, windmills beginning 2.3 NM from DER, 1129’ right of centerline, up to 413’ AGL/3458’ MSL.
Windmills beginning 2.3 NM from DER, 2308’ left of centerline, up to 413’ AGL/3371’ MSL.
Windmills beginning 2.4 NM from DER, 30’ right of centerline, up to 413’ AGL/3538’ MSL.
Windmills beginning 2.4 NM from DER, 3367’ left of centerline, up to 412’ AGL/3372’ MSL.
Windmills beginning 2.5 NM from DER, 364’ left of centerline, up to 414’ AGL/3451’ MSL.
Rwy 30, vegetation 304’ from DER, 456’ right of centerline, 2817’ MSL.
Vehicles on road beginning 1241’ from DER, 322’ right of centerline, up to 2836’ MSL.
Vehicles on road 1300’ from DER, 464’ left of centerline, 2834’ MSL.
Vehicles on road 1413’ from DER, 489’ right of centerline, 2846’ MSL.
Vehicles on road beginning 1441’ from DER, 9’ left of centerline, up to 2845’ MSL.
Pole 3082’ from DER, 305’ right of centerline, 34’ AGL/2889’ MSL.
Poles beginning 3095’ from DER, 552’ right of centerline, up to 34’ AGL/2892’ MSL.
Terrain 1 NM from DER, 2233’ right of centerline, 2986’ MSL.
Poles beginning 3095’ from DER, 552’ right of centerline, up to 34’ AGL/2892’ MSL.
Terrain 1.2 NM from DER, 2418’ right of centerline, 2985’ MSL.
Tower 1.3 NM from DER, 1658’ left of centerline, 40’ AGL/3013’ MSL.
Transmission lines beginning 2 NM from DER, 1764’ left of centerline, up to 188’ AGL/3315’ MSL.
Transmission lines beginning 2.1 NM from DER, 135’ left of centerline, up to 196’ AGL/3317’ MSL.
Transmission line, towers beginning 2.1 NM from DER, 356’ right of centerline, up to 168’ AGL/3293’ MSL.
Transmission line 2.4 NM from DER, 2950’ left of centerline, 105’ AGL/3324’ MSL.
Windmill 2.5 NM from DER, 4200’ left of centerline, 420’ AGL/3670’ MSL.

MURRIETA/TEMECULA, CA
FRENCH VALLEY (F70)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11SEP97 (97254) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, NA.
Rwy 36, 700-2 or std. with a min. climb of 340’ per NM to 2200.
DEPARTURE PROCEDURE:
Rwy 36, climb runway heading to 2200, then climbing left turn via HDF R-145 to HDF VOR. Aircraft departing HDF VOR 065° CW 352° climb on course. Aircraft departing northeast bound, climb in HDF holding pattern, (SE, right turns, 315° inbound) to depart HDF VOR at or above: 353° CW 054°, 6800; 055° CW 064°, 5800; before proceeding on course.
NEEDLES, CA
NEEDLES (EED)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 09JAN14 (14009) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, std. w/min. climb of 235' per NM to 2800, or 2600-3 for climb in visual conditions.
Rwy 20, std. w/min. climb of 420' per NM to 3700, or 2600-3 for climb in visual conditions.
Rwy 29, std. w/min. climb of 390' per NM to 2200, or 2600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 015° to 1700, then climbing right turn direct EED VORTAC, thence . . .
Rwys 11, 20, climbing left turn direct EED VORTAC, thence . . .
Rwy 29, climbing right turn direct EED VORTAC, thence . . .
. . . Climb in EED holding pattern (hold NW, right turns, 139° inbound) to cross EED VORTAC at or above MEA for route of flight before proceeding on course. Or for climb in visual conditions cross Needles airport at or above 3400 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 11, terrain 20' from DER, 301' right of centerline, 920' MSL.
Rwy 20, building 73' from DER, 451' left of centerline, 21' AGL/976' MSL.
Windsock 181' from DER, 409' left of centerline, 23' AGL/972' MSL.
Terrain beginning 295' from DER, 341' right of centerline up to 1079' MSL.
Rwy 29, terrain 92' from DER, 328' left of centerline 1000' MSL.

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)
SAN DIEGO, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
05NOV20 (20310)
DEPARTURE PROCEDURE:
Rwy 11, diverse departures authorized 131° CW 184°. Std. w/min. climb of 223' per NM to 500. Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the city of Coronado.
Rwy 18, diverse departures authorized 131° CW 177°.
Rwy 29, diverse departures not authorized. Use published departure procedure.
Rwy 36, departure not authorized.
TAKEOFF OBSTACLE NOTES:
Rwy 11, numerous trees left and right of Rwy cntrln from 9’ prior to DER to 2018’, 33’ MSL to 95’ MSL.
Golf ball fencing 2226’ from DER, 1215’ left of cntrln, 74’ AGL/88’ MSL.
Tree 8’ inward of DER, 429’ right of cntrln, 48’ AGL/74’ MSL.
Tree 11’ from DER, 525’ right of cntrln, 46’ AGL/73’ MSL.
Multiple trees 159’ from DER, 433’ right of cntrln, 43’ AGL/71’ MSL.
Tree 78’ from DER, 371’ right of cntrln, 29’ AGL/56’ MSL.
Tree 91’ from DER, 460’ right of cntrln, 28’ AGL/55’ MSL.
Palm 90’ from DER, 468’ right of cntrln, 27’ AGL/54’ MSL.
Rwy 18, top of light pole 1031’ from DER, 626’ right of cntrln, 40’ MSL.
Top of light pole 1209’ from DER, 625’ right of cntrln, 41’ MSL.
Top of light pole 491’ from DER, 627’ right of cntrln, 35’ MSL.
Top of light pole 669’ from DER, 625’ right of cntrln, 38’ MSL.
Top of light pole 850’ from DER, 627’ right of cntrln, 40’ MSL.
Rwy 29, shipping channel accommodating vessels, starting 2577’ from DER, on cntrln, up to 200’ AGL (206’ MSL with tidal range).
Twin twrs 1.4 NM from DER, 2645’ left of cntrln, 145’ AGL/534’ MSL.
Twr 1.5 NM from DER, 1969’ left of cntrln, 479’ MSL.
Twr 1.5 NM from DER, 2054’ left of cntrln, 100’ AGL/455’ MSL.
Twr 1139’ from DER, 2.1 NM left of cntrln, 120’ AGL/544’ MSL.

OCEANSIDE, CA
BOB MAXWELL MEML AIRFIELD (OKB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 28APR16 (21112) FAA
TAKEOFF MINIMUMS:
Rwy 6, 400-1 or std. w/min. climb of 320’ per NM to 500.
Rwy 24, 300-1 or std. w/min. climb of 670’ per NM to 300.
DEPARTURE PROCEDURE:
Rwy 6, climbing right turn.
Rwy 24, climbing left turn.
All aircraft, climb via heading 235° to 1500, then climbing right turn direct OCN VORTAC.
ONTARIO, CA
ONTARIO INTL (ONT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9A 24MAR22 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwys 8L/R std. w/min. climb of 285’ per NM to 3000.
DEPARTURE PROCEDURE:
Rwys 8L/R, climb on heading 078° to 2600 then climbing right turn direct PDZ VORTAC thence…
Rwys 26L/R, climb on heading 258° to 2600 then climbing left turn direct PDZ VORTAC thence…
…climb in PDZ holding pattern (hold northeast, right turn, 210° inbound) to cross PDZ VORTAC at or above MEA for route of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8L, vehicle on road 3’ from DER, 196’ left of centerline, 934’ MSL.
Vehicle on road, sign beginning 4’ from DER, 398’ left of centerline, up to 937’ MSL.
Sign, terrain beginning 65’ from DER, 195’ left of centerline, up to 2’ AGL/939’ MSL.
Building 1606’ from DER, 848’ left of centerline, 975’ MSL.
Tree 2037’ from DER, 303’ left of centerline, 46’ AGL/988’ MSL.
Tree 2039’ from DER, 514’ left of centerline, 54’ AGL/999’ MSL.
Tree, pole beginning 2039’ from DER, 483’ left of centerline, up to 59’ AGL/1005’ MSL.
Rwy 8R, vehicle on road 11’ from DER, 502’ left of centerline, 928’ MSL.
Trees beginning 2035’ from DER, 948’ left of centerline, up to 46’ AGL/988’ MSL.
Tree 2089’ from DER, 334’ right of centerline, 53’ AGL/979’ MSL.
Rwy 26L, vehicle on road 12’ from DER, 392’ right of centerline, 937’ MSL.
Sign 87’ from DER, 440’ right of centerline, 4’ AGL/943’ MSL.
Tower, terrain beginning 124’ from DER, 339’ right of centerline, up to 962’ MSL.
Pole 754’ from DER, 670’ left of centerline, 964’ MSL.
Tree 1049’ from DER, 708’ left of centerline, 985’ MSL.
Tree 1986’ from DER, 329’ left of centerline, 975’ MSL.
Lighting 223’ from DER, 5’ right of centerline, 7’ AGL/951’ MSL.
NAVAID 340’ from DER, on centerline, 953’ MSL.
Pole, vehicle on road beginning 483’ from DER, 265’ left of centerline, up to 973’ MSL.
Pole, lighting beginning 579’ from DER, on centerline, up to 978’ MSL.
Pole 1144’ from DER, 210’ right of centerline, 981’ MSL.
Pole 1243’ from DER, 215’ right of centerline, 986’ MSL.
Tree 1671’ from DER, 698’ right of centerline, 996’ MSL.
Trees beginning 2881’ from DER, 672’ right of centerline, up to 1030’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 6 15JUN00 (00167) (FAA)
Rwy 7, 2100-5 or std. with a min. climb of 290’ per NM to 2900.
Rwy 25, climbing left turn.
All aircraft continue climb to 6000 (or assigned altitude) via CMA R-249 to SQUID INT. Aircraft departing SQUID INT 040° CW 300° climb on course. All others continue climb in SQUID holding pattern (hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300.
TAKEOFF OBSTACLE NOTES:
Rwy 7, 59’ AGL tree 52’ from DER, 501’ left of centerline.

OXNARD, CA
OXNARD (OXR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 15JUN00 (00167) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 2100-5 or std. with a min. climb of 290’ per NM to 2600.
DEPARTURE PROCEDURE:
Rwy 7, climbing left turn.
Rwy 25, climb runway heading.
All aircraft continue climb to 6000 (or assigned altitude) via CMA R-249 to SQUID INT. Aircraft departing SQUID INT 040° CW 300° climb on course. All others continue climb in SQUID holding pattern (hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300.
TAKEOFF OBSTACLE NOTES:
Rwy 7, 59’ AGL tree 52’ from DER, 501’ left of centerline.

PALM SPRINGS, CA
BERMUDA DUNES (UDD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15SEP16 (16259) (FAA)
DEPARTURE PROCEDURE:
Use BERMUDA DUNES DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PALM SPRINGS, CA (CON’T)

JACQUELINE COCHRAN RGNL (TRM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:
- Rwy 12, std. w/min. climb of 364' per NM to 3400.
- Rwy 17, std. w/min. climb of 374' per NM to 3400.
- Rwy 30, std. w/min. climb of 340' per NM to 3400.
- Rwy 35, std. w/min. climb of 402' per NM to 3400.

DEPARTURE PROCEDURE:
- Rwy 12, climbing right turn to intercept TRM VORTAC R-136 to MECCA, thence...
- Rwy 17, climbing left turn heading 100° to intercept TRM VORTAC R-136 to MECCA, thence...
- Rwy 30, 35, climbing right turn heading 180° to intercept TRM VORTAC R-136 to MECCA, thence...

...aircraft departing MECCA on TRM VORTAC R-101 CW R-139, climb on course. All others turn left direct TRM VORTAC and climb in TRM VORTAC holding pattern (hold east, right turns, 289° inbound) until reaching MEA/MCA for route of flight. DME required.

TAKEOFF OBSTACLE NOTES:
- Rwy 12, tree 52’ from DER, 495’ left of centerline, 14’ AGL/-117’ MSL.
- Tree 131’ from DER, 455’ right of centerline, 20’ AGL/-111’ MSL.
- Windsock 195’ from DER, 444’ left of centerline, 22’ AGL/-109’ MSL.
- Tree 623’ from DER, 403’ right of centerline, 18’ AGL/-113’ MSL.
- Tree 1427’ from DER, 441’ right of centerline, 6’ AGL/-129’ MSL.
- Tree 82’ from DER, 188’ right of centerline, 18’ AGL/-117’ MSL.
- Tree 168’ from DER, 432’ left of centerline, 18’ AGL/-117’ MSL.
- Tree 235’ from DER, 429’ left of centerline, 16’ AGL/-119’ MSL.
- Rwy 30, tree 52’ from DER, 150’ left of centerline, 24’ AGL/-112’ MSL.
- Tree 104’ from DER, 496’ right of centerline, 26’ AGL/-112’ MSL.
- Tree 145’ from DER, 458’ left of centerline, 20’ AGL/-110’ MSL.
- Tree 258’ from DER, 281’ left of centerline, 19’ AGL/-97’ MSL.
- Tree 701’ from DER, 278’ right of centerline, 22’ AGL/-94’ MSL.
- Tree 896’ from DER, 223’ left of centerline, 26’ AGL/-90’ MSL.
- Windsock 54’ from DER, 190’ right of centerline, 8’ AGL/-107’ MSL.
- Tree 102’ from DER, 258’ right of centerline, 19’ AGL/-96’ MSL.
- Tree 196’ from DER, 295’ right of centerline, 18’ AGL/-97’ MSL.
- Tree 318’ from DER, 372’ right of centerline, 31’ AGL/-84’ MSL.
- Tree 445’ from DER, 418’ left of centerline, 18’ AGL/-97’ MSL.
- Tree 464’ from DER, 337’ left of centerline, 14’ AGL/-101’ MSL.
- Tree 657’ from DER, 265’ right of centerline, 22’ AGL/-93’ MSL.
- Tree 1778’ from DER, 964’ left of centerline, 93’ AGL/-22’ MSL.

PALM SPRINGS INTL (PSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 27JUN13 (13178) (FAA)

TAKEOFF MINIMUMS:
- Rwy 13L, minimum climb of 440’ per NM to 2300’ or 5900-3 for climb in visual conditions.
- Rwy 13R, minimum climb of 422’ per NM to 2300’ or 5900-3 for climb in visual conditions.
- Rwy 31L, minimum climb of 386’ per NM to 4500’ or 5900-3 for climb in visual conditions.
- Rwy 31R, minimum climb of 405’ per NM to 4500’ or 5900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
- Rwy’s 13L/R, climbing left turn heading 090° to intercept TRM R-304 to TRM VORTAC or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ...
- Rwy’s 31L/R, climbing right turn direct PSP VORTAC thence ..., or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ...

... via PSP R-124 and TRM R-304 to TRM VORTAC.

All Rwys if not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern (hold E, right turns, 289° inbound) until reaching MEA/MCA for assigned route of flight. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
- Rwy 13L, trees beginning 299’ from DER, 530’ left of centerline, up to 66’ AGL/465’ MSL.
- HGR 935’ from DER, 552’ left of centerline, 31’ AGL/440’ MSL.
- Rwy 13R, trees beginning 1170’ from DER, 239’ right of centerline, up to 100’ AGL/599’ MSL.
- Poles beginning 815’ from DER, 209’ right of centerline, up to 44’ AGL/433’ MSL.
- Light 843’ from DER, 441’ right of centerline, 38’ AGL/427’ MSL.
- Antenna 1642’ from DER, 26’ right of centerline, 53’ AGL/442’ MSL.
- Rwy 31L, poles beginning 1641’ from DER, 125’ right of centerline, up to 31’ AGL/550’ MSL.
- Towers beginning 2418’ from DER, 402’ left of centerline, up to 59’ AGL/560’ MSL.
- Tree 3016’ from DER, 66’ right of centerline, 43’ AGL/562’ MSL.
- Rwy 31R, multiple trees and bushes beginning 305’ from DER, 233’ right of centerline, up to 48’ AGL/507’ MSL.
- Vent on building 919’ from DER, 399’ right of centerline, 15’ AGL/474’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Palm Springs, CA (Con’t)
Palm Springs Intl (PSP) (Con’t)
Diverse vector area (radar vectors)
Orig 12Nov15 (15316) (FAA)

Rwy 13L, heading as assigned by ATC; requires minimum climb of 310’ per NM to 4800.
Rwy 13R, heading as assigned by ATC; requires minimum climb of 340’ per NM to 2700.
Rwy 31L, heading as assigned by ATC; requires minimum climb of 480’ per NM to 7000.

Palmdale, CA
Palmdale USAF Plant 42 (PMD)
Takeoff minimums and (obstacle) departure procedures
Amdt 2 03Jun10 (10154) (FAA)

Takeoff minimums:
Rwy 22, std. with a min. climb of 300’ per NM to 3800 or 1300-3 for climb in visual conditions.
Departure Procedure:
Rwys 4, 7, climbing left turn intercept Pmd Vortac R-298 to cross Fisch Int at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in Fisch Int holding pattern (hold Southeast, left turns, 298° inbound) to cross Fisch Int at or above 6500 or MCA for route of flight.
Rwy 22, climbing right turn intercept Pmd Vortac R-298 to cross Fisch Int at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in Fisch Int holding pattern (hold Southeast, left turns, 298° inbound) to cross Fisch Int at or above 3700 then via Pmd Vortac R-298 to cross Fisch Int at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in Fisch Int holding pattern (hold Southeast, left turns, 298° inbound) to cross Fisch Int at or above 6500 or MCA for route of flight.
Rwy 25, climbing right turn intercept Pmd Vortac R-298 to cross Fisch Int at or above MEA/MCA for route, if not at MEA/MCA continue climb in Fisch Int holding pattern (hold Southeast, left turns, 298° inbound) to cross Fisch Int at or above 6500 or MCA for route of flight.

Takeoff obstacle notes:
Rwy 25, tree 2395’ from DER 986’ left of centerline, 100’ AGL/2659’ MSL.

Paso Robles, CA
Paso Robles Munl (PRB)
Takeoff minimums and (obstacle) departure procedures
Amdt 2A 19May22 (22139) (FAA)
Departure procedure:
Use Paso Robles departure.
Takeoff obstacle notes:
Rwy 1, lighting 9’ from DER, 115’ right of centerline, 804’ MSL.
Lighting 10’ from DER, 113’ left of centerline, 805’ MSL.
Tree 301’ from DER, 425’ left of centerline, 812’ MSL.
Rwy 13, pole 34’ from DER, 29’ left of centerline, 840’ MSL.
Trees, pole beginning 766’ from DER, 395’ left of centerline, up to 900’ MSL.
Trees beginning 1656’ from DER, 389’ left of centerline, up to 906’ MSL.
Trees beginning 1746’ from DER, 13’ left of centerline, up to 910’ MSL.
Tree 1948’ from DER, 1’ right of centerline, 907’ MSL.
Trees beginning 2045’ from DER, 56’ left of centerline, up to 911’ MSL.
Trees beginning 2256’ from DER, 409’ left of centerline, up to 915’ MSL.
Tree 2581’ from DER, 511’ left of centerline, 917’ MSL.
Trees beginning 2601’ from DER, 635’ left of centerline, up to 923’ MSL.
Tree 3261’ from DER, 856’ left of centerline, 932’ MSL.
Tree 3860’ from DER, 952’ left of centerline, 944’ MSL.
Tree 3961’ from DER, 784’ left of centerline, 950’ MSL.
Rwy 19, pole 10’ from DER, 39’ left of centerline, 815’ MSL.
Tree 992’ from DER, 705’ left of centerline, 851’ MSL.
Trees beginning 1098’ from DER, 618’ left of centerline, up to 876’ MSL.
Rwy 31, wind indicator 78’ from DER, 334’ right of centerline, 823’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)
OXNARD, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31DEC20 (20366) (USN)
DEPARTURE PROCEDURE:
 Rwy 3, diverse departures authorized 220° to 270° CW. Right turns on departure NA. Turn left to assigned hdg within 3 DME of NTD TACAN. Do not exceed 300K until established on assigned hdg.
 Rwy 9, diverse departures NA.
 Rwy 21, diverse departures authorized 140° to 290°.
 Rwy 27, diverse departures authorized 140° to 290° CW. Right turns on departure NA. Turn left to assigned hdg. Do not exceed 310K until established on assigned hdg.
CAUTION: Mountainous terrain NW thru SE.
TAKEOFF OBSTACLE NOTES:
 Rwy 3, trees 2921' from DER, 1197' left of cntrln, 90' MSL.
 Twr 3006' from DER, 1235' left of cntrln, 90' MSL.
 Rwy 27, DASR antenna 960' from DER, 983' right of cntrln, 56' AGL/66' MSL.
Pole 1318' from DER, 582' right of cntrln, 44' MSL.

RAMONA, CA
RAMONA (RNM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 25JUL13 (13206) (FAA)
TAKEOFF MINIMUMS:
 Rwy 9, std. w/ min. climb of 500' per NM to 4000, or 3800-3 for climb in visual conditions.
 Rwy 27, std. w/ min. climb of 332' per NM to 2600, or 3800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
 Rwy 9, climb via heading 088° to 4000, then climbing left turn via heading 330° and JLI VORTAC R-263/OCN VORTAC R-083 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
 Rwy 27, climb via heading 268° to 2600, then climbing right turn via PGY VORTAC R-336 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
 Rwy 9, sign 23' from DER, 178' left of centerline, 9' AGL/1399' MSL.
 Tree 94' from DER, 343' right of centerline, 20' AGL/1403' MSL.
 Trees beginning 2468' from DER, 180' right of centerline, up to 100' AGL/1539' MSL.
 Trees beginning 2637' from DER, 305' left of centerline, up to 100' AGL/1487' MSL.
 Trees 1.85 NM from DER, 92' left of centerline, up to 100' AGL/1719' MSL.

REDLANDS, CA
REDLANDS MUNI (REI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 07OCT21 (21280) (FAA)
TAKEOFF MINIMUMS:
 Rwy 8, NA-Terrain.
 Rwy 26, 1700-2 or std. w/min. climb of 300' per NM to 4000.
DEPARTURE PROCEDURE:
 Rwy 26, climbing left turn direct PDZ VORTAC. Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue to PDZ VORTAC holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above, R-281 CW R-090, 7700 and continue climb on course; R-141 CW R-230, 4900 and continue climb on course.
TAKEOFF OBSTACLE NOTES:
 Rwy 26, vegetation 16' from DER, 278' left of centerline, 1477' MSL.
 Tree 1114' from DER, 229' left of centerline, 1502' MSL.
 Tree 1268' from DER, 289' left of centerline, 1506' MSL.
RIVERSIDE, CA
RIVERSIDE MUNI (RAL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 12 31DEC20 (20366) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, NA - Terrain.
DEPARTURE PROCEDURE:
Rwys 9, 27, 34, use RIVERSIDE DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain 4’ from DER, 497’ left of centerline, 836’ MSL.
Fence, vegetation, terrain beginning 77’ from DER, 496’ left of centerline, up to 843’ MSL.
Tree beginning 989’ from DER, 594’ right of centerline, up to 867’ MSL.
Rwy 27, terrain 600’ from DER, 548’ right of centerline, 786’ MSL.
Pole 609’ from DER, 484’ left of centerline, 40’ AGL/783’ MSL.
Pole 758’ from DER, 680’ right of centerline, 41’ AGL/790’ MSL.
Tree 1073’ from DER, 650’ left of centerline, 803’ MSL.
Rwy 34, building 29’ from DER, 306’ right of centerline, 13’ AGL/800’ MSL.
Poles, trees, buildings beginning 62’ from DER, 200’ right of centerline, up to 811’ MSL.
Building 62’ from DER, 350’ left of centerline, 35’ AGL/796’ MSL.
Pole 300’ from DER, 287’ left of centerline, 38’ AGL/799’ MSL.
Tree 543’ from DER, 291’ left of centerline, 814’ MSL.
Tree, building beginning 829’ from DER, 420’ right of centerline, up to 854’ MSL.
Rwy 24, climbing left turn.
All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

RIVERSIDE/RUBIDOUX, CA
FLABOB (RIR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUN11 (11181) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 670’ per NM to 4000 or 400-2 w/min. climb of 480’ per NM to 4000 or 2100-3 for climb in visual conditions.
Rwy 24, std. w/min. climb of 630’ per NM to 3000 or 800-2½ w/min. climb of 305’ per NM to 4600 or 2100-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 6, climb via heading 064° to 4000 then right turn direct PDZ VORTAC, or for climb in visual conditions cross Flabob Airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC.
Rwy 24, climb via heading 244° and PDZ R-031 to PDZ VORTAC, or for climb in visual conditions cross Flabob airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC.
All aircraft climb in PDZ VORTAC holding pattern (hold East, right turns, 258° inbound) to cross PDZ VORTAC at or above MEA for direction of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 3763’ from DER, 1152’ right of centerline, up to 40’ AGL/1119’ MSL.
Rwy 24, antenna on tank 6193’ from DER, 2057’ right of centerline, 38’ AGL/1119’ MSL.
Trees beginning 2494’ from DER, 434’ right of centerline, up to 40’ AGL/1519’ MSL.
Pole 6261’ from DER, 1950’ right of centerline, 30’ AGL/1230’ MSL.
Building 1.52 NM from DER, 1154’ right of centerline, up to 29’ AGL/1369’ MSL.
Antenna on tank 1.26 NM from DER, 2047’ right of centerline, 54’ AGL/1254’ MSL.
Tank 4043’ from DER, 794’ right of centerline, 66’ AGL/961’ MSL.
Tree 1.79 NM from DER, 434’ right of centerline, 58’ AGL/1138’ MSL.

SAN BERNARDINO, CA
SAN BERNARDINO INTL (SBD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09DEC93 (93343) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, CAT A, B 2100-2 or std. with a min. climb of 340’ per NM to 3700. CAT C, D 3100-2 or std. with a min. climb of 480’ per NM to 4600.
DEPARTURE PROCEDURE:
Rwy 6, climbing right turn.
Rwy 24, climbing left turn.
All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 23FEB23 (23054) (FAA)
Rwy 24, heading as assigned by ATC; requires min. climb of 310’ to 2600.
SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)
SAN CLEMENTE ISLAND, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
25APR19 (19115)
DEPARTURE PROCEDURE:
Rwy 6, diverse departures authorized 235° to 092° CW.
Rwy 24, diverse departures authorized 162° to 055° CW.
TAKEOFF OBSTACLE NOTES:
Rwy 6, terrain 958’ from DER, 613’ right of cntrln, 199’ MSL.

SAN DIEGO, CA
BROWN FLD MUNI (SDM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 03JUN10 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 8L, std. w/min. climb of 570’ per NM to 3100.
Rwys 8R, 26L, NA-ATC.
DEPARTURE PROCEDURE:
Rwy 8L, climbing left turn, thence...
Rwy 26R, climbing right turn, thence...
...via heading 280° to intercept MZB R-160 to MZB VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 26R, tree 1284’ from DER, 778’ left of centerline, 52’ AGL/561’ MSL.

MONTGOMERY-GIBBS EXEC (MYF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 08NOV18 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, NA-Environmental.
DEPARTURE PROCEDURE:
Rwys 10L/R, climbing right turn.
Rwys 28L/R, climbing left turn.
All aircraft, climb direct to MZB VORTAC. Aircraft departing MZB VORTAC R-090 CW R-360 climb on course. All others climb in MZB holding pattern (hold west, right turns, 075° inbound) to cross MZB VORTAC at or above 2300.
TAKEOFF OBSTACLE NOTES:
Rwy 23, trees beginning 958’ from DER, 549’ left of centerline, up to 456’ MSL.
Tree 1070’ from DER, 719’ left of centerline, 458’ MSL.
Tree 1093’ from DER, 558’ right of centerline, 62’ AGL/468’ MSL.
Tree 1152’ from DER, 532’ left of centerline, 459’ MSL.
Trees beginning 1165’ from DER, 531’ left of centerline, up to 473’ MSL.
Trees beginning 1255’ from DER, 125’ right of centerline, up to 472’ MSL.
Trees, vehicles on road beginning 1560’ from DER, 79’ right of centerline, up to 81’ AGL/483’ MSL.
Tree 1824’ from DER, 189’ left of centerline, 87’ AGL/485’ MSL.
Tree, pole beginning 1854’ from DER, 131’ right of centerline, up to 86’ AGL/485’ MSL.
Trees beginning 1954’ from DER, 22’ right of centerline, up to 95’ AGL/489’ MSL.
Trees, antenna beginning 1955’ from DER, 333’ left of centerline, up to 493’ MSL.
Tree 2400’ from DER, 867’ left of centerline, 500’ MSL.
Transmission lines, trees beginning 2618’ from DER, 414’ left of centerline, up to 102’ AGL/529’ MSL.
Tree 2703’ from DER, 831’ right of centerline, 491’ MSL.
Trees beginning 2732’ from DER, 321’ right of centerline, up to 74’ AGL/495’ MSL.
Transmission lines, poles, tree beginning 2786’ from DER, 17’ right of centerline, up to 106’ AGL/535’ MSL.
Transmission line, trees beginning 2986’ from DER, 15’ right of centerline, up to 114’ AGL/548’ MSL.
Rwy 10L, vegetation 48’ from DER, 495’ right of centerline, 430’ MSL.
Vegetation beginning 88’ from DER, 76’ left of centerline, up to 7’ AGL/434’ MSL.
Trees beginning 209’ from DER, 493’ left of centerline, up to 8’ AGL/439’ MSL.
Tree 826’ from DER, 680’ left of centerline, 478’ MSL.
Trees beginning 832’ from DER, 632’ right of centerline, up to 45’ AGL/466’ MSL.
Trees beginning 951’ from DER, 671’ left of centerline, up to 479’ MSL.
Trees beginning 1063’ from DER, 578’ right of centerline, up to 55’ AGL/472’ MSL.
Trees beginning 1149’ from DER, 492’ right of centerline, up to 77’ AGL/493’ MSL.
Trees beginning 1610’ from DER, 677’ left of centerline, up to 69’ AGL/498’ MSL.
Trees beginning 1728’ from DER, 664’ left of centerline, up to 501’ MSL.
Rwy 10R, lighting 39’ from DER, 69’ left of centerline, 3’ AGL/423’ MSL.
Electrical system 40’ from DER, 65’ left of centerline, 6’ AGL/426’ MSL.
Building, tree beginning 233’ from DER, 106’ right of centerline, up to 441’ MSL.
Tree, vegetation beginning 284’ from DER, 230’ left of centerline, up to 433’ MSL.
Tree 1039’ from DER, 719’ right of centerline, 462’ MSL.
Trees beginning 1135’ from DER, 670’ right of centerline, 456’ MSL.
Tree 1183’ from DER, 805’ right of centerline, 476’ MSL.
Trees beginning 1247’ from DER, 582’ right of centerline, up to 479’ MSL.
Trees beginning 1536’ from DER, 342’ right of centerline, up to 482’ MSL.
Trees beginning 1925’ from DER, 86’ right of centerline, up to 88’ AGL/497’ MSL.
Trees beginning 2808’ from DER, 1186’ left of centerline, up to 69’ AGL/498’ MSL.

CON’T
SAN DIEGO, CA (CON’T)
MONTGOMERY-GIBBS EXEC (MYF) (CONT’)

Rwy 28L, sign, vegetation beginning 1’ from DER, 247’ right of centerline, up to 2’ AGL/415’ MSL.
Sign beginning 12’ from DER, 125’ left of centerline, up to 2’ AGL/418’ MSL.

Vehicles on heliport ramp 523’ from DER, 523’ left of centerline, up to 429’ MSL.
Antenna 788’ from DER, 570’ left of centerline, 450’ MSL.

Trees, sign beginning 903’ from DER, 8’ left of centerline, up to 461’ MSL.
Trees, pole beginning 954’ from DER, 263’ right of centerline, up to 53’ AGL/460’ MSL.

Trees, building beginning 1265’ from DER, 135’ right of centerline, up to 59’ AGL/470’ MSL.
Tree 1349’ from DER, 546’ left of centerline, 464’ MSL.

Tree 1405’ from DER, 496’ right of centerline, 62’ AGL/473’ MSL.
Tree 1513’ from DER, 541’ left of centerline, 467’ MSL.

Trees, tower beginning 1676’ from DER, 224’ right of centerline, up to 474’ MSL.

Tree 2034’ from DER, 236’ right of centerline, 67’ AGL/475’ MSL.

Trees beginning 2092’ from DER, 174’ right of centerline, up to 68’ AGL/477’ MSL.

Rwy 28R, sign 11’ from DER, 251’ left of centerline, 2’ AGL/415’ MSL.
Pole 594’ from DER, 615’ right of centerline, 449’ MSL.

Pole, sign beginning 735’ from DER, 323’ right of centerline, up to 450’ MSL.
Trees, poles beginning 862’ from DER, 253’ right of centerline, up to 469’ MSL.

Trees beginning 988’ from DER, 215’ left of centerline, up to 33’ AGL/444’ MSL.

Tree 1006’ from DER, 507’ left of centerline, 451’ MSL.

Trees, poles beginning 1206’ from DER, 17’ right of centerline, up to 64’ AGL/475’ MSL.

Trees beginning 1278’ from DER, 12’ left of centerline, up to 56’ AGL/467’ MSL.

Sign, tree, building beginning 1303’ from DER, 26’ right of centerline, up to 62’ AGL/483’ MSL.
Sign, trees beginning 1324’ from DER, 12’ right of centerline, up to 68’ AGL/488’ MSL.

Trees, tower beginning 1406’ from DER, 2’ left of centerline, up to 62’ AGL/473’ MSL.

Trees, building beginning 1487’ from DER, 319’ right of centerline, up to 71’ AGL/493’ MSL.

Tree 2034’ from DER, 263’ left of centerline, 67’ AGL/475’ MSL.

Trees beginning 2092’ from DER, 290’ left of centerline, up to 68’ AGL/477’ MSL.

SAN DIEGO INTL (SAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9A 16MAY24 (24193) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 400-1½ w/min climb of 290’/NM to 900.
Rwy 27, 400-2½ or std w/min climb of 369’/NM to 500.

DEPARTURE PROCEDURE:
Rwy 9, climb on heading 095° to 900 then climbing left turn direct MZB VORTAC, thence...
Rwy 27, climb on heading 275° to 900, then climbing right turn direct MZB VORTAC, thence...

...aircraft departing MZB VORTAC R-180 CW R-360 climb on course. All others climb in MZB VORTAC holding pattern (hold w. right turn, 075° inbound) to cross MZB VORTAC at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain 13’ from DER, 91’ left of centerline, 17’ MSL.
Fence 14’ from DER, 269’ left of centerline, 14’ AGL/35’ MSL.
Pole, building beginning 21’ from DER, 415’ right of centerline, up to 35’ AGL/50’ MSL.

Poles, fence, trees, pole, trees, pole beginning 32’ from DER, 2’ left of centerline, up to 33’ AGL/55’ MSL.

Trees, buildings, fence, traverse way, poles beginning 74’ from DER, 7’ right of centerline, up to 40’ AGL/54’ MSL.

Signs, traverse way, poles, fence, buildings beginning 268’ from DER, on and left of centerline, up to 57’ AGL/80’ MSL.

Trees, traverse way, buildings, poles, sign beginning 388’ from DER, 10’ right of centerline, up to 46’ AGL/61’ MSL.
Poles, signs, buildings, trees, traverse way, fence beginning 524’ from DER, 2’ left of centerline, up to 47’ AGL/82’ MSL.

Building, traverse way, poles, sign, tree beginning 660’ from DER, 26’ left of centerline, up to 40’ AGL/86’ MSL.

Trees, buildings, traverse way beginning 684’ from DER, on centerline, up to 54’ AGL/71’ MSL.

Trees, poles, traverse way beginning 722’ from DER, 77’ left of centerline, up to 53’ AGL/96’ MSL.

Trees, traverse way, buildings, poles, signs, fence beginning 779’ from DER, 5’ right of centerline, up to 80’ AGL/98’ MSL.

Poles, tree, buildings beginning 816’ from DER, 69’ left of centerline, up to 107’ MSL.

Trees, poles, tower, buildings, traverse way, signs, fence beginning 869’ from DER, 5’ left of centerline, up to 129’ MSL.

Electrical system, trees, fence, buildings beginning 1394’ from DER, 9’ left of centerline, up to 44’ AGL/138’ MSL.

Trees, fence, sign, buildings, traverse way, poles beginning 1555’ from DER, 7’ left of centerline, up to 149’ MSL.

Buildings, pole, trees, fence, sign beginning 1558’ from DER, 5’ right of centerline, up to 99’ AGL/135’ MSL.

Crane, trees, buildings, poles, fence, traverse way, signs beginning 1628’ from DER, on centerline, up to 166’ MSL.

Tree 1708’ from DER, 771’ left of centerline, 154’ MSL.

Trees, traverse way, sign, buildings, fence, pole beginning 1714’ from DER, 20’ left of centerline, up to 180’ MSL.

Trees, traverse way, building, fence, poles, transmission line, electrical system beginning 1904’ from DER, 11’ left of centerline, up to 196’ MSL.

Trees, fence, buildings, poles beginning 2133’ from DER, 5’ left of centerline, up to 204’ MSL.

Trees, poles, buildings, fence beginning 2314’ from DER, 1’ left of centerline, up to 231’ MSL.

Trees, poles, fence, buildings, transmission line, electrical system, traverse way beginning 2577’ from DER, 2’ left of centerline, up to 281’ MSL.

Trees, fence, buildings beginning 2673’ from DER, 46’ right of centerline, up to 181’ MSL.

Trees, signs, buildings, poles, fence, traverse way beginning 2723’ from DER, on and right of centerline, up to 187’ MSL.

Poles, trees, sign, fence, buildings beginning 2959’ from DER, 6’ right of centerline, up to 43’ AGL/188’ MSL.

Buildings, poles, fence, trees, traverse way beginning 3055’ from DER, 14’ right of centerline, up to 196’ MSL.

CON’T
SAN DIEGO, CA (CON’T)

SAN DIEGO INTL (SAN) (CON’T)

Rwy 9 (CON’T), buildings, trees, fence beginning 3186’ from DER, 22’ right of centerline, up to 212’ MSL.

Trees, buildings, fence, transmission line, poles, traverse way beginning 3212’ from DER, 1’ left of centerline, up to 286’ MSL.

Transmission lines, buildings, trees, fence, poles, traverse way beginning 3233’ from DER, 6’ right of centerline, up to 54’ AGL/218’ MSL.

Trees, sign, poles, fence, buildings, transmission line, traverse way beginning 3439’ from DER, 4’ left of centerline, up to 292’ MSL.

Trees, fence, poles, buildings, traverse way beginning 3550’ from DER, 4’ left of centerline, up to 297’ MSL.

Buildings, poles, buildings, fence beginning 3634’ from DER, 43’ right of centerline, up to 220’ MSL.

Buildings, fence, trees beginning 3731’ from DER, 67’ right of centerline, up to 222’ MSL.

Buildings, trees, fence, pole beginning 3757’ from DER, 3’ right of centerline, up to 48’ AGL/224’ MSL.

Trees, poles, buildings, fence, traverse way, transmission line, sign beginning 3765’ from DER, 4’ left of centerline, up to 299’ MSL.

Buildings, poles, buildings, fence beginning 3841’ from DER, 3’ right of centerline, up to 230’ MSL.

Trees, pole beginning 3915’ from DER, 94’ right of centerline, up to 235’ MSL.

Trees, buildings, signs, fence, buildings, transmission line beginning 3919’ from DER, 9’ right of centerline, up to 237’ MSL.

Buildings, buildings beginning 4060’ from DER, 5’ right of centerline, up to 253’ MSL.

Buildings, traverse way, fence, poles, trees beginning 4070’ from DER, 3’ left of centerline, up to 303’ MSL.

Buildings, buildings, poles, fence, traverse way beginning 4071’ from DER, 2’ right of centerline, up to 264’ MSL.

Buildings, poles, fence, traverse way, trees, sign beginning 4190’ from DER, 7’ left of centerline, up to 310’ MSL.

Buildings, trees, fence, poles beginning 4376’ from DER, 239’ left of centerline, up to 117’ AGL/364’ MSL.

Buildings, trees, fence, traverse way, sign, poles, terrain beginning 4410’ from DER, 2’ left of centerline, up to 128’ AGL/389’ MSL.

Buildings, tree, pole beginning 4414’ from DER, 114’ right of centerline, up to 293’ MSL.

Buildings, trees, fence, poles, traverse way, transmission line, tower beginning 4433’ from DER, on centerline, up to 165’ AGL/296’ MSL.

Trees, sign, buildings, poles, traverse way beginning 5159’ from DER, 3’ right of centerline, up to 105’ AGL/300’ MSL.

Buildings beginning 6023’ from DER, 1007’ right of centerline, up to 224’ AGL/370’ MSL.

Buildings beginning 1 NM from DER, 1542’ right of centerline, up to 287’ AGL/401’ MSL.

Trees, poles, buildings beginning 1.1 NM from DER, 159’ left of centerline, up to 398’ MSL.

Buildings, trees beginning 1.3 NM from DER, 532’ left of centerline, up to 405’ MSL.

Trees, tank, smokestack beginning 1.4 NM from DER, 1066’ left of centerline, up to 351’ MSL.

Rwy 27, traverse way, building beginning 8’ from DER, 317’ right of centerline, up to 28’ MSL.

Poles, traverse way beginning 191’ from DER, 321’ right of centerline, up to 17’ AGL/29’ MSL.

NAVAID 284’ from DER, 317’ left of centerline, 19’ AGL/28’ MSL.

Fence 580’ from DER, 547’ left of centerline, 20’ AGL/29’ MSL.

Tree 599’ from DER, 590’ right of centerline, 19’ AGL/31’ MSL.

Trees, building beginning 614’ from DER, 108’ right of centerline, up to 37’ AGL/47’ MSL.

Trees beginning 812’ from DER, 381’ left of centerline, up to 43’ MSL.

Tree 888’ from DER, 446’ right of centerline, 49’ MSL.

Tree 915’ from DER, 614’ left of centerline, 44’ MSL.

Tree 945’ from DER, 717’ left of centerline, 52’ MSL.

Trees beginning 1019’ from DER, 623’ right of centerline, up to 74’ MSL.

Tree 2225’ from DER, 1030’ right of centerline, 91’ MSL.

Trees beginning 2317’ from DER, 925’ right of centerline, 95’ MSL.

Trees beginning 2320’ from DER, 354’ right of centerline, up to 113’ MSL.

Tree 2456’ from DER, 873’ left of centerline, 81’ MSL.

Pole, trees beginning 2515’ from DER, 79’ left of centerline, up to 103’ AGL/118’ MSL.

Trees beginning 2957’ from DER, 897’ right of centerline, up to 134’ MSL.

Trees, pole beginning 3118’ from DER, 258’ right of centerline, up to 149’ MSL.

Trees, poles, tower beginning 3485’ from DER, 14’ right of centerline, up to 175’ MSL.

Trees beginning 3669’ from DER, 124’ left of centerline, up to 128’ MSL.

Trees beginning 3666’ from DER, 91’ left of centerline, up to 135’ MSL.

Tree 3728’ from DER, 247’ left of centerline, 136’ MSL.

Trees beginning 3746’ from DER, 190’ left of centerline, up to 138’ MSL.

Trees, poles beginning 4112’ from DER, 5’ right of centerline, up to 178’ MSL.

Trees beginning 4248’ from DER, 25’ left of centerline, up to 75’ AGL/150’ MSL.

Trees, poles, buildings beginning 4440’ from DER, 4’ right of centerline, up to 111’ AGL/199’ MSL.

Trees, poles beginning 4516’ from DER, 346’ left of centerline, up to 153’ MSL.

Trees, buildings, poles beginning 4631’ from DER, 28’ left of centerline, up to 167’ MSL.

Trees, poles, buildings, fence beginning 4773’ from DER, 24’ left of centerline, up to 179’ MSL.

Trees, poles, buildings, fence beginning 4965’ from DER, 186’ left of centerline, up to 184’ MSL.

Trees, buildings, pole beginning 5016’ from DER, 34’ left of centerline, up to 192’ MSL.

Trees, buildings, poles, fence, electrical system, transmission line, traverse way beginning 5048’ from DER, 1’ left of centerline, up to 237’ MSL.

Trees, buildings beginning 5593’ from DER, 57’ right of centerline, up to 209’ MSL.

Trees, poles, buildings beginning 5628’ from DER, 17’ right of centerline, up to 211’ MSL.

Trees, buildings, poles beginning 5693’ from DER, on centerline, up to 227’ MSL.

Trees, buildings, poles beginning 5948’ from DER, 76’ right of centerline, up to 228’ MSL.

Trees, poles beginning 6043’ from DER, 148’ left of centerline, up to 259’ MSL.

Trees, poles, buildings, fence beginning 6055’ from DER, 15’ right of centerline, up to 230’ MSL.

CON’T
SAN DIEGO, CA (CON’T)
SAN DIEGO INTL (SAN) (CON’T)
Rwy 27 (CON’T), trees, buildings, poles, utility building, fence, electrical system, transmission line beginning 1 NM from DER, 2’ left of centerline, up to 260’ MSL.

Trees, pole, transmission line, building beginning 1 NM from DER, 37’ right of centerline, up to 248’ MSL.

Trees, pole, building beginning 1.1 NM from DER, 17’ right of centerline, up to 250’ MSL.

Trees beginning 1.4 NM from DER, 1957’ left of centerline, up to 292’ MSL.

Trees, pole beginning 1.5 NM from DER, 2076’ left of centerline, up to 302’ MSL.

Trees beginning 1.7 NM from DER, 2448’ left of centerline, up to 309’ MSL.

Trees beginning 1.9 NM from DER, 2863’ left of centerline, up to 333’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 20AUG15 (15232) (FAA)
Rwy 27, headings as assigned by ATC; requires minimum climb of 360’ per NM to 800.

SAN DIEGO/EL CAJON, CA
GILLESPIE FLD (SEE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 22APR21 (21168) (FAA)
DEPARTURE PROCEDURE:
Use MISSION BAY DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 9L, terrain 11’ from DER, 202’ left of centerline, 395’ MSL.
Terrain 189’ from DER, 236’ left of centerline, 398’ MSL.
Vehicle on road beginning 604’ from DER, 12’ right of centerline, up to 428’ MSL.
Sign, bridge, vehicle on road, pole beginning 739’ from DER, on centerline, up to 42’ AGL/448’ MSL.
Building, pole, transmission line, building beginning 918’ from DER, 354’ left of centerline, 24’ AGL/448’ MSL.
Tree, pole beginning 940’ from DER, 314’ left of centerline, up to 468’ MSL.
Tree 1259’ from DER, 676’ right of centerline, 451’ MSL.
Tree, pole, building, vehicle on road beginning 1287’ from DER, 4’ right of centerline, up to 480’ MSL.
Tree, building, pole beginning 1413’ from DER, 420’ left of centerline, up to 486’ MSL.
Tree, pole beginning 1423’ from DER, 176’ left of centerline, up to 499’ MSL.
Tree 1630’ from DER, 620’ left of centerline, 519’ MSL.
Tree, pole beginning 1634’ from DER, 8’ left of centerline, up to 522’ MSL.
Poles beginning 2125’ from DER, 39’ right of centerline, up to 42’ AGL/485’ MSL.
Pole 2226’ from DER, 19’ right of centerline, 43’ AGL/488’ MSL.
Poles, trees beginning 2333’ from DER, 55’ right of centerline, up to 509’ MSL.
Tree, pole, transmission line beginning 2601’ from DER, 1’ left of centerline, up to 530’ MSL.
Trees, transmission line, poles, building beginning 2949’ from DER, 88’ left of centerline, up to 566’ MSL.
Tree, pole beginning 3042’ from DER, 26’ right of centerline, up to 532’ MSL.
Poles beginning 3611’ from DER, 246’ left of centerline, up to 44’ AGL/575’ MSL.
Poles, transmission line beginning 3802’ from DER, 119’ left of centerline, up to 43’ AGL/583’ MSL.
Poles, transmission line beginning 3920’ from DER, 38’ left of centerline, up to 43’ AGL/589’ MSL.
Poles, pole, transmission line beginning 4371’ from DER, 362’ left of centerline, up to 62’ AGL/594’ MSL.
Poles beginning 4389’ from DER, 131’ right of centerline, up to 45’ AGL/533’ MSL.
Tree, pole beginning 4443’ from DER, 14’ left of centerline, up to 624’ MSL.
Pole 4576’ from DER, 53’ right of centerline, 45’ AGL/541’ MSL.
Poles, poles beginning 4720’ from DER, 102’ right of centerline, up to 50’ AGL/545’ MSL.
Transmission line, pole beginning 5111’ from DER, 246’ right of centerline, up to 55’ AGL/548’ MSL.
Poles beginning 5145’ from DER, 340’ left of centerline, up to 39’ AGL/641’ MSL.
Tree, pole beginning 5412’ from DER, 5’ left of centerline, up to 654’ MSL.
Transmission line 5476’ from DER, 374’ right of centerline, 55’ AGL/552’ MSL.
Tree, pole beginning 5712’ from DER, 23’ left of centerline, up to 672’ MSL.
Poles, transmission line beginning 5782’ from DER, 67’ right of centerline, up to 628’ MSL.
Pole 1.1 NM from DER, 2123’ left of centerline, 40’ AGL/1219’ MSL.
Tower 1.1 NM from DER, 2086’ left of centerline, 60’ AGL/1236’ MSL.
Tower, poles, trees, terrain, fence, vegetation, transmission lines beginning 1.1 NM from DER, 51’ left of centerline, up to 63’ AGL/1242’ MSL.
Tree 1.1 NM from DER, 523’ right of centerline, 672’ MSL.
Pole 1.1 NM from DER, 2249’ right of centerline, 37’ AGL/689’ MSL.
Transmission line 1.2 NM from DER, 1980’ right of centerline, 38’ AGL/771’ MSL.
Poles beginning 1.2 NM from DER, 1962’ right of centerline, up to 57’ AGL/774’ MSL.
Building, pole beginning 1.2 NM from DER, 517’ right of centerline, up to 29’ AGL/813’ MSL.
Trees, poles, transmission lines beginning 1.2 NM from DER, 52’ right of centerline, up to 624’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
SAN DIEGO/EL CAJON, CA (CON’T)
GILLESPIE FLD (SEE) (CON’T)

DIVERSE VECTOR AREA (RADAR VECTORS)

Rwy 9R, pole 921’ from DER, 521’ right of centerline, 42’ AGL/432’ MSL. Vehicle on road 1544’ from DER, 404’ left of centerline, 428’ MSL. Transmission line, sign beginning 1669’ from DER, 24’ right of centerline, up to 51’ AGL/452’ MSL. Vehicle on road 1827’ from DER, 409’ left of centerline, 430’ MSL. Building 1855’ from DER, 772’ left of centerline, 24’ AGL/448’ MSL. Trees, poles beginning 1879’ from DER, 732’ left of centerline, up to 468’ MSL. Poles beginning 1900’ from DER, 67’ right of centerline, up to 60’ AGL/455’ MSL. Tower, tree beginning 2022’ from DER, 258’ right of centerline, up to 65’ AGL/459’ MSL. Trees beginning 2026’ from DER, 173’ left of centerline, 480’ MSL. Tree, pole, building beginning 2352’ from DER, 264’ left of centerline, up to 486’ MSL. Tree, pole beginning 2363’ from DER, 594’ left of centerline, up to 499’ MSL. Tree, poles beginning 2490’ from DER, 41’ right of centerline, up to 480’ MSL. Tree 2569’ from DER, 1038’ left of centerline, 519’ MSL. Trees, poles, transmission line beginning 3540’ from DER, 4’ left of centerline, up to 530’ MSL. Tree, pole beginning 3633’ from DER, 82’ right of centerline, up to 505’ MSL. Trees, poles, transmission line beginning 3888’ from DER, 45’ left of centerline, up to 566’ MSL. Poles, transmission line beginning 4572’ from DER, 259’ left of centerline, up to 38’ AGL/567’ MSL. Trees, poles, transmission line beginning 4885’ from DER, 116’ left of centerline, up to 43’ AGL/584’ MSL. Transmission line, poles beginning 5310’ from DER, 288’ left of centerline, up to 62’ AGL/594’ MSL. Tree, poles, transmission line beginning 5382’ from DER, 173’ left of centerline, up to 624’ MSL. Poles beginning 1 NM from DER, 118’ left of centerline, up to 39’ AGL/641’ MSL. Tree, poles, transmission line beginning 1 NM from DER, 44’ left of centerline, up to 654’ MSL. Trees, poles beginning 1 NM from DER, 51’ left of centerline, up to 672’ MSL. Trees, poles, transmission line beginning 1.1 NM from DER, 16’ right of centerline, up to 628’ MSL. Pole 1.2 NM from DER, 2543’ left of centerline, 40’ AGL/1219’ MSL. Tower 1.2 NM from DER, 2507’ left of centerline, 60’ AGL/1236’ MSL. Tower, trees, poles, terrain, fence, vegetation, transmission lines beginning 1.2 NM from DER, 11’ left of centerline, up to 63’ AGL/1242’ MSL. Tree 1.3 NM from DER, 103’ right of centerline, 672’ MSL. Pole 1.3 NM from DER, 1829’ right of centerline, 37’ AGL/689’ MSL. Transmission line 1.3 NM from DER, 1559’ right of centerline, 38’ AGL/771’ MSL. Poles beginning 1.3 NM from DER, 1541’ right of centerline, up to 57’ AGL/774’ MSL. Building, pole beginning 1.3 NM from DER, 97’ right of centerline, up to 29’ AGL/813’ MSL. Trees, poles, beginning 1.3 NM from DER, 193’ right of centerline, up to 824’ MSL. Rwy 17, fence 14’ from DER, 43’ right of centerline, 9’ AGL/393’ MSL. Pole 36’ from DER, 456’ right of centerline, 40’ AGL/424’ MSL. Poles, building beginning 50’ from DER, 123’ right of centerline, up to 45’ AGL/428’ MSL. Poles, buildings beginning 266’ from DER, 149’ left of centerline, up to 42’ AGL/429’ MSL. Trees, pole, building beginning 390’ from DER, 33’ right of centerline, up to 457’ MSL. Trees, pole, building beginning 970’ from DER, 57’ left of centerline, up to 470’ MSL. Tree, building beginning 1145’ from DER, 377’ right of centerline, up to 473’ MSL. Trees, building, poles beginning 1618’ from DER, 54’ left of centerline, up to 472’ MSL. Pole 1.4 NM from DER, 2367’ right of centerline, 43’ AGL/614’ MSL. Pole 1.5 NM from DER, 2346’ right of centerline, 43’ AGL/658’ MSL. Poles beginning 1.5 NM from DER, 2339’ right of centerline, up to 38’ AGL/746’ MSL. Rwy 27L, tree 1548’ from DER, 765’ right of centerline, 428’ MSL. Trees beginning 2189’ from DER, 700’ right of centerline, up to 453’ MSL. Tree 2943’ from DER, 655’ left of centerline, 441’ MSL. Tree, building beginning 3732’ from DER, 464’ left of centerline, up to 470’ MSL. Tree, pole beginning 5745’ from DER, 827’ left of centerline, up to 572’ MSL. Vegetation 1.4 NM from DER, 1507’ left of centerline, 722’ MSL. Rwy 27R, tree, poles beginning 178’ from DER, 235’ right of centerline, up to 411’ MSL. Vehicle on road 510’ from DER, 412’ left of centerline, 379’ MSL. Trees, poles beginning 525’ from DER, 38’ right of centerline, up to 453’ MSL. Pole 799’ from DER, 83’ left of centerline, 41’ AGL/390’ MSL. Trees, poles beginning 2168’ from DER, 19’ left of centerline, up to 470’ MSL. Tree, tower beginning 4080’ from DER, 978’ left of centerline, 572’ MSL. Vegetation 1.2 NM from DER, 1924’ left of centerline, 722’ MSL. Rwy 35, pole 34’ from DER, 202’ right of centerline, 21’ AGL/388’ MSL. Pole, building beginning 51’ from DER, 248’ right of centerline, up to 29’ AGL/399’ MSL. Trees, building, poles beginning 231’ from DER, 29’ right of centerline, up to 447’ MSL. Poles beginning 381’ from DER, 336’ left of centerline, up to 42’ AGL/405’ MSL. Tree 1107’ from DER, 118’ left of centerline, 408’ MSL. Transmission line 1145’ from DER, 581’ left of centerline, 427’ MSL. Tree 1486’ from DER, 293’ left of centerline, 438’ MSL. Trees beginning 1487’ from DER, 344’ left of centerline, up to 439’ MSL. DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 16OCT14 (14289) (FAA)

Rwy 27L, heading as assigned by ATC; requires min. climb of 320’ per NM to 1200.
Rwy 27R, heading as assigned by ATC; requires min. climb of 420’ per NM to 1200.
Rwy 35, heading as assigned by ATC; requires min. climb of 400’ per NM to 1600.
SAN LUIS OBISPO, CA
SAN LUIS OBISPO COUNTY RGNL (SBP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 25FEB21 (24081) (FAA)

TAKEOFF MINIMUMS:
Rwys 7, 25, NA-Obstacles.
Rwy 11, std w/min climb of 412’ per NM to 2100 or 2800-3 for VCOA.
Rwy 29, std w/min climb of 460’ per NM to 2000 or 2800-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 11, climb on heading 110° to 700, then climbing right turn to intercept MQO VORTAC R-115 to MQO VORTAC and hold, continue climb in MQO holding pattern (hold southeast, left turns, 306° inbound) to cross MQO VORTAC at or above 4000 or MEA for route of flight.
Rwy 29, climb on heading 290° to intercept MQO VORTAC R-050 to MQO VORTAC and hold, continue climb in MQO holding pattern (hold southeast, left turns, 306° inbound) to cross MQO VORTAC at or above 4000 or MEA for route of flight.

VCOA:
Rwys 11, 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross San Luis Obispo County Rgnl at or above 2900 before proceeding direct MQO VORTAC.

SAN NICOLAS ISLAND NOLF (KNSI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JAN19 (19003)

DEPARTURE PROCEDURE:
Rwy 30, diverse departures authorized 301° to 121° CW.

SANCTA ANA, CA
JOHN WAYNE/ORANGE COUNTY (SNA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 18SEP14 (21168) (FAA)

DEPARTURE PROCEDURE:
Rwys 2L/R, climbing left turn direct SLI VORTAC.
Rwys 20L/R, climbing right turn direct SLI VORTAC.

