

SW-3

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07 AUG 25 to 02 OCT 25



Federal Aviation
Administration

TM

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Southwest (SW) Vol 3 of 4

Effective: 0901Z

07 AUG 2025

to: 0901Z

02 OCT 2025

Consult the Change Notice
(CN) effective 04 SEP 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

FOR PROCUREMENT:
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 For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/
 Frequently asked questions (FAQ) are answered on our website at: <https://www.faa.gov/go/ais>
 See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

(1) ILS, PAR, LPV, GLS minima

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 [†] 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, MAL, 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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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.

	DA	Visibility (RVR 100's of feet)	Aircraft Approach Category HAT			
Straight-in ILS to Runway 27	CATEGORY	A	B	C	D	
	S-ILS 27	1352/24		200	(200-1/2)	
Straight-in with Glide Slope Inoperative or not used to Runway 27	S-LOC 27	1440/24	288	(300-1/2)	1440/50 288 (300-1)	
	CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1 1/2 461 (500-1 1/2)	1740-2 561 (600-2)	
	MDA	HAA	Visibility in Statute Miles			

All weather
minimums in
parentheses not
applicable to Civil
Pilots.

Military Pilots
refer to appropriate
regulations.

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
0	20	20	20	30	30	40	40	50	50	60	90	120	170	230
-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

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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)

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".

- ⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minima, (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.



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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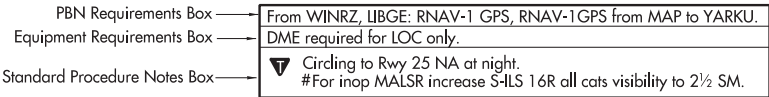
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

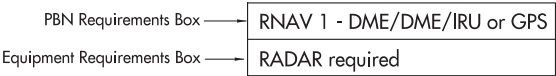
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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






RNAV STAR and DP PBN/Equipment Requirements Notes Box




PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

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ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

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

ABBREVIATIONS 25107

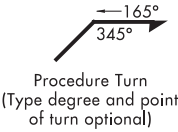
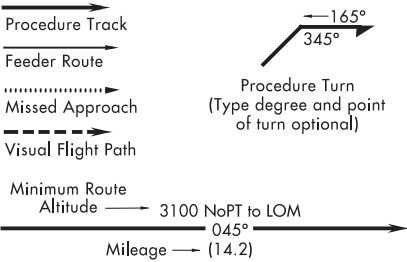
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
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

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PLANVIEW SYMBOLS

ROUTES



ALTITUDES

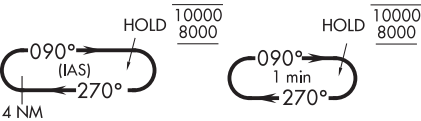
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

<u>175K</u>	<u>120K</u>	<u>250K</u>	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

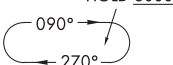
HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



Missed Approach

Arrival



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.

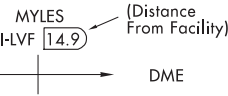
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

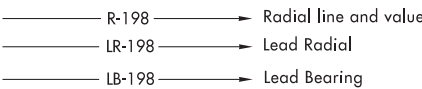


MAP WP (Flyby)

MAP WP (Flyover)

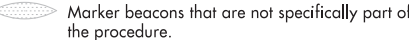
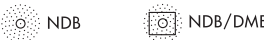


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

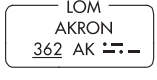
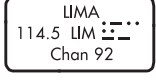


○ LOC/LDA/SDF Transmitter □ LOC/DME

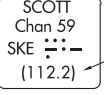
(shown when installation is offset from its normal position off the end of the runway.)

Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID

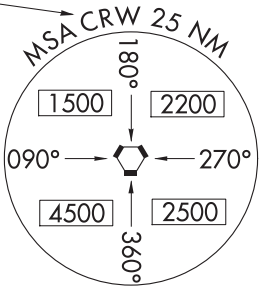


VHF Paired Frequency

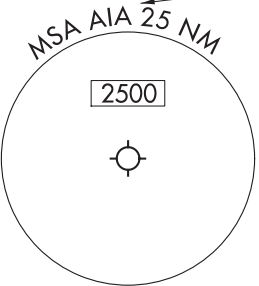
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

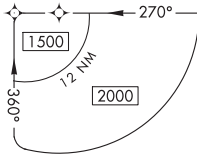
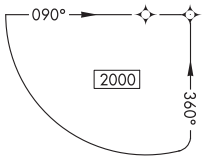
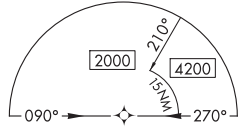


Airport Identifier



(arrows on distance circle identify sectors)

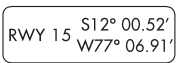
TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DoD only)



R-Restricted
P-Prohibited
MOA-Military Operations Area

W-Warning
A-Alert

Distance not to scale

International Boundary

Air Defense Identification Zone

AIRPORTS



Civil



Primary and Secondary (named in planview)

Seaplane Base

Joint (Civil-Military)

OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy

LEGEND 24361

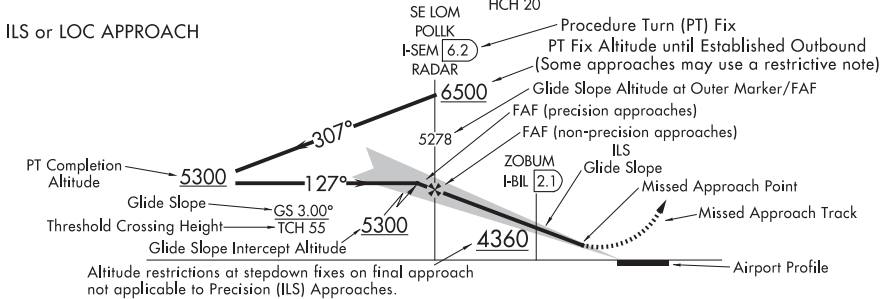
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

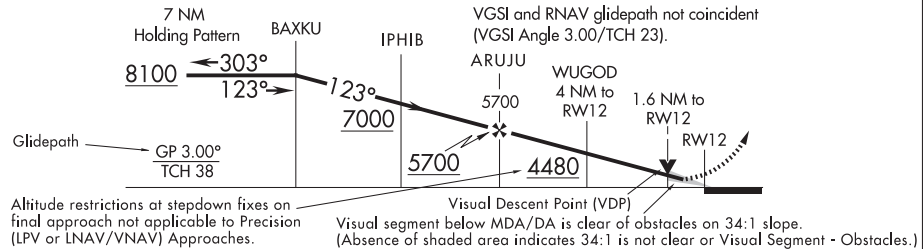
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

- "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: $\angle 3.00^\circ$ TCH 55
- "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: $\angle 3.00^\circ$ TCH 50
- 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: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

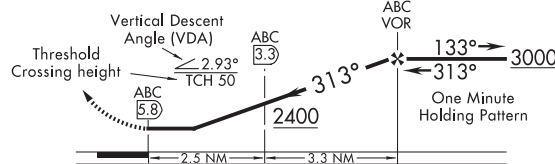
ILS or LOC APPROACH



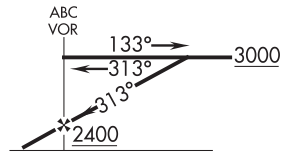
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



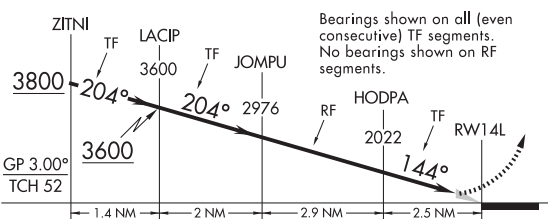
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

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

PROFILE SYMBOLS

- 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.

LEGEND 24361

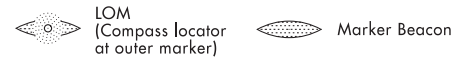
LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:

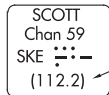


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAV AID Box

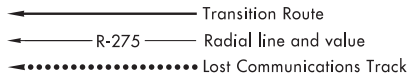


VHF Paired Frequency

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

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



V12 J80 Airway/Jet Route Identification



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

SPECIAL USE AIRSPACE



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

ALTITUDES

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

15000
12000

Block Altitude

Altitude change at other than Radio Aids to Navigation

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)

MISCELLANEOUS

Changeover Point

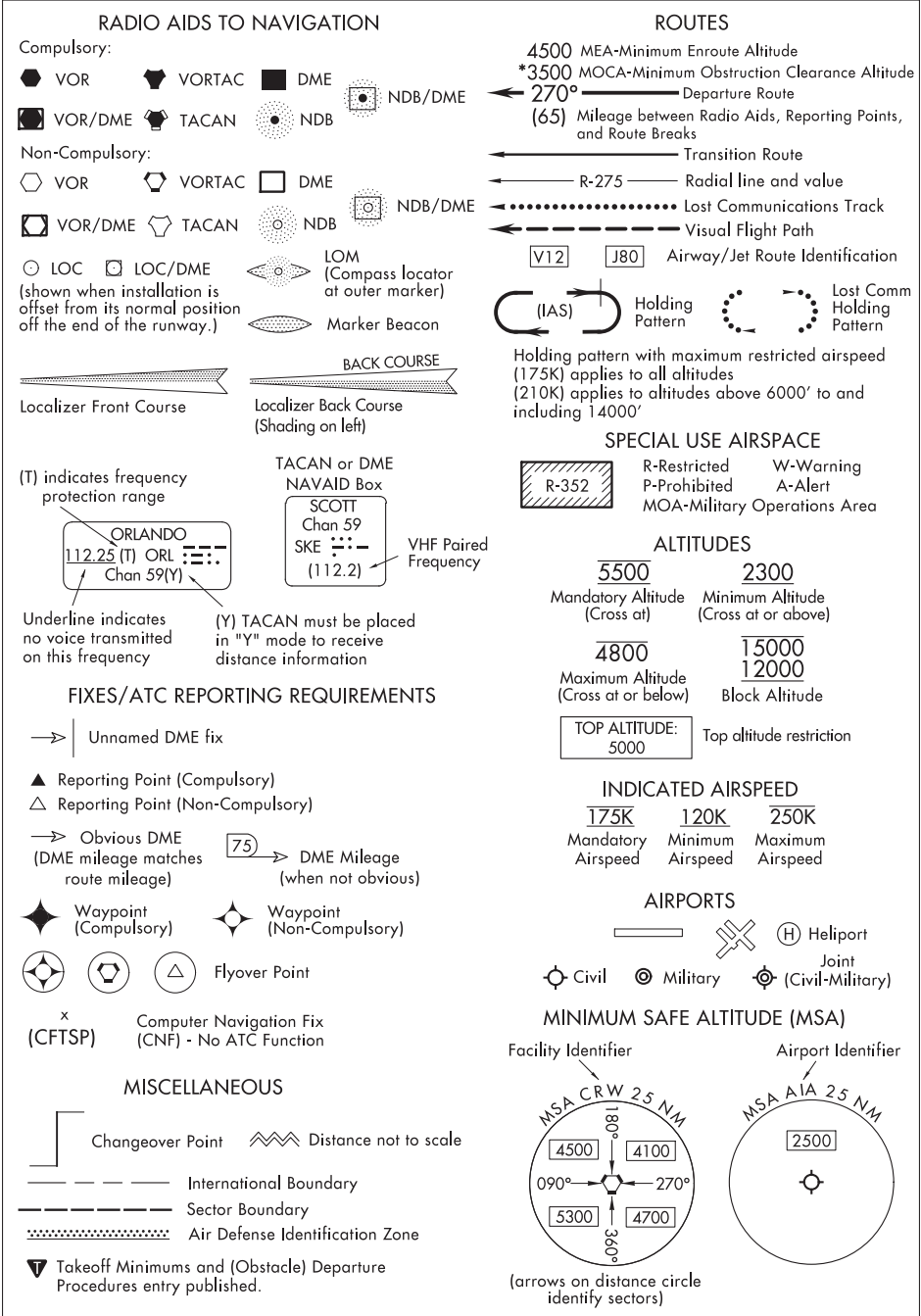
Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwy 16L/C/R

Terminus identifier

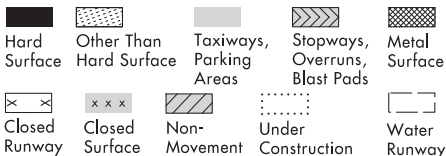


LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

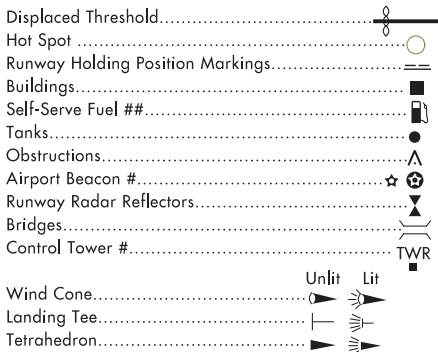
Runways



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



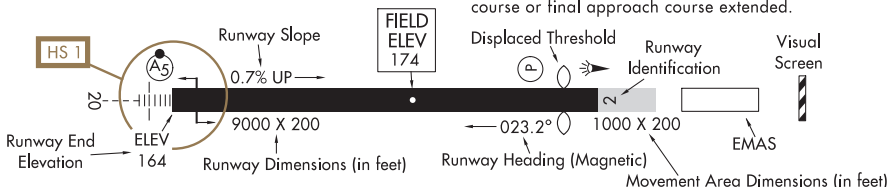
REFERENCE FEATURES



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



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.

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 $\geq 0.3\%$)

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 1/2 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.

LEGEND

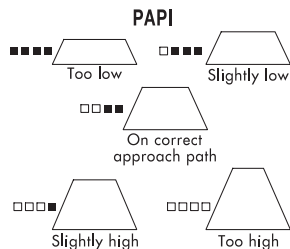
SW-3, 07 AUG 2025 to 02 OCT 2025

LEGEND 22195

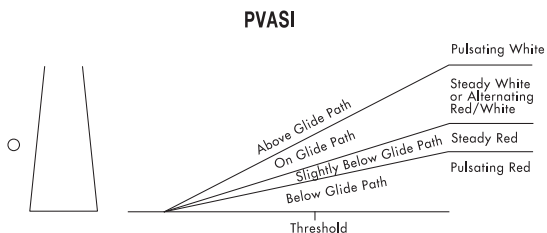
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

Legend: □ White ■ Red

(V₂) PULSATING VISUAL APPROACH
SLOPE INDICATOR

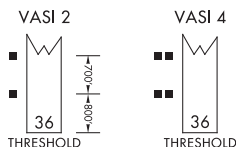
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V) VISUAL APPROACH
SLOPE INDICATOR

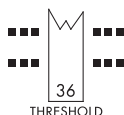
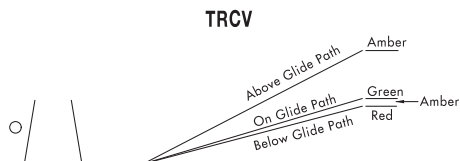
VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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



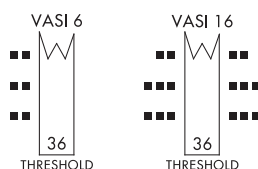
VASI 12

(V₄) TRI-COLOR VISUAL APPROACH
SLOPE INDICATOR

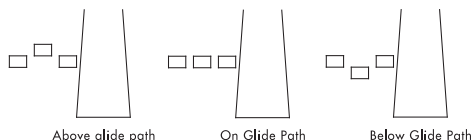
CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V₃) VISUAL APPROACH
SLOPE INDICATOR**VASI**

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

(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.

LEGEND 22195

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

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

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 executing descents 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

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APPLE VALLEY, CA			BORREGO SPRINGS, CA		
APPLE VALLEY(APV)			BORREGO VALLEY(L08)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 18		1	ALTERNATE MINIMUMS		M
DPS EXCON ONE (OBSTACLE) (RNAV)		2	IAPS RNAV (GPS) RWY 26		23
AVALON, CA			DPS ZUNGU ONE (OBSTACLE) (RNAV)		24
CATALINA(AVX)			KUMBA ONE (RNAV)		25
TAKEOFF MINIMUMS		L	BRACKETT FLD		
IAPS VOR/DME OR GPS-B		3	---SEE LA VERNE, CA		
VOR OR GPS-A		4	BRAWLEY, CA		
BAKERSFIELD, CA			BRAWLEY MUNI(BWC)		
BAKERSFIELD MUNI(L45)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	IAPS RNAV (GPS) RWY 26		26
IAPS RNAV (GPS) RWY 34		5	VOR-B		27
VOR/DME RWY 34		6	BROWN FLD MUNI		
DPS STIGR TWO		7	---SEE SAN DIEGO, CA		
MEADOWS FLD(BFL)			BURBANK, CA		
TAKEOFF MINIMUMS		L	BOB HOPE(BUR)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
STARS FASTO TWO		Z25	DIVERSE VECTOR AREA		L
IAPS ILS OR LOC RWY 30R		8	ALTERNATE MINIMUMS		M
RNAV (GPS) RWY 12L		9	LAHSO		O
RNAV (GPS) RWY 12R		10	HOT SPOT		P
RNAV (GPS) RWY 30L		11	STARS FERNANDO SEVEN		Z26
RNAV (GPS) RWY 30R		12	JANNY FIVE (RNAV)		Z39
VOR-A		13	LYNX EIGHT		Z51
AIRPORT DIAGRAM		14	ROKKR THREE (RNAV)		Z65
DPS MARC FOUR		15	THRNE FOUR (RNAV)		Z84
OILDALE ONE		16	WEESL ONE (RNAV)		Z89
WRING FOUR		17	IAPS ILS Y OR LOC Y RWY 08		28
BARSTOW-DAGGETT			ILS Z OR LOC Z RWY 08		29
---SEE DAGGETT, CA			RNAV (RNP) Y RWY 08		30
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---SEE PALM SPRINGS, CA			VOR RWY 08		32
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BIG BEAR CITY(L35)			AIRPORT DIAGRAM		34
TAKEOFF MINIMUMS		L	DPS ELMOO NINE		35
ALTERNATE MINIMUMS		M	OROSZ TWO (RNAV)		36
IAPS RNAV (GPS) RWY 26		18	SLAPP TWO (RNAV)		37
DPS OKACO ONE (OBSTACLE) (RNAV)		19	VAN NUYS THREE		39
BLYTHE, CA			VVERA TWO (RNAV)		41
BLYTHE(BLH)			CABLE		
TAKEOFF MINIMUMS		L	---SEE UPLAND, CA		
ALTERNATE MINIMUMS		M	CALIFORNIA CITY, CA		
IAPS RNAV (GPS) RWY 26		20	CALIFORNIA CITY MUNI(L71)		
VOR/DME RWY 26		21	TAKEOFF MINIMUMS		L
VOR/DME-A		22	IAPS RNAV (GPS) RWY 06		42
BOB HOPE			RNAV (GPS) RWY 24		43
---SEE BURBANK, CA			DPS CALIFORNIA CITY ONE (OBSTACLE) (RNAV)		44
BOB MAXWELL MEML AIRFIELD			CALIPATRIA, CA		
---SEE OCEANSIDE, CA			CLIFF HATFIELD MEML(CLR)		
			TAKEOFF MINIMUMS		L
			IAPS RNAV (GPS) RWY 08		45

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
CAMARILLO, CA			CHINO, CA		
CAMARILLO(CMA)			CHINO(CNO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	DIVERSE VECTOR AREA		L
STARS	GUERA TWO (RNAV)	Z29	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 08	46	HOT SPOT		P
	RNAV (GPS) Y RWY 26	47	STARS	SETER FIVE	Z78
	RNAV (GPS) Z RWY 26	48		ZIGGY EIGHT	Z90
	VOR RWY 26	49	IAPS	ILS OR LOC RWY 26R	79
AIRPORT DIAGRAM		50		RNAV (GPS) RWY 26R	80
				VOR RWY 26R	81
CAMP PENDLETON MCAS (MUNN FLD)			AIRPORT DIAGRAM		82
(KNFG)			CLIFF HATFIELD MEML		
OCEANSIDE, CA			---SEE CALIPATRIA, CA		
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RADAR MINIMUMS		N	CORONA MUNI(AJO)		
STARS	LEGOZ FOUR (RNAV)	Z48	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 21	51	ALTERNATE MINIMUMS		M
	VOR/DME OR TACAN Y RWY 21	52	STARS	SETER FIVE	Z78
	TACAN RWY 03	53		ZIGGY EIGHT	Z90
	TACAN Z RWY 21	54	IAPS	RNAV (GPS)-B	83
	COPTER TACAN RWY 21	55		VOR-A	84
AIRPORT DIAGRAM		56	DAGGETT, CA		
DPS	BULLDOG THREE (OBSTACLE)	57	BARSTOW-DAGGETT(DAG)		
	CORRI FOUR (OBSTACLE)	58	TAKEOFF MINIMUMS		L
	MUNN FOUR (OBSTACLE)	59	ALTERNATE MINIMUMS		M
	QUNTN TWO (OBSTACLE)	60	IAPS	RNAV (GPS) RWY 22	85
CARLSBAD, CA				RNAV (GPS) RWY 26	86
MC CLELLAN-PALOMAR(CRQ)				VOR OR TACAN RWY 22	87
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		88
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HOT SPOT		P	DELANO, CA		
STARS	LEGOZ FOUR (RNAV)	Z48	DELANO MUNI(DLO)		
IAPS	ILS OR LOC RWY 24	61	TAKEOFF MINIMUMS		L
	RNAV (RNP) Z RWY 06	62	ALTERNATE MINIMUMS		M
	RNAV (RNP) Z RWY 24	63	IAPS	RNAV (GPS) RWY 33	90
	RNAV (GPS) X RWY 24	64		VOR RWY 33	91
	RNAV (GPS) Y RWY 06	65	EDWARDS AFB(KEDW)		
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	VOR-A	67	TAKEOFF MINIMUMS		L
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---SEE AVALON, CA				VOR/DME OR TACAN Y RWY 23L	96
CHINA LAKE NAWS (ARMITAGE FLD)(KNID)			AIRPORT DIAGRAM		97
RIDGECREST, CA			AIRPORT DIAGRAM (ROGERS LAKEBED)		98
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	RNAV (GPS) RWY 32	72			
	TACAN Y RWY 03	73			
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EL CENTRO NAF (VRACIU FLD)(KNJK)
EL CENTRO, CA
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 08100
 RNAV (GPS) RWY 26101
 RNAV (GPS) RWY 30102
 VOR/DME RWY 30103
 TACAN RWY 26104
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AIRPORT DIAGRAM106

EL MONTE, CA
SAN GABRIEL VALLEY(EMT)
TAKEOFF MINIMUMSL
DIVERSE VECTOR AREAL
ALTERNATE MINIMUMSM
HOT SPOTP
STARS SETER FIVEZ78
 ZIGGY EIGHTZ90
IAPS RNAV (GPS)-B107
 VOR-A108
AIRPORT DIAGRAM109

FALLBROOK, CA
FALLBROOK COMMUNITY AIRPARK(L18)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS GPS RWY 18110
DPS FALLBROOK ONE (OBSTACLE)111

FLABOB
---SEE RIVERSIDE/RUBIDOUX, CA

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---SEE MURRIETA/TEMECULA, CA

FULLERTON, CA
FULLERTON MUNI(FUL)
TAKEOFF MINIMUMSL
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 KAYOH EIGHTZ44
IAPS RNAV (GPS) RWY 24112
 LOC/DME RWY 24113
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AIRPORT DIAGRAM115
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---SEE LANCASTER, CA

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---SEE SAN DIEGO/EL CAJON, CA

HAWTHORNE, CA
JACK NORTHROP FLD/HAWTHORNE MUNI(HHR)
TAKEOFF MINIMUMSL
DIVERSE VECTOR AREAL
ALTERNATE MINIMUMSM
HOT SPOTP
STARS EMLLN ONEZ23
 IRNMN TWO (RNAV)Z35
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IAPS RNAV (GPS) RWY 07119
 RNAV (GPS) RWY 25120
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---SEE TUSI AHP

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IMPERIAL COUNTY(IPL)
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IAPS VOR-A127
AIRPORT DIAGRAM128

IMPERIAL BEACH NOLF (REAM FLD)(KNRS)
IMPERIAL BEACH, CA
TAKEOFF MINIMUMSL
IAPS COPTER TACAN RWY 27129
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---SEE HAWTHORNE, CA

JACQUELINE COCHRAN RGNL
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---SEE SANTA ANA, CA

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ALTERNATE MINIMUMSM
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STARS SETER FIVEZ78
 ZIGGY EIGHTZ90
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 RNAV (GPS) RWY 26L135
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LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB)(KSLI)
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 KAYOH EIGHTZ44
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 VOR OR TACAN RWY 22L163
AIRPORT DIAGRAM164
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LANCASTER, CA
GENERAL WM J FOX AIRFIELD(WJF)
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ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 25144
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---SEE VANDENBERG SPACE FORCE BASE

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LONG BEACH (DAUGHERTY FLD)(LGB)
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DIVERSE VECTOR AREAL
ALTERNATE MINIMUMSM
LAHSOO
STARS BAUBB THREE (RNAV)Z7
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 EMLN ONEZ23
 KAYOH EIGHTZ44
 PCIFC THREE (RNAV)Z60
 ROOBY THREE (RNAV)Z67
 TANDY FIVEZ83
IAPS ILS OR LOC RWY 30146
 RNAV (RNP) RWY 12147
 RNAV (RNP) RWY 26R148
 RNAV (RNP) Y RWY 30149
 RNAV (GPS) Z RWY 30150
 VOR OR TACAN RWY 30151
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HOT SPOT	P			DARRK THREE (RNAV)	196	
STARS	Z1			DOTSS TWO (RNAV)	198	
	Z5			GARDY FOUR (RNAV)	200	
	Z8			GORMAN SEVEN	202	
	Z10			KYLOW ONE (RNAV)	203	
	Z12			LADYJ FOUR (RNAV)	205	
	Z15			LAXX ONE	207	
	Z20			MOOOS TWO (RNAV)	209	
	Z28			MUELR FOUR (RNAV)	210	
	Z31			ORCKA FIVE (RNAV)	212	
	Z34			OSHNN ONE (RNAV)	214	
	Z35			PERCH THREE	216	
	Z45			PNDAAH TWO (RNAV)	217	
	Z47			SEAL BEACH EIGHT	219	
	Z53			SEBBY THREE	220	
	Z55			SKWRL TWO (RNAV)	221	
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	173			STARS	Z2	
	174				MARCH FOUR	Z52
	175		IAPS	ILS OR LOC X RWY 32	237	
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RADAR MINIMUMS		N
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NEEDLES(EEED)		
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BOB MAXWELL MEML AIRFIELD(OKB)		
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ALTERNATE MINIMUMS		M
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DPS	OCEANSIDE ONE (OBSTACLE)	283

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DIVERSE VECTOR AREA		L
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STARS	JCKIE TWO (RNAV)	240
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PALM SPRINGS, CA

BERMUDA DUNES(UDD)
TAKEOFF MINIMUMSL
STARS CLOWD ONEZ18
RDBUL ONE (RNAV)Z64
SBO NO ONEZ74
SIZLR FOUR (RNAV)Z80
IAPS RNAV (GPS) RWY 10313
RNAV (GPS) RWY 28314
VOR-C315
DPS BERMUDA DUNES ONE (OBSTACLE)316

JACQUELINE COCHRAN RGNL(TRM)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
STARS CLOWD ONEZ18
RDBUL ONE (RNAV)Z64
SBO NO ONEZ74
SIZLR FOUR (RNAV)Z80
IAPS RNAV (GPS) RWY 30317
RNAV (GPS) RWY 35318
VOR RWY 30319
VOR-A320
DPS MECCA ONE321

PALM SPRINGS INTL(PSP)
TAKEOFF MINIMUMSL
DIVERSE VECTOR AREAL
ALTERNATE MINIMUMSM
HOT SPOTP
STARS CLOWD ONEZ18
RDBUL ONE (RNAV)Z64
SBO NO ONEZ74
SIZLR FOUR (RNAV)Z80
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RNAV (RNP) Z RWY 13R323
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

APPLE VALLEY, CA

APPLE VALLEY (APV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 18, 26, NA - Environmental.

DEPARTURE PROCEDURE:

Rwy 36, use EXCON DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 36, vegetation 219' from DER, 283' left of centerline, 3069' MSL.

Vegetation 681' from DER, 415' right of centerline, 3084' MSL.

Rising terrain, fence beginning 718' from DER, 403' left of centerline, up to 3108' MSL.

Rising terrain, vegetation beginning 742' from DER, 222' left of centerline, up to 3109' MSL.

AVALON, CA

CATALINA (AVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR77 (22363) (FAA)

DEPARTURE PROCEDURE:

Rwys 4, 22, climb straight ahead to 2300 then proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 22, 1670' MSL terrain 1576' from DER, 798' left of centerline.

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

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BAKERSFIELD, CA

BAKERSFIELD MUNI (L45)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 06FEB14 (14037) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-1¼ or std. with a min. climb of 555' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 16, climbing right turn direct EHF VORTAC, thence...

Rwy 34, climbing left turn direct EHF VORTAC, thence...

... Aircraft departing EHF VORTAC R-180 CW R-360 climb on course, aircraft departing EHF VORTAC R-001 CW R-100 continue climb in EHF VORTAC holding pattern (hold NW, right turns, 144° inbound) to cross EHF VORTAC at or above 5200 then proceed on course, aircraft departing EHF VORTAC R-101 CW R-179 continue climb in EHF VORTAC holding pattern (hold NW, right turns, 144° inbound) to cross EHF VORTAC at or above 4100 then proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, light pole 168' from DER, 498' left of centerline, 26' AGL/400' MSL.

Tree 395' from DER, 491' left of centerline, 40' AGL/400' MSL.

Powerlines beginning 546' from DER, 608' right of centerline, 120' AGL/474' MSL.

Pole 644' from DER, 474' left of centerline, 30' AGL/403' MSL.

Trees beginning 1603' from DER, 196' right of centerline, up to 40' AGL/453' MSL.

Obstruction light on transmission tower 2464' from DER, 780' left of centerline, 106' AGL/477' MSL.

Catenary 2486' from DER, 484' left of centerline, 106' AGL/477' MSL.

Catenary 2529' from DER, 725' right of centerline, 111' AGL/483' MSL.

Obstruction light on transmission tower 2539' from DER, 214' right of centerline, 107' AGL/478' MSL.

Catenary 2540' from DER, 482' right of centerline, 111' AGL/482' MSL.

Rwy 34, trees beginning 604' from DER, 341' right of centerline, 40' AGL/419' MSL.

Tower 5100' from DER, 1646' right of centerline, 266' AGL/656' MSL.

Vehicles on road 764' from DER, 499' left of centerline, up to 15' AGL/399' MSL.

Hanger 372' from DER, 545' left of centerline, 20' AGL/404' MSL.

MEADOWS FLD (BFL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26MAY16 (21112) (FAA)

DEPARTURE PROCEDURE:

All aircraft, climbing right turn direct EHF VORTAC. Aircraft departing EHF R-180 CW R-350 climb on course. All others continue climb northwest bound via EHF R-324, then climbing left turn to cross EHF VORTAC at or above: EHF R-110 CW R-179 3000; EHF R-351 CW R-109 4000.

TAKEOFF OBSTACLE NOTES:

Rwy 12L, trees beginning 2221' from DER, 684' left of centerline, up to 72' AGL/546' MSL.

Ground 146' from DER, 525' left of centerline, 479' MSL.

Rwy 12R, tree 2612' from DER, 1158' left of centerline, 69' AGL/533' MSL.

Trees beginning 456' from DER, 575' right of centerline, up to 46' AGL/510' MSL.

Fence 14' from DER, 215' right of centerline, 4' AGL/466' MSL.

Rwy 30R, pole 1248' from DER, 113' left of centerline, 31' AGL/543' MSL.

Transmission tower 3632' from DER, 1097' left of centerline, 94' AGL/602' MSL.

Poles beginning 2297' from DER, 925' right of centerline, up to 36' AGL/577' MSL.

Pump 529' from DER, 538' right of centerline, 5' AGL/523' MSL.

Building 373' from DER, 257' right of centerline, 10' AGL/524' MSL.

Towers beginning 4350' from DER, 499' right of centerline, up to 110' AGL/650' MSL.

NAVAID 388' from DER, 266' right of centerline, 21' AGL/535' MSL.

Tree 3252' from DER, 1072' right of centerline, 101' AGL/610' MSL.

BIG BEAR CITY, CA

BIG BEAR CITY (L35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20APR00 (00111) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 1200-2 or std. with a min. climb of 282' per NM to 8000.

Rwy 26, NA.

DEPARTURE PROCEDURE:

Use OKACO RNAV DEPARTURE.

Rwy 26, NA.

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

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

25191

BLYTHE, CA

BLYTHE (BLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwys 8, 17, 35, turn right, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.**Rwy 26**, turn left, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.

TAKEOFF OBSTACLE NOTES:

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

BORREGO SPRINGS, CA

BORREGO VALLEY (L08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10APR08 (08101) (FAA)

DEPARTURE PROCEDURE:

Use ZUNGU DEPARTURE (RNAV).

BRAWLEY, CA

BRAWLEY MUNI (BWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30MAR17 (17089) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, NA-Obstacles and noise abatement.

DEPARTURE PROCEDURES:

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

TAKEOFF OBSTACLE NOTES:

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

Trees, beginning 274' from DER, 441' right of centerline, up to -124' MSL.

Vehicles on road, beginning 380' from DER, 348' right of centerline, up to -116' MSL.

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

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

BURBANK, CA

BOB HOPE (BUR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 28JUL11 (11209) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/min. climb of 410' per NM to 5000.**Rwy 15**, std. w/min. climb of 335' per NM to 5000.**Rwy 26**, std. w/min. climb of 325' per NM to 5000.**Rwy 33**, std. w/min. climb of 550' per NM to 5000' or 600-2¼ w/min. climb of 300' per NM to 5000.

DEPARTURE PROCEDURE:

Rwys 8, 15, climbing right turn direct VNY VOR/DME.**Rwy 26**, climb direct VNY VOR/DME.**Rwy 33**, Climbing left turn direct VNY VOR/DME.

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 26MAY16 (16147) (FAA)

Rwy 8, heading as assigned by ATC; requires minimum climb of 420' per NM to 2500.**Rwy 15**, heading as assigned by ATC; requires minimum climb of 340' per NM to 2100.**Rwy 26**, heading as assigned by ATC; requires minimum climb of 380' per NM to 4800.**Rwy 33**, heading as assigned by ATC; requires minimum climb of 460' per NM to 4900.

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

25191



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



25191

CALIFORNIA CITY, CA

CALIFORNIA CITY MUNI (L71)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17MAR05 (05076) (FAA)

DEPARTURE PROCEDURE:

Use CALIFORNIA CITY (RNAV) DEPARTURE.

CALIPATRIA, CA

CLIFF HATFIELD MEML (CLR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12OCT17 (21112) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb runway heading to 400, then climbing right turn to 3000 via heading 200° and IPL R-336 to IPL VORTAC.**Rwy 26**, climb runway heading to 400, then climbing left turn to 3000 via IPL R-336 to IPL VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 525' from DER, 140' right of centerline, 15' AGL/-166' MSL.

Poles beginning 616' from DER, 204' right of centerline, 15' AGL/-165' MSL.

Building, pole beginning 748' from DER, 307' right of centerline, 25' AGL/-155' MSL.

Transmission line 838' from DER, 150' right of centerline, 31' AGL/-150' MSL.

Rwy 26, pole 190' from DER, 329' right of centerline, -152' MSL.

Road 223' from DER, on centerline -170' MSL.

Tree 328' from DER, 484' left of centerline, -155' MSL.

Tree 541' from DER, 634' right of centerline, -125' MSL.

Pole 1103' from DER, 582' right of centerline, -140' MSL.

Antenna 1444' from DER, 565' left of centerline, -131' MSL.

CAMARILLO, CA

CAMARILLO (CMA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10NOV16 (16315) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climbing left turn to 2500 on CMA VOR/DME R-058 thence. . . .**Rwy 26**, climb to 2500 on CMA VOR/DME R-265 thence...

... Climbing left turn direct CMA VOR/DME before proceeding on course.

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

OCEANSIDE, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (USN)

DEPARTURE PROCEDURE:

Rwys 3, 21, diverse departures NA.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees 1918' to 2182' from DER, 651' to 1054' right of centerline, up to 210' MSL.

Palm trees 1981' to 2312' from DER, 468' to 939' right of centerline, up to 73' AGL/161' MSL.

Light poles in Vado Del Rio Road area 3251' to 3524' from DER, 843' to 1226' left of centerline, up to 195' MSL.

Terrain 1.7 NM from DER, 2945' right of centerline, 456' MSL.

Rwy 21, trees 841' to 1267' from DER, 253' to 710' left of centerline, up to 110' MSL.

Tree 1204' from DER, 90' right of centerline, 91' MSL.

Palm tree 2868' from DER, 94' left of centerline, 148' MSL.

Terrain 1.5 NM from DER, 2583' right of centerline, 659' MSL.

Pylon 2.4 NM from DER, 2349' left of centerline, 94' AGL/498' MSL.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



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



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SW-3

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

25191

CARLSBAD, CA

MCCLELLAN-PALOMAR (CRQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 21JUL16 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 255' per NM to 1700 or 2700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 6, climbing left turn heading 245° to 3000 before proceeding on course. Do not exceed 210K until established on heading 245°.**Rwy 24**, climb heading 245° to 2400 before proceeding on course.

VCOA:

Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross McClellan-Palomar airport at or above 2900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence beginning 6' from DER, 453' left of centerline, up to 1' AGL/328' MSL.

Obstruction light on blast fence beginning 96' from DER, 398' right of centerline, up to 18' AGL/332' MSL.

Tree 325' from DER, 508' left of centerline, 347' MSL.

Trees beginning 519' from DER, 504' left of centerline, up to 379' MSL.

Tree 3682' from DER, 945' left of centerline, 424' MSL.

Trees, equipment on building, obstruction light on flagpole beginning 3682' from DER, 333' left of centerline, up to 428' MSL.

Trees beginning 4032' from DER, 489' left of centerline, up to 439' MSL.

Trees, light poles beginning 4040' from DER, 318' right of centerline, up to 445' MSL.

Light poles beginning 4705' from DER, 485' right of centerline, up to 30' AGL/457' MSL.

Trees 4866' from DER, 988' left of centerline, 457' MSL.

Trees beginning 4944' from DER, 431' right of centerline, up to 465' MSL.

Light poles beginning 4985' from DER, 536' right of centerline, up to 42' AGL/468' MSL.

Tree, light poles beginning 5123' from DER, 576' right of centerline, up to 476' MSL.

Trees 5493' from DER, 753' right of centerline, 489' MSL.

Trees, light poles beginning 5663' from DER, 569' right of centerline, up to 502' MSL.

Trees 6015' from DER, 896' right of centerline, 507' MSL.

Tree 1.1 NM from DER, 1131' right of centerline, 506' MSL.

Rwy 24, terrain beginning 25' from DER, 287' right of centerline, up to 339' MSL.

Bush 36' from DER, 276' right of centerline, 340' MSL.

Tree 106' from DER, 520' left of centerline, 342' MSL.

CHINA LAKE NAWA (ARMITAGE FLD) (KNID)

RIDGECREST, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

15JUL21 (21196) (USN)

DEPARTURE PROCEDURE:

Diverse departures NA, use published departure.

TAKEOFF OBSTACLE NOTES:

Rwy 14, pylon 2252' from DER, 1094' right of centerline, 49' AGL/2309' MSL.

Pylon 2519' from DER, 945' right of centerline, 49' AGL/2311' MSL.

Pylon 2681' from DER, 1182' left of centerline, 49' AGL/2289' MSL.

Pylon 2772' from DER, 807' right of centerline, 49' AGL/2312' MSL.

Pylon 2909' from DER, 1176' left of centerline, 49' AGL/2286' MSL.

Pylon 2952' from DER, 580' right of centerline, 49' AGL/2305' MSL.

Pylon 3128' from DER, 351' right of centerline, 49' AGL/2305' MSL.

Pylon 3131' from DER, 580' left of centerline, 49' AGL/2305' MSL.

Pylon 3131' from DER, 1177' left of centerline, 49' AGL/2298' MSL.

Pylon 3132' from DER, 264' left of centerline, 49' AGL/2295' MSL.

Pylon 3133' from DER, 52' right of centerline, 49' AGL/2289' MSL.

Pylon 3133' from DER, 1022' left of centerline, 49' AGL/2288' MSL.

Pylon 3134' from DER, 876' left of centerline, 49' AGL/2287' MSL.

CHINO, CA

CHINO (CNO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 30NOV00 (00335) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. with a min. climb of 270' per NM to 4800.**Rwys 8L/R**, std. with a min. climb of 270' per NM to 4800.**Rwy 21**, Cat A/B std. with a min. climb of 290' per NM to 4800, Cat C/D std. with a min. climb of 400' per NM 4800. **Rwys****26L/R**, Cat A/B std. with a min. climb of 270' per NM to 4800, Cat C/D std. with a min. climb of 410' per NM to 4800.

DEPARTURE PROCEDURE:

Rwys 3, 8L/R, climbing right turn direct PDZ VORTAC.**Rwys 21, 26L/R**, climbing left turn direct PDZ VORTAC.**All aircraft** climb in PDZ VORTAC holding pattern (Hold E, right turns, 258° inbound) to the appropriate MEA.

TAKEOFF OBSTACLE NOTES:

108' AGL trees 1200' from DER 3, 600' left of centerline.

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

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



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CHINO, CA (CON'T)

CHINO (CNO) (CON'T)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15OCT15 (15288) (FAA)

Rwy 3, heading as assigned by ATC; requires minimum climb of 250' per NM to 4300.**Rwys 8L, 8R**, heading as assigned by ATC; requires minimum climb of 370' per NM to 4100.**Rwy 21**, heading as assigned by ATC; requires minimum climb of 320' per NM to 1800.**Rwys 26L, 26R**, heading as assigned by ATC; requires minimum climb of 270' per NM to 2100.

CORONA, CA

CORONA MUNI (AJO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, NA-Environmental.**Rwy 25**, 600-2 or std. w/min. climb of 280' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 25, climbing right turn.**All aircraft** continue climb direct to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ VORTAC holding pattern (hold northeast, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-141 CW R-230 4000, R-281 CW R-090 6700.

DAGGETT, CA

BARSTOW-DAGGETT (DAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Use DAGGETT DEPARTURE.

DELANO, CA

DELANO MUNI (DLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 15, climb heading 140° and EHF VORTAC R-324 to 3000 before proceeding on course.**Rwy 33**, climb on heading 320° and EHF VORTAC R-324 to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

Trees, traverse way, tank, poles, buildings beginning 163' from DER, 12' left of centerline, up to 360' MSL.

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

Tree 648' from DER, 334' right of centerline, 392' MSL.

Trees, pole beginning 674' from DER, 63' right of centerline, up to 411' MSL.

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

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

EDWARDS AF AUX NORTH BASE (9L2)

EDWARDS, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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

EDWARDS AFB (KEDW)

EDWARDS, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

06OCT22 (22279) (USAF)

DEPARTURE PROCEDURE:

Rwys 5L/R, climb on hdg between 046° CW to 226° from DER.**Rwys 23L/R**, climb on hdg between 226° CCW to 046° from DER.

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



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

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EL CENTRO NAF (VRACIU FLD) (KNJK)

EL CENTRO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13JUL23 (23194) (USN)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

Rwys 8, 12, 26, 30, climb in visual conditions to cross El Centro NAF airport at or above 2700 before proceeding on course.

Obtain ATC approval for VCOA when requesting IFR clearance.

TAKEOFF OBSTACLE NOTES:

Rwy 8, road 182' from DER, 99' left of centerline, 10' AGL/-37' MSL.

Road 183' from DER, 3' right of centerline, 10' AGL/-37' MSL.

Road 183' from DER, 100' right of centerline, 10' AGL/-37' MSL.

Rwy 12, terrain 0' from DER, 500' left of centerline, -39' MSL.

Terrain 0' from DER, 500' right of centerline, -36' MSL.

Fence 200' from DER, 306' left of centerline, 8' AGL/-34' MSL.

Road 279' from DER, 101' left of centerline, 10' AGL/-35' MSL.

Fence 290' from DER, 214' left of centerline, 8' AGL/-34' MSL.

Rwy 26, terrain 0' from DER, 500' left of centerline, -45' MSL.

EL MONTE, CA

SAN GABRIEL VALLEY (EMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 1, climb heading 011° to 700 then climbing right turn on heading 128° and on PDZ R-278 to PDZ VORTAC thence...**Rwy 19**, climb heading 191° to 1500 then climbing left turn on heading 068° and on PDZ R-278 to PDZ VORTAC thence...

...aircraft departing PDZ R-078 CW R-292 climb on course. All others continue climb in PDZ VORTAC holding pattern (hold northeast, right turn, 210° inbound) to cross PDZ VORTAC at or above MEA for route of flight.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, sign 18' from DER, 124' right of centerline, 300' MSL.

Building 98' from DER, 269' left of centerline, 334' MSL.

Building 273' from DER, 299' right of centerline, 310' MSL.

Lighting 525' from DER, 257' left of centerline, 338' MSL.

Trees beginning 609' from DER, 277' left of centerline, up to 364' MSL.

Traverse way 662' from DER, on centerline, 322' MSL.

Tree 791' from DER, 205' right of centerline, 335' MSL.

Lighting 942' from DER, 221' right of centerline, 343' MSL.

Lighting 943' from DER, 446' right of centerline, 344' MSL.

Pole 1698' from DER, on centerline, 365' MSL.

Tree 2828' from DER, 23' right of centerline, 404' MSL.

Rwy 19, sign 16' from DER, 130' left of centerline, 285' MSL.

Trees beginning 74' from DER, 179' left of centerline, up to 317' MSL.

Tree, lighting, pole beginning 363' from DER, 86' left of centerline, up to 322' MSL.

Tower 1019' from DER, 692' left of centerline, 40' AGL/333' MSL.

Tree 1051' from DER, 370' right of centerline, 323' MSL.

Tree 1133' from DER, 206' left of centerline, 334' MSL.

Tree 1466' from DER, 382' left of centerline, 348' MSL.

Pole 1661' from DER, 548' left of centerline, 357' MSL.

Pole 1774' from DER, 87' right of centerline, 350' MSL.

Pole 2033' from DER, 370' right of centerline, 358' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 27APR17 (17117) (FAA)

Rwys 1, headings as assigned by ATC; requires minimum climb of 290' per NM to 1300.**Rwys 19**, headings assigned by ATC.

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

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

25191

FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK (L18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

DEPARTURE PROCEDURE:

Use FALLBROOK DEPARTURE.

FULLERTON, CA

FULLERTON MUNI (FUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 03MAY12 (12124) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 280' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 6, climbing right turn to 2300 direct SLI VORTAC, thence ...**Rwy 24**, climbing left turn to 2300 direct SLI VORTAC, thence ...

... Climb in holding pattern (hold South, left turns, 351° inbound) until at or above MEA for direction of flight before proceeding course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, windsock 58' from DER, 189' right of centerline, 12' AGL/109' MSL.

Obstruction light on pole 109' from DER, 116' left of centerline, 23' AGL/118' MSL.

Multiple poles beginning 115' from DER, left and right of centerline, up to 40' AGL/198' MSL.

Trains 221' from DER, left and right of centerline, up to 23' AGL/144' MSL.

Light standard 486' from DER, 133' right of centerline, 20' AGL/123' MSL.

Hopper on building 977' from DER, 468' left of centerline, 36' AGL/132' MSL.

Obstruction light on building 1002' from DER, 31' right of centerline, 25' AGL/128' MSL.

Light pole 1247' from DER, 143' left of centerline, 35' AGL/131' MSL.

Tree 1462' from DER, 35' left of centerline, 75' AGL/168' MSL.

Obstacle light on silo 1620' from DER, 317' right of centerline, 50' AGL/146' MSL.

Building 3206' from DER, 820' right of centerline, 112' AGL/217' MSL.

Obstruction light on building 3390' from DER, 913' right of centerline, 112' AGL/217' MSL.

Tower 6093' from DER, 1936' left of centerline, 94' AGL/267' MSL.

Rwy 24, vehicles on roadway 82' from DER, left and right of centerline, up to 15' AGL/114' MSL.

Light standard 85' from DER, 260' right of centerline, 25' AGL/110' MSL.

Light standard 217' from DER, 320' left of centerline, 104' AGL/122' MSL.

Antenna on building 272' from DER, 227' left of centerline, 31' AGL/116' MSL.

Trees beginning 352' from DER, 227' right of centerline, up to 60' AGL/155' MSL.

Pole 395' from DER, 279' left of centerline, 35' AGL/123' MSL.

Obstruction light on NAVAID 399' from DER, on centerline, 5' AGL/103' MSL.

Poles beginning 1335' from DER, right and left of centerline, up to 25' AGL/129' MSL.

Tree 1377' from DER, 159' left of centerline, 50' AGL/147' MSL.

HAWTHORNE, CA

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20JUN19 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1½ or std. w/min. climb of 365' per NM to 400.**Rwy 25**, 300-1 or std. w/min. climb of 290' per NM to 300.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn to 3000 heading 220° and the LAX VORTAC R-170 to LIMBO INT.**Rwy 25**, climbing left turn to 3000 heading 205° and the LAX VORTAC R-170 to LIMBO INT.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, wall, vehicles on road, fence, lighting, pole, signs, buildings beginning 23' from DER, 3' left of centerline, up to 52' AGL/114' MSL.

Pole 29' from DER, 395' right of centerline, 30' AGL/89' MSL.

Signs, poles, wall, fence, lighting, vehicles on road, tree, building beginning 78' from DER, on and right of centerline, up to 38' AGL/94' MSL.

Trees, poles, vehicles on road, buildings, signs beginning 476' from DER, 39' left of centerline, up to 136' MSL.

Buildings, pole beginning 759' from DER, 96' right of centerline, up to 42' AGL/102' MSL.

Pole 1465' from DER, 203' right of centerline, 38' AGL/103' MSL.

Poles beginning 1489' from DER, 20' right of centerline, up to 41' AGL/111' MSL.

Trees beginning 2120' from DER, 110' left of centerline, up to 63' AGL/137' MSL.

Trees, poles beginning 2163' from DER, 84' left of centerline, up to 66' AGL/147' MSL.

Buildings beginning 2168' from DER, 264' right of centerline, up to 36' AGL/116' MSL.

Trees, poles beginning 2704' from DER, 112' left of centerline, up to 72' AGL/161' MSL.

Poles, trees beginning 2799' from DER, 54' right of centerline, up to 61' AGL/148' MSL.

Trees, poles beginning 2876' from DER, 27' left of centerline, up to 78' AGL/168' MSL.

Poles, trees beginning 2915' from DER, 277' right of centerline, up to 59' AGL/149' MSL.

Trees, poles beginning 2971' from DER, 94' right of centerline, up to 157' MSL.

Poles 3192' from DER, 172' right of centerline, 62' AGL/160' MSL.

Trees beginning 3207' from DER, 81' right of centerline, up to 67' AGL/167' MSL.

CONT

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

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

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HAWTHORNE, CA (CON'T)

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

Rwy 7 (CON'T), trees, poles beginning 3304' from DER, 8' left of centerline, up to 170' MSL.

Trees, poles beginning 3497' from DER, 109' right of centerline, up to 71' AGL/178' MSL.

