Federal Aviation Administration

# U.S. Terminal Procedures Publication

## Southwest (SW) Vol 2 of 4

Effective: 0901Z

**12 JUN 2025**

to: 0901Z

**07 AUG 2025**

Consult the Change Notice (CN) effective 10 JUL 2025 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

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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**

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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

# INOP COMPONENTS 25051

## 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

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| All ALS types (except ODALS) | ¼ mile |

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

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | To RVR 4000†<br>To RVR 4500* |
| TDZL or RCLS | To RVR 2400# |
| RVR | To ½ mile |

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

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

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | ½ mile |
| MALSF, MALS, SSALF, SSALS, SALSF, SALS | ¼ mile |

(4) Sidestep minima (CAT C-D)

| Inoperative Component or Visual Aid to Sidestep Runway | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | ½ mile |

(5) All Approach Types, All lines of minima

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ODALS (CAT A-B) | ¼ mile |
| ODALS (CAT C-D) | ⅛ mile |

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# TERMS/LANDING MINIMA DATA 20142

## 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.

Visibility (RVR 100's of feet) — DA — Aircraft Approach Category — HAT

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1352/24 | | 200 (200-½) | |
| S-LOC 27 | 1440/24 | 288 | (300-½) | 1440/50<br>288 (300-1) |
| CIRCLING | 1540-1<br>361 (400-1) | 1640-1<br>461 (500-1) | 1640-1½<br>461 (500-1½) | 1740-2<br>561 (600-2) |

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

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

MDA — HAA — Visibility in Statute Miles

### COPTER MINIMA ONLY

| CATEGORY | COPTER |
|---|---|
| H-176° | 680-½ 363 (400-½) |

Copter Approach Direction — Height of MDA/DA Above Landing Area (HAL) — No circling minimums are provided

NOTE: The W 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 W 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 AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

### COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

| REPORTED TEMP °C | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +10 | 10 | 10 | 10 | 10 | 20 | 20 | 20 | 20 | 20 | 30 | 40 | 60 | 80 | 90 |
| 0 | 20 | 20 | 30 | 30 | 40 | 40 | 50 | 50 | 60 | 90 | 120 | 170 | 230 | 280 |
| -10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 150 | 200 | 290 | 390 | 490 |
| -20 | 30 | 50 | 60 | 70 | 90 | 100 | 120 | 130 | 140 | 210 | 280 | 420 | 570 | 710 |
| -30 | 40 | 60 | 80 | 100 | 120 | 140 | 150 | 170 | 190 | 280 | 380 | 570 | 760 | 950 |
| -40 | 50 | 80 | 100 | 120 | 150 | 170 | 190 | 220 | 240 | 360 | 480 | 720 | 970 | 1210 |
| -50 | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 450 | 590 | 890 | 1190 | 1500 |

### 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

| Approach Category | A | B | C | D | E |
|---|---|---|---|---|---|
| Speed (Knots) | 0-90 | 91-120 | 121-140 | 141-165 | Abv 165 |

TERMS/LANDING MINIMA DATA 20142





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## 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 table below. The resultant arcs are then connected tangentially to define the protected area.

### CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) | | | | |
|---|---|---|---|---|---|
| | CAT A | CAT B | CAT C | CAT D | CAT E |
| 1000 or less | 1.3 | 1.7 | 2.7 | 3.6 | 4.5 |
| 1001-3000 | 1.3 | 1.8 | 2.8 | 3.7 | 4.6 |
| 3001-5000 | 1.3 | 1.8 | 2.9 | 3.8 | 4.8 |
| 5001-7000 | 1.3 | 1.9 | 3.0 | 4.0 | 5.0 |
| 7001-9000 | 1.4 | 2.0 | 3.2 | 4.2 | 5.3 |
| 9001 and above | 1.4 | 2.1 | 3.3 | 4.4 | 5.5 |

Users may ignore the presence of C symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

### 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.

| RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) |
|---|---|---|---|---|---|---|---|
| 1600 | ¼ | 2400 | ½ | 3500 | ⅝ | 5500 | 1 |
| 1800 | ½ | 2600 | ½ | 4000 | ¾ | 6000 | 1¼ |
| 2000 | ½ | 3000 | ⅝ | 4500 | ⅞ | | |
| 2200 | ½ | 3200 | ⅝ | 5000 | 1 | | |

## RADAR MINIMA

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| PAR | 10 | 2.5°/42/1000 | ABCDE | **195**/16 | 100 | (100-¼) | | | | |
| | 28 | 2.5°/48/1068 | ABCDE | **187**/16 | 100 | (100-¼) | | | | |
| ASR | 10 | | ABC | **560**/40 | 463 | (500-¾) | DE | **560**/50 | 463 | (500-1) |
| | 28 | | AB | **600**/50 | 513 | (600-1) | CDE | **600**/60 | 513 | (600-1¼ ) |
| CIR | 10 | | AB | **560**-1¼ | 463 | (500-1¼ ) | CDE | **560**-1½ | 463 | (500-1½) |
| | 28 | | AB | **600**-1¼ | 503 | (600-1¼ ) | CDE | **600**-1½ | 503 | (600-1½) |

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

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 500-1½.

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
(U) UHF emergency frequency (243.0) monitored

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

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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# 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
FAA Procedure Amendment Number → Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

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.


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## 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 → | From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. |
| Equipment Requirements Box → | DME required for LOC only. |
| Standard Procedure Notes Box → | T Circling to Rwy 25 NA at night.<br>#For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM. |

RNAV STAR and DP PBN/Equipment Requirements Notes Box

| | |
|---|---|
| PBN Requirements Box → | RNAV 1 - DME/DME/IRU or GPS |
| Equipment Requirements Box → | 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 contolled lighting, e.g., A1, V

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

To activate lights, use frequency indicated in the communications section of the chart with a L

| KEY MIKE | FUNCTION |
|---|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

# ABBREVIATIONS 25107

| | |
|---|---|
| AAF | Army Air Field |
| AAUP | Attention All Users Page |
| ADF | Automatic Direction Finder |
| ADIZ | Air Defense Identification Zone |
| AFAUX | Air Force Auxiliary |
| AFB | Air Force Base |
| AFRC | Armed Forces Reserve Center/Air Force Reserve Command |
| AGL | Above Ground Level |
| AFHP | Air Force Heliport |
| AFIS | Automatic Flight Information Service |
| AHP | Army Heliport |
| ALF | Auxiliary Landing Field |
| ALS | Approach Light System |
| ALSF | Approach Light System with Sequenced Flashing Lights |
| ANGB | Air National Guard Base |
| ANGS | Air National Guard Station |
| Ant | Antenna |
| AOB | At or Below |
| AP | Autopilot System |
| APCH | Approach |
| APP CON | Approach Control |
| AR | Authorization Required |
| ARB | Air Reserve Base |
| ARPT | Airport |
| ARR | Arrival |
| AS | Air Station |
| ASOS | Automated Surface Observing System |
| ASR | Airport Surveillance RADAR |
| ASSC | Airport Surface Surveillance Systems |
| ATC | Air Traffic Control |
| ATCT | Airport Traffic Control Tower |
| ATIS | Automatic Terminal Information Service |
| AUNICOM | Automated UNICOM |
| AWOS | Automated Weather Observing System |
| Baro-VNAV | Barometric Vertical Navigation |
| BC | Back Course |
| brg | Bearing |
| CAPT | Captain |
| CAT | Category |
| CCW | Counterclockwise |
| CDI | Course Deviation Indicator |
| CGAS | Coast Guard Air Station |
| Chan | Channel |
| CIR | Circling |
| CL | Centerline Lighting System |
| CLNC DEL | Clearance Delivery |
| CNF | Computer Navigation Fix |
| CPDLC | Controller Pilot Data Link Communications |
| CTAF | Common Traffic Advisory Frequency |
| CW | Clockwise |
| D-ATIS | Digital-Automatic Terminal Information Service |
| DA | Decision Altitude |
| DEP | Departure |
| DEP CON | Departure Control |
| DER | Departure End of Runway |
| DH | Decision Height |
| DME | Distance Measuring Equipment |
| DP | Departure Procedure |
| DTHR | Displaced Runway Threshold |
| DVA | Diverse Vector Area |
| ELEV | Elevation |
| EMAS | Engineered Material Arresting System |
| EXEC | Executive |
| FAF | Final Approach Fix |
| FD | Flight Director System |
| FL | Flight Level |
| FLD | Field |
| FM | Fan Marker |
| FMS | Flight Management System |
| GBAS | Ground Based Augmentation System |
| GCA | Ground Control Approach |
| GCO | Ground Communication Outlet |
| GLS | Ground Based Augmentation System Landing System |
| GP | Glidepath |
| GPS | Global Positioning System |
| GS | Glide Slope |
| HAA | Height Above Airport |
| HAL | Height Above Landing |
| HAT | Height Above Touchdown |
| HATh | Height Above Threshold |
| HCH | Heliport Crossing Height |
| hdg | Heading |
| HIRL | High Intensity Runway Lights |
| HUD | Head-up Display |
| IAF | Initial Approach Fix |
| IAP | Instrument Approach Procedure |
| ICAO | International Civil Aviation Organization |
| IF | Intermediate Fix |
| IFR | Instrument Flight Rules |
| ILS | Instrument Landing System |
| IM | Inner Marker |
| INC | Incorporated |
| Inop | Inoperative |
| INT | Intersection |
| INTCNTL | Intercontinental |
| INTL | International |
| JNGB | Joint National Guard Base |
| JRB | Joint Reserve Base |
| K | Knots |
| KIAS | Knots Indicated Airspeed |
| LAAS | Local Area Augmentation System |

25107


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# ABBREVIATIONS 25107

| | |
|---|---|
| LDA | Localizer Type Directional Aid |
| Ldg | Landing |
| LIRL | Low Intensity Runway Lights |
| LNAV | Lateral Navigation |
| LOA | Letter of Agreement/ Authorization |
| LOC | Localizer |
| LOM | Locator Outer Marker |
| LP | Localizer Performance |
| LPV | Localizer Performance with Vertical Guidance |
| LR | Lead Radial |
| LRRS | Long Range RADAR Station |
| MAA | Maximum Authorized Altitude |
| MALS | Medium Intensity Approach Lighting System |
| MALSF | Medium Approach Lighting System with Sequenced Flashers |
| MALSR | Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights |
| MAP | Missed Approach Point |
| MCAF | Marine Corps Air Facility |
| MCALF | Marine Corps Auxiliary Landing Filed |
| MCAS | Marine Corps Air Station |
| MCB | Marine Corps Base |
| MCOLF | Marine Corps Outlying Field |
| MDA | Minimum Descent Altitude |
| MEA | Minimum Enroute Altitude |
| MEML | Memorial |
| METRO | Metropolitan |
| MIRL | Medium Intensity Runway Lights |
| MM | Middle Marker |
| MOCA | Minimum Obstruction Clearance Altitude |
| MRA | Minimum Reception Altitude |
| MSL | Mean Sea Level |
| MSPEC | Management Specification |
| MUNI | Municipal |
| N/A | Not Applicable |
| NA | Not Authorized |
| NAAS | Naval Auxiliary Air Station |
| NAF | Naval Air Facility |
| NALF | Naval Auxiliary Landing Field |
| NAS | Naval Air Station |
| NDB | Nondirectional Radio Beacon |
| NM | Nautical Mile |
| NOLF | Naval Outlying Field |
| NoPT | No Procedure Turn |
| NOTAM | Notice to Airmen |
| NS | Naval Station |
| NTL | National |
| ODALS | Omnidirectional Approach Lighting System |
| ODP | Obstacle Departure Procedure |
| OM | Outer Marker |
| OPSPEC | Operations Specification |
| PAR | Precision Approach Radar |
| PDC | Pre-Departure Clearance |
| PRM | Precision Runway Monitor |
| Pvt | Private |
| R | Radial |
| RA | Radio Altimeter setting height |
| RAIL | Runway Alignment Indicator Lights |
| RCLS | Runway Centerline Light System |
| REIL | Runway End Identifier Lights |
| RF | Radius to Fix |
| RGNL | Regional |
| RLLS | Runway Lead-in Light System |
| RNAV | Area Navigation |
| RNP | Required Navigation Performance |
| RPI | Runway Point of Interception) |
| RVR | Runway Visual Range |
| RWY | Runway |
| S | Straight-in |
| SALS | Simplified Short Approach Light System |
| SALSF | Short Approach Lighting System with Sequenced Flashing Lights |
| SDF | Simplified Directional Facility |
| SFB | Space Force Base |
| SID | Standard Instrument Departure |
| SM | Statute Mile |
| SR-SS | Sunrise-Sunset |
| SSALF | Short Approach Lighting System with Sequenced Flashing Lights |
| SSALR | Simplified Short Approach Light System with Runway Alignment Indicator Lights |
| SSALS | Simplified Short Approach Lighting System |
| ST | Saint |
| STE | Sainte |
| STAR | Standard Terminal Arrival |
| TAA | Terminal Arrival Area |
| TACAN | Tactical Air Navigation |
| TCH | Threshold Crossing Height |
| TDZ | Touchdown Zone |
| TDZE | Touchdown Zone Elevation |
| TDZ/CL | Touchdown Zone and Runway Centerline Lighting |
| TDZL | Touchdown Zone Lights |
| THR | Threshold |
| TODA | Takeoff Distance Available |
| TORA | Takeoff Run Available |
| tr | Track |
| TRML | Terminal |
| TWR | Tower |
| UNICOM | Universal Communications Station |
| USA | United States Army |
| USAF | United States Air Force |

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# ABBREVIATIONS 25107

| | |
|---|---|
| USCG……. | United States Coast Guard |
| USMC……. | United States Marine Corps |
| USN…… | United States Navy |
| USSF…….. | United States Space Force |
| VASI…… | Visual Approach Slope Indicator |
| VCOA…… | Visual Climb Over Airport |
| VDA…… | Vertical Descent Angle |
| VDP…… | Visual Descent Point |
| VFR……... | Visual Flight Rules |
| VGSI…….. | Visual Glide Slope Indicator |
| VNAV……. | Vertical Navigation |
| VOR……... | Very High Frequency Omni-Directional Range |
| VORTAC……... | Very High Frequency Omni-Directional Range/Tactical Air Navigation |
| WAAS…… | Wide Area Augmentation System |
| WP/WPT……... | Waypoint |

25107


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# LEGEND 23334

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PLANVIEW SYMBOLS

### ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

### HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000/8000
090°
(IAS)
270°
4 NM

HOLD 10000/8000
090°
1 min
270°

Missed Approach
090°
270°

Arrival
HOLD 8000
090°
270°

Holding pattern with maximum restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

### FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

GLGHR INT — Intersection

Waypoint

MAP WP (Flyby)

MYLES
I-LVF 14.9 — (Distance From Facility)

MAP WP (Flyover)

DME

Flyover Point

x (CFTSP) — Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

### ALTITUDES

5500 Mandatory Altitude
2500 Minimum Altitude
4300 Maximum Altitude
3000 Recommended Altitude
5000 Mandatory Block
3000 Altitude

### INDICATED AIRSPEED

| 175K | 120K | 250K | 180K |
|---|---|---|---|
| Mandatory Airspeed | Minimum Airspeed | Maximum Airspeed | Recommended Airspeed |

### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR
VORTAC
TACAN
VOR/DME
DME
NDB
NDB/DME
LOM (Compass locator at Outer Marker)
Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer Front Course (LOC/LDA)
Right side shading- Front course

Localizer Back Course
Left side shading- Back Course

SDF Course

LOC/LDA/SDF Transmitter
LOC/DME
(shown when installation is offset from its normal postion off the end of the runway.)

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency





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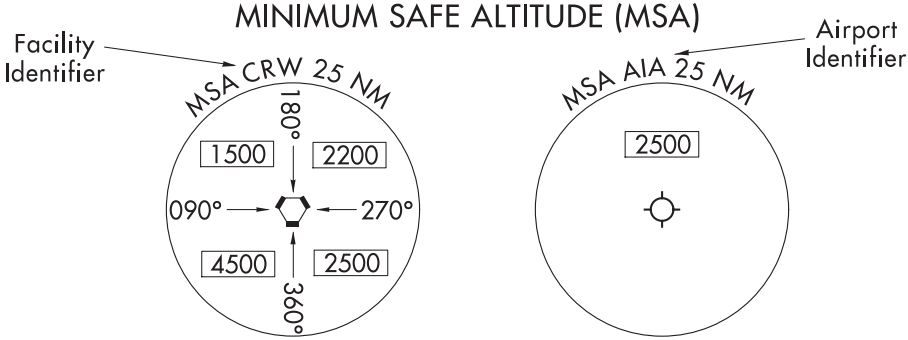
# LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

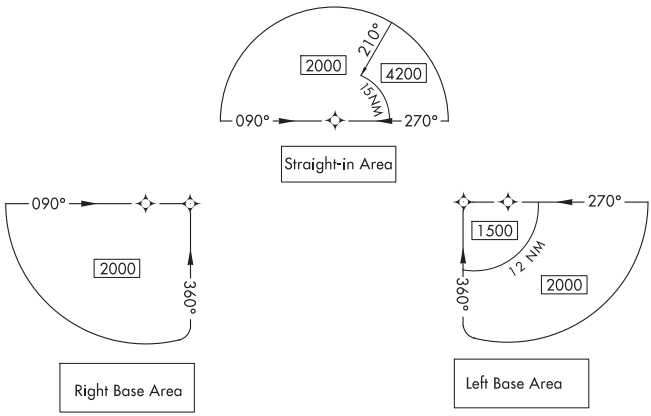
## PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




## MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

## SPECIAL USE AIRSPACE

R-352

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

## AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

## OBSTACLES

Spot Elevation

Highest Spot Elevation

Obstacle

Group of Obstacles

Highest Obstacle

Doubtful accuracy



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# LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### PROFILE VIEW

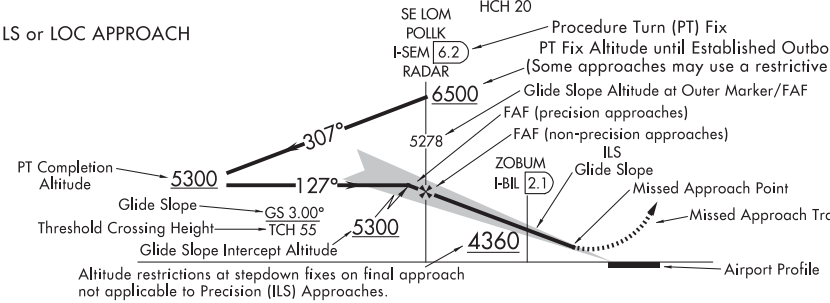
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

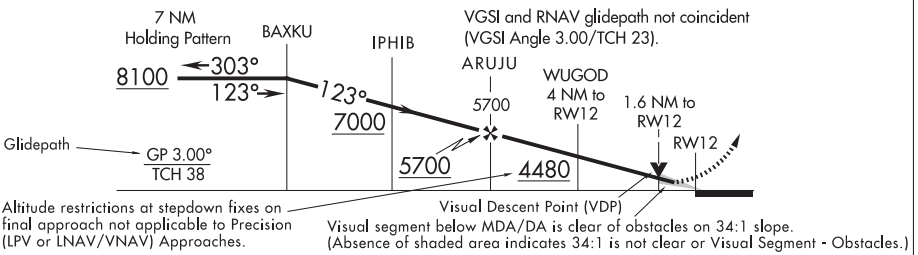
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°/TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: ∠3.00°/TCH 55. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20.

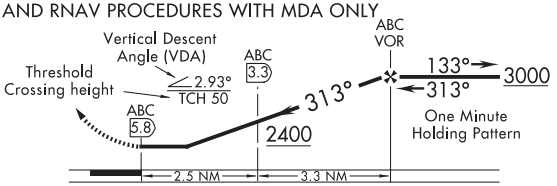
ILS or LOC APPROACH



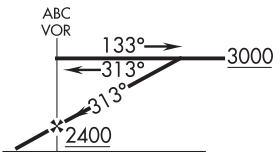

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



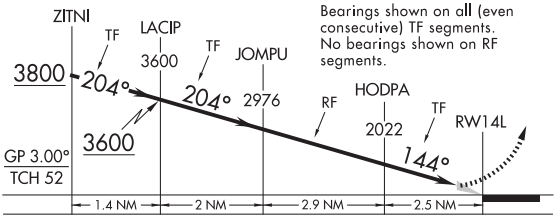

NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY




DESCENT FROM HOLDING PATTERN




RNP APPROACH WITH TF AND RF SEGMENTS




ALTITUDES

| | | | |
|---|---|---|---|
| 5500 | Mandatory Altitude | 3000 | Recommended Altitude |
| 2500 | Minimum Altitude | 5000/3000 | Mandatory Block Altitude |
| 4300 | Maximum Altitude | | |

PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

▼ Visual Descent Point (VDP)

- - - → Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.



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# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

Non-Compulsory:

VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## 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)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## AIRPORTS

Civil, Military, Joint (Civil-Military)

Airports not served by the procedure shown in screened color

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

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000′ to and including 14000′

## SPECIAL USE AIRSPACE

R-352

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

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
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

N Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rwys 16L/C/R

Terminus identifier



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# LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

Non-Compulsory:

VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## 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)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

## ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000′ to and including 14000′

## SPECIAL USE AIRSPACE

R-352

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

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

## INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

## AIRPORTS

Heliport

Civil

Military

Joint (Civil-Military)

## MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500
4100
090°
270°
5300
4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

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LEGEND 23334

24249

# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Taxiways, Parking Areas | Stopways, Overruns, Blast Pads | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

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.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

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

| | Unlit | Lit |
|---|---|---|
| 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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope..... ← 0.3% Down.....0.8% UP →
(shown when rounded runway slope is ≥ 0.3%)

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.

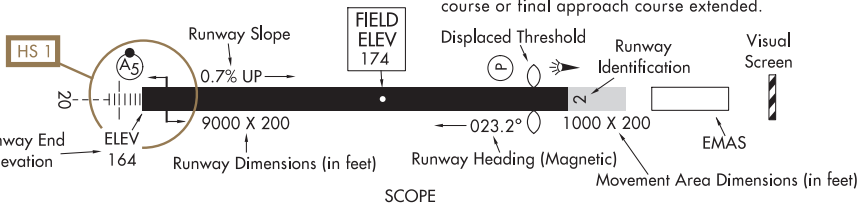
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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 D 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.



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# LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)

## APPROACH LIGHTING SYSTEM - UNITED STATES

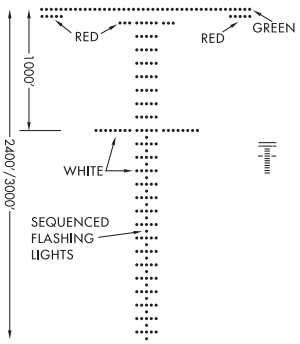
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A2, V, etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A1. Negative symbology, e.g., A1, V indicates Pilot Controlled Lighting (PCL).

### CATEGORY I APPROACH LIGHTING SYSTEM

A1

**ALSF-1**

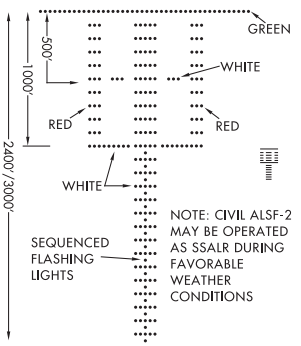



(High Intensity)
LENGTH 2400/3000 FEET

### CATEGORY II APPROACH LIGHTING SYSTEM

A

**ALSF-2**

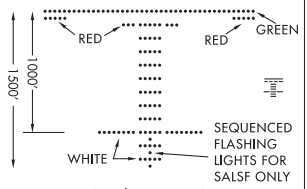



(High Intensity)
LENGTH 2400/3000 FEET

### SHORT APPROACH LIGHTING SYSTEM

A2 A2

**SALS/SALSF**



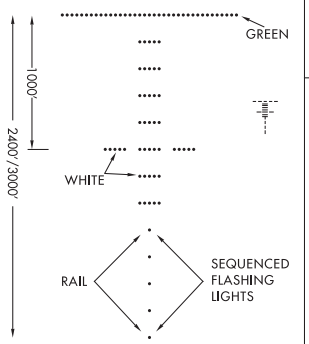

(High Intensity)
LENGTH 1500 FEET

### SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

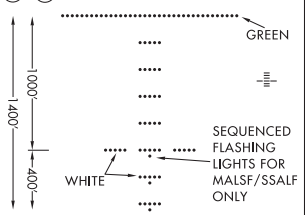
**SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

### MEDIUM INTENSITY ( **MALS** and **MALSF** ) OR SIMPLIFIED SHORT ( **SSALS** and **SSALF** ) APPROACH LIGHTING SYSTEMS

A4 A4



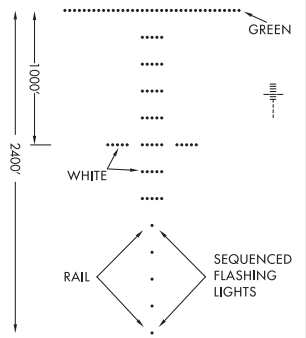

LENGTH 1400 FEET

### MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A5

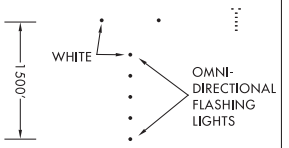
**MALSR**




LENGTH 2400 FEET

### OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

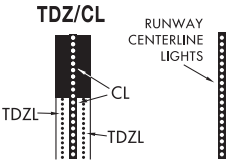
**ODALS**




LENGTH 1500 FEET

### RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**




AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"



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# LEGEND 22195

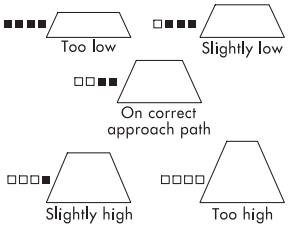
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

## (P) PRECISION APPROACH PATH INDICATOR

### PAPI



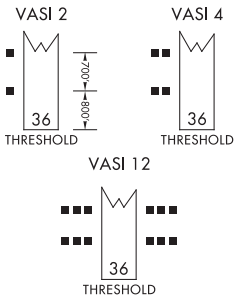

Legend: □ White ■ Red

## (V) VISUAL APPROACH SLOPE INDICATOR

### VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

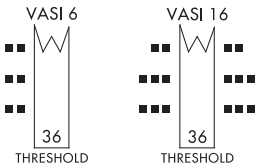
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW




## (V3) VISUAL APPROACH SLOPE INDICATOR

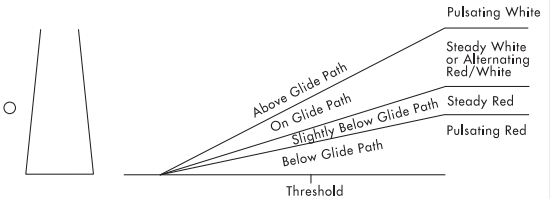
### VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.




## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

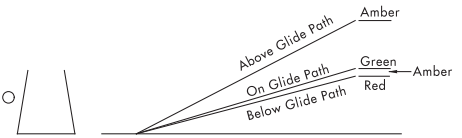
### PVASI




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.

## (V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

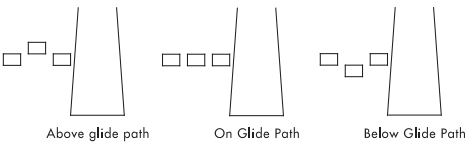
### TRCV




CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

### APAP




Painted panels which may be lighted at night.
To use the system the pilot positions the aircraft so the elements are in alignment.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# SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

| TACAN CHANNEL | VHF FREQUENCY | TACAN CHANNEL | VHF FREQUENCY | TACAN CHANNEL | VHF FREQUENCY |
|---|---|---|---|---|---|
| 17Y | 108.05 | 40X | 110.30 | 88Y | 114.15 |
| 18X | 108.10 | 40Y | 110.35 | 89Y | 114.25 |
| 18Y | 108.15 | 41Y | 110.45 | 90Y | 114.35 |
| 19Y | 108.25 | 42X | 110.50 | 91Y | 114.45 |
| 20X | 108.30 | 42Y | 110.55 | 92Y | 114.55 |
| 20Y | 108.35 | 43Y | 110.65 | 93Y | 114.65 |
| 21Y | 108.45 | 44X | 110.70 | 94Y | 114.75 |
| 22X | 108.50 | 44Y | 110.75 | 95Y | 114.85 |
| 22Y | 108.55 | 45Y | 110.85 | 96Y | 114.95 |
| 23Y | 108.65 | 46X | 110.90 | 97Y | 115.05 |
| 24X | 108.70 | 46Y | 110.95 | 98Y | 115.15 |
| 24Y | 108.75 | 47Y | 111.05 | 99Y | 115.25 |
| 25Y | 108.85 | 48X | 111.10 | 100Y | 115.35 |
| 26X | 108.90 | 48Y | 111.15 | 101Y | 115.45 |
| 26Y | 108.95 | 49Y | 111.25 | 102Y | 115.55 |
| 27Y | 109.05 | 50X | 111.30 | 103Y | 115.65 |
| 28X | 109.10 | 50Y | 111.35 | 104Y | 115.75 |
| 28Y | 109.15 | 51Y | 111.45 | 105Y | 115.85 |
| 29Y | 109.25 | 52X | 111.50 | 106Y | 115.95 |
| 30X | 109.30 | 52Y | 111.55 | 107Y | 116.05 |
| 30Y | 109.35 | 53Y | 111.65 | 108Y | 116.15 |
| 31Y | 109.45 | 54X | 111.70 | 109Y | 116.25 |
| 32X | 109.50 | 54Y | 111.75 | 110Y | 116.35 |
| 32Y | 109.55 | 55Y | 111.85 | 111Y | 116.45 |
| 33Y | 109.65 | 56X | 111.90 | 112Y | 116.55 |
| 34X | 109.70 | 56Y | 111.95 | 113Y | 116.65 |
| 34Y | 109.75 | 80Y | 113.35 | 114Y | 116.75 |
| 35Y | 109.85 | 81Y | 113.45 | 115Y | 116.85 |
| 36X | 109.90 | 82Y | 113.55 | 116Y | 116.95 |
| 36Y | 109.95 | 83Y | 113.65 | 117Y | 117.05 |
| 37Y | 110.05 | 84Y | 113.75 | 118Y | 117.15 |
| 38X | 110.10 | 85Y | 113.85 | 119Y | 117.25 |
| 38Y | 110.15 | 86Y | 113.95 | | |
| 39Y | 110.25 | 87Y | 114.05 | | |

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107





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# SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
(ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

| ft/NM | % | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 152 | 2.50 | 152 | 228 | 304 | 380 | 456 | 532 | 608 | 684 | 760 | 836 | 912 |
| 200 | 3.29 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 |
| 210 | 3.46 | 210 | 315 | 420 | 525 | 630 | 735 | 840 | 945 | 1050 | 1155 | 1260 |
| 220 | 3.62 | 220 | 330 | 440 | 550 | 660 | 770 | 880 | 990 | 1100 | 1210 | 1320 |
| 230 | 3.79 | 230 | 345 | 460 | 575 | 690 | 805 | 920 | 1035 | 1150 | 1265 | 1380 |
| 240 | 3.95 | 240 | 360 | 480 | 600 | 720 | 840 | 960 | 1080 | 1200 | 1320 | 1440 |
| 250 | 4.11 | 250 | 375 | 500 | 625 | 750 | 875 | 1000 | 1125 | 1250 | 1375 | 1500 |
| 260 | 4.28 | 260 | 390 | 520 | 650 | 780 | 910 | 1040 | 1170 | 1300 | 1430 | 1560 |
| 270 | 4.44 | 270 | 405 | 540 | 675 | 810 | 945 | 1080 | 1215 | 1350 | 1485 | 1620 |
| 280 | 4.61 | 280 | 420 | 560 | 700 | 840 | 980 | 1120 | 1260 | 1400 | 1540 | 1680 |
| 290 | 4.77 | 290 | 435 | 580 | 725 | 870 | 1015 | 1160 | 1305 | 1450 | 1595 | 1740 |
| 300 | 4.94 | 300 | 450 | 600 | 750 | 900 | 1050 | 1200 | 1350 | 1500 | 1650 | 1800 |
| 310 | 5.10 | 310 | 465 | 620 | 775 | 930 | 1085 | 1240 | 1395 | 1550 | 1705 | 1860 |
| 320 | 5.27 | 320 | 480 | 640 | 800 | 960 | 1120 | 1280 | 1440 | 1600 | 1760 | 1920 |
| 330 | 5.43 | 330 | 495 | 660 | 825 | 990 | 1155 | 1320 | 1485 | 1650 | 1815 | 1980 |
| 340 | 5.60 | 340 | 510 | 680 | 850 | 1020 | 1190 | 1360 | 1530 | 1700 | 1870 | 2040 |
| 350 | 5.76 | 350 | 525 | 700 | 875 | 1050 | 1225 | 1400 | 1575 | 1750 | 1925 | 2100 |
| 360 | 5.92 | 360 | 540 | 720 | 900 | 1080 | 1260 | 1440 | 1620 | 1800 | 1980 | 2160 |
| 370 | 6.09 | 370 | 555 | 740 | 925 | 1110 | 1295 | 1480 | 1665 | 1850 | 2035 | 2220 |
| 380 | 6.25 | 380 | 570 | 760 | 950 | 1140 | 1330 | 1520 | 1710 | 1900 | 2090 | 2280 |
| 390 | 6.42 | 390 | 585 | 780 | 975 | 1170 | 1365 | 1560 | 1755 | 1950 | 2145 | 2340 |
| 400 | 6.58 | 400 | 600 | 800 | 1000 | 1200 | 1400 | 1600 | 1800 | 2000 | 2200 | 2400 |
| 450 | 7.41 | 450 | 675 | 900 | 1125 | 1350 | 1575 | 1800 | 2025 | 2250 | 2475 | 2700 |
| 500 | 8.23 | 500 | 750 | 1000 | 1250 | 1500 | 1750 | 2000 | 2250 | 2500 | 2750 | 3000 |
| 550 | 9.05 | 550 | 825 | 1100 | 1375 | 1650 | 1925 | 2200 | 2475 | 2750 | 3025 | 3300 |

SUPPLEMENTAL TABLES 25107



SW-2, 12 JUN 2025 to 07 AUG 2025

# SUPPLEMENTAL TABLES 25107

## INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
## RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executingdescents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

| ANGLE | ft/NM | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 2.0 | 212 | 212 | 318 | 424 | 530 | 637 | 743 | 849 | 955 | 1061 | 1167 | 1273 |
| 2.5 | 265 | 265 | 398 | 531 | 663 | 796 | 929 | 1061 | 1194 | 1326 | 1459 | 1592 |
| 2.6 | 276 | 276 | 414 | 552 | 690 | 828 | 966 | 1104 | 1242 | 1380 | 1518 | 1655 |
| 2.7 | 287 | 287 | 430 | 573 | 716 | 860 | 1003 | 1146 | 1289 | 1433 | 1576 | 1719 |
| 2.8 | 297 | 297 | 446 | 594 | 743 | 892 | 1040 | 1189 | 1337 | 1486 | 1634 | 1783 |
| 2.9 | 308 | 308 | 462 | 616 | 770 | 923 | 1077 | 1231 | 1385 | 1539 | 1693 | 1847 |
| 3.0 | 318 | 318 | 478 | 637 | 796 | 955 | 1115 | 1274 | 1433 | 1592 | 1751 | 1911 |
| 3.1 | 329 | 329 | 494 | 658 | 823 | 987 | 1152 | 1316 | 1481 | 1645 | 1810 | 1974 |
| 3.2 | 340 | 340 | 510 | 679 | 849 | 1019 | 1189 | 1359 | 1529 | 1699 | 1868 | 2038 |
| 3.3 | 350 | 350 | 526 | 701 | 876 | 1051 | 1226 | 1401 | 1577 | 1752 | 1927 | 2102 |
| 3.4 | 361 | 361 | 541 | 722 | 902 | 1083 | 1263 | 1444 | 1624 | 1805 | 1985 | 2166 |
| 3.5 | 372 | 372 | 557 | 743 | 929 | 1115 | 1301 | 1487 | 1672 | 1858 | 2044 | 2230 |
| 3.6 | 382 | 382 | 573 | 765 | 956 | 1147 | 1338 | 1529 | 1720 | 1911 | 2103 | 2294 |
| 3.7 | 393 | 393 | 589 | 786 | 982 | 1179 | 1375 | 1572 | 1768 | 1965 | 2161 | 2358 |
| 3.8 | 404 | 404 | 605 | 807 | 1009 | 1211 | 1413 | 1614 | 1816 | 2018 | 2220 | 2421 |
| 3.9 | 414 | 414 | 621 | 828 | 1036 | 1243 | 1450 | 1657 | 1864 | 2071 | 2278 | 2485 |
| 4.0 | 425 | 425 | 637 | 850 | 1062 | 1275 | 1487 | 1700 | 1912 | 2124 | 2337 | 2549 |
| 4.5 | 478 | 478 | 717 | 956 | 1196 | 1435 | 1674 | 1913 | 2152 | 2391 | 2630 | 2869 |
| 5.0 | 532 | 532 | 797 | 1063 | 1329 | 1595 | 1861 | 2126 | 2392 | 2658 | 2924 | 3190 |
| 5.5 | 585 | 585 | 878 | 1170 | 1463 | 1755 | 2048 | 2340 | 2633 | 2925 | 3218 | 3510 |
| 6.0 | 639 | 639 | 958 | 1277 | 1597 | 1916 | 2235 | 2555 | 2874 | 3193 | 3512 | 3832 |
| 6.5 | 692 | 692 | 1038 | 1385 | 1731 | 2077 | 2423 | 2769 | 3115 | 3461 | 3808 | 4154 |
| 7.0 | 746 | 746 | 1119 | 1492 | 1865 | 2238 | 2611 | 2984 | 3357 | 3730 | 4103 | 4476 |
| 7.5 | 800 | 800 | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 |
| 8.0 | 854 | 854 | 1281 | 1708 | 2135 | 2562 | 2989 | 3416 | 3843 | 4270 | 4697 | 5124 |
| 8.5 | 908 | 908 | 1362 | 1816 | 2270 | 2724 | 3178 | 3632 | 4086 | 4540 | 4994 | 5448 |
| 9.0 | 962 | 962 | 1444 | 1925 | 2406 | 2887 | 3368 | 3849 | 4331 | 4812 | 5293 | 5774 |
| 9.5 | 1017 | 1017 | 1525 | 2034 | 2542 | 3050 | 3559 | 4067 | 4576 | 5084 | 5592 | 6101 |
| 10.0 | 1071 | 1071 | 1607 | 2143 | 2678 | 3214 | 3750 | 4286 | 4821 | 5357 | 5893 | 6428 |

SUPPLEMENTAL TABLES 25107



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# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

## ALTURAS, CA
### ALTURAS MUNI(AAT)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 31 ....1
DPS ..... BACHS TWO (OBSTACLE) (RNAV) ....2
CHOIR THREE (RNAV) ....3

## AMEDEE AAF(KAHC)
### HERLONG, CA
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 27 ....4

## ARCATA/EUREKA, CA
### CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY(ACV)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 32 ....5
RNAV (GPS) RWY 01 ....6
RNAV (GPS) RWY 14 ....7
RNAV (GPS) RWY 32 ....8
AIRPORT DIAGRAM ....9
DPS ..... HOCUT FIVE ....10

## ATWATER, CA
### CASTLE(MER)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT ....P
IAPS ..... ILS OR LOC RWY 31 ....11
RNAV (GPS) RWY 13 ....12
RNAV (GPS) RWY 31 ....13
AIRPORT DIAGRAM ....14

## AUBURN, CA
### AUBURN MUNI(AUN)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 07 ....15
DPS ..... YUBBA ONE (OBSTACLE) ....16

## BEALE AFB(KBAB)
### MARYSVILLE, CA
TAKEOFF MINIMUMS ....L
HOT SPOT ....P
IAPS ..... ILS OR LOC Y RWY 15 ....17
ILS OR LOC Y RWY 33 ....18
RNAV (GPS) RWY 15 ....19
RNAV (GPS) RWY 33 ....20
TACAN Y RWY 15 ....21
TACAN Y RWY 33 ....22
AIRPORT DIAGRAM ....23
DPS ..... PYNUN SEVEN ....24

## BECKWOURTH, CA
### NERVINO(O02)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) Y RWY 26 ....25
RNAV (GPS) Z RWY 26 ....26

## BISHOP, CA
### BISHOP(BIH)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (RNP) RWY 30 ....27
RNAV (GPS) Y RWY 12 ....28
RNAV (GPS) Z RWY 12 ....29
LDA RWY 17 ....30
AIRPORT DIAGRAM ....31

## BUCHANAN FLD
**---SEE CONCORD, CA**

## BYRON, CA
### BYRON(C83)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 30 ....32

## CALAVERAS COUNTY/MAURY RASMUSSEN FLD
**---SEE SAN ANDREAS, CA**

## CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY
**---SEE ARCATA/EUREKA, CA**

## CASTLE
**---SEE ATWATER, CA**

## CHARLES M SCHULZ/SONOMA COUNTY
**---SEE SANTA ROSA, CA**

## CHESTER, CA
### ROGERS FLD(O05)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 34 ....33
DPS ..... CHOTT ONE (OBSTACLE) (RNAV) ....34

## CHICO, CA
### CHICO RGNL(CIC)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 13L ....35
RNAV (GPS) RWY 13L ....36
RNAV (GPS) RWY 31R ....37
AIRPORT DIAGRAM ....38
DPS ..... CHICO FIVE ....39

## CLOVERDALE, CA
### CLOVERDALE MUNI(O60)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 32 ....40

## COALINGA, CA
### NEW COALINGA MUNI(C80)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 30 ....41
DPS ..... AVENAL ONE (OBSTACLE) ....42

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**COLUMBIA, CA**
**COLUMBIA(O22)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 35 ....43
DPS ..... FICHU FOUR (OBSTACLE) (RNAV) ....44

**COLUSA, CA**
**COLUSA COUNTY(O08)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS)-B ....45
RNAV (GPS) RWY 32 ....46
VOR-A ....47

**CONCORD, CA**
**BUCHANAN FLD(CCR)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT ....P
STARS ..... BMBER ONE (RNAV) ....Z7
IAPS ..... RNAV (GPS) RWY 19R ....48
LDA RWY 19R ....49
VOR RWY 19R ....50
AIRPORT DIAGRAM ....51
DPS ..... BUCHANAN TWO ....52

**CRESCENT CITY, CA**
**JACK MC NAMARA FLD(CEC)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 12 ....53
RNAV (GPS) RWY 12 ....54
RNAV (GPS) RWY 36 ....55
VOR/DME RWY 12 ....56
VOR/DME RWY 36 ....57
VOR RWY 12 ....58

**DAVIS, CA**
**UNIVERSITY(EDU)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 ....59
RNAV (GPS) RWY 35 ....60

**DAVIS/WOODLAND/WINTERS, CA**
**YOLO COUNTY(DWA)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 16 ....61
RNAV (GPS) RWY 34 ....62

**ELLS FLD/WILLITS MUNI**
**---SEE WILLITS, CA**

**EUREKA, CA**
**MURRAY FLD(EKA)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 12 ....63
RNAV (GPS)-B ....64

**FAIRFIELD, CA**
**---SEE TRAVIS AFB**

**FIREBAUGH, CA**
**FIREBAUGH(F34)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS)-B ....65

**FORTUNA, CA**
**ROHNERVILLE(FOT)**
TAKEOFF MINIMUMS ....L
IAPS ..... GPS RWY 11 ....66
GPS RWY 29 ....67

**FRESNO, CA**
**FRESNO CHANDLER EXEC(FCH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 12 ....68
RNAV (GPS) RWY 30 ....69
AIRPORT DIAGRAM ....70
**FRESNO YOSEMITE INTL(FAT)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... ALTTA NINE ....Z2
IAPS ..... ILS Y OR LOC Y RWY 29R ....71
ILS Y RWY 29R (SA CAT I) ....72
ILS Y RWY 29R (CAT II - III) ....73
RNAV (GPS) RWY 11L ....74
RNAV (GPS) RWY 11R ....75
RNAV (GPS) RWY 29L ....76
RNAV (GPS) RWY 29R ....77
LOC Y RWY 11L ....78
TACAN RWY 11L ....79
TACAN RWY 29R ....80
AIRPORT DIAGRAM ....81
DPS ..... BULLDOG THREE ....82
COALDALE FOUR ....83
YOSEMITE THREE ....84

**GNOSS FLD**
**---SEE NOVATO, CA**

**GRASS VALLEY, CA**
**NEVADA COUNTY(GOO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 07 ....85
AIRPORT DIAGRAM ....86

**GROVELAND, CA**
**PINE MOUNTAIN LAKE(E45)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....87
GPS RWY 27 ....88

**HAIGH FLD**
**---SEE ORLAND, CA**

**HALF MOON BAY, CA**
**HALF MOON BAY(HAF)**
TAKEOFF MINIMUMS ....L
DIVERSE VECTOR AREA ....L
IAPS ..... RNAV (GPS) RWY 12 ....89
RNAV (GPS) RWY 30 ....90
DPS ..... SEEMS ONE (OBSTACLE) (RNAV) ....91

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

### HANFORD, CA
**HANFORD MUNI(HJO)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 32 ..... 92
RNAV (GPS)-B ..... 93

### HAYWARD, CA
**HAYWARD EXEC(HWD)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... EMZOH FOUR (RNAV) ..... Z14
OAKES THREE (RNAV) ..... Z18
PANOCHE SIX ..... Z22
IAPS ..... RNAV (GPS) RWY 28L ..... 94
LOC RWY 28L ..... 95
AIRPORT DIAGRAM ..... 96

**HEALDSBURG MUNI**
**---SEE HEALSDBURG, CA**

### HEALSDBURG, CA
**HEALDSBURG MUNI(HES)**
STARS ..... REBAS ONE (RNAV) ..... Z28
VNYRD ONE (RNAV) ..... Z43

**HERLONG, CA**
**---SEE AMEDEE AAF**

### HOLLISTER, CA
**HOLLISTER MUNI(CVH)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 ..... 97
RNAV (GPS) RWY 31 ..... 98

**JACK MC NAMARA FLD**
**---SEE CRESCENT CITY, CA**

### JACKSON, CA
**WESTOVER FLD AMADOR COUNTY(JAQ)**
TAKEOFF MINIMUMS ..... L
IAPS ..... GPS RWY 01 ..... 99
VOR/DME RWY 01 ..... 100

### KING CITY, CA
**MESA DEL REY(KIC)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 11 ..... 101
RNAV (GPS) RWY 29 ..... 102

**LAKE TAHOE**
**---SEE SOUTH LAKE TAHOE, CA**

### LAKEPORT, CA
**LAMPSON FLD(1O2)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-A ..... 103
DPS ..... LAKEPORT THREE (RNAV) ..... 104

**LAMPSON FLD**
**---SEE LAKEPORT, CA**

### LEMOORE NAS (REEVES FLD)(KNLC)
**LEMOORE, CA**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
RADAR MINIMUMS ..... N
IAPS ..... RNAV (GPS) RWY 14L ..... 105
RNAV (GPS) RWY 14R ..... 106
RNAV (GPS) RWY 32L ..... 107
RNAV (GPS) RWY 32R ..... 108
TACAN Y RWY 14L ..... 109
TACAN Y RWY 14R ..... 110
TACAN Y RWY 32L ..... 111
AIRPORT DIAGRAM ..... 112
DPS ..... LEMOORE TWO ..... 113
REEVES FIVE ..... 114

### LINCOLN, CA
**LINCOLN RGNL/KARL HARDER FLD(LHM)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 15 ..... 115
RNAV (GPS) RWY 15 ..... 116
RNAV (GPS) RWY 33 ..... 117

### LITTLE RIVER, CA
**LITTLE RIVER(LLR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 29 ..... 118
DPS ..... LITTLE RIVER ONE (OBSTACLE) (RNAV) ..... 119

### LIVERMORE, CA
**LIVERMORE MUNI(LVK)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS RWY 25R ..... 120
RNAV (GPS) RWY 25R ..... 121
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# 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.


SW-2, 12 JUN 2025 to 07 AUG 2025

## ALTURAS, CA

ALTURAS MUNI (AAT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10APR08 (08101) (FAA)

DEPARTURE PROCEDURE:

Use BACHS DEPARTURE.

## AMEDEE AAF (KAHC)

HERLONG, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (20030)

TAKEOFF MINIMUMS:

**Rwy 9,** std. w/min. climb of 350' per NM to 9500, or 4100-3 for VCOA.

**Rwy 27,** std. w/min. climb of 390' per NM to 8500, or 4100-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 9**, climbing right turn on a heading between 086° CW to 266° from DER.

**Rwy 27,** climbing left turn on a heading between 086° CW 266° from DER.

VCOA:

**All runways,** obtain ATC approval for VCOA When requesting IFR clearance. Climb in visual Conditions to cross AMEDEE AAF at or above 8000 before proceeding on course.

## ARCATA-EUREKA, CA

CALIFORNIA REDWOOD COAST—HUMBOLDT COUNTY (ACV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** std. w/min. climb of 360' per NM to 500 or 1100-2½ for VCOA.

**Rwy 14,** 400-2½ or std. w/min. climb of 382' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 1, 32,** climbing left turn to intercept ACV R-250 to HOCUT INT and continue climb to MEA on V27.

**Rwy 14, 19,** climbing right turn to intercept ACV R-250 to HOCUT INT and continue climb to MEA on V27.

VCOA:

**Rwy 1,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross California Redwood Coast-Humboldt County airport westbound at or above 1200 to intercept ACV R-250 to HOCUT INT and continue climb to MEA on V27.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** runway lights 10' from DER, 54' left and right of centerline, 1' AGL/209' MSL.
Fence beginning 150' from DER, 397' right of centerline, up to 9' AGL/217' MSL.
Tree, fence, pole beginning 222' from DER, 158' right of centerline, up to 260' MSL.
Tree 276' from DER, 491' left of centerline, 245' MSL.
Trees beginning 310' from DER, 198' left of centerline, up to 248' MSL.
Tree 383' from DER, 408' right of centerline, 316' MSL.
Trees beginning 385' from DER, 0' left of centerline, up to 179' AGL/325' MSL.
Trees beginning 423' from DER, 11' left of centerline, up to 118' AGL/260' MSL.
Trees beginning 583' from DER, 6' left of centerline, up to 178 AGL/278' MSL.
Trees beginning 1922' from DER, 179' right of centerline, up to 344' MSL.
Trees beginning 2291' from DER, 266' right of centerline, up to 124 AGL/356' MSL.
Tree 3390' from DER, 164' left of centerline, 150' AGL/335' MSL.
Trees beginning 3400' from DER, 108' left of centerline, up to 175' AGL/357' MSL.
Trees beginning 3478' from DER, 12' left of centerline, up to 187' AGL/364' MSL.
Tree 3602' from DER, 725' right of centerline, 358' MSL.
Trees beginning 3603' from DER, 1' right of centerline, up to 177' AGL/365' MSL.
Trees beginning 3714' from DER, 34' left of centerline, up to 192' AGL/369' MSL.
Trees beginning 3722' from DER, 51' left of centerline, up to 197' AGL/372' MSL.
Trees beginning 3763' from DER, 1' left of centerline, up to 202' AGL/375' MSL.
Tree 4016' from DER, 567' right of centerline, 367' MSL.
Trees beginning 4017' from DER, 67' right of centerline, up to 197' AGL/373' MSL.
Trees beginning 6044' from DER, 852' left of centerline, up to 163' AGL/379' MSL.
Tree 1.1 NM from DER, 48' right of centerline, 385' MSL.
Trees beginning 1.2 NM from DER, 1220' right of centerline, up to 416' MSL.
Trees beginning 1.7 NM from DER, 2648' right of centerline, up to 602' MSL.
Tree 1.8 NM from DER, 3460' right of centerline, 605' MSL.

**Rwy 14,** runway lights 9' from DER, 54' left and right of centerline, 1' AGL/223' MSL.
Tree 621' from DER, 591' left of centerline, 256' MSL.
Tree, antenna, pole, beginning 733' from DER, 378' left of centerline, up to 262' MSL.
Tree 1086' from DER, 716' right of centerline, 277' MSL.
Trees, beginning 1110' from DER, 717' right of centerline, up to 290' MSL.
Tree 1701' from DER, 860' left of centerline, 283' MSL.
Trees beginning 1843' from DER, 875' left of centerline, up to 307' MSL.
Trees, beginning 2568' from DER, 801' left of centerline, up to 321' MSL.
Trees beginning 3085' from DER, 565' left of centerline, up to 326' MSL.
Tree 3807' from DER, 1202' left of centerline, 374' MSL.
Trees, beginning 3827' from DER, 794' left of centerline, up to 392' MSL.
Trees, beginning 4152' from DER, 813' left of centerline, up to 420' MSL.
Trees, beginning 4514' from DER, 1245' left of centerline, up to 443' MSL.
Trees, beginning 4707' from DER, 880' left of centerline, up to 446' MSL.
Trees, beginning 5176' from DER, 1028' left of centerline, up to 447' MSL.
Trees, beginning 5712' from DER, 1337' left of centerline, up to 467' MSL.
Trees, beginning 1.1 NM from DER, 1618' left of centerline, up to 515' MSL.
Trees, beginning 1.2 NM from DER, 1929' left of centerline, up to 565' MSL.
Tree 1.7 NM from DER, 3238' left of centerline, 568' MSL.
Trees beginning 1.8 NM from DER, 1864' left of centerline, up to 588' MSL.

**Rwy 19,** runway lights 9' from DER, 55' left and right of centerline, 189' MSL.
Vegetation 15' from DER, 270' right of centerline, 191' MSL.
Tree 776' from DER, 696' right of centerline, 77' AGL/215' MSL.

**Rwy 32,** fence, beginning 91' from DER, 476' right of centerline, up to 196' MSL.
Fence 132' from DER, 221' left of centerline, 8' AGL/188' MSL.
Tree, fence, bush beginning 183' from DER, 202' left of centerline, up to 195' MSL.
Fence, beginning 268' from DER, 176' right of centerline, up to 13' AGL/197' MSL.
Obs light DME, NAVAID, beginning 580' from DER, 258' right of centerline, up to 29' AGL/203' MSL.
Tree 1022' from DER, 624' right of centerline, 256' MSL.
Trees, beginning 1036' from DER, 448' right of centerline, up to 267' MSL.

## ATWATER, CA
CASTLE (MER)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
**Rwy 13,** std. w/ min. climb of 250' per NM to 2500 or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwy 13,** climb heading 126° to 2500 before turning left. For climb in visual conditions, cross Castle Airport at or above 2200 before proceeding on course.
**Rwy 31,** climb heading 306° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 13,** tree 2539' from DER, 1005' right of centerline, 89' AGL/261' MSL.
**Rwy 31,** tree 1274' from DER, 829' left of centerline, 20' AGL/224' MSL.
Trees beginning 2909' from DER, 542' right of centerline, 65' AGL/269' MSL.

## AUBURN, CA
AUBURN MUNI (AUN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25JAN24 (24025) (FAA)
DEPARTURE PROCEDURE:
Use YUBBA DEPARTURE.
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** tree 98' from DER, 447' left of centerline, 1541' MSL.
Building, tree beginning 99' from DER, 234' right of centerline, up to 24' AGL/1553' MSL.
Tree 959' from DER, 241' right of centerline, 1578' MSL.
Tree 992' from DER, 431' right of centerline, 1602' MSL.
Trees beginning 1035' from DER, 139' right of centerline, up to 1614' MSL.
Trees beginning 1103' from DER, 244' right of centerline, up to 1587' MSL.
Trees beginning 1266' from DER, 263' right of centerline, up to 1676' MSL.
Pole, electrical system, trees beginning 1366' from DER, 253' right of centerline, up to 60' AGL/1679' MSL.
Trees beginning 1514' from DER, 56' right of centerline, up to 1681' MSL.
Tree 5369' from DER, 1805' left of centerline, 1684' MSL.
Trees beginning 5546' from DER, 1593' left of centerline, up to 1735' MSL.
Trees beginning 1 NM from DER, 1140' left of centerline, up to 1779' MSL.
Trees beginning 1.1 NM from DER, 1983' right of centerline, up to 1726' MSL.
Tree, pole beginning 1.3 NM from DER, 1113' right of centerline, up to 1773' MSL.
Trees beginning 1.4 NM from DER, 918' left of centerline, up to 1796' MSL.
Trees, transmission line, tank, building beginning 1.5 NM from DER, 372' left of centerline, up to 1801' MSL.
Trees beginning 1.6 NM from DER, 535' left of centerline, up to 1915' MSL.
Tree, traverse way beginning 1.7 NM from DER, 1523' left of centerline, up to 1859' MSL.
Electrical system, trees beginning 2.1 NM from DER, 2928' left of centerline, up to 62' AGL/2059' MSL.
Tree 2.2 NM from DER, 3991' left of centerline, 2151' MSL.
Trees beginning 2.3 NM from DER, 3015' left of centerline, up to 2105' MSL.
Tree 2.4 NM from DER, 4231' left of centerline, 1986' MSL.
**Rwy 25,** rising terrain 26' from DER, 286' right of centerline, 1496' MSL.
Trees beginning 31' from DER, 477' left of centerline, up to 1532' MSL.
Tree, rising terrain, fences, vertical structure, building beginning 89' from DER, 199' right of centerline, up to 1529' MSL.
Trees beginning 774' from DER, 419' right of centerline, up to 1538' MSL.
Tree 1023' from DER, 652' right of centerline, 1539' MSL.
Trees beginning 1678' from DER, 207' right of centerline, up to 1547' MSL.

## BEALE AFB (KBAB)
MARYSVILLE, CA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25JAN24 (24025) (USAF)
TAKEOFF MINIMUMS:
**Rwy 33,** 3400-3 or std w/min climb of 203'/NM to 3900.
DEPARTURE PROCEDURE:
**Rwy 15,** climb on a hdg between 100° CW to 325° from DER.
**Rwy 33,** climb on a hdg between 146° CW to 344° from DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 33,** terrain 0' from DER, 500' right of centerline, 118' MSL.
Aircraft tail 129' from DER, 525' right of centerline, 16' AGL/134' MSL.

## BECKWOURTH, CA
NERVINO (O02)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 17OCT13 (13290) (FAA)
TAKEOFF MINIMUMS:
**Rwys 8, 26,** 3500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwys 8, 26,** for climb in visual conditions: cross Nervino airport at or above 8300 before proceeding on course.
**CON'T**


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## BECKWOURTH, CA (CON'T)

NERVINO (O02) (CON'T)

TAKEOFF OBSTACLE NOTES:
**Rwy 8,** road 58' from DER, 469' right of centerline, 15' AGL/4920' MSL.
Pole 310' from DER, 522' right of centerline, 49' AGL/4925' MSL.
Pole 528' from DER, 522' right of centerline, 39' AGL/4924' MSL.
Tree 1.47 NM from DER, 727' right of centerline, 100' AGL/5193' MSL.
Tree 1.9 NM from DER, 2534' right of centerline, 100' AGL/5499' MSL.
Bush 2.03 NM from DER, 2126' right of centerline, 4' AGL/5406' MSL.
**Rwy 26,** tree 5856' from DER, 1984' right of centerline, 100' AGL/5339' MSL.
Tree 1.25 NM from DER, 2439' right of centerline, 100' AGL/5420' MSL.
Tree 2.07 NM from DER, 3302' left of centerline, 100' AGL/5570' MSL.

## BISHOP, CA

BISHOP (BIH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:
**Rwy 8, 12, 17,** 9000-3 for VCOA.
**Rwy 26,** std. w/ min. climb of 280' per NM to 10400', or 9000-3 for VCOA.
**Rwys 30, 35,** std. w/ min. climb of 285' per NM to 10500', or 9000-3 for VCOA.

DEPARTURE PROCEDURE:
**Rwys 26, 30,** climbing right turn on heading 360, thence…
**Rwy 35,** climbing left turn on heading 290, thence…
…all aircraft intercept BIH R-322 to NIKOL INT/BIH 38.46 DME. Aircraft departing NIKOL on V244 westbound cross NIKOL at or above 13100; aircraft departing NIKOL on V381 southeast bound cross NIKOL at or above 13000; aircraft departing NIKOL on T298 westbound or T259 westbound cross NIKOL at or above 12200; all other aircraft cross NIKOL at or above 11000.

VCOA:
**All Rwys,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bishop airport at or above 13000' before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 26,** trees and bushes beginning 69' from DER, 150' right of centerline, up to 4197' MSL.
Trees beginning 925' from DER, 32' left of centerline, up to 4167' MSL.
**Rwy 35,** trees beginning 238' from DER, 31' left of centerline, up to 4146' MSL.
Trees beginning 215' from DER, 146' right of centerline, up to 4146' MSL.

## BYRON, CA

BYRON (C83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:
**Rwy 23,** NA - obstacles.
**Rwy 30,** 200-1⅛ or std. with a min. climb of 245' per NM to 300, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:
**Rwy 5,** climbing left turn heading 010°, thence...
**Rwy 12,** climbing left turn heading 360°, thence…
**Rwy 30,** climbing right turn heading 065°, thence…
…on LIN VOR/DME R-227 to LIN VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** bush 17' from DER, 67' right of centerline, 6' AGL/52' MSL.
**Rwy 12,** multiple trees and bush beginning 240' from DER, 286' right of centerline, up to 39' AGL/76' MSL.
**Rwy 30,** multiple poles, building, and terrain beginning 66' from DER, 228' left of centerline, up to 65' AGL/225' MSL.
Multiple poles beginning 949' from DER, 28' right of centerline, up to 42' AGL/103' MSL.

## CHESTER, CA

ROGERS FLD (O05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:
Use CHOTT DEPARTURE.

## CHICO, CA

CHICO RGNL (CIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 21MAY20 (23054) (FAA)

DEPARTURE PROCEDURE:
**Rwys 13L/R,** climbing right turn heading 230° to intercept V-23/T-261.
**Rwys 31L/R,** climbing left turn heading 230° to intercept V-23/T-261.

**CON'T**



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## CHICO, CA (CON'T)

### CHICO RGNL (CIC) (CON'T)

TAKEOFF OBSTACLE NOTES:
**Rwy 13L,** terrain 298' from DER, 537' left of centerline, 216' MSL.
Trees, pole beginning 947' from DER, 560' left of centerline, up to 241' MSL.
**Rwy 13R,** vehicles on road beginning at DER, left and right of centerline, up to 225' MSL.
**Rwy 31L,** vehicles on road beginning at DER, left and right of centerline, up to 235' MSL.
Tower 611' from DER, 349' right of centerline, 35' AGL/267' MSL.
**Rwy 31R,** tree 1124' from DER, 612' right of centerline, 282' MSL.
Tree 1363' from DER, 768' left of centerline, 280' MSL.

## CLOVERDALE, CA

### CLOVERDALE MUNI (O60)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:
**Rwy 14,** 300-1 w/min. climb of 475' per NM to 1400, or 3900-3 for VCOA.
**Rwy 32,** 3900-3 for VCOA.

DEPARTURE PROCEDURE:
**Rwy 14,** climb on a heading between 120° CW to 150° from DER to 4500 before proceeding on course.

VCOA:
**All runways,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cloverdale Muni airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 14,** tree 38' from DER, 411' right of centerline, 305' MSL.
Vegetation 61' from DER, 307' left of centerline, 276' MSL.
Vegetation beginning 80' from DER, 90' left of centerline, up to 9' AGL/279' MSL.
Trees beginning 95' from DER, 18' right of centerline, up to 43' AGL/310' MSL.
Tree 391' from DER, 29' left of centerline, 31' AGL/291' MSL.
Tree 396' from DER, 154' left of centerline, 40' AGL/298' MSL.
Tree 416' from DER, 80' left of centerline, 37' AGL/299' MSL.
Trees beginning 419' from DER, 20' left of centerline, up to 43' AGL/303' MSL.
Tree 448' from DER, 207' left of centerline, 58' AGL/329' MSL.
Tree, pole beginning 611' from DER, 30' right of centerline, up to 314' MSL.
Trees, ag equip beginning 662' from DER, 20' left of centerline, up to 369' MSL.
Trees beginning 1046' from DER, 325' right of centerline, up to 352' MSL.
Trees, stack, buildings beginning 1483' from DER, 41' right of centerline, up to 373' MSL.
Buildings, pipeline pipes, poles, trees, ag equip, transmission lines beginning 1907' from DER, 8' right of centerline, up to 142' AGL/427' MSL.
Ag equip, tree beginning 2902' from DER, 37' left of centerline, up to 5' AGL/371' MSL.
Tree 2970' from DER, 291' left of centerline, 48' AGL/380' MSL.
Ag equip beginning 2979' from DER, 87' left of centerline, up to 5' AGL/386' MSL.
Antenna, trees, ag equip, pole beginning 3082' from DER, 70' left of centerline, up to 19' AGL/403' MSL.
Tree, buildings beginning 4785' from DER, 503' left of centerline, up to 31' AGL/426' MSL.
Tree 4878' from DER, 415' left of centerline, 37' AGL/428' MSL.
Tree 4916' from DER, 511' left of centerline, 52' AGL/446' MSL.
Ag equip beginning 1 NM from DER, 1806' right of centerline, up to 6' AGL/448' MSL.
Tree 1 NM from DER, 1969' right of centerline, 496' MSL.
Trees beginning 1.1 NM from DER, 1127' right of centerline, up to 534' MSL.
Tree 1.5 nm from DER, 2973' right of centerline, 549' MSL.
Tree 1.6 NM from DER, 2150' right of centerline, 529' MSL.
Trees beginning 1.6 NM from DER, 1753' right of centerline, up to 719' MSL.
Trees beginning 1.7 NM from DER, 393' right of centerline, up to 814' MSL.
Trees beginning 2.2 NM from DER, 8' right of centerline, up to 772' MSL.
Tree 2.2 NM from DER, 59' left of centerline, 620' MSL.
Tree 2.5 NM from DER, 1452' right of centerline, 780' MSL.
**Rwy 32,** tree 32' from DER, 497' right of centerline, 288' MSL.
Ag equip 35' from DER, 371' left of centerline, 6' AGL/283' MSL.
Tree 51' from DER, 252' left of centerline, 297' MSL.
Tree, fences beginning 71' from DER, 67' right of centerline, up to 313' MSL.
Trees, ag equip, fences beginning 96' from DER, 62' left of centerline, up to 30' AGL/322 ' MSL.
Tree 419' from DER, 477' right of centerline, 329' MSL.
Tree 450' from DER, 372' left of centerline, 341' MSL.
Trees beginning 806' from DER, 505' right of centerline, up to 331' MSL.
Trees beginning 989' from DER, 293' left of centerline, up to 363' MSL.
Tree 2915' from DER, 965' right of centerline, 349' MSL.
Tree, building beginning 2967' from DER, 1241' left of centerline, up to 393' MSL.
Trees beginning 3274' from DER, 173' right of centerline, up to 374' MSL.
Trees beginning 1.6 NM from DER, 292' right of centerline, up to 581' MSL.
Tree, building beginning 2.2 NM from DER, 221' right of centerline, up to 652' MSL.
Tree 2.3 NM from DER, 276' right of centerline, 672' MSL.
Tank 2.4 NM from DER, 3970' left of centerline, 680' MSL.

## COALINGA, CA

NEW COALINGA MUNI (C80)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:

**Rwys 1, 19,** NA-Environmental.

DEPARTURE PROCEDURE:

**Rwys 12, 30**, use AVENAL DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** vehicle on road beginning 9' from DER, 362' left of centerline, up to 614' MSL.
NAVAID 15' from DER, 125' right of centerline, 2' AGL/603' MSL.
Vehicle on road beginning 76' from DER, 506' right of centerline, up to 614' MSL.
**Rwy 30,** NAVAID 14' from DER, 125' left of centerline, 1' AGL/626' MSL.
Terrain 43' from DER, 472' right of centerline, 627' MSL.
Vehicle on road beginning 145' from DER, 456' right of centerline, up to 645' MSL.
Vehicle on road 202' from DER, 446' left of centerline, 643' MSL.
Vehicle on road 330' from DER, 378' right of centerline, 646' MSL.
Vehicle on road beginning 384' from DER, 1' left of centerline, up to 644' MSL.
Vehicle on road 532' from DER, 362' right of centerline, 647' MSL.
Vehicle on road beginning 655' from DER, on and left of centerline, up to 646' MSL.
Vehicle on road beginning 679' from DER, on and right of centerline, up to 648' MSL.
Vehicle on road beginning 731' from DER, 113' left of centerline, up to 648' MSL.

## COLUMBIA, CA

COLUMBIA (O22)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

**Rwys 11, 29,** NA - Environmental.
**Rwy 35,** NA - ATC.

DEPARTURE PROCEDURE:

**Rwy 17,** use FICHU RNAV DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** bush 31' from DER, 196' right of centerline, 2083' MSL.
Tree 148' from DER, 387' right of centerline, 2108' MSL.
Trees beginning 180' from DER, 287' left of centerline, up to 2126' MSL.
Tree 262' from DER, 527' right of centerline, 2163' MSL.
Trees beginning 354' from DER, 240' left of centerline, up to 2127' MSL.
Tree, rd (n), pole, grd, bush beginning 414' from DER, 46' right of centerline, up to 2188' MSL.
Tree 456' from DER, 325' left of centerline, 2130' MSL.
Trees beginning 492' from DER, 109' left of centerline, up to 2133' MSL.
Trees beginning 725' from DER, 26' left of centerline, up to 2171' MSL.
Trees beginning 1260' from DER, 56' left of centerline, up to 2181' MSL.
Tree 1527' from DER, 893' right of centerline, 2205' MSL.
Tree 1619' from DER, 860' right of centerline, 2220' MSL.
Trees beginning 1664' from DER, 896' right of centerline, up to 2238' MSL.
Tree 2152' from DER, 982' left of centerline, 2212' MSL.
Tree 2195' from DER, 988' left of centerline, 2262' MSL.
Tree 2195' from DER, 987' left of centerline, 2273' MSL.
Tree, tower beginning 5842' from DER, 410' left of centerline, up to 2339' MSL.
Tree 5936' from DER, 557' left of centerline, 2239' MSL.

## COLUSA, CA

COLUSA COUNTY (O08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11JUL24 (24193) (FAA)

DEPARTURE PROCEDURE:

**Rwy 14,** climbing right turn heading 175° to intercept ILA R-030 to ILA VORTAC before proceeding on course.
**Rwy 32,** climbing left turn direct ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** vehicle on road 1' from DER, 350' right of centerline, 60' MSL.
Vehicles on road, fence, sign beginning 23' from DER, 233' right of centerline, up to 62' MSL.
Vehicle on road, vegetation beginning 39' from DER, 455' left of centerline, up to 67' MSL.
Vehicles on road beginning 95' from DER, 472' left of centerline, up to 68' MSL.
Tree, fence, vehicles on road beginning 139' from DER, 347' left of centerline, up to 77' MSL.
Buildings, fence, vehicle on road beginning 194' from DER, 196' right of centerline, up to 14' AGL/63' MSL.
Building, vehicles on road, trees beginning 437' from DER, 57' right of centerline, up to 31' AGL/80' MSL.
Trees beginning 803' from DER, 145' right of centerline, up to 103' MSL.
Building 1477' from DER, 429' left of centerline, 61' AGL/107' MSL.
**Rwy 32,** building, fence beginning 92' from DER, 253' left of centerline, up to 13' AGL/63' MSL.
Buildings beginning 168' from DER, 444' right of centerline, up to 22' AGL/70' MSL.
Tree, vehicle on road beginning 239' from DER, 165' left of centerline, up to 90' MSL.
Building 358' from DER, 323' right of centerline, 22' AGL/71' MSL.

**CON'T**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

## COLUSA, CA (CON'T)

### COLUSA COUNTY (O08) (CON'T)

**Rwy 32 (CON'T),** building, tanks beginning 369' from DER, 413' right of centerline, up to 27' AGL/76' MSL.
Vehicles on road 490' from DER, left and right of centerline, up to 15' AGL/64' MSL.
Tree, pole beginning 820' from DER, 473' left of centerline, up to 91' MSL.
Tower 1396' from DER, 91' right of centerline, 55' AGL/105' MSL.
Transmission line 2163' from DER, 378' right of centerline, 57' AGL/107' MSL.
Tree 2836' from DER, 195' right of centerline, 120' MSL.

## CONCORD, CA

### BUCHANAN FLD (CCR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JUN17 (21112) (FAA)

TAKEOFF MINIMUMS:
**Rwys 1L/R,** std. w/min. climb of 330' per NM to 1000 or 3700-3 for VCOA.
**Rwys 14L/R,** std. w/min. climb of 420' per NM to 2700 or 3700-3 for VCOA.
**Rwys 19L/R,** std. w/min. climb of 490' per NM to 3900 or 3700-3 for VCOA.
**Rwys 32L/R,** std. w/min. climb of 330' per NM to 1000 or 3700-3 for VCOA.

DEPARTURE PROCEDURE:
**Rwys 1L/R, 14L/R, 19L/R,** climbing left turn direct CCR VOR/DME, thence...
**Rwys 32L/R,** climbing right turn direct CCR VOR/DME, thence...
...aircraft departing on CCR VOR/DME R-150 clockwise R-110, climb on course.
**All others,** climb in CCR VOR/DME holding pattern (hold N, left turns, 191° inbound) to cross CCR VOR/DME at or above 3400 before proceeding on course.

VCOA:
**All Rwys,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Buchanan Fld airport at or above 3600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 1L,** fence 116' from DER, 1' right of centerline, 29' MSL.
Building 639' from DER, 381' right of centerline, 25' AGL/48' MSL.
Vegetation 675' from DER, 96' left of centerline, 38' MSL.
Tree and poles beginning 1261' from DER, 19' right of centerline, up to 78' MSL.
Flagpole 1520' from DER, 753' left of centerline, 71' MSL.
Tree, camera, and general utility beginning 1860' from DER, 48' right of centerline, up to 98' MSL.
Pole 1906' from DER, 120' left of centerline, 51' AGL/72' MSL.
Sign 1996' from DER, 812' left of centerline, 78' MSL.
Tree 2392' from DER, 8' left of centerline, 83' MSL.
**Rwy 1R,** pole 1551' from DER, 97' right of centerline, 43' AGL/67' MSL.
Pole 1864' from DER, 357' right of centerline, 96' MSL.
Tree 1927' from DER, 222' right of centerline, 131' MSL.
Tree 2110' from DER, 981' right of centerline, 133' MSL.
**Rwy 14L,** vehicles on road and fences beginning 82' from DER, 29' left of centerline, up to 40' MSL.
Building and trees beginning 731' from DER, 191' left of centerline, up to 51' MSL.
Trees and buildings beginning 840' from DER, 93' left of centerline, up to 77' MSL.
Trees, poles, and buildings beginning 942' from DER, 13' left of centerline, up to 102' MSL.
Trees, buildings, and poles beginning 1116' from DER, 10' right of centerline, up to 40' AGL/71' MSL.
Tree 1465' from DER, 112' right of centerline, 73' MSL.
Trees beginning 1496' from DER, 121' right of centerline, up to 84' MSL.
Trees beginning 1648' from DER, 62' right of centerline, up to 91' MSL.
Trees and building beginning 1750' from DER, 30' left of centerline, up to 105' MSL.
Tree 2570' from DER, 93' right of centerline, 92' MSL.
Buildings beginning 5413' from DER, 99' left of centerline, up to 177' MSL.
Building 5456' from DER, 138' left of centerline, 146' AGL/179' MSL.
**Rwy 14R,** windsock 411' from DER, 451' right of centerline, 31' AGL/51' MSL.
Control tower 1140' from DER, 315' right of centerline, 61' AGL/84' MSL.
Electrical system, tree, pole, and antenna beginning 1140' from DER, 167' right of centerline, up to 98' MSL.
Tree 2744' from DER, 886' left of centerline, 102' MSL.
Building 3149' from DER, 946' right of centerline, 92' AGL/125' MSL.
Buildings beginning 3253' from DER, 846' right of centerline, up to 103' AGL/136' MSL.
**Rwy 19L,** tree 2132' from DER, 376' left of centerline, 90' MSL.
Tree 2257' from DER, 27' left of centerline, 97' MSL.
Tree 2543' from DER, 384' right of centerline, 87' MSL.
Tree 3111' from DER, 946' right of centerline, 106' MSL.
**Rwy 19R,** terrain 43' from DER, 397' left of centerline, 25' MSL.
Fence 123' from DER, 502' left of centerline, 30' MSL.
Tree 603' from DER, 489' right of centerline, 44' MSL.
Pole and trees beginning 844' from DER, 152' right of centerline, up to 94' MSL.
Tree 1023' from DER, 81' left of centerline, 59' MSL.
Pole and trees beginning 1201' from DER, 568' left of centerline, up to 77' MSL.
Building and trees beginning 1275' from DER, 114' left of centerline, up to 97' MSL.
Tree 2129' from DER, 447' right of centerline, 106' MSL.
Tree 2755' from DER, 216' left of centerline, 108' MSL.
**Rwy 32L,** building 7' from DER, 321' left of centerline, 18' AGL/35' MSL.
Vehicles on road and hangar beginning 259' from DER, 300' left of centerline, up to 37' MSL.
**CON'T**

## CONCORD, CA (CON'T)

### BUCHANAN FLD (CON'T)

**Rwy 32L (CON'T),** vehicles on road beginning 560' from DER, 3' right of centerline, up to 34' MSL.
Vehicles on road 627' from DER, 609' left of centerline, 38' MSL.
Vehicles on road beginning 631' from DER, 63' left of centerline, up to 38' MSL.
Building 633' from DER, 253' right of centerline, 17' AGL/35' MSL.
Vehicles on road 699' from DER, 8' right of centerline, 38' MSL.
Vehicles on road beginning 715' from DER, 37' right of centerline, up to 39' MSL.
Vehicles on road beginning 720' from DER, 2' left of centerline, up to 39' MSL.
Vehicles on road beginning 730' from DER, 137' right of centerline, up to 40' MSL.
Vehicles on road beginning 751' from DER, 216' right of centerline, up to 41' MSL.
Vehicles on road beginning 792' from DER, 493' right of centerline, up to 42' MSL.
Vehicles on road beginning 798' from DER, on centerline, up to 42' MSL.
Tree 824' from DER, 135' left of centerline, 40' MSL.
Vehicles on road beginning 891' from DER, 488' right of centerline, up to 43' MSL.
Vehicles on road 920' from DER, 642' right of centerline, 44' MSL.
Transmission towers beginning 6014' from DER, 1332 'left of centerline, up to 173' MSL.
Tank 1 NM from DER, 1927' right of centerline, 213' MSL.
Chimney 1.4 NM from DER, 2458' right of centerline, 355' AGL/378' MSL.
Refinery 1.6 NM from DER, 2934' right of centerline, 308' AGL/322' MSL.
**Rwy 32R,** terrain 81' from DER, 481' right of centerline, 21' MSL.
Vehicles on road 559' from DER, 3' right of centerline, 34' MSL.
Vehicles on road 585' from DER, 496' left of centerline, 34' MSL.
Building 632' from DER, 246' left of centerline, 35' MSL.
Building 653' from DER, 236' right of centerline, 41' MSL.
Flagpole, signs, and vehicles on road beginning 654' from DER, 55' right of centerline, up to 21' AGL/43' MSL.
Vehicles on road beginning 677' from DER, 491' left of centerline, up to 38' MSL.
Vehicles on road beginning 714' from DER, 374' left of centerline, up to 39' MSL.
Vehicles on road beginning 730' from DER, 243' left of centerline, up to 40' MSL.
Vehicles on road and trees beginning 750' from DER, 6' left of centerline, up to 41' MSL.
Vehicles on road beginning 820' from DER, 285' right of centerline, up to 45' MSL.
Vehicles on road beginning 824' from DER, 234' right of centerline, up to 47' MSL.
Vehicles on road 828' from DER, 624' right of centerline, 48' MSL.
Vehicles on road beginning 829' from DER, on centerline, up to 50' MSL.
Vehicles on road beginning 867' from DER, 43' left of centerline, up to 42' MSL.
Vehicles on road 899' from DER, 11' left of centerline, 43' MSL.
Vehicles on road beginning 932' from DER, 269' right of centerline, up to 52' MSL.
Agricultural equipment 2109' from DER, 600' right of centerline, 78' AGL/99' MSL.
Pole 3700' from DER, 1431' right of centerline, up to 40' AGL/150' MSL.
Pole 4067' from DER, 1531' right of centerline, 43' AGL/161' MSL.
Tank 4527' from DER, 1675' right of centerline, 57' AGL/170' MSL.
Transmission tower 6013' from DER, 1840' left of centerline, 173' MSL.
Tank 1 NM from DER, 1423' right of centerline, 126' AGL/213' MSL.
Chimney 1.4 NM from DER, 1954' right of centerline, 355' AGL/378' MSL.
Refinery 1.6 NM from DER, 2429' right of centerline, 308' AGL/322' MSL.

## CRESCENT CITY, CA

### JACK MC NAMARA FLD (CEC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 03JAN19 (22139) (FAA)

TAKEOFF MINIMUMS:
**Rwy 12,** 300-2¼ or std. w/min. climb of 254' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.
**Rwy 18,** 300-1 or std. w/min. climb of 308' per NM to 400.
**Rwy 36,** 300-1 or std. w/min. climb of 443' per NM to 300.

DEPARTURE PROCEDURE:
**Rwys 12, 18,** climbing right turn, thence...
**Rwys 30, 36,** climbing left turn, thence...
...Climb direct CEC VORTAC. Aircraft departing CEC R-144 CW R-350 climb on course. All others continue climb in CEC VORTAC holding pattern (hold south, left turn, 346° inbound) to cross CEC VORTAC at or above:
R-351 CW R-048, 2900;
R-049 CW R-113, 4300;
R-114 CW R-143, 2900.

TAKEOFF OBSTACLE NOTES:
**Rwy 12,** terrain 7' from DER, 6' right of centerline, 54' MSL.
Terrain 9' from DER, 15' left of centerline, 54' MSL.
NAVAID and tree beginning 12' from DER, 117' left of centerline, up to 4' AGL/57' MSL.
Tree 798' from DER, 378' left of centerline, 149' MSL.
Trees beginning 828' from DER, 437' left of centerline, up to 151' MSL.
Tree 1078' from DER, 390' right of centerline, 101' MSL.
Trees beginning 1162' from DER, 75' left of centerline, up to 163' MSL.
Trees beginning 1185' from DER, 156' right of centerline, up to 123' MSL.
Tree and pole beginning 1332' from DER, 215' right of centerline, up to 149' MSL.
Trees beginning 1458' from DER, 2' left of centerline, up to 169' MSL.
**CON'T**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

## CRESCENT CITY, CA (CON'T)

JACK MC NAMARA FLD (CEC) (CON'T)

**Rwy 12 (CON'T),** tree and pole beginning 1526' from DER, 93' right of centerline, up to 150' MSL.
Trees beginning 1914' from DER, 83' right of centerline, up to 152' MSL.
Trees beginning 2058' from DER, 155' right of centerline, up to 156' MSL.
Trees beginning 2353' from DER, 182' right of centerline, up to 159' MSL.
Trees beginning 2549' from DER, 604' right of centerline, up to 173' MSL.
Trees beginning 2656' from DER, 108' right of centerline, up to 175' MSL.
Trees beginning 2986' from DER, 73' right of centerline, up to 189' MSL.
Tree 5151' from DER, 211' right of centerline, 216' MSL.
Tree 5184' from DER, 47' left of centerline, 195' MSL.
Antenna 1.8 NM from DER, 2439' left of centerline, 320' AGL/333' MSL.
**Rwy 18,** terrain 27' from DER, 12' left of centerline, 52' MSL.
Structure 35' from DER, 113' right of centerline, 7' AGL/57' MSL.
Structure 35' from DER, 116' left of centerline, 4' AGL/54' MSL.
Trees beginning 183' from DER, 384' right of centerline, up to 59' MSL.
Vehicles on road 319' from DER, 570' left of centerline, 60' MSL.
Tree 412' from DER, 166' left of centerline, 64' MSL.
Trees beginning 445' from DER, 188' left of centerline, up to 66' MSL.
Trees beginning 543' from DER, 411' left of centerline, up to 68' MSL.
Terrain 4897' from DER, 1653' right of centerline, 202' MSL.
Terrain 4973' from DER, 1722' right of centerline, 242' MSL.
**Rwy 30,** NAVAID and terrain beginning 4' from DER, 5' right of centerline, up to 1' AGL/58' MSL.
Trees beginning 29' from DER, 374' right of centerline, up to 65' MSL.
Tree 153' from DER, 332' left of centerline, 65' MSL.
Tree 164' from DER, 439' left of centerline, 73' MSL.
**Rwy 36,** terrain 6' from DER, 317' left of centerline, 77' MSL.
Tree 104' from DER, 467' right of centerline, 77' MSL.
Tree 143' from DER, 201' left of centerline, 84' MSL.
Tree and vegetation beginning 185' from DER, 92' right of centerline, up to 86' MSL.
Tree and vegetation beginning 405' from DER, 197' right of centerline, up to 97' MSL.
Tree 663' from DER, 30' left of centerline, 86' MSL.
Tree 762' from DER, 97' left of centerline, 94' MSL.
Tree 791' from DER, 155' left of centerline, 96' MSL.
Tree 843' from DER, 227' left of centerline, 105' MSL.
Trees beginning 981' from DER, 100' left of centerline, up to 117' MSL.
Trees beginning 1081' from DER, 35' left of centerline, up to 135' MSL.
Tree 1135' from DER, 226' right of centerline, 104' MSL.
Tree 1273' from DER, 60' right of centerline, 111' MSL.
Trees beginning 1352' from DER, 100' right of centerline, up to 112' MSL.
Trees beginning 1550' from DER, 25' right of centerline, up to 129' MSL.
Tree 1629' from DER, 425' left of centerline, 149' MSL.
Trees beginning 1654' from DER, 473' left of centerline, up to 151' MSL.
Trees beginning 1824' from DER, 192' left of centerline, up to 159' MSL.
Trees beginning 1961' from DER, 78' left of centerline, up to 164' MSL.
Trees beginning 2056' from DER, 978' right of centerline, up to 150' MSL.
Tree 2322' from DER, 757' right of centerline, 155' MSL.
Trees beginning 2322' from DER, 35' right of centerline, up to 176' MSL.
Tree 2590' from DER, 908' right of centerline, 179' MSL.
Tree 2591' from DER, 1044' right of centerline, 189' MSL.
Trees beginning 2644' from DER, 367' right of centerline, up to 192' MSL.
Trees beginning 2696' from DER, 70' right of centerline, up to 195' MSL.
Trees beginning 2928' from DER, 135' left of centerline, up to 174' MSL.
Trees beginning 2933' from DER, 37' right of centerline, up to 196' MSL.
Trees beginning 3318' from DER, 75' left of centerline, up to 181' MSL.
Trees beginning 3587' from DER, 132' left of centerline, up to 182' MSL.

## DAVIS, CA

UNIVERSITY (EDU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

**Rwy 17,** climbing right turn via heading 200° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course.
**Rwy 35,** climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees beginning 1353' from DER, 31' right of centerline, up to 40' AGL/109' MSL.
**Rwy 35,** tree 24' from DER, 433' left of centerline, 40' AGL/104' MSL.
Vehicle 288' from DER, on centerline, 15' AGL/74' MSL.

## DAVIS/WOODLAND/WINTERS, CA

YOLO COUNTY (DWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

**Rwy 16,** climb heading 164° to 2200 before turning right.

**Rwy 34,** climb heading 344° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** tree 462' from DER, 543' right of centerline, 139' MSL.
Tree 733' from DER, 566' right of centerline, 147' MSL.
Trees beginning 1182' from DER, 434' left of centerline, up to 195' MSL.
Tree 2760' from DER, 217' right of centerline, 197' MSL.
**Rwy 34,** tree 367' from DER, 574' right of centerline, 135' MSL.
Tree, pole beginning 544' from DER, 473' left of centerline, up to 166' MSL.
Tree 1010' from DER, 541' left of centerline, 206' MSL.

## EUREKA, CA

MURRAY FLD (EKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27AUG09 (21196) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12,** std. w/min. climb of 465' per NM to 1800 or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 12** climbing right turn heading 265° to intercept V27. For climb in visual conditions: cross Murray Fld airport at or above 3700 before proceeding on course.

**Rwy 30,** climbing left turn heading 265° to intercept V27.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** bush 50' from DER, 82' left of centerline, 6' AGL/16' MSL.
Multiple trees beginning 1.5 NM from DER, 2993' left of centerline.
Multiple trees beginning 1.6 NM from DER, 2318' right of centerline.
**Rwy 30,** multiple trees, beginning 443' from DER, 389' right of centerline, up to 93' AGL/103' MSL.
Tree 664' from DER, 587' left of centerline, 46' AGL/56' MSL.
Pole 753' from DER, 155' right of centerline 27' AGL/ 37' MSL.
Railroad 786' from DER, 4' left of centerline 23' AGL/31' MSL.
Road beginning 602' from DER, 4' left of centerline up to 15' AGL/23' MSL.
Bush 566' from DER, 69' left of centerline, 8' AGL/18' MSL.

## FIREBAUGH, CA

FIREBAUGH (F34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20SEP12 (12264) (FAA)

DEPARTURE PROCEDURE:

**Rwy 12,** climbing right turn heading 134° to intercept the PXN VORTAC R-061 to MENDO INT. Aircraft departing MENDO INT heading 230° CW 150°, climb on course. All others, climb in MENDO INT holding pattern (hold NE, right turns, 241° inbound) to cross MENDO INT at or above 3000 before proceeding on course.

**Rwy 30,** climbing left turn heading 180° to intercept PXN VORTAC R-061 to PXN VORTAC, continue climb in PXN VORTAC holding pattern (SW, right turns, 049° inbound) to cross PXN VORTAC at or above airway MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 30,** poles beginning 921' from DER, 525' left of centerline, up to 65' AGL/203' MSL.
Elevator 1941' from DER, 739' right of centerline, 97' AGL/242' MSL.

## FORTUNA, CA

ROHNERVILLE (FOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23OCT86 (86296) (FAA)

TAKEOFF MINIMUMS:

**Rwy 11,** NA.

DEPARTURE PROCEDURE:

Climb direct FOT VORTAC. Continue climb in holding pattern (hold N, right turns, 161° inbound) to cross FOT VORTAC at or above 3000.

## FRESNO, CA

### FRESNO CHANDLER EXEC (FCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10OCT19 (21168) (FAA)

DEPARTURE PROCEDURE:

**Rwy 12,** climb on a heading between 101° CW to 290° from DER.

**Rwy 30,** climb on a heading between 111° CW to 338° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** sign 9' from DER, 125' left of centerline, 3' AGL/282' MSL.
Pole, traverse way, fence, vegetation, trees beginning 32' from DER, 125' right of centerline, up to 20' AGL/300' MSL.
Tree 94' from DER, 310' right of centerline, 317' MSL.
Trees, traverse way, vegetation, fence beginning 95' from DER, 60' right of centerline, up to 323 ' MSL.
Trees, poles, traverse ways, fence, transmission line, building beginning 154' from DER, right of centerline, up to 326' MSL.
Vegetation, fence beginning 250' from DER, 14' left of centerline, up to 292' MSL.
Trees, vegetation, traverse way beginning 344' from DER, 14' left of centerline, up to 294' MSL.
Traverse way, tree beginning 390' from DER, 10' left of centerline, up to 296' MSL.
Pole, trees, vegetation, traverse way beginning 408' from DER, 9' left of centerline, up to 31' AGL/311' MSL.
Trees, poles, transmission line, building beginning 476' from DER, 93' right of centerline, up to 341' MSL.
Trees, traverse ways, vegetation beginning 499' from DER, 47' left of centerline, up to 323 ' MSL.
Trees, poles, traverse way, transmission line, building beginning 615' from DER, 36' left of centerline, up to 332 ' MSL.
Trees, poles, buildings beginning 630' from DER, 4' right of centerline, up to 346' MSL.
Trees beginning 904' from DER, 15' left of centerline, up to 340' MSL.
Trees, poles beginning 934' from DER, 38' left of centerline, up to 346' MSL.
Trees, pole beginning 966' from DER, 7' right of centerline, up to 347' MSL.
Poles, tree beginning 1093' from DER, 263' left of centerline, up to 63' AGL/348' MSL.
Trees, poles beginning 1118' from DER, 12' left of centerline, up to 349' MSL.
Trees, poles beginning 1133' from DER, 2' right of centerline, up to 355' MSL.
Trees, poles beginning 1349' from DER, 13' left of centerline, up to 363' MSL.
Trees, pole beginning 1640' from DER, 88' left of centerline, up to 372' MSL.
Trees beginning 1756' from DER, 57' left of centerline, up to 375' MSL.
Trees beginning 1816 ' from DER, 31' right of centerline, up to 376' MSL.
Tree 3089' from DER, 146' left of centerline, 377' MSL.
Tree 3792 ' from DER, 172' left of centerline, 378' MSL.
Trees beginning 3938' from DER, 356' left of centerline, up to 391' MSL.
**Rwy 30,** traverse way 7' from DER, 341' right of centerline, 294' MSL.
Sign 21' from DER, 120' left of centerline, 2' AGL/279' MSL.
Pole, traverse way beginning 72' from DER, 374' left of centerline, up to 28' AGL/305' MSL.
Tree, fences, traverse way beginning 114' from DER, 122' right of centerline, up to 296' MSL.
Pole 140' from DER, 427' left of centerline, 38' AGL/315' MSL.
Trees, vegetation, traverse way, poles beginning 174' from DER, 43' left of centerline, up to 326' MSL.
Electrical system, traverse way beginning 377' from DER, 7' right of centerline, up to 19' AGL/297' MSL.
Tree 1412' from DER, 799' left of centerline, 358' MSL.
Poles beginning 1419' from DER, 158' right of centerline, up to 41' AGL/320' MSL.
Tree 1539' from DER, 844' left of centerline, 389' MSL.

### FRESNO YOSEMITE INTL (FAT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

**Rwys 11L/R, 29L/R,** std. w/min. climb of 250' per NM to 5000 or 5800 - 3 for VCOA.

DEPARTURE PROCEDURE:

**Rwys 11L/R,** climb heading 112° to 2500,then climbing left turn heading 040° to intercept FRA VORTAC R-150 to FRA VORTAC. Cross FRA VORTAC at or above 6000, thence...

**Rwys 29L/R,** climb heading 292° to 2500, then climbing right turn heading 350° to intercept FRA VORTAC R-230. Cross FRA VORTAC at or above 6000, thence...

...continue climb in FRA VORTAC holding pattern (hold south, left turn, 350° inbound) to cross FRA VORTAC at or above MEA/ MCA for route of flight.

VCOA:

**All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fresno Yosemite Intl airport at or above 6000, then on FRA R-180 to FRA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 11L,** lighting beginning 109' from DER, on centerline, up to 4' AGL/336' MSL.
Pole 648' from DER, 542' left of centerline, 16' AGL/349' MSL.
Electrical system 1223' from DER, 662' right of centerline, 30' AGL/363' MSL.
Pole 1229' from DER, 664' right of centerline, 33' AGL/365' MSL.
Tree, pole beginning 1414' from DER, 668' right of centerline, up to 377' MSL.
Sign, transmission line beginning 1694' from DER, 862' right of centerline, up to 51' AGL/383' MSL.
**Rwy 11R,** lighting 10' from DER, 55' right of centerline, 1' AGL/331' MSL.
General utility 159' from DER, 433' left of centerline, 3' AGL/334' MSL.
Pole 329' from DER, 280' left of centerline, 21' AGL/349' MSL.
Tower 664' from DER, 274' left of centerline, 34' AGL/362' MSL.
Pole 1205' from DER, 569' right of centerline, 54' AGL/382' MSL.
Pole 1458' from DER, 393' right of centerline, 54' AGL/384' MSL.
Pole 1598' from DER, 294' right of centerline, 55' AGL/385' MSL.

**CON'T**

## FRESNO, CA (CON'T)

FRESNO YOSEMITE INTL (FAT) (CON'T)

**Rwy 11R (CON'T),** electrical system, pole beginning 1598' from DER, 262' right of centerline, up to 57' AGL/386' MSL.
Tree 2648' from DER, 442' right of centerline, 398' MSL.
**Rwy 29L** lighting 9' from DER, 55' left of centerline, 2' AGL/331' MSL.
Lighting 10' from DER, 54' right of centerline, 1' AGL/331' MSL.
Transmission line, pole beginning 997' from DER, 620' left of centerline, up to 55' AGL/385' MSL.
Tree, transmission line beginning 1132' from DER, 189' left of centerline, up to 396' MSL.
Trees beginning 1457' from DER, 172' left of centerline, up to 429' MSL.
Trees beginning 1668' from DER, 2' right of centerline, up to 378' MSL.
Tree 1905' from DER, 359' right of centerline, 380' MSL.
**Rwy 29R,** lighting 9' from DER, 54' right of centerline, 2' AGL/334' MSL.
Pole 994' from DER, 601' right of centerline, 29' AGL/364' MSL.
Pole beginning 1019' from DER, 548' right of centerline, up to 30' AGL/365' MSL.
Trees beginning 2315' from DER, 847' left of centerline, up to 395' MSL.

## GRASS VALLEY, CA

NEVADA COUNTY (GOO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:
**Rwy 7,** NA.

DEPARTURE PROCEDURE:
**Rwy 25,** climb via MYV R-058 to 6000 then continue climb on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 25,** multiple trees and bushes beginning 40' from DER, 78' right of centerline, up to 3087' MSL.
Trees beginning 68' from DER, 312' left of centerline, up to 3137' MSL.
Trees beginning 593' from DER, 149' right of centerline, up to 3088' MSL.
Tree 648' from DER, 176' right of centerline, 3093' MSL.
Trees beginning 698' from DER, 175' right of centerline, up to 3094' MSL.
Tree 748' from DER, 138' right of centerline, 3096' MSL.
Tree 773' from DER, 167' right of centerline, 3102' MSL.

## GROVELAND, CA

PINE MOUNTAIN LAKE (E45)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:
**Rwy 9,** 600-2¾ or std. w/min. climb of 400' per NM to 4000.

DEPARTURE PROCEDURE:
**Rwy 9,** turn right.
**Rwy 27,** turn left.
**All aircraft** climb direct LIN VOR/DME. Cross LIN VOR/DME at or above 5000.

## HALF MOON BAY, CA

HALF MOON BAY (HAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:
**Rwy 12,** std. w/min. climb of 375' per NM to 3200.

DEPARTURE PROCEDURE:
**Rwy 12,** climb on heading 122° to 3000, then climbing left turn direct OSI VOR/DME. Continue climb in OSI holding pattern (hold southeast, left turns, 321° inbound) to cross OSI VOR/DME at or above 5100 on V25-87 before proceeding on course.
**Rwy 30,** use SEEMS DEPARTURE.

TAKEOFF OBSTACLE NOTES:
**Rwy 12,** tree 2557' from DER, 212' left of centerline, 90' AGL/114' MSL.
**Rwy 30,** trees beginning 1248' from DER, 83' left of centerline, up to 160' MSL.
Tree 1263' from DER, 628' right of centerline, 156' MSL.
Trees and poles beginning 1490' from DER, 102' right of centerline, up to 160' MSL.
Trees beginning 1921' from DER, 161' left of centerline, up to 172' MSL.
Trees beginning 2234' from DER, 23' left of centerline, up to 192' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 16OCT14 (14289) (FAA)

**Rwy 12,** heading as assigned by ATC.

## HANFORD, CA

### HANFORD MUNI (HJO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

DEPARTURE PROCEDURE:

**Rwy 14,** climbing left turn heading 050° to intercept V-23.

**Rwy 32,** climbing right turn heading 050° to intercept V-23.

TAKEOFF OBSTACLE NOTES:

**Rwy 14:** fence 9' from DER, 298' left of centerline, 244' MSL.
Catenary 1293' from DER,1293' left of centerline, 39' AGL/287' MSL.
Poles beginning 1679' from DER, crossing centerline, up to 52' AGL/296' MSL.
Trees beginning 2224' from DER, 391' left of centerline up to 313' MSL.
**Rwy 32:** fence 168' from DER, 9' left of centerline, 245' MSL.
Pole 588' from DER, 588' left of centerline, 25' AGL/278' MSL.
Sign 614' from DER, 151' right of centerline, 9' AGL/261' MSL.
Trees and poles beginning 592' from DER, 3' left of centerline, up to 300' MSL.
Poles beginning 1127' from DER, 222' right of centerline, up to 40' AGL/293' MSL.
Tree 2159' from DER, 434' right of centerline, 299' MSL.

## HAYWARD, CA

### HAYWARD EXEC (HWD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20FEB25 (25051) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10L,** 300-1¼ or std w/min climb of 211'/NM to 300.

DEPARTURE PROCEDURE:

**Rwys 10L/R,** climbing right turn direct OSI VOR/DME.

**Rwys 28L/R,** climbing left turn direct OSI VOR/DME.

TAKEOFF OBSTACLE NOTES:

**Rwy 10L,** sign 32' from DER, 117' left of centerline, 3' AGL/40' MSL.
Sign beginning 71' from DER, 116' left of centerline, up to 6' AGL/43' MSL.
Building 108' from DER, 486' left of centerline, 18' AGL/55' MSL.
Building 621' from DER, 172' left of centerline, 16' AGL/58' MSL.
Building 625' from DER, 115' left of centerline, 17' AGL/59' MSL.
Buildings beginning 753' from DER, 99' left of centerline, up to 23' AGL/66' MSL.
Building 1144' from DER, 98' left of centerline, 23' AGL/70' MSL.
Tree 1376' from DER, 242' left of centerline, 32' AGL/81' MSL.
Tree 1378' from DER, 275' left of centerline, 33' AGL/83' MSL.
Trees, building beginning 1378' from DER, 117' left of centerline, up to 51' AGL/98' MSL.
Trees, pole beginning 1387' from DER, 12' left of centerline, up to 66' AGL/115' MSL.
Tree 2050' from DER, on centerline, 107' MSL.
Trees beginning 2320' from DER, 191' left of centerline, up to 118' MSL.
Tree 2442' from DER, 52' right of centerline, 66' AGL/117' MSL.
Tree 2616' from DER, 67' left of centerline, 120' MSL.
Tree 2983' from DER, 120' left of centerline, 132' MSL.
Tree 3080' from DER, 803' left of centerline, 94' AGL/151' MSL.
Tree, buildings beginning 3881' from DER, 256' left of centerline, up to 107' AGL/168' MSL.
Beginning 2050' from DER, 1' right of centerline, up to 60' AGL/107' MSL.
**Rwy 10R,** trees, terrain, poles, walls, fence, vehicles on road beginning 21' from DER, 9' left of centerline, up to 107' MSL.
Pole 23' from DER, 122' right of centerline, 10' AGL/60' MSL.
Poles, terrain, fence, walls, trees, buildings beginning 152' from DER, 26' right of centerline, up to 32' AGL/80' MSL.
Trees, buildings, vehicles on road beginning 414' from DER, 99' left of centerline, up to 66' AGL/117' MSL.
Trees, vehicles on road, poles, buildings, light poles beginning 588' from DER, 24' left of centerline, up to 120' MSL.
Poles, light poles beginning 729' from DER, 27' right of centerline, up to 30' AGL/82' MSL.
Poles, trees, light poles beginning 804' from DER, 62' right of centerline, up to 35' AGL/85' MSL.
Trees, poles, signs, buildings beginning 954' from DER, 14' left of centerline, up to 132' MSL.
Building 1104' from DER, 3' right of centerline, 42' AGL/92' MSL.
Pole 1194' from DER, 204' right of centerline, 43' AGL/93' MSL.
Trees, poles beginning 1224' from DER, 8' right of centerline, up to 43' AGL/95' MSL.
Tree 1877' from DER, 216' right of centerline, 48' AGL/99' MSL.
Trees beginning 1939' from DER, 104' right of centerline, up to 79' AGL/129' MSL.
Buildings, trees, signs beginning 2066' from DER, 653' left of centerline, up to 101' AGL/155' MSL.
**Rwy 28L,** tree, NAVAID beginning 94' from DER, 268' right of centerline, up to 13' AGL/39' MSL.
NAVAID, vehicle on road beginning 169' from DER, 259' right of centerline, up to 21' AGL/47' MSL.
Trees beginning 654' from DER, 46' right of centerline, up to 73' MSL.
Tree 751' from DER, 1' left of centerline, 32' AGL/55' MSL.
Tree 793' from DER, 43' left of centerline, 35' AGL/57' MSL.
Trees beginning 856' from DER, 190' left of centerline, up to 46' AGL/69' MSL.
Trees beginning 897' from DER, 2' left of centerline, up to 108' MSL.
Tree 898' from DER, 531' right of centerline, 64' AGL/89' MSL.
Trees beginning 899' from DER, 67' right of centerline, up to 71' AGL/95' MSL.
Trees, poles beginning 962' from DER, 215' right of centerline, up to 74' AGL/97' MSL.
Trees beginning 1046' from DER, 139' right of centerline, up to 75' AGL/99' MSL.
**CON'T**

## HAYWARD, CA (CON'T)

### HAYWARD EXEC (HWD) (CON'T)

**Rwy 28L (CON'T),** trees beginning 1079' from DER, 6' right of centerline, up to 82' AGL/105' MSL.
Trees, fence beginning 1280' from DER, 270' right of centerline, up to 91' AGL/113' MSL.
**Rwy 28R,** building 44' from DER, 445' right of centerline, 25' AGL/55' MSL.
Trees, fence beginning 389' from DER, 208' right of centerline, up to 81' MSL.
Trees beginning 642' from DER, 459' right of centerline, up to 95' AGL/128' MSL.
Trees, poles beginning 696' from DER, 3' right of centerline, up to 98' AGL/131' MSL.
NAVAID 726' from DER, 241' left of centerline, 21' AGL/47' MSL.
Trees beginning 1211' from DER, 260' left of centerline, up to 73' MSL.
Trees beginning 1461' from DER, 19' left of centerline, up to 68' AGL/91' MSL.
Tree 1496' from DER, 33' left of centerline, 69' AGL/93' MSL.
Trees beginning 1497' from DER, 5' left of centerline, up to 71' AGL/94' MSL.
Trees beginning 1519' from DER, 38' left of centerline, up to 74' AGL/97' MSL.
Tree 1769' from DER, 586' left of centerline, 82' AGL/101' MSL.
Trees beginning 1777' from DER, 44' left of centerline, up to 81' AGL/102' MSL.
Trees beginning 1837' from DER, 13' left of centerline, up to 91' AGL/113' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 20FEB25 (25051) (FAA)

**Rwy 10L,** heading as assigned by ATC; requires min climb of 211' per NM to 300.
**Rwy 10R,** heading as assigned by ATC
**Rwys 28L/R,** heading as assigned by ATC; requires min climb of 310' per NM to 4600.

## HOLLISTER, CA

### HOLLISTER MUNI (CVH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:
**Rwy 6,** NA-obstacles.
**Rwy 24,** NA-ATC.
**Rwy 13,** std. w/ min. climb of 391' per NM to 3500, or 3100-3 for climb in visual conditions.
**Rwy 31,** std. w/ min climb of 209' per NM to 2300, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
**Rwy 13,** climbing right turn to heading 332° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course.
**Rwy 31,** climb heading 307° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 13,** terrain beginning 992' from DER, 348' left of centerline, up to 289' MSL.
Terrain beginning 2467' from DER, 154' right of centerline, up to 309' MSL.
Trees beginning 1277' from departure end of runway, 348' left of centerline, up to 309' MSL.
Ttrees beginning 2467' from DER, 153' right of centerline, up to 270' MSL.
**Rwy 31,** terrain beginning 76' from DER, 392' left of centerline, up to 247' MSL.
Terrain beginning 14' from DER, 179' right of centerline, up to 231' MSL.

## JACKSON, CA

### WESTOVER FLD AMADOR COUNTY (JAQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 02NOV23 (23306) (FAA)

TAKEOFF MINIMUMS:
**Rwy 1,** 300-1 or std w/min climb of 672'/NM to 2000.

DEPARTURE PROCEDURE:
**Rwy 1,** climbing left turn direct LIN VOR/DME, continue climbing on course.
**Rwy 19,** climbing right turn direct LIN VOR/DME, continue climbing on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 1,** terrain, utility building beginning 55' from DER, 169' right of centerline, up to 1701' MSL.
Terrain beginning 188' from DER, 193' right of centerline, up to 1702' MSL.
Terrain beginning 263' from DER, 252' right of centerline, up to 1703' MSL.
Tree 314' from DER, 170' left of centerline, 1692' MSL.
Vehicles on road 359' from DER, 76' left of centerline, 1693' MSL.
Terrain, vehicles on road beginning 456' from DER, 50' right of centerline, up to 1706' MSL.
Agricultural equipment, vehicles on road beginning 664' from DER, 265' right of centerline, up to 6' AGL/1730' MSL.
Tree 666' from DER, 194' left of centerline, 1701' MSL.
Tree 697' from DER, 56' left of centerline, 1703' MSL.
Building, vehicles on road, tree beginning 734' from DER, 8' right of centerline, up to 16' AGL/1741' MSL.
Poles, vehicles on road, fence beginning 779' from DER, 400' right of centerline, up to 45' AGL/1752' MSL.
Tree 1088' from DER, 392' right of centerline, 1756' MSL.
Pole 1123' from DER, 610' right of centerline, 39' AGL/1762' MSL.
Tree 1123' from DER, 740' right of centerline, 1764' MSL.
Trees, pole, vehicles on road beginning 1243' from DER, 331' right of centerline, up to 1772' MSL.
Trees, terrain, pole, transmission line, vehicles on road beginning 1406' from DER, 254' right of centerline, up to 1785' MSL.

**CON'T**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

## JACKSON, CA (CON'T)

WESTOVER FLD AMADOR COUNTY (JAQ) (CON'T)

**Rwy 1 (CON'T),** tree 1538' from DER, 876' right of centerline, 1789' MSL.
Tree 1561' from DER, 456' right of centerline, 1802' MSL.
Trees, vehicles on road beginning 1619' from DER, 255' right of centerline, up to 1812' MSL.
Trees, building beginning 1806' from DER, 633' right of centerline, up to 1828' MSL.
Tree, building, terrain beginning 1954' from DER, 188' right of centerline, up to 1833' MSL.
Tree, building beginning 2037' from DER, 547' right of centerline, up to 1855' MSL.
Trees, terrain beginning 2093' from DER, 188' right of centerline, up to 1855' MSL.
**Rwy 19,** light poles 9' from DER, 39' left of centerline, 1' AGL/1692' MSL.
Building, antenna beginning 56' from DER, 158' right of centerline, up to 20' AGL/1697' MSL.
Light poles, tank beginning 80' from DER, 104' left of centerline, up to 5' AGL/1695' MSL.
Tower 269' from DER, 411' right of centerline, 63' AGL/1714' MSL.

## KING CITY, CA

MESA DEL REY (KIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:
**Rwy 11,** std w/min climb of 272' per NM to 2200 or 4500-3 for VCOA.
**Rwy 29,** std w/min climb of 326' per NM to 5700 or 4500-3 for VCOA.

DEPARTURE PROCEDURE:
**Rwy 11,** climb on a heading between 100° CW to 130° from DER.
**Rwy 29,** climb on a heading between 300° CW to 330° from DER.

VCOA:
**Rwys 11, 29,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mesa Del Ray airport at or above 4700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 11,** vehicle on road 3' from DER, 115' left of centerline, 375' MSL.
Trees, building beginning 5' from DER, 234' right of centerline, up to 16' AGL/385' MSL.
Building, terrain, fence beginning 16' from DER, 369' left of centerline, up to 10' AGL/386' MSL.
Tank 167' from DER, 518' left of centerline, 15' AGL/393' MSL.
Trees beginning 479' from DER, 370' left of centerline, up to 48' AGL/421' MSL.
**Rwy 29,** terrain 4' from DER, 496' right of centerline, 370' MSL.
Terrain 37' from DER, 153' right of centerline, 371' MSL.
Fence 98' from DER, 388' left of centerline, 5' AGL/376' MSL.
Pole 139' from DER, 495' left of centerline, 36' AGL/405' MSL.
Fences, tree beginning 220' from DER, 191' right of centerline, up to 8' AGL/378' MSL.

## LAKEPORT, CA

LAMPSON FLD (1O2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (21336) (FAA)

TAKEOFF MINIMUMS:
**Rwy 10,** std. w/min. climb of 400' per NM to 4500, do not exceed 210K until intercepting the ENI R-073 or 3200-3 for climb in visual conditions.
**Rwy 28,** NA-Rapidly rising terrain.

DEPARTURE PROCEDURE:
**Rwy 10,** climbing left turn to 6000 via heading 310° and ENI R-073 to ENI VORTAC before proceeding on course, or for climb in visual conditions: cross Lampson Fld at or above 4400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 10,** vehicle on road 347' from DER, 7' right of centerline, 15' AGL/1394' MSL.
Trees beginning 280' from DER, 201' left of centerline, up to 100' AGL/1479' MSL.
Trees beginning 494' from DER, 219' right of centerline, up to 100' AGL/1479' MSL.

## LEMOORE NAS (REEVES FLD) (KNLC)

LEMOORE, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12JUN25 (25163) (USN)

DEPARTURE PROCEDURE:
**Rwy 14L,** climb on hdg between 322° CW to 230° from DER.
**Rwy 14R,** climb on hdg between 322° CW to 233° from DER.
**Rwy 32L,** climb on hdg between 284° CW to 142° from DER.
**Rwy 32R,** climb on hdg between 281° CW to 142° from DER.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 12JUN25 (25163) (USN)

**Rwys 14L/R, 32L/R,** hdgs as assigned by ATC.

**LINCOLN, CA**

LINCOLN RGNL/KARL HARDER FLD (LHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUL95 (21140) (FAA)

DEPARTURE PROCEDURE:

**Rwy 15,** climbing right turn.

**Rwy 33,** climbing left turn.

**All aircraft** climb direct MYV VOR/DME, then climb on course.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 05FEB15 (15036) (FAA)

**Rwys 15,33,** headings as assigned by ATC.

**LITTLE RIVER, CA**

LITTLE RIVER (LLR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

DEPARTURE PROCEDURE: Use LITTLE RIVER DEPARTURE.

**LIVERMORE, CA**

LIVERMORE MUNI (LVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

Use LIVERMORE DEPARTURE.

**LODI, CA**

LODI (1O3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

**Rwys 12, 30,** NA-Environmental.

DEPARTURE PROCEDURE:

**Rwy 8,** climb heading 076° to 600 then climbing right turn on LIN R-290 to LIN VOR/DME, thence…

**Rwy 26,** climb heading 256° to 800 climbing right turn on heading 080° to intercept LIN R-290 to LIN VOR/DME, thence…

...continue climb in hold (hold Southeast, right turns, 326° inbound) to MCA or MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** hangars, buildings, and vehicles on roadways beginning at DER, left and right of centerline, up to 25’ AGL/84‘ MSL.

Power lines beginning at 4.9 NM from DER, left and right of centerline, up to 160’ AGL/220’ MSL.

**Rwy 26,** vehicles on roadway beginning 7’ from DER, 265’ right of centerline, up to 15’ AGL/69’ MSL.

Trees beginning 15’ from DER, left and right of centerline, up to 100’ AGL/154’ MSL.

Power lines beginning at 4.6 NM from DER, left and right of centerline, up to 160’ AGL/220’ MSL.

**LOS BANOS, CA**

LOS BANOS MUNI (LSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

**Rwy 14,** climb on a heading between 318° CW to 151° from DER, or minimum climb of 320' per NM to 5100 for all other courses.

**Rwy 32,** climb on a heading between 260° CW to 137° from DER, or minimum climb of 273' per NM to 5200 for all other courses.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** multiple trees, poles, buildings beginning 3' from DER, 24' left of centerline, up to 73' AGL/194' MSL.

Multiple trees, poles, buildings beginning 20' from DER, 21' right of centerline, up to 85' AGL/206' MSL.

**Rwy 32,** multiple trees beginning 220' from DER, 453' right of centerline, up to 40' AGL/160' MSL.

Multiple poles, beginning 1120' from DER, 173' left of centerline, up to 60' AGL/181' MSL.

**MADERA, CA**

MADERA MUNI (MAE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12,** std. w/ min. climb of 250’ per NM to 2000.

DEPARTURE PROCEDURE:

**Rwy 12,** climbing left turn heading 080° to intercept V-230.

**Rwy 30,** climbing right turn heading 110° to intercept V-230.

## MAMMOTH LAKES, CA
MAMMOTH YOSEMITE (MMH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05MAR15 (15064) (FAA)
DEPARTURE PROCEDURE:
Use NIKOL DEPARTURE.

## MARINA, CA
MARINA MUNI (OAR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11FEB10 (22139) (FAA)
TAKEOFF MINIMUMS:
**Rwy 11,** std. w/min. climb of 307' per NM to 4500, or 2000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwy 11,** climb heading 108° and SNS VORTAC R-252 to SNS VORTAC, thence...,
or for climb in visual conditions: cross Marina Muni Airport at or above 2100, then proceed on SNS VORTAC R-261 to SNS VORTAC, thence...
**Rwy 29,** climb via heading 288° to 1200', then climbing right turn direct SNS VORTAC, thence…
...all aircraft continue climb in SNS holding pattern (west, left turns, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for direction of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 11,** windsock 32' from DER, 386' left of centerline, 8' AGL/148' MSL.
**Rwy 29,** bush 158' from DER, 272' right of centerline, 10' AGL/142' MSL.

## MARIPOSA, CA
MARIPOSA-YOSEMITE (MPI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20JAN05 (05020) (FAA)
TAKEOFF MINIMUMS:
**Rwy 8,** N/A-Obstacles
DEPARTURE PROCEDURE:
**Rwy 26,** climb via heading 265° to 3000, then climbing left turn to 7000 direct FRA VORTAC before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 26,** tree 10' from DER, 313' left of centerline, 100' AGL/2265' MSL.
Tree 1146' from DER, 303' left of centerline, 100' AGL/2298' MSL.

## MARYSVILLE, CA
YUBA COUNTY (MYV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 27JUN13 (13178) (FAA)
DEPARTURE PROCEDURE:
**All runways,** climb direct ILA VORTAC.
TAKEOFF OBSTACLE NOTES:
**Rwy 5**, tree 750' from DER, 239' right of centerline, 44' AGL/109' MSL.
Tower 986' from DER, 258' left of centerline, 46' AGL/108' MSL.
Tree 1737' from DER, 191' left of centerline, 70' AGL/134' MSL.
Tree 2792' from DER, 607' left of centerline, 81' AGL/145' MSL.
**Rwy 23**, railroad 822' from DER, 1' right of centerline, 23' AGL/85' MSL.
Building 903' from DER, 387' right of centerline, 29' AGL/89' MSL.
**Rwy 32**, pole 1040' from DER, 717' left of centerline, 32' AGL/94' MSL.
Tree 2487' from DER, 586' left of centerline, 75' AGL/134' MSL.
Tree 3135' from DER, 672' right of centerline, 93' AGL/157' MSL.

## MERCED, CA
MERCED YOSEMITE RGNL (MCE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5B 10DEC15 (22363) (FAA)
DEPARTURE PROCEDURE:
**Rwy 12,** climbing right turn to 3000 via heading 330° and MOD R-120 to MOD.
**Rwy 30,** climb to 3000 via heading 300° and MOD R-120 to MOD.
TAKEOFF OBSTACLE NOTES:
**Rwy 12,** tree 1321' from DER, 785' left of centerline, 50' AGL/190' MSL.
**Rwy 30,** bush 183' from DER, 490' right of centerline, 20' AGL/161' MSL.
Bush 486' from DER, 604' left of centerline, 20' AGL/170' MSL.
Tree 2457' from DER, 263' left of centerline, 50' AGL/220' MSL.

## MODESTO, CA

### MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 10JAN13 (21168) (FAA)

DEPARTURE PROCEDURE:

**Rwys 28L/R,** climb on a heading between 256° CW to 109° from DER, or min. climb of 230' per NM to 5000 for all other courses.

TAKEOFF OBSTACLE NOTES:

**Rwy 10R,** trees beginning 169' from DER, 37' right of centerline, up to 91' AGL/195' MSL.
Sign 57' from DER, 211' right of centerline, 15' AGL/89' MSL.
Sign 16' from DER, 135' left of centerline, 4' AGL/87' MSL.
Trees beginning 823' from DER, 79' left of centerline, up to 89' AGL/148' MSL.
**Rwy 10L,** trees beginning 15' from DER, 65' right of centerline, up to 68' AGL/172' MSL.
Vehicles on road beginning 178' from DER, 17' left of centerline, up to 15' AGL/96' MSL.
Trees beginning 1413' from DER, 184' left of centerline, up to 63' AGL/126' MSL.
**Rwy 28R,** vehicles on road beginning 47' from DER, 332' right of centerline, up to 15' AGL/114' MSL.
Pole 754' from DER, 699' right of centerline, 34' AGL/133' MSL.
Building 979' from DER, 697' right of centerline, 29' AGL/128' MSL.
Tree 1390' from DER, 516' right of centerline, 37' AGL/136' MSL.
Trees beginning 2077' from DER, 379' left of centerline, up to 79' AGL/173' MSL.
**Rwy 28L,** multiple poles, trees, and buildings beginning 128' from DER, 34' left of centerline, up to 102' AGL/196' MSL.
Vehicles on road beginning 448' from DER, 219' left of centerline, up to 15' AGL/112' MSL.
Multiple poles and building beginning 1021' from DER, 350' right of centerline, up to 57' AGL/154' MSL.
Trees beginning 1112' from DER, 20' right of centerline, up to 70' AGL/164' MSL.

## MONTAGUE, CA

### SISKIYOU COUNTY (SIY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 09JAN14 (14009) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** CAT A,B 2400-2 or std. with a min. climb of 350' per NM to 5500. CAT C,D 4100-2 or std. with a min. climb of 350' per NM to 7400.
**Rwy 35,** 4000-2 or std. with a min. climb of 300' per NM to 7000.

DEPARTURE PROCEDURE:

**Rwy 17,** climb direct MOG NDB. Continue climb to 10000 in MOG holding pattern (hold N, right turns, 176° inbound).
**Rwy 35,** climb to 7000 via runway heading and 356° bearing from MOG NDB, then climbing right turn to 10000 direct MOG NDB.
**All aircraft** depart MOG NDB at or above MEA for route of flight.

## MONTEREY, CA

### MONTEREY RGNL (MRY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10L,** std. w/min. climb of 449' per NM to 1800, or 1700-2½ for climb in visual conditions.
**Rwy 10R,** std. w/min. climb of 459' per NM to 1800, or 1700-2½ for climb in visual conditions.
**Rwy 28L,** std. w/min. climb of 218' per NM to 3300, or 1700-2½ for climb in visual conditions.
**Rwy 28R,** std. w/min. climb of 205' per NM to 3300, or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 10L,** climbing left turn heading 045.00 and SNS VORTAC R-225 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.
**Rwy 10R,** climbing left turn heading 045° and SNS VORTAC R-225 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.
**Rwy 28L,** climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.
**Rwy 28R,** climbing right turn heading 045.00 and SNS VORTAC R-260 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Monterey RGNL at or above 1800, then on SNS VORTAC R-231 to SNS VORTAC. Climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 10L,** NAVAID 556' from DER, 217' right of centerline, 20' AGL/272' MSL.
Bushes beginning 1.6 NM from DER, 1188' left of centerline up to 9' AGL/729' MSL.
Trees beginning 1.7 NM from DER , 923' left of centerline up to 102' AGL/764' MSL.
Trees beginning 1.6 NM from DER, 1993' right of centerline up to 90' AGL/923' MSL.
Bushes beginning 1.9 NM from DER, 2497' right of centerline up to 9' AGL/781' MSL.
Tower 2 NM from DER 3305' left of centerline, 27' AGL/767' MSL.

**CON'T**

## MONTEREY, CA (CON'T)

### MONTEREY RGNL (MRY) (CON'T)

**Rwy 10R,** ground 11' from DER, 358' left of centerline 258' MSL.
Tree 230' from DER 388' left of centerline 21' AGL/265' MSL.
NAVAID 240' from DER, 282' left of centerline, 20' AGL/272' MSL.
Bushes beginning 1.5 NM from DER, 2381' left of centerline, up to 9' AGL/648' MSL.
Trees beginning 1.7 NM from DER, 388' left of centerline up to 76' AGL/629' MSL.
Bushes beginning 1.8 NM from DER, 2005' right of centerline up to 9' AGL/741' MSL.
Trees beginning 1.5 NM from DER, 1749' right of centerline up to 90' AGL/843' MSL.
**Rwy 28L,** terrain abeam DER, 198' left of centerline, up to 163' MSL.
Trees beginning 797' from DER, 678' left of centerline, up to 83' AGL/228' MSL.
Tree 1008' from DER, 616' left of centerline, 100' AGL/195' MSL.
Pole 1128' from DER, 716' left of centerline, 54' AGL/195' MSL.
Tree 1372' from DER, 755' left of centerline, 93' AGL/227' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 23JUN16 (16175) (FAA)

**Rwy 10L,** heading as assigned by ATC; requires min. climb of 360' per NM to 2900.
**Rwy 10R,** heading as assigned by ATC; requires min. climb of 370' per NM to 2800.
**Rwy 28L,** heading as assigned by ATC; requires min. climb of 310' per NM to 1100.
**Rwy 28R,** heading as assigned by ATC; requires min. climb of 250' per NM to 1100.

## MOUNTAIN VIEW, CA

### MOFFETT FEDERAL AIRFIELD (NUQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18OCT12 (21168) (FAA)

TAKEOFF MINIMUMS:
**Rwys 14L/R,** std. w/min. climb of 550' per NM to 4000 or 1700-2½ for climb in visual conditions.
**Rwys 32L/R,** std. w/min. climb of 285' per NM to 3500 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
**Rwys 14L/R,** climbing right turn direct OSI VORTAC, thence…
or for climb in visual conditions cross Moffett Federal Airfield at or above 1600 then on OSI R-066 to OSI VORTAC, thence…
When executing VCOA notify ATC prior to departure.
**Rwys 32L/R,** climb heading 322° to 700, then climbing left turn heading 230° until receiving OSI VORTAC, then direct OSI VORTAC, thence…
or for climb in visual conditions cross Moffett Federal Airfield at or above 1600 then on OSI R-066 to OSI VORTAC, thence…
When executing VCOA notify ATC prior to departure.
...continue climb in OSI VORTAC holding pattern (hold southeast, left turns, 321° inbound) to cross OSI VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:
**Rwy 32R,** light support structures abeam DER, 76' left and 76' right of centerline, up to 3' AGL/7' MSL.
Vehicles on road beginning 5' from DER, 92' left of centerline, up to 15' AGL/20' MSL.
Vehicles on road beginning 512' from DER, 158' right of centerline, up to 15' AGL/20' MSL.
Fence 134' from DER, left and right of centerline, up to 8' AGL/12' MSL.
**Rwy 32L,** light support structures abeam DER, 76' left and 76' right of centerline, up to 1' AGL/5' MSL.
Navaid 449' from DER, 315' right of centerline, up to 17' AGL/21' MSL.
Tree 1632' from DER, 934' left of centerline, up to 100' AGL/129' MSL.
**Rwy 14L,** light support structure 13' from DER, 126' right of centerline, up to 4' AGL/34' MSL.
Vehicles on road beginning 770' from DER, 547' right of centerline, 15' AGL/53' MSL.
Rail car on railroad beginning 774' from DER, 261' right of centerline, up to 23' AGL/60' MSL.
Trees beginning 1191' from DER, 71' right of centerline, up to 100' AGL/171' MSL.
Trees beginning 1922' from DER, 109' left of centerline, up to 100' AGL/153' MSL.
**Rwy 14R,** light support structures abeam DER, 77' right and 77' left of centerline, up to 3' AGL/37' MSL.
Fence, 187' from DER, 488' right of centerline, up to 8' AGL/45' MSL.
Vehicles on road beginning 207' from DER, 520' right of centerline, 15' AGL/55' MSL.
Rail car on railroad beginning 955' from DER, 342' left of centerline, up to 23' AGL/60' MSL.
Trees beginning 1066' from DER, 34' left of centerline, up to 100' AGL/153' MSL.

## NAPA, CA

### NAPA COUNTY (APC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 03JUN10 (10154) (FAA)

DEPARTURE PROCEDURE:
Use NAPAA DEPARTURE.

SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

## NOVATO, CA

### GNOSS FLD (DVO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAY13 (21224) (FAA)

TAKEOFF MINIMUMS:

**Rwy 13,** 400-2¼ or std. w/min. climb of 580' per NM to 500.

**Rwy 31,** 600-2½ w/min. climb of 285' per NM to 1500 or std. w/min. climb of 679' per NM to 800 or 2000-2½ for climb in visual conditions...

DEPARTURE PROCEDURE:

**Rwy 13,** climb heading 132° to 600 then turn left direct SGD VORTAC before proceeding on course.

**Rwy 31,** climbing right turn direct SGD VORTAC before proceeding on course.

… For climb in visual conditions, cross Gnoss Fid at or above 1900' MSL then proceed direct SGD VORTAC before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** trees beginning 2633' from DER, 627' left of centerline, up to 50' AGL/346' MSL.

Trees beginning 3630' from DER, 1274' right of centerline, up to 50' AGL/369' MSL.

Power line 1.7 NM from DER, 1980' left of centerline, 121' AGL/360' MSL.

**Rwy 31,** trees beginning 3237' from DER, 321' left of centerline, up to 50' AGL/569' MSL.

## OAKDALE, CA

### OAKDALE (O27)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

DEPARTURE PROCEDURE:

**Rwy 10,** climbing left turn via heading 020° and LIN VOR/DME R-124 to WRAPS INT/LIN 16.66 DME. Climb in WRAPS holding pattern (Northwest, right turn, 124° inbound) to cross WRAPS INT at or above MEA for direction of flight.

**Rwy 28,** climb via heading 276° and LIN VOR/DME R-146 to LIN VOR/DME to cross LIN VOR/DME at or above MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** terrain beginning 388' from DER, up to 279' MSL.

**Rwy 28,** power line 3447' from DER, 407' right of centerline, 115' AGL/329' MSL.

## OAKLAND, CA

### OAKLAND INTL (OAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 17OCT13 (25163) (FAA)

DEPARTURE PROCEDURE:

**Rwys 10L/R, 12, 15, 30,** climbing right turn to intercept V107-301, thence …

**Rwys 28L/R,** climb heading 278° to intercept V107-301, thence …

**Rwy 33,** climbing left turn to intercept V107-301, thence...

… to cross COMMO INT at or above 4000, continue climb-in-hold (hold E, right turns, 288° inbound) to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10L,** building, hanger and road beginning 225' from DER, 554' left of centerline, up to 37' AGL/42' MSL.

Trees beginning 1644' from DER, 309' left of centerline, up to 59' AGL/67' MSL.

**Rwy 10R,** runway lights 9' from DER, 26' left and right of centerline, 1' AGL/9' MSL.

Sign 63' from DER, 251' left of centerline, 4' AGL/10' MSL.

Signs, fence and poles beginning 361' from DER, 540' right of centerline up to 35' AGL/44' MSL.

Signs and trees beginning 1160' from DER, 177' right of centerline, up to 36' AGL/50' MSL.

**Rwy 12,** runway end and ALS lights beginning 11' from DER, 9' left and right of centerline, 1' AGL/10' MSL.

**Rwy 15,** ATCT 3613' from DER, 1017' left of centerline, 88' AGL/101' MSL.

Obstruction light on WSK 813' from DER, 577' right of centerline, 24' AGL/27' MSL.

**Rwy 28L,** rising terrain beginning 8' from DER, crossing centerline, up to 9' MSL.

Multiple trees beginning 105' from DER, 35' left of centerline, up to 64' AGL/80' MSL.

Traffic lights and poles beginning 895' from DER, 164' left of centerline, up to 29' AGL/37' MSL.

Substation 1593' from DER, 871' left of centerline, 37' AGL/53' MSL.

Fence 95' from DER, 410' left of centerline, 6' AGL/13' MSL.

Multiple trees beginning 994' from DER, 55' right of centerline, up to 91' AGL/96' MSL.

**Rwy 28R,** multiple trees beginning 1745' from DER, 23' left of centerline, up to 91' AGL/96' MSL.

Multiple trees beginning 2053' from DER, 88' right of centerline, up to 109' AGL/111' MSL.

**Rwy 30,** light pole 582' from DER, 483' left of centerline, 16' AGL/26' MSL.

**Rwy 33,** multiple trees, buildings and poles beginning 256' from DER, 497' left of centerline, up to 41' AGL/45' MSL.

Multiple trees, buildings, poles and towers beginning 762' from DER, 267' right of centerline, up to 39' AGL/51' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 16OCT14 (14289) (FAA)

**Rwy 10L,** headings as assigned by ATC; requires min. climb of 340' per NM to 2300.

**Rwy 10R,** headings as assigned by ATC; requires min. climb of 330' per NM to 2300.

**Rwys 12, 15,** headings as assigned by ATC.

**Rwys 28L/R, 30,** headings as assigned by ATC; requires min. climb of 240' per NM to 2400.

**Rwy 33,** headings as assigned by ATC; requires min. climb of 210' per NM to 2400.

## ORLAND, CA

HAIGH FLD (O37)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21MAY20 (21336) (FAA)

DEPARTURE PROCEDURE:

**Rwy 15,** climb to 1000 then climbing left turn heading 100° to intercept RBL VORTAC R-140 to 5000 before proceeding on course.

**Rwy 33,** climb to 1000, then climbing right turn heading 020° to intercept RBL VORTAC R-140 to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 15,** fence 6' from DER, 383' right of centerline, 6' AGL/214' MSL.
Fence 15' from DER, 397' left of centerline, 6' AGL/214' MSL.
Pole 88' from DER, 443' left of centerline, 29' AGL/237' MSL.
Pole 1198' from DER, 661' right of centerline, 35' AGL/247' MSL.
Pole beginning 1262' from DER, 173' right of centerline, up to 45' AGL/258' MSL.
Tree 1370' from DER, 824' left of centerline, 270' MSL.
Tree 1464' from DER, 390' right of centerline, 273' MSL.
Trees beginning 1480' from DER, 399' right of centerline, up to 313' MSL.
**Rwy 33,** tree, traverse_way beginning 78' from DER, 224' left of centerline, up to 237' MSL.
Pole beginning 358' from DER, 298' right of centerline, up to 24' AGL/241' MSL.
Pole 955' from DER, 256' left of centerline, 31' AGL/249' MSL.
Tree 1202' from DER, 791' left of centerline, 281' MSL.
Tree 1807' from DER, 595' left of centerline, 308' MSL.
Tree 2388' from DER, 383' right of centerline, 324' MSL.

## OROVILLE, CA

OROVILLE MUNI (OVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2,** std. w/ min. climb of 280' per NM to 1500, or 1000-2½ for VCOA.

**Rwy 31,** 300-1⅝ or std. w/ min. climb of 245' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 2, 31,** climbing left turn to 5000 on heading 200° direct ILA VORTAC before proceeding on course.

**Rwys 13, 20,** climbing right turn to 5000 on heading 210° direct ILA VORTAC before proceeding on course.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Oroville Municipal airport south-westbound at or above 1000, then direct ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** ground 170' from DER, 475' right of centerline, 189' MSL.
Ground 191' from DER, 489' right of centerline, 190' MSL.
Tree 511' from DER, 600' left of centerline, 231' MSL.
Tree 513' from DER, 603' left of centerline, 236' MSL.
NAVAID 1143' from DER, 348' right of centerline, 215' MSL.
Pole 1364' from DER, 740' right of centerline, 255' MSL.
Poles beginning 1365' from DER, 537' right of centerline, up to 256' MSL.
**Rwy 13,** poles beginning 128' from DER, 292' right of centerline, up to 29' AGL/203' MSL.
Vertical structure 177' from DER, 493' left of centerline, 184' MSL.
Vehicles on road 210' from DER, 515' left of centerline, 189' MSL.
Tree 312' from DER, 554' left of centerline, 205' MSL.
**Rwy 20,** vehicles on road 819' from DER, 376' left of centerline, 203' MSL.
Poles beginning 902' from DER, 655' right of centerline, up to 36' AGL/217' MSL.
**Rwy 31,** sign 32' from DER, 325' left of centerline, 195' MSL.
Ground beginning 109' from DER, 410' right of centerline, up to 200' MSL.
Trees beginning 641' from DER, 621' left of centerline, up to 244' MSL.
Tree 1380' from DER, 466' left of centerline, 264' MSL.
T-L tower 1.3 NM from DER, 1826' right of centerline, 144' AGL/444' MSL.

## PALO ALTO, CA

PALO ALTO (PAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 15OCT15 (15288) (FAA)

DEPARTURE PROCEDURE:

**Rwy 13**, turn left.

**Rwy 31,** turn right.

**All aircraft** climb direct SJC VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** building with ship mast 1325' from DER, 450' left of centerline, 60' AGL/67' MSL.

## PETALUMA, CA

PETALUMA MUNI (O69)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (22307) (FAA)

TAKEOFF MINIMUMS:

**Rwy 11,** std. w/min. climb of 235' per NM to 1500.

**Rwy 29,** 300-1¼ or std. w/min. climb of 276' per NM to 400.

DEPARTURE PROCEDURE:

**Rwy 11,** climb heading 108° to 1500 then continue climb direct SGD VORTAC.

**Rwy 29,** climb heading 289° to 1500 then climbing left turn to 3000 direct SGD VORTAC.

All aircraft continue climb to MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** tree 1095' from DER, 779' right of centerline, 55' AGL/116' MSL.

Sign 69' from DER, 141' right of centerline, 9' AGL/80' MSL.

Vertical structure 8' from DER, 248' left of centerline, 10' AGL/81' MSL.

Trees 172' from DER, beginning 399' left of centerline, up to 46' AGL/117' MSL.

Trees 40' from DER, beginning 465' left of centerline, up to 40' AGL/111' MSL.

**Rwy 29,** trees 1091' from DER, beginning 151' right of centerline, up to 91' AGL/172' MSL.

Vertical structure 194' from DER, 248' right of centerline, up to 19' AGL/98' MSL.

Trees 121' from DER, beginning 282' right of centerline, up to 51' AGL/132' MSL.

Trees and buildings 88' from DER, beginning 292' left of centerline, up to 40' AGL/121' MSL.

Trees 1363' from DER, 462' left of centerline, up to 96' AGL/177' MSL.

Pole 1262' from DER, 90' left of centerline, 41' MSL/ 122' AGL.

Poles 2508' from DER, beginning 87' left of centerline, up to 94' AGL/175' MSL.

## PLACERVILLE, CA

PLACERVILLE (PVF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** NA-obstacles.

DEPARTURE PROCEDURE:

**Rwy 23,** climb to 5000 on HNW R-226 then climbing right turn on HNW R-276 to HNW VOR/DME. Aircraft departing HNW VOR/DME R-180 CW R-303 climb on course; all others climb in HNW VOR/DME holding pattern (hold SW, right turns, 048° inbound) to cross HNW VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 23,** hangar 20' from DER, 340' right of centerline, 27' AGL/2586' MSL.

## PORTERVILLE, CA

PORTERVILLE MUNI (PTV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 06DEC18 (18340) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12,** std. w/min. climb of 220' per NM to 600.

DEPARTURE PROCEDURE:

**Rwy 12**, climbing right turn thence . . .

**Rwy 30,** climbing left turn thence . . .

...climb direct TTE VOR/DME. Aircraft departing TTE VOR/DME R-146 CW R-330 climb on course. All other aircraft climb in TTE VOR/DME holding pattern (hold northwest, right turn, 143° inbound) to cross TTE R-331 CW R-060, 8600; R-061 CW R -145, 7000.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** tree 618' from DER, 241' right of centerline, 460' MSL.

Trees beginning 776' from DER, 193' left of centerline, up to 467' MSL.

Pole 906' from DER, 588' left of centerline, 43' AGL/491' MSL.

**Rwy 30,** fence 176' from DER, 499' right of centerline, 6' AGL/436' MSL.

## RED BLUFF, CA

RED BLUFF MUNI (RBL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10FEB11 (11041) (FAA)

DEPARTURE PROCEDURE:

**Rwy 15,** climb direct RBL VORTAC, thence...

**Rwy 33,** climbing right turn direct RBL VORTAC, thence...

...continue climb in RBL holding pattern (S, right turns, 341° inbound) to cross RBL VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 15,** WSK 5' from DER, 258' right of centerline, 18' AGL/361' MSL.

Tree 2065' from DER, 879' left of centerline, 100' AGL/449' MSL.

**Rwy 33,** trees beginning 468' from DER, 563' left of centerline, up to 54' AGL/387' MSL.

Trees beginning 587' from DER, 493' right of centerline, up to 73' AGL/393' MSL.

## REDDING, CA

### BENTON FLD (O85)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:

Use REDDING DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** trees beginning 75' from DER, 319' left of centerline, up to 30' AGL/732' MSL.
Vehicle on road 273' from DER, 537' right of centerline, 730' MSL.
Tree 771' from DER, 613' right of centerline, 747' MSL.
Tree 1105' from DER, 324' right of centerline, 755' MSL.
Trees beginning 1207' from DER, 162' right of centerline, up to 51' AGL/762' MSL.
**Rwy 34,** building 2' from DER, 455' left of centerline, 724' MSL.
Pole, sign beginning 63' from DER, 179' right of centerline, up to 749' MSL.
NAVAID, trees, pole beginning 84' from DER, 260' left of centerline, up to 748' MSL.
Trees, fence, poles beginning 116' from DER, 182' right of centerline, up to 46' AGL/765' MSL.
Trees, pole beginning 373' from DER, 224' left of centerline, up to 57' AGL/753' MSL.
Trees beginning 623' from DER, 440' right of centerline, up to 775' MSL.
Pole, trees beginning 750' from DER, 19' left of centerline, up to 754' MSL.
Trees beginning 1766' from DER, 870' left of centerline, up to 779' MSL.

### REDDING RGNL (RDD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5C 30JAN20 (23110) (FAA)

DEPARTURE PROCEDURE:

**Rwy 12,** climb on heading 126° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course.
**Rwy 16,** climbing left turn heading 114° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course.
**Rwys 30, 34,** climbing right turn heading 114° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** trees beginning 45' from DER, 359' left of centerline, up to 23' AGL/515' MSL.
Trees, fence, general utility, transmission line beginning 281' from DER, 314' left of centerline, up to 49' AGL/542' MSL.
Transmission line 1920' from DER, 677' left of centerline, 60' AGL/543' MSL.
Tree 3470' from DER, 541' left of centerline, 109' AGL/590' MSL.
**Rwy 16,** tree 152' from DER, 463' right of centerline, 12' AGL/495' MSL.
Tree 347' from DER, 584' right of centerline, 46' AGL/527' MSL.
**Rwy 30,** terrain 27' from DER, 249' right of centerline, 502' MSL.
Aircraft on taxiway, pole, and trees beginning 32' from DER, 68' right of centerline, up to 44' AGL/544' MSL.
Aircraft on taxiway, pole, and building beginning 223' from DER, 13' left of centerline, up to 44' AGL/544' MSL.
Tree 1410' from DER, 211' left of centerline, 44' AGL/545' MSL.
Tree 1556' from DER, 417' right of centerline, 57' AGL/558' MSL.
Building and trees beginning 1584' from DER, 267' right of centerline, up to 60' AGL/563' MSL.
Tree 1588' from DER, 55' left of centerline, 50' AGL/553' MSL.
Trees beginning 1672' from DER, 431' right of centerline, up to 69' AGL/572' MSL.
Trees beginning 1793' from DER, 4' right of centerline, up to 74' AGL/576' MSL.
Trees beginning 1794' from DER, 78' left of centerline, up to 60' AGL/561' MSL.
Trees beginning 1882' from DER, 95' right of centerline, up to 74' AGL/577' MSL.
Trees beginning 2093' from DER, 227' right of centerline, up to 82' AGL/583' MSL.
Trees, building beginning 2340' from DER, 399' right of centerline, up to 99' AGL/600' MSL.
Tree 2788' from DER, 984' left of centerline, 113' AGL/613' MSL.
Tree 3256' from DER, 912' right of centerline, 94' AGL/601' MSL.
**Rwy 34,** electrical system 37' from DER, 130' right of centerline, 2' AGL/506' MSL.
Sign 38' from DER, 125' right of centerline, 4' AGL/508' MSL.
Sign 39' from DER, 123' left of centerline, 4' AGL/508' MSL.
Signs beginning 98' from DER, 252' left of centerline, up to 5' AGL/510' MSL.
Tree 2322' from DER, 1015' left of centerline, 67' AGL/576' MSL.
Tree 2386' from DER, 934' left of centerline, 74' AGL/583' MSL.
Tree 2455' from DER, 1120' left of centerline, 83' AGL/593' MSL.
Trees beginning 2662' from DER, 767' left of centerline, up to 83' AGL/594' MSL.
Trees beginning 2817' from DER, 479' left of centerline, up to 86' AGL/596' MSL.
Trees beginning 2906' from DER, 828' left of centerline, up to 87' AGL/598' MSL.
Trees beginning 2967' from DER, 794' left of centerline, up to 89' AGL/600' MSL.
Trees beginning 3137' from DER, 867' left of centerline, up to 96' AGL/608' MSL.
Trees beginning 3188' from DER, 792' left of centerline, up to 103' AGL/615' MSL.
Tower 3312' from DER, 1032' left of centerline, 108' AGL/622' MSL.
Antenna 3312' from DER, 1031' left of centerline, 105' AGL/619' MSL.

## REEDLEY, CA

### REEDLEY MUNI (O32)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JAN19 (19003) (FAA)

DEPARTURE PROCEDURE:

**Rwy 16,** climb on a heading between 132° CW to 323° from DER.

**Rwy 34**, climb on a heading between 156° CW to 320° from DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** vehicles on road, terrain, building and vegetation beginning 26' from DER, 309' left of centerline, up to 15' AGL/402' MSL.
Tree 1551' from DER, 778' right of centerline, 431' MSL.
Tree 1648' from DER, 893' left of centerline, 461' MSL.
Tree 1737' from DER, 210' right of centerline, 434' MSL.
Tree 2010' from DER, 189' left of centerline, 453' MSL.
Trees beginning 2033' from DER, 615' left of centerline, up to 482' MSL.
Tree 2894' from DER, 630' left of centerline, 483' MSL.
**Rwy 34,** tree 116' from DER, 376' right of centerline, 403' MSL.
Tree 166' from DER, 499' right of centerline, 406' MSL.
Vehicles on road and tree beginning 289' from DER, 329' right of centerline, up to 407' MSL.

## RIO VISTA, CA

### RIO VISTA MUNI (O88)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05DEC19 (19339) (FAA)

DEPARTURE PROCEDURE:

**Rwy 7,** climbing left turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.

**Rwy 15,** climb to 800 then climbing left turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.

**Rwy 25,** climbing right turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.

**Rwy 33,** climbing right turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** lighting 10' from DER, 107' right of centerline, 2' AGL/24' MSL.
Terrain 111' from DER, 491' left of centerline, 27' MSL.
**Rwy 15,** pole 9' from DER, 19' left of centerline, 2' AGL/22' MSL.
Terrain 42' from DER, 270' right of centerline, 23' MSL.
Pole, vehicles on road, building beginning 112' from DER, 438' right of centerline, up to 33' AGL/55' MSL.
Poles, vehicles on road beginning 292' from DER, 25' left of centerline, up to 52' MSL.
Wind indicator, tree, vehicles on road, buildings, pole beginning 345' from DER, 1' right of centerline, up to 35' AGL/58' MSL.
Pole 1462' from DER, 99' left of centerline, 33' AGL/60' MSL.
**Rwy 25,** terrain, lighting beginning 0' from DER, 79' left of centerline, up to 26' MSL.
Poles, vehicles on road, trees beginning 287' from DER, 186' left of centerline, up to 54' MSL.
Tree 940' from DER, 201' left of centerline, 26' AGL/55' MSL.
Trees beginning 957' from DER, 3' left of centerline, up to 27' AGL/56' MSL.
Pole 1015' from DER, 308' right of centerline, 47' MSL.
**Rwy 33,** lighting 10' from DER, 100' right of centerline, 3' AGL/24' MSL.
Trees beginning 124' from DER, 252' right of centerline, up to 24' AGL/30' MSL.
Pole 1601' from DER, 846' left of centerline, 43' AGL/66' MSL.
Pole 1639' from DER, 891' left of centerline, 44' AGL/68' MSL.
Trees, building beginning 1912' from DER, 792' left of centerline, up to 66' AGL/92' MSL

## SACRAMENTO, CA

### SACRAMENTO EXEC (SAC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** multiple trees 1128' from DER, 108' left of centerline, up to 76' AGL/96' MSL.
Antenna 1376' from DER, 663' left of centerline, 51' AGL/71' MSL.
Trees 1858' from DER, 137' right of centerline, 73' AGL/93' MSL.
**Rwy 12,** multiple trees 518' from DER, 26' left of centerline, up to 83' AGL/98' MSL.
Light pole 507' from DER, 336' left of centerline, 37' AGL/52' MSL.
Transmission pole 3971' from DER, 647' left of centerline, 130' AGL/154' MSL.
Multiple trees 475' from DER, 476' right of centerline up to 97' AGL/112' MSL.
Light poles 711' from DER, 241' right of centerline, 36' AGL/51' MSL.
**Rwy 20,** multiple trees beginning 850' from DER, 626' left of centerline, up to 92' AGL/107' MSL.
Multiple trees beginning 714' from DER, 515' right of centerline, up to 66' AGL/81' MSL.
**Rwy 30,** obstruction light on hangers 460' from DER, 360' right of centerline, 25' AGL/43' MSL.
Multiple trees beginning 631' from DER, 195' right of centerline, up to 56' AGL/74' MSL.
Multiple trees beginning 1331' from DER, 247' left of centerline, up to 90'/110' MSL.
Antenna on building 1543' from DER, 442' left of centerline, 47' AGL/67' MSL.

## SACRAMENTO, CA (CON'T)

### SACRAMENTO INTL (SMF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 21MAY20 (20142) (FAA)

DEPARTURE PROCEDURE:
**Rwy 17L,** climb heading 168° to 700 before turning east.

TAKEOFF OBSTACLE NOTES:
**Rwy 17L,** vehicles on road, 225' from DER, crossing runway centerline, 10' AGL/31' MSL
**Rwy 35L,** tree 3656' from DER, 1296' left of centerline, 98' AGL/123' MSL.
**Rwy 35R,** pole 1786' from DER, 945' right of centerline, 46' AGL/73' MSL.

### SACRAMENTO MATHER (MHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 06JAN94 (94006) (FAA)

DEPARTURE PROCEDURE:
**Rwys 4L,4R,** climbing right turn direct SAC VORTAC.
**Rwys 22L,22R** climb direct SAC VORTAC.

## SALINAS, CA

### SALINAS MUNI (SNS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 19MAY22 (22139) (FAA)

DEPARTURE PROCEDURE:
**Rwy 8,** climbing right turn to intercept SNS VORTAC R-124 to 5500 before proceeding on course.
**Rwy 13,** climbing left turn to intercept SNS VORTAC R-124 to 5500 before proceeding on course.
**Rwy 26,** climbing right turn to intercept SNS VORTAC R-264 to 5000 before proceeding on course.
**Rwy 31,** climbing left turn to intercept SNS VORTAC R-264 to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 8,** fence 195' from DER, 409' left of centerline, 5' AGL/92' MSL.
Transmission line 1801' from DER, 761' left of centerline, 90' AGL/171' MSL.
**Rwy 26**, pole, vehicle on road, tree beginning 110' from DER, 266' left of centerline, up to 34' AGL/98' MSL.
Pole, vehicle on road beginning 137' from DER, 281' right of centerline, up to 33' AGL/100' MSL.
Poles beginning 910' from DER, 233' right of centerline, up to 35' AGL/102' MSL.
Tree 1646' from DER, 351' left of centerline, 119' MSL.
Tree 1909' from DER, 73' right of centerline, 121' MSL.
Building 1943' from DER, 435' left of centerline, 60' AGL/128' MSL.
Tower 2769' from DER, 32' right of centerline, 81' AGL/145' MSL.
Transmission line 2974' from DER, 739' right of centerline, 93' AGL/150' MSL.
Tower 3991' from DER, 424' left of centerline, 116' AGL/179' MSL.
**Rwy 31,** trees, building beginning 171' from DER, 390' right of centerline, up to 133' MSL.
Vehicle on road 206' from DER, 201' left of centerline, 97' MSL.
Tree 282' from DER, 436' left of centerline, 120' MSL.
Trees, pole, transmission line beginning 1043' from DER, 5' left of centerline, up to 172' MSL.
Fence, transmission line, poles beginning 1141' from DER, 202' right of centerline, up to 60' AGL/145' MSL.

## SAN ANDREAS, CA

### CALAVERAS COUNTY/MAURY RASMUSSEN FLD (CPU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10NOV16 (24305) (FAA)

TAKEOFF MINIMUMS:
**Rwy 13,** 1800-5 or std w/min climb of 300' per NM to 3700.

DEPARTURE PROCEDURE:
**Rwy 13,** climb runway heading to 3100, then climbing right turn via LIN R-085 to LIN VOR/DME.
**Rwy 31,** climb via heading 311° to 3000, then climbing left turn via Linden (LIN) VOR/DME R-029 to LIN VOR/DME.

TAKEOFF OBSTACLE NOTES:
**Rwy 13,** windsock 4' from DER, 129' right of centerline, 14' AGL/1341' MSL.
Lights 4' from DER, 68' right of centerline, up to 2' AGL/1330' MSL.
Bush 24' from DER, 140' right of centerline, 3' AGL/1331' MSL.
Tree 43' from DER, 287' right of centerline, up to 8' AGL/ 1336' MSL.
Bush 26' from DER, 96' left of centerline, up to 1' AGL/1329' MSL.
**Rwy 31,** tree 19' from DER, 242' left of centerline, up to 30' AGL/1335' MSL.
Trees 220' from DER, 375' right of centerline, up to 40' AGL/1345' MSL.
Pole 667' from DER, 653' left of centerline, 23' AGL/1326' MSL.
Trees 1010' from DER, 651' right of centerline, up to 46' AGL/1351' MSL.

## SAN CARLOS, CA

### SAN CARLOS (SQL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

**Rwy 12,** 300-1⅜ or std w/min climb of 240'/NM to 300.

**Rwy 30,** 300-1⅜ or std w/min climb of 290'/NM to 400.

DEPARTURE PROCEDURE:

**Rwy 12,** climb on heading 123° to 500, then climbing left turn direct SJC VOR/DME before proceeding on course.

**Rwy 30,** climb on heading 303° to 600, then climbing right turn direct SJC VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** pole 9' from DER, 267' right of centerline, 25' MSL.
Tree, pole, building beginning 9' from DER, 266' right of centerline, up to 51' AGL/57' MSL.
Dam, terrain, light poles beginning 109' from DER, 58' left of centerline, up to 3' AGL/12' MSL.
Building, pole beginning 295' from DER, 266' right of centerline, up to 59' MSL.
Buildings, poles, electrical system, tree, sign beginning 472' from DER, 267' right of centerline, up to 61' MSL.
Transmission line 1669' from DER, 734' right of centerline, 92' AGL/94' MSL.
Poles, tree beginning 2409' from DER, 735' right of centerline, up to 106' MSL.
Transmission line 1.1 NM from DER, 2196' left of centerline, 200' AGL/208' MSL.

**Rwy 30,** pole 15' from DER, 286' right of centerline, 20' AGL/25' MSL.
Wind indicator, vehicle on road, sign beginning 18' from DER, 250' right of centerline, up to 26' MSL.
Poles, tree beginning 46' from DER, 283' left of centerline, up to 36' MSL.
Pole 79' from DER, 511' right of centerline, 36' MSL.
Electrical system, pole, vehicle on road, building, tree beginning 89' from DER, on centerline, up to 41' AGL/46' MSL.
Tree, building beginning 169' from DER, 392' left of centerline, up to 43' MSL.
Vehicle on road, pole, tree beginning 229' from DER, 10' left of centerline, up to 52' MSL.
Tree, light poles, pole beginning 852' from DER, 243' right of centerline, up to 48' MSL.
Electrical system, pole, tree, sign beginning 902' from DER, 346' left of centerline, up to 93' MSL.
Tree, pole beginning 1178' from DER, 347' right of centerline, up to 54' MSL.
Building, tree beginning 1342' from DER, 497' right of centerline, up to 76' MSL.
Poles, tower beginning 1891' from DER, 736' left of centerline, up to 112' MSL.
Tree, buildings beginning 2126' from DER, 809' right of centerline, up to 89' MSL.
Buildings, trees beginning 2454' from DER, 508' right of centerline, up to 102' MSL.
Buildings, trees beginning 2990' from DER, 514' right of centerline, up to 109' MSL.
Electrical system 3393' from DER, 737' left of centerline, 117' MSL.
Buildings beginning 3562' from DER, 363' right of centerline, up to 113' MSL.
Pole 15' from DER, 286' right of centerline, 20' AGL/25' MSL.
Wind indicator, vehicle on road, sign beginning 18' from DER, 250' right of centerline, up to 26' MSL.
Pole, tree beginning 46' from DER, 283' left of centerline, up to 36' MSL.
Pole 79' from DER, 511' right of centerline, 36' MSL.
Electrical system, pole, vehicle on road, building, tree beginning 89' from DER, on centerline, up to 41' AGL/46' MSL.
Tree, building beginning 169' from DER, 392' left of centerline, up to 43' MSL.
Vehicle on road, pole, tree beginning 229' from DER, 10' left of centerline, up to 52' MSL.
Tree, light poles, pole beginning 852' from DER, 243' right of centerline, up to 48' MSL.
Electrical system, pole, tree, sign beginning 902' from DER, 346' left of centerline, up to 93' MSL.
Tree, pole beginning 1178' from DER, 347' right of centerline, up to 54' MSL.
Building, tree beginning 1342' from DER, 497' right of centerline, up to 76' MSL.
Poles, tower beginning 1891' from DER, 736' left of centerline, up to 112' MSL.
Tree, buildings beginning 2126' from DER, 809' right of centerline, up to 89' MSL.
Buildings, trees beginning 2454' from DER, 508' right of centerline, up to 102' MSL.
Buildings, trees beginning 2990' from DER, 514' right of centerline, up to 109' MSL.
Electrical system 3393' from DER, 737' left of centerline, 117' MSL.
Buildings beginning 3562' from DER, 363' right of centerline, up to 113' MSL.
Building, pole beginning 1 NM from DER, 1523' right of centerline, up to 178' MSL.
Building 1 NM from DER, 1557' right of centerline, 211' AGL/217' MSL.
Building 1 NM from DER, 1332' right of centerline, 228' AGL/234' MSL.
Buildings beginning 1 NM from DER, 1001' right of centerline, up to 237' AGL/242' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20FEB25 (25051) (FAA)

**Rwy 12,** heading as assigned by ATC; requires min climb of 470'/NM to 3400.

**Rwy 30,** heading as assigned by ATC; requires min climb of 288'/NM to 2100.

## SAN FRANCISCO, CA

### SAN FRANCISCO INTL (SFO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

**Rwys 19L, 19R,** std. w/min. climb of 575' per NM to 2000.

**Rwys 28L, 28R,** std. w/min. climb of 351' per NM to 1300.

DEPARTURE PROCEDURE:

**Rwys 1L, 1R,** climb heading 014° to 2000, thence …

**Rwys 10L, 10R,** climbing left turn heading 053° to intercept SFO R-090 eastbound to 2300; thence …

**Rwys 19L, 19R,** climbing left turn heading 053° to intercept SFO R-090 eastbound to 2600, thence …

**Rwys 28L, 28R,** climb heading 284° to 2000, thence …

… continue climb on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1 L,** ships beginning 1646' from DER, right and left of centerline, up to 150' AGL/150' MSL.

**Rwy 1R**, ships beginning 1173' from DER, right and left of centerline, up to 150' AGL/150' MSL.

**Rwy 10L,** sign 62' from DER, 300' left of centerline, 4' AGL/15' MSL.

Building and rod on building beginning 257' from DER, 560' left of centerline, up to 14' AGL/24' MSL.

**Rwy 19L,** multiple poles beginning 548' from DER, 46' left of centerline, up to 20' AGL/480' MSL.

Multiple poles and signs beginning 652' from DER, 337' right of centerline, up to 20' AGL/38' MSL.

Multiple buildings, transmission towers, poles, trees, signs, electrical system beginning 937' from DER, 11' left of centerline, up to 100' AGL/127' MSL.

Multiple buildings, transmission towers, poles, trees, signs, electrical system beginning 887' from DER, 61' right of centerline, up to 100' AGL/128' MSL.

Multiple buildings 3831' from DER, 1138' left of centerline, up to 105' AGL/127' MSL.

Multiple buildings and trees beginning 3831' from DER, 74' right of centerline up to 100' AGL/167' MSL.

**Rwy 19R,** multiple poles, trees, electrical system beginning 454' from DER, 82' right of centerline, up to 40' AGL/60' MSL.

Multiple transmission towers, trees beginning 918' from DER, 7' left of centerline, up to 80' AGL/96' MSL.

Poles and electrical system 1188' from DER, 1' right of centerline, 44' AGL/50' MSL.

Multiple transmission towers, trees beginning 1617' from DER, 16' right of centerline, up to 80' AGL/85' MSL.

**Rwy 28L,** sign 19' from DER, 500' right of centerline, 5' AGL/9' MSL.

Obstruction lights on DME beginning 277' from DER, 162' left of centerline, up to 16' AGL/26' MSL.

Obstruction light on localizer beginning 219' from DER, on centerline, up to 10' AGL/17' MSL.

Multiple poles, electrical system beginning 824' from DER, 300' left of centerline, up to 40' AGL/56' MSL.

Multiple buildings, transmission towers, tank and pole beginning 1305' from DER, 370' left of centerline, up to 95' AGL/103' MSL.

**Rwy 28R,** multiple signs, beginning 23' from DER, 140' right of centerline, up to 5' AGL/10' MSL.

Terrain beginning 58' from DER, 146' right of centerline, up to 10' MSL.

Sign, 63' from DER, 250' left of centerline 5' AGL/8' MSL.

Terrain beginning 130' from DER, 235' left of centerline, up to 10' MSL.

Antenna on building, obstruction light on DME, tree, beginning 556' from DER, 268' right of centerline, up to 35' AGL/43' MSL.

Multiple poles beginning 918' from DER, 598' left of centerline, up to 22' AGL/35' MSL.

Multiple buildings, trees beginning 1467' from DER, 683' right of centerline, up to 60' AGL/68' MSL.

Multiple buildings, transmission towers, trees and electrical system beginning 1826' from DER, 123' left of centerline, up to 95' AGL/103' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20AUG15 (15232) (FAA)

**Rwys 1L, 1R,** headings as assigned by ATC; requires min. climb of 420' per NM to 2600.

**Rwys 10L, 10R,** headings as assigned by ATC.

## SAN JOSE, CA

### NORMAN Y MINETA SAN JOSE INTL (SJC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6C 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

**Rwys 12L/R,** 400-2½ or std. w/min. climb of 261' per NM to 500.

DEPARTURE PROCEDURE:

**Rwys 12L/R,** climbing right turn to 2000 on Heading 318° and on OAK R-135 to OAK VOR/DME before proceeding on course.

**Rwys 30L/R,** climb via heading 315° to 2000, then via OAK R-132 to OAK VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12L,** fence 156' from DER, 57' left of centerline, 14' AGL/73' MSL.

OI on blast fence, 156' from DER, 57' left of centerline, 73' MSL.

Pole 191' from DER, 81' left of centerline, 34' AGL/93' MSL.

Trees beginning 286' from DER, 161' right of centerline, up to 107' MSL.

T-L twr, pole beginning 466' from DER, 228' left of centerline, up to 46' AGL/105' MSL.

Tree 1281' from DER, 529' left of centerline, 117' MSL.

T-L twr 1731' from DER, 729' left of centerline, 86' AGL/156' MSL.

Tree 1799' from DER, 273' left of centerline, 144' MSL.

Tree 1887' from DER, 68' right of centerline, 124' MSL.

T-L twr 3047' from DER, 543' left of centerline, 73' AGL/147' MSL.

Building 1.2 NM from DER, 630' left of centerline, 170' AGL/250' MSL.

**CON'T**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

## SAN JOSE, CA (CON'T)

### NORMAN Y MINETA SAN JOSE INTL (SJC) (CON'T)

**Rwy 12L (CON'T),** building 1.3 NM from DER, 1051' left of centerline, 265' MSL.
Building 1.3 NM from DER, 445' left of centerline, 217' AGL/301' MSL.
Building 1.3 NM from DER, 51' left of centerline, 228' AGL/309' MSL.
Buildings beginning 1.3 NM from DER, 81' left of centerline, up to 312' MSL.
Building 1.5 NM from DER, 975' left of centerline, 262' AGL/351' MSL.
Building 1.5 NM from DER, 1591' left of centerline, 268' AGL/358' MSL.
Buildings beginning 1.5 NM from DER, 82' left of centerline, up to 365' MSL.
Buildings beginning 1.6 NM from DER, 280' right of centerline, up to 346' MSL.
Buildings beginning 1.6 NM from DER, 350' right of centerline, up to 260' AGL/350' MSL.
Building 1.6 NM from DER, 1977' left of centerline, 286' AGL/368' MSL.
Buildings beginning 1.6 NM from DER, 640' left of centerline, up to 274' AGL/370' MSL.
Building 1.9 NM from DER, 313' right of centerline, 284' AGL/373' MSL.
Building 1.9 NM from DER, 282' right of centerline, 281' AGL/372' MSL.
**Rwy 12R,** ol on loc 10' from DER, on centerline, 68' MSL.
Ol on blast fence 45' from DER, 115' right of centerline, 75' MSL.
Fence 45' from DER, 115' right of centerline, 14' AGL/75' MSL.
Tree 269' from DER, 149' right of centerline, 100' MSL.
Trees, beginning 285' from DER, 193' left of centerline, up to 107' MSL.
Rd 338' from DER, 2' right of centerline, 82' MSL.
Tree, pole beginning 519 ' from DER, 279' right of centerline, up to 122' MSL.
Trees beginning 1798' from DER, 631' left of centerline, up to 144' MSL.
Poles beginning 1948' from DER, 688' right of centerline, up to 59' AGL/128 ' MSL.
Tree 2604' from DER, 551' right of centerline, 133' MSL.
T-L twr 3046' from DER, 1243' left of centerline, 73' AGL/147' MSL.
Tree 3079' from DER, 873' right of centerline, 142' MSL.
Building 1.3 NM from DER, 1145' left of centerline, 217' AGL/301' MSL.
Building 1.3 NM from DER, 751' left of centerline, 228' AGL/309' MSL.
Buildings beginning 1.3 NM from DER, 781' left of centerline, up to 312' MSL.
Building 1.5 NM from DER, 1676' left of centerline, 262' AGL/351' MSL.
Building 1.5 NM from DER, 2291' left of centerline, 268' AGL/358' MSL.
Buildings beginning 1.5 NM from DER, 134' left of centerline, up to 365' MSL.
Building 1.6 NM from DER, 2678' left of centerline, 286' AGL/368' MSL.
Buildings beginning 1.6 NM from DER, 1340' left of centerline, up to 274' AGL/370' MSL.
Building 1.6 NM from DER, 345' right of centerline, 320' MSL.
Building 1.9 NM from DER, 386' left of centerline, 284' AGL/373' MSL.
Building 1.9 NM from DER, 417' left of centerline, 281' AGL/372' MSL.
**Rwy 30L,** poles beginning 166' from DER, 494' left of centerline, up to 69' MSL.
NAVAID 174' from DER, on centerline, 7' AGL/44' MSL.
Fence 184' from DER, 369' right of centerline, 15' AGL/51' MSL.
Tree 308' from DER, 424' left of centerline, 71' MSL.
Tree, pole beginning 473' from DER, 118' right of centerline, up to 72' MSL.
Poles beginning 711' from DER, 544' right of centerline, up to 75' MSL.
NAVAID 782' from DER, 350' left of centerline, 47' AGL/83' MSL.
Pole 1227' from DER, 607' left of centerline, 48' AGL/86' MSL.
Pole 1315' from DER, 548' right of centerline, 49' AGL/80' MSL.
Pole 1329' from DER, 743' left of centerline, 57' AGL/94' MSL.
Tree 1852' from DER, 179' right of centerline, 85' MSL.
Tree 2561' from DER, 738' right of centerline, 108' MSL.
Trmsn twr, t-l twr, beginning 2616' from DER, 1130' left of centerline, up to 120' MSL.
Pole 2806' from DER, 1215' left of centerline, 135' MSL.
Pole 2897' from DER, 614' left of centerline, 113' MSL.
Pole, t-l twr, beginning 4145' from DER, 1329' left of centerline, up to 152' MSL.
**Rwy 30R,** pole 100' from DER, 449' right of centerline, 40' AGL/75' MSL.
Fence 138' from DER 243' right of centerline, 13' AGL/47' MSL.
Fence 184' from DER, 329' left of centerline, 15' AGL/51' MSL.
Tree 411' from DER, 37' left of centerline, 70' MSL.
Tree 473' from DER, 319' left of centerline, 72' MSL.
Pole 526' from DER, 580' left of centerline, 26' AGL/61' MSL.
Pole 657' from DER, 369' right of centerline, 53' AGL/84' MSL.
Vehicle on rd beginning 688' from DER, on centerline, up to 68' MSL.
Poles beginning 711' from DER, 57' left of centerline, up to 25' AGL/75' MSL.
Pole 961' from DER, 133' right of centerline, 56' AGL/88' MSL.
Pole 1315' from DER, 150' left of centerline, 49' AGL/80' MSL.
Tree 1852' from DER, 519' left of centerline, 85' MSL.
Tree 2561' from DER, 39' right of centerline, 108' MSL.
Building 3424' from DER, 146' right of centerline, 96' AGL/124' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 21JUL16 (16203) (FAA)

**Rwys 12L/R,** heading as assigned by ATC; requires min. climb of 470' per NM to 5600.
**Rwys 30L/R,** heading as assigned by ATC; requires min. climb of 490' per NM to 5600 and do not exceed 210 KTS until established on assigned heading.

## SAN JOSE, CA (CON'T)

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05SEP24 (24249) (FAA)

DEPARTURE PROCEDURE:

**Rwys 13L/R,** use HENCE DEPARTURE.

**Rwys 31L/R,** use DECOT DEPARTURE.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 12JUN25 (25163) (FAA)

**Rwys 31L/R,** heading as assigned by ATC.

## SAN MARTIN, CA

SAN MARTIN (E16)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

**Rwy 32,** 3600-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 14,** climb on heading 141° to 5000 and SNS R-355 to SNS VORTAC before proceeding on course.

VCOA:

**Rwy 32,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross San Martin Airport at or above 3700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** traverse way, vegetation beginning 50' from DER, 104' left of centerline, up to 291' MSL.
Pole, traverse way, fence, trees beginning 259' from DER, 81' left of centerline, up to 30' AGL/308' MSL.
Traverse way 344' from DER, 17' right of centerline, up to 286' MSL.
Antenna 1568' from DER, 620' left of centerline, 55' AGL/319' MSL.
Trees beginning 1571' from DER, 601' right of centerline, up to 71' AGL/338' MSL.
**Rwy 32,** traverse way 73' from DER, 429' right of centerline, 300' MSL.
Traverse way 127' from DER, 321' right of centerline, 301' MSL.
Tree 169' from DER, 537' right of centerline, 303' MSL.
Pole, traverse way, trees beginning 213' from DER, 173' right of centerline, up to 37' AGL/321' MSL.
Traverse way 387' from DER, 575' left of centerline, 300' MSL.
Trees, pole, traverse way beginning 545' from DER, 46' left of centerline, up to 321' MSL.
Traverse way beginning 1171' from DER, 71' right of centerline, up to 323' MSL.
Traverse way, trees beginning 1172' from DER, 188' right of centerline, up to 327' MSL.
Tree 1486' from DER, 668' left of centerline, 335' MSL.
Trees beginning 1573' from DER, 297' left of centerline, up to 337' MSL.
Tree 1670' from DER, 655' right of centerline, 330' MSL.
Tree 1708' from DER, 87' right of centerline, 331' MSL.
Tree 1837' from DER, 328' left of centerline, 342' MSL.
Trees beginning 1880' from DER, 177' right of centerline, up to 340' MSL.
Trees beginning 2045' from DER, 331' left of centerline, up to 350' MSL.
Tree 2146' from DER, 888' right of centerline, 341' MSL.
Trees beginning 2217' from DER, 194' right of centerline, up to 72' AGL/364' MSL.
Trees beginning 2319' from DER, 342' left of centerline, up to 357' MSL.
Tree 2984' from DER, 1021' left of centerline, 378' MSL.
Tree 3137' from DER, 946' left of centerline, 381' MSL.

## SANTA ROSA, CA

CHARLES M SCHULZ/SONOMA COUNTY (STS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 17JUN21 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2,** std w/min climb of 300' per NM to 2100 or 1500-3 for VCOA.
**Rwy 14,** std w/min climb of 285' per NM to 2500 or 1500-3 for VCOA.
**Rwy 20,** std w/min climb of 265' per NM to 2200 or 1500-3 for VCOA.
**Rwy 32,** std w/min climb of 375' per NM to 2200 or 1500-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 2,** climbing left turn to 2100 on a heading between 200° CW to 305° from DER before proceeding on course.
**Rwy 14,** climb to 2500 on a heading between 110° CW to 315° from DER before proceeding on course.
**Rwy 20,** climb to 2200 on a heading between 100° CW to 250° from DER before proceeding on course.
**Rwy 32,** climbing left turn to 2200 on a heading between 145° CW to 315° from DER before proceeding on course.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance.
**Rwys 2, 14, 20, 32** climb in visual conditions to cross Charles M Schulz/Sonoma County airport at or above 1400 before proceeding southbound on PYE R-349 to PYE VOR/DME.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** tree 515' from DER, 561' right of centerline, 145' MSL.
Tree, pole beginning 629' from DER, 19' right of centerline, up to 156' MSL.
Tree 971' from DER, 369' left of centerline, 42' AGL/148' MSL.
Tree 985' from DER, 216' left of centerline, 149' MSL.

**CON'T**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

## SANTA ROSA, CA (CON'T)

### CHARLES M SCHULZ/SONOMA COUNTY (STS) (CON'T)

**Rwy 2 (CON'T),** trees beginning 1053' from DER, 215' left of centerline, up to 150' MSL.
Trees beginning 1153' from DER, 146' left of centerline, up to 156' MSL.
Trees beginning 1328' from DER, 478' right of centerline, up to 168' MSL.
Trees beginning 1604' from DER, 639' left of centerline, up to 166' MSL.
Trees beginning 1638' from DER, 786' right of centerline, up to 184' MSL.
Trees beginning 1846' from DER, 619' left of centerline, up to 65' AGL/174' MSL.
Trees beginning 2145' from DER, 344' right of centerline, up to 190' MSL.
Trees beginning 2299' from DER, 342' right of centerline, up to 191' MSL.
Tree 2679' from DER, 443' right of centerline, 196' MSL.
**Rwy 14,** pole 6' from DER, 40' left of centerline, 121' MSL.
Tree 409' from DER, 602' left of centerline, 138' MSL.
Tree 778' from DER, 649' left of centerline, 146' MSL.
Tree 972' from DER, 629' left of centerline, 147' MSL.
Trees beginning 1202' from DER, 599' left of centerline, up to 155' MSL.
Tree 1336' from DER, 759' left of centerline, 167' MSL.
Tree 2136' from DER, 778' right of centerline, 174' MSL.
Tree 2194' from DER, 1033' right of centerline, 180' MSL.
Tree 5322' from DER, 1543' left of centerline, 255' MSL.
**Rwy 20,** tree 107' from DER, 461' right of centerline, 40' AGL/162' MSL.
Trees beginning 1497' from DER, 731' right of centerline, up to 248' MSL.
Tree 1595' from DER, 482' left of centerline, 171' MSL.
Tree 1679' from DER, 404' left of centerline, 187' MSL.
Tree 1693' from DER, 934' right of centerline, 137' AGL/269' MSL.
Trees beginning 1705' from DER, 566' right of centerline, up to 144' AGL/274' MSL.
Tree 2840' from DER, 1174' left of centerline, 228' MSL.
**Rwy 32,** tree 88' from DER, 472' left of centerline, 147' MSL.
Trees beginning 263' from DER, 425' left of centerline, up to 153' MSL.
Tree 642' from DER, 450' right of centerline, 143' MSL.
Tree 700' from DER, 548' right of centerline, 158' MSL.
Trees beginning 797' from DER, 470' left of centerline, up to 154' MSL.
Trees beginning 902' from DER, 609' right of centerline, up to 172' MSL.
Tree 1298' from DER, 370' left of centerline, 155' MSL.
Trees beginning 1701' from DER, 140' left of centerline, up to 174' MSL.
Tree 3187' from DER, 139' left of centerline, 167' AGL/257' MSL.

## SOUTH LAKE TAHOE, CA

### LAKE TAHOE (TVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:
**Rwy 18,** std. w/min. climb of 810' per NM to 10800, or alternatively, 1600-3 w/min. climb of 765' per NM to 10800, or 5100-5 for VCOA.
**Rwy 36,** 300-1⅜ or std. w/min. climb of 755' per NM to 6500.

DEPARTURE PROCEDURE:
**Rwy 18,** climb heading 177° to 7900 then climbing right turn to intercept and climb on SWR R-133 to SWR VOR/DME thence...
**Rwy 36,** climb heading 357° to intercept and climb on SWR R-113 to SWR VOR/DME thence...
...Proceed on course.

VCOA:
**Rwy 18,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross South Lake Tahoe Airport at or above 11200' MSL then intercept and proceed on SWR R-127 to SWR VOR/DME.

TAKEOFF OBSTACLE NOTES:
**Rwy 18,** pole 10' from DER, 40' left of centerline, 2' AGL/6270' MSL.
Vehicles on road, sign beginning 16' from DER, 247' right of centerline, up to 6282' MSL.
Trees beginning 19' from DER, 378' left of centerline, up to 88' AGL/6354' MSL.
Trees, vehicles on road, vegetation, terrain, pole beginning 140' from DER, 20' right of centerline, up to 88' AGL/6355' MSL.
Pole, trees beginning 263' from DER, 4' left of centerline, up to 102' AGL/6369' MSL.
Trees beginning 917' from DER, 1' left of centerline, up to 111' AGL/6388' MSL.
Trees beginning 1095' from DER, 8' right of centerline, up to 107' AGL/6392' MSL.
Trees beginning 1702' from DER, on centerline, up to 6403' MSL.
Trees beginning 1960' from DER, 6' left of centerline, up to 98' AGL/6412' MSL.
Trees, poles beginning 2021' from DER, 1' right of centerline, up to 6416' MSL.
Trees beginning 2392' from DER, 8' left of centerline, up to 113' AGL/6418' MSL.
Trees, buildings beginning 2441' from DER, 1' left of centerline, up to 6419' MSL.
Trees, buildings, vehicles on road, poles, antenna, vegetation beginning 2712' from DER, on centerline, up to 91' AGL/6420' MSL.
Tree 2.5 NM from DER, 1451' left of centerline, 7837' MSL.
**Rwy 36,** sign 9' from DER, 212' left of centerline, 4' AGL/6256' MSL.
Vehicle on road 18' from DER, 360' left of centerline, 6266' MSL.
Trees, vehicle on road beginning 51' from DER, 330' right of centerline, up to 47' AGL/6296' MSL.
Tree, pole, terrain, fence beginning 142' from DER, 236' right of centerline, up to 50' AGL/6302' MSL.
Trees beginning 175' from DER, 210' right of centerline, up to 44' AGL/6312' MSL.

**CON'T**

## SOUTH LAKE TAHOE, CA (CON'T)

LAKE TAHOE (TVL) (CON'T)

**Rwy 26 (CON'T),** trees beginning 225' from DER, 173' right of centerline, up to 47' AGL/6319' MSL.
Trees beginning 459' from DER, 181' right of centerline, up to 58' AGL/6328' MSL.
Trees, vehicles on road beginning 593' from DER, 52' right of centerline, up to 59' AGL/6330' MSL.
Trees, vehicles on road beginning 768' from DER, 84' right of centerline, up to 71' AGL/6340' MSL.
Trees, vehicles on road beginning 953' from DER, 143' right of centerline, up to 67' AGL/6348' MSL.
Trees, vehicles on road beginning 1116' from DER, 104' right of centerline, up to 54' AGL/6355' MSL.
Tree 1324' from DER, 564' right of centerline, 62' AGL/6370' MSL.
Tree 1331' from DER, 761' right of centerline, 61' AGL/6379' MSL.
Trees, vehicles on road beginning 1382' from DER, 142' right of centerline, up to 6382' MSL.
Trees beginning 1497' from DER, 161' right of centerline, up to 69' AGL/6391' MSL.
Trees, vehicles on road, terrain beginning 1520' from DER, 41' left of centerline, up to 6402'MSL.
Trees, vehicles on road, fence, NAVAID, poles, tower beginning 1838' from DER, 5' left of centerline, up to 74' AGL/6427' MSL.
Trees beginning 5300' from DER, 377' right of centerline, up to 133' AGL/6430' MSL.
Trees beginning 1 NM from DER, 703' right of centerline, up to 6436' MSL.
Trees beginning 1 NM from DER, 1100' right of centerline, up to 134' AGL/6420' MSL

## STOCKTON, CA

STOCKTON METRO (SCK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (21168) (FAA)

TAKEOFF MINIMUMS:
**Rwy 29R,** 200-1¼ or std. w/min. climb of 215' per NM to 300 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 11L,** building 231' from DER, 401' left of centerline, 8' AGL/39' MSL.
Traverse way 413' from DER, 456' left of centerline, 49' MSL.
**Rwy 11R,** traverse way 61' from DER, 486' right of centerline, 43' MSL.
Lighting 122' from DER, 415' left of centerline, 2' AGL/29' MSL.
**Rwy 29L,** traverse way, aircraft parking, electrical system beginning 132' from DER, 235' left of centerline, up to 45' MSL.
Buildings beginning 424' from DER, 369' left of centerline, up to 61' MSL.
Building 2946' from DER, 1215' left of centerline, 102' MSL.
Building 2963' from DER, 1203' left of centerline, 97' AGL/117' MSL.
Stack, building beginning 5568' from DER, 1600' right of centerline, up to 150' AGL/171' MSL.
**Rwy 29R,** fence, trees beginning 181' from DER, 5' right of centerline, up to 18' AGL/41' MSL.
Fence, trees, traverse way, pole beginning 208' from DER, 1' left of centerline, up to 17' AGL/41' MSL.
Poles, traverse way beginning 255' from DER, 35' right of centerline, up to 32' AGL/55' MSL.
Poles beginning 528' from DER, 305' left of centerline, up to 31' AGL/54' MSL.
Pole 653' from DER, 515' left of centerline, 32' AGL/55' MSL.
Pole 834' from DER, 693' left of centerline, 38' AGL/60' MSL.
Pole 1587' from DER, 857' left of centerline, 48' AGL/69' MSL.
Elevator 4480' from DER, 868' right of centerline, 122' AGL/141' MSL.
Stack, buildings beginning 4599' from DER, 827' right of centerline, up to 150' AGL/171' MSL.
Elevator, building beginning 1 NM from DER 1878' left of centerline, up to 174' AGL/191' MSL.

## SUSANVILLE, CA

SUSANVILLE MUNI (SVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25DEC03 (03359) (FAA)

DEPARTURE PROCEDURE:
Use AMEDEE DEPARTURE.

## TRACY, CA

TRACY MUNI (TCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:
**Rwy 26,** 700-3 or std. w/ a min. climb of 320' per NM to 1000.

DEPARTURE PROCEDURE:
**Rwy 8**, climb to 3000 via heading 073° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.
**Rwy 12,** climbing left turn to 3000 to intercept MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.
**Rwy 26,** climbing right turn to 3000 via heading 150° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.
**Rwy 30,** climbing right turn to 3000 via heading 150° to intercept MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 8,** tree 472' from DER, 198' left of centerline, 50' AGL/194' MSL.
Fence 167' from DER, 8' right of centerline, 25' AGL/176' MSL.
Vehicle on road 241' from DER, 412' left of centerline, 15' AGL/183' MSL.
Vehicles on roads starting 241' from DER, 7' right of centerline, up to 15' AGL/189' MSL.

**CON'T**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

## TRACY, CA (CON'T)

TRACY MUNI (TCY) (CON'T)

**Rwy 8 (CON'T),** poles starting 403' from DER, 204' left of centerline, up to 54' AGL/208' MSL.
Poles starting 727' from DER, 49' right of centerline, up to 54' AGL/212' MSL.
**Rwy 12,** trees starting 436' from DER, 251' right of centerline, up to 72' AGL/253' MSL.
Conveyor 1995' from DER, 504' left of centerline, 66' AGL/ 270' MSL.
Poles starting 832' from DER, 396' right of centerline, up to 56' AGL/240' MSL.
Obstruction light on hopper 1934' from DER, 274' right of centerline, 74' AGL/255' MSL.
Vehicles on road starting 133' from DER, 272' left of centerline, up to 15' AGL/206' MSL.
Fence 32' from DER 405' left of centerline, 25' AGL/194' MSL.
**Rwy 26,** tree 1173' from DER, 180' right of centerline, 35' AGL/234'MSL.
Trees starting 1067' from DER, 125' left of centerline, up to 35' AGL/794' MSL.
Vehicle on road 236' from DER, 150' left of centerline, 15' AGL/214' MSL.
Fence 69' from DER, 133' left of centerline, 23' AGL/203' MSL.
Rising terrain 11105' from DER, 2814' left of centerline, up to 739' MSL.
**Rwy 30,** trees starting 438' from DER, 30' right of centerline, up to 35' AGL/209' MSL.
Tree 1079' from DER, 82' left of centerline, 35' AGL/214' MSL.
Obstruction light on hopper 985' from DER, 353' right of centerline, 72' AGL/236' MSL.
Bush 195' from DER, 364' left of centerline, 25' AGL/189' MSL.
Light pole 1149' from DER, 160' left of centerline, 47' AGL/211' MSL.
Obstruction light on building 2289' from DER, 65' right of centerline, 74' AGL/238' MSL.

## TRAVIS AFB (KSUU)

FAIRFIELD, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17APR25 (25107) (USAF)

TAKEOFF MINIMUMS:
**Rwy 3R,** std w/min climb of 287'/NM to 4000, or 2400-3 for VCOA.
**Rwys 21L/R, 3L,** std w/ min climb of 311'/NM to 4000, or 2400-3 for VCOA.

VCOA:
**All Rwys**, obtain ATC approval for VCOA when requesting IFR clearance. For climb in visual conditions: cross Travis AFB airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 3L,** taxiing acft, beginning 620' from DER, 500' left of centerline, 65' AGL/131' MSL.
Taxiing acft, beginning 620' from DER, 500' right of centerline, 65' AGL/125' MSL.
Holding acft, 1900' from DER, 385' left of centerline, 65' AGL/128' MSL.
Holding acft, 1900' from DER, 385' right of centerline, 65' AGL/125' MSL.
**Rwy 21L,** bldg 310' from DER, 580' left of centerline, 15' AGL/65' MSL.
Poles beginning 340' from DER, 550' left of centerline, 50' AGL/81' MSL.

## TRUCKEE, CA

TRUCKEE-TAHOE (TRK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:
**Rwys 11, 20,** NA-Obstacles.

DEPARTURE PROCEDURE:
**Rwys 2, 29,** use TRUCK DEPARTURE.

TAKEOFF OBSTACLE NOTES:
**Rwy 2,** trees, electrical system beginning 32' from DER, 189' left of centerline, up to 5934' MSL.
Trees beginning 448' from DER, 431' right of centerline, up to 5968' MSL.
Trees beginning 1 NM from DER, 1765' right of centerline, up to 6078' MSL.
Tree 1 NM from DER, 1920' right of centerline, 6125' MSL.
Trees beginning 1 NM from DER, 1540' right of centerline, up to 6130' MSL.
Tree 1.1 NM from DER, 2002' right of centerline, 6145' MSL.
Tree 1.1 NM from DER, 1766' right of centerline, 6153' MSL.
Trees beginning 1.1 NM from DER, 1340' right of centerline, up to 6154' MSL.
Trees beginning 1.1 NM from DER, 1302' right of centerline, up to 6182' MSL.
Trees beginning 1.1 NM from DER, 1115' right of centerline, up to 6242' MSL.
Trees beginning 1.1 NM from DER, 1067' right of centerline, up to 6248' MSL.
Trees beginning 1.2 NM from DER, 1147' right of centerline, up to 6253' MSL.
Trees beginning 1.2 NM from DER, 1351' right of centerline, up to 6266' MSL.
Trees beginning 1.2 NM from DER, 929' right of centerline, up to 6272' MSL.
Trees beginning 1.2 NM from DER, 818' right of centerline, up to 6280' MSL.
Trees beginning 1.3 NM from DER, 1744' right of centerline, up to 6281' MSL.
Trees beginning 1.3 NM from DER, 639' right of centerline, up to 6288' MSL.
Trees beginning 1.3 NM from DER, 433' right of centerline, up to 6305' MSL.
Trees, building beginning 1.4 NM from DER, 40' right of centerline, up to 6315' MSL.
Tree 1.5 NM from DER, 7' left of centerline, 6137' MSL.
**Rwy 29,** sign 23' from DER, 157' left of centerline, 3' AGL/5902' MSL.
Trees beginning 73' from DER, 400' right of centerline, up to 5968' MSL.
Pole 144' from DER, 217' left of centerline, 6' AGL/5905' MSL.
Trees beginning 206' from DER, 55' right of centerline, up to 5971' MSL.

**CON'T**



SW-2, 12 JUN 2025 to 07 AUG 2025
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## TRUCKEE, CA (CON'T)

### TRUCKEE-TAHOE (TRK) (CON'T)

**Rwy 29 (CON'T),** tree 213' from DER, 546' left of centerline, 5923' MSL.
Trees beginning 637' from DER, 81' left of centerline, up to 6005' MSL.
Tree 5956' from DER, 542' right of centerline, 6058' MSL.
Trees beginning 1.6 NM from DER, 1356' left of centerline, up to 6153' MSL.
Trees beginning 1.6 NM from DER, 1384' left of centerline, up to 6197' MSL.
Trees, water tower beginning 1.6 NM from DER, 1738' left of centerline, up to 6206' MSL.
Trees, pole beginning 1.6 NM from DER, 249' left of centerline, up to 6268' MSL.
Tree 1.8 NM from DER, 3070' right of centerline, 6192' MSL.
Tree 1.8 NM from DER, 2728' right of centerline, 6197' MSL.
Tree 1.8 NM from DER, 1614' right of centerline, 6204' MSL.
Trees beginning 1.8 NM from DER, 1108' right of centerline, up to 6211' MSL.
Tree 1.8 NM from DER, 2581' right of centerline, 6259' MSL.
Trees beginning 1.8 NM from DER, 2144' right of centerline, up to 6265' MSL.
Trees beginning 1.9 NM from DER, 183' right of centerline, up to 6266' MSL.
Tree 1.9 NM from DER, 3540' right of centerline, 6308' MSL.
Tree 1.9 NM from DER, 3135' right of centerline, 6351' MSL.
Trees beginning 1.9 NM from DER, 307' right of centerline, up to 6379' MSL.
Tree 2 NM from DER, 3583' right of centerline, 6391' MSL.
Trees beginning 2 NM from DER, 1301' right of centerline, up to 6458' MSL.
Trees beginning 2 NM from DER, 535' right of centerline, up to 6468' MSL.
Tree 2 NM from DER, 639' left of centerline, 6270' MSL.
Tree 2.1 NM from DER, 2242' left of centerline, 6315' MSL.
Trees beginning 2.1 NM from DER, 50' left of centerline, up to 6332' MSL.
Tree 2.1 NM from DER, 2881' right of centerline, 6502' MSL.
Trees beginning 2.1 NM from DER, 214' right of centerline, up to 6505' MSL.
Tree 2.1 NM from DER, 2769' left of centerline, 6439' MSL.
Trees beginning 2.1 NM from DER, 259' left of centerline, up to 6440' MSL.
Tree 2.1 NM from DER, 3037' right of centerline, 6547' MSL.
Trees beginning 2.1 NM from DER, 636' right of centerline, up to 6573' MSL.
Trees beginning 2.2 NM from DER, 1171' right of centerline, up to 6583' MSL.
Trees beginning 2.2 NM from DER, 733' left of centerline, up to 6460' MSL.
Trees, building beginning 2.2 NM from DER, 20' left of centerline, up to 6549' MSL.
Trees beginning 2.2 NM from DER, 525' right of centerline, up to 6612' MSL.
Trees beginning 2.3 NM from DER, 1111' right of centerline, up to 6657' MSL.
Tree beginning 2.3 NM from DER, 2179' right of centerline, up to 6682' MSL.
Trees beginning 2.3 NM from DER, 412' right of centerline, up to 6731' MSL.
Trees beginning 2.4 NM from DER, 371' right of centerline, up to 6776' MSL.
Tower 2.5 NM from DER, 2714' right of centerline, 93' AGL/6817' MSL.
Antenna, trees beginning 2.5 NM from DER, 73' right of centerline, up to 88' AGL/6822' MSL.

## TULARE, CA

### MEFFORD FLD (TLR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24MAR22 (22083) (FAA)

DEPARTURE PROCEDURE:
**Rwy 13,** climb on heading 135° and TTE R-294 to TULE (TTE) VOR/DME, thence...
**Rwy 31,** climb on heading 315° to 1500, then climbing left turn to intercept TTE R-294 to TULE (TTE) VOR/DME, thence...
...cross TTE VOR/DME at or above 3000 and climb on course

TAKEOFF OBSTACLE NOTES:
**Rwy 13,** trees beginning 71' from DER, 13' right of centerline, up to 60' AGL/349' MSL.
Fence 370' from DER crossing extended runway centerline, 6' AGL/280' MSL.
Hangers 200' from DER, 525' right of centerline up to 28' AGL/287 MSL.
Trees beginning 85' from DER, 27' left of centerline, up to 60' AGL/349' MSL.
**Rwy 31,** vehicle on road 83' from DER, 340' right of centerline, 279' MSL.
Vehicle on road beginning 210' from DER, 376' right of centerline, up to 280' MSL.
Vehicle on road 343' from DER, 415' left of centerline, 280' MSL.
Vehicle on road 492' from DER, 395' left of centerline, 281' MSL.
Vehicle on road 544' from DER, 416' right of centerline, 281' MSL.
Vehicle on road 684' from DER, 458' left of centerline, 283' MSL.
Sign 793' from DER, 424' left of centerline, 13' AGL/286' MSL.
Pole 1141' from DER, 547' left of centerline, 26' AGL/298' MSL.
Sign 1422' from DER, 542' right of centerline, 37' AGL/311' MSL.
Tower 3586' from DER, 580' left of centerline, 110' AGL/383' MSL.

## TURLOCK, CA

### TURLOCK MUNI (O15)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

**Rwy 30,** 300-2 or std w/min climb of 210'/NM to 500.

DEPARTURE PROCEDURE:

**Rwy 12,** climb on heading 120° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** vehicle on road, fence beginning 16' from DER, 216' right of centerline, up to 15' AGL/175' MSL.
Fence beginning 26' from DER, 162' left of centerline, up to 167' MSL.
**Rwy 30,** terrain beginning 7' from DER, 185' right of centerline, up to 164' MSL.
Electrical system, building beginning 435' from DER, 526' left of centerline, up to 196' MSL.
Electrical system, vehicle on road beginning 575' from DER, 221' left of centerline, up to 198' MSL.
Electrical systems, buildings, trees, tank beginning 735' from DER, 79' left of centerline, up to 34' AGL/199' MSL.

## UKIAH, CA

### UKIAH MUNI (UKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15,** std. w/min. climb of 687' per NM to 3900 or 4000-3 for climb in visual conditions.
**Rwy 33,** std. w/min. climb of 350' per NM to 5000 or 4000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 15,** climb on heading 155° to 3800 before proceeding on course.
**Rwy 33,** climb on heading 335° to 4000, then climbing left turn direct ENI VORTAC, continue climb in ENI holding pattern (hold S, right turns, 022° inbound) to cross ENI VORTAC at or above MEA for route of flight.

VCOA:

**All runways,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ukiah Muni airport at or above 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 15,** general utility 13' from DER, 118' right of centerline, 6' AGL/610' MSL.
General utility 13' from DER, 115' left of centerline, 4' AGL/606' MSL.
Building, road beginning 34' from DER, 245' right of centerline, up to 16' AGL/625' MSL.
Tree, road beginning 112' from DER, 124' left of centerline, up to 629' MSL.
Building, sign, road beginning 116' from DER, 246' right of centerline, up to 628' MSL.
Pole 275' from DER, 357' right of centerline, 28' AGL/634' MSL.
Pole, road, building beginning 294' from DER, 4' right of centerline, up to 30' AGL/636' MSL.
Tree, pole beginning 527' from DER, 283' left of centerline, up to 647' MSL.
Pole, tree, building beginning 530' from DER, 150' right of centerline, up to 40' AGL/645' MSL.
Tree, building, pole beginning 555' from DER, 28' right of centerline, up to 696' MSL.
Trees beginning 1026' from DER, 338' left of centerline, up to 670' MSL.
Trees beginning 2193' from DER, 33' left of centerline, up to 674' MSL.
Trees beginning 2543' from DER, 418' right of centerline, up to 712' MSL.
Tree 2755' from DER, 31' left of centerline, 698' MSL.
**Rwy 33,** general utility 1' from DER, 137' left of centerline, 3' AGL/621' MSL.
Pole, road, tree beginning 27' from DER, 157' right of centerline, up to 27' AGL/635' MSL.
Terrain 130' from DER, 471' left of centerline, 623' MSL.
Pole, road beginning 269' from DER, 154' right of centerline, up to 36' AGL/645' MSL.
Tree 461' from DER, 555' left of centerline, 654' MSL.
Pole, road, tree beginning 543' from DER, 12' left of centerline, up to 53' AGL/679' MSL.
Pole beginning 572' from DER, 505' right of centerline, up to 41' AGL/647' MSL.
Transmission line, sign, tree beginning 894' from DER, 288' left of centerline, up to 65' AGL/691' MSL.
Transmission line, building, tree beginning 931' from DER, 411' right of centerline, up to 61' AGL/667' MSL.
Tree, pole, sign beginning 961' from DER, 9' left of centerline, up to 693' MSL.
Tree, transmission line, pole beginning 1357' from DER, 161' right of centerline, up to 668' MSL.
Trees beginning 1670' from DER, 407' right of centerline, up to 679' MSL.
Trees beginning 2593' from DER, 906' left of centerline, up to 708' MSL.
Trees beginning 2788' from DER, 878' left of centerline, up to 709' MSL.
Tree 5383' from DER, 1848' left of centerline, 752' MSL.
Tree 5948' from DER, 1814' left of centerline, 767' MSL.

## VACAVILLE, CA

### NUT TREE (VCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 20,** std. w/ min. climb of 410' per NM to 1600, or 1200-2½ for VCOA .

DEPARTURE PROCEDURE:

**Rwy 2,** climbing right turn to intercept SAC R-242 to SAC VORTAC to 2000 before proceeding on course.

**Rwy 20,** climbing left turn to intercept SAC R-242 to SAC VORTAC to 2000 before proceeding on course.

VCOA:

**Rwy 20,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nut Tree airport eastbound at or above 1300 then climb to 2000 on SAC R-242 TO SAC VORTAC, proceed on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** parking lot, pole beginning 51' from DER, 290' right of centerline, up to 15' AGL/119' MSL.
Fence beginning 99' from DER, 210' left of centerline, up to 118' MSL.
Pole, parking lot, tree beginning 137' from DER, 417' left of centerline, up to 148' MSL.
Tree 948' from DER, 732' right of centerline, 141' MSL.
Pole 1099' from DER, 612' left of centerline, 149' MSL.

**Rwy 20,** terrain beginning 8' from DER, 253' right of centerline, up to 117' MSL.
Tree 61' from DER, 411' left of centerline, 51' AGL/163' MSL.
Terrain 140' from DER, 432' right of centerline, 124' MSL.
Tree 144' from DER, 538' left of centerline, 85' AGL/197' MSL.
Pole, terrain, fence beginning 206' from DER, 167' right of centerline, up to 12' AGL/130' MSL.
Tree 259' from DER, 506' left of centerline, 211' MSL.
Pole, ant, tree beginning 362' from DER, 497' left of centerline, up to 125' AGL/239' MSL.
Tree 544' from DER, 454' right of centerline, 135' MSL.
Tree, road (north) beginning 710' from DER, 393' right of centerline, up to 164' MSL.
Tree, pole, ant, terrain, chimney/smokestack, sign beginning 825' from DER, 22' left of centerline, up to 264' MSL.
Tree, pole beginning 1576' from DER, 344' right of centerline, up to 190' MSL.
T-l tower, pole beginning 1860' from DER, 82' right of centerline, up to 55' AGL/191' MSL.
Terrain 2985' from DER, 1295' right of centerline, 195' MSL.
Terrain 3087' from DER, 1146' right of centerline, 198' MSL.
Terrain 3090' from DER, 1303' right of centerline, 210' MSL.
Terrain beginning 3155' from DER, 1128' right of centerline, up to 217' MSL.
Tree, terrain beginning 3252' from DER, 535' right of centerline, up to 241' MSL.
Terrain beginning 3635' from DER, 54' right of centerline, up to 248' MSL.
Terrain 4058' from DER, 110' right of centerline, 254' MSL.
Terrain, tree beginning 4104' from DER, 18' right of centerline, up to 263' MSL.
Tree 5765' from DER, 1605' right of centerline, 264' MSL.

## VISALIA, CA

### VISALIA MUNI (VIS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 24MAR22 (22083) (FAA)

DEPARTURE PROCEDURE:

**Rwy 12,** climb on heading 121° to 1500, then climbing right turn direct TTE VOR/DME thence...

**Rwy 30,** climb on heading 301° to 1600, then climbing left turn to intercept the TTE R-300 to TULE (TTE) VOR/DME thence...

...cross TTE VOR/DME at or above MEA for the route of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** vehicle on road 175' from DER, 252' right of centerline, 307' MSL.
Vehicle on road 178' from DER, 248' left of centerline, 308' MSL.
Tree 758' from DER, 616' right of centerline, 62' AGL/356' MSL.
Tree 1302' from DER, 817' left of centerline, 61' AGL/356' MSL.
Tree 3155' from DER, 737' left of centerline, 85' AGL/380' MSL.

**Rwy 30,** sign 17' from DER, 249' left of centerline, 3' AGL/292' MSL.
Fence beginning 59' from DER, 416' left of centerline, up to 7' AGL/296' MSL.
Trees, vehicle on road beginning 186' from DER, 269' left of centerline, up to 40' AGL/330' MSL.
Building 291' from DER, 249' right of centerline, 15' AGL/305' MSL.
Trees, vehicle on road beginning 791' from DER, 232' left of centerline, up to 332' MSL.
Building 849' from DER, 663' right of centerline, 327' MSL.
Tree 2663' from DER, 341' left of centerline, 370' MSL.
Tree 3035' from DER, 415' left of centerline, 379' MSL.

## WATSONVILLE, CA

### WATSONVILLE MUNI (WVI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

**Rwy 27,** NA - airport obstacles.

DEPARTURE PROCEDURE:

**Rwys 2, 9, 20,** use WATSONVILLE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** lighting 8' from DER, 84' left of centerline, 1' AGL/159' MSL.
Lighting 9' from DER, 84' right of centerline, 158' MSL.
Pole 14' from DER, 349' left of centerline, 205' MSL.
Pole, building, vehicles on road, tree and fence beginning 15' from DER, 322' left of centerline, up to 50' AGL/213' MSL.
Trees beginning 278' from DER, 414' right of centerline, up to 188' MSL.
pole, vehicles on road, stack, tree and building beginning 429' from DER, 157' left of centerline, up to 58' AGL/220' MSL.
pole, building and tree beginning 808' from DER, 22' right of centerline, up to 40' AGL/198' MSL.
Tree and transmission line beginning 1021' from DER, 137' right of centerline, up to 222' MSL.
Pole 1174' from DER, 328' right of centerline, 57' AGL/224' MSL.
Trees beginning 1275' from DER, 298' right of centerline, up to 242' MSL.
Tree 1345' from DER, 320' left of centerline, 236' MSL.
Tree 2249' from DER, 371' left of centerline, 264' MSL.
**Rwy 9,** tree and pole beginning 1' from DER, 152' left of centerline, up to 157' MSL.
Pole 65' from DER, 301' right of centerline, 31' AGL/148' MSL.
tree, fence, building, vehicles on road and pole beginning 74' from DER, 251' left of centerline, up to 160' MSL.
Pole, tree, building, tank and stack beginning 210' from DER, 139' left of centerline, up to 177' MSL.
Pole 231' from DER, 250' right of centerline, 32' AGL/153' MSL.
Trees beginning 312' from DER, 560' right of centerline, up to 173' MSL.
Tower, pole and tree beginning 828' from DER, 136' left of centerline, up to 52' AGL/181' MSL.
Trees beginning 915' from DER, 146' right of centerline, up to 197' MSL.
Tree 1815' from DER, 365' left of centerline, 215' MSL.
Tower 4697' from DER, 1365' right of centerline, 189' AGL/292' MSL.
**Rwy 20,** tree 57' from DER, 500' left of centerline, 153' MSL.
Fence 57' from DER, 268' right of centerline, 7' AGL/143' MSL.
Pole 95' from DER, 467' left of centerline, 175' MSL.
pole, vehicles on road and tree beginning 96' from DER, 377' left of centerline, up to 50' AGL/183' MSL.
Transmission line 848' from DER, 505' left of centerline, 44' AGL/184' MSL.
Tree and transmission line beginning 919' from DER, 520' left of centerline, up to 190' MSL.
Tree 1153' from DER, 286' right of centerline, 169' MSL.
Tree 1207' from DER, 615' left of centerline, 197' MSL.
Tree, building and transmission line beginning 1267' from DER, 318' left of centerline, up to 203' MSL.
Tree 1336' from DER, 7' right of centerline, 177' MSL.
Tree 1337' from DER, 46' right of centerline, 192' MSL.
Tree 2201' from DER, 776' right of centerline, 240' MSL.

## WEED, CA

### WEED (O46)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

Use FOBRO (RNAV) DEPARTURE.

## WILLITS, CA

### ELLS FLD/WILLITS MUNI (O28)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05AUG04 (21336) (FAA)

DEPARTURE PROCEDURE:

**Rwy 16,** use MENDOCINO RNAV DEPARTURE.
**Rwy 34,** use FLUEN RNAV DEPARTURE.

## WILLOWS, CA

WILLOWS/GLENN COUNTY (WLW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22JUN17 (22027) (FAA)

DEPARTURE PROCEDURE:

**Rwy 13,** climbing right turn heading 150 to 1000 thence...

**Rwy 16,** climbing left turn heading 145 to 1000 thence...

**Rwy 31,** climbing left turn heading 140 to 1000 thence...

**Rwy 34,** climbing right turn heading 150 to 1000 thence…

...all aircraft continue climb direct ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** vehicles beginning 325’ from DER, 563’ left of centerline, up to 17’ AGL/146’ MSL.

**Rwy 16,** poles beginning 14’ from DER, 409’ right of centerline, up to 35’ AGL/172’ MSL.

Tree 232’ from DER, 436 left of centerline, 149’ MSL.

**Rwy 34,** tower 869’ from DER, 434’ right of centerline, 55’ AGL/196 MSL.

Pole 909’ from DER, 305 right of centerline, 24’ AGL/165’ MSL.

## WOODLAND, CA

WATTS-WOODLAND (O41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

**Rwy 18,** climb heading 185° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course.

**Rwy 36,** climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** tree 2478' from DER, 283' right of centerline, 100' AGL/249' MSL.

Vehicle on road 192' from DER, on centerline, 15' AGL/144' MSL.

**Rwy 36,** tree 453' from DER, 69' left of centerline, 100' AGL/224' MSL.

Vehicle on road 350' from DER, on centerline, 15' AGL/134' MSL.

Tree 4489' from DER, 1688' left of centerline, 100' AGL/234' MSL.


SW-2, 12 JUN 2025 to 07 AUG 2025

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ▲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 ▲NA designation are not listed in this section. ▲ 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)**

| | Precision Approach | Non-Precision Approach |
|---|---|---|
| Standard | **600-2** | **800-2** |
| ▲Non-Standard or restrictions | As indicated below | As indicated below |
| Helicopters | For the selected approach:<br>Ceiling: 200' above published ceiling<br>Visibility: the greater of 1 SM visibility or the published visibility | |
| US Military (USA/USN/USAF) | See Service Regulations | |

***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).

NAME ALTERNATE MINIMUMS

## ALTURAS, CA
ALTURAS
MUNI (AAT)……..……**RNAV (GPS) Rwy 31**
Category B, 900-2.

## ARCATA/EUREKA, CA
CALIFORNIA REDWOOD COAST-HUMBOLDT
COUNTY (ACV)……**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 32[2]**
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

## ATWATER, CA
CASTLE (MER)……..……**ILS or LOC Rwy 31**
NA when local weather not available.
NA when control tower closed.

## AUBURN, CA
AUBURN MUNI (AUN)……....**RNAV (GPS) Rwy 7**
Category B, 900-2.

## BISHOP, CA
BISHOP (BIH)..……..……**LDA Rwy 17[1]**
**RNAV (GPS) Y Rwy 12[2]**
**RNAV (GPS) Z Rwy 12[3]**
[1]Categories A, B, 2300-2; Categories C, D, 2300-3.
[2]Categories A, B 2500-2; Category C, 2500-3.
[3]Categories A, B, 2300-2; Category C, 2300-3.

NAME ALTERNATE MINIMUMS

## BYRON, CA
BYRON (C83)……..……**RNAV (GPS) Rwy 30**
Category D, 800-2½.

## CHESTER, CA
ROGERS FLD (O05)……**RNAV (GPS) Rwy 34**
Category A, 1000-2; Category B, 1200-2; Category C, 1200-3.

## CHICO, CA
CHICO RGNL (CIC)…..……**ILS or LOC Rwy 13L**
**RNAV (GPS) Rwy 13L**
NA when local weather not available.

## COALINGA, CA
NEW COALINGA MUNI
MUNI (C80)……**RNAV (GPS) Rwy 30**
NA when local weather not available.
Category C, 800-2¼; Category D, 1100-3.

## CONCORD, CA
BUCHANAN
FLD (CCR)...……..…..…..**LDA Rwy 19R[12]**
**RNAV (GPS) Rwy 19R[3]**
**VOR Rwy 19R[3]**
[1]NA when control tower closed.
[2]Category C, 1000-2¾; Category D, 1300-3.
[3]Categories A, B, 1000-2; Category C, 1000-3; Category D, 1300-3.

NAME ALTERNATE MINIMUMS

**COLUMBIA, CA**
COLUMBIA (O22)……**RNAV (GPS) Rwy 35**
NA when local weather not available.
Categories A, B, 1100-2; Category C, 1100-3.

**CRESCENT CITY, CA**
JACK MC NAMARA
FLD (CEC)……**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 36**
**VOR Rwy 12**
**VOR/DME Rwy 12**
**VOR/DME Rwy 36**
NA when local weather not available.

**DAVIS, CA**
UNIVERSITY (EDU)……**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**FRESNO, CA**
FRESNO CHANDLER
EXEC (FCH)……**RNAV (GPS) Rwy 12**
NA when local weather not available.

FRESNO YOSEMITE
INTL (FAT)……**ILS Y or LOC Y Rwy 29R[1]**
**LOC Y Rwy 11L[2]**
**TACAN Rwy 11L[3]**
**TACAN Rwy 29R[2]**
[1]LOC, Category E, 900-2¾.
[2]Category E, 900-2¾.
[3]Category E, 900-2.

**GRASS VALLEY, CA**
NEVADA
COUNTY (GOO)……**RNAV (GPS) Rwy 7**
NA when local weather not available.
Category D, 800-2¼.

**HAYWARD, CA**
HAYWARD EXEC (HWD)……**LOC Rwy 28L[1]**
**RNAV (GPS) Rwy 28L**
NA when local weather not available.
Category D, 900-2¾.
[1]NA when control tower closed.

**HOLLISTER, CA**
HOLLISTER MUNI (CVH)……**RNAV (GPS) Rwy 13[1]**
**RNAV (GPS) Rwy 31[2]**
NA when local weather not available.
[1]Categories A, B, C, 900-2½.
[2]Category C, 800-2½.

**LINCOLN, CA**
LINCOLN RGNL/KARL
HARDER FLD (LHM)……**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**LITTLE RIVER, CA**
LITTLE RIVER (LLR)……**RNAV (GPS) Rwy 29**
Category D, 900-2¾.

**LIVERMORE, CA**
LIVERMORE MUNI (LVK)……**ILS Rwy 25R[12]**
**LOC Rwy 25R[34]**
**RNAV (GPS) Rwy 25R[5]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]NA when tower closed.
[4]Categories A, B, 1600-2; Categories C, D, 1600-3.
[5]Category D, 1400-3.

**MAMMOTH LAKES, CA**
MAMMOTH
YOSEMITE (MMH)……**RNAV (GPS) Rwy 27**
Categories A, B, 1300-2; Category C, 1300-3.

**MADERA, CA**
MADERA MUNI (MAE)……**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

**MARIPOSA, CA**
MARIPOSA-
YOSEMITE (MPI)……**RNAV (GPS)-A**
NA when local weather not available.
Category A, 1900-2; Category B, 2000-2.

**MARYSVILLE, CA**
YUBA COUNTY (MYV)……**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

**MODESTO, CA**
MODESTO CITY-COUNTY-HARRY SHAM
FLD (MOD)……**ILS or LOC Rwy 28R[12]**
**RNAV (GPS) Rwy 28R[3]**
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

**MONTEREY, CA**
MONTEREY
RGNL (MRY)……**ILS or LOC Rwy 10R[12]**
**LOC Rwy 28L[13]**
**RNAV (GPS) Rwy 10R[4]**
**RNAV (GPS) Y Rwy 28L[5]**
**RNAV (RNP) Z Rwy 28L[6]**
[1]NA when control tower closed.
[2]LOC, Category C, 1100-3; Category D, NA.
[3]Categories A, B, 1700-2, Categories C, D, 1700-3.
[4]Category C, 1100-3; Category D, 800-2½.
[5]Categories A, B, 900-2, Category C, 1100-3.
[6]Categories A, B, C, 1000-3.

NAME ALTERNATE MINIMUMS

## MOUNTAIN VIEW, CA

MOFFET FEDERAL
AIRFIELD (NUQ)…….....…**ILS or LOC Rwy 32R**[12]
**LOC Rwy 14L**[136]
**RNAV (GPS) Rwy 14L**[4]
**RNAV (GPS) Rwy 14R**[4]
**RNAV (GPS) Rwy 32L**[4]
**RNAV (GPS) Rwy 32R**[36]
**TACAN Rwy 32L**[15]
**TACAN Rwy 32R**[15]

[1]NA when tower closed.
[2]LOC, Category D, 800-2½; Category E, 1000-3.
[3]Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Category D, 800-2½; Category E, 1000-3.
[6]NA when local weather not available.

## NAPA, CA

NAPA
COUNTY (APC)..……..…**ILS or LOC Z Rwy 1L**[12]
**RNAV (GPS) Rwy 6**[3]
**RNAV (GPS) Rwy 19R**[4]
**RNAV (GPS) Y Rwy 1L**[5]
**VOR Rwy 6**[6]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Categories C, D, 1300-3.
[3]Categories A, B, 1400-2;
Categories C, D, 1400-3.
[4]Categories C, D, 1300-3.
[5]Categories A, B, C, D, 1300-5.
[6]Categories A, B, 1100-2; Categories C, D, 1300-3.

## NOVATO, CA

GNOSS FLD (DVO)……....**RNAV (GPS) Rwy 13**
NA when local weather not available.
Categories A, B, 1100-2.

## OAKLAND, CA

OAKLAND INTL (OAK)……**ILS or LOC Rwy 12**[1]
**ILS or LOC Rwy 28R**[2]
**ILS or LOC Rwy 30**[2]
**RNAV (GPS) Rwy 10L**[3]
**RNAV (GPS) Rwy 10R**[3]
**RNAV (GPS) Y Rwy 12**[3]
**RNAV (GPS) Y Rwy 28L**[3]
**RNAV (GPS) Y Rwy 28R**[3]
**RNAV (GPS) Y Rwy 30**[3]
**VOR Rwy 10R**[3]

[1]ILS, Category C, 700-2; Category D, 1400-3;
LOC, Category D, 1400-3.
[3]LOC, Category D, 1400-3.
[3]Category D, 1400-3.

## PALO ALTO, CA

PALO ALTO (PAO)……...**RNAV (GPS) Rwy 31**
NA when control tower closed.

NAME ALTERNATE MINIMUMS

## PETALUMA, CA

PETALUMA MUNI (O69)..……**RNAV (GPS) Rwy 29**
NA when local weather not available.
Category B, 900-2.

## PLACERVILLE, CA

PLACERVILLE (PVF)……**RNAV (GPS) Rwy 5**
NA when local weather not available.
Category B, 900-2.

## PORTERVILLE, CA

PORTERVILLE MUNI (PTV)……**VOR-A**
NA when local weather not available.

## RED BLUFF, CA

RED BLUFF
MUNI (RBL)……**RNAV (GPS) Rwy 15**[1]
**RNAV (GPS) Rwy 33**
**VOR Rwy 33**
**VOR/DME Rwy 15**[1]

NA when local weather not available.
[1]Category D, 800-2¼.

## REDDING, CA

REDDING
RGNL (RDD)…….....…**ILS or LOC Rwy 34**[12]
**LOC BC Rwy 16**[13]
**RNAV (GPS) Rwy 16**[3]
**RNAV (GPS) Rwy 34**[3]
**VOR Rwy 34**[4]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 900-2¾; Category E, 900-3.
[3]Category D, 900-2¾.
[4]Categories A, B, 1200-2; Categories C, D, 1200-3.

## SACRAMENTO, CA

SACRAMENTO EXE (SAC)…..**ILS or LOC Rwy 2**[12]
**RNAV (GPS) Rwy 2**[3]
**VOR Rwy 2**[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.

SACRAMENTO
INTL (SMF)...……**ILS or LOC Rwy 17L**[1]
**RNAV (GPS) Y Rwy 17L**[2]
**RNAV (GPS) Y Rwy 35R**[2]

[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

## SACRAMENTO, CA (CON'T)

SACRAMENTO
MATHER (MHR).....**ILS Y or Y LOC Rwy 22L[12]**
**ILS Z or Z LOC Rwy 22L[12]**
**RNAV (GPS) Rwy 4R**
**RNAV (GPS) Rwy 22L[3]**
**RNAV (GPS) Rwy 22R[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼; Category E, 800-2½.
[3]Category D, 800-2¼.

## SALINAS, CA

SALINAS MUNI (SNS).....**ILS Rwy 31[1]**
**LOC Rwy 31[12]**
**RNAV (GPS) Rwy 8[3]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Y Rwy 31[2]**
**RNAV (GPS) Z Rwy 31**
**VOR Rwy 13[4]**
NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 1600-3.
[3]Category D, 1500-3.
[4]Category D, 900-2¾.

## SAN ANDREAS, CA

CALAVERAS COUNTY/MAURY
RASMUSSEN FLD (CPU).....**RNAV (GPS) Rwy 31**
Category C, 1100-3.

## SAN CARLOS, CA

SAN CARLOS (SQL).....**RNAV (GPS) Y Rwy 30[1]**
**RNAV (GPS) Z Rwy 30[2]**
NA when local weather not available.
[1]Categories A, B, 1300-2.
[2]Categories A, B, 900-2.

NAME ALTERNATE

## SAN FRANCISCO, CA

SAN FRANCISCO
INTL (SFO).....**ILS or LOC Rwy 19L[1]**
**ILS or LOC Rwy 28L[2]**
**ILS or LOC Rwy 28R[3]**
**RNAV (GPS) Rwy 10L[4]**
**RNAV (GPS) Rwy 19L[5]**
**RNAV (GPS) Rwy 28L[6]**
**RNAV (GPS) Y Rwy 10R[7]**
**RNAV (GPS) Y Rwy 19R[8]**
**RNAV (GPS) Z Rwy 28R[9]**
**RNAV (RNP) Z Rwy 10R[a]**
[1]ILS, Categories A, B, C, D, 800-2;
LOC, Categories A, B, 1800-2;
Categories C, D, 1800-3.
[2]ILS, Categories A, B, C, D, 800-2½;
LOC, Category A, 900-2; Category B, 1000-2;
Category C, 1600-3; Category D, 900-2½.
[3]LOC, Category B, 1000-2; Category C, 1600-3.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 1100-2; Categories C, D, 1100-2½.
[6]Categories A, B, 1100-2; Category C, 1600-3;
Category D, 1100-2½.
[7]Categories A, B, 1200-2; Category C, D, 1200-3.
[8]Categories A, B, C, D, 1400-4.
[9]Category B, 1100-2; Category C, 1700-3.
[a]Categories A, B, C, D, 1100-4.

## SAN JOSE, CA

NORMAN Y MINETA SAN JOSE
INTL (SJC).....**ILS or LOC Rwy 12R**
**ILS or LOC Rwy 30L**
NA when control tower closed.

## SAN MARTIN, CA

SAN MARTIN (E16).....**RNAV (GPS) Rwy 32**
NA when local weather not available.
Categories A, B, 1100-2.

## SANTA ROSA, CA

CHARLES M SCHULZ/SONOMA
COUNTY (STS).....**ILS or LOC Rwy 32[123]**
**RNAV (GPS) Rwy 2[4]**
**RNAV (GPS) Rwy 14[4]**
**RNAV (GPS) Rwy 32[14]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category C, 1000-3; Category D, 1300-3.
[4]Category C, 1000-3; Category D, 1300-3.

## STOCKTON, CA

STOCKTON
METRO (SCK).....**ILS or LOC Rwy 29R**
NA when control tower closed.

NAME ALTERNATE MINIMUMS NAME ALTERNATE

## SUSANVILLE, CA

SUSANVILLE
MUNI (SVE).....**RNAV (GPS) Rwy 29**
Categories A, B, 1700-2; Category C, 1700-3;
Category D, 2000-3.
NA when local weather not available.

## TRUCKEE, CA

TRUCKEE-TAHOE
(TRK).....**RNAV (GPS)-A**[1]
**RNAV (GPS) Rwy 11**[2]
**RNAV (GPS) Rwy 20**[3]
NA when local weather not available.
[1]Categories A, B, 1600-2; Category C, 1800-3.
[2]Categories A, B, 1900-2; Category C, 1900-3.
[3]Category A, 1300-2; Category B, 1400-2;
Category C, 1800-3.

## UKIAH, CA

UKIAH MUNI (UKI).....**LOC Rwy 15**[1]
**RNAV (GPS)-B**[2]
**RNAV (GPS) RWY 15**[1]
**VOR-A**[3]
[1]Categories A, B, 1700-2; Category C, 1700-3;
Category D, 2200-3.
[2]Categories A, B, 1500-2; Category C, 1600-3;
Category D, 2200-3.
[3]Categories A, B, 2800-2; Categories C, D, 2800-3.

## VACAVILLE, CA

NUT TREE (VCB).....**RNAV (GPS) Rwy 20**[12]
**VOR-A**[3]
[1]NA when local weather not available.
[2]Category C, 900-2½; Category D, 1400-3.
[3]Categories A, B, 900-2; Category C, 900-2½;
Category D, 1300-3.

## VISALIA, CA

VISALIA
MUNI (VIS).....**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

## WATSONVILLE, CA

WATSONVILLE
MUNI (WVI).....**RNAV (GPS) Rwy 2**[1]
**VOR-A**[2]
NA when local weather not available.
[1]Category D, 1000-3.
[2]Categories A, B, 1200-2; Categories C, D, 1200-3.

## LEMOORE NAS (REEVES FIELD) (KNLC)

Lemoore, CA Amdt 9 12JUN25 (25163) (USN) ELEV **228**

**RADAR - (E)** 125.95 270.8x 314.0x 317.575x 322.45x 323.15x 336.4x 346.375x 348.75x 353.55x 363.7x 370.875x 377.075x

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1 2] | 32L[3 4] | 3.0°/40/762 | ABCDE | **327**-¼ | 100 | (100-¼) |
| | 14L | 3.0°/54/1019 | ABCDE | **319**-½ | 100 | (100-½) |
| | 14R[5] | 3.0°/52/998 | ABCDE | **328**-½ | 100 | (100-½) |
| | 32R[5] | 3.0°/46/876 | ABCDE | **321**-½ | 100 | (100-½) |
| ASR[2] | 32L[6 7] | | AB | **600**-½ | 373 | (400-½) |
| | | | CDE | **600**-⅝ | 373 | (400-⅝) |
| | 14L | | AB | **680**-1 | 461 | (500-1) |
| | | | CDE | **680**-1⅜ | 461 | (500-1⅜) |
| | 14R[5] | | AB | **760**-1 | 532 | (600-1) |
| | | | CDE | **760**-1½ | 532 | (600-1½) |
| | 32R[5] | | AB | **780**-1 | 559 | (600-1) |
| | | | CDE | **780**-1⅝ | 559 | (600-1⅝) |
| CIR[8] | 14L, 32L | | AB | **680**-1 | 452 | (500-1) |
| | | | C | **680**-1½ | 452 | (500-1½) |
| | | | D | **780**-2 | 552 | (600-2) |
| | | | E | **800**-2 | 572 | (600-2) |
| | 14R | | AB | **760**-1 | 532 | (600-1) |
| | | | C | **760**-1½ | 532 | (600-1½) |
| | | | D | **780**-2 | 552 | (600-2) |
| | | | E | **800**-2 | 572 | (600-2) |
| | 32R | | AB | **780**-1 | 552 | (600-1) |
| | | | C | **780**-1⅝ | 552 | (600-1⅝) |
| | | | D | **780**-2 | 552 | (600-2) |
| | | | E | **800**-2 | 572 | (600-2) |

[1]No-NOTAM MP: PAR-Rwy 14R-32L 1600-2400Z++ Mon, Rwy 14L-32R 1600-2400Z++ Wed.
[2]Simultaneous approaches authorized.
[3]When ALS inop, increase vis to ½ mile.
[4]Caution: WCH 15 ft for group 4 less than required 20 ft.
[5]Pattern at 3000 ft.
[6]When ALS inop, increase vis to 1 mile.
[7]Step Down Fix at 3 NM from thld, 1100 min.
[8]Circling authorized only from ASR.


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RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
25163
N1

24305

## 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.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---|---|---|---|
| NAPA, CA | | | |
| NAPA COUNTY (APC) | 24 | 01L-19R | 3,700 feet |
| SANTA ROSA, CA | | | |
| CHARLES M SCHULZ/SONOMA COUNTY (STS) | 02 | 14-32 | 4,608 feet |

24305





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25163

## 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 ellipses 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.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| ATWATER, CA | | |
| CASTLE (MER) | HS 1 | Twy A, Twy A1, Twy B, and Twy G complex int. |
| | HS 2 | Twy A and southeast ramp, traffic congestion. |
| BEALE AFB, CA | | |
| BEALE AFB (BAB) | HS 1 | Twy B, high-speed U-2 mobile traffic when Rwy 15 in use. |
| | HS 2 | Twy E, high-speed U-2 mobile traffic when Rwy 33 in use. |
| | HS 3 | Twy F, in the vicinity of Twy C, Twy L, and Twy K. Frequent U-2 and high speed mobile traffic, slope of the twy limits visibility in both directions. |
| CONCORD, CA | | |
| BUCHANAN FLD (CCR) | HS 1 | Rwy 32L and run-up area, Twy J. |
| | HS 2 | Complex int at Rwy 01R-19L, Twy J, Twy A, Twy C, and Twy K. |
| | HS 3 | Rwy 32L apch, Twy A. |
| | HS 4 | Rwy 32R, Twy B, Twy J, and the run up area. |
| FAIRFIELD, CA | | |
| TRAVIS AFB (SUU) | HS 1 | Twy G/H and Rwy 21R/03L intersection is vehicle crossing and single Rwy 21L/03R entry/exit point. Expect high vehicle and aircraft traffic. |
| HAYWARD, CA | | |
| HAYWARD EXEC (HWD) | HS 1 | Rwy 10L-28R, Twy E and Twy A. |
| | HS 2 | Area not visible from ATCT. |
| | HS 3 | Area not visible from ATCT. |
| | HS 4 | Area not visible from ATCT. |
| | HS 5 | Rwy 28L hold bars on Twy A1 and Twy Z1. |
| LIVERMORE, CA | | |
| LIVERMORE MUNI (LVK) | HS 1 | Pilots instructed to hold short of Rwy 25R at Twy B sometimes fail to comply. Pilots sometimes land on Rwy 25R without clearance. |
| | HS 2 | Pilots instructed to hold short of Rwy 25L at Twy C sometimes fail to comply. |
| | HS 3 | Pilots instructed to hold short of Rwy 07L at Twy H sometimes fail to comply. |
| | HS 4 | Pilots instructed to hold short of Rwy 07R at Twy G sometimes fail to comply. |
| | HS 5 | Pilots instructed to hold short of Rwy 25R at Twy G sometimes fail to comply. |
| | HS 6 | Pilots may be confused at the intersections of Twy J, Twy A, and Twy G sometimes fail to comply with taxi instructions. |
| NAPA, CA | | |
| NAPA COUNTY (APC) | HS 1 | Twy A, Twy A2, Twy C, Twy E and the ramp. |
| | HS 2 | Rwy 24, Twy A. |
| | HS 3 | Rwy 24 and Rwy 01L. |
| OAKLAND, CA | | |
| OAKLAND INTL (OAK) | HS 1 | Rwy 28R, Twy A and Twy B. |
| | HS 2 | Rwy 10L-28R, Twy H, Twy G, Twy C and Twy D. |
| | HS 3 | Runway incursion risk. Twy C between Twy C1 and Twy J. APCH/DEP hold in effect when instructed by ATC. |

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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SW-2, 12 JUN 2025 to 07 AUG 2025

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## HOT SPOTS

## (CONTINUED)

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| SACRAMENTO, CA | | |
| SACRAMENTO EXEC (SAC) | HS 1 | Inbound Twy A and outbound Twy B. |
| | HS 2 | Portion of Twy E not visible from twr. |
| SACRAMENTO, CA | | |
| SACRAMENTO INTL (SMF) | HS 1 | Twy Y2 between Concourse A and Concourse B. |
| | HS 2 | Vehicle Service Road crossing Twy W and Twy Y. |
| | HS 3 | Twy A at the int of Twy A13, Twy G1 and Twy P. |
| SAN FRANCISCO, CA | | |
| SAN FRANCISCO INTL (SFO) | HS 1 | Complex int Twy B and Twy F. |
| | HS 2 | Rwy 01L-19R, Twy C and Twy E. |
| | HS 3 | Acft exiting Rwy 28R on Twy T: Taxi aircraft up to and hold short of Rwy 28L unless specifically cleared to cross. Twy T has hold short lines for both Rwy 28R and Rwy 28L. Be sure to identify the correct hold short line for Rwy 28L to ensure aircraft tail is fully clear of Rwy 28R. |
| | HS 4 | Runway incursion risk. ATC may request aircraft to hold on a RWY short of an intersection with another RWY. At runway intersections, vertical holding position signs exist with no surface painted markings. When instructed, pilots must hold short of the holding position signs. |
| SAN JOSE, CA | | |
| NORMAN Y. MINETA SAN JOSE INTL (SJC) | HS 1 | Rwy incursion risk. Rwy 30L at Twy D. Short distance from run-up area to Rwy. |
| SAN JOSE, CA | | |
| REID-HILLVIEW OF SANTA CLARA COUNTY (RHV) | HS 1 | Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y. |
| | HS 2 | Maintain vigilance when maneuvering at Twy Y, Twy Z, and Twys Z1, Z2, Z3 and Z4. |
| SANTA ROSA, CA | | |
| CHARLES M SCHULZ/ SONOMA COUNTY (STS) | HS 1 | Twy A, Twy A5, Twy Z complex int in close proximity to Rwy 14-32. |
| | HS 2 | South run-up area not visible from the twr. |
| | HS 3 | North run-up area east of Twy A and Twy H int in close proximity of Rwy 20 Apch Hold. |
| | HS 4 | Wrong rwy departure risk. |
| STOCKTON, CA | | |
| STOCKTON METRO (SCK) | HS 1 | Area not visible from control twr. |
| | HS 2 | Closely spaced rwys on Twy H. |
| TRUCKEE, CA | | |
| TRUCKEE-TAHOE (TRK) | HS 1 | Simultaneous ops on Rwy 11-29 and Rwy 02-20. |

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

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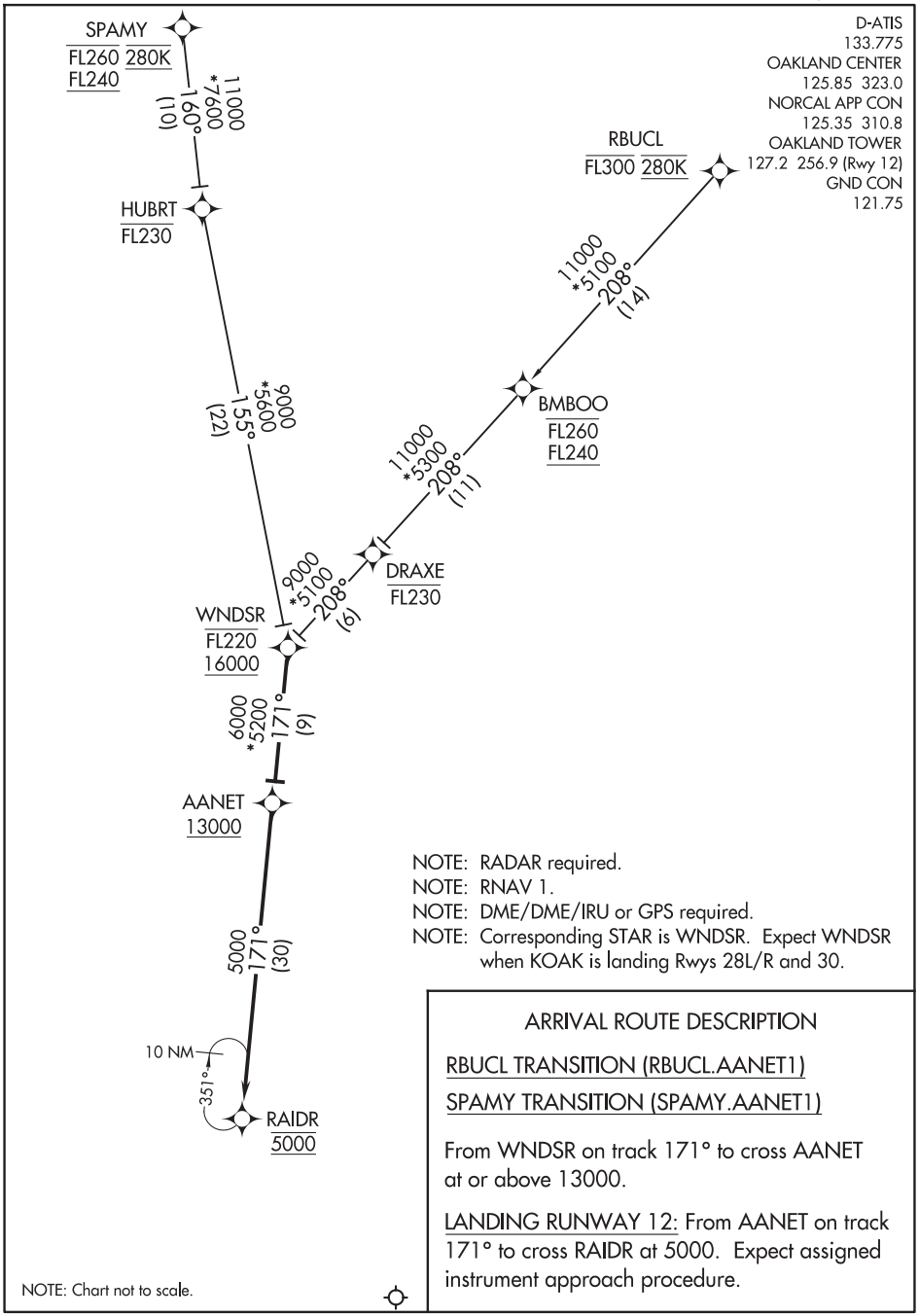
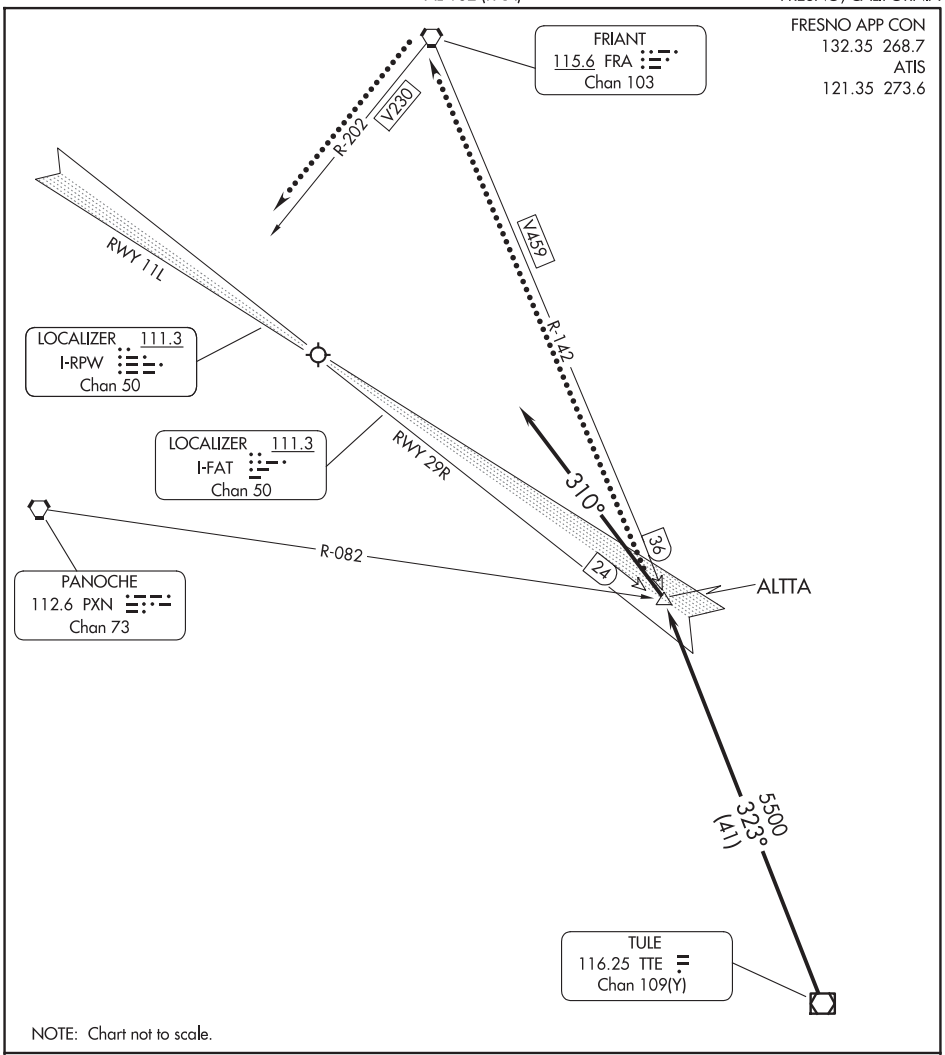

D-ATIS
133.775
OAKLAND CENTER
125.85 323.0
NORCAL APP CON
125.35 310.8
OAKLAND TOWER
127.2 256.9 (Rwy 12)
GND CON
121.75
SPAMY
FL260 280K
FL240
11000
*7600
160°
(10)
HUBRT
FL230
RBUCL
FL300 280K
11000
*5100
208°
(14)
BMBOO
FL260
FL240
9000
*5600
155°
(22)
11000
*5300
208°
(11)
DRAXE
FL230
9000
*5100
208°
(6)
WNDSR
FL220
16000
6000
*5200
171°
(9)
AANET
13000
5000
171°
(30)
10 NM
351°
RAIDR
5000
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Corresponding STAR is WNDSR. Expect WNDSR when KOAK is landing Rwys 28L/R and 30.
ARRIVAL ROUTE DESCRIPTION
RBUCL TRANSITION (RBUCL.AANET1)
SPAMY TRANSITION (SPAMY.AANET1)
From WNDSR on track 171° to cross AANET at or above 13000.
LANDING RUNWAY 12: From AANET on track 171° to cross RAIDR at 5000. Expect assigned instrument approach procedure.
NOTE: Chart not to scale.

(TTE.ALTTA9) 23334

# ALTTA NINE ARRIVAL

AL-162 (FAA)

FRESNO YOSEMITE INTL (FAT)
FRESNO, CALIFORNIA




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From over TULE (TTE) VOR/DME on TTE R-323 and FRIANT (FRA) VORTAC R-142 to ALTTA. Expect ILS or LOC RWY 29R approach. For Rwy 11L operations: Depart ALTTA heading 310° and expect RADAR vectors to LOC Y RWY 11L.

LOST COMMUNICATIONS: Rwy 11L: Proceed to FRA VORTAC on V459, then on V230, execute the LOC Y RWY 11L approach.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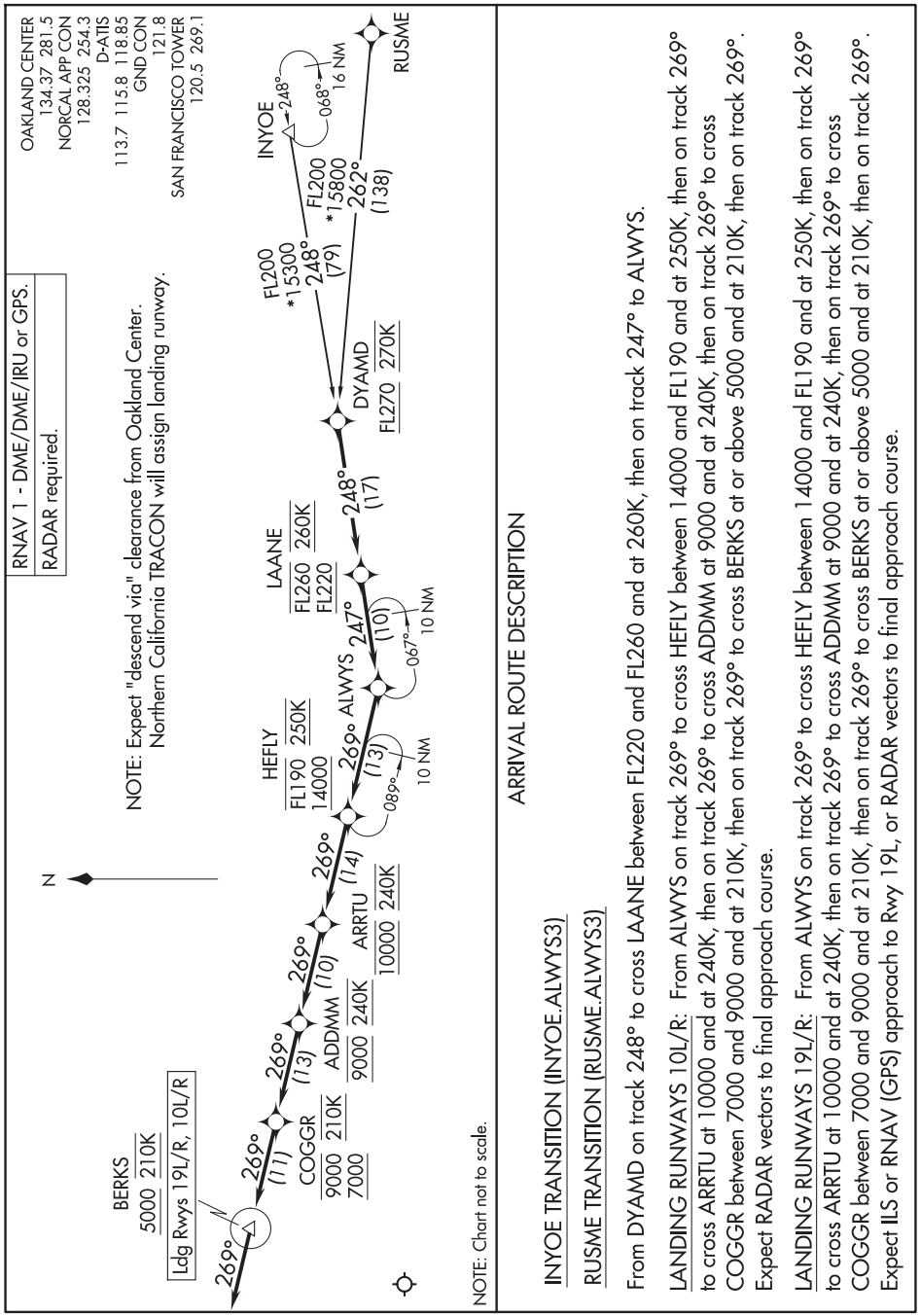
ALTTA NINE ARRIVAL
(TTE.ALTTA9) 10OCT19

FRESNO, CALIFORNIA
FRESNO YOSEMITE INTL (FAT)




## ARRIVAL ROUTE DESCRIPTION

INYOE TRANSITION (INYOE.ALWYS3)

RUSME TRANSITION (RUSME.ALWYS3)

From DYAMD on track 248° to cross LAANE between FL220 and FL260 and at 260K, then on track 247° to ALWYS.

LANDING RUNWAYS 10L/R: From ALWYS on track 269° to cross HEFLY between 14000 and FL190 and at 250K, then on track 269° to cross ARRTU at 10000 and at 240K, then on track 269° to cross ADDMM at 9000 and at 240K, then on track 269° to cross COGGR between 7000 and 9000 and at 210K, then on track 269° to cross BERKS at or above 5000 and at 210K, then on track 269°. Expect RADAR vectors to final approach course.

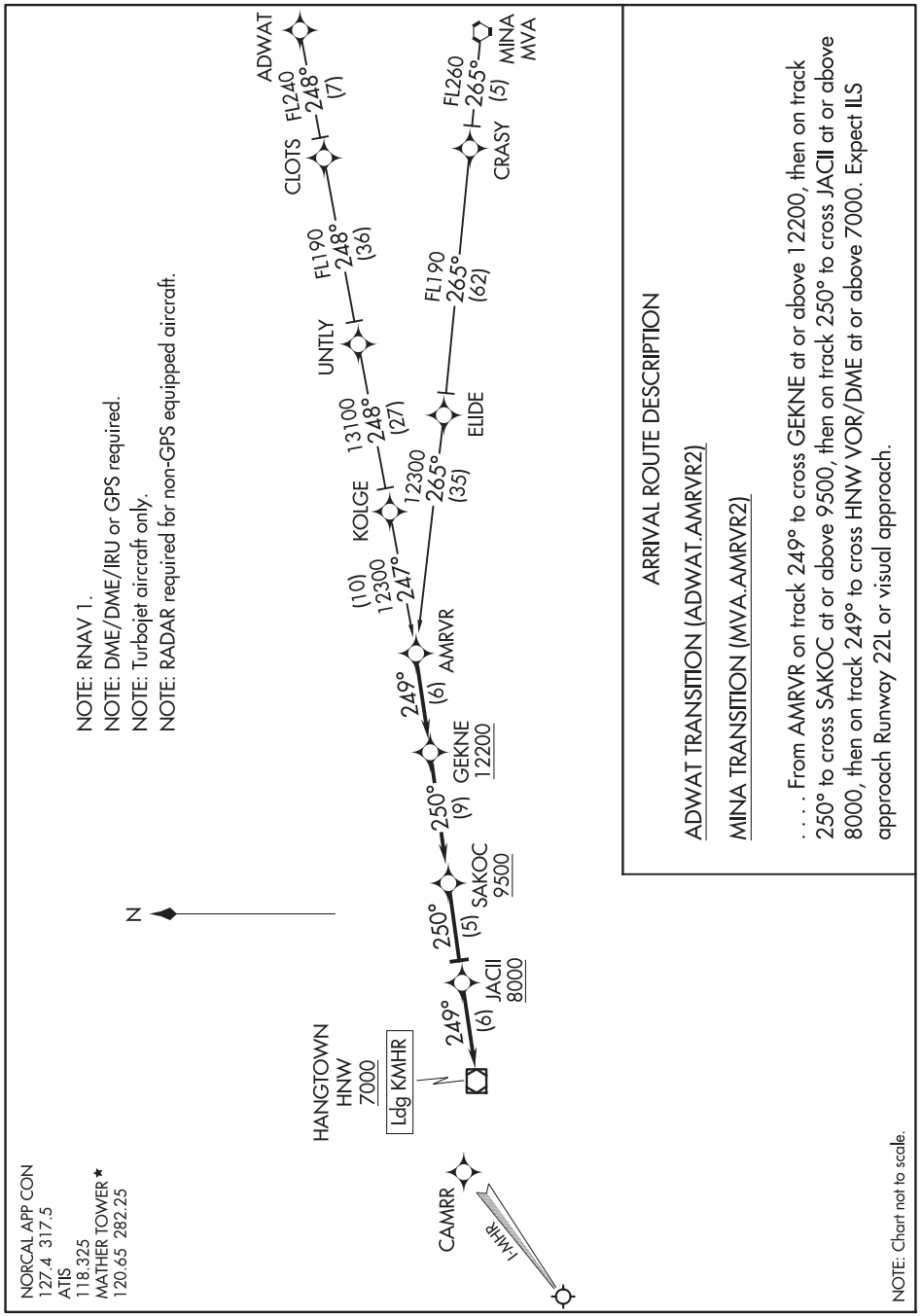
LANDING RUNWAYS 19L/R: From ALWYS on track 269° to cross HEFLY between 14000 and FL190 and at 250K, then on track 269° to cross ARRTU at 10000 and at 240K, then on track 269° to cross ADDMM at 9000 and at 240K, then on track 269° to cross COGGR between 7000 and 9000 and at 210K, then on track 269° to cross BERKS at or above 5000 and at 210K, then on track 269°. Expect ILS or RNAV (GPS) approach to Rwy 19L, or RADAR vectors to final approach course.

(AMRVR.AMRVR2) 24305

# AMRVR TWO ARRIVAL (RNAV)

AL-356 (FAA)

SACRAMENTO MATHER (MHR)
SACRAMENTO, CALIFORNIA



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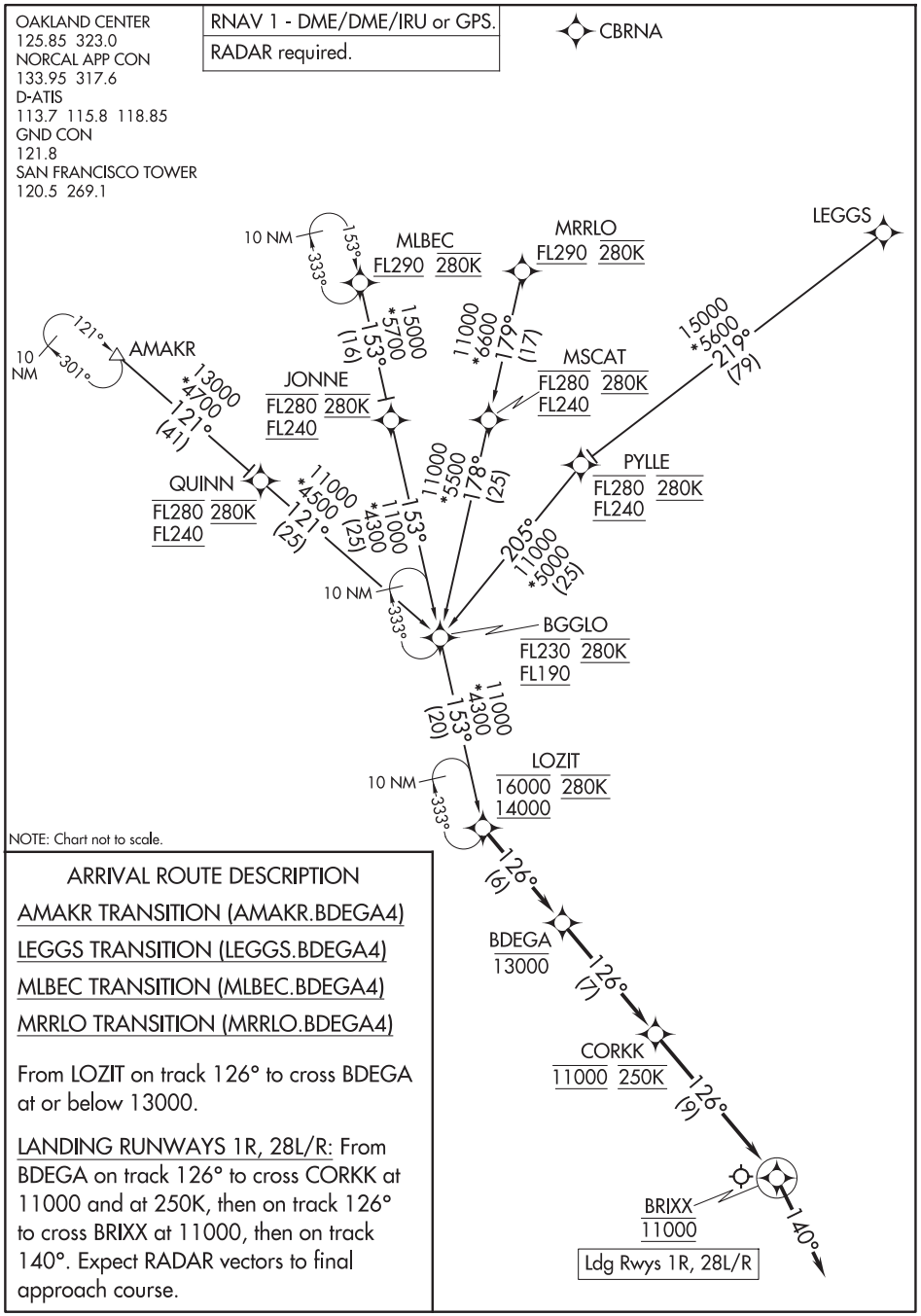
AMRVR TWO ARRIVAL (RNAV)

(AMRVR.AMRVR2) 13SEP18

SACRAMENTO, CALIFORNIA
SACRAMENTO MATHER (MHR)

OAKLAND CENTER
125.85 323.0
NORCAL APP CON
133.95 317.6
D-ATIS
113.7 115.8 118.85
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1

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




NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

AMAKR TRANSITION (AMAKR.BDEGA4)

LEGGS TRANSITION (LEGGS.BDEGA4)

MLBEC TRANSITION (MLBEC.BDEGA4)

MRRLO TRANSITION (MRRLO.BDEGA4)

From LOZIT on track 126° to cross BDEGA at or below 13000.

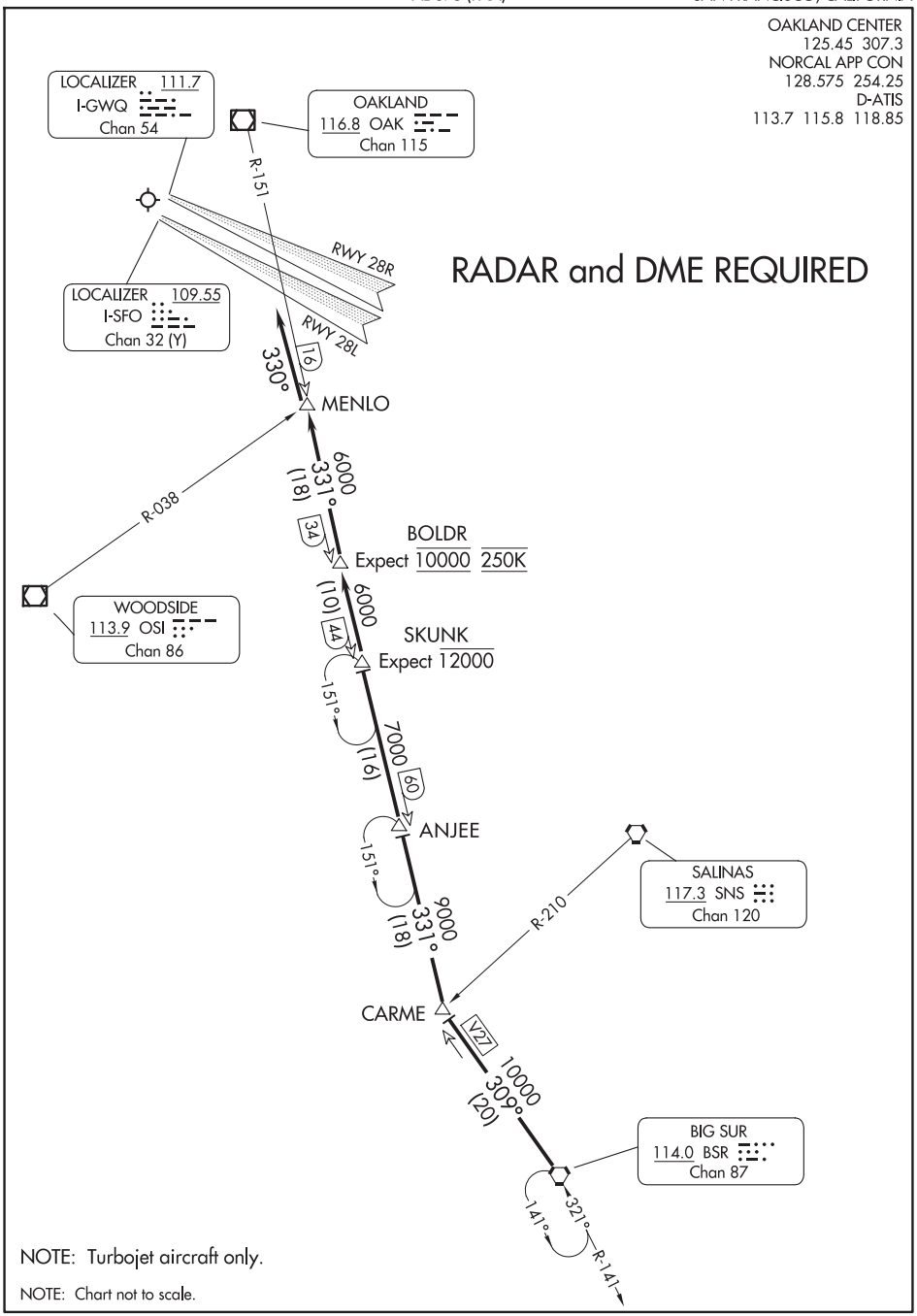
LANDING RUNWAYS 1R, 28L/R: From BDEGA on track 126° to cross CORKK at 11000 and at 250K, then on track 126° to cross BRIXX at 11000, then on track 140°. Expect RADAR vectors to final approach course.

(BSR.BSR3) 23334

# BIG SUR THREE ARRIVAL

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA



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BIG SUR THREE ARRIVAL

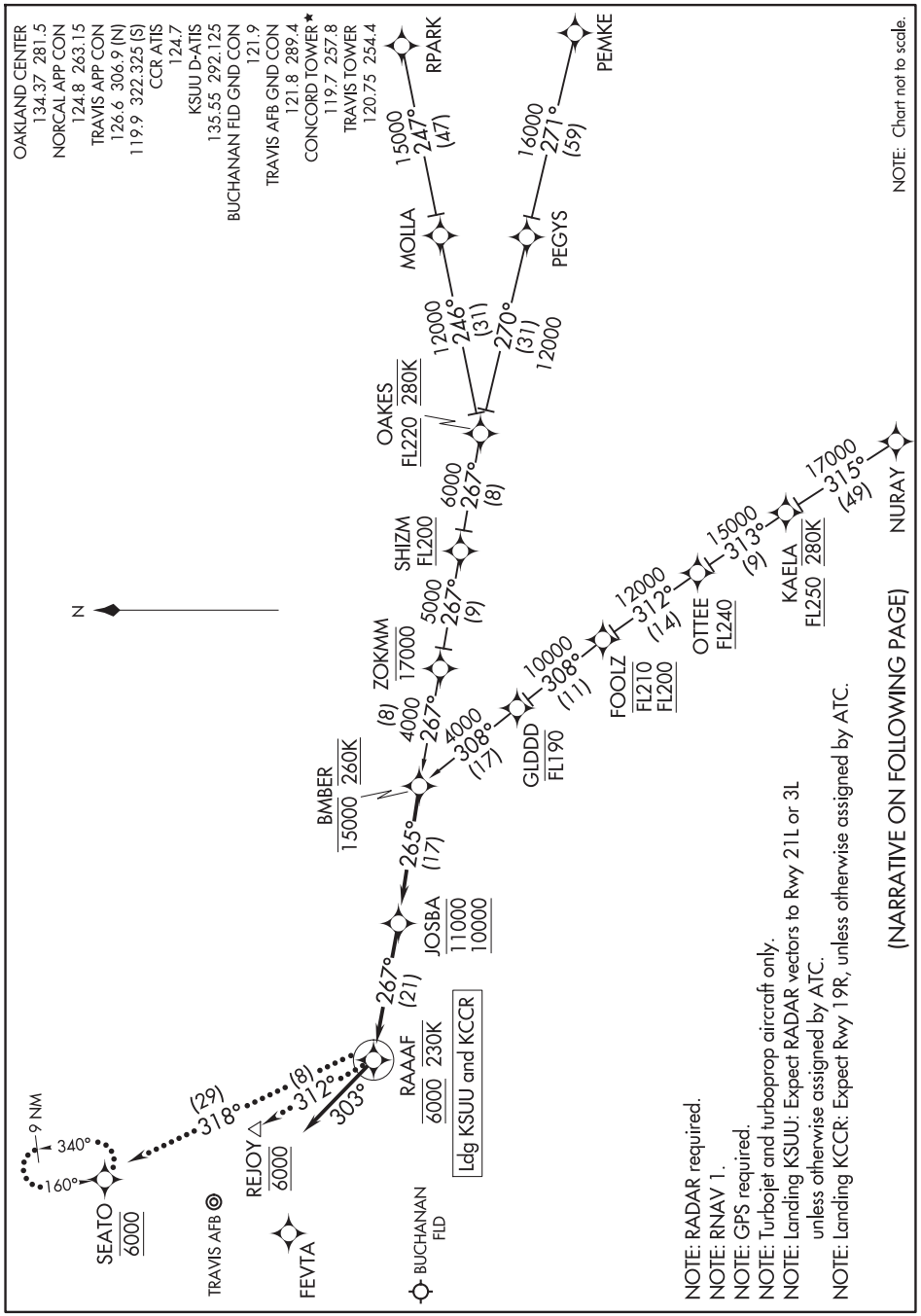
(BSR.BSR3) 15SEP16

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

# BMBER ONE ARRIVAL (RNAV)

AL-5320 (FAA)

CONCORD, CALIFORNIA



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BMBER ONE ARRIVAL (RNAV)

CONCORD, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

NURAY TRANSITION (NURAY.BMBER1)

PEMKE TRANSITION (PEMKE.BMBER1)

RPARK TRANSITION (RPARK.BMBER1)

LANDING KSUU, KCCR: From BMBER on track 265° to cross JOSBA between 10000 and 11000, then on track 267° to cross RAAAF at 6000 and at or below 230K, then on heading 303° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

KSUU: From RAAAF, proceed on track 318° to cross SEATO at 6000. Execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000 feet.

KCCR: From RAAAF, proceed on track 312° to cross REJOY at 6000 and execute RNAV, LDA, or VOR RWY 19R approach.


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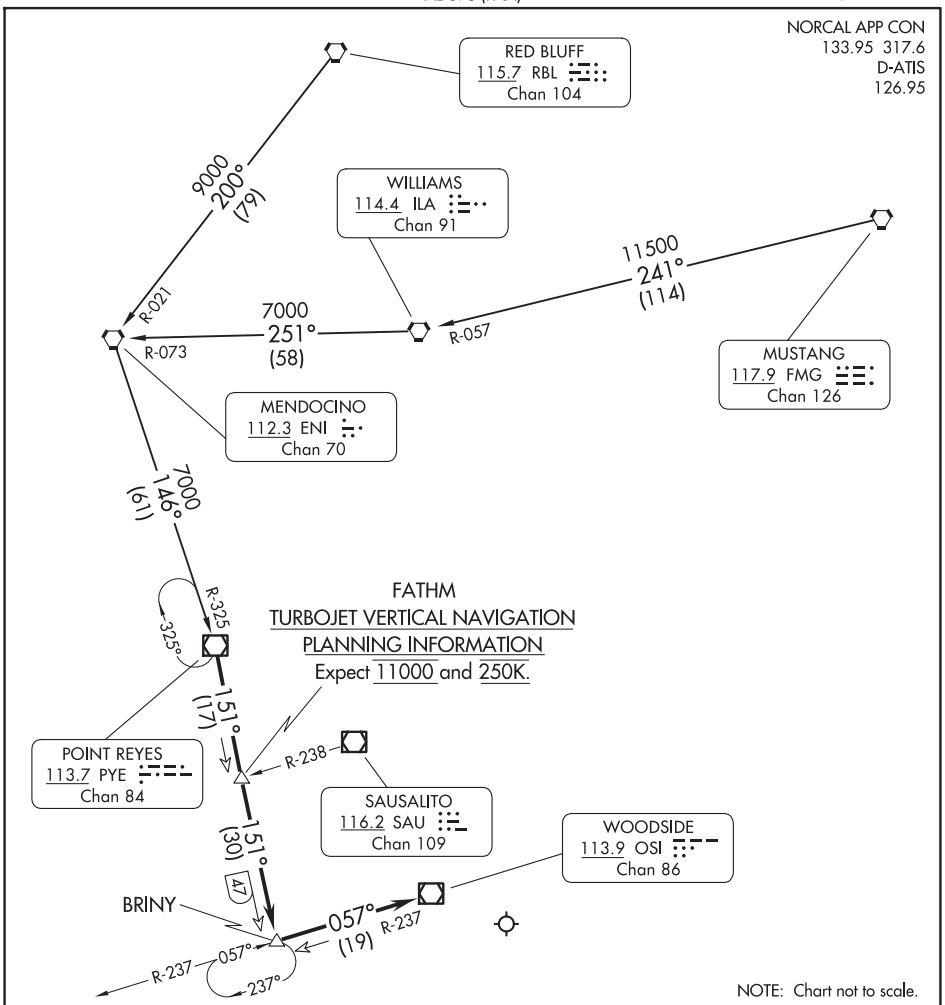



## ARRIVAL ROUTE DESCRIPTION

MENDOCINO TRANSITION (ENI.BRINY2): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VOR/DME. Thence . . . .