All aircraft climb in SLI holding pattern (hold S, left turns, 351° inbound) to cross SLI VORTAC at or above MEA for direction of flight before proceeding on course.

TAKING MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SANTA BARBARA, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A  29MAR18  (18088)  (FAA)

TAKEOFF MINIMUMS:

Rwys 2L, 2R, headings as assigned by ATC.
Rwy 20L, headings as assigned by ATC; requires minimum climb of 260' per NM to 1300.
Rwy 20R, headings as assigned by ATC; requires minimum climb of 270' per NM to 1300.

DEPARTURE PROCEDURE:

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND TAKEOFF OBSTACLE NOTES:

Rwys 2L, 2R, NAVAID 497' from DER, 125' right of centerline, 19' AGL/55' MSL.
Pole 1104' from DER, 307' right of centerline, 33' AGL/88' MSL.
Buildings beginning 1881' from DER, 671' right of centerline, 49' AGL/87' MSL.
Tree 1745' from DER, 309' right of centerline, 52' AGL/85' MSL.
Rwy 20R, pole and trees beginning 204' from DER, 490' right of centerline, up to 38' AGL/91' MSL.
Wsk on hangar 536' from DER, 605' left of centerline, 40' AGL/92' MSL.
Poles and trees beginning 808' from DER, 489' right of centerline, up to 58' AGL/108' MSL.
Tree 1574' from DER, 765' left of centerline, 60' AGL/113' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1  16OCT14  (14289)  (FAA)

TAKEOFF MINIMUMS:

Rwys 2L, 2R, std. w/min. climb of 260' per NM to 1100, or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn heading 170°, thence . . .
Rwy 25, climbing left turn heading 155°, thence . . .

Rwys 15L, 15R, climbing right turn heading 152°, thence . . .
...on RZS R-185 to GOLET INT. Climb in GOLET INT holding pattern (SE, right turns, 307° inbound), to cross GOLET INT at or above MEA/MCA for route of flight, before proceeding on course.

VCOA:

Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Santa Barbara Muni airport southbound or above 2700, thence . . .
...on RZS R-185 to GOLET INT. Climb in GOLET INT holding pattern (SE, right turns, 307° inbound), to cross GOLET INT at or above MEA/MCA for route of flight, before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwys 7, vehicles on parking lot 88' from DER, 516' right of centerline, 25' MSL.
Pole 208' from DER, 243' left of centerline, 25' AGL/56' MSL.

Vehicles on parking lot beginning 255' from DER, 518' right of centerline, up to 26' MSL.
Poles and a tree beginning 715' from DER, 579' right of centerline, up to 47' MSL.

Tree beginning 1099' from DER, 631' left of centerline, up to 45' MSL.

Tree, building, tank, and a pole beginning 1225' from DER, 566' left of centerline, up to 52' MSL.
Poles beginning 1229' from DER, 569' right of centerline, up to 53' MSL.

Tree 1474' from DER, 752' right of centerline, 57' MSL.

Trees beginning 1606' from DER, 472' left of centerline, up to 57' MSL.

Trees beginning 1671' from DER, 365' right of centerline, up to 75' MSL.

Trees beginning 1686' from DER, 234' left of centerline, up to 65' MSL.

Tree 2628' from DER, 421' right of centerline, 79' MSL.

Trees beginning 2829' from DER, 594' left of centerline, up to 103' MSL.

Tree 2918' from DER, 152' right of centerline, 78' AGL/91' MSL.

Tree 3525' from DER, 838' left of centerline, 111' MSL.

Tree 4902' from DER, 1793' left of centerline, 145' MSL.

Rwys 15L, bushes beginning 19' from DER, 118' right of centerline, up to 6' AGL/17' MSL.

Bushes and a sign beginning 26' from DER, 82' left of centerline, up to 17' MSL.

Buildings beginning 38' from DER, 446' left of centerline, up to 25' MSL.

Trees, vehicles on parking lots, a fence, and vehicle on road beginning 146' from DER, 345' left of centerline, up to 18' AGL/29' MSL.

Vehicle on road beginning 905' from DER, 640' left of centerline, up to 44' MSL.

Poles and trees beginning 989' from DER, 146' left of centerline, up to 54' MSL.

Sign, overpass, pole, trees, and vehicle on road beginning 1280' from DER, 345' right of centerline, up to 94' MSL.

Rwys 15R, bushes beginning 18' from DER, 33' right of centerline, up to 8' AGL/15' MSL.

Bushes and a sign beginning 25' from DER, 240' left of centerline, up to 6' AGL/17' MSL.

Bush 993' from DER, 758' right of centerline, 61' MSL.

Trees, fence, pole, sign, building, overpass, and vehicle on road beginning 1099' from DER, 26' right of centerline, up to 91' AGL/145' MSL.

Trees beginning 1355' from DER, 16' left of centerline, up to 25' AGL/55' MSL.

Trees and a bush beginning 1676' from DER, 728' right of centerline, up to 97' AGL/147' MSL.

Rwys 25, NAVAID 2' from DER, 253' left of centerline, 13' MSL.

Tree 13' from DER, 486' left of centerline, 12' AGL/21' MSL.

Vehicle on road, 489' from DER, 593' right of centerline, 27' MSL.

Trees beginning 1612' from DER, 799' left of centerline, up to 65' MSL.

Trees beginning 2299' from DER, 312' left of centerline, up to 61' AGL/88' MSL.

Tree and a pole beginning 2487' from DER, 128' right of centerline, up to 100' MSL.

Trees beginning 3141' from DER, 183' right of centerline, up to 110' MSL.

Tree 3979' from DER, 1144' right of centerline, 117' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SANTA BARBARA, CA (CON’T)
SANTA BARBARA MUNI (SBA) (CON’T)
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 26MAY16 (16147) (FAA)
Rwy 7, heading as assigned by ATC; requires minimum climb of 270’ per NM to 1100.
Rwy 15L/R, heading as assigned by ATC.
Rwy 25, heading as assigned by ATC; requires minimum climb of 500’ per NM to 4600.

SANTA MARIA, CA
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 03MAY12 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 20, NA - Obstacles.
Rwy 12, 400-2¼ w/min. climb of 287” per NM to 1500 or std. w/min. climb of 388” per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 2, climbing left turn;
Rwy 12, climbing left turn (do not exceed 230 KIAS until established northwest bound to GLJ VOR).
Rwy 30, climb heading 294°.
All aircraft: climb direct GLJ VOR, then continue climb to airway MEA via GLJ R-300 to intercept MQO R-137 to MQO VORTAC. Cross MQO VORTAC at or above MEA/MCA for assigned route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 54’ from DER, 153’ right of centerline, up to 108’ AGL/332’ MSL.
Tree 1018’ from DER, 246’ left of centerline, 34’ AGL/254’ MSL.
Rwy 12, trees beginning 988’ from DER, 271’ right of centerline, up to 83’ AGL/402’ MSL.
Trees beginning 54’ from DER, 277’ left of centerline, up to 84’ AGL/409’ MSL.

SANTA MONICA, CA
SANTA MONICA MUNI (SMO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7A 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Use TOPANGA DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 3, wall 8’ from DER, 352’ right of centerline, 188’ MSL.
Wall 15’ from DER, 337’ left of centerline, 191’ MSL.
Fence, light poles, vertical structures beginning 15’ from DER, 290’ right of centerline, up to 189’ MSL.
Walls beginning 45’ from DER, 337’ left of centerline, up to 192’ MSL.
Fence, light pole beginning 112’ from DER, 308’ left of centerline, up to 194’ MSL.
Trees beginning 764’ from DER, 478’ right of centerline, up to 213’ MSL.
Tree 995’ from DER, 619’ right of centerline, 217’ MSL.
Tree 1063’ from DER, 236’ left of centerline, 206’ MSL.
Tree 1102’ from DER, 289’ left of centerline, 207’ MSL.
Trees beginning 1126’ from DER, 402’ left of centerline, up to 214’ MSL.
Rwy 21, pole, tree beginning 39’ from DER, 358’ right of centerline, up to 13’ AGL/154’ MSL.
Pole 213’ from DER, 437’ right of centerline, 30’ AGL/174’ MSL.
Trees, pole beginning 409’ from DER, 390’ right of centerline, up to 191’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 3 15JUN23 (23166) (FAA)
Rwy 3, heading as assigned by ATC; requires min. climb of 339’ per NM to 1100.
Rwy 21, heading as assigned by ATC; requires min. climb of 350’ per NM to 3900.
SANTA YNEZ, CA
SANTA YNEZ/KUNKLE FLD (IZA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 04FEB16 (22363) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 500-2½ w/min. climb of 251' per NM to 1700 or std. w/min. climb of 317' per NM to 1300.
Rwy 26, 300-2 or std. w/min. climb of 226' per NM to 1100.
DEPARTURE PROCEDURE:
Rwy 8, climbing left turn heading 260° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME. Do not exceed 150 KIAS until established on GVO VORTAC R-307.
Rwy 26, climb heading 264° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME.
TAKEOFF OBSTACLE NOTES:
Rwy 8, sign 23' from DER, 81' left of centerline, 28' AGL/675' MSL.
Building 384' from DER, 240' left of centerline, 7' AGL/684' MSL.
Tree 973' from DER, 592' right of centerline, 57' AGL/704' MSL.
Rwy 26, buildings and hangars beginning 9' from DER, 330' right of centerline, up to 27' AGL/693' MSL.
Tree 299' from DER, 415 right of centerline, 24' AGL/664' MSL.
Fence 315' from DER, 407' left of centerline, 2' AGL/666' MSL.
Building 353' from DER, 277' right of centerline, 20' AGL/684' MSL.
Trees beginning 2476' from DER, 344' left of centerline, up to 75' AGL/488' MSL.
Tree 1150' from DER, 724' left of centerline, 51' AGL/463' MSL.
Windsock 1340' from DER, 43' right of centerline, 46' AGL/455' MSL.
Rwy 17, vehicles on road 489' from DER, left and right of centerline,15' AGL/429' MSL.
Tree 1150' from DER, 724' left of centerline, 51' AGL/463' MSL.
Windsock 1340' from DER, 43' right of centerline, 46' AGL/455' MSL.
Rwy 30, vehicles on road 146' from DER, 273' left of centerline, 10' AGL/420' MSL.
Rwy 35, vehicles on road 461' from DER, 86' right of centerline to 386' right of centerline, 15' AGL/442' MSL.

SHAFTER, CA
SHAFTER-MINTER FLD (MIT)
TAKEOFF-MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAY13 (21224) (FAA)
DEPARTURE PROCEDURE:
Rwys 12, 17, 26, climbing right turn heading 300° to 4000. Thence ...
Rwys 8, 30, 35, climbing left turn heading 240° to 4000. Thence ...
Westbound aircraft intercept V248 until reaching 4000, then proceed on course. Eastbound aircraft intercept V248 upon reaching 4000 turn right direct EHF VORTAC, then proceed on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, vehicles on road beginning 41' from DER, 7' left of centerline, up to 15' AGL/442' MSL.
Rwy 12, windsock 504' from DER, 397' left of centerline, 26' AGL/439' MSL.
Trees beginning 2476' from DER, 344' left of centerline, up to 75' AGL/498' MSL.
Trees beginning 862' from DER, 378' right of centerline, up to 31' AGL/441' MSL.
Rwy 17, vehicles on road 489' from DER, left and right of centerline,15' AGL/429' MSL.
Trees beginning 2476' from DER, 344' left of centerline, up to 75' AGL/498' MSL.
Windsock 1340' from DER, 43' right of centerline, 46' AGL/455' MSL.
Rwy 30, vehicles on road 146' from DER, 273' left of centerline, 10' AGL/420' MSL.
Rwy 35, vehicles on road 461' from DER, 86' right of centerline to 386' right of centerline, 15' AGL/442' MSL.

TORRANCE, CA
ZAMPERINI FLD (TOA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 29JUL10 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 11L, 400-2 or std. w/min. climb of 325' per NM to 600.
Rwy 11R, 400-2½ or std. w/min. climb of 325' per NM to 600.
DEPARTURE PROCEDURE:
Rwys 29L/R, climb runway heading.
Rwys 11L/R, climbing left turn to heading 290°.
Both departures climb to 3000, intercept LAX R-170 to LIMBO Int.

TUSI AHP (KHGT)
HUNTER LIGGETT, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25SEP08 (08269)
Helicopter use only. Climb on a heading between 010° CW to 190° from heliport (or a minimum climb rate of 530' per NM to 7800 for all other courses).
TWENTYNINE PALMS, CA
TWENTYNINE PALMS (TNP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05OCT00 (00279) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, NA.
Rwys 8, 26, 35, std. w/min. climb of 280’ per NM to 5500.
DEPARTURE PROCEDURE:
Rwys 8, 26, 35, turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (E, left turns, 255° inbound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above 7900.

UPLAND, CA
CABLE (CCB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 300-1/4 or std. w/min. climb of 332’ per NM to 1900.
DEPARTURE PROCEDURE:
Rwy 6, climbing right turn.
Rwy 24, climbing left turn.
All aircraft climb direct PDZ VORTAC and hold (east, right turns, 258°, inbound), continue climb-in-hold to MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 6, pole, sign beginning 21’ from DER, 99’ right of centerline, up to 40’ AGL/1464’ MSL.
Sign 31’ from DER, 100’ left of centerline, 7’ AGL/1451’ MSL.
Pole, vertical point, building, fence, traverse way, vegetation, tree beginning 411’ from DER, 193’ left of centerline, up to 36’ AGL/1499’ MSL.
Pole, building, fence, tree, general utility, traverse way beginning 628’ from DER, 34’ left of centerline, up to 32’ AGL/1500’ MSL.
Pole, tree, general utility, tower, building beginning 961’ from DER, 180’ left of centerline, up to 57’ AGL/1532’ MSL.
Pole, building beginning 1228’ from DER, 541’ left of centerline, up to 76’ AGL/1545’ MSL.
Trees beginning 1271’ from DER, 80’ right of centerline, up to 1498’ MSL.
Pole, building, traverse way, tree beginning 1289’ from DER, 29’ left of centerline, up to 75’ AGL/1548’ MSL.
Trees beginning 1860’ from DER, 16’ right of centerline, up to 1506’ MSL.
Tree, building, traverse way beginning 933’ from DER, 25’ left of centerline, up to 1555’ MSL.
Tree, building beginning 2152’ from DER, 67’ left of centerline, up to 1565’ MSL.
Tree, building, pole beginning 2241’ from DER, 58’ left of centerline, up to 1573’ MSL.
Trees beginning 2485’ from DER, 104’ right of centerline, up to 1511’ MSL.
Trees beginning 2787’ from DER, 0’ right of centerline, up to 1524’ MSL.
Tree, building, pole beginning 3512’ from DER, 0’ left of centerline, up to 1575’ MSL.
Tree, pole, building, traverse way beginning 3782’ from DER, 384’ left of centerline, up to 1593’ MSL.
Tree, building, pole, traverse way beginning 4075’ from DER, 668’ left of centerline, up to 1610’ MSL.
Tree, building, traverse way, pole beginning 4235’ from DER, 596’ left of centerline, up to 1619’ MSL.
Tree, pole beginning 5480’ from DER, 949’ left of centerline, up to 1620’ MSL.
Tree 1 NM from DER, 1434’ left of centerline, 1632’ MSL.
Rwy 24, traverse way, tree beginning 15’ from DER, 60’ right of centerline, up to 1408’ MSL.
Sign beginning 24’ from DER, 97’ left of centerline, up to 13’ AGL/1396’ MSL.
 Traverse way, tree beginning 313’ from DER, 383’ right of centerline, up to 1412’ MSL.
Tree 699’ from DER, 682’ right of centerline, 1416’ MSL.
Pole 1296’ from DER, 747’ right of centerline, 47’ AGL/1427’ MSL.
Pole 1357’ from DER, 583’ right of centerline, 62’ AGL/1436’ MSL.

VAN NUYS, CA
VAN NUYS (VNY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwys 16L/R, std. w/min. climb of 370’ per NM to 7100.
Rwys 34L/R, std. w/min. climb of 370’ per NM to 7100.
DEPARTURE PROCEDURE:
Rwys 16L/R, climbing left turn on heading 053° and VNY R-095 to DARTS INT, thence…
Rwys 34L/R, climbing right turn on heading 143° and VNY R-095 to DARTS INT, thence…
...aircraft eastbound on V186 and southeast bound on V459 climb on course, all others climb in DARTS holding pattern (hold W, right turns, 095° inbound) to depart DARTS INT at or above 7100.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VAN NUYS, CA (CON’T)
VAN NUYS (VNY) (CON’T)

TAKEOFF OBSTACLE NOTES:
Rwy 16L, light on hangar 713’ from DER, 27’ AGL/798’ MSL.
Rwy 16R, hangar 209’ from DER, 516’ right of centerline, 15’ AGL/755’ MSL.
Flagpole 570’ from DER, 549’ right of centerline, 21’ AGL/761’ MSL.
Building 941’ from DER, 599’ left of centerline, 28’ AGL/774’ MSL.
Trees beginning 1129’ from DER, left and right of centerline, up to 81’ AGL/821’ MSL.

Rwy 34L, blast fence 169’ from DER, 405’ left of centerline, 10’ AGL/812’ MSL.
Obstruction light on blast fence, 241’ from DER, 195’ left of centerline, 17’ AGL/819’ MSL.
Multiple trees beginning 325’ from DER, 549’ right of centerline, up to 91’ AGL/921’ MSL.
Train 305’ from DER, 369’ right of centerline, 23’ AGL/832’ MSL.
Building 424’ from DER, 589’ right of centerline, 29’ AGL/831’ MSL.
Antenna on building 449’ from DER 462’ left of centerline, 15’ AGL/817’ MSL.
Pole 1376’ from DER, 779’ left of centerline, 68’ AGL/870’ MSL.
Trees beginning 325’ from DER, 5’ left of centerline, 78’ AGL/921’ MSL.

VANDENBERG SFB (KVBG)
LOMPOC, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  10SEP20  (21336)  (USSF)
TAKEOFF MINIMUMS:
Rwy 12, 300-1¼ w/min. climb of 310’/NM to 3300 or std. w/min. climb of 330’/NM to 3200.

DEPARTURE PROCEDURE:
Rwy 30, use VANDENBERG THREE DEPARTURE.
VCOA:
Rwys 12, 30, for climb in visual conditions 1700-2½. Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vandenberg airport at or above 1900 before proceeding on course. Remain within 4 NM of Vandenberg airport during climb in visual conditions.
NOTE: Aircrews must notify ATC prior to executing this VCOA procedure.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG  09SEP21  (21336)  (USSF)
Rwy 12, hdg as assigned by ATC; requires min. climb of 296’/NM to 3300.
Rwy 30, hdg as assigned by ATC; requires min. climb of 247’/NM to 3300.

VICTORVILLE, CA
SOUTHERN CALIFORNIA LOGISTICS (VCV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  15MAR07  (07074)  (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 266’ per NM to 3500 or 5300-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 3, climbing left turn heading 220°, thence . . .
or for climb in visual conditions cross Southern California Logistics Airport at or above 8000 MSL before proceeding on course.

Rwys 17, 21, climbing right turn heading 325°, thence . . .
Rwy 35, climbing left turn heading 220°, thence . . .
. . .All aircraft climb via VCV VOR/DME R-269 to ETHER INT. Continue climb in ETHER holding pattern (NE PMD VORTAC, left turn, 247° inbound) to MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 3, pole 408’ from DER, 511’ right of centerline, 29’ AGL/2873’ MSL.
Terrain beginning 153’ from DER, 41’ right of centerline, up to 3196’ MSL.
Terrain beginning 17’ from DER, 104’ left of centerline, up to 2855’ MSL.
Tree 2.1 NM from DER, 3735’ right of centerline, 50’ AGL/3269’ MSL.

Rwy 17, sign 248’ from DER, 277’ left of centerline, 14’ AGL/2896’ MSL.
Antenna on building 701’ from DER, 203’ left of centerline, 20’ AGL/2902’ MSL.
### IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. 

A NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the A NA designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAKERSFIELD, CA MEADOWS</td>
<td>RNAV (GPS) Rwy 30R</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 12L</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 30R</td>
</tr>
<tr>
<td>BLYTHE, CA</td>
<td>RNAV (GPS) Rwy 26</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 26</td>
</tr>
<tr>
<td>BORREGO SPRINGS, CA</td>
<td>RNAV (GPS) Rwy 26</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, 1200-2; Category C, 1400-3.</td>
</tr>
</tbody>
</table>

### Note:

For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIG BEAR CITY, CA BOB HOPE (BUR)</td>
<td>ILS Y or LOC Y Rwy 8&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>ILS Z or LOC Z Rwy 8&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS)-A&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 8&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Y Rwy 8&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 8&lt;sup&gt;6&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>LOC, Category B, 900-2; Category C, 1500-3; Category D, 1600-3.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, 1100-2; Category C, 1500-3; Category D, 1600-3.</td>
</tr>
<tr>
<td></td>
<td>ILS Categories A, B, C, D 900-2½; LOC, Categories A, B, 900-2; Category C, 1500-3; Category D, 1600-3.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, 900-2; Category C, 1500-3; Category D, 1600-3.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, C, D, 800-2½.</td>
</tr>
<tr>
<td>CAMARILLO, CA CAMARILLO (CMA)</td>
<td>RNAV (GPS) Rwy 26&lt;sup&gt;12&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 26&lt;sup&gt;13&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category C, 800-2½; Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, 1100-2; Category C, 1100-3.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>-------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>CARLSBAD, CA</td>
<td></td>
</tr>
<tr>
<td>MC CLELLAN-PALOMAR (CRQ)</td>
<td>ILS or LOC Rwy 24</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) X Rwy 24</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 6</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 24</td>
</tr>
<tr>
<td></td>
<td>VOR-A²</td>
</tr>
<tr>
<td></td>
<td>¹NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>²ILS, Categories A, B, 700-2; Category C, 1000-2%; LOC, Category C 1000-2%.</td>
</tr>
<tr>
<td></td>
<td>³Category C, 1000-2%.</td>
</tr>
<tr>
<td></td>
<td>⁴Categories A, B, 900-2; Category C, 1000-2%; Category D, 900-2%.</td>
</tr>
<tr>
<td></td>
<td>⁵Categories A, B, 1000-2; Category C, 1000-3.</td>
</tr>
<tr>
<td></td>
<td>⁶NA when local weather not available.</td>
</tr>
<tr>
<td>CHINO, CA</td>
<td></td>
</tr>
<tr>
<td>CHINO (CNO)</td>
<td>ILS or LOC Rwy 26</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 26²</td>
</tr>
<tr>
<td></td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>²NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>³LOC, Category D, 800-2%.</td>
</tr>
<tr>
<td></td>
<td>⁴Category D, 800-2%.</td>
</tr>
<tr>
<td>DAGGETT, CA</td>
<td>RNAV (GPS) Rwy 22²</td>
</tr>
<tr>
<td>BARSTOW-DAGGETT (DAG)</td>
<td>RNAV (GPS) Rwy 26²</td>
</tr>
<tr>
<td></td>
<td>VOR or TACAN Rwy 22</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹Category B, 900-2; Category C, 1000-2%; Category D, 1000-3.</td>
</tr>
<tr>
<td></td>
<td>²Categories A, B, 1700-2; Categories C, D, 1700-3.</td>
</tr>
<tr>
<td></td>
<td>³Category B, 1000-2; Categories C, D, 1600-3.</td>
</tr>
<tr>
<td>DELANO, CA</td>
<td>RNAV (GPS) Rwy 33²</td>
</tr>
<tr>
<td>DELANO MUNI (DLO)</td>
<td>VOR Rwy 33</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>EL MONTE, CA</td>
<td>RNAV (GPS)-B²</td>
</tr>
<tr>
<td>SAN GABRIEL VALLEY (EMT)</td>
<td>VOR-A²</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹Category C, 900-2%; Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>²Categories A, B, 1000-2; Category C, 1000-3; Category D, 1100-3.</td>
</tr>
<tr>
<td>FALLBROOK, CA</td>
<td>GPS Rwy 18</td>
</tr>
<tr>
<td>FALLBROOK COMMUNITY AIRPARK (L18)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>FULLERTON, CA</td>
<td>LOC/DME Rwy 24</td>
</tr>
<tr>
<td>FULLERTON MUNI (FUL)</td>
<td>VOR-A²</td>
</tr>
<tr>
<td></td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>²NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>³Category B, 1000-2.</td>
</tr>
<tr>
<td></td>
<td>⁴Categories A, B, 1500-2.</td>
</tr>
<tr>
<td>HAWTHORNE, CA</td>
<td>LOC Rwy 25³</td>
</tr>
<tr>
<td>JACK NORTHRUP FLD/HAWTHORNE MUNI (HHR)</td>
<td>LOC Rwy 26¹</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 7²</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25²</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 25</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2%.</td>
</tr>
<tr>
<td></td>
<td>¹NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>²NA when local weather not available.</td>
</tr>
<tr>
<td>HEMET, CA</td>
<td>RNAV (GPS) Rwy 5</td>
</tr>
<tr>
<td>HEMET-RYAN (HMT)</td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>²Categories A, B, 1100-2; Category C, 1300-3.</td>
</tr>
<tr>
<td></td>
<td>³NA when local weather not available.</td>
</tr>
<tr>
<td>IMPERIAL, CA</td>
<td>VOR or GPS-A²</td>
</tr>
<tr>
<td>IMPERIAL COUNTY (IPL)</td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>LA VERNE, CA</td>
<td>ILS Rwy 26</td>
</tr>
<tr>
<td>BRACKETT FLD (POC)</td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>²NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>³Category C, 800-2%.</td>
</tr>
<tr>
<td>LANCASTER, CA</td>
<td>RNAV (GPS) Rwy 6</td>
</tr>
<tr>
<td>GENERAL WILLIAM J. FOX</td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td>AIRFIELD (WJF)</td>
<td>²Category C, 800-2%; Category D, 800-2%.</td>
</tr>
<tr>
<td></td>
<td>³Categories A, B, 1000-2; Categories C, D, 1000-3.</td>
</tr>
<tr>
<td>LOMPOC, CA</td>
<td>RNAV (GPS) Rwy 25³</td>
</tr>
<tr>
<td>LOMPOC (LPC)</td>
<td>VOR/DME-A³</td>
</tr>
<tr>
<td></td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>²Categories A, B, 1000-2.</td>
</tr>
<tr>
<td></td>
<td>³Categories A, B, 1300-2.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>LONG BEACH, CA</strong></td>
<td><strong>ALTERNATE MINIMUMS</strong></td>
</tr>
<tr>
<td>LONG BEACH</td>
<td>LONG BEACH (DAUGHERTY FLD) (LGB)........................................................................................................................................................................</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 30</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Rwy 12</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Rwy 26R</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Y Rwy 30</td>
</tr>
<tr>
<td></td>
<td>VOR or TACAN Rwy 30</td>
</tr>
</tbody>
</table>
|                           | NA when control tower closed.  
|                           | 1LOC, Category C, 800-2¼; Category D, 800-2½.  
|                           | 2Category C, 800-2¼; Category D, 800-2½.                                                                                                                                                                            |
| **LOS ANGELES, CA**       | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| WHITE MAN (WHP)           | .................................................................................................................................................................................. |
|                           | VOR-A                                                                                                                                                                                                                 |
|                           | Category B, 900-2; Category C, 1200-3.                                                                                                                                                                               |
| **MOJAVE, CA**            | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| MOJAVE AIR AND SPACE PORT/ | MOJAVE AIR AND SPACE PORT/ RUTAN FLD (MHV)........................................................................................................................................................................ |
|                           | RNAV (GPS) Rwy 4                                                                                                                                           |
|                           | RNAV (GPS) Rwy 22                                                                                                                                           |
|                           | RNAV (GPS) Rwy 30                                                                                                                                                                                                   |
|                           | NA when local weather not available.  
|                           | 2Category C, 1400-3; Category D, 1700-3.  
|                           | 3Categories C, D, 1000-4.                                                                                                                                                                                                 |
| **NEEDLES, CA**           | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| NEEDLES (EED)             | .................................................................................................................................................................................. |
|                           | RNAV (GPS) Rwy 29                                                                                                                                           |
|                           | VOR-A                                                                                                                                                                                                                 |
|                           | NA when local weather not available.  
|                           | Category D, 1000-3.                                                                                                                                                                                                    |
| **OCEANSIDE, CA**         | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| BOB MAXWELL MEML AIRFIELD | BOB MAXWELL MEML AIRFIELD (OKB).................................................................................................................................................................................. |
|                           | RNAV (GPS) Rwy 25                                                                                                                                           |
|                           | VOR-A                                                                                                                                                                                                                 |
|                           | 1Categories A, B, 900-2.  
|                           | 2Categories A, B, 1200-2.                                                                                                                                                                                                 |
| **ONTARIO, CA**           | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| ONTARIO INTL (ONT)        | .................................................................................................................................................................................. |
|                           | ILS or LOC Rwy 8L                                                                                                                                           |
|                           | ILS or LOC Rwy 26L                                                                                                                                           |
|                           | ILS or LOC Rwy 26R                                                                                                                                           |
|                           | 1ILS, Category D, 700-2.  
|                           | 2LOC, Categories C, D, 800-2½.  
|                           | 3LOC, Category C, 800-2½; Category D, 800-2½.                                                                                                                                                                          |
| **OXNARD, CA**            | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| OXNARD (OXR)              | .................................................................................................................................................................................. |
|                           | ILS or LOC Rwy 25                                                                                                                                           |
|                           | RNAV (GPS) Rwy 7                                                                                                                                           |
|                           | RNAV (GPS) Rwy 25                                                                                                                                           |
|                           | VOR Rwy 25                                                                                                                                                  |
|                           | NA when local weather not available.  
|                           | 1NA when control tower closed.  
|                           | 2LOC, Category D, 800-2½.  
|                           | 3Category D, 800-2½.                                                                                                                                                                                                   |
| **PASO ROBLES, CA**       | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| PASO ROBLES               | .................................................................................................................................................................................. |
|                           | RNAV (GPS) Rwy 19                                                                                                                                           |
|                           | RNAV (GPS) Rwy 31                                                                                                                                           |
|                           | VOR Rwy 19                                                                                                                                                |
|                           | 1NA when local weather not available.  
|                           | 2Category D, 900-2½.  
|                           | 3Category D, 900-3.                                                                                                                                                                                                    |
| **PALMDALE, CA**          | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| PALMDALE USAF PLANT 42     | .................................................................................................................................................................................. |
|                           | RNAV (GPS) Z Rwy 31L                                                                                                                                           |
|                           | RNAV (GPS) Z Rwy 31L                                                                                                                                           |
|                           | RNAV (GPS) Z Rwy 13R                                                                                                                                           |
|                           | 1Category C, 1100-3; Category D, 1300-3.  
|                           | 2NA when control tower closed.  
|                           | 3Categories A, B, 1700-2; Category C, D, 1700-3.                                                                                                                                                                      |
| **PALM SPRINGS, CA**      | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| JACQUELINE COCHRAN RGNL   | JACQUELINE COCHRAN RGNL (TRM).................................................................................................................................................................................. |
|                           | RNAV (GPS) Rwy 30                                                                                                                                           |
|                           | VOR (GPS) Rwy 35                                                                                                                                           |
|                           | VOR Rwy 30                                                                                                                                                |
|                           | 1Category D, 900-3.  
|                           | 2Categories C, D, 1100-3.  
|                           | 3Categories A, B, 1600-2; Categories C, D, 1600-3.                                                                                                                                                                    |
| **PASO ROBLES, CA**       | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| PASO ROBLES               | .................................................................................................................................................................................. |
|                           | RNAV (GPS) Rwy 19                                                                                                                                           |
|                           | VOR Rwy 19                                                                                                                                                |
|                           | 1NA when local weather not available.  
|                           | 2Category D, 900-2½.  
|                           | 3Category D, 900-3.                                                                                                                                                                                                    |
| **RAMONA, CA**            | **ALTERNATE MINIMUMS**                                                                                                                                                                                            |
| RAMONA (RNM)              | .................................................................................................................................................................................. |
|                           | RNAV (GPS)-B                                                                                                                                             |
|                           | RNAV (GPS) Rwy 9                                                                                                                                           |
|                           | VOR/DME-A                                                                                                                                                |
|                           | NA when local weather not available.  
<p>|                           | 1Categories A, B, 1400-2; Category C, 1800-3.                                                                                                                                                                          |
|                           | 2Categories A, B, 900-2; Category C, 1800-3.                                                                                                                                                                          |
|                           | 3Categories A, B 1200-2; Category C, 1800-3.                                                                                                                                                                          |</p>
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIVERSIDE, CA</td>
<td></td>
</tr>
</tbody>
</table>
| MUNI (RAL)                | ILS or LOC Rwy 9<sup>12</sup>  
RNAV (GPS) Rwy 9<sup>34</sup>  
RNAV (GPS) Rwy 27<sup>5</sup>  
VOR- A<sup>36</sup>  
VOR Rwy 9<sup>35</sup>  
NA when control tower closed.  
LOC, Category B, 900-2; Category C, 1000-3;  
Category D, 1200-3. |
| SAN BERNARDINO, CA        |                                                                                  |
| SAN BERNARDINO INTL (SBD)| ILS or LOC Z Rwy 6<sup>12</sup>  
LOC Y Rwy 6<sup>13</sup>  
RNAV (GPS) Y Rwy 6<sup>4</sup>  
RNAV (GPS) Z Rwy 6<sup>5</sup>  
NA when local weather not available.  
NA when control tower closed.  
LOC, Category D, 1500-3.  
Categories A, B, 900-2; Category C, 1000-3;  
Category D, 1200-3.  
Categories A, B, 1400-2; Category C, 1400-3;  
Category D, 1500-3.  
Category D, 1500-3. |
| SAN DIEGO, CA             |                                                                                  |
| BROWN FLD                 | RNAV (GPS) Rwy 8<sup>1</sup>  
VOR or TACAN-A<sup>2</sup>  
NA when local weather not available.  
Category D, 1800-3.  
Categories A, B, C, 900-2¼; Category D, 1800-3. |
| MONTGOMERY-GIBBS EXEC     | ILS or LOC Rwy 28R<sup>1</sup>  
RNAV (GPS) Rwy 28R  
NA when local weather not available.  
NA when control tower closed. |
| SAN DIEGO INTL (SAN)      | ILS Y or LOC Y Rwy 9<sup>1</sup>  
ILS Z or LOC Z Rwy 9<sup>2</sup>  
LOC Rwy 27<sup>3</sup>  
RNAV (GPS) Rwy 9<sup>4</sup>  
RNAV (GPS) Y Rwy 27<sup>3</sup>  
LOC, Categories A, B, 1000-2;  
Category C, 1000-2¼; Category D, 1000-3.  
LOC, Category B, 900-2; Category C, 900-2¼;  
Category D, 1000-3.  
Categories A, B, 900-2; Category C, 900-2¼;  
Category D, 1000-3.  
Category B, 900-2; Category C, 900-2¼;  
Category D, 1000-3. |
| SANTA ANA, CA             |                                                                                  |
| JOHN WAYNE/ORANGE COUNTY  | ILS or LOC Rwy 20R<sup>13</sup>  
LDA Rwy 20R<sup>12</sup>  
LOC BC Rwy 2L<sup>12</sup>  
RNAV (GPS) Y Rwy 2L<sup>2</sup>  
RNAV (GPS) Y Rwy 20R<sup>2</sup>  
NA when local weather not available.  
NA when control tower closed.  
Category C, 800-2¼; Category D, 1200-3.  
LOC, Categories A, B, 1000-2;  
Category C, 1000-3; Category D, 1200-3. |
| SANTA BARBARA, CA         |                                                                                  |
| MUNI (SBA)                | ILS or LOC Rwy 7<sup>12</sup>  
RNAV (GPS) Rwy 7<sup>13</sup>  
VOR or GPS Rwy 25<sup>4</sup>  
NA when local weather not available.  
NA when control tower closed.  
ILS, Categories A, B, 800-2¼; Category C, 800-2¼;  
Category D, 1000-3.  
LOC, Category C, 800-2¼;  
Category D, 1000-3.  
Category C, 800-2¼; Category D, 1000-3.  
Categories A, B, 1000-2; Categories C, D, 1000-3. |

SW-3, 11 JUL 2024 to 05 SEP 2024
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SANTA MARIA, CA</strong></td>
<td></td>
</tr>
<tr>
<td>SANTA MARIA PUB/CAPT G ALLAN</td>
<td>LOC or LOC Rwy 12 145</td>
</tr>
<tr>
<td>HANCOCK FLD (SMX)</td>
<td>LOC/DME BC-A 2 45</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 12 25</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 30 56</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 12 35</td>
</tr>
<tr>
<td>1LOC, Category C 1200-3; Category D, 1300-3.</td>
<td></td>
</tr>
<tr>
<td>2Category C, 1200-3; Category D, 1300-3.</td>
<td></td>
</tr>
<tr>
<td>3Category D, 1100-3.</td>
<td></td>
</tr>
<tr>
<td>4NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>5NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>6Categories A, B, 1400-2; Category C, 1400-3.</td>
<td></td>
</tr>
<tr>
<td><strong>SANTA MONICA, CA</strong></td>
<td></td>
</tr>
<tr>
<td>SANTA MONICA MUNI (SMO)</td>
<td>RNAV (GPS) Rwy 21 1</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 3 2</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 3 3</td>
</tr>
<tr>
<td>1Categories A, B, 1000-2; Categories, C, D, 1000-2½.</td>
<td></td>
</tr>
<tr>
<td>2Categories A, B, 900-2; Categories C, D, 900-2½.</td>
<td></td>
</tr>
<tr>
<td>3Categories A, B, 1300-2.</td>
<td></td>
</tr>
<tr>
<td><strong>SANTA YNEZ, CA</strong></td>
<td></td>
</tr>
<tr>
<td>SANTA YNEZ/ KUNKLE FLD (IZA)</td>
<td>RNAV (GPS)-A</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 8 1</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 8 1</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>Categories A, B, 1400-2.</td>
<td></td>
</tr>
<tr>
<td><strong>TORRANCE, CA</strong></td>
<td></td>
</tr>
<tr>
<td>ZAMPERINI FLD (TOA)</td>
<td>ILS or LOC Rwy 29R</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 11L</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 29R</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 11L 1</td>
</tr>
<tr>
<td>NA when control tower closed, except for operators with approved weather reporting services.</td>
<td></td>
</tr>
<tr>
<td>Categories A, B, 900-2; Category C, 900-2½.</td>
<td></td>
</tr>
<tr>
<td><strong>VAN NUYS, CA</strong></td>
<td></td>
</tr>
<tr>
<td>VAN NUYS (VNY)</td>
<td>ILS Y Rwy 16R 123</td>
</tr>
<tr>
<td></td>
<td>ILS Z Rwy 16R 12</td>
</tr>
<tr>
<td></td>
<td>LDA-C 45</td>
</tr>
<tr>
<td></td>
<td>VOR-A 6</td>
</tr>
<tr>
<td></td>
<td>VOR-B 7</td>
</tr>
<tr>
<td>1NA when control tower closed.</td>
<td></td>
</tr>
<tr>
<td>2NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>3ILS, Categories A, B, C, D, 700-2.</td>
<td></td>
</tr>
<tr>
<td>4Category D, 1300-3.</td>
<td></td>
</tr>
<tr>
<td>5NA when KBUR control tower closed.</td>
<td></td>
</tr>
<tr>
<td>6Category D, 1000-3.</td>
<td></td>
</tr>
<tr>
<td>7Categories A, B, 900-2; Category C, 900-2½; Category D,1000-3.</td>
<td></td>
</tr>
<tr>
<td><strong>VICTORVILLE, CA</strong></td>
<td></td>
</tr>
<tr>
<td>SOUTHERN CALIFORNIA LOGISTICS (VCV)</td>
<td>LOC Rwy 17 12</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 17 2</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 21 3</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 35 3</td>
</tr>
<tr>
<td></td>
<td>VOR/DME Rwy 17 2</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td>Categories D, 900-3.</td>
<td></td>
</tr>
<tr>
<td>Categories D, 900-2½.</td>
<td></td>
</tr>
</tbody>
</table>

1NA when control tower closed.
2Category D, 900-3.
3Category D, 900-2½.
4Category D, 1000-3.
5NA when KBUR control tower closed.
6Category D, 1000-3.
7Categories A, B, 900-2; Category C, 900-2½; Category D,1000-3.
### CAMP PENDLETON MCAS (MUNN FLD) (KNFG), Oceanside, CA

#### Amdt 3 30DEC21 (22083) (USN)

**Radar Approach Minimums**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/VIS</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR †</td>
<td>21 25 8</td>
<td>ABCD</td>
<td>393 ¾</td>
<td>315</td>
<td>(400-¾)</td>
</tr>
<tr>
<td>W/O GS †</td>
<td>21 6 8 9 10</td>
<td>AB</td>
<td>760 ¾</td>
<td>682</td>
<td>(700-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CD</td>
<td>760 1¼</td>
<td>682</td>
<td>(700-1¼)</td>
</tr>
<tr>
<td>ASR</td>
<td>21 3 8 11 12</td>
<td>A</td>
<td>940 ¾</td>
<td>862</td>
<td>(900-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>940 1</td>
<td>862</td>
<td>(900-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CD</td>
<td>940 2½</td>
<td>862</td>
<td>(900-2½)</td>
</tr>
<tr>
<td>CIR</td>
<td>All Rwy 4 7 8</td>
<td>A</td>
<td>1000 1¼</td>
<td>922</td>
<td>(1000-1¼)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>1260 1½</td>
<td>1182</td>
<td>(1200-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CD</td>
<td>1500-3</td>
<td>1422</td>
<td>(1500-3)</td>
</tr>
</tbody>
</table>

†Caution: Missed Approach
Minimum Climb Rate to 1600

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
</tr>
</thead>
<tbody>
<tr>
<td>V/V (fpm)</td>
<td>275</td>
<td>550</td>
<td>825</td>
<td>1100</td>
<td>1375</td>
<td>1650</td>
</tr>
</tbody>
</table>

†Caution - Trees penetrate 34:1 visual obstacle surfaces approximately 2300’ from threshold, 500’ left of cntrln. Pilots must have trees in sight prior to descending from DH/MDA.

2When ALS inop, increase CAT ABCD vis to ¾ mile.

3When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ miles.

4Cir auth fr ASR and PAR W/O GS only.

5No-NOTAM preventative maint sked: PAR 2100-0100Z++ Mon.

6When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 2 miles.

7Circling to Rwy 3 NA at night when PAPI OTS.

8Visibility reduction for Helicopters NA.

9Step Down Fix at 3NM from RPI, 1180 min.

10Step Down Fix at 3NM from RPI altitude is less than Circling CAT BCD MDA.

11Step Down Fix at 3NM from thld, 1120 min.

12Step Down Fix at 3NM altitude is less than Circling CAT BCD MDA.
MIRAMAR MCAS (JOE FOSS FLD) (KNKX), San Diego, CA  Amdt 1  ELEV 477
07SEP23 (23250) (USN)

RADAR INSTRUMENT APPROACH MINIMUMS

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>24R</td>
<td>3.0°/53/1136</td>
<td>ABCDE</td>
<td>575-½</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>24L</td>
<td>3.0°/46/1036</td>
<td>ABCDE</td>
<td>577-½</td>
<td>100</td>
</tr>
<tr>
<td>PAR W/O GS</td>
<td>24R 15</td>
<td>AB</td>
<td>820-½</td>
<td>345</td>
<td>(400-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>820-½</td>
<td>345</td>
<td>(400-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ABCDE</td>
<td>840-1</td>
<td>363</td>
<td>(400-1)</td>
</tr>
<tr>
<td>ASR Z</td>
<td>6L 7</td>
<td>AB</td>
<td>820-1</td>
<td>388</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>820-1½</td>
<td>388</td>
<td>(400-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AB</td>
<td>940-½</td>
<td>465</td>
<td>(500-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>940-1</td>
<td>465</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>24L 9</td>
<td>AB</td>
<td>940-1</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>940-1½</td>
<td>463</td>
<td>(500-1½)</td>
</tr>
<tr>
<td>ASR Y</td>
<td>6L</td>
<td>AB</td>
<td>1140-1</td>
<td>708</td>
<td>(700-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>1140-2</td>
<td>708</td>
<td>(700-2)</td>
</tr>
<tr>
<td>CIR 10</td>
<td>All Rwy</td>
<td>A</td>
<td>920-1</td>
<td>443</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>960-1</td>
<td>483</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>980-1½</td>
<td>503</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>1180-2½</td>
<td>703</td>
<td>(800-2½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>1380-3</td>
<td>903</td>
<td>(1000-3)</td>
</tr>
</tbody>
</table>

1Other APP CON freq as asgn.
2No NOTAM MP: PAR O/S 1400-2000Z++ Tue.
3When ALS inop, increase vis to ½ mile.
4When ALS inop, increase vis to 1 mile.
5Step Down Fix at 4 NM from RPI, 1900 min, Step Down Fix at 2 NM from RPI, 1260 min.
6Step Down Fix at 2 NM from thld, 1120 min.
7Missed approach requires minimum climb of 238 ft/NM to 3900.
8When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
9Step Down Fix at 4 NM from thld, 1900 min, Step Down Fix at 2 NM from thld, 1260 min.
10CAT E circling not authorized S of Rwy 6R-24L.
**RADAR MINS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

**NORTH ISLAND NAS (HALSEY FIELD) (KNZY),** San Diego, CA  
Amrdt 1  
ELEV 26

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>362</td>
<td>3.0°/45/846</td>
<td>ABCDE</td>
<td>119-¼</td>
<td>100 (100-¼)</td>
</tr>
<tr>
<td>29</td>
<td>3.0°/35/722</td>
<td>ABCDE</td>
<td>276-¼</td>
<td>250 (300-¾)</td>
</tr>
<tr>
<td>PAR W/O GS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>366</td>
<td>AB</td>
<td>420-¼</td>
<td>401 (400-¾)</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>540-¼</td>
<td>514 (600-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAR E RWY 29 SHORT (OFFSET)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>3.0°/35/722</td>
<td>A</td>
<td>620-2</td>
<td>594 (600-2)</td>
</tr>
<tr>
<td>ASR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>AB</td>
<td>540-¼</td>
<td>514 (600-¾)</td>
<td></td>
</tr>
<tr>
<td>3611</td>
<td>A</td>
<td>760-¼</td>
<td>741 (800-¾)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>760-1</td>
<td>741 (800-1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CDE</td>
<td>760-1½</td>
<td>741 (800-1½)</td>
<td></td>
</tr>
<tr>
<td>ASR C RWY 29 (OFFSET)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>ABCDE</td>
<td>620-2</td>
<td>594 (600-2)</td>
<td></td>
</tr>
<tr>
<td>CIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>AB</td>
<td>620-2</td>
<td>594 (600-2)</td>
<td></td>
</tr>
<tr>
<td>CDE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. No-NOTAM MP sked 2000-2400Z++ Mon.
2. When ALS inop, increase vis to ½ mile.
3. CAUTION: WCH Group 3: 15’ and Group 4: 10’ is less than required 20’.
4. Rwy 29 VGSI and PAR TCH not coincident, VGSI TCH 46’.
5. Visibility Reduction by Helicopters NA.
6. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.
7. Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36.
8. When ALS inop, increase CAT AB vis to 1½ miles, CAT CDE to 1½ miles.
10. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.
11. When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ miles, CAT CDE to 2 miles.
Expanded RADAR svc-All fIt conducted under positive ctl. Inbd acft not opr under ATC or PLEAD ctc

APP CON 25 NM out on 307.275 or 128.65.

Circling NA E of Rwy 3-21 with PAR approach or when Alternate MAP Rwy 21 in use.

1-No-NOTAM preventive maint 1500-2000Z++ Tue.
2-When ALS inop, increase vis to ½ mile.
3-When ALS inop, increase vis to 1¾ miles.
4-When ALS inop, increase vis to 1 mile.
5-Step down fix at 2 NM from RPI, 460 min.
6-When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.
7-Step down fix at 3 NM from RPI, 1000 min.
8-When ALS inop, increase vis to 2½ miles.
9-Step down fix at 3 NM from thld, 1000 min.
10-Step down fix at 2 NM from thld, 460 min.
11-Step down fix at 4 NM from thld, 1300 min, 3 NM from thld, 1000 min.
**SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC),** San Clemente Island, CA  Amdt 4  24FEB22  (22055)  (USN)

**ELEV 184**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/HA - VIS</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR¹ ³ ⁴</td>
<td>24</td>
<td>3.0°/38/861</td>
<td>ABCDE</td>
<td>293-½</td>
<td>109</td>
</tr>
<tr>
<td>PAR¹</td>
<td>W/O GS 24</td>
<td></td>
<td>AB</td>
<td>580-1</td>
<td>396</td>
</tr>
<tr>
<td>ASR¹</td>
<td>24</td>
<td></td>
<td>CDE</td>
<td>580-1½</td>
<td>396</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>AB</td>
<td>860-1</td>
<td>676</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CDE</td>
<td>860-1¾</td>
<td>676</td>
</tr>
<tr>
<td>² CIR² W/O GS All Rwy</td>
<td></td>
<td>A</td>
<td>580-1</td>
<td>396</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>640-1</td>
<td>456</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>640-1½</td>
<td>456</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>740-2</td>
<td>556</td>
<td>(600-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AB</td>
<td>860-1</td>
<td>676</td>
<td>(700-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>860-2</td>
<td>676</td>
<td>(700-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>860-2¼</td>
<td>676</td>
<td>(700-2¼)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>860-2½</td>
<td>676</td>
<td>(700-2½)</td>
</tr>
</tbody>
</table>

¹No-NOTAM MP PAR/ASR 1800-2200Z++ Tue.
²Circling NA S of Rwy 6-24.
³CAUTION: WCH Group 3: 19ft and Group 4: 14ft is less than required 20ft.
⁴PAR TCH not coincident with RNAV TCH (50ft).
LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>BURBANK, CA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOB HOPE (BUR)</td>
<td>15</td>
<td>08-26</td>
<td>4,250 feet</td>
</tr>
<tr>
<td>LONG BEACH, CA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LONG BEACH (DAUGHERTY FLD) (LGB)</td>
<td>26R</td>
<td>12-30</td>
<td>3,400 feet</td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>08L-26R</td>
<td>5,850 feet</td>
</tr>
</tbody>
</table>
HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
</table>
| BURBANK, CA  | Bob Hope (BUR) | HS 1 NW corner of terminal ramp close proximity to Rwy 33-15 rwy holding position markings.  
HS 2 NW corner of terminal ramp approximately 250 feet west of Gate A1. |
| CARLSBAD, CA | Mcclellan-palomar (CRQ) | HS 1 Large Jets may obscure twr visibility of small aircraft.  
HS 2 Exiting Rwy 24 at Twy A4 |
| CHINO, CA    | CHINO (CNO) | HS 1 Twy D close proximity to Rwy 08L-26R.  
HS 2 Twy L close proximity to Rwy 03-21.  
HS 3 Twy K close proximity to Rwy 08L-26R.  
HS 4 Twy L, Twy D, and Twy K complex int. |
| EL MONTE, CA | San Gabriel Valley (EMT) | HS 1 Twy A at Twy C.  
HS 2 Twy A at Twy D. |
| HAWTHORNE, CA | Jack Northrop fld/ HAWTHORNE MUNI (HHR) | HS 1 Rwy 25 run-up area. |
| LA VERNE, CA | Brackett fld (POC) | HS 1 Twy A between the apch ends of Rwy 26R and Rwy 26L. |
| LONG BEACH, CA | Long Beach (Daugherty fld) (LGB) | HS 1 Twy J4 and Rwy 08R-26L. |
| LOS ANGELES, CA | Los Angeles Intl (LAX) | HS 1 Rwy 24L/R and Twy Y.  
HS 2 Rwy 25 L, Rwy 25 R and Twy F.  
HS 3 Twy H and Twy H5.  
HS 4 Twy H, Twy H5, and Twy H6. |
| MOJAVE, CA   | Mojave air & space port/ Rutan fld (MHV) | HS 1 Rwy 08 and Rwy 04 at Twy C and Twy F.  Ensure clearance received for each rwy.  
HS 2 Twy A, Twy C, Twy D intersect. Limited tower visibility. |
| ONTARIO, CA  | Ontario-intl (ONT) | HS 1 Twy F at Rwy 08R/26L frequent centerline confusion crossing rwy southbound. |

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>PALM SPRINGS, CA</td>
<td>HS 1</td>
<td>Int of Twy B and Twy C.</td>
</tr>
<tr>
<td>PALM SPRINGS INTL (PSP)</td>
<td>HS 2</td>
<td>Twy B and Rwy 31R.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C and Twy J.</td>
</tr>
<tr>
<td>RIVERSIDE, CA</td>
<td>HS 1</td>
<td>Twy A and Rwy 34.</td>
</tr>
<tr>
<td>RIVERSIDE MUNI (RAL)</td>
<td>HS 2</td>
<td>ATC non-vis area.</td>
</tr>
<tr>
<td>SAN DIEGO, CA</td>
<td>HS 1</td>
<td>Rwy 28R and Rwy 28L, Twy M.</td>
</tr>
<tr>
<td>MONTGOMERY-GIBBS EXEC (MYF)</td>
<td>HS 2</td>
<td>Rwy 28L-10R and Rwy 05-23.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 28L and Rwy B.</td>
</tr>
<tr>
<td>SAN DIEGO INTL (SAN)</td>
<td>HS 1</td>
<td>Twy J at Twy H.</td>
</tr>
<tr>
<td>SAN LUIS OBISPO, CA</td>
<td>HS 1</td>
<td>Area directly below the Control Twr &quot;not visible&quot;.</td>
</tr>
<tr>
<td>SAN LUIS OBISPO COUNTY RGNL (SBP)</td>
<td>HS 2</td>
<td>Twy E, Rwy 29.</td>
</tr>
<tr>
<td>SANTA ANA, CA</td>
<td>HS 1</td>
<td>Rwy 20L and Twy L.</td>
</tr>
<tr>
<td>JOHN WAYNE/ORANGE COUNTY (SNA)</td>
<td>HS 2</td>
<td>Rwy 20L and Rwy 20R, Twy H.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy A, Twy H, and Twy C.</td>
</tr>
<tr>
<td>SANTA BARBARA, CA</td>
<td>HS 1</td>
<td>Rwy 07-25, Twy C.</td>
</tr>
<tr>
<td>SANTA MARIA, CA</td>
<td>HS 1</td>
<td>Twy A, Twy A6, Twy A5, Twy R, and Twy S.</td>
</tr>
<tr>
<td>SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)</td>
<td>HS 2</td>
<td>Rwy 20 and Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 12 and Twy B2 and Twy A2.</td>
</tr>
<tr>
<td>TORRANCE, CA</td>
<td>HS 1</td>
<td>Pilots exiting Rwy 11L-29R sometimes fail to hold short of the Rwy 11R-29L apch hold area on Twy H.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.*
ARRIVAL ROUTE DESCRIPTION

CGNEY TRANSITION (CGNEY.ANJLL4)
DNERO TRANSITION (DNERO.ANJLL4)
HAKMN TRANSITION (HAKMN.ANJLL4)
OTOOL TRANSITION (OTOOL.ANJLL4)
SALYY TRANSITION (SALYY.ANJLL4)
SHTNR TRANSITION (SHTNR.ANJLL4)

From ANJLL on track 240° to cross CAANN at or above 17000, then on track 240° to cross BOYEL at or above 14000, then on track 241° to cross CRCUS between 12000 and 14000 and at 270K. Expect ILS or RNAV (RNP) RWY 25L approach.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment proceed on ILS or LOC RWY 25L.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

THERMAL TRANSITION (TRM.ARKOE1): From over TRM VORTAC on TRM R-237 to KRATZ INT, then on OCN R-054 and PDZ R-113 to ARKOE INT.

From over ARKOE INT expect to intercept the localizer for an ILS Y or LOC RWY 32 or vector VOR/TACAN RWY 32.

NOTE: DME required.

NOTE: Chart not to scale.
NOTE: Turbojet aircraft only.
NOTE: RADAR required.
NOTE: When SAN arrivals are using Rwy 9, aircraft can expect to depart and re-enter the TCA southwest of PGY VORTAC.

TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION

TNP, EED and PKE transitions expect FL240 at SALTN
expect 12000 at CARUL

OCEANSIDE
115.3 OCN E:::
Chan 100

LOCALIZER 111.55
I-SAN E:::
Chan 52 (Y)

MISSION BAY
117.8 MZB E:::
Chan 125

LOCALIZER 110.9
I-UBR E:::
Chan 46

SAN DIEGO INTL
Chan 109

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

IMPERIAL TRANSITION (IPL.BARET5): From over IPL VORTAC on IPL R-258 and MZB R-076 to BARET INT. Thence . . .

NEEDLES TRANSITION (EED.BARET5): From over EED VORTAC on EED R-208 to SHADI INT, then on JLI R-040 to SALTN INT, then on PGY R-027 to CARUL INT, then on JLI R-177 to BARET INT. Thence . . .

PARKER TRANSITION (PKE.BARET5): From over PKE VORTAC on PKE R-227 to SHADI INT, then on JLI R-040 to SALTN INT, then on PGY R-027 to CARUL INT, then on JLI R-177 to BARET INT. Thence . . .

TWENTYNINE PALMS TRANSITION (TNP.BARET5): From over TNP VORTAC on TNP R-179 to MOMAR INT, then on JLI R-040 to SALTN INT, then on PGY R-027 to CARUL INT, then on JLI R-177 to BARET INT. Thence . . .

. . . LANDING SAN RWY 9: From BARET INT on PGY R-043 to PGY VORTAC, then on PGY R-270 to IFSOX, then on OCN R-162 to SARGS INT. Expect ILS Rwy 9 approach to SAN or LOC/DME-B to NZY.

. . . LANDING SAN RWY 27 and NZY: From BARET INT on PGY R-043 to IFHEJ, then on I-UBR localizer to VYDDA INT. Expect LOC Rwy 27 approach to SAN or LOC/DME-A to NZY.

LOST COMMUNICATIONS: In the event of lost communications, North Island arrivals shall execute the TACAN Rwy 29 or TACAN Rwy 36.
ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.BASET5): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then via LAX R-068 to BASET INT. Thence. . .

JULIAN TRANSITION (JLI.BASET5): From over JLI VORTAC via JLI R-303 to WYVIL, then via PDZ R-105 to PDZ VORTAC, then via PDZ R-277 to ARNES, then via LAX R-068 to BASET. Thence. . .