Trees, poles, antenna, building beginning 3712' from DER, 102' left of centerline, up to 65' AGL/179' MSL.

Trees, poles beginning 3719' from DER, 2' right of centerline, up to 74' AGL/188' MSL.

Tree 3850' from DER, 1301' left of centerline, 41' AGL/180' MSL.

Trees, poles beginning 3859' from DER, 23' left of centerline, up to 51' AGL/185' MSL.

Trees, poles beginning 4061' from DER, 28' left of centerline, up to 203' MSL.

Tree 4074' from DER, 291' right of centerline, 69' AGL/190' MSL.

Tree 4079' from DER, 411' right of centerline, 82' AGL/202' MSL.

Trees, poles beginning 4101' from DER, 17' right of centerline, up to 90' AGL/211' MSL.

Trees, poles beginning 4323' from DER, 32' left of centerline, up to 52' AGL/212' MSL.

Trees, poles, building beginning 4484' from DER, 3' left of centerline, up to 66' AGL/235' MSL.

Pole, tree beginning 4932' from DER, 31' left of centerline, up to 46' AGL/236' MSL.

Building, pole beginning 4949' from DER, 46' right of centerline, up to 66' AGL/214' MSL.

Tree, pole, building beginning 4989' from DER, 1' right of centerline, up to 220' MSL.

Tree, pole, building beginning 5058' from DER, 44' left of centerline, up to 241' MSL.

Antenna, trees, buildings, sign, fence, tower beginning 5140' from DER, 93' left of centerline, up to 55' AGL/243' MSL.

Trees, poles beginning 5202' from DER, on and right of centerline, up to 78' AGL/227' MSL.

Trees, sign beginning 5356' from DER, 55' left of centerline, up to 54' AGL/249' MSL.

Trees, poles beginning 5383' from DER, 62' right of centerline, up to 102' AGL/257' MSL.

Towers, transmission lines, poles, sign, buildings, trees, elevator beginning 5428' from DER, 35' left of centerline, up to 139' AGL/307' MSL.

Tower, tree beginning 1.2 NM from DER, 1711' left of centerline, up to 115' AGL/322' MSL.

Building, monument, trees, towers, antenna, transmission line, pole beginning 1.2 NM from DER, 205' left of centerline, up to 104' AGL/328' MSL.

Tree 1.3 NM from DER, 16' right of centerline, 76' AGL/278' MSL.

Tower 1.4 NM from DER, 824' right of centerline, 116' AGL/289' MSL.

Tower 1.4 NM from DER, 317' right of centerline, 119' AGL/302' MSL.

Rwy 25, sign 24' from DER, 100' left of centerline, 3' AGL/67' MSL.

Pole, building beginning 51' from DER, 302' right of centerline, up to 38' AGL/105' MSL.

NAVAID 72' from DER, 1' left of centerline, 8' AGL/73' MSL.

Building, poles, fence beginning 112' from DER, 183' left of centerline, up to 30' AGL/95' MSL.

Trees, lighting, fence, vehicles on road, poles, sign, building, antenna beginning 128' from DER, on and right of centerline, up to 48' AGL/114' MSL.

Pole, fence, tree, sign beginning 158' from DER, 5' left of centerline, up to 38' AGL/102' MSL.

Pole, vehicles on road, tree, signs beginning 206' from DER, 38' left of centerline, up to 39' AGL/103' MSL.

Tree, vehicles on road, signs, buildings, poles beginning 258' from DER, 5' left of centerline, up to 40' AGL/105' MSL.

Pole, antenna, building, trees beginning 423' from DER, 39' left of centerline, up to 41' AGL/107' MSL.

Tree, antennas, buildings, vehicles on road, poles beginning 449' from DER, 5' left of centerline, up to 122' MSL.

Poles, trees, antenna beginning 670' from DER, 7' right of centerline, up to 54' AGL/120' MSL.

Trees, poles beginning 1031' from DER, 27' left of centerline, up to 62' AGL/128' MSL.

Trees, poles beginning 1054' from DER, 12' right of centerline, up to 136' MSL.

Trees beginning 2208' from DER, 32' right of centerline, up to 78' AGL/144' MSL.

Trees beginning 2218' from DER, 41' left of centerline, up to 65' AGL/131' MSL.

Tree, building beginning 2222' from DER, 3' right of centerline, up to 79' AGL/145' MSL.

Trees beginning 2229' from DER, 152' left of centerline, up to 66' AGL/132' MSL.

Tree 2239' from DER, 344' left of centerline, 67' AGL/135' MSL.

Trees beginning 2249' from DER, 11' left of centerline, up to 80' AGL/147' MSL.

Buildings, fence, tree beginning 2423' from DER, 148' left of centerline, up to 83' AGL/154' MSL.

Pole, tree beginning 2740' from DER, 360' right of centerline, up to 77' AGL/149' MSL.

Trees beginning 3179' from DER, 207' right of centerline, up to 74' AGL/150' MSL.

Tree 3222' from DER, 228' right of centerline, 76' AGL/153' MSL.

Tank 4537' from DER, 1313' left of centerline, 137' AGL/227' MSL.

Water tower 4539' from DER, 1321' left of centerline, 132' AGL/229' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 07DEC17 (17341) (FAA)

Rwy 7, heading as assigned by ATC; requires minimum climb of 370' per NM to 400.

Rwy 25, heading as assigned by ATC; requires minimum climb of 290' per NM to 300.

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

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



25191

HEMET, CA

HEMET-RYAN (HMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10NOV16 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std w/min climb of 440' per NM to 3500, or 1700-3 for VCOA.**Rwy 23**, std w/min climb of 495' per NM to 3000, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climbing left turn direct HDF VOR thence...**Rwy 23**, climb heading 230° to 3000 then right turn direct HDF VOR thence...

...continue climb in HDF holding pattern (hold SE, right turn, 315° inbound) to cross HDF VOR at or above MEA/MCA for route of flight.

VCOA:

Rwys 5, 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hemet-Ryan airport westbound at or above 3100 then proceed direct HDF VOR and continue climb in HDF holding pattern (hold SE, right turn, 315° inbound) to cross HDF VOR at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on roadway, 199' from DER, crossing centerline, up to 15' AGL/1534' MSL.**Rwy 23**, trees beginning 1.1 NM from DER, 2166' right of centerline, up to 100' AGL/1859' MSL.

Trees beginning 1.3 NM from DER, 2249' right of centerline, up to 100' AGL/2019' MSL.

Trees beginning 1.5 NM from DER, 1686' left of centerline, up to 100' AGL/1808' MSL.

IMPERIAL, CA

IMPERIAL COUNTY (IPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 400-2¼ or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE:

Rwys 8, 32, turn right.**Rwy 14**, climb runway heading.**Rwy 26**, turn left.**All aircraft** climb direct IPL VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 8, multiple VASI beginning 687' from DER, 31' right of centerline, up to 5' AGL/-52' MSL.

Antenna on building 1033' from DER, 703' left of centerline, 45' AGL/-12' MSL.

Light on pole, 1984' from DER, 386' left of centerline, 55 ft AGL/-2' MSL.

Rwy 14, building 1770' from DER, 38' left of centerline, 45' AGL/-11' MSL.

Road 430' from DER, 291' left of centerline, 15' AGL/-41' MSL.

Sign 1733' from DER, 35' left of centerline, 45' AGL/-11' MSL.

Pole 1457' from DER, 393' right of centerline, 37' AGL/-19' MSL.

Rwy 26, multiple obstruction lights on poles beginning 1509' from DER, 15' left of centerline, up to 60' AGL/3' MSL.

Obstruction light on pole 1511' from DER, 459' right of centerline, 59' AGL/2' MSL.

Rwy 32, obstruction light on tank, 823' from DER, 574' right of centerline 110' AGL/53' MSL.

Numerous tanks beginning 3580' from DER, 296' right of centerline, up to 109' AGL/53' MSL.

Tree 373' from DER, 387' right of centerline, 80' AGL/-24' MSL.

Multiple lights beginning 243' from DER, 361' right of centerline, up to 28' AGL/-29' MSL.

Pole 657' from DER, 370' left of centerline, 27' AGL/-30' MSL.

Road 191' from DER, 237' left of centerline, 13' AGL/-44' MSL.

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



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

25191

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01DEC22 (22335) (USN)

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

TAKEOFF OBSTACLE NOTES:

Rwy 27, pylon 1' from DER, 497' right of cntrln, 32' AGL/42' MSL.

Pylon 227' from DER, 513' right of cntrln, 30' AGL/42' MSL.

Terrain 0' from DER, 434' left of cntrln, 16' MSL.

Terrain 0' from DER, 500' left of cntrln, 16' MSL.

INYOKERN, CA

INYOKERN (IYK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04SEP03 (03247) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 10, 15, 28, 33, NA.

DEPARTURE PROCEDURE:

Rwy 20, use LAKE HUGHES RNAV DEPARTURE.

LA VERNE, CA

BRACKETT FLD (POC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03JAN19 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 26L, 300-1 or std. w/min. climb of 713' per NM to 1400.**Rwy 26R**, 300-1 or std. w/min. climb of 676' per NM to 1400.

DEPARTURE PROCEDURE:

Rwys 8L, 8R, climb heading 079° to 1500 then climbing right turn on heading 215° and POM R-164 to PRADO INT thence...
Rwys 26L, 26R, climb heading 259° to 1400 then climbing left turn on heading 130° and POM R-164 to PRADO INT thence...

...continue climb in PRADO holding pattern (hold south, right turn, 344° inbound) to cross PRADO INT at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8L, sign 24' from DER, 98' left of centerline, 1015' MSL.

Vehicles on road beginning 46' from DER, 479' left of centerline, up to 1030' MSL.

Vehicles on road 161' from DER, 477' left of centerline, 1031' MSL.

Vehicles on road, sign beginning 187' from DER, 462' left of centerline, up to 1032' MSL.

Vehicles on road beginning 327' from DER, 449' left of centerline, up to 1037' MSL.

Building, vehicles on road beginning 394' from DER, 418' left of centerline, up to 1061' MSL.

Building, tree beginning 561' from DER, 397' left of centerline, up to 1062' MSL.

Vehicles on road 602' from DER, 6' right of centerline, 1029' MSL.

Building, vehicles on road, pole beginning 683' from DER, 187' left of centerline, up to 1069' MSL.

Pole 1210' from DER, 518' right of centerline, 1047' MSL.

Transmission line 1299' from DER, 673' right of centerline, 55' AGL/1057' MSL.

Pole beginning 1401' from DER, 164' right of centerline, up to 1064' MSL.

Pole 1566' from DER, 294' right of centerline, 1065' MSL.

Pole beginning 1719' from DER, 24' right of centerline, up to 54' AGL/1067' MSL.

Pole beginning 1803' from DER, 148' left of centerline, up to 72' AGL/1094' MSL.

Tree, pole beginning 1806' from DER, 24' right of centerline, up to 1090' MSL.

Rwy 8R, sign 43' from DER, 239' right of centerline, 1016' MSL.

Vehicles on road 118' from DER, 463' right of centerline, 1017' MSL.

Vehicles on road 346' from DER, 7' right of centerline, 1021' MSL.

Vehicles on road 527' from DER, 294' left of centerline, 1029' MSL.

Vehicles on road 715' from DER, 641' left of centerline, 1034' MSL.

Pole 900' from DER, 515' left of centerline, 32' AGL/1049' MSL.

Pole beginning 1048' from DER, 217' right of centerline, up to 56' AGL/1052' MSL.

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LA VERNE, CA (CON'T)

BRACKETT FLD (POC) (CON'T)

Rwy 8R (CON'T), transmission line 1223' from DER, 372' right of centerline, 55' AGL/1057' MSL.

Pole beginning 1326' from DER, 131' left of centerline, up to 1064' MSL.

Pole beginning 1347' from DER, 74' right of centerline, up to 1062' MSL.

Pole 1490' from DER, 5' left of centerline, 1065' MSL.

Pole beginning 1517' from DER, 275' left of centerline, up to 51' AGL/1067' MSL.

Pole, tree beginning 1727' from DER, 24' left of centerline, up to 72' AGL/1094' MSL.

Trees beginning 1730' from DER, 669' right of centerline, up to 1090' MSL.

Pole, transmission line beginning 3447' from DER, 982' left of centerline, up to 1100' MSL.

Tree 3586' from DER, 14' left of centerline, 1101' MSL.

Tree 4027' from DER, 403' left of centerline, 1114' MSL.

Rwy 26L, sign 46' from DER, 199' left of centerline, 967' MSL.

Tree 159' from DER, 477' left of centerline, 989' MSL.

Tree 191' from DER, 482' left of centerline, 1003' MSL.

Vegetation 359' from DER, 498' left of centerline, 1010' MSL.

Vegetation, terrain, tree, building beginning 359' from DER, 225' left of centerline, up to 1028' MSL.

Trees beginning 561' from DER, 231' left of centerline, up to 1037' MSL.

Tree 814' from DER, 96' right of centerline, 990' MSL.

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

Tree 851' from DER, 271' right of centerline, 1018' MSL.

Trees beginning 889' from DER, 66' right of centerline, up to 1021' MSL.

Trees beginning 998' from DER, 85' left of centerline, up to 1041' MSL.

Trees beginning 1027' from DER, 114' right of centerline, up to 1022' MSL.

Tree 1100' from DER, 330' right of centerline, 1023' MSL.

Trees beginning 1158' from DER, 0' right of centerline, up to 1026' MSL.

Trees beginning 1428' from DER, 20' left of centerline, up to 1042' MSL.

Trees beginning 1495' from DER, 51' right of centerline, up to 1028' MSL.

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 1405' from DER, 523' right of centerline, up to 1034' MSL.

Vegetation, terrain beginning 1463' from DER, 807' left of centerline, up to 1028' MSL.

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

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

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

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

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

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

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

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

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

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

LANCASTER, CA

GENERAL WM J FOX AIRFIELD (WJF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD T 1 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:

Use PALMDALE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree beginning 1169' from DER, 590' right of centerline, up to 2374' MSL.

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



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LOMPOC, CA

LOMPOC (LPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 425' per NM to 1400, or 1500-3 for climb in visual conditions.**Rwy 25**, std. w/min. climb of 250' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn.**Rwy 25**, turn right heading 130°.

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

LONG BEACH, CA

LONG BEACH (DAUGHERTY FLD) (LGB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6B 10SEP20 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 26L, std. w/min. climb of 225' per NM to 2300.**Rwy 26R**, std. w/min. climb of 230' per NM to 2300.

DEPARTURE PROCEDURE:

Rwys 8L/R, climb on heading 076° to 800, then climbing right turn direct SLI VORTAC then on SLI VORTAC R-210 to PADDR INT.**Rwy 12**, climb on heading 121° to intercept SLI VORTAC R-210 to PADDR INT.**Rwys 26L/R**, climb on heading 256° to 800, then climbing left turn on heading 200 and LAX VORTAC R-145 to PADDR INT.**Rwy 30**, climb on heading 301° to 800, then climbing left turn on heading 200 and LAX VORTAC R-145 to PADDR INT.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 678' from DER, 659' right of centerline, 60' MSL.

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

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

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

Tree 2055' from DER, 890' left of centerline, 82' MSL.

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

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

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

CON'T



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



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



25191

LONG BEACH, CA (CON'T)

LONG BEACH (DAUGHERTY FLD) (LGB) (CON'T)

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

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

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

Rwy 30, vehicles on road 15' from DER, 480' right of centerline, 74' MSL.
Vehicles on road 190' from DER, 456' right of centerline, 75' MSL.
Pole and vehicles on road beginning 193' from DER, on centerline, up to 34' AGL/93' MSL.
Building 350' from DER, 554' left of centerline, 18' AGL/82' MSL.
Building and vehicles on road beginning 440' from DER, 25' left of centerline, up to 21' AGL/86' MSL.
Pole, building, and vehicles on road beginning 678' from DER, 17' left of centerline, up to 22' AGL/89' MSL.
Tree and poles beginning 878' from DER, 122' left of centerline, up to 92' MSL.
Pole 953' from DER, 564' right of centerline, 94' MSL.
Poles beginning 983' from DER, 516' left of centerline, up to 25' AGL/93' MSL.
Pole and tree beginning 1009' from DER, 69' left of centerline, up to 33' AGL/101' MSL.
Terrain, tree, poles, and vehicles on road beginning 1024' from DER, 8' left of centerline, up to 33' AGL/102' MSL.
Poles and trees beginning 1057' from DER, 23' right of centerline, up to 102' MSL.
Terrain, building, poles, and trees beginning 1207' from DER, 63' left of centerline, up to 66' AGL/133' MSL.
Poles and buildings beginning 1302' from DER, 52' right of centerline, up to 35' AGL/103' MSL.
Poles beginning 1472' from DER, 294' right of centerline, up to 36' AGL/105' MSL.
Trees beginning 1614' from DER, 103' right of centerline, up to 44' AGL/112' MSL.
Tree 1701' from DER, 363' right of centerline, 121' MSL.
Trees beginning 1874' from DER, 196' right of centerline, up to 57' AGL/125' MSL.
Trees and poles beginning 2183' from DER, 169' left of centerline, up to 134' MSL.
Building 2520' from DER, 776' right of centerline, 128' MSL.
Building 2617' from DER, 802' right of centerline, 66' AGL/139' MSL.
Trees beginning 2738' from DER, 417' left of centerline, up to 142' MSL.
Poles beginning 2992' from DER, 311' right of centerline, up to 72' AGL/145' MSL.
Tree 3379' from DER, 839' right of centerline, 150' MSL.
Tree 3528' from DER, 1000' left of centerline, 160' MSL.
Tree 3643' from DER, 1074' left of centerline, 166' MSL.
Trees beginning 3769' from DER, 873' left of centerline, up to 174' MSL.
Tree 3779' from DER, 1222' right of centerline, 158' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 19JUL18 (18200) (FAA)

Rwys 8L/R, 12, 30 heading as assigned by ATC.

Rwy 26L, heading as assigned by ATC; requires minimum climb of 330' per NM to 700.

Rwy 26R, heading as assigned by ATC; requires minimum climb of 230' per NM to 1600.



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



25191

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

25191

LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB) (KSLI)

LOS ALAMITOS, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11JUL24 (25079) (USA)

DEPARTURE PROCEDURE:

Rwys 4L/R, turn right to intercept SLI VORTAC R-180 outbound and climb to 2000, then as assigned by ATC.**Rwys 22L/R**, climb on heading between 120° CW to 300° from DER, as assigned by ATC.

TAKEOFF OBSTACLE NOTES:

Rwy 4R, bldg 2994' from DER, 1098' left of centerline, 57' AGL/112' MSL.

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

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

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20JUN19 (19171) (FAA)

Rwys 4L, 4R, 22L, 22R, heading as assigned by ATC.

LOS ANGELES, CA

LOS ANGELES INTL (LAX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 14 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:

Rwys 6L/R, 7L/R, climb to 2000 heading 071°, then climbing right turn, thence...**Rwys 24L/R**, climb to 2000 heading 251°, then climbing left turn, thence...**Rwys 25L/R**, turbojet climb to 2000 heading 251°, then climbing left turn, thence...

non-turbojet climb to 2000 heading 251°, at the SMO R-154 turn left heading 200°, thence...

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 1374' from DER, 309' left of centerline, 47' AGL/159' MSL.

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

Tree 1699' from DER, 101' right of centerline, 57' AGL/164' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 6 14SEP17 (25191) (FAA)

Rwys 6L/R, 7L/R, 24L/R, 25L/R, headings as assigned by ATC.

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

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



25191

LOS ANGELES, CA (CON'T)

WHITEMAN (WHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:

Use WHITEMAN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole beginning 34' from DER, 276' right of centerline, up to 20' AGL/979' MSL.
Building 180' from DER, 9' left of centerline, 22' AGL/978' MSL.

Tower, pole beginning 489' from DER, 278' right of centerline, up to 60' AGL/1012' MSL.

Stack 1 NM from DER, 1131' left of centerline, 250' AGL/1183' MSL.

Rwy 30, pole 29' from DER, 277' left of centerline, 20' AGL/1024' MSL.

Pole 152' from DER, 282' left of centerline, 20' AGL/1025' MSL.

Pole 262' from DER, 282' left of centerline, 20' AGL/1027' MSL.

Pole 372' from DER, 283' left of centerline, 20' AGL/1028' MSL.

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

Pole 703' from DER, 283' left of centerline, 20' AGL/1030' MSL.

Pole 812' from DER, 283' left of centerline, 20' AGL/1031' MSL.

Pole beginning 922' from DER, 283' left of centerline, up to 20' AGL/1032' MSL.

Pole 1141' from DER, 283' left of centerline, 20' AGL/1033' MSL.

Tower 1700' from DER, 511' right of centerline, 49' AGL/1075' MSL.

Tower 3532' from DER, 1118' right of centerline, 54' AGL/1098' MSL.

MARCH ARB (KRIV)

RIVERSIDE, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 19MAY22 (22139) (USAF)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA.

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

DEPARTURE PROCEDURE:

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

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

For climb in visual conditions obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions.

Within 4.5 NM of March ARB, to cross March ARB at or above 3700 MSL, then climb and maintain 6000 direct HDF VOR, then via HDF R-153 to HDF R-153/PDZ R-130, direct SKYES INT. Do not exceed 250K until passing SKYES. VCOA not available for Cat E aircraft.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 2248' from DER, 1000' right of centerline, 150' AGL/1630' MSL.

Tree 1920' from DER, 1000' right of centerline, 150' AGL/1630' MSL.

Tree 1789' from DER, 1000' right of centerline, 150' AGL/1630' MSL.

Tree 2278' from DER, 1002' left of centerline, 150' AGL/1622' MSL.

Aircraft 28' inward of DER, 542' left of centerline, 65' AGL/1550' MSL.

Aircraft 31' inward of DER, 298' left of centerline, 30' AGL/1516' MSL.

Rwy 32, aircraft 30' from DER, 526' right of centerline, 65' AGL/1600' MSL.

Aircraft 5' from DER, 282' right of centerline, 30' AGL/1565' MSL.

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SAN DIEGO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

13SEP18 (18256)

TAKEOFF MINIMUMS:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 6L, building 2321' from DER, 1084' left of cntrln, 0' AGL/539' MSL.

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

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

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

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

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

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

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

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

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

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

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



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



25191

SW-3



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



25191

MOJAVE, CA

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23FEB23 (23054) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 8, NA-Restricted Airspace.

Rwy 12, use GLAZY DEPARTURE.

Rwy 22, std. w/min. climb of 271' per NM to 3500 or 2800-3 for climb in visual conditions.

Rwy 26, std. w/min. climb of 440' per NM to 3900 or 2800-3 for climb in visual conditions.

Rwy 30, std. w/min. climb of 540' per NM to 4900 or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12, use GLAZY DEPARTURE.

Rwy 22, climb on heading 218° to 8000 and LHS R-023 to LHS VORTAC.

Rwy 26, climbing left turn heading 218° to 8000 and LHS R-023 to LHS VORTAC.

Rwy 30, climbing left turn heading 218° to 8000 and LHS R-023 to LHS VORTAC.

VCOA:

Rwy 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.

Rwy 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.

Rwy 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 22, terrain 9' from DER, 492' right of centerline, 2786' MSL.

Tower, antenna beginning 2517' from DER, 82' left of centerline, up to 93' AGL/2870' MSL.

Rwy 26, sign 31' from DER, 339' right of centerline, 5' AGL/2788' MSL.

Pole 494' from DER, 420' left of centerline, 33' AGL/2808' MSL.

Tower 1796' from DER, 616' left of centerline, 52' AGL/2838' MSL.

Transmission lines beginning 1.8 NM from DER, 299' right of centerline, up to 178' AGL/3171' MSL.

Transmission lines beginning 1.9 NM from DER, 282' left of centerline, up to 178' AGL/3123' MSL.

Tower, windmills beginning 2.3 NM from DER, 1129' right of centerline, up to 413' AGL/3458' MSL.

Windmills beginning 2.3 NM from DER, 2308' left of centerline, up to 413' AGL/3371' MSL.

Windmills beginning 2.4 NM from DER, 30' right of centerline, up to 413' AGL/3538' MSL.

Windmills beginning 2.4 NM from DER, 3367' left of centerline, up to 412' AGL/3372' MSL.

Windmills beginning 2.5 NM from DER, 364' left of centerline, up to 414' AGL/3451' MSL.

Rwy 30, vegetation 304' from DER, 456' right of centerline, 2817' MSL.

Vehicles on road beginning 1241' from DER, 322' right of centerline, up to 2836' MSL.

Vehicles on road 1300' from DER, 464' left of centerline, 2834' MSL.

Vehicles on road 1413' from DER, 489' right of centerline, 2845' MSL.

Vehicles on road beginning 1441' from DER, 9' left of centerline, up to 2845' MSL.

Pole 3082' from DER, 305' right of centerline, 34' AGL/2889' MSL.

Poles beginning 3095' from DER, 552' right of centerline, up to 34' AGL/2892' MSL.

Terrain 1 NM from DER, 2233' right of centerline, 2966' MSL.

Terrain beginning 1.1 NM from DER, 2144' right of centerline, up to 2976' MSL.

Terrain 1.2 NM from DER, 2418' right of centerline, 2985' MSL.

Tower 1.3 NM from DER, 1658' left of centerline, 40' AGL/3013' MSL.

Transmission lines beginning 2 NM from DER, 1764' left of centerline, up to 188' AGL/3315' MSL.

Transmission lines beginning 2.1 NM from DER, 135' left of centerline, up to 196' AGL/3317' MSL.

Transmission line, towers beginning 2.1 NM from DER, 356' right of centerline, up to 188' AGL/3293' MSL.

Transmission line 2.4 NM from DER, 2850' left of centerline, 105' AGL/3324' MSL.

Windmill 2.5 NM from DER, 4200' left of centerline, 420' AGL/3670' MSL.

MURRIETA/TEMECULA, CA

FRENCH VALLEY (F70)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11SEP97 (97254) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, NA.

Rwy 36, 700-2 or std. with a min. climb of 340' per NM to 2200.

DEPARTURE PROCEDURE:

Rwy 36, climb runway heading to 2200, then climbing left turn via HDF R-145 to HDF VOR. Aircraft departing HDF VOR 065° CW 352° climb on course. Aircraft departing northeast bound, climb in HDF holding pattern, (SE, right turns, 315° inbound) to depart HDF VOR at or above: 353° CW 054°, 6800; 055° CW 064°, 5800; before proceeding on course.



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



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



25191

NEEDLES, CA

NEEDLES (EED)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09JAN14 (14009) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, std. w/min. climb of 235' per NM to 2800, or 2600-3 for climb in visual conditions.

Rwy 20, std. w/min. climb of 420' per NM to 3700, or 2600-3 for climb in visual conditions.

Rwy 29, std. w/min. climb of 390' per NM to 2200, or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 015° to 1700, then climbing right turn direct EED VORTAC, thence . . .

Rwys 11, 20, climbing left turn direct EED VORTAC, thence . . .

Rwy 29, climbing right turn direct EED VORTAC, thence . . .

. . . Climb in EED holding pattern (hold NW, right turns, 139° inbound) to cross EED VORTAC at or above MEA for route of flight before proceeding on course. Or for climb in visual conditions cross Needles airport at or above 3400 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain 20' from DER, 301' right of centerline, 920' MSL.

Rwy 20, building 73' from DER, 451' left of centerline, 21' AGL/976' MSL.

Windsock 181' from DER, 409' left of centerline, 23' AGL/972' MSL.

Terrain beginning 295' from DER, 341' right of centerline up to 1079' MSL.

Rwy 29, terrain 92' from DER, 328' left of centerline 1000' MSL.

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

SAN DIEGO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26DEC24 (24361) (USN)

DEPARTURE PROCEDURE:

Rwy 11, diverse departures authorized 131° CW 184°. Std w/min climb of 223' per NM to 500. Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the city of Coronado.

Rwy 18, diverse departures authorized 131° CW 184°.

Rwy 29, diverse departures NA. Use published departure procedure.

Rwy 36, departure NA.

TAKEOFF OBSTACLE NOTES:

Rwy 11, numerous trees left and right of rwy centerline from 9' prior to DER to 2018', 33' MSL to 95' MSL.

Golf ball fencing 2228' from DER, 1214' left of centerline, 74' AGL/88' MSL.

Tree 6' inward of DER, 429' right of centerline, 48' AGL/74' MSL.

Tree 12' from DER, 525' right of centerline, 46' AGL/73' MSL.

Multiple trees 161' from DER, 433' right of centerline, 43' AGL/71' MSL.

Tree 80' from DER, 371' right of centerline, 29' AGL/56' MSL.

Tree 93' from DER, 460' right of centerline, 28' AGL/55' MSL.

Palm 92' from DER, 468' right of centerline, 27' AGL/54' MSL.

Rwy 18, top of light pole 1031' from DER, 626' right of centerline, 40' MSL.

Top of light pole 1209' from DER, 614' right of centerline, 41' MSL.

Top of light pole 491' from DER, 626' right of centerline, 39' MSL.

Top of light pole 669' from DER, 625' right of centerline, 38' MSL.

Top of light pole 850' from DER, 626' right of centerline, 40' MSL.

Rwy 29, shipping channel accommodating vessels, starting 2577' from DER, on centerline, up to 200' AGL (206' MSL with tidal range).

Twin twrs 1.4 NM from DER, 2645' left of centerline, 145' AGL/534' MSL.

Twr 1.5 NM from DER, 1969' left of centerline, 479' MSL.

Twr 1.5 NM from DER, 2054' left of centerline, 100' AGL/455' MSL.

Twr 1139' from DER, 2.1 NM left of centerline, 120' AGL/544' MSL.

OCEANSIDE, CA

BOB MAXWELL MEML AIRFIELD (OKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Use OCEANSIDE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, vegetation beginning 71' from DER, 130' right of centerline, up to 50' AGL/83' MSL.

Trees beginning 177' from DER, 79' left of centerline, up to 50' AGL/83' MSL.

Trees, building beginning 322' from DER, 174' right of centerline, up to 50' AGL/87' MSL.

Tree 731' from DER, 378' left of centerline, 50' AGL/87' MSL.

Trees beginning 784' from DER, 34' left of centerline, up to 50' AGL/90' MSL.

Trees, pole beginning 1181' from DER, 9' right of centerline, up to 50' AGL/90' MSL.

Trees beginning 1432' from DER, 53' right of centerline, up to 50' AGL/96' MSL.

Trees beginning 1682' from DER, 98' right of centerline, up to 50' AGL/103' MSL.

Tree 1841' from DER, 797' left of centerline, 50' AGL/93' MSL.

Trees beginning 1933' from DER, 142' right of centerline, up to 50' AGL/106' MSL.

Trees beginning 1986' from DER, 155' left of centerline, up to 50' AGL/110' MSL.

Trees, transmission line beginning 2237' from DER, 111' left of centerline, up to 50' AGL/113' MSL.

Transmission line, pole beginning 2592' from DER, 3' left of centerline, up to 79' AGL/119' MSL.

CONT



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



25191

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

25191

OCEANSIDE, CA (CON'T)

BOB MAXWELL MEML AIRFIELD (OKB) (CON'T)

Rwy 7 (CON'T), transmission line beginning 2781' from DER, 87' right of centerline, up to 70' AGL/106' MSL.
 Transmission line, trees beginning 2825' from DER, 21' left of centerline, up to 85' AGL/123' MSL.
 Transmission line 3442' from DER, 1068' right of centerline, 79' AGL/115' MSL.
 Tree 3532' from DER, 1349' right of centerline, 50' AGL/142' MSL.
 Trees beginning 3783' from DER, 1095' right of centerline, up to 50' AGL/198' MSL.
 Trees beginning 4034' from DER, 243' right of centerline, up to 50' AGL/241' MSL.
 Tree 4153' from DER, 696' left of centerline, 50' AGL/136' MSL.
 Trees beginning 4285' from DER, 288' right of centerline, up to 50' AGL/280' MSL.
 Trees beginning 4403' from DER, 651' left of centerline, up to 50' AGL/146' MSL.
 Trees, pole, building beginning 4536' from DER, 33' right of centerline, up to 50' AGL/297' MSL.
 Tree 4549' from DER, 10' left of centerline, 50' AGL/162' MSL.
 Trees beginning 4602' from DER, 309' left of centerline, up to 50' AGL/172' MSL.
 Trees beginning 4853' from DER, 264' left of centerline, up to 50' AGL/195' MSL.
 Trees beginning 4892' from DER, 78' right of centerline, up to 50' AGL/306' MSL.
 Trees beginning 5104' from DER, 220' left of centerline, up to 50' AGL/264' MSL.
 Trees beginning 5289' from DER, 122' right of centerline, up to 50' AGL/320' MSL.
 Trees, tower beginning 5355' from DER, 175' left of centerline, up to 50' AGL/267' MSL.
 Trees beginning 5605' from DER, 87' left of centerline, up to 50' AGL/290' MSL.
 Trees beginning 5791' from DER, 211' right of centerline, up to 50' AGL/339' MSL.
 Trees, building beginning 1 NM from DER, 1' right of centerline, up to 50' AGL/375' MSL.
 Trees, vegetation beginning 1.1 NM from DER, 30' left of centerline, up to 50' AGL/316' MSL.
 Trees beginning 1.5 NM from DER, 1518' right of centerline, up to 50' AGL/274' MSL.
 Trees beginning 1.6 NM from DER, 18' left of centerline, up to 50' AGL/342' MSL.
 Transmission line 2.4 NM from DER, 3256' right of centerline, up to 66' AGL/425' MSL.
Rwy 25, trees beginning 29' from DER, 105' left of centerline, up to 50' AGL/83' MSL.
 Tree 126' from DER, 129' right of centerline, 58' MSL.
 Trees, vehicle on road beginning 174' from DER, 90' right of centerline, up to 50' AGL/83' MSL.
 Trees, vehicle on road beginning 425' from DER, 2' right of centerline, up to 50' AGL/90' MSL.
 Trees beginning 980' from DER, 28' right of centerline, up to 50' AGL/93' MSL.
 Trees beginning 1032' from DER, 60' left of centerline, up to 50' AGL/87' MSL.
 Trees beginning 1283' from DER, 16' left of centerline, up to 50' AGL/90' MSL.
 Trees, transmission line, pole beginning 1680' from DER, 15' right of centerline, up to 50' AGL/169' MSL.
 Trees beginning 1931' from DER, 117' right of centerline, up to 50' AGL/234' MSL.
 Monument 2092' from DER, 719' right of centerline, 42' AGL/259' MSL.
 Trees beginning 2129' from DER, 161' right of centerline, up to 50' AGL/287' MSL.
 Trees, pole beginning 2248' from DER, 92' left of centerline, up to 50' AGL/228' MSL.
 Trees, pole, transmission line beginning 2380' from DER, 129' right of centerline, up to 50' AGL/290' MSL.
 Tree, poles beginning 4431' from DER, 1114' left of centerline, up to 223' MSL.
 Transmission lines, poles beginning 5498' from DER, 363' right of centerline, up to 97' AGL/263' MSL.
 Transmission line 1.2 NM from DER, 458' right of centerline, 66' AGL/215' MSL.

ONTARIO, CA

ONTARIO INTL (ONT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9A 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 8L/R std. w/min. climb of 285' per NM to 3000.

DEPARTURE PROCEDURE:

Rwys 8L/R, climb on heading 078° to 2600 then climbing right turn direct PDZ VORTAC thence...

Rwys 26L/R, climb on heading 258° to 2600 then climbing left turn direct PDZ VORTAC thence...

...climb in PDZ holding pattern (hold northeast, right turn, 210° inbound) to cross PDZ VORTAC at or above MEA for route of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8L, vehicle on road 3' from DER, 196' left of centerline, 934' MSL.

Vehicle on road, sign beginning 4' from DER, 398' left of centerline, up to 937' MSL.

Sign, terrain beginning 65' from DER, 195' left of centerline, up to 2' AGL/939' MSL.

Building 1606' from DER, 846' left of centerline, 975' MSL.

Tree 2035' from DER, 248' left of centerline, 41' AGL/983' MSL.

Tree 2037' from DER, 303' left of centerline, 46' AGL/988' MSL.

Tree 2039' from DER, 514' left of centerline, 54' AGL/999' MSL.

Tree, pole beginning 2039' from DER, 483' left of centerline, up to 59' AGL/1005' MSL.

Rwy 8R, vehicle on road 11' from DER, 502' left of centerline, 928' MSL.

Trees beginning 2035' from DER, 948' left of centerline, up to 46' AGL/988' MSL.

Tree 2089' from DER, 334' right of centerline, 53' AGL/979' MSL.

Rwy 26L, vehicle on road 12' from DER, 392' right of centerline, 937' MSL.

Sign 87' from DER, 440' right of centerline, 4' AGL/943' MSL.

Tower, terrain beginning 124' from DER, 339' right of centerline, up to 46' AGL/982' MSL.

Pole 754' from DER, 670' left of centerline, 964' MSL.

Tree 1049' from DER, 708' left of centerline, 985' MSL.

Tree 1986' from DER, 329' left of centerline, 986' MSL.

CON'T

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

25191



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



25191

ONTARIO, CA (CON'T)

ONTARIO INTL (ONT) (CON'T)

Rwy 26R, terrain beginning 34' from DER, 393' right of centerline, up to 950' MSL.
 Building 193' from DER, 397' left of centerline, 950' MSL.
 Lighting 223' from DER, 5' right of centerline, 7' AGL/951' MSL.
 NAVAID, lighting beginning 368' from DER, 2' left of centerline, up to 962' MSL.
 NAVAID 380' from DER, on centerline, 953' MSL.
 Pole, vehicle on road beginning 483' from DER, 265' left of centerline, up to 973' MSL.
 Pole, lighting beginning 579' from DER, on centerline, up to 978' MSL.
 Pole 1144' from DER, 210' right of centerline, 981' MSL.
 Pole 1243' from DER, 215' right of centerline, 986' MSL.
 Tree 1671' from DER, 695' right of centerline, 996' MSL.
 Trees beginning 2881' from DER, 672' right of centerline, up to 1030' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 26MAY16 (16147) (FAA)

Rwy 8L, headings as assigned by ATC; requires min. climb of 280' per NM to 2900.
Rwy 8R, headings as assigned by ATC; requires min. climb of 285' per NM to 2900.
Rwys 26L/R, headings as assigned by ATC.

OXNARD, CA

OXNARD (OXR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15JUN00 (00167) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 2100-5 or std. with a min. climb of 290' per NM to 2600.

DEPARTURE PROCEDURE:

Rwy 7, climbing left turn.

Rwy 25, climb runway heading.

All aircraft continue climb to 6000 (or assigned altitude) via CMA R-249 to SQUID INT. Aircraft departing SQUID INT 040° CW 300° climb on course. All others continue climb in SQUID holding pattern (hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300.

TAKEOFF OBSTACLE NOTES:

Rwy 7, 59' AGL tree 527' from DER, 501' left of centerline.

PALM SPRINGS, CA

BERMUDA DUNES (UDD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15SEP16 (16259) (FAA)

DEPARTURE PROCEDURE:

Use BERMUDA DUNES DEPARTURE.

JACQUELINE COCHRAN RGNL (TRM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 364' per NM to 3400.

Rwy 17, std. w/min. climb of 374' per NM to 3400.

Rwy 30, std. w/min. climb of 340' per NM to 3400.

Rwy 35, std. w/min. climb of 402' per NM to 3400.

DEPARTURE PROCEDURE:

Rwy 12, climbing right turn to intercept TRM VORTAC R-136 to MECCA, thence...

Rwy 17, climbing left turn heading 100° to intercept TRM VORTAC R-136 to MECCA, thence...

Rwys 30, 35, climbing right turn heading 180° to intercept TRM VORTAC R-136 to MECCA, thence...

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

DME required.

TAKEOFF OBSTACLE NOTES:

Rwy 12, tree 52' from DER, 495' left of centerline, 14' AGL/-117' MSL.

Tree 131' from DER, 455' right of centerline, 20' AGL/-111' MSL.

Windsock 195' from DER, 444' left of centerline, 22' AGL/-109' MSL.

Tree 623' from DER, 403' right of centerline, 18' AGL/-113' MSL.

Tree 1427' from DER, 814' left of centerline, 60' AGL/- 71' MSL.

Rwy 17, tree 58' from DER, 491' right of centerline, 6' AGL/-129' MSL.

Tree 82' from DER, 188' right of centerline, 34' AGL/-101' MSL.

Tree 168' from DER, 432' left of centerline, 18' AGL/-117' MSL.

Tree 235' from DER, 429' left of centerline, 16' AGL/-119' MSL.

CON'T



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



25191

25191

PALM SPRINGS, CA (CON'T)

JACQUELINE COCHRAN RGNL (TRM) (CON'T)

Rwy 30, bush 11' from DER, 150' left of centerline, 4' AGL/-112' MSL.
 Tree 104' from DER, 496' right of centerline, 26' AGL/-112' MSL.
 Tree 145' from DER, 458' left of centerline, 9' AGL/-107' MSL.
 Tree 258' from DER, 281' left of centerline, 19' AGL/-97' MSL.
 Tree 701' from DER, 278' right of centerline, 22' AGL/-94' MSL.
 Tree 896' from DER, 223' left of centerline, 26' AGL/-90 MSL.
Rwy 35, windsock 54' from DER, 190' right of centerline, 8' AGL/-107' MSL.
 Tree 102' from DER, 258' right of centerline, 19' AGL/-96' MSL.
 Tree 196' from DER, 295' right of centerline, 18' AGL/-97' MSL.
 Tree 318' from DER, 372' right of centerline, 31' AGL/-84' MSL.
 Tree 445' from DER, 418' left of centerline, 18' AGL/- 97' MSL.
 Tree 464' from DER, 337' left of centerline, 14' AGL/-101' MSL.
 Tree 697' from DER, 265' right of centerline, 22' AGL/-93' MSL.
 Tree 1778' from DER, 964' left of centerline, 93' AGL/-22' MSL.

PALM SPRINGS INTL (PSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 27JUN13 (13178) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwys 13L/R, climbing left turn heading 090° to intercept TRM R-304 to TRM VORTAC or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ...
Rwy's 31L/R, climbing right turn direct PSP VORTAC thence ..., or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ...
 ... via PSP R-124 and TRM R-304 to TRM VORTAC.

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

TAKEOFF OBSTACLE NOTES:

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

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 12NOV15 (15316) (FAA)

Rwy 13L, heading as assigned by ATC; requires minimum climb of 310' per NM to 4800.
Rwy 13R, heading as assigned by ATC; requires minimum climb of 340' per NM to 2700.
Rwy 31L, heading as assigned by ATC; requires minimum climb of 480' per NM to 7000.
Rwy 31R, heading as assigned by ATC; requires minimum climb of 490' per NM to 7000.

PALMDALE, CA

PALMDALE USAF PLANT 42 (PMD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, std. with a min. climb of 300' per NM to 3800 or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 4, 7, climbing left turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.

Rwy 22, climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight, or for climb in visual conditions cross Palmdale Rgnl/USAF Plant 42 at or above 3700 then via PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.

Rwy 25, climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 25, tree 2395' from DER 986' left of centerline, 100' AGL/2659' MSL.

25191



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



25191

PASO ROBLES, CA

PASO ROBLES MUNI (PRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 19MAY22 (22139) (FAA)

DEPARTURE PROCEDURE:

Use PASO ROBLES DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 1, lighting 9' from DER, 115' right of centerline, 804' MSL.

Lighting 10' from DER, 113' left of centerline, 805' MSL.

Tree 301' from DER, 425' left of centerline, 812' MSL.

Rwy 13, pole 34' from DER, 29' left of centerline, 840' MSL.

Trees, pole beginning 766' from DER, 395' left of centerline, up to 900' MSL.

Trees beginning 1656' from DER, 389' left of centerline, up to 906' MSL.

Trees beginning 1746' from DER, 13' left of centerline, up to 910' MSL.

Tree 1948' from DER, 1' right of centerline, 907' MSL.

Trees beginning 2045' from DER, 56' left of centerline, up to 911' MSL.

Trees beginning 2256' from DER, 409' left of centerline, up to 915' MSL.

Tree 2581' from DER, 511' left of centerline, 917' MSL.

Trees beginning 2601' from DER, 635' left of centerline, up to 923' MSL.

Tree 3261' from DER, 856' left of centerline, 932' MSL.

Tree 3860' from DER, 952' left of centerline, 944' MSL.

Tree 3961' from DER, 784' left of centerline, 950' MSL.

Rwy 19, pole 10' from DER, 39' left of centerline, 815' MSL.

Tree 992' from DER, 705' left of centerline, 851' MSL.

Trees beginning 1098' from DER, 618' left of centerline, up to 876' MSL.

Rwy 31, wind indicator 78' from DER, 334' right of centerline, 823' MSL.

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

OXNARD, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (USN)

DEPARTURE PROCEDURE:

Rwy 3, diverse departures authorized 220° to 270° CW. Right turns on departure NA. Turn left to assigned hdg within 3 DME of NTD TACAN. Do not exceed 300K until established on assigned hdg.**Rwy 9**, diverse departures NA.**Rwy 21**, diverse departures authorized 140° to 290°.**Rwy 27**, diverse departures authorized 140° to 290° CW. Right turns on departure NA. Turn left to assigned hdg. Do not exceed 310K until established on assigned hdg.**CAUTION:** Mountainous terrain NW thru SE.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees 2921' from DER, 1197' left of cntrl, 90' MSL.

Twr 3006' from DER, 1235' left of cntrl, 90' MSL.

Rwy 27, DASR antenna 960' from DER, 983' right of cntrl, 56' AGL/66' MSL.

Pole 1318' from DER, 582' right of cntrl, 44' MSL.

RAMONA, CA

RAMONA (RNM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/ min. climb of 500' per NM to 4000, or 3800-3 for climb in visual conditions.**Rwy 27**, std. w/ min. climb of 332' per NM to 2600, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, climb via heading 088° to 4000, then climbing left turn via heading 330° and JLI VORTAC R-263/OCN VORTAC R-083 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure.**Rwy 27**, climb via heading 268° to 2600, then climbing right turn via PGY VORTAC R-336 to ROBNN INT before proceeding on course, or for climb in visual conditions, cross Ramona airport at or above 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 9, sign 23' from DER, 178' left of centerline, 9' AGL/1399' MSL.

Tree 94' from DER, 343' right of centerline, 20' AGL/1403' MSL.

Trees beginning 2468' from DER, 180' right of centerline, up to 100' AGL/1539' MSL.

Trees beginning 2637' from DER, 305' left of centerline, up to 100' AGL/1487' MSL.

Rwy 27, tree 657' from DER, 12' left of centerline, 100' AGL/1499' MSL.

Trees 1.85 NM from DER, 92' left of centerline, up to 100' AGL/1719' MSL.



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



25191

SW-3

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

25191

REDLANDS, CA

REDLANDS MUNI (REI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, NA-Terrain.

Rwy 26, 1700-2 or std. w/min. climb of 300' per NM to 4000.

DEPARTURE PROCEDURE:

Rwy 26, climbing left turn direct PDZ VORTAC. Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue to PDZ VORTAC holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above, R-281 CW R-090, 7700 and continue climb on course; R-141 CW R-230, 4900 and continue climb on course.

TAKEOFF OBSTACLE NOTES:

Rwy 26, vegetation 16' from DER, 278' left of centerline, 1477' MSL.

Tree 1114' from DER, 229' left of centerline, 1502' MSL.

Tree 1268' from DER, 289' left of centerline, 1506' MSL.

RIVERSIDE, CA

RIVERSIDE MUNI (RAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, NA - Terrain.

DEPARTURE PROCEDURE:

Rwys 9, 27, 34, use RIVERSIDE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain 4' from DER, 497' left of centerline, 836' MSL.

Fence, vegetation, terrain beginning 77' from DER, 496' left of centerline, up to 843' MSL.

Tree 604' from DER, 590' right of centerline, 856' MSL.

Trees beginning 989' from DER, 594' right of centerline, up to 867' MSL.

Rwy 27, tree 600' from DER, 548' right of centerline, 786' MSL.

Pole 609' from DER, 484' left of centerline, 40' AGL/783' MSL.

Pole 758' from DER, 680' right of centerline, 41' AGL/790' MSL.

Tree 1073' from DER, 650' left of centerline, 803' MSL.

Rwy 34, building 29' from DER, 306' right of centerline, 13' AGL/800' MSL.

Poles, trees, buildings beginning 62' from DER, 200' right of centerline, up to 811' MSL.

Building 62' from DER, 350' left of centerline, 35' AGL/796' MSL.

Pole 300' from DER, 287' left of centerline, 38' AGL/799' MSL.

Tree 543' from DER, 291' left of centerline, 814' MSL.

Tree, building beginning 829' from DER, 420' right of centerline, up to 854' MSL.

Building 1214' from DER, 376' left of centerline, 70' AGL/832' MSL.

Transmission line, pole beginning 1914' from DER, 134' left of centerline, up to 66' AGL/834' MSL.

Building 1.7 NM from DER, 1237' right of centerline, 23' AGL/1369' MSL.

RIVERSIDE/RUBIDOUX, CA

FLABOB (RIR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 670' per NM to 4000 or 400-2 w/min. climb of 480' per NM to 4000 or 2100-3 for climb in visual conditions.

Rwy 24, std. w/min. climb of 630' per NM to 3000 or 800-2½ w/min. climb of 305' per NM to 4600 or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb via heading 064° to 4000 then right turn direct PDZ VORTAC, or for climb in visual conditions cross Flabob Airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC.

Rwy 24, climb via heading 244° and PDZ R-031 to PDZ VORTAC, or for climb in visual conditions cross Flabob Airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC.

All aircraft climb in PDZ VORTAC holding pattern (hold East, right turns, 258° inbound) to cross PDZ VORTAC at or above MEA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 3763' from DER, 1152' right of centerline, up to 40' AGL/1119' MSL.

Rwy 24, antenna on tank 6193' from DER, 2057' right of centerline, 38' AGL/1237' MSL.

Trees beginning 2494' from DER, 434' right of centerline, up to 40' AGL/1519' MSL.

Pole 6261' from DER, 1950' right of centerline, 30' AGL/1230' MSL.

Building 1.52 NM from DER, 1154' right of centerline, up to 29' AGL/1369' MSL.

Antenna on tank 1.26 NM from DER, 2047' right of centerline, 54' AGL/1254' MSL.

Tank 4043' from DER, 794' right of centerline, 66' AGL/961' MSL.

Tree 1.79 NM from DER, 434' right of centerline, 58' AGL/1138' MSL.

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

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SW-3

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

25191

SAN BERNARDINO, CA

SAN BERNARDINO INTL (SBD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09DEC93 (93343) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, CAT A, B 2100-2 or std. with a min. climb of 340' per NM to 3700. CAT C, D 3100-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE:

Rwy 6, climbing right turn.**Rwy 24**, climbing left turn.

All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 23FEB23 (23054) (FAA)

Rwy 24, heading as assigned by ATC; requires min. climb of 310' to 2600.

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

SAN CLEMENTE ISLAND, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

25APR19 (19115)

DEPARTURE PROCEDURE:

Rwy 6, diverse departures authorized 235° to 092° CW.**Rwy 24**, diverse departures authorized 162° to 055° CW.

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain 958' from DER, 613' right of cntrln, 199' MSL.

SAN DIEGO, CA

BROWN FLD MUNI (SDM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 8L, std. w/min. climb of 570' per NM to 3100.**Rwys 8R, 26L**, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 8L, climbing left turn, thence...**Rwy 26R**, climbing right turn, thence...