MUSTANG TRANSITION (FMG.BRINY2): From over FMG VORTAC via FMG R-241 to ILA VORTAC then via ILA R-251 to ENI VORTAC, then via ENI R-146 to PYE VOR/DME. Thence . . . .

RED BLUFF TRANSITION (RBL.BRINY2): From over RBL VORTAC via RBL R-200 and ENI R-146 to PYE VOR/DME. Thence . . . .

. . . . From over PYE VOR/DME via PYE R-151 to BRINY INT/DME, then via OSI R-237 to OSI VOR/DME. Expect RADAR vectors to Rwy 12R final approach course.

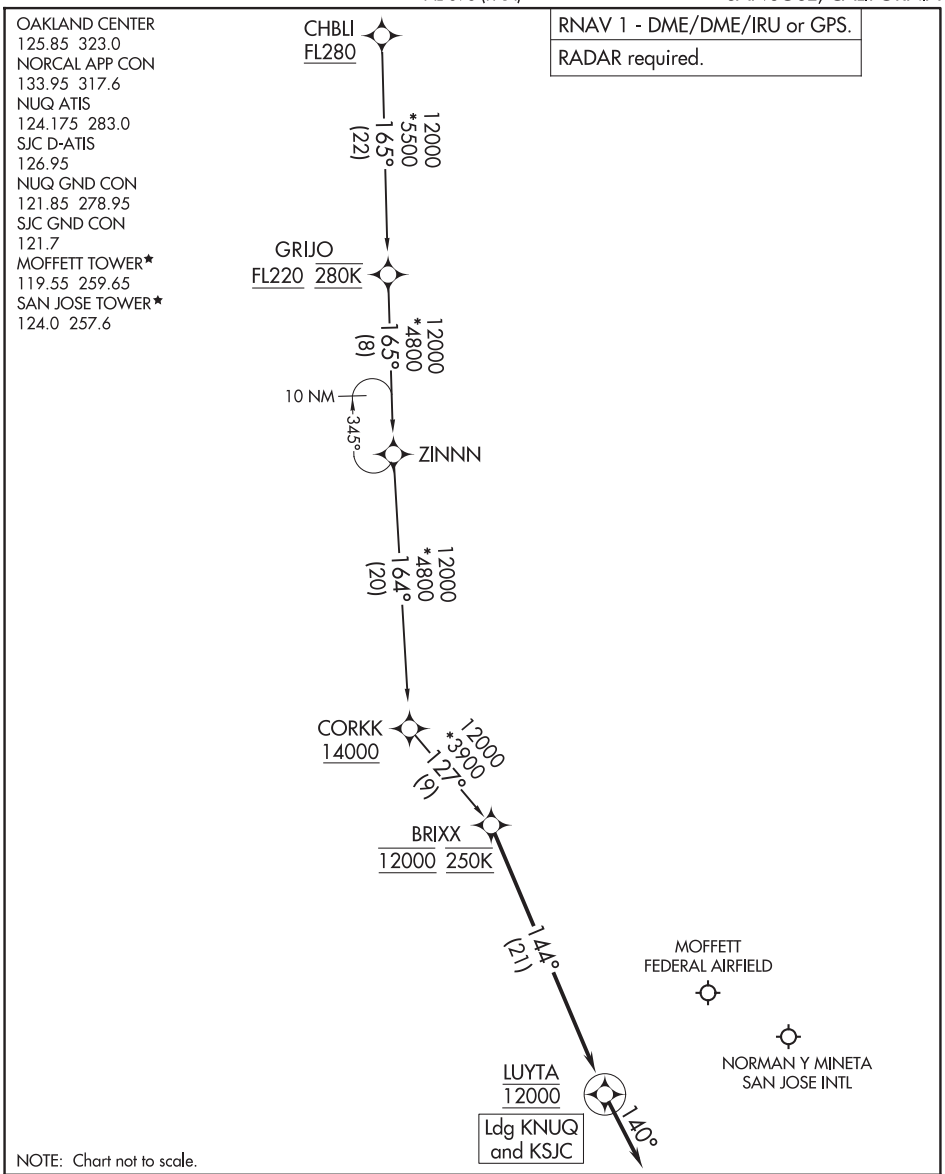

SW-2, 12 JUN 2025 to 07 AUG 2025

(BRIXX.BRIXX4) 24249

# BRIXX FOUR ARRIVAL (RNAV)

AL-693 (FAA)

SAN JOSE, CALIFORNIA




## ARRIVAL ROUTE DESCRIPTION

CHBLI TRANSITION (CHBLI.BRIXX4)

LANDING KSJC/KNUQ: From BRIXX on track 144° to cross LUYTA at 12000, then on track 140°. Expect RADAR vectors to final approach course.



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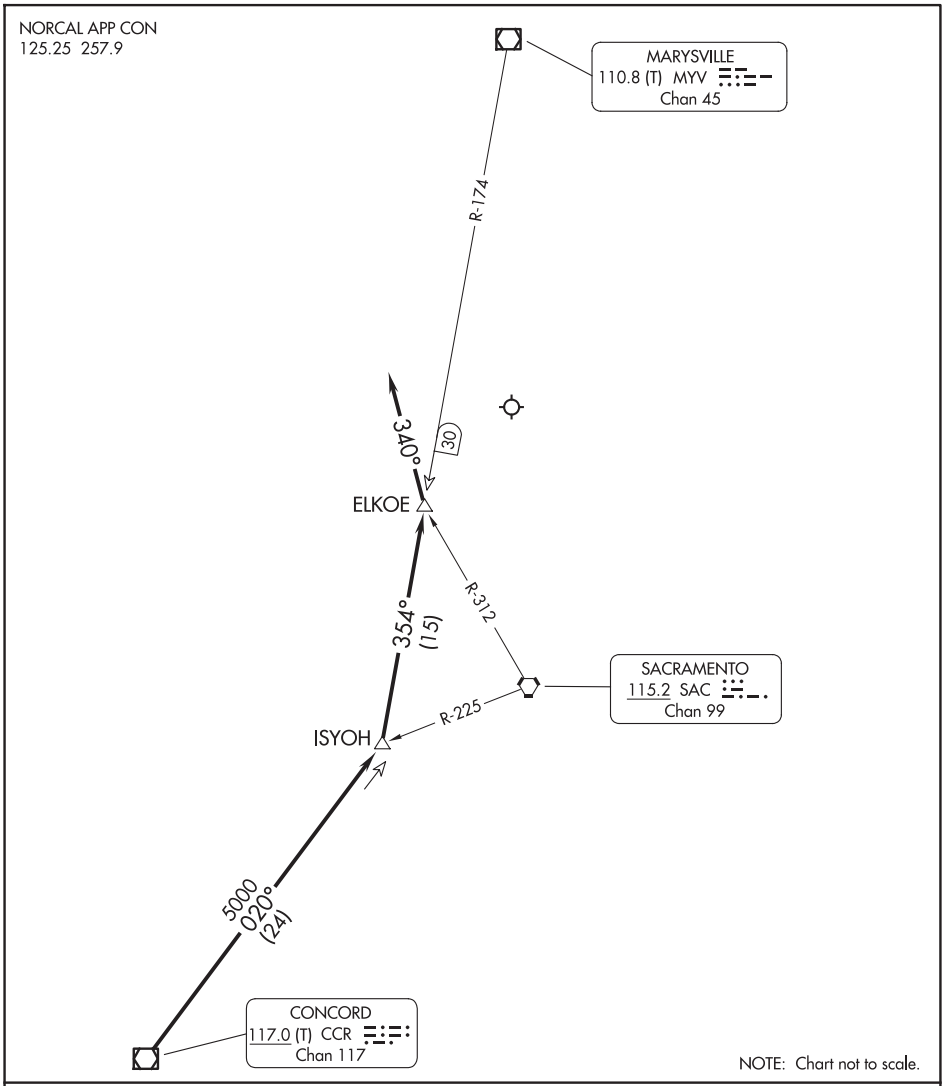
BRIXX FOUR ARRIVAL (RNAV)

SAN JOSE, CALIFORNIA

(BRIXX.BRIXX4) 21MAR24




## ARRIVAL ROUTE DESCRIPTION

From over CCR VOR/DME via CCR R-020 to ISYOH INT, then via MYV R-174 to ELKOE INT, then on heading 340°. Expect RADAR vectors to final approach course.

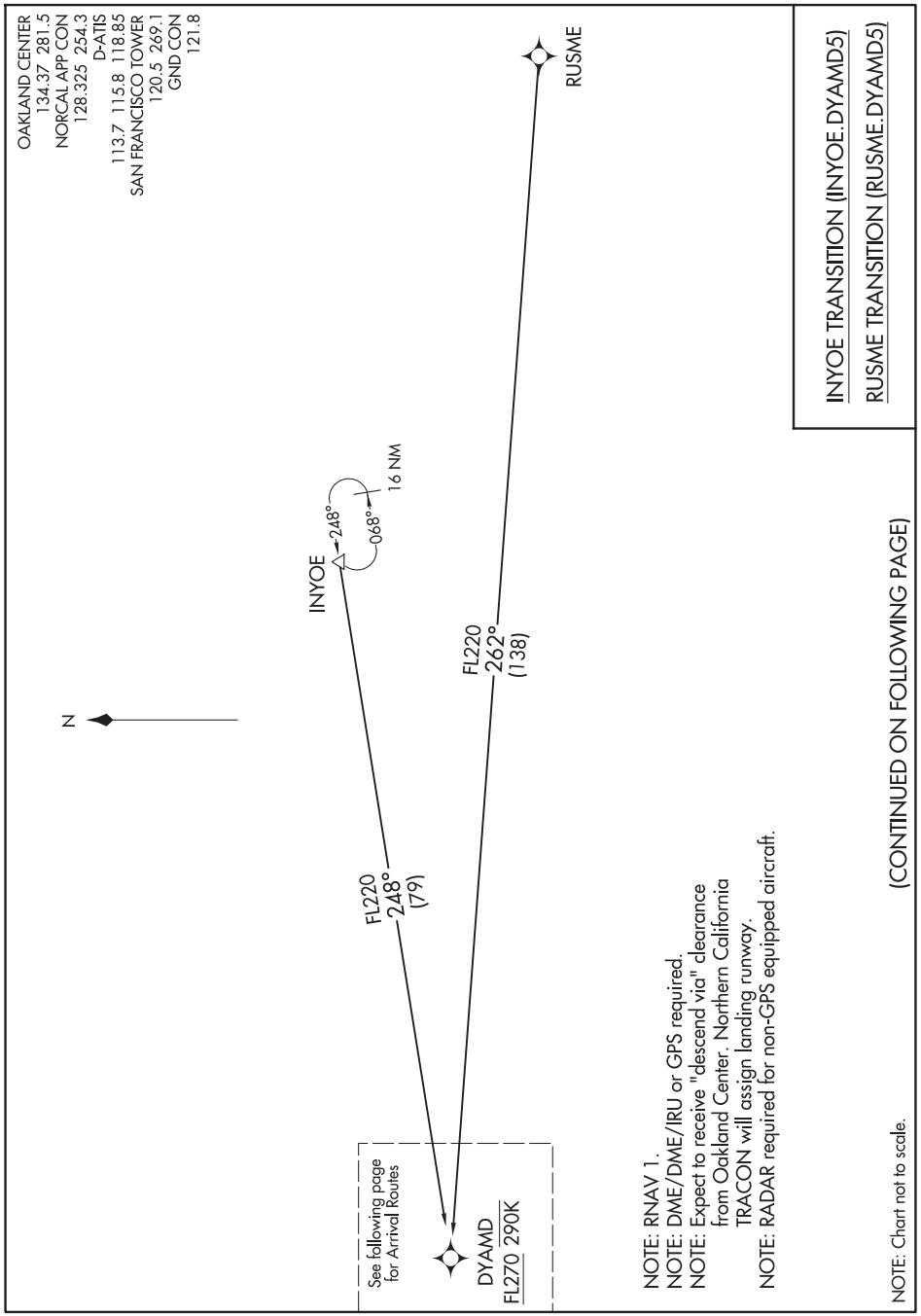

SW-2, 12 JUN 2025 to 07 AUG 2025

(DYAMD.DYAMD5) 19003

# DYAMD FIVE ARRIVAL (RNAV) Transition Routes

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA



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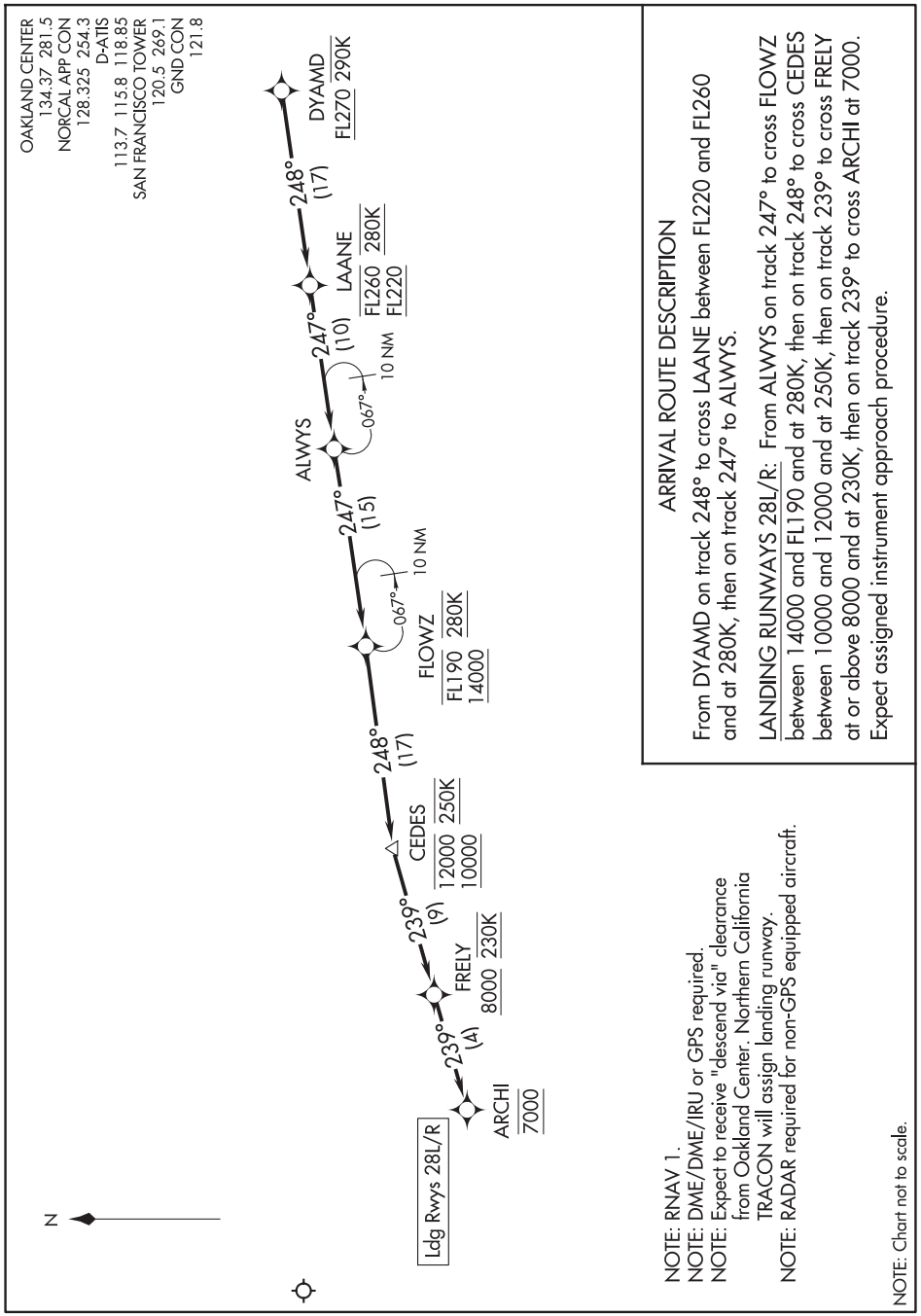
DYAMD FIVE ARRIVAL (RNAV) Transition Routes

(DYAMD.DYAMD5) 03JAN19

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

# DYAMD FIVE ARRIVAL (RNAV) Arrival Routes






## ARRIVAL ROUTE DESCRIPTION

From DYAMD on track 248° to cross LAANE between FL220 and FL260 and at 280K, then on track 247° to ALWYS.

LANDING RUNWAYS 28L/R: From ALWYS on track 247° to cross FLOWZ between 14000 and FL190 and at 280K, then on track 248° to cross CEDES between 10000 and 12000 and at 250K, then on track 239° to cross FRELY at or above 8000 and at 230K, then on track 239° to cross ARCHI at 7000. Expect assigned instrument approach procedure.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect to receive "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.
NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.



SW-2, 12 JUN 2025 to 07 AUG 2025

DYAMD FIVE ARRIVAL (RNAV) Arrival Routes



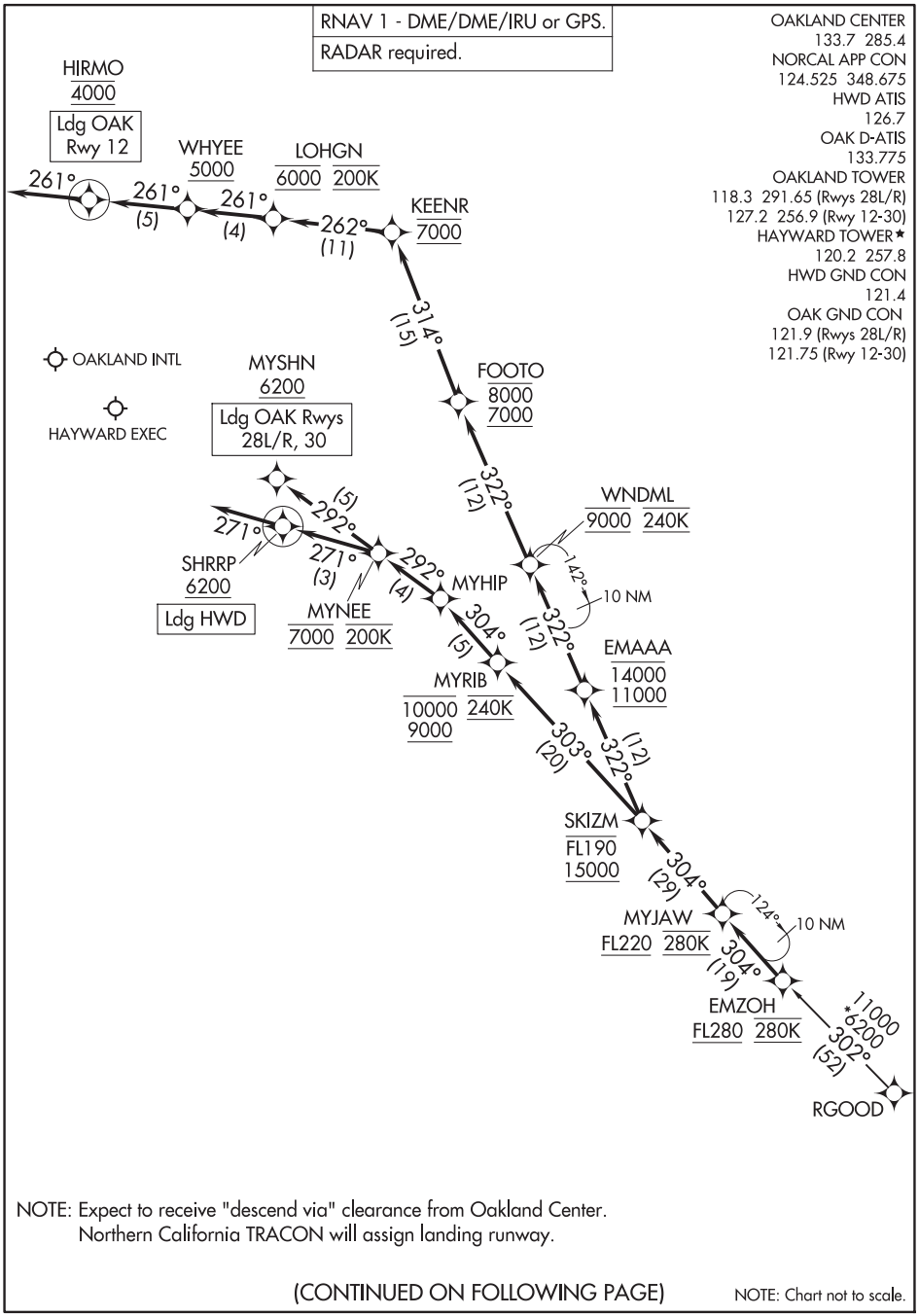
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

(EMZOH.EMZOH4) 25163

# EMZOH FOUR ARRIVAL (RNAV)

AL-294 (FAA)

OAKLAND, CALIFORNIA




NOTE: Expect to receive "descend via" clearance from Oakland Center.
Northern California TRACON will assign landing runway.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

RGOOD TRANSITION (RGOOD.EMZOH4)

OAK: From EMZOH on track 304° to cross MYJAW at or above FL220 and at 280K, then on track 304° to cross SKIZM between 15000 and FL190.

LANDING OAK RUNWAY 12: From SKIZM on track 322° to cross EMAAA between 11000 and 14000, then on track 322° to cross WNDML at 9000 and at 240K, then on track 322° to cross FOOTO between 7000 and 8000, then on track 314° to cross KEENR at 7000, then on track 262° to cross LOHGN at 6000 and at 200K, then on track 261° to cross WHYEE at or above 5000, then on track 261° to cross HIRMO at 4000, then on track 261°. Expect RNAV (RNP) Z RWY 12 approach or RADAR vectors to final approach course.

LANDING OAK RUNWAYS 28L/R, 30: From SKIZM on track 303° to cross MYRIB between 9000 and 10000 and at 240K, then on track 304° to MYHIP, then on track 292° to cross MYNEE at 7000 and at 200K, then on track 292° to cross MYSHN at or above 6200, Expect ILS or RNAV approach Rwy 28L/R, 30 approach.

LANDING HWD: From EMZOH on track 304° to cross MYJAW at or above FL220 and at 280K, then on track 304° to cross SKIZM between 15000 and FL190, then on track 303° to cross MYRIB between 9000 and 10000 and at 240K, then on track 304° to MYHIP, then on track 292° to cross MYNEE at 7000 and at 200K, then on track 271° to cross SHRRP at or above 6200, then on track 271°. Expect RADAR vectors to final approach course.

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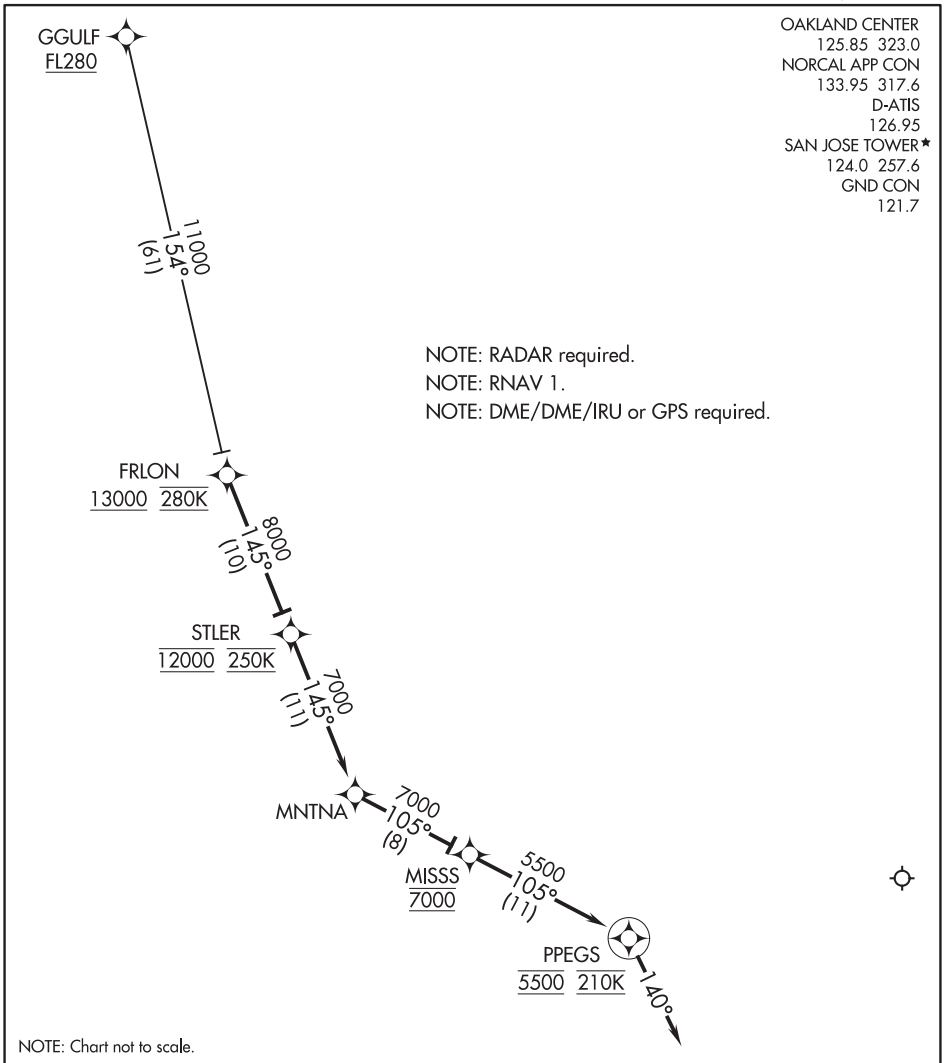
SW-2, 12 JUN 2025 to 07 AUG 2025

(FRLON.FRLON2) 17173

# FRLON TWO ARRIVAL (RNAV)

AL-693 (FAA)

NORMAN Y MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA

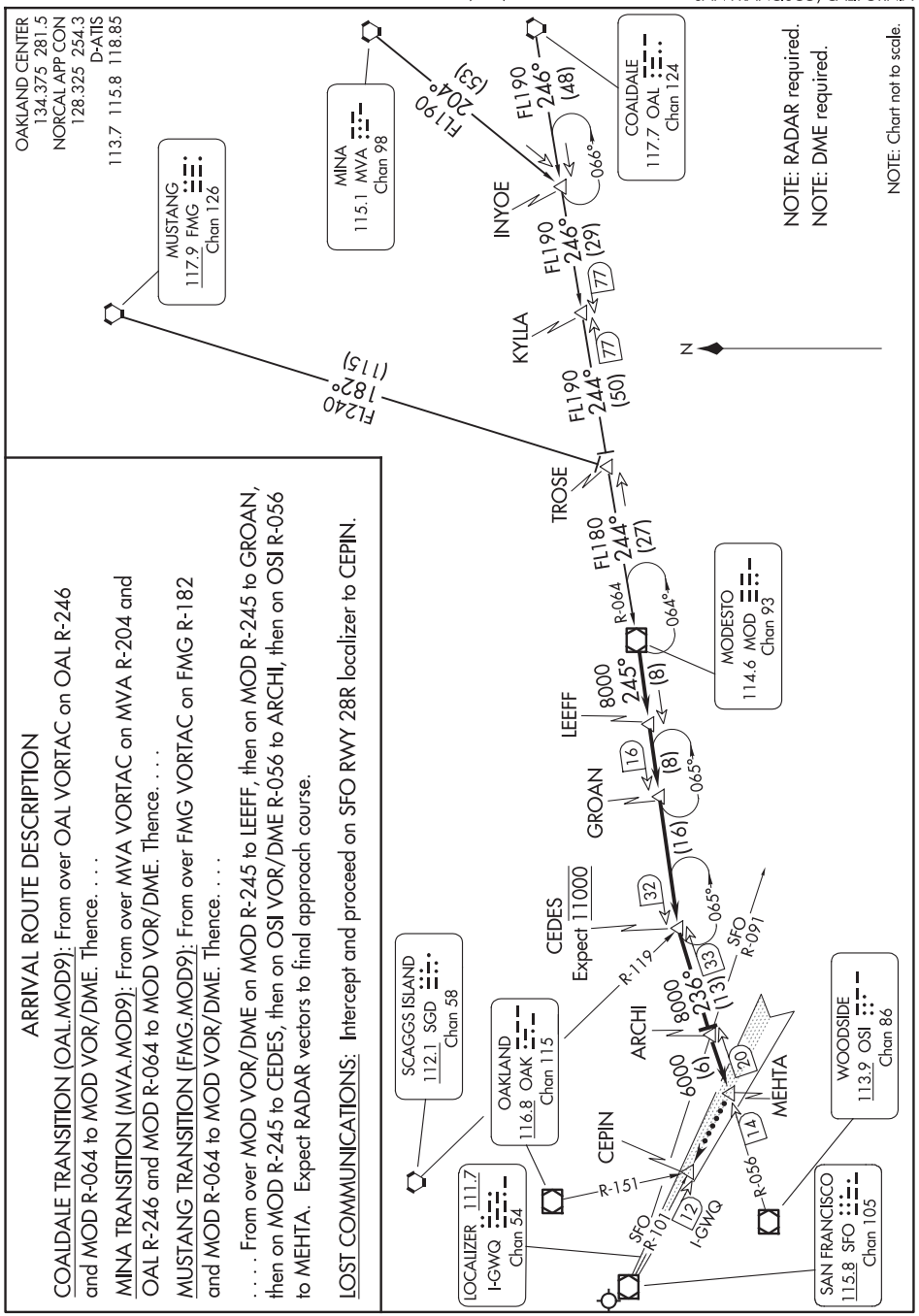



## ARRIVAL ROUTE DESCRIPTION

### GGULF TRANSITION (GGULF.FRLON2)

From FRLON on track 145° to cross STLER at 12000 and at 250K, then on track 145° to MNTNA, then on track 105° to cross MISSS at 7000, then on track 105° to cross PPEGS at 5500 and at 210K, then on track 140°. Expect RADAR vectors to final approach course.


SW-2, 12 JUN 2025 to 07 AUG 2025




## ARRIVAL ROUTE DESCRIPTION

COALDALE TRANSITION (OAL.MOD9): From over OAL VORTAC on OAL R-246 and MOD R-064 to MOD VOR/DME. Thence. . . .

MINA TRANSITION (MVA.MOD9): From over MVA VORTAC on MVA R-204 and OAL R-246 and MOD R-064 to MOD VOR/DME. Thence. . . .

MUSTANG TRANSITION (FMG.MOD9): From over FMG VORTAC on FMG R-182 and MOD R-064 to MOD VOR/DME. Thence. . . .

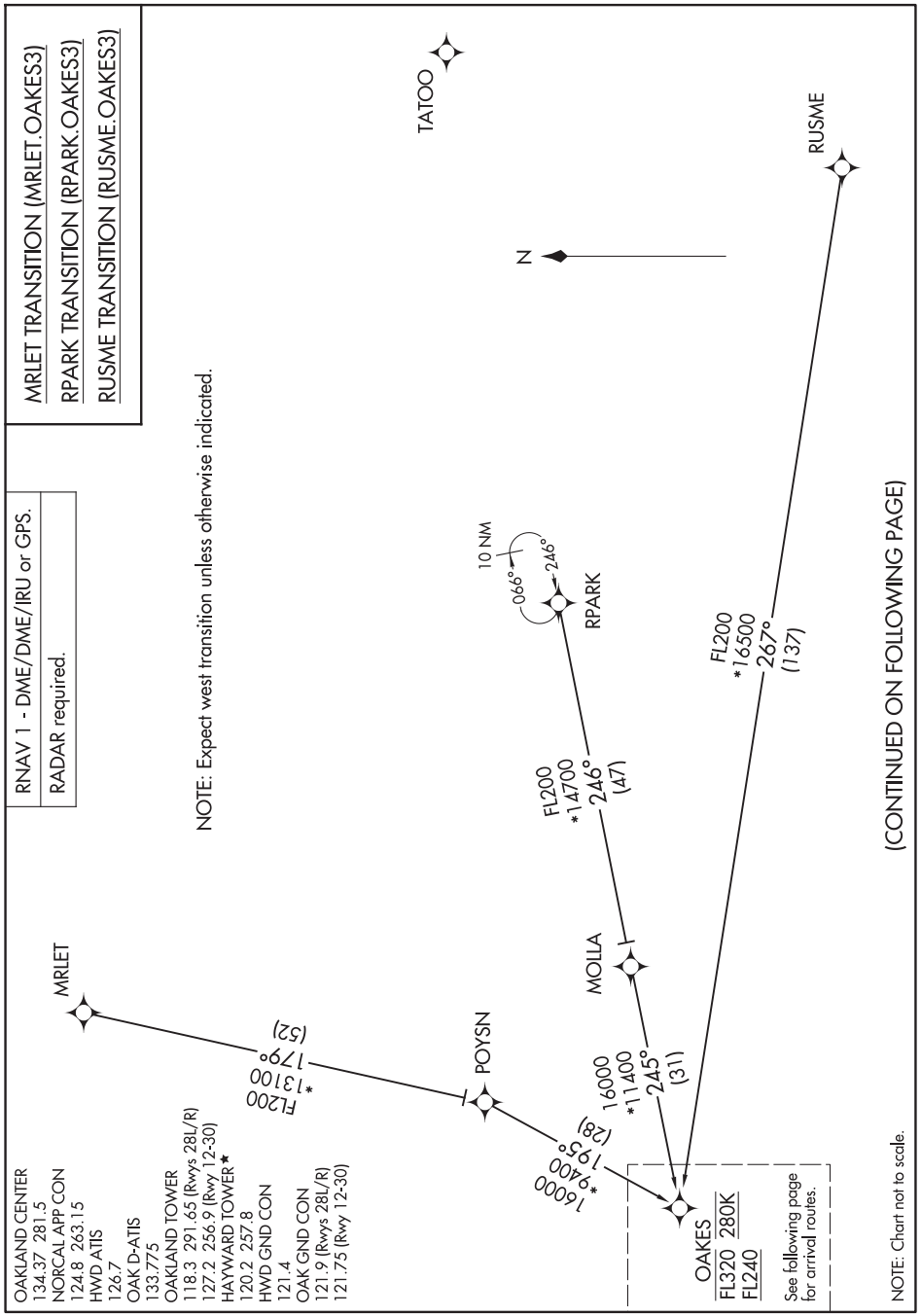
. . . . From over MOD VOR/DME on MOD R-245 to LEEFF, then on MOD R-245 to GROAN, then on MOD R-245 to CEDES, then on OSI VOR/DME R-056 to ARCHI, then on OSI R-056 to MEHTA. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: Intercept and proceed on SFO RWY 28R localizer to CEPIN.

(OAKES.OAKES3) 25163 AL-294 (FAA)

# OAKES THREE ARRIVAL (RNAV) Transition Routes

OAKLAND, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

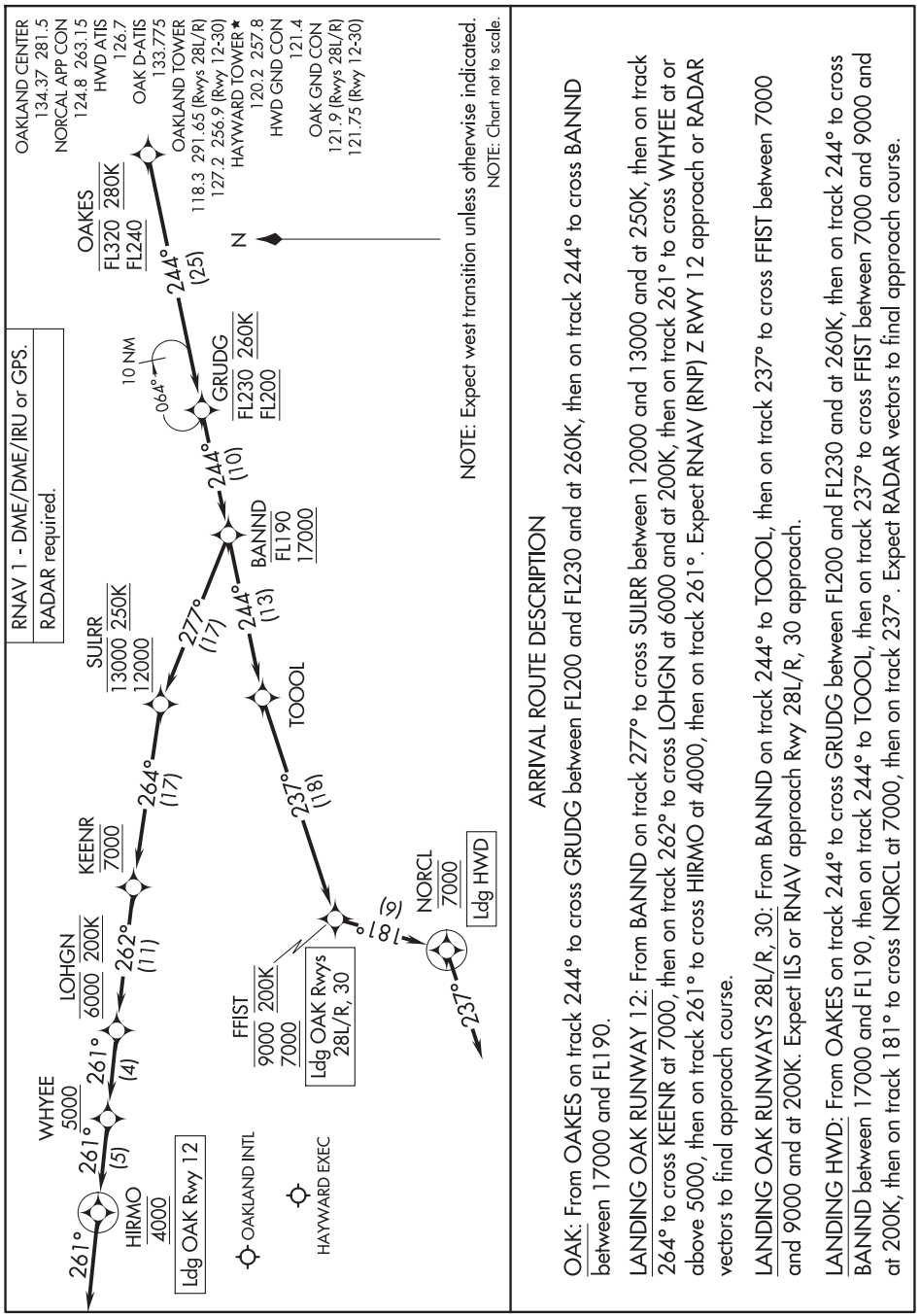
OAKES THREE ARRIVAL (RNAV) Transition Routes

OAKLAND, CALIFORNIA

(OAKES.OAKES3) 12JUN25

# OAKES THREE ARRIVAL (RNAV) Arrival Routes

OAKLAND, CALIFORNIA




## ARRIVAL ROUTE DESCRIPTION

OAK: From OAKES on track 244° to cross GRUDG between FL200 and FL230 and at 260K, then on track 244° to cross BANND between 17000 and FL190.

LANDING OAK RUNWAY 12: From BANND on track 277° to cross SULRR between 12000 and 13000 and at 250K, then on track 264° to cross KEENR at 7000, then on track 262° to cross LOHGN at 6000 and at 200K, then on track 261° to cross WHYEE at or above 5000, then on track 261° to cross HIRMO at 4000, then on track 261°. Expect RNAV (RNP) Z RWY 12 approach or RADAR vectors to final approach course.

LANDING OAK RUNWAYS 28L/R, 30: From BANND on track 244° to TOOOL, then on track 237° to cross FFIST between 7000 and 9000 and at 200K. Expect ILS or RNAV approach Rwy 28L/R, 30 approach.

LANDING HWD: From OAKES on track 244° to cross GRUDG between FL200 and FL230 and at 260K, then on track 244° to cross BANND between 17000 and FL190, then on track 244° to TOOOL, then on track 237° to cross FFIST between 7000 and 9000 and at 200K, then on track 181° to cross NORCL at 7000, then on track 237°. Expect RADAR vectors to final approach course.



SW-2, 12 JUN 2025 to 07 AUG 2025

OAKES THREE ARRIVAL (RNAV) Arrival Routes

OAKLAND, CALIFORNIA

(OSVEE.OSVEE2) 22139

# OSVEE TWO ARRIVAL (RNAV)

AL-488 (FAA)

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

## ARRIVAL ROUTE DESCRIPTION

LIBBO TRANSITION (LIBBO.OSVEE2)
ROVUE TRANSITION (ROVUE.OSVEE2)
ZONSO TRANSITION (ZONSO.OSVEE2)

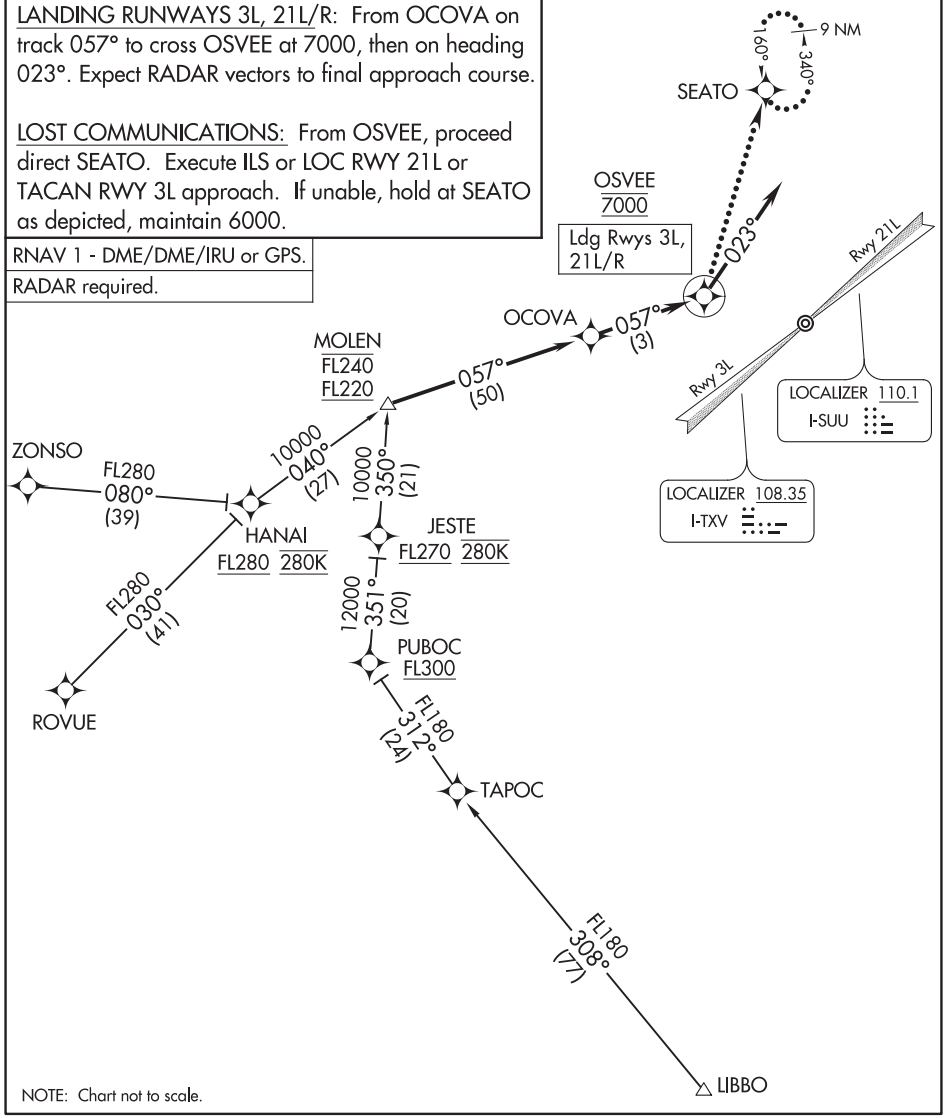
From MOLEN on track 057° to OCOVA.

LANDING RUNWAYS 3L, 21L/R: From OCOVA on track 057° to cross OSVEE at 7000, then on heading 023°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: From OSVEE, proceed direct SEATO. Execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000.

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

TRAVIS APP CON
126.6 281.45 (N)
119.9 322.325 (S)
TRAVIS TOWER
120.75 254.4
GND CON
121.8 289.4
D-ATIS
135.55 292.125

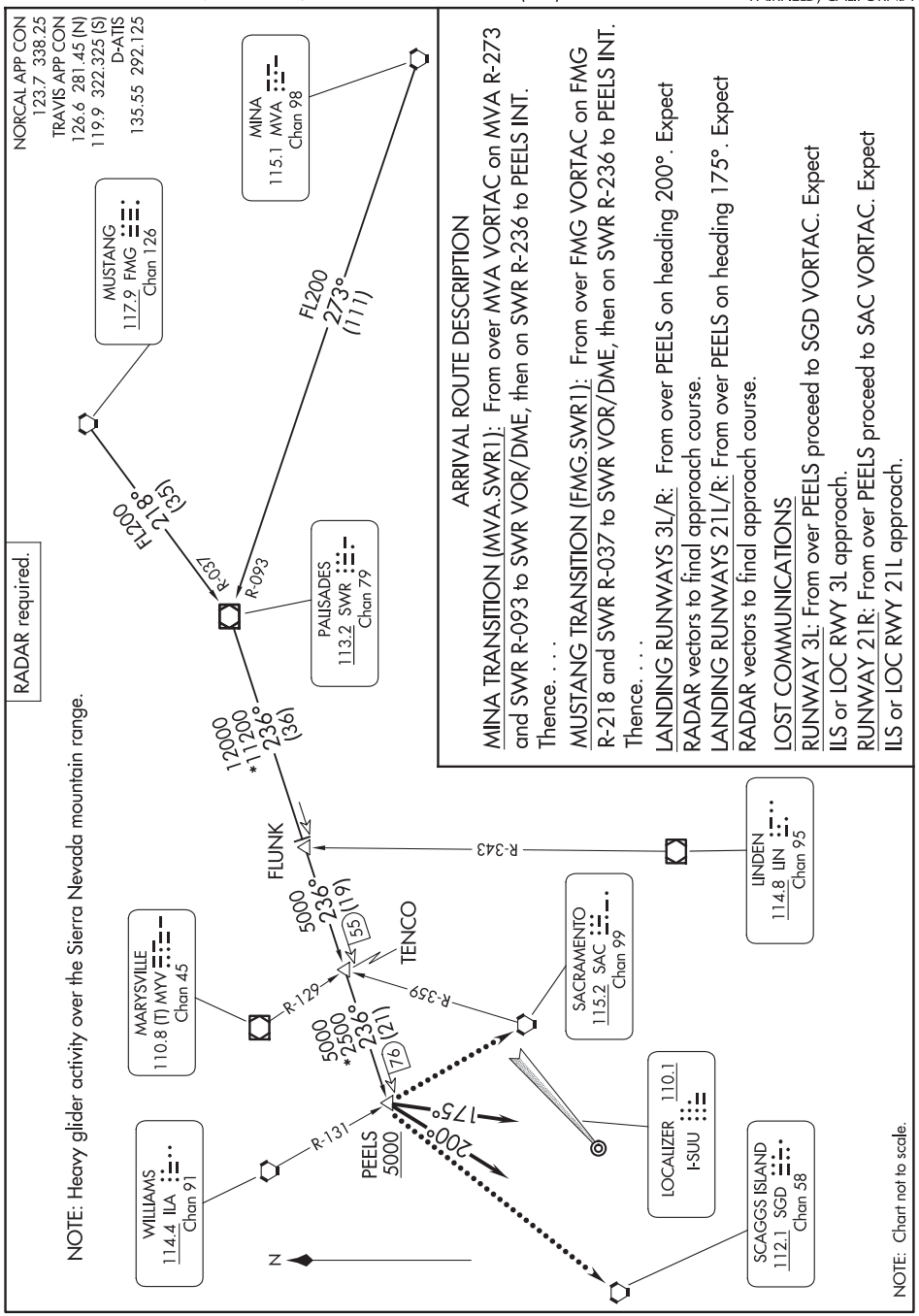



NOTE: Chart not to scale.


SW-2, 12 JUN 2025 to 07 AUG 2025

OSVEE TWO ARRIVAL (RNAV)
(OSVEE.OSVEE2) 19MAY22

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)

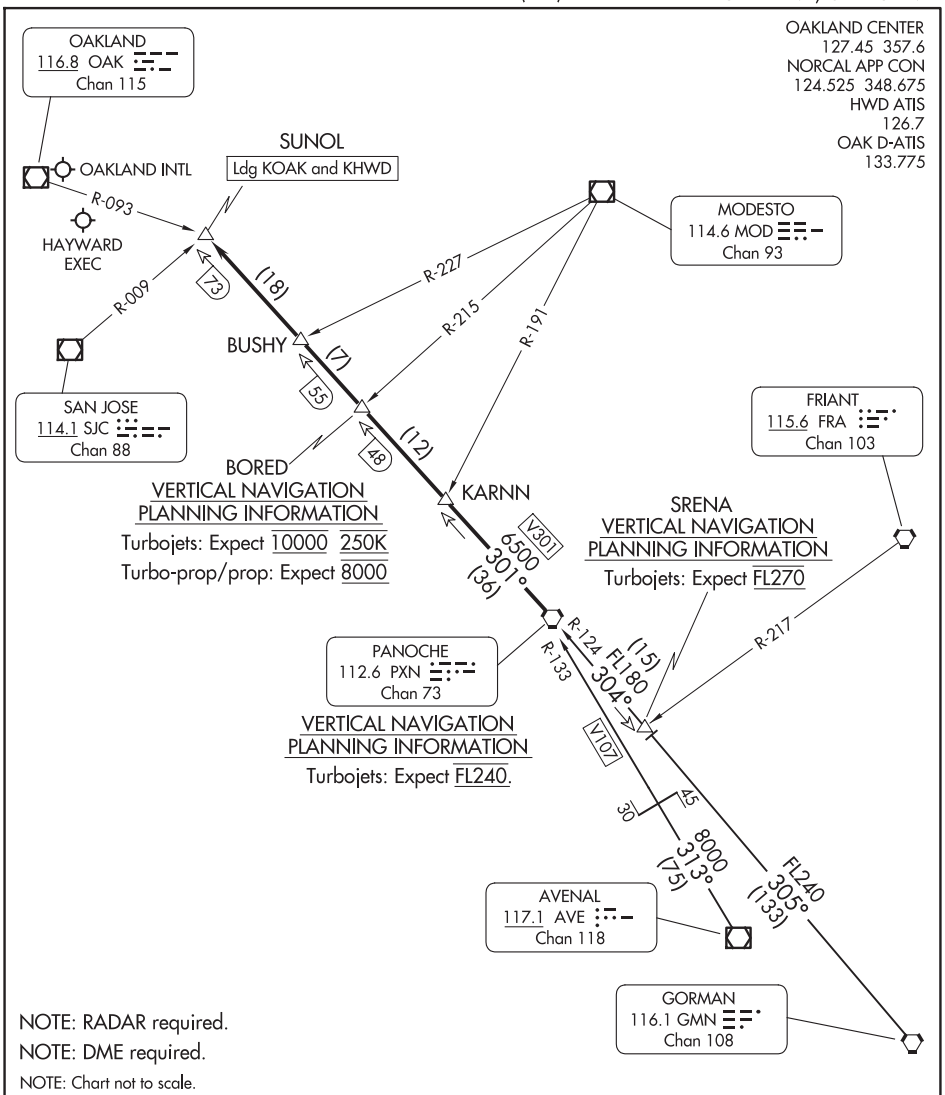

NORCAL APP CON
123.7 338.25
TRAVIS APP CON
126.6 281.45 (N)
119.9 322.325 (S)
D-ATIS
135.55 292.125
RADAR required.
NOTE: Heavy glider activity over the Sierra Nevada mountain range.
MUSTANG
117.9 FMG
Chan 126
MINA
115.1 MVA
Chan 98
FL200
273°
(111)
FL200
218°
(351)
R-037
R-093
PALISADES
113.2 SWR
Chan 79
12000
*11200
236°
(36)
FLUNK
5000
236°
(19)
55
TENCO
R-343
LINDEN
114.8 LIN
Chan 95
MARYSVILLE
110.8 (T) MYV
Chan 45
R-129
R-359
SACRAMENTO
115.2 SAC
Chan 99
5000
*2500
236°
(21)
76
WILLIAMS
114.4 ILA
Chan 91
R-131
PEELS
5000
175°
200°
LOCALIZER 110.1
I-SUU
SCAGGS ISLAND
112.1 SGD
Chan 58
N
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION
MINA TRANSITION (MVA.SWR1): From over MVA VORTAC on MVA R-273 and SWR R-093 to SWR VOR/DME, then on SWR R-236 to PEELS INT. Thence. . . .
MUSTANG TRANSITION (FMG.SWR1): From over FMG VORTAC on FMG R-218 and SWR R-037 to SWR VOR/DME, then on SWR R-236 to PEELS INT. Thence. . . .
LANDING RUNWAYS 3L/R: From over PEELS on heading 200°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 21L/R: From over PEELS on heading 175°. Expect RADAR vectors to final approach course.
LOST COMMUNICATIONS
RUNWAY 3L: From over PEELS proceed to SGD VORTAC. Expect ILS or LOC RWY 3L approach.
RUNWAY 21R: From over PEELS proceed to SAC VORTAC. Expect ILS or LOC RWY 21L approach.

(PXN.PXN6) 25163

# PANOCHE SIX ARRIVAL

AL-294 (FAA)

OAKLAND, CALIFORNIA




## ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.PXN6): From over AVE VOR/DME on AVE R-313 and PXN R-133 to PXN VORTAC. Thence. . . .

GORMAN TRANSITION (GMN.PXN6): From over GMN VORTAC on GMN R-305 and PXN R-124 to SRENA, then on PXN R-124 to PXN VORTAC. Thence. . . .

. . . .From over PXN VORTAC on PXN R-301 to SUNOL. Expect RADAR vectors to final approach course.



SW-2, 12 JUN 2025 to 07 AUG 2025

PANOCHE SIX ARRIVAL

OAKLAND, CALIFORNIA

(PXN.PXN6) 15AUG19

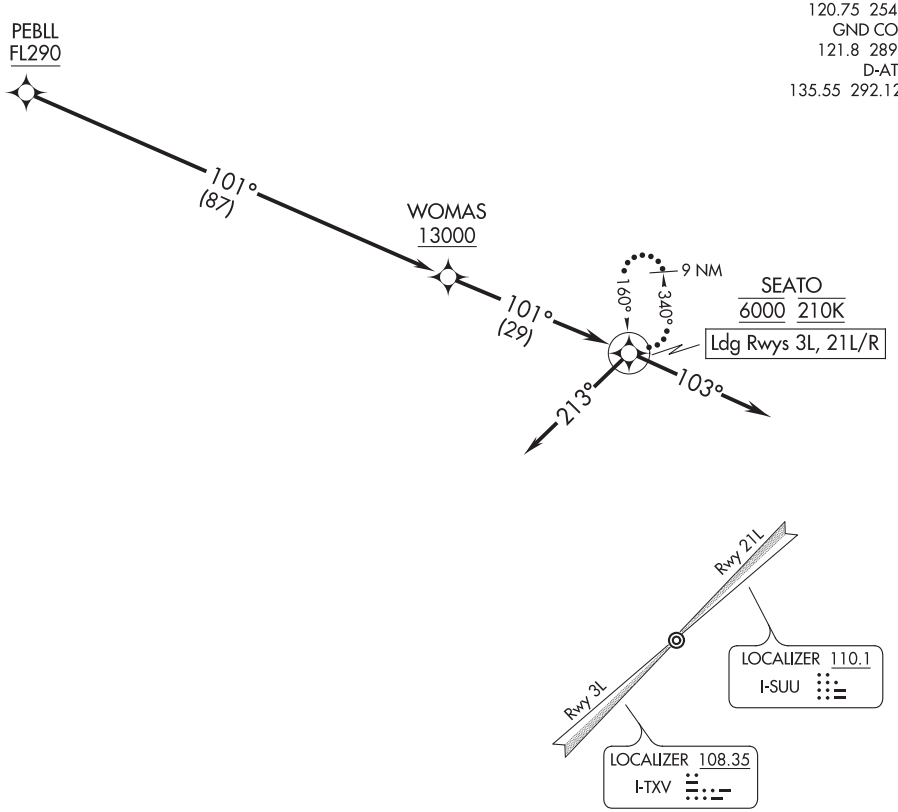
# PEBLL TWO ARRIVAL (RNAV)

AL-488 (FAA)

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

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

TRAVIS APP CON
126.6 281.45 (N)
119.9 322.325 (S)
TRAVIS TOWER
120.75 254.4
GND CON
121.8 289.4
D-ATIS
135.55 292.125




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From PEBLL on track 101° to cross WOMAS at or above 13000.

LANDING RUNWAY 3L: From WOMAS on track 101° to cross SEATO at 6000 and at 210K, then on heading 213°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 21L/R: From WOMAS on track 101° to cross SEATO at 6000 and at 210K, then on heading 103°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: From SEATO, execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000.

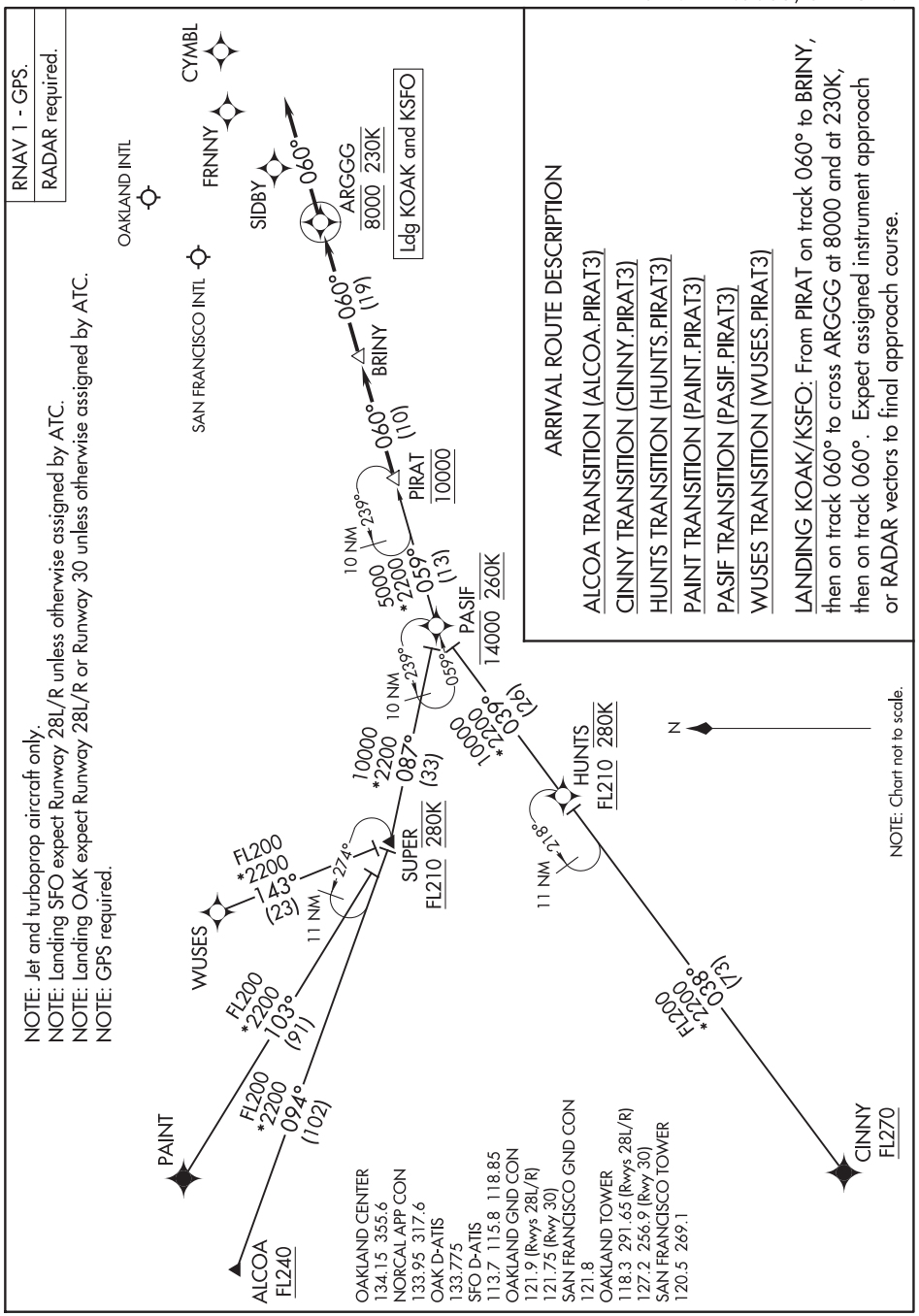

SW-2, 12 JUN 2025 to 07 AUG 2025

(PIRAT.PIRAT3) 25163

# PIRAT THREE ARRIVAL (RNAV)

AL-375 (FAA)

SAN FRANCISCO, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

PIRAT THREE ARRIVAL (RNAV)

SAN FRANCISCO, CALIFORNIA

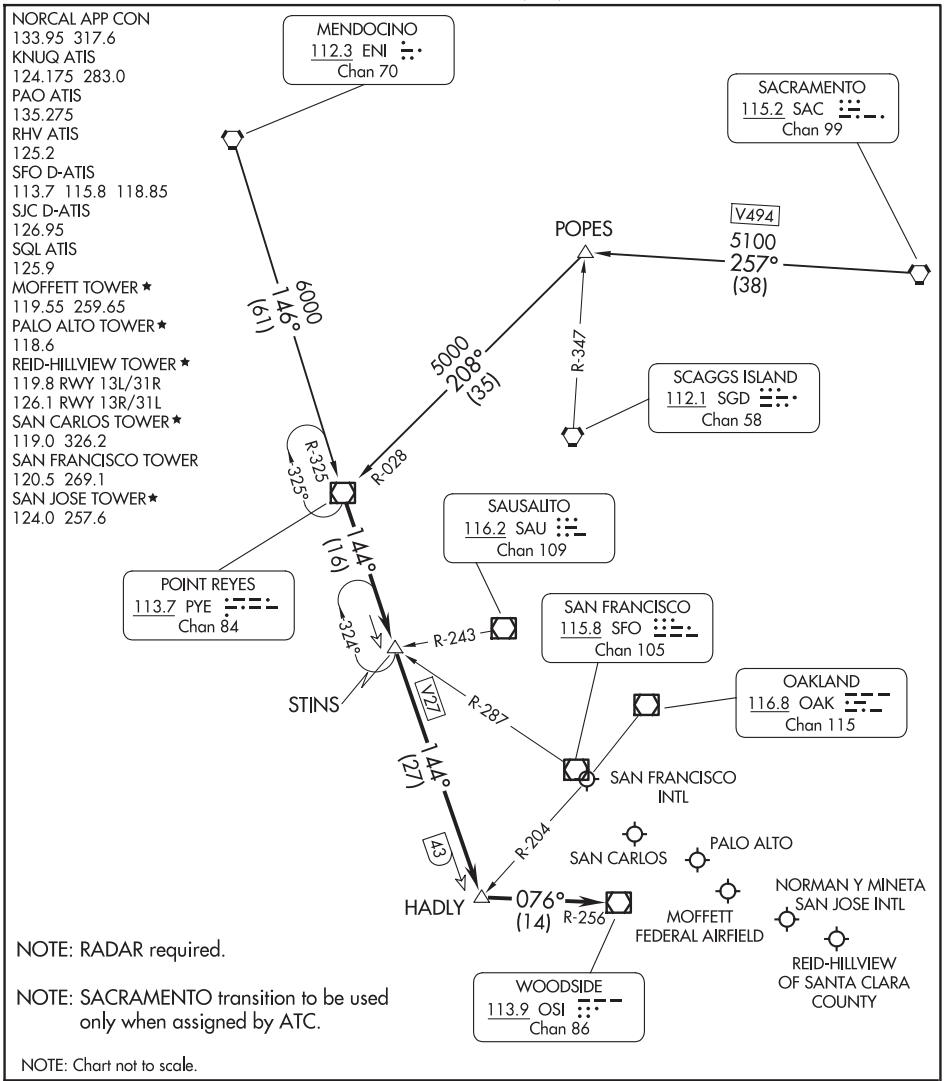
(PIRAT.PIRAT3) 11JUL24

# POINT REYES THREE ARRIVAL

AL-375 (FAA)

SAN FRANCISCO, CALIFORNIA






NOTE: RADAR required.

NOTE: SACRAMENTO transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

MENDOCINO TRANSITION (ENI.PYE3): From over ENI VORTAC on ENI R-146 and PYE R-325 to PYE VOR/DME. Thence. . . .

SACRAMENTO TRANSITION (SAC.PYE3): From over SAC VORTAC on SAC R-257 and PYE R-028 to PYE VOR/DME. Thence. . . .

. . . .From over PYE VOR/DME on PYE R-144 to HADLY, then on OSI R-256 to OSI VOR/DME. Expect RADAR vectors to final approach course.

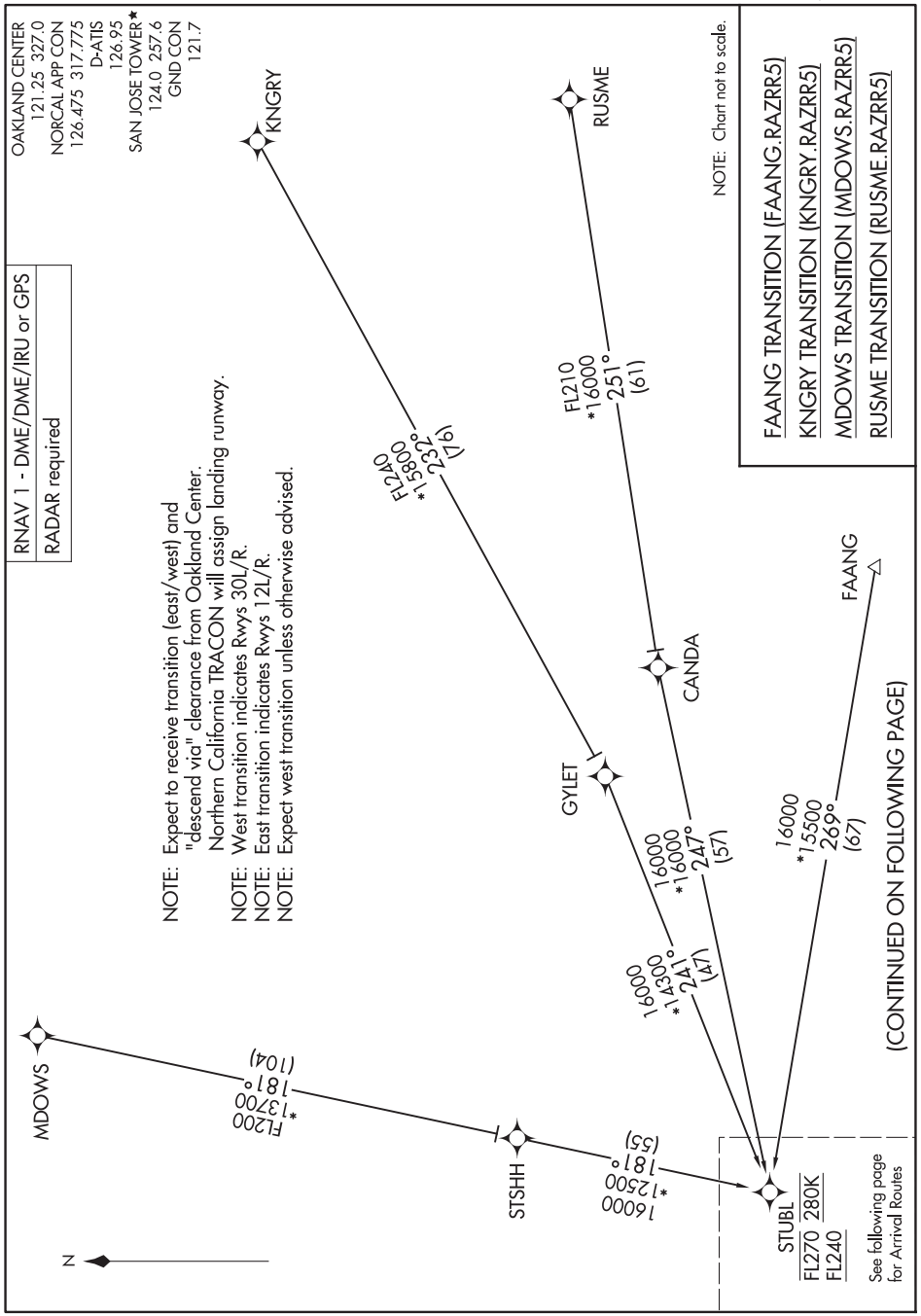
POINT REYES THREE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(STUBL.RAZRR5) 22195 AL-693 (FAA) NORMAN Y MINETA SAN JOSE INTL (SJC)

# RAZRR FIVE ARRIVAL (RNAV) Transition Routes

SAN JOSE, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

RAZRR FIVE ARRIVAL (RNAV) Transition Routes

SAN JOSE, CALIFORNIA

(STUBL.RAZRR5) 14JUL22 NORMAN Y MINETA SAN JOSE INTL (SJC)

# RAZRR FIVE ARRIVAL (RNAV)

(STUBL.RAZRR5) 14JUL22

Arrival Routes

NORMAN Y MINETA SAN JOSE INTL (SJC)

SAN JOSE, CALIFORNIA

Z27

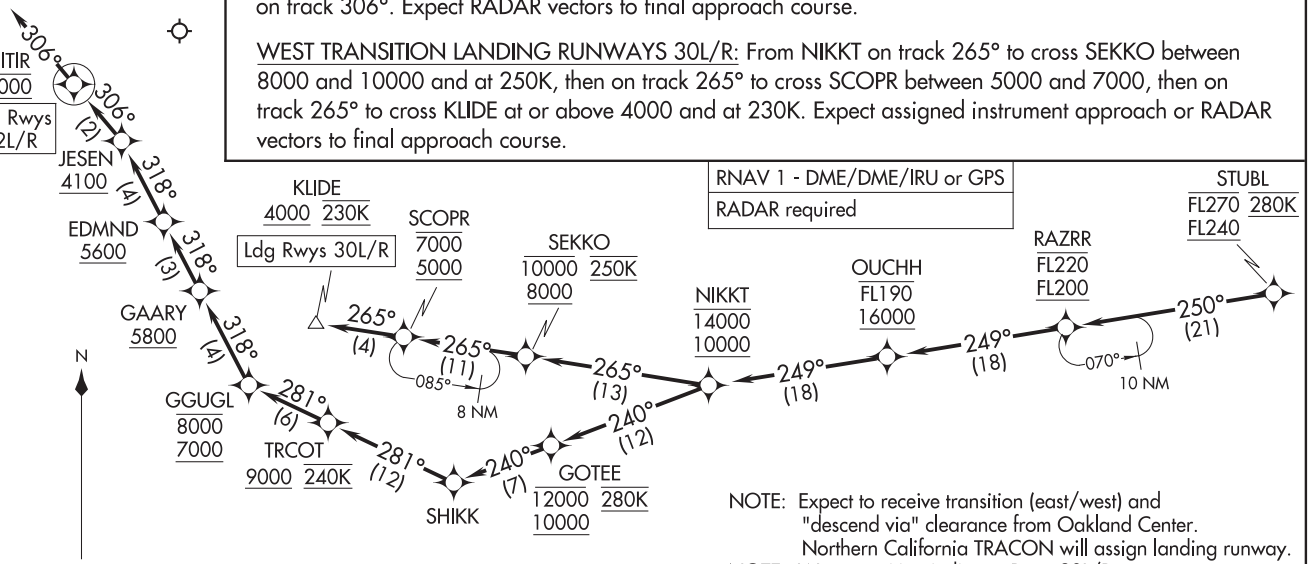
OAKLAND CENTER
121.25 327.0
NORCAL APP CON
126.475 317.775
D-ATIS
126.95
SAN JOSE TOWER★
124.0 257.6
GND CON
121.7

## ARRIVAL ROUTE DESCRIPTION

From STUBL on track 250° to cross RAZRR between FL200 and FL220, then on track 249° to cross OUCHH between 16000 and FL190, then on track 249° to cross NIKKT between 10000 and 14000.

EAST TRANSITION LANDING RUNWAYS 12L/R: From NIKKT on track 240° to cross GOTEE between 10000 and 12000 and at 280K, then on track 240° to SHIKK, then on track 281° to cross TRCOT at or above 9000 and at 240K, then on track 281° to cross GGUGL between 7000 and 8000, then on track 318° to cross GAARY at or above 5800, then on track 318° to cross EDMND at or above 5600, then on track 318° to cross JESEN at or above 4100, then on track 306° to cross HITIR at 4000, then on track 306°. Expect RADAR vectors to final approach course.

WEST TRANSITION LANDING RUNWAYS 30L/R: From NIKKT on track 265° to cross SEKKO between 8000 and 10000 and at 250K, then on track 265° to cross SCOPR between 5000 and 7000, then on track 265° to cross KLIDE at or above 4000 and at 230K. Expect assigned instrument approach or RADAR vectors to final approach course.




NOTE: Expect to receive transition (east/west) and "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.
NOTE: West transition indicates Rwys 30L/R.
NOTE: East transition indicates Rwys 12L/R.
NOTE: Expect west transition unless otherwise advised.

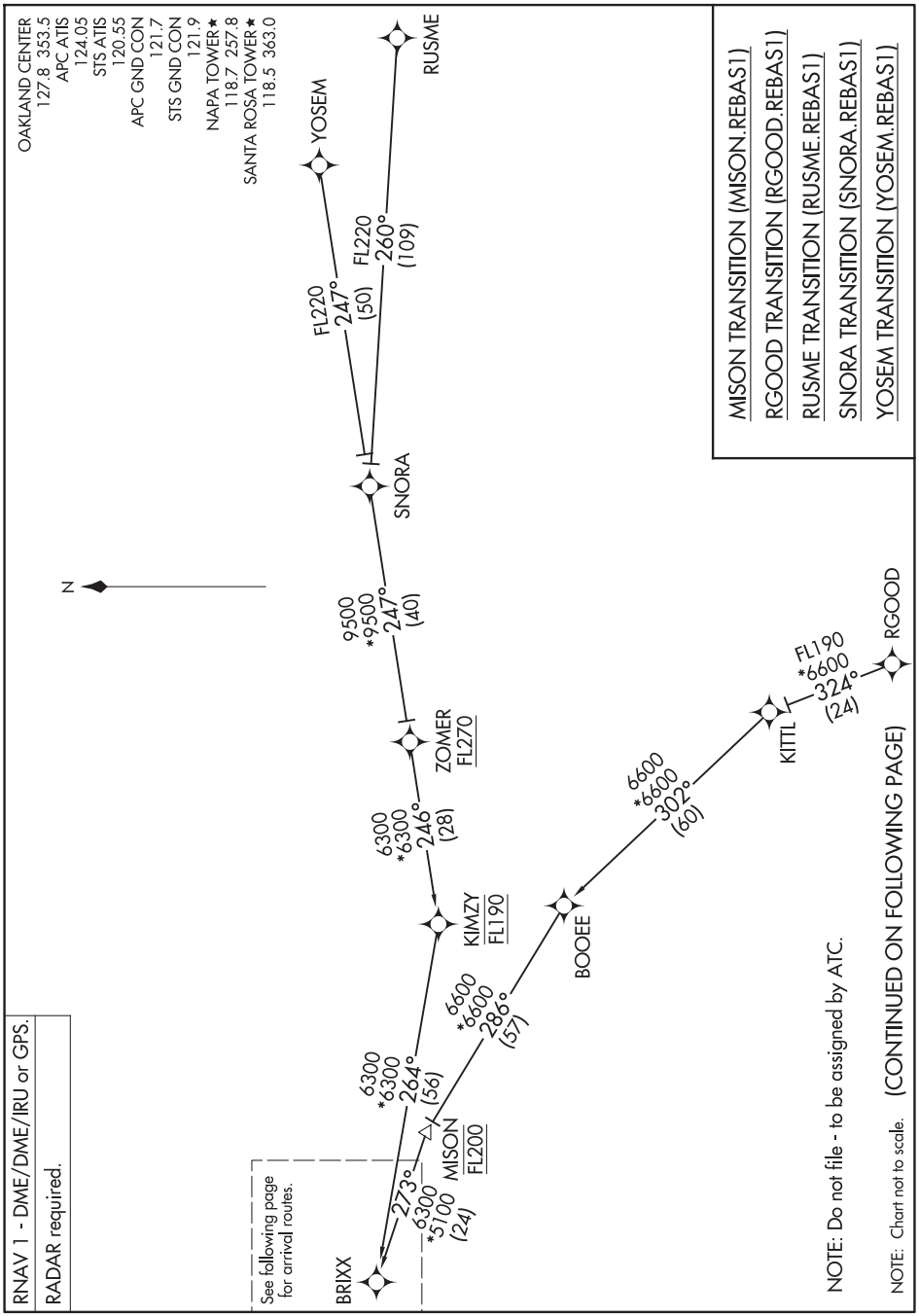
NOTE: Chart not to scale.

(STUBL.RAZRR5) 22195
RAZRR FIVE ARRIVAL (RNAV)
Arrival Routes
AL-693 (FAA)
NORMAN Y MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA

(BRIXX.REBAS1) 24193 AL-281 (FAA)

# REBAS ONE ARRIVAL (RNAV) Transition Routes

NAPA, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

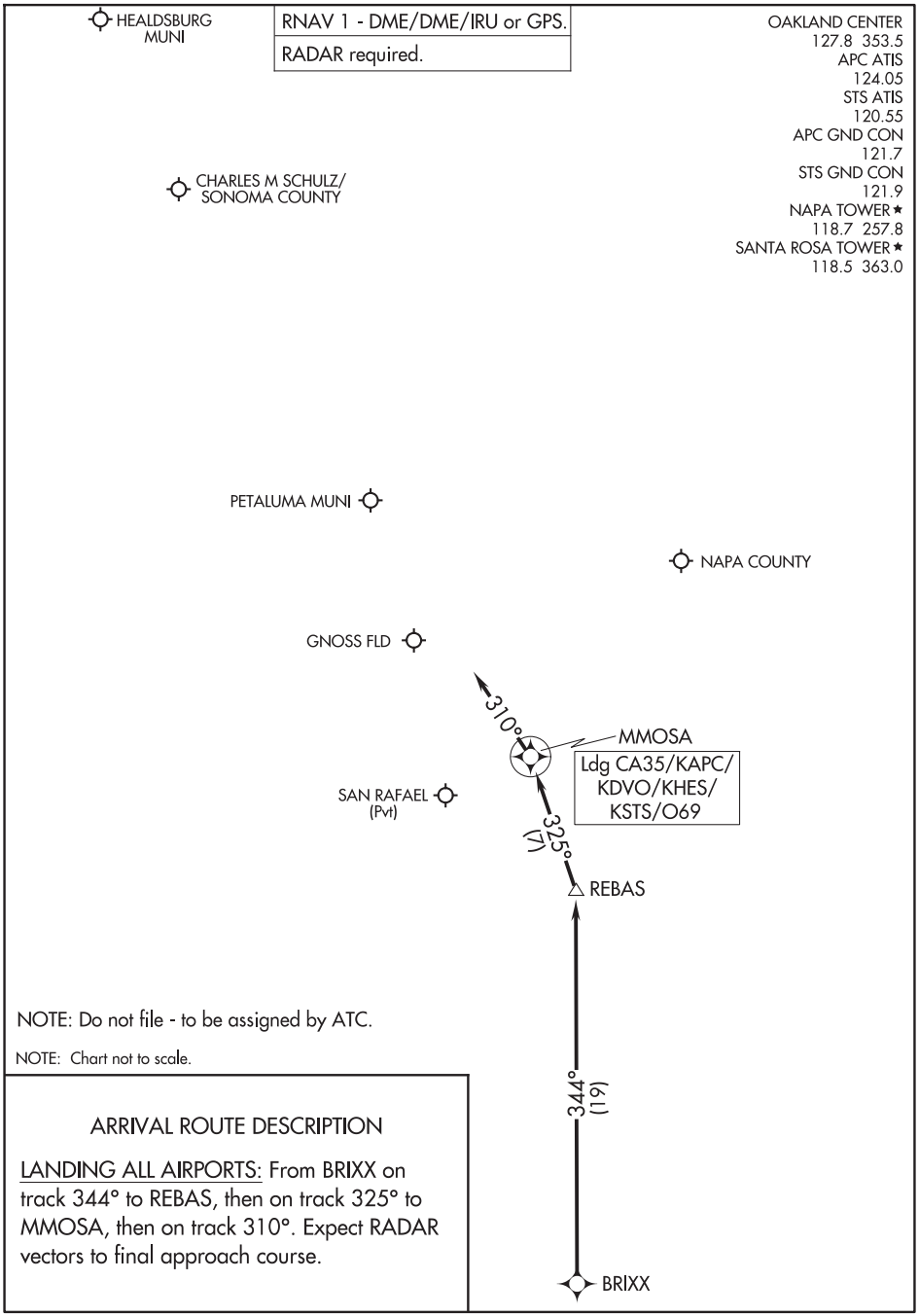
REBAS ONE ARRIVAL (RNAV) Transition Routes

NAPA, CALIFORNIA

(BRIXX.REBAS1) 11JUL24

# REBAS ONE ARRIVAL (RNAV) Arrival Routes

NAPA, CALIFORNIA




NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ALL AIRPORTS: From BRIXX on track 344° to REBAS, then on track 325° to MMOSA, then on track 310°. Expect RADAR vectors to final approach course.

REBAS ONE ARRIVAL (RNAV) Arrival Routes

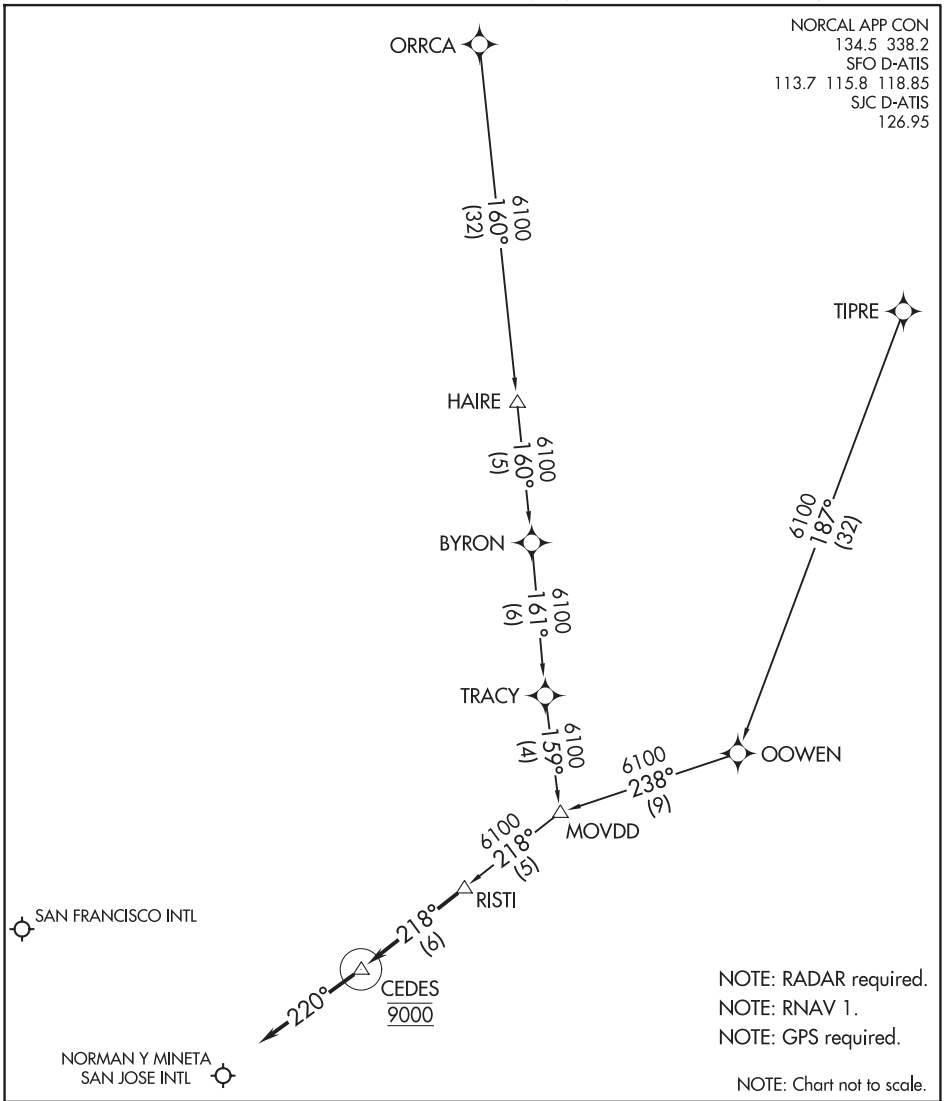
NAPA, CALIFORNIA

(RISTI.RISTI1) 20198

# RISTI ONE ARRIVAL (RNAV)

AL-375 (FAA)

SAN FRANCISCO, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## ARRIVAL ROUTE DESCRIPTION

ORRCA TRANSITION (ORRCA.RISTI1)

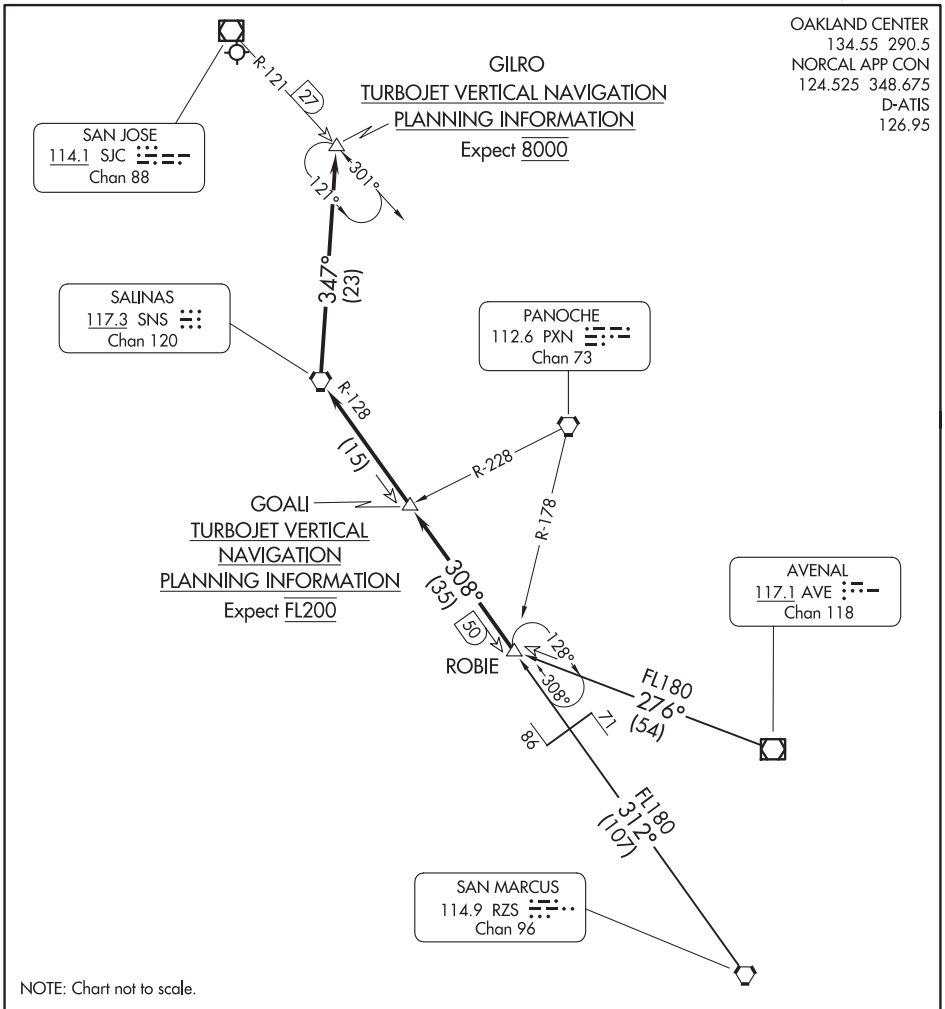
TIPRE TRANSITION (TIPRE.RISTI1)

LANDING KSFO/KSJC: From RISTI on track 218° to cross CEDES at 9000, then on heading 220° or as assigned by ATC. Expect RADAR vectors to final approach course.

RISTI ONE ARRIVAL (RNAV)

SAN FRANCISCO, CALIFORNIA

(RISTI.RISTI1) 22JUN17




## ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.ROBIE5): From over AVE VOR/DME on AVE R-276 to ROBIE. Thence . . . .

SAN MARCUS TRANSITION (RZS.ROBIE5): From over RZS VORTAC on RZS R-312 and SNS R-128 to ROBIE. Thence . . . .

. . . . From over ROBIE on SNS R-128 to SNS VORTAC. Then on SNS R-347 to GILRO. Expect the ILS RWY 30L approach.

FOR RUNWAY 12 OPERATIONS: Expect routing SNS direct SJC VOR/DME and RADAR vectors to final approach course.



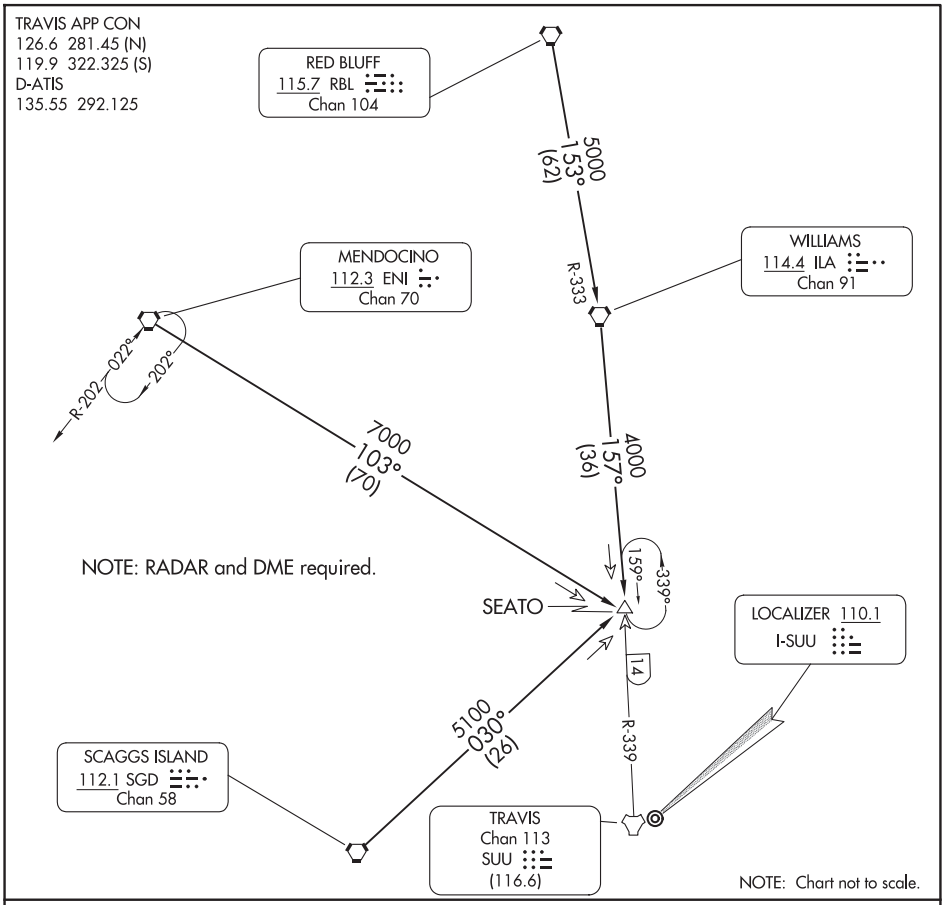
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(SEATO.SEATO4) 23334

# SEATO FOUR ARRIVAL

AL-488 (FAA)

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA




## ARRIVAL ROUTE DESCRIPTION

MENDOCINO TRANSITION (ENI.SEATO4): From over ENI VORTAC via ENI R-103 to SEATO INT. Thence . . . .

RED BLUFF TRANSITION (RBL.SEATO4): From over RBL VORTAC via RBL R-153 and ILA R-333 to ILA VORTAC, then via ILA R-157 to SEATO INT. Thence . . . .

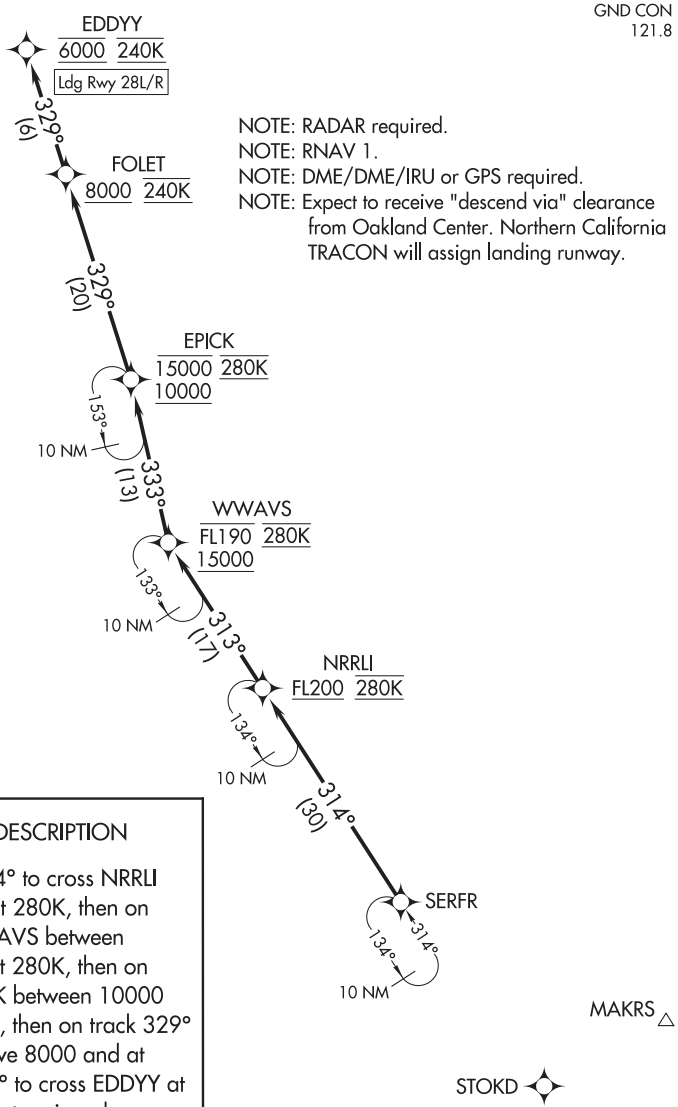
SCAGGS ISLAND TRANSITION (SGD.SEATO4): From over SGD VORTAC via SGD R-030 to SEATO INT. Thence . . . .

. . . . From over SEATO INT:
RWY 3L/R: Expect RADAR vectors for ILS or LOC RWY 3L approach.
RWY 21L/R: Expect RADAR vectors for ILS or LOC RWY 21L approach.

LOST COMMUNICATIONS:
RWY 3L via SEATO then TACAN RWY 3L.
RWY 21R via SEATO then TACAN RWY 21R.


SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND CENTER
134.55 290.5
NORCAL APP CON
128.575 254.25
D-ATIS
113.7 115.8 118.85
SAN FRANCISCO TOWER
120.5 269.1
GND CON
121.8




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect to receive "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.

## ARRIVAL ROUTE DESCRIPTION

From SERFR on track 314° to cross NRRLI at or above FL200 and at 280K, then on track 313° to cross WWAVS between 15000 and FL190 and at 280K, then on track 333° to cross EPICK between 10000 and 15000 and at 280K, then on track 329° to cross FOLET at or above 8000 and at 240K, then on track 329° to cross EDDYY at 6000 and at 240K. Expect assigned instrument approach (Rwy 28L/R).

NOTE: Chart not to scale.

(SILCN.SILCN6) 22195

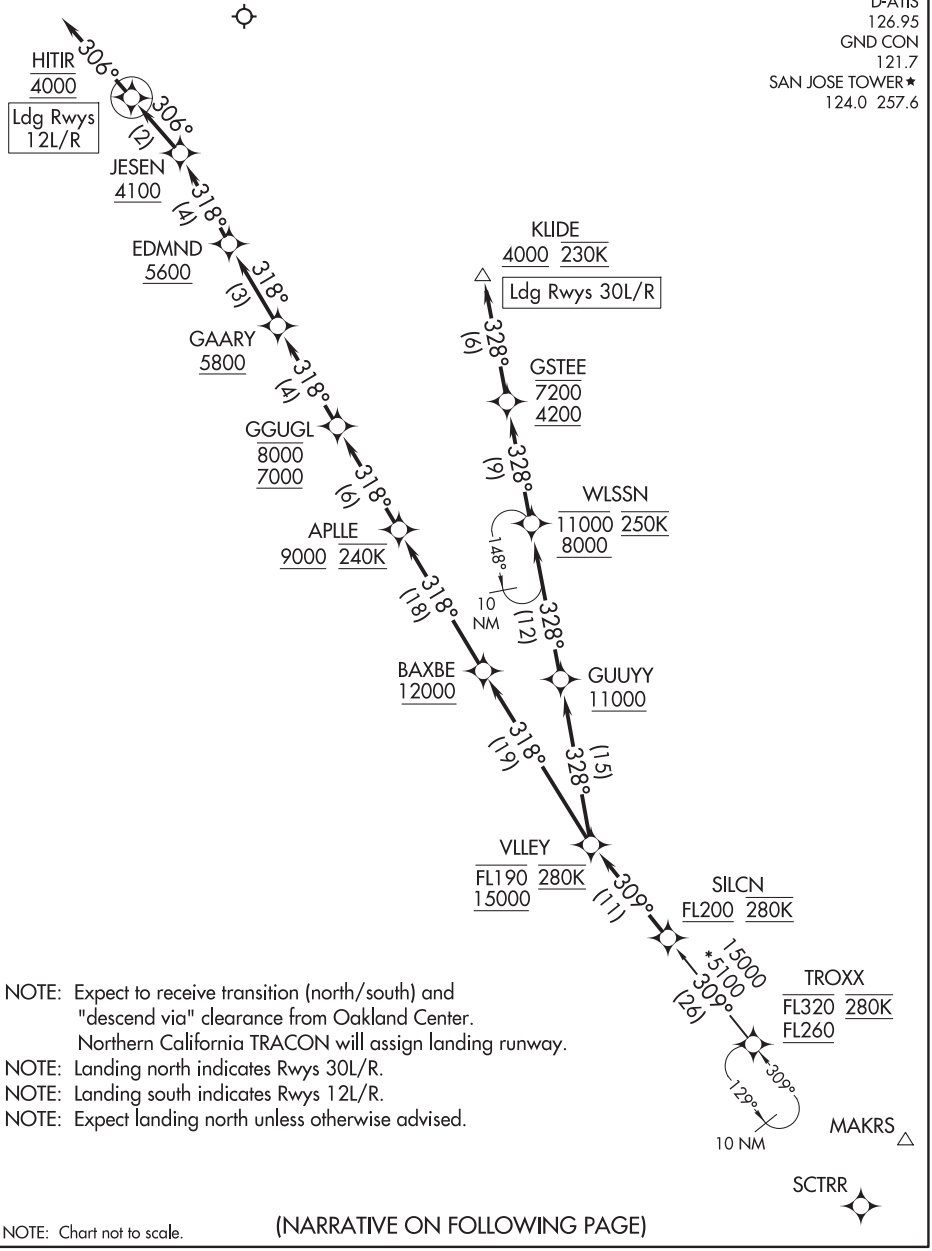
# SILCN SIX ARRIVAL (RNAV)

AL-693 (FAA)

NORMAN Y MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA

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

OAKLAND CENTER
134.55 290.5
NORCAL APP CON
124.525 348.675
D-ATIS
126.95
GND CON
121.7
SAN JOSE TOWER★
124.0 257.6




NOTE: Expect to receive transition (north/south) and "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.
NOTE: Landing north indicates Rwys 30L/R.
NOTE: Landing south indicates Rwys 12L/R.
NOTE: Expect landing north unless otherwise advised.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-2, 12 JUN 2025 to 07 AUG 2025

SILCN SIX ARRIVAL (RNAV)
(SILCN.SILCN6) 14JUL22

SAN JOSE, CALIFORNIA
NORMAN Y MINETA SAN JOSE INTL (SJC)

ARRIVAL ROUTE DESCRIPTION

TROXX TRANSITION (TROXX.SILCN6)

From SILCN on track 309° to cross VLLEY between 15000 and FL190 and at 280K.

SOUTH TRANSITION LANDING RUNWAYS 12L/R: From VLLEY on track 318° to cross BAXBE at or above 12000, then on track 318° to cross APLLE at or above 9000 and at 240K, then on track 318° to cross GGUGL between 7000 and 8000, then on track 318° to cross GAARY at or above 5800, then on track 318° to cross EDMND at or above 5600, then on track 318° to cross JESEN at or above 4100, then on track 306° to cross HITIR at 4000, then on track 306°. Expect RADAR vectors to final approach course.

NORTH TRANSITION LANDING RUNWAYS 30L/R: From VLLEY on track 328° to cross GUUYY at or above 11000, then on track 328° to cross WLSSN between 8000 and 11000 and at 250K, then on track 328° to cross GSTEE between 4200 and 7200, then on track 328° to cross KLIDE at or above 4000 and at 230K. Expect assigned intrument approach or RADAR vectors to final approach course.

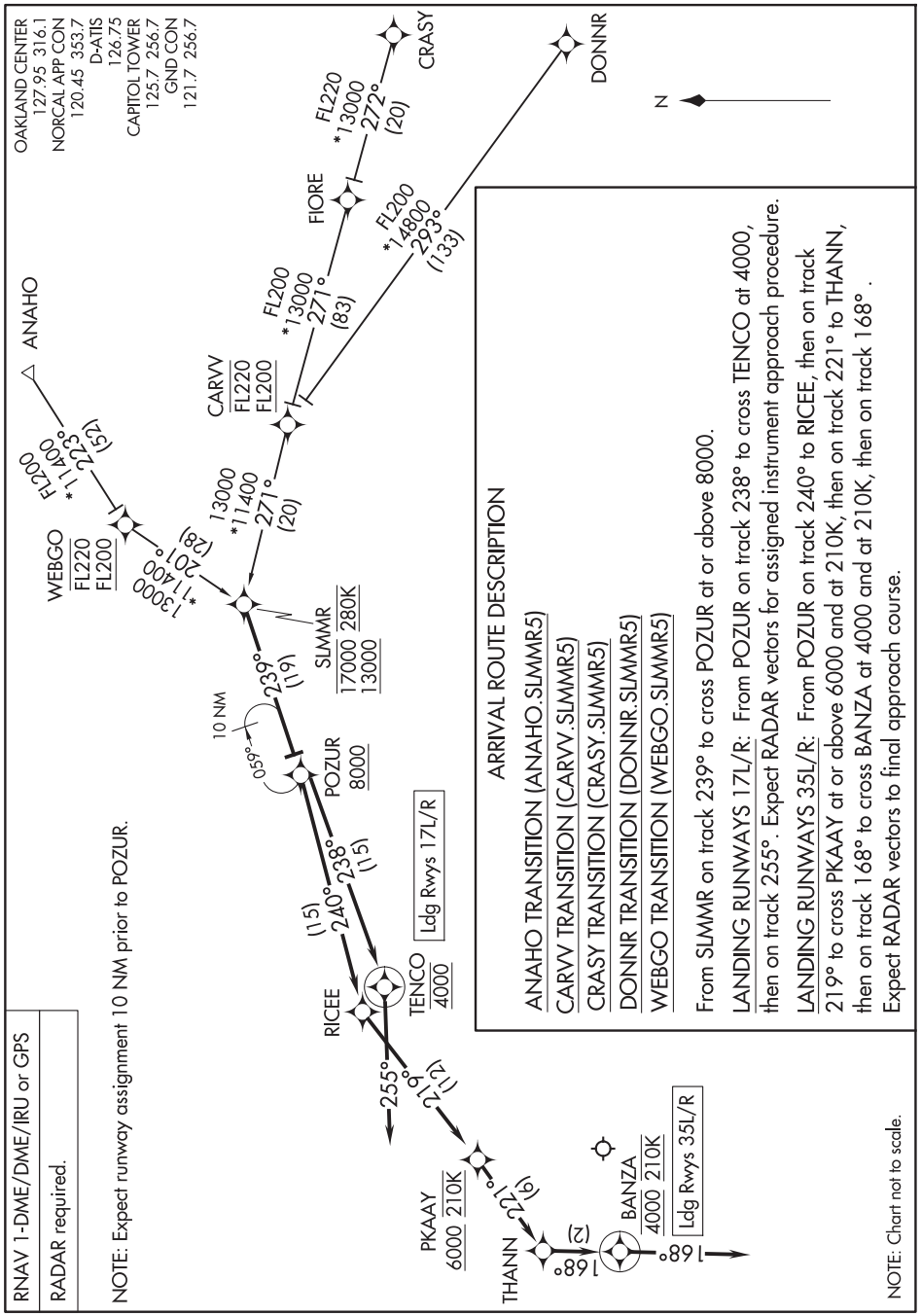
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(SLMMR.SLMMR5) 22195

# SLMMR FIVE ARRIVAL (RNAV)

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA



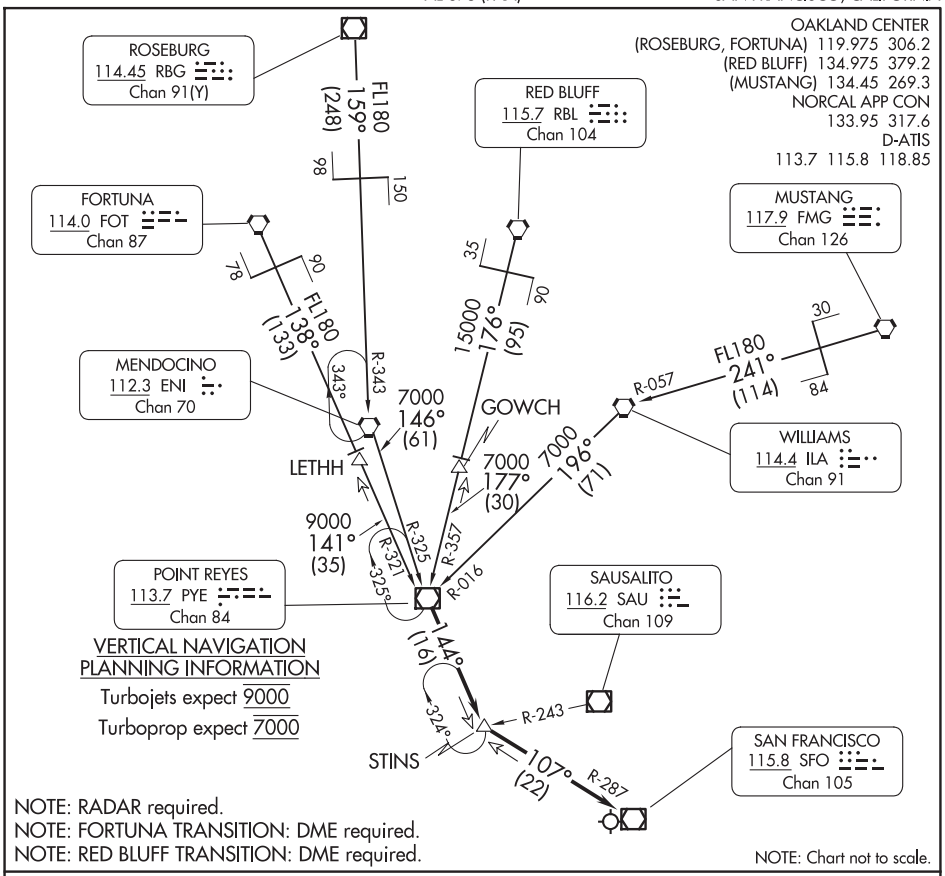



SW-2, 12 JUN 2025 to 07 AUG 2025

SLMMR FIVE ARRIVAL (RNAV)

(SLMMR.SLMMR5) 14JUL22

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## ARRIVAL ROUTE DESCRIPTION

FORTUNA TRANSITION (FOT.STINS4): From over FOT VORTAC on FOT R-138 and PYE R-321 to LETHH, then on PYE R-321 to PYE VOR/DME. Thence. . . .

MENDOCINO TRANSITION (ENI.STINS4): From over ENI VORTAC on ENI R-146 and PYE R-325 to PYE VOR/DME. Thence. . . .

MUSTANG TRANSITION (FMG.STINS4): From over FMG VORTAC on FMG R-241 and ILA R-057 to ILA VORTAC, then on ILA R-196 and PYE R-016 to PYE VOR/DME. Thence. . . .

RED BLUFF TRANSITION (RBL.STINS4): From over RBL VORTAC on RBL R-176 and PYE R-357 to GOWCH, then on PYE R-357 to PYE VOR/DME. Thence. . . .

ROSEBURG TRANSITION (RBG.STINS4): From over RBG VOR/DME on RBG R-159 and ENI R-343 to ENI VORTAC, then on ENI R-146 and PYE R-325 to PYE VOR/DME. Thence. . . .

. . . .From over PYE VOR/DME on PYE R-144 to STINS, then on SFO R-287 to SFO VOR/DME. Expect RADAR vectors to final approach course.

(LOZIT.STLER4) 24193

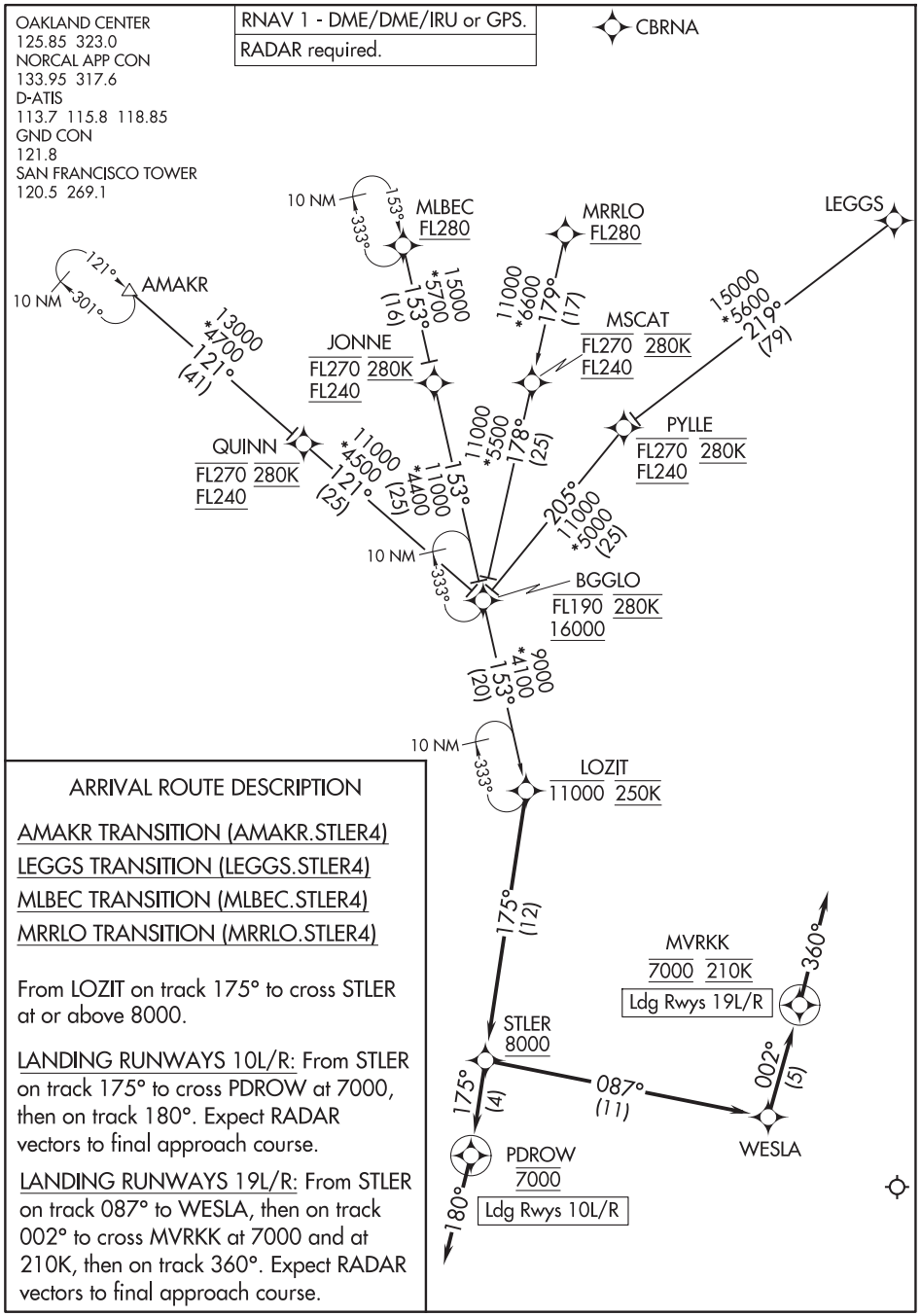
# STLER FOUR ARRIVAL (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

OAKLAND CENTER
125.85 323.0
NORCAL APP CON
133.95 317.6
D-ATIS
113.7 115.8 118.85
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1

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




## ARRIVAL ROUTE DESCRIPTION

AMAKR TRANSITION (AMAKR.STLER4)
LEGGS TRANSITION (LEGGS.STLER4)
MLBEC TRANSITION (MLBEC.STLER4)
MRRLO TRANSITION (MRRLO.STLER4)

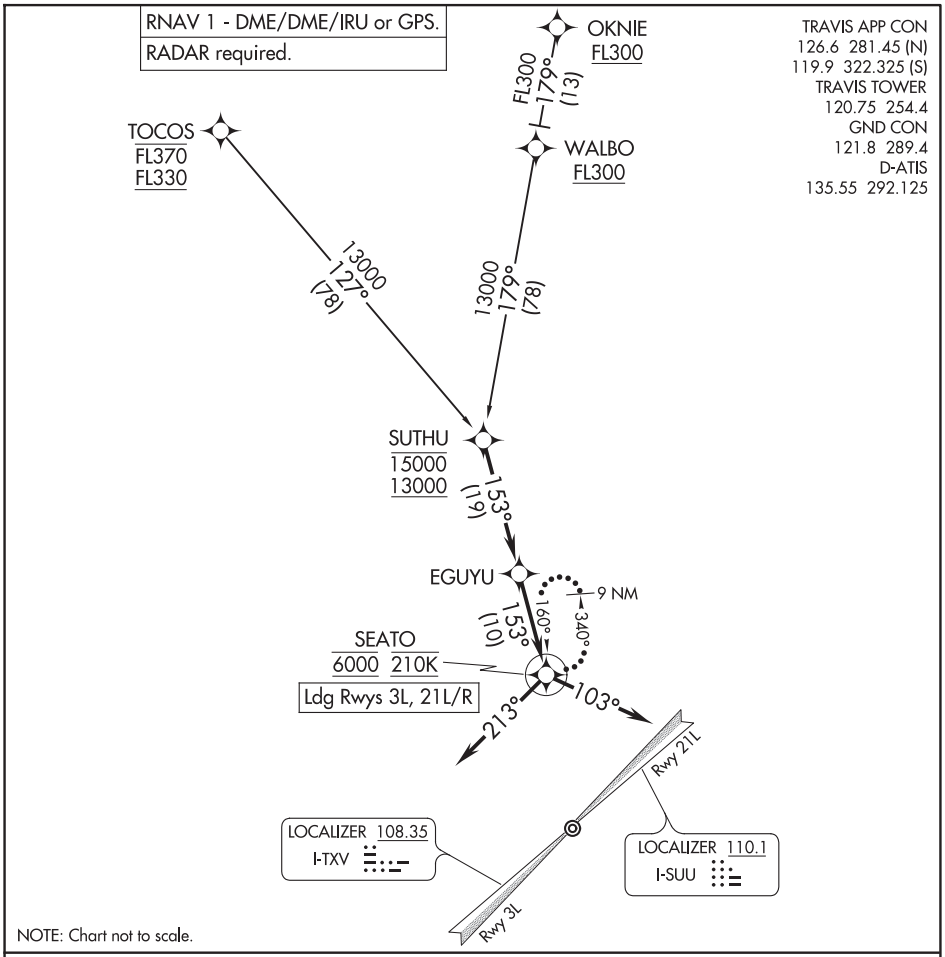
From LOZIT on track 175° to cross STLER at or above 8000.

LANDING RUNWAYS 10L/R: From STLER on track 175° to cross PDROW at 7000, then on track 180°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From STLER on track 087° to WESLA, then on track 002° to cross MVRKK at 7000 and at 210K, then on track 360°. Expect RADAR vectors to final approach course.

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025




## ARRIVAL ROUTE DESCRIPTION

OKNIE TRANSITION (OKNIE.SUTHU2)

TOCOS TRANSITION (TOCOS.SUTHU2)

From SUTHU on track 153° to EGUYU.

LANDING RUNWAY 3L: From EGUYU on track 153° to cross SEATO at 6000 and at 210K, then on heading 213°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 21L/R: From EGUYU on track 153° to cross SEATO at 6000 and at 210K, then on heading 103°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: From SEATO, execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000.


SW-2, 12 JUN 2025 to 07 AUG 2025

(SUUTR.SUUTR4) 22195

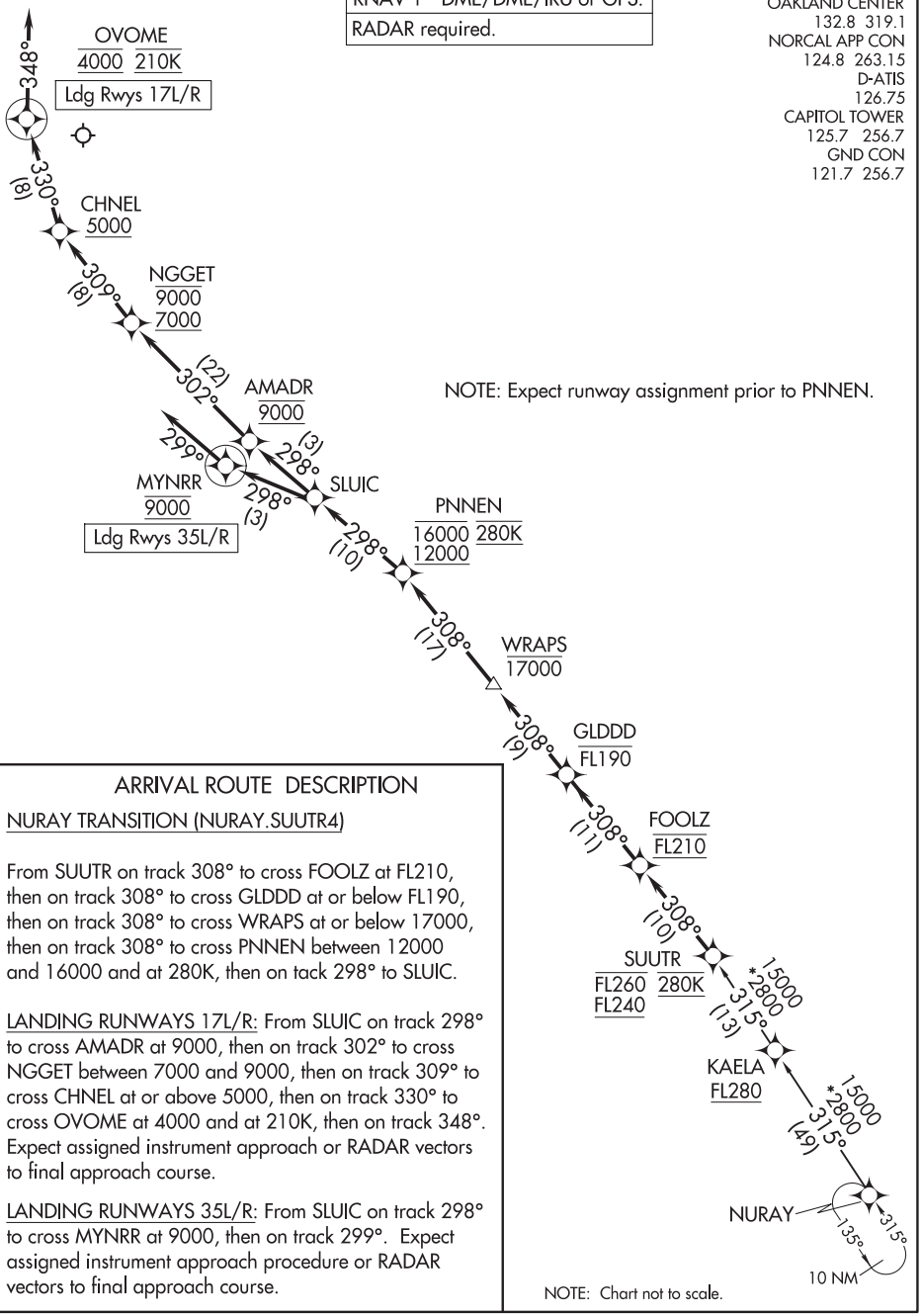
# SUUTR FOUR ARRIVAL (RNAV)

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA

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

OAKLAND CENTER
132.8 319.1
NORCAL APP CON
124.8 263.15
D-ATIS
126.75
CAPITOL TOWER
125.7 256.7
GND CON
121.7 256.7




NOTE: Expect runway assignment prior to PNNEN.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

NURAY TRANSITION (NURAY.SUUTR4)

From SUUTR on track 308° to cross FOOLZ at FL210, then on track 308° to cross GLDDD at or below FL190, then on track 308° to cross WRAPS at or below 17000, then on track 308° to cross PNNEN between 12000 and 16000 and at 280K, then on tack 298° to SLUIC.

LANDING RUNWAYS 17L/R: From SLUIC on track 298° to cross AMADR at 9000, then on track 302° to cross NGGET between 7000 and 9000, then on track 309° to cross CHNEL at or above 5000, then on track 330° to cross OVOME at 4000 and at 210K, then on track 348°. Expect assigned instrument approach or RADAR vectors to final approach course.

LANDING RUNWAYS 35L/R: From SLUIC on track 298° to cross MYNRR at 9000, then on track 299°. Expect assigned instrument approach procedure or RADAR vectors to final approach course.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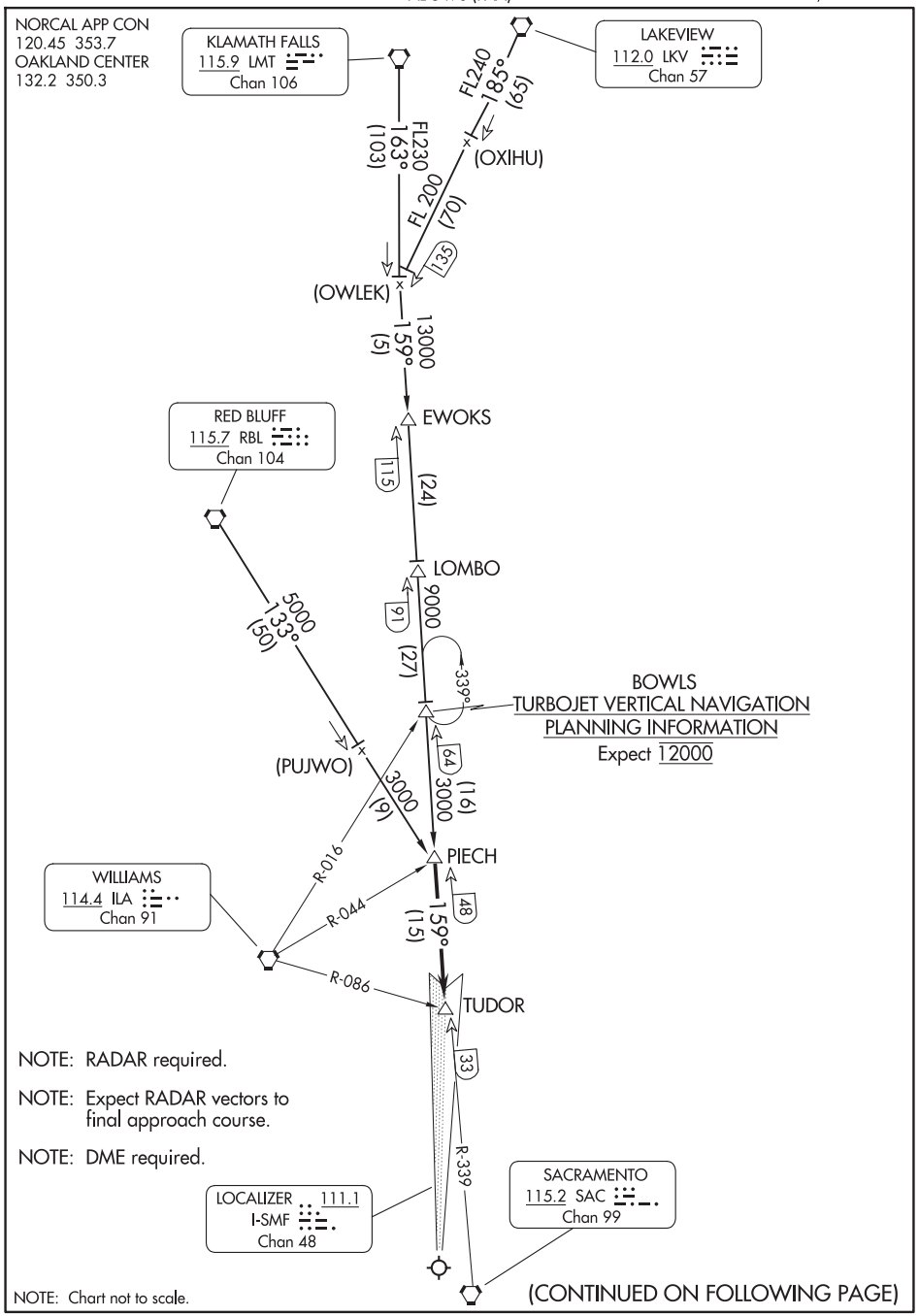
SUUTR FOUR ARRIVAL (RNAV)
SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)
(SUUTR.SUUTR4) 14JUL22

# TUDOR TWO ARRIVAL

AL-5490 (FAA)




(CONTINUED ON FOLLOWING PAGE)


SW-2, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

KLAMATH FALLS TRANSITION (LMT.TUDOR2): From over LMT VORTAC via LMT R-163 and SAC R-339 to PIECH INT. Thence . . . .

LAKEVIEW TRANSITION (LKV.TUDOR2): From over LKV VORTAC via LKV R-185 and SAC R-339 to PIECH INT. Thence . . . .

RED BLUFF TRANSITION (RBL.TUDOR2): From over RBL VORTAC via RBL R-133 to PIECH INT. Thence . . . .

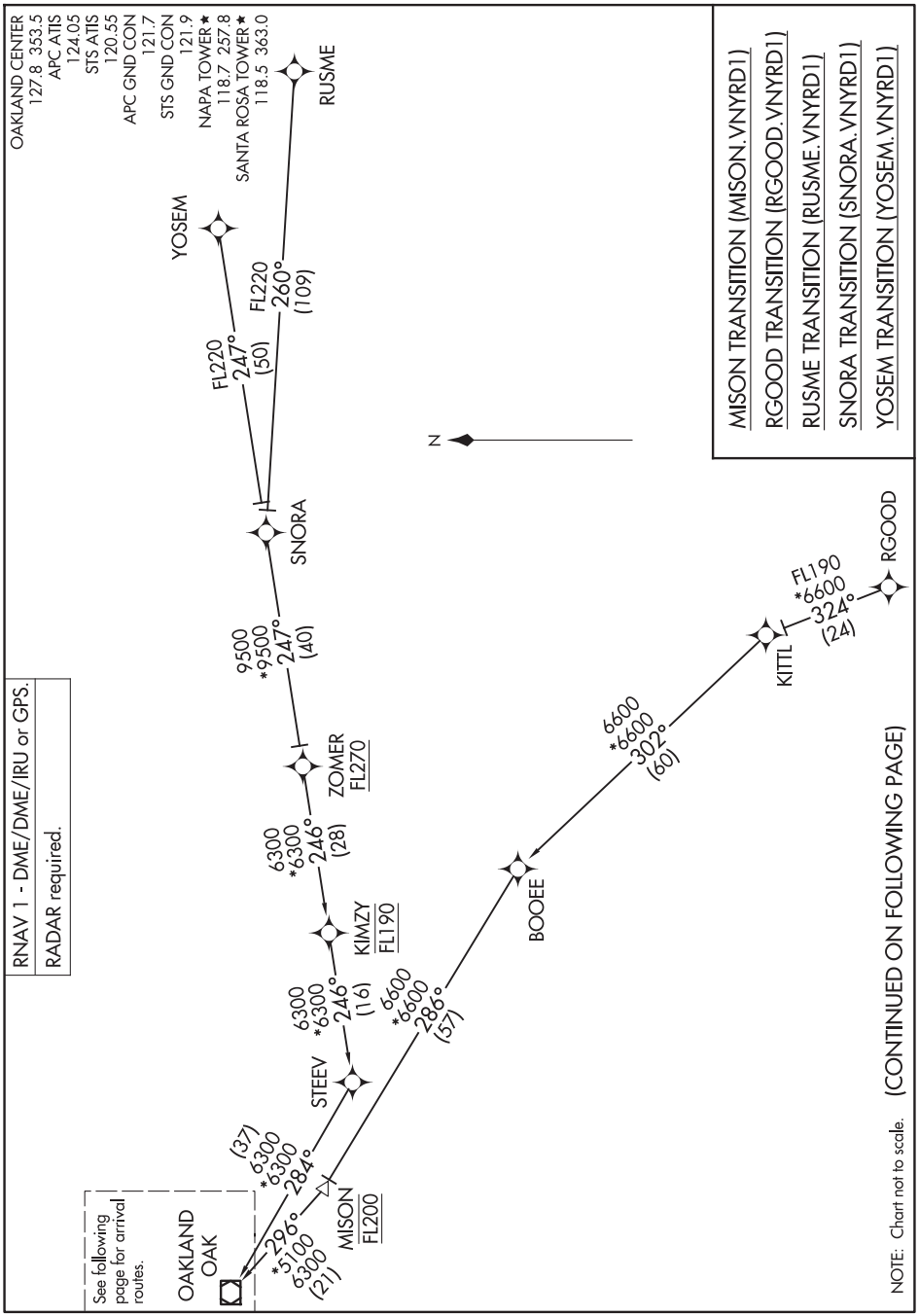
. . . . From PIECH INT via SAC R-339 to TUDOR INT/DME. Expect RADAR vectors.



SW-2, 12 JUN 2025 to 07 AUG 2025

# VNYRD ONE ARRIVAL (RNAV) Transition Routes

NAPA, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

VNYRD ONE ARRIVAL (RNAV) Transition Routes

NAPA, CALIFORNIA

(OAK.VNYRD1) 24305

AL-281 (FAA)

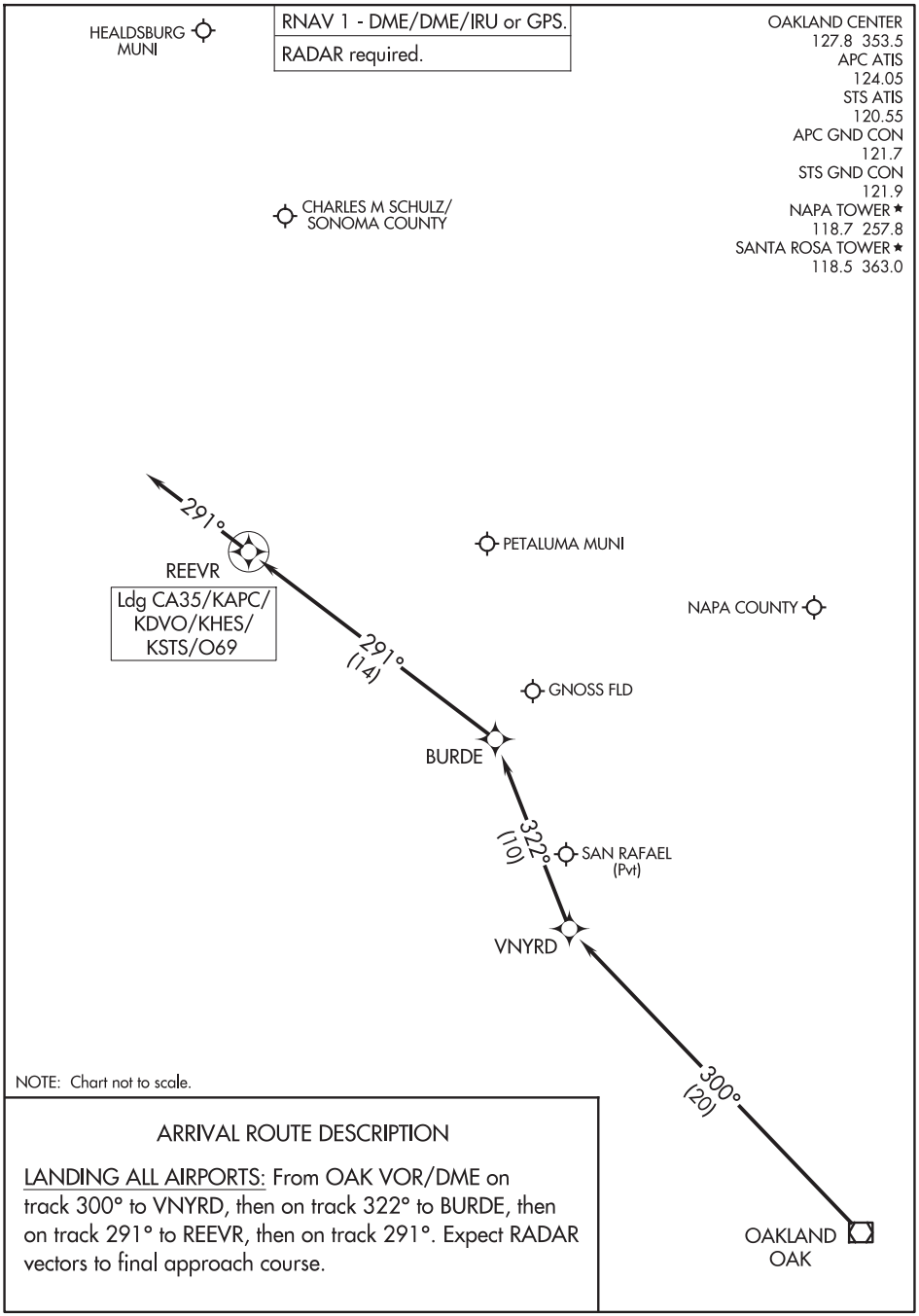
# VNYRD ONE ARRIVAL (RNAV) Arrival Routes

NAPA, CALIFORNIA

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

OAKLAND CENTER
127.8 353.5
APC ATIS
124.05
STS ATIS
120.55
APC GND CON
121.7
STS GND CON
121.9
NAPA TOWER ★
118.7 257.8
SANTA ROSA TOWER ★
118.5 363.0




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

LANDING ALL AIRPORTS: From OAK VOR/DME on track 300° to VNYRD, then on track 322° to BURDE, then on track 291° to REEVR, then on track 291°. Expect RADAR vectors to final approach course.

VNYRD ONE ARRIVAL (RNAV) Arrival Routes

NAPA, CALIFORNIA

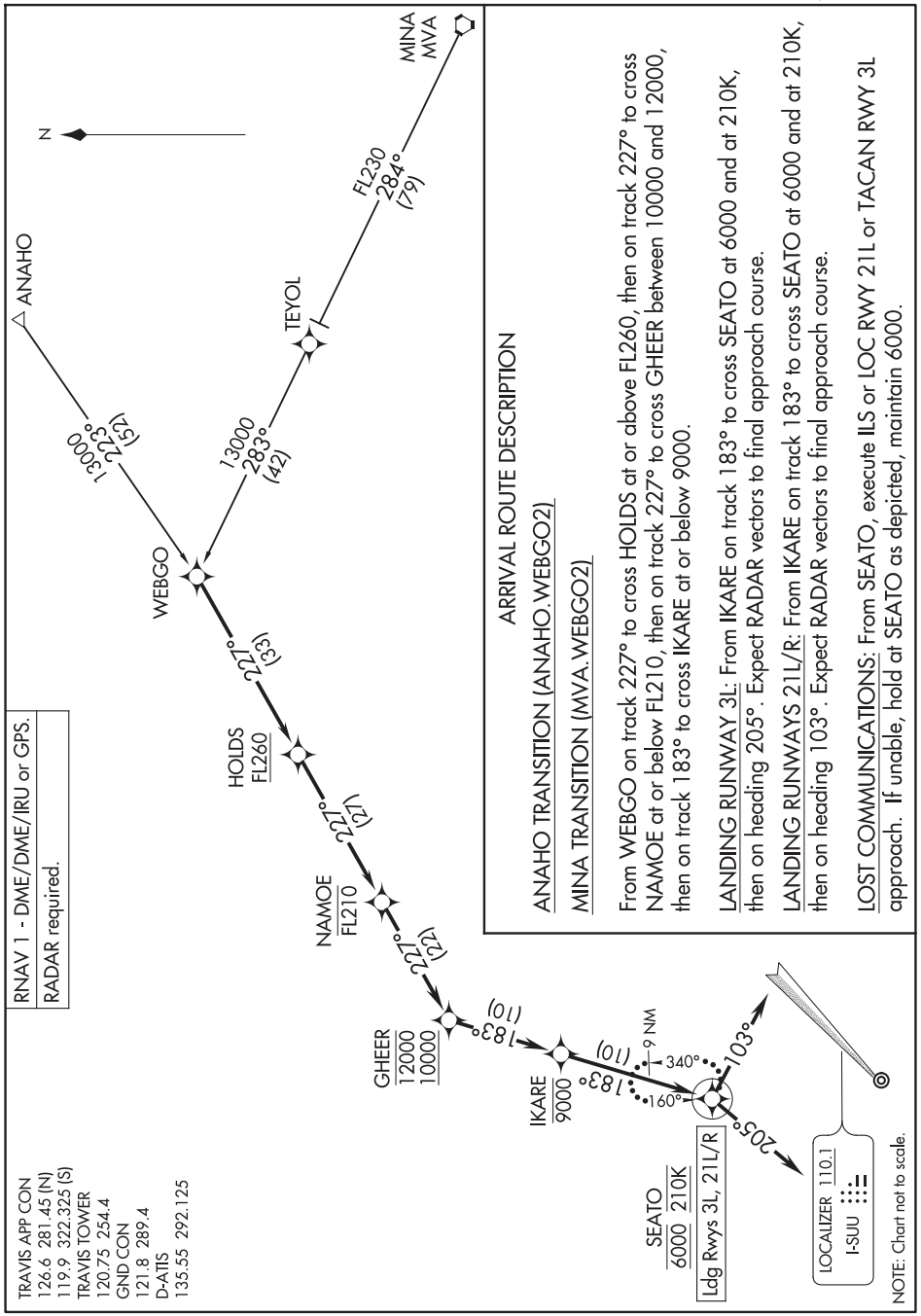
(OAK.VNYRD1) 11JUL24



SW-2, 12 JUN 2025 to 07 AUG 2025

# WEBGO TWO ARRIVAL (RNAV)

AL-488 (FAA)




## ARRIVAL ROUTE DESCRIPTION

### ANAHO TRANSITION (ANAHO.WEBGO2)

### MINA TRANSITION (MVA.WEBGO2)

From WEBGO on track 227° to cross HOLDS at or above FL260, then on track 227° to cross NAMOE at or below FL210, then on track 227° to cross GHEER between 10000 and 12000, then on track 183° to cross IKARE at or below 9000.

LANDING RUNWAY 3L: From IKARE on track 183° to cross SEATO at 6000 and at 210K, then on heading 205°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 21L/R: From IKARE on track 183° to cross SEATO at 6000 and at 210K, then on heading 103°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: From SEATO, execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000.

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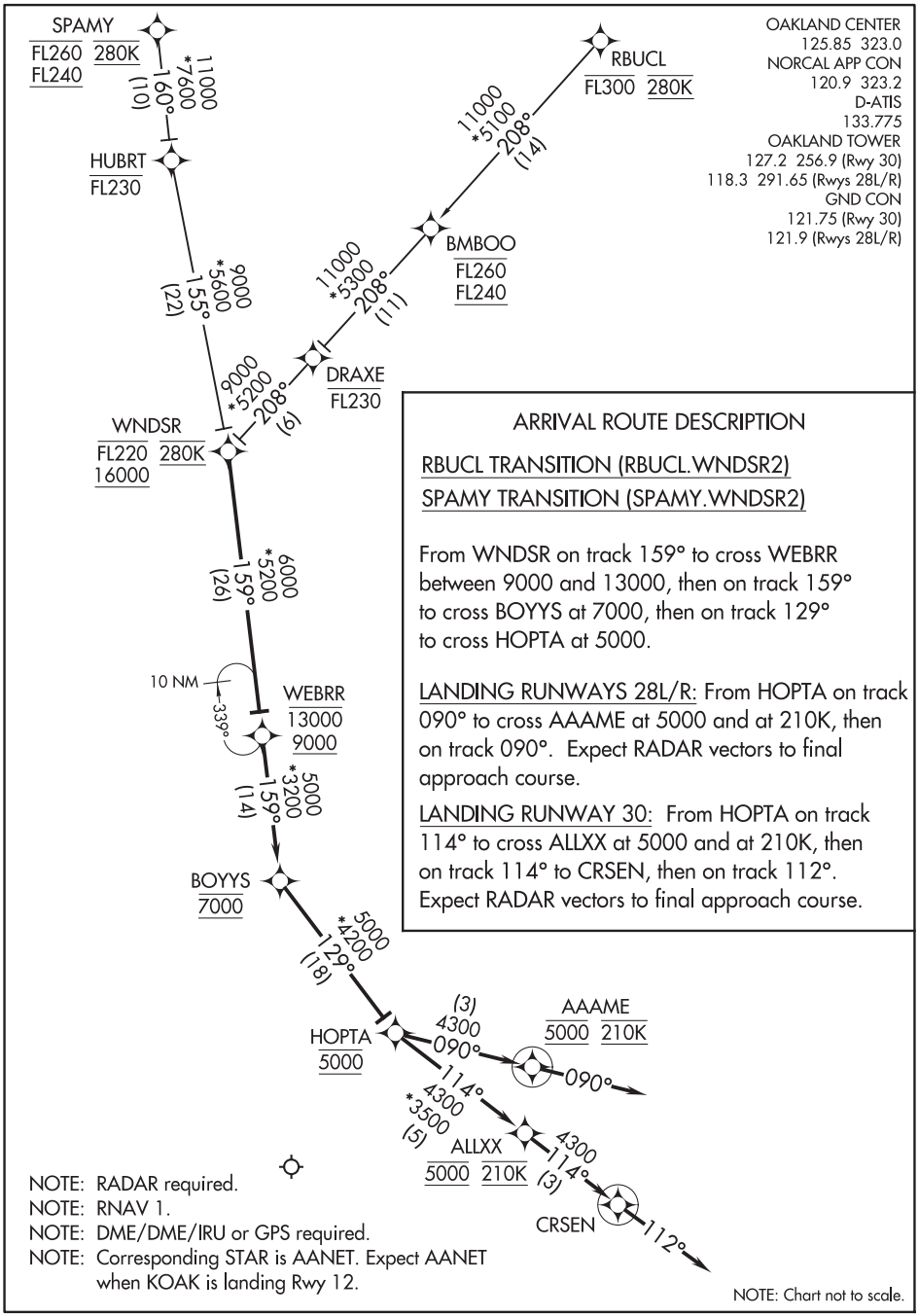
(WNDSR.WNDSR2) 25163

# WNDSR TWO ARRIVAL (RNAV)

AL-294 (FAA)

OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

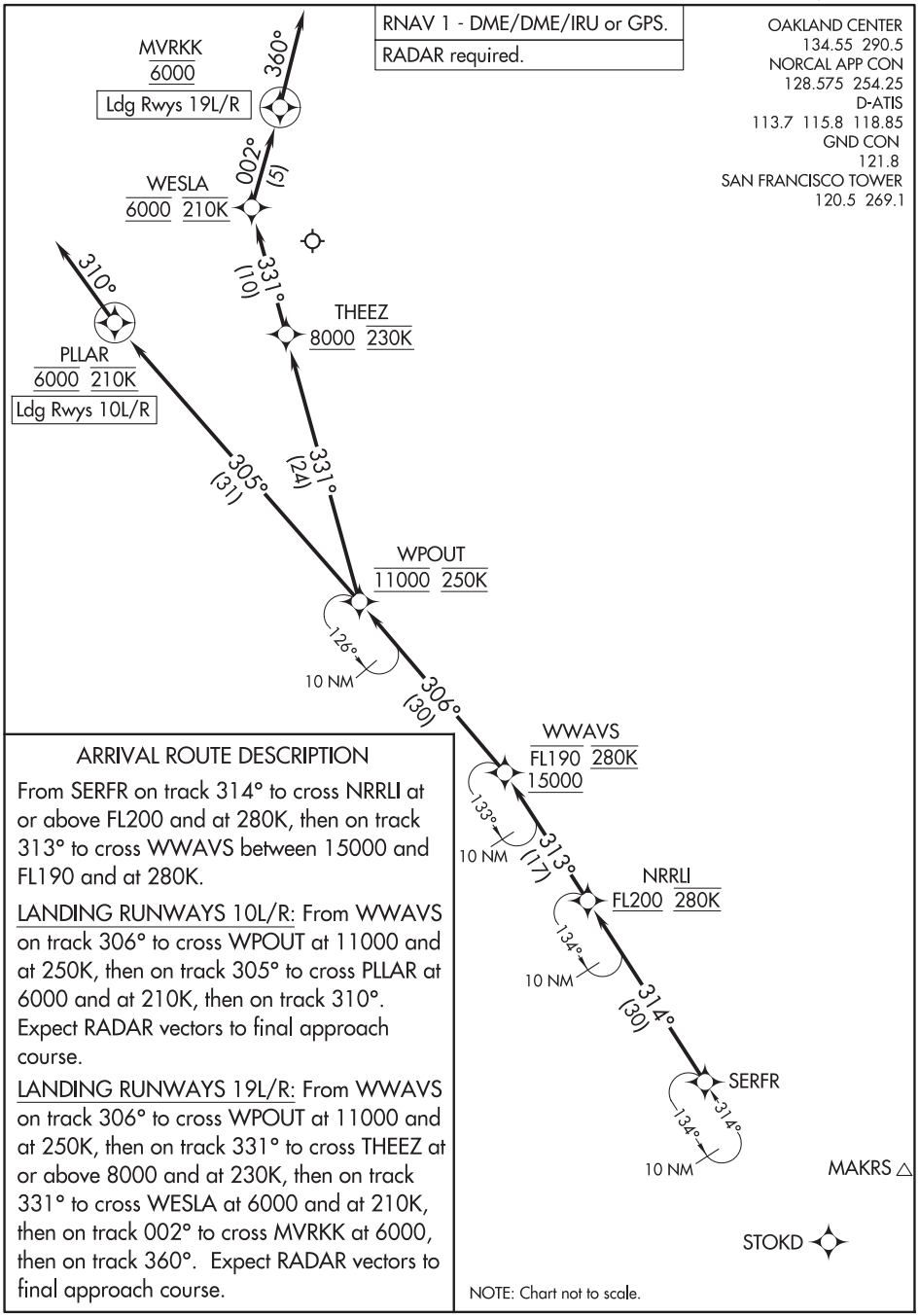
WNDSR TWO ARRIVAL (RNAV)

(WNDSR.WNDSR2) 15OCT15

OAKLAND, CALIFORNIA
OAKLAND INTL (OAK)

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

OAKLAND CENTER
134.55 290.5
NORCAL APP CON
128.575 254.25
D-ATIS
113.7 115.8 118.85
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

From SERFR on track 314° to cross NRRLI at or above FL200 and at 280K, then on track 313° to cross WWAVS between 15000 and FL190 and at 280K.

LANDING RUNWAYS 10L/R: From WWAVS on track 306° to cross WPOUT at 11000 and at 250K, then on track 305° to cross PLLAR at 6000 and at 210K, then on track 310°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WWAVS on track 306° to cross WPOUT at 11000 and at 250K, then on track 331° to cross THEEZ at or above 8000 and at 230K, then on track 331° to cross WESLA at 6000 and at 210K, then on track 002° to cross MVRKK at 6000, then on track 360°. Expect RADAR vectors to final approach course.

# YOSEM THREE ARRIVAL (RNAV)

(YOSEM.YOSEM3) 30APR15

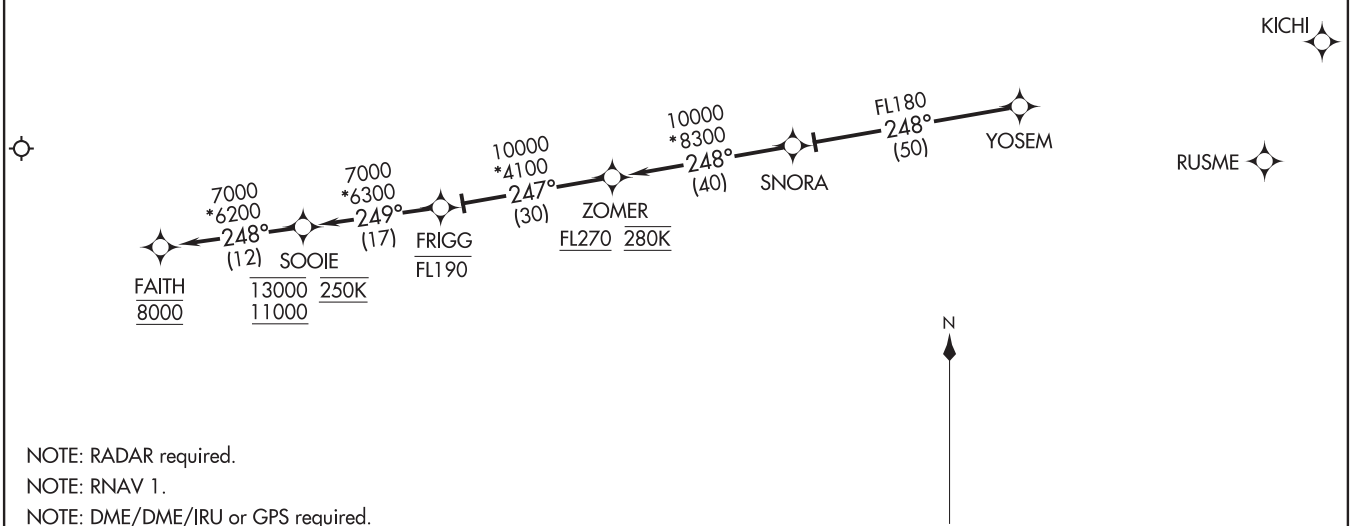
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

## ARRIVAL ROUTE DESCRIPTION

From YOSEM on track 248° to SNORA, then on track 248° to cross ZOMER at/above FL270 and at 280K.

LANDING RUNWAYS 28L/R: From ZOMER on track 247° to cross FRIGG at/below FL190, then on track 249° to cross SOOIE between 11000 and 13000 and at 250K, then on track 248° to cross FAITH at 8000. Expect assigned instrument approach procedure, or expect RADAR vectors to final.

OAKLAND CENTER
134.375 281.5
NORCAL APP CON
128.325 254.3
D-ATIS
113.7 115.8 118.85
SAN FRANCISCO TOWER
120.5 269.1
GND CON
121.8




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: YOSEM3 STAR ATC assigned only.

NOTE: Chart not to scale.

(YOSEM.YOSEM3) 17173
YOSEM THREE ARRIVAL (RNAV)
AL-375 (FAA)
SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

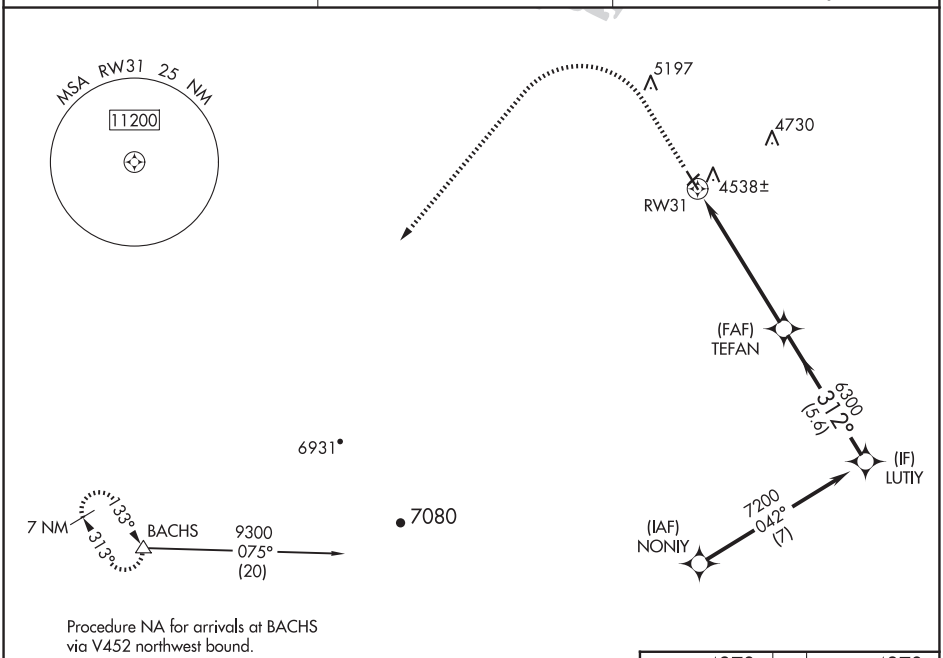
| WAAS CH 70620 W31A | APP CRS 312° | Rwy ldg 4228<br>TDZE 4378<br>Apt Elev 4378 |
|---|---|---|

# RNAV (GPS) RWY 31
## ALTURAS MUNI (AAT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). Rwy 31 helicopter visibility reduction below 1 SM NA. DME/DME RNP- 0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5400, then climbing left turn to 9000 direct BACHS and hold.

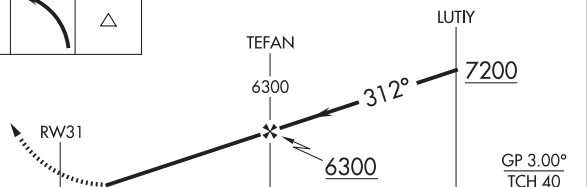
| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 124.175 | 127.6 346.35 | 122.8 (CTAF) L |




Procedure NA for arrivals at BACHS via V452 northwest bound.

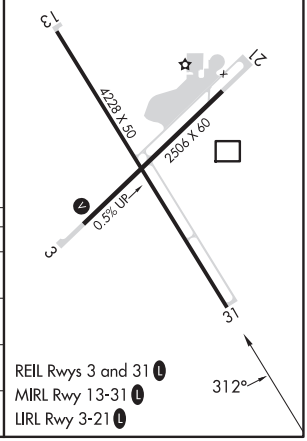
| 5400 | 9000 | BACHS |
|---|---|---|

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4830-1⅜ 452 (500-1⅜) | | NA | |
| LNAV/VNAV DA | 4880-1⅜ 502 (600-1⅜) | | NA | |
| LNAV MDA | 5120-1 742 (800-1) | 5120-1¼ 742 (800-1¼) | NA | |
| C CIRCLING | 5120-1 742 (800-1) | 5200-1¼ 822 (900-1¼) | NA | |

ELEV 4378 TDZE 4378




REIL Rwys 3 and 31 L
MIRL Rwy 13-31 L
LIRL Rwy 3-21 L




SW-2, 12 JUN 2025 to 07 AUG 2025

(BACHS2.BACHS) 23278

# BACHS TWO DEPARTURE (OBSTACLE) (RNAV)

AL-6436 (FAA)

ALTURAS MUNI (AAT)
ALTURAS, CALIFORNIA

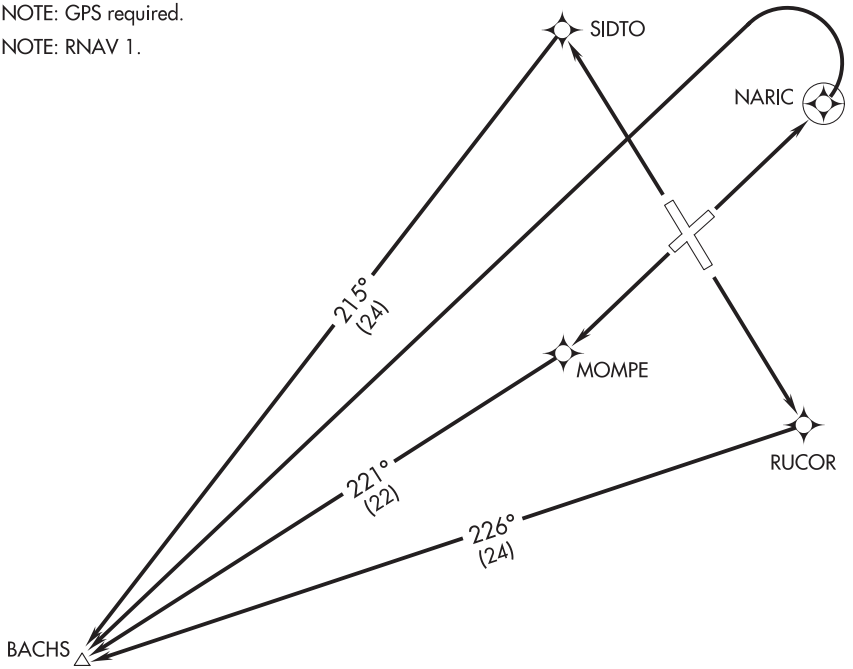
SEATTLE CENTER
127.6 346.35
CTAF
122.8

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 340′ per NM to 5900.
Rwy 13: Standard with minimum climb of 230′ per NM to 8200.
Rwy 21: Standard with minimum climb of 365′ per NM to 6000.
Rwy 31: Standard with minimum climb of 450′ per NM to 5800.

NOTE: GPS required.

NOTE: RNAV 1.




TAKEOFF OBSTACLE NOTES

Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4659′ MSL.
Rwy 21: Trees and road with vehicles beginning 1′ from DER, right and left of centerline, to 100′ AGL/4469′ MSL.
Rwy 13: Trees and a road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4519′ MSL.
Rwy 31: Trees and road with vehicles beginning 1′ from DER, right and left of centerline, up to 100′ AGL/4469′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to 9000 direct NARIC, then climbing left turn direct BACHS.

TAKEOFF RUNWAY 13: Climb to 9000 direct RUCOR, turn right via 226° track to BACHS.

TAKEOFF RUNWAY 21: Climb to 9000 direct MOMPE, then via 221° track to BACHS.

TAKEOFF RUNWAY 31: Climb to 9000 direct SIDTO, turn left via 215° track to BACHS.

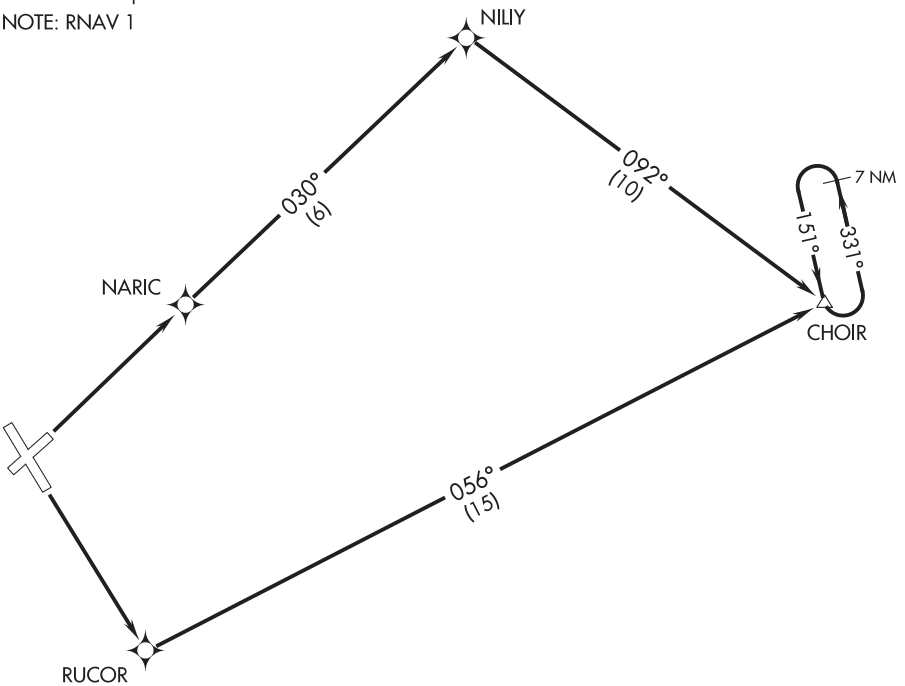

SW-2, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE: ASSIGNED BY ATC**

SEATTLE CENTER
127.6 346.35
CTAF 122.8

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 367′ per NM to 11000.
Rwy 13: Standard with minimum climb of 389′ per NM to 11000.
Rwys 21 and 31: NA - ATC.

NOTE: GPS required.
NOTE: RNAV 1




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to 11000 direct NARIC and via 030° track to NILIY and via 092° track to CHOIR, thence....

TAKEOFF RUNWAY 13: Climb to 11000 direct RUCOR and via 056° track to CHOIR, thence....

....climb in holding, (if required) before proceeding on course.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

23194

HERLONG, CALIFORNIA

# RNAV (GPS) RWY 27

| APCH CRS | Rwy ldg | 10,000 |
|---|---|---|
| 266° | TDZE | 4012 |
| | Arpt Elev | 4012 |

AL-6624 (USA)

AMEDEE AAF (KAHC)

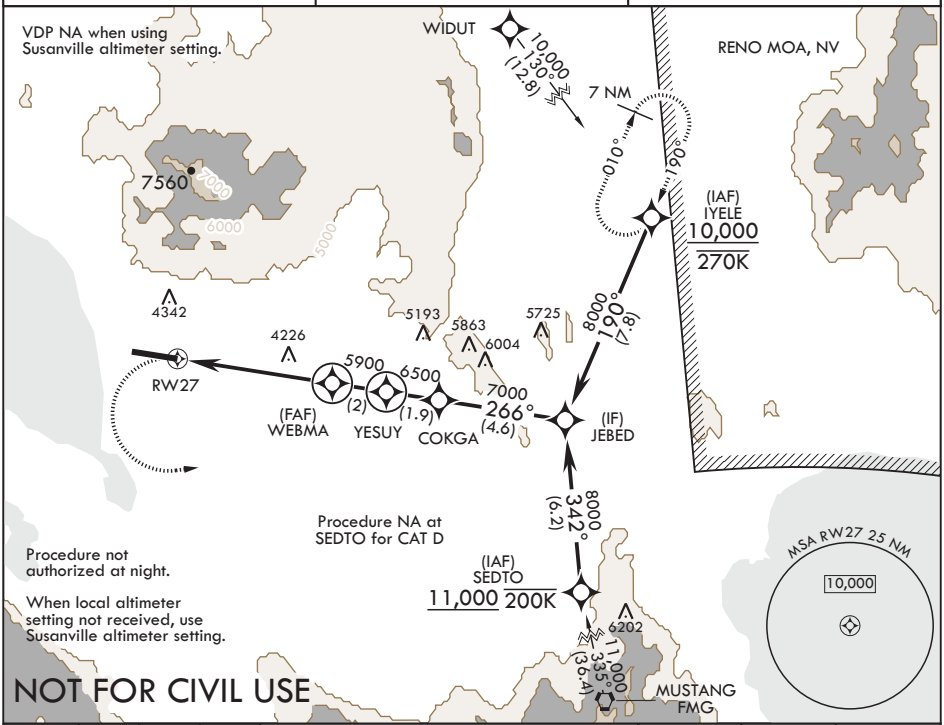
RNP APCH - GPS.

T A * Circling NA for CAT CD north of Rwy 9-27.

NA

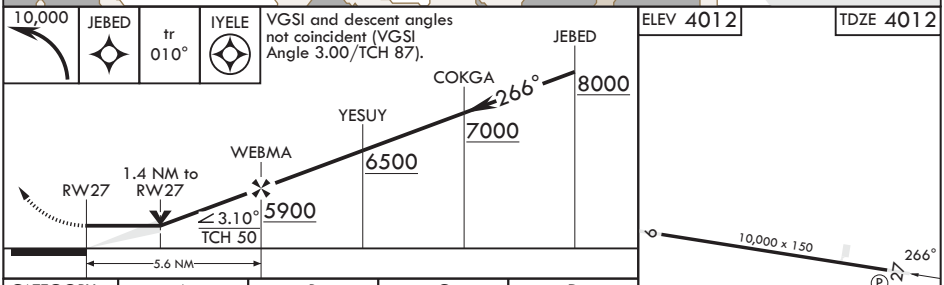
MISSED APPROACH: Climbing left turn to 10,000 direct JEBED and track 010° to IYELE and hold, continue climb-in-hold to 10,000. When authorized by ATC, climb-in-hold to 14,000.

| AWOS-3 | OAKLAND CENTER | CTAF |
|---|---|---|
| 118.825 | 128.8 285.5 | 126.2 241.9 |




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4540-1 528 (600-1) | | 4540-1½ 528 (600-1½) | |
| C CIRCLING | 4540-1 528 (600-1) | 4680-1 668 (700-1) | 4680-1¾ 668 (700-1¾) | 4680-2 668 (700-2) |
| SUSANVILLE ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 4620-1 608 (700-1) | | 4620-2 608 (700-2) | |
| C CIRCLING | 4620-1 608 (700-1) | 4760-1 748 (800-1) | 4760-2¼ 748 (800-2¼) | 4760-2½ 748 (800-2½) |

| LOC/DME I-ACV | APP CRS | Rwy ldg | 5846 |
|---|---|---|---|
| 109.5 | 316° | TDZE | 221 |
| Chan 32 | | Apt Elev | 222 |

# ILS or LOC RWY 32

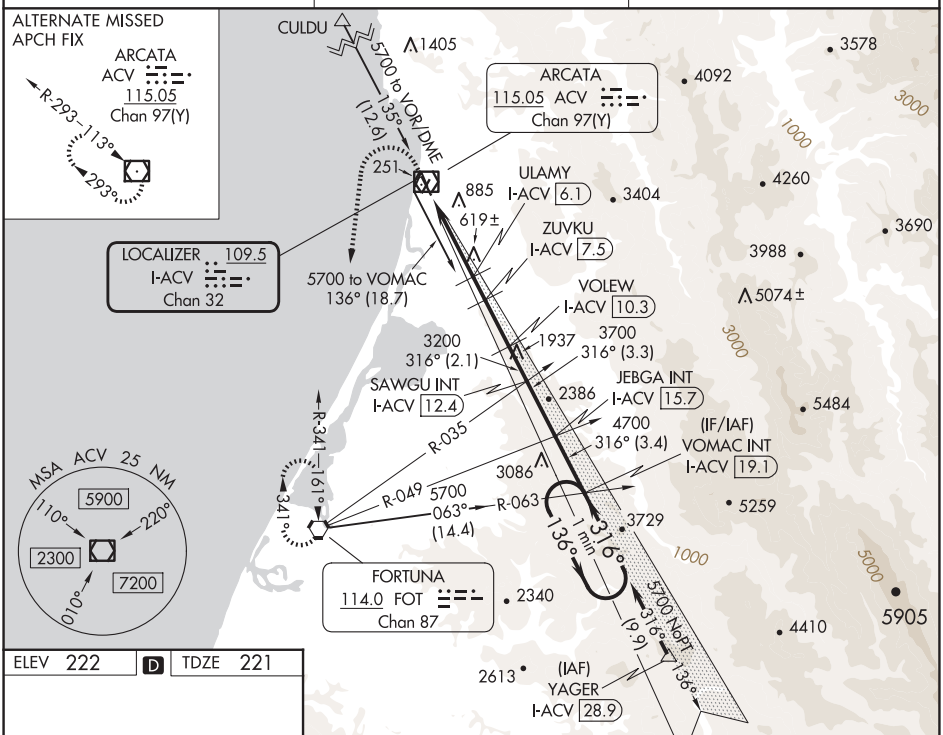
## CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

NA — Circling NA northeast of Rwy 14-32. DME required.

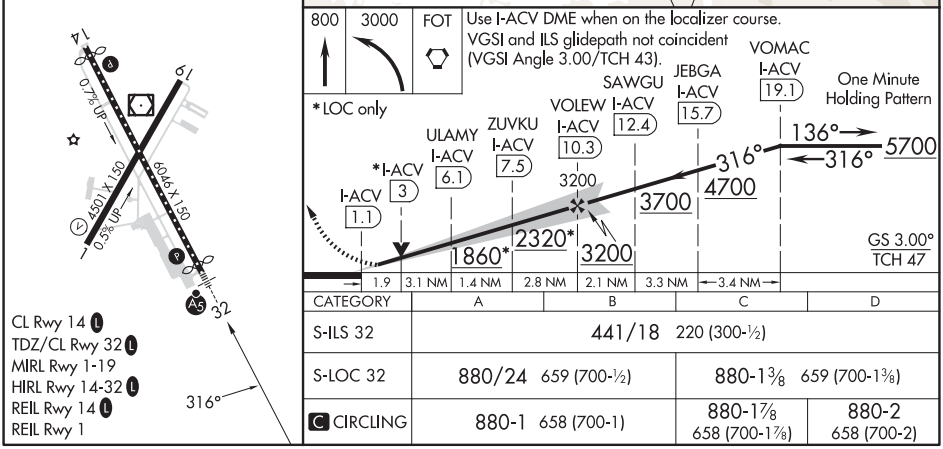
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct FOT VORTAC and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.525 | 124.85 306.3 | 123.0 (CTAF) L |




ELEV 222 D TDZE 221




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 441/18 220 (300-½) | | | |
| S-LOC 32 | 880/24 659 (700-½) | | 880-1⅜ 659 (700-1⅜) | |
| C CIRCLING | 880-1 658 (700-1) | | 880-1⅞ 658 (700-1⅞) | 880-2 658 (700-2) |

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SW-2, 12 JUN 2025 to 07 AUG 2025

ARCATA/EUREKA, CALIFORNIA | AL-519 (FAA) | 25051

| WAAS CH 63200 W01A | APP CRS 013° | Rwy ldg 4501<br>TDZE 204<br>Apt Elev 222 |
|---|---|---|

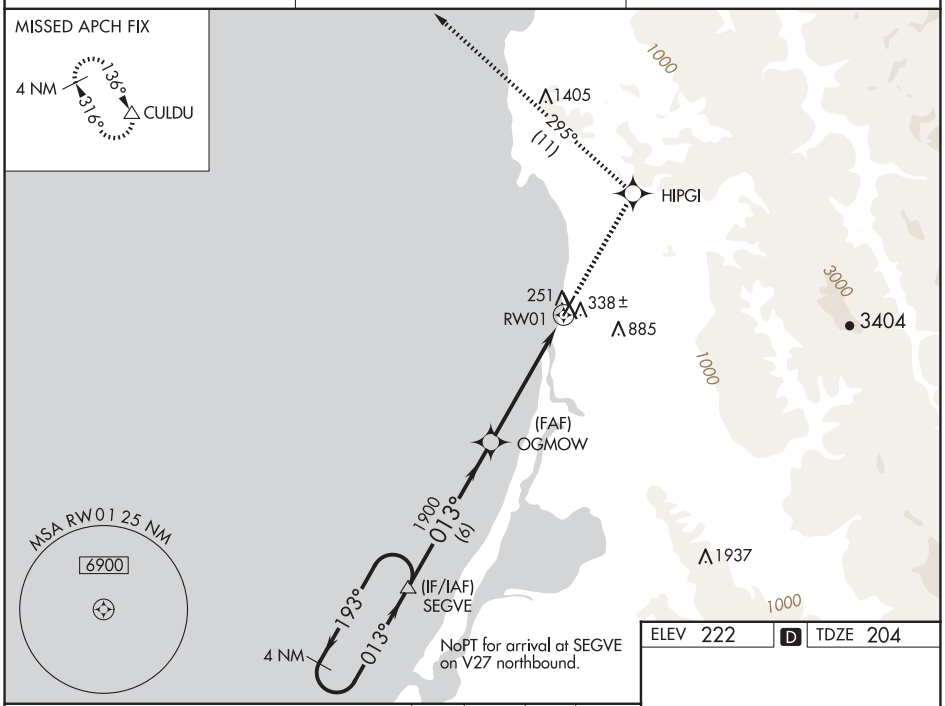
# RNAV (GPS) RWY 1
## CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

RNP APCH - GPS.

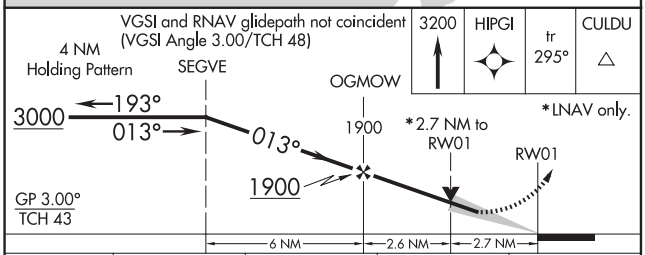
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Circling NA northeast of Rwy 14-32.

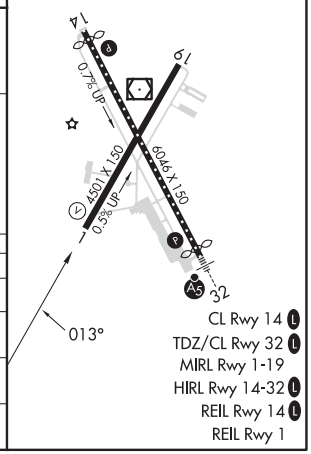
MISSED APPROACH: Climb to 3200 direct HIPGI and on track 295° to CULDU and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.525 | 124.85 306.3 | 123.0 (CTAF) L |




ELEV 222 | D | TDZE 204




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 870-2½ 666 (700-2½) | | | |
| LNAV/VNAV DA | 838-2½ 634 (700-2½) | | | |
| LNAV MDA | 1080-1 876 (900-1) | 1080-1¼ 876 (900-1¼) | 1080-2½ 876 (900-2½) | |
| C CIRCLING | 1080-1¼ 858 (900-1¼) | | 1080-2½ 858 (900-2½) | 1080-2¾ 858 (900-2¾) |




SW-2, 12 JUN 2025 to 07 AUG 2025

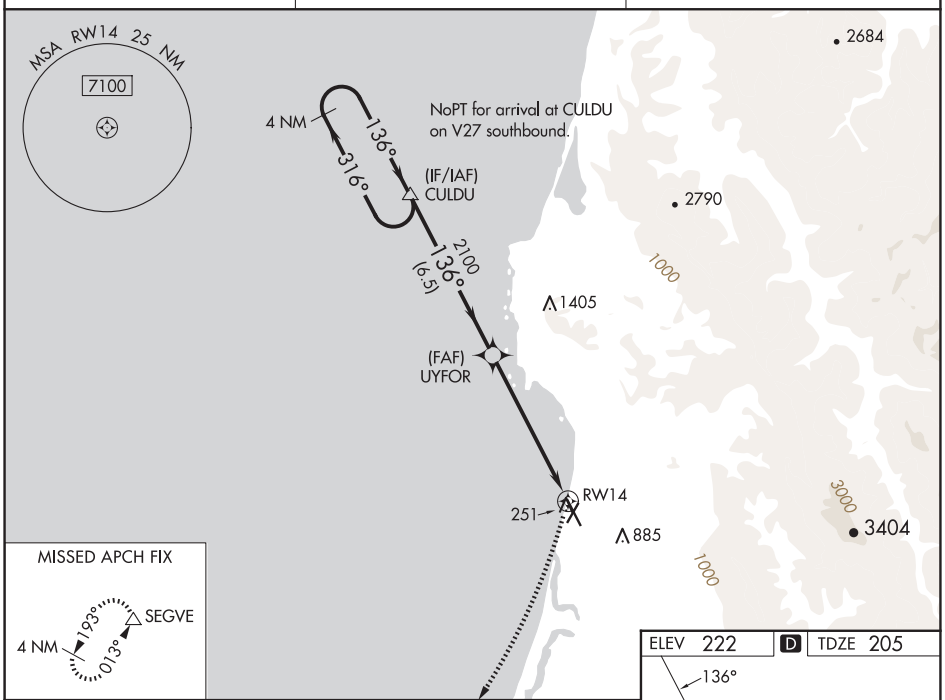
| WAAS CH 62801 W14A | APP CRS 136° | Rwy ldg 5601<br>TDZE 205<br>Apt Elev 222 |
|---|---|---|

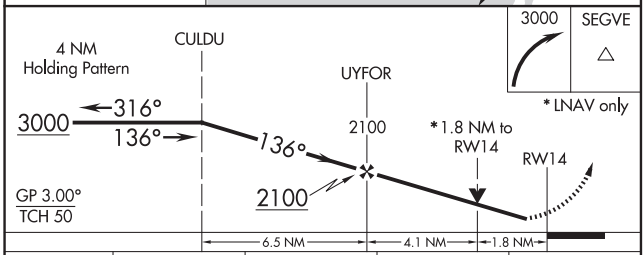
# RNAV (GPS) RWY 14
## CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Circling NA northeast of Rwy 14-32. DME/DME RNP-0.3 NA. Rwy 14 helicopter visibility reduction below ¾ SM NA.

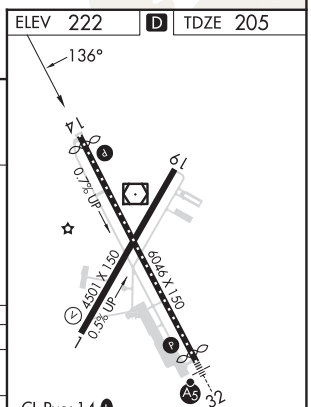
MISSED APPROACH: Climbing right turn to 3000 direct SEGVE and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.525 | 124.85 306.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 455/45 250 (300-⅞) | | | |
| LNAV/VNAV DA | 570-1¼ 365 (400-1¼) | | | |
| LNAV MDA | 820/55 615 (600-1) | | 820-1¾ 615 (600-1¾) | |
| C CIRCLING | 820-1 598 (600-1) | | 840-1¾ 618 (700-1¾) | 880-2 658 (700-2) |




CL Rwy 14 L
TDZ/CL Rwy 32 L
MIRL Rwy 1-19
HIRL Rwy 14-32 L
REIL Rwy 14 L
REIL Rwy 1

ARCATA/EUREKA, CALIFORNIA | AL-519 (FAA) | 25051

| WAAS CH 63108 W32A | APP CRS 316° | Rwy ldg 5846 TDZE 221 Apt Elev 222 |
|---|---|---|

# RNAV (GPS) RWY 32

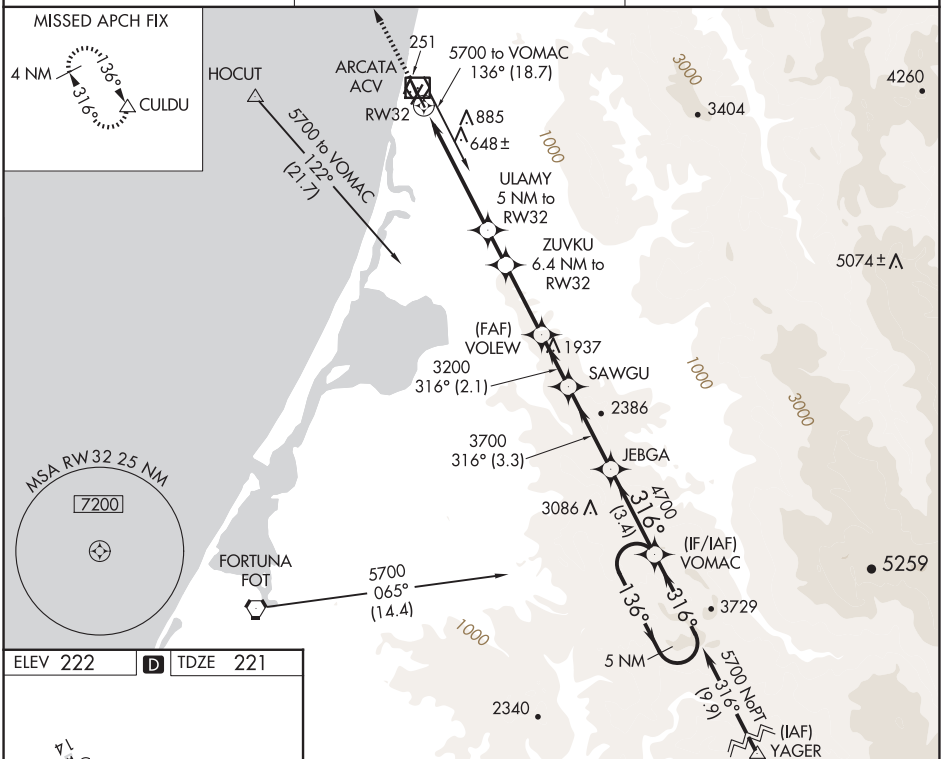
## CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

Baro-VNAV NA. Circling NA northeast of Rwy 14-32. DME/DME RNP-0.3 NA.

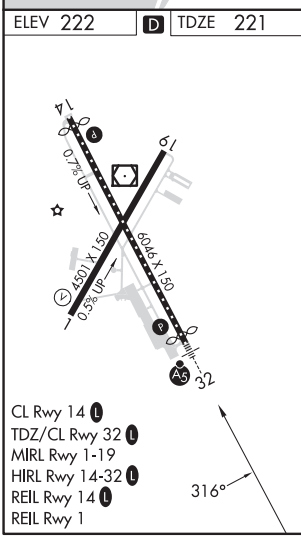
MALSR

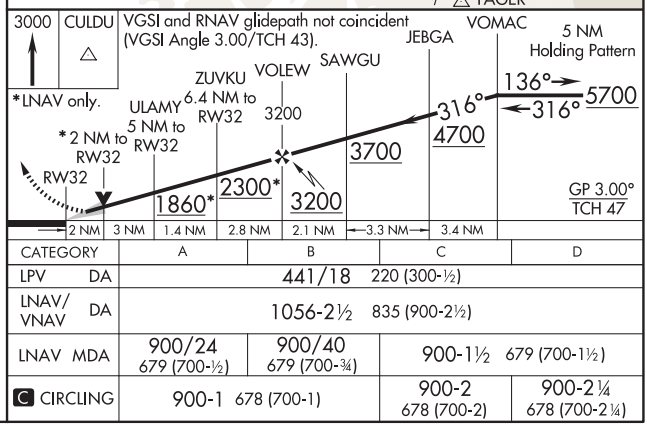
MISSED APPROACH: Climb to 3000 direct CULDU and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.525 | 124.85 306.3 | 123.0 (CTAF) L |




ELEV 222 | D | TDZE 221

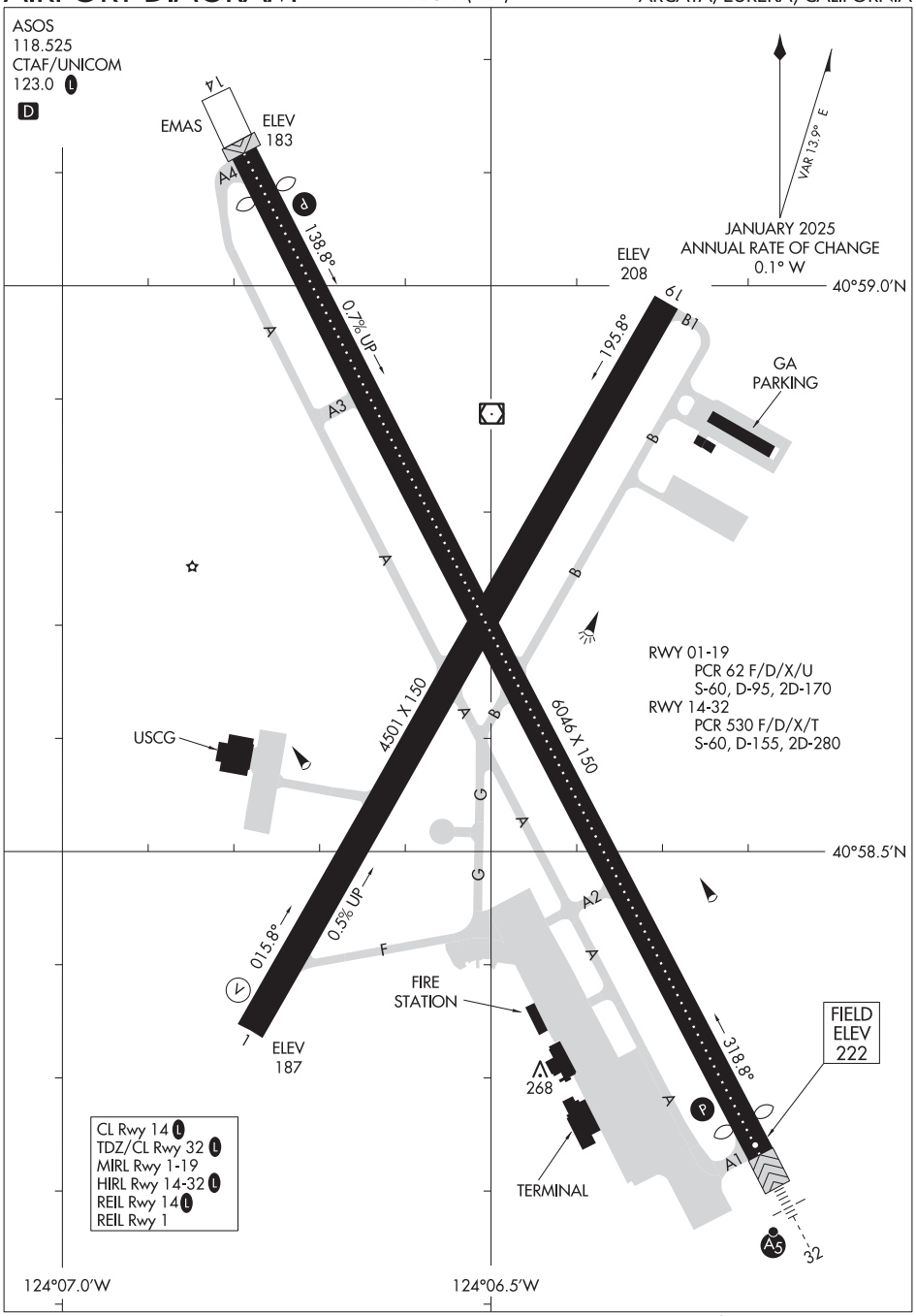



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 441/18 220 (300-½) | | | |
| LNAV/VNAV DA | 1056-2½ 835 (900-2½) | | | |
| LNAV MDA | 900/24 679 (700-½) | 900/40 679 (700-¾) | 900-1½ 679 (700-1½) | |
| C CIRCLING | 900-1 678 (700-1) | | 900-2 678 (700-2) | 900-2¼ 678 (700-2¼) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025






SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(HOCUT5.HOCUT) 23334

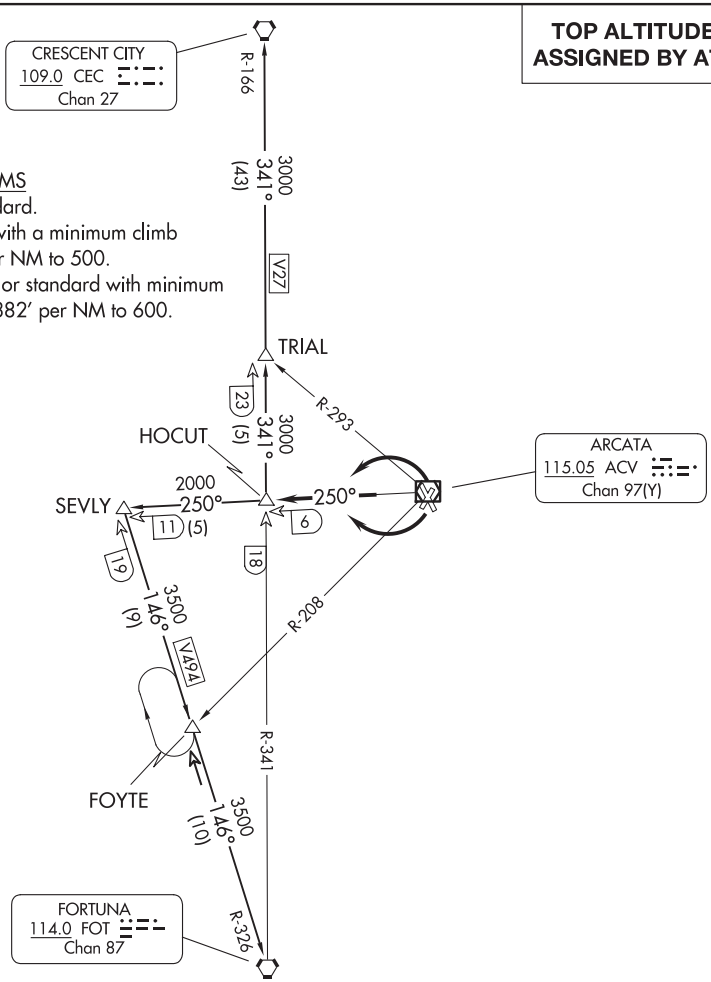
# HOCUT FIVE DEPARTURE

CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)
AL-519 (FAA)
ARCATA/EUREKA, CALIFORNIA

OAKLAND FSS
122.6
SEATTLE CENTER
124.85 306.3

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwy 19, 32: Standard.
Rwy 1: Standard with a minimum climb of 360′ per NM to 500.
Rwy 14: 400-2 ½ or standard with minimum climb of 382′ per NM to 600.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1 and 32: Climbing left turn on ACV R-250, thence. . . .
TAKEOFF RUNWAYS 14 and 19: Climbing right turn on ACV R-250, thence. . . .
. . . .on (transition) or (assigned route).

CRESCENT CITY TRANSITION (HOCUT5.CEC): From over HOCUT INT on FOT R-341 and CEC R-166 to CEC VORTAC.

FORTUNA TRANSITION (HOCUT5.FOT): From over HOCUT INT on ACV R-250 to SEVLY INT, then via FOT R-326 to FOT VORTAC.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 31
## CASTLE (MER)

| LOC I-MER | APP CRS | Rwy ldg | 11802 |
|---|---|---|---|
| 109.5 | 306° | TDZE | 181 |
| | | Apt Elev | 190 |

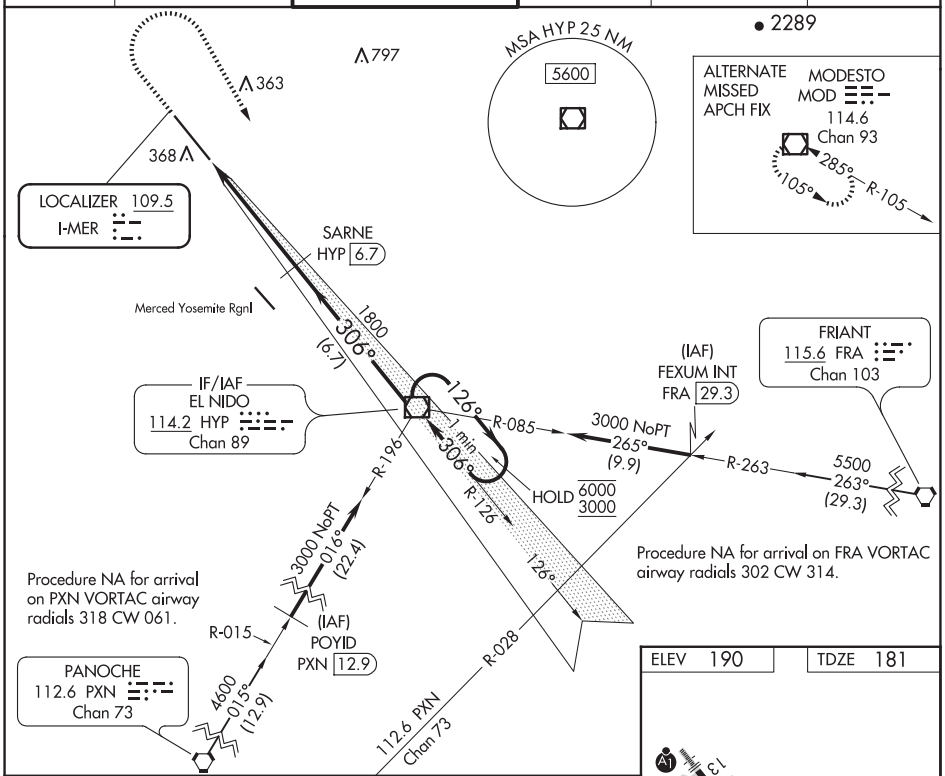
DME required for LOC only.

Circling NA southwest of Rwy 13-31. DME from HYP VOR/DME.
Simultaneous reception of I-MER and HYP DME required.

ALSF-1

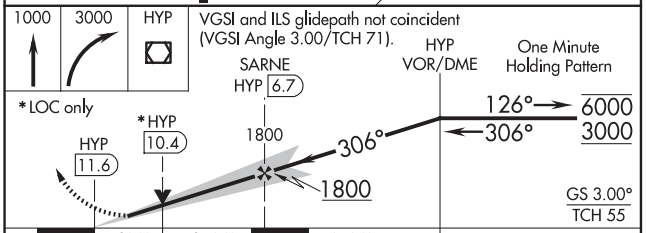
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct HYP VOR/DME and hold.

| ATIS | NORCAL APP CON | CASTLE TOWER ★ | GND CON | UNICOM | |
|---|---|---|---|---|---|
| 124.475 | 120.95 269.45 | 118.175 (CTAF) 235.775 | 133.575 | 122.95 | 123.0 L |



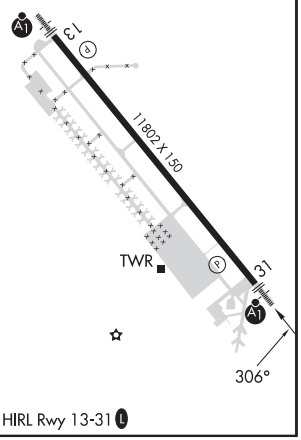

| 1000 | 3000 | HYP |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 381-½ 200 (200-½) | | | |
| S-LOC 31 | 620-½ 439 (500-½) | | 620-¾ 439 (500-¾) | |
| C CIRCLING | 660-1 470 (500-1) | | 720-1½ 530 (600-1½) | 800-2 610 (700-2) |

ELEV 190 TDZE 181




HIRL Rwy 13-31 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

ATWATER, CALIFORNIA AL-568 (FAA) 22363

# RNAV (GPS) RWY 13
## CASTLE (MER)

| WAAS CH 50211 W13A | APP CRS 126° | Rwy ldg 11802 TDZE 190 Apt Elev 190 |
|---|---|---|

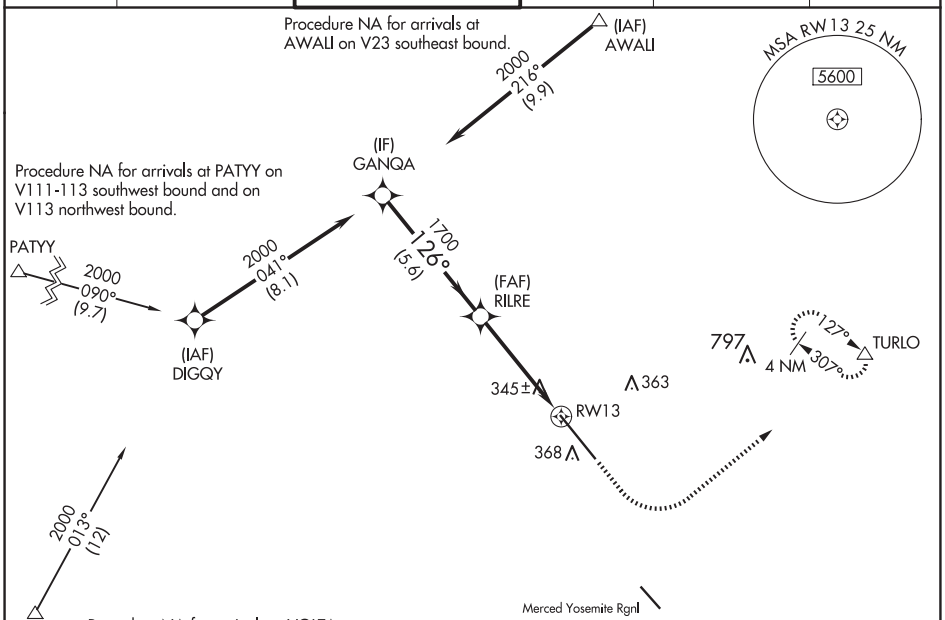
RNP APCH.

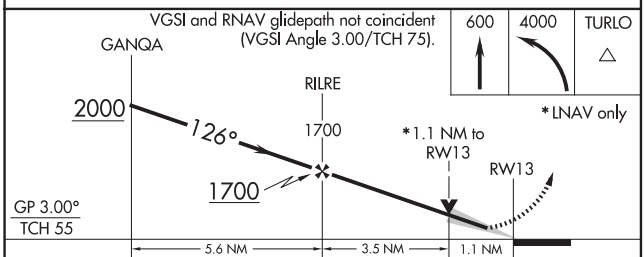
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM, increase LNAV Cats A/B visibility to 1 SM, and increase LNAV Cat C/D visibility to 1⅛ SM.

ALSF-1

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct TURLO and hold, continue climb-in-hold to 4000.

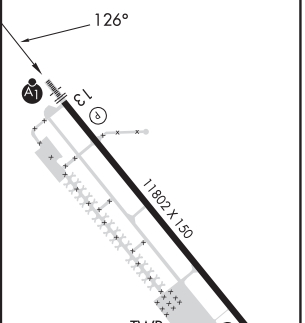
| ATIS | NORCAL APP CON | CASTLE TOWER ★ | GND CON | UNICOM | |
|---|---|---|---|---|---|
| 124.475 | 120.95 269.45 | 118.175 (CTAF) 235.775 | 133.575 | 122.95 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 390-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 655-1 465 (500-1) | | | |
| LNAV MDA | 600-¾ 410 (500-¾) | | | |

ELEV 190 TDZE 190




HIRL Rwy 13-31 L

ATWATER, CALIFORNIA
Amdt 1A 30JAN20

37°23'N-120°34'W

CASTLE (MER)
RNAV (GPS) RWY 13


SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 87110 W31A | APP CRS 306° | Rwy ldg 11802<br>TDZE 181<br>Apt Elev 190 |
|---|---|---|

# RNAV (GPS) RWY 31
## CASTLE (MER)

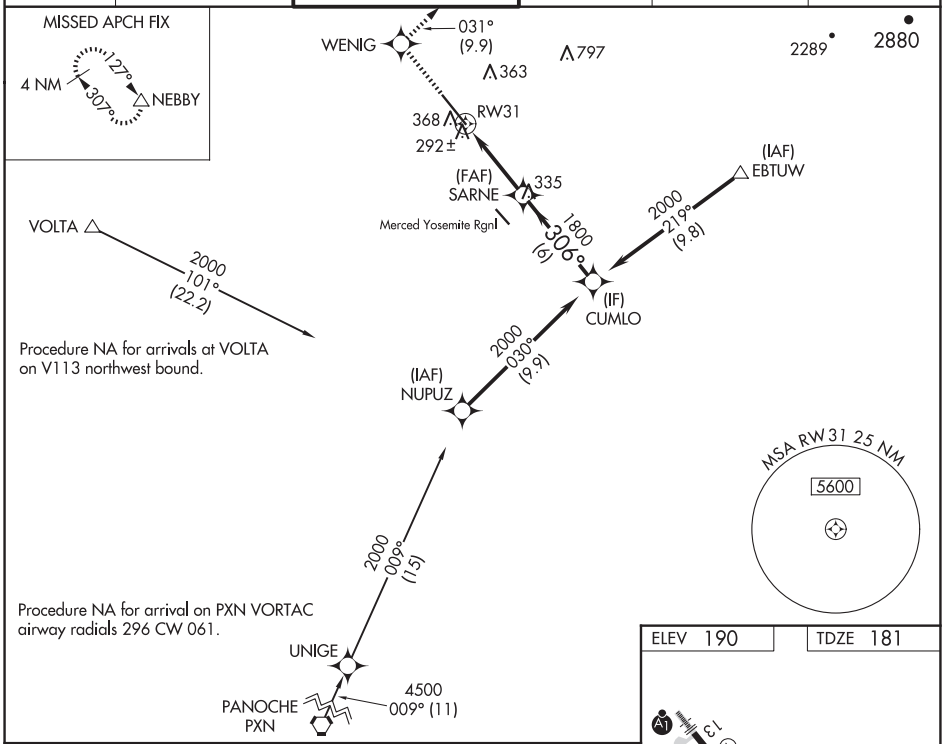
RNP APCH.

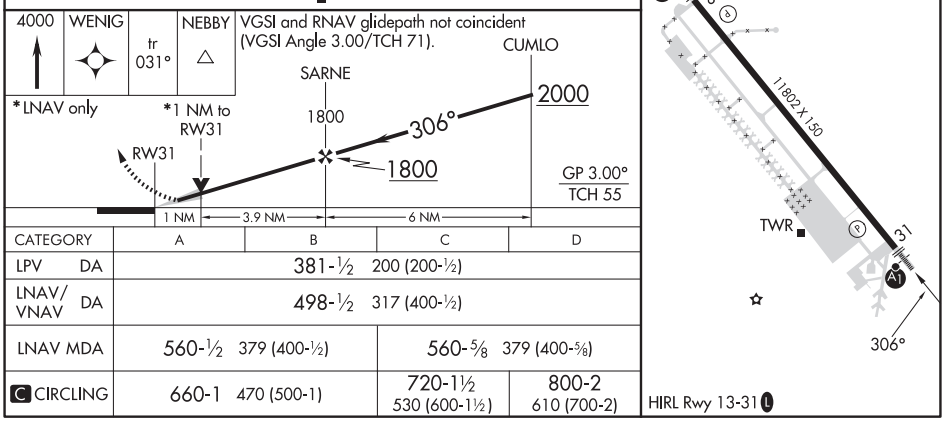
Circling NA southwest of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cats C/D visibility to 1 SM.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WENIG and on track 031° to NEBBY and hold, continue climb-in-hold to 4000.

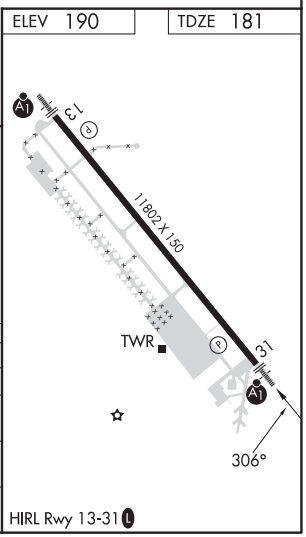
| ATIS | NORCAL APP CON | CASTLE TOWER ★ | GND CON | UNICOM | |
|---|---|---|---|---|---|
| 124.475 | 120.95 269.45 | 118.175 (CTAF) 235.775 | 133.575 | 122.95 | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 498-½ 317 (400-½) | | | |
| LNAV MDA | 560-½ 379 (400-½) | | 560-⅝ 379 (400-⅝) | |
| C CIRCLING | 660-1 470 (500-1) | | 720-1½ 530 (600-1½) | 800-2 610 (700-2) |

ELEV 190 TDZE 181




HIRL Rwy 13-31 L



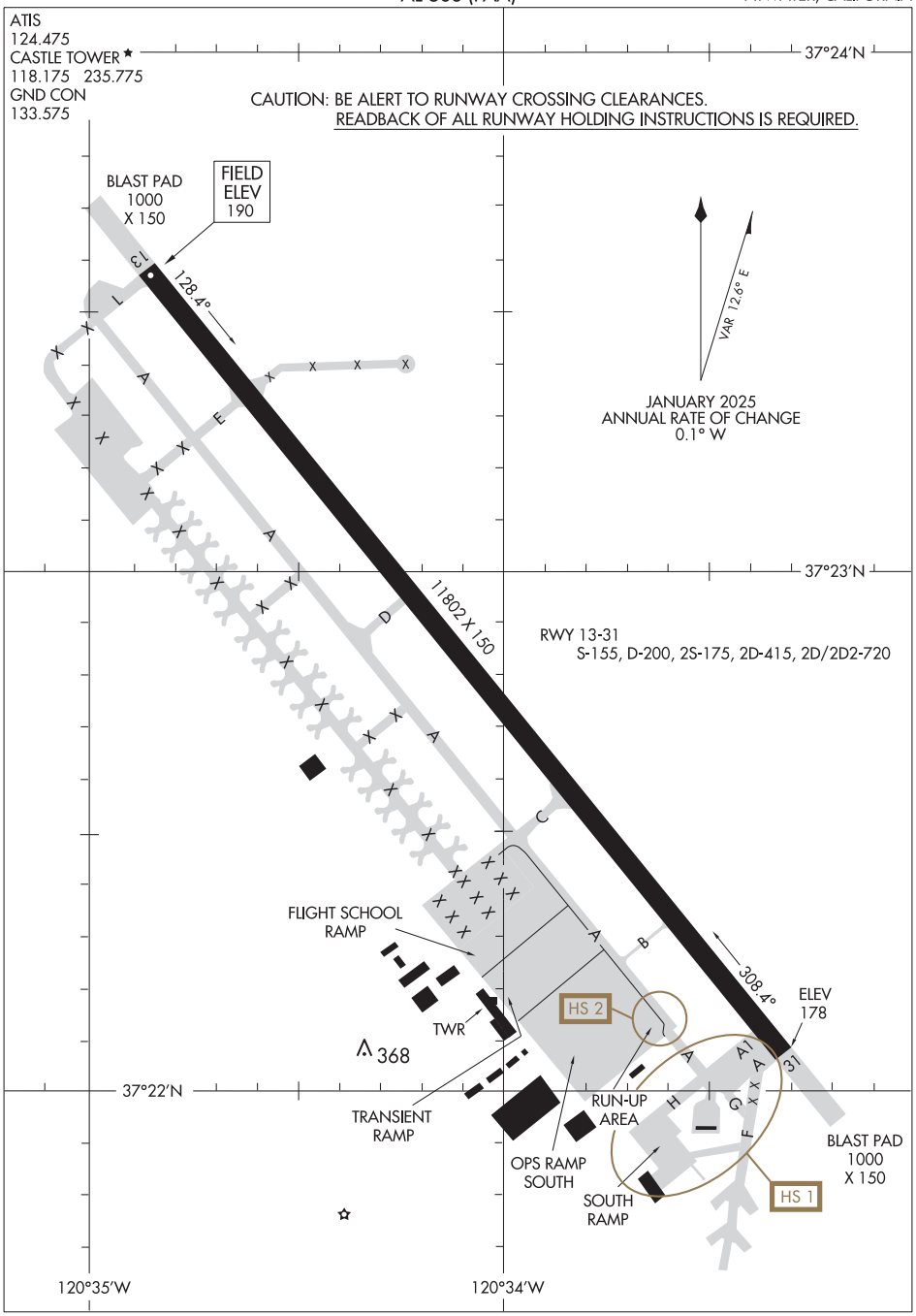
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-568 (FAA)

CASTLE (MER)
ATWATER, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
ATWATER, CALIFORNIA
CASTLE (MER)

| WAAS CH 90515 W07A | APP CRS 068° | Rwy ldg 3500<br>TDZE 1532<br>Apt Elev 1538 |
|---|---|---|

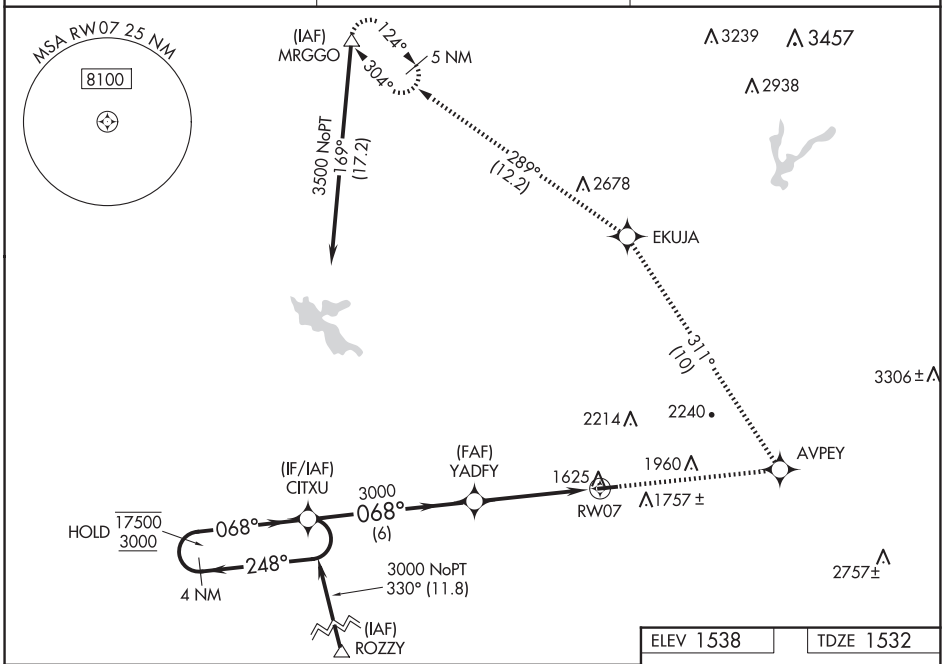
# RNAV (GPS) RWY 7
## AUBURN MUNI (AUN)

RNP APCH.

Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

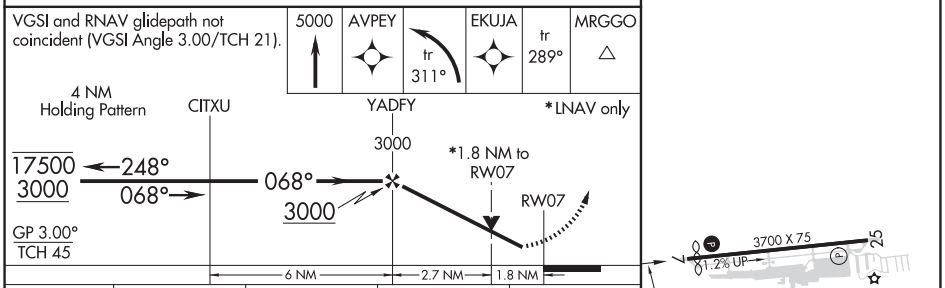
MISSED APPROACH: Climb to 5000 direct AVPEY and left turn on track 311° to EKUJA and on track 289° to MRGGO and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 119.375 | 125.4 317.5 | 122.7 (CTAF) L |




| ELEV 1538 | TDZE 1532 |
|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1848-1¼ 316 (400-1¼) | | NA | |
| LNAV/VNAV DA | 1968-1¾ 436 (500-1¾) | | NA | |
| LNAV MDA | 2100-1 568 (600-1) | | NA | |
| C CIRCLING | 2200-1 662 (700-1) | 2400-1¼ 862 (900-1¼) | NA | |

MIRL Rwy 7-25 L



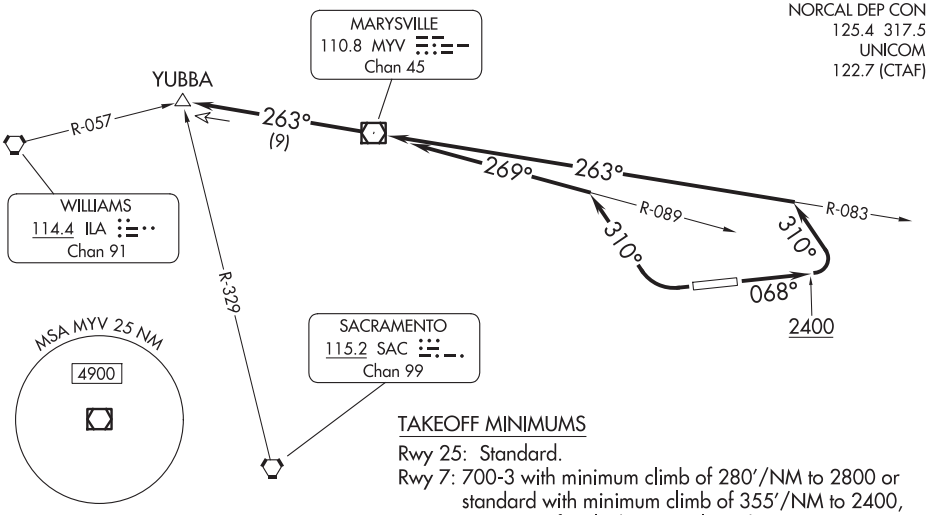
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(YUBBA1.YUBBA) 24025

# YUBBA ONE DEPARTURE (OBSTACLE)

AL-9143 (FAA)

AUBURN MUNI (AUN)
AUBURN, CALIFORNIA




## TAKEOFF MINIMUMS

Rwy 25: Standard.
Rwy 7: 700-3 with minimum climb of 280′/NM to 2800 or standard with minimum climb of 355′/NM to 2400, or 1100-3 for climb in visual conditions.

## TAKEOFF OBSTACLE NOTES

Rwy 7: Tree 98′ from DER, 447′ left of centerline, 1541′ MSL. Building, tree beginning 99′ from DER, 234′ right of centerline, up to 24′ AGL/1553′ MSL. Tree 959′ from DER, 241′ right of centerline,1578′ MSL. Tree 992′ from DER, 431′ right of centerline, 1602′ MSL. Trees beginning 1035′ from DER, 139′ right of centerline, up to 1614′ MSL. Trees beginning 1103′ from DER, 244′ right of centerline, up to 1587′ MSL. Trees beginning 1266′ from DER, 263′ right of centerline, up to 1676′ MSL. Pole, electrical system, trees beginning 1366′ from DER, 253′ right of centerline, up to 60′ AGL/1679′ MSL. Trees beginning 1514′ from DER, 56′ right of centerline, up to 1681′ MSL. Tree 5369′ from DER, 1805′ left of centerline, 1684′ MSL. Trees beginning 5546′ from DER, 1593′ left of centerline, up to 1735′ MSL. Trees beginning 1 NM from DER, 1140′ left of centerline, up to 1779′ MSL. Trees beginning 1.1 NM from DER, 1983′ right of centerline, up to 1726′ MSL. Tree, pole beginning 1.3 NM from DER, 1113 ′ right of centerline, up to 1773′ MSL. Trees beginning 1.4 NM from DER, 918′ left of centerline, up to 1796′ MSL. Trees, transmission line, tank, building beginning 1.5 NM from DER, 372′ left of centerline, up to 1801′ MSL. Trees beginning 1.6 NM from DER, 535′ left of centerline, up to 1915′ MSL. Tree, traverse way beginning 1.7 NM from DER, 1523′ left of centerline, up to 1859′ MSL. Electrical system, trees beginning 2.1 NM from DER, 2928′ left of centerline, up to 62′ AGL/2059′ MSL. Tree 2.2 NM from DER, 3991′ left of centerline, 2151′ MSL. Trees beginning 2.3 NM from DER, 3015′ left of centerline, up to 2105′ MSL. Tree 2.4 NM from DER, 4231′ left of centerline, 1986′ MSL.

Rwy 25: Rising terrain 26′ from DER, 286′ right of centerline, 1496′ MSL. Trees beginning 31′ from DER, 477′ left of centerline, up to 1532′ MSL. Tree, rising terrain, fences, vertical structure, building beginning 89′ from DER, 199′ right of centerline, up to 1529′ MSL. Trees beginning 774′ from DER, 419′ right of centerline, up to 1538′ MSL. Tree 1023′ from DER, 652′ right of centerline, 1539′ MSL. Trees beginning 1678′ from DER, 207′ right of centerline, up to 1547′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 068° to 2400, then climbing left turn heading 310° to intercept MYV VOR/DME R-083 to MYV VOR/DME and on MYV VOR/DME R-263 to YUBBA INT before proceeding on course.

TAKEOFF RUNWAY 25: Climbing right turn on heading 310° to intercept MYV VOR/DME R-089 to MYV VOR/DME and on MYV VOR/DME R-263 to YUBBA INT before proceeding on course.

VCOA RUNWAY 7: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Auburn Muni Airport at or above 2500 on heading 275° to intercept MYV VOR/DME R-094 to MYV VOR/DME and on MYV VOR/DME R-263 to YUBBA INT before proceeding on course.

MARYSVILLE, CALIFORNIA

# ILS or LOC Y RWY 15

BEALE AFB (KBAB)

| LOC I-BAB | APCH CRS | Rwy ldg | 12,001 |
|---|---|---|---|
| 109.5 | 145° | TDZE | 113 |
| | | Arpt Elev | 113 |

- (USAF)

RADAR or DME required

T * When ALS inop, increase RVR to 40 and vis to 3/4 mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 700 on heading 145°, then climbing right turn to 4400 heading 011° to intercept BAB R-326 to HAPAK and hold, continue climb-in-hold to 4400.

| ATIS★ | NORCAL APP CON | TOWER★ | GND CON |
|---|---|---|---|
| 124.55 273.5 | 125.4 259.1 | 119.4 284.75 | 121.6 257.75 |

*** Circling not authorized E of Rwy 15-33.

4873

R-326
BAB 25
326°
146°
(IAF) HAPAK BAB 16
3600
2600
(4)
146°
325°
(IF) JONUG BAB 12
1600
(6.1)
145°
HAMMS BAB 5.9
R-052
2352
284
370
WILLIAMS 114.4 ILA Chan 91
BEALE BAB Chan 23
LOCALIZER 109.5 I-BAB
MSA BAB 25 NM
150°
290°
5600
3500
3000
1000

EMERG SAFE ALT 100 NM 13,700

JONUG BAB 12
VGSI and ILS glidepath not coincident (VGSI Angle 2.75/TCH 53).
2600
145°
HAMMS BAB 5.9 ILA R-052
1600
BAB 2.5
HEGOP BAB 1.5
BAB TACAN
GS 2.75° TCH 47
4.4 NM
0.5
700
4400
hdg 011°
BAB R-326

ELEV 113
TDZE 113
145°
15
BCN 240
TWR 274
12,001 x 300
33
HIRL all Rwys

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15* | 313/24 | | 200 | (200-½) | |
| S-LOC 15** | 600/24 487 (500-½) | | 600/50 487 (500-1) | | |
| C CIRCLING*** | 600-1 487 (500-1) | | 600-1½ 487 (500-1½) | 800-2¼ 687 (700-2¼) | 800-2½ 687 (700-2½) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

25051

MARYSVILLE, CALIFORNIA

# ILS or LOC Y RWY 33

| LOC I-MIZ | APCH CRS | Rwy ldg | 12,001 |
|---|---|---|---|
| 109.5 | 325° | TDZE | 105 |
| | | Arpt Elev | 113 |

- (USAF)

BEALE AFB (KBAB)

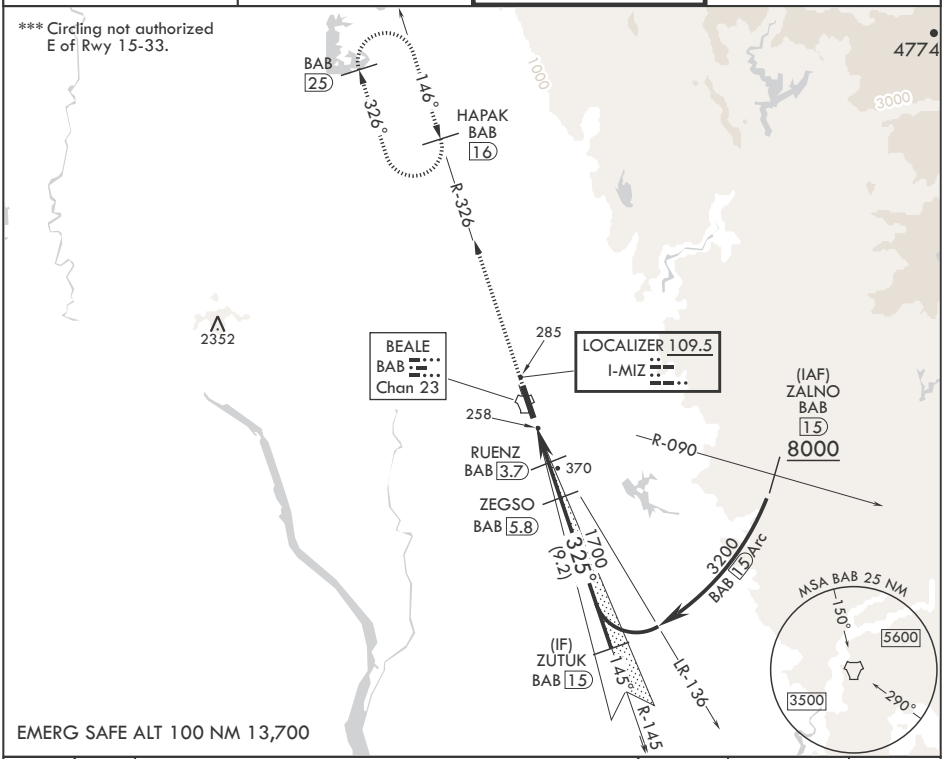
RADAR or DME required

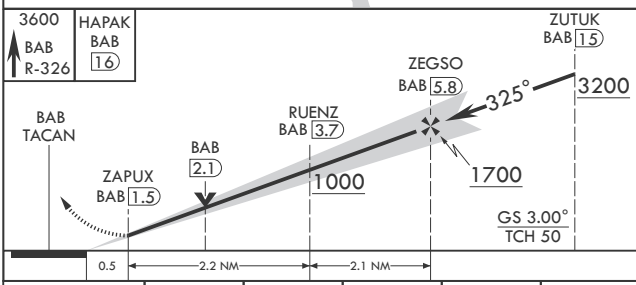
T * When ALS inop, increase RVR to 40 and vis to 3/4 mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE RVR to 60 and vis to 1 1/8 miles.

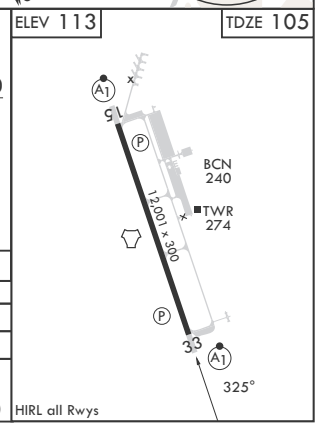
ALSF-1 A1

MISSED APPROACH: Climb to 3600 intercept BAB TACAN R-326 to HAPAK and hold.

| ATIS★ | NORCAL APP CON | TOWER★ | GND CON |
|---|---|---|---|
| 124.55 273.5 | 125.4 259.1 | 119.4 284.75 | 121.6 257.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33* | 305/24 | | 200 | (200-½) | |
| S-LOC 33** | 520/24 | 415 (500-½) | 520/40 | 415 | (500-¾) |
| C CIRCLING*** | 600-1 | 487 (500-1) | 600-1½ 487 (500-1½) | 800-2¼ 687 (700-2¼) | 800-2½ 687 (700-2½) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

MARYSVILLE, CALIFORNIA

# RNAV (GPS) RWY 15

BEALE AFB (KBAB)

| APCH CRS | Rwy ldg | 12,001 |
|---|---|---|
| 145° | THRE | 113 |
| | Arpt Elev | 113 |

- (USAF)

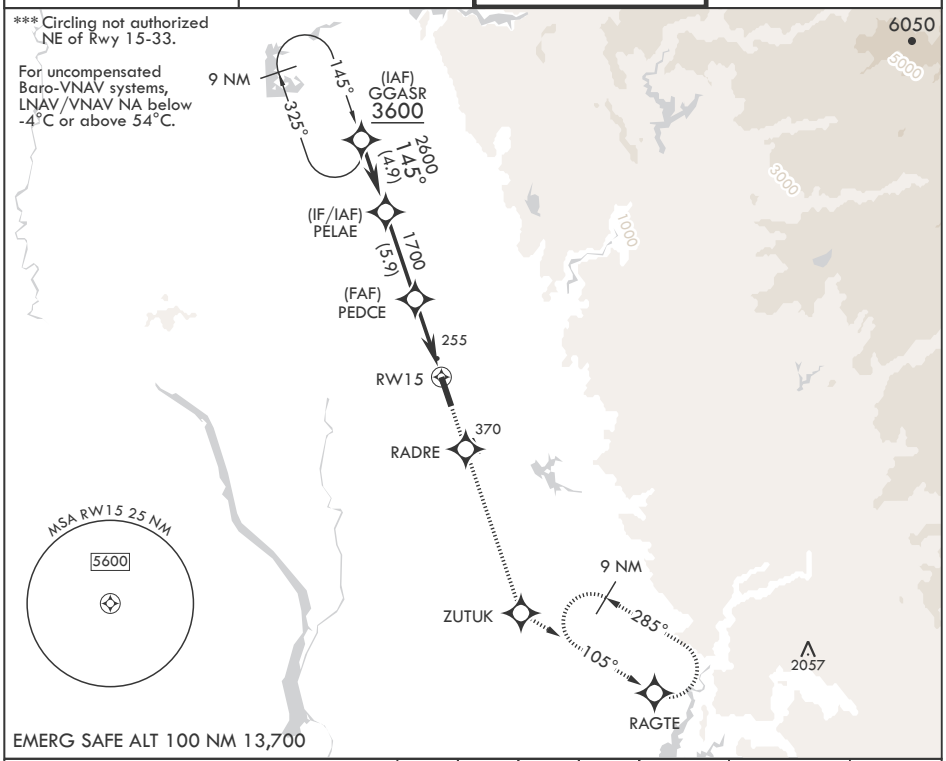
RNP APCH

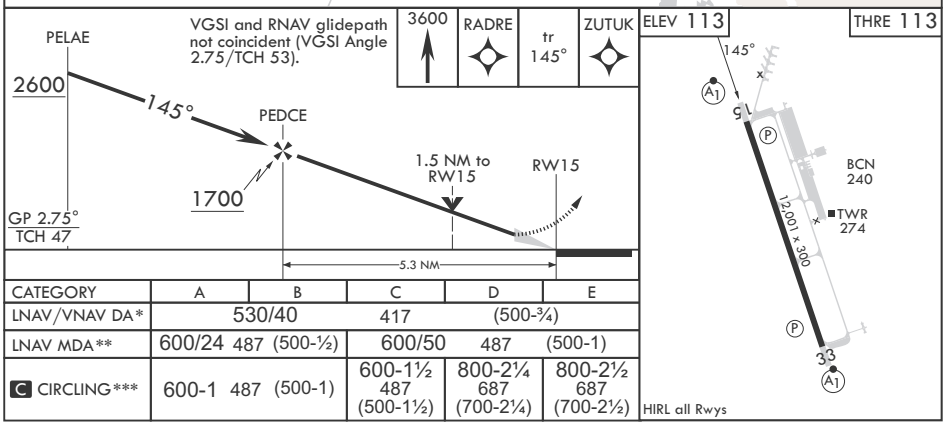
T * When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3600 direct RADRE, track 145° to ZUTUK, track 105° to RAGTE and hold, continue climb-in-hold to 3600.

| ATIS★ | NORCAL APP CON | TOWER★ | GND CON |
|---|---|---|---|
| 124.55 273.5 | 125.4 259.1 | 119.4 284.75 | 121.6 257.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 530/40 | | 417 | (500-¾) | |
| LNAV MDA** | 600/24 487 (500-½) | | 600/50 487 (500-1) | | |
| C CIRCLING*** | 600-1 487 (500-1) | | 600-1½ 487 (500-1½) | 800-2¼ 687 (700-2¼) | 800-2½ 687 (700-2½) |

SW-2, 12 JUN 2025 to 07 AUG 2025

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25051

MARYSVILLE, CALIFORNIA

# RNAV (GPS) RWY 33

BEALE AFB (KBAB)

| APCH CRS | Rwy ldg | 12,001 |
|---|---|---|
| 325° | THRE | 105 |
| | Arpt Elev | 113 |

- (USAF)

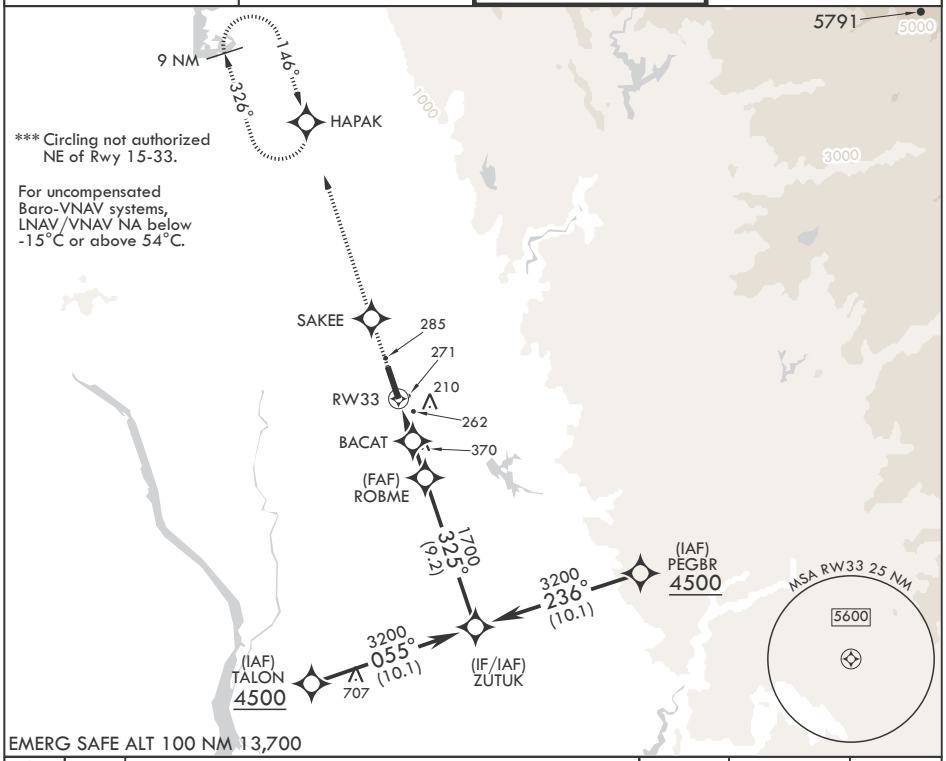
RNP APCH

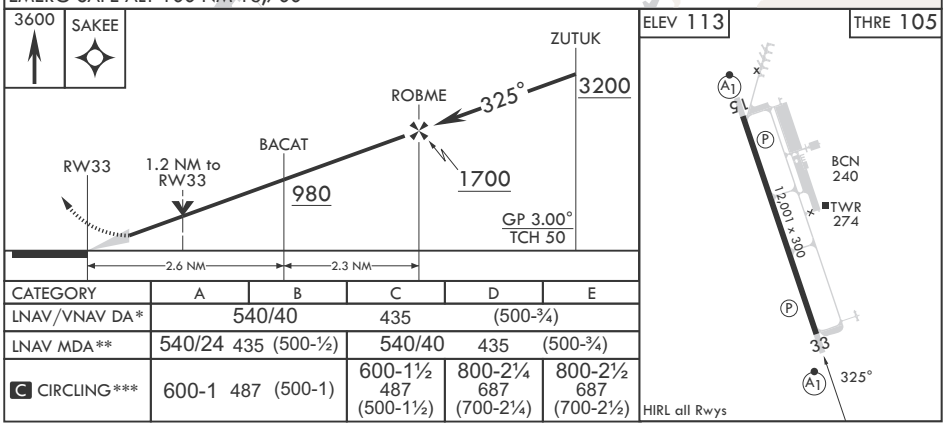
T * When ALS inop, increase vis to 1 1/4 miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.

ALSF-1

MISSED APPROACH: Climb to 3600 direct SAKEE, track 326° to HAPAK and hold.

| ATIS★ | NORCAL APP CON | TOWER★ | GND CON |
|---|---|---|---|
| 124.55 273.5 | 125.4 259.1 | 119.4 284.75 | 121.6 257.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 540/40 | | 435 | (500-¾) | |
| LNAV MDA** | 540/24 | 435 (500-½) | 540/40 | 435 | (500-¾) |
| C CIRCLING*** | 600-1 | 487 (500-1) | 600-1½ 487 (500-1½) | 800-2¼ 687 (700-2¼) | 800-2½ 687 (700-2½) |

MARYSVILLE, CALIFORNIA

39°08'N - 121°26'W

BEALE AFB (KBAB)

Amdt 2 22FEB24

RNAV (GPS) RWY 33



SW-2, 12 JUN 2025 to 07 AUG 2025

MARYSVILLE, CALIFORNIA

# TACAN Y RWY 15

BEALE AFB (KBAB)

| TACAN BAB Chan 23 | APCH CRS 153° | Rwy ldg 12,001<br>TDZE 113<br>Arpt Elev 113 |
|---|---|---|

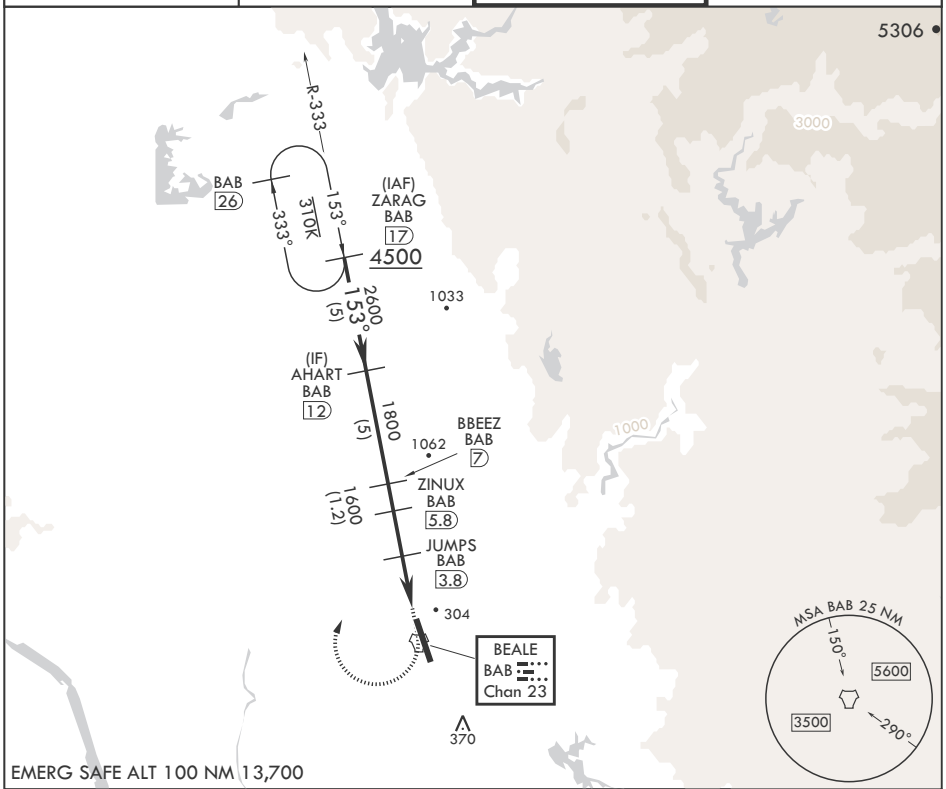
- (USAF)

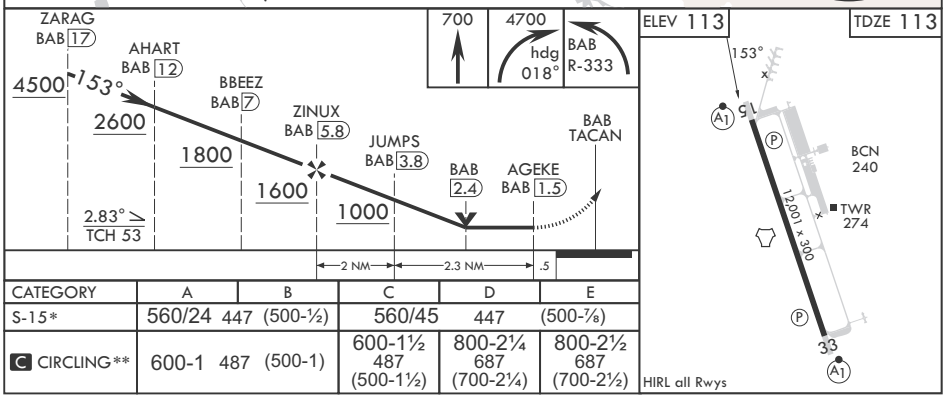
T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 700 on heading 153°, then climbing right turn to 4700 heading 018° to intercept BAB R-333 to ZARAG and hold, continue climb-in-hold to 4700.

| ATIS★ | NORCAL APP CON | TOWER★ | GND CON |
|---|---|---|---|
| 124.55 273.5 | 125.4 259.1 | 119.4 284.75 | 121.6 257.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15* | 560/24 447 (500-½) | | 560/45 447 (500-⅞) | | |
| C CIRCLING** | 600-1 487 (500-1) | | 600-1½ 487 (500-1½) | 800-2¼ 687 (700-2¼) | 800-2½ 687 (700-2½) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25051

MARYSVILLE, CALIFORNIA

# TACAN Y RWY 33

BEALE AFB (KBAB)

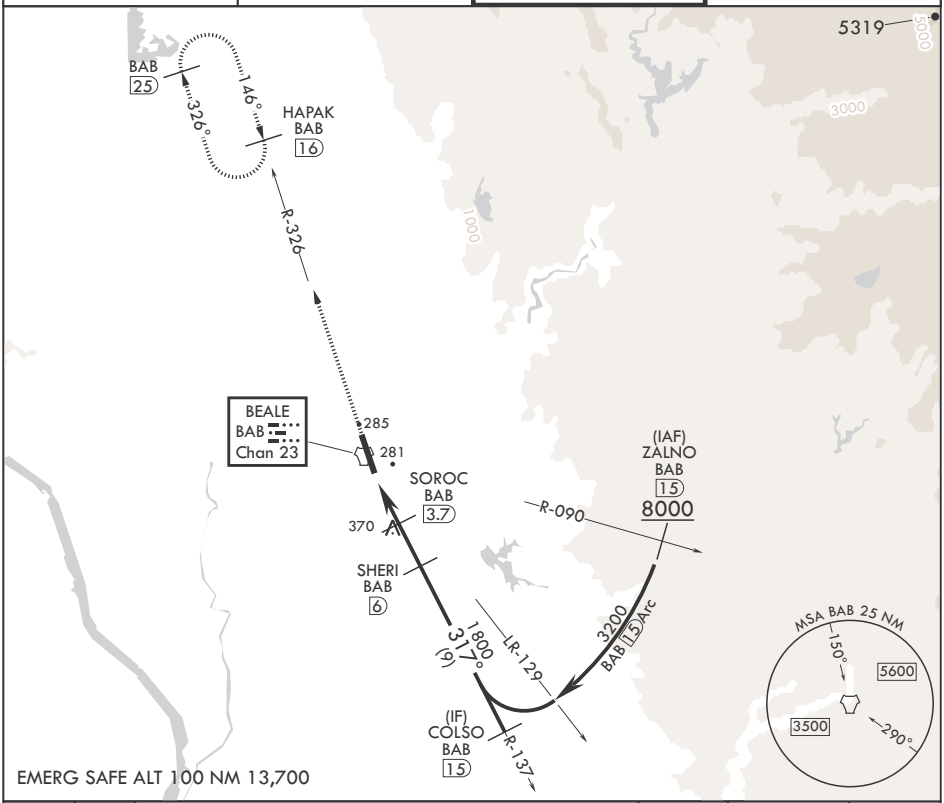
| TACAN BAB Chan 23 | APCH CRS 317° | Rwy ldg 12,001<br>TDZE 105<br>Arpt Elev 113 | - (USAF) |
|---|---|---|---|

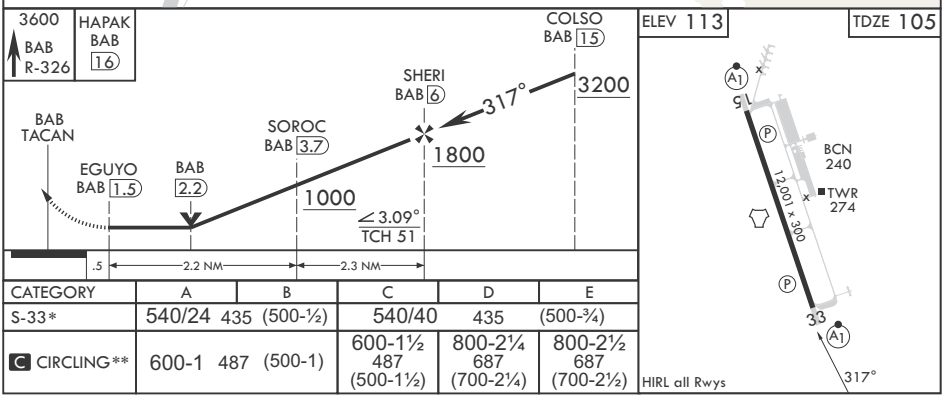
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 3600 intercept BAB TACAN R-326 to HAPAK and hold.

| ATIS★ | NORCAL APP CON | TOWER★ | GND CON |
|---|---|---|---|
| 124.55 273.5 | 125.4 259.1 | 119.4 284.75 | 121.6 257.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33* | 540/24 435 (500-½) | | 540/40 435 (500-¾) | | |
| C CIRCLING** | 600-1 487 (500-1) | | 600-1½ 487 (500-1½) | 800-2¼ 687 (700-2¼) | 800-2½ 687 (700-2½) |

MARYSVILLE, CALIFORNIA

39°08'N - 121°26'W

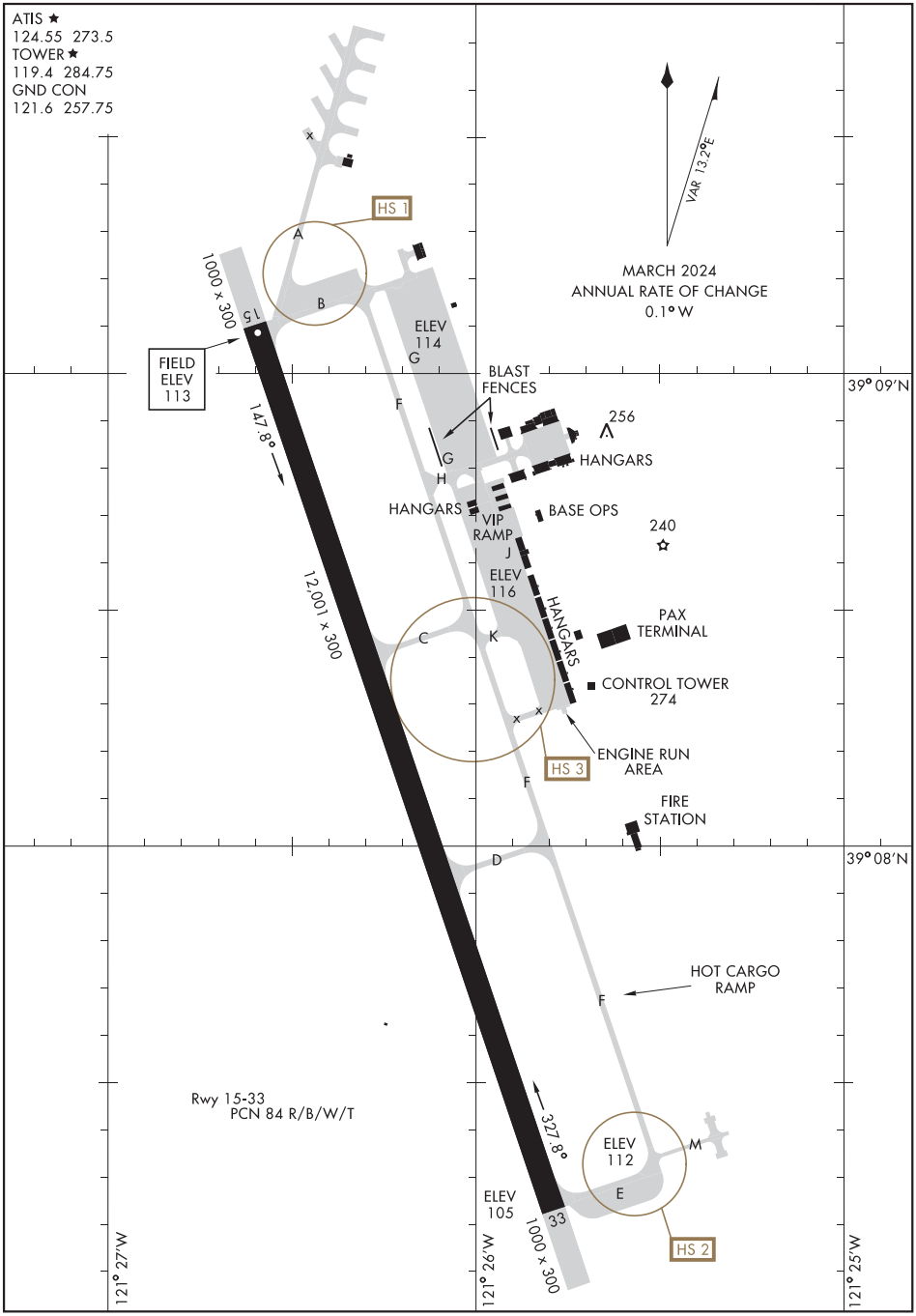
BEALE AFB (KBAB)

Amdt 6 25JAN24

TACAN Y RWY 33

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025


ATIS ★
124.55 273.5
TOWER ★
119.4 284.75
GND CON
121.6 257.75
VAR 13.2°E
MARCH 2024
ANNUAL RATE OF CHANGE
0.1° W
HS 1
A
B
1000 x 300
15
FIELD
ELEV
113
ELEV
114
G
F
BLAST
FENCES
256
HANGARS
G
H
HANGARS
VIP
RAMP
BASE OPS
240
J
ELEV
116
147.8°
12,001 x 300
C
K
HANGARS
PAX
TERMINAL
CONTROL TOWER
274
ENGINE RUN
AREA
HS 3
F
FIRE
STATION
39° 09′N
D
39° 08′N
HOT CARGO
RAMP
F
Rwy 15-33
PCN 84 R/B/W/T
327.8°
ELEV
112
M
E
ELEV
105
33
1000 x 300
HS 2
121° 27′W
121° 26′W
121° 25′W

25079

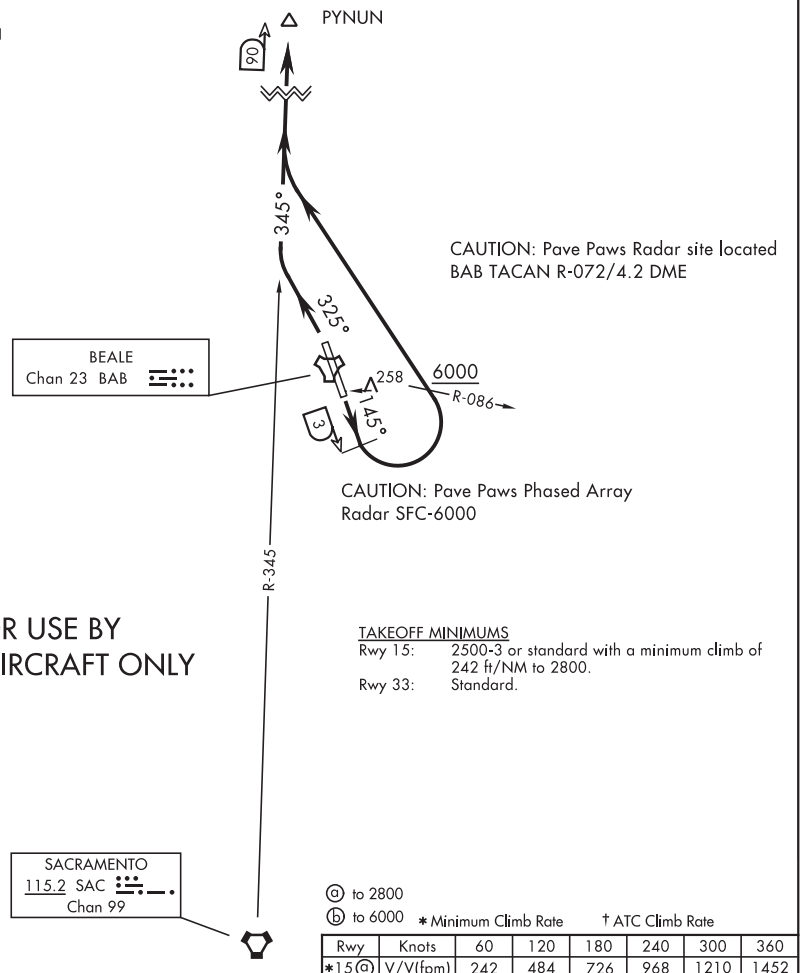
BEALE AFB (KBAB)
MARYSVILLE, CALIFORNIA

# PYNUN-SEVEN DEPARTURE (PYNUN7.PYNUN)

[USAF]

6768

ATIS ★
124.55 273.5
GND CON
121.6 257.75
BEALE TOWER ★
119.4 284.75
NORCAL DEP CON
125.4 259.1




TAKEOFF MINIMUMS
Rwy 15: 2500-3 or standard with a minimum climb of 242 ft/NM to 2800.
Rwy 33: Standard.

ⓐ to 2800
ⓑ to 6000

∗ Minimum Climb Rate † ATC Climb Rate

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| ∗15ⓐ | V/V(fpm) | 242 | 484 | 726 | 968 | 1210 | 1452 |
| †15ⓑ | V/V(fpm) | 590 | 1180 | 1770 | 2360 | 2950 | 3540 |

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 15: Fly heading 145° until BAB TACAN 3 DME, turn left heading 300° to intercept SAC VORTAC R-345 to PYNUN. Cross BAB R-086 at or above 6000. Then via assigned route.

TAKEOFF RWY 33: Fly heading 325° intercept SAC VORTAC R-345 to PYNUN. Then via assigned route.


SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 4651 |
|---|---|---|
| 267° | TDZE | 4896 |
| | Apt Elev | 4900 |

# RNAV (GPS) Y RWY 26

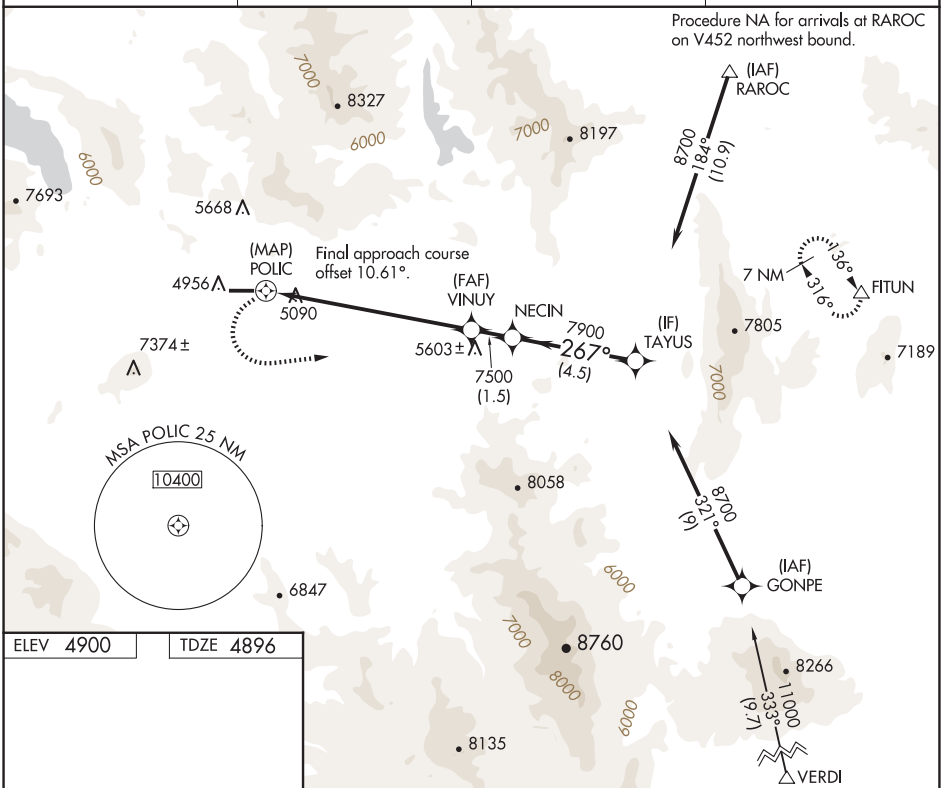
NERVINO (O02)

T
A NA
-13°C

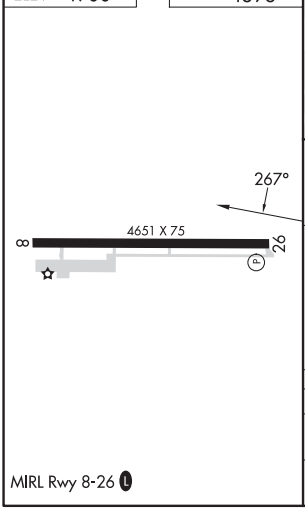
Procedure NA at night. Use Reno/Stead altimeter setting; when not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 180 feet. DME/DME RNP- 0.3 NA. 8, 26 Rwy helicopter visibility reduction below 1 SM NA.

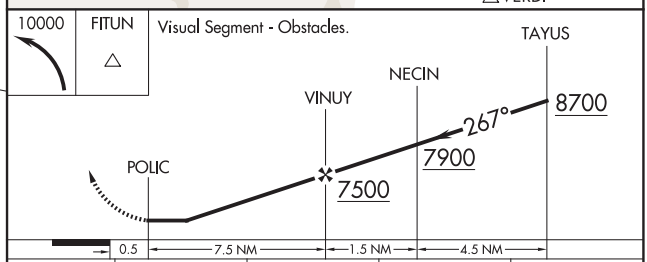
MISSED APPROACH: Climbing left turn to 10000 direct FITUN and hold.

| AWOS-2 | RTS AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|---|
| 119.35 | 135.175 | 126.3 353.9 | 122.8 (CTAF) L |




ELEV 4900 TDZE 4896




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7300-1¼ 2404 (2400-1¼) | 7300-1½ 2404 (2400-1½) | 7300-3 | 2404 (2400-3) |
| CIRCLING | 7300-1¼ 2400 (2400-1¼) | 7300-1½ 2400 (2400-1½) | 7300-3 | 2400 (2400-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

BECKWOURTH, CALIFORNIA AL-10032 (FAA) 24361

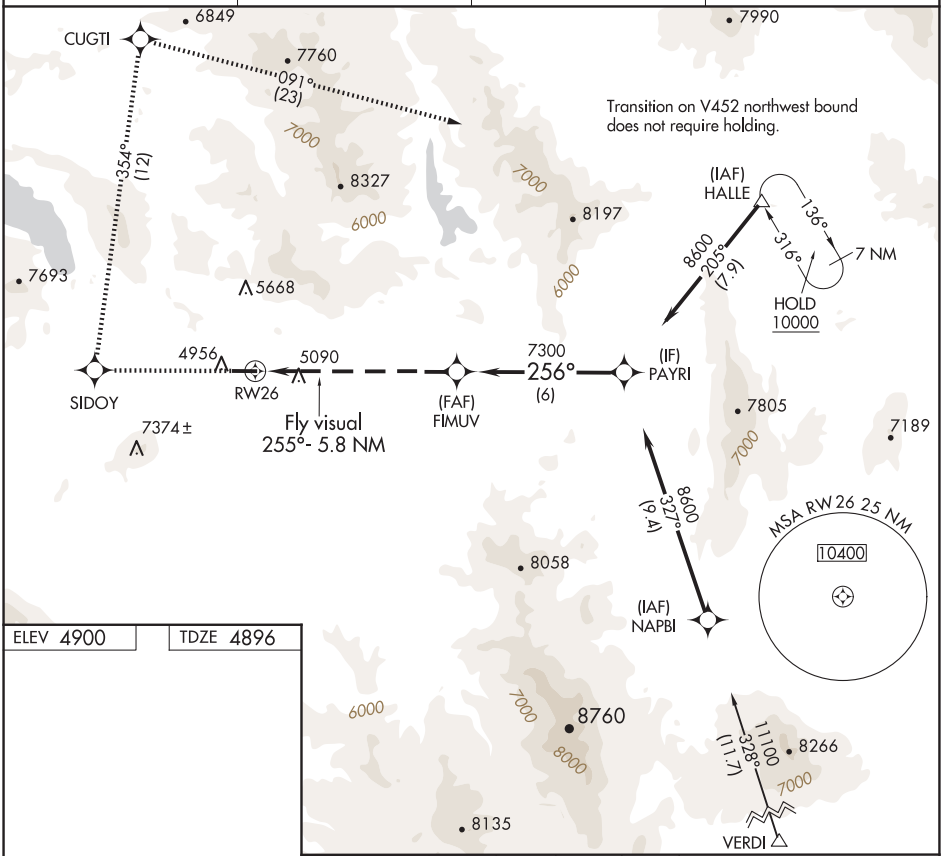
| WAAS CH 49203 W26A | APP CRS 256° | Rwy ldg 4651 TDZE 4896 Apt Elev 4900 |
|---|---|---|

# RNAV (GPS) Z RWY 26
NERVINO (O∅2)

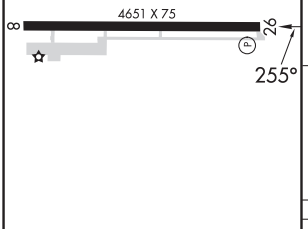
Use Reno/Stead altimeter setting; when not received, use Reno/Tahoe Intl altimeter setting and increase DA 180 feet. DME/DME RNP -0.3 NA.
Helicopter visibility reduction below ¾ SM not authorized.

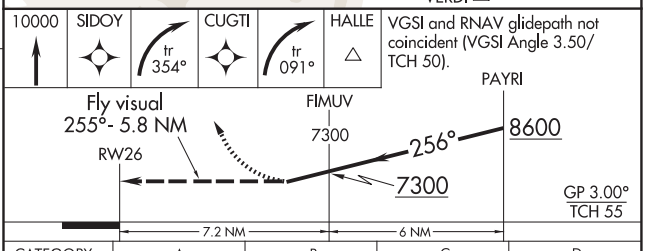
MISSED APPROACH: Climb to 10000 direct SIDOY and right turn on track 354° to CUGTI and right turn on track 091° to HALLE and hold.

| AWOS-2 | RTS AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|---|
| 119.35 | 135.175 | 126.3 353.9 | 122.8 (CTAF) L |




ELEV 4900 TDZE 4896




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6787-2 1891 (1900-2) | | 6787-3 1891 (1900-3) | |

MIRL Rwy 8-26 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 6743 |
|---|---|---|
| 301° | TDZE | 4111 |
| | Apt Elev | 4124 |

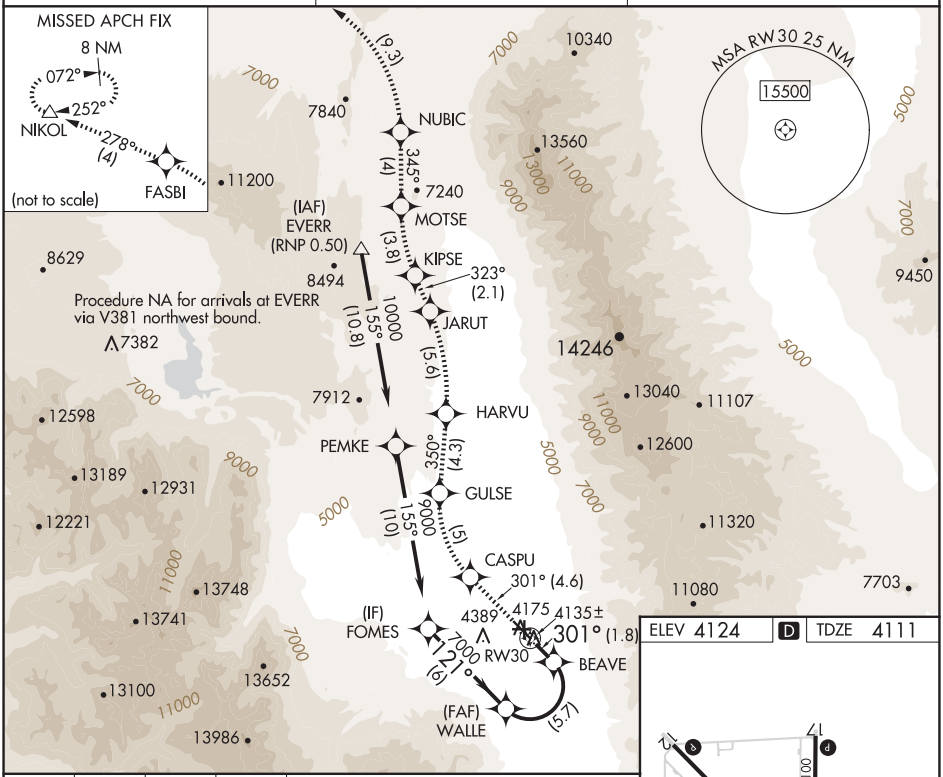
# RNAV (RNP) RWY 30
## BISHOP (BIH)

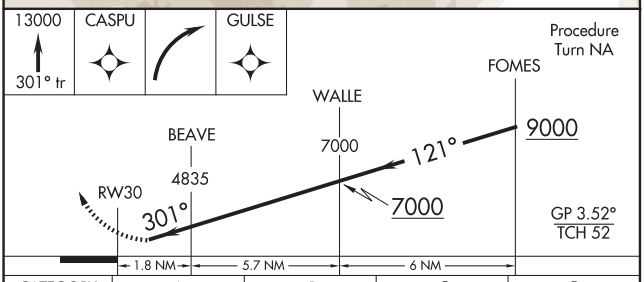
RNP AR APCH, RF required.

NA For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 13000 via 301° track to CASPU, right turn to GULSE, 350° track to HARVU, left turn to JARUT, 323° track to KIPSE, right turn to MOTSE, 345° track to NUBIC, left turn to FASBI, 278° track to NIKOL and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 125.75 284.65 | 123.0 (CTAF) L |

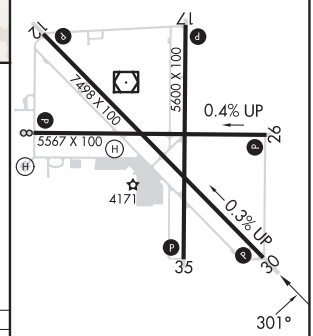



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 4476-1 365 (400-1) | | | NA |

**AUTHORIZATION REQUIRED**

ELEV 4124 D TDZE 4111




MIRL Rwys 8-26, 12-30, and 17-35 L
REIL Rwys 12, 17, 30 and 35

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

BISHOP, CALIFORNIA | AL-5737 (FAA) | 25051

| APP CRS | Rwy ldg | 7098 |
|---|---|---|
| 120° | TDZE | 4123 |
| | Apt Elev | 4124 |

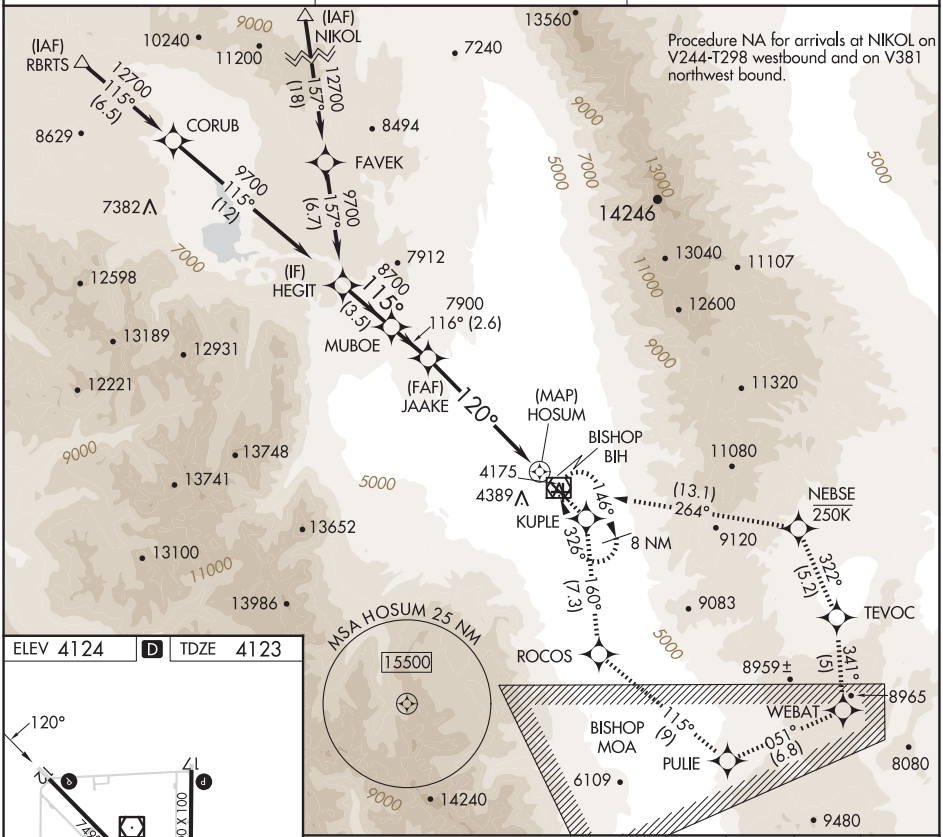
# RNAV (GPS) Y RWY 12
## BISHOP (BIH)

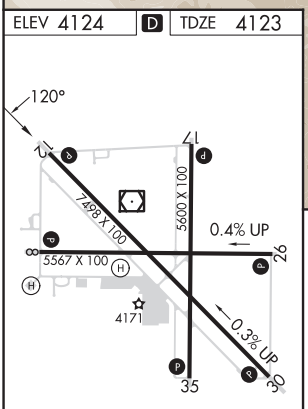
RNP APCH-GPS.

Rwy 12, helicopter visibility reduction below ¾ SM NA.