PEACH SPRINGS TRANSITION (PGS.BASET5): From over PGS VOR/DME via PGS R-229 and PDZ R-046 to RUSTT INT, then via LAX R-068 to BASET INT. Thence. . .

TWENTYNINE PALMS TRANSITION (TNP.BASET5): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then via PDZ R-277 to ARNES, then via LAX R-068 to BASET. Thence. . .

. . .from BASET on LAX VORTAC R-068 to cross DOWNE at or above 10000, then on LAX R-068 to cross REEDR at or above 9000.

LANDING RUNWAYS 6L/R: From REEDR on SMO VOR/DME R-097 to cross SMO at or above 8000, then on heading 251° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 7L/R: From REEDR on heading 213° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
In the event of lost communications: If landing Rwys 6L/R proceed on the ILS or LOC RWY 6R. If landing Rwys 7L/R depart REEDR heading 213° to intercept the SLI R-251 to TANDY.
ARRIVAL ROUTE DESCRIPTION

TILLT TRANSITION (TILLT.BAUBB2)

From BAUBB on track 087° to cross STYFF at or below 9000.

LANDING RUNWAY 12: From STYFF on track 078° to cross KAYNN at or below 7000, then on track 015° to cross PADDR between 3000 and 6000, then on track 009° to cross QGATE at or above 3000, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

LANDING RUNWAYS 26R, 30: From STYFF on track 078° to cross KAYNN at or below 7000, then on track 055° to cross LAXBB at or below 5000, then on track 055° to cross ALBAS at 4000, then on track 020° to cross EZKEL at or above 4000, then on track 020°. Expect RNAV (RNP) Y RWY 30 or RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAYS 26R, 30: After ALBAS proceed on the RNAV (RNP) Y RWY 30 or ILS or LOC RWY 30 approach.
RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach.
If unable approach to LGB, after ALBAS/BREKE climb to 4000 direct SLI VORTAC and hold.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect Rwy 30 unless otherwise assigned by ATC.
NOTE: Turbojet and high performance turboprop aircraft only.
NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect Rwy 25L unless otherwise assigned by ATC.
NOTE: CERNL TRANSITION GPS required.
NOTE: BURGL, FRASR, HUULL, SNAXX, MUPTT, REBRG, RYDRR TRANSITIONS DME/DME/IRU or GPS required.
NOTE: Do not file-to be assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From BAYST on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 110° to cross DWYER at 7000 and at 210K, then on track 095° to cross AYYYY at 6000, then on track 071° to cross PETYR at 5000, then on track 071° or as assigned by ATC. Expect RADAR vectors to ILS or RNAV (RNP) RWY 25L final approach course.

LOST COMMUNICATIONS

After PETYR turn left heading 315° and intercept the Rwy 25L localizer, proceed on the ILS RWY 25L approach.

NOTE: Chart not to scale.
NOTE:  Chart not to scale.

NOTE:  SHTNR transition restricted to LAS departures only.
NOTE:  CGNEY and OTOOL transitions ATC assigned only, do not file.
NOTE:  Expect local area altimeter reaching FL230.
NOTE:  Expect runway 7R unless otherwise assigned.
NOTE:  Los Angeles landing east traffic.
NOTE:  Turbojet aircraft only.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  RADAR required.
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  Turbojet aircraft only.
NOTE:  Los Angeles landing east traffic.
NOTE:  Expect runway 7R unless otherwise assigned.
NOTE:  Expect local area altimeter reaching FL230.
NOTE:  CGNEY and OTOOL transitions ATC assigned only, do not file.
NOTE:  SHTNR transition restricted to LAS departures only.

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA (RNAV)
Transition Routes

NOTE:  Chart not to scale.

SW-3, 11 JUL 2024 to 05 SEP 2024
**ARRIVAL ROUTE DESCRIPTION**

From ANJLL on track 240° to cross KAOSS between FL190 and FL230, then on track 244° to cross TOLLA between 14000 and 17000, then on track 244° to cross SLACR at or below 15000, then on track 244° to cross BIGBR between 13000 and 14000.

**LANDING RUNWAYS 6L/R:** From BIGBR on track 252° to cross DRYSS between 10000 and 12000, then on track 253° to cross TOMYS at or above 9000, then on track 264° to cross CLIFY at 7000 and at 220K, then on track 259° to HNCHHE, then on track 251° to cross SASSI at 7000 and at 210K, then on track 251°. Expect RADAR vectors to ILS or RNAV (RNP) RWY 6L final approach course.

**LANDING RUNWAYS 7L/R:** From BIGBR on track 237° to cross LADDD between 10000 and 12000, then on track 253° to cross JOELZ between 8000 and 9000, then on track 226° to cross NORML at or above 6000 and at 220K, then on track 251° to cross WNDFL at 6000 and at 210K, then on track 251°. Expect RADAR vectors to ILS or RNAV (RNP) RWY 7R final approach course.

**LOST COMMUNICATIONS:** In the event of lost communication proceed on the RNAV (RNP) RWY 7R or ILS or LOC RWY 7R approach.
ARRIVAL ROUTE DESCRIPTION

BUGGA TRANSITION (BUGGA.BOGET2)
NEEDLES TRANSITION (EED.BOGET2)
KREME TRANSITION (KREME.BOGET2)
PURSE TRANSITION (PURSE.BOGET2)
WELUM TRANSITION (WELUM.BOGET2)
WNCHL TRANSITION (WNCHL.BOGET2)

LANDING KLAX/KSMO: From BOGET on track 183° to cross MEETT at or above 7500, then on track 173° to cross WATSS at or above 6900, then on track 157° to cross UPDOC at 6000, then on track 140°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Landing LAX expect Rwy 24R unless otherwise assigned by ATC.
NOTE: Landing SMO expect Rwy 21 unless otherwise assigned by ATC.
NOTE: This procedure NA for turbojets landing LAX.
NOTE: KREME transition restricted to KLAS departures only.
NOTE: WNCHL transition ATC assigned only-do not file.

SANTA MONICA TOWER * 120.1 257.8

NOTE: Ldg KLAX and KSMO

NOTE: Chart not to scale.
VTOL.bonjo2

ARIVAL ROUTE DESCRIPTION

HIHWY TRANSITION (HIHWY.BONJO2)

HONZK TRANSITION (HONZK.BONJO2)

PRPLE TRANSITION (PRPLE.BONJO2)

RDHOT TRANSITION (RDHOT.BONJO2)

REBREG TRANSITION (REBREG.BONJO2)

From ROKKR on track 131° to cross ZEPPE between 9000 and 10000, then on track 129° to cross IVINS at or above 8000, then on track 113° to cross ROLLI at or above 6000, then on track 084° to cross BONJO at 5000, then on track 103°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Los Angeles landing east traffic.
NOTE: Expect runway 7R unless otherwise assigned.
NOTE: Expect local area altimeter reaching FL230.
NOTE: MDLER transition ATC only, do not file.

(CONTINUED ON FOLLOWING PAGE)
From HLYWD on track 251° to cross BRUEN at or below FL320, then on track 252° to cross AVATR between FL240 and FL290 and at 280K, then on track 250° to cross TRUBL between FL190 and FL230, then on track 253° to cross EMMMY between 14000 and 17000, then on track 253° to cross WHDDN at or below 15000, then on track 253° to cross SHRTZ between 13000 and 14000.

LANDING RUNWAYS 6L/R: From SHRTZ on track 267° to cross DRYSS between 10000 and 12000, then on track 253° to cross TOMYS at or above 9000, then on track 264° to cross CLIFY at 7000 and at 220K, then on track 259° to HNCH, then on track 251° to cross SASSI at 7000 and at 210K, then on track 251° to SHIPM, then on track 251°. Expect RADAR vectors to ILS or RNAV (RNP) RWY 6L final approach course.

LANDING RUNWAYS 7L/R: From SHRTZ on track 252° to cross LADD between 10000 and 12000, then on track 253° to cross JOELZ between 8000 and 9000, then on track 226° to cross NORM at or above 6000 and at 220K, then on track 251° to cross WNDFL at 6000 and at 210K, then on track 251° to NIKEY, then on track 251°. Expect RADAR vectors to ILS or RNAV (RNP) RWY 7R final approach course.

LOST COMMUNICATIONS: In the event of lost communication proceed on the RNAV (RNP) RWY 7R or ILS or LOC RWY 7R approach.
ARRIVAL ROUTE DESCRIPTION

IMPERIAL TRANSITION (IPL.CHASR)
MOMAR TRANSITION (MOMAR.CHASR)
PARKER TRANSITION (PKE.CHASR)
TRUE TRANSITION (TTRUE.CHASR)

NZY/SDM: From TOPGN on track 249° to cross CHASR at 6400, then on track 250°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Descend via mach number until intercepting 270K. Maintain 270K until slowed by the STAR or assigned by ATC.
ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.CLOWD1): From over BLH VORTAC on BLH R-278 and PSP R-072 to CLOWD DME. Thence.

DECAS TRANSITION (DECAS.CLOWD1): From over DECAS INT on BLH R-278 and PSP R-072 to CLOWD DME. Thence.

GOFFS TRANSITION (GFS.CLOWD1): From over GFS VORTAC on GFS R-185 and TNP R-028 to TNP VORTAC, then on TNP R-199 to CLOWD DME. Thence.

NEEDLES TRANSITION (EED.CLOWD1): From over EED VORTAC on EED R-216 and TRM R-037 to UBABE DME, then on PSP R-072 to CLOWD DME. Thence.

. . . .From over CLOWD DME on TRM R-021 to TRM VORTAC. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

HUULK TRANSITION (HUULK.COMIX2)
LOS ANGELES TRANSITION (LAX.COMIX2)
SANTA CATALINA TRANSITION (SXC.COMIX2)

From COMIX on track 134° to FLSHH, then on track 134° to cross LNTRN at or above 9000 and at 230K, then on track 134° to cross XMANS at or above 7000, then on track 094° to cross KLOMN at 6000 and at 210K, then on track 104° to cross NADDO at 6000, then on heading 095° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: Turbojet and turboprop aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

RDHOT TRANSITION (RDHOT.DIRBY1)
TILLT TRANSITION (TILLT.DIRBY1)

From DIRBY on track 082° to cross PHUNN at or below 14000, then on track 034° to cross SHHOW at or below 12000, then on track 346° to cross ZAPPP at or above 9000, then on track 346° to cross BUFIE at or below 8000, then on track 332° to cross SLI VORTAC at 7000 and at 210K, then on track 326° to cross TRNDO at 5000 and at 210K. Expect RADAR vectors to ILS or RNAV (RNP) Z RWY 25L final approach course.

LOST COMMUNICATIONS

In the event of lost communications: RNP arrivals proceed on the RNAV (RNP) Z RWY 25L approach. All other aircraft proceed on the ILS or LOC RWY 25L.
LANDING KLGB RUNWAY 12: From DSNEE on track 236° to cross MCKYE at or above 7200, then on track 236° to cross MOUSS at or above 6500, then on track 236° to cross GOOFY at 4000, then on track 237° to cross PIBBB at 4000, then on track 256° to LUVCI, then on track 269° to cross QGATE at or above 3000, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

LANDING KLGB RUNWAYS 26R, 30: From DSNEE on track 236° to cross MCKYE at or above 7200, then on track 236° to cross MOUSS at or above 6500, then on track 236° to cross GOOFY at 4000, then on track 237° to cross PIBBB at 4000, then on track 236° to cross MIDDS at 4000, then on track 236°. Expect ILS or RNAV (RNP) RWY 30 approach, or RNAV (RNP) RWY 26R approach.

LANDING KSNA: From DSNEE on track 235° to cross JWARD, then on heading 260° or as assigned by ATC. Expect vectors to ILS or RNAV (RNP) RWY 20R final approach course.

LOST COMMUNICATIONS: In the event of lost communications:
LANDING LGB RUNWAYS 26R, 30: After MIDDS proceed on the RNAV (RNP) RWY 30 or ILS RWY 30 approach.
LANDING LGB RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach, if unable approach, after MIDDS/BREKE climb to 4000 direct SLI VORTAC and hold.
LANDING SNA RUNWAY 20R: After DSNEE proceed on the RNAV (RNP) RWY 20R approach. If unable approach, after DSNEE maintain 6000 direct SLI VORTAC and hold.
NOTE: Radar required.
NOTE: Turboprop and prop aircraft only.
ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.EMMLN1): From over DAG VORTAC on DAG R-214 to APLES. Thence. . . .
HECTOR TRANSITION (HEC.EMMLN1): From over HEC VORTAC on HEC R-232 to APLES. Thence. . . .

LANDING KLGB/KFUL/KSLI: From over APLES on PARADISE VORTAC (PDZ) R-012 to cross CAPTZ at 10000, then on PDZ R-012 to cross RRIZE at 8100, then on PDZ R-012 to cross PDZ VORTAC at 6000, then on PDZ R-270 to cross DOWDD at 6000, then on POMONA VORTAC (POM) R-187 to cross AHEIM at 6000, then on SEAL BEACH VORTAC (SLI) R-058 to cross SLI VORTAC at 6000.

LANDING KLGB: From over SLI VORTAC, fly heading 210°, expect RADAR vectors to final approach course.

LANDING KFUL: From over SLI VORTAC, expect VOR-A approach.

LANDING KSLI: From over SLI VORTAC, expect VOR or TACAN RWY 22L approach or RADAR vectors to final approach course.

LANDING KHHR: From over APLES on PARADISE VORTAC (PDZ) R-012 to cross CAPTZ at 10000, then on PDZ R-012 to cross RRIZE at 8100, then on PDZ R-012 to cross PDZ VORTAC at 6000, then on PDZ R-270 to cross RNDAL at 6000, then fly heading 250°. Expect RADAR vectors to final approach course.

LANDING KSNA: From over APLES on PARADISE VORTAC (PDZ) R-012 to cross CAPTZ at 10000, then on PDZ R-012 to cross RRIZE at 8100, then on PDZ R-012 to cross PDZ VORTAC at 6000, then on PDZ R-270 to cross RNDAL at 6000, then on POM R-164 to cross POXKU at 6000, then on SLI R-058 to cross SLI VORTAC at 6000. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

GORMAN TRANSITION (GMN.FASTO2): From over GMN VORTAC on GMN R-344 to FASTO INT. Thence . . . .

LAKE HUGHES TRANSITION (LHS.FASTO2): From over LHS VORTAC on LHS R-305 and GMN R-344 to FASTO INT. Thence . . . .

PALMDALE TRANSITION (PMD.FASTO2): From over PMD VORTAC on PMD R-298 and EHF R-123 to MINGI INT, then on I-BFL LOC course to FASTO INT. Thence . . . .

. . . . From over FASTO INT on the I-BFL Localizer for the ILS or LOC RWY 30R procedure.

LOST COMMUNICATIONS: From FASTO INT direct to JUPEX INT maintain 2500; intercept and execute ILS or LOC RWY 30R approach. If unable, proceed to JUPEX INT and hold and maintain 2500.
ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.FERN7): From over AVE VOR/DME on AVE R-129 and FIM R-310 to FIM VORTAC. Thence.

DERBB TRANSITION (DERBB.FERN7): From over DERBB INT on AVE R-129 and FIM R-310 to FIM VORTAC. Thence.

FELLOWS TRANSITION (FLW.FERN7): From over FLW VOR/DME on FLW R-116 and FIM R-297 to FIM VORTAC. Thence.

OHIGH TRANSITION (OHIGH.FERN7): From over OHIGH INT on FIM R-267 to FIM VORTAC. Thence.

. . . .From over FIM VORTAC:

LANDING VAN NUYS RWY 16: Via FIM R-053 to UMBER INT, then via I-VNY localizer. Expect ILS RWY 16R.

LANDING VAN NUYS RWY 34: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect LDA-C; circle to land Rwy 34L.

LANDING BOB HOPE: Via FIM R-136 to TOAKS INT, then via I-BUR localizer. Expect ILS RWY 8.

LANDING SANTA MONICA MUNI: Via FIM R-097 and VNY R-277 to VNY then via VNY R-095 to DARTS INT. Expect VOR-A approach.
ARRIVAL ROUTE DESCRIPTION

FIKY TRANSITION (FIKY.GOATZ1)

From GOATZ on track 038° to cross DIRBY between 16000 and FL190 and at 280K, then on track 082° to cross PHUNN at or below 14000, then on track 034° to cross SHHOW at or below 12000, then on track 346° to cross ZAPPP at or above 9000, then on track 346° to cross BUFIE at or below 8000, then on track 332° to cross SLI VORTAC at 7000 and at 210K, then on track 326° to cross TRNDO at 5000 and at 210K. Expect ILS or RNAV (RNP) RWY 25L.

LOST COMMUNICATIONS

In event of lost communication, proceed on the RNAV (RNP) RWY 25L approach.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: KREME TRANSITION restricted to KLAS departures only.
NOTE: WNCHL TRANSITION ATC assigned only.

CONTINUED ON FOLLOWING PAGE
GUERA TWO ARRIVAL (RNAV) 20198

NOTE: Turbojet and turboprop aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet and turboprop aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING KNKD RWY 21: From GUERA on track 233° to FIM VORTAC at or above 5100. Expect ILS Y or LOC/DME RWY 21 approach.

LANDING KOKR/KCM: From GUERA on track 201° to cross SESPE at 5300, then on track 200° to cross DOOBY at 5000, then on track 200°. Expect RADAR vectors to final approach course.

GUERA TWO ARRIVAL (RNAV) 19JUL18
NOTE: MDLER transition ATC only, do not file.

NOTE: Expect local area altimeter reaching FL230.

NOTE: Expect runway 25L unless otherwise assigned by ATC.

NOTE: Los Angeles landing west traffic.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
**NOTE:** Chart not to scale.

**NOTE:** Expect local area altimeter reaching FL230.

**NOTE:** Expect runway 25L unless otherwise assigned by ATC.

**NOTE:** Turbojet aircraft only.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** RADAR required.

**NOTE:** Los Angeles landing west traffic.

**NOTE:** Expect runway 25L unless otherwise assigned by ATC.

**NOTE:** Expect local area altimeter reaching FL230.

**ARRIVAL ROUTE DESCRIPTION**

From HLYWD on track 251° to cross BRUEN between FL240 and FL300 and at 280K, then on track 252° to cross AVATR between FL190 and FL240, then on track 249° to cross DAAAY at or above 17000, then on track 250° to cross WADUP at or above 15000, then on track 250° to cross NEILE at or above 14000, then on track 250° to cross SEAVU between 12000 and 14000 and at 270K. Expect ILS or RNAV (RNP) RWY 25L approach.

**LOST COMMUNICATIONS:** In the event of lost communication prior to runway assignment proceed on ILS or LOC RWY 25L.
ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.HUBRD1): From over LAX VORTAC on LAX R-118 to OTISS INT, then on LAX R-118 to HUBRD INT. Thence . . . .

SANTA CATALINA TRANSITION (SXC.HUBRD1): From over SXC VORTAC on SXC R-084 to HUBRD INT. Thence . . . .

. . . From over HUBRD INT via LAX R-118 to CARDI FIX via MZB R-320 to TORIE FIX. Expect vector to final approach course.
TOKIO

0
25
FL 5°
2
1 7)
1
(

(HUULL.HUULL2)24MAY18

0
25
FL 5°
12 7)
1
(

RBOTO

HUULL TWO ARRIVAL(RNAV)

0
25
L
F
°

5
13

)
21
(

0
25
L
F
°

5
13 4)

1
(

0
00
13 5°
3
1 0)
2
(

HUULL

(
35)

079°

16 NM

5°
31

RYDRR

10
3

(
6)

9000
8000

CLIFY

(
5)

071°

071°
3)
(
GADDO
5) DAHJR
(
6000
6000 210K

066°

8000 210K
7000

084°
JUUSE

084°

9000 240K

BAYST

10
3°
5)
KEVVI (

28
3°

10 NM

NOTE: Expect Runway 24R unless otherwise assigned by ATC.

NOTE: Procedure is only for use when Los Angeles landing west.

10000

°
(
17
)

11000 250K

(15)

079°

259°

SW-3, 11 JUL 2024 to 05 SEP 2024

14000
13000

GNZZO

10 NM

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

ILS or LOC RWY 24R..

AL-237 (FAA)

FL230 280K

FL250

BRUKY

LLEVI

RNAV (RNP) Z RWY 24R approach at DAHJR or proceed on the

In the event of lost communications: RNP LAX arrivals proceed on the

LOST COMMUNICATIONS

vectors to final approach course.

on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR

and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then

8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000

at or above 9000 and at 240K, then on track 084° to cross JUUSE between

103° to cross KEVVI at or above 10000, then on track 103° to cross BAYST

then on track 079° to cross RYDRR at 11000 and at 250K, then on track

From HUULL on track 079° to cross GNZZO between 13000 and 14000,

TOKIO TRANSITION (TOKIO.HUULL2)

HUULL TWO ARRIVAL(RNAV)

NOTE: Chart not to scale.

MANZZ

N

(S) 120.95 379.1

(N) 133.9 239.3

LOS ANGELES TOWER

133.8

D-ATIS ARR

124.5 235.975

ARRIVAL ROUTE DESCRIPTION

SW-3, 11 JUL 2024 to 05 SEP 2024

SOCAL APP CON

(HUULL.HUULL2)18144
Z33
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA


NOTE: Chart not to scale.

(continued on following page)
ARRIVAL ROUTE DESCRIPTION

LANDING KLAX/KHHR: From IRNMN on track 131° to cross SYMON between 12000 and 13000 and at 250K, then on track 126° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
In the event of lost communications proceed on the RNAV (RNP) Z RWY 24R approach or the ILS or LOC RWY 24R.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Procedure is only for use when Los Angeles landing west.
NOTE: Expect Rwy 24R unless otherwise assigned by ATC.
ARRIVAL ROUTE DESCRIPTION

HIHWY TRANSITION (HIHWY.IVINS1)
HONZK TRANSITION (HONZK.IVINS1)
PRPLE TRANSITION (PRPLE.IVINS1)
RDHOT TRANSITION (RDHOT.IVINS1)
REBRG TRANSITION (REBRG.IVINS1)

LANDING RWY 16R: From IVINS on track 063° to cross HNTUN at 7000, then on track 058°. Expect RADAR vectors to final approach course.

LANDING RWY 34L: From IVINS on track 126° to cross MIKEI at 7000, then on track 126° to cross EHUNT at 6000, then on track 126°. Expect RADAR vectors to final approach course.

NOTE: Expect Rwy 16R unless otherwise assigned by ATC.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Expect Rwy 16R unless otherwise assigned by ATC.
NOTE: RNAV 1.
NOTE: RADAR required.
JANNY FIVE ARRIVAL (RNAV)

20198

NOTE: Chart not to scale.

LANDING KVNY: From JANNY on track 243° to cross PUCK at 8000, then on track 201° to cross ELMRR at or above 7000, then on track 201° to cross WABBT at 6000, then on track 201°. Expect RNAV (RNP) Y RWY 8 or RADAR vectors to final approach course.

LANDING KBUR RWY 8: From JANNY on track 243° to cross PUCCK at 8000, then on track 201° to cross ELMRR at or above 7000, then on track 201° to cross UMBER at or above 6000. Expect ILS Y RWY 16R or ILS Z RWY 16R.

NOTE: Chart not to scale.

VNY ATIS 134.5
BUR D-ATIS 120.4 360.6
SOCAL APP CON 119.3 290.0
VNY 117.7 254.3
Burbank Tower 127.55
SW-3, 11 JUL 2024 to 05 SEP 2024
SW-3, 11 JUL 2024 to 05 SEP 2024
SW-3, 11 JUL 2024 to 05 SEP 2024
Z37
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect Rwy 26L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter setting reaching FL200.
NOTE: HEYNG transition ATC assigned only.
NOTE: FEYLA transition Las Vegas area departures only.

**ONTARIO, CALIFORNIA**

See following page for arrival route.
NOTE: Expect local area altimeter setting reaching FL200.

NOTE: Expect Rwy 26L unless otherwise assigned by ATC.

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Expect Rwy 26L unless otherwise assigned by ATC.

NOTE: Expect local area altimeter setting reaching FL200.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From JCKIE on track 222° to cross GBNEY between 14000 and 16000, then on track 229° to cross GGRAY between 12000 and 14000, then on track 217° to cross HINOH between 11000 and 13000.

LANDING RUNWAY 8L/R: From HINOH on track 196° to cross ARRAN at or above 10000 and at or below 250K, then on track 218° to cross FIXUT at 9000, then on track 218° to cross ILONE at 8000, then on track 218° to cross ESAYE at 6000, then on track 211° to cross EFFXX at 6000 and at 210K then on track 267° to CASIE, then on heading 267° or as assigned by ATC. Expect RNAV (RNP) Z RWY 8L approach or RADAR vectors to final approach course.

LANDING RWY 26L/R: From HINOH on track 196° to cross RUMBL at 10000 and at 240K, then on heading 196° or as assigned by ATC. Expect RNAV (RNP) Z RWY 26L approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: Proceed on the RNAV (RNP) Z RWY 26L approach or ILS or LOC RWY 26L approach.

LANDING EAST: Proceed on the RNAV (RNP) Z RWY 8L approach or ILS or LOC RWY 8L approach.
ARRIVAL ROUTE DESCRIPTION

ELKEY TRANSITION (ELKEY.KARLB3)

FICKY TRANSITION (FICKY.KARLB3)

ROSIN TRANSITION (ROSIN.KARLB3)

From GOATZ on track 038° to DIRBY, then on track 082° to cross PHUNN at or below 14000, then on track 034° to cross SHHOW at or below 12000, then on track 010° to cross OLLLY at or above 9000, then on track 010° to cross KARLB at or below 8000, then on track 010° to cross POXKU at 7000 and at 220K, then on track 061° to cross PDZ VORTAC at 7000, then on heading 049° or as assigned by ATC. Expect RNAV (RNP) Z or ILS Rwy 26L/R or RADAR vectors to final approach course.

NOTE: ROSIN Transition ATC assigned only.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.KAYOH8): From over HEC VORTAC on HEC R-211 to BULGY then on R-211 and PDZ R-030 to DAWNA, then on HDF R-353 to HDF VOR, then on HDF R-257 to FRETS, then on HDF R-257 and SLI R-075 to KAYOH. Thence . . .

PALM SPRINGS TRANSITION (PSP.KAYOH8): From over PSP VORTAC on PSP R-260 to BANDS, then on HDF R-054 to HDF VOR, then on HDF R-257 to FRETS, then on HDF R-257 and SLI R-075 to KAYOH. Thence . . .

. . . from over KAYOH on SLI R-075 to JOGIT, then on SLI R-075 to SLI VORTAC, expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: Procedure for non-turbojet aircraft only except PALMDALE Transition to Santa Monica Airport.

NOTE: RADAR required.

NOTE: DME required on TULE Transition.
ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO3): From over LHS VORTAC on LHS R-139 to KIMMO INT. Thence. . . .

PALMDALE TRANSITION (PMD.KIMMO3): From over PMD VORTAC on PMD R-218 to KIMMO INT. Thence. . . .

SHAFTER TRANSITION (EHF.KIMMO3): From over EHF VORTAC on EHF R-123 and LHS R-329 to LHS VORTAC, then on LHS R-139 to KIMMO INT. Thence. . . .

TULE TRANSITION (TTE.KIMMO3): From over TTE VOR/DME on TTE R-147 and LHS R-329 to LHS VORTAC, then on LHS R-139 to KIMMO INT. Thence. . . .

. . . .From over KIMMO INT on LHS R-139 and SLI R-319 to DARTS INT/SLI 25 DME.

LANDING LOS ANGELES INTL: Depart DARTS INT heading 140°, expect RADAR vectors to final approach course.

LANDING SANTA MONICA MUNI: Depart DARTS INT heading 140°, expect RADAR vectors to final approach course.
NOTE: RADAR and DME required.

NOTE: Chart not to scale.
LEGOZ TWO ARRIVAL (RNAV)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BAUBB TRANSITION (BAUBB.LEGOZ2)
BLOXX TRANSITION (BLOXX.LEGOZ2)
BURGL TRANSITION (BURGL.LEGOZ2)
LANDO TRANSITION (LANDO.LEGOZ2)
REBRG TRANSITION (REBRG.LEGOZ2)
TILT TRANSITION (TILT.LEGOZ2)

LANDING CRQ RUNWAY 6: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 250K, then on track 085° to cross PACIF at 7000. Expect RNAV (RNP) Z RWY 6 approach.

LANDING CRQ RUNWAY 24: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 250K, then on track 085° to cross PACIF at 7000, then on track 085° to cross OCN VORTAC at 5000, then on track 085°. Expect RADAR vectors to ILS or LOC RWY 24 final approach course.

LANDING NFG: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 250K, then on track 085° to cross PACIF at 7000, then on track 085° to cross OCN VORTAC at 5000, then on track 085°. Expect RNAV (GPS) RWY 21 approach or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

HOGGZ TRANSITION (HOGGZ.LUCKI1)
IMPERIAL TRANSITION (IPL.LUCKI1)
LEVEL TRANSITION (LEVEL.LUCKI1)
MOMAR TRANSITION (MOMAR.LUCKI1)
PARKER TRANSITION (PKE.LUCKI1)
TTRUE TRANSITION (TTRUE.LUCKI1)

From LUCKI on track 239° to cross LYNDI at or above 5000 and at 210K. Expect RNAV (GPS) RWY 27 or LOC RWY 27 approach.

LOST COMMUNICATIONS: In the event of lost communication: join the San Diego RNAV (GPS) RWY 27 approach at LYNDI. If unable, proceed direct VYDDA and join the San Diego LOC RWY 27 approach.

NOTE: IPL transition ATC assigned only.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: IFL transition ATC assigned only.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.LYNXX8): From over DAG VORTAC via DAG R-239 and PMD R-065 to PMD VORTAC. Then via PMD R-240 to LYNXX INT. Thence...

HECTOR TRANSITION (HEC.LYNXX8): From over HEC VORTAC via HEC R-248 and PMD R-067 to PMD VORTAC. Then via PMD R-240 to LYNXX INT. Thence...

LAKE HUGHES TRANSITION (LHS.LYNXX8): From over LHS VORTAC via LHS R-170 to LYNXX INT. Thence...

PALMDALE TRANSITION (PMD.LYNXX8): From over PMD VORTAC via PMD R-240 to LYNXX INT. Thence...

...From over LYNXX INT via VNY R-329 to VNY VOR/DME. Expect RADAR vectors to final approach course after VNY VOR/DME.
NOTE: VOR equipped aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over PMD VORTAC via PMD R-104 to HITOP INT. Thence via HDF R-332 to HDF VOR. Expect VOR approach or vector to intercept ILS Rwy 32.
**ARRIVAL ROUTE DESCRIPTION**

**LANDING RUNWAYS 6L/R:** From MDNYT on track 252° to DOWNE, then on track 268° to cross DOYRS at or above 10000, then on track 267° to cross CLIFY between 8000 and 10000 and at 230K, then on track 259° to HNCHE, then on track 251° to cross SASSI at 7000 and at 210K, then on track 251° to SHIPM, then on track 251°. Expect RADAR vectors to ILS or RNAV (RNP) RWY 6R final approach course.

**LOST COMMUNICATIONS:** In the event of lost communication proceed on the RNAV (RNP) RWY 6R or ILS or LOC RWY 6R approach.
ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.MOOR4): From over AVE VOR/DME on AVE R-129 and FIM R-310 to FIM VORTAC. Thence. . . .

DERBB TRANSITION (DERBB.MOOR4): From over DERBB INT on AVE R-129 and FIM R-310 to FIM VORTAC. Thence. . . .

DINTY TRANSITION (DINTY.MOOR4): From over DINTY INT on RZS R-233 to RZS VORTAC. Then on RZS R-087 and FIM R-267 to FIM VORTAC. Thence. . . .

. . . .From over FIM VORTAC via FIM R-158 to WAKER INT. For Runways 6L/R or 7L/R: From WAKER INT expect vector to final approach course for Los Angeles Intl Airport.
From over JLI VORTAC on JLI R-263 and OCN R-083 to VISTA, then on OCN R-083 to CYNDE DME, then on OCN R-083 to OCN VORTAC, then on OCN R-272 and VTU R-114 to SHILY INT, then on SLI R-251 to DOYLE INT, then on VTU R-129 to EXERT INT, then on LAX R-246 to MERMA INT. Expect RADAR vectors to final approach course for Runways 6 or 7.
NOTE: Chart not to scale.

NOTE: REESR TRANSITION ATC assigned only.

NOTE: Expect Rwy 20R unless otherwise assigned by ATC.

NOTE: Turbojet and high performance turboprop aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From PCIFC on track 150° to cross CRAYN at or above 17000, then on track 150° to cross SIPPP at or above 14000, then on track 150° to cross TANDY between 13000 and 14000, then on track 152° to OHSEA.

LANDING RUNWAY 2L: From OHSEA on track 111° to cross STYFF at or below 9000, then on track 111° to cross JJAWS at or below 6000, then on track 092° to cross PUZZL at 5000, then on track 017° to cross MINOE at or above 3000 and at 210K. Expect RNAV (RNP) Z RWY 2L or vectors to final approach course.

LANDING RUNWAY 20R: From OHSEA on track 111° to cross STYFF at or below 9000, then on track 080° to cross KAYNN at or below 7000, then on track 057° to cross LAXBB at 5000, then on track 044° to cross KLEVR at 5000, then on track 016° to cross BHEAR at 5000, then on track 016°. Expect RNAV (RNP) Z RWY 20R or vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 20R: After BHEAR turn right direct SAGER and proceed on the ILS or LOC RWY 20R approach.

LANDING RUNWAY 2L: Proceed on LOC BC RWY 2L, RNAV (GPS) Y RWY 2L or RNAV (RNP) Z RWY 2L.
ARRIVAL ROUTE DESCRIPTION

From AMMOR on track 289° to cross RNCHO at or above FL260, then on track 282° to cross REGGO at or above FL240, then on track 268° to cross CYNDE at or below 14000, then on track 269° to cross OLAAA between 12000 and 13000, then on track 291° to PESOZ, then on track 328° to cross MADOW at or below 8000, then on track 331° to cross TOZEK at 7000, then on track 331° to cross SLI VORTAC at 7000 and at 210K, then on track 326° to cross TRNDO at 5000 and at 210K. Expect RADAR vectors to ILS or RNAV (RNP) RWY 25L final approach course.

LOST COMMUNICATIONS: In the event of lost communication, proceed on the RNAV (RNP) RWY 25L or the ILS or LOC RWY 25L approach.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect runway 25L unless otherwise assigned by ATC.
NOTE: Non-RNP AR aircraft expect RADAR vectors to final approach course after SLI VORTAC.
NOTE: Chart not to scale.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and high performance turboprop aircraft only.
NOTE: Expect Rwy 30 unless otherwise assigned by ATC.
NOTE: REESR Transition ATC assigned only.

See following page for Arrival Routes.
PCIFC TWO ARRIVAL (RNAV) Arrival Routes

From PCIFC on track 148° to cross CRAYN at or above 17000, then on track 148° to cross SIPPP at or above 14000, then on track 148° to cross TANDY between 13000 and 14000, then on track 150° to OHSEA, then on track 109° to cross STYFF at or below 9000.

LANDING RUNWAY 12: From STYFF on track 078° to cross KAYNN at or below 7000, then on track 015° to cross PADDR at or below 6000, then on track 009° to cross QGATE at or above 3000, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

LANDING RUNWAYS 26R, 30: From STYFF on track 078° to cross KAYNN at or below 7000, then on track 055° to cross LAXBB at or below 5000, then on track 055° to cross ALBAS at 4000, then on track 020° to cross EZKEL at or above 4000, then on track 020°. Expect RNAV (RNP) Y RWY 30 or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAYS 26R, 30: After ALBAS proceed on the RNAV (RNP) Y RWY 30 or ILS or LOC RWY 30 approach.

LANDING RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach. If unable approach to LGB, after ALBAS/BREKE climb to 4000 direct SLI VORTAC and hold.
**ARRIVAL ROUTE DESCRIPTION**

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Turbojet and turboprop aircraft only.

**NOTE:** Landing Rwy 7 expect to cross GRYSN at 4000.

**NOTE:** For non GPS-equipped aircraft, FIM must be operational.

**NOTE:** Chart not to scale.

**LANDING RUNWAY 7:** From PITBL on track 245° to KWANG, then on track 267° to HHOME, then on track 254° to GRYSN, then on track 254°. Expect RADAR vectors to final approach course.

**LANDING RUNWAY 25:** From PITBL on track 245° to KWANG, then on track 267° to SWAMM, then on track 267°. Expect RADAR vectors to final approach course.
**ARRIVAL ROUTE DESCRIPTION**

**LOS ANGELES TRANSITION (LAX.PLYYA1)**

From PLYYA on track 126° to cross MNLYT at or above 4000.

**LANDING RUNWAY 9:** From MNLYT on track 120° to cross SARGS at or above 2100.

Expect ILS or LOC RWY 9 approach.
ROKKR TWO ARRIVAL (RNAV) Transition Routes

NOTE:  Chart not to scale.

+++CONTINUED ON FOLLOWING PAGE+++
From ROKKR on track 131° to cross ZEPPE between 9000 and 10000, then on track 129° to cross IVINS at or above 8000.

KBUR RUNWAY 8: From IVINS on track 126° to cross MIKEI at 7000. Expect ILS or LOC RWY 8 approach.

KBUR RUNWAY 15: From IVINS on track 083° to cross MAURK at 6000, then on track 083°. Expect RADAR vectors to final approach course.

KBUR RUNWAY 33: From IVINS on track 126° to cross MIKEI at 7000, then on track 126° to cross EHUNT at 6000, then on track 126°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

EMLLD TRANSITION (EMLLD.ROOBY3)
FEYLA TRANSITION (FEYLA.ROOBY3)
HIMDU TRANSITION (HIMDU.ROOBY3)
LRSON TRANSITION (LRSON.ROOBY3)
MARUE TRANSITION (MARUE.ROOBY3)
NATEE TRANSITION (NATEE.ROOBY3)
NEEDLES TRANSITION (EED.ROOBY3)

NOTE: Turbojet and turboprop aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Procedure is only for use when SNA is landing north.
NOTE: Landing SNA expect Runway 2L unless otherwise assigned by ATC.
NOTE: Procedure is only for use when SNA is landing north.
NOTE: Landing LGB expect Runway 30 unless otherwise assigned by ATC.
NOTE: Landing SNA expect Runway 2L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter reaching FL230.
NOTE: LRSON transition restricted to LAS departures only.
NOTE: FEYLA transition restricted to LAS departures only.
NOTE: LRSON transition ATC assigned only.

CONTINUED ON FOLLOWING PAGE

See following page for Arrival Routes.
**ARRIVAL ROUTE DESCRIPTION**

**LANDING LGB:** From ROOBY on track 192° to cross SLPPR at or above 8000, then on track 192° to cross WRSTL between 6000 and 8000, then on track 255° to cross JITSU at or above 5500 and at 220K, then on track 255° to cross FYTRR at 4000 and at 210K, then on heading 270° or as assigned by ATC. Expect RADAR vectors to final approach course.

**LANDING SNA:** From ROOBY on track 192° to cross SLPPR at or above 8000, then on track 192° to cross WRSTL between 6000 and 8000, then on track 255° to cross JITSU at or above 5500 and at 220K, then on track 255° to cross FYTRR at 4000 and at 210K, then on heading 242° or as assigned by ATC. Expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS:**

**LANDING LGB RUNWAY 30:** Intercept and proceed on the RNAV (RNP) RWY 30 or ILS RWY 30 approach.

**LANDING LGB RUNWAY 12:** Maintain 3000 and proceed direct BREKE then on the RNAV (RNP) RWY 12 approach. If unable approach to LGB climb to 4000 direct SLI VORTAC and hold.

**LANDING SNA RUNWAY 2L:** Proceed on the RNAV (RNP) RWY 2L approach or maintain 3000 and proceed direct MINOE then on the LOC BC RWY 2L approach. If unable approach to SNA climb to 5000 direct SLI VORTAC and hold.
NOTE: Chart not to scale.

ARRIVAL ROUTES:

- **RYDRR** (RNAV)
- **SNAXX** (DME/DME/IRU or GPS required)
- **EESSA** (DME/DME/IRU or GPS required)
- **CERNL** (GPS required)

TRANITION ROUTES:

- **SNAXX TRANSITION (SNAXX.RYDRR2)
- **ELKEY TRANSITION (ELKEY.RYDRR2)
- **EESSA TRANSITION (EESSA.RYDRR2)
- **CERNL TRANSITION (CERNL.RYDRR2)

NOTE: Procedure is only for use when Los Angeles landing west.

NOTE: Turbojet and turboprop aircraft only.

NOTE: SNAXX and EESSA transitions DME/DME/IRU or GPS required.

NOTE: CERNL and ELKEY transitions GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: Turboprop aircraft only.

NOTE: LAX arrivals expect Rwy 24R unless otherwise assigned by ATC.

NOTE: SW-3, 11 Jul 2024 to 05 Sep 2024
**Arrival Routes**

**Arrival Route Description**

**Landing KLAX/KHHR:** From RYDRR on track 103° to cross KEVVI at or above 10000, then on track 103° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

**Lost Communications**

In the event of lost communications: RNP LAX arrivals proceed on the RNAV (RNP) Z RWY 24R approach at DAHJR or proceed on the ILS or LOC RWY 24R.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

PLANNING INFORMATION

TURBOJET VERTICAL NAVIGATION

Expect 12000.

250K

BAYST
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect 10000

250K or as assigned by ATC.

SADDE
250K or as assigned by ATC.

NOTE: DME required.

NOTE: RADAR required.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.SADDE8): From over AVE VOR/DME on AVE R-129 and FIM R-310 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . . .

DERBB TRANSITION (DERBB.SADDE8): From over DERBB on AVE R-129 and FIM R-310 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . . .

DINTY TRANSITION (DINTY.SADDE8): From over DINTY on RZS R-233 to RZS VORTAC, then on RZS R-109 and VTU R-289 to VTU VOR/DME, then on VTU R-093 to SADDE. Thence. . . .

ELKEY TRANSITION (ELKEY.SADDE8): From over ELKEY on VTU R-226 to VTU VOR/DME then on VTU R-093 to SADDE. Thence. . . .

FILLMORE TRANSITION (FIM.SADDE8): From over FIM VORTAC on FIM R-148 to SADDE. Thence. . . .

PALMDALE TRANSITION (PMD.SADDE8): From over PMD VORTAC on PMD R-251 and FIM R-347 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . . .

SAN MARCUS TRANSITION (RZS.SADDE8): From over RZS VORTAC on RZS R-109 and VTU R-289 to VTU VOR/DME, then on VTU R-093 to SADDE. Thence. . . .

VENTURA TRANSITION (VTU.SADDE8): From over VTU VOR/DME on VTU R-093 to SADDE. Thence. . . .

. . . From SADDE on SMO VOR/DME R-261 to cross SMO VOR/DME at or above 7000. Then on heading 070°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
In the event of lost communications proceed on the ILS or LOC RWY 24R.
ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC on BLH R-278 and PSP R-072 to SBONO DME. Thence. . . .

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT on BLH R-278 and PSP R-072 to SBONO DME. Thence. . . .

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC on GFS R-185 and TNP R-028 to TNP VORTAC, then on TNP R-199 and PSP R-072 to SBONO DME. Thence. . . .

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC on EED R-216 and TRM R-037 to UBABE DME, then on PSP R-072 to SBONO DME. Thence. . . .

. . . .From over SBONO DME expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: For non-GPS equipped aircraft, JLI DME must be operational.

NOTE: Turbojet and high performance turboprop aircraft only.

NOTE: Expect runway 26L unless otherwise advised by ATC.

NOTE: Expect local area altimeter setting reaching FL200.

NOTE: TTRUE transition ATC assigned only, do not file.

(Continued on following page)
ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 8L/R: From SCBBY on track 258° to cross RRJAY between 8000 and 9000, then on track 258° to cross HRVEE at or above 7000, then on track 258° to cross HVANI at 6000 and at 240K, then on track 261° to cross EFFXX at 6000 and at 210K, then on track 267° to CASIE, then on track 267°. Expect RNAV (RNP) Z RWY 8L approach or RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From SCBBY on track 281° to cross STRKS at or above 7900, then on track 281° to cross CAYDE at or above 6000, then on track 273° to cross KALEA at or above 5000 and at 220K, then on track 272° to cross TAKOE at or above 4300 and at 210K. Expect assigned instrument approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: Proceed on the RNAV (RNP) Z RWY 26L approach or ILS or LOC RWY 26L approach.

LANDING EAST: Proceed on the RNAV (RNP) Z RWY 8L approach or ILS or LOC RWY 8L approach.
NOTE: Expect runway assignment on initial contact with Southern California TRACON. In the event of lost communications prior to runway assignment proceed via ILS Rwy 25L.

ARRIVAL ROUTE DESCRIPTION

TWENTYNINE PALMS TRANSITION (TNP.SEAVU2):
From over TNP VORTAC on TNP R-245 and PDZ R-069 to CATAW, then on POM R-098 to SEAVU.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment proceed via ILS Rwy 25L.
ARRIVAL ROUTE DESCRIPTION

JULIAN TRANSITION (JLI.SETER5): From over JLI VORTAC on JLI R-315 to SETER. Thence.

PALM SPRINGS TRANSITION (PSP.SETER5): From over PSP VORTAC on PSP R-260 to BANDS, then on PDZ R-078 to SETER. Thence.

LANDING ONTARIO INTL
RUNWAYS 26L/R: From over SETER on SB NDB 292° course to SB NDB; expect ILS approach.
RUNWAYS 8L/R: From over SETER on PDZ R-078 to BERDU, then on PDZ R-078 to PDZ VORTAC; expect vectors to final approach course.

ALL OTHER AIRPORTS
From over SETER via PDZ R-078 to BERDU, then on PDZ R-078 to PDZ VORTAC; expect vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.SHAMU1): From over LAX VORTAC via LAX R-132 and MZB R-294 to SHAMU FIX. Thence.

...From over SHAMU FIX via heading 135° to intercept MZB R-255 then via MZB R-255 to SARGS INT. Expect RADAR vectors to SAN Rwy 9 localizer.
**ARRIVAL ROUTE DESCRIPTION**

**CLASN TRANSITION (CLASN.SIZLR3)**

**OYVEY TRANSITION (OYVEY.SIZLR3)**

**LANDING ALL AIRPORTS:** From SIZLR on track 103° to MXIMO, then on track 103° to HITOP, then on track 106° to cross PZUKY at 16000, then on track 106° to cross BITTY at 16000, then on track 106° to cross MORON at 14000, then on track 095° to cross FERNN at 11000, then on track 123° to cross PSP VORTAC at 9000, then on track 124° to cross DEZZY at 9000, then on track 124°. Expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS**
Proceed direct TRM VORTAC and execute the VOR or GPS-B approach.

**NOTE:** RADAR required.
**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** Turboprop aircraft only.

**NOTE:** Chart not to scale.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From AMMOR on track 289° to cross RNCHO at or above FL260, then on track 298° to cross SNSTT between FL240 and FL260 and at 280K, then on track 328° to cross SOLAY at or below FL190, then on track 316° to cross LAHVA at 17000, then on track 287° to cross LAAMP at or above 15000, then on track 287° to cross SNDDR at or above 14000, then on track 287° to cross SEAVU between 12000 and 14000 and at 270K. Expect ILS or RNAV (RNP) RWY 25L approach.

LOST COMMUNICATIONS

In the event of lost communication prior to runway assignment proceed on ILS or LOC RWY 25L.
FELLOWS TRANSITION (FLW.TANDY5): From over FLW VOR/DME on FLW R-123 to SADDE. Thence. . . .

FILLMORE TRANSITION (FIM.TANDY5): From over FIM VORTAC on FIM R-148 to SADDE. Thence. . . .

. . . .From over SADDE on FIM R-148 to PAROL. From over PAROL on SXC R-310 to SXC VORTAC. Then from over SXC VORTAC on SXC R-037 to ALBAS. Then from ALBAS on SLI R-171 to SLI VORTAC.
THRUNE THREE ARRIVAL (RNAV) Transition Route

See following page for Arrival Routes.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Expect local area altimeter setting reaching FL200.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

LANDING KBUR: From THRNE on track 274° to cross BFOON at 10000, then on track 274° to cross CRCUS at 10000, then on track 269° to cross NNEDD at 8000, then on track 253°. Expect RADAR vectors to final approach course.

LANDING KSMO: From THRNE on track 274° to cross BFOON at 10000, then on track 274° to cross CRCUS at 10000, then on track 266° to cross SMEGL at or above 7000, then on track 265° to cross JOFRY at 6000, then on track 265°. Expect RADAR vectors to final approach course.

LANDING KVNY: From THRNE on track 274° to cross BFOON at 10000, then on track 274° to cross CRCUS at 10000, then on track 269° to cross NNEDD at 8000, then on track 272°. Expect RADAR vectors to final approach course.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Expect local area altimeter setting reaching FL200.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From TILLT on track 126° to ZIPRR, then on track 134° to WURLL, then on track 134° to cross TCUPS at or above FL260, then on track 109° to cross RUKKI at or above FL210 and at 280K, then on track 109° to cross BAUBB between 11000 and 14000.

LANDING RUNWAY 2L: From BAUBB on track 099° to cross JJAWS at or below 6000, then on track 092° to PUZZL, then on track 017° to cross MINOE at or above 3000 and at 210K. Expect RNAV (RNP) Z RWY 2L or vectors to final approach course.

LANDING RUNWAY 20R: From BAUBB on track 089° to cross STYFF at or below 9000, then on track 080° to cross KAYNN at or below 7000, then on track 057° to cross LAXBB at 5000, then on track 044° to cross KLEVR at 5000, then on track 016° to BHEAR, then on track 016°. Expect RNAV (RNP) Z RWY 20R or vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 20R: After BHEAR turn right direct SNAKE and execute the ILS or LOC RWY 20R approach.

LANDING RUNWAY 2L: Proceed on LOC BC RWY 2L, RNAV (GPS) Y RWY 2L, or RNAV (RNP) Z RWY 2L.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect RWY 20R unless otherwise assigned by ATC.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

**IMPERIAL TRANSITION (IPL.TOPGN2)**

**MOMAR TRANSITION (MOMAR.TOPGN2)**

**PARKER TRANSITION (PKE.TOPGN2)**

**TTRUE TRANSITION (TTRUE.TOPGN2)**

From TOPGN on track 250° to cross ISEMNN at or above 6400, then on track 253° to cross ZIPPP between 6000 and 8000, then on track 273° to cross TMCAT at 6000 and at 210K, then on track 270°. Expect RADAR vectors to ILS or LOC RWY 9 approach.

**LOST COMMUNICATIONS:**

In the event of lost communication: proceed direct SARGS then on the ILS or LOC RWY 9 approach.

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

JULIAN TRANSITION (JLI.VISTA3): From over JLI VORTAC on JLI R-263 and OCN R-083 to VISTA. Thence... . . .

. . . .from VISTA to CYNDE on OCN R-083. From CYNDE to OCN VORTAC on OCN R-083. From OCN VORTAC to SHIVE on OCN R-259 and SLI R-148. From SHIVE to CWARD on SLI R-148. From CWARD to BAYER on SLI R-148. From BAYER to MADOW on SLI R-148. From MADOW to TOZEK on SLI R-148. From TOZEK to SLI VORTAC on SLI R-148. Expect RADAR vectors to final approach course for Runways 24 or 25.

NOTE: DME and RADAR required.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.WAYVE1)
LOPES TRANSITION (LOPES.WAYVE1)
SHAFTER TRANSITION (EHF.WAYVE1)
TULE TRANSITION (TTE.WAYVE1)

LANDING KLAX/KSMO: From WAYVE on track 142° to SAUGS, then on track 142° to KIMMO, then on track 143° to UPDOC, then on track 140°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

NINTY TRANSITION (NINTY.WEESL1)
SHAFTER TRANSITION (EHF.WEESL1)
WRING TRANSITION (WRING.WEESL1)

LANDING KBUR/KVNY: From WEESL on track 150° to GRRIT, then on track 145° to cross SWIIM at 9000, then on track 144° to cross LYNXX at 9000, then on track 192°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Landing BUR expect runway 8 unless otherwise assigned by ATC.
NOTE: Landing VNY expect runway 16R unless otherwise assigned by ATC.
NOTE: This procedure not authorized for turbojet aircraft.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY8): From over HEC VORTAC on HEC R-211 to BULGY then on HEC R-211 and PDZ R-030 to DAWNA, then on PDZ R-030 to ZIGGY. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY8): From over PMD VORTAC on PMD R-104 to HITOP then HDF R-332 to ZIGGY. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY8): From over EHF VORTAC on EHF R-128 and PMD R-295 to PMD VORTAC, then on PMD R-104 to HITOP then HDF R-332 to ZIGGY. Thence . . . .

TULE TRANSITION (TTE.ZIGGY8): From over TTE VOR/DME on TTE R-147 and PMD R-295 to PMD VORTAC, then on PMD R-104 to HITOP then HDF R-332 to ZIGGY. Thence . . . .

LANDING ONTARIO INTL

RUNWAYS 8L/R: From over ZIGGY on PDZ R-030 to PDZ VORTAC. Expect RADAR vectors to final approach course.

RUNWAYS 26L/R: From over ZIGGY on PDZ R-030 to PETIS INT, expect RADAR vectors for ILS approach.

LANDING ALL SATELLITE AIRPORTS

From over ZIGGY on PDZ R-030 to PDZ VORTAC. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

BURGL TRANSITION (BURGL.ZUUMA3)
REBRG TRANSITION (REBRG.ZUUMA3)

LANDING KLAX RUNWAYS 6L/R, 7L/R: From ZUUMA on track 142° to cross WAKER at 6000 and at 210K. Expect ILS or LOC RWY 6L approach or RADAR vectors to final approach course.

LANDING KSMO: From ZUUMA on track 142° to cross WAKER at 6000 and at 210K. Expect RNAV (GPS) RWY 3 approach.

LOST COMMUNICATIONS
LANDING LAX: Proceed on the RNAV (RNP) Z RWY 6L or ILS or LOC RWY 6L approach.
LANDING SMO: Proceed on the RNAV (GPS) RWY 3 approach.

NOTE: Chart not to scale.
INTENTIONALLY LEFT BLANK
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 36: 300-1 or standard with a minimum climb gradient of 340’ per NM until 5800’.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climb via 002° course to HUNEY WP, then 339° course to EXCON WP, then climb in EXCON WP holding pattern (hold S left turns 339° inbound) to 7500’ MSL then proceed on course.
VOR or GPS-A

CATAINA (AVX)

MISSED APPROACH: Climbing left turn to 3400 in SXC VORTAC holding pattern.