...via heading 280° to intercept MZB R-160 to MZB VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 26R, tree 1284' from DER, 778' left of centerline, 52' AGL/561' MSL.

MONTGOMERY-GIBBS EXEC (MYF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 08NOV18 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, NA-Environmental.

DEPARTURE PROCEDURE:

Rwys 10L/R, climbing right turn.**Rwys 28L/R**, climbing left turn.

All aircraft, climb direct to MZB VORTAC. Aircraft departing MZB VORTAC R-090 CW R-360 climb on course. All others climb in MZB holding pattern (hold west, right turns, 075° inbound) to cross MZB VORTAC at or above 2300.

TAKEOFF OBSTACLE NOTES:

Rwy 23, trees beginning 958' from DER, 549' left of centerline, up to 456' MSL.

Tree 1070' from DER, 719' left of centerline, 458' MSL.

Tree 1093' from DER, 558' right of centerline, 62' AGL/468' MSL.

Tree 1152' from DER, 532' left of centerline, 459' MSL.

Trees beginning 1165' from DER, 531' left of centerline, up to 473' MSL.

Trees beginning 1255' from DER, 125' right of centerline, up to 472' MSL.

Trees, vehicles on road beginning 1560' from DER, 79' right of centerline, up to 81' AGL/483' MSL.

Tree 1824' from DER, 189' left of centerline, 87' AGL/485' MSL.

Tree, pole beginning 1854' from DER, 131' right of centerline, up to 86' AGL/485' MSL.

Trees beginning 1954' from DER, 22' right of centerline, up to 95' AGL/489' MSL.

Trees, antenna beginning 1955' from DER, 333' left of centerline, up to 493' MSL.

Tree 2400' from DER, 867' left of centerline, 500' MSL.

Transmission lines, trees beginning 2618' from DER, 414' left of centerline, up to 102' AGL/529' MSL.

Tree 2703' from DER, 831' right of centerline, 491' MSL.

Trees beginning 2732' from DER, 321' right of centerline, up to 74' AGL/495' MSL.

Transmission lines, poles, tree beginning 2786' from DER, 17' right of centerline, up to 106' AGL/535' MSL.

Transmission line, trees beginning 2996' from DER, 15' right of centerline, up to 114' AGL/548' MSL.

CONT

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

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

25191

SAN DIEGO, CA (CON'T)

MONTGOMERY-GIBBS EXEC (MYF) (CON'T)

Rwy 10L, vegetation 48' from DER, 495' right of centerline, 430' MSL.
 Vegetation beginning 68' from DER, 76' left of centerline, up to 7' AGL/434' MSL.
 Trees beginning 209' from DER, 493' left of centerline, up to 8' AGL/439' MSL.
 Tree 826' from DER, 680' left of centerline, 478' MSL.
 Trees beginning 832' from DER, 632' right of centerline, up to 45' AGL/466' MSL.
 Trees beginning 951' from DER, 671' left of centerline, up to 479' MSL.
 Trees beginning 1063' from DER, 578' right of centerline, up to 55' AGL/472' MSL.
 Trees beginning 1149' from DER, 492' right of centerline, up to 77' AGL/493' MSL.
 Trees beginning 1610' from DER, 677' left of centerline, up to 69' AGL/498' MSL.
 Trees beginning 1728' from DER, 664' left of centerline, up to 501' MSL.
Rwy 10R, lighting 39' from DER, 69' left of centerline, 3' AGL/423' MSL.
 Electrical system 40' from DER, 65' left of centerline, 6' AGL/426' MSL.
 Building, tree beginning 233' from DER, 106' right of centerline, up to 441' MSL.
 Tree, vegetation beginning 284' from DER, 230' left of centerline, up to 433' MSL.
 Tree 1039' from DER, 719' right of centerline, 462' MSL.
 Tree 1135' from DER, 670' right of centerline, 465' MSL.
 Tree 1183' from DER, 805' right of centerline, 476' MSL.
 Trees beginning 1247' from DER, 582' right of centerline, up to 479' MSL.
 Trees beginning 1536' from DER, 342' right of centerline, up to 482' MSL.
 Trees beginning 1925' from DER, 86' right of centerline, up to 88' AGL/497' MSL.
 Trees beginning 2808' from DER, 1185' left of centerline, up to 69' AGL/498' MSL.
Rwy 28L, sign, vegetation beginning 11' from DER, 247' right of centerline, up to 2' AGL/415' MSL.
 Sign beginning 12' from DER, 125' left of centerline, up to 2' AGL/418' MSL.
 Vehicles on helicopter ramp 523' from DER, 523' left of centerline, up to 429' MSL.
 Antenna 788' from DER, 570' left of centerline, 450' MSL.
 Trees, sign beginning 903' from DER, 8' left of centerline, up to 461' MSL.
 Trees, pole beginning 954' from DER, 263' right of centerline, up to 53' AGL/460' MSL.
 Trees, building beginning 1265' from DER, 135' right of centerline, up to 59' AGL/470' MSL.
 Tree 1349' from DER, 546' left of centerline, 464' MSL.
 Tree 1405' from DER, 496' right of centerline, 62' AGL/473' MSL.
 Tree 1513' from DER, 541' left of centerline, 467' MSL.
 Trees, tower beginning 1676' from DER, 224' right of centerline, up to 474' MSL.
 Tree 2034' from DER, 236' right of centerline, 67' AGL/475' MSL.
 Trees beginning 2092' from DER, 174' right of centerline, up to 68' AGL/477' MSL.
Rwy 28R, sign 11' from DER, 251' left of centerline, 2' AGL/415' MSL.
 Pole 594' from DER, 615' right of centerline, 449' MSL.
 Pole, sign beginning 735' from DER, 323' right of centerline, up to 450' MSL.
 Trees, poles beginning 862' from DER, 253' right of centerline, up to 469' MSL.
 Trees beginning 988' from DER, 215' left of centerline, up to 33' AGL/444' MSL.
 Tree 1006' from DER, 507' left of centerline, 451' MSL.
 Poles, trees beginning 1206' from DER, 17' right of centerline, up to 64' AGL/475' MSL.
 Trees beginning 1278' from DER, 12' left of centerline, up to 56' AGL/467' MSL.
 Sign, tree, building beginning 1303' from DER, 26' right of centerline, up to 62' AGL/483' MSL.
 Sign, trees beginning 1324' from DER, 12' right of centerline, up to 68' AGL/488' MSL.
 Trees, tower beginning 1406' from DER, 2' left of centerline, up to 62' AGL/473' MSL.
 Trees, pole beginning 1487' from DER, 319' right of centerline, up to 71' AGL/493' MSL.
 Tree 2034' from DER, 263' left of centerline, 67' AGL/475' MSL.
 Trees beginning 2092' from DER, 290' left of centerline, up to 68' AGL/477' MSL.

SAN DIEGO INTL (SAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9A 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-1¼ w/min climb of 290'/NM to 900.**Rwy 27**, 400-2½ or std w/min climb of 369'/NM to 500.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain 13' from DER, 91' left of centerline, 17' MSL.

Fence 14' from DER, 269' left of centerline, 14' AGL/35' MSL.

Pole, building beginning 21' from DER, 415' right of centerline, up to 35' AGL/50' MSL.

Poles, fence, tree, light poles, traverse way beginning 32' from DER, 2' left of centerline, up to 33' AGL/55' MSL.

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

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

Trees, traverse way, buildings, poles, sign beginning 388' from DER, 10' right of centerline, up to 46' AGL/61' MSL.

Poles, signs, buildings, trees, traverse way, fence beginning 524' from DER, 2' left of centerline, up to 47' AGL/82' MSL.

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

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

CON'T

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

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



25191

SAN DIEGO, CA (CON'T)

SAN DIEGO INTL (SAN) (CON'T)

Rwy 9 (CON'T), trees, poles, traverse way beginning 722' from DER, 77' left of centerline, up to 53' AGL/96' MSL.
 Trees, traverse way, buildings, poles, signs, fence beginning 779' from DER, 5' right of centerline, up to 80' AGL/98' MSL.
 Poles, tree, buildings beginning 816' from DER, 69' left of centerline, up to 107' MSL.
 Trees, poles, tower, buildings, traverse way, signs, fence beginning 869' from DER, 5' left of centerline, up to 129' MSL.
 Electrical system, trees, fence, buildings beginning 1394' from DER, 9' left of centerline, up to 44' AGL/138' MSL.
 Trees, fence, sign, buildings, traverse way, poles beginning 1555' from DER, 7' left of centerline, up to 149' MSL.
 Buildings, pole, trees, fence, sign beginning 1558' from DER, 5' right of centerline, up to 99' AGL/135' MSL.
 Crane, trees, buildings, poles, fence, traverse way, signs beginning 1628' from DER, on centerline, up to 166' MSL.
 Tree 1708' from DER, 771' left of centerline, 154' MSL.
 Trees, traverse way, sign, buildings, fence, pole beginning 1714' from DER, 20' left of centerline, up to 180' MSL.
 Trees, traverse way, building, fence, poles, transmission line, electrical system beginning 1904' from DER, 11' left of centerline, up to 196' MSL.
 Trees, fence, buildings, poles beginning 2133' from DER, 5' left of centerline, up to 204' MSL.
 Trees, poles, buildings, fence beginning 2314' from DER, 1' left of centerline, up to 231' MSL.
 Trees, poles, fence, buildings, transmission line, electrical system, traverse way beginning 2577' from DER, 2' left of centerline, up to 281' MSL.
 Trees, fence, poles, building beginning 2673' from DER, 46' right of centerline, up to 181' MSL.
 Trees, signs, buildings, poles, fence, traverse way beginning 2723' from DER, on and right of centerline, up to 187' MSL.
 Poles, trees, sign, fence, buildings beginning 2959' from DER, 6' right of centerline, up to 43' AGL/188' MSL.
 Buildings, poles, fence, trees, traverse way beginning 3055' from DER, 14' right of centerline, up to 198' MSL.
 Buildings, trees, fence beginning 3186' from DER, 22' right of centerline, up to 212' MSL.
 Trees, buildings, fence, transmission line, poles, traverse way beginning 3212' from DER, 1' left of centerline, up to 286' MSL.
 Transmission lines, buildings, trees, fence, poles, traverse way beginning 3233' from DER, 6' right of centerline, up to 54' AGL/218' MSL.
 Trees, sign, poles, fence, buildings, transmission line, traverse way beginning 3439' from DER, 4' left of centerline, up to 292' MSL.
 Trees, fence, poles, buildings, traverse way beginning 3550' from DER, 4' left of centerline, up to 297' MSL.
 Trees, poles, buildings, fence beginning 3634' from DER, 43' right of centerline, up to 220' MSL.
 Buildings, fence, trees beginning 3731' from DER, 67' right of centerline, up to 222' MSL.
 Buildings, trees, fence, pole beginning 3757' from DER, 3' right of centerline, up to 48' AGL/224' MSL.
 Trees, poles, buildings, fence, traverse way, transmission line, sign beginning 3765' from DER, 4' left of centerline, up to 299' MSL.
 Trees, buildings, poles beginning 3841' from DER, 3' right of centerline, up to 230' MSL.
 Trees, pole beginning 3915' from DER, 94' right of centerline, up to 235' MSL.
 Trees, buildings, poles, sign, traverse way, transmission line beginning 3919' from DER, 9' right of centerline, up to 237' MSL.
 Trees, buildings beginning 4060' from DER, 5' right of centerline, up to 253' MSL.
 Buildings, traverse way, fence, poles, trees beginning 4070' from DER, 3' left of centerline, up to 303' MSL.
 Trees, buildings, poles, fence, traverse way beginning 4071' from DER, 2' right of centerline, up to 264' MSL.
 Buildings, poles, fence, traverse way, trees, sign beginning 4190' from DER, 7' left of centerline, up to 310' MSL.
 Buildings, trees, fence, poles beginning 4376' from DER, 239' left of centerline, up to 117' AGL/364' MSL.
 Buildings, trees, fence, traverse way, sign, poles, terrain beginning 4410' from DER, 2' left of centerline, up to 128' AGL/389' MSL.
 Buildings, tree, pole beginning 4414' from DER, 114' right of centerline, up to 293' MSL.
 Buildings, trees, fence, poles, traverse way, transmission line, tower beginning 4433' from DER, on centerline, up to 165' AGL/296' MSL.
 Trees, sign, buildings, poles, traverse way beginning 5159' from DER, 3' right of centerline, up to 105' AGL/300' MSL.
 Buildings beginning 6023' from DER, 1007' right of centerline, up to 224' AGL/370' MSL.
 Buildings beginning 1 NM from DER, 1542' right of centerline, up to 287' AGL/401' MSL.
 Trees, poles, buildings beginning 1.1 NM from DER, 159' left of centerline, up to 398' MSL.
 Trees, buildings beginning 1.3 NM from DER, 532' left of centerline, up to 405' MSL.
 Trees, tank, smokestack beginning 1.4 NM from DER, 1066' left of centerline, up to 351' MSL.
Rwy 27, traverse way, building beginning 8' from DER, 317' right of centerline, up to 28' MSL.
 Poles, traverse way beginning 191' from DER, 321' right of centerline, up to 17' AGL/29' MSL.
 NAVAID 284' from DER, 317' left of centerline, 19' AGL/28' MSL.
 Fence 580' from DER, 547' left of centerline, 20' AGL/29' MSL.
 Tree 599' from DER, 590' right of centerline, 19' AGL/31' MSL.
 Trees, building beginning 614' from DER, 108' right of centerline, up to 37' AGL/47' MSL.
 Trees beginning 812' from DER, 381' left of centerline, up to 43' MSL.
 Tree 888' from DER, 446' right of centerline, 49' MSL.
 Tree 915' from DER, 614' left of centerline, 44' MSL.
 Tree 945' from DER, 717' left of centerline, 52' MSL.
 Trees beginning 1019' from DER, 623' right of centerline, up to 74' MSL.
 Tree 2225' from DER, 1030' right of centerline, 91' MSL.
 Tree 2317' from DER, 925' right of centerline, 95' MSL.
 Trees beginning 2320' from DER, 354' right of centerline, up to 113' MSL.
 Tree 2456' from DER, 873' left of centerline, 81' MSL.
 Pole, trees beginning 2515' from DER, 79' left of centerline, up to 103' AGL/118' MSL.
 Trees beginning 2957' from DER, 897' right of centerline, up to 134' MSL.
 Trees, pole beginning 3118' from DER, 258' right of centerline, up to 149' MSL.
 Trees, poles, tower beginning 3495' from DER, 14' right of centerline, up to 175' MSL.
 Trees beginning 3669' from DER, 124' left of centerline, up to 128' MSL.

CON'T



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



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

25191

SAN DIEGO, CA (CON'T)

SAN DIEGO INTL (SAN) (CON'T)

Rwy 27 (CON'T), trees beginning 3686' from DER, 91' left of centerline, up to 135' MSL.

Trees 3728' from DER, 247' left of centerline, 136' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees, buildings, poles, utility building, fence, electrical system, transmission line beginning 1 NM from DER, 2' left of centerline, up to 260' MSL.

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

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

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

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

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

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20AUG15 (15232) (FAA)

Rwy 27, headings as assigned by ATC; requires minimum climb of 360' per NM to 800.

SAN DIEGO/EL CAJON, CA

GILLESPIE FLD (SEE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 22APR21 (21168) (FAA)

DEPARTURE PROCEDURE:

Use MISSION BAY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 9L, terrain 11' from DER, 202' left of centerline, 395' MSL.

Terrain 189' from DER, 236' left of centerline, 398' MSL.

Vehicle on road beginning 604' from DER, 12' right of centerline, up to 428' MSL.

Sign, bridge, vehicle on road, pole beginning 739' from DER, on centerline, up to 42' AGL/448' MSL.

Building 916' from DER, 354' left of centerline, 24' AGL/448' MSL.

Tree, pole beginning 940' from DER, 314' left of centerline, up to 468' MSL.

Tree 1259' from DER, 676' right of centerline, 451' MSL.

Tree, pole, building, vehicle on road beginning 1287' from DER, 4' right of centerline, up to 480' MSL.

Tree, building, pole beginning 1413' from DER, 420' left of centerline, up to 486' MSL.

Tree, poles beginning 1423' from DER, 176' left of centerline, up to 499' MSL.

Tree 1630' from DER, 620' left of centerline, 519' MSL.

Tree, poles beginning 1634' from DER, 8' left of centerline, up to 522' MSL.

Poles beginning 2125' from DER, 39' right of centerline, up to 42' AGL/485' MSL.

Pole 2226' from DER, 19' right of centerline, 43' AGL/488' MSL.

Trees, poles beginning 2333' from DER, 55' right of centerline, up to 509' MSL.

Tree, poles, transmission line beginning 2601' from DER, 1' left of centerline, up to 530' MSL.

Trees, transmission line, poles, building beginning 2949' from DER, 88' left of centerline, up to 566' MSL.

Tree, poles beginning 3042' from DER, 26' right of centerline, up to 532' MSL.

Poles beginning 3611' from DER, 246' left of centerline, up to 44' AGL/575' MSL.

Poles, transmission line beginning 3802' from DER, 119' left of centerline, up to 43' AGL/583' MSL.

Poles, transmission line beginning 3920' from DER, 38' left of centerline, up to 43' AGL/589' MSL.

Transmission line, poles beginning 4371' from DER, 362' left of centerline, up to 62' AGL/594' MSL.

Poles beginning 4389' from DER, 131' right of centerline, up to 45' AGL/533' MSL.

Tree, poles beginning 4443' from DER, 14' left of centerline, up to 624' MSL.

Pole 4576' from DER, 53' right of centerline, 45' AGL/541' MSL.

Poles beginning 4720' from DER, 102' right of centerline, up to 50' AGL/545' MSL.

Transmission line, pole beginning 5111' from DER, 246' right of centerline, up to 55' AGL/548' MSL.

Poles beginning 5145' from DER, 340' left of centerline, up to 39' AGL/641' MSL.

Tree, poles beginning 5412' from DER, 5' left of centerline, up to 654' MSL.

Transmission line 5476' from DER, 374' right of centerline, 55' AGL/552' MSL.

Tree, poles beginning 5712' from DER, 23' left of centerline, up to 672' MSL.

Trees, poles, transmission line beginning 5782' from DER, 67' right of centerline, up to 628' MSL.

CON'T

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

25191



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



25191

SAN DIEGO/EL CAJON, CA (CON'T)

GILLESPIE FLD (SEE) (CON'T)

Rwy 9L (CON'T), pole 1.1 NM from DER, 2123' left of centerline, 40' AGL/1219' MSL.

Tower 1.1 NM from DER, 2086' left of centerline, 60' AGL/1236' MSL.

Tower, poles, trees, terrain, fence, vegetation, transmission lines beginning 1.1 NM from DER, 51' left of centerline, up to 63' AGL/1242' MSL.

Tree 1.1 NM from DER, 523' right of centerline, 672' MSL.

Pole 1.1 NM from DER, 2249' right of centerline, 37' AGL/689' MSL.

Transmission line 1.2 NM from DER, 1980' right of centerline, 38' AGL/771' MSL.

Poles beginning 1.2 NM from DER, 1962' right of centerline, up to 57' AGL/774' MSL.

Building, pole beginning 1.2 NM from DER, 517' right of centerline, up to 29' AGL/813' MSL.

Trees, poles, transmission lines beginning 1.2 NM from DER, 52' right of centerline, up to 824' MSL.

Rwy 9R, pole 921' from DER, 521' right of centerline, 42' AGL/432' MSL.

Vehicle on road 1544' from DER, 404' left of centerline, 428' MSL.

Transmission line, sign beginning 1669' from DER, 24' right of centerline, up to 51' AGL/452' MSL.

Vehicle on road 1827' from DER, 409' left of centerline, 430' MSL.

Building 1855' from DER, 772' left of centerline, 24' AGL/448' MSL.

Trees, poles beginning 1879' from DER, 732' left of centerline, up to 468' MSL.

Poles beginning 1960' from DER, 67' right of centerline, up to 60' AGL/455' MSL.

Tower, tree beginning 2042' from DER, 258' right of centerline, up to 65' AGL/459' MSL.

Tree 2226' from DER, 173' left of centerline, 480' MSL.

Tree, pole, building beginning 2352' from DER, 264' left of centerline, up to 486' MSL.

Tree, pole beginning 2363' from DER, 594' left of centerline, up to 499' MSL.

Tree, poles beginning 2490' from DER, 41' right of centerline, up to 480' MSL.

Tree 2569' from DER, 1038' left of centerline, 519' MSL.

Trees, poles, vehicle on road beginning 2573' from DER, 92' left of centerline, up to 522' MSL.

Trees, poles, transmission line beginning 3540' from DER, 4' left of centerline, up to 530' MSL.

Tree, pole beginning 3633' from DER, 82' right of centerline, up to 505' MSL.

Trees, poles, transmission line beginning 3888' from DER, 45' left of centerline, up to 566' MSL.

Poles, transmission line beginning 4572' from DER, 259' left of centerline, up to 38' AGL/567' MSL.

Poles, transmission line beginning 4885' from DER, 116' left of centerline, up to 43' AGL/584' MSL.

Transmission line, poles beginning 5310' from DER, 288' left of centerline, up to 62' AGL/594' MSL.

Tree, poles, transmission line beginning 5382' from DER, 173' left of centerline, up to 624' MSL.

Poles beginning 1 NM from DER, 118' left of centerline, up to 39' AGL/641' MSL.

Tree, poles, transmission line beginning 1 NM from DER, 44' left of centerline, up to 654' MSL.

Trees, poles beginning 1 NM from DER, 51' left of centerline, up to 672' MSL.

Trees, poles, transmission line beginning 1.1 NM from DER, 16' right of centerline, up to 628' MSL.

Pole 1.2 NM from DER, 2543' left of centerline, 40' AGL/1219' MSL.

Tower 1.2 NM from DER, 2507' left of centerline, 60' AGL/1236' MSL.

Tower, trees, poles, terrain, fence, vegetation, transmission lines beginning 1.2 NM from DER, 11' left of centerline, up to 63' AGL/1242' MSL.

Tree 1.3 NM from DER, 103' right of centerline, 672' MSL.

Pole 1.3 NM from DER, 1829' right of centerline, 37' AGL/689' MSL.

Transmission line 1.3 NM from DER, 1559' right of centerline, 38' AGL/771' MSL.

Poles beginning 1.3 NM from DER, 1541' right of centerline, up to 57' AGL/774' MSL.

Building, pole beginning 1.3 NM from DER, 97' right of centerline, up to 29' AGL/813' MSL.

Trees, poles, beginning 1.3 NM from DER, 193' right of centerline, up to 824' MSL.

Rwy 17, fence 14' from DER, 43' right of centerline, 9' AGL/393' MSL.

Pole 36' from DER, 456' right of centerline, 40' AGL/424' MSL.

Poles, building beginning 50' from DER, 123' right of centerline, up to 45' AGL/428' MSL.

Poles, buildings beginning 266' from DER, 149' left of centerline, up to 42' AGL/429' MSL.

Trees, pole, building beginning 390' from DER, 33' right of centerline, up to 457' MSL.

Trees, pole, building beginning 970' from DER, 57' left of centerline, up to 470' MSL.

Tree, building beginning 1145' from DER, 377' right of centerline, up to 473' MSL.

Trees, building, poles beginning 1618' from DER, 54' left of centerline, up to 472' MSL.

Pole 1.4 NM from DER, 2367' right of centerline, 43' AGL/614' MSL.

Pole 1.5 NM from DER, 2346' right of centerline, 43' AGL/658' MSL.

Poles beginning 1.6 NM from DER, 2319' right of centerline, up to 38' AGL/746' MSL.

Rwy 27L, tree 1548' from DER, 765' right of centerline, 428' MSL.

Trees beginning 2189' from DER, 700' right of centerline, up to 453' MSL.

Tree 2943' from DER, 655' left of centerline, 441' MSL.

Tree, building beginning 3732' from DER, 464' left of centerline, up to 470' MSL.

Tree, pole beginning 5745' from DER, 827' left of centerline, up to 572' MSL.

Vegetation 1.4 NM from DER, 1507' left of centerline, 722' MSL.

Rwy 27R, tree, poles beginning 178' from DER, 235' right of centerline, up to 411' MSL.

Vehicle on road 510' from DER, 412' left of centerline, 379' MSL.

Trees, poles beginning 525' from DER, 38' right of centerline, up to 453' MSL.

Pole 799' from DER, 83' left of centerline, 41' AGL/390' MSL.

Trees, poles beginning 2068' from DER, 19' left of centerline, up to 470' MSL.

Tree, tower beginning 4080' from DER, 978' left of centerline, 572' MSL.

Vegetation 1.2 NM from DER, 1924' left of centerline, 722' MSL.

CONT



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



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

25191

SAN DIEGO/EL CAJON, CA (CON'T)

GILLESPIE FLD (SEE) (CON'T)

Rwy 35, pole 34' from DER, 202' right of centerline, 21' AGL/388' MSL.
 Pole, building beginning 51' from DER, 248' right of centerline, up to 29' AGL/399' MSL.
 Trees, building, poles beginning 231' from DER, 29' right of centerline, up to 447' MSL.
 Poles beginning 381' from DER, 336' left of centerline, up to 42' AGL/405' MSL.
 Tree 1107' from DER, 118' left of centerline, 408' MSL.
 Tree 1145' from DER, 581' left of centerline, 427' MSL.
 Tree 1486' from DER, 293' left of centerline, 438' MSL.
 Trees beginning 1487' from DER, 344' left of centerline, up to 439' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 16OCT14 (14289) (FAA)

Rwy 27L, heading as assigned by ATC; requires min. climb of 320' per NM to 1200.
Rwy 27R, heading as assigned by ATC; requires min. climb of 420' per NM to 1200.
Rwy 35, heading as assigned by ATC; requires min. climb of 400' per NM to 1600.

SAN LUIS OBISPO, CA

SAN LUIS OBISPO COUNTY RGNL (SBP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 25FEB21 (24081) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, fence 14' from DER, 492' left of centerline, 6' AGL/214' MSL.
 Tree 295' from DER, 565' left of centerline, 27' AGL/235' MSL.
 Vehicle on road 398' from DER, 389' right of centerline, 223' MSL.
 Trees beginning 498' from DER, 383' left of centerline, up to 34' AGL/240' MSL.
 Vehicle on road 591' from DER, 396' right of centerline, 231' MSL.
 Vehicle on road 600' from DER, 507' right of centerline, 240' MSL.
 Vehicle on road, building beginning 621' from DER, 269' right of centerline, up to 247' MSL.
 Tree, terrain beginning 994' from DER, 596' right of centerline, up to 10' AGL/262' MSL.
 Tree 1061' from DER, 751' right of centerline, 54' AGL/311' MSL.
 Tree 1072' from DER, 80' left of centerline, 26' AGL/242' MSL.
 Lighting 1090' from DER, 22' left of centerline, 34' AGL/252' MSL.
 Pole, lighting, terrain beginning 1101' from DER, on centerline, up to 27' AGL/253' MSL.
 Trees, pole, lighting, terrain, building, vehicle on road beginning 1107' from DER, 2' right of centerline, up to 56' AGL/316' MSL.
 Terrain 1696' from DER, 96' left of centerline, 256' MSL.
 Vehicle on road 1795' from DER, 488' left of centerline, 258' MSL.
 Terrain 1798' from DER, 99' left of centerline, 259' MSL.
 Terrain beginning 1883' from DER, 14' left of centerline, up to 261' MSL.
 Vehicle on road 1980' from DER, 561' left of centerline, 264' MSL.
 Trees, terrain beginning 1989' from DER, 3' left of centerline, up to 25' AGL/284' MSL.
 Trees, terrain, buildings, poles, vehicle on road beginning 2099' from DER, 3' left of centerline, up to 35' AGL/290' MSL.
 Building, vehicle on road beginning 2245' from DER, 592' left of centerline, up to 30' AGL/291' MSL.
 Buildings, vehicle on road beginning 2267' from DER, 198' left of centerline, up to 31' AGL/293' MSL.
 Buildings, vehicle on road beginning 2400' from DER, 54' left of centerline, up to 44' AGL/294' MSL.
Rwy 29, trees beginning 69' from DER, 463' right of centerline, up to 26' AGL/176' MSL.
 Terrain 2 NM from DER, 2497' right of centerline, 507' MSL.
 Terrain beginning 2 NM from DER, 2498' right of centerline, up to 514' MSL.
 Terrain 2.1 NM from DER, 2713' right of centerline, 557' MSL.
 Fence 2.1 NM from DER, 2691' right of centerline, 3' AGL/560' MSL.
 Fence 2.1 NM from DER, 2698' right of centerline, 3' AGL/561' MSL.
 Terrain 2.2 NM from DER, 2704' right of centerline, 564' MSL.
 Fence, terrain beginning 2.2 NM from DER, 2481' right of centerline, up to 3' AGL/565' MSL.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

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

25191

SW-3



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



25191

SAN NICOLAS ISLAND NOLF (KNSI)

SAN NICOLAS ISLAND, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10JUL25 (25191) (USN)

DEPARTURE PROCEDURE:

Rwy 30, diverse departures authorized 300° to 120° CW.

SANTA ANA, CA

JOHN WAYNE/ORANGE COUNTY (SNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 18SEP14 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwys 2L/R, climbing left turn direct SLI VORTAC.**Rwys 20L/R**, climbing right turn direct SLI VORTAC.

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

TAKEOFF OBSTACLE NOTES:

Rwy 2L, pole and trees beginning 94' from DER, 490' left of centerline, up to 26' AGL/63' MSL.

NAVAID 497' from DER, 625' right of centerline, 19' AGL/55' MSL.

Trees beginning 970' from DER, 608' left of centerline, up to 90' AGL/127' MSL.

Rwy 2R, NAVAID 497' from DER, 125' right of centerline, 19' AGL/55' MSL.

Pole 1104' from DER, 307' right of centerline, 33' AGL/68' MSL.

Building 1681' from DER, 671' right of centerline, 49' AGL/87' MSL.

Tree 1745' from DER, 309' right of centerline, 52' AGL/85' MSL.

Rwy 20R, pole and trees beginning 204' from DER, 490' right of centerline, up to 38' AGL/91' MSL.

Wsk on hangar 536' from DER, 605' left of centerline, 40' AGL/92' MSL.

Poles and trees beginning 808' from DER, 489' right of centerline, up to 58' AGL/108' MSL.

Tree 1574' from DER, 765' left of centerline, 60' AGL/113' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 16OCT14 (14289) (FAA)

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

SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwys 33L, 33R: NA- ATC.**Rwy 7**, std. w/ min. climb of 260' per NM to 1100, or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn heading 170°, thence . . .**Rwy 25**, climbing left turn heading 155°, thence . . .**Rwys 15L, 15R**, climb heading 152°, thence . . .

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

VCOA:

Rwy 7, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Santa Barbara Muni airport southbound at or above 2700, thence . . .

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, vehicles on parking lot 88' from DER, 516' right of centerline, 25' MSL.

Pole 208' from DER, 243' left of centerline, 25' AGL/36' MSL.

Vehicles on parking lot beginning 255' from DER, 518' right of centerline, up to 26' MSL.

Poles and a tree beginning 715' from DER, 579' right of centerline, up to 47' MSL.

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

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

Poles beginning 1229' from DER, 569' right of centerline, up to 53' MSL.

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

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

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

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

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

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

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

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

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

CON'T



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



25191

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

25191

SANTA BARBARA, CA (CON'T)

SANTA BARBARA MUNI (SBA) (CON'T)

Rwy 15L, bushes beginning 19' from DER, 18' right of centerline, up to 6' AGL/17' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 3979' from DER, 1144' right of centerline, 117' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 26MAY16 (16147) (FAA)

Rwy 7, heading as assigned by ATC; requires minimum climb of 270' per NM to 1100.

Rwy 15L/R, heading as assigned by ATC.

Rwy 25, heading as assigned by ATC; requires minimum climb of 500' per NM to 4600.

SANTA MARIA, CA

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03MAY12 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, NA - Obstacles.

Rwy 12, 400-2¼ w/min. climb of 287' per NM to 1500 or std. w/min. climb of 388' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 2, climbing left turn;

Rwy 12, climbing left turn (do not exceed 230 KIAS until established northwest bound to GLJ VOR).

Rwy 30, climb heading 294°.

All aircraft: climb direct GLJ VOR, then continue climb to airway MEA via GLJ R-300 to intercept MQO R-137 to MQO VORTAC. Cross MQO VORTAC at or above MEA/MCA for assigned route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 541' from DER, 153' right of centerline, up to 108' AGL/332' MSL.

Tree 1018' from DER, 246' left of centerline, 34' AGL/254' MSL.

Rwy 12, trees beginning 988' from DER, 271' right of centerline, up to 83' AGL/402' MSL.

Trees beginning 54' from DER, 277' left of centerline, up to 84' AGL/409' MSL.

SANTA MONICA, CA

SANTA MONICA MUNI (SMO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Use TOPANGA DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 3, wall 8' from DER, 352' right of centerline, 188' MSL.

Wall 15' from DER, 337' left of centerline, 191' MSL.

Fence, light poles, vertical structures beginning 15' from DER, 290' right of centerline, up to 189' MSL.

Walls beginning 45' from DER, 337' left of centerline, up to 192' MSL.

Fence, light pole beginning 112' from DER, 308' left of centerline, up to 194' MSL.

Trees beginning 764' from DER, 478' right of centerline, up to 213' MSL.

Tree 995' from DER, 619' right of centerline, 217' MSL.

Tree 1063' from DER, 236' left of centerline, 206' MSL.

Tree 1102' from DER, 289' left of centerline, 207' MSL.

Trees beginning 1126' from DER, 402' left of centerline, up to 214' MSL.

Rwy 21, pole, tree beginning 39' from DER, 358' right of centerline, up to 13' AGL/154' MSL.

Pole 213' from DER, 437' right of centerline, 30' AGL/174' MSL.

Trees, pole beginning 409' from DER, 390' right of centerline, up to 191' MSL.

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

25191



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



25191

SANTA MONICA, CA (CON'T)

SANTA MONICA MUNI (SMO) (CON'T)
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 3 15JUN23 (23166) (FAA)

Rwy 3, heading as assigned by ATC; requires min. climb of 339' per NM to 1100.
Rwy 21, heading as assigned by ATC; requires min. climb of 350' per NM to 3900.

SANTA YNEZ, CA

SANTA YNEZ/KUNKLE FLD (IZA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 04FEB16 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 500-2¼ w/min. climb of 251' per NM to 1700 or std. w/min. climb of 317' per NM to 1300.
Rwy 26, 300-2 or std. w/min. climb of 226' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 8, climbing left turn heading 260° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME. Do not exceed 150 KIAS until established on GVO VORTAC R-307.

Rwy 26, climb heading 264° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME.

TAKEOFF OBSTACLE NOTES:

Rwy 8, sign 23' from DER, 81' left of centerline, 28' AGL/675' MSL.

Building 384' from DER, 240' left of centerline, 7' AGL/684' MSL.

Tree 973' from DER, 592' right of centerline, 57' AGL/704' MSL.

Rwy 26, buildings and hangars beginning 9' from DER, 330' right of centerline, up to 27' AGL/693' MSL.

Tree 299' from DER, 415' right of centerline, 24' AGL/664' MSL.

Fence 315' from DER, 407' left of centerline, 2' AGL/666' MSL.

Building 353' from DER, 277' right of centerline, 20' AGL/684' MSL.

Trees 391' from DER, 233' left of centerline, 56' AGL/696' MSL.

Trees 435' from DER, 305' right of centerline, up to 58' AGL/698' MSL.

Fence 749' from DER, 273' right of centerline, 7' AGL/678' MSL.

Tree 859' from DER, 427' right of centerline, 54' AGL/688' MSL.

Tree 1271' from DER, 296' left of centerline, 47' AGL/687' MSL.

SHAFTER, CA

SHAFTER-MINTER FLD (MIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAY13 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwys 12, 17, 26, climbing right turn heading 300° to 4000. Thence ...

Rwys 8, 30, 35, climbing left turn heading 240° to 4000. Thence ...

Westbound aircraft intercept V248 until reaching 4000, then proceed on course. Eastbound aircraft intercept V248 upon reaching 4000 turn right direct EHF VORTAC, then proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on road beginning 41' from DER, 7' left of centerline, up to 15' AGL/442' MSL.

Rwy 12, windsock 504' from DER, 397' left of centerline, 26' AGL/439' MSL.

Trees beginning 2476' from DER, 344' left of centerline, up to 75' AGL/488' MSL.

Trees beginning 862' from DER, 378' right of centerline, up to 31' AGL/441' MSL.

Rwy 17, vehicles on road 489' from DER, left and right of centerline, 15' AGL/429' MSL.

Tree 1150' from DER, 724' left of centerline, 51' AGL/463' MSL.

Windsock 1340' from DER, 43' right of centerline, 46' AGL/455' MSL.

Rwy 30, vehicles on road 146' from DER, 273' left of centerline, 10' AGL/420' MSL.

Rwy 35, vehicles on road 461' from DER, 86' right of centerline to 386' right of centerline, 15' AGL/442' MSL.

TORRANCE, CA

ZAMPERINI FLD (TOA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 29JUL10 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 11L, 400-2 or std. w/min. climb of 325' per NM to 600.

Rwy 11R, 400-2½ or std. w/min. climb of 325' per NM to 600.

DEPARTURE PROCEDURE:

Rwys 29L/R, climb runway heading.

Rwys 11L/R, climbing left turn to heading 290°.

Both departures climb to 3000, intercept LAX R-170 to LIMBO Int.

TUSI AHP (KHGT)

HUNTER LIGGETT, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25SEP08 (08269)

Helicopter use only. Climb on a heading between 010° CW to 190° from heliport (or a minimum climb rate of 530' per NM to 7800 for all other courses).



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



25191

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

25191

TWENTYNINE PALMS, CA

TWENTYNINE PALMS (TNP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05OCT00 (00279) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, NA.

Rwys 8, 26, 35, std. with a min. climb of 280' per NM to 5500.

DEPARTURE PROCEDURE:

Rwys 8, 26, 35, turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (E, left turns, 255° inbound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above 7900.

UPLAND, CA

CABLE (CCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1½ or std. w/min. climb of 332' per NM to 1900.

DEPARTURE PROCEDURE:

Rwy 6, climbing right turn.

Rwy 14, climbing left turn.

All aircraft climb direct PDZ VORTAC and hold (east, right turns, 258°, inbound), continue climb-in-hold to MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 6, pole, sign beginning 21' from DER, 99' right of centerline, up to 40' AGL/1464' MSL.

Sign 31' from DER, 100' left of centerline, 7' AGL/1451' MSL.

Pole, traverse way, tree, building beginning 87' from DER, 7' right of centerline, up to 41' AGL/1472' MSL.

Traverse way, fence beginning 94' from DER, 82' left of centerline, up to 1461' MSL.

Building, pole, traverse way, fence beginning 106' from DER, 100' left of centerline, up to 40' AGL/1495' MSL.

Tree, building, traverse way beginning 260' from DER, 6' right of centerline, up to 1484' MSL.

Pole 351' from DER, 410' left of centerline, 40' AGL/1498' MSL.

Pole, vertical point, building, fence, traverse way, vegetation, tree beginning 411' from DER, 193' left of centerline, up to 36' AGL/1499' MSL.

Pole, building, fence, tree, general utility, traverse way beginning 628' from DER, 34' left of centerline, up to 32' AGL/1500' MSL.

Pole, tree, general utility, tower, building beginning 961' from DER, 180' left of centerline, up to 57' AGL/1532' MSL.

Pole, building beginning 1228' from DER, 541' left of centerline, up to 76' AGL/1545' MSL.

Trees beginning 1271' from DER, 80' right of centerline, up to 1498' MSL.

Pole, building, traverse way, tree beginning 1289' from DER, 29' left of centerline, up to 75' AGL/1548' MSL.

Trees beginning 1860' from DER, 16' right of centerline, up to 1506' MSL.

Tree, building, traverse way beginning 933' from DER, 25' left of centerline, up to 1555' MSL.

Tree, building beginning 2152' from DER, 67' left of centerline, up to 1565' MSL.

Tree, building, pole beginning 2241' from DER, 58' left of centerline, up to 1573' MSL.

Trees beginning 2485' from DER, 104' right of centerline, up to 1511' MSL.

Trees beginning 2787' from DER, 0' right of centerline, up to 1524' MSL.

Tree, building, pole beginning 3512' from DER, 0' left of centerline, up to 1575' MSL.

Tree, pole, building, traverse way beginning 3782' from DER, 384' left of centerline, up to 1593' MSL.

Tree, building, pole, traverse way beginning 4075' from DER, 668' left of centerline, up to 1610' MSL.

Tree, building, traverse way, pole beginning 4235' from DER, 596' left of centerline, up to 1619' MSL.

Tree, pole beginning 5480' from DER, 949' left of centerline, up to 1620' MSL.

Tree 1 NM from DER, 1434' left of centerline, 1632' MSL.

Rwy 24, traverse way, tree beginning 15' from DER, 60' right of centerline, up to 1408' MSL.

Sign beginning 24' from DER, 97' left of centerline, up to 13' AGL/1396' MSL.

Traverse way, tree beginning 313' from DER, 383' right of centerline, up to 1412' MSL.

Tree 699' from DER, 682' right of centerline, 1416' MSL.

Pole 1296' from DER, 747' right of centerline, 47' AGL/1427' MSL.

Pole 1357' from DER, 583' right of centerline, 62' AGL/1436' MSL.

VAN NUYS, CA

VAN NUYS (VNY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwys 16L/R, std. w/min. climb of 370' per NM to 7100.

Rwys 34L/R, std. w/min. climb of 370' per NM to 7100.

DEPARTURE PROCEDURE:

Rwys 16L/R, climbing left turn on heading 053° and VNY R-095 to DARTS INT, thence...

Rwys 34L/R, climbing right turn on heading 143° and VNY R-095 to DARTS INT, thence...

...aircraft eastbound on V186 and southeast bound on V459 climb on course, all others climb in DARTS holding pattern (hold W, right turns, 095° inbound) to depart DARTS INT at or above 7100.

CON'T

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

25191

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

25191

VAN NUYS, CA (CON'T)

VAN NUYS (VNY) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 16L, light on hangar 713' from DER, 361' left of centerline, 27' AGL/798' MSL.

Rwy 16R, hangar 209' from DER, 516' right of centerline, 15' AGL/755' MSL.

Flagpole 570' from DER, 549' right of centerline, 21' AGL/761' MSL.

Building 941' from DER, 599' left of centerline, 28' AGL/774' MSL.

Trees beginning 1129' from DER, left and right of centerline, up to 81' AGL/821' MSL.

Rwy 34L, blast fence 169' from DER, 405' left of centerline, 10' AGL/812' MSL.

Obstruction light on blast fence, 241' from DER, 195' left of centerline, 17' AGL/819' MSL.

Multiple trees beginning 325' from DER, 549' right of centerline, up to 91' AGL/921' MSL.

Train 305' from DER, 369' right of centerline, 23' AGL/832' MSL.

Building 424' from DER, 589' right of centerline, 29' AGL/831' MSL.

Antenna on building 449' from DER 462' left of centerline, 15' AGL/817' MSL.

Pole 1376' from DER, 779' left of centerline, 68' AGL/870' MSL.

Trees beginning 828' from DER, 15' left of centerline, 78' AGL/907' MSL.

Rwy 34R, train 305' from DER, 5' left of centerline, 23' AGL/832' MSL.

Building 424' from DER, 214' right of centerline, 32' AGL/831' MSL.

Trees beginning 324' from DER, left and right of centerline, up to 91' AGL/921' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 21JUL16 (16203) (FAA)

Rwy 16L, heading as assigned by ATC; requires minimum climb of 380' per NM to 2600.

Rwy 16R, heading as assigned by ATC; requires minimum climb of 450' per NM to 2600.

VANDENBERG SFB (KVBG)

LOMPOC, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10SEP20 (21336) (USSF)

TAKEOFF MINIMUMS:

Rwy 12, 300-1¼ w/min. climb of 310'/NM to 3300 or std. w/min. climb of 330'/NM to 3200.

DEPARTURE PROCEDURE:

Rwy 30, use VANDENBERG THREE DEPARTURE.

VCOA:

Rwys 12, 30, for climb in visual conditions 1700-2½. Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vandenberg airport at or above 1900 before proceeding on course. Remain within 4 NM of Vandenberg airport during climb in visual conditions.

NOTE: Aircrews must notify ATC prior to executing this VCOA procedure.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 09SEP21 (21336) (USSF)

Rwy 12, hdg as assigned by ATC; requires min. climb of 296'/NM to 3300.

Rwy 30, hdg as assigned by ATC; requires min. climb of 247'/NM to 3300.

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS (VCV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/ min. climb of 266' per NM to 3500 or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climbing left turn heading 220°, thence. . .

or for climb in visual conditions cross Southern California Logistics Airport at or above 8000 MSL before proceeding on course.

Rwys 17, 21, climbing right turn heading 325°, thence. . .

Rwy 35, climbing left turn heading 220°, thence. . .

... All aircraft climb via VCV VOR/DME R-269 to ETHER INT. Continue climb in ETHER holding pattern (NE PMD VORTAC, left turn, 247° inbound) to MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 3, pole 408' from DER, 511' right of centerline, 29' AGL/2873' MSL.

Terrain beginning 153' from DER, 411' right of centerline, up to 3196' MSL.

Terrain beginning 17' from DER, 104' left of centerline, up to 2855' MSL.

Tree 2.1 NM from DER, 3735' right of centerline, 50' AGL/3269' MSL.

Rwy 17, sign 248' from DER, 277' left of centerline, 14' AGL/2896' MSL.

Antenna on building 701' from DER, 203' left of centerline, 20' AGL/2902' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

A

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. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

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: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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).

NAMEALTERNATE MINIMUMS

BAKERSFIELD, CA

MEADOWS
FLD (BFL).....**ILS or LOC Rwy 30R¹**
RNAV (GPS) Rwy 12L
RNAV (GPS) Rwy 30R

NA when local weather not available.

¹NA when control tower closed.

BIG BEAR CITY, CA

BIG BEAR CITY (L35).....**RNAV (GPS) Rwy 26**
Categories A, B, 1600-2.

BLYTHE, CA

BLYTHE (BLH).....**RNAV (GPS) Rwy 26¹**
VOR /DME-A²
VOR/DME Rwy 26²

¹Categories A, B, 1700-2; Categories C, D, 1700-3

²Category D, 900-2¾.

BORREGO SPRINGS, CA

BORREGO
VALLEY (L08).....**RNAV (GPS) Rwy 26**
NA when local weather not available.
Categories A, B, 1200-2; Category C, 1400-3.

NAMEALTERNATE MINIMUMS

BURBANK, CA

BOB HOPE (BUR).....**ILS Y or LOC Y Rwy 8¹**
ILS Z or LOC Z Rwy 8²
RNAV (GPS) Z Rwy 8³
RNAV (RNP) Y Rwy 8⁴
VOR Rwy 8³

¹ILS Categories A, B, C, D 900-2½. LOC,

Categories A, B, 900-2; Category C, 1500-3;
Category D, 1600-3.

²LOC, Category B, 900-2; Category C, 1500-3;
Category D, 1600-3.

³Categories A, B, 900-2; Category C, 1500-3;
Category D, 1600-3.

⁴Categories A, B, C, D, 800-2½.

CAMARILLO, CA

CAMARILLO (CMA).....**RNAV (GPS) Rwy 8¹²**
RNAV (GPS) Y Rwy 26¹³
VOR Rwy 26⁴

¹NA when local weather not available.

²Category C, 800-2½; Category D, 1100-3.

³Category D, 1100-3.

⁴Categories A, B, 1100-2; Category C, 1100-3.

NAME ALTERNATE MINIMUMS

CARLSBAD, CA

MC CLELLAN-
PALOMAR (CRQ).....**ILS or LOC Rwy 24¹²**
RNAV (GPS) X Rwy 24³
RNAV (GPS) Y Rwy 6⁴⁶
RNAV (GPS) Y Rwy 24³
VOR-A⁵⁶

¹NA when control tower closed.

²ILS, Categories A, B, 700-2; Category C, 1000-2³. LOC, Category C 1000-2³.

³Category C, 1000-2³.

⁴Category C, 1000-2³; Category D, 800-2¹.

⁵Categories A, B, 1000-2; Category C, 1000-3.

⁶NA when local weather not available.

CHINO, CA

CHINO (CNO).....**ILS or LOC Rwy 26R¹²**
RNAV (GPS) Rwy 26R³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¹.

³Category D, 800-2¹.

CORONA, CA

CORONA MUNI (AJO).....**RNAV (GPS)-B**
VOR-A

NA when local weather not available.

Categories A, B, 1200-2.

DAGGETT, CA

BARSTOW-
DAGGETT (DAG).....**RNAV (GPS) Rwy 22¹**
RNAV (GPS) Rwy 26³
VOR or TACAN Rwy 22²

NA when local weather not available.

¹Category B, 900-2; Category C, 1000-2³;

Category D, 1000-3.

²Categories A, B, 1700-2; Categories C, D, 1700-3.

³Category B, 1000-2; Categories C, D, 1600-3.

DELANO, CA

DELANO MUNI (DLO).....**RNAV (GPS) Rwy 33**
VOR Rwy 33

NA when local weather not available.

EL MONTE, CA

SAN GABRIEL
VALLEY (EMT).....**RNAV (GPS)-B¹**
VOR-A²

NA when local weather not available.

¹Category C, 900-2¹; Category D, 1100-3.

²Categories A, B, 1000-2; Category C, 1000-3;

Category D, 1100-3.

FALLBROOK, CA

FALLBROOK COMMUNITY
AIRPARK (L18).....**GPS Rwy 18**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FULLERTON, CA

FULLERTON MUNI (FUL).....**LOC/DME Rwy 24¹²³**
VOR-A⁴

¹NA when local weather not available.

²NA when control tower closed.

³Category B, 1000-2.

⁴Categories A, B, 1500-2.

HAWTHORNE, CA

JACK NORTHROP FLD/
HAWTHORNE MUNI (HHR).....**LOC Rwy 25¹**
RNAV (GPS) Rwy 7²
RNAV (GPS) Rwy 25²
VOR Rwy 25

Category D, 800-2¹.

¹NA when control tower closed.

²NA when local weather not available.

HEMET, CA

HEMET-RYAN (HMT).....**RNAV (GPS) Rwy 5**
Categories A, B, 1100-2; Category C, 1300-3.
NA when local weather not available.

IMPERIAL, CA

IMPERIAL COUNTY (IPL).....**VOR-A**
NA when local weather not available.

LA VERNE, CA

BRACKETT
FLD (POC).....**ILS Rwy 26L¹²**
LOC Rwy 26L¹²³
RNAV (GPS) Rwy 26L¹³
VOR or GPS-A²³

¹NA when local weather not available.

²NA when control tower closed.

³Category C, 800-2¹.

LANCASTER, CA

GENERAL WILLIAM J. FOX
AIRFIELD (WJF).....**RNAV (GPS) Rwy 6¹²**
RNAV (GPS) Rwy 24¹²
VOR-B³

¹NA when local weather not available.

²Category C, 800-2¹; Category D, 800-2¹.

³Categories A, B, 1000-2; Categories C, D, 1000-3.

LOMPOC, CA

LOMPOC (LPC).....**RNAV (GPS) Rwy 25¹²**
VOR/DME-A³

¹NA when local weather not available.