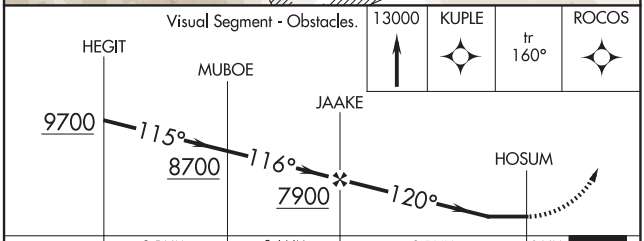
MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE) Climb to 13000 direct KUPLE and on track 160° to ROCOS and on track 115° to PULIE and on track 051° to WEBAT and on track 341° to TEVOC and on track 322° to NEBSE and on track 264° to BIH VOR/DME and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 125.75 284.65 | 123.0 (CTAF) L |




MIRL Rwys 8-26, 12-30, and 17-35 L
REIL Rwys 12, 17, 30 and 35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6600-1¼ 2477 (2500-1¼) | 6600-1½ 2477 (2500-1½) | 6600-3 2477 (2500-3) | NA |

| APP CRS | Rwy ldg | 7098 |
|---|---|---|
| 120° | TDZE | 4123 |
| | Apt Elev | 4124 |

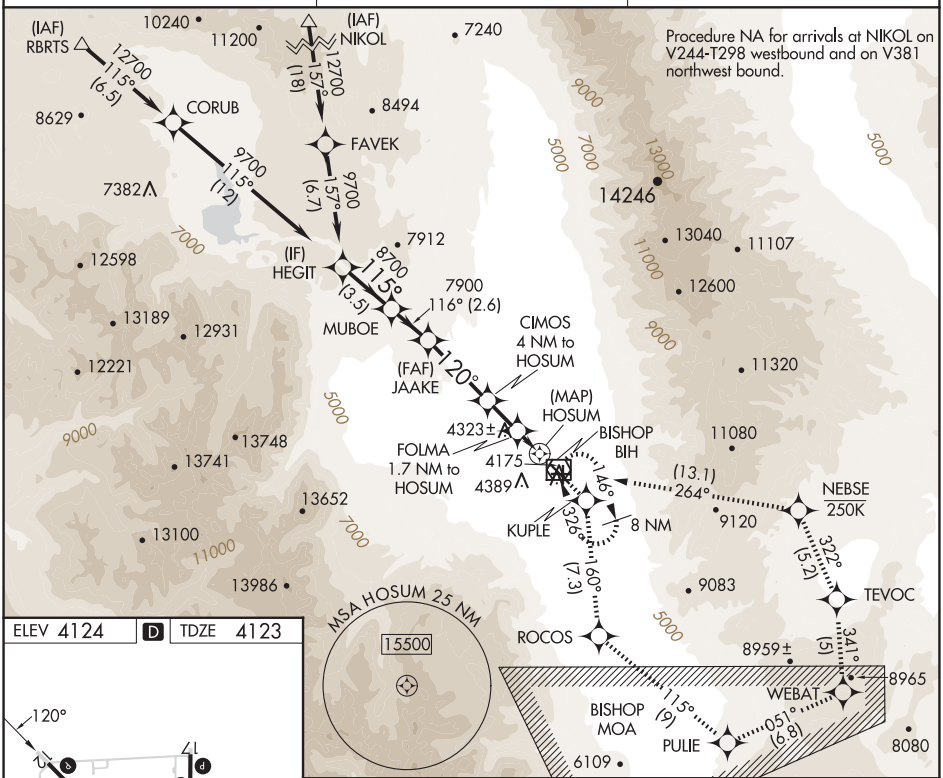
# RNAV (GPS) Z RWY 12
## BISHOP (BIH)

RNP APCH-GPS.

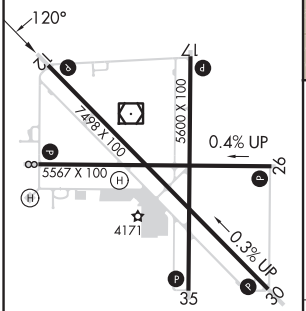
Rwy 12, helicopter visibility reduction below ¾ SM NA. Missed approach requires minimum climb of 325 feet per NM to 11000; if unable, see RNAV (GPS) Y RWY 12.

MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE) Climb to 13000 direct KUPLE and on track 160° to ROCOS and on track 115° to PULIE and on track 051° to WEBAT and on track 341° to TEVOC and on track 322° to NEBSE and on track 264° to BIH VOR/DME and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 125.75 284.65 | 123.0 (CTAF) L |

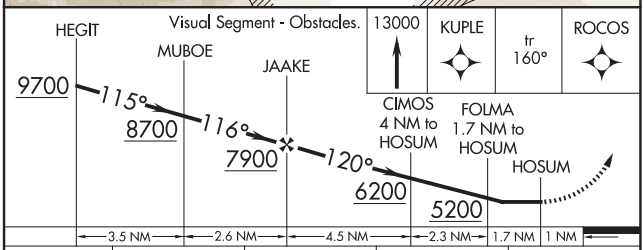



ELEV 4124 D TDZ 4123




MIRL Rwys 8-26, 12-30, and 17-35 L
REIL Rwys 12, 17, 30 and 35

Visual Segment - Obstacles.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4580-1¼ 457 (500-1¼) | | | NA |
| C CIRCLING | 6420-1¼ 2296 (2300-1¼) | 6420-1½ 2296 (2300-1½) | 6420-3 2296 (2300-3) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

BISHOP, CALIFORNIA AL-5737 (FAA) 25051

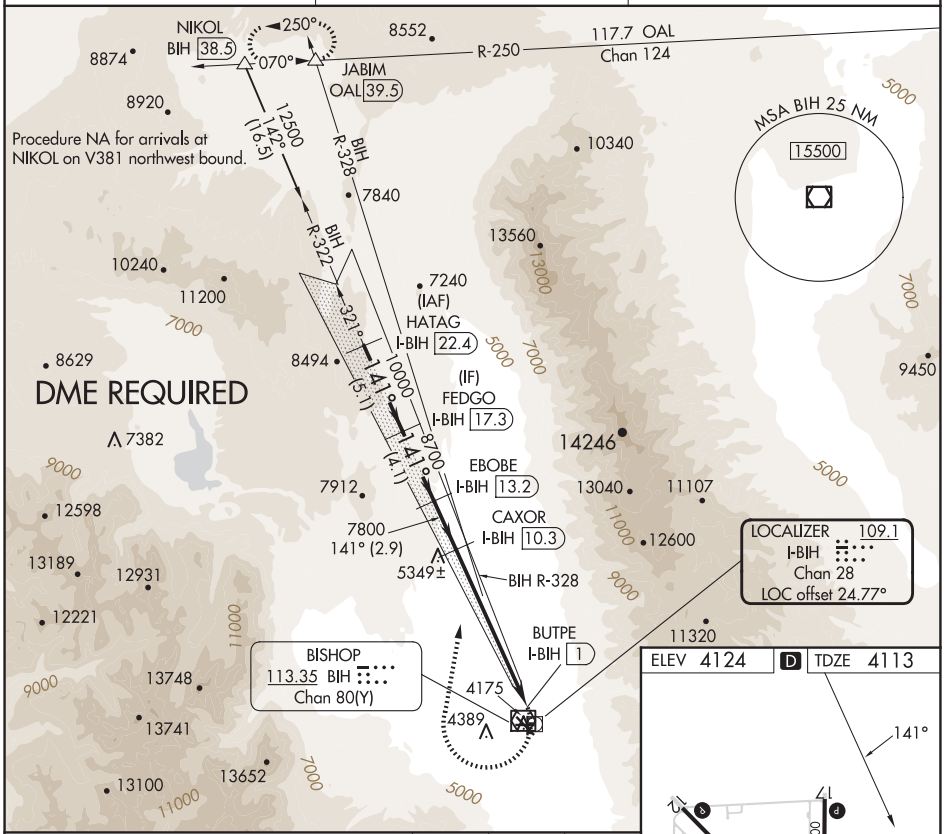
| LOC/DME I-BIH 109.1 Chan 28 | APP CRS 141° | Rwy ldg 5600<br>TDZE 4113<br>Apt Elev 4124 |
|---|---|---|

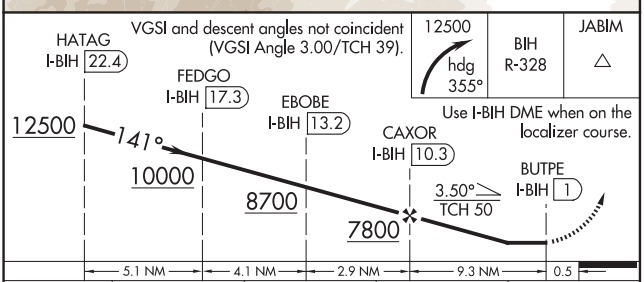
# LDA RWY 17
## BISHOP (BIH)

DME required.

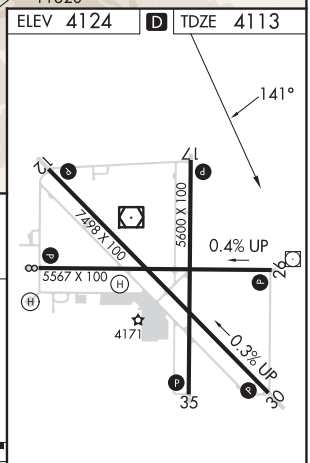
MISSED APPROACH: Climbing right turn to 12500 on heading 355° and on BIH VOR/DME R-328 to JABIM INT/OAL 39.5 DME and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.025 | 125.75 284.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 6340-1¼<br>2227 (2300-1¼) | 6340-1½<br>2227 (2300-1½) | 6340-3 2227 (2300-3) | |




MIRL Rwys 8-26, 12-30, and 17-35 L
REIL Rwys 12, 17, 30 and 35

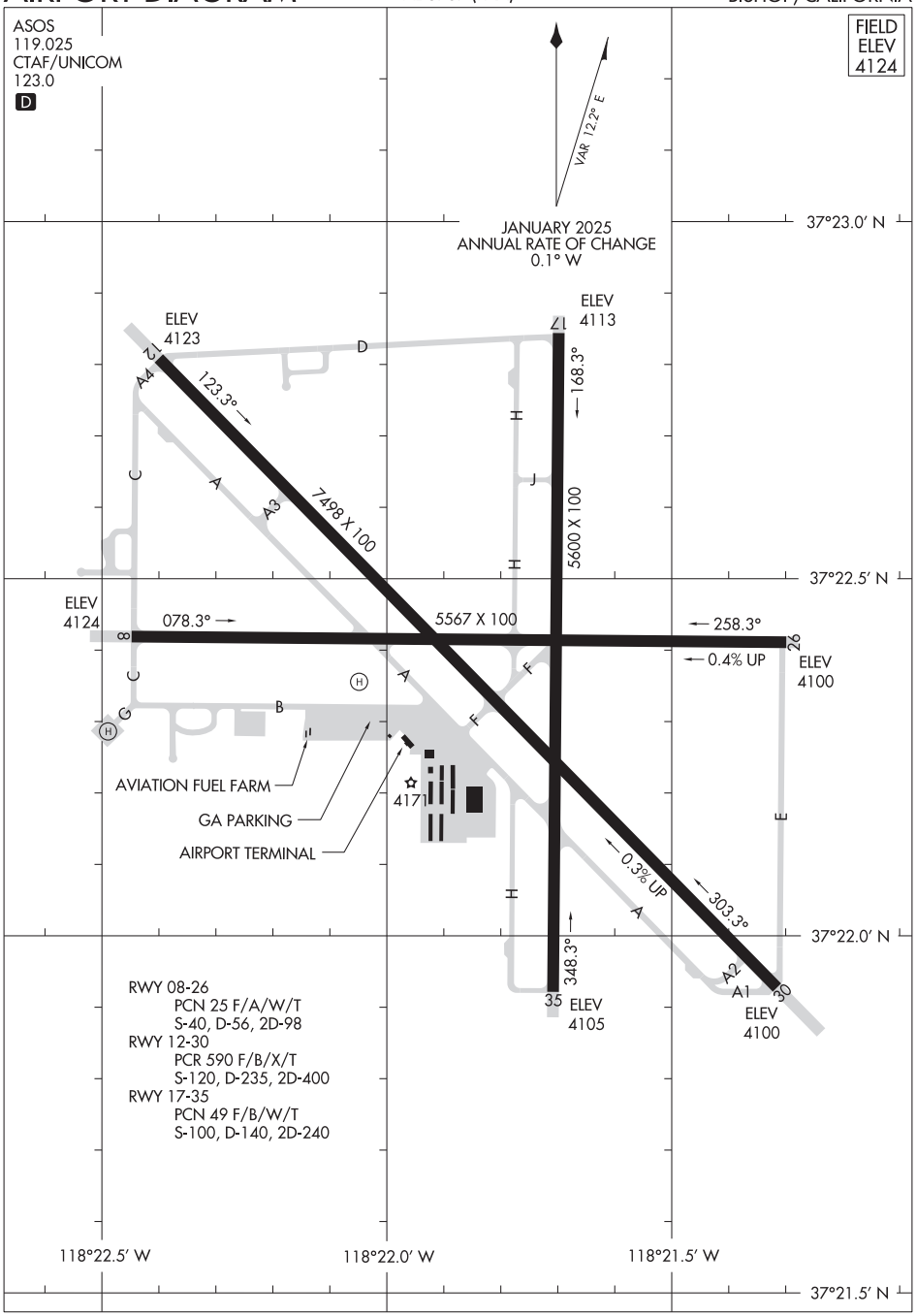
SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

BISHOP, CALIFORNIA
Orig-D 15AUG19

37°22'N-118°22'W

BISHOP (BIH)
LDA RWY 17




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

BYRON, CALIFORNIA

AL-9141 (FAA)

21112

# RNAV (GPS) RWY 30

BYRON (C83)

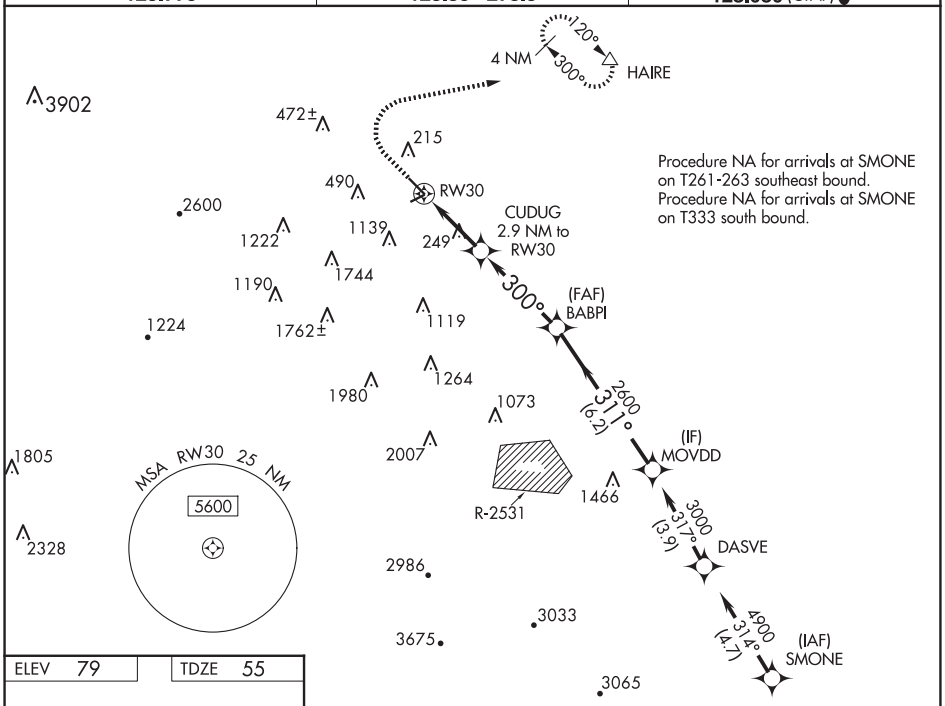
| WAAS CH 65902 W30A | APP CRS 300° | Rwy ldg 4500<br>TDZE 55<br>Apt Elev 79 |
|---|---|---|

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 15°C (59°F). Circling NA southwest of Rwy 12-30.

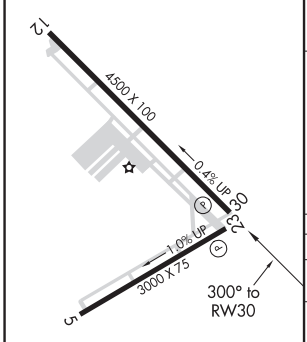
MISSED APPROACH: Climb to 1000, then climbing right turn 4000 direct HAIRE and hold, continue climb-in-hold 4000.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 123.775 | 123.85 278.3 | 123.050 (CTAF) L |




Procedure NA for arrivals at SMONE on T261-263 southeast bound.
Procedure NA for arrivals at SMONE on T333 south bound.

| ELEV 79 | TDZE 55 |
|---|---|

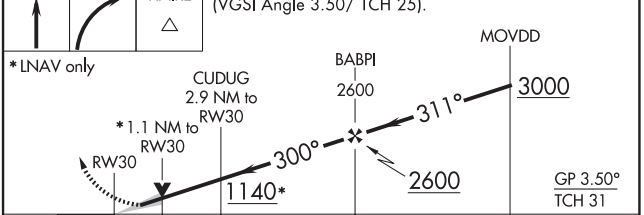



REIL Rwy 30 L
MIRL Rwys 5-23 and 12-30 L

1000 | 4000 | HAIRE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 25).

*LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 325-⅞ 270 (300-⅞) | | | |
| LNAV/VNAV DA | 404-1⅛ 349 (400-1⅛) | | | |
| LNAV MDA | 500-1 445 (500-1) | | 500-1⅜ 445 (500-1⅜) | |
| CIRCLING | 600-1 521 (600-1) | | 680-1¾ 601 (700-1¾) | 820-2½ 741 (800-2½) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 68560 W34B | APP CRS 340° | Rwy ldg 5020 TDZE 4529 Apt Elev 4534 |
|---|---|---|

# RNAV (GPS) RWY 34

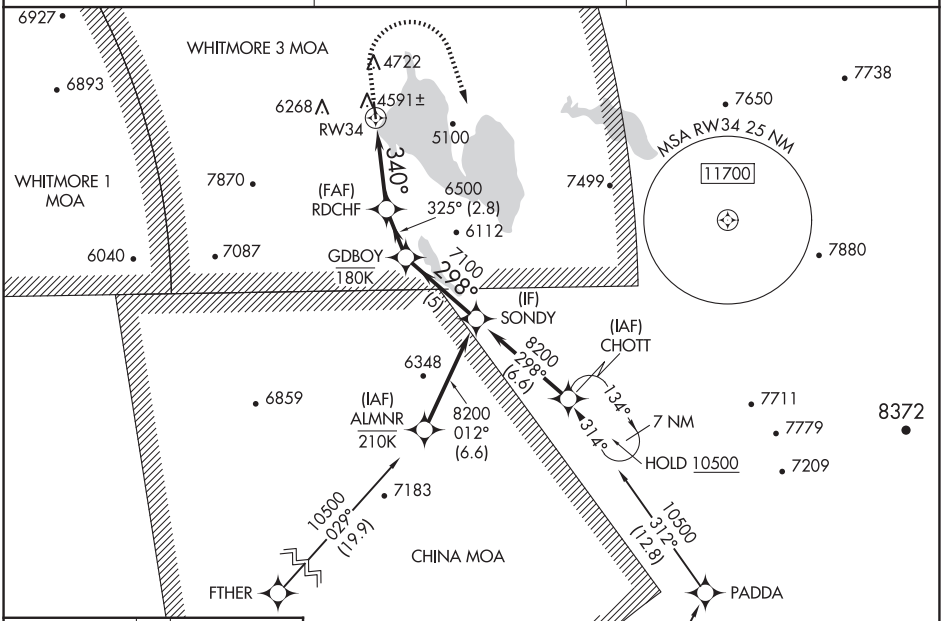
ROGERS FLD (OØ5)

RNP APCH - GPS.

When local altimeter setting not received, procedure NA.
Rwy 34 helicopter visibility reduction below ¾ SM NA. Circling NA for Cat C west of Rwy 16-34. Circling NA at night.

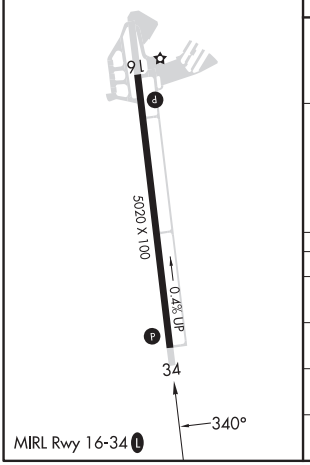
MISSED APPROACH: (Do not exceed 165K until initial turn completion) Climb to 5200 then climbing right turn to 10500 direct CHOTT and hold, continue climb-in-hold to 10500.
*Missed approach requires a minimum climb of 377 feet per NM to 7680 feet.

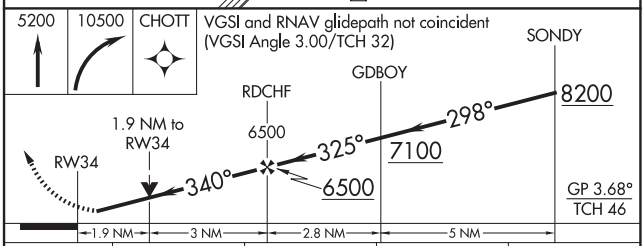
| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 118.275 | 132.2 350.3 | 122.8 (CTAF) L |




Procedure NA for arrivals at MRGGO on V200 westbound.

ELEV 4534 TDZE 4529




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 4779-¾ 250 (300-¾) | | 4829-⅞ 300 (300-⅞) | NA |
| LNAV MDA* | 5160-1 631 (700-1) | | 5160-1¾ 631 (700-1¾) | NA |
| LNAV MDA | 5360-1 831 (900-1) | 5360-1¼ 831 (900-1¼) | 5360-2½ 831 (900-2½) | NA |
| CIRCLING | 5440-1¼ 906 (1000-1¼) | 5660-1½ 1126 (1200-1½) | 5660-3 1126 (1300-3) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(CHOTT1.CHOTT) 24305 AL-10031 (FAA-O)

# CHOTT ONE DEPARTURE (OBSTACLE) (RNAV)

ROGERS FLD (OØ5)
CHESTER, CALIFORNIA

RNAV 1 - GPS.

OAKLAND CENTER
132.2 350.3
CTAF
122.8

DBOBO
10000 250K

090°
(15)

HYMRY

360°
(8)

LSSEN

MSA OØ5 25 NM
11700

WHITMORE 2 MOA

WHITMORE 1 MOA

WHITMORE 3 MOA

5040

340°

160°

5040

164°
(28)

CHINA MOA

CHOTT
10500

134°

314°

7 NM

TAKEOFF MINIMUMS

Rwy 16: Standard with minimum climb of 358'/NM to 6900.

Rwy 34: Standard with minimum climb of 405'/NM to 8900.

TAKEOFF OBSTACLE NOTES

Rwy 16: Pole 73' from DER 196' left of centerline 5' AGL/4518' MSL.
Multiple trees right of centerline beginning 3593' from DER and 851' from centerline, up to 149' AGL/4662' MSL.
Tree 5931' from DER 12' left of centerline, 151' AGL/4665' MSL.

Rwy 34: Pole 147' from DER 483' right of centerline 36' AGL/4570' MSL.
Road 575' from DER 504' left of centerline, 22' AGL/4556' MSL.
Terrain 683' from DER 646' left of centerline, 84' AGL/4618' MSL.
Multiple trees beginning 1039' from DER and 286' right of centerline, up to 70' AGL/4604' MSL.
Line of trees beginning 1558' from DER and 299' left of centerline running northeast to a point 1861' from DER and 255' right of centerline, up to 80' AGL/4614' MSL.
Multiple trees crossing extended runway centerline beginning 1864' from DER and 277' left of centerline, to a point 3707' from DER and 155' right of centerline, up to 98' AGL/4632' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 160° to 5040, then climbing left turn to 10500 direct CHOTT, thence. . . .

TAKEOFF RUNWAY 34: Climb on heading 340° to 5040, then climbing left turn to 10500 direct LSSEN, then on depicted route to CHOTT, thence. . . .

. . . .continue climb in CHOTT holding pattern to cross CHOTT at or above 10500 before proceeding on course.


SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 13L
## CHICO RGNL (CIC)

| LOC/DME I-CIC | APP CRS | Rwy ldg | 6724 |
|---|---|---|---|
| 111.3 | 131° | TDZE | 240 |
| Chan 50 | | Apt Elev | 240 |

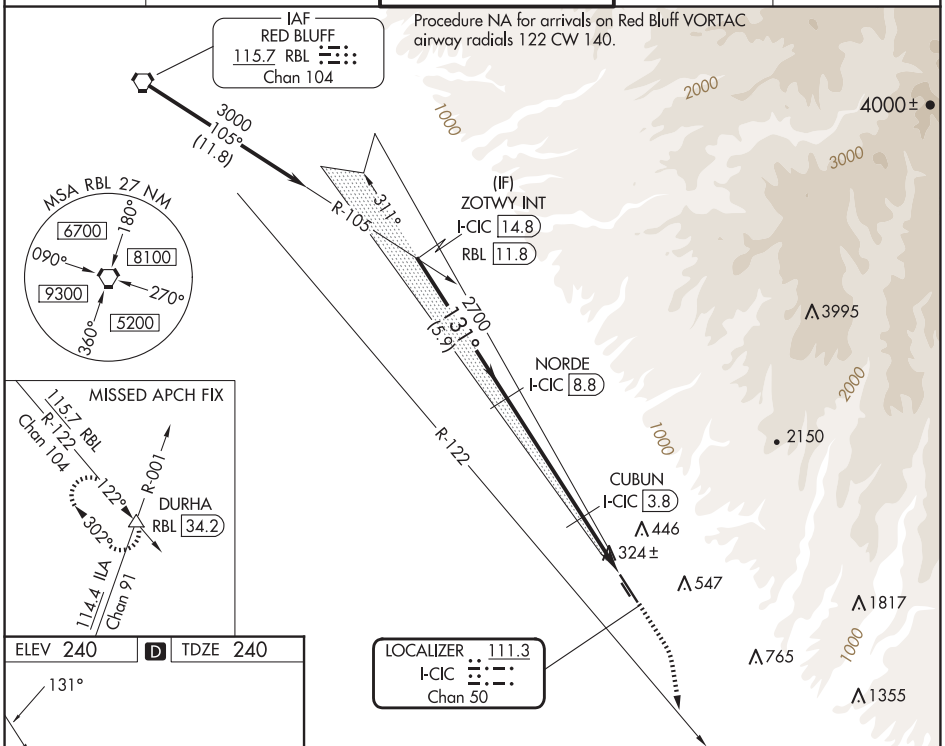
DME required.

Circling NA east of Rwy 13L/31R.

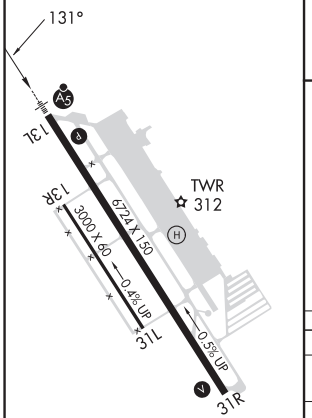
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 6000 on heading 155° and RBL R-122 to DURHA INT/ RBL 34.2 DME and hold, continue climb-in-hold to 6000.

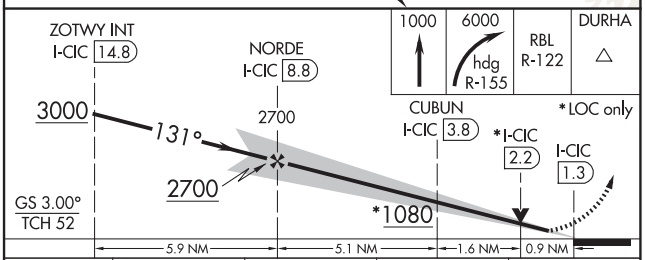
| ATIS | OAKLAND CENTER | CHICO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.675 | 132.2 350.3 | 121.0 (CTAF) 239.3 | 121.9 | 122.95 |




ELEV 240 | D | TDZE 240




REIL Rwy 31R
HIRL Rwy 13L-31R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | 440-½ 200 (200-½) | | | |
| S-LOC 13L | 580-½ 340 (400-½) | | | |
| C CIRCLING | 640-1 400 (400-1) | 700-1 460 (500-1) | 700-1½ 460 (500-1½) | 800-2 560 (600-2) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

CHICO, CALIFORNIA | AL-557 (FAA) | 25051

# RNAV (GPS) RWY 13L
## CHICO RGNL (CIC)

| WAAS CH 65912 W13A | APP CRS 131° | Rwy ldg 6724<br>TDZE 240<br>Apt Elev 240 |
|---|---|---|

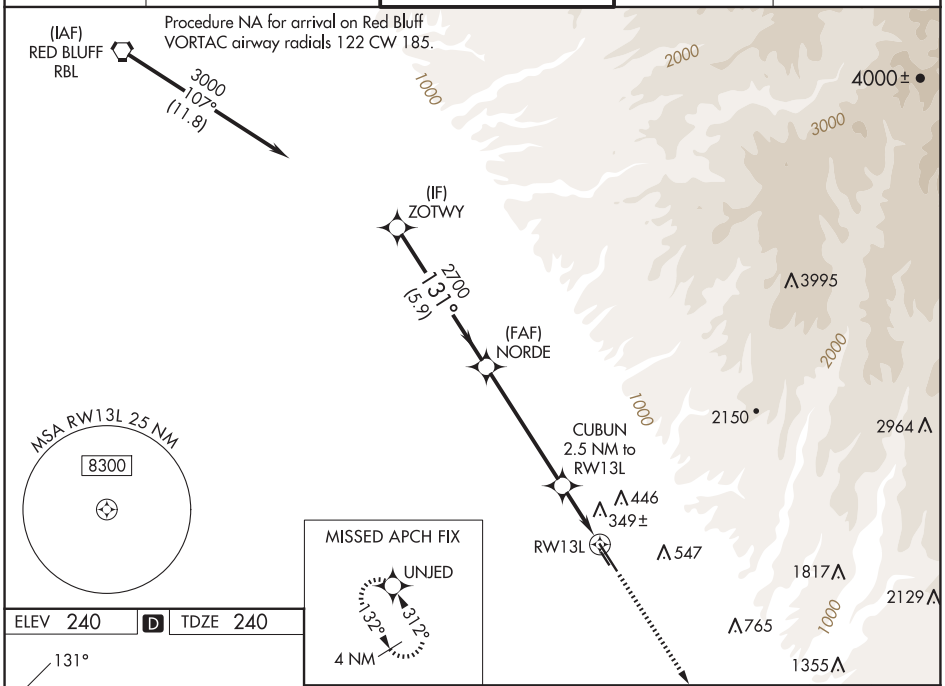
RNP APCH.

T A Circling NA east of Rwy 13L-31R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM, and increase LNAV Cats C/D visibility to 1 SM.

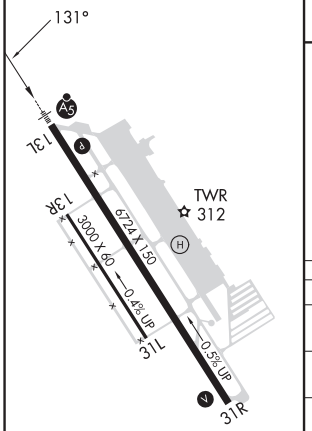
MALSR

MISSED APPROACH: Climb to 3600 direct UNJED and hold, continue climb-in-hold to 3600.

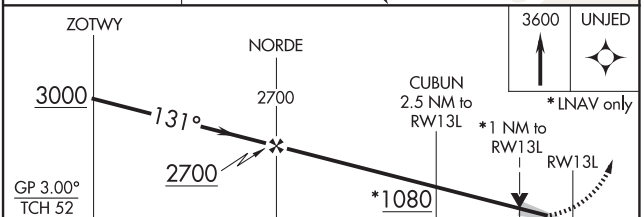
| ATIS | OAKLAND CENTER | CHICO TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 119.675 | 132.2 350.3 | 121.0 (CTAF) L 239.3 | 121.9 | 122.95 |




ELEV 240 | D | TDZE 240




REIL Rwy 31R L
HIRL Rwy 13L-31R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 440-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 530-½ 290 (300-½) | | | |
| LNAV MDA | 600-½ 360 (400-½) | | 600-⅝ 360 (400-⅝) | |
| C CIRCLING | 640-1 400 (400-1) | 700-1 460 (500-1) | 700-1½ 460 (500-1½) | 800-2 560 (600-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 31R
## CHICO RGNL (CIC)

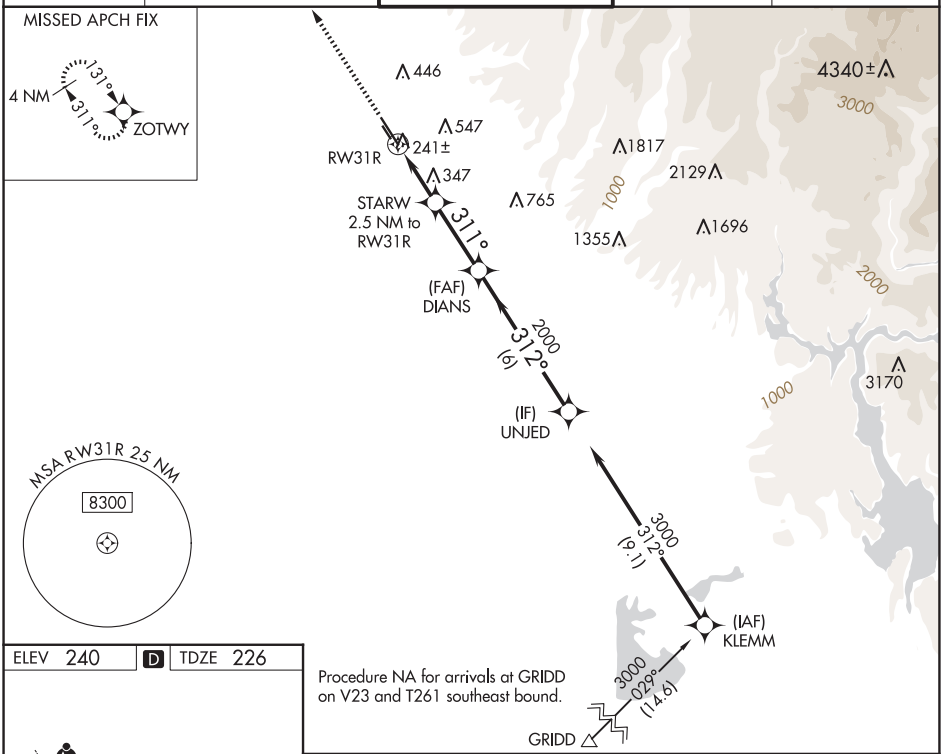
| WAAS CH 77912 W31A | APP CRS 311° | Rwy ldg 6724 TDZE 226 Apt Elev 240 |
|---|---|---|

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

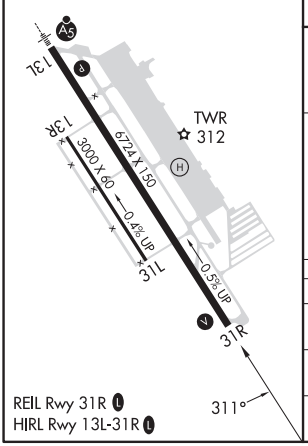
MISSED APPROACH: Climb to 3000 direct ZOTWY and hold.

| ATIS | OAKLAND CENTER | CHICO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.675 | 132.2 350.3 | 121.0 (CTAF) L 239.3 | 121.9 | 122.95 |

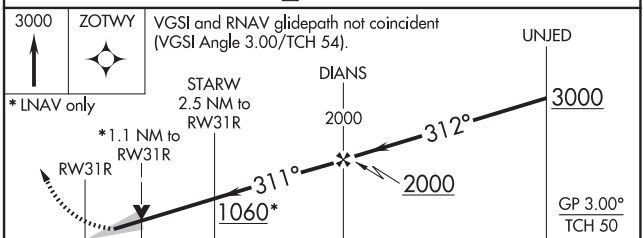



Procedure NA for arrivals at GRIDD on V23 and T261 southeast bound.

ELEV 240 D TDZE 226




REIL Rwy 31R L
HIRL Rwy 13L-31R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 476-1 250 (300-1) | | | |
| LNAV/VNAV DA | 733-1¾ 507 (500-1¾) | | | |
| LNAV MDA | 600-1 374 (400-1) | | | 600-1¼ 374 (400-1¼) |

SW-2, 12 JUN 2025 to 07 AUG 2025

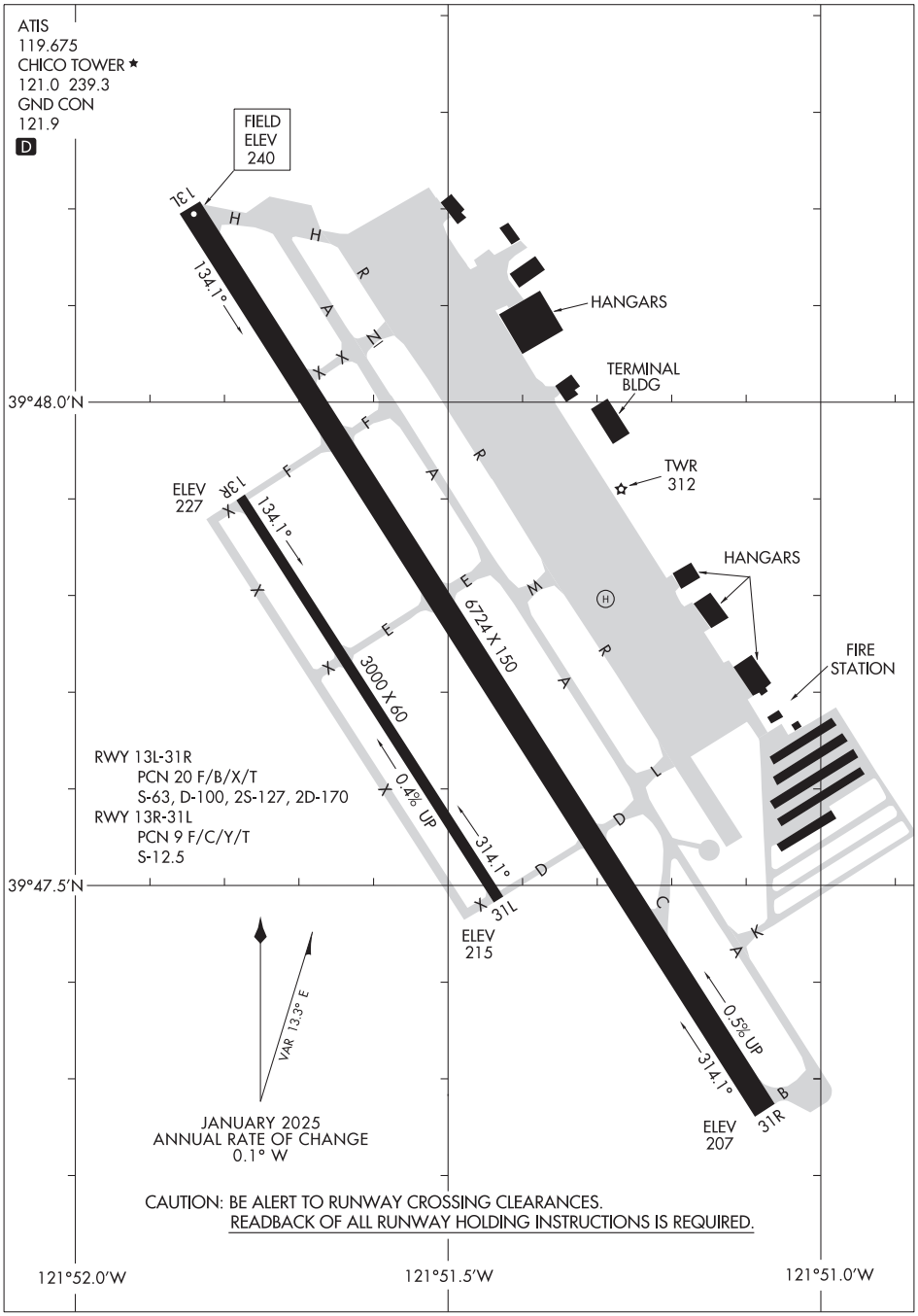
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

CHICO RGNL (CIC)
CHICO, CALIFORNIA

AL-557 (FAA)




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
CHICO, CALIFORNIA
CHICO RGNL (CIC)

# CHICO FIVE DEPARTURE

AL-557 (FAA)



**TOP ALTITUDE: ASSIGNED BY ATC.**

OAKLAND CENTER
132.2 350.3
CHICO TOWER★
121.0 239.3

FORT JONES
116.25 FJS
Chan 109(Y)

KLAMATH FALLS
115.9 LMT
Chan 106

REDDING
114.35 RDD
Chan 90(Y)

RED BLUFF
115.7 RBL
Chan 104

NOTE: RADAR required

TAKEOFF MINIMUMS

Rwys 13L/R, 31L/R: Standard.

MUSTANG
117.9 FMG
Chan 126

WILLIAMS
114.4 ILA
Chan 91

SACRAMENTO
115.2 SAC
Chan 99

NOTE: Chart not to scale.

T

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on a heading between 140° CW 310° from departure end of runway to assigned altitude. Thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb on a heading between 320° CCW 132° from departure end of runway to assigned altitude. Thence. . . .

. . . .RADAR vectors to assigned route. Maintain assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

For aircraft assigned a heading between 120° CW through 250°: if not in contact with Oakland Center after reaching 3000, continue climb to 5000 or higher assigned altitude and proceed to ILA VORTAC, thence. . . .

For aircraft assigned a heading between 255° CW through 320°: if not in contact with Oakland Center after reaching 3000, continue climb to 5000 or higher assigned altitude and proceed to RBL VORTAC, thence. . . .

. . . .Proceed on assigned route.


SW-2, 12 JUN 2025 to 07 AUG 2025

CLOVERDALE, CALIFORNIA | AL-9503 (FAA) | 25107

| APP CRS | Rwy ldg | 2909 |
|---|---|---|
| 314° | TDZE | 276 |
| | Apt Elev | 276 |

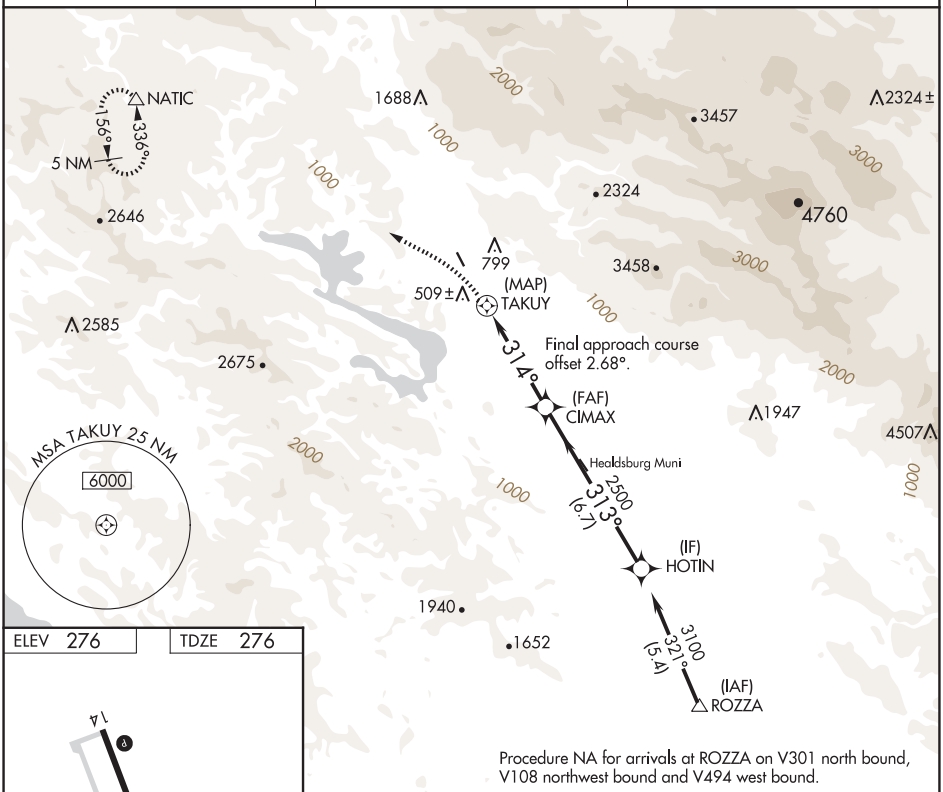
# RNAV (GPS) RWY 32
## CLOVERDALE MUNI (O69)

RNP APCH-GPS.

T A NA Circling Cat C NA northeast of Rwy 14-32. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Santa Rosa altimeter setting.

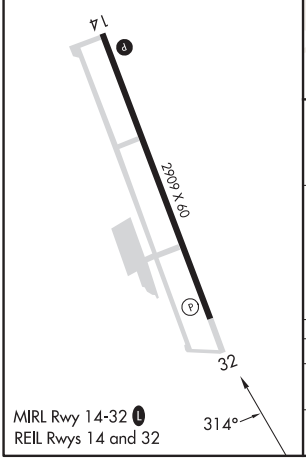
MISSED APPROACH: Climbing left turn to 6000 direct NATIC and hold, continue climb-in-hold to 6000.

| STS ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 120.55 | 127.8 353.5 | 122.8 (CTAF) L |

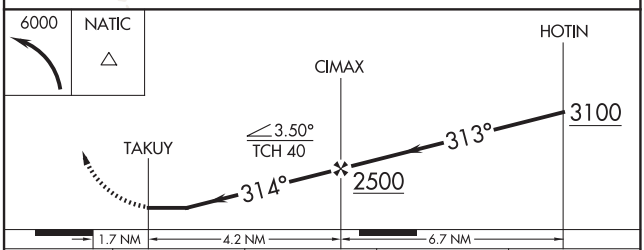



Procedure NA for arrivals at ROZZA on V301 north bound, V108 northwest bound and V494 west bound.

ELEV 276 | TDZE 276




MIRL Rwy 14-32 L
REIL Rwys 14 and 32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-2 1044 (1100-2) | | 1320-3 1044 (1100-3) | NA |
| C CIRCLING | 1500-2 1224 (1300-2) | 2180-2 1904 (2000-2) | 2180-3 1904 (2000-3) | NA |

CLOVERDALE, CALIFORNIA
Amdt 1 12AUG21

38°47′N-123°00′W

CLOVERDALE MUNI (O69)
RNAV (GPS) RWY 32

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 69544 W30A | APP CRS 296° | Rwy ldg 5000<br>TDZE 610<br>Apt Elev 625 |
|---|---|---|

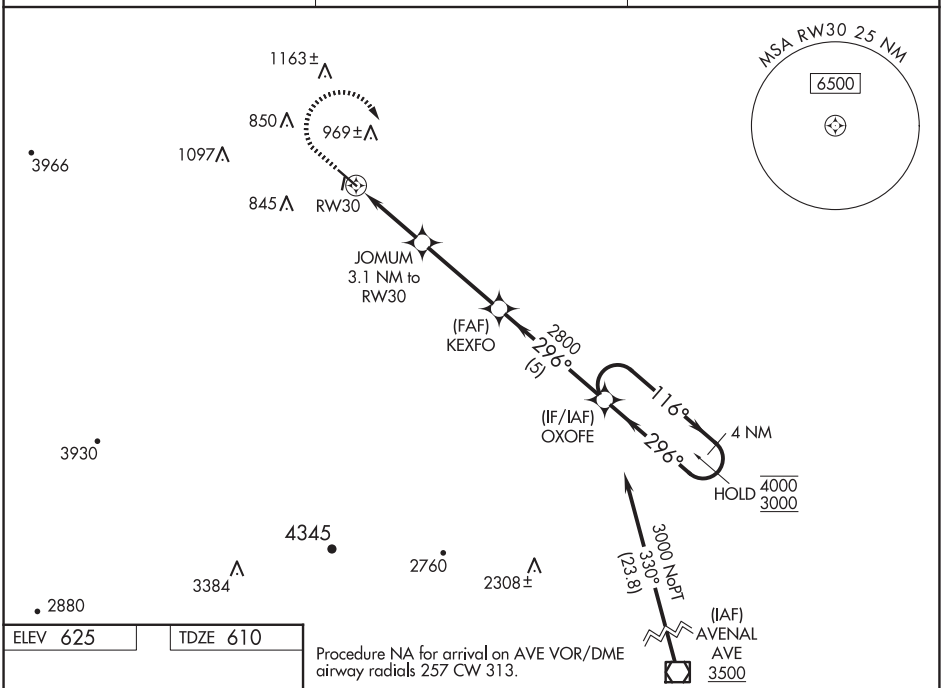
# RNAV (GPS) RWY 30
## NEW COALINGA MUNI (C80)

RNP APCH - GPS.

Circling to Rwy 1, 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

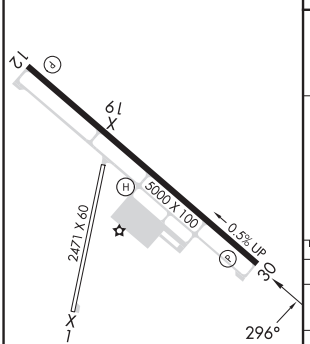
MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 direct OXOFE and hold.

| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 128.7 307.0 | 122.7 (CTAF) L |

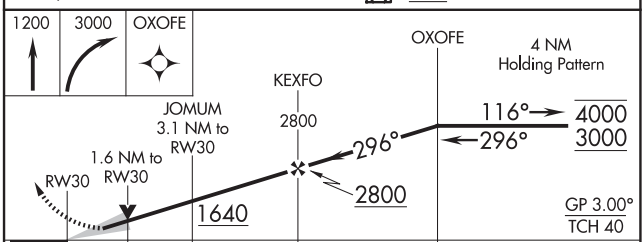



ELEV 625 TDZE 610

Procedure NA for arrival on AVE VOR/DME airway radials 257 CW 313.




MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 936-1 326 (400-1) | | | |
| LNAV/VNAV DA | 1030-1⅛ 420 (500-1⅛) | | | |
| LNAV MDA | 1140-1 530 (600-1) | | 1140-1½ 530 (600-1½) | |
| CIRCLING | 1160-1 535 (600-1) | 1320-1 695 (700-1) | 1420-2¼ 795 (800-2¼) | 1700-3 1075 (1100-3) |

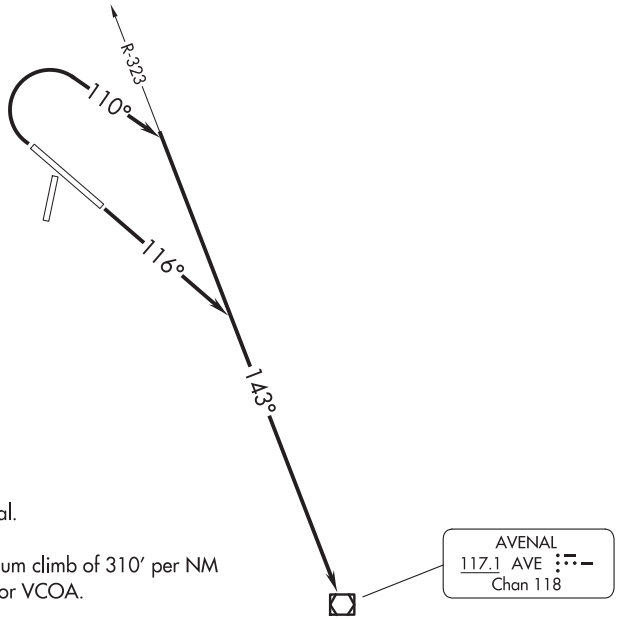
(AVE1.AVE) 23278

# AVENAL ONE DEPARTURE(OBSTACLE)

AL-9514 (FAA)

NEW COALINGA MUNI (C8Ø)
COALINGA, CALIFORNIA

FRESNO DEP CON
119.6 351.95
OAKLAND CENTER
128.7 307.0
AWOS
119.275




TAKEOFF MINIMUMS

Rwys 1, 19: NA-Environmental.
Rwy 12: Standard.
Rwy 30: Standard with minimum climb of 310′ per NM to 2100 or 3000-3 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 12: Vehicle on road beginning 9′ from DER, 362′ left of centerline, up to 614′ MSL.
Navaid 15′ from DER, 125′ right of centerline, 2′ AGL/603′ MSL.
Vehicle on road beginning 76′ from DER, 506′ right of centerline, up to 614′ MSL.
Rwy 30: Navaid 14′ from DER, 125′ left of centerline, 1′ AGL/626′ MSL.
Terrain 43′ from DER, 472′ right of centerline, 627′ MSL.
Vehicle on road beginning 145′ from DER, 456′ right of centerline, up to 645′ MSL.
Vehicle on road 202′ from DER, 446′ left of centerline, 643′ MSL.
Vehicle on road 330′ from DER, 378′ right of centerline, 646′ MSL.
Vehicle on road beginning 384′ from DER, 1′ left of centerline, up to 644′ MSL.
Vehicle on road 532′ from DER, 362′ right of centerline, 647′ MSL.
Vehicle on road beginning 655′ from DER, on and left of centerline, up to 646′ MSL.
Vehicle on road beginning 679′ from DER, on and right of centerline, up to 648′ MSL.
Vehicle on road beginning 731′ from DER, 113′ left of centerline, up to 648′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb on heading 116° to intercept AVE VOR/DME R-323 to AVE VOR/DME then proceed on course.

TAKEOFF RUNWAY 30: Climbing right turn to heading 110° to intercept AVE VOR/DME R-323 to AVE VOR/DME then proceed on course.

VCOA RUNWAY 30: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross New Coalinga Muni Airport at or above 3500 before proceeding on course.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 4289 |
|---|---|---|
| 354° | TDZE | 2105 |
| | Apt Elev | 2121 |

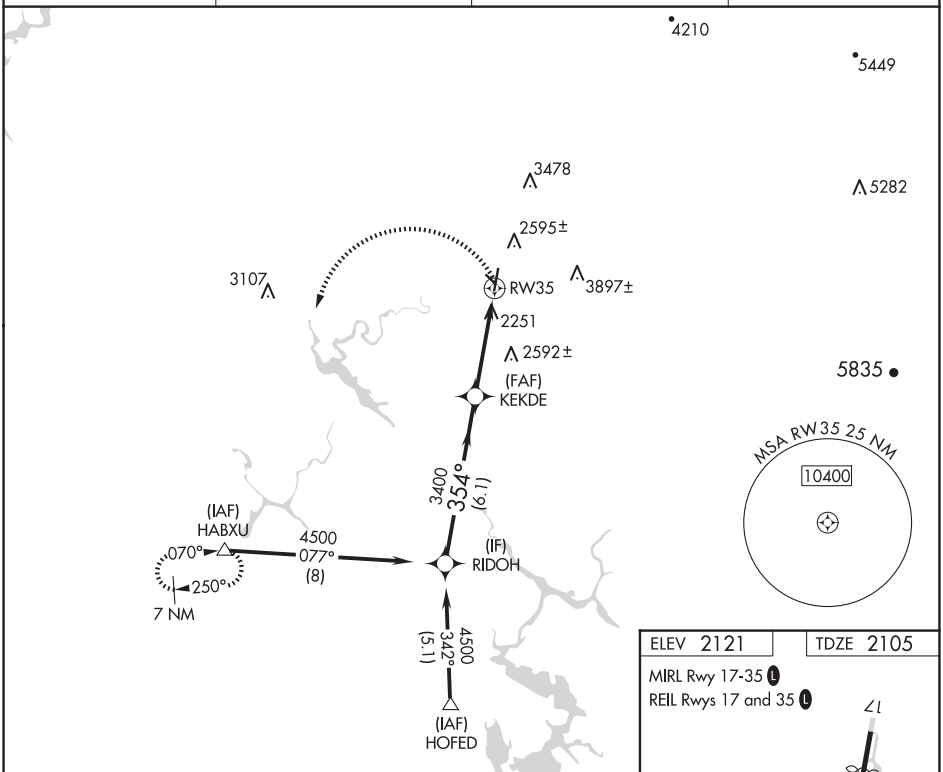
# RNAV (GPS) RWY 35
## COLUMBIA (O22)

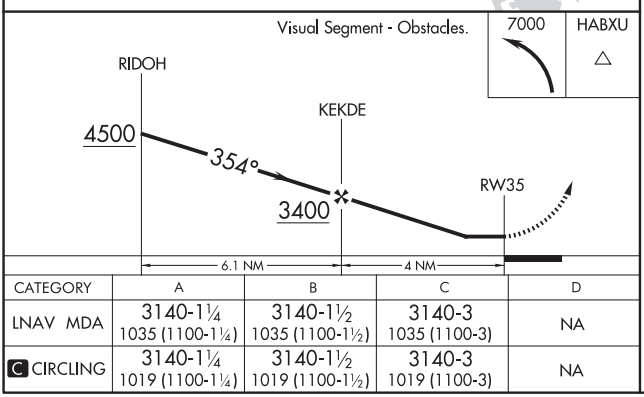
RNP APCH.

Circling NA to Rwys 11 and 29. Circling NA east of Rwy 17-35. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 7000 direct HABXU and hold, continue climb-in-hold to 7000.

| AWOS-3 | NORCAL APP CON | OAKLAND CENTER | UNICOM |
|---|---|---|---|
| 124.65 | 125.1 363.2 (NORTH/WEST) | 121.25 327.0 (EAST/SOUTH) | 122.975 (CTAF) L |



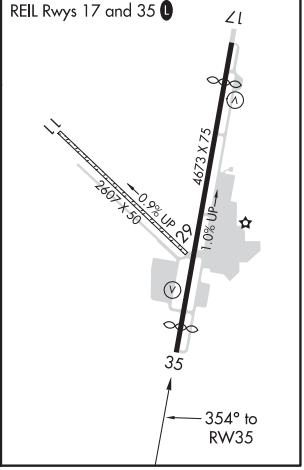




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3140-1¼<br>1035 (1100-1¼) | 3140-1½<br>1035 (1100-1½) | 3140-3<br>1035 (1100-3) | NA |
| C CIRCLING | 3140-1¼<br>1019 (1100-1¼) | 3140-1½<br>1019 (1100-1½) | 3140-3<br>1019 (1100-3) | NA |

ELEV 2121 TDZE 2105

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L







SW-2, 12 JUN 2025 to 07 AUG 2025

(FICHU4.HABXU) 23026

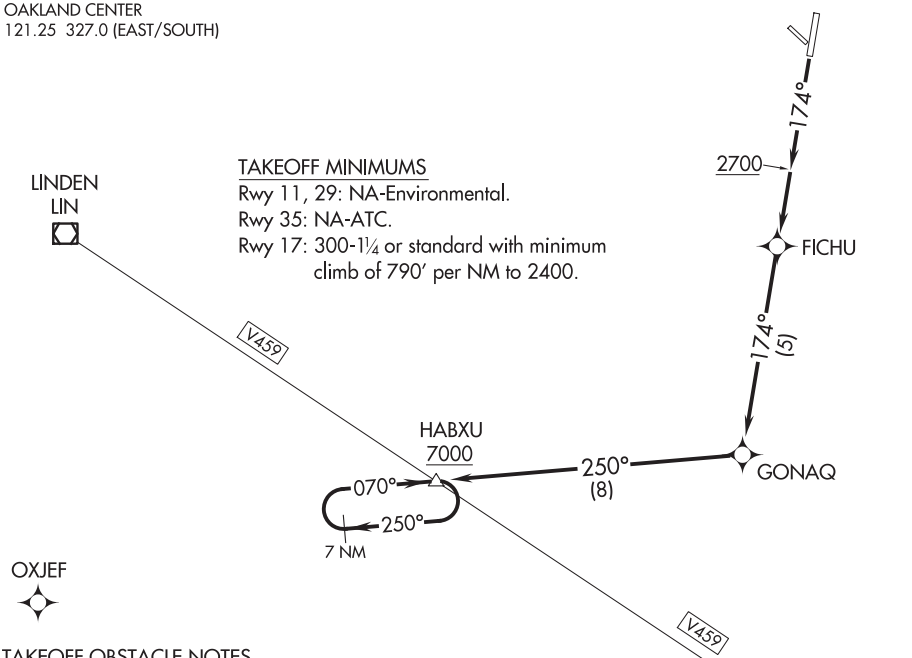
# FICHU FOUR DEPARTURE (OBSTACLE) (RNAV)

AL-6786 (FAA)

COLUMBIA (O22)
COLUMBIA, CALIFORNIA

RNAV 1 - GPS.

NORCAL DEP CON
125.1 363.2 (NORTH/WEST)
OAKLAND CENTER
121.25 327.0 (EAST/SOUTH)




TAKEOFF MINIMUMS
Rwy 11, 29: NA-Environmental.
Rwy 35: NA-ATC.
Rwy 17: 300-1¼ or standard with minimum climb of 790′ per NM to 2400.

TAKEOFF OBSTACLE NOTES
Rwy 17: Vegetation 31′ from DER, 196′ right of centerline, 2083′ MSL.
Tree 148′ from DER, 387′ right of centerline, 2108′ MSL.
Trees beginning 180′ from DER, 287′ left of centerline, up to 2126′ MSL.
Tree 262′ from DER, 527′ right of centerline, 2163′ MSL.
Trees beginning 353′ from DER, 240′ left of centerline, up to 2127′ MSL.
Trees, traverse way, pole, terrain, vegetation beginning 414′ from DER, 46′ right of centerline, up to 2188′ MSL.
Tree 456′ from DER, 325′ left of centerline, 2130′ MSL.
Trees beginning 492′ from DER, 109′ left of centerline, up to 2133′ MSL.
Trees beginning 725′ from DER, 26′ left of centerline, up to 2171′ MSL.
Trees beginning 1259′ from DER, 57′ left of centerline, up to 2181′ MSL.
Tree 1527′ from DER, 892′ right of centerline, 2205′ MSL.
Tree 1620′ from DER, 859′ right of centerline, 2220′ MSL.
Trees beginning 1665′ from DER, 895′ right of centerline, up to 2238′ MSL.
Tree 2151′ from DER, 983′ left of centerline, 2212′ MSL.
Trees, tower beginning 2195′ from DER, 442′ left of centerline, up to 2273′ MSL.
Tree 5936′ from DER, 560′ left of centerline, 2239′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° to 2700, then climb direct to FICHU, then on track 174° to GONAQ, then on track 250° to HABXU, maintain 7000. Continue climb in hold in HABXU holding pattern to cross HABXU at or above MEA for route of flight.


SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 138° | TDZE | N/A |
| | Apt Elev | 49 |

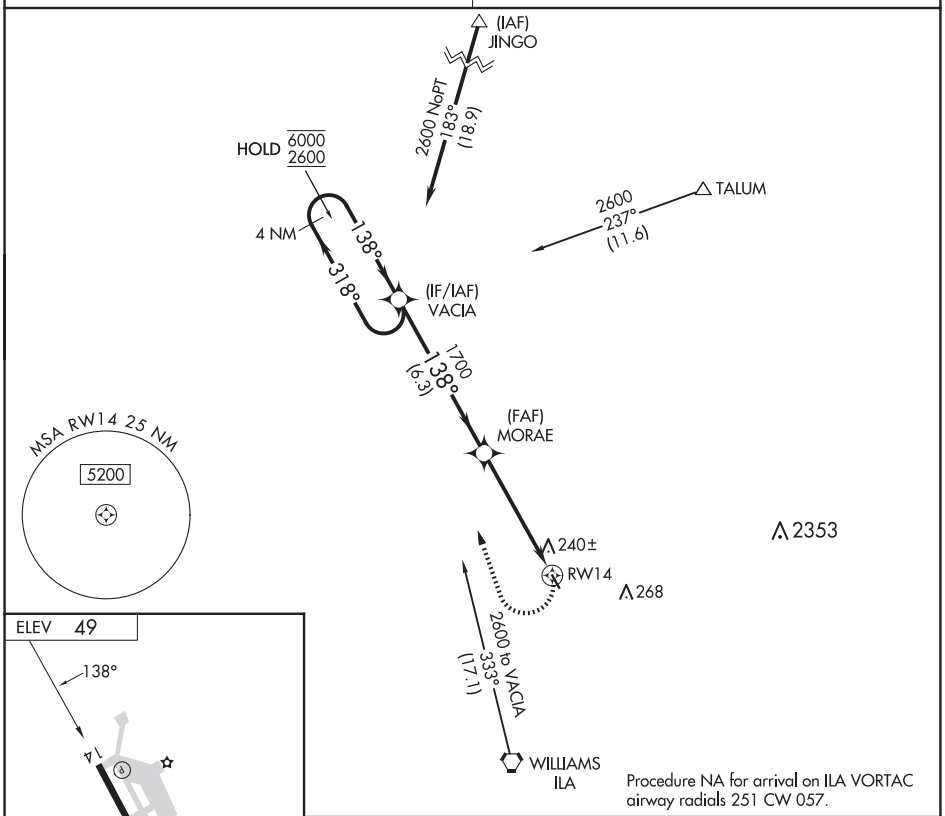
# RNAV (GPS)-B
## COLUSA COUNTY (O∅8)

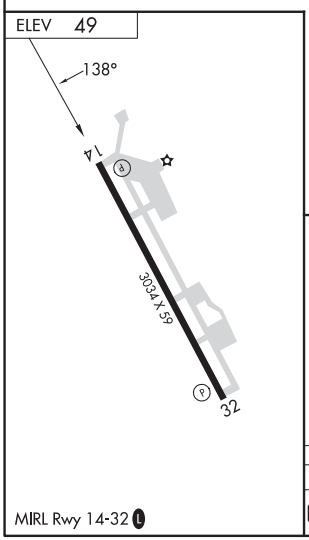
RNP APCH - GPS.

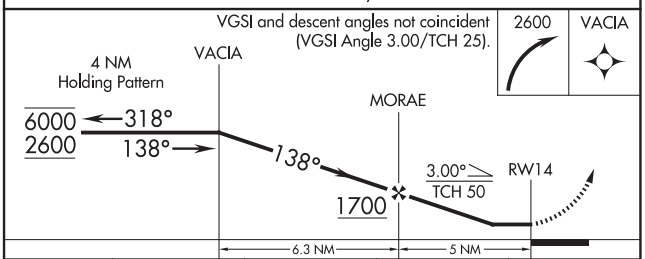
T A NA Circling Rwy 32 NA at night. Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Sacramento Intl altimeter setting and increase all MDAs 100 feet and Cat C visibility ½ SM.

MISSED APPROACH: Climbing right turn to 2600 direct VACIA and hold.

| OAKLAND CENTER | UNICOM |
|---|---|
| 132.2 350.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 600-1 551 (600-1) | | 620-1½ 571 (600-1½) | NA |

MIRL Rwy 14-32 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

COLUSA, CALIFORNIA | AL-5147 (FAA) | 25163

| WAAS CH 65840 W32A | APP CRS 318° | Rwy Ldg 3034<br>TDZE 49<br>Apt Elev 49 |
|---|---|---|

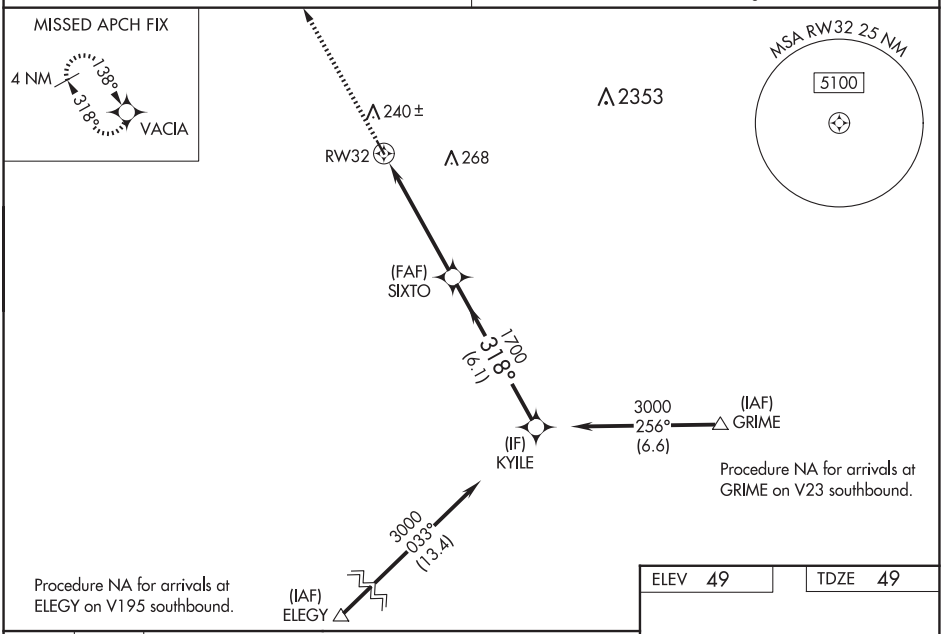
# RNAV (GPS) RWY 32
## COLUSA COUNTY (O08)

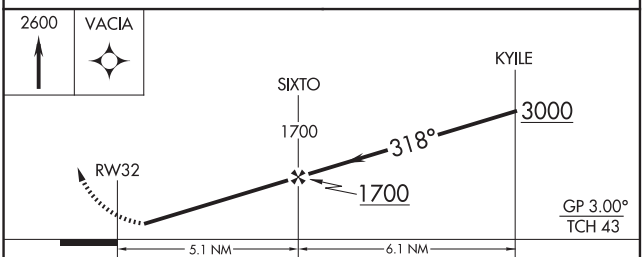
RNP APCH - GPS.

T A NA Baro-VNAV NA when using Sacramento Intl altimeter setting. Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Sacramento Intl altimeter setting: increase LPV DA to 381 feet, increase LNAV/VNAV DA to 551 feet and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2600 direct VACIA and hold.

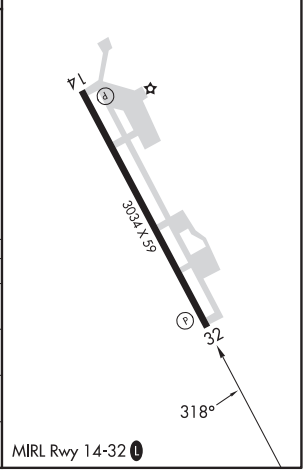
| OAKLAND CENTER | UNICOM |
|---|---|
| 132.2 350.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 299-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 469-1⅛ 420 (500-1⅛) | | | NA |
| LNAV MDA | 520-1 471 (500-1) | | 520-1⅜ 471 (500-1⅜) | NA |
| C CIRCLING | 600-1 551 (600-1) | | 620-1½ 571 (600-1½) | NA |

| ELEV 49 | TDZE 49 |
|---|---|




COLUSA, CALIFORNIA
Amdt 2 11JUL24

39°11′N-122°00′W

COLUSA COUNTY (O08)
RNAV (GPS) RWY 32

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| VORTAC ILA 114.4 Chan 91 | APP CRS 356° | Rwy Ldg N/A<br>TDZE N/A<br>Apt Elev 49 |
|---|---|---|

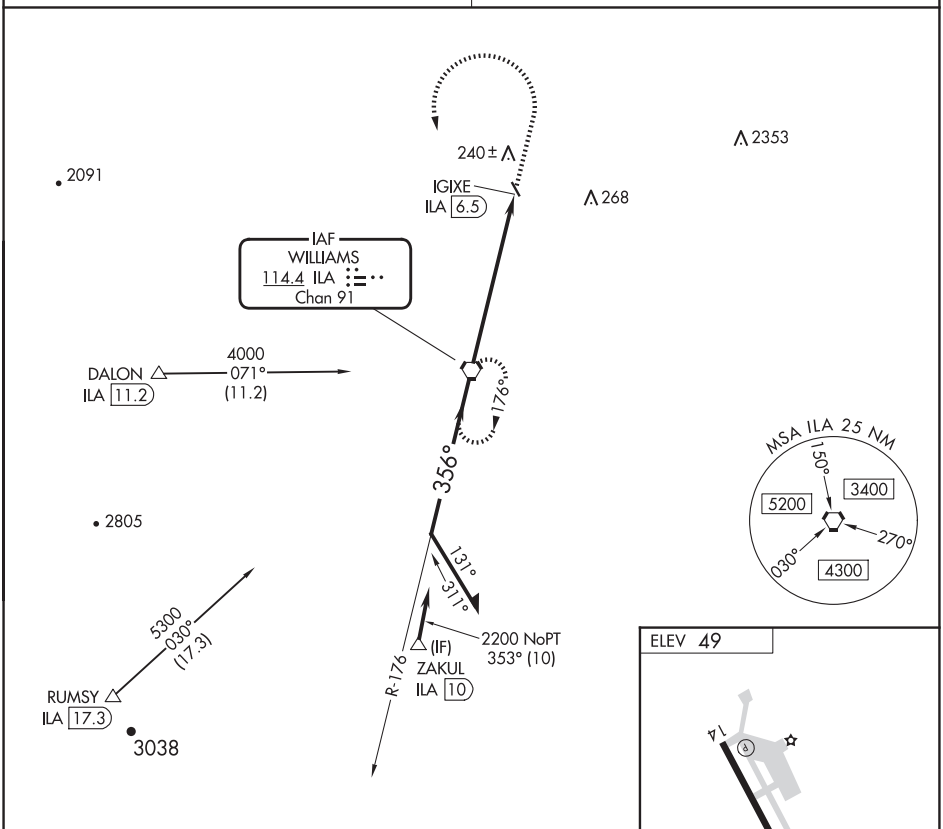
# VOR-A
## COLUSA COUNTY (0Ø8)

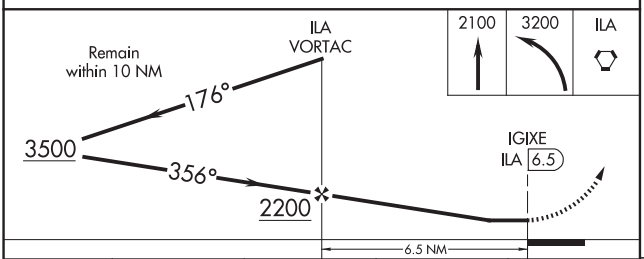
DME required.

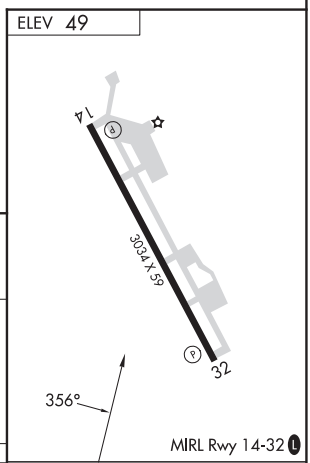
T A NA Circling Rwy 32 NA at night. Obtain local altimeter setting on CTAF; when not received, use Sacramento Intl altimeter setting and increase all MDAs 100 feet and visibility Cat C ½ SM.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3200 direct ILA VORTAC and hold.

| OAKLAND CENTER | UNICOM |
|---|---|
| 132.2 350.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 600-1 551 (600-1) | | 620-1½ 571 (600-1½) | NA |

| FAF to MAP 6.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

CONCORD, CALIFORNIA — AL-5320 (FAA) — 25163

# RNAV (GPS) RWY 19R
## BUCHANAN FLD (CCR)

| WAAS CH 86424 W19A | APP CRS 191° | Rwy Ldg 4400<br>TDZE 22<br>Apt Elev 26 |
|---|---|---|

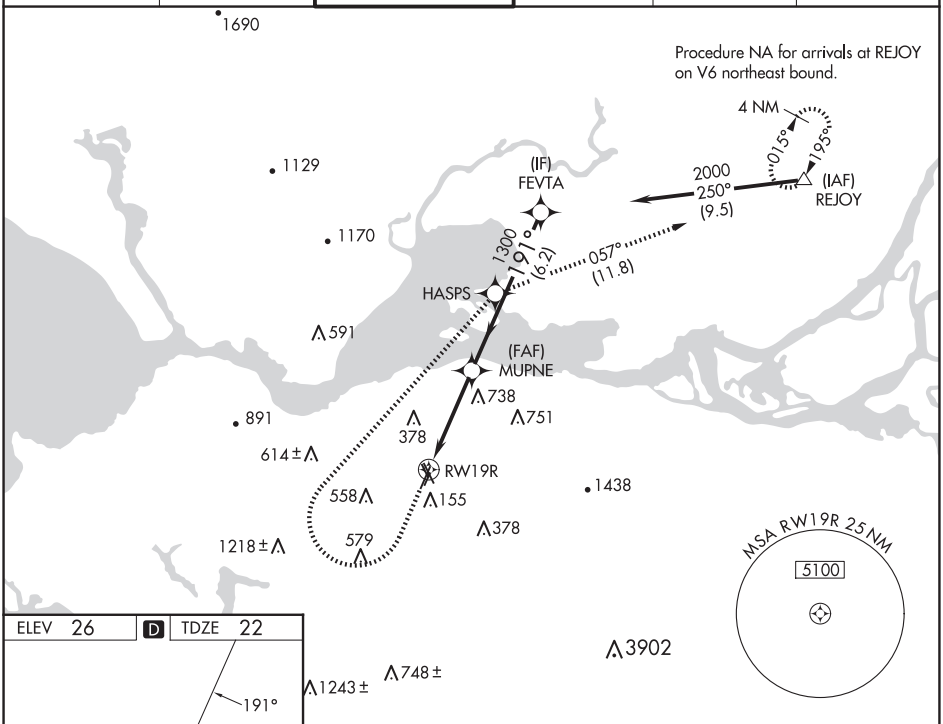
RNP APCH - GPS.

Circling to Rwy 1L, 1R, 32R, 32L and 19L NA at night. Circling NA west of Rwys 1L and 19R. Rwy 19R helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat C and D visibility to 3 SM.

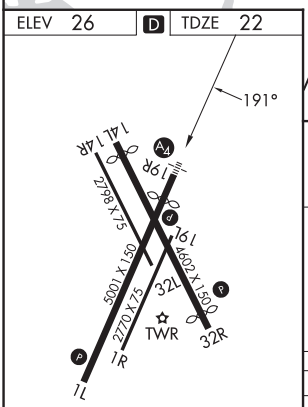
MALS

MISSED APPROACH: (Do not exceed 190K until HASPS) Climb to 500 then climbing right turn to 3000 direct HASPS then on track 057° direct REJOY and hold.

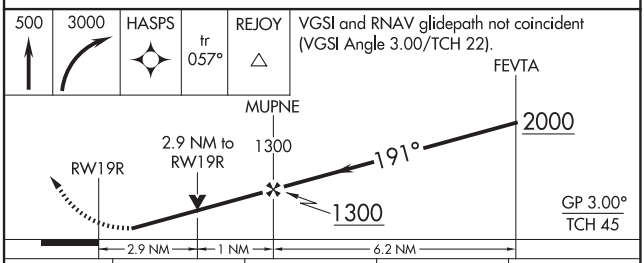
| ATIS | TRAVIS APP CON | CONCORD TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.7 | 119.9 322.325 | 119.7 (CTAF) L 257.8 | 121.9 | 118.025 | 122.95 |




| ELEV 26 | D | TDZE 22 |
|---|---|---|




HIRL Rwy 1L-19R
REIL Rwys 1L and 32R
MIRL Rwy 14L-32R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 298-¾ 276 (300-¾) | | | |
| LNAV MDA | 980-1 958 (1000-1) | 980-1¼ 958 (1000-1¼) | 980-2½ 958 (1000-2½) | |
| C CIRCLING | 980-1¼ 954 (1000-1¼) | 980-1½ 954 (1000-1½) | 980-3 954 (1000-3) | 1300-3 1274 (1300-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# LDA RWY 19R
## BUCHANAN FLD (CCR)

| LOC/DME I-CCR | APP CRS | Rwy Ldg | 4400 |
|---|---|---|---|
| 108.5 | 185° | TDZE | 22 |
| Chan 22 | | Apt Elev | 26 |

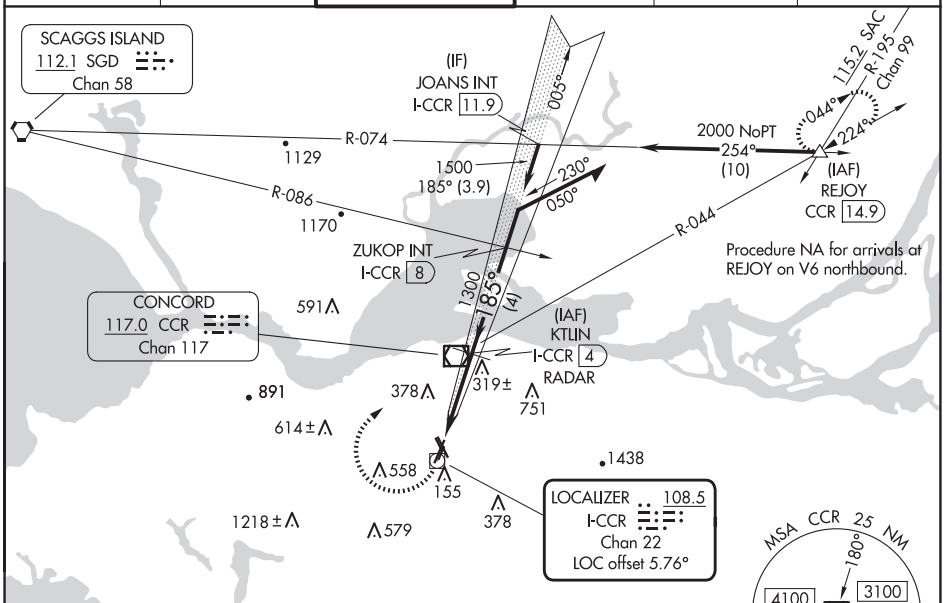
DME required.

Circling NA west of Rwy 1L-19R. Circling Rwy 1L, 1R, 19L, 32L, 32R NA at night. Rwy 19R helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-19R Cats C/D visibility to 2 SM.
*For inop ALS, increase S-19R Cats C/D visibility to 1⅛ SM.

MALS

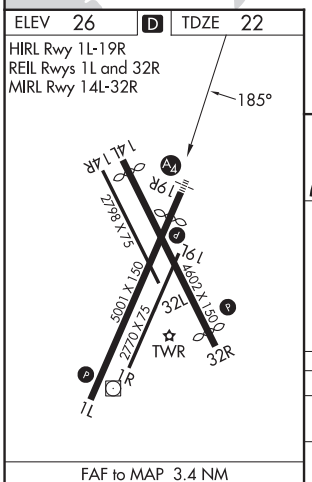
MISSED APPROACH: Climbing right turn to 3000 direct CCR VOR/DME then on CCR VOR/DME R-044 to REJOY/CCR 14.9 DME and hold.
*Missed approach requires minimum climb of 282 feet per NM to 1800.

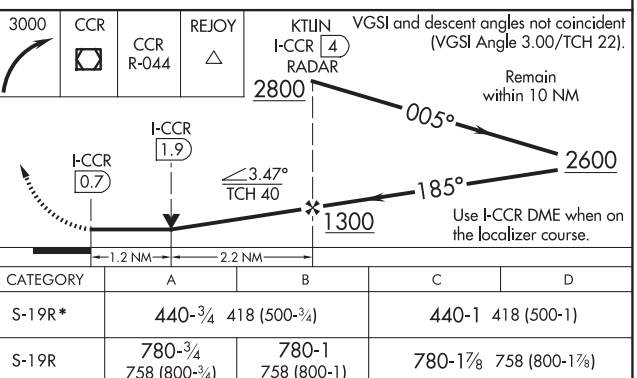
| ATIS | TRAVIS APP CON | CONCORD TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.7 | 119.9 322.325 | 119.7 (CTAF) 257.8 | 121.9 | 118.025 | 122.95 |




ELEV 26 | D | TDZE 22

HIRL Rwy 1L-19R
REIL Rwys 1L and 32R
MIRL Rwy 14L-32R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19R* | 440-¾ 418 (500-¾) | | 440-1 418 (500-1) | |
| S-19R | 780-¾ 758 (800-¾) | 780-1 758 (800-1) | 780-1⅞ 758 (800-1⅞) | |
| C CIRCLING | 780-1 754 (800-1) | 780-1¼ 754 (800-1¼) | 960-2¾ 934 (1000-2¾) | 1300-3 1274 (1300-3) |

FAF to MAP 3.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |



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# VOR RWY 19R
## BUCHANAN FLD (CCR)

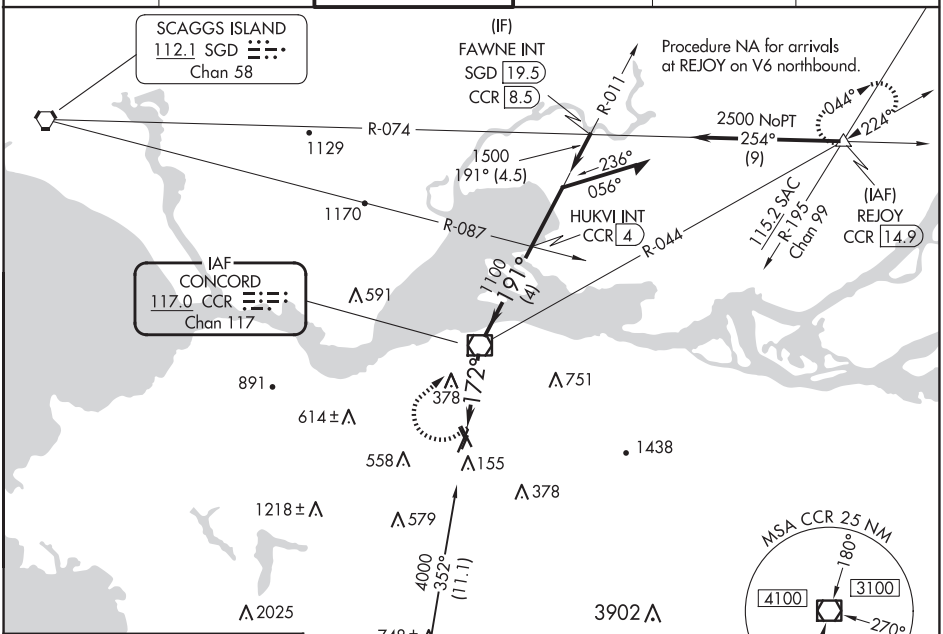
| VOR/DME CCR | APP CRS | Rwy Ldg | 4400 |
|---|---|---|---|
| 117.0 | 172° | TDZE | 22 |
| Chan 117 | | Apt Elev | 26 |

T A Inop table does not apply. Circling NA west of Rwy 1L-19R. Circling Rwy 1L, 1R, 19L, 32L, 32R NA at night. Rwy 19R helicopter visibility reduction below ¾ SM NA. DME required.

MALS A4

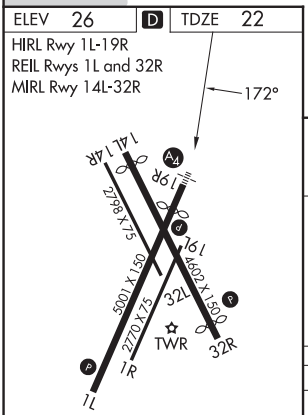
MISSED APPROACH: Climbing right turn to 3000 direct CCR VOR/DME then on CCR VOR/DME R-044 to REJOY/CCR 14.9 DME and hold.
* Missed approach requires minimum climb of 320 feet per NM to 1700.

| ATIS | TRAVIS APP CON | CONCORD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.7 | 119.9 322.325 | 119.7 (CTAF) L 257.8 | 121.9 | 118.025 | 122.95 |

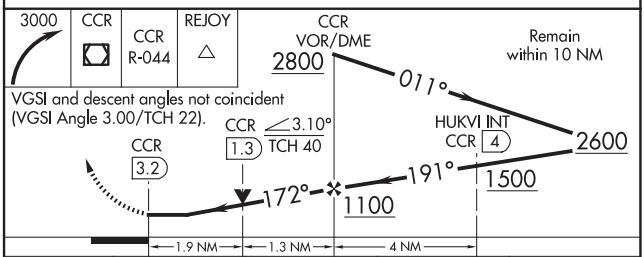



| ELEV 26 | D | TDZE 22 |
|---|---|---|

HIRL Rwy 1L-19R
REIL Rwys 1L and 32R
MIRL Rwy 14L-32R




| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19R* | 640-1 618 (700-1) | | 640-1¾ 618 (700-1¾) | |
| S-19R | 1020-1¼ 998 (1000-1¼) | 1020-1½ 998 (1000-1½) | 1020-3 998 (1000-3) | |
| C CIRCLING | 1020-1¼ 994 (1000-1¼) | 1020-1½ 994 (1000-1½) | 1020-3 994 (1000-3) | NA |

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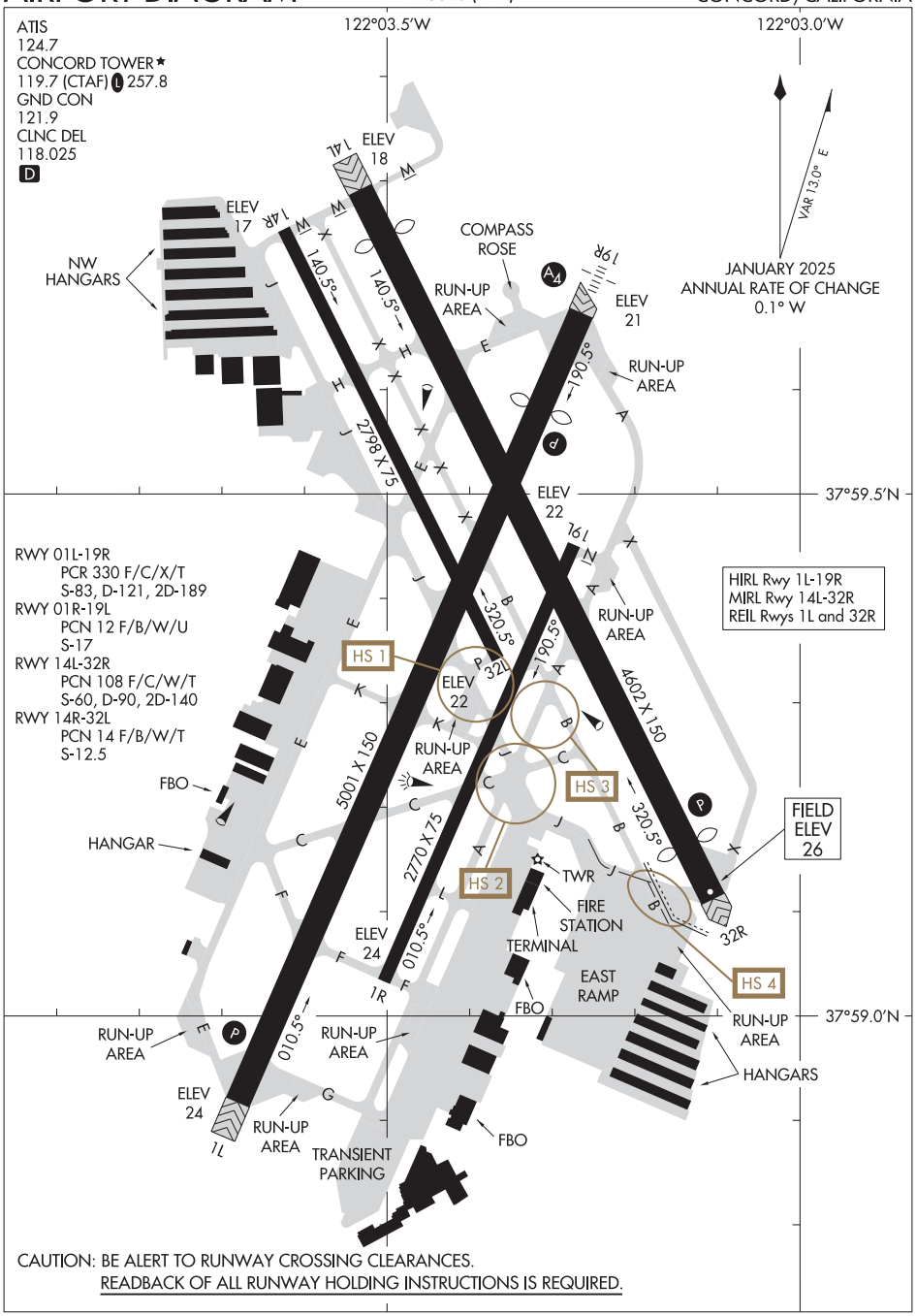



SW-2, 12 JUN 2025 to 07 AUG 2025

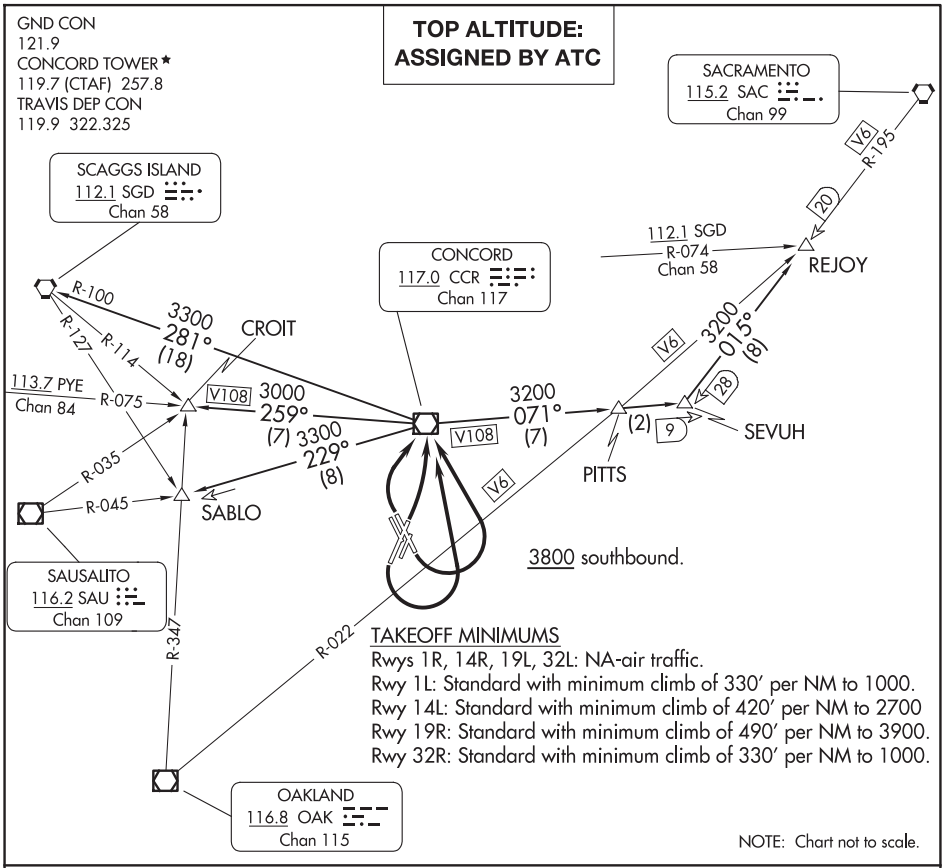
SW-2, 12 JUN 2025 to 07 AUG 2025

(BCHN2.CCR) 23334

# BUCHANAN TWO DEPARTURE

AL-5320 (FAA)

BUCHANAN FLD (CCR)
CONCORD, CALIFORNIA




TAKEOFF MINIMUMS
Rwys 1R, 14R, 19L, 32L: NA-air traffic.
Rwy 1L: Standard with minimum climb of 330′ per NM to 1000.
Rwy 14L: Standard with minimum climb of 420′ per NM to 2700
Rwy 19R: Standard with minimum climb of 490′ per NM to 3900.
Rwy 32R: Standard with minimum climb of 330′ per NM to 1000.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L, 14L, 19R: Climbing left turn direct CCR VOR/DME, thence. . . .
TAKEOFF RUNWAY 32R: Climbing right turn direct CCR VOR/DME, thence. . . .

. . . .on (transition) or (assigned route).

CROIT TRANSITION (BCHN2.CROIT): From over CCR VOR/DME on CCR R-259 to CROIT INT.
PITTS TRANSITION (BCHN2.PITTS): From over CCR VOR/DME on CCR R-071 to PITTS INT.
REJOY TRANSITION (BCHN2.REJOY): From over CCR VOR/DME on CCR R-071 and SAC R-195 to REJOY INT.
SABLO TRANSITION (BCHN2.SABLO): From over CCR VOR/DME on CCR R-229 to SABLO INT.
SCAGGS ISLAND TRANSITION (BCHN2.SGD): From over CCR VOR/DME on CCR R-281 and SGD R-100 to SGD VORTAC.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BUCHANAN TWO DEPARTURE
CONCORD, CALIFORNIA
BUCHANAN FLD (CCR)
(BCHN2.CCR) 22JUN17

# ILS or LOC RWY 12
## JACK MC NAMARA FLD (CEC)

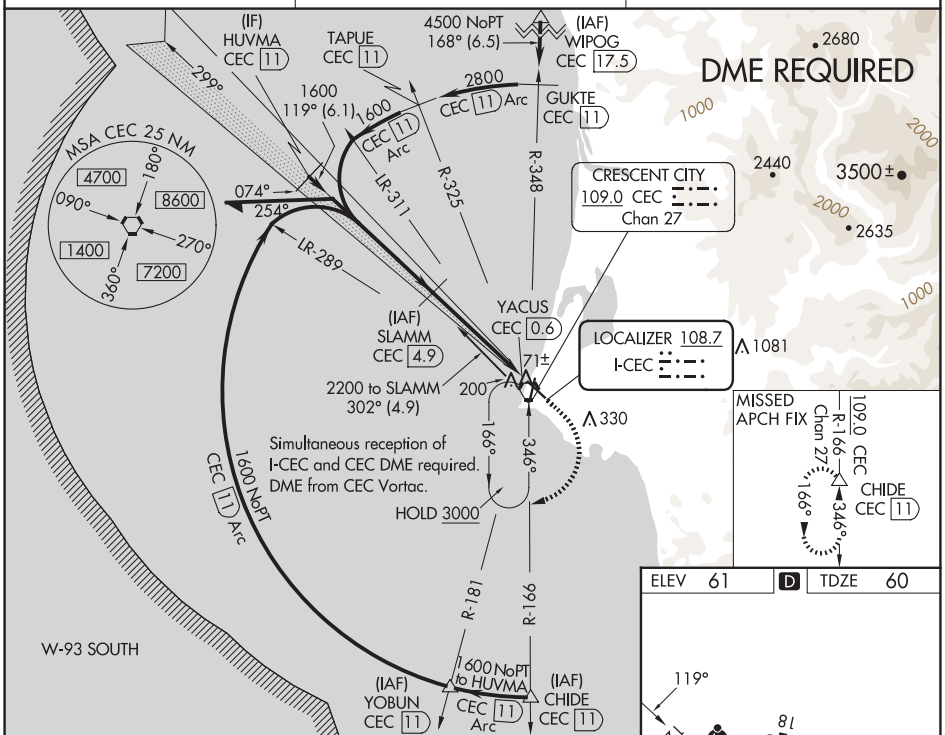
| LOC I-CEC | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 108.7 | 119° | TDZE | 60 |
| | | Apt Elev | 61 |

T NA DME required. S-ILS 12:½ mile visibility authorized with use of FD or AP or HUD to DA. Inop table does not apply to S-ILS 12, except with use of FD or AP or HUD to DA. For inop MALSR, increase S-LOC 12 all Cats visibility ¼ mile. When local altimeter setting not received, use Brookings altimeter setting and increase DA to 407 feet and all MDA 100 feet; increase S-LOC 12 Cat C/D, and Circling Cat D visibilities ¼ mile. For inop MALSR, when using Brookings altimeter setting, increase S-ILS 12 all Cats visibility to 1 mile. Night Landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold. Circling to Rwy 18, 30 NA at night.

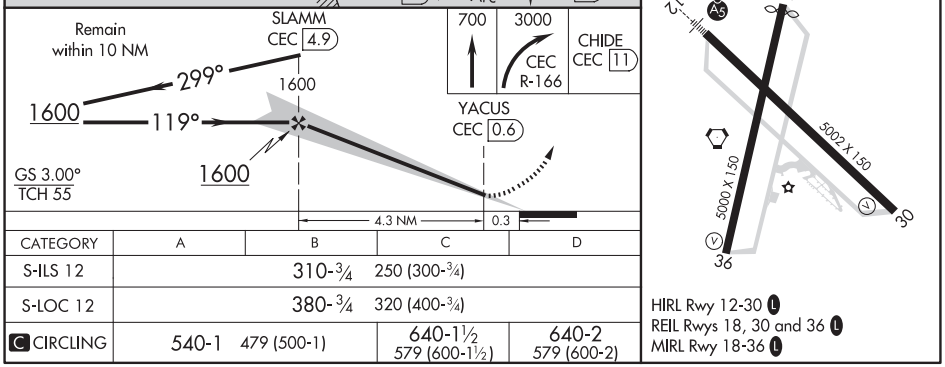
MALSR A5

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on CEC VORTAC R-166 to CHIDE/CEC 11 DME and hold, continue climb-in-hold to 3000.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.85 306.3 | 122.8 (CTAF) L |




ELEV 61 D TDZE 60




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | 310-¾ 250 (300-¾) | | | |
| S-LOC 12 | 380-¾ 320 (400-¾) | | | |
| C CIRCLING | 540-1 479 (500-1) | | 640-1½ 579 (600-1½) | 640-2 579 (600-2) |

HIRL Rwy 12-30 L
REIL Rwys 18, 30 and 36 L
MIRL Rwy 18-36 L

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SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 90310 W12A | APP CRS 119° | Rwy ldg 5002 TDZE 60 Apt Elev 61 |
|---|---|---|

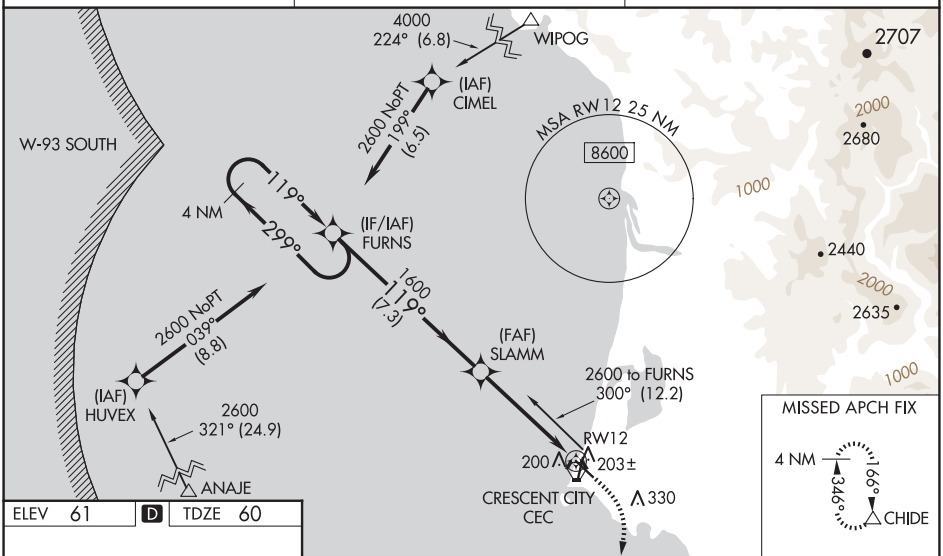
# RNAV (GPS) RWY 12
## JACK MC NAMARA FLD (CEC)

Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Brookings altimeter setting and increase LPV DA to 407 feet, LNAV/VNAV DA to 484 feet and all MDA 100 feet; increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats visibility to 1⅛ mile, LNAV Cat C/D to 1⅛ mile, and Circling Cat C to 2 miles, Cat D to 2¼ miles. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat A/B visibility to 1 mile, Cat C/D to 1⅛ mile. For inop MALSR, when using Brookings altimeter setting, increase LPV all Cats visibility to 1⅛ mile, LNAV/VNAV all Cats visibility to 1⅜ mile, and LNAV Cat A/B to 1 mile, Cat C/D to 1¾ mile. VDP and Baro-VNAV NA when using Brookings altimeter setting. Night landing: Rwy 18, 30 NA. Night landing: Rwy 36, operational VGSI required, remain on or above VGSI glidepath until threshold.

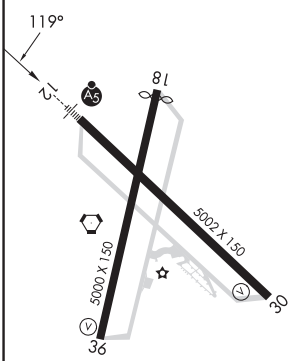
MALSR A5

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct CHIDE and hold, continue climb-in-hold to 3000.

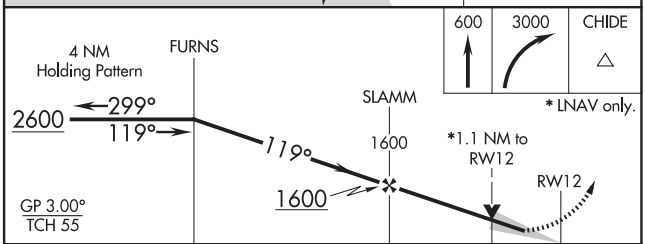
| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.85 306.3 | 122.8 (CTAF) L |




ELEV 61 D TDZE 60




HIRL Rwy 12-30 L
REIL Rwys 18, 30 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 310-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 387-¾ 327 (400-¾) | | | |
| LNAV MDA | 460-¾ 400 (400-¾) | | 460-⅞ 400 (400-⅞) | |
| C CIRCLING | 540-1 479 (500-1) | | 640-1½ 579 (600-1½) | 640-2 579 (600-2) |

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| WAAS CH 72927 W36A | APP CRS 359° | Rwy ldg 4850<br>TDZE 59<br>Apt Elev 61 |
|---|---|---|

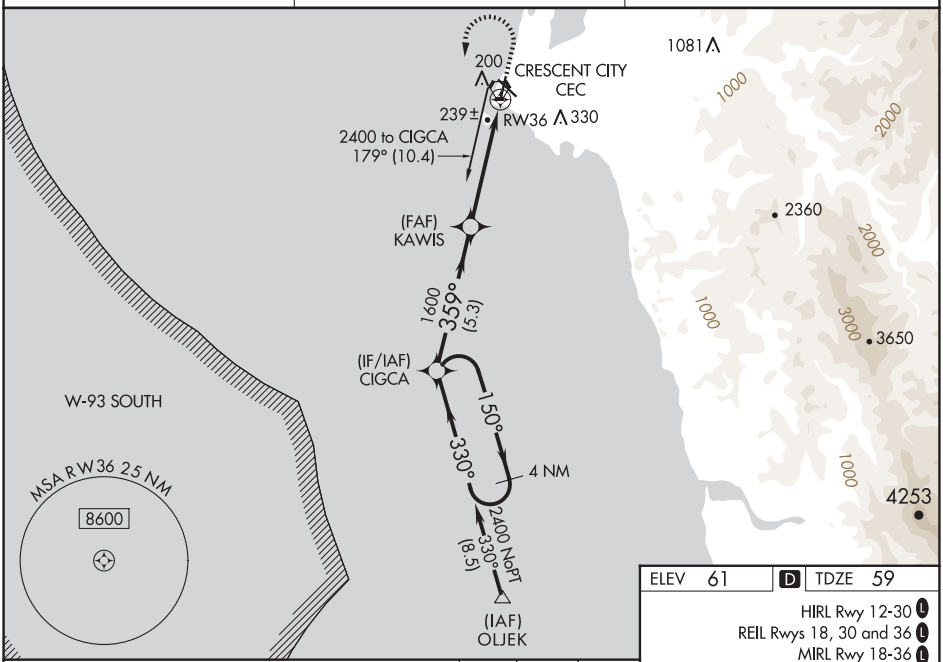
# RNAV (GPS) RWY 36
## JACK MC NAMARA FLD (CEC)

RNP APCH.

Baro-VNAV NA when using Brookings altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Brookings altimeter setting and increase LPV DA to 406 and LNAV/VNAV DA to 505 and all MDA 100 feet; increase LPV all Cats and LNAV Cat C/D and Circling Cat D visibilities ¼ SM, increase LNAV/VNAV all Cats visibility ⅜ SM, and Circling Cat C visibility ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-In Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 18, 30 NA at night.

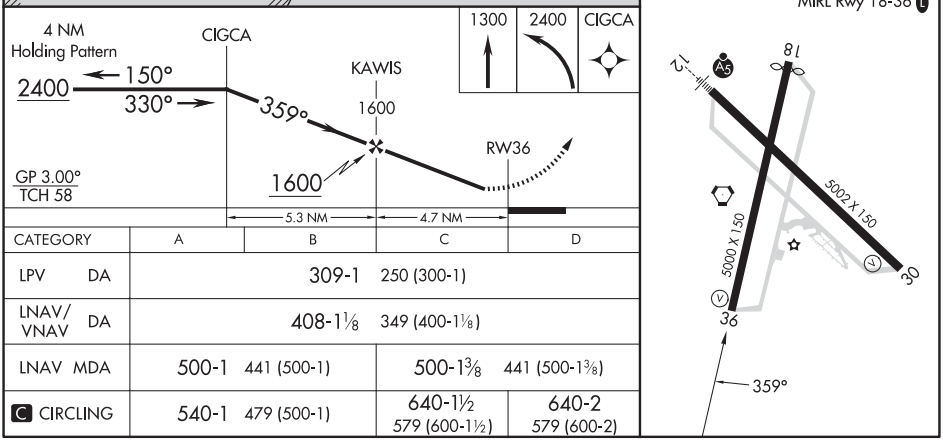
MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct CIGCA and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.85 306.3 | 122.8 (CTAF) L |




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 309-1 250 (300-1) | | | |
| LNAV/VNAV DA | 408-1⅛ 349 (400-1⅛) | | | |
| LNAV MDA | 500-1 441 (500-1) | | 500-1⅜ 441 (500-1⅜) | |
| C CIRCLING | 540-1 479 (500-1) | | 640-1½ 579 (600-1½) | 640-2 579 (600-2) |

| VORTAC CEC | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 109.0 | 131° | TDZE | 60 |
| Chan 27 | | Apt Elev | 61 |

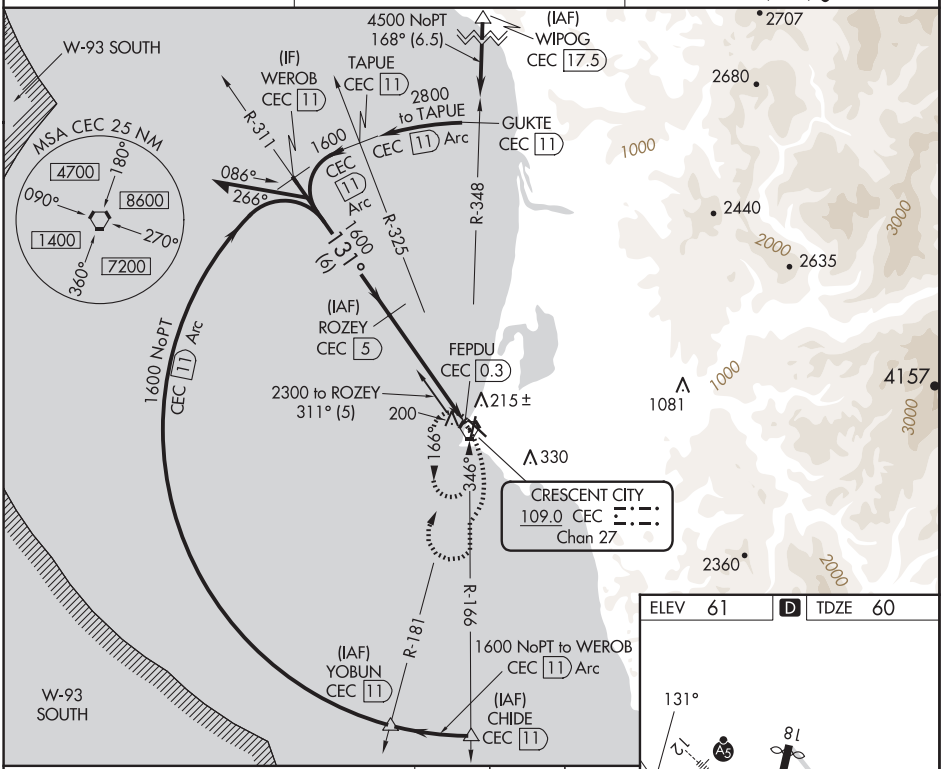
# VOR/DME RWY 12
## JACK MC NAMARA FLD (CEC)

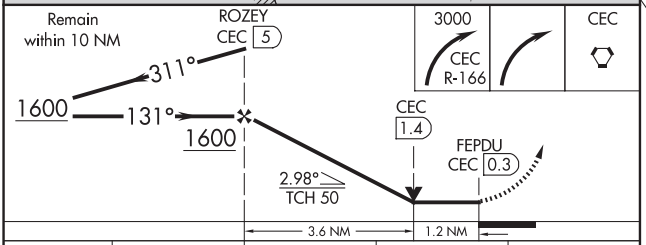
T A VDP NA with Brookings altimeter setting. When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-12 Cat C/D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile. For inop MALSR, increase S-12 Cats A/B visibility to 1 mile, Cats C/D visibility to 1⅛ mile. For inop MALSR when using Brookings altimeter setting, increase S-12 Cats A/B visibility to 1 mile, Cats C/D visibility to 1⅜ mile. Night Landing: Rwy 18, 30 NA. Night Landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR A5

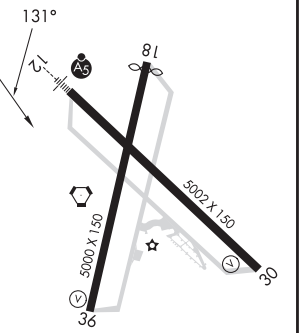
MISSED APPROACH: Climbing right turn to 3000 on CEC VORTAC R-166 then right turn direct CEC VORTAC and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.85 306.3 | 122.8 (CTAF) L |




ELEV 61 D TDZE 60




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 480-¾ 420 (500-¾) | | 480-1 420 (500-1) | |
| C CIRCLING | 540-1 479 (500-1) | | 640-1½ 579 (600-1½) | 640-2 579 (600-2) |

HIRL Rwy 12-30 L
REIL Rwys 18, 30 and 36 L
MIRL Rwy 18-36 L




SW-2, 12 JUN 2025 to 07 AUG 2025

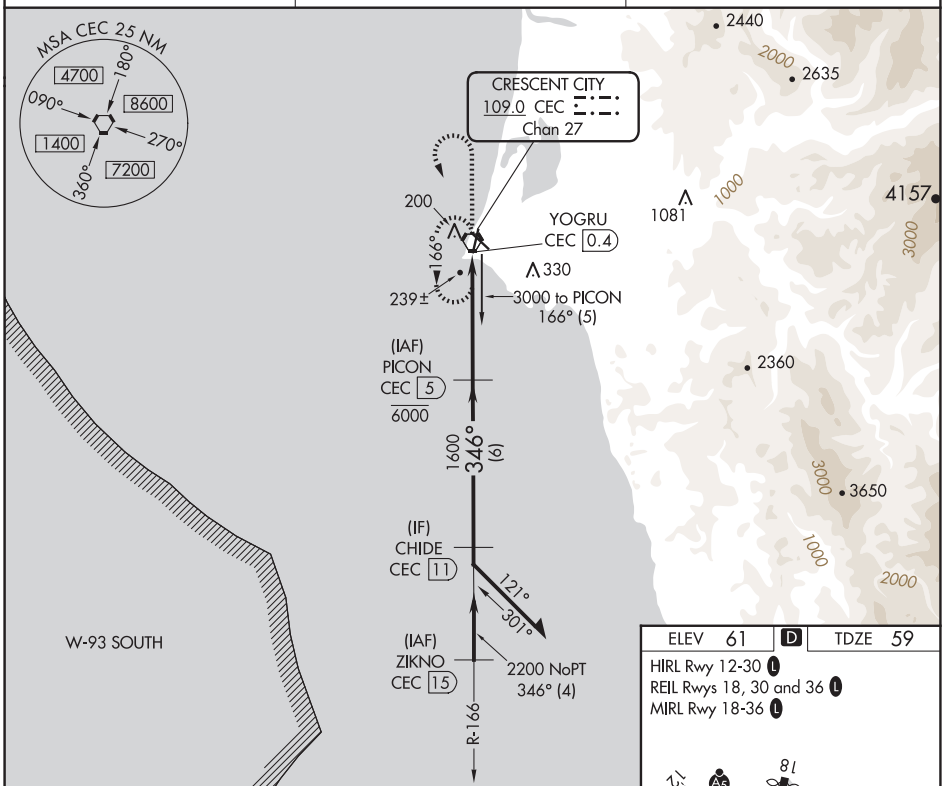
| VORTAC CEC | APP CRS | Rwy ldg | 4850 |
|---|---|---|---|
| 109.0 | 346° | TDZE | 59 |
| Chan 27 | | Apt Elev | 61 |

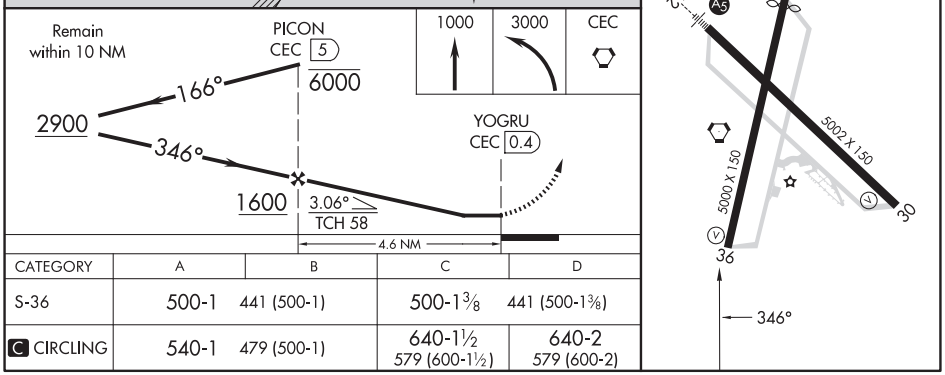
# VOR/DME RWY 36
## JACK MC NAMARA FLD (CEC)

T A When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-36 Cat C/D and Circling Cat D visibilities ¼ mile and Circling Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing: Rwy 18, 30 NA .

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct CEC VORTAC and hold, continue climb-in-hold to 3000.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.85 306.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 500-1 | 441 (500-1) | 500-1⅜ | 441 (500-1⅜) |
| C CIRCLING | 540-1 | 479 (500-1) | 640-1½ 579 (600-1½) | 640-2 579 (600-2) |

| VORTAC CEC | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 109.0 | 131° | TDZE | 60 |
| Chan 27 | | Apt Elev | 61 |

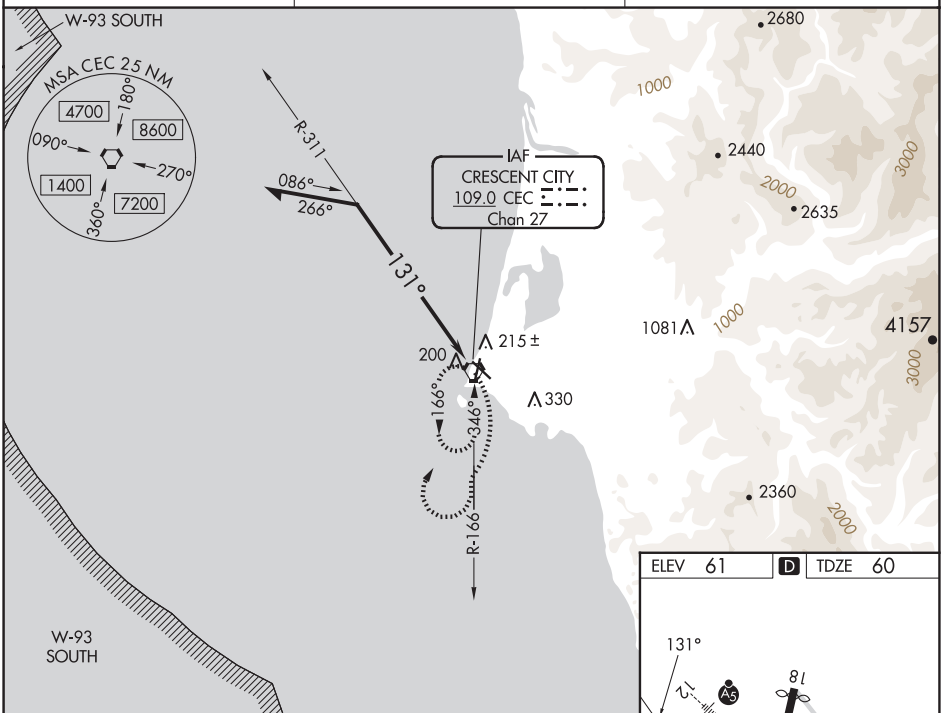
# VOR RWY 12
## JACK MC NAMARA FLD (CEC)

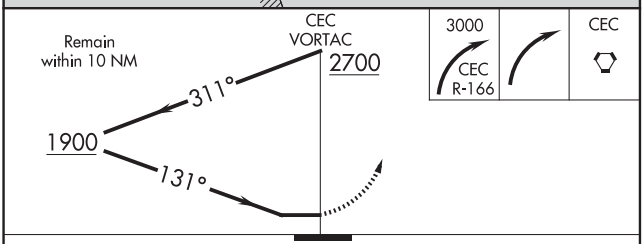
When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-12 Cat C/D visibility ⅜ mile, Circling Cat D visibility ¼ mile and Circling Cat C visibility ½ mile. For inop MALSR increase S-12 Cat A/B visibility to 1 mile, and Cat C/D visibility to 1⅜ mile. For inop MALSR when using Brookings altimeter setting, increase S-12 Cat A/B visibility to 1 mile, and Cat C/D visibility to 1⅝ mile. Night Landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold. Night Landing: Rwy 18, 30 NA.

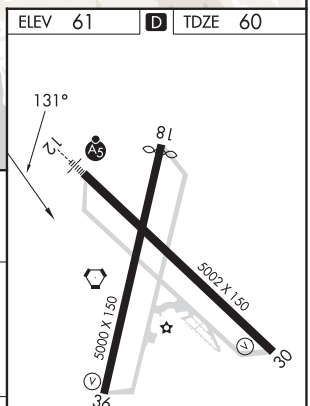
MALSR

MISSED APPROACH: Climbing right turn to 3000 on CEC VORTAC R-166 then right turn direct CEC VORTAC and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 119.925 | 124.85 306.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 520-¾ 460 (500-¾) | | 520-1 460 (500-1) | |
| C CIRCLING | 540-1 479 (500-1) | | 640-1½ 579 (600-1½) | 640-2 579 (600-2) |

HIRL Rwy 12-30 L
MIRL Rwy 18-36 L
REIL Rwys 18, 30 and 36 L

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| APP CRS | Rwy ldg | 3176 |
|---|---|---|
| 167° | TDZE | 70 |
| | Apt Elev | 70 |

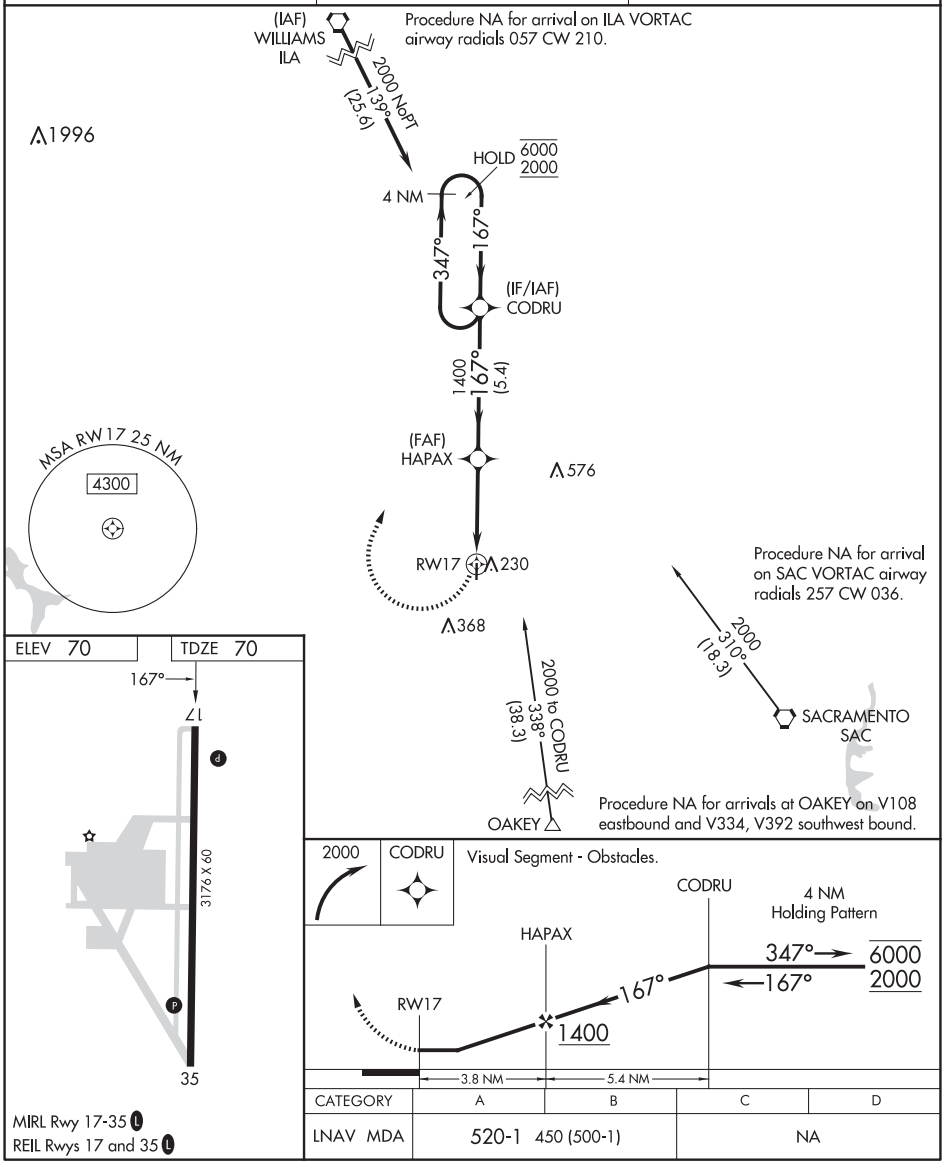
# RNAV (GPS) RWY 17
## UNIVERSITY (EDU)

RNP APCH - GPS.

Rwy 17 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct CODRU and hold.

| AWOS-3 | TRAVIS APP CON | UNICOM |
|---|---|---|
| 119.025 | 126.6 281.45 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 450 (500-1) | | NA | |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L




SW-2, 12 JUN 2025 to 07 AUG 2025

DAVIS, CALIFORNIA | AL-6030 (FAA) | 24249

| WAAS CH 73046 W35A | APP CRS 347° | Rwy ldg 3176<br>TDZE 70<br>Apt Elev 70 |
|---|---|---|

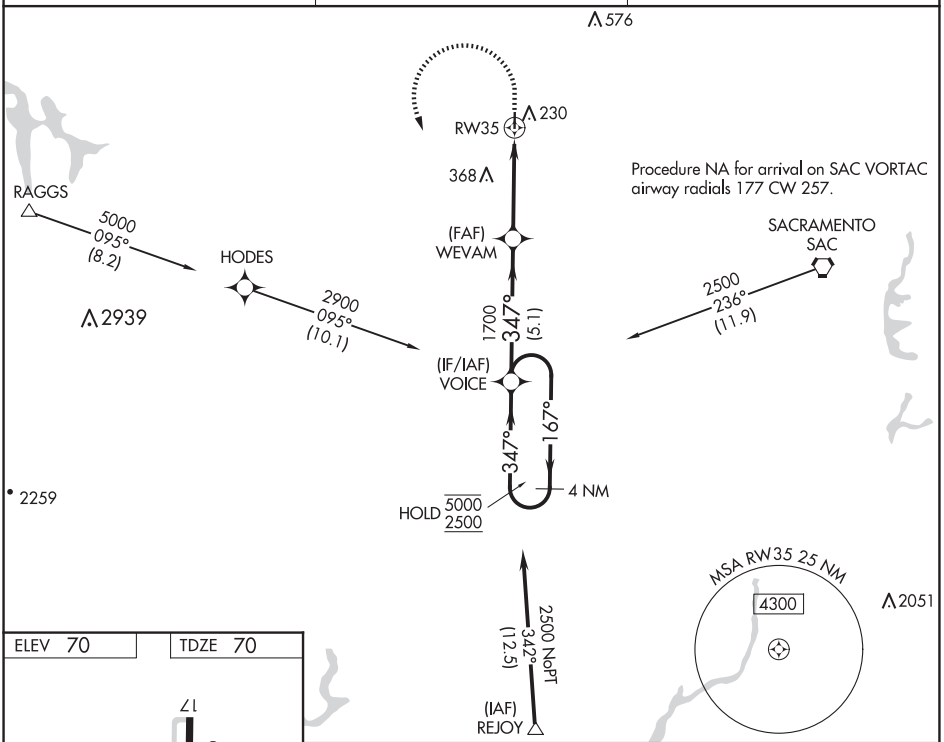
# RNAV (GPS) RWY 35
## UNIVERSITY (EDU)

RNP APCH - GPS.

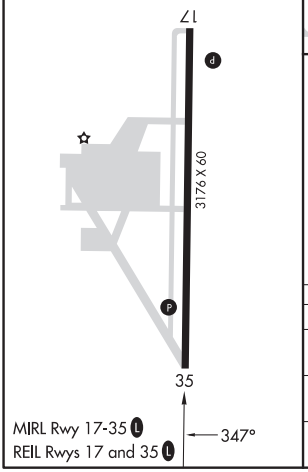
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 540, then climbing left turn to 2500 direct VOICE and hold, continue climb-in-hold to 2500.

| AWOS-3 | TRAVIS APP CON | UNICOM |
|---|---|---|
| 119.025 | 126.6 281.45 | 123.075 (CTAF) L |

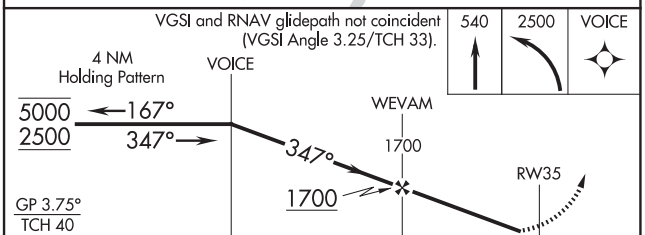



ELEV 70 | TDZE 70




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 33).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 355-1 | 285 (300-1) | NA | |
| LNAV/VNAV DA | 376-1 | 306 (400-1) | NA | |
| LNAV MDA | 520-1 | 450 (500-1) | NA | |

DAVIS, CALIFORNIA
Orig 05SEP24

38°32'N-121°47'W

UNIVERSITY (EDU)
RNAV (GPS) RWY 35


SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 99719 W16A | APP CRS 164° | Rwy ldg 6000<br>TDZE 99<br>Apt Elev 100 |
|---|---|---|

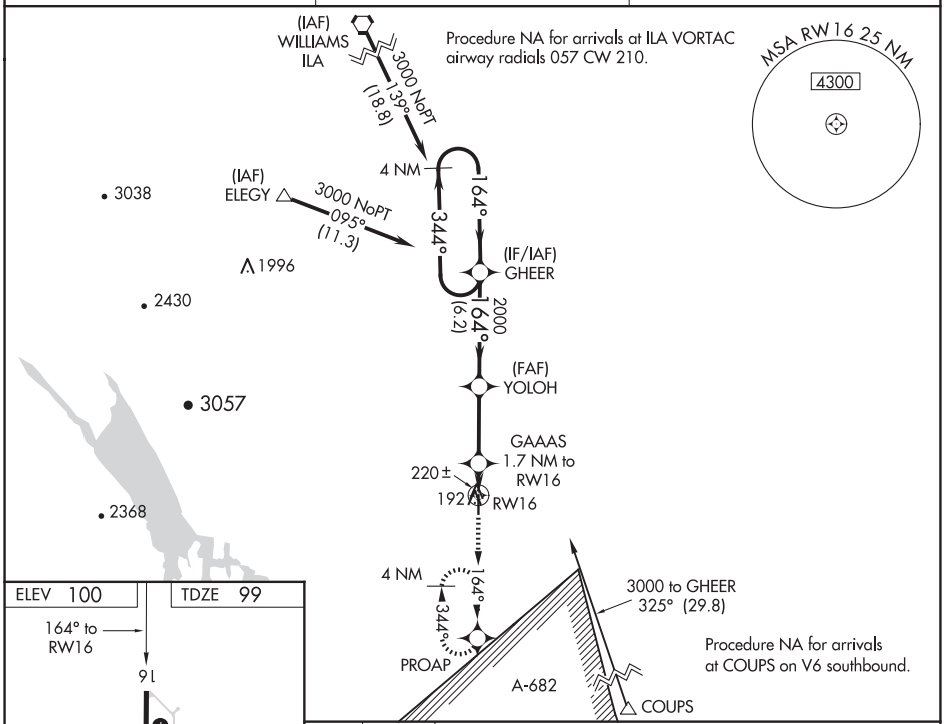
# RNAV (GPS) RWY 16
## YOLO COUNTY (DWA)

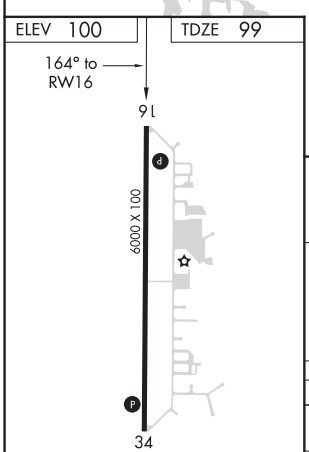
RNP APCH.

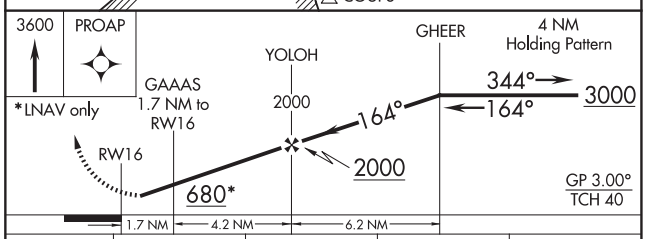
T A NA When local altimeter setting not received, use Travis AFB altimeter setting and increase all DA 50 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). Baro-VNAV NA when using Travis AFB altimeter setting.

MISSED APPROACH: Climb to 3600 direct PROAP and hold, continue climb-in-hold to 3600.

| AWOS-3P | TRAVIS APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.6 281.45 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 360-1 261 (300-1) | | | |
| LNAV/VNAV DA | 402-1 303 (400-1) | | | |
| LNAV MDA | 480-1 381 (400-1) | | 480-1⅛ 381 (400-1⅛) | |

MIRL Rwy 16-34 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

DAVIS/WOODLAND/WINTERS, CALIFORNIA AL-6512 (FAA) 20254

| WAAS CH 58319 W34A | APP CRS 344° | Rwy ldg 6000<br>TDZE 100<br>Apt Elev 100 |
|---|---|---|

# RNAV (GPS) RWY 34

YOLO COUNTY (DWA)

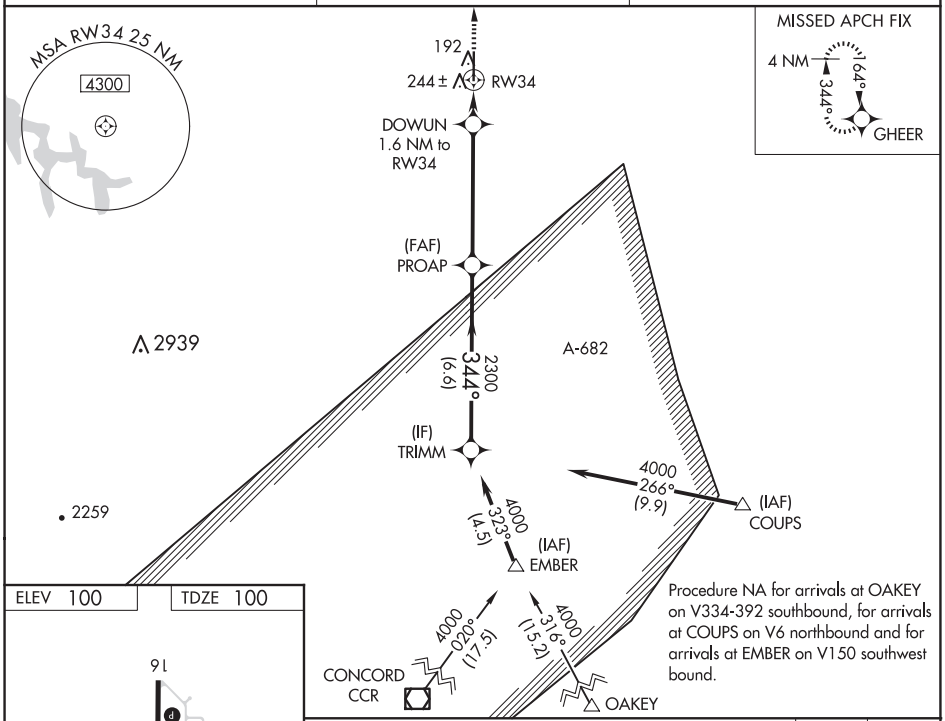
RNP APCH.

When local altimeter setting not received, use Travis AFB altimeter setting and increase all DA 50 feet and all MDA 60 feet, and increase LPV visibility all Cats ⅛ mile, LNAV/VNAV visibility all Cats ¼ mile, and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). Baro-VNAV NA when using Travis AFB altimeter setting.

NA

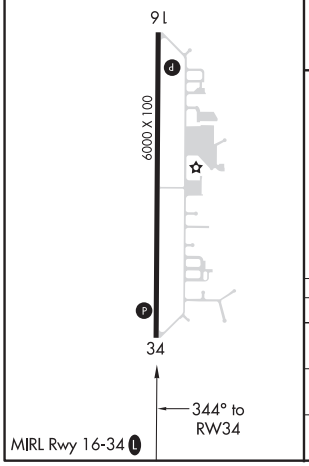
MISSED APPROACH: Climb to 3000 direct GHEER and hold.

| AWOS-3P | TRAVIS APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.6 281.45 | 123.0 (CTAF) L |

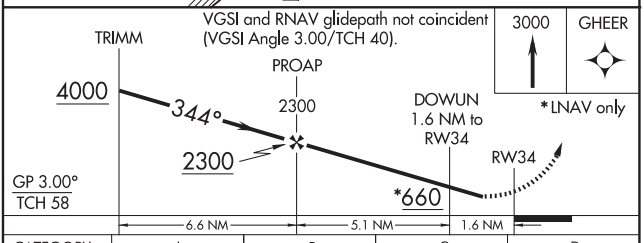



Procedure NA for arrivals at OAKEY on V334-392 southbound, for arrivals at COUPS on V6 northbound and for arrivals at EMBER on V150 southwest bound.

| ELEV 100 | TDZE 100 |
|---|---|




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 415-1 315 (400-1) | | | |
| LNAV/VNAV DA | 425-1 325 (400-1) | | | |
| LNAV MDA | 500-1 400 (400-1) | | 500-1⅛ 400 (400-1⅛) | |

DAVIS/WOODLAND/WINTERS, CALIFORNIA

Amdt 2C 15AUG19

38°35′N-121°51′W

YOLO COUNTY (DWA)

RNAV (GPS) RWY 34

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 3011 |
|---|---|---|
| 115° | TDZE | 11 |
| | Apt Elev | 11 |

# RNAV (GPS) RWY 12
## MURRAY FLD (EKA)

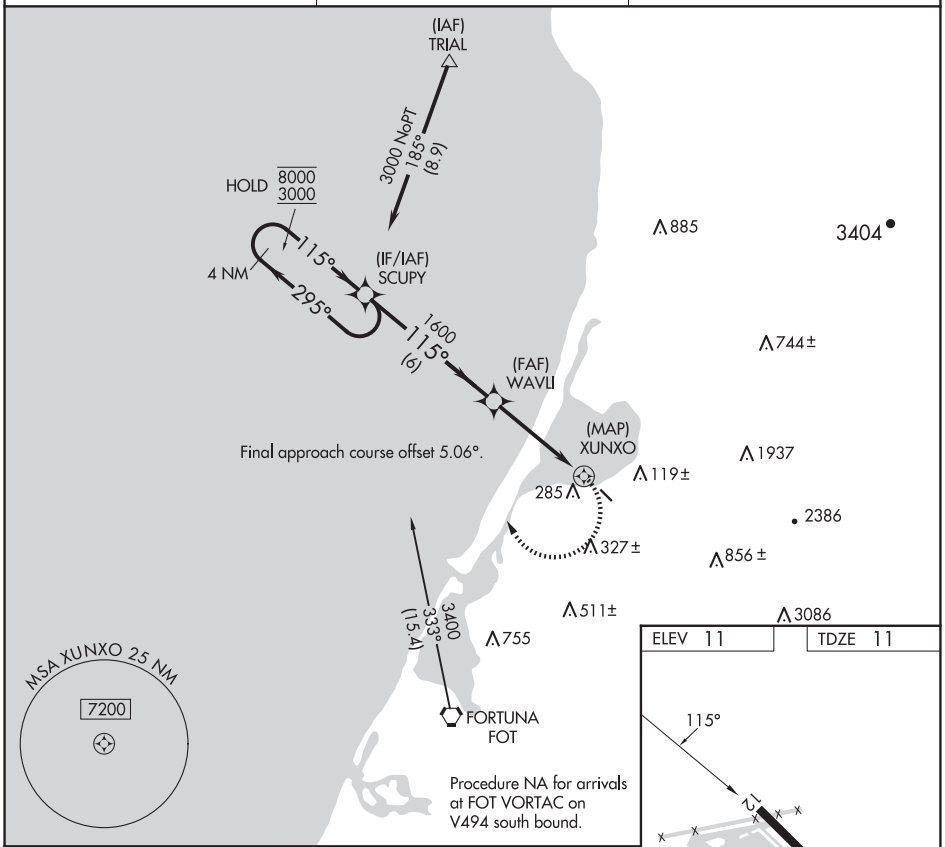
RNP APCH.

T NA

Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA. Use Arcata altimeter setting, when not received use Crescent City altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct SCUPY and hold.

| ACV ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.525 | 124.85 306.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1<br>749 (800-1) | 760-1¼<br>749 (800-1¼) | 760-2¼<br>749 (800-2¼) | NA |

MIRL Rwy 12-30 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

EUREKA, CALIFORNIA | AL-5888 (FAA) | 25163

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 020° | TDZE | N/A |
| | Apt Elev | 11 |

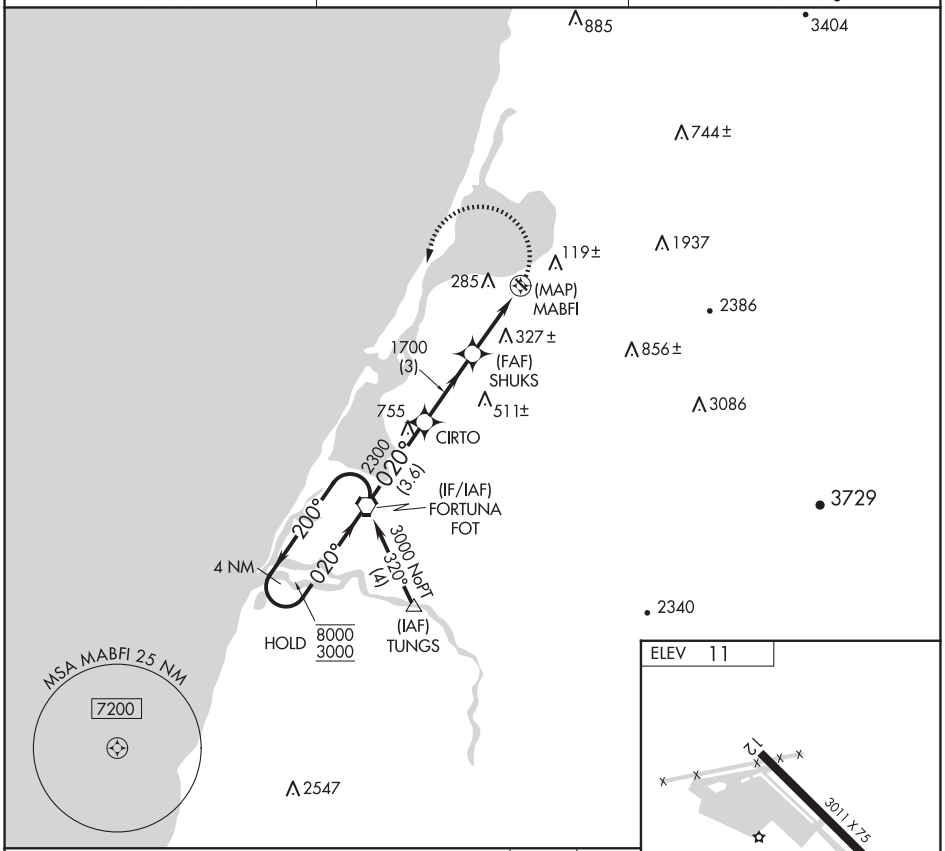
# RNAV (GPS)-B
## MURRAY FLD (EKA)

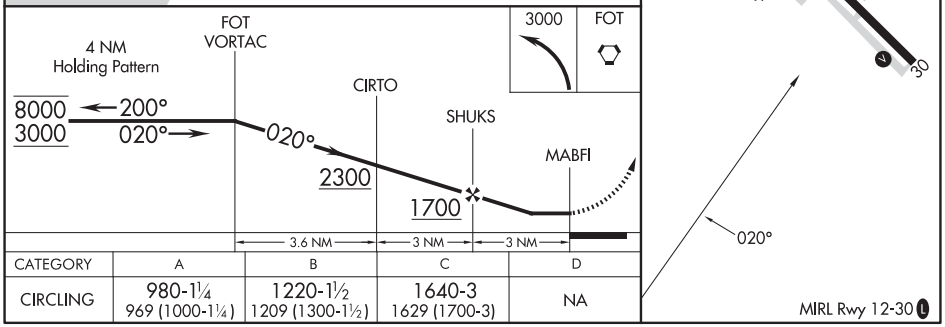
RNP APCH-GPS.

Procedure NA at night. Use Arcata altimeter setting when not received, use Crescent City altimeter setting and increase all MDA 100 feet. Circling Cat C NA when using Crescent City altimeter. Rwy 12, 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct FOT VORTAC and hold.

| ACV ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 118.525 | 124.85 306.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1¼<br>969 (1000-1¼) | 1220-1½<br>1209 (1300-1½) | 1640-3<br>1629 (1700-3) | NA |

EUREKA, CALIFORNIA
Orig-B 15JUL21

40°48′N-124°07′W

MURRAY FLD (EKA)
RNAV (GPS)-B

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 044° | TDZE | N/A |
| | Apt Elev | 157 |

# RNAV (GPS)-B
## FIREBAUGH (F34)

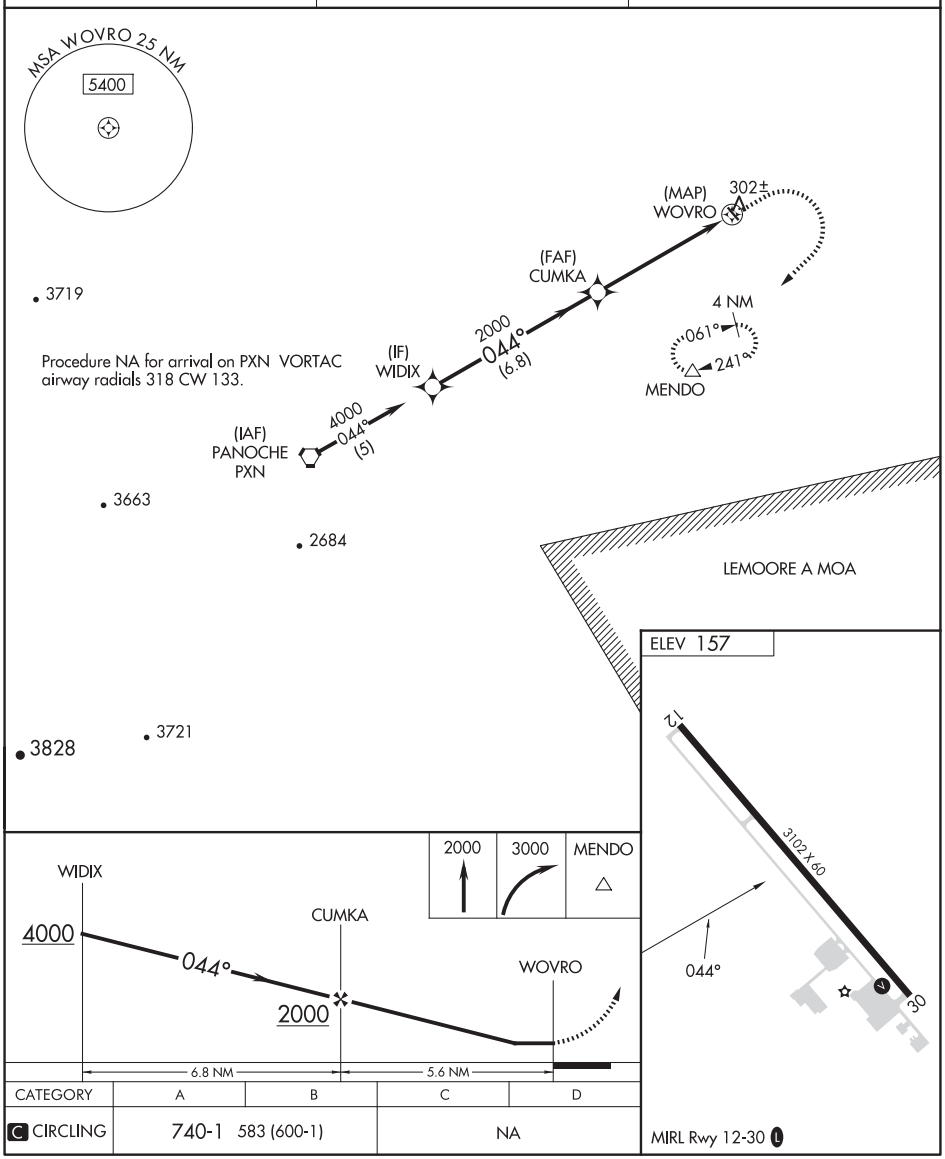
RNP APCH.

NA

Procedure NA at night. Use Madera altimeter setting, when not received, use Merced Yosemite Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MENDO and hold.

| MAE ASOS | NORCAL APP CON | CTAF |
|---|---|---|
| 134.725 | 120.95 269.45 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 740-1 583 (600-1) | | NA | |

MIRL Rwy 12-30 L




SW-2, 12 JUN 2025 to 07 AUG 2025

FORTUNA, CALIFORNIA | AL-960 (FAA) | 25051

# GPS RWY 11
## ROHNERVILLE (FOT)

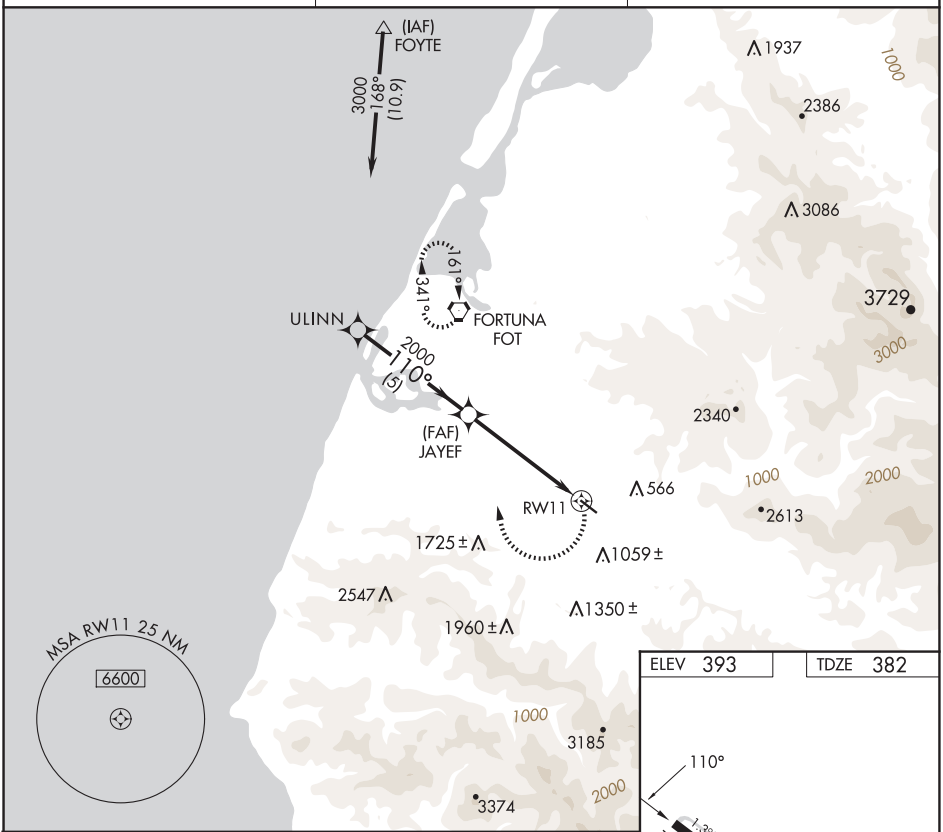
| APP CRS | Rwy ldg | 4004 |
|---|---|---|
| 110° | TDZE | 382 |
| | Apt Elev | 393 |

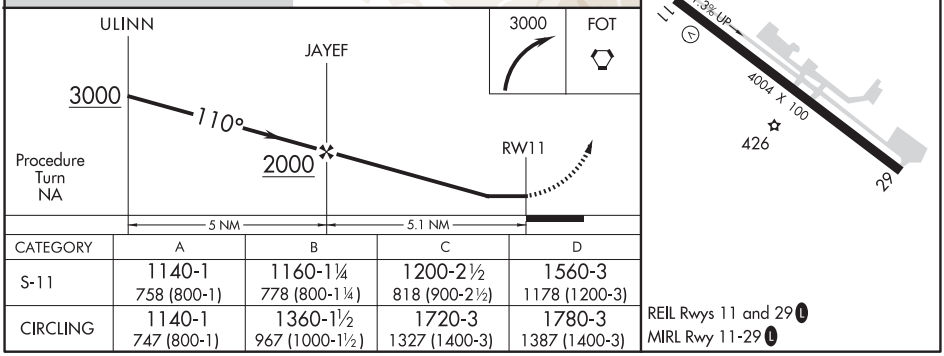
T
A NA

When local altimeter setting not received, use Arcata altimeter setting. Circling NA for Cat D north of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 3000 direct FOT VORTAC and hold.

| AWOS-3 | SEATTLE CENTER | CTAF |
|---|---|---|
| 133.8 | 124.85 306.3 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1140-1<br>758 (800-1) | 1160-1¼<br>778 (800-1¼) | 1200-2½<br>818 (900-2½) | 1560-3<br>1178 (1200-3) |
| CIRCLING | 1140-1<br>747 (800-1) | 1360-1½<br>967 (1000-1½) | 1720-3<br>1327 (1400-3) | 1780-3<br>1387 (1400-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 4004 |
|---|---|---|
| 276° | TDZE | 392 |
| | Apt Elev | 393 |

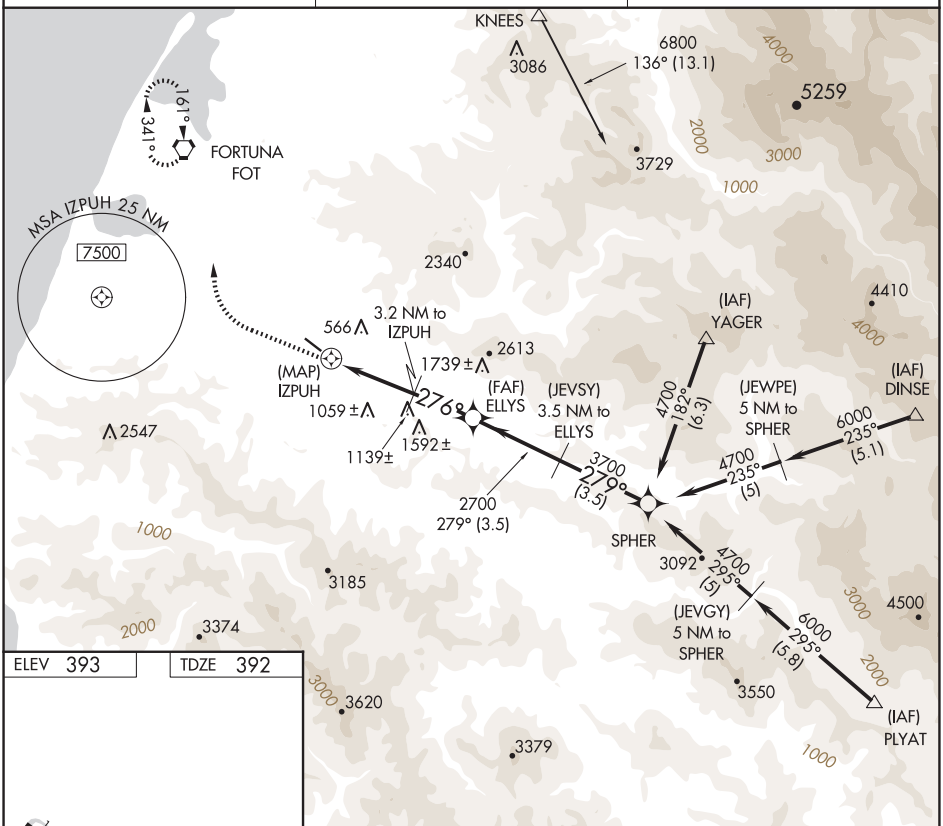
# GPS RWY 29
## ROHNERVILLE (FOT)

NA

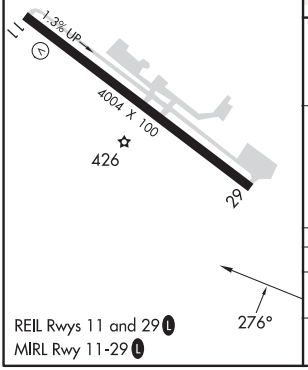
When local altimeter setting not received, use Arcata altimeter setting. Circling NA for Cat D north of Rwy 11-29.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOT VORTAC and hold.

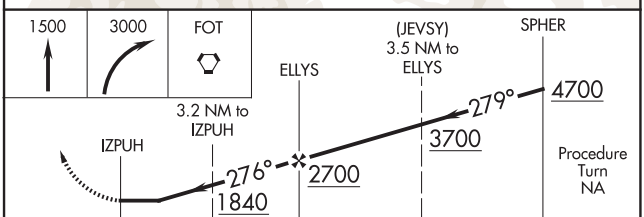
| AWOS-3 | SEATTLE CENTER | CTAF |
|---|---|---|
| 133.8 | 124.85 306.3 | 122.9 L |




ELEV 393 TDZE 392




REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1160-1<br>768 (800-1) | 1160-1¼<br>768 (800-1¼) | 1160-2¼<br>768 (800-2¼) | 1160-2½<br>768 (800-2½) |
| CIRCLING | 1160-1<br>767 (800-1) | 1360-1½<br>967 (1000-1½) | 1720-3<br>1327 (1400-3) | 1780-3<br>1387 (1400-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 49242 W12A | APP CRS 111° | Rwy ldg 3212<br>TDZE 280<br>Apt Elev 280 |
|---|---|---|

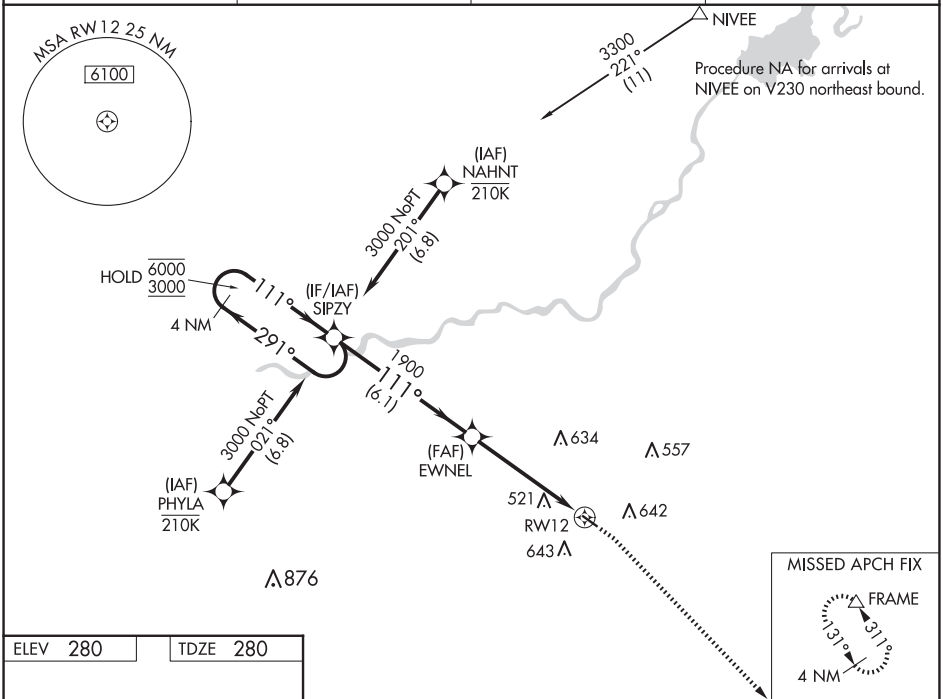
# RNAV (GPS) RWY 12
## FRESNO CHANDLER EXEC (FCH)

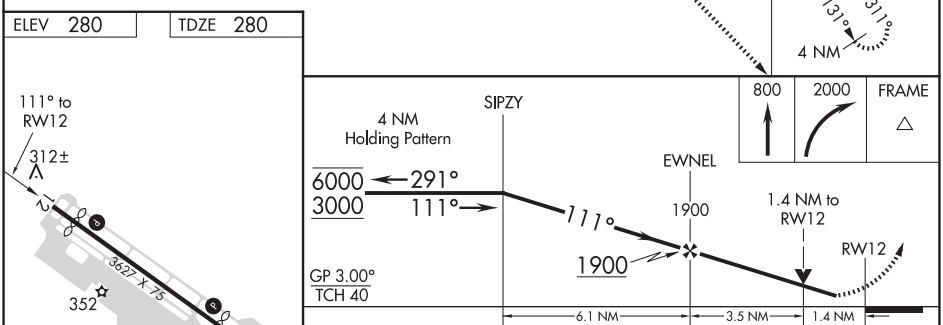
RNP APCH-GPS.

Circling Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C or above 54°C.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct FRAME and hold.

| AWOS-3 | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.225 | 119.0 323.25 | 119.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 530-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 809-1½ 529 (600-1½) | | | NA |
| LNAV MDA | 780-1 500 (500-1) | | 780-1⅜ 500 (500-1⅜) | NA |
| C CIRCLING | 960-1 680 (700-1) | | 960-2 680 (700-2) | NA |

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L




SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 30
## FRESNO CHANDLER EXEC (FCH)

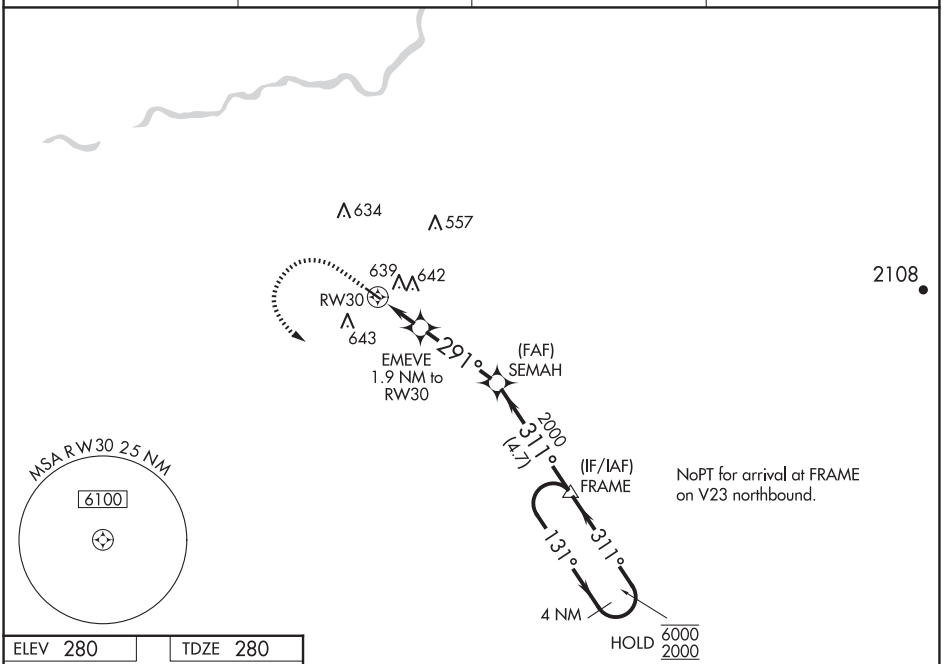
| APP CRS | Rwy ldg | 3089 |
|---|---|---|
| 291° | TDZE | 280 |
| | Apt Elev | 280 |

RNP APCH.

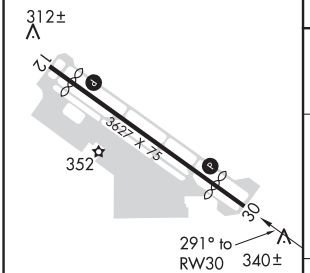
Straight-in Rwy 30 NA at night, Circling Rwy 30 NA at night.
Rwy 30 helicopter visibility reduction below 1 SM NA.

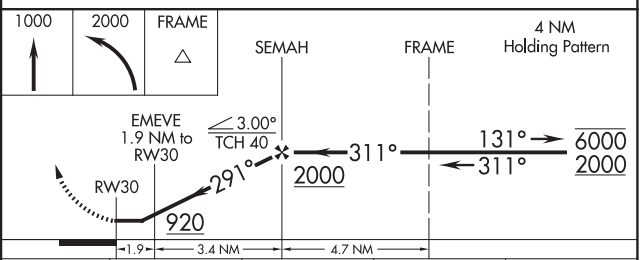
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct FRAME and hold.

| AWOS-3 | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.225 | 119.0 323.25 | 119.0 | 123.0 (CTAF) L |




ELEV 280 TDZE 280




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 520 (600-1) | | 800-1⅜ 520 (600-1⅜) | NA |
| C CIRCLING | 960-1 680 (700-1) | | 960-2 680 (700-2) | NA |

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



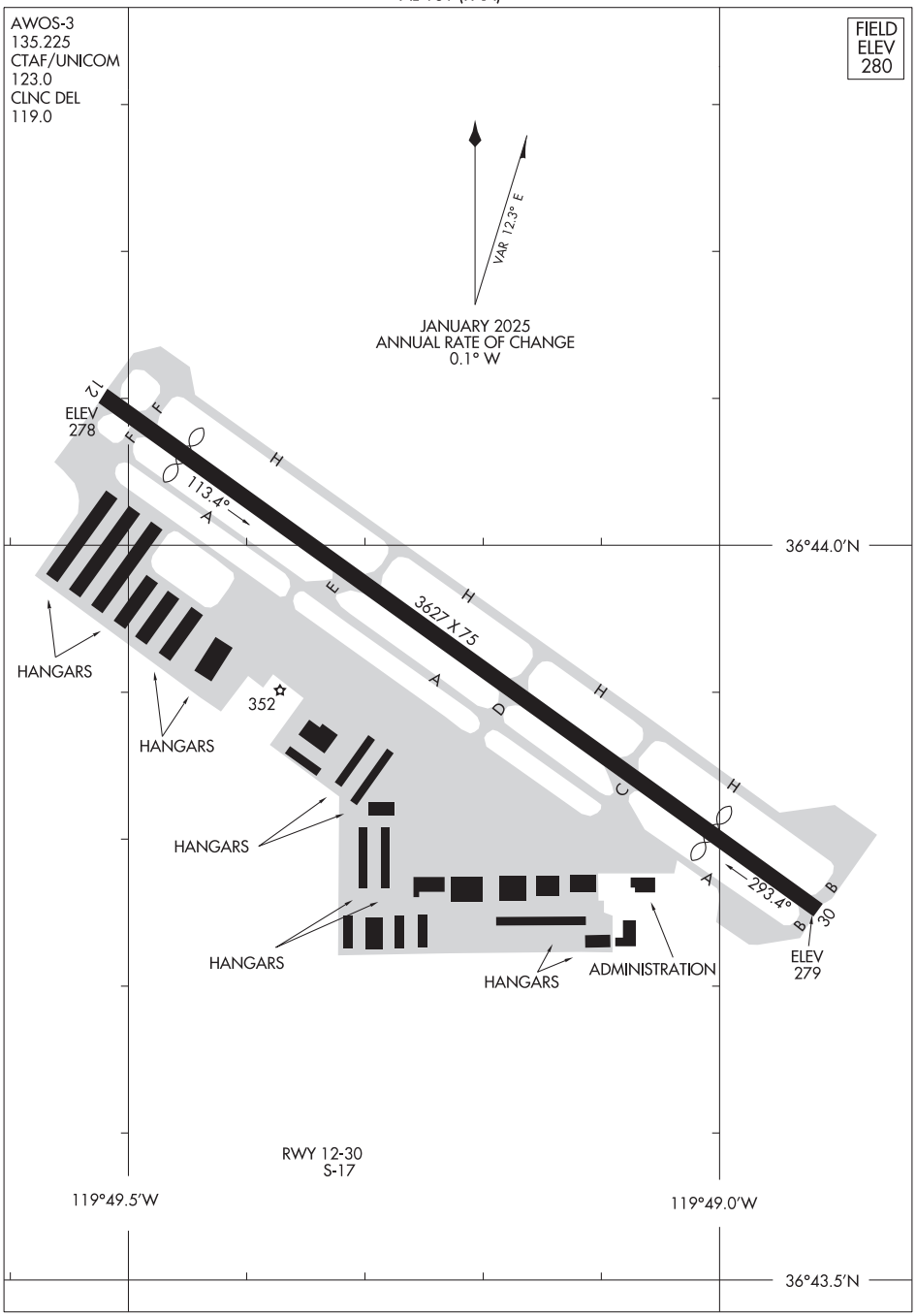
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

FRESNO CHANDLER EXEC (FCH)
FRESNO, CALIFORNIA

AL-161 (FAA)




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
FRESNO, CALIFORNIA
FRESNO CHANDLER EXEC (FCH)

# ILS Y or LOC Y RWY 29R

## FRESNO YOSEMITE INTL (FAT)

| LOC/DME I-FAT | APP CRS | | 29R | 29L |
|---|---|---|---|---|
| 111.3 | 292° | Rwy Ldg | 9227 | 8008 |
| Chan 50 | | TDZE | 333 | 331 |
| | | Apt Elev | 336 | 336 |

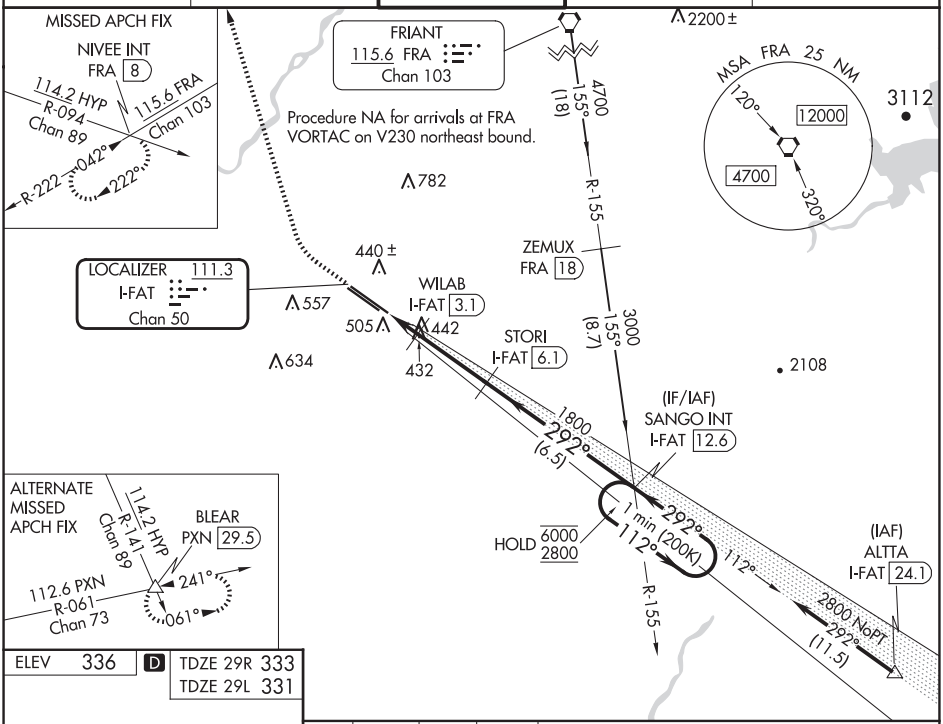
DME required for LOC only.

For inop ALS, increase S-ILS 29R Cat E visibility to RVR 4000 and S-LOC 29R Cats C, D and E visibility to RVR 5500. Hold in lieu of PT NA for Cat E aircraft.

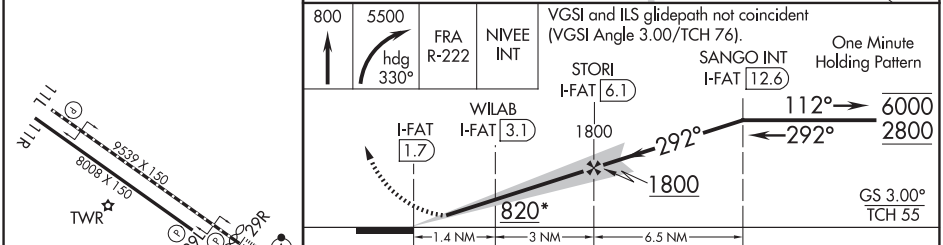
ALSF-2 Rwy 29R

MISSED APPROACH: Climb to 800 then climbing right turn to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold, continue climb-in-hold to 5500.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




| ELEV | 336 | D | TDZE 29R | 333 |
|---|---|---|---|---|
| | | | TDZE 29L | 331 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 29R | 533/18 200 (200-½) | | | | |
| S-LOC 29R | 700/24 367 (400-½) | | 700/35 367 (400-⅝) | | |
| SIDESTEP 29L | 700/55 369 (400-1) | | 700-1½ 369 (400-1½) | 700-2 369 (400-2) | |
| C CIRCLING | 820-1 484 (500-1) | | 920-1½ 584 (600-1½) | 920-2 584 (600-2) | 1140-2¾ 804 (900-2¾) |

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-FAT | APP CRS | Rwy Ldg | 9227 |
|---|---|---|---|
| 111.3 | 292° | TDZE | 333 |
| Chan 50 | | Apt Elev | 336 |

# ILS Y RWY 29R (SA CAT I)

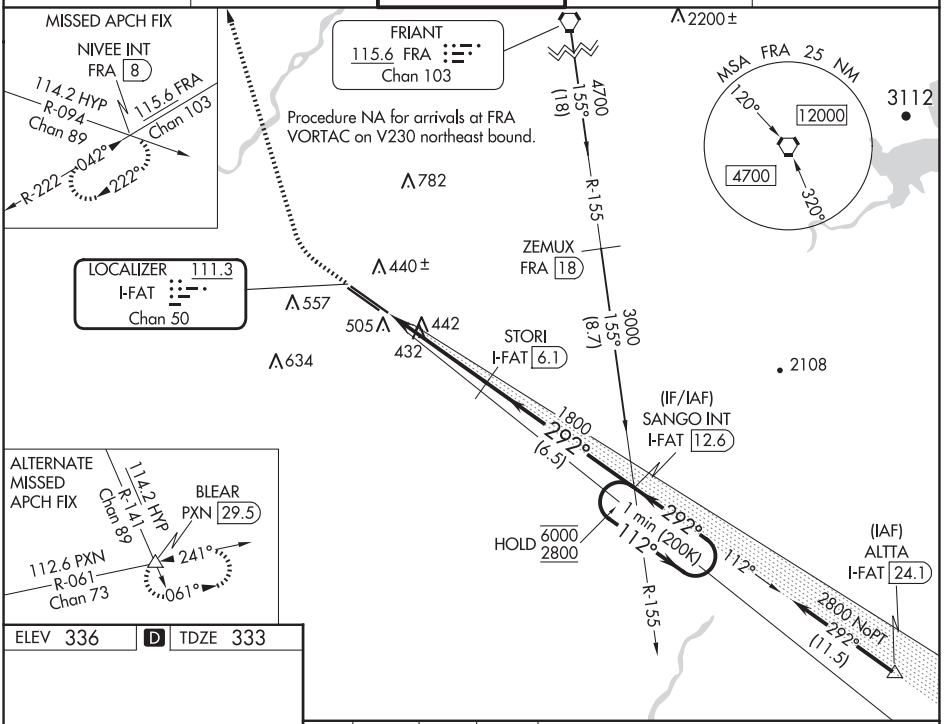
## FRESNO YOSEMITE INTL (FAT)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

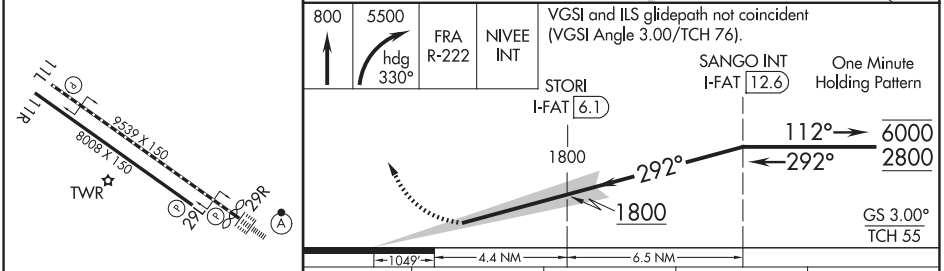
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold, continue climb-in-hold to 5500.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




ELEV 336 | D | TDZE 333




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29R | RA 151/14 150 DA 483 | | | |

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS Y RWY 29R (CAT II & III)
## FRESNO YOSEMITE INTL (FAT)

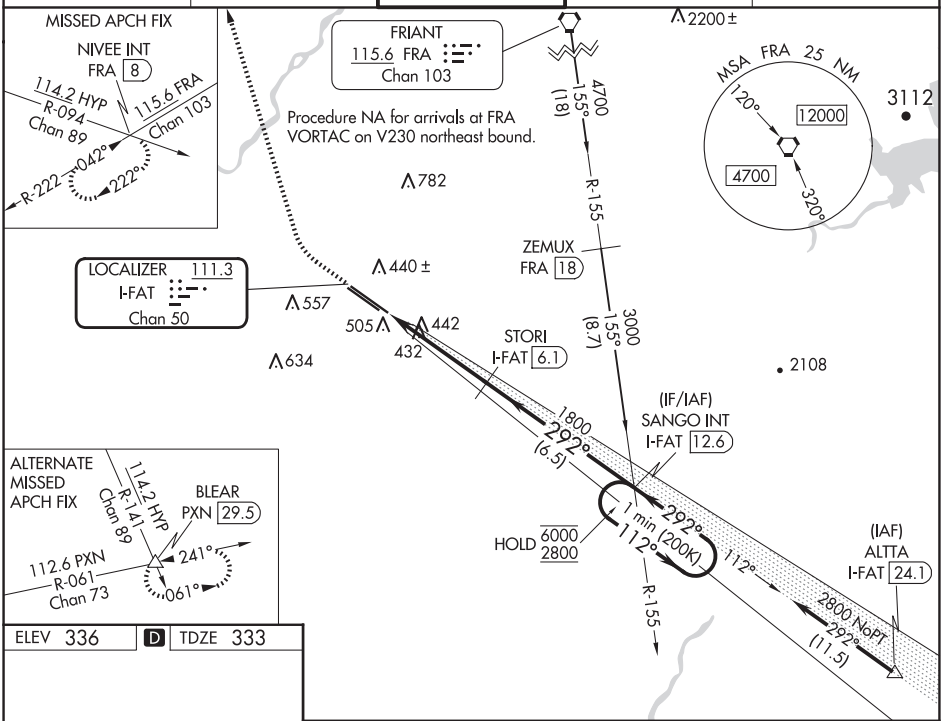
| LOC/DME I-FAT | APP CRS | Rwy Ldg | 9227 |
|---|---|---|---|
| 111.3 | 292° | TDZE | 333 |
| Chan 50 | | Apt Elev | 336 |

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

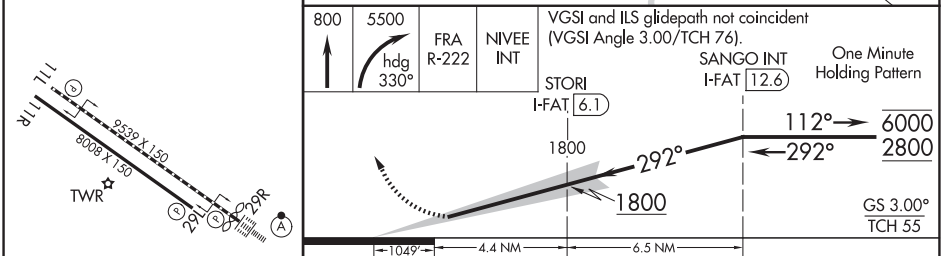
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold, continue climb-in-hold to 5500.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




ELEV 336 | D | TDZE 333







REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29R | CAT II RA 101/12 100 DA 433 | | | |
| S-ILS 29R | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

FRESNO, CALIFORNIA AL-162 (FAA) 25163

| WAAS CH 77505 W11A | APP CRS 112° | Rwy Ldg 9279<br>TDZE 336<br>Apt Elev 336 |
|---|---|---|

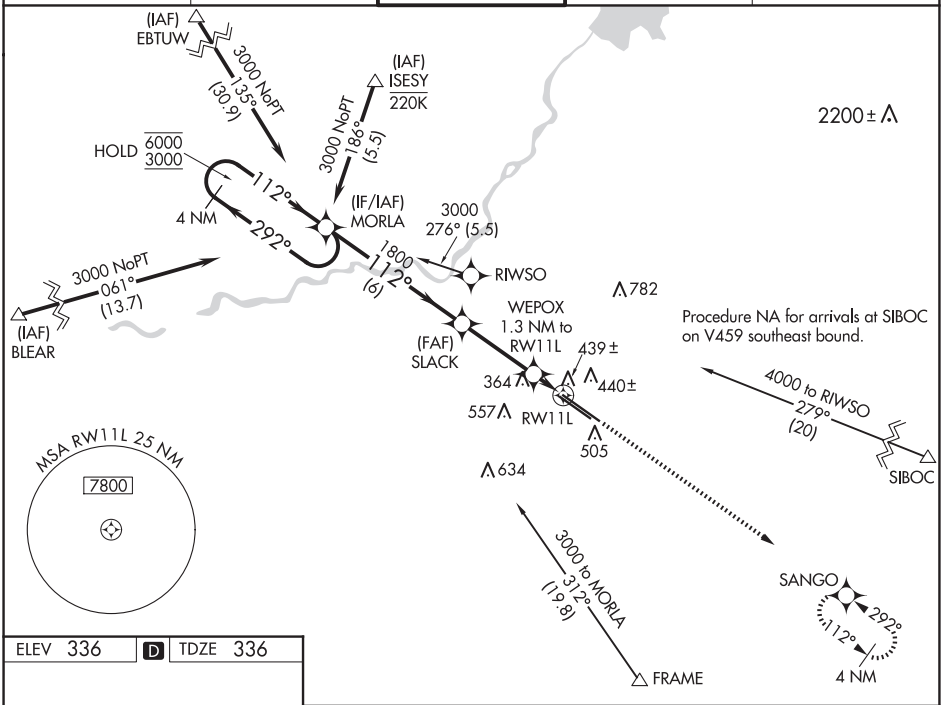
# RNAV (GPS) RWY 11L
## FRESNO YOSEMITE INTL (FAT)

RNP APCH.

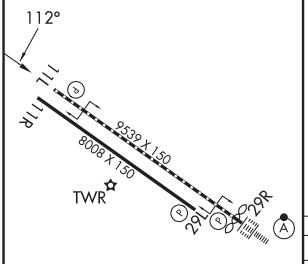
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C .

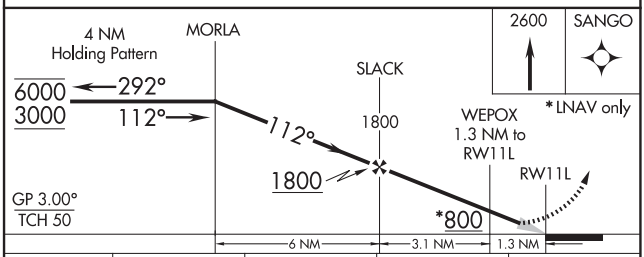
MISSED APPROACH: Climb to 2600 direct SANGO and hold.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




ELEV 336 | D | TDZE 336




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 536/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 620/45 284 (300-⅞) | | | |
| LNAV MDA | 700/55 364 (400-1) | | | |
| C CIRCLING | 820-1 484 (500-1) | | 920-1½ 584 (600-1½) | 920-2 584 (600-2) |

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 78330 W11B | APP CRS 112° | Rwy Ldg 8008<br>TDZE 333<br>Apt Elev 336 |
|---|---|---|

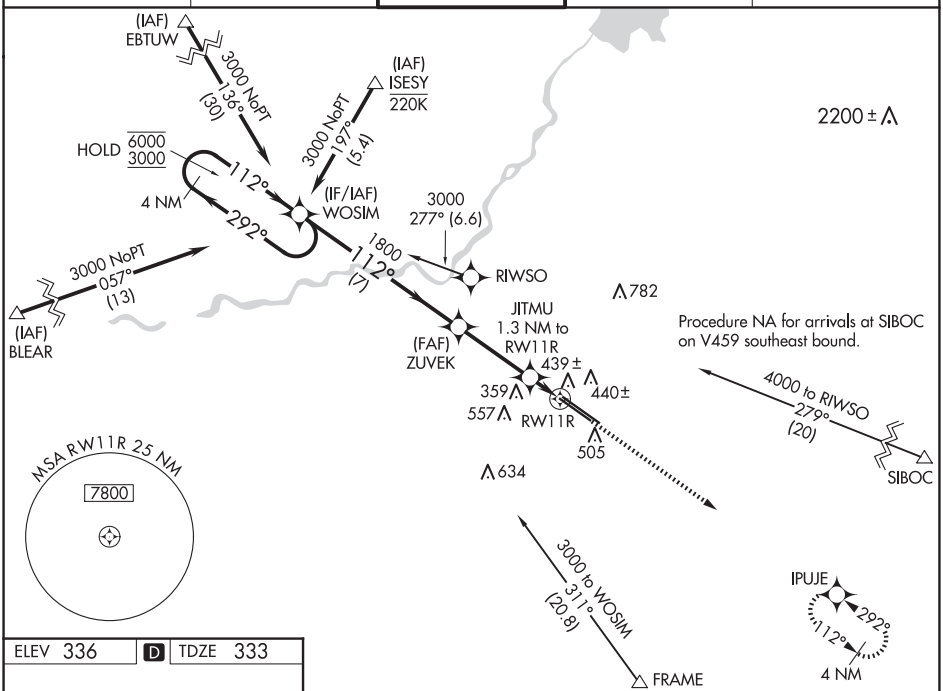
# RNAV (GPS) RWY 11R
## FRESNO YOSEMITE INTL (FAT)

RNP APCH.

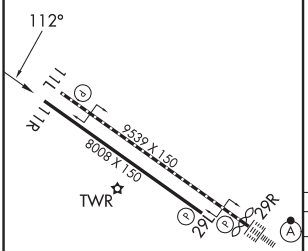
Rwy 11R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.

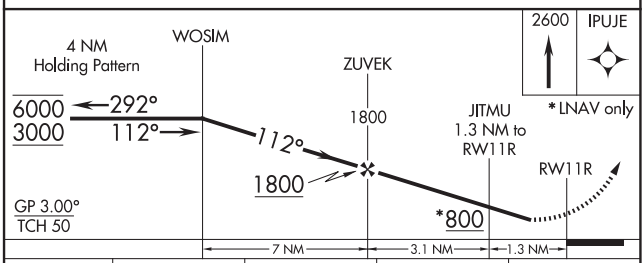
MISSED APPROACH: Climb to 2600 direct IPUJE and hold.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




ELEV 336 | D | TDZE 333




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 584-¾ 251 (300-¾) | | | |
| LNAV/VNAV DA | 620-⅞ 287 (300-⅞) | | | |
| LNAV MDA | 700-1 367 (400-1) | | | |
| C CIRCLING | 820-1 484 (500-1) | | 920-1½ 584 (600-1½) | 920-2 584 (600-2) |

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

FRESNO, CALIFORNIA AL-162 (FAA) 25163

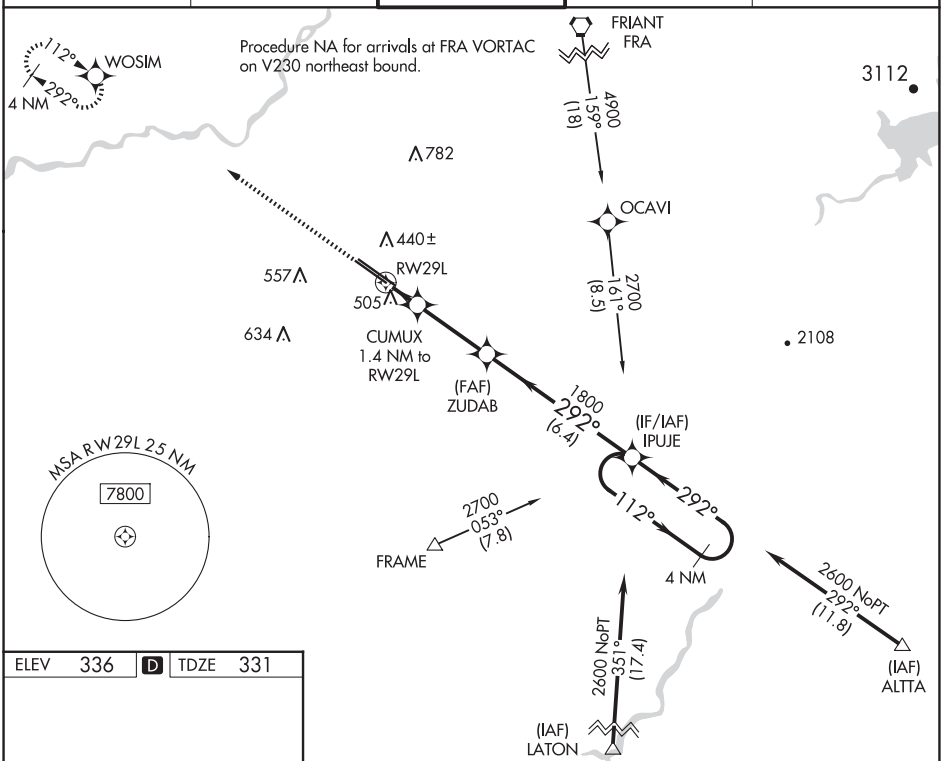
| WAAS CH 50530 W29B | APP CRS 292° | Rwy Ldg 8008 TDZE 331 Apt Elev 336 |
|---|---|---|

# RNAV (GPS) RWY 29L
## FRESNO YOSEMITE INTL (FAT)

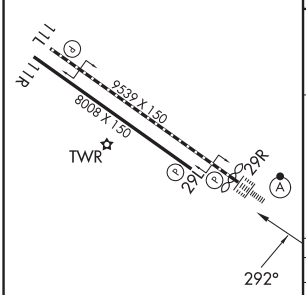
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct WOSIM and hold.

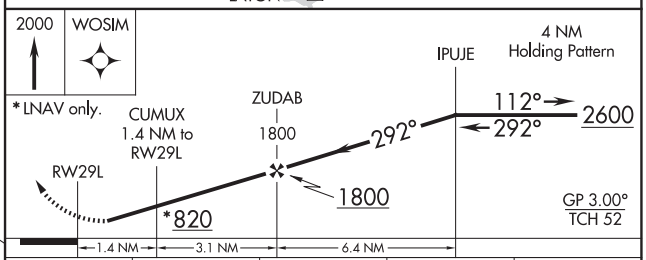
| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




ELEV 336 D TDZE 331




REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 667-1⅛ 336 (400-1⅛) | | | |
| LNAV MDA | 760-1 429 (500-1) | | 760-1¼ 429 (500-1¼) | |
| C CIRCLING | 820-1 484 (500-1) | | 920-1½ 584 (600-1½) | 920-2 584 (600-2) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 81803 W29A | APP CRS 292° | Rwy Ldg 9227<br>TDZE 333<br>Apt Elev 336 |
|---|---|---|

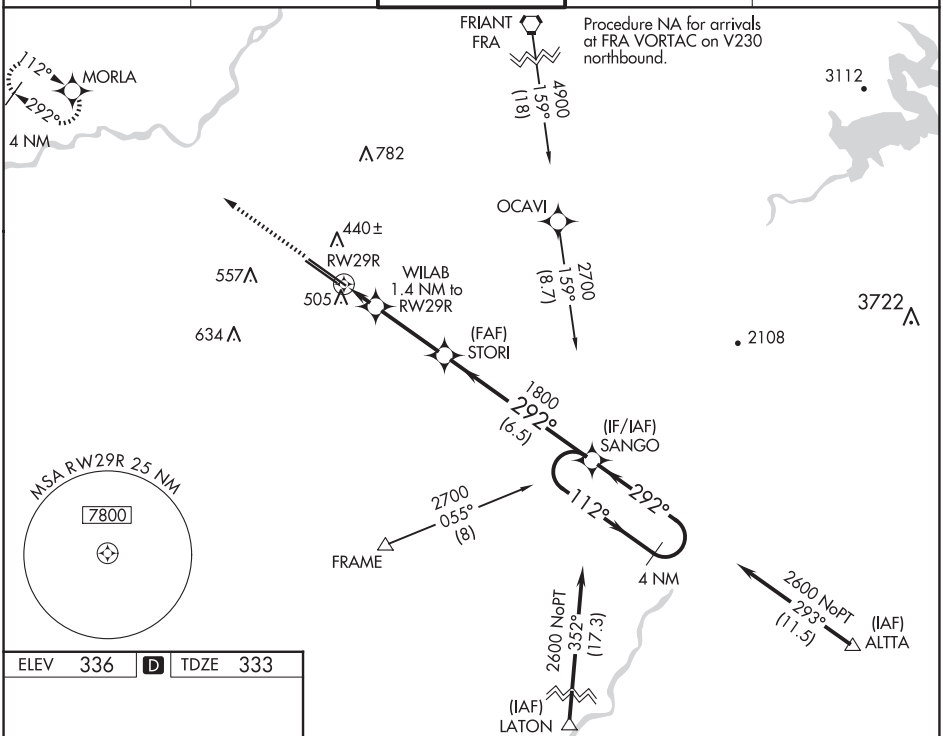
# RNAV (GPS) RWY 29R
## FRESNO YOSEMITE INTL (FAT)

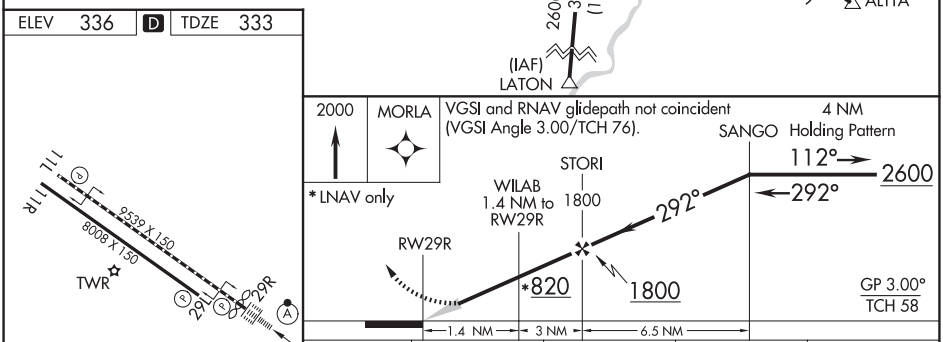
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 2000 direct MORLA and hold.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 533/18 200 (200-½) | | | |
| LNAV/VNAV DA | 689/30 356 (400-⅝) | | | |
| LNAV MDA | 760/24 427 (500-½) | | 760/40 427 (500-¾) | |
| C CIRCLING | 820-1 484 (500-1) | | 920-1½ 584 (600-1½) | 920-2 584 (600-2) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

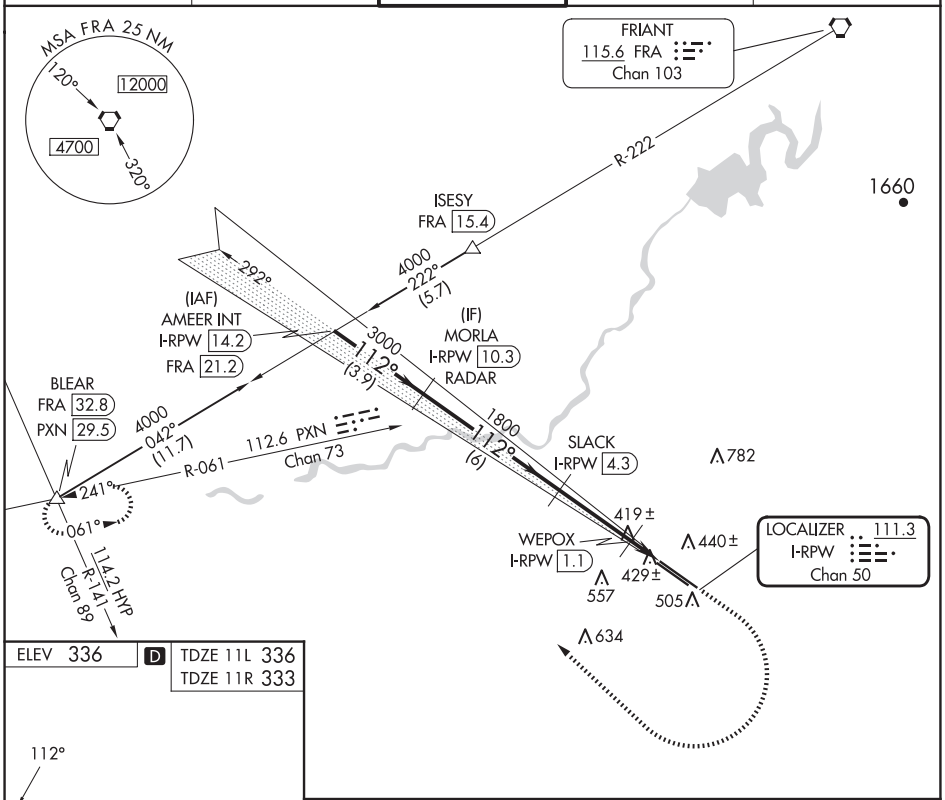
| LOC/DME I-RPW | APP CRS | | 11L | 11R |
|---|---|---|---|---|
| 111.3 | 112° | Rwy Ldg | 9279 | 8008 |
| Chan 50 | | TDZE | 336 | 333 |
| | | Apt Elev | 336 | 336 |

# LOC Y RWY 11L
## FRESNO YOSEMITE INTL (FAT)

DME required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4900 on heading 300° and PXN VORTAC R-061 to BLEAR INT/PXN VORTAC 29.5 DME and hold.

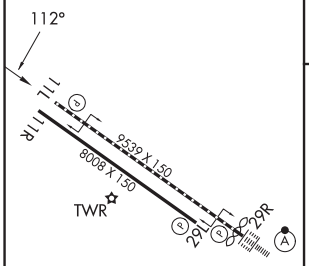
| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |



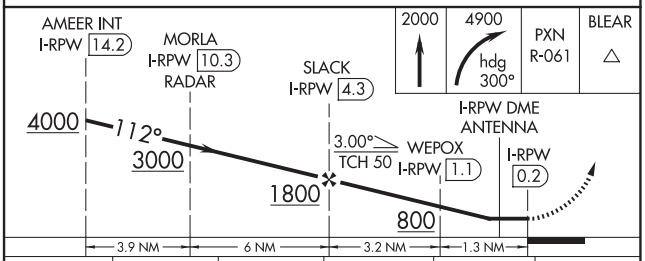

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

ELEV 336 D TDZE 11L 336 TDZE 11R 333




REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-LOC 11L | 680/55 344 (400-1) | | | | |
| SIDESTEP 11R | 680-1 347 (400-1) | | 680-1½ 347 (400-1½) | 680-2 347 (400-2) | |

| TACAN CZQ Chan 76 (112.9) | APP CRS 131° | | 11L | 11R |
|---|---|---|---|---|
| | | Rwy Ldg | 9279 | 8008 |
| | | TDZE | 336 | 333 |
| | | Apt Elev | 336 | 336 |

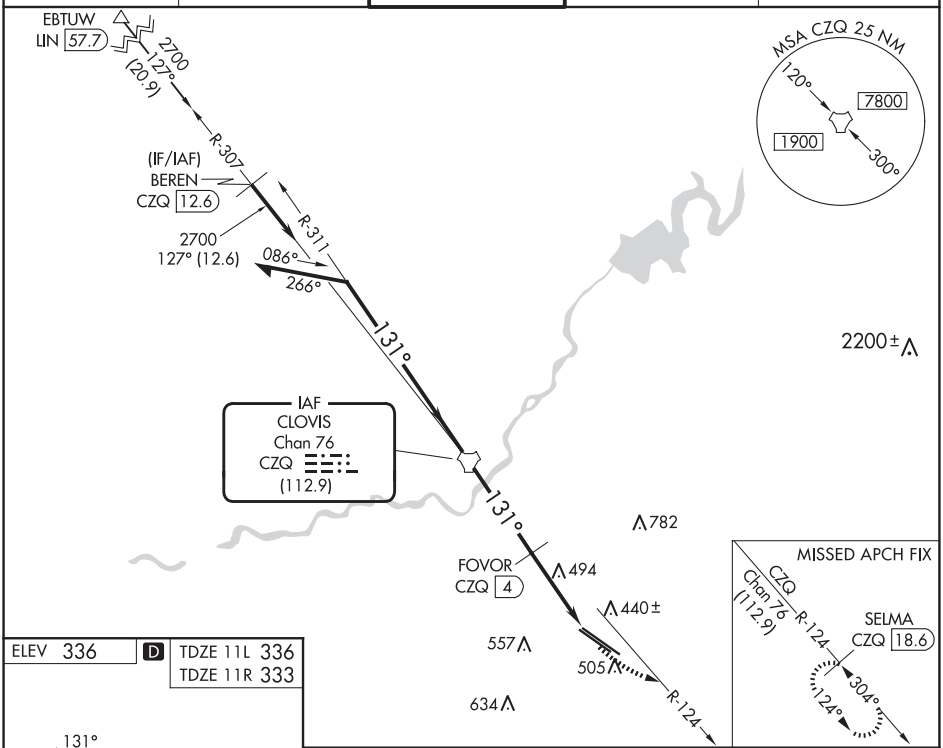
# TACAN RWY 11L
## FRESNO YOSEMITE INTL (FAT)

DME required.

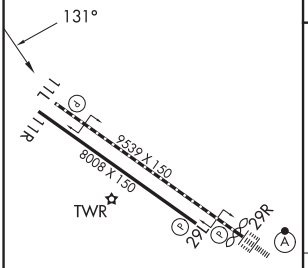
Rwy 11L helicopter visibility reduction below ¾ SM NA.

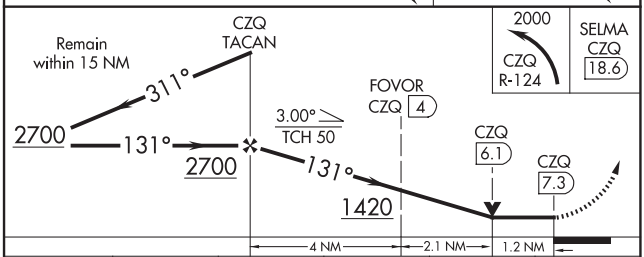
MISSED APPROACH: Climbing left turn to 2000 on CZQ TACAN R-124 to SELMA/CZQ 18.6 DME and hold.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




ELEV 336 | D | TDZE 11L 336 TDZE 11R 333




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-11L | 760/55 424 (500-1) | | 760-1¼ 424 (500-1¼) | | |
| SIDESTEP 11R | 760-1 427 (500-1) | | 760-1½ 427 (500-1½) | 760-2 427 (500-2) | |
| C CIRCLING | 820-1 484 (500-1) | | 920-1½ 584 (600-1½) | 920-2 584 (600-2) | 1140-2¾ 804 (900-2¾) |

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

FRESNO, CALIFORNIA AL-162 (FAA) 25163

# TACAN RWY 29R
## FRESNO YOSEMITE INTL (FAT)

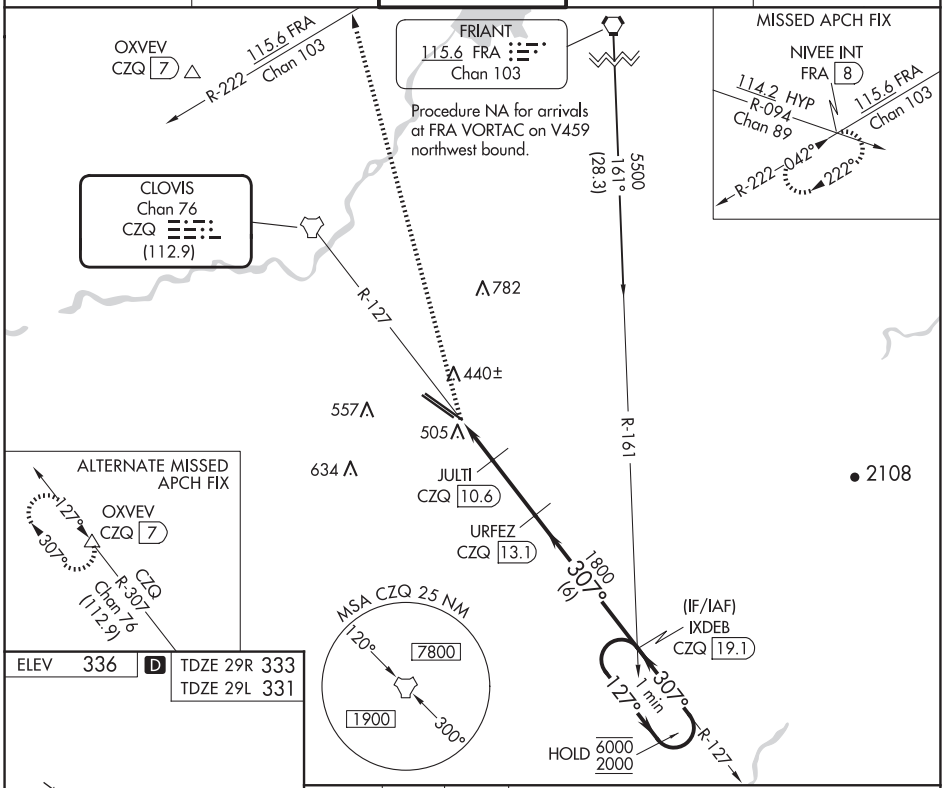
| TACAN CZQ Chan 76 (112.9) | APP CRS 307° | | 29R | 29L |
|---|---|---|---|---|
| | | Rwy Ldg | 9227 | 8008 |
| | | TDZE | 333 | 331 |
| | | Apt Elev | 336 | 336 |

T A Rwy 29R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-29R Cat A/B visibility to RVR 5500 and Cat E visibility to 1¼ mile.

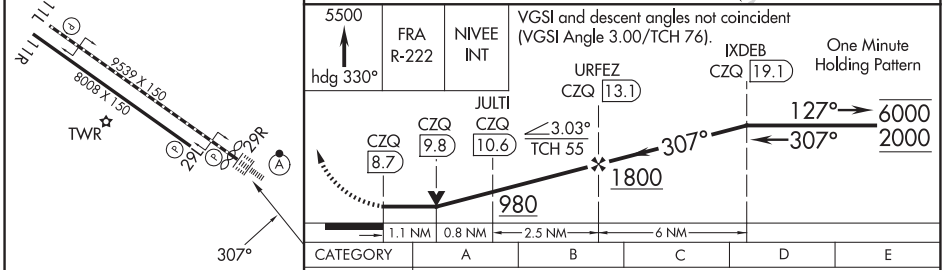
ALSF-2 Rwy 29R (A)

MISSED APPROACH: Climb to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold, continue climb-in-hold to 5500.

| ATIS | FRESNO APP CON | FRESNO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.35 273.6 | 119.6 351.95 | 118.2 251.1 | 121.7 348.6 | 124.35 348.6 |




ELEV 336 D TDZE 29R 333 TDZE 29L 331

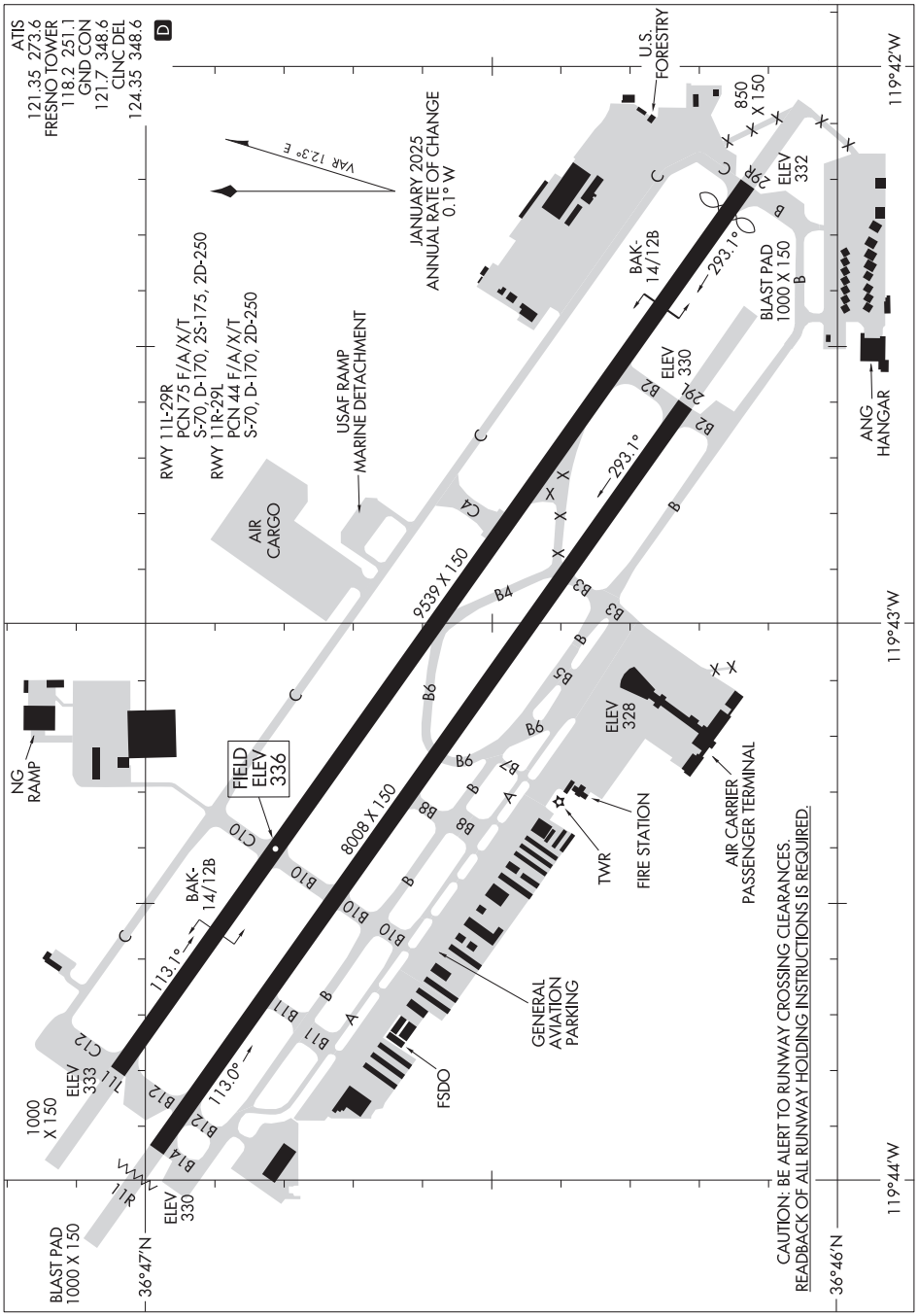



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-29R | 760/40 427 (500-¾) | | | | |
| SIDESTEP 29L | 760/55 429 (500-1) | | 760-1½ 429 (500-1½) | 760-2 429 (500-2) | |
| C CIRCLING | 820-1 484 (500-1) | | 920-1½ 584 (600-1½) | 920-2 584 (600-2) | 1140-2¾ 804 (900-2¾) |

REIL Rwys 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZ/CL Rwy 29R

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025


ATIS
121.35 273.6
FRESNO TOWER
118.2 251.1
GND CON
121.7 348.6
CLNC DEL
124.35 348.6
D
VAR 12.3° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
RWY 11L-29R
PCN 75 F/A/X/T
S-70, D-170, 2S-175, 2D-250
RWY 11R-29L
PCN 44 F/A/X/T
S-70, D-170, 2D-250
USAF RAMP
MARINE DETACHMENT
AIR
CARGO
9539 X 150
8008 X 150
FIELD
ELEV
336
BAK-
14/12B
113.1°
113.0°
293.1°
293.1°
ELEV
333
ELEV
330
ELEV
330
ELEV
328
ELEV
332
1000
X 150
BLAST PAD
1000 X 150
NG
RAMP
GENERAL
AVIATION
PARKING
FSDO
TWR
FIRE STATION
AIR CARRIER
PASSENGER TERMINAL
U.S.
FORESTRY
850
X 150
BLAST PAD
1000 X 150
ANG
HANGAR
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
36°47'N
36°46'N
119°44'W
119°43'W
119°42'W

(BULL3.NTELL) 23334

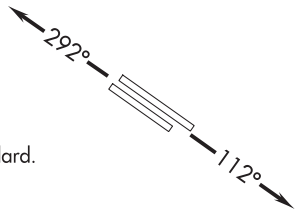
# BULLDOG THREE DEPARTURE

AL-162 (FAA)

FRESNO YOSEMITE INTL (FAT)
FRESNO, CALIFORNIA

ATIS
121.35 273.6
CLNC DEL
124.35 348.6
GND CON
121.7 348.6
FRESNO TOWER
118.2 251.1
FRESNO DEP CON
132.35 323.25

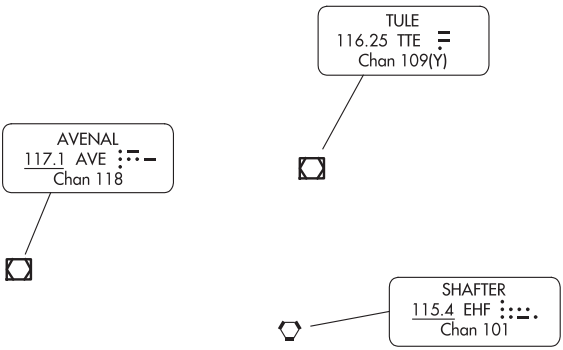
**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 11L/R, 29L/R: Standard.

NOTE: RADAR required.

FRAME △




NOTE: Chart not to scale.

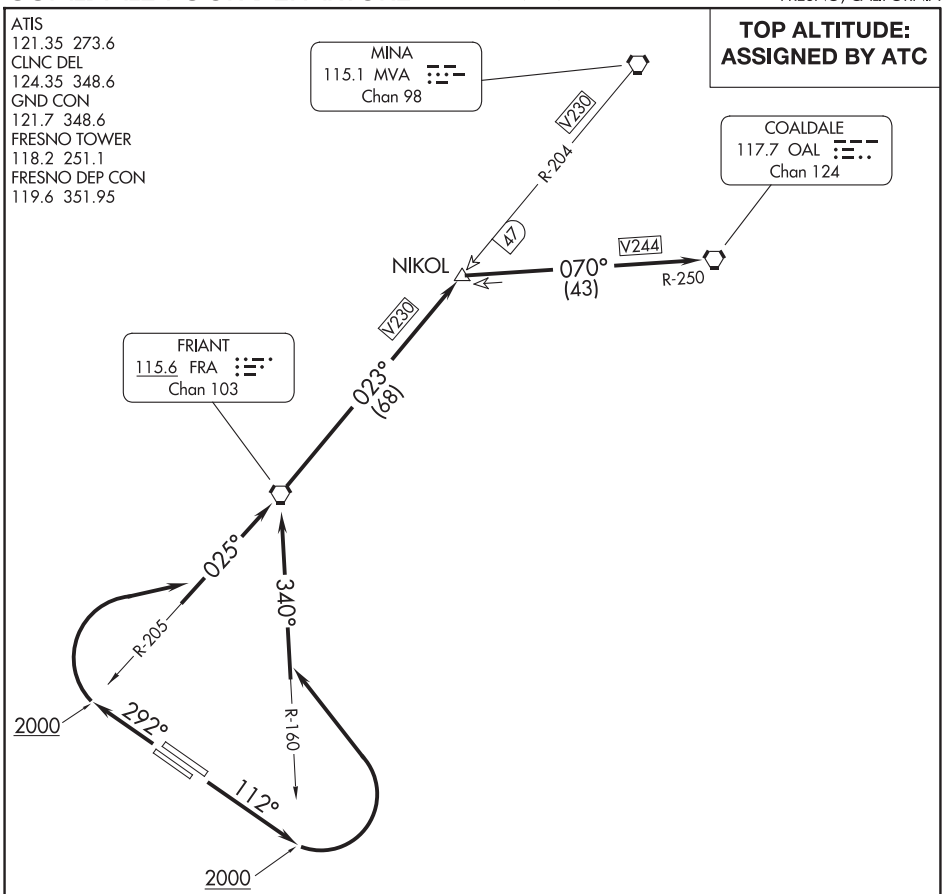
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb heading 112° thence. . . .

TAKEOFF RUNWAYS 29L/R: Climb heading 292° thence. . . .

. . . .maintain ATC assigned altitude; expect clearance to filed altitude five minutes after departure.


SW-2, 12 JUN 2025 to 07 AUG 2025




TAKEOFF MINIMUMS
Rwys 11L/R, 29L/R: Standard with minimum climb of 260′ per NM to 10700.

NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb on heading 112° to 2000′, then climbing left turn to intercept FRA R-160 to FRA VORTAC, thence. . . .
TAKEOFF RUNWAYS 29L/R: Climb on heading 292° to 2000′, then climbing right turn to intercept FRA R-205 to FRA VORTAC, thence. . . .

. . . .continue climb to 14300 on FRA VORTAC R-023 and MVA VORTAC R-204 to NIKOL INT and on OAL VORTAC R-250 to OAL VORTAC. Maintain ATC assigned altitude.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(YOSE3.NTELL) 23334

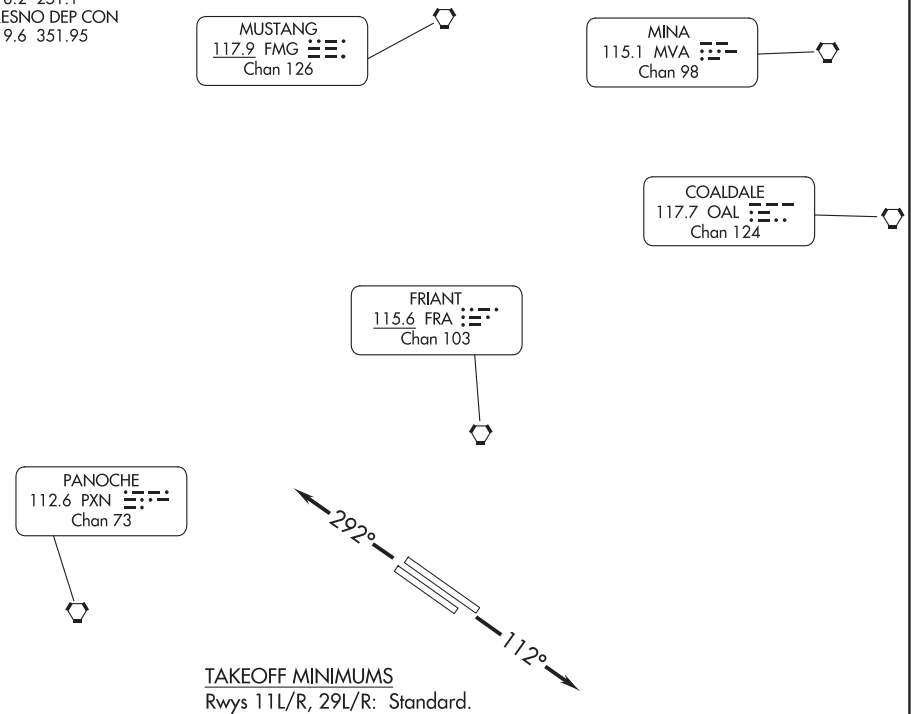
# YOSEMITE THREE DEPARTURE

AL-162 (FAA)

FRESNO YOSEMITE INTL (FAT)
FRESNO, CALIFORNIA

ATIS
121.35 273.6
CLNC DEL
124.35 348.6
GND CON
121.7 348.6
FRESNO TOWER
118.2 251.1
FRESNO DEP CON
119.6 351.95

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 11L/R, 29L/R: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb heading 112°, thence. . . .

TAKEOFF RUNWAYS 29L/R: Climb heading 292°, thence. . . .

. . . .maintain ATC assigned altitude; expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Fresno Departure Control within two minutes of takeoff, aircraft enroute to FRA, MVA, FMG and OAL proceed direct FRA VORTAC, cross FRA VORTAC at or above 9000, thence via assigned route to filed altitude.


SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 90240 W07A | APP CRS 071° | Rwy ldg 4657<br>TDZE 3131<br>Apt Elev 3158 |
|---|---|---|

# RNAV (GPS) RWY 7

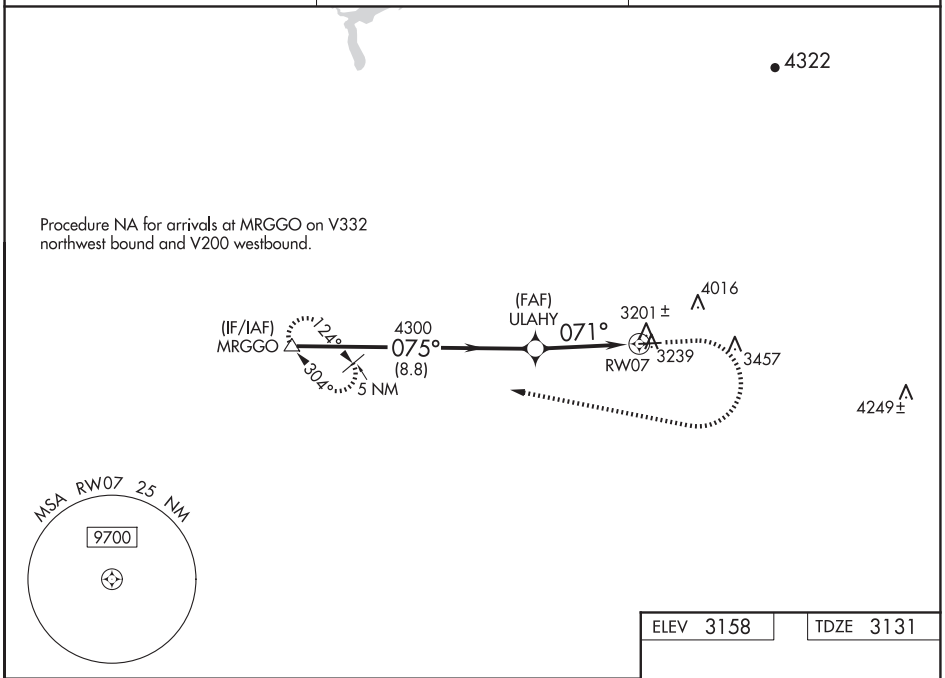
NEVADA COUNTY (GOO)

RNP APCH.

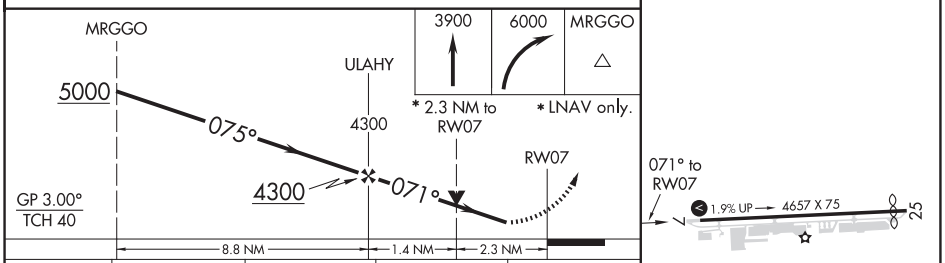
Circling NA north of Rwy 7-25. Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: (Do not exceed 250K until MRGGO) Climb to 3900 then climbing right turn to 6000 direct MRGGO and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 121.325 | 125.4 259.1 | 122.725 (CTAF) L |




ELEV 3158 TDZE 3131




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3606-1⅜ 475 (500-1⅜) | | | |
| LNAV/VNAV DA | 3772-1⅞ 641 (700-1⅞) | | | |
| LNAV MDA | 3860-1 729 (800-1) | | 3860-2 729 (800-2) | |
| C CIRCLING | 3860-1 702 (800-1) | | 3880-2 722 (800-2) | 3880-2¼ 722 (800-2¼) |

MIRL Rwy 7-25 L



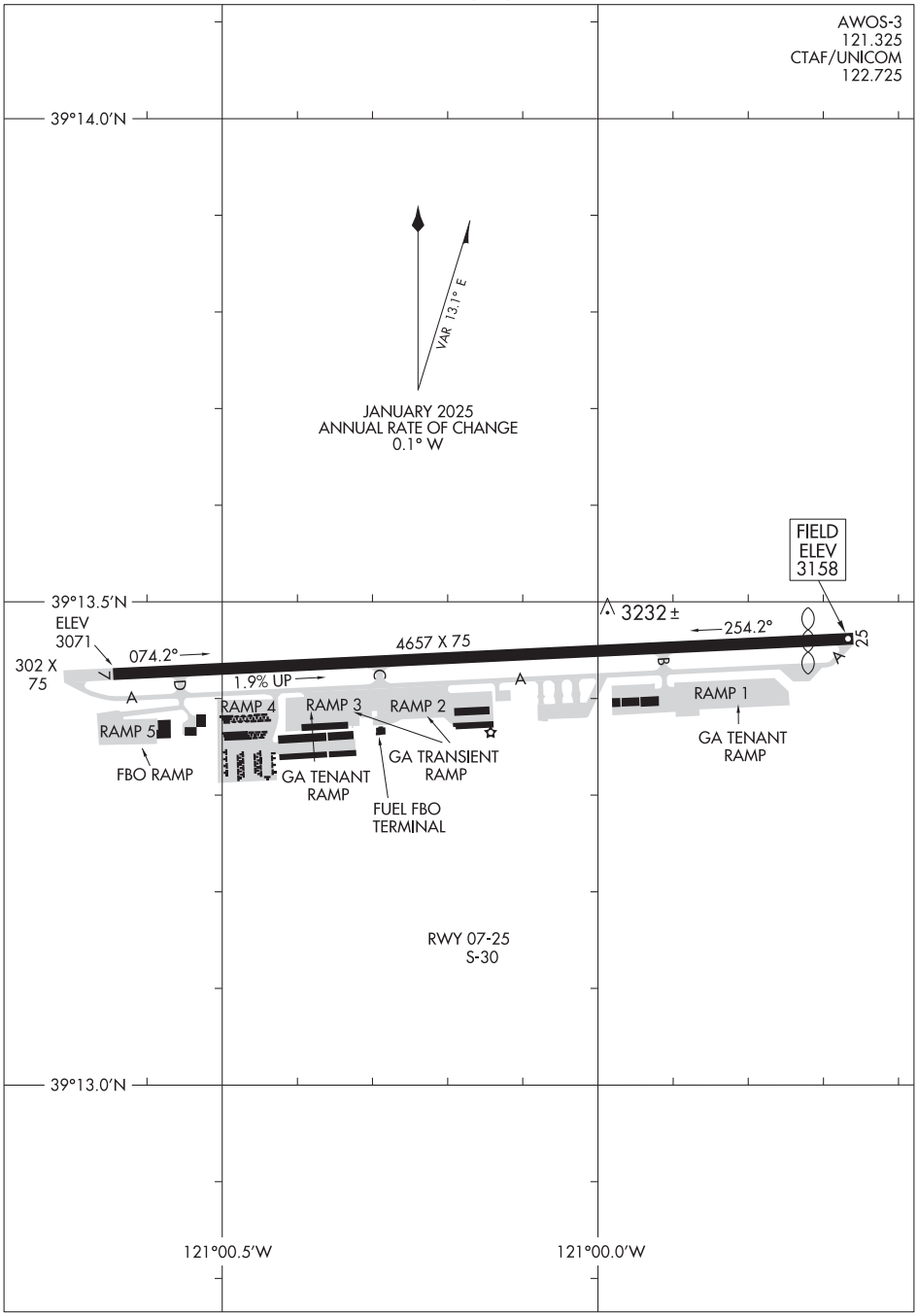
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-6659 (FAA)

NEVADA COUNTY (GOO)
GRASS VALLEY, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
GRASS VALLEY, CALIFORNIA
NEVADA COUNTY (GOO)

| APP CRS | Rwy ldg | 3624 |
|---|---|---|
| 095° | TDZE | 2922 |
| | Apt Elev | 2933 |

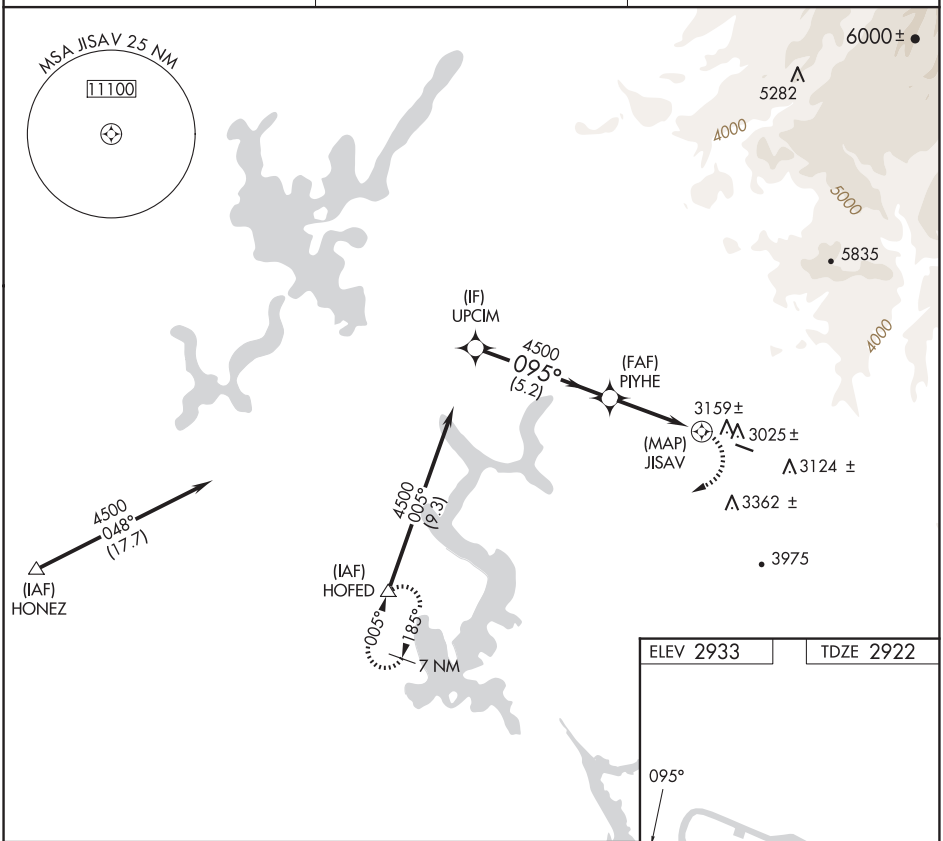
# RNAV (GPS) RWY 9
## PINE MOUNTAIN LAKE (E45)

RNP APCH-GPS.

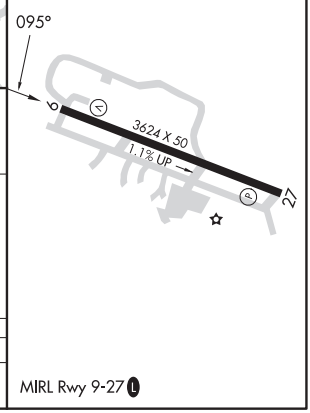
NA — Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 7000 direct HOFED and hold, continue climb-in-hold to 7000.

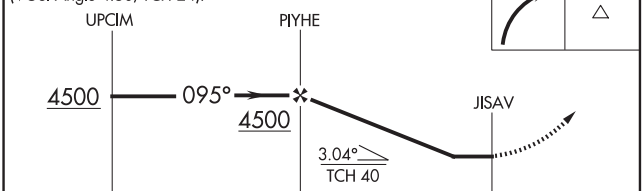
| O22 AWOS-3 | OAKLAND CENTER | CTAF |
|---|---|---|
| 124.65 | 121.25 327.0 | 122.9 L |




ELEV 2933 | TDZE 2922




VGSI and RNAV glidepath not coincident
(VGSI Angle 4.50/TCH 24).




7000 | HOFED

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4060-1¾ 1138 (1200-1¾) | | NA | |

MIRL Rwy 9-27 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

GROVELAND, CALIFORNIA

AL-9084 (FAA)

25107

# GPS RWY 27
## PINE MOUNTAIN LAKE (E45)

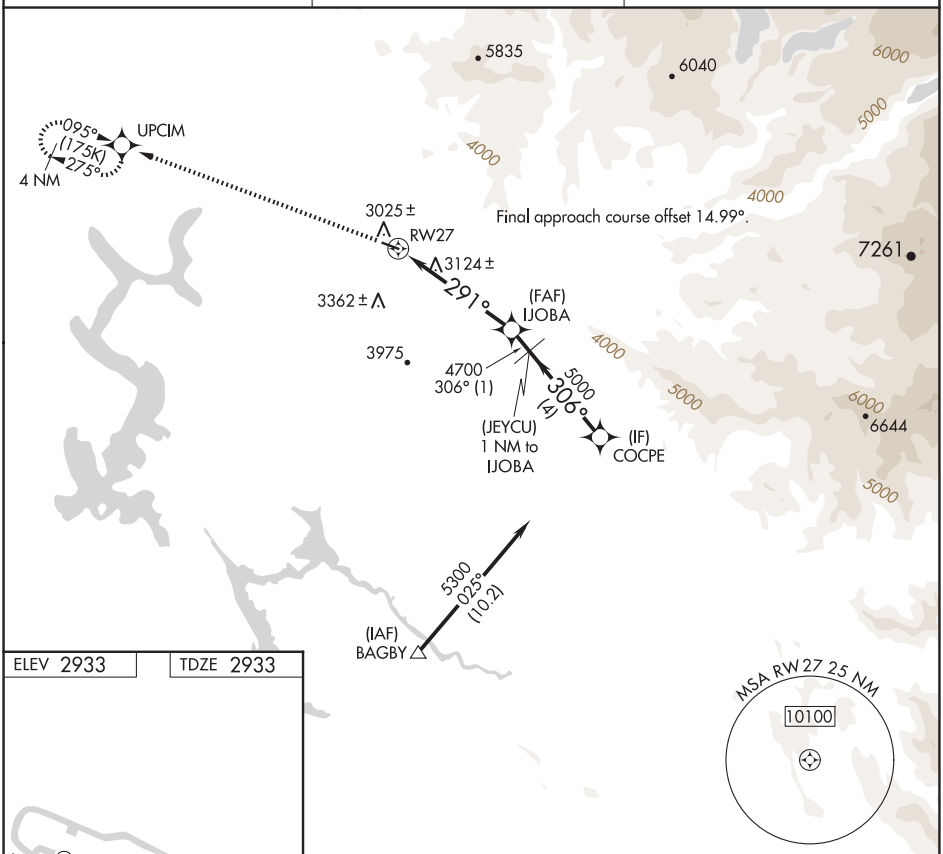
| APP CRS | Rwy ldg | 3624 |
|---|---|---|
| 291° | TDZE | 2933 |
| | Apt Elev | 2933 |

NA

Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. Use Columbia altimeter setting.

MISSED APPROACH: Climb to 4600 direct UPCIM and hold.

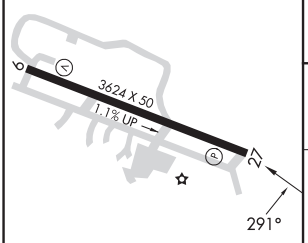
| O22 AWOS-3 | OAKLAND CENTER | CTAF |
|---|---|---|
| 124.65 | 121.25 327.0 | 122.9 L |



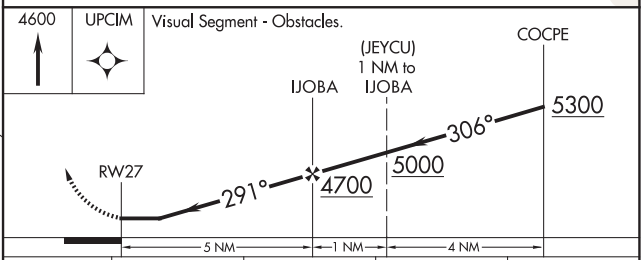

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

ELEV 2933 | TDZE 2933




MIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 3860-1<br>927 (1000-1) | 3860-1¼<br>927 (1000-1¼) | NA | |

GROVELAND, CALIFORNIA
Orig-D 15JUN23

37°52′N-120°11′W

PINE MOUNTAIN LAKE (E45)
GPS RWY 27

| WAAS CH 99742 W12A | APP CRS 122° | Rwy ldg 4248<br>TDZE 59<br>Apt Elev 66 |
|---|---|---|

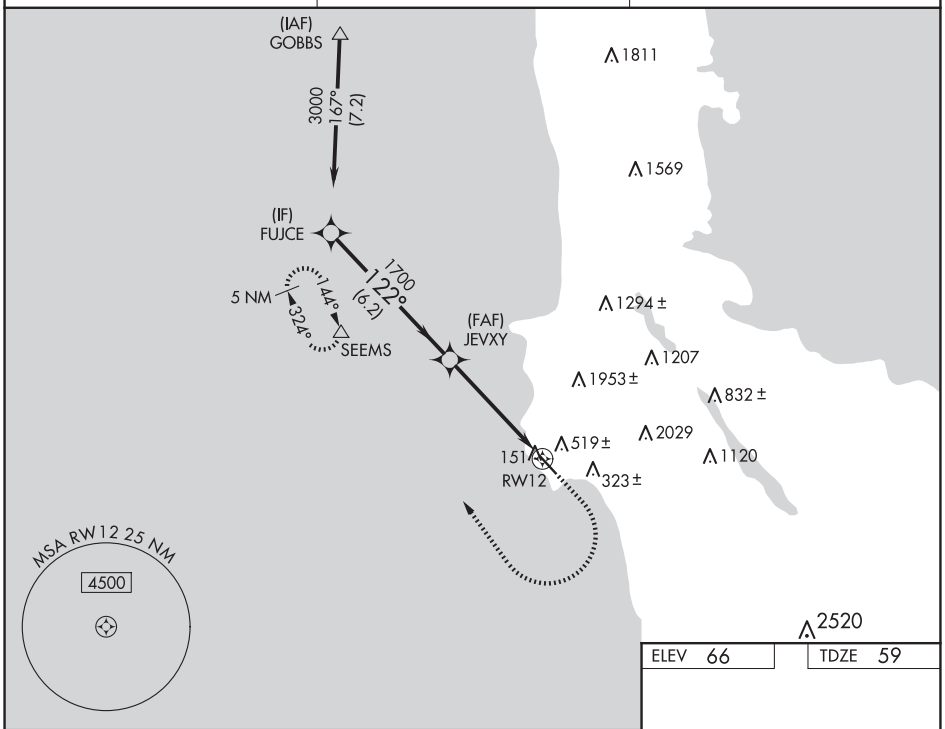
# RNAV (GPS) RWY 12
## HALF MOON BAY (HAF)

RNP APCH.

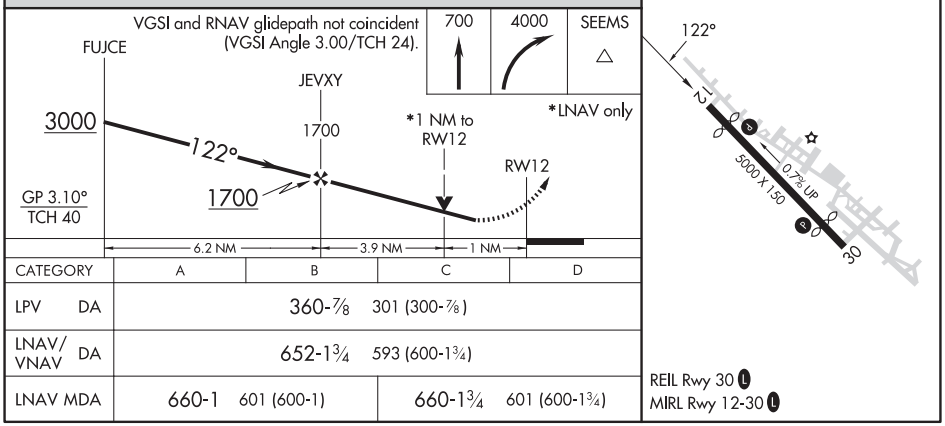
Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C.

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct SEEMS and hold, continue climb-in-hold to 4000.

| AWOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 127.275 | 135.1 307.2 | 122.8 (CTAF) L |




ELEV 66 TDZE 59




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 360-⅞ 301 (300-⅞) | | | |
| LNAV/VNAV DA | 652-1¾ 593 (600-1¾) | | | |
| LNAV MDA | 660-1 601 (600-1) | | 660-1¾ 601 (600-1¾) | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

HALF MOON BAY, CALIFORNIA AL-6675 (FAA) 23110

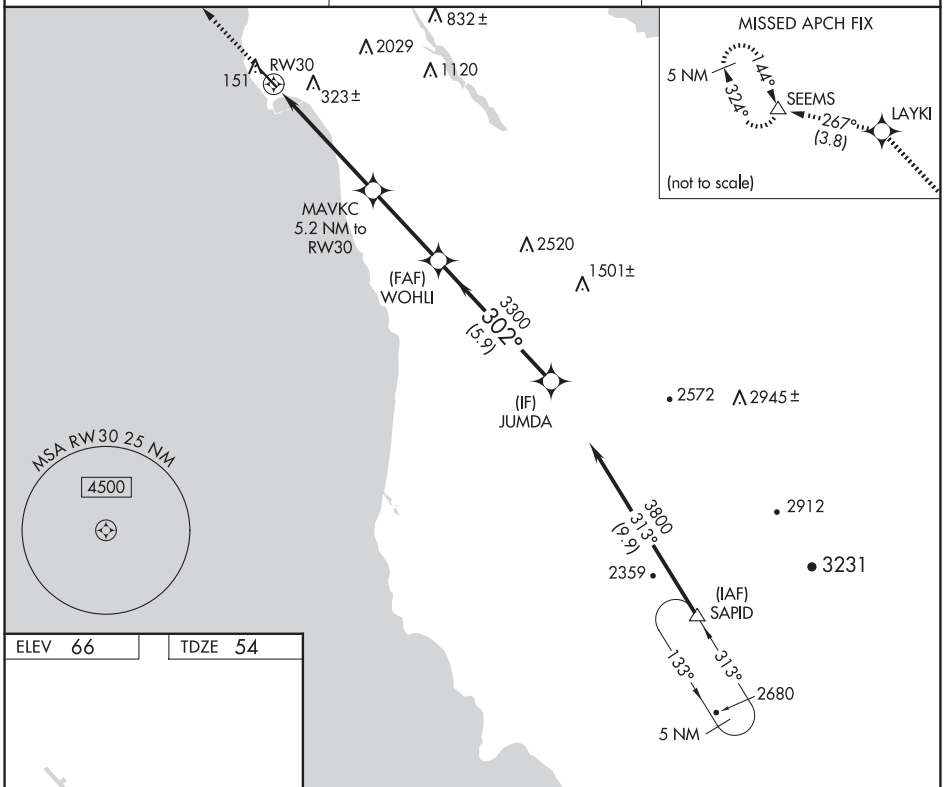
# RNAV (GPS) RWY 30
## HALF MOON BAY (HAF)

| WAAS CH 50302 W30A | APP CRS 302° | Rwy ldg 4238<br>TDZE 54<br>Apt Elev 66 |
|---|---|---|

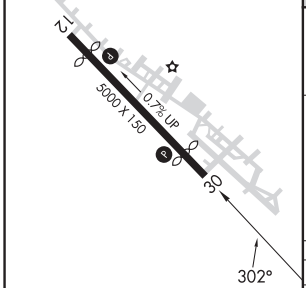
RNP APCH.

MISSED APPROACH: Climb to 4000 direct LAYKI and on track 267° to SEEMS and hold, continue climb-in-hold to 4000.

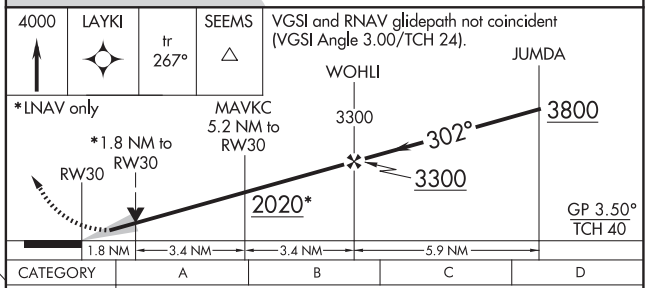
| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 127.275 | 135.1 307.2 | 122.8 (CTAF) L |




ELEV 66 TDZE 54




REIL Rwy 30 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-1 327 (400-1) | | | |
| LNAV MDA | 620-1 566 (600-1) | | 620-1⅝ 566 (600-1⅝) | |

HALF MOON BAY, CALIFORNIA
Amdt 1A 18JUL19

37°31′N-122°30′W

HALF MOON BAY (HAF)
RNAV (GPS) RWY 30

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

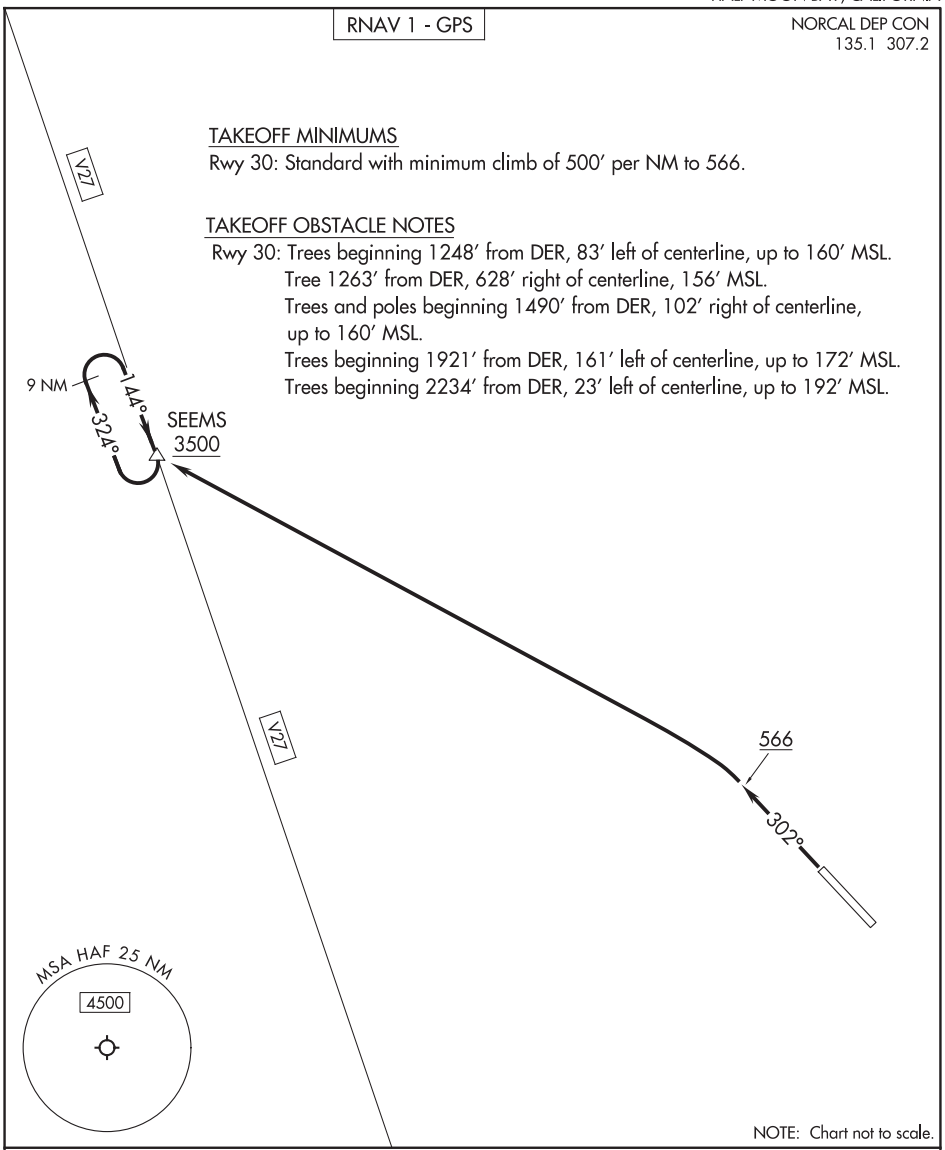
# SEEMS ONE DEPARTURE (OBSTACLE) (RNAV)

RNAV 1 - GPS

NORCAL DEP CON
135.1 307.2

TAKEOFF MINIMUMS
Rwy 30: Standard with minimum climb of 500′ per NM to 566.

TAKEOFF OBSTACLE NOTES
Rwy 30: Trees beginning 1248′ from DER, 83′ left of centerline, up to 160′ MSL.
Tree 1263′ from DER, 628′ right of centerline, 156′ MSL.
Trees and poles beginning 1490′ from DER, 102′ right of centerline, up to 160′ MSL.
Trees beginning 1921′ from DER, 161′ left of centerline, up to 172′ MSL.
Trees beginning 2234′ from DER, 23′ left of centerline, up to 192′ MSL.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb on heading 302° to 566, then climbing left turn direct SEEMS, continue climb in SEEMS holding pattern to at/above 3500 before proceeding on course.

HANFORD, CALIFORNIA AL-5736 (FAA) 25163

# RNAV (GPS) RWY 32
## HANFORD MUNI (HJO)

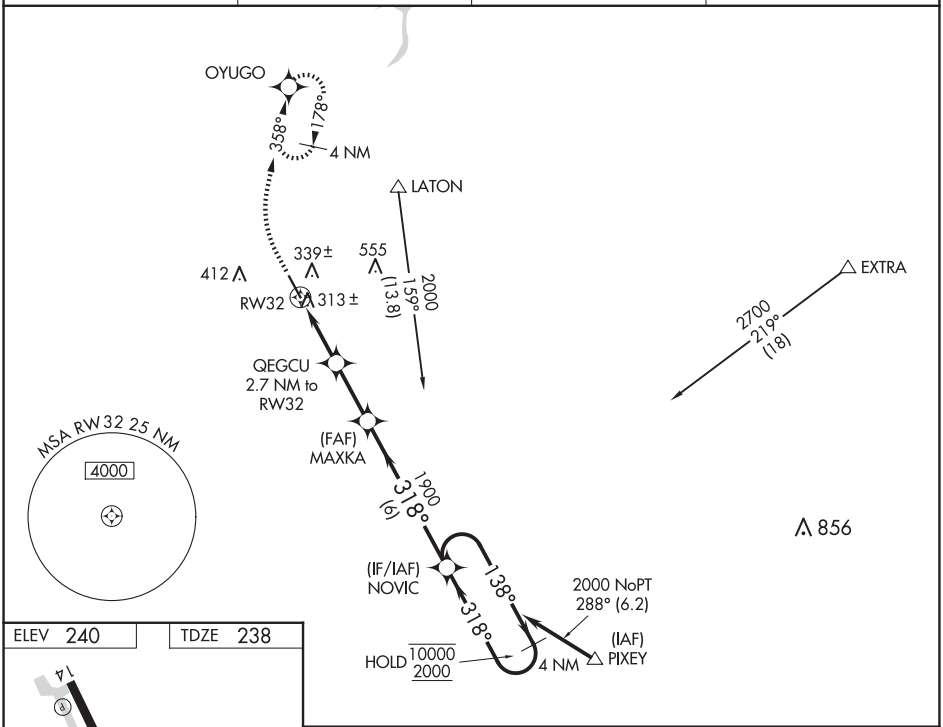
| WAAS CH 70344 W32A | APP CRS 318° | Rwy Ldg 5179 TDZE 238 Apt Elev 240 |
|---|---|---|

RNP APCH.

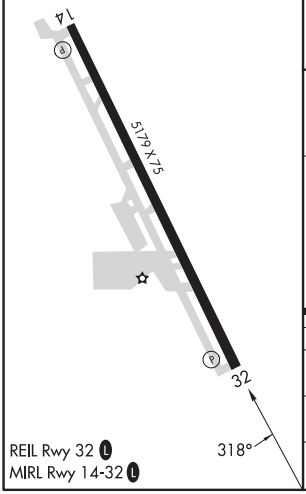
Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct OYUGO and hold, continue climb-in-hold to 2000.

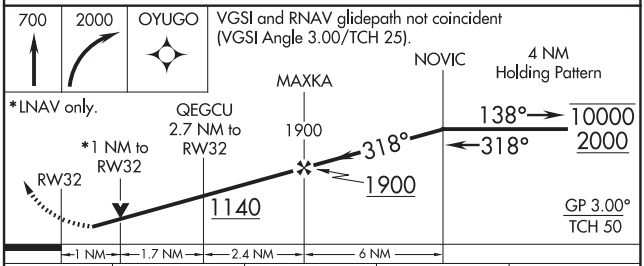
| ASOS | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.75 | 123.9 | 123.9 | 122.8 (CTAF) L |




ELEV 240 TDZE 238




REIL Rwy 32 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 488-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 488-¾ 250 (300-¾) | | | NA |
| LNAV MDA | 580-1 342 (400-1) | | 580-1½ 342 (400-1½) | NA |

HANFORD, CALIFORNIA
Amdt 2A 07NOV19

36°19′N-119°38′W

HANFORD MUNI (HJO)
RNAV (GPS) RWY 32


SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-B
## HANFORD MUNI (HJO)

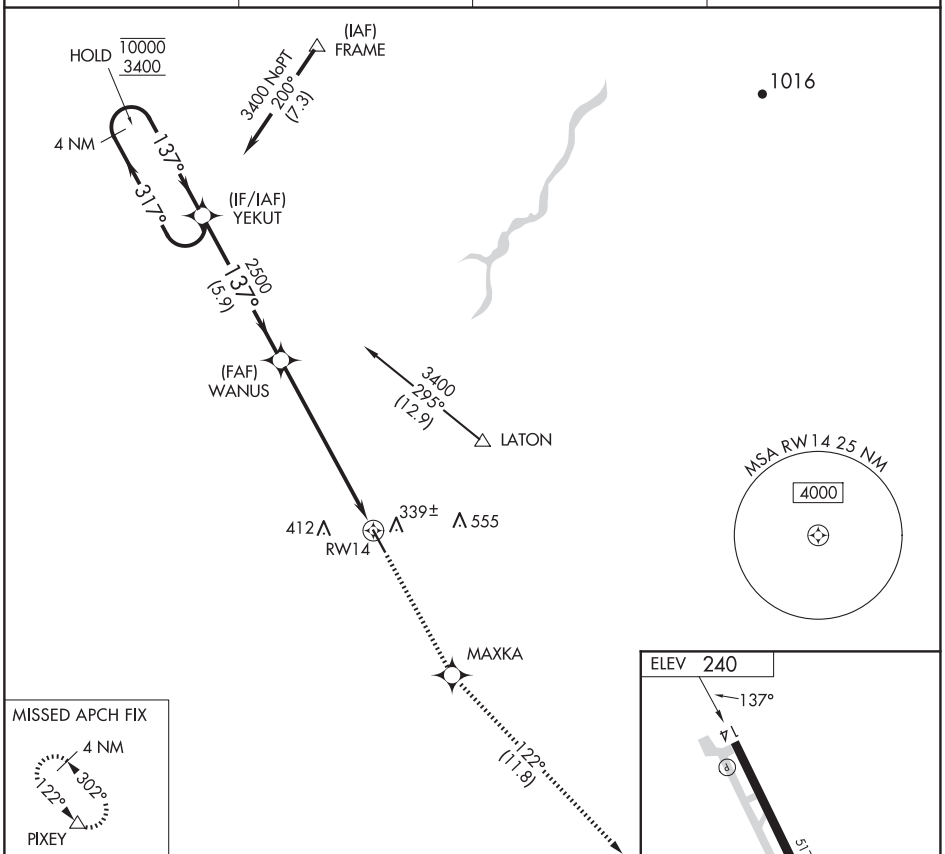
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 137° | TDZE | N/A |
| | Apt Elev | 240 |

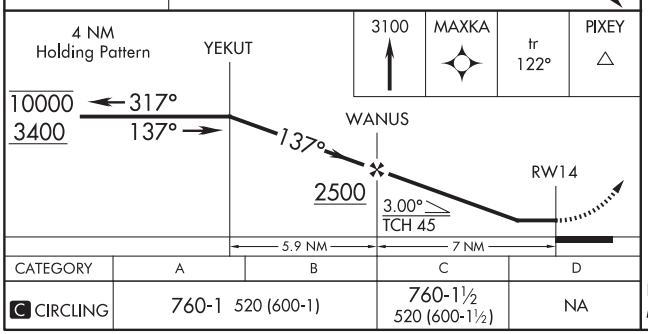
RNP APCH.

Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 3100 direct MAXKA and on track 122° to PIXEY and hold.

| ASOS | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.75 | 123.9 | 123.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 760-1 520 (600-1) | | 760-1½ 520 (600-1½) | NA |

REIL Rwy 32 L
MIRL Rwy 14-32 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

HAYWARD, CALIFORNIA | AL-5015 (FAA) | 25051

| WAAS CH 40330 W28A | APP CRS 285° | Rwy ldg 5018<br>TDZE 50<br>Apt Elev 52 |
|---|---|---|

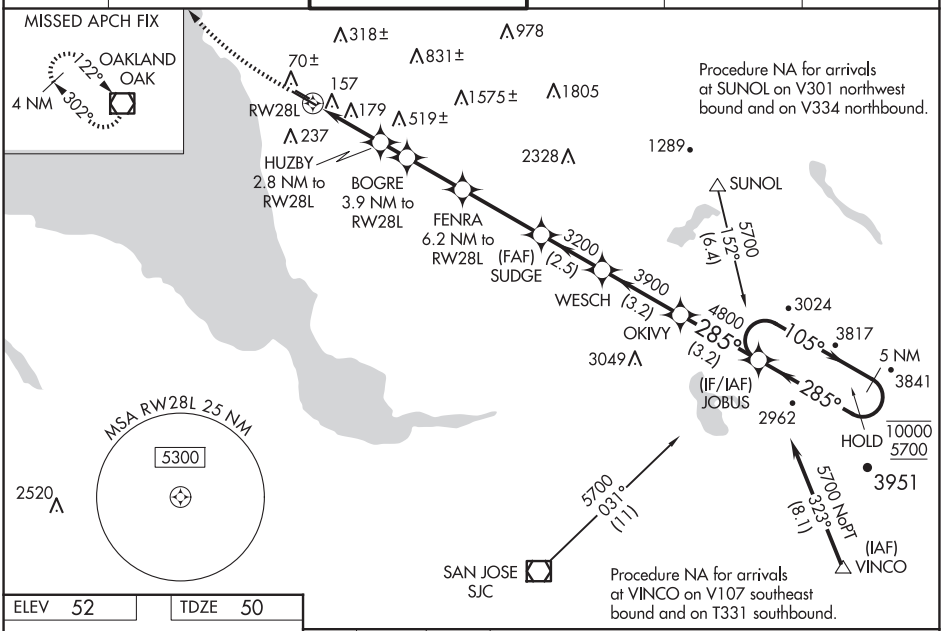
# RNAV (GPS) RWY 28L
## HAYWARD EXEC (HWD)

RNP APCH - GPS.

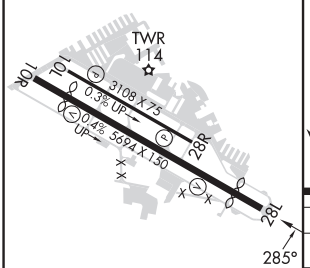
Baro-VNAV NA. Circling Rwy 10L, 28R NA at night. Rwy 28L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use OAK altimeter setting and increase LPV DA to 370 feet; increase LNAV/VNAV DA to 461 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM. Circling NA north of Rwy 10L-28R.

MISSED APPROACH: Climb to 600 then climbing right turn to 2100 direct OAK VOR/DME and hold.

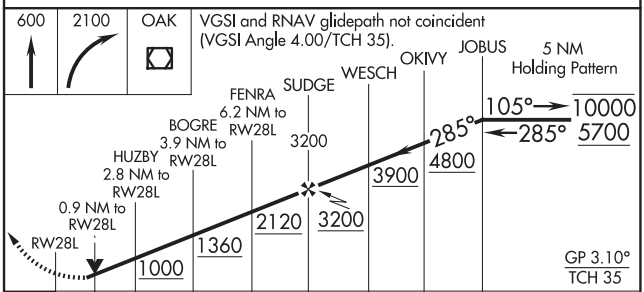
| ATIS | NORCAL APP CON | HAYWARD TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.7 | 124.4 351.8 | 120.2 (CTAF) L 257.8 | 121.4 | 128.05 | 122.95 |




ELEV 52 | TDZE 50




MIRL Rwy 10R-28L L
MIRL Rwy 10L-28R
REIL Rwys 10R and 28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 348-1 298 (300-1) | | | |
| LNAV/VNAV DA | 439-1⅛ 389 (400-1⅛) | | | |
| LNAV MDA | 460-1 410 (500-1) | | 460-1⅛ 410 (500-1⅛) | |
| CIRCLING | 540-1 488 (500-1) | | 540-1½ 488 (500-1½) | 920-2¾ 868 (900-2¾) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-HWD 111.5 Chan 52 | APP CRS 288° | Rwy ldg 5018 TDZE 50 Apt Elev 52 |
|---|---|---|

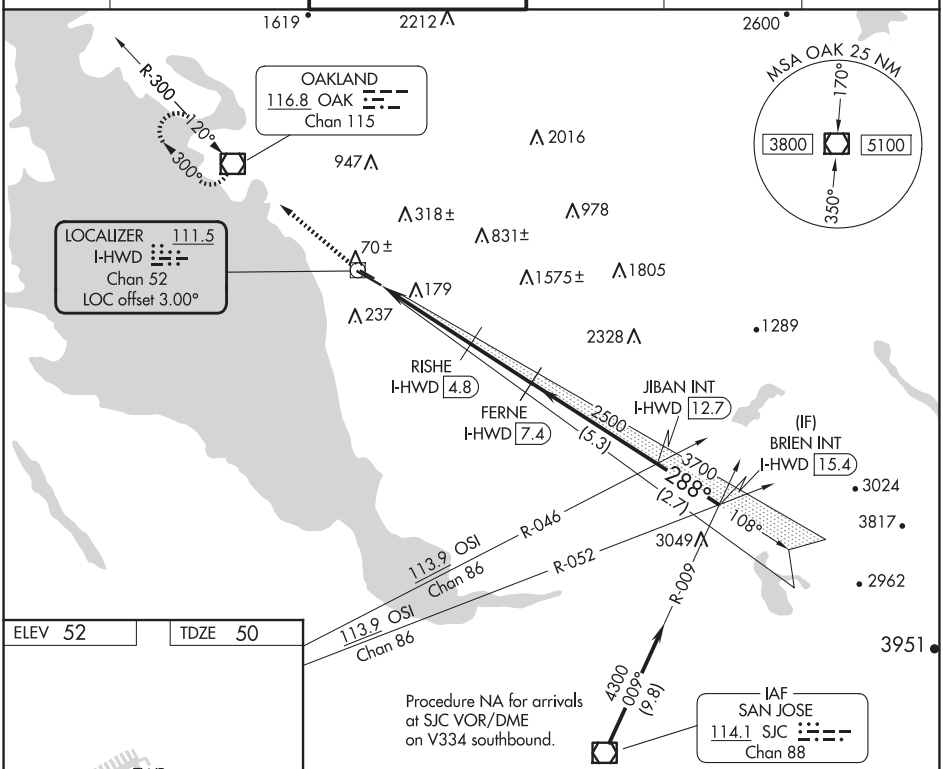
# LOC RWY 28L
## HAYWARD EXEC (HWD)

DME required.

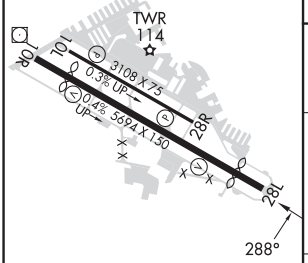
T A Rwy 28L helicopter visibility reduction below ¾ SM NA. Circling Rwy 10L, 28R NA at night. Circling NA north of Rwy 10L-28R. When local altimeter setting not received, use OAK altimeter setting and increase all MDAs 40 feet and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 2100 direct OAK VOR/DME and hold.