ASOS
120.675

SOCAL APP CON
127.4 323.275

UNICOM
122.7 (CTAF)

One Minute Holding Pattern

3400

352°

015°

3100

015°

3400

SXC VORTAC

(MAJUZ)

SANTA CATALINA
114.15 SXC 33°24'N-118°25'W

Chan 88(Y)

SW-3, 11 JUL 2024 to 05 SEP 2024

CATEGORY

A

B

C

D

CIRCLING

2580-1¼

2580-1½

978 (1000-1¼)

978 (1000-1½)

NA

Knots

60

90

120

150

180

Min:Sec

1:36

1:04

0:48

0:32

AL-6368 (FAA)
**RNAV (GPS) RWY 34**

**BAKERSFIELD MUNI (I.45)**

**UNICOM**  122.8 (CTAF)

**BFL ASOS**  118.6

**BAKERSFIELD APP CON**  126.45  270.3

---

**Procedure NA for arrivals at TAFTO on V137 northwest bound and on V183 southbound.**

**Procedure NA for arrivals at LOPES on V165-459 southeast bound.**

---

**Visual Segment - Obstacles.**

**LNAV MDA**

- Category A: 840-1  463 (500-1)
- Category B: 840-1.3  463 (500-1)
- Category C: 1120-2.4  742 (800-2.4)
- Category D: 1120-2.4  742 (800-2.4)

---

**RNAV (GPS) RWY 34**

**BAKERSFIELD MUNI (I.45)**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**BAKERSFIELD, CALIFORNIA**

Orig-C  12OCT17

---

**UNICOM**  122.8 (CTAF)

**BFL ASOS**  118.6

**BAKERSFIELD APP CON**  126.45  270.3

---

**Procedure NA for arrivals at TAFTO on V137 northwest bound and on V183 southbound.**

**Procedure NA for arrivals at LOPES on V165-459 southeast bound.**

---

**Visual Segment - Obstacles.**

**LNAV MDA**

- Category A: 840-1  463 (500-1)
- Category B: 840-1.3  463 (500-1)
- Category C: 1120-2.4  742 (800-2.4)
- Category D: 1120-2.4  742 (800-2.4)

---

**RNAV (GPS) RWY 34**

**BAKERSFIELD MUNI (I.45)**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**BAKERSFIELD, CALIFORNIA**

Orig-C  12OCT17

---

**UNICOM**  122.8 (CTAF)

**BFL ASOS**  118.6

**BAKERSFIELD APP CON**  126.45  270.3

---

**Procedure NA for arrivals at TAFTO on V137 northwest bound and on V183 southbound.**

**Procedure NA for arrivals at LOPES on V165-459 southeast bound.**

---

**Visual Segment - Obstacles.**

**LNAV MDA**

- Category A: 840-1  463 (500-1)
- Category B: 840-1.3  463 (500-1)
- Category C: 1120-2.4  742 (800-2.4)
- Category D: 1120-2.4  742 (800-2.4)

---

**RNAV (GPS) RWY 34**

**BAKERSFIELD MUNI (I.45)**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**BAKERSFIELD, CALIFORNIA**

Orig-C  12OCT17

---

**UNICOM**  122.8 (CTAF)

**BFL ASOS**  118.6

**BAKERSFIELD APP CON**  126.45  270.3

---

**Procedure NA for arrivals at TAFTO on V137 northwest bound and on V183 southbound.**

**Procedure NA for arrivals at LOPES on V165-459 southeast bound.**

---

**Visual Segment - Obstacles.**

**LNAV MDA**

- Category A: 840-1  463 (500-1)
- Category B: 840-1.3  463 (500-1)
- Category C: 1120-2.4  742 (800-2.4)
- Category D: 1120-2.4  742 (800-2.4)

---

**RNAV (GPS) RWY 34**

**BAKERSFIELD MUNI (I.45)**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**BAKERSFIELD, CALIFORNIA**

Orig-C  12OCT17

---

**UNICOM**  122.8 (CTAF)

**BFL ASOS**  118.6

**BAKERSFIELD APP CON**  126.45  270.3

---

**Procedure NA for arrivals at TAFTO on V137 northwest bound and on V183 southbound.**

**Procedure NA for arrivals at LOPES on V165-459 southeast bound.**

---

**Visual Segment - Obstacles.**

**LNAV MDA**

- Category A: 840-1  463 (500-1)
- Category B: 840-1.3  463 (500-1)
- Category C: 1120-2.4  742 (800-2.4)
- Category D: 1120-2.4  742 (800-2.4)

---

**RNAV (GPS) RWY 34**

**BAKERSFIELD MUNI (I.45)**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**BAKERSFIELD, CALIFORNIA**

Orig-C  12OCT17

---

**UNICOM**  122.8 (CTAF)

**BFL ASOS**  118.6

**BAKERSFIELD APP CON**  126.45  270.3

---

**Procedure NA for arrivals at TAFTO on V137 northwest bound and on V183 southbound.**

**Procedure NA for arrivals at LOPES on V165-459 southeast bound.**

---

**Visual Segment - Obstacles.**

**LNAV MDA**

- Category A: 840-1  463 (500-1)
- Category B: 840-1.3  463 (500-1)
- Category C: 1120-2.4  742 (800-2.4)
- Category D: 1120-2.4  742 (800-2.4)

---

**RNAV (GPS) RWY 34**

**BAKERSFIELD MUNI (I.45)**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**BAKERSFIELD, CALIFORNIA**

Orig-C  12OCT17

---

**UNICOM**  122.8 (CTAF)

**BFL ASOS**  118.6

**BAKERSFIELD APP CON**  126.45  270.3

---

**Procedure NA for arrivals at TAFTO on V137 northwest bound and on V183 southbound.**

**Procedure NA for arrivals at LOPES on V165-459 southeast bound.**

---

**Visual Segment - Obstacles.**

**LNAV MDA**

- Category A: 840-1  463 (500-1)
**Use Meadows Fld altimeter setting. When Meadows Fld altimeter setting not received, use Porterville altimeter setting and increase all MDA 80 feet, increase S-34 and Circling Cat C and D visibility \( \frac{1}{4} \) mile. Visibility reduction by helicopters below \( \frac{3}{4} \) SM NA. Night Landing Rwy 16 NA.**

**Directed Approach**

- **visibility**
  - **Elevation**: 378
  - **TDZE**: 377
  - **Elevation**: 378
  - **TDZE**: 377

**Apt Elev**

- **L45**
  - **BAKERSFIELD MUNI**
    - **VOR/DME RWY 34**
      - **BAKERSFIELD APP CON**: 118.6
      - **UNICOM**: 126.45
      - **BAKERSFIELD APP CON**: 270.3
      - **UNICOM**: 122.8

**S-34**

- **1000**
  - **TDZE**: 377
  - **Apt Elev**: 378

**CIRCLING**

- **1060-1**
  - **682 (700-1)**
  - **1120-1\(\frac{1}{2}\)**
  - **523 (600-1\(\frac{1}{2}\))**

**CATEGORIES**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-34</td>
<td>900-1</td>
<td>523 (600-1)</td>
<td>900-1(\frac{1}{2})</td>
<td>523 (600-1(\frac{1}{2}))</td>
</tr>
</tbody>
</table>

**VOR/DME RWY 34**

- **BAKERSFIELD, CALIFORNIA**
  - **AL-9118 (FAA)**
  - **23334**

**NAVIGATION AIDS**

- **MIRL Rwy 16 and 34**
  - **REIL Rwy 16 and 34**
  - **REIL Rwy 16 and 34**

**VGS AND DESCENT ANGLES**

- **VGS and descent angles not coincident**
  - **VGS Angle 4.10/TCH 53**

**MISSED APPROACH**

- **Climbing left turn to 3000 on heading 260° to EHF R-196 to STIGR/EHF 10 DME and hold, continue climb-in-hold to 3000.**
**STIGR TWO DEPARTURE**  
(STIGR2.STIGR) 15SEP16

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 16:** Climbing right turn heading 260° to intercept V183, to STIGR/EHF 10 DME, thence . . . .

**TAKEOFF RWY 34:** Climbing left turn heading 250° to intercept V183, to STIGR/EHF 10 DME, thence . . . .

. . . . climb in STIGR holding pattern to cross STIGR/EHF 10 DME at or above 3000 or MEA for route of flight then proceed on course.

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

**NOTE:** DME required.

**LOS ANGELES CENTER**  
127.1 317.7  
**BAKERSFIELD DEP CON**  
126.45 270.3

**SHAFTER**  
Chan 101

**STIGR**  
3000

**250°**  
260°

**BAKERSFIELD DEP CON**  
126.45 270.3

**ASSIGNED BY ATC**

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 16:** Climbing right turn heading 260° to intercept V183, to STIGR/EHF 10 DME, thence . . . .

**TAKEOFF RWY 34:** Climbing left turn heading 250° to intercept V183, to STIGR/EHF 10 DME, thence . . . .

. . . . climb in STIGR holding pattern to cross STIGR/EHF 10 DME at or above 3000 or MEA for route of flight then proceed on course.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For arrivals at EHF VORTAC on V165 southbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 25).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP 0.3 NA.
**RNAV (GPS) RWY 30L**

**MEADOWS FLD (BFL)**

---

**Missed Approach:** Climb to 1000 then climbing right turn to 3000 direct STEBN and hold.

**RNAV and LNAV glidepath not coincident (VGSi Angle 3.00/TCH 25).**

**Procedure NA for arrivals at GMN.**

**Procedure NA for arrival at GMN.**

**Category**  |  **A**  |  **B**  |  **C**  |  **D**
--- | --- | --- | --- | ---
**LPV DA** | 734-7/6 | 250 (300-¾) |  |  |
**RNAV/VNAV DA** | 797-1/8 | 313 (300-1½) |  |  |
**RNAV MDA** | 860-1 | 376 (400-1) |  |  |
**CIRCLING** | 960-1, 450 (500-1) | 960-1/2, 450 (500-1½) | 1060-2, 550 (600-2) |  |

---

**NOTE:** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP-0.3 NA.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Approximate distance from takeoff area to MARIC for Rwys 12L/R and 30L/R.

TAKEOFF MINIMUMS
Rwy 12L/R, 30L/R:
Standard with minimum climb of 250’ per NM to 8000.

GORMAN TRANSITION (MARIC4.GMN): From over MARIC via AVE R-109 and GMN R-328 to GMN VORTAC.
LAKE HUGHES TRANSITION (MARIC4.LHS): From over MARIC via AVE R-109 and LHS R-305 to LHS VORTAC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Turn right heading 240°. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Turn left heading 240°. Thence. . . .

. . . intercept and proceed on the EHF R-196 to MARIC. Thence via (transition) or (assigned route).

NOTE: Chart not to scale.
TOP ALTITUDE: ASSIGNED BY ATC

PANOCE
112.6 PXN Chan 73

AVENAL
117.1 AVE Chan 118

MORRO BAY
112.4 MQO Chan 71

FELLOWS
117.5 FLW Chan 122

GUADALUPE
113.05 GLJ Chan 73

SAN MARCUS
114.9 RZS Chan 96

GORMAN
116.1 GMN Chan 108

FILLMORE
112.5 FIM Chan 72

LAKE HUGHES
114.35 LHS Chan 90(Y)

SHAFTER
115.4 EHF Chan 101

PALMDALE
115.55 PMD Chan 102(Y)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on heading 121° to 6000 for vector to assigned route/fix. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 301° to 6000 for vector to assigned route/fix. Thence. . . .

. . . . maintain ATC assigned altitude. Expect clearance to requested altitude five minutes after departure.

LOST COMMUNICATIONS: If no radio contact for two minutes, proceed direct SHAFTER VORTAC and hold. Climb in holding pattern to expected altitude prior to proceeding on course.
DETURP ROUTE DESCRIPTION

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Approximate distance from takeoff area to EHF VORTAC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climbing right turn direct EHF VORTAC. Thence...

TAKEOFF RUNWAYS 30L/R: Climb direct EHF VORTAC. Thence....

....From over EHF VORTAC via EHF R-067 to cross WRING at or above 5400. Thence via (assigned route).
RNAV (GPS) RWY 26
BIG BEAR CITY (L35)

MISSED APPROACH: Climb to 8800, then climbing right turn to 10000 direct BRGET and hold.

AWOS-3 135.925
LOS ANGELES CENTER 126.35 290.2
UNICOM 122.725 (CTAF)

BIG BEAR CITY, CALIFORNIA

RNAV (GPS) RWY 26
BIG BEAR CITY (L35)
OKACO ONE DEPARTURE (OBSTACLE) (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 8: 1200-2 or standard with minimum climb of 282' per NM to 8000'.

TAKEOFF OBSTACLE NOTE
Rwy 8: 7439' MSL trees 2.5 NM from DER, 2400' right of centerline.

NOTE: For use by slant E, F, and G equipped aircraft only.
NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.
**RNAV (GPS) RWY 26**

**BLYTHE (BLH)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>LP MDA</em></td>
<td>800-1 404 (400-1)</td>
<td>800-1/8 404 (400-1/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LP MDA</td>
<td>1940-1/4 1544 (1600-1/4)</td>
<td>1940-1/2 1544 (1600-1/2)</td>
<td>1940-3 1544 (1600-3)</td>
<td></td>
</tr>
<tr>
<td># LNAV MDA</td>
<td>800-1 404 (400-1)</td>
<td>800-1/8 404 (400-1/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2060-1/4 1664 (1700-1/4)</td>
<td>2060-1/2 1664 (1700-1/2)</td>
<td>2060-3 1664 (1700-3)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2060-1/4 1660 (1700-1/4)</td>
<td>2060-1/2 1660 (1700-1/2)</td>
<td>2060-3 1660 (1700-3)</td>
<td></td>
</tr>
</tbody>
</table>

**ASOS**

| 120.175 |

**LOS ANGELES CENTER**

| 128.15 285.6 |

**UNICOM**

| 122.8 (CTAF) |

**BLYTHE, CALIFORNIA**

**Apt Elev**

| 400 |

**TDZE**

| 396 |

**MISSED APPROACH:** Climbing right turn to 5400 direct ROGBE and hold, continue climb-in-hold to 5400.

Procedure NA for arrivals at ROGBE on V135 northbound.

Procedure NA for arrivals at SODSE on V16-94 eastbound.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/2 SM NA.

Missed approach requires a minimum climb of 375 feet per NM to 3500.

Missed approach requires a minimum climb of 345 feet per NM to 3500.

Missed approach requires a minimum climb of 375 feet per NM to 3500.

Missed approach requires a minimum climb of 345 feet per NM to 3500.

Missed approach requires a minimum climb of 375 feet per NM to 3500.

Missed approach requires a minimum climb of 345 feet per NM to 3500.

Missed approach requires a minimum climb of 375 feet per NM to 3500.

Missed approach requires a minimum climb of 345 feet per NM to 3500.

Missed approach requires a minimum climb of 375 feet per NM to 3500.

Missed approach requires a minimum climb of 345 feet per NM to 3500.

Missed approach requires a minimum climb of 375 feet per NM to 3500.

Missed approach requires a minimum climb of 345 feet per NM to 3500.

Missed approach requires a minimum climb of 375 feet per NM to 3500.
**VOR/DME RWY 26**

**BLYTHE (BLH)**

**ASOS**
- 120.175

**LOS ANGELES CENTER**
- 128.15
- 285.6

**UNICOM**
- 122.8 (CTAF)

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4600 via BLH VORTAC R-080 to JAROZ/15 DME and hold.

**VGSI and descent angle not coincident (VGSI Angle 3.00/TCH 42).**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-26</td>
<td>760-1</td>
<td>366 (400-1)</td>
<td>760-1½</td>
<td>366 (400-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>840-1</td>
<td>860-1</td>
<td>960-1½</td>
<td>1260-2½</td>
</tr>
<tr>
<td></td>
<td>443 (500-1)</td>
<td>463 (500-1)</td>
<td>.563 (600-1½)</td>
<td>863 (900-2½)</td>
</tr>
</tbody>
</table>

**BLH 25 NM**

**ELEV 397**

**TDZE 394**

**BLH 15**

**BERCA**

**ASOS**
- 120.175

**LOS ANGELES CENTER**
- 128.15
- 285.6

**UNICOM**
- 122.8 (CTAF)

**MIRL Rwys 8-26 and 17-35**
VOR/DME-A
BLYTHE (BLH)

ASOS
120.175

LOS ANGELES CENTER
128.15 285.6

UNICOM
122.8 (CTAF)

BLYTHE, CALIFORNIA
AL-53 (FAA)

VORTAC BLH
117.4
Chan 121

APP CRS
047°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
397

Remain within 10 NM

IAP

BLH 117.4
Chan 121

CAVAY
BLH 2.1

CETOR
BLH 3

577 A

957 A

047°

260°

232°

2051

2830

1801

MIRL Rwys 8-26 and 17-35

SW-3, 11 JUL 2024 to 05 SEP 2024

Los Angeles Center

BLH 117.4

Chan 121

JAROZ
BLH 15

BLH 2.1

CAVAY

BLH 2.1

CETOR
BLH 3

577 A

957 A

047°

260°

232°

2051

2830

1801

MIRL Rwys 8-26 and 17-35
RNAV (GPS) RWY 26
BORREGO VALLEY (I.08)

AWOS-3P 126.575
LOS ANGELES CENTER 128.6 291.7
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 4000 direct OCURO WP and hold.

If local altimeter setting not received, use Imperial County altimeter setting and increase all MDAs 580 feet. Circling not authorized south of Rwy 8-26.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb direct CELOP then via depicted route to ZUNGU.

TAKEOFF RUNWAY 26: Climb direct HORGa, and left turn 144° track to CEMBI, then via depicted route to ZUNGU.

TAKEOFF MINIMUMS
Rwy 8: Standard with a minimum climb of 335' per NM to 2000, do not exceed 220K until ZUNGU.
Rwy 26: Standard with a minimum climb of 465' per NM to 5000, do not exceed 220K until ZUNGU.

TAKEOFF OBSTACLE NOTES
Rwy 8: Numerous trees beginning 2000' from DER, on centerline, up to 75' AGL/875' MSL.
Rwy 26: Numerous trees beginning 1000' from DER, 400' left of centerline, up to 75' AGL/634' MSL.

NOTE: GPS required.
NOTE: RNAV 1
NOTE: Takeoff Rwy 8/26 do not exceed 220K until ZUNGU.
**NOTE:** GPS required
NOTE: RNAV 1
NOTE: Takeoff Rwy 8/26 do not exceed 220K until KUMBA.

**TAKEOFF MINIMUMS**
Rwy 8: Standard with a minimum climb of 345’ per NM to 5000, do not exceed 220K until KUMBA.
Rwy 26: Standard with a minimum climb of 465’ per NM to 5000, do not exceed 220K until KUMBA.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climb direct CELOP then via depicted route to KUMBA.

**TAKEOFF RUNWAY 26:** Climb direct HORGA, and left turn 144° track to CEMBI, then via depicted route to KUMBA.
RNAV (GPS) RWY 26
BRAWLEY MUNI (BWC)

**APP CRS**
- **Rwy Idg:** 4006
- **TDZE:** -135
- **Apt Elev:** -129

**NA**
- **GPS or RNP:** 0.3 required. DME/DME RNP: 0.3 NA.
- **Use Imperial County altimeter setting.**
- **Circling Rwy 8 NA at night.**

**IPL ASOS**
- 132.175

**YUMA CERAP**
- 128.55
- 292.2

**CTAF**
- 122.9

**SW-3, 11 JUL 2024 to 05 SEP 2024**
- **LNAV MDA**
  - 360-1
  - 495 (500-1)
  - 360-1
  - 495 (500-1)
  - NA

**CIRCLING**
- 560-1
- 689 (700-1)
- 560-2
- 689 (700-2)
- NA

**Procedure Turn NA**

**Algorithm**
- **NA**
- **GPS or RNP:** 0.3 required. DME/DME RNP: 0.3 NA.
- **Use Imperial County altimeter setting.**
- **Circling Rwy 8 NA at night.**

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**IPL ASOS**
- 132.175

**YUMA CERAP**
- 128.55
- 292.2

**CTAF**
- 122.9

**S**

**T**

**RNAV (GPS) RWY 26**

**AL-6932 (FAA)**

**BRAWLEY, CALIFORNIA**

**Orig-A 01FEB18**
Use Imperial County altimeter setting. DME Required. Circling Rwy 8 NA at night.

MISSED APPROACH: Climb to 3000 direct IPL VORTAC and hold.

IPL ASOS 132.175  YUMA CERAP 128.55  292.2  CTAF 122.9

**VOR-B**

BRAWLEY MUNI (BWC)

**DME REQUIRED**

IPL ASOS 132.175  YUMA CERAP 128.55  292.2  CTAF 122.9

**BRAWLEY, CALIFORNIA**

**AL-6932 (FAA)**

**Amdt 2C  01FEB18**

**33°00'N-115°31'W  27**
ILS Z or LOC Z RWY 8

BOB HOPE (BUR)

From MIKEI: RNAV 1-GPS required.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold. 

Bob HoPExGrape(text)

**LOC** only.
**RNAV (RNP) Y RWY 8**

**BOB HOPE (BUR)**

**Burbank, California**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>079°</th>
<th>D-ATIS</th>
<th>134.5</th>
<th>Social App Con</th>
<th>120.4</th>
<th>360.6 (North)</th>
<th>134.2</th>
<th>338.2 (West)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwy IDg</td>
<td>5801</td>
<td>GND Con</td>
<td>118.7</td>
<td>254.3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TDZE</td>
<td>727</td>
<td>CLNC Del</td>
<td>123.9</td>
<td>348.6</td>
<td></td>
<td></td>
<td>118.0</td>
<td>348.6</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>778</td>
<td>CPDLC</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MALSR**

For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. Straight-in RWY 8 at night, operational VSI required, remain on or above VSI glidepath until threshold. Inop table does not apply to RNP 0.20* and RNP 0.30. For inop ALS, increase RNP 0.30* all cats visibility to 1/4 SM.

**RNP AR APCH.**

**MISSING APPROACH:** Climb to 1200 then climbing right turn to 4600 direct COTSI and on track 263° to YOLYY and hold.

*Missing approach requires minimum climb of 340 feet per NM to 2400.

#Missing approach requires minimum climb of 317 feet per NM to 2400.

**Authorization Required**

For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. Straight-in RWY 8 at night, operational VSI required, remain on or above VSI glidepath until threshold. Inop table does not apply to RNP 0.20* and RNP 0.30. For inop ALS, increase RNP 0.30* all cats visibility to 1/4 SM.

**See planview for multiple IF locations.**

**Note:** Amdt 2B 11 Jul 2024

**SW-3, 11 Jul 2024 to 05 Sep 2024**
**RNAV (GPS) Z RWY 8**

**BOB HOPE (BUR)**

**RNP APCH.**

- Straight-in RWY 8 at night, Circling to RWY 33 at night, operational VGSI required, remain on or above VGSI glideslope until threshold. Circling RWY 26 NA at night and Circling RWY 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of RWY 15 and 26. Circling NA for Cat D east of RWY 15-33. For inop ALS, increase LP Cat A/B visibility to 1½ SM and LP Cat C/D visibility to 2½ SM. For inop ALS, increase LNAV Cat A/B visibility to 1½ SM. RWY 8 helicopter visibility reduction below RVR 5000 NA.

**MISSING APPROACH:** Climbing right turn to 4600 direct COTSI and on track 263° to VTU VOR/DME and hold.

- Holding Pattern
  - 5 NM Holding Pattern
  - **BUBNE**
  - **SILEX**
  - **VOR/DME and hold.**
  - **on track 263° to VTU**
  - **4600 direct COTSI and Climbing right turn to**

**D-ATIS**

- **SOCAL APP CON**
  - 134.5
  - 360.6 (NORTH)
  - 338.2 (WEST)

**BURLINGTON TOWER**

- **GND CON**
  - 118.7
  - 254.3

**CLNC DEL**

- **CPDLC**
  - 118.0
  - 348.6

**ELEV 778 D TDZE 727**

**RNAV (GPS) Z RWY 8**

**BOB HOPE (BUR)**

**4600**

- **COTSI**
  - **Tr 263°**

**VTU**

**5.1 NM**

- **5.7 NM**
  - **1.3**

**CATEGORY**

- **A**
  - **B**
  - **C**
  - **D**

- **LP**
  - MDA: 1540/60 813 (800-1¼) 1540-1½ 813 (800-1¼)

- **LNAV**
  - MDA: 1660/60 933 (900-1¼) 1660-2 933 (900-2)

- **CIRCLING**
  - 1660-1½ 882 (900-1½) 2240-3 1462 (1500-3) 2320-3 1542 (1600-3)

**BURBANK, CALIFORNIA**

**AL-67 (FAA)**

**34°12'N-118°22'W**

**BOB HOPE (BUR)**

**RNAV (GPS) Z RWY 8**
BURBANK, CALIFORNIA

Amdt 12A 28FEB19

BURBANK TOWER 118.7 254.3

MISSING APCH FIX

VENTURA 116.55 VIU 121[Y] Chan 72

VENTURA VIU 116.55 Chan 112[Y]

CIRCLING

WAP 360.6 (NORTH) APL CON

SOCAL APP CON

134.5

D-ATIS

2475

4600 (IAF)

Rwy Idg

5801

App CRS

089°

TDZE

727

Apt Elev

778

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

727

5802 X 150

5215

BOB HOPE (BUR)

Burbank, California

VR

VOR RWY 8

BOB HOPE (BUR)

34°12’N-118°22’W

6000 4400

3700

2908

11.4

Suana

Van

Circ 45

4400

5100

R-120°

2126

116.55 VIU

Chan 112[Y]

R-086

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067

3233

9300

2025

BOB HOPE (BUR)

BURBANK TOWER 118.7 254.3

MISSING APCH FIX

VENTURA 116.55 VIU 121[Y] Chan 72

VENTURA VIU 116.55 Chan 112[Y]

CIRCLING

WAP 360.6 (NORTH) APL CON

SOCAL APP CON

134.5

D-ATIS

2475

4600 (IAF)

Rwy Idg

5801

App CRS

089°

TDZE

727

Apt Elev

778

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067

3233

9300

2025

118.0 348.6

113.1 116.55

3700

3100

896

1336

894

2067
FOUR STACKS VISUAL Rwy 15

When Visual Approaches to Runway 15 are in progress, clearances will be given to aircraft from the Northwest thru Northeast utilizing the following phraseology:

"[IDENT] CLEARED FOR FOUR STACKS VISUAL APPROACH TO RUNWAY 15."
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 380' per NM to 2500.
Rwy 15: Standard with minimum climb of 450' per NM to 3000.
Rwy 26: Standard with minimum climb of 305' per NM to 2600.
Rwy 33: 600-2 1/4 with minimum climb of 210' per NM to 4000
or standard with minimum climb of 450' per NM to 2600.

V\n
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn heading 123° intercept VNY VOR/DME
R-095 to ELMOO.

TAKEOFF RUNWAY 15: Climbing left turn heading 113° intercept VNY VOR/DME
R-095 to ELMOO.

TAKEOFF RUNWAY 26: Climbing left turn heading 113° intercept VNY VOR/DME
R-095 to ELMOO.

TAKEOFF RUNWAY 33: Climbing left turn heading 123° intercept VNY VOR/DME
R-095 to ELMOO.

. . . . . thence via assigned route. Maintain ATC assigned altitude.
**TOP ALTITUDE:**

**FL230**

**NOTE:** Chart not to scale.

**TAKEOFF RUNWAYS 8, 15:** Climbing right turn heading 210° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence.

**TAKEOFF RUNWAY 26:** Climbing right turn heading 290° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence.

**TAKEOFF RUNWAY 33:** Climbing left turn heading 270° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence.

. . . . on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

**COREZ TRANSITION (OROSZ2.COREZ)**

**CSTRO TRANSITION (OROSZ2.CSTRO)**
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet only.
NOTE: MISEN transition restricted to aircraft landing LAS terminal area.
NOTE: HAILO transition ATC assigned only.

TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 420' per NM to 2500.
Rwy 15: Standard with minimum climb of 340' per NM to 2100.
Rwy 26: Standard with minimum climb of 380' per NM to 4800.
Rwy 33: Standard with minimum climb of 460' per NM to 4900.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn to heading 210°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 15: Climbing right turn to heading 210°, or as assigned by ATC, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 26: Climbing right turn to heading 290°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 33: Climbing left turn to heading 270°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

...on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (SLAPP2.BLH)
HAULO TRANSITION (SLAPP2.HAILO)
HECTOR TRANSITION (SLAPP2.HEC)
LAS VEGAS TRANSITION (SLAPP2.LAS)
MISEN TRANSITION (SLAPP2.MISEN)
VAN NUYS THREE DEPARTURE

TOP ALTITUDE: ASSIGNED BY ATC

EDWARDS
116.4 EDW \( \approx \) \( \approx \)
Chan 111

LAKE HUGHES
114.35 LHS \( \approx \) \( \approx \)
Chan 90(Y)

PALMDALE
115.55 PMD \( \approx \) \( \approx \)
Chan 102(Y)

NOTE: Chart not to scale.

CONTINUOUS ON FOLLOWING PAGE

TAKEOFF MINIMUMS

Rwy 8: Standard with minimum climb of 410’ per NM to 2500.
Rwy 15: Standard with minimum climb of 335’ per NM to 2300.
Rwy 26: Standard with minimum climb of 305’ per NM to 5000.
Rwy 33: Standard with minimum climb of 550’ per NM to 5000,
or 600-2 1/4 with minimum climb of 300’ per NM to 5000.

NOTE: RADAR required
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn heading 213°.
TAKEOFF RUNWAY 15: Climbing right turn heading 213°.
TAKEOFF RUNWAY 26: Climbing right turn heading 293°.
TAKEOFF RUNWAY 33: Climbing left turn heading 273°.

. . . .expect RADAR vector to VNY VOR/DME. Thence via (transition) or (assigned route).

AVENAL TRANSITION (VNY3.AVE): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on LAX R-323 and GMN R-142 to GMN VORTAC, then on GMN R-310 and AVE R-086 to AVE VOR/DME.
DAGGETT TRANSITION (VNY3.DAG): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on VTU R-046 and PMD R-218 to PMD VORTAC, then on PMD R-067 and DAG R-238 to DAG VORTAC.
FILLMORE TRANSITION (VNY3.FIM): From over VNY VOR/DME on VNY R-255 and FIM R-120 to FIM VORTAC.
GORMAN TRANSITION (VNY3.GMN): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on LAX R-323 and GMN R-142 to GMN VORTAC.
PALMDALE TRANSITION (VNY3.PMD): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on VTU R-046 and PMD R-218 to PMD VORTAC.
TWINE TRANSITION (VNY3.TWINE): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE.
TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 420' per NM to 2500.
Rwy 15: Standard with minimum climb of 340' per NM to 2100.
Rwy 26: Standard with minimum climb of 380' per NM to 4800.
Rwy 33: Standard with minimum climb of 460' per NM to 4900.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: This departure procedure authorized for turboprop aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing right turn heading 210° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

TAKEOFF RUNWAY 26: Climbing right turn heading 290° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

TAKEOFF RUNWAY 33: Climbing left turn heading 270° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

. . . . on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (VVERA2.DAG)
HECTOR TRANSITION (VVERA2.HEC)
RNAV (GPS) RWY 24
CALIFORNIA CITY MUNI (I.71)

If local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDAs 60 feet; if neither received, procedure not authorized.

MISSING APPROACH: Climb to 9000 direct MVDE and via 213° track to JERID and hold, continue climb-in-hold to 9000.

AWOS-1: 120.875
JOSHUA APP CON: 133.65 348.7
UNICOM: 122.7 (CTAF)

RNP APCH:

RADAR REQUIRED:

CALIFORNIA CITY, CALIFORNIA
Orig-C 15JUL21
35°09’N-118°01’W
RNCR-440 (FAA) AL-4440

SW-3, 11 JUL 2024 to 05 SEP 2024
NOTE: GPS required
NOTE: RNAV 1

TAKEOFF OBSTACLE NOTES
Rwy 6: Ground 37' from DER, 408' right of centerline, 0' AGL/2406' MSL.
Rwy 24: Windsock 8' from DER, 159' right of centerline, 25' AGL/2476' MSL.
  Bush 220' from DER, 456' left of centerline, 9' AGL/2467' MSL.
  Bush 550' from DER, 447' left of centerline, 16' AGL/2474' MSL.
  Bush 365' from DER, 299' left of centerline, 8' AGL/2469' MSL.
  Bush 245' from DER, 449' left of centerline, 8' AGL/2466' MSL.
  Bush 422' from DER, 454' left of centerline, 12' AGL/2470' MSL.
  Bush 355' from DER, 106' left of centerline, 6' AGL/2467' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct VIRUS, then via depicted route to LHS VORTAC.
Maintain 9000.

TAKEOFF RUNWAY 24: Climb direct ZUSUR, then via depicted route to LHS VORTAC.
Maintain 9000.
RNAV (GPS) RWY 8
CLIFF HATFIELD MEML (CLR)

**Mismatched Approach**: Climbing left turn to 7300 direct OCURO and hold, continue climb-in-hold to 7300.

---

### Category

**A**

**B**

**C**

**D**

---

### LNAV MDA

- **A**: 300-1
- **B**: 482 (500-1)
- **C**: 300-1½
- **D**: 482 (500-1½)

---

### CIRCLING

- **A**: 440-1
- **B**: 622 (700-1)
- **C**: 440-1½
- **D**: 622 (700-1½)

---

### Procedure

- **Procedure**
- **Turn**

---

**CLIFF HATFIELD MEML (CLR)**

**RNAV (GPS) RWY 8**

**CATEGORY**

**A**

**B**

**C**

**D**

---

**APP CRS 078°**

**Rwy Idg 3303**

**TDZE -182**

**Apt Elev -182**

---

** implementations. Small-scale maps can be obtained from various sources, including aviation databases, meteorological services, and governmental agencies.**
**RNAV (GPS) RWY 8**

**CIRCLING NA north of RWY 8-26. DME/DME RNP-0.3 NA.**

When local altimeter setting not received, use Oxnard altimeter setting and increase all MDA 20 feet.

**Procedure NA for arrivals at DEANO via V27 eastbound.**

**Procedure NA for arrivals at VTU VOR/DME via airway radials 289 CW 311.**

**Terminal route VTU VOR/DME to HATLI NA when W-289 active.**

**Category A**
- LNAV MDA: 840-1, 772 (800-1)
- CIRCLING: 840-1, 763 (800-1)

**Category B**
- LNAV MDA: 840-1¼, 772 (800-1¼)
- CIRCLING: 840-1¼, 763 (800-1¼)

**Category C**
- LNAV MDA: 840-2½, 772 (800-2½)
- CIRCLING: 840-2½, 763 (800-2½)

**Category D**
- LNAV MDA: 840-3, 772 (800-3)
- CIRCLING: 840-3, 763 (800-3)

**Notes:**
- **RNAV (GPS) RWY 8**
- **CIRCLING NA north of RWY 8-26. DME/DME RNP-0.3 NA.**
- **Procedure NA for arrivals at DEANO via V27 eastbound.**
- **Procedure NA for arrivals at VTU VOR/DME via airway radials 289 CW 311.**
- **Terminal route VTU VOR/DME to HATLI NA when W-289 active.**
- **Category A:** LNAV MDA: 840-1, 772 (800-1); CIRCLING: 840-1, 763 (800-1)
- **Category B:** LNAV MDA: 840-1¼, 772 (800-1¼); CIRCLING: 840-1¼, 763 (800-1¼)
- **Category C:** LNAV MDA: 840-2½, 772 (800-2½); CIRCLING: 840-2½, 763 (800-2½)
- **Category D:** LNAV MDA: 840-3, 772 (800-3); CIRCLING: 840-3, 763 (800-3)
RNAV (GPS) Y RWY 26
Camarillo (CMA)

Circling NA north of RWY 8-26. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxnard altimeter setting and increase all MDAs 20 feet. VDP NA when using Oxnard altimeter setting.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

3000 LECKI 254° tr HATLI 3300 CUCAV 4 NM to WAVVS 2800 252° (2.8) 2800 CUCAV 4 NM to WAVVS 252° (3.5) AHIIY 3300

VGSIl and descent angles not coincident (VGSi Angle 3.00/TCH 48).

*1720 when using Oxnard altimeter setting.

HATLI 3000

*Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.
RNAV (GPS) Z RWY 26
Camarillo (CMA)

**Ultralight Operating Area**

**V** DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Oxnard altimeter setting and increase DA 18 feet.

**MISSING APCH FIX**
5 NM

**Procedure** NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

**VP** Point Mugu App Con
124.7
**AP** Point Mugu Clnc Del
120.75
**CTAF** Camarillo Tower
128.2
**HATLI** CAMARILLO, CALIFORNIA

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**TPV** TCH 48
257°

**CATEGORY**
A
B
C
D

**IPV DA**
327-3/4
250 (300-3/4)

**CLNC** Del
121.8
**ATIS** 126.025
**GND CON** 121.8
**CLNC** Del
279.55
**UNICOM** 122.95

**CAMARILLO, CALIFORNIA**
Orig-A 27JUN13

**34°13’N-119°06’W**
Circling not authorized north of Rwy 8/26.

Misused approach: Climb to 2000 via CMA R-265 then climbing left turn to 4400 direct CMA VOR/DME and hold.

Ultralight operating area

Operating Area

1000 ft

1000 ft

2000 ft

APP CRS
247°

Rwy Idg
TDZE
77

Apt Elev
77

VOR RWY 26
CAMARILLO (CMA)

ATIS
126.025

POINTER MUGU APP CON
124.7 335.5

CAMARILLO TOWER
128.2 (CTAF)

GND CON
121.8

CLNC DEL
121.8

POINTER MUGU CLNC DEL
120.75 279.55

UNICOM
122.95

---

2000

CMA R-265

4400

CECCE INT

067°

CMA

3.6°

TCH 48

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

---

Category
A
B
C
D

S-26
1100-1/4
1100-1/2
1100-3
NA

Knots
60
90
120
150
180

Min:Sec
4:54
3:16
2:27
1:58
1:38

---

VOR RWY 26
CAMARILLO (CMA)

Amdt 5B 05NOV20

---

34°13'N-119°06'W

---

CAMARILLO, CALIFORNIA
Amdt 5B 05NOV20
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

RNAV (GPS) RWY 21

ATIS 202.45
SOCAL APP CON/DEP CON 127.3 323.0
TOWER 128.775 @ 340.2
GND CON 134.675 360.2
CLNC DEL 134.675 271.6
ASR/PAR

*** Circling Rwy 3 not authorized at night when VGS1 inop.

Helicopter visibility reduction below 3/4 mile not authorized.
CAUTION: High terrain on final approach.

20:1 Penetrations: Unitl towers 1.5 NM - 1.7 NM from threshold, 1,400 ft - 2,000 ft left of threshold.
Tallest tower 595 ft MSL Unitl Terrain 639 ft MSL, 1.6 NM from threshold, 2085 ft left of course.
Unitl Terrain 587 ft MSL, 1.7 NM from threshold, 775 ft left of course.

NOT FOR CIVIL USE
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing right turn to intercept NFG TACAN R-045 to ZUKEM then right turn direct VISTA. Cross VISTA at 4000 or assigned altitude.

TAKE-OFF RWY 21: Climb on heading 211° to intercept OCN VORTAC R-025 then direct OCN then left turn to intercept OCN R-083 direct VISTA. Cross VISTA at 4000 or assigned altitude.
RADAR REQUIRED
NOT FOR CIVIL USE
NOT FOR USE BY CAT D/E AIRCRAFT

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 3:** Climb on heading 031° to 1000 then climbing right turn to 3800 and intercept NFG TACAN R-047 to CORRI.

**TAKE-OFF RWY 21:** Climb on heading 211° to 1300 then climbing left turn to 3800 and intercept NFG TACAN R-047 to CORRI.
### DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 3**: Climb on heading 031° to 1100 then climbing right turn heading 142° to intercept OCN VORTAC R-083 to ROBNN. Cross ROBNN at 5000 or as directed by ATC.
### Departure Route Description

**TAKEOFF RWY 21:** Climb on heading $211^\circ$ to intercept OCN VORTAC R-022 to OCN. Cross OCN at assigned altitude, then direct QUNTN.

### Facility Information

- **ATIS** 285.45
- **CLNC DEL** 134.675 271.6
- **GND CON** 134.675 360.2
- **TOWER** 128.775 340.2
- **SOCAL DEP CON** 127.3 323.0

### Air Traffic Control Instructions

<table>
<thead>
<tr>
<th>AL-5985 [USN]</th>
<th>Rwy</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>V/V</td>
<td>482</td>
<td>964</td>
<td>1446</td>
<td>1928</td>
<td>2410</td>
<td>2892</td>
<td></td>
</tr>
</tbody>
</table>

Minimum Climb Rate to 900
Procedure NA for arrival on TRM VORTAC airway radials 126 CW 306.

Procedure NA for arrivals at PACIF on V25-27 northwest bound and V208-458 westbound.

Procedure NA for arrival on JLI VORTAC airway radials 174 CW 354.

MISSED APPROACH: Climbing right turn to 3000 direct TIZIE and hold, continue climb-in-hold to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 54°C (130°F). GPS required.

Authorization Required

LAT: 33°08'N 117°17'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. RF required. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. Increase LNAV Cats A/B visibility to RVR 5500, Cat C to 1½ SM. Inop table does not apply to LPV.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. When Carlsbad altimeter setting not received, procedure NA.

Procedure NA for arrivals at PACIF on V25-27 northwest bound and V208-458 westbound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 35).

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>796-1½</td>
<td>465 (500-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>837-1¼</td>
<td>506 (600-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1200-1</td>
<td>869 (900-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1200-1½</td>
<td>869 (900-1¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1200-2½</td>
<td>869 (900-2½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1200-1¼</td>
<td>869 (900-1¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1200-2¾</td>
<td>929 (1000-2¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RNAV (GPS) Y RWY 6
MC CLELLAN-PALOMAR (CRQ)

CARLSBAD, CALIFORNIA
Orig-A 19MAY22
33°08’N-117°17’W
**RNAV (GPS) Y RWY 24**

### MC CLELLAN-PALOMAR (CRQ)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.** Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/8 SM, increase LNAV Cats A/B visibility to RVR 5500 Cat C to 1/8 SM. Inop table does not apply to LPV.

### ATIS

<table>
<thead>
<tr>
<th>ATIS</th>
<th>120.15</th>
</tr>
</thead>
</table>

### SOCIAL APP CON

<table>
<thead>
<tr>
<th>SOCIAL APP CON</th>
<th>127.3</th>
<th>323.0</th>
</tr>
</thead>
</table>

### PALOMAR TOWER

<table>
<thead>
<tr>
<th>PALOMAR TOWER</th>
<th>118.6 (CTAF)</th>
<th>276.4</th>
</tr>
</thead>
</table>

### GND CON

<table>
<thead>
<tr>
<th>GND CON</th>
<th>121.8</th>
</tr>
</thead>
</table>

### CLNCE DEL

<table>
<thead>
<tr>
<th>CLNCE DEL</th>
<th>134.85</th>
</tr>
</thead>
</table>

### MISSED APPROACH: Climb to 2000 direct IBUGE and hold.

### Procedure NA for arrival on TRM VORTAC airway radials 131° CW 304.

### Procedure NA for arrival on JULI VORTAC airway radials 170° CW 263.

### Amdt 3C 10NOV16

<table>
<thead>
<tr>
<th>Amdt 3C</th>
<th>10NOV16</th>
</tr>
</thead>
</table>

### CARLSBAD, CALIFORNIA

**33°08'N-117°17'W**

### CARLSBAD, CALIFORNIA

**AMTD 3C 10NOV16**

### 67
MISSED APPROACH: Climb to 3000 on heading 180° and on MZB R-326 to MZB VORTAC.

No PT for arrival on OCN VORTAC airway radial 301.

One Minute Holding Pattern

3000  270°  090°  119°  1300  2100  070°  340°

ZEBNU FIX MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1300-1 1/4</td>
<td>1300-1 1/2</td>
<td>1300-3</td>
<td>NA</td>
</tr>
<tr>
<td>969 (1000-1 1/4)</td>
<td>969 (1000-1 1/2)</td>
<td>969 (1000-3)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>1020-1</td>
<td>1260-2 3/4</td>
<td>NA</td>
</tr>
<tr>
<td>589 (600-1)</td>
<td>689 (700-1)</td>
<td>929 (1000-2 3/4)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

VOR-A
MC CLELLAN-PALOMAR (CRQ)

SW-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TAKING MINIMUMS
Rwy 6: Standard with minimum climb of 255' per NM to 1700.
Rwy 24: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKING RUNWAY 6: Climbing left turn heading 245° to 2300, do not exceed 210K until established on heading 245°, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence . . .

TAKING RUNWAY 24: Climb heading 245° to 2300, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence . . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)
SEAL BEACH TRANSITION (CWARD2.SLI)
NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ
TRANSITIONS: DME/DME/IRU or GPS
required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft,
Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from
SEE, SDM and RNM airports.

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb
test 255° per NM to 1700.
Rwy 24: Standard.
TACAN RWY 32

- (USN) CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

MISSED APPROACH: Climb to 3600 then a climbing left turn to 7300 to intercept China Lake TACAN R-192 to RANDS and hold.

**ATIS** 322.375  **JOSHUA APP CON/DEP CON** 133.65 348.7  **TOWER** 120.15 340.2  **GND CON** 350.3  **CLNC DEL** 254.25

---

**CAUTION:** Missed Approach

Minimum Climb Rate to 7300

---

**Controlling Obstacle 5233’**

---

**Final approach crs 16° from RCL at 3000’ from thld.**

---

**EMERG SAFE ALT 100 NM 16,500**

---

**HOLD T3,000**

---

**EMERG SAFE ALT 100 NM 16,500**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 3: Climb heading 028° to 3100, then climbing right turn direct ZUDID. Thence...

TAKEOFF Rwy 14: Climb heading 140° to 3000, then climbing right turn direct ZUDID. Thence...

TAKEOFF Rwy 21: Climb heading 208° to 3000, then climbing left turn direct ZUDID. Thence...

TAKEOFF Rwy 26: Climb heading 257° to 2700, then climbing left turn direct ZUDID. Thence...

TAKEOFF Rwy 32: Climb heading 320° to 3100, then climbing right turn direct BUGWU, then direct ZUDID. Thence...

...from over ZUDID proceed via depicted route to FILLMORE VORTAC. Cross ROSIE at or above 8000 or as assigned.
SALTD SEVEN DEPARTURE (SALTD7 • SALTD)

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 14:** Climbing right turn to intercept NID TACAN R-212, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross SALTD at or above 15,000. Thence...

**TAKEOFF RUNWAY 21:** Climb via NID TACAN R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross FAMAK at or above 5,000 and cross SALTD at or above 15,000. Thence...

**TAKEOFF RUNWAY 32:** Climb via NID TACAN R-322 to 3300 then climbing right turn direct NID, then via NID R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross FAMAK at or above 5000 and cross SALTD at or above 15,000. Thence...

**GORMAN TRANSITION (SALTD7-GMN):** Via GMN VORTAC R-032 to GMN.

**HECTOR TRANSITION (SALTD7-HEC):** Via HEC VORTAC R-283 to HEC.

---

**Rwy** 32: Do not exceed 240 KIAS until leaving 3300.
ILS or LOC RWY 26R
CHINO (CNO)

**Notes:**
- Helicopter visibility reduction below ¾ SM NA.
- When local altimeter setting not received, use Ontario altimeter setting and increase DA to 940 feet and all visibilities ¾ SM; increase all MDAs 60 feet and visibility S-LOC 26R and Circling Cat C and D ¼ SM.
- Procedure NA for arrivals on HDF VOR airway radials 257 CW 353.

**ATIS**
- CHINO TOWER* 118.5 (CTAF)
- SOCAL APP CON 377.125
- GND CON 121.6
- UNICOM 122.95

**UP**
- 0.8% TWR
- 0.4% U P

**ELEV**
- 650

**TDZE**
- 636

**Miscellaneous:**
- **MISSED APPROACH:** Climb to 1100 then climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.
- Procedure NA for arrivals on HDF VOR airway radials 257 CW 353.
RNAV (GPS) RWY 26R

CHINO (CNO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 4000 direct IRUYI and via 241° track to LAHAB and hold.

**Procedure NA for arrivals at PDZ VORTAC via V442 southwest bound, V8-21 southwest bound, and via 241° track to LAHAB and hold.**

**Procedure NA for arrivals at HDF VOR via V283-587 southbound and via 241° track to LAHAB and hold.**
VOR RWY 26R
CHINO (CNO)

Rwy 26R helicopter visibility reduction below 3/4 SM NA.
When local altimeter setting not received, use Ontario altimeter setting and increase all MDAs 60 feet; increase HINTN fix minimums visibility S-26R and Circling Cat B, C, and D 1/4 SM.

MISSED APPROACH: Climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

ATIS 125.85
SOCAL APP CON 135.4 377.125
CHINO TOWER * 118.5 (CTAF)
GND CON 121.6
UNICOM 122.95

ELEV 650
TDZE 636

PARADISE 112.2 PDZ Chan 59

RAV 108.6 RAL 26°

REIL Rwys 3 and 21
MIRL Rwys 3-21 and BR-26L
HIRL Rwy 8L-26R

FAF to MAP 9.1 NM

FAF to MAP 9.1 NM

HINTN INT

PARADISE 112.2 PDZ Chan 59

CHINO, CALIFORNIA
Orig-A 07OCT21

Muni altimeter setting.
2200 when using Riverside

HINTN FIX MINIMUMS

S-26R
CIRCLING

HINTN INT

(RAL)

(CTAF)

GND CON

UNICOM

ATIS

SOCAL APP CON

CHINO TOWER

ATIS

SOCAL APP CON

CHINO TOWER

MISSED APPROACH: Climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 53).

Remain within 10 NM

CATEGORY A B C D

S-26R

CIRCLING

129° 309° R-084

134° 330° R-330

S-26R

1320-1 684 (700-1) 1320-2 684 (700-2) 1320-2 684 (700-2)

1320-1 670 (700-1) 1320-2 670 (700-2) 1340-2 690 (700-2)

33°58'N-117°38'W

SW-3, 11 JUL 2024 to 05 SEP 2024

CHINO, CALIFORNIA
Orig-A 07OCT21
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READING BACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA 80 feet.

**AWOS-3PT**

| Amdt 4A  28AUG08 |

**SOCAL APP CON**

| 135.4  377.125 |

**UNICOM**

| 122.7 (CTAF) |

---

**CORONA MUNI (AJO)**

**VOR or GPS-A**

**CORONA, CALIFORNIA**

---

**ELEV**

| 533 |

---

**FAF to MAP**

| 3.6 NM |

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1660-1 1</td>
<td>1660-1 1</td>
<td>1660-1 1</td>
<td>NA</td>
</tr>
</tbody>
</table>

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**CORONA MUNI (AJO)**

---

**VOR or GPS-A**

---

**CORONA, CALIFORNIA**

---

**Amdt 4A  28AUG08**
RNP APCH.

**ASOS**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>132.175</td>
<td>132.5 284.7</td>
</tr>
</tbody>
</table>

**LOS ANGELES CENTER**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>132.5 284.7</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at DISBE on V394 northeast bound.

Procedure NA for arrivals at TEELE on V587 northeast bound.

Procedure NA for arrivals at HEC VORTAC on V12-210 eastbound.

**MISSP APCH FIX**

**NULMN**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>247°</td>
<td>2055</td>
</tr>
</tbody>
</table>

**CIKVI**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3640</td>
<td>3634</td>
</tr>
</tbody>
</table>

1.6 NM to CUTNO 3.04° TCH 40

**FALBA**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5000</td>
<td>2055</td>
</tr>
</tbody>
</table>

**CUTNO**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2055</td>
<td>2055</td>
</tr>
</tbody>
</table>

**BILKE**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5000</td>
<td>5000</td>
</tr>
</tbody>
</table>

**ADIRE**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5000</td>
<td>5000</td>
</tr>
</tbody>
</table>

**HEC**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2055</td>
<td>2055</td>
</tr>
</tbody>
</table>

**TEEE**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3634</td>
<td>3634</td>
</tr>
</tbody>
</table>

**DISBE**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3456</td>
<td>3456</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 22**

**BARSTOW-DAGGETT (DAG)**

**MISSAPED APPROACH:** Climb to 8000 direct CIKVI and on track 275° to BINTE and on track 192° to NULMN and hold, continue climb-in-hold to 8000.

**DISBE**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3456</td>
<td>3456</td>
</tr>
</tbody>
</table>

**TEEE**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3634</td>
<td>3634</td>
</tr>
</tbody>
</table>

**NULMN**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3456</td>
<td>3456</td>
</tr>
</tbody>
</table>

**CIKVI**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3456</td>
<td>3456</td>
</tr>
</tbody>
</table>

**BILKE**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3456</td>
<td>3456</td>
</tr>
</tbody>
</table>

**Adm 2c 18 JUL 1997**

**34°51'N-116°47'W**

**34°51'N-116°47'W**

**BARSTOW-DAGGETT (DAG)**

**RNAV (GPS) RWY 22**

**BARSTOW-DAGGETT (DAG)**

**RNAV (GPS) RWY 22**
RNAV (GPS) RWY 26
BARSTOW-DAGGETT (DAG)

ASOS
132.175

LOS ANGELES CENTER
132.5 284.7

UNICOM
123.0 (CTAF)

**RNAV (GPS) RWY 26**

MISSED APPROACH: Climb to 2600 on heading 255° then climb to 8000 direct BINTE and on track 192° to NULMN and hold, continue climb-in-hold to 8000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Circling NA for Cat D south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1/2 SM NA.

#Missed approach requires a minimum climb of 220 feet per NM to 8000.

Procedure NA for arrivals at DISBE on V394 northeast bound.

Procedure NA for arrivals at TEELE on V587 northeast bound.

Limit initial and intermediate approach to 210K.

Limit final and missed approach to 185K.

Procedure NA for arrivals at BASAL on V12-210 southwest bound.

Limit initial and intermediate approach to 210K.

Limit final and missed approach to 185K.

Procedure NA for arrivals at BULGY on V8-21-283 southwest bound.

**ASOS**  
**LOS ANGELES CENTER**  
**UNICOM**

**ELEV** 1930  
**TDZE** 1918

** CATEGORY **

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA#</td>
<td>2222-1 304 (300-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LPV DA</td>
<td>2343-1(\frac{1}{2}) 425 (500-1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2389-1(\frac{1}{2}) 471 (500-1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2540-1(\frac{3}{4}) 622 (700-1%)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2640-1 710 (800-1) 2860-1(\frac{1}{2}) 930 (1000-1(\frac{1}{4})) 3500-3 1570 (1600-3)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SW-3, 11 JUL 2024 to 05 SEP 2024
VOR or TACAN RWY 22
BARSTOW-DAGGETT (DAG)

Circling NA for Cat D south of Rwy 8-26.

MISSED APPROACH: Climbing right turn to 5000 via heading 090° and via DAG VORTAC R-224 to DAG VORTAC and hold (TACAN aircraft climb to 6000 via DAG VORTAC R-047 to TEELE/DAG 12 DME and hold NE, LT 227° inbound).

ASOS
132.175

LOS ANGELES CENTER
132.5 284.7

UNICOM
123.0 (CTAF)

HECTOR
112.7 HEC
Chan 74

MISSED APPROACH: Climbing right turn to 5000 via heading 090° and via DAG VORTAC R-224 to DAG VORTAC and hold (TACAN aircraft climb to 6000 via DAG VORTAC R-047 to TEELE/DAG 12 DME and hold NE, LT 227° inbound).

VGSi and descent angles not coincident (VGSi angle 3.00/TCH 49).

One Minute Holding Pattern

NEBER INT DAG 6

DAG VORTAC

S-22
3160-1
1242 (1300-1)
1522 (1600-1½)

CIRCLING
3160-1
1230 (1300-1¼)
1510 (1600-1½)

Knots
60 90 120 150 180

Min:Sec
5:36 3:44 2:48 2:14 1:52

34°51'N-116°47'W
DAGGETT ONE DEPARTURE (OBSTACLE)  

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 4: Standard.
Rwy 8: Standard.
Rwy 22: Standard with minimum climb of 452' per NM to 3700, or 4600-3 for climb in visual conditions.
Rwy 26: Standard with minimum climb of 420' per NM to 4600, or 4600-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES
Rwy 4: Bush 44° from DER, 286' left of centerline, 6' AGL/1914' MSL. Bush 51' from DER, 295' left of centerline, 7' AGL/1915' MSL. Bush 126' from DER, 86' left of centerline, 4' AGL/1912' MSL.
Rwy 8: Multiple bushes beginning 113' from DER, 259' left of centerline, up to 16' AGL/1924' MSL.
Rwy 22: Tree 5668' from DER, 1824' left of centerline, 40' AGL/2143' MSL. Multiple poles 78' left of centerline, up to 73' AGL/1995' MSL. Railroad 1224' from DER, 402' left of centerline, 23' AGL/1968' MSL. Pole 2635' from DER, 279' right of centerline, 72' AGL/1995' MSL.
Rwy 26: Vehicles on road 360' from DER, 265' left of centerline, 15' AGL/1946' MSL. Railroad 953' from DER, 355' left of centerline, 23' AGL/1958' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climbing right turn direct DAG VORTAC, thence. . .
TAKEOFF RUNWAY 8: Climbing left turn direct DAG VORTAC, thence. . .
TAKEOFF RUNWAY 22: Climbing right turn heading 090° to intercept DAG R-224 to DAG VORTAC. Thence. . . or climb in visual conditions to cross Barstow-Daggett Airport at or above 6800 before proceeding on course.
TAKEOFF RUNWAY 26: Climbing right turn heading 090° to intercept DAG R-224 to DAG VORTAC. Thence. . . or climb in visual conditions to cross Barstow-Daggett Airport at or above 6800 before proceeding on course.

. . . on DAG R-047 to TEELE INT/DAG 12 DME, aircraft proceeding via V587 continue climb on course, all others, climbing right turn to 7500 to DAG VORTAC then as assigned.
Circling NA southwest of Rwy 15-33.
When local altimeter setting not received, procedure NA.

**AWOS-3P**

<table>
<thead>
<tr>
<th>Corez</th>
<th>7300</th>
</tr>
</thead>
</table>

**BAKERSFIELD APP CON**

<table>
<thead>
<tr>
<th>Elev</th>
<th>119.55</th>
</tr>
</thead>
</table>

**UNICOM**

<table>
<thead>
<tr>
<th>Elev</th>
<th>122.8</th>
</tr>
</thead>
</table>

**RNAV (GPS) RWY 33**

**DELANO MUNI (DLO)**

**Final approach course offset 2.19°.**

**HOLD 3000**

**ELEV 316**

**TDZE 315**

** CATEGORY **

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>720-1</td>
<td>405 (500-1)</td>
<td>720-1 (\frac{1}{2})</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>780-1</td>
<td>820-1 (\frac{1}{2})</td>
</tr>
</tbody>
</table>

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**35°45'N-119°14'W**

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**AL-6173 (FAA)**

**24193**

**RNAV (GPS) RWY 33**

**DELANO, CALIFORNIA**

**Amdt 2 11JUL24**

**RNAV (GPS) RWY 33**

**DELANO MUNI (DLO)**
Procedure NA for arrival on EHF VORTAC airway radials 269 CW 324.

1200 2400
EHF R-322

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 on EHF VORTAC R-322 to JUTTY INT/EHF 11.4 DME and hold. Continue climb-in-hold to 2400.

S-33 860-1 545 (600-1)
860-1 554 (600-1) 860-1¾ 545 (600-1¾)

CIRCLING 860-1 544 (600-1) 860-1¾ 554 (600-1¾) 960-2 644 (700-2)

ADT 9 11JUL24
**EDWARDS, CALIFORNIA**

<table>
<thead>
<tr>
<th>VORTAC EDW</th>
<th>APCH CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>116.4</td>
<td>226°</td>
<td>15.024</td>
<td>2286</td>
<td>2311</td>
</tr>
</tbody>
</table>

**VOR/DME or TACAN Y RWY 23L**

**ATIS**

| 127.425 | 269.9 |

**GOSHUA APP CON/DEP CON**

| 133.65 | 348.7 |

**TOWER**

<table>
<thead>
<tr>
<th>120.7</th>
<th>(CTAF) 318.1</th>
<th>(CTAF)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>121.8</td>
<td>225.4</td>
</tr>
</tbody>
</table>

**GDND CON**

| 121.8 | 225.4 |

**CIRCLING**

| 2880-1 | 569 (600-1) |
| 2880-1½| 569 (600-1½) |
| 2880-2 | 569 (600-2) |

**MISSING APPROACH**

Climb to 7400. Track EDW VORTAC R-226 outbound to GRIES, then turn left direct MORRI and hold. Missed Approach requires use of RNAV or ATC RADAR monitoring.

**EMERG SAFE ALT**

100 NM 16,500

---

**EMDRS, AFB (KEDW)**

**Amdt 2 23APR20**
RNAV (GPS) RWY 8

EL CENTRO NAF (VRACIU FLD) (KNJK)

Missed Approach: Climb to 800, then climbing right turn to 2400 direct BEENY and hold.

Circling visibility reduction by helicopters NA. When tower closed, increase visibility to 1 mile.

Circling to RWY 30 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (129°F).

ATIS: 269.275
APP CON/DEP CON: 128.55 292.2
TOWER: 119.1 360.2
GND CON: 121.9 254.35
CLNC DEL: 340.2

---

EMERG SAFE ALT 100 NM 17,000

---

 категории | A | B | C | D
---|---|---|---|---
LPV DA | 204-3/4 | 250 | (300-3/4)
LNAV/VNAV DA | 204-3/4 | 250 (300-3/4) | 235-3/4 | 281 (300-3/4)
LNAV MDA | 460-1 | 506 (600-1) | 460-1½ | 506 (600-1½)
CIRCULATING | 480-1 | 522 (600-1) | 480-1½ | 522 (600-1½)

---

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024

---

SW-3, 11 JUL 2024 to 05 SEP 2024

---

SW-3, 11 JUL 2024 to 05 SEP 2024
Circling to Rwy 30 NA at night. When tower closed, increase visibility to 1 mile.

Visibility reduction by helicopters NA.