²Categories A, B, 1000-2.

³Categories A, B, 1300-2.

NAME ALTERNATE MINIMUMS

RIVERSIDE, CA

RIVERSIDE
MUNI (RAL).....**ILS or LOC Rwy 9**¹²³
RNAV (GPS) Rwy 9³⁴
RNAV (GPS) Rwy 27⁵
VOR-A³⁶
VOR Rwy 9³⁵

- ¹NA when control tower closed.
²LOC, Category B, 900-2; Category C, 1000-3;
Category D, 1200-3.
³NA when local weather not available.
⁴Category B, 900-2; Category C, 1000-3;
Category D, 1200-3.
⁵Categories A, B, 1300-2; Category C, 1300-3.
⁶Categories A, B, 1500-2; Categories C, D, 1500-3.

SAN BERNARDINO, CA

SAN BERNARDINO
INTL (SBD).....**ILS or LOC Z Rwy 6**¹²
LOC Y Rwy 6¹³
RNAV (GPS) Y Rwy 6⁴
RNAV (GPS) Z Rwy 6⁵

- NA when local weather not available.
¹NA when control tower closed.
²LOC, Category D, 1500-3.
³Categories A, B, 1000-2; Category C, 1000-3;
Category D, 1500-3.
⁴Categories A, B, 1400-2; Category C, 1400-3;
Category D, 1500-3.
⁵Category D, 1500-3.

SAN DIEGO, CA

BROWN FLD
MUNI (SDM).....**RNAV (GPS) Rwy 8L**¹
VOR or TACAN-A²

- NA when local weather not available.
¹Category D, 1800-3.
²Categories A, B, C, 900-2½; Category D, 1800-3.

MONTGOMERY-GIBBS

EXEC (MYF).....**ILS or LOC Rwy 28R**¹
RNAV (GPS) Rwy 28R

- NA when local weather not available.
¹NA when control tower closed.

SAN DIEGO

INTL (SAN).....**ILS Y or LOC Y Rwy 9**¹
ILS Z or LOC Z Rwy 9²
LOC Rwy 27³
RNAV (GPS) Rwy 9⁴
RNAV (GPS) Y Rwy 27³

- ¹LOC, Categories A, B, 1000-2;
Category C, 1000-2½; Category D, 1000-3.
²LOC, Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.
³Categories A, B, 900-2; Category C, 900-2½;
Category D, 1000-3.
⁴Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.

NAME ALTERNATE MINIMUMS

SAN DIEGO/EL CAJON, CA

GILLESPIE FLD (SEE).....**LOC-D**¹²
RNAV (GPS) Rwy 9L³⁵
RNAV (GPS) Rwy 17⁴⁵

- ¹NA when control tower closed.
²Categories A, B, 1200-2; Categories C, D, 1600-3.
³Categories A, B, 1100-2½; Category C, 1600-3.
⁴Categories A, B, 1100-2; Categories C, D, 1100-3.
⁵NA when local weather not available.

SAN LUIS OBISPO, CA

SAN LUIS OBISPO
COUNTY RGNL (SBP).....**ILS or LOC Rwy 11**¹²
RNAV (GPS) Rwy 11³⁴
RNAV (GPS) Rwy 29³⁴
VOR or TACAN-A⁴⁵

- ¹NA when control tower closed.
²LOC, Categories A, B, 1300-2; Category C,
1300-3; Category D, 1600-3.
³Category B, 1100-2; Category C, 1300-3;
Category D, 1400-3.
⁴NA when local weather not available.
⁵Categories A, B, 1500-2; Categories C, D, 1500-3.

SANTA ANA, CA

JOHN WAYNE/ORANGE
COUNTY (SNA).....**ILS or LOC Rwy 20R**¹³
LDA Rwy 20R¹²
LOC BC Rwy 2L¹²
RNAV (GPS) Y Rwy 2L²
RNAV (GPS) Y Rwy 20R²

- NA when local weather not available.
¹NA when control tower closed.
²Category C, 800-2½; Category D, 1200-3.
³LOC, Categories A, B, 1000-2;
Category C, 1000-3; Category D, 1200-3.

SANTA BARBARA, CA

SANTA BARBARA
MUNI (SBA).....**ILS or LOC Rwy 7**¹²
RNAV (GPS) Rwy 7³
VOR Rwy 25⁴

- NA when local weather not available.
¹NA when control tower closed.
²LOC, Category B, 900-2; Category C, 900-2½;
Category D, 1000-3.
³Categories A, B, 900-2; Category C, 900-2½;
Category D, 1000-3.
⁴Categories A, B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

NAME ALTERNATE MINIMUMS

SANTA MARIA, CA

SANTA MARIA PUB/CAPT G ALLAN
HANCOCK FLD (SMX).....**ILS or LOC Rwy 12¹⁴**
LOC/DME BC-A²⁴
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 30³
VOR Rwy 12⁵

NA when local weather not available.

¹LOC, Category C, 1200-3; Category D, 1300-3.

²Category C, 1200-3; Category D, 1300-3.

³Categories A, B, 1400-2; Category C, 1400-3.

⁴NA when control tower closed.

⁵Category C, 1200-3.

SANTA MONICA, CA

SANTA MONICA
MUNI (SMO).....**RNAV (GPS) Rwy 21¹**
RNAV (GPS) Y Rwy 3²
RNAV (GPS) Z Rwy 3³

¹Categories A, B, 1000-2;

Categories C, D, 1000-2½.

²Categories A, B, 900-2; Categories C, D, 900-2½.

³Categories A, B, 1200-2.

SANTA YNEZ, CA

SANTA YNEZ/
KUNKLE FLD (IZA).....**RNAV (GPS)-A**
RNAV (GPS) Rwy 8
VOR Rwy 8¹

NA when local weather not available.

¹Categories A, B, 1400-2.

TORRANCE, CA

ZAMPERINI FLD (TOA).....**ILS or LOC Rwy 29R**
RNAV (GPS) Rwy 11L
RNAV (GPS) Rwy 29R
VOR Rwy 11L¹

NA when control tower closed, except for operators
with approved weather reporting services.

¹Categories A, B, 900-2; Category C, 900-2½.

VAN NUYS, CA

VAN NUYS (VNY).....**ILS Y Rwy 16R¹²³**
ILS Z Rwy 16R¹²
LDA-C⁴⁵
VOR-A⁶
VOR-B⁷

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Categories A, B, C, D, 700-2.

⁴Category D, 1300-3.

⁵NA when KBUR control tower closed.

⁶Category D, 1000-3.

⁷Categories A, B, 900-2; Category C, 900-2½;

Category D, 1000-3.

NAME ALTERNATE MINIMUMS

VICTORVILLE, CA

SOUTHERN CALIFORNIA
LOGISTICS (VCV).....**LOC Rwy 17¹²**
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 21⁴
RNAV (GPS) Rwy 35⁴
VOR/DME Rwy 17²

NA when local weather not available.

¹NA when control tower closed.

²Category D, 900-3.

³Categories A, B, 1200-2; Categories C, D, 1200-3.

⁴Category D, 900-2¾.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

CAMP PENDLETON MCAS (MUNN FLD) (KNFG), Oceanside, CA
Amdt 3 30DEC21 (22083) (USN)
RADAR - (E) 236.3 277.325 **TA** NA

ELEV 78

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR †	21 ^{1 2 5 8}	3.5°/53/914	ABCD	393 -¾	315	(400-¾)
W/O GS †	21 ^{1 5 6 8 9 10}		AB	760 -¾	682	(700-¾)
			CD	760 -1¾	682	(700-1¾)
ASR	21 ^{1 3 8 11 12}		A	940 -¾	862	(900-¾)
			B	940 -1	862	(900-1)
			CD	940 -2½	862	(900-2½)
CIR	All Rwy ^{4 7 8}		A	1000 -1¼	922	(1000-1¼)
			B	1260 -1½	1182	(1200-1½)
			CD	1500 -3	1422	(1500-3)

†Caution: Missed Approach
Minimum Climb Rate to 1600

Knots	60	120	180	240	300	360
V/V (fpm)	275	550	825	1100	1375	1650

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

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

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

⁴Cir auth fr ASR and PAR W/O GS only.

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

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

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

⁸Visibility reduction for Helicopters NA.

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

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

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

¹²Step Down Fix at 3NM altitude is less than Circling CAT BCD MDA.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

MIRAMAR MCAS (JOE FOSS FLD) (KNKX), San Diego, CA Amdt 1

07SEP23 (23250) (USN)

RADAR¹ - (E) 133.625 134.3x 266.8x 270.35 307.9x 328.4x 348.75 350.275 371.9 379.125 

ELEV 477

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	24R ³	3.0°/53/1136	ABCDE	575-¼	100	(100-¼)
	24L	3.0°/46/1036	ABCDE	577-½	100	(100-½)
PAR W/O GS ²	24R ^{4 5}		AB	820-½	345	(400-½)
			CDE	820-⅝	345	(400-⅝)
	24L		ABCDE	840-1	363	(400-1)
ASR Z	6L ^{6 7}		AB	820-1	388	(400-1)
			CDE	820-1⅙	388	(400-1⅙)
	24R ^{8 9}		AB	940-⅝	465	(500-⅝)
			CDE	940-1	465	(500-1)
	24L ⁹		AB	940-1	463	(500-1)
			CDE	940-1⅜	463	(500-1⅜)
ASR Y	6L		AB	1140-1	708	(700-1)
			CDE	1140-2	708	(700-2)
CIR ¹⁰	All Rwy		A	920-1	443	(500-1)
			B	960-1	483	(500-1)
			C	980-1½	503	(600-1½)
			D	1180-2¼	703	(800-2¼)
			E	1380-3	903	(1000-3)

¹Other APP CON freq as asgn.

²No NOTAM MP: PAR O/S 1400-2000Z++ Tue.

³When ALS inop, increase vis to ½ mile.

⁴When ALS inop, increase vis to 1 mile.

⁵Step Down Fix at 4 NM from RPI, 1900 min, Step Down Fix at 2 NM from RPI, 1260 min.

⁶Step Down Fix at 2 NM from thld, 1120 min.

⁷Missed approach requires minimum climb of 238 ft/NM to 3900.

⁸When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅙ miles.

⁹Step Down Fix at 4 NM from thld, 1900 min, Step Down Fix at 2 NM from thld, 1260 min.

¹⁰CAT E circling not authorized S of Rwy 6R-24L.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

NORTH ISLAND NAS (HALSEY FIELD) (KNZY), San Diego, CA Amdt 1

05NOV20 (23082) (USN)

RADAR - (E) 127.7x 133.175x 318.8x 360.8x 353.5x 382.0x 385.5x



ELEV 26

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	36 ²	3.0°/45/846	ABCDE	119-¾	100	(100-¾)
	29 ^{3 4 5}	3.0°/35/722	ABCDE	276-¾	250	(300-¾)
PAR W/O GS ¹	36 ⁶		AB	420-¾	401	(400-¾)
			CDE	420-1	401	(400-1)
	29 ^{4 7 8}		AB	540-¾	514	(600-¾)
			CDE	540-1	514	(600-1)
PAR E RWY 29 SHORT (OFFSET)	29 ^{1 3 4 9}	3.0°/35/722	A	620-2	594	(600-2)
PAR or PAR W/O GS D RWY 29 (OFFSET)	29 ^{1 4 5 7}		ABCDE	620-2	594	(600-2)
ASR	29 ^{7 10}		AB	540-¾	514	(600-¾)
			CDE	540-1	514	(600-1)
	36 ¹¹		A	760-¾	741	(800-¾)
			B	760-1	741	(800-1)
			CDE	760-1½	741	(800-1½)
ASR C RWY 29 (OFFSET)	29 ⁷		ABCDE	620-2	594	(600-2)
CIR	29 ⁷		AB	620-2	594	(600-2)
			CDE	NOT AUTHORIZED		
	36		ABCDE	NOT AUTHORIZED		

¹No-NOTAM MP sked 2000-2400Z++ Mon.

²When ALS inop, increase vis to ½ mile.

³CAUTION: WCH Group 3: 15' and Group 4: 10' is less than required 20'.

⁴Rwy 29 VGSI and PAR TCH not coincident, VGSI TCH 46'.

⁵Visibility Reduction by Helicopters NA.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.

⁷Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36.

⁸When ALS inop, increase CAT AB vis to 1½ miles, CAT CDE to 1¾ miles.

⁹Minima applicable for rotorcraft short offset approaches.

¹⁰When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

¹¹When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ miles, CAT CDE to 2 miles.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD),

Oxnard, CA Amdt 2 31DEC20 (20366) (USN)

ELEV 13

RADAR¹ - (E) 123.75x 133.25 233.7x 269.225 350.25 353.925



	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	3 ²	3.0°/46/877	ABCDE	110-¾	100	(100-¾)
	21	3.0°/47/890	ABCDE	113-½	100	(100-½)
PAR	21(altn MAP) ³	3.0°/47/890	ABCDE	650-1¾	637	(700-1¾)
PAR W/O GS	3 ^{4 5}		ABCDE	300-¾	290	(300-¾)
	21 ^{6 7}		AB	420-¾	407	(500-¾)
			CDE	420-¾	407	(500-¾)
	21(altn MAP) ^{8 9}		ABCDE	420-1¾	407	(500-1¾)
ASR	3 ^{4 10}		ABCDE	320-¾	310	(400-¾)
	21 ^{6 11}		AB	420-¾	407	(500-¾)
			CDE	420-¾	407	(500-¾)
ASR	21(altn MAP) ^{8 11}		ABCDE	480-1¾	467	(500-1¾)
CIR ¹	3,21		A	440-1	427	(500-1)
			B	480-1	467	(500-1)
			C	480-1½	467	(500-1½)
			D	580-2	567	(600-2)
			E	NOT AUTHORIZED		

Expanded RADAR svc-All flt conducted under positive ctl. Inbd acft not opr under ATC or PLEAD ctc
APP CON 25 NM out on 307.275 or 128.65.

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

¹No-NOTAM preventive maint 1500-2000Z++ Tue.
²When ALS inop, increase vis to ½ mile.
³When ALS inop, increase vis to 1¾ miles.
⁴When ALS inop, increase vis to 1 mile.
⁵Step down fix at 2 NM from RPI, 460 min.
⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
⁷Step down fix at 3 NM from RPI, 1000 min.
⁸When ALS inop, increase vis to 2½ miles.
⁹Step down fix at 3 NM from thld, 1000 min.
¹⁰Step down fix at 2 NM from thld, 460 min.
¹¹Step down fix at 4 NM from thld, 1300 min, 3 NM from thld, 1000 min.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD)
(KNUC), San Clemente Island, CA Amdt 4 24FEB22 (22055) (USN)
RADAR - (E) 127.05X 282.275 292.15 351.85X 

ELEV 184

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAT_h</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ^{1 3 4}	24	3.0°/38/861	ABCDE	293 -½	109	(200-½)
PAR ¹	W/O GS 24		AB	580 -1	396	(400-1)
			CDE	580 -1⅙	396	(400-1⅙)
ASR ¹	24		AB	860 -1	676	(700-1)
			CDE	860 -1⅙	676	(700-1⅙)
 CIR ²	W/O GS All Rwy		A	580 -1	396	(400-1)
			B	640 -1	456	(500-1)
			C	640 -1½	456	(500-1½)
			DE	740 -2	556	(600-2)
 CIR ²	All Rwy		AB	860 -1	676	(700-1)
			C	860 -2	676	(700-2)
			D	860 -2¼	676	(700-2¼)
			E	860 -2½	676	(700-2½)

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

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RADAR INSTRUMENT APPROACH MINIMUMS

21168

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
BURBANK, CA BOB HOPE (BUR)	15	08-26	4,250 feet
LONG BEACH, CA LONG BEACH (DAUGHERTY FLD) (LGB)	26R 30	12-30 08L-26R	3,400 feet 5,850 feet

21168

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25219

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*
BURBANK, CA BOB HOPE (BUR)	HS 1	Runway incursion risk. Rwy 33-15. Non-typical location of runway holding position markings on ramp. Aircraft taxiing westbound from or maneuvering within terminal ramp cross Rwy 33-15 holding position markings without ATC authorization.
	HS 2	Runway incursion risk. Rwy 08-26. Non-typical location of runway holding position markings on ramp. Aircraft taxiing west bound from terminal ramp and instructed to hold short of Rwy 08-26 cross Rwy 08-26 holding position markings without ATC authorization.
CARLSBAD, CA MC CLELLAN-PALOMAR (CRQ)	HS 1	Large Jets may obscure twr visibility of small aircraft.
	HS 2	Exiting Rwy 24 at Twy A4
CHINO, CA CHINO (CNO)	HS 1	Twy D close proximity to Rwy 08L-26R.
	HS 2	Twy L close proximity to Rwy 03-21.
	HS 3	Twy L, Twy D, and Twy K complex int.
EL MONTE, CA SAN GABRIEL VALLEY (EMT)	HS 1	Twy A at Twy C.
	HS 2	Twy A at Twy D.
HAWTHORNE, CA JACK NORTHROP FLD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LA VERNE, CA BRACKETT FLD (POC)	HS 1	Twy A between the apch ends of Rwy 26R and Rwy 26L.
LOS ANGELES, CA LOS ANGELES INTL (LAX)	HS 1	Runway incursion risk. Rwy 24L at Twys V, W and Y. Short distance between parallel runways. After landing Rwy 24R, manage taxi speed and expect to hold short of Rwy 24L at the appropriate runway holding position markings.
	HS 2	Runway incursion risk. Rwy 25L at Twy F. Aircraft cross Rwy 25L holding position markings without authorization. Aircraft on Twy A instructed by ATC to turn onto Twy F, expect to hold short of Rwy 25L.
	HS 3	Surface Incident Risk. Twy F from Twy A. Aircraft are frequently instructed by ATC to hold short of Twy F at the intermediate holding position markings. Do not proceed onto Twy F without ATC clearance.
MOJAVE, CA MOJAVE AIR & SPACE PORT/ RUTAN FLD (MHV)	HS 1	Rwy 08 and Rwy 04 at Twy C and Twy F. Ensure clearance received for each rwy.
	HS 2	Twy A, Twy C, Twy D intersect. Limited tower visibility.
ONTARIO, CA ONTARIO-INTL (ONT)	HS 1	Twy F at Rwy 08R/26L frequent centerline confusion crossing rwy southbound.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

25219

25219

HOT SPOTS

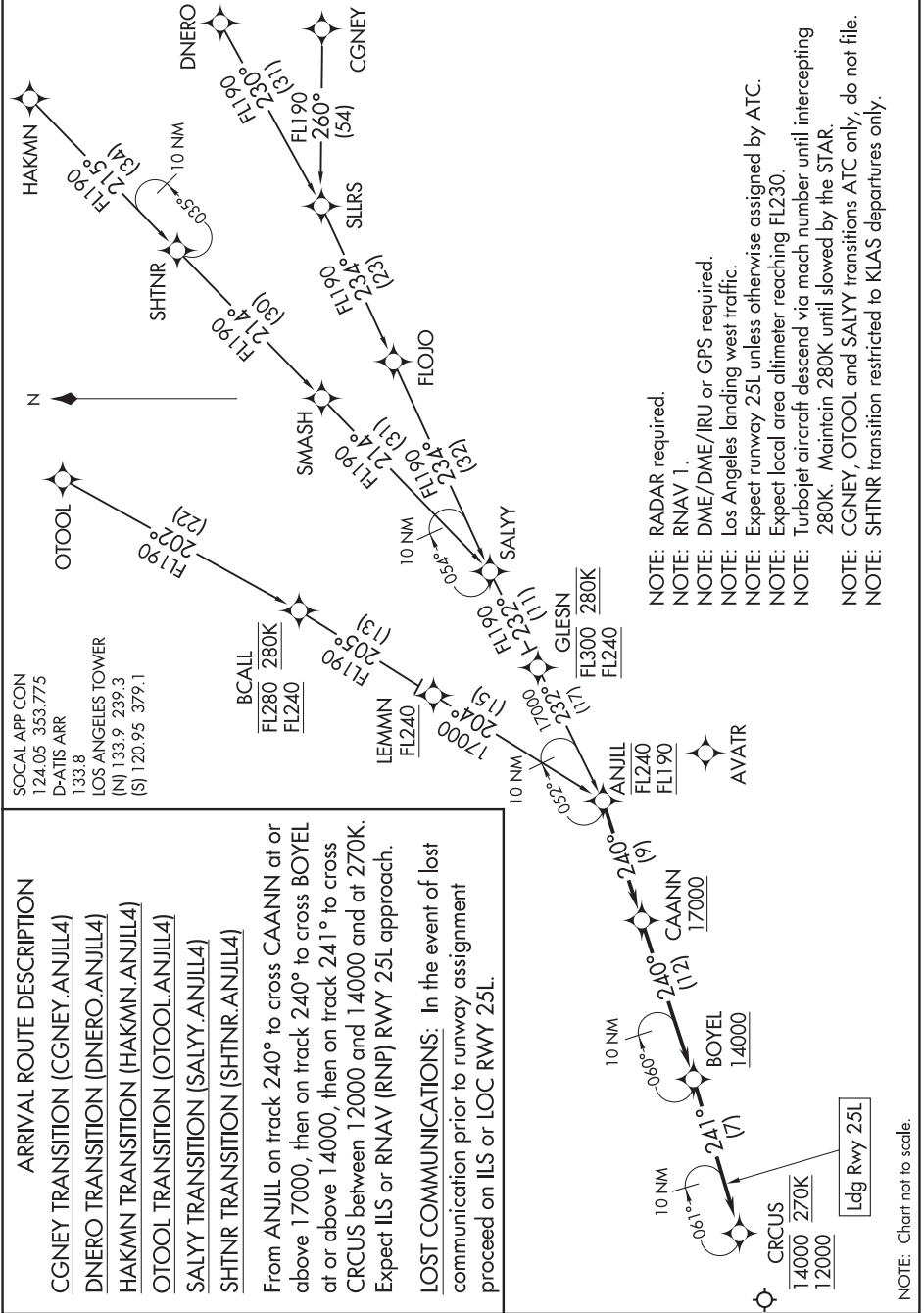
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
PALM SPRINGS, CA PALM SPRINGS INTL (PSP)	HS 1 Int of Twy B and Twy C. HS 2 Twy B and Rwy 31R. HS 3 Twy C and Twy J.	
RIVERSIDE, CA RIVERSIDE MUNI (RAL)	HS 1 Twy A and Rwy 34. HS 2 ATC non-vis area.	
SAN DIEGO, CA MONTGOMERY-GIBBS EXEC (MYF)	HS 1 Rwy 28R and Rwy 28L, Twy M. HS 2 Rwy 28L-10R and Rwy 05-23. HS 3 Rwy 28L and Twy B.	
SAN DIEGO INTL (SAN)	HS 1 Twy J at Twy H.	
SAN LUIS OBISPO, CA SAN LUIS OBISPO COUNTY RGNL (SBP)	HS 1 Area directly below the Control Twr "not visible". HS 2 Twy E, Rwy 29.	
SANTA ANA, CA JOHN WAYNE/ORANGE COUNTY (SNA)	HS 1 Rwy 20L and Twy L. HS 2 Rwy 20L and Rwy 20R, Twy H. HS 3 Twy A, Twy H, and Twy C.	
SANTA BARBARA, CA SANTA BARBARA MUNI (SBA)	HS 1 Rwy Incursion Risk. Rwy 07-25 at Twy C. Rwy Holding Position Markings along ramp are angled and positioned far from rwy. Aircraft fail to hold short of the rwy. Also, aircraft fail to fully exit the rwy. HS 2 Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.	
SANTA MARIA, CA SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)	HS 1 Twy A, Twy A6, Twy A5, Twy R, and Twy S. HS 2 Rwy 20 and Twy A. HS 3 Rwy 12 and Twy B2 and Twy A2.	
TORRANCE, CA ZAMPERINI FLD (TOA)	HS 1 Pilots exiting Rwy 11L-29R sometimes fail to hold short of the Rwy 11R-29L apch hold area on Twy H.	

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

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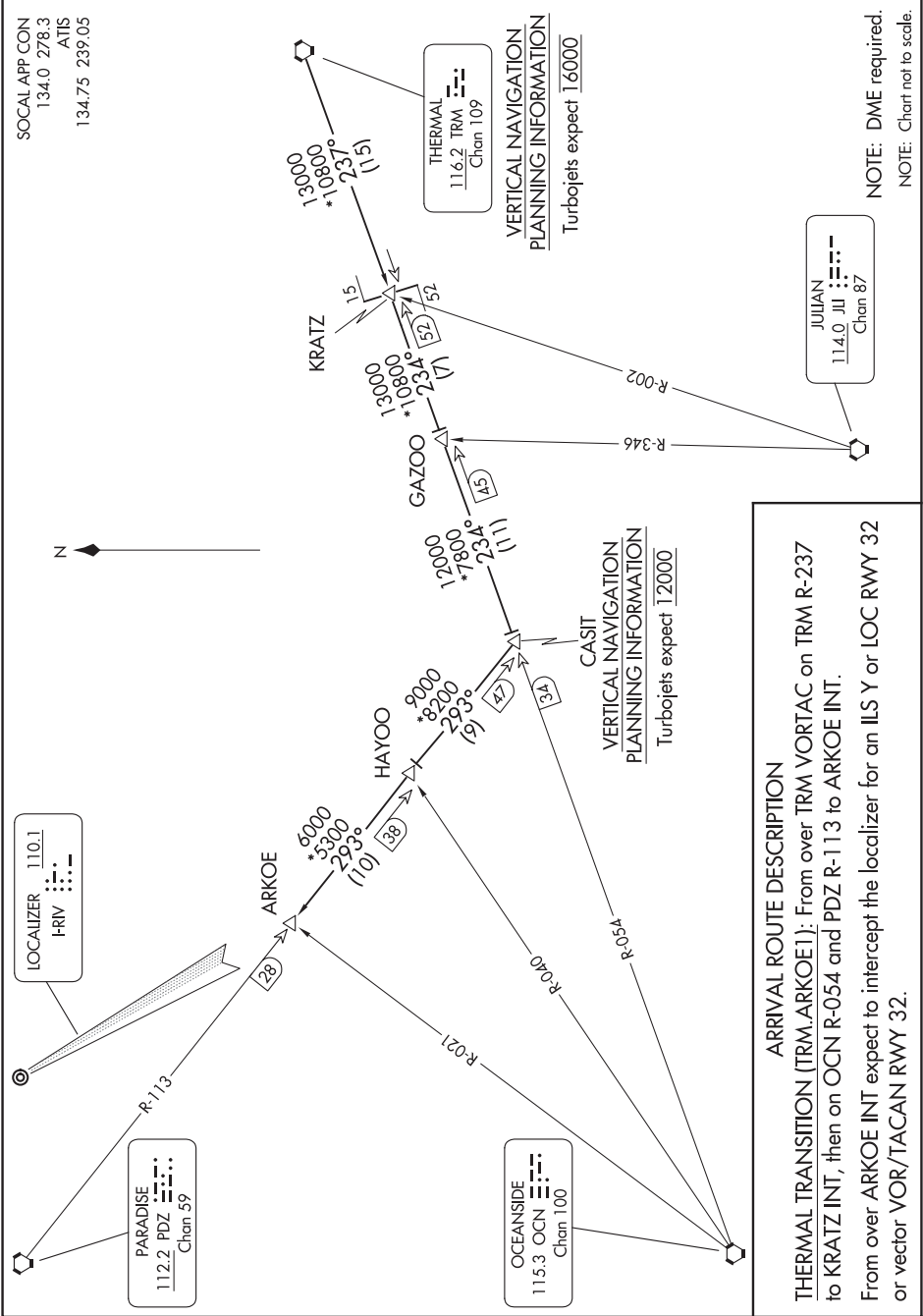
(ARKOE.ARKOE1) 23334

ARKOE ONE ARRIVAL

AL-348 (FAA)

MARCH ARB (KRIV)
RIVERSIDE, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025

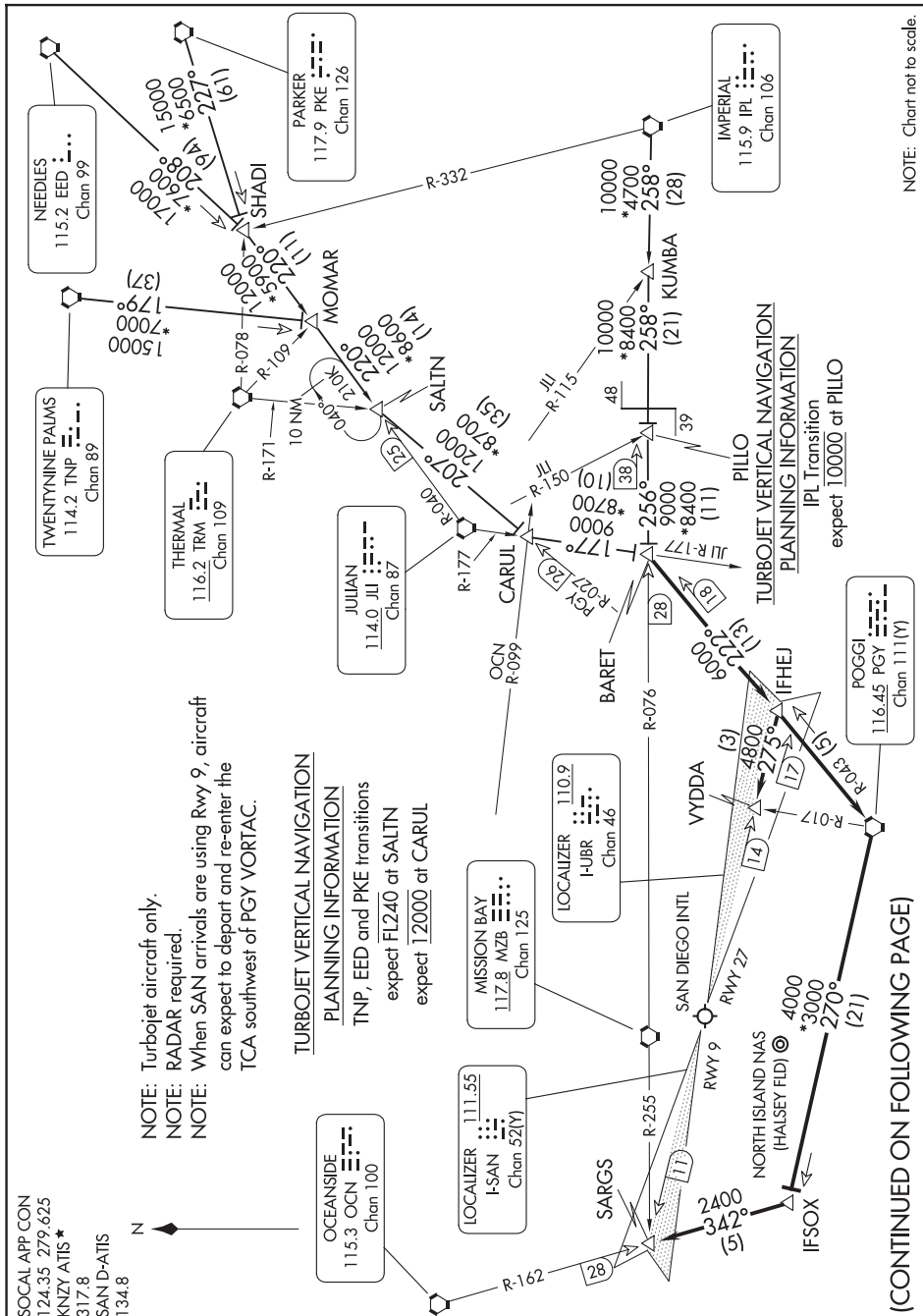


ARKOE ONE ARRIVAL

(ARKOE.ARKOE1) 05APR12

RIVERSIDE, CALIFORNIA
MARCH ARB (KRIV)

SW-3, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

SW-3, 07 AUG 2025 to 02 OCT 2025

(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

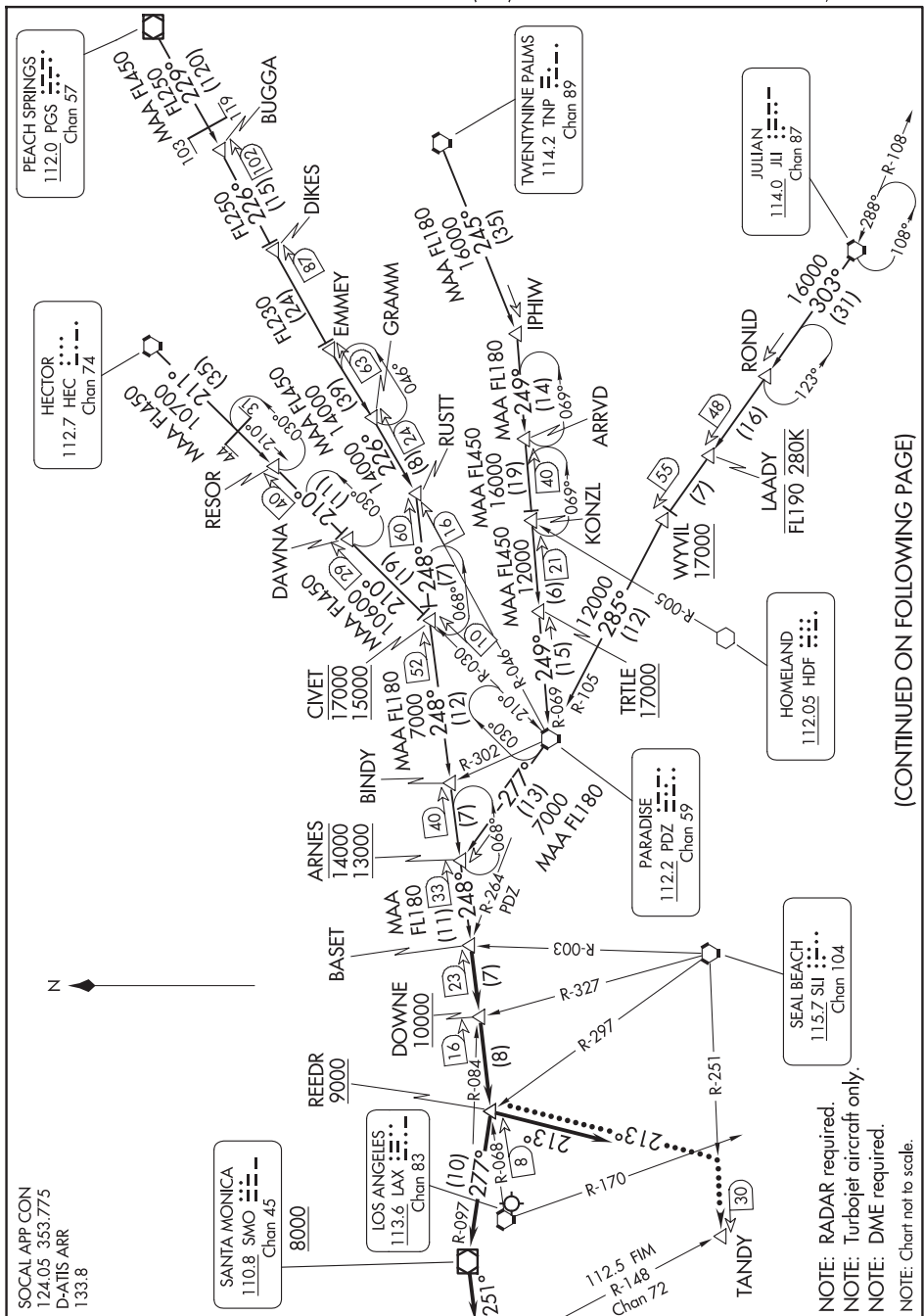
. . . .LANDING SAN RWY 9: From BARET INT on PGY R-043 to PGY VORTAC, then on PGY R-270 to IFSOX, then on OCN R-162 to SARGS INT. Expect ILS Rwy 9 approach to SAN or LOC/DME-B to NZY.

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

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

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(CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: DME required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

LOST COMMUNICATIONS

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

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BAUBB THREE ARRIVAL (RNAV)

SOCAL APP CON
127.4 263.025
ATIS
127.75
LONG BEACH TOWER*
120.5 257.6 (Rwy 12)
119.4 257.6 (Rwy 30)

BAUBB THREE ARRIVAL (RNAV)

26DEC24

ARRIVAL ROUTE DESCRIPTION

TCUPS TRANSITION (TCUPS.BAUBB3)
TILIT TRANSITION (TILIT.BAUBB3)

From BAUBB on track 087° to cross STYFF between 7000 and 9000.

LANDING RUNWAY 12: From STYFF on track 078° to cross KAYNN between 5000 and 7000, then on track 015° to cross PADDR between 5000 and 6000 and at 200K, then on track 009° to QGATE, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

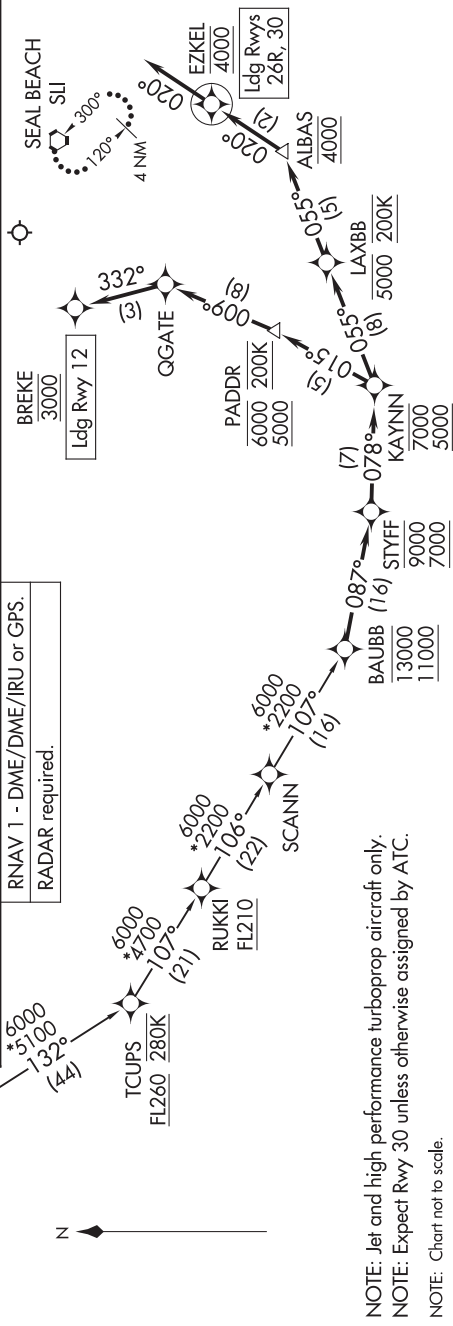
LANDING RUNWAYS 26R, 30: From STYFF on track 078° to cross KAYNN between 5000 and 7000, then on track 055° to cross LAXBB at or below 5000 and at 200K, then on track 055° to cross ALBAS at 4000, then on track 020° to cross EZKEL at 4000, then on track 020°. Expect RNAV (RNP) Y RWY 30 or RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAYS 26R, 30: After ALBAS proceed on the RNAV (RNP) Y RWY 30 or ILS or LOC RWY 30 approach.
RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach.

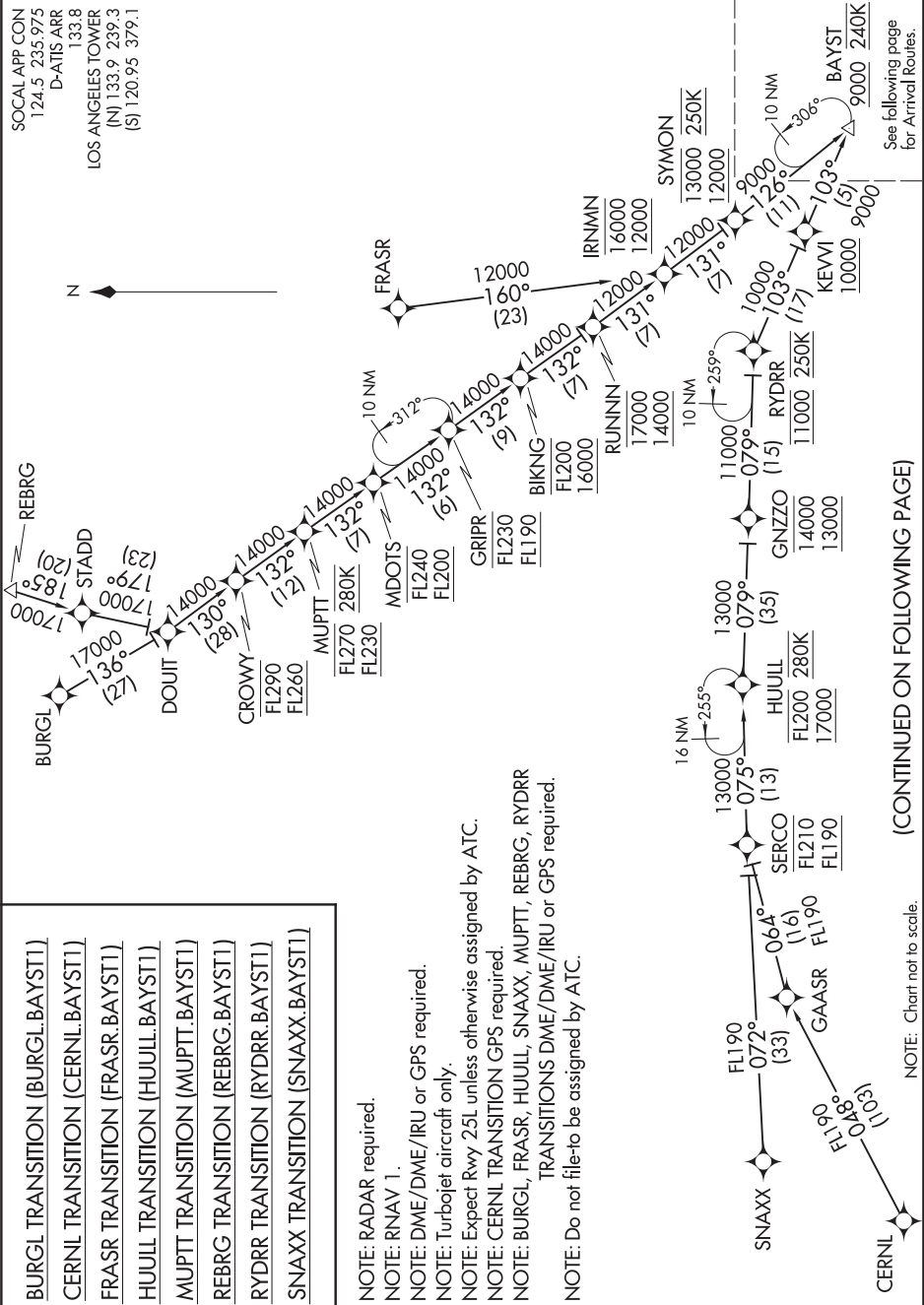
If unable approach to LGB, after ALBAS/BREKE climb to 4000 direct SLI VORTAC and hold.

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



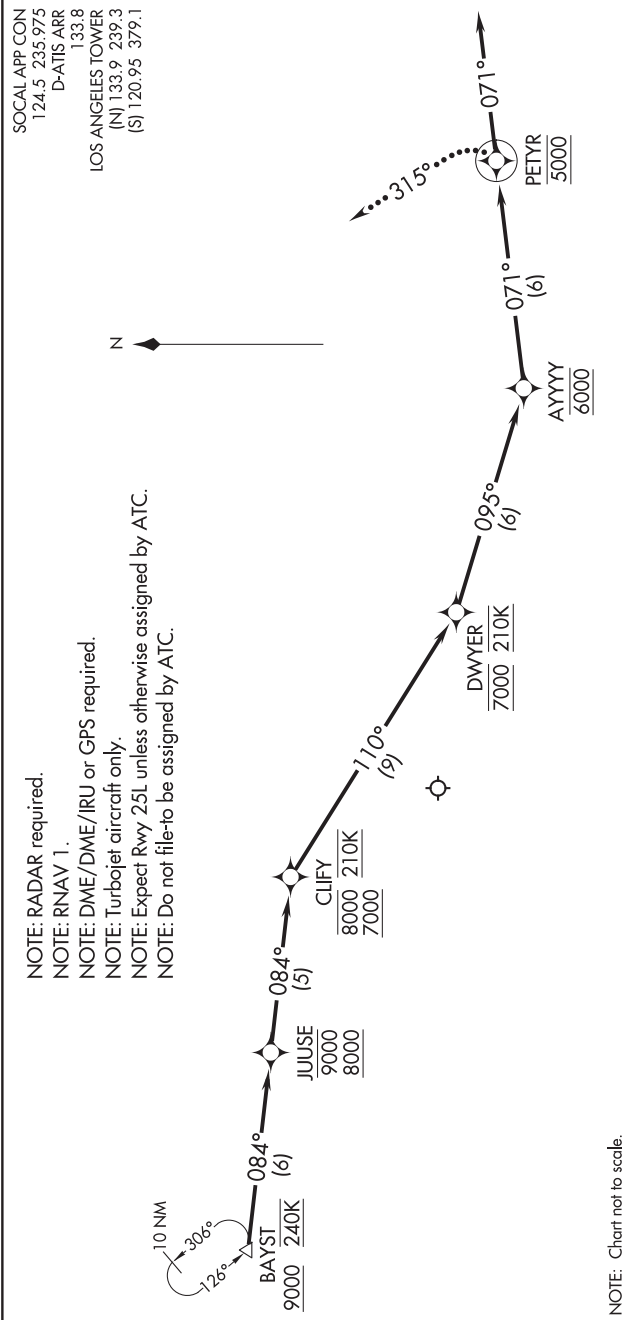
LONG BEACH, CALIFORNIA
LONG BEACH (DAUGHERTY FLD) (LGB)

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

From BAYST on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 110° to cross DWYER at 7000 and at 210K, then on track 093° to cross AYYYY at 6000, then on track 071° to cross PETYR at 5000, then on track 071° or as assigned by ATC. Expect RADAR vectors to ILS or RNAV (RNP) RWY 25L final approach course.

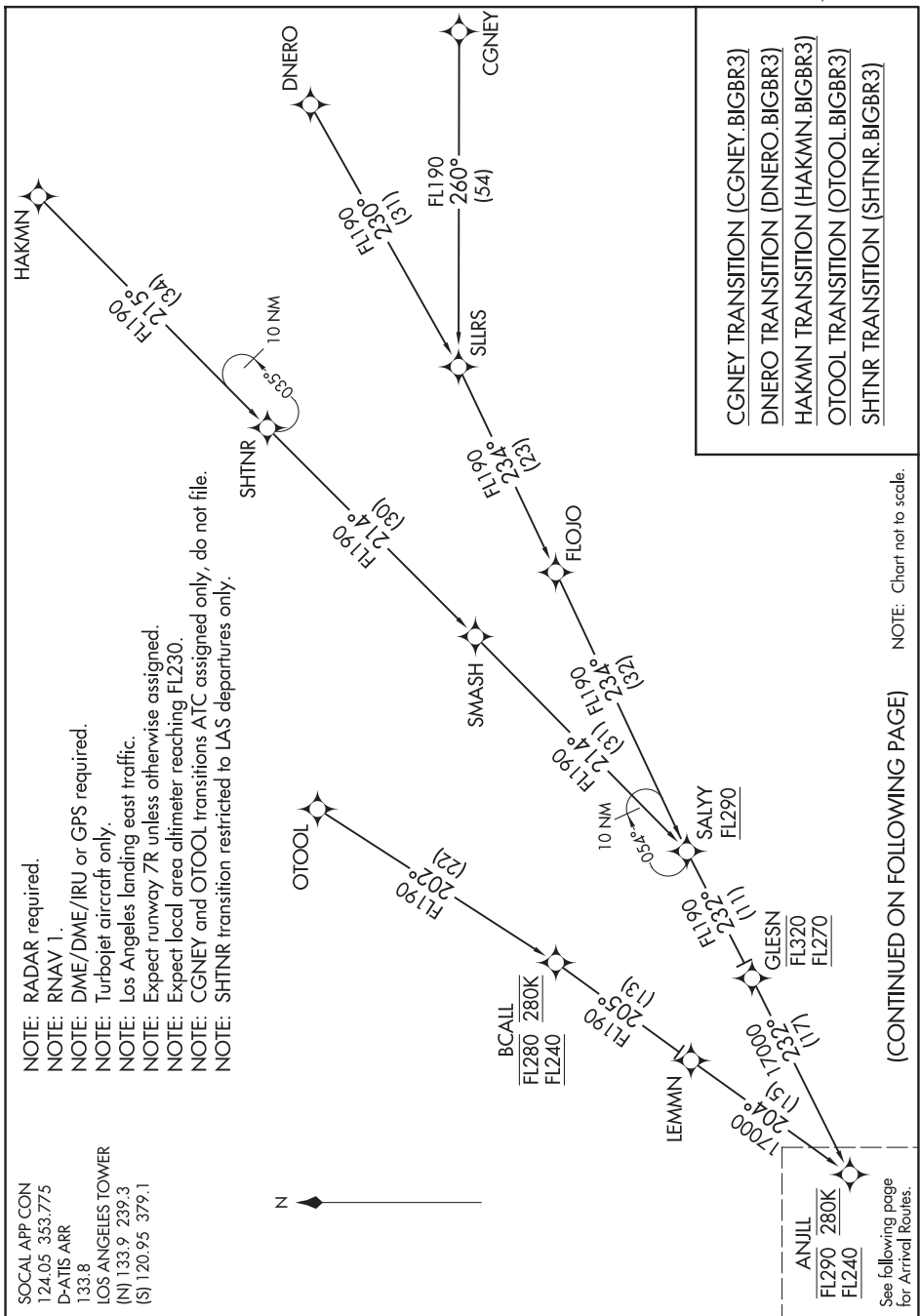
LOST COMMUNICATIONS

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

SW-3, 07 AUG 2025 to 02 OCT 2025

BIGBR THREE ARRIVAL (RNAV) Transition Routes

SW-3, 07 AUG 2025 to 02 OCT 2025



BIGBR THREE ARRIVAL (RNAV) Transition Routes

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Routes.

SW-3, 07 AUG 2025 to 02 OCT 2025

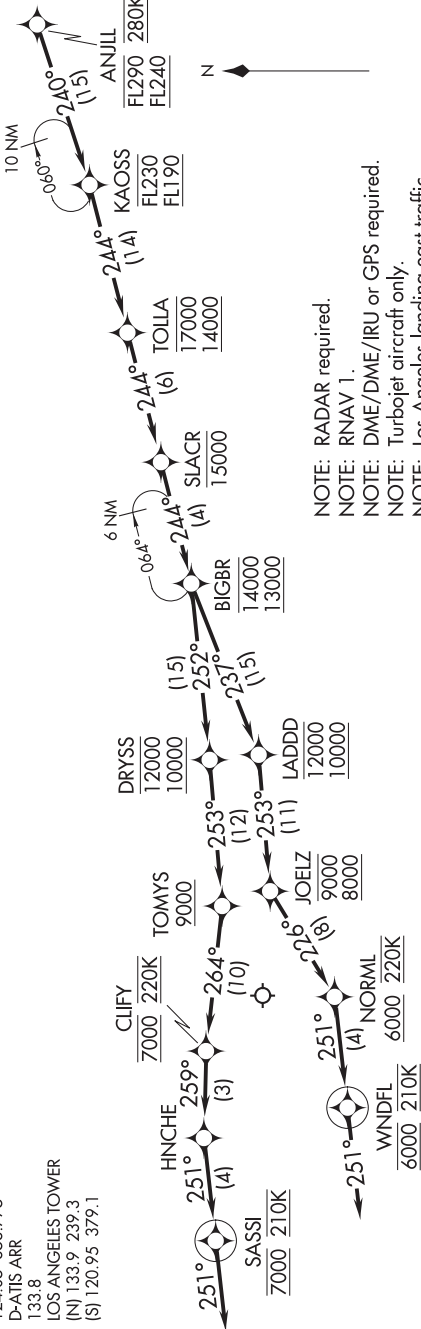
SW-3, 07 AUG 2025 to 02 OCT 2025

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

(ANJLL.BIGBR3) 18144
BIGBR THREE ARRIVAL (RNAV) Arrival Routes

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



- NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Los Angeles landing east traffic.
NOTE: Expect runway 7R unless otherwise assigned.
NOTE: Expect local area altimeter reaching FL230.