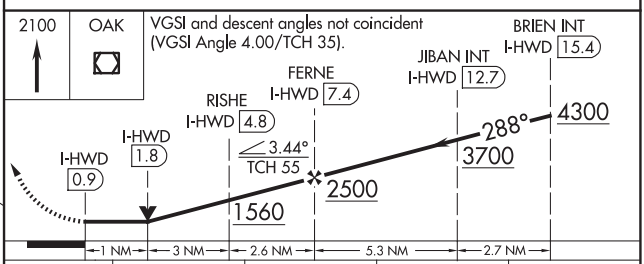
| ATIS | NORCAL APP CON | HAYWARD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.7 | 124.4 351.8 | 120.2 (CTAF) L 257.8 | 121.4 | 128.05 | 122.95 |




| ELEV 52 | TDZE 50 |
|---|---|




MIRL Rwy 10R-28L L
MIRL Rwy 10L-28R
REIL Rwys 10R and 28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28L | 500-1 450 (500-1) | | 500-1⅜ 450 (500-1⅜) | |
| CIRCLING | 540-1 488 (500-1) | | 540-1½ 488 (500-1½) | 920-2¾ 868 (900-2¾) |



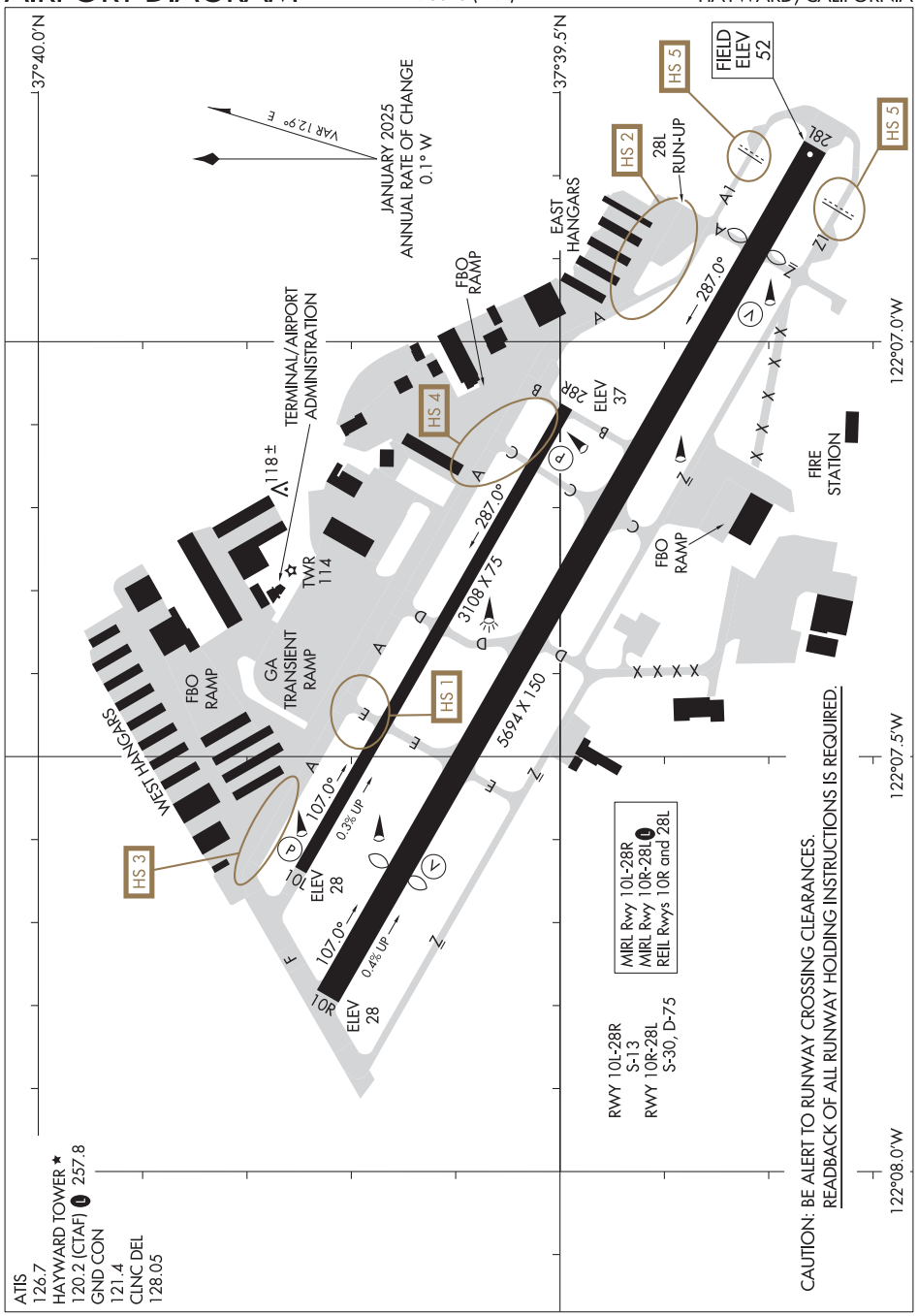
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-5015 (FAA)

HAYWARD EXEC (HWD)
HAYWARD, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
HAYWARD, CALIFORNIA
HAYWARD EXEC (HWD)

| WAAS CH 70746 W13A | APP CRS 127° | Rwy ldg 6350<br>TDZE 215<br>Apt Elev 231 |
|---|---|---|

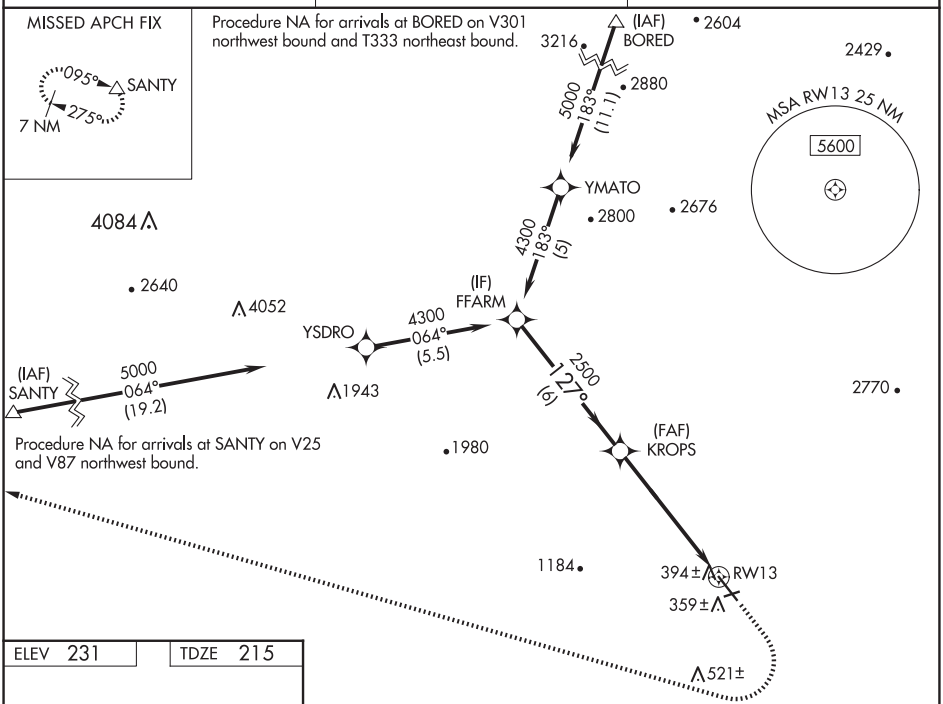
# RNAV (GPS) RWY 13
## HOLLISTER MUNI (CVH)

RNP APCH - GPS.

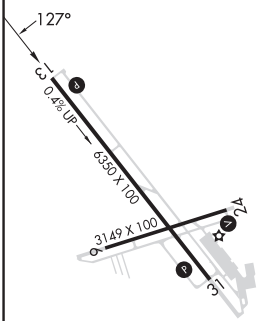
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: (Do not exceed 200 KIAS untill SANTY)
Climb to 1100 then climbing right turn to 7000 direct SANTY and hold.
*Missed approach requires minimum climb of 245 feet per NM to 1900.

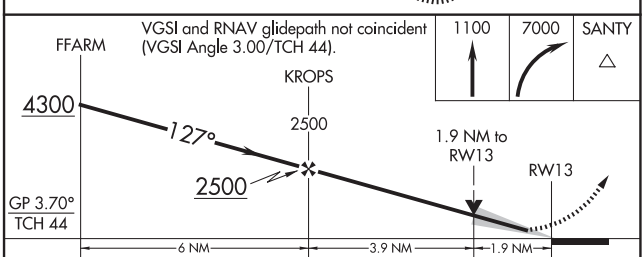
| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 120.425 | 124.525 348.675 | 123.0 (CTAF) L |




| ELEV 231 | TDZE 215 |
|---|---|




MIRL Rwys 6-24 and 13-31 L
REIL Rwys 13, 24 and 31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 535-⅞ 320 (400-⅞) | | | NA |
| LNAV/VNAV DA | 1055-2½ 840 (900-2½) | | | NA |
| LNAV/VNAV DA* | 564-1 349 (400-1) | | | NA |
| LNAV MDA | 840-1 625 (700-1) | | 840-1¾ 625 (700-1¾) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

HOLLISTER, CALIFORNIA | AL-6785 (FAA) | 24249

| WAAS CH 93806 W31A | APP CRS 307° | Rwy ldg 6350<br>TDZE 231<br>Apt Elev 231 |
|---|---|---|

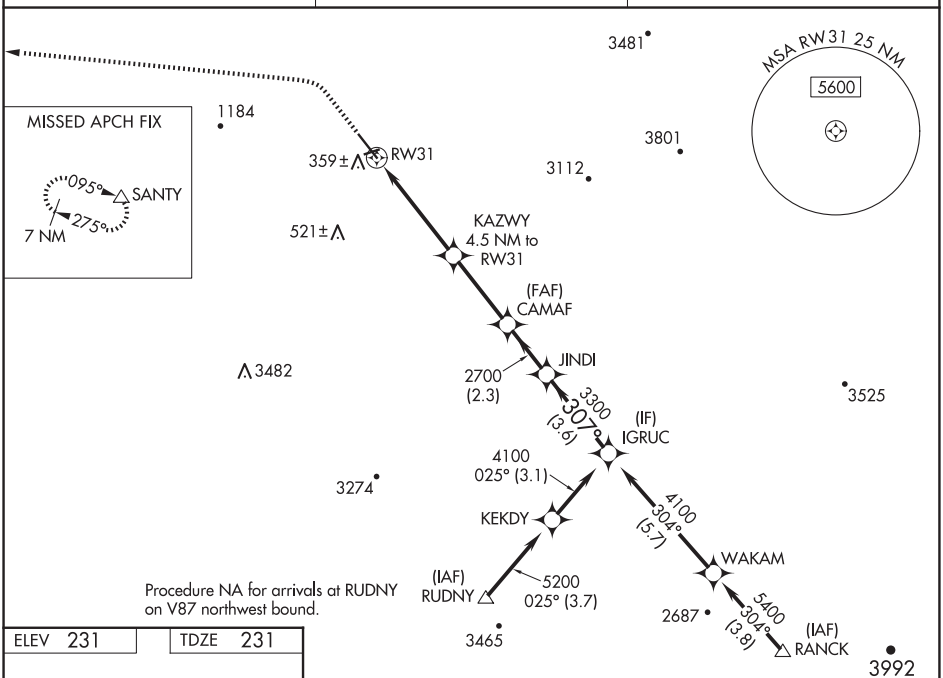
# RNAV (GPS) RWY 31
## HOLLISTER MUNI (CVH)

RNP APCH - GPS.

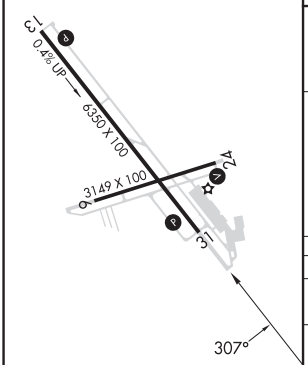
Rwy 31 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 7000 direct SANTY and hold, continue climb-in-hold to 7000.

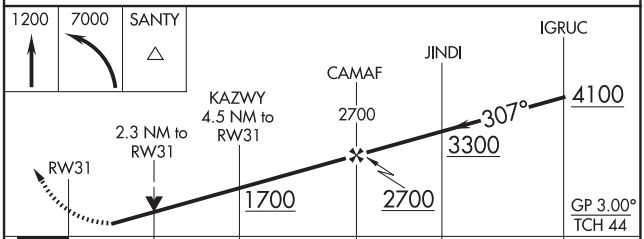
| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 120.425 | 124.525 348.675 | 123.0 (CTAF) L |




ELEV 231 | TDZE 231




MIRL Rwys 6-24 and 13-31 L
REIL Rwys 13, 24 and 31 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 657-1¼ 426 (500-1¼) | | | NA |
| LNAV/VNAV | DA | 750-1⅜ 519 (600-1⅜) | | | NA |
| LNAV | MDA | 1000-1<br>769 (800-1) | 1000-1¼<br>769 (800-1¼) | 1000-2½<br>769 (800-2½) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

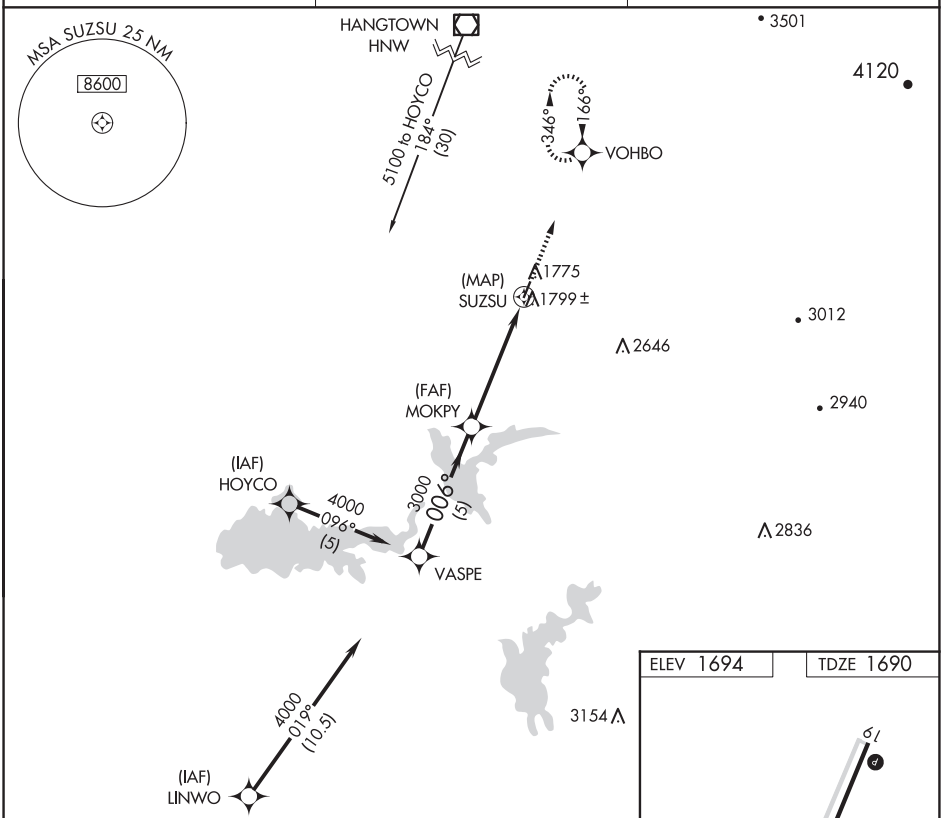
| APP CRS | Rwy ldg | 3401 |
|---|---|---|
| 006° | TDZE | 1690 |
| | Apt Elev | 1694 |

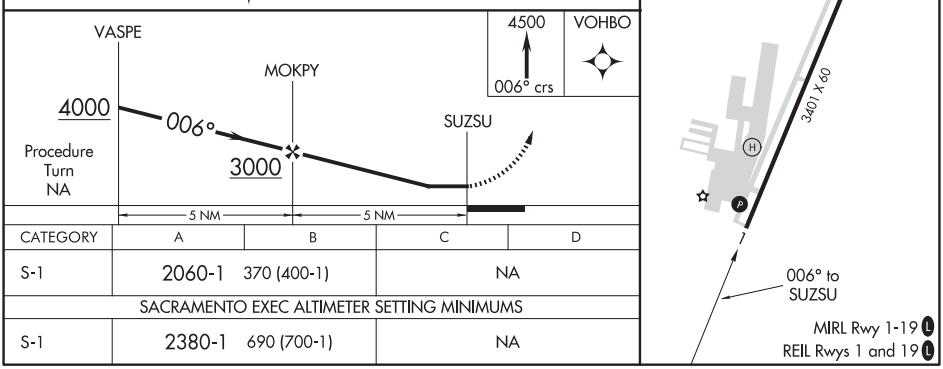
# GPS RWY 1
## WESTOVER FLD AMADOR COUNTY (JAQ)

When local altimeter setting not received, use Sacramento Exec altimeter setting.

MISSED APPROACH: Climb to 4500 on 006° course to VOHBO and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 121.125 | 125.1 363.2 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 2060-1 370 (400-1) | | NA | |
| SACRAMENTO EXEC ALTIMETER SETTING MINIMUMS | | | | |
| S-1 | 2380-1 690 (700-1) | | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

JACKSON, CALIFORNIA AL-9086 (FAA) 21196

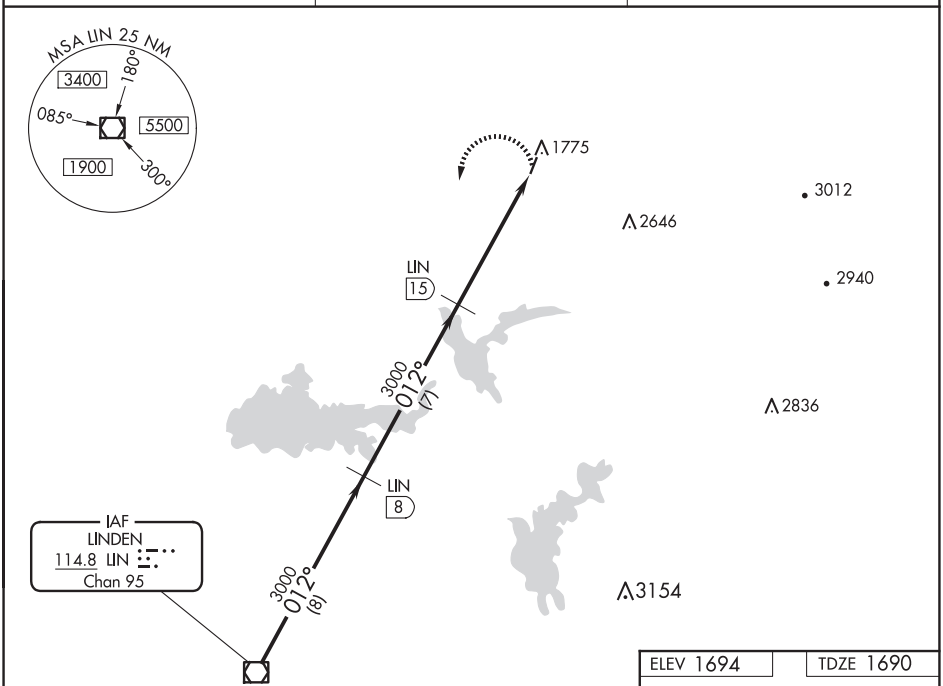
| VOR/DME LIN 114.8 Chan 95 | APP CRS 012° | Rwy ldg 3401<br>TDZE 1690<br>Apt Elev 1694 |
|---|---|---|

# VOR/DME RWY 1
## WESTOVER FLD AMADOR COUNTY (JAQ)

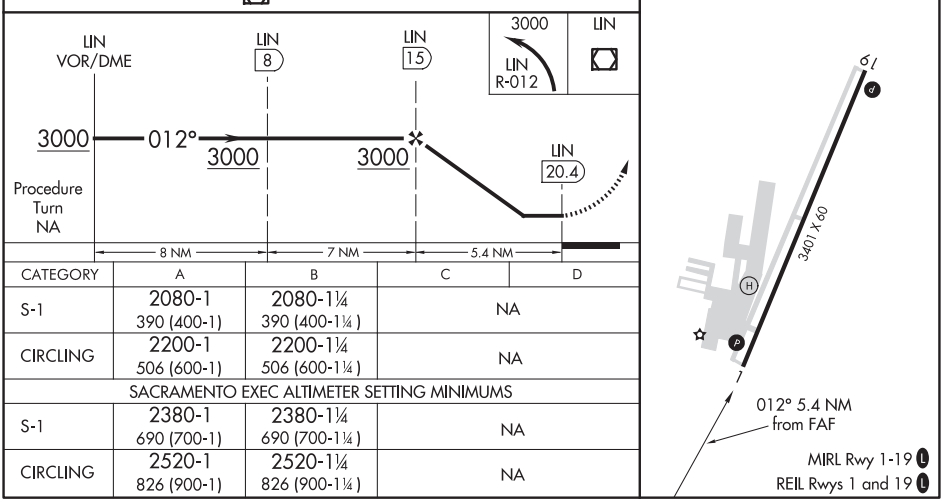
T NA — If local altimeter not received, use Sacramento Exec altimeter setting. Circling Rwy 19 NA at night.

MISSED APPROACH: Climbing left turn to 3000 via LIN R-012 to LIN VOR/DME.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 121.125 | 125.1 363.2 | 123.075 (CTAF) L |




ELEV 1694 TDZE 1690




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 2080-1<br>390 (400-1) | 2080-1¼<br>390 (400-1¼) | NA | |
| CIRCLING | 2200-1<br>506 (600-1) | 2200-1¼<br>506 (600-1¼) | NA | |
| SACRAMENTO EXEC ALTIMETER SETTING MINIMUMS | | | | |
| S-1 | 2380-1<br>690 (700-1) | 2380-1¼<br>690 (700-1¼) | NA | |
| CIRCLING | 2520-1<br>826 (900-1) | 2520-1¼<br>826 (900-1¼) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 53544 W11A | APP CRS 115° | Rwy ldg 4479 TDZE 373 Apt Elev 374 |
|---|---|---|

# RNAV (GPS) RWY 11
## MESA DEL REY (KIC)

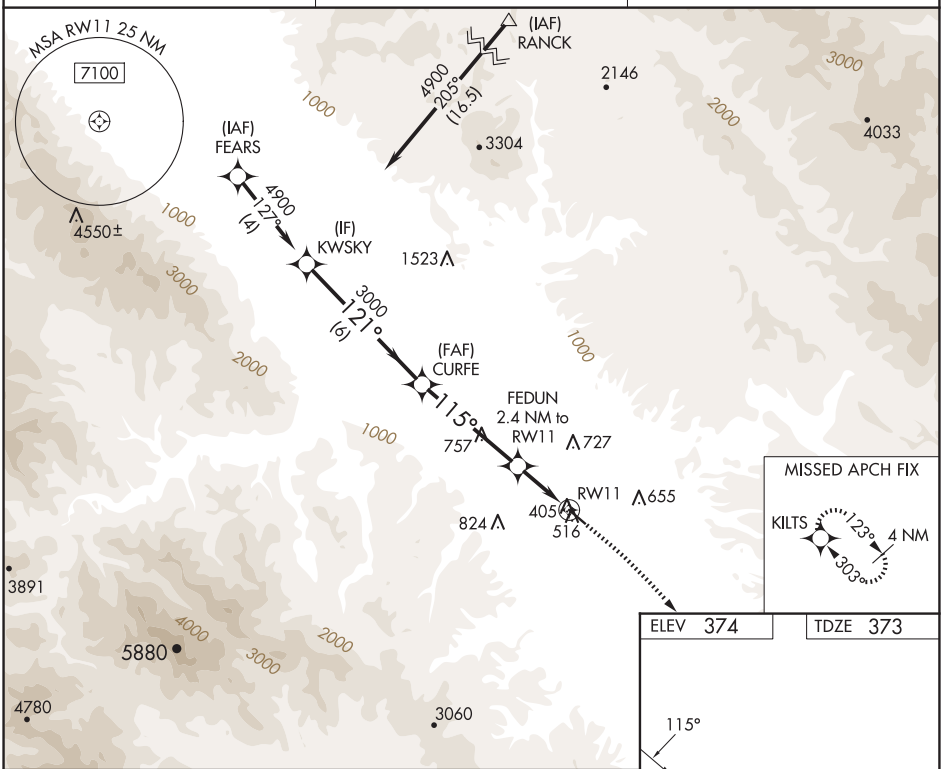
RNP APCH - GPS.

NA

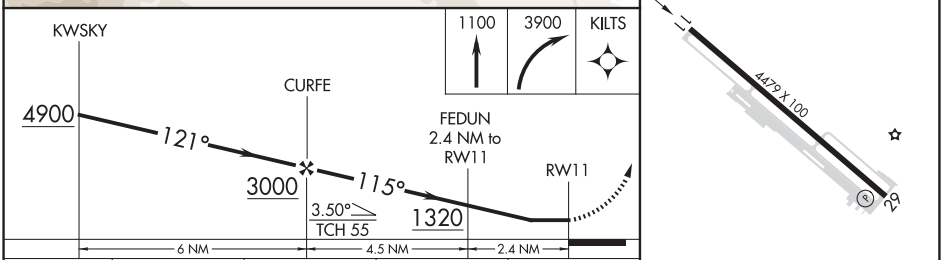
Rwy 11 helicopter visibility reduction below 1 SM NA. Use MRY altimeter setting; when not received, use SNS altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3900 direct KILTS and hold.

| MRY ASOS | OAKLAND CENTER | CTAF |
|---|---|---|
| 119.25 | 128.7 307.0 | 122.9 |




ELEV 374 TDZE 373




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 780-1 407 (500-1) | | 780-1 1/8 407 (500-1 1/8) | NA |
| LNAV MDA | 860-1 487 (500-1) | | 860-1 3/8 487 (500-1 3/8) | NA |

REIL Rwy 29
MIRL Rwy 11-29

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

KING CITY, CALIFORNIA | AL-9936 (FAA) | 24361

| WAAS CH 99544 W29A | APP CRS 296° | Rwy ldg 4479 TDZE 374 Apt Elev 374 |
|---|---|---|

# RNAV (GPS) RWY 29
## MESA DEL REY (KIC)

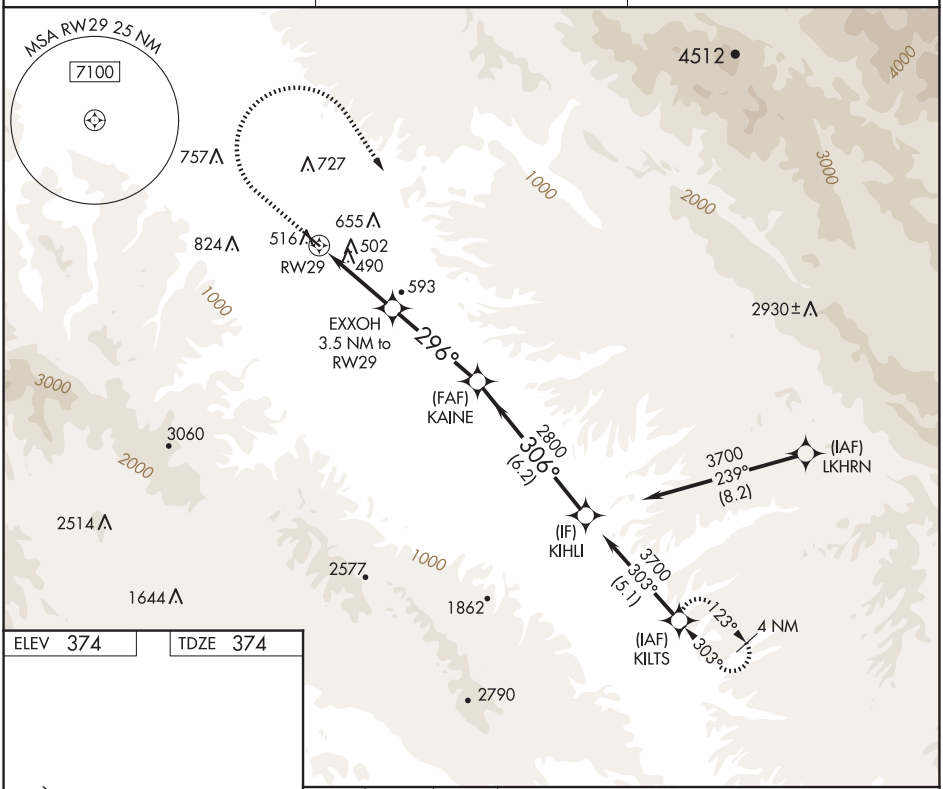
RNP APCH - GPS.

NA

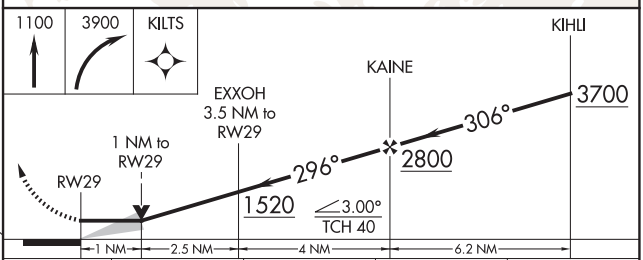
Use MRY altimeter setting; when not received, use SNS altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: (Do not exceed 170K until KILTS) Climb to 1100 then climbing right turn to 3900 direct KILTS and hold.

| MRY ASOS | OAKLAND CENTER | CTAF |
|---|---|---|
| 119.25 | 128.7 307.0 | 122.9 |




ELEV 374 | TDZE 374




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 840-1 466 (500-1) | | 840-1⅜ 466 (500-1⅜) | NA |
| LNAV MDA | 880-1 506 (600-1) | | 880-1⅜ 506 (600-1⅜) | NA |

REIL Rwy 29
MIRL Rwy 11-29

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS)-A
## LAMPSON FLD (102)

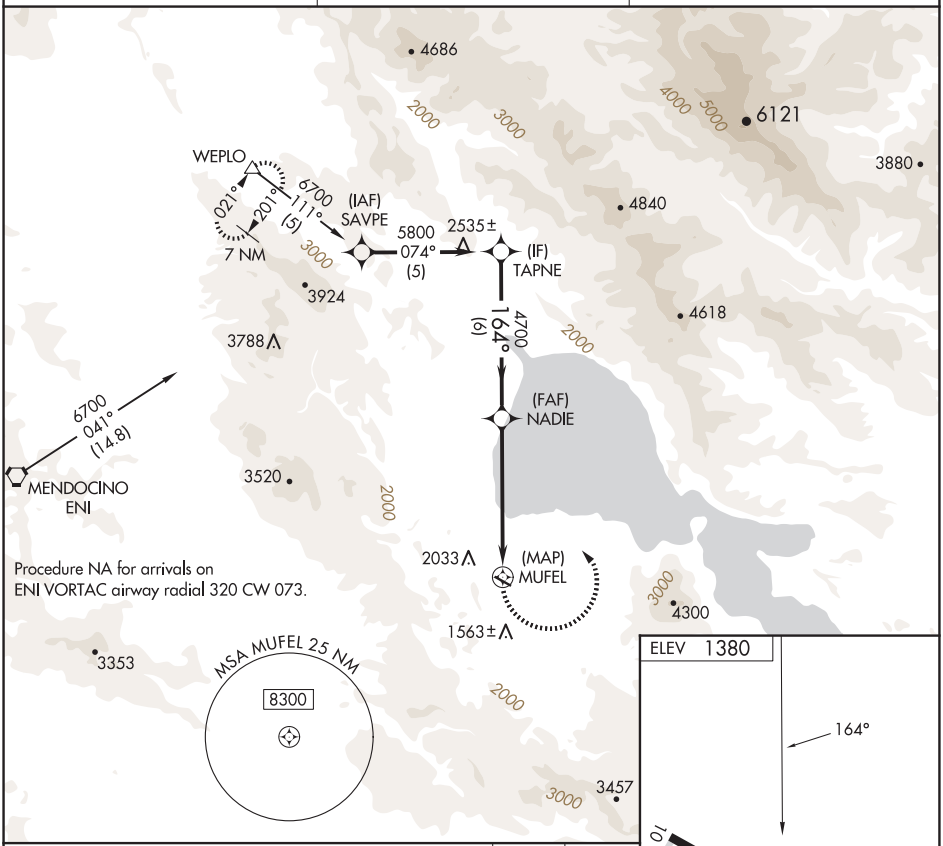
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 164° | TDZE | N/A |
| | Apt Elev | 1380 |

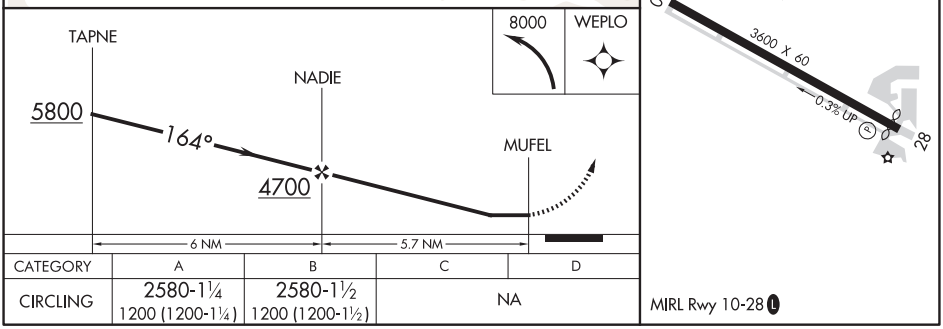
T
NA

Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Ukiah altimeter setting and increase all MDA 560 feet.

MISSED APPROACH: Climbing left turn to 8000 direct WEPLO and hold.

| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 118.35 | 127.8 353.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2580-1¼<br>1200 (1200-1¼) | 2580-1½<br>1200 (1200-1½) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

(LAKPT3.ENI) 21336

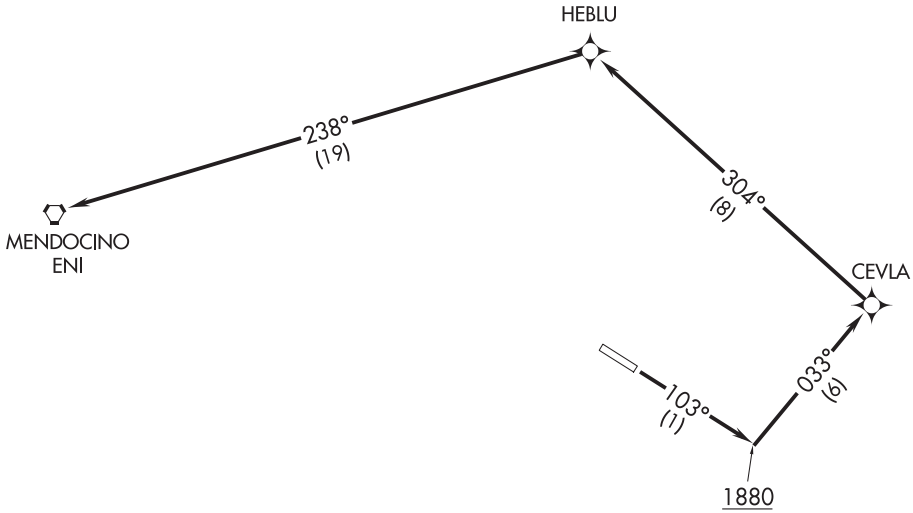
# LAKEPORT THREE DEPARTURE (RNAV)

AL-6939 (FAA)

LAMPSON FLD (102)
LAKEPORT, CALIFORNIA

OAKLAND CENTER
127.8 353.5

**TOP ALTITUDE: 6000**




NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Takeoff Rwy 10: Do not exceed 175K until passing HEBLU.

TAKEOFF MINIMUMS
Rwy 10: Standard with minimum climb of 496′ per NM to 4500.
Rwy 28: NA- Rapidly rising terrain.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb heading 103° to 1880, then climb on 033° course to CEVLA, then via 304° track to HEBLU, then via 238° track to ENI VORTAC, thence . . . .

. . . . via assigned route, expect clearance to filed altitude 10 minutes after departure.


SW-2, 12 JUN 2025 to 07 AUG 2025

LEMOORE, CALIFORNIA

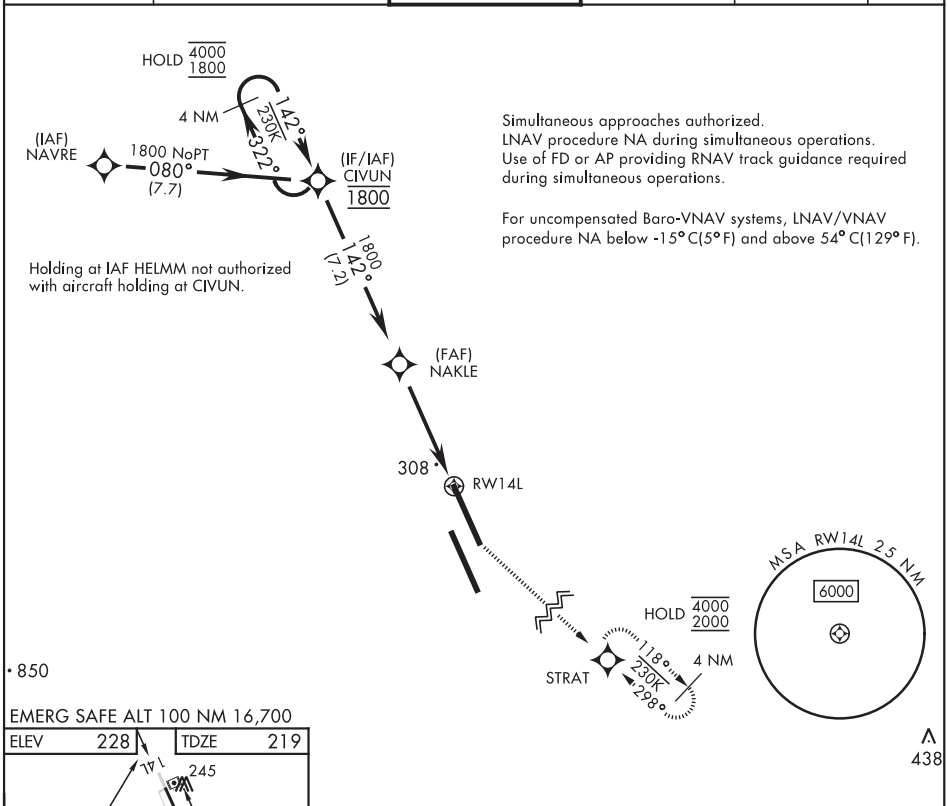
# RNAV (GPS) RWY 14L

| WAAS Chan 70209 W14A | APCH CRS 142° | Rwy ldg 13,502 TDZE 219 Arpt Elev 228 | [USN] | LEMOORE NAS (REEVES FIELD) (KNLC) |
|---|---|---|---|---|

RNP APCH-GPS

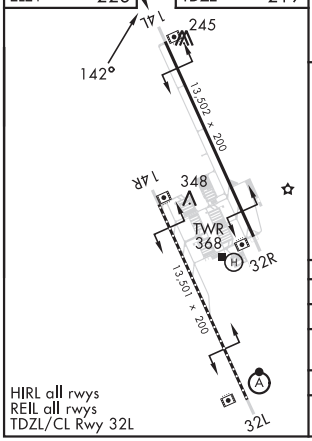
MISSED APPROACH: Climb to 1200, then climbing left turn to 2000 direct STRAT and hold.

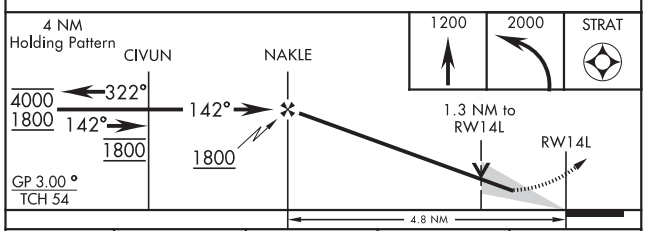
| ATIS ★ | APP CON | TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 121.575 327.15 | 124.1 269.025 (N) 118.15 269.025 (S) | 128.3 340.2 | 121.65 305.2 | 124.1 371.9 | |




EMERG SAFE ALT 100 NM 16,700

| ELEV 228 | TDZE 219 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 419-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 582-1 363 (400-1) | | | |
| LNAV MDA | 680-1 461 (500-1) | | 680-1⅜ 461 (500-1⅜) | |
| CIRCLING | 680-1 452 (500-1) | | 680-1½ 452 (500-1½) | 780-2 552 (600-2) |




SW-2, 12 JUN 2025 to 07 AUG 2025

25163

LEMOORE, CALIFORNIA

# RNAV (GPS) RWY 14R

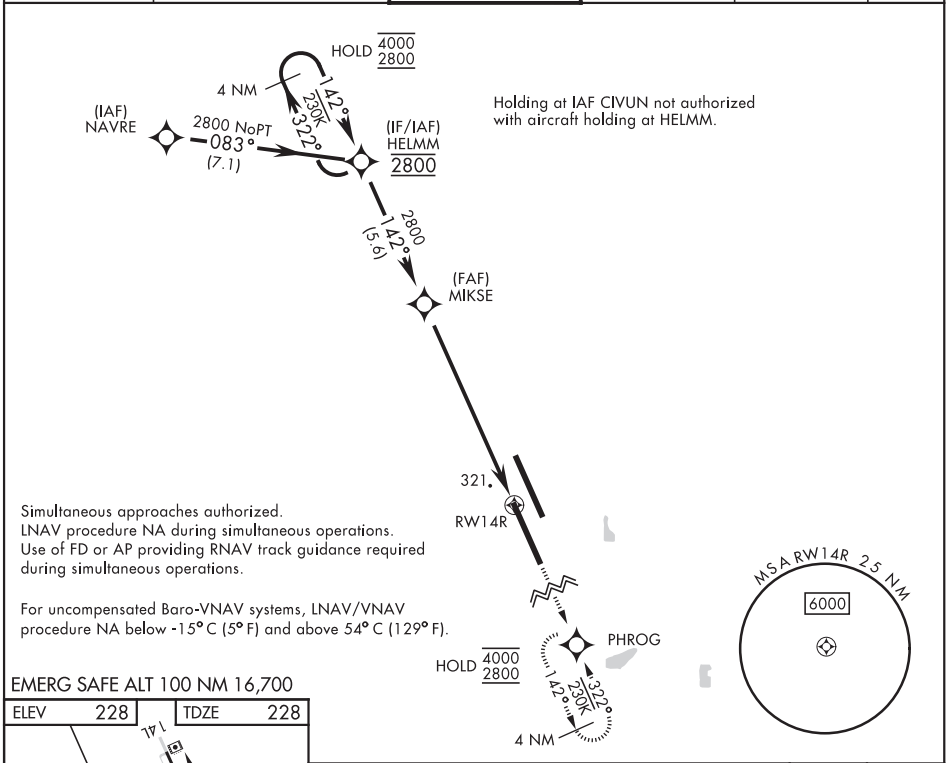
| WAAS Chan 75978 W14B | APCH CRS 142° | Rwy ldg 13,501 TDZE 228 Arpt Elev 228 |
|---|---|---|

[USN] LEMOORE NAS (REEVES FIELD) (KNLC)

RNP APCH - GPS

MISSED APPROACH: Climb to 2800 direct PHROG and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 121.575 327.15 | 124.1 269.025 (N) 118.15 269.025 (S) | 128.3 360.2 | 121.65 305.2 | 124.1 371.9 | |

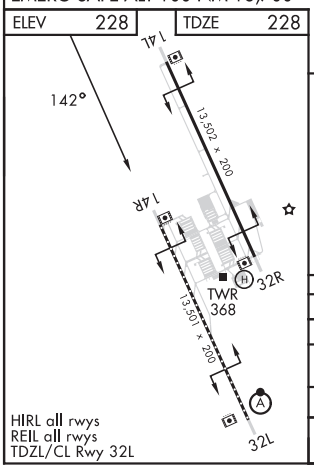



Simultaneous approaches authorized.
LNAV procedure NA during simultaneous operations.
Use of FD or AP providing RNAV track guidance required during simultaneous operations.

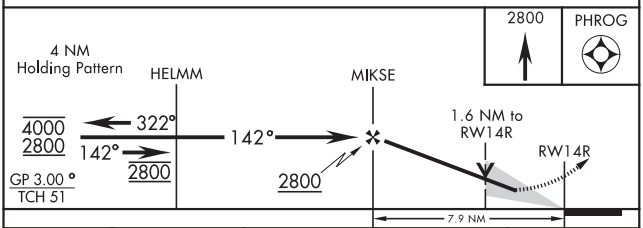
For uncompensated Baro-VNAV systems, LNAV/VNAV procedure NA below -15° C (5° F) and above 54° C (129° F).

EMERG SAFE ALT 100 NM 16,700

| ELEV 228 | TDZE 228 |
|---|---|




HIRL all rwys
REIL all rwys
TDZL/CL Rwy 32L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 428-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 594-1 366 (400-1) | | | |
| LNAV MDA | 780-1 552 (600-1) | | 780-1⅝ 552 (600-1⅝) | |
| CIRCLING | 780-1 552 (600-1) | | 780-1⅝ 552 (600-1⅝) | 780-2 552 (600-2) |


SW-2, 12 JUN 2025 to 07 AUG 2025

LEMOORE, CALIFORNIA

# RNAV (GPS) RWY 32L

| WAAS Chan 50085 W32A | APCH CRS 322° | Rwy ldg 13,501 TDZE 227 Arpt Elev 228 | [USN] | LEMOORE NAS (REEVES FIELD) (KNLC) |
|---|---|---|---|---|

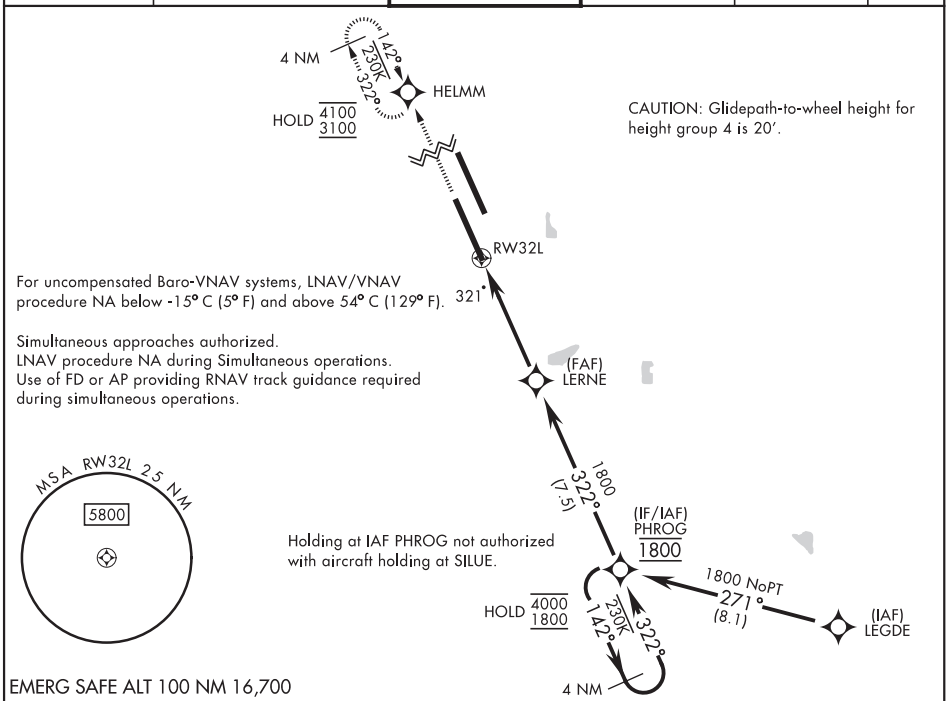
RNP APCH - GPS

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.

ALSF-2

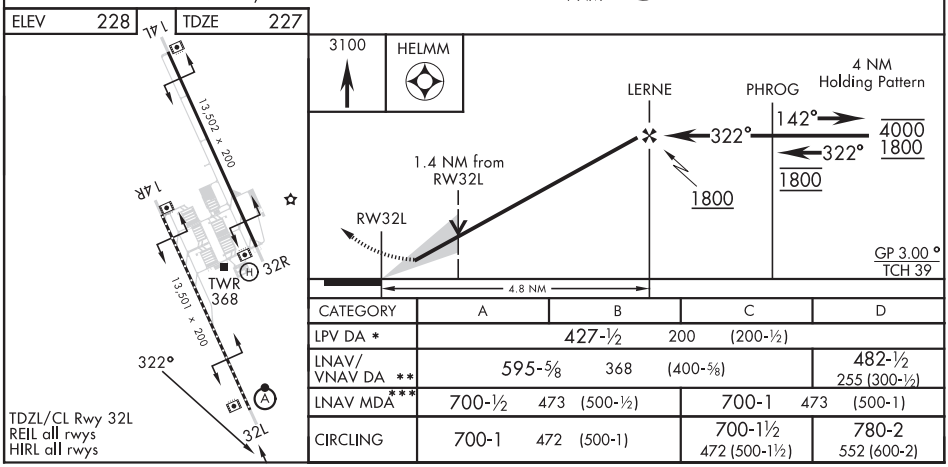
MISSED APPROACH: Climb to 3100 direct HELMM and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 121.575 327.15 | 124.1 269.025 (N) 118.15 269.025 (S) | 128.3 340.2 | 121.65 305.2 | 124.1 371.9 | |




EMERG SAFE ALT 100 NM 16,700

| ELEV 228 | TDZE 227 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 427-½ 200 (200-½) | | | |
| LNAV/VNAV DA ** | 595-⅝ 368 (400-⅝) | | | 482-½ 255 (300-½) |
| LNAV MDA *** | 700-½ 473 (500-½) | | 700-1 473 (500-1) | |
| CIRCLING | 700-1 472 (500-1) | | 700-1½ 472 (500-1½) | 780-2 552 (600-2) |

TDZL/CL Rwy 32L
REIL all rwys
HIRL all rwys

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

25163

LEMOORE, CALIFORNIA

# RNAV (GPS) RWY 32R

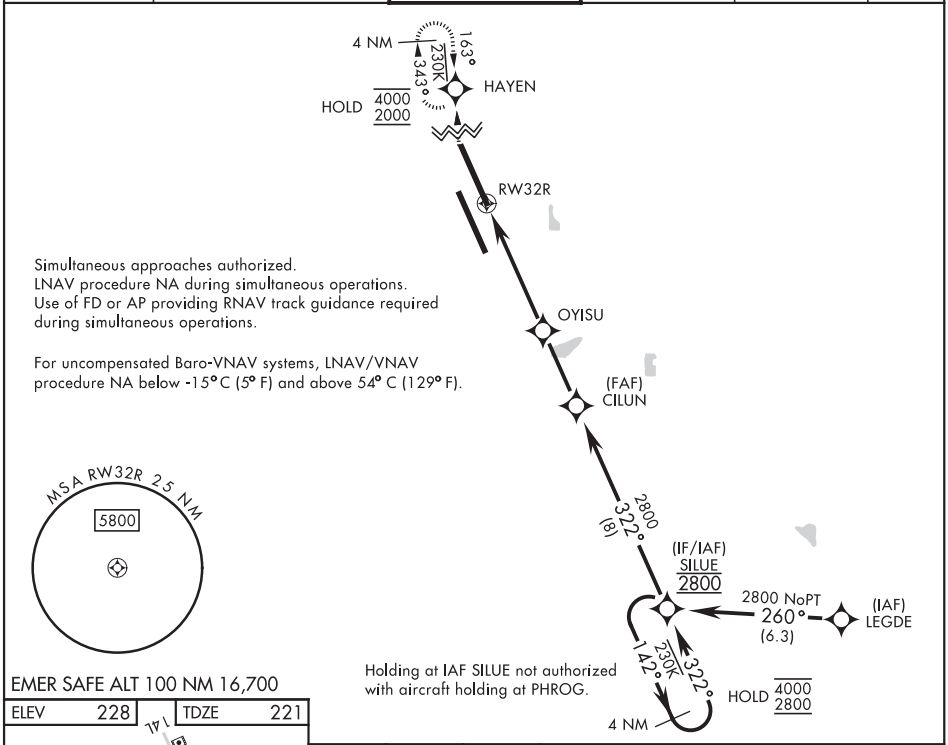
| WAAS Chan 60335 W32B | APCH CRS 322° | Rwy ldg 13,502 TDZE 221 Arpt Elev 228 |
|---|---|---|

[USN] LEMOORE NAS (REEVES FIELD) (KNLC)

RNP APCH - GPS

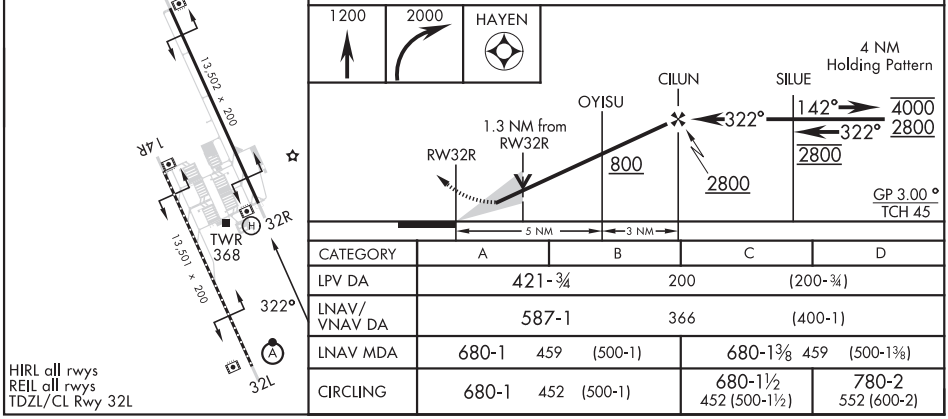
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct HAYEN and hold.

| ATIS★ | APP CON | TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 121.575 327.15 | 124.1 269.025 (N) 118.15 269.025 (S) | 128.3 360.2 | 121.65 305.2 | 124.1 371.9 | |




EMER SAFE ALT 100 NM 16,700

| ELEV 228 | TDZE 221 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 421-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 587-1 366 (400-1) | | | |
| LNAV MDA | 680-1 459 (500-1) | | 680-1⅜ 459 (500-1⅜) | |
| CIRCLING | 680-1 452 (500-1) | | 680-1½ 452 (500-1½) | 780-2 552 (600-2) |

HIRL all rwys
REIL all rwys
TDZL/CL Rwy 32L




SW-2, 12 JUN 2025 to 07 AUG 2025

LEMOORE, CALIFORNIA

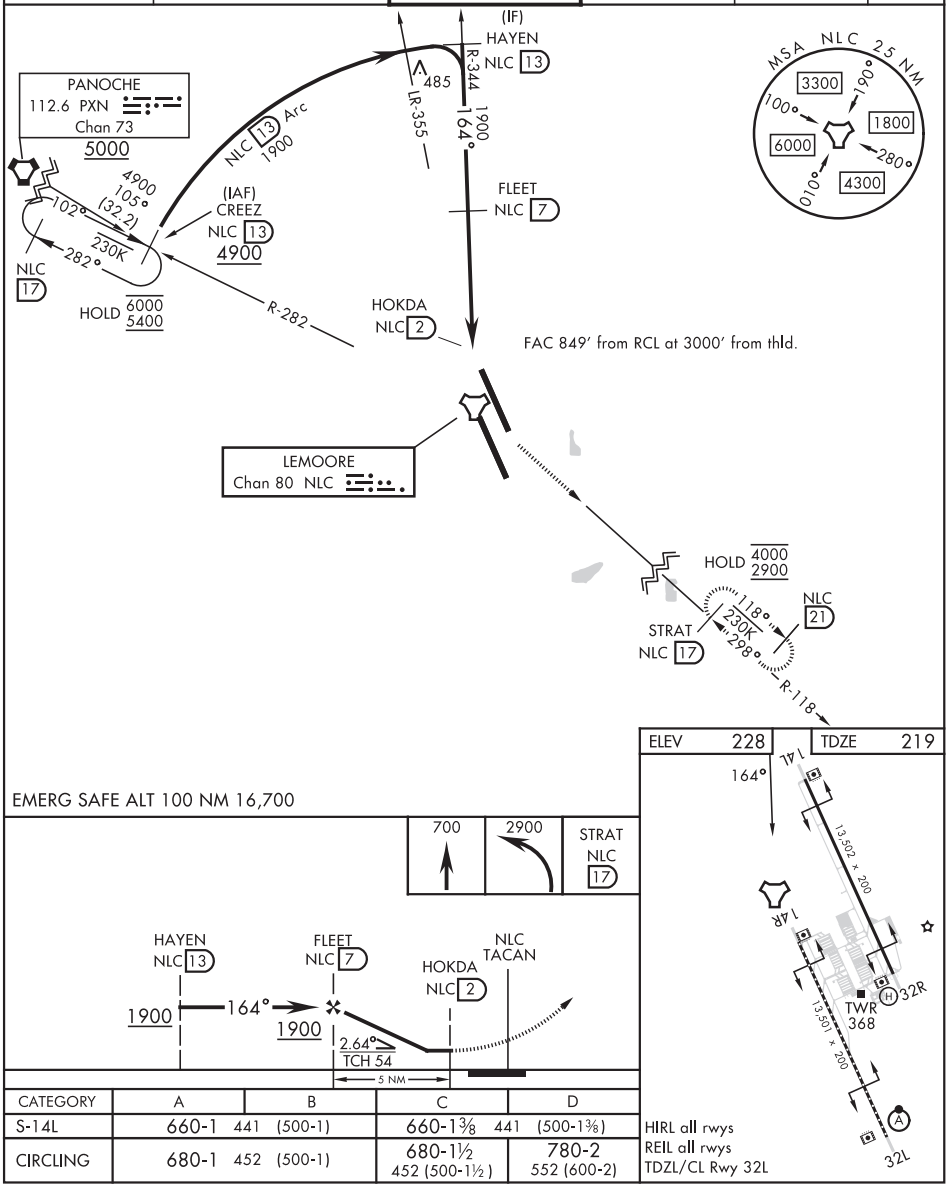
# TACAN Y RWY 14L

LEMOORE NAS (REEVES FIELD) (KNLC)

| TACAN NLC Chan 80 | APCH CRS 164° | Rwy ldg 13,502 TDZE 219 Arpt Elev 228 | [USN] |
|---|---|---|---|

MISSED APPROACH: Climb to 700 then climbing left turn to 2900 direct STRAT and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 121.575 327.15 | 124.1 269.025 (N) 118.15 269.025 (S) | 128.3 340.2 | 121.65 305.2 | 124.1 371.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14L | 660-1 441 (500-1) | | 660-1⅜ 441 (500-1⅜) | |
| CIRCLING | 680-1 452 (500-1) | | 680-1½ 452 (500-1½) | 780-2 552 (600-2) |

HIRL all rwys
REIL all rwys
TDZL/CL Rwy 32L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

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LEMOORE, CALIFORNIA

# TACAN Y RWY 14R

LEMOORE NAS (REEVES FIELD) (KNLC)

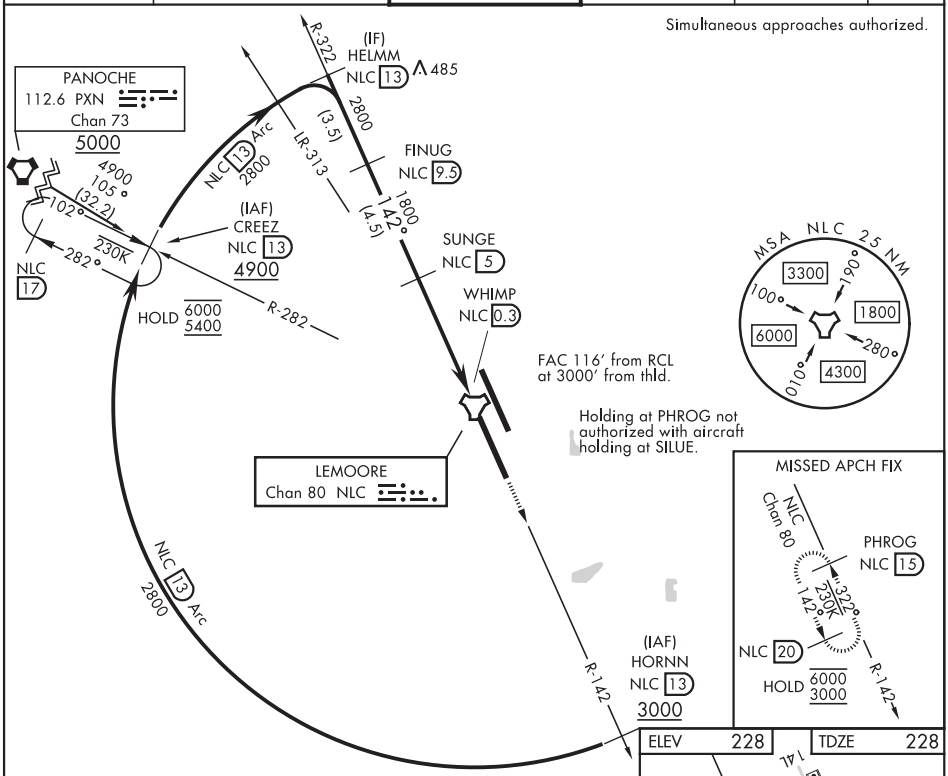
| TACAN NLC Chan 80 | APCH CRS 142° | Rwy ldg 13,501<br>TDZE 228<br>Arpt Elev 228 |
|---|---|---|

[USN]

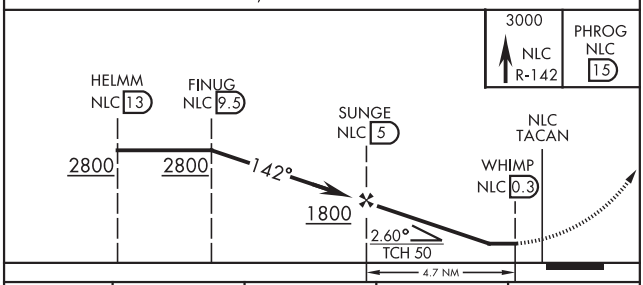
MISSED APPROACH: Climb to 3000 via R-142 to PHROG and hold.

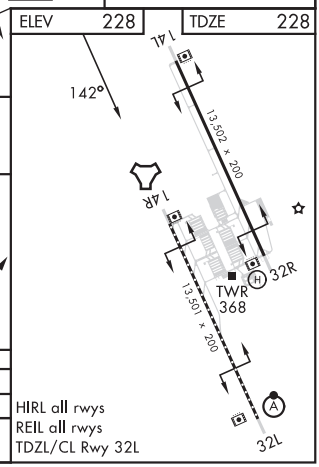
| ATIS★ | APP CON | TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 121.575 327.15 | 124.1 269.025 (N)<br>118.15 269.025 (S) | 128.3 360.2 | 121.65 305.2 | 124.1 371.9 | |

Simultaneous approaches authorized.




EMERG SAFE ALT 100 NM 16,700




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14R | 680-1 452 (500-1) | | 680-1⅜ 452 (500-1⅜) | |
| CIRCLING | 680-1 452 (500-1) | | 680-1½ 452 (500-1½) | 780-2 552 (600-2) |

HIRL all rwys
REIL all rwys
TDZL/CL Rwy 32L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# TACAN Y RWY 32L

LEMOORE NAS (REEVES FIELD) (KNLC)

[USN]

| TACAN | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| NLC Chan 80 | 322° | 13,501 / 227 / 228 |

* When ALS inop, increase vis to 1 mile.

ALSF-2

MISSED APPROACH: Climb to 2900 via NLC R-322 to HELMM and hold.

| ATIS ★ | APP CON | TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 121.575 327.15 | 124.1 269.025 (N)<br>118.15 269.025 (S) | 128.3 340.2 | 121.65 305.2 | 124.1 371.9 | |

Simultaneous approaches authorized.

Holding at HELMM not authorized with aircraft holding at CIVUN.

NLC 17 142° 230K 322°

HELMM NLC 13

HOLD 6000 2900

LEMOORE Chan 80 NLC

SUZIQ NLC 3.4

330

OWLES NLC 5

PHARO NLC 7

1800 (6) 322°

(IF) HORNN NLC 13

3000 (7)

(IAF) TULAR NLC 20

HOLD FL200 3000

3000 322° 230K 142°

(IAF) HAWKK NLC 30 11,000

NLC 26

R-142

11,000 026° (19.2)

11,000 295° (38.7)

(AVE transition requires VOR)

AVENAL 117.1 AVE Chan 118

SHAFTER 115.4 EHF Chan 101

MSA NLC 2.5 NM

3300 190° 100° 1800 6000 280° 010° 4300

EMERG SAFE ALT 100 NM 16,700

| ELEV | TDZE |
|---|---|
| 228 | 227 |

14L 13,502 × 200 14R 32R TWR 368 13,501 × 200 322° 32L

HIRL all rwys
REIL all rwys
TDZL/CL Rwy 32L

2900 NLC R-322 HELMM NLC 13

NLC TACAN

HORNN NLC 13 3000

PHARO NLC 7 322°

OWLES NLC 5

SUZIQ NLC 3.4

3.38° TCH 50 1800 1080

1.6 NM 2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32L* | 580-½ 353 (400-½) | | 580-⅝ 353 (400-⅝) | |
| CIRCLING | 680-1 452 (500-1) | | 680-1½ 452 (500-1½) | 780-2 552 (600-2) |

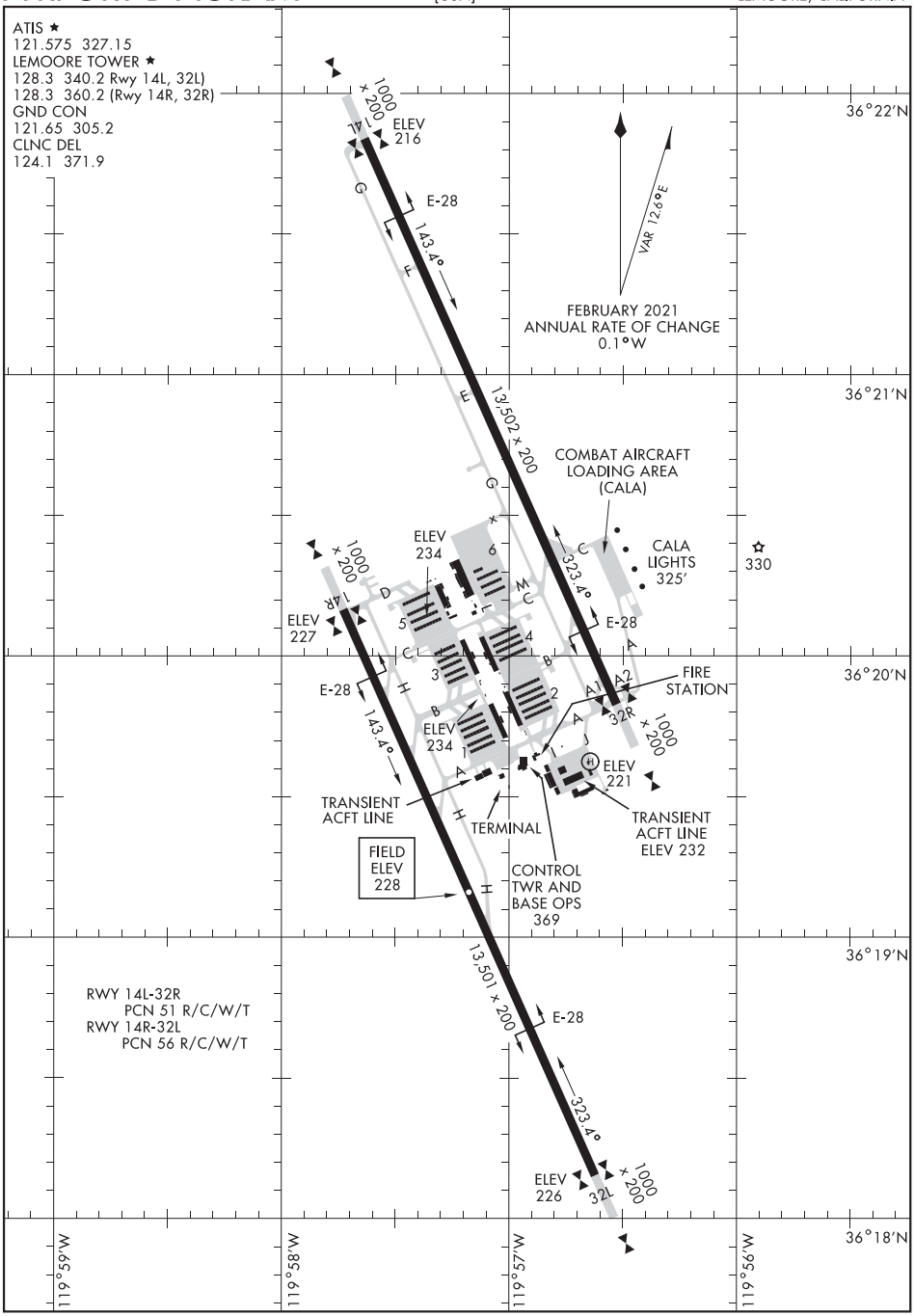
24361

# AIRPORT DIAGRAM

LEMOORE NAS (REEVES FIELD) (KNLC)

[USN]

LEMOORE, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

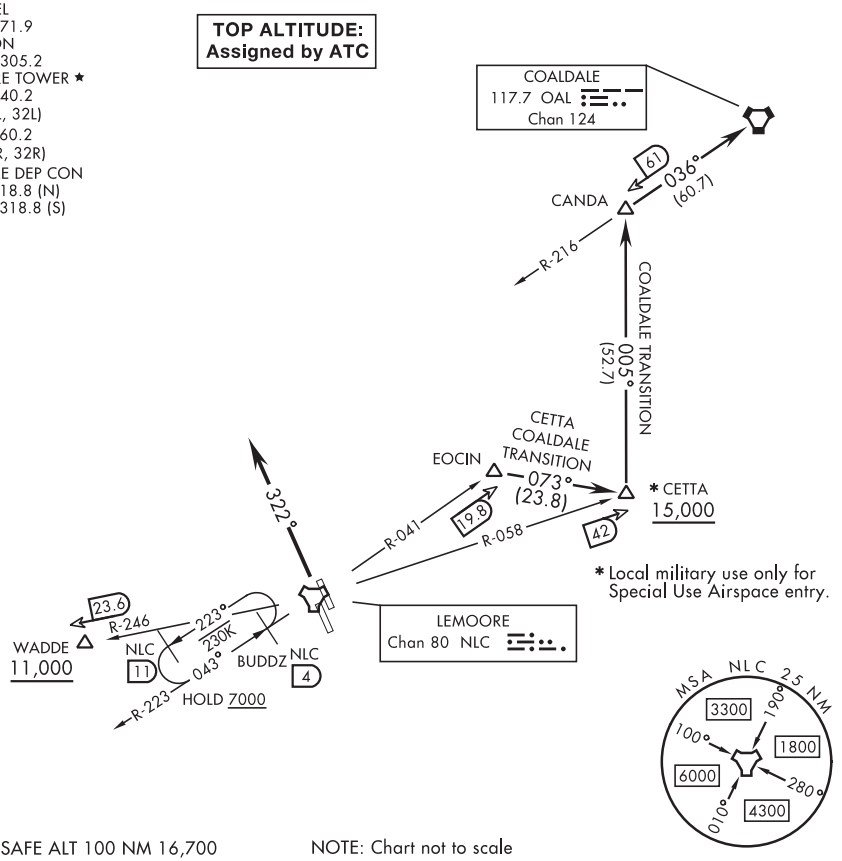
LEMOORE, CALIFORNIA

LEMOORE NAS (REEVES FIELD) (KNLC)

# LEMOORE-TWO DEPARTURE (NLC2.NLC)

RADAR required

ATIS ★ 121.575 327.15
CLNC DEL
124.1 371.9
GND CON
121.65 305.2
LEMOORE TOWER ★
128.3 340.2
(Rwy 14L, 32L)
128.3 360.2
(Rwy 14R, 32R)
LEMOORE DEP CON
124.1 318.8 (N)
118.15 318.8 (S)




EMERG SAFE ALT 100 NM 16,700 NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 32L/32R: Climb to 2000 via hdg 322° then RADAR vectors to join assigned transition or route.

CETTA TRANSITION (NLC2.CETTA): From EOCIN direct CETTA then as filed. Cross CETTA at or above 15,000.

COALDALE TRANSITION (NLC2.OAL): From EOCIN direct CETTA, direct CANDA, direct COALDALE VORTAC. Cross CETTA at or above 15,000.

WADDE TRANSITION (NLC2.WADDE): From WADDE then as filed. Cross WADDE at or above 11,000.

LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, fly departure heading to intercept NLC 10 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned route. Once established on departure radial climb to filed altitude.

25163

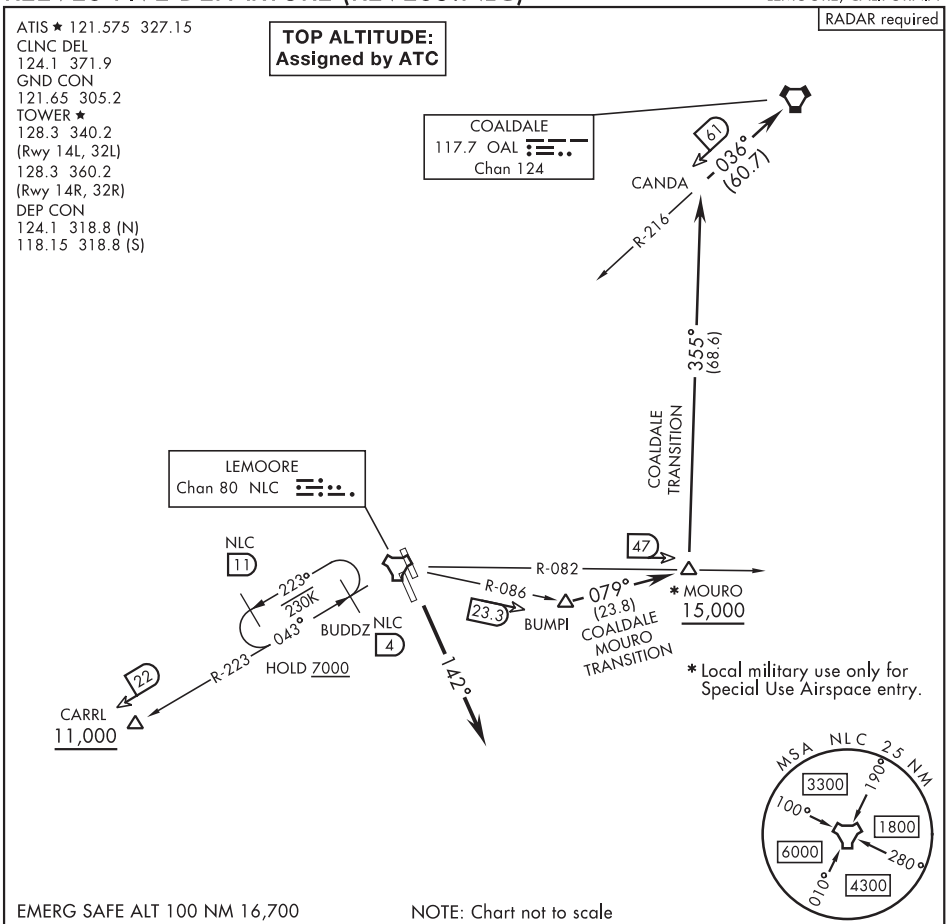
# REEVES-FIVE DEPARTURE (REVES5.NLC)

LEMOORE NAS (REEVES FIELD) (KNLC)
[USN]
LEMOORE, CALIFORNIA

RADAR required

ATIS ★ 121.575 327.15
CLNC DEL
124.1 371.9
GND CON
121.65 305.2
TOWER ★
128.3 340.2
(Rwy 14L, 32L)
128.3 360.2
(Rwy 14R, 32R)
DEP CON
124.1 318.8 (N)
118.15 318.8 (S)

**TOP ALTITUDE: Assigned by ATC**




EMERG SAFE ALT 100 NM 16,700

NOTE: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14L/14R: Climb to 2000 via hdg 142° then radar vectors to join assigned transition or route.

CARRL TRANSITION (REVES5.CARRL): From CARRL thence as filed. Cross CARRL at or above 11,000.

COALDALE TRANSITION (REVES5.OAL): From BUMPI direct MOURO, direct CANDA, direct COALDALE VORTAC. Cross MOURO at or above 15,000.

MOURO TRANSITION (REVES5.MOURO): From BUMPI direct MOURO then as filed.

LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, fly departure heading to intercept NLC 10 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned route. Once estalished on departure radial climb to filed altitude.




SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-LHM 108.75 Chan 24 (Y) | APP CRS 151° | Rwy ldg 6001 TDZE 121 Apt Elev 121 |
|---|---|---|

# ILS or LOC RWY 15

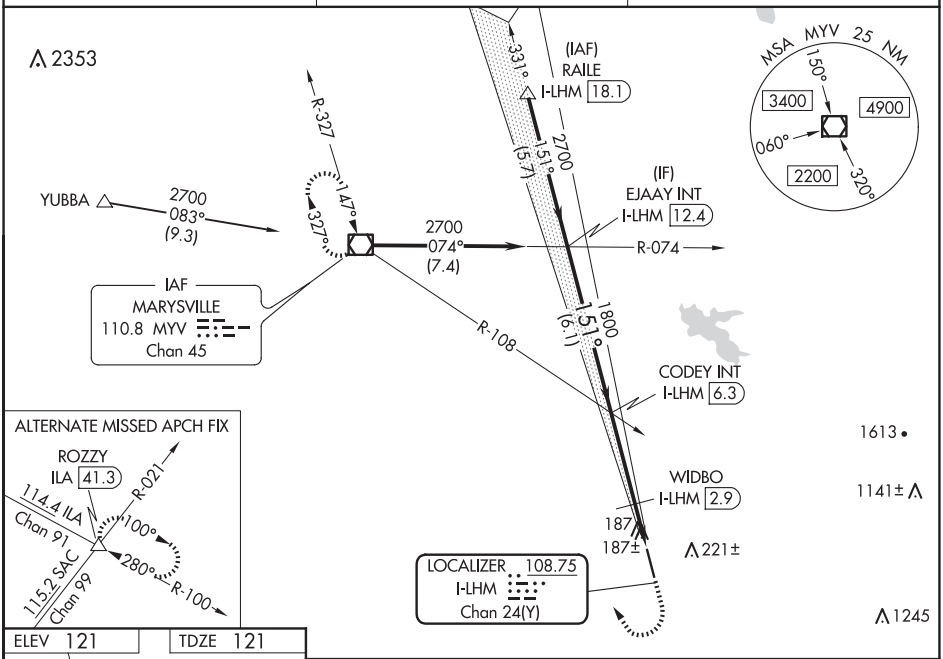
## LINCOLN RGNL/KARL HARDER FLD (LHM)

T A NA When local altimeter setting not received, use Beale AFB altimeter setting and increase DA to 361 feet and all MDAs 40 feet; increase S-LOC 15 Cat C/D and Circling Cat D visibility ¼ SM. VDP NA with Beale AFB altimeter setting. WIDBO fix minimums: for inop ALS, increase S-LOC 15 Cat D visibility to 1 mile.

MALSR A5

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct MYV VOR/DME and hold.

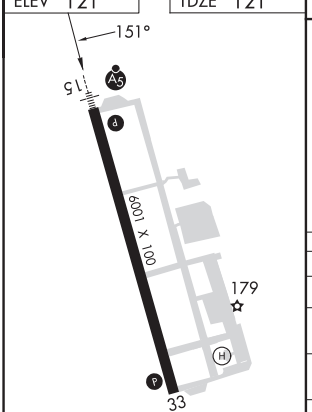
| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 124.25 | 125.4 259.1 | 123.0 (CTAF) L |





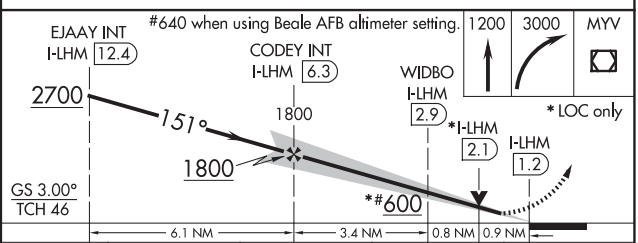


| ELEV 121 | TDZE 121 |
|---|---|




MIRL Rwy 15-33 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 321-½ 200 (200-½) | | | |
| S-LOC 15 | 600-½ 479 (500-½) | | 600-¾ 479 (500-¾) | 600-1 479 (500-1) |
| CIRCLING | 600-1 479 (500-1) | | 600-1½ 479 (500-1½) | 760-2 639 (700-2) |
| WIDBO FIX MINIMUMS | | | | |
| S-LOC 15 | 460-½ 339 (400-½) | | | 460-¾ 339 (400-¾) |
| CIRCLING | 520-1 399 (400-1) | 580-1 459 (500-1) | 600-1½ 479 (500-1½) | 760-2 639 (700-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

LINCOLN, CALIFORNIA | AL-5850 (FAA) | 21140

| WAAS CH 82618 W15A | APP CRS 151° | Rwy ldg 6001<br>TDZE 121<br>Apt Elev 121 |
|---|---|---|

# RNAV (GPS) RWY 15

## LINCOLN RGNL/KARL HARDER FLD (LHM)

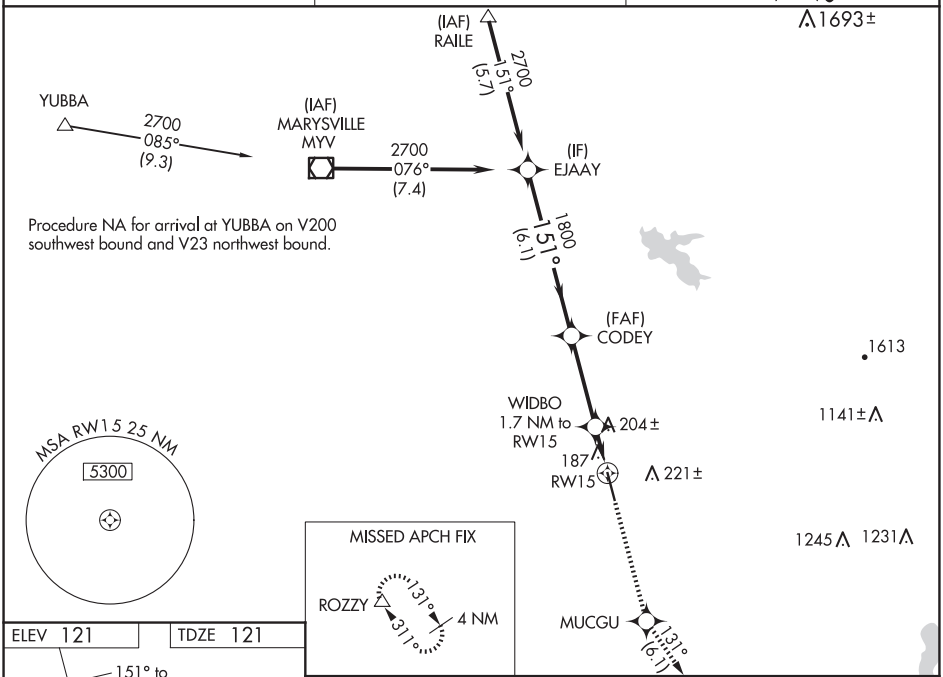
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.
VDP and Baro-VNAV NA when using Beale AFB altimeter setting. When local altimeter setting not received, use Beale AFB altimeter setting and increase LPV DA to 361 feet; increase LNAV/VNAV DA to 492 feet; increase all MDAs 40 feet and increase Circling Cat D visibility ¼ SM. For inop ALS when using Beale AFB altimeter setting, increase LNAV Cat D visibility to 1¼ .

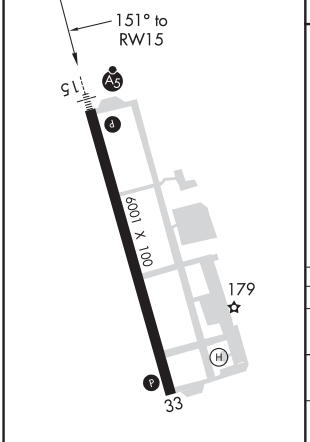
MALSR

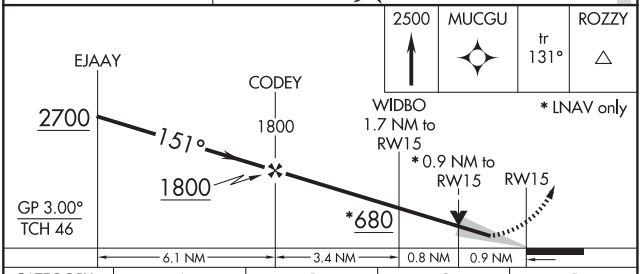
MISSED APPROACH: Climb to 2500 direct MUCGU and on track 131° to ROZZY and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 124.25 | 125.4 259.1 | 123.0 (CTAF) L |




ELEV 121 | TDZE 121




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 321-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 452-¾ 331 (400-¾) | | | |
| LNAV MDA | 460-½ 339 (400-½) | | | 460-1 339 (400-1) |
| CIRCLING | 520-1 399 (400-1) | 580-1 459 (500-1) | 600-1½ 479 (500-1½) | 760-2 639 (700-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 6001 |
|---|---|---|
| 331° | TDZE | 121 |
| | Apt Elev | 121 |

# RNAV (GPS) RWY 33

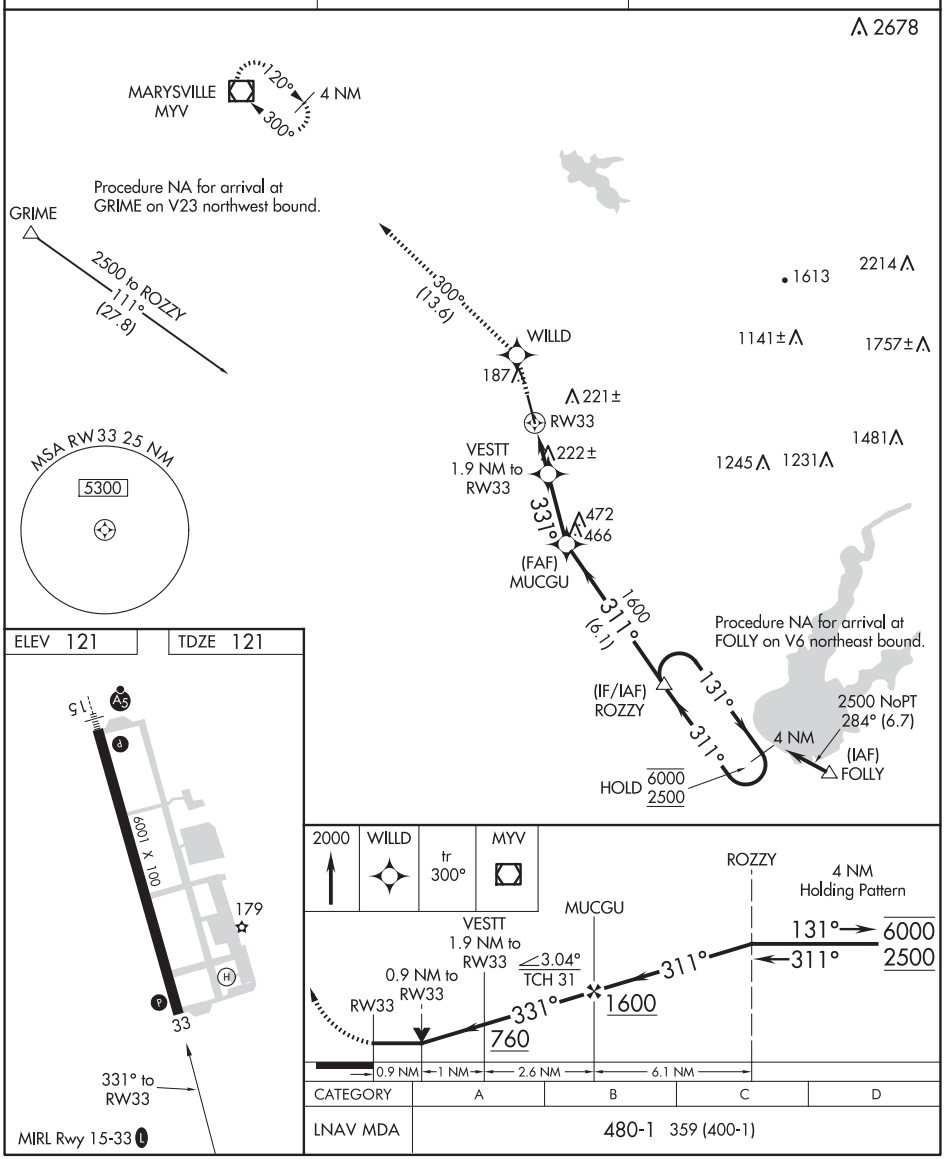
## LINCOLN RGNL/KARL HARDER FLD (LHM)

RNP APCH.

Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Beale AFB altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C/D visibility ⅛ mile. VDP NA with Beale AFB altimeter setting.

MISSED APPROACH: Climb to 2000 direct WILLD and on track 300° to MYV VOR/DME and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 124.25 | 125.4 259.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 359 (400-1) | | | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

LITTLE RIVER, CALIFORNIA | AL-10390 (FAA) | 25163

# RNAV (GPS) RWY 29
## LITTLE RIVER (LLR)

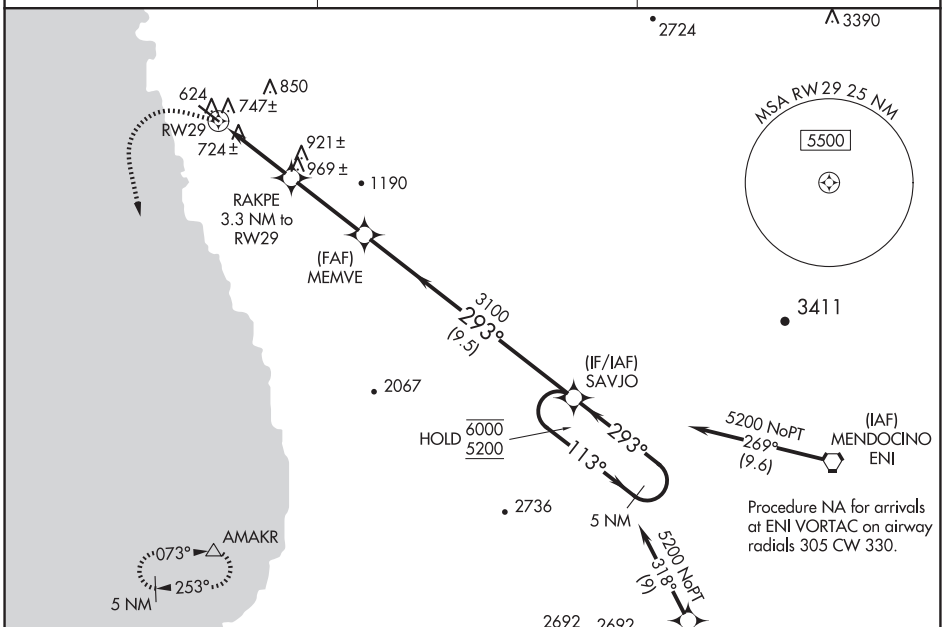
| WAAS CH 77829 W29A | APP CRS 293° | Rwy Ldg 5249<br>TDZE 574<br>Apt Elev 574 |
|---|---|---|

RNP APCH.

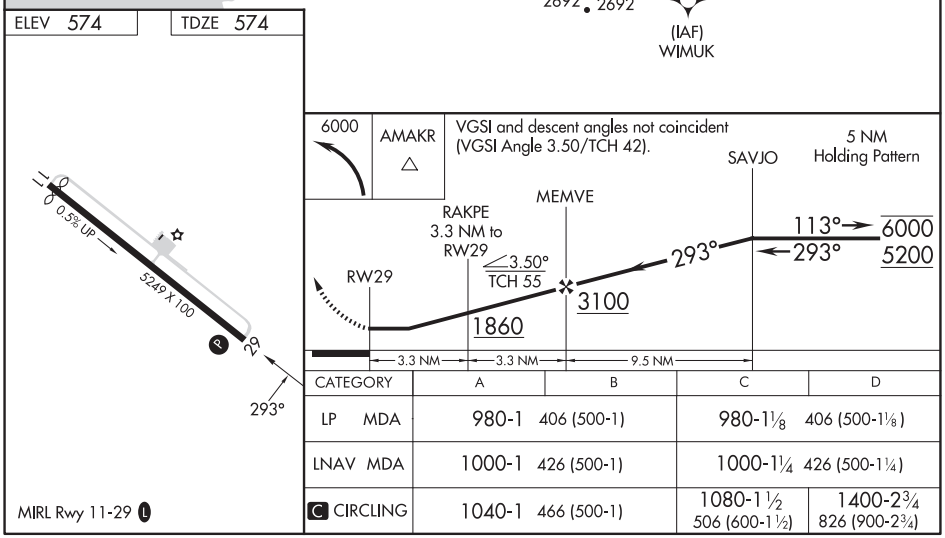
Circling NA northeast of Rwy 11-29.
Procedure NA at night.
Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 direct AMAKR and hold, continue climb-in-hold to 6000.

| AWOS-3 | OAKLAND CENTER | AUNICOM |
|---|---|---|
| 121.125 | 132.2 350.3 | 122.7 (CTAF) L |




ELEV 574 | TDZE 574




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 980-1 406 (500-1) | | 980-1⅛ 406 (500-1⅛) | |
| LNAV MDA | 1000-1 426 (500-1) | | 1000-1¼ 426 (500-1¼) | |
| C CIRCLING | 1040-1 466 (500-1) | | 1080-1½ 506 (600-1½) | 1400-2¾ 826 (900-2¾) |

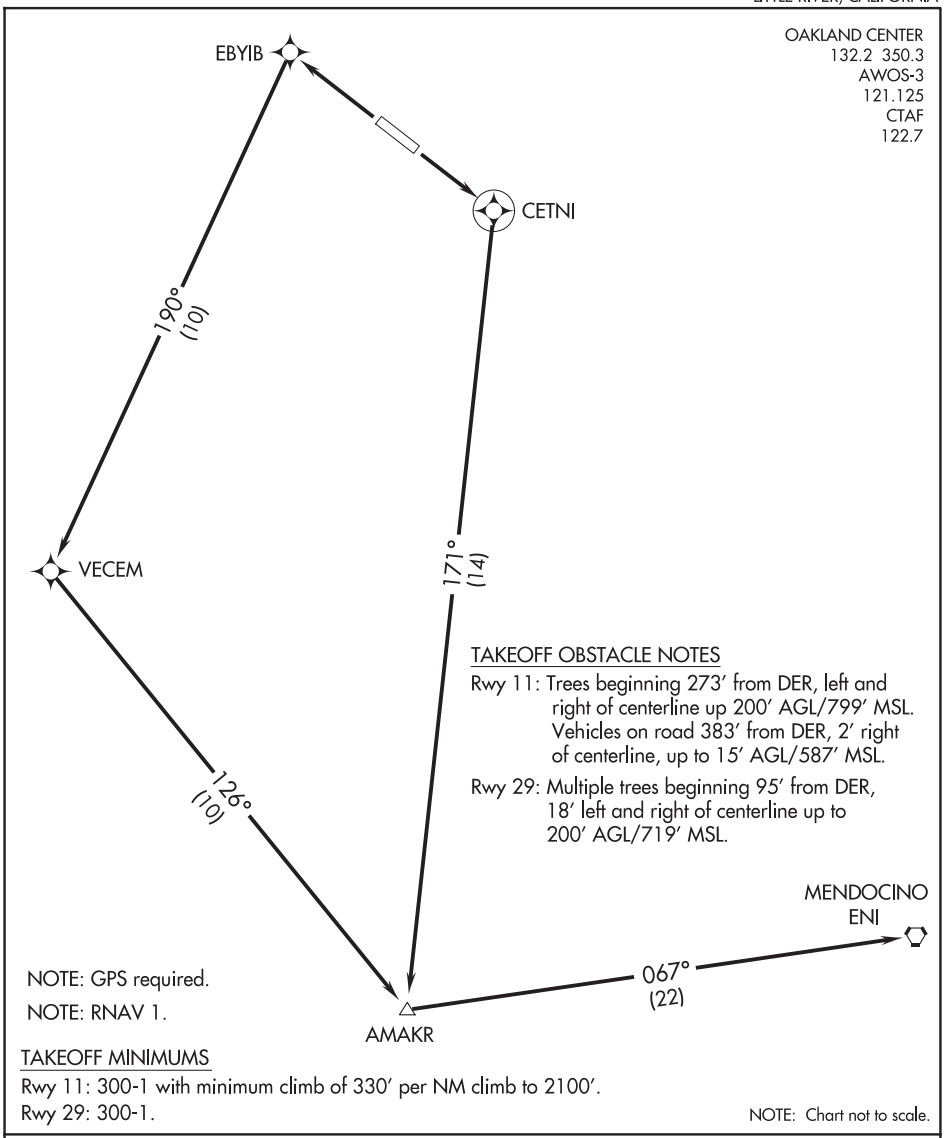
MIRL Rwy 11-29 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# LITTLE RIVER ONE DEPARTURE (OBSTACLE) (RNAV)






## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb to 6000 direct CETNI and via track 171° to AMAKR and left turn via track 067° to ENI VORTAC, thence . . . .

TAKEOFF RUNWAY 29: Climb to 6000 direct EBYIB and left turn via track 190° to VECEM and via track 126° to AMAKR and via track 067° to ENI VORTAC, thence . . . .

. . . . via assigned route.

# ILS RWY 25R
## LIVERMORE MUNI (LVK)

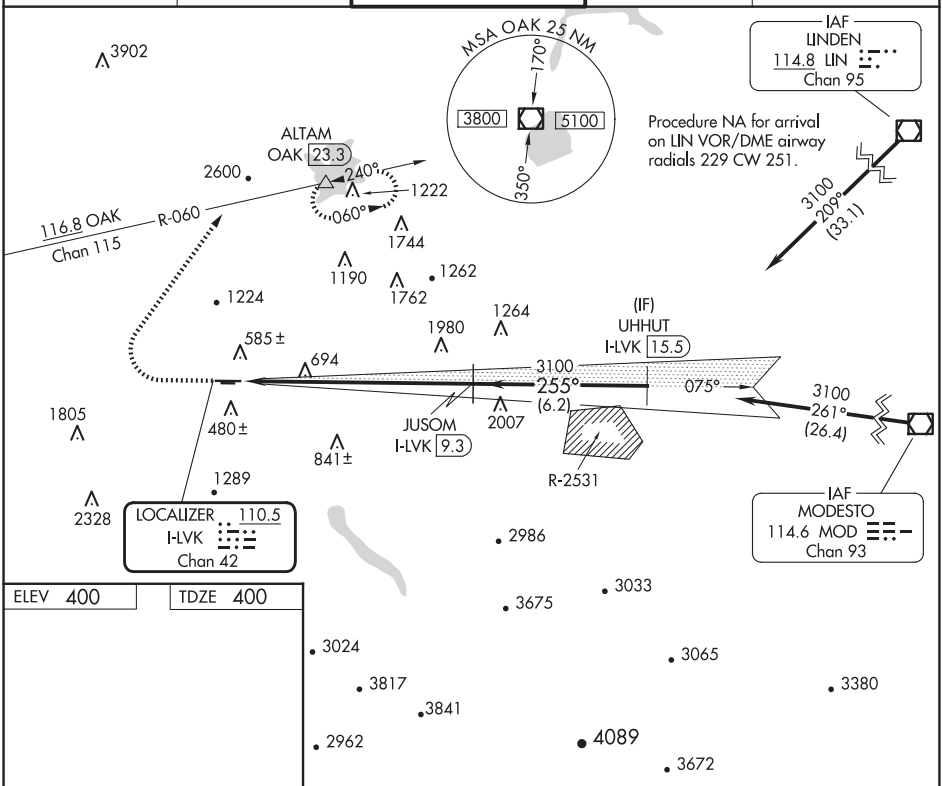
| LOC/DME I-LVK | APP CRS | Rwy ldg | 5253 |
|---|---|---|---|
| 110.5 | 255° | TDZE | 400 |
| Chan 42 | | Apt Elev | 400 |

DME required.

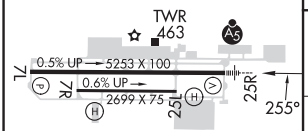
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 5000 on heading 020° and OAK VOR/DME R-060 to ALTAM/OAK VOR/DME 23.3 DME and hold, continue climb-in-hold to 5000.
*Missed approach requires a minimum climb of 358 feet per NM to 3600, if unable to meet climb gradient, see LOC RWY 25R.

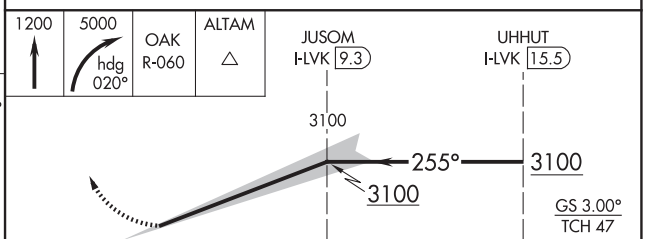
| ATIS | NORCAL APP CON | LIVERMORE TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 123.85 278.3 | 118.1 (CTAF) L 239.25 | 121.6 | 122.95 |




| ELEV 400 | TDZE 400 |
|---|---|




HIRL Rwy 7L-25R L
MIRL Rwy 7R-25L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25R | 600-½ 200 (200-½) | | | |




SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 50214 W25A | APP CRS 255° | Rwy ldg 5253<br>TDZE 400<br>Apt Elev 400 |
|---|---|---|

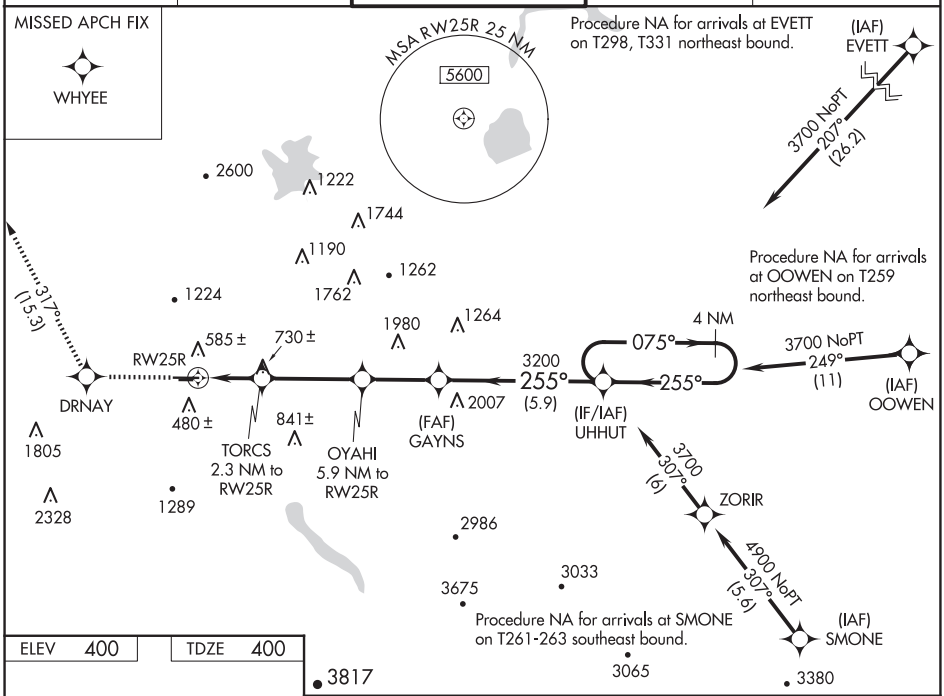
# RNAV (GPS) RWY 25R
## LIVERMORE MUNI (LVK)

Circling to Rwy 25L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling NA north of Rwy 7L-25R. RADAR Required. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C/D to 1⅝ SM.

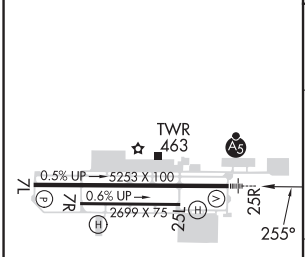
MALSR

MISSED APPROACH: Climb to 4000 direct DRNAY and on track 317° to WHYEE.

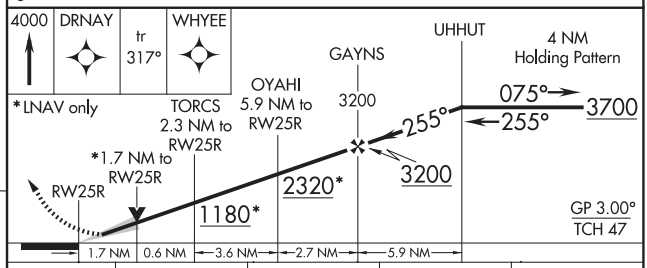
| ATIS | NORCAL APP CON | LIVERMORE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 123.85 278.3 | 118.1 (CTAF) L 239.25 | 121.6 | 122.95 |




| ELEV 400 | TDZE 400 |
|---|---|




MIRL Rwy 7R-25L
HIRL Rwy 7L-25R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 600-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 843-⅞ 443 (500-⅞) | | | |
| LNAV MDA | 980-½ 580 (600-½) | | 980-1¼ 580 (600-1¼) | |
| C CIRCLING | 980-1 580 (600-1) | | 1140-2 740 (800-2) | 1780-3 1380 (1400-3) |

LIVERMORE, CALIFORNIA
Amdt 2 07DEC17
37°42'N-121°49'W
LIVERMORE MUNI (LVK)
RNAV (GPS) RWY 25R
121

SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-LVK | APP CRS | Rwy ldg | 5253 |
|---|---|---|---|
| 110.5 | 255° | TDZE | 400 |
| Chan 42 | | Apt Elev | 400 |

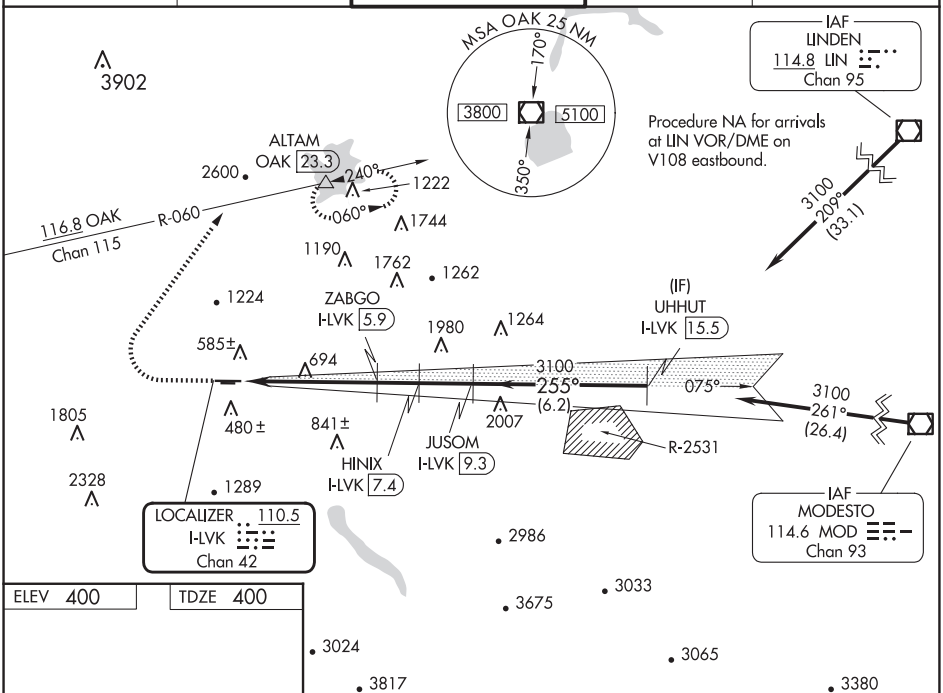
# LOC RWY 25R
## LIVERMORE MUNI (LVK)

Circling to Rwy 25L NA at night.
Inop table does not apply to S-25R Cats C/D.
Circling NA north of Rwy 7L-25R.
DME required.

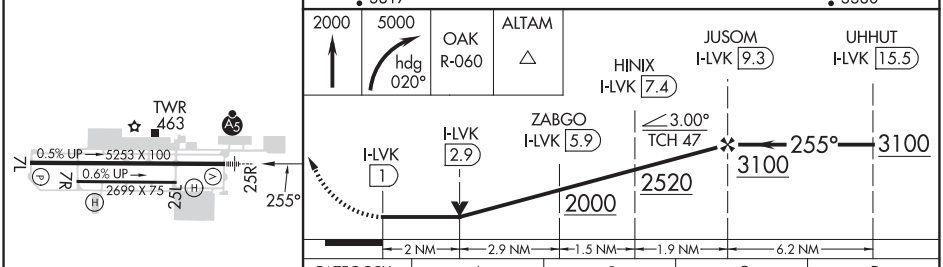
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 on heading 020° and OAK VOR/DME R-060 to ALTAM/OAK VOR/DME 23.3 DME and hold, continue climb-in-hold to 5000.
*Missed approach requires minimum climb of 235 feet per NM to 3600.

| ATIS | NORCAL APP CON | LIVERMORE TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 123.85 278.3 | 118.1 (CTAF) L 239.25 | 121.6 | 122.95 |




ELEV 400 TDZE 400

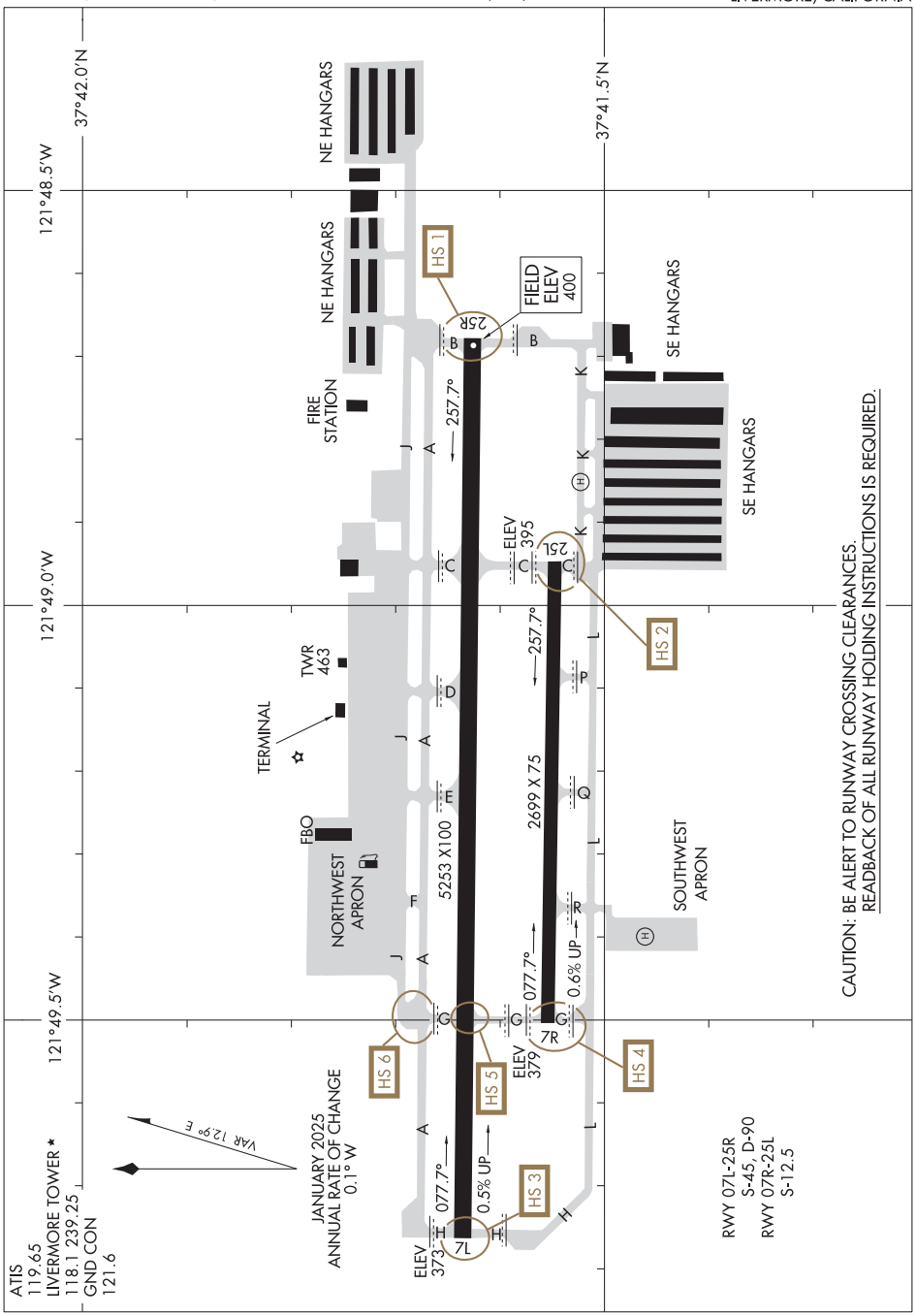



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 25R* | 1080-½ 680 (700-½) | | 1080-1½ 680 (700-1½) | |
| S-LOC 25R | 2000-¾ 1600 (1600-¾) | 2000-1 1600 (1600-1) | 2000-3 1600 (1600-3) | |
| C CIRCLING | 2000-1¼ 1600 (1600-1¼) | 2000-1½ 1600 (1600-1½) | 2000-3 1600 (1600-3) | |

HIRL Rwy 7L-25R L
MIRL Rwy 7R-25L




SW-2, 12 JUN 2025 to 07 AUG 2025




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R: Climb heading 075° to 1000, then climbing left turn heading 340° and on SAC VORTAC R-177 to ALTAM, thence . . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 255° to 1200, then climbing right turn heading 020° and on OAK VOR/DME R-060 to ALTAM, thence . . . .

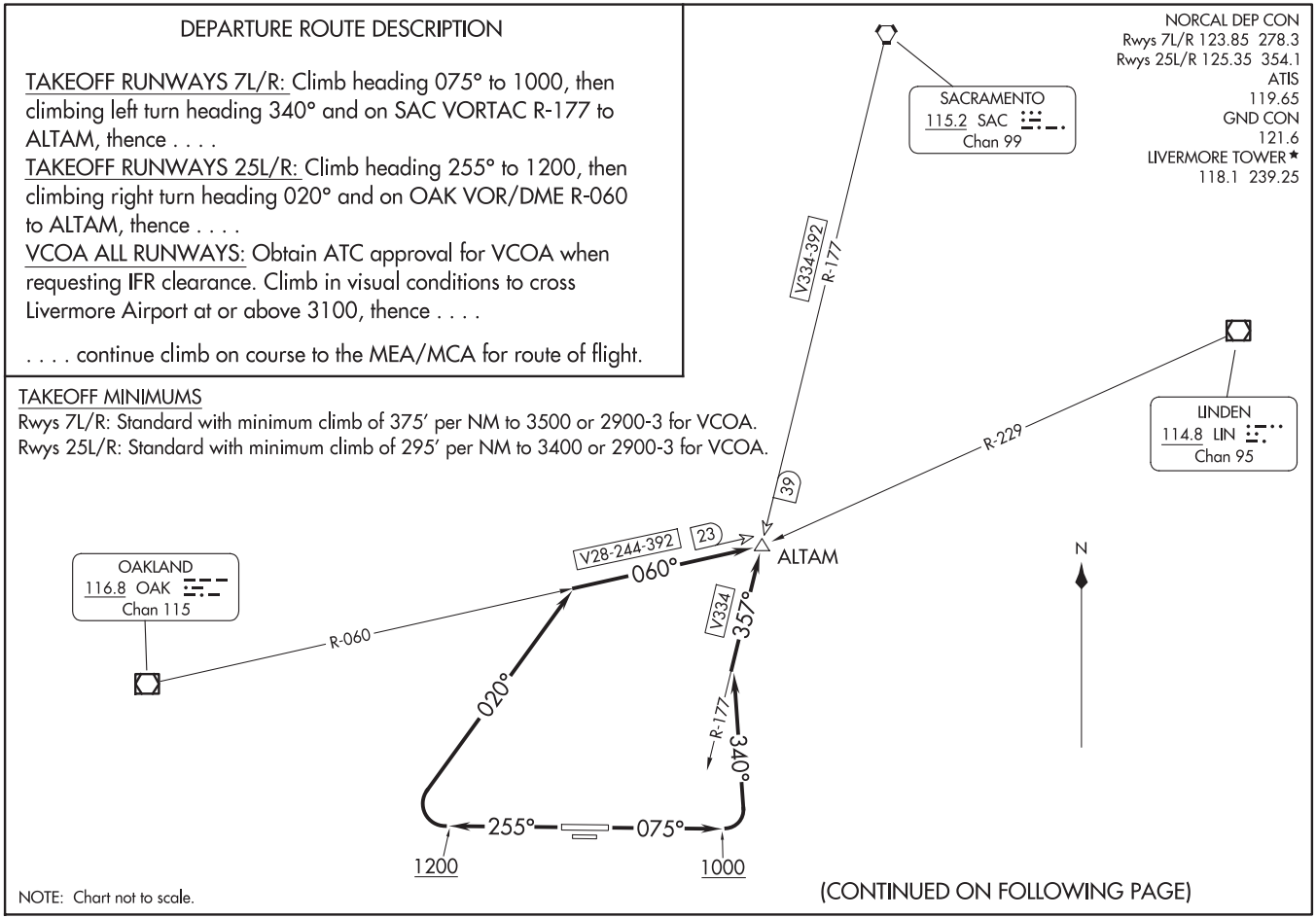
VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Livermore Airport at or above 3100, thence . . . .

. . . . continue climb on course to the MEA/MCA for route of flight.

TAKEOFF MINIMUMS

Rwys 7L/R: Standard with minimum climb of 375′ per NM to 3500 or 2900-3 for VCOA.

Rwys 25L/R: Standard with minimum climb of 295′ per NM to 3400 or 2900-3 for VCOA.




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TAKEOFF OBSTACLE NOTES

Rwy 7L: Sign 20′ from DER, 475′ right of centerline, up to 3′ AGL/403′ MSL.
Bush 48′ from DER, 501′ left of centerline, 403′ MSL.
Poles, buildings, electrical system, antenna on building, tree, and tanks beginning 447′ from DER, 567′ right of centerline, up to 42′ AGL/445′ MSL.
Hangar and building beginning 459′ from DER, 558′ left of centerline, up to 414′ MSL.
Tree 708′ from DER, 603′ left of centerline, 421′ MSL.
Trees beginning 711′ from DER, 567′ left of centerline, up to 439′ MSL.
Trees beginning 1623′ from DER, 690′ left of centerline, up to 450′ MSL.
Tree 1626′ from DER, 796′ left of centerline, 455′ MSL.
Trees beginning 1732′ from DER, 528′ right of centerline, up to 461′ MSL.
Tree 1767′ from DER, 816′ left of centerline, 463′ MSL.
Tree 2217′ from DER, 1040′ right of centerline, 465′ MSL.
Tree 2368′ from DER, 1027′ right of centerline, 466′ MSL.
Tree 3922′ from DER, 1480′ left of centerline, 528′ MSL.

Rwy 7R: Building 3′ from DER, 287′ right of centerline, 411′ MSL.
Terrain 3′ from DER, 9′ left of centerline, 396′ MSL.
Buildings beginning 29′ from DER, 287′ right of centerline, up to 412′ MSL.
Buildings and hangar beginning 137′ from DER, 287′ right of centerline, up to 413′ MSL.
Tower and navaid beginning 308′ from DER, 249′ left of centerline, up to 39′ AGL/432′ MSL.
Building 435′ from DER, 287′ right of centerline, 414′ MSL.
Buildings beginning 463′ from DER, 287′ right of centerline, up to 416′ MSL.
Building 668′ from DER, 287′ right of centerline, 417′ MSL.
Building 701′ from DER, 403′ right of centerline, 418′ MSL.
Buildings beginning 799′ from DER, 287′ right of centerline, up to 436′ MSL.
Tree 1146′ from DER, 399′ right of centerline, 438′ MSL.
Buildings and trees beginning 1169′ from DER, 344′ right of centerline, up to 445′ MSL.
Hangar and pole beginning 1402′ from DER, 66′ right of centerline, up to 446′ MSL.
Trees beginning 2349′ from DER, 672′ right of centerline, up to 467′ MSL.
Tree 3980′ from DER, 1563′ right of centerline, 497′ MSL.

Rwy 25L: Tree 388′ from DER, 532′ left of centerline, 442 MSL.

Rwy 25R: Sign 34′ from DER, 203′ right of centerline, 5′ AGL/376′ MSL.
Terrain beginning 43′ from DER, 486′ right of centerline, up to 378′ MSL.
Fences beginning 169′ from DER, 413′ right of centerline, up to 379′ MSL.
Tree 305′ from DER, 298′ right of centerline, 385′ MSL.
Tree 349′ from DER, 580′ right of centerline, 411′ MSL.
Tree 464′ from DER, 509′ right of centerline, 417′ MSL.
Trees beginning 477′ from DER, 426′ right of centerline, up to 424′ MSL.
Pole 662′ from DER, 411′ left of centerline, 33′ AGL/400′ MSL.
Trees beginning 805′ from DER, 248′ right of centerline, up to 427′ MSL.
Trees beginning 1405′ from DER, 747′ right of centerline, up to 432′ MSL.
Tree 1426′ from DER, 186′ left of centerline, 411′ MSL.
Tree 1596′ from DER, 244′ left of centerline, 413′ MSL.
Tree 1719′ from DER, 127′ left of centerline, 421′ MSL.
Trees beginning 1946′ from DER, 50′ right of centerline, up to 436′ MSL.


SW-2, 12 JUN 2025 to 07 AUG 2025

LODI, CALIFORNIA AL-6044 (FAA) 23054

# RNAV (GPS)-B
LODI (103)

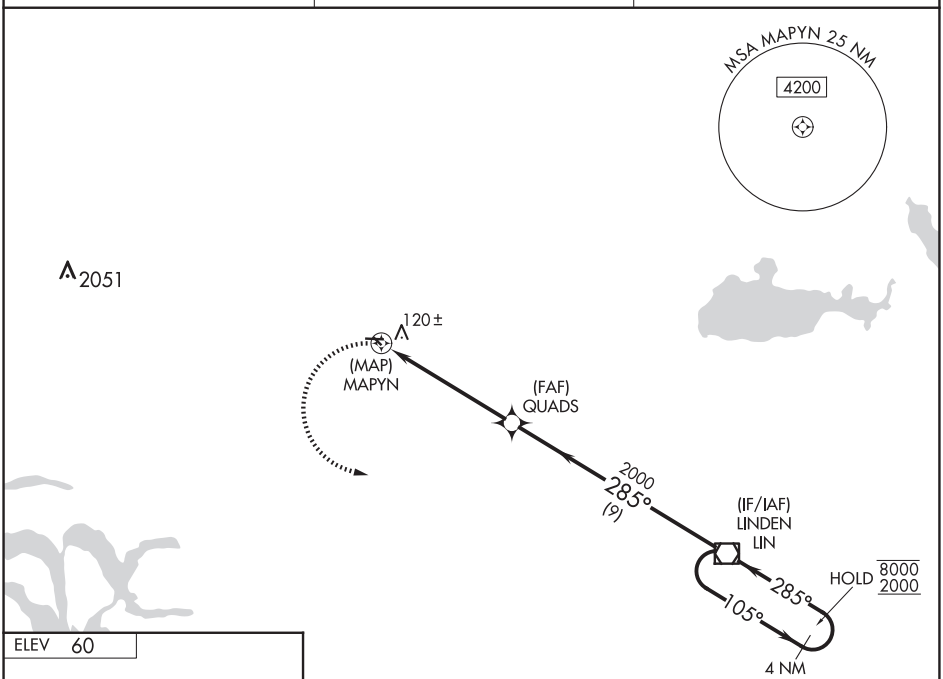
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 285° | TDZE | N/A |
| | Apt Elev | 60 |

RNP APCH.

Procedure NA at night.
NA Use Stockton altimeter setting; when not received, use Sacramento Intl altimeter setting and increase all MDA 40 feet.

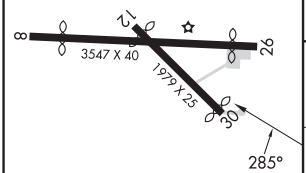
MISSED APPROACH: Climbing left turn to 2000 direct LIN VOR/DME and hold.

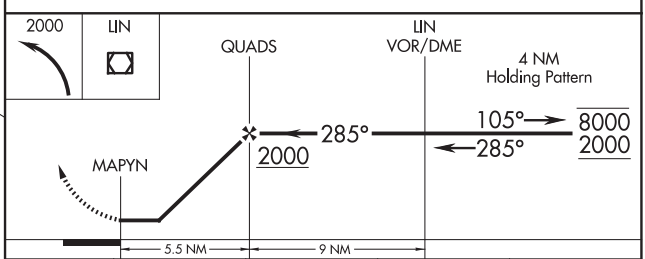
| SCK ASOS | NORCAL APP CON | CTAF |
|---|---|---|
| 118.25 | 125.1 363.2 | 122.9 |




NoPT for arrival on LIN VOR/DME airway radials 124 CW 158.

ELEV 60




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 640-1 580 (600-1) | | NA | |

LIRL Rwy 8-26

LODI, CALIFORNIA
Orig-C 10SEP20

38°12′N-121°16′W

LODI (103)
RNAV (GPS)-B

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 53715 W14A | APP CRS 137° | Rwy ldg 3801<br>TDZE 121<br>Apt Elev 121 |
|---|---|---|

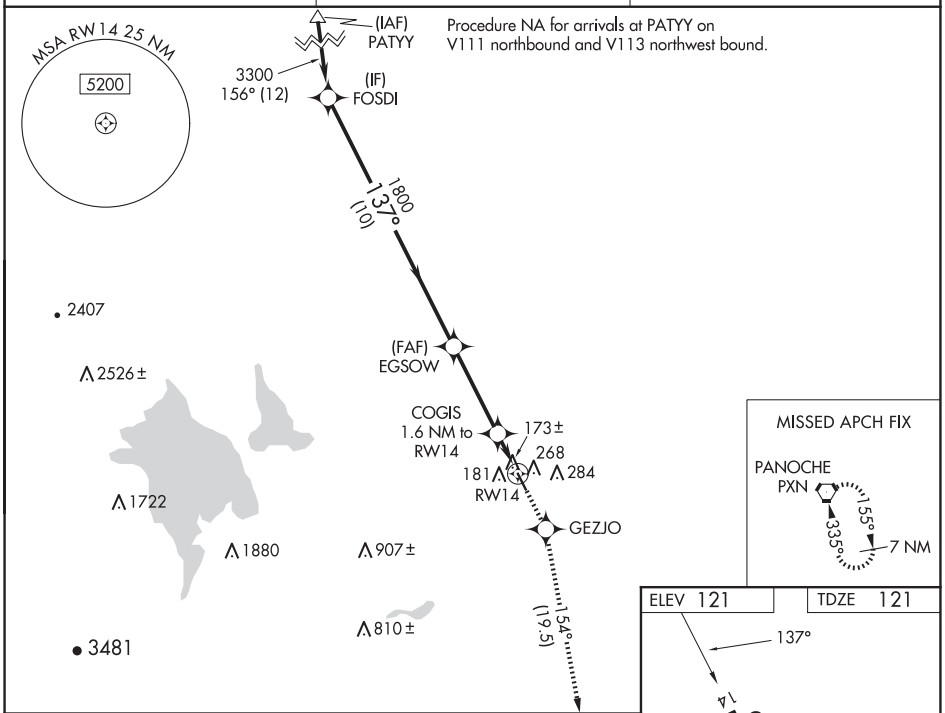
# RNAV (GPS) RWY 14
## LOS BANOS MUNI (LSN)

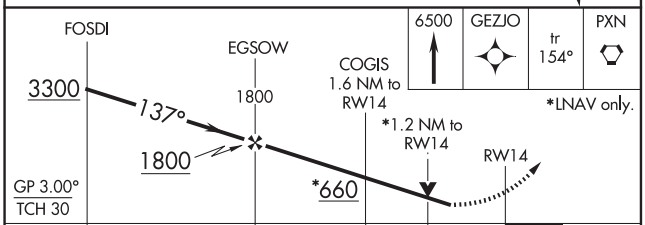
RNP APCH.

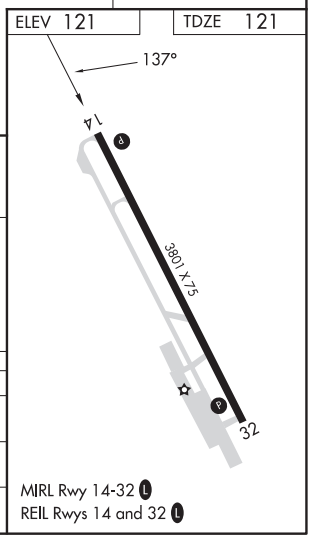
NA Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Merced Yosemite Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Merced Yosemite Rgnl altimeter setting and increase all DA/MDA 60 feet, and all visibility ¼ SM.

MISSED APPROACH: Climb to 6500 direct GEZJO and on track 154° to PXN VORTAC and hold, continue climb-in-hold to 6500.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.675 | 120.95 269.45 | 122.8 (CTAF) L |




MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 455-1¼ 334 (400-1¼) | | | |
| LNAV/VNAV DA | 519-1½ 398 (400-1½) | | | |
| LNAV MDA | 520-1 399 (400-1) | | 520-1⅛ 399 (400-1⅛) | 520-1¼ 399 (400-1¼) |




SW-2, 12 JUN 2025 to 07 AUG 2025

LOS BANOS, CALIFORNIA AL-5819 (FAA) 22363

| APP CRS | Rwy ldg | 3801 |
|---|---|---|
| 317° | TDZE | 121 |
| | Apt Elev | 121 |

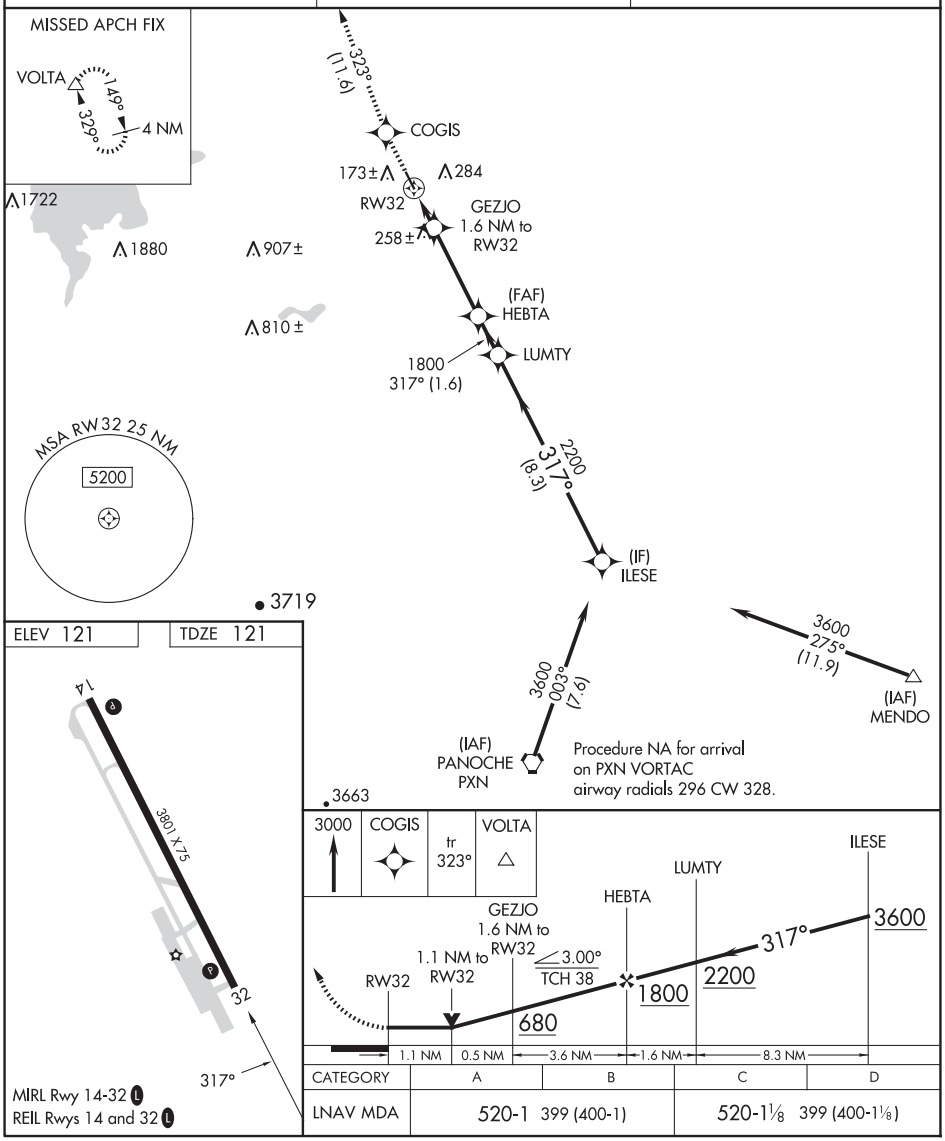
# RNAV (GPS) RWY 32
## LOS BANOS MUNI (LSN)

RNP APCH.

NA Rwy 32 helicopter visibility reduction below ¾ SM NA. VDP NA when using Merced Yosemite Rgnl altimeter setting. When local altimeter setting not received, use Merced Yosemite Rgnl altimeter setting and increase all MDA 60 feet, and all visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct COGIS and on track 323° to VOLTA and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.675 | 120.95 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 399 (400-1) | | 520-1⅛ 399 (400-1⅛) | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 62909 W12A | APP CRS 122° | Rwy ldg 5545 TDZE 253 Apt Elev 255 |
|---|---|---|

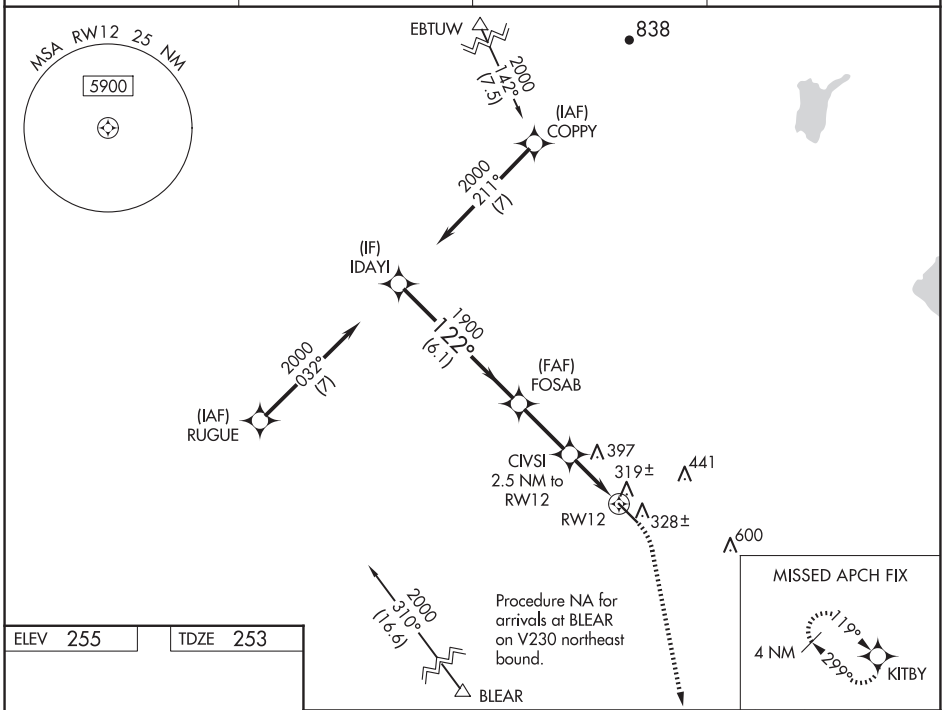
# RNAV (GPS) RWY 12
## MADERA MUNI (MAE)

RNP APCH - GPS.

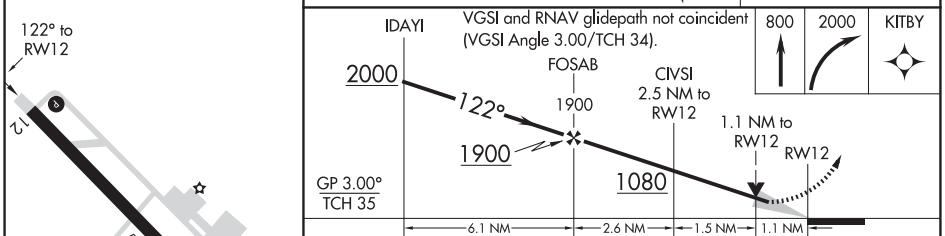
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct KITBY and hold.

| ASOS | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.725 | 119.45 | 119.45 | 122.8 (CTAF) L |




ELEV 255 TDZE 253




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 503-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV | DA | 503-¾ 250 (300-¾) | | | NA |
| LNAV | MDA | 620-1 367 (400-1) | | | NA |
| C CIRCLING | | 680-1 425 (500-1) | 720-1 465 (500-1) | 760-1½ 505 (600-1½) | NA |

REIL Rwy 12 L
MIRL Rwy 12-30 L




SW-2, 12 JUN 2025 to 07 AUG 2025

MADERA, CALIFORNIA AL-6399 (FAA) 22223

| WAAS CH 90209 W30A | APP CRS 302° | Rwy ldg 5545<br>TDZE 255<br>Apt Elev 255 |
|---|---|---|

# RNAV (GPS) RWY 30
## MADERA MUNI (MAE)

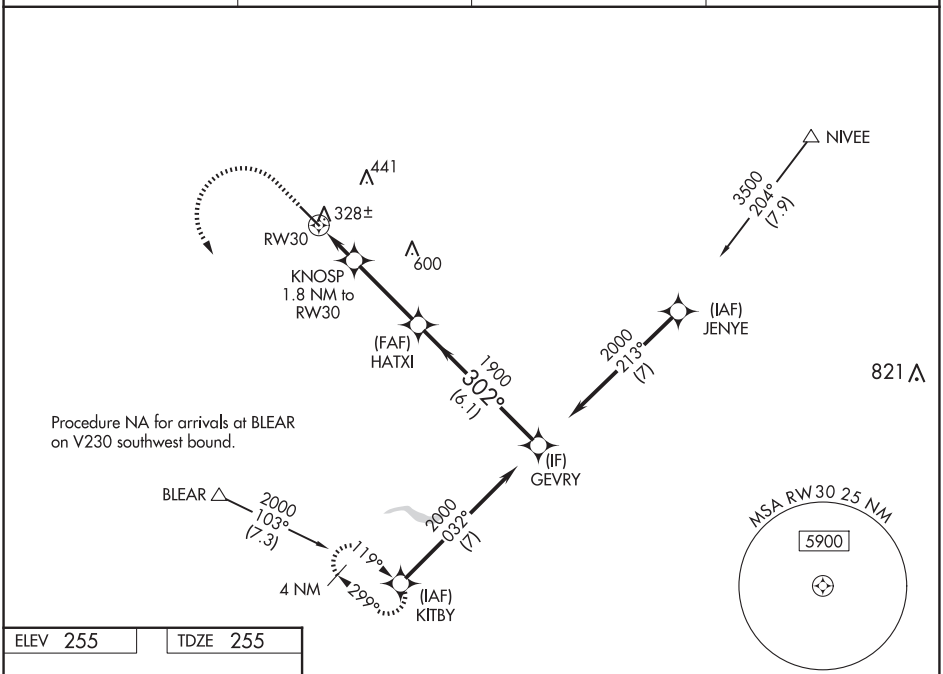
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Inop table does not apply to LPV and LNAV/VNAV Cat A/B/C.

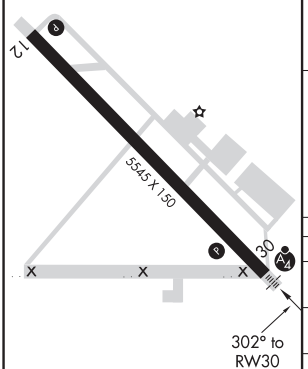
MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 to KITBY and hold.

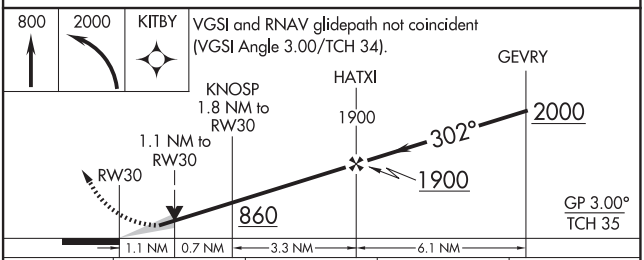
| ASOS | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.725 | 119.45 | 119.45 | 122.8 (CTAF) L |




ELEV 255 TDZE 255




REIL Rwy 12 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 505-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 505-¾ 250 (300-¾) | | | NA |
| LNAV MDA | 640-¾ 385 (400-¾) | | 640-⅞ 385 (400-⅞) | NA |
| C CIRCLING | 680-1 425 (500-1) | 720-1 465 (500-1) | 760-1½ 505 (600-1½) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

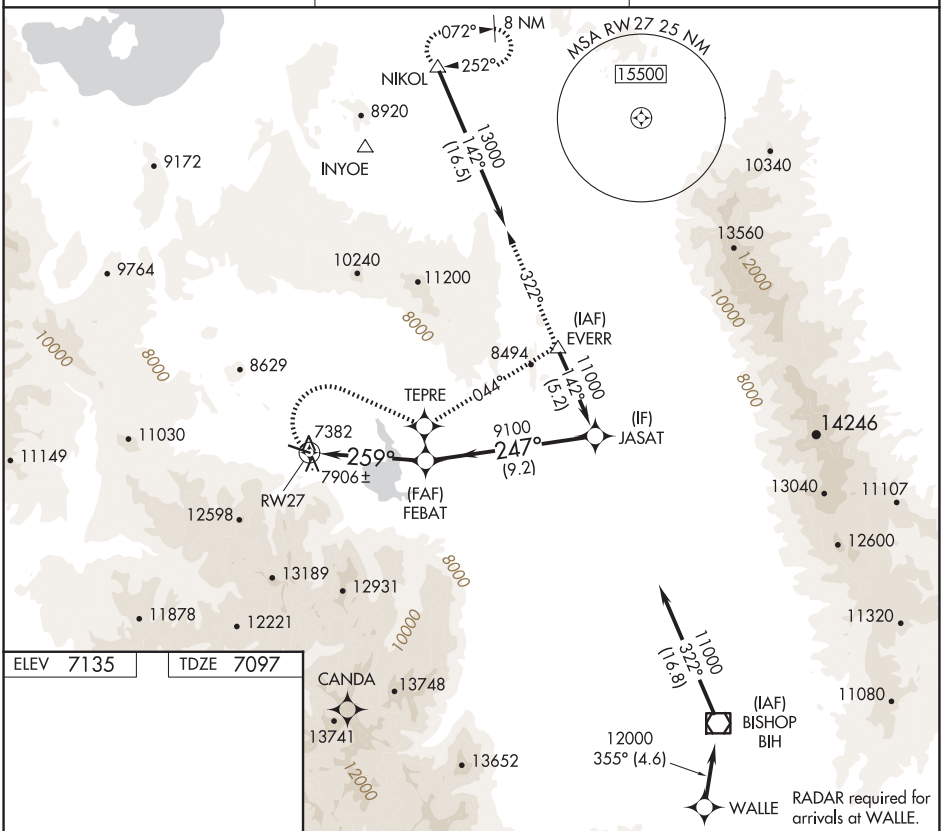
# RNAV (GPS) RWY 27
## MAMMOTH YOSEMITE (MMH)

| APP CRS | Rwy ldg | 7000 |
|---|---|---|
| 259° | TDZE | 7097 |
| | Apt Elev | 7135 |

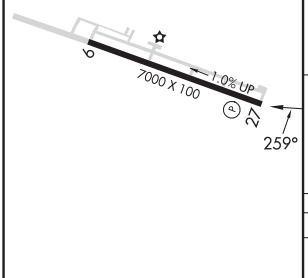
Circling NA at night. Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 13000 direct TEPRE and via track 044° to EVERR and via track 322° to NIKOL and hold.

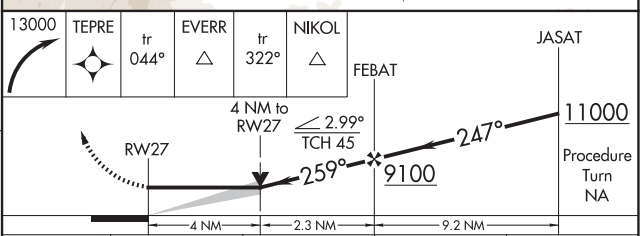
| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 118.05 | 125.75 284.65 | 122.8 (CTAF) L |




ELEV 7135 TDZE 7097




REIL Rwy 27 L
MIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 8380-1¼ 1283 (1300-1¼) | 8380-1½ 1283 (1300-1½) | 8380-3 1283 (1300-3) | NA |
| CIRCLING | 8380-1¼ 1245 (1300-1¼) | 8380-1½ 1245 (1300-1½) | 8540-3 1405 (1500-3) | NA |




SW-2, 12 JUN 2025 to 07 AUG 2025

(NIKOL2.NIKOL) 23278

# NIKOL TWO DEPARTURE (OBSTACLE)

AL-6841 (FAA)

MAMMOTH YOSEMITE (MMH)
MAMMOTH LAKES, CALIFORNIA

OAKLAND CENTER
125.75 284.65
UNICOM
122.8
AWOS-3
118.05

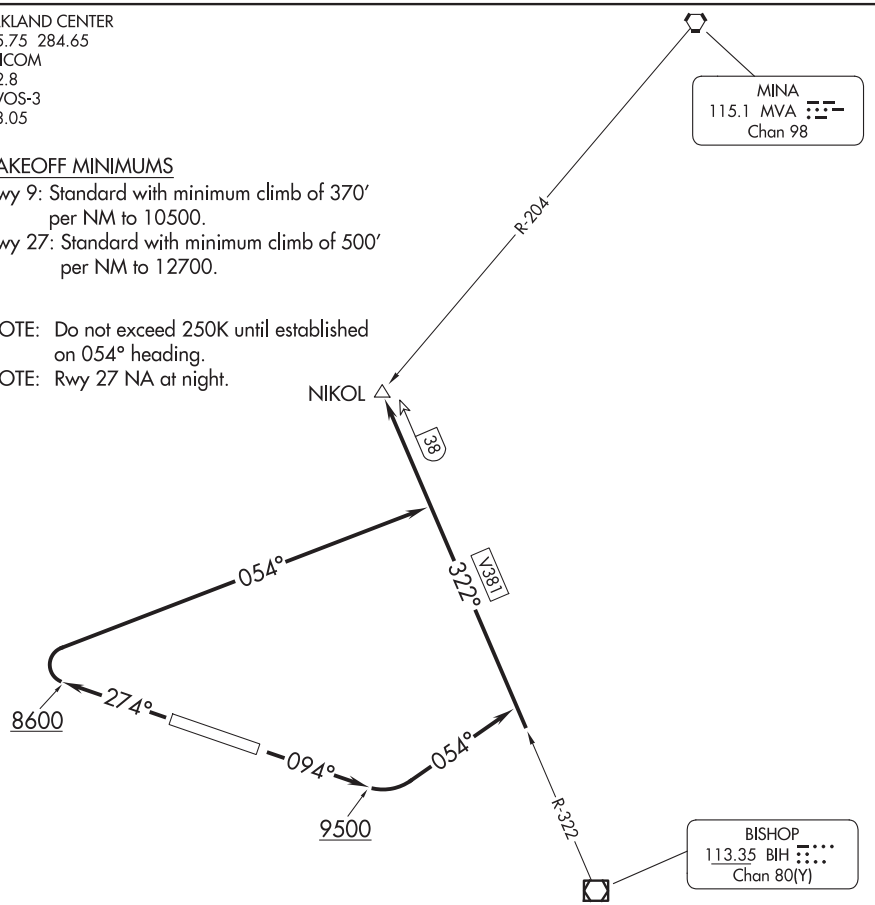
TAKEOFF MINIMUMS

Rwy 9: Standard with minimum climb of 370′ per NM to 10500.

Rwy 27: Standard with minimum climb of 500′ per NM to 12700.

NOTE: Do not exceed 250K until established on 054° heading.

NOTE: Rwy 27 NA at night.




TAKEOFF OBSTACLE NOTES

Rwy 9: Vehicles on roadway beginning 11′ from DER, 460′ right of centerline, up to 17′ AGL/7078′ MSL.
Trees beginning 1956′ from DER, 554′ left of centerline, up to 100′ AGL/7186′ MSL.
Trees beginning 3994′ from DER, 963′ right of centerline, up to 100′ AGL/7252′ MSL.

Rwy 27: Vehicles on roadway and bushes beginning 178′ from DER, 269′ left of centerline, up to 17′ AGL/7160′ MSL.
Building 386′ from DER, 434′ right of centerline, 21′ AGL/7155′ MSL.
Terrain and trees beginning 1.9 NM from DER, 334′ right of centerline, up to 68′ AGL/7970′ MSL.

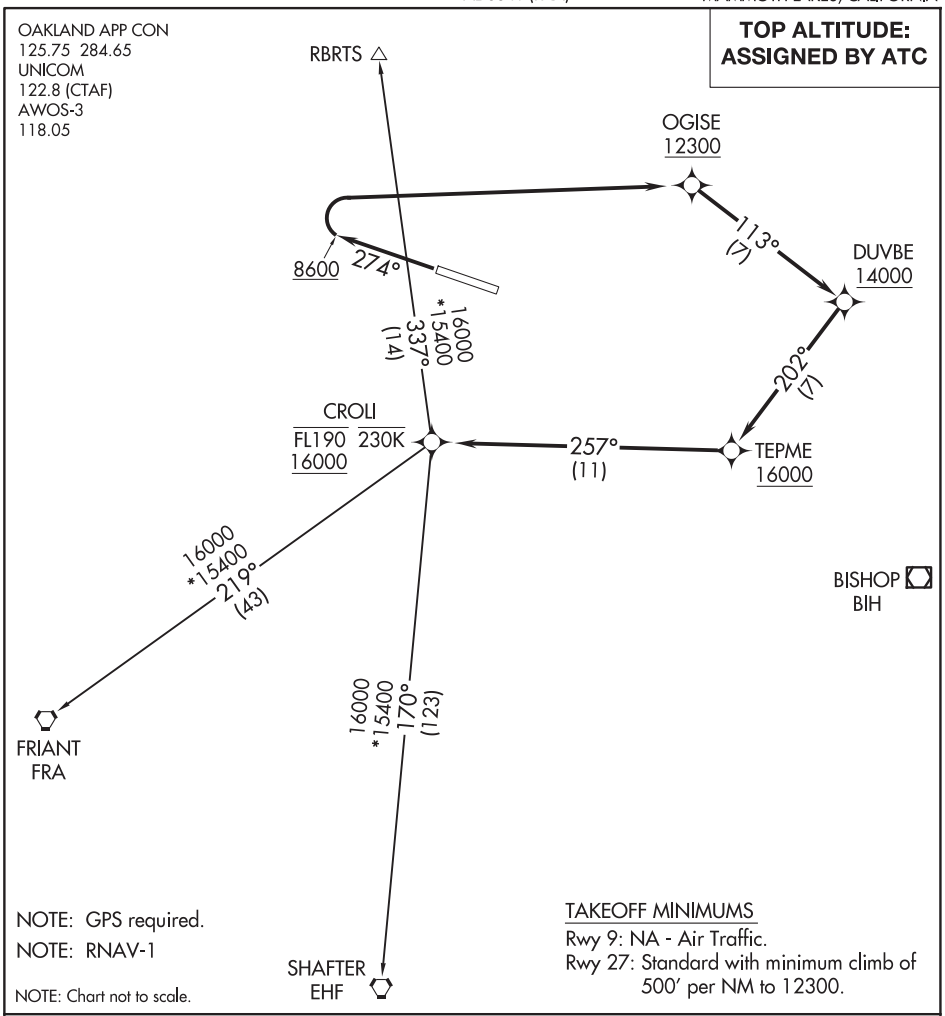
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 094° to 9500, then climbing left turn heading 054° to intercept BIH R-322 to NIKOL INT. Maintain 13000.

TAKEOFF RUNWAY 27: Climb on heading 274° to 8600, then climbing right turn heading 054° to intercept BIH R-322 to NIKOL INT. Maintain 13000.


SW-2, 12 JUN 2025 to 07 AUG 2025




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 274° to 8600, then right turn direct to cross OGISE at or above 12300, then on track 113° to cross DUVBE at or above 14000, then on track 202° to cross TEPME at or above 16000, then on track 257° to cross CROLI at or above 16000 and at or below FL190, thence. . . .

. . . .on (transition) maintain 16000, expect filed altitude 10 minutes after departure.

SHAFTER TRANSITION (CROLI1.EHF)

FRIANT TRANSITION (CROLI1.FRA)

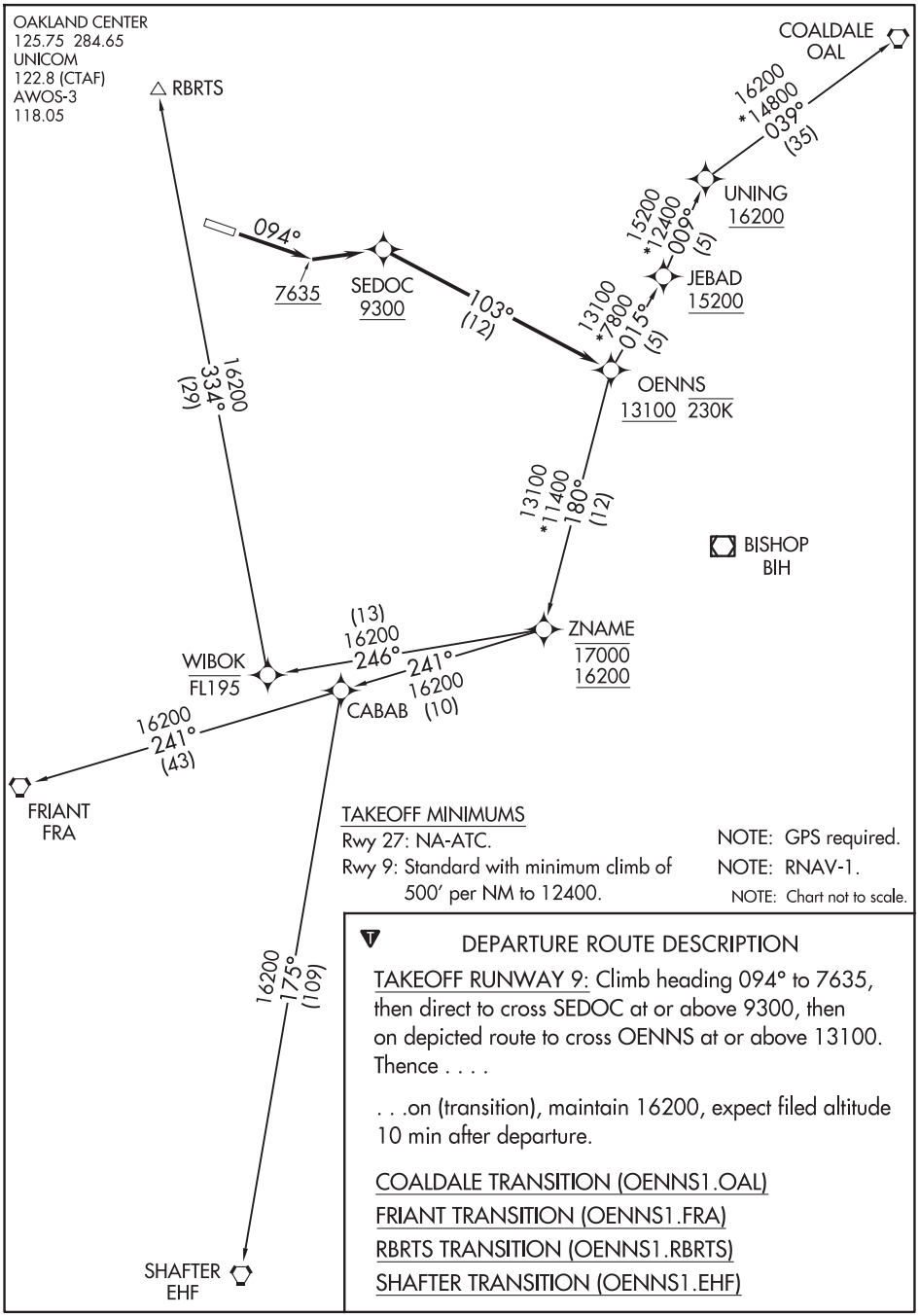
RBRTS TRANSITION (CROLI1.RBRTS)

(OENNS1.OENNS) 18312

# OENNS ONE DEPARTURE (RNAV)

AL-6841 (FAA)

MAMMOTH YOSEMITE (MMH)
MAMMOTH LAKES, CALIFORNIA




TAKEOFF MINIMUMS

Rwy 27: NA-ATC.

Rwy 9: Standard with minimum climb of 500′ per NM to 12400.

NOTE: GPS required.

NOTE: RNAV-1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° to 7635, then direct to cross SEDOC at or above 9300, then on depicted route to cross OENNS at or above 13100. Thence . . . .

. . .on (transition), maintain 16200, expect filed altitude 10 min after departure.

COALDALE TRANSITION (OENNS1.OAL)

FRIANT TRANSITION (OENNS1.FRA)

RBRTS TRANSITION (OENNS1.RBRTS)

SHAFTER TRANSITION (OENNS1.EHF)

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 3483 |
|---|---|---|
| 108° | TDZE | 137 |
| | Apt Elev | 137 |

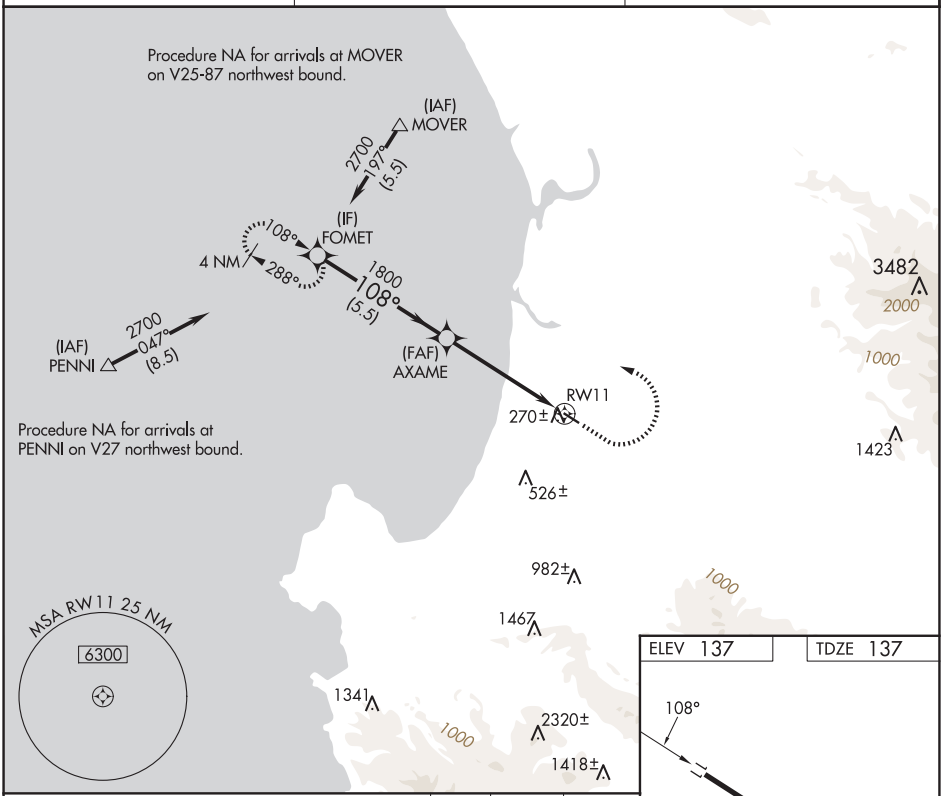
# RNAV (GPS) RWY 11
## MARINA MUNI (OAR)

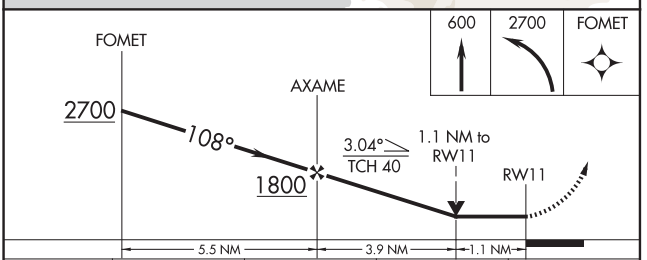
RNP APCH.

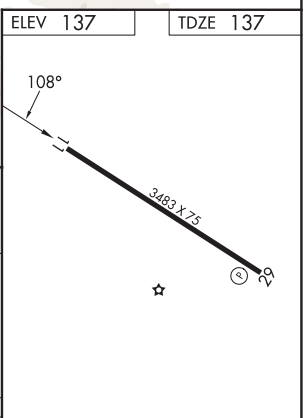
T A NA Rwy 11 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600, then climbing left turn to 2700 direct FOMET and hold, continue climb-in-hold to 2700.

| AWOS-3PT | NORCAL APP CON | UNICOM |
|---|---|---|
| 134.025 | 133.0 251.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 383 (400-1) | | NA | |
| C CIRCLING | 640-1 503 (600-1) | 760-1 623 (700-1) | NA | |

MIRL Rwy 11-29 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

MARINA, CALIFORNIA | AL-5271 (FAA) | 25163

# RNAV (GPS) RWY 29
## MARINA MUNI (OAR)

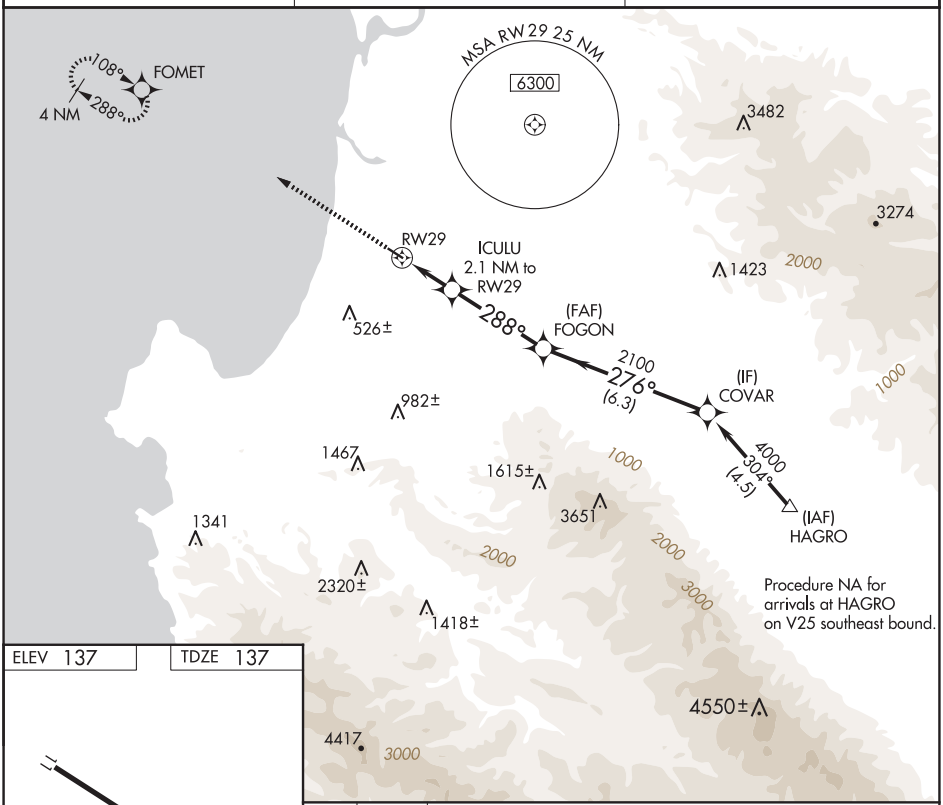
| APP CRS | Rwy Ldg | 3483 |
|---|---|---|
| 288° | TDZE | 137 |
| | Apt Elev | 137 |

RNP APCH.

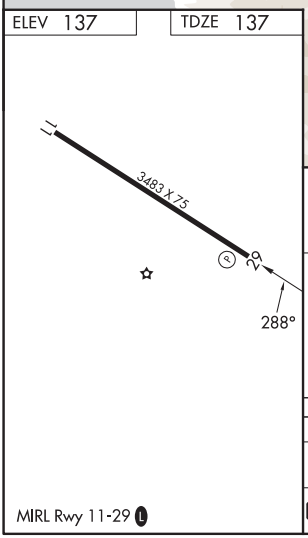
NA

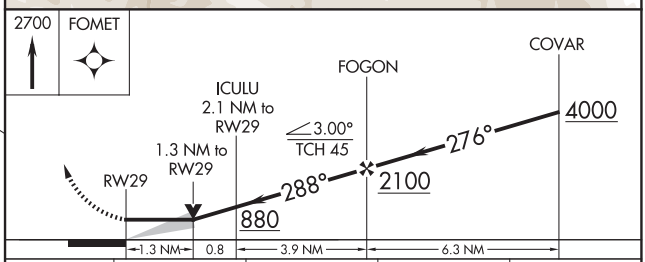
MISSED APPROACH: Climb to 2700 direct FOMET and hold, continue climb-in-hold to 2700.

| AWOS-3PT | NORCAL APP CON | UNICOM |
|---|---|---|
| 134.025 | 133.0 251.15 | 122.7 (CTAF) L |




ELEV 137 | TDZE 137




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 463 (500-1) | | NA | |
| C CIRCLING | 640-1 503 (600-1) | 760-1 623 (700-1) | NA | |

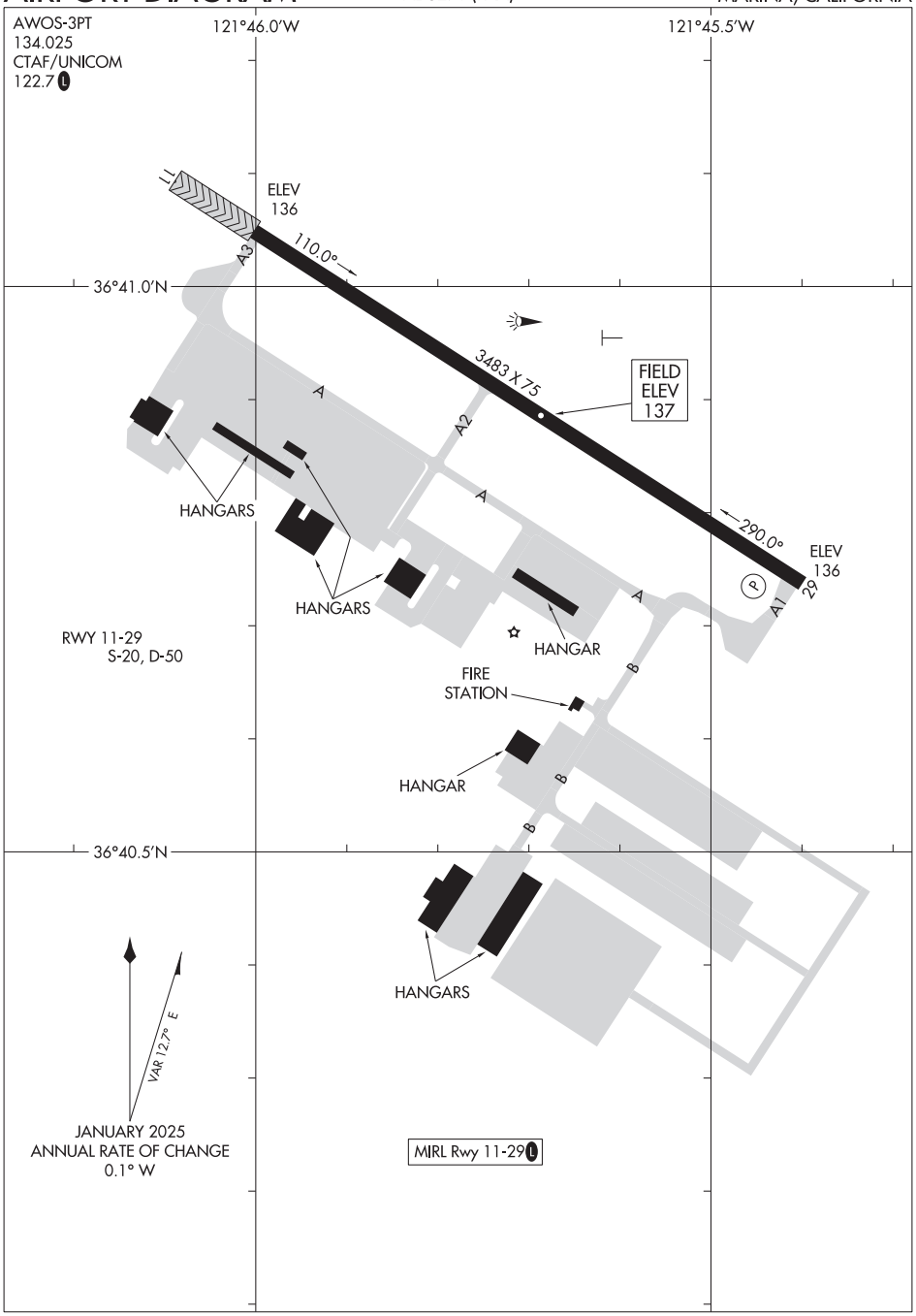
MARINA, CALIFORNIA
Amdt 2 10SEP20

36°41′N-121°46′W

MARINA MUNI (OAR)
RNAV (GPS) RWY 29

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025


AWOS-3PT
134.025
CTAF/UNICOM
122.7 L
121°46.0'W
121°45.5'W
36°41.0'N
36°40.5'N
ELEV
136
110.0°
A3
3483 X 75
FIELD
ELEV
137
A
A2
HANGARS
HANGARS
HANGAR
290.0°
ELEV
136
29
P
A1
RWY 11-29
S-20, D-50
FIRE
STATION
HANGAR
B
HANGARS
VAR 12.7° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
MIRL Rwy 11-29 L

MARIPOSA, CALIFORNIA | AL-9969 (FAA) | 24361

# RNAV (GPS)-A
## MARIPOSA-YOSEMITE (MPI)

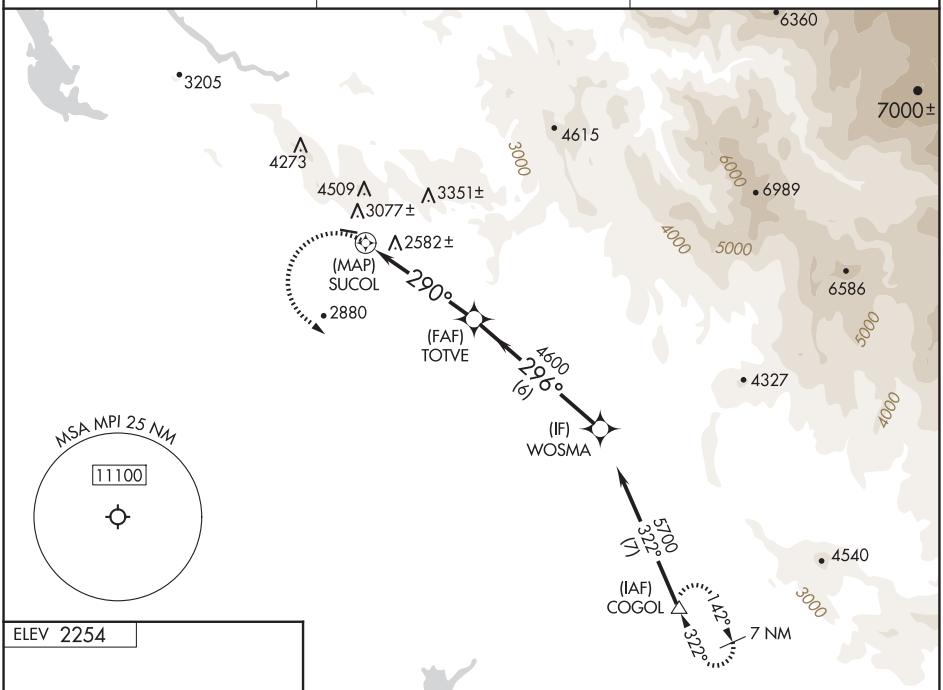
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 290° | TDZE | N/A |
| | Apt Elev | 2254 |

RNP APCH - GPS.

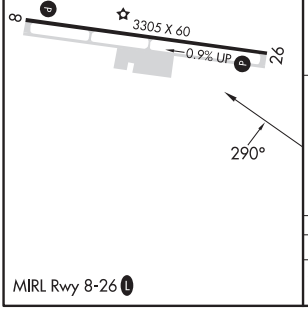
Circling NA north of Rwy 8-26. When local altimeter setting not received, use MER altimeter setting and increase all MDAs 360 feet. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 7000 direct COGOL and hold.

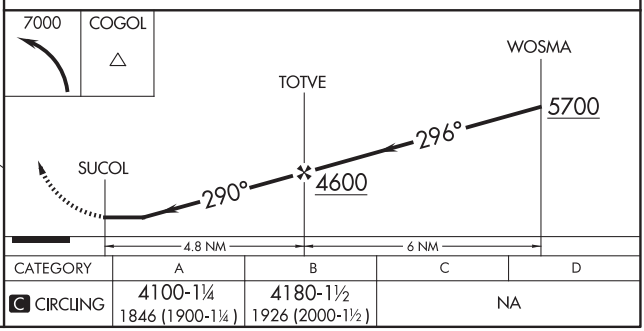
| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 135.6 | 121.25 327.0 | 122.7 (CTAF) L |




ELEV 2254




MIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4100-1¼ 1846 (1900-1¼) | 4180-1½ 1926 (2000-1½) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 098° | TDZE | N/A |
| | Apt Elev | 2254 |

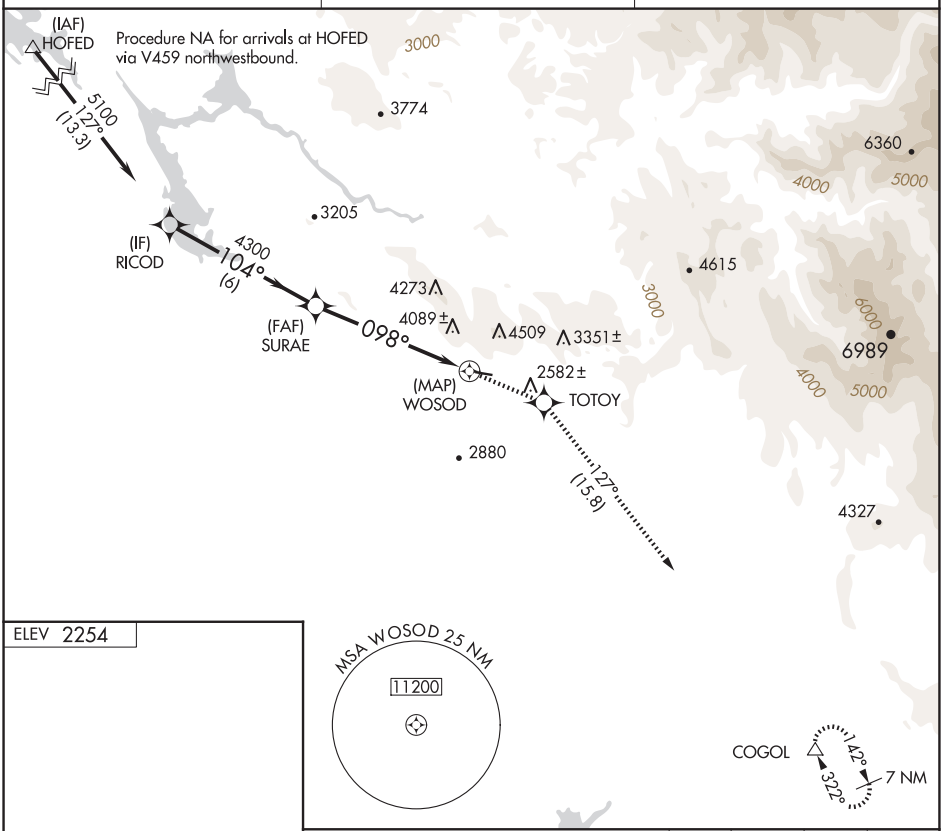
# RNAV (GPS)-B
## MARIPOSA-YOSEMITE (MPI)

NA

DME/DME RNP-0.3 NA.
Circling NA north of Rwy 8-26. Procedure NA at night.
When local altimeter setting not received, procedure NA.

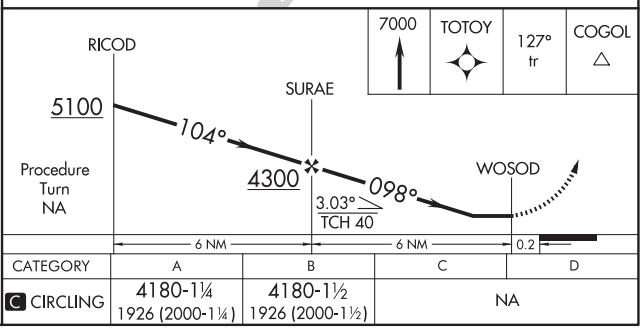
MISSED APPROACH: Climb to 7000 direct TOTOY and via 127° track to COGOL and hold.

| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 135.6 | 121.25 327.0 | 122.7 (CTAF) L |




ELEV 2254

MIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4180-1¼ 1926 (2000-1¼) | 4180-1½ 1926 (2000-1½) | NA | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

MARYSVILLE, CALIFORNIA | AL-664 (FAA) | 23110

| LOC I-MYV | APP CRS | Rwy ldg | 6007 |
|---|---|---|---|
| 110.5 | 141° | TDZE | 64 |
| | | Apt Elev | 64 |

# ILS or LOC RWY 14
## YUBA COUNTY (MYV)

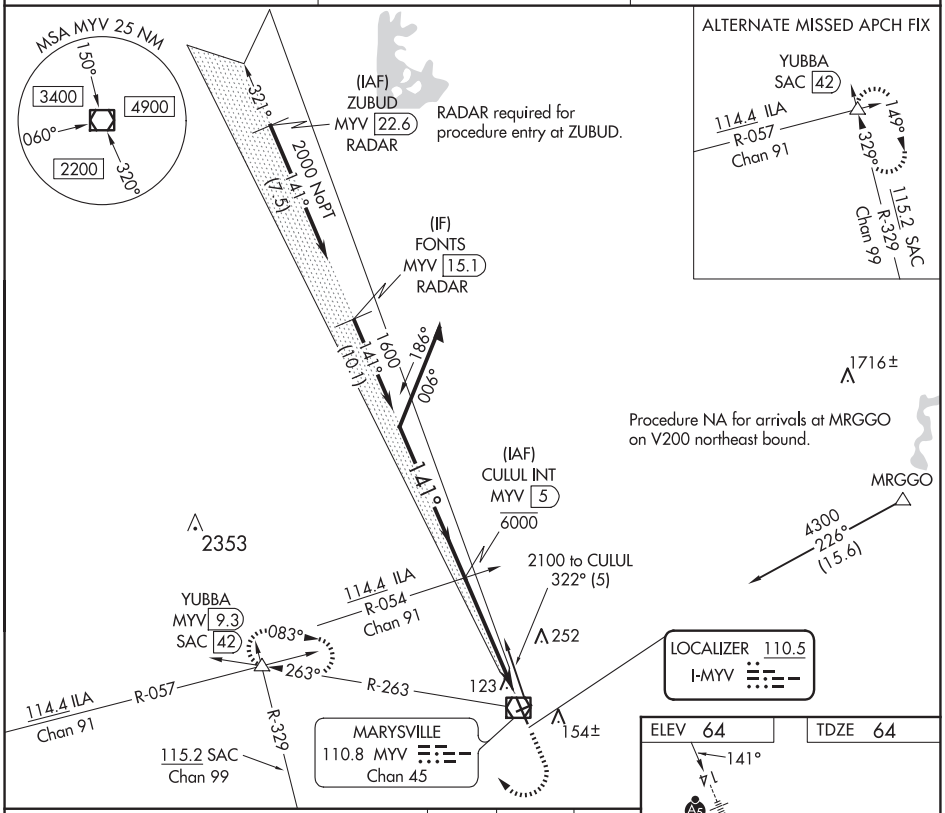
T
A NA

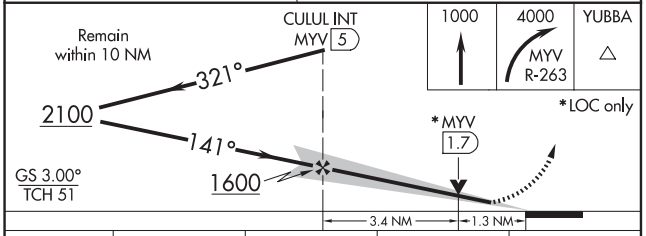
Circling Rwy 5, 23 NA at night.
Autopilot coupled approach NA below 695.

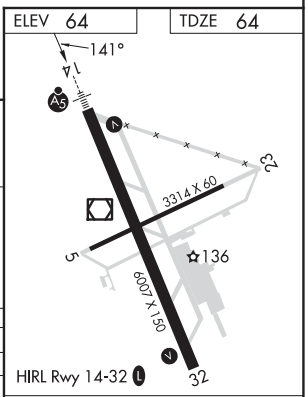
MALSR
A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 on MYV VOR/DME R-263 to YUBBA INT/ MYV 9.3 DME and hold, continue climb in hold to 4000.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.475 | 125.4 259.1 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 264-½ 200 (200-½) | | | |
| S-LOC 14 | 520-½ 456 (500-½) | | 520-⅞ 456 (500-⅞) | |
| C CIRCLING | 540-1 476 (500-1) | | 560-1½ 496 (500-1½) | 620-2 556 (600-2) |

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 42814 W14A | APP CRS 141° | Rwy ldg 6007<br>TDZE 64<br>Apt Elev 64 |
|---|---|---|

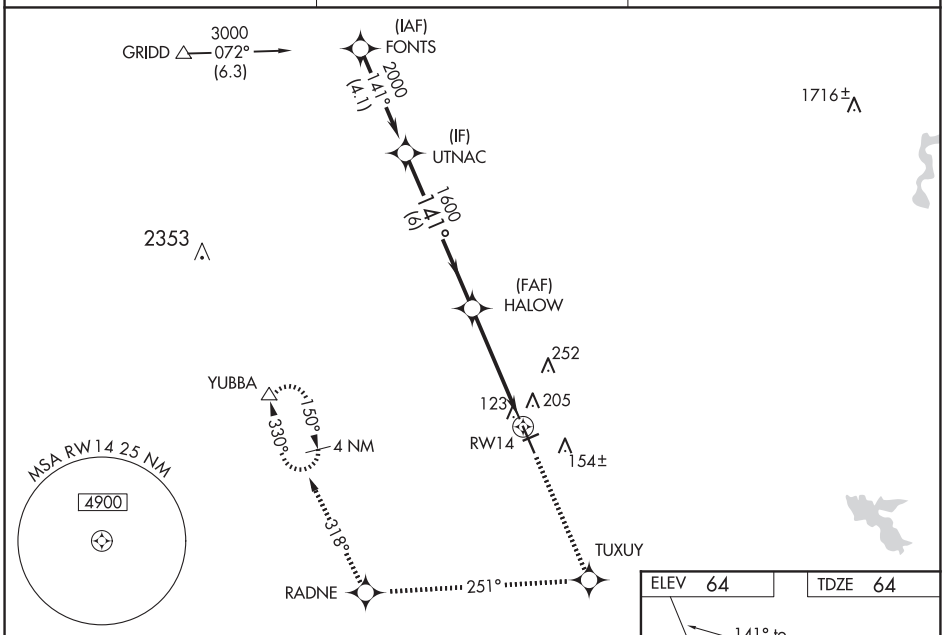
# RNAV (GPS) RWY 14
## YUBA COUNTY (MYV)

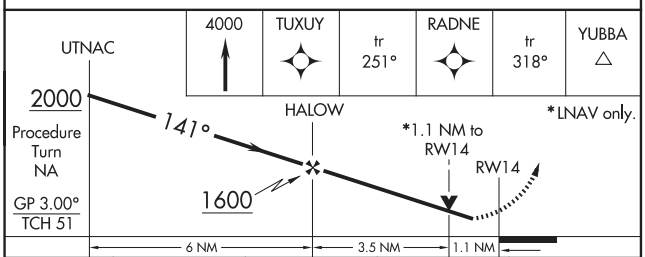
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Lincoln altimeter setting. When local altimeter setting not received, use Lincoln altimeter setting and increase LPV DA to 308 feet, LNAV/VNAV DA to 514 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅛ mile. Inop table does not apply to LPV all Cats. For inop MALSR increase LNAV Cats A/B visibility ¼ mile. Night landing: Rwy 5, 23 NA.

MALSR

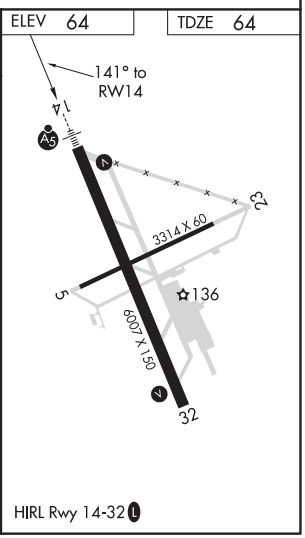
MISSED APPROACH: Climb to 4000 direct TUXUY and via track 251° to RADNE and via track 318° to YUBBA and hold.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.475 | 125.4 259.1 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 264-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 470-⅞ 406 (500-⅞) | | | |
| LNAV MDA | 500-¾ 436 (500-¾) | | | |
| CIRCLING | 540-1 476 (500-1) | | 540-1½ 476 (500-1½) | 620-2 556 (600-2) |






SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

MARYSVILLE, CALIFORNIA | AL-664 (FAA) | 20310

# RNAV (GPS) RWY 32

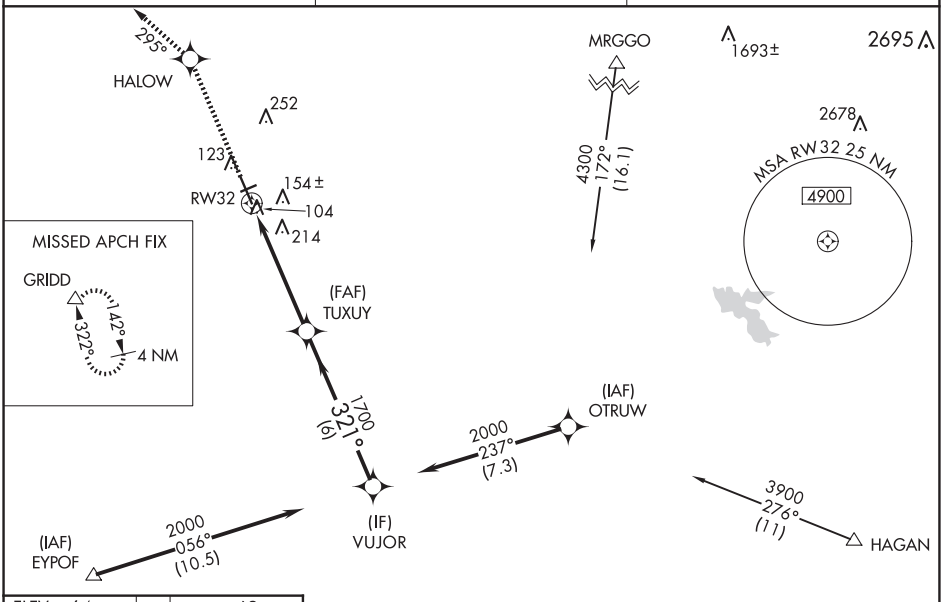
YUBA COUNTY (MYV)

| WAAS CH 87014 W32A | APP CRS 321° | Rwy ldg 6007 TDZE 63 Apt Elev 64 |
|---|---|---|

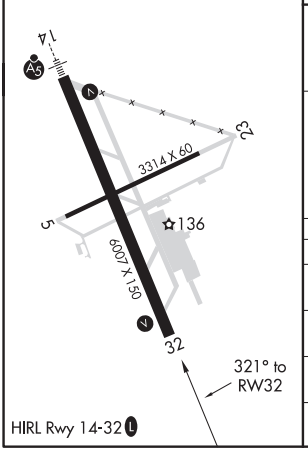
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lincoln altimeter setting and increase LPV DA to 357 feet, LNAV/VNAV DA to 418 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ¼ mile. Night landing: Rwy 5, 23 NA. Baro-VNAV and VDP NA when using Lincoln altimeter setting.

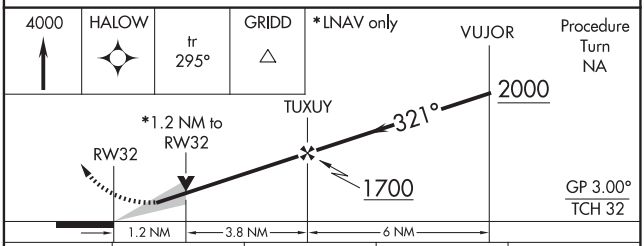
MISSED APPROACH: Climb to 4000 direct HALOW and via track 295° to GRIDD and hold.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.475 | 125.4 259.1 | 123.05 (CTAF) L |




| ELEV 64 | TDZE 63 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 313-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 374-1⅛ 311 (400-1⅛) | | | |
| LNAV MDA | 480-1 417 (500-1) | | 480-1⅛ 417 (500-1⅛) | |
| CIRCLING | 540-1 476 (500-1) | | 540-1½ 476 (500-1½) | 620-2 556 (600-2) |

MARYSVILLE, CALIFORNIA
Orig-D 12NOV15

39°06'N-121°34'W

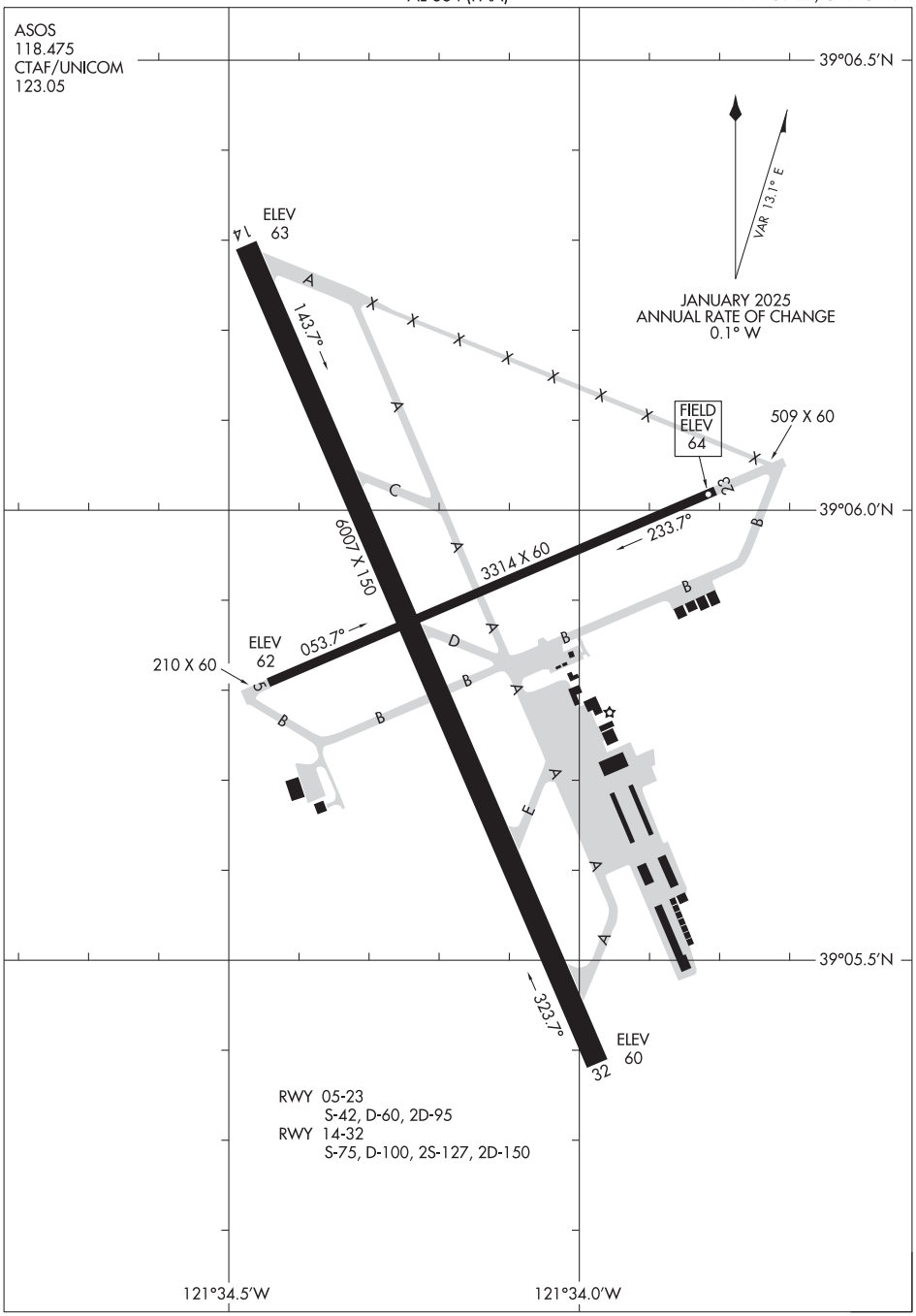
YUBA COUNTY (MYV)

RNAV (GPS) RWY 32

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AL-664 (FAA)




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

MERCED, CALIFORNIA | AL-665 (FAA) | 22363

| LOC/DME I-MCE | APP CRS | Rwy ldg | 5914 |
|---|---|---|---|
| 109.3 | 304° | TDZE | 155 |
| Chan 30 | | Apt Elev | 155 |

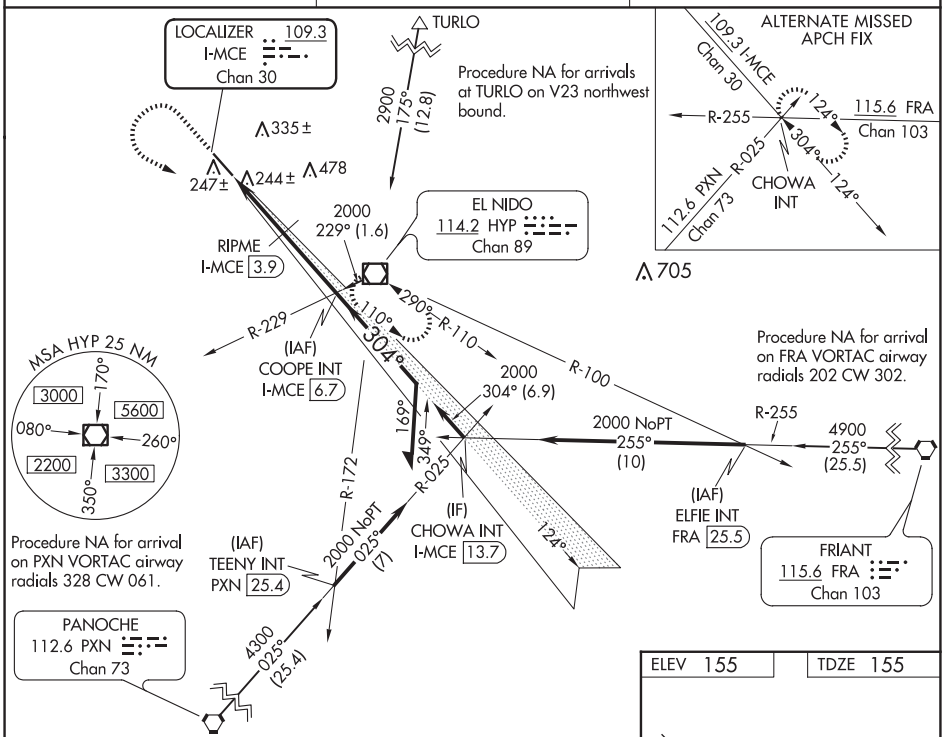
# ILS or LOC RWY 30
## MERCED YOSEMITE RGNL (MCE)

NA — For inop ALS, increase S-LOC visibility to 1 SM.

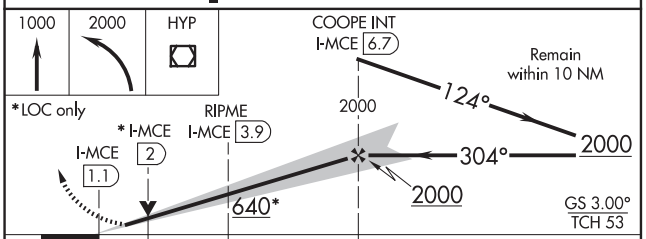
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct HYP VOR/DME and hold.

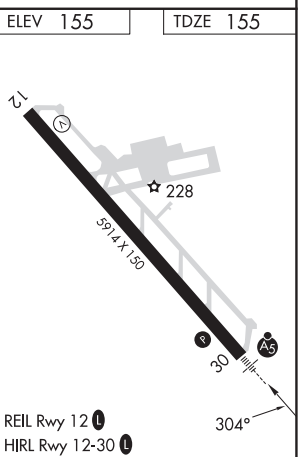
| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 132.175 | 120.95 269.45 | 122.7 (CTAF) |




SW-2, 12 JUN 2025 to 07 AUG 2025




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 355-½ 200 (200-½) | | | |
| S-LOC 30 | 640-¾ 485 (500-¾) | | 640-1 485 (500-1) | |
| RIPME FIX MINIMUMS | | | | |
| S-LOC 30 | 500-¾ 345 (400-¾) | | | |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 93923 W12A | APP CRS 123° | Rwy ldg 5914<br>TDZE 155<br>Apt Elev 155 |
|---|---|---|

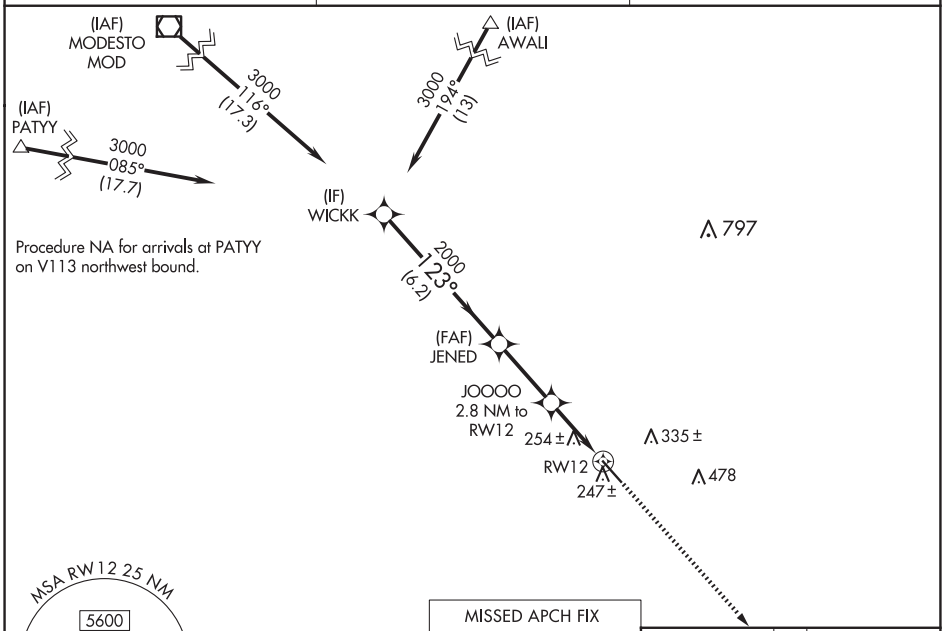
# RNAV (GPS) RWY 12
## MERCED YOSEMITE RGNL (MCE)

RNP APCH.

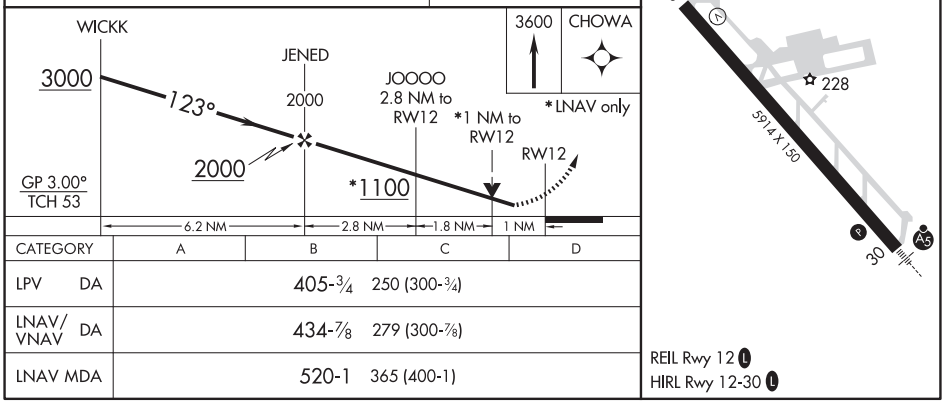
Rwy 12 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct CHOWA and hold.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 132.175 | 120.95 269.45 | 122.7 (CTAF) L |




| ELEV 155 | TDZE 155 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 405-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 434-⅞ 279 (300-⅞) | | | |
| LNAV MDA | 520-1 365 (400-1) | | | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

MERCED, CALIFORNIA AL-665 (FAA) 22363

| WAAS CH 93709 W30A | APP CRS 304° | Rwy ldg 5914 TDZE 155 Apt Elev 155 |
|---|---|---|

# RNAV (GPS) RWY 30
## MERCED YOSEMITE RGNL (MCE)

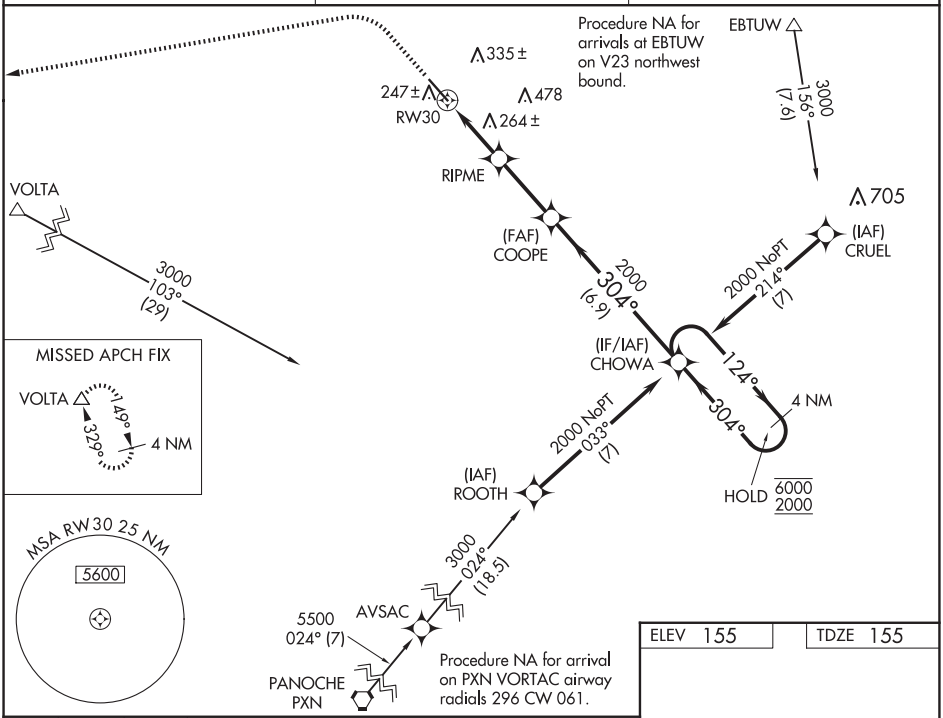
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inoperative ALS, increase LNAV Cats C/D visibility to 1⅜ SM. Circling NA northeast of Rwy 12-30.

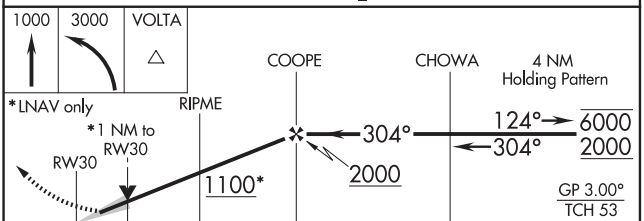
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VOLTA and hold.

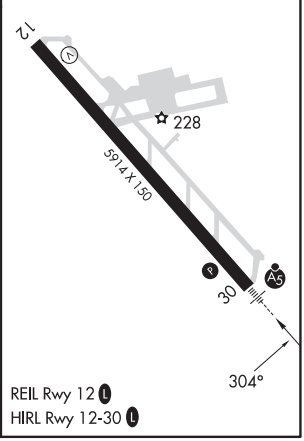
| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 132.175 | 120.95 269.45 | 122.7 (CTAF) L |




| ELEV 155 | TDZE 155 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 355-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 544-⅝ 389 (400-⅝) | | | |
| LNAV MDA | 520-½ 365 (400-½) | | 520-⅝ 365 (400-⅝) | |
| C CIRCLING | 560-1 405 (500-1) | 620-1 465 (500-1) | 620-1½ 465 (500-1½) | 720-2 565 (600-2) |




MERCED, CALIFORNIA
Amdt 1 15AUG19

37°17′N-120°31′W

MERCED YOSEMITE RGNL (MCE)
RNAV (GPS) RWY 30

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-MCE 109.3 Chan 30 | APP CRS 123° | Rwy ldg 5914 TDZE 155 Apt Elev 155 |
|---|---|---|

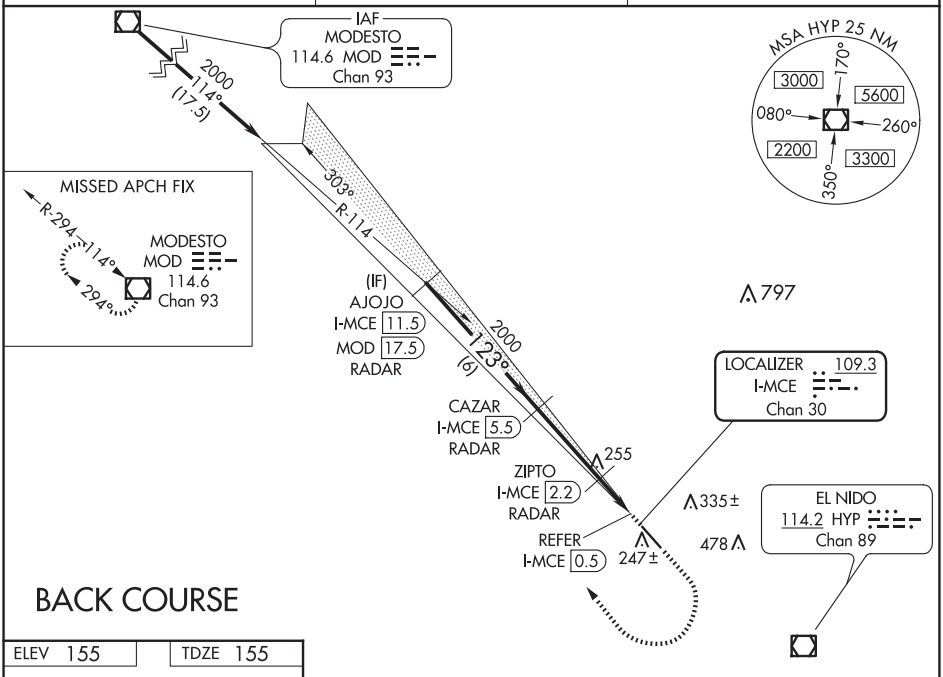
# LOC BC RWY 12
## MERCED YOSEMITE RGNL (MCE)

DME or RADAR required.

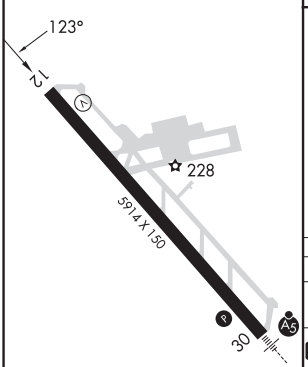
T A NA Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling NA northeast of Rwy 12-30.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct MOD VOR/DME and hold.

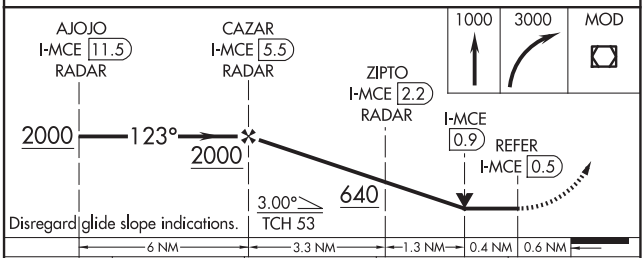
| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 132.175 | 120.95 269.45 | 122.7 (CTAF) L |




| ELEV 155 | TDZE 155 |
|---|---|




REIL Rwy 12 L
HIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 640-1 485 (500-1) | | 640-1⅜ 485 (500-1⅜) | |
| C CIRCLING | 640-1 485 (500-1) | | 640-1½ 485 (500-1½) | 720-2 565 (600-2) |
| ZIPTO FIX MINIMUMS | | | | |
| S-12 | 520-1 365 (400-1) | NA | | |
| C CIRCLING | 560-1 405 (500-1) | 620-1 465 (500-1) | 620-1½ 465 (500-1½) | 720-2 565 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

MODESTO, CALIFORNIA | AL-643 (FAA) | 21168

| LOC I-MOD | APP CRS | Rwy ldg | 5904 |
|---|---|---|---|
| 111.9 | 288° | TDZE | 91 |
| | | Apt Elev | 99 |

# ILS or LOC RWY 28R
## MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)

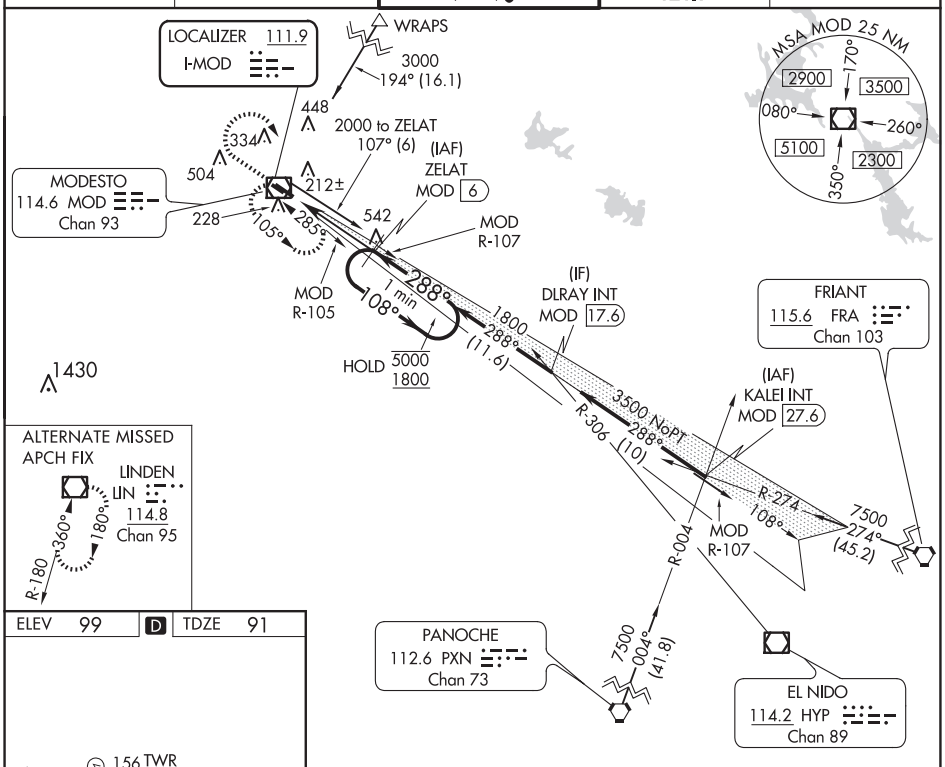
DME required for LOC only.

T A Autopilot coupled approach NA below 1080. DME from MOD VOR/DME. Simultaneous reception of I-MOD and MOD DME required. For inop ALS, increase S-LOC 28R Cat C/D visibility to 1⅜ SM.

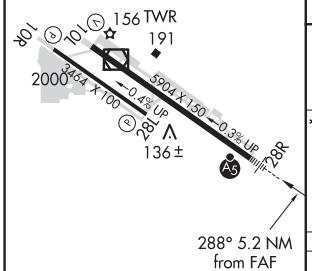
MALSR A5

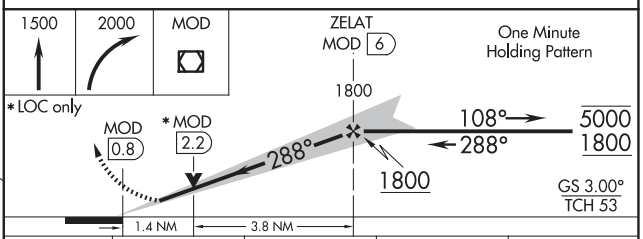
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct MOD VOR/DME and hold.

| ATIS | NORCAL APP CON | MODESTO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.7 | 120.95 269.45 | 125.3 (CTAF) L 257.8 | 121.7 | 122.95 |




ELEV 99 | D | TDZE 91




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 291-½ 200 (200-½) | | | |
| S-LOC 28R | 580-½ 489 (500-½) | | 580-1 489 (500-1) | |
| C CIRCLING | 580-1 481 (500-1) | 600-1 501 (600-1) | 700-1¾ 601 (700-1¾) | 820-2¼ 721 (800-2¼) |

REIL Rwy 10L L
MIRL Rwy 10R-28L
HIRL Rwy 10L-28R L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 70609 W28A | APP CRS 288° | Rwy ldg 5904 TDZE 91 Apt Elev 99 |
|---|---|---|

# RNAV (GPS) RWY 28R
## MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)

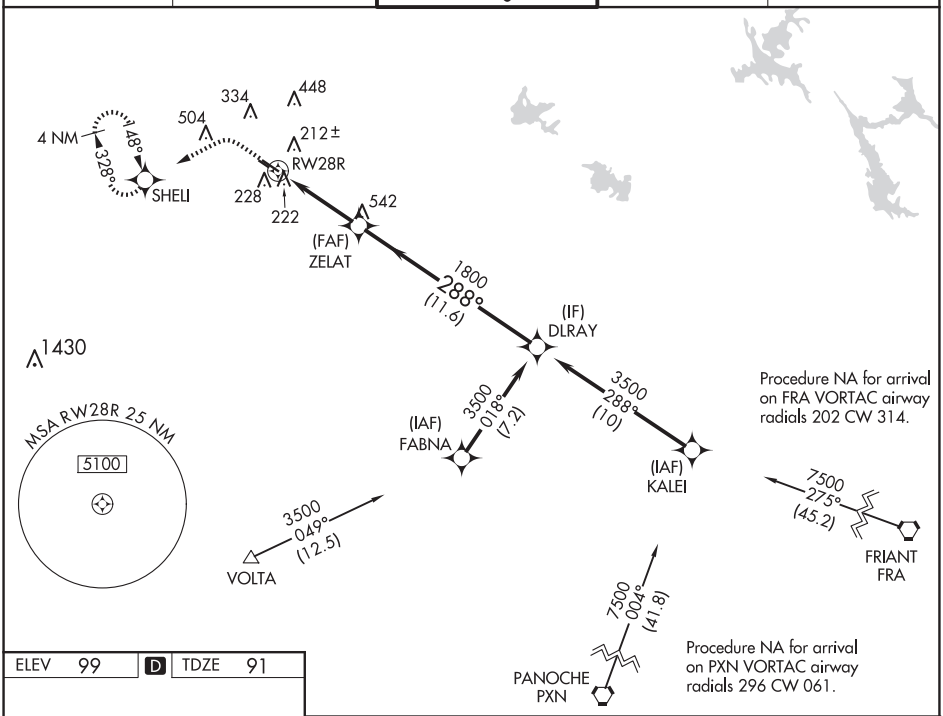
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SHELI and hold, continue climb-in-hold to 3000.

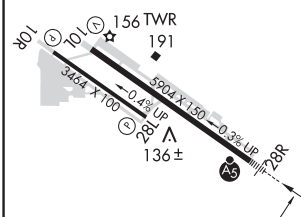
| ATIS | NORCAL APP CON | MODESTO TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 127.7 | 120.95 269.45 | 125.3 (CTAF) L 257.8 | 121.7 | 122.95 |

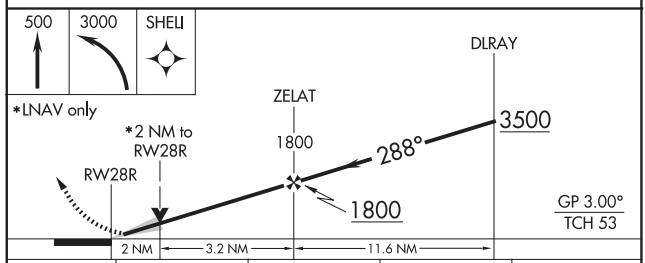



Procedure NA for arrival on FRA VORTAC airway radials 202 CW 314.

Procedure NA for arrival on PXN VORTAC airway radials 296 CW 061.

ELEV 99 | D | TDZE 91




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 291-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 393-½ 302 (300-½) | | | |
| LNAV MDA | 480-½ 389 (400-½) | | 480-⅝ 389 (400-⅝) | |
| C CIRCLING | 540-1 441 (500-1) | 600-1 501 (600-1) | 700-1¾ 601 (700-1¾) | 820-2¼ 721 (800-2¼) |

REIL Rwy 10L L
MIRL Rwy 10R-28L
HIRL Rwy 10L-28R L

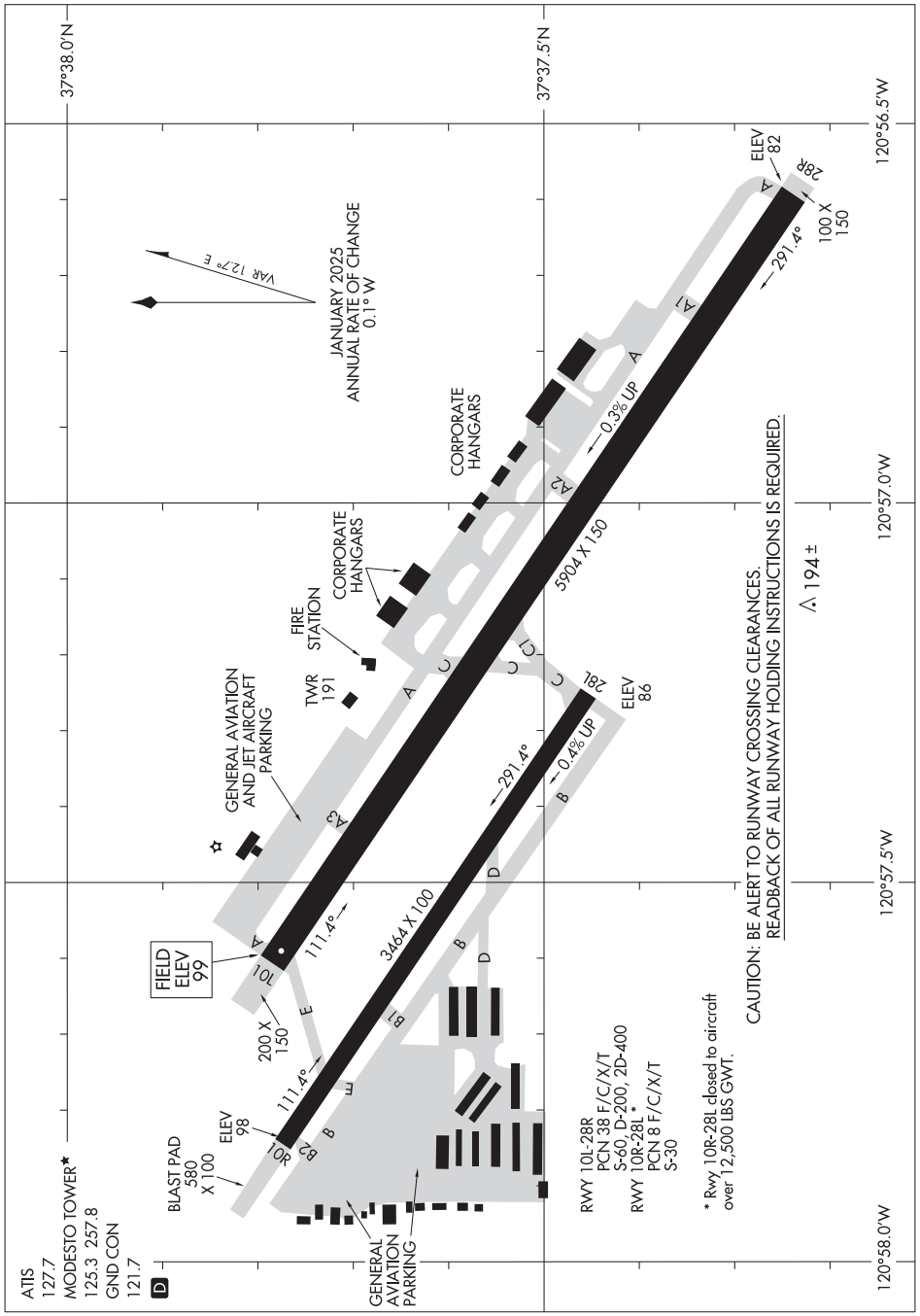


SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)
AL-643 (FAA)
MODESTO, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)
MODESTO, CALIFORNIA

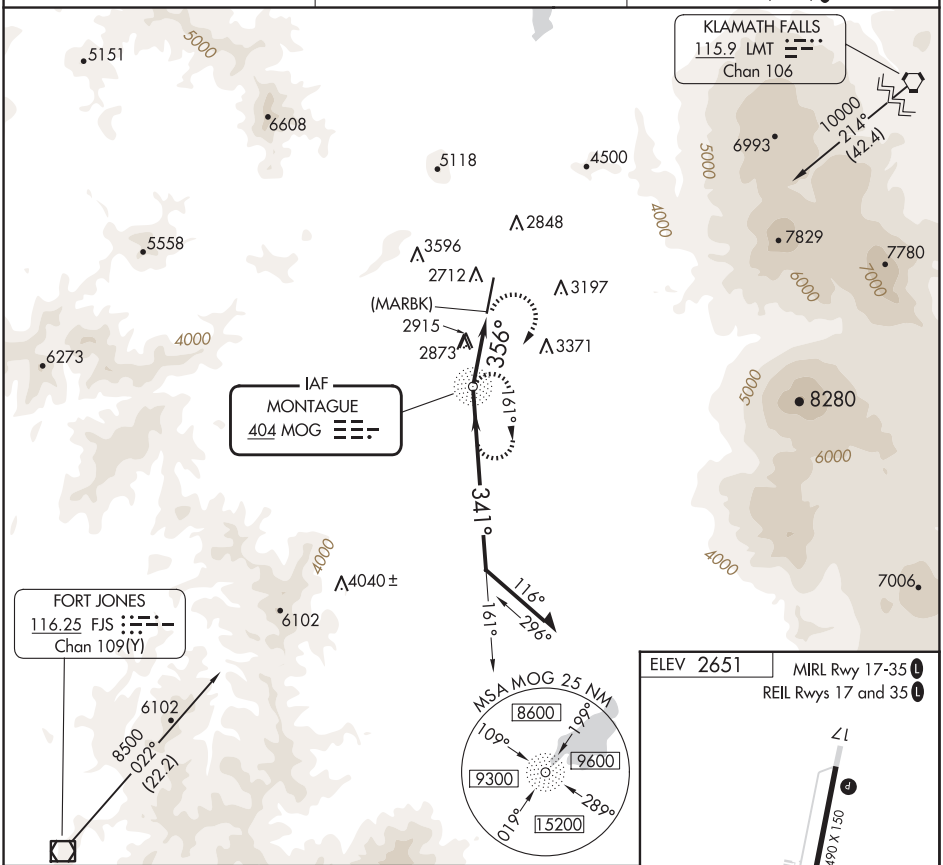
| NDB MOG | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 404 | 356° | TDZE | N/A |
| | | Apt Elev | 2651 |

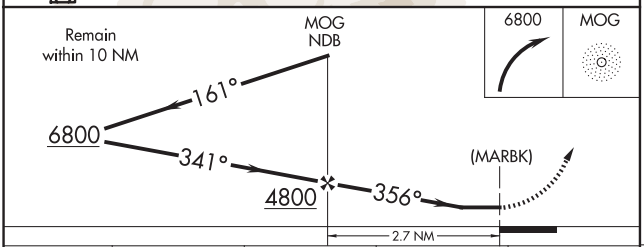
# NDB or GPS-A
## SISKIYOU COUNTY (SIY)

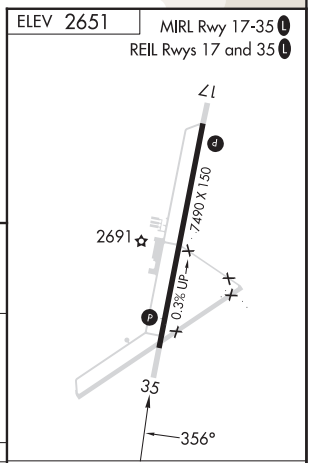
Use Siskiyou County altimeter setting; when not available, use Montague-Yreka Rohrer Fld altimeter setting; when neither received, procedure not authorized. Circling NA for Cats C and D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 6800 direct MOG NDB and hold.

| ASOS | SEATTLE CENTER | UNICOM |
|---|---|---|
| 121.125 | 124.85 306.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3760-1¼<br>1109 (1200-1¼) | 3760-1½<br>1109 (1200-1½) | 3980-3<br>1329 (1400-3) | 4220-3<br>1569 (1600-3) |

| FAF to MAP 2.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

MONTEREY, CALIFORNIA AL-271 (FAA) 25107

# ILS or LOC RWY 10R
## MONTEREY RGNL (MRY)

| LOC/DME I-MRY | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 110.7 | 098° | TDZE | 198 |
| Chan 44 | | Apt Elev | 257 |

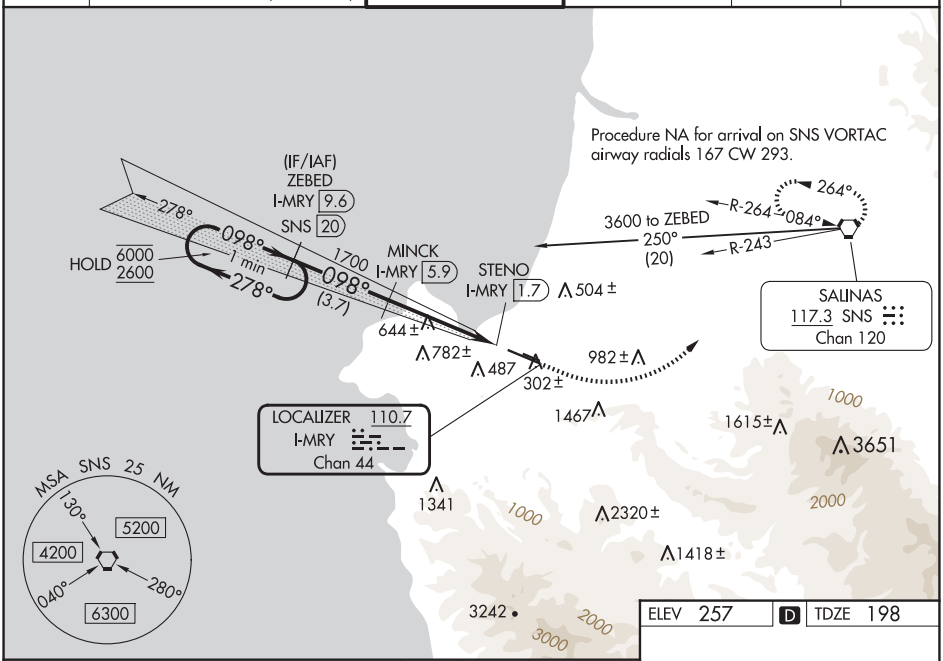
DME required.

Circling NA south of Rwy 10R-28L.
For inop ALS, increase S-ILS 10R all Cats visibility to RVR 6000, and increase S-LOC 10R Cat C and D visibility to 2 SM.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 5000 on heading 030° and on SNS VORTAC R-243 to SNS VORTAC and hold, continue climb-in-hold to 5000.
# Missed approach requires minimum climb of 265 feet per NM to 1360.

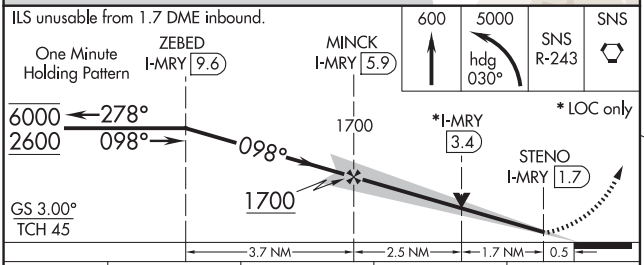
| ATIS | NORCAL APP CON | MONTEREY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.25 | 133.0 251.15 (001°-135°)<br>127.15 307.125 (136°-360°) | 118.4 (CTAF) L 257.8 | 120.875 348.6 | 135.45 | 122.95 |

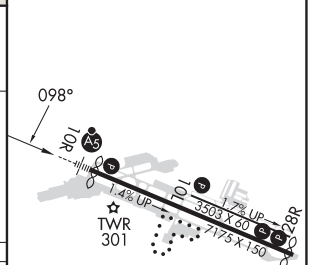



ELEV 257 D TDZE 198

ILS unusable from 1.7 DME inbound.

| 600 | 5000 | SNS |
|---|---|---|
| | hdg 030° | SNS R-243 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R # | 398/24 200 (200-½) | | | |
| S-ILS 10R | 583/35 385 (400-⅝) | | | |
| S-LOC 10R | 920/24 722 (700-½) | | 920-1⅝ 722 (700-1⅝) | |
| C CIRCLING | 920-1 663 (700-1) | | 1280-3 1023 (1100-3) | NA |

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L
REIL Rwys 10L and 28R



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

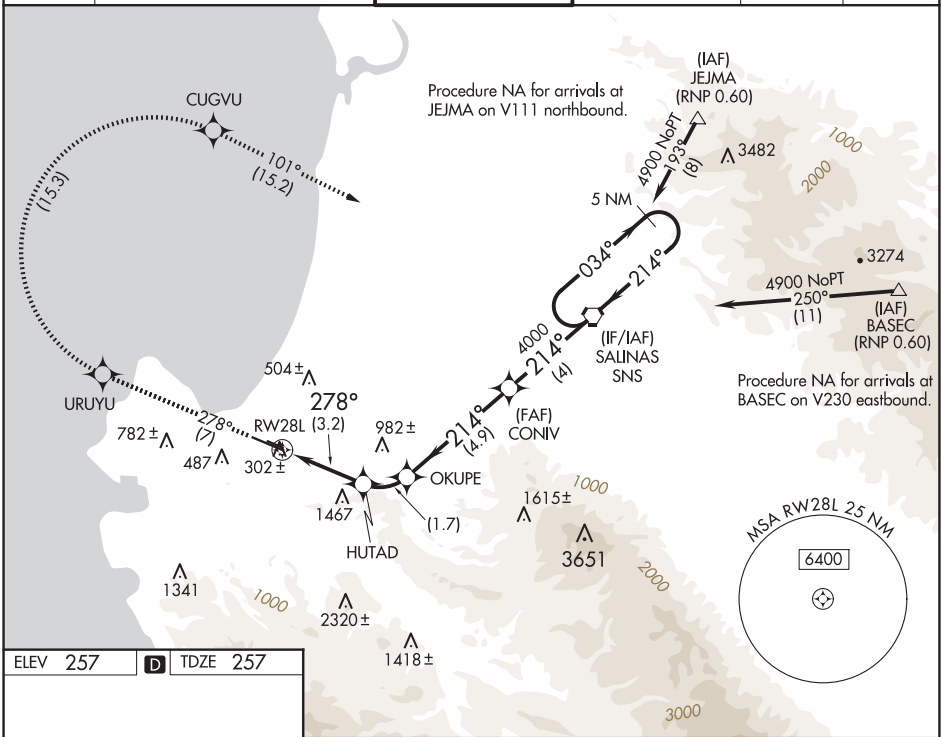
| APP CRS | Rwy ldg | 7000 |
|---|---|---|
| 278° | TDZE | 257 |
| | Apt Elev | 257 |

# RNAV (RNP) Z RWY 28L
## MONTEREY RGNL (MRY)

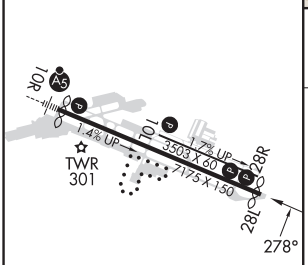
For uncompensated Baro-VNAV systems, procedure NA below 0°C (32°F) or above 48°C (120°F). RF required. GPS required.

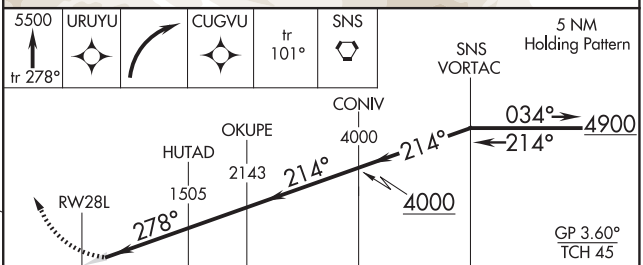
MISSED APPROACH: Climb to 5500 on track 278° to URUYU, right turn to CUGVU, and on track 101° to SNS VORTAC and hold.

| ATIS | NORCAL APP CON | MONTEREY TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.25 | 133.0 251.15 (001°-135°)<br>127.15 307.125 (136°-360°) | 118.4 (CTAF) L 257.8 | 120.875 348.6 | 135.45 | 122.95 |




ELEV 257 D TDZE 257




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 527/45 | 270 (300-⅞) | | NA |
| RNP 0.15 DA | 767- 1½ | 510 (600-1½) | | NA |
| RNP 0.20 DA | 1236-3 | 979 (1000-3) | | NA |

**AUTHORIZATION REQUIRED**

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L
REIL Rwys 10L and 28R

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

MONTEREY, CALIFORNIA AL-271 (FAA) 25107

| WAAS CH 69602 W10A | APP CRS 098° | Rwy ldg 7000<br>TDZE 198<br>Apt Elev 257 |
|---|---|---|

# RNAV (GPS) RWY 10R
## MONTEREY RGNL (MRY)

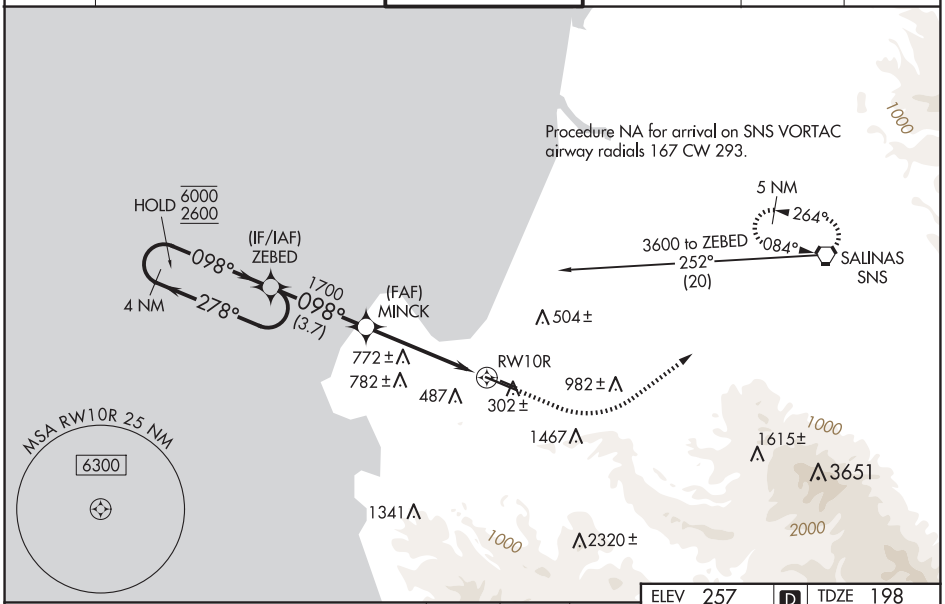
RNP APCH - GPS.

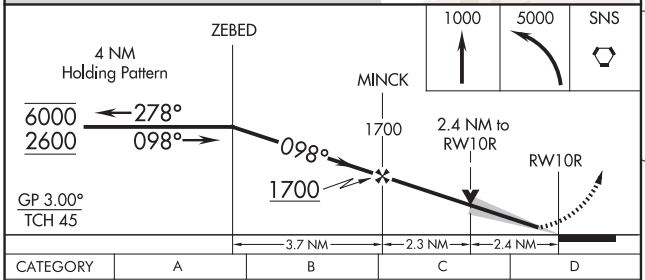
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. Circling NA south of Rwy 10R-28L. For inop ALS, increase LPV all Cats visibility to 1⅜ SM and LNAV Cat C/D visibility to 2½ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

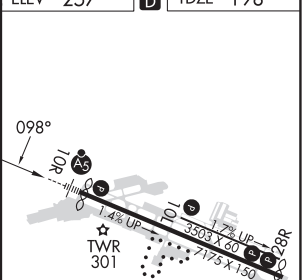
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.
*Missed approach requires minimun climb of 387 feet per NM to 1700.

| ATIS | NORCAL APP CON | MONTEREY TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.25 | 133.0 251.15 (001°-135°)<br>127.15 307.125 (136°-360°) | 118.4 (CTAF) L 257.8 | 120.875 348.6 | 135.45 | 122.95 |




ELEV 257 D TDZE 198




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 398/24 200 (200-½) | | | |
| LPV DA | 677/50 479 (500-1) | | | |
| LNAV/VNAV DA | 754/60 556 (500-1¼) | | | |
| LNAV MDA | 980/24 782 (800-½) | 980/40 782 (800-¾) | 980-1¾ 782 (800-1¾) | |
| C CIRCLING | 980-1 723 (800-1) | 980-1¼ 723 (800-1¼) | 1280-3 1023 (1100-3) | NA |

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L
REIL Rwys 10L and 28R



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

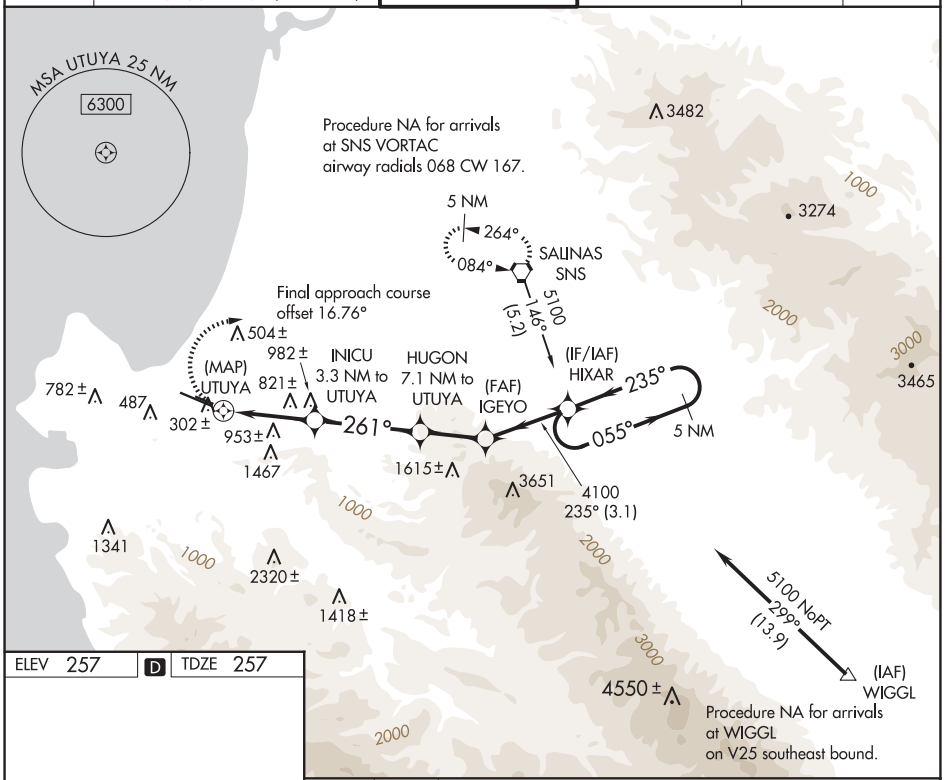
| WAAS CH 61237 W28A | APP CRS 261° | Rwy ldg 7000<br>TDZE 257<br>Apt Elev 257 |
|---|---|---|

# RNAV (GPS) Y RWY 28L
## MONTEREY RGNL (MRY)

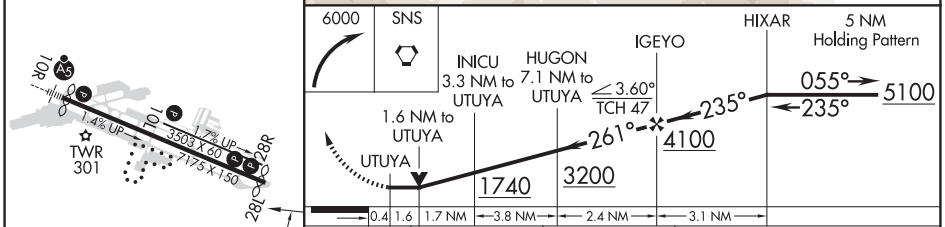
Circling NA South of Rwy 28L-10R. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climbing right turn to 6000 direct SNS VORTAC and hold, continue climb-in-hold to 6000.

| ATIS | NORCAL APP CON | MONTEREY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.25 | 133.0 251.15 (001°-135°)<br>127.15 307.125 (136°-360°) | 118.4 (CTAF) L 257.8 | 120.875 348.6 | 135.45 | 122.95 |




ELEV 257 | D | TDZE 257




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1080/55<br>823 (900-1) | 1080/60<br>823 (900-1¼) | 1080-2½<br>823 (900-2½) | NA |
| LNAV MDA | 1120/55<br>863 (900-1) | 1120/60<br>863 (900-1¼) | 1120-2½<br>863 (900-2½) | NA |
| C CIRCLING | 1120-1¼ 863 (900-1¼) | | 1260-3<br>1003 (1100-3) | NA |

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L
REIL Rwys 10L and 28R

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-MTB | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 110.7 | 278° | TDZE | 257 |
| Chan 44 | | Apt Elev | 257 |

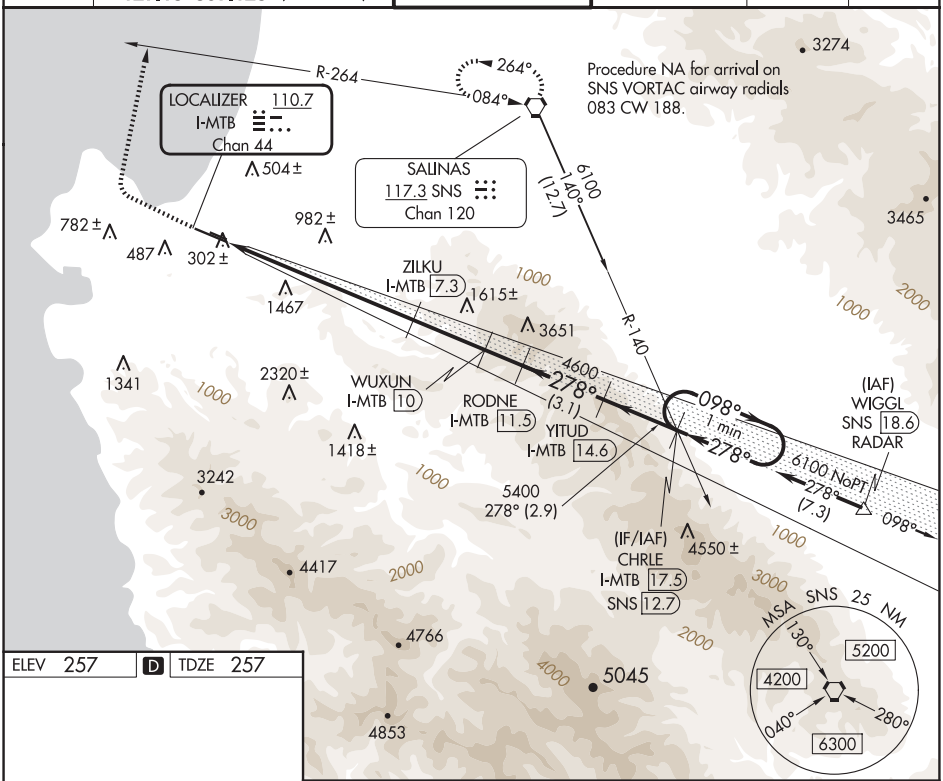
# LOC RWY 28L
## MONTEREY RGNL (MRY)

DME required. DME or RADAR required for procedure entry.

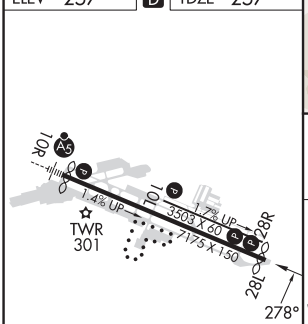
T A Circling NA south of Rwy 10R-28L. Rwy 28L helicopter visibility reduction below ¾ SM NA.

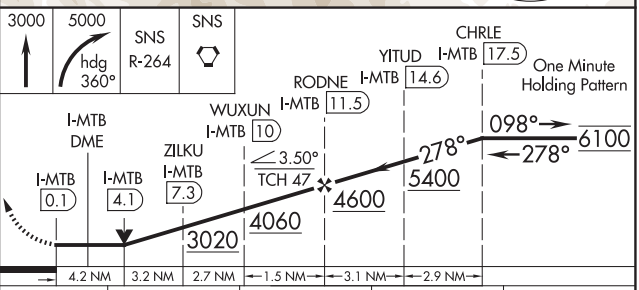
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 on heading 360° and SNS VORTAC R-264 to SNS VORTAC and hold.

| ATIS | NORCAL APP CON | MONTEREY TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.25 | 133.0 251.15 (001°-135°)<br>127.15 307.125 (136°-360°) | 118.4 (CTAF) L 257.8 | 120.875 348.6 | 135.45 | 122.95 |




ELEV 257 D TDZE 257




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 28L | 1860-1¼<br>1603 (1700-1¼) | 1860-1½<br>1603 (1700-1½) | 1860-3 | 1603 (1700-3) |
| C CIRCLING | 1860-1¼<br>1603 (1700-1¼) | 1860-1½<br>1603 (1700-1½) | 1860-3 | 1603 (1700-3) |

MIRL Rwy 10L-28R
HIRL Rwy 10R-28L L
REIL Rwy 28L L
REIL Rwys 10L and 28R

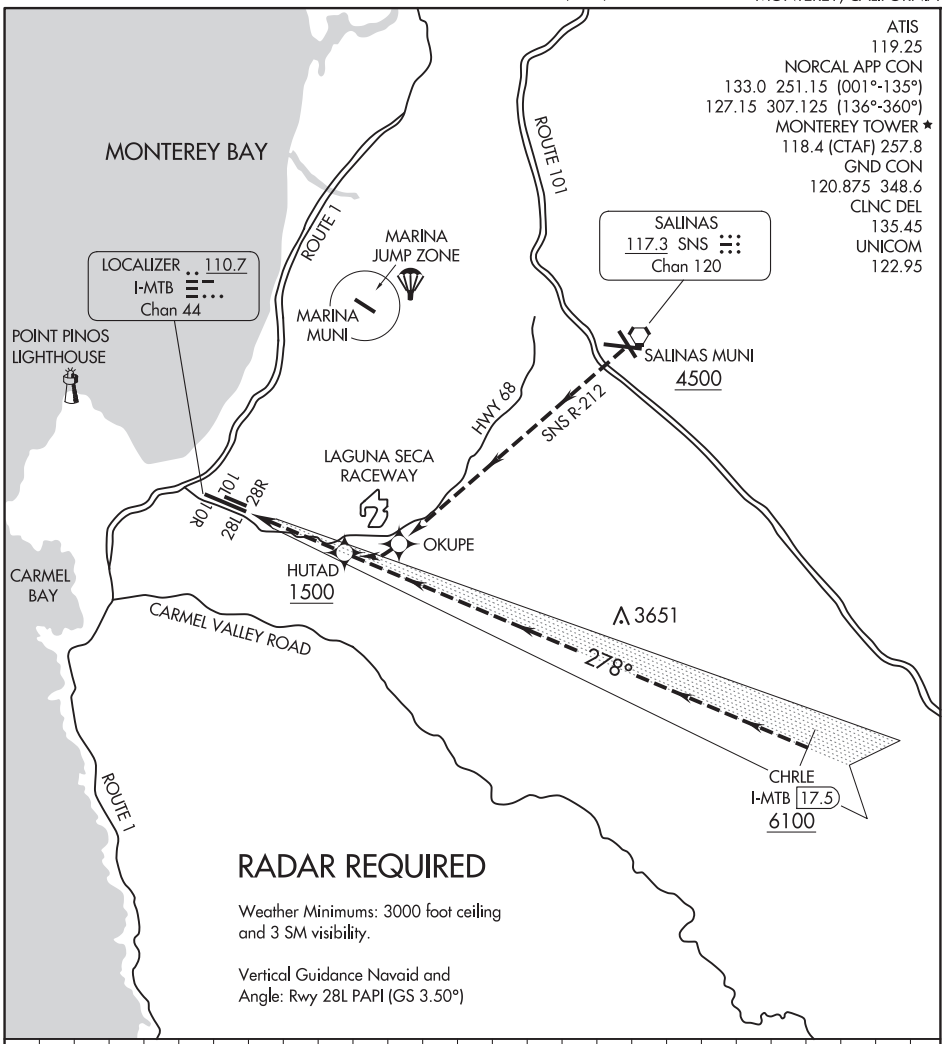



SW-2, 12 JUN 2025 to 07 AUG 2025

# RACEWAY VISUAL RWY 28L

AL-271 (FAA)

MONTEREY RGNL (MRY)
MONTEREY, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

RACEWAY VISUAL APPROACH RWY 28L

PROCEDURE NOT AUTHORIZED AT NIGHT.

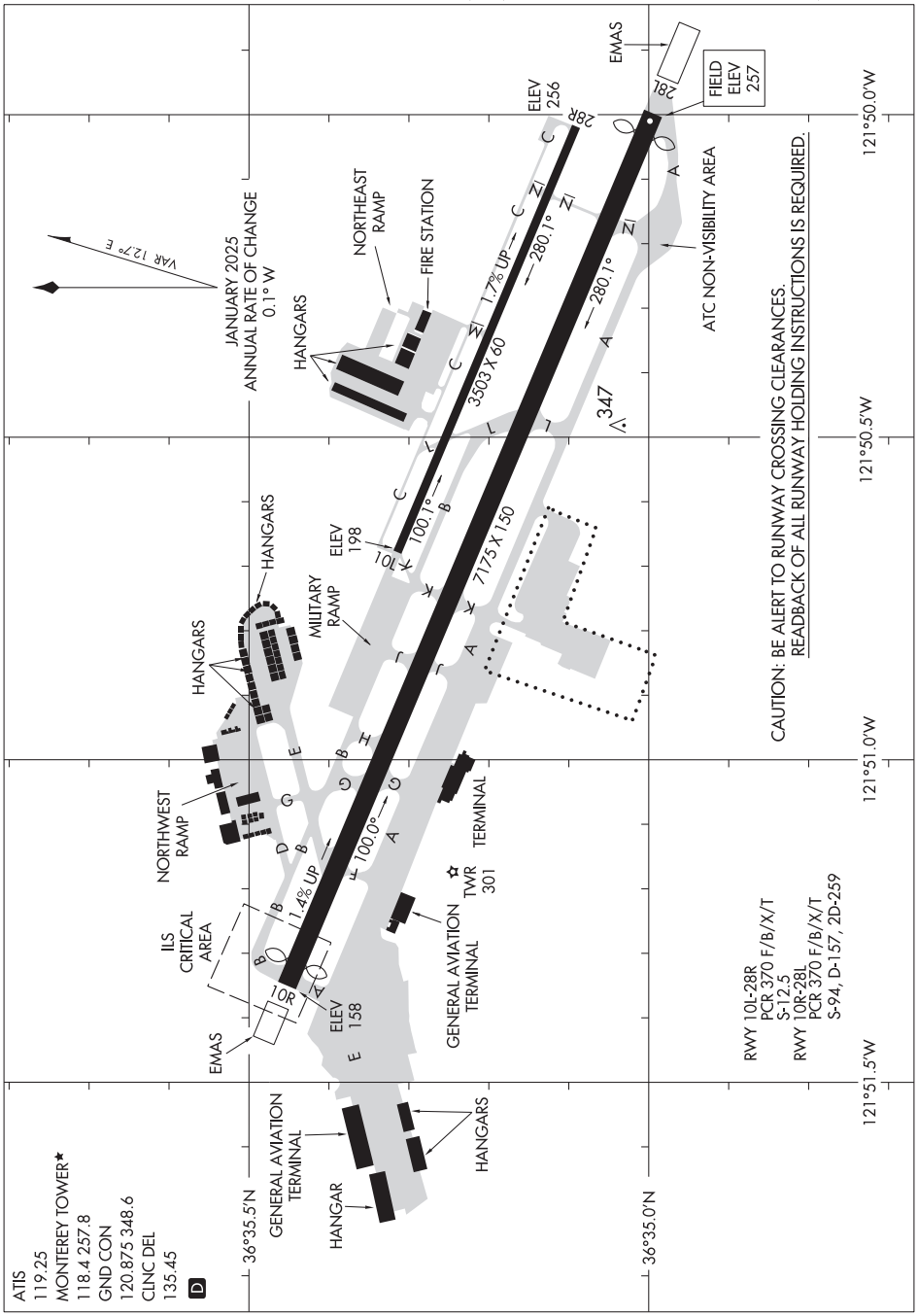
From the east, proceed to Salinas Municipal Airport, then proceed southwest, remaining east of State Highway 68 until abeam Laguna Seca Raceway.
From the southeast, proceed from CHRLE on 278° course to HUTAD (1 mile south of Laguna Seca Raceway).

25107

# AIRPORT DIAGRAM

AL-271 (FAA)

MONTEREY RGNL (MRY)
MONTEREY, CALIFORNIA



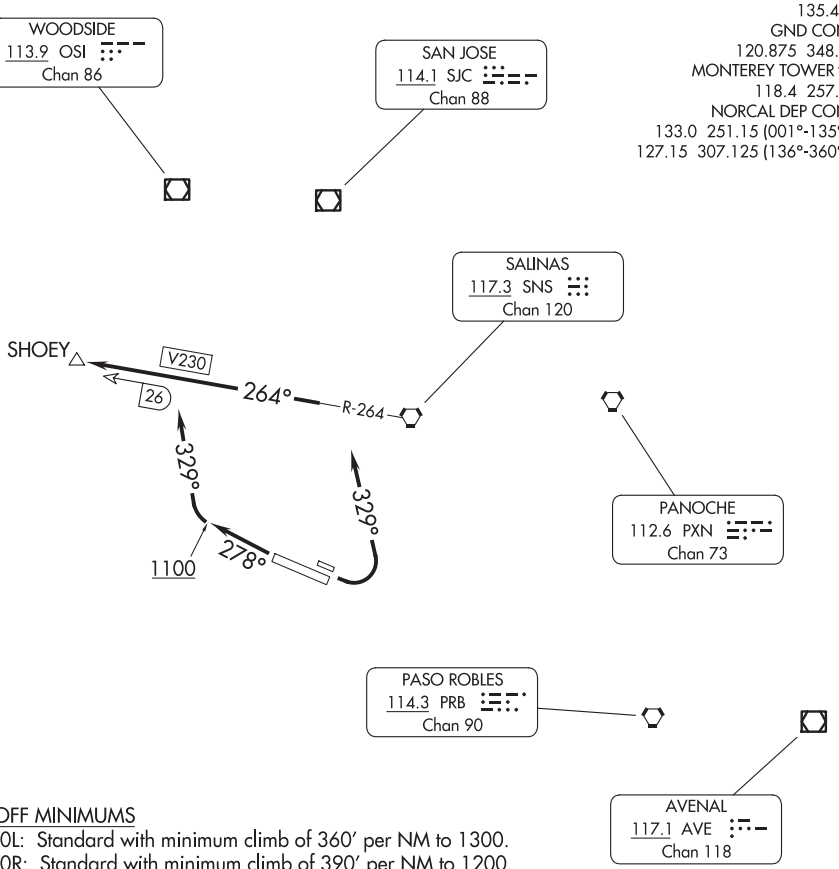

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
MONTEREY, CALIFORNIA
MONTEREY RGNL (MRY)

**TOP ALTITUDE: 7000**

ATIS
119.25
CLNC DEL
135.45
GND CON
120.875 348.6
MONTEREY TOWER ★
118.4 257.8
NORCAL DEP CON
133.0 251.15 (001°-135°)
127.15 307.125 (136°-360°)




TAKEOFF MINIMUMS
Rwy 10L: Standard with minimum climb of 360′ per NM to 1300.
Rwy 10R: Standard with minimum climb of 390′ per NM to 1200.
Rwy 28L: Standard with minimum climb of 310′ per NM to 1100.
Rwy 28R: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing left turn heading 329°. Thence. . . .

TAKEOFF RUNWAYS 28L/R: Climb heading 278° until leaving 1100 or as directed by Monterey Tower. Then climbing right turn heading 329°. Thence. . . .

. . . .intercept SNS R-264 westbound to SHOEY intersection. Maintain 7000 or assigned altitude. Expect clearance to filed altitude five minutes after departure.

(TORO7.TORO) 23334

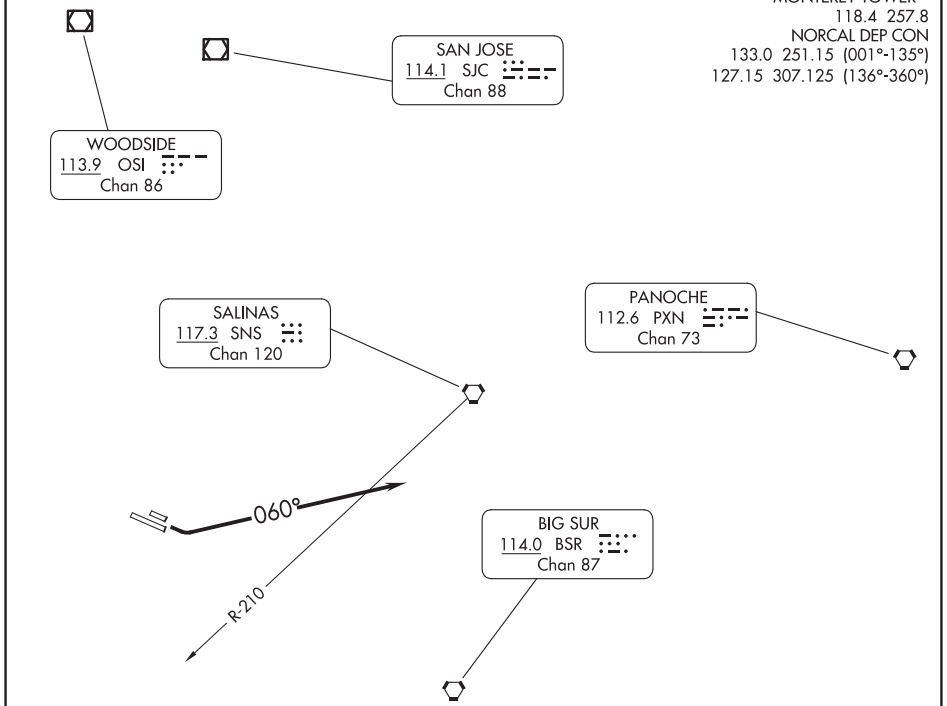
# TORO SEVEN DEPARTURE

AL-271 (FAA)

MONTEREY RGNL (MRY)
MONTEREY, CALIFORNIA

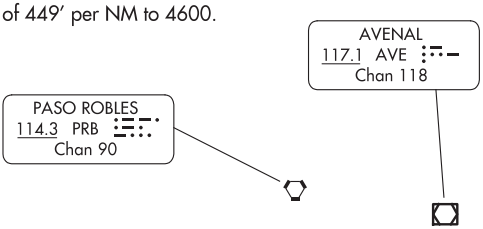
**TOP ALTITUDE: 7000**

ATIS
119.25
GND CON
120.875 348.6
MONTEREY TOWER ★
118.4 257.8
NORCAL DEP CON
133.0 251.15 (001°-135°)
127.15 307.125 (136°-360°)




TAKEOFF MINIMUMS

Rwys 10L/R: Standard with minimum climb of 449′ per NM to 4600.




NOTE: Takeoff Rwys 28L/R NA.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing left turn heading 060°. Expect vectors to filed route after passing SNS R-210. Maintain 7000 or assigned altitude. Expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, climb direct SNS VORTAC, then via assigned fix/route. Maintain 7000.


SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 32R
## MOFFETT FEDERAL AIRFIELD (NUQ)

| LOC/DME I-NUQ | APP CRS | Rwy ldg | 9006 |
|---|---|---|---|
| 110.35 | 322° | TDZE | 31 |
| Chan 40 (Y) | | Apt Elev | 37 |

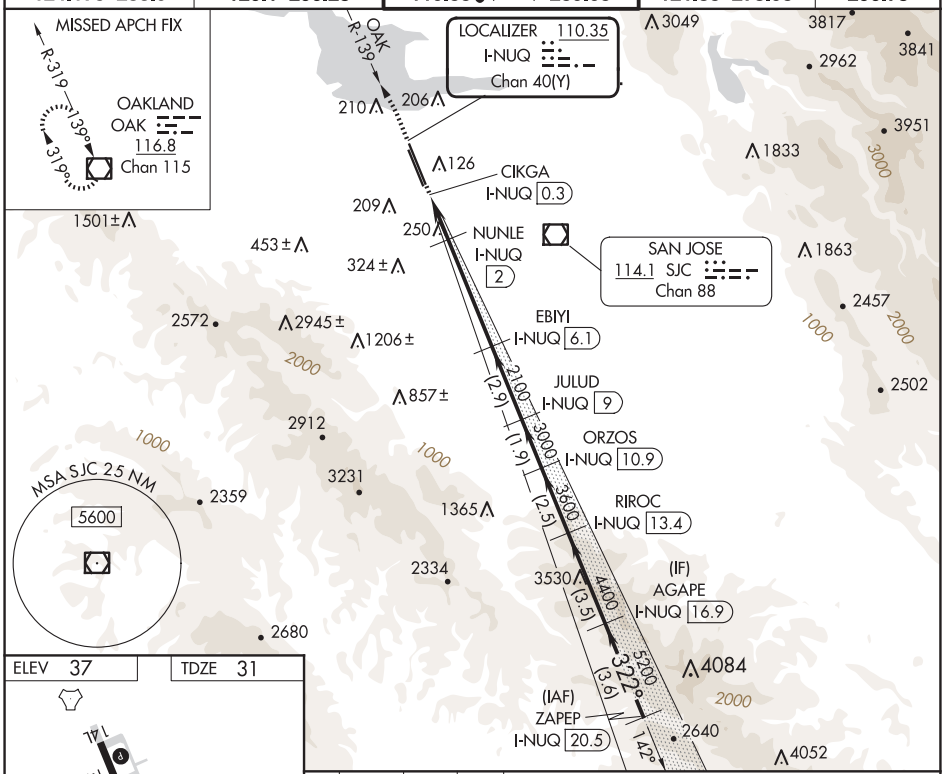
DME required. RADAR required for procedure entry.

For inop ALS, increase S-ILS 32R visibility all Cats to 1⅜ SM and S-LOC 32R Cat A/B to 1 SM and C/D/E to 1⅜ SM.

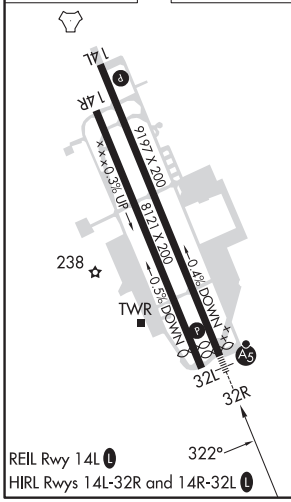
MALSR

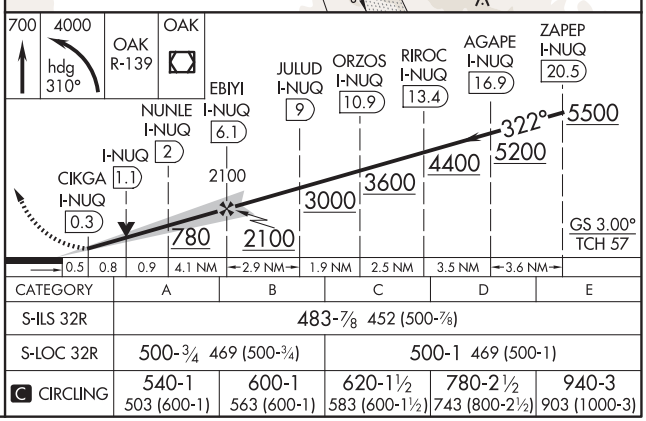
MISSED APPROACH: Climb to 700 then climbing left turn to 4000 on heading 310° and on OAK VOR/DME R-139 to OAK VOR/DME and hold.

| ATIS | NORCAL APP CON | MOFFETT TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 (L) (CTAF) 259.65 | 121.85 278.95 | 296.75 |




| ELEV 37 | TDZE 31 |
|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32R | 483-⅞ 452 (500-⅞) | | | | |
| S-LOC 32R | 500-¾ 469 (500-¾) | | 500-1 469 (500-1) | | |
| C CIRCLING | 540-1 503 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2½ 743 (800-2½) | 940-3 903 (1000-3) |


SW-2, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN VIEW, CALIFORNIA AL-410 (FAA) 25051

# RNAV (GPS) RWY 14L
## MOFFETT FEDERAL AIRFIELD (NUQ)

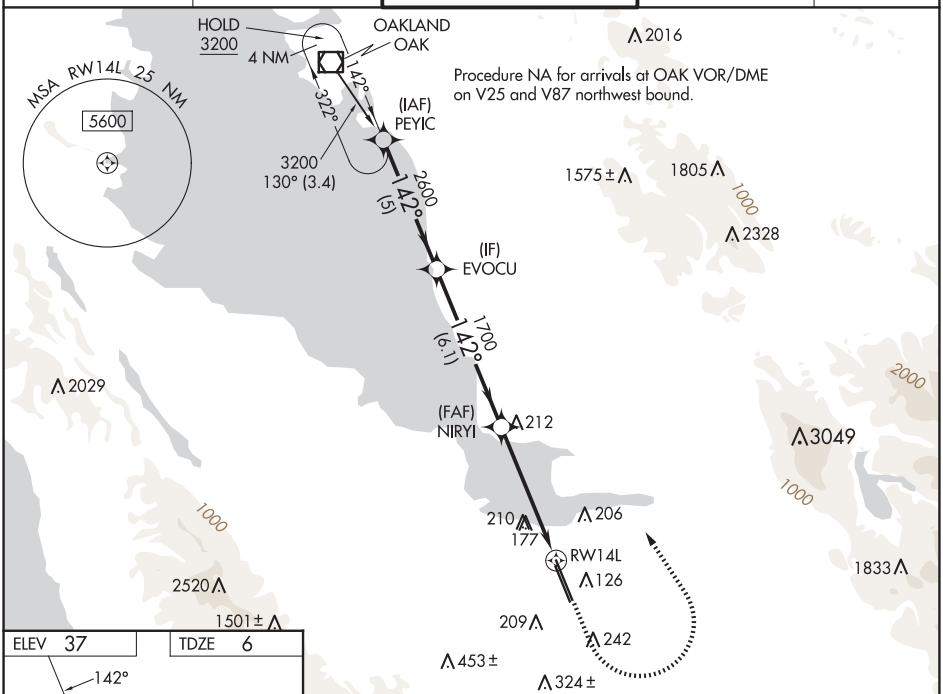
| WAAS CH 70442 W14A | APP CRS 142° | Rwy ldg 9197 | TDZE 6 | Apt Elev 37 |
|---|---|---|---|---|

RNP APCH.