CAUTION: Extensive civil aircraft operations at Imperial County airport.

CAUTION: Missed approach max 250 KIAS until 500.

Do not overfly the US-Mexican border.

EMERG SAFE ALT 100 NM 17,000

HOLDING PATTERN

CATEGORY A B C D
LPV DA 206-1/4 252 (300-1/4) 214-3/4 260 (300-1/4)
[NAV/VNAV DA] 204-1/4 250 (300-1/4) 214-3/4 260 (300-1/4)
[NAV MDA] 300-1 346 (400-1) 480-1 480-1 520-2

HIRL Rwys 8-26, 12-30

101
**RNAV (GPS) RWY 30**

**ATIS** 269.275  
**APP CON/DEP CON** 128.55 292.2  
**TOWER** 119.1 360.2  
**GND CON** 121.9 254.35  
**CLNC DEL** 340.2

---

**CAUTION:** Missed Approach. Max 250 KIAS until 500.

---

For uncompensated Baro-VAAS system, LNAV/VNAV NA below -4°C (7°F) or above 54°C (129°F).

---

**CAUTION:** Missed Approach. Max 250 KIAS until 500.

---

20.1 visual area penetrated by fence, 193° from thld, 213° right of course, 8 AGL/-34 MSL; 19° from thld, 305° right of course, 8 AGL/-34 MSL, 504° from thld, 3° right of course, 8 AGL/-34 MSL.

---

**NOTE:** Aircraft inbound from East use ARGUS straight-in. Aircraft inbound from West use BEENY, requires holding.

---

**EMERG SAFE ALT** 100 NM 17,000

---

**CAUTION:** Do not overfly the US-Mexican border.

---

**RNAV (GPS) RWY 30**

**EL CENTRO, CALIFORNIA**

Amdt 5 13JUL23

---

**HIRL Rwys 8-26, 12-30**

---

**RL** 304 265 1300 1100 304

---

**EMERG SAFE ALT** 100 NM 17,000

---

231-1 242-1 250-1 261-1

---

273 284 292 303

---

360-1 402 (500-1) 360-1½ 402 (500-1½)

---

480-1½ 520-2

---

522 (600-1½) 562 (600-2)
**VOR/DME RWY 30**

**EL CENTRO NAF (VRACIU FLD) (KNJK)**

**VORTAC IPL**
- **115.9**
  - Chan **106**

**APCH CRS**
- **284°**

**Rwy Indg**
- **6825**
  - **-42**

**Arpl Elev**
- **-42**

**[USN]**

**El Centro, California**

**ATIS**
- **269.275**

**APP CON/DEP CON**
- **128.55**
  - **292.2**

**TOWER**
- **119.1**
  - **360.2**

**GND CON**
- **121.9**
  - **254.35**

**CLNC DEL**
- **340.2**

**Visibility reduction by helicopters NA. Procedure NA at night.**

**Missed Approach:** Climb to 600, then climbing left turn to 2400, intercept IPL VORTAC R-074 to BEENY and hold.

**CAUTION:** Extensive civil aircraft operations at Imperial County airport.

**CAUTION:** CAT CD inmed seg len 5NM, less than minimum 6NM.

**EMERG SAFE ALT 100 NM 17,000 from NJK TACAN**

**ELEV**
- **-42**

**TDZE**
- **-42**

**Rwy 30:** 201 visual area penetrated by fence, lit, 289 ft from thld, 213 ft right of course, 8 AGL/34 MSL fence, 199 ft from thld, 305 ft right of course, 8 AGL/34 MSL fence, 504 ft from thld, 3 ft right of course, 8 AGL/34 MSL.

**CAUTION:** Do not overfly the US-Mexican border.
Circling to Rwy 30 NA at night.

**ATIS**
- 269.275

**APP CON/DEP CON**
- 128.55
- 292.2

**TOWER**
- 119.1
- 360.2

**GND CON**
- 121.9
- 254.35

**CLNC DEL**
- 340.2

**EMERG SAFE ALT**
- 100 NM
- 17,000

**Rwy Idg**
- TDZE
- Arpt Elev
- 9503
- -46
- -42

**SOLVE**
- NJK
- 148

**LEEGH**
- NJK
- 7

**IMPERIAL**
- NJK
- 254

**IMPERIAL**
- 115.9 IPL
- Chan 106

**SOLVE**
- NJK
- 1900

**R-084**
- IPL
- 11

**230K**
- IPL
- 074*

**254**
- IPL
- 254*

**1900**
- BEENY

**1900**
- ARGUS

**ELEV**
- -42

**TDZE**
- -46

**KOHILR**
- NJK
- 13

**TWR**
- 264°

**MINIMUM Rwy**
- 8-26
- 12-30

**CATGOGY**
- S-26

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-26</td>
<td>380-1</td>
<td>426</td>
<td>(500-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>522</td>
<td>(600-1)</td>
<td></td>
</tr>
</tbody>
</table>

**Origin**
- 13JUL23
Circling to Rwy 30 NA at night. Missed approach: Climb to 1000, then climbing left turn to 2300 direct Zonas and hold.

ATIS *
269.275

APP CON/DEP CON
128.55 292.2

TOWER *
119.1 360.2

GND CON
121.9 254.35

CLNC DEL
340.2

Rwy 30: 20:1 visual area penetrated by fence, lit, 289 ft from thld, 213 ft right of course, 8 AGL/-34 MSL. Fence, 199 ft from thld, 305 ft right of course, 8 AGL/-34 MSL. Fence, 504 ft from thld, 3 ft right of course, 8 AGL/-34 MSL.

CAUTION:
Do not overfly the US-Mexican border.

EMERG SAFE ALT 100 NM 17,000

5 NM

CIRCLING

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>480-1½</td>
<td>520-2</td>
<td>HIRL Rwy 8-26, 12-30</td>
</tr>
</tbody>
</table>

32°50’N - 115°40’W

Amdt 3 13JUL23
Procedure NA for arrivals at DARTS on V459-397 northwest bound, V459 southeast bound, and V186 westbound.

Circling Rwy 1 NA at night. Rwy 1, 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ADAMM and on track 098° to PDZ VORTAC and hold.

Category A
- Between 2.8 and 3.2 NM from PARADISE PDZ.
- Between 0.9 and 1 NM from ZEPUN.

Category B
- Between 3.2 and 3.6 NM from PARADISE PDZ.
- Between 1 and 1.3 NM from ZEPUN.

Category C
- Between 3.6 and 4 NM from PARADISE PDZ.
- Between 1.3 and 1.9 NM from ZEPUN.

Category D
- Between 4 and 4.3 NM from PARADISE PDZ.
- Between 1.9 and 2.5 NM from ZEPUN.

Category CIRCLING
- Between 2.5 and 2.8 NM from PARADISE PDZ.
- Between 2.2 and 2.5 NM from ZEPUN.
VOR-A
SAN GABRIEL VALLEY (EMT)

Circling Rwy 1 NA at night. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA 160 feet.

Missed Approach: Climbing left turn to 2500 on heading 070° and PDZ VORTAC R-278 to ADAMM INT/PDZ 15.5 DME then continue climb to 4000 to PDZ VORTAC.

ATIS 118.75
SOCAL APP CON 125.5 349.0
EL MONTE TOWER 121.2 (CTAF)
GND CON 125.9
UNICOM 122.95

EL MONTE, CALIFORNIA
Orig-A 28MAR19

SAN GABRIEL VALLEY
Orig-A 28MAR19
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA west of Rwy 18-36. When local altimeter setting not received, use Miramar MCAS (Joe Foss Fld) altimeter setting and increase all MDAs 120 feet.

MISSING APPROACH: Climbing left turn to 5000 direct ROBNN WP and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-18</td>
<td>1260-1</td>
<td>552 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>552 (600-1)</td>
<td>1380-1</td>
<td>672 (700-1)</td>
</tr>
</tbody>
</table>
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 181° to 1200, then climbing left turn on heading 160° to join V208-458. Aircraft westbound proceed on course, aircraft eastbound on V208-458 continue climb in VISTA holding pattern to 5000 before proceeding on course.

TAKEOFF RUNWAY 36: Climb heading 001° to intercept OCN VORTAC R-027 to TANNR INT before proceeding on course or, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fallbrook Community Airpark at or above 2200, then proceed on OCN VORTAC R-027 to TANNR INT before proceeding on course.

NOTE: Chart not to scale.
RNAV (GPS) RWY 24
FULLERTON MUNI (FUL)

**ATIS** 125.05
**SOCAL APP CON** 125.35 316.125
**FULLERTON TOWER** 119.1 (CTAF)
**GND CON** 121.8
**UNICOM** 122.95

**APCRS** 243°
**TDZE** 95
**Apt Elev** 96

**RNAV APCH.**
- NA Inoperative table does not apply. Helicopter visibility reduction below 1 SM NA.
- MISS APPROACH: Climb to 1300, then climbing left turn to 2600 direct SU VORTAC and hold.

**LNAV MDA**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>900-1</td>
<td>900-1</td>
<td>900-1</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>805</td>
<td>805</td>
<td>805</td>
<td></td>
</tr>
</tbody>
</table>

**Orig-C 18JUL19**

**FULLERTON, CALIFORNIA**

**AL-5136 (FAA)**

**FULLERTON MUNI (FUL)**

**RNAV (GPS) RWY 24**

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**FULLERTON, CALIFORNIA**

**AL-5136 (FAA)**

**FULLERTON MUNI (FUL)**

**RNAV (GPS) RWY 24**

**SW-3, 11 JUL 2024 to 05 SEP 2024**
Inoperative table does not apply. Night landing: Rwy 6 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2600 direct SU VORTAC and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-24</td>
<td>560-1</td>
<td>465</td>
<td>500-1</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>664</td>
<td>700-1</td>
<td>964</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at WISUP INT via V16-370 eastbound.
FULLERTON, CALIFORNIA
AL-5136 (FAA)
24193

VOR-A
FULLERTON MUNI (FUL)

Maximum entry altitude 6000.
Night landing: Rwy 6 NA.
Helicopter visibility reduction below 1 SM NA.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.

FULLERTON MUNI (FUL)

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05
SOCAL APP CON 125.35 316.125
FULLERTON TOWER* 119.1 (CTAF)
GND CON 121.8
UNICOM 122.95

Helicopter visibility reduction below 1 SM NA.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 280' per NM to 600.
Rwy 24: Standard.

NOTE: This departure procedure not authorized for turbo-prop or turbo-jet aircraft.
NOTE: RADAR required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Turn right heading 120° for vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAY 24: Turn left heading 120° for vectors to SLI VORTAC, thence. . . .

. . . .on (transition) or (assigned route). Maintain 2000 and expect filed altitude
10 minutes after departure.

HECTOR TRANSITION (ANAHM1.HEC): From over SLI VORTAC on SLI R-058 and
PDZ R-238 to PDZ VORTAC, then on PDZ R-012 to APLES, then on HEC R-232
to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM1.LHS): From over SLI VORTAC on SLI R-058
and PDZ R-238 to POXKU, then on POM R-164 to BAYJY, then on VNY R-095
to DARTS, then on LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM1.VTU): From over SLI VORTAC on SLI R-251 to
WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then
on VTU R-093 to VTU VOR/DME.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 596, then right turn on heading 120° to 2000 for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 596, then on heading 240° to 2000 for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

NOTE: Chart not to scale.
RNAV (GPS) RWY 7
JACK NORTHRUP FLD/HAWTHORNE MUNI (HHR)

ATIS 118.4
SOCAL APP CON 124.9 269.0
HAWTHORNE TOWER* 121.1 (CTAF) 257.8
GND CON 125.1

RNAV (GPS) RWY 7

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 51°C. Circling NA north of Rwy 7-25.

MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SU VORTAC and hold, continue climb-in-hold to 4000.

ATIS
SOCAL APP CON
HAWTHORNE TOWER
GND CON

RNAV (GPS) RWY 7

MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SU VORTAC and hold, continue climb-in-hold to 4000.

HAWTHORNE, CALIFORNIA
AL-5120 (FAA)

RNAV (GPS) RWY 7
JACK NORTHRUP FLD/HAWTHORNE MUNI (HHR)

ATIS
SOCAL APP CON
HAWTHORNE TOWER
GND CON

RNAV (GPS) RWY 7

MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SU VORTAC and hold, continue climb-in-hold to 4000.

HAWTHORNE, CALIFORNIA
AL-5120 (FAA)

RNAV (GPS) RWY 7
JACK NORTHRUP FLD/HAWTHORNE MUNI (HHR)

ATIS
SOCAL APP CON
HAWTHORNE TOWER
GND CON

RNAV (GPS) RWY 7

MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SU VORTAC and hold, continue climb-in-hold to 4000.

HAWTHORNE, CALIFORNIA
AL-5120 (FAA)

RNAV (GPS) RWY 7
JACK NORTHRUP FLD/HAWTHORNE MUNI (HHR)

ATIS
SOCAL APP CON
HAWTHORNE TOWER
GND CON

RNAV (GPS) RWY 7

MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SU VORTAC and hold, continue climb-in-hold to 4000.

HAWTHORNE, CALIFORNIA
AL-5120 (FAA)
RNAV (GPS) RWY 25
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

Circling NA north of Rwy 7-25. Rwy 25 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Inop table does not apply. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 7 NA at night.

Procedure NA for arrivals at POWUP on V394 northeast bound.

Procedure NA for arrival on PDZ VORTAC airway radials 238 CW 012.

Procedure NA for arrival on SLI VORTAC airway radials 238 CW 012.

Procedure NA for arrival on SUI VORTAC airway radials 251 CW 058.

RNAV (GPS) RWY 25
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)
Inop table does not apply. Rw 25 helicopter visibility reduction below 1 SM NA. Circling Rw 7 NA at night. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Simultaneous approach authorized with LAX 25L/R 24U/R. Circling NA north of Rw 7-25. DME from LAX VORTAC. Simultaneous reception of I-HHR and LAX DME required.

**MISSING APPROACH:** Climbing left turn to 3000 on heading 210° and LAX VORTAC R-170 to LIMBO INT/LAX 10.4 DME and hold.

Procedure NA for arrivals at SU VORTAC on V459-597 southeast bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 580, then turn right direct to cross SPACX at 3000 then on track 200. Thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 253° to intercept course 200° to cross SPACX at 3000 then on track 200°. Thence . . . .

. . . . on assigned course/route. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.
RNAV (GPS) RWY 5
HEMET-RYAN (HMT)

**RNAV (GPS) RWY 5**

**HEMET-RYAN (HMT)**

**AWOS-3PT**
118.375

**MARCH APP CON**
133.5 306.975

**UNICOM**
123.0 (CTAF)

---

**Category A**
- **LP-** MDA: 1960-1 447 (500-1)
- **LP-** MDA: 2460-1 947 (1000-1)
- **LNAV-** MDA: 2160-1 647 (700-1)
- **LNAV-** MDA: 2580-1 1067 (1100-1)
- **CIRCLING** MDA: 2580-1 1065 (1100-1)

**Category B**
- **LP-** MDA: 1960-1 447 (500-1)
- **LP-** MDA: 2460-1 947 (1000-1)
- **LNAV-** MDA: 2160-1 647 (700-1)
- **LNAV-** MDA: 2580-1 1067 (1100-1)
- **CIRCLING** MDA: 2580-1 1065 (1100-1)

**Category C**
- **LP-** MDA: 1960-1 447 (500-1)
- **LP-** MDA: 2460-1 947 (1000-1)
- **LNAV-** MDA: 2160-1 647 (700-1)
- **LNAV-** MDA: 2580-1 1067 (1100-1)
- **CIRCLING** MDA: 2580-1 1065 (1100-1)

**Category D**
- **LP-** MDA: 1960-1 447 (500-1)
- **LP-** MDA: 2460-1 947 (1000-1)
- **LNAV-** MDA: 2160-1 647 (700-1)
- **LNAV-** MDA: 2580-1 1067 (1100-1)
- **CIRCLING** MDA: 2580-1 1065 (1100-1)

---

**When local altimeter setting not received, procedure NA.**

**Final approach course offset 14.91°.**

**Missed approach requires minimum climb of 400 feet per NM to 3000.**

**Procedure NA for arrivals at NIKKL on V64 westbound.**

---

**Amdt 1 05OCT23**

---

**HEMET, CALIFORNIA**

**AL-6678 (FAA)**

---

**HEMET-RYAN (HMT)**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**33°44'N-117°01'W**

---

**125**
VOR or GPS-A
IMPERIAL COUNTY (IPL)

Circling Rwy 32 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct IPL VORTAC and hold.

ASOS
132.175

YUMA CERAP
128.55 292.2

UNICOM
122.7 [CTAF]

* Procedure turn required for non-DME equipped aircraft.

SW-3, 11 JUL 2024 to 05 SEP 2024

IMPERIAL, CALIFORNIA

Amdt 4C 21 APR 22
RNAV (GPS) RWY 2
INYOKERN (IYK)

Circling Rwy 10, 33 NA at night. Circling NA east of Rwy 15-33. Circling NA at night west of Rwy 2 and 15. Except for operators with approved weather reporting service, use Mojave alimeter setting, if not available, procedure NA.

**RNAV APCH.**

**MHV AWOS-3**  132.225  
**JOSHUA APP CON**  133.65  348.7  
**AUNICOM**  122.8  (CTAF)

**ROUTE TO ASUYU** (not to scale)

**ASUYU**

**BACRA**

**DIVAC**

**MIGPE**

**ASUYU**

**Circling MIGPE then left turn 165K until SW bound) Climbing right to 8600 direct MIGPE then left turn on track 197° to ASUYU and hold.**

**CATEGORY** A  B  C  D
**LNAV MDA**  4200-3  1758 (1800-3)  4780-3  2323 (2400-3)  5640-3  3183 (3200-3)
**CIRCLING**  4200-3  1743 (1800-3)  4780-3  2323 (2400-3)  5640-3  3183 (3200-3)

**ASUYU**

**BACRA**

**DIVAC**

**MIGPE**

**ASUYU**

**MOJAVE BISAC 25 NM**

**RNAV (GPS) RWY 2**

**INYOKERN (IYK)**

**TDZE**  2442  
**ELEV**  2457

**ELEVATION**  10000

**ROUTE TO ASUYU**

**SEE INSET FOR ROUTING TO ASUYU**

**RNAV APCH.**

**MHV AWOS-3**  132.225  
**JOSHUA APP CON**  133.65  348.7  
**AUNICOM**  122.8  (CTAF)

**ROUTE TO ASUYU** (not to scale)

**ASUYU**

**BACRA**

**DIVAC**

**MIGPE**

**ASUYU**

**Circling MIGPE then left turn 165K until SW bound) Climbing right to 8600 direct MIGPE then left turn on track 197° to ASUYU and hold.**

**CATEGORY** A  B  C  D
**LNAV MDA**  4200-3  1758 (1800-3)  4780-3  2323 (2400-3)  5640-3  3183 (3200-3)
**CIRCLING**  4200-3  1743 (1800-3)  4780-3  2323 (2400-3)  5640-3  3183 (3200-3)
LAKE HUGHES TWO DEPARTURE (OBS TACLE) (RNAV)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 20: Standard with a minimum climb of 240' per NM to 7000.
Rwys 2, 15, 33, 10, 28: NA-restricted airspace.

NOTE: GPS required.
NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb direct JAGEG then continue climb to 8000 via 197° track to MOVIA and 201° track to LHS VORTAC. Thence via assigned route and altitude.

TAKEOFF RUNWAYS 2, 33, 15, 10, and 28: NA.
TAKEOFF MINIMUMS
Rwys 2, 10, 15, 28, 33: NA-restricted airspace/terrain.
Rwy 20: Standard with minimum climb of 400' per NM to 8200.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWY 20: Climb to 10000 on heading 207° and LHS VORTAC R-015 to LHS VORTAC, then proceed on course.
Circling to Rwy 8L NA at night. Circling NA for Cat C north of Rwy 8L-26R.

When Circling to Rwy 8R at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 26L helicopter visibility reduction below 2/3 SM NA. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on POM VORTAC R-164 to PRADO INT/POM 9.3 DME and hold.

9.3 NM R-164 to PRADO INT/POM 9.3 DME and hold.

*1740 when using Ontario Intl altimeter setting.

**5° from 220°}

LOC RWY 26L
BRACKETT FLD (POC)

ATIS
SOCAL APP CON
RWY BR/26L
RWY 8L/26R
GND CON
CLNC DEL
UNICOM

124.4
125.5 349.0
118.2 (CTAF)
125.0
121.875
122.95

LA VERNE, CALIFORNIA
AL-5218 (FAA)
23334

LA VERNE, CALIFORNIA
LOC I-POC
APP CRS
Rwy Idg
TDZE
Apt Elev
110.5
259°
1005
1014

LOC S-LOC 26L
CIRCLING

ZEREK MINSIMUMS (DUAL VOR RECEIVERS REQUIRED)

S-LOC 26L
1460-1 455 (500-1)
1760-2 455 (500-1)

C CIRCLING

S-LOC 26L
1700-1 695 (700-1)
1700-2 746 (800-2)

C CIRCLING

W-LOC 26L
CIRCLING

BRACKETT TOWER

PDZ 9.6
R-075
R-256
R-259
R-346

250°
79°
HOLD

R-164
R-300
R-310
R-360

PARADISE

112.2
Channel 59

PARADISE

PDZ INT

110.4 POM

POMONA

LOCALIZER 110.5

I-POC

One Minute
Holding Pattern

CATEGORY

A
B
C
D

S-LOC 26L
1700-1 695 (700-1)
1700-2 746 (800-2)
NA

C CIRCLING

S-LOC 26L
1460-1 455 (500-1)
1760-2 455 (500-1)
NA

C CIRCLING

ZEREK MINSIMUMS (DUAL VOR RECEIVERS REQUIRED)

S-LOC 26L
1460-1 455 (500-1)
1760-2 455 (500-1)
NA
When local altimeter setting not received, use Ontario Intl altimeter setting and increase all
MDA 40 feet and visibility Cat C ¼ mile. Night landing: Rwy 8L NA, Rwy 8R operational
VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility
reduction below 1 SM not authorized. Circling NA for Cat C north of Rwy 8L-26R

ATIS 124.4
SOCAL APP CON 125.5 349.0
BRACKETT TOWER* 118.2 (CTAF)
GND CON 125.0
CLNC DEL 121.875
UNICOM 122.95

SEAL BEACH 115.7 SU 104 Chan

BRACKETT FLD (POC)

LA VERNE, CALIFORNIA
Amdt 5E 27FEB20

VOR or GPS-A

DME MINIMUMS

CATEGORY  A  B  C  D

C CIRCLING  1800-1 786 (800-1) 786 (800-1¼) 786 (800-2¼) NA

C CIRCLING  1680-1 666 (700-1) 1760-2¼ 746 (800-2¼) NA
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 6
GENERAL WM J FOX AIRFIELD (WJF')

Million International Airport

MISSSED APPROACH: Climb to 6000 direct SISOY and via 091° track to ETHER and hold.

126.3 126.1 290.3 118.525 (CTAF) 256.9

2000 2025 1975 1975

When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). When local altimeter setting not received, use Palmdale altimeter setting: increase LPV DA to 2661 feet, LNAV/VNAV DA to 2709 feet and all MDAs 60 feet, and increase Circling Cats C/D visibility 1/4 SM. Baro-VNAV NA when using Palmdale altimeter setting.

VALID SW-3, 11 JUL 2024 to 05 SEP 2024
Procedure NA for arrivals at ETHER.

**Final approach course offset 15.00°.**

**MISSED APPROACH:** (Do not exceed 210K until PMD VORTAC) Climbing left turn to 7200 direct PMD VORTAC and hold, continue climb-in-hold 7200.

Rwy 24 helicopter visibility reduction below ¾ NA, VDP NA when using Palmdale altimeter setting. When local altimeter setting not received, use Palmdale altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ⅛ SM.

**ATIS**
126.3

**JOSHUA APP CON**
126.1 290.3

**FOX TOWER**
118.525 (CTAF) 256.9

**GND CON**
121.7 256.9

**UNICOM**
122.95

---

LANCASTER, CALIFORNIA

**APP CRS 252°**

Rwy Idg 7201

TDZE 2341

Apt Elev 2351

---

LANCASTER, CALIFORNIA

**AL-5065 (FAA)**

**RNAV (GPS) RWY 24**

**GENERAL WM J FOX AIRFIELD (WJF)**

---

LANCASTER, CALIFORNIA

**Orig-B 05OCT23**

---

**34°44’N-118°13’W**
MISSED APPROACH: Climb to 4500 direct PMD VORTAC and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 240' per NM to 4800, or 3700-3 for climb in visual conditions.
Rwy 24: Standard with minimum climb of 351' per NM to 4800, or 3700-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES
Rwy 6: Trees beginning 1169' from DER, 590' right of centerline, up to 2374' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing right turn direct PMD VORTAC and hold, thence. . . .

TAKEOFF RUNWAY 24: Climbing left turn direct PMD VORTAC and hold, thence. . . .

. . . . continue climb-in-hold to cross PMD VORTAC at or above MCA/MEA for route of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross General WM J Fox Airfield at or above 5900 before proceeding on course.
Lompoc, California

**VOR/DME-A**

Lompoc (LPC)

**VORTAC**

GVO 113.8
Chan 85

**APP CRS**

278°

**Rwy Idg**

TDZE
Apt Elev

**N/A**

**Amdt 5B 22APR21**

**MISSED APPROACH:** Climb to 1400, then climbing right turn to 3500 direct GLJ VOR and hold.

**Procedure NA at night.**

**AWOS-3PT**

133.875

**SANTA BARBARA APP CON**

124.15 327.8

**UNICOM**

122.7 (CTAF)

**GLJ**

278°

**4300**

**13300**

**113.8**

GVO

**GLJ**

113.05

**UNICOM**

124.15 327.8 (CTAF)

3.5 NM

3.7 NM

3.7 NM

3.5 NM

1.1 NM

1.1 NM

3.7 NM

**REIL Rwy 25**

**MIRL Rwy 7-25**

**LOMPOC, CALIFORNIA**

Amdt 5B 22APR21

**SW-3, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 54°C (130°F). RF required. GPS required.

**MISSSED APPROACH:** Climb to 3000 on track 121° to GUNEY, right turn to UVCI, and on track 183° to ALBAS and hold.

**CATEGORY**
- **A:** 3.3 NM
- **B:** 3.1 NM
- **C:** 2.2 NM
- **D:** 2.2 NM

**RNP 0.15 DA**
- 414-1/4 361 (400-1/4)

**RNP 0.30 DA**
- 485-1/2 432 (500-1/2)

**AUTHORIZATION REQUIRED**
RNAV (RNP) Y RWY 30
LONG BEACH (DAUGHERTY FLD) (LGB)
ARSENAL VISUAL RWY 30
LONG BEACH (DAUGHERTY FLD) (LGB)
LONG BEACH, CALIFORNIA

Vertical Guidance Navaid and Angle:
LOC I-LGB Glide Slope 3.00°
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 64).

RADAR REQUIRED

Weather Minimums: 5000 foot ceiling and 10 miles visibility.

I NM 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
PROCEDURE NOT AUTHORIZED AT NIGHT.

**Radar Required**

Weather Minimums: 5000 foot ceiling and 10 miles visibility.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**Takeoff Minimums**

- Rwys 8L/R, 12, 30: Standard.
- Rwy 26L: Standard with minimum climb of 225' per NM to 2300.
- Rwy 26R: Standard with minimum climb of 230' per NM to 2300.

**Top Altitude:**

- Assigned by ATC

**NOTE:** This departure procedure not authorized for turbo-prop or turbo-jet aircraft.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb heading 076° to 800, thence.

TAKEOFF RUNWAY 12: Climb heading 121° to 800, thence.

TAKEOFF RUNWAYS 26L/R: Climb heading 256° to 800, thence.

TAKEOFF RUNWAY 30: Climb heading 301° to 800, thence.

HECTOR or LAKE HUGHES TRANSITION: Expect vectors to SLI VORTAC.

VENTURA TRANSITION: Expect vectors to LAX VORTAC.

. . . . on (transition) or (assigned route). Maintain assigned altitude and expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM1.HEC): From over SLI VORTAC on SLI R-058 and PDZ R-238 to PDZ VORTAC, then on PDZ R-012 to APLES, then on HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM1.LHS): From over SLI VORTAC on SLI R-058 and PDZ R-238 to POXKU, then on POM R-164 to BAYJY, then on VNY R-095 to DARTS, then on LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM1.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb heading 121° to 600, then on heading 121° or as assigned by ATC for vectors to cross FRITR at or above 5000, then on track 076° to DOTSS, thence . . . .

TAKEOFF RUNWAY 26R: Climb heading 256° to 580, then on heading 180° or as assigned by ATC for vectors to cross FRITR at or above 5000, then on track 076° to DOTSS, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 1500, then left turn heading 180° or as assigned by ATC for vectors to cross FRITR at or above 5000, then on track 076° to DOTSS, thence . . . .

. . . . on (transition). Maintain 17000. Expect higher altitude 10 minutes after departure.

AVRRY TRANSITION (FRITR3.AVRRY)
CNERY TRANSITION (FRITR3.CNERY)
TCATE TRANSITION (FRITR3.TCATE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb heading 076° to 580, then on heading 076° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 12: Climb heading 121° to 580, then on heading 121° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 26L: Climb heading 256° to 800, then on heading 270° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 26R: Climb heading 256° to 580, then on heading 270° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 580, then on heading 270° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

. . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)
TOP ALTITUDE:  
IKAYE TRANSITION: 12000;  
CSTRO AND COREZ TRANSITIONS: 15000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Some departures may be vectored to OROSZ when required for traffic.
NOTE: IKAYE TRANSITION ATC assigned only.
NOTE: Departing Rwy 26R, do not exceed 210K until established on 302° course to TOPMM.
NOTE: Maintain or below 250K unless otherwise directed by ATC.

TAKEOFF MINIMUMS
Rwys 8L/R, 26L: NA-ATC.
Rwy 12: Standard.
Rwy 26R: Standard with minimum climb of 270’ per NM to 600.
Rwy 30: Standard with minimum climb of 285’ per NM to 600.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
TOPMM FOUR DEPARTURE (RNAV)
(LTOPMM4.TOPMM) 19JUL18

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb heading 121° to 600, then direct to cross OMMAA at 3000 and at or below 210K, then on track 196° to PLTAA, then on track 269° to AAYJY, then on track 350° to cross QMARY at 4000 and at or below 230K, then on track 312° to TOPMM, thence. . . .

TAKEOFF RUNWAY 26R: Climb heading 256° to intercept course 302° to TOPMM, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 301° to intercept course 269° to TOPMM, thence. . . .

. . . .on (transition). IKAYE transition maintain 12000; COREZ and CSTRO transitions maintain 15000. Expect filed altitude 10 minutes after departure.

COREZ TRANSITION (TOPMM4.COREZ)

CSTRO TRANSITION (TOPMM4.CSTRO)

IKAYE TRANSITION (TOPMM4.IKAYE)
**TOP ALTITUDE:**
(TURBOJETS) 17000

**NOTE:** Chart not to scale.

**NOTE:** Chart not to scale.

**NOTE:** Radar required.

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Turbojet only.

**NOTE:** MISEN TRANSITION restricted to aircraft landing LAS terminal area.

**NOTE:** HAILO/ LAS/ NNAVY transitions ATC only.

**TAKEOFF MINIMUMS**

Rwys 8L/R, 26L: NA-ATC.
Rwys 12, 30: Standard.
Rwy 26R: Standard with a minimum climb of 230' per NM to 1600.

**SW-3, 11 JUL 2024 to 05 SEP 2024**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb on heading 121° to 600, then on heading 121° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 256° to 580, then on heading 180° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 301° to 1500, then left turn heading 180° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .

. . . . . on (transition) turbojets maintain 17000, expect filed altitude 10 minutes after departure.

BEALE TRANSITION (ZOOMM3.BEALE)
HAILE TRANSITION (ZOOMM3.HAILE)
LAS VEGAS TRANSITION (ZOOMM3.LAS)
MISEN TRANSITION (ZOOMM3.MISEN)
NNAVY TRANSITION (ZOOMM3.NNAVY)
When local altimeter setting not received, use John Wayne/Orange County altimeter setting.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

HAWWC THREE DEPARTURE (RNAV)
(HAWWC3.HAWWC) 19JUL18

DEPARTURE RUNWAY 4R: Climb heading 041° to 540, then on track 290° to cross HAWWC or as assigned by ATC for vectors to PIJIN, cross HAWWC at or above 5000, thence . . .

DEPARTURE RUNWAY 22L: Climb heading 221° to 540, then on track 290° to cross HAWWC or as assigned by ATC for vectors to PIJIN, cross HAWWC at or above 5000, thence . . .

This procedure not authorized for turbojet aircraft.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: This procedure not authorized for turbojet aircraft.

TAKEOFF MINIMUMS
Rwys 4R, 22R: NA-ATC
Rwys 4L, 22L: Standard.

TAKEOFF MINIMUMS
Rwys 4R, 22R: NA-ATC
Rwys 4L, 22L: Standard.

NOTE: Chart not to scale.
Inop table does not apply to Sidestep 6R Cts A/B. For inop ALS, increase S-LOC 6L Cat C/D visibility to RVR 5500. Simultaneous approach authorized. Autopilot coupled approach NA below 503.

Procedure NA for arrivals at EXERT on V25 (VGSI Angle 3.00/TCH 77). VGSI and ILS glidepath not coincident (19.6°). Procedure NA for arrival on FIM VORTAC airway radials 087 CW 195.

NATHN I-UWU 10.6 RADAR

ILS or LOC RWY 6L
LOS ANGELES INTL (LAX)

DME or RADAR REQUIRED

LOC/DME I-UWU
108.5
Chan 22

APP CRS
071°

Rwy Idg
8566 9748
TDZE
119 116

Apt Elev
128 128

LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1

MALS R
RWY 6L
MALS R
RWY 6R

MISSING APCH FIX
AMTRA
LAX 17.3

AMTRA
LAX

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

KN36/24 250 (300-1/2)

S-LOC 6L
460/24 341 (400-1/2)
460/30 341 (400-3/4)

SIDESTEP 6R
460/55 344 (400-1)

460-1/2
344 (400-1/2)

MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/LAX 17.3 DME and hold.
Simultaneous approach authorized. For inop ALS, increase S-LOC 6R Cat C/D visibility to RVR 5500. Inop table does not apply to Sidestep 6L. Cats A and B.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

D-ATIS
ARR 133.8
DEP 135.65

SOCAL APP CON
124.3 363.2
124.5 235.975
125.8 360.7

LOS ANGELES TOWER
N 133.9  239.3
S 120.95  379.1

GND CON
N 121.65  327.0
S 121.4  327.0

CINC DEL
120.35
327.0

MISSED APCH FIX
AMTRA
LAX (17.3)

LOS ANGELES INTL (LAX)

Procedure NA for arrivals at EXERT on V25 southwest bound, V27 northwest bound.

DME or RADAR REQUIRED

OTTES I-GPE [10.8] RADAR
3600

GUPPI I-GPE [4.8] RADAR
1800

I-GPE DME ANTENNA

*LOC only

CATEGORY
A
B
C
D

S-ILS 6R#
316/24 200 (200-1/2)

S-LOC 6R
460/24 344 (400-1/2)
460/30 344 (400-1/2)

SIDESTEP 6L
460/55 341 (400-1)

ILS or LOC RWY 6R

LOS ANGELES, CALIFORNIA

Amdt 18  10NOV16

33°57'N-118°24'W
From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with HHR. Simultaneous approach authorized.

mis\n\nighten\n\napproach: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with HHR. Simultaneous approach authorized.

mis\n\nighten\n\napproach: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with HHR. Simultaneous approach authorized.

mis\n\nighten\n\napproach: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with HHR. Simultaneous approach authorized.

mis\n\nighten\n\napproach: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.
For uncompensated Baro-VNAV systems, procedure NA below 5°C [41°F] or above 54°C [130°F]. Simultaneous approach authorized. GPS required. For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 3000 on track 071° to ZANAV and on track 042° to AMTRA and hold.

Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

ACKNOWLEDGMENT REQUIRED
RNAV (RNP) Z RWY 6R

For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 3000 on track 071° to ZIMLO and on track 042° to AMTRA and hold.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 69).

Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

Authorization Required
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000.

Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000.

AUTHORIZATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 4500. Simultaneous approach authorized.

Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

GPS REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 57).

1.7 NM

5.1 NM

CATEGORY A B C D

RNP 0.11 DA 414/24 286 (300-1/2)

RNP 0.30 DA 538/45 410 (500-1/2)

APPROVED RNP 0.11 DA 414/24 286 (300-1/2)

APPROVED RNP 0.30 DA 538/45 410 (500-1/2)

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 24L

LOS ANGELES INTL (LAX)

RNP AR APCH.

- Simultaneous approach authorized. Simultaneous approach authorized with HHR.
- For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 33°F. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 33°F.
- Simultaneous approach authorized with HHR. Simultaneous approach authorized with HHR.

**MALS R**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>120.35</th>
</tr>
</thead>
<tbody>
<tr>
<td>GND CON</td>
<td>120.35</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>327.0</td>
</tr>
<tr>
<td>CPDLC</td>
<td>327.0</td>
</tr>
</tbody>
</table>

**MALSR**

<table>
<thead>
<tr>
<th>RWA</th>
<th>125.0</th>
</tr>
</thead>
<tbody>
<tr>
<td>SDN</td>
<td>125.0</td>
</tr>
<tr>
<td>JAKOS</td>
<td>125.0</td>
</tr>
</tbody>
</table>

**RWA CON**

- SUTIE
- IFIJU
- JULI
- FAYZE
- GIRBE
- 21K until IFIJU

**FNESE**

- (IAF)
- 21K until IFIJU

**MISSED APPROACH**

- Climb 251° to 2000 on track 251° to RFFS and hold.

**COLLISION ALERTS**

- HIRL all Rwys
- TDZ/CL Rwys 6R, 7L, 24R, and 25L

**WELL PANTS DEPTH**

- RW24L
- 6.4 NM
- 1.2 NM

**AUTHORIZATION REQUIRED**

- RNP 0.15 DA: 545/35
- RNP 0.30 DA: 592/45
GPS required. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. Simultaneous approach authorized.

Simultaneous approach authorized with HIR.

MISSED APPROACH: Climb to 2000 on track 251° to ZERAN and on track 187° to CATLY and hold.

See planview for multiple IF locations.
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized. Simultaneous approach authorized with HHR. GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 2000 on track 251° to ZIMRU and track 188° to CATLY and hold.

See planview for multiple IF locations.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

D-ATIS Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

VGSII and RNAV glidepath not coincident (VGSII Angle 3.00°/TCH 77).

MALSR

MISSING APPROACH: Climb to 3000 direct ZANAV and track 042° to AMTRA and hold.
For uncompensated Baro-VNAVs, RNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, LNAV Cat C and D visibility to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.
Procedure NA for arrivals at EXERT on V25 westbound, V27 northwest bound.

Procedure NA for arrival on FIM VORTAC airway radials 087 CW 195.

**RNAV (GPS) Y RWY 7L**

**LOS ANGELES INTL (LAX)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

**LNAV only**

**TDZ/CL Rwys 6R, 7L, 24R, and 25L HIRL all Rwys**

**Amdt 3A 07DEC17**

**VNAV**

**LNAV**

**RNAV (GPS)**

**DA**

**LPV**

**MISSED APPROACH: Climb to 3000 direct FILBA and on track 072° to DOWNE and hold.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.**
LOS ANGELES, CALIFORNIA

RNAV (GPS) Y RWY 7R

For uncompensated Baro VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at EXERT on V25 westbound, and V27 northwest bound.

Procedure NA for arrivals on FIM VORTAC airway radials 087 CW 195.

For uncompensated Baro VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at EXERT on V25 westbound, and V27 northwest bound.

Procedure NA for arrivals on FIM VORTAC airway radials 087 CW 195.

For uncompensated Baro VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at EXERT on V25 westbound, and V27 northwest bound.

Procedure NA for arrivals on FIM VORTAC airway radials 087 CW 195.

For uncompensated Baro VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at EXERT on V25 westbound, and V27 northwest bound.

Procedure NA for arrivals on FIM VORTAC airway radials 087 CW 195.

For uncompensated Baro VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals at EXERT on V25 westbound, and V27 northwest bound.

Procedure NA for arrivals on FIM VORTAC airway radials 087 CW 195.
RNAV (GPS) Y RWY 24R

LOS ANGELES INTL (LAX)

RNP ACH.

RNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cat C/D visibility to 1 SM.

D-ATIS

SOCAL APP CON

LOS ANGELES TOWER

GND CON

CLNC DEL

CPDLC

RAFFS

IGUPE

MISS APCH FIX

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)

4 NM

(10.9)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR.

RNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.

LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous approach authorized. Simultaneous approach authorized with HHR.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR.

LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR.

RNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.

LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.

LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.

LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.

LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. RVR 1800 authorized with use of FD or AP or HUD to DA.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LANDING AIRCRAFT CAN EXPECT TO REMAIN ON TOWER FREQUENCY UNTIL SPECIFICALLY INSTRUCTED TO CONTACT GROUND CONTROL.

Runway Status Lights in operation.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TAKING OFF MINIMUMS
Rwys 6L/R, 7L/R: Standard.

NOTE: RADAR required.
NOTE: This is a RADAR vector departure to SXC VORTAC. Route depicted is a lost communication procedure only.

DEPARTURE ROUTE DESCRIPTION

TAKING OFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SXC VORTAC. Then on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS:

TAKING OFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control after reaching 2000’, turn right heading 245°. Cross LAX R-170 at or above 5000’, then turn left and proceed direct SXC VORTAC. Cross SLI R-235 at or below 9000’.
TOP ALTITUDE: ASSIGNED BY ATC

SAN MARCUS 114.9 RZS Chan 96

GAVIOTA 113.8 GVO Chan 85

KWANG

DEANO

OHIGH

HENER

CASTA 8300

CHATY 5400

VENTURA 116.55 VTU Chan 112(Y)

LOS ANGELES 113.6 LAX Chan 83

NOTE: Procedure for non turbojet aircraft only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb heading 041° for vector to V23, thence. . . .
TAKEOFF RUNWAYS 7L/R: Climb heading 071° for vector to V23, thence. . . .

. . . .then on (transition) or (assigned route). Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS
RUNWAYS 6L/R, 7L/R: If not in contact with departure control within 3 minutes after departure, turn left heading 270°, intercept V23 to CHATY INT and resume the CHATY FIVE DEPARTURE. Continue on course.

GORMAN TRANSITION (CHATY5.GMN): From over CHATY INT on LAX R-323 and GMN R-142 to GMN VORTAC.

HENER TRANSITION (CHATY5.HENER): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY5.KWANG): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to KWANG INT.

SAN MARCUS TRANSITION (CHATY5.RZS): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-267 to OHIGH INT, then on RZS R-087 to RZS VORTAC.
TOP ALTITUDE: FL230

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA - ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640'.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: STOKD, SCTRR and MCKEY transitions: DME/DME/IRU or GPS required.
NOTE: DINTY transitions: GPS only.
NOTE: Turbojet aircraft only.
NOTE: File the RIZIN TRANSITION in lieu of the LADYJ DEPARTURE during time periods 2100-0700 LCL. All other times RIZIN TRANSITION ATC assigned only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence. . . .

. . . on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

DINTY TRANSITION (DARRK3.DINTY)
MCKEY TRANSITION (DARRK3.MCKEY)
RIZIN TRANSITION (DARRK3.RIZIN)
SCTRR TRANSITION (DARRK3.SCTRR)
STOKD TRANSITION (DARRK3.STOKD)
NOTE: Chart not to scale.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.

NOTE: Turbojet aircraft only.

RNAV 1.

RADAR required.

DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

...on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

CLEEE TRANSITION (DOTSS2.CLEE)

CNERY TRANSITION (DOTSS2.CNERY)
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)

NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: HAILO/LAS VEGAS/NNAVY TRANSITIONS ATC only.
NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.
NOTE: If unable climb restrictions, use the TUSTI or LAXX SID.
NOTE: Maintain 250K until otherwise advised by ATC.

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: Standard with minimum climb of 500’ per NM to 640.
Rwys 24L/R, 25L/R: NA-ATC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 071° to intercept course 056° to CHVEZ, then on track 058° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

TAKEOFF RUNWAY 6R: Climb on heading 071° to intercept course 056° to KOFAX, then on track 057° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° to 640, then on heading 071° or as assigned by ATC, expect vectors to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

BEALE TRANSITION (GARDY4.BEALE)
HAILO TRANSITION (GARDY4.HAILO)
LAS VEGAS TRANSITION (GARDY4.LAS)
MISEN TRANSITION (GARDY4.MISEN)
NNAVY TRANSITION (GARDY4.NNAVY)
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 6L/R:** Climb on heading 071° until LAX VORTAC 3 DME, then turn left heading 056° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence. . . .

**TAKEOFF RUNWAYS 7L/R:** Climb on heading 071° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence. . . .

**TAKEOFF RUNWAYS 24L/R, 25L/R:** Climb on heading 251° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence. . . .

. . . . on (transition) or (assigned route). All aircraft expect further clearance to filed flight level 5 minutes after departure.

**LOST COMMUNICATIONS:** If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

**AVENAL TRANSITION (GMN7.AVE):** From over GMN VORTAC on GMN R-310 to COREZ then on AVE R-086 to AVE VOR/DME.

**SHAFTER TRANSITION (GMN7.EHF):** From over GMN VORTAC on GMN R-328 and EHF R-150 to EHF VORTAC.

**NOTE:** Use the VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu of the GORMAN DEPARTURE procedure.

**NOTE:** DME required for Rwys 6L/R departures and AVENAL Transition.

**NOTE:** RADAR required.

**NOTE:** Do not exceed 250K unless otherwise directed by ATC.
KYLOW ONE DEPARTURE (RNAV)

**Top Altitude:**
- FICKY and GROGU Transitions: 14000;
- SCTRR, STOKD, MCKEY, DINTY, and RIZIN Transitions: FL230

**Takeoff Minimums**
- Rwy 24L: Standard with minimum climb of 280' per NM to 628.
- Rwy 24R: Standard with minimum climb of 260' per NM to 628.
- Rwy 25L: Standard with minimum climb of 230' per NM to 628.
- Rwy 25R: Standard with minimum climb of 260' per NM to 628.

**Departure Route Description**

**Takeoff Runways 24L/R:**
- Climb on heading 251° to intercept course 190° to cross DSTAR at or below 3000 and at or below 230K, then on track 190° to KYLOW, thence. . . .

**Takeoff Runways 25L/R:**
- Climb on heading 251° to intercept course 196° to cross EWOKK at or below 3000 and at or below 230K, then on track 196° to KYLOW, thence. . . .

. . . (transition). Departures on FICKY and GROGU Transitions maintain 14000. All other Transitions maintain FL230. Expect filed altitude 10 minutes after departure.
TOP ALTITUDE:
FICKY and GROGU TRANSITIONS: 14000;
SCTRR, STOKD, MCKEY, DINTY, and
RIZIN TRANSITIONS: FL230

Note: Chart not to scale.

DIINTY TRANSITION (KYLOW1.DINTY)
GROGU TRANSITION (KYLOW1.GROGU)
FICKY TRANSITION (KYLOW1.FICKY)
MCKEY TRANSITION (KYLOW1.MCKEY)
RIZIN TRANSITION (KYLOW1.RIZIN)
SCTRR TRANSITION (KYLOW1.SCTRR)
STOKD TRANSITION (KYLOW1.STOKD)

NOTE: Jets only.
NOTE: For use only when nighttime noise
abatement procedures are in effect.
NOTE: GROGU Transition ATC assigned
only. Do not file.
NOTE: Expect GROGU Transition when
W292E is in use.
NOTE: File the RIZIN Transition in lieu of the
LADYJ DEPARTURE during time periods
2100-0700 LCL. All other times RIZIN
Transition ATC assigned only.
NOTE: Chart not to scale.

TOP ALTITUDE: 8000

LADYJ FOUR DEPARTURE (RNAV)

NOTE: Use the DARRK, SUMMR, or VENTURA DEPARTURE otherwise directed by ATC.

NOTE: Restricted to turbojet aircraft only.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

. . . . .on (transition) maintain 8000. Expect filed altitude 5 minutes after departure.

COREZ TRANSITION (LADYJ4.COREZ)

CSTRO TRANSITION (LADYJ4.CSTRO)
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: This departure is for turbojet aircraft only.

NOTE: RADAR and DME required.

SW-3, 11 JUL 2024 to 05 SEP 2024
**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SII VORTAC, thence. . . .

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-160 at or below 3000, then on RADAR vectors to assigned route/fix/transition, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251°, at the SMO R-160 turn left heading 221°, cross SMO R-160 at or below 3000, expect RADAR vectors to assigned route/fix/transition thence. . . .

. . . .all aircraft expect further clearance to filed flight level five minutes after departure.

IMPERIAL TRANSITION (LAXX1.IPL): From over SLI VORTAC on SLI R-120 to DANAH, then on OCN R-301 to OCN VORTAC, then on OCN R-105 to PILLO, then on MZB R-076 and IPL R-258 to IPL VORTAC.

MISSION BAY TRANSITION (LAXX1.MZB): From over SLI VORTAC on SLI R-120 to DANAH, then on OCN R-301 to OCN VORTAC, then on OCN R-145 to CARIF, then on MZB R-326 to MZB VORTAC.

OCEANSIDE TRANSITION (LAXX1.OCN): From over SLI VORTAC on SLI R-120 to DANAH, then on OCN R-301 to OCN VORTAC.

ROSIN TRANSITION (LAXX1.ROSIN): From over SLI VORTAC on SLI R-202 and SXC R-022 to SXC VORTAC, then on SXC R-213 to ROSIN.

THERMAL TRANSITION (LAXX1.TRM): From over SLI VORTAC on SLI R-080 to TUSTI, then on SLI R-080 and TRM R-263 to HEMET, then on TRM R-263 to TRM VORTAC.

LOST COMMUNICATIONS

RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower, turn right direct SLI VORTAC and proceed on assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.

RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after departure, turn left heading 080°, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb heading 251° to 640, then on heading 251° or as assigned by ATC, expect vectors to cross DTAIL at or above 3100, then on track 282° to cross MOOOS at or above 4900 and at or below 8000, thence . . .

. . . . . . (transition). Maintain 9000. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, turn right and proceed direct MOOOS WP, climb to 9000’ or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 10000 or above, climb to filed altitude ten minutes after departure.

IKAYE TRANSITION (MOOOS2.IKAYE)

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turboprop aircraft only.
NOTE: DME/DME/IRU or GPS required.
TOP ALTITUDE: 10000

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: Radar required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.

NOTE: Takeoff Minimums
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640.

TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Radar required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

. . . .on (transition). Maintain 10000. Expect filed altitude five minutes after departure.

KWANG TRANSITION (MUELR4.KWANG)
SAN MARCUS TRANSITION (MUELR4.RZS)
TOP ALTITUDE:
FL230

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb
of 500’ per NM to 640.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turn at HIIPR and DOCKR are required for ATC separation.
NOTE: File the OSHNN DEPARTURE during the period
2100-0700 local time in lieu of the ORCKA DEPARTURE.
NOTE: If unable to meet crossing restriction at KEGGS within 30 flying
miles, use the OSHNN DEPARTURE.
NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.
NOTE: HAILO/BEALE/YELAH TRANSITIONS ATC assigned only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

...on (transition). Maintain FL230. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, turn left and proceed direct KLIPR Waypoint, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

BEALE TRANSITION (ORCKA5.BEALE)
HAILO TRANSITION (ORCKA5.HAILO)
LAS VEGAS TRANSITION (ORCKA5.LAS)
MISEN TRANSITION (ORCKA5.MISEN)
YELAH TRANSITION (ORCKA5.YELAH)
TOP ALTITUDE: 17000

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: This departure to be used only if unable to use the ORCKA DEPARTURE.
NOTE: Rwys 24L/R departure expect RADAR vector to PEVEE prior to NAANC.
NOTE: Turn at HIIPR and DOCKR are required for ATC separation.
NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to OSHNN, thence. . . .

. . . .on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

BEALE TRANSITION (OSHNN1.BEALE)
MISEN TRANSITION (OSHNN1.MISEN)
**DEPARTURE ROUTE DESCRIPTION**

### TAKEOFF RUNWAYS 6L/R, 7L/R:
Climb on heading 071° for RADAR vectors to DINTY or FICKY, thence.

### TAKEOFF RUNWAYS 24L/R, 25L/R:
Climb on heading 251° to cross SMO R-160 at or below 3000, then on RADAR vectors to DINTY or FICKY, thence.

. . . . on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

### LOST COMMUNICATIONS:

#### TAKEOFF RUNWAYS 6L/R, 7L/R:
If not in contact with Departure Control within 3 minutes after departure, turn right heading 250°, cross SMO R-210 at or above 5000 and at or below 10000. After leaving 10000, turn right heading 270° to intercept and proceed on LAX R-249 to PERCH INT. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

#### TAKEOFF RUNWAYS 24L/R, 25L/R:
If not in contact with Departure Control within 5 minutes after departure, proceed to PERCH INT on LAX R-249. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

17AUG17

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.

Turbojet aircraft only.

RNAV required.

TOP ALTITUDE:
FL200

PNDAH TWO DEPARTURE (RNAV)

[PNDAH2, PNDAH]

[17AUG17]

LOS ANGELES INTL (LAX)

TAKOFF MINIMUMS
Rwy 8L/R, 7L/R: NA-ATC.
Rwy 6L/R, 7L/R: NA-ATC.

SW-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to PNDAH, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to PNDAH, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to PNDAH, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to PNDAH, thence. . . .

. . . . on (transition). Maintain FL200. Expect filed altitude five minutes after departure.

OTAYY TRANSITION (PNDAH2.OTAYY)
TCATE TRANSITION (PNDAH2.TCATE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then turn left heading 201° for RADAR vectors to SLI VORTAC, thence. . . .

. . . . on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

NOTE: DEPARTURE ROUTE DESCRIPTION

SEAL BEACH EIGHT DEPARTURE

(R/L8.SLI) 2334

SEAL BEACH EIGHT DEPARTURE

AL-237 (FAA)

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

NOTE: TAKEOFF RWYS 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.

NOTE: South Complex turn at SMO R-154 to 201° is required for ATC separation.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO VOR/DME R-160 at or below 3000, thence. . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° at the SMO VOR/DME R-160 turn left heading 221°, cross SMO R-160 at or below 3000, thence. . .

. . . .on RADAR vectors to cross SLI VORTAC at or above 14000, then on SLI R-022 to cross SEBBY/23 DME FIX at or above 16000. Then on DAG R-214 to DAG VORTAC. All aircraft expect further clearance to filed flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, turn left direct SLI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filed FL240 or above climb to filed altitude ten minutes after departure.
GORMAN

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R, 25 L/R: Climb heading 251° to 640, then on heading 251° or as assigned by ATC, expect vectors to cross RCKYY at or above 4000, then on track 330° to cross SKWRL at or above 5000, thence . . .

. . . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, turn right and proceed direct SKWRL WP, climb to 7000 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 8000 or above, climb to filed altitude ten minutes after departure.

GORMAN TRANSITION (SKWRL2.GMN)

VALEY TRANSITION (SKWRL2.VALEY)
TOP ALTITUDE:
OTAYY and TCATE TRANSITIONS: ASSIGNED BY ATC;
BEALE, CLEEE, MISEN and CNERY TRANSITIONS: 17000

NOTES:
1. RNNAV 1 - DME/DME/IRU or GPS
2. RADAR required for non-GPS equipped aircraft.
3. Jets only.
4. For use only when nighttime noise abatement procedures are in effect.
5. MISEN Transition for Las Vegas terminal area arrivals only.

TAKEOFF MINIMUMS
Rwy 24L: Standard with minimum climb of 280’ per NM to 628.
Rwy 24R: Standard with minimum climb of 260’ per NM to 628.
Rwy 25L: Standard with minimum climb of 230’ per NM to 628.
Rwy 25R: Standard with minimum climb of 260’ per NM to 628.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to intercept course 190° to cross DSTAR at or below 3000 and at or below 230K, then on track 190° to KYLOW, thence . . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to intercept course 196° to cross EWOKK at or below 3000 and at or below 230K, then on track 196° to KYLOW, thence . . . .

. . . . on track 180° to HSOLO, then on track 154° to STHBY, then on (transition). Departures on OTAYY and TCATE Transitions maintain ATC assigned altitude. Departures on BEALE, CLEEE, MISEN and CNERY Transitions maintain 17000, expect filed altitude 10 minutes after departure.
TOP ALTITUDE:
OTAYY and TCATE TRANSITIONS:
ASSIGNED BY ATC;
BEALE, CLEEE, MISEN AND CNERY TRANSITIONS: 17000

TAKEOFF MINIMUMS
Rwy 24L: Standard with minimum climb of 280' per NM to 628.
Rwy 24R: Standard with minimum climb of 260' per NM to 628.
Rwy 25L: Standard with minimum climb of 230' per NM to 628.
Rwy 25R: Standard with minimum climb of 260' per NM to 628.

NOTE: Chart not to scale.
TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA - ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640'.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: STOKD, SCTRR and MCKEY transitions: DME/DME/IRU or GPS required.
NOTE: DINTY and FICKY transitions: GPS only.
NOTE: Turbojet aircraft only.
NOTE: File the RIZIN TRANSITION in lieu of the LADYJ DEPARTURE during time periods 2100-0700 LCL. All other times RIZIN TRANSITION ATC assigned only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

.on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

DINTY TRANSITION (SUMMR2.DINTY)
FICKY TRANSITION (SUMMR2.FICKY)
MCKEY TRANSITION (SUMMR2.MCKEY)
RIZIN TRANSITION (SUMMR2.RIZIN)
SCTRR TRANSITION (SUMMR2.SCTRR)
STOKD TRANSITION (SUMMR2.STOKD)
NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: STOKD, SCTRR and MCKEY transitions:
    DME/DME/IRU or GPS required.

NOTE: DINTY and FICKY transitions: GPS required.

NOTE: Turbojet aircraft only.

TOP ALTITUDE: FL230

SW-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° to 640, then climb on heading 071° or as assigned by ATC, expect vectors to cross TRTON at or above 8000, then on track 277° to cross DARRK at or below 12000', thence. . . .