ARRIVAL ROUTE DESCRIPTION

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

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

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

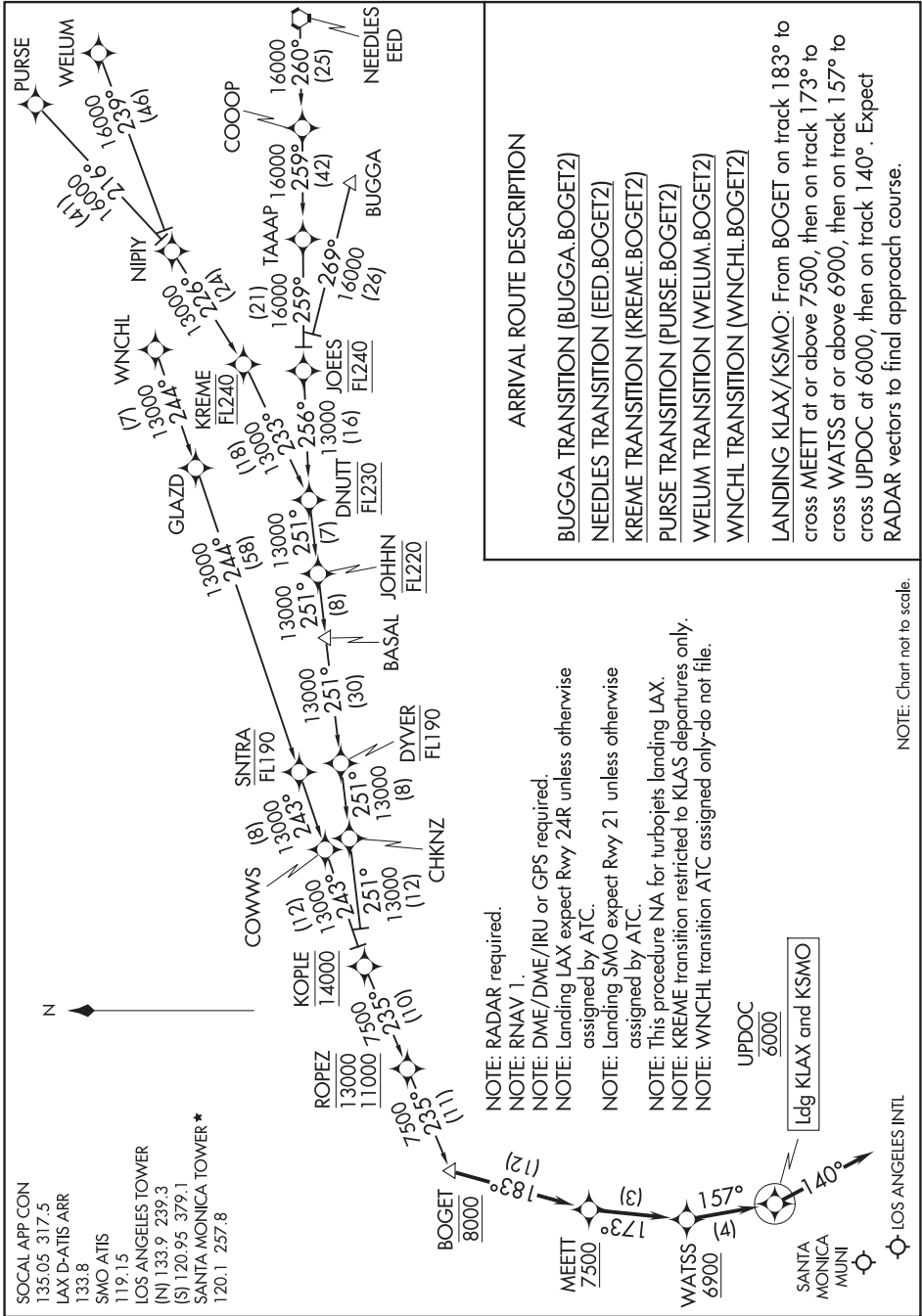
LOST COMMUNICATIONS: In the event of lost communication proceed on the RNAV (RNP) RWY 7R or ILS or LOC RWY 7R approach.

SW-3, 07 AUG 2025 to 02 OCT 2025

BOGET TWO ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES, CALIFORNIA



BOGET TWO ARRIVAL (RNAV)

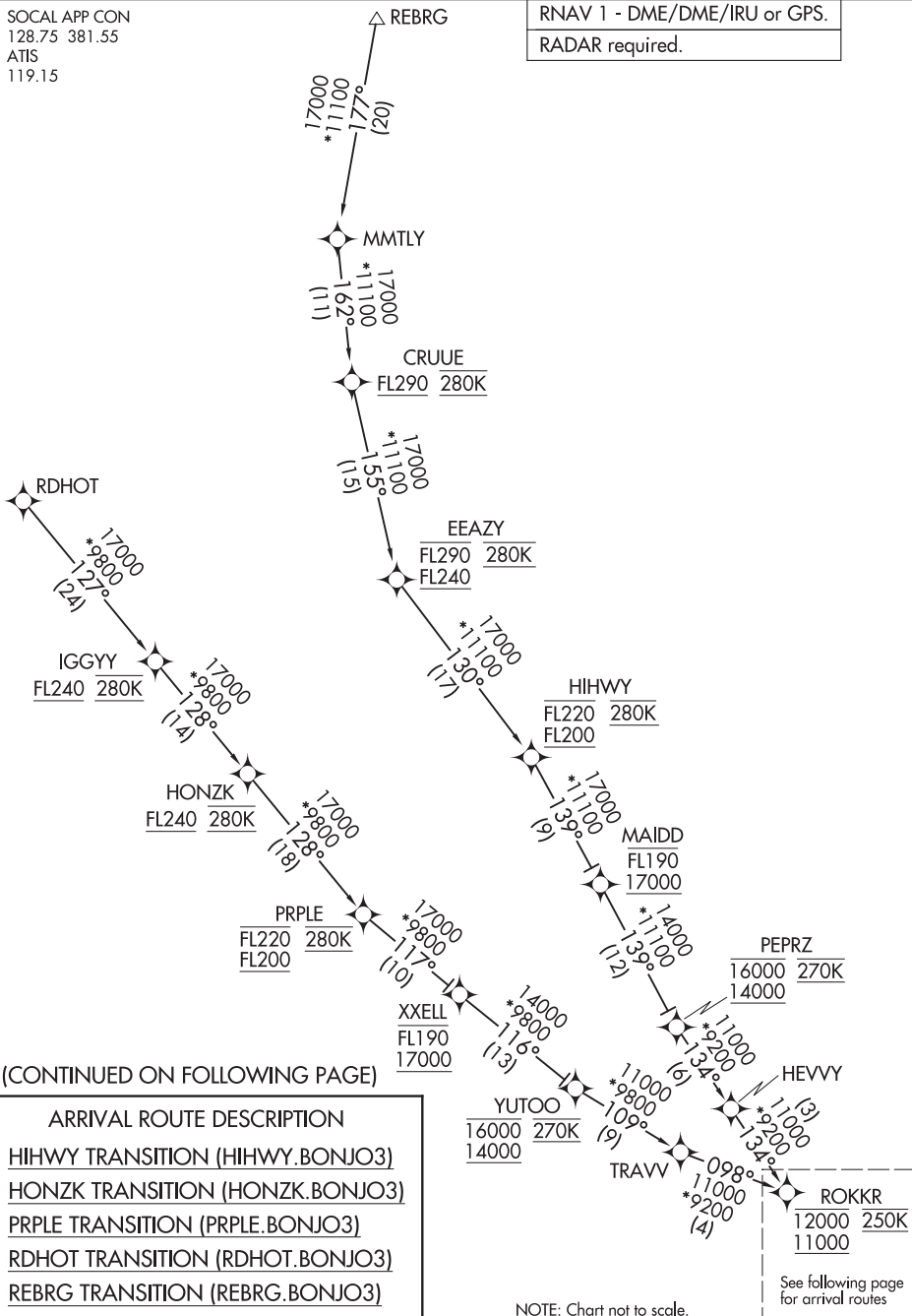
LOS ANGELES, CALIFORNIA

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

BONJO THREE ARRIVAL (RNAV) Transition Routes

SOCAL APP CON
128.75 381.55
ATIS
119.15

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



NOTE: Chart not to scale.

See following page
for arrival routes

BONJO THREE ARRIVAL (RNAV) Transition Routes

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

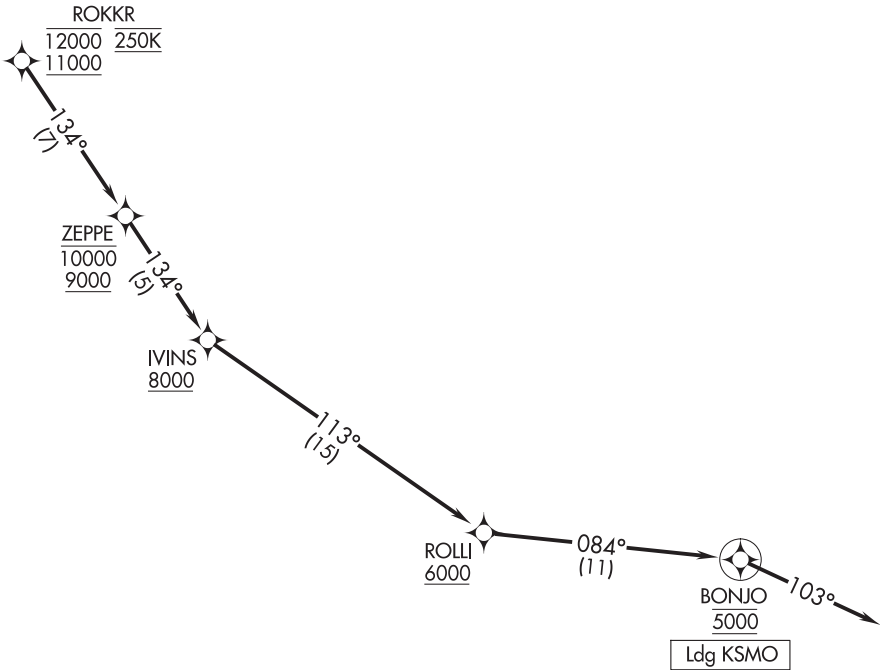
(ROKKR.BONJO3) 25051

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

BONJO THREE ARRIVAL (RNAV) Arrival Routes

RNAV 1 - DME/DME/IRU or GPS.	SOCAL APP CON
RADAR required.	128.75 381.55
	ATIS
	119.15

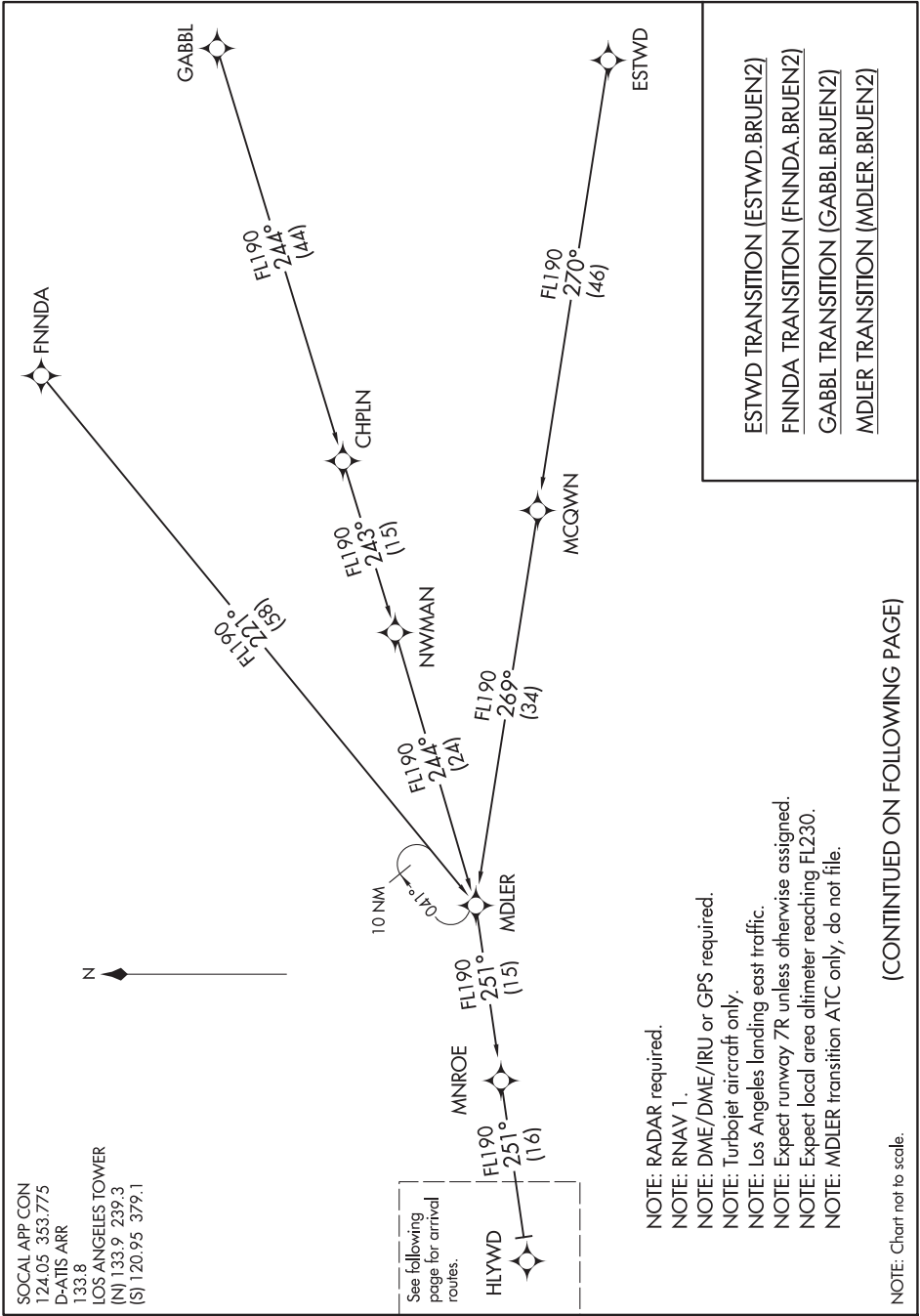


NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

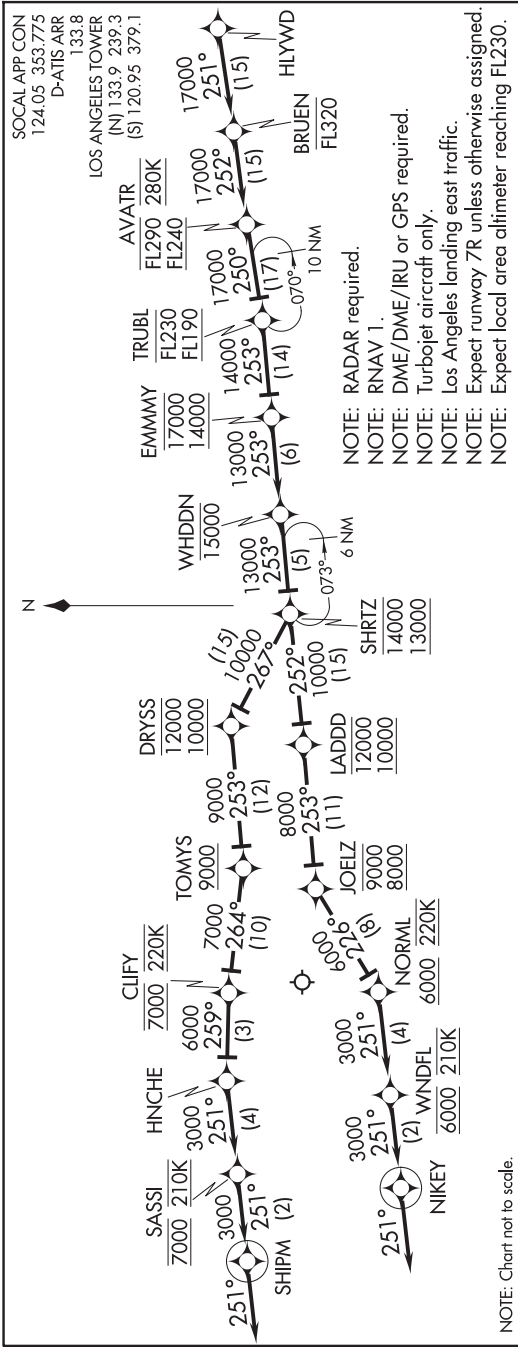
From ROKKR on track 134° to cross ZEPPE between 9000 and 10000, then on track 134° to cross IVINS at or above 8000, then on track 113° to cross ROLLI at or above 6000, then on track 084° to cross BONJO at 5000, then on track 103°. Expect RADAR vectors to final approach course.

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SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

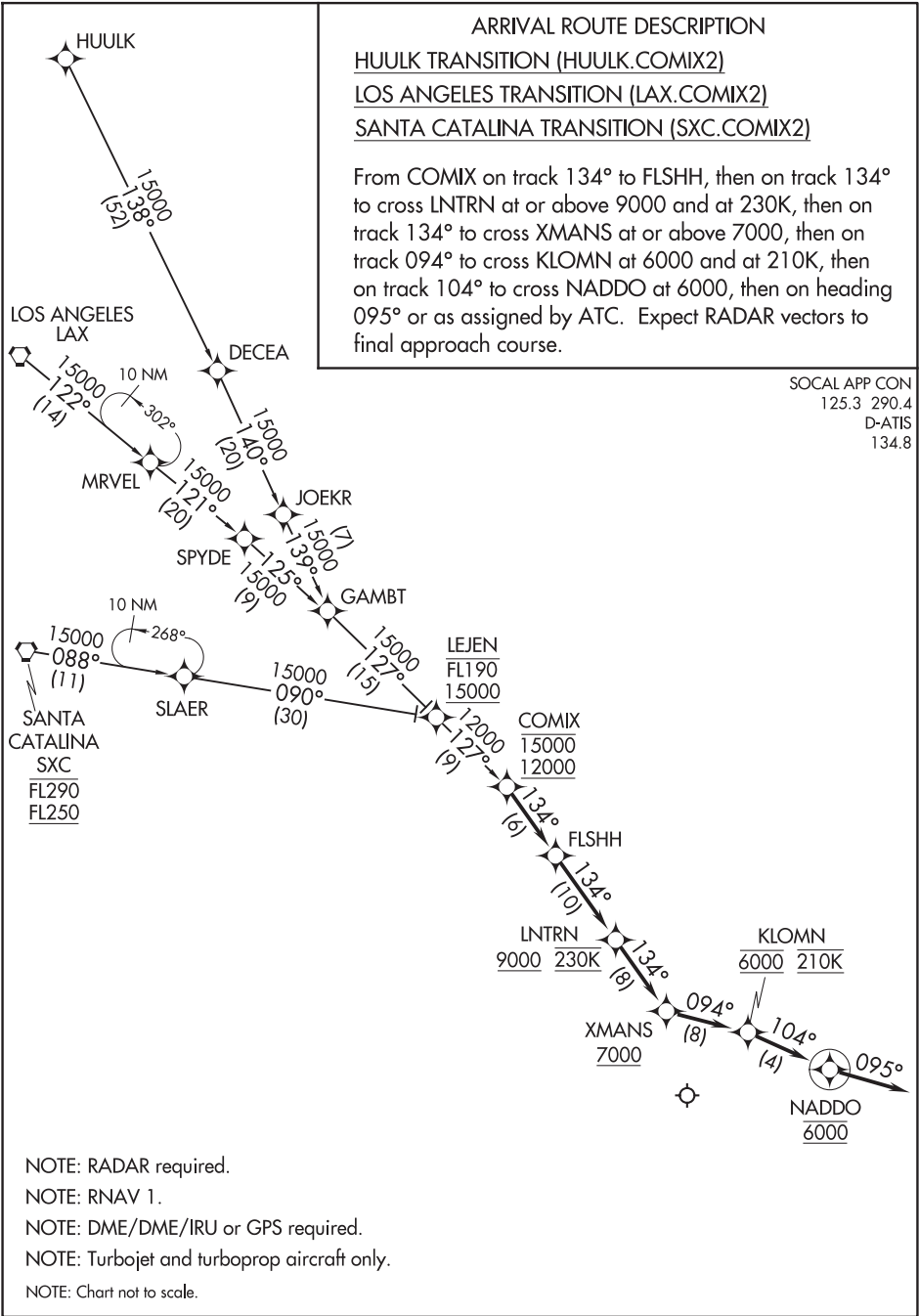
From HLYWD on track 251° to cross BRUEN at or below FL320, then on track 252° to cross AVATR between FL240 and FL290 and at 280K, then on track 250° to cross TRUBL between FL190 and FL230, then on track 253° to cross EMMY between 14000 and 17000, then on track 253° to cross WHDDN at or below 15000, then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

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

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

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

SW-3, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

RDHOT TRANSITION (RDHOT.DIRBY2)

TCUPS TRANSITION (TCUPS.DIRBY2)

TILLT TRANSITION (TILLT.DIRBY2)

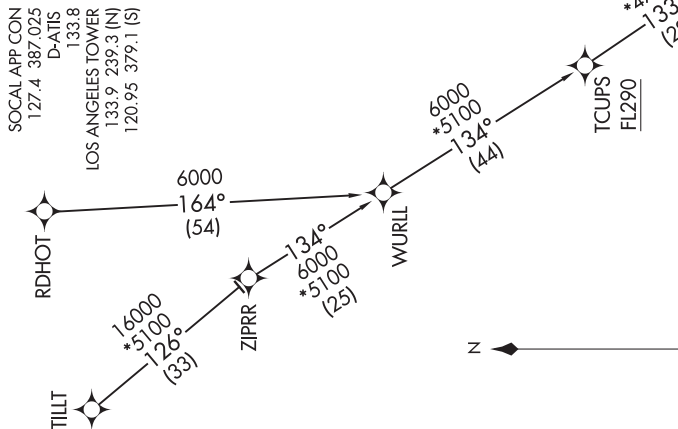
From DIRBY on track 082° to cross PHUNIN at 1 400, then on track 034° to cross SHHOW at 1 200, then on track 348° to cross ZAPPP at or above 9 000, then on track 346° to cross BUJIE at or below 8 000, then on track 332° to cross SLI VORTAC at 7 000 and at 2 10K, then on track 326° to cross TRNDO at 5 000 and at 2 10K. Expect ILS or LOC RWY 25L or RNP RWY 25L.

LOST COMMUNICATIONS

In the event of lost communications: RNP arrivals proceed on the RNAV (RNP) Z RWY 25L approach. All other aircraft proceed on the ILS or LOC RWY 25L.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.



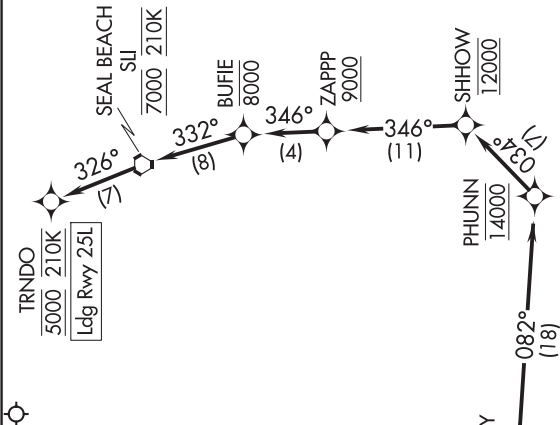
NOTE: Jet aircraft only.

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

NOTE: Expect runway 25L unless

otherwise assigned by ATC.

NOTE: Chart not to scale.

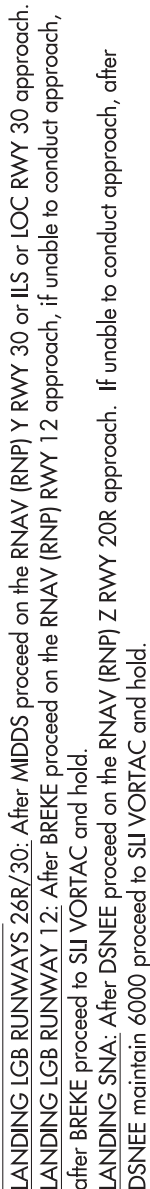


DIRBY TWO ARRIVAL (RNAV)

(DIRBY.DIRBY2) 26DEC24

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



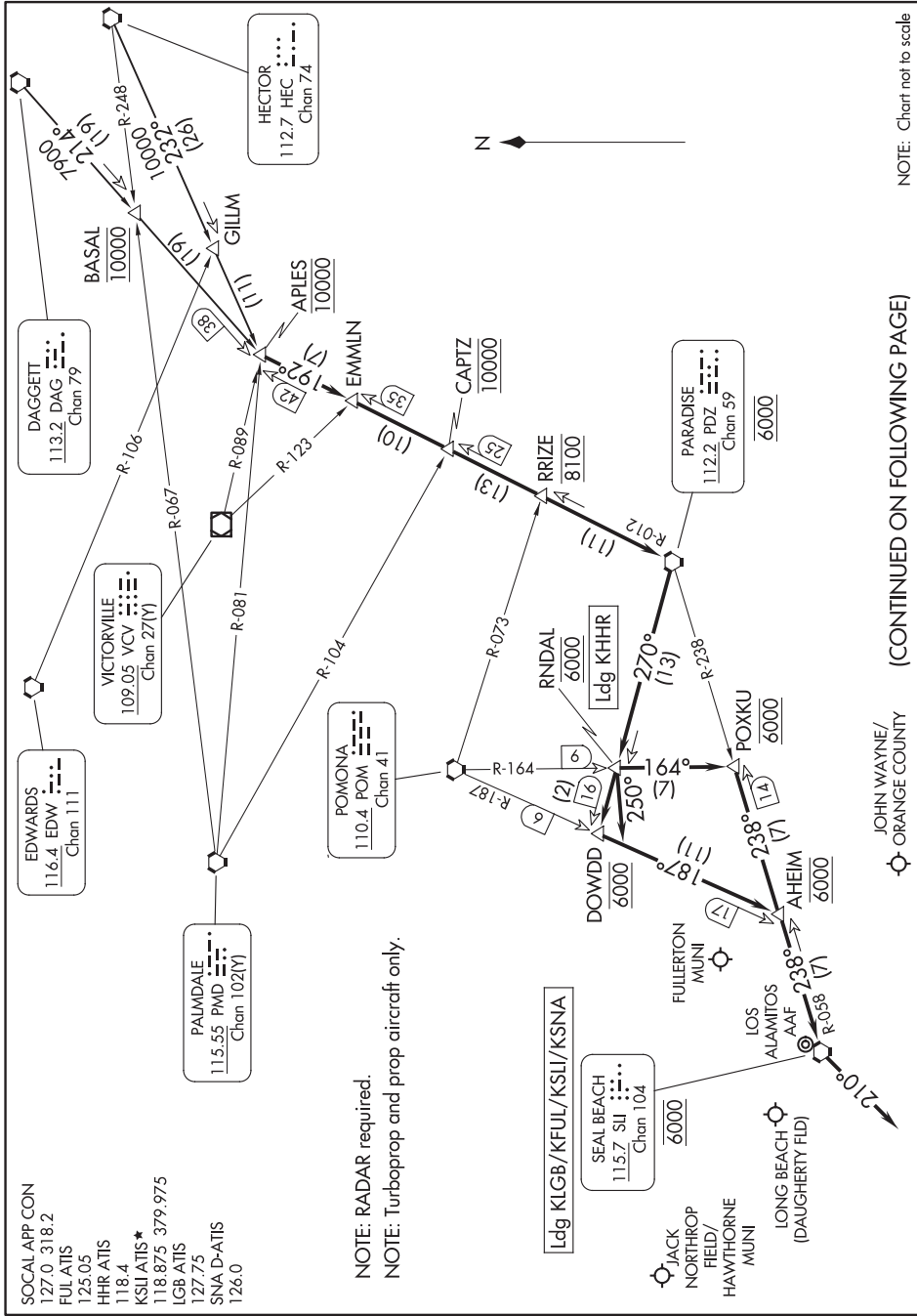


EMMLN ONE ARRIVAL

AL-236 (FAA)

LONG BEACH, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale

(CONTINUED ON FOLLOWING PAGE)

JOHN WAYNE/
ORANGE COUNTY

SW-3, 07 AUG 2025 to 02 OCT 2025

EMMLN ONE ARRIVAL

LONG BEACH, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

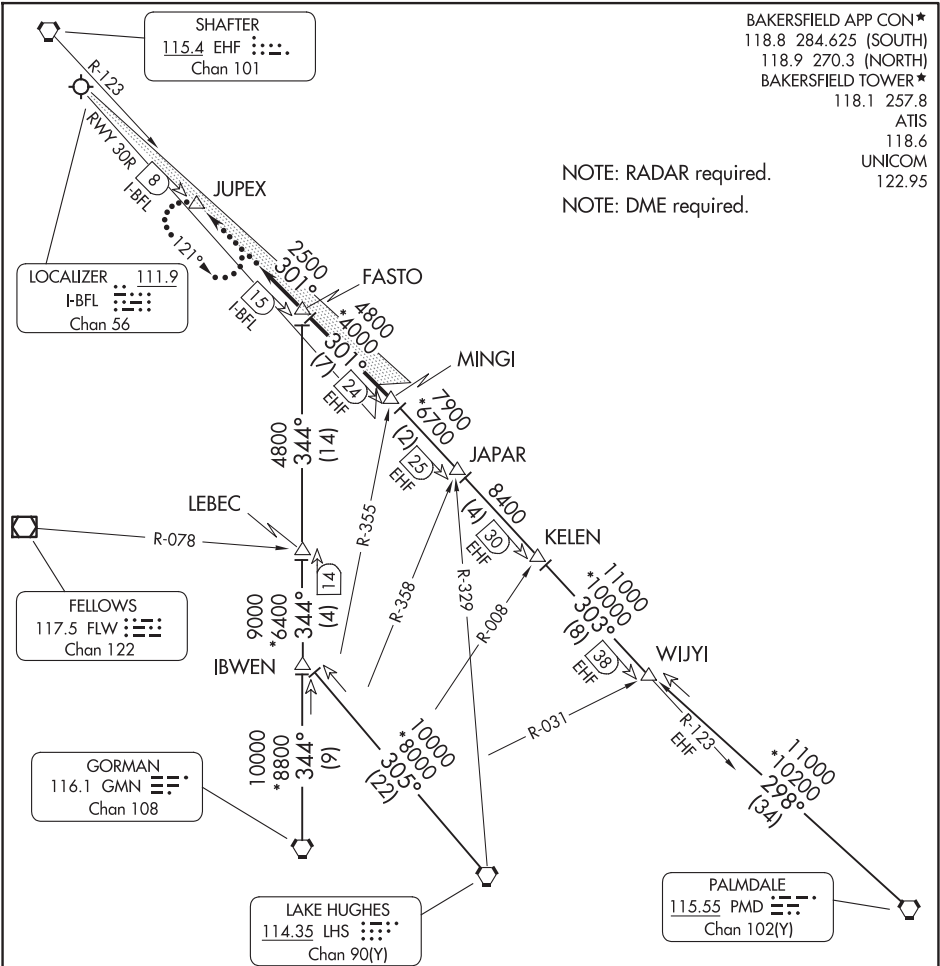
LANDING KHRH: From over APLES on PARADISE VORTAC (PDZ) R-012 to cross CAPTZ at 10000, then on PDZ R-012 to cross RRIZE at 8100, then on PDZ R-012 to cross PDZ VORTAC at 6000, then on PDZ R-270 to cross RNDAL at 6000, then fly heading 250°. Expect RADAR vectors to final approach course.

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

(FASTO.FASTO2) 23334
FASTO TWO ARRIVAL

AL-36 (FAA)

MEADOWS FLD (BFL)
BAKERSFIELD, CALIFORNIA



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

FASTO TWO ARRIVAL
(FASTO.FASTO2) 05JAN17

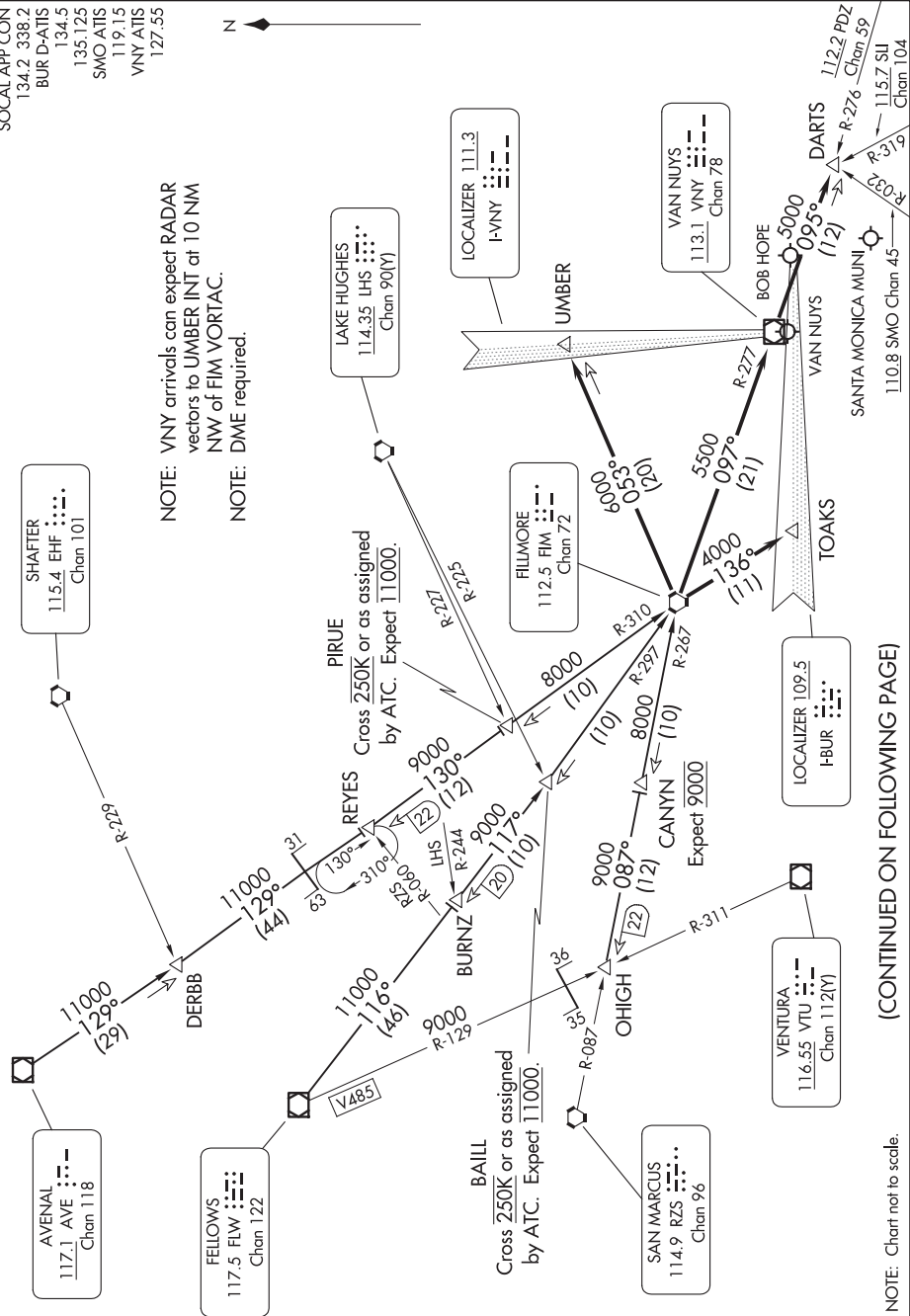
BAKERSFIELD, CALIFORNIA
MEADOWS FLD (BFL)

SOCAL APP CON
134.2 338.2
BUR D-ATIS
134.5
135.125
SMO ATIS
119.15
VNY ATIS
127.55



VNY arrivals can expect RADAR vectors to UMBER INT at 10 NM NW of FIM VORTAC.

NOTE: DME required.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

. . . .From over FIM VORTAC:

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

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

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

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

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(GOATZ .GOATZ2) 25163

GOATZ TWO ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
127.4 263.025
LAX D-ATIS
133.8
LOS ANGELES TOWER
133.9 239.3 (N)
120.95 379.1 (S)

RNAV 1 - GPS.

RADAR required.

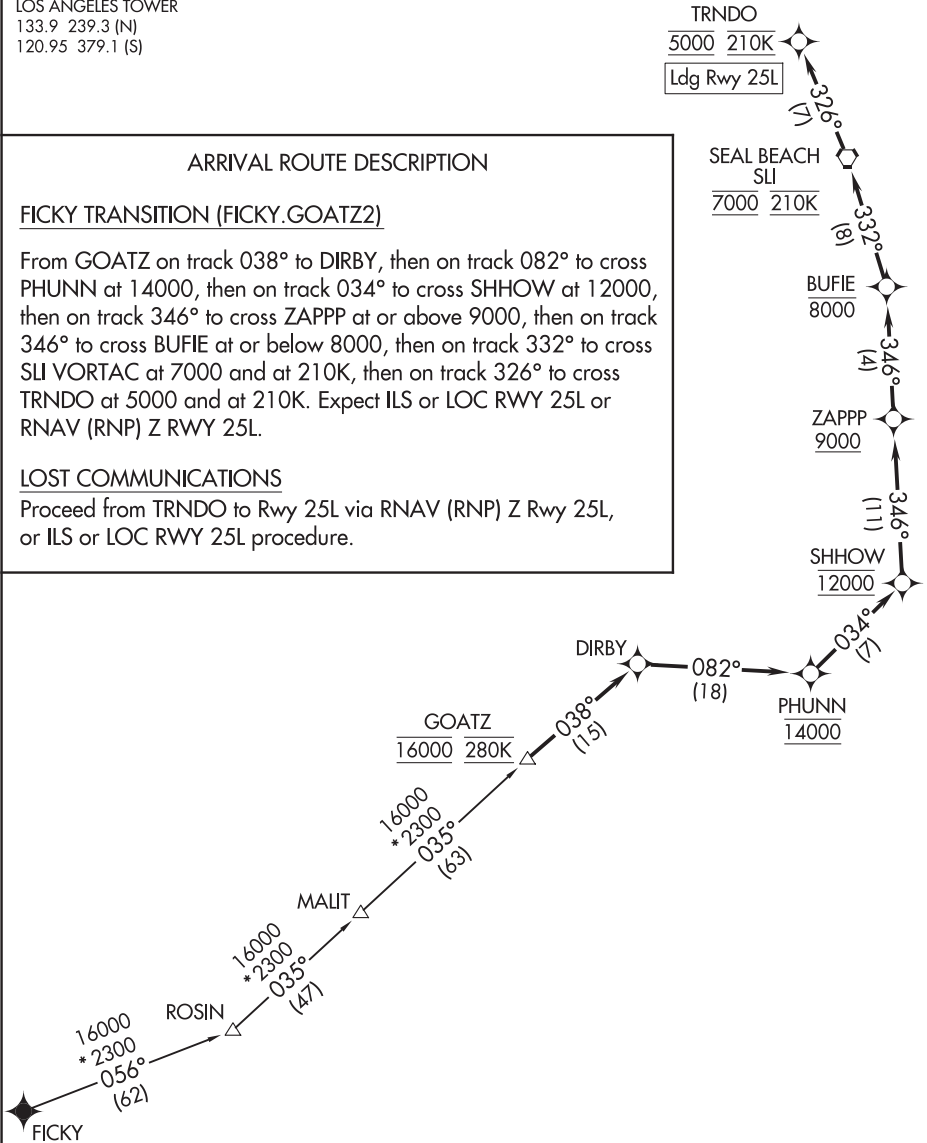
ARRIVAL ROUTE DESCRIPTION

FICKY TRANSITION (FICKY.GOATZ2)

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

LOST COMMUNICATIONS

Proceed from TRNDO to Rwy 25L via RNAV (RNP) Z Rwy 25L, or ILS or LOC RWY 25L procedure.



NOTE: Jet aircraft only.
NOTE: Expect Rwy 25L unless otherwise assigned by ATC.
NOTE: GPS required.

NOTE: Chart not to scale.

GOATZ TWO ARRIVAL (RNAV)

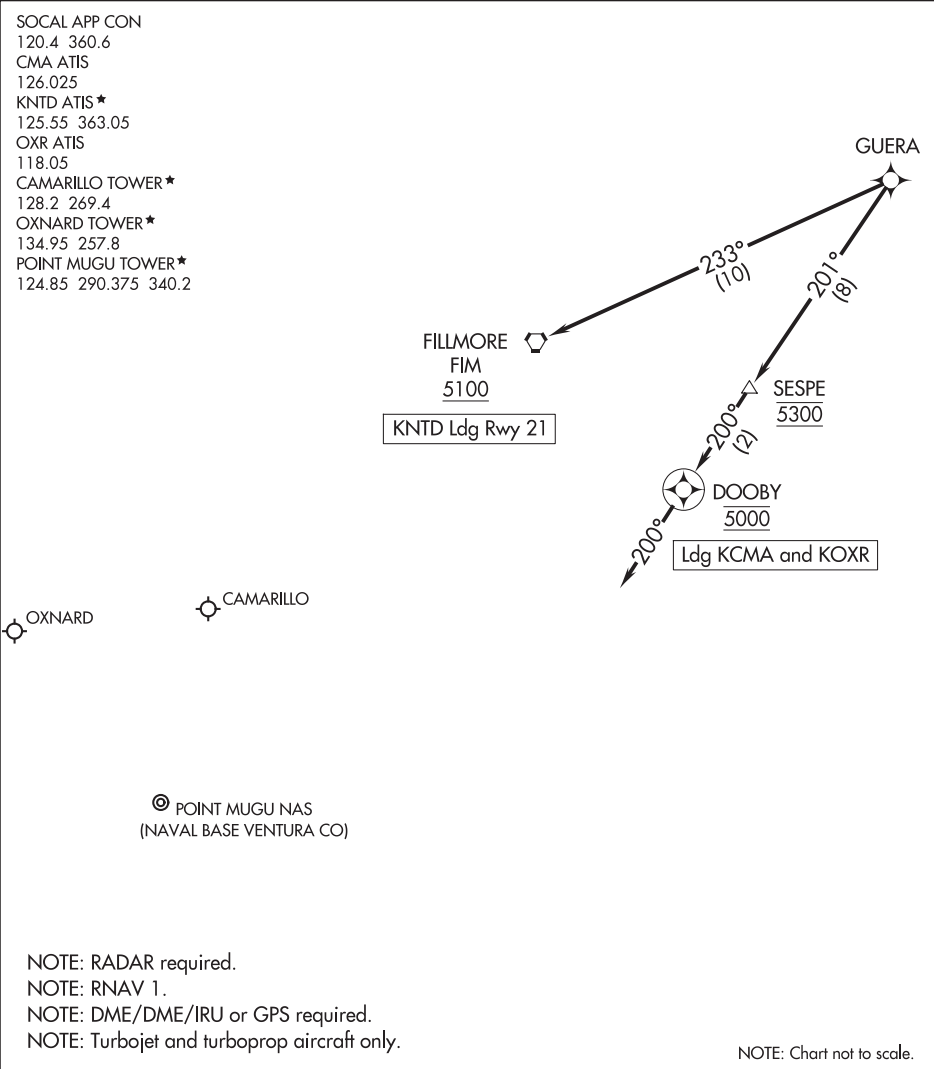
(GOATZ .GOATZ2) 26DEC24

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



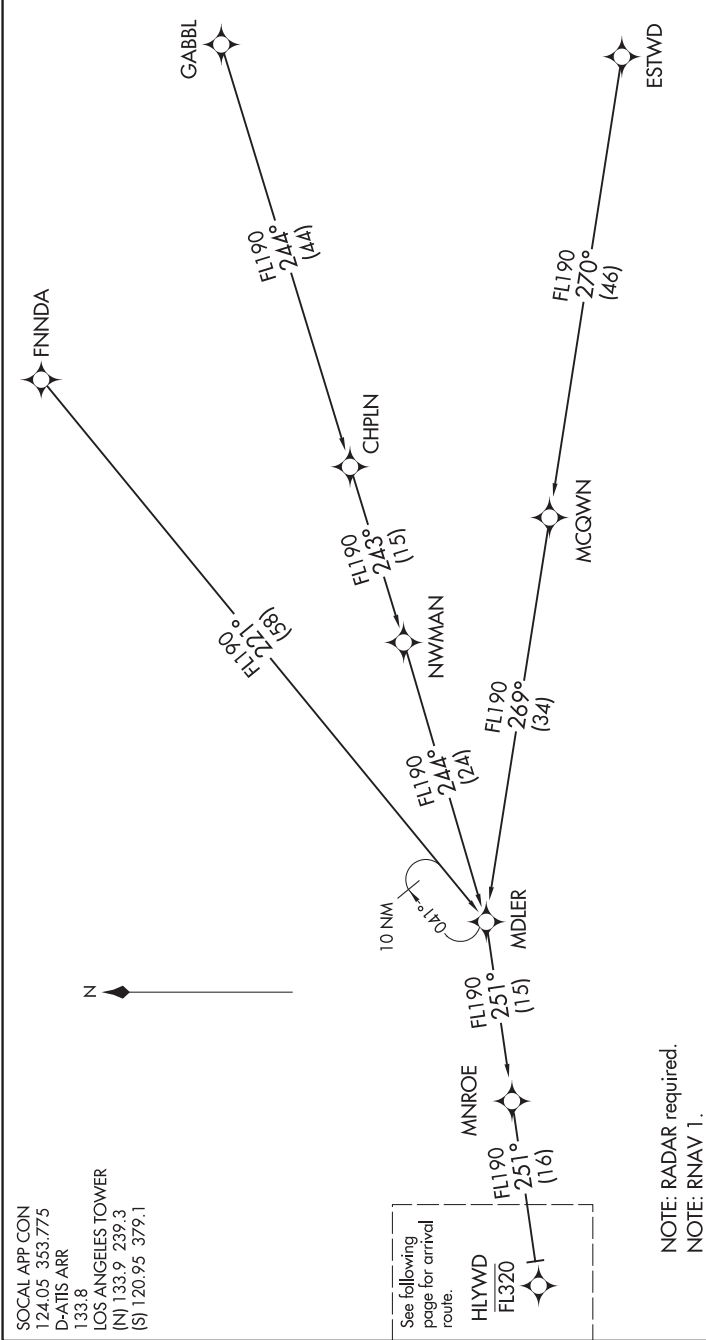


ARRIVAL ROUTE DESCRIPTION

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

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

SW-3, 07 AUG 2025 to 02 OCT 2025



ESTWD TRANSITION (ESTWD.HLYWD1)
FNNDA TRANSITION (FNNDA.HLYWD1)
GABBL TRANSITION (GABBL.HLYWD1)
MDLER TRANSITION (MDLER.HLYWD1)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop aircraft only.
NOTE: Los Angeles landing west traffic.
NOTE: Expect runway 25L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter reaching FL230.
NOTE: MDLER transition ATC only, do not file.

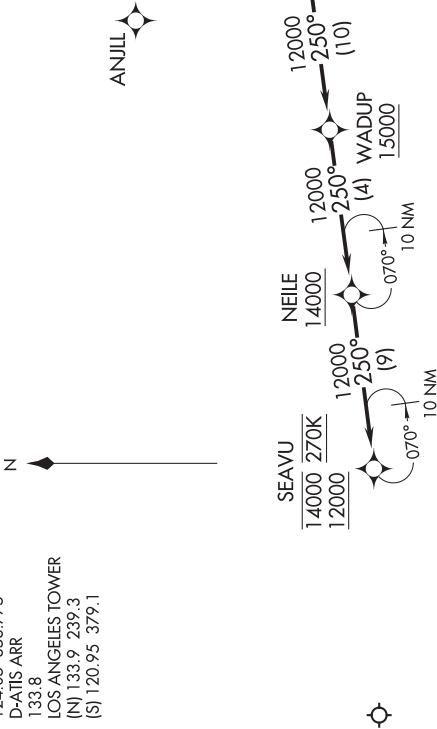
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 07 AUG 2025 to 02 OCT 2025

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

(HLYWD.HLYWD1) 17117
HLYWD ONE ARRIVAL (RNAV) Arrival Routes



ARRIVAL ROUTE DESCRIPTION

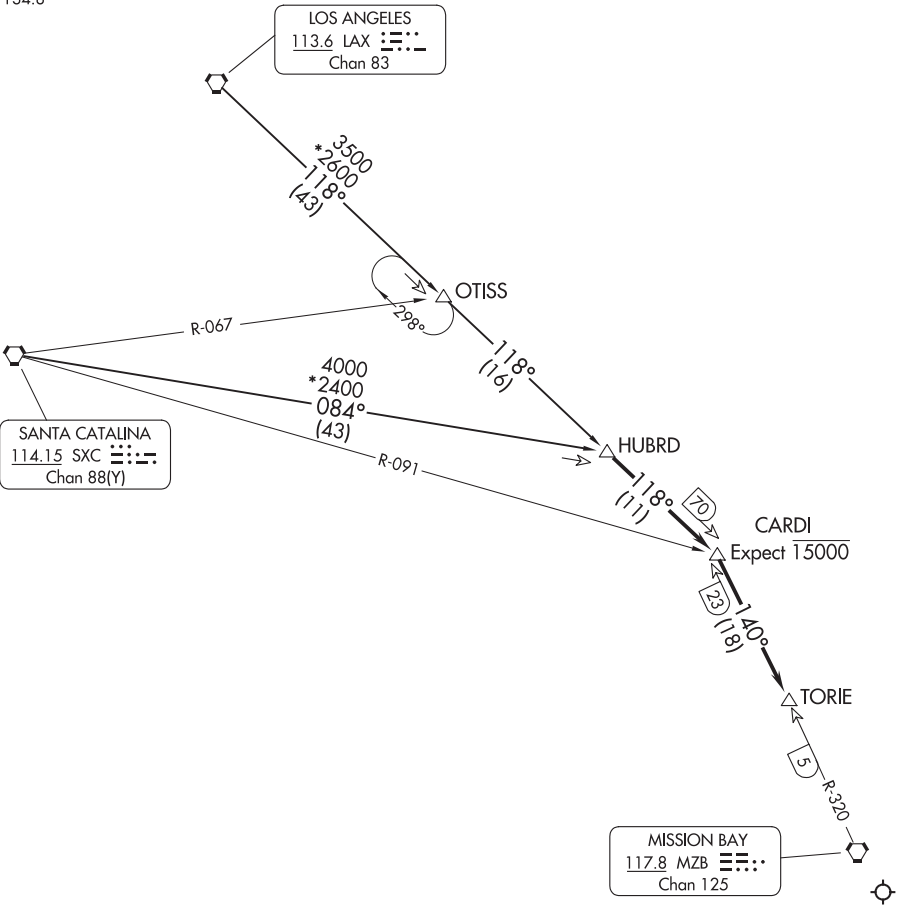
From HLYWD on track 251° to cross BRUEN between FL240 and FL300 and at 280K, then on track 252° to cross AVATR between FL190 and FL240, then on track 249° to cross DAAAY at or above 17000, then on track 250° to cross WADUP at or above 15000, then on track 250° to cross NEILE at or above 14000, then on track 250° to cross SEAVU between 12000 and 14000 and at 270K. Expect ILS or RNAV (RNP) RWY 25L approach.