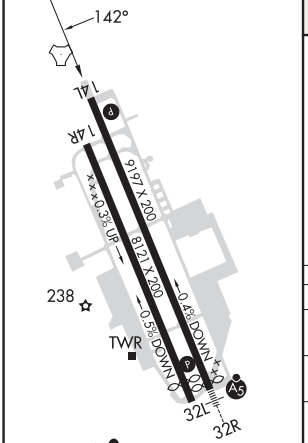
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C .

MISSED APPROACH: Climb to 500 then climbing left turn to 3200 direct PEYIC and hold.

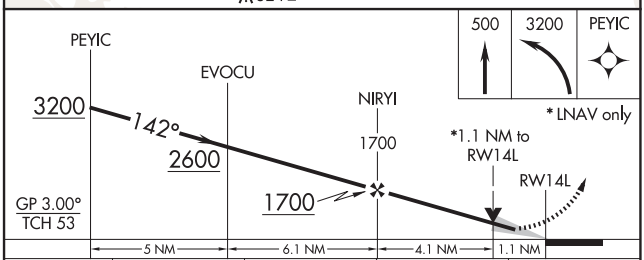
| ATIS | NORCAL APP CON | MOFFETT TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 L (CTAF) 259.65 | 121.85 278.95 | 296.75 |




ELEV 37 TDZE 6




REIL Rwy 14L L
HIRL Rwys 14L-32R and 14R-32L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 256-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 326-⅞ 320 (300-⅞) | | | |
| LNAV MDA | 440-1 434 (500-1) | | 440-1¼ 434 (500-1¼) | |
| C CIRCLING | 540-1 503 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2¼ 743 (800-2¼) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 81942 W14B | APP CRS 142° | Rwy ldg 8121<br>TDZE 14<br>Apt Elev 37 |
|---|---|---|

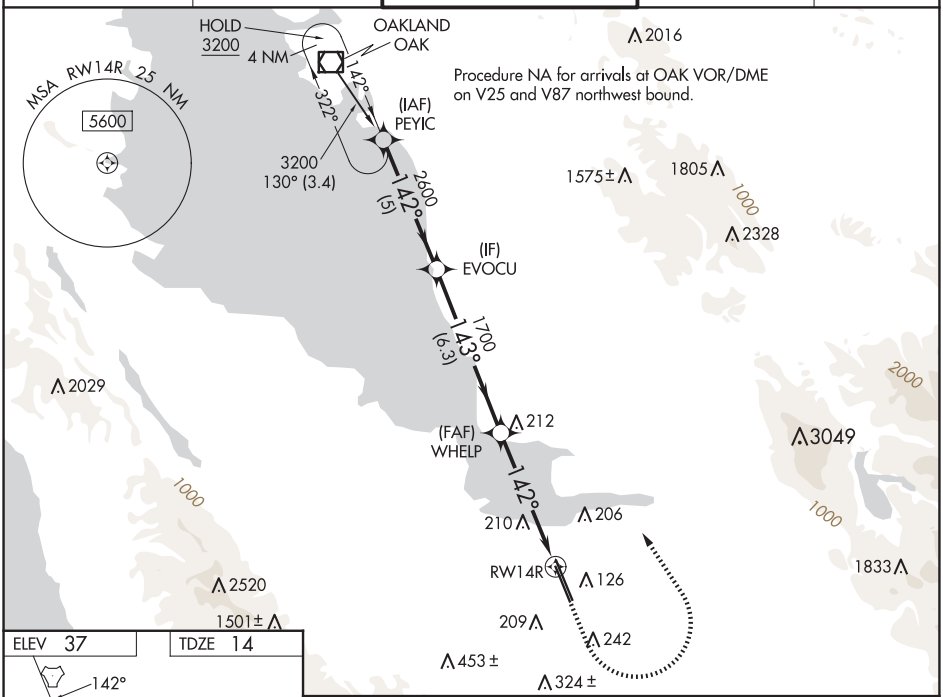
# RNAV (GPS) RWY 14R
## MOFFETT FEDERAL AIRFIELD (NUQ)

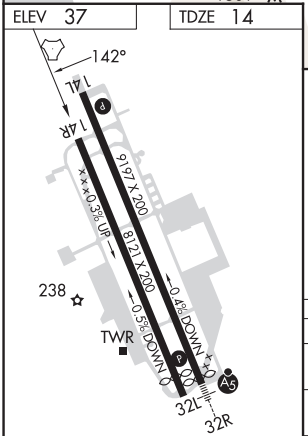
RNP APCH.

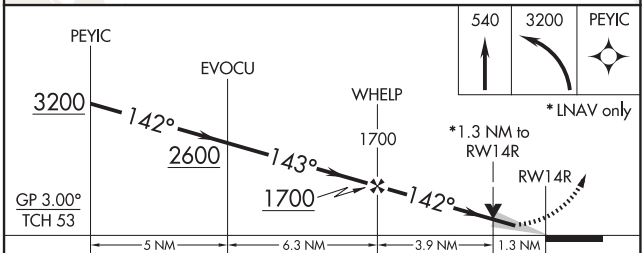
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.

MISSED APPROACH: Climb to 540 then climbing left turn to 3200 direct PEYIC and hold.

| ATIS | NORCAL APP CON | MOFFETT TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 L (CTAF) 259.65 | 121.85 278.95 | 296.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 264-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 364-1 350 (400-1) | | | |
| LNAV MDA | 460-1 446 (500-1) | | 460-1⅜ 446 (500-1⅜) | |
| C CIRCLING | 540-1 503 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2¼ 743 (800-2¼) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN VIEW, CALIFORNIA AL-410 (FAA) 25051

| WAAS CH 50242 W32A | APP CRS 322° | Rwy ldg 7521 TDZE 37 Apt Elev 37 |
|---|---|---|

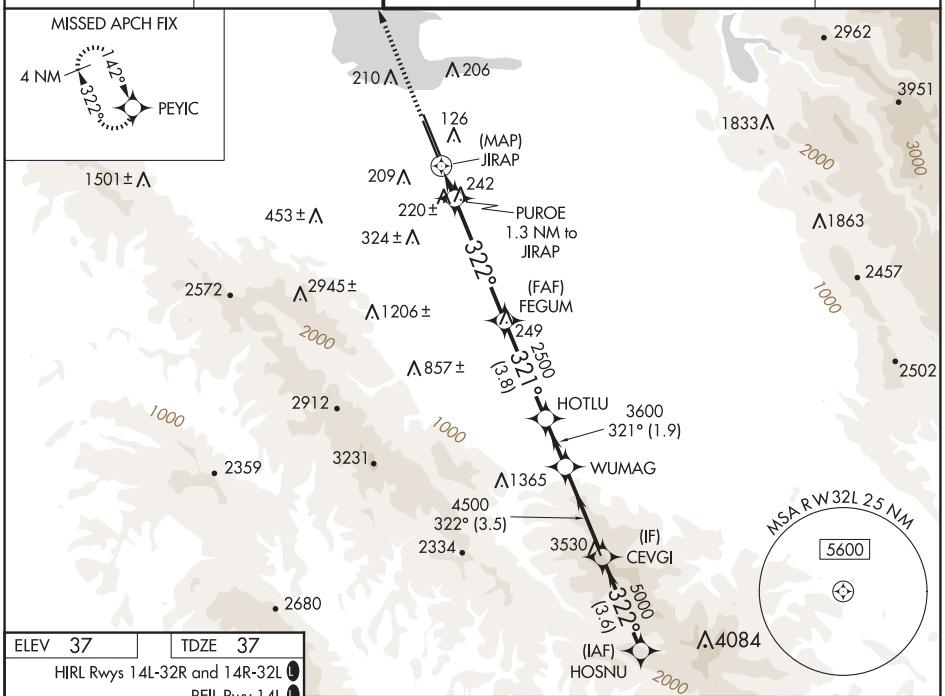
# RNAV (GPS) RWY 32L
## MOFFETT FEDERAL AIRFIELD (NUQ)

RNP APCH - GPS.

Rwy 32L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 47°C .

MISSED APPROACH: Climb to 3200 direct PEYIC and hold.

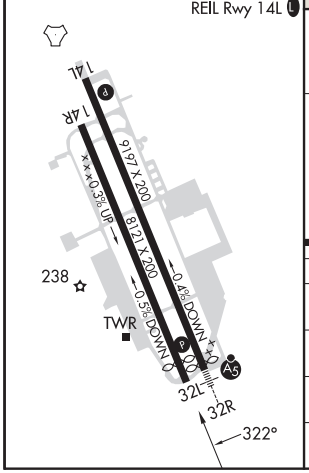
| ATIS | NORCAL APP CON | MOFFETT TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 L (CTAF) 259.65 | 121.85 278.95 | 296.75 |

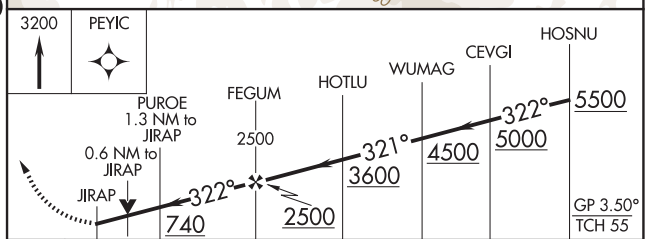



SW-2, 12 JUN 2025 to 07 AUG 2025

| ELEV 37 | TDZE 37 |
|---|---|

HIRL Rwys 14L-32R and 14R-32L L
REIL Rwy 14L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 338-⅞ 301 (300-⅞) | | | |
| LNAV/VNAV DA | 478-1⅜ 441 (500-1⅜) | | | |
| LNAV MDA | 480-1 443 (500-1) | | 480-1⅜ 443 (500-1⅜) | |
| C CIRCLING | 540-1 503 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2¼ 743 (800-2¼) |

SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) RWY 32R
## MOFFETT FEDERAL AIRFIELD (NUQ)

| WAAS CH 53343 W32B | APP CRS 322° | Rwy ldg 9006<br>TDZE 31<br>Apt Elev 37 |
|---|---|---|

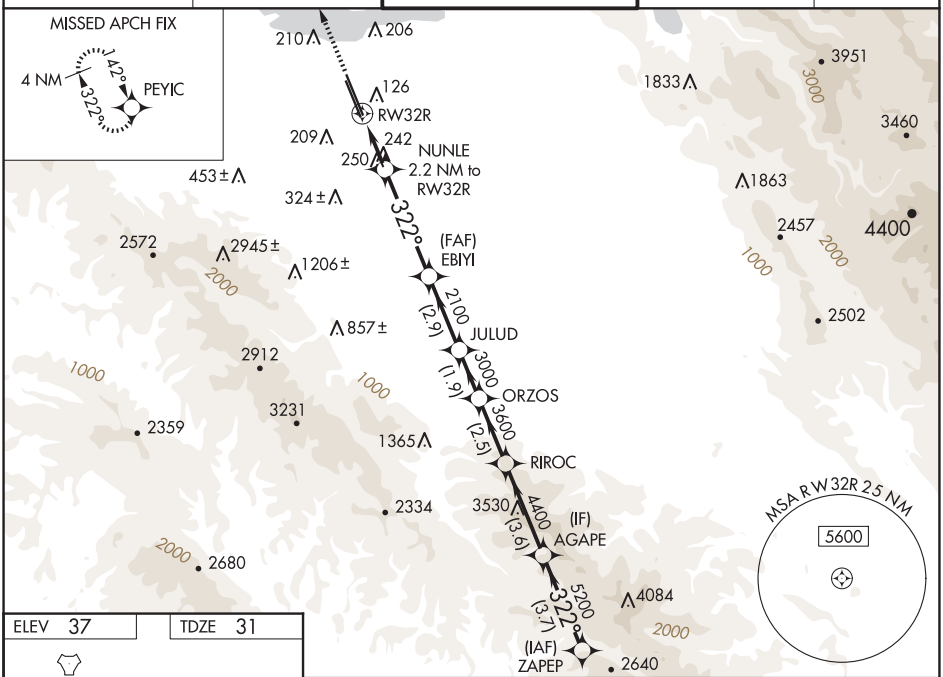
RNP APCH - GPS.

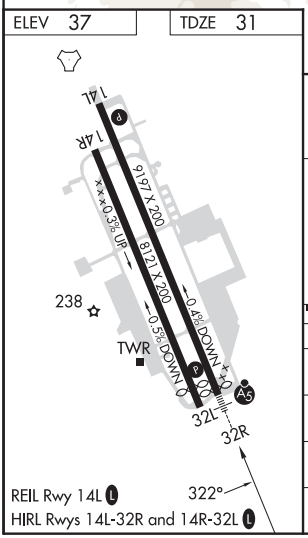
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 32R helicopter visibility reduction below ¾ SM NA. For inop ALS increase LPV all Cats visibility to 1¼ SM, LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cats A/B to 1 SM and Cats C/D visibility to 1⅜ SM.

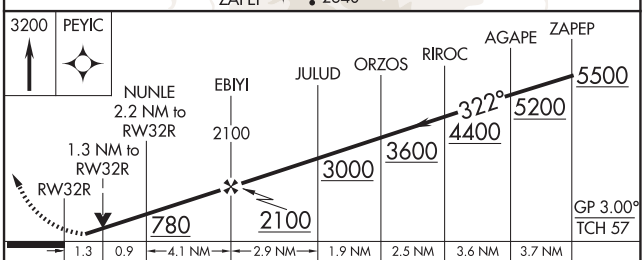
MALSR

MISSED APPROACH: Climb to 3200 direct PEYIC and hold.

| ATIS | NORCAL APP CON | MOFFETT TOWER* | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 (L) (CTAF) 259.65 | 121.85 278.95 | 296.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 452-¾ 421 (500-¾) | | | |
| LNAV/VNAV DA | 493-1 462 (500-1) | | | |
| LNAV MDA | 500-¾ 469 (500-¾) | | 500-1 469 (500-1) | |
| (C) CIRCLING | 540-1 503 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2½ 743 (800-2½) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN VIEW, CALIFORNIA | AL-410 (FAA) | 25051

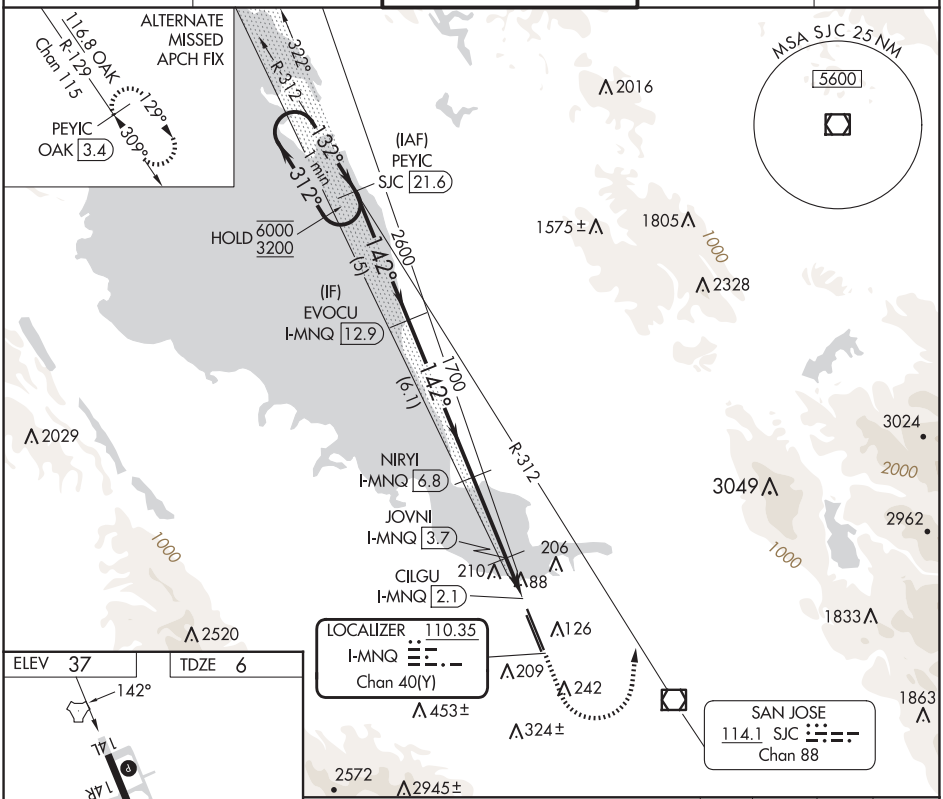
# LOC RWY 14L
## MOFFETT FEDERAL AIRFIELD (NUQ)

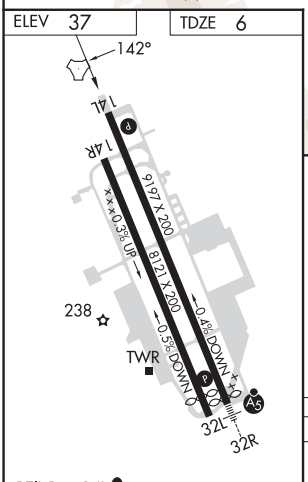
| LOC/DME I-MNQ | APP CRS | Rwy ldg | 9197 |
|---|---|---|---|
| 110.35 | 142° | TDZE | 6 |
| Chan 40 (Y) | | Apt Elev | 37 |

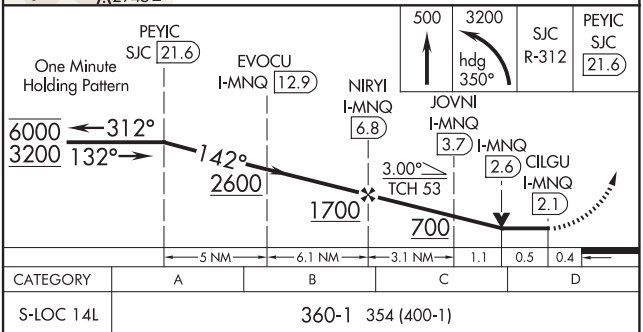
DME required. RADAR required for procedure entry.

MISSED APPROACH: Climb to 500 then climbing left turn to 3200 on heading 350° and SJC VOR/DME R-312 to PEYIC/SJC 21.6 DME and hold.

| ATIS | NORCAL APP CON | MOFFETT TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 (L) (CTAF) 259.65 | 121.85 278.95 | 296.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 14L | 360-1 354 (400-1) | | | |
| C CIRCLING | 540-1 503 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2½ 743 (800-2½) |

REIL Rwy 14L (L)
HIRL Rwys 14L-32R and 14R-32L (L)

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# TACAN RWY 32L
## MOFFETT FEDERAL AIRFIELD (NUQ)

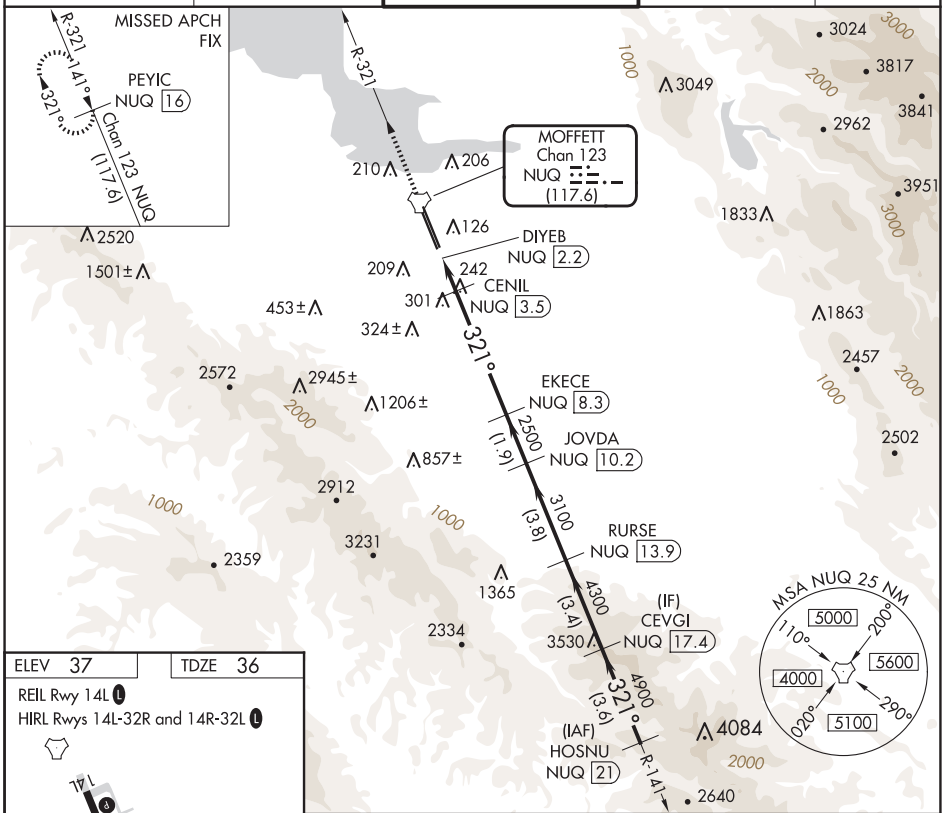
| TACAN NUQ Chan 123 (117.6) | APP CRS 321° | Rwy ldg 7521 TDZE 36 Apt Elev 37 |
|---|---|---|

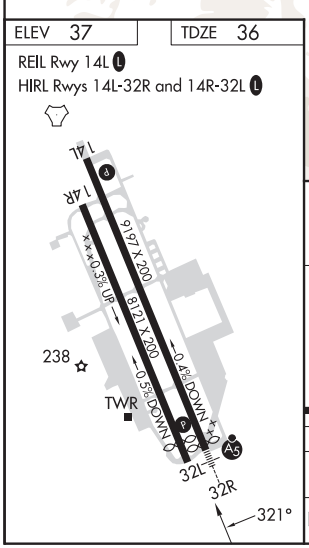
RADAR required for procedure entry.

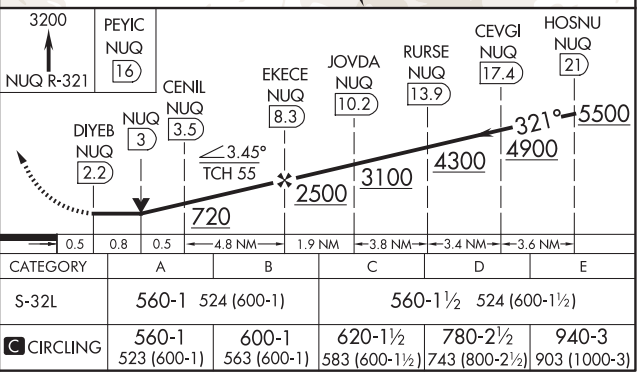
Rwy 32L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 on NUQ TACAN R-321 to PEYIC/16 DME and hold.

| ATIS | NORCAL APP CON | MOFFETT TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 (L) (CTAF) 259.65 | 121.85 278.95 | 296.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32L | 560-1 524 (600-1) | | 560-1½ 524 (600-1½) | | |
| (C) CIRCLING | 560-1 523 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2½ 743 (800-2½) | 940-3 903 (1000-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

MOUNTAIN VIEW, CALIFORNIA | AL-410 (FAA) | 25051

# TACAN RWY 32R
## MOFFETT FEDERAL AIRFIELD (NUQ)

| TACAN NUQ Chan 123 (117.6) | APP CRS 321° | Rwy ldg 9006 / TDZE 31 / Apt Elev 37 |
|---|---|---|

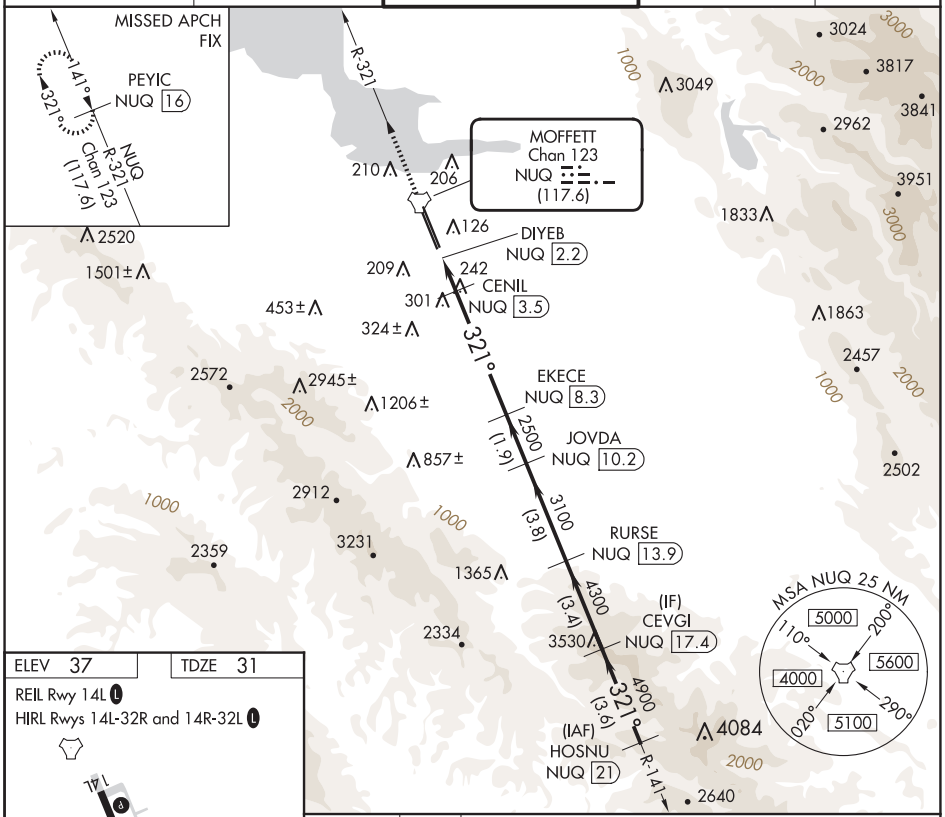
RADAR required for procedure entry.

For inop ALS, increase Cat E visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 3200 on NUQ TACAN R-321 to PEYIC/16 DME and hold.

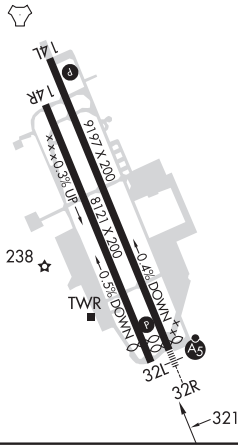
| ATIS | NORCAL APP CON | MOFFETT TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.175 283.0 | 120.1 290.25 | 119.55 L (CTAF) 259.65 | 121.85 278.95 | 296.75 |




| ELEV 37 | TDZE 31 |
|---|---|

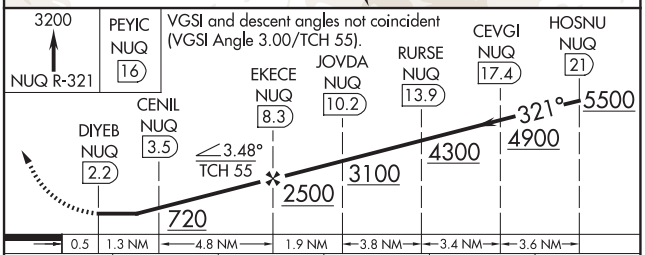
REIL Rwy 14L L

HIRL Rwys 14L-32R and 14R-32L L




3200 NUQ R-321 | PEYIC NUQ 16

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32R | 560-½ 529 (600-½) | | 560-1 529 (600-1) | | |
| C CIRCLING | 560-1 523 (600-1) | 600-1 563 (600-1) | 620-1½ 583 (600-1½) | 780-2½ 743 (800-2½) | 940-3 903 (1000-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

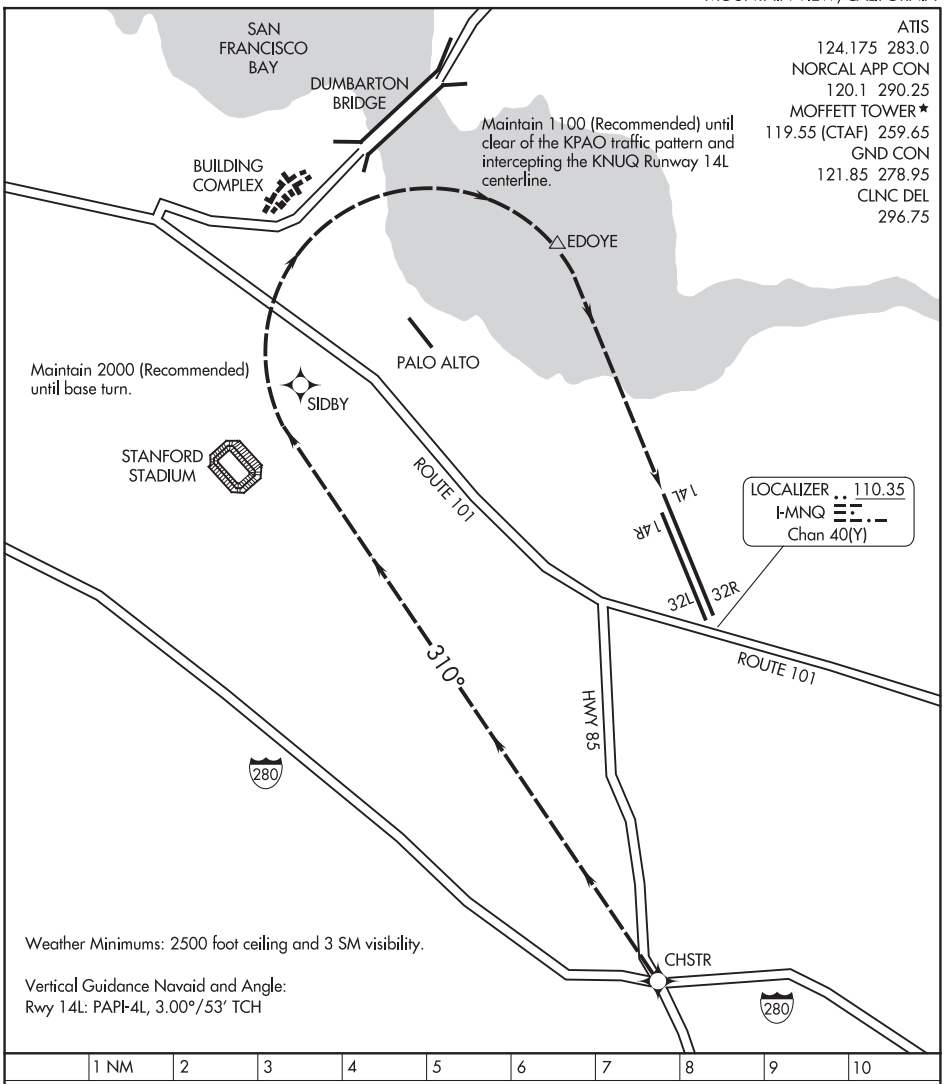
MOUNTAIN VIEW, CALIFORNIA
Amdt 1A 05DEC19

37°25'N-122°03'W

MOFFETT FEDERAL AIRFIELD (NUQ)
TACAN RWY 32R

# DUMBARTON VISUAL RWY 14L

MOFFETT FEDERAL AIRFIELD (NUQ)
MOUNTAIN VIEW, CALIFORNIA




## DUMBARTON VISUAL RWY 14L

PROCEDURE NOT AUTHORIZED AT NIGHT

From south of KNUQ depart the highway 85/I-280 interchange heading 310°, remain 2 NM west of the KPAO runways and 1/2 NM east of Stanford Stadium. On an extended west downwind, turn base at 2000 (recommended) after passing Stanford Stadium but prior to the Dumbarton Bridge. Remain south and east of the Dumbarton Bridge, maintain 1100 (recommended) until clear of the KPAO traffic pattern and intercepting the KNUQ Runway 14L centerline.



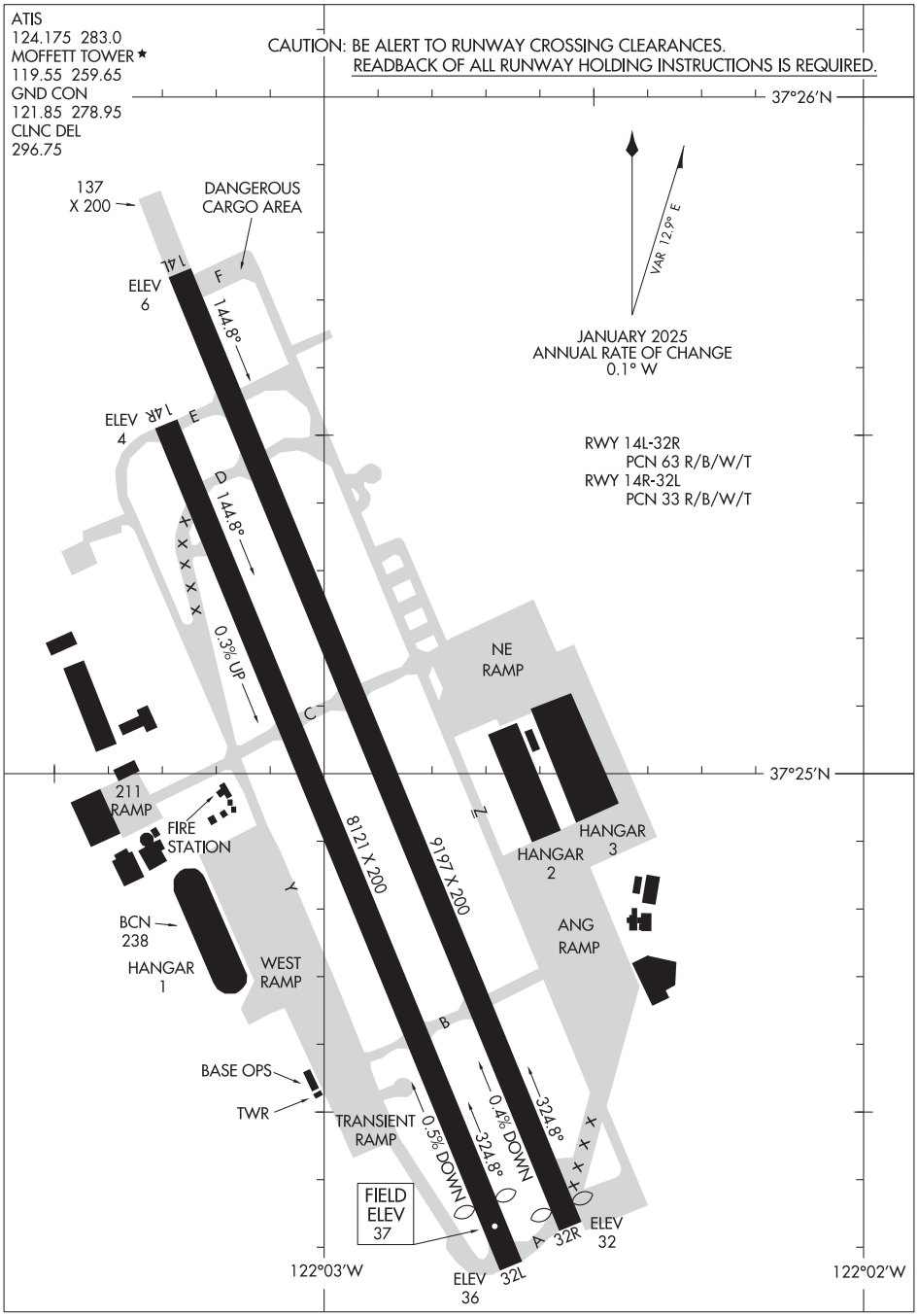
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-410 (FAA)

MOFFETT FEDERAL AIRFIELD (NUQ)
MOUNTAIN VIEW, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
MOUNTAIN VIEW, CALIFORNIA
MOFFETT FEDERAL AIRFIELD (NUQ)

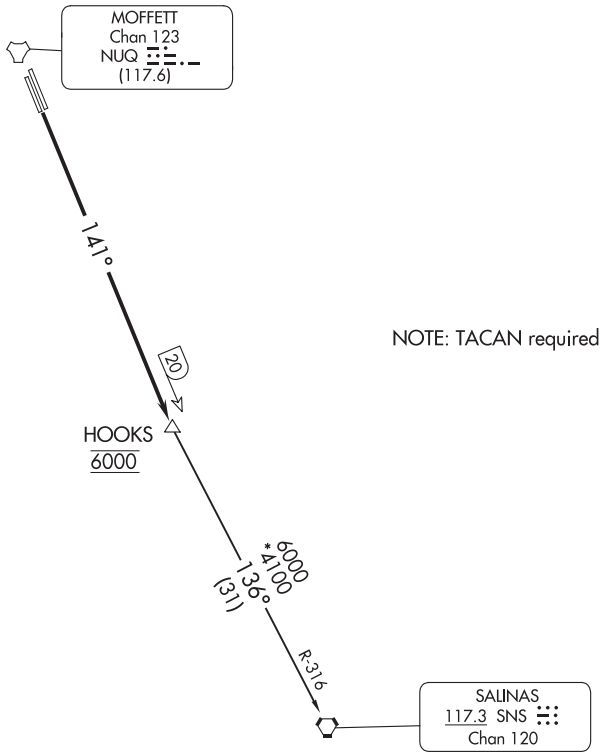
# HOOKS TWO DEPARTURE

AL-410 (FAA)

MOFFETT FEDERAL AIRFIELD (NUQ)
MOUNTAIN VIEW, CALIFORNIA

**TOP ALTITUDE: ASSIGNED BY ATC**

ATIS
124.175 283.0
CLNC DEL
296.75
GND CON
121.85 278.95
MOFFETT TOWER*
119.55 (CTAF) 259.65
NORCAL DEP CON
120.1 290.25




NOTE: TACAN required.

TAKEOFF MINIMUMS

Rwy 14R/L: Standard with the following minimum climb gradients:
Rwy 14R: Obstacle climb of 314′ per NM to 4900, ATC climb of 332′ per NM to 6000.
Rwy 14L: Obstacle climb of 314′ per NM to 4900, ATC climb of 328′ per NM to 6000.
Rwy 32R/L: NA, ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14L/R: Climb via NUQ R-141 to cross HOOKS/NUQ 20 DME at 6000, thence. . . .

. . . . via transition.

VALLEY TRANSITION (HOOKS2.SNS): From over HOOKS DME on SNS R-316 to SNS VORTAC.


SW-2, 12 JUN 2025 to 07 AUG 2025

(OSI2.OSI) 23334

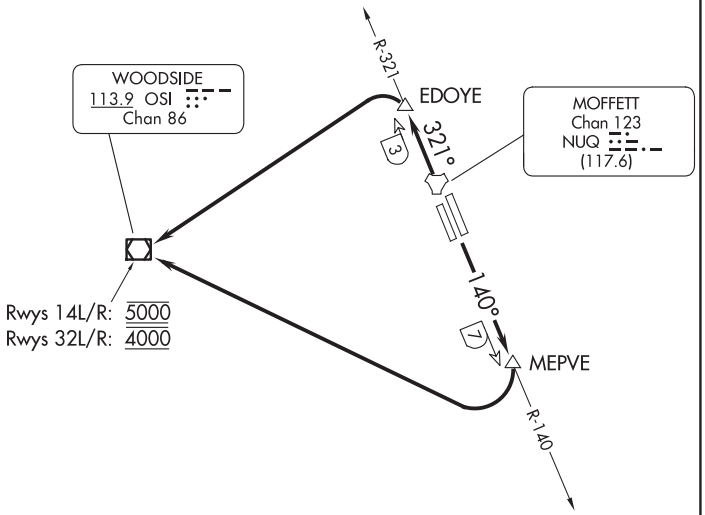
# WOODSIDE TWO DEPARTURE

AL-410 (FAA)

MOFFETT FEDERAL AIRFIELD (NUQ)
MOUNTAIN VIEW, CALIFORNIA

ATIS
124.175 283.0
CLNC DEL
296.75
GND CON
121.85 278.95
MOFFETT TOWER ★
119.55 (CTAF) 259.65
NORCAL DEP CON
121.3 270.35

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: TACAN required.

TAKEOFF MINIMUMS

Rwys 14L/R: Standard with minimum climb of 402′ per NM to 5000.
Rwy 32R: Standard with minimum climb of 250′ per NM to 4000.
Rwy 32L: Standard with minimum climb of 246′ per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14L/R: Climb via NUQ R-140 to MEPVE/NUQ 7 DME, then right turn direct to cross OSI VOR/DME at 5000, thence . . . .

TAKEOFF RUNWAYS 32L/R: Climb via NUQ R-321 to EDOYE/NUQ 3 DME, then turn left direct to cross OSI VOR/DME at 4000, thence . . . .

. . . . via RADAR vectors or assigned route.


SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-APC | APP CRS | Rwy ldg | 5930 |
|---|---|---|---|
| 111.3 | 006° | TDZE | 17 |
| Chan 50 | | Apt Elev | 36 |

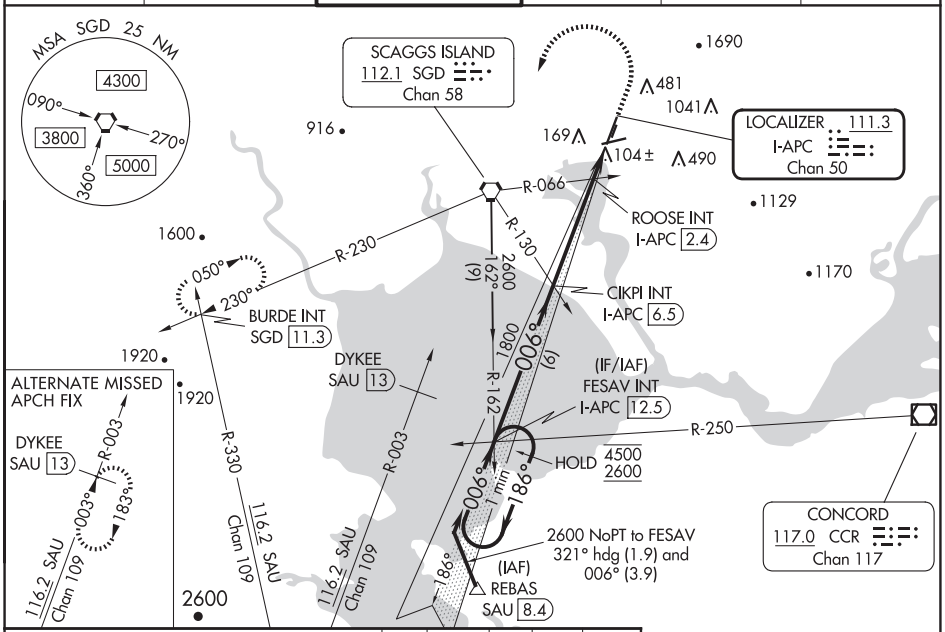
# ILS or LOC Z RWY 1L
## NAPA COUNTY (APC)

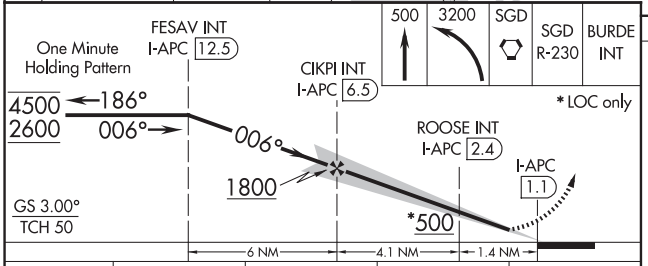
T A Autopilot coupled approach NA below 530. Inop table does not apply to S-ILS 1L. Circling Cats A/B/C NA northeast of Rwys 19R and 24. Circling Cat D NA east of Rwy 19L-1R. Circling Rwy 6 NA at night.

MALS A4

MISSED APPROACH: Climb to 500 then climbing left turn to 3200 direct SGD VORTAC and on SGD VORTAC R-230 to BURDE INT/SGD 11.3 DME and hold, continue climb-in-hold to 3200.

| ATIS | OAKLAND CENTER | NAPA TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.05 | 127.8 353.5 | 118.7 (CTAF) L 257.8 | 121.7 | 127.85 | 122.95 |

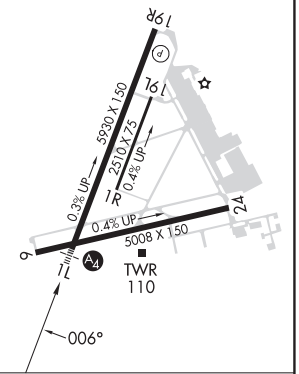



* LOC only

| ELEV 36 | TDZE 17 |
|---|---|

MIRL Rwys 6-24 and 1L-19R L
REIL Rwy 6 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | 217-¾ 200 (200-¾) | | | |
| S-LOC 1L | 500-¾ 483 (500-¾) | | 500-1⅛ 483 (500-1⅛) | |
| C CIRCLING | 600-1 564 (600-1) | 680-1 644 (700-1) | 1280-3 1244 (1300-3) | 1300-3 1264 (1300-3) |
| ROOSE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 1L | 360-¾ 343 (400-¾) | | | |
| C CIRCLING | 600-1 564 (600-1) | 680-1 644 (700-1) | 1280-3 1244 (1300-3) | 1300-3 1264 (1300-3) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

NAPA, CALIFORNIA | AL-281 (FAA) | 23334

| APP CRS | Rwy ldg | 5008 |
|---|---|---|
| 062° | TDZE | 21 |
| | Apt Elev | 36 |

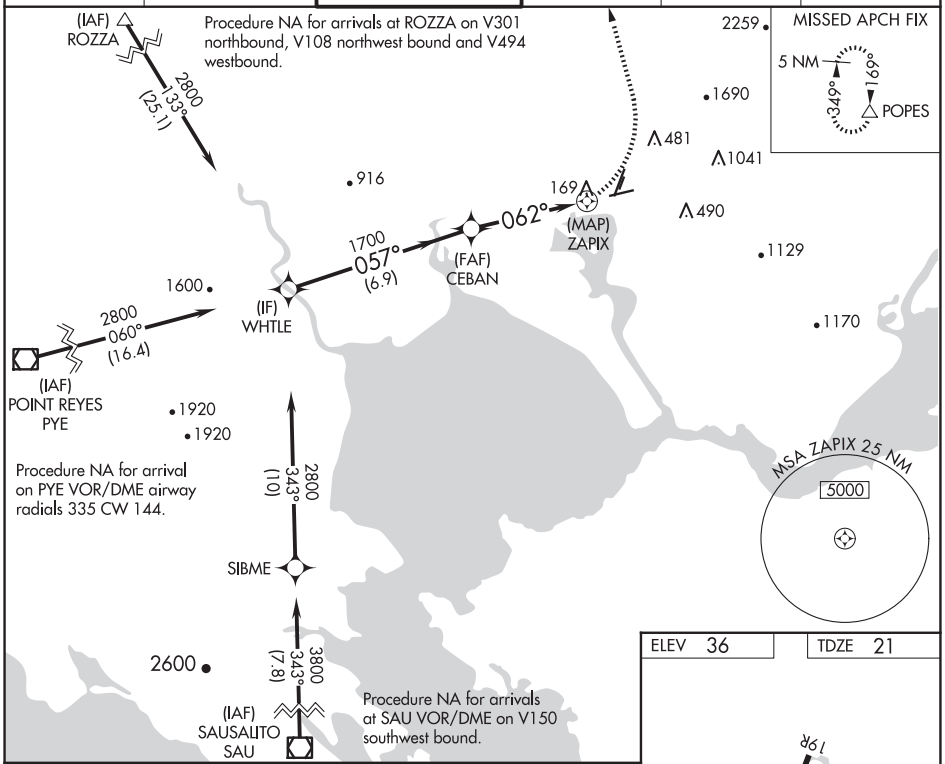
# RNAV (GPS) RWY 6
## NAPA COUNTY (APC)

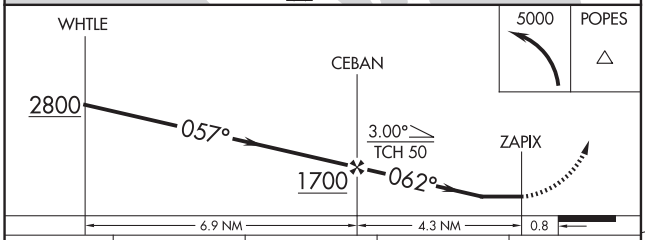
RNP APCH-GPS.

Rwy 6 helicopter visibility reduction below ¾ SM NA.
Circling Cats A/B/C NA east of Rwy 19R and northwest of Rwy 24. Circling Cat D NA east of Rwy 19L-1R.

MISSED APPROACH: Climbing left turn to 5000 direct POPES and hold, continue climb-in-hold to 5000.
*Missed approach requires minimum climb of 410 feet per NM to 2200.

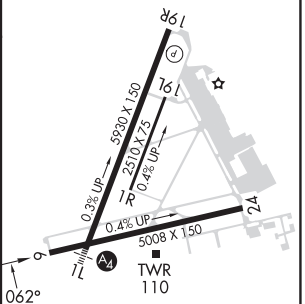
| ATIS | OAKLAND CENTER | NAPA TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.05 | 127.8 353.5 | 118.7 (CTAF) L 257.8 | 121.7 | 127.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 480-1 459 (500-1) | | 480-1⅜ 459 (500-1⅜) | |
| LNAV MDA | 1340-1¼ 1319 (1400-1¼) | 1340-1½ 1319 (1400-1½) | 1340-3 1319 (1400-3) | |
| C CIRCLING | 1340-1¼ 1304 (1400-1¼) | 1340-1½ 1304 (1400-1½) | 1340-3 1304 (1400-3) | |

| ELEV 36 | TDZE 21 |
|---|---|




REIL Rwy 6 L
MIRL Rwys 6-24 and 1L-19R L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 5930 |
|---|---|---|
| 166° | TDZE | 30 |
| | Apt Elev | 36 |

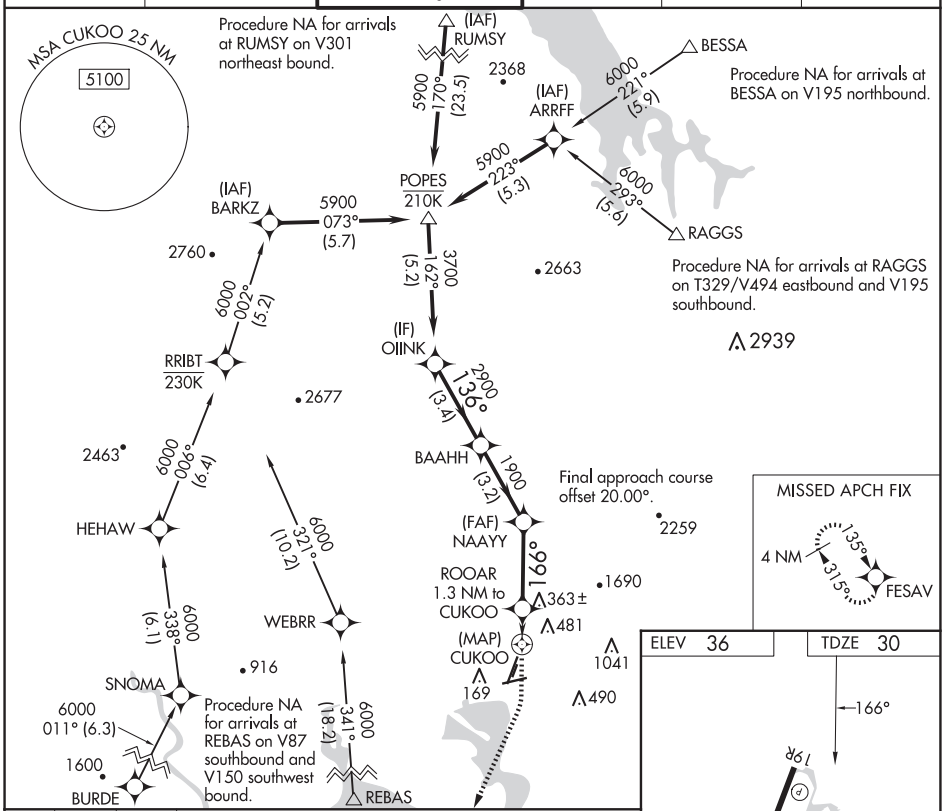
# RNAV (GPS) RWY 19R
## NAPA COUNTY (APC)

RNP APCH - GPS.

Rwy 19R helicopter visibility reduction below ¾ SM NA. Circling Cats A/B/C NA east of Rwy 19R and northwest of Rwy 24. Circling Cat D NA east of Rwy 19L-1R.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct FESAV and hold.

| ATIS | OAKLAND CENTER | NAPA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.05 | 127.8 353.5 | 118.7 (CTAF) L 257.8 | 121.7 | 127.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 650 (700-1) | | 680-1⅞ 650 (700-1⅞) | |
| C CIRCLING | 680-1 644 (700-1) | | 1280-3 1244 (1300-3) | 1300-3 1264 (1300-3) |

REIL Rwy 6 L
MIRL Rwys 6-24 and 1L-19R L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 1L
## NAPA COUNTY (APC)

| WAAS CH 56613 W01A | APP CRS 006° | Rwy ldg 5930 TDZE 17 Apt Elev 36 |
|---|---|---|

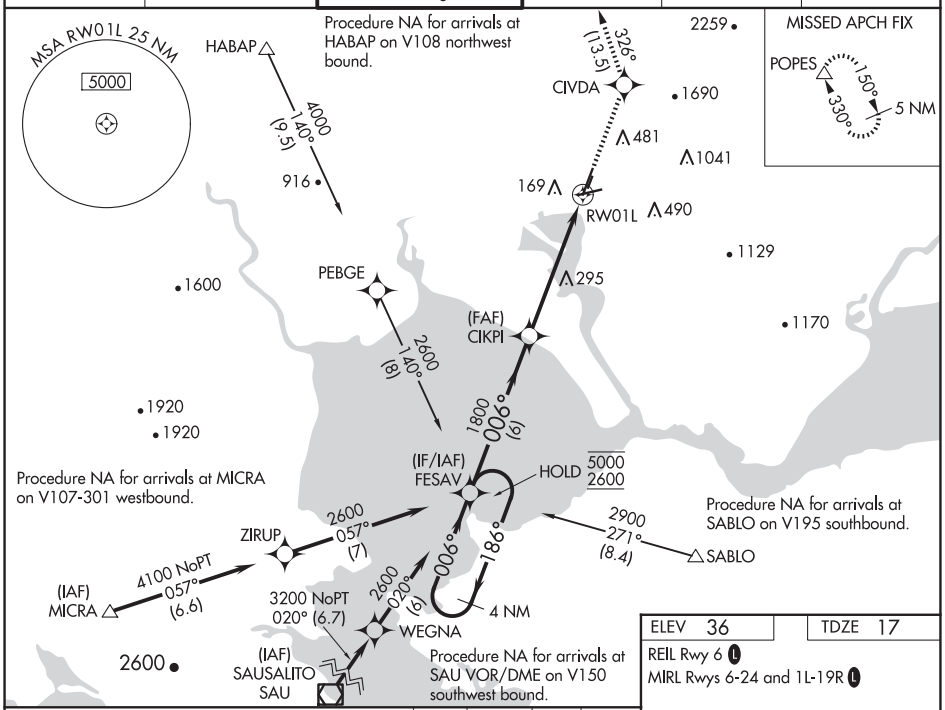
RNP APCH.

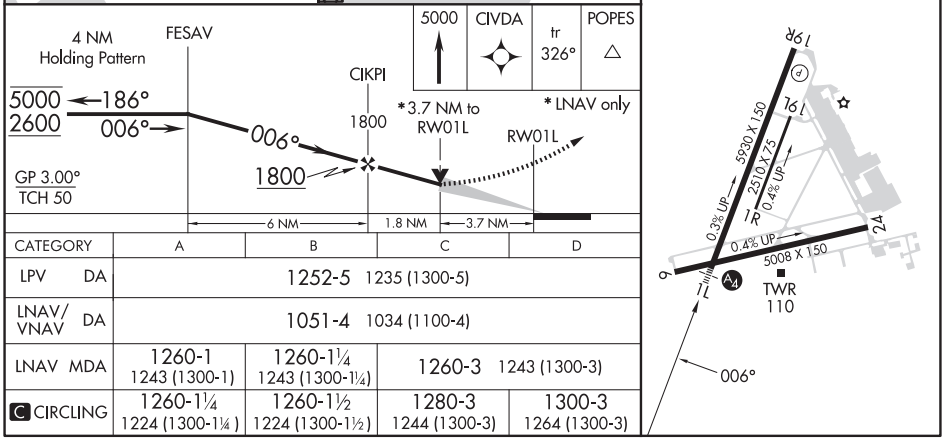
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Circling Cats A/B/C NA northeast or Rwys 19R and 24. Circling Cat D NA east of Rwy 19L-1R. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cats C/D. Circling Rwy 6 NA at night.

MALS

MISSED APPROACH: Climb to 5000 direct CIVDA and on track 326° to POPES and hold, continue climb-in-hold to 5000.

| ATIS | OAKLAND CENTER | NAPA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.05 | 127.8 353.5 | 118.7 (CTAF) L 257.8 | 121.7 | 127.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1252-5 1235 (1300-5) | | | |
| LNAV/VNAV DA | 1051-4 1034 (1100-4) | | | |
| LNAV MDA | 1260-1 1243 (1300-1) | 1260-1¼ 1243 (1300-1¼) | 1260-3 1243 (1300-3) | |
| C CIRCLING | 1260-1¼ 1224 (1300-1¼) | 1260-1½ 1224 (1300-1½) | 1280-3 1244 (1300-3) | 1300-3 1264 (1300-3) |




SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 40313 W01B | APP CRS 006° | Rwy ldg 5930 TDZE 17 Apt Elev 36 |
|---|---|---|

# RNAV (GPS) Z RWY 1L
## NAPA COUNTY (APC)

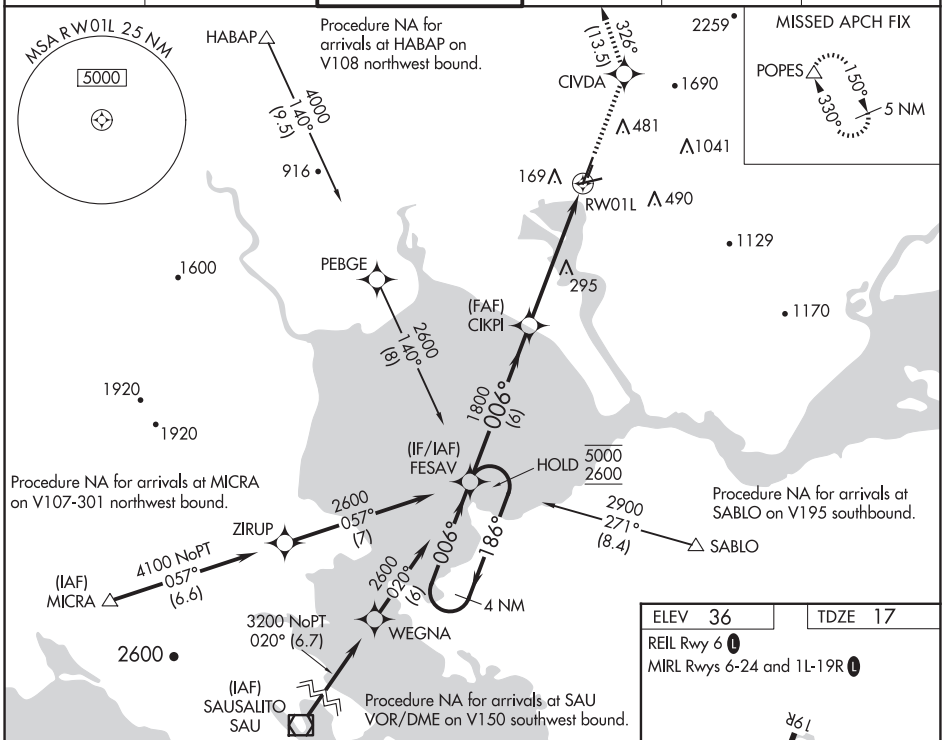
RNP APCH-GPS.

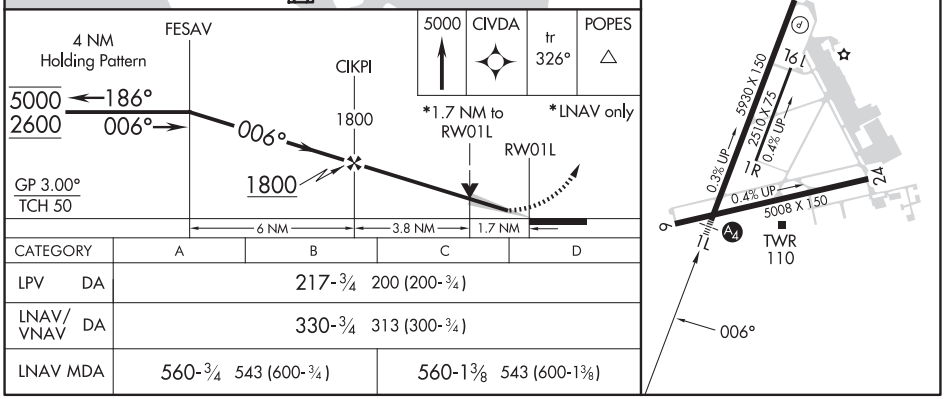
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Inop table does not apply to LPV minimums. For inop ALS, increase visibility LNAV/VNAV to ⅞ SM. Missed approach requires minimum climb of 420 feet per NM to 2200. If unable to meet climb gradient see RNAV (GPS) Y RWY 1L.

MALS

MISSED APPROACH: Climb to 5000 direct CIVDA and on track 326° to POPES and hold, continue climb-in-hold to 5000.

| ATIS | OAKLAND CENTER | NAPA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.05 | 127.8 353.5 | 118.7 (CTAF) L 257.8 | 121.7 | 127.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 217-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 330-¾ 313 (300-¾) | | | |
| LNAV MDA | 560-¾ 543 (600-¾) | | 560-1⅜ 543 (600-1⅜) | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

NAPA, CALIFORNIA — AL-281 (FAA) — 23334

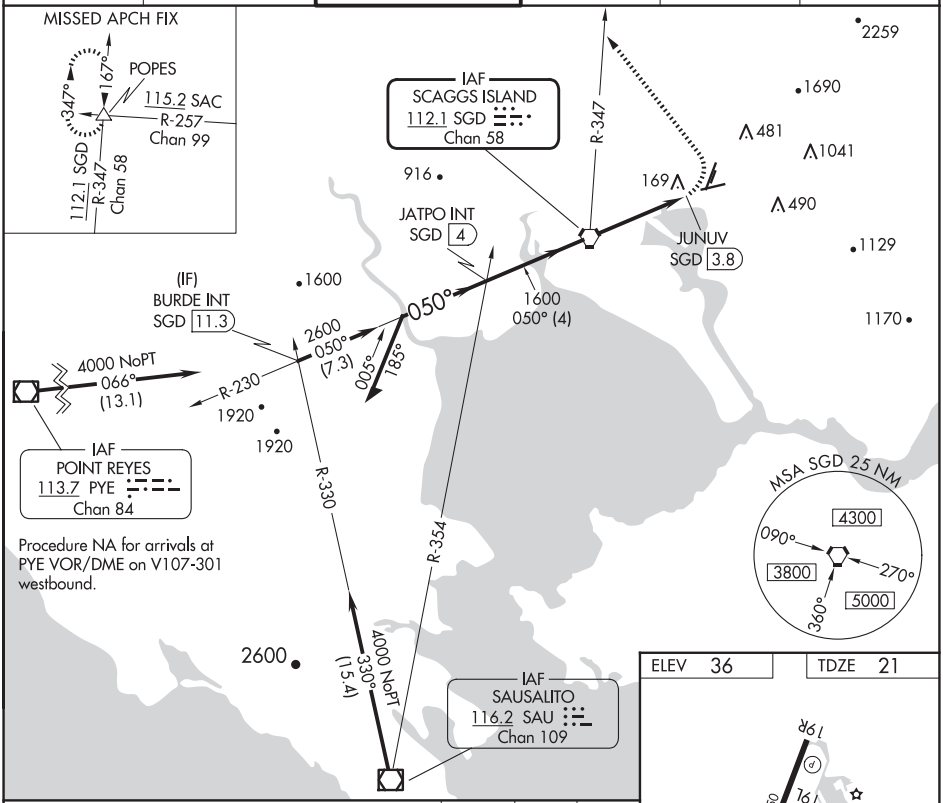
# VOR RWY 6
## NAPA COUNTY (APC)

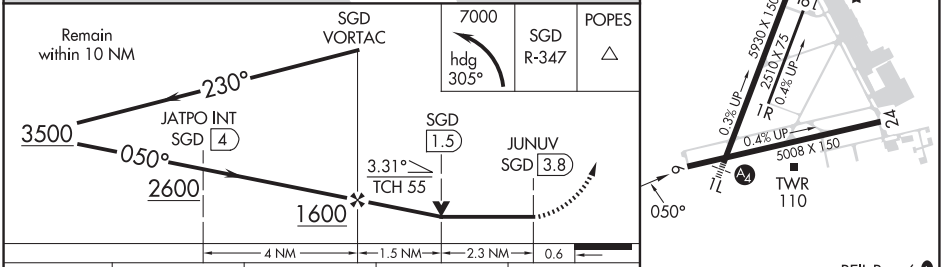
| VORTAC SGD 112.1 Chan 58 | APP CRS 050° | Rwy ldg 5008 / TDZE 21 / Apt Elev 36 |
|---|---|---|

Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Cats A/B/C NA east of Rwy 19R and northwest of Rwy 24. Circling Cat D NA east of Rwy 19L-1R.

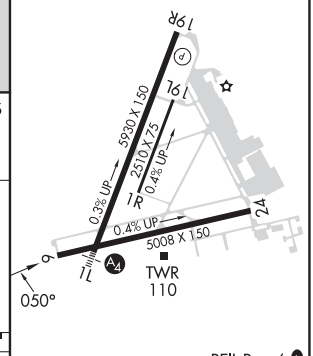
MISSED APPROACH: Climbing left turn to 7000 on heading 305° and SGD VORTAC R-347 to POPES INT and hold, continue climb-in-hold to 7000.

| ATIS | OAKLAND CENTER | NAPA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.05 | 127.8 353.5 | 118.7 (CTAF) L 257.8 | 121.7 | 127.85 | 122.95 |




ELEV 36 — TDZE 21




REIL Rwy 6 L
MIRL Rwys 6-24 and 1L-19R L

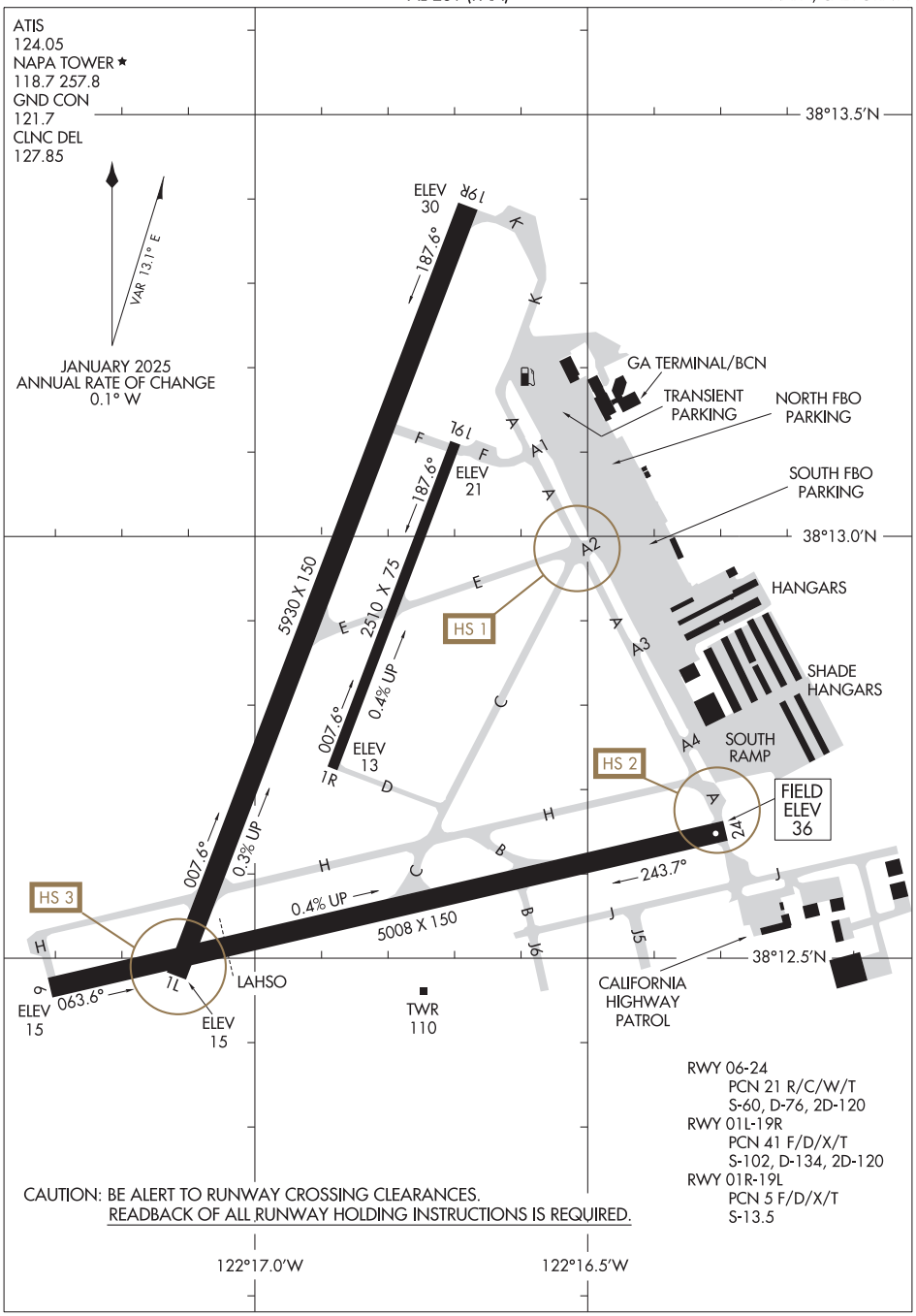
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1080-1¼ 1059 (1100-1¼) | 1080-1½ 1059 (1100-1½) | 1080-3 1059 (1100-3) | |
| C CIRCLING | 1080-1¼ 1044 (1100-1¼) | 1080-1½ 1044 (1100-1½) | 1280-3 1244 (1300-3) | 1300-3 1264 (1300-3) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

(NAPAA4.NAPAA) 23334

# NAPAA FOUR DEPARTURE (OBSTACLE)

AL-281 (FAA)

NAPA COUNTY (APC)
NAPA, CALIFORNIA

OAKLAND CENTER
127.8 353.5
ATIS
124.05
GND CON
121.7
CLNC DEL
127.85
NAPA TOWER★
118.7 (CTAF) 257.8

TAKEOFF MINIMUMS

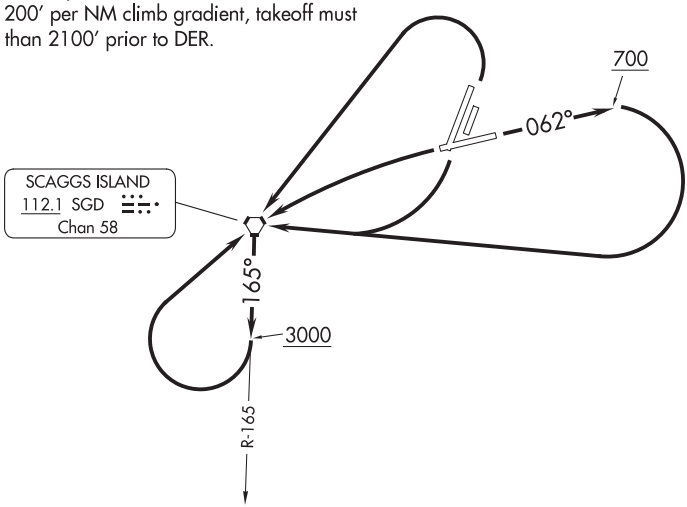
Rwys 19L/R: Standard.

Rwy 1L: Standard with minimum climb of 310′ per NM to 900 or 2400-3 for VCOA.

Rwy 1R: Standard with minimum climb of 360′ per NM to 700 or 2400-3 for VCOA.

Rwy 6: Standard with minimum climb of 440′ per NM to 1700 or 2400-3 for VCOA.

Rwy 24: 300-1⅛ or standard with minimum climb of 255′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 2100′ prior to DER.




(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-2, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 062° to 700, then turn right direct SGD VORTAC, thence. . . .

TAKEOFF RUNWAYS 1L/R, 24: Turn left direct SGD VORTAC, thence. . . .

TAKEOFF RUNWAYS 19L/R: Turn right direct SGD VORTAC, thence. . . .

VCOA RUNWAYS 1L/R, 6: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Napa County Airport at or above 2300, then direct SGD VORTAC, thence. . . .

. . . .aircraft departing SGD VORTAC on R-165 climb on course. All other aircraft continue climb on SGD VORTAC R-165 to 3000, then turn right direct SGD VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES

Rwy 1L: Terrain beginning 7′ from DER, 340′ left of centerline up to 37′ MSL.
Lighting 10′ from DER, 51′ right of centerline, 1′ AGL/30′ MSL.
Vehicles on road beginning 105′ from DER, 317′ right of centerline, up to 41′ MSL.
Vehicles on road and terrain, beginning 105′ from DER, 298′ left of centerline, up to 43′ MSL.
Vehicles on road 203′ from DER, 300′ left of centerline, 44′ MSL.
Vehicles on road beginning 363′ from DER, 302′ left of centerline, up to 45′ MSL.
Vehicles on road 559′ from DER, 544′ right of centerline, 44′ MSL.
Trees beginning 3205′ from DER, 790′ right of centerline, up to 124′ MSL.
Trees beginning 4610′ from DER, 306′ right of centerline, up to 168′ MSL.
Tree 1.1 NM from DER, 2025′ right of centerline, 226′ MSL.
Trees beginning 1.1 NM from DER, 1674′ right of centerline, up to 249′ MSL.
Tree 1.1 NM from DER, 1839′ right of centerline, 253′ MSL.
Trees and terrain beginning 1.1 NM from DER, 1648′ right of centerline, up to 282′ MSL.
Trees, terrain and fence beginning 1.1 NM from DER, 1634′ right of centerline, up to 298′ MSL.
Tree and fence beginning 1.7 NM from DER, 3269′ right of centerline, up to 345′ MSL.
Electrical system, terrrain, fence and tree beginning 1.8 NM from DER, 606′ right of centerline, up to 129′ AGL/446′ MSL.
Trees and terrain beginning 2 NM from DER, 542′ right of centerline, up to 526′ MSL.
Terrrain, fence and tree beginning 2 NM from DER, 1089′ right of centerline, up to 528′ MSL
Fence, trees, terrrain and building beginning 2.1 NM from DER, 2007′ right of centerline, up to 5′ AGL/554′ MSL.
Terrrain and trees beginning 2.1 NM from DER, 2139′ right of centerline, up to 581′ MSL
Tree 2.2 NM from DER, 3913′ right of centerline, 585′ MSL.
Trees, terrrain and fence, beginning 2.2 NM from DER, 2013′ right of centerline, up to 587′ MSL.
Trees and terrain beginning 2.3 NM from DER, 2566′ right of centerline, up to 599′ MSL.

Rwy 1R: Lighting 43′ from DER, 493′ right of centerline, 1′ AGL/25′ MSL.
Sign 51′ from DER, 420′ left of centerline, 2′ AGL/23′ MSL.
Poles and vehicles on road beginning 262′ from DER, 63′ right of centerline, up to 36′ AGL/59′ MSL.
Vehicles on road 639′ from DER, 436′ left of centerline, 38′ MSL.
Vehicles on road beginning 640′ from DER, 95′ left of centerline, up to 39′ MSL.
Tree 812′ from DER, 673′ right of centerline, 70′ MSL.
Tree 1870′ from DER, 470′ right of centerline, 71′ MSL.
Tree 1.2 NM from DER, 2507′ right of centerline, 240′ MSL.
Tree 1.2 NM from DER, 2314′ right of centerline, 243′ MSL.
Trees beginning 1.2 NM from DER, 2143′ right of centerline, up to 286′ MSL.
Trees, fence and terrain beginning 1.3 NM from DER, 2073′ right of centerline, up to 309′ MSL.
Tree 1.3 NM from DER, 2552′ right of centerline, 322′ MSL.
Trees and terrain beginning 1.3 NM from DER, 1204′ right of centerline, up to 368′ MSL.
Trees, terrain and fence beginning 1.4 NM from DER, 1286′ right of centerline, up to 391′ MSL.
Trees beginning 1.4 NM from DER, 1312′ right of centerline, up to 400′ MSL.
Trees, terrrain, building and fence beginning 1.4 NM from DER, 2008′ right of centerline, up to 417′ MSL.
Electrical system, fence and terrrain beginning 2.1 NM from DER, 2329′ right of centerline, up to 129′ AGL/446′ MSL.
Transmission line 2.2 NM from DER, 3214′ right of centerline, 123′ AGL/542′ MSL.
Electrical system, fence, pole, terrrain and trees beginning 2.2 NM from DER, 1515′ right of centerline, up to 116′ AGL/544′ MSL.
Terrrain and fence beginning 2.3 NM from DER, 2076′ right of centerline, up to 551′ MSL.
Trees, fence, terrrain and building beginning 2.3 NM from DER, 1494′ right of centerline, up to 561′ MSL.
Terrrain and tree beginning 2.4 NM from DER, 1626′ right of centerline, up to 581′ MSL.
Terrrain and tree beginning 2.4 NM from DER, 2067′ right of centerline, up to 612′ MSL.
Terrain and trees beginning 2.4 NM from DER, 2564′ right of centerline, up to 643′ MSL.
Tree 2.4 NM from DER, 3917′ right of centerline, 671′ MSL.
Trees beginning 2.5 NM from DER, 1954′ right of centerline, up to 687′ MSL.

(CONTINUED ON FOLLOWING PAGE)



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(CONTINUED)

TAKEOFF OBSTACLE NOTES

Rwy 6: Pole 1′ from DER, 59′ left of centerline, 3′ AGL/37′ MSL.
Pole 2′ from DER, 60′ right of centerline, 2′ AGL/36′ MSL.
Pole 98′ from DER, 480′ left of centerline, 34′ AGL/67′ MSL.
Pole 333′ from DER, 476′ left of centerline, 34′ AGL/68′ MSL.
Pole and vehicles on road beginning 573′ from DER, 0′ left of centerline, up to 33′ AGL/69′ MSL.
Building 773′ from DER, 660′ right of centerline, 29′ AGL/70′ MSL.
Buildings and pole beginning 1104′ from DER, 472′ right of centerline, up to 37′ AGL/80′ MSL.
Trees beginning 1288′ from DER, 516′ left of centerline, up to 98′ MSL.
Trees beginning 2082′ from DER, 98′ right of centerline, up to 113′ MSL.
Trees beginning 2306′ from DER, 53′ right of centerline, up to 130′ MSL.
Tree 4681′ from DER, 1103′ left of centerline, 180′ MSL.
Trees beginning 4859′ from DER, 1063′ left of centerline, up to 187′ MSL.
Terrain 5855′ from DER, 2050′ right of centerline, 195′ MSL.
Trees and fence beginning 5865′ from DER, 1761′ left of centerline, up to 211′ MSL.
Trees, terrrain and fence beginning 6068′ from DER, 1419′ right of centerline, up to 281′ MSL.
Tree 1 NM from DER, 2035′ left of centerline, 212′ MSL.
Trees beginning 1 NM from DER, 1796′ left of centerline, up to 224′ MSL.
Tree 2 NM from DER, 2933′ left of centerline, 340′ MSL.
Tree 2 NM from DER, 2803′ left of centerline, 359′ MSL.
Trees beginning 2.1 NM from DER, 3827′ right of centerline, up to 386′ MSL.
Terrain 2.2 NM from DER, 3202′ right of centerline, up to 405′ MSL.
Terrain beginning 2.3 NM from DER, 911′ right of centerline, up to 464′ MSL.
Fence and terrrain beginning 2.4 NM′ from DER, 3273′ left of centerline, up to 4′ AGL/452′ MSL.
Terrain 2.4 NM from DER, 3353′ left of centerline, 457′ MSL.
Terrain and trees beginning 2.4 NM from DER, 61′ left of centerline, up to 525′ MSL.
Fence beginning 2.5 NM from DER, 100′ right of centerline, up to 6′ AGL/519′ MSL.

Rwy 19L: Sign and terrain beginning 14′ from DER, 125′ left of centerline, up to 2′ AGL/14′ MSL.
Lighting 15′ from DER, 429′ right of centerline, 1′ AGL/14′ MSL.
Terrain 49′ from DER, 483′ left of centerline, 17′ MSL.
Navaid 1278′ from DER, 816′ left of centerline, 35′ AGL/52′ MSL.
Tree 3852′ from DER, 1304′ left of centerline, 111′ MSL.

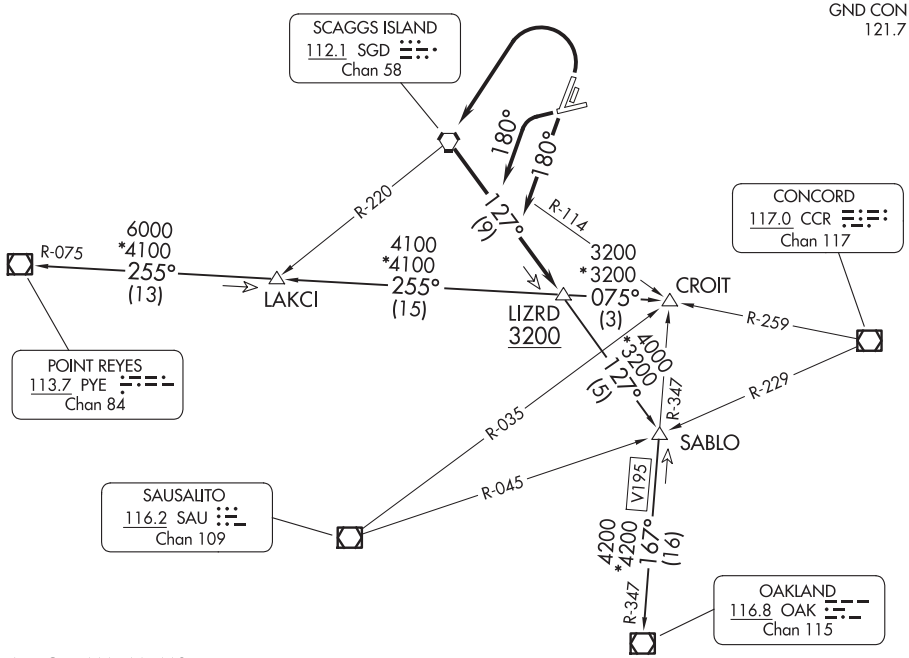
Rwy 19R: Lighting 9′ from DER, 4′ left of centerline, 1′ AGL/15′ MSL.
Pole 10′ from DER, 44′ right of centerline, 1′ AGL/15′ MSL.
Lighting 10′ from DER, 96′ left of centerline, 3′ AGL/17′ MSL.
Vehicles on road beginning 350′ from DER, 584′ left of centerline, up to 34′ MSL.
Tree 3158′ from DER, 764′ left of centerline, 101′ MSL.
Tree 3503′ from DER, 1006′ left of centerline, 104′ MSL..

Rwy 24: Vehicles on road and general utility beginning 56′ from DER, 125′ right of centerline, up to 21′ MSL.
General utility 59′ from DER, 122′ left of centerline, 4′ AGL/17′ MSL.
Vehicles on road beginning 60′ from DER, 18′ left of centerline, up to 25′ MSL.
Vehicles on road beginning 167′ from DER, 9′ right of centerline, up to 22′ MSL.
Vehicles on road beginning 354′ from DER, 259′ right of centerline, up to 26′ MSL.
Trees beginning 1455′ from DER, 776′ left of centerline, up to 76′ MSL.
Trees beginning 2324′ from DER, 540′ left of centerline, up to 90′ MSL.
Tree 2650′ from DER, 527′ left of centerline, 93′ MSL.
Tree 4552′ from DER, 554′ left of centerline, 135′ MSL.
Vehicles on road and bridge beginning 4943′ from DER, 1631′ right of centerline, up to 165′ AGL/170′ MSL.


SW-2, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE: ASSIGNED BY ATC**

OAKLAND CENTER
127.8 353.5
ATIS
124.05
CLNC DEL
127.85
GND CON
121.7




TAKEOFF MINIMUMS
Rwy 6: NA-Obstacles.
Rwys 19L/R: Standard
Rwys 1L/R: Standard with minimum climb of 370′ per NM to 1200′.
Rwy 24: Standard with minimum climb of 255′ per NM to 3000′.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climbing left turn direct SGD VORTAC, proceed outbound on the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3200. Thence. . . .
TAKEOFF RUNWAYS 19L/R: Climb on heading 180° to intercept and proceed outbound on the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3200. Thence. . . .
TAKEOFF RUNWAY 24: Climbing left turn on heading 180° to intercept and proceed outbound on the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3200. Thence. . . .

. . . . on (transition) or (assigned route). Maintain ATC assigned altitude.

CROIT TRANSITION (LIZRD5.CROIT): From over LIZRD on PYE R-075 to CROIT.
OAKLAND TRANSITION (LIZRD5.OAK): From over LIZRD on SGD R-127 and OAK R-347 to OAK VOR/DME.
POINT REYES TRANSITION (LIZRD5.PYE): From over LIZRD on PYE R-075 to PYE VOR/DME.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(MER3.SGD) 23334

# MERLOT THREE DEPARTURE

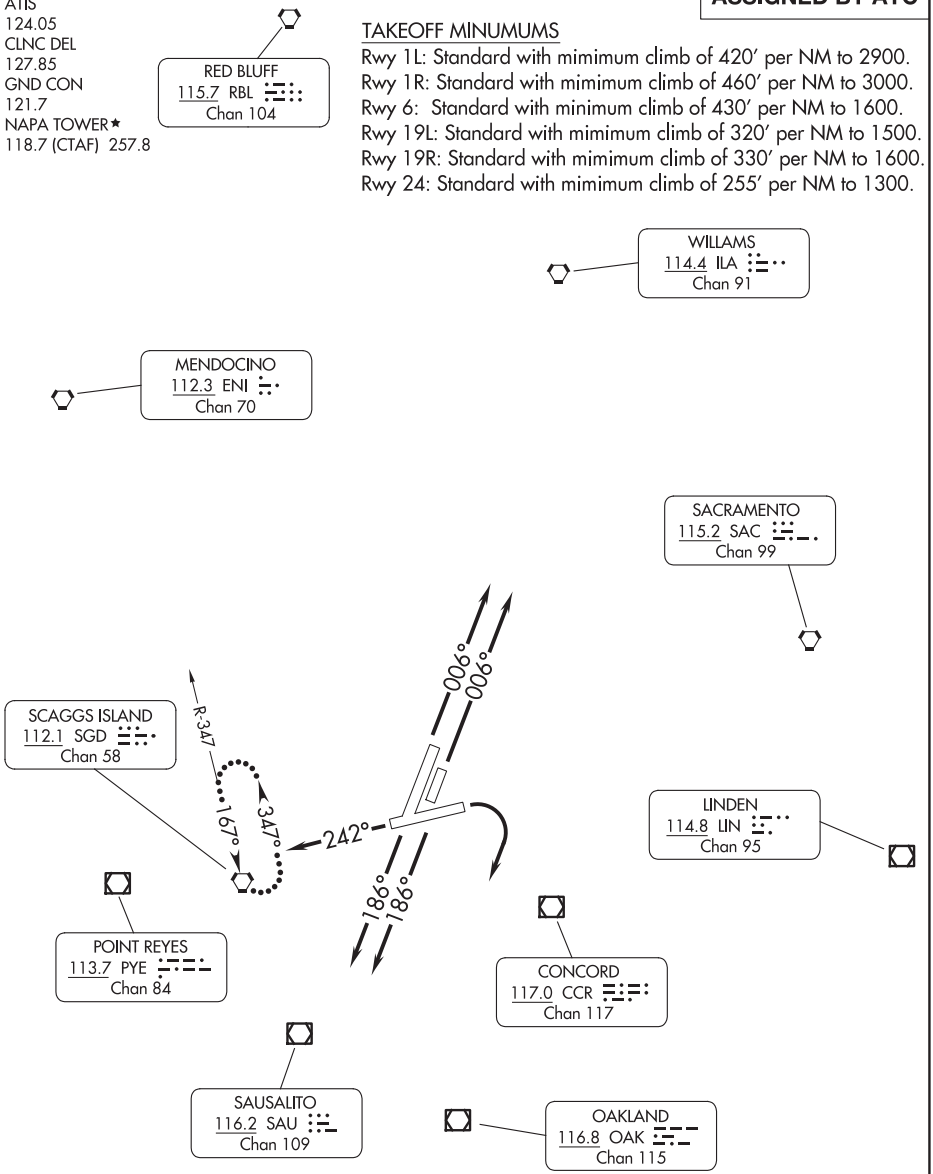
AL-281 (FAA)

NAPA COUNTY(APC)
NAPA, CALIFORNIA

OAKLAND CENTER
127.8 353.5
ATIS
124.05
CLNC DEL
127.85
GND CON
121.7
NAPA TOWER★
118.7 (CTAF) 257.8

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINUMUMS
Rwy 1L: Standard with mimimum climb of 420′ per NM to 2900.
Rwy 1R: Standard with mimimum climb of 460′ per NM to 3000.
Rwy 6: Standard with minimum climb of 430′ per NM to 1600.
Rwy 19L: Standard with mimimum climb of 320′ per NM to 1500.
Rwy 19R: Standard with mimimum climb of 330′ per NM to 1600.
Rwy 24: Standard with mimimum climb of 255′ per NM to 1300.




NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 006° (or climbing left turn on ATC assigned heading 186° CW 006°); thence. . . .

TAKEOFF RUNWAY 6: Climbing right turn on assigned heading between 130° CW 242°; thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 186° (or ATC assigned heading 130° CW 270°); thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 242° (or ATC assigned heading 130° CW 270°); thence. . . .

. . . . expect vectors to join assigned route. Maintain ATC assigned altitude; expect filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS

If not in contact with Oakland Center after reaching 4000, proceed to the SGD VORTAC and hold.

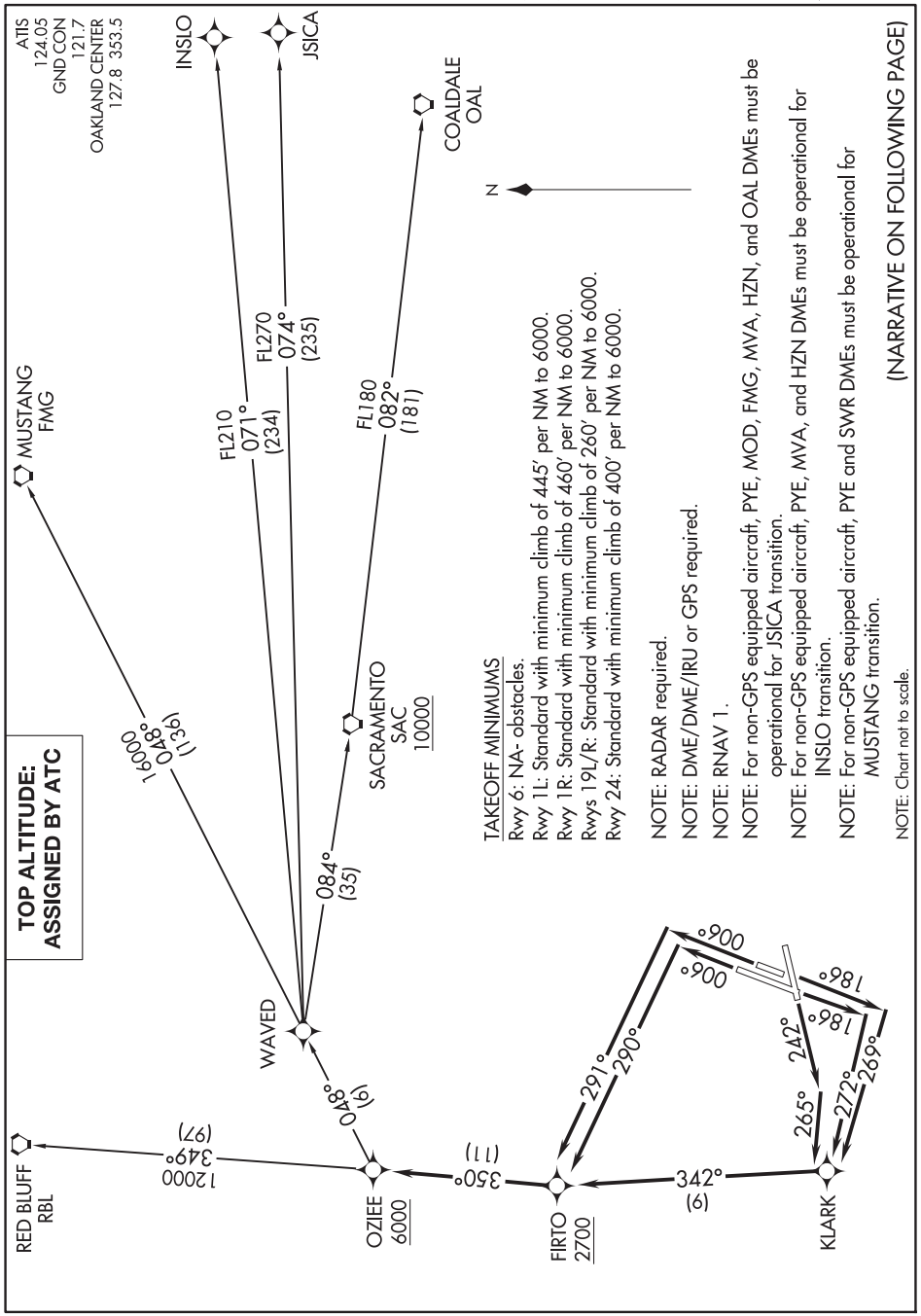

SW-2, 12 JUN 2025 to 07 AUG 2025

(OZIEE4.OZIEE) 19283

# OZIEE FOUR DEPARTURE (RNAV)

AL-281 (FAA)

NAPA COUNTY (APC)
NAPA, CALIFORNIA




TAKEOFF MINIMUMS
Rwy 6: NA- obstacles.
Rwy 1L: Standard with minimum climb of 445′ per NM to 6000.
Rwy 1R: Standard with minimum climb of 460′ per NM to 6000.
Rwys 19L/R: Standard with minimum climb of 260′ per NM to 6000.
Rwy 24: Standard with minimum climb of 400′ per NM to 6000.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft, PYE, MOD, FMG, MVA, HZN, and OAL DMEs must be operational for JSICA transition.
NOTE: For non-GPS equipped aircraft, PYE, MVA, and HZN DMEs must be operational for INSLO transition.
NOTE: For non-GPS equipped aircraft, PYE and SWR DMEs must be operational for MUSTANG transition.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-2, 12 JUN 2025 to 07 AUG 2025

OZIEE FOUR DEPARTURE (RNAV)

NAPA, CALIFORNIA
NAPA COUNTY (APC)

(OZIEE4.OZIEE) 10OCT19

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L: Climb on heading 006° to intercept course 290° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 1R: Climb on heading 006° to intercept course 291° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 19L: Climb on heading 186° to intercept course 269° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 19R: Climb on heading 186° to intercept course 272° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 242° to intercept course 265° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

COALDALE TRANSITION (OZIEE4.OAL)

INSLO TRANSITION (OZIEE4.INSLO)

JSICA TRANSITION (OZIEE4.JSICA)

MUSTANG TRANSITION (OZIEE4.FMG)

RED BLUFF TRANSITION (OZIEE4.RBL)

SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

NOVATO, CALIFORNIA AL-9238 (FAA) 24081

| WAAS CH 63244 W13A | APP CRS 140° | Rwy ldg 3303<br>TDZE 4<br>Apt Elev 4 |
|---|---|---|

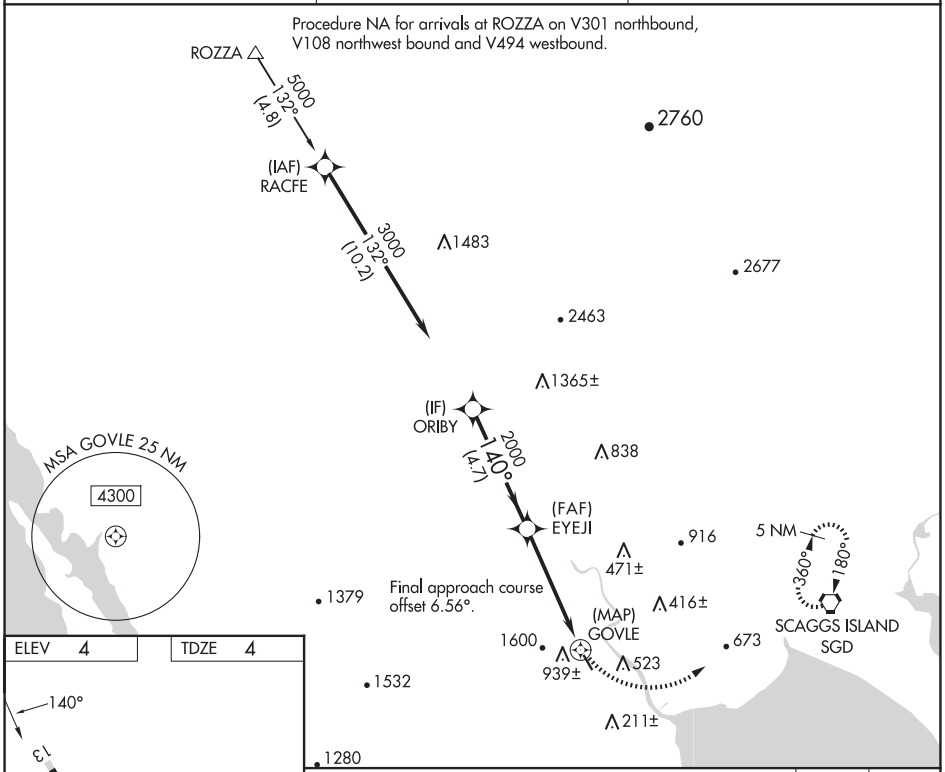
# RNAV (GPS) RWY 13
## GNOSS FLD (DVO)

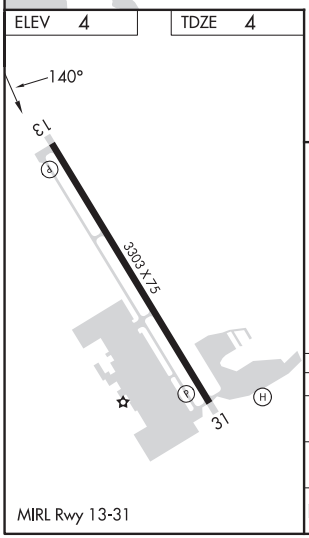
RNP APCH - GPS.

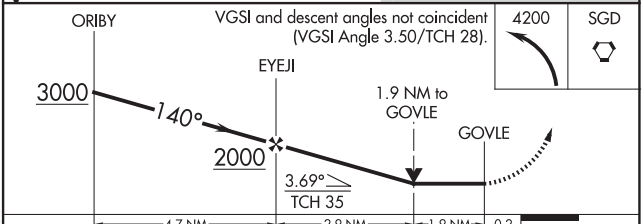
Circling NA southwest of Rwy 13-31. Circling Rwy 31 NA at night. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 4200 direct SGD VORTAC and hold, continue climb-in-hold to 4200.

| AWOS-3P | OAKLAND CENTER | UNICOM |
|---|---|---|
| 120.675 | 127.8 353.5 | 123.075 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 820-1<br>816 (900-1) | 820-1¼<br>816 (900-1¼) | NA | |
| LNAV MDA | 1100-1¼<br>1096 (1100-1¼) | 1100-1½<br>1096 (1100-1½) | NA | |
| C CIRCLING | 1100-1¼<br>1096 (1100-1¼) | 1100-1½<br>1096 (1100-1½) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 42524 W10A | APP CRS 096° | Rwy ldg 3013 TDZE 236 Apt Elev 237 |
|---|---|---|

# RNAV (GPS) RWY 10
## OAKDALE (O27)

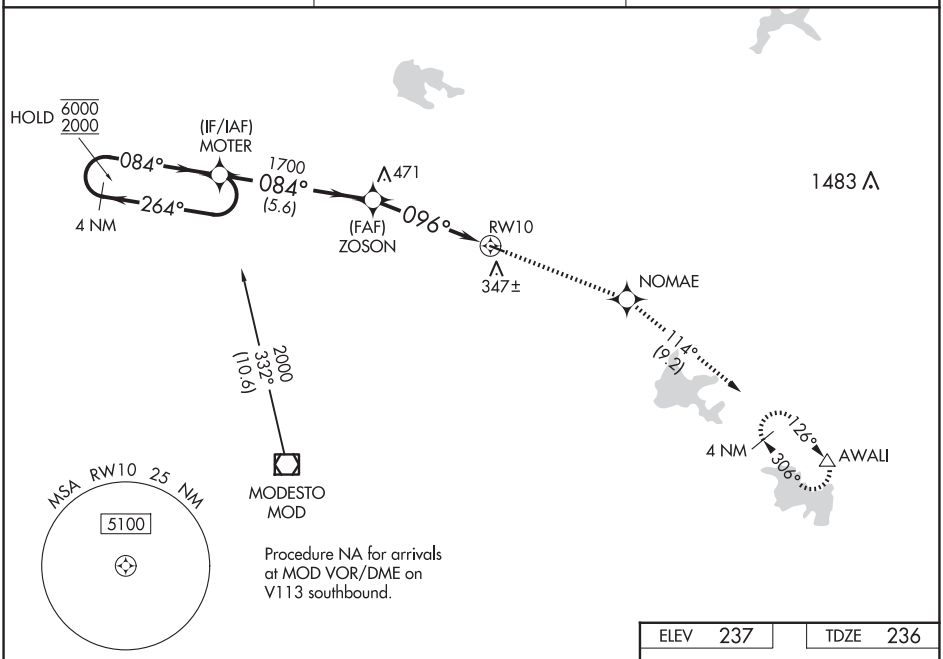
RNP APCH-GPS.

T A NA

Baro-VNAV NA. Use Modesto altimeter setting; when not received, use Stockton Metro altimeter setting: increase LPV DA to 627 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 588 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and LNAV Cat C visibility ⅛ SM.

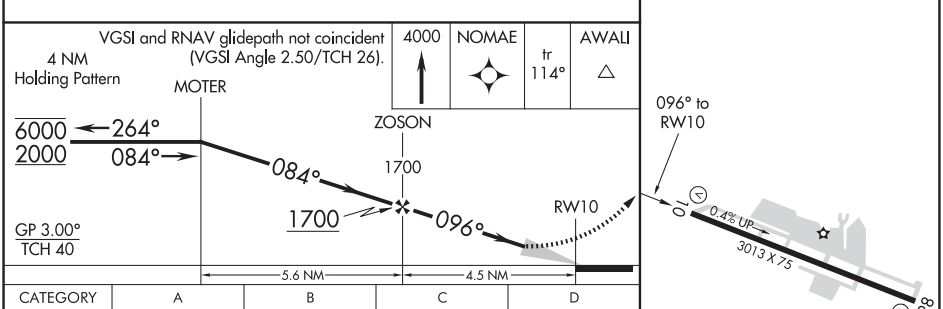
MISSED APPROACH: Climb to 4000 direct NOMAE and on track 114° to AWALI and hold, continue climb-in-hold to 4000.

| MOD ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 127.7 | 125.1 363.2 | 122.8 (CTAF) L |




Procedure NA for arrivals at MOD VOR/DME on V113 southbound.

ELEV 237 TDZE 236




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 593-1 357 (400-1) | | | NA |
| LNAV/VNAV DA | 554-⅞ 318 (400-⅞) | | | NA |
| LNAV MDA | 760-1 524 (600-1) | | 760-1½ 524 (600-1½) | NA |
| C CIRCLING | 760-1 523 (600-1) | 820-1 583 (600-1) | 920-2 683 (700-2) | NA |

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

OAKDALE, CALIFORNIA AL-6135 (FAA) 21336

| WAAS CH 70523 W28A | APP CRS 277° | Rwy ldg 3013 TDZE 237 Apt Elev 237 |
|---|---|---|

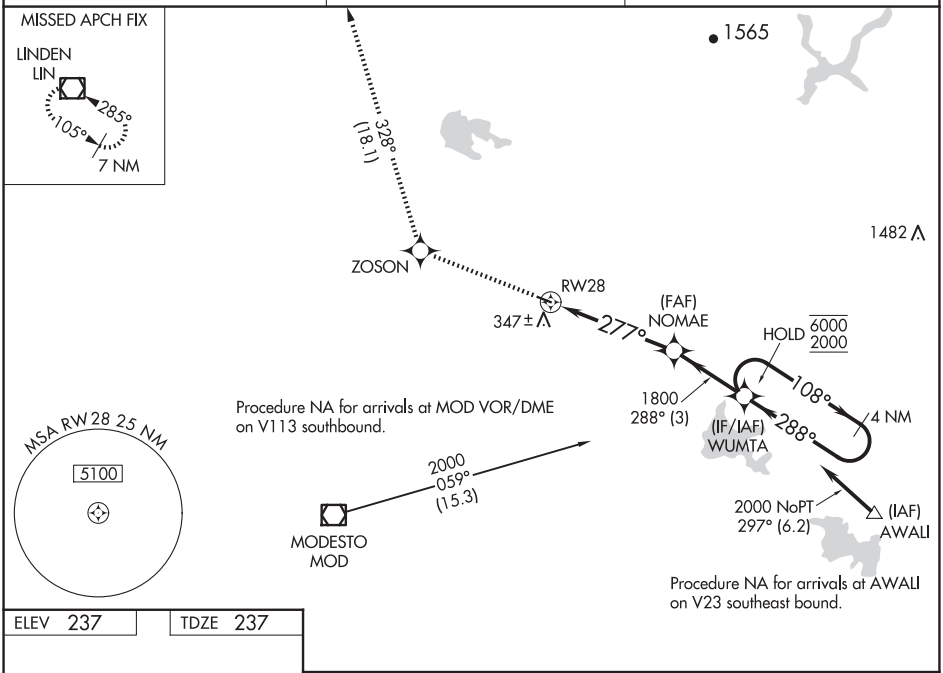
# RNAV (GPS) RWY 28
## OAKDALE (O27)

RNP APCH-GPS.

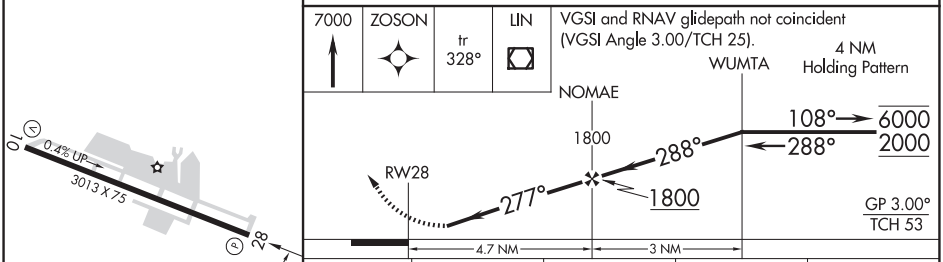
T A NA Rwy 28 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Modesto altimeter setting; when not received, use Stockton altimeter setting: increase LPV DA to 581 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 728 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 7000 direct ZOSON and on track 328° to LIN VOR/DME and hold, continue climb-in-hold to 7000.

| MOD ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 127.7 | 125.1 363.2 | 122.8 (CTAF) L |




ELEV 237 TDZE 237




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 547-⅞ 310 (400-⅞) | | | NA |
| LNAV/VNAV | DA | 694-1⅜ 457 (500-1⅜) | | | NA |
| LNAV | MDA | 820-1 583 (600-1) | | 820-1¾ 583 (600-1¾) | NA |
| C CIRCLING | | 820-1 583 (600-1) | | 920-2 683 (700-2) | NA |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L




SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 12

## OAKLAND INTL (OAK)

| LOC I-AAZ | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 111.9 | 116° | TDZE | 9 |
| | | Apt Elev | 9 |

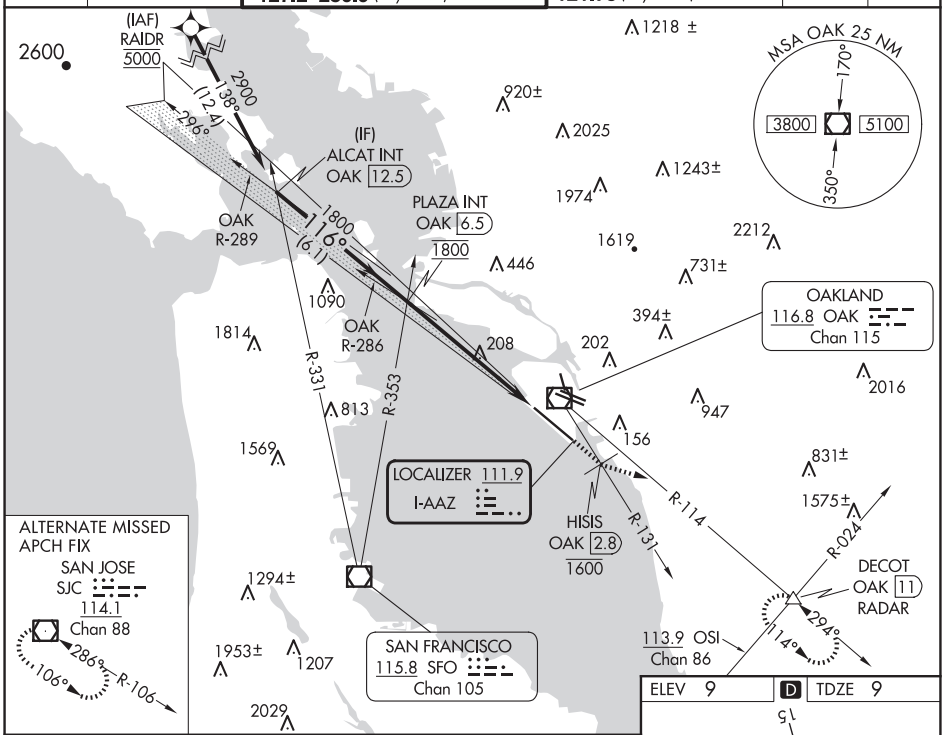
DME required. From RAIDR: RNAV 1-GPS required.

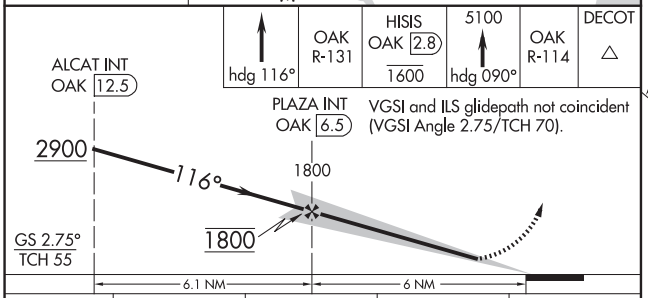
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

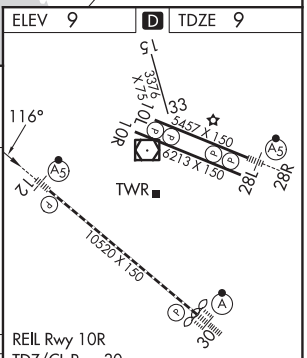
MALSR

MISSED APPROACH: Climb on heading 116° and on OAK VOR/DME R-131 to cross HISIS/OAK 2.8 DME at or below 1600 then climb to 5100 on heading 090° and on OAK VOR/DME R-114 to DECOT INT/OAK 11 DME/RADAR and hold, continue climb-in-hold to 5100.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12* | 209/24 200 (200-½) | | | |
| S-LOC 12 | 460/24 451 (500-½) | | 460/45 451 (500-⅞) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1400-3 1391 (1400-3) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |


SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND, CALIFORNIA

AL-294 (FAA)

25163

# ILS or LOC RWY 28R

OAKLAND INTL (OAK)

| LOC I-OAK | APP CRS | | 28R | 28L |
|---|---|---|---|---|
| 109.9 | 278° | Rwy Ldg | 5457 | 6213 |
| | | TDZE | 7 | 9 |
| | | Apt Elev | 9 | 9 |

RNP APCH - GPS. From BBUBB or FFIST or MYSHN.

DME required.

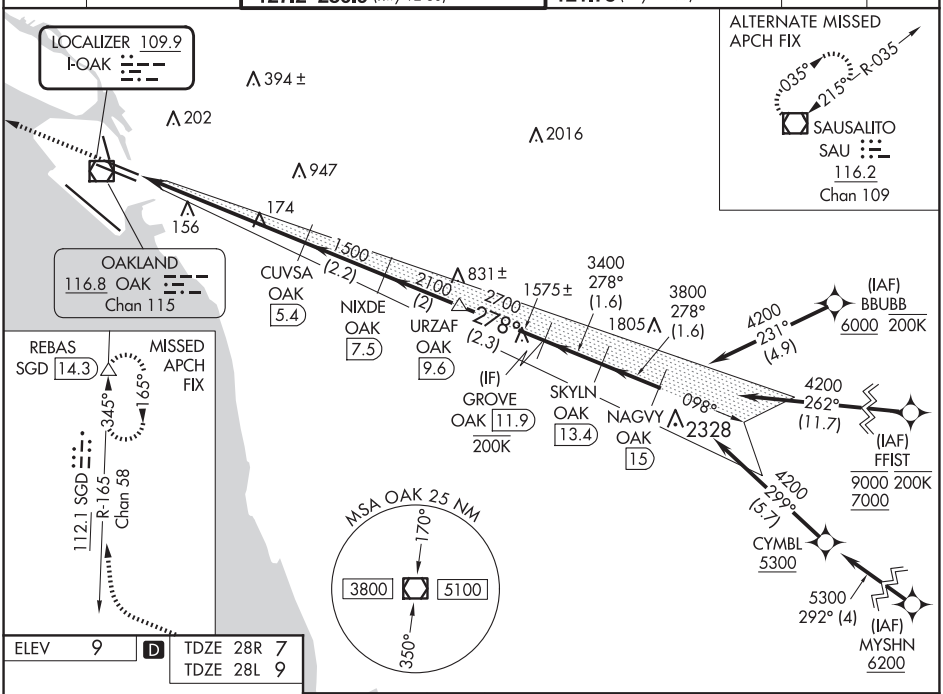
DME from OAK VOR/DME. Simultaneous reception of I-OAK and OAK DME required.

*RVR 1800 authorized with use of FD or AP or HUD to DA.

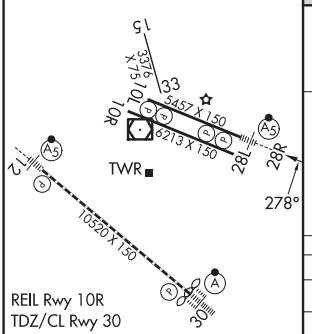
MALSR Rwy 28R

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 on heading 340° and SGD VORTAC R-165 to REBAS/SGD 14.3 DME and hold.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |

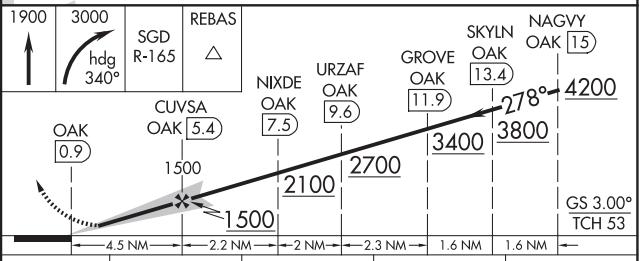



| ELEV | 9 | D | TDZE 28R | 7 |
|---|---|---|---|---|
| | | | TDZE 28L | 9 |




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R* | 207/24 200 (200-½) | | | |
| S-LOC 28R | 440/24 433 (500-½) | | 440/40 433 (500-¾) | |
| SIDESTEP 28L | 440-1 431 (500-1) | | 440-1½ 431 (500-1½) | 440-2 431 (500-2) |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1400-3 1391 (1400-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 30
## OAKLAND INTL (OAK)

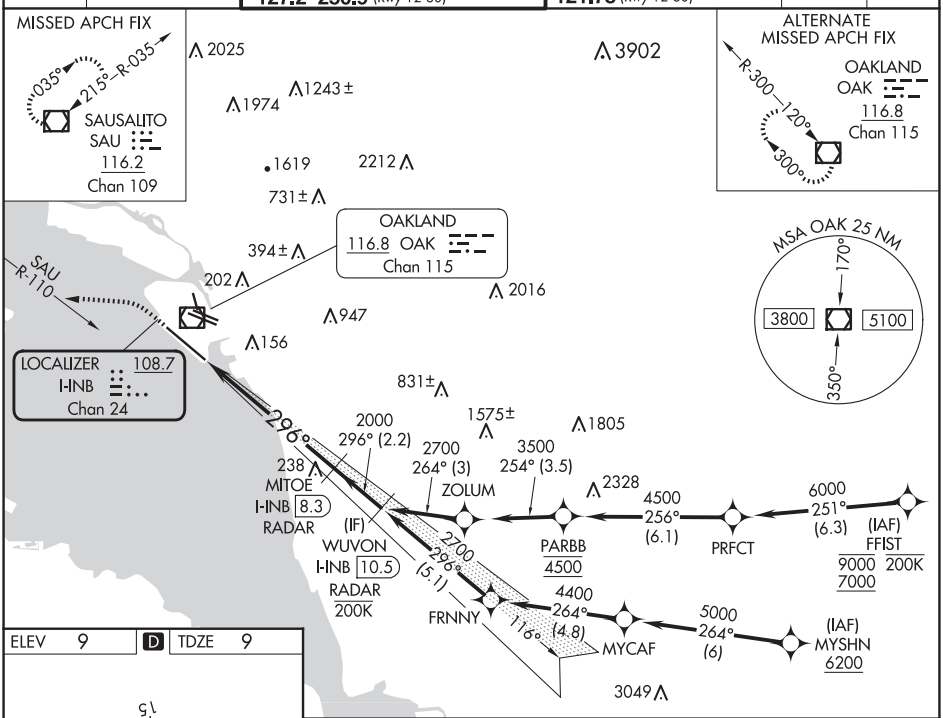
| LOC/DME I-INB | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 108.7 | 296° | TDZE | 9 |
| Chan 24 | | Apt Elev | 9 |

RNP APCH - GPS. From FFIST or MYSHN.
DME or RADAR required.
For inop ALS, increase S-LOC-30 Cat C and D visibility to 1⅜ SM.

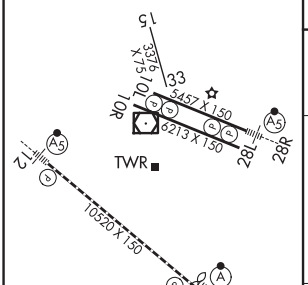
ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| ELEV | 9 | D | TDZE | 9 |
|---|---|---|---|---|

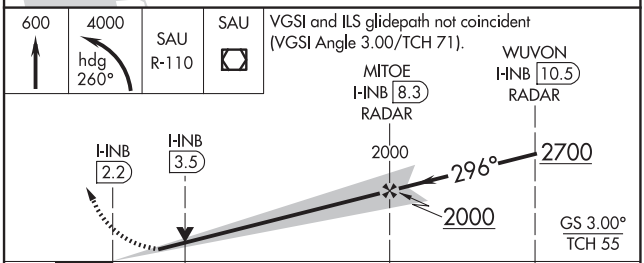



REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

| 600 | 4000 | SAU | SAU |
|---|---|---|---|
| | hdg 260° | R-110 | |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 209/18 200 (200-½) | | | |
| S-LOC 30 | 500/24 491 (500-½) | | 500/50 491 (500-1) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1400-3 1391 (1400-3) |


SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND, CALIFORNIA AL-294 (FAA) 25163

# ILS RWY 12 (SA CAT I)
## OAKLAND INTL (OAK)

| LOC I-AAZ | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 111.9 | 116° | TDZE | 9 |
| | | Apt Elev | 9 |

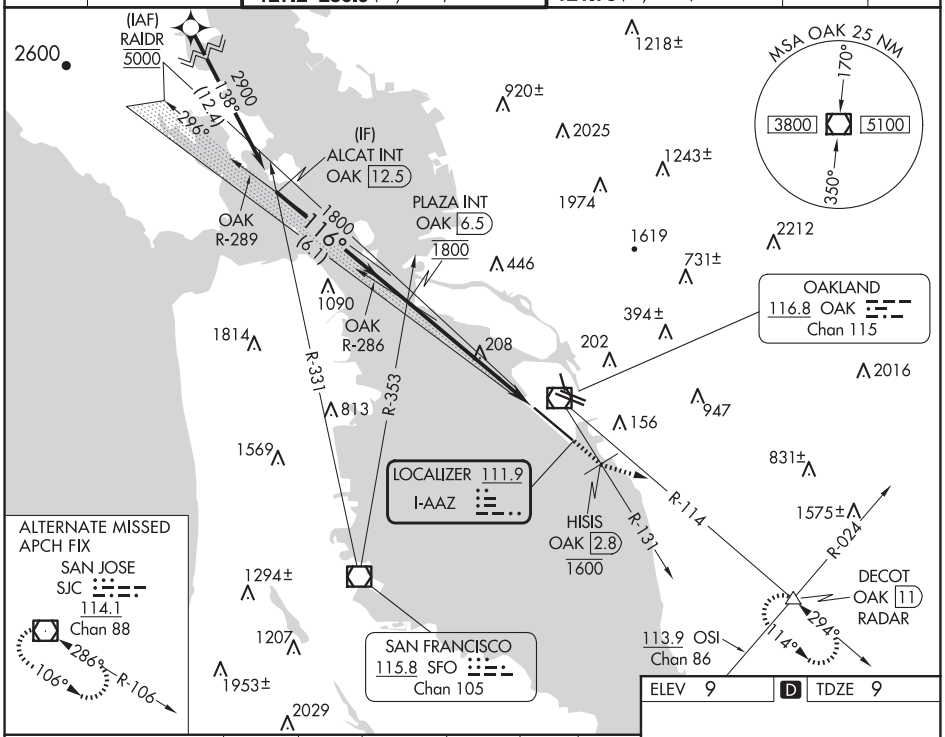
DME required. From RAIDR: RNAV 1-GPS required.

T Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

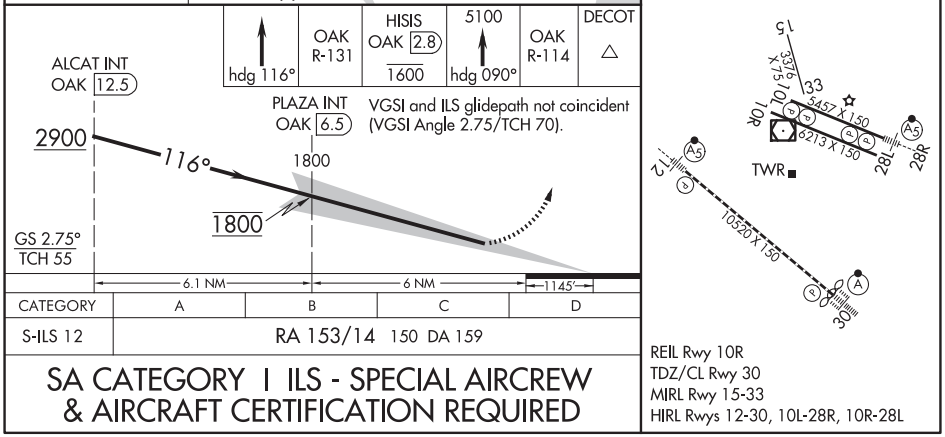
MALSR

MISSED APPROACH: Climb on heading 116° and on OAK VOR/DME R-131 to cross HISIS/OAK 2.8 DME at or below 1600 then climb to 5100 on heading 090° and on OAK VOR/DME R-114 to DECOT INT/ OAK 11 DME/RADAR and hold, continue climb-in-hold to 5100.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30) | 121.1 | |




ELEV 9 D TDZE 9




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12 | RA 153/14 150 DA 159 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS RWY 30 (SA CAT I)
## OAKLAND INTL (OAK)

| LOC/DME I-INB 108.7 Chan 24 | APP CRS 296° | Rwy Ldg 10000 TDZE 9 Apt Elev 9 |
|---|---|---|

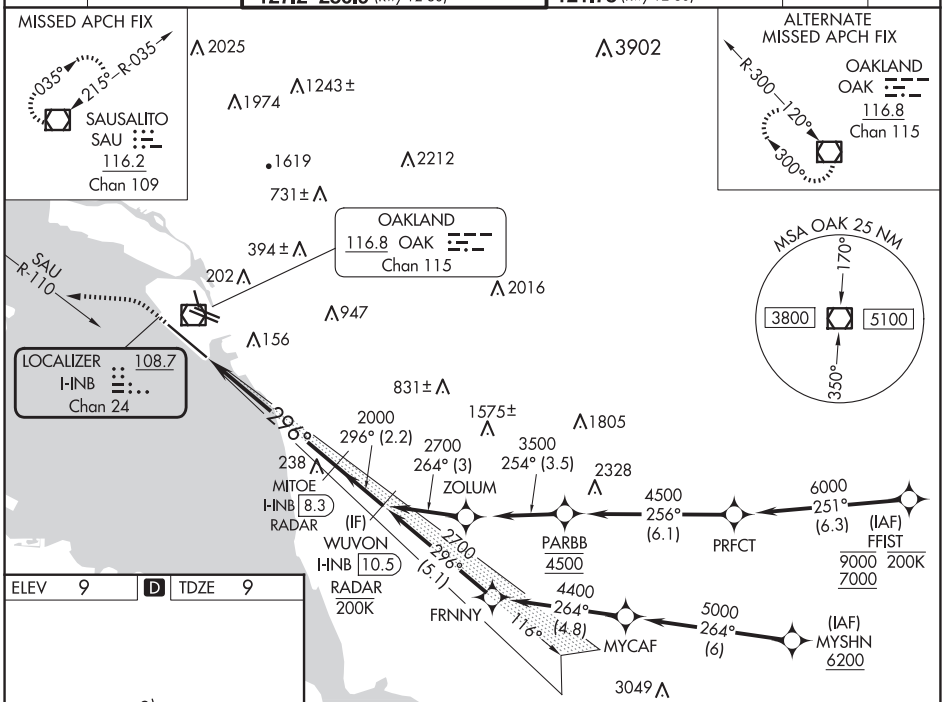
RNP APCH - GPS. From FFIST or MYSHN.
DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval. Missed approach requires minimum climb of 213 feet per NM to 1540, if unable to meet climb gradient, see ILS or LOC RWY 30.

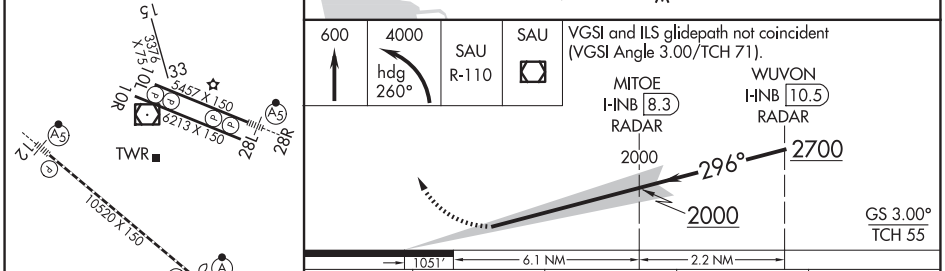
ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30) | 121.1 | |




| ELEV 9 | D | TDZE 9 |
|---|---|---|




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | RA 150/14 150 DA 159 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND, CALIFORNIA | AL-294 (FAA) | 25163

# ILS RWY 30 (CAT II & III)
## OAKLAND INTL (OAK)

| LOC/DME I-INB | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| 108.7 | 296° | TDZE | 9 |
| Chan 24 | | Apt Elev | 9 |

RNP APCH - GPS. From FFIST or MYSHN.

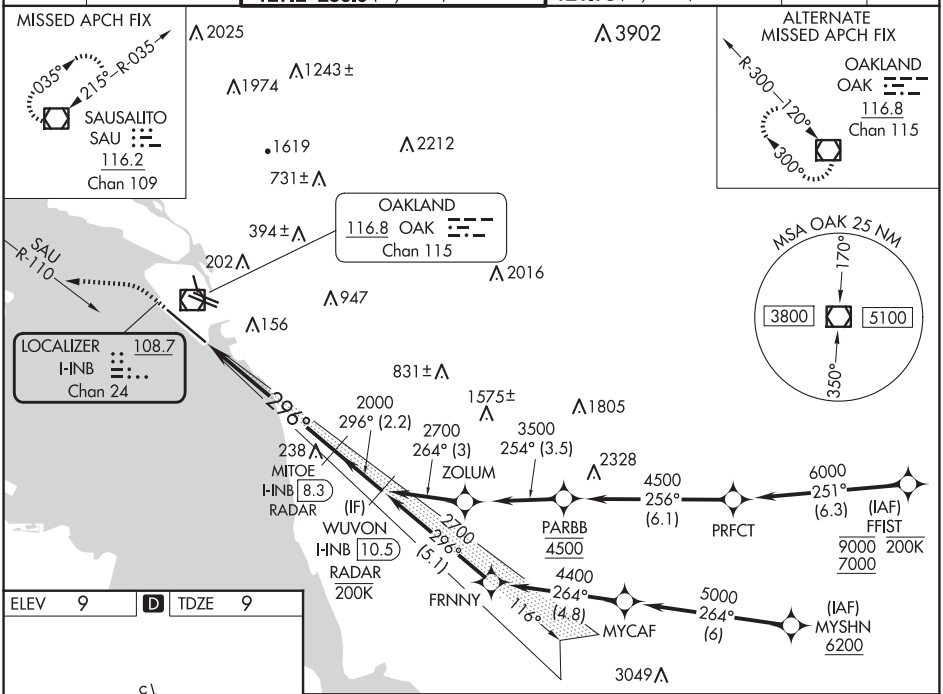
DME or RADAR required.

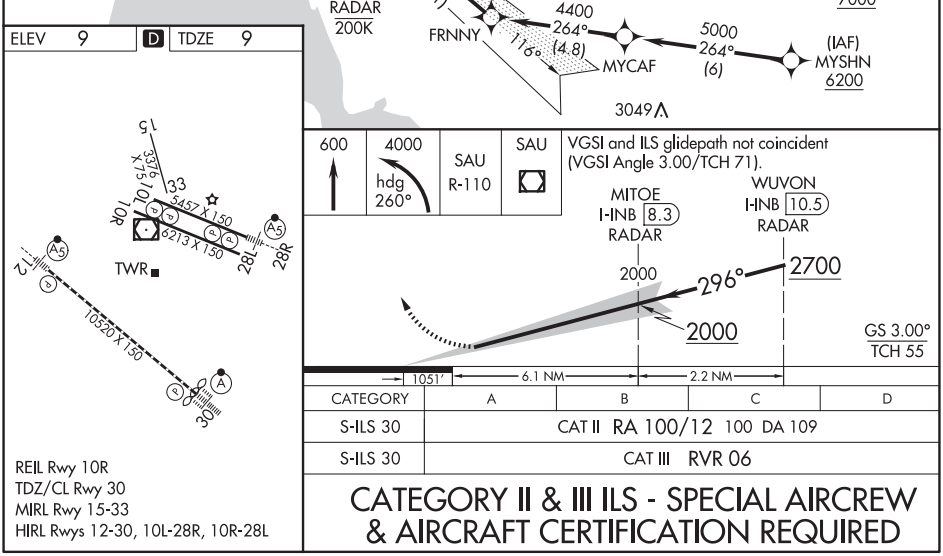
Missed approach requires minimum climb of 213 feet per NM to 1540, if unable to meet climb gradient, see ILS or LOC RWY 30. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | CAT II RA 100/12 100 DA 109 | | | |
| S-ILS 30 | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 12

OAKLAND INTL (OAK)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 116° | TDZE | 9 |
| | Apt Elev | 9 |

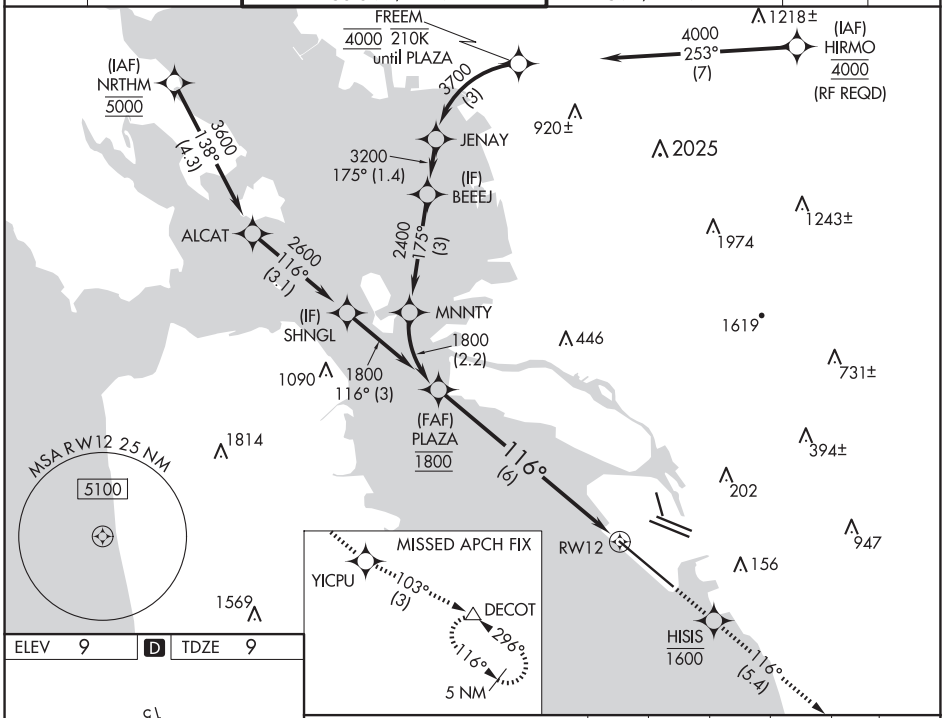
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. For inop ALS increase RNP 0.15 visibility all Cats to RVR 4500, RNP 0.30 visibility all Cats to RVR 5500.

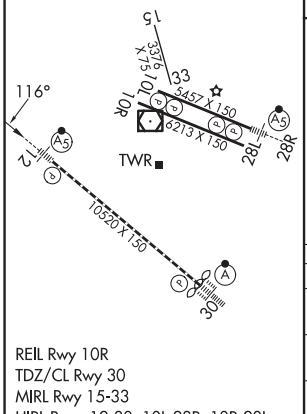
MALSR

MISSED APPROACH: Climb direct HISIS to cross HISIS at or below 1600 then climb to 5400 on track 116° to YICPU and on track 103° to DECOT and hold, continue climb-in-hold to 5400.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| ELEV | 9 | D | TDZE | 9 |
|---|---|---|---|---|

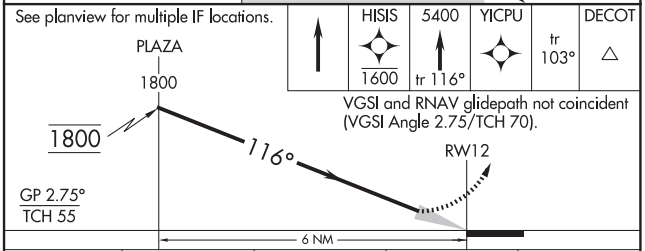



REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

See planview for multiple IF locations.

| | HISIS | 5400 | YICPU | | DECOT |
|---|---|---|---|---|---|
| | 1600 | tr 116° | | tr 103° | △ |

VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 70).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 289/24 280 (300-½) | | | |
| RNP 0.30 DA | 386/35 377 (400-⅝) | | | |

AUTHORIZATION REQUIRED

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND, CALIFORNIA

AL-294 (FAA)

25163

# RNAV (RNP) Z RWY 28L

OAKLAND INTL (OAK)

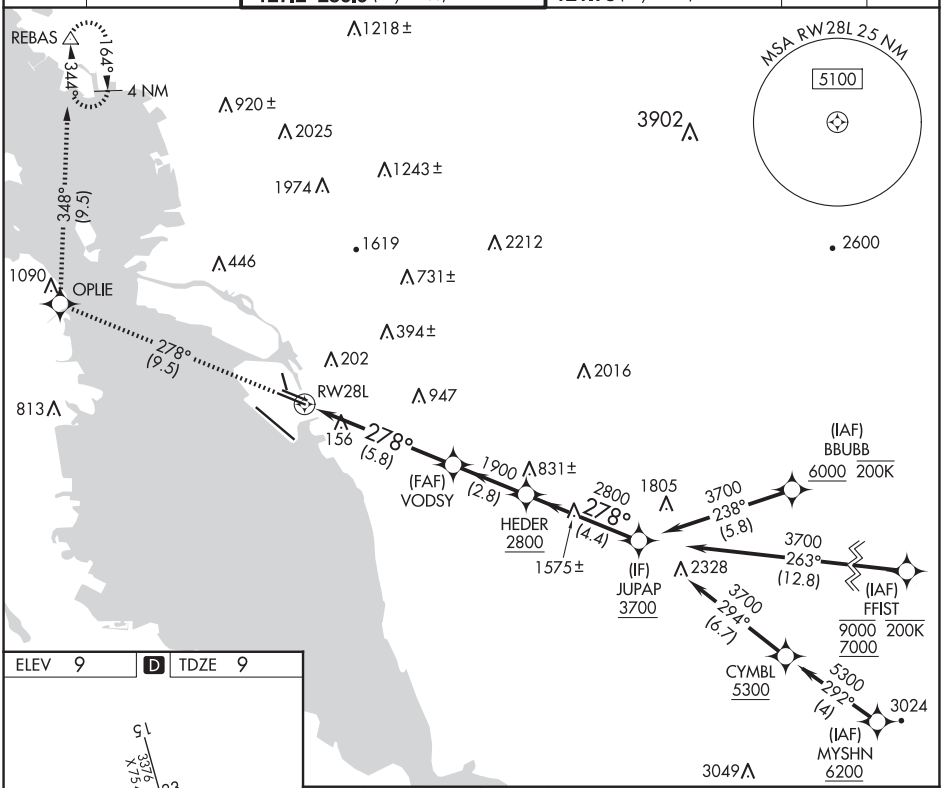
| APP CRS | Rwy Ldg | 6213 |
|---|---|---|
| 278° | TDZE | 9 |
| | Apt Elev | 9 |

RNP AR APCH - GPS. Authorization required.

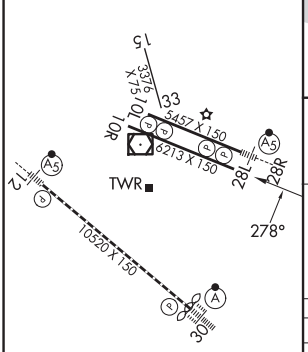
For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 3000 on track 278° to OPLIE and on track 348° to REBAS and hold.

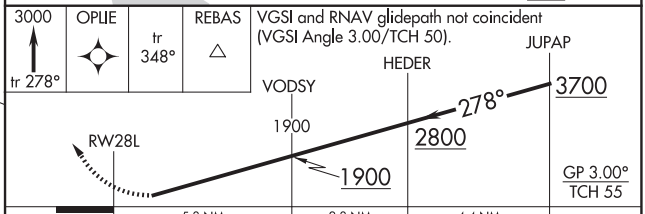
| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| ELEV 9 | D | TDZE 9 |
|---|---|---|




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 306/45 297 (300-⅞) | | | |
| RNP 0.15 DA | 359/55 350 (400-1) | | | |
| RNP 0.30 DA | 425/60 416 (500-1¼) | | | |

AUTHORIZATION REQUIRED

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (RNP) Z RWY 28R

## OAKLAND INTL (OAK)

| APP CRS | Rwy Ldg | 5457 |
|---|---|---|
| 278° | TDZE | 7 |
| | Apt Elev | 9 |

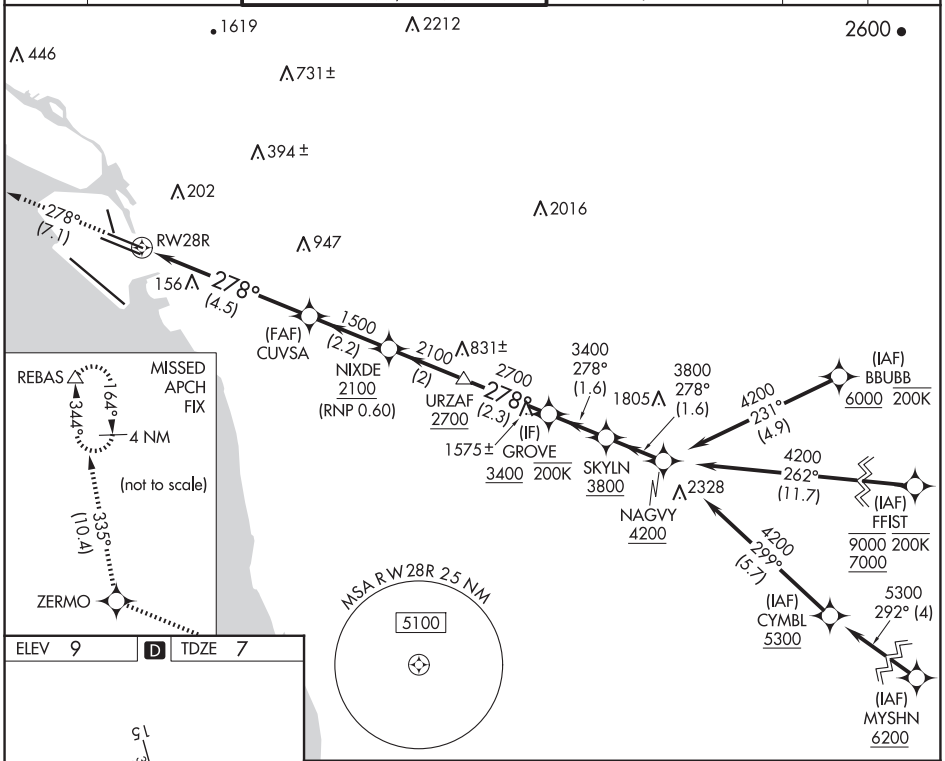
RNP AR APCH - GPS. Authorization required.

For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

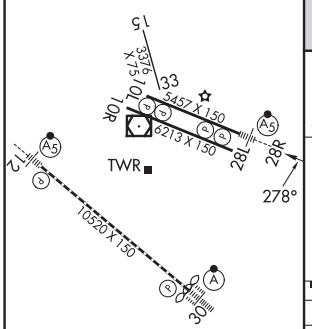
MALSR

MISSED APPROACH: Climb to 3000 on 278° track to ZERMO and on 335° track to REBAS and hold.

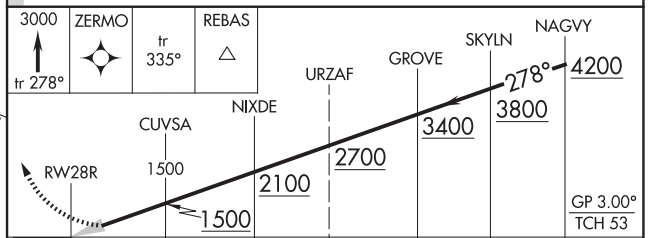
| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| ELEV 9 | D | TDZE 7 |
|---|---|---|




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 332/26 325 (400-½) | | | |
| RNP 0.30 DA | 418/40 411 (500-¾) | | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND, CALIFORNIA | AL-294 (FAA) | 25163

# RNAV (RNP) Z RWY 30
## OAKLAND INTL (OAK)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 296° | TDZE | 9 |
| | Apt Elev | 9 |

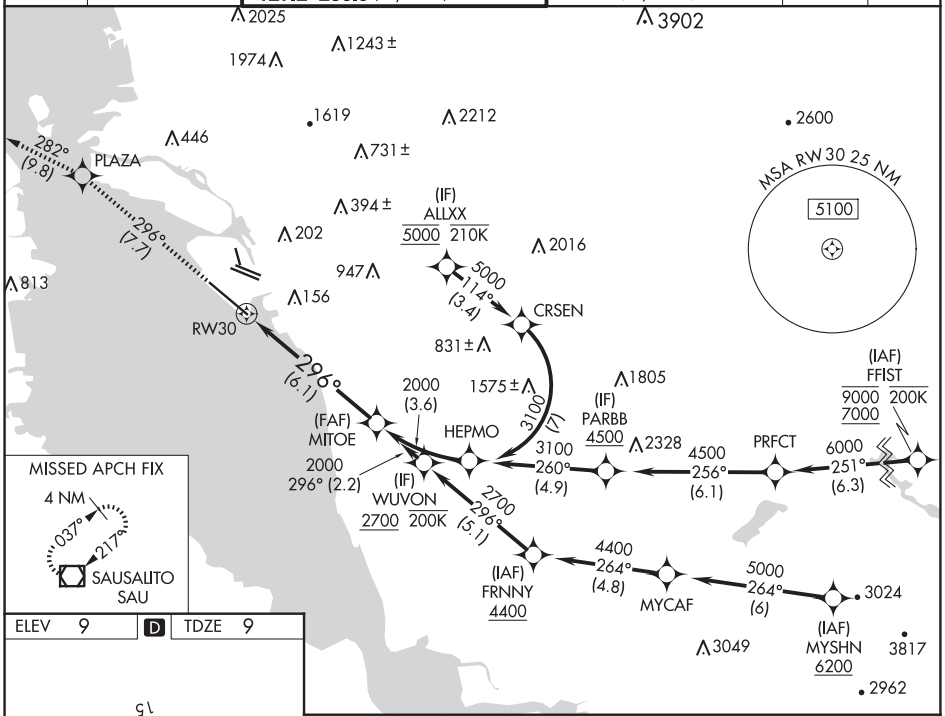
RNP AR APCH - GPS. Authorization required. From ALLXX or PARBB: RF.
RADAR required.

For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 5500.

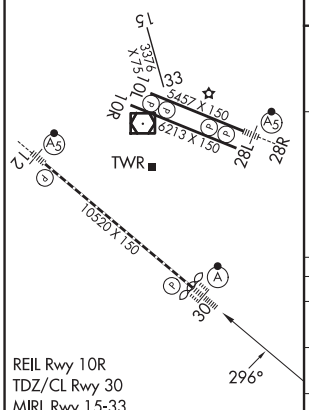
ALSF-2

MISSED APPROACH: Climb to 4000 on track 296° to PLAZA and on track 282° to SAU VOR/DME and hold, continue climb-in-hold to 4000.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |



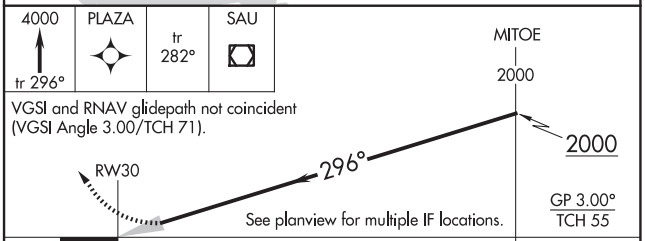

ELEV 9 | D | TDZE 9




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

| 4000 | PLAZA | tr 282° | SAU |
|---|---|---|---|
| tr 296° | | | |

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 281/24 272 (300-½) | | | |
| RNP 0.30 DA | 385/35 376 (400-⅝) | | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

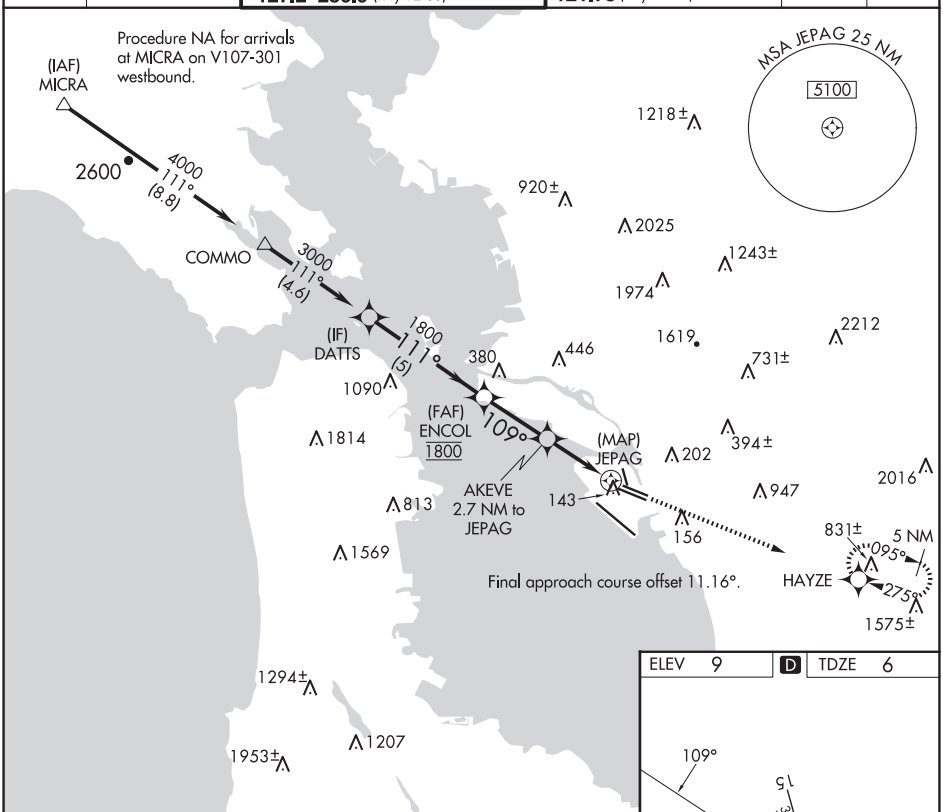
| APP CRS | Rwy Ldg | 5336 |
|---|---|---|
| 109° | TDZE | 6 |
| | Apt Elev | 9 |

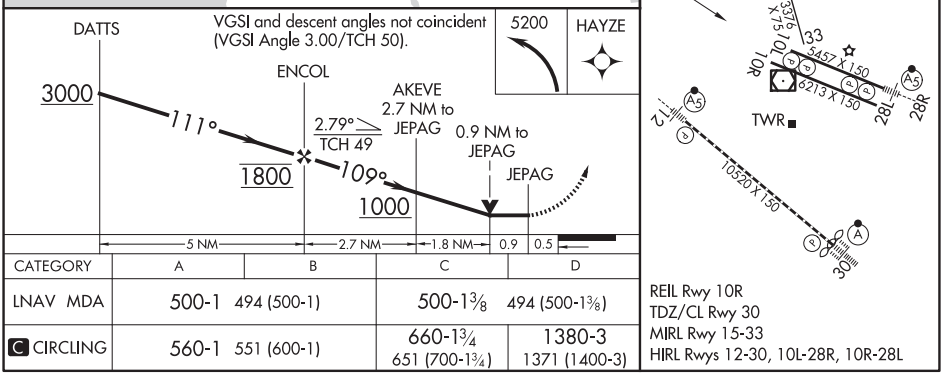
# RNAV (GPS) RWY 10L
## OAKLAND INTL (OAK)

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM not authorized.

MISSED APPROACH: Climbing left turn to 5200 direct HAYZE and hold, continue climb-in-hold to 5200.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 494 (500-1) | | 500-1⅜ 494 (500-1⅜) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1380-3 1371 (1400-3) |

REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

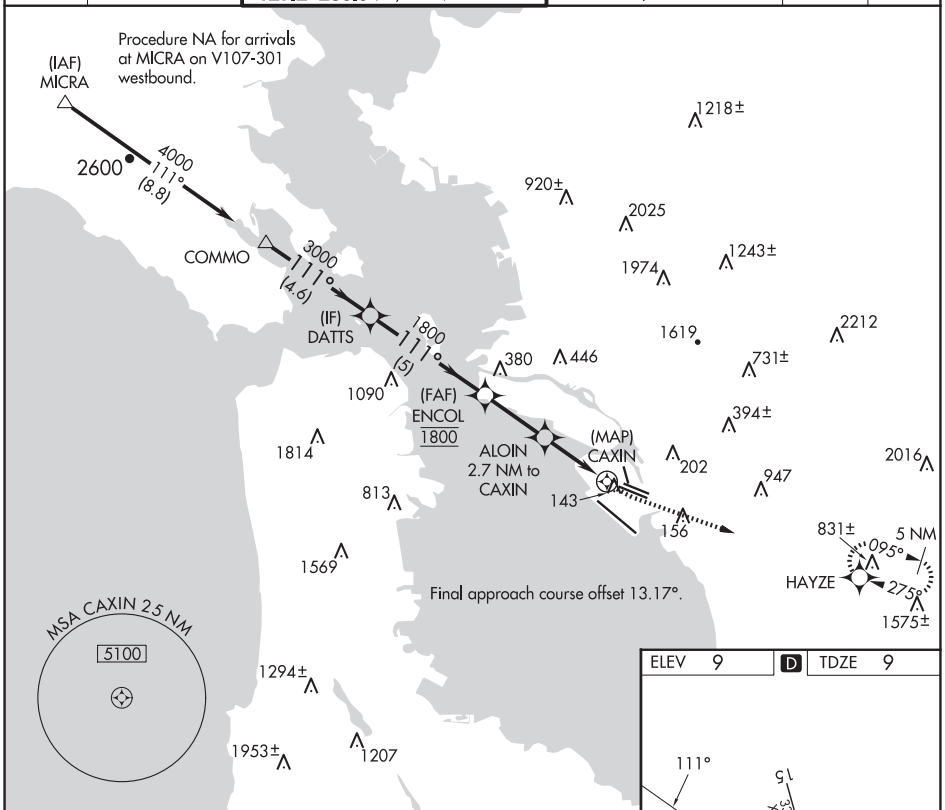
| APP CRS | Rwy Ldg | 6213 |
|---|---|---|
| 111° | TDZE | 9 |
| | Apt Elev | 9 |

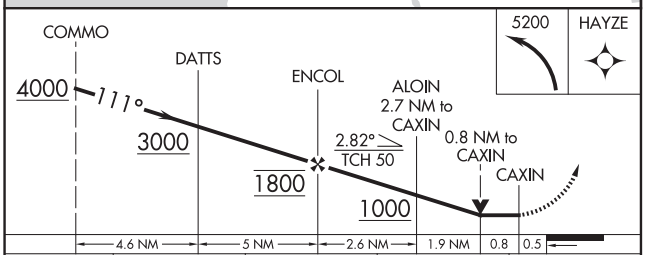
# RNAV (GPS) RWY 10R
## OAKLAND INTL (OAK)

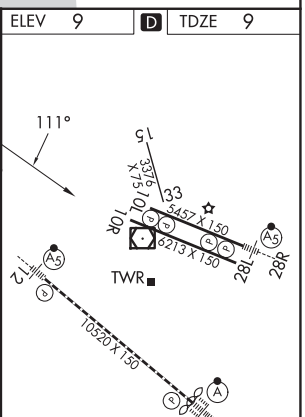
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM not authorized.

MISSED APPROACH: Climbing left turn to 5200 direct HAYZE and hold, continue climb-in-hold to 5200.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 471 (500-1) | | 480-1⅜ 471 (500-1⅜) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1380-3 1371 (1400-3) |

REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 86418 W12A | APP CRS 116° | Rwy Ldg 10000<br>TDZE 9<br>Apt Elev 9 |
|---|---|---|

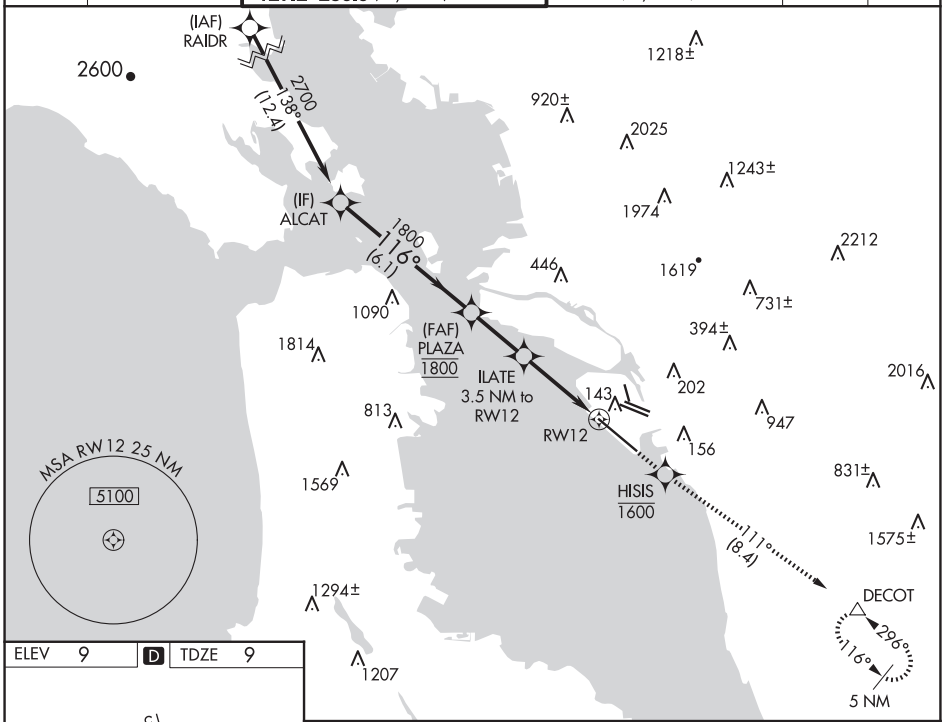
# RNAV (GPS) Y RWY 12
## OAKLAND INTL (OAK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

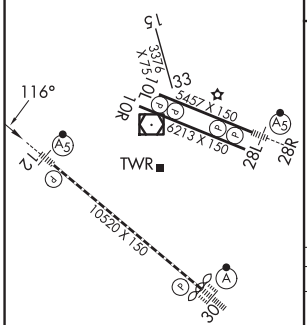
MISSED APPROACH: Climb direct HISIS to cross HISIS at or below 1600, then climb to 5400 on track 111° to DECOT and hold, continue climb-in-hold to 5400.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |



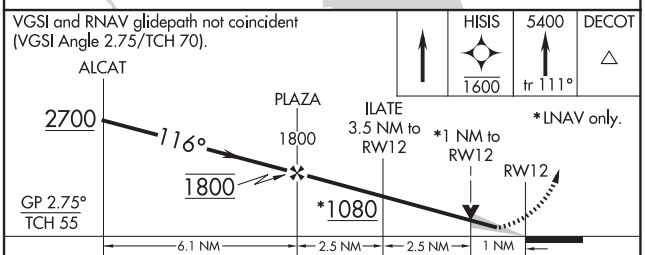

SW-2, 12 JUN 2025 to 07 AUG 2025

| ELEV 9 | D | TDZE 9 |
|---|---|---|




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L

VGSI and RNAV glidepath not coincident
(VGSI Angle 2.75/TCH 70).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 209/24 200 (200-½) | | | |
| LNAV/VNAV DA | 304/27 295 (300-⅝) | | | |
| LNAV MDA | 360/24 351 (400-½) | | 360/30 351 (400-⅝) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1380-3 1371 (1400-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND, CALIFORNIA | AL-294 (FAA) | 25163

# RNAV (GPS) Y RWY 28L
## OAKLAND INTL (OAK)

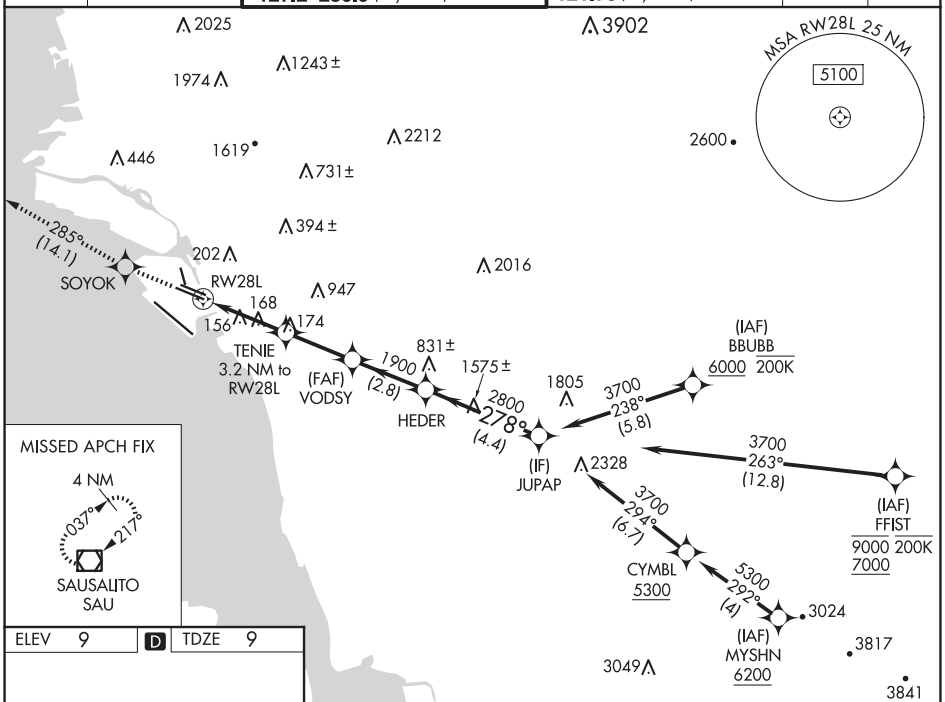
| WAAS CH 72700 W28A | APP CRS 278° | Rwy Ldg 6213 TDZE 9 Apt Elev 9 |
|---|---|---|

RNP APCH - GPS.

Rwy 28L helicopter visibility reduction below RVR 4000 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct SOYOK and on track 285° to SAU VOR/DME and hold, continue climb-in-hold to 4000.

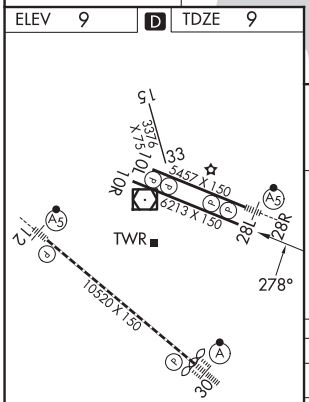
| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30) | 121.1 | |



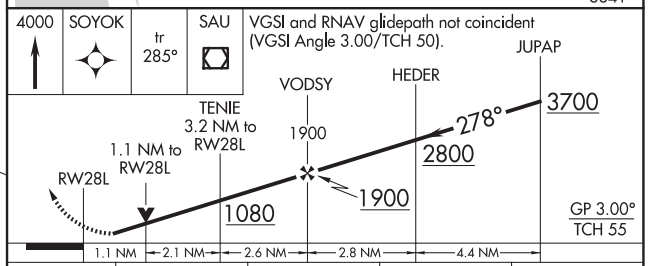




ELEV 9 | D | TDZE 9




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 259/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 387/55 378 (400-1) | | | |
| LNAV MDA | 420/55 411 (500-1) | | 420/60 411 (500-1¼) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1400-3 1391 (1400-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 42535 W28B | APP CRS 278° | Rwy Ldg 5457 TDZE 7 Apt Elev 9 |
|---|---|---|

# RNAV (GPS) Y RWY 28R

## OAKLAND INTL (OAK)

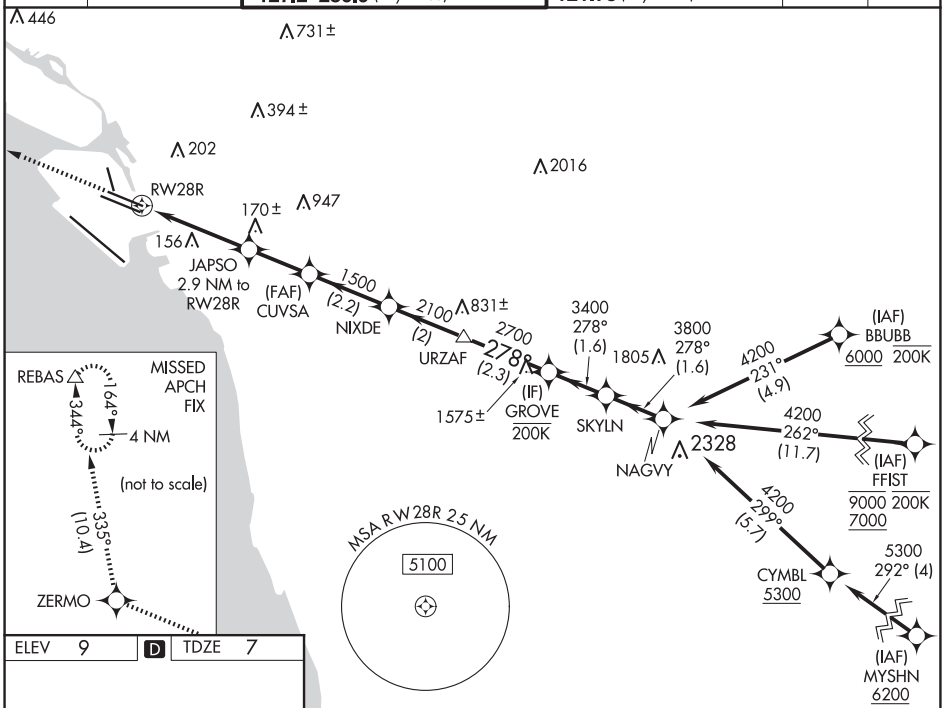
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. For inop ALS, LNAV/VNAV all Cats increase visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

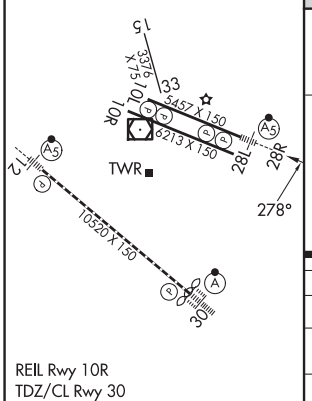
MALSR

MISSED APPROACH: Climb to 3000 direct ZERMO and on track 335° to REBAS and hold.

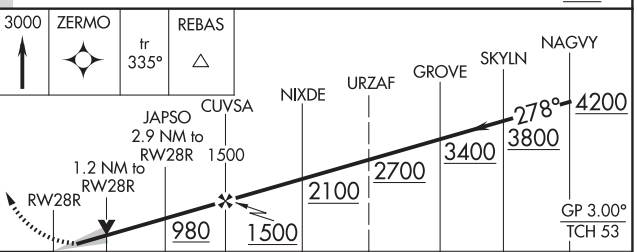
| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30) | 121.1 | |




ELEV 9 | D | TDZE 7




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 207/24 200 (200-½) | | | |
| LNAV/VNAV DA | 387/35 380 (400-⅝) | | | |
| LNAV MDA | 440/24 433 (500-½) | | 440/40 433 (500-¾) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1400-3 1391 (1400-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND, CALIFORNIA — AL-294 (FAA) — 25163

# RNAV (GPS) Y RWY 30
## OAKLAND INTL (OAK)

| WAAS CH 93535 W30A | APP CRS 296° | Rwy Ldg 10000<br>TDZE 9<br>Apt Elev 9 |
|---|---|---|

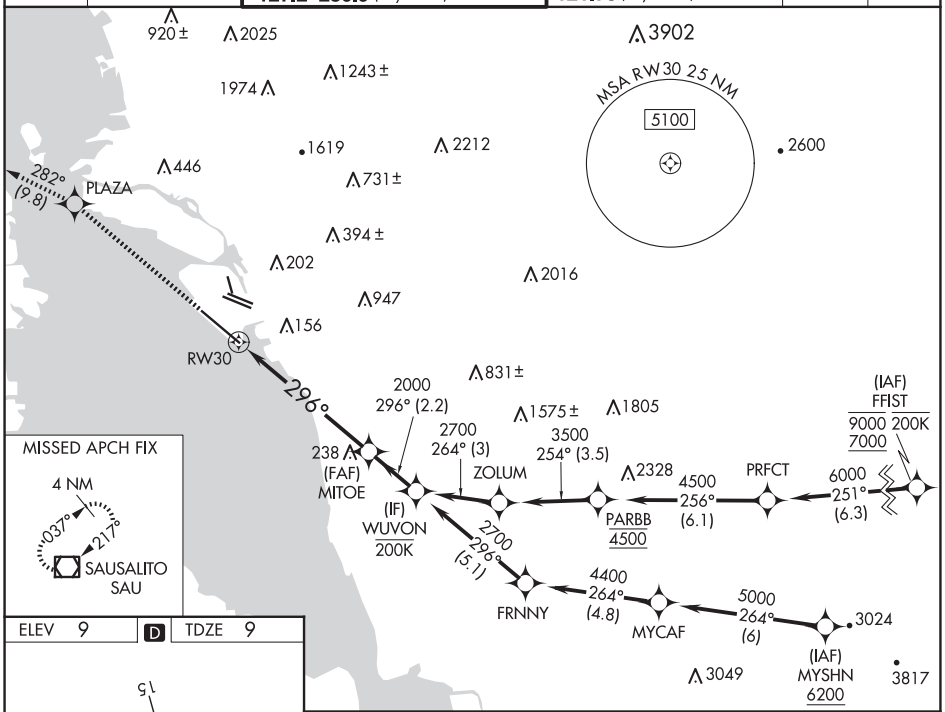
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. For inop ALS, increase LNAV/VNAV Cats A/B/C visibility to RVR 4000, Cat D visibility to RVR 4500, and LNAV Cats C/D visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 4000 direct PLAZA and on track 282° to SAU VOR/DME and hold, continue climb-in-hold to 4000.

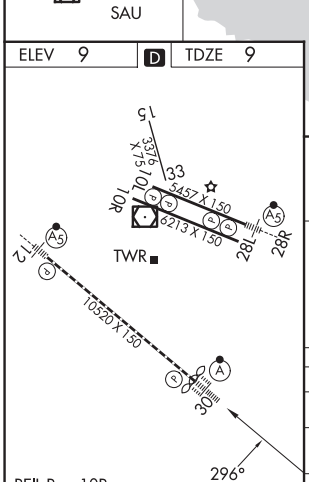
| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |



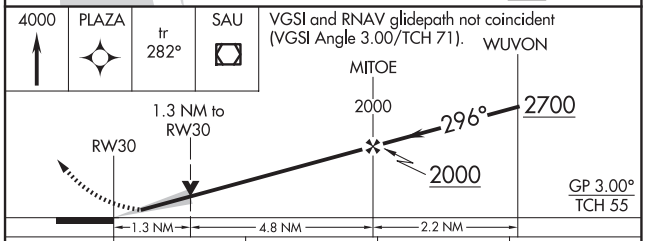




ELEV 9 | D | TDZE 9




REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R, 10R-28L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 209/18 200 (200-½) | | | |
| LNAV/VNAV DA | 259/24 250 (300-½) | | 265/24 256 (300-½) | 283/24 274 (300-½) |
| LNAV MDA | 500/24 491 (500-½) | | 500/50 491 (500-1) | |
| C CIRCLING | 560-1 551 (600-1) | | 660-1¾ 651 (700-1¾) | 1400-3 1391 (1400-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

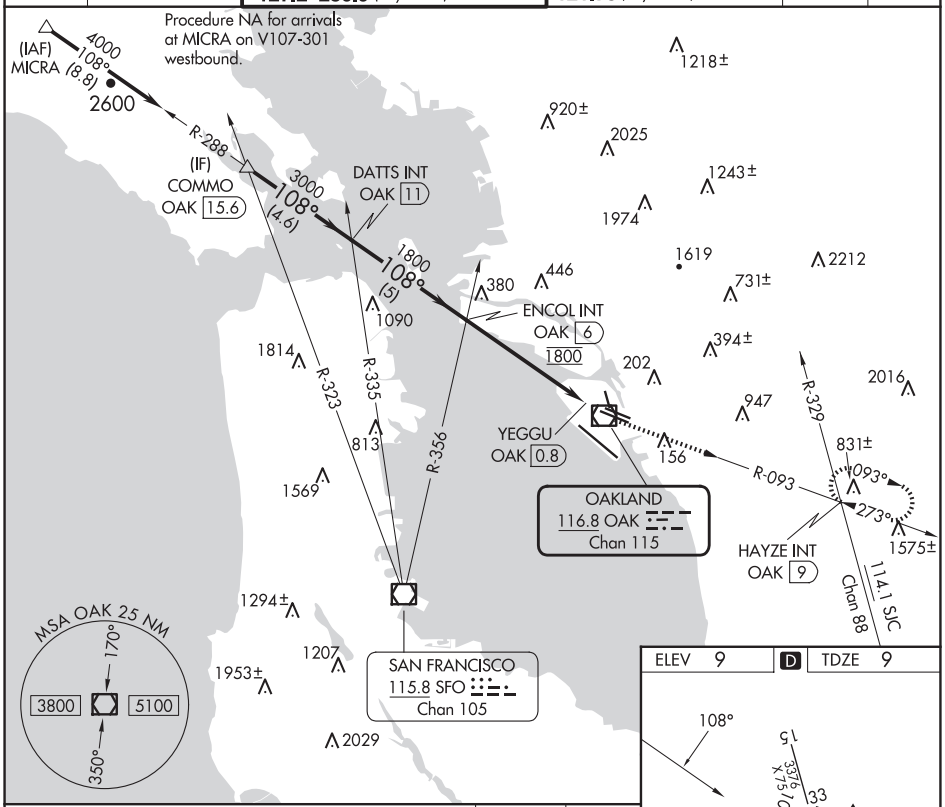
# VOR RWY 10R
## OAKLAND INTL (OAK)

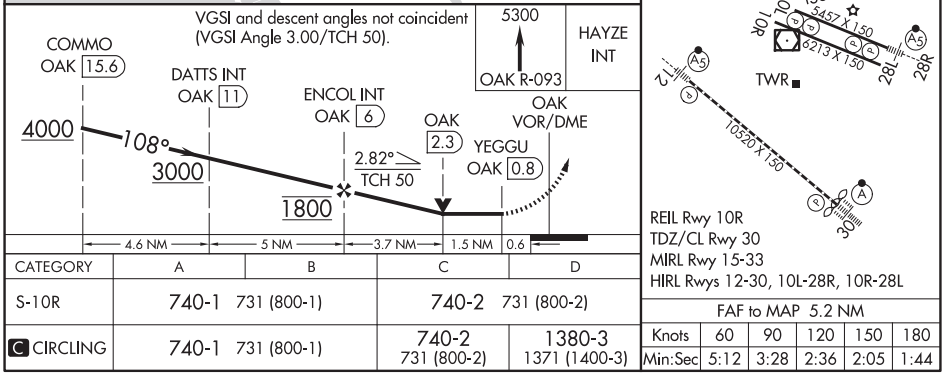
| VOR/DME OAK | APP CRS | Rwy Ldg | 6213 |
|---|---|---|---|
| 116.8 | 108° | TDZE | 9 |
| Chan 115 | | Apt Elev | 9 |

Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5300 on OAK VOR/DME R-093 to HAYZE INT/OAK 9 DME and hold, continue climb-in-hold to 5300.

| D-ATIS | NORCAL APP CON | OAKLAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 133.775 | 125.35 263.15 | 118.3 291.65 (Rwys 10L/R-28L/R, 15-33)<br>127.2 256.9 (Rwy 12-30) | 121.9 (Rwys 10L/R-28L/R, 15-33)<br>121.75 (Rwy 12-30) | 121.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10R | 740-1 731 (800-1) | | 740-2 731 (800-2) | |
| C CIRCLING | 740-1 731 (800-1) | | 740-2 731 (800-2) | 1380-3 1371 (1400-3) |

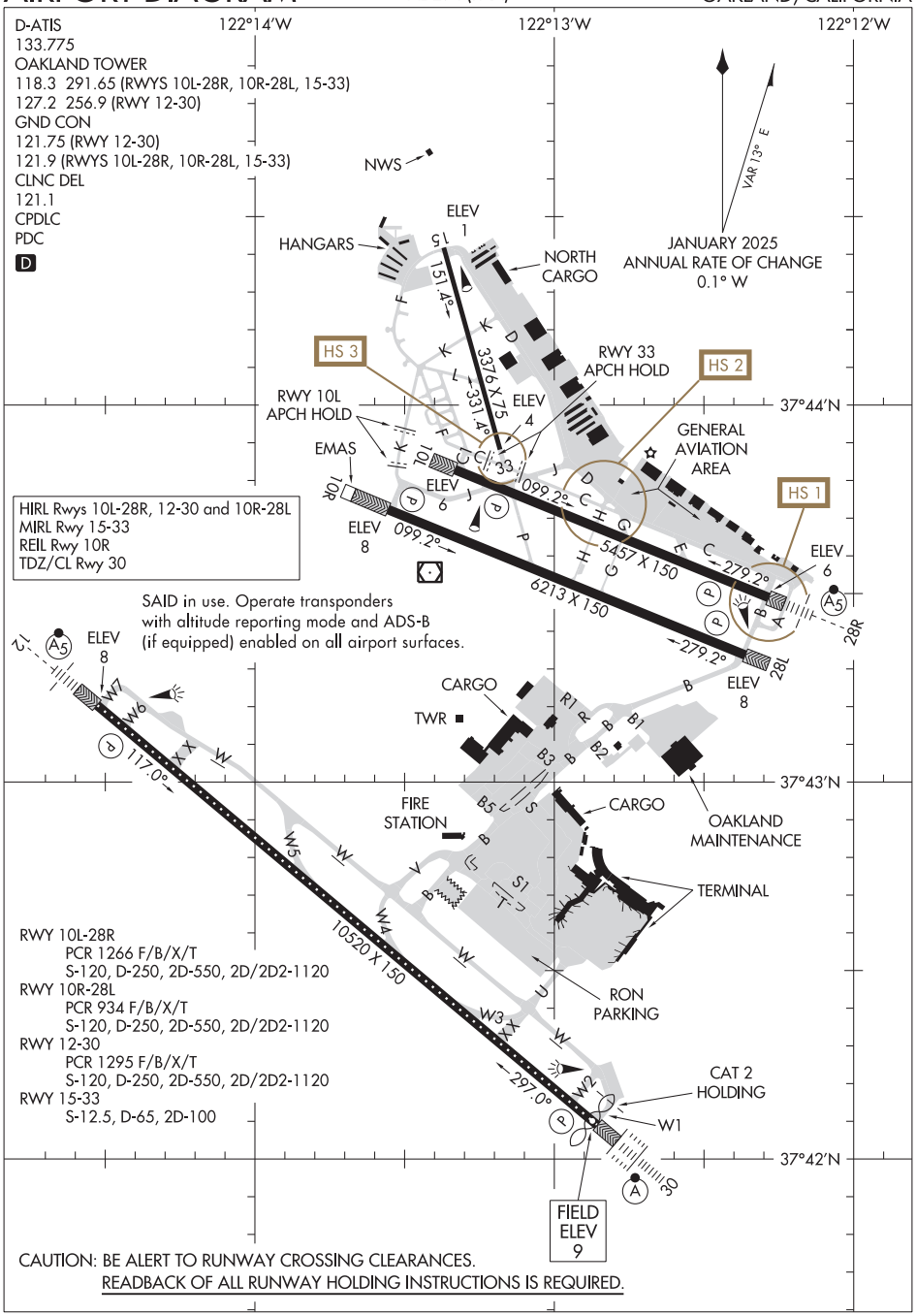
| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

25163

# AIRPORT DIAGRAM

AL-294 (FAA)

OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25163
OAKLAND, CALIFORNIA
OAKLAND INTL (OAK)

NORCAL DEP CON
135.1 307.2
D-ATIS 133.775
CLNC DEL 121.1
CPDLC
GND CON
121.9 (Rwys 10L/R, 28L/28R, 15/33)
121.75 (Rwy 12/30)
OAKLAND TOWER
118.3 291.65 (Rwys 10L/R, 28L/28R, 15/33)
127.2 256.9 (Rwy 12/30)

**TOP ALTITUDE: 10000**

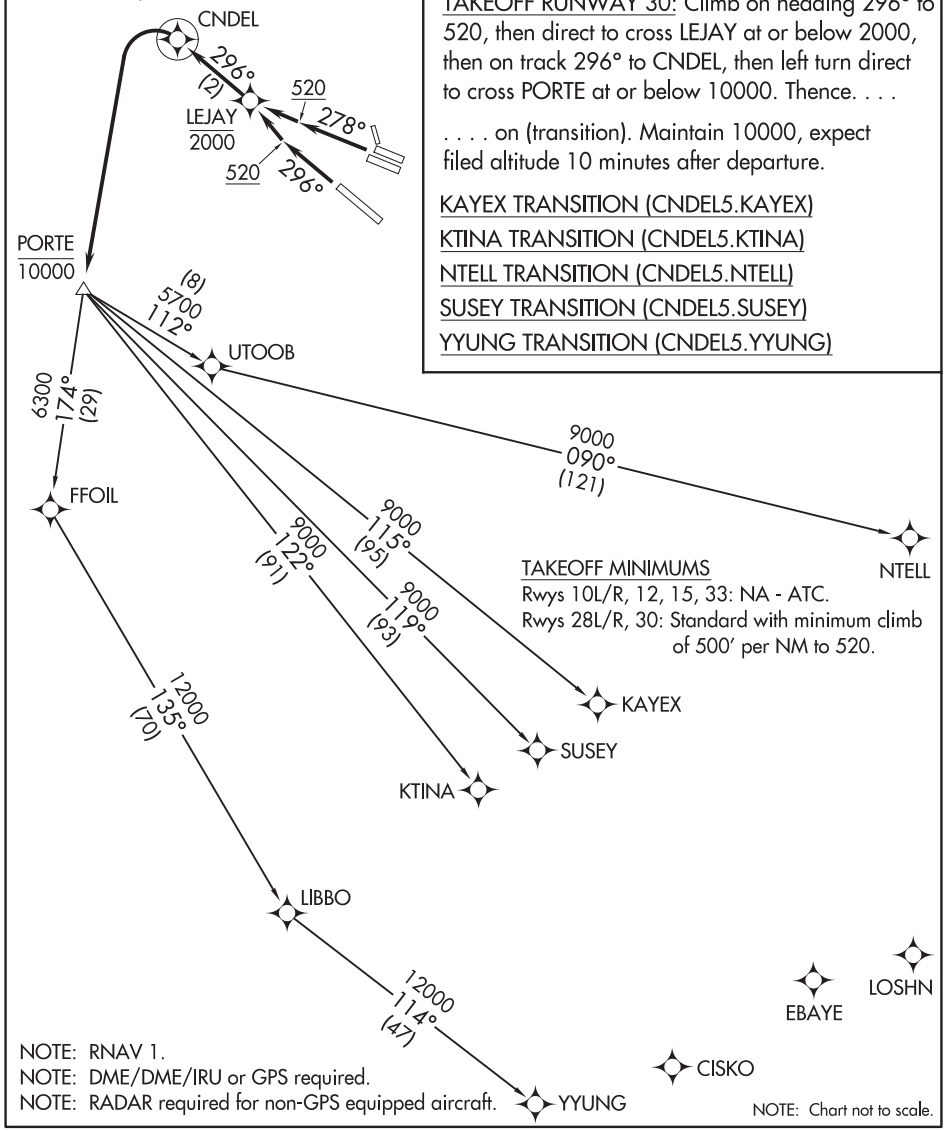
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L, 28R: Climb on heading 278° to 520, then direct to cross LEJAY at or below 2000, then on track 296° to CNDEL, then left turn direct to cross PORTE at or below 10000. Thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 296° to 520, then direct to cross LEJAY at or below 2000, then on track 296° to CNDEL, then left turn direct to cross PORTE at or below 10000. Thence. . . .

. . . . on (transition). Maintain 10000, expect filed altitude 10 minutes after departure.

KAYEX TRANSITION (CNDEL5.KAYEX)
KTINA TRANSITION (CNDEL5.KTINA)
NTELL TRANSITION (CNDEL5.NTELL)
SUSEY TRANSITION (CNDEL5.SUSEY)
YYUNG TRANSITION (CNDEL5.YYUNG)




TAKEOFF MINIMUMS
Rwys 10L/R, 12, 15, 33: NA - ATC.
Rwys 28L/R, 30: Standard with minimum climb of 500′ per NM to 520.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.

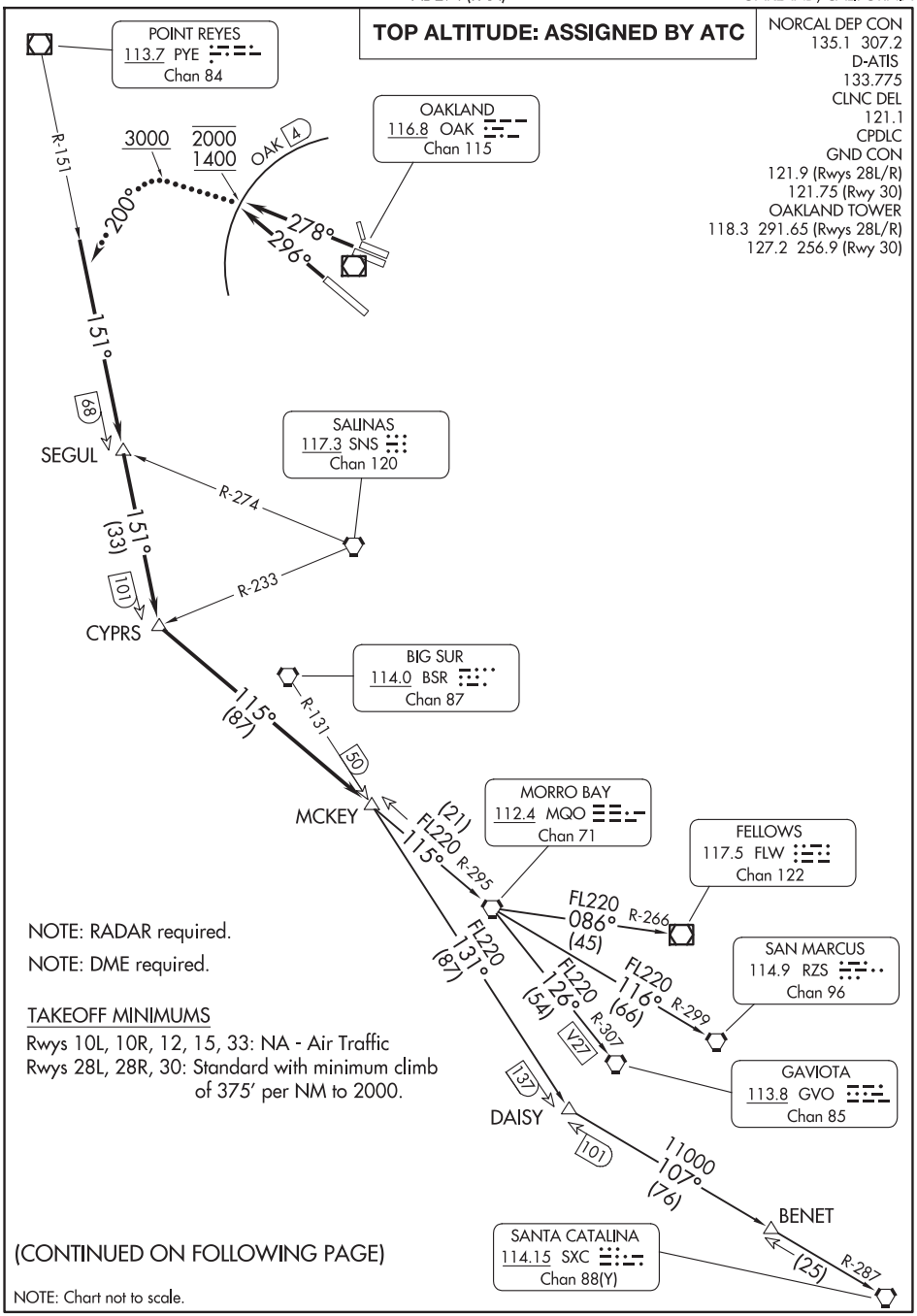
NOTE: Chart not to scale.

(COAST9.MCKEY) 25163

# COAST NINE DEPARTURE

AL-294 (FAA)

OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R: Climb heading 278° for RADAR vectors to PYE R-151, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence . . . .

TAKEOFF RUNWAY 30: Climb heading 296° for RADAR vectors to PYE R-151, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence . . . .

. . . . intercept and proceed on the PYE R-151 to SEGUL INT, then on PYE R-151 to CYPRS INT, then on MQO R-295 to MCKEY INT, then on assigned (transition). Maintain FL220. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: After reaching 3000, turn left heading 200° to intercept and proceed on PYE R-151, then resume own navigation.

FELLOWS TRANSITION (COAST9.FLW): From over MCKEY INT on MQO R-295 to MQO VORTAC, then on MQO R-086 and FLW R-266 to FLW VOR/DME.

GAVIOTA TRANSITION (COAST9.GVO): From over MCKEY INT on MQO R-295 to MQO VORTAC, then on MQO R-126 and GVO R-307 to GVO VORTAC.

SAN MARCUS TRANSITION (COAST9.RZS): From over MCKEY INT on MQO R-295 to MQO VORTAC, then on MQO R-116 and RZS R-299 to RZS VORTAC.

SANTA CATALINA TRANSITION (COAST9.SXC): From over MCKEY INT on BSR R-131 to DAISY INT, then on SXC R-287 to SXC VORTAC.

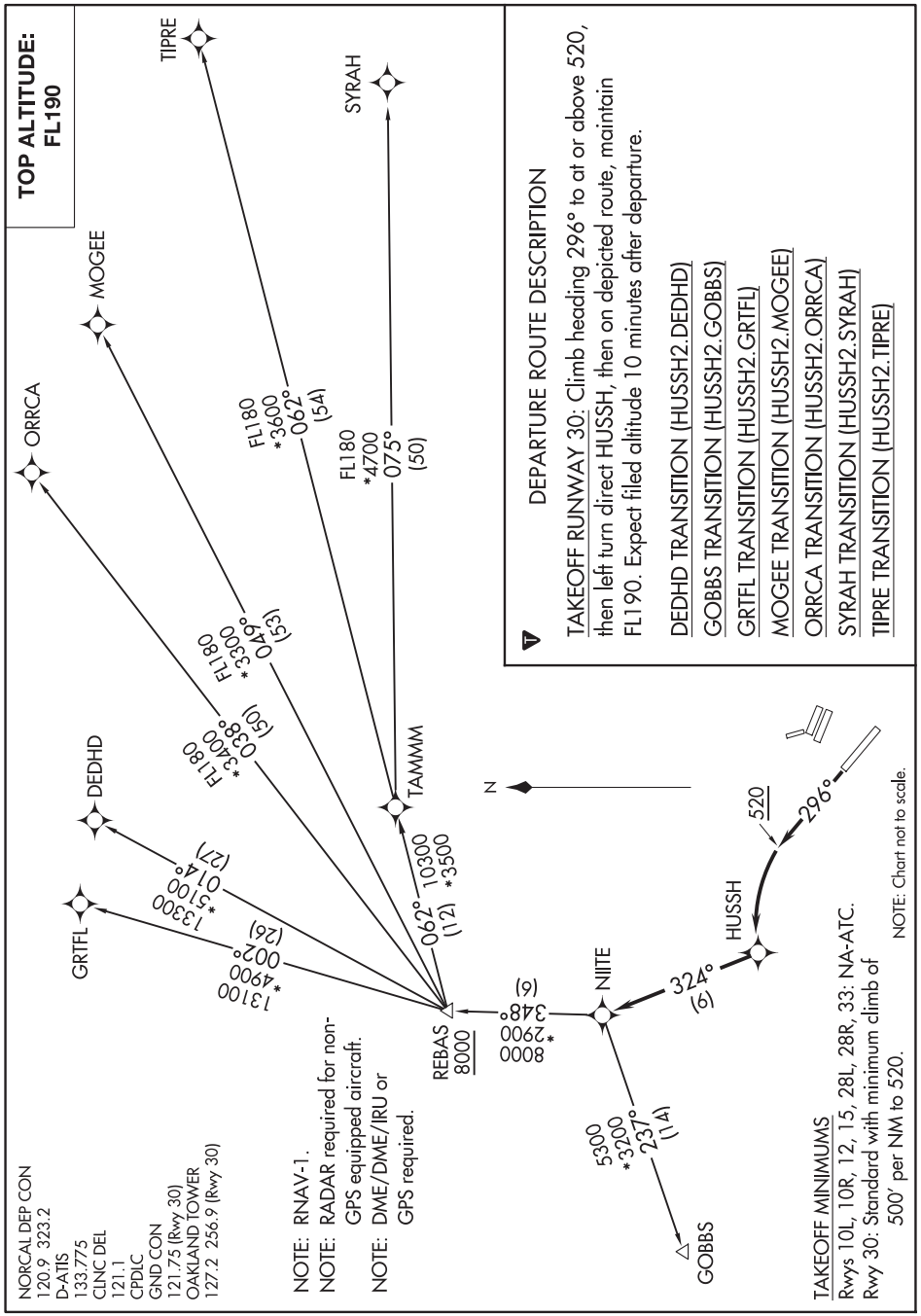
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(HUSSH2.HUSSH) 25163

# HUSSH TWO DEPARTURE (RNAV)

AL-294 (FAA)

OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

HUSSH TWO DEPARTURE (RNAV)

(HUSSH2.HUSSH) 25JUN15

OAKLAND, CALIFORNIA
OAKLAND INTL (OAK)

D-ATIS 133.775
CLNC DEL
121.1
CPDLC
GND CON
121.9 (Rwys 10L/R, 28L/28R, 15/33)
121.75 (Rwy 12/30)
OAKLAND TOWER
118.3 291.65 (Rwys 10L/R, 28L/28R, 15/33)
127.2 256.9 (Rwy 12/30)
NORCAL DEP CON
135.1 307.2

**TOP ALTITUDE: ASSIGNED BY ATC**

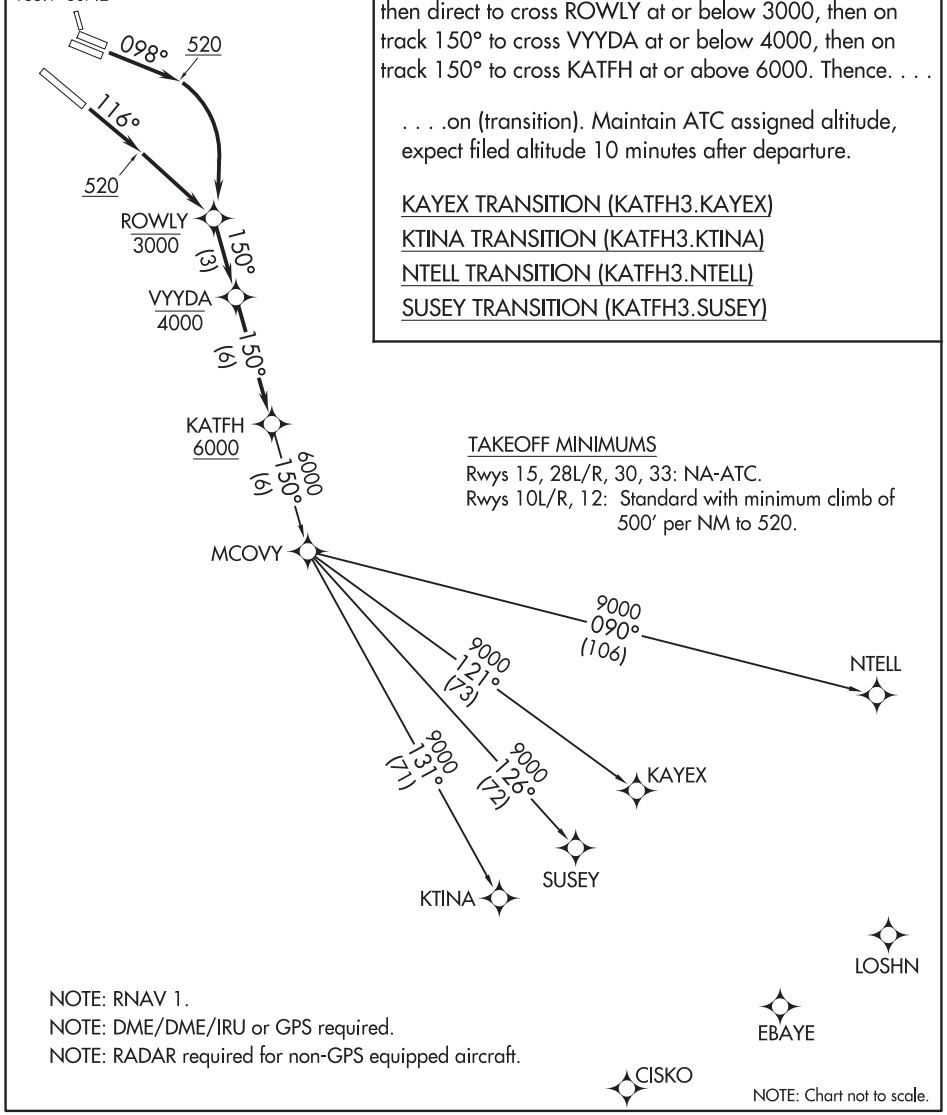
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L, 10R: Climb on heading 098° to 520, then right turn direct to cross ROWLY at or below 3000, then on track 150° to cross VYYDA at or below 4000, then on track 150° to cross KATFH at or above 6000. Thence. . . .

TAKEOFF RUNWAY 12: Climb on heading 116° to 520, then direct to cross ROWLY at or below 3000, then on track 150° to cross VYYDA at or below 4000, then on track 150° to cross KATFH at or above 6000. Thence. . . .

. . . .on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

KAYEX TRANSITION (KATFH3.KAYEX)
KTINA TRANSITION (KATFH3.KTINA)
NTELL TRANSITION (KATFH3.NTELL)
SUSEY TRANSITION (KATFH3.SUSEY)




TAKEOFF MINIMUMS
Rwys 15, 28L/R, 30, 33: NA-ATC.
Rwys 10L/R, 12: Standard with minimum climb of 500′ per NM to 520.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(NIMI5.OAK) 25163

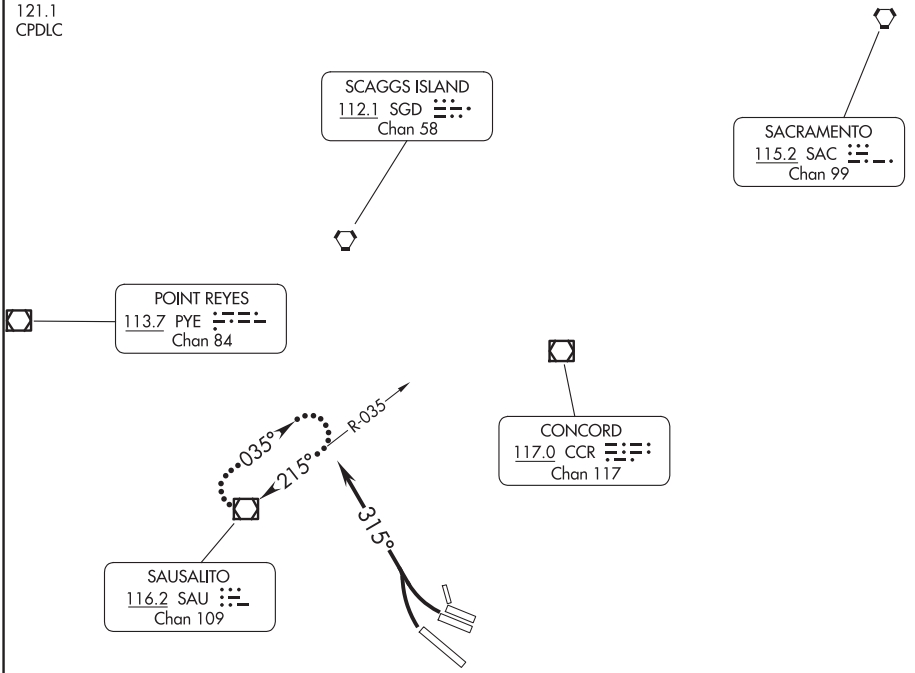
# NIMITZ FIVE DEPARTURE

AL-294 (FAA)

OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA

NORCAL DEP CON
127.0 298.95
D-ATIS
133.775
CLNC DEL
121.1
CPDLC

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 10L, 10R, 12, 15, 33: NA-Air Traffic.
Rwys 28L, 28R, 30: Standard with minimum climb of 375′ per NM to 2000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R and 30: Climbing right turn heading 315° for RADAR vectors to assigned route/fix. Maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

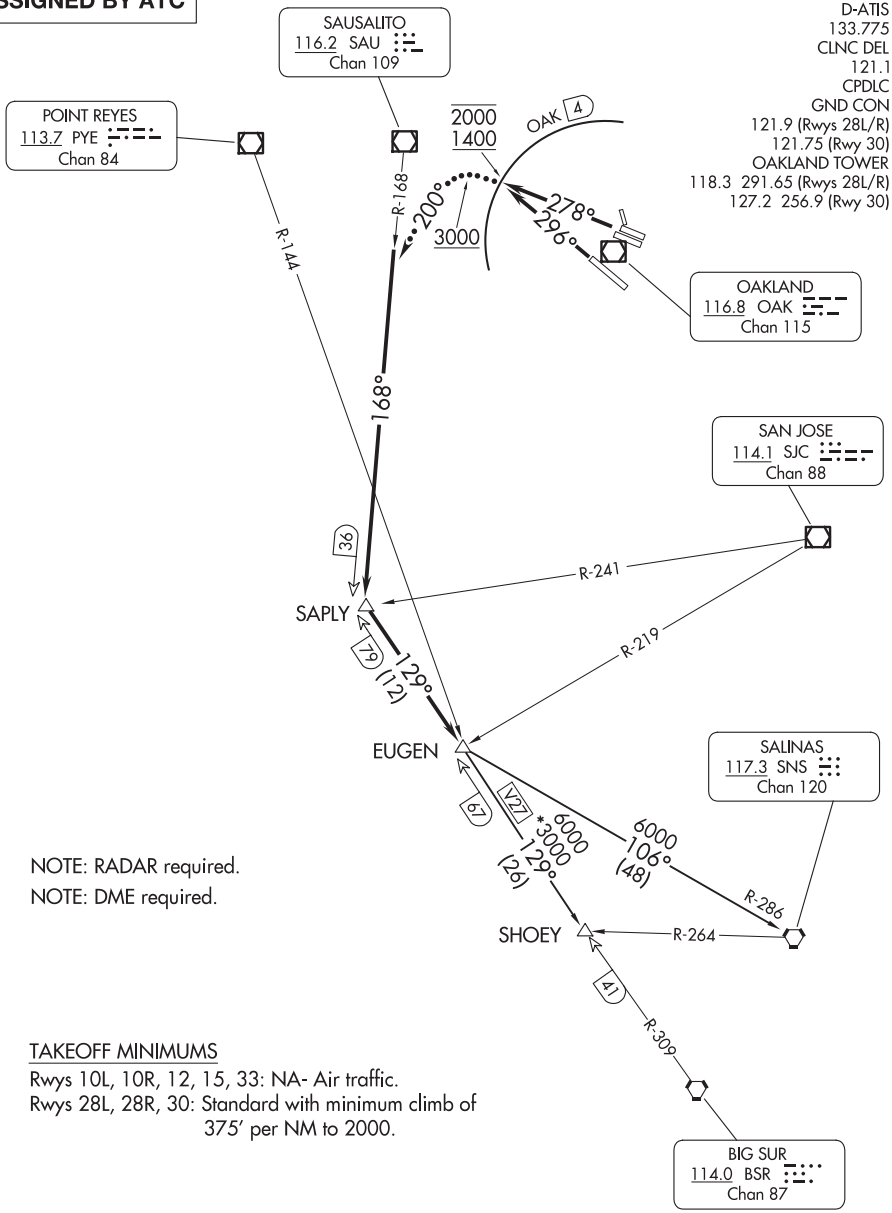
LOST COMMUNICATIONS: If not in contact with departure control after reaching 4000, proceed direct to SAU VOR/DME and hold on SAU R-035. Climb in holding pattern to assigned altitude, then proceed to assigned fix/route.


SW-2, 12 JUN 2025 to 07 AUG 2025

NIMITZ FIVE DEPARTURE
OAKLAND, CALIFORNIA
OAKLAND INTL (OAK)
(NIMI5.OAK) 17AUG17

**TOP ALTITUDE: ASSIGNED BY ATC**

NORCAL DEP CON
135.1 307.2
D-ATIS
133.775
CLNC DEL
121.1
CPDLC
GND CON
121.9 (Rwys 28L/R)
121.75 (Rwy 30)
OAKLAND TOWER
118.3 291.65 (Rwys 28L/R)
127.2 256.9 (Rwy 30)




NOTE: RADAR required.

NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 10L, 10R, 12, 15, 33: NA- Air traffic.
Rwys 28L, 28R, 30: Standard with minimum climb of 375′ per NM to 2000.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R: Climb heading 278° for RADAR vectors to SAU R-168, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence . . . .
TAKEOFF RUNWAY 30: Climb heading 296° for RADAR vectors to SAU R-168, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence . . . .

. . . . intercept and proceed on the SAU R-168 to SAPLY INT and on BSR R-309 to EUGEN INT, then via assigned (transition). Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: After reaching 3000, turn left heading 200° to intercept and proceed via SAU R-168, then resume own navigation.

SALINAS TRANSITION (NUEVO8.SNS): From over EUGEN INT on SNS R-286 to SNS VORTAC.
SHOEY TRANSITION (NUEVO8.SHOEY): From over EUGEN INT on BSR R-309 to SHOEY INT.


SW-2, 12 JUN 2025 to 07 AUG 2025

# OAKLAND SIX DEPARTURE

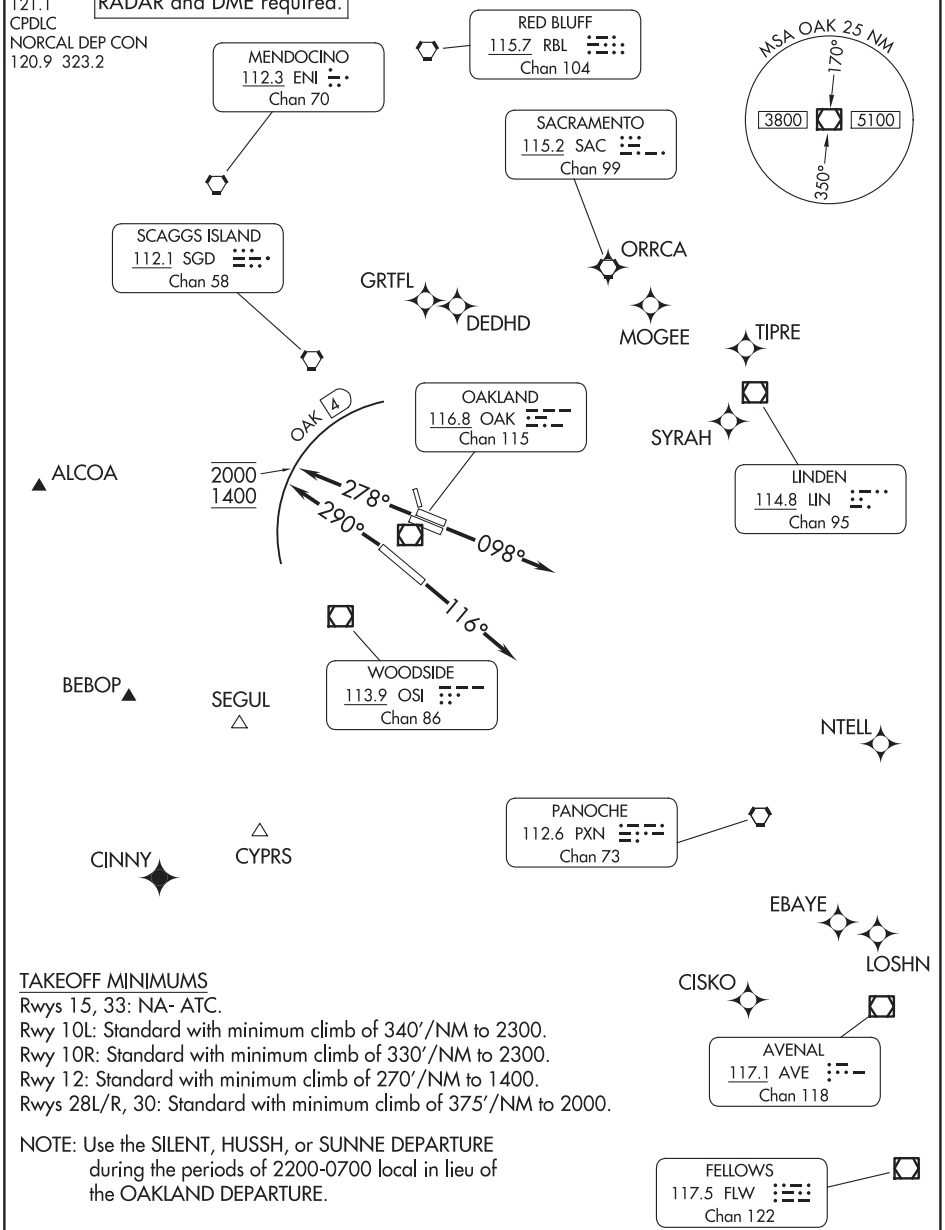
AL-294 (FAA)

D-ATIS 133.775
CLNC DEL 121.1
CPDLC
NORCAL DEP CON 120.9 323.2

RNAV 1-GPS. From ALCOA, BEBOP, CINNY, CISKO, DEDHD, EBAYE, GRTFL, LOSHN, MOGEE, NTELL, ORRCA, SYRAH, or TIPRE.

RADAR and DME required.

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 15, 33: NA- ATC.
Rwy 10L: Standard with minimum climb of 340′/NM to 2300.
Rwy 10R: Standard with minimum climb of 330′/NM to 2300.
Rwy 12: Standard with minimum climb of 270′/NM to 1400.
Rwys 28L/R, 30: Standard with minimum climb of 375′/NM to 2000.

NOTE: Use the SILENT, HUSSH, or SUNNE DEPARTURE during the periods of 2200-0700 local in lieu of the OAKLAND DEPARTURE.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

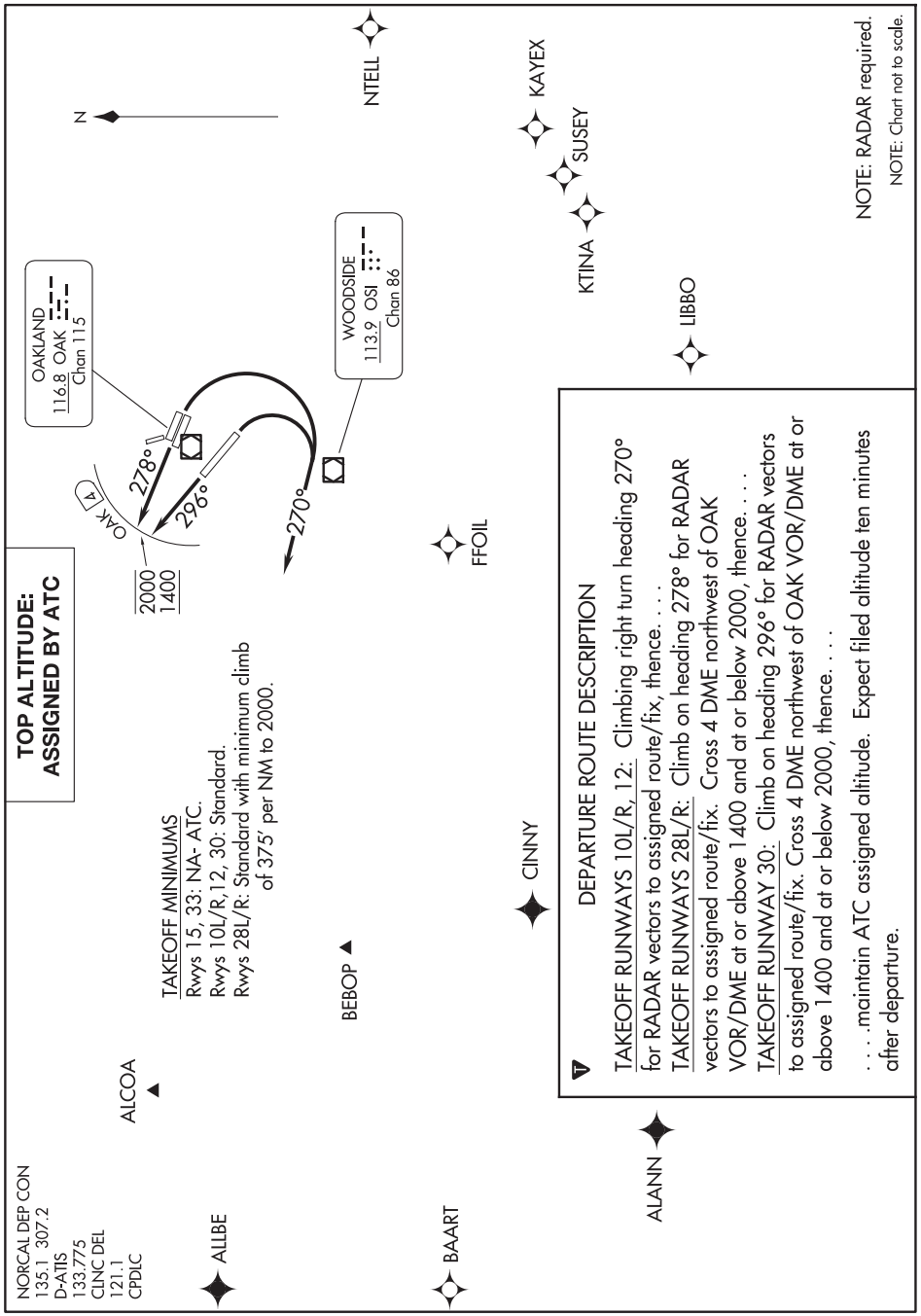
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climb on heading 098° for RADAR vectors to assigned route/fix, thence. . . .
TAKEOFF RUNWAY 12: Climb on heading 116° for RADAR vectors to assigned route/fix, thence. . . .
TAKEOFF RUNWAYS 28L/R: Climb on heading 278° for RADAR vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 290° for RADAR vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .

. . . .maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control after reaching 5000′, continue climb to assigned altitude and proceed direct to assigned route/fix.


SW-2, 12 JUN 2025 to 07 AUG 2025


NORCAL DEP CON
135.1 307.2
D-ATIS
133.775
CLNC DEL
121.1
CPDLC
ALLBE
ALCOA
BAART
BEBOP
CINNY
FFOIL
ALANN
LIBBO
KTINA
SUSEY
KAYEX
NTELL
N
OAKLAND
116.8 OAK
Chan 115
WOODSIDE
113.9 OSI
Chan 86
OAK 4
278°
296°
270°
2000
1400
TOP ALTITUDE:
ASSIGNED BY ATC
TAKEOFF MINIMUMS
Rwys 15, 33: NA- ATC.
Rwys 10L/R,12, 30: Standard.
Rwys 28L/R: Standard with minimum climb
of 375' per NM to 2000.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 10L/R, 12: Climbing right turn heading 270° for RADAR vectors to assigned route/fix, thence. . . .
TAKEOFF RUNWAYS 28L/R: Climb on heading 278° for RADAR vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 296° for RADAR vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .
. . . .maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.
NOTE: RADAR required.
NOTE: Chart not to scale.
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(SALAD5.SALAD) 25163

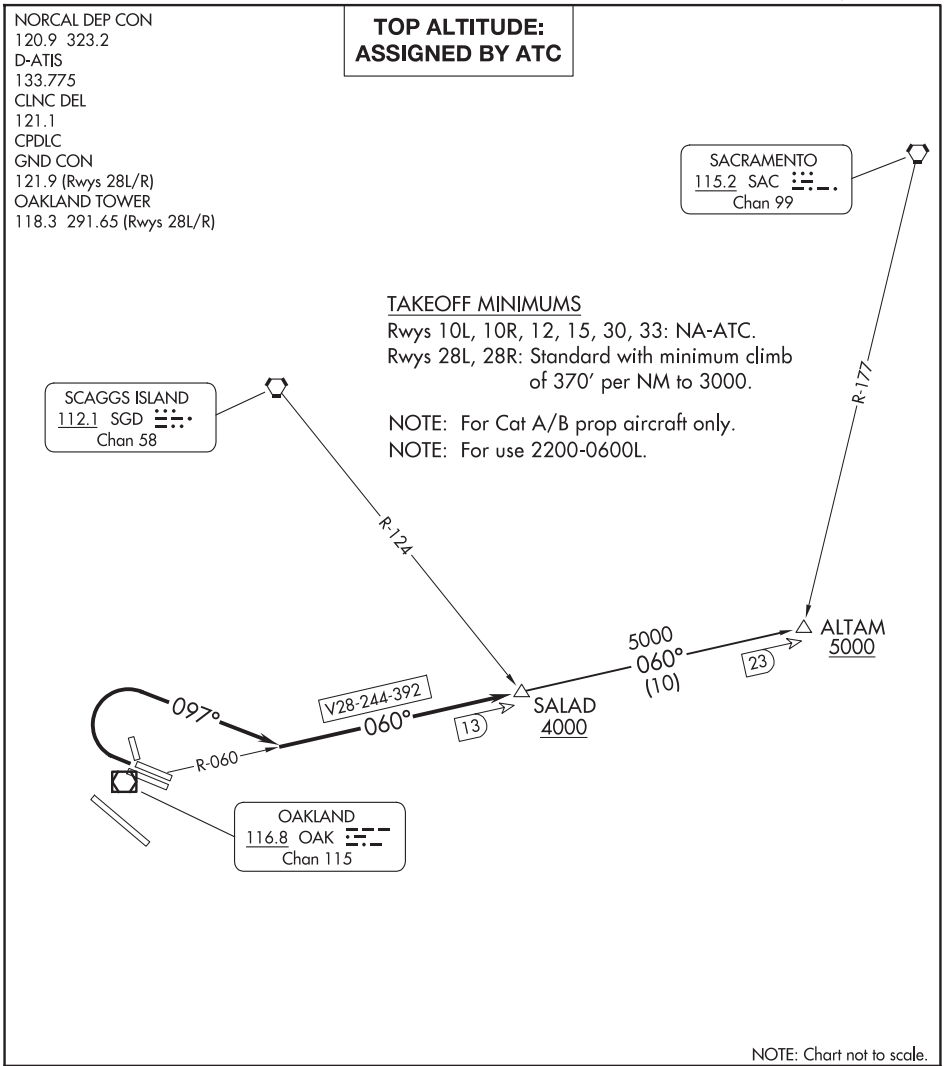
# SALAD FIVE DEPARTURE

AL-294 (FAA)

OAKLAND INTL (OAK)
OAKLAND, CALIFORNIA

NORCAL DEP CON
120.9 323.2
D-ATIS
133.775
CLNC DEL
121.1
CPDLC
GND CON
121.9 (Rwys 28L/R)
OAKLAND TOWER
118.3 291.65 (Rwys 28L/R)

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 10L, 10R, 12, 15, 30, 33: NA-ATC.
Rwys 28L, 28R: Standard with minimum climb of 370′ per NM to 3000.

NOTE: For Cat A/B prop aircraft only.
NOTE: For use 2200-0600L.

NOTE: Chart not to scale.

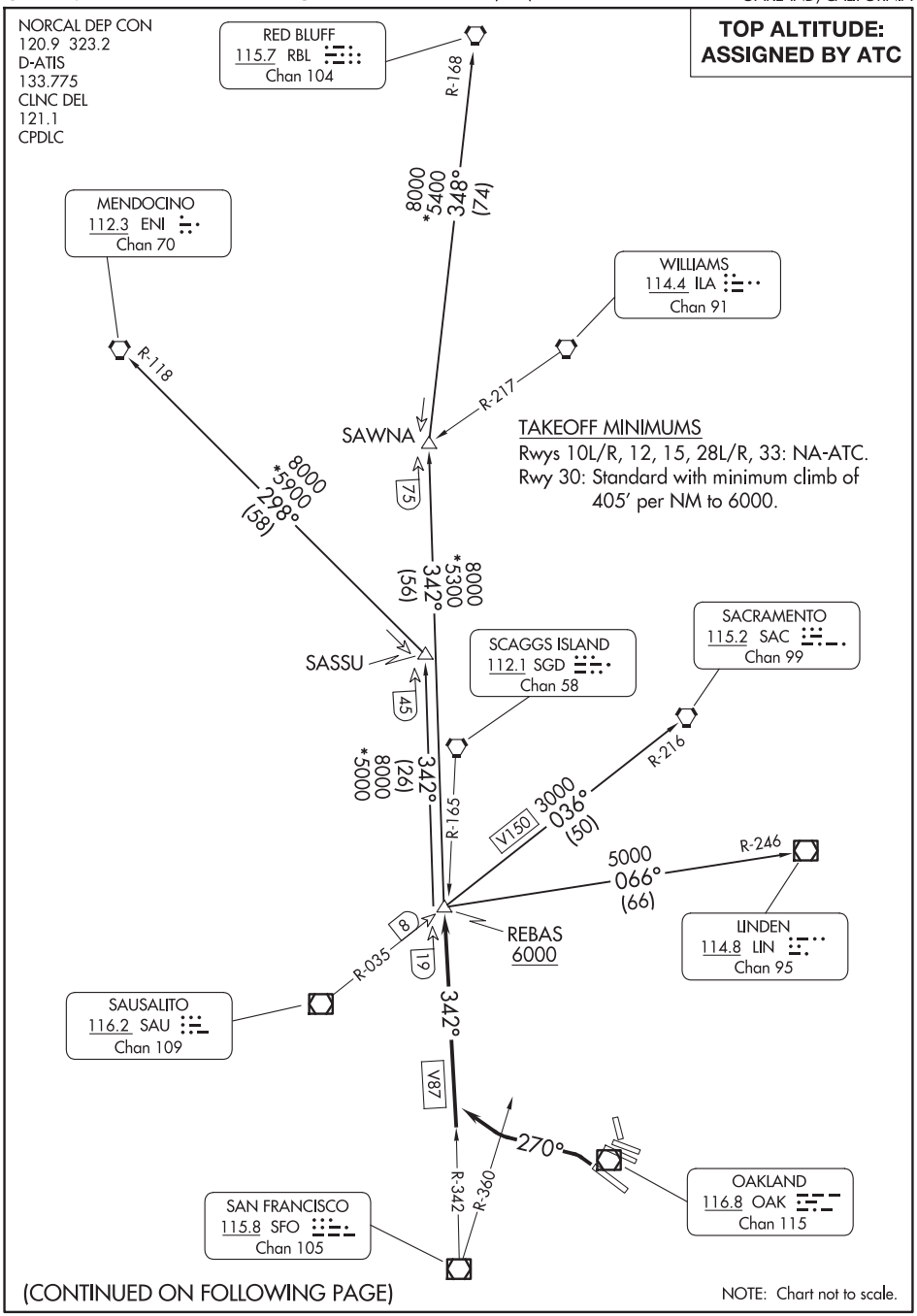
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28 L/R: Climbing right turn heading 097° to intercept OAK VOR/DME R-060 to cross SALAD/OAK 13 DME at or above 4000, thence . . . .

. . . . on ALTAM transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

ALTAM TRANSITION (SALAD5.ALTAM): From over SALAD on OAK R-060 to ALTAM.


SW-2, 12 JUN 2025 to 07 AUG 2025




(CONTINUED ON FOLLOWING PAGE)



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climbing left turn on heading 270° to V87 (commence right turn at SFO R-360) to REBAS INT/SFO 19 DME. Cross REBAS INT at or above 6000. Thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

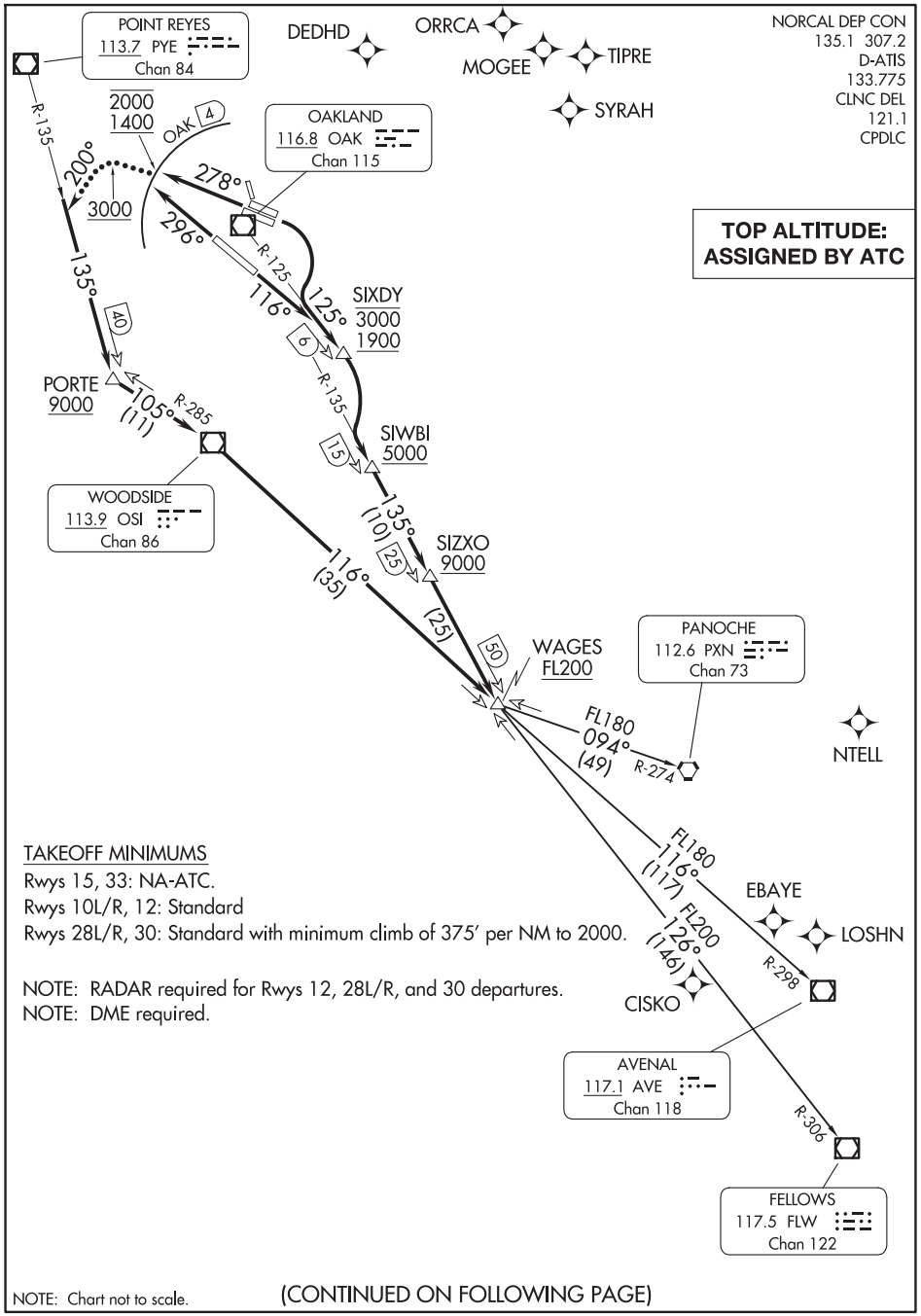
LINDEN TRANSITION (SLNT3.LIN): From over REBAS INT on LIN R-246 to LIN VOR/DME.

MENDOCINO TRANSITION (SLNT3.ENI): From over REBAS INT on SFO R-342 to SASSU INT, then on ENI R-118 to ENI VORTAC.

RED BLUFF TRANSITION (SLNT3.RBL): From over REBAS INT on SFO R-342 to SAWNA INT, then on RBL R-168 to RBL VORTAC.

SACRAMENTO TRANSITION (SLNT3.SAC): From over REBAS INT on SAC R-216 to SAC VORTAC.


SW-2, 12 JUN 2025 to 07 AUG 2025




TAKEOFF MINIMUMS

Rwys 15, 33: NA-ATC.
Rwys 10L/R, 12: Standard
Rwys 28L/R, 30: Standard with minimum climb of 375′ per NM to 2000.

NOTE: RADAR required for Rwys 12, 28L/R, and 30 departures.
NOTE: DME required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing right turn to intercept OAK R-125, to cross SIXDY/OAK VOR/DME 6 DME at or above 1900 and at or below 3000, then climbing right turn to intercept and proceed on the OAK R-135 to cross SIWBI/OAK 15 DME at or above 5000 and to cross SIZXO/OAK 25 DME at or above 9000 and to cross WAGES INT/OAK 50 DME at or above FL200, thence. . . .
TAKEOFF RUNWAY 12: Climb on heading 116° for vectors to assigned route/fix, thence. . . .
TAKEOFF RUNWAYS 28L/R: Climb on heading 278° for vectors to PYE R-135 to cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Intercept and proceed on the PYE R-135 to cross PORTE INT/PYE 40 DME at or above 9000, then on OSI R-285 to OSI VOR/DME, then on OSI R-116 to cross WAGES INT/OSI 35 DME at or above FL200, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 296° for vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .

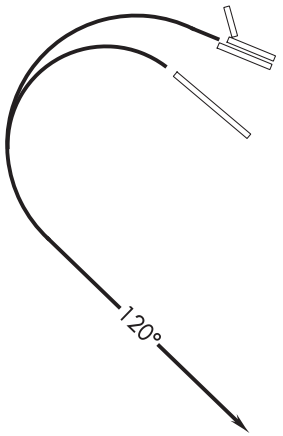
. . . .on (transition) or (assigned route) maintain ATC assigned altitude.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS
TAKEOFF RUNWAYS 28L/R and 30: After reaching 3000, turn left heading 200°, intercept and proceed via the PYE R-135. Resume your own navigation.

AVENAL TRANSITION (SKYL1.AVE): From over WAGES INT on OSI R-116 and AVE R-298 to AVE VOR/DME.
FELLOWS TRANSITION (SKYL1.FLW): From over WAGES INT on FLW R-306 to FLW VOR/DME.
PANOCHE TRANSITON (SKYL1.PXN): From over WAGES INT on PXN R-274 to PXN VORTAC.

NORCAL DEP CON
135.1 307.2
D-ATIS
133.775
CLNC DEL
121.1
CPDLC

**TOP ALTITUDE: 5000**




TAKEOFF MINIMUMS
Rwys 10L/R, 12, 15, 33: NA-Air Traffic.
Rwys 28L/R, 30: Standard.

SUNNE △

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R, 30: Climbing left turn on heading 120° for vectors to SUNNE. Maintain 5000. Expect higher altitude five minutes after departure.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

ORLAND, CALIFORNIA AL-6410 (FAA) 25163

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 280° | TDZE | N/A |
| | Apt Elev | 218 |

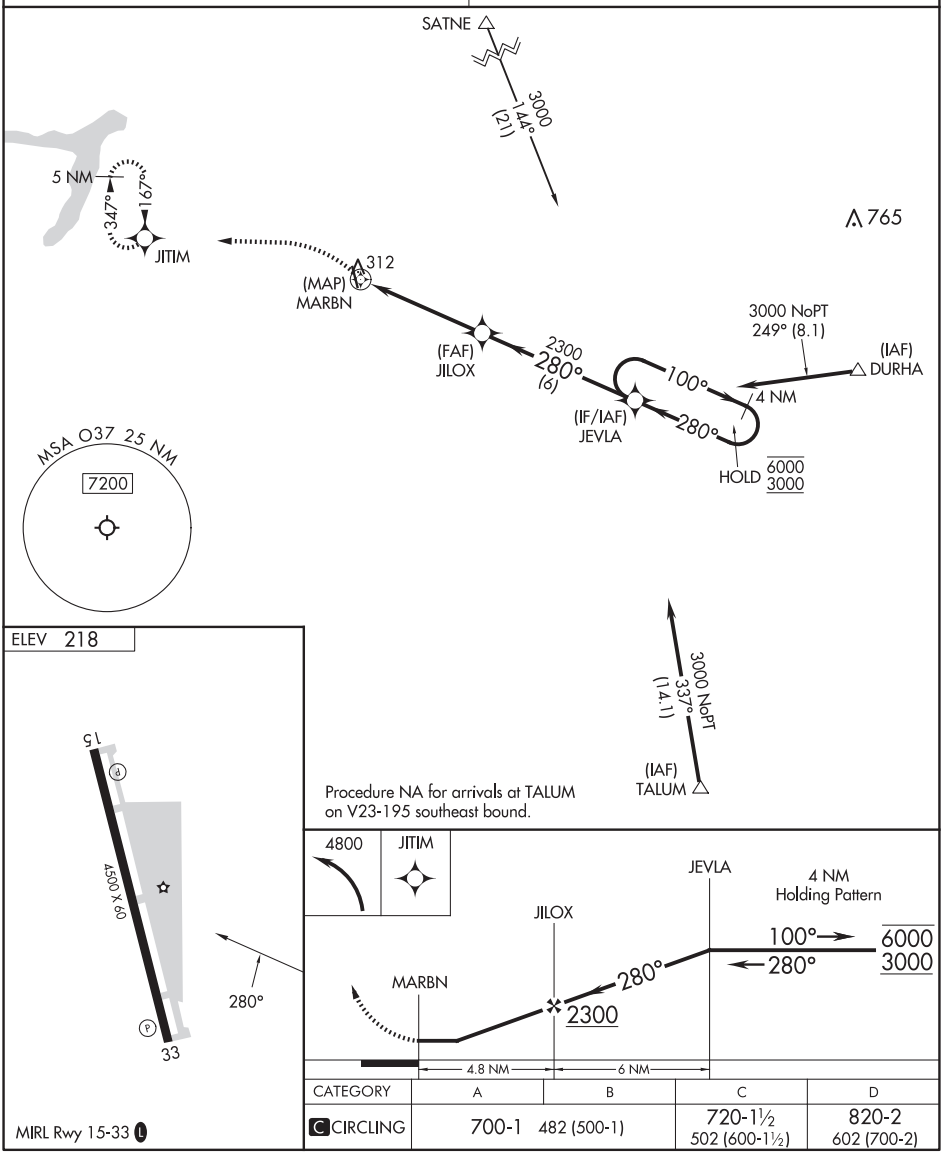
# RNAV (GPS)-A
## HAIGH FLD (O37)

RNP APCH.

NA Use Chico altimeter setting; when not received, use Redding altimeter setting and increase all MDA 120 feet. Increase visibility Cat C and D ¼ SM.

MISSED APPROACH: Climbing left turn to 4800 direct JITIM and hold, continue climb-in-hold to 4800.

| OAKLAND CENTER | UNICOM |
|---|---|
| 132.2 350.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 700-1 482 (500-1) | | 720-1½ 502 (600-1½) | 820-2 602 (700-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

ORLAND, CALIFORNIA
Orig 21MAY20

39°43′N-122°09′W

HAIGH FLD (O37)
RNAV (GPS)-A

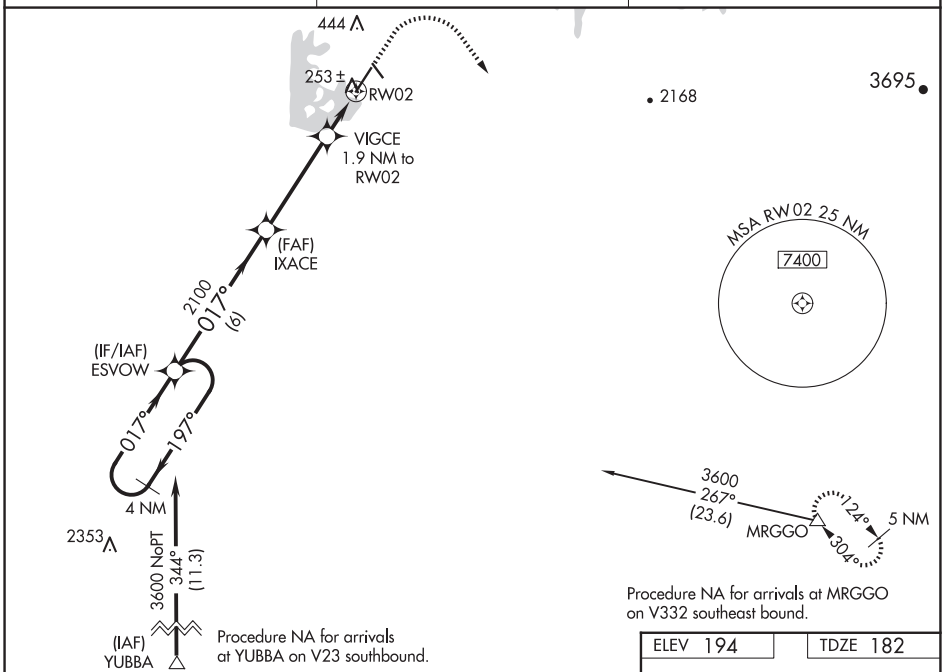
| WAAS CH 49026 W02A | APP CRS 017° | Rwy Ldg 6020<br>TDZE 182<br>Apt Elev 194 |
|---|---|---|

# RNAV (GPS) RWY 2
## OROVILLE MUNI (OVE)

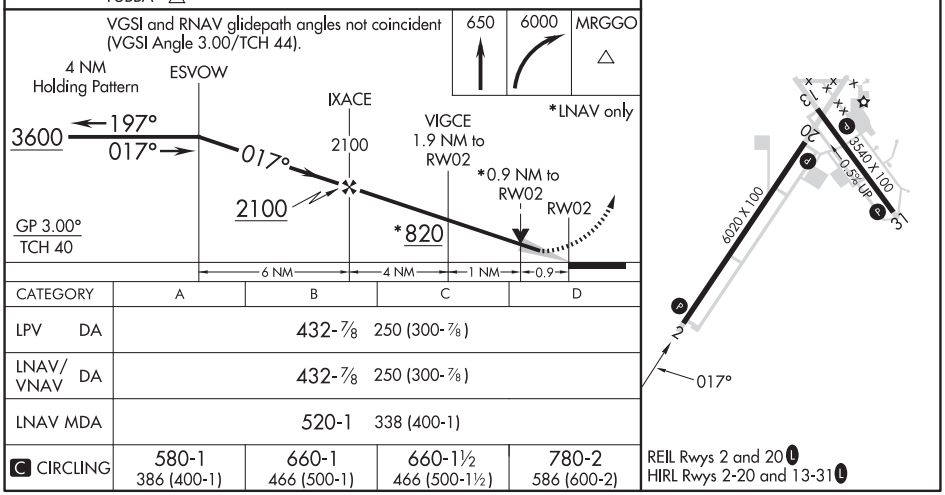
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Circling NA northeast of Rwy 13-31. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 650 then climbing right turn to 6000 direct MRGGO and hold, continue climb-in-hold to 6000.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 121.425 | 125.4 259.1 | 122.8 (CTAF) L |




| ELEV 194 | TDZE 182 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 432-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 432-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 520-1 338 (400-1) | | | |
| C CIRCLING | 580-1<br>386 (400-1) | 660-1<br>466 (500-1) | 660-1½<br>466 (500-1½) | 780-2<br>586 (600-2) |

REIL Rwys 2 and 20 L
HIRL Rwys 2-20 and 13-31 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

OROVILLE, CALIFORNIA | AL-5938 (FAA) | 25163

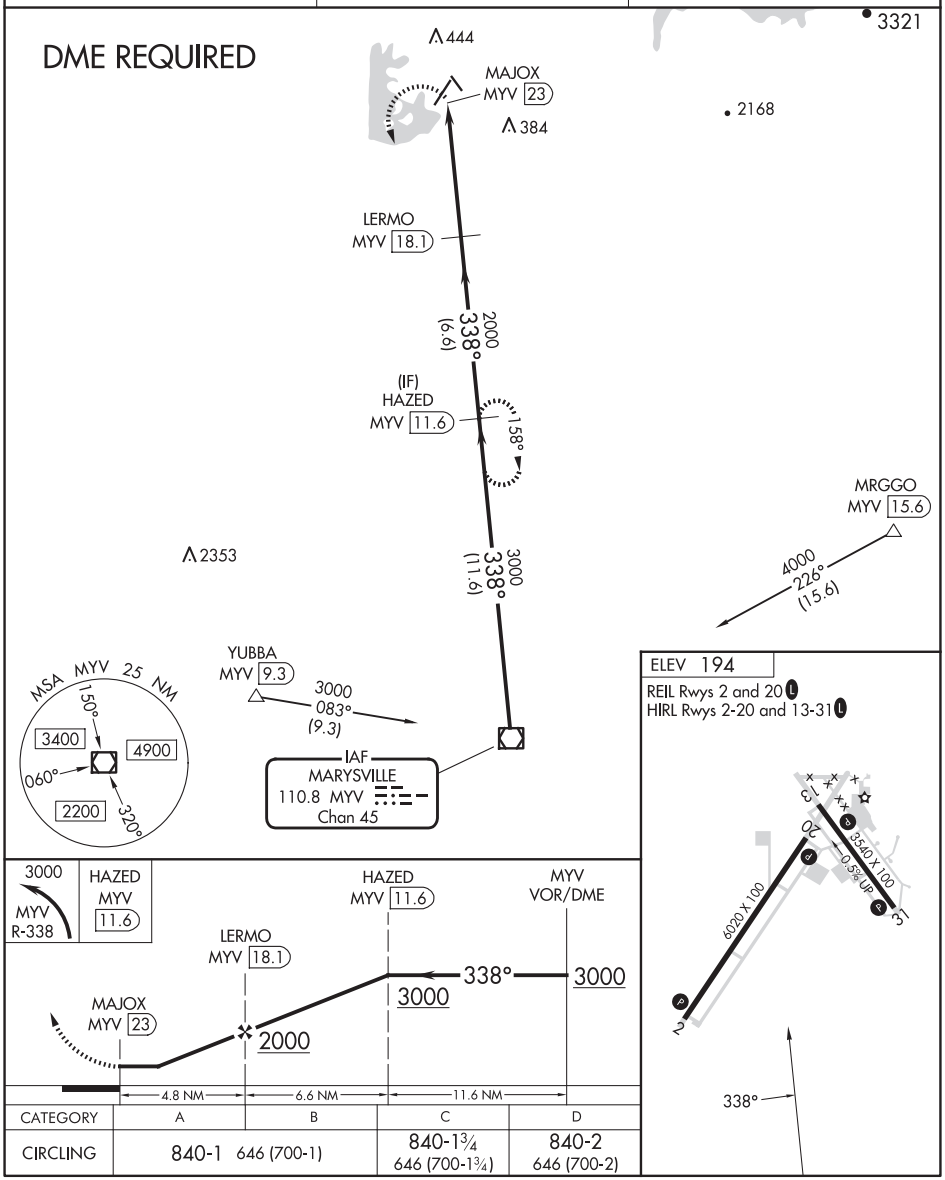
# VOR-A
## OROVILLE MUNI (OVE)

| VOR/DME MYV 110.8 Chan 45 | APP CRS 338° | Rwy Ldg N/A TDZE N/A Apt Elev 194 |
|---|---|---|

Circling NA northeast of Rwy 13-31. DME required.

MISSED APPROACH: Climbing left turn to 3000 on MYV VOR/DME R-338 to HAZED/MYV 11.6 DME and hold.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 121.425 | 125.4 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1 646 (700-1) | | 840-1¾ 646 (700-1¾) | 840-2 646 (700-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 2441 |
|---|---|---|
| 322° | TDZE | 7 |
| | Apt Elev | 7 |

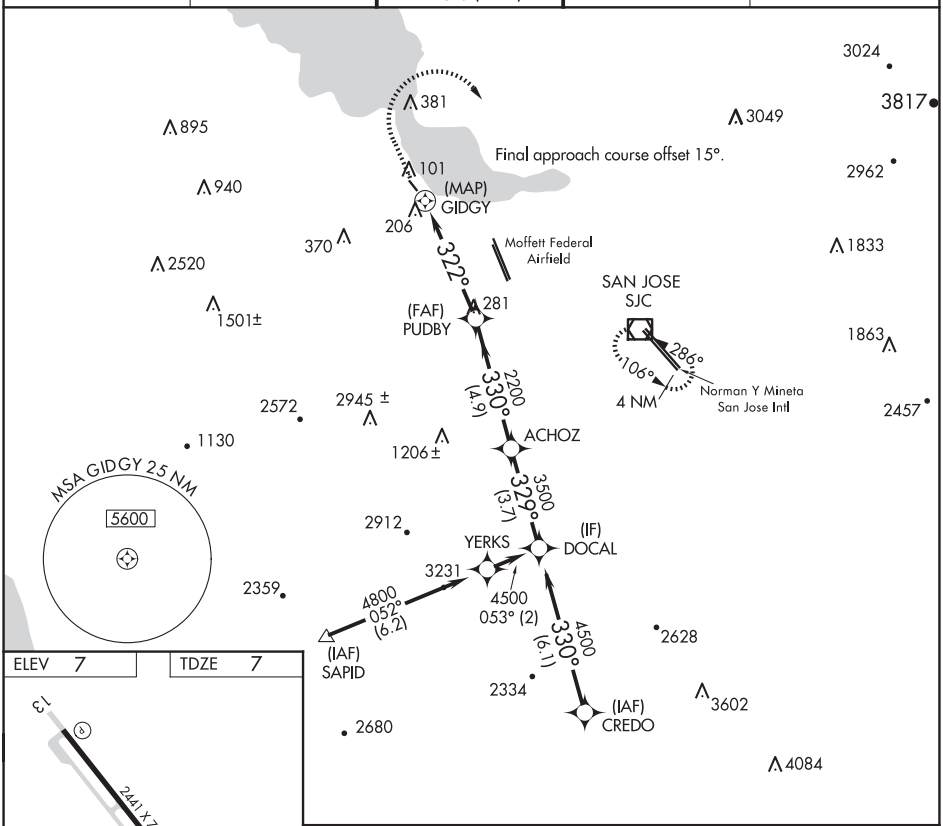
# RNAV (GPS) RWY 31
## PALO ALTO (PAO)

RNP APCH.

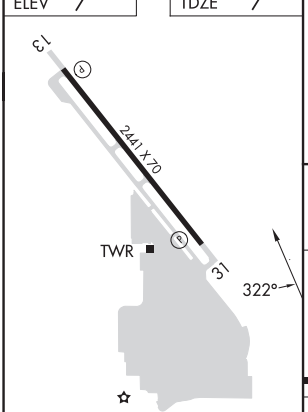
Circling NA southwest of Rwy 13-31. Rwy 31 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When control tower closed, use Norman Y Mineta San Jose Intl altimeter setting and increase all MDAs 40 feet.

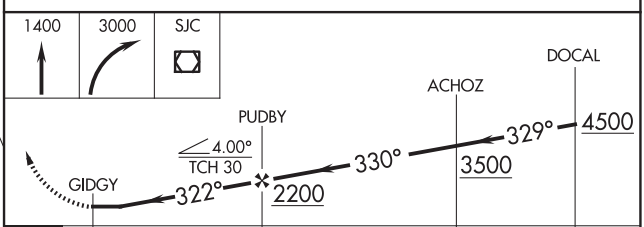
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct SJC VOR/DME and hold.

| ATIS | NORCAL APP CON | PALO ALTO TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.275 | 121.3 270.35 | 118.6 (CTAF) | 125.0 | 122.95 |




ELEV 7 TDZE 7




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 453 (500-1) | | NA | |
| C CIRCLING | 460-1 453 (500-1) | 520-1 513 (600-1) | NA | |

REIL Rwys 13 and 31
MIRL Rwy 13-31



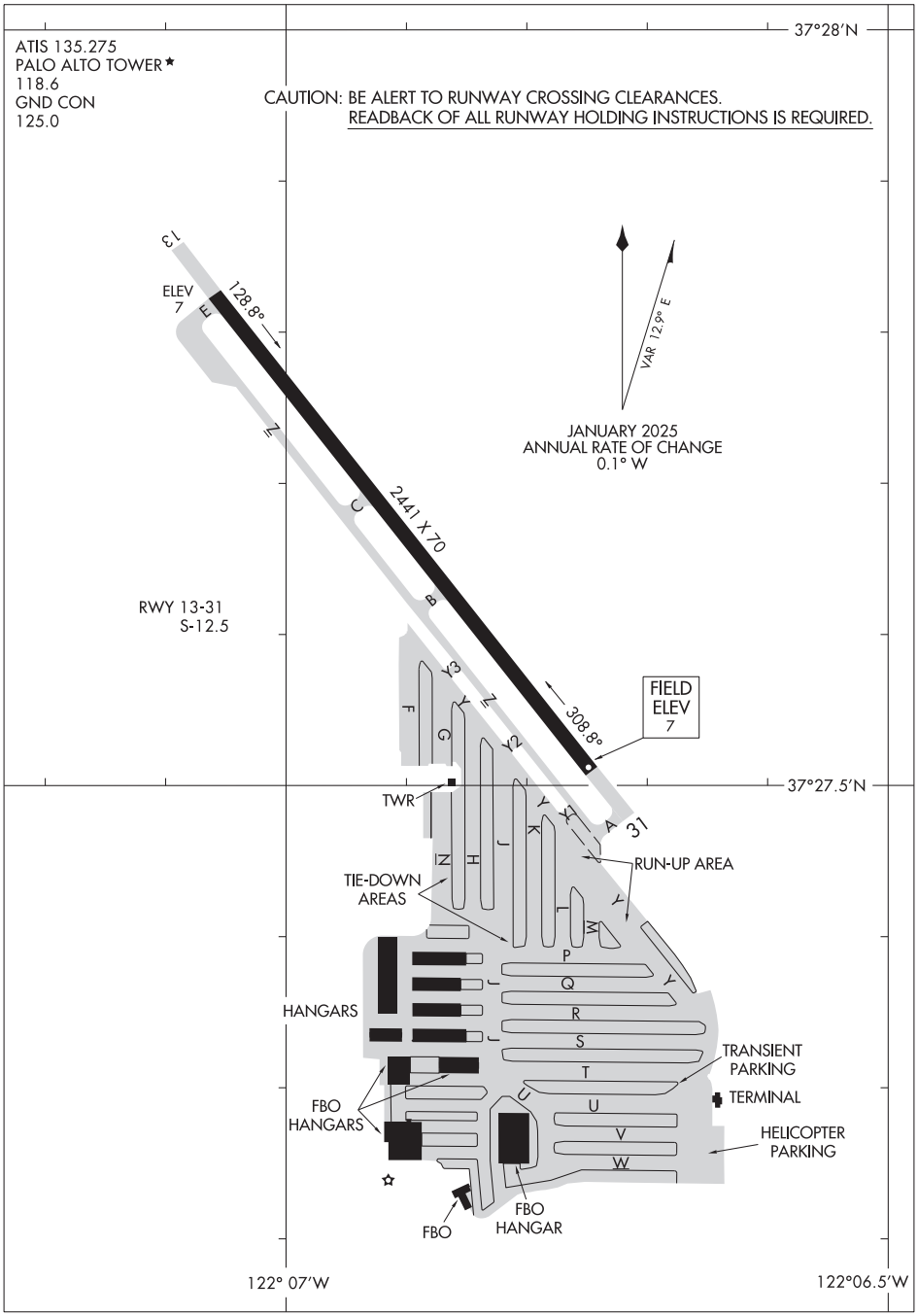
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-9216 (FAA)

PALO ALTO (PAO)
PALO ALTO, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
PALO ALTO, CALIFORNIA
PALO ALTO (PAO)

| WAAS CH 49124 W29A | APP CRS 290° | Rwy ldg 3600<br>TDZE 86<br>Apt Elev 90 |
|---|---|---|

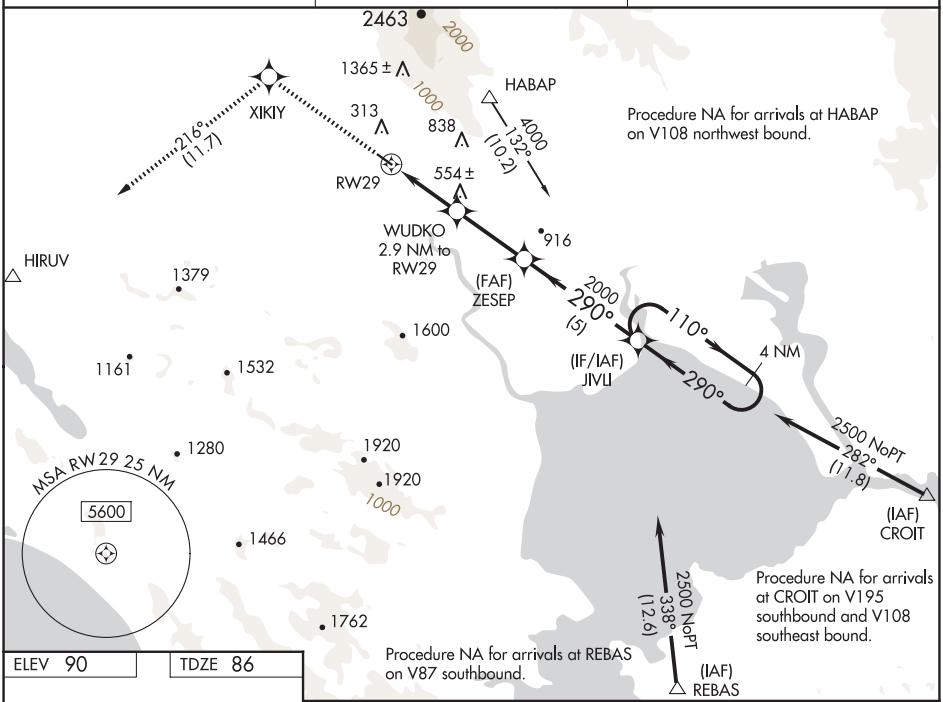
# RNAV (GPS) RWY 29
## PETALUMA MUNI (O69)

RNP APCH-GPS.

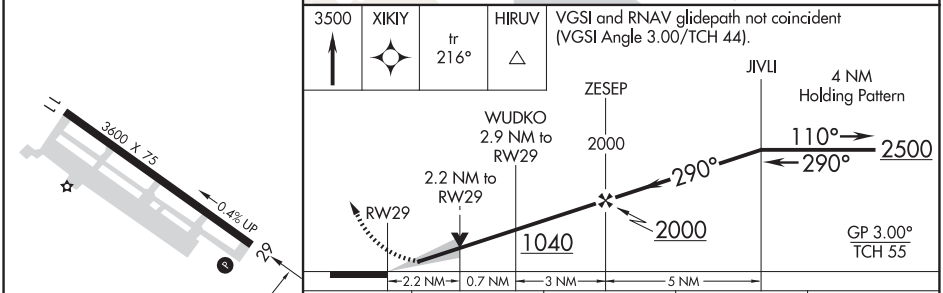
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 11 NA at night.

MISSED APPROACH: Climb to 3500 direct XIKIY and on track 216° to HIRUV.

| AWOS-3P | OAKLAND CENTER | UNICOM |
|---|---|---|
| 132.325 | 127.8 353.5 | 122.7 (CTAF) L |




ELEV 90 | TDZE 86




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 356-⅞ 270 (300-⅞) | | NA | |
| LNAV/VNAV DA | 707-2½ 621 (700-2½) | | NA | |
| LNAV MDA | 820-1 734 (800-1) | | NA | |
| CIRCLING | 820-1 730 (800-1) | 940-1¼ 850 (900-1¼) | NA | |

REIL Rwy 29 L
MIRL Rwy 11-29 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

PETALUMA, CALIFORNIA AL-6838 (FAA) 25107

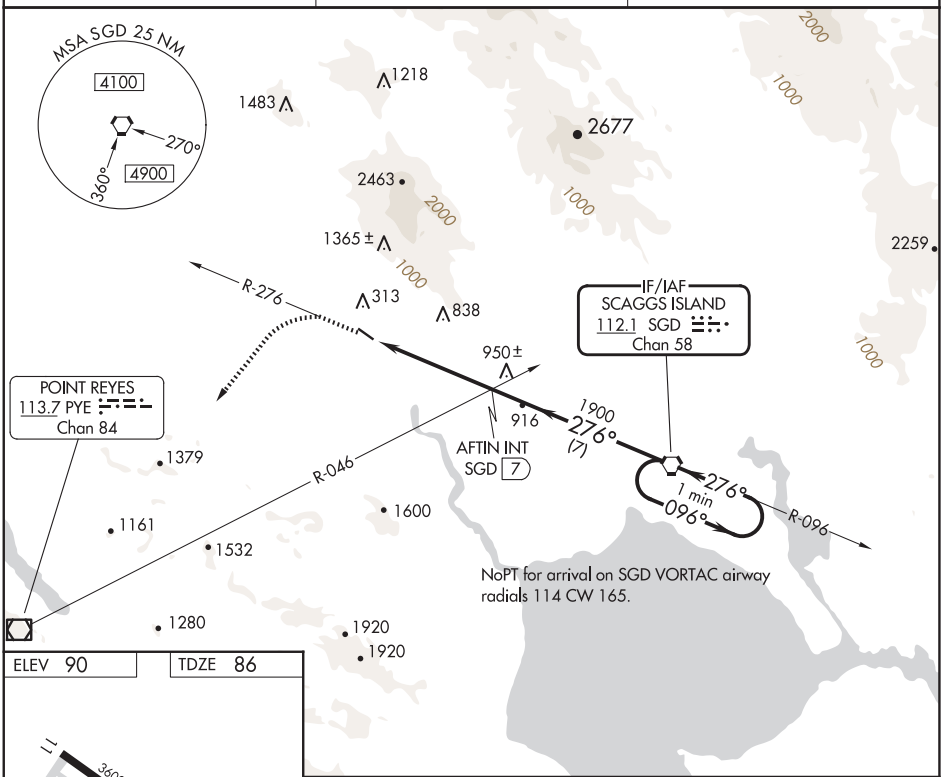
# VOR RWY 29
## PETALUMA MUNI (O69)

| VORTAC SGD 112.1 Chan 58 | APP CRS 276° | Rwy ldg 3600<br>TDZE 86<br>Apt Elev 90 |
|---|---|---|

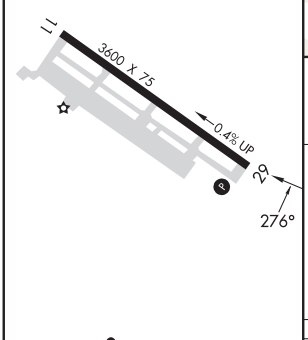
T
NA Circling Rwy 11 NA at night.

MISSED APPROACH: Climb to 2000 via SGD R-276 then climbing left turn to 3500 direct PYE VOR/DME.

| AWOS-3P | OAKLAND CENTER | UNICOM |
|---|---|---|
| 132.325 | 127.8 353.5 | 122.7 (CTAF) L |




ELEV 90 TDZE 86

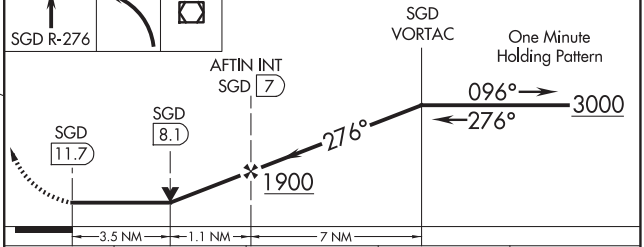



REIL Rwy 29 L
MIRL Rwy 11-29 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| 2000 | 3500 | PYE |
|---|---|---|
| SGD R-276 | | |

DME unusable from SGD VORTAC 11.1 DME to MAP.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1260-1¼<br>1174 (1200-1¼) | 1260-1½<br>1174 (1200-1½) | NA | |
| CIRCLING | 1260-1⅛<br>1170 (1200-1⅛) | 1260-1½<br>1170 (1200-1½) | NA | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 78324 W05A | APP CRS 049° | Rwy ldg 3914<br>TDZE 2586<br>Apt Elev 2586 |
|---|---|---|

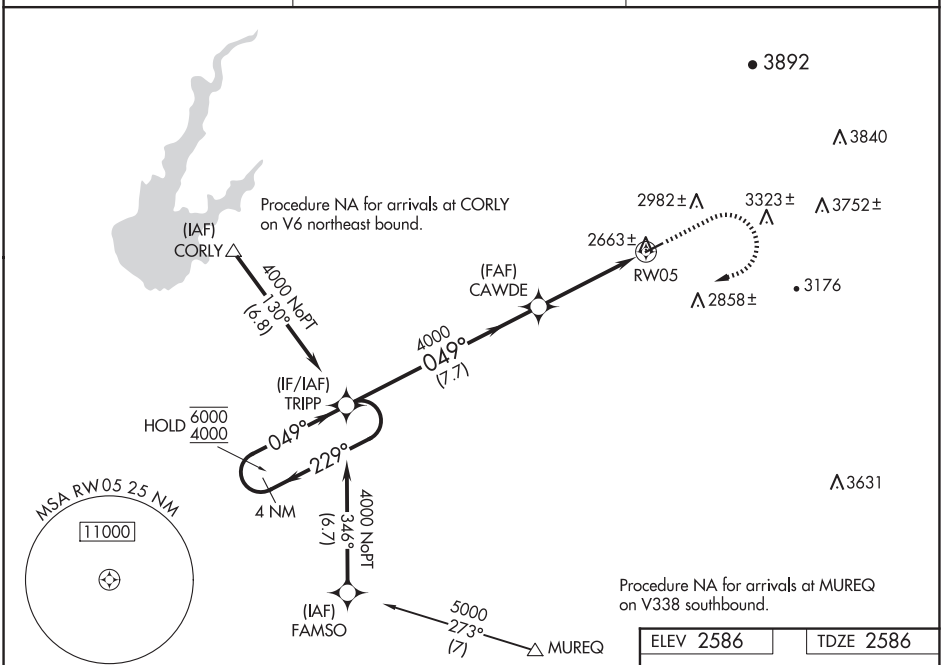
# RNAV (GPS) RWY 5
## PLACERVILLE (PVF)

RNP APCH - GPS.

Circling NA northwest of Rwy 5-23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

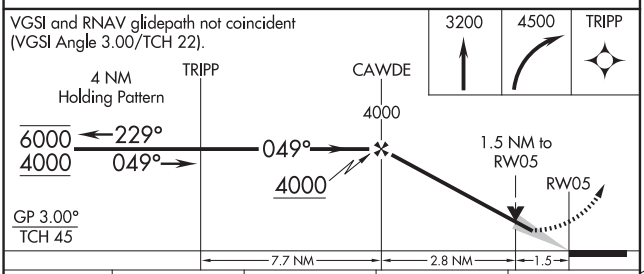
MISSED APPROACH: Climb to 3200 then climbing right turn to 4500 direct TRIPP and hold.

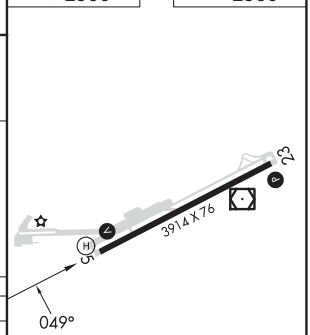
| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 128.125 | 127.4 317.5 | 122.8 (CTAF) L |




ELEV 2586 TDZE 2586

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2966-1 380 (400-1) | | NA | |
| LNAV/VNAV DA | 2970-1⅛ 384 (400-1⅛) | | NA | |
| LNAV MDA | 3080-1 494 (500-1) | | NA | |
| CIRCLING | 3180-1 594 (600-1) | 3440-1¼ 854 (900-1¼) | NA | |

MIRL Rwy 5-23 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

PORTERVILLE, CALIFORNIA

AL-569 (FAA)

25051

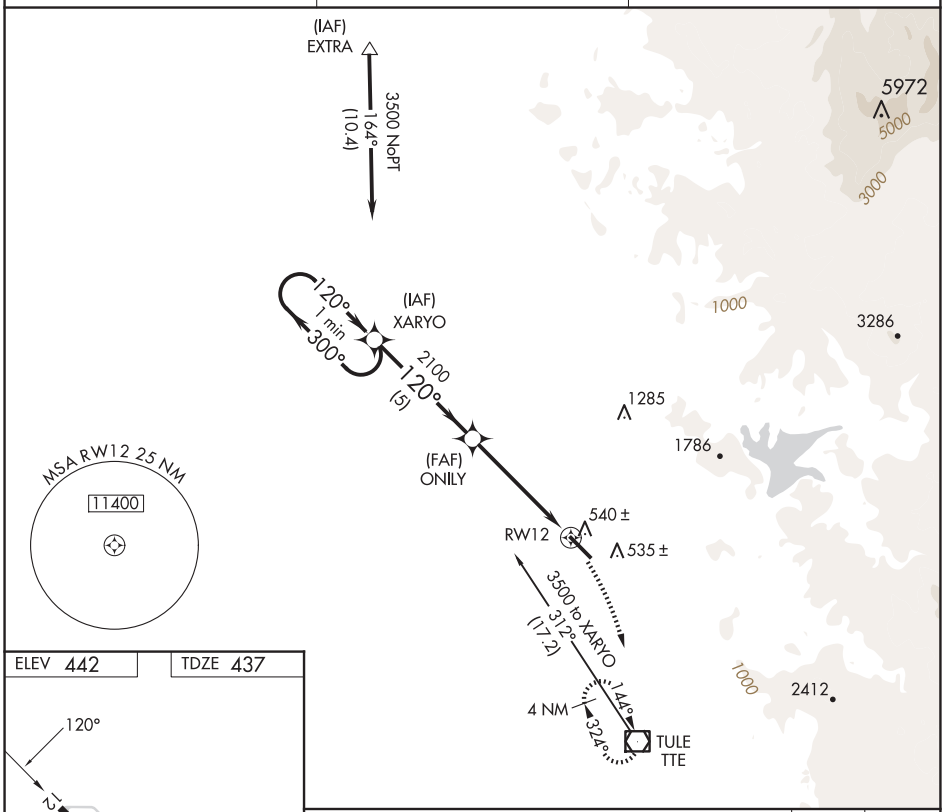
# GPS RWY 12
## PORTERVILLE MUNI (PTV)

| APP CRS | Rwy ldg | 5960 |
|---|---|---|
| 120° | TDZE | 437 |
| | Apt Elev | 442 |

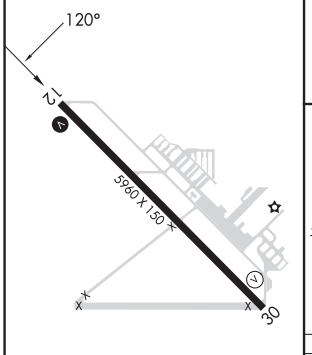
T
NA

MISSED APPROACH: Climbing right turn to 3100 direct TTE VOR/DME and hold.