. . . . on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

If not in contact with departure control within 5 minutes after departure, turn right and proceed direct DARRK WP, cross DARRK at or below 12000'. Climb to FL230 or filed altitude, whichever is lower, and when able proceed direct filed route or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

DINTY TRANSITION (TRTON2.DINTY)
FICKY TRANSITION (TRTON2.FICKY)
MCKEY TRANSITION (TRTON2.MCKEY)
SCTR TRNSITION (TRTON2.SCTR)
STOKD TRANSITION (TRTON2.STOKD)
VENTURA EIGHT DEPARTURE

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: DINTY Transition: DME required.
NOTE: RADAR required.
NOTE: DINTY Transition: DME required.
NOTE: Chart not scale.

TAKEOFF MINIMUMS

NOTE: RADAR required.
NOTE: DINTY Transition: DME required.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to VTU VOR/DME, thence. . .
TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° for RADAR vectors to VTU VOR/DME, cross SMO R-154 at or below 3000, thence. . .

. . .on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

DINTY TRANSITION (VTU8.DINTY): From over VTU VOR/DME on VTU R-272 to SUDDO INT then on RZS R-233 to DINTY.
SAN MARCUS TRANSITION (VTU8.RZS): From over VTU VOR/DME on VTU R-289 and RZS R-109 to RZS VORTAC.

VENTURA EIGHT DEPARTURE
(VTU8.VTU) 17AUG17

LOS ANGELES INTL (LAX)
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.
NOTE: Turbojet aircraft only.

TAKEOFF MINIMUMS
Rwys 24L/R, 25L/R: NA-ATC.
Rwys 6L/R, 7L/R: Standard with a minimum climb of 500' per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb heading 071° to intercept course 056° to CHVEZ, then on track 332° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

TAKEOFF RUNWAY 6R: Climb heading 071° to intercept course 056° to KOFAX, then on track 333° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

TAKEOFF RUNWAYS 7L/R: Climb heading 071° to 640, then on heading 071° or as assigned by ATC, for vectors to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS
If not in contact with departure control within 5 minutes after departure, turn left and proceed direct JRGSN WP, cross JRGSN at or below 7000. Climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

COREZ TRANSITION [WNNDY3.COREZ]
CSTRO TRANSITION [WNNDY3.CSTRO]
NOTE: Chart not to scale.

NARRATIVE ON FOLLOWING PAGE

NOTE: Expect GROGU Transition when W292E in use.

NOTE: GROGU Transition ATC assigned only. Do not file.

NOTE: Some aircraft may be RADAR vectored to TANDY, ZILLI, LAUER, or BEAUT.

NOTE: Rwy 24L/R Departures: Expect RADAR vector to TANDY, ZILLI, LAUER, or BEAUT prior to NAANC.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.

NOTE: Rwy 24L/R Departures: Expect RADAR vector to TANDY, ZILLI, LAUER, or BEAUT prior to NAANC.

NOTE: Some aircraft may be RADAR vectored to TANDY, ZILLI, LAUER, or BEAUT.

NOTE: GROGU Transition ATC assigned only. Do not file.

NOTE: Expect GROGU Transition when W292E in use.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence . . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence . . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to ZILLI, thence . . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to ZILLI, thence . . . .

. . . . on (transition). Maintain 14000, expect filed altitude five minutes after departure.

FICKY TRANSITION (ZILLI.FICKY)
GROGU TRANSITION (ZILLI.GROGU)
Los Angeles, California

RNAV (GPS) RWY 12

WHITEMAN (WHP)

Procedure NA at night. When local altimeter setting not received, use Burbank altimeter setting. Rw 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct CANOG and hold.

ATIS
132.1

SOCAL APP CON
120.4 360.6 [NORTH]
134.2 338.2 [WEST]

WHITEMAN TOWER
135.0 (CTAF)

GND CON
125.0

UNICOM
122.95

Final approach course offset 15.69°.

Procedure NA for arrival on FIM VORTAC airway radials 347 CW 148.

Category A

LNAV MDA
1660-1
662 (700-1)
1660-1½
662 (700-1½)
NA

CIRCLING
1700-1
697 (700-1)
1860-1½
857 (900-1½)
2200-3
1197 (1200-3)
NA

Orig-A 30JAN20

SW-3, 11 Jul 2024 to 05 Sep 2024
When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

Procedure NA for arrivals at FIM VORTAC on V518 westbound.

Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF OBSTACLE NOTES

Rwy 12: Pole beginning 34' from DER, 276' right of centerline, up to 20' AGL/979' MSL.
Building 180' from DER, 9' left of centerline, 22' AGL/978' MSL.
Tower, pole beginning 489' from DER, 278' right of centerline, up to 60' AGL/1012' MSL.
Stack 1 NM from DER, 1131' left of centerline, 250' AGL/1183' MSL.

Rwy 30: Pole 29' from DER, 277' left of centerline, 20' AGL/1024' MSL.
Pole 152' from DER, 282' left of centerline, 20' AGL/1025' MSL.
Pole 262' from DER, 282' left of centerline, 20' AGL/1027' MSL.
Pole 372' from DER, 283' left of centerline, 20' AGL/1028' MSL.
Pole beginning 482' from DER, 282' left of centerline, up to 20' AGL/1029' MSL.
Pole 703' from DER, 283' left of centerline, 20' AGL/1030' MSL.
Pole 812' from DER, 283' left of centerline, 20' AGL/1031' MSL.
Pole beginning 922' from DER, 283' left of centerline, up to 20' AGL/1032' MSL.
Pole 1141' from DER, 283' left of centerline, 20' AGL/1033' MSL.
Tower 1700' from DER, 511' right of centerline, 49' AGL/1075' MSL.
Tower 3532' from DER, 1118' right of centerline, 54' AGL/1098' MSL.

NOTE: Chart not to scale.
**When ALS inop, increase CAT A8 RVR to 55 and vis to 1 mile, CAT CDE vis to 1/4 mile.**

**Circling not authorized NE of Rwy 14-32. Rapid rising terrain.**

**ATIS**
134.75 239.05

**APP/DEP CON**
133.5 306.975

**TOWER**
127.65 253.5

**GND CON**
121.75 335.8

**CLNC DEL**
127.75 268.7

**CAUTION:** Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

**EMERG SAFE ALT 100 NM 13,700**

**ELEV 1536**

**TDZE 1497**

**CATEGORY**
A  B  C  D  E
S-32  2040/24  543 (600-1/4)  2040/60  543 (600-1/1)

**CIRCLING**
2180-1 (700-1)  2260-1 (800-1)  2300-2 (800-2)  2440-3  2840-3

**HRI. Rwy 14-32**

**33°53'N-117°16'W**

**RIVERSIDE, CALIFORNIA**

**Amndt 14 02FEB17**
SKYES-FOUR DEPARTURE (SKYES 4 • SKYES)

**ATIS** 134.75 239.05
**CLNC DEL**
127.775 268.7
**GND CON**
121.75 335.8
**TOWER**
127.65 253.5
**DEP CON**
133.5 306.975
**LOS ANGELES CENTER**
132.5 284.7

**Radar required TRM transition**

- **Paradise**
  - 112.2 PDZ
  - Chan 59

- **March**
  - Chan 77 RIV

**DIAMD**
- N33° 37.85'
- W117° 17.37'

**Perris Valley Arpt**
- 5800

**Oceanside**
- 115.3 OCN
- Chan 100
- N33° 14.44'
- W117° 25.06'

**Mission Bay**
- 117.8 MZB
- Chan 125

**Higop**
- N33° 09.87'
- W116° 54.22'

**Thermal**
- 116.2 TRM
- Chan 109
- N33° 37.69'
- W116° 09.61'

**Julian**
- 114.0 JLI
- Chan 87
- N33° 08.43'
- W116° 35.16'

**Departure Route Description**

**Takeoff Rwy 14:** Climb via RIV TACAN R-136 or climb direct HDF VOR, then via HDF R-136 to MURRE, intercept MZB VORTAC R-357 to SKYES, cross MURRE at or above 7000, and SKYES at or above 12,000. Thence via transition or assigned route.

**Takeoff Rwy 32:** Climb on track 315°, then turn left crossing PDZ VORTAC R-073/RIV TACAN 1.4 DME direct DIAMD, proceed no closer than 7.5 DME PDZ. Remain within 5 DME RIV. Cross DIAMD at or above 5800, then PDZ R-130 to SKYES, cross SKYES at or above 12,000. Thence via transition or assigned route.

**Julian Transition (SKYES 4 JLI):** From over SKYES via JLI VORTAC R-284 direct JLI.

- Max 310 KIAS until passing JULIAN VORTAC.

**Oceanside Transition (SKYES 4 OCN):** From over SKYES via PDZ VORTAC R-130 direct HIGOP, intersect OCN VORTAC R-085 direct OCN.

**Thermal Transition (SKYES 4 TRM):** From over SKYES track 059° to TRM. (Radar required)
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).

CAUTION: Intermediate deceleration segment descent gradient 309 FPM is greater than 150 FPM.
MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

**RNAV (GPS) RWY 24R**

**RWY IDG 12,000**
**TDZE 475**
**Arpt Elev 477**

**AL-903 [USN]**

**WHEN ALS INOP, INCREASE VIS TO 3/4 MILE.**

**WHEN ALS INOP, INCREASE CAT A VIS TO 1 MILE.**

**WHEN ALS INOP, INCREASE CAT CD VIS TO 1 1/2 MILES.**

**MISSING APPROACH. CLIMB TO 3000 DIRECT HOTIG, 288° TO REDIN AND HOLD.**

**ATIS**
352.0
133.475

**SOCIAL APP CON**
132.2
269.1

**FOSS TOWER**
135.2
298.925

**GND CON**
128.625
307.325

**CLNC DEL**
125.975
254.325

**LA CENTER**
291.7

**ASR/PAR**

**For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).**

**CAUTION:** Intermediate deceleration segment descent gradient 309 FPM is greater than 150 FPM.

**EMERG SAFE ALT 100 NM 13,600**

**3000** **HOTIG** **REDIN**

**CINUS** **UYOCA**

**X** **243°**

**ELEV 477** **TDZE 475**

**CATEGORY**

<table>
<thead>
<tr>
<th>LPV DA *</th>
<th>LNAV/VNAV DA **</th>
<th>LNAV MDA **</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>675-1/2</td>
<td>725 - 1/2</td>
<td>1060-1/2</td>
<td>1060-1</td>
</tr>
<tr>
<td>200</td>
<td>250</td>
<td>585</td>
<td>583</td>
</tr>
<tr>
<td>(200-1/2)</td>
<td>(300-1/2)</td>
<td>(600-1/2)</td>
<td>(600-1)</td>
</tr>
</tbody>
</table>

**SAN DIEGO, CALIFORNIA**

Am1t 4 27JAN22

250
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24L/R: Turn right to intercept and proceed via MZB VORTAC R-360 to LAKEE INT. Cross HELSI at or below 6000. Cross GERNE at or above 7000. Thence...

ADUDE TRANSITION (LAKEE-ADUDE): Via JLI VORTAC R-245 to JLI. Then via JLI R-070 to ADUDE. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (LAKEE-IPL): Via JLI VORTAC R-245 to JLI. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

(Continued on next page)
JULIAN TRANSITION (LAKEE3 • JLI): Via JLI VORTAC R-245 to JLI. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

RAMON TRANSITION (LAKEE3 • RAMON): Via JLI VORTAC R-245 to NKX TACAN 13 DME. Then arc NE of NKX via the 13 DME arc to RAMON. Cross RAMON at 7000 mandatory.

THERMAL TRANSITION (LAKEE3 • TRM): Via JLI VORTAC R-245 to JLI. Then via JLI R-021 to TRM VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.
REDIN-FOUR DEPARTURE (REDIN4 • REDIN)  

**Restricted to CAT A & B ACFT only**

**Take-off RWY 24L/R:** Climbing right turn to 2000 via heading 303° to intercept and proceed via NKKX TACAN R-283 to SWOLF. Complete turn within NKKX 2 DME. Cross NKKX R-283/3 DME at 2000 mandatory. Maintain 2000 at SWOLF mandatory.

**REDIN Transition (REDIN4 • REDIN):** Turn left heading 276° to intercept MZB VORTAC R-304 at REDIN.

**Emerg Safe Alt 100 NM 13,600**
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 303° to intercept and proceed via NKX TACAN R-283 to SWOLF. Complete turn within NKX 2 DME. Cross NKX R-283/3 DME at 2000 mandatory. Maintain 2000 at SWOLF mandatory. Thence…

MOUSE TRANSITION (SWOLF9 • MOUSE): Turn left heading 255° to intercept NKX R-262 at MOUSE. Maintain 2000 for entry into W-291.

(Continued on next page)
RODEN TRANSITION (SWOLF9 • RODEN): Turn left heading 254° to intercept NKX R-268 at TRAHP. Then turn left heading 197° to intercept NKX R-229 at RODEN. Maintain 2000 for entry into W-291 via heading 250°.

NOTE:
(1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR)
(2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES
TAKE-OFF RWY 24L/R: Climbing right turn to 2000 heading 303° to intercept and proceed via NKX TACAN R-283 to SWOLF. Complete turn within NKX 2 DME. Cross NKX R-283/3 DME at 2000 mandatory. Maintain 2000 at SWOLF mandatory. Then turn left heading 256° to intercept and proceed via MZB VORTAC R-300 to TINNY int. Thence...

SAN MARCUS TRANSITION (TINNY4 · RZS): Via VTU VOR/DME R-111 to VTU, then via RZS VORTAC R-109 to RZS.

SHAFTER TRANSITION (TINNY4 · EHF): Via EHF VORTAC R-144 to EHF.
VITKO-THREE DEPARTURE (VITKO3 · VITKO)  
MIRAMAR MCAS (JOE FOSS FLD) (KNKX)  
SAN DIEGO, CALIFORNIA  

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 6L/R:** Climb via heading 063° to intercept and proceed via MZB VORTAC R-041 to VITKO. Join MZB R-041 at or above 3000. Thence...

**ADUDE TRANSITION (VITKO3 · ADUDE):** Via MZB R-041 to JLI VORTAC. Then JLI R-070 to ADUDE. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

**IMPERIAL TRANSITION (VITKO3 · IPI):** Via MZB R-041 to JLI VORTAC. Then via JLI R-115 to KUMBA INT, then via IPI VORTAC R-258 to IPI. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

(Continued on next page)
RODEN TRANSITION (VITKO3 • RODEN): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then turn left heading 197° to intercept NKX R-229 at RODEN. Then turn right heading 250° for entry into W-291. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

SANTA CATALINA TRANSITION (VITKO3 • SXC): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then via MZB R-304 to PACIF INT. Then via SXC R-084 to SXC VORTAC. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

THERMAL TRANSITION (VITKO3 • TRM): Via MZB R-041 to JLI VORTAC. Then via JLI R-021 to TRM VORTAC. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

NOTE:
(1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
(2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!
RNAV (GPS) RWY 4

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

MISSED APPROACH: Climb to 3300 then climbing left turn to 7000 direct ENAMY and hold, continue climb-in-hold to 7000.

Circling NA southeast of Rwy 4 and south of Rwy 26. Rwy 4 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at LHS VORTAC on V165-459, T259 at LHS VORTAC on Procedure NA for arrivals on PMD VORTAC airway radials 218 CW 298.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 39). Procedure NA for arrival at ISABELLA MOA.

LNAV MDA 4500-3

HIIR Lwy 12:30

RNAV (GPS) RWY 4

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

RNAP APCH.

CIRCLING

MOJAWE, CALIFORNIA

Amended 26MAR20

MOJAWE, CALIFORNIA

Amended 26MAR20

RNAV (GPS) RWY 4

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

35°04'N-118°09'W

SW-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

MOJAVE, CALIFORNIA

APP CRS
218°

AWOS-3
132.225

JOSHUA APP CON
133.65 348.7

MOJAVE TOWER
127.6 (CTAF) 288.35

GND CON
123.9

Circling NA southeast of runway 4 and south of Rwy 26.

Procedure NA for arrivals at AMONT on V459 southeast bound.

NW-3, 11 JUL 2024 to 05 SEP 2024

MOJAVE, CALIFORNIA
Amdt 1 26MAR20

RNAV (GPS) RWY 22

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

35°04′N–118°09′W

RNAV (GPS) RWY 22
RNAV (GPS) RWY 30
MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

MISSED APPROACH: (Do not exceed 200K until MEDGE) Climb direct COVMA, then climbing left turn to 6000 on track 214° to MEDGE and track 185° to JERID and hold.

*Missed approach requires minimum climb of 350 feet per NM to 5000.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 12:** Climb on heading 121° to intercept course 192° to cross GLAZY at or above 8000, then on depicted route. Expect filed altitude 10 minutes after departure.

**JERID TRANSITION (GLAZY1.JERID)**

**PALMDALE TRANSITION (GLAZY1.PMD)**

**NOTE:** Chart not to scale.
NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwys 4, 8, 12: NA - restricted airspace.
Rwys 22 and 26: Standard with minimum climb of 480' per NM to 7600.
Rwy 30: Standard with minimum climb of 497' per NM to 7000.

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb direct PGRAC, then on track 209° to JERID, thence. . . .
TAKEOFF RUNWAY 26: Climb direct OFYEP, then on track 206° to JERID, thence. . . .
TAKEOFF RUNWAY 30: Climb direct SHAWK, then climbing left turn on track 205° to JERID, thence. . . .

. . . .maintain 10000, expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 29
NEEDLES (EED)

Straight-in minimums not authorized at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA for Cats C and D south of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 6000 direct to EED
VORTAC and hold.

ASOS
128.325

LOS ANGELES CENTER
134.65 360.65

UNICOM
123.0 (CTAF)

APP CRS
270°

Rwy Idg 5005
TDZE 956
Apt Elev 983

RNAV (GPS) RWY 29
NEEDLES (EED)

VGS1 and descent angle not coincident
(VGS1 Angle 3.00/TCH 40).

CATEGORY
A
B
C
D

LNAV MDA
1300-1 344 (400-1)

CIRCLING
1560-1 1680-1 1680-2 1960-3
577 (600-1) 697 (700-1) 697 (700-2) 977 (1000-3)
Circling NA for Cats C and D south of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.
LOC/DME-B

SW-3, 11 JUL 2024 to 05 SEP 2024

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Radar required at SARGS.

* CAUTION: Maneuvering for circling approach not authorized W of RWY 18-29 centerline. Approach authorized for RWY 18 or left downwind approach to RWY 29 after flying down RWY 18.

** CAUTION: Aircraft executing missed approach after beginning circling maneuver do not return to missed approach point.

ATIS 317.8
SOCAL APP. CON 125.15 317.55
NORTH ISLAND TOWER 135.1 336.4
LINDBERGH TOWER 118.3 338.225
GND CON 118.0 360.675
CLNC DEL 128.4 288.25
PAR/ASR

EMERG SAFE ALT 100 NM 13,600

LOC to MAP 5.8 NM

Knots 60 90 120 150 180
Min:Sec 5.48 3.52 2.54 2.19 1.52

Category A B C D
CIRCLING 860.2 834 (900.2) 880.2½ 880.2¾

SAN DIEGO, CALIFORNIA 32°42'N-117°13'W

NAVS, 11 JUL 2024 to 05 SEP 2024

Altd 7 05NOV20

273
Visibility reduction by helicopters not authorized.

CAUTION:
Final approach length 12.2 NM.
Final approach intersects RCL at 3726 ft.
Final approach is 111 ft from RCL at 3000 ft from thld.

RADAR required for westbound V317 arrivals at PGY VORTAC.
HOTEL VISUAL RWY 29

Aircraft avoid overflying Coronado Cayes and City of Coronado below 2500’ MSL. Proceed visually via the NZY R-128 or MZB R-148 until reaching NZY 2 DME / MZB 6.5 DME, then maneuver to runway centerline for straight-in Runway 29.
**NORTH ISLAND NAS (HALSEY FIELD) (KNZY)**

**NASNI NINE DEPARTURE (OBSTACLE)**

**ATIS**
317.8
CLNC DEL
128.4 288.25
GND CON
118.0 360.675
NORTH ISLAND TOWER *
135.1 336.4
SOCAL DEP CON
125.15 317.55

**SHL-374 [USN]**

**Rwy** | **Knots** | 60 | 120 | 180 | 240 | 300 | 360
---|---|---|---|---|---|---|---
11 | V/V [fpm] | 275 | 550 | 825 | 1100 | 1375 | 1650
11 | V/V [fpm] | 290 | 580 | 870 | 1160 | 1450 | 1740
29 | V/V [fpm] | 420 | 840 | 1260 | 1680 | 2100 | 2520
29 | V/V [fpm] | 490 | 980 | 1470 | 1960 | 2450 | 2940

**Minimum Climb Rate**
1. Military climb to 700 or 600-2½° authorized in lieu of climb rate.
2. Civil climb to 700 or 600-2½° authorized in lieu of climb rate.
3. Military climb to 700 or 600-2½° authorized in lieu of climb rate.
4. Civil climb to 700 or 600-2½° authorized in lieu of climb rate.

**CAUTION:** Rwy 29 Cross DER at or above 35°

**MISSION BAY**
117.8 MZB
Chan 125

**NORTH ISLAND**
Chan 117 NZY

**POGGI**
116.45 Pgy
Chan 111(Y)

RADAR and DME REQUIRED

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 11:** Turn right as soon as practicable climbing to 2000 via heading 177°, remain within NZY TACAN 1 4 DME to not overfly the City of Coronado, thence...

**TAKE-OFF RWY 18:** Climbing left turn to 2000 intercept the NZY R-178 (MZB R-168) to NASNI, thence...

**TAKE-OFF RWY 29 (CIVIL):** Turn left as soon as practicable climbing to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the MZB R-168 to NASNI, thence...

**TAKE-OFF RWY 29 (MILITARY):** Turn left as soon as practicable climbing to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the NZY R-178 to NASNI, thence...

... Expect RADAR vectors to join assigned route.

**NASNI NINE DEPARTURE (OBSTACLE) (NASNI 9 • NASNI)**

Orig 05NOV20

SAN DIEGO, CALIFORNIA
RNAV (GPS) RWY 7
BOB MAXWELL MEML AIRFIELD (OKB)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>660-1</td>
<td>632 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>692 (700-1)</td>
<td>840-1½</td>
<td>812 (900-1¼)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climbing right turn to 2000 direct CATHO and hold.

Procedure NA for arrivals at PACIF on V208-458 westbound and V25-27 northwest bound.

RNAV (GPS). RWY 7 Straight-in and Circling minimums NA at night.

Holding Pattern

Final approach course offset 4.94°.
Circling Rwy 7 NA at night. Rwy 25 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct CATHO and hold.

Procedure NA for arrivals at BONDO and hold.

MISSED APPROACH: Climb to 2000 direct CATHO and hold.

Procedure NA for arrivals at BONDO and hold.
Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 6 NA.

MISSED APPROACH: Climbing left turn to 4000 via heading 030° and OCN R-083 to VISTA INT/OCN 9.3 DME and hold.

VOR-A
BOB MAXWELL MEML AIRFIELD (OKB)

ASOS
127.8

SOCAL APP CON
127.3  323.0

UNICOM
122.725 (CTAF)

One Minute Holding Pattern

MIN:SEC
3:24  2:16  1:42  1:21  1:08

CIRCLING

Knots
60  90  120  150  180

33°13'N-117°21'W
Circling NA north of Rwy 8L-26R.

- RVR 1800 authorized with the use of FD or AP or HUD to DA.

Procedure NA for arrivals at COVIN on V264 westbound.

Procedure NA for arrivals at COVIN on V264 westbound.

4000 Napt to JALOT 123° hdlg (1.7) and 078° (2.6) and
(IF/IAF) COVIN (CFBGD)
**MISSING APPROACH:** Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 078.

**I-TWO** 10.3

**YUCUC** 3400 to 256° (2.4)

**TAKOE** IAF

**PETIS INT** 12.6

**TAKOE** 8.2

**MUNNS INT** 11.1

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
ILS RWY 26R (CAT II & III)
ONTARIO INTL (ONT)

MISSING APPROACH: Climb to 2800 then climbing left to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

Procedure NA for arrival on PDZ VORTAC and holding.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ONTARIO, CALIFORNIA

Amdt 6 10AUG23

ILS RWY 26R (CAT II & III)
ONTARIO INTL (ONT)

34°03'N-117°36'W
287
For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 5300 direct CABUB on track 161° to DLIUS and hold, continue climb-in-hold to 5300.

GPS REQUIRED

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 62).

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

TDZ/CL Rwys 8L, 26R and 26L
HIRL Rwys 8L-26R and 8R-26L

ONTARIO, CALIFORNIA
Amdt 1 27APR17

34°03’N-117°36’W
ONTARIO, CALIFORNIA
AL-965 (FAA)
24193

RNAV (RNP) Z RWY 8R
ONTARIO INTL (ONT)

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F).

MISSING APPROACH: Climb to 5300 on track 078° to HOYQU and on track 165° to DLIUS and hold, continue climb-in-hold to 5300.

D-ATIS 124.25
SOCIAL APP CON 127.0 318.2
ONTARIO TOWER 120.6 360.775
GND CON 121.9 257.8
CLNC DEL 132.9
CPDLC

GPS REQUIRED

ELEV 944 D TDZE 936

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

CATEGORY A B C D
RNP 0.30 DA 1342-1½ 406 (400-1½)

ONTARIO, CALIFORNIA
Orig 27APR17

ON 51°33.1’N-117°36’W

TDZ/CL Rwys 8L, 26R and 26L
HIRI Rwys 8L-26R and 8R-26L

289
For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. For inop ALS, increase RNP 0.10 visibility all Cats to RVR 4500, RNP 0.17 visibility all Cats to RVR 5000, RNP 0.30 visibility all Cats to RVR 6000.

Procedure NA for arrivals at GAREY on V8-21 northeast bound.

Procedure NA for arrivals at HIRL Rwys 8L-26R and 8R-26L.

See planview for multiple IF locations.
RNAV (GPS) Y RWY 8R
ONTARIO INTL (ONT)

For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). Circling NA north of Rwy BL-26R. DME/DME RNP-0.3 NA.

Procedure NA for arrival at AMTRA on V264 westbound.

Procedure NA for arrival on PDZ VORTAC airway radials 238 CW 011.

MISSAPCH: Climb to 1500 then climbing right turn to 5000 direct IBAXE and hold, continue climb-in-hold to 5000.

4 NM
Holding Pattern
SEYKO

*MGSI and RNAV glidepath not coincident (MGSI Angle 3.00°/TCH 65)

1500
5000
IBAXE

*1.4 NM to RW08R

*LNAV only

Category
LPV DA
1220/45 284 (300-7/)

LNAV/ VNAV DA
1494-1½ 558 (600-1½)

LNAV MDA
1440/55 504 (500-1) 1440-1½ 504 (500-1½)

Circling
1440-1 496 (500-1) 1540-1½ 596 (600-1½) 1600-2 656 (700-2)

TDZ/CL Rwys 8L, 26R and 26L
HIRL Rwys 8L-26R and 8R-26L

CIRCLING
Circling NA north of Rwy 8L-26R. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase all Cats LNAV/VNAV visibility to RVR 5500.

procedure NA for arrivals at ACINS on V283-587 southbound.

Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 130.

RNP APCH - GPS.

ONTO, CALIFORNIA

RNAV (GPS) Y RWY 26L

ONTARIO INTL (ONT)

ELEV 944

TDZE 926

W26B

WAAS

APP CRS 258° Rwy Idg 10200 TDZE 926 Apt Elev 944

ALA-965 (FAA)

24193

ONTARIO, CALIFORNIA

SW-3, 11 JUL 2024 to 05 SEP 2024

34°03’N-117°36’W
RNAV (GPS) Y RWY 26R
ONTARIO INTL (ONT)

Circling NA north of Rwy 8L-26R. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

Procedure NA for arrivals at ACINS airway radials 012 CW 130.

Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 130.

Procedure NA for arrivals at ACINS on V283-587 southbound.

SW-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn direct PDZ VORTAC. Thence.

TAKEOFF RUNWAYS 26L/R: Climbing left turn direct PDZ VORTAC, cross 6 DME northwest of PDZ VORTAC at or below 4000’. Thence.

. . . . on (assigned transition) or (assigned route). Cross PDZ VORTAC at or above 2700. Expect filed altitude 10 minutes after departure.

MISSION BAY TRANSITION (NIKKL1.MZB): From over PDZ VORTAC on PDZ R-130 and MZB R-355 to MZB VORTAC.

THERMAL TRANSITION (NIKKL1.TRM): From over PDZ VORTAC on PDZ R-130, SLI R-080 and TRM R-263 to TRM VORTAC.
NOTE: DME required.
NOTE: RADAR required for Runways 8L/R. If unable to comply with SULZU restriction, advise ATC prior to departure.
NOTE: The DAG Transition requires a minimum of 373’ per NM to MEA of 14000 when crossing POM VORTAC at 7000.

TAKEOFF MINIMUMS
Rwys 26L/R DAG Transition standard with minimum climb of 470’ per NM to 14000.
Rwys 8L/R DAG Transition standard with minimum climb of 343’ per NM to 12400.
Rwys 26L/R EHF and GMN Transitions standard with minimum climb of 309’ per NM to 8600.
Rwys 8L/R EHF and GMN Transitions standard with minimum climb of 282’ per NM to 8500.

† Approximate distance from takeoff area
Rwy 8 to POM VORTAC.
# Approximate distance from takeoff area
Rwy 26 to POM VORTAC.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence.

TAKEOFF RUNWAYS 26L/R: Climb heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence.

....on (transition). Expect filed altitude ten minutes after departure.

AVENAL TRANSITION (POM1.AVE): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.

DAGGETT TRANSITION (POM1.DAG): From over POM VORTAC on POM R-301 to SULZU then on DAG R-227 to DAG VORTAC.

GORMAN TRANSITION (POM1.GMN): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC.

SHAFTER TRANSITION (POM1.EHF): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to TOOB, then on EHF R-137 to EHF VORTAC.
NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS: OTAYY, MTBAL and AVRRY Transitions.
RNAV 1 - GPS: DINTY and MALIT Transitions.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE
DINTY AND MALIT TRANSITIONS:
15000
ALL OTHER TRANSITIONS:
ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 8L/R, 26L/R: Standard with minimum climb of 500’/NM to 1460.

NOTE: Parachute jumping and ultralight activities over L65, 14500’ and below, north of track between ELLBO and ARRDY.

NOTE: Turbojet and turboprop aircraft only.
NOTE: MALIT and DINTY Transitions available between 2200 and 0600 local only.
NOTE: DINTY Transition ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 078° to 1460, then right turn direct to cross SOEHL at or above 4000, then on track 133° to cross RAJEE at 7000, thence . . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 258° to 1460, then left turn direct to cross SOEHL at or above 4000, then on track 133° to cross RAJEE at 7000, thence . . . .

. . . . on transition. DINTY and MALIT Transitions: Maintain 15000. All other transitions: maintain ATC assigned altitude. Expect higher altitude 10 minutes after departure.

AVRRY TRANSITION (RAJEE4.AVRRY)
DINTY TRANSITION (RAJEE4.DINTY)
MALIT TRANSITION (RAJEE4.MALIT)
MTBAL TRANSITION (RAJEE4.MTBAL)
OTAYY TRANSITION (RAJEE4.OTAYY)
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: MISEN transition restricted to aircraft landing LAS terminal area.
NOTE: HAILO/BEALE/YELAH transition ATC only.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.

NOTE: Chart not to scale.

(continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 078° to 1460 at or below 210K, then right turn direct to cross LEESI at or above 5000, then on track 285° to cross POM VORTAC at or below 8000, then on track 300° to SNSHN, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 258° to 1460, then direct DINNK, then on track 274° to cross POM VORTAC at or below 8000, then on track 300° to SNSHN, thence. . . .

. . . .on (transition) maintain FL230, expect filed altitude 10 minutes after departure.

BEALE TRANSITION (SNSHN5.BEALE)
COREZ TRANSITION (SNSHN5.COREZ)
HAILO TRANSITION (SNSHN5.HAILO)
LAS VEGAS TRANSITION (SNSHN5.LAS)
MISEN TRANSITION (SNSHN5.MISEN)
SHAFTER TRANSITION (SNSHN5.EHF)
YELAH TRANSITION (SNSHN5.YELAH)
ILS or LOC RWY 25
OXNARD (OXR)

- **MALSF**
  - MISSED APPROACH: Climb to 1900 then climbing right turn to 4400 direct CMA VOR/DME and hold, continue climb-in-hold to 4400.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.

- **ATIS**
  - 118.05

- **POINT MUGU APP CON**
  - 124.7 335.5

- **OXNARD TOWER**
  - 134.95 (CTAF) 257.8

- **GND CON**
  - 121.9

- **LOCALIZER**
  - 108.7

- **ILS or LOC RWY 25**
  - CAMARILLO 111.5 CMA Chan 105
  - Procedure NA for arrival on FIM VORTAC airway radials 148 CW 195.
### RNAV (GPS) RWY 7

**OXNARD (OXR)**

**ATIS** 118.05

**POINT MUGU APP CON** 124.7 335.5

**OXNARD TOWER** 134.95 (CTAF) 257.8

**GND CON** 121.9

---

**SAN MARCUS RZS**

1. **(IAF/IAP) JITAX**
2. **(IF/IAF) UVICA**
3. **(FAF) FITEP**
4. **RW07**

**VOR/DME**

- **VTU VOR/DME**

**Procedure NA for arrivals on RZS VORTAC**

Airway radials 071 CW 109.

**Procedure NA for arrivals on V27-186 eastbound.**

**Procedure NA for arrivals on V25 eastbound.**

**VTU VOR/DME to UVICA terminal route not authorized when W-289 active.**

---

**Category A**

**DA**

LPV 287-1 250 (300-1)

UNAV/VNAV 319-1 282 (300-1)

**MDA**

- **500-1 443 (500-1)**
- **700-1 655 (700-1)**
- **760-2 715 (800-2)**

**CIRCLING**

- **500-1 455 (500-1)**
- **520-1 475 (500-1)**
- **700-1 700 (700-1)**
- **760-2 715 (800-2)**

**ELEV 45**

**TDZE 37**

---

**RNAV (GPS) RWY 7**

- **2000**
- **500-1**
- **475 (500-1)**
- **455 (500-1)**
- **2850**
- **1700**
- **075°**
- **3000**
- **255°**
- **220°**
- **148°**
- **75°**

---

**Procedure NA for arrivals at HENER on V27-186 eastbound.**

**Procedure NA for arrivals at VTU VOR/DME on V25 eastbound.**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**
VOR RWY 25

OXNARD (OXR)

Amdt 10D 04NOV21

No chart insert for SW-3, 11 JUL 2024 to 05 SEP 2024.

Oxnard, California

Al-674 (FAA)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 8000 (or assigned altitude) on CMA R-249 to CMA VOR/DME, thence. . . .
TAKEOFF RUNWAY 25: Climbing right turn to 8000 (or assigned altitude) on heading 120° to intercept CMA R-249 to CMA VOR/DME, thence. . . .

. . . .on (assigned route) or (transition).

FILLMORE TRANSITION (CMA6.FIM): From over CMA VOR/DME via CMA R-072 to ACRAT INT then via FIM R-195 to FIM VORTAC.
GINNA TRANSITION (CMA6.GINNA): From over CMA VOR/DME via CMA R-072 to GINNA INT.
VENTURA TRANSITION (CMA6.VTU): From over CMA VOR/DME via VTU R-324 to VTU VOR/DME.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing left turn to 6000 (or assigned altitude) to intercept CMA R-249 westbound to SKIFF INT . . . .

TAKEOFF RUNWAY 25: Climb to 6000 (or assigned altitude) on CMA R-249 to cross SKIFF INT at or above 600 . . . .

. . . thence on (transition) or (assigned route).

GOLET TRANSITION (SKIFF7.GOLET): From over SKIFF INT via CMA R-249 to (SUPNY), then via GVO R-127 to GOLET INT.

KWANG TRANSITION (SKIFF7.KWANG): From over SKIFF INT via VTU R-282 to KWANG INT.

SQUID TRANSITION (SKIFF7.SQUID): From over SKIFF INT via CMA R-249 to SQUID INT.

VENTURA TRANSITION (SKIFF7.VTU): From over SKIFF INT via CMA R-249 to 2000, then turn left heading 040° to intercept VTU R-270 to VTU VOR/DME.

TAKEOFF OBSTACLE NOTES
Rwy 7: Tree 527' from DER, 501' left of centerline, 59' AGL/108' MSL.
RNAV (GPS) RWY 28
BERMUDA DUNES (UDD)

Use Jacqueline Cochran Rgnl altimeter setting. Rw 28 Straight-in and Circling minimums NA at night. Rw 28 heli visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 via course 296° to AKEGE WP then right turn via course 298° to PSP VORTAC and hold.

TRM ASOS
118.325

SOCAL APP CON
135.275 251.1

UNICOM
122.8 (CTAF)

Use Jacqueline Cochran Rgnl altimeter setting. Rw 28 Straight-in and Circling minimums NA at night. Rw 28 heli visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 via course 296° to AKEGE WP then right turn via course 298° to PSP VORTAC and hold.

TRM ASOS
118.325

SOCAL APP CON
135.275 251.1

UNICOM
122.8 (CTAF)

Use Jacqueline Cochran Rgnl altimeter setting. Rw 28 Straight-in and Circling minimums NA at night. Rw 28 heli visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 via course 296° to AKEGE WP then right turn via course 298° to PSP VORTAC and hold.

TRM ASOS
118.325

SOCAL APP CON
135.275 251.1

UNICOM
122.8 (CTAF)

Use Jacqueline Cochran Rgnl altimeter setting. Rw 28 Straight-in and Circling minimums NA at night. Rw 28 heli visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 via course 296° to AKEGE WP then right turn via course 298° to PSP VORTAC and hold.

TRM ASOS
118.325

SOCAL APP CON
135.275 251.1

UNICOM
122.8 (CTAF)
TAKEOFF MINIMUMS
Rwy 10: Standard with minimum climb of 334' per NM to 3000 or 2700-3 for VCOA.
Rwy 28: Standard with minimum climb of 490' per NM to 2300 or 2700-3 for VCOA.

TAKEOFF RUNWAY 10: Climbing right turn heading 150° to intercept TRM R-304 to TRM VORTAC, thence . . . or, obtain ATC approval for VCOA when requesting IFR clearance; climb in visual conditions to cross Bermuda Dunes Airport at or above 2600, then on TRM R-304 to TRM VORTAC, thence . . .

TAKEOFF RUNWAY 28: Climb heading 282° to 900 then climbing left turn heading 090° to intercept TRM R-304 to TRM VORTAC, thence . . . or, obtain ATC approval for VCOA when requesting IFR clearance; climb in visual conditions to cross Bermuda Dunes Airport at or above 2600, then on TRM R-304 to TRM VORTAC, thence . . .

. . . continue climbing in TRM VORTAC holding pattern to cross TRM VORTAC at or above MEA/MCA for route of flight.
RNAV (GPS) RWY 35
JACQUELINE COCHRAN RGNL (TRM)

Procedure NA for arrivals at KARRO on V460 southwest bound.

Procedure NA for arrivals at SHADI on V460 northeast bound and on V64 eastbound.

Final approach course offset 11.75°.

Final approach course offset 11.75°.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 direct OPOSE and hold.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 direct OPOSE and hold.
VOR RWY 30

JACQUELINE COCHRAN RGNL (TRM)

MISSED APPROACH: Climb to 1300 on TRM VORTAC R-316 then climbing right turn to 5400 direct TRM VORTAC and hold, continue climb-in-hold to 5400.
MISSED APPROACH: Climb to 2000 on TRM VORTAC R-304 then climbing right turn to 5400 direct TRM VORTAC and hold, continue climb-in-hold to 5400.
NOTE: DME required.

TAKEOFF MINIMUMS
Rwys 12, 17, 30: Standard with a minimum climb of 250’ per NM to 5000.
Rwy 35: Standard with a minimum climb of 402’ per NM to 3400.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 147° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

TAKEOFF RUNWAY 17: Climbing left turn heading 100° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

TAKEOFF RUNWAY 30: Climbing right turn heading 180° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

TAKEOFF RUNWAY 35: Climbing right turn heading 195° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

. . . . then on (assigned transition). Expect filed altitude 10 minutes after departure.

PALM SPRINGS TRANSITION (MECCA1.PSP): From over TRM VORTAC on TRM R-304 to PSP VORTAC.

TWENTY NINE PALMS TRANSITION (MECCA1.TNP): From over TRM VORTAC on TRM R-021 and TNP R-199 to TNP VORTAC.
RNAV (RNP) Z RWY 13R
Palm Springs Intl (PSP)

Authorization Required

RNAV (RNP) Z RWY 13R
Palm Springs Intl (PSP)

Procedure NA for arrival on TRM VORTAC airway radials 263 CW 021.

Missed Approach: Climb to 900 then climbing left turn to 4000 direct TRM VORTAC and hold.

For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C.

As of 11 JUL 2024 to 05 SEP 2024

SOCAL APP CON
126.7 370.95
135.275 251.1

ATIS
124.65

Palm Springs Tower
119.7 (CTAF) 377.05

GND CON
121.9

CLNC DEL
128.35

UNICOM
122.95

WASAK

Category A

RNP 0.17 DA
812-1¼ 361 (400-1¼)

RNP 0.30 DA
882-1½ 431 (500-1¾)

App CRS
130°

ELEV 476
TDZE 451

33°50′N-116°30′W
321
RNAV (GPS) Z RWY 31L
Palm Springs Intl (PSP)

ATIS 124.65
SOCAL APP CON 126.7 370.95

Palm Springs Tower 119.7 [CTAF] 377.05

GND CON 121.9
CLNC DEL 128.35
UNICOM 122.95

Final approach course 10.00°.

Missed Approach: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold.

**Note:** Missed approach requires minimum climb of 355 feet per NM to 2100.

Circling NA southwest of Rwy 13R-31L.

RNAV (GPS) Z RWY 31L

ATIS 124.65
SOCAL APP CON 126.7 370.95

Palm Springs Tower 119.7 [CTAF] 377.05

GND CON 121.9
CLNC DEL 128.35
UNICOM 122.95

Final approach course 10.00°.

Missed Approach: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold.

**Note:** Missed approach requires minimum climb of 355 feet per NM to 2100.

Circling NA southwest of Rwy 13R-31L.

RNAV (GPS) Z RWY 31L

ATIS 124.65
SOCAL APP CON 126.7 370.95

Palm Springs Tower 119.7 [CTAF] 377.05

GND CON 121.9
CLNC DEL 128.35
UNICOM 122.95

Final approach course 10.00°.

Missed Approach: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold.

**Note:** Missed approach requires minimum climb of 355 feet per NM to 2100.

Circling NA southwest of Rwy 13R-31L.
Circling southwest of Rwy 13R-31L.

SW-3, 11 JUL 2024 to 05 SEP 2024
**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 13L/R: Climbing left turn heading 100° to cross PSP VORTAC R-176, then turn left heading 040° to intercept PSP R-104, thence . . .

TAKEOFF RUNWAYS 31L/R: Climbing heading 310° to cross PSP VORTAC R-268, then turn right direct PSP VORTAC, thence . . .

. . . climbing via PSP R-104 to EMRUD INT/PSP 10 DME, then turn right direct PSP VORTAC. If not at MEA/MCA at PSP VORTAC, climb in PSP VORTAC holding pattern until reaching MEA/MCA for assigned route of flight.

**TAKEOFF MINIMUMS**

Rwy 13L, Standard with minimum climb of 440’ per NM to 2300.
Rwy 13R, Standard with minimum climb of 422’ per NM to 2300.
Rwy 31R, Standard with minimum climb of 405’ per NM to 2700.
Rwy 31L, Standard with minimum climb of 386’ per NM to 2700.

**NOTE:** Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 13L/R:** Climbing left turn heading 075° to intercept TRM R-304 to TRM VORTAC. Thence . . .  
**TAKEOFF RUNWAYS 31L/R:** Climb heading 090° to intercept TRM R-304 to TRM VORTAC. Thence . . .  

. . . .If not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.
Circling NA for Cats C and D south of Rwys 4 and 25.

Procedure NA for arrivals at JEFFY on V165-459 and V137 northwest bound.

Caution: high terrain 5 NM southwest of airport.

Final approach course offset 3.00°

MISSED APPROACH: Climbing right turn to 7000 direct IMSIJ and hold.
Circling NA for Cats C and D south of Rwys 4 and 25.
DME/DME RNP-0.3 NA.

Missed Approach: Climb to 3000 then climbing right
turn to 6700 direct OQXIB and on track 327° to FISCH
and hold, continue climb-in-hold to 6700.

Procedure NA for arrivals at
ETHER on V12 east bound.

Final approach course offset 3.00°

Final approach course offset 3.00°

VGS and descent angles not coincident
(VGS Angle 3.00/TCH 75).

Procedure NA for arrivals at
ETHER on V12 east bound.

Final approach course offset 3.00°

Final approach course offset 3.00°

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.

High terrain 5 NM southwest of airport.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 50°C (123°F). Circling NA for Cats C and D south of Rwys 4 and 25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb 6700 direct JJOEL and on track 331° direct FISCH and hold, continue climb-in-hold to 6700.

CAUTION: High terrain 5 NM southwest of airport.

The diagram includes various airport identifiers, runway information, and navigational aids such as VOR, NDB, and DME. The chart also highlights the RNAV (GPS) RWY 25 approach for Palmdale USAF Plant 42 (PMD) with specific procedures and altitudes for different categories of aircraft.
VOR or TACAN RWY 25
PALMDALE USAF PLANT 42 (PMD)

Circling NA for Cats C, D, and E south of Rwys 4 and 25. DME required.

MISSED APPROACH: Climb to 5000 on PMD VORTAC R-282 then climbing right turn to 7000 direct PMD VORTAC and hold [TACAN aircraft climbing right turn to 6700 on PMD VORTAC R-298 to FISCH INT/ 14.3 DME and hold SE left turn 298° inbound, continue climb-in-hold to 6700].

ATIS
118.275

JOSHUA APP CON
124.55 363.0

PALMDALE TOWER *
123.7 (CTAF) 317.6

GND CON
121.9 317.6

DME REQUIRED

Procedure NA for arrival on PMD VORTAC airway radials 067 CW 142.

CAUTION: High terrain 5 NM southwest of airport.

PMD VORTAC
5200

Remain within 1.5 NM of PMD VORTAC

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 76).

DME REQUIRED

ASSAULT STRIP
6000 X 75

HIRL Rwys 4, 7, 22 and 25

HIRL Rwys 4-22 and 7-25

PALMDALE, CALIFORNIA
Amdt 8 24MAY18

34°38'N-118°05'W

SW-3, 11 JUL 2024 to 05 SEP 2024
VAR 11.9° E

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 19**

**PASO ROBLES MUNI (PRB)**

**ELEV 839**

**TDZE 812**

**Procedure NA for arrivals at MBARI on T259 northwest bound.**

**Procedure NA for arrivals at FIKDU on V248 northwest bound.**

**Procedure NA for arrivals on PRB VORTAC airway radials 306 CW 077.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.**

**RNAV (GPS) RWY 19**

**PASO ROBLES MUNI (PRB)**

**ASOS** 120.125

**OAKLAND CENTER** 128.7 307.0

**UNICOM** 123.0 (CTAF)

**5600**

**HOLD**

**Procedure NA for arrivals at MBARI on T259 northwest bound.**

**Procedure NA for arrivals at FIKDU on V248 northwest bound.**

**Procedure NA for arrivals on PRB VORTAC airway radials 306 CW 077.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.**

**RNAV (GPS) RWY 19**

**PASO ROBLES MUNI (PRB)**
Procedure NA for arrivals at PRB VORTAC on radials 218 CW 038.

Procedure NA for arrival on AVE VOR/DME airway radials 257 CW 313.

Procedure NA for arrivals at MQO VORTAC on T329 southbound.

**RNAV (GPS) RWY 31**

**PASO ROBLES MUNI (PRB)**

**ASOS**

- 120.125

**OAKLAND CENTER**

- 128.7 307.0

**UNICOM**

- 123.0 (CTAF)

**Category**

- A
- B
- C
- D

**LNAV MDA**

- 1400-1 561 (600-1)
- 1400-1½ 561 (600-1½)

**CIRCLING**

- 1400-1 561 (600-1)
- 1440-1½ 601 (700-1½)
- 1700-2½ 861 (900-2½)

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**RNP APCH.**

- Rwy 31 helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:** Climbing right turn to 4500 direct JEBNO and hold, continue to climb-in-hold to 4500.

---

**APP CRS**

- Rwy Idg 4701
- TDZE 839
- Apt Elev 839

**RNAV (GPS) RWY 31**

**PASO ROBLES MUNI (PRB)**

- MISSED APPROACH: Climbing right turn to 4500 direct JEBNO and hold, continue to climb-in-hold to 4500.

---

**ELEV 839**

- TDZE 839

**RNAV (GPS) RWY 31**

**PASO ROBLES MUNI (PRB)**

- MISSED APPROACH: Climbing right turn to 4500 direct JEBNO and hold, continue to climb-in-hold to 4500.

---

**Category**

- A
- B
- C
- D

**LNAV MDA**

- 1400-1 561 (600-1)
- 1400-1½ 561 (600-1½)

**CIRCLING**

- 1400-1 561 (600-1)
- 1440-1½ 601 (700-1½)
- 1700-2½ 861 (900-2½)

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**ELEV 839**

- TDZE 839

**RNAV (GPS) RWY 31**

**PASO ROBLES MUNI (PRB)**

- MISSED APPROACH: Climbing right turn to 4500 direct JEBNO and hold, continue to climb-in-hold to 4500.

---

**Category**

- A
- B
- C
- D

**LNAV MDA**

- 1400-1 561 (600-1)
- 1400-1½ 561 (600-1½)

**CIRCLING**

- 1400-1 561 (600-1)
- 1440-1½ 601 (700-1½)
- 1700-2½ 861 (900-2½)
DME required.

MISSED APPROACH: Climbing right turn to 4700 in PRB VORTAC holding pattern, continue climb-in hold to 4700.
PASO ROBLES MUNI (PRB)

PASO ROBLES TWO DEPARTURE (OBSTACLE)

OAKLAND CENTER
128.7 307.0

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 230' per NM to 2200, or 1500-3 for VCOA.
Rwy 13: Standard with minimum climb of 220' per NM to 1700, or 1500-3 for VCOA.
Rwy 19: Standard.
Rwy 31: Standard with minimum climb of 235' per NM to 2200, or 1500-3 for VCOA.

TAKEOFF OBSTACLE NOTES
Rwy 1: Lighting 9' from DER, 115' right of centerline, 804' MSL.
    Lighting 10' from DER, 113' left of centerline, 805' MSL.
    Trees beginning 301' from DER, 425' left of centerline, 812' MSL.
Rwy 13: Pole 34' from DER, 29' left of centerline, 840' MSL.
    Trees, pole beginning 766' from DER, 395' left of centerline, up to 900' MSL.
    Trees beginning 1656' from DER, 389' left of centerline, up to 906' MSL.
    Trees beginning 1746' from DER, 13' left of centerline, up to 910' MSL.
    Tree 1948' from DER, 1' right of centerline, 907' MSL.
    Trees beginning 2045' from DER, 56' left of centerline, up to 911' MSL.
    Trees beginning 2256' from DER, 409' left of centerline, up to 915' MSL.
    Tree 2581' from DER, 511' left of centerline, 917' MSL.
    Trees beginning 2601' from DER, 635' left of centerline, up to 923' MSL.
    Tree 3261' from DER, 856' left of centerline, 932' MSL.
    Tree 3860' from DER, 952' left of centerline, 944' MSL.
    Tree 3961' from DER, 784' left of centerline, 950' MSL.
Rwy 19: Pole 10' from DER, 39' left of centerline, 815' MSL.
    Trees beginning 992' from DER, 705' left of centerline, 851' MSL.
    Trees beginning 1098' from DER, 618' left of centerline, up to 876' MSL.
Rwy 31: Wind indicator 78' from DER, 334' right of centerline, 823' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 014° to 2800 then climbing right turn heading 160° to intercept PRB VORTAC R-040 to PRB VORTAC before proceeding on course.

TAKEOFF RUNWAY 13: Climb on heading 129° to 2800 then climbing left turn heading 310° to intercept PRB VORTAC R-100 to PRB VORTAC before proceeding on course.

TAKEOFF RUNWAY 19: Climb on heading 194° to 2000 then climbing left turn heading 030° to intercept PRB VORTAC R-155 to PRB VORTAC before proceeding on course.

TAKEOFF RUNWAY 31: Climbing right turn to intercept PRB VORTAC R-326 to 2800 then climbing right turn heading 110° to intercept PRB R-010 to PRB VORTAC before proceeding on course.

VCOA RUNWAYS 1, 13, 31: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross PRB VORTAC at or above 2200 before proceeding on course.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn on heading 280° to intercept PRB VORTAC R-326 to BRALY/PRB 15 DME, thence . . . .

TAKEOFF RUNWAY 13: Climbing left turn heading 129° to 2800 then climbing left turn heading 310° to intercept PRB VORTAC R-100 to PRB VORTAC, then on R-326 to BRALY/PRB 15 DME, thence . . . .

TAKEOFF RUNWAY 19: Climbing left turn heading 194° to 2000 then climbing left turn heading 030° to intercept PRB VORTAC R-155 to PRB VORTAC, then on R-326 to BRALY/PRB 15 DME, thence . . . .

TAKEOFF RUNWAY 31: Climbing right turn heading 340° and PRB VORTAC R-326 to BRALY/PRB 15 DME, thence . . . .

. . . . maintain ATC assigned altitude; expect clearance to filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

**TAKEOFF MINIMUMS**
- Rwy 1: Standard with minimum climb of 230’ per NM to 2200.
- Rwy 13: Standard with minimum climb of 220’ per NM to 1700.
- Rwy 19: Standard.
- Rwy 31: Standard with minimum climb of 235’ per NM to 2200.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 1:** Climb on heading 014° to 2800 then climbing right turn heading 160° to intercept PRB VORTAC R-040 to PRB VORTAC, then PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence.

**TAKEOFF RUNWAY 13:** Climbing right turn to heading 210° to intercept PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence.

**TAKEOFF RUNWAY 19:** Climbing left turn heading to 150° to intercept PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence.

**TAKEOFF RUNWAY 31:** Climbing right turn to intercept PRB VORTAC R-326 to 2800 then climbing right turn to heading 110° to intercept PRB VORTAC R-010 to PRB VORTAC, then PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence.

... maintain ATC assigned altitude; expect clearance to filed altitude 10 minutes after departure.
TACAN REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn within 3 DME of NTD TACAN, direct NTD, thence...

TAKE-OFF RWY 21, 27: Left turn, thence...

Intercept NTD R-163 and via NTD R-163 to BIMPE (NTD R-163/24 DME), then via SLI VORTAC R-251 to DOYLE, then via assigned routing. Cross BIMPE at or above 5500.

SANTA CATALINA TRANSITION (DOYLE 9 • SXC): DOYLE (SLI R-251/34 DME) to SANTA CATALINA VORTAC via SXC R-310. Then as filed.
SAN MARCUS ONE DEPARTURE
(RZS 1 • RZS)
Oxnard, California

TACAN REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climbing left turn to 212° within 3 DME of NTD TACAN, thence...

TAKEOFF RWY 21: Turn right, thence...

TAKEOFF RWY 27: Turn left, thence...

...intercept NTD R-248 and via NTD R-248 to FANKO (NTD R-248/16 DME), then via RZS VORTAC R-133 to RZS VORTAC, then via assigned routing. Cross CIBC (RZS R-133/17 DME) at or above 5700.
Procedure NA for arrivals at ROBNN on V186 northbound.
RNAV (GPS)-B
RAMONA (RNM)

DME/DME RNP: 0.3 NA.
Circling NA north of Rwy 9-27.
When local altimeter setting not received, use Gillespie Field altimeter setting and increase all MDA 180 feet.

MISSING APPROACH: Climb to 5000 direct HERDS and via track 319° to ROBNN and hold.

ATIS
SOCIAL APP CON
RAMONA TOWER
GND CON
UNICOM
132.025
132.2 269.1
119.875 (CTAF)
121.65
122.95

MISSED APPROACH: Climb to 5000 direct HERDS and via track 319° to ROBNN and hold.

No PT for arrival on JLI VORTAC airway radials 021 CW 115.

ATIS
132.025
SOCIAL APP CON
132.2 269.1
RAMONA TOWER
119.875 (CTAF)
GND CON
121.65
UNICOM
122.95

2000 3000 3000 4000 2000 3000 5000 4000 3000 4000 5000 5000 2000

33°02'N 116°55'S

RAMONA, CALIFORNIA
Orig-A 07OCT21

RNAV (GPS)-B
RAMONA (RNM)

ELEV 1395

SW-3, 11 JUL 2024 to 05 SEP 2024
**VOR/DME-A**

**RAMONA (RN M)**

**VORTAC** JLI

**APP CRS** 234°

**Rwy Idg** N/A

**Apt Elev** 1395

**ATIS** 132.025

**SOCAL APP CON** 132.2 269.1

**RAMONA TOWER** 119.875 (CTAF)

**GND CON** 121.65

**UNICOM** 122.95

- **Circling NA north of Rwy 9-27.**
- **When local altimeter setting not received, use Gillespie Fld altimeter setting and increase all MDA 180 feet.**
- **Missed Approach:** Climbing right turn to 5000 via heading 290° and PGY VORTAC R-336 to DEGLE/PGY 40 DME and hold.

**No PT for arrival on JLI VORTAC airway radials 021 CW 170.**

- **Five minutes in holding pattern.**
- **Depletion of Time**

**CAUTION**

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**TWR 1437**

**REIL Rwy 27**

**MIRL Rwy 9-27**

**ELEV 1395**

**REIL**

**MIRL**

**L**

**VOR/DME-A**

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**VOR/DME-A**

**RAMONA (RN M)**

**Amdt 2A 07OCT21**

**33°02'N-116°55'W**

**353**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 27:** Climb heading 268° to 2600, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence....

....on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

**LOS ANGELES TRANSITION (CWARD2.LAX)**

**SEAL BEACH TRANSITION (CWARD2.SLU)**

**NOTE:** RADAR required.
**NOTE:** RNAV 1.
**NOTE:** GPS or DME/DME/IRU required.
**NOTE:** Turbojet and turboprop only.
**NOTE:** Tower En Route control only.