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

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Los Angeles landing west traffic.
- NOTE: Expect runway 25L unless otherwise assigned by ATC.
- NOTE: Expect local area altimeter reaching FL230.

NOTE: Chart not to scale.

SOCAL APP CON
125.3 290.4
D-ATIS
134.8



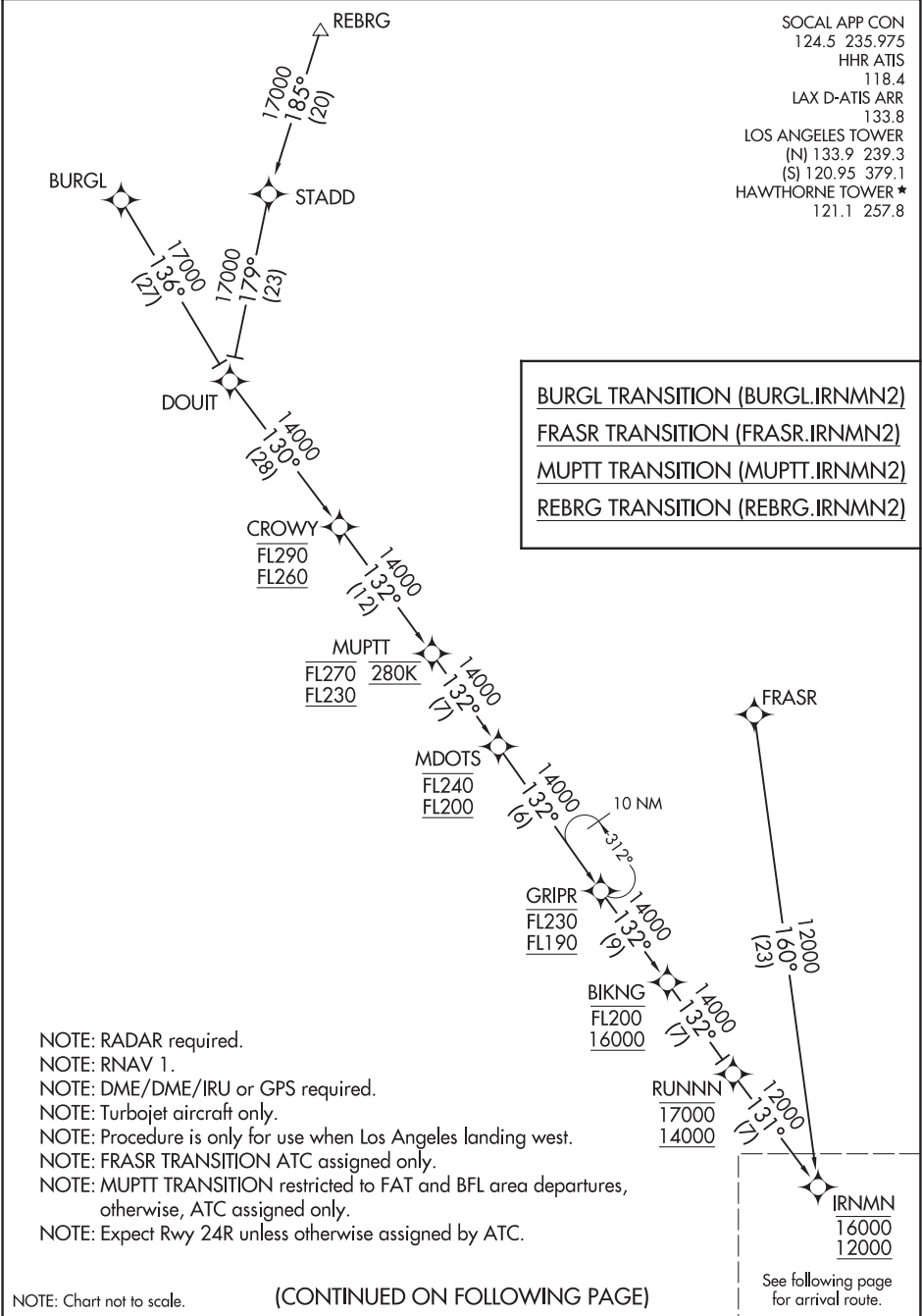
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

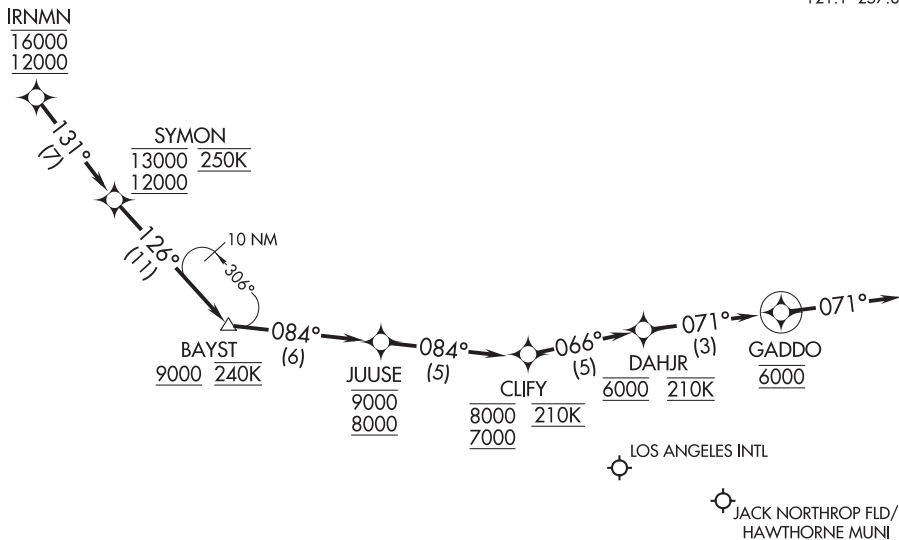
LOS ANGELES TRANSITION (LAX.HUBRD1): From over LAX VORTAC on LAX R-118 to OTISS INT, then on LAX R-118 to HUBRD INT. Thence

SANTA CATALINA TRANSITION (SXC.HUBRD1): From over SXC VORTAC on SXC R-084 to HUBRD INT. Thence

. . . . From over HUBRD INT via LAX R-118 to CARDI FIX via MZB R-320 to TORIE FIX. Expect vector to final approach course.



SOCAL APP CON
124.5 235.975
HHR ATIS
118.4
LAX D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
HAWTHORNE TOWER ★
121.1 257.8



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Procedure is only for use when Los Angeles landing west.

NOTE: Expect Rwy 24R unless otherwise assigned by ATC.

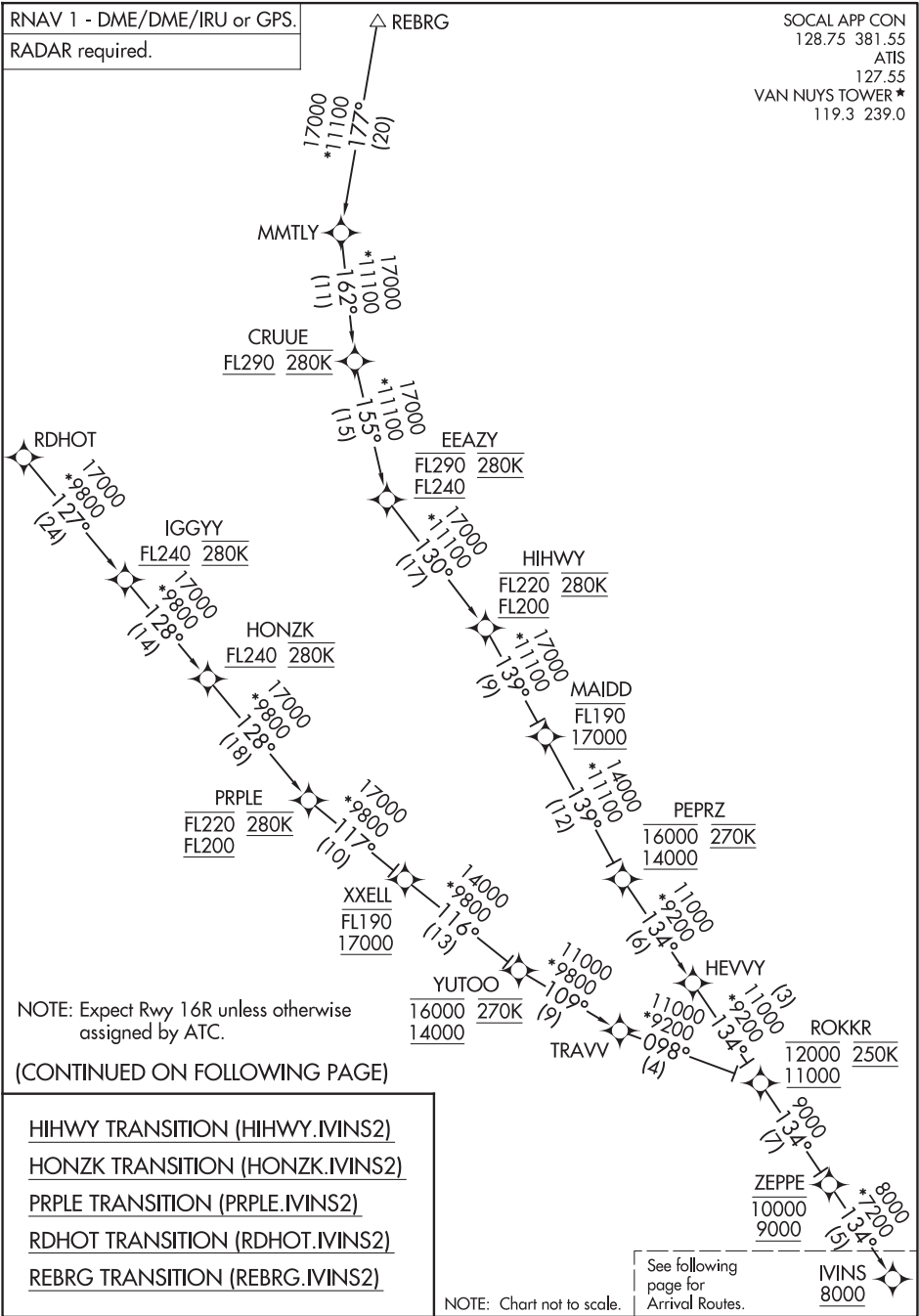
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING KLAX/KHHR: From IRNMN on track 131° to cross SYMON between 12000 and 13000 and at 250K, then on track 126° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications proceed on the RNAV (RNP) Z RWY 24R approach or the ILS or LOC RWY 24R.

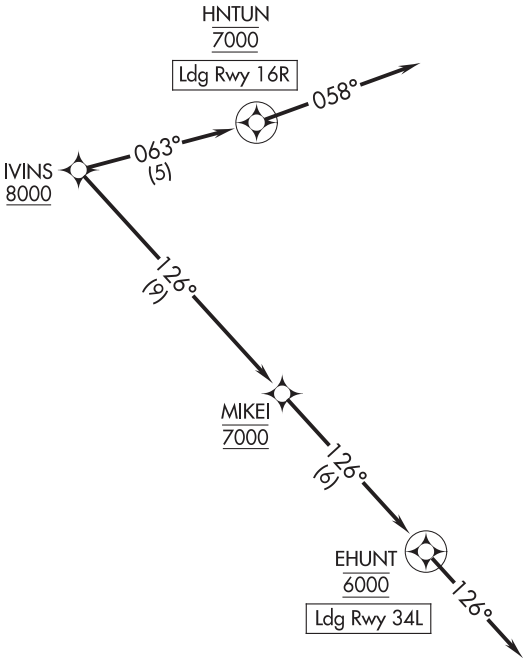


IVINS TWO ARRIVAL (RNAV) Arrival Routes

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

SOCAL APP CON
128.75 381.55
ATIS
127.55
VAN NUYS TOWER★
119.3 239.0

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



NOTE: Expect Rwy 16R unless otherwise assigned by ATC.

NOTE: Chart not to scale.

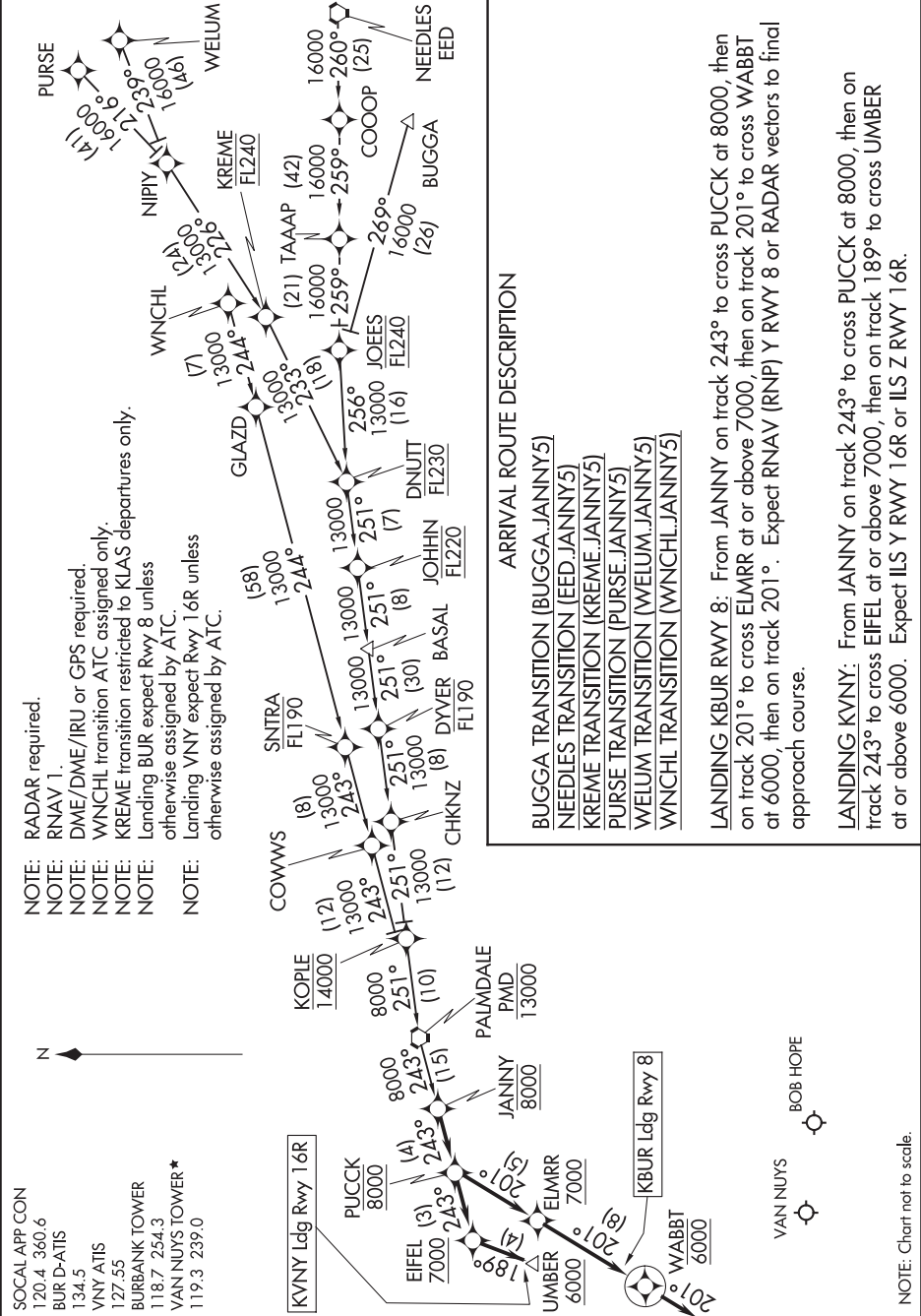
ARRIVAL ROUTE DESCRIPTION

- LANDING RUNWAY 16R: From IVINS on track 063° to cross HNTUN at 7000, then on track 058°. Expect RADAR vectors to final approach course.
- LANDING RUNWAY 34L: From IVINS on track 126° to cross MIKEI at 7000, then on track 126° to cross EHUNT at 6000, then on track 126°. Expect RADAR vectors to final approach course.

JANNY FIVE ARRIVAL (RNAV)

AL-67 (FAA)

BURBANK, CALIFORNIA



JANNY FIVE ARRIVAL (RNAV)

BURBANK, CALIFORNIA

NOTE: Chart not to scale.

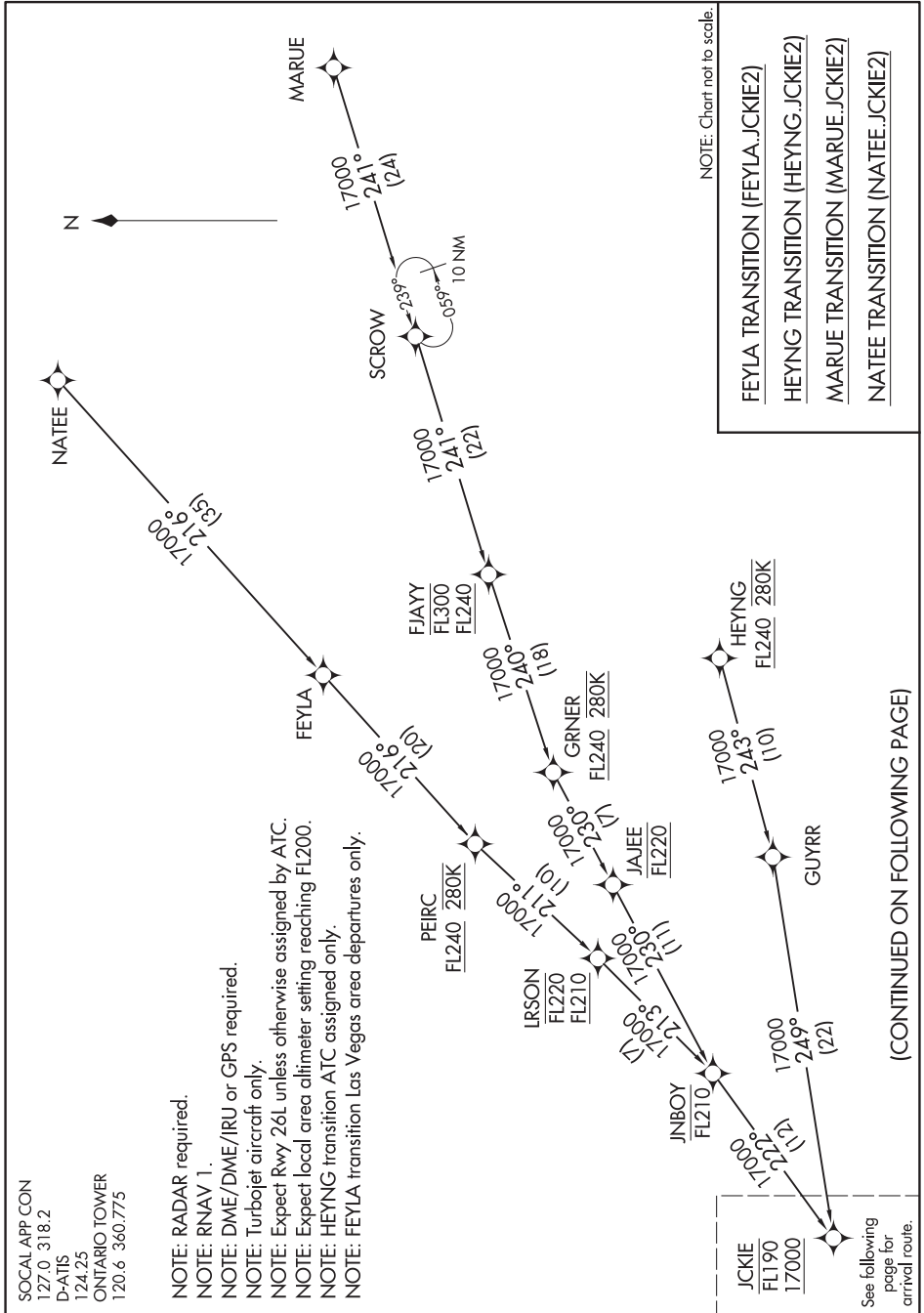
(JCKIE.JCKIE2) 19339

JCKIE TWO ARRIVAL (RNAV) Transition Routes

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



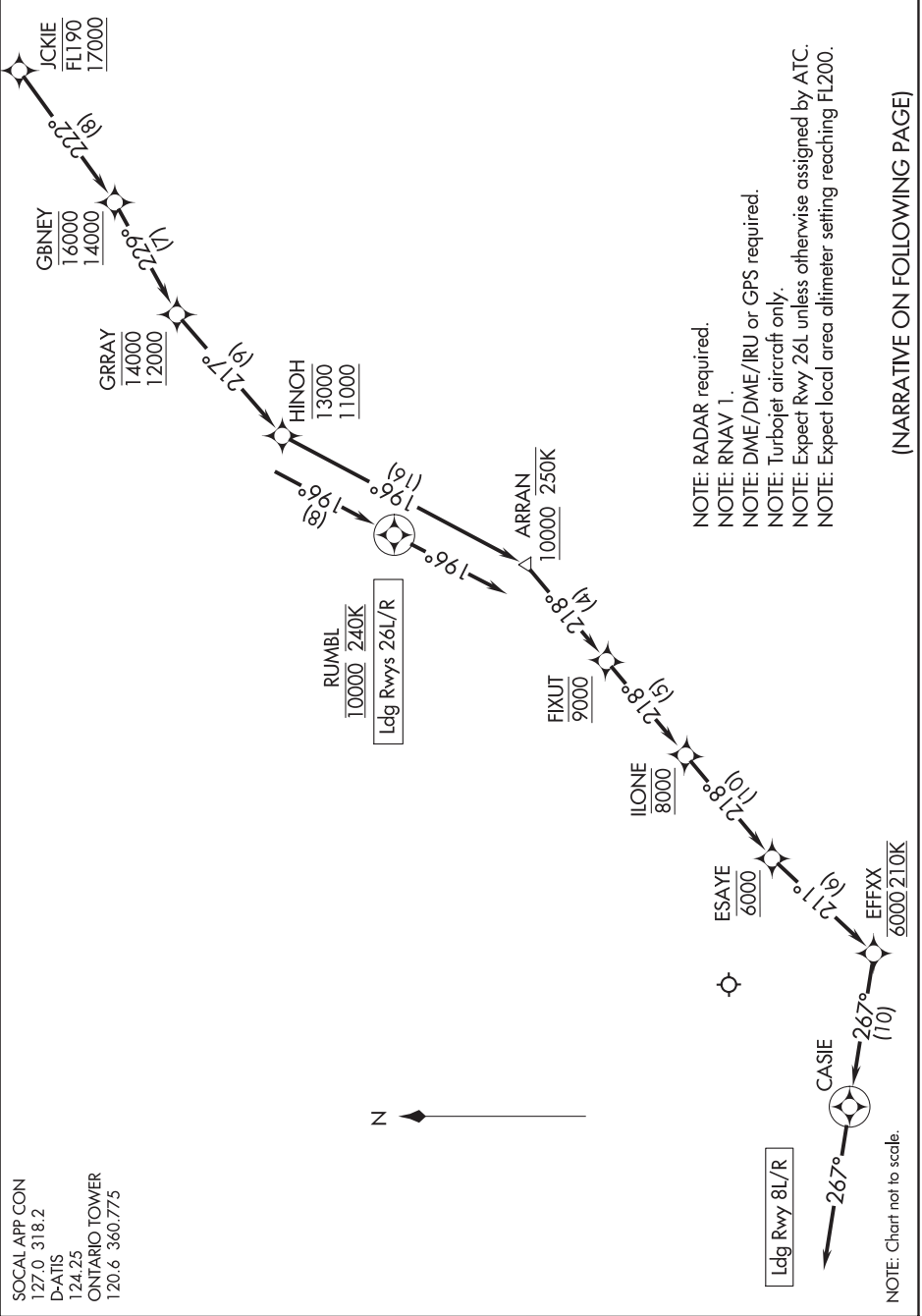
JCKIE TWO ARRIVAL (RNAV) Transition Routes

(JCKIE.JCKIE2) 05DEC19

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

From JCKIE on track 222° to cross GBNEY between 14000 and 16000, then on track 229° to cross GRRAY between 12000 and 14000, then on track 217° to cross HINOH between 11000 and 13000.

LANDING RUNWAY 8L/R: From HINOH on track 196° to cross ARRAN at or above 10000 and at or below 250K, then on track 218° to cross FIXUT at 9000, then on track 218° to cross ILONE at 8000, then on track 218° to cross ESAYE at 6000, then on track 211° to cross EFFXX at 6000 and at 210K then on track 267° to CASIE, then on heading 267° or as assigned by ATC. Expect RNAV (RNP) Z RWY 8L approach or RADAR vectors to final approach course.

LANDING RWY 26L/R: From HINOH on track 196° to cross RUMBL at 10000 and at 240K, then on heading 196° or as assigned by ATC. Expect RNAV (RNP) Z RWY 26L approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

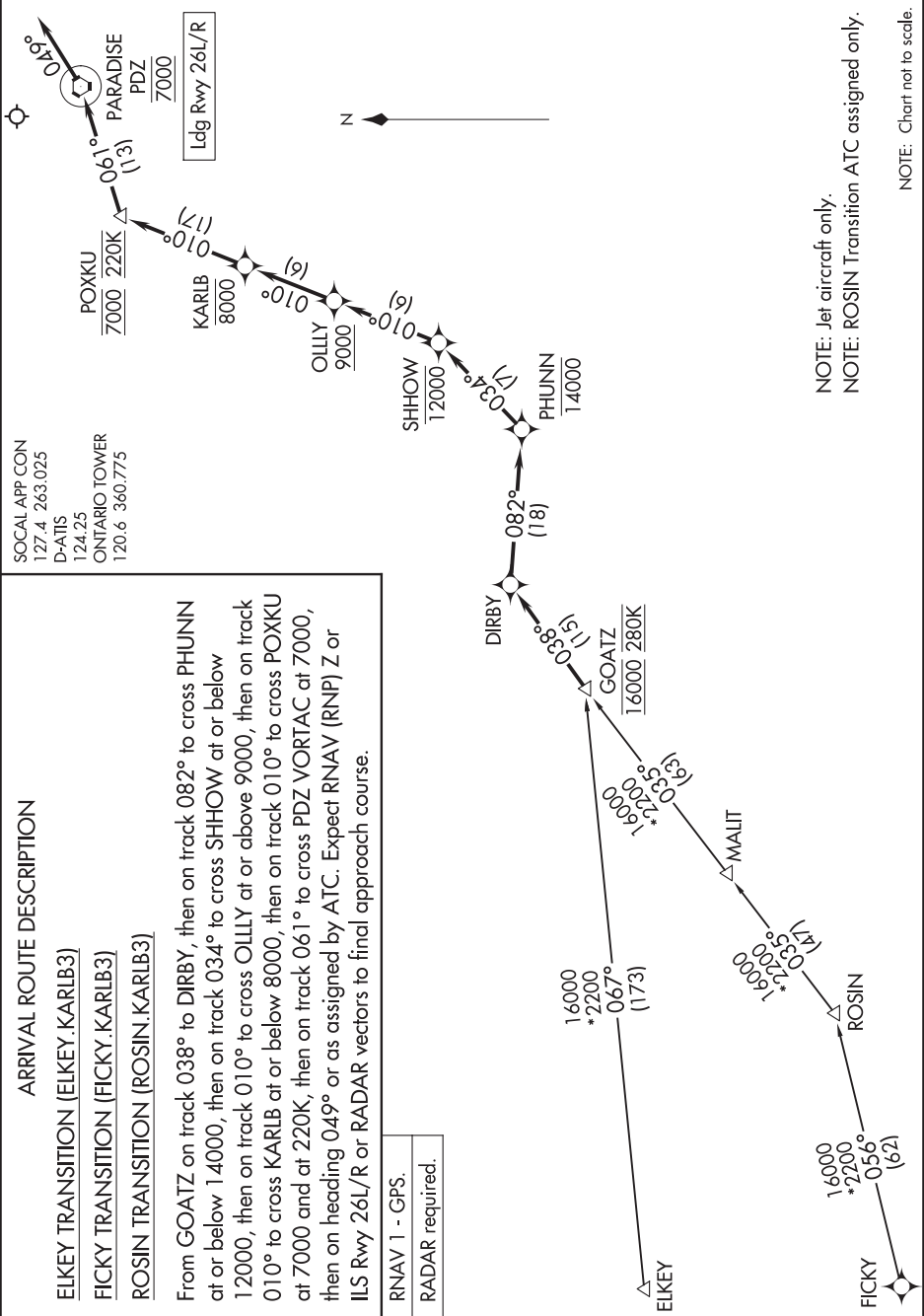
LANDING WEST: Proceed on the RNAV (RNP) Z RWY 26L approach or ILS or LOC RWY 26L approach.

LANDING EAST: Proceed on the RNAV (RNP) Z RWY 8L approach or ILS or LOC RWY 8L approach.

(GOATZ.KARLB3) 23110
KARLB THREE ARRIVAL (RNAV)

AL-965 (FAA)

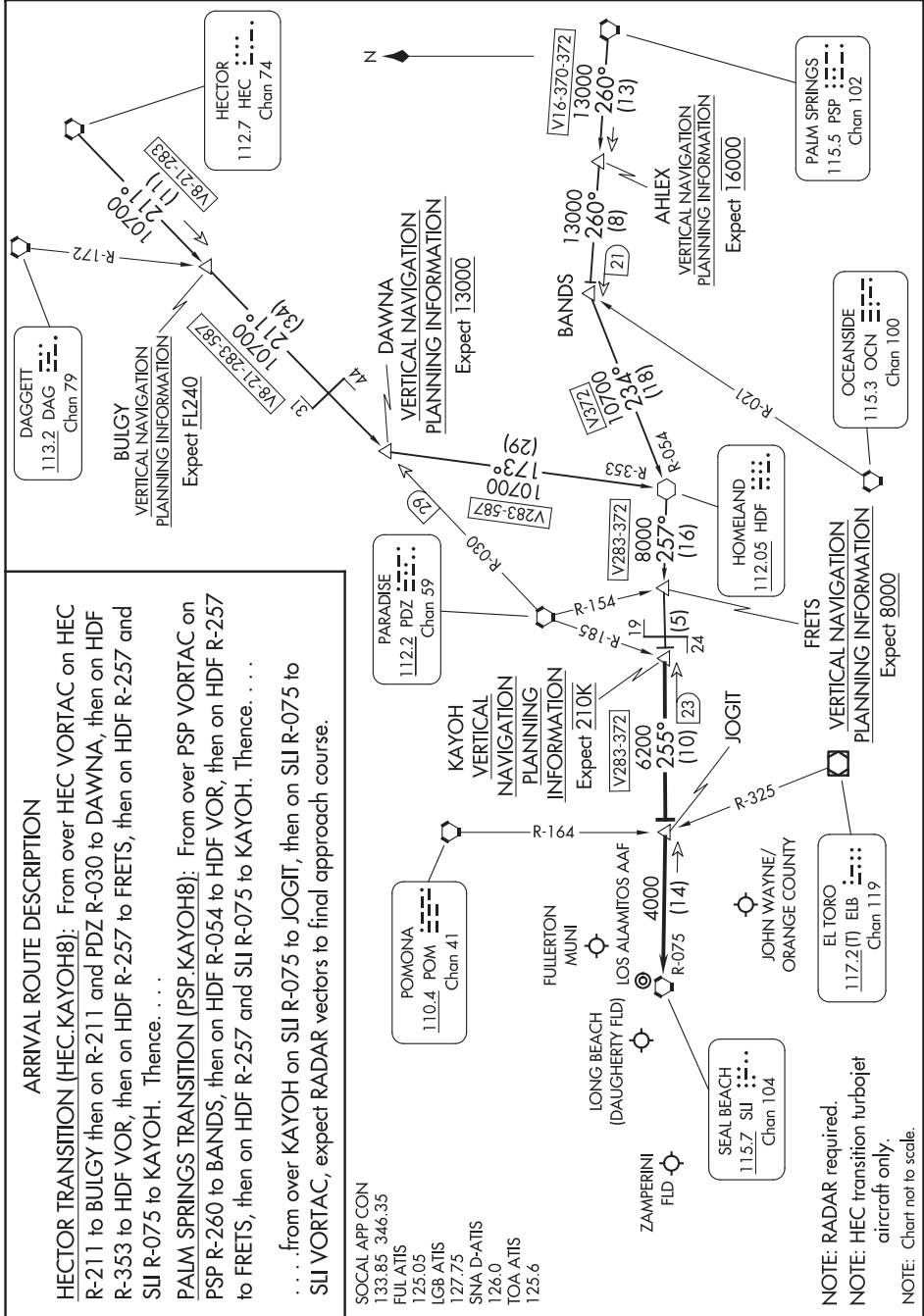
ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA



KARLB THREE ARRIVAL (RNAV)
(GOATZ.KARLB3) 20APR23

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

SW-3, 07 AUG 2025 to 02 OCT 2025

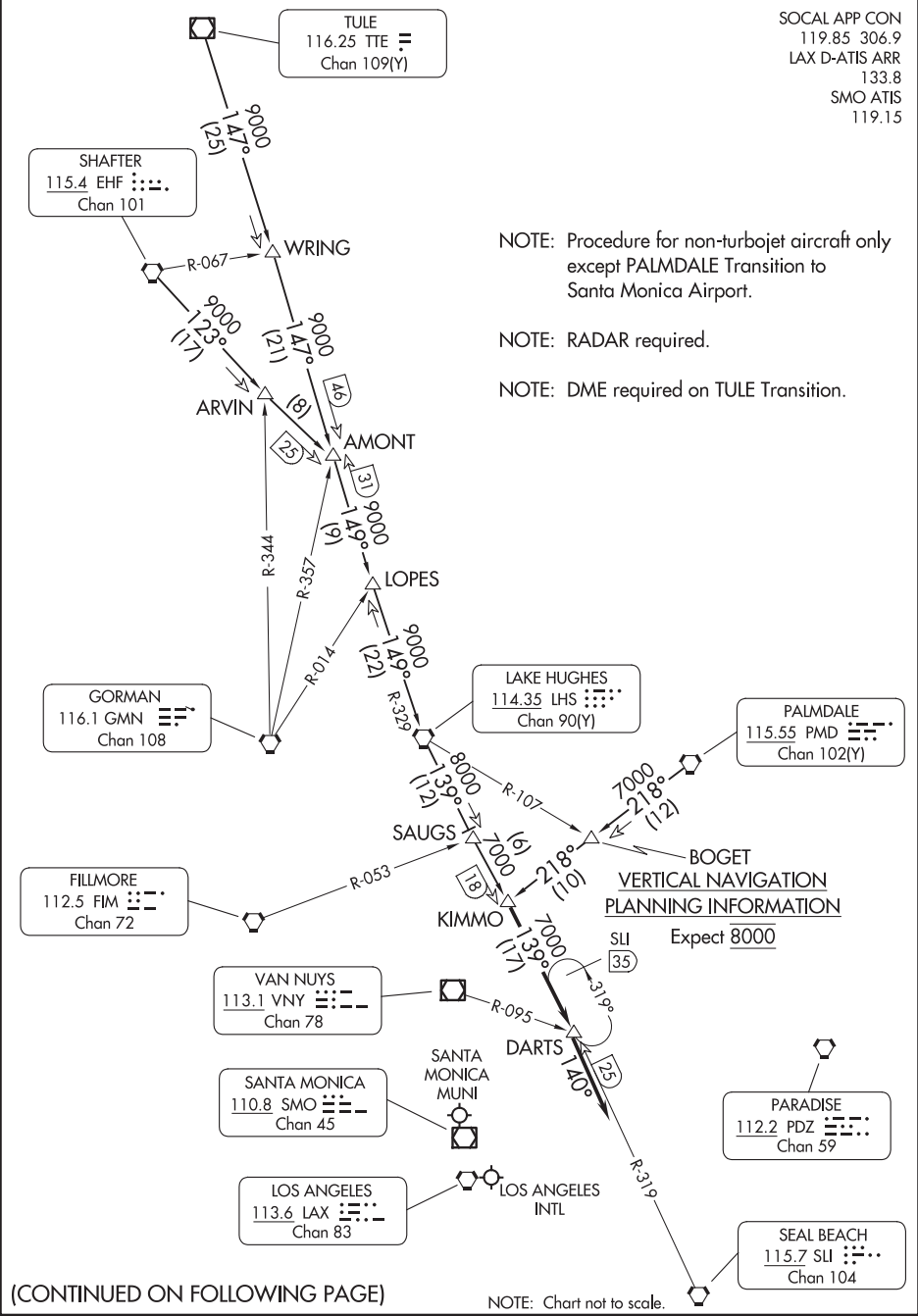


SW-3, 07 AUG 2025 to 02 OCT 2025

KIMMO THREE ARRIVAL

AL-237 (FAA)

LOS ANGELES, CALIFORNIA



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

KIMMO THREE ARRIVAL

LOS ANGELES, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

LAKE HUGHES TRANSITION (LHS.KIMMO3): From over LHS VORTAC on LHS R-139 to KIMMO INT. Thence. . . .

PALMDALE TRANSITION (PMD.KIMMO3): From over PMD VORTAC on PMD R-218 to KIMMO INT. Thence. . . .

SHAFTER TRANSITION (EHF.KIMMO3): From over EHF VORTAC on EHF R-123 and LHS R-329 to LHS VORTAC, then on LHS R-139 to KIMMO INT. Thence. . . .

TULE TRANSITION (TTE.KIMMO3): From over TTE VOR/DME on TTE R-147 and LHS R-329 to LHS VORTAC, then on LHS R-139 to KIMMO INT. Thence. . . .

. . . .From over KIMMO INT on LHS R-139 and SLI R-319 to DARTS INT/SLI 25 DME.

LANDING LOS ANGELES INTL: Depart DARTS INT heading 140°, expect RADAR vectors to final approach course.

LANDING SANTA MONICA MUNI: Depart DARTS INT heading 140°, expect RADAR vectors to final approach course.

SW-3, 07 AUG 2025 to 02 OCT 2025

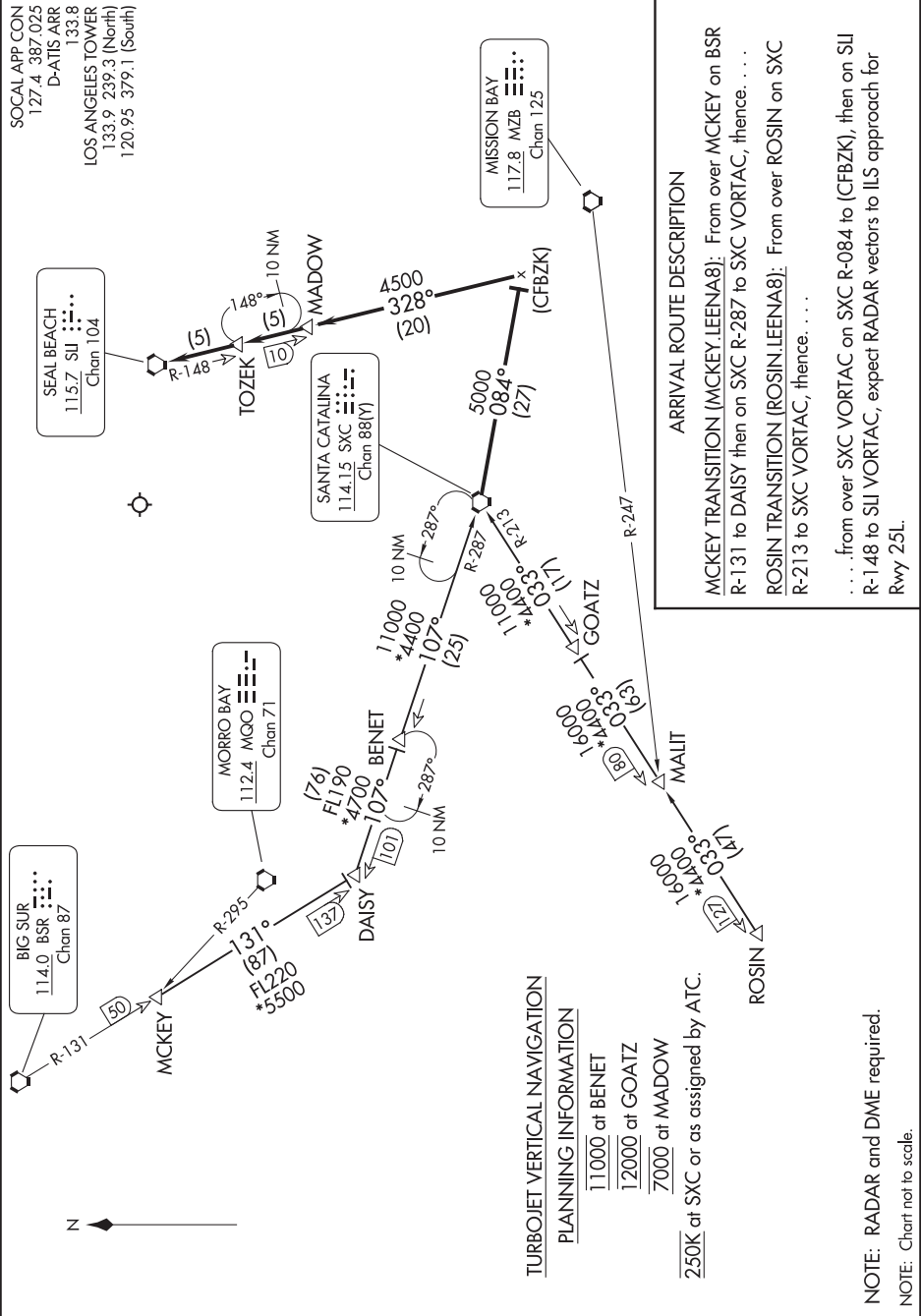
SW-3, 07 AUG 2025 to 02 OCT 2025

(SXC.LEENA8) 23334

LEENA EIGHT ARRIVAL

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



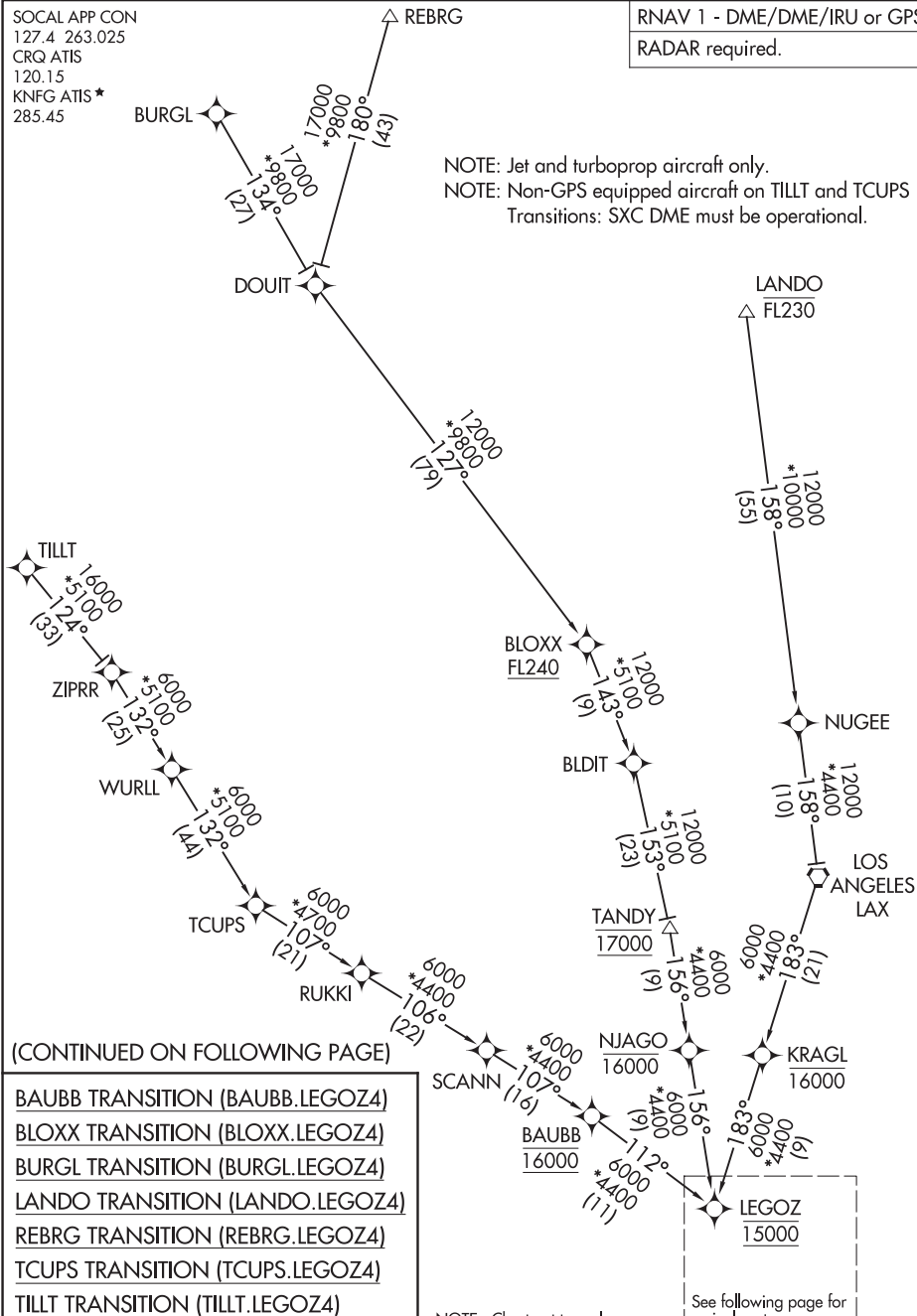
LEENA EIGHT ARRIVAL
(SXC.LEENA8) 10AUG23

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

CARLSBAD, CALIFORNIA

RADAR required.

NOTE: Jet and turboprop aircraft only.
NOTE: Non-GPS equipped aircraft on TILLT and TCUPS
Transitions: SXC DME must be operational.

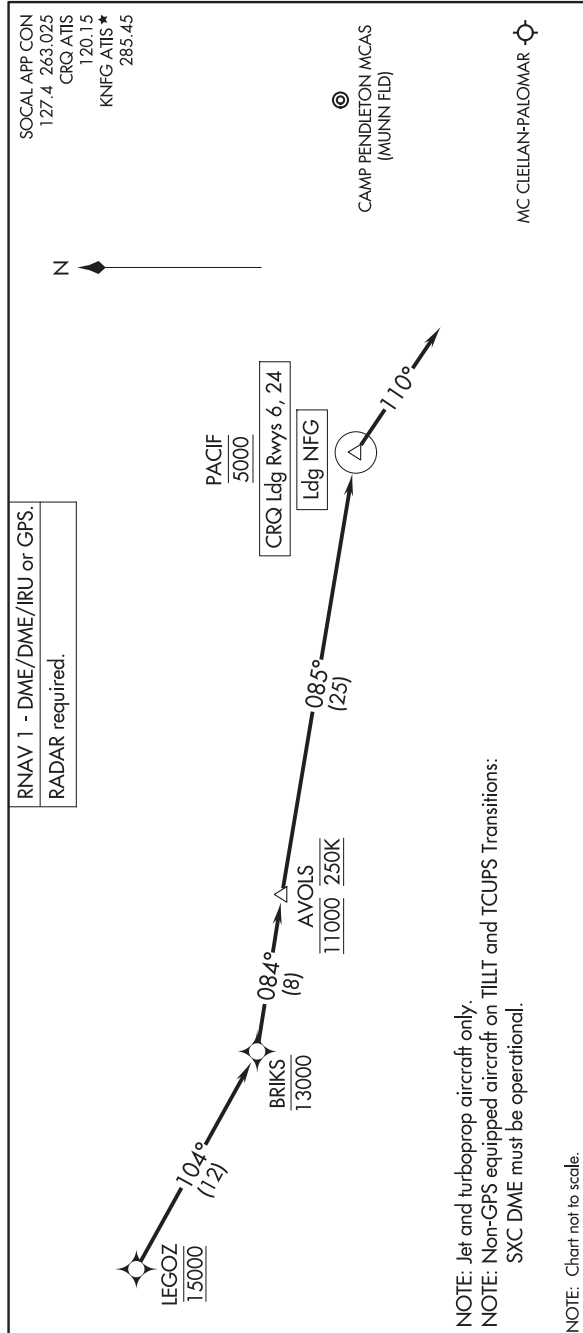


NOTE: Chart not to scale.

See following page for arrival routes

LEGOZ FOUR ARRIVAL (RNAV) Arrival Routes

CARLSBAD, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

LANDING NFG: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 2250K, then on track 085° to cross PACIF at 5000, then on track 110°. Expect RADAR vectors to final approach course.

LANDING CRQ RUNWAY 6: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLIS at 11000 and at 250K, then on track 085° to cross PACIF at 5000, then on track 110°. Expect RNAV (RNP) Z RWY 6 approach or RADAR vectors to final approach course.