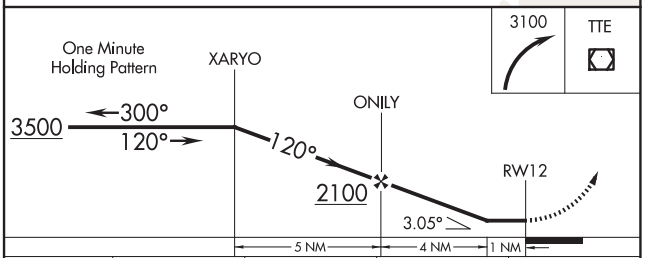
| AWOS-3PT | BAKERSFIELD APP CON ★ | UNICOM |
|---|---|---|
| 134.625 | 119.075 | 122.8 (CTAF) L |




ELEV 442 | TDZE 437




REIL Rwy 30
HIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 800-1 363 (400-1) | | | 800-1¼ 363 (400-1¼) |
| CIRCLING | 880-1 438 (500-1) | 900-1 458 (500-1) | 940-1½ 498 (500-1½) | 1080-2 638 (700-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

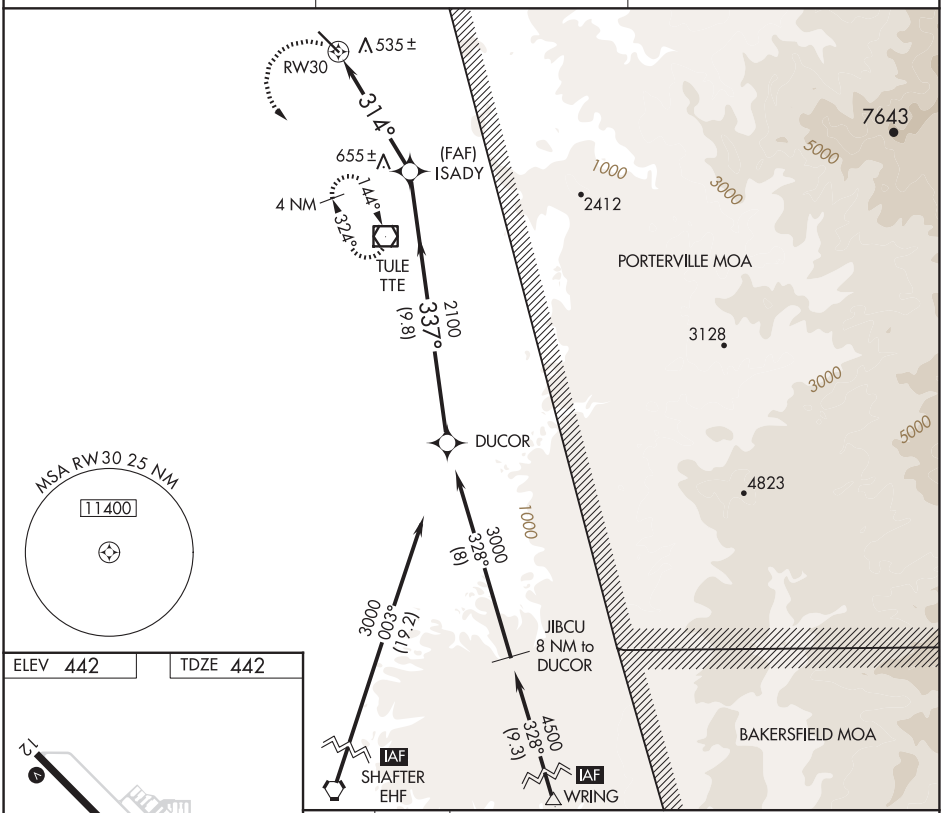
| APP CRS | Rwy ldg | 5960 |
|---|---|---|
| 314° | TDZE | 442 |
| | Apt Elev | 442 |

# GPS RWY 30
## PORTERVILLE MUNI (PTV)

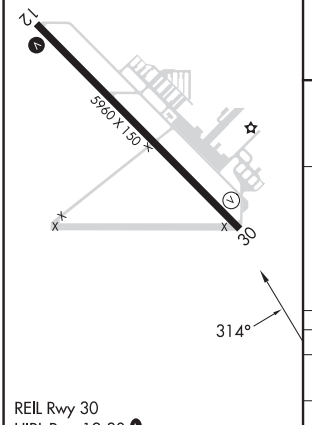
IAF ARM APPROACH MODE PRIOR TO IAF.
NA Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3100 direct TTE VOR/DME and hold.

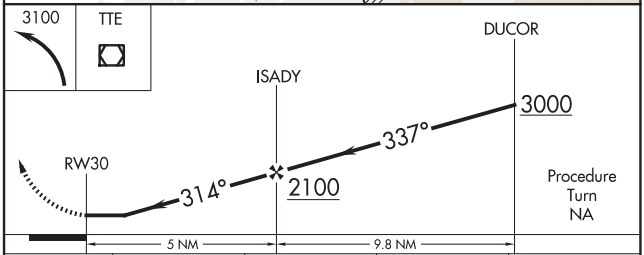
| AWOS-3PT | BAKERFIELD APP CON★ | UNICOM |
|---|---|---|
| 134.625 | 119.075 | 122.8 (CTAF) L |




| ELEV 442 | TDZE 442 |
|---|---|




REIL Rwy 30
HIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 900-1 458 (500-1) | | 900-1¼ 458 (500-1¼) | 900-1½ 458 (500-1½) |
| CIRCLING | 900-1 458 (500-1) | | 940-1½ 498 (500-1½) | 1080-2 638 (700-2) |


SW-2, 12 JUN 2025 to 07 AUG 2025

PORTERVILLE, CALIFORNIA | AL-569 (FAA) | 25051

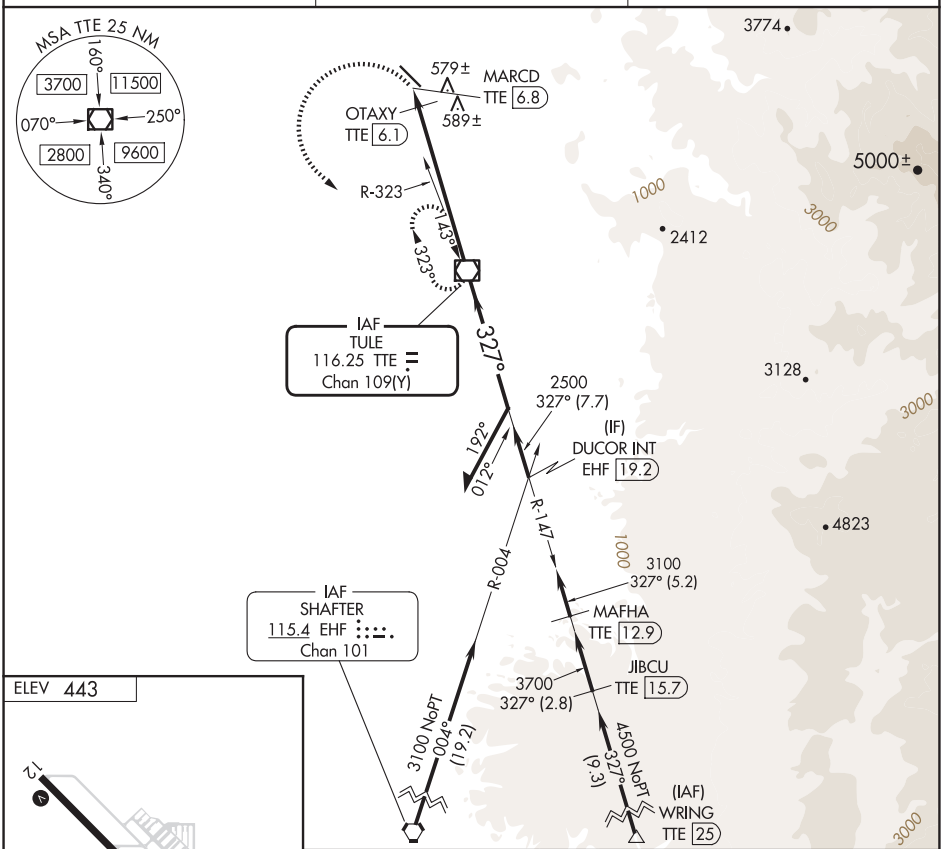
| VOR/DME TTE | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 116.25 | 327° | TDZE | N/A |
| Chan 109(Y) | | Apt Elev | 443 |

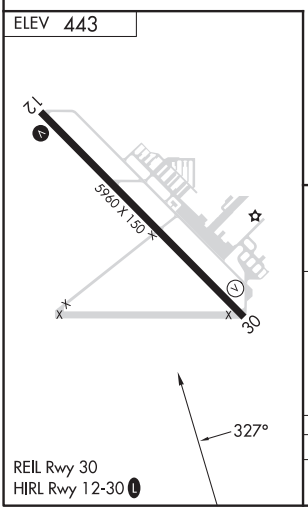
# VOR-A
## PORTERVILLE MUNI (PTV)

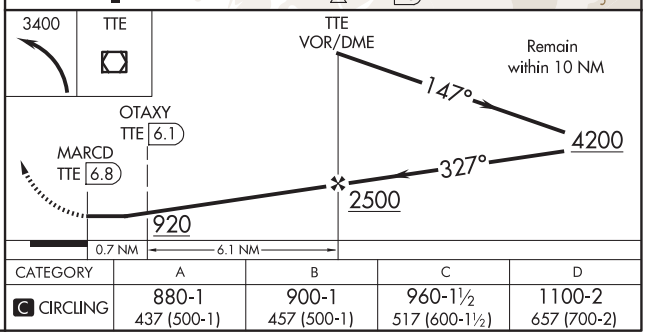
DME required.

MISSED APPROACH: Climbing left turn to 3400 direct TTE VOR/DME and hold.

| AWOS-3PT | BAKERFIELD APP CON★ | UNICOM |
|---|---|---|
| 134.625 | 119.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 880-1<br>437 (500-1) | 900-1<br>457 (500-1) | 960-1½<br>517 (600-1½) | 1100-2<br>657 (700-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 73008 W15A | APP CRS 151° | Rwy ldg 5431<br>TDZE 352<br>Apt Elev 352 |
|---|---|---|

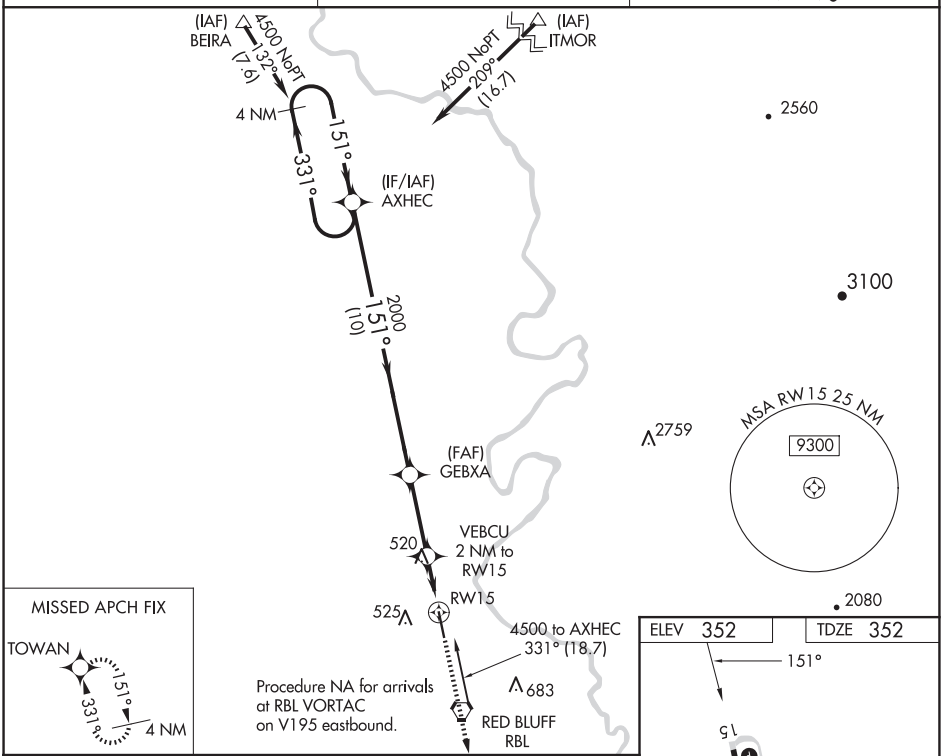
# RNAV (GPS) RWY 15
## RED BLUFF MUNI (RBL)

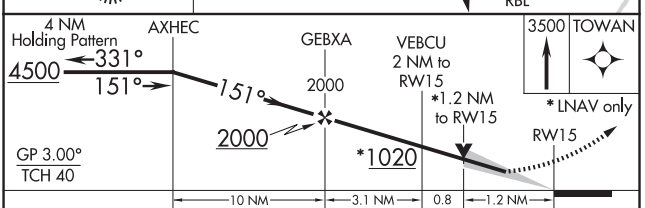
RNP APCH.

Circling to Rwy 33 NA at night. Baro-VNAV and VDP NA when using Redding altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. When local altimeter setting not received; use Redding altimeter setting and increase LPV DA to 674 feet and increase LNAV/VNAV DA to 860 feet and increase visibility all Cats ⅛ SM; increase all MDAs 80 feet and LNAV visibility Cats C/D ⅛ SM and Circling visibility Cats C/D ¼ SM.

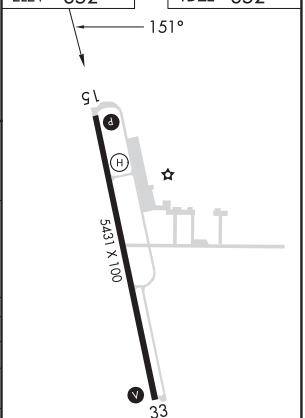
MISSED APPROACH: Climb to 3500 direct TOWAN and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 120.775 | 132.2 350.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 602-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 788-1¼ 436 (500-1¼) | | | |
| LNAV MDA | 780-1 428 (500-1) | | 780-1¼ 428 (500-1¼) | |
| C CIRCLING | 860-1 508 (600-1) | | 900-1½ 548 (600-1½) | 1060-2¼ 708 (800-2¼) |




MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

RED BLUFF, CALIFORNIA | AL-344 (FAA) | 24193

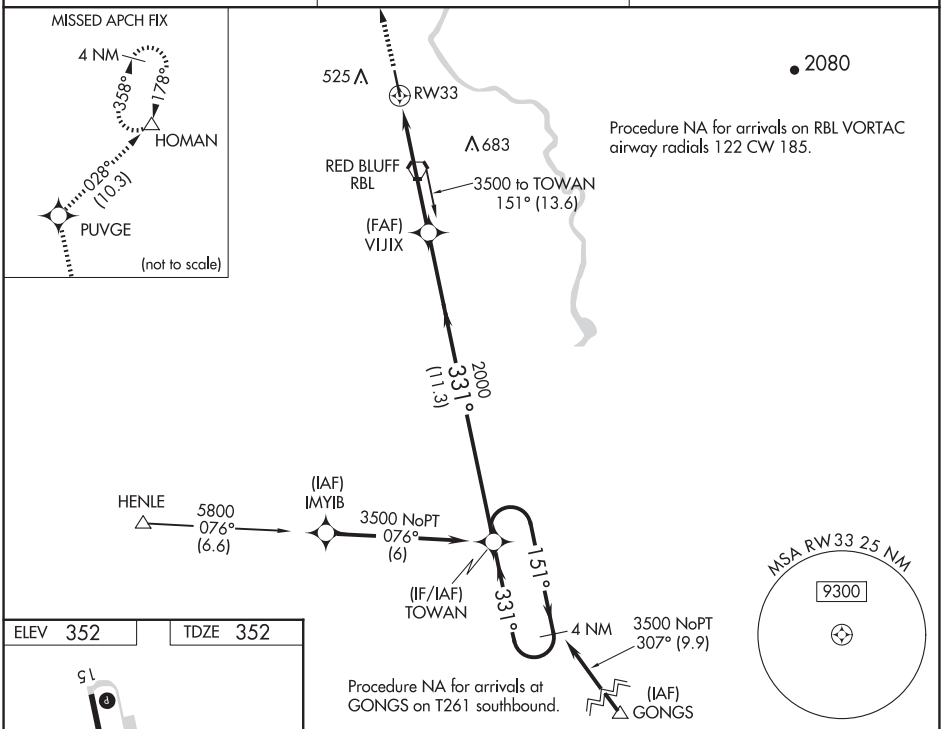
| WAAS CH 42609 W33A | APP CRS 331° | Rwy ldg 5431<br>TDZE 352<br>Apt Elev 352 |
|---|---|---|

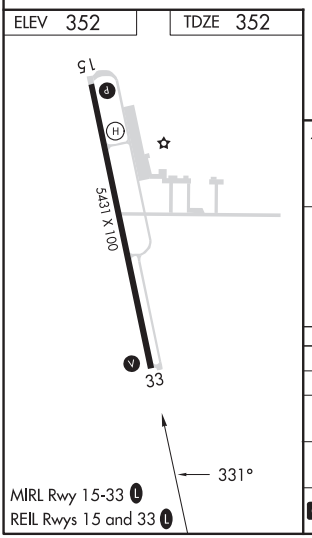
# RNAV (GPS) RWY 33
## RED BLUFF MUNI (RBL)

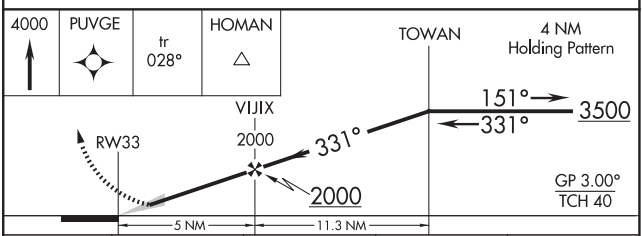
Baro-VNAV NA when using Redding altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Redding altimeter setting and increase all DA/MDA 80 feet and increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C visibility ¼ SM and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct PUVGE and track 028° to HOMAN and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 120.775 | 132.2 350.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 602-1 250 (300-1) | | | |
| LNAV/VNAV DA | 718-1¼ 366 (400-1¼) | | | |
| LNAV MDA | 780-1 428 (500-1) | | 780-1¼ 428 (500-1¼) | 780-1½ 428 (500-1½) |
| C CIRCLING | 860-1 508 (600-1) | | 900-1½ 548 (600-1½) | 1060-2¼ 708 (800-2¼) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

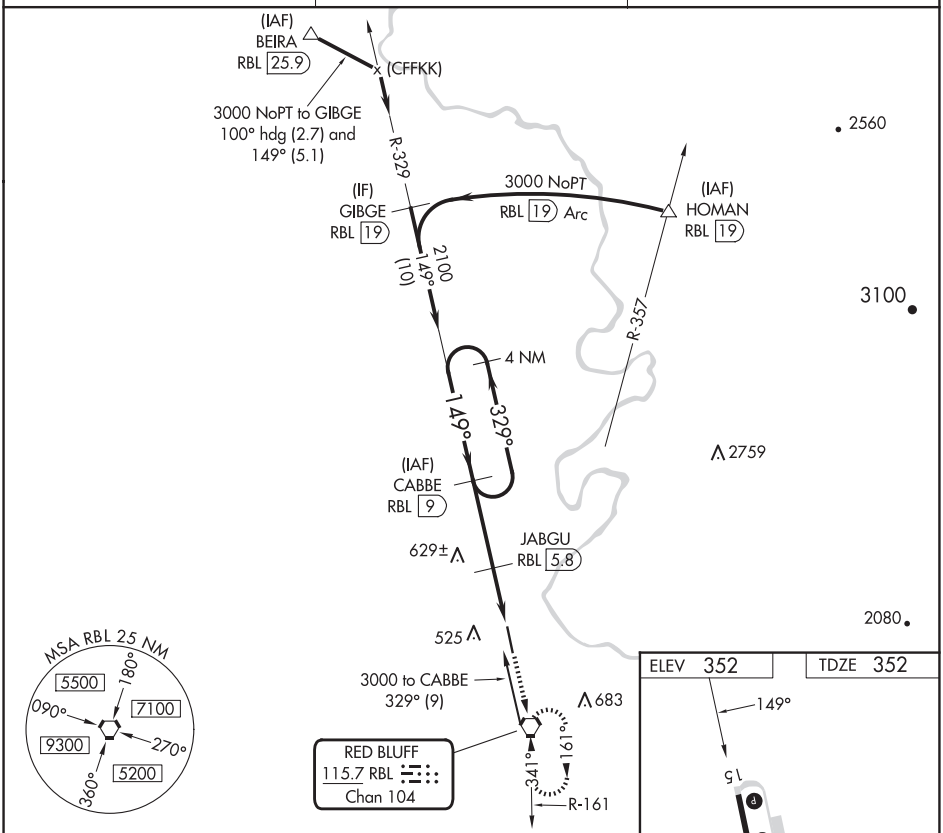
| VORTAC RBL | APP CRS | Rwy ldg | 5431 |
|---|---|---|---|
| 115.7 | 149° | TDZE | 352 |
| Chan 104 | | Apt Elev | 352 |

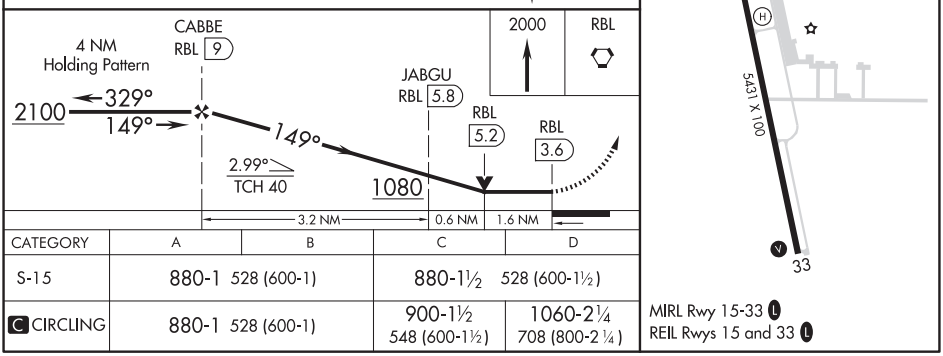
# VOR/DME RWY 15
## RED BLUFF MUNI (RBL)

When local altimeter setting not received, use Redding altimeter setting and increase all MDAs and all Cat C/D visibility ¼ SM. VDP NA with Redding altimeter setting.

MISSED APPROACH: Climb to 2000 direct RBL VORTAC and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 120.775 | 132.2 350.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 880-1 528 (600-1) | | 880-1½ 528 (600-1½) | |
| C CIRCLING | 880-1 528 (600-1) | | 900-1½ 548 (600-1½) | 1060-2¼ 708 (800-2¼) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

RED BLUFF, CALIFORNIA | AL-344 (FAA) | 24193

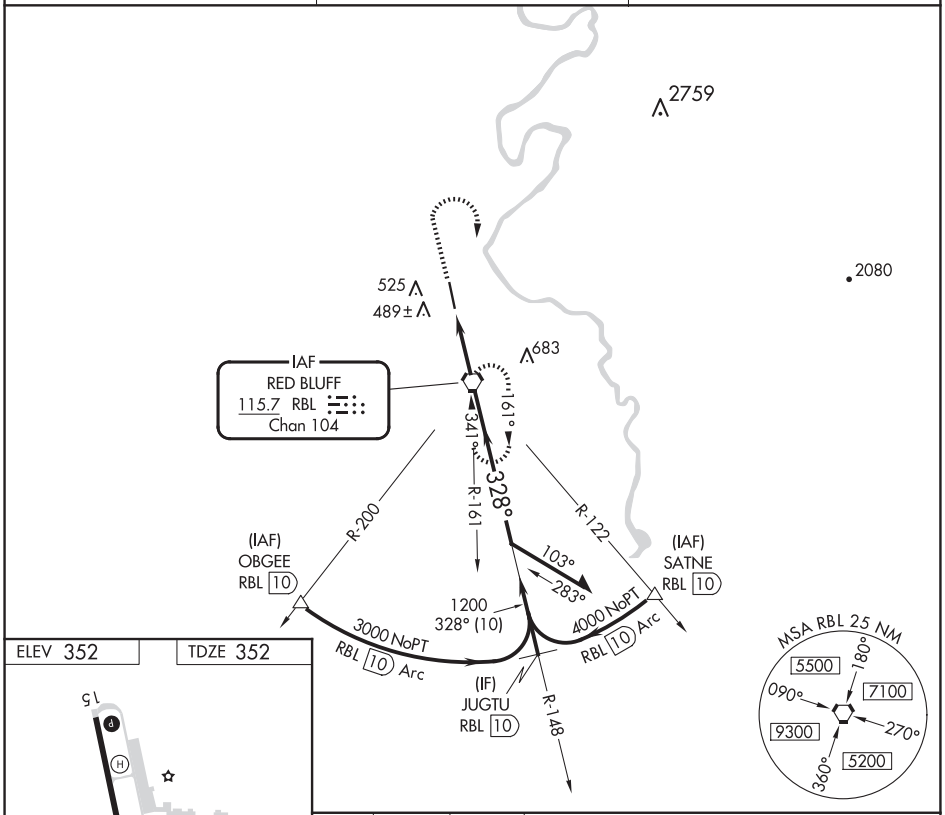
# VOR RWY 33
## RED BLUFF MUNI (RBL)

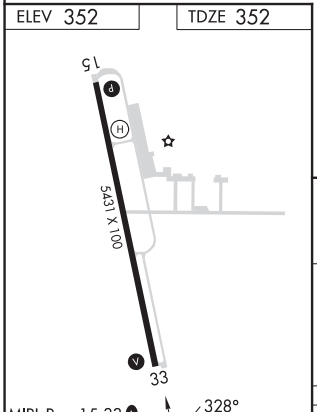
| VORTAC RBL 115.7 Chan 104 | APP CRS 328° | Rwy ldg 5431 TDZE 352 Apt Elev 352 |
|---|---|---|

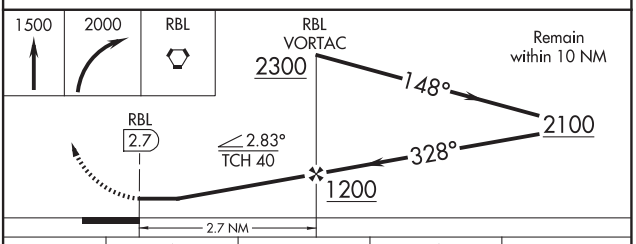
When local altimeter setting not received, use Redding altimeter setting and increase all MDAs 80 feet and all Cat C/D visibilities ¼ SM.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RBL VORTAC and hold.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 120.775 | 132.2 350.3 | 123.0 (CTAF) L |




FAF to MAP 2.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 740-1 388 (400-1) | | | 740-1¼ 388 (400-1¼) |
| C CIRCLING | 880-1 528 (600-1) | | 900-1½ 548 (600-1½) | 1060-2¼ 708 (800-2¼) |

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 166° | TDZE | N/A |
| | Apt Elev | 723 |

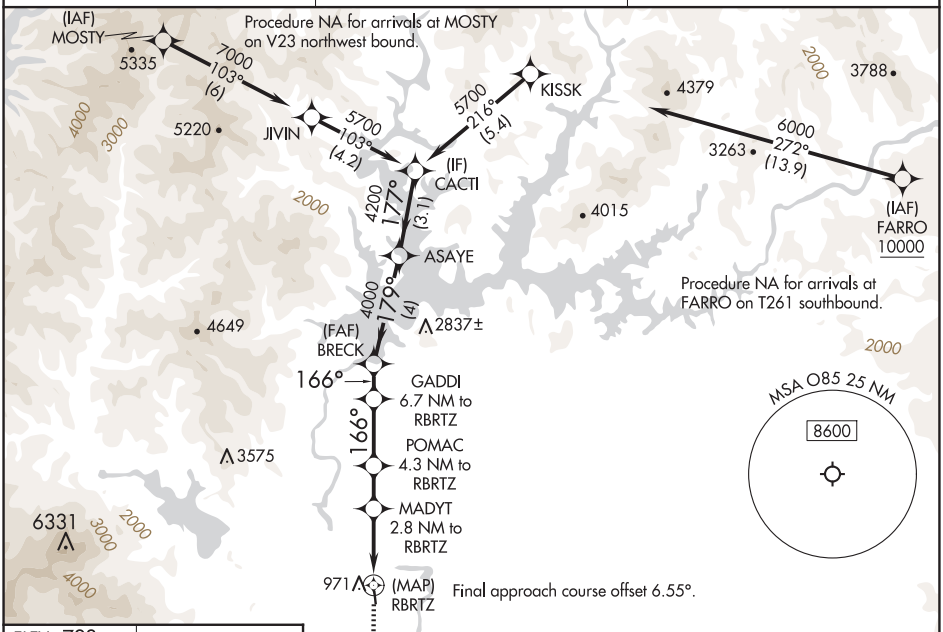
# RNAV (GPS)-A
## BENTON FLD (O85)

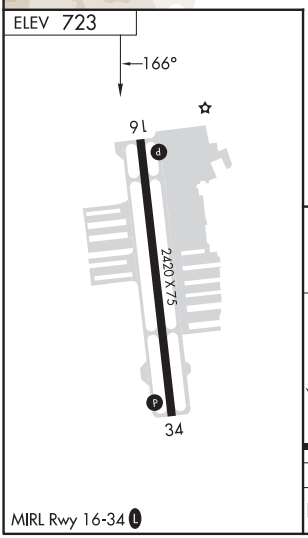
RNP APCH - GPS.

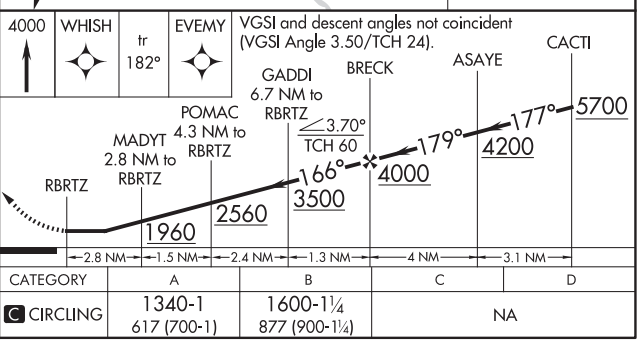
T A NA Procedure NA at night. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Redding Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 4000 direct WHISH and on track 182° to EVEMY and hold.

| AWOS-2 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 118.675 | 132.2 350.3 | 122.8 (CTAF) L |




MISSED APCH FIX

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1340-1<br>617 (700-1) | 1600-1¼<br>877 (900-1¼) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

REDDING, CALIFORNIA | AL-10033 (FAA) | 25107

# RNAV (GPS)-B
## BENTON FLD (O85)

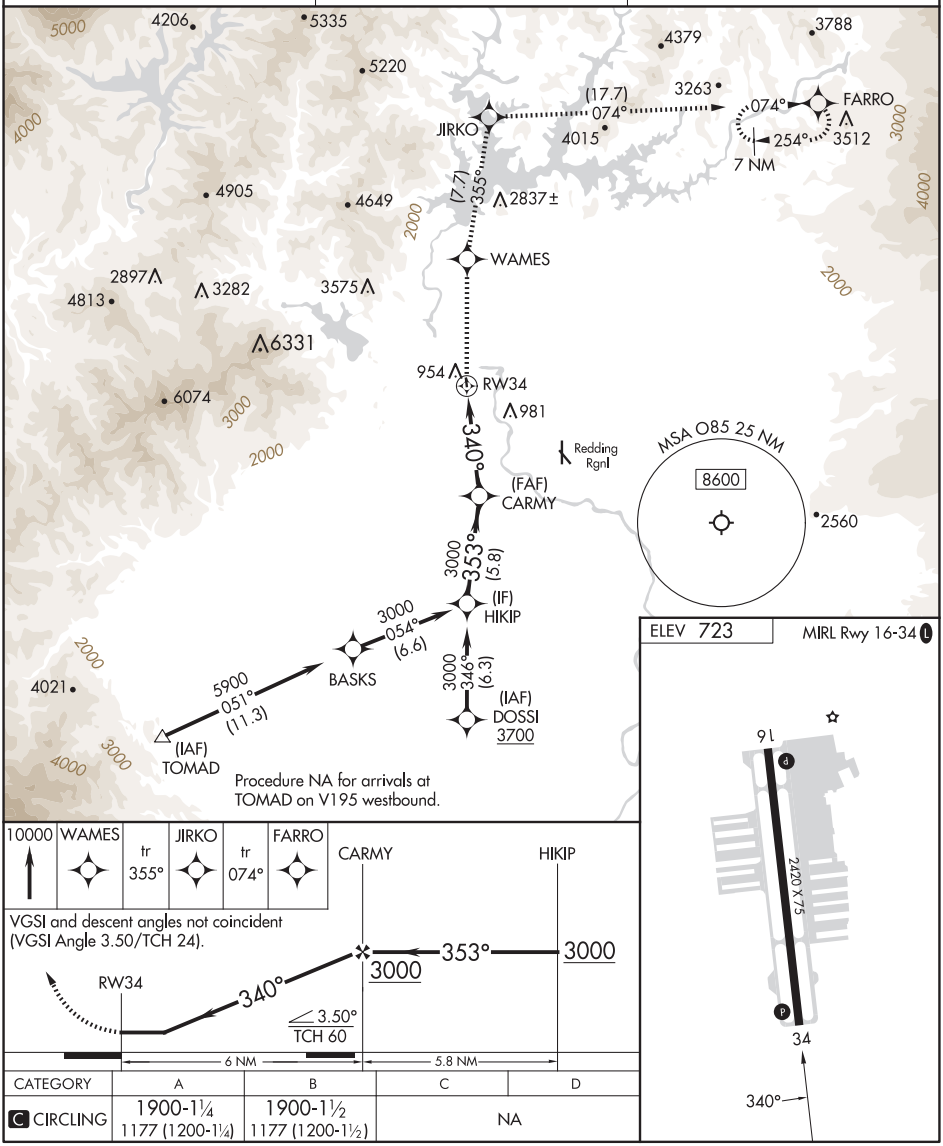
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 340° | TDZE | N/A |
| | Apt Elev | 723 |

RNP APCH - GPS.

NA — Procedure NA at night. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Redding Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 10000 direct WAMES and on track 355° to JIRKO and on track 074° to FARRO and hold, continue climb-in-hold to 10000.

| AWOS-2 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 118.675 | 132.2 350.3 | 122.8 (CTAF) L |

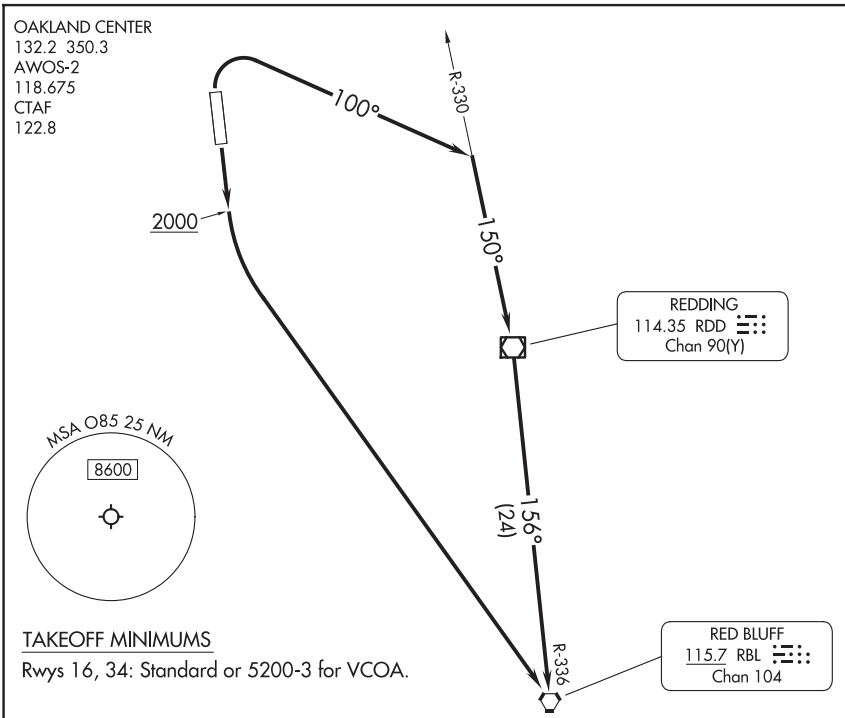



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1900-1¼ 1177 (1200-1¼) | 1900-1½ 1177 (1200-1½) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# REDDING ONE DEPARTURE (OBSTACLE)




TAKEOFF MINIMUMS

Rwys 16, 34: Standard or 5200-3 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 16: Trees beginning 75′ from DER, 319′ left of centerline, up to 30′ AGL/732′ MSL.
Vehicle on road 273′ from DER, 537′ right of centerline, 730′ MSL.
Tree 771′ from DER, 613′ right of centerline, 747′ MSL.
Tree 1105′ from DER, 324′ right of centerline, 755′ MSL.
Trees beginning 1207′ from DER, 162′ right of centerline, up to 51′ AGL/762′ MSL.

Rwy 34: Building 2′ from DER, 455′ left of centerline, 724′ MSL.
Pole, sign beginning 63′ from DER, 179′ right of centerline, up to 749′ MSL.
Navaid, trees, pole beginning 84′ from DER, 260′ left of centerline, up to 748′ MSL.
Trees, fence, poles beginning 116′ from DER, 182′ right of centerline, up to 46′ AGL/765′ MSL.
Trees, pole beginning 373′ from DER, 224′ left of centerline, up to 57′ AGL/753′ MSL.
Trees beginning 623′ from DER, 440′ right of centerline, up to 775′ MSL.
Pole, trees beginning 750′ from DER, 19′ left of centerline, up to 754′ MSL.
Trees beginning 1766′ from DER, 870′ left of centerline, up to 779′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 2000, then climbing left turn direct RBL VORTAC.

TAKEOFF RUNWAY 34: Climbing right turn on heading 100° to intercept RDD VOR/DME R-330 to RDD VOR/DME, then on RDD VOR/DME R-156 to intercept RBL VORTAC R-336 to RBL VORTAC.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFP clearance. Climb in visual conditions to cross Benton Fld airport at or above 5800 before proceeding on course.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

REDDING, CALIFORNIA | AL-688 (FAA) | 25051

# ILS or LOC RWY 34
## REDDING RGNL (RDD)

| LOC/DME I-RDD | APP CRS | Rwy ldg | 6997 |
|---|---|---|---|
| 108.7 | 346° | TDZE | 499 |
| Chan 24 | | Apt Elev | 505 |

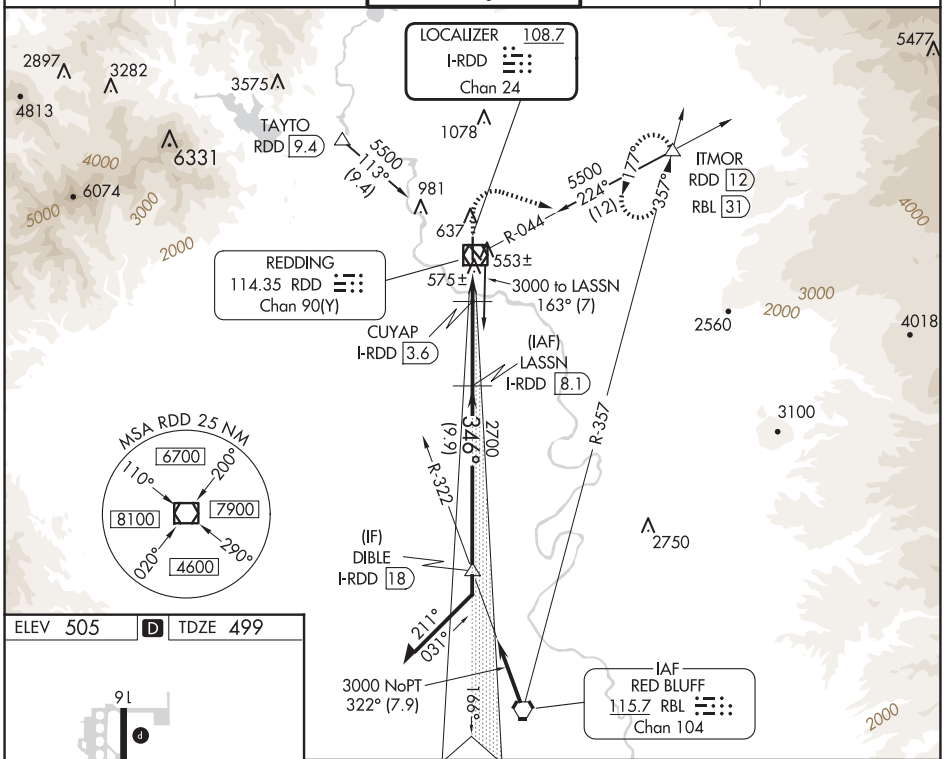
DME required for LOC only.

For inop ALS, increase S-ILS 34 Cat E visibility to ¾ SM and S-LOC 34 Cat C/D/E visibility to 1 SM.

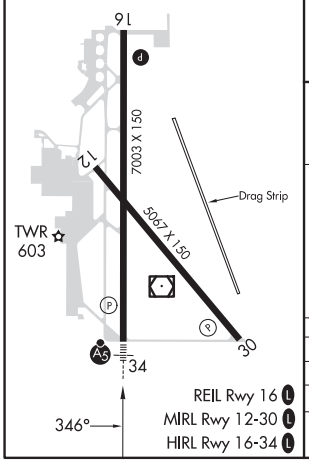
MALSR

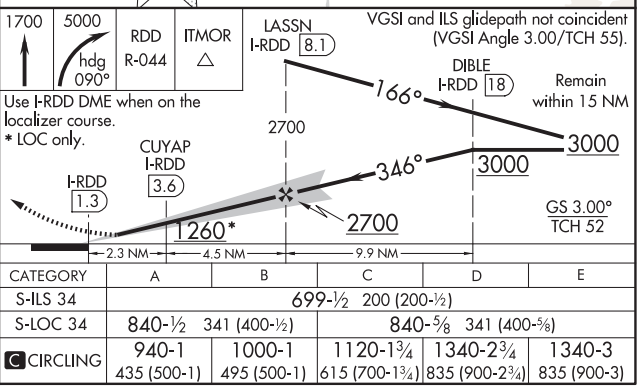
MISSED APPROACH: Climb to 1700 then climbing right turn to 5000 on heading 090° and RDD R-044 to ITMOR INT/RDD 12 DME and hold, continue climb-in-hold to 5000.

| ATIS | OAKLAND CENTER | REDDING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.1 | 132.2 350.3 | 119.8 (CTAF) L 269.25 | 121.7 | 122.95 |




ELEV 505 | D | TDZE 499




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34 | 699-½ 200 (200-½) | | | | |
| S-LOC 34 | 840-½ 341 (400-½) | | 840-⅝ 341 (400-⅝) | | |
| C CIRCLING | 940-1 435 (500-1) | 1000-1 495 (500-1) | 1120-1¾ 615 (700-1¾) | 1340-2¾ 835 (900-2¾) | 1340-3 835 (900-3) |

REDDING, CALIFORNIA
Amdt 12 30JAN20

40°31′N-122°18′W

REDDING RGNL (RDD)
ILS or LOC RWY 34

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 86443 W16A | APP CRS 166° | Rwy ldg 6997<br>TDZE 505<br>Apt Elev 505 |
|---|---|---|

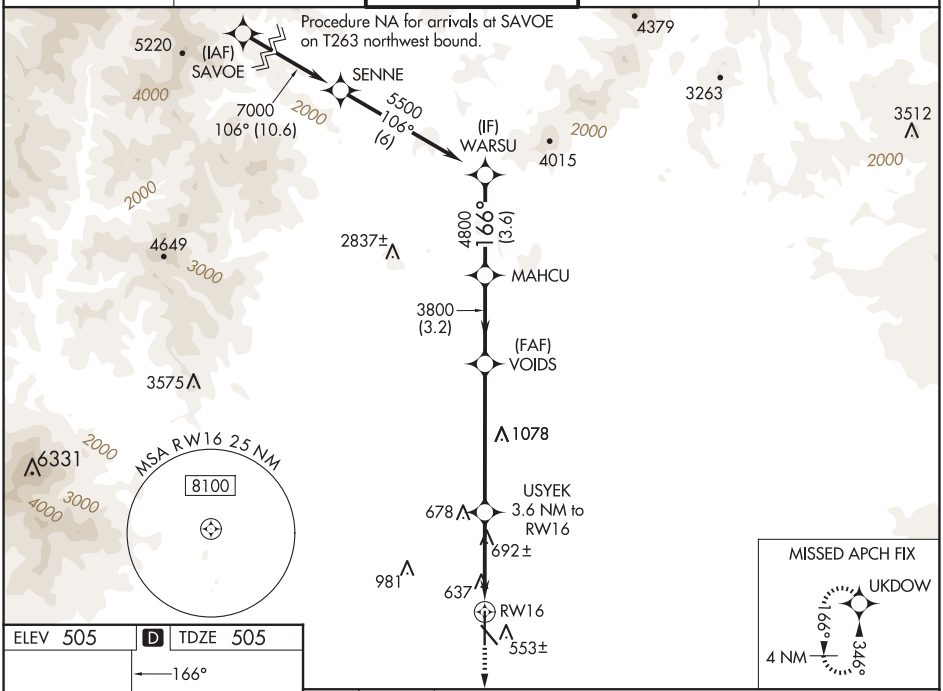
# RNAV (GPS) RWY 16
## REDDING RGNL (RDD)

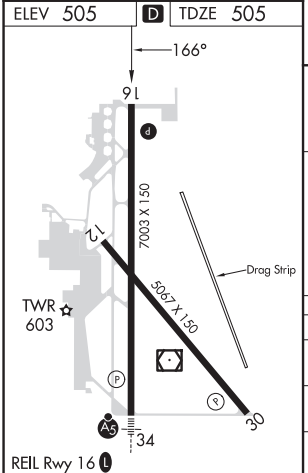
RNP APCH.

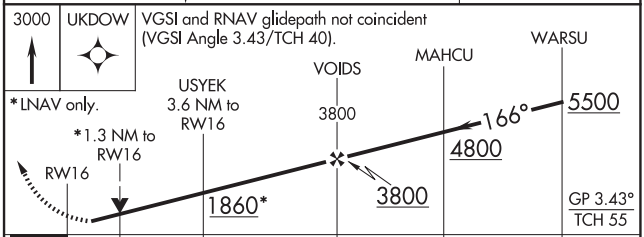
Rwy 16 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 53°C.

MISSED APPROACH: Climb to 3000 direct UKDOW and hold.

| ATIS | OAKLAND CENTER | REDDING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.1 | 132.2 350.3 | 119.8 (CTAF) L 269.25 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 755-¾ 250 (300-¾) | | 775-⅞ 270 (300-⅞) | |
| LNAV/VNAV DA | 892-1⅛ 387 (400-1⅛) | | | |
| LNAV MDA | 960-1 455 (500-1) | | 960-1⅜ 455 (500-1⅜) | |
| C CIRCLING | 960-1 455 (500-1) | 1000-1 495 (500-1) | 1120-1¾ 615 (700-1¾) | 1340-2¾ 835 (900-2¾) |

REDDING, CALIFORNIA AL-688 (FAA) 25051

| WAAS CH 56402 W34A | APP CRS 346° | Rwy ldg 6997<br>TDZE 499<br>Apt Elev 505 |
|---|---|---|

# RNAV (GPS) RWY 34
## REDDING RGNL (RDD)

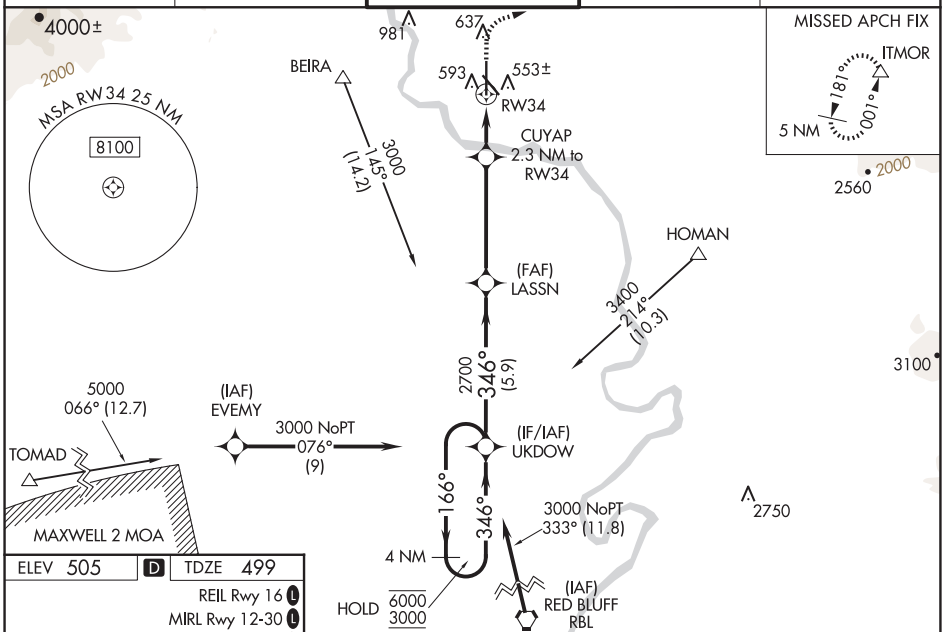
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C, D visibility to 1 SM.

MALSR

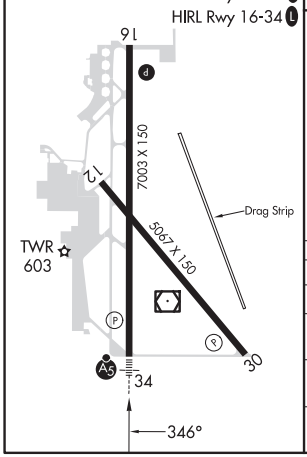
MISSED APPROACH: Climb to 1700 then climbing right turn to 5000 direct ITMOR, continue climb-in-hold to 5000.

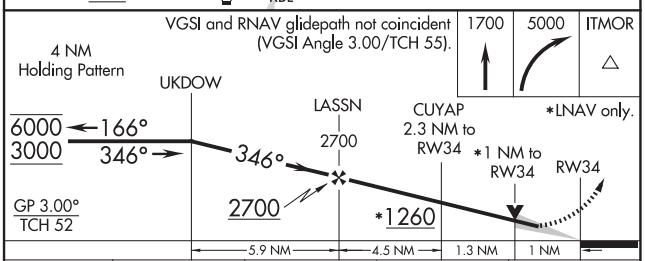
| ATIS | OAKLAND CENTER | REDDING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.1 | 132.2 350.3 | 119.8 (CTAF) L 269.25 | 121.7 | 122.95 |




ELEV 505 D TDZE 499

REIL Rwy 16 L
MIRL Rwy 12-30 L
HIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 699-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 754-½ 255 (300-½) | | | |
| LNAV MDA | 860-½ 361 (400-½) | | 860-⅝ 361 (400-⅝) | |
| C CIRCLING | 940-1 435 (500-1) | 1000-1 495 (500-1) | 1120-1¾ 615 (700-1¾) | 1340-2¾ 835 (900-2¾) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# LOC BC RWY 16
## REDDING RGNL (RDD)

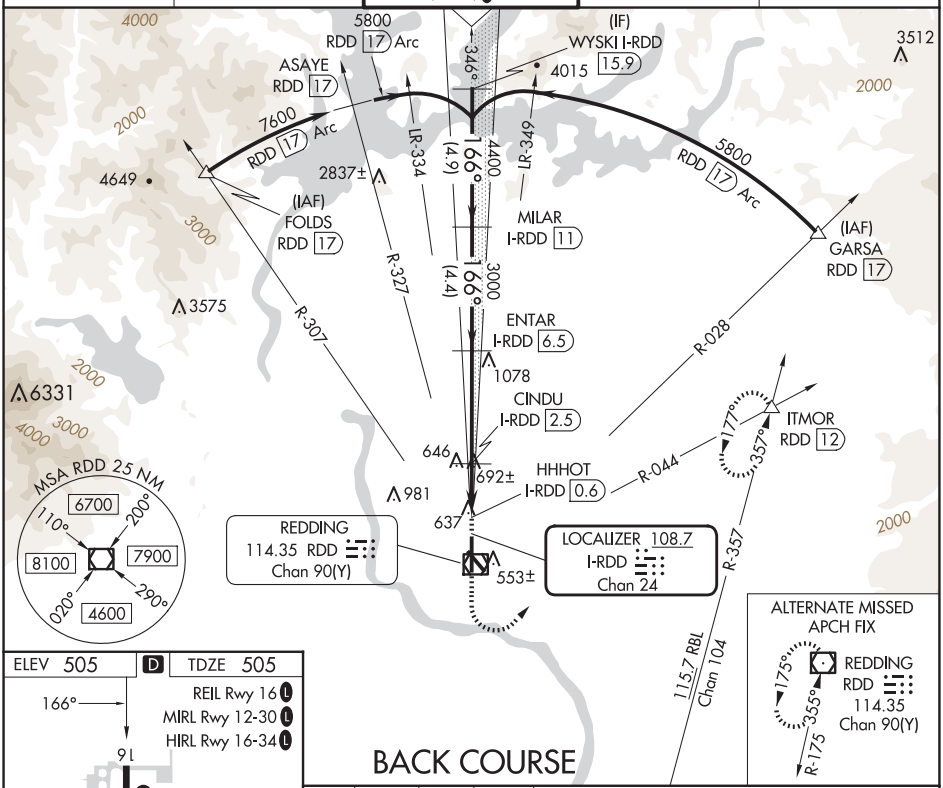
| LOC/DME I-RDD | APP CRS | Rwy ldg 6997 |
|---|---|---|
| 108.7 | 166° | TDZE 505 |
| Chan 24 | | Apt Elev 505 |

DME required.

Rwy 16 helicopter visibility reduction below ¾ SM NA.

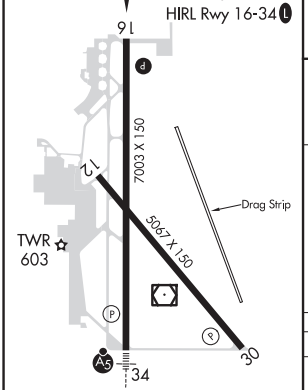
MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 on heading 015° and RDD VOR/DME R-044 to ITMOR INT/RDD 12 DME and hold, continue climb-in-hold to 5000.

| ATIS | OAKLAND CENTER | REDDING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.1 | 132.2 350.3 | 119.8 (CTAF) L 269.25 | 121.7 | 122.95 |




ELEV 505 | D | TDZE 505

REIL Rwy 16 L
MIRL Rwy 12-30 L
HIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 960-1 455 (500-1) | | 960-1⅜ 455 (500-1⅜) | |
| C CIRCLING | 960-1 455 (500-1) | 1000-1 495 (500-1) | 1120-1¾ 615 (700-1¾) | 1340-2¾ 835 (900-2¾) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

REDDING, CALIFORNIA | AL-688 (FAA) | 25051

# VOR RWY 34
## REDDING RGNL (RDD)

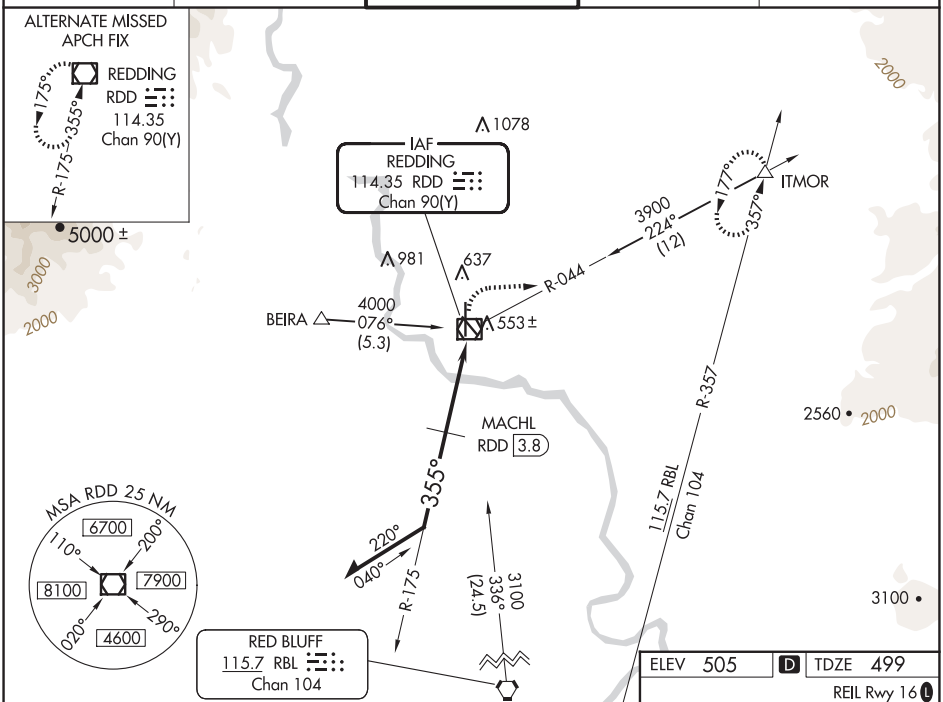
| VOR/DME RDD | APP CRS | Rwy ldg | 6997 |
|---|---|---|---|
| 114.35 | 355° | TDZE | 499 |
| Chan 90(Y) | | Apt Elev | 505 |

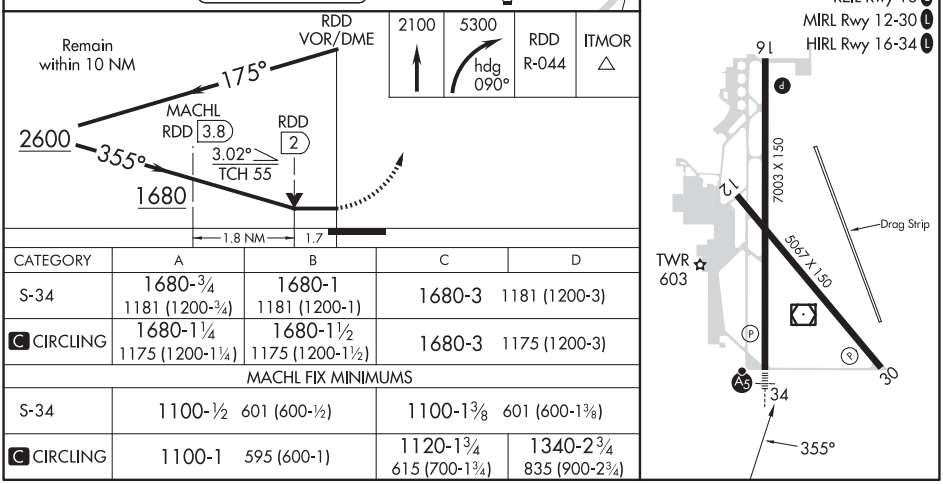
Inop table does not apply to S-34 Cats C/D. MACHL fix minimums: for inop ALS, increase S-34 Cat C/D visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 5300 on heading 090° and on RDD VOR/DME R-044 to ITMOR INT and hold, continue climb-in-hold to 5300.

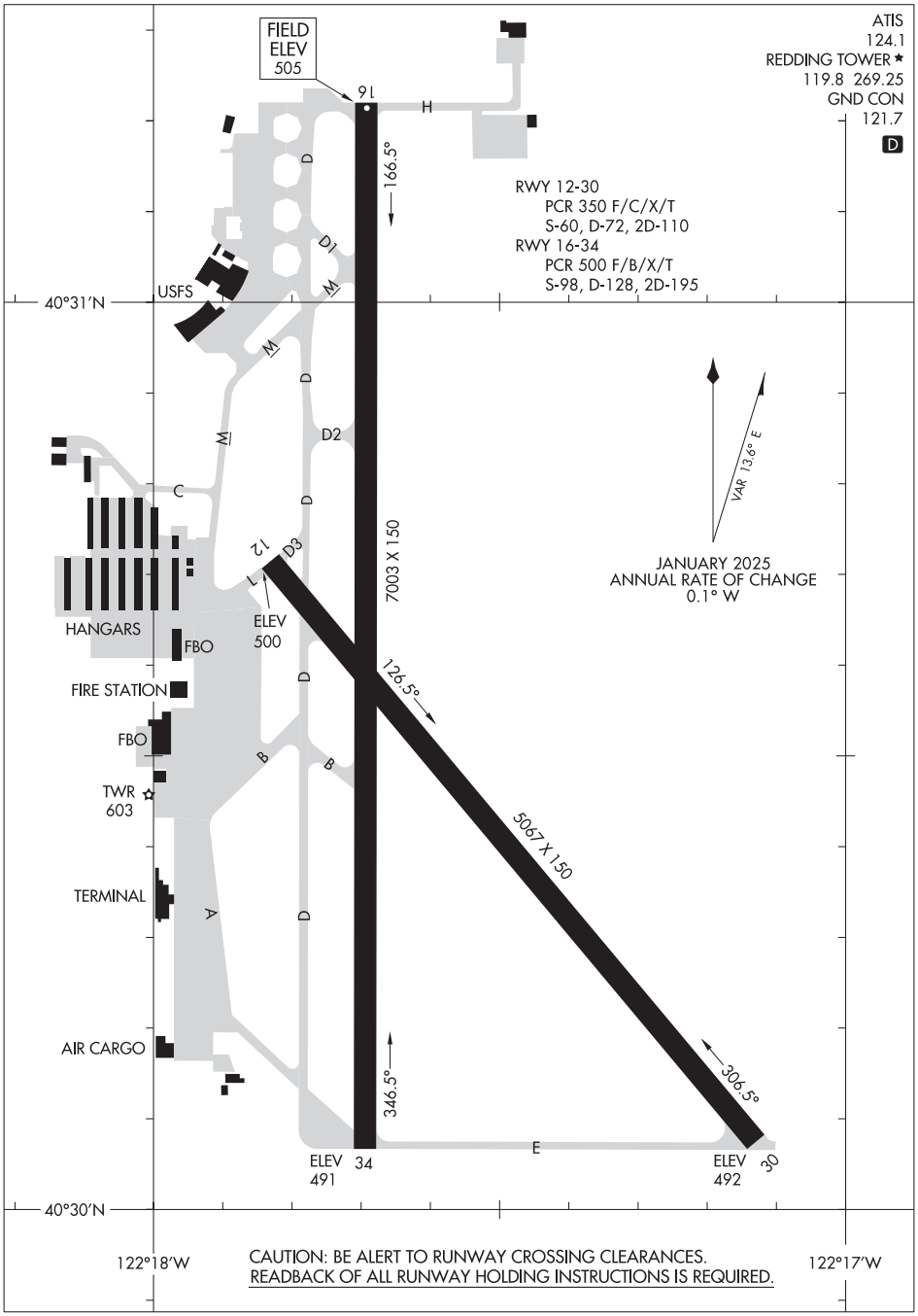
| ATIS | OAKLAND CENTER | REDDING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.1 | 132.2 350.3 | 119.8 (CTAF) L 269.25 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1680-¾ 1181 (1200-¾) | 1680-1 1181 (1200-1) | 1680-3 1181 (1200-3) | |
| C CIRCLING | 1680-1¼ 1175 (1200-1¼) | 1680-1½ 1175 (1200-1½) | 1680-3 1175 (1200-3) | |
| MACHL FIX MINIMUMS | | | | |
| S-34 | 1100-½ 601 (600-½) | | 1100-1⅜ 601 (600-1⅜) | |
| C CIRCLING | 1100-1 595 (600-1) | | 1120-1¾ 615 (700-1¾) | 1340-2¾ 835 (900-2¾) |

AL-688 (FAA)




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

(HOMAN3.HOMAN) 23334

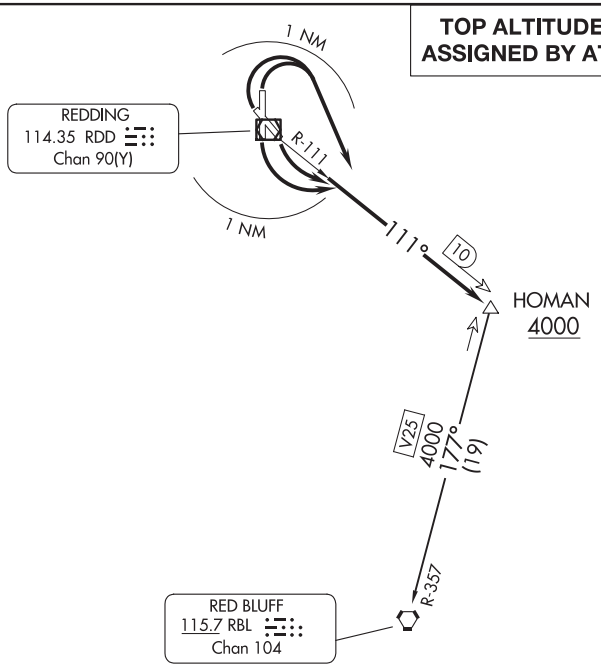
# HOMAN THREE DEPARTURE

AL-688 (FAA)

REDDING RGNL (RDD)
REDDING, CALIFORNIA

**TOP ALTITUDE: ASSIGNED BY ATC**

OAKLAND CENTER
132.2 350.3
ATIS
124.1
GND CON
121.7
REDDING TOWER ★
119.8 (CTAF) 269.25




TAKEOFF MINIMUMS:
Rwys 12, 16, 30, 34: Standard with minimum climb of 400′ per NM to 4000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12, 16: Climbing left turn within 1 NM, thence. . . .
TAKEOFF RUNWAYS 30, 34: Climbing right turn within 1 NM, thence. . . .

. . . .Intercept the RDD R-111, to HOMAN INT/RDD 10 DME, cross HOMAN INT/RDD 10 DME at or above 4000′; then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

RED BLUFF TRANSITION (HOMAN3.RBL): From over HOMAN INT/RDD 10 DME on RBL R-357 to RBL VORTAC.


SW-2, 12 JUN 2025 to 07 AUG 2025

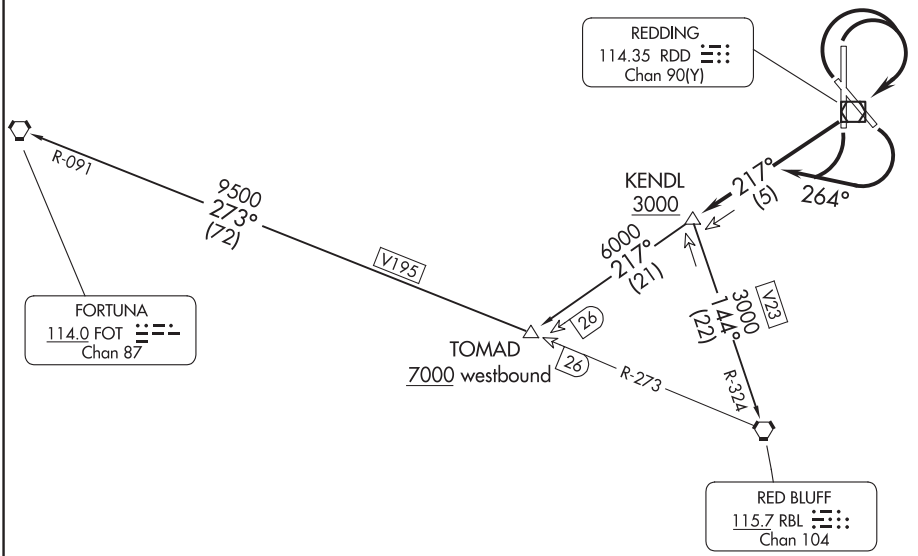
# KENDL FOUR DEPARTURE

AL-688 (FAA)

REDDING RGNL (RDD)
REDDING, CALIFORNIA

OAKLAND CENTER
132.2 350.3
ATIS
124.1
REDDING TOWER★
119.8 269.25

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 12: Standard with minimum climb of 410′ per NM to 3000.
Rwy 16: Standard with minimum climb of 495′ per NM to 3000.
Rwy 30: Standard with minimum climb of 440′ per NM to 3000.
Rwy 34: Standard with minimum climb of 410′ per NM to 3000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12 and 16: Climbing right turn heading 264° to intercept RDD VOR/DME R-217 to KENDL, cross KENDL at or above 3000, thence . . .
TAKEOFF RUNWAYS 30 and 34: Climbing right turn direct RDD VOR/DME then on RDD VOR/DME R-217 to KENDL, cross KENDL at or above 3000, thence . . .

. . . . via (transition) or (assigned route) maintain ATC assigned altitude.

FORTUNA TRANSITION (KENDL4.FOT): From over KENDL on RDD R-217 to TOMAD, thence on RBL R-273 and FOT R-091 to FOT VORTAC.
RED BLUFF TRANSITION (KENDL4.RBL): From over KENDL on RBL R-324 to RBL VORTAC.
TOMAD TRANSITION (KENDL4.TOMAD): From over KENDL on RDD R-217 to TOMAD.


SW-2, 12 JUN 2025 to 07 AUG 2025

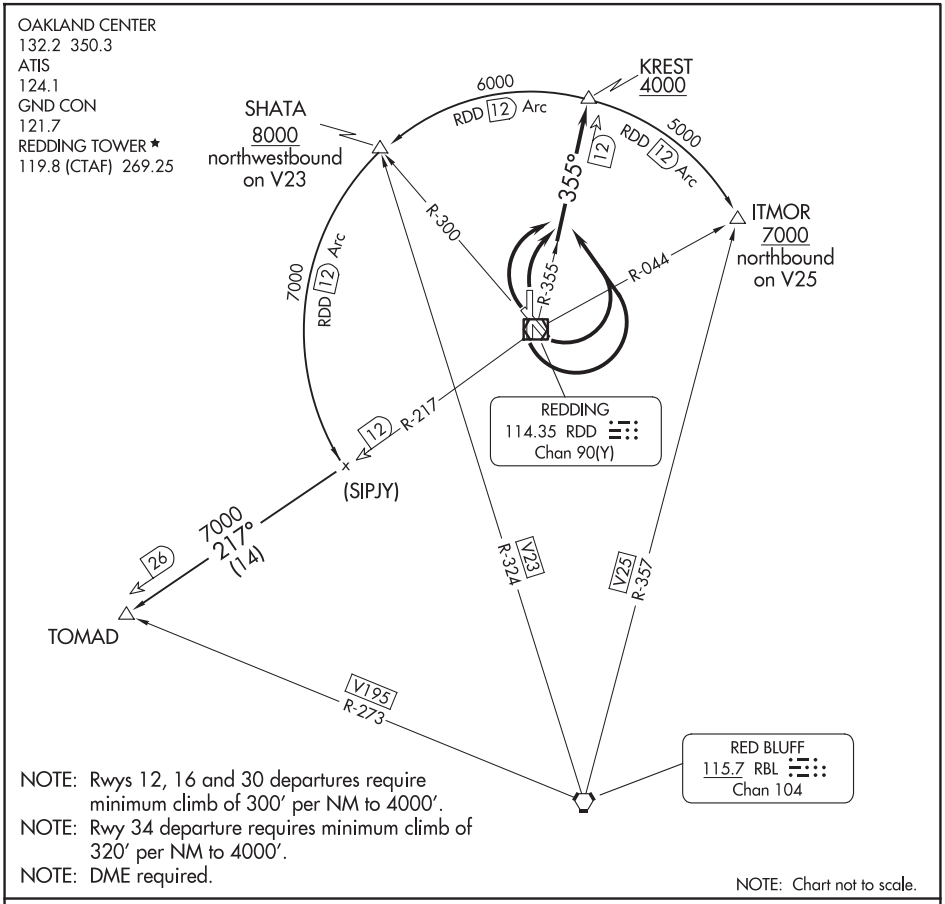
KENDL FOUR DEPARTURE
REDDING, CALIFORNIA
REDDING RGNL (RDD)

(KREST3.KREST) 23334

# KREST THREE DEPARTURE

AL-688 (FAA)

REDDING RGNL (RDD)
REDDING, CALIFORNIA




NOTE: Rwys 12, 16 and 30 departures require minimum climb of 300′ per NM to 4000′.
NOTE: Rwy 34 departure requires minimum climb of 320′ per NM to 4000′.
NOTE: DME required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12 and 16: Turn left immediately after departure to intercept and proceed on the RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence on (transition) or (assigned route).
TAKEOFF RUNWAYS 30 and 34: Turn right immediately after departure to intercept and proceed on RDD R-355 to KREST DME Fix. Cross KREST DME Fix at or above 4000, thence on (transition) or (assigned route).

ITMOR TRANSITION (KREST3.ITMOR): From over KREST DME Fix on RDD 12 DME Arc clockwise to ITMOR INT.
SHATA TRANSITION (KREST3.SHATA): From over KREST DME Fix on RDD 12 DME Arc counterclockwise to SHATA INT.
TOMAD TRANSITION (KREST3.TOMAD): From over KREST DME Fix on RDD 12 DME Arc counterclockwise to RDD R-217, thence on RDD R-217 to TOMAD INT.

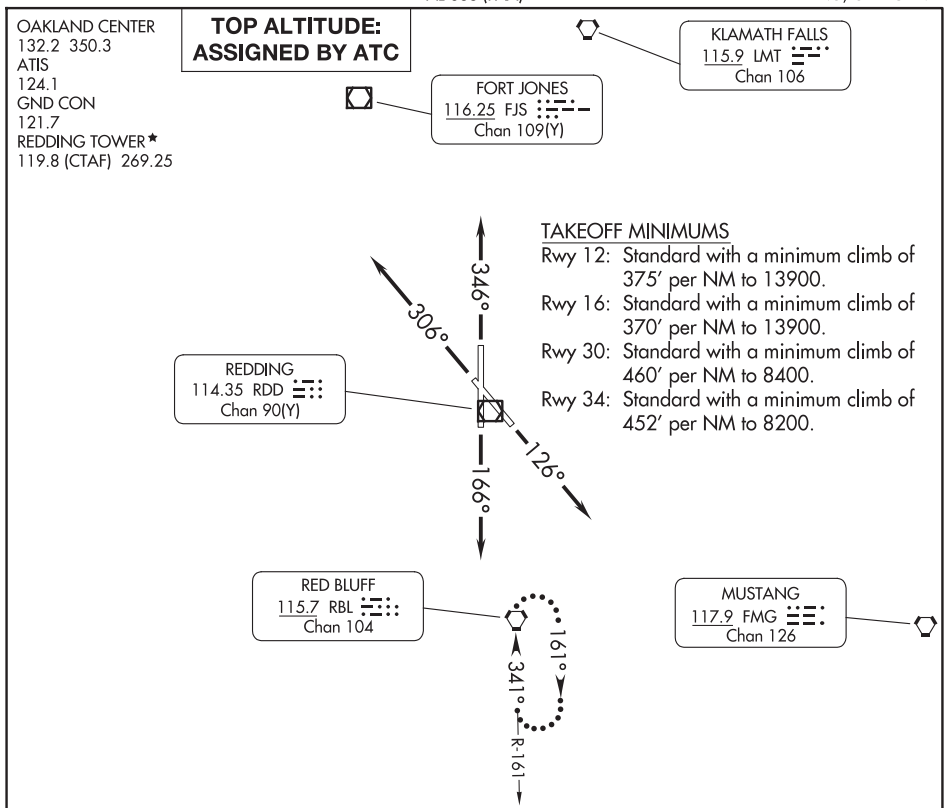

SW-2, 12 JUN 2025 to 07 AUG 2025

# SHASTA FOUR DEPARTURE

AL-688 (FAA)

OAKLAND CENTER
132.2 350.3
ATIS
124.1
GND CON
121.7
REDDING TOWER★
119.8 (CTAF) 269.25

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwy 12: Standard with a minimum climb of 375′ per NM to 13900.
Rwy 16: Standard with a minimum climb of 370′ per NM to 13900.
Rwy 30: Standard with a minimum climb of 460′ per NM to 8400.
Rwy 34: Standard with a minimum climb of 452′ per NM to 8200.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb heading 126° (or ATC assigned 344° CW 234°), thence . . . .
TAKEOFF RUNWAY 16: Climb heading 166° (or ATC assigned 354° CW 234°), thence . . . .
TAKEOFF RUNWAY 30: Climb heading 306° (or ATC assigned 134° CW 004°), thence . . . .
TAKEOFF RUNWAY 34: Climb heading 346° (or ATC assigned 174° CW 004°), thence . . . .

. . . . expect vectors to join assigned route. Maintain ATC assigned altitude; expect filed altitude/flight level ten minutes after departing.

LOST COMMUNICATIONS: If no contact with Oakland Center after reaching 4000 proceed to RBL VORTAC and hold.

NOTE: RADAR required.

NOTE: Chart not to scale.

REEDLEY, CALIFORNIA | AL-9965 (FAA) | 19003

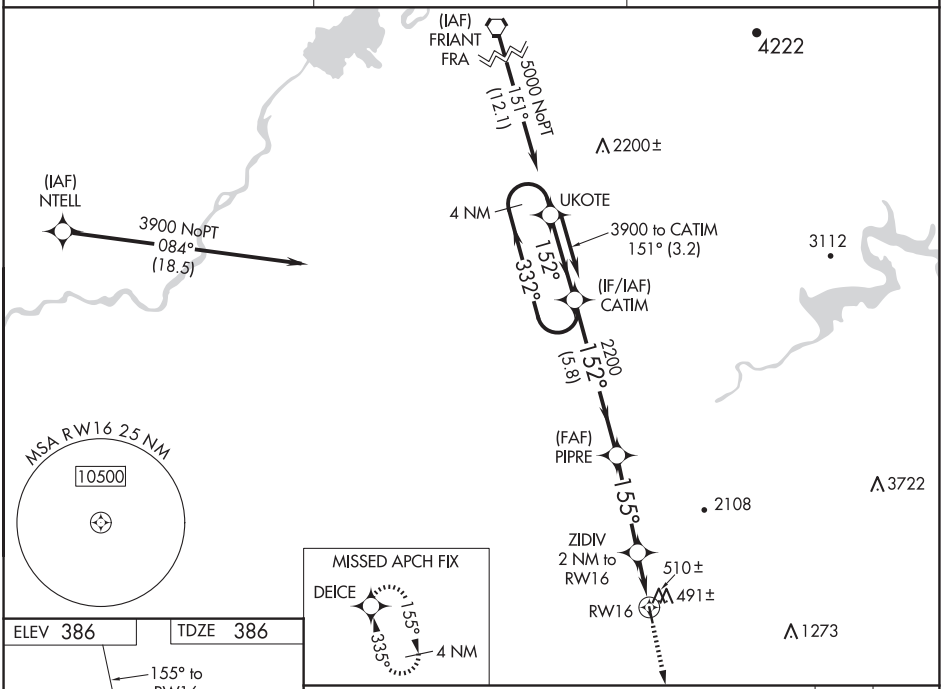
# RNAV (GPS) RWY 16
## REEDLEY MUNI (O32)

| WAAS CH 77841 W16A | APP CRS 155° | Rwy ldg 3300<br>TDZE 386<br>Apt Elev 386 |
|---|---|---|

T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 16-34. Baro-VNAV and VDP NA when using Fresno Yosemite Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fresno Yosemite Intl altimeter setting: increase all DAs 41 feet and all visibilities ⅛ SM; increase all MDAs 60 feet.

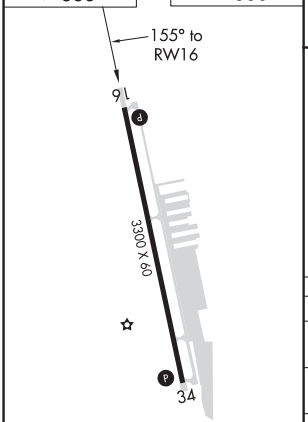
MISSED APPROACH: Climb to 3100 direct DEICE and hold, continue climb-in-hold to 3100.

| AWOS-3PT | FRESNO APP CON | UNICOM |
|---|---|---|
| 120.175 | 132.35 323.25 | 122.7 (CTAF) L |

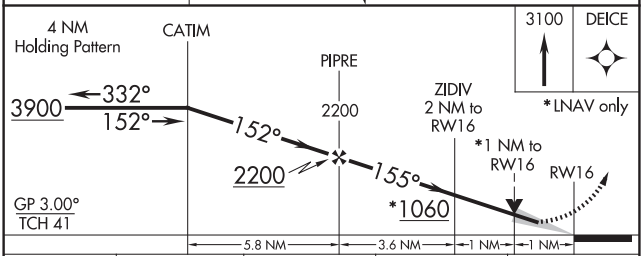



SW-2, 12 JUN 2025 to 07 AUG 2025

ELEV 386 | TDZE 386




MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 636-¾ 250 (300-¾) | | NA | |
| LNAV/VNAV DA | 672-⅞ 286 (300-⅞) | | NA | |
| LNAV MDA | 760-1 374 (400-1) | | NA | |
| C CIRCLING | 800-1 414 (500-1) | 840-1 454 (500-1) | NA | |

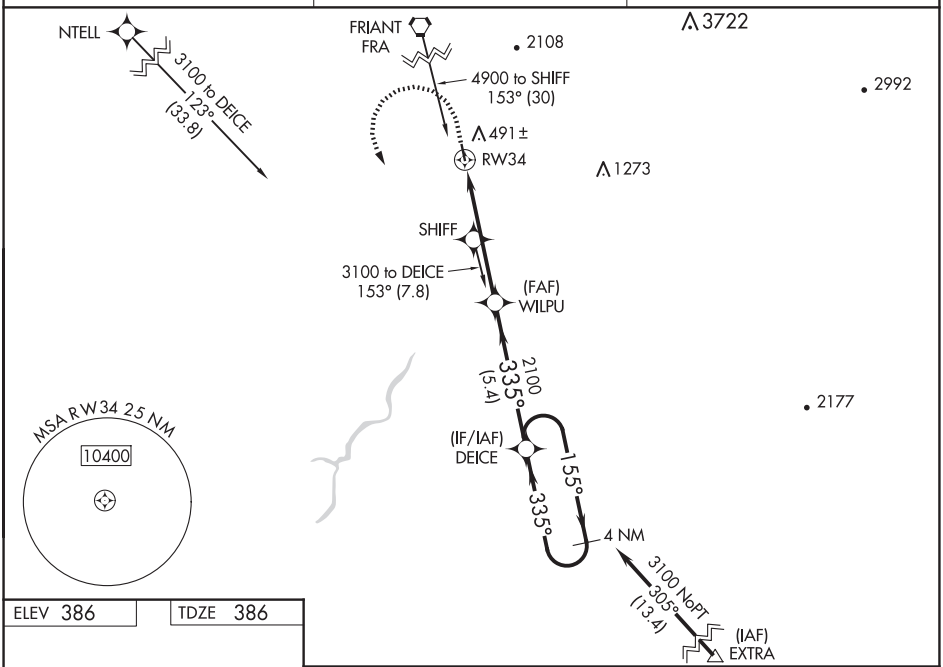
| WAAS CH 99641 W34A | APP CRS 335° | Rwy ldg 3300 TDZE 386 Apt Elev 386 |
|---|---|---|

# RNAV (GPS) RWY 34
## REEDLEY MUNI (O32)

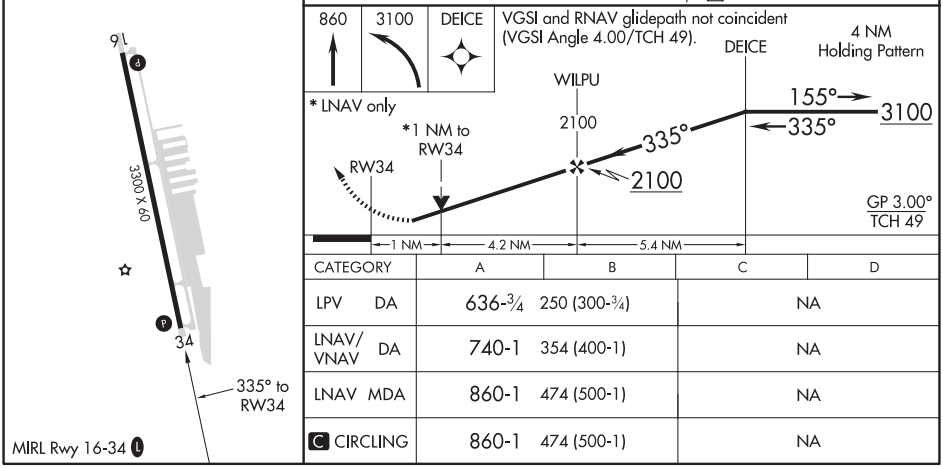
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 16-34. Baro-VNAV and VDP NA when using Fresno Yosemite Intl altimeter setting. Rwy 34 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fresno Yosemite Intl altimeter setting: increase all DAs 41 feet and all visibilities ⅛ SM; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 860 then climbing left turn to 3100 direct DEICE and hold, continue climb-in-hold to 3100.

| AWOS-3PT | FRESNO APP CON | UNICOM |
|---|---|---|
| 120.175 | 132.35 323.25 | 122.7 (CTAF) L |




| ELEV 386 | TDZE 386 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 636-¾ 250 (300-¾) | | NA | |
| LNAV/VNAV DA | 740-1 354 (400-1) | | NA | |
| LNAV MDA | 860-1 474 (500-1) | | NA | |
| C CIRCLING | 860-1 474 (500-1) | | NA | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

RIO VISTA, CALIFORNIA | AL-5597 (FAA) | 22139

# RNAV (GPS) RWY 25
## RIO VISTA MUNI (O88)

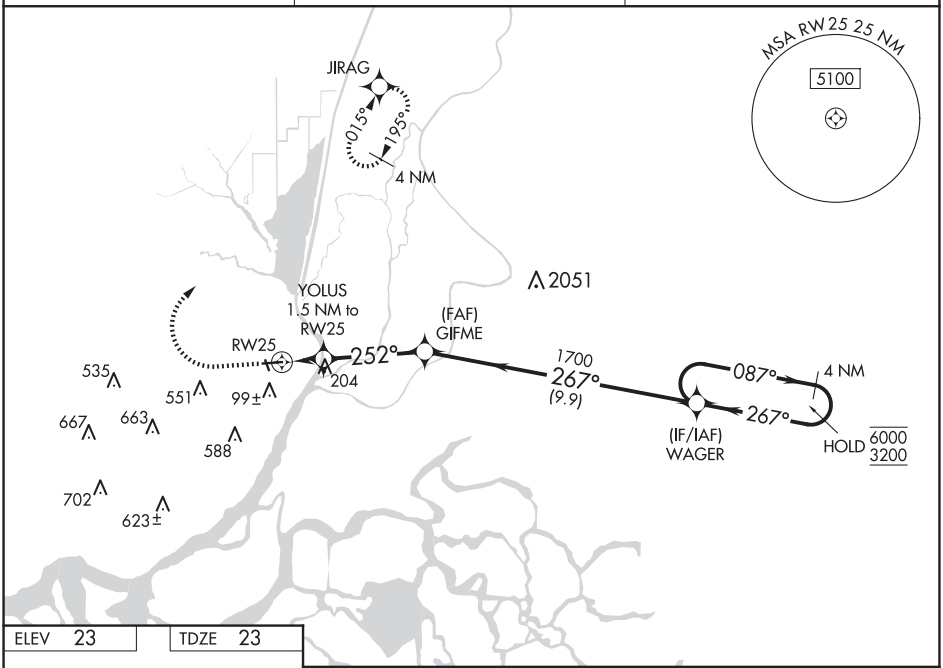
| WAAS CH 82325 W25A | APP CRS 252° | Rwy ldg 4199<br>TDZE 23<br>Apt Elev 23 |
|---|---|---|

RNP APCH - GPS.

T A NA — Circling Rwy 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

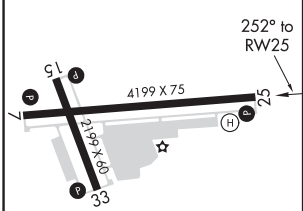
MISSED APPROACH: Climb to 500 then climbing right turn to 3100 direct JIRAG and hold, continue climb-in-hold to 3100.

| AWOS-AV | TRAVIS APP CON | UNICOM |
|---|---|---|
| 127.075 | 119.9 257.9 | 122.725 (CTAF) L |

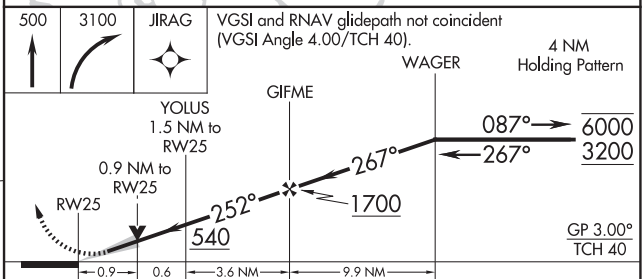



SW-2, 12 JUN 2025 to 07 AUG 2025

ELEV 23 | TDZE 23




REIL Rwy 7, 15, 25 and 33 L
MIRL Rwys 7-25 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 223-¾ 200 (200-¾) | | | NA |
| LNAV/VNAV DA | 353-1 330 (400-1) | | | NA |
| LNAV MDA | 460-1 437 (500-1) | | 460-1¼ 437 (500-1¼) | NA |
| C CIRCLING | 460-1 437 (500-1) | 600-1 577 (600-1) | 940-2¾ 917 (1000-2¾) | NA |

| LOC I-MCC | APP CRS | Rwy ldg | 10599 |
|---|---|---|---|
| 109.7 | 163° | TDZE | 77 |
| | | Apt Elev | 77 |

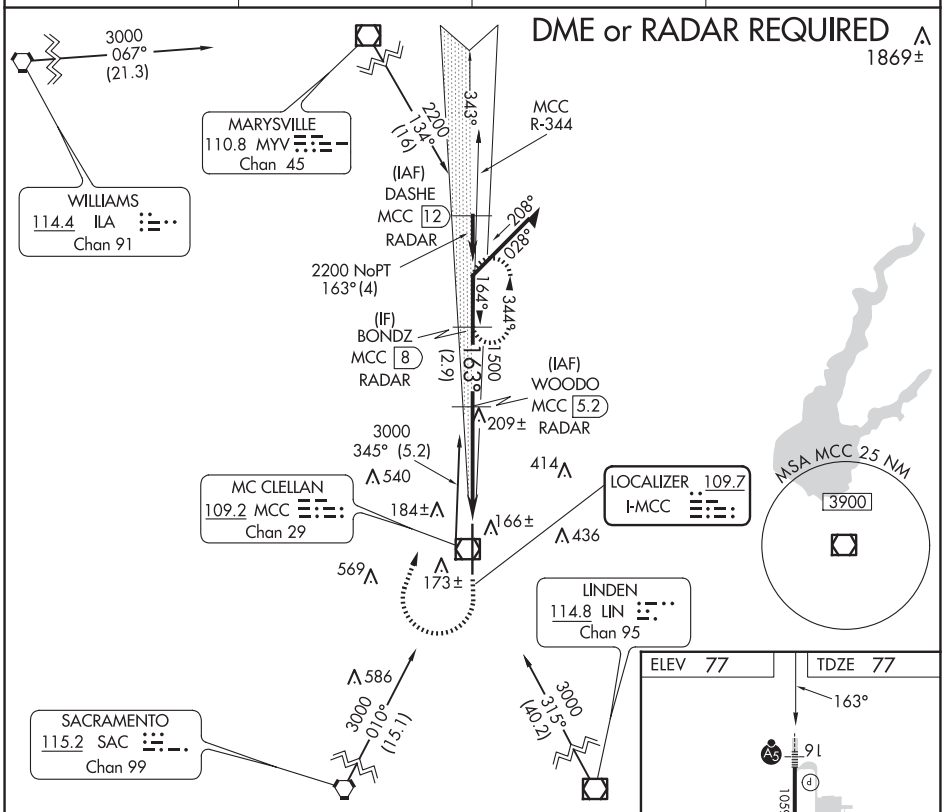
# ILS or LOC RWY 16
## MC CLELLAN AIRFIELD (MCC)

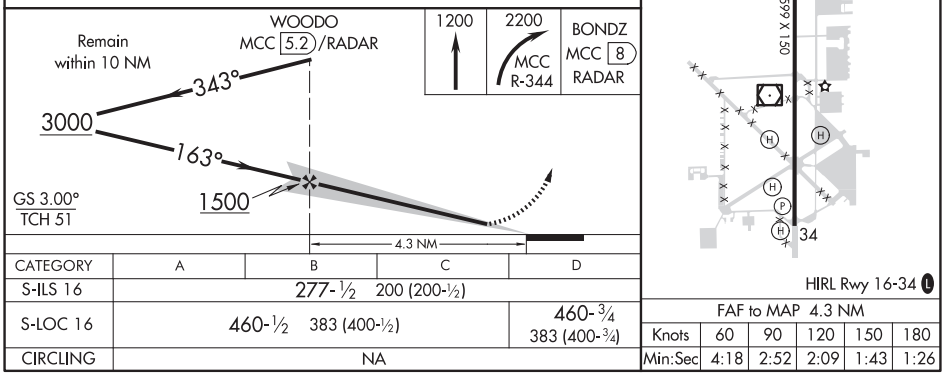
NA DME from MCC VOR/DME. If local altimeter setting is not received, use Sacramento Intl altimeter setting and increase all DH/MDAs 40 feet.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2200 via MCC VOR/DME R-344 to BONDZ/MCC 8 DME/RADAR and hold.

| AWOS-3 | NORCAL APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 125.975 | 127.4 317.5 | 119.825 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 277-½ 200 (200-½) | | | |
| S-LOC 16 | 460-½ 383 (400-½) | | | 460-¾ 383 (400-¾) |
| CIRCLING | NA | | | |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| VOR/DME MCC | APP CRS | Rwy ldg | 10599 |
|---|---|---|---|
| 109.2 | 333° | TDZE | 72 |
| Chan 29 | | Apt Elev | 77 |

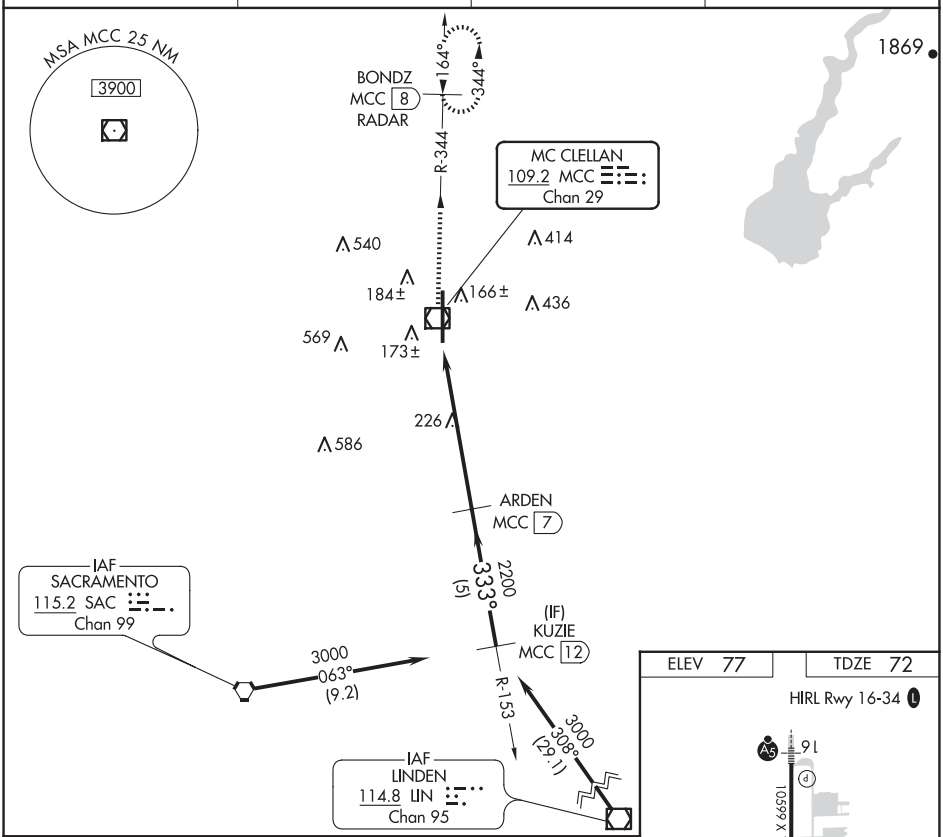
# VOR/DME RWY 34

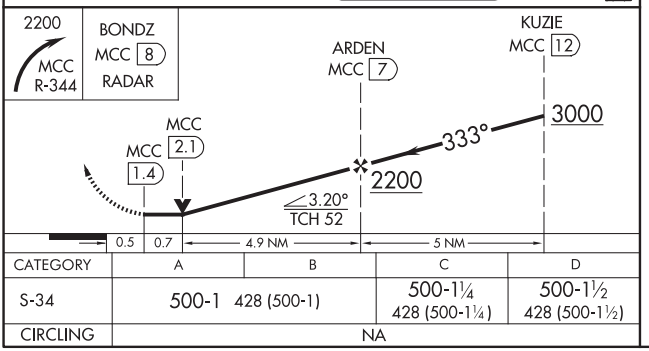
## MC CLELLAN AIRFIELD (MCC)

NA VDP NA when using Sacramento Intl altimeter setting. When local altimeter setting not received, use Sacramento Intl altimeter setting and increase all MDAs 40 feet.

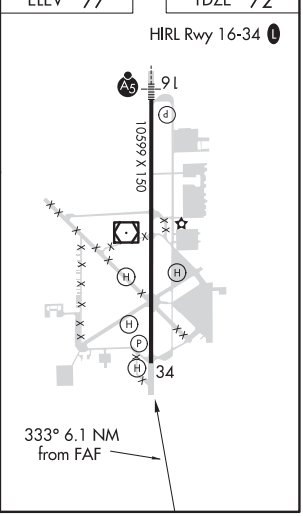
MISSED APPROACH: Climbing right turn to 2200 via MCC R-344 to BONDZ/MCC 8 DME/RADAR and hold.

| AWOS-3 | NORCAL APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 125.975 | 127.4 317.5 | 119.825 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 500-1 428 (500-1) | | 500-1¼ 428 (500-1¼) | 500-1½ 428 (500-1½) |
| CIRCLING | NA | | | |







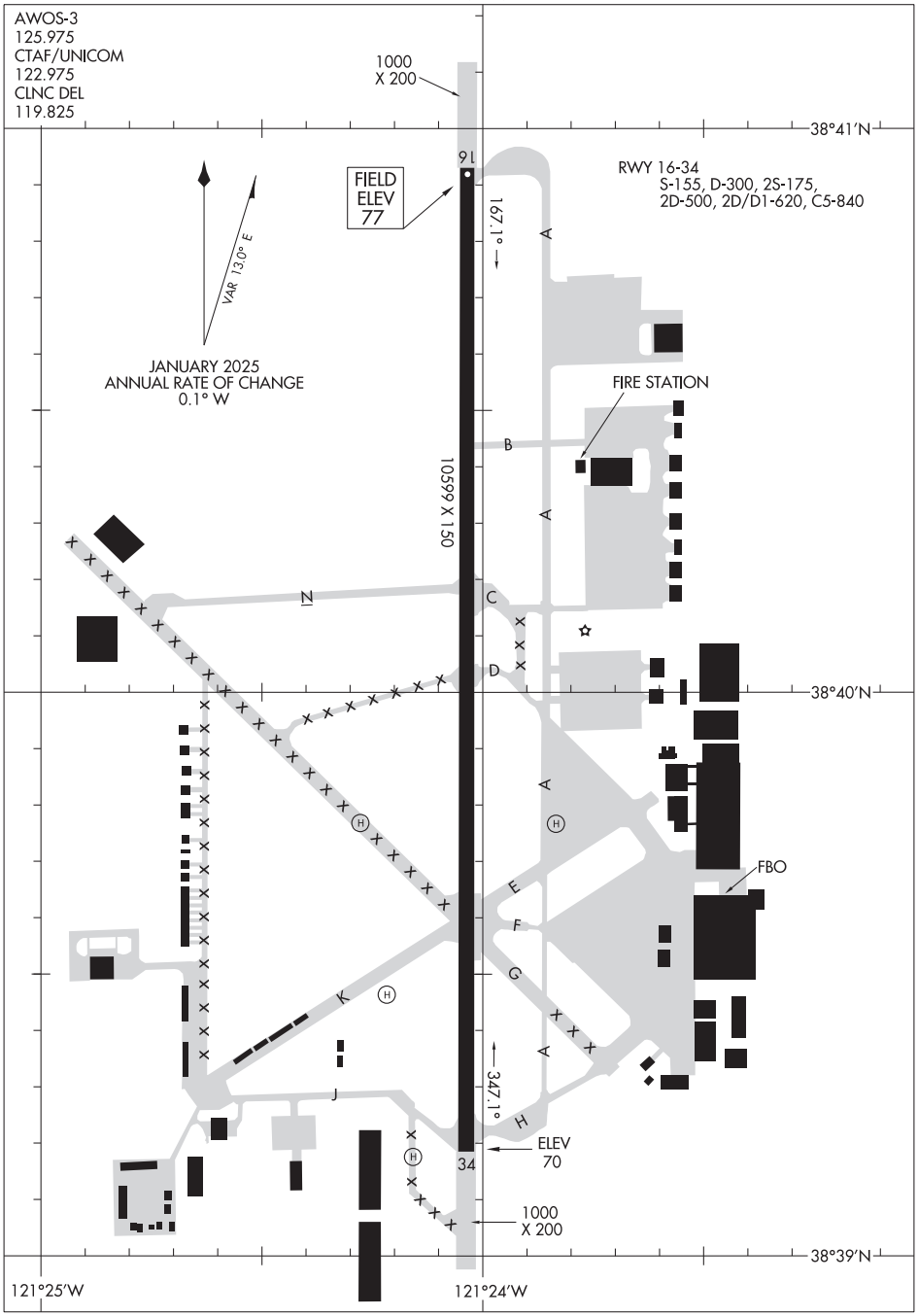
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

## MC CLELLAN AIRFIELD (MCC)

SACRAMENTO, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

SACRAMENTO, CALIFORNIA

MC CLELLAN AIRFIELD (MCC)

25107

| LOC I-SAC | APP CRS | Rwy ldg | 5503 |
|---|---|---|---|
| 110.3 | 019° | TDZE | 21 |
| | | Apt Elev | 24 |

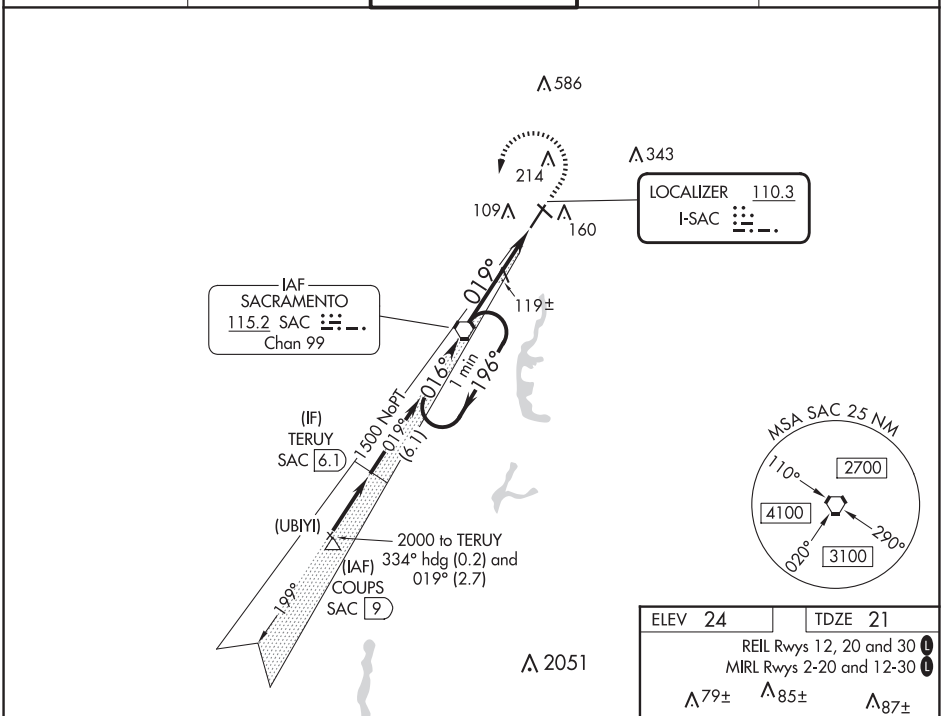
# ILS or LOC RWY 2
## SACRAMENTO EXEC (SAC)

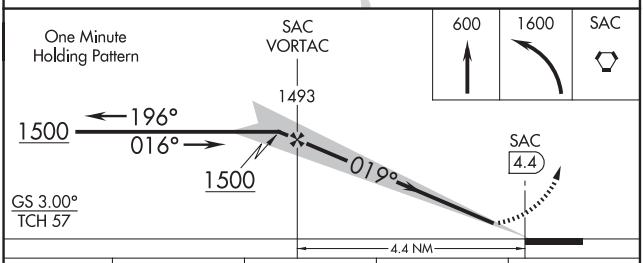
When local altimeter setting not received, use Sacramento Intl altimeter setting and increase DA to 322 feet, increase all MDAs 40 feet and Circling Cat D visibility ¼ SM. Autopilot coupled approach NA below 335 feet. For inop MALSR, increase S-ILS 2 all Cats visibility to ⅞ SM and S-LOC 2 Cat C/D visibility to 1 SM. For inop MALSR when using Sacramento Intl altimeter setting, increase S-ILS 2 all Cats visibility to ⅞ SM.

MALSR

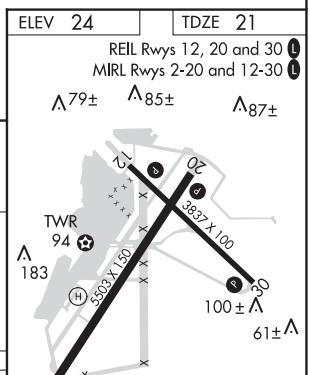
MISSED APPROACH: Climb to 600 then climbing left turn to 1600 direct SAC VORTAC and hold.

| ATIS | NORCAL APP CON | EXEC TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.5 | 125.25 257.9 | 119.5 (CTAF) L 278.8 | 125.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 294-½ 273 (300-½) | | | |
| S-LOC 2 | 380-½ 359 (400-½) | | 380-⅝ 359 (400-⅝) | |
| CIRCLING | 500-1 476 (500-1) | 520-1 496 (500-1) | 560-1½ 536 (600-1½) | 800-2½ 776 (800-2½) |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 62810 W02A | APP CRS 019° | Rwy ldg 5503<br>TDZE 21<br>Apt Elev 24 |
|---|---|---|

# RNAV (GPS) RWY 2
## SACRAMENTO EXEC (SAC)

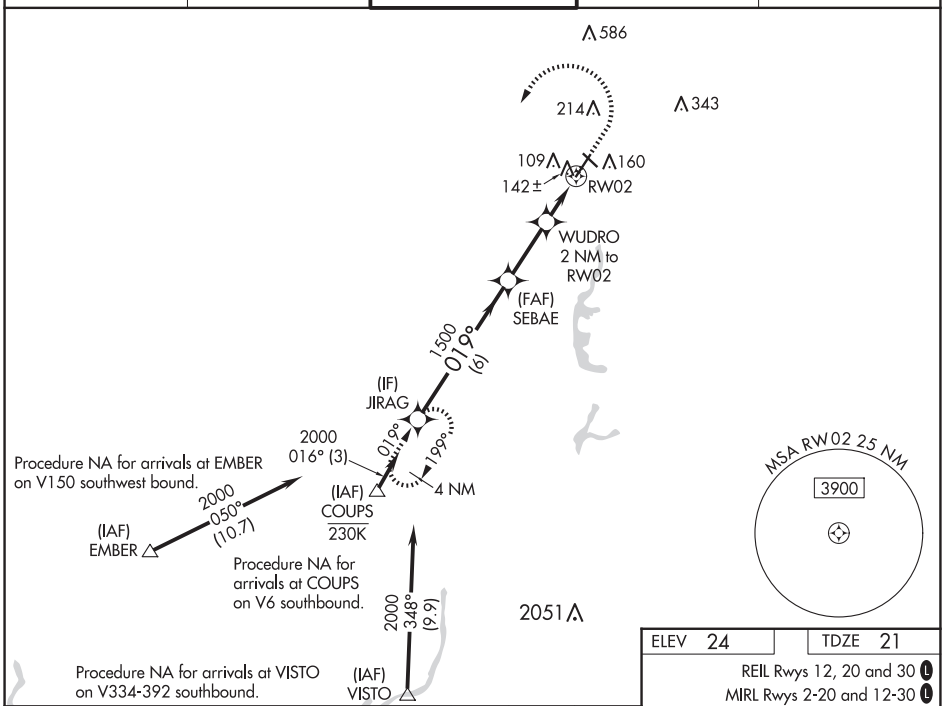
RNP APCH-GPS.

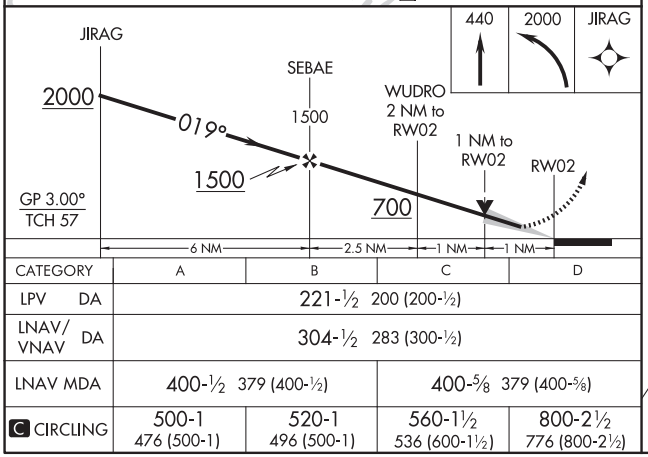
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM, increase LNAV all Cats visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 440 then climbing left turn to 2000 direct JIRAG and hold.

| ATIS | NORCAL APP CON | EXEC TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.5 | 125.25 257.9 | 119.5 (CTAF) L 278.8 | 125.0 | 122.95 |



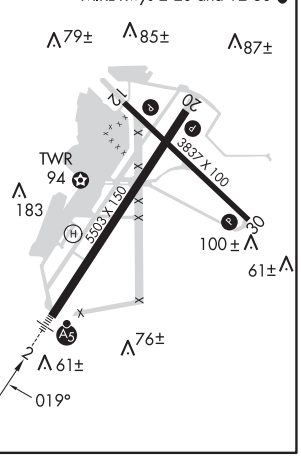




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 221-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 304-½ 283 (300-½) | | | |
| LNAV MDA | 400-½ 379 (400-½) | | 400-⅝ 379 (400-⅝) | |
| C CIRCLING | 500-1 476 (500-1) | 520-1 496 (500-1) | 560-1½ 536 (600-1½) | 800-2½ 776 (800-2½) |

ELEV 24 TDZE 21

REIL Rwys 12, 20 and 30 L

MIRL Rwys 2-20 and 12-30 L






SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA | AL-358 (FAA) | 24193

# VOR RWY 2
## SACRAMENTO EXEC (SAC)

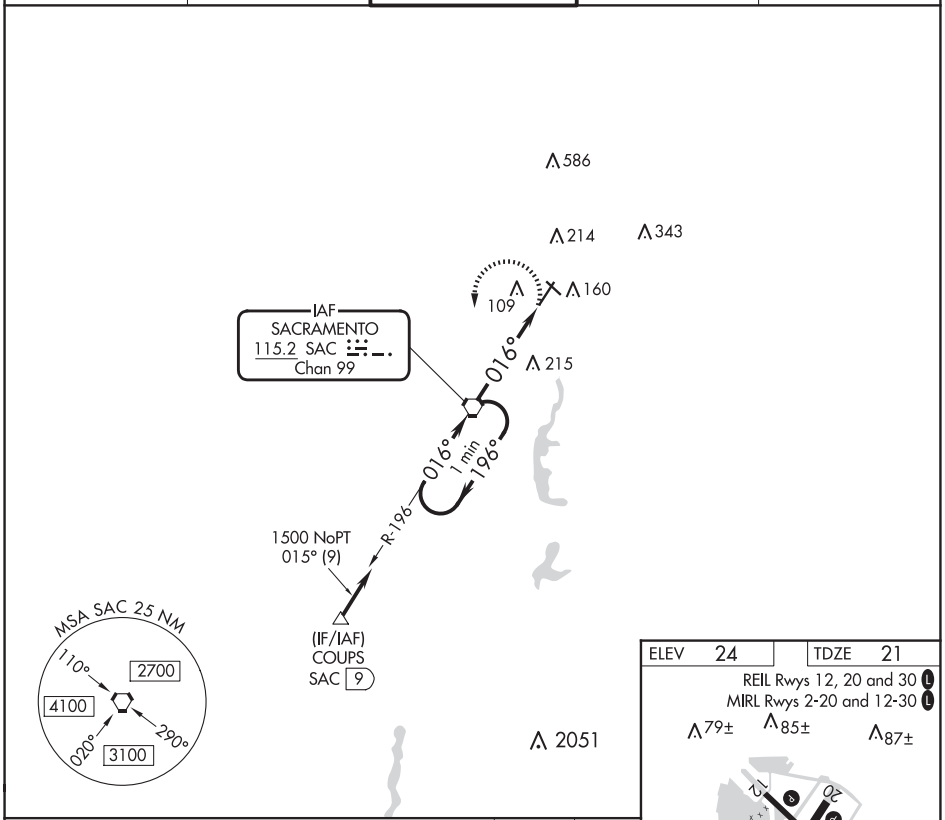
| VORTAC SAC | APP CRS | Rwy ldg | 5503 |
|---|---|---|---|
| 115.2 | 016° | TDZE | 21 |
| Chan 99 | | Apt Elev | 24 |

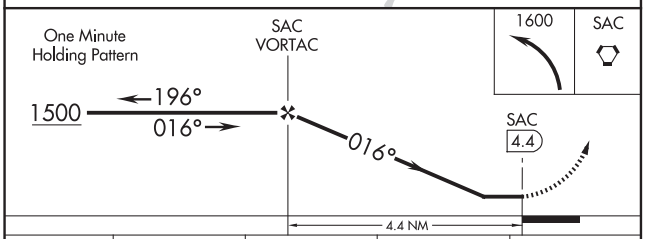
When local altimeter setting not received, use Sacramento Intl altimeter setting and increase all MDAs 40 feet and Circling Cat D visibility ¼ SM.

MALSR

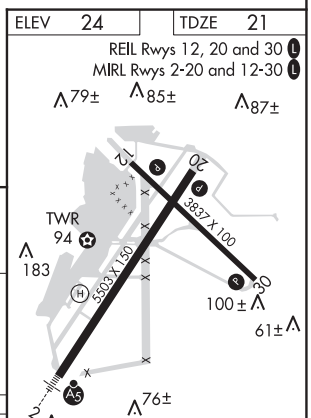
MISSED APPROACH: Climbing left turn to 1600 direct SAC VORTAC and hold.

| ATIS | NORCAL APP CON | EXEC TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.5 | 125.25 257.9 | 119.5 (CTAF) L 278.8 | 125.0 | 122.95 |



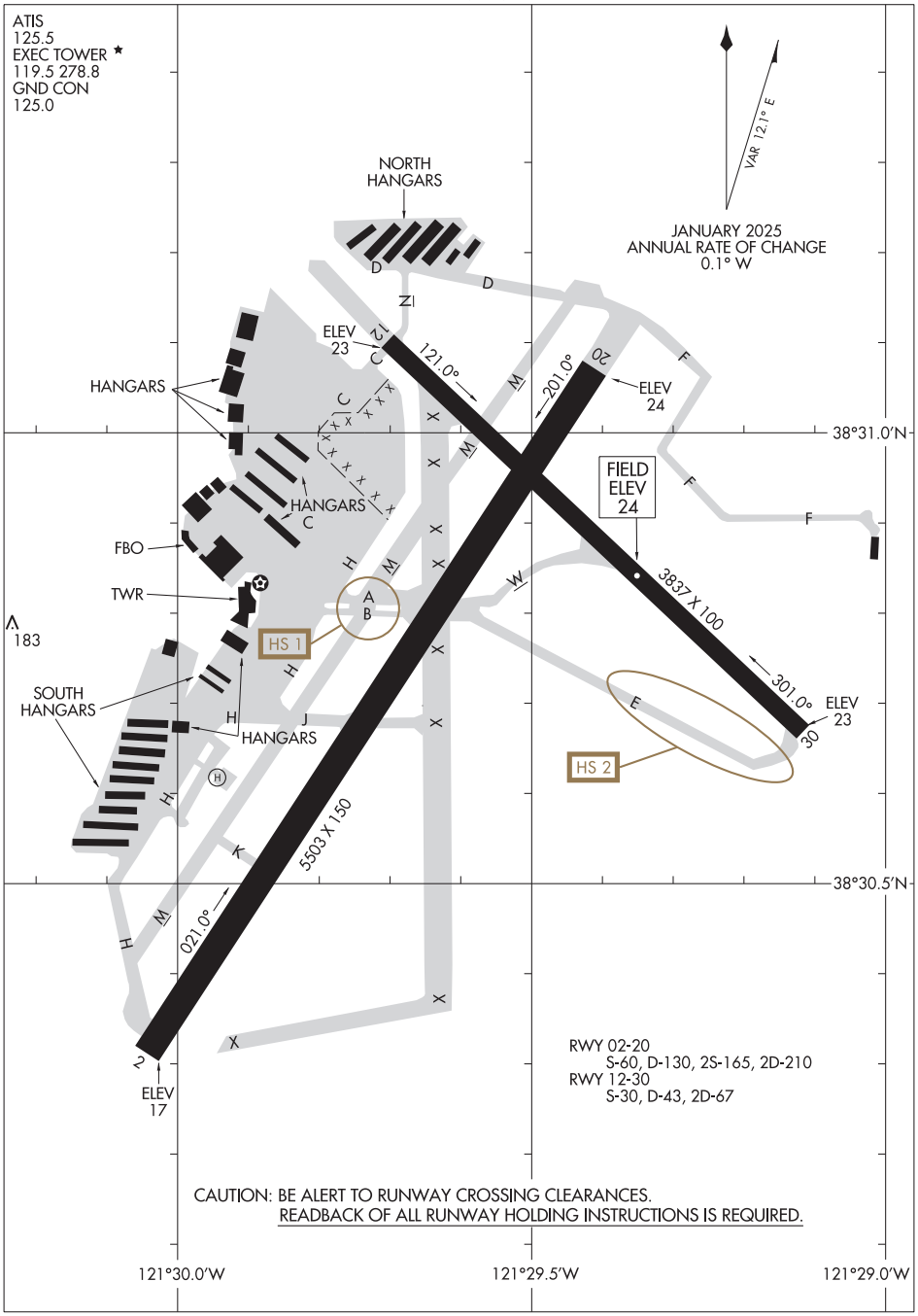

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 520-½ 499 (500-½) | | 520-1 499 (500-1) | |
| CIRCLING | 520-1 496 (500-1) | | 560-1½ 536 (600-1½) | 800-2½ 776 (800-2½) |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA — AL-5490 (FAA) — 25163

# ILS or LOC RWY 17L
## SACRAMENTO INTL (SMF)

| LOC/DME I-MDK | APP CRS | Rwy Ldg | 8605 |
|---|---|---|---|
| 111.75 | 168° | TDZE | 27 |
| Chan 54 (Y) | | Apt Elev | 27 |

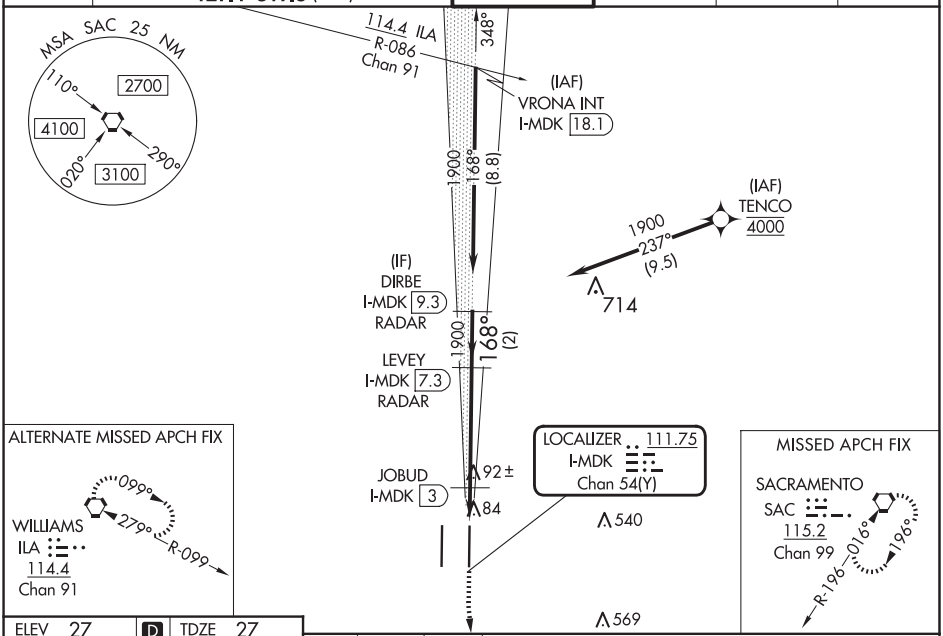
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required. RNP APCH-GPS. From TENCO.

T A Simultaneous approach authorized. Circling NA west of Rwy 17L-35R. For inop ALS, increase S-LOC 17L Cat C/D visibility to 1⅜ SM and JOBUD fix minimums S-LOC 17L Cat C/D visibility to RVR 4500.

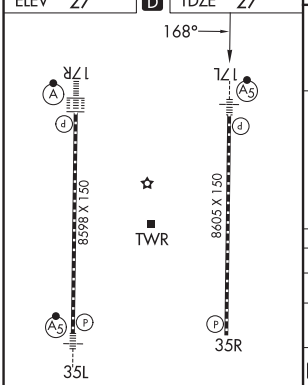
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |

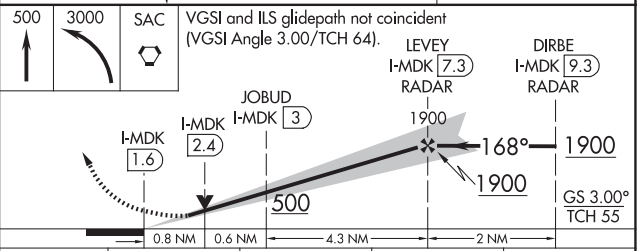



ELEV 27 | D | TDZE 27




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | 227/18 200 (200-½) | | | |
| S-LOC 17L | 500/24 473 (500-½) | | 500/50 473 (500-1) | |
| C CIRCLING | 500-1 473 (500-1) | | 500-1½ 473 (500-1½) | 840-2¾ 813 (900-2¾) |
| JOBUD FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 17L | 340/24 313 (400-½) | | | |
| C CIRCLING | 400-1 373 (400-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 840-2¾ 813 (900-2¾) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SMF | APP CRS | Rwy Ldg 8598 |
|---|---|---|
| 111.1 | 168° | TDZE 25 |
| Chan 48 | | Apt Elev 27 |

# ILS or LOC RWY 17R
## SACRAMENTO INTL (SMF)

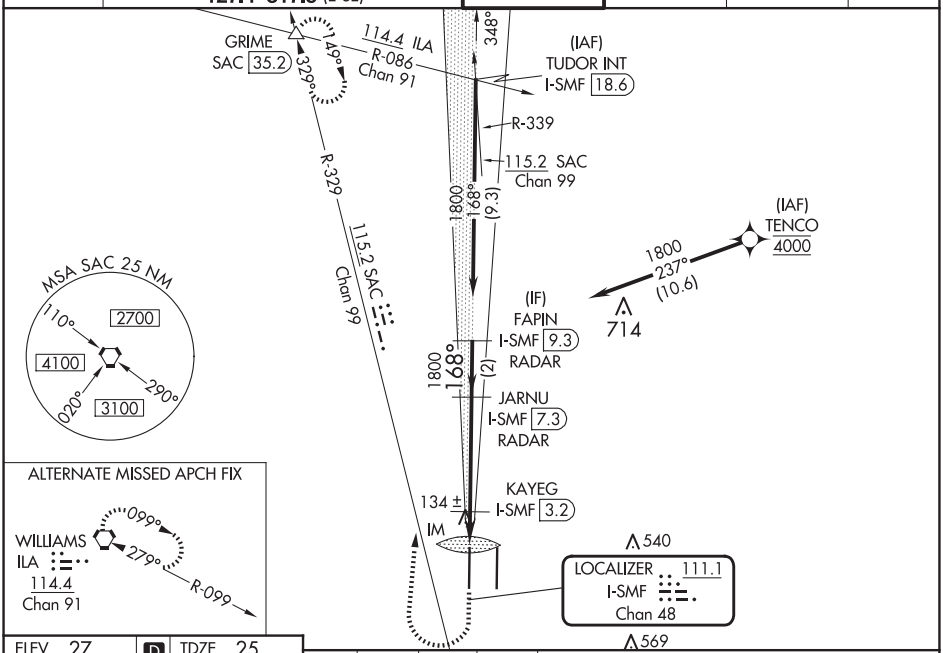
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.

Simultaneous approach authorized. Circling NA east of Rwy 17R-35L.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 350° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.

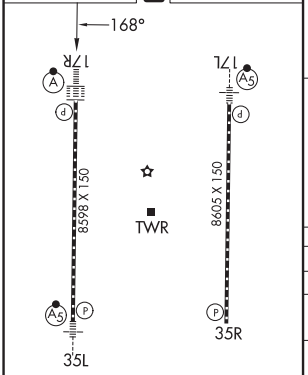
| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




ALTERNATE MISSED APCH FIX

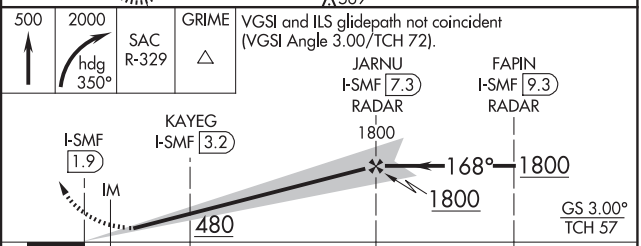



| ELEV 27 | D | TDZE 25 |
|---|---|---|




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | 225/18 200 (200-½) | | | |
| S-LOC 17R | 480/24 455 (500-½) | | 480/45 455 (500-⅞) | |
| C CIRCLING | 480-1 453 (500-1) | | 480-1½ 453 (500-1½) | 580-2 553 (600-2) |
| KAYEG FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 17R | 400/24 375 (400-½) | | 400/35 375 (400-⅝) | |
| C CIRCLING | 440-1 413 (500-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 580-2 553 (600-2) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-HUX | APP CRS | Rwy Ldg | 8598 |
|---|---|---|---|
| 111.1 | 348° | TDZE | 24 |
| Chan 48 | | Apt Elev | 27 |

# ILS or LOC RWY 35L
## SACRAMENTO INTL (SMF)

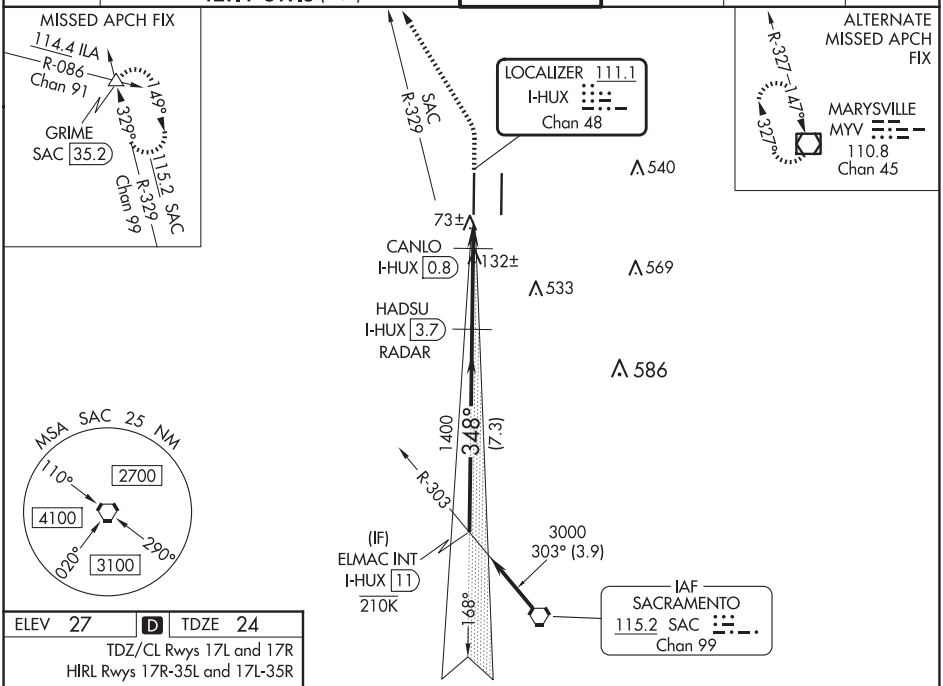
DME required.

T Circling NA east of Rwy 17R-35L. Autopilot coupled approach NA below 312 MSL. For inop ALS, increase S-LOC 35L Cats C/D visibility to RVR 4500.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 320° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.

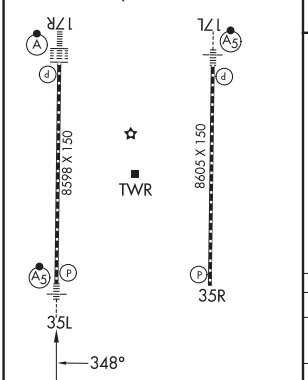
| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |



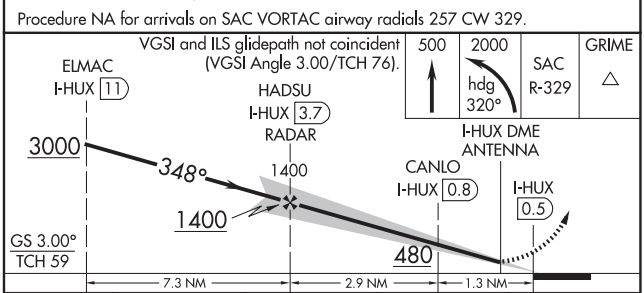

Procedure NA for arrivals on SAC VORTAC airway radials 257 CW 329.

| ELEV 27 | D | TDZE 24 |
|---|---|---|

TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L* | 224/24 200 (200-½) | | | |
| S-LOC 35L | 340/24 316 (400-½) | | | |
| C CIRCLING | 440-1 413 (500-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 580-2 553 (600-2) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SMF | APP CRS | Rwy Ldg 8598 |
|---|---|---|
| 111.1 | 168° | TDZE 25 |
| Chan 48 | | Apt Elev 27 |

# ILS RWY 17R (SA CAT I)
## SACRAMENTO INTL (SMF)

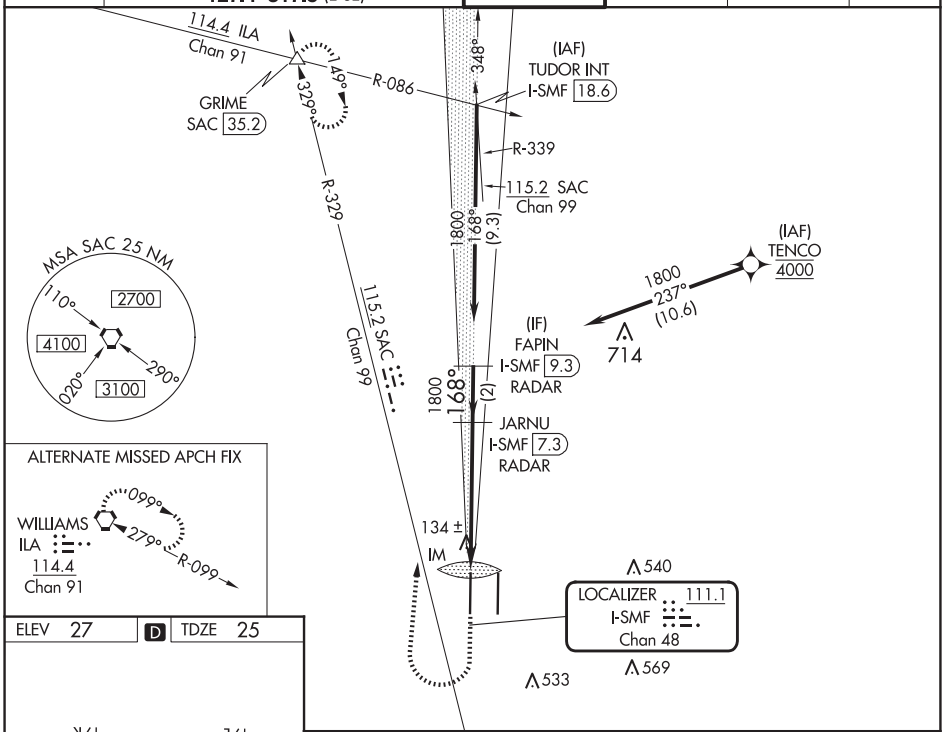
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

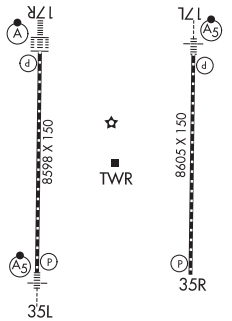
ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 350° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |



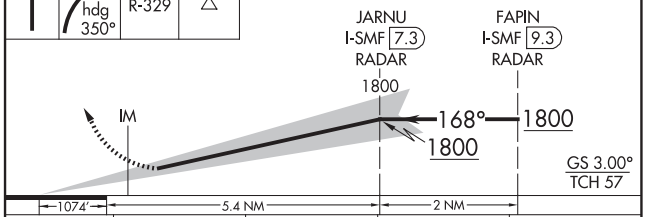

| ELEV 27 | D | TDZE 25 |
|---|---|---|




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

| 500 | 2000 hdg 350° | SAC R-329 | GRIME |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | RA 154/14 150 DA 175 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA AL-5490 (FAA) 25163

| LOC/DME I-SMF | APP CRS | Rwy Ldg 8598 |
|---|---|---|
| 111.1 | 168° | TDZE 25 |
| Chan 48 | | Apt Elev 27 |

# ILS RWY 17R (CAT II & III)
## SACRAMENTO INTL (SMF)

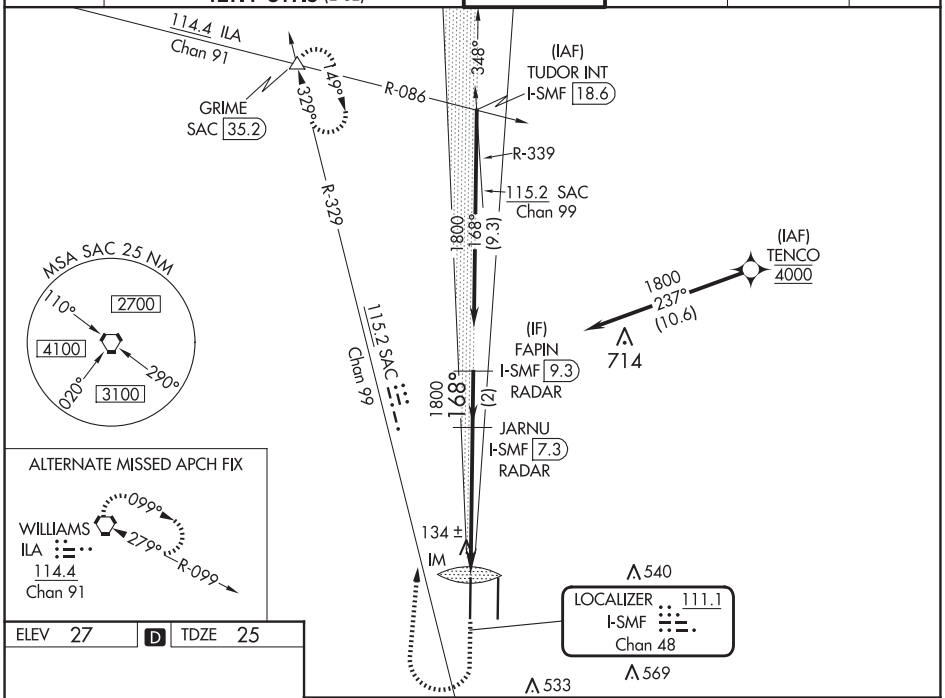
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 350° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.

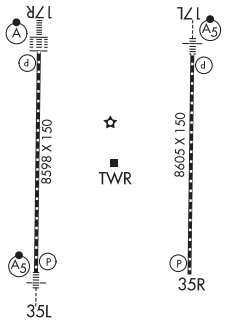
| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




ALTERNATE MISSED APCH FIX



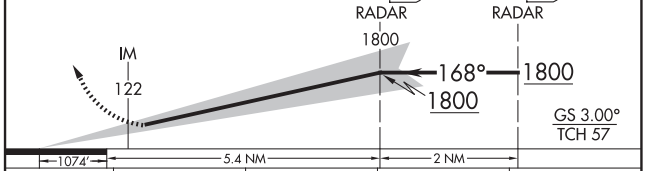

| ELEV 27 | D | TDZE 25 |
|---|---|---|




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

| 500 | 2000 hdg 350° | SAC R-329 | GRIME |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | CAT II RA 103/12 100 DA 125 | | | |
| S-ILS 17R | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-MDK | APP CRS | Rwy Ldg 8605 |
|---|---|---|
| 111.75 | 168° | TDZE 27 |
| Chan 54 (Y) | | Apt Elev 27 |

# ILS RWY 17L (SA CAT II)
## SACRAMENTO INTL (SMF)

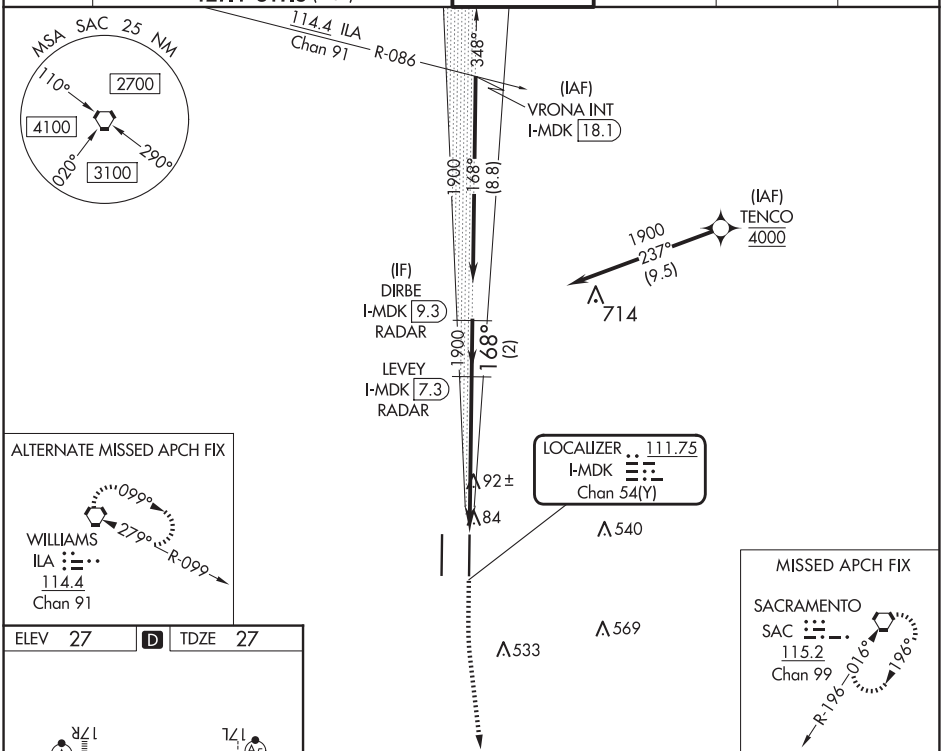
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

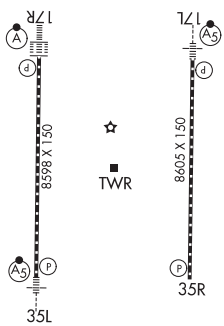
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.

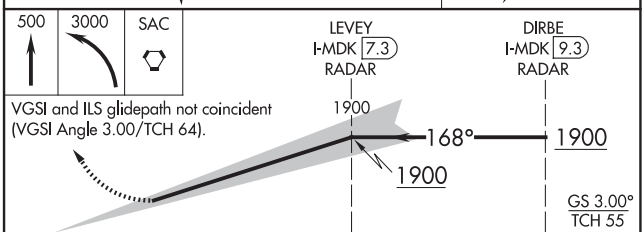
| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




| ELEV 27 | D | TDZE 27 |
|---|---|---|




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | RA 108/12 100 DA 127 | | | |

**SA CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA AL-5490 (FAA) 25163

| APP CRS | Rwy Ldg | 8605 |
|---|---|---|
| 168° | TDZE | 27 |
| | Apt Elev | 27 |

# RNAV (RNP) Z RWY 17L
## SACRAMENTO INTL (SMF)

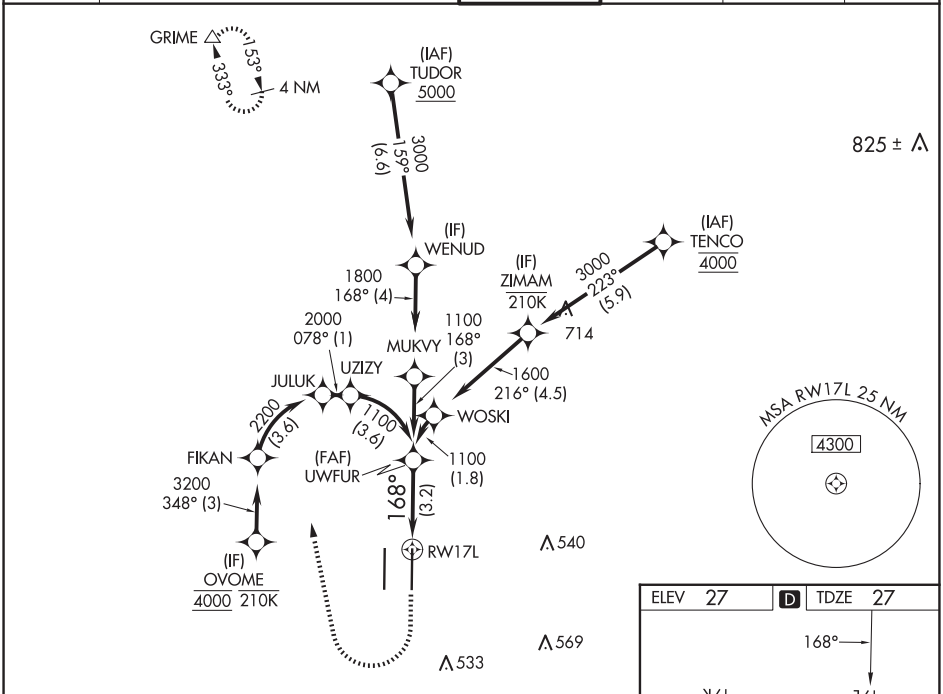
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 4000; increase RNP 0.30 all Cats visibility to RVR 4500.

MALSR

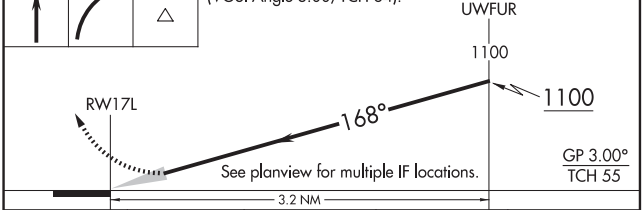
MISSED APPROACH: Climb to 500 then right turn to 3000 direct GRIME and hold.
*Missed approach requires minimum climb of 290 feet per NM to 3000.
#Missed approach requires minimum climb of 300 feet per NM to 3000.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |



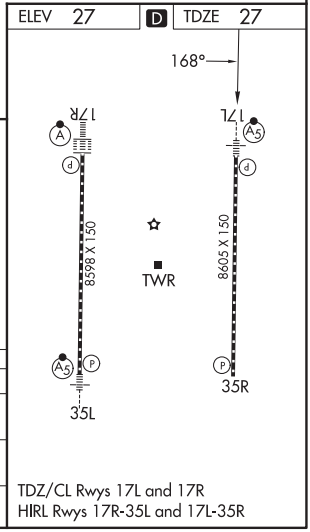

| 500 | 3000 | GRIME |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.12 DA# | 277/24 250 (300-½) | | | |
| RNP 0.30 DA* | 339/24 312 (400-½) | | | |

AUTHORIZATION REQUIRED




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA
Amdt 2 24MAR22

38°42'N-121°35'W

SACRAMENTO INTL (SMF)
RNAV (RNP) Z RWY 17L

| APP CRS | Rwy Ldg | 8598 |
|---|---|---|
| 168° | TDZE | 25 |
| | Apt Elev | 27 |

# RNAV (RNP) Z RWY 17R
## SACRAMENTO INTL (SMF)

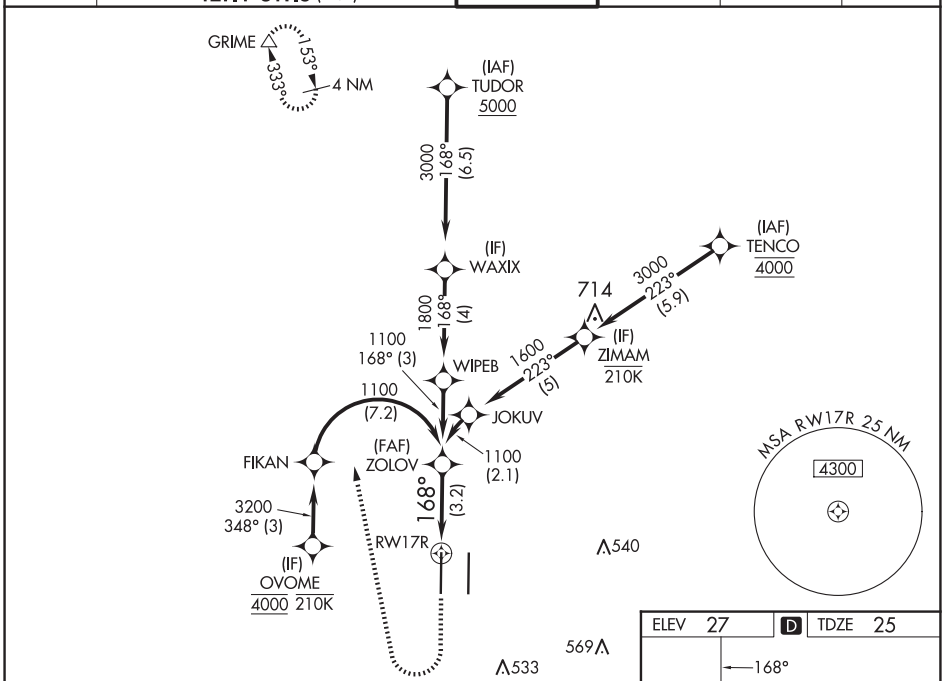
RNP AR APCH-GPS.

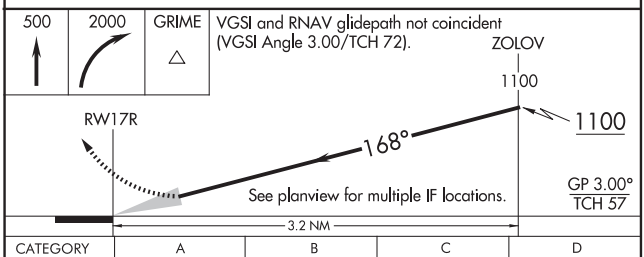
For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000; increase RNP 0.18 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct GRIME and hold.

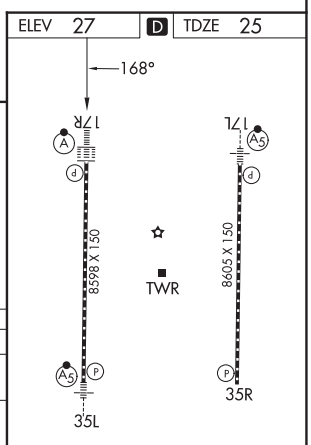
| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 275/24 250 (300-½) | | | |
| RNP 0.18 DA | 326/24 301 (300-½) | | | |
| RNP 0.30 DA | 385/30 360 (400-⅝) | | | |

AUTHORIZATION REQUIRED




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA AL-5490 (FAA) 25163

| APP CRS | Rwy Ldg | 8598 |
|---|---|---|
| 348° | TDZE | 24 |
| | Apt Elev | 27 |

# RNAV (RNP) Z RWY 35L
## SACRAMENTO INTL (SMF)

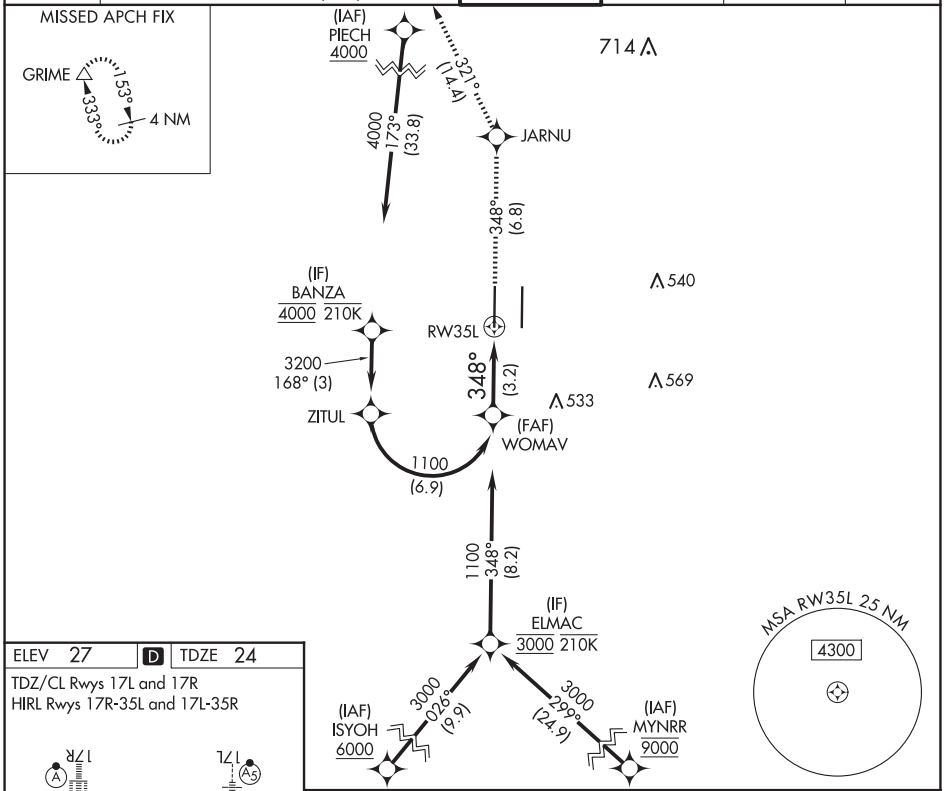
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 4500; increase RNP 0.30 all Cats visibility to RVR 5500.

MALSR

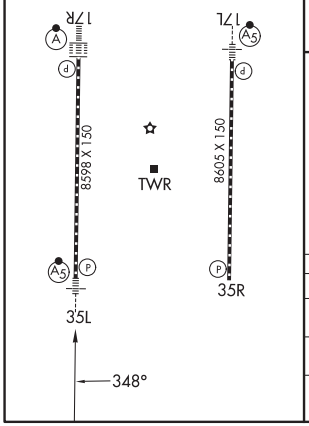
MISSED APPROACH: Climb to 2000 on track 348° to JARNU and track 321° to GRIME and hold.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




| ELEV 27 | D | TDZE 24 |
|---|---|---|

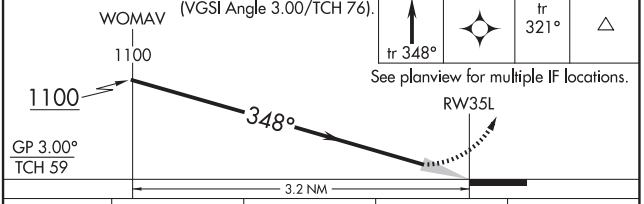
TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

| 2000 tr 348° | JARNU | tr 321° | GRIME |
|---|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.12 DA | 318/24 294 (300-½) | | | |
| RNP 0.30 DA | 382/30 358 (400-⅝) | | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 8605 |
|---|---|---|
| 348° | TDZE | 24 |
| | Apt Elev | 27 |

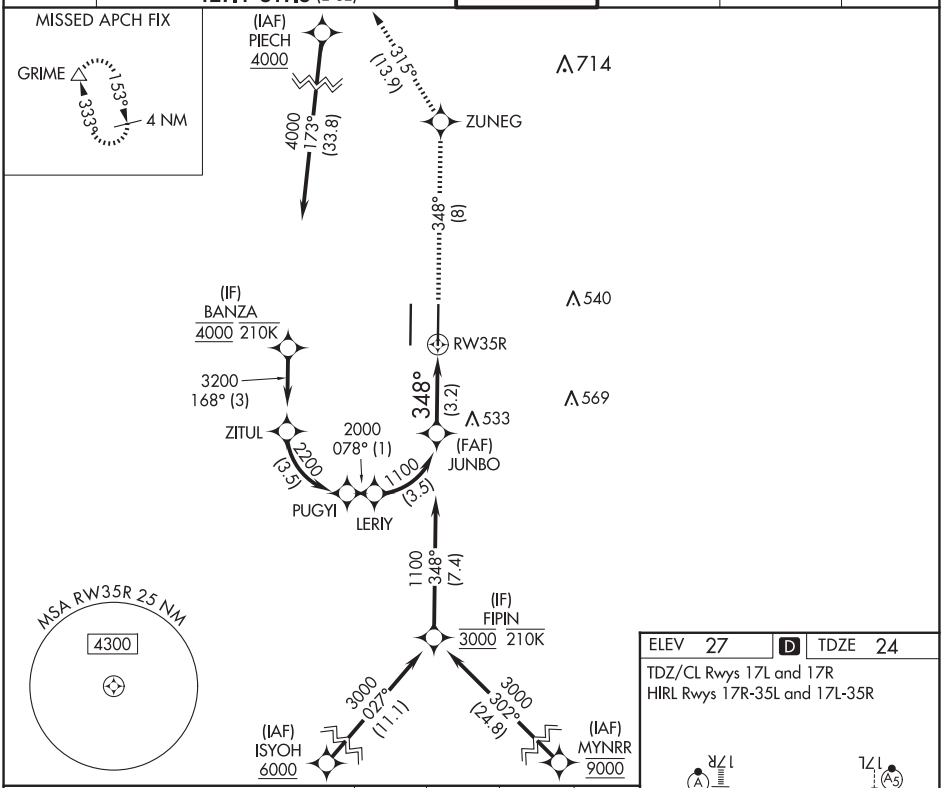
# RNAV (RNP) Z RWY 35R
## SACRAMENTO INTL (SMF)

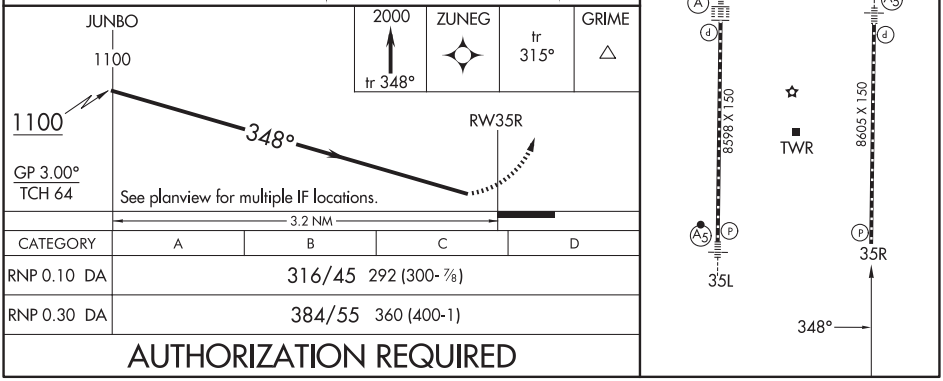
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.

MISSED APPROACH: Climb to 2000 on track 348° to ZUNEG and on track 315° to GRIME and hold.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 316/45 292 (300- 7/8) | | | |
| RNP 0.30 DA | 384/55 360 (400-1) | | | |

**AUTHORIZATION REQUIRED**



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA AL-5490 (FAA) 25163

| WAAS CH 78327 W17B | APP CRS 168° | Rwy Ldg 8605 TDZE 27 Apt Elev 27 |
|---|---|---|

# RNAV (GPS) Y RWY 17L
## SACRAMENTO INTL (SMF)

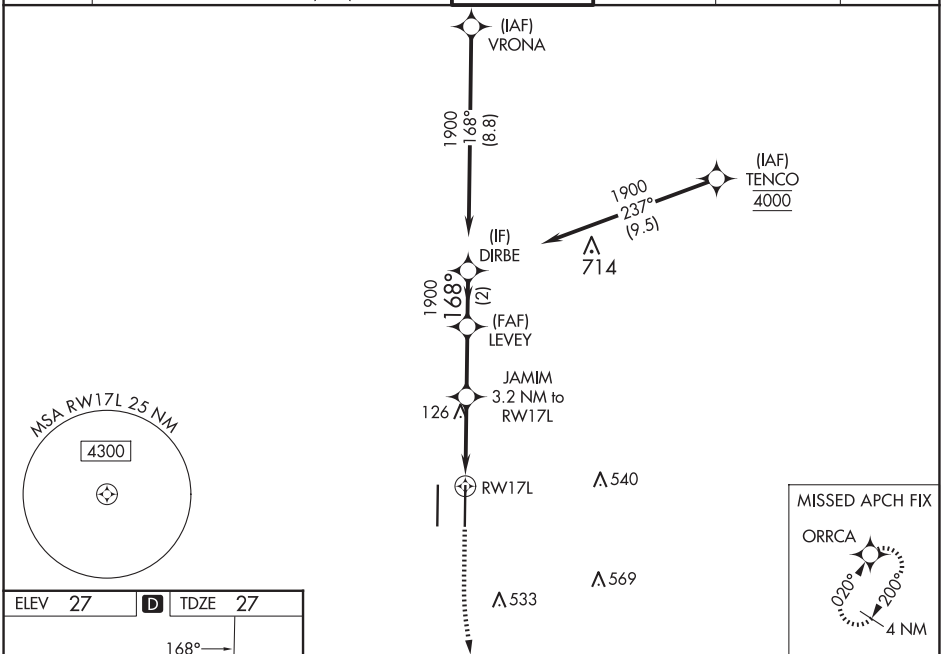
RNP APCH - GPS.

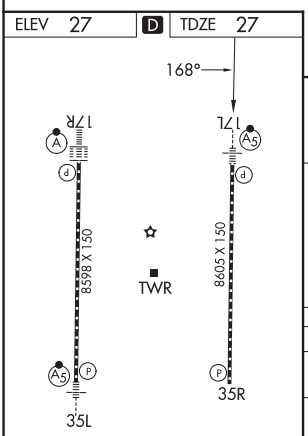
Circling NA west of Rwy 17L-35R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV C/D visibility to RVR 5500.

MALSR

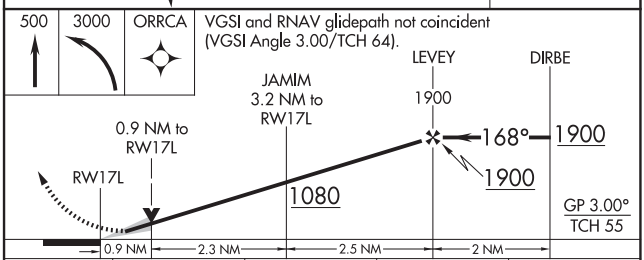
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ORRCA and hold.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 227/18 200 (200-½) | | | |
| LNAV/VNAV DA | 277/24 250 (300-½) | | | |
| LNAV MDA | 380/24 353 (400-½) | | 380/30 353 (400-⅝) | |
| C CIRCLING | 400-1 373 (400-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 840-2¾ 813 (900-2¾) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 65728 W17A | APP CRS 168° | Rwy Ldg 8598<br>TDZE 25<br>Apt Elev 27 |
|---|---|---|

# RNAV (GPS) Y RWY 17R
## SACRAMENTO INTL (SMF)

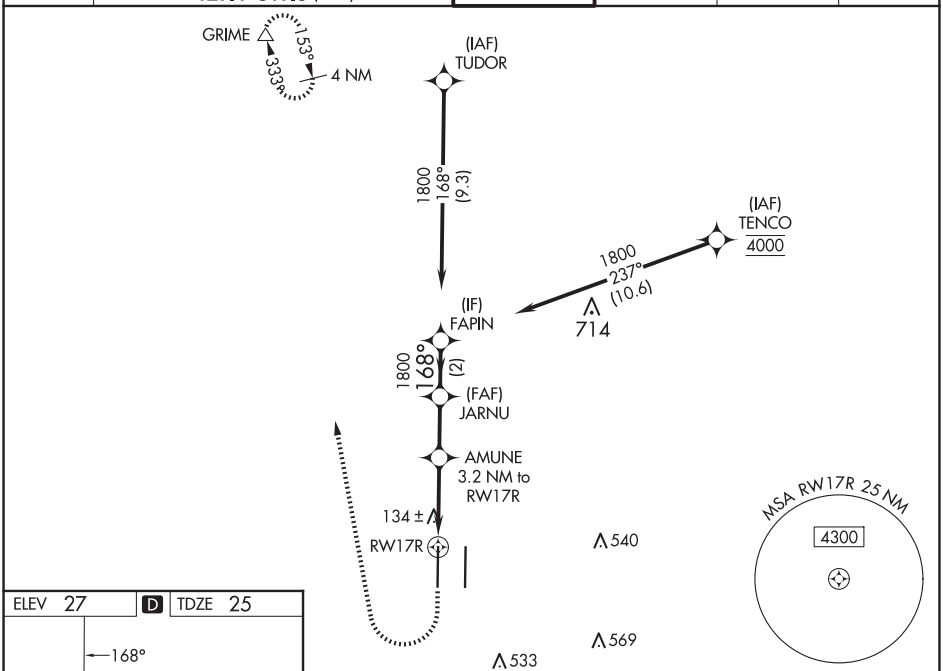
RNP APCH - GPS.

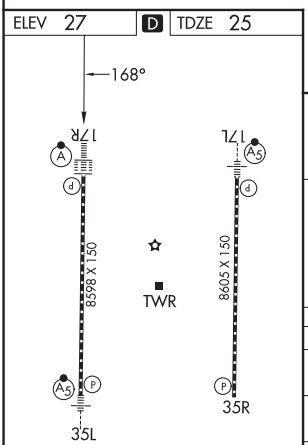
T Circling NA east of Rwy 17R-35L. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

ALSF-2

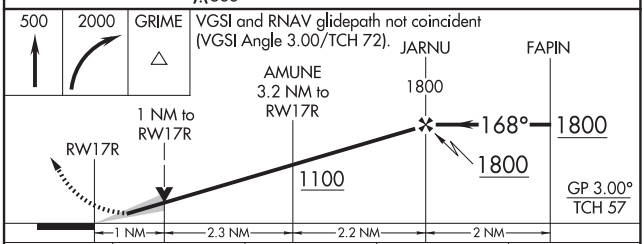
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct GRIME and hold.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 225/18 200 (200-½) | | | |
| LNAV/VNAV DA | 323/24 298 (300-½) | | | |
| LNAV MDA | 400/24 375 (400-½) | | 400/35 375 (400-⅝) | |
| C CIRCLING | 440-1 413 (500-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 580-2 553 (600-2) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA AL-5490 (FAA) 25163

# RNAV (GPS) Y RWY 35L
## SACRAMENTO INTL (SMF)

| WAAS CH 86602 W35A | APP CRS 348° | Rwy Ldg 8598<br>TDZE 24<br>Apt Elev 27 |
|---|---|---|

RNP APCH-GPS.

T Circling NA east of Rwy 17R-35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cat C/D visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct GRIME and hold.

| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |

MISSED APCH FIX

GRIME 153° 333° 4 NM

540

RW35L 130

CANLO 1.3 NM to RW35L

569

533

(FAF) HADSU

586

1400 348° (7.3)

(IF) ELMAC 210K

3000 026° (9.8)

3000 299° (24.9)

(IAF) ISYOH

(IAF) MYNRR 9000

MSA RW35L 25 NM

4300

ELEV 27 | D | TDZE 24

TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

17R 8598 X 150 35L

TWR

17L 8605 X 150 35R

348°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

800 | 2000 | GRIME

ELMAC 3000 348° HADSU 1400 1400 CANLO 1.3 NM to RW35L RW35L 480

GP 3.00° TCH 59

7.3 NM | 2.9 NM | 1.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 224/24 200 (200-½) | | | |
| LNAV/VNAV DA | 311/24 287 (300-½) | | | |
| LNAV MDA | 380/24 356 (400-½) | | 380/30 356 (400-⅝) | |
| C CIRCLING | 440-1 413 (500-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 580-2 553 (600-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 8605 |
|---|---|---|
| 348° | TDZE | 24 |
| | Apt Elev | 27 |

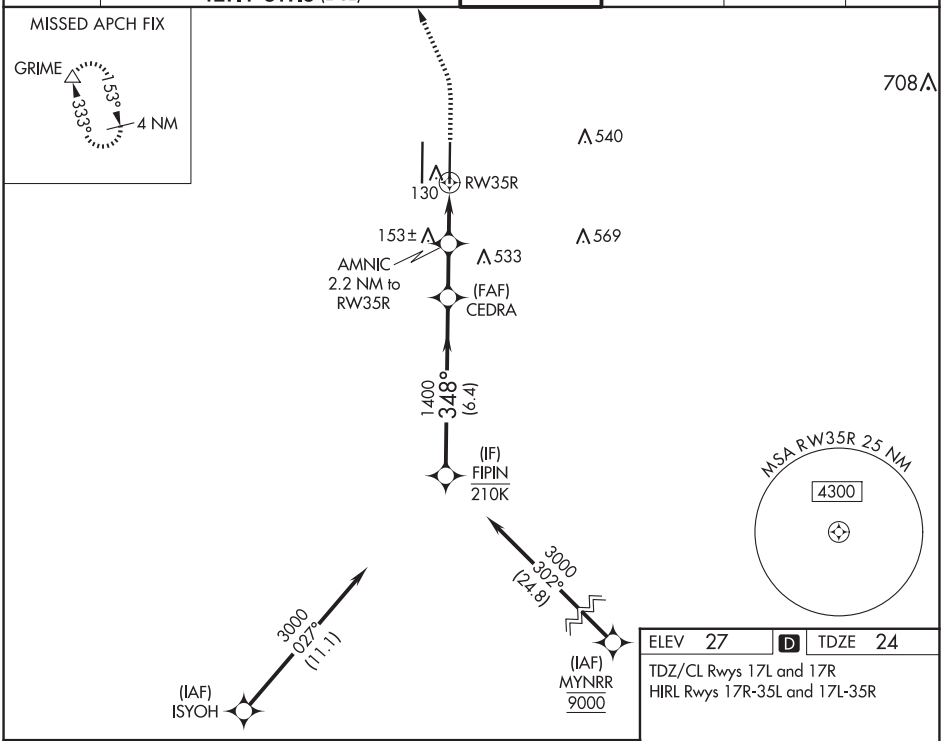
# RNAV (GPS) Y RWY 35R
## SACRAMENTO INTL (SMF)

RNP APCH-GPS.

Circling NA west of Rwy 17L-35R. Rwy 35R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

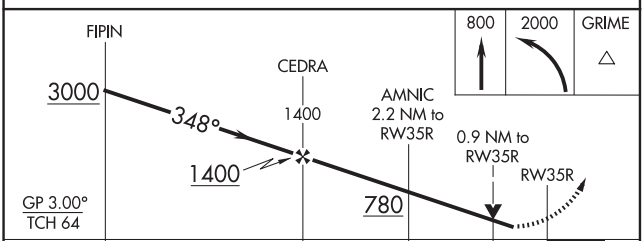
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct GRIME and hold.

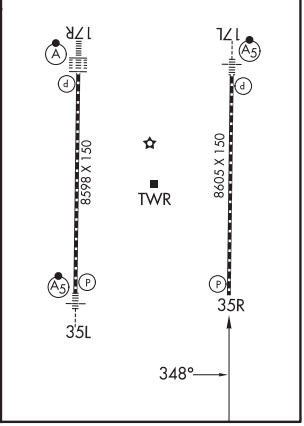
| D-ATIS | NORCAL APP CON | CAPITOL TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 126.75 | 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE) | 125.7 256.7 | 121.7 256.7 | 121.1 256.7 | |




| ELEV 27 | D | TDZE 24 |
|---|---|---|

TDZ/CL Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 311/45 287 (300-⅞) | | | |
| LNAV MDA | 380/55 356 (400-1) | | | |
| C CIRCLING | 400-1 373 (400-1) | 480-1 453 (500-1) | 480-1½ 453 (500-1½) | 840-2¾ 813 (900-2¾) |



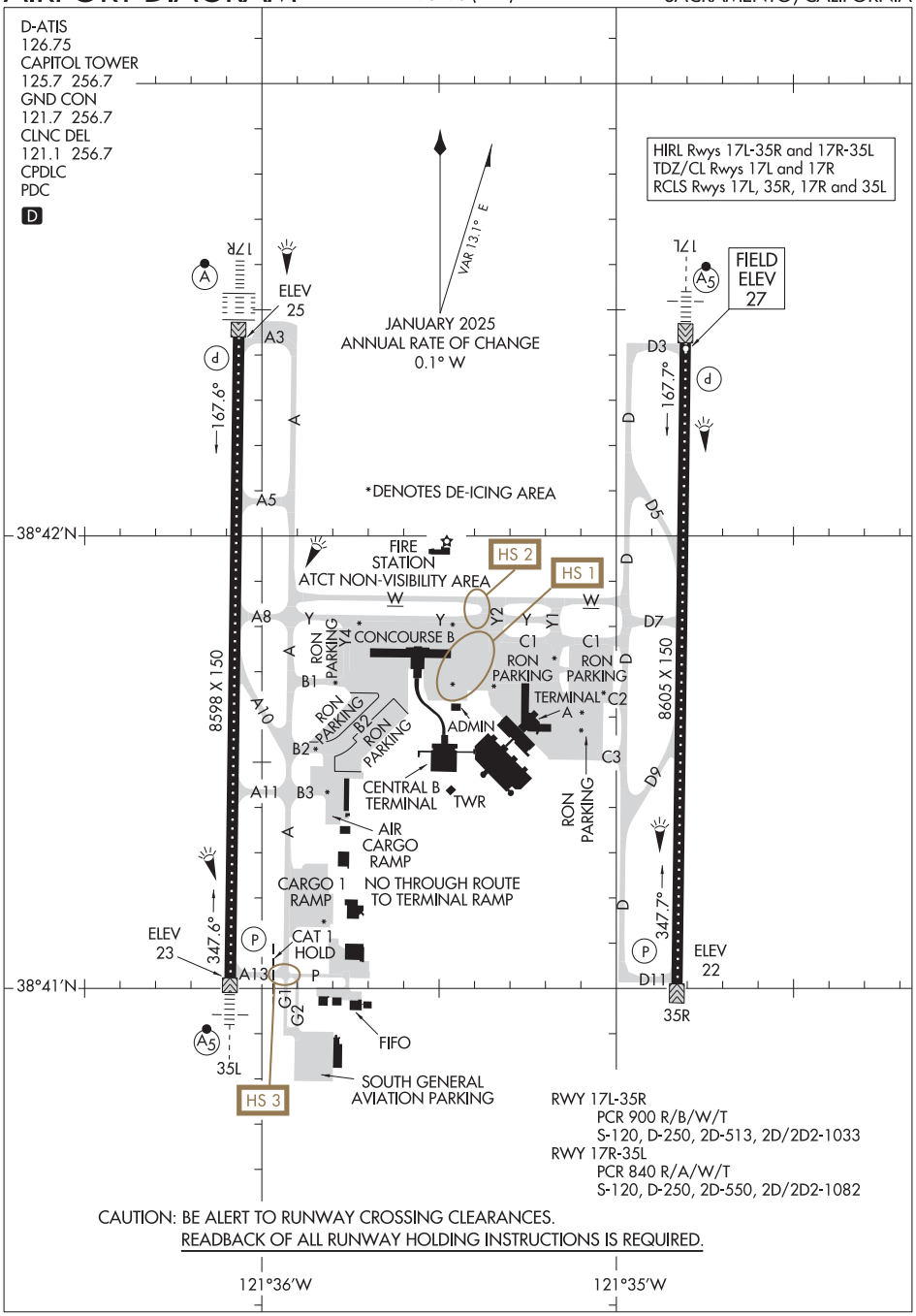
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25163

# AIRPORT DIAGRAM

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA




RWY 17L-35R
PCR 900 R/B/W/T
S-120, D-250, 2D-513, 2D/2D2-1033
RWY 17R-35L
PCR 840 R/A/W/T
S-120, D-250, 2D-550, 2D/2D2-1082

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

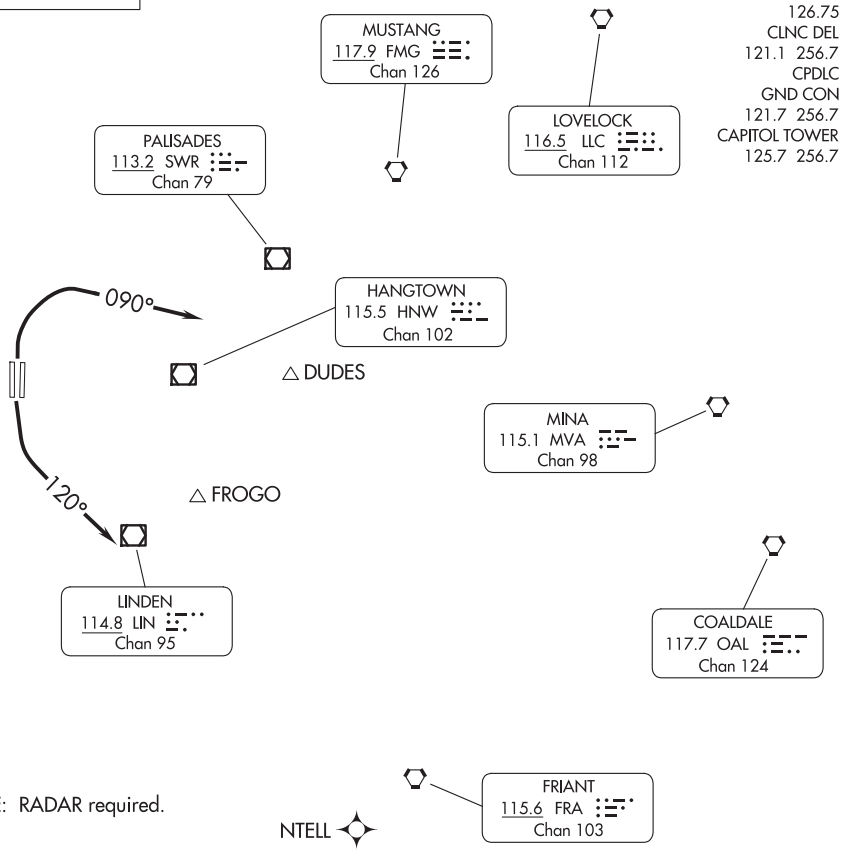
SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25163
SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)

**TOP ALTITUDE: ASSIGNED BY ATC**

NORCAL DEP CON
127.4 317.5
D-ATIS
126.75
CLNC DEL
121.1 256.7
CPDLC
GND CON
121.7 256.7
CAPITOL TOWER
125.7 256.7




NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 17R, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 220′ per NM to 700.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climbing left turn heading 120°, or as assigned by ATC, for RADAR vectors to assigned route/fix, thence. . . .
TAKEOFF RUNWAYS 35L/R: Climbing right turn heading 090°, or as assigned by ATC, for RADAR vectors to assigned route/fix, thence. . . .

. . . .maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.



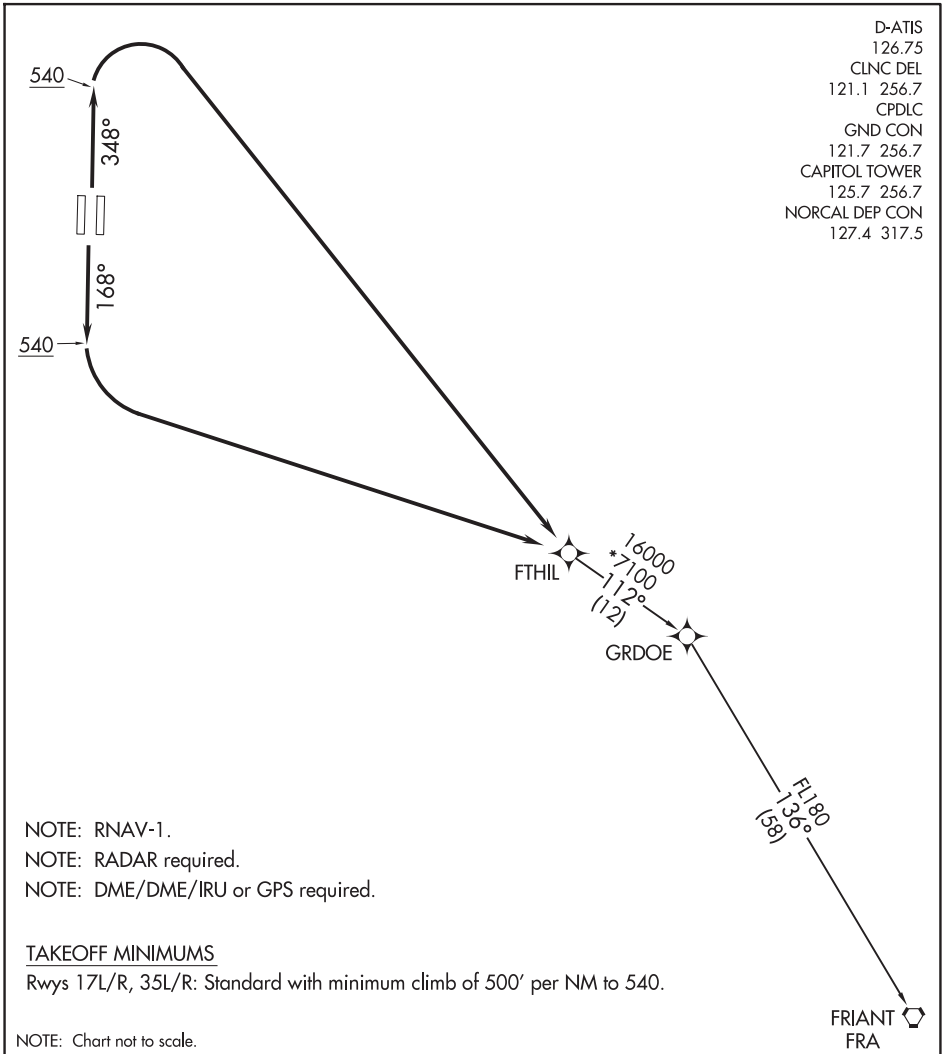
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(FTHIL3.FTHIL) 20142

# FTHIL THREE DEPARTURE (RNAV)

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA




NOTE: RNAV-1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS
Rwys 17L/R, 35L/R: Standard with minimum climb of 500′ per NM to 540.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

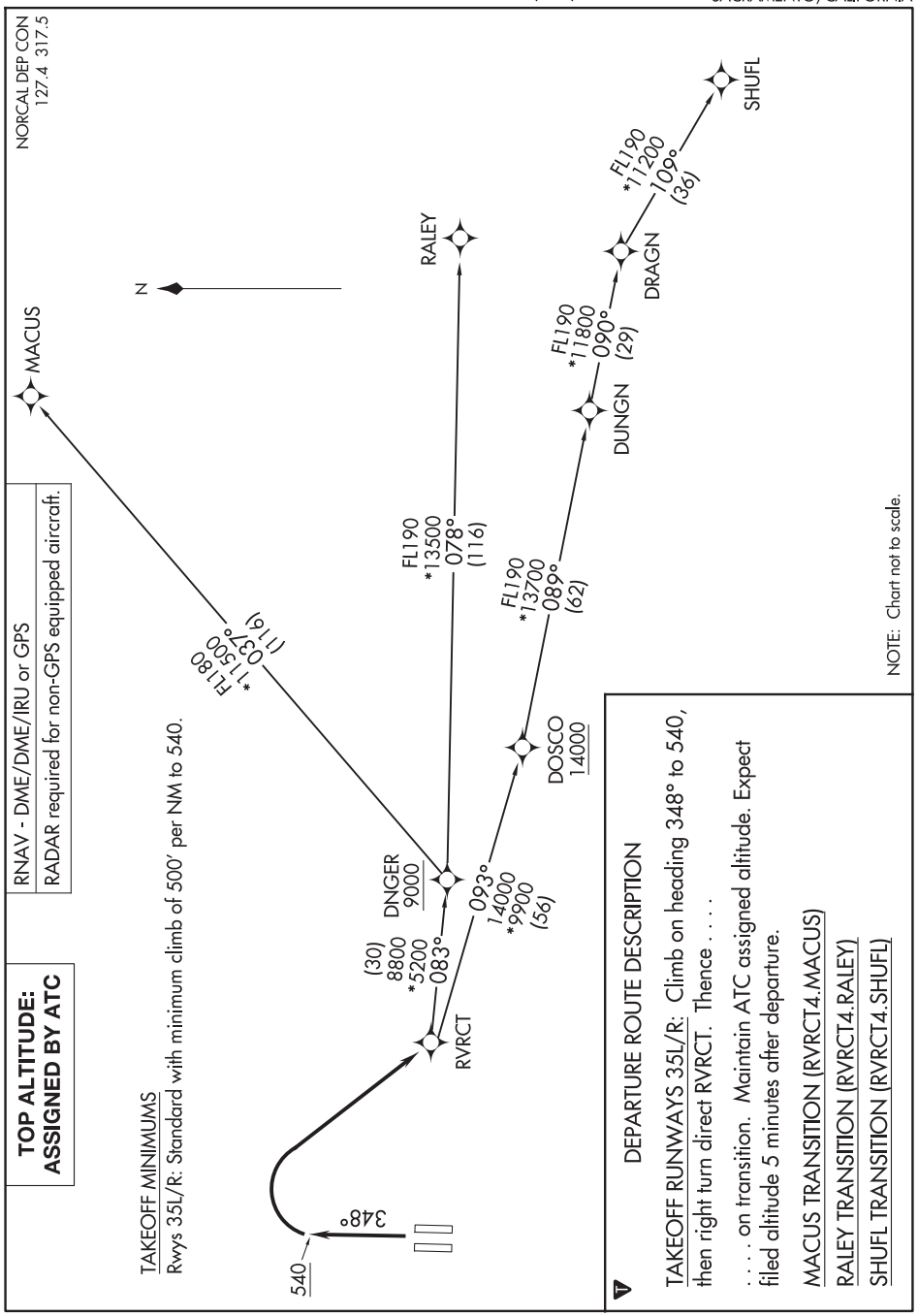
TAKEOFF RUNWAYS 17L/R: Climb on heading 168° to 540, then left turn direct FTHIL. Thence. . . .
TAKEOFF RUNWAYS 35L/R: Climb on heading 348° to 540, then right turn direct FTHIL. Thence. . . .

. . . . on transition. Maintain FL190. Expect filed altitude 10 minutes after departure.

FRIANT TRANSITION (FTHIL3.FRA)



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

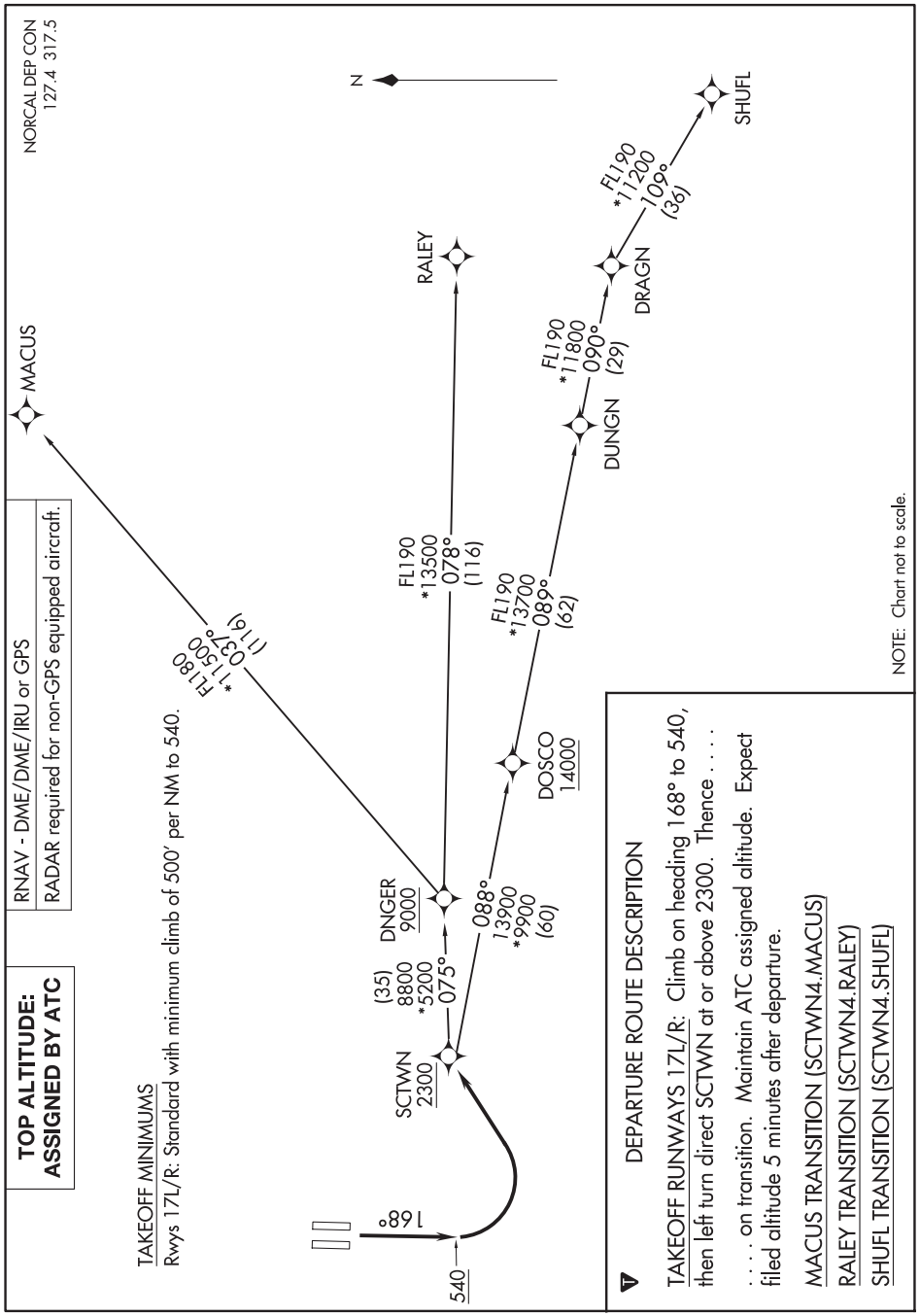

NORCAL DEP CON
127.4 317.5
MACUS
N
RALEY
SHUFL
FL190
*11200
109°
(36)
DRAGN
FL190
*11800
090°
(29)
DUNGN
FL190
*13700
089°
(62)
DOSCO
14000
FL190
*13500
078°
(116)
FL180
*11500
037°
(116)
DNGER
9000
(30)
8800
*5200
083°
093°
14000
*9900
(56)
RVRCT
348°
540
TOP ALTITUDE:
ASSIGNED BY ATC
RNAV - DME/DME/IRU or GPS
RADAR required for non-GPS equipped aircraft.
TAKEOFF MINIMUMS
Rwys 35L/R: Standard with minimum climb of 500′ per NM to 540.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 35L/R: Climb on heading 348° to 540, then right turn direct RVRCT. Thence . . . .
. . . . on transition. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.
MACUS TRANSITION (RVRCT4.MACUS)
RALEY TRANSITION (RVRCT4.RALEY)
SHUFL TRANSITION (RVRCT4.SHUFL)
NOTE: Chart not to scale.

(SCTWN4.SCTWN) 22139

# SCTWN FOUR DEPARTURE (RNAV)

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

SCTWN FOUR DEPARTURE (RNAV)

(SCTWN4.SCTWN) 19MAY22

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)

# ILS Y or LOC Y RWY 22L
## SACRAMENTO MATHER (MHR)

| LOC/DME I-MHR | APP CRS | Rwy ldg | 11301 |
|---|---|---|---|
| 111.35 | 221° | TDZE | 98 |
| Chan 50 (Y) | | Apt Elev | 98 |

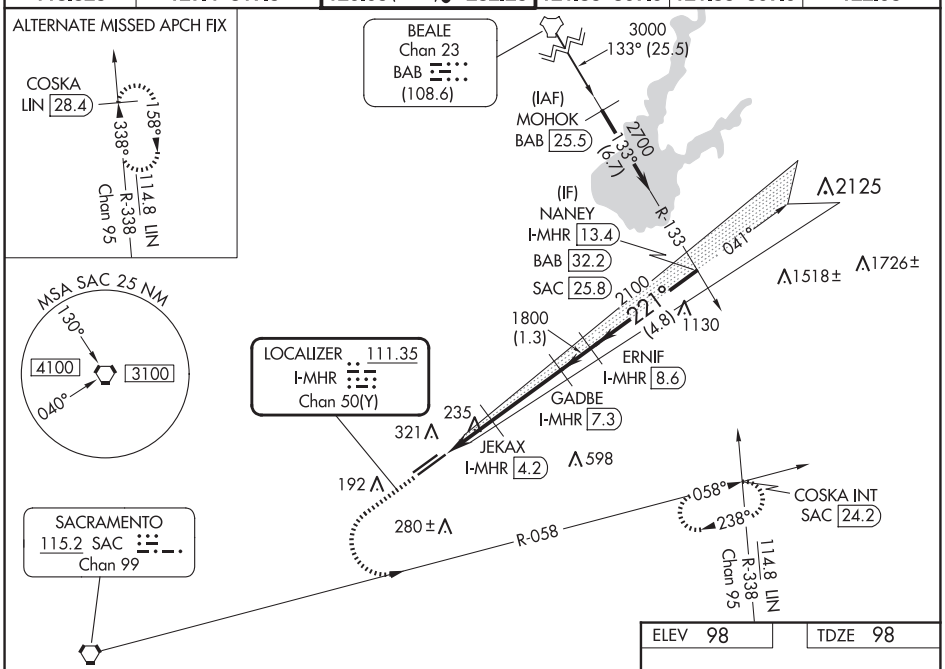
TACAN required for procedure entry at BAB TACAN. For non-TACAN equipped aircraft, DME required.

Circling NA northwest of Rwy 4R-22L. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat C/D/E visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA. (NA when using Sacramento Exec altimeter setting).

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/ SAC 24.2 DME and hold, continue climb-in-hold to 3500.

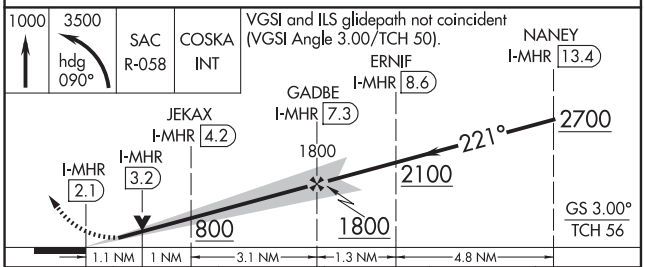
| ATIS | NORCAL APP CON | MATHER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.4 317.5 | 120.65 (CTAF) L 282.25 | 121.85 307.9 | 121.85 307.9 | 122.95 |

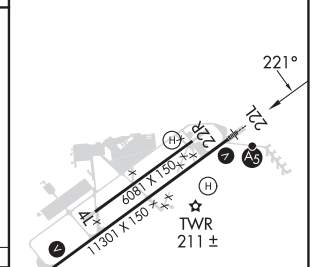



ELEV 98 TDZE 98

| 1000 | 3500 hdg 090° | SAC R-058 | COSKA INT |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 22L | 298/24 200 (200-½) | | | | |
| S-LOC 22L | 500/24 402 (500-½) | | 500/40 402 (500-¾) | | |
| C CIRCLING | 560-1 462 (500-1) | | 600-1½ 502 (600-1½) | 800-2¼ 702 (800-2¼) | 800-2½ 702 (800-2½) |

HIRL Rwy 4R-22L L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SACRAMENTO, CALIFORNIA — AL-356 (FAA) — 25107

# ILS Z or LOC Z RWY 22L
## SACRAMENTO MATHER (MHR)

| LOC/DME I-MHR | APP CRS | Rwy ldg | 11301 |
|---|---|---|---|
| 111.35 | 221° | TDZE | 98 |
| Chan 50 (Y) | | Apt Elev | 98 |

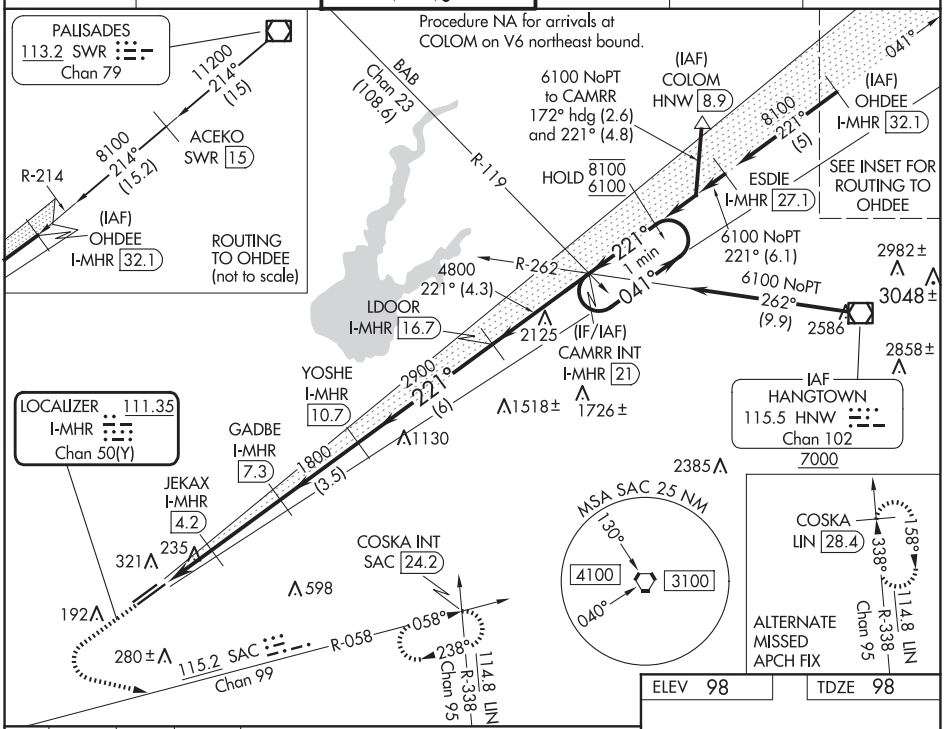
DME required for LOC only.

For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat C/D/E visibility to RVR 6000. Circling NA northwest of Rwy 4R-22L.
*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Sacramento Exec altimeter setting).

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/ SAC 24.2 DME and hold, continue climb-in-hold to 3500.

| ATIS | NORCAL APP CON | MATHER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.4 317.5 | 120.65 (CTAF) L 282.25 | 121.85 307.9 | 121.85 307.9 | 122.95 |

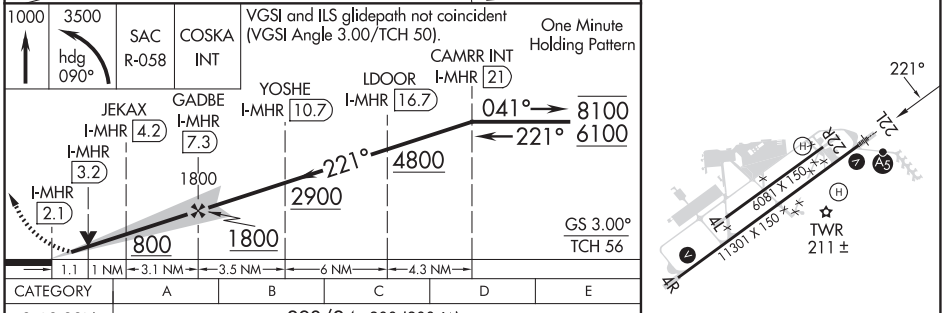



| ELEV 98 | TDZE 98 |
|---|---|

| 1000 | 3500 hdg 090° | SAC R-058 | COSKA INT |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

One Minute Holding Pattern




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 22L* | 298/24 200 (200-½) | | | | |
| S-LOC 22L | 500/24 402 (500-½) | | 500/40 402 (500-¾) | | |
| C CIRCLING | 560-1 462 (500-1) | | 600-1½ 502 (600-1½) | 800-2¼ 702 (800-2¼) | 800-2½ 702 (800-2½) |

HIRL Rwy 4R-22L L

SACRAMENTO, CALIFORNIA
Amdt 8 15JUN23

38°33′N-121°18′W

SACRAMENTO MATHER (MHR)
ILS Z or LOC Z RWY 22L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-MHR | APP CRS | Rwy ldg | 11301 |
|---|---|---|---|
| 111.35 | 221° | TDZE | 98 |
| Chan 50 (Y) | | Apt Elev | 98 |

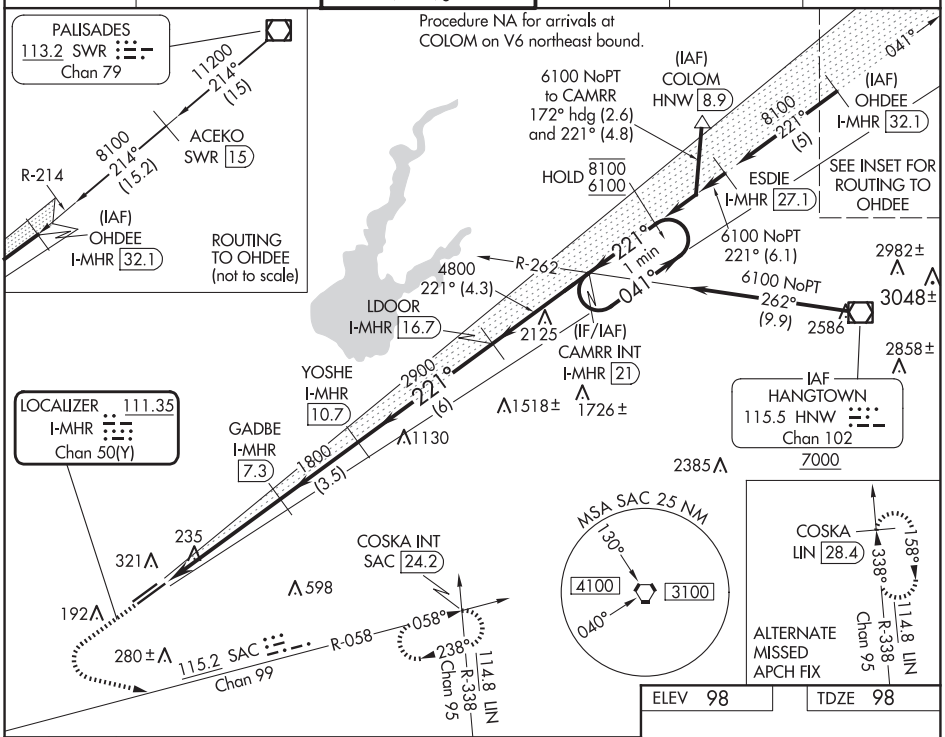
# ILS Z RWY 22L (SA CAT I & II)
## SACRAMENTO MATHER (MHR)

Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/SAC 24.2 DME and hold, continue climb-in-hold to 3500.

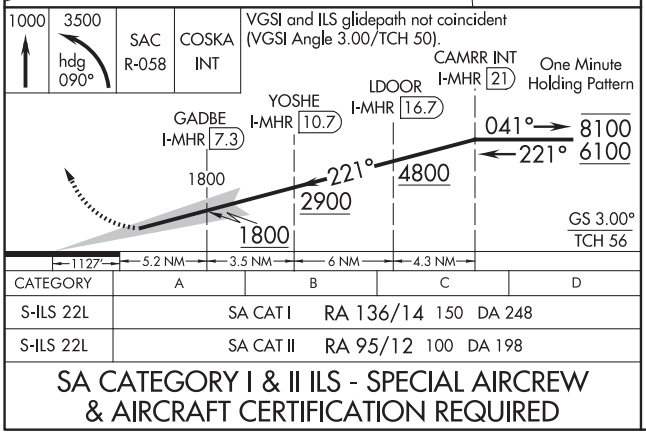
| ATIS | NORCAL APP CON | MATHER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.4 317.5 | 120.65 (CTAF) L 282.25 | 121.85 307.9 | 121.85 307.9 | 122.95 |

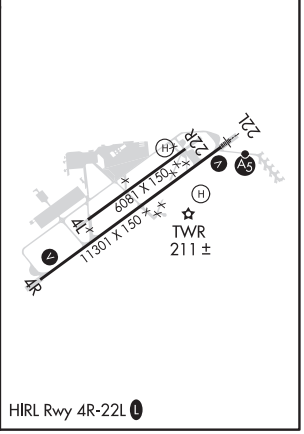



| ELEV 98 | TDZE 98 |
|---|---|

| 1000 | 3500 hdg 090° | SAC R-058 | COSKA INT |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | SA CAT I RA 136/14 150 DA 248 | | | |
| S-ILS 22L | SA CAT II RA 95/12 100 DA 198 | | | |

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL Rwy 4R-22L L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 45601 W04A | APP CRS 041° | Rwy ldg 11301 TDZE 81 Apt Elev 98 |
|---|---|---|

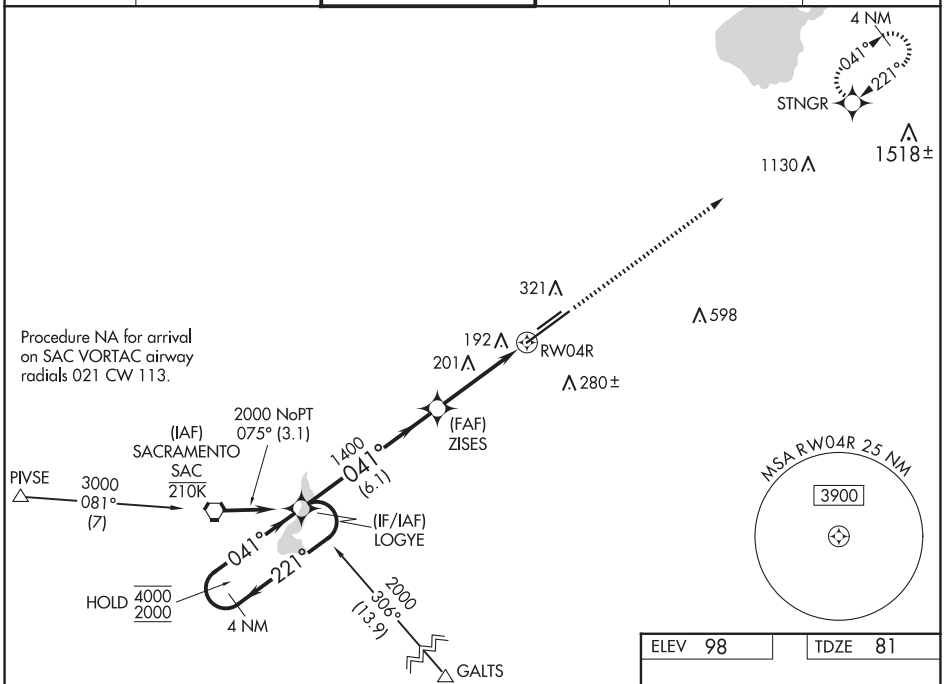
# RNAV (GPS) RWY 4R
## SACRAMENTO MATHER (MHR)

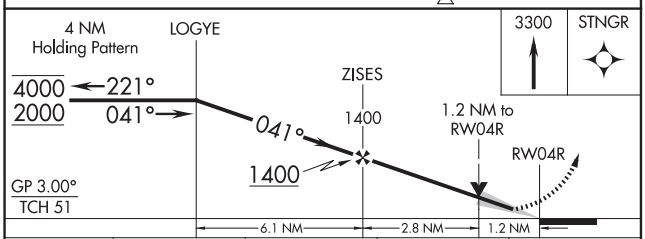
RNP APCH - GPS.

Circling NA northwest of Rwy 4R-22L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct STNGR and hold.
*Missed approach requires minimum climb of 210 feet per NM to 2500.

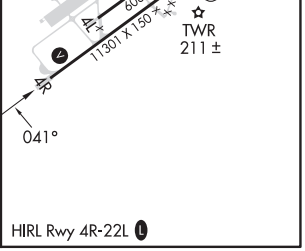
| ATIS | NORCAL APP CON | MATHER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.4 317.5 | 120.65 (CTAF) L 282.25 | 121.85 307.9 | 121.85 307.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 331/40 250 (300-¾) | | | |
| LNAV/VNAV DA* | 365/45 284 (300-⅞) | | | |
| LNAV MDA* | 520/55 439 (500-1) | | 520-1¼ 439 (500-1¼) | |
| LNAV MDA | 540/55 459 (500-1) | 560/55 479 (500-1) | 580-1⅜ 499 (500-1⅜) | |
| C CIRCLING | 560-1 462 (500-1) | 580-1 482 (500-1) | 600-1½ 502 (600-1½) | 740-2 642 (700-2) |

ELEV 98 TDZE 81




HIRL Rwy 4R-22L L




SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 40225 W22A | APP CRS 221° | Rwy ldg 11301 TDZE 98 Apt Elev 98 |
|---|---|---|

# RNAV (GPS) RWY 22L
## SACRAMENTO MATHER (MHR)

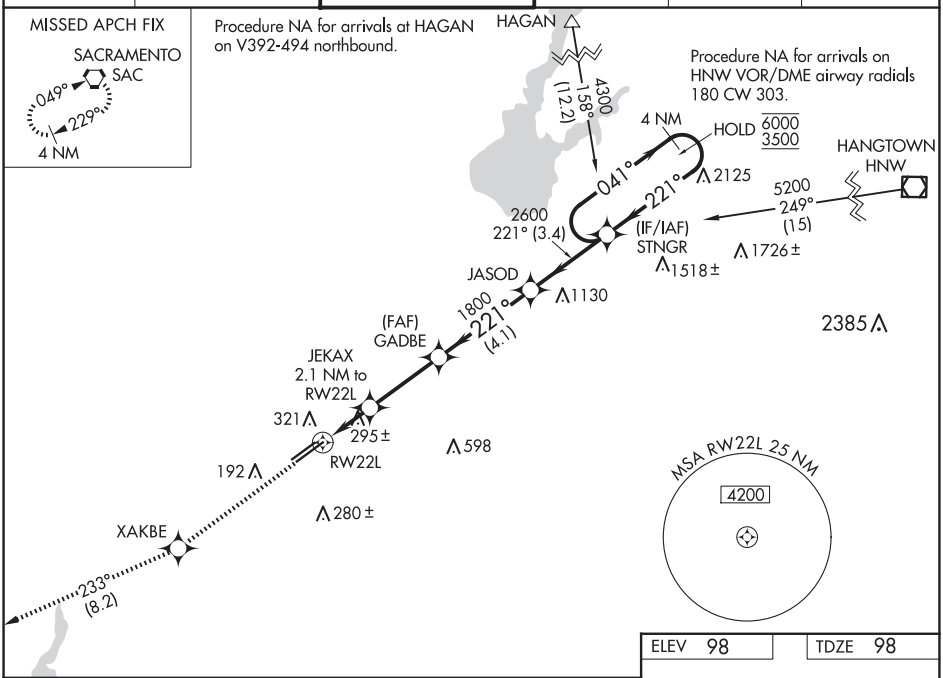
RNP APCH.

Circling NA northwest of Rwy 4R-22L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM and LNAV Cat C/D visibility to 1⅜ SM.

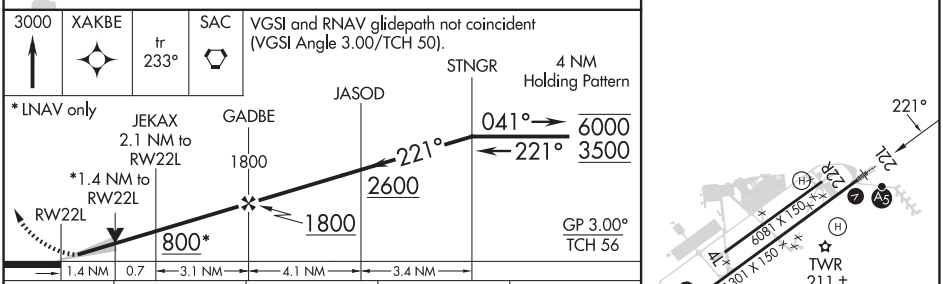
MALSR

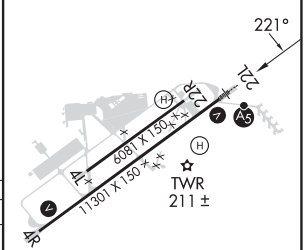
MISSED APPROACH: Climb to 3000 direct XAKBE and on track 233° to SAC VORTAC and hold.

| ATIS | NORCAL APP CON | MATHER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.4 317.5 | 120.65 (CTAF) L 282.25 | 121.85 307.9 | 121.85 307.9 | 122.95 |




| ELEV 98 | TDZE 98 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 298-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 517-¾ 419 (500-¾) | | | |
| LNAV MDA | 580-½ 482 (500-½) | | 580-1 482 (500-1) | |
| C CIRCLING | 580-1 482 (500-1) | | 600-1½ 502 (600-1½) | 800-2¼ 702 (800-2¼) |

HIRL Rwy 4R-22L L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 42943 W22B | APP CRS 221° | Rwy ldg 6081<br>TDZE 94<br>Apt Elev 98 |
|---|---|---|

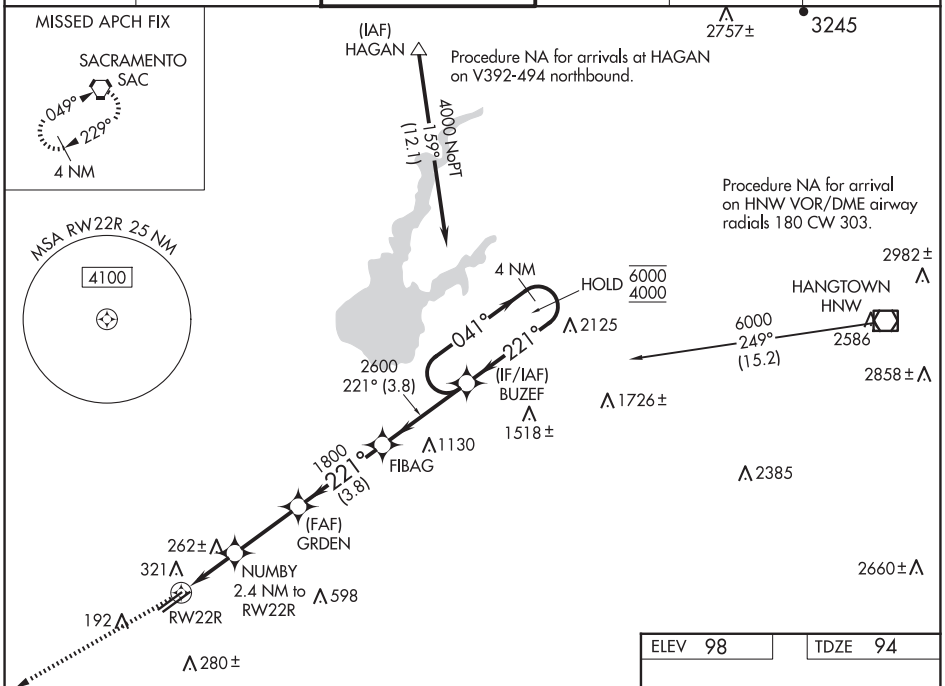
# RNAV (GPS) RWY 22R
## SACRAMENTO MATHER (MHR)

RNP APCH.

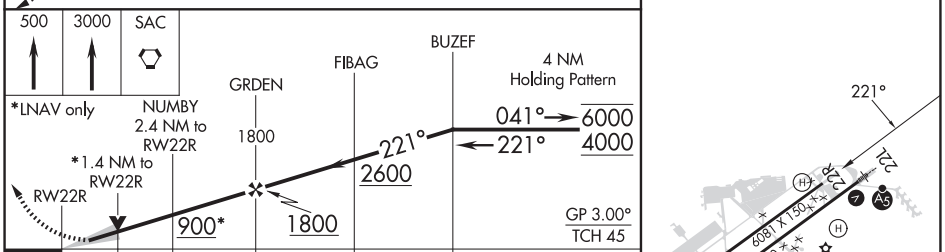
Circling NA northwest of Rwy 4L-22R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Procedure NA at night.

MISSED APPROACH: Climb to 500 then climb to 3000 direct SAC VORTAC and hold.

| ATIS | NORCAL APP CON | MATHER TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.325 | 127.4 317.5 | 120.65 (CTAF) L 282.25 | 121.85 307.9 | 121.85 307.9 | 122.95 |




| ELEV 98 | TDZE 94 |
|---|---|



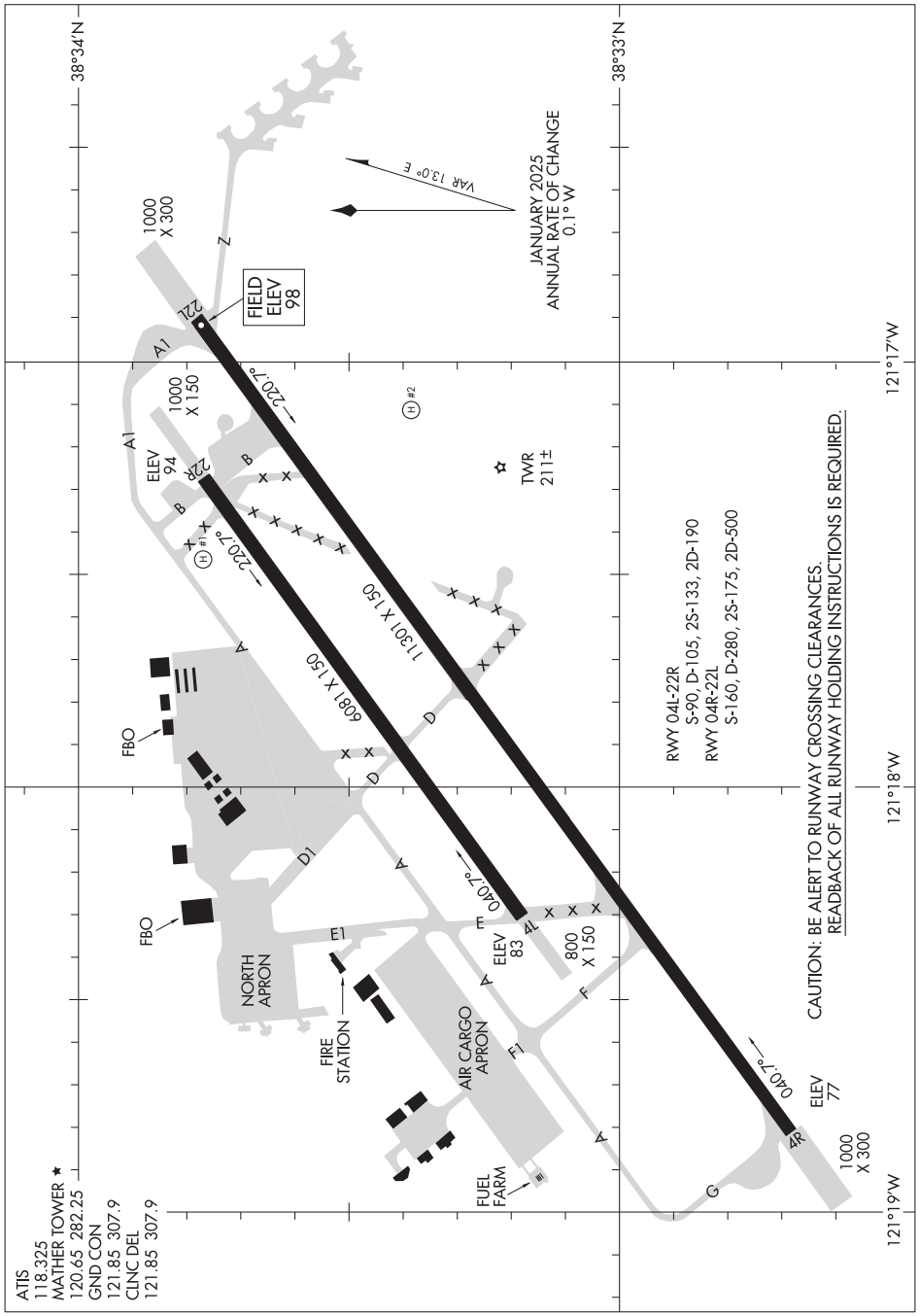




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 294-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 369-⅞ 275 (300-⅞) | | | |
| LNAV MDA | 580-1 486 (500-1) | | 580-1⅜ 486 (500-1⅜) | |
| C CIRCLING | 580-1 482 (500-1) | | 600-1½ 502 (600-1½) | 800-2¼ 702 (800-2¼) |




SW-2, 12 JUN 2025 to 07 AUG 2025




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SALINAS, CALIFORNIA AL-363 (FAA) 25107

# ILS RWY 31
## SALINAS MUNI (SNS)

| LOC I-SNS | APP CRS | Rwy ldg | 4825 |
|---|---|---|---|
| 108.5 | 315° | TDZE | 82 |
| | | Apt Elev | 84 |

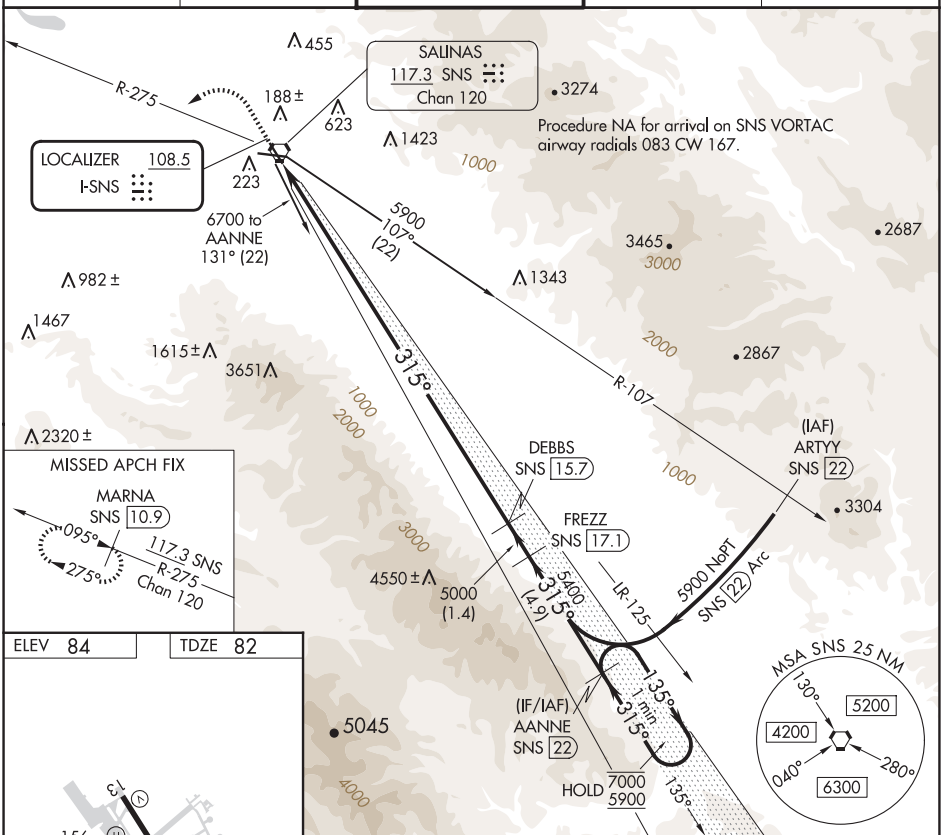
DME required.

DME from SNS VORTAC. DME use requires simultaneous reception of I-SNS and SNS DME.

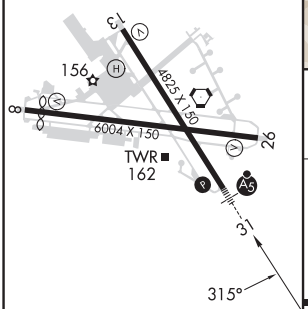
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 on SNS VORTAC R-275 to MARNA/SNS 10.9 DME and hold, continue climb-in-hold to 3000.

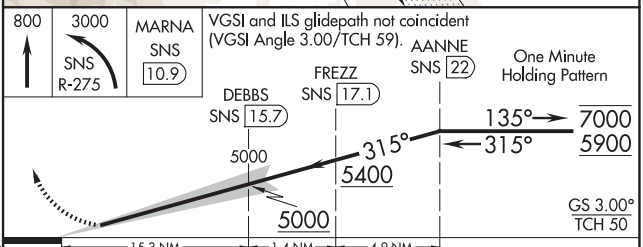
| ATIS | NORCAL APP CON | SALINAS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 133.0 251.15 | 119.525 (CTAF) (L) 239.3 | 121.7 | 123.0 |




| ELEV 84 | TDZE 82 |
|---|---|




HIRL Rwy 13-31 (L)
MIRL Rwy 8-26 (L)
REIL Rwys 13 and 26 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 302/24 220 (300-½) | | | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 5608 |
|---|---|---|
| 084° | TDZE | 76 |
| | Apt Elev | 84 |

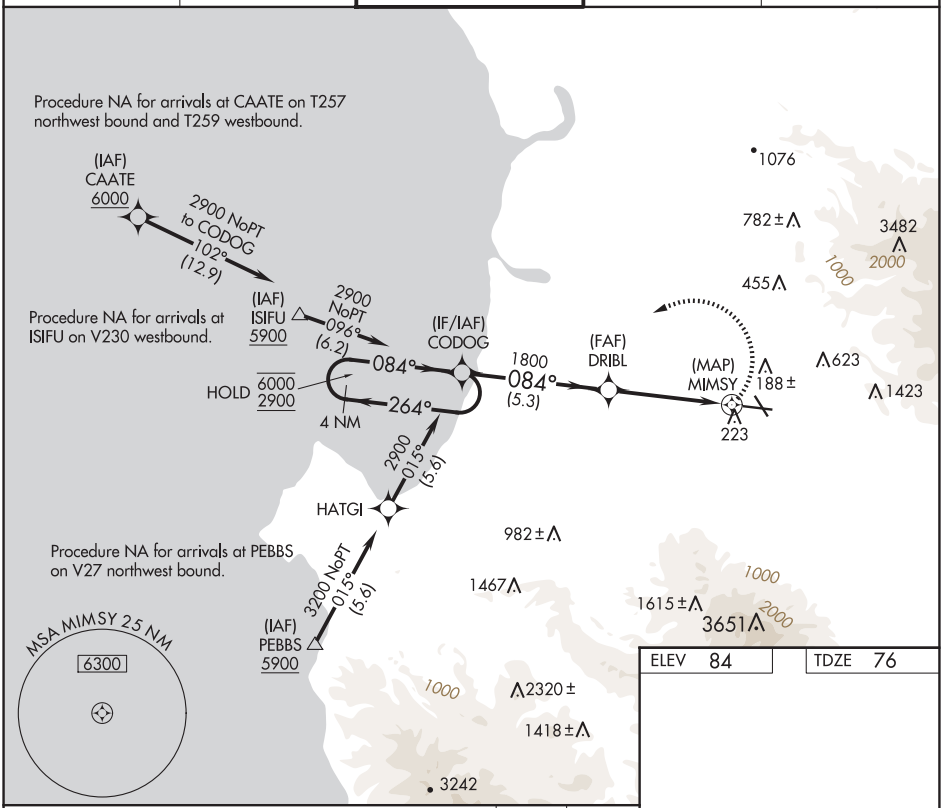
# RNAV (GPS) RWY 8
## SALINAS MUNI (SNS)

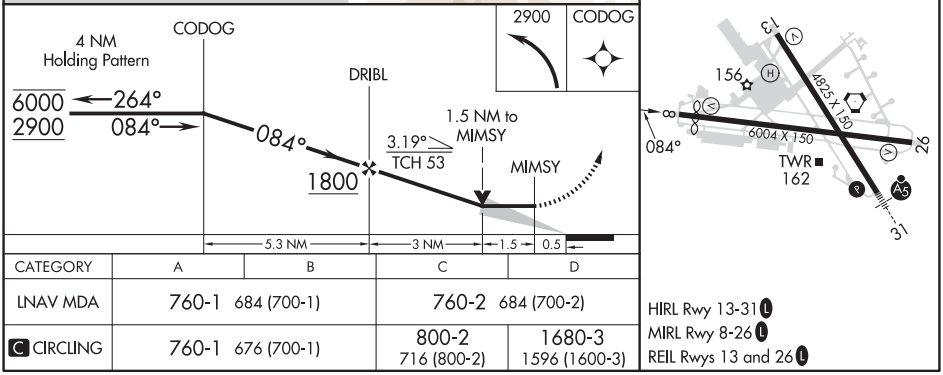
RNP APCH-GPS.

Circling Cat C/D NA northeast of Rwy 13 and north of Rwy 26.

MISSED APPROACH: (Do not exceed 185K until CODOG) Climbing left turn to 2900 direct CODOG and hold, continue climb-in-hold to 2900.

| ATIS | NORCAL APP CON | SALINAS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 133.0 251.15 | 119.525 (CTAF) L 239.3 | 121.7 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 684 (700-1) | | 760-2 684 (700-2) | |
| C CIRCLING | 760-1 676 (700-1) | | 800-2 716 (800-2) | 1680-3 1596 (1600-3) |

HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwys 13 and 26 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SALINAS, CALIFORNIA AL-363 (FAA) 25107

| WAAS CH 57944 W13A | APP CRS 135° | Rwy ldg 4825<br>TDZE 84<br>Apt Elev 84 |
|---|---|---|

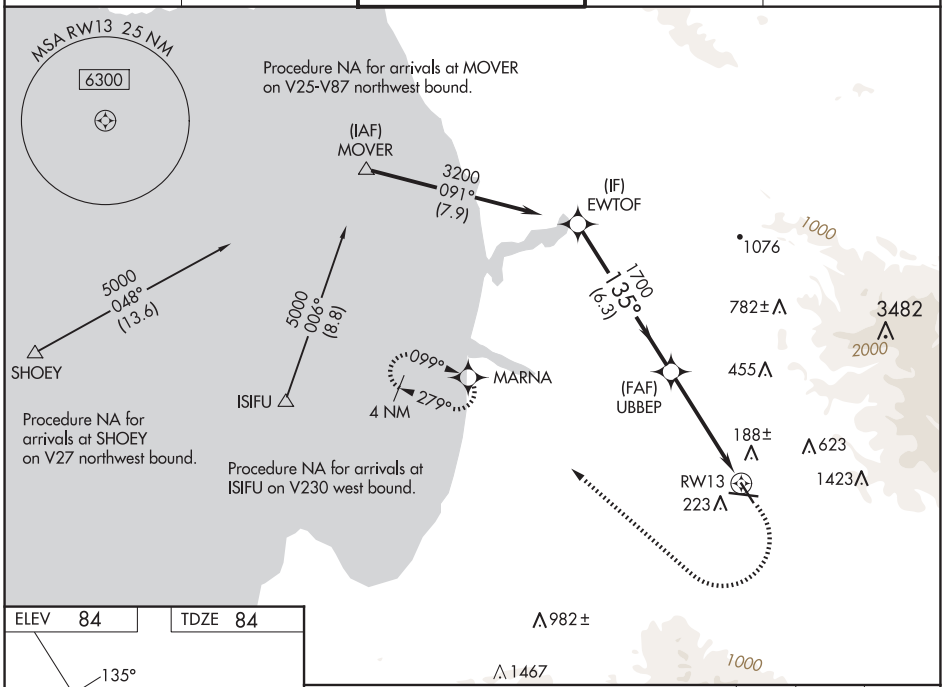
# RNAV (GPS) RWY 13
## SALINAS MUNI (SNS)

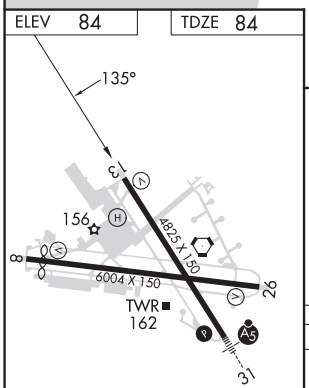
RNP APCH - GPS.

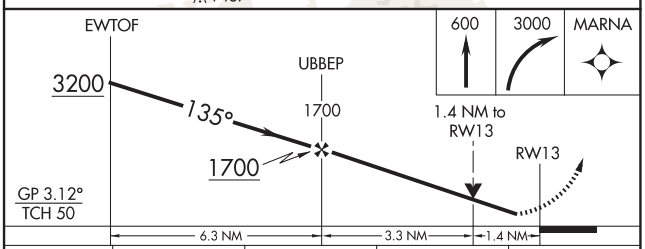
Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. Circling NA for Cat C northeast of Rwy 13 and north of Rwy 26. Circling NA for Cat D northeast of Rwy 13-31.

MISSED APPROACH: (Do not exceed 185K until MARNA). Climb to 600, then climbing right turn to 3000 direct MARNA and hold, continue climb-in-hold to 3000.

| ATIS | NORCAL APP CON | SALINAS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 133.0 251.15 | 119.525 (CTAF) L 239.3 | 121.7 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 334-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 447-1 363 (400-1) | | 463-1 379 (400-1) | 488-1⅛ 404 (500-1⅛) |
| LNAV MDA | 580-1 496 (500-1) | | 580-1⅜ 496 (500-1⅜) | |
| C CIRCLING | 580-1 496 (500-1) | | 800-2 716 (800-2) | 1620-3 1536 (1600-3) |

HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwys 13 and 26 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# RNAV (GPS) Y RWY 31
## SALINAS MUNI (SNS)

| APP CRS | Rwy ldg | 4825 |
|---|---|---|
| 315° | TDZE | 82 |
| | Apt Elev | 84 |

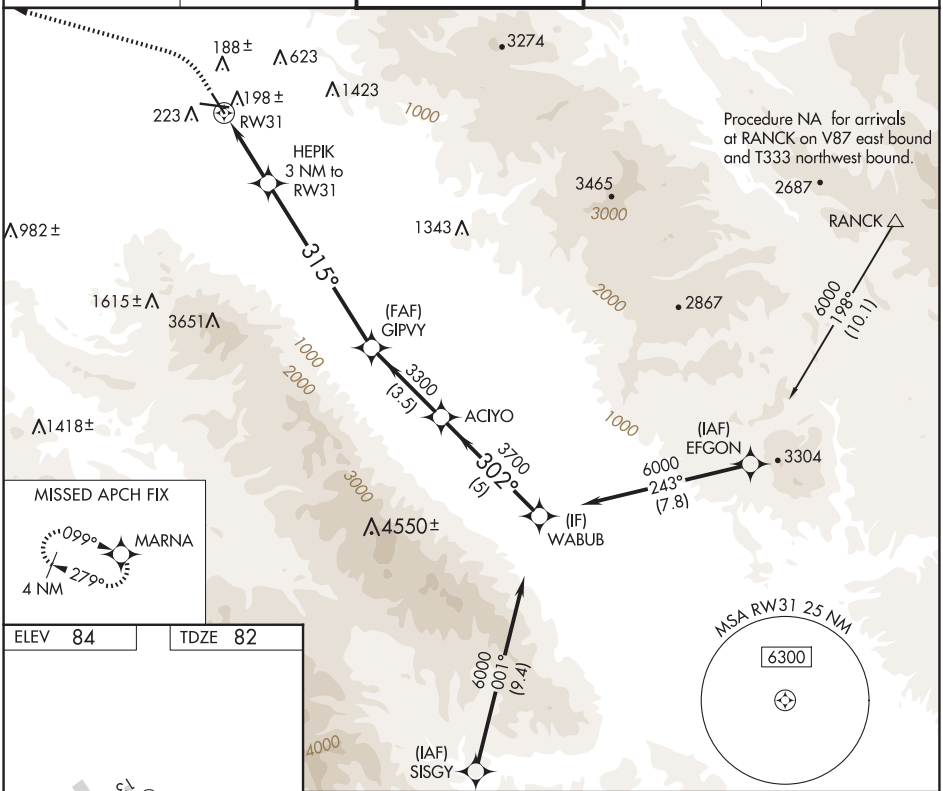
RNP APCH - GPS.

Circling NA for Cat C northeast of Rwy 13 and north of Rwy 26. Circling NA for Cat D northeast of Rwy 13-31.

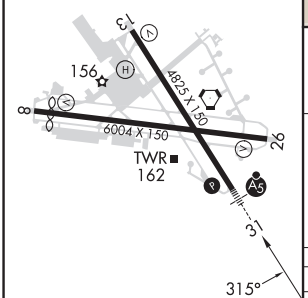
MALSR

MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct MARNA and hold, continue climb-in-hold to 3000.

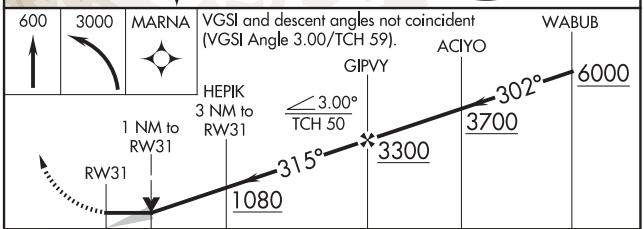
| ATIS | NORCAL APP CON | SALINAS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 133.0 251.15 | 119.525 (CTAF) L 239.3 | 121.7 | 123.0 |




ELEV 84 | TDZE 82




HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwys 13 and 26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460/24 378 (400-½) | | 460/35 378 (400-⅝) | |
| C CIRCLING | 540-1 456 (500-1) | | 800-2 716 (800-2) | 1620-3 1536 (1600-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SALINAS, CALIFORNIA

AL-363 (FAA)

25107

# RNAV (GPS) Z RWY 31
## SALINAS MUNI (SNS)

| WAAS CH 69513 W31A | APP CRS 315° | Rwy ldg 4825<br>TDZE 82<br>Apt Elev 84 |
|---|---|---|

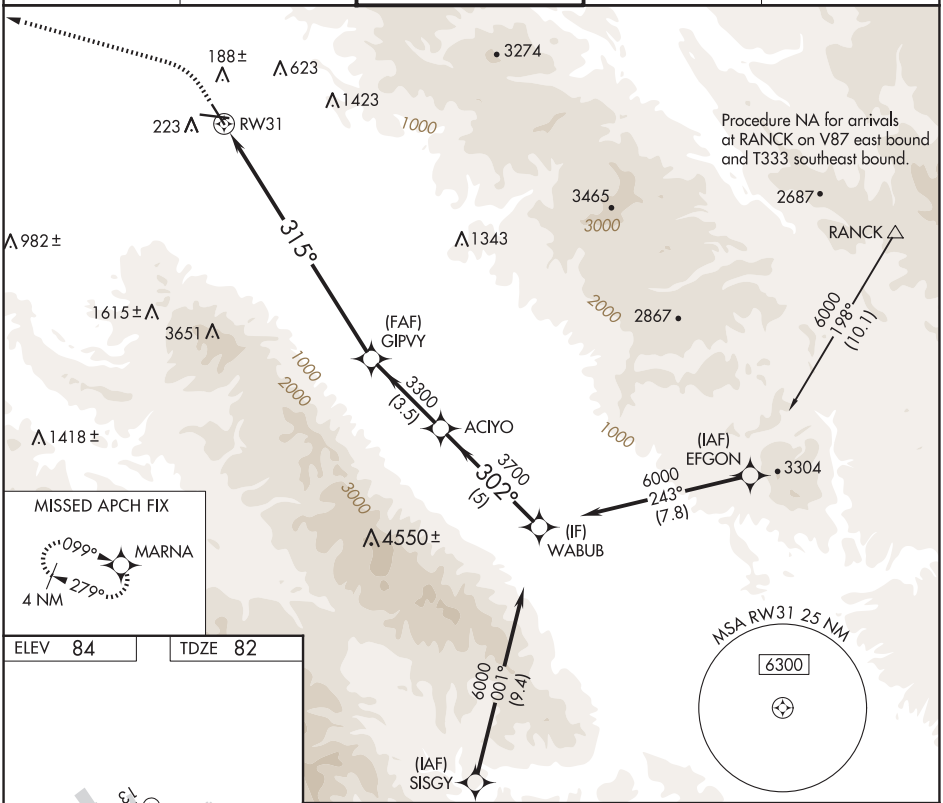
RNP APCH - GPS.

Baro-VNAV NA.

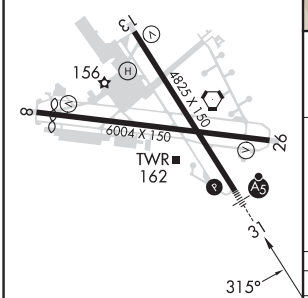
MALSR

MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct MARNA and hold, continue climb-in-hold to 3000.

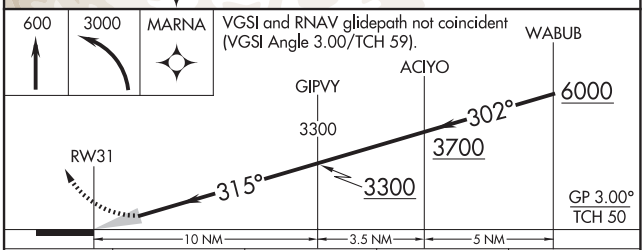
| ATIS | NORCAL APP CON | SALINAS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 133.0 251.15 | 119.525 (CTAF) L 239.3 | 121.7 | 123.0 |




ELEV 84 | TDZE 82




HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwys 13 and 26 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 302/24 220 (300-½) | | | |
| LNAV/VNAV | DA | 465/35 383 (400-⅝) | | | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# LOC RWY 31
## SALINAS MUNI (SNS)

| LOC I-SNS | APP CRS | Rwy ldg | 4825 |
|---|---|---|---|
| 108.5 | 315° | TDZE | 82 |
| | | Apt Elev | 84 |

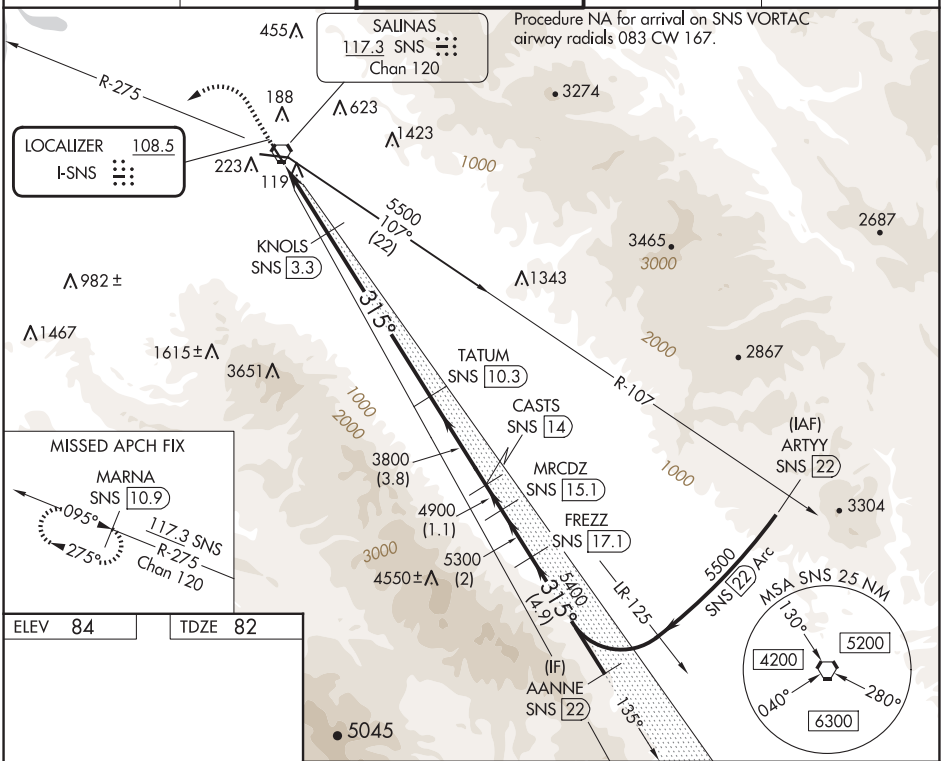
DME required.

DME from SNS VORTAC. DME use requires simultaneous reception of I-SNS and SNS DME. Circling NA for Cats C and D northeast of Rwy 13 and north of Rwy 26. For inop ALS, increase S-LOC-31 visibility Cats C and D to RVR 5000.

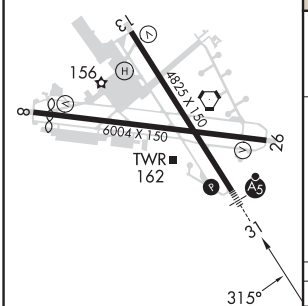
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on SNS VORTAC R-275 to MARNA/SNS 10.9 DME and hold, continue climb-in-hold to 3000.

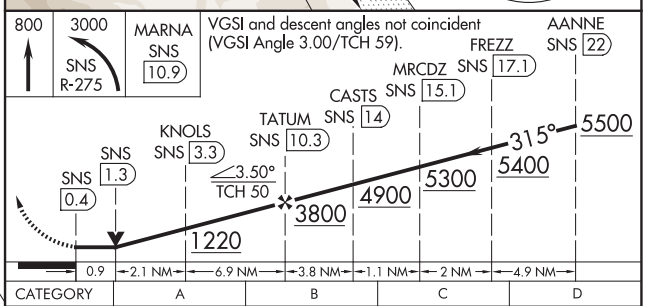
| ATIS | NORCAL APP CON | SALINAS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 133.0 251.15 | 119.525 (CTAF) L 239.3 | 121.7 | 123.0 |




| ELEV 84 | TDZE 82 |
|---|---|




HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwys 13 and 26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 31 | 420/24 338 (400-½) | | 420/40 338 (400-¾) | |
| CIRCLING | 540-1 456 (500-1) | | 800-2 716 (800-2) | 1740-3 1656 (1700-3) |

SALINAS, CALIFORNIA | AL-363 (FAA) | 25107

# VOR RWY 13
## SALINAS MUNI (SNS)

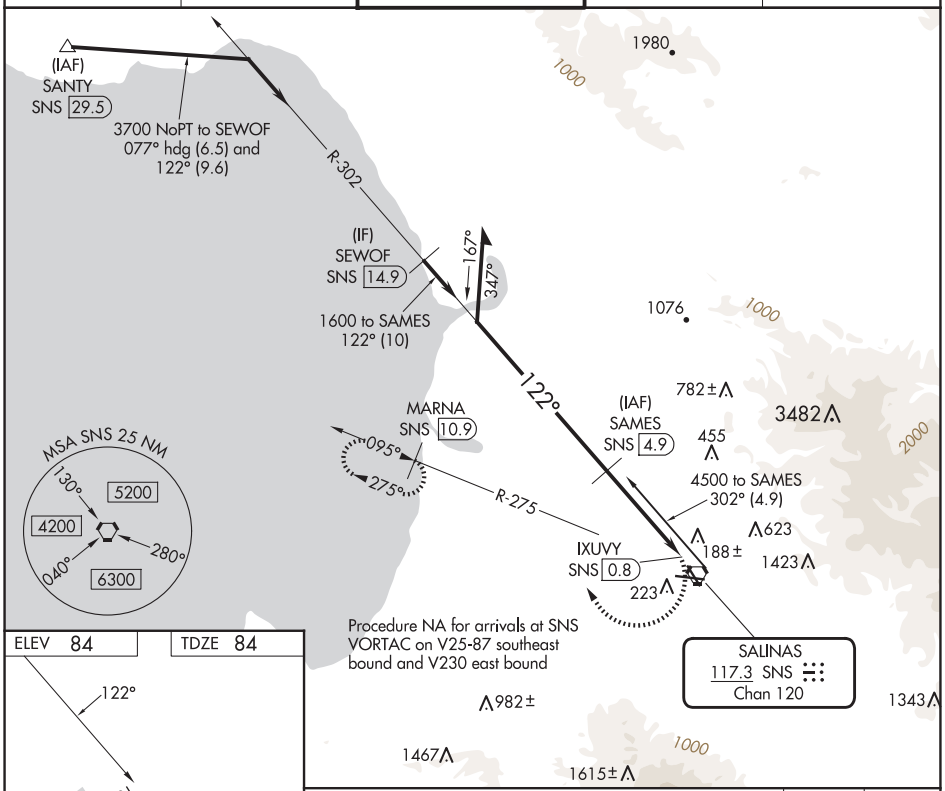
| VORTAC SNS 117.3 Chan 120 | APP CRS 122° | Rwy ldg 4825 TDZE 84 Apt Elev 84 |
|---|---|---|

DME required.

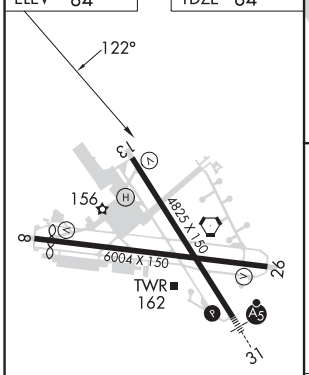
Rwy 13 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C northeast of Rwy 13 and north of Rwy 26 and NA for Cat D northeast of Rwy 13-31.

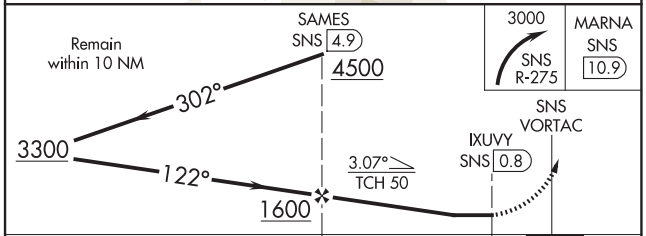
MISSED APPROACH: Climbing right turn to 3000 on SNS VORTAC R-275 to MARNA/SNS 10.9 DME and hold, continue climb-in-hold to 3000.

| ATIS | NORCAL APP CON | SALINAS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 133.0 251.15 | 119.525 (CTAF) L 239.3 | 121.7 | 123.0 |




| ELEV 84 | TDZE 84 |
|---|---|



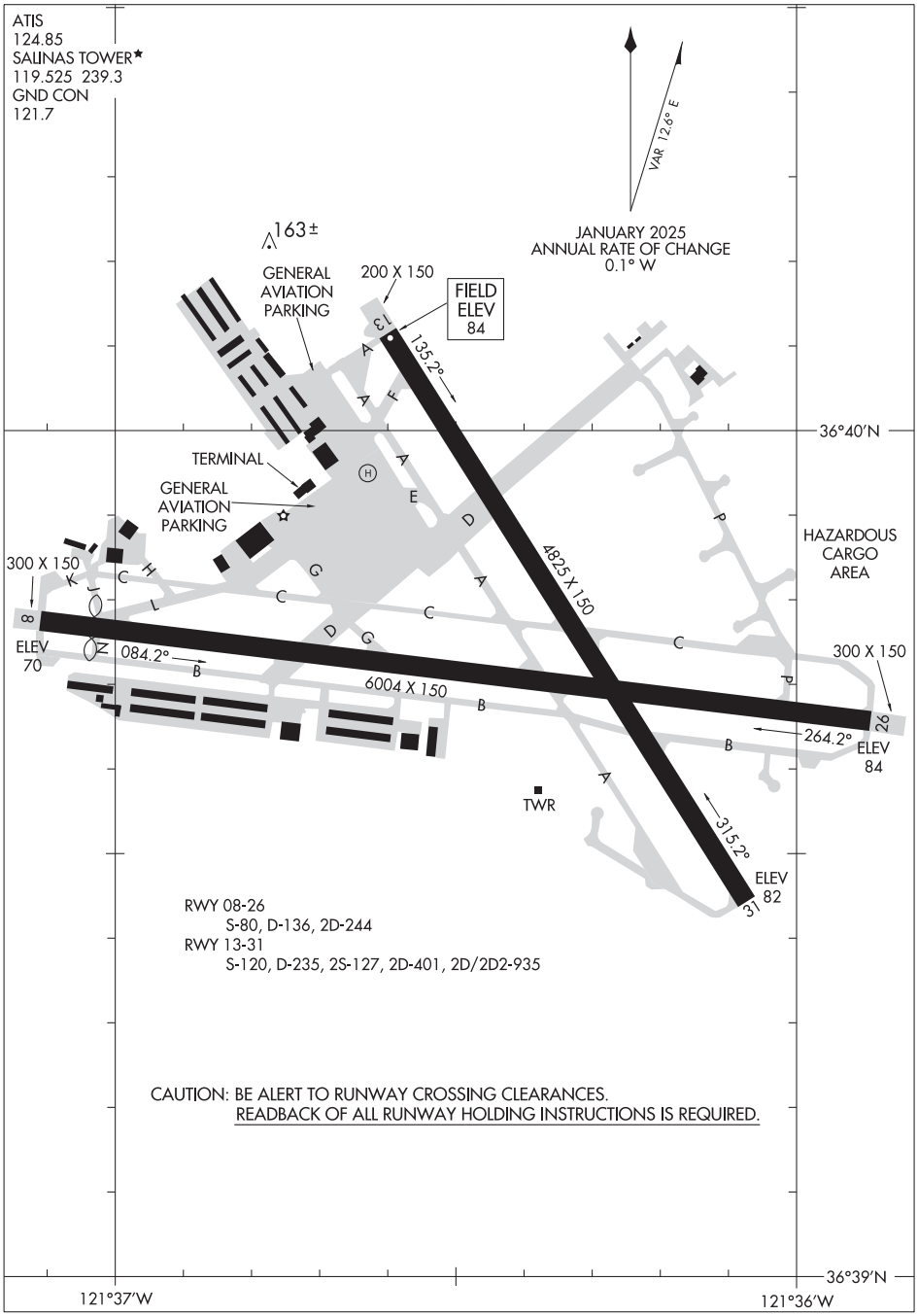




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 600-1 516 (600-1) | | 600-1⅜ 516 (600-1⅜) | 760-1⅞ 676 (700-1⅞) |
| CIRCLING | 600-1 516 (600-1) | | 800-2 716 (800-2) | 960-2¾ 876 (900-2¾) |

HIRL Rwy 13-31 L
MIRL Rwy 8-26 L
REIL Rwys 13 and 26 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

(SNS3.SNS) 23334

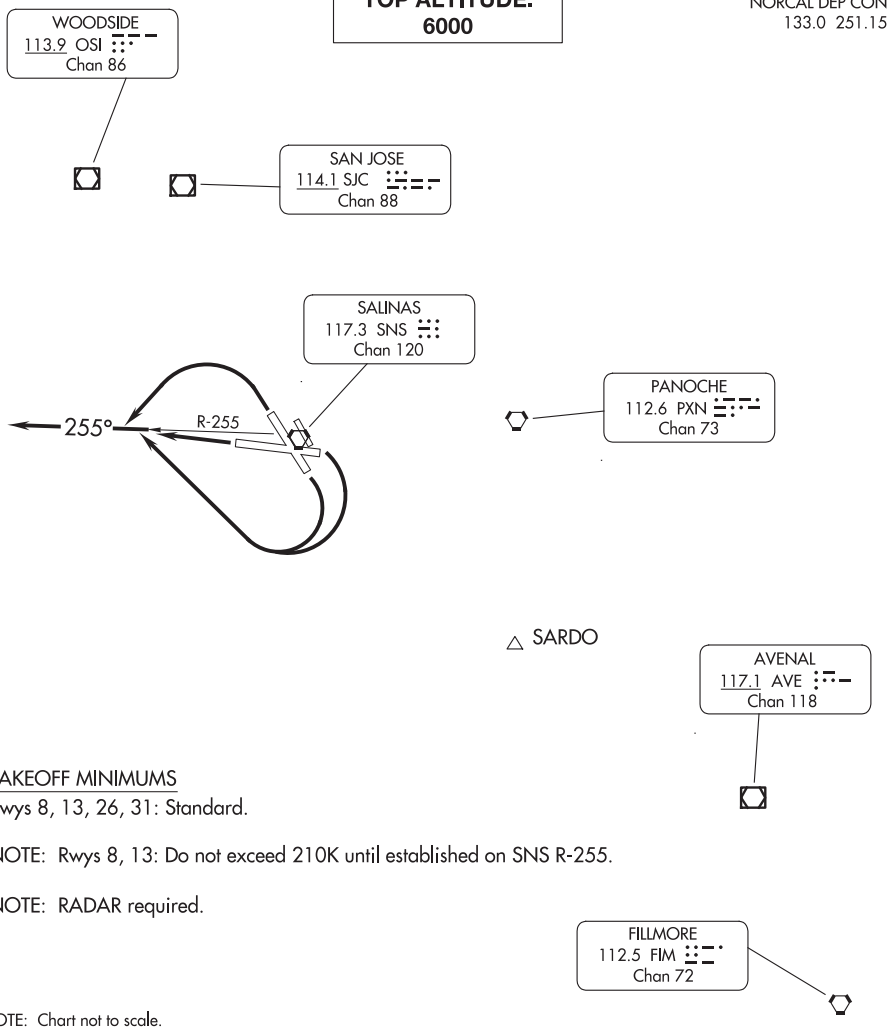
# SALINAS THREE DEPARTURE

AL-363 (FAA)

SALINAS MUNI (SNS)
SALINAS, CALIFORNIA

**TOP ALTITUDE: 6000**

NORCAL DEP CON
133.0 251.15




TAKEOFF MINIMUMS

Rwys 8, 13, 26, 31: Standard.

NOTE: Rwys 8, 13: Do not exceed 210K until established on SNS R-255.

NOTE: RADAR required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 13: Climbing right turn to 6000 to intercept SNS R-255 thence . . . .

TAKEOFF RUNWAY 26: Climb to 6000 to intercept SNS R-255 thence . . . .

TAKEOFF RUNWAY 31: Climbing left turn to 6000 to intercept SNS R-255 thence . . . .

. . . . Expect RADAR vectors to assigned route. Expect clearance to filed altitude/flight level within five (5) minutes after departure.


SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 81842 W31A | APP CRS 311° | Rwy ldg 3602<br>TDZE 1328<br>Apt Elev 1328 |
|---|---|---|

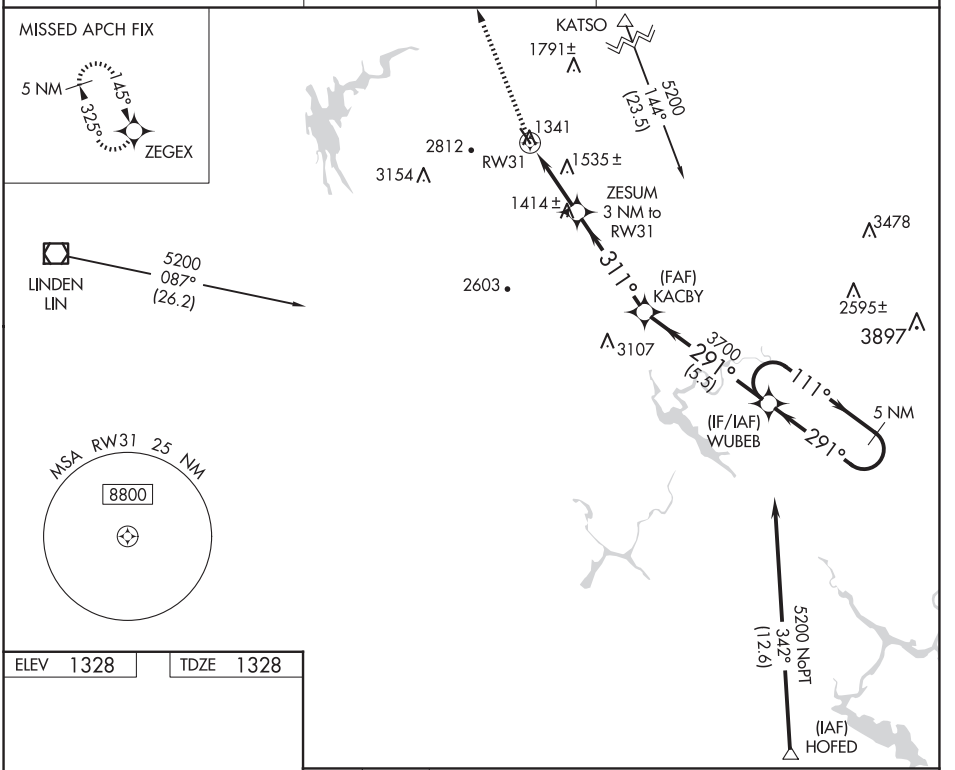
# RNAV (GPS) RWY 31
## CALAVERAS COUNTY/MAURY RASMUSSEN FLD (CPU)

RNP APCH.

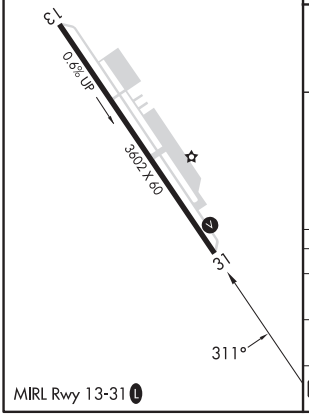
Circling NA southwest of Rwy 31-13.

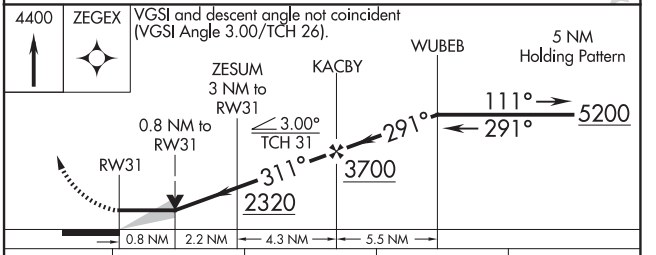
MISSED APPROACH: Climb to 4400 direct ZEGEX and hold, continue climb-in-hold to 4400.

| AWOS-3P | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.525 | 125.1 363.2 | 123.0 (CTAF) L |




ELEV 1328 TDZE 1328




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1600-1 272 (300-1) | | | NA |
| LNAV MDA | 1860-1 532 (600-1) | | 1860-1½ 532 (600-1½) | NA |
| C CIRCLING | 1860-1 532 (600-1) | 2040-1 712 (800-1) | 2360-3 1032 (1100-3) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SAN CARLOS, CALIFORNIA | AL-9219 (FAA) | 25107

# RNAV (GPS) Y RWY 30
## SAN CARLOS (SQL)

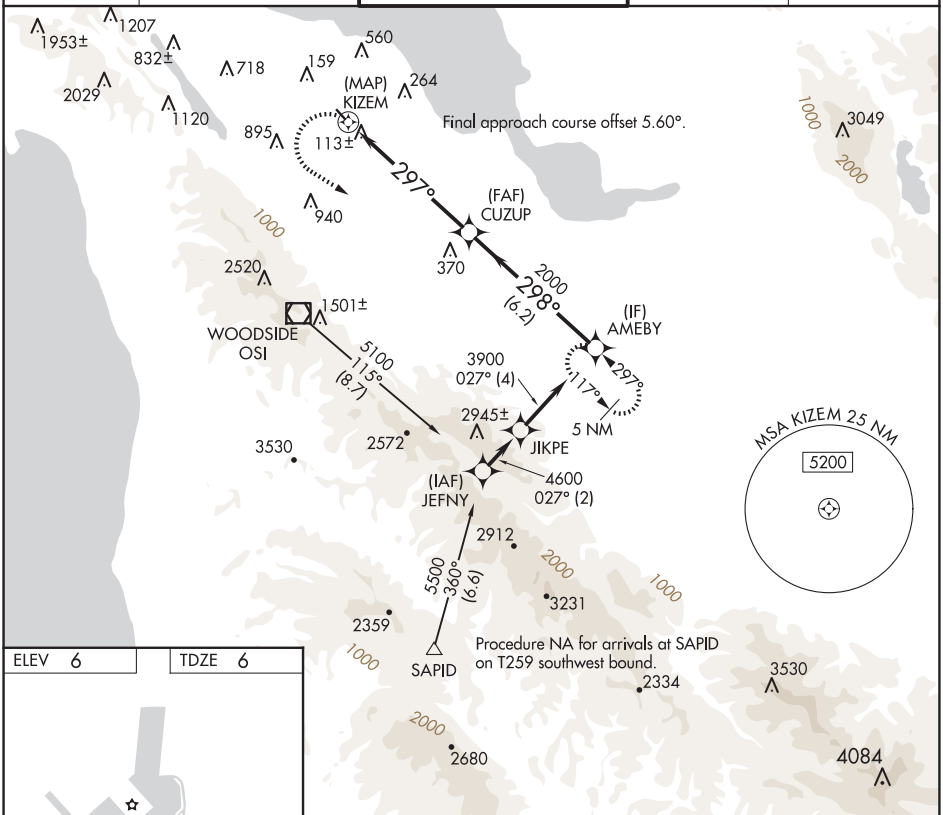
| APP CRS | Rwy ldg | 2621 |
|---|---|---|
| 297° | TDZE | 6 |
| | Apt Elev | 6 |

RNP APCH - GPS.

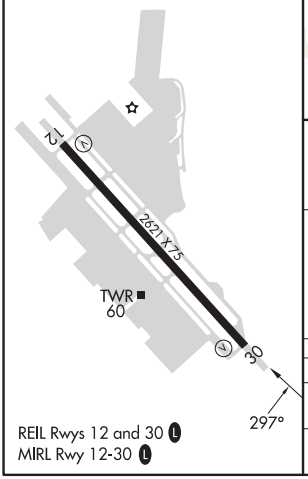
When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 30 helicopter visibility reduction below 1 SM NA. Circling NA west of Rwy 12-30.

MISSED APPROACH: Climbing left turn to 5400 direct AMEBY and hold, continue climb-in-hold to 5400.

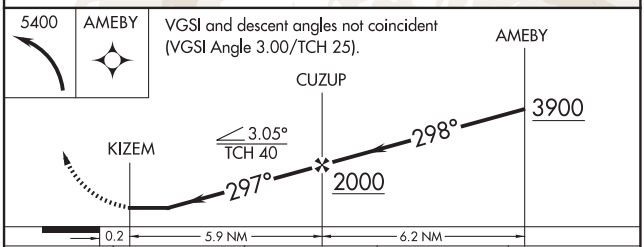
| ATIS | NORCAL APP CON | SAN CARLOS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 133.95 317.6 | 119.0 (CTAF) L 326.2 | 121.6 | 122.95 |




ELEV 6 | TDZE 6




REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1¼ 1254 (1300-1¼) | 1260-1½ 1254 (1300-1½) | NA | |
| C CIRCLING | 1260-1¼ 1254 (1300-1¼) | 1260-1½ 1254 (1300-1½) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 2621 |
|---|---|---|
| 297° | TDZE | 6 |
| | Apt Elev | 6 |

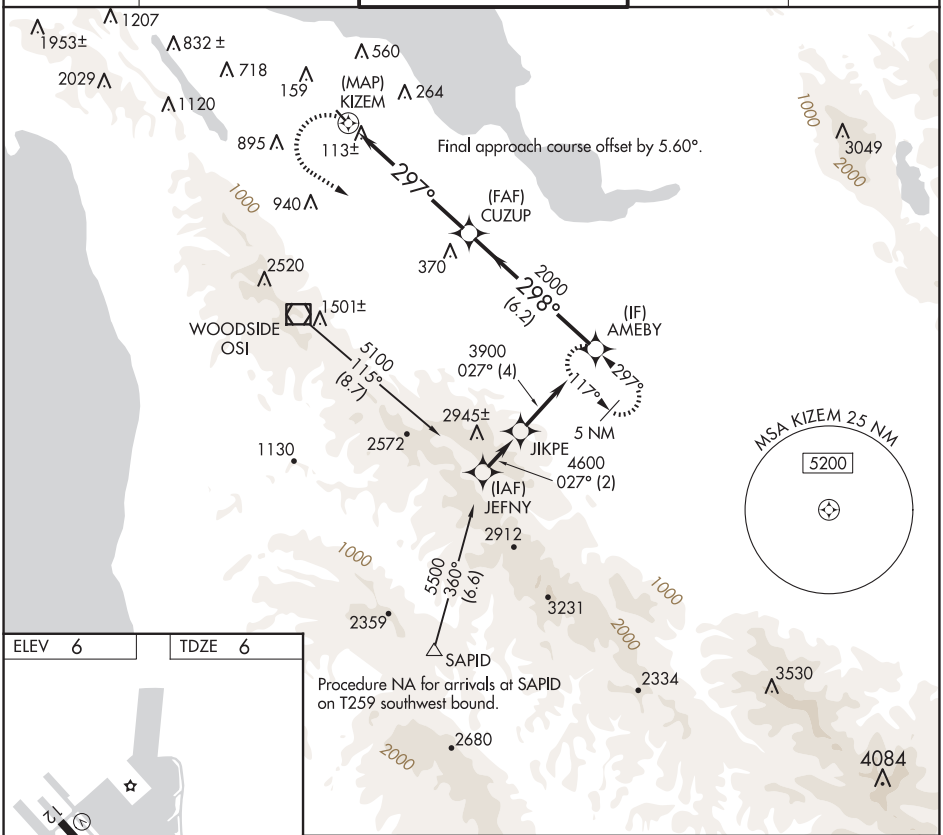
# RNAV (GPS) Z RWY 30
## SAN CARLOS (SQL)

RNP APCH - GPS.