**TOP ALTITUDE: AS ASSIGNED BY ATC**

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 268° to 2600, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)
IKAYE TRANSITION (PADRZ2.IKAYE)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)

NOTE: Chart not to scale.
Circling Rwys 26 NA at night. Helicopter visibility reduction below 1 SM NA. DME/DME RNP 0.3 NA. Use San Bernardino altimeter setting when not received, use Ontario altimeter setting and increase all MDA 160 feet.

**MISSED APPROACH:** (Do not exceed 230K until WEEDD) Climbing left turn to 7000 direct WEEDD and hold, continue climb-in-hold to 7000.

---

### RNAV (GPS)-A

**REDLANDS MUNI (REI)**

**APP CRS** 346°

**Rwy Idg** NA

**TDZE** NA

**Apt Elev** 1574

---

**SBD AWOS-3**

| 124.175 |

**SOCAL APP CON**

| 127.0 | 318.2 |

**AUNICOM**

| 123.05 (CTAF) |

---

**ELEV 1574**

**REIL Rwys 8 and 26**

**MIRL Rwy 8-26**

---

**REDLANDS, CALIFORNIA**

Amdt 1 29MAR18

---

**REDLANDS MUNI (REI)**

**RNAV (GPS)-A**

---

**34°05'N-117°09'W**

---

**357**
ILS or LOC RWY 9
RIVERSIDE MUNI (RAL)

**MISSING APPROACH:** Climb to 2000 then climbing right turn to 4200 on PDZ VORTAC R-098 to PDZ VORTAC then on PDZ VORTAC R-256 to WISUP INT/PDZ VORTAC 9.4 DME and hold.

**Missed Approach Requirements:**
- Climb to 2000
- Climb to 2700 feet per NM to 2500
- Visibility 1 mile
- Autopilot coupled approach NA below 1192
- MDA 60 feet
- Increase S-ILS 9 visibility 1 mile
- All CATs
- S-LOC 9 Cat C/D visibility 1.5 miles
- Localizer or ILS RWY 9
- MIRL Rwy's 9-27 and 16-34
- SW-3, 11 JUL 2024 to 05 SEP 2024
- When local altimeter setting not received, use Chino altimeter setting and increase all DA 270 feet per NM to 2500.

**Circling NA:**
- North of Rwy 9-27 for CAT D
- Minimum 2000 feet
- Climb to 2000
- Visibility 1 mile
- Autopilot coupled approach NA below 1192
- MDA 60 feet
- Increase S-ILS 9 visibility 1 mile
- All CATs

**ATIS:**
- 128.8

**SOCAL APP CON:**
- 135.4 377.125

**RIVERSIDE TOWER:**
- 121.0 (CTAF) 257.8

**GND CON:**
- 124.12

**UNICOM:**
- 122.95

**AIRWAY RADIALS:**
- 076°
- 079°

**AIRWAY COURSES:**
- 075 CW 080

**PROCEDURE NA FOR ARRIVALS ON SLI VORTAC:**
- Airway radials 075 CW 080

**PROCEDURE NA FOR ARRIVALS ON POM VORTAC:***
- Airway radials 073 CW 164

**PROCEDURE NA FOR ARRIVALS ON POM VORTAC AIRWAY RADIALS 075 CW 080:**
- Airway radials 073 CW 164

**HOLDING PATTERN:**
- One Minute
- 2500
- 269°
- 089°
- 995-3/4
- 200 (200-3/4)
- 336 (400-1)
- 336 (400-1)
- 485 (500-1)
- 565 (600-1)
- 1680 (11/4)
- 1800 (3)
- 1960 (3)
- 1141 (1200-3)
- 861 (900-1/4)
- 981 (1000-3)
- 1141 (1200-3)
- 180

**RIVERSIDE, CALIFORNIA**

Amdt 8E 30DEC21

**RIVERSIDE MUNI (RAL)**

33°57’N-117°27’W

**ELEV 819**

**TDZE 795**

**MSA RAL 25 NM**

**HOMELAND**

**ALTERNATE ISSUED APCH FIX:**
- IAF R-098 (POMONA)
- Chan 41
- Procedure NA for arrivals on POM VORTAC airway radials 073 CW 164
- IAF JASER INT
- Chan 59
- IAF R-256 (PDZ)
- Chan 59
- Procedure NA for arrivals on SLI VORTAC airway radials 075 CW 080

**PARADISE:**
- 112.2 PDZ
- Chan 59

**EXPAM INT RADAR:**
- 2000
- 4200
- PDZ R-098
- PDZ R-256
- WISUP

**NDX-PDZ VORTAC 9.4 DME**
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet and increase LPV all Cats and Circling Cats C and D visibility ½ mile and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Chino altimeter setting. 

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA for Cat D north of Rwy 9-27.

**MISSING APPROACH:**

Climb to 6000 direct JIKUB and on track 121° to HDF VOR and hold, continue climb-in-hold to 6000.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1127-1½</td>
<td>332 (400-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1461-2½</td>
<td>666 (700-2½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1340-1</td>
<td>545 (600-1)</td>
<td>1340-1½</td>
<td>545 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>521 (600-1)</td>
<td>1680-1½</td>
<td>861 (900-1½)</td>
</tr>
</tbody>
</table>

**MIRL Rwys 9-27 and 16-34**

RIVERSIDE, CALIFORNIA

Amdt 2D 30DEC21

RIVERSIDE MUNI (RAL)
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 46°C (116°F).
Circling NA for Cat D north of Rwy 9-27.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ICIYE
and via 246° track to PRADO and hold.

ATIS 128.8
SOCAL APP CON 135.4 377.125
RIVERSIDE TOWER * 121.0 (CTAF) \(\text{Red} \) 257.8
GND CON 124.12
UNICOM 122.95

Procedure NA for arrivals at BANDS via V372 northeast bound
and via V16-370 eastbound.

**Procedure NA for arrivals at BANDS via V372 northeast bound**
and via V16-370 eastbound.
When local altimeter setting not received, use Chino altimeter setting and increase MDA 60 feet.

Missed Approach: Climb to 2800 then climbing right turn to 4600 direct PDZ VORTAC and hold.

VOR RWY 9
RIVERSIDE MUNI (RAL)

ATIS
SOCAL APP CON
RIVERSIDE TOWER
GND CON
UNICOM

128.8
135.4 377.125
121.0 (CTAF) 257.8
124.12
122.95

MIRL Rwys 9-27 and 16-34
Category:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-9</td>
<td>2020-1¼</td>
<td>2020-1½</td>
<td>2020-3</td>
<td>NA</td>
</tr>
<tr>
<td>Beering</td>
<td>1225 (1300-1¼)</td>
<td>1225 (1300-1½)</td>
<td>1225 (1300-3)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2020-1¼</td>
<td>2020-1½</td>
<td>2020-3</td>
<td>NA</td>
</tr>
<tr>
<td>Beering</td>
<td>1201 (1300-1¼)</td>
<td>1201 (1300-1½)</td>
<td>1201 (1300-3)</td>
<td></td>
</tr>
</tbody>
</table>

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).

Remain within 10 NM

4500

3500

3.68°

TCH 41

6.9 NM

MIRL Rwys 9-27 and 16-34

FAF to MAP 6.9 NM

Knots
| 60 | 90 | 120 | 150 | 180 |

Min:Sec
| 6:54 | 4:36 | 3:27 | 2:46 | 2:18 |

33°57’N 117°27’W

RIVERSIDE, CALIFORNIA

Amdt 1C 03DEC20
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

Riverside Muni (RAL)
Riverside, California

Airport Diagram
23054

ATIS
128.8
Riverside Tower
121.0 257.8
GND Con
124.12

117°27' W 117°26' W
33°57' N 33°58' N
NOTE: Chart not to scale.

**TAKEOFF OBSTACLE NOTES**

- **Rwy 9:** Terrain 4' from DER, 497' left of centerline, 836' MSL.
- Fence, vegetation, terrain beginning 77' from DER, 496' left of centerline, up to 843' MSL.
- Tree 604' from DER, 590' right of centerline, 856' MSL.
- Trees beginning 989' from DER, 594' right of centerline, up to 867' MSL.

- **Rwy 27:**
  - Tree 600' from DER, 548' right of centerline, 786' MSL.
  - Pole 609' from DER, 484' left of centerline, 40' AGL/783' MSL.
  - Pole 758' from DER, 680' right of centerline, 41' AGL/790' MSL.
  - Tree 1073' from DER, 650' left of centerline, 803' MSL.

- **Rwy 34:** Building 29' from DER, 306' right of centerline, 13' AGL/800' MSL.
  - Poles, trees, buildings beginning 62' from DER, 200' right of centerline, up to 811' MSL.
  - Building 62' from DER, 350' left of centerline, 35' AGL/796' MSL.
  - Pole 300' from DER, 287' left of centerline, 38' AGL/799' MSL.
  - Tree 543' from DER, 291' left of centerline, 814' MSL.
  - Tree, building beginning 829' from DER, 420' right of centerline, up to 854' MSL.
  - Building 1214' from DER, 376' left of centerline, 70' AGL/832' MSL.
  - Transmission line, pole beginning 1914' from DER, 134' left of centerline, up to 66' AGL/834' MSL.
  - Building 1.7 NM from DER, 1237' right of centerline, 23' AGL/1369' MSL.

**TAKEOFF MINIMUMS**

- **Rwy 16:** NA-terrain.
- **Rwy 9:** Standard with minimum climb of 310' per NM to 2300.
- **Rwy 27:** Standard with minimum climb of 470' per NM to 3000.
- **Rwy 34:** Standard with minimum climb of 440' per NM to 2700.

**NOTE:** Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 9:** Climb on heading 089° to 1800 then climbing right turn heading 210° to intercept PDZ VORTAC R-093 to PDZ VORTAC, thence...

**TAKEOFF RUNWAY 27:** Climb on heading 255° to intercept PDZ R-030 to PDZ VORTAC thence...

**TAKEOFF RUNWAY 34:** Climbing left turn to intercept PDZ VORTAC R-030 to PDZ VORTAC, thence...

. . . continue climb in PDZ holding pattern to cross PDZ VORTAC at or above 5000 or higher MEA for route of flight before proceeding on course.
Procedure NA at night. Use Riverside Muni altimeter setting; when not received, use Ontario altimeter setting and increase all MDA 60 feet.

**MISSED APPROACH:** Climbing right turn to 3200 direct PDZ VORTAC and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1860-1 1/4</td>
<td>2220-1 1/2</td>
<td>1093 (1100-1 1/4)</td>
<td>1453 (1500-1 1/2)</td>
</tr>
<tr>
<td>NA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Visual Segment - Obstacles.**

- JASER
- UZOHO
- HASIV
- PDZ

- 272°
- 092°
- 3200
- 064°
- 2700
- 064°
- RW06
- 4 NM
- Holding Pattern

**FLABOB (RIR)***

- RNP APCH.
- RNAV (GPS)-A
- 122.8 (CTAF)

**RAL ASOS**

- 128.8

**SOCAL APP CON**

- 135.4
- 377.125

**UNICOM**

- 122.8

**Miscellaneous:**

- N/A
- 767

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**Riverside/Rubidoux, California**

**Riverside Muni**

**AL-9974 (FAA)**

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**FLABOB (RIR)**

**RNAV (GPS)-A**

**Orig-B 15 JUL 2021**

**RWY 6-24**

**ELEV 767**
San Bernardino, California

ILS or LOC Z RWY 6
San Bernardino Intl (SBD)

- Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.
- Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.

- Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.

- Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.

- Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.

- Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.

- Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.
RNAV (RNP) RWY 24
SAN BERNARDINO INTL (SBD)

**MISSUED APPROACH:** Climb to 6000 on track 240° to OVULE and track 217° to PDZ VORTAC and hold, continue climb-in-hold to 6000.

For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 130.

Procedure NA for arrivals at BANDS on V372 northeast bound, V16-370 on V372 northeast bound, and T306 eastbound.

**AUTHORIZATION REQUIRED**

**SAN BERNARDINO, CALIFORNIA**

**AL-547 (FAA-O)**

**SW-3, 11 JUL 2024 to 05 SEP 2024**
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 80 feet.

Procedure NA for arrival on PDZ VORTAC airway radials 278 CW 078.

MISSED APPROACH: Climb to 2800 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

SAN BERNARDINO, CALIFORNIA

AL-547 (FAA)

24137

RNAV (GPS) Y RWY 6
SAN BERNARDINO INTL (SBD)

SAN BERNARDINO INTL (SBD)

RNAV (GPS) Y RWY 6

SAN BERNARDINO, CALIFORNIA

Amdt 1 13SEP18

34°06'N-117°14'W

369
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase DA to 1426 feet and all visibilities 7/8 SM; increase all MDA 80 feet and LNAV Cats C/D and Circling Cat C visibility 7/8 SM.

Procedure NA for arrival on PDZ VORTAC airway radials 278 CW 078.

Procedure NA for arrival on PDZ VORTAC airway radials 278 CW 078.
**Circling NA northwest of Rwy 6-24. When local altimeter not received, use Ontario altimeter setting and increase all MDA 80 feet; increase S-LOC Cat B and Circling Cat B visibility 1/4 SM.**

**MISSED APPROACH:** Climb to 2700 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

**Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 030.**

**Category NA for arrival on PDZ VORTAC airway radials 012 CW 030.**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52).**

**FAQ to MAP 6.1 NM**

**6 NM**

**6.1 NM**

**Knots** | 60 | 90 | 120 | 150 | 180
---|---|---|---|---|---
**Min:Sec** | 6:06 | 4:04 | 3:03 | 2:26 | 2:02
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 6:** Climb on heading 057° to 2100, then climbing right turn direct LOSOM to cross LOSOM at or above 5500, then on track 155° to cross STRKS between 6100 and 6900 then on track 172° to ELICA, thence. . . .

**TAKEOFF RUNWAY 24:** Climb on heading 237° to intercept course 153° to PESLE, then on track 098° to ROLIE, then on track 130° to ELICA, thence. . . .

. . . . on track 146° to JADKO. Expect filed altitude 10 minutes after departure.

**AVRRY TRANSITION (JADKO1.AVRRY)**

**MTBAL TRANSITION (JADKO1.MTBAL)**

**SANTA CATALINA TRANSITION (JADKO1.SXC)**

**TOP ALTITUDE:**

**AVRRY AND MTBAL TRANSITIONS:** 14000;

**SANTA CATALINA TRANSITION:** 15000.

**TAKEOFF MINIMUMS**

Rwy 6: Standard with minimum climb of 602’ per NM to 5800.

Rwy 24: Standard with minimum climb of 439’ per NM to 4100.

**NOTE:** Turbojet and turboprop aircraft only.

**NOTE:** Rwy 6 departures maintain at or below 210K until leaving 3500.

**NOTE:** Scheduled aerobatic activity beginning 4.5 NM east of Rwy 6 DER/2.7 NM west of LOSOM 3500 feet to 7500 feet MSL. 123.05.

**NOTE:** Chart not to scale.
**EMERG SAFE ALT 100 NM 12,100**

**CATEGORY**
- A
- B
- C
- D

- **S-24**
  - 780-1 596 (600-1)
  - 780-1 596 (600-1)
  - 780-1 596 (600-1)
  - 780-1 596 (600-1)

- **CIRCLING**
  - 780-1 596 (600-1)
  - 780-1 596 (600-1)
  - 780-1 596 (600-1)
  - 780-1 596 (600-1)

---

**SAN CLEMENTE ISLAND, CALIFORNIA**

**Orig 24FEB22**
Circling NA south of Rwy 8R-26L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.

Procedure NA for arrival on MZB VORTAC airway radials 114 CW 255.
Circling NA south of Rwy 8R-26L.

Procedure NA for arrival on MZB VORTAC airway radials 076 CW 114.

MIssed approach: Climbing right turn 4000 to MZB VORTAC and hold. (TACAN aircraft continue on MZB VORTAC R-304 to REDIN INT/MZY B VORTAC 13.4 DME and hold NW, LT, 124° inbound)

ATIS 132.35
SOCAL APP CON 124.35 279.625
BROWN TOWER 128.25 (CTAF) 225.4
GND CON 124.4
CLNC DEL 124.4
UNICOM 122.95

ZEKLU Fix Minimums (DME Required)

CIRCLING

1140-2 3/4 614 (700-2 3/4)
1340-2 3/4 814 (900-2 3/4)
2260-3 1734 (1800-3)

HAILE PGY 10.3
FINLE INT PGY 4.2
ZEKLU PGY 2
PGY VORTAC

ZEKLU Fix Minimums (DME Required)

CIRCLING

1380-2 3/4 854 (900-2 3/4)
2260-3 1734 (1800-3)

HAILE PGY 10.3
FINLE INT PGY 4.2
ZEKLU PGY 2
PGY VORTAC

SAN DIEGO, CALIFORNIA

AL-5814 (FAA)

2000
1000
1000
1000
2000
3000
1000
2000
3000
1000
288x252
324x400
336x438
93x114
41x158
29x71
18x31
18x547
34x134
208x170
299x259
289x267
154x399
175x430
81x404
226°
076°
156°
240°
226°
1734 (1800-3)
2260-3
1734 (1800-3)
2260-3
1734 (1800-3)
32°34'N-116°59'W
32°34'N-116°59'W
32°34'N-116°59'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climbing left turn heading 280° to 2900, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence . . .

TAKEOFF RUNWAY 26R: Climbing right turn heading 280° to 2300, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence . . .

. . . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

NOTE: Chart not to scale.
MISSED APPROACH: Climb to 3000 direct JOPDO and on track 327° to CARIF and hold.

* MNAV only

4.3 NM

281°

2500

1380°

2500

4200

GP 3.00°

TCH 41

CAI

1.2 NM

1.7 NM

3.4 NM

4.3 NM

3.3 NM

CATEGORY

A

B

C

D

LPV DA

673-3/4 250 (300-3/4)

NA

LNAV/VNAV DA

750-3/4 327 (400-3/4)

NA

LNAV MDA

840-3/4 417 (500-3/4)

NA

CIRCLING

920-1 493 (500-1)

NA

SAN DIEGO, CALIFORNIA

AL-5401 (FAA)

MONTGOMERY-GIBBS EXEC (MYF)

RNAV (GPS) RWY 28R

MONTGOMERY-GIBBS EXEC (MYF)

RNAV (GPS) RWY 28R

SAN DIEGO, CALIFORNIA

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 23: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAYS 28L/R: Climbing left turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)
SEAL BEACH TRANSITION (CWARD2.SLI)
TOP ALTITUDE: 15000

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 10L/10R:** Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

**TAKEOFF RUNWAY 23:** Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

**TAKEOFF RUNWAYS 28L/28R:** Climbing left turn heading 270° to 2000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

**CHKNN TRANSITION (PADRZ2.CHKNN)**

**DINTY TRANSITION (PADRZ2.DINTY)**

**IKAYE TRANSITION (PADRZ2.IKAYE)**

**MALIT TRANSITION (PADRZ2.MALIT)**

**OROSZ TRANSITION (PADRZ2.OROSZ)**

**SHAFTER TRANSITION (PADRZ2.EHF)**

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Turbojets and turboprops only.

NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.

NOTE: DINTY, MALIT TRANSITIONS: GPS only.

NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.

NOTE: DINTY TRANSITION ATC assigned only.

NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.
Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D to 1 1/4 SM. LOC only: Rwy 9 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT. 23.4 DME and hold.

#Missed approach requires minimum climb of 280 feet per NM to 3800, if unable to meet climb gradient, see ILS Y or LOC Y Rwy 9.

VGS and ILS glidepath not coincident (VGSI Angle 3.30/TCH 76).

Remain within 10 NM.

GS 3.10°

TCH 55

Category
A
B
C
D

S-ILS 9

217/18

200 (200-1/2)

S-LOC 9

520/40

503 (600-3/4)

520/55

503 (600-1)

C Circling

800-1

783 (800-1)

820-1

803 (900-1)

820-2 1/4

803 (900-2 1/4)

940-3

923 (1000-3)

SAN DIEGO INTL (SAN)

ILS Z or LOC Z RWY 9

SAN DIEGO, CALIFORNIA

AL-373 (FAA)

ILS Z or LOC Z RWY 9

SAN DIEGO INTL (SAN)

SAN DIEGO, CALIFORNIA

Orig-A 15AUG19

24137

32°44'N-117°11'W

SAN DIEGO, CALIFORNIA

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024

SW-3, 11 JUL 2024 to 05 SEP 2024
RNAV (RNP) Z RWY 27
SAN DIEGO INTL (SAN)

For uncompensated Baro-VNAV systems, procedure NA below 6°C or above 46°C. Straight-in RW 27 at night, operational VGSI required, remain on or above VGSI glidespath until threshold. For inop ALS, increase RNP 0.30 all Cats visibility to 2½ SM.

MISSED APPROACH: Climb to 2500 on track 275° to SARGS and hold.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

- CATEGORY A
  - RNP 0.11 DA: 617-1½ 600 (600-1½)
  - RNP 0.30 DA: 778-2 761 (800-2)
RNAV (GPS) RWY 9
SAN DIEGO INTL (SAN)

RNAV (GPS) RWY 9
SAN DIEGO, CALIFORNIA

**RNAV APCH.**

- Circling NA north of Rwy 9-27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 47°C. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cats A/B visibility to RVR 5500.

- **MalSR:** MISSED APPROACH. Climb to 2000 then climbing right turn to 3000 direct CAPUS and hold.

**D-ATIS**

- 119.6 363 (1) [WEST]
- 124.35 279.625 (EAST)

**SOCAL APP CON**

- 119.6 363.1 (WEST)
- 124.35 279.625 (EAST)

**LINDBERGH TOWER**

- GND CON 123.9
- CLNC DEL 125.9

**CPDLC**

- 118.3 338.225
- 123.9
- 125.9

**CAPUS**

- Procedure NA for arrivals at SARGS on V165 west bound.

**GATTO**

- (IF)
- SARGS 095° 2000 (4.1)

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.30/TCH 76).**

**SARGS**

- 095° 2000
- GP 3.10° TCH 55

**CATEGORY**

- A
- B
- C
- D

**LPV DA**

- 262/40
- 245 (300-3/4)

**LNAV/VNAV DA**

- 621-½
- 604 (700-½)

**LNAV MDA**

- 600/40
- 583 (600-3/4)
- 600-1¼
- 583 (600-1¼)

**CIRCLING**

- 800-1
- 783 (800-1)
- 820-1
- 803 (900-1)
- 820-2½
- 803 (900-2½)
- 940-3
- 923 (1000-3)

**SW-3, 11 JUL 2024 to 05 SEP 2024**
SWEETWATER VISUAL RWY 27

RADAR REQUIRED
Weather Minimums: 5000 feet ceiling and 10 miles visibility.

SWEETWATER VISUAL APPROACH RWY 27
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Runway Status Lights in operation.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to intercept MZB VORTAC R-096 to BROWS INT. Thence, . . .

TAKEOFF RUNWAY 27: Climb on heading 278° until PGY 19 DME, then left turn on heading 123° to intercept PGY VORTAC R-260 and R-069 to BROWS INT. Thence, . . . . . . . . (transition) or (assigned route). Maintain assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

IMPERIAL TRANSITION (BRDR7.IPL): From over BROWS INT on PGY R-069 and IPL R-250 to IPL VORTAC.

JULIAN TRANSITION (BRDR7.JLI): From over BROWS INT on JLI R-182 to JLI VORTAC.

TAKEOFF MINIMUMS
Rwy 9: 400-1 with minimum climb of 610’ per NM to 1900 or standard with minimum climb of 686’ per NM to 1900.
Rwy 27: 400-2½ with minimum climb of 353’ per NM to 400.
T

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct WNFLD, then on track 296° to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence . . .

. . . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2,LAX)
SEAL BEACH TRANSITION (CWARD2,SLI)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: Turbojet and turboprop only.
NOTE: Tower En Route control only.

SW-3, 11 JUL 2024 to 05 SEP 2024

AL-373 (FAA)

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

NOTE:  Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct WNFLD, then on track 296° to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence . . .

. . . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2,LAX)
SEAL BEACH TRANSITION (CWARD2,SLI)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: Turbojet and turboprop only.
NOTE: Tower En Route control only.

SW-3, 11 JUL 2024 to 05 SEP 2024

AL-373 (FAA)

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 9:** Climb heading 095° to 4000, then left turn direct BAUCA, then on track 307° to ECHHO, thence. . . .

**TAKEOFF RUNWAY 27:** Climb heading 275° to 520, then right turn direct LANDN, then on track 330° to ECHHO, thence. . . .

. . . .on (transition), maintain 15000. Expect filed altitude 10 minutes after departure.

**IKAYE TRANSITION (ECHHO2.IKAYE)**

**SEAL BEACH TRANSITION (ECHHO2.SLI)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 4000, then left turn on heading 278° to intercept MZB R-314 to MAFAN INT. Thence. . .

TAKEOFF RUNWAY 27: Climbing right turn on heading 293° to intercept OCN R-155 to CLSTR INT. Cross CLSTR INT at or below 4000, then on OCN R-155 and MZB R-314 to MAFAN INT. Thence. . .

. . . .cross MAFAN INT at or above 8000, then on MZB R-314 to FALCC INT. Then (transition) or (assigned route). Maintain assigned altitude.

SANTA CATALINA TRANSITION (FALCC1.SXC): From over FALCC INT on SXC R-084 to SXC VORTAC.

SEAL BEACH TRANSITION (FALCC1.SLI): From over FALCC INT on SLI R-127 to SLI VORTAC.

NOTE: RADAR required.

NOTE: Aircraft filed at or below 13000 expect clearance via SLI or SXC TRANSITION.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 4000, then left turn direct BAUCA, then on track 307° to ECHHO, then on track 308° to cross GOFUR at or above 15000, then on track 306° to cross MMOTO at or below FL190, thence... . . .

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct LANDN, then on track 330° to ECHHO, then on track 308° to cross GOFUR at or above 15000, then on track 306° to cross MMOTO at or below FL190, thence... . . .

... on (transition) maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

DINTY TRANSITION (MMOTO2.DINTY)

MALIT TRANSITION (MMOTO2.MALIT)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct WNFLD, then on track 296° to KERNL, then on track 296° to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence . . .

. . . . on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)
DINTY TRANSITION (PADRZ2.DINTY)
IKAYE TRANSITION (PADRZ2.IKAYE)
MALIT TRANSITION (PADRZ2.MALIT)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)

NOTE: Chart not to scale.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climbing right turn heading 293° until crossing OCN VORTAC R-170, then turn right heading 318° to intercept MZB VORTAC R-293 to cross MELDY INT/MZB 30 DME at or above 14000 (or lower ATC assigned altitude) then on MZB R-293 to PEBLE INT/MZB 39 DME, thence. . . .

. . . . via (transition) or (assigned route). Maintain assigned altitude.

SANTA CATALINA TRANSITION (PEBLE6.SXC): From over PEBLE INT on SXC R-096 to SXC VORTAC.

SEAL BEACH TRANSITION (PEBLE6.SLI): From over PEBLE INT on SLI R-148 to SLI VORTAC.
SAYOW TWO DEPARTURE (RNAV)

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable altitude restriction at JUNOR, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 520, then direct to cross SAYOW at or above 4900, thence . . . 

. . . . on (transition) jets maintain FL190, turboprops maintain 15000, expect filed altitude 10 minutes after departure.

IMPERIAL TRANSITION (SAYOW2.IPL)

MTBAL TRANSITION (SAYOW2.MTBAL)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb direct JETTI, then left turn direct to cross ZZOOO between 6000 and FL230 at or below 230K, thence . . . .

. . . . on (transition). Turbojets maintain FL230, turboprops maintain 15000, expect filed altitude 10 minutes after departure.

CENZA TRANSITION (ZZOOO3.CENZA)
IMPERIAL TRANSITION (ZZOOO3.IPL)
MTBAL TRANSITION (ZZOOO3.MTBAL)

TAKEOFF MINIMUMS
Rwy 9: NA-ATC.
Rwy 27: Standard with minimum climb of 500’ per NM to 520.

NOTE: Chart not to scale.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 14°C. Circling NA northeast of Rwys 17 and 27R. Circling Rwy 27R, 35 NA at night. Rwy 9L helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:** Climb to 1900 then climbing right turn to 2700 direct MZB VORTAC and hold.

**VD**

- **ATIS**
  - 125.45
- **SOCAL APP CON**
  - 124.35
  - 279.625
- **GILLESPIE TOWER**
  - 120.7 (CTAF)
  - 257.8
- **GND CON**
  - 121.7
- **CLNC DEL**
  - 125.1

**Procedure NA for arrival at CARIF on V23-363-597 northwest bound.**

**VGSI and RNAV glidepath not coincident (VGSI angle 3.75/TCH 45).**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>1350-3</td>
<td>971 (1000-3)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1720-1 1/4</td>
<td>1720-1 1/2</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1720-1 1/4</td>
<td>1720-1 1/2</td>
<td>NA</td>
</tr>
</tbody>
</table>

SAN DIEGO/EL CAJON, CALIFORNIA

AL-5402 (FAA) 24025

RNAV (GPS) RWY 9L

GILLESPIE FLD (SEE)

**RNAV (GPS) RWY 9L**

**GILLESPIE FLD (SEE)**

SAN DIEGO/EL CAJON, CALIFORNIA

Orig-B 29DEC22

32°50’N-116°58’W

**RNAV (GPS) RWY 9L**

**GILLESPIE FLD (SEE)**

SAN DIEGO/EL CAJON, CALIFORNIA

AL-5402 (FAA) 24025

**RNAV (GPS) RWY 9L**

**GILLESPIE FLD (SEE)**

SAN DIEGO/EL CAJON, CALIFORNIA

Orig-B 29DEC22

32°50’N-116°58’W
Circling NA northeast of Rwys 17 and 27R. When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 27R, 35 NA at night.

Procedure NA for arrivals at ROBNN on V186 northwest bound and V208-458 westbound.

Visual Segment - Obstacles. 1500 3000 TOCOD

GILLESPIE FLD (S/E)
**ATIS** 125.45  
**SOCAL APP CON** 124.35 279.625  
**GILLESPIE TOWER** 120.7 (CTAF) 257.8  
**GND CON** 121.7  
**CLNC DEL** 125.1

**LOC-D**

**GILLESPIE FLD (SEE)**

**Mission Approach:**
- **ATIS:** 125.45
- **SOCAL APP CON:** 124.35 279.625
- **GILLESPIE TOWER** 120.7 (CTAF) 257.8
- **GND CON:** 121.7
- **CLNC DEL:** 125.1

**DME Required:**

- When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Circling NA northeast of Rwy 27R-17.

**Remain within 10 NM:**

- **ATIS:** 125.45
- **SOCAL APP CON:** 124.35 279.625
- **GILLESPIE TOWER** 120.7 (CTAF) 257.8
- **GND CON:** 121.7
- **CLNC DEL:** 125.1

**Mission Approach:**
- Climbing left turn to 3000 direct to MZB VORTAC and hold.

**MIRLs:**
- **MZB:** 110.5 Chan 42
- **SAMOS:** 11.5 Chan 42
- **WOPOS:** 18.8 Chan 42
- **BARET:** 15.8 Chan 42
- **DEBEY:** 4.9 Chan 42

**Fixes:**
- **Mission Bay:** MZB 117.8 Chan 125
- **R-255:** 075° 255°

**Category:**
- A: 1500-1½
- B: 1500-1½
- C: 1500-1½
- D: 1940-3

**I-SEE:**
- **Mission Bay MZB:** 110.5 Chan 42
- **Debey:** 0.9 Chan 42
- **Samos:** 8.5 Chan 42
- **Zirlu:** 11.5 Chan 42
- **Wopos:** 18.8 Chan 42

**Circling Rwy 27R, 35 NA at night.**

**Remain within 10 NM:**
- **Mission Bay MZB:** 110.5 Chan 42
- **Debe:** 0.9 Chan 42
- **Samos:** 8.5 Chan 42
- **Zirlu:** 11.5 Chan 42
- **Wopos:** 18.8 Chan 42

**DME Required:**

- When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Circling NA northeast of Rwy 27R-17.
ANNUAL RATE OF CHANGE
JANUARY 2020
VAR 11.3° W

INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY HOLDING CLEARANCES.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS

Rwy 9L: 900-2° with minimum climb of 400' per NM to 3600, or 4400-3 for VCOA.
Rwy 9R: 900-2° with minimum climb of 405' per NM to 3600, or 4400-3 for VCOA.
Rwy 17: Standard with minimum climb of 440' per NM to 1800, or 4400-3 for VCOA.
Rwys 27L/R: Standard with minimum climb of 500' per NM to 2000, or 4400-3 for VCOA.
Rwy 35: Standard with minimum climb of 360' per NM to 1900, or 4400-3 for VCOA.

TAKEOFF RUNWAYS 9L/R: Climbing right turn on heading 165°, thence . . . .
TAKEOFF RUNWAY 17: Climb on heading 165°, thence . . . .
TAKEOFF RUNWAYS 27L/R: Climbing right turn on heading 062° and on PGY R-348, thence . . . .
TAKEOFF RUNWAY 35: Climbing left turn on heading 165°, thence . . . .

. . . . on MZB R-076 to MZB VORTAC.

ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross Gillespie Fld at or above 4600 before proceeding on assigned route of flight.
TAKEOFF OBSTACLE NOTES

Rwy 9L: Terrain 11’ from DER, 202’ left of centerline, 395’ MSL. Terrain 189’ from DER, 236’ left of centerline, 398’ MSL. Vehicle on road beginning 604’ from DER, 12’ right of centerline, 428’ MSL. Sign, bridge, vehicle on road, pole beginning 739’ from DER, on centerline, up to 42’ AGL/448’ MSL. Building 916’ from DER, 354’ left of centerline, 24’ AGL/448’ MSL. Tree, pole beginning 940’ from DER, 314’ left of centerline, up to 468’ MSL. Tree 1259’ from DER, 676’ right of centerline, 451’ MSL. Tree, pole, building, vehicle on road beginning 1287’ from DER, 4’ right of centerline, up to 480’ MSL. Tree, building, pole beginning 1413’ from DER, 420’ left of centerline, up to 486’ MSL. Tree, poles beginning 1423’ from DER, 176’ left of centerline, up to 499’ MSL. Tree 1630’ from DER, 620’ left of centerline, 519’ MSL. Tree, poles beginning 1634’ from DER, 8’ left of centerline, up to 522’ MSL. Poles beginning 2125’ from DER, 39’ right of centerline, up to 42’ AGL/485’ MSL. Pole 2226’ from DER, 19’ right of centerline, 43’ AGL/488’ MSL. Trees, poles beginning 2333’ from DER, 55’ right of centerline, up to 509’ MSL. Tree, poles, transmission line beginning 2601’ from DER, 1’ left of centerline, up to 530’ MSL. Trees, transmission line, poles, building beginning 2949’ from DER, 88’ left of centerline, up to 566’ MSL. Tree, poles beginning 3042’ from DER, 26’ right of centerline, up to 532’ MSL. Poles beginning 3611’ from DER, 246’ left of centerline, up to 44’ AGL/575’ MSL. Poles, transmission line beginning 3802’ from DER, 119’ left of centerline, up to 43’ AGL/583’ MSL. Poles, transmission line beginning 3920’ from DER, 38’ left of centerline, up to 43’ AGL/589’ MSL. Transmission line, poles beginning 4371’ from DER, 362’ left of centerline, up to 62’ AGL/594’ MSL. Poles beginning 4389’ from DER, 131’ right of centerline, up to 45’ AGL/533’ MSL. Tree, poles beginning 4443’ from DER, 14’ right of centerline, up to 624’ MSL. Pole 4576’ from DER, 53’ right of centerline, 45’ AGL/541’ MSL. Poles beginning 4720’ from DER, 102’ right of centerline, up to 50’ AGL/545’ MSL. Transmission line, pole beginning 5111’ from DER, 246’ right of centerline, up to 55’ AGL/548’ MSL. Poles beginning 5145’ from DER, 340’ left of centerline, up to 39’ AGL/641’ MSL. Tree, poles beginning 5412’ from DER, 5’ left of centerline, up to 654’ MSL. Transmission line 5476’ from DER, 374’ right of centerline, 55’ AGL/552’ MSL. Tree, poles beginning 5712’ from DER, 23’ left of centerline, up to 672’ MSL. Trees, poles, transmission line beginning 5782’ from DER, 67’ right of centerline, up to 628’ MSL. Pole 1.1 NM from DER, 2123’ left of centerline, 40’ AGL/1219’ MSL. Tower 1.1 NM from DER, 2086’ left of centerline, 60’ AGL/1236’ MSL. Tower, poles, trees, fence, vegetation, transmission lines beginning 1.1 NM from DER, 51’ left of centerline, up to 63’ AGL/1242’ MSL. Tree 1.1 NM from DER, 523’ right of centerline, 672’ MSL. Pole 1.1 NM from DER, 2249’ right of centerline, 37’ AGL/689’ MSL. Transmission line 1.2 NM from DER, 1980’ right of centerline, 38’ AGL/771’ MSL. Poles beginning 1.2 NM from DER, 1962’ right of centerline, up to 57’ AGL/774’ MSL. Building, pole beginning 1.2 NM from DER, 517’ right of centerline, up to 29’ AGL/813’ MSL. Trees, poles, transmission lines beginning 1.2 NM from DER, 52’ right of centerline, up to 824’ MSL.

Rwy 9R: Pole 921’ from DER, 521’ right of centerline, 42’ AGL/432’ MSL. Vehicle on road 1544’ from DER, 404’ left of centerline, 428’ MSL. Transmission line, sign beginning 1669’ from DER, 24’ right of centerline, up to 51’ AGL/452’ MSL. Vehicle on road 1827’ from DER, 409’ left of centerline, 430’ MSL. Building 1855’ from DER, 772’ left of centerline, 24’ AGL/448’ MSL. Trees, poles beginning 1879’ from DER, 732’ left of centerline, up to 468’ MSL. Poles beginning 1960’ from DER, 67’ right of centerline, up to 60’ AGL/455’ MSL. Tower, tree beginning 2042’ from DER, 258’ right of centerline, up to 65’ AGL/459’ MSL. Tree 2226’ from DER, 173’ left of centerline, 480’ MSL. Tree, pole, building beginning 2352’ from DER, 264’ left of centerline, up to 486’ MSL. Tree, pole beginning 2363’ from DER, 594’ left of centerline, up to 499’ MSL. Tree, poles beginning 2490’ from DER, 41’ right of centerline, up to 480’ MSL. Tree 2569’ from DER, 1038’ left of centerline, 519’ MSL. Trees, pole, vehicle on road beginning 2573’ from DER, 92’ left of centerline, up to 522’ MSL. Trees, poles, building beginning 2601’ from DER, 45’ left of centerline, up to 566’ MSL. Poles, transmission line beginning 3540’ from DER, 4’ left of centerline, up to 530’ MSL. Tree, pole beginning 3633’ from DER, 82’ right of centerline, up to 505’ MSL. Trees, poles, transmission line beginning 3888’ from DER, 45’ left of centerline, up to 568’ MSL. Trees, poles, transmission line beginning 4572’ from DER, 259’ left of centerline, up to 38’ AGL/567’ MSL. Poles, transmission line beginning 4885’ from DER, 116’ left of centerline, up to 43’ AGL/584’ MSL. Transmission line, poles beginning 5310’ from DER, 288’ left of centerline, up to 62’ AGL/594’ MSL. Tree, poles, transmission line beginning 5382’ from DER, 173’ left of centerline, up to 624’ MSL. Poles beginning 1 NM from DER, 118’ left of centerline, up to 39’ AGL/641’ MSL. Tree, poles, transmission line beginning 1 NM from DER, 44’ left of centerline, up to 654’ MSL. Trees, poles beginning 1 NM from DER, 51’ left of centerline, up to 672’ MSL. Trees, poles, transmission line beginning 1.1 NM from DER, 16’ right of centerline, up to 428’ MSL. Pole 1.2 NM from DER, 2543’ left of centerline, 40’ AGL/1219’ MSL. Tower 1.2 NM from DER, 2507’ left of centerline, 60’ AGL/1236’ MSL. Tower, trees, poles, terrain, fence, vegetation, transmission lines beginning 1.2 NM from DER, 11’ left of centerline, up to 63’ AGL/1242’ MSL. Tree 1.3 NM from DER, 103’ right of centerline, 672’ MSL. Pole 1.3 NM from DER, 1829’ right of centerline, 37’ AGL/689’ MSL. Transmission line 1.3 NM from DER, 1559’ right of centerline, 38’ AGL/771’ MSL. Poles beginning 1.3 NM from DER, 1541’ right of centerline, up to 57’ AGL/774’ MSL. Building, pole beginning 1.3 NM from DER, 97’ right of centerline, up to 29’ AGL/813’ MSL. Trees, poles, beginning 1.3 NM from DER, 193’ right of centerline, up to 824’ MSL.
MISSION BAY TWO DEPARTURE (OBSTACLE)

Rwy 17:
- Fence 14' from DER, 43' right of centerline, 9' AGL/393' MSL.
- Pole 36' from DER, 456' right of centerline, 40' AGL/424' MSL.
- Poles, building beginning 50' from DER, 123' right of centerline, up to 45' AGL/428' MSL.
- Poles, buildings beginning 266' from DER, 149' left of centerline, up to 42' AGL/429' MSL.
- Trees, pole, building beginning 390' from DER, 33' right of centerline, up to 457' MSL.
- Trees, pole, building beginning 970' from DER, 57' left of centerline, up to 470' MSL.
- Tree, building beginning 1145' from DER, 377' right of centerline, up to 473' MSL.
- Trees, building, poles beginning 1618' from DER, 54' left of centerline, up to 472' MSL.
- Pole 1.4 NM from DER, 2367' right of centerline, 43' AGL/614' MSL.
- Pole 1.5 NM from DER, 2346' right of centerline, 43' AGL/658' MSL.
- Poles beginning 1.6 NM from DER, 2319' right of centerline, up to 38' AGL/746' MSL.

Rwy 27L:
- Tree 1548' from DER, 765' right of centerline, 428' MSL.
- Trees beginning 2189' from DER, 700' right of centerline, up to 453' MSL.
- Tree 2943' from DER, 655' left of centerline, 441' MSL.
- Tree, building beginning 3732' from DER, 464' left of centerline, up to 470' MSL.
- Tree, pole beginning 5745' from DER, 827' left of centerline, up to 572' MSL.
- Vegetation 1.4 NM from DER, 1507' left of centerline, 722' MSL.

Rwy 27R:
- Tree, poles beginning 178' from DER, 235' right of centerline, up to 411' MSL.
- Vehicle on road 510' from DER, 412' left of centerline, 379' MSL.
- Trees, poles beginning 525' from DER, 38' right of centerline, up to 453' MSL.
- Pole 799' from DER, 83' left of centerline, 41' AGL/390' MSL.
- Trees, poles beginning 2068' from DER, 19' left of centerline, up to 470' MSL.
- Tree, tower beginning 4080' from DER, 978' left of centerline, 572' MSL.
- Vegetation 1.2 NM from DER, 1924' left of centerline, 722' MSL.

Rwy 35:
- Pole 34' from DER, 202' right of centerline, 21' AGL/388' MSL.
- Pole, building beginning 51' from DER, 248' right of centerline, up to 29' AGL/399' MSL.
- Trees, building, poles beginning 231' from DER, 29' right of centerline, up to 447' MSL.
- Poles beginning 381' from DER, 336' left of centerline, up to 42' AGL/405' MSL.
- Tree 1107' from DER, 118' left of centerline, 408' MSL.
- Tree 1145' from DER, 581' left of centerline, 427' MSL.
- Tree 1486' from DER, 293' left of centerline, 438' MSL.
- Trees beginning 1487' from DER, 344' left of centerline, up to 439' MSL.

SW-3, 11 JUL 2024 to 05 SEP 2024
NOTE: Chart not to scale.

CWARD TWO DEPARTURE (RNAV)

**NOTE:** Radar required.
**NOTE:** RNAV 1.
**NOTE:** GPS or DME/DME/IRU required.
**NOTE:** Turbojet and turboprop only.
**NOTE:** Tower En Route control only.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 9L/R:** Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

**TAKEOFF RUNWAY 17:** Climbing left turn heading 165° and MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

**TAKEOFF RUNWAYS 27L/R:** Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

**TAKEOFF RUNWAY 35:** Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

**LOS ANGELES TRANSITION (CWARD2.LAX)**

**SEAL BEACH TRANSITION (CWARD2.SLI)**
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/9R: Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above, 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 165° and on MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAYS 27L/27R: Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 35: Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . . on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)

IKAYE TRANSITION (PADRZ2.IKAYE)

OROSZ TRANSITION (PADRZ2.OROSZ)

SHAFTER TRANSITION (PADRZ2.EHF)

**NOTE:** RNAV 1.
**NOTE:** RADAR required.
**NOTE:** Turbojets and turboprops only.
**NOTE:** CHKNN, SHAFTER, IKAYE, OROSZ
TRANSITIONS: DME/DME/IRU or GPS required.
**NOTE:** DINTY, MALIT TRANSITIONS: GPS only.
**NOTE:** For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
**NOTE:** DINTY TRANSITION ATC assigned only.
**NOTE:** DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

TAKEOFF MINIMUMS

Rwy 9L: 900-2 3/4 with minimum climb of 400’ per NM to 3600.
Rwy 9R: 900-2 3/4 with minimum climb of 405’ per NM to 3600.
Rwy 17: Standard with minimum climb of 480’ per NM to 2200.
Rwy 27L: Standard with minimum climb of 320’ per NM to 1200
Rwy 27R: Standard with minimum climb of 420’ per NM to 1200
Rwy 35: Standard with minimum climb of 400’ per NM to 1600.
Circling NA north of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 3100 via heading 175° and MQO R-126 to MQO VORTAC and hold. (TACAN Aircraft continue climb to 4000 via MQO R-292 to FRAMS 11.2 DME and hold east, right turns, 292° inbound.)

CATEGORY
A
B
C
D
CIRCLING
1700-1¼
1220-1½
1460-3
1560-3
1488 (1500-1¼)
1488 (1500-1½)
1488 (1500-3)
1488 (1500-3)
Knots
60
90
120
150
180
Min:Sec
5:30
3:40
2:45
2:12
1:50

SAN LUIS OBISPO, CALIFORNIA
Amdt 6C 12AUG21

SAN LUIS OBISPO COUNTY RGNL (SBP)

VOR or TACAN-A

SAN LUIS OBISPO, CALIFORNIA
AL-989 (FAA)

TACAN OR DME MINIMA

FAF to MAP 5.5 NM

HIRL Rwy 11-29

REIL Rwy 29

124081

SW-3, 11 JUL 2024 to 05 SEP 2024

SAN LUIS OBISPO COUNTY RGNL (SBP)

VOR or TACAN-A
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AVILA FOUR DEPARTURE

NOTE: Chart not to scale.

TAKING MINIMUMS
Rwy 07, 25, 29: NA - ATC.
Rwy 11: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 110° to 900, then climbing right turn heading 180° to intercept the FLW VOR/DME R-259 to AVILA INT, then on assigned transition or assigned route. Maintain ATC assigned altitude.

GAVIOTA TRANSITION (AVILA4.GVO): From over AVILA on MQO R-126 to ORCUT, then on MQO R-126 and GVO R-307 to GVO VORTAC.

MORRO BAY TRANSITION (AVILA4.MQO): From over AVILA on MQO R-126 to ORCUT.

WINCH TRANSITION (AVILA4.WINCH): From over AVILA on heading 204° to SAKWE, then on MQO R-140 to WINCH.
NOTE: This SID requires take off minimums of 1300-2 or standard with a minimum climb of 275’ per NM to 1700.

NOTE: During VFR conditions watch for opposing traffic on localizer course.

NOTE: This procedure applicable to Runway 29 departures only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 29: Climb via San Luis Obispo localizer I-SBP west course to CREPE INT; thence via (transition) or (assigned route).

FRAMS TRANSITION (CREPE3.FRAMS): From over CREPE INT via I-SBP LOC west course and PRB R-204 to FRAMS INT.

MORRO BAY TRANSITION (CREPE3.MQO): From over CREPE INT via PRB R-196 and MQO R-270 to MQO VORTAC.

PASO ROBLES TRANSITION (CREPE3.PRB): From over CREPE INT via PRB R-196 to PRB VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 11:** Turn right heading 130° to intercept and proceed on MQO R-100 to MISHI INT, then on FLW R-259 to WYNNR INT; thence on (transition) or (assigned route.)

**FELLOWS TRANSITION (WYNNR4.FLW):** From over WYNNR INT on FLW R-259 to FLW VOR/DME.

**PASO ROBLES TRANSITION (WYNNR4.PRB):** From over WYNNR INT on PRB R-133 to PRB VORTAC.

**SAN MARCUS TRANSITION (WYNNR4.RZS):** From over WYNNR INT on RZS R-315 to RZS VORTAC.

**NOTE:** PRB transition expect restriction to cross 18 NM southeast of PRB VORTAC at or above 7000.

**TOP ALTITUDE:**

8000

**SW-3, 11 JUL 2024 to 05 SEP 2024**
SW-3, 11 JUL 2024 to 05 SEP 2024

**LOC I-NSI 109.7**
**APCH CRS 301**
**Rwy Ldg 10,002**
**TDZE 506**
**Arpl Elev 506**

**AL-5162 [USN]**

**SAN NICOLAS ISLAND NOLF (KNSI)**

**ILS or LOC RWY 30**

---

**TOWER**

**126.85 379.3**

**HOLD 6000**

**R-071 230K**

---

**LOCALIZER 109.7**

**I-NSI**

**SAN NICOLAS ISLAND**

**Chan 39 NSI**

**1036**

---

**EMERG SAFE ALT 100 NM 10,900**

**ELEV 506**

**TDZE 506**

---

**SW-3, 11 JUL 2024 to 05 SEP 2024**

---

**SAN NICOLAS ISLAND, CALIFORNIA**

**Amdt 6 18MAY23**

---

**CIRCLING**

**CIRCLING** in 33°14’N-119°27’W
**RNAV (GPS) RWY 30**

SAN NICOLAS ISLAND NOLF (KNSI)

**RNP APCH**

- Circling not authorized W of Rwy 12-30

**Misled Approach**: Climb to 3000 direct FEGAV, track 031° to TMOLL, track 099° to CAROM and hold.

**EMERG SAFE ALT 100 NM 10,900**

- ELEV 506
- TDZE 506

**HILER**

- 121° 301°
- 3000 ft
- 4 NM

- Rwy 12 IDG 9011'

**TWR 553**

- 10 300 x 300

**HRL Rwy 12-30**

**SAN NICOLAS ISLAND, CALIFORNIA**

**Orig 18MAY23**

**RAINS (GPS) RWY 30**

SAN NICOLAS ISLAND NOLF (KNSI)

**33.144'N-119.27'W**

**3000 ft**

**4 NM**

**EMERG SAFE ALT 100 NM 10,900**

- ELEV 506
- TDZE 506

**Rwy 12 IDG 9011'**

**TWR 553**

- 301°
- 4 NM

**EMERG SAFE ALT 100 NM 10,900**

- ELEV 506
- TDZE 506

**Rwy 12 IDG 9011'**

**HILER**

- 121° 301°
- 3000 ft
- 4 NM

- Rwy 12 IDG 9011'

**TWR 553**

- 10 300 x 300

**HRL Rwy 12-30**

**SAN NICOLAS ISLAND, CALIFORNIA**

**Orig 18MAY23**

**SW-3, 11 JUL 2024 to 05 SEP 2024**
CAUTION:
FAC 258° from RCL at 3000 from thld.

MISSED APPROACH: Climbing right turn to 3000, intcp the NSI TACAN R-003 to FOBDA and hold.

* Circling not authorized W of Rwy 12-30.

SW-3, 11 JUL 2024 to 05 SEP 2024

SAN NICOLAS ISLAND, CALIFORNIA

SW-3, 11 JUL 2024 to 05 SEP 2024

EMERG SAFE ALT 100 NM 10,900

SAN NICOLAS ISLAND, CALIFORNIA

Amdt 5 07OCT21

423
MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

Procedure NA for arrivals at MINOE on V25 southeast bound.
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required.

MISSING APPROACH: Climb to 3000 on track 196° to MINOE.

See planview for multiple IF locations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 68).
Circling Rwy 20L NA at night.

Procedure NA for arrivals at MINOE on V25 southeast bound.
**RNAV (GPS) Y RWY 20R**

**JOHN WAYNE/ORANGE COUNTY (SNA)**

**MISSED APPROACH:** Climb to 3000 direct MINOE.

**Circling Rwy 20L NA at night.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. For inop ALS increase LNAV/VNAV visibility to 1¾ SM.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

**RNP APCH - GPS. RADAR required.**

**MISS**

**A**

** CATEGORY**

** LPV DA**

**LNAV/ VNAV DA**

** LNAV MDA**

**CIRCLING**

**D**

**A**

**S**

**M**

**R**

**W**

**D**

**GND CON**

**120.8**

**CLNC DEL**

**118.0**

**CPDLC**

**122.95**

**UNICOM**

**126.0**

**SOCAL APP CON**

**121.3 263.1**

**JOHN WAYNE TOWER**

**126.8 (CTAF) 343.625**

**SANTA ANA, CALIFORNIA**

**AL-377 (FAA)**

**24193**

**SW-3, 11 JUL 2024 to 05 SEP 2024**
LOC BC RWY 2L  
JOHN WAYNE/ORANGE COUNTY (SNA)  

Circling Rwy 20L NA at night.

Misssed Approach: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

D-ATIS 126.0  
SOCAL APP CON 121.3 263.1  
JOHN WAYNE TOWER* 126.8 (CTAF) 343.625  
GND CON 120.8  
CLNC DEL 118.0  
CPDLC 122.95  
UNICOM 112.95

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75).  
Disregard GS indications.

MINOE  
I-SNA 10.9

SANTA ANA, CALIFORNIA  
Amdt 13A 03NOV22

LOC/DME I-SNA  
111.75  
Chan 54(Y)

APP CRS 016°  
Rwy Idg 5700  
TDZE 56  
Apt Elev 56

LOC BC RWY 2L  
JOHN WAYNE/ORANGE COUNTY (SNA)  

SW-3, 11 JUL 2024 to 05 SEP 2024  

John Wayne/Tower  
118.0

UNICOM 122.95

SW-3, 11 JUL 2024 to 05 SEP 2024
Circling Rwy 20L NA at night. For inop ALS, increase S-LDA 20R Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SLI VORTAC and hold.

D-ATIS
126.0
SOCAL APP CON
121.3 263.1
JOHN WAYNE TOWER * 126.8 (CTAF) 343.625
GND CON
120.8
CLNC DEL
118.0
CPDLC
UNICOM
122.95
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Turn right heading 222° for vectors to SLI VORTAC, thence.

TAKEOFF RUNWAYS 2L/R (HECTOR or LAKE HUGHES TRANSITION): Turn left heading 332° for vectors to SLI VORTAC, thence.

TAKEOFF RUNWAYS 2L/R (VENTURA TRANSITION): Turn left heading 242° for vectors to LAX VORTAC, thence.

. . . . on (transition) or (assigned route). Maintain 2000 and expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM1.HEC): From over SLI VORTAC on SLI R-058 and PDZ R-238 to PDZ VORTAC, then on PDZ R-012 to APLES, then on HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM1.LHS): From over SLI VORTAC on SLI R-058 and PDZ R-238 to POXKU, then on POM R-164 to BAYJY, then on VNY R-095 to DARTS, then on LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM1.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.
TAKEOFF MINIMUMS
Rwy 20L: NA - ATC.
Rwy 20R: standard with minimum climb of 440’ per NM to 2400.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 20R: Climb heading 196° or I-SNA localizer south course to I-SNA 1 DME fix or SLI R-118, turn left heading 177°, cross SLI R-132 then turn right heading 202°, intercept and proceed via SXC R-084 to SXC VORTAC, thence . . . . .

GORMAN TRANSITION (CHANL3.GMN): From over SXC VORTAC on SXC R-344 to LAX VORTAC, then on LAX R-323 to GMN VORTAC.
SAN MARCUS TRANSITION (CHANL3.RZS): From over SXC VORTAC on SXC R-310 and VTU R-129 to VTU VOR/DME, then on VTU R-289 and RZS R-109 to RZS VORTAC.
SHATER TRANSITION (CHANL3.EHF): From over SXC VORTAC on SXC R-344 to LAX VORTAC, then on LAX R-337 to LANDO INT, then on EHF R-126 to EHF VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 016° for RADAR vectors to ELB VOR/DME, thence . . . .

... (transition) or (assigned route). Maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed on assigned transition or route. Climb to filed altitude ten minutes after departure.

IMPERIAL TRANSITION (ELB5.IPL): From over ELB VOR/DME on ELB R-095 to JARDO, then on PDZ R-135 to WODON, then on MZB R-076 and IPL R-258 to GWIRE, then on IPL R-258 to IPL VORTAC.

OCEANSIDE TRANSITION (ELB5.OCN): From over ELB VOR/DME on ELB R-165 to SUBMR, then on OCN R-282 to OCN VORTAC.

THERMAL TRANSITION (ELB5.TRM): From over ELB VOR/DME on ELB R-095 to ZENAP, then on SXC R-061 to TEYKI, then on TRM R-263 to TRM VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 20R:** Climb on heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 211° to cross DOLLF at or below 8000, then on track 301° to cross FINZZ at or above 10000, thence... . . . (transition). Maintain 17000. Expect filed altitude 10 minutes after departure.

**BEALE TRANSITION (FINZZ3.BEALE)**
**HAILO TRANSITION (FINZZ3.HAILO)**
**LAS VEGAS TRANSITION (FINZZ3.LAS)**
**MISEN TRANSITION (FINZZ3.MISEN)**
**NNAVY TRANSITION (FINZZ3.NNAVY)**

**NOTE:** RNAV 1.
**NOTE:** RADAR required for non-GPS equipped aircraft.
**NOTE:** HAILO, LAS and NNAVY transitions - Turbojets aircraft only.
**NOTE:** MISEN transition restricted to aircraft landing LAS terminal area.
**NOTE:** MISEN transition restricted to radar equipped aircraft.
**NOTE:** RADAR required for non-GPS equipped aircraft.
**NOTE:** MISEN transition restricted to radar equipped aircraft.

**TAKEOFF MINIMUMS**
Rwy 20R: Standard with a minimum climb of 320' per NM to 560.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 014° to 560, then left turn on heading 240° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . .

TAKEOFF RUNWAY 20R: Climb heading 194° to 557, then on heading 210° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . .

. . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION [HAWWC3.IKAYE]

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turbojet aircraft.
HHero Three Departure (RNAV)

Takeoff Runway 20R: Climb heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 211° to cross DOLLF at or below 8000, then on depicted route to HHERO, thence...