LANDING CRQ RUNWAY 24: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 250K, then on track 085° to cross PACIF at 5000, then on track 110°. Expect RADAR vectors to final approach course: 11000 and at 250K, then on track 085° to cross PACIF at 5000, then on track 110°. Expect RADAR vectors to final approach course:

(LUCKI.LUCK11) 17173

LUCKI ONE ARRIVAL (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

HOGGZ TRANSITION (HOGGZ.LUCK11)

IMPERIAL TRANSITION (IPL.LUCK11)

LVELL TRANSITION (LVELL.LUCK11)

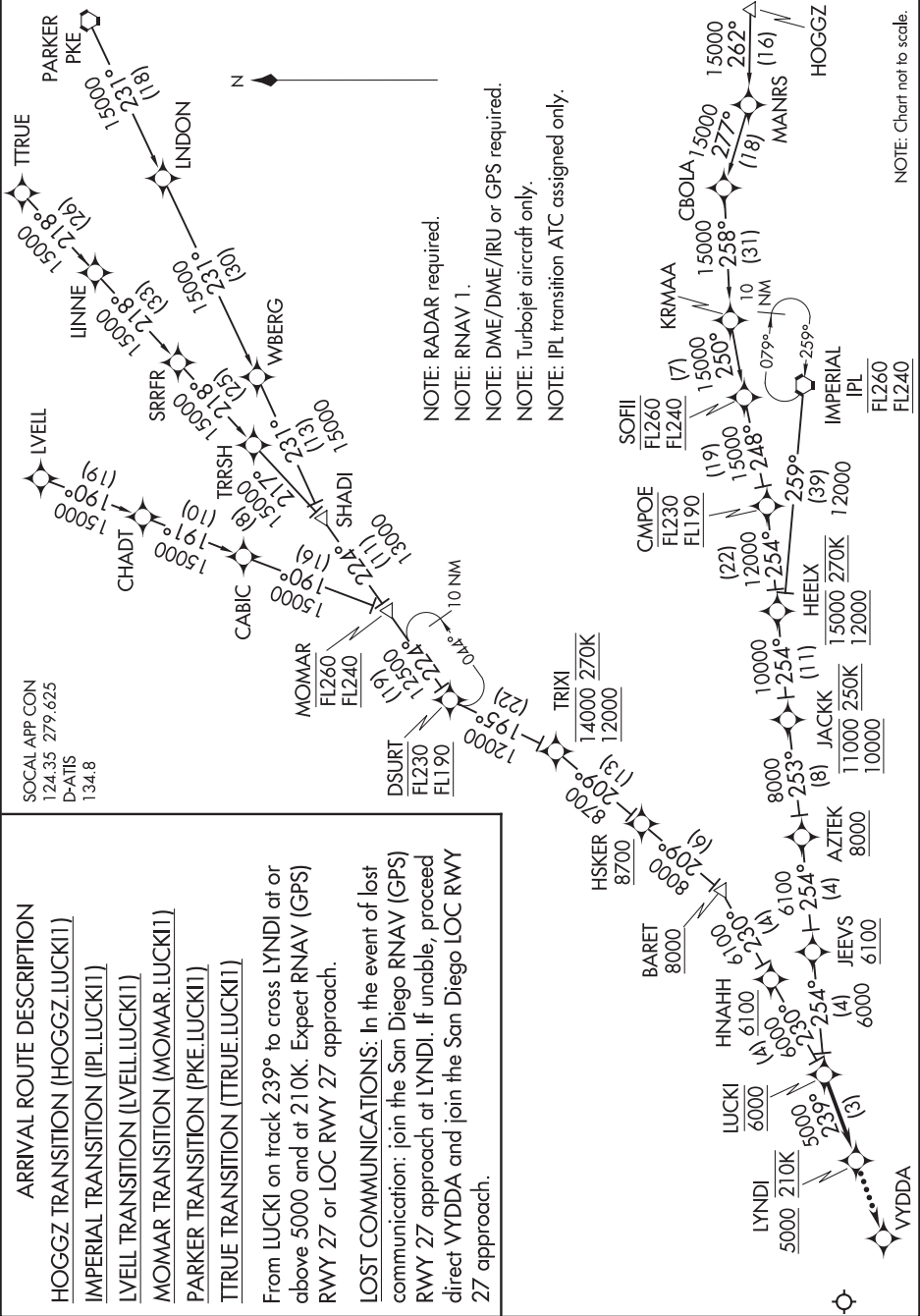
MOMAR TRANSITION (MOMAR.LUCK11)

PARKER TRANSITION (PKE.LUCK11)

TRUE TRANSITION (TRUE.LUCK11)

From LUCKI on track 239° to cross LYNDI at or above 5000 and at 210K. Expect RNAV (GPS) RWY 27 or LOC RWY 27 approach.

LOST COMMUNICATIONS: In the event of lost communication: join the San Diego RNAV (GPS) RWY 27 approach at LYNDI. If unable, proceed direct VYDDA and join the San Diego LOC RWY 27 approach.



LUCKI ONE ARRIVAL (RNAV)

(LUCKI.LUCK11) 10NOV16

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 07 AUG 2025 to 02 OCT 2025

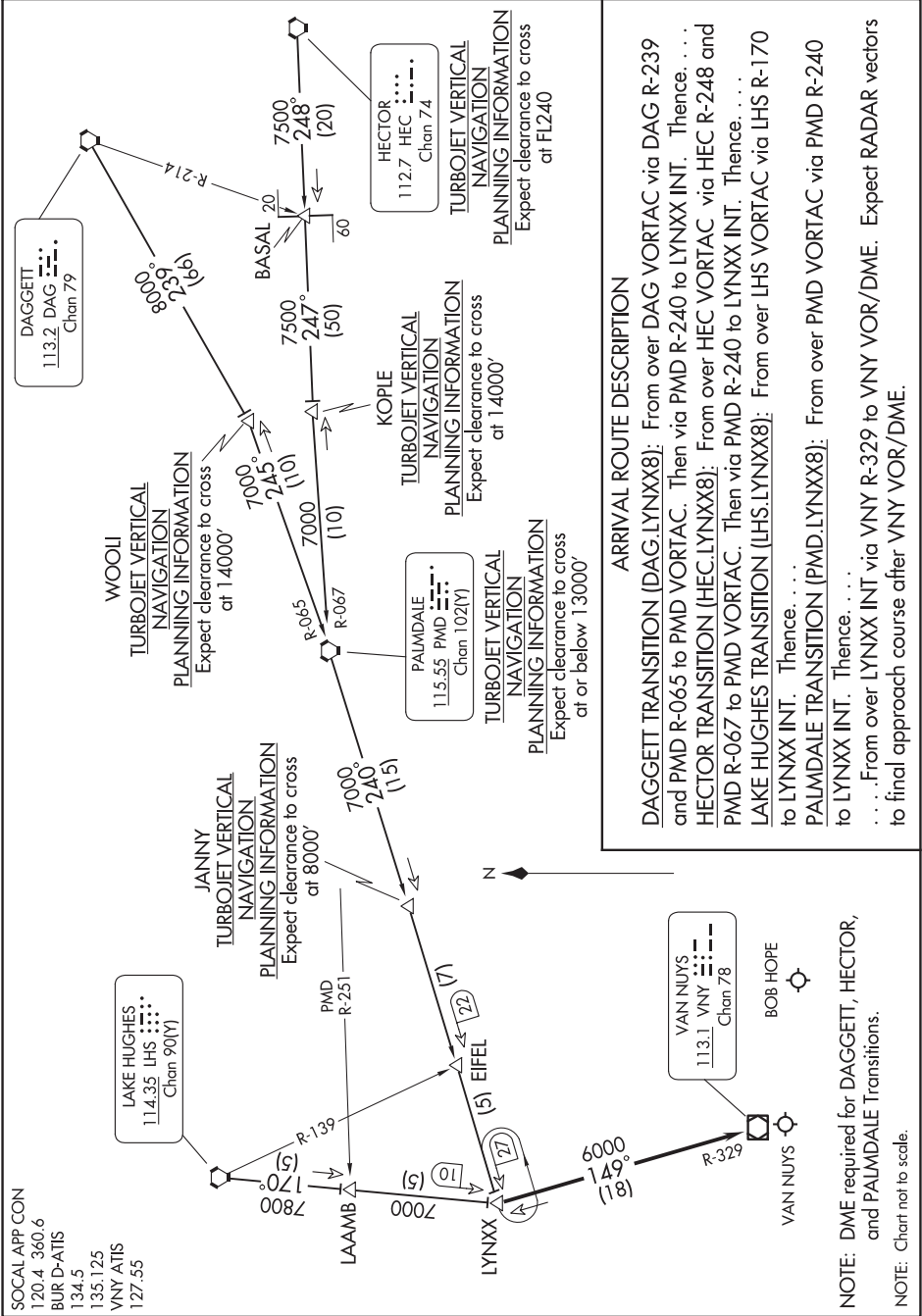
NOTE: Chart not to scale.

LYNXX EIGHT ARRIVAL

AL-67 (FAA)

BURBANK, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

LYNXX EIGHT ARRIVAL

BURBANK, CALIFORNIA

(PMD.MARCH4) 23334

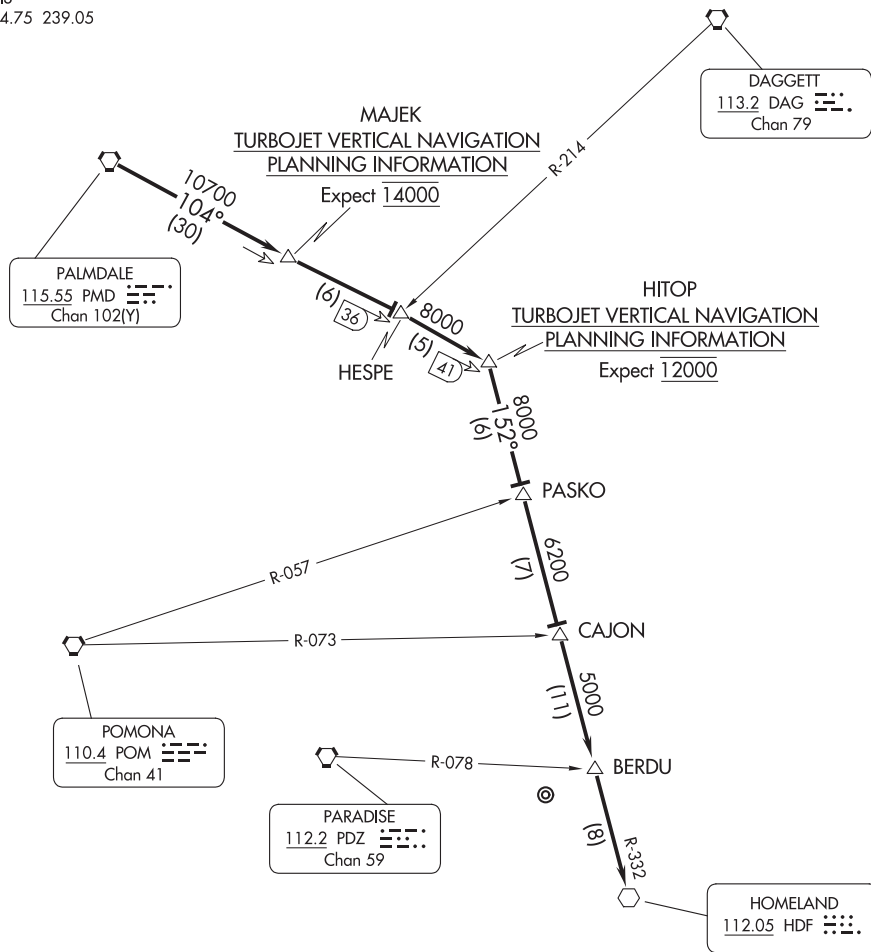
MARCH FOUR ARRIVAL

AL-348 (FAA)

MARCH ARB (KRIV)

RIVERSIDE, CALIFORNIA

MARCH APP CON ★
133.5 324.1
ATIS
134.75 239.05



ARRIVAL ROUTE DESCRIPTION

From over PMD VORTAC via PMD R-104 to HITOP INT. Thence via HDF R-332 to HDF VOR. Expect VOR approach or vector to intercept ILS Rwy 32.

MARCH FOUR ARRIVAL

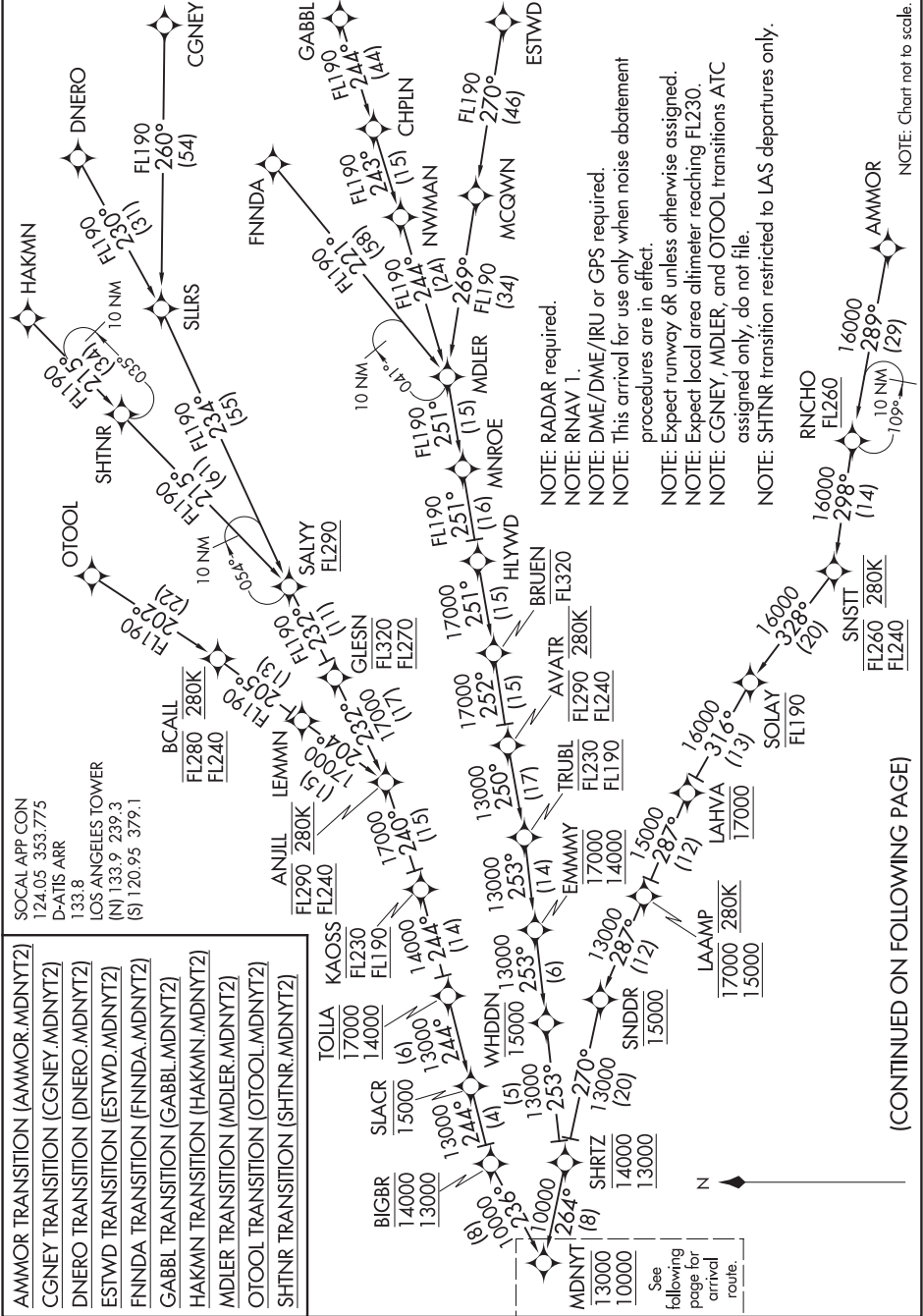
(PMD.MARCH4) 11NOV93

RIVERSIDE, CALIFORNIA

MARCH ARB (KRIV)

MDNYT TWO ARRIVAL (RNAV) Transition Routes

SW-3, 07 AUG 2025 to 02 OCT 2025



MDNYT TWO ARRIVAL (RNAV) Transition Routes

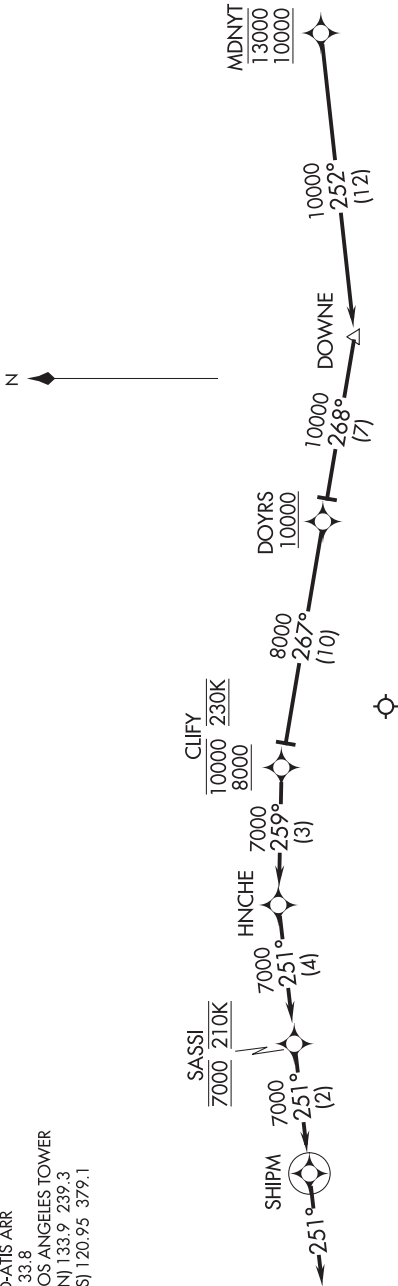
SW-3, 07 AUG 2025 to 02 OCT 2025

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

(MDNYT.MDNYT2) 17285
MDNYT TWO ARRIVAL (RNAV) Arrival Routes

Z54
AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



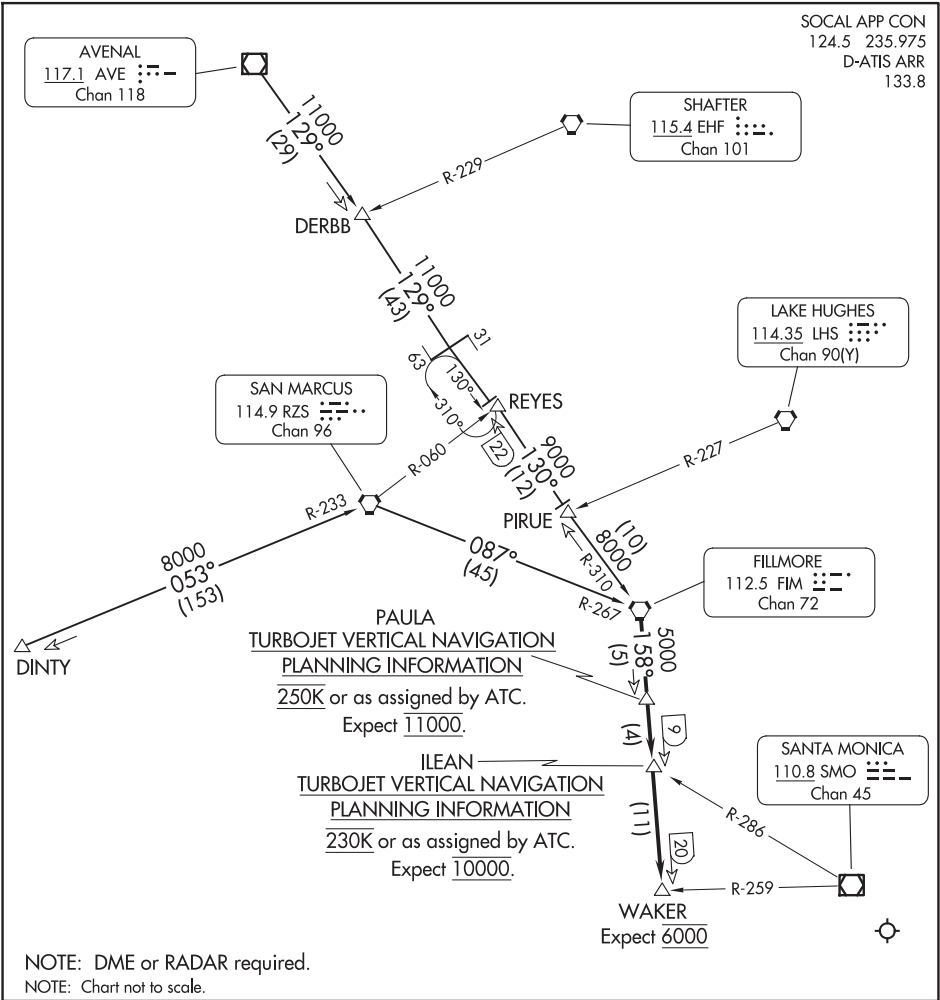
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This arrival for use only when noise abatement procedures are in effect.
NOTE: Expect runway 6R unless otherwise assigned.
NOTE: Expect local area altimeter reaching FL230.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 6L/R: From MDNYT on track 252° to DOWNE, then on track 268° to cross DOYRS at or above 10000, then on track 267° to cross CLIFY between 8000 and 10000 and at 230K, then on track 259° to HNCHE, then on track 251° to cross SASSI at 7000 and at 210K, then on track 251° to SHIPM, then on track 251°. Expect RADAR vectors to ILS or RNAV (RNP) RWY 6R final approach course.

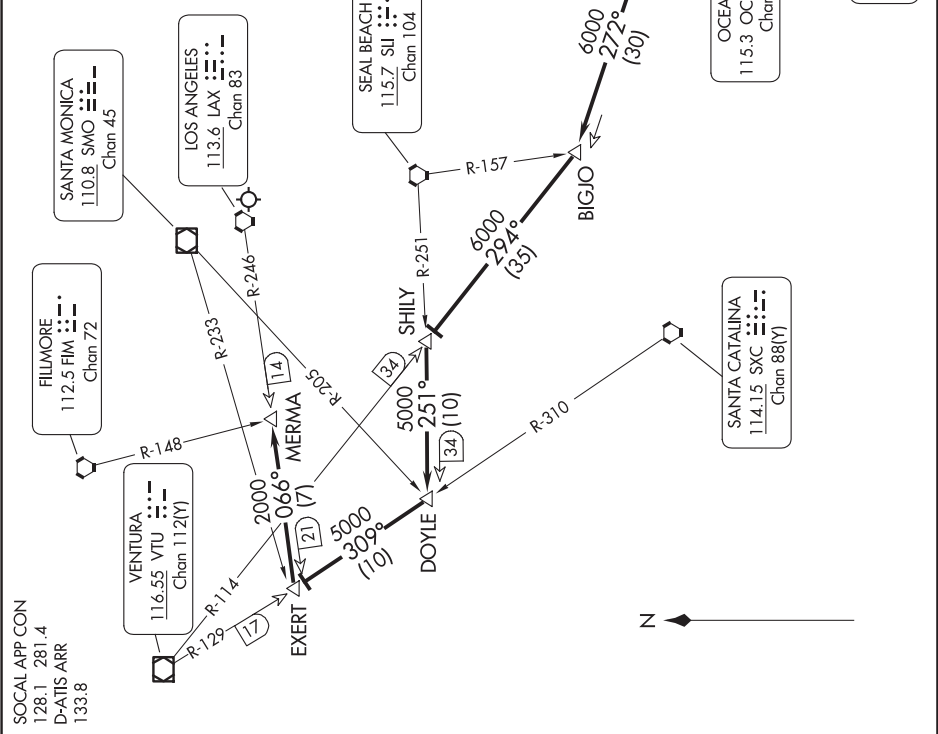
LOST COMMUNICATIONS: In the event of lost communication proceed on the RNAV (RNP) RWY 6R or ILS or LOC RWY 6R approach.



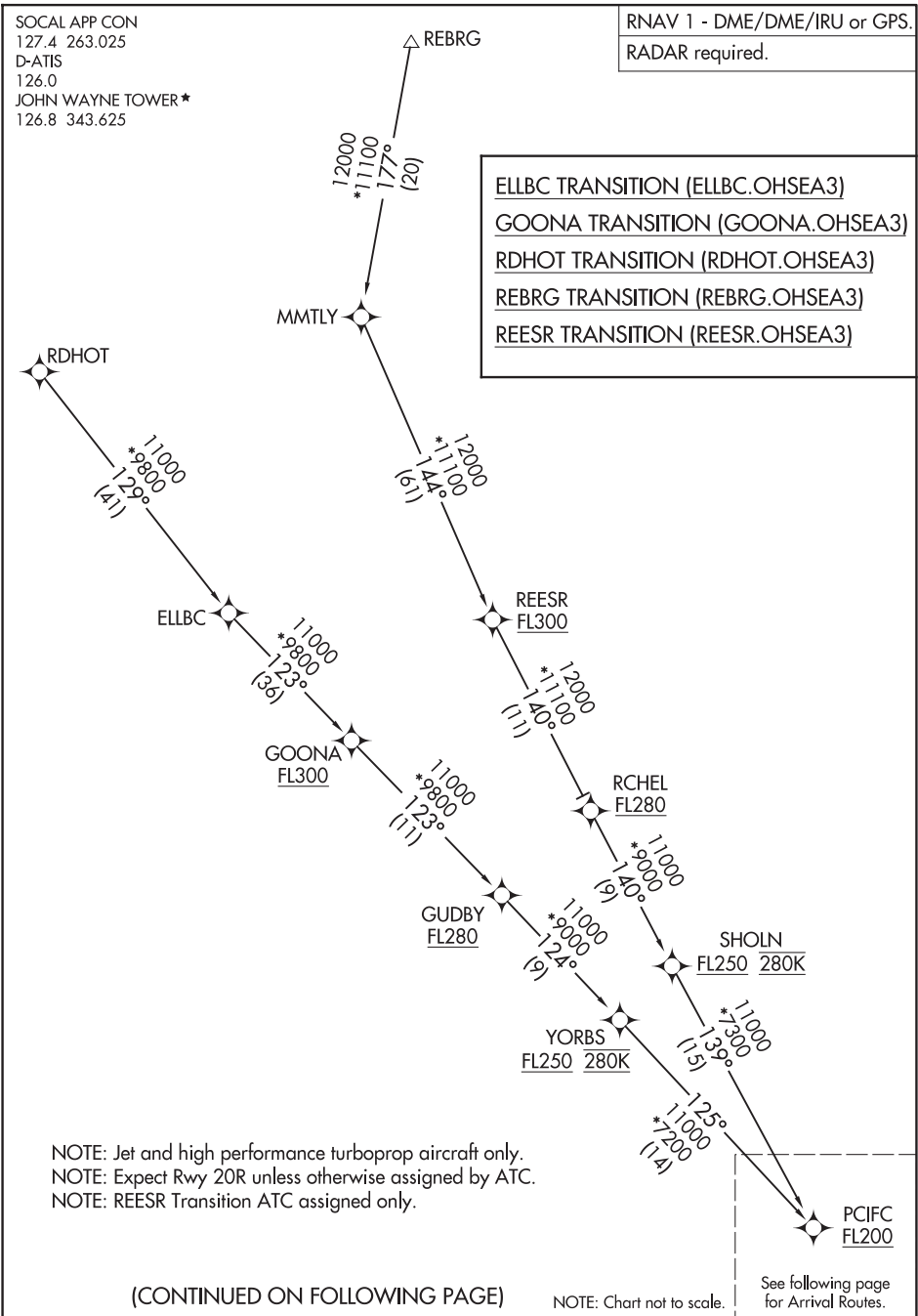
OCEAN THREE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

From over JLI VORTAC on JLI R-263 and OCN R-083 to VISTA, then on OCN R-083 to CYNDE DME, then on OCN R-083 to OCN VORTAC, then on OCN R-272 and VTU R-114 to SHILY INT, then on SLI R-251 to DOYLE INT, then on VTU R-129 to EXERT INT, then on LAX R-246 to MERMA INT. Expect RADAR vectors to final approach course for Runways 6 or 7.

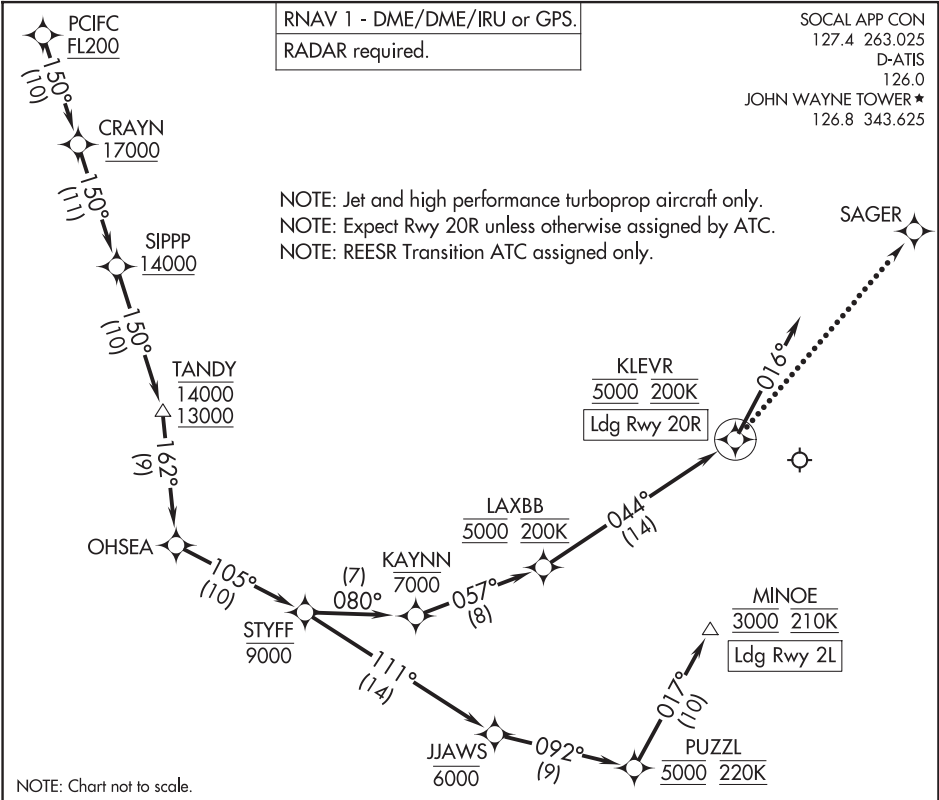


OCEAN THREE ARRIVAL



OHSEA THREE ARRIVAL (RNAV) Arrival Routes

SANTA ANA, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

From PCIFC on track 150° to cross CRAYN at or above 17000, then on track 150° to cross SIPPP at or above 14000, then on track 150° to cross TANDY between 13000 and 14000, then on track 162° to OHSEA.

LANDING RUNWAY 2L: From OHSEA on track 105° to cross STYFF at or below 9000, then on track 111° to cross JJAWS at or below 6000, then on track 092° to cross PUZZL at 5000 and at 220K, then on track 017° to cross MINOE at 3000 and at 210K. Expect RNAV (RNP) Z RWY 2L or RADAR vectors to final approach course.

LANDING RUNWAY 20R: From OHSEA on track 105° to cross STYFF at or below 9000, then on track 080° to cross KAYNN at or below 7000, then on track 057° to cross LAXBB at 5000 and at 200K, then on track 044° to cross KLEVR at 5000 and at 200K, then on track 016°.

Expect RNAV (RNP) Z RWY 20R or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 20R: After KLEVR execute RNAV (RNP) Z RWY 20R approach or proceed to SAGER and execute the ILS or LOC RWY 20R approach.

LANDING RUNWAY 2L: Proceed on LOC BC RWY 2L, RNAV (GPS) Y RWY 2L, or RNAV (RNP) Z RWY 2L.

OHSEA THREE ARRIVAL (RNAV) Arrival Routes

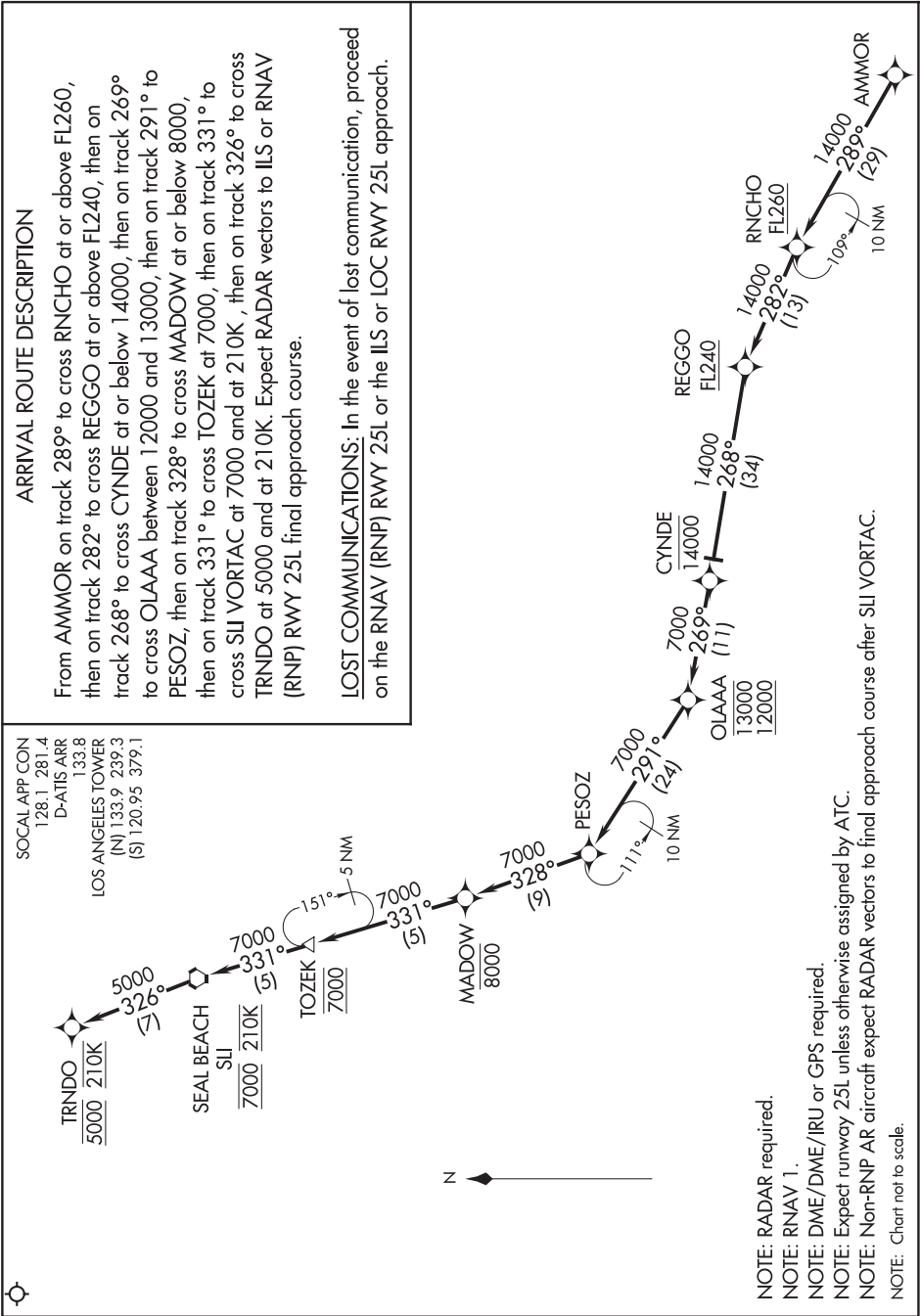
SANTA ANA, CALIFORNIA

OLAAA TWO ARRIVAL (RNAV)

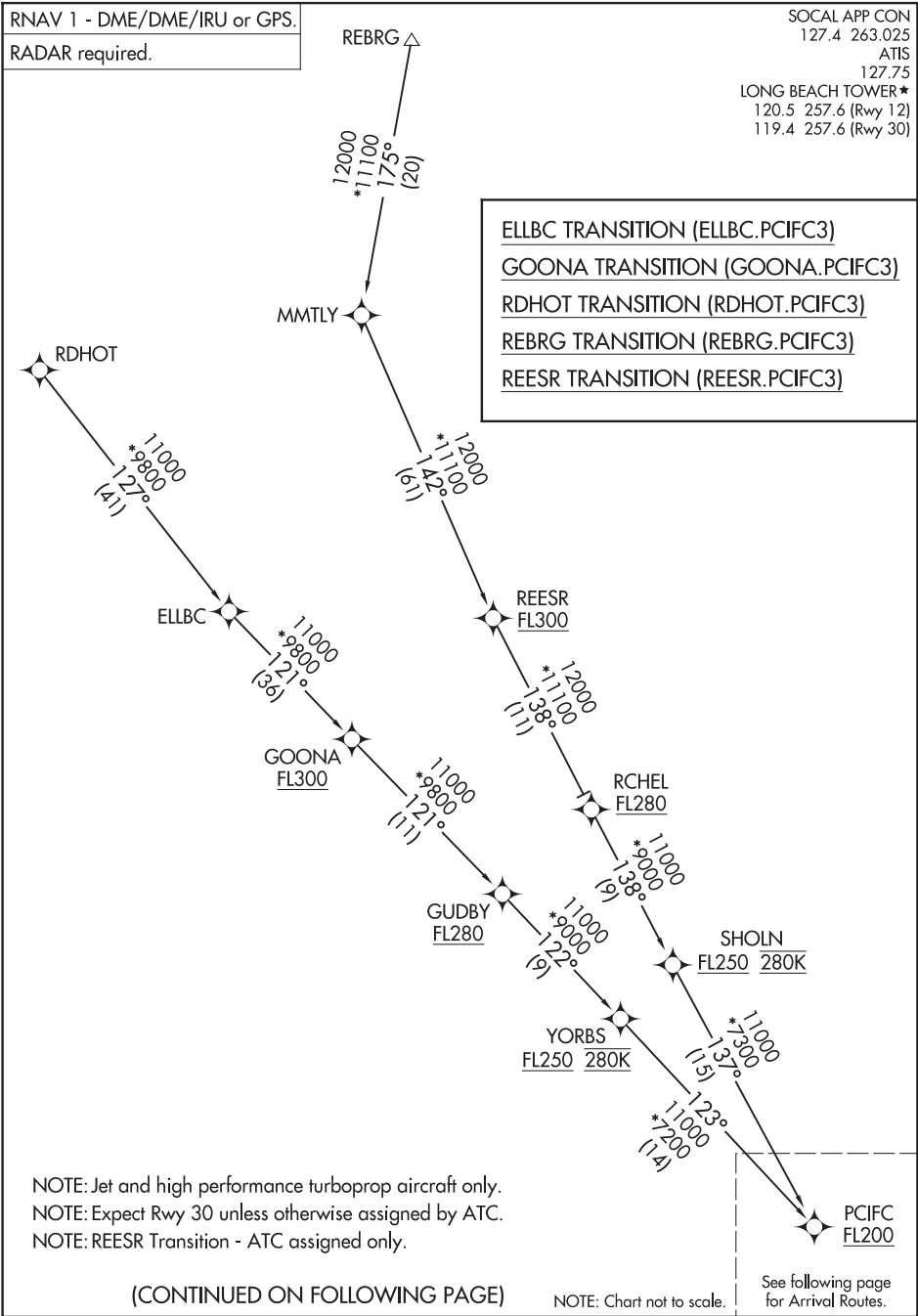
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

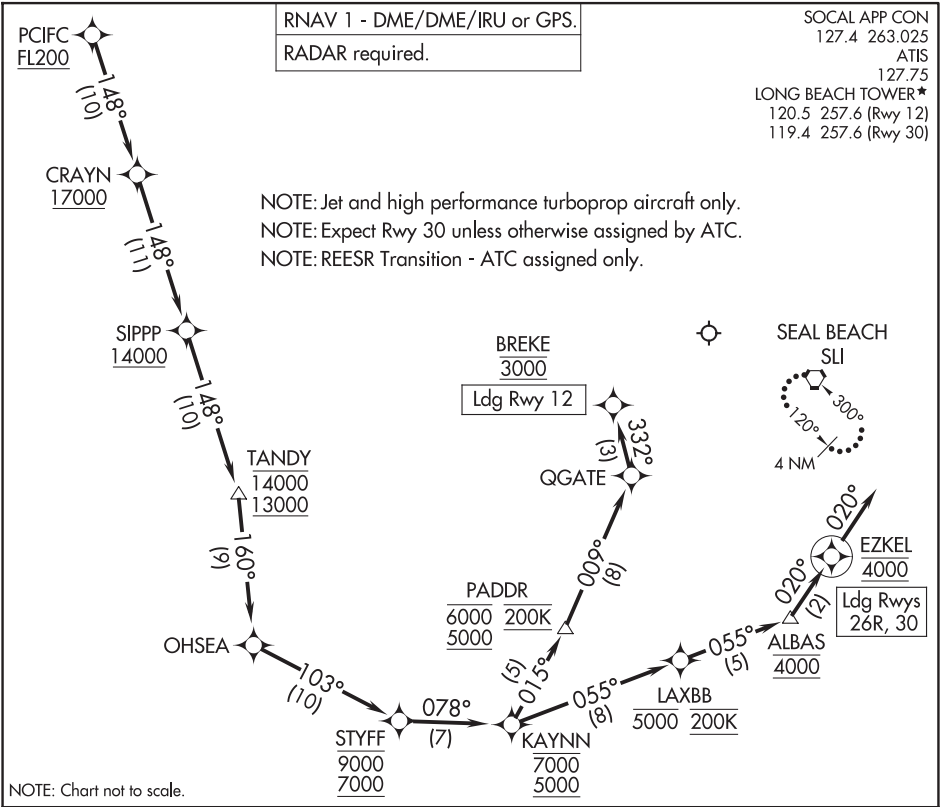
AL-237 (FAA)

SW-3, 07 AUG 2025 to 02 OCT 2025



PCIFC THREE ARRIVAL (RNAV) Transition Routes





ARRIVAL ROUTE DESCRIPTION

From PCIFC on track 148° to cross CRAYN at or above 17000, then on track 148° to cross SIPPP at or above 14000, then on track 148° to cross TANDY between 13000 and 14000, then on track 160° to OHSEA, then on track 103° to cross STYFF between 7000 and 9000.

LANDING RUNWAY 12: From STYFF on track 078° to cross KAYNN between 5000 and 7000, then on track 015° to cross PADDR between 5000 and 6000 and at 200K, then on track 009° to QGATE, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

LANDING RUNWAYS 26R, 30: From STYFF on track 078° to cross KAYNN between 5000 and 7000, then on track 055° to cross LAXBB at or below 5000 and at 200K, then on track 055° to cross ALBAS at 4000, then on track 020° to cross EZKEL at 4000, then on track 020°.

Expect RNAV (RNP) Y RWY 30 or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach.

LANDING RUNWAYS 26R, 30: After EZKEL proceed on the RNAV (RNP) Y RWY 30 or ILS or LOC RWY 30 approach.

If unable approach to LGB, after EZKEL/BREKE climb to 4000 direct SLI VORTAC and hold.

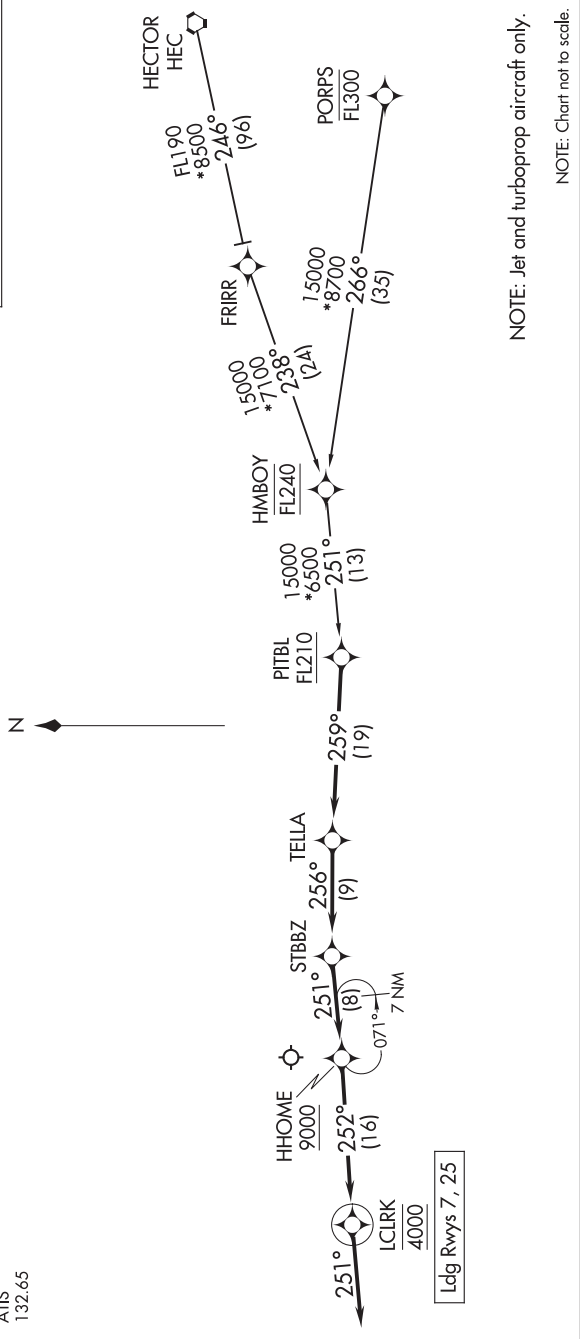
(PITBL.PITBL2) 25219

PITBL TWO ARRIVAL (RNAV)

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

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



ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.PITBL2)

PORPS TRANSITION (PORPS.PITBL2)

From PITBL on track 259° to TELLA.

LANDING RUNWAYS 7, 25: From TELLA on track 256° to STBBZ, then on track 251° to cross HHOME at or above 9000, then on track 252° to cross LCLRK at 4000, then on track 251° . Expect RADAR vectors to final approach course.

PITBL TWO ARRIVAL (RNAV)

(PITBL.PITBL2) 07AUG25

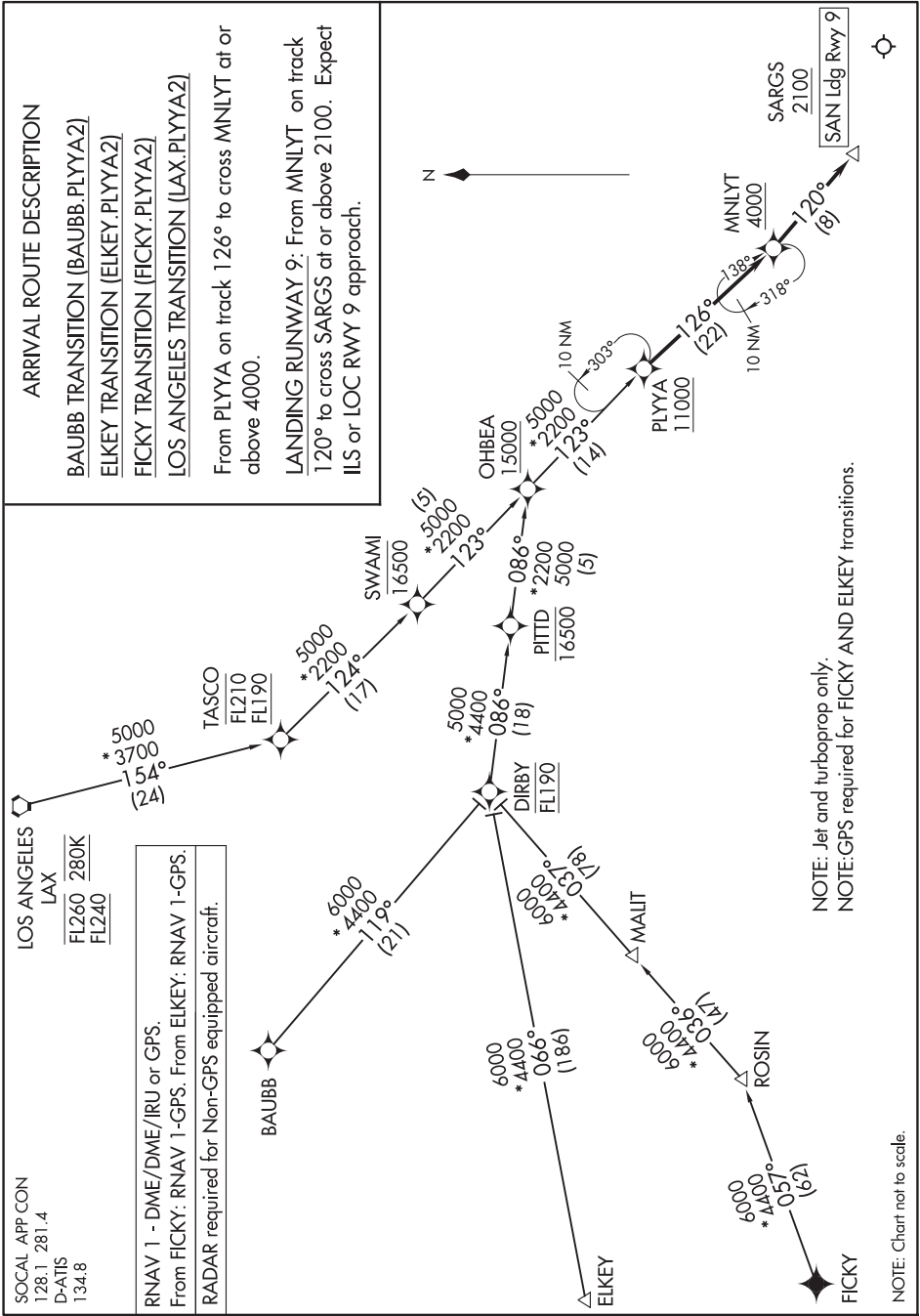
SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

PLYYA TWO ARRIVAL (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



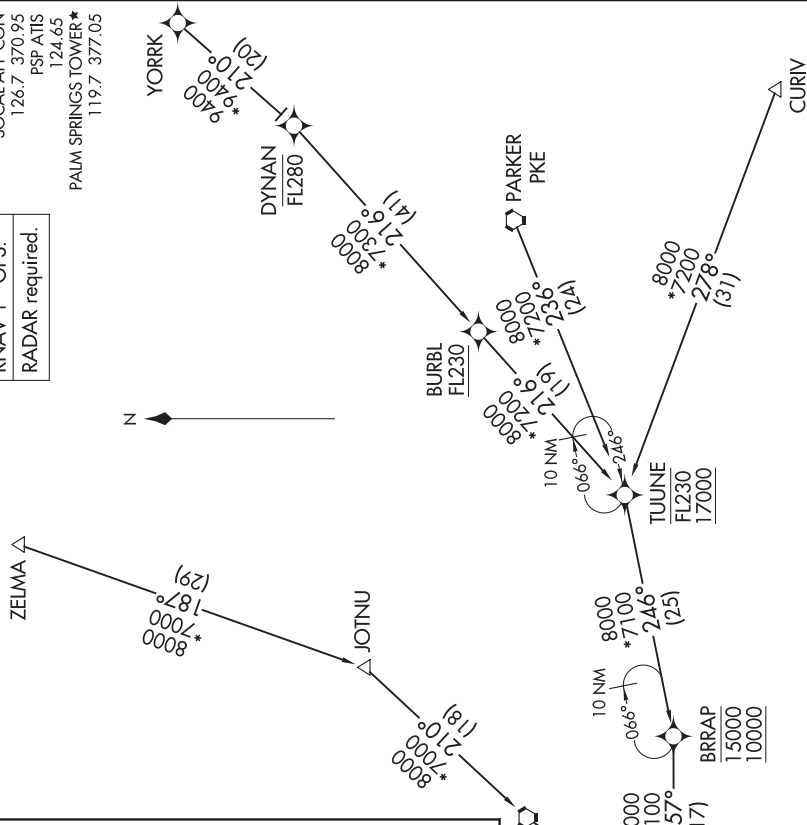
PLYYA TWO ARRIVAL (RNAV)

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 07 AUG 2025 to 02 OCT 2025

SOCAL APP CON	126.7	370.95
PSP ATIS	124.65	
PALM SPRINGS TOWER★	119.7	377.05

RNAV 1 - GPS.
RADAR required.



ARRIVAL ROUTE DESCRIPTION

CURIV TRANSITION (CURIV.RDBUL1)

PARKER TRANSITION (PKE.RDBUL1)

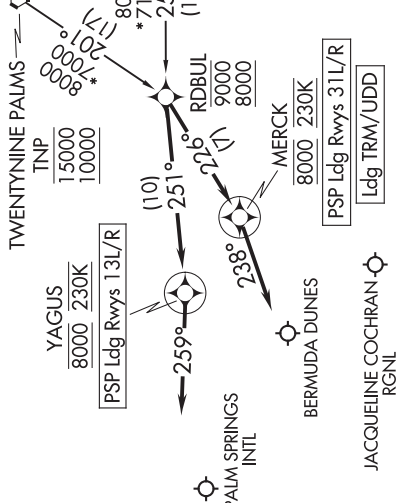
YORK TRANSITION (YORRK.RDBUL1)

ZELMA TRANSITION (ZELMA.RDBUL1)

LANDING PSP RUNWAYS 13L/R: From RDBUL on track 251° to cross YAGUS at 8000 and at 230K, then on track 259° . Expect RADAR vectors to final approach course:

LANDING PSP RUNWAYS 31L/R: From RDBUL on track 226° to cross MERCK at 8000 and at 230K, then on track 238°. Expect RADAR vectors to final approach course.