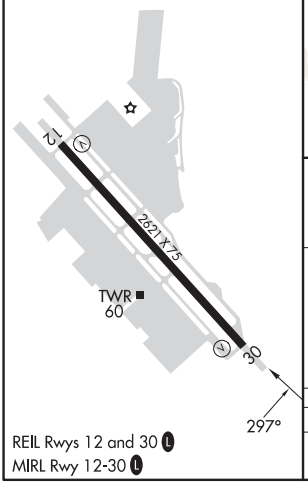
Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 5400 direct AMEBY and hold, continue climb-in-hold to 5400. Missed approach requires minimum climb of 340 feet per NM to 1300; if unable to meet climb gradient, see RNAV (GPS) Y RWY 30.

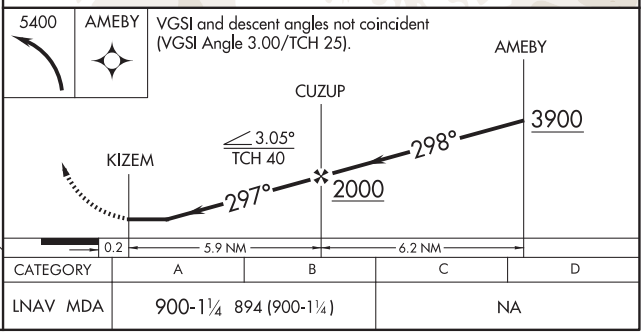
| ATIS | NORCAL APP CON | SAN CARLOS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.9 | 133.95 317.6 | 119.0 (CTAF) L 326.2 | 121.6 | 122.95 |




| ELEV 6 | TDZE 6 |
|---|---|




REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1¼ 894 (900-1¼) | | NA | |



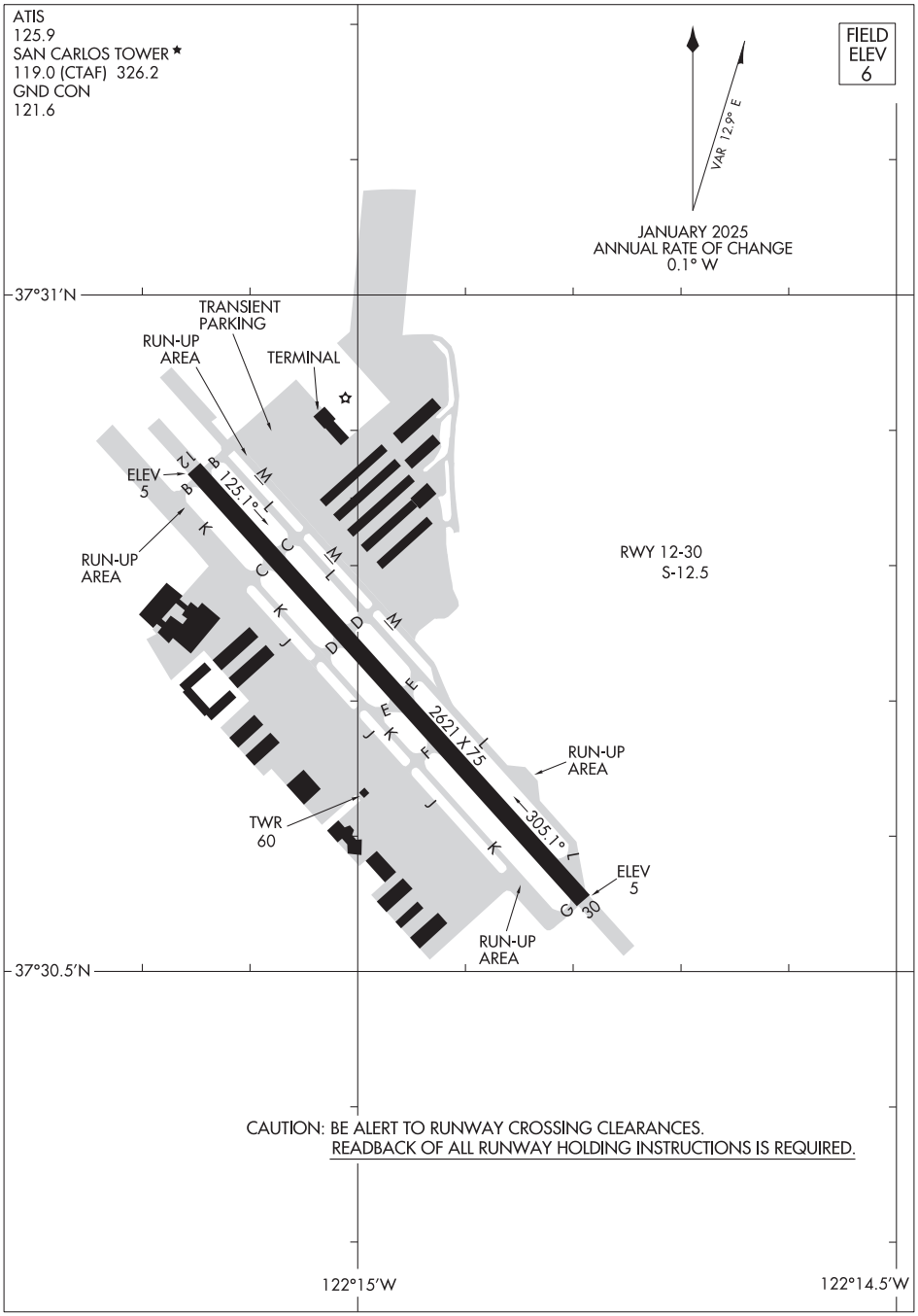
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-9219 (FAA)

SAN CARLOS (SQL)
SAN CARLOS, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107

SAN CARLOS, CALIFORNIA
SAN CARLOS (SQL)

# ILS or LOC RWY 19L
## SAN FRANCISCO INTL (SFO)

| LOC/DME I-SIA | APP CRS | | 19L | 19R |
|---|---|---|---|---|
| 108.9 | 194° | Rwy Ldg | 8650 | 7650 |
| Chan 26 | | TDZE | 11 | 11 |
| | | Apt Elev | 13 | 13 |

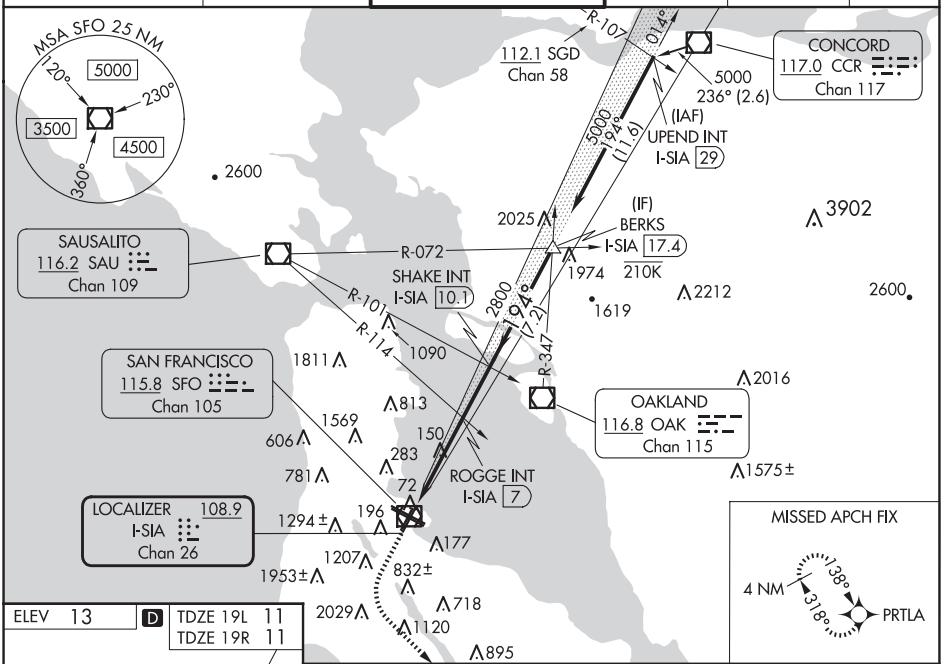
RNP APCH - GPS.

Inop table does not apply to S-LOC Rwy 19L or Sidestep Rwy 19R. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on the glideslope. For inop ALS, increase S-ILS Rwy 19L* all Cats visibility to RVR 4500, S-ILS Rwy 19L all Cats visibility to 2½ SM. Sidestep NA until passing ROGGE INT.

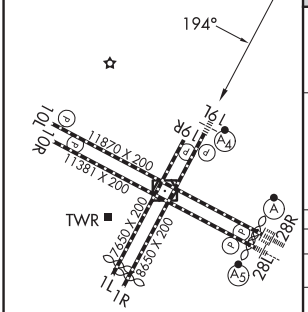
MALSF Rwy 19L

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct to PRTLA and hold.
*Missed approach requires minimum climb of 357 feet per NM to 2000.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |

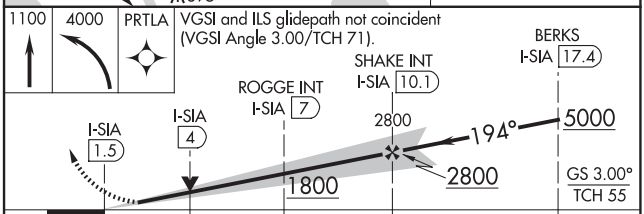



ELEV 13 D TDZE 19L 11 TDZE 19R 11




HIRL all Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L

| FAF to MAP 8.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:36 | 5:44 | 4:18 | 3:26 | 2:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L* | 300/40 289 (300-¾) | | | |
| S-ILS 19L | 774-2 763 (800-2) | | | |
| S-LOC 19L | 1800-1¼ 1789 (1800-1¼) | 1800-1½ 1789 (1800-1½) | 1800-3 1789 (1800-3) | |
| ROGGE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 19L | 880/40 869 (900-¾) | 880/55 869 (900-1) | 880-2½ 869 (900-2½) | |
| SIDESTEP 19R | 880-2 869 (900-2) | | 880-3 869 (900-3) | |

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SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SFO | APP CRS | Rwy Ldg | 10275 |
|---|---|---|---|
| 109.55 | 284° | TDZE | 13 |
| Chan 32(Y) | | Apt Elev | 13 |

# ILS or LOC RWY 28L
## SAN FRANCISCO INTL (SFO)

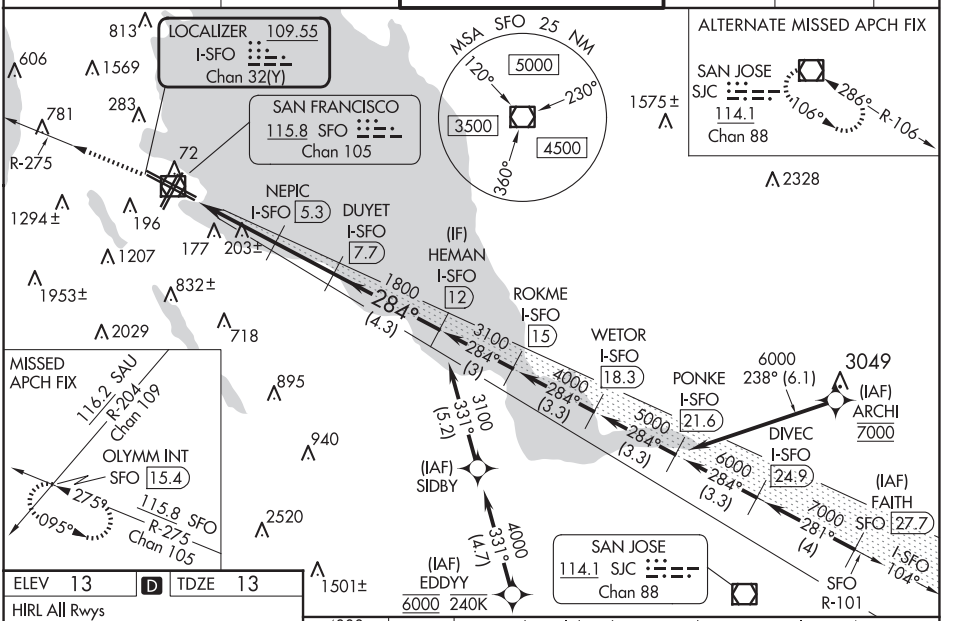
DME required. RNP APCH-GPS or RADAR required for procedure entry.

T A Circling NA to Rwys 10L, 10R, 19L, and 19R. Circling to Rwy 1L and 1R NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. LOC procedure NA during simultaneous operations.
*RVR 1800 authorized with use of FD or AP or HUD to DA.
†For inop ALS, increase S-ILS 28L all Cats visibility to 2½ SM.
**For inop ALS increase S-LOC 28L Cat C/D visibility to 2½ SM.

MALSR A5

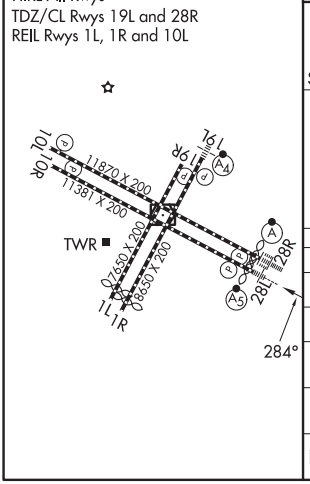
MISSED APPROACH: Climb to 4000 on SFO VOR/DME R-275 to OLYMM INT/SFO 15.4 DME and hold, continue climb-in-hold to 4000.
#Missed approach requires minimum climb of 330 feet per NM to 1600.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |

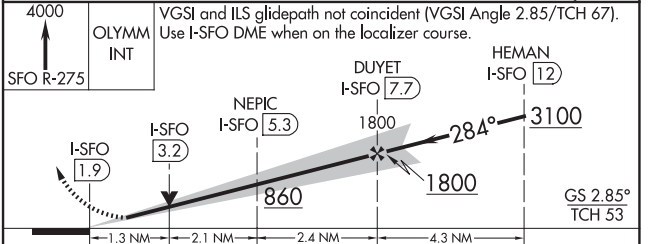



| ELEV 13 | D | TDZE 13 |
|---|---|---|

HIRL All Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L




VGSI and ILS glidepath not coincident (VGSI Angle 2.85/TCH 67).
Use I-SFO DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L*# | 213/24 200 (200-½) | | | |
| S-ILS 28L† | 789-1¾ 776 (800-1¾) | | | |
| S-LOC 28L# | 460/24 447 (500-½) | | 460/45 447 (500-⅞) | |
| S-LOC 28L** | 860/24 847 (900-½) | 860/40 847 (900-¾) | 860-1⅞ 847 (900-1⅞) | |
| C CIRCLING | 860-1¼ 847 (900-1¼) | 960-1¼ 947 (1000-1¼) | 1560-3 1547 (1600-3) | NA |




SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS or LOC RWY 28R
## SAN FRANCISCO INTL (SFO)

| LOC/DME I-GWQ | APP CRS | | 28R | 28L |
|---|---|---|---|---|
| 111.7 | 284° | Rwy Ldg | 11236 | 10275 |
| Chan 54 | | TDZE | 13 | 13 |
| | | Apt Elev | 13 | 13 |

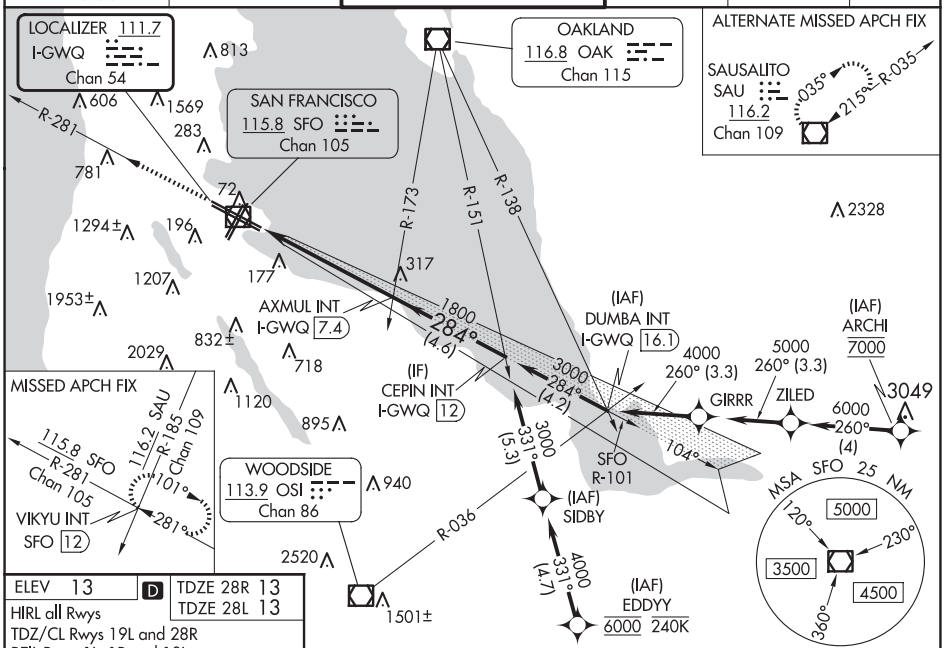
RNAV 1-GPS or RADAR required for procedure entry.

Circling NA to Rwys 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night. LOC procedure NA during simultaneous operations. For inop ALS increase S-LOC 28R* Cat C/D visibility to 1⅜ SM. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

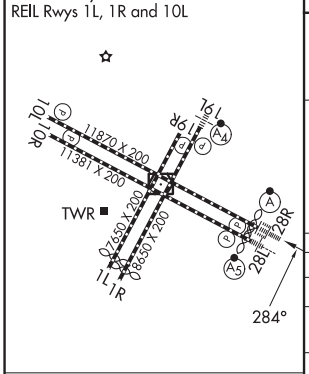
ALSF-2 Rwy 28R — MALSR Rwy 28L

MISSED APPROACH: Climb to 3000 on SFO VOR/DME R-281 to VIKYU INT/SFO 12 DME and hold.
*Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see ILS or LOC RWY 28L.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |



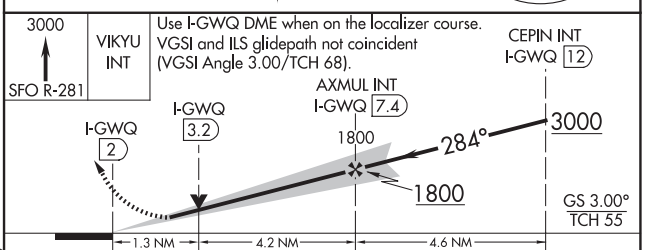

| ELEV 13 | D | TDZE 28R 13 |
|---|---|---|
| HIRL all Rwys | | TDZE 28L 13 |
| TDZ/CL Rwys 19L and 28R | | |
| REIL Rwys 1L, 1R and 10L | | |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

3000 ↑ SFO R-281 — VIKYU INT

Use I-GWQ DME when on the localizer course.
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 68).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R* | 213/18 200 (200-½) | | | |
| S-LOC 28R* | 480/24 467 (500-½) | | 480/50 467 (500-1) | |
| SIDESTEP* 28L | 480/55 467 (500-1) | | | 480-1½ 467 (500-1½) |
| C CIRCLING | 740-1 727 (800-1) | 960-1¼ 947 (1000-1¼) | 1560-3 1547 (1600-3) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS RWY 28R (SA CAT I)
## SAN FRANCISCO INTL (SFO)

| LOC/DME I-GWQ 111.7 Chan 54 | APP CRS 284° | Rwy Ldg 11236<br>TDZE 13<br>Apt Elev 13 |
|---|---|---|

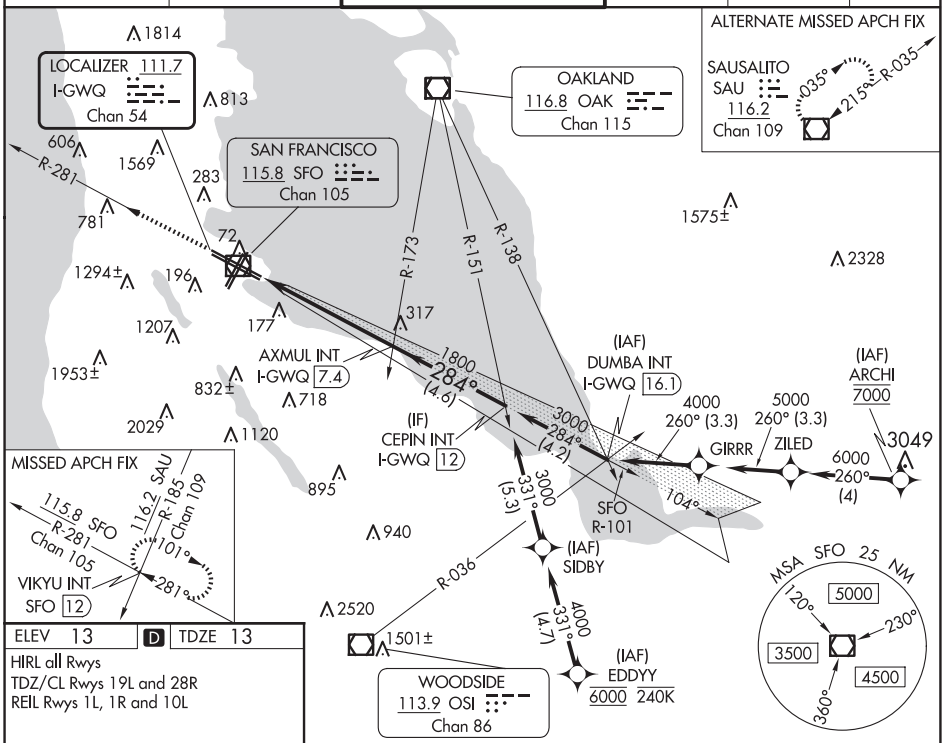
RNAV 1-GPS or RADAR required for procedure entry.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

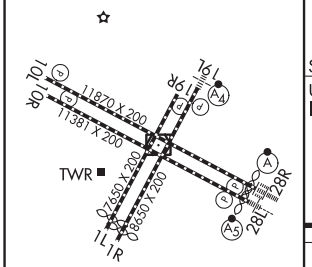
MISSED APPROACH: Climb to 3000 on SFO VOR/DME R-281 to VIKYU INT/SFO 12 DME and hold.
*Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see ILS or LOC RWY 28L.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




ELEV 13 | D | TDZE 13

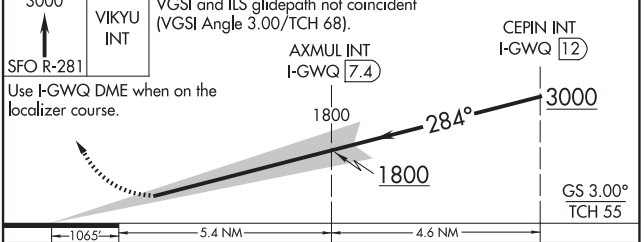
HIRL all Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L




3000 | VIKYU INT | SFO R-281

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

Use I-GWQ DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R* | RA 163/14 150 DA 163 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS RWY 28R (CAT II & III)
## SAN FRANCISCO INTL (SFO)

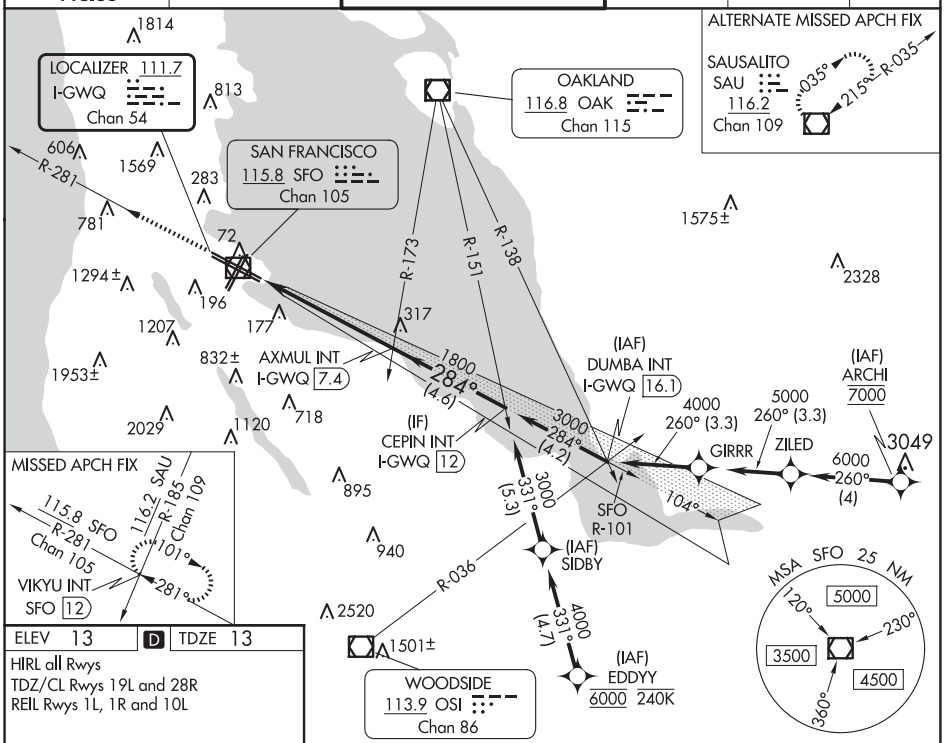
| LOC/DME I-GWQ | APP CRS | Rwy Ldg | 11236 |
|---|---|---|---|
| 111.7 | 284° | TDZE | 13 |
| Chan 54 | | Apt Elev | 13 |

RNAV 1-GPS or RADAR required for procedure entry.

ALSF-2

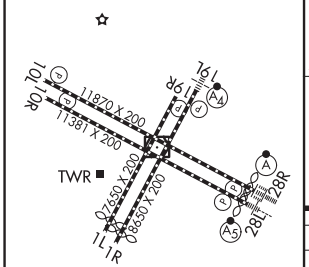
MISSED APPROACH: Climb to 3000 on SFO VOR/DME R-281 to VIKYU INT/SFO 12 DME and hold.
*Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see ILS or LOC RWY 28L.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




| ELEV 13 | D | TDZE 13 |
|---|---|---|

HIRL all Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L




3000 VIKYU INT
SFO R-281
Use I-GWQ DME when on the localizer course.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

CEPIN INT I-GWQ 12
AXMUL INT I-GWQ 7.4
3000
284°
1800
1800
GS 3.00°
TCH 55
1065'
5.4 NM
4.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R* | CAT II RA 113/12 100 DA 113 | | | |
| S-ILS 28R* | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SAN FRANCISCO, CALIFORNIA AL-375 (FAA) 25163

# ILS RWY 28L (SA CAT II)
## SAN FRANCISCO INTL (SFO)

| LOC/DME I-SFO | APP CRS | Rwy Ldg | 10275 |
|---|---|---|---|
| 109.55 | 284° | TDZE | 13 |
| Chan 32(Y) | | Apt Elev | 13 |

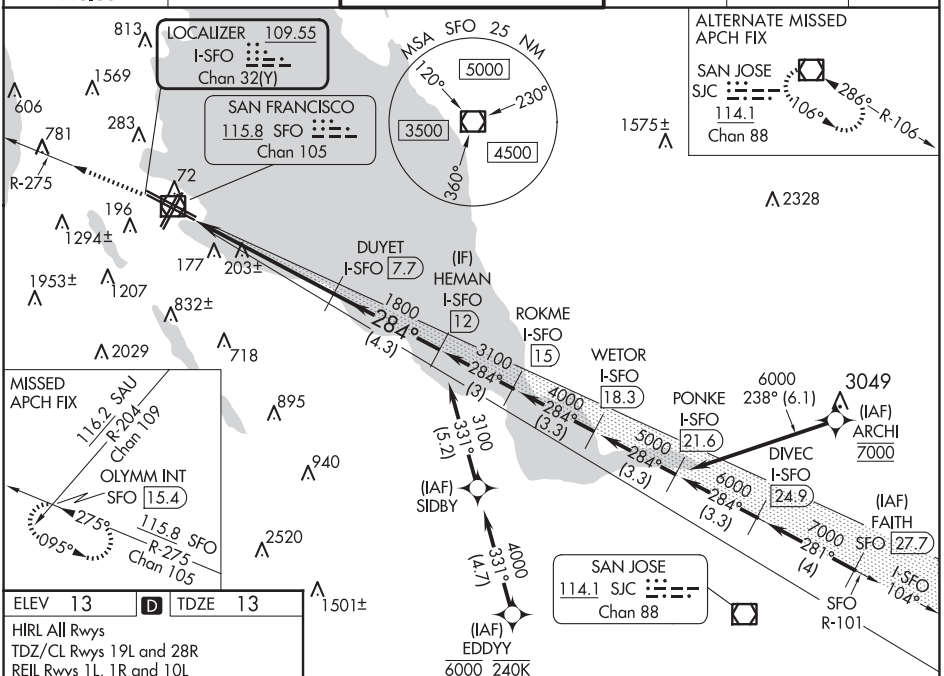
DME required. RNP APCH-GPS or RADAR required for procedure entry.

T
A Requires specific OPSPEC, MSPEC, or LOA approval.

MALSR

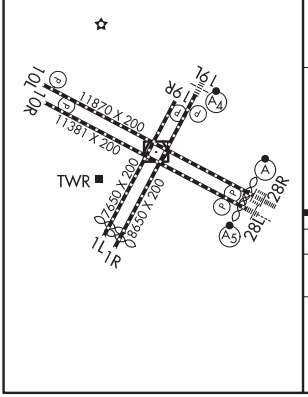
MISSED APPROACH: Climb to 4000 on SFO VOR/DME R-275 to OLYMM INT/SFO 15.4 DME and hold, continue climb-in-hold to 4000.
*Missed approach requires minimum climb of 330 feet per NM to 1600.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




| ELEV 13 | D | TDZE 13 |
|---|---|---|

HIRL All Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L

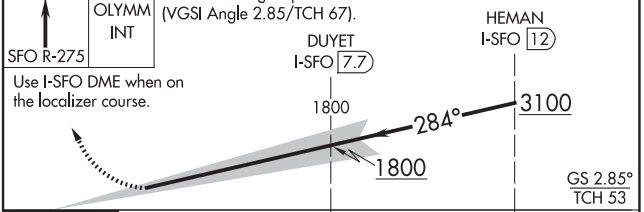



4000
SFO R-275

OLYMM INT

VGSI and ILS glidepath not coincident (VGSI Angle 2.85/TCH 67).

Use I-SFO DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L* | RA 113/12 100 DA 113 | | | |

**SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| GBAS CH 21448 G19A | APP CRS 194° | Rwy Ldg 8650<br>TDZE 11<br>Apt Elev 13 |
|---|---|---|

# GLS RWY 19L
## SAN FRANCISCO INTL (SFO)

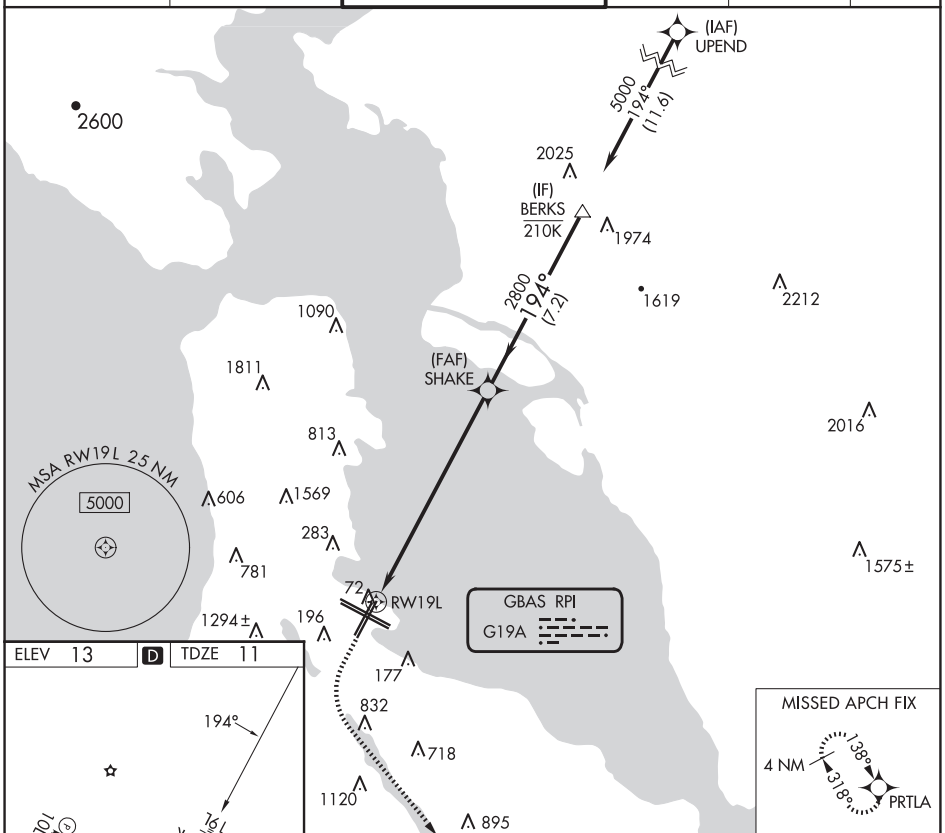
RNP APCH-GPS.

NA Autopilot coupled approach NA below 293 feet. For inop ALS, increase GLS visibility to RVR 4500.

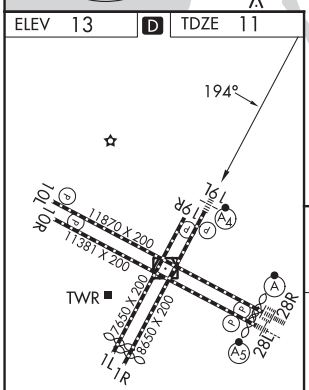
MALSF

MISSED APPROACH: Climb to 920 then climbing left turn to 4000 direct PRTLA and hold. Missed approach requires minimum climb of 357 feet per NM to 2000.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |

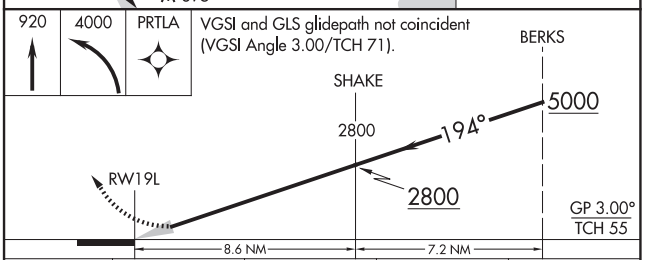



ELEV 13 D TDZE 11




| 920 | 4000 | PRTLA |
|---|---|---|

VGSI and GLS glidepath not coincident (VGSI Angle 3.00/TCH 71).




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 293/40 | 282 (300-¾) | | |


SW-2, 12 JUN 2025 to 07 AUG 2025

SAN FRANCISCO, CALIFORNIA AL-375 (FAA) 25163

| GBAS CH 21859 G19B | APP CRS 194° | Rwy Ldg 7650<br>TDZE 11<br>Apt Elev 13 |
|---|---|---|

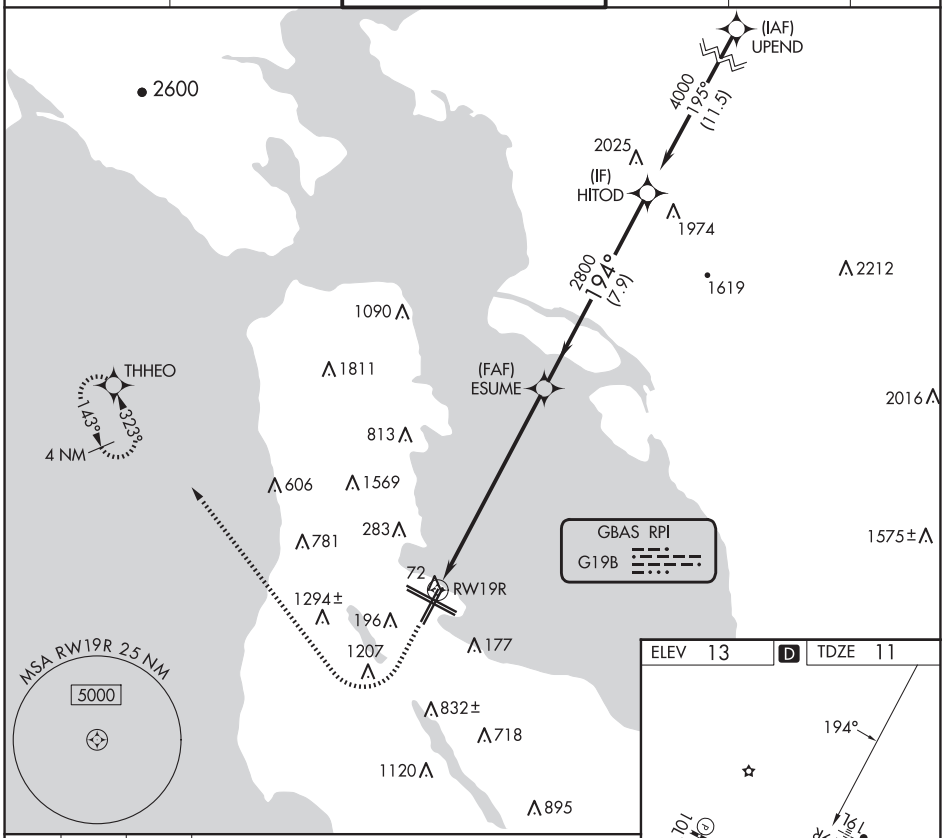
# GLS RWY 19R
## SAN FRANCISCO INTL (SFO)

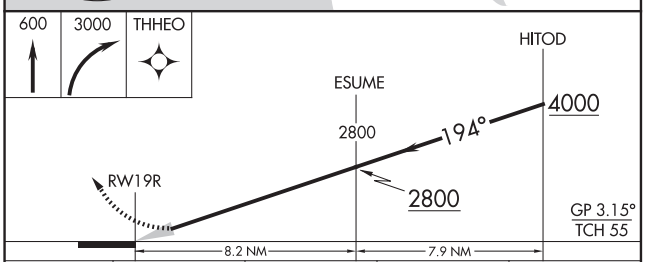
RNP APCH-GPS.

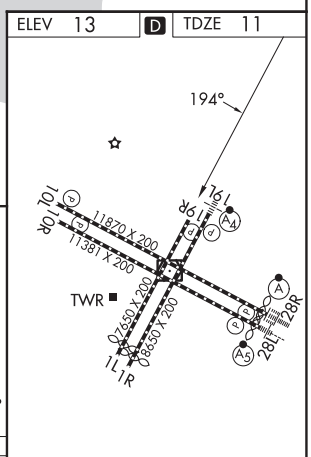
NA Autopilot coupled approach NA below 321 feet.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct THHEO and hold. Missed approach requires minimum climb of 395 feet per NM to 2100.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | 321/45 310 (400-⅞) | | | |

SAN FRANCISCO, CALIFORNIA
Amdt 1 30NOV23

37°37′N-122°23′W

SAN FRANCISCO INTL (SFO)
GLS RWY 19R

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# GLS RWY 28L
## SAN FRANCISCO INTL (SFO)

| GBAS CH 21037 G28B | APP CRS 284° | Rwy Ldg 10275<br>TDZE 13<br>Apt Elev 13 |
|---|---|---|

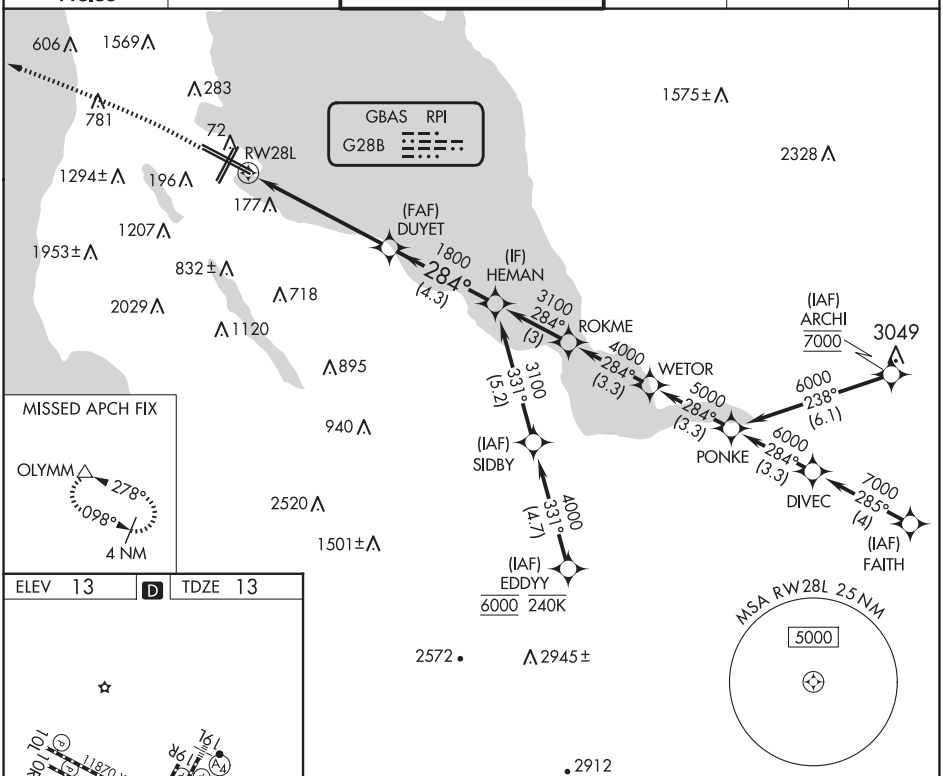
RNP APCH-GPS.

T A NA Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. Use of FD or AP required during simultaneous operations. Autopilot coupled approach NA below 213.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

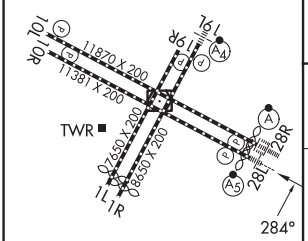
MALSR

MISSED APPROACH: Climb to 1020 then climbing left turn to 4000 direct OLYMM and hold.
*Missed approach requires minimum climb of 330 feet per NM to 1600; if unable to meet climb gradient, see RNAV (GPS) Rwy 28L.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |



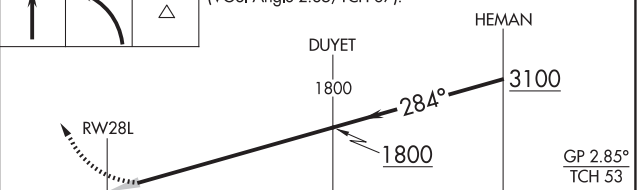

ELEV 13 D TDZE 13




HIRL all Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L

| 1020 | 4000 | OLYMM |
|---|---|---|

VGSI and GLS glidepath not coincident (VGSI Angle 2.85/TCH 67).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA* | 213/24 200 (200-½) | | | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

25163

# GLS RWY 28R
## SAN FRANCISCO INTL (SFO)

| GBAS CH 20626 G28A | APP CRS 284° | Rwy Ldg 11236<br>TDZE 13<br>Apt Elev 13 |
|---|---|---|

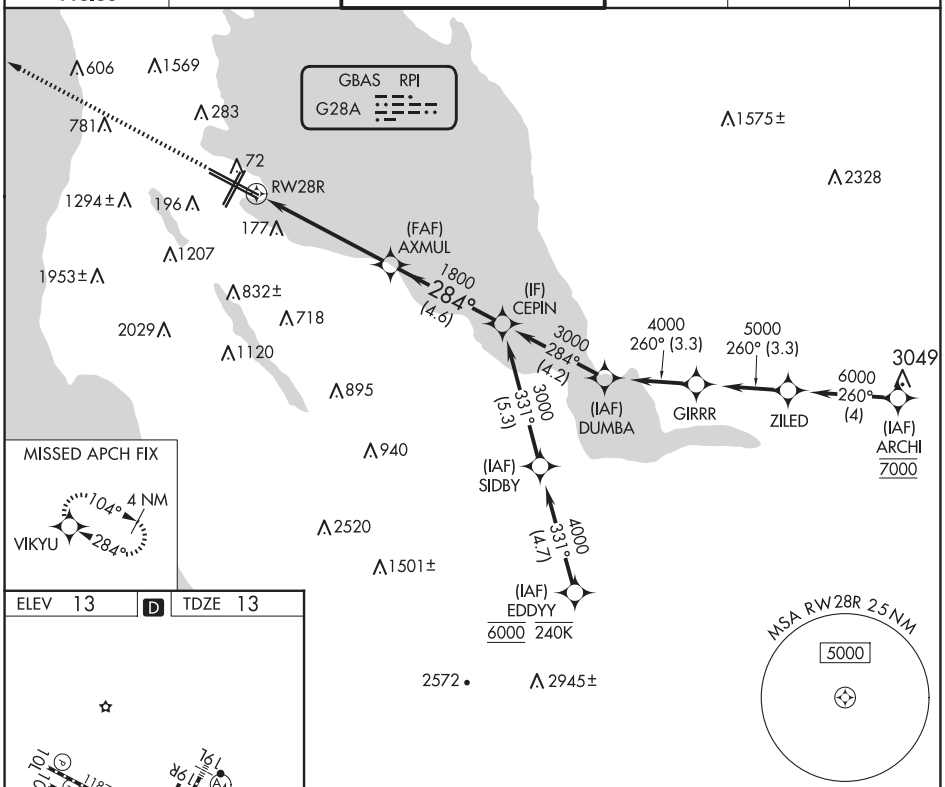
RNP APCH-GPS.

T A NA Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. Use of FD or AP required during simultaneous operations. Autopilot coupled approach NA below 213 feet.

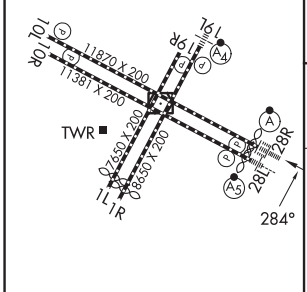
ALSF-2

MISSED APPROACH: Climb to 3200 direct VIKYU and hold.
*Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see RNAV (GPS) Z RWY 28R.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |



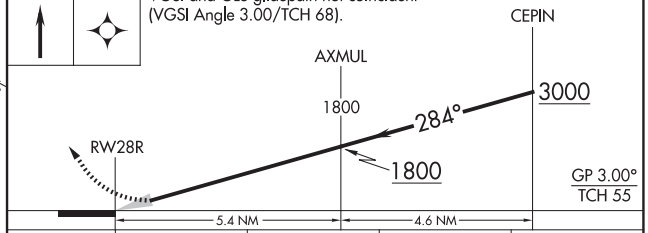

ELEV 13 D TDZE 13




HIRL all Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L

3200 VIKYU

VGSI and GLS glidepath not coincident (VGSI Angle 3.00/TCH 68).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA* | 213/18 200 (200-½) | | | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy Ldg | 11236 |
|---|---|---|
| 284° | TDZE | 13 |
| | Apt Elev | 13 |

# RNAV (RNP) Y RWY 28R
## SAN FRANCISCO INTL (SFO)

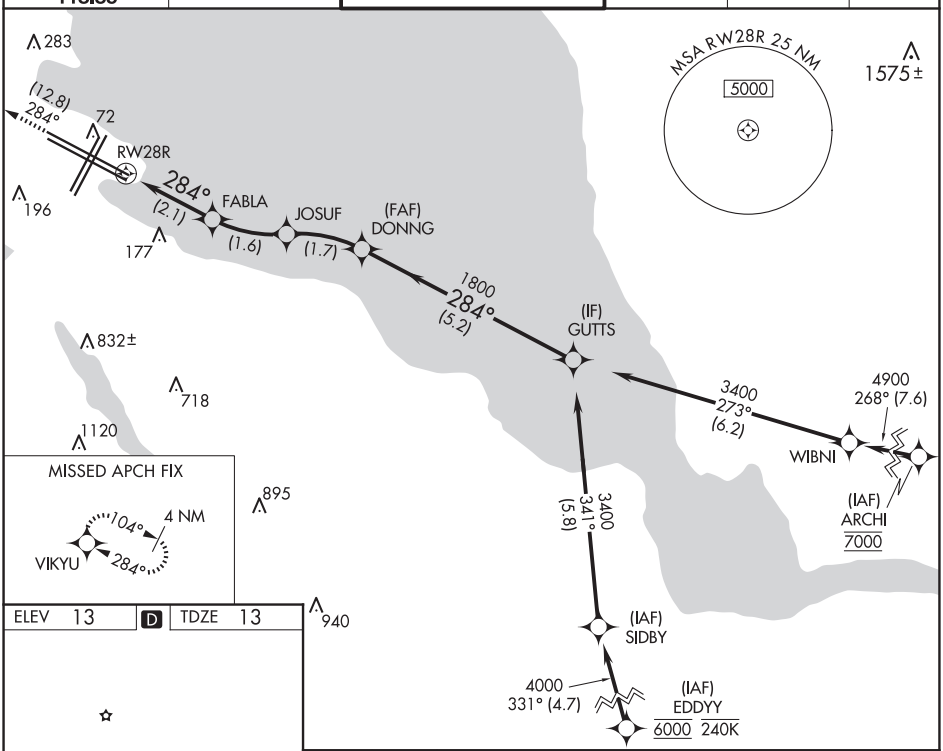
RNP AR APCH, RF required.

For uncompensated Baro-VNAV systems, procedure NA below 3°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 4500.

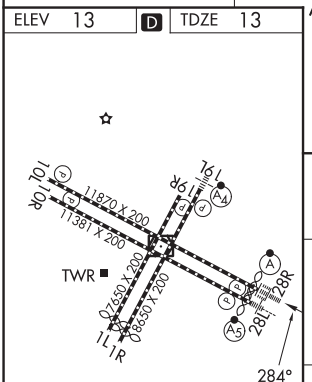
ALSF-2

MISSED APPROACH: Climb to 3000 on track 284° to VIKYU and hold.
*Missed approach requires minimum climb of 250 feet per NM to 1600.
#Missed approach requires minimum climb of 350 feet per NM to 2100.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |



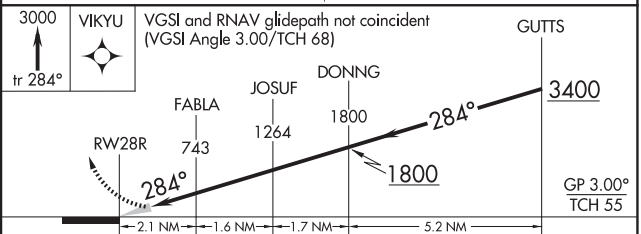

ELEV 13 D TDZE 13




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

3000 tr 284° VIKYU

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 68)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA* | 263/24 250 (300-½) | | | |
| RNP 0.30 DA# | 326/24 313 (400-½) | | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SAN FRANCISCO, CALIFORNIA AL-375 (FAA) 25163

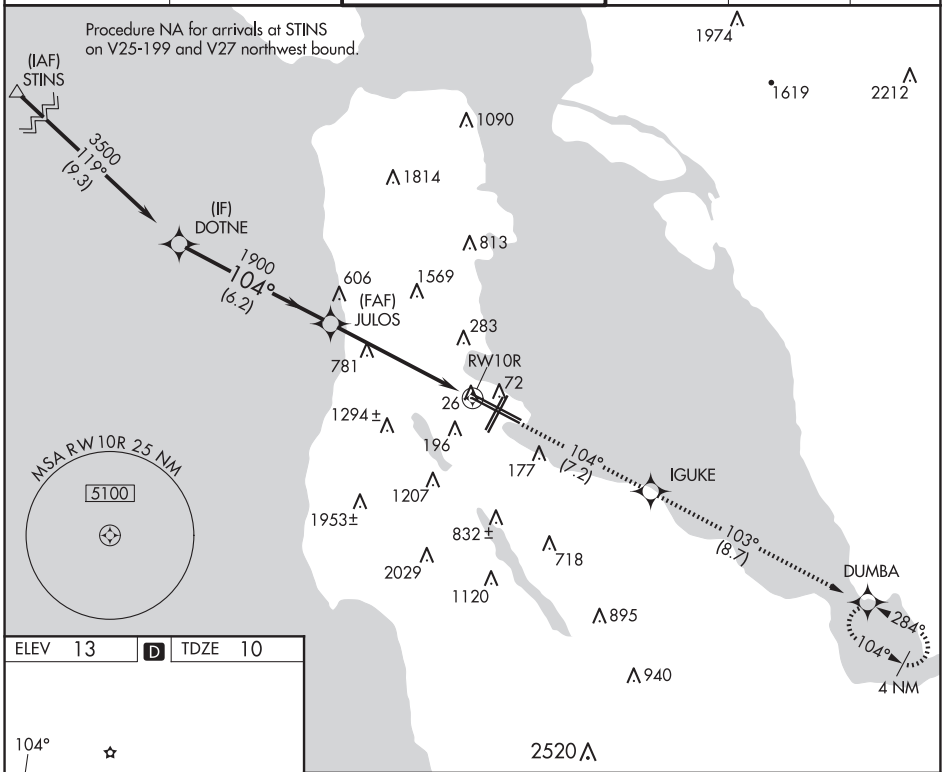
# RNAV (RNP) Z RWY 10R
## SAN FRANCISCO INTL (SFO)

| APP CRS | Rwy Ldg | 10704 |
|---|---|---|
| 104° | TDZE | 10 |
| | Apt Elev | 13 |

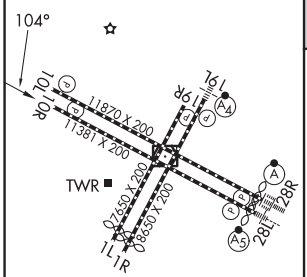
For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F). GPS required. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3600 on track 104° to IGUKE and on track 103° to DUMBA and hold.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |



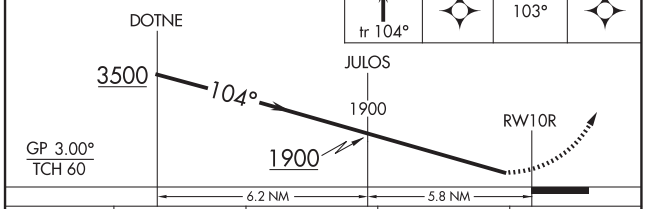

| ELEV 13 | D | TDZE 10 |
|---|---|---|




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

| 3600 | IGUKE | | DUMBA |
|---|---|---|---|
| tr 104° | | tr 103° | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 396-1¼ 386 (400-1¼) | | | |
| RNP 0.30 DA | 1108-4 1098 (1100-4) | | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 93946 W10A | APP CRS 107° | Rwy Ldg 11193<br>TDZE 7<br>Apt Elev 13 |
|---|---|---|

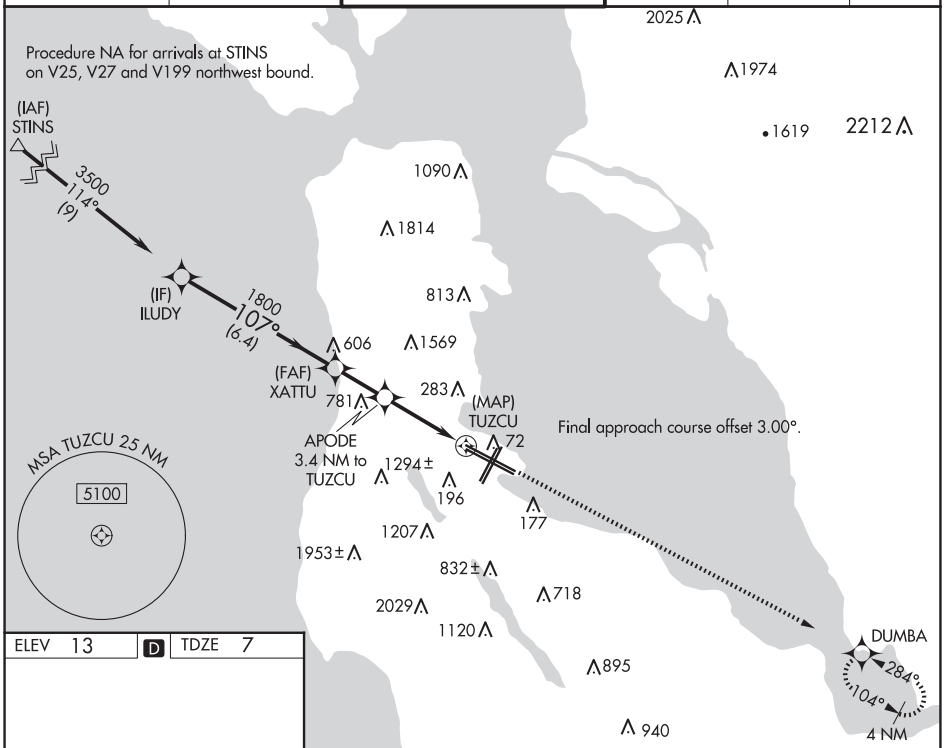
# RNAV (GPS) RWY 10L
## SAN FRANCISCO INTL (SFO)

RNP APCH - GPS.

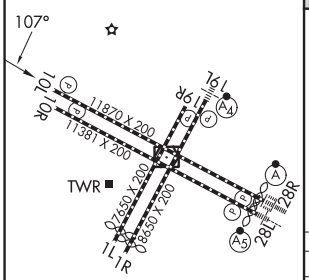
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Rwy 10L helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 500, then climb to 3000 direct DUMBA and hold.

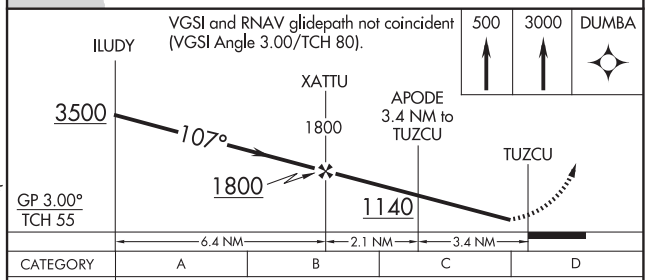
| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




ELEV 13 | D | TDZE 7




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R, and 10L
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 257/40 250 (300-¾) | | | |
| LNAV/VNAV DA | 494-1⅜ 487 (500-1⅜) | | | |
| LNAV MDA | 1080-1¼ 1073 (1100-1¼) | 1080-1½ 1073 (1100-1½) | 1080-3 1073 (1100-3) | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

25163

# RNAV (GPS) RWY 19L
## SAN FRANCISCO INTL (SFO)

| WAAS CH 58015 W19A | APP CRS 194° | Rwy Ldg 8650<br>TDZE 11<br>Apt Elev 13 |
|---|---|---|

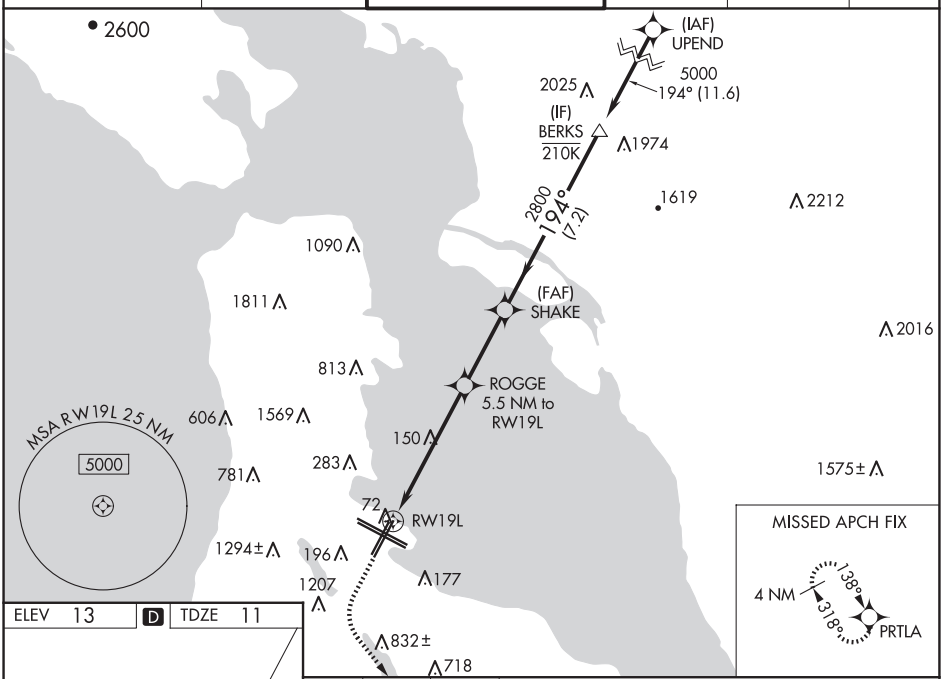
RNP APCH - GPS.

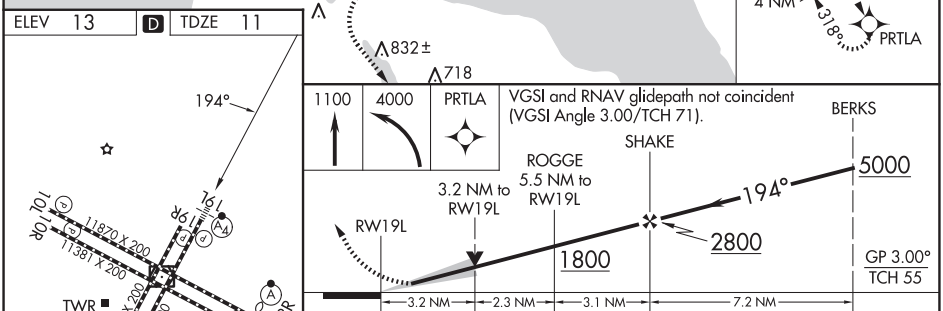
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. For inop ALS, increase LPV DA* (CG 357) all Cats visibility to RVR 4500. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM and LNAV Cats C and D visibility to 3 SM.

MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct PRTLA and hold.
*Missed approach requires minimum climb of 357 feet per NM to 2000.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA* | 293/40 282 (300-¾) | | | |
| LPV | DA | 656-1⅝ 645 (700-1⅝) | | | |
| LNAV/VNAV | DA* | 350/40 339 (400-¾) | | | |
| LNAV/VNAV | DA | 794-2 783 (800-2) | | | |
| LNAV | MDA | 1100/55 1089 (1100-1) | 1100-1¼ 1089 (1100-1¼) | 1100-2½ 1089 (1100-2½) | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SAN FRANCISCO, CALIFORNIA
Amdt 4 30NOV23

37°37'N-122°23'W

SAN FRANCISCO INTL (SFO)
RNAV (GPS) RWY 19L

| WAAS CH 53415 W28B | APP CRS 284° | Rwy Ldg 10275<br>TDZE 13<br>Apt Elev 13 |
|---|---|---|

# RNAV (GPS) RWY 28L
## SAN FRANCISCO INTL (SFO)

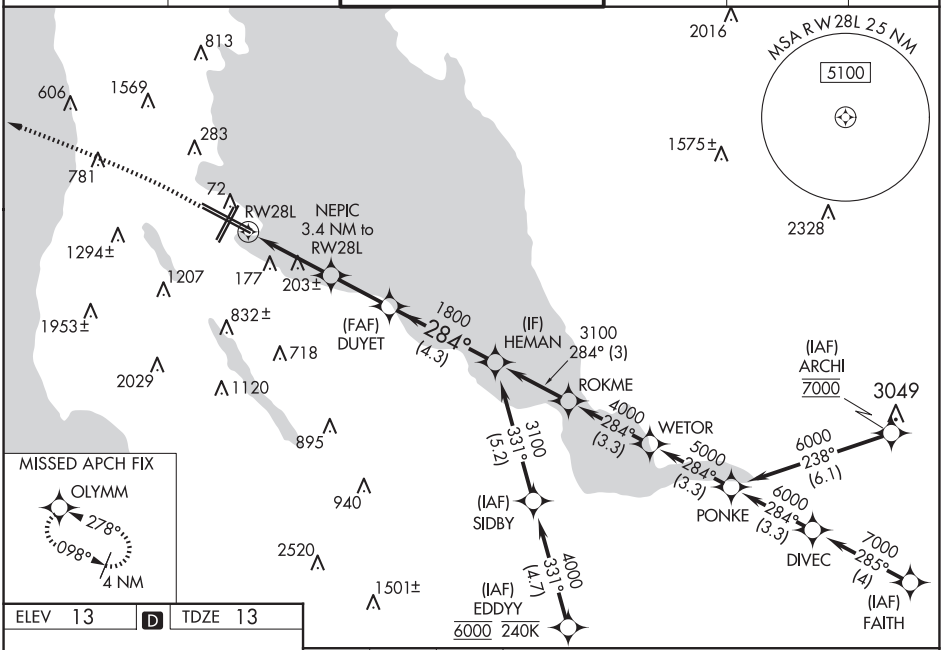
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. For inop ALS, increase LPV † all Cats visibility to 2½ SM, increase LNAV/VNAV all Cats visibility to 2 SM. Circling NA to Rwys 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

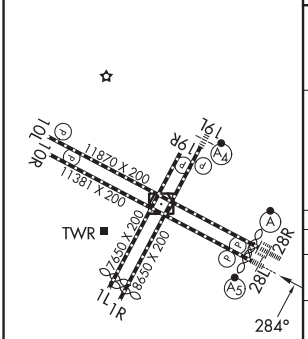
MALSR

MISSED APPROACH: Climb to 1020 then climbing left turn to 4000 direct OLYMM and hold, continue climb-in-hold to 4000.
#Missed approach requires minimum climb of 330 feet per NM to 1600.

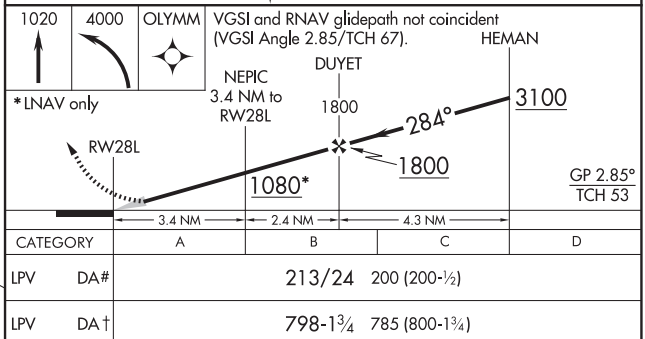
| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




ELEV 13 D TDZE 13




HIRL all Rwys
TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L




*LNAV only

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 213/24 200 (200-½) | | | |
| LPV DA † | 798-1¾ 785 (800-1¾) | | | |
| LNAV/VNAV DA | 770-1¾ 757 (800-1¾) | | | |
| LNAV MDA | 1020/40 1007 (1100-¾) | 1020/55 1007 (1100-1) | 1020-2½ 1007 (1100-2½) | |
| C CIRCLING | 1020-1¼ 1007 (1100-1¼) | 1020-1½ 1007 (1100-1½) | 1560-3 1547 (1600-3) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SAN FRANCISCO, CALIFORNIA AL-375 (FAA) 25163

# RNAV (GPS) Y RWY 10R
## SAN FRANCISCO INTL (SFO)

| APP CRS | Rwy Ldg | 10704 |
|---|---|---|
| 104° | TDZE | 10 |
| | Apt Elev | 13 |

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Helicopter visibility reduction below RVR 5000 NA.

MISSED APPROACH: Climb to 4000 direct DUMBA and hold.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |

Procedure NA for arrivals at STINS on V25-199 and V27 northwest bound.

(IAF) STINS
3500
119°
(9.3)
(IF) DOTNE
1900
104°
(6.2)
(FAF) JULOS
RW10R
MSA RW10R 25 NM
5100
DUMBA
284°
104°
4 NM
1974
2212
1619
1090
1814
813
606
1569
283
781
72
1294±
196
177
1207
1953±
832±
718
2029
1120
895
940
2520
1501±

ELEV 13 D TDZE 10

104°
10L
10R
11870 X 200
11381 X 200
19L
19R
TWR
12650 X 200
08650 X 200
1L
1R
28R
28L

TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 68).

4000 DUMBA

DOTNE
3500
104°
JULOS
1900
3.00°
TCH 60
RW10R
6.2 NM
5.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200/60<br>1190 (1200-1¼) | 1200-1½<br>1190 (1200-1½) | 1200-3 | 1190 (1200-3) |

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SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 53533 W19B | APP CRS 194° | Rwy Ldg 7650 TDZE 11 Apt Elev 13 |
|---|---|---|

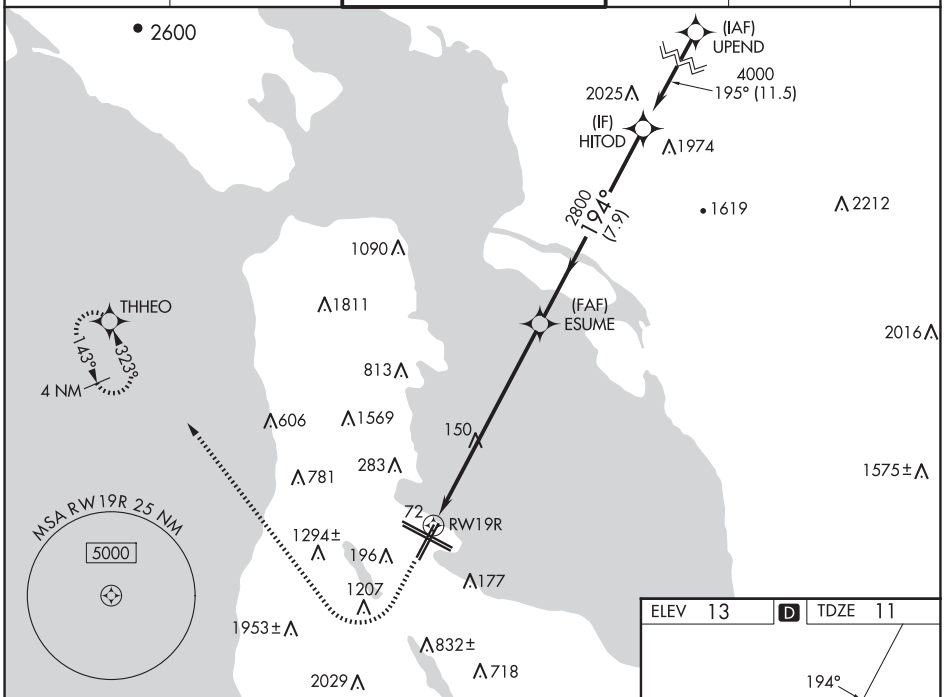
# RNAV (GPS) Y RWY 19R
## SAN FRANCISCO INTL (SFO)

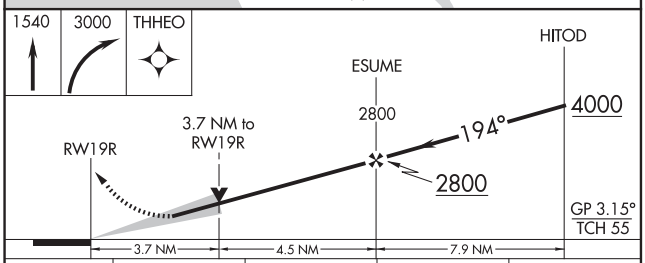
RNP APCH-GPS.

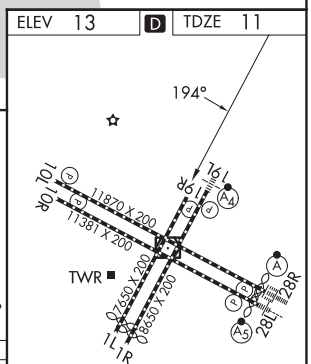
LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. Simultaneous approach NA below 12°C (52°F).

MISSED APPROACH: Climb to 1540 then climbing right turn to 3000 direct THHEO and hold.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1005-4 994 (1000-4) | | | |
| LNAV/VNAV DA | 878-2½ 867 (900-2½) | | | |
| LNAV MDA | 1320-1¼ 1309 (1400-1¼) | 1320-1½ 1309 (1400-1½) | 1320-3 1309 (1400-3) | |



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SAN FRANCISCO, CALIFORNIA AL-375 (FAA) 25163

# RNAV (GPS) Z RWY 19R
## SAN FRANCISCO INTL (SFO)

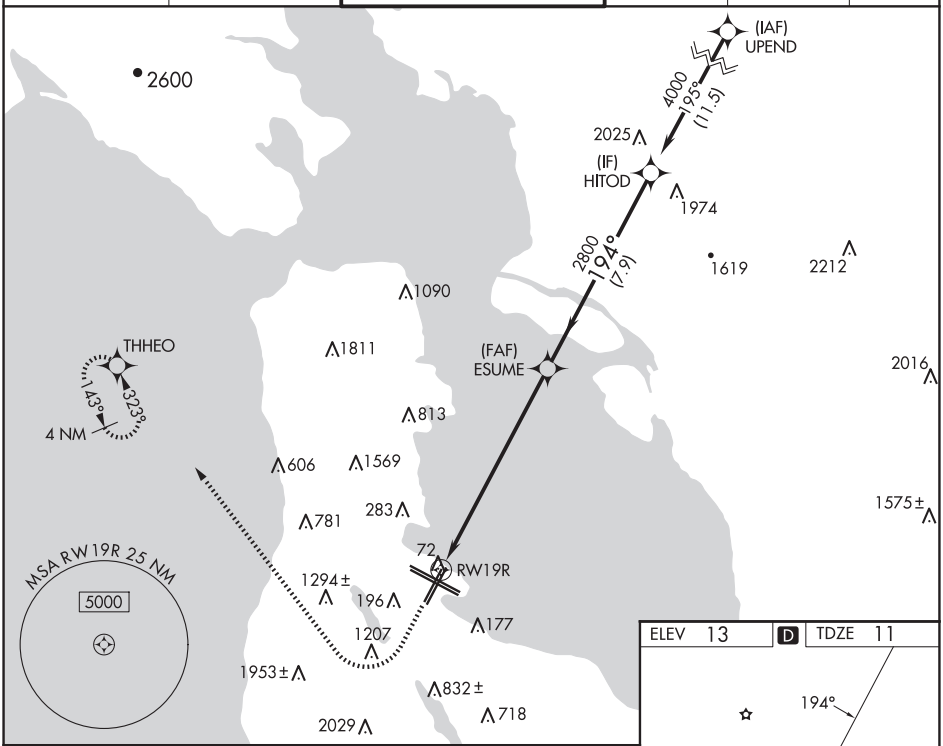
| WAAS CH 57945 W19D | APP CRS 194° | Rwy Ldg 7650<br>TDZE 11<br>Apt Elev 13 |
|---|---|---|

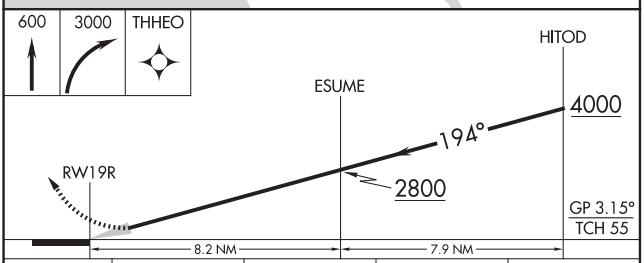
RNP APCH - GPS.

Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Simultaneous approach NA below 12°C (52°F). Use of FD or AP required during simultaneous operations.

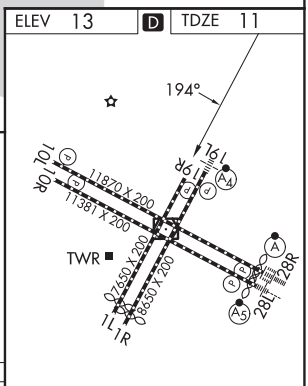
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct THHEO and hold.
*Missed approach requires minimum climb of 395 feet per NM to 2100; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19R.

| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 317/45 306 (400-⅞) | | | |
| LNAV/VNAV DA* | 328/45 317 (400-⅞) | | | |




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 48803 W28A | APP CRS 284° | Rwy Ldg 11236 TDZE 13 Apt Elev 13 |
|---|---|---|

# RNAV (GPS) Z RWY 28R
## SAN FRANCISCO INTL (SFO)

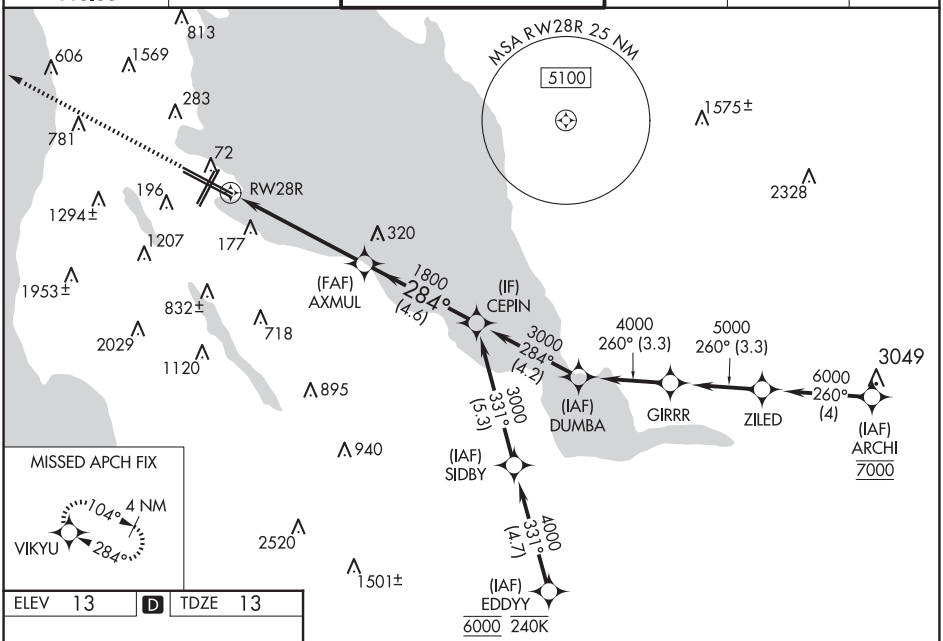
RNP APCH - GPS.

Circling NA to Rwys 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM, increase LNAV Cat C/D visibility to 2 SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct VIKYU and hold.
*Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see RNAV (GPS) RWY 28L.

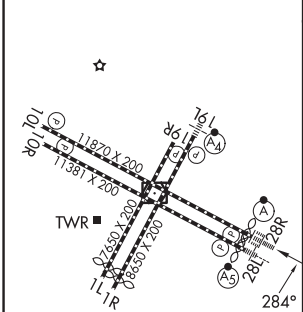
| D-ATIS | NORCAL APP CON | SAN FRANCISCO TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 113.7 115.8 118.85 | 134.5 338.2 | 120.5 269.1 | 121.8 | 118.2 | |




MISSED APCH FIX



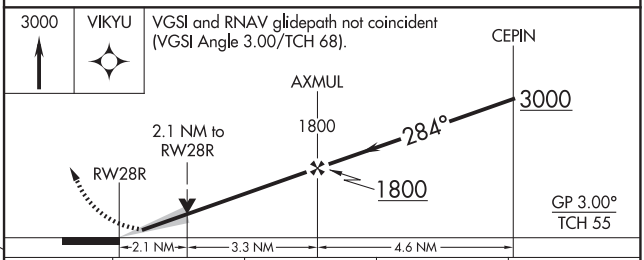

ELEV 13 | D | TDZE 13




TDZ/CL Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all Rwys

3000 | VIKYU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 213/18 200 (200-½) | | | |
| LNAV/VNAV DA | 642-1⅜ 629 (700-1⅜) | | | |
| LNAV MDA | 760/24 747 (800-½) | 760/40 747 (800-¾) | 760-1¾ 747 (800-1¾) | |
| C CIRCLING | 760-1 747 (800-1) | 1020-1½ 1007 (1100-1½) | 1640-3 1627 (1700-3) | NA |



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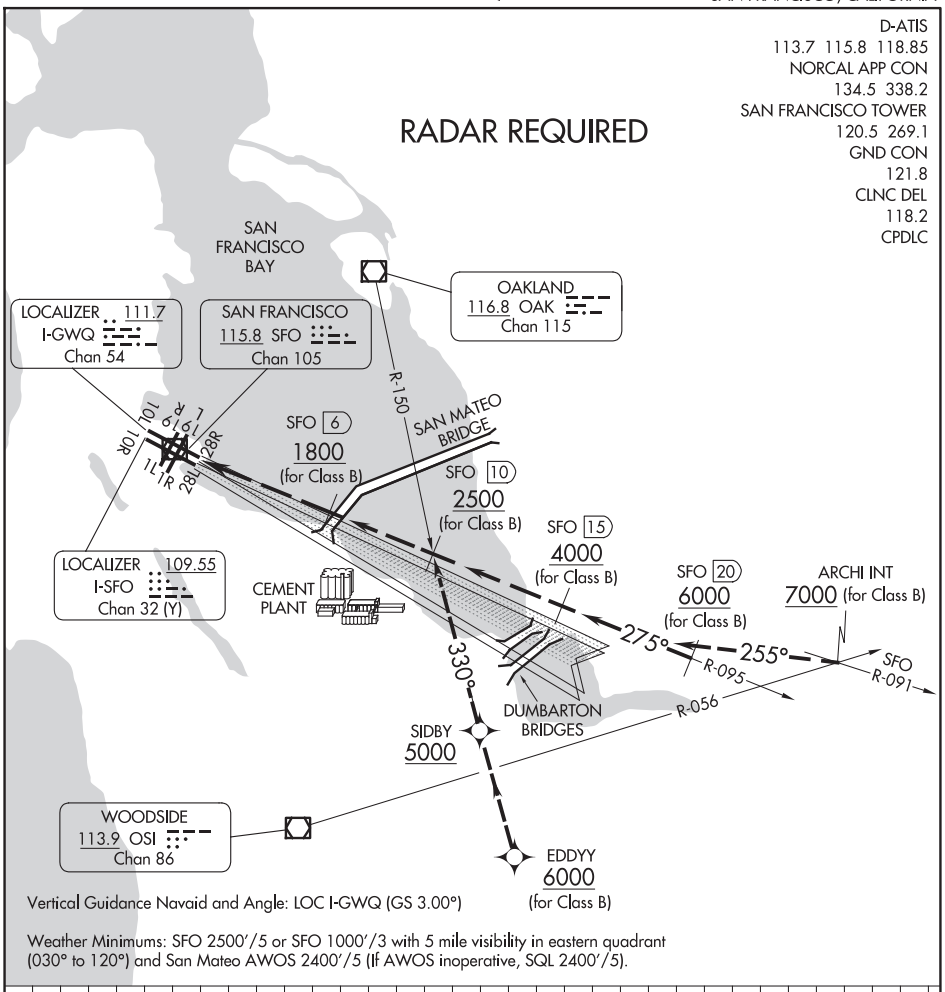
# QUIET BRIDGE VISUAL RWY 28L/R

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA




## QUIET BRIDGE VISUAL APPROACH RUNWAY 28L/R

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28L utilizing I-SFO. In the event of a go-around on Runway 28L, turn left heading 265° or on Runway 28R, heading 280°, climb and maintain 3000 or as directed by ATC.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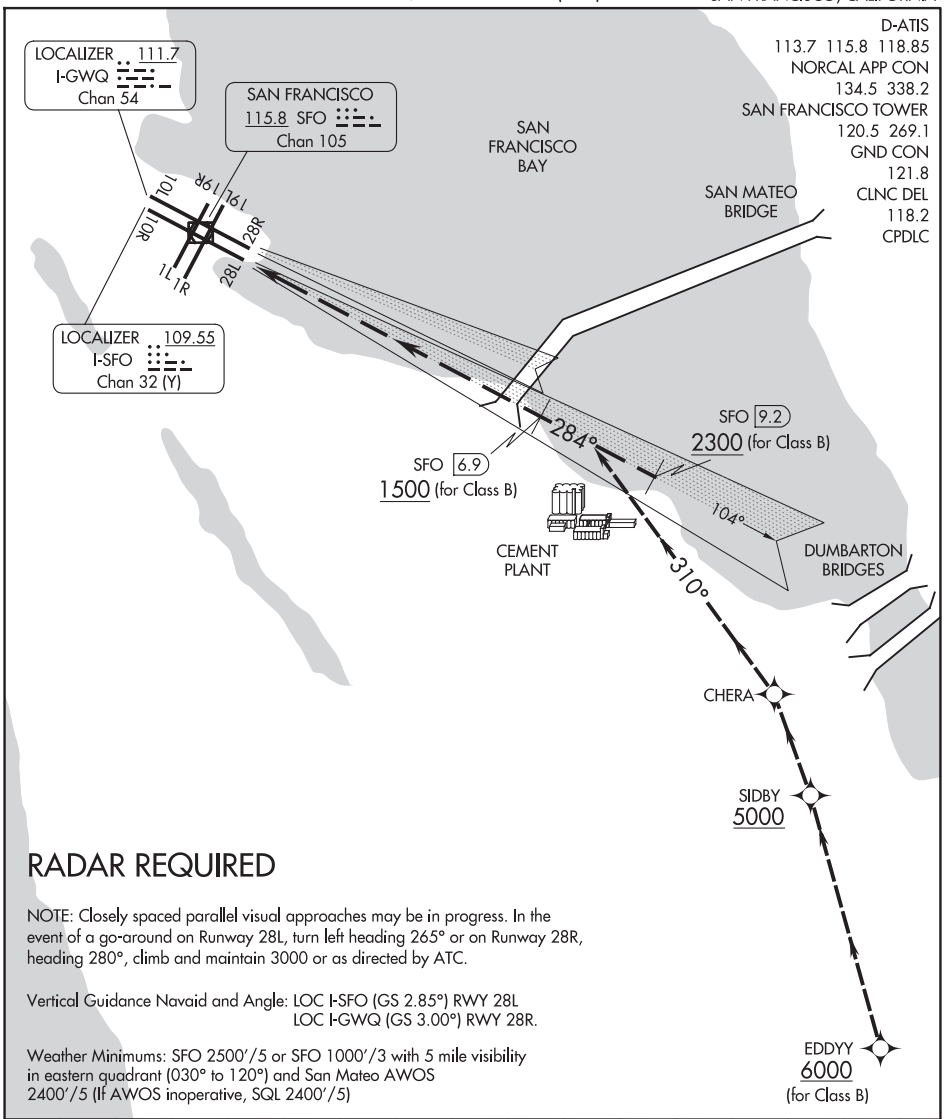
# TIPP TOE VISUAL RWY 28L/R

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA




## RADAR REQUIRED

NOTE: Closely spaced parallel visual approaches may be in progress. In the event of a go-around on Runway 28L, turn left heading 265° or on Runway 28R, heading 280°, climb and maintain 3000 or as directed by ATC.

Vertical Guidance Navaid and Angle: LOC I-SFO (GS 2.85°) RWY 28L
LOC I-GWQ (GS 3.00°) RWY 28R.

Weather Minimums: SFO 2500′/5 or SFO 1000′/3 with 5 mile visibility in eastern quadrant (030° to 120°) and San Mateo AWOS 2400′/5 (If AWOS inoperative, SQL 2400′/5)

| | 1 NM | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

## TIPP TOE VISUAL APPROACH RUNWAY 28L/R

At/above 6000 at EDDYY, proceed to SIDBY at/above 5000, north turn at SIDBY to CHERA.
Runway 28L, from CHERA 310° heading to intercept the I-SFO localizer.
Runway 28R, from CHERA 310° heading to intercept the I-GWQ localizer.
In the event of a go-around on Runway 28L, turn left on heading 265°. For a go-around on Runway 28R, heading 280°, climb and maintain 3000 or as directed by ATC.

TIPP TOE VISUAL RWY 28L/R

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

Amdt 3 24MAR22

37°37′N-122°23′W



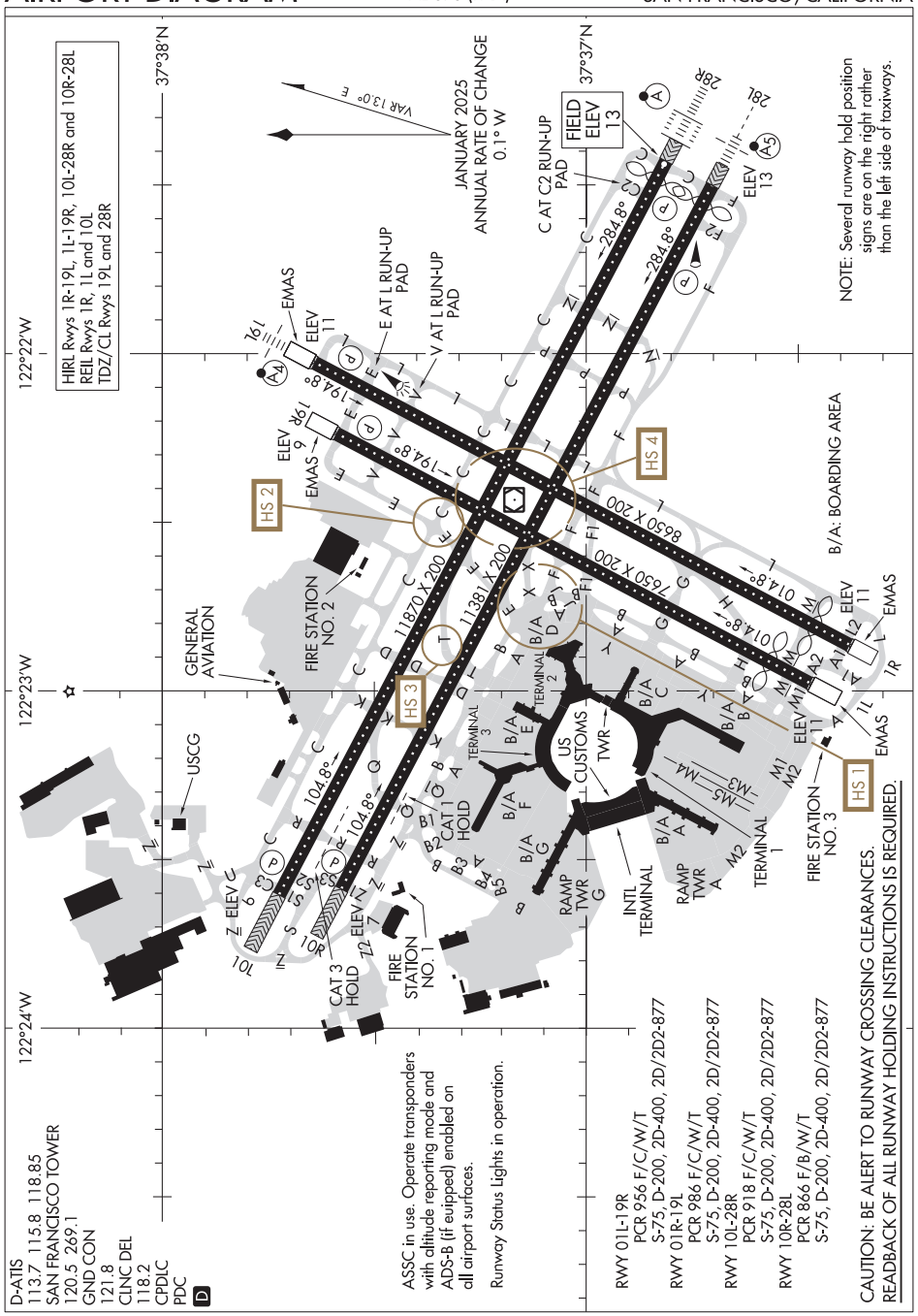
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25163

# AIRPORT DIAGRAM

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25163
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

**TOP ALTITUDE: FL190**

TAKEOFF MINIMUMS

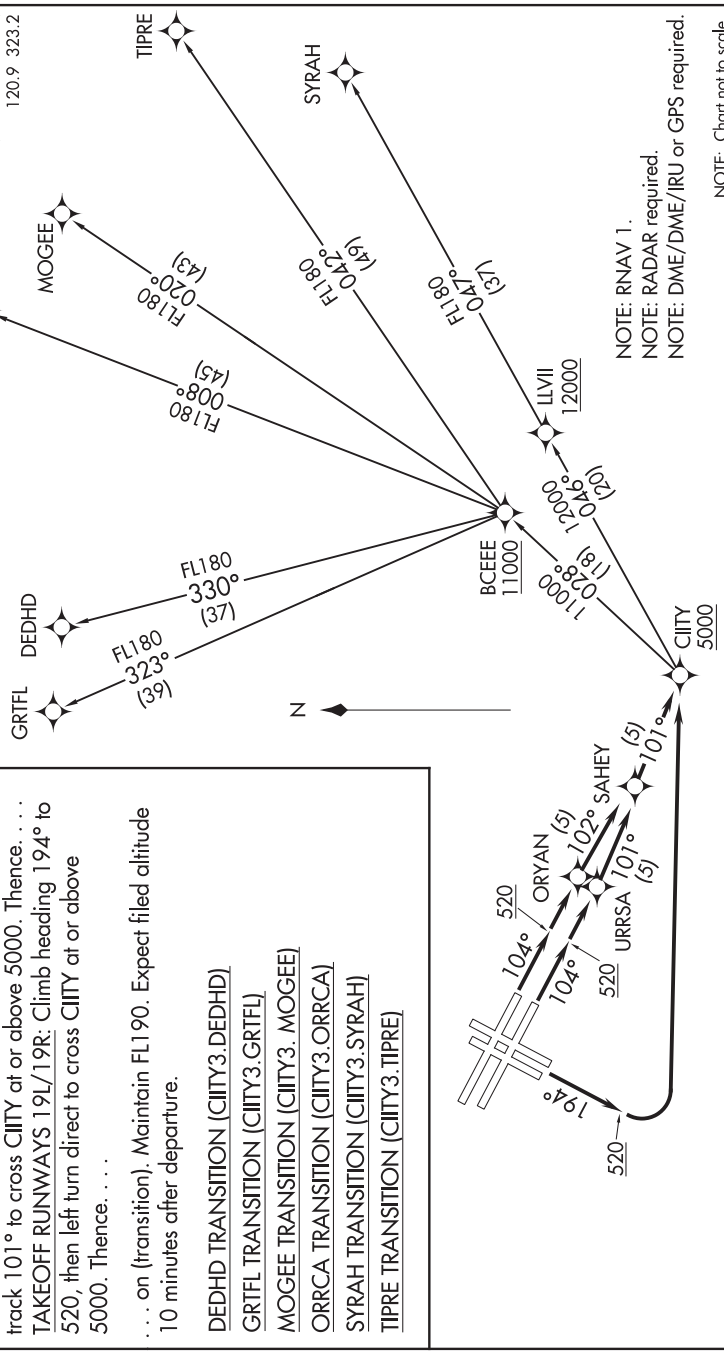
Rwys 10L/R: Standard with minimum climb of 500′ per NM to 520.

Rwys 19L/R: Standard with minimum climb of 575′ per NM to 2000.

D-ATIS 113.7 115.8 118.85
CLNC DEL 118.2
CPDLC
GND CON 121.8
SAN FRANCISCO TOWER 120.5 269.1
NORCAL DEP CON 120.9 323.2

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb heading 104° to 520, then direct ORYAN, then on track 102° to SAHEY, then on track 101° to cross CIITY at or above 5000. Thence. . . .

TAKEOFF RUNWAY 10R: Climb heading 104° to 520, then direct URRSA, then on track 101° to SAHEY, then on track 101° to cross CIITY at or above 5000. Thence. . . .

TAKEOFF RUNWAYS 19L/19R: Climb heading 194° to 520, then left turn direct to cross CIITY at or above 5000. Thence. . . .

. . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

DEDHD TRANSITION (CIITY3.DEDHD)

GRTFL TRANSITION (CIITY3.GRTFL)

MOGEE TRANSITION (CIITY3. MOGEE)

ORRCA TRANSITION (CIITY3.ORRCA)

SYRAH TRANSITION (CIITY3.SYRAH)

TIPRE TRANSITION (CIITY3.TIPRE)

(GAPP7.GAP) 23334

# GAP SEVEN DEPARTURE

AL-375 (FAA)

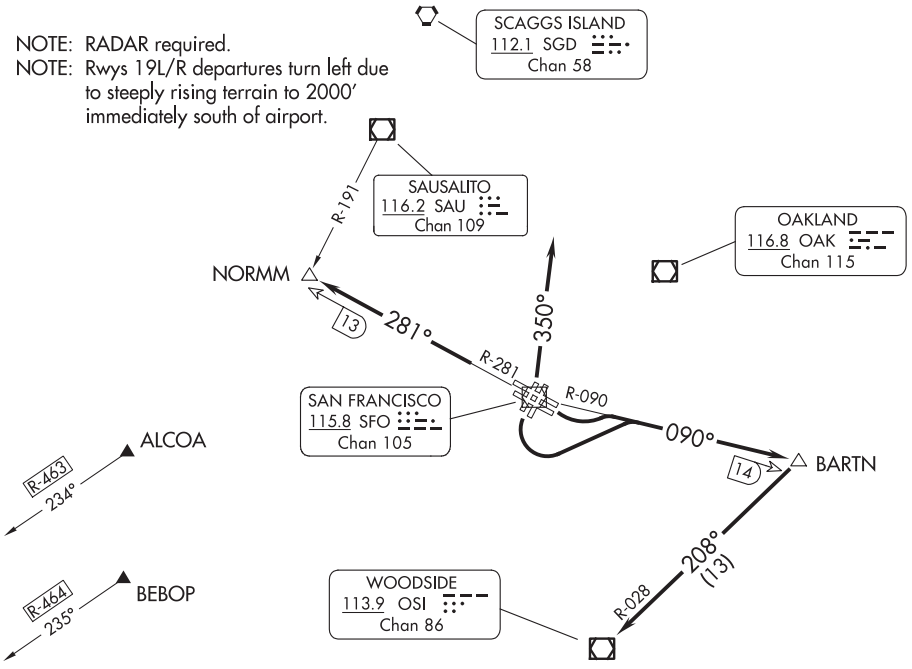
SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

D-ATIS
113.7 115.8 118.85
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
120.9 323.2 (NW-E)
135.1 307.2 (SE-W)

TAKEOFF MINIMUMS

Rwy 19L/R: Standard with minimum climb of 575′ per NM to 2000.
Rwy 28L: Standard with minimum climb of 351′ per NM to 1300.
Rwy 28R: Standard with minimum climb of 351′ per NM to 1300.

NOTE: RADAR required.
NOTE: Rwys 19L/R departures turn left due to steeply rising terrain to 2000′ immediately south of airport.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

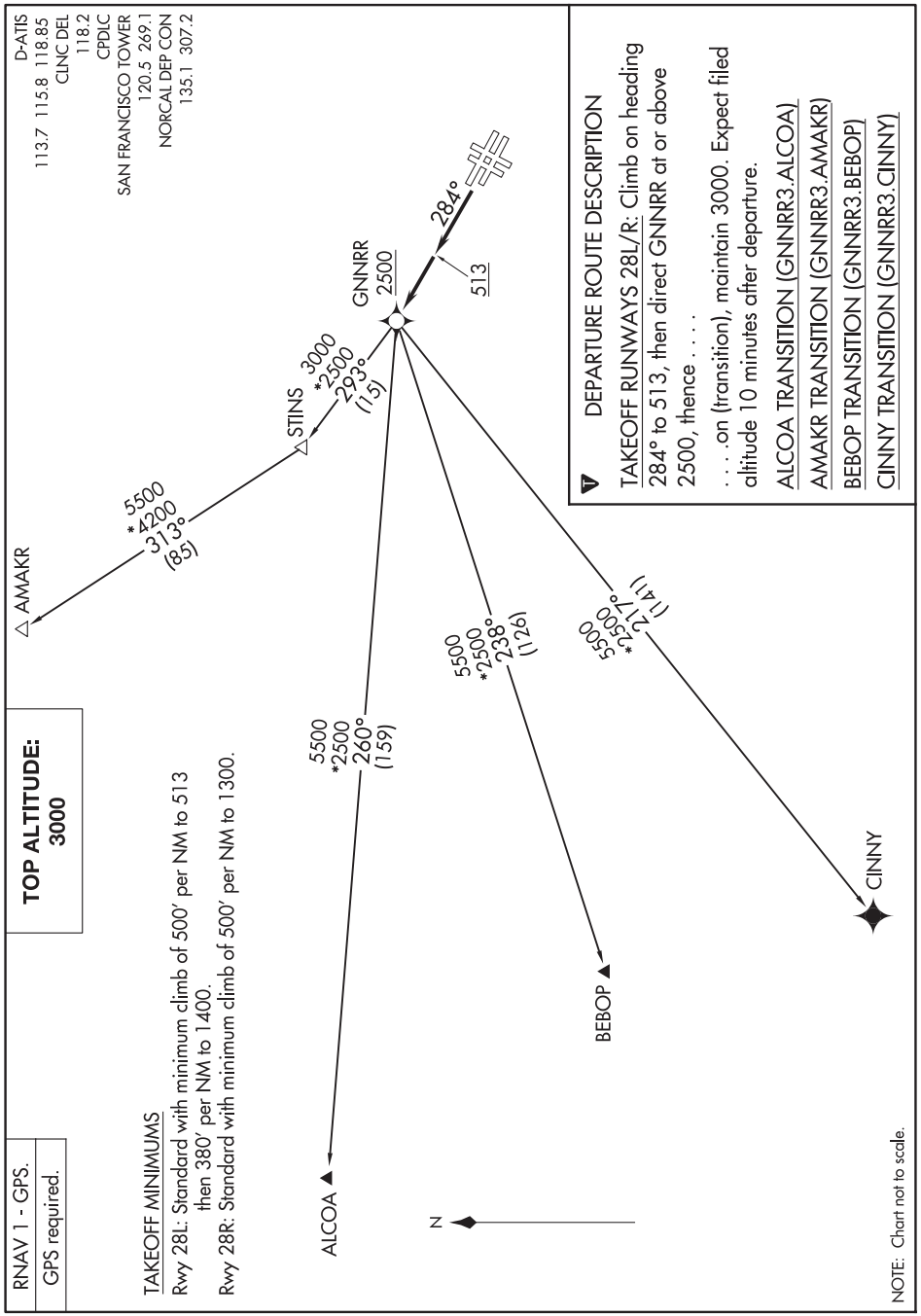
TAKEOFF RUNWAYS 1L/R: Climb on SFO R-350 (or as assigned) for vectors to assigned route/fix. Thence . . . .

TAKEOFF RUNWAYS 10L/R and 19L/R: Turn left and climb on the SFO R-090 and OSI R-028 to OSI VOR/DME; expect vector to assigned route/fix after OSI VOR/DME. Thence . . . .

TAKEOFF RUNWAYS 28L/R: Climb on the SFO VOR/DME R-281 to NORMM INT/ SFO VOR/DME 13 DME; expect vector to assigned route/fix after NORMM INT. Thence . . . .

. . . .expect further clearance to filed altitude 10 minutes after departure.


SW-2, 12 JUN 2025 to 07 AUG 2025


D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
135.1 307.2
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 28L/R: Climb on heading 284° to 513, then direct GNNRR at or above 2500, thence . . . .
. . . .on (transition), maintain 3000. Expect filed altitude 10 minutes after departure.
ALCOA TRANSITION (GNNRR3.ALCOA)
AMAKR TRANSITION (GNNRR3.AMAKR)
BEBOP TRANSITION (GNNRR3.BEBOP)
CINNY TRANSITION (GNNRR3.CINNY)
284°
513
GNNRR
2500
3000
*2500
293°
(15)
STINS
5500
*4200
313°
(85)
AMAKR
5500
*2500
260°
(159)
ALCOA
5500
*2500
238°
(126)
BEBOP
5500
*3500
217°
(141)
CINNY
N
TOP ALTITUDE:
3000
TAKEOFF MINIMUMS
Rwy 28L: Standard with minimum climb of 500′ per NM to 513 then 380′ per NM to 1400.
Rwy 28R: Standard with minimum climb of 500′ per NM to 1300.
RNAV 1 - GPS.
GPS required.
NOTE: Chart not to scale.

(MOLEN9.MOLEN) 23334

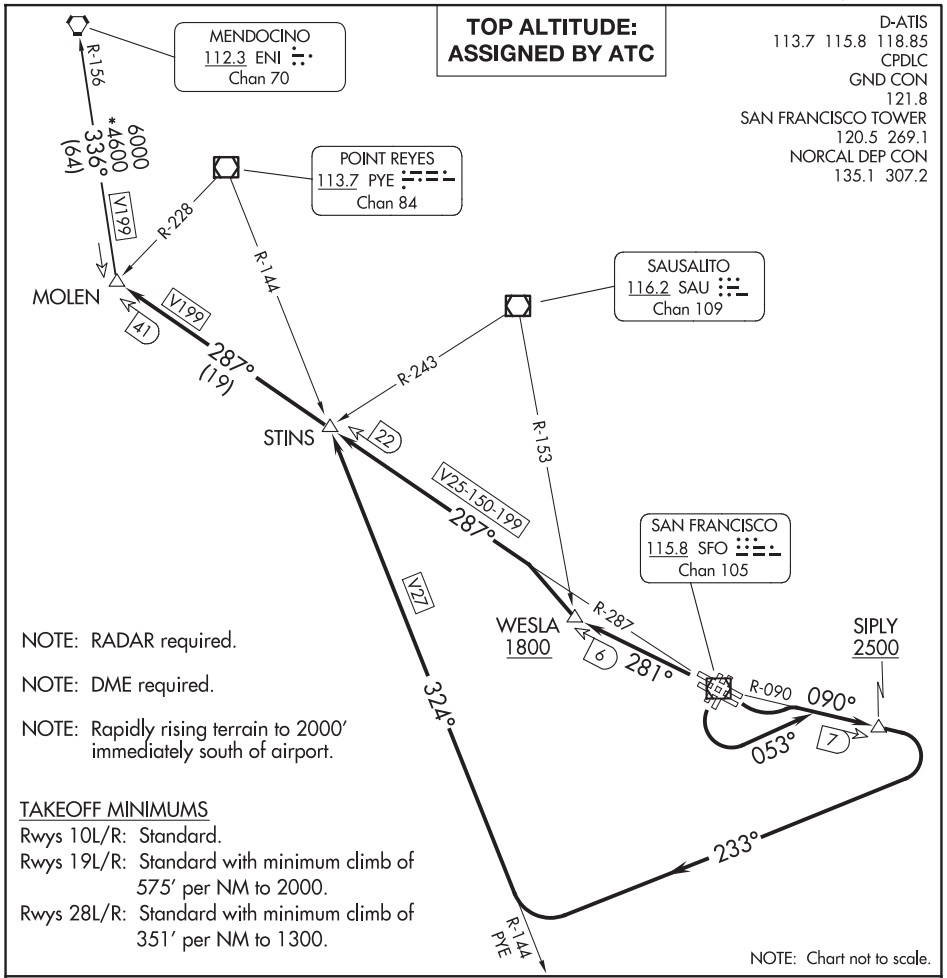
# MOLEN NINE DEPARTURE

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

**TOP ALTITUDE: ASSIGNED BY ATC**

D-ATIS
113.7 115.8 118.85
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
135.1 307.2




NOTE: RADAR required.

NOTE: DME required.

NOTE: Rapidly rising terrain to 2000′ immediately south of airport.

TAKEOFF MINIMUMS
Rwys 10L/R: Standard.
Rwys 19L/R: Standard with minimum climb of 575′ per NM to 2000.
Rwys 28L/R: Standard with minimum climb of 351′ per NM to 1300.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing left turn to intercept SFO R-090 to cross SIPLY 7 DME FIX at or above 2500, then climbing right turn heading 233° to intercept and proceed on PYE R-144 to STINS INT/SFO 22 DME, then on SFO VOR/DME R-287 to MOLEN INT/SFO 41 DME. Thence . . . .

TAKEOFF RUNWAYS 19L/R: Climbing left turn to heading 053° to intercept SFO R-090 to cross SIPLY 7 DME FIX at or above 2500, then climbing right turn heading 233° to intercept and proceed on PYE R-144 to STINS INT/SFO VOR/DME 22 DME, then on SFO VOR/DME R-287 to MOLEN INT/SFO 41 DME. Thence . . . .

TAKEOFF RUNWAYS 28 L/R: Climb on SFO VOR/DME R-281 to cross WESLA INT/SFO VOR/DME 6 DME at or above 1800 then climbing right turn to intercept SFO R-287 to MOLEN INT/SFO 41 DME. Thence . . . .

. . . . (transition). Expect clearance to filed altitude 10 minutes after departure.

MENDOCINO TRANSITION (MOLEN9.ENI): From over MOLEN INT on ENI R-156 to ENI VORTAC.

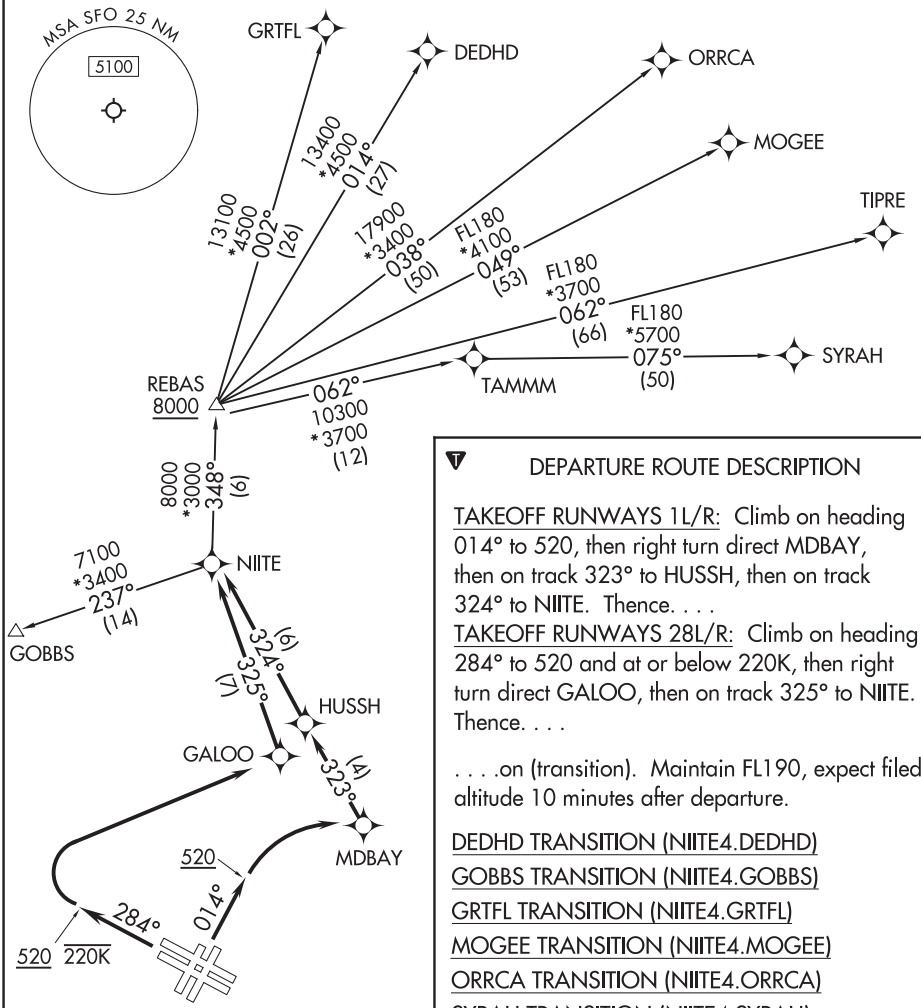

SW-2, 12 JUN 2025 to 07 AUG 2025

NORCAL DEP CON
120.9 323.2
D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1

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

**TOP ALTITUDE: FL190**

TAKEOFF MINIMUMS
Rwys 1L/R: Standard with minimum climb of 500'/NM to 520.
Rwys 10L/R, 19L/R: NA-ATC.
Rwy 28L: Standard with minimum climb of 535'/NM to 2100.
Rwy 28R: Standard with minimum climb of 560'/NM to 2100.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 520, then right turn direct MDBAY, then on track 323° to HUSSH, then on track 324° to NIITE. Thence. . . .
TAKEOFF RUNWAYS 28L/R: Climb on heading 284° to 520 and at or below 220K, then right turn direct GALOO, then on track 325° to NIITE. Thence. . . .

. . . .on (transition). Maintain FL190, expect filed altitude 10 minutes after departure.

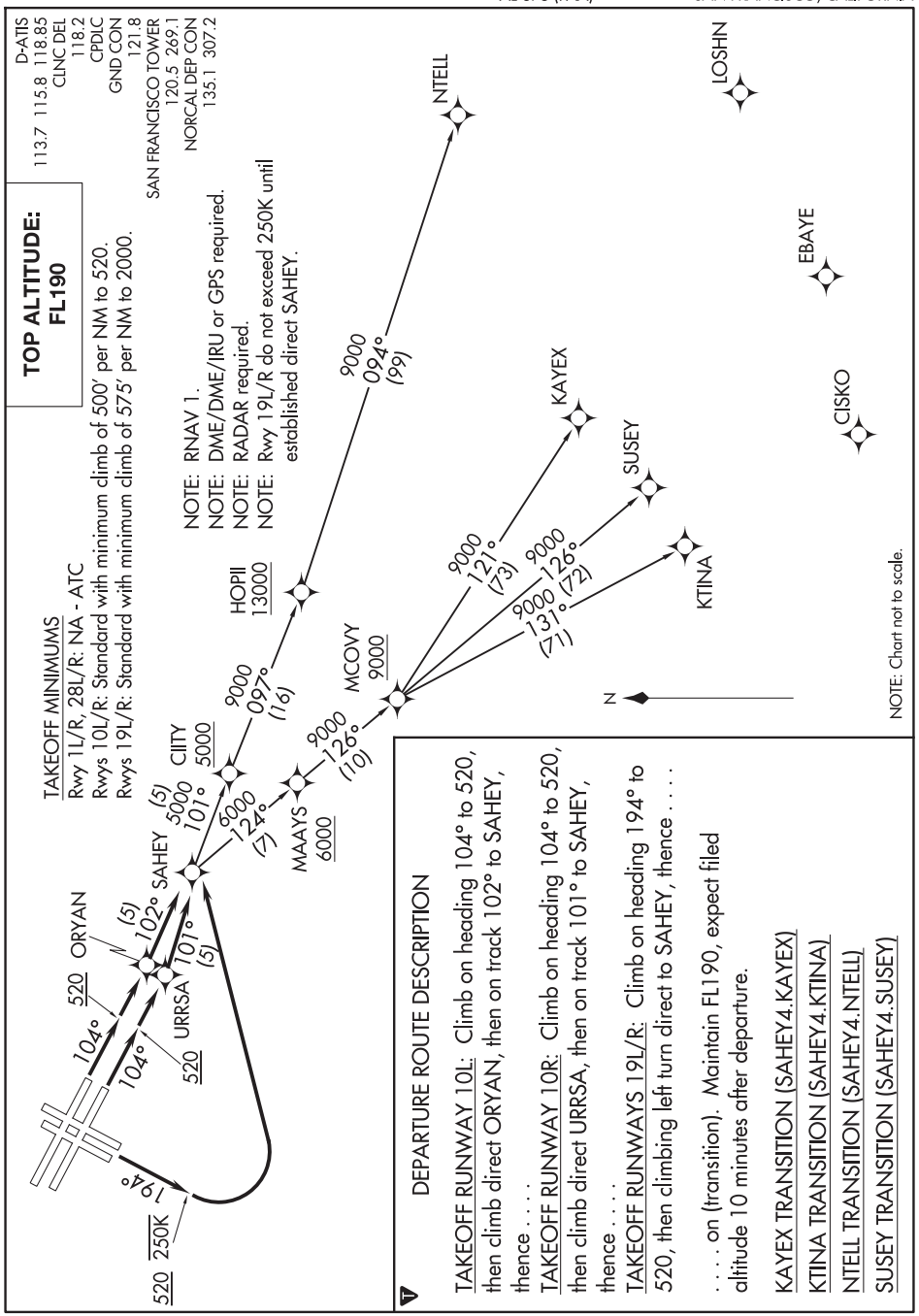
DEDHD TRANSITION (NIITE4.DEDHD)
GOBBS TRANSITION (NIITE4.GOBBS)
GRTFL TRANSITION (NIITE4.GRTFL)
MOGEE TRANSITION (NIITE4.MOGEE)
ORRCA TRANSITION (NIITE4.ORRCA)
SYRAH TRANSITION (NIITE4.SYRAH)
TIPRE TRANSITION (NIITE4.TIPRE)

(SAHEY4.SAHEY) 21224

# SAHEY FOUR DEPARTURE (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA






SW-2, 12 JUN 2025 to 07 AUG 2025

SAHEY FOUR DEPARTURE (RNAV)

(SAHEY4.SAHEY) 12AUG21

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

# SAN FRANCISCO FOUR DEPARTURE

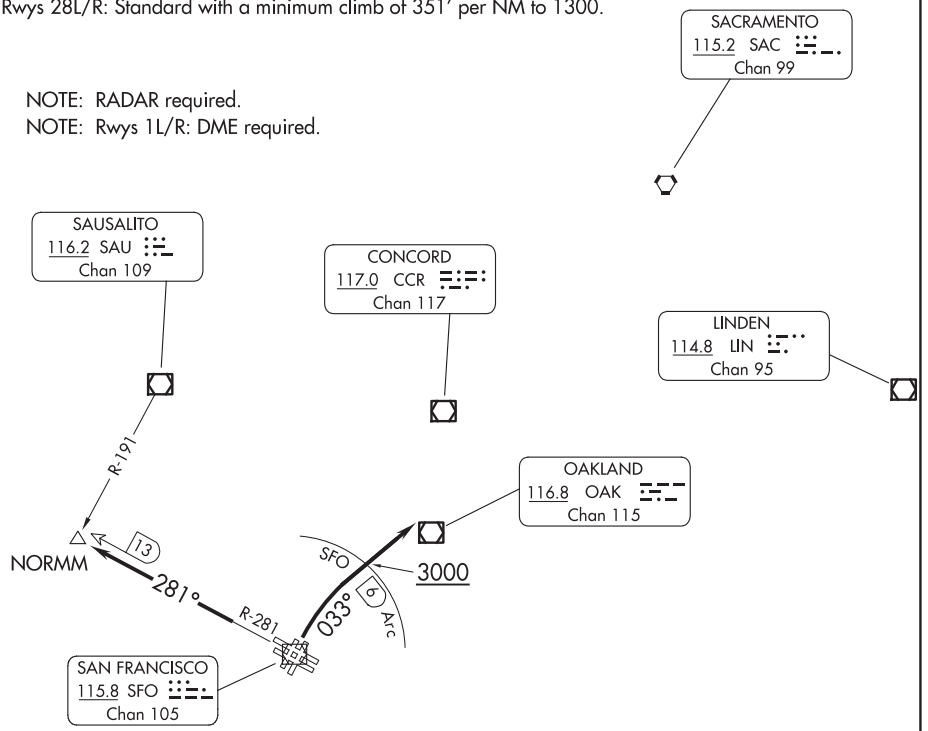
AL-375 (FAA)

**TOP ALTITUDE: ASSIGNED BY ATC**

D-ATIS
113.7 115.8 118.85
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
120.9 323.2

TAKEOFF MINIMUMS
Rwys 1L/R: Standard.
Rwys 28L/R: Standard with a minimum climb of 351′ per NM to 1300.

NOTE: RADAR required.
NOTE: Rwys 1L/R: DME required.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climbing right turn heading 033° or ATC assigned heading to cross SFO 6 DME at or above 3000 for RADAR vectors to assigned route/fix. Expect further clearance to filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 28L/R: Climb on SFO VOR/DME R-281 to NORMM INT/SFO 13 DME; then expect RADAR vectors to assigned route/fix. Expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:
If not in contact with departure control after reaching 3000, continue climb to filed altitude and proceed direct to assigned route/fix.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(SEGUL1.SEGUL) 24193

# SEGUL ONE DEPARTURE (RNAV)

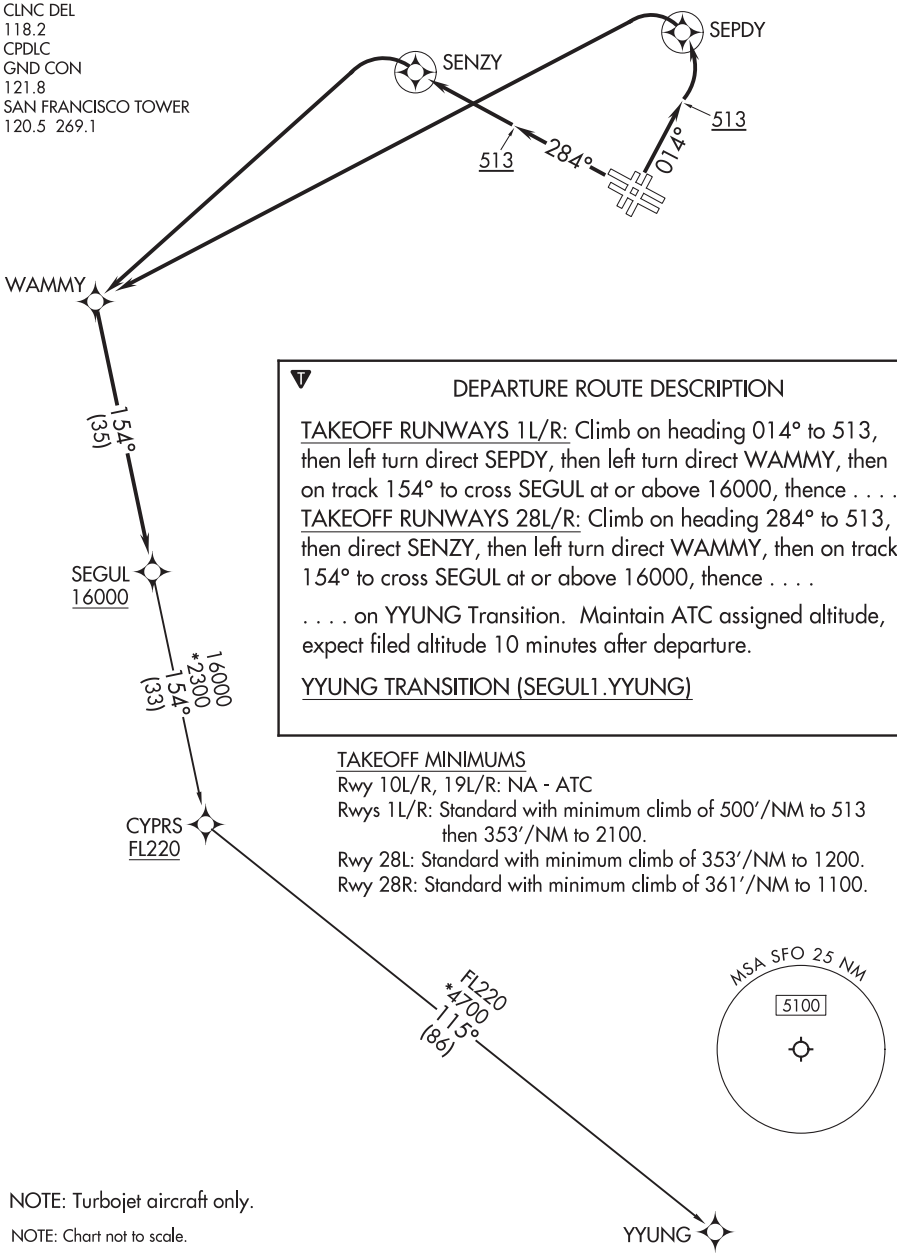
SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

NORCAL DEP CON
135.1 307.2
D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1

**TOP ALTITUDE: ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.




DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 513, then left turn direct SEPDY, then left turn direct WAMMY, then on track 154° to cross SEGUL at or above 16000, thence . . . .
TAKEOFF RUNWAYS 28L/R: Climb on heading 284° to 513, then direct SENZY, then left turn direct WAMMY, then on track 154° to cross SEGUL at or above 16000, thence . . . .

. . . . on YYUNG Transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

YYUNG TRANSITION (SEGUL1.YYUNG)

TAKEOFF MINIMUMS
Rwy 10L/R, 19L/R: NA - ATC
Rwys 1L/R: Standard with minimum climb of 500'/NM to 513 then 353'/NM to 2100.
Rwy 28L: Standard with minimum climb of 353'/NM to 1200.
Rwy 28R: Standard with minimum climb of 361'/NM to 1100.

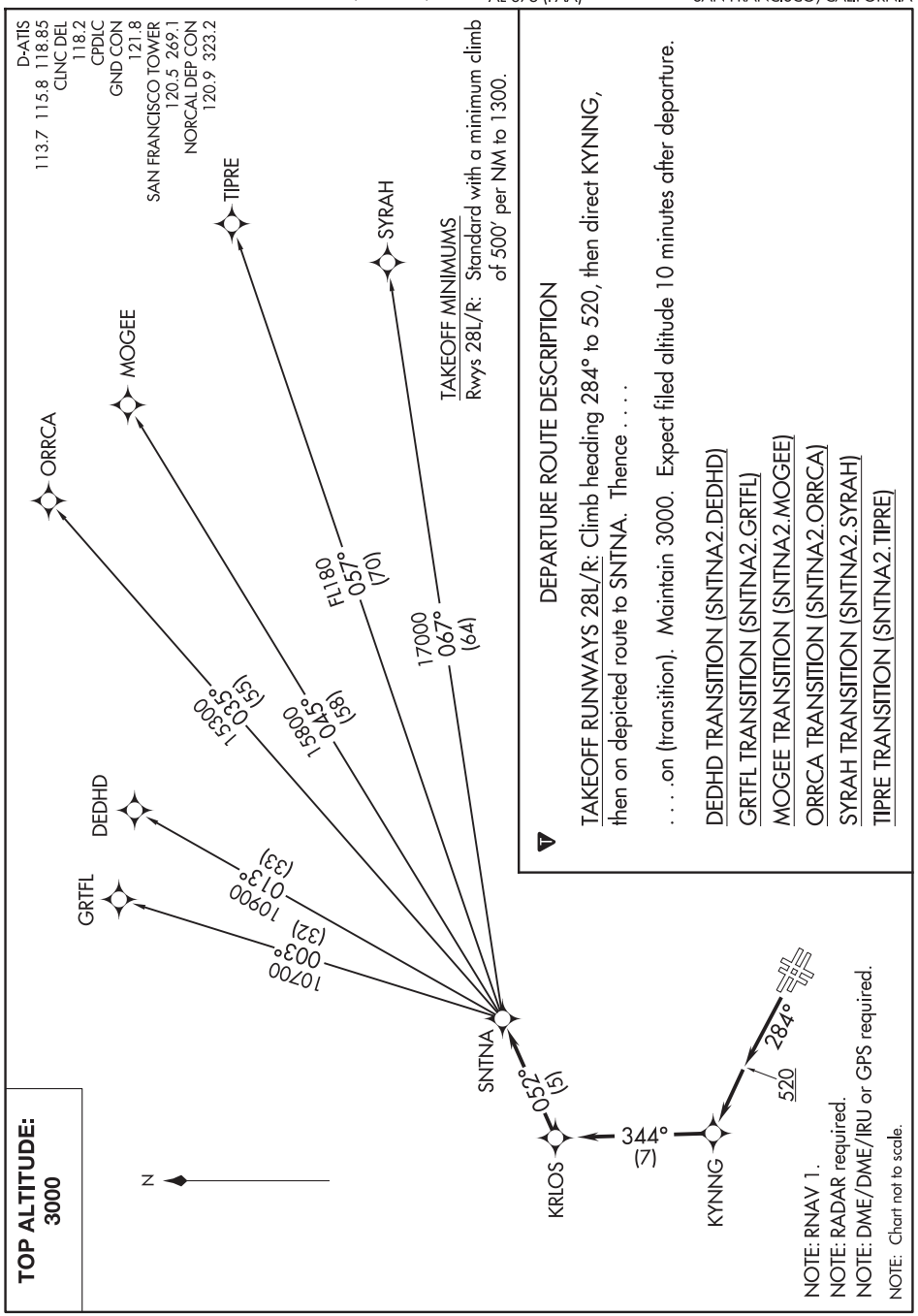
NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.


SW-2, 12 JUN 2025 to 07 AUG 2025

SEGUL ONE DEPARTURE (RNAV)
(SEGUL1.SEGUL) 11JUL24

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)


D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
120.9 323.2
TIPRE
SYRAH
MOGEE
ORRCA
DEDHD
GRTFL
TOP ALTITUDE: 3000
N
TAKEOFF MINIMUMS
Rwys 28L/R: Standard with a minimum climb of 500' per NM to 1300.
FL180
057°
(70)
17000
067°
(64)
15800
045°
(58)
15300
035°
(55)
10900
013°
(33)
10700
003°
(32)
SNTNA
052°
(5)
KRLOS
344°
(7)
KYNNG
520
284°
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 28L/R: Climb heading 284° to 520, then direct KYNNG, then on depicted route to SNTNA. Thence . . . .
. . . .on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.
DEDHD TRANSITION (SNTNA2.DEDHD)
GRTFL TRANSITION (SNTNA2.GRTFL)
MOGEE TRANSITION (SNTNA2.MOGEE)
ORRCA TRANSITION (SNTNA2.ORRCA)
SYRAH TRANSITION (SNTNA2.SYRAH)
TIPRE TRANSITION (SNTNA2.TIPRE)

(SSTIK5.SSTIK) 21224

# SSTIK FIVE DEPARTURE (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
135.1 307.2

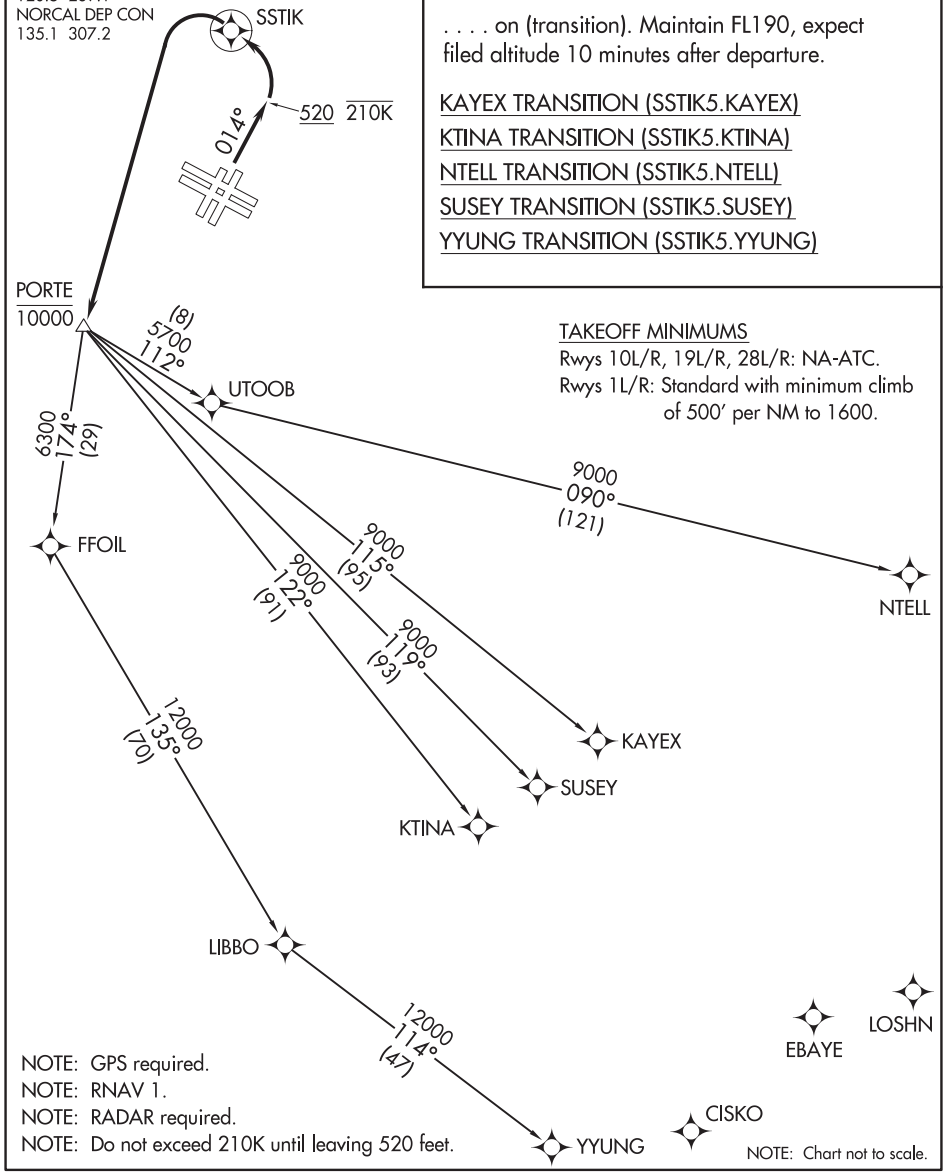
**TOP ALTITUDE: FL190**

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 520 and at or below 210K, then climbing left turn direct SSTIK, then climbing left turn direct to cross PORTE at or below 10000. Thence. . . .

. . . . on (transition). Maintain FL190, expect filed altitude 10 minutes after departure.

KAYEX TRANSITION (SSTIK5.KAYEX)
KTINA TRANSITION (SSTIK5.KTINA)
NTELL TRANSITION (SSTIK5.NTELL)
SUSEY TRANSITION (SSTIK5.SUSEY)
YYUNG TRANSITION (SSTIK5.YYUNG)




TAKEOFF MINIMUMS
Rwys 10L/R, 19L/R, 28L/R: NA-ATC.
Rwys 1L/R: Standard with minimum climb of 500′ per NM to 1600.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Do not exceed 210K until leaving 520 feet.

NOTE: Chart not to scale.

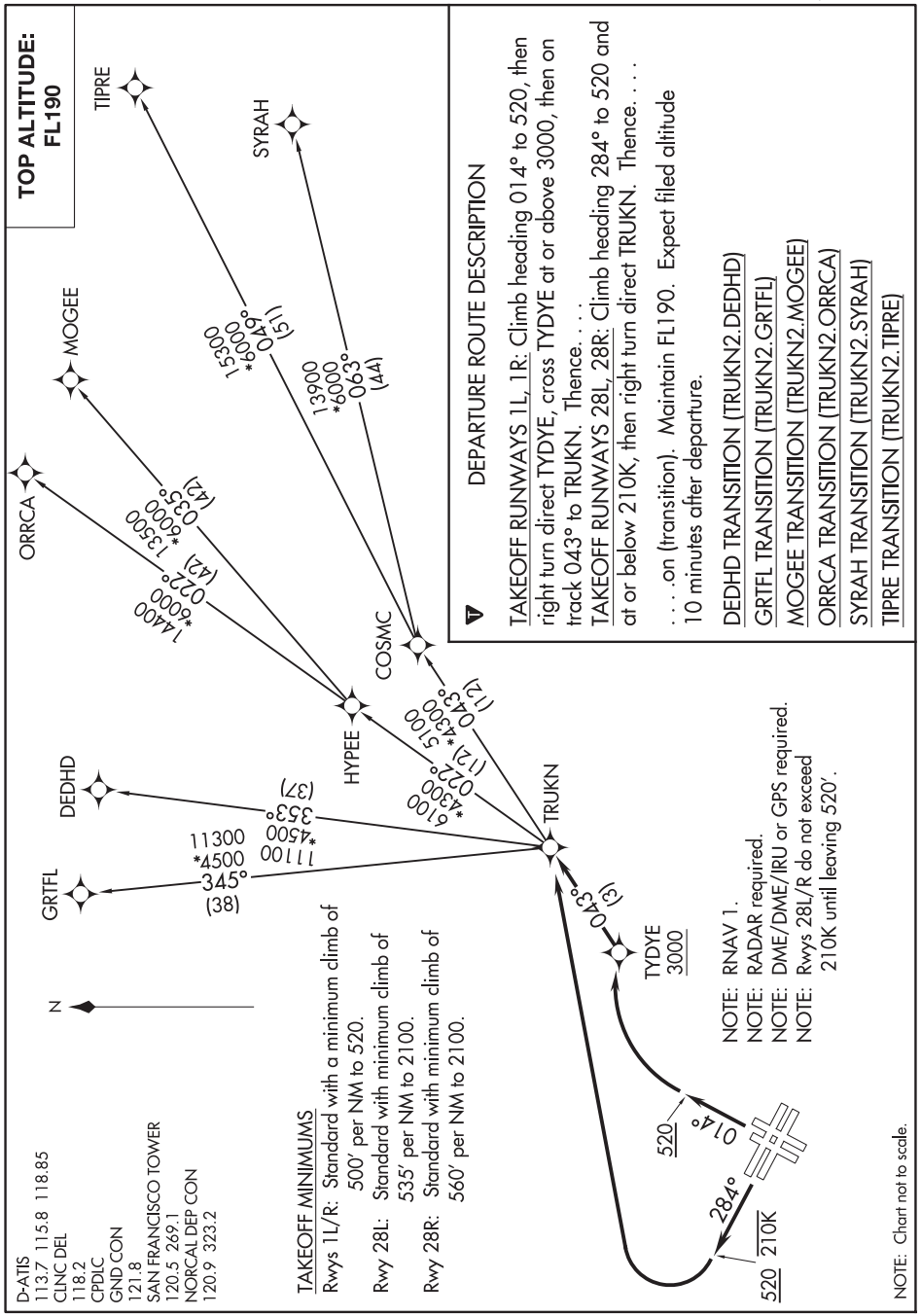
SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SSTIK FIVE DEPARTURE (RNAV)

(SSTIK5.SSTIK) 12AUG21

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)


TOP ALTITUDE: FL190
TIPRE
SYRAH
MOGEE
ORRCA
COSMC
HYPEE
DEDHD
GRTFL
TRUKN
TYDYE 3000
N
15300 *6000 049° (51)
13900 *6000 063° (44)
14400 *6000 022° (42)
13500 *6000 035° (42)
6100 *4300 022° (12)
5100 *4300 043° (12)
11100 *4500 353° (37)
11300 *4500 345° (38)
043° (3)
014°
284°
520
520 210K
D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
120.9 323.2
TAKEOFF MINIMUMS
Rwys 1L/R: Standard with a minimum climb of 500′ per NM to 520.
Rwy 28L: Standard with minimum climb of 535′ per NM to 2100.
Rwy 28R: Standard with minimum climb of 560′ per NM to 2100.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Rwys 28L/R do not exceed 210K until leaving 520′.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 1L, 1R: Climb heading 014° to 520, then right turn direct TYDYE, cross TYDYE at or above 3000, then on track 043° to TRUKN. Thence. . .
TAKEOFF RUNWAYS 28L, 28R: Climb heading 284° to 520 and at or below 210K, then right turn direct TRUKN. Thence. . .
. . . .on (transition). Maintain FL190. Expect filed alitiude 10 minutes after departure.
DEDHD TRANSITION (TRUKN2.DEDHD)
GRTFL TRANSITION (TRUKN2.GRTFL)
MOGEE TRANSITION (TRUKN2.MOGEE)
ORRCA TRANSITION (TRUKN2.ORRCA)
SYRAH TRANSITION (TRUKN2.SYRAH)
TIPRE TRANSITION (TRUKN2.TIPRE)

(WESLA5.WESLA) 21224

# WESLA FIVE DEPARTURE (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
135.1 307.2

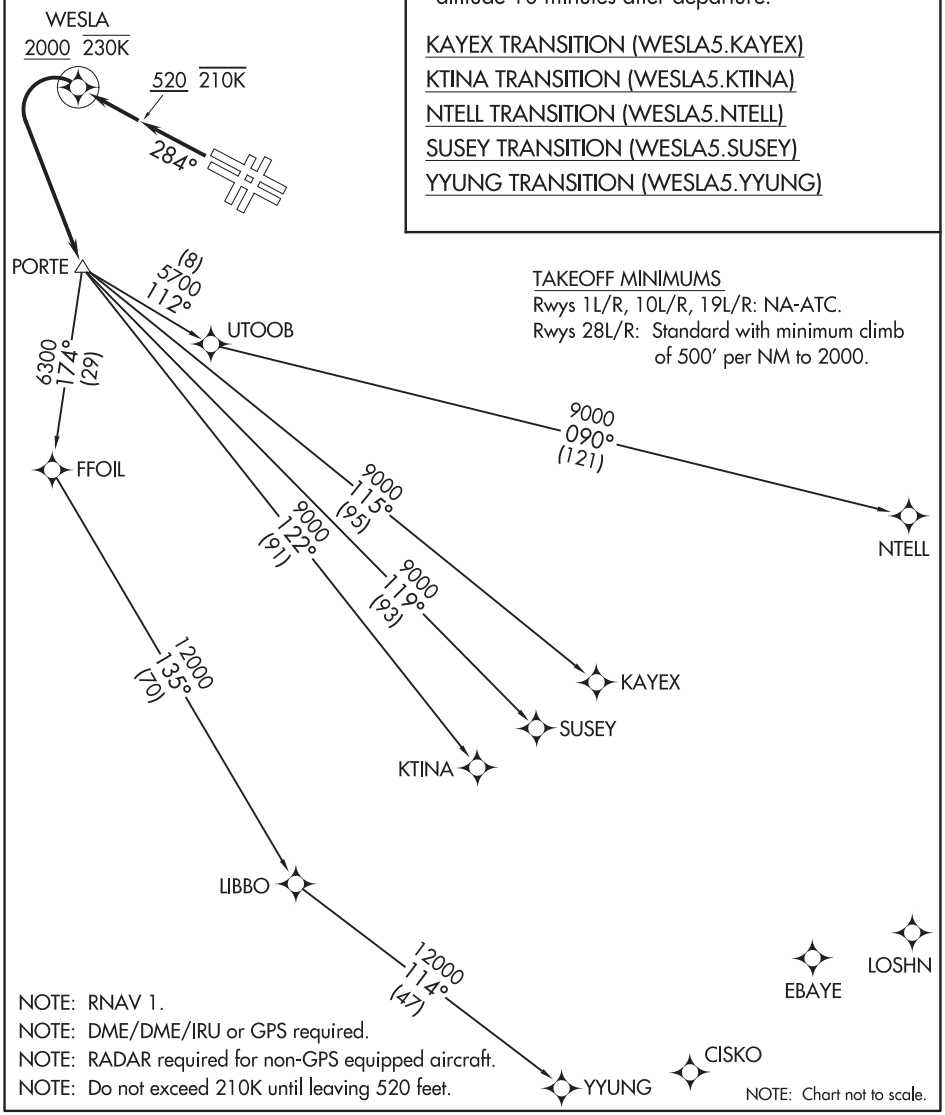
**TOP ALTITUDE: AS ASSIGNED BY ATC**

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R: Climb on heading 284° to 520, then climb direct to cross WESLA at or above 2000 at or below 230K, then climbing left turn direct PORTE, thence . . . .

. . . . on (transition). Maintain 3000, expect filed altitude 10 minutes after departure.

KAYEX TRANSITION (WESLA5.KAYEX)
KTINA TRANSITION (WESLA5.KTINA)
NTELL TRANSITION (WESLA5.NTELL)
SUSEY TRANSITION (WESLA5.SUSEY)
YYUNG TRANSITION (WESLA5.YYUNG)




TAKEOFF MINIMUMS
Rwys 1L/R, 10L/R, 19L/R: NA-ATC.
Rwys 28L/R: Standard with minimum climb of 500′ per NM to 2000.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Do not exceed 210K until leaving 520 feet.

NOTE: Chart not to scale.

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

WESLA FIVE DEPARTURE (RNAV)

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

(WESLA5.WESLA) 12AUG21

# ILS or LOC RWY 12R
## NORMAN Y MINETA SAN JOSE INTL (SJC)

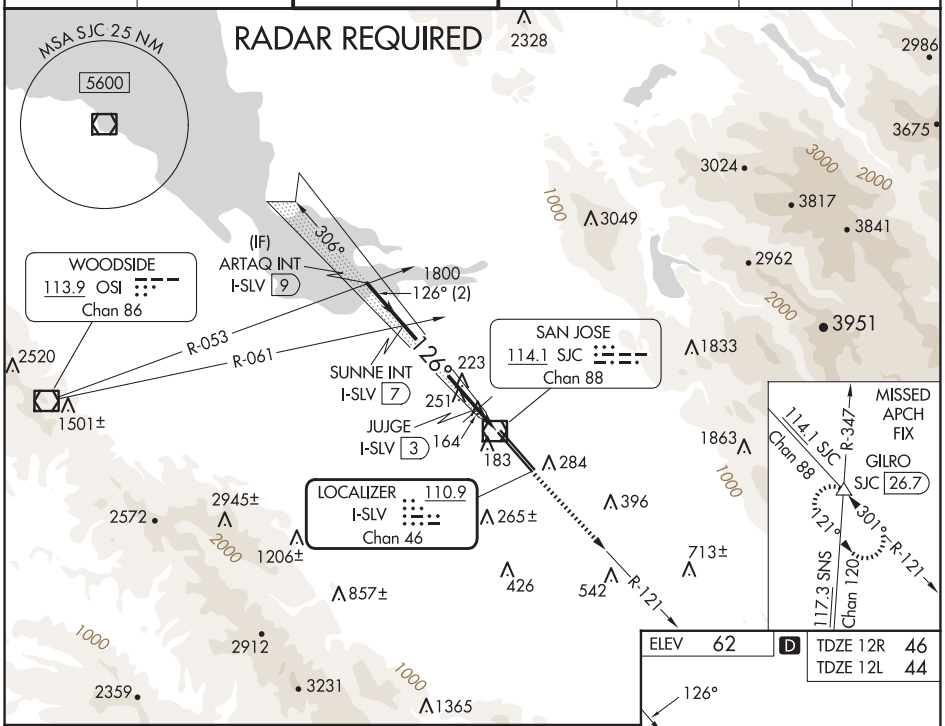
| LOC/DME I-SLV | APP CRS | | 12R | 12L |
|---|---|---|---|---|
| 110.9 | 126° | Rwy ldg | 8587 | 8831 |
| Chan 46 | | TDZE | 46 | 44 |
| | | Apt Elev | 62 | 62 |

T A DME required.
For inoperative MALSR, increase S-LOC 12R Cat C/D visibility to 1 mile.

MALSR Rwy 12R A5

MISSED APPROACH: Climb to 500 then climb to 4000 on SJC VOR/DME R-121 to GILRO/SJC 26.7 DME and hold.

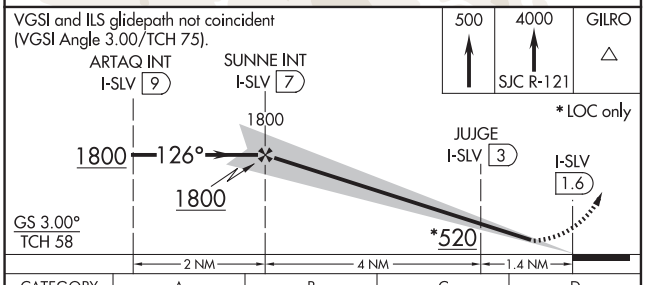
| D-ATIS | NORCAL APP CON | | SAN JOSE TOWER ★ | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|---|
| 126.95 | 120.1 | 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |

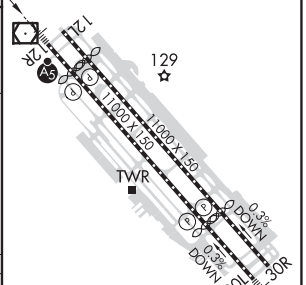



SW-2, 12 JUN 2025 to 07 AUG 2025

| ELEV | 62 | D | TDZE 12R | 46 |
|---|---|---|---|---|
| | | | TDZE 12L | 44 |

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 75).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12R | 251-½ 205 (200-½) | | | |
| S-LOC 12R | 420-½ 374 (400-½) | | 420-⅝ 374 (400-⅝) | |
| SIDESTEP RWY 12L | 600-1 556 (600-1) | | 600-1½ 556 (600-1½) | 600-2 556 (600-2) |

REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L

SAN JOSE, CALIFORNIA

AL-693 (FAA)

25107

# ILS or LOC RWY 30L

## NORMAN Y MINETA SAN JOSE INTL (SJC)

| LOC/DME I-SJC | APP CRS | | 30L | 30R |
|---|---|---|---|---|
| 110.9 | 306° | Rwy ldg | 7614 | 7597 |
| Chan 46 | | TDZE | 57 | 55 |
| | | Apt Elev | 62 | 62 |

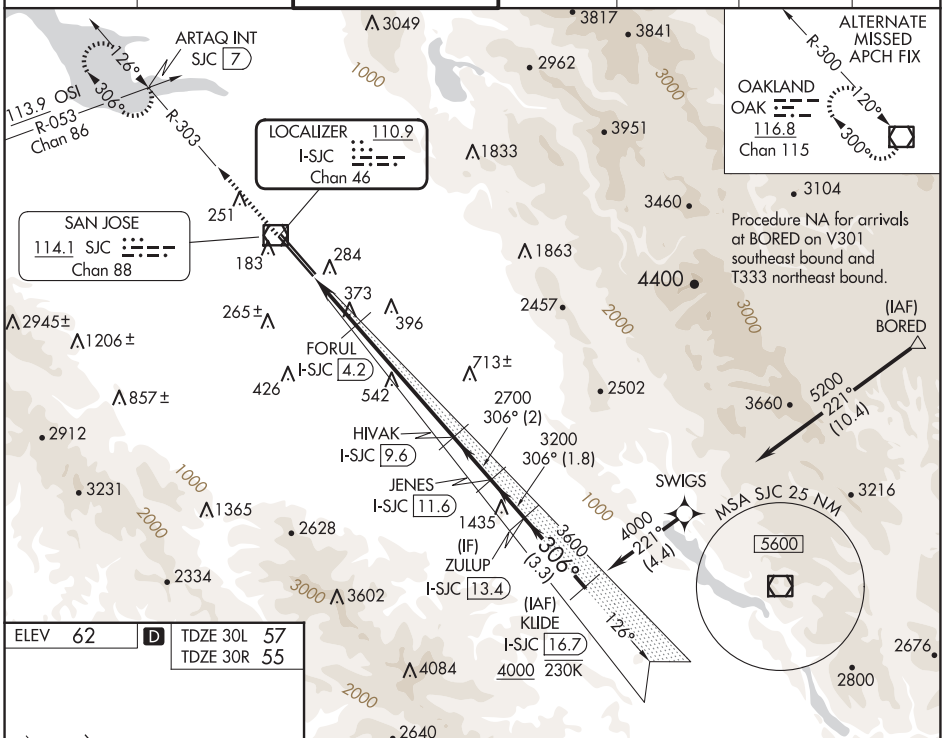
RNAV 1-GPS or RADAR required for procedure entry. DME required. From BORED: RNAV 1-GPS required.

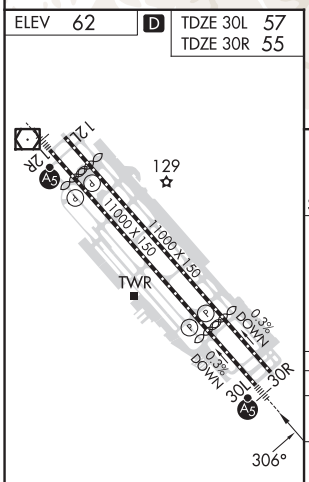
#RVR 1800 authorized with use of FD or AP or HUD to DA.

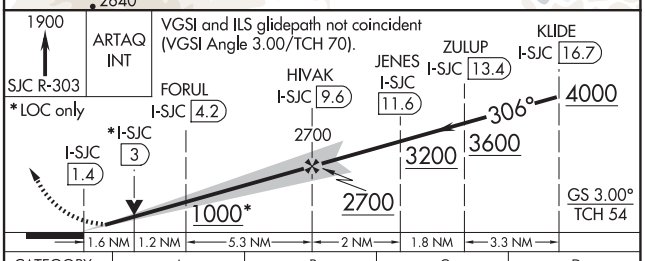
MALSR Rwy 30L

MISSED APPROACH: Climb to 1900 on SJC VOR/DME R-303 to ARTAQ INT/SJC 7 DME and hold.

| D-ATIS | NORCAL APP CON | SAN JOSE TOWER ★ | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|
| 126.95 | 120.1 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30L# | 257/24 200 (200-½) | | | |
| S-LOC 30L | 640/24 583 (600-½) | | 640-1¼ 583 (600-1¼) | |
| SIDESTEP 30R | 640-1 585 (600-1) | | 640-1¾ 585 (600-1¾) | 640-2 585 (600-2) |

REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L

SAN JOSE, CALIFORNIA
Amdt 26 10SEP20

37°22'N-121°56'W

NORMAN Y MINETA SAN JOSE INTL (SJC)

ILS or LOC RWY 30L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC/DME I-SJC 110.9 Chan 46 | APP CRS 306° | Rwy ldg 7614 TDZE 57 Apt Elev 62 |
|---|---|---|

# ILS RWY 30L (SA CAT I & II)

## NORMAN Y MINETA SAN JOSE INTL (SJC)

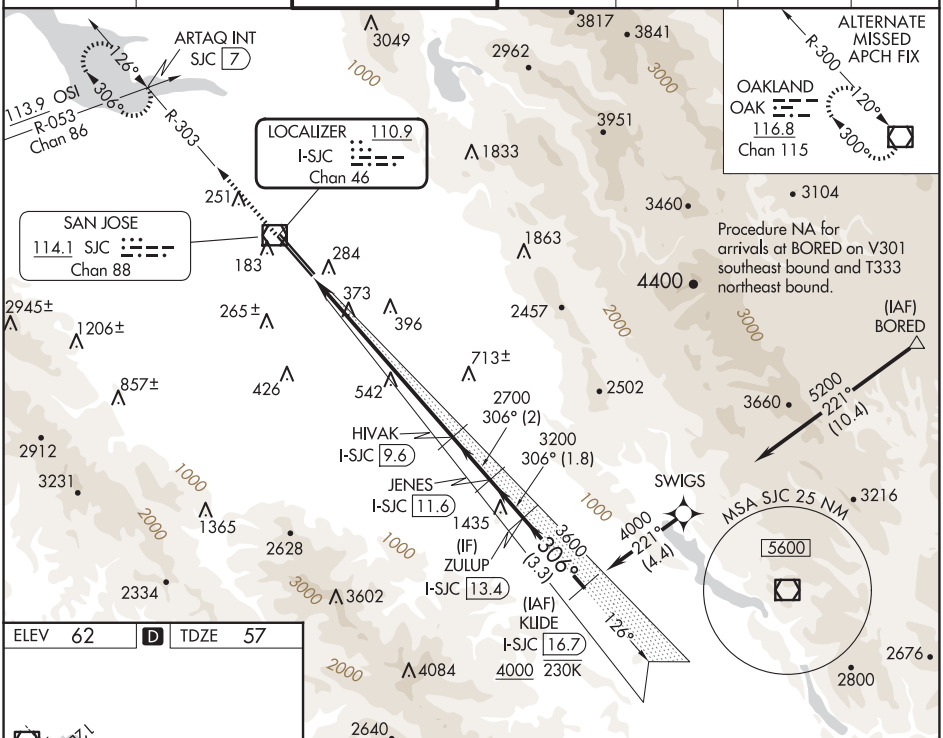
RNAV 1-GPS or RADAR required for procedure entry. DME required.
From BORED: RNAV 1-GPS required.

SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I /II: Procedure NA when tower closed.

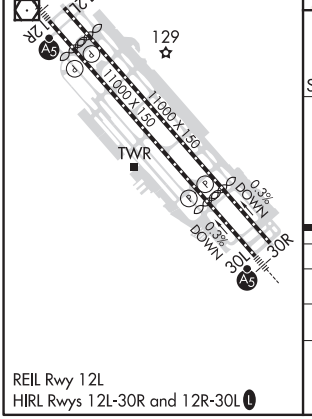
MALSR

MISSED APPROACH: Climb to 1900 on SJC VOR/DME R-303 to ARTAQ INT/SJC 7 DME and hold.

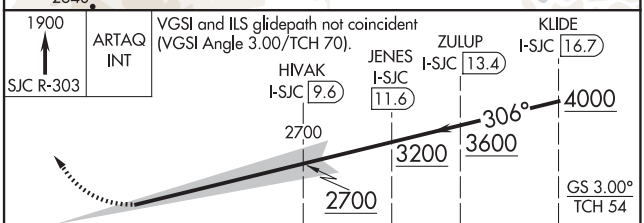
| D-ATIS | NORCAL APP CON | SAN JOSE TOWER ★ | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|
| 126.95 | 120.1 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |




| ELEV 62 | D | TDZE 57 |
|---|---|---|




REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30L | SA CAT I RA 147/14 150 DA 207 | | | |
| S-ILS 30L | SA CAT II RA 97/12 100 DA 157 | | | |

**SA CATEGORY I & II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED**


SW-2, 12 JUN 2025 to 07 AUG 2025

SAN JOSE, CALIFORNIA AL-693 (FAA) 25107

| APP CRS | Rwy ldg | 8831 |
|---|---|---|
| 126° | TDZE | 44 |
| | Apt Elev | 62 |

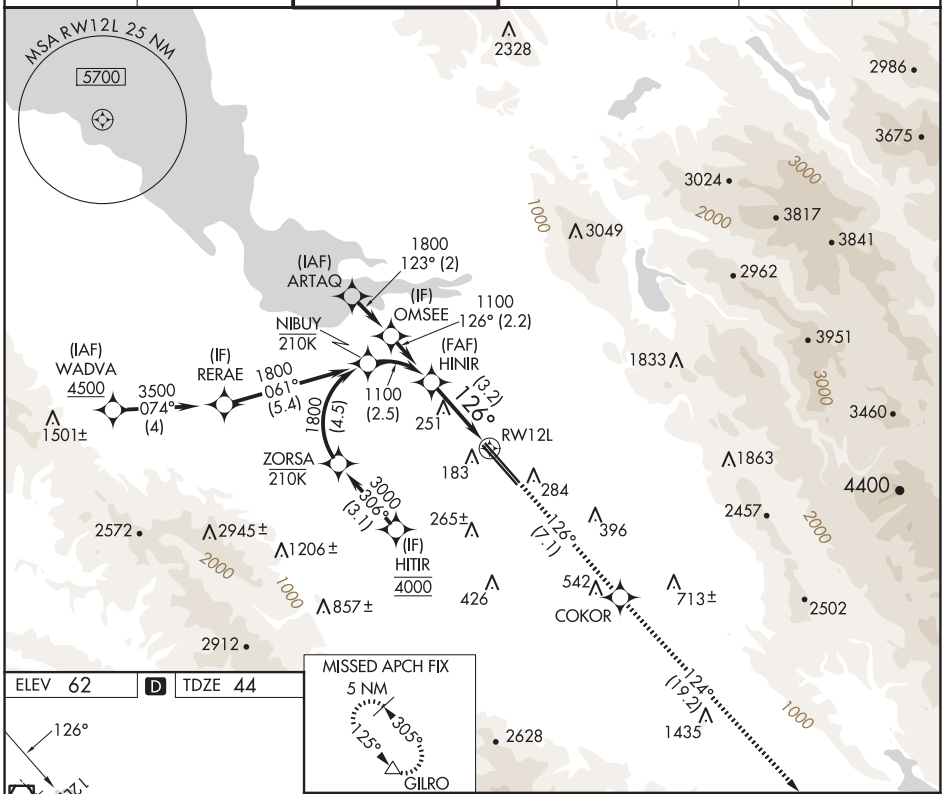
# RNAV (RNP) Z RWY 12L
## NORMAN Y MINETA SAN JOSE INTL (SJC)

RNP AR APCH-GPS.

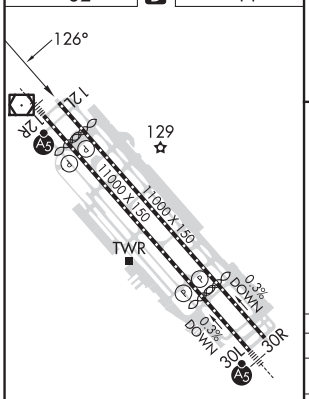
For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C.

MISSED APPROACH: Climb to 4600 on track 126° to COKOR and track 124° to GILRO and hold.

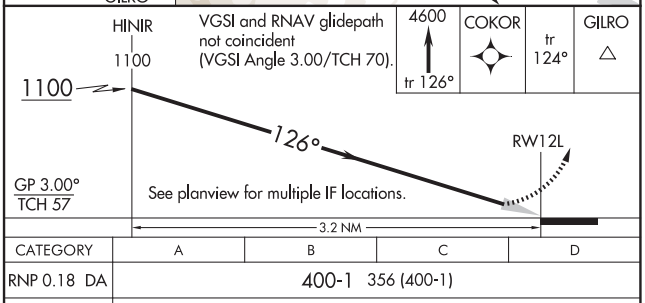
| D-ATIS | NORCAL APP CON | | SAN JOSE TOWER ★ | | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|---|---|
| 126.95 | 120.1 | 290.25 | 124.0 (CTAF) L | 257.6 | 121.7 | 118.0 | | 122.95 |




ELEV 62 | D | TDZE 44




REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.18 DA | 400-1 356 (400-1) | | | |
| RNP 0.30 DA | 451-1⅛ 407 (400-1⅛) | | | |

**AUTHORIZATION REQUIRED**

SAN JOSE, CALIFORNIA
Amdt 2B 24MAR22

37°22'N-121°56'W

NORMAN Y MINETA SAN JOSE INTL (SJC)
RNAV (RNP) Z RWY 12L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 8587 |
|---|---|---|
| 126° | TDZE | 46 |
| | Apt Elev | 62 |

# RNAV (RNP) Z RWY 12R
## NORMAN Y MINETA SAN JOSE INTL (SJC)

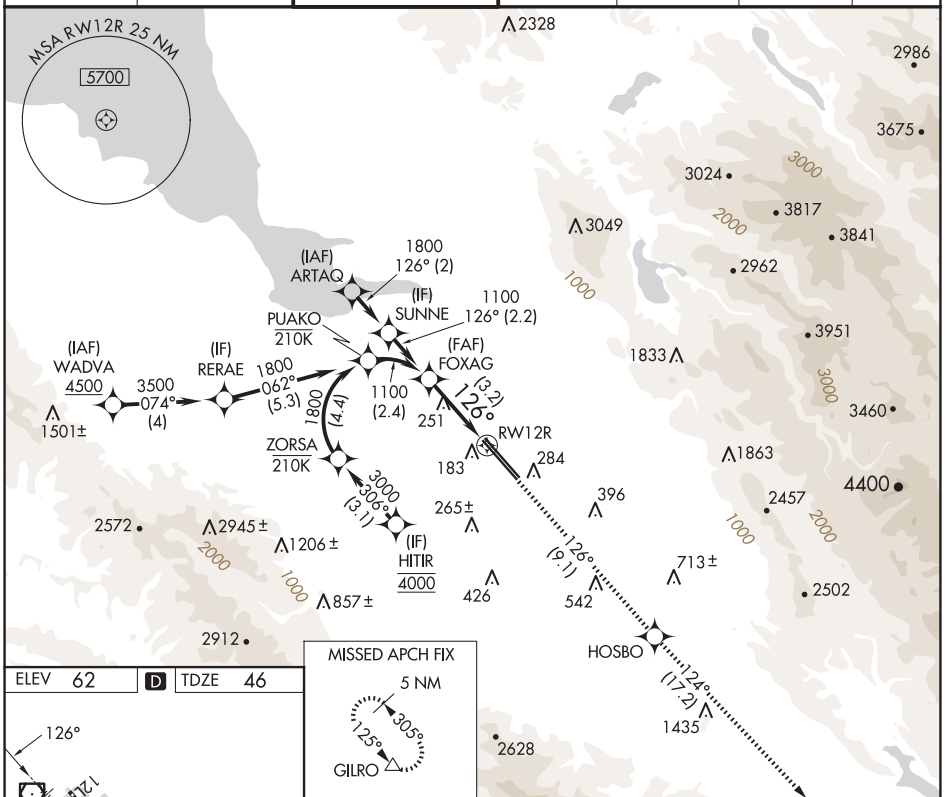
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500.

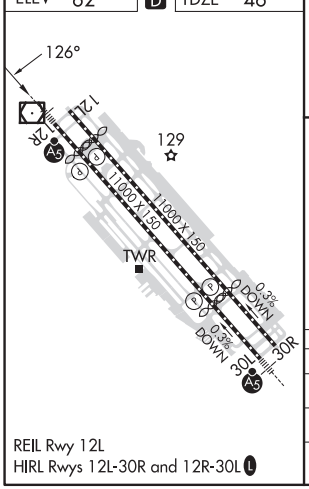
MALSR

MISSED APPROACH: Climb to 4600 on track 126° to HOSBO and track 124° to GILRO and hold.

| D-ATIS | NORCAL APP CON | SAN JOSE TOWER ★ | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|
| 126.95 | 120.1 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |



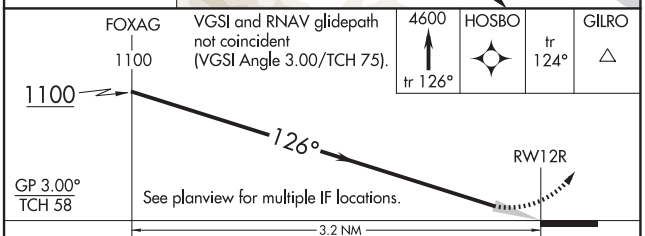

ELEV 62 | D | TDZE 46




REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 394/30 348 (400-⅝) | | | |
| RNP 0.30 DA | 486/40 440 (500-¾) | | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SAN JOSE, CALIFORNIA AL-693 (FAA) 25107

| APP CRS | Rwy ldg | 7614 |
|---|---|---|
| 306° | TDZE | 57 |
| | Apt Elev | 62 |

# RNAV (RNP) Z RWY 30L
## NORMAN Y MINETA SAN JOSE INTL (SJC)

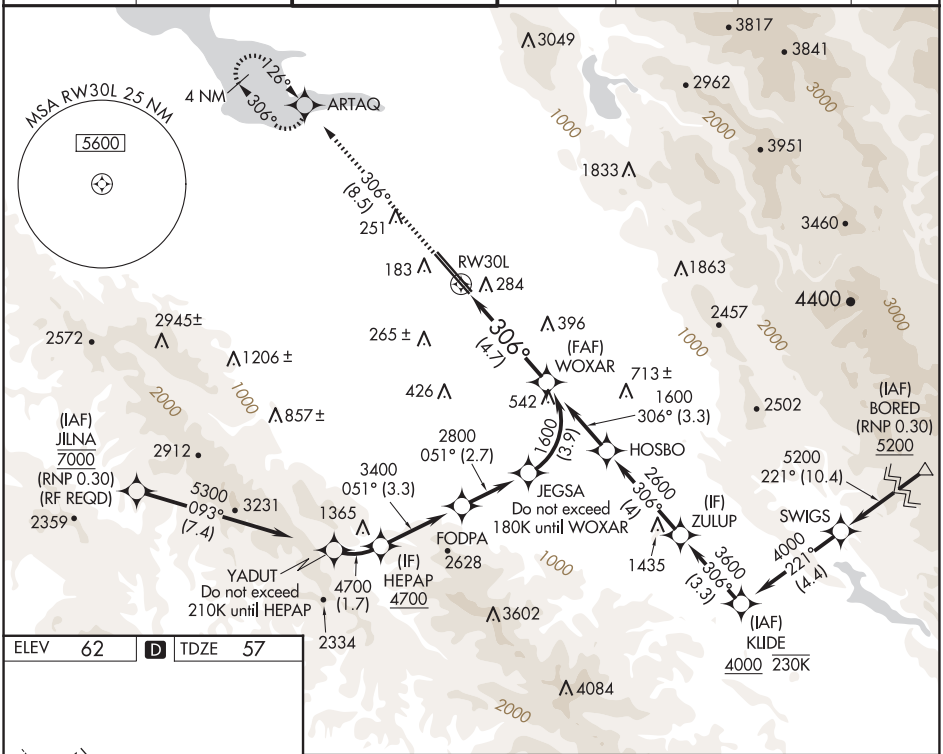
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500 and increase RNP 0.30 all Cats visibility to 1⅜ SM.

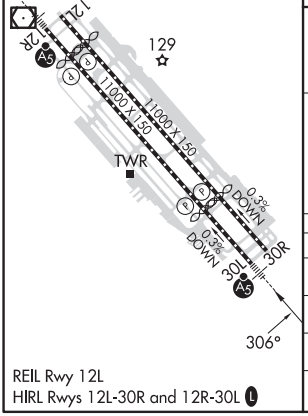
MALSR

MISSED APPROACH: Climb to 2000 on track 306° to ARTAQ and hold.

| D-ATIS | NORCAL APP CON | SAN JOSE TOWER ★ | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|
| 126.95 | 120.1 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |




| ELEV | 62 | D | TDZE | 57 |
|---|---|---|---|---|



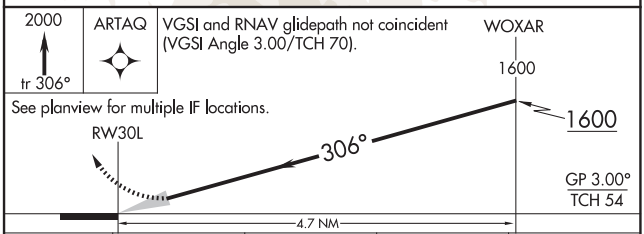

REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L

2000 tr 306°

ARTAQ

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 430/35 | 373 (400-⅝) | | |
| RNP 0.20 DA | 464/40 | 407 (500-¾) | | |
| RNP 0.30 DA | 541/50 | 484 (500-1) | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 7597 |
|---|---|---|
| 306° | TDZE | 55 |
| | Apt Elev | 62 |

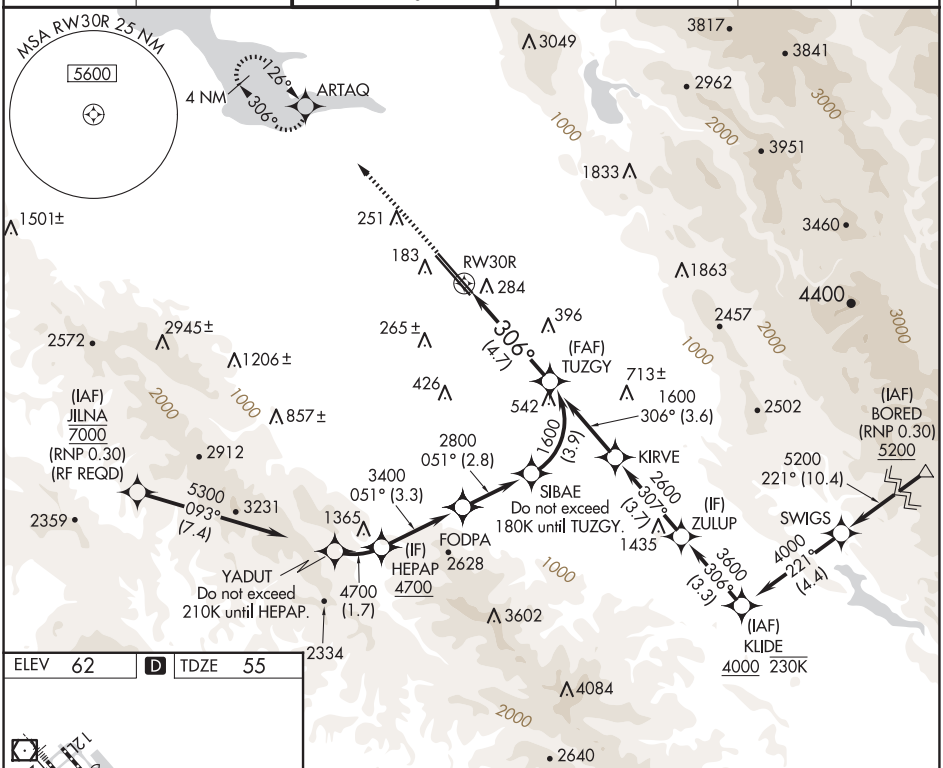
# RNAV (RNP) Z RWY 30R
## NORMAN Y MINETA SAN JOSE INTL (SJC)

RNP AR APCH.

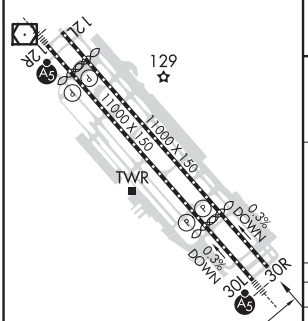
For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C.

MISSED APPROACH: Climb to 600 then climb to 2000 direct ARTAQ and hold.

| D-ATIS | NORCAL APP CON | | SAN JOSE TOWER ★ | | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|---|---|
| 126.95 | 120.1 | 290.25 | 124.0 (CTAF) L | 257.6 | 121.7 | 118.0 | | 122.95 |




| ELEV | 62 | D | TDZE | 55 |
|---|---|---|---|---|

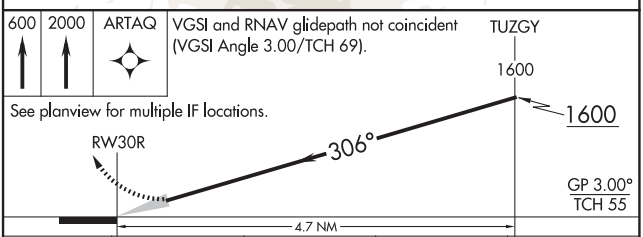



REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L

| 600 | 2000 | ARTAQ |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 377-1 322 (400-1) | | | |
| RNP 0.20 DA | 472-1⅛ 417 (500-1⅛) | | | |
| RNP 0.30 DA | 538-1⅜ 483 (500-1⅜) | | | |

**AUTHORIZATION REQUIRED**

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SAN JOSE, CALIFORNIA — AL-693 (FAA) — 25107

| WAAS CH 69501 W12B | APP CRS 126° | Rwy ldg 8831<br>TDZE 44<br>Apt Elev 62 |
|---|---|---|

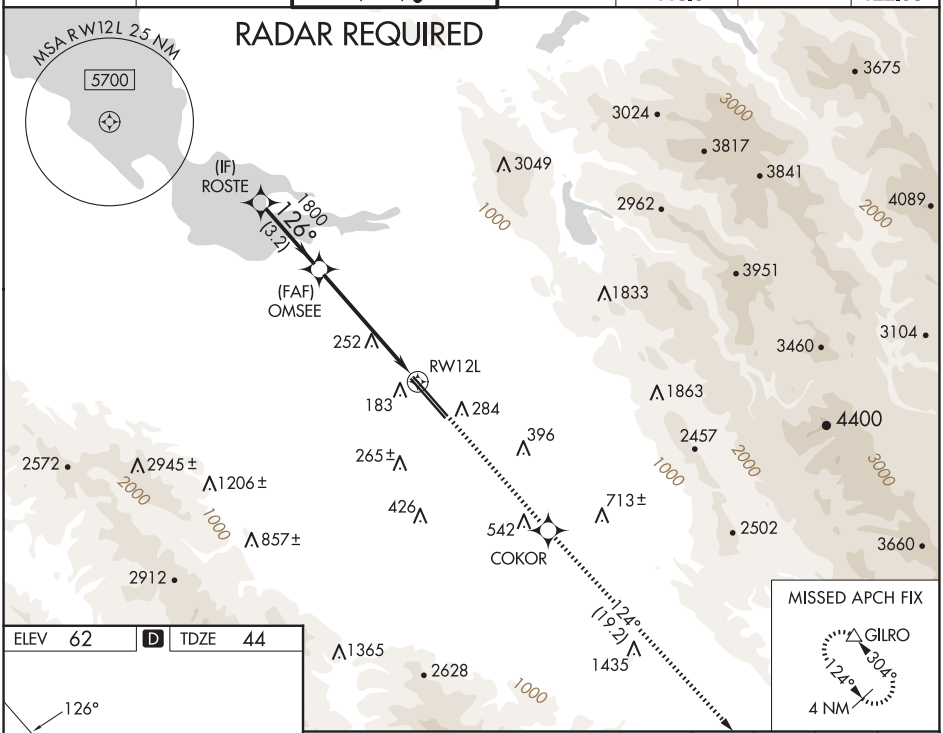
# RNAV (GPS) Y RWY 12L

## NORMAN Y MINETA SAN JOSE INTL (SJC)

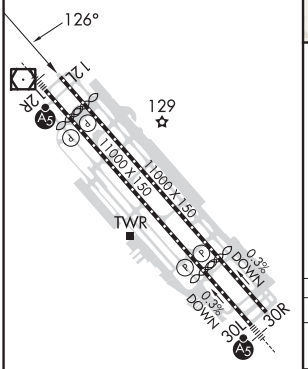
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4600 direct COKOR and on track 124° to GILRO and hold.

| D-ATIS | NORCAL APP CON | SAN JOSE TOWER ★ | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|
| 126.95 | 120.1 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |




| ELEV 62 | D | TDZE 44 |
|---|---|---|

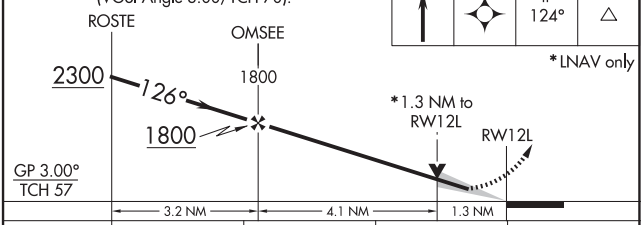



REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

| 4600 | COKOR | tr 124° | GILRO |
|---|---|---|---|

*LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 294-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 341-1 297 (300-1) | | | |
| LNAV MDA | 520-1 476 (500-1) | | 520-1⅜ 476 (500-1⅜) | |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 90106 W12A | APP CRS 126° | | 12R | 12L |
|---|---|---|---|---|
| | | Rwy ldg | 8587 | 8831 |
| | | TDZE | 46 | 44 |
| | | Apt Elev | 62 | 62 |

# RNAV (GPS) Y RWY 12R

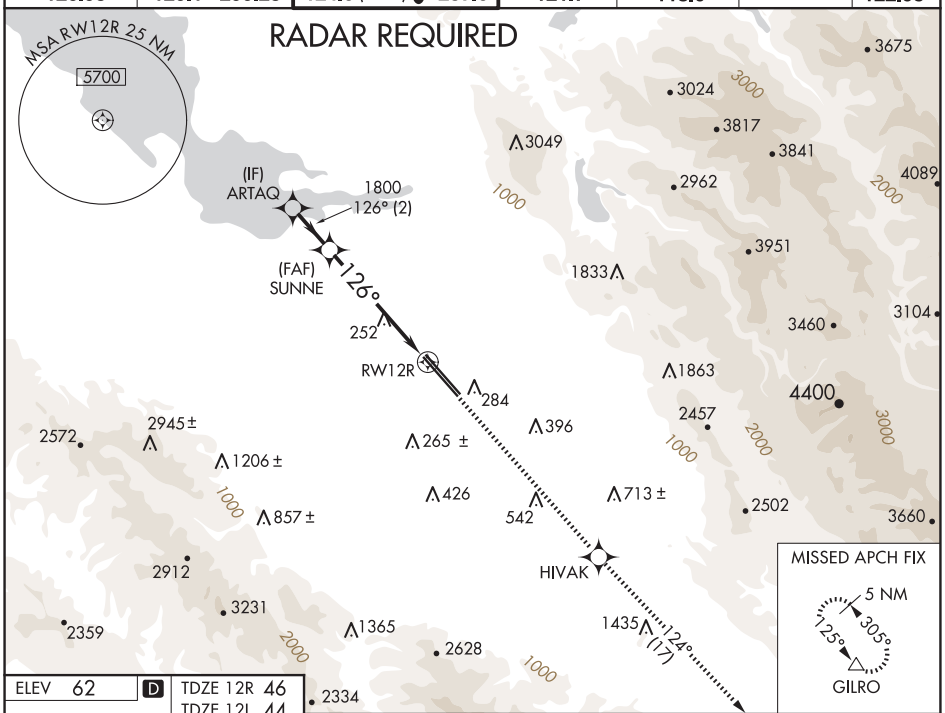
## NORMAN Y MINETA SAN JOSE INTL (SJC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 1⅜ mile.

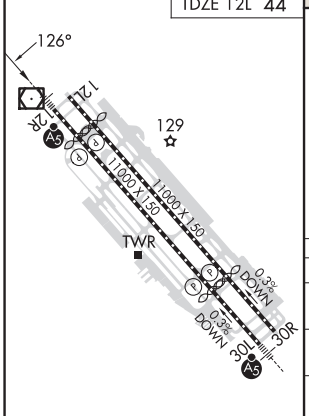
MALSR Rwy 12R

MISSED APPROACH: Climb to 4600 direct HIVAK and on track 124° to GILRO and hold.

| D-ATIS | NORCAL APP CON | | SAN JOSE TOWER ★ | | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|---|---|
| 126.95 | 120.1 | 290.25 | 124.0 (CTAF) L | 257.6 | 121.7 | 118.0 | | 122.95 |




ELEV 62 | D | TDZE 12R 46 | TDZE 12L 44

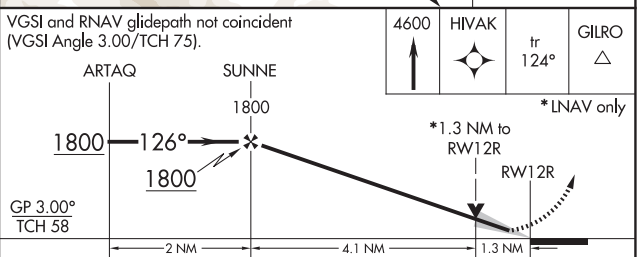



REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

| 4600 | HIVAK | tr 124° | GILRO |
|---|---|---|---|

*LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 246-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 371-⅝ 325 (400-⅝) | 371-1 325 (400-1) | | |
| LNAV MDA | 520-½ 474 (500-½) | | 520-1 474 (500-1) | |
| SIDESTEP 12L | 520-1 476 (500-1) | | 520-1½ 476 (500-1½) | 520-2 476 (500-2) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SAN JOSE, CALIFORNIA

AL-693 (FAA)

25107

# RNAV (GPS) Y RWY 30L
## NORMAN Y MINETA SAN JOSE INTL (SJC)

| WAAS CH 97306 W30A | APP CRS 306° | | 30L | 30R |
|---|---|---|---|---|
| | | Rwy ldg | 7614 | 7597 |
| | | TDZE | 57 | 55 |
| | | Apt Elev | 62 | 62 |

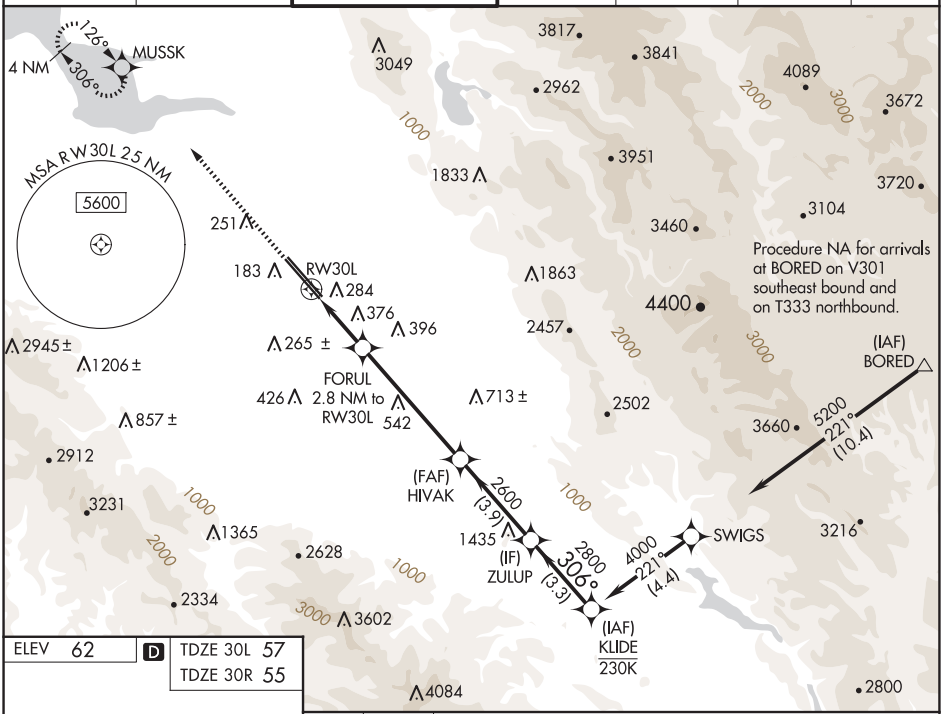
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

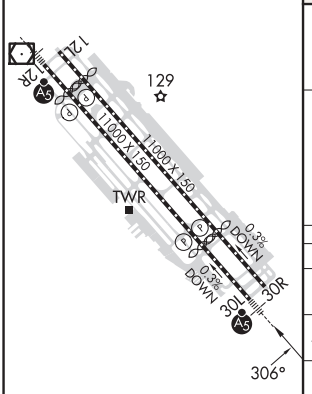
MALSR Rwy 30L

MISSED APPROACH: Climb to 2300 direct MUSSK and hold.

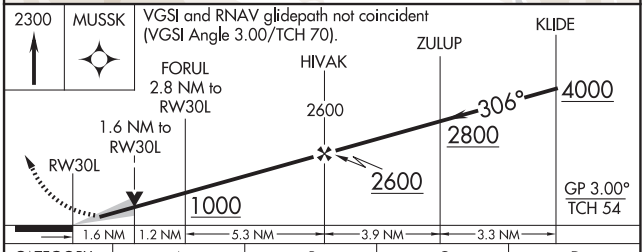
| D-ATIS | NORCAL APP CON | SAN JOSE TOWER * | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|
| 126.95 | 120.1 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |




| ELEV 62 | D | TDZE 30L 57 |
|---|---|---|
| | | TDZE 30R 55 |




REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 257/24 200 (200-½) | | | |
| LNAV/VNAV DA | 540/50 483 (500-1) | | | |
| LNAV MDA | 640/24 583 (600-½) | | 640-1¼ 583 (600-1¼) | |
| SIDESTEP 30R | 640-1 585 (600-1) | | | |

SAN JOSE, CALIFORNIA
Amdt 4A 23FEB23

37°22'N-121°56'W

NORMAN Y MINETA SAN JOSE INTL (SJC)
RNAV (GPS) Y RWY 30L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 72901 W30B | APP CRS 306° | Rwy ldg 7597<br>TDZE 55<br>Apt Elev 62 |
|---|---|---|

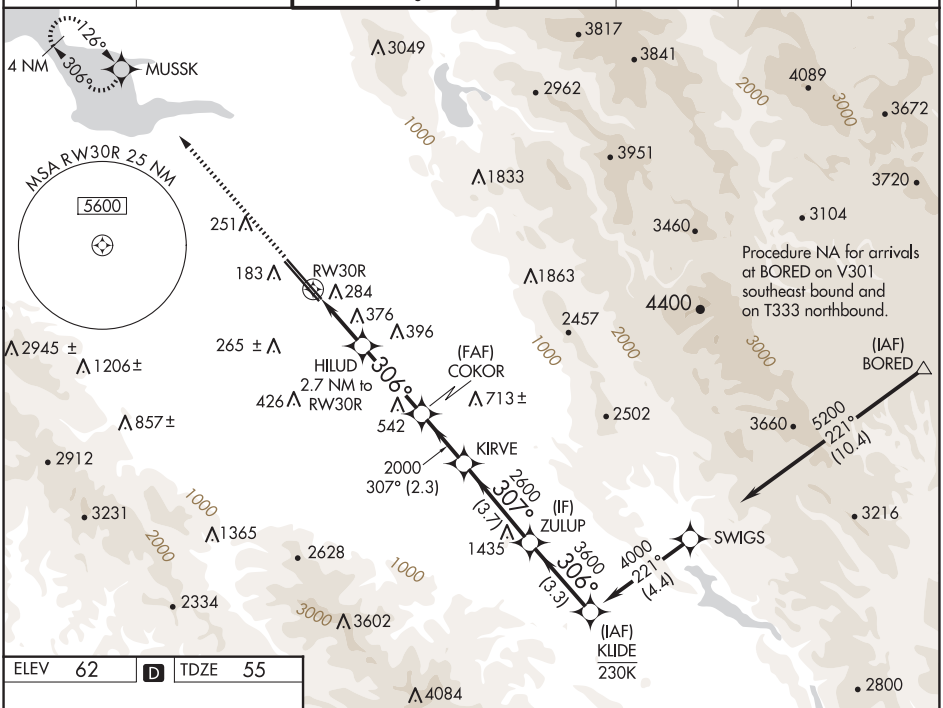
# RNAV (GPS) Y RWY 30R
## NORMAN Y MINETA SAN JOSE INTL (SJC)

RNP APCH-GPS.

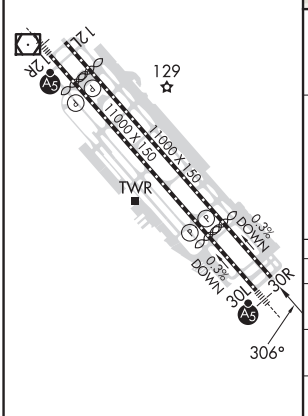
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct MUSSK and hold.

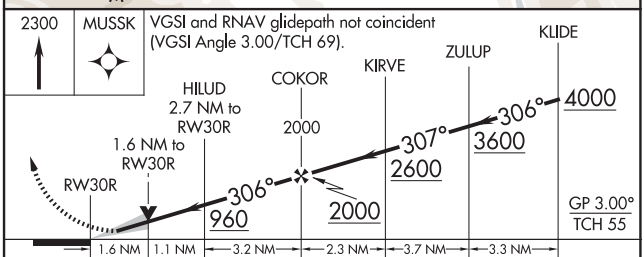
| D-ATIS | NORCAL APP CON | SAN JOSE TOWER ★ | GND CON | CLNC DEL | CPDLC | UNICOM |
|---|---|---|---|---|---|---|
| 126.95 | 120.1 290.25 | 124.0 (CTAF) L 257.6 | 121.7 | 118.0 | | 122.95 |




| ELEV 62 | D | TDZE 55 |
|---|---|---|




REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 255-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 541-1⅜ 486 (500-1⅜) | | | |
| LNAV MDA | 640-1 585 (600-1) | | 640-1¾ 585 (600-1¾) | |
| C CIRCLING | 640-1 578 (600-1) | 700-1 638 (700-1) | 700-1¾ 638 (700-1¾) | 700-2 638 (700-2) |

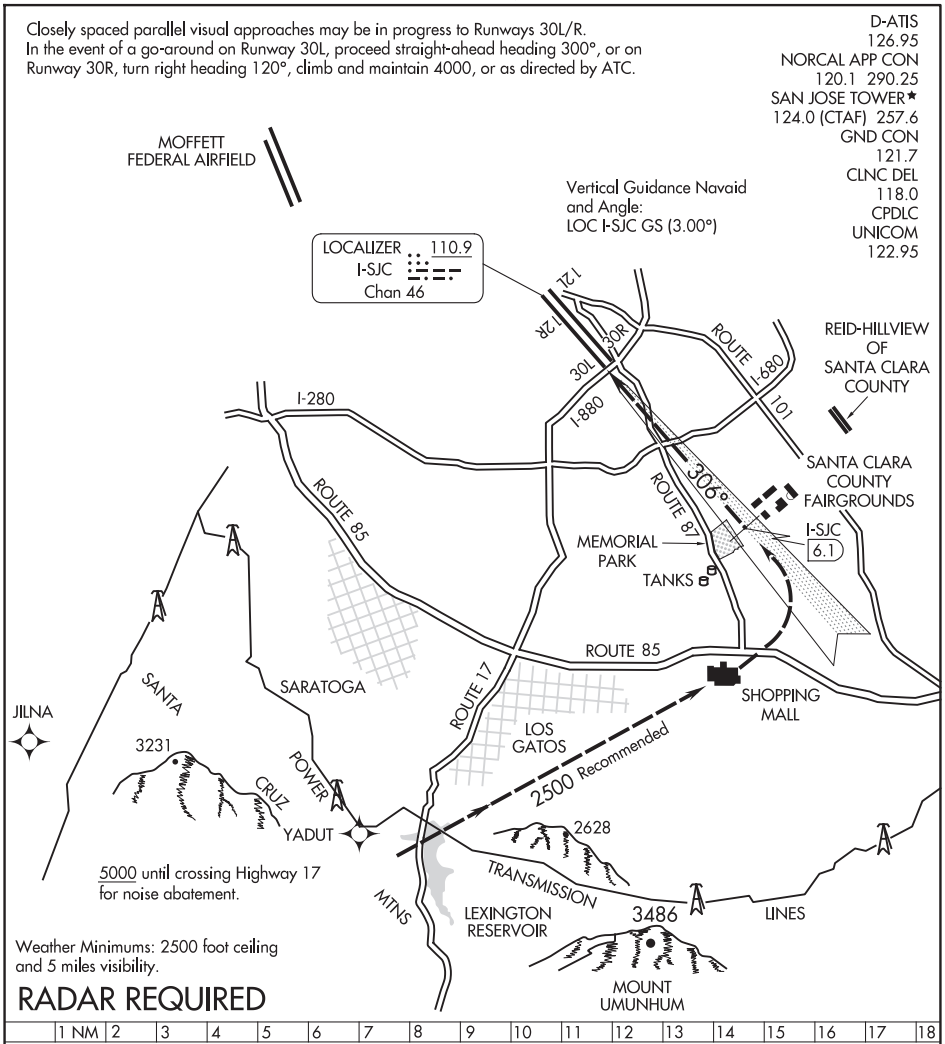
SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

24277 AL-693 (FAA)

# FAIRGROUNDS VISUAL RWY 30L/R

NORMAN Y MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA

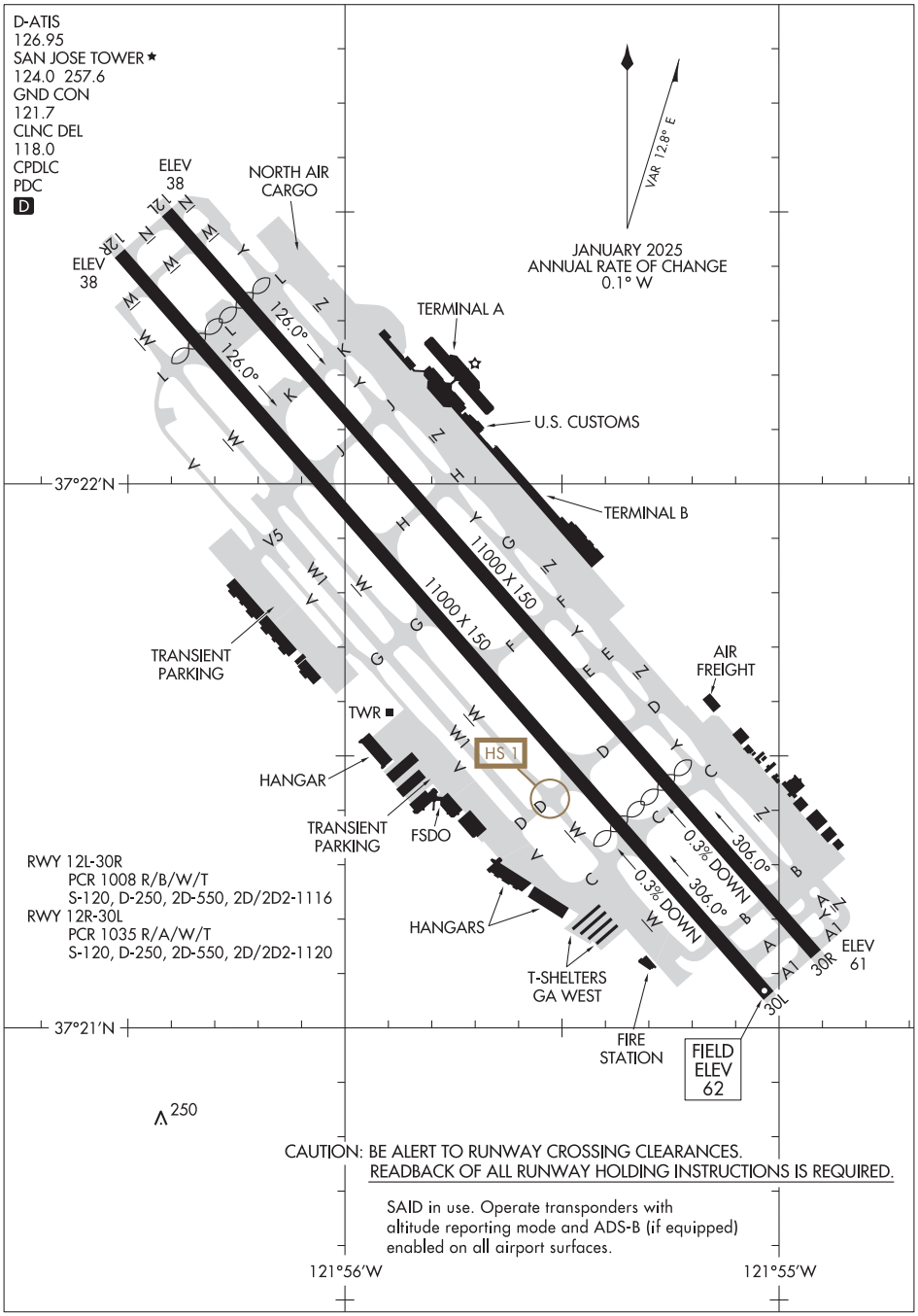



SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## FAIRGROUNDS VISUAL APPROACH RUNWAY 30L/R

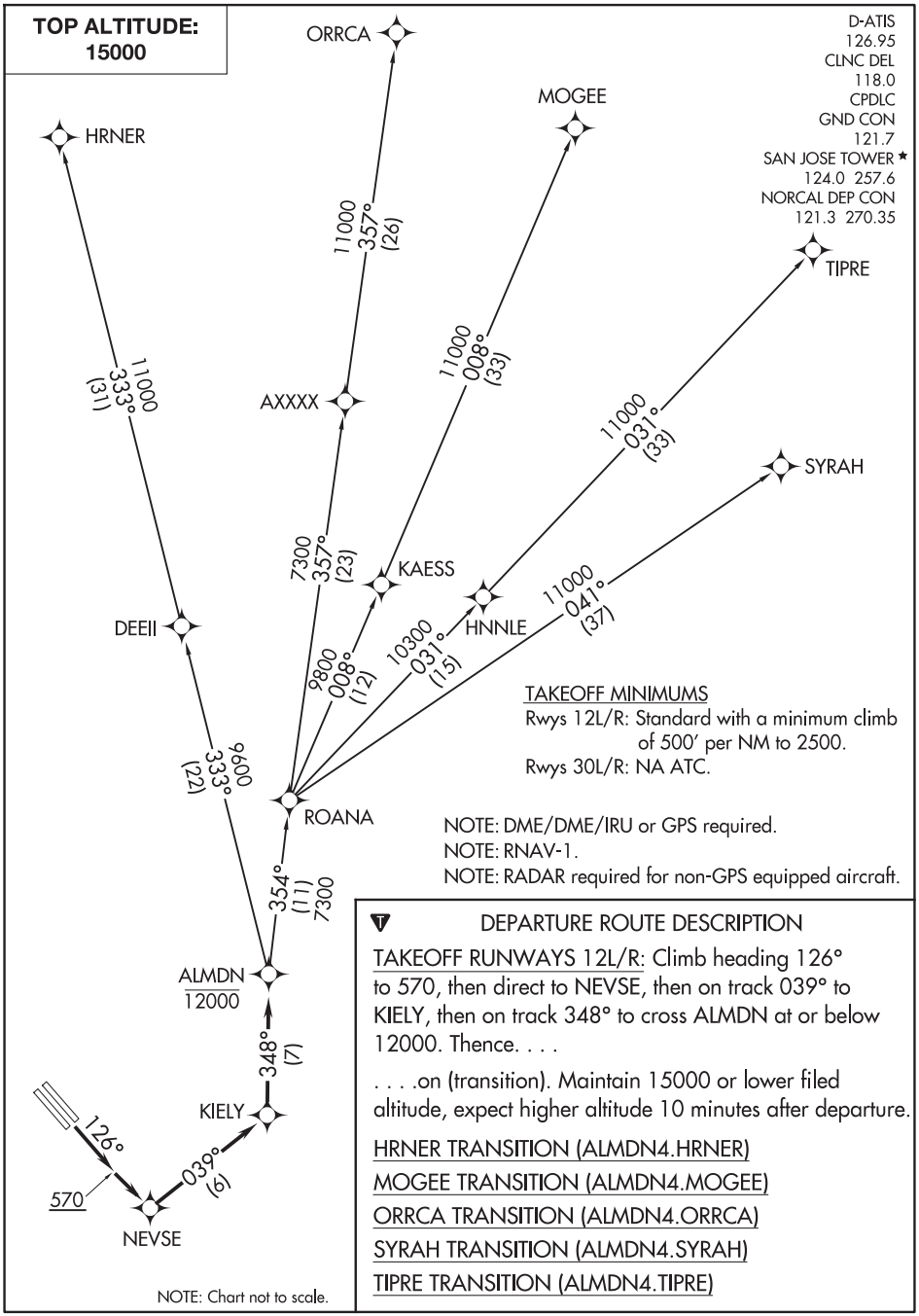
FROM WEST-NORTHWEST: From over Lexington Reservoir northeast to shopping mall at Hi-ways 85/87 then to a turn onto final southeast fairgrounds and adjoining memorial park.


D-ATIS
126.95
SAN JOSE TOWER ★
124.0 257.6
GND CON
121.7
CLNC DEL
118.0
CPDLC
PDC
D
ELEV 38
12L
12R
ELEV 38
NORTH AIR CARGO
VAR 12.8° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
TERMINAL A
U.S. CUSTOMS
126.0°
126.0°
37°22'N
TERMINAL B
11000 X 150
11000 X 150
TRANSIENT PARKING
AIR FREIGHT
TWR
HS 1
HANGAR
TRANSIENT PARKING
FSDO
0.3% DOWN
306.0°
0.3% DOWN
306.0°
RWY 12L-30R
PCR 1008 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-1116
RWY 12R-30L
PCR 1035 R/A/W/T
S-120, D-250, 2D-550, 2D/2D2-1120
HANGARS
T-SHELTERS
GA WEST
FIRE STATION
30L
30R
ELEV 61
FIELD ELEV 62
37°21'N
250
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
SAID in use. Operate transponders with
altitude reporting mode and ADS-B (if equipped)
enabled on all airport surfaces.
121°56'W
121°55'W

(ALMDN4.ALMDN) 18032

# ALMDN FOUR DEPARTURE (RNAV)

NORMAN Y MINETA SAN JOSE INTL (SJC)
AL-693 (FAA)
SAN JOSE, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

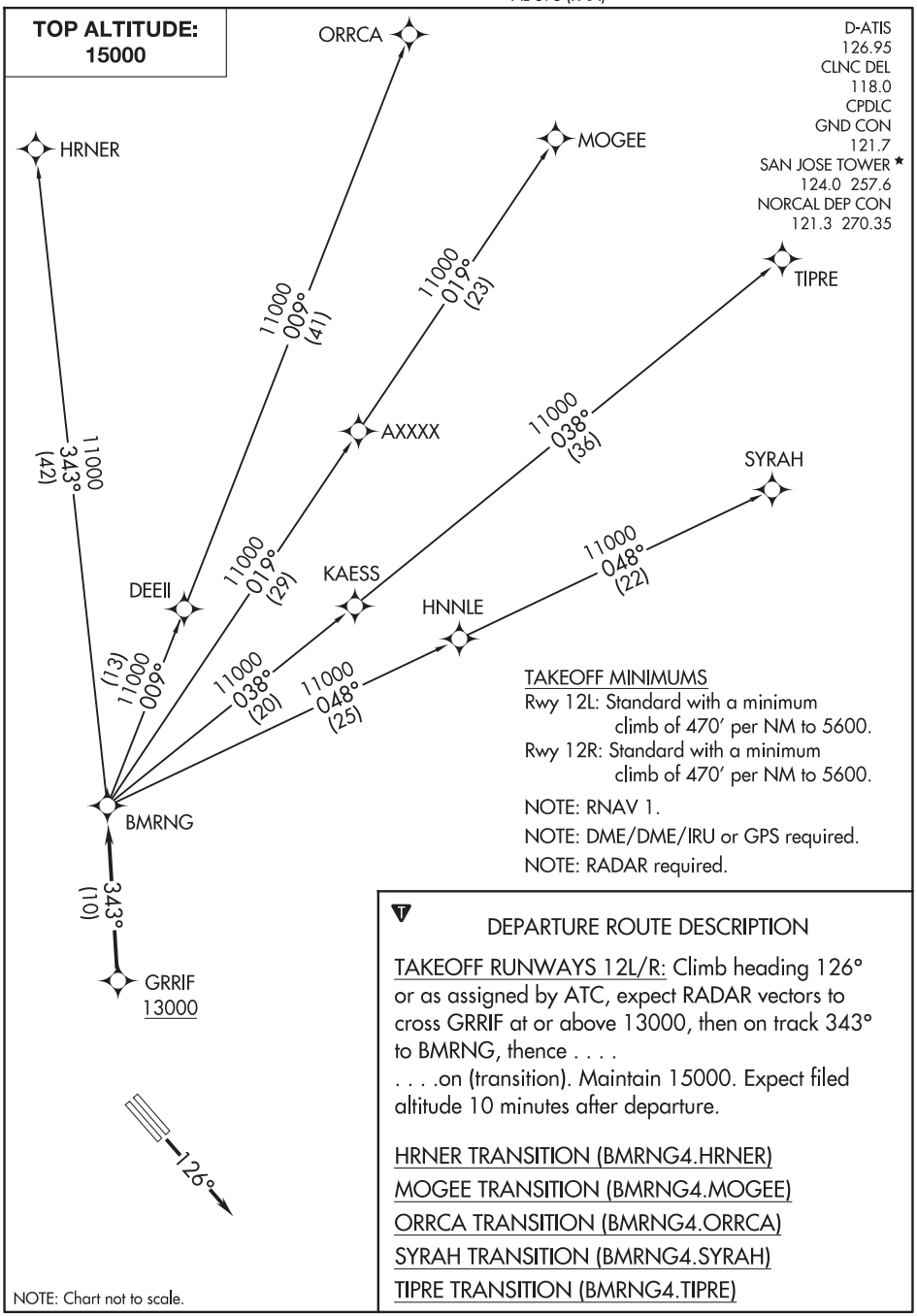
SW-2, 12 JUN 2025 to 07 AUG 2025

ALMDN FOUR DEPARTURE (RNAV)

SAN JOSE, CALIFORNIA
NORMAN Y MINETA SAN JOSE INTL (SJC)

(ALMDN4.ALMDN) 01FEB18

# BMRNG FOUR DEPARTURE (RNAV)



(LOUPE1.BMRNG) 24137

# LOUPE ONE DEPARTURE (RNAV)

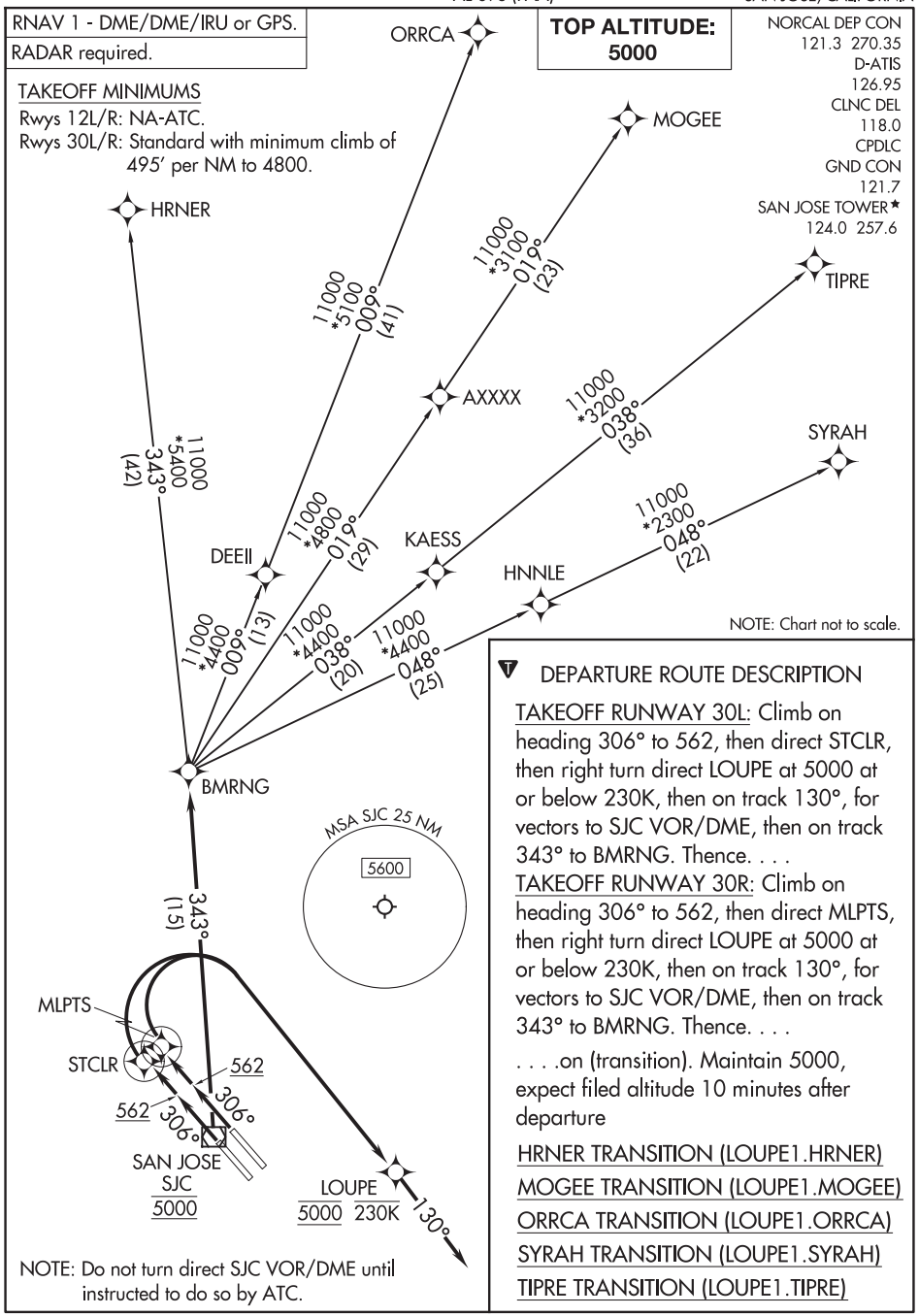
NORMAN Y MINETA SAN JOSE INTL (SJC)
AL-693 (FAA) SAN JOSE, CALIFORNIA

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

**TOP ALTITUDE: 5000**

NORCAL DEP CON
121.3 270.35
D-ATIS
126.95
CLNC DEL
118.0
CPDLC
GND CON
121.7
SAN JOSE TOWER*
124.0 257.6

TAKEOFF MINIMUMS
Rwys 12L/R: NA-ATC.
Rwys 30L/R: Standard with minimum climb of 495′ per NM to 4800.




NOTE: Do not turn direct SJC VOR/DME until instructed to do so by ATC.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30L: Climb on heading 306° to 562, then direct STCLR, then right turn direct LOUPE at 5000 at or below 230K, then on track 130°, for vectors to SJC VOR/DME, then on track 343° to BMRNG. Thence. . . .

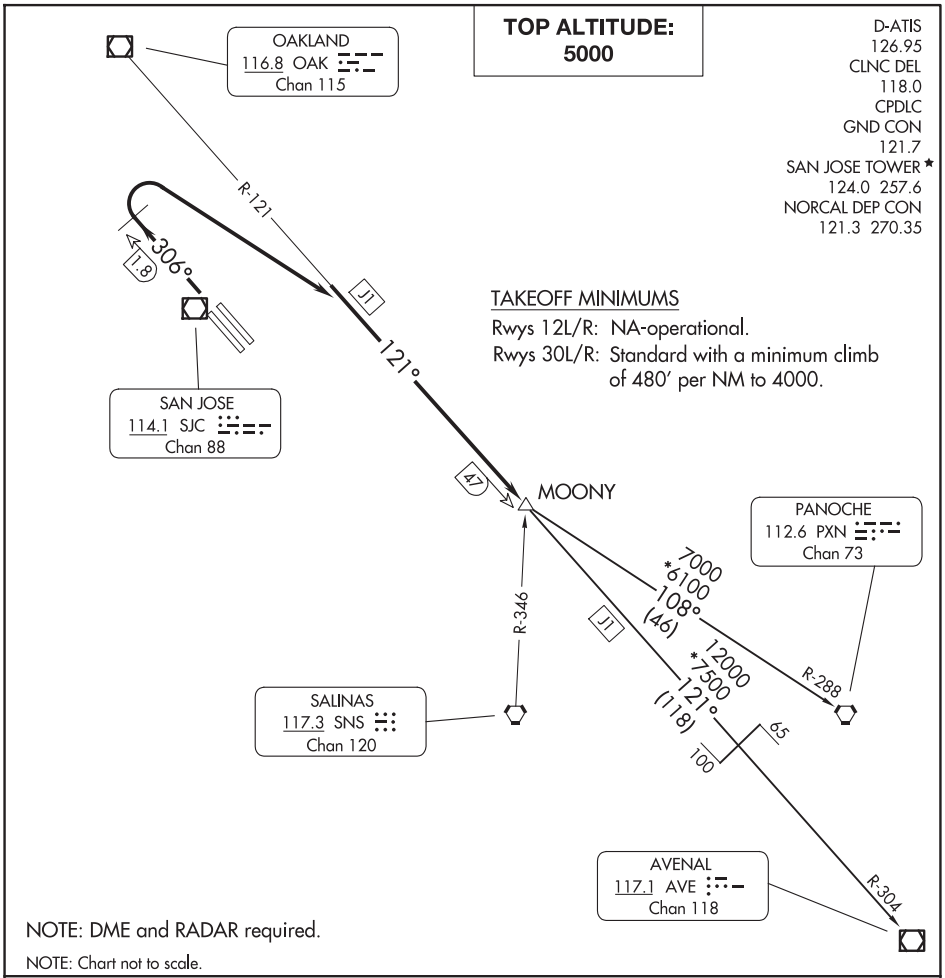
TAKEOFF RUNWAY 30R: Climb on heading 306° to 562, then direct MLPTS, then right turn direct LOUPE at 5000 at or below 230K, then on track 130°, for vectors to SJC VOR/DME, then on track 343° to BMRNG. Thence. . . .

. . . .on (transition). Maintain 5000, expect filed altitude 10 minutes after departure

HRNER TRANSITION (LOUPE1.HRNER)
MOGEE TRANSITION (LOUPE1.MOGEE)
ORRCA TRANSITION (LOUPE1.ORRCA)
SYRAH TRANSITION (LOUPE1.SYRAH)
TIPRE TRANSITION (LOUPE1.TIPRE)



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 30L/R: Climb heading 306° to SJC 1.8 DME NW of SJC VOR/DME, then turn right to intercept and proceed on OAK R-121 to MOONY INT, thence. . . .

. . . .on (transition) or (assigned route). Maintain 5000, expect clearance to filed altitude ten minutes after departure.

AVENAL TRANSITION (SJC3.AVE): From over MOONY INT on OAK R-121 and AVE R-304 to AVE VOR/DME.

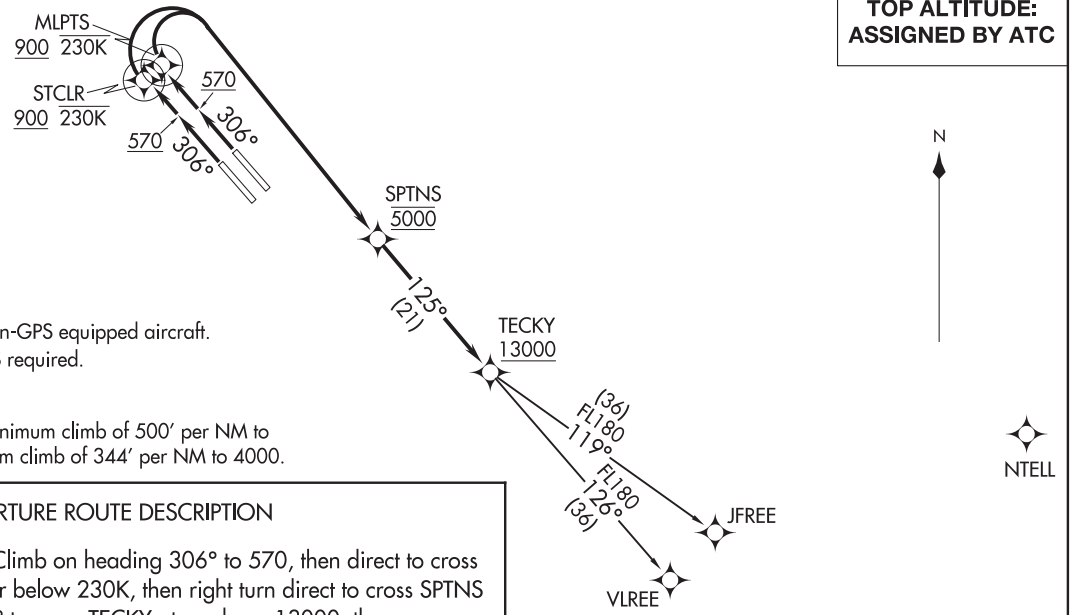
PANOCHE TRANSITION (SJC3.PXN): From over MOONY INT on PXN R-288 to PXN VORTAC.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

**TOP ALTITUDE: ASSIGNED BY ATC**

D-ATIS
126.95
CLNC DEL
118.0
CPDLC
GND CON
121.7
SAN JOSE TOWER★
124.0 257.6
NORCAL DEP CON
121.3 270.35




NOTE: RNAV 1
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS
Rwys 30L/R: Standard with minimum climb of 500′ per NM to 570 then minimum climb of 344′ per NM to 4000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30L: Climb on heading 306° to 570, then direct to cross STCLR at or above 900 at or below 230K, then right turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000, thence. . . .

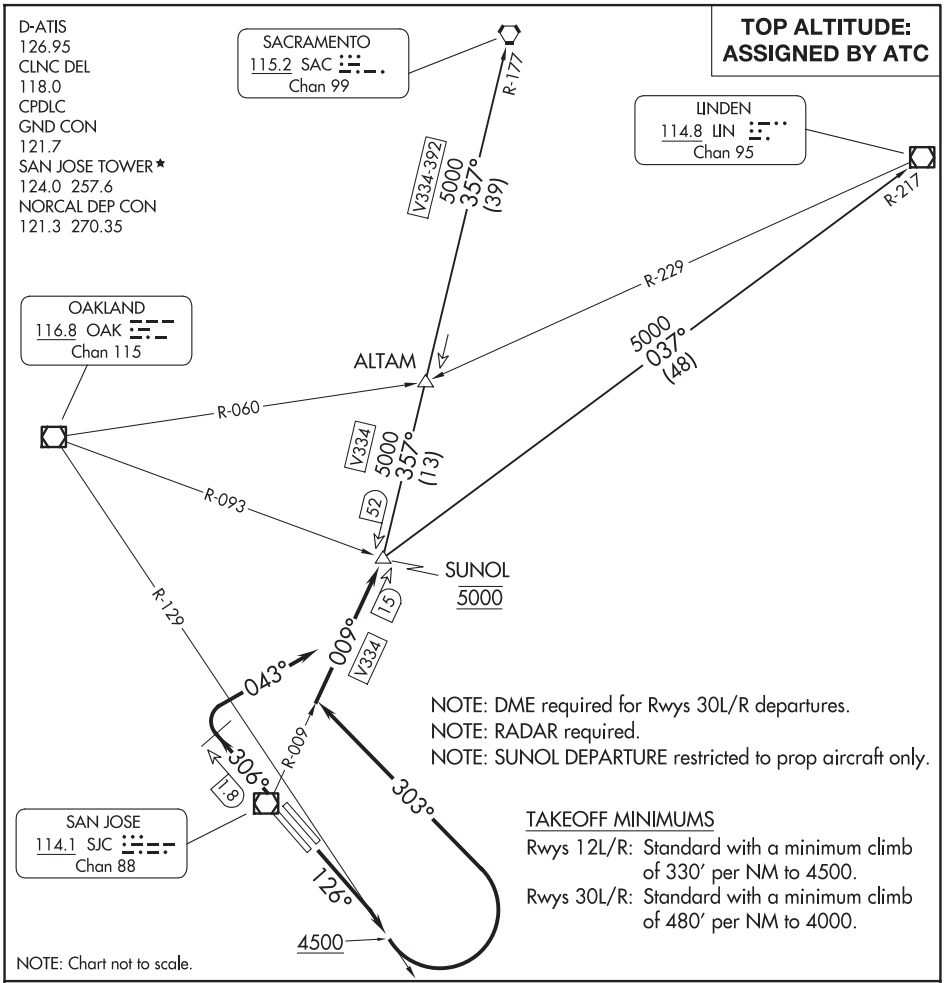
TAKEOFF RUNWAY 30R: Climb on heading 306° to 570, then direct to cross MLPTS at or above 900 at or below 230K, then right turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000, thence. . . .

. . . .on (transition), maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

JFREE TRANSITION (SPTNS1.JFREE)
VLREE TRANSITION (SPTNS1.VLREE)

NOTE: Chart not to scale.

# SUNOL ONE DEPARTURE




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb heading 126° to intercept and proceed on OAK R-129 to 4500, then turn left heading 303° for RADAR vectors to intercept and proceed on SJC R-009 to cross SUNOL at 5000, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 306° at SJC 1.8 DME northwest of SJC VOR/DME, turn right heading 043° to intercept and proceed on SJC R-009 to cross SUNOL at 5000, thence . . . .

. . . . then on (transition) or (assigned route). Maintain ATC assigned altitude.

LINDEN TRANSITION (SUNOL1.LIN): From over SUNOL on LIN R-217 to LIN VOR/DME.
SACRAMENTO TRANSITION (SUNOL1.SAC): From over SUNOL on SAC R-177 to SAC VORTAC.

# TECKY FOUR DEPARTURE (RNAV)

(TECKY4.TECKY) 27JAN22

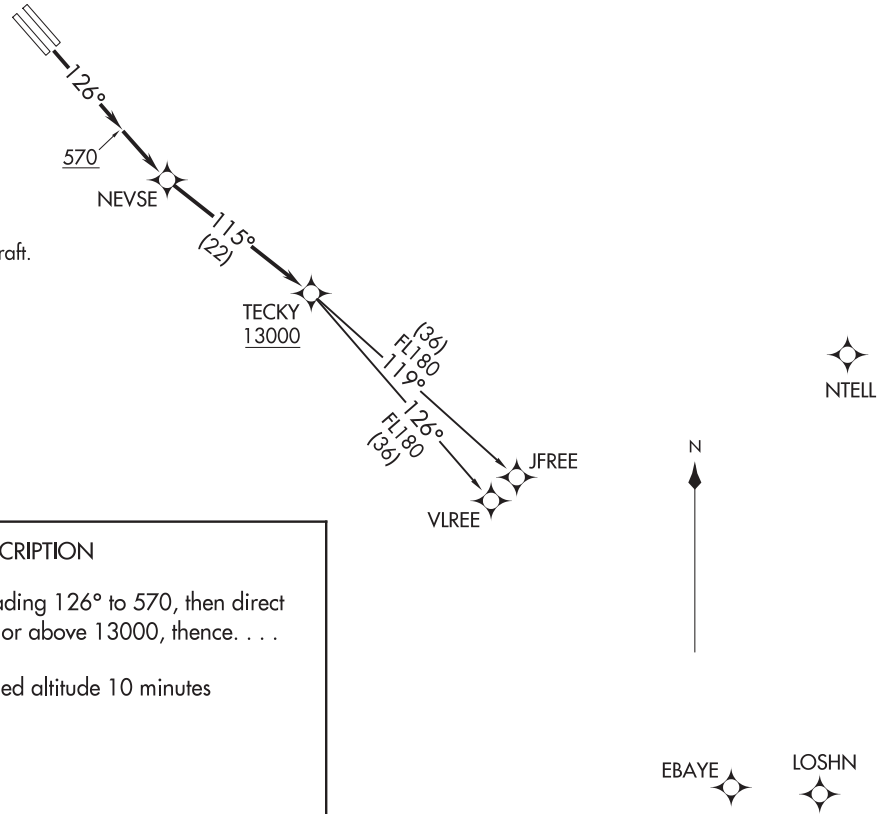
SAN JOSE, CALIFORNIA
NORMAN Y MINETA SAN JOSE INTL (SJC)

D-ATIS
126.95
CLNC DEL
118.0
CPDLC
GND CON
121.7
SAN JOSE TOWER★
124.0 257.6
NORCAL DEP CON
121.3 270.35

NOTE: RNAV 1
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS
Rwys 12L/R: Standard with minimum climb of 500′ per NM to 570.

**TOP ALTITUDE: FL190**




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb on heading 126° to 570, then direct NEVSE, then on track 115° to cross TECKY at or above 13000, thence. . . .

. . . .on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

JFREE TRANSITION (TECKY4.JFREE)

VLREE TRANSITION (TECKY4.VLREE)

(TECKY4.TECKY) 22027
TECKY FOUR DEPARTURE (RNAV)

AL-693 (FAA)

NORMAN Y MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA



SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 82216 W13A | APP CRS 127° | Rwy ldg 2601 TDZE 135 Apt Elev 135 |
|---|---|---|

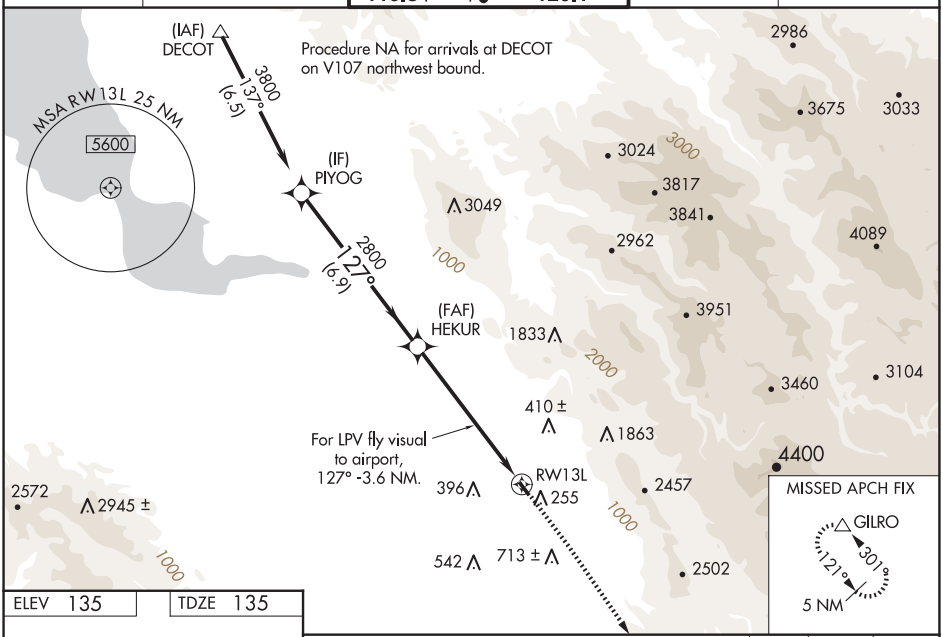
# RNAV (GPS) RWY 13L
## REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

RNP APCH.

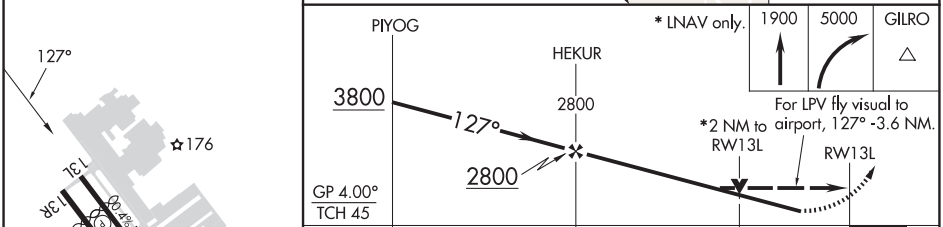
Circling Rwy 31L NA at night. Rwy 13L helicopter visibility reduction below ¾ SM NA. VDP NA with Norman Y Mineta San Jose Intl altimeter setting. When control tower closed, use Norman Y Mineta San Jose Intl altimeter setting and increase all DAs 25 feet and all MDAs 40 feet; increase LPV# visibility to 1⅜ SM. Circling east of Rwy 13L-31R NA at night.

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct GILRO and hold.
#Missed approach requires minimum climb of 300 feet per NM to 2800.

| ATIS | NORCAL APP CON | REID-HILLVIEW TOWER * (Rwy 13L-31R) (Rwy 13R-31L) | GND CON | UNICOM |
|---|---|---|---|---|
| 125.2 | 120.1 290.25 | 119.8 (CTAF) 126.1 | 121.65 | 122.95 |




ELEV 135 TDZE 135




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 562-1¼ 427 (500-1¼) | | NA | |
| LPV DA | 1708-3 1573 (1600-3) | | NA | |
| LNAV MDA# | 1040-1¼ 905 (1000-1¼) | | NA | |
| LNAV MDA | 1600-1¼ 1465 (1500-1¼) | 1600-1½ 1465 (1500-1½) | NA | |
| C CIRCLING | 1600-1¼ 1465 (1500-1¼) | 1600-1½ 1465 (1500-1½) | NA | |

MIRL Rwy 13L-31R
REIL Rwys 13L and 31R



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SAN JOSE, CALIFORNIA AL-5591 (FAA) 24305

| APP CRS | Rwy ldg | 2690 |
|---|---|---|
| 312° | TDZE | 133 |
| | Apt Elev | 135 |

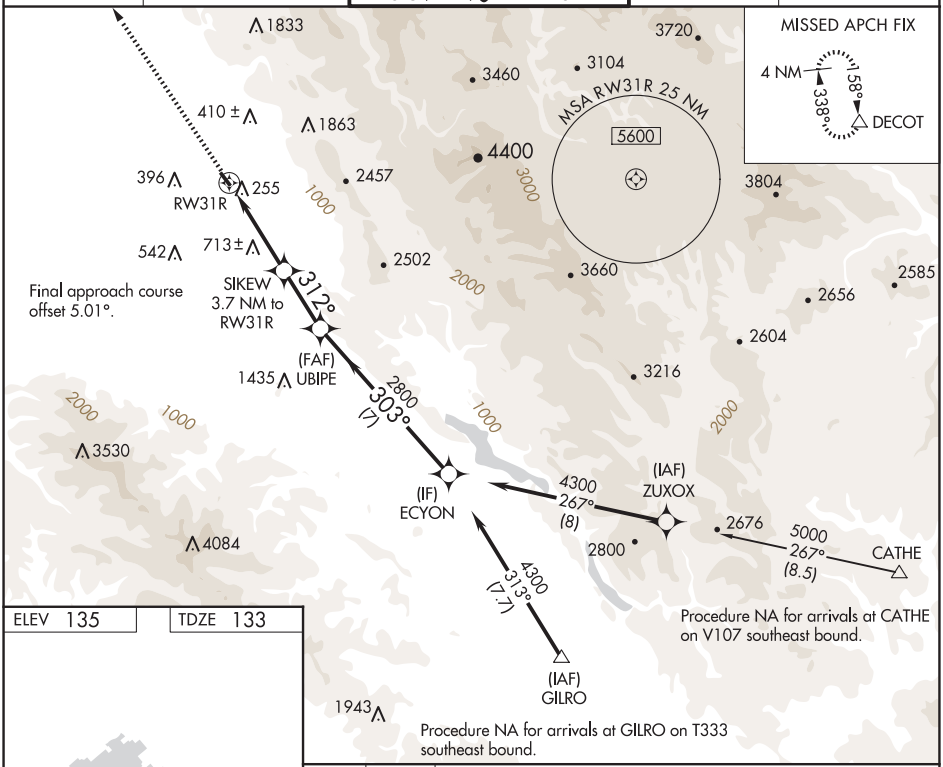
# RNAV (GPS) Y RWY 31R
## REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

RNP APCH.

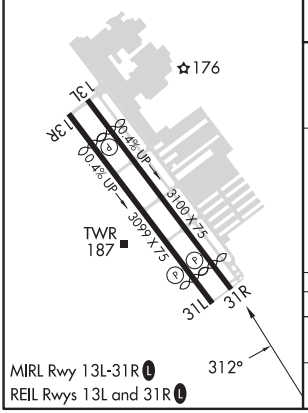
T A NA Circling Rwy 31L NA at night. Rwy 31R helicopter visibility reduction below ¾ SM NA. VDP NA when using Norman Y Mineta San Jose Intl altimeter setting. Circling east of Rwy 13L-31R NA at night. When control tower closed, use Norman Y Mineta San Jose Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 4000 direct DECOT and hold.

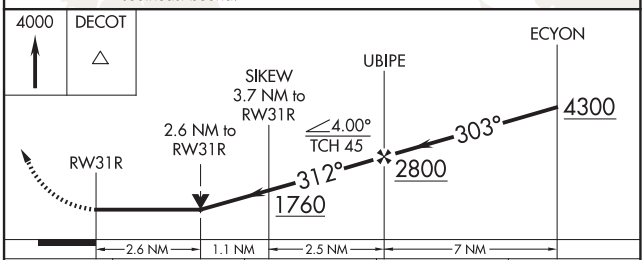
| ATIS | NORCAL APP CON | REID-HILLVIEW TOWER ★ (Rwy 13L-31R) | (Rwy 13R-31L) | GND CON | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.1 290.25 | 119.8 (CTAF) L | 126.1 | 121.65 | 122.95 |




ELEV 135 TDZE 133




MIRL Rwy 13L-31R L
REIL Rwys 13L and 31R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1¼ 1167 (1200-1¼) | 1300-1½ 1167 (1200-1½) | NA | |
| C CIRCLING | 1300-1¼ 1165 (1200-1¼) | 1300-1½ 1165 (1200-1½) | NA | |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SAN JOSE, CALIFORNIA
Amdt 1 10SEP20

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)
37°20′N-121°49′W
RNAV (GPS) Y RWY 31R

| WAAS CH 58316 W31A | APP CRS 307° | Rwy ldg 2690 TDZE 133 Apt Elev 135 |
|---|---|---|

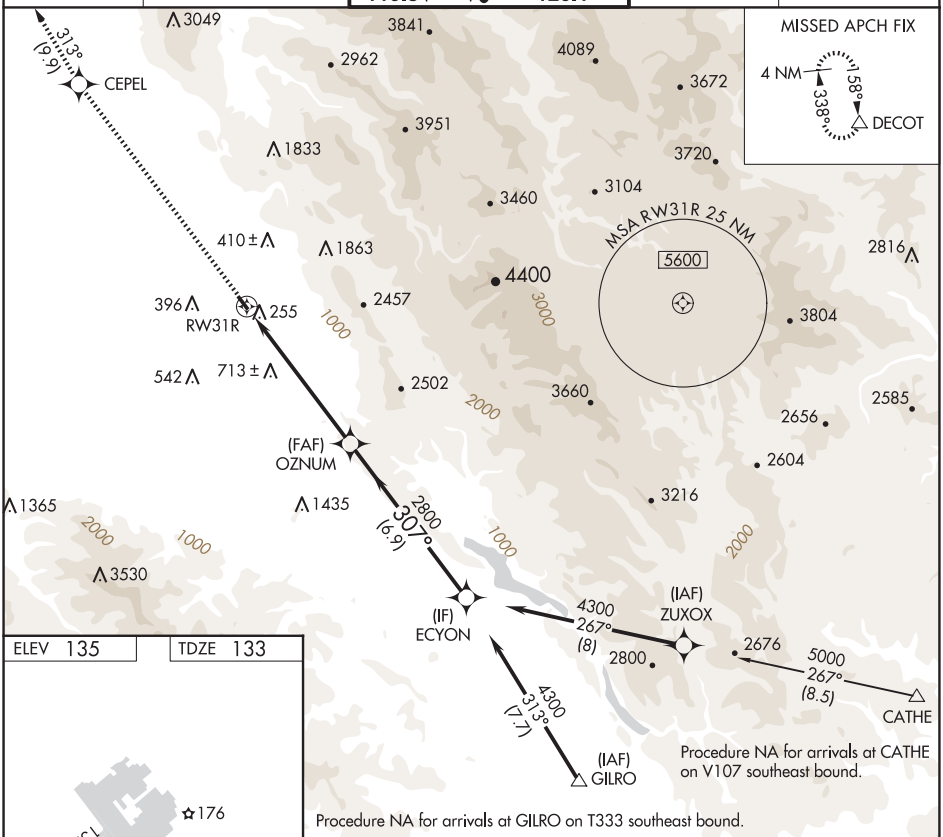
# RNAV (GPS) Z RWY 31R
## REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

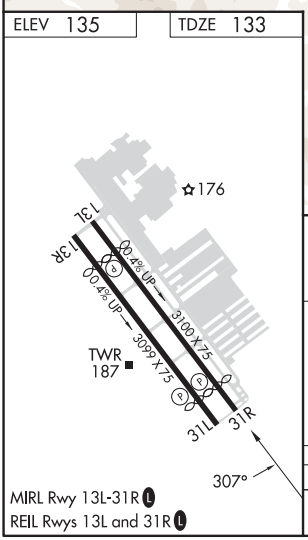
RNP APCH.

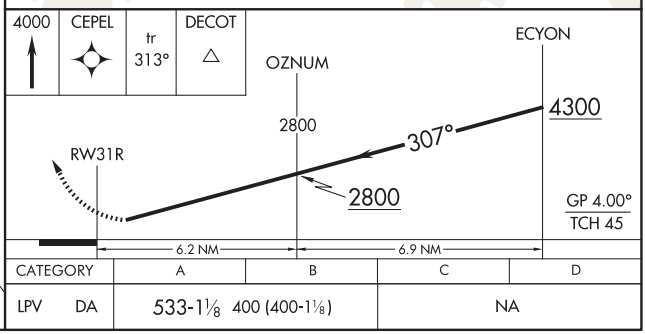
When control tower closed, use Norman Y Mineta San Jose Intl altimeter setting and increase DA to 558 feet and visibility to 1¼ SM. Rwy 31R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct CEPEL and on track 313° to DECOT and hold.

| ATIS | NORCAL APP CON | REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L) | GND CON | UNICOM |
|---|---|---|---|---|
| 125.2 | 120.1 290.25 | 119.8 (CTAF) 126.1 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 533-1⅛ 400 (400-1⅛) | | NA | |

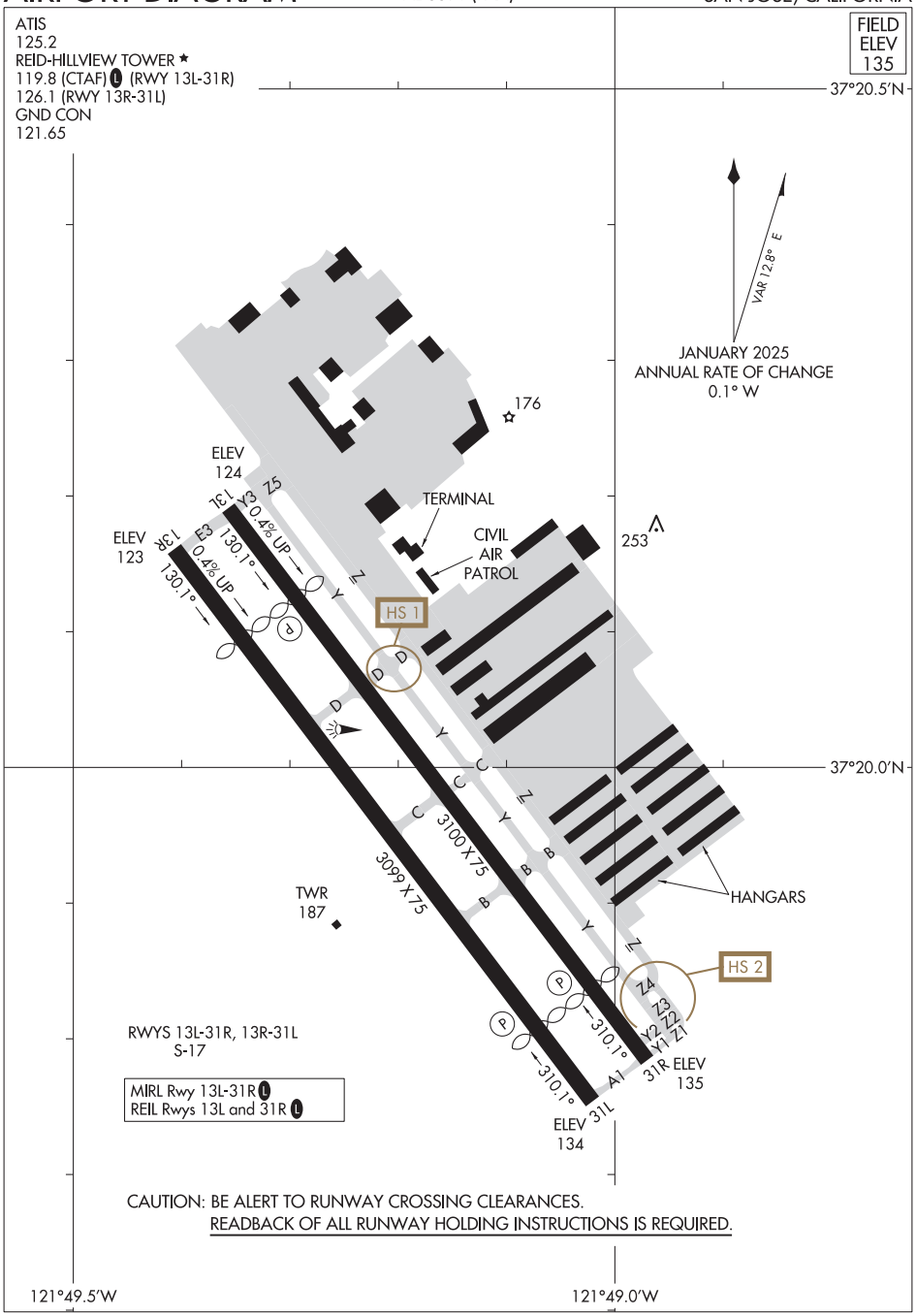



SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)
AL-5591 (FAA)
SAN JOSE, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

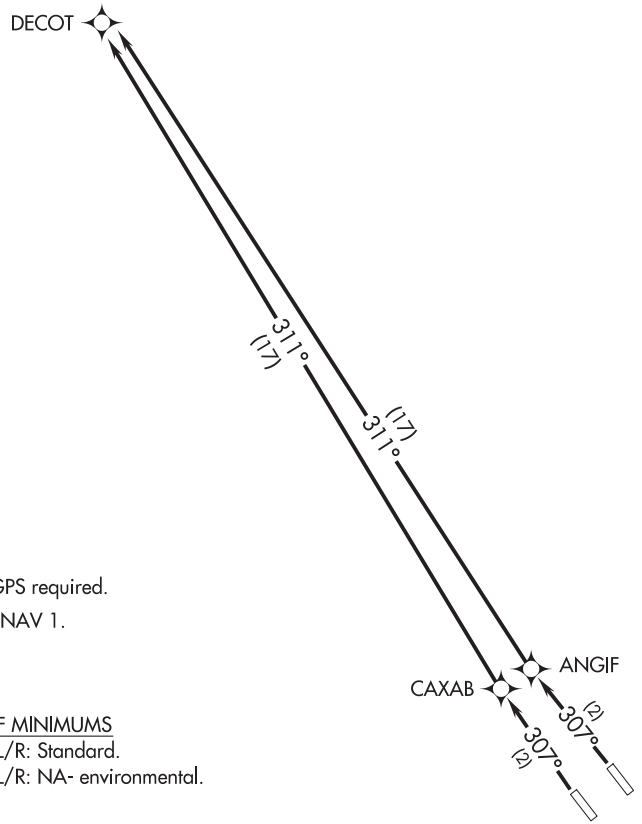
AIRPORT DIAGRAM
25107
SAN JOSE, CALIFORNIA
REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

# DECOT ONE DEPARTURE (OBSTACLE) (RNAV)

AL-5591 (FAA)

SAN JOSE, CALIFORNIA

NORCAL DEP CON
121.3 270.35




NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 13L/R: NA- environmental.

TAKEOFF OBSTACLE NOTES
Rwys 31L/R: Trees 1070′ from DER, 500′ right and left of centerline, 173′ and 169′ MSL.
Rwy 31R: Light 125′ from DER, 370′ right of centerline, 159′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31L: Climb to 4000 via 307° course to CAXAB WP and 311° track to DECOT WP. Then via assigned route.

TAKEOFF RUNWAY 31R: Climb to 4000 via 307° course to ANGIF WP and 311° track to DECOT WP. Then via assigned route.

TAKEOFF RUNWAYS 13L/13R: NA.

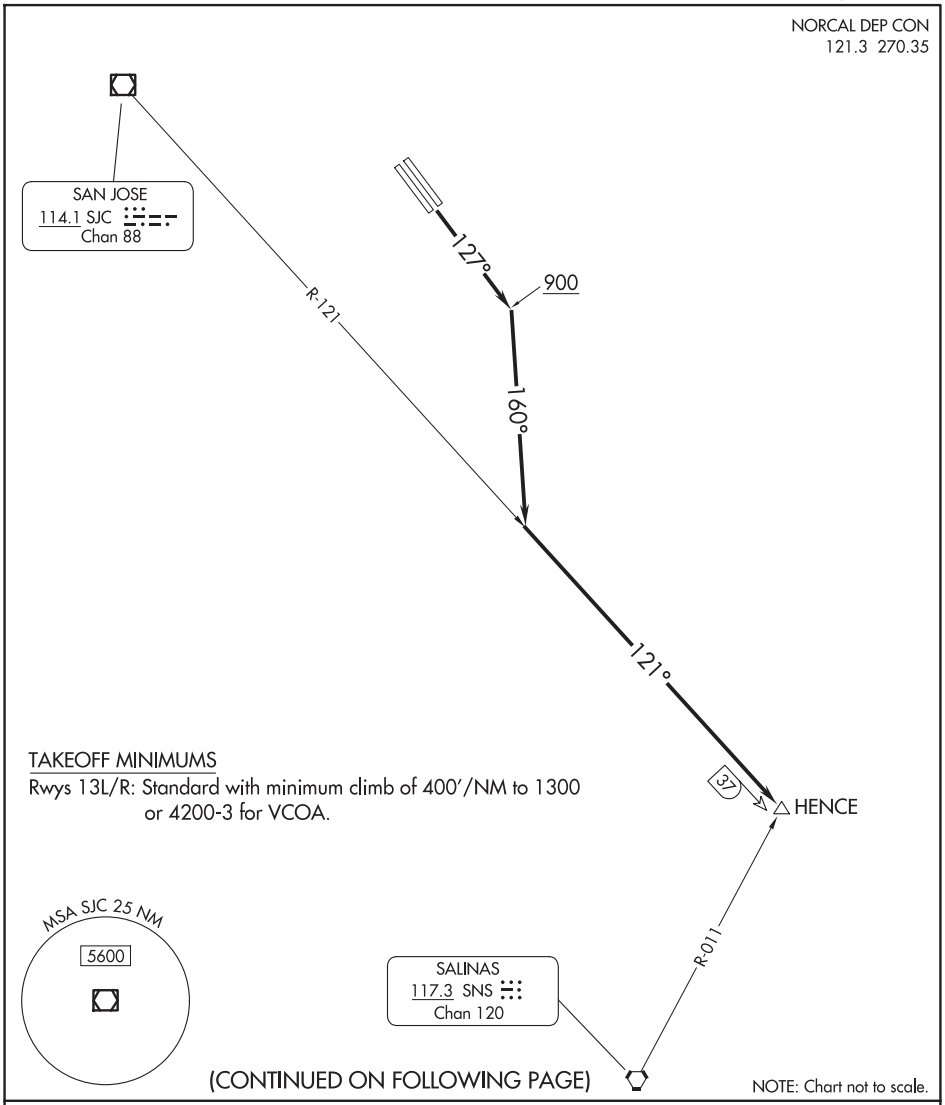


SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(HENCE1.HENCE) 24249

# HENCE ONE DEPARTURE (OBSTACLE)

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)
AL-5591 (FAA)
SAN JOSE, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 127° to 900, then climbing right turn to heading 160° to intercept SJC VOR/DME R-121 to HENCE.

VCOA RUNWAYS 13L/R: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Reid-Hillview of Santa Clara County Airport at or above 4200 before proceeding on course.

HENCE ONE DEPARTURE (OBSTACLE)

SAN JOSE, CALIFORNIA
REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

(HENCE1.HENCE) 05SEP24

TAKEOFF OBSTACLE NOTES

Rwy 13L: Pole, vehicles on road beginning 91′ from DER, 30′ left of centerline, up to 39′ AGL/174′ MSL.
Fence 145′ from DER, 292′ right of centerline, 4′AGL/140′ MSL.
Pole, fence beginning 162′ from DER, 100′ right of centerline, up to 10′ AGL/147′ MSL.
Vehicles on road beginning 176′ from DER, 5′ right of centerline, up to 151′ MSL.
Pole 253′ from DER, 297′ left of centerline, 39′ AGL/175′ MSL.
Vehicle on road 253′ from DER, 333′ right of centerine, 15′ AGL/155′ MSL.
Pole 383′ from DER, 22′ right of centerline, 21′ AGL/156′ MSL.
Pole 617′ from DER, 438′ right of centerline, 20′ AGL/158′ MSL.
Trees, transmission line, pole, building beginning 652′ from DER, 238′ left of centerline, up to 241′ MSL.
Tree 659′ from DER, 147′ right of centerline, 166′ MSL.
Tree 709′ from DER, 269′ right of centerline, 168′ MSL.
Trees, electrical system beginning 859′ from DER, 460′ right of centerline, up to 183′ MSL.
Tree, electrical system beginning 1151′ from DER, 107′ right of centerline, up to 193′ MSL.
Building 1364′ from DER, 421′ right of centreline, 198′ MSL.
Tree, building beginning 1420′ from DER, 375′ right of centerline, up to 217′ MSL.
Trees, poles beginning 2204′ from DER, 40′ right of centerline, up to 246′ MSL.
Transmission line, tree beginning 2467′ from DER, 512′ left of centerline, up to 104′ AGL/244′ MSL.
Transmission lines beginning 3217′ from DER, 783′ left of centerline, up to 112′ AGL/255′ MSL.
Transmission line 4802′ from DER, 1350′ left of centerline, 110′ AGL/266′ MSL.

Rwy 13R: Fence 146′ from DER, 8′ left of centerline, 4′ AGL/140′ MSL.
Pole, fence beginning 163′ from DER, 7′ left of centerline, up to 10′ AGL/147′ MSL.
Vehicles on road beginning 177′ from DER, 15′ left of centerline, up to 151′ MSL.
Electrical system, vehicle on road beginning 185′ from DER, 33′ right of centerline, up to 34′ AGL/168′ MSL.
Vehicle on road 232′ from DER, 330′ left of centerline, 15′ AGL/155′ MSL.
Tree, vehicle on road beginning 255′ from DER, 315′ right of centerline, up to 175′ MSL.
Pole 384′ from DER, 277′ left of centerline, 21′ AGL/156′ MSL.
Tree, pole beginning 545′ from DER, 138′ right of centerline, up to 185′ MSL.
Tree 660′ from DER, 152′ left of centerline, 166′ MSL.
Tree 700′ from DER, 425′ right of centerline, 200′ MSL.
Trees, electrical systems, buildings beginning 701′ from DER, 75′ right of centerline, up to 229′ MSL.
Tree 709′ from DER, 30′ left of centerline 168′ MSL.
Tree 1152′ from DER, 192′ left of centerline, 193′ MSL.
Tree 1380′ from DER, 852′ left of centerline, 214′ MSL.
Tree, building beginning 1642′ from DER, 538′ left of centerline, up to 225′ MSL.
Tree 2134′ from DER, 807′ left of centerline, 240′ MSL.
Trees, transmission line beginning 2205′ from DER, 96′ left of centerline, up to 246′ MSL.
Trees, poles beginning 2436′ from DER, 349′ right of centerline, up to 233′ MSL.
Transmission lines beginning 3218′ from DER, 1082′ left of centerline, up to 112′ AGL/255′ MSL.
Transmission line 4803′ from DER, 1649′ left of centerline, 110′ AGL/266′ MSL.
Tower 2.2 NM from DER, 3840′ right of centerline, 104′ AGL/526′ MSL.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SAN MARTIN, CALIFORNIA | AL-9260 (FAA) | 25107

# RNAV (GPS) RWY 32
## SAN MARTIN (E16)

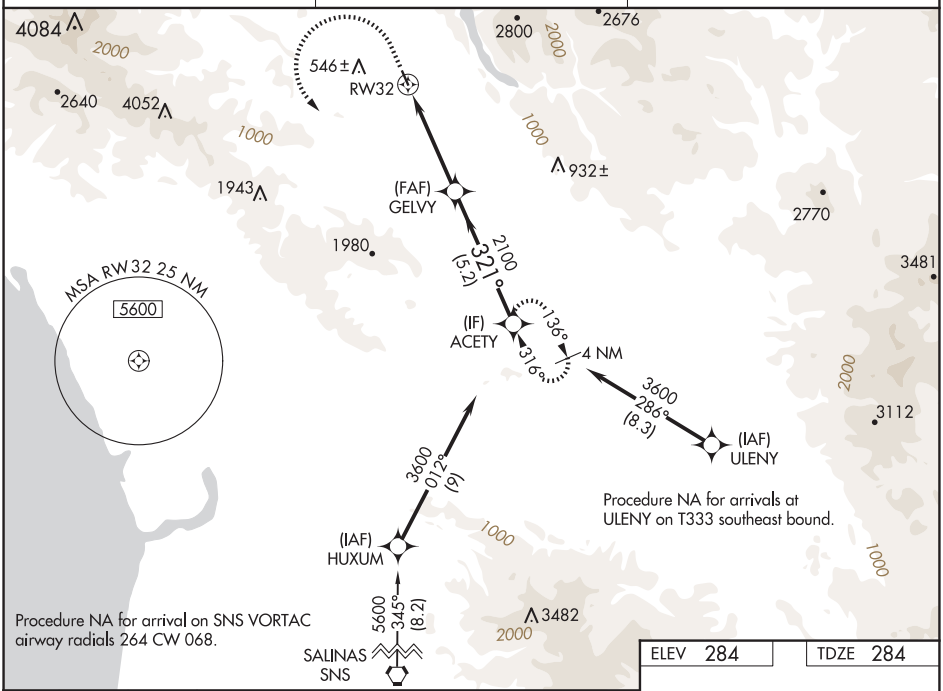
| WAAS CH 56444 W32A | APP CRS 321° | Rwy ldg 3095<br>TDZE 284<br>Apt Elev 284 |
|---|---|---|

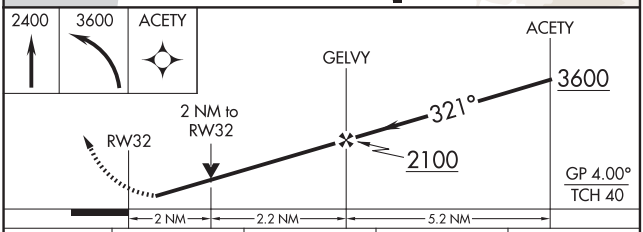
RNP APCH - GPS.

Circling NA southwest of Rwy 14-32. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct ACETY and hold.
*Missed approach requires minimum climb of 260 feet per NM to 2400.

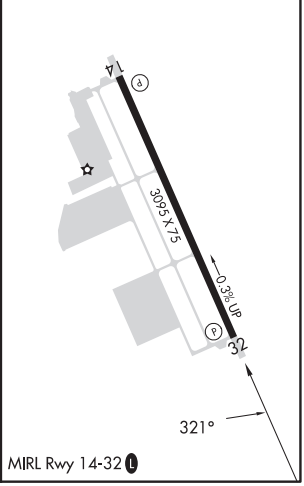
| AWOS-3P | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.35 | 124.525 348.675 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 600-⅞ 316 (400-⅞) | | NA | |
| LPV DA | 954-1⅞ 670 (700-1⅞) | | NA | |
| LNAV MDA* | 1060-1 776 (800-1) | 1060-1¼ 776 (800-1¼) | NA | |
| LNAV MDA | 1320-1¼ 1036 (1100-1¼) | 1320-1½ 1036 (1100-1½) | NA | |
| C CIRCLING | 1320-1¼ 1036 (1100-1¼) | 1320-1½ 1036 (1100-1½) | NA | |

| ELEV 284 | TDZE 284 |
|---|---|




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| LOC I-STS | APP CRS | Rwy ldg | 6000 |
|---|---|---|---|
| 109.3 | 321° | TDZE | 122 |
| | | Apt Elev | 129 |

# ILS or LOC RWY 32
## CHARLES M SCHULZ/SONOMA COUNTY (STS)

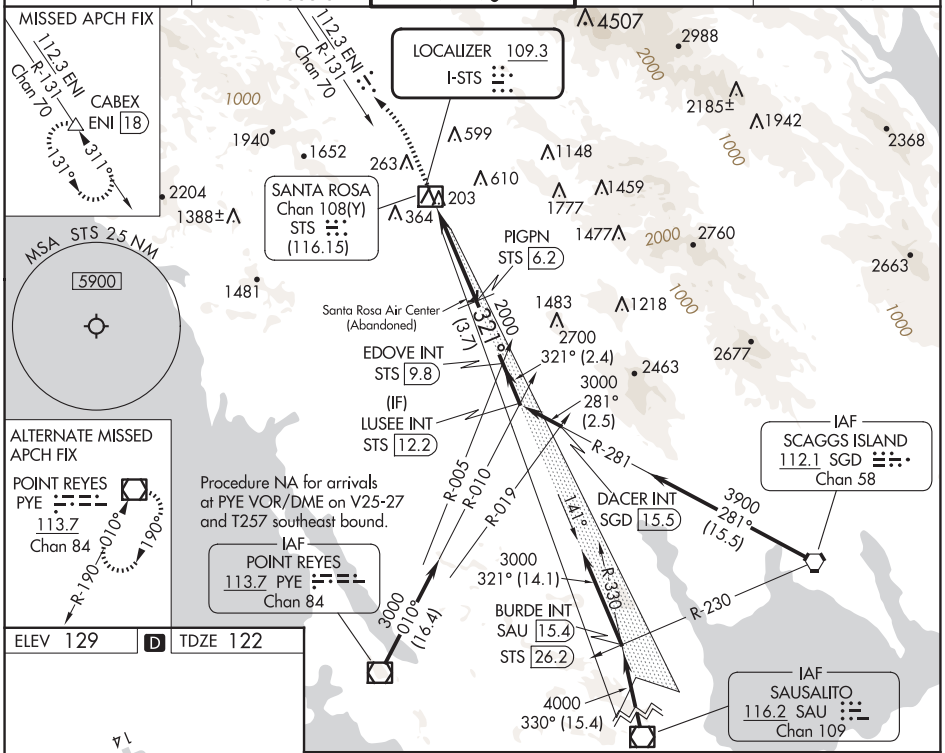
DME required.

Autopilot coupled approach NA below 1286. DME from STS DME. DME use requires simultaneous reception of I-STS and STS DME. For inop ALS increase S-ILS 32 visibility all Cats to RVR 4500, S-LOC 32 Cats A/B to RVR 5500.

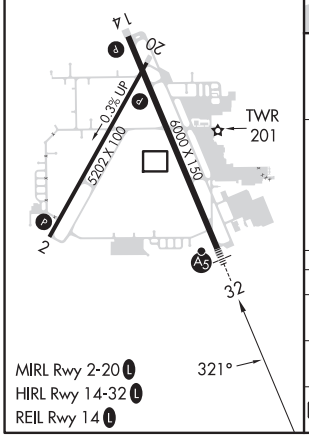
MALSR

MISSED APPROACH: Climb to 1020 then climb to 6000 on ENI VORTAC R-131 to CABEX/ENI VORTAC 18 DME and hold, continue climb-in-hold to 6000.

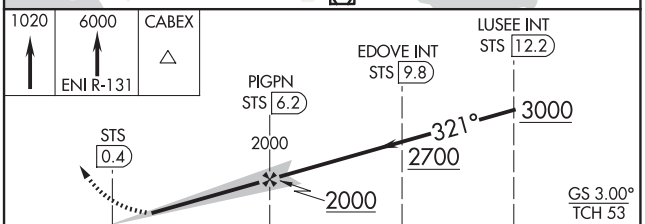
| ATIS | OAKLAND CENTER | SANTA ROSA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 127.8 353.5 | 118.5 (CTAF) L 363.0 | 121.9 | 122.95 |




ELEV 129 | D | TDZE 122




MIRL Rwy 2-20 L
HIRL Rwy 14-32 L
REIL Rwy 14 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 377/24 255 (300-½) | | | |
| S-LOC 32 | 580/24 458 (500-½) | | 580/45 458 (500-⅞) | |
| C CIRCLING | 600-1 471 (500-1) | 680-1 551 (600-1) | 1080-3 951 (1000-3) | 1420-3 1291 (1300-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SANTA ROSA, CALIFORNIA | AL-696 (FAA) | 24305

# RNAV (GPS) RWY 2
## CHARLES M SCHULZ/SONOMA COUNTY (STS)

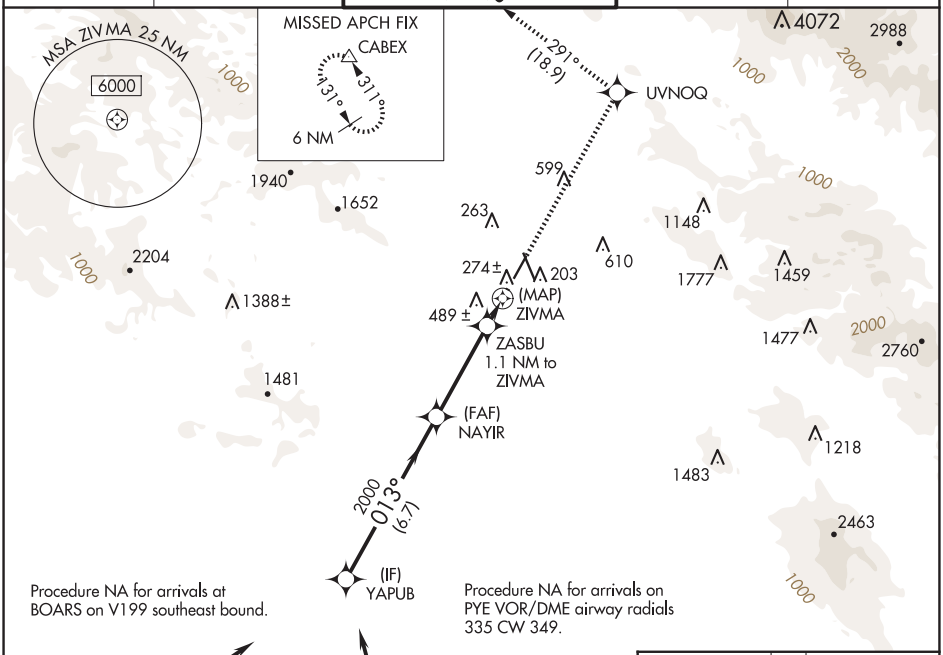
| WAAS CH 69230 W02A | APP CRS 013° | Rwy ldg 4802<br>TDZE 129<br>Apt Elev 129 |
|---|---|---|

RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA.