... (transition). Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

Ikaye Transition (HHero3.Ikaye)
Orosz Transition (HHero3.Orosz)
Shafter Transition (HHero3.Shafter)

NOTE: Chart not to scale.

Depature Route Description

**HHero Three Departure (RNAV)**

Santa Ana, California

John Wayne/Orange County (SNA)

AI-377 (FAA)

Santa Ana, California

John Wayne/Orange County (SNA)

Sw-3, 11 Jul 2024 to 05 Sep 2024

441
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb to heading 016° to 560, then climb direct LION, then on track 058° to CHOAK, then on depicted route to HOBOW, thence... . . .(transition). Turbojets maintain 17000. Expect filed altitude 10 minutes after departure.

BEALE TRANSITION (HOBOW3.BEALE)
HAILO TRANSITION (HOBOW3.HAILO)
LAS VEGAS TRANSITION (HOBOW3.LAS)
MISEN TRANSITION (HOBOW3.MISEN)
NNAVY TRANSITION (HOBOW3.NNAVY)

TAKEOFF MINIMUMS
Rwy 2L: Standard with a minimum climb of 500’ per NM to 1500.

NOTE: Chart not to scale.
NOTE: Restricted to jet and turboprop aircraft only. SHAFTER and GORMAN transitions restricted to jet aircraft only.

NOTE: RADAR required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 016° to 3000, continue climb to assigned altitude on assigned heading for RADAR vectors to ELB VOR/DME R-215. Thence . . . .

. . . . on (transition) or assigned route. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (IRV5.DAG): From over ELB VOR/DME on ELB R-215 and SLI R-148 to SLI VORTAC, then on SLI R-022 to POM VORTAC, then on POM R-033 and DAG R-214 to DAG VORTAC.

GORMAN TRANSITION (IRV5.GMN): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-323 to GMN VORTAC.

SAN MARCUS TRANSITION (IRV5.RZS): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-310 and VTU R-129 to VTU VOR/DME, then on VTU R-289 and RZS R-109 to RZS VORTAC.

SEAL BEACH TRANSITION (IRV5.SLI): From over ELB VOR/DME on ELB R-215 and on SLI R-148 to SLI VORTAC.

SHAFTER TRANSITION (IRV5.EHF): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-337 and EHF R-126 to EHF VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 016° to 560, then direct LIION, then on track 058° to CHOAK, then on depicted route to MIKAA thence. . . .

. . . . (transition). Maintain 14000, expect filed altitude within 10 minutes of departure.

HHERO TRANSITION (MIKAA1.HHERO)

TAKEOFF MINIMUMS
Rwy 2L: Standard with a minimum climb of 500’ per NM to 1500.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb heading 196° or I-SNA localizer south course to I-SNA 1 DME fix or SLI R-118, turn left heading 177° for vectors to MUSEL INT. Thence . . .

. . . . on (transition) or (assigned route). Expect filed altitude ten minutes after departure.

DAGGETT TRANSITION (MUSEL8.DAG): From over MUSEL INT on SLI R-150 to SLI VORTAC, then on SLI R-022 to POM VORTAC, then on POM R-033 to GARDY INT and on DAG R-214 to DAG VORTAC.

OCEANSIDE TRANSITION (MUSEL8.OCN): From over MUSEL INT on OCN R-282 to OCN VORTAC.

SEAL BEACH TRANSITION (MUSEL8.SLI): From over MUSEL INT on SLI R-150 to SLI VORTAC.

THERMAL TRANSITION (MUSEL8.TRM): From over MUSEL INT on SXC R-061 to TEYKI INT and TRM R-263 to TRM VORTAC.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV-1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop only.
NOTE: Parachute jumping all hours, 14000' and below, north of route between PIGGN and FNCHH.
NOTE: Aircraft may be RADAR vectored to DANAH or PIGGN.

**TOP ALTITUDE:**

- **PIGGN 9000**
- **STREL 5000**
- **LION 058°**
- **JAABB 4100 210K**
- **LIION 073°**
- **WAGAV 15000**
- **TCATE 15000**
- **OTAYY 15000**
- **WURMO 4100**
- **TTRUE**
- **AVRRY**
- **LVEIL**
- **TRUE**
- **WURMO**

**TAKEOFF MINIMUMS**

- **Rwy 2L:** Standard with minimum climb of 500 feet per NM to 1300.
- **Rwy 20R:** Standard.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 016° to 560, then direct LLION, then on track 058° to CHOAK, then on track 133° to cross JAABB at or above 4100 and at or below 210K, then on track 120° to cross MANBY at or above 7000, then on track 105° to cross PIGGN at or above 9000, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 140° to TANGL, then on track 103° to cross SHIRR at or above 7000, then on track 073° to DANAH, then on track 048° to cross PIGGN at or above 9000, thence. . . .

. . . . on (transition) maintain 13000. Expect filed altitude 10 minutes after departure.

AVRRY TRANSITION (PIGGN3.AVRRY)
CNERY TRANSITION (PIGGN3.CNERY)
OTAYY TRANSITION (PIGGN3.OTAYY)
TCATE TRANSITION (PIGGN3.TCATE)
NOTE: Chart not to scale.

SHIRR
7000

DANAH

AVRRY

MTBAL

CSTWY

STAYY
9000

TBERD

PEELR

MTBAL

WURMO

AL-377 (FAA)

(SRNA)

STAYY4.STAYY

SANTA ANA, CALIFORNIA

SW-3, 11 JUL 2024 to 05 SEP 2024

NOTE: RNP 1.
NOTE: RF required.
NOTE: GPS required.
NOTE: RADAR required.
NOTE: Turbojet only.
NOTE: Parachute jumping all hours, 14000 and below, north of route between STAYY and FNCHH.
NOTE: Do not file-To be assigned by ATC.

TOP ALTITUDE:
13000

SW-3, 11 JUL 2024 to 05 SEP 2024

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb on course 196° to cross BIKKL at or above 556, then left turn to HEFAY, then right turn to cross PAPAU at or below 5000 and at or below 220K, then left turn to cross LRREN at or below 5000, then left turn to HTCHR, then on track 140° to TANGL, then on track 103° to cross SHIRR at or above 7000, then on track 073° to DANAH, then on track 048° to cross STAYY at or above 9000, thence. . . .

. . . .on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

AVRRY TRANSITION (STAYY4.AVRRY)
CNERY TRANSITION (STAYY4.CNERY)
OTAYY TRANSITION (STAYY4.OTAYY)
TCATE TRANSITION (STAYY4.TCATE)
Helicopter visibility reduction below ¼ SM NA. When local altimeter not received, use Oxnard altimeter setting and increase all MDA 100 feet and all Cats B and C visibility ¼ mile. Circling Rwy 15R NA at night. Circling NA for Cats C and D north of Rwy 7-25.

MISSSED APPROACH: Climbing left turn to 4000 via heading 205° and GVO R-127 to GOLET Int and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-25</td>
<td>920-1 ½</td>
<td>910 (1000-1 ½)</td>
<td>920-2 ¾</td>
<td>920-3</td>
</tr>
<tr>
<td></td>
<td>910 (1000-2 ¾)</td>
<td>910 (1000-3)</td>
<td>910 (1000-3)</td>
<td>910 (1000-3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>920-1 ½</td>
<td>910 (1000-1 ½)</td>
<td>920-2 ¾</td>
<td>920-3</td>
</tr>
<tr>
<td></td>
<td>910 (1000-2 ¾)</td>
<td>910 (1000-3)</td>
<td>960-3</td>
<td>950 (1000-3)</td>
</tr>
</tbody>
</table>

SW-3, 11 JUL 2024 to 05 SEP 2024
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

SW-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF RUNWAYS 7 and 15L/R: Turn right, thence.
TAKEOFF RUNWAY 25: Turn left, thence.

. . . intercept and proceed via RZS R-197 to FLOUT INT. Thence via (transition or assigned route.)

GAVIOTA TRANSITION (FLOUT5.GVO): From over FLOUT INT via GVO R-141 to GVO VORTAC. Cross RZS R-251 at or above 6000’.

SAN MARCUS TRANSITION (FLOUT5.RZS): From over FLOUT INT via RZS R-197 to RZS VORTAC. Cross GVO R-092 at or above 6000’.

VENTURA TRANSITION (FLOUT5.VTU): From over FLOUT INT via VTU R-266 to VTU VOR/DME.

NOTE: Chart not to scale.

NOTE: IFR departure Rwys 33L/R not authorized.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 075° to 520, then right turn direct OHSHN, then right turn direct CORRK, then on track 254° to KNNZI, then on track 331° to cross GAUCH at or above 6000, thence . . . .

TAKEOFF RUNWAYS 15L/R: Climb on heading 152° to 520, then right turn direct CORRK, then on track 254° to KNNZI, then on track 331° to cross GAUCH at or above 6000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 255° to 520, then direct GRPES, then on track 255° to GRRRR, then on track 320° to cross GAUCH at or above 6000, thence . . . .

. . . . on (transition). Maintain ATC assigned altitude. Expect final altitude10 minutes after departure.

MORRO BAY TRANSITION (GAUCH2.MQO)

NOTE: Chart not to scale.
NOTE: IFR departure Rwys 33L/R not authorized.

NOTE: Minimum (ATC) climb of 385’ per NM to 6000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7 and 15L/R: Turn right, intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000’.

TAKEOFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000’.
NOTE: IFR departure Rwys 33L/R not authorized.

NOTE: Chart not to scale.

SANTA BARBARA, CALIFORNIA

KWANG FIVE DEPARTURE

KWANG

NOTE: TAKEOFF MINIMUMS

Rwys 33L/R: NA.
Rwy 7: Standard with a minimum climb of 280’ per NM to 1200.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn to intercept GVO VORTAC R-099 to KWANG INT thence . . .
TAKEOFF RUNWAYS 15L/R and 25: Climbing left turn to intercept GVO VORTAC R-099 to KWANG INT thence . . .

. . . via (transition) or (assigned route).

HENER TRANSITION (KWANG5.HENER): From over KWANG INT via FIM R-250 to HENER INT.
SAN MARCUS TRANSITION (KWANG5.RZS): From over KWANG INT via RZS R-119 to RZS VORTAC. Cross GVO R-092 at or above 6000’.
GINNA TRANSITION (KWANG5.GINNA): From over KWANG INT via CMA R-271 to CMA VOR/DME then via CMA R-072 to GINNA.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 7**: Climb on heading 075° to 520, then turn right direct MISHN, thence . . .

**TAKEOFF RUNWAYS 15L/R**: Climb on heading 152° to 520, then direct EDDEN, then on track 079° to MISHN, thence . . .

**TAKEOFF RUNWAY 25**: Climb on heading 255° to intercept course 175° to SRRRA, then on track 121° to EDDEN, then on track 079° to MISHN, thence . . .

. . . on (transition). Maintain 8000. Expect final altitude 10 minutes after departure.

**BOILE TRANSITION (MISHN3.BOILE)**

**KPTIN TRANSITION (MISHN3.KPTIN)**

**NNAVY TRANSITION (MISHN3.NNAVY)**
**TOP ALTITUDE:**

- **3000**

---

**NOTE:** Chart not to scale.

---

**TAKEOFF MINIMUMS**

- Rwy 33L/R: NA-ATC.
- Rwy 7: Standard with minimum climb of 260' per NM to 1100.

**NOTE:** This DP to be used only when assigned by ATC.

**NOTE:** RADAR required.

---

(ITALICS) SW-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

SOUTH OR EAST ROUTE OF FLIGHT:
TAKEOFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn on heading 120°. Thence.
TAKEOFF RUNWAYS 15L/15R: Climb heading 152°. Thence.
TAKEOFF RUNWAY 25: Climb heading 255°. Thence.

. . . . On RADAR vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

NORTH OR WEST ROUTE OF FLIGHT:
TAKEOFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn on heading 200°. Thence.
TAKEOFF RUNWAYS 15L/R: Climb heading 152° to 500, then climbing right turn on heading 200°. Thence.
TAKEOFF RUNWAY 25: Climb heading 255°. Thence.

. . . . On RADAR vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.
ILS or LOC RWY 12

SANTA MARIA, CALIFORNIA

ATIS 121.15
SANTA BARBARA APP CON 124.15 327.8
SANTA MARIA TOWER 118.3 (CTAF) 239.25
GND CON 121.9
UNICOM 122.95

MISSING APCH FIX
MORRO BAY
MQO 112.4
Chan 71

(MF/IAF) WINCH INT
I-SMX 15.4

MISSING APPROACH:
Climb to 800, then climbing left turn to 5000 direct MQO VORTAC and hold.

Amdt 10B 24FEB22

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

AIRPORT

HI-SMX

3000 to WINCH
300° (10.1)

ONE MINUTE HOLDING PATTERN

WINCH
I-SMX 15.4

HILDY OM
I-SMX 6.5

113.05 GLJ

HOLD

TSR 120°

1200-3

1300-3

8000

GUIADALUPE

I-SMX

WINCH

112.4
Chan 71

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

SW-3, 11 JUL 2024 to 05 SEP 2024

Amdt 10B 24FEB22
Circling RW 2 NA at night. Baro-VNAV and VDP NA. When using San Luis Obispo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase LPV DA to 489 feet; increase LNAV/VNAV DA to 622 feet and all visibilities to RVR 3500; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 5500. For inop MALSR, increase LNAV Cat C/D visibility to 1 1/2 mile.

# RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Vandenberg altimeter setting.

ATIS 121.15

SANTA MARIA TOWER 118.3 (CTAF) 239.25

GND CON 121.9

UNICOM 122.95

MISSING APPROACH: Climb to 800 then climbing left turn to 5000 direct MQO VORTAC and hold.

MSA RW12 25 NM

WINCH 2000

800 5000

300° (18.8)

3300 to WINCH

1420 355°

3300 NoPT

142° (11.7)

3300

121°

301°

4 NM

Holding Pattern

WINCH

CATEGORIES

A

B

C

D

LPV DA

430/24

200 (200-1/2)

LNAV/VNAV DA

563/32

333 (400-1/4)

LNAV MDA

680/24 450 (500-1/2)

680/50 450 (500-1)

CIRCLING

860-1 599 (600-1)

1000-1 739 (800-1)

1420-3 1159 (1200-3)

1540-3 1279 (1300-3)

HILR Rwy 12-30

SW-3, 11 JUL 2024 to 05 SEP 2024

SANTA MARIA, CALIFORNIA

AL-379 (FAA)

SW-3, 11 JUL 2024 to 05 SEP 2024

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

RNAV (GPS) RWY 12

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

RNAV (GPS) RWY 12

SW-3, 11 JUL 2024 to 05 SEP 2024

SANTA MARIA, CALIFORNIA

Amdt 1D 24FEB22

SANTA MARIA, CALIFORNIA
Circling to Rwy 2 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase all MDA 60 feet.

**LOC/DME BC-A**

**SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)**

**ATIS**

121.15

**SANTA BARBARA APP CON**

124.15 327.8

**SANTA MARIA TOWER**

118.3 (CTAF) 239.25

**GND CON**

121.9

**UNICOM**

122.95

**ATIS**

124.15

**SANTA BARBARA APP CON**

327.8

**SANTA MARIA TOWER**

118.3 (CTAF)

**GND CON**

121.9

**UNICOM**

122.95

**CIRCLING**

1100-1/4 839 (900-1/4)

**CIRCLING**

1420-3 1159 (1200-3)

**CIRCLING**

1540-3 1279 (1300-3)

**Category**

A

B

C

D

**CIRCLING**

0.7

1.4

3.8 NM

5.8 NM

**Disregard glide slope indications**

**Router**

2100

GLU

Use I-SMX DME when on LOC course.

**Procedure**

Turn NA

**Disregard glide slope indications**

**Category**

A

B

C

D

**CIRCLING**

1100-1/4 839 (900-1/4)

**CIRCLING**

1420-3 1159 (1200-3)

**CIRCLING**

1540-3 1279 (1300-3)

**Locater**

108.9

**I-SMX**

5.8

**RwyIdg**

N/A

**TDZE**

N/A

**Apt Elev**

261
VOR RWY 12
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

When local altimeter setting not received, use San Luis Obispo altimeter setting and increase all MDA 60 feet and S-12 visibility Cat C/D to 1 ¼ SM. For inop ALS, increase S-12 Cat C/D visibility to 1¾ SM. For inop ALS when using San Luis Obispo altimeter setting, increase S-12 Cat C/D visibility to 1½ SM. Night Landing Rwy 2 NA.

MISS S MPG approaches: Climh to 1000 then climbing left turn to 5000 direct MQO VORTAC and hold.

ATIS 121.15  SANTA BARBARA APP CON 124.15 327.8  SANTA MARIA TOWER 118.3 (CTAF) 239.25  GND CON 121.9  UNICOM 122.95

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 direct MQO VORTAC and hold.

Remain within 10 NM.

CATEGORY  A  B  C  D
S-12  740/24  510 (500-½)  740/55  510 (500-1)
CIRCLING  860-1  1000-1  1420-3  1540-3
3.00°  TCH 55
3000  331°  1500  117°

HIRL Rwy 12-30

FAF to MAP 3.9 NM

Knots  60  90  120  150  180
Min:Sec  3:54  2:36  1:57  1:34  1:18

SANTA MARIA, CALIFORNIA
Amdt 15B 24FEB22

SW-3, 11 JUL 2024 to 05 SEP 2024

121.15  SANTA MARIA APP CON 118.3 (CTAF) 239.25  GND CON 121.9  UNICOM 122.95
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SANTA MARIA, CALIFORNIA
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

AIRPORT DIAGRAM
24137

ATIS 121.15
SANTA MARIA TOWER * 118.3 239.25
GND CON 121.19

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)
AL-379 (FAA)
SANTA MARIA, CALIFORNIA

AIRPORT DIAGRAM
24137

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 12, 30: Climbing right turn heading 190° to intercept GLJ R-130 to BUETL.

FELLOWS TRANSITION (BUELT4.FLW): From over BUETL INT on FLW R-202 to FLW VOR/DME.

FRAMS TRANSITION (BUELT4.FRMS): Left turn heading 280° at BUETL INT to intercept GLJ R-130 to GLJ VOR, then on GLJ R-290 to PISMO INT, then on PRB R-204 to FRAMS INT.

GAVIOTA TRANSITION (BUELT4.GVO): From over BUETL INT on GVO R-292 to GVO VORTAC.

SAN MARCUS TRANSITION (BUELT4.RZS): From over BUETL INT on RZS R-275 to RZS VORTAC.

NOTE: Chart not to scale.

BUETL FOUR DEPARTURE

(BUELT4.BUELT) 10NOV16

SANTA MARIA, CALIFORNIA

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 14°C (58°F). Rwy 21 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:** Climb to 600 then climbing right turn to 5000 direct CAPOB and on track 283° to SADDE and hold, continue climb-in-hold to 5000.

**ATIS**
119.15

**SOCAL APP CON**
135.05 317.5

**SANTA MONICA TOWER**
120.1 (CTAF) 257.8

**GND CON**
121.9

**UNICOM**
122.95

Procedure NA for arrivals at DARTS on V186-597 eastbound, V459-597 northwest bound and on V459 southeast bound.

**RADAR REQUIRED**

- **600**
- **5000**
- **CAPOB**
- **SADDE**
- **CAPOB**
- **SADDE**
- **VGS** and **RNAV glidepath not coincident (VGSI Angle 3.50°/TCH 45).**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**UPV**
**DA**
440-1 270 (300-1)

**LNAV/VNAV**
**DA**
685-1 515 (600-1)

**LNAV MDA**
1120-1 950 (1000-1)
1120-2 950 (1000-2)

**LNAV only**

**MIRL Rwy 3-21**
Final approach course offset 18.53°.

MISSED APPROACH: Climb to 600 then climbing left turn to 5500 direct NATJU and track 311° to JAASK and track 266° to SESPE and hold.

*Missed approach requires minimum climb of 300 feet per NM to 2400.

ATIS 119.15
SOCAL APP CON 135.05 317.5
SANTA MONICA TOWER* 120.1 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

MISSED APCH FIX

NATJU
3500
11.3°
(11:1)
2400
2314
2714
2000
05°
(5.9)

THACH
2126
500-
(5.9)

MORVE
2026
2067
2333

NATJU

Final approach course offset 18.53°.

CATEGORY
A
B
C
D

LP
MDA*
920-1
756 (800-1)
920-1¼
756 (800-1¼)
920-2½
756 (800-2½)

LNAV MDA*
500-1
336 (400-1)
500-1¼
336 (400-1¼)
500-2½
336 (400-2½)

LNAV MDA
1020-1
856 (900-1)
1020-1½
856 (900-1½)
1020-2½
856 (900-2½)

MDA
920-1
1020-1
1020-2½

Missed approach requires minimum climb of 300 feet per NM to 2400.
RNAV (GPS) Z RWY 3
SANTA MONICA MUNI (SMO)

Rwy 3 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

ATIS 119.15
SOCAL APP CON 135.05 317.5
SANTA MONICA TOWER* 120.1 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

MIAV APPROACH: Climb to 600 then climbing left turn to 5000 direct DARTS and hold, do not exceed 175K when continuing climb-in-hold to 5000.
*Missed approach requires minimum climb of 290 feet per NM to 3800.

Final approach course offset 29.95°.

LP MDA* 460-1 296 (300-1) NA
LP MDA 1260-1 1/4 1260-1 1/2 NA
LNAV MDA* 500-1 336 (400-1) NA
LNAV MDA 1380-1 1/4 1380-1 1/2 NA

CATEGORY A B C D

SANTA MONICA, CALIFORNIA
Amdt 1 01FEB18
34°01'N-118°27"W

RNAV (GPS) Z RWY 3
SANTA MONICA MUNI (SMO)
NA Circling NA northwest of Rwy 3-21.

MISSED APPROACH: Climb to 5000 on SMO VOR/DME R-250 and on FIM VORTAC R-148 to SADDE INT/19.9 DME and hold, continue climb-in-hold to 5000.

Procedure NA for arrivals at ELMOO on V186 southeast bound.

ATIS 119.15
SOCAL APP CON 135.05 317.5
SANTA MONICA TOWER* 120.1 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

Category A

WURUD FIX MINIMUMS

CIRCLING 1120-1 1/4 950 (1000-1 1/4) 1180-3 1010 (1100-3)

VOR/DME SMO 110.8
APP CRS 212°
Rwy Idg N/A
TDZE N/A
Apt Elev 170
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TOPANGA THREE DEPARTURE (OBSTACLE)  

SANTA MONICA MUNI (SMO)  
SANTA MONICA, CALIFORNIA  

TAKEOFF MINIMUMS  
Rwy 3: Standard with a minimum climb of 330' per NM to 1100, or 1400-3 for VCOA.  
Rwy 21: Standard.  

TAKEOFF OBSTACLE NOTES  
Rwy 3:  
Wall 8' from DER, 352' right of centerline, 188' MSL.  
Walls beginning 45' from DER, 337' left of centerline, up to 192' MSL.  
Walls beginning 111' from DER, 308' left of centerline, up to 194' MSL.  
Walls beginning 1126' from DER, 402' left of centerline, up to 214' MSL.  
Trees beginning 39' from DER, 358' right of centerline, up to 13' AGL/154' MSL.  
Trees, pole beginning 409' from DER, 390' right of centerline, up to 191' MSL.  
Trees, poles, transmission line beginning 1328' from DER, 507' right of centerline, up to 215' MSL.  

TAKEOFF RUNWAY 3: Climbing right turn to 5000 on SMO R-210 and on LAX R-276 to SADDE INT.  
TAKEOFF RUNWAY 21: Climb to 5000 on SMO R-210 and on LAX R-276 to SADDE INT.  

VCOA RUNWAY 3: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross SMO VOR/DME at or above 1400, then continue climb to 5000 on SMO R-210 and LAX R-276 to SADDE INT.  

NOTE: Chart not to scale.
NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: MISEN transition restricted to aircraft landing Las Vegas terminal area.
NOTE: HAILO transition ATC assigned only.
NOTE: CSTRO, COREZ transitions: Maintain at or below 250K unless otherwise directed by ATC.

TREKK
FL200

BBITE
FL190

SHAPE

NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: MISEN transition restricted to aircraft landing Las Vegas terminal area.
NOTE: HAILO transition ATC assigned only.
NOTE: CSTRO, COREZ transitions: Maintain at or below 250K unless otherwise directed by ATC.

TREKK
FL200

BBITE
FL190

SHAPE

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 033° to 680, then direct to cross TREKK at or above 4000, then on track 036° to DARTS, then on track 329° to cross CHOII at or above 7100, thence...

...on assigned transition, maintain FL230. Expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (CHOII3.BLH)
COREZ TRANSITION (CHOII3.COREZ)
CSTRO TRANSITION (CHOII3.CSTRO)
FILLMORE TRANSITION (CHOII3.FIM)
HAILO TRANSITION (CHOII3.HAILO)
HECTOR TRANSITION (CHOII3.HEC)
LAS VEGAS TRANSITION (CHOII3.LAS)
MISEN TRANSITION (CHOII3.MISEN)
TOP ALTITUDE:
IKAYE TRANSITION: AS ASSIGNED BY ATC;
ALL OTHER TRANSITIONS: FL230

TAKEOFF MINIMUMS
Rwy 3: NA-ATC.
Rwy 21: Standard with a minimum climb of 500’ per NM to 680, then 310’ per NM to 3800

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Turbojets only on HEC, MISEN, and LAS transitions.
NOTE: HAILO transition ATC assigned only.
NOTE: CSTRO, COREZ transitions: Maintain at or below 250K unless otherwise directed by ATC.
NOTE: Turboprop only on IKAYE transition. (CTRUS-WOPPR-IKAYE)
NOTE: Turbojet only on STOKD and SCTRR transitions. (CTRUS-DARRK-FIXIT-IKAYE . . )
NOTE: MISEN TRANSITION restricted to aircraft landing Las Vegas terminal area.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to intercept course 260° to WRASH, then on track 262° to cross CTRUS at or above 5000, thence . . . .

. . . . on assigned transition, IKAYE transition maintain altitude as assigned by ATC, all other transitions maintain FL230. Expect filed altitude 10 minutes after departure.

COREZ TRANSITION (CTRUS4.COREZ)
CSTRO TRANSITION (CTRUS4.CSTRO)
HAILO TRANSITION (CTRUS4.HAILO)
HECTOR TRANSITION (CTRUS4.HEC)
IKAYE TRANSITION (CTRUS4.IKAYE)
LAS VEGAS TRANSITION (CTRUS4.LAS)
MISEN TRANSITION (CTRUS4.MISEN)
SCTRR TRANSITION (CTRUS4.SCTRR)
STOKD TRANSITION (CTRUS4.STOKD)
NOTE: Chart not to scale.

PEVEE SIX DEPARTURE (RNAV)

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: All aircraft expect RADAR vectors to PEVEE prior to PEEER.

TAKEOFF MINIMUMS
Rwy 3: NA - ATC.
Rwy 21: Standard with a minimum climb of 500’ per NM to 680.

NOTE: All aircraft expect RADAR vectors to PEVEE prior to PEEER.

TOP ALTITUDE:
CLEEE and CNERY TRANSITIONS: FL200
OTAYY and TCATE TRANSITIONS: 17000;

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to intercept course 260° to WRASH, then on track 255° to PEEER, then on track 181° to SPRRW, then on track 130° to PEVEE, thence. . . .

. . . .on assigned transitions CLEE and CNERY maintain 17000, OTAYY and TCATE transitions maintain FL200, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: In the event of lost communications, proceed via assigned transition.

CLEEE TRANSITION (PEVEE6.CLEE)
CNERY TRANSITION (PEVEE6.CNERY)
OTAYY TRANSITION (PEVEE6.OTAYY)
TCATE TRANSITION (PEVEE6.TCATE)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwy 3: Standard with a minimum climb of 500’ per NM to 680, then 275’ per NM to 4300.

Rwy 21: Standard with a minimum climb of 500’ per NM to 680, then 310’ per NM to 3800.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 033° to 680, then direct to cross TREKK at or above 4000, then on track 036° to DARTS, then on track 329° to cross CHOII at or above 7100, thence . . . .

TAKEOFF RUNWAY 21: Climb heading 213° to intercept course 260° to WRASH, then on track 262° to cross CTRUS at or above 5000, then on track 350° to cross DZINE at or above 6000, then on track 042° to SEAEM, then on track 008° to cross CHOII at or above 7100, thence . . . .

. . . . on assigned transition maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (SMO3.DAG)
HECTOR TRANSITION (SMO3.HEC)
RNAV (GPS) RWY 8
SANTA YNEZ/KUNKLE FLD (IZA)

**AWOS:**
- 3PT 118.075

**SANTA BARBARA APP CON**
- 124.15 327.8

**UNICOM**
- 122.8 (CTAF)

**Category**
- A
- B
- C
- D

**LNAV MDA**
- 1180-1 506 (600-1)
- NA

**CIRCLING**
- 1220-1 546 (600-1)
- 1340-1 666 (700-1)
- NA

**Rwy 8 heli visibility reduction below ¾ SM NA. Circcling Rwy 8 NA at night.**

**MISSED APPROACH:** Climbing left turn to 5000 direct ORCUT and hold.

**Notes:**
- SW-3, 11 JUL 2024 to 05 SEP 2024
- Amdt 1 24MAR22

**Location:**
- 34°36’N-120°05’W

**AEROSPACE**

**ADDRESS:**
- 3555 E. CAMERON AVE
- SANTA MONICA, CA 90406-2528
- 310-394-9995
- FAX: 310-394-9998
- web: aerospace.com

**Published:**
- AL 5730 (FAA)
Circling Rwy 8 NA at night.

MISSED APPROACH: Climb to 5000 direct YEWRU and track 309° to ORCUT and hold.

AWOS-3PT 118.075
SANTA BARBARA APP CON* 124.15 327.8
UNICOM 122.8 (CTAF)

MISS ND APCH FIX
ORCUT A 7.3 5 NM

Procedure NA for arrivals at ZIQOR on V25-186 and T257 southeast bound.

Procedure NA for arrivals at EMUXY on V12 eastbound.

Amdt 1 24MAR22

RNAV (GPS)- A
SANTA YNEZ/KUNKLE FLD (IZA)
MISSED APPROACH: Climbing left turn to 6000 on heading 285° and on GVO VORTAC R-307 and MQO VORTAC R-126 to ORCUT INT and hold.

Procedure NA for arrivals at GVO VORTAC on V27 and T261 southeast bound.

Procedure NA for arrival on RZS VORTAC airway radials 261 CW 315.

Procedure NA for arrivals at MQO VORTAC.

MISSED APPROACH: Climbing left turn to 6000 on heading 285° and on GVO VORTAC R-307.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.

NA for arrivals at MQO VORTAC.
RNAV (GPS) RWY 12
SHAFTER-MINTER FLD (MIT)

Baro-VNAV NA when using Bakersfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Bakersfield altimeter setting and increase LPV and LNAV/VNAV DA to 694 feet and LNAV/VNAV visibility to 3/4 all Cats; increase all MDA 40 feet. DME/DME RNP 0.3 NA.

Night Landing Rwy 17, 35, 8, 26 NA.

MISSED APPROACH: Climb to 3000 direct TIPVE and on track 199° to MARIC and hold.

Procedure NA for arrivals at COREZ on V248 westbound.

Procedure NA for arrivals at PONDD on V23 northbound.

AWOS-3
121.125

BAKERSFIELD APP CON *
126.45 270.3

CTAF
122.9
Circling to Rwy 17, 35, 8 and 26 NA at night. When local altimeter setting not received, use Bakersfield altimeter setting and increase all MDAS 40 feet and increase Cat C visibility to 1/4.

MISSED APPROACH: Climb to 4000 on EHF VORTAC R-269 to SCRAP INT/EHF 14.7 DME and hold, continue climb-in-hold to 4000.
ILS or LOC RWY 29R
ZAMPERINI FLD (TOA)

ATIS
125.6
SPECIAL APP CON
124.3 363.2 (Rwys 11L, 11R)
127.2 269.6 (Rwys 29L, 29R)
TORRANCE TOWER
133.075 257.8 (NORTH)
124.0 (CTAF) 257.8 (SOUTH)
GND CON
120.9
UNICOM
122.95

Procedure NA for arrivals at SI VORTAC on V8-64 eastbound.

Procedure NA for arrivals at ALBAS on V25 southeast bound.

TORRANCE, CALIFORNIA
Amdt 3 15SEP16

ILS or LOC RWY 29R
ZAMPERINI FLD (TOA)

— MIALSR —
— LOCALIZER —
— INISH —
— ZILBA INT —
— DRIFY INT —
— ODEQY INT —
— LAX —
— ZAMPERINI FLD —

GS 3.40°
TCH 52

CATEGORY
A  B  C  D
S-ILS 29R  381-1/2  284 (300-1/2) NA
S-LOC 29R  640-1/2  543 (600-1/2)  640-1/8  543 (600-1/1) NA
CIRCLING  537 (600-1)  577 (600-1)  680-1  577 (600-1) NA

33°48'N-118°20'W
487

ILS or LOC RWY 29R
ZAMPERINI FLD (TOA)

— MIALSR —
— LOCALIZER —
— INISH —
— ZILBA INT —
— DRIFY INT —
— ODEQY INT —
— LAX —
— ZAMPERINI FLD —

GS 3.40°
TCH 52

CATEGORY
A  B  C  D
S-ILS 29R  381-1/2  284 (300-1/2) NA
S-LOC 29R  640-1/2  543 (600-1/2)  640-1/8  543 (600-1/1) NA
CIRCLING  537 (600-1)  577 (600-1)  680-1  577 (600-1) NA

33°48'N-118°20'W
487
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling NA southwest of Rwy 11L-29L. Baro-VNAV and VDP NA when using Los Angeles Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting: increase LPV DA to 390 feet and LNAV/VNAV DA to 714 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility, LNAV Cat C visibility and Circling Cat C visibility 1/2 SM. Rwys 11L helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at INISH on V8-V64 westbound.

MISSED APPROACH: Climb to 2700 direct FERMY and hold, continue climb-in-hold to 2700.

**ATIS 125.6**

**SOCAL APP CON**

124.3 363.2 (Rwys 11L, 11R)

127.2 269.6 (Rwys 29L, 29R)

**TORRANCE TOWER**

133.075 257.8 (NORTH)

124.0 (CTAF) 257.8 (SOUTH)

**GND CON** 120.9

**UNICOM** 122.95
RNAV (GPS) RWY 29R
ZAMPERINI FLD (TOA)

ATIS
125.6
SOCAL APP CON
124.3 363.2 [Rwys 11L, 11R]
127.2 269.6 [Rwys 29L, 29R]
TORRANCE TOWER*
133.075 257.8 (NORTH)
124.0 (CTAF) 257.8 (SOUTH)
GND CON
120.9
UNICOM
122.95

Procedure NA for arrivals on SLI VORTAC airway radials 202 CW 272.

Procedure NA for arrivals at ALBAS on V25 southeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling NA southwest of Rwy 11R-29L. DME/DME RNP-0.3 NA.

For inop ALS, increase LPV all Cats visibility to ½ SM. For inop ALS when using Los Angeles Int’l altimeter setting, increase LPV all Cats visibility to ½ SM, LNAV/VNAV all Cats visibility to 2 SM, and LNAV Cat C visibility to ½ SM. Baro-VNAV and VDP NA when using Los Angeles Int’l altimeter setting. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Int’l setting: increase LPV DA to 391 feet and LNAV/VNAV DA to 763 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility ½ SM.

MALSR

MISSED APPROACH: [Do not exceed 185 KIAS until ZANAN] Climb to 3000 direct ZANAN and on track 221° to INISH and hold, continue climb-in-hold to 3000.

 CATEGORY  A  B  C  D
 LPV DA  367-½  270 (300-½) NA
 LNAV/ VNAV DA  739-½  642 (700-½) NA
 LNAV MDA  680-½  583 (600-½)  680-1¼  583 (600-1¼) NA
 CIRCLING  680-1  577 (600-1)  680-1¼  577 (600-1¼) NA

TORRANCE, CALIFORNIA
Amdt 1 15SEP16

33°48’N-118°20’W
489

TORRANCE, CALIFORNIA
AL-5179 (FAA)

WAAS
CH 56425
W29A

APP CRS
294°

Rwy Idg
4461

TDZE
97

Apt Elev
103

ATIS
125.6

SOCAL APP CON
124.3 363.2 [Rwys 11L, 11R]
127.2 269.6 [Rwys 29L, 29R]

TORRANCE TOWER*
133.075 257.8 (NORTH)
124.0 (CTAF) 257.8 (SOUTH)

GND CON
120.9

UNICOM
122.95
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb heading 114° to 2700 for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

. . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

TOP ALTITUDE:
6000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turbojet aircraft.

TAKEOFF MINIMUMS
Rwys 11L/R: Standard with minimum climb of 325 feet per NM to 1600.
Rwys 29L/R: NA-ATC.
NOT FOR CIVIL USE
DME/DME RNP-0.3 NA

OAKLAND CENTER
128.7 307.0
RANGE CON/OPS
41.05 126.2 229.5

Procedure NA when Fort Hunter-Liggett altimeter setting not available.
Limit final and missed approach to 90 KIAS.

MISSED APPROACH: Climbing right turn to 6000 direct JOSUX and hold.

HUNTER LIGGETT, CALIFORNIA
Orig A 16JUL20
PANS-OPS

COPPER RNAV (GPS) RLY 32

HUNTER LIGGETT, CALIFORNIA
36°00'N - 121°14'W
TUSI AHP (KHGT)
Use Palm Springs Intl altimeter setting; when not received, procedure NA.
Circling NA south of Rwy 8-26. DME/DME RNP 0.3 NA. Circling Rwy 8 NA at night. *Missed approach requires minimum climb of 425 feet per NM to 3900.

**TWENTYFIVE PALMS, CALIFORNIA**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>2940-1/4</td>
<td>2940-1/2</td>
<td>1105 (1100-1/2)</td>
<td>1105 (1100-1/2)</td>
</tr>
<tr>
<td>*LNAV MDA</td>
<td>3080-1/4</td>
<td>3080-1/2</td>
<td>1245 (1200-1/4)</td>
<td>1245 (1200-1/2)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>3180-1/4</td>
<td>3180-1/2</td>
<td>1345 (1300-1/4)</td>
<td>1345 (1300-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3300-1/4</td>
<td>3340-1/2</td>
<td>1412 (1500-1/4)</td>
<td>1452 (1500-1/2)</td>
</tr>
</tbody>
</table>

**SUNDANCE MOA**

Final approach course offset 7.17°.

**SW-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 26**

**TWENTYFIVE PALMS (TNP)**

**AUNICOM**

**ELEV 1888**

**TDZE 1835**

**APPROACH**

**LOS ANGELES CENTER**

**128.15 285.6**

**AUNICOM**

**122.8 (CTAF)**
When Palm Springs Intl altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Use Palm Springs Intl altimeter setting. Circling Rwy 8 NA at night.

When Palm Springs Intl altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Use Palm Springs Intl altimeter setting. Circling Rwy 8 NA at night.

Relevant data and coordinates are provided for the purpose of navigation and flight operations.
**RNAV (GPS) RWY 6**

**CABLE (CCB)**

**UPLAND, CALIFORNIA**

**AWOS-3P**

| 119.525 |

**SOCAL APP CON**

| 125.5 | 349.0 |

**UNICOM**

| 123.0 (CTAF) |

**RNP APCH.**

- Circling NA northwest of Rwy 6-24. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 NA at night. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 100 feet.

**Procedure NA for arrivals at ELMOO on V186 westbound.**

**Final approach course offset 1.02°**

**ADAMM**

- 0.96°
- 276°
- 5 NM

**MISSED APPROACH: Climb to 1900 then climbing right turn to 5500 direct ADAMM and hold, continue climb-in-hold to 5500.**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1780-1</td>
<td>350 (400-1)</td>
<td>1780-1½</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1940-1</td>
<td>510 (500-1)</td>
<td>1940-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2020-1</td>
<td>576 (600-1)</td>
<td>2140-2</td>
</tr>
</tbody>
</table>

**AWOS-3P**

119.525

**SOCAL APP CON**

125.5

349.0

**UNICOM**

123.0 (CTAF)

**ELEV 1444**

**TDZE 1430**

**UPLAND, CALIFORNIA**

Amdt 1B 19JUL18

**34°07'N-117°41'W**
Circling NA northwest of Rwy 6-24. Procedure NA at night. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 100 feet and all visibilities 1/2 SM. Rwy 24 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:** Climbing right turn to 4000 via heading 105° and PDZ R-315 to PDZ VORTAC and hold.

1. **AWOS-3P**
   - 119.525
2. **SOCAL APP CON**
   - 125.5
   - 349.0
3. **UNICOM**
   - 123.0 (CTAF)

**ELEV 1444**

**VOR-A**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**FAF to MAP 5.1 NM**

- **Knots**
  - 60
  - 90
  - 120
  - 150
  - 180
- **Min:Sec**
  - 5:06
  - 3:24
  - 2:33
  - 2:02
  - 1:42

**CIRCLING**

- 2240-1
- 796 (800-1)
- 2240-2½
- 796 (800-2½)
- NA

**VOR-A**

**111° 2 PDZ**

- **HDG**
  - 111°
  - 2 PDZ

**PARADISE**

- **HDG**
  - 2240-1
  - 796 (800-1)
  - 2240-2½
  - 796 (800-2½)
  - NA

**SW-3, 11 JUL 2024 to 05 SEP 2024**
For inop MALSR, increase S-ILS all Cats visibility to 2 SM. When local altimeter setting not received, use Burbank altimeter setting and increase DA to 1480 feet and all Cats visibility to 1/2 SM.

MALSR

MISSING APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS 127.55

SOCIAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)

VAN NUYS TOWER 119.3 (CTAF) 239.0

GND CON 121.7

CLNC DEL 126.6 239.0

CPDLC

UNICOM 122.95

MISSED APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS 127.55

SOCIAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)

VAN NUYS TOWER 119.3 (CTAF) 239.0

GND CON 121.7

CLNC DEL 126.6 239.0

CPDLC

UNICOM 122.95

MISSED APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS 127.55

SOCIAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)

VAN NUYS TOWER 119.3 (CTAF) 239.0

GND CON 121.7

CLNC DEL 126.6 239.0

CPDLC

UNICOM 122.95

MISSED APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS 127.55

SOCIAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)

VAN NUYS TOWER 119.3 (CTAF) 239.0

GND CON 121.7

CLNC DEL 126.6 239.0

CPDLC

UNICOM 122.95

MISSED APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.
MISSED APPROACH: Climb to cross VNY 1.5 DME south of VNY VOR/DME at or below 1750 then climbing left turn to 4600 on VNY VOR/DME R-152 to HIRVI/VNY VOR/DME 8 DME, direct SMO VOR/DME then on SMO VOR/DME R-267 then on VTU VOR/DME R-087 to VTU VOR/DME and hold.

A descent to at or below 1750 may be required when executing an early missed approach.

When local altimeter setting not received, use DME required. RADAR required for monitoring of missed approach. When local altimeter setting not received, use DME, increase S-ILS 16R all Cats visibility to RVR 5000.

Burbank altimeter setting and increase DA to 1114. Rwy approach. When local altimeter setting not received, use inop ALS, increase S-ILS 16R all Cats visibility to RVR 5000.

Circling Rwy 16L NA at night.

ATIS 127.55
SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)

VAN NUYS TOWER 119.3 (CTAF) 239.0
GND CON 121.7
CLNC DEL 126.6 239.0

MISSED APPROACH: Climb to 1900 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-087 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ALTERNATE MISSED APCH FIX (IF)
AMTRA VNY 20.2

Procedure NA for arrivals on FIM VORTAC airway radius 087 CW 148.

ATIS 127.55
SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)

VAN NUYS TOWER 119.3 (CTAF) 239.0
GND CON 121.7
CLNC DEL 126.6 239.0

MISSED APPROACH: Climb to 1900 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-087 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ALTERNATE MISSED APCH FIX (IF)
AMTRA VNY 20.2

Procedure NA for arrivals on FIM VORTAC airway radius 087 CW 148.
VOR/A
VAN NUYS (VNY)

VOR/DME VNY 113.1
Chan 78

APP CRS 075°
Rwy Idg TDZE
N/A
N/A
Apt Elev
802

Circling Rwy 16L NA at night.

MISSED APPROACH: Climbing right turn to 4000 on VNY VOR/DME R-101 to AMTRA INT/20.2 DME and hold.

PROXIMITY ALERT:  Climbing right turn to 4000 on VNY VOR/DME R-101 to AMTRA INT/20.2 DME and hold.

MISSING APCH FIX

Procedure NA for arrivals at FIM VORTAC on V518 westbound.

Rwy 16R-34L
HIRL Rwy 16R-34L
MIRL Rwy 16L-34R

ATIS 127.55
SOCAL APP CON 120.4 360.6 (NORTH)
134.2 338.2 (WEST)

VAN NUYS TOWER 119.3 (CTAF) 239.0
GND CON 121.7
CLNC DEL 126.6 239.0
CPDLC 122.95
UNICOM 122.95

ELEV 802

501
TAKING MINIMUMS
Rwy 16L: Standard with minimum climb of 380’ per NM to 2600.
Rwy 16R: Standard with minimum climb of 450’ per NM to 2600.
Rwys 34L/R: Standard with minimum climb of 480’ per NM to 4200.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: For all Rwys: Do not intercept any departure radial until advised by ATC.
NOTE: DME required.
NOTE: Cross VNY DME 1.5 DME south at or below 1750.

TAKEOFF MINIMUMS
Rwy 16L: Standard with minimum climb of 380’ per NM to 8300.
Fillmore Transition standard with minimum climb of 380’ per NM to 5000.
Rwy 16R: Standard with minimum climb of 450’ per NM to 8300.
Fillmore Transition standard with minimum climb of 450’ per NM to 5000.
Rwy 34L/R: Standard with minimum climb of 370’ per NM to 8300.
Fillmore Transition standard with minimum climb of 370’ per NM to 5000.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing right turn heading 213°, FOR RADAR VECTORS to IPIHO, thence . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to IPIHO, thence . . .

. . . on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM: Rwys 16L/R intercept the LAX R-323 and GMN R-142. Then as assigned.
Rwys 34L/R intercept VNY R-255. Then as assigned.

AVENAL TRANSITION (CANOG3.AVE): From over IPIHO on LAX R-323 and GMN R-142 to CASTA, then on GMN R-142 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.

FILLMORE TRANSITION (CANOG3.FIM): From over IPIHO on VNY R-255 to SUANA, then on FIM VORTAC R-120 to FIM VORTAC.

GORMAN TRANSITION (CANOG3.GMN): From over IPIHO on LAX R-323 and GMN R-142 to CASTA, then on GMN R-142 to GMN VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 164° to 1303, then direct PPRRY, then on heading 110° or as assigned by ATC, then on vectors to cross BSHOW at or above 6000, then on track 337° to HARYS, thence . . . .

. . . . on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (HARYS4.BLH)
HAILO TRANSITION (HARYS4.HAILO)
HECTOR TRANSITION (HARYS4.HEC)
LAS VEGAS TRANSITION (HARYS4.LAS)
MISEN TRANSITION (HARYS4.MISEN)
HAYEZ NINE DEPARTURE (RNAV)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34L: Climb on heading 344° to 1303, then climb direct to cross CONDS at or above 2400, then on track 337° to cross TRAFF at or above 3500, then on track 338° to cross LYDEY at or above 5000, then on track 338° to cross HAYEZ at or above 6100 and at or below 250K, thence . . . .

. . . on (transition) maintain FL230. Expect filed altitude ten minutes after departure.

BLYTHE TRANSITION (HAYEZ9.BLH)
COREZ TRANSITION (HAYEZ9.COREZ)
CSTRO TRANSITION (HAYEZ9.CSTRO)
FILLMORE TRANSITION (HAYEZ9.FIM)
HAIOLO TRANSITION (HAYEZ9.HAILO)
HECTOR TRANSITION (HAYEZ9.HEC)
LAS VEGAS TRANSITION (HAYEZ9.LAS)
MISEN TRANSITION (HAYEZ9.MISEN)
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

FILLMORE
112.5 FIM
Chan 72

VENTURA
116.55 VTU
Chan 112(Y)

VAN NUYS
113.1 VNY
Chan 78

LAKES HUGHES
114.35 LHS
Chan 90 (Y)

EDWARDS
116.4 EDW
Chan 111

VAN NUYS, CALIFORNIA
(VNY)

TOP ALTITUDE: ASSIGNED BY ATC

PACIFIC DAILY
115.55 PMD
Chan 102(Y)

DAGGERT
113.2 DAG
Chan 79

VICTORVILLE
109.05 VCV
Chan 27(Y)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 16L: Standard with minimum climb of 380’ per NM to 2600.
Rwy 16R: Standard with minimum climb of 450’ per NM to 2600.
Rwys 34L/R: Standard with minimum climb of 370’ per NM to 7000.

NOTE: RADAR required.
NOTE: For all Rwy: Do not intercept any departure radial until advised by ATC.
NOTE: DME required.
NOTE: Cross VNY DME 1.5 DME south at or below 1750.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing left turn heading 113°, FOR RADAR VECTORS to IPIHO, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to IPIHO thence. . . .

. . . .on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 5 DME from VNY VOR/DME, Rwys 16L/R; turn left heading 313° to intercept the LAX R-342; and continue the published procedure.

DAGGETT TRANSITION (NUAL1.DAG): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC, then on PMD R-067 to ETHER, then on DAG R-238 to DAG VORTAC.

PALMDALE TRANSITION (NUAL1.PMD): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 164° to 1303, then climb direct PPRRY, then on heading 110° or as assigned by ATC, then on vectors to cross BSHOW at or above 5300, then on track 343° to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7100, then on track 041° to SLAPP, then on track 055° to JARZO, then on track 065° to VVERA, thence. . . .

. . . . on (transition) maintain 13000. Expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (RSCO3.DAG)

HECTOR TRANSITION (RSCO3.HEC)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34L: Climbing left turn heading 250° to 4000, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

. . . . on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (VVERA2.DAG)
HECTOR TRANSITION (VVERA2.HEC)

TAKEOFF MINIMUMS
Rwy 16L/R, 34R: NA-ATC.
Rwy 34L: Standard with minimum climb of 370' per NM to 7100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: This departure procedure authorized for turboprop aircraft only.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 16R:** Climb on heading 164° to 1303, then climb direct PPRRY, then on heading 210°, or as assigned by ATC, then on vectors to cross LUVVY at or above 6000 then on track 331° to cross WLKKR at or above 8000 thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

**COREZ TRANSITION (WLKKR4.COREZ)**

**CSTRO TRANSITION (WLKKR4.CSTRO)**

**OROSZ TRANSITION (WLKKR4.**

**OROSZ TRANSITION**
VANDENBERG SFB (KVBG)
LOMPOC, CALIFORNIA

GAVIOTA THREE DEPARTURE (GVO3 · GVO)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb on track 120° to 2000. Then climbing left turn to intercept the GVO VORTAC R-274 inbound to GVO. Cross GVO at or above 6000. Expect vectors to first filed fix/route prior to GVO.

Use extreme caution for extensive UAS ops in the vicinity.

GAVIOTA THREE DEPARTURE (GVO3 · GVO)
LOMPOC, CALIFORNIA

VANDENBERG SFB (KVBG)

Amdt 1 02DEC21
Use extreme caution for extensive UAS ops in the vicinity

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 30:** Climb on track 305° to intercept MQO VORTAC R-154 at or above 1300 direct to MQO. Cross MQO at or above 4000. Expect vectors to first fix/route prior to MQO.

---

**VANDENBERG THREE DEPARTURE (VBG3 • MQO)**

LOMPOC, CALIFORNIA

VANDENBERG SFB (KVBG)

Amdt 1 02DEC21
Circling NA for C and D southeast of Rwys 35 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**ATIS** 135.475

**JOSHUA APP CON** 124.55

**363.0**

**VICTORVILLE TOWER** 118.35

**CTAF 282.225**

**GND CON** 124.45

**Procedure NA for arrivals at BASAL on V210-394 northeast bound and V12 northeast bound.**

**Final approach course offset 2.50°.**

**LNAV/VNAV glidepath not coincident (VGS Angle 3.00°/TCH 85).**

**MISSAPCH FIX**

**ETHER 249° 069° 7 NM**

**RNP APCH - GPS.**

**3500 6000 RLONG tr 294°**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 85).**

**MISS APCH FIX**

**ETHER 249° 069° 7 NM**

**RNP APCH - GPS.**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 85).**

**MISS APCH FIX**

**ETHER 249° 069° 7 NM**

**RNP APCH - GPS.**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 85).**

**Category**

**A**

**B**

**C**

**D**

**LPV DA** 3108-1 250 (300-1)

**LNAV/VNAV DA** 3153-1 295 (300-1)

**LNAV MDA** 3480-1 622 (600-1) 3480-1 3/4 622 (600-1 1/4)

**CIRCLING** 3480-1 595 (600-1) 3480-1 3/4 595 (600-1 1/4) 3760-2 3/4 875 (900-2 3/4)

**Victorville, California**

**Orig 25JAN24**
RNAV (GPS) RWY 35
SOUTHERN CALIFORNIA LOGISTICS (VCV)

**CIRCLING NA for C and D southeast of Rwy 35 and 21.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**ATIS**
135.475

**JOSHUA APP CON**
124.55 363.0

**GND CON**
118.35 (CTAF) 282.225 124.45

**EFIS DISPLAY**

**RNP APPCH - GPS.**

**MISSED APPROACH:** Climb to 3500 then climbing left turn to 6000 direct NASTE and on track 249° to ETHER and hold.

**ATIS**
24081

Orig 25JAN24
**SOUTHERN CALIFORNIA LOGISTICS (VCV)**

**LOC RWY 17**

**VICTORVILLE TOWER**

- **ATIS**: 135.475
- **JOSHUA APP CON**: 124.55 363.0
- **LOC**: 108.75
- **APP CRS**: 166°
- **Rwy Ldg**: 159
- **TDZE**: 2830
- **Apt Elev**: 2885
- **M**: 270° 10000
- **ELEV**: 2885
- **TDZE**: 2830

**ARFF Required**

- **Circling NA for Cats C and D southeast of Rwy 35 and 21. When local altimeter setting not received use Edwards AFB altimeter setting and increase all MDAs 160 feet, and Circling visibility Cat C 1/2 SM.**
- **ATIS**: 135.475
- **JOSHUA APP CON**: 124.55 363.0
- **LOC**: 108.75
- **APP CRS**: 166°
- **Rwy Ldg**: 159
- **TDZE**: 2830
- **Apt Elev**: 2885

**SW-3, 11 JUL 2024 to 05 SEP 2024**

- **Amendment 3**: 25JAN24

---

**Notes**

- **LOCALIZER**: 108.75
- **BUCKHORN MOA**:
- **SOUTH CALIFORNIA LOGISTICS (VCV)**
- **116.4 EDW**: R-172 Chan 111
- **081°**: ZOREN PMD 15
- **115.55 PMD**: R-081 Chan 102(Y)
- **3450**: S-LOC 17
- **3293**: REIL Rwys 17 and 35
- **HIRL Rwys 3-21 and 17-35**: 3180/55
- **TWR**: 455/104
- **4.5 NM**: S-LOC 17
- **6 NM**: 3180/55
- **350 (300-1)**

**CIRCLING**

- **3380-1**: 495 (500-1)
- **3420-1**: 535 (600-1)
- **3460-1½**: 575 (600-1½)
- **3780-3**: 895 (900-3)

**SOUTHERN CALIFORNIA LOGISTICS (VCV)**

**LOC RWY 17**

- **34°36'N-117°23'W**
- **525**
INTENTIONALLY LEFT BLANK
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

<table>
<thead>
<tr>
<th>ft/NM</th>
<th>°</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>152</td>
<td>2.50</td>
<td>150</td>
<td>230</td>
</tr>
<tr>
<td>200</td>
<td>3.29</td>
<td>200</td>
<td>300</td>
</tr>
<tr>
<td>210</td>
<td>3.46</td>
<td>210</td>
<td>320</td>
</tr>
<tr>
<td>220</td>
<td>3.62</td>
<td>220</td>
<td>330</td>
</tr>
<tr>
<td>230</td>
<td>3.79</td>
<td>230</td>
<td>350</td>
</tr>
<tr>
<td>240</td>
<td>3.95</td>
<td>240</td>
<td>360</td>
</tr>
<tr>
<td>250</td>
<td>4.11</td>
<td>250</td>
<td>380</td>
</tr>
<tr>
<td>260</td>
<td>4.28</td>
<td>260</td>
<td>390</td>
</tr>
<tr>
<td>270</td>
<td>4.44</td>
<td>270</td>
<td>410</td>
</tr>
<tr>
<td>280</td>
<td>4.61</td>
<td>280</td>
<td>420</td>
</tr>
<tr>
<td>290</td>
<td>4.77</td>
<td>290</td>
<td>440</td>
</tr>
<tr>
<td>300</td>
<td>4.94</td>
<td>300</td>
<td>450</td>
</tr>
<tr>
<td>310</td>
<td>5.10</td>
<td>310</td>
<td>470</td>
</tr>
<tr>
<td>320</td>
<td>5.27</td>
<td>320</td>
<td>480</td>
</tr>
<tr>
<td>330</td>
<td>5.43</td>
<td>330</td>
<td>500</td>
</tr>
<tr>
<td>340</td>
<td>5.60</td>
<td>340</td>
<td>510</td>
</tr>
<tr>
<td>350</td>
<td>5.76</td>
<td>350</td>
<td>530</td>
</tr>
<tr>
<td>360</td>
<td>5.92</td>
<td>360</td>
<td>540</td>
</tr>
<tr>
<td>370</td>
<td>6.09</td>
<td>370</td>
<td>560</td>
</tr>
<tr>
<td>380</td>
<td>6.25</td>
<td>380</td>
<td>570</td>
</tr>
<tr>
<td>390</td>
<td>6.42</td>
<td>390</td>
<td>590</td>
</tr>
<tr>
<td>400</td>
<td>6.58</td>
<td>400</td>
<td>600</td>
</tr>
<tr>
<td>450</td>
<td>7.41</td>
<td>450</td>
<td>680</td>
</tr>
<tr>
<td>500</td>
<td>8.23</td>
<td>500</td>
<td>750</td>
</tr>
<tr>
<td>550</td>
<td>9.05</td>
<td>550</td>
<td>830</td>
</tr>
</tbody>
</table>