LANDING TRM/UDD: From RDBUL on track 226° to cross MERCK at 8000 and at 230K, then on track 238°. Expect RADAR vectors to final approach course.



RDBUL ONE ARRIVAL (RNAV)

(RDBUL.RDBUL1) 12JUN25

PALM SPRINGS, CALIFORNIA

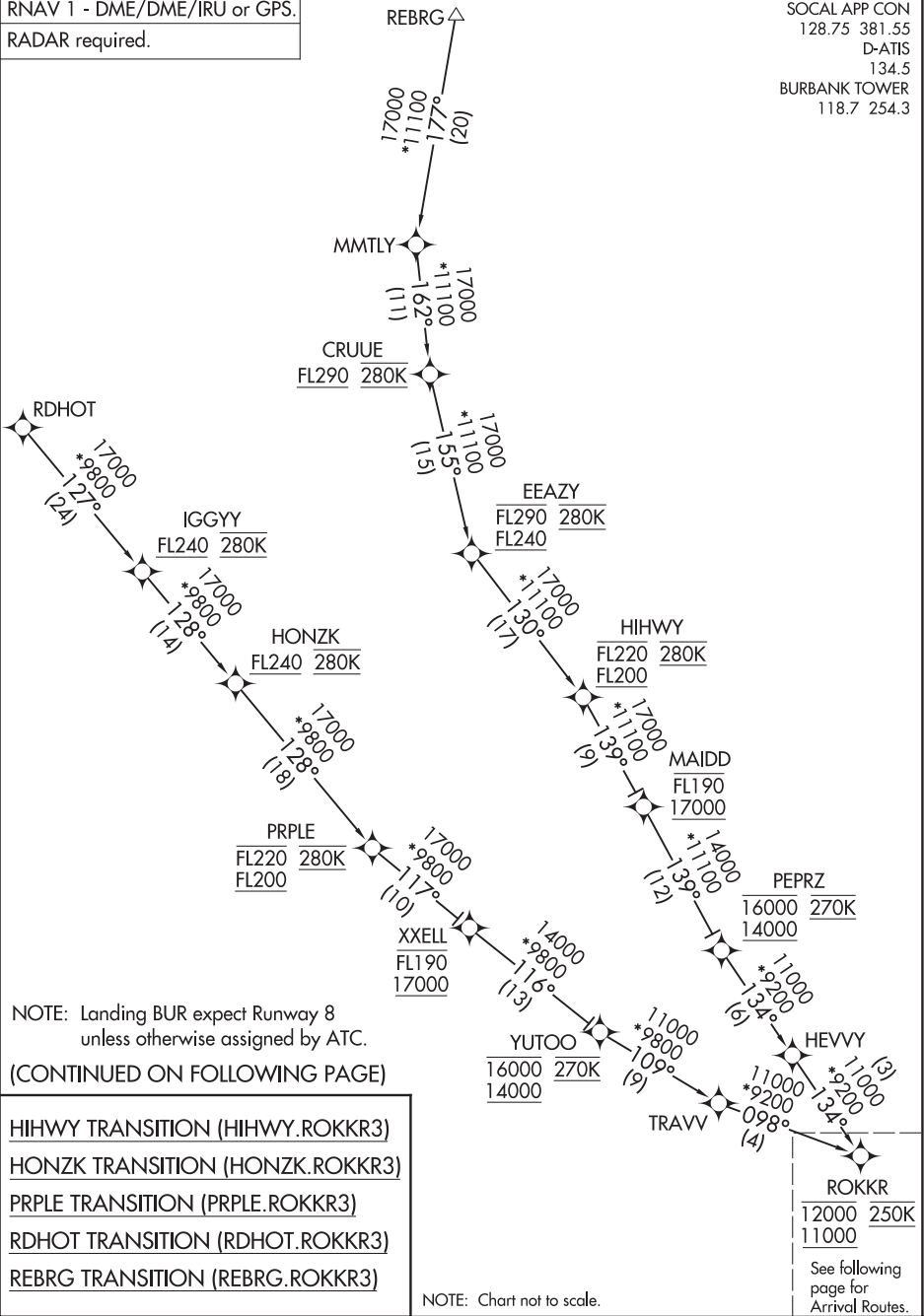
ROKKR THREE ARRIVAL (RNAV) Transition Routes

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

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

SOCAL APP CON
128.75 381.55
D-ATIS
134.5
BURBANK TOWER
118.7 254.3



ROKKR THREE ARRIVAL (RNAV) Transition Routes

BURBANK, CALIFORNIA
BOB HOPE (BUR)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(ROKKR.ROKKR3) 25051

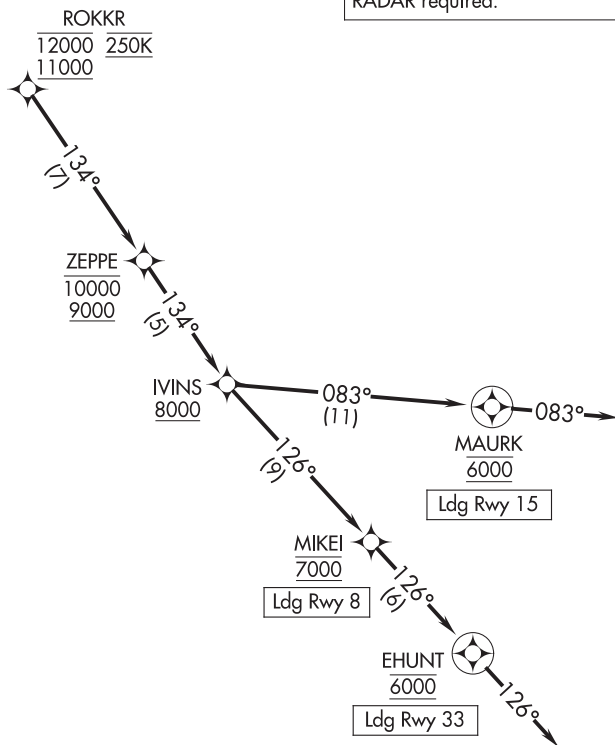
ROKKR THREE ARRIVAL (RNAV) Arrival Routes

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

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

SOCAL APP CON
128.75 381.55
D-ATIS
134.5
BURBANK TOWER
118.7 254.3



NOTE: Landing BUR expect Runway 8 unless otherwise assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From ROKKR on track 134° to cross ZEPPE between 9000 and 10000, then on track 134° to cross IVINS at or above 8000.

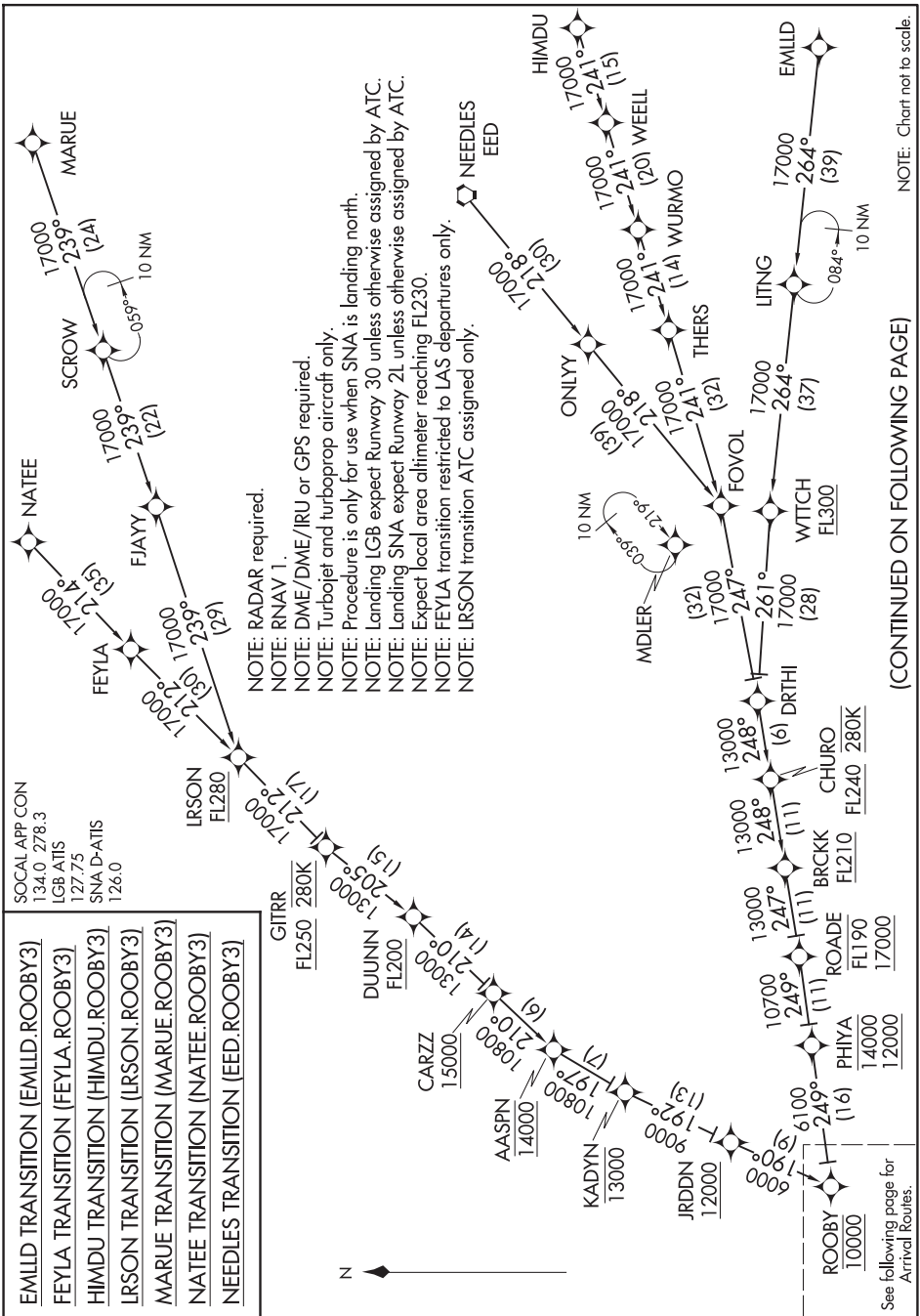
LANDING RUNWAY 8: From IVINS on track 126° to cross MIKEI at 7000. Expect ILS or LOC RWY 8 approach.

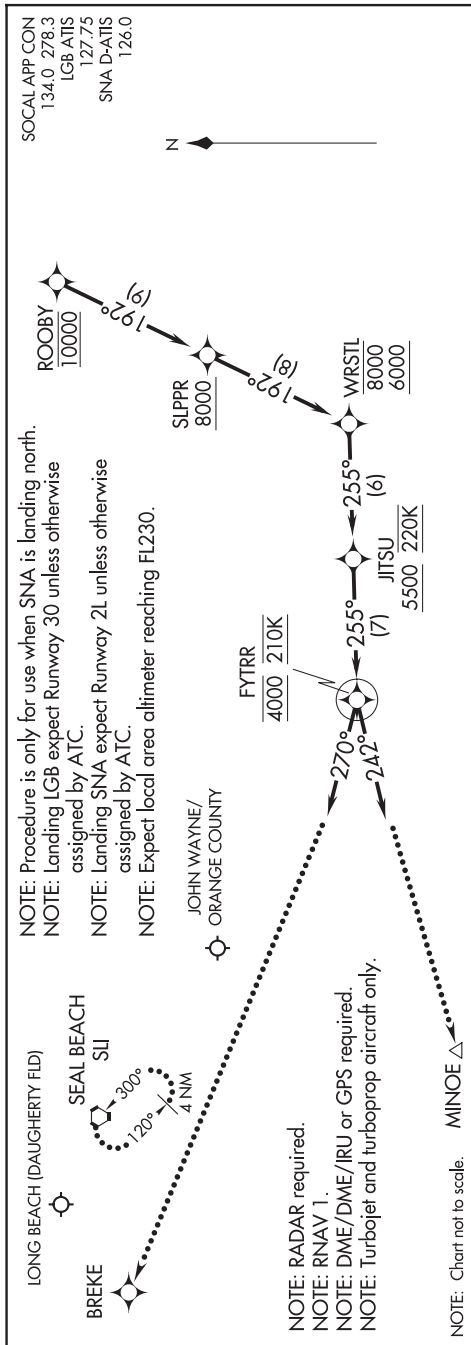
LANDING RUNWAY 15: From IVINS on track 083° to cross MAURK at 6000, then on track 083°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 33: From IVINS on track 126° to cross MIKEI at 7000, then on track 126° to cross EHUNT at 6000, then on track 126°. Expect RADAR vectors to final approach course.

ROKKR THREE ARRIVAL (RNAV) Arrival Routes
(ROKKR.ROKKR3) 20FEB25

BURBANK, CALIFORNIA
BOB HOPE (BUR)





ARRIVAL ROUTE DESCRIPTION

LANDING LGB: From ROOBY on track 192° to cross SLPPR at or above 8000, then on track 192° to cross WRSTL between 6000 and 8000, then on track 255° to cross JITSU at or above 5500 and at 220K, then on track 255° to cross FYTRR at 4000 and at 210K, then on heading 270° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING SNA: From ROOBY on track 192° to cross SLPPR at or above 8000, then on track 192° to cross WRSTL between 6000 and 8000, then on track 255° to cross JITSU at or above 5500 and at 220K, then on track 255° to cross FYTRR at 4000 and at 210K, then on heading 242° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

LANDING LGB RUNWAY 30: Intercept and proceed on the RNAV (RNP) RWY 30 or ILS RWY 30 approach.

LANDING LGB RUNWAY 12: Maintain 3000 and proceed direct BREKE then on the RNAV (RNP) RWY 12 approach. If unable approach to LGB climb to 4000 direct SLUI VORTAC and hold.

LANDING SNA RUNWAY 2L: Proceed on the RNAV (RNP) RWY 2L approach or maintain 3000 and proceed direct MINOE then on the LOC BC RWY 2L approach. If unable approach to SNA climb to 5000 direct SLUI VORTAC and hold.

ARRIVAL ROUTE DESCRIPTION

TCUPS TRANSITION (TCUPS.RUKKI1)

TILLT TRANSITION (TILLT.RUKKI1)

From RUKKI on track 108° to SCANN, then on track 109° to cross BAUBB between 11000 and 13000.

LANDING RUNWAY 2L: From BAUBB on track 099° to cross JAWS at or below 6000, then on track 092° to cross PUZZL at 5000 and at 220K, then on track 017° to cross MINOE at 3000 and at 210K.

Expect RNAV (RNP) Z RWY 2L approach or RADAR vectors to final approach course.

LANDING RUNWAY 20R: From BAUBB on track 089° to cross STYFF at or below 9000, then on track 080° to cross KAYNN at or below 7000, then on track 057° to cross LAXBB at 5000 and at 200K, then on track 044° to cross KLEVR at 5000 and at 200K, then on track 016°. Expect RNAV (RNP) Z RWY 20R approach or RADAR vectors to final approach course.

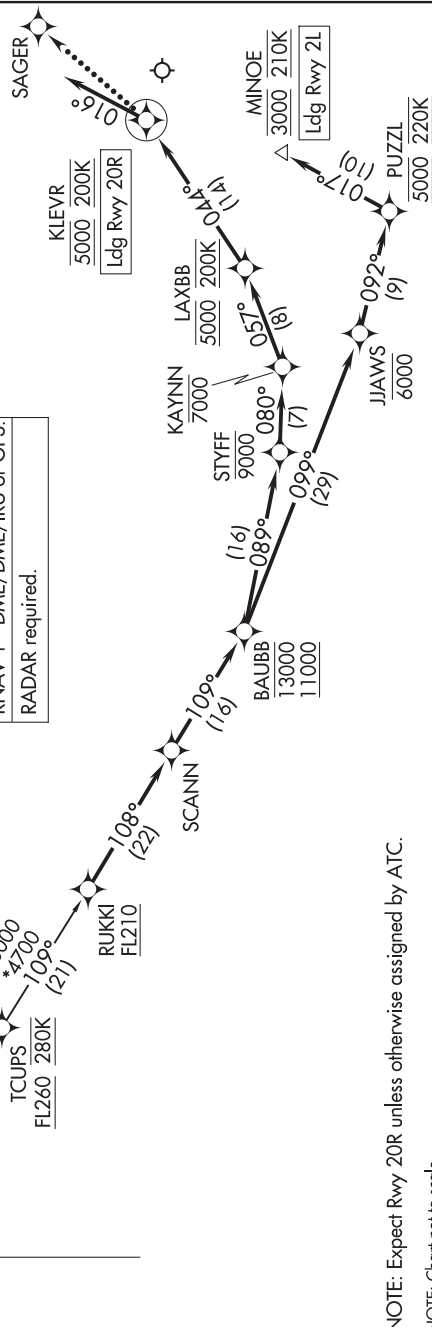
LOST COMMUNICATIONS

LANDING RUNWAY 20R: After KLEVR execute RNAV (RNP) Z RWY 20R approach, or proceed to SAGER and execute the ILS or LOC RWY 20R approach.

LANDING RUNWAY 2L: Proceed on LOC BC RWY 2L, RNAV (GPS) Y RWY 2L, or RNAV (RNP) Z RWY 2L approach.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



NOTE: Expect Rwy 20R unless otherwise assigned by ATC.

NOTE: Chart not to scale.

SW-3, 07 AUG 2025 to 02 OCT 2025

RUKKI ONE ARRIVAL (RNAV)

(RUKKI.RUKKI1) 26DEC24

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

SOCAL APP CON
124.5 235.975
LAX D-ATIS ARR
133.8
HHR ATIS
118.4
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
HAWTHORNE TOWER ★
121.1 257.8

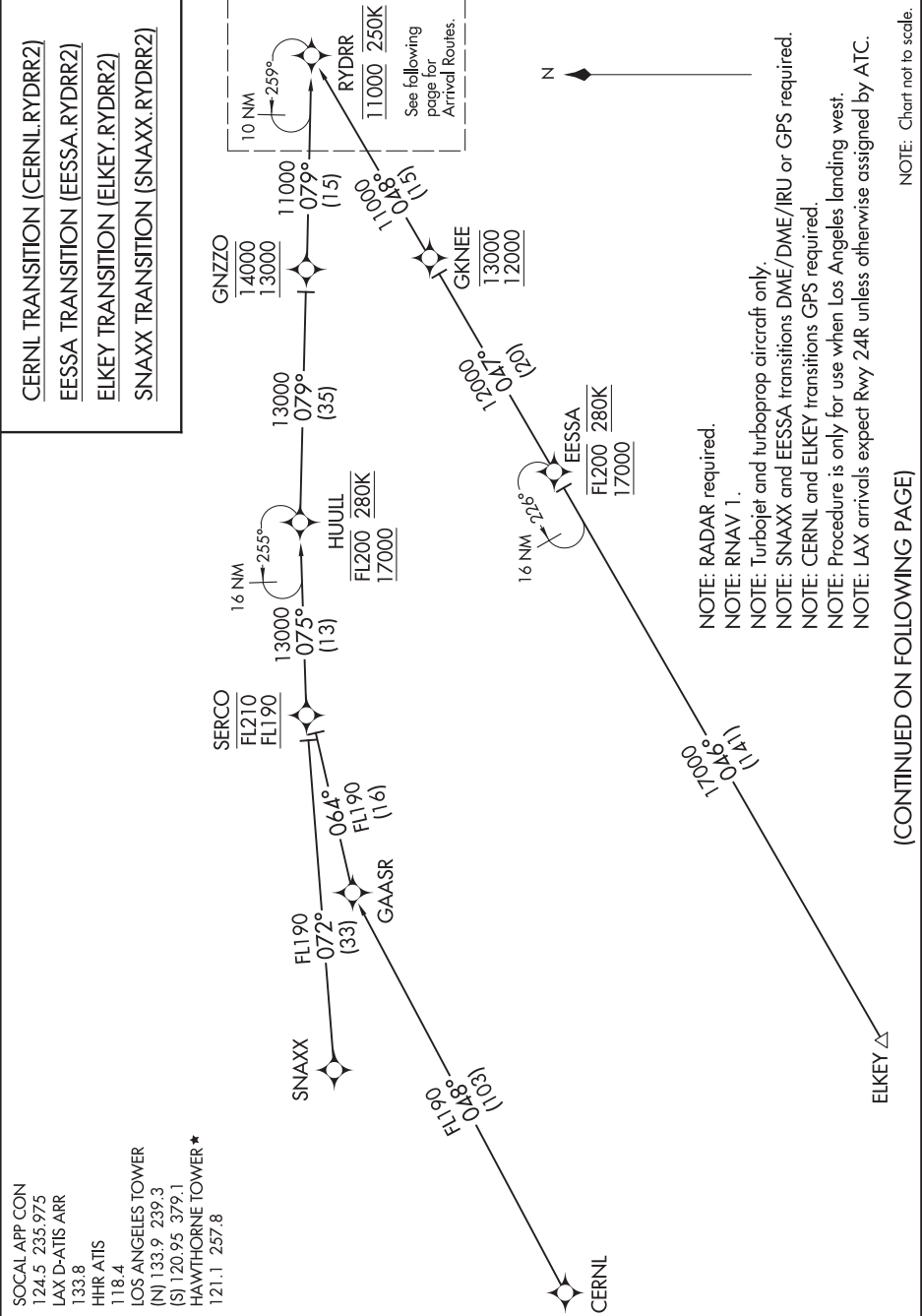
(RYDRR.RYDRR2) 21168

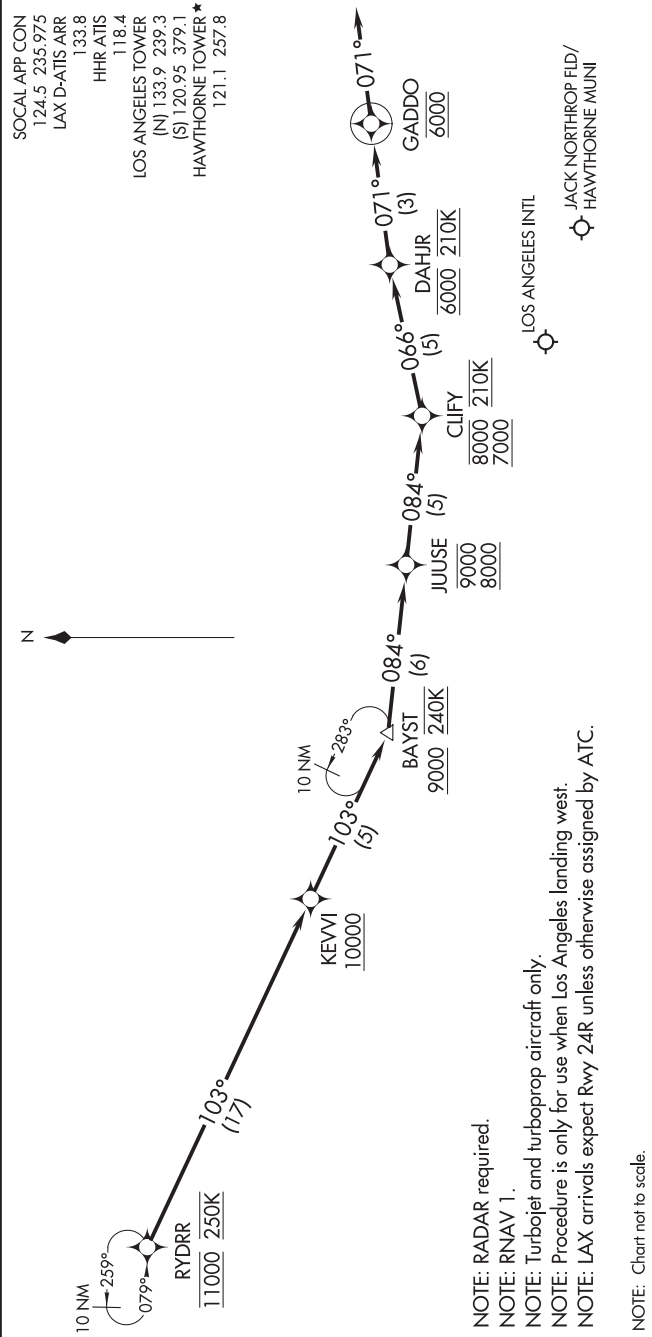
270

AL-237 (FAA)

RYDRR TWO ARRIVAL (RNAV) Transition Routes

LOS ANGELES, CALIFORNIA





(SADDE.SADDE8) 23334

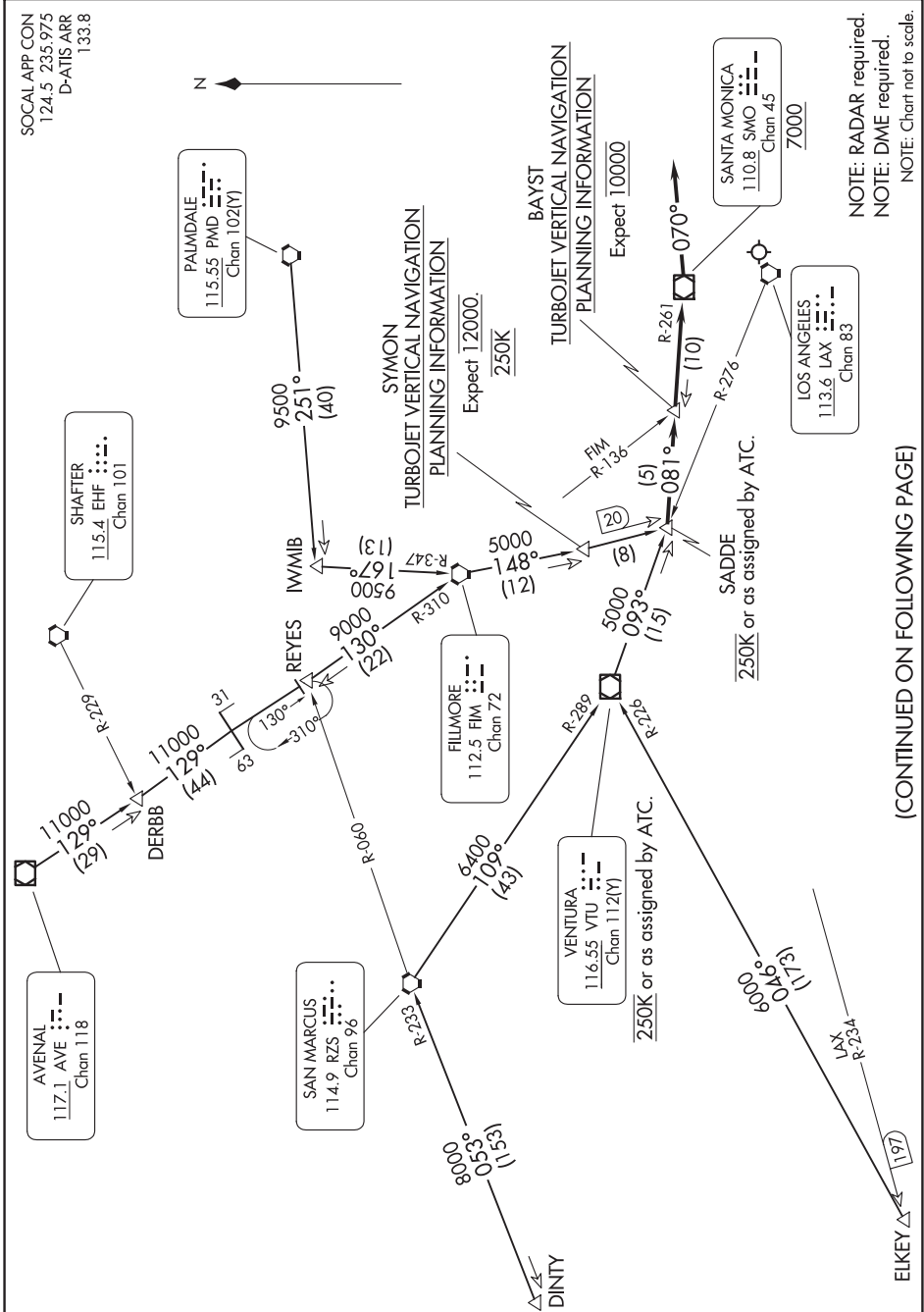
SADDE EIGHT ARRIVAL

AL-237 (FAA)

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



SADDE EIGHT ARRIVAL

(SADDE.SADDE8) 07DEC17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(CONTINUED ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.SADDE8): From over AVE VOR/DME on AVE R-129 and FIM R-310 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . .

DERBB TRANSITION (DERBB.SADDE8): From over DERBB on AVE R-129 and FIM R-310 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . .

DINTY TRANSITION (DINTY.SADDE8): From over DINTY on RZS R-233 to RZS VORTAC, then on RZS R-109 and VTU R-289 to VTU VOR/DME, then on VTU R-093 to SADDE. Thence. . .

ELKEY TRANSITION (ELKEY.SADDE8): From over ELKEY on VTU R-226 to VTU VOR/DME then on VTU R-093 to SADDE. Thence. . .

FILLMORE TRANSITION (FIM.SADDE8): From over FIM VORTAC on FIM R-148 to SADDE. Thence. . .

PALMDALE TRANSITION (PMD.SADDE8): From over PMD VORTAC on PMD R-251 and FIM R-347 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . .

SAN MARCUS TRANSITION (RZS.SADDE8): From over RZS VORTAC on RZS R-109 and VTU R-289 to VTU VOR/DME, then on VTU R-093 to SADDE. Thence. . .

VENTURA TRANSITION (VTU.SADDE8): From over VTU VOR/DME on VTU R-093 to SADDE. Thence. . .

. . . From SADDE on SMO VOR/DME R-261 to cross SMO VOR/DME at or above 7000. Then on heading 070°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications proceed on the ILS or LOC RWY 24R.

(SBONO.SBONO1) 24361

SBONO ONE ARRIVAL

AL-545 (FAA)

PALM SPRINGS, CALIFORNIA

SOCAL APP CON

126.7 370.95

PSP ATIS

124.65

TRM ASOS

118.325

BERMUDA DUNES UNICOM

122.8

JACQUELINE COCHRAN UNICOM

123.0

PALM SPRINGS TOWER*

119.7 377.05

GOFFS
114.4 GFS
Chan 91

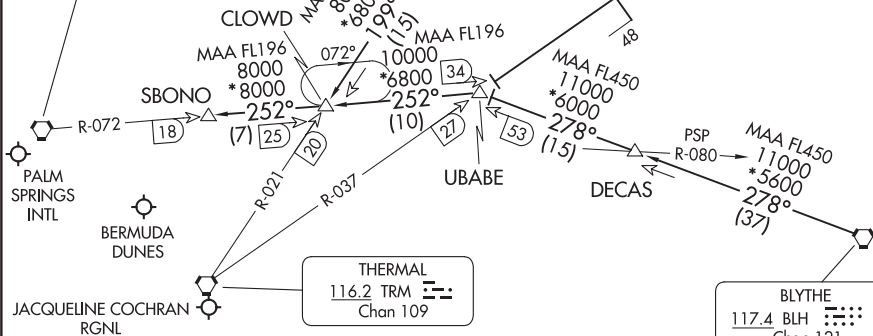
NEEDLES
115.2 EED
Chan 99

TWENTYNINE PALMS
114.2 TNP
Chan 89

PALM SPRINGS
115.5 PSP
Chan 102

THERMAL
116.2 TRM
Chan 109

BLYTHE
117.4 BLH
Chan 121



NOTE: Chart not to scale.

NOTE: DME required.

ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC on BLH R-278 and PSP R-072 to SBONO DME. Thence. . .

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT on BLH R-278 and PSP R-072 to SBONO DME. Thence. . .

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC on GFS R-185 and TNP R-028 to TNP VORTAC, then on TNP R-199 and PSP R-072 to SBONO DME. Thence. . .

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC on EED R-216 and TRM R-037 to UBABE DME, then on PSP R-072 to SBONO DME. Thence. . .

. . . .From over SBONO DME expect RADAR vectors to final approach course.

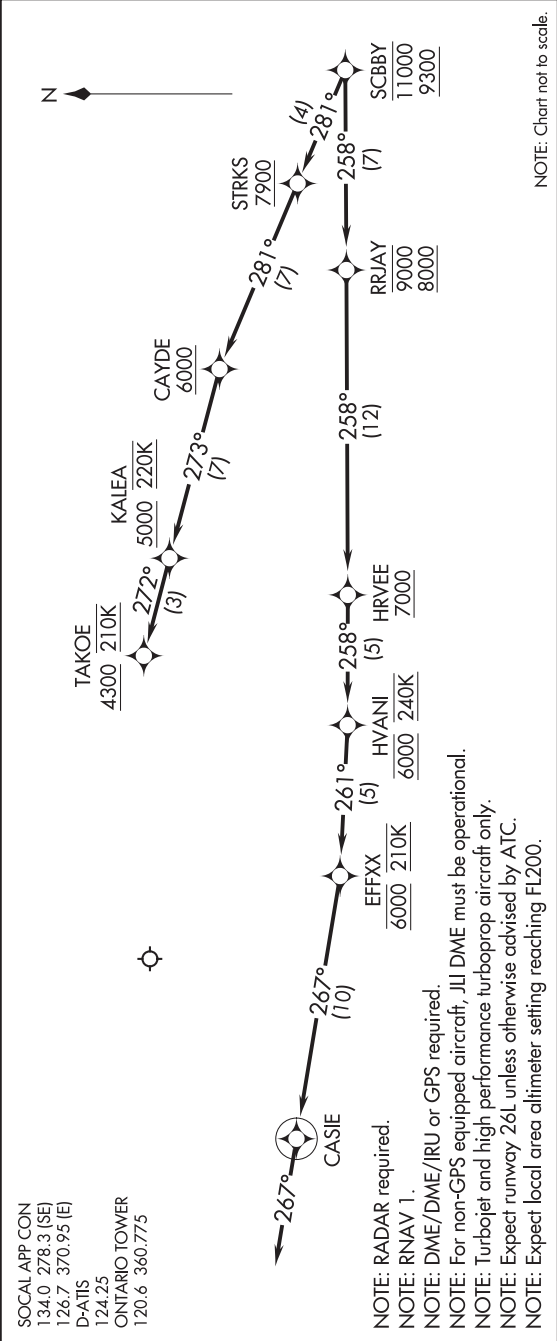
SBONO ONE ARRIVAL

(SBONO.SBONO1) 12MAY05

PALM SPRINGS, CALIFORNIA



SW-3, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 8L/R: From SCBBY on track 258° to cross RRJAY between 8000 and 9000, then on track 258° to cross HRVEE at or above 7000, then on track 258° to cross HVANI at 6000 and at 240K, then on track 261° to cross EFFX at 6000 and at 210K, then on track 267° to CASIE, then on track 267°. Expect RNAV (RNP) Z RWY 8L approach or RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From SCBBY on track 281° to cross STRKS at or above 7900, then on track 281° to cross CAYDE at or above 6000, then on track 273° to cross KALEA at or above 5000 and at 220K, then on track 272° to cross TAKOE at or above 4300 and at 210K. Expect assigned instrument approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: Proceed on the RNAV (RNP) Z RWY 26L approach or ILS or LOC RWY 26L approach.

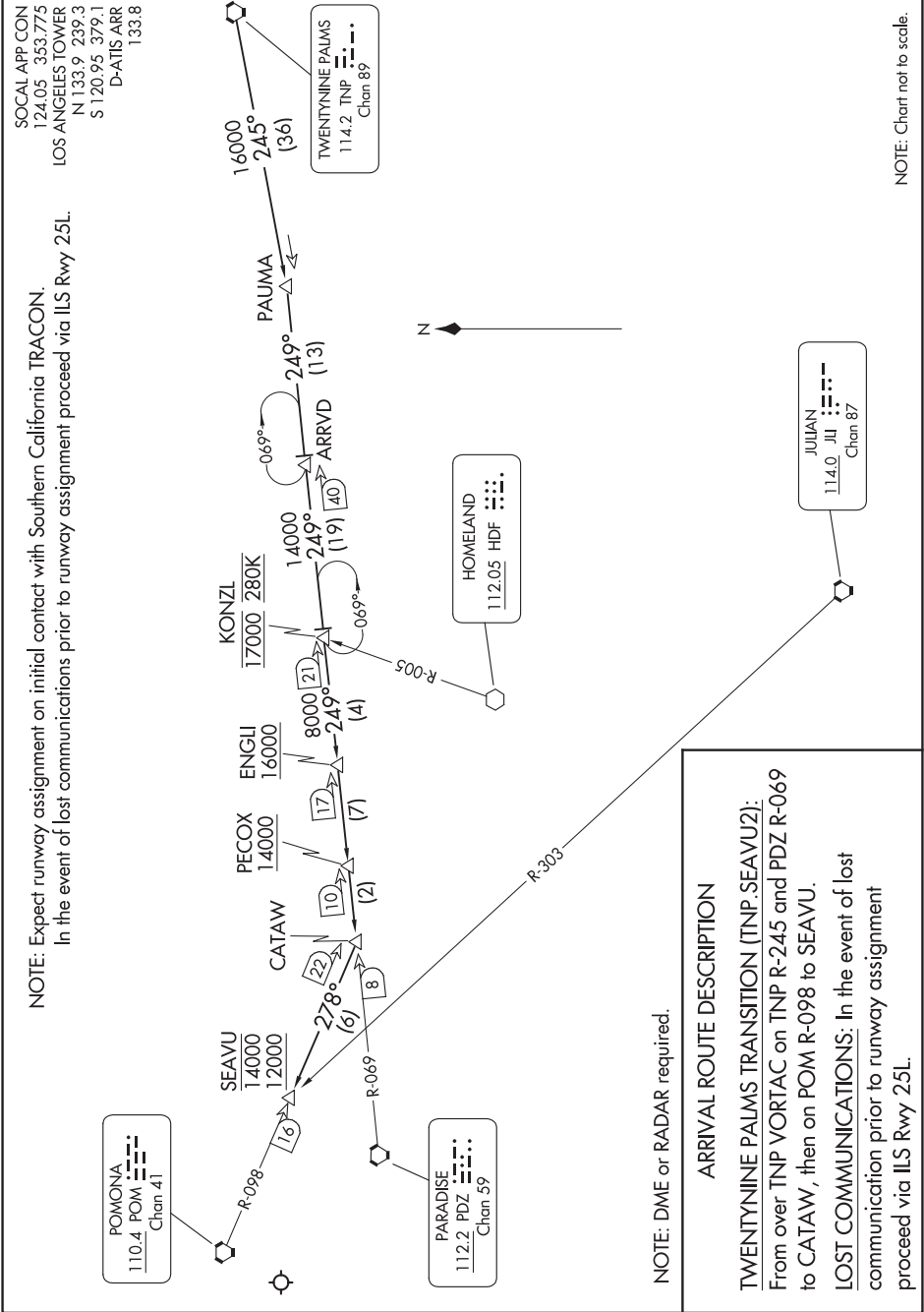
LANDING EAST: Proceed on the RNAV (RNP) Z RWY 8L approach or ILS or LOC RWY 8L approach.

SW-3, 07 AUG 2025 to 02 OCT 2025

(SEAVU.SEAVU2) 23334
SEAVU TWO ARRIVAL

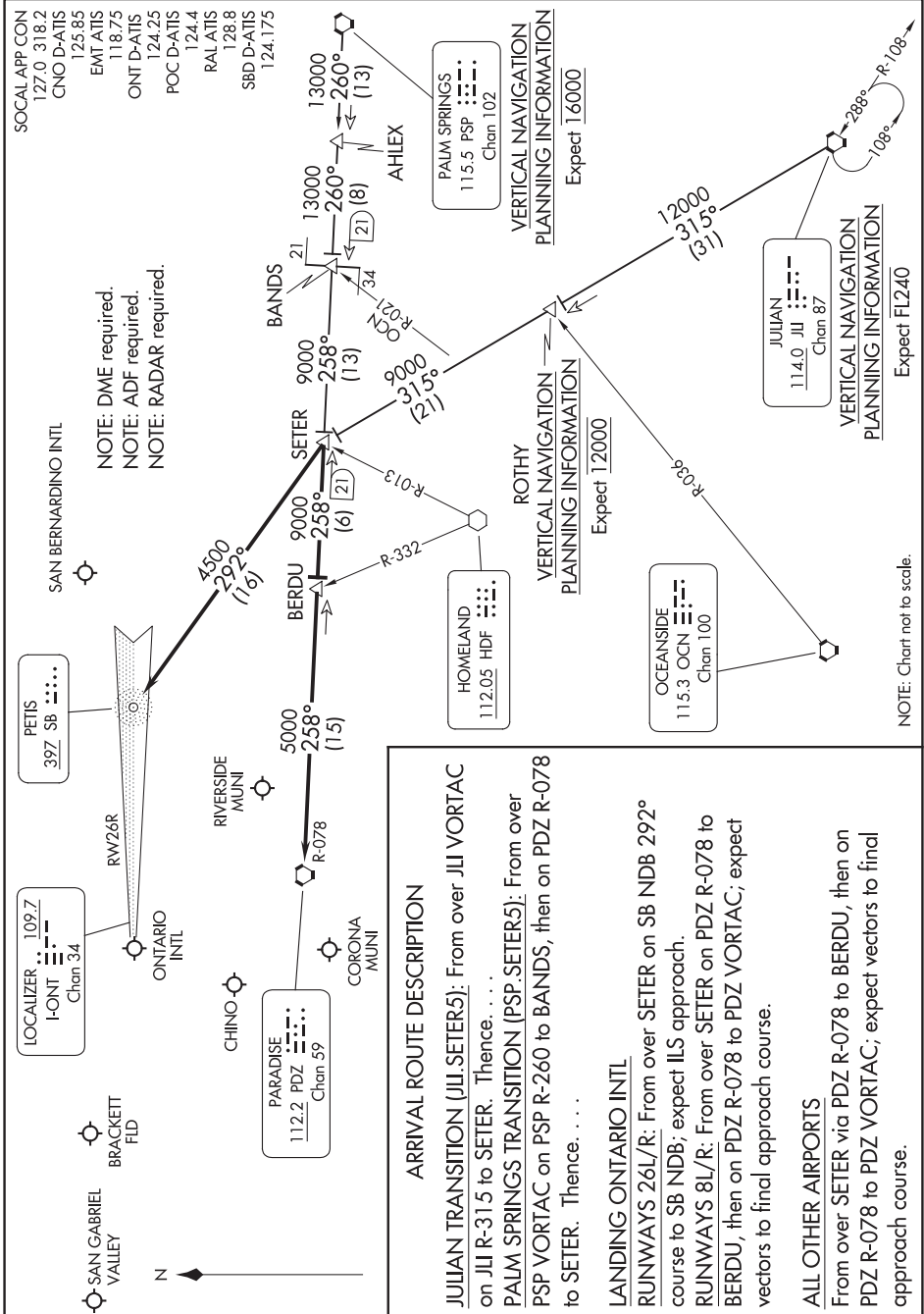
AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



SEAVU TWO ARRIVAL
(SEAVU.SEAVU2) 25SEP08

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



SOCAL APP CON
119.6 363.1
D-ATIS
134.8

LOS ANGELES
113.6 LAX
Chan 83

VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL270

OCEANSIDE
115.3 OCN
Chan 100

MISSION BAY
117.8 MZB
Chan 125

LOCALIZER
111.55
I-SAN
Chan 52(Y)

SHAMU
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 15000 250K

*Aprx dist to
MZB R-255

NOTE: Expect RADAR vectors to
San Diego Intl Rwy 9 localizer.

NOTE: DME required.

NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.SHAMU1): From over LAX VORTAC via LAX R-132 and MZB R-294 to SHAMU FIX. Thence. . .

. . . From over SHAMU FIX via heading 135° to intercept MZB R-255 then via MZB R-255 to SARGs INT. Expect RADAR vectors to SAN Rwy 9 localizer.

(SIZLR.SIZLR4) 25163

AL-545 (FAA)

SIZLR FOUR ARRIVAL (RNAV) Transition Routes

PALM SPRINGS, CALIFORNIA

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

SOCAL APP CON

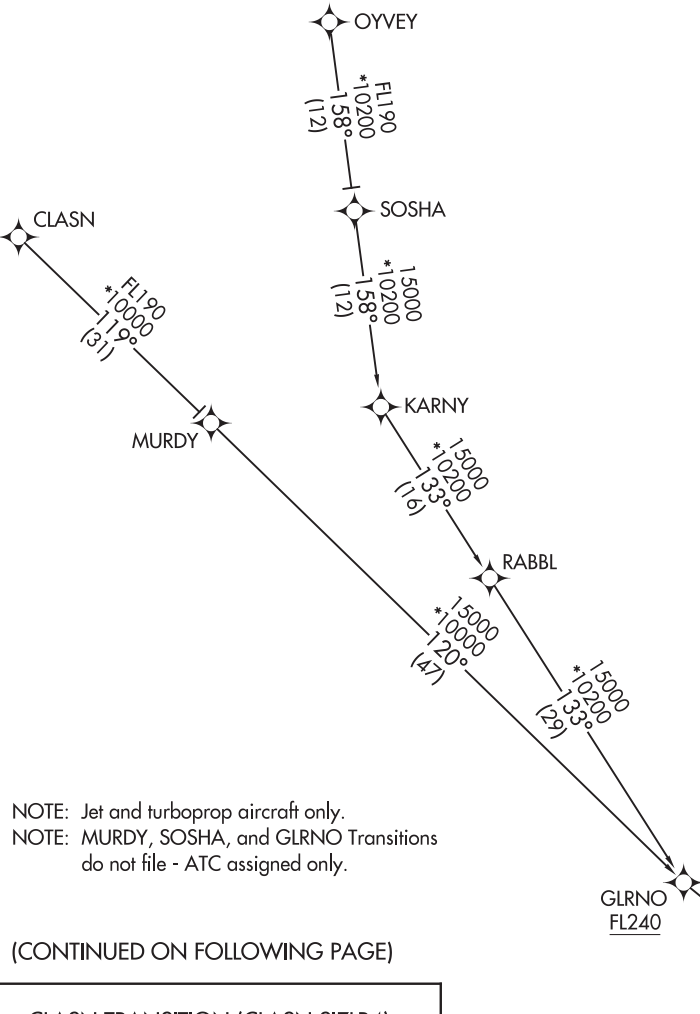
134.0 278.3

PSP ATIS

124.65

PALM SPRINGS TOWER*

119.7 377.05



NOTE: Jet and turboprop aircraft only.
NOTE: MURDY, SOSHA, and GLRNO Transitions
do not file - ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

- CLASN TRANSITION (CLASN.SIZLR4)
- GLRNO TRANSITION (GLRNO.SIZLR4)
- MURDY TRANSITION (MURDY.SIZLR4)
- OYVEY TRANSITION (OYVEY.SIZLR4)
- SOSHA TRANSITION (SOSHA.SIZLR4)

NOTE: Chart not to scale.

SIZLR
FL230
FL200

See following page
for arrival routes

SIZLR FOUR ARRIVAL (RNAV) Transition Routes

PALM SPRINGS, CALIFORNIA

(SIZLR.SIZLR4) 12JUN25

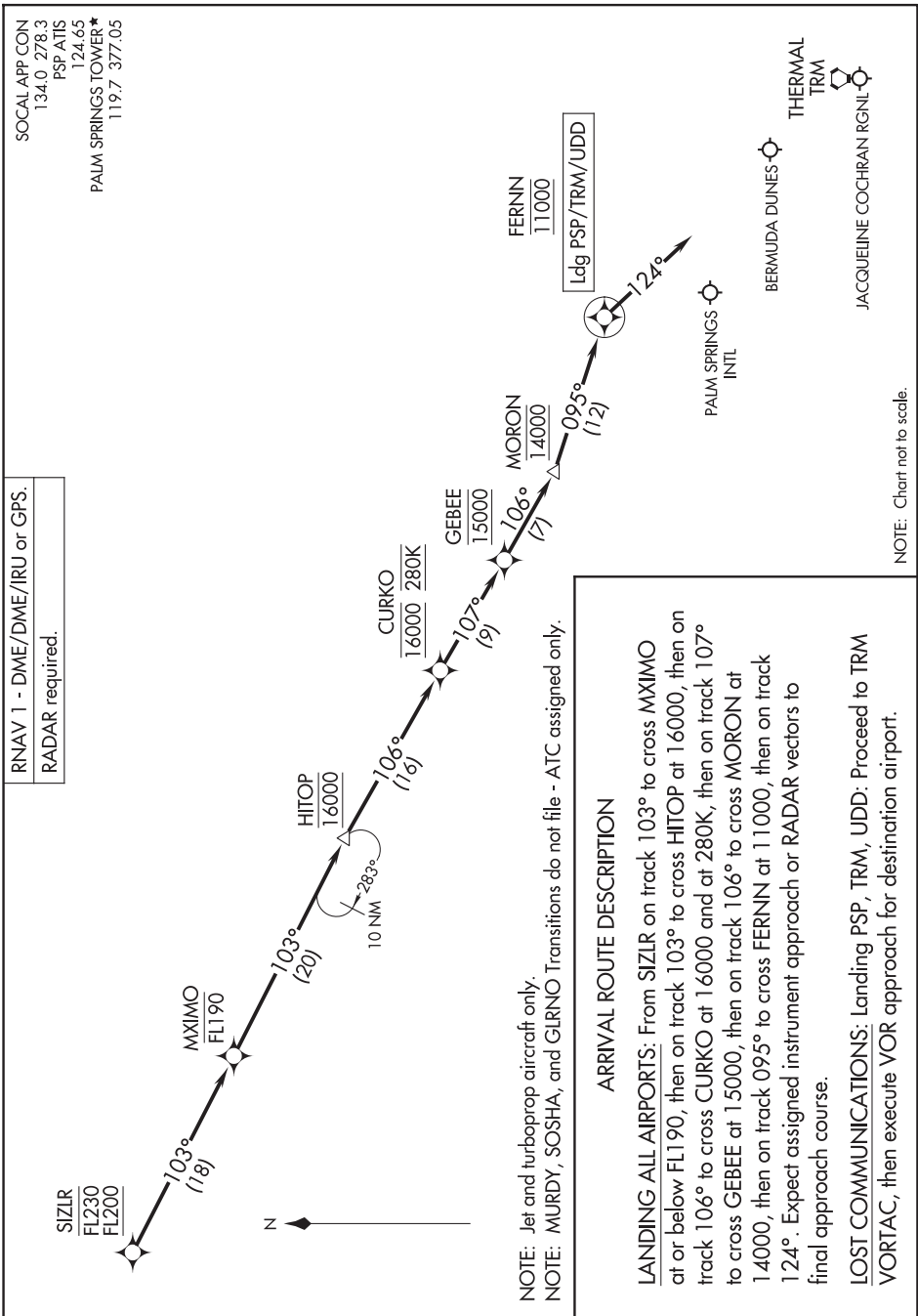
SW-3, 07 AUG 2025 to 02 OCT 2025

(SIZLR.SIZLR4) 25163

AL-545 (FAA)

SIZLR FOUR ARRIVAL (RNAV) Arrival Routes