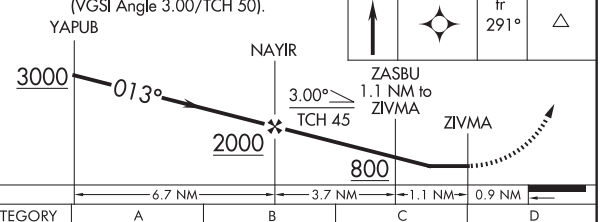
MISSED APPROACH: Climb to 6000 direct UVNOQ and on track 291° to CABEX and hold, continue climb-in-hold to 6000.

| ATIS | OAKLAND CENTER | SANTA ROSA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 127.8 353.5 | 118.5 (CTAF) L 363.0 | 121.9 | 122.95 |



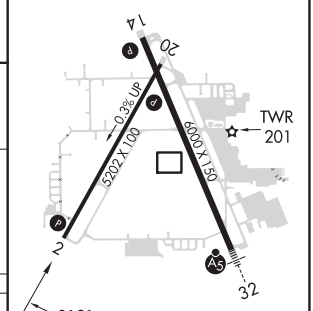

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

| 6000 | UVNOQ | tr 291° | CABEX |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 500-1 371 (400-1) | | | |
| LNAV MDA | 660-1 531 (600-1) | | 660-1½ 531 (600-1½) | |
| C CIRCLING | 660-1 531 (600-1) | 680-1 551 (600-1) | 1080-3 951 (1000-3) | 1420-3 1291 (1300-3) |

ELEV 129 | D | TDZE 129




MIRL Rwy 2-20 L
HIRL Rwy 14-32 L
REIL Rwy 14 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 5880 |
|---|---|---|
| 126° | TDZE | 122 |
| | Apt Elev | 129 |

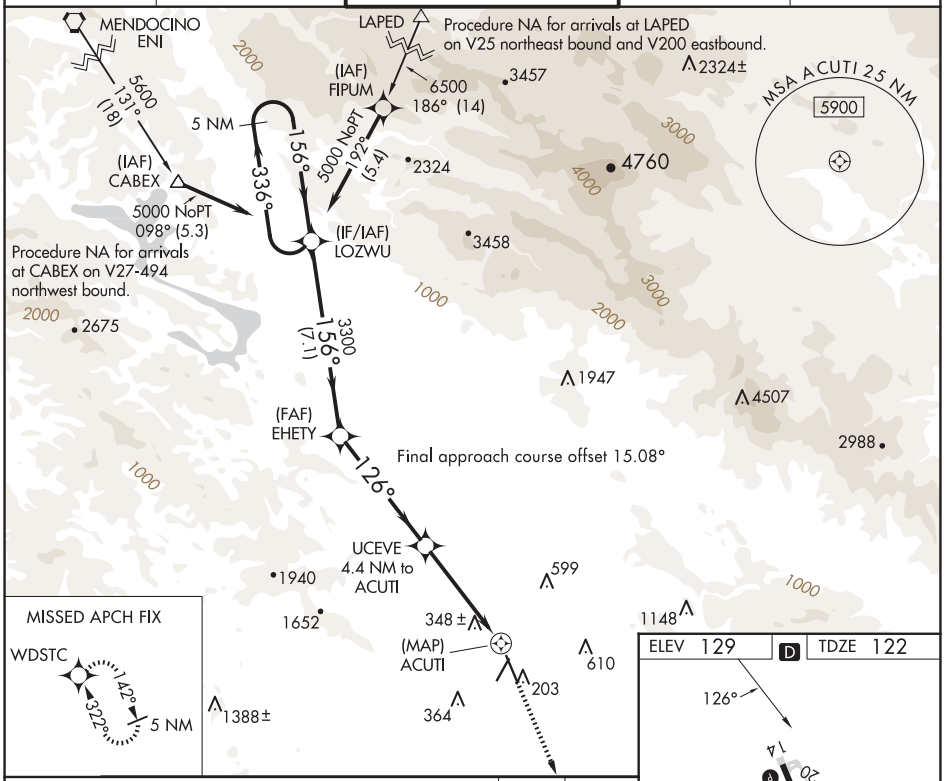
# RNAV (GPS) RWY 14
## CHARLES M SCHULZ/SONOMA COUNTY (STS)

RNP APCH.

Rwy 14 helicopter visibility reduction below ¾ SM NA.

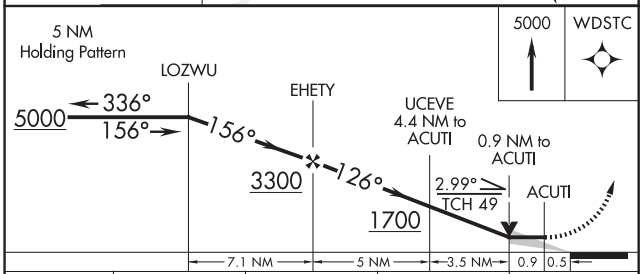
MISSED APPROACH: Climb to 5000 direct WDSTC and hold, continue climb-in-hold to 5000.

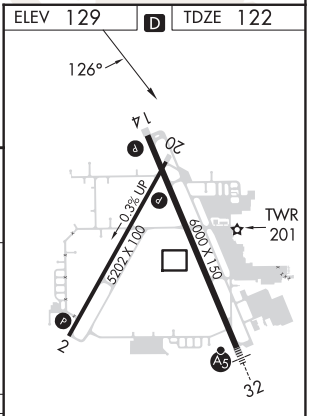
| ATIS | OAKLAND CENTER | SANTA ROSA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 127.8 353.5 | 118.5 (CTAF) L 363.0 | 121.9 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 478 (500-1) | | 600-1⅜ 478 (500-1⅜) | |
| C CIRCLING | 600-1 471 (500-1) | 680-1 551 (600-1) | 1080-3 951 (1000-3) | 1420-3 1291 (1300-3) |

MIRL Rwy 2-20 L
HIRL Rwy 14-32 L
REIL Rwy 14 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SANTA ROSA, CALIFORNIA

AL-696 (FAA)

24305

# RNAV (GPS) RWY 32

## CHARLES M SCHULZ/SONOMA COUNTY (STS)

| WAAS CH 72611 W32A | APP CRS 321° | Rwy ldg 6000<br>TDZE 122<br>Apt Elev 129 |
|---|---|---|

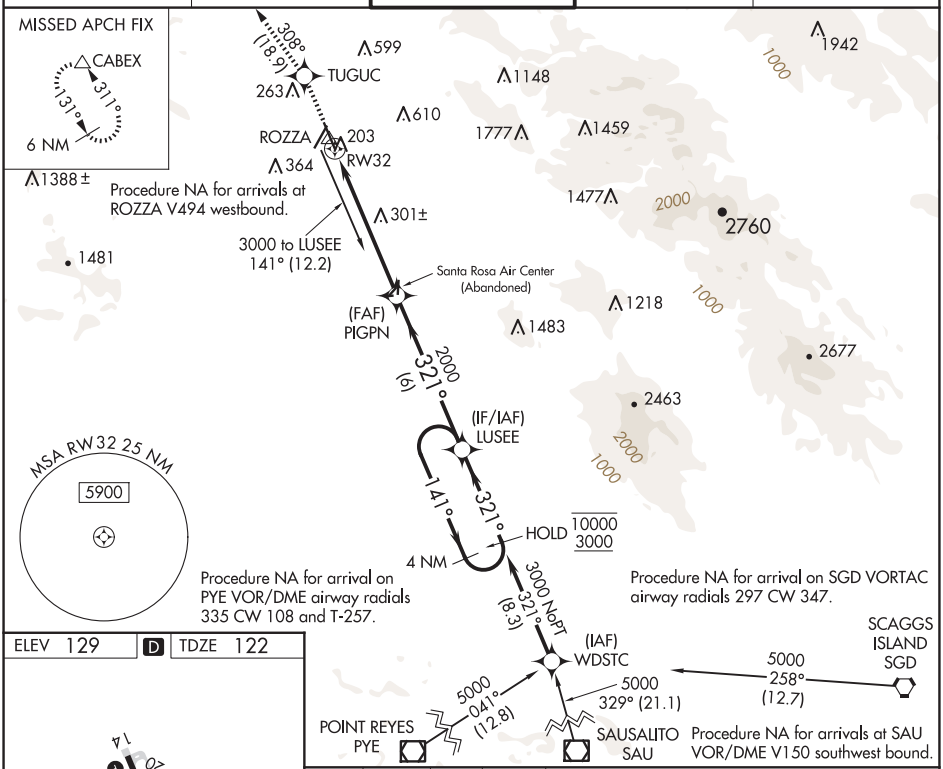
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

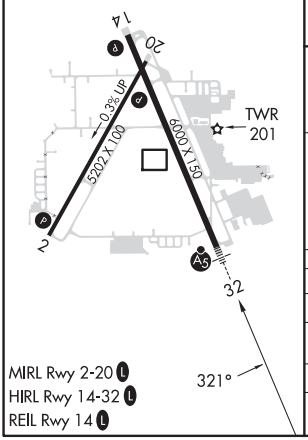
MALSR

MISSED APPROACH: Climb to 6000 direct TUGUC and on track 308° to CABEX and hold, continue climb-in-hold to 6000.

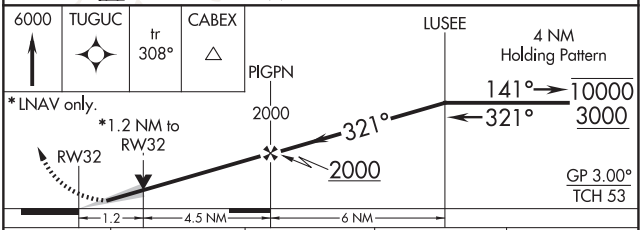
| ATIS | OAKLAND CENTER | SANTA ROSA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.55 | 127.8 353.5 | 118.5 (CTAF) L 363.0 | 121.9 | 122.95 |




ELEV 129 | D | TDZE 122




MIRL Rwy 2-20 L
HIRL Rwy 14-32 L
REIL Rwy 14 L

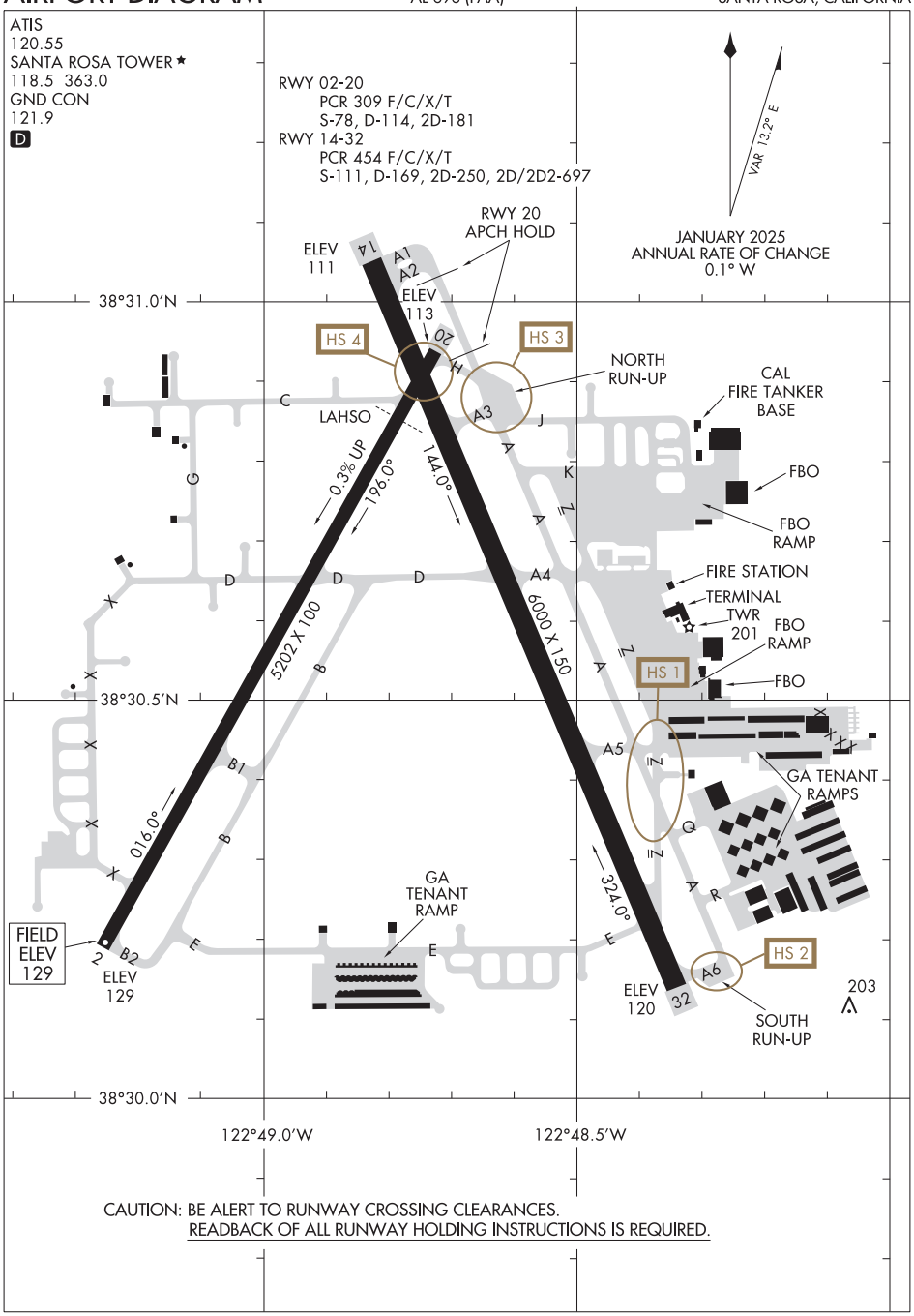



* LNAV only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 322/24 200 (200-½) | | | |
| LNAV/VNAV DA | 570/50 448 (500-1) | | | |
| LNAV MDA | 560/24 438 (500-½) | | 560/40 438 (500-¾) | |
| C CIRCLING | 600-1 471 (500-1) | 680-1 551 (600-1) | 1080-3 951 (1000-3) | 1420-3 1291 (1300-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

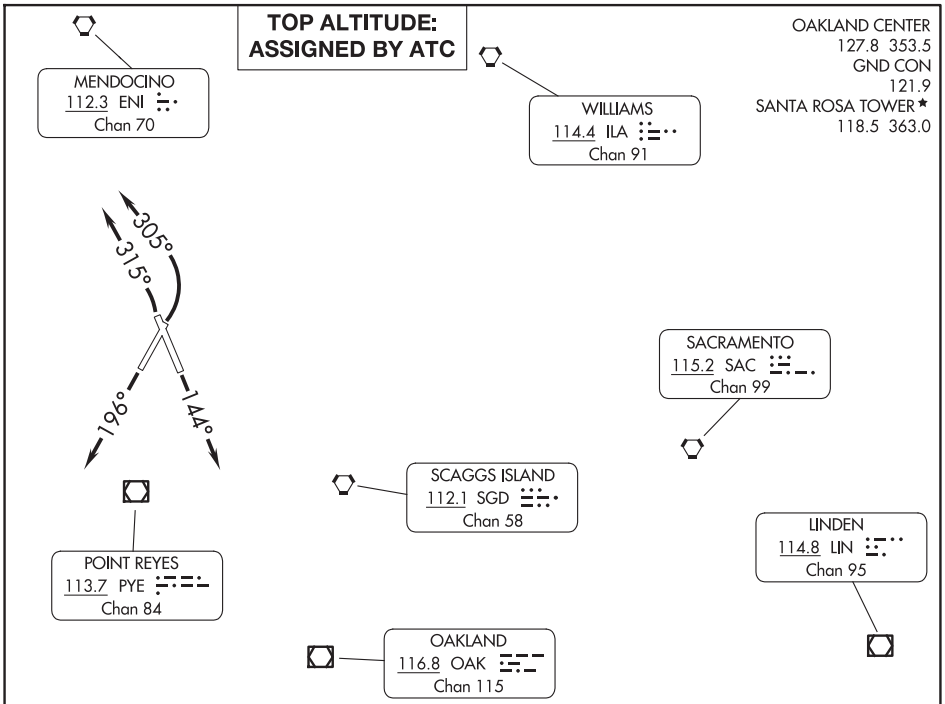
SW-2, 12 JUN 2025 to 07 AUG 2025


ATIS
120.55
SANTA ROSA TOWER ★
118.5 363.0
GND CON
121.9
D
RWY 02-20
PCR 309 F/C/X/T
S-78, D-114, 2D-181
RWY 14-32
PCR 454 F/C/X/T
S-111, D-169, 2D-250, 2D/2D2-697
VAR 13.2° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
RWY 20
APCH HOLD
ELEV
111
14
A1
A2
ELEV
113
20
HS 4
HS 3
NORTH
RUN-UP
CAL
FIRE TANKER
BASE
LAHSO
A3
FBO
FBO
RAMP
FIRE STATION
TERMINAL
TWR
201
FBO
RAMP
FBO
HS 1
0.3% UP
196.0°
144.0°
5202 X 100
6000 X 150
A4
A5
GA TENANT
RAMPS
016.0°
324.0°
GA
TENANT
RAMP
FIELD
ELEV
129
2
B2
ELEV
129
ELEV
120
32
A6
HS 2
SOUTH
RUN-UP
203
38°31.0'N
38°30.5'N
38°30.0'N
122°49.0'W
122°48.5'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

(CHRLY8.ROZZA) 24305

# CHARLIE EIGHT DEPARTURE

CHARLES M SCHULZ/SONOMA COUNTY (STS)
AL-696 (FAA)
SANTA ROSA, CALIFORNIA




NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 2: Standard with minimum climb of 300′ per NM to 2100.
Rwy 14: Standard with minimum climb of 285′ per NM to 2500.
Rwy 20: Standard with minimum climb of 265′ per NM to 2200.
Rwy 32: Standard with minimum climb of 375′ per NM to 2200.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn on heading 305° (or as assigned between 200° CW to 305° from departure end of runway), thence . . . .
TAKEOFF RUNWAY 14: Climb on heading 144° (or as assigned between 110° CW to 315° from departure end of runway), thence . . . .
TAKEOFF RUNWAY 20: Climb on heading 196° (or as assigned between 100° CW to 250° from departure end of runway), thence . . . .
TAKEOFF RUNWAY 32: Climbing left turn on heading 315° (or as assigned between 145° CW to 315° from departure end of runway), thence . . . .

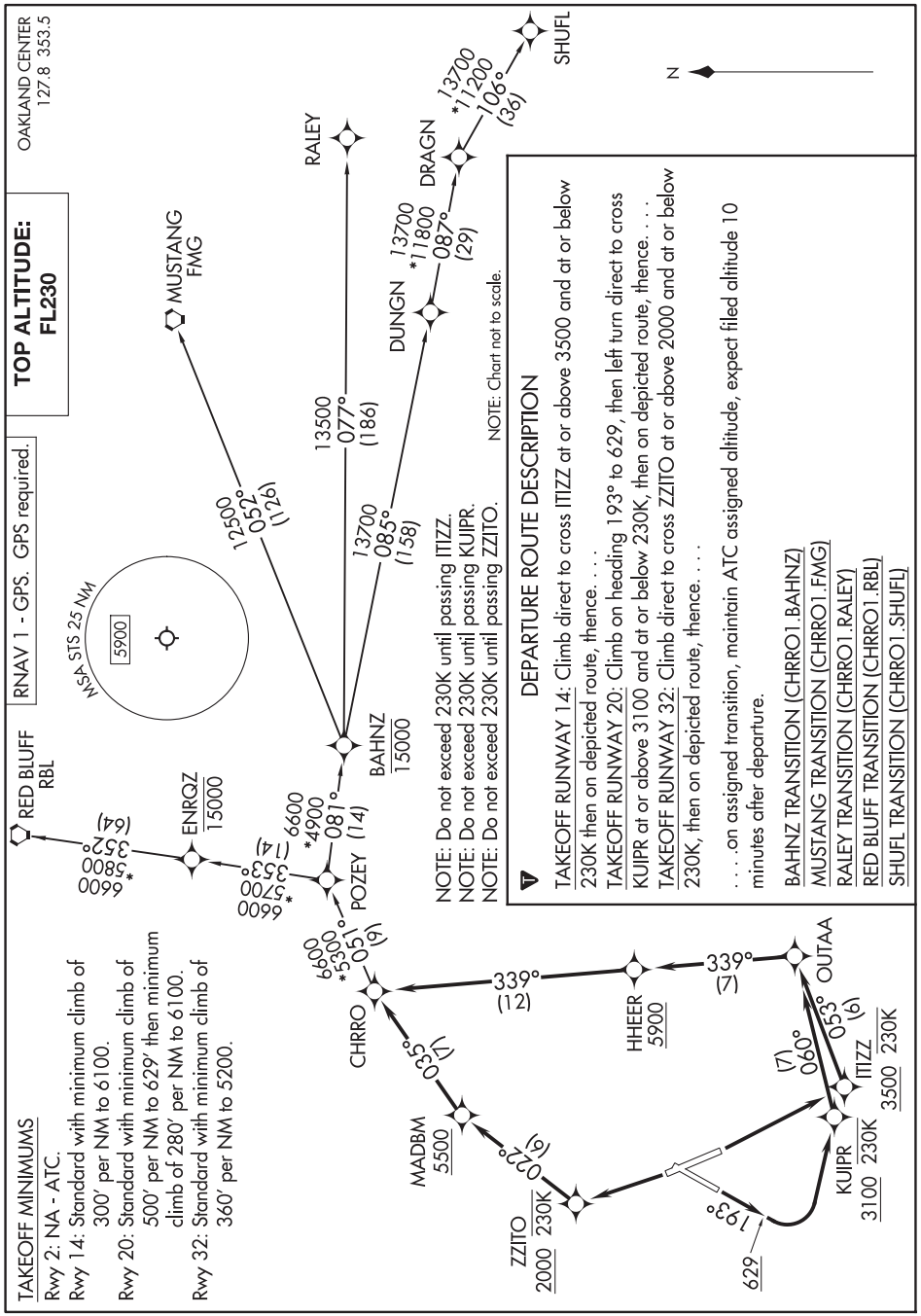
. . . . expect RADAR vectors to join assigned route. Maintain ATC assigned altitude; expect filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with Oakland Center after reaching 4000, proceed direct to the PYE VOR/DME. Thence via assigned route.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

# CHRRO ONE DEPARTURE (RNAV)



(MMORK1.MMORK) 24305 AL-696 (FAA)

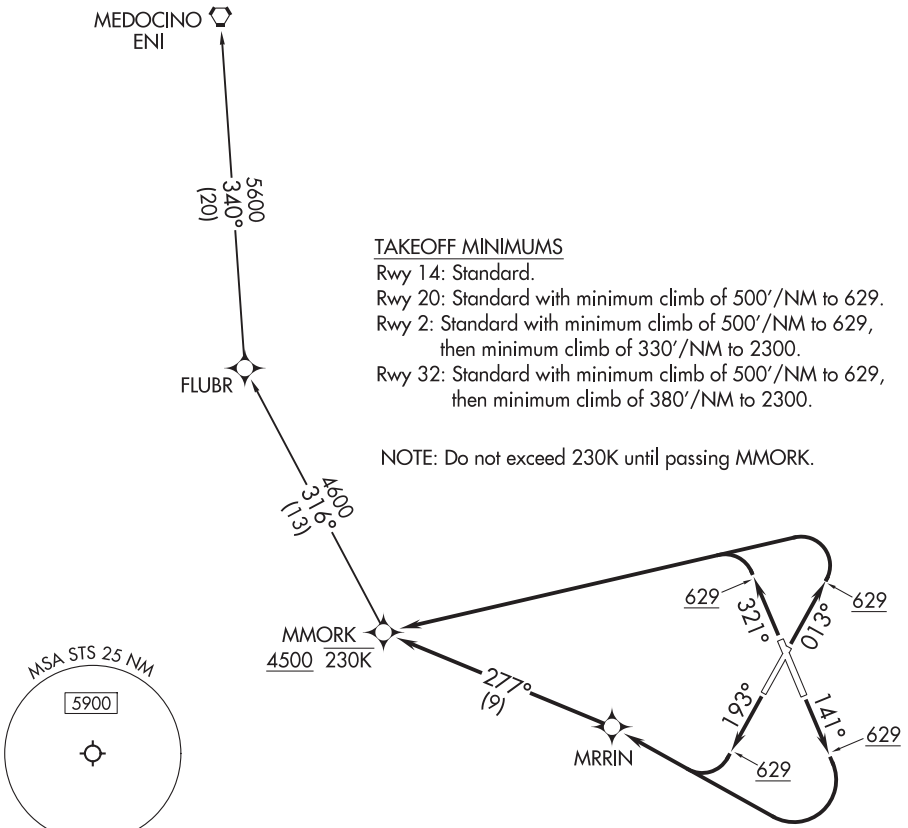
# MMORK ONE DEPARTURE (RNAV)

CHARLES M SCHULZ/SONOMA COUNTY (STS)
SANTA ROSA, CALIFORNIA

**TOP ALTITUDE: ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

OAKLAND CENTER
127.8 353.5




TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 20: Standard with minimum climb of 500′/NM to 629.
Rwy 2: Standard with minimum climb of 500′/NM to 629, then minimum climb of 330′/NM to 2300.
Rwy 32: Standard with minimum climb of 500′/NM to 629, then minimum climb of 380′/NM to 2300.

NOTE: Do not exceed 230K until passing MMORK.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 013° to 629, then left turn direct to cross MMORK at or above 4500 and at or below 230K, thence . . . .
TAKEOFF RUNWAY 14: Climb on heading 141° to 629, then right turn direct MRRIN, then on depicted route, thence . . . .
TAKEOFF RUNWAY 20: Climb on heading 193° to 629, then right turn direct MRRIN, then on depicted route, thence . . . .
TAKEOFF RUNWAY 32: Climb on heading 321° to 629, then left turn direct to cross MMORK at or above 4500 and at or below 230K, thence . . . .

. . . . on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

MENDOCINO TRANSITION (MMORK1.ENI)




SW-2, 12 JUN 2025 to 07 AUG 2025

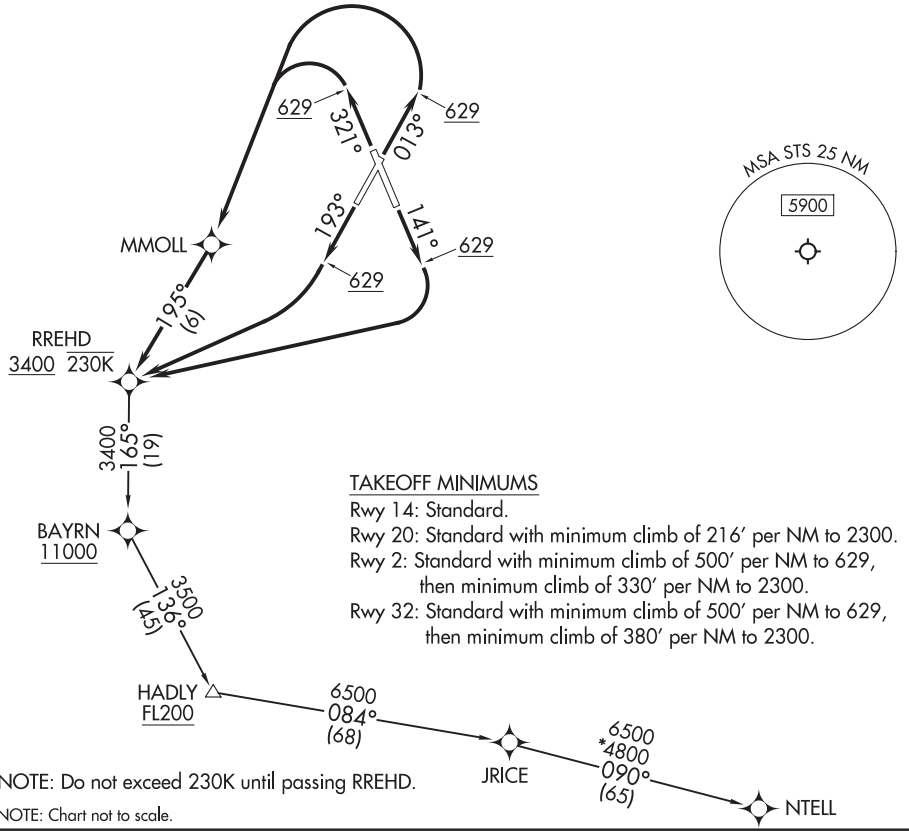
# RREHD ONE DEPARTURE (RNAV)

AL-696 (FAA)

**TOP ALTITUDE: FL230**

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

OAKLAND CENTER
127.8 353.5




TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 20: Standard with minimum climb of 216′ per NM to 2300.
Rwy 2: Standard with minimum climb of 500′ per NM to 629, then minimum climb of 330′ per NM to 2300.
Rwy 32: Standard with minimum climb of 500′ per NM to 629, then minimum climb of 380′ per NM to 2300.

NOTE: Do not exceed 230K until passing RREHD.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 013° to 629, then left turn direct MMOLL, then on depicted route, thence . . . .
TAKEOFF RUNWAY 14: Climb on heading 141° to 629, then right turn direct to cross RREHD at or above 3400 and at or below 230K, thence . . . .
TAKEOFF RUNWAY 20: Climb on heading 193° to 629, then right turn direct to cross RREHD at or above 3400 and at or below 230K, thence . . . .
TAKEOFF RUNWAY 32: Climb on heading 321° to 629, then left turn direct MMOLL, then on depicted route, thence . . . .

. . . .on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

HADLY TRANSITION (RREHD1.HADLY)

NTELL TRANSITION (RREHD1.NTELL)

SOUTH LAKE TAHOE, CALIFORNIA AL-5416 (FAA) 25163

| WAAS CH 57943 W18A | APP CRS 172° | Rwy Ldg 7017<br>TDZE 6259<br>Apt Elev 6268 |
|---|---|---|

# RNAV (GPS) RWY 18
## LAKE TAHOE (TVL)

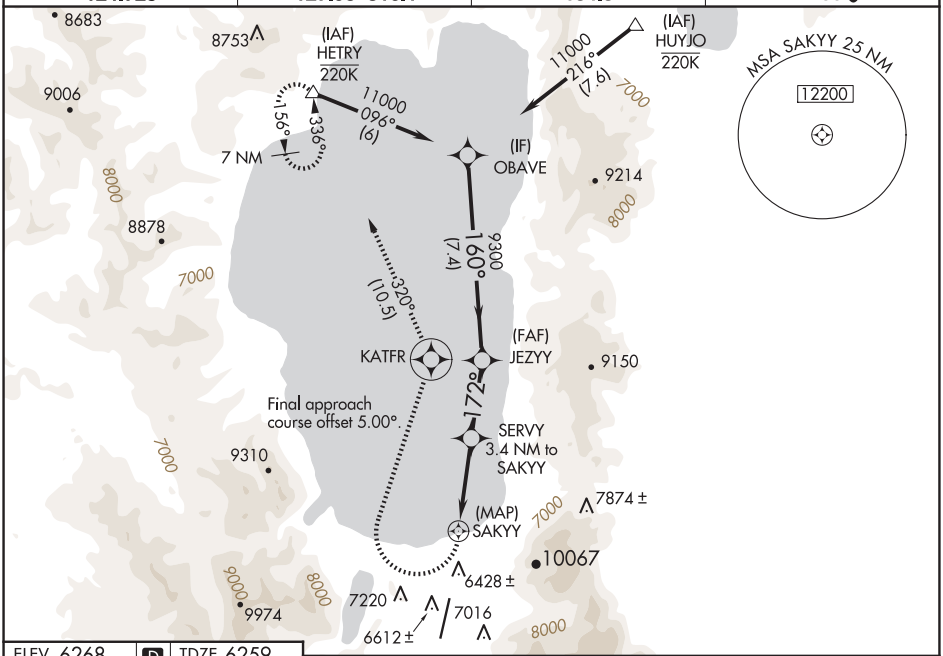
RNP APCH.

T A NA -12°C Circling NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA. Circling NA east of Rwy 18-36.

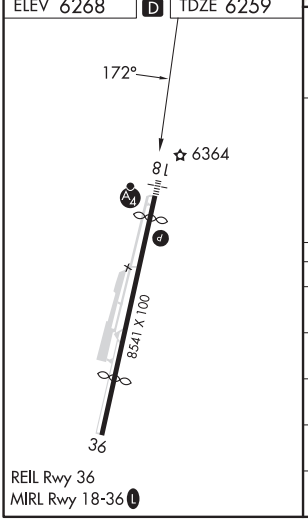
MALSF

MISSED APPROACH: (Do not exceed 185K until KATFR). Climbing right turn to 10000 direct KATFR then on track 320° to HETRY and hold, continue climb-in-hold to 12000. * Missed approach requires minimum climb of 425 feet per NM to 10000.

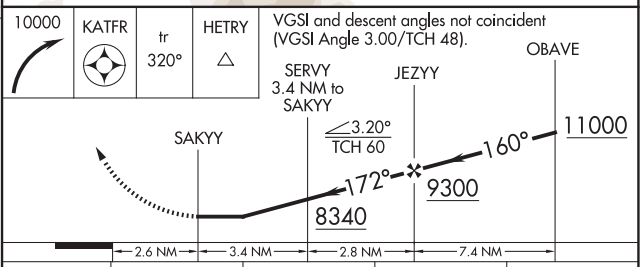
| ASOS | OAKLAND CENTER | CLNC DEL | CTAF |
|---|---|---|---|
| 124.725 | 127.95 316.1 | 134.3 | 122.85 L |




ELEV 6268 D TDZE 6259




REIL Rwy 36
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 6680-3 421 (500-3) | | | |
| LP MDA | 7120-3 861 (900-3) | | 7140-3 881 (900-3) | 7320-3 1061 (1100-3) |
| LNAV MDA* | 6980-3 721 (800-3) | | | 7560-3 1301 (1300-3) |
| LNAV MDA | 7280-3 1021 (1100-3) | 7620-3 1361 (1400-3) | 8160-3 1901 (1900-3) | NA |
| C CIRCLING | 7420-3 1152 (1200-3) | 7680-3 1412 (1500-3) | 8160-3 1892 (1900-3) | NA |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

SOUTH LAKE TAHOE, CALIFORNIA
Amdt 1 15AUG19

38°54′N-120°00′W

LAKE TAHOE (TVL)
RNAV (GPS) RWY 18

# LDA RWY 18
## LAKE TAHOE (TVL)

| LOC/DME I-TVL | APP CRS | Rwy Ldg | 7017 |
|---|---|---|---|
| 108.9 | 171° | TDZE | 6259 |
| Chan 26 | | Apt Elev | 6268 |

DME required.

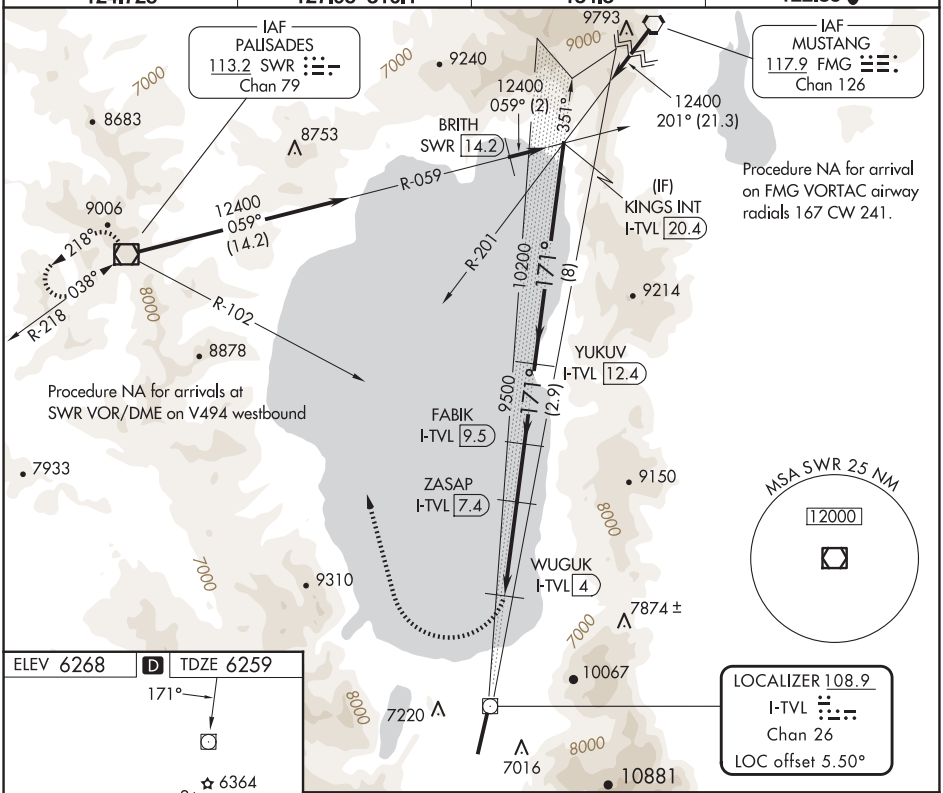
T
NA
-12°C

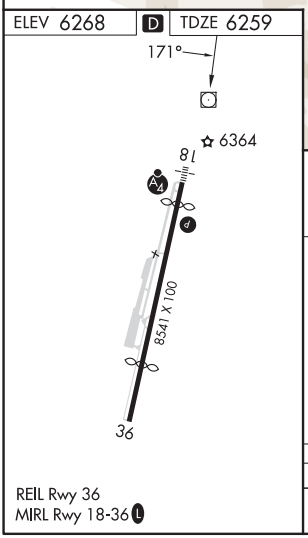
Rwy 18 helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, procedure NA.

MALSF

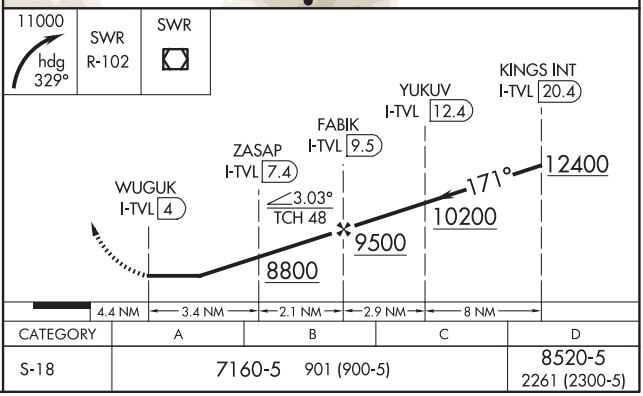
MISSED APPROACH: Climbing right turn to 11000 on heading 329° and SWR VOR/DME R-102 to SWR VOR/DME and hold.

| ASOS | OAKLAND CENTER | CLNC DEL | CTAF |
|---|---|---|---|
| 124.725 | 127.95 316.1 | 134.3 | 122.85 L |




REIL Rwy 36
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 7160-5 901 (900-5) | | | 8520-5 2261 (2300-5) |



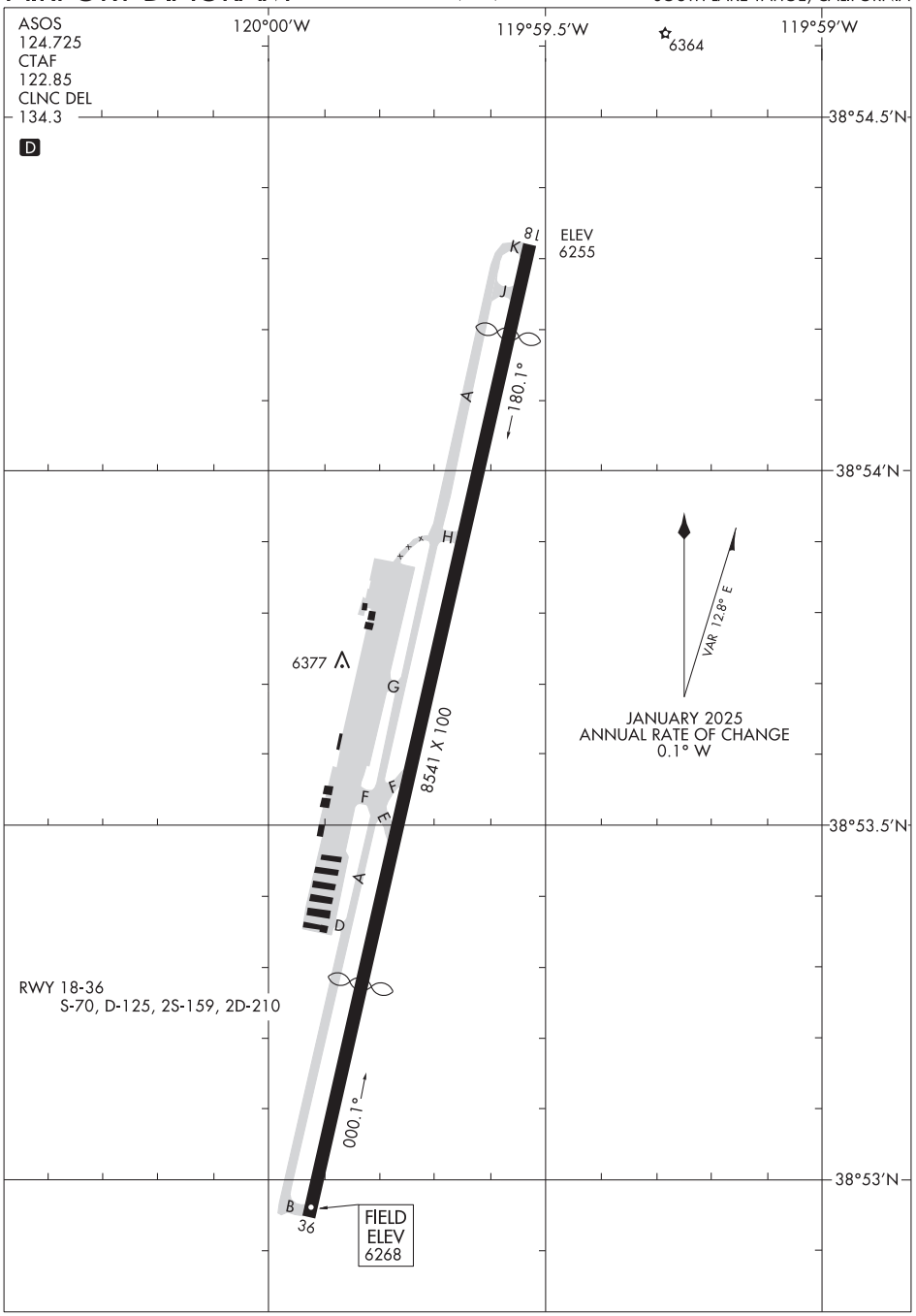
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-5416 (FAA)

## LAKE TAHOE (TVL)
SOUTH LAKE TAHOE, CALIFORNIA



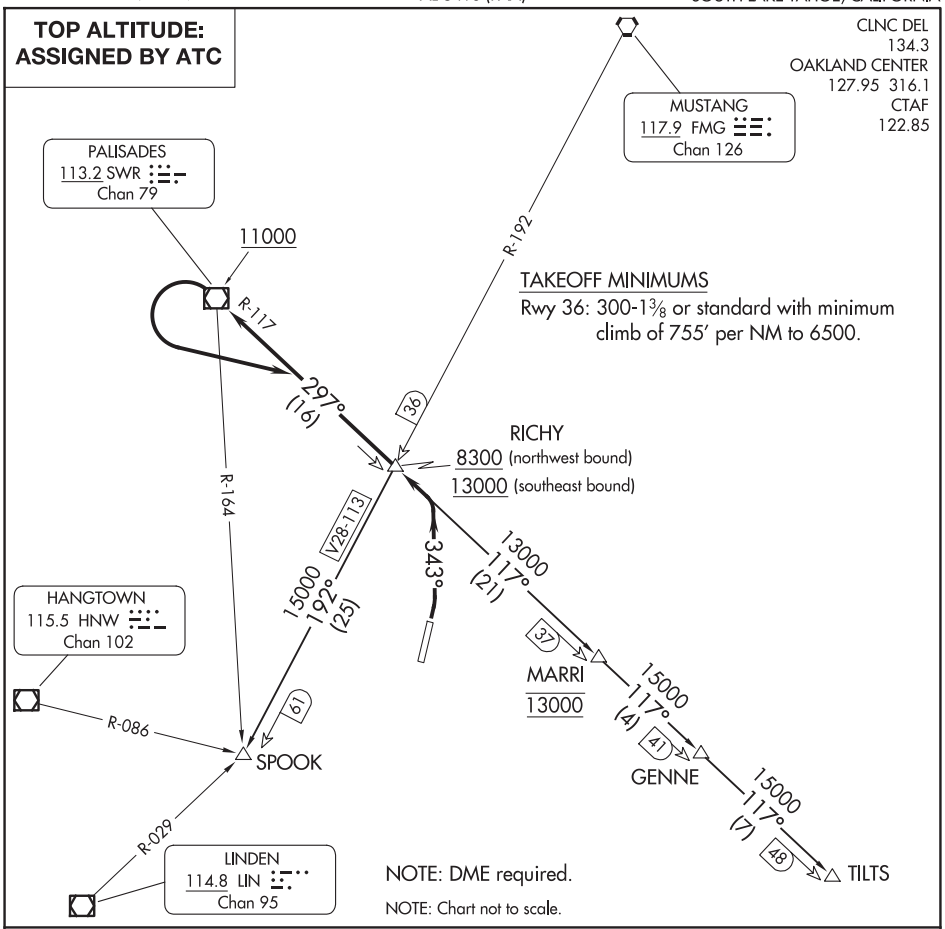

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
SOUTH LAKE TAHOE, CALIFORNIA
LAKE TAHOE (TVL)

# RICHY SEVEN DEPARTURE

AL-5416 (FAA)




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climbing left turn on heading 343° to intercept the SWR VOR/DME R-117 northwest bound. Cross RICHY/SWR 16 DME at or above 8300, cross SWR at or above 11000. Thence. . . .

. . . .on assigned route (Aircraft cleared on a transition turn left to intercept the SWR R-117 southeast bound to cross RICHY at or above 13000). Maintain ATC assigned altitude.

GENNE TRANSITION (RICHY7.GENNE): From over RICHY INT on SWR R-117 to GENNE.

MARRI TRANSITION (RICHY7.MARRI): From over RICHY INT on SWR R-117 to MARRI.

SPOOK TRANSITION (RICHY7.SPOOK): From over RICHY INT on FMG R-192 to SPOOK INT.

TILTS TRANSITION (RICHY7.TILTS): From over RICHY INT on SWR R-117 to TILTS.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

STOCKTON, CALIFORNIA | AL-407 (FAA) | 24361

# ILS or LOC RWY 29R
## STOCKTON METRO (SCK)

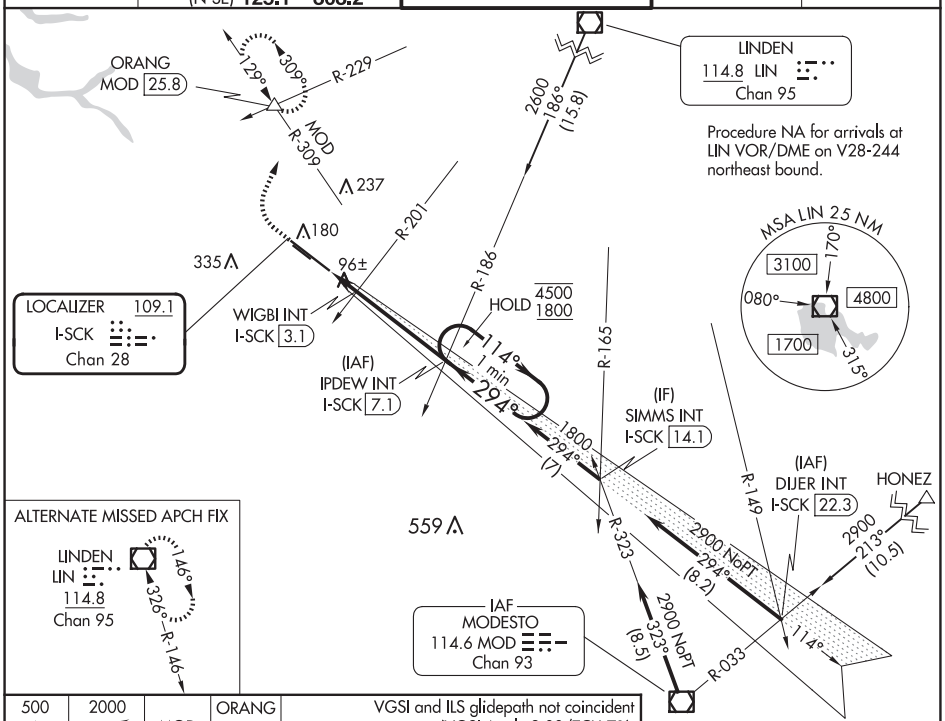
| LOC/DME I-SCK | APP CRS | Rwy ldg | 8650 |
|---|---|---|---|
| 109.1 | 294° | TDZE | 32 |
| Chan 28 | | Apt Elev | 33 |

For inop ALS, increase S-LOC 29R Cat C/D visibility to 1⅜ SM.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 010° and MOD VOR/DME R-309 to ORANG INT/MOD 25.8 DME and hold.

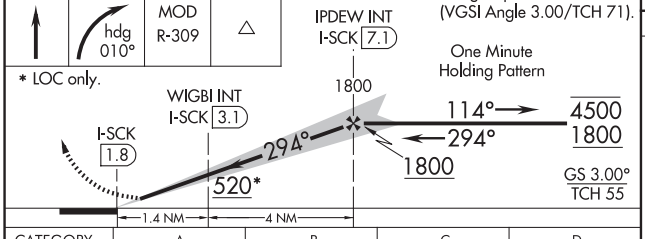
| ATIS | NORCAL APP CON | STOCKTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.25 | (SE-NW) 123.85 278.3<br>(N-SE) 125.1 363.2 | 120.3 (CTAF) L 239.0 | 121.9 | 122.95 |



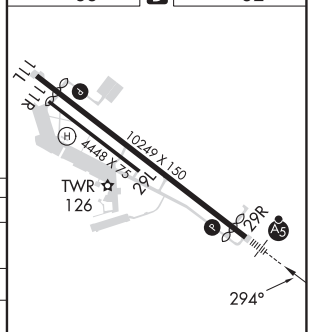

| 500 | 2000 | MOD | ORANG |
|---|---|---|---|
| ↑ | hdg 010° | R-309 | △ |

* LOC only.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).




ELEV 33 | D | TDZE 32




HIRL Rwy 11L-29R L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29R # | 232/24 200 (200-½) | | | |
| S-LOC 29R | 520/24 488 (500-½) | | 520/50 488 (500-1) | |
| C CIRCLING | 520-1 487 (500-1) | 540-1 507 (600-1) | 640-1¾ 607 (700-1¾) | 640-2 607 (700-2) |
| WIGBI FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 29R | 360/24 328 (400-½) | | 360/26 328 (400-½) | |
| C CIRCLING | 500-1 467 (500-1) | 540-1 507 (600-1) | 640-1¾ 607 (700-1¾) | 640-2 607 (700-2) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# ILS RWY 29R (SA CAT II)
## STOCKTON METRO (SCK)

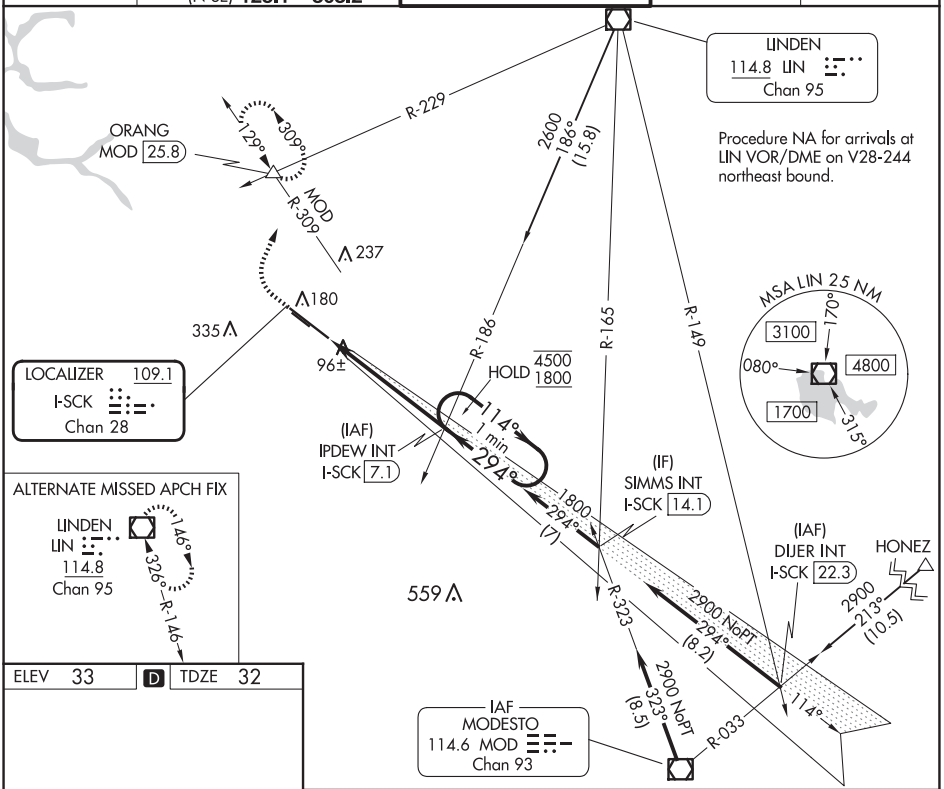
| LOC/DME I-SCK | APP CRS | Rwy ldg | 8650 |
|---|---|---|---|
| 109.1 | 294° | TDZE | 32 |
| Chan 28 | | Apt Elev | 33 |

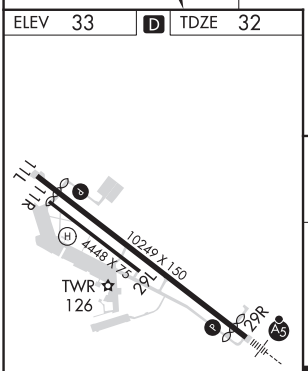
Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

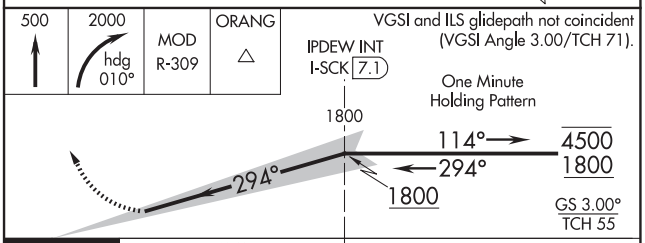
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 010° and MOD VOR/DME R-309 to ORANG INT/MOD 25.8 DME and hold.

| ATIS | NORCAL APP CON | STOCKTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.25 | (SE-NW) 123.85 278.3<br>(N-SE) 125.1 363.2 | 120.3 (CTAF) L 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29R | RA 105/12 100 DA 132 | | | |

**SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL Rwy 11L-29R L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

STOCKTON, CALIFORNIA | AL-407 (FAA) | 24361

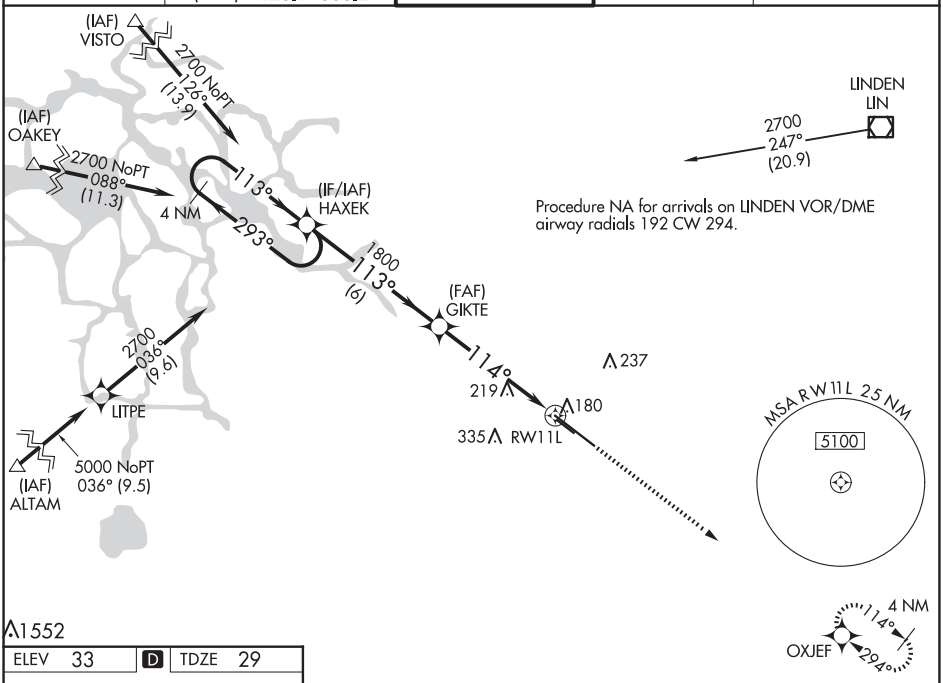
| WAAS CH 72910 W11A | APP CRS 114° | Rwy ldg 8650<br>TDZE 29<br>Apt Elev 33 |
|---|---|---|

# RNAV (GPS) RWY 11L
## STOCKTON METRO (SCK)

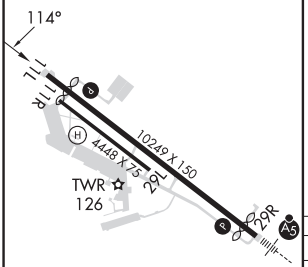
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct OXJEF and hold.

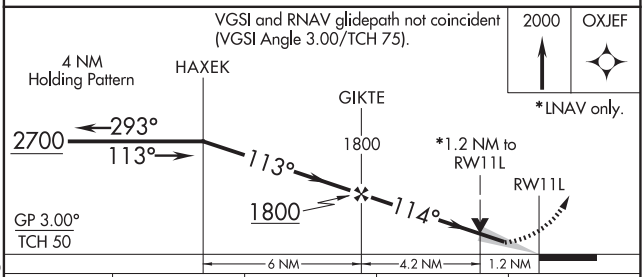
| ATIS | NORCAL APP CON | STOCKTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.25 | (SE-NW) 123.85 278.3<br>(N-SE) 125.1 363.2 | 120.3 (CTAF) L 239.0 | 121.9 | 122.95 |




| ELEV 33 | D | TDZE 29 |
|---|---|---|




HIRL Rwy 11L-29R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 229-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 471-1½ 442 (500-1½) | | | |
| LNAV MDA | 480-1 451 (500-1) | | 480-1⅜ 451 (500-1⅜) | |
| C CIRCLING | 500-1 467 (500-1) | 540-1 507 (600-1) | 640-1¾ 607 (700-1¾) | 640-2 607 (700-2) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 87010 W29A | APP CRS 294° | Rwy ldg 8650<br>TDZE 32<br>Apt Elev 33 |
|---|---|---|

# RNAV (GPS) RWY 29R
## STOCKTON METRO (SCK)

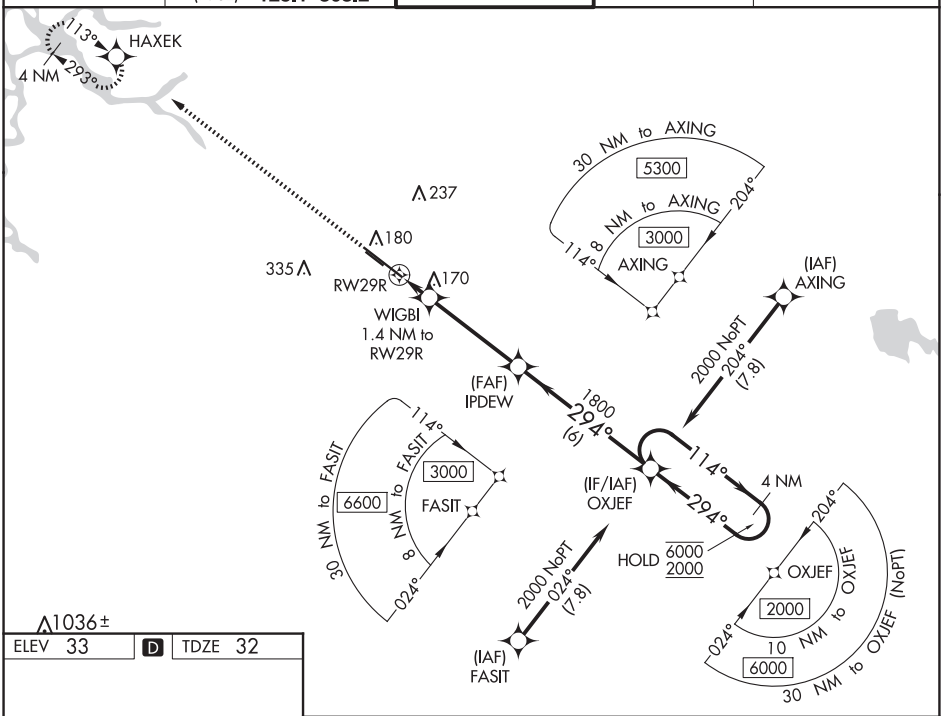
RNP APCH.

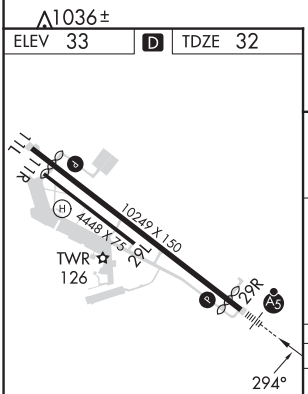
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 4500.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

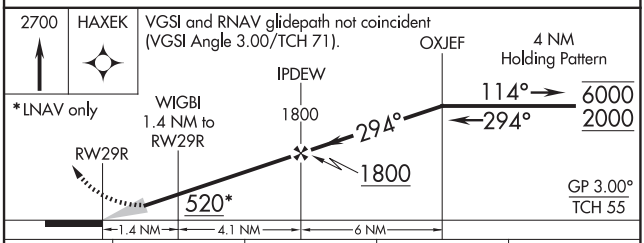
MALSR

MISSED APPROACH: Climb to 2700 direct HAXEK and hold.

| ATIS | NORCAL APP CON | STOCKTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.25 | (SE-NW) 123.85 278.3<br>(N-SE) 125.1 363.2 | 120.3 (CTAF) L 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 232/24 200 (200-½) | | | |
| LNAV/VNAV DA | 320/24 288 (300-½) | | | |
| LNAV MDA | 420/24 388 (400-½) | | 420/35 388 (400-⅝) | |
| C CIRCLING | 500-1 467 (500-1) | 540-1 507 (600-1) | 640-1¾ 607 (700-1¾) | 640-2 607 (700-2) |

SW-2, 12 JUN 2025 to 07 AUG 2025

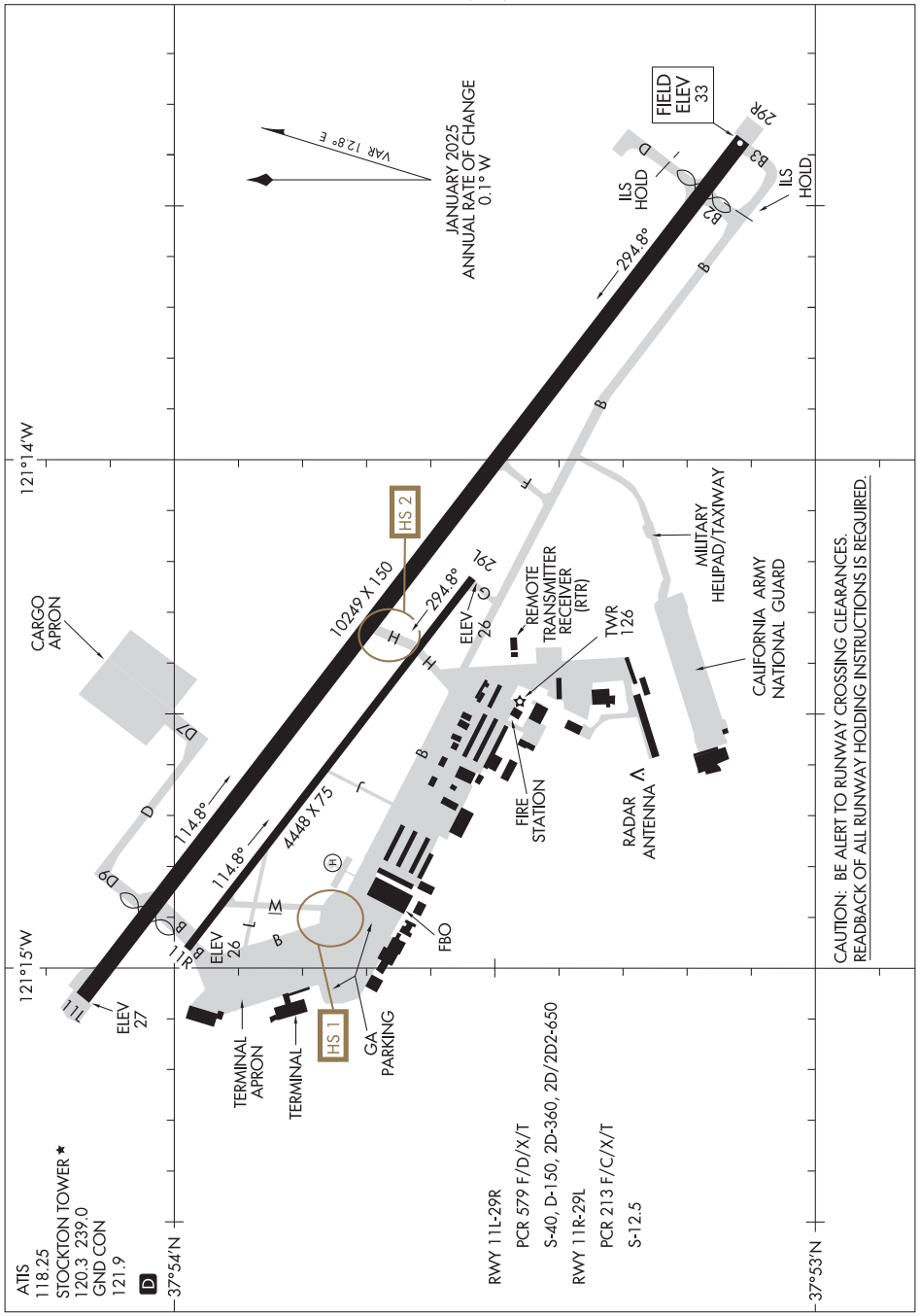
SW-2, 12 JUN 2025 to 07 AUG 2025

25107

# AIRPORT DIAGRAM

AL-407 (FAA)

STOCKTON METRO (SCK)
STOCKTON, CALIFORNIA




SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
STOCKTON, CALIFORNIA
STOCKTON METRO (SCK)

| APP CRS | Rwy Ldg | 4051 |
|---|---|---|
| 297° | TDZE | 4146 |
| | Apt Elev | 4149 |

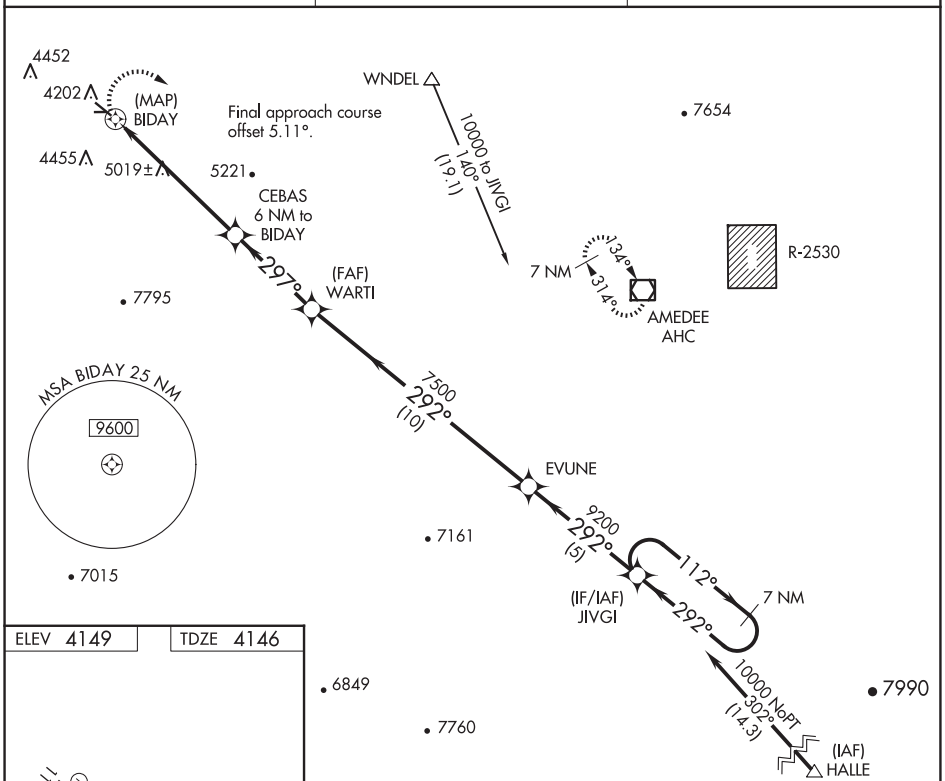
# RNAV (GPS) RWY 29
## SUSANVILLE MUNI (SVE)

DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Reno/Stead altimeter setting and increase all MDA 720 feet. Circling to Rwy 7/25 NA. Rwy 29 helicopter visibility reduction below ¾ SM NA. Circling NA for Cat D southwest of Rwy 11-29.

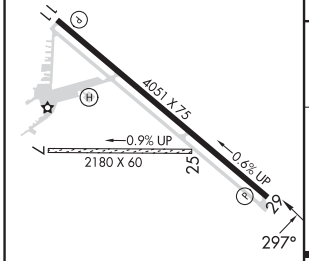
-15°C

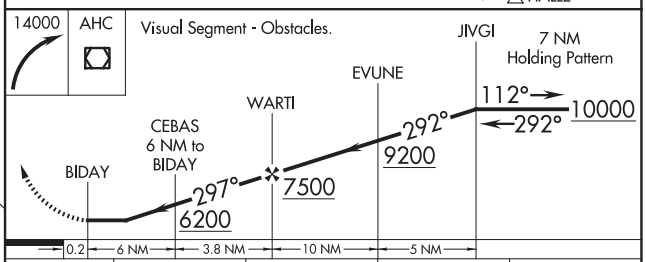
MISSED APPROACH: Climbing right turn to 14000 direct AHC VOR/DME and hold, continue climb-in-hold to 14000.

| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 128.8 285.5 | 122.8 (CTAF) L |




ELEV 4149 TDZE 4146




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5760-1¼ 1614 (1700-1¼) | 5760-1½ 1614 (1700-1½) | 5760-3 1614 (1700-3) | |
| CIRCLING | 5760-1¼ 1611 (1700-1¼) | 5760-1½ 1611 (1700-1½) | 5780-3 1631 (1700-3) | 6060-3 1911 (2000-3) |

MIRL Rwy 11-29 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

SUSANVILLE, CALIFORNIA | AL-9479 (FAA) | 25163

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 142° | TDZE | N/A |
| | Apt Elev | 4149 |

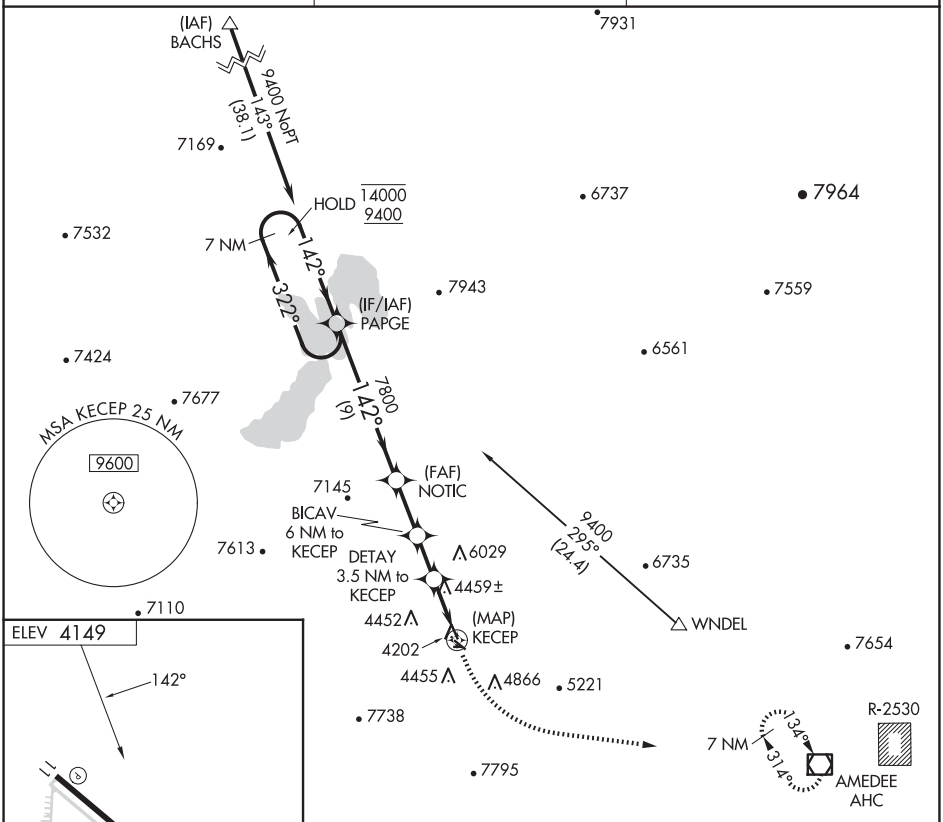
# RNAV (GPS)-A
## SUSANVILLE MUNI (SVE)

RNP APCH.

Circling NA for Cat D southwest of Rwy 11-29.
When local altimeter setting not received, procedure NA.
Circling NA to Rwy 7/25.
NA
-15°C

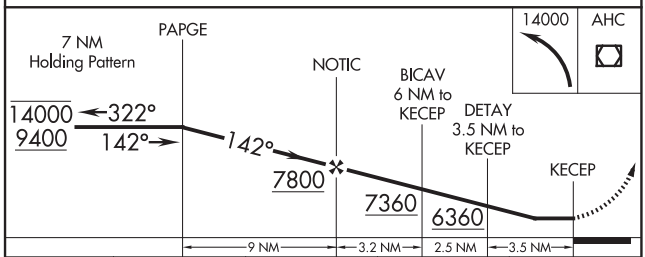
MISSED APPROACH: Climbing left turn to 14000 direct AHC VOR/DME and hold, continue climb-in-hold to 14000.

| AWOS-3 | OAKLAND CENTER | UNICOM |
|---|---|---|
| 133.8 | 128.8 285.5 | 122.8 (CTAF) L |









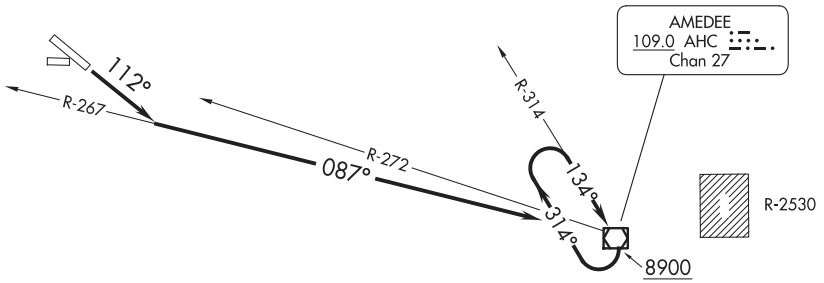

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5260-1¼<br>1111 (1200-1¼) | 5260-1½<br>1111 (1200-1½) | 5780-3<br>1631 (1700-3) | 6060-3<br>1911 (2000-3) |

MIRL Rwy 11-29 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

OAKLAND CENTER
128.8 285.5
CTAF
122.8




TAKEOFF MINIMUMS

Rwys 7, 25, 29: NA- obstacles.

Rwy 11: Standard with minimum climb of 410′ per NM to 6000 or 1900-2½ for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb via 112° heading and AHC R-267 to AHC VOR/DME, Thence. . . .
Or climb in visual conditions to cross Susanville Muni Airport eastbound at or above 6000, then via AHC R-272 to AHC VOR/DME, Thence. . . .

. . . .cross AHC VOR/DME at or above 8900′. Climb in AHC holding pattern to depart AHC VOR/DME at or above 14000 before proceeding on course.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

TRACY, CALIFORNIA AL-5815 (FAA) 19339

| WAAS CH 49200 W12A | APP CRS 116° | Rwy ldg 4001<br>TDZE 193<br>Apt Elev 193 |
|---|---|---|

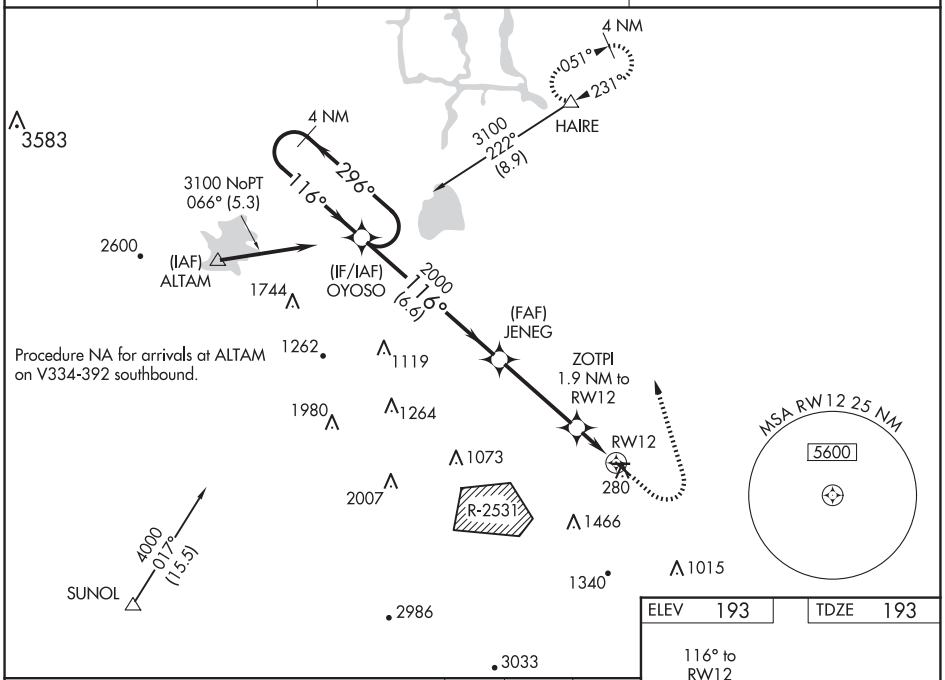
# RNAV (GPS) RWY 12
## TRACY MUNI (TCY)

RNP APCH

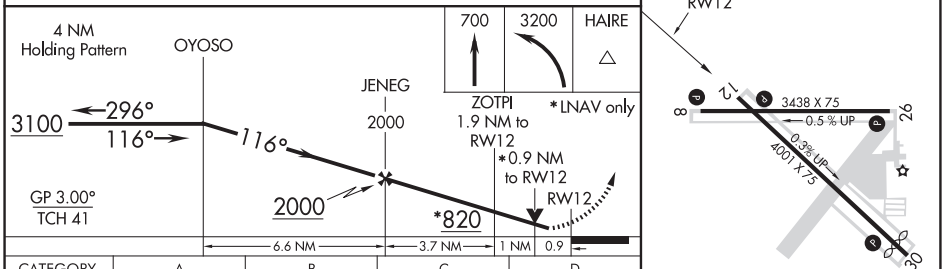
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling NA southwest of Rwy 12-30. Baro-VNAV and VDP NA when using Stockton altimeter setting.
Circling Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Stockton altimeter setting: increase all DAs to 507 feet; increase all MDAs 60 feet and visibilities LNAV Cat C ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 3200 direct HAIRE and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.375 | 123.85 278.3 | 123.075 (CTAF) L |




| ELEV 193 | TDZE 193 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 443-⅞ 250 (300-⅞) | | | NA |
| LNAV/VNAV DA | 447-⅞ 254 (300-⅞) | | | NA |
| LNAV MDA | 520-1 327 (400-1) | | | NA |
| C CIRCLING | 580-1 387 (400-1) | 660-1 467 (500-1) | 660-1½ 467 (500-1½) | NA |

MIRL Rwys 8-26 and 12-30 L
REIL Rwys 8, 12, 26 and 30 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 49040 W26A | APP CRS 255° | Rwy ldg 3438 TDZE 186 Apt Elev 193 |
|---|---|---|

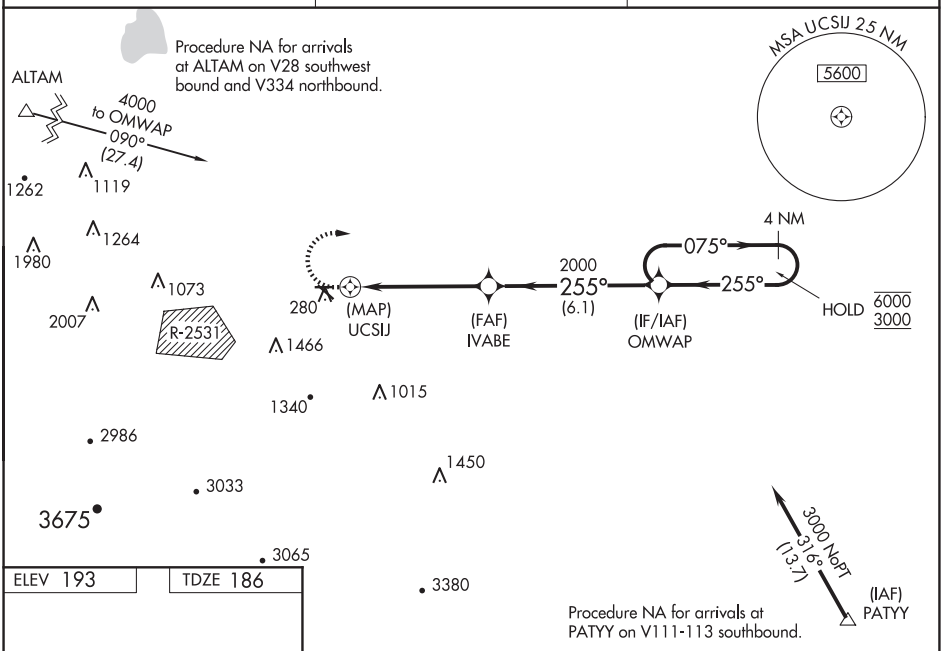
# RNAV (GPS) RWY 26
## TRACY MUNI (TCY)

RNP APCH.

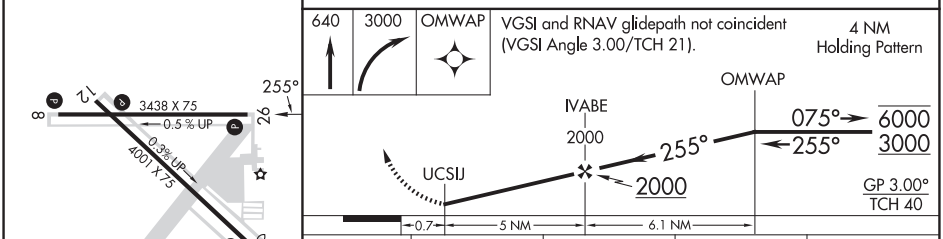
Baro-VNAV NA when using Stockton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA southwest of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stockton altimeter setting: increase LPV DA to 496 feet, increase LNAV/VNAV DA to 553 feet; increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM.

MISSED APPROACH: (Do not exceed 210K until OMWAP) Climb to 640 then climbing right turn to 3000 direct OMWAP and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.375 | 123.85 278.3 | 123.075 (CTAF) L |




ELEV 193 TDZE 186




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-⅞ 250 (300-⅞) | | | NA |
| LNAV/VNAV DA | 493-1⅛ 307 (300-1⅛) | | | NA |
| LNAV MDA | 540-1 354 (400-1) | | | NA |
| C CIRCLING | 580-1 387 (400-1) | 660-1 467 (500-1) | 660-1½ 467 (500-1½) | NA |

MIRL Rwys 8-26 and 12-30 L
REIL Rwys 8, 12, 26 and 30 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

TRACY, CALIFORNIA | AL-5815 (FAA) | 23110

# RNAV (GPS) RWY 30
## TRACY MUNI (TCY)

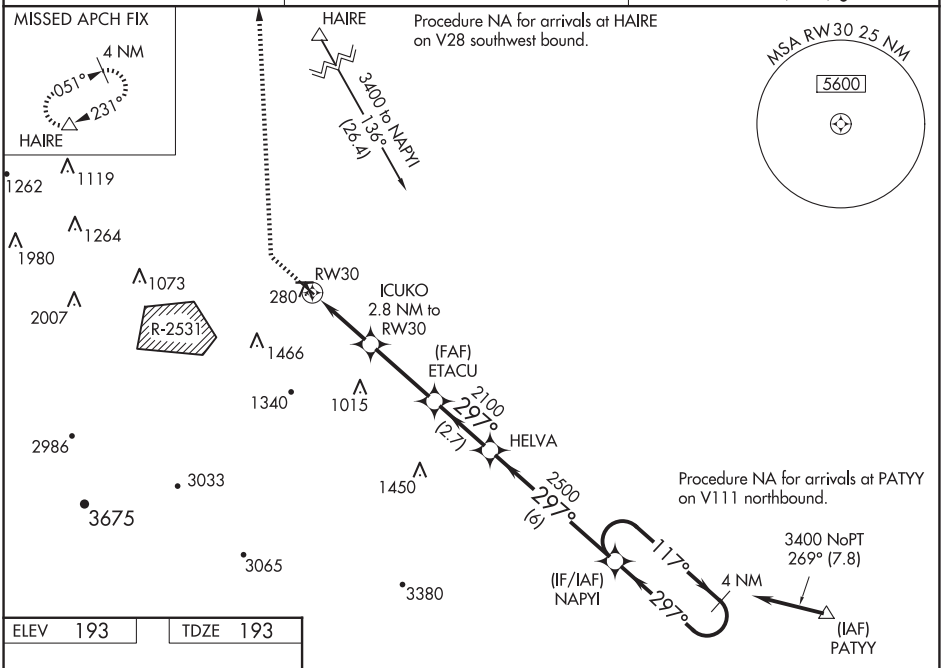
| WAAS CH 69201 W30A | APP CRS 297° | Rwy ldg 3740<br>TDZE 193<br>Apt Elev 193 |
|---|---|---|

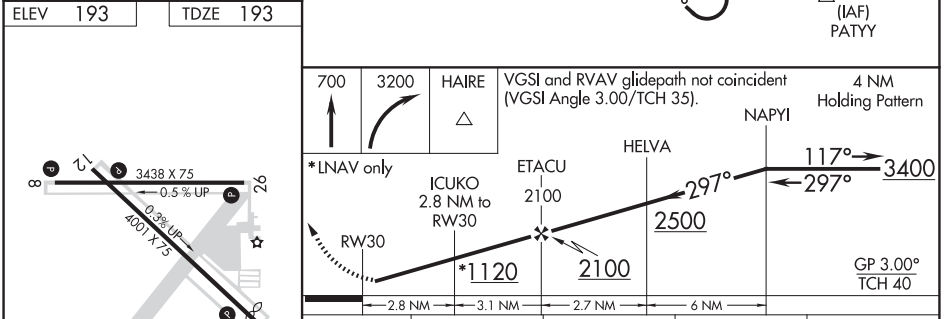
RNP APCH

Baro-VNAV NA when using Stockton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA southwest of Rwy 12-30. Straight-In Rwy 30 NA at night, Circling Rwy 30 NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Stockton altimeter setting; increase all DAs to 507 feet; increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing right turn to 3200 direct HAIRE and hold, continue climb-in-hold to 3200.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.375 | 123.85 278.3 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 447-1 254 (300-1) | | | NA |
| LNAV/VNAV DA | 443-1 250 (300-1) | | | NA |
| LNAV MDA | 540-1 347 (400-1) | | | NA |
| C CIRCLING | 580-1 387 (400-1) | 660-1 467 (500-1) | 660-1½ 467 (500-1½) | NA |

MIRL Rwys 8-26 and 12-30 L
REIL Rwys 8, 12, 26 and 30 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# VOR RWY 26
## TRACY MUNI (TCY)

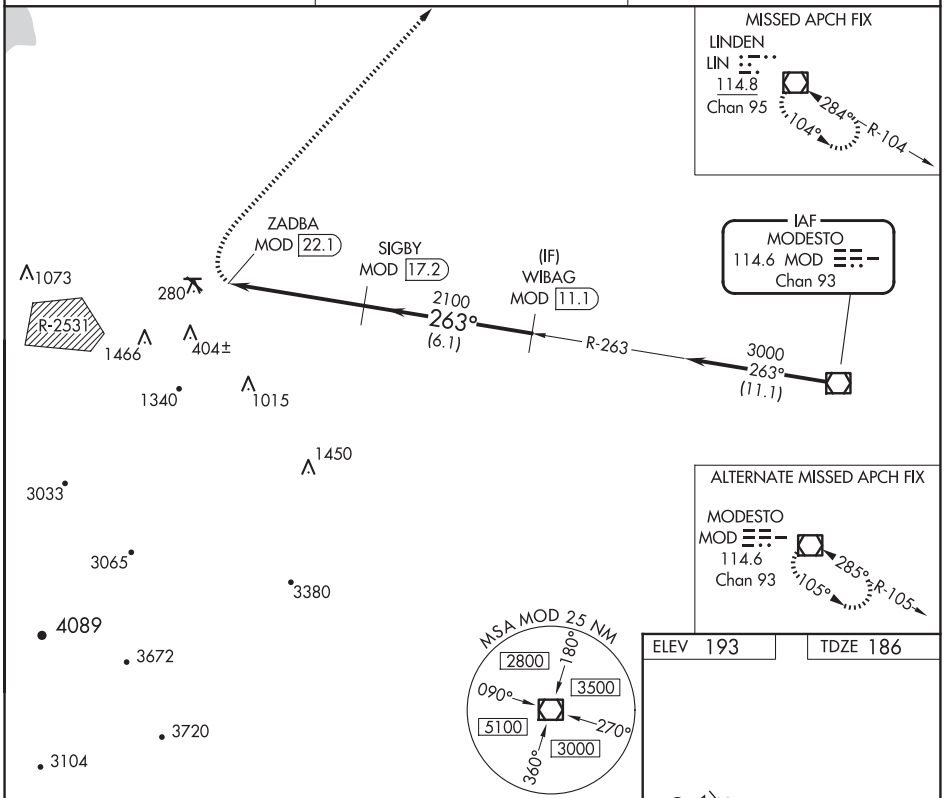
| VOR/DME MOD | APP CRS | Rwy ldg | 3438 |
|---|---|---|---|
| 114.6 | 263° | TDZE | 186 |
| Chan 93 | | Apt Elev | 193 |

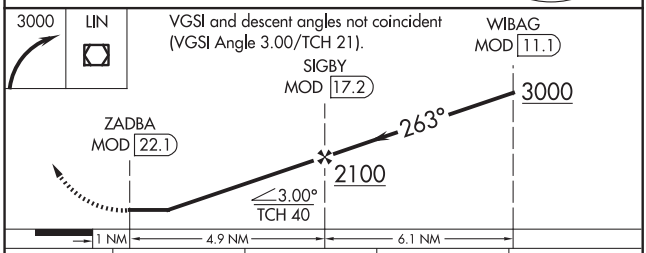
DME required.

Circling NA southwest of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stockton altimeter setting: increase all MDAs 60 feet and visibility Cat C ⅛ SM.

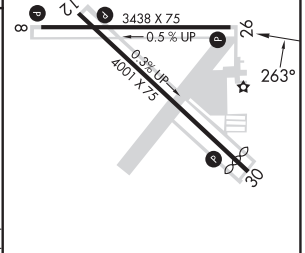
MISSED APPROACH: Climbing right turn to 3000 direct LIN VOR/DME and hold.

| AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 118.375 | 123.85 278.3 | 123.075 (CTAF) L |




| ELEV 193 | TDZE 186 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 760-1¼ 574 (600-1¼) | | 760-1⅝ 574 (600-1⅝) | NA |
| C CIRCLING | 760-1¼ 567 (600-1¼) | | 760-1⅝ 567 (600-1⅝) | NA |

MIRL Rwys 8-26 and 12-30 L
REIL Rwys 8, 12, 26 and 30 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(TRACY1.TRACY) 22195

# TRACY ONE DEPARTURE

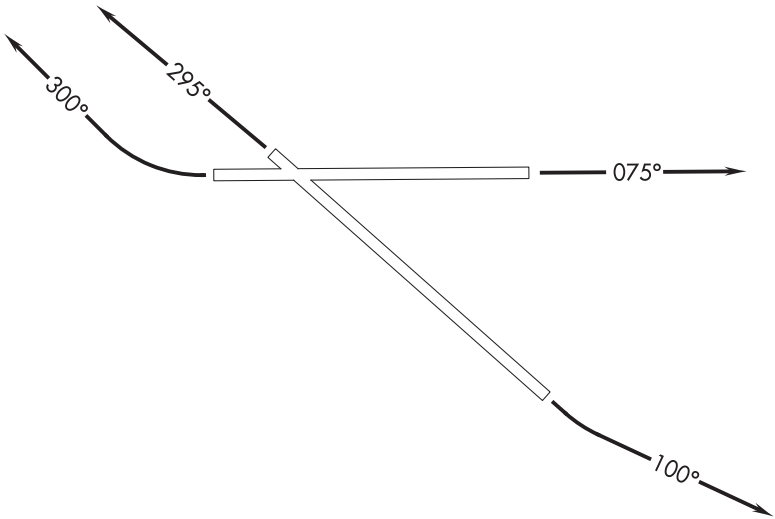
AL-5815 (FAA)

TRACY MUNI (TCY)
TRACY, CALIFORNIA

**TOP ALTITUDE: ASSIGNED BY ATC**

RADAR required.

NORCAL DEP CON
123.85 278.3




TAKEOFF MINIMUMS
Rwys 8, 12, 30: Standard.
Rwys 26: Standard with a minimum climb of 310′ per NM to 1300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 075° , or as assigned by ATC between 275° CW 110°.

TAKEOFF RUNWAY 12: Climbing left turn on heading 100°, or as assigned by ATC between 297° CW 110°.

TAKEOFF RUNWAY 26: Climbing right turn on heading 300°, or as assigned by ATC between 300° CW 074°.

TAKEOFF RUNWAY 30: Climb on heading 295°, or as assigned by ATC between 290° CW 110°.


SW-2, 12 JUN 2025 to 07 AUG 2025

FAIRFIELD, CALIFORNIA

# ILS or LOC or RNAV (GPS) RWY 21L

TRAVIS AFB (KSUU)

[USAF]

| SBAS Chan 62106 W21A | APCH CRS 215° | Rwy ldg 10,995 TDZE 58 Arpt Elev 63 |
|---|---|---|

RNP APCH. RNAV1-GPS or RADAR required for ILS, LOC.

RADAR required for CAT E aircraft for full procedure off of SEATO.

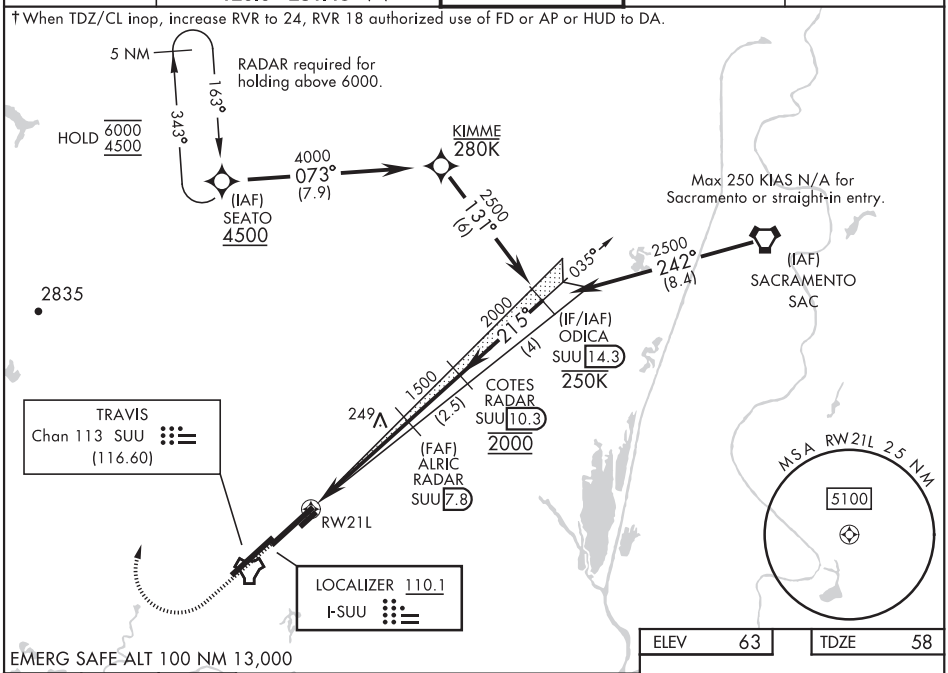
T
* When ALS inop, increase RVR to 40, vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
***Circling not authorized NW of Rwy 3L-21R.

ALSF-2

MISSED APPROACH: Climb to 2200 then climbing right turn to 4500 direct SEATO and hold, continue climb in hold to 4500.

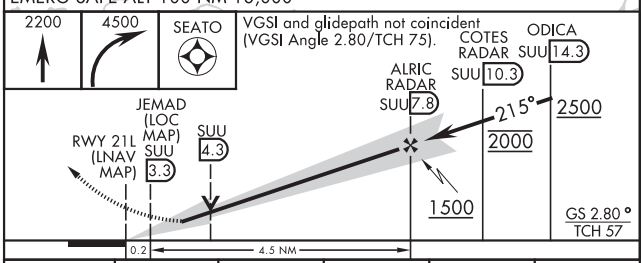
| ATIS | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.55 292.125 | 119.9 322.325 (S)<br>126.6 281.45 (N) | 120.75 254.4 | 121.8 289.4 | 127.55 335.8 |

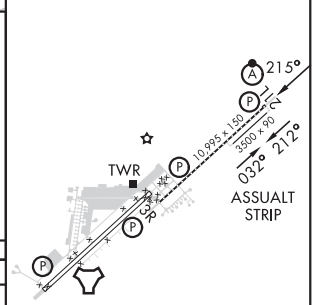
† When TDZ/CL inop, increase RVR to 24, RVR 18 authorized use of FD or AP or HUD to DA.




EMERG SAFE ALT 100 NM 13,000

| ELEV | TDZE |
|---|---|
| 63 | 58 |




HIRL Rwy 3R-21L
MIRL Rwy 032°- 212°
TDZL/CL Rwy 3R, 21L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 21L*† | 258/18 200 (200-½) | | | | |
| LPV DA*† | 258/18 200 (200-½) | | | | |
| S-LOC 21L** | 500/24 442 (500-½) | | 500/45 442 (500-⅞) | | |
| LNAV MDA** | 500/24 442 (500-½) | | 500/45 442 (500-⅞) | | |
| C CIRCLING*** | 560-1 497 (500-1) | 660-1 597 (600-1) | 1100-3 1037(1100-3) | 1200-3 1137 (1200-3) | |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




SW-2, 12 JUN 2025 to 07 AUG 2025

24249

FAIRFIELD, CALIFORNIA

# ILS RWY 21L (CAT II)

TRAVIS AFB (KSUU)

| LOC I-SUU | APCH CRS | Rwy ldg 10,995 |
|---|---|---|
| 110.1 | 215° | TDZE 58 |
| | | Arpt Elev 63 |

[USAF]

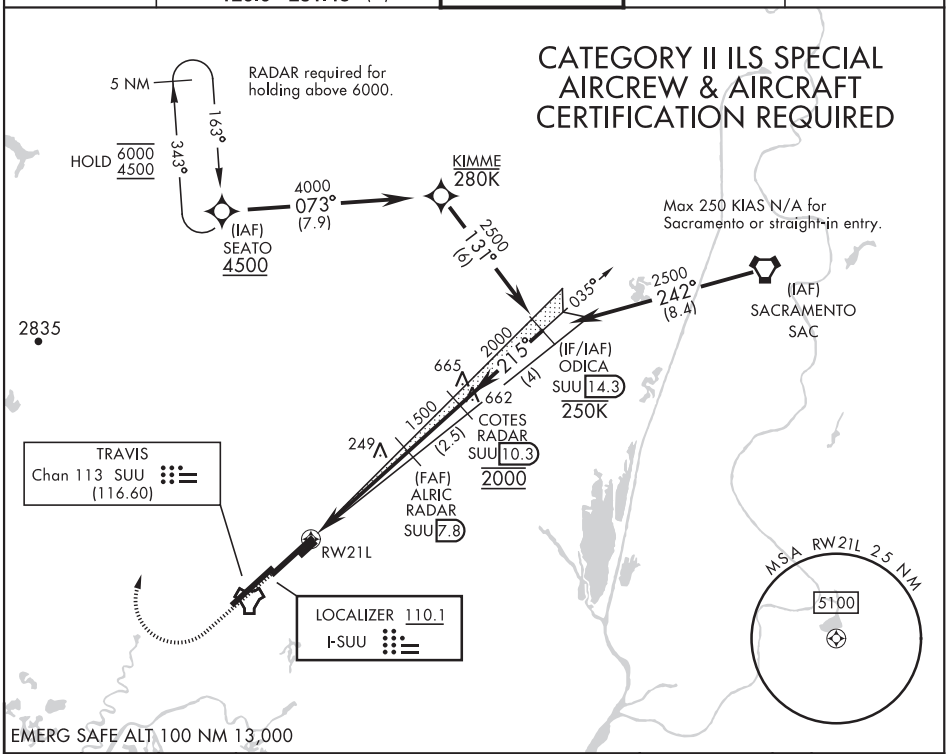
RNAV1- GPS or RADAR required.

RADAR required for CAT E aircraft for full procedure off of SEATO.

ALSF-2

MISSED APPROACH: Climb to 2200 then climbing right turn to 4500 direct SEATO and hold, continue climb in hold to 4500.

| ATIS | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.55 292.125 | 119.9 322.325 (S)<br>126.6 281.45 (N) | 120.75 254.4 | 121.8 289.4 | 127.55 335.8 |

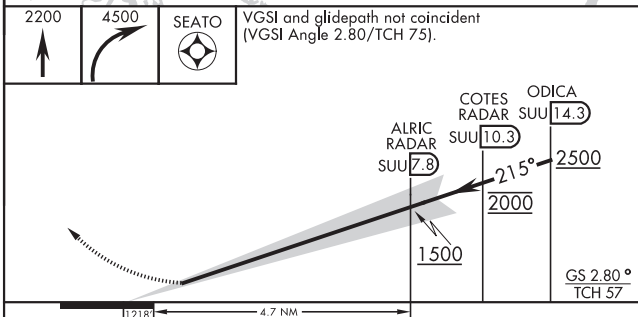



SW-2, 12 JUN 2025 to 07 AUG 2025

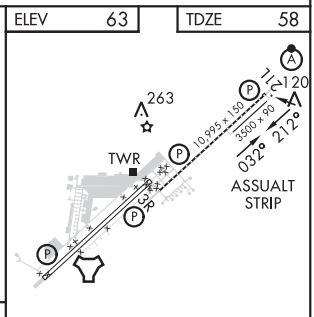
SW-2, 12 JUN 2025 to 07 AUG 2025

2200 | 4500 | SEATO

VGSI and glidepath not coincident (VGSI Angle 2.80/TCH 75).




ELEV 63 | TDZE 58




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 21L | RA 83/12 | 100 | DA 158 | | |

HIRL Rwy 3R-21L
MIRL Rwy 032° - 212°
TDZL/CL Rwy 3R, 21L

FAIRFIELD, CALIFORNIA 38°16'N-121°55'W TRAVIS AFB (KSUU)

Orig 19MAY22

ILS RWY 21L (CAT II)

FAIRFIELD, CALIFORNIA

# RNAV (GPS) RWY 03R

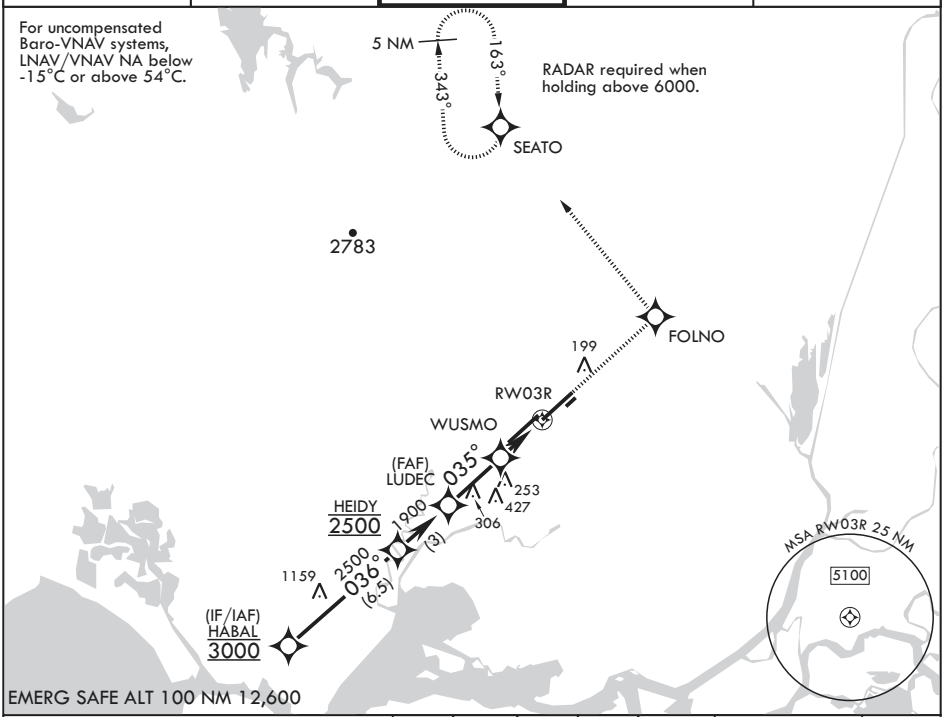
| WAAS CH **98057** **W03B** | APCH CRS **035°** | Rwy ldg **10,995** TDZE **59** Arpt Elev **63** | - (USAF) | TRAVIS AFB (KSUU) |
|---|---|---|---|---|

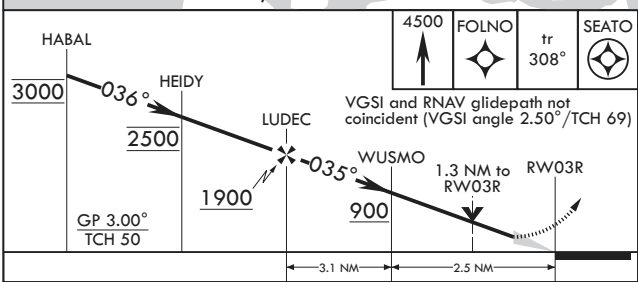
RNP APCH

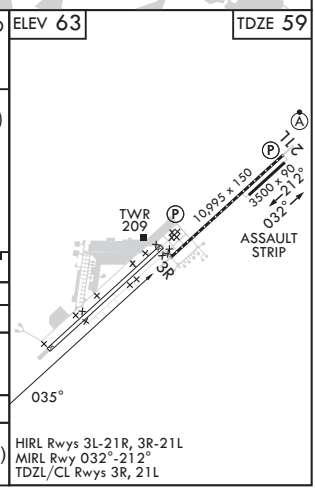
* Circling NA NW of RWY 3L-21R.

MISSED APPROACH: Climb to 4500 direct FOLNO, track 308° to SEATO and hold, continue climb-in-hold to 4500.

| ATIS | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| **135.55 292.125** | **119.9 322.325** (S) **126.6 281.45** (N) | **120.75 254.4** | **121.8 289.4** | **127.55 335.8** |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 259/40 | | 200 | (200-¾) | |
| LNAV/VNAV DA | 340/45 281 (300-⅞) | 351/45 292 (300-⅞) | 359/45 300 (300-⅞) | 370/45 311 (400-⅞) | |
| LNAV MDA | 460/55 401 (400-1) | | 460/60 401 (400-1⅛) | | |
| C CIRCLING* | 560-1 497 (500-1) | 660-1 597 (600-1) | 1100-3 1037 (1100-3) | 1200-3 1137 (1200-3) | |

FAIRFIELD, CALIFORNIA

38°16'N - 121°55'W

TRAVIS AFB (KSUU)

Orig 27JAN22

# RNAV (GPS) RWY 03R



SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

24333

FAIRFIELD, CALIFORNIA

# TACAN RWY 21L

| TACAN SUU Chan 113 | APCH CRS 213° | Rwy ldg 10,995 TDZE 58 Arpt Elev 63 |
|---|---|---|

[USAF]

TRAVIS AFB (KSUU)

*When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized NW of Rwy 3L-21R.

ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 5000 on heading 028° and SUU TACAN R-343 to BATRY/13 DME and hold.

| ATIS | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.55 292.125 | 119.9 322.325 (S) 126.6 281.45 (N) | 120.75 254.4 | 121.8 289.4 | 127.55 335.8 |

| Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|
| V/V(fpm) | 240 | 480 | 720 | 960 | 1200 | 1440 |
| ATC Climb of 240 ft/NM to 5000 | | | | | | |

When circling to Rwy 3L at night, operational VGSI required, remain at or above VGSI glidepath until threshold.

SUU 18 HOLD 10,000 5000 163° 265K 343°

2431

(IAF) BATRY SUU 13 5000

2400 SUU 13 Arc

R-033

(IF) ROBOE SUU 13

666

R-343

1480 213°

HIMKO SUU 7

202

353

527

TRAVIS Chan 113 SUU

MSA SUU 25 NM 220° 310° 5100 3100

EMERG SAFE ALT 100 NM 12,600

2300 | 5000 hdg 028° | SUU R-343 | BATRY SUU 13

VGSI and descent angles not coincident (VGSI Angle 2.80/TCH 75).

ROBOE SUU 13

SUU TACAN

SUU 4.4

HIMKO SUU 7

2400

213°

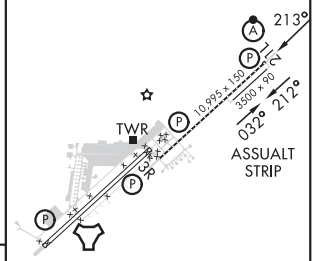
AMNOT SUU 3.6

1480

3.30° TCH 60

0.5 3.4 NM

| ELEV 63 | TDZE 58 |
|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-21L* | 500/24 442 (500-½) | | 500/45 442 (500-⅞) | | |
| C CIRCLING** | 560-1 497 (500-1) | 660-1 597 (600-1) | 840-2¼ 777 (800-2¼) | 1100-3 1037 (1100-3) | |

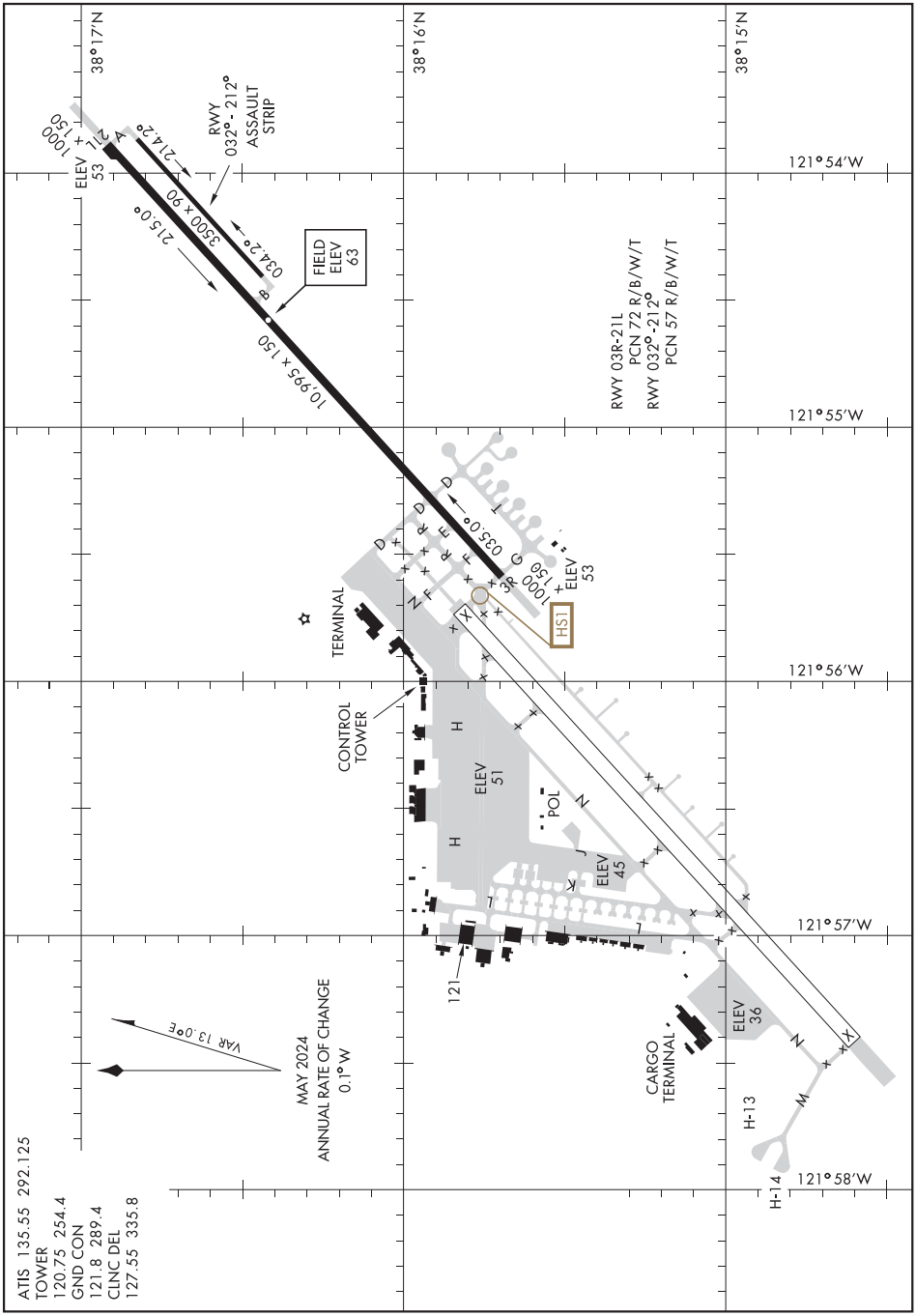
HIRL Rwy 3R-21L
MIRL Rwy 032° - 212°
TDZL/CL Rwy 3R, 21L

FAIRFIELD, CALIFORNIA 38°16′N-121°55′W TRAVIS AFB (KSUU)

Orig 28NOV24

TACAN RWY 21L


SW-2, 12 JUN 2025 to 07 AUG 2025





SW-2, 12 JUN 2025 to 07 AUG 2025

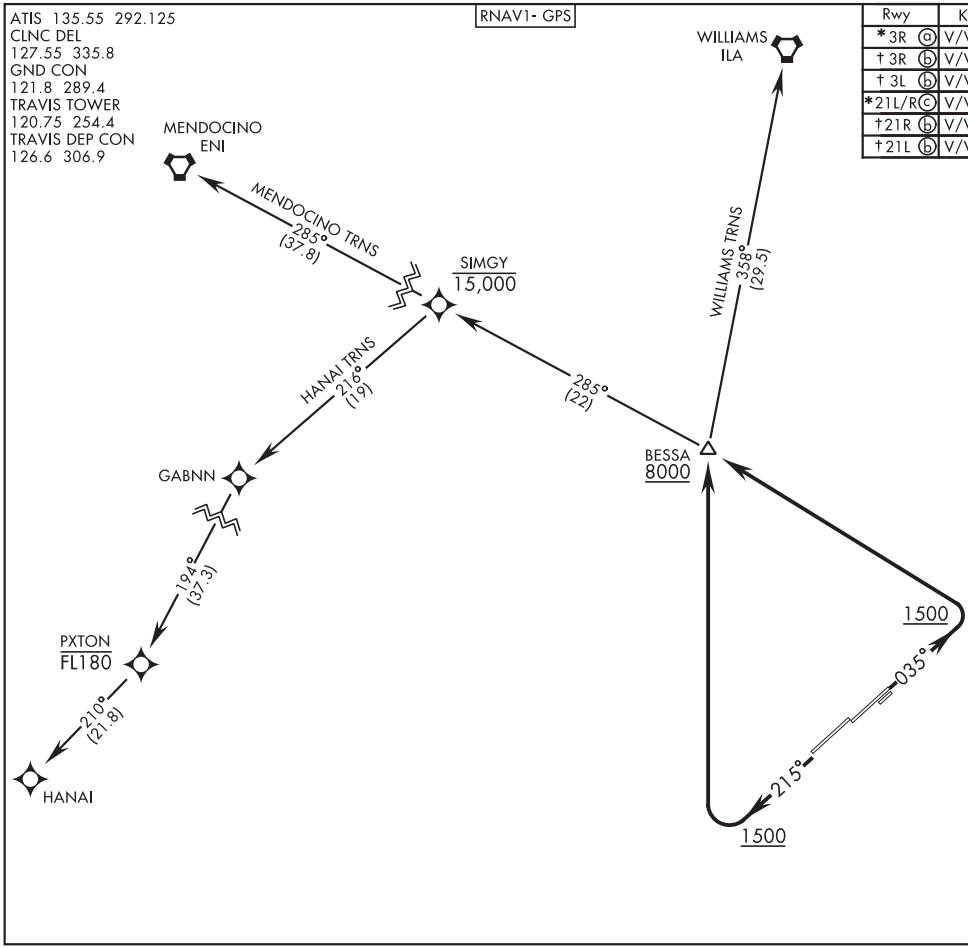
AIRPORT DIAGRAM
FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)

# BESSA TWO DEPARTURE (RNAV) (BESSA2.BESSA)

Orig 11JUL24

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

24193




| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| *3R ⓐ | V/V(fpm) | 201 | 402 | 603 | 804 | 1005 | 1206 |
| †3R ⓑ | V/V(fpm) | 295 | 590 | 885 | 1180 | 1475 | 1770 |
| †3L ⓑ | V/V(fpm) | 299 | 598 | 897 | 1196 | 1495 | 1794 |
| *21L/R ⓒ | V/V(fpm) | 220 | 440 | 660 | 880 | 1100 | 1320 |
| †21R ⓑ | V/V(fpm) | 277 | 554 | 831 | 1108 | 1385 | 1662 |
| †21L ⓑ | V/V(fpm) | 280 | 560 | 840 | 1120 | 1400 | 1680 |

* Minimum † ATC Climb Rate

ⓐ to 500

ⓑ to BESSA to 8000

ⓒ to 4000

[USAF]

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Climb on heading 035° to 1500, then left turn direct to cross BESSA at or above 8000. Thence...

TAKEOFF RWY 21L/R: Climb on heading 215° to 1500, then right turn direct to cross BESSA at or above 8000. Thence...

...via assigned transition. Maintain ATC assigned altitude.

HANAI TRANSITION (BESSA2.HANAI)

MENDOCINO TRANSITION (BESSA2.ENI)

WILLIAMS TRANSITION (BESSA2.ILA)

BESSA TWO DEPARTURE (RNAV) (BESSA2.BESSA)

Orig 11JUL24

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

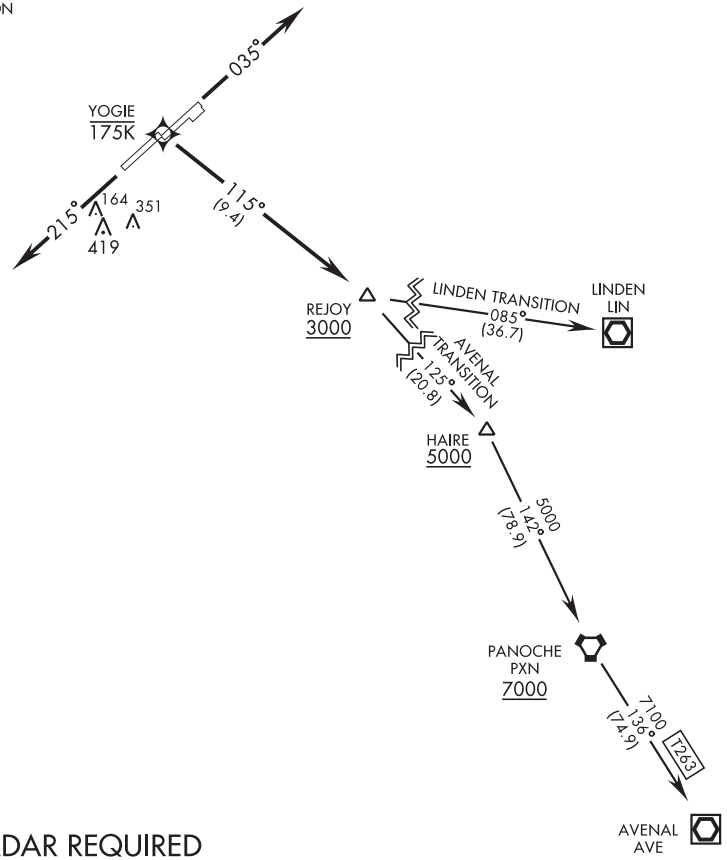


SW-2, 12 JUN 2025 to 07 AUG 2025

# REJOY ONE DEPARTURE (RNAV) (REJOY1• REJOY)

ATIS 135.55 292.125
CLNC DEL
127.55 335.8
GND CON
121.8 289.4
TOWER
120.75 254.4
TRAVIS DEP CON
126.6 306.9

[USAF] AL-488 (CIV)




RNAV1 - GPS.

## ATC RADAR REQUIRED

### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3 L/R: Climb on heading 035° to 2000, expect ATC RADAR vectors to YOGIE, then track 115° to cross REJOY at or above 3000. Thence...

TAKEOFF RWY 21L/R: Climb on heading 215° to 2000, expect ATC RADAR vectors to cross REJOY at or above 3000. Thence...

...via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

AVENAL TRANSITION: (REJOY1•AVE)
LINDEN TRANSITION: (REJOY 1•LIN)



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

TRUCKEE, CALIFORNIA | AL-6021 (FAA) | 25163

# RNAV (GPS) RWY 11
## TRUCKEE-TAHOE (TRK)

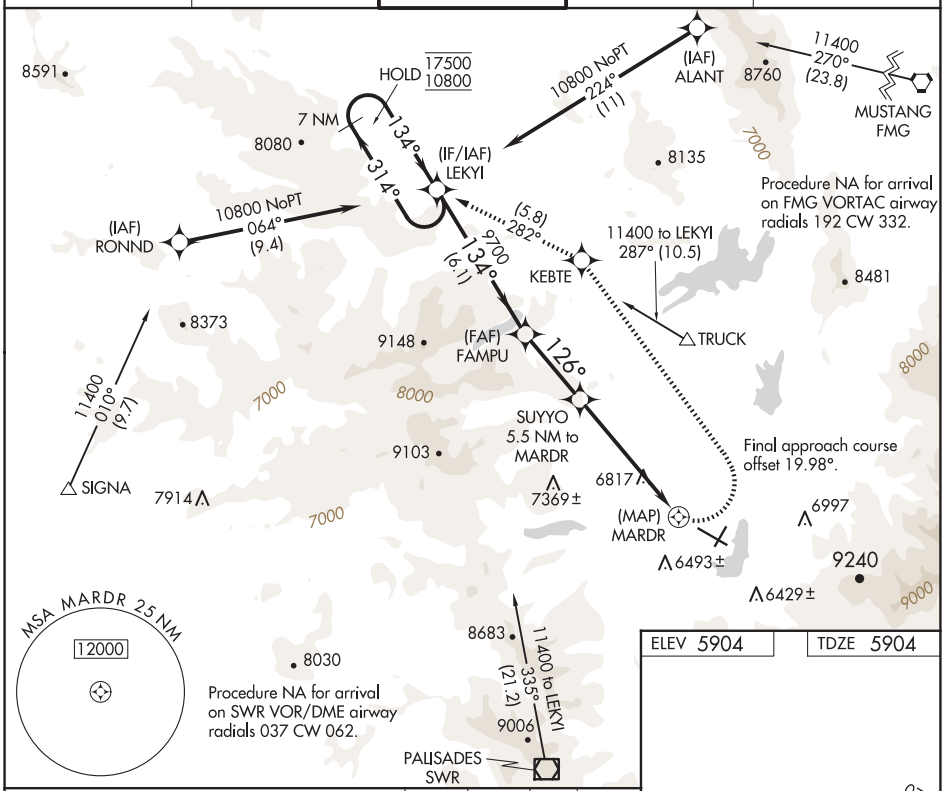
| APP CRS | Rwy Ldg | 7001 |
|---|---|---|
| 126° | TDZE | 5904 |
| | Apt Elev | 5904 |

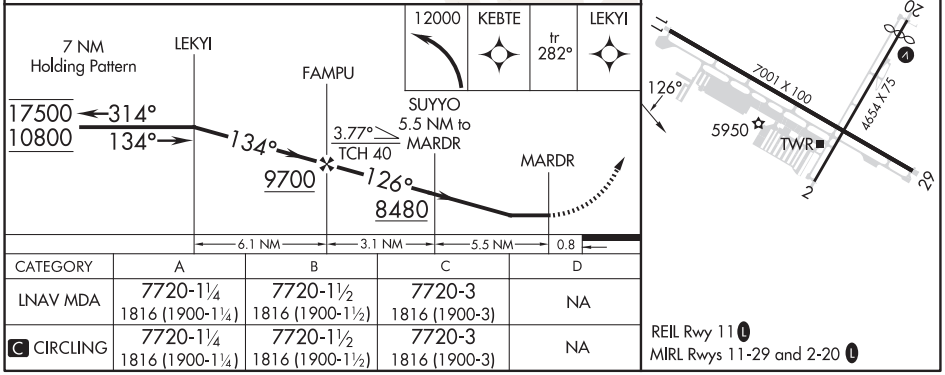
RNP APCH.

Circling NA for Cat C south of Rwy 29 and east of Rwy 2.
Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.
-17°C

MISSED APPROACH: (Do not exceed 220K until KEBTE) Climbing left turn to 12000 direct KEBTE and track 282° to LEKYI and hold, continue climb-in-hold 12000.

| D-ATIS | OAKLAND CENTER | TRUCKEE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.0 | 127.95 316.1 | 120.575 (CTAF) L | 118.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7720-1¼ 1816 (1900-1¼) | 7720-1½ 1816 (1900-1½) | 7720-3 1816 (1900-3) | NA |
| C CIRCLING | 7720-1¼ 1816 (1900-1¼) | 7720-1½ 1816 (1900-1½) | 7720-3 1816 (1900-3) | NA |

REIL Rwy 11 L
MIRL Rwys 11-29 and 2-20 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 87135 W20A | APP CRS 182° | Rwy Ldg 4539 TDZE 5898 Apt Elev 5904 |
|---|---|---|

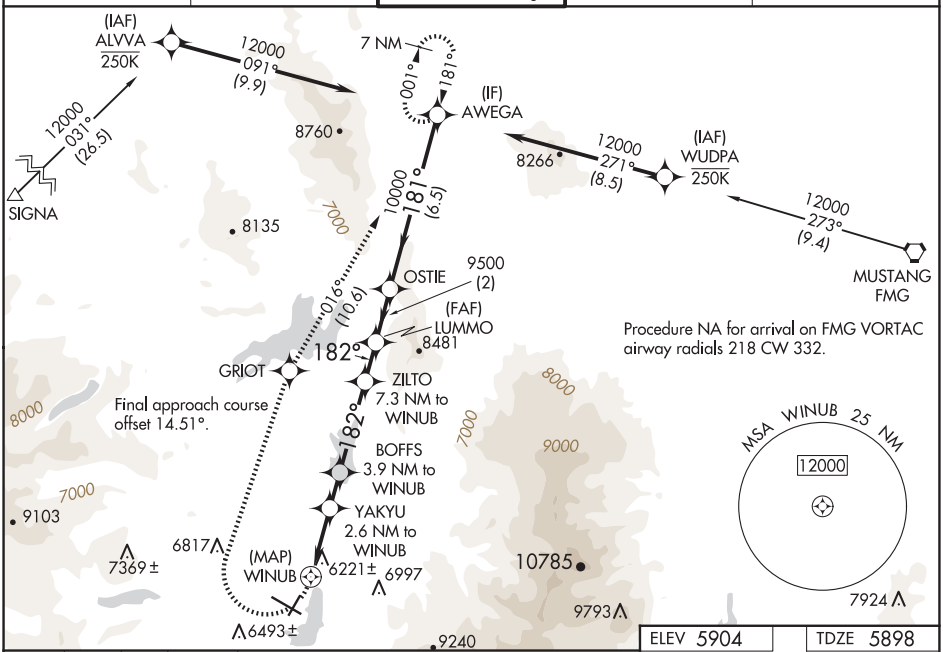
# RNAV (GPS) RWY 20
## TRUCKEE-TAHOE (TRK)

RNP APCH.

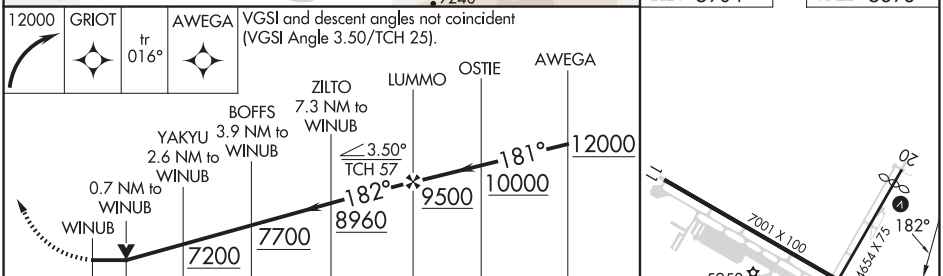
Circling to Rwy 2, 11, 29 NA at night. Circling NA for Cat C south of Rwy 29 and east of Rwy 2. Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA. -17°C

MISSED APPROACH: (Do not exceed 200K until GRIOT) Climbing right turn to 12000 direct GRIOT and on track 016° to AWEGA and hold, continue climb-in-hold to 12000.
*Missed approach requires minimum climb of 270 feet per NM to 7700.

| D-ATIS | OAKLAND CENTER | TRUCKEE TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 118.0 | 127.95 316.1 | 120.575 (CTAF) L | 118.3 | 122.95 |




ELEV 5904 TDZE 5898







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 6480-1 582 (600-1) | | 6480-1¾ 582 (600-1¾) | NA |
| LP MDA | 6780-1¼ 882 (900-1¼) | | 6780-2½ 882 (900-2½) | NA |
| LNAV MDA | 7120-1¼ 1222 (1300-1¼) | 7120-1½ 1222 (1300-1½) | 7120-3 1222 (1300-3) | NA |
| C CIRCLING | 7120-1¼ 1216 (1300-1¼) | 7220-1½ 1316 (1400-1½) | 7700-3 1796 (1800-3) | NA |

REIL Rwy 11 L
MIRL Rwys 11-29 and 2-20 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

TRUCKEE, CALIFORNIA | AL-6021 (FAA) | 25163

# RNAV (GPS)-A
## TRUCKEE-TAHOE (TRK)

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 058° | TDZE | N/A |
| | Apt Elev | 5904 |

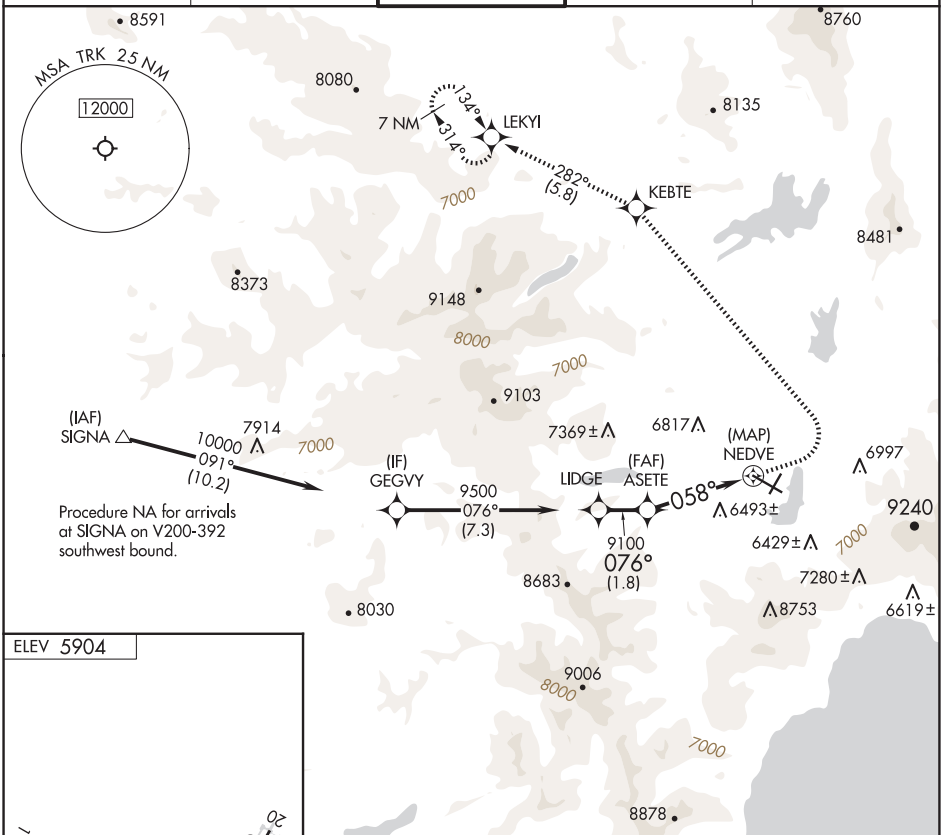
RNP APCH.

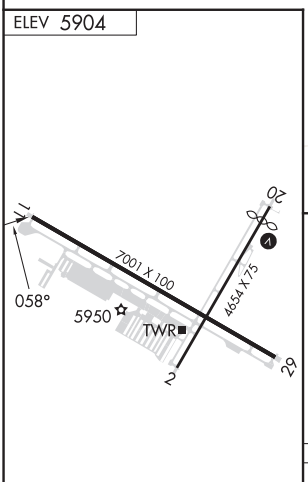
Circling NA for Cat C south of Rwy 29 and east of Rwy 2. Procedure NA at night. When local altimeter setting not received, procedure NA.

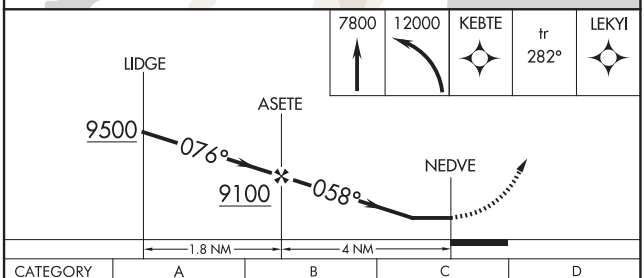
-17°C

MISSED APPROACH: (Do not exceed 200K until KEBTE) Climb to 7800 then climbing left turn to 12000 direct KEBTE and track 282° to LEKYI and hold, continue climb-in-hold 12000.

| D-ATIS | OAKLAND CENTER | TRUCKEE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.0 | 127.95 316.1 | 120.575 (CTAF) L | 118.3 | 122.95 |



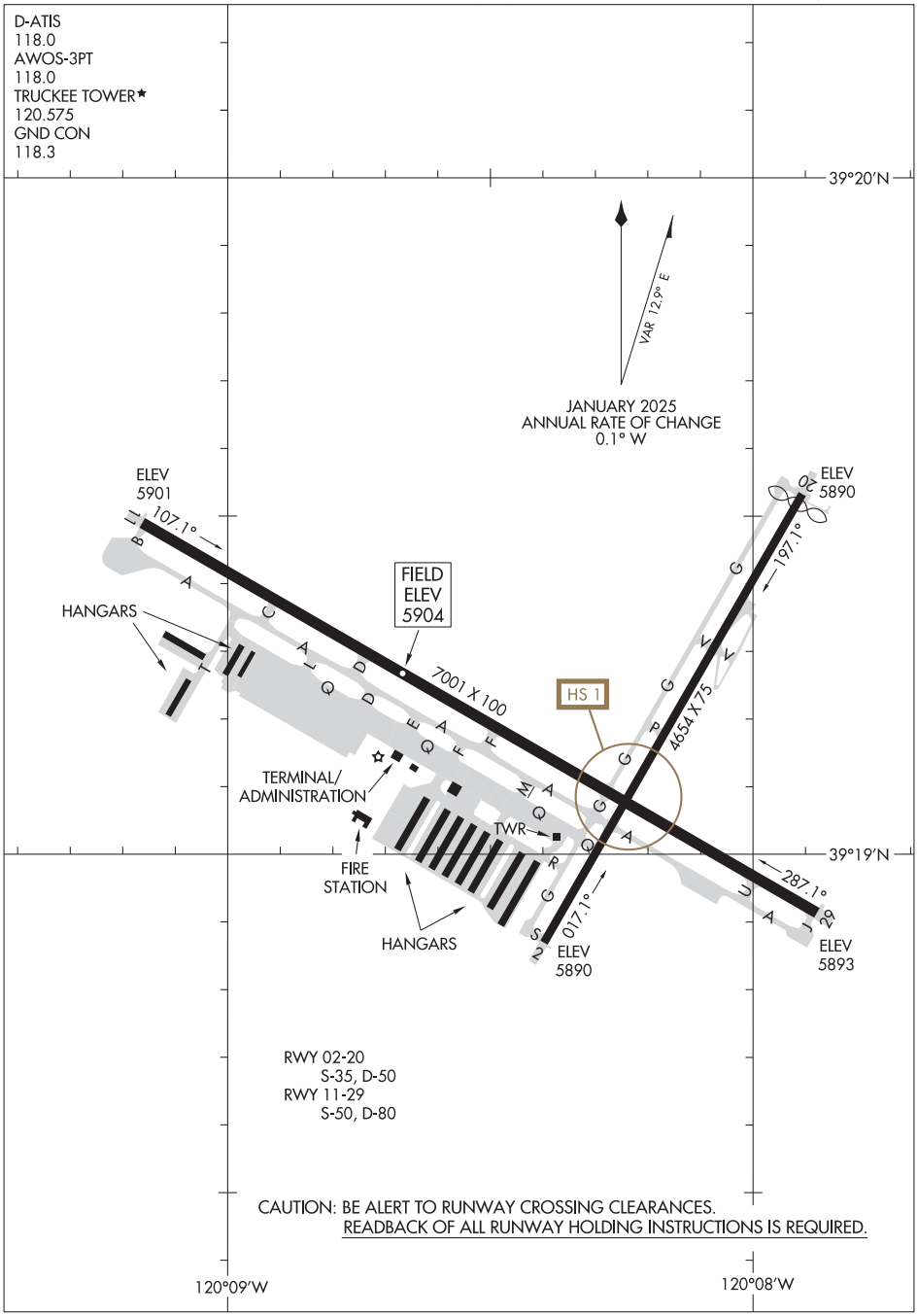




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 7500-1¼ 1596 (1600-1¼) | 7500-1½ 1596 (1600-1½) | 7700-3 1796 (1800-3) | NA |

REIL Rwy 11 L
MIRL Rwys 11-29 and 2-20 L




SW-2, 12 JUN 2025 to 07 AUG 2025

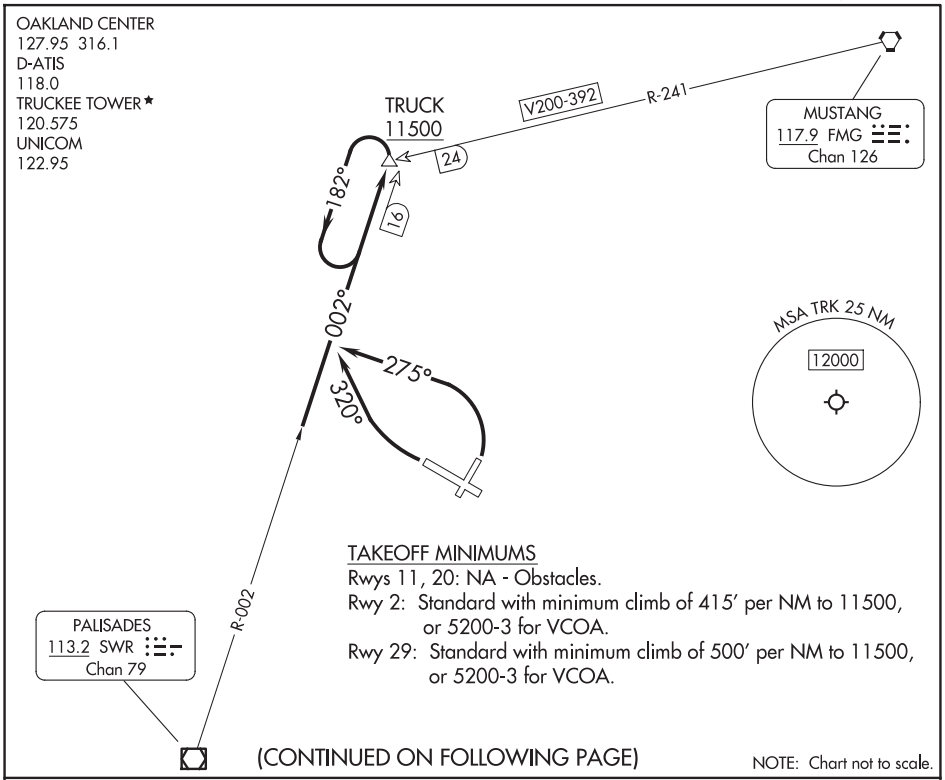

D-ATIS
118.0
AWOS-3PT
118.0
TRUCKEE TOWER★
120.575
GND CON
118.3
39°20′N
VAR 12.9° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
ELEV
5901
107.1°
ELEV
5890
197.1°
HANGARS
FIELD
ELEV
5904
7001 X 100
HS 1
4654 X 75
TERMINAL/
ADMINISTRATION
TWR
FIRE
STATION
HANGARS
39°19′N
287.1°
017.1°
ELEV
5890
ELEV
5893
RWY 02-20
S-35, D-50
RWY 11-29
S-50, D-80
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
120°09′W
120°08′W

(TRUCK5.TRUCK) 24025

# TRUCK FIVE DEPARTURE (OBSTACLE)

AL-6021 (FAA)

TRUCKEE-TAHOE (TRK)
TRUCKEE, CALIFORNIA




TAKEOFF MINIMUMS
Rwys 11, 20: NA - Obstacles.
Rwy 2: Standard with minimum climb of 415′ per NM to 11500, or 5200-3 for VCOA.
Rwy 29: Standard with minimum climb of 500′ per NM to 11500, or 5200-3 for VCOA.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn to 11500 on heading 275° and SWR R-002 to TRUCK INT, thence. . . . , or for climb in visual conditions cross Truckee-Tahoe Airport heading 290° at or above 9100, then proceed on SWR R-002 to TRUCK INT. When executing VCOA, notify ATC prior to departure. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn to 11500 on heading 320° and SWR VOR/DME R-002 to TRUCK INT, thence. . . . , or for climb in visual conditions cross Truckee-Tahoe Airport heading 290° at or above 9100, then proceed on SWR R-002 to TRUCK INT. When executing VCOA, notify ATC prior to departure. thence. . . .

. . . .continue climb in TRUCK INT holding pattern to cross TRUCK INT at or above 11500 before proceeding on course.

VCOA RUNWAYS 2, 29: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Truckee-Tahoe Airport heading 290° at or above 9100, then proceed on SWR VOR/DME R-002 to TRUCK INT, thence. . . .

. . . .continue climb in TRUCK INT holding pattern to cross TRUCK INT at or above 11500 before proceeding on course.


SW-2, 12 JUN 2025 to 07 AUG 2025

TAKEOFF OBSTACLE NOTES

Rwy 2: Trees, electrical system beginning 32′ from DER, 189′ left of centerline, up to 5934′ MSL. Trees beginning 448′ from DER, 431′ right of centerline, up to 5968′ MSL. Trees beginning 1 NM from DER, 1765′ right of centerline, up to 6078′ MSL. Tree 1 NM from DER, 1920′ right of centerline, 6125′ MSL. Trees beginning 1 NM from DER, 1540′ right of centerline, up to 6130′ MSL. Tree 1.1 NM from DER, 2002′ right of centerline, 6145′ MSL. Tree 1.1 NM from DER, 1766′ right of centerline, 6153′ MSL. Trees beginning 1.1 NM from DER, 1340′ right of centerline, up to 6154′ MSL. Trees beginning 1.1 NM from DER, 1302′ right of centerline, up to 6182′ MSL. Trees beginning 1.1 NM from DER, 1115′ right of centerline, up to 6242′ MSL. Trees beginning 1.1 NM from DER, 1067′ right of centerline, up to 6248′ MSL. Trees beginning 1.2 NM from DER, 1147′ right of centerline, up to 6253′ MSL. Trees beginning 1.2 NM from DER, 1351′ right of centerline, up to 6266′ MSL. Trees beginning 1.2 NM from DER, 929′ right of centerline, up to 6272′ MSL. Trees beginning 1.2 NM from DER, 818′ right of centerline, up to 6280′ MSL. Trees beginning 1.3 NM from DER, 1744′ right of centerline, up to 6281′ MSL. Trees beginning 1.3 NM from DER, 639′ right of centerline, up to 6288′ MSL. Trees beginning 1.3 NM from DER, 433′ right of centerline, up to 6305′ MSL. Trees, building beginning 1.4 NM from DER, 40′ right of centerline, up to 6315′ MSL. Tree 1.5 NM from DER, 7′ left of centerline, 6137′ MSL.

Rwy 29: Sign 23′ from DER, 157′ left of centerline, 3′ AGL/5902′ MSL. Trees beginning 73′ from DER, 400′ right of centerline, up to 5968′ MSL. Pole 144′ from DER, 217′ left of centerline, 6′ AGL/5905′ MSL. Trees beginning 206′ from DER, 55′ right of centerline, up to 5971′ MSL. Tree 213′ from DER, 546′ left of centerline, 5923′ MSL. Trees beginning 637′ from DER, 81′ left of centerline, up to 6005′ MSL. Tree 5956′ from DER, 542 right of centerline, 6058′ MSL. Trees beginning 1.6 NM from DER, 1356′ left of centerline, up to 6153′ MSL. Trees beginning 1.6 NM from DER, 1384′ left of centerline, up to 6197′ MSL. Tress, water tower beginning 1.6 NM from DER, 1738′ left of centerline, up to 6206′ MSL. Trees, pole beginning 1.6 NM from DER, 249′ left of centerline, up to 6268′ MSL. Tree 1.8 NM from DER, 3070′ right of centerline, 6192′ MSL. Tree 1.8 NM from DER, 2728′ right of centerline, 6197′ MSL. Tree 1.8 NM from DER, 1614′ right of centerline, 6204′ MSL. Trees beginning 1.8 NM from DER, 1108′ right of centerline, up to 6211′ MSL. Tree 1.8 NM from DER, 2581′ right of centerline, 6259′ MSL. Trees beginning 1.8 NM from DER, 2144′ right of centerline, up to 6265′ MSL. Trees beginning 1.9 NM from DER, 183′ right of centerline, up to 6266′ MSL. Tree 1.9 NM from DER, 3540′ right of centerline, 6308′ MSL. Tree 1.9 NM from DER, 3135′ right of centerline, 6351′ MSL. Trees beginning 1.9 NM from DER, 307′ right of centerline, up to 6379′ MSL. Tree 2 NM from DER, 3583′ right of centerline, 6391′ MSL. Trees beginning 2 NM from DER, 1301′ right of centerline, up to 6458′ MSL. Trees beginning 2 NM from DER, 535′ right of centerline, up to 6468′ MSL. Tree 2 NM from DER, 639′ left of centerline, 6270′ MSL. Tree 2.1 NM from DER, 2242′ left of centerline, 6315′ MSL. Trees beginning 2.1 NM from DER, 50′ left of centerline, up to 6332′ MSL. Tree 2.1 NM from DER, 2881′ right of centerline, 6502′ MSL. Trees beginning 2.1 NM from DER, 214′ right of centerline, up to 6505′ MSL. Tree 2.1 NM from DER, 2769′ left of centerline, 6439′ MSL. Trees beginning 2.1 NM from DER, 259′ left of centerline, up to 6440′ MSL. Tree 2.1 NM from DER, 3037′ right of centerline, 6547′ MSL. Trees beginning 2.1 NM from DER, 636′ right of centerline, up to 6573′ MSL. Trees beginning 2.2 NM from DER, 1171′ right of centerline, up to 6583′ MSL. Trees beginning 2.2 NM from DER, 733′ left of centerline, up to 6460′ MSL. Trees, building beginning 2.2 NM from DER, 20′ left of centerline, up to 6549′ MSL. Trees beginning 2.2 NM from DER, 525′ right of centerline, up to 6612′ MSL. Trees beginning 2.3 NM from DER, 1111′ right of centerline, up to 6657′ MSL. Tree beginning 2.3 NM from DER, 2179′ right of centerline, up to 6682′ MSL. Trees beginning 2.3 NM from DER, 412′ right of centerline, up to 6731′ MSL. Trees beginning 2.4 NM from DER, 371′ right of centerline, up to 6776′ MSL. Tower 2.5 NM from DER, 2714′ right of centerline, 93′ AGL/6817′ MSL. Antenna, trees beginning 2.5 NM from DER, 73′ right of centerline, up to 88′ AGL/6822′ MSL.

SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(MOWGL2.MOWGL) 23222

# MOWGL TWO DEPARTURE (RNAV)

AL-6021 (FAA)

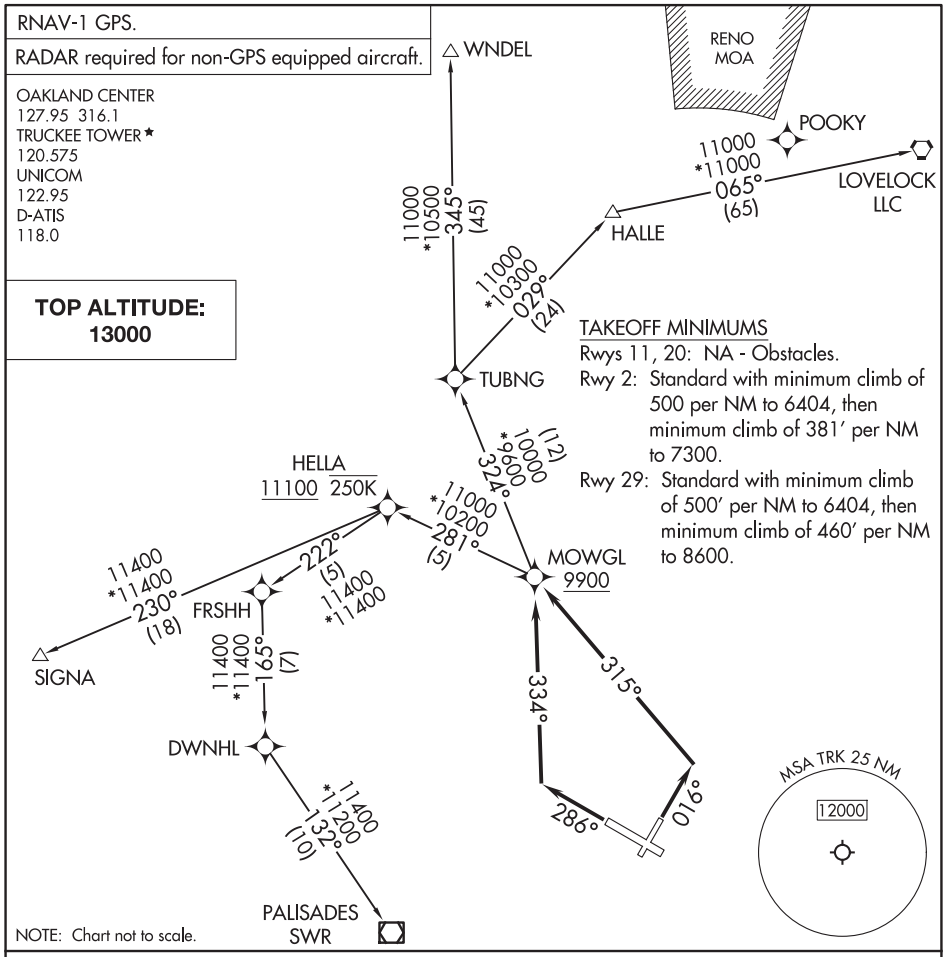
TRUCKEE-TAHOE (TRK)
TRUCKEE, CALIFORNIA

RNAV-1 GPS.

RADAR required for non-GPS equipped aircraft.

OAKLAND CENTER
127.95 316.1
TRUCKEE TOWER ★
120.575
UNICOM
122.95
D-ATIS
118.0

**TOP ALTITUDE: 13000**




TAKEOFF MINIMUMS

Rwys 11, 20: NA - Obstacles.

Rwy 2: Standard with minimum climb of 500 per NM to 6404, then minimum climb of 381′ per NM to 7300.

Rwy 29: Standard with minimum climb of 500′ per NM to 6404, then minimum climb of 460′ per NM to 8600.

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 016° to intercept course 315° to cross MOWGL at or above 9900, thence. . . .

TAKEOFF RUNWAY 29: Climb on heading 286° to intercept course 334° to cross MOWGL at or above 9900, thence. . . .

. . . .(transition) maintain 13000 expect filed altitude 10 minutes after departure.

HALLE TRANSITION (MOWGL2.HALLE)

LOVELOCK TRANSITION (MOWGL2.LLC)

PALISADES TRANSITION (MOWGL2.SWR)

SIGNA TRANSITION (MOWGL2.SIGNA)

WNDEL TRANSITION (MOWGL2.WNDEL)

| APP CRS | Rwy ldg | 3901 |
|---|---|---|
| 135° | TDZE | 265 |
| | Apt Elev | 265 |

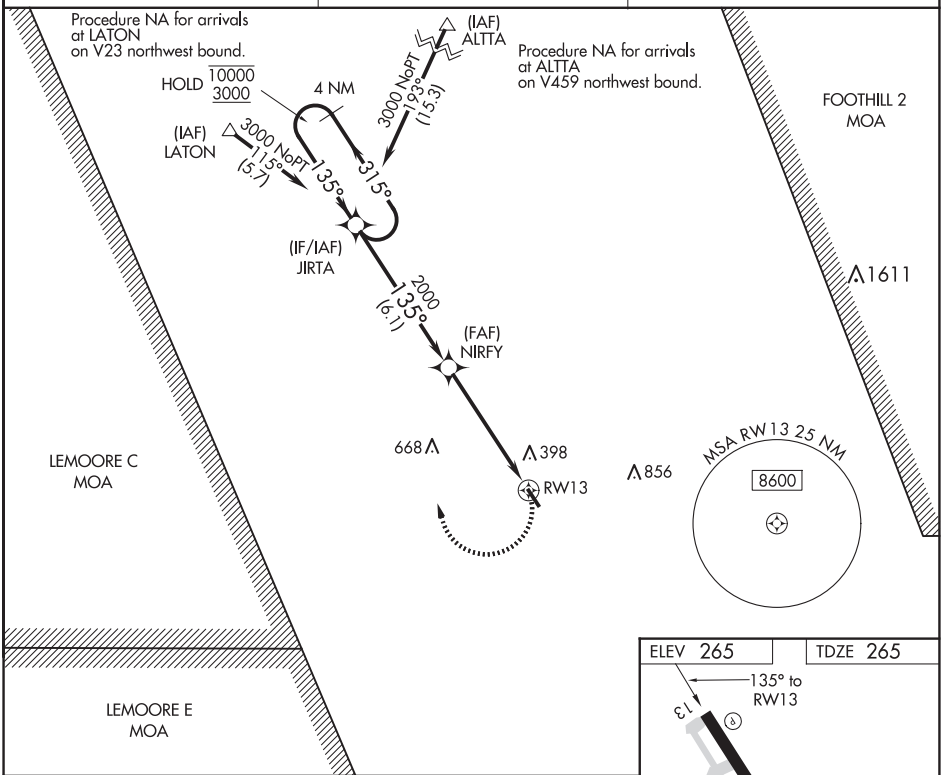
# RNAV (GPS) RWY 13
## MEFFORD FLD (TLR)

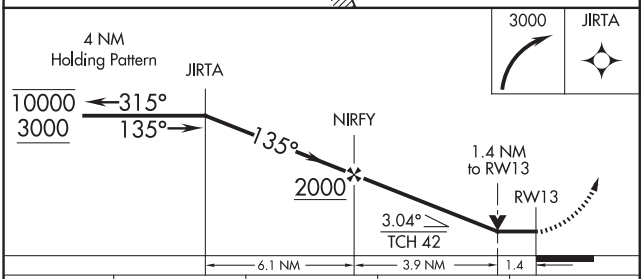
RNP APCH.

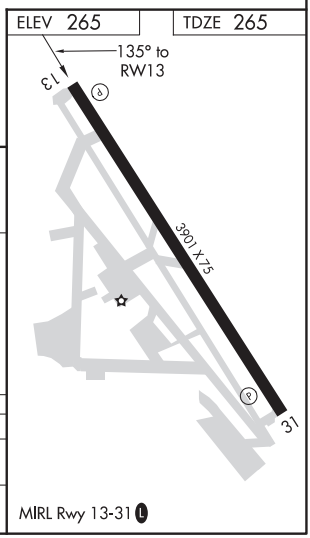
T A NA — Circling Rwy 31 NA at night. Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Visalia altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct JIRTA and hold, Continue climb-in-hold to 3000.

| AWOS-3PT | FRESNO APP CON | UNICOM |
|---|---|---|
| 120.0 | 118.5 268.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 475 (500-1) | | 740-1⅜ 475 (500-1⅜) | NA |
| C CIRCLING | 760-1 495 (500-1) | | 760-1½ 495 (500-1½) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

TURLOCK, CALIFORNIA AL-9962 (FAA) 24361

# RNAV (GPS)-A
## TURLOCK MUNI (O15)

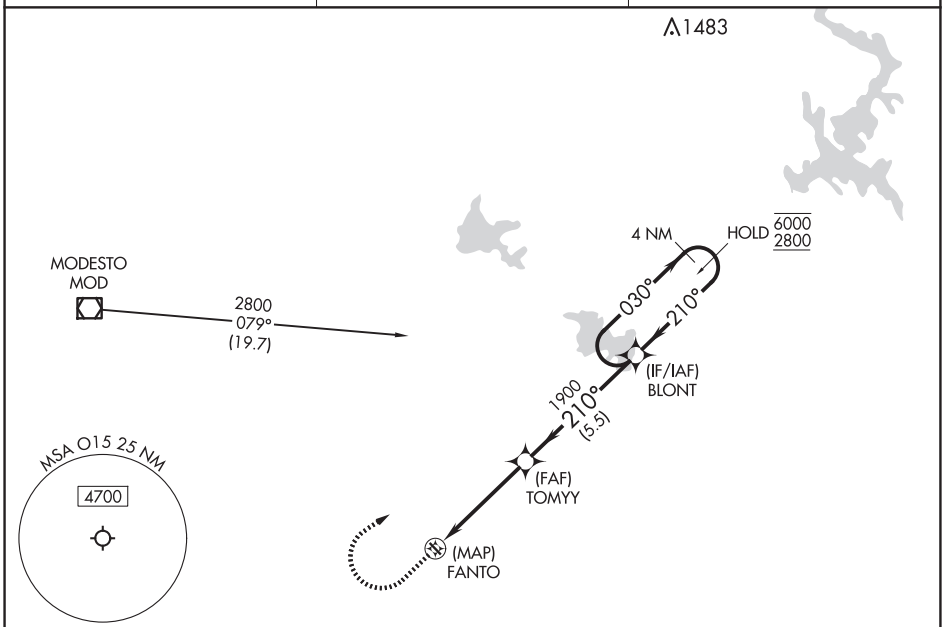
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 210° | TDZE | N/A |
| | Apt Elev | 161 |

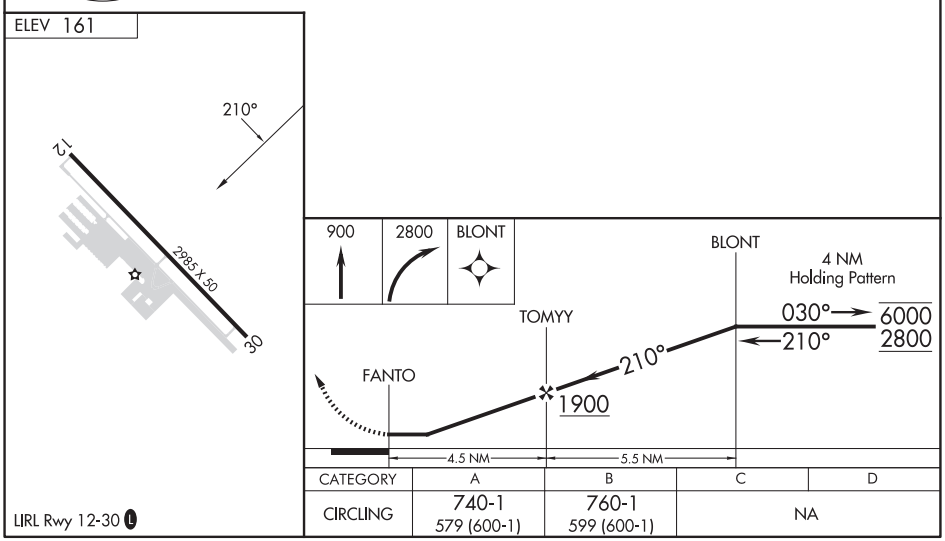
RNP APCH - GPS.

NA Procedure NA at night. Use MER altimeter setting; when not received, use MCE altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2800 direct BLONT and hold.

| MER AWOS-3 | NORCAL APP CON | UNICOM |
|---|---|---|
| 124.475 | 120.95 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 740-1<br>579 (600-1) | 760-1<br>599 (600-1) | NA | |

LIRL Rwy 12-30 L

TURLOCK, CALIFORNIA
Orig-A 26DEC24

37°29'N-120°42'W

TURLOCK MUNI (O15)
RNAV (GPS)-A

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 93644 W15A | APP CRS 155° | Rwy ldg 4423<br>TDZE 617<br>Apt Elev 617 |
|---|---|---|

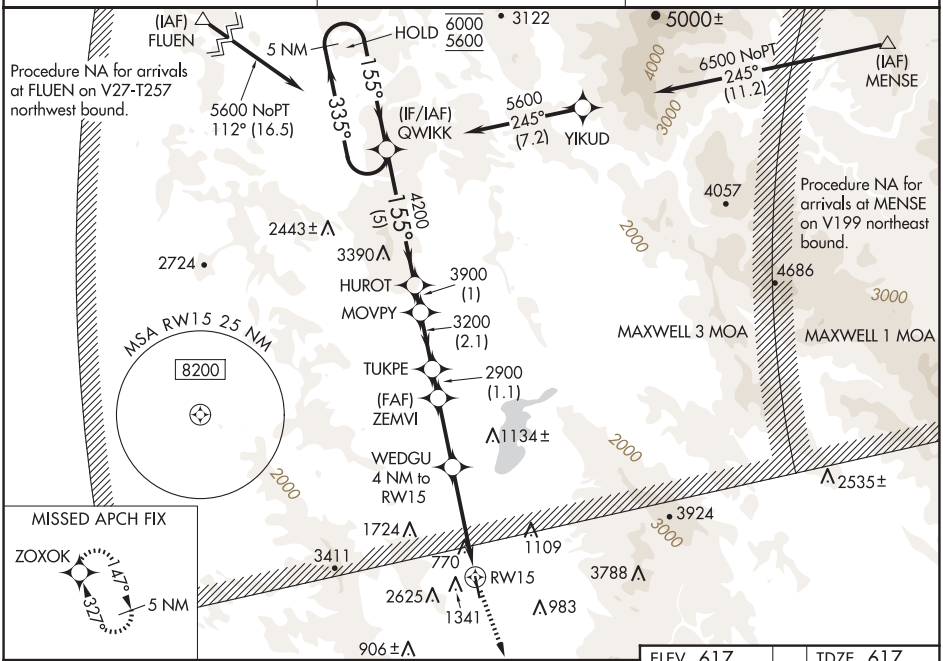
# RNAV (GPS) RWY 15
## UKIAH MUNI (UKI)

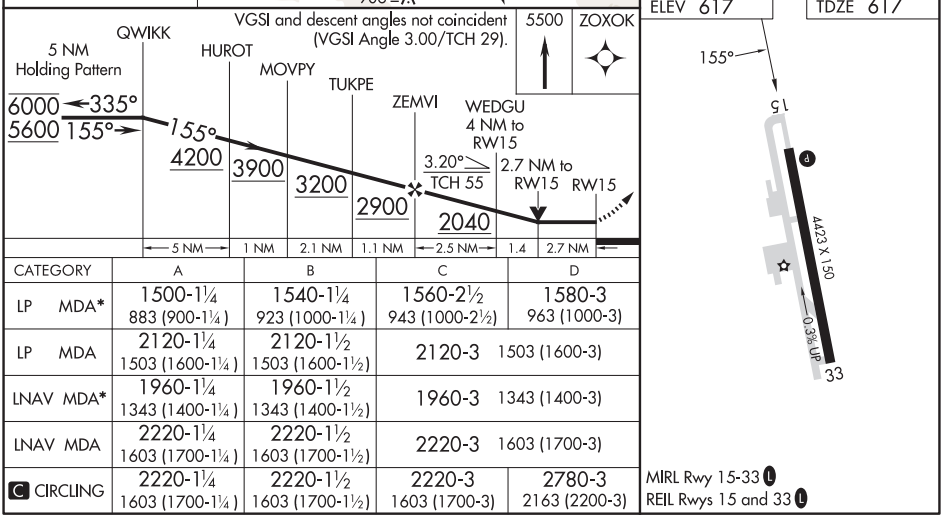
RNP APCH - GPS.

Circling NA southwest of Rwy 15-33. Circling Rwy 33 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5500 direct ZOXOK and hold, continue climb-in-hold to 5500.
*Missed approach requires minimum climb of 350 feet per NM to 3300.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.8 353.5 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 1500-1¼<br>883 (900-1¼) | 1540-1¼<br>923 (1000-1¼) | 1560-2½<br>943 (1000-2½) | 1580-3<br>963 (1000-3) |
| LP MDA | 2120-1¼<br>1503 (1600-1¼) | 2120-1½<br>1503 (1600-1½) | 2120-3 | 1503 (1600-3) |
| LNAV MDA* | 1960-1¼<br>1343 (1400-1¼) | 1960-1½<br>1343 (1400-1½) | 1960-3 | 1343 (1400-3) |
| LNAV MDA | 2220-1¼<br>1603 (1700-1¼) | 2220-1½<br>1603 (1700-1½) | 2220-3 | 1603 (1700-3) |
| C CIRCLING | 2220-1¼<br>1603 (1700-1¼) | 2220-1½<br>1603 (1700-1½) | 2220-3<br>1603 (1700-3) | 2780-3<br>2163 (2200-3) |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

UKIAH, CALIFORNIA | AL-698 (FAA) | 25051

# RNAV (GPS)-B
## UKIAH MUNI (UKI)

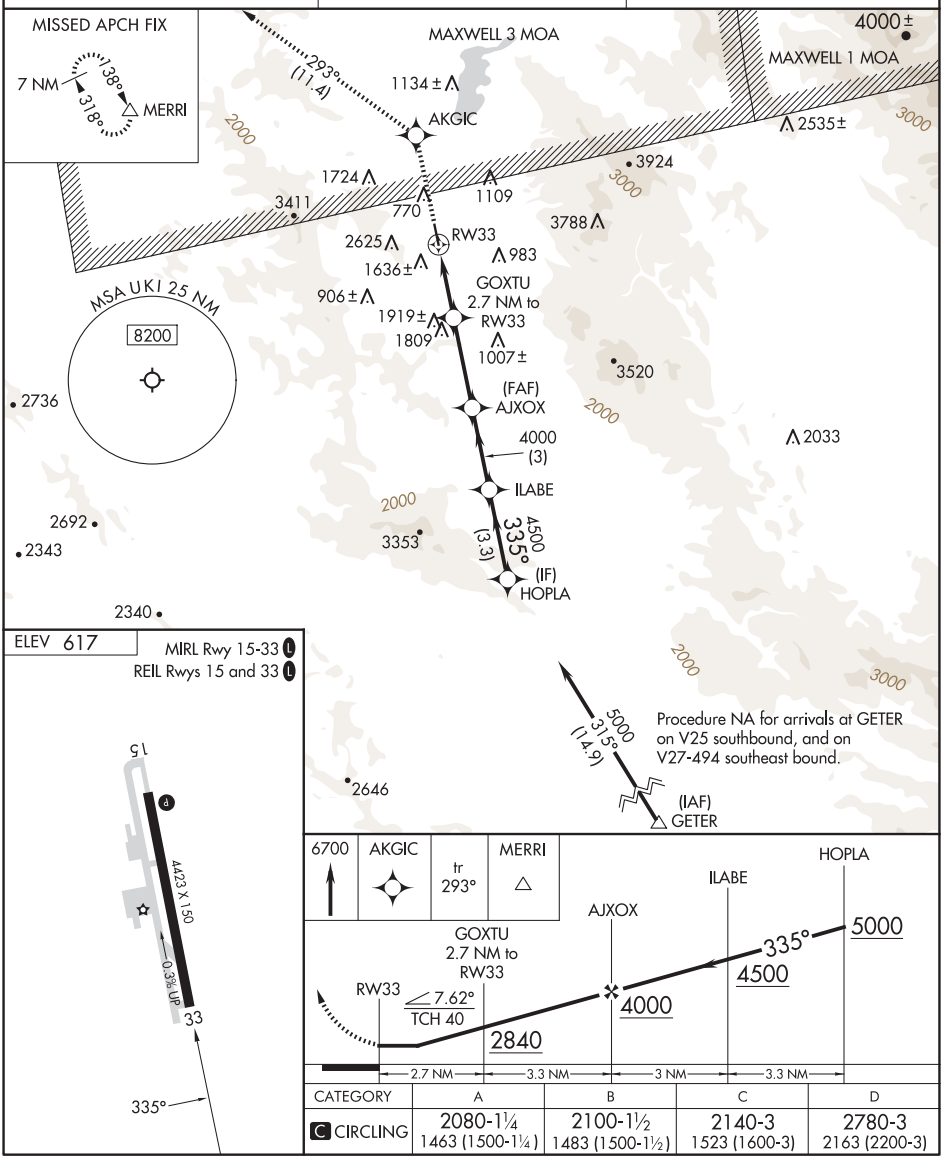
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 335° | TDZE | N/A |
| | Apt Elev | 617 |

RNP APCH - GPS.

Circling NA southwest of Rwy 15-33. Circling Rwy 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6700 direct AKGIC and on track 293° to MERRI and hold, continue climb-in-hold to 6700.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.8 353.5 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2080-1¼<br>1463 (1500-1¼) | 2100-1½<br>1483 (1500-1½) | 2140-3<br>1523 (1600-3) | 2780-3<br>2163 (2200-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# LOC RWY 15
## UKIAH MUNI (UKI)

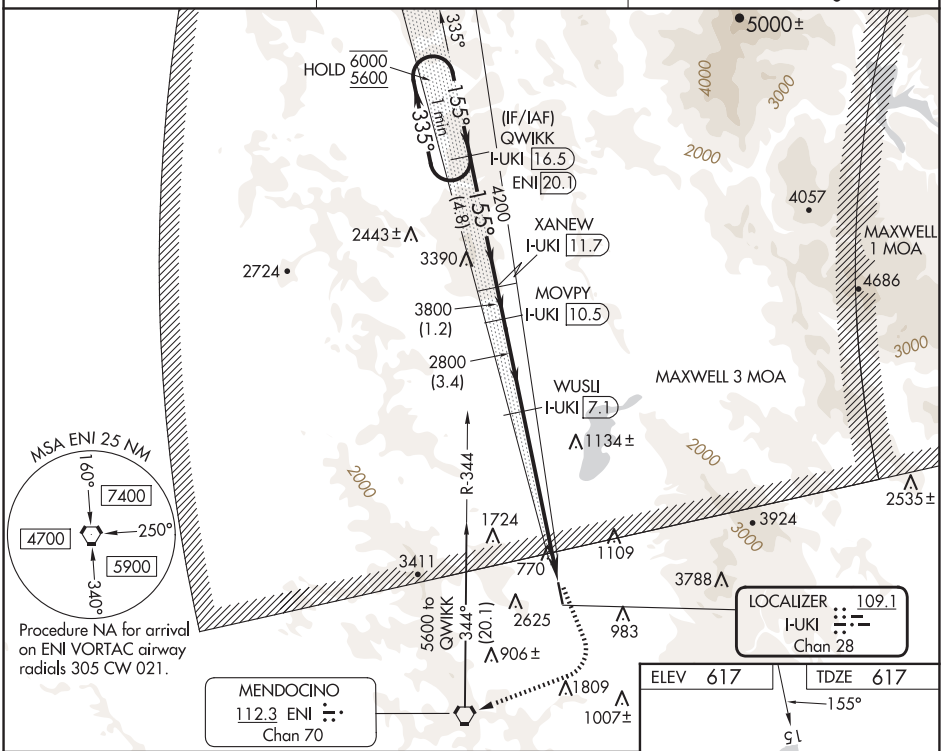
| LOC/DME I-UKI | APP CRS | Rwy ldg | 4423 |
|---|---|---|---|
| 109.1 | 155° | TDZE | 617 |
| Chan 28 | | Apt Elev | 617 |

DME required.

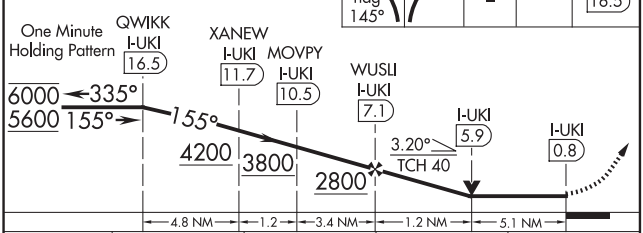
Circling NA southwest of Rwy 15-33. Circling Rwy 33 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 4100 on heading 145° then climbing right turn to 5600 direct ENI VORTAC and on ENI VORTAC R-344 to QWIKK /I-UKI 16.5 DME and hold.

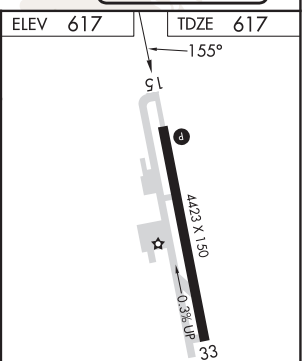
| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.8 353.5 | 123.0 (CTAF) L |




| VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29). | 4100 | 5600 | ENI | ENI R-344 | QWIKK I-UKI 16.5 |
|---|---|---|---|---|---|
| | hdg 145° | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 15 | 2300-1¼ 1683 (1700-1¼) | 2300-1½ 1683 (1700-1½) | 2300-3 1683 (1700-3) | |
| C CIRCLING | 2300-1¼ 1683 (1700-1¼) | 2300-1½ 1683 (1700-1½) | 2300-3 1683 (1700-3) | 2780-3 2163 (2200-3) |




MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

UKIAH, CALIFORNIA | AL-698 (FAA) | 25051

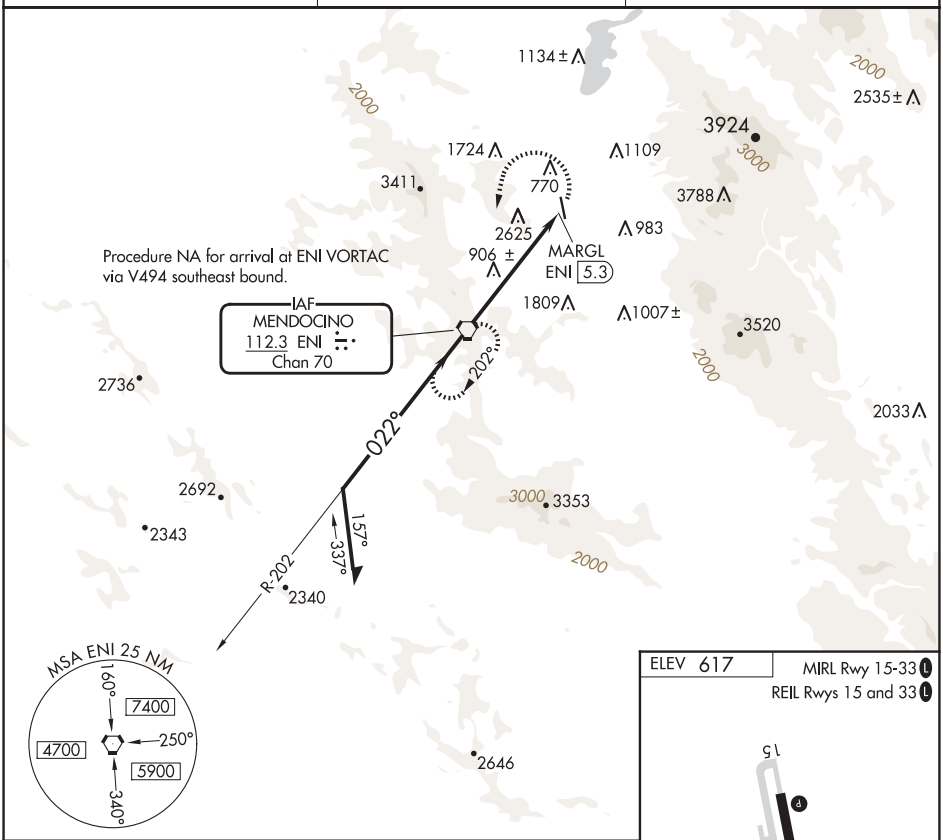
# VOR-A
## UKIAH MUNI (UKI)

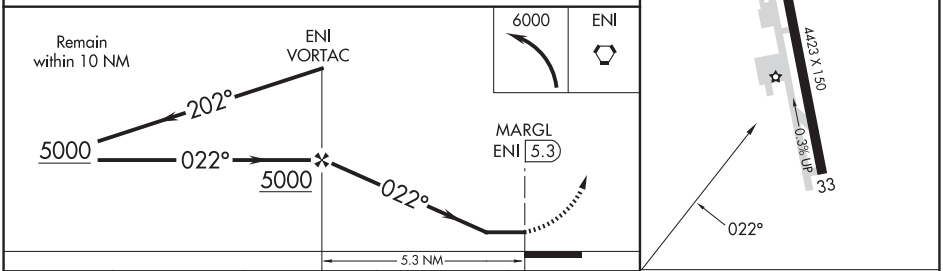
| VORTAC ENI | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.3 | 022° | TDZE | N/A |
| Chan 70 | | Apt Elev | 617 |

Circling NA west of Rwy 15-33.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 6000 direct ENI VORTAC and hold, continue climb-in-hold to 6000.

| ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 127.8 353.5 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3400-1¼ 2783 (2800-1¼) | 3400-1½ 2783 (2800-1½) | 3400-3 2783 (2800-3) | |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# RONHU TWO DEPARTURE (RNAV)

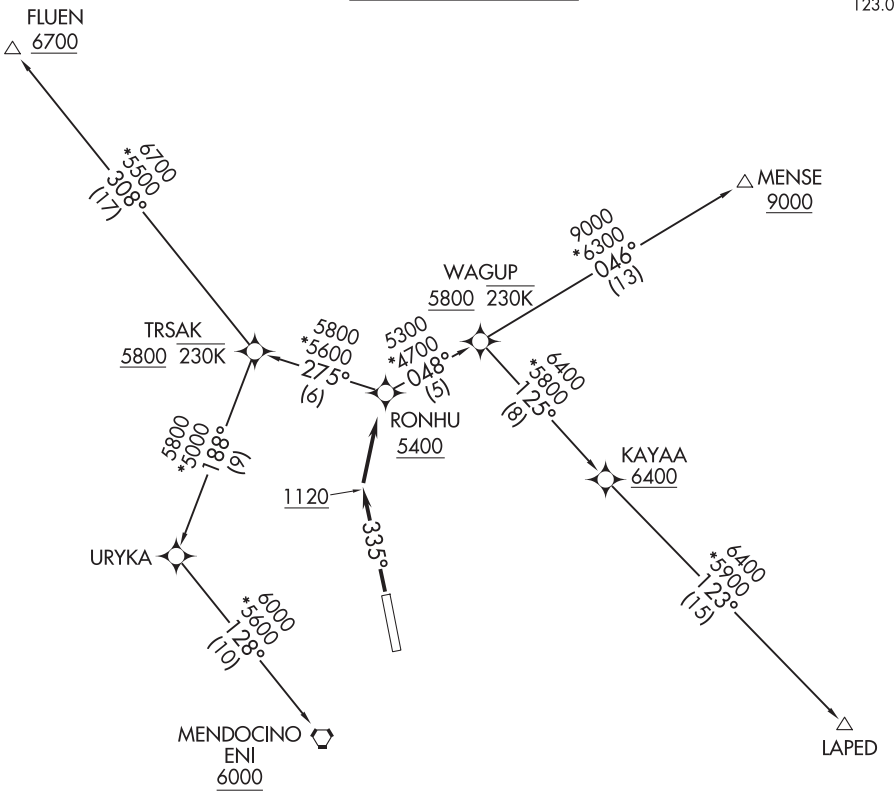
AL-698 (FAA)

UKIAH MUNI (UKI)
UKIAH, CALIFORNIA

RNAV 1 - GPS.

**TOP ALTITUDE: ASSIGNED BY ATC**

OAKLAND CENTER
127.8 353.5
CTAF
123.0




TAKEOFF MINIMUMS

Rwy 33: Standard with minimum climb of 297′ per NM to 4000.

NOTE: Do not exceed 230K until passing WAGUP.

NOTE: Do not exceed 230K until passing TRSAK.

NOTE: Chart not to scale.

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 335° to 1120, then direct RONHU at or above 5400, thence . . . .

. . . . on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FLUEN TRANSITION (RONHU2.FLUEN)

LAPED TRANSITION (RONHU2.LAPED)

MENDOCINO TRANSITION (RONHU2.ENI)

MENSE TRANSITION (RONHU2.MENSE)

(RYPAX2.RYPAX) 22307

# RYPAX TWO DEPARTURE (RNAV)

UKIAH MUNI (UKI)
UKIAH, CALIFORNIA

AL-698 (FAA)

RNAV 1 - GPS.

OAKLAND CENTER
127.8 353.5
CTAF
123.0

**TOP ALTITUDE: ASSIGNED BY ATC**

MERRI △ 6200

SABBY △ 5900

6200 277° (22)

5900 322° (18)

LUCRN 5900

322° 5600 *4800 (9)

155°

1120

MENDOCINO ENI

△ LAPED

LAMSN

5600 (9) 049°

049° 5600 (13)

RYPAX 5600 230K

5600 156° (15)

△ GETER

TAKEOFF MINIMUMS

Rwy 33: NA - ATC

Rwy 15: Standard with minimum climb of 594′ per NM to 4400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 155° to 1120, then left turn direct RYPAX at or above 5600 at or below 230K, thence. . . .

. . . . on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GETER TRANSITION (RYPAX2.GETER)

LAPED TRANSITION (RYPAX2.LAPED)

MERRI TRANSITION (RYPAX2.MERRI)

SABBY TRANSITION (RYPAX2.SABBY)

| WAAS CH 53740 W20A | APP CRS 201° | Rwy ldg 4700 TDZE 117 Apt Elev 117 |
|---|---|---|

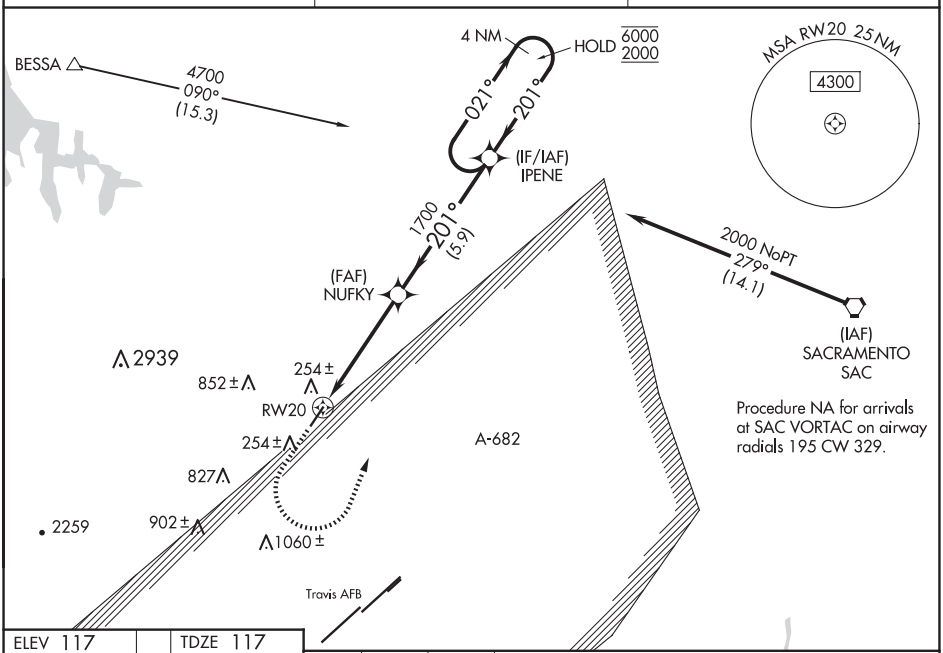
# RNAV (GPS) RWY 20
## NUT TREE (VCB)

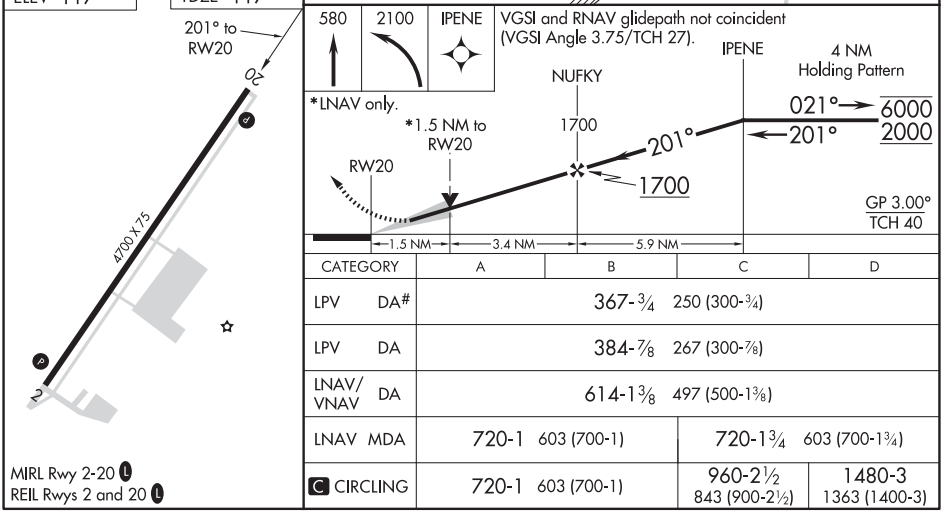
RNP APCH.

Circling NA west of Rwy 2-20. Circling Rwy 2 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

MISSED APPROACH: (Do not exceed 220K until IPENE) Climb to 580 then climbing left turn to 2100 direct IPENE and hold.
# Missed approach requires minimum climb of 229 feet per NM to 1300.

| ASOS | TRAVIS APP CON | CTAF |
|---|---|---|
| 134.75 | 128.4 281.45 | 122.85 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 367-¾ 250 (300-¾) | | | |
| LPV DA | 384-⅞ 267 (300-⅞) | | | |
| LNAV/VNAV DA | 614-1⅜ 497 (500-1⅜) | | | |
| LNAV MDA | 720-1 603 (700-1) | | 720-1¾ 603 (700-1¾) | |
| C CIRCLING | 720-1 603 (700-1) | | 960-2½ 843 (900-2½) | 1480-3 1363 (1400-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

VACAVILLE, CALIFORNIA AL-6094 (FAA) 23334

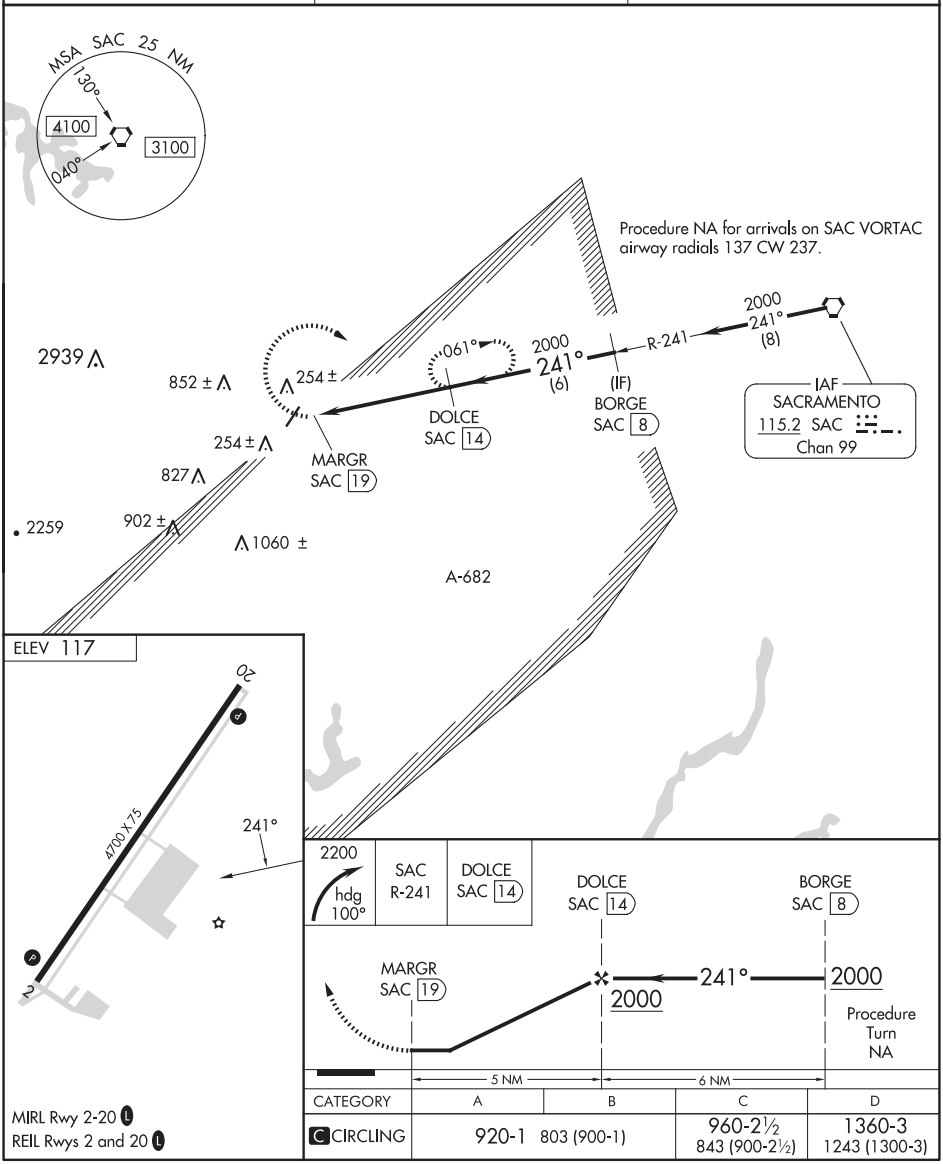
| VORTAC SAC | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.2 | 241° | TDZE | N/A |
| Chan 99 | | Apt Elev | 117 |

# VOR-A
## NUT TREE (VCB)

Rwy 2 helicopter visibility reduction below 1 SM NA.
DME required.
Circling Rwy 2 NA at night.
Circling NA west of Rwy 2-20.

MISSED APPROACH: Climbing right turn to 2200 on heading 100° and SAC R-241 to DOLCE/14 DME and hold.

| ASOS | TRAVIS APP CON | CTAF |
|---|---|---|
| 134.75 | 128.4 281.45 | 122.85 L |




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

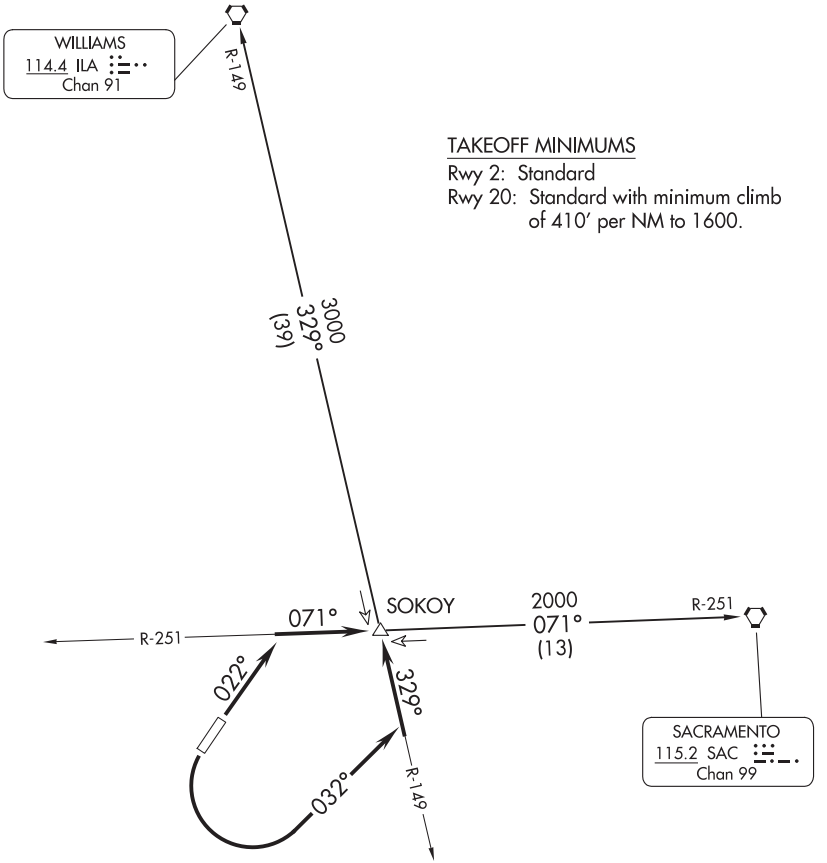
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 920-1 | 803 (900-1) | 960-2½ 843 (900-2½) | 1360-3 1243 (1300-3) |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

TRAVIS DEP CON
128.4 281.45

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb via heading 022°, intercept SAC R-251 to SOKOY/SAC 13 DME.

TAKEOFF RUNWAY 20: Turn left heading 032°, intercept ILA R-149 to SOKOY/ILA 39 DME.

SACRAMENTO TRANSITION (SOKOY3.SAC): From over SOKOY on SAC R-251 to SAC VORTAC.

WILLIAMS TRANSITION (SOKOY3.ILA): From over SOKOY on ILA R-149 to ILA VORTAC.



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

VISALIA, CALIFORNIA | AL-558 (FAA) | 22167

# ILS or LOC RWY 30
## VISALIA MUNI (VIS)

| LOC/DME I-VIS | APP CRS | Rwy ldg | 5635 |
|---|---|---|---|
| 108.5 | 301° | TDZE | 295 |
| Chan 22 | | Apt Elev | 295 |

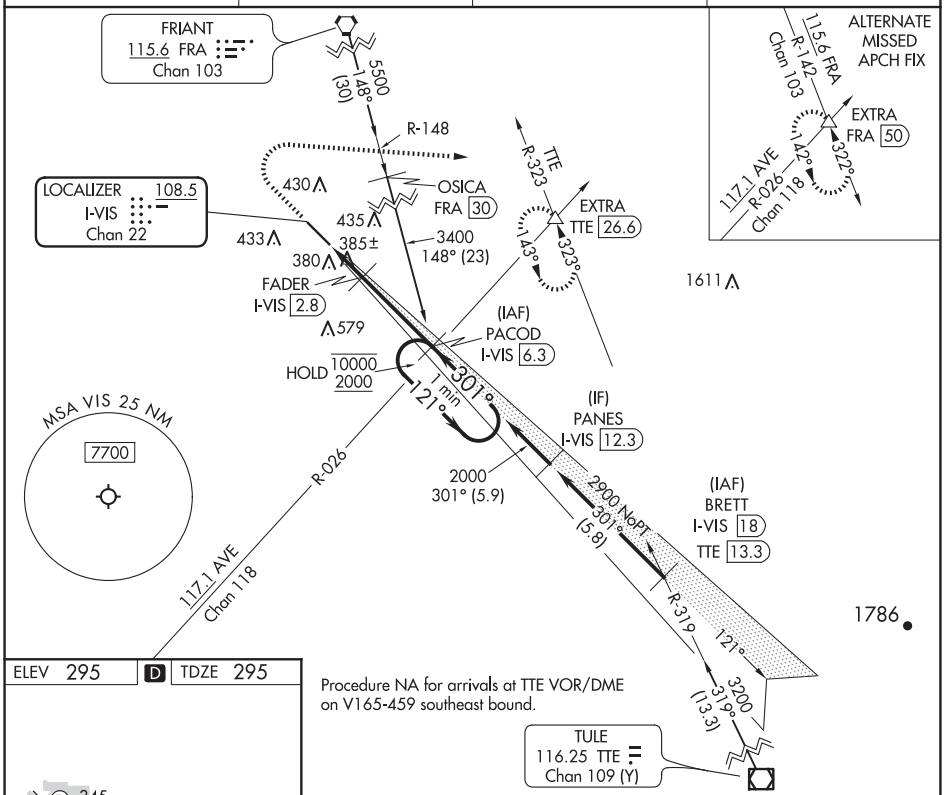
DME required.

T A NA For inop ALS, increase S-LOC 30 Cat C/D visibility to 1 SM.

MALSR

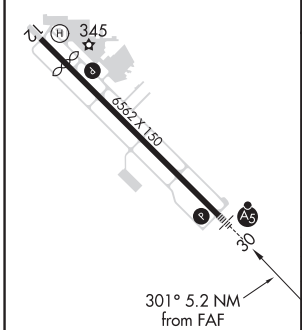
MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 on heading 080° and on TTE VOR/DME R-323 to EXTRA INT/TTE 26.6 DME and hold, continue climb-in-hold to 3500.

| AWOS-3PT | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.5 | 118.5 | 123.05 (CTAF) L |



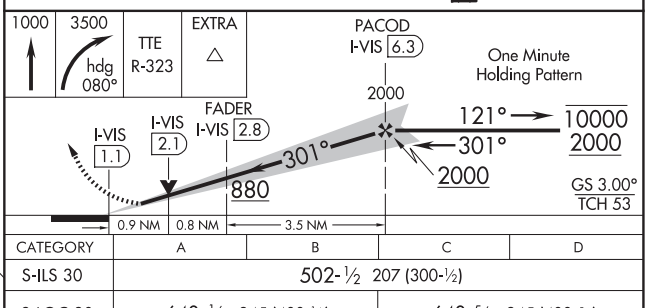

ELEV 295 | D | TDZE 295

Procedure NA for arrivals at TTE VOR/DME on V165-459 southeast bound.




301° 5.2 NM from FAF

REIL Rwy 12 L
HIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 502-½ 207 (300-½) | | | |
| S-LOC 30 | 640-½ 345 (400-½) | | 640-⅝ 345 (400-⅝) | |
| C CIRCLING | 720-1 425 (500-1) | 760-1 465 (500-1) | 760-1½ 465 (500-1½) | 940-2 645 (700-2) |


SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 82423 W12A | APP CRS 121° | Rwy ldg 5635<br>TDZE 293<br>Apt Elev 295 |
|---|---|---|

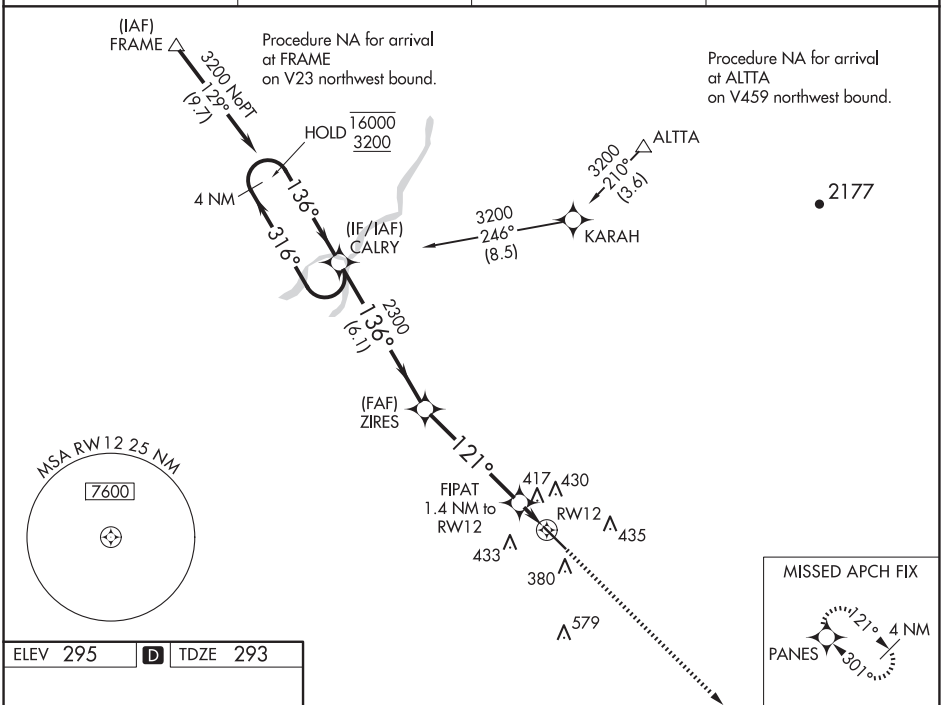
# RNAV (GPS) RWY 12
## VISALIA MUNI (VIS)

RNP APCH.

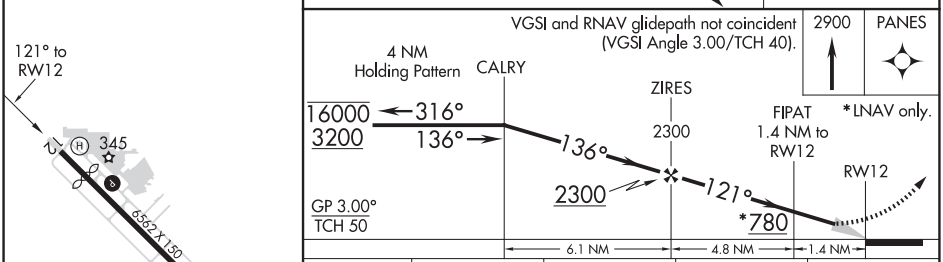
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct PANES and hold.

| AWOS-3PT | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.5 | 118.5 | 123.05 (CTAF) L |




ELEV 295 | D | TDZE 293




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 543-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 697-1⅛ 404 (500-1⅛) | | | |
| LNAV MDA | 680-1 387 (400-1) | | 680-1⅛ 387 (400-1⅛) | |
| C CIRCLING | 720-1 425 (500-1) | 760-1 465 (500-1) | 760-1½ 465 (500-1½) | 940-2 645 (700-2) |

REIL Rwy 12 L
HIRL Rwy 12-30 L



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

VISALIA, CALIFORNIA | AL-558 (FAA) | 19227

# RNAV (GPS) RWY 30
## VISALIA MUNI (VIS)

| WAAS CH 77623 W30A | APP CRS 301° | Rwy ldg 5635<br>TDZE 295<br>Apt Elev 295 |
|---|---|---|

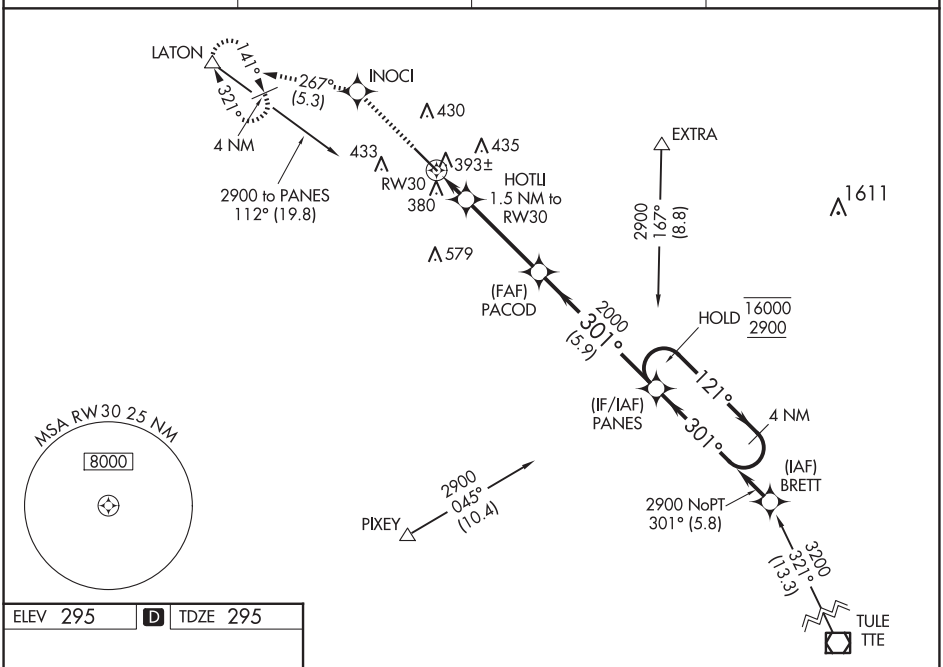
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, LNAV Cats C/D to 1 SM.

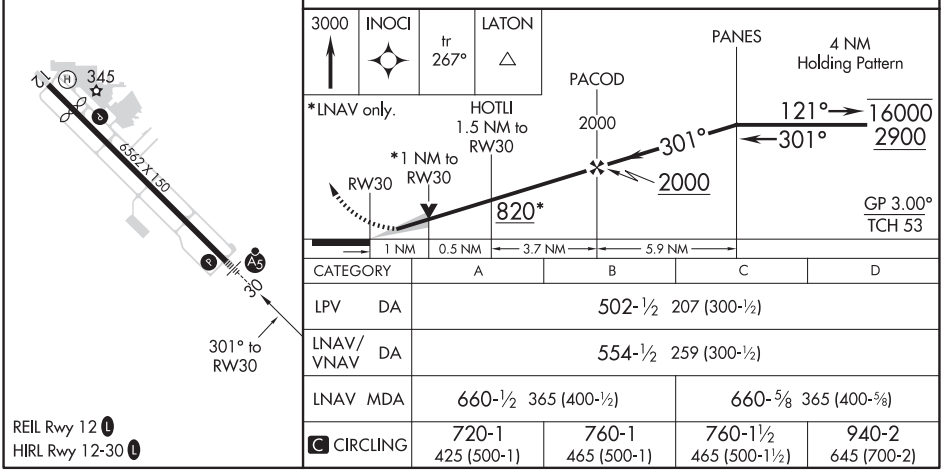
MALSR A5

MISSED APPROACH: Climb to 3000 direct INOCI and on track 267° to LATON and hold, continue climb-in-hold to 3000.

| AWOS-3PT | FRESNO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.5 | 118.5 | 123.05 (CTAF) L |




ELEV 295 | D | TDZE 295




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 502-½ 207 (300-½) | | | |
| LNAV/VNAV DA | 554-½ 259 (300-½) | | | |
| LNAV MDA | 660-½ 365 (400-½) | | 660-⅝ 365 (400-⅝) | |
| C CIRCLING | 720-1 425 (500-1) | 760-1 465 (500-1) | 760-1½ 465 (500-1½) | 940-2 645 (700-2) |

REIL Rwy 12 L
HIRL Rwy 12-30 L

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

| WAAS CH 50144 W02A | APP CRS 018° | Rwy ldg 4502 TDZE 152 Apt Elev 163 |
|---|---|---|

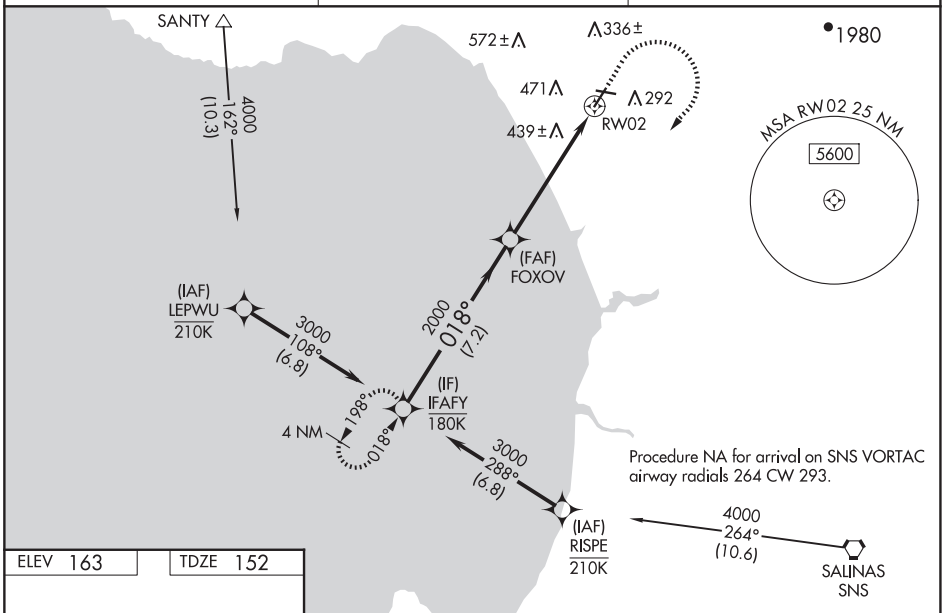
# RNAV (GPS) RWY 2
## WATSONVILLE MUNI (WVI)

RNP APCH - GPS.

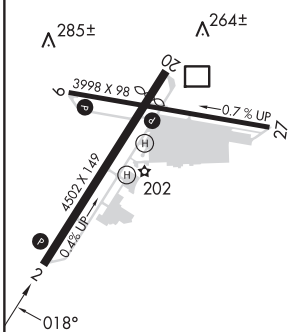
Rwy 2 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9, 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. Circling NA west of Rwy 2-20. When local altimeter setting not received, use Monterey altimeter setting and increase LPV DA to 510 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 834 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C ⅛ SM. Baro-VNAV and VDP NA when using Monterey altimeter setting.

MISSED APPROACH: (Do not exceed 200K until IFAFY) Climb to 740 then climbing right turn to 3000 direct IFAFY and hold, continue climb-in-hold to 3000.

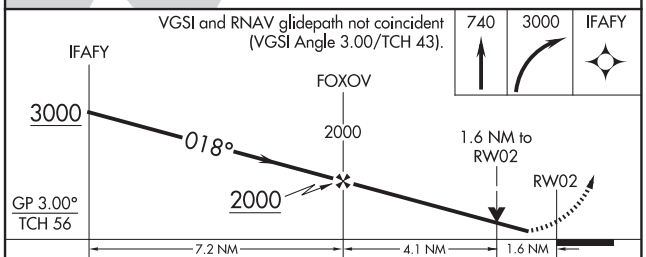
| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 132.275 | 127.15 307.125 | 122.8 (CTAF) L |




ELEV 163 TDZE 152




REIL Rwy 2 L
MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 448-⅞ 296 (300-⅞) | | | |
| LNAV/VNAV DA | 772-1¾ 620 (700-1¾) | | | |
| LNAV MDA | 700-1 548 (600-1) | | 700-1⅝ 548 (600-1⅝) | |
| CIRCLING | 700-1 537 (600-1) | | 700-1⅝ 537 (600-1⅝) | 1160-3 997 (1000-3) |




SW-2, 12 JUN 2025 to 07 AUG 2025

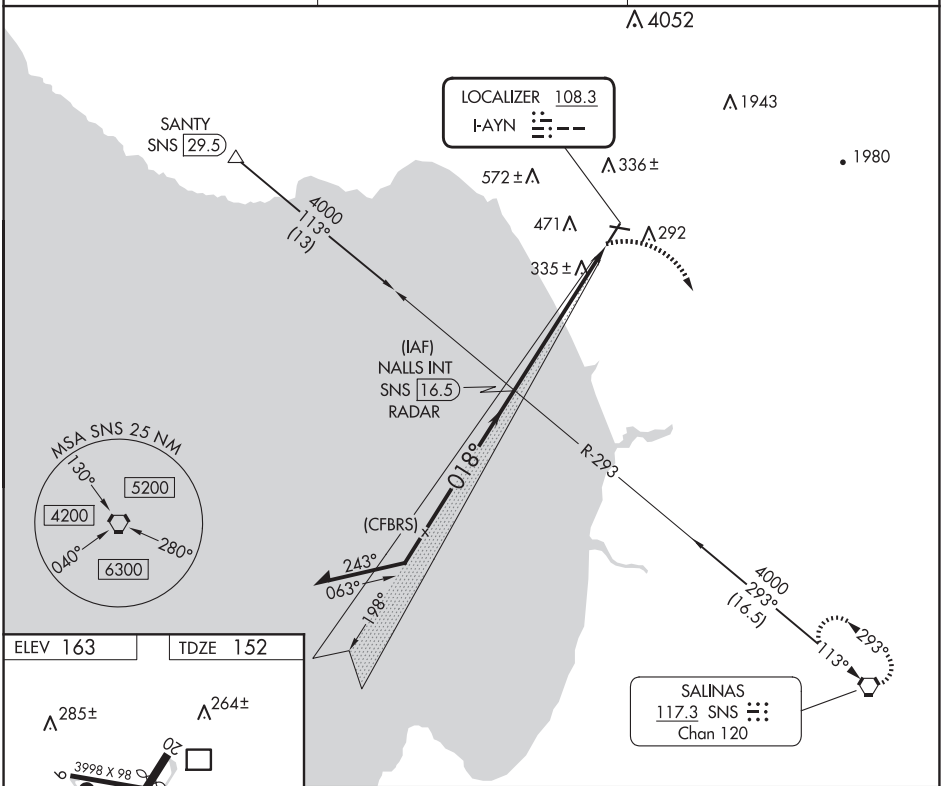
| LOC I-AYN | APP CRS | Rwy ldg | 4502 |
|---|---|---|---|
| 108.3 | 018° | TDZE | 152 |
| | | Apt Elev | 163 |

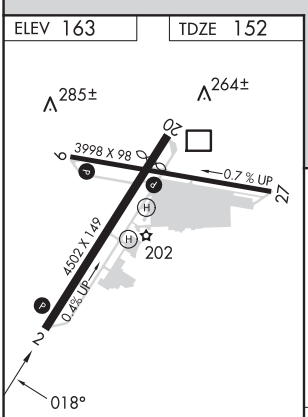
# LOC RWY 2
## WATSONVILLE MUNI (WVI)

T NA Rwy 2 helicopter visibility reduction below ¾ SM NA. Circling NA west of Rwy 2-20. Circling Rwy 9, 27 NA at night. When local altimeter setting not received, use Monterey altimeter setting and increase all MDAs 80 feet.

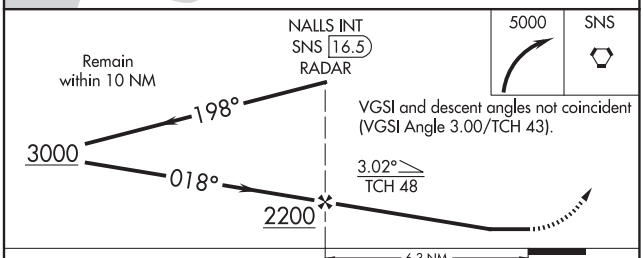
MISSED APPROACH: Climbing right turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 132.275 | 127.15 307.125 | 122.8 (CTAF) L |




REIL Rwy 2 L
MIRL Rwy 2-20 L




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1140-1¼ 988 (1000-1¼) | 1140-1½ 988 (1000-1½) | 1140-3 988 (1000-3) | |
| CIRCLING | 1140-1¼ 977 (1000-1¼) | 1140-1½ 977 (1000-1½) | 1140-3 977 (1000-3) | 1160-3 997 (1000-3) |




SW-2, 12 JUN 2025 to 07 AUG 2025

| VORTAC SNS 117.3 Chan 120 | APP CRS 314° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 163 |
|---|---|---|

# VOR-A
## WATSONVILLE MUNI (WVI)

Circling NA west of Rwy 2-20. When local altimeter setting not received, use Monterey altimeter setting and increase all MDAs 80 feet.
DME required. Circling Rwy 27 NA at night.

MISSED APPROACH: Climbing left turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

| ASOS | NORCAL APP CON | UNICOM |
|---|---|---|
| 132.275 | 127.15 307.125 | 122.8 (CTAF) L |



2640
4052
1943
1980
572±
336±
471
292
MARLC
SNS 18.4
DYNER
SNS 14
2400 (6)
314°
3700
SNS 8 Arc
(IF)
KENIW
SNS 8
(IAF)
JEJMA
SNS 8
3482
R-011
R-314
3700
SNS 8 Arc
R-293
113°
293°
3700 to KENIW
314° (8)
3274
R-264
(IAF)
JEJZE
SNS 8
IAF
SALINAS
117.3 SNS
Chan 120
MSA SNS 25 NM
130°
5200
4200
040°
280°
6300

ELEV 163
285±
264±
20
9
3998 X 98
0.7 % UP
27
H
202
4502 X 149
0.4% UP
2
314°
REIL Rwy 2 L
MIRL Rwy 2-20 L

5000
SNS
KENIW
SNS 8
DYNER
SNS 14
3700
314°
MARLC
SNS 18.4
2400
Procedure
Turn
NA
4.4 NM
6 NM

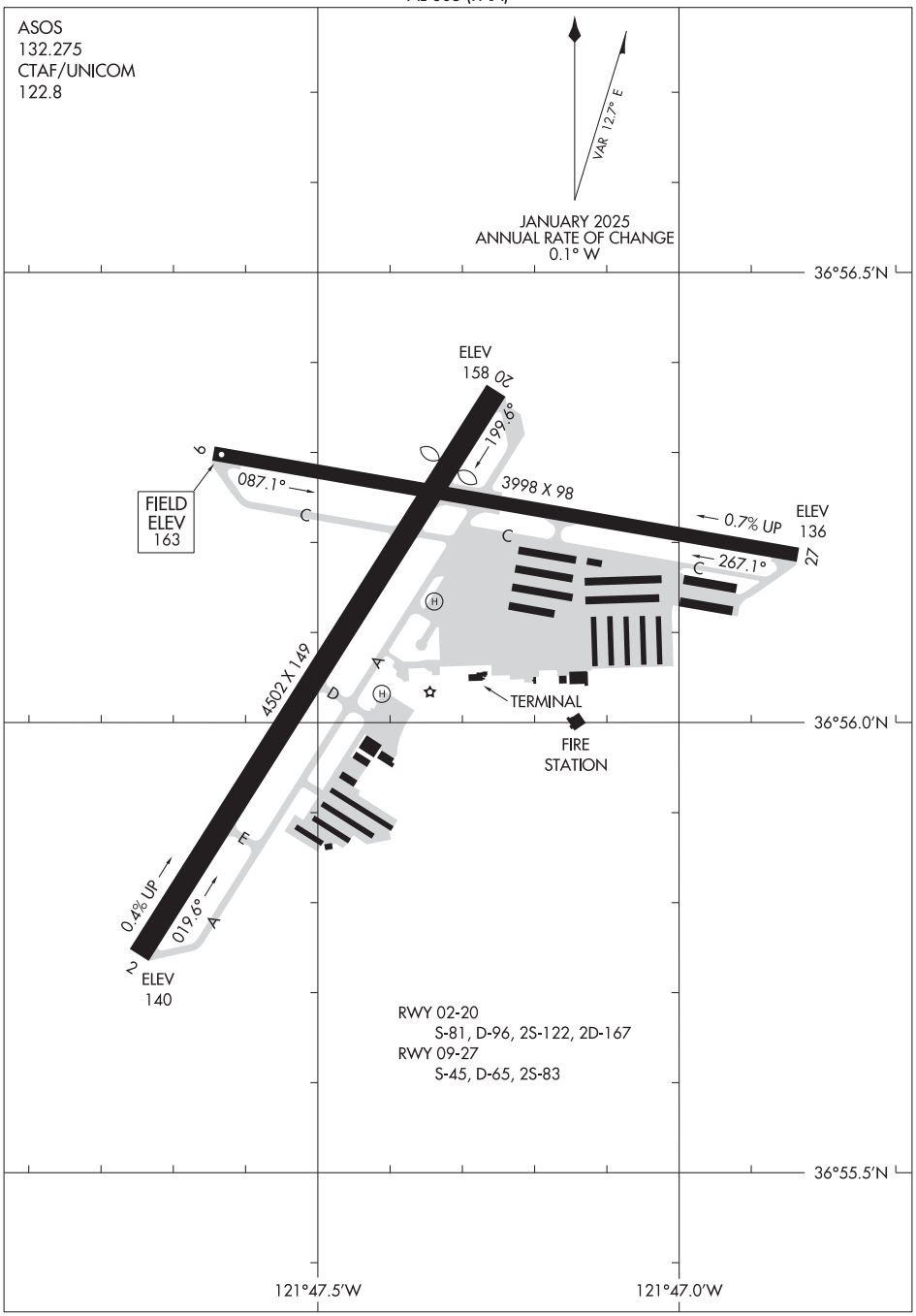
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1¼<br>1137 (1200-1¼) | 1300-1½<br>1137 (1200-1½) | 1300-3 1137 (1200-3) | |

25107

# AIRPORT DIAGRAM

WATSONVILLE MUNI (WVI)
WATSONVILLE, CALIFORNIA

AL-805 (FAA)




SW-2, 12 JUN 2025 to 07 AUG 2025

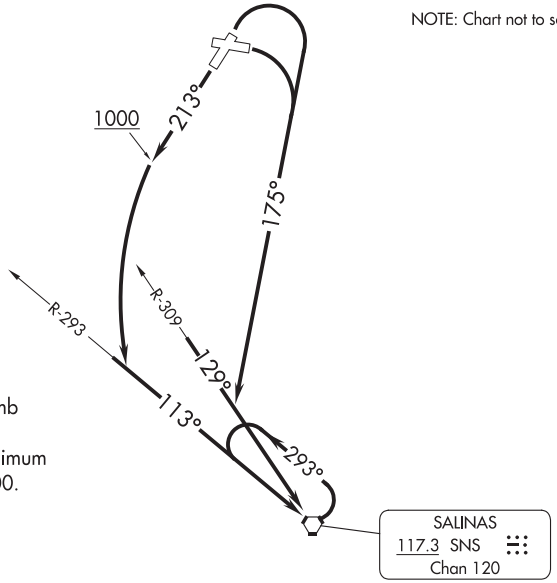
SW-2, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
WATSONVILLE, CALIFORNIA
WATSONVILLE MUNI (WVI)

# WATSONVILLE FOUR DEPARTURE (OBSTACLE)

ASOS
132.275
NORCAL DEP CON
127.15 307.125
CTAF
122.8

NOTE: Chart not to scale.




TAKEOFF MINIMUMS

Rwy 27: NA - Airport Obstacles.
Rwy 20: Standard.
Rwy 2: Standard with minimum climb of 500′ per NM to 2600.
Rwy 9: 300-1 or standard with minimum climb of 270′ per NM to 400.

TAKEOFF OBSTACLE NOTES

Rwy 2: Lighting 8′ from DER, 84′ left of centerline, 1′ AGL/159′ MSL. Lighting 9′ from DER, 84′ right of centerline, 158′ MSL. Pole 14′ from DER, 349′ left of centerline, 205′ MSL. Pole, building, vehicles on road, tree and fence beginning 15′ from DER, 322′ left of centerline, up to 50′ AGL/213′ MSL. Trees beginning 278′ from DER, 414′ right of centerline, up to 188′ MSL. Pole, vehicles on road, stack, tree and building beginning 429′ from DER, 157′ left of centerline, up to 58′ AGL/220′ MSL. Pole, building and tree beginning 808′ from DER, 22′ right of centerline, up to 40′ AGL/198′ MSL. Tree and transmission line beginning 1021′ from DER, 137′ right of centerline, up to 222′ MSL. Pole 1174′ from DER, 328′ right of centerline, 57′ AGL/224′ MSL. Trees beginning 1275′ from DER, 298′ right of centerline, up to 242′ MSL. Tree 1345′ from DER, 320′ left of centerline, 236′ MSL. Tree 2249′ from DER, 371′ left of centerline, 264′ MSL.

Rwy 9: Tree and pole beginning 1′ from DER, 152′ left of centerline, up to 157′ MSL. Pole 65′ from DER, 301′ right of centerline, 31′ AGL/148′ MSL. Tree, fence, building, vehicles on road and pole beginning 74′ from DER, 251′ left of centerline, up to 160′ MSL. Pole, tree, building, tank and stack beginning 210′ from DER, 139′ left of centerline, up to 177′ MSL. Pole 231′ from DER, 250′ right of centerline, 32′ AGL/153′ MSL. Trees beginning 312′ from DER, 560′ right of centerline, up to 173′ MSL. Tower, pole and tree beginning 828′ from DER, 136′ left of centerline, up to 52′ AGL/181′ MSL. Trees beginning 915′ from DER, 146′ right of centerline, up to 197′ MSL. Tree 1815′ from DER, 365′ left of centerline, 215′ MSL. Tower 4697′ from DER, 1365′ right of centerline, 189′ AGL/292′ MSL.

Rwy 20: Tree 57′ from DER, 500′ left of centerline, 153′ MSL. Fence 57′ from DER, 268′ right of centerline, 7′ AGL/143′ MSL. Pole 95′ from DER, 467′ left of centerline, 175′ MSL. Pole, vehicles on road and tree beginning 96′ from DER, 377′ left of centerline, up to 50′ AGL/183′ MSL. Transmission line 848′ from DER, 505′ left of centerline, 44′ AGL/184′ MSL. Tree and transmission line beginning 919′ from DER, 520′ left of centerline, up to 190′ MSL. Tree 1153′ from DER, 286′ right of centerline, 169′ MSL. Tree 1207′ from DER, 615′ left of centerline, 197′ MSL. Tree, building and transmission line beginning 1267′ from DER, 318′ left of centerline, up to 203′ MSL. Tree 1336′ from DER, 7′ right of centerline, 177′ MSL. Tree 1337′ from DER, 46′ right of centerline, 192′ MSL. Tree 2201′ from DER, 776′ right of centerline, 240′ MSL.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2 and 9: Climbing right turn on heading 175° to intercept SNS VORTAC R-309 to SNS VORTAC, thence . . . .
TAKEOFF RUNWAY 20: Climb heading 213° to 1000, then climbing left turn to intercept SNS VORTAC R-293 to SNS VORTAC, thence . . . .
. . . . continue climb in SNS holding pattern to cross SNS VORTAC at or above MEA/MCA for route of flight.



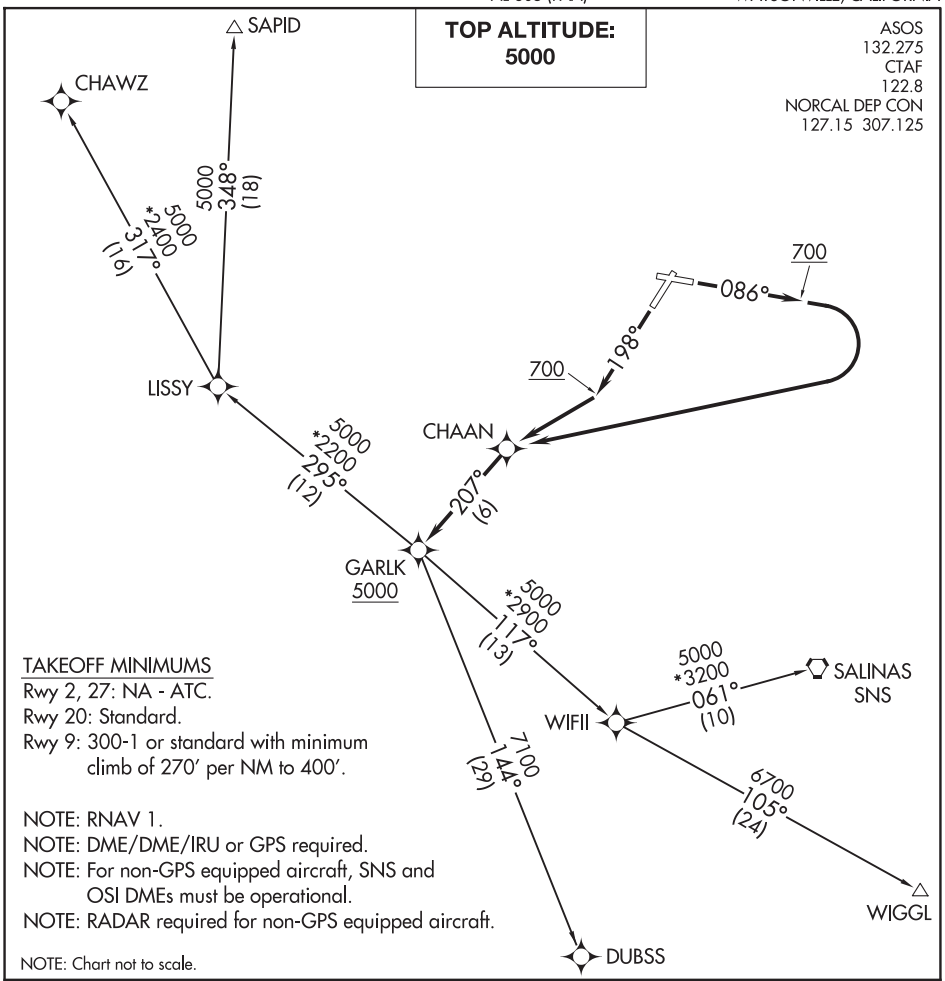
SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

(GARLK1.GARLK) 18256

# GARLK ONE DEPARTURE (RNAV)

AL-805 (FAA)

WATSONVILLE MUNI (WVI)
WATSONVILLE, CALIFORNIA




TAKEOFF MINIMUMS
Rwy 2, 27: NA - ATC.
Rwy 20: Standard.
Rwy 9: 300-1 or standard with minimum climb of 270′ per NM to 400′.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft, SNS and OSI DMEs must be operational.
NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 086° to 700, then right turn direct CHAAN, thence. . . .

TAKEOFF RUNWAY 20: Climb heading 198° to 700, then direct CHAAN, thence. . . .

. . . . on track 207° to cross GARLK at or above 5000, then on (transition).

CHAWZ TRANSITION (GARLK1.CHAWZ)
DUBSS TRANSITION (GARLK1.DUBSS)
SALINAS TRANSITION (GARLK1.SNS)
SAPID TRANSITION (GARLK1.SAPID)
WIGGL TRANSITION (GARLK1.WIGGL)


SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 150° | TDZE | 2934 |
| | Apt Elev | 2943 |

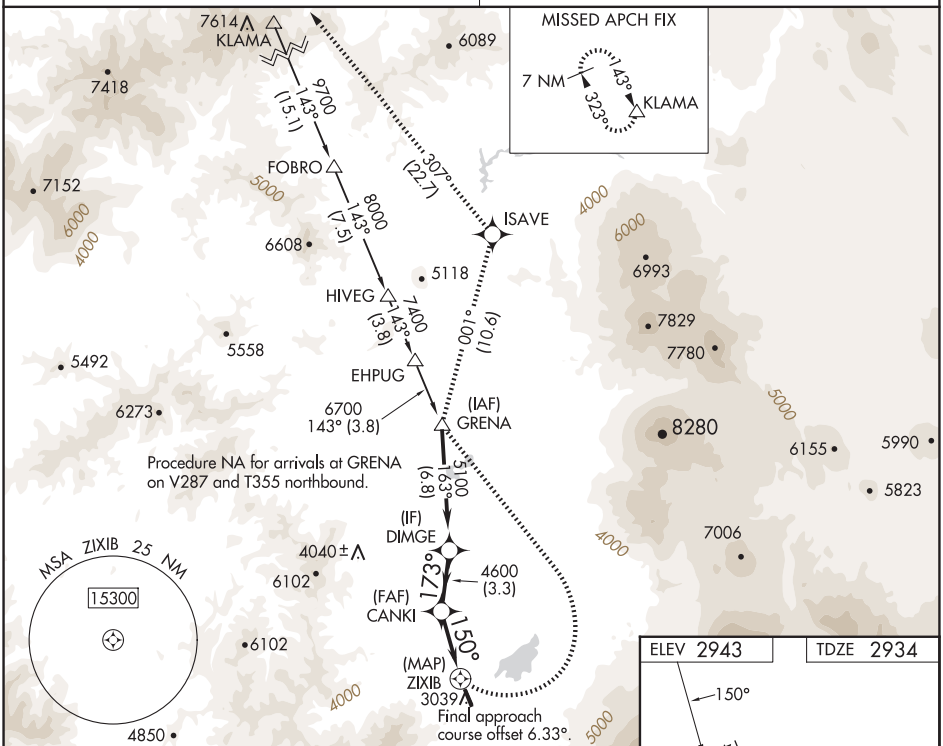
# RNAV (GPS) RWY 14
## WEED (O46)

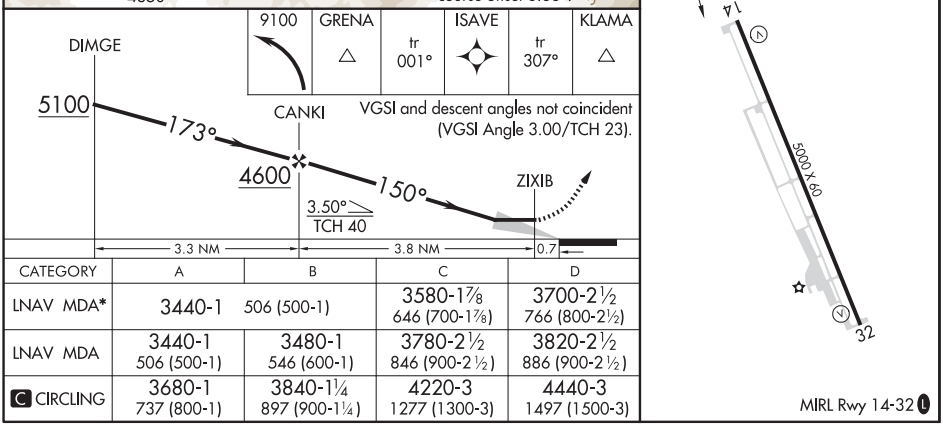
RNP APCH - GPS.

Circling NA southwest of Rwy 14-32.
Use Montague altimeter setting.

MISSED APPROACH: (Do not exceed 185K until GRENA) Climbing left turn to 9100 direct GRENA then on track 001° to ISAVE then on track 307° to KLAMA and hold.
*Missed approach requires minimum climb of 325 feet per NM to 4000.

| SEATTLE CENTER | UNICOM |
|---|---|
| 124.85 306.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 3440-1 506 (500-1) | | 3580-1⅞ 646 (700-1⅞) | 3700-2½ 766 (800-2½) |
| LNAV MDA | 3440-1 506 (500-1) | 3480-1 546 (600-1) | 3780-2½ 846 (900-2½) | 3820-2½ 886 (900-2½) |
| C CIRCLING | 3680-1 737 (800-1) | 3840-1¼ 897 (900-1¼) | 4220-3 1277 (1300-3) | 4440-3 1497 (1500-3) |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

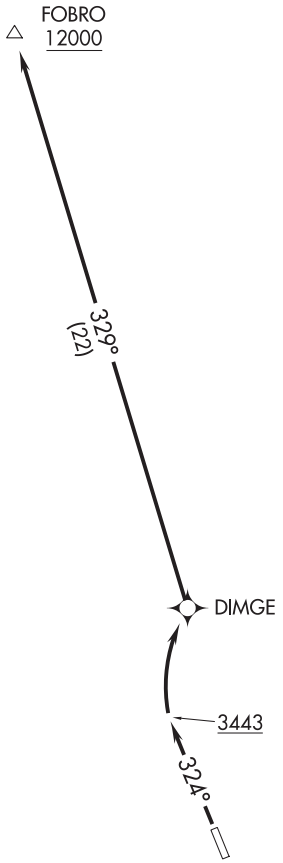
(FOBRO1.FOBRO) 17229

# FOBRO ONE DEPARTURE (OBSTACLE) (RNAV)

AL-10021 (FAA)

WEED (O46)
WEED, CALIFORNIA

SEATTLE CENTER
124.85 306.3
UNICOM
122.7




NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: NA-obstacles.
Rwy 32: Standard with minimum climb of 325′ per NM to 12000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 32: Climb heading 324° to 3443, then right turn direct DIMGE, then on track 329° to cross FOBRO at or above 12000 or as assigned by ATC.


SW-2, 12 JUN 2025 to 07 AUG 2025

| APP CRS | Rwy ldg | 2705 |
|---|---|---|
| 145° | TDZE | 2066 |
| | Apt Elev | 2066 |

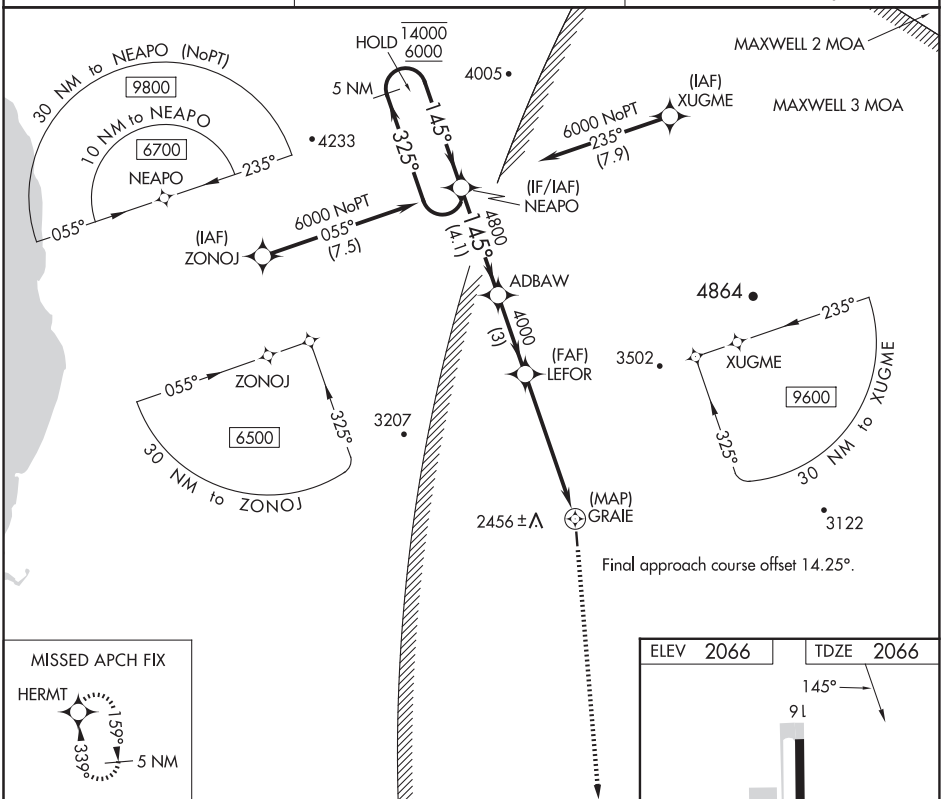
# RNAV (GPS) RWY 16
## ELLS FLD/WILLITS MUNI (O28)

RNP APCH - GPS.

Procedure NA at night. Circling NA west of Rwy 16-34.
NA Use Ukiah altimeter setting; when not received, procedure NA.
Rwy 16 helicopter visibility reduction below 1 SM NA.

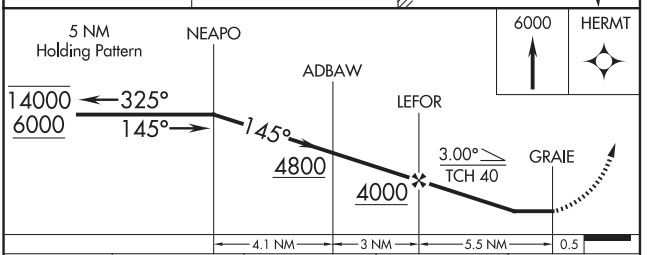
MISSED APPROACH: Climb to 6000 direct HERMT and hold.

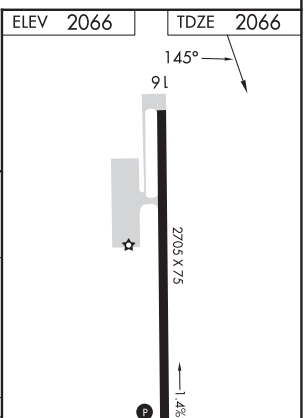
| UKI ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 132.2 350.3 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3620-1¼<br>1554 (1600-1¼) | 3620-1½<br>1554 (1600-1½) | 3620-3<br>1554 (1600-3) | NA |
| C CIRCLING | 3620-1¼<br>1554 (1600-1¼) | 3620-1½<br>1554 (1600-1½) | 3620-3<br>1554 (1600-3) | NA |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

WILLITS, CALIFORNIA | AL-9480 (FAA) | 21336

| APP CRS | Rwy ldg | 2705 |
|---|---|---|
| 339° | TDZE | 2066 |
| | Apt Elev | 2066 |

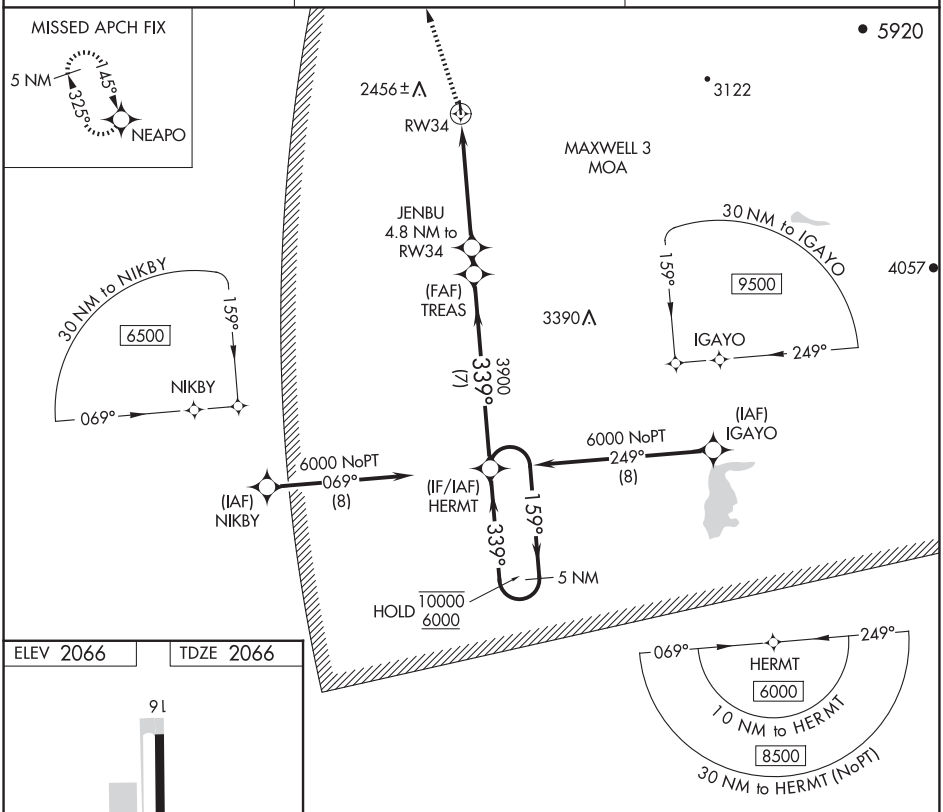
# RNAV (GPS) RWY 34
## ELLS FLD/WILLITS MUNI (O28)

RNP APCH - GPS.

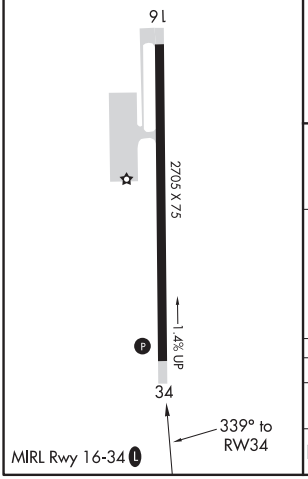
Circling NA west of Rwy 16-34. Rwy 34 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Ukiah altimeter setting; when not received, procedure NA.

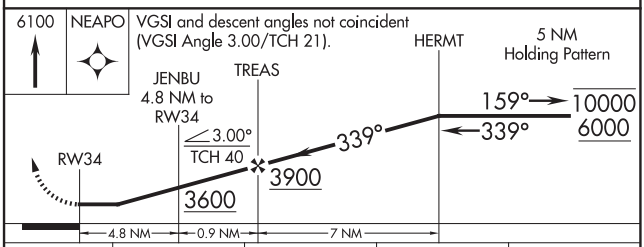
MISSED APPROACH: Climb to 6100 direct NEAPO and hold, continue climb-in-hold to 6100.

| UKI ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 119.275 | 132.2 350.3 | 122.8 (CTAF) |




ELEV 2066 | TDZE 2066



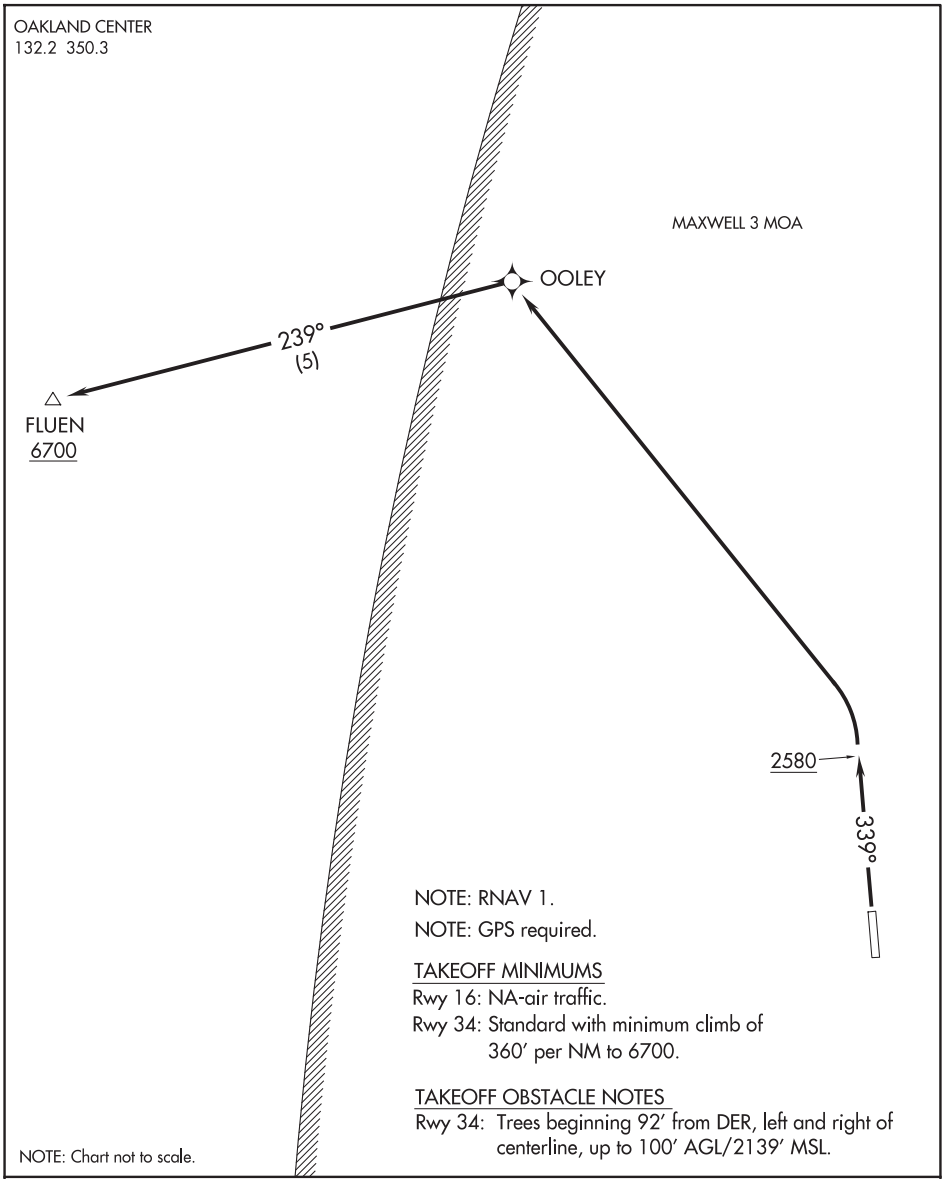




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3060-1¼ 994 (1000-1¼) | 3060-1½ 994 (1000-1½) | 3060-3 994 (1000-3 | NA |
| C CIRCLING | 3060-1¼ 994 (1000-1¼) | 3060-1½ 994 (1000-1½) | 3580-3 1514 (1600-3) | NA |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

# FLUEN TWO DEPARTURE (OBSTACLE) (RNAV)




NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 16: NA-air traffic.

Rwy 34: Standard with minimum climb of 360′ per NM to 6700.

TAKEOFF OBSTACLE NOTES

Rwy 34: Trees beginning 92′ from DER, left and right of centerline, up to 100′ AGL/2139′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb heading 339° to 2580, then left turn direct OOLEY, and on track 239° to cross FLUEN at or above 6700.


SW-2, 12 JUN 2025 to 07 AUG 2025

(ENI1.ENI) 21336

AL-9480 (FAA)

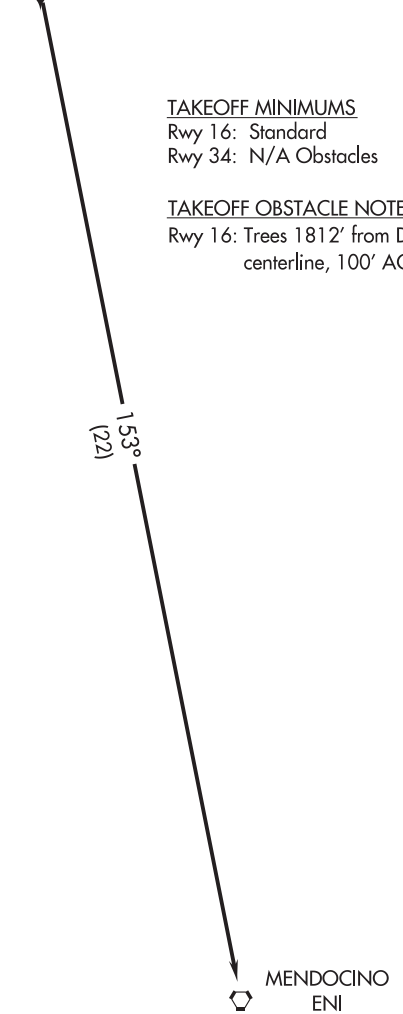
# MENDOCINO ONE DEPARTURE (OBSTACLE) (RNAV)

ELLS FLD/WILLITS MUNI (O28)
WILLITS, CALIFORNIA

OAKLAND CENTER
132.2 350.3
UNICOM 122.8 (CTAF)

TAKEOFF MINIMUMS
Rwy 16: Standard
Rwy 34: N/A Obstacles

TAKEOFF OBSTACLE NOTES
Rwy 16: Trees 1812′ from DER, 844′ left of centerline, 100′ AGL/2139′ MSL.




NOTE: GPS required.
NOTE: RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 6000 direct VICOR WP, then via 153° track to ENI VORTAC, thence proceed on course.


SW-2, 12 JUN 2025 to 07 AUG 2025

MENDOCINO ONE DEPARTURE (OBSTACLE) (RNAV)

WILLITS, CALIFORNIA
ELLS FLD/WILLITS MUNI (O28)

(ENI1.ENI) 05AUG04

| WAAS CH 78422 W34A | APP CRS 344° | Rwy ldg 4125 TDZE 138 Apt Elev 141 |
|---|---|---|

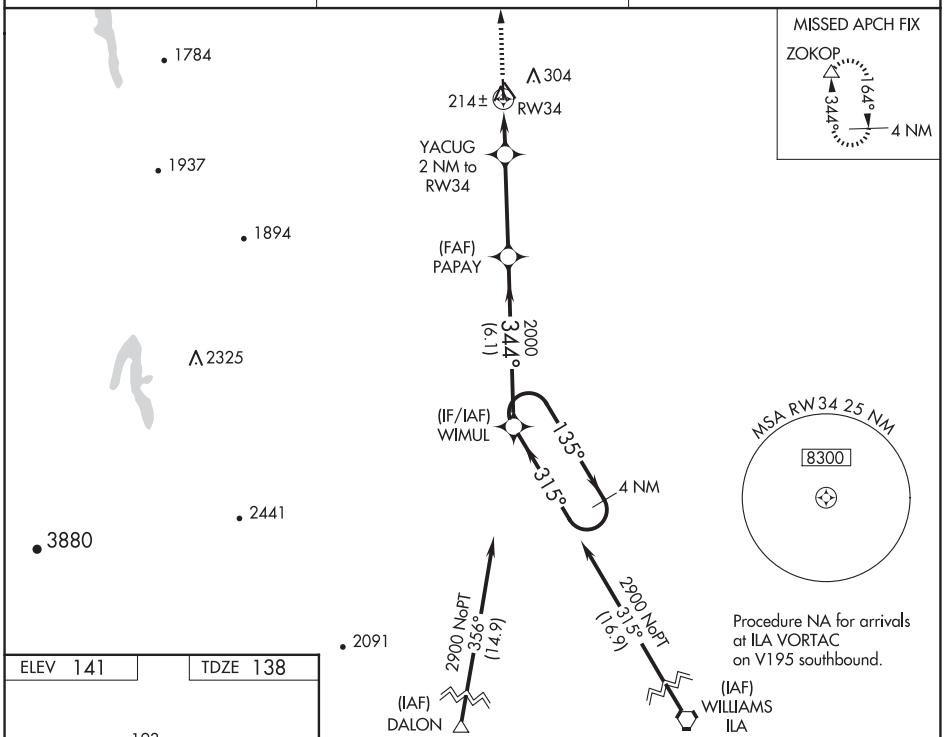
# RNAV (GPS) RWY 34
## WILLOWS/GLENN COUNTY (WLW)

T NA

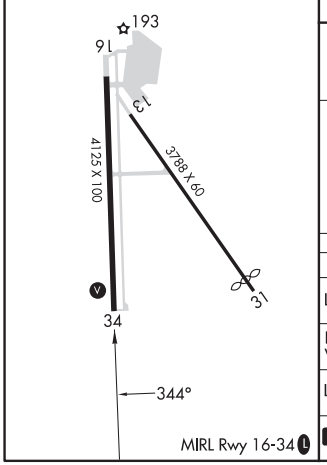
When Oroville Muni altimeter setting not received, procedure NA.
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Oroville altimeter setting.

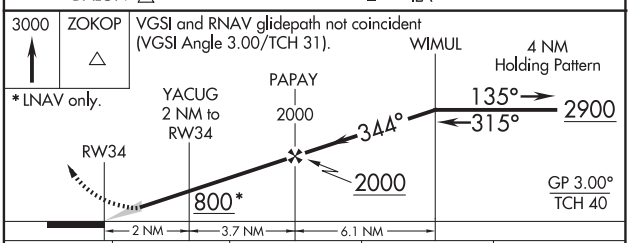
MISSED APPROACH: Climb to 3000 direct ZOKOP and hold.

| OVE ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 121.425 | 132.2 350.3 | 122.8 (CTAF) L |




ELEV 141 TDZE 138




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 460-1⅛ 322 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 460-1⅛ 322 (400-1⅛) | | | NA |
| LNAV MDA | 540-1 402 (400-1) | | 540-1⅛ 402 (400-1⅛) | NA |
| C CIRCLING | 680-1 539 (600-1) | | 680-1½ 539 (600-1½) | NA |



SW-2, 12 JUN 2025 to 07 AUG 2025
SW-2, 12 JUN 2025 to 07 AUG 2025

WILLOWS, CALIFORNIA | AL-5296 (FAA) | 24081

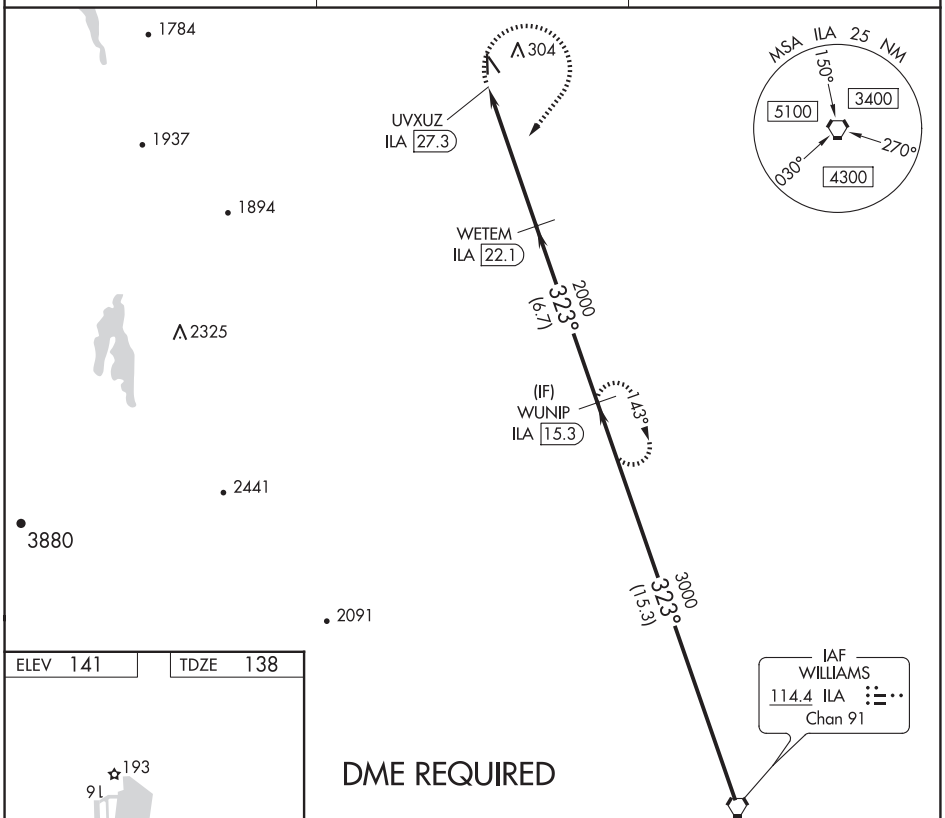
# VOR RWY 34
## WILLOWS/GLENN COUNTY (WLW)

| VORTAC ILA | APP CRS | Rwy ldg | 4125 |
|---|---|---|---|
| 114.4 | 323° | TDZE | 138 |
| Chan 91 | | Apt Elev | 141 |

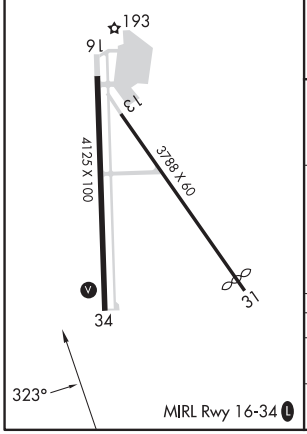
When Oroville Muni altimeter setting not received, procedure NA.
DME required.
Use Oroville Muni altimeter setting.

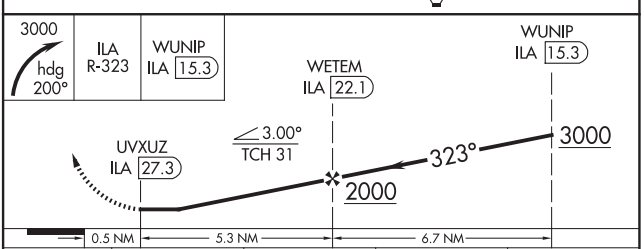
MISSED APPROACH: Climbing right turn to 3000 on heading 200° and on ILA VORTAC R-323 to WUNIP/ILA 15.3 DME and hold.

| OVE ASOS | OAKLAND CENTER | UNICOM |
|---|---|---|
| 121.425 | 132.2 350.3 | 122.8 (CTAF) |




ELEV 141 | TDZE 138




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1000-1<br>862 (900-1) | 1000-1¼<br>862 (900-1¼) | 1000-2½<br>862 (900-2½) | NA |
| C CIRCLING | 1000-1¼ 859 (900-1¼) | | 1000-2½<br>859 (900-2½) | NA |

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

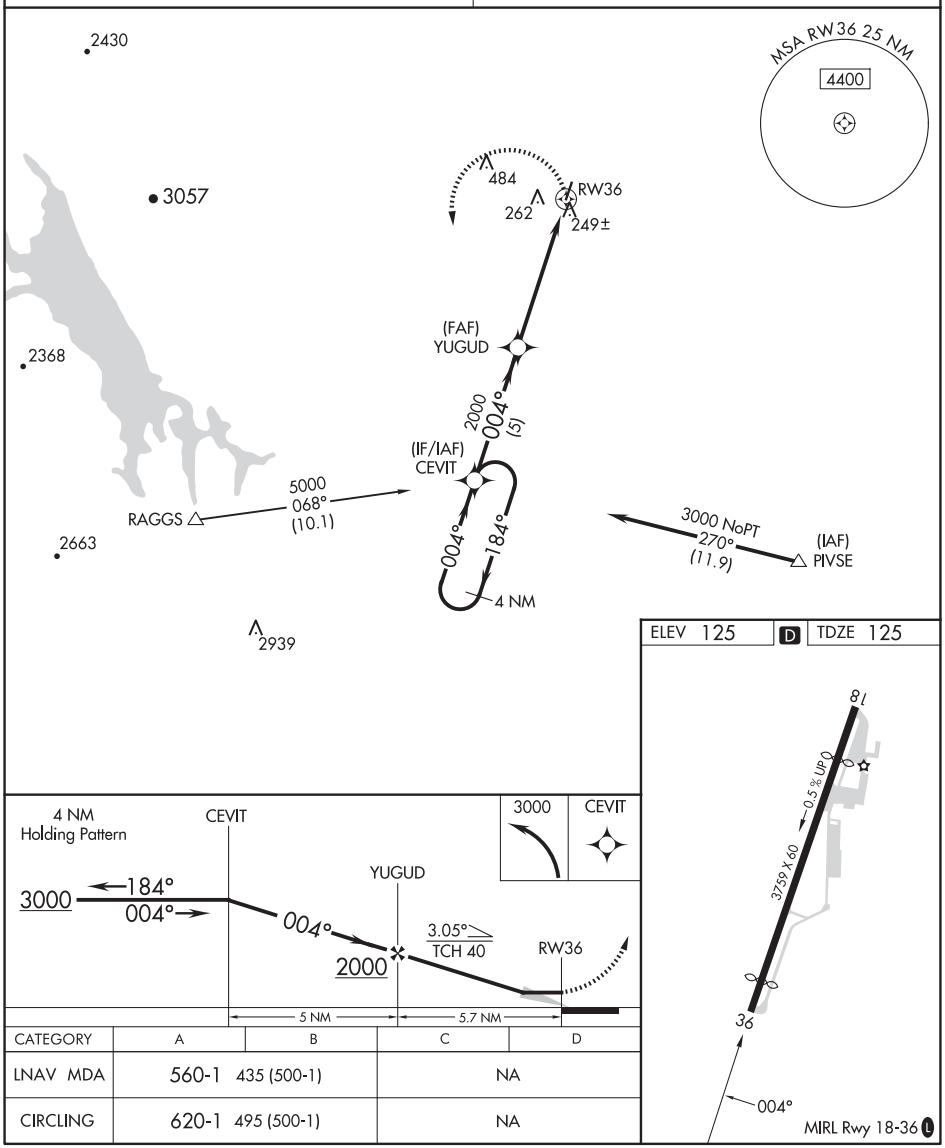
| APP CRS | Rwy ldg | 3244 |
|---|---|---|
| 004° | TDZE | 125 |
| | Apt Elev | 125 |

# RNAV (GPS) RWY 36
## WATTS-WOODLAND (O41)

T NA
DME/DME RNP- 0.3 NA.
Procedure NA at night.
Use Sacramento Intl altimeter setting; when not received, use Sacramento Exec altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 3000 direct CEVIT and hold.

| TRAVIS APP CON | UNICOM |
|---|---|
| 126.6 281.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 435 (500-1) | | NA | |
| CIRCLING | 620-1 495 (500-1) | | NA | |


SW-2, 12 JUN 2025 to 07 AUG 2025

INTENTIONALLY

LEFT

BLANK

SW-2, 12 JUN 2025 to 07 AUG 2025

SW-2, 12 JUN 2025 to 07 AUG 2025

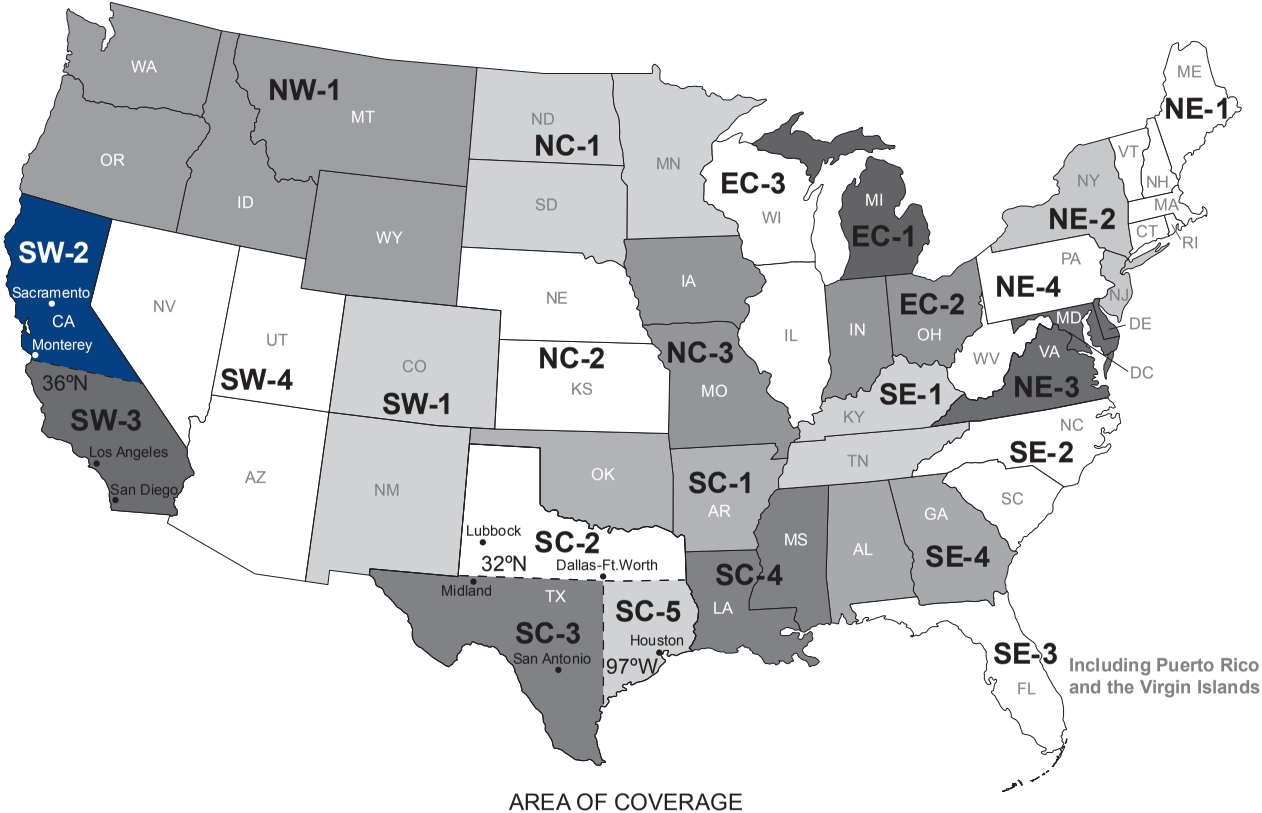
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

# U.S. TERMINAL PUBLICATION VOLUMES




AREA OF COVERAGE

FAA Product ID: BTPPSW2

NSN 7641015059598

NGA REF. NO. OK-10-2859 TERMXFAABTPPSW2

EFF. DATE 25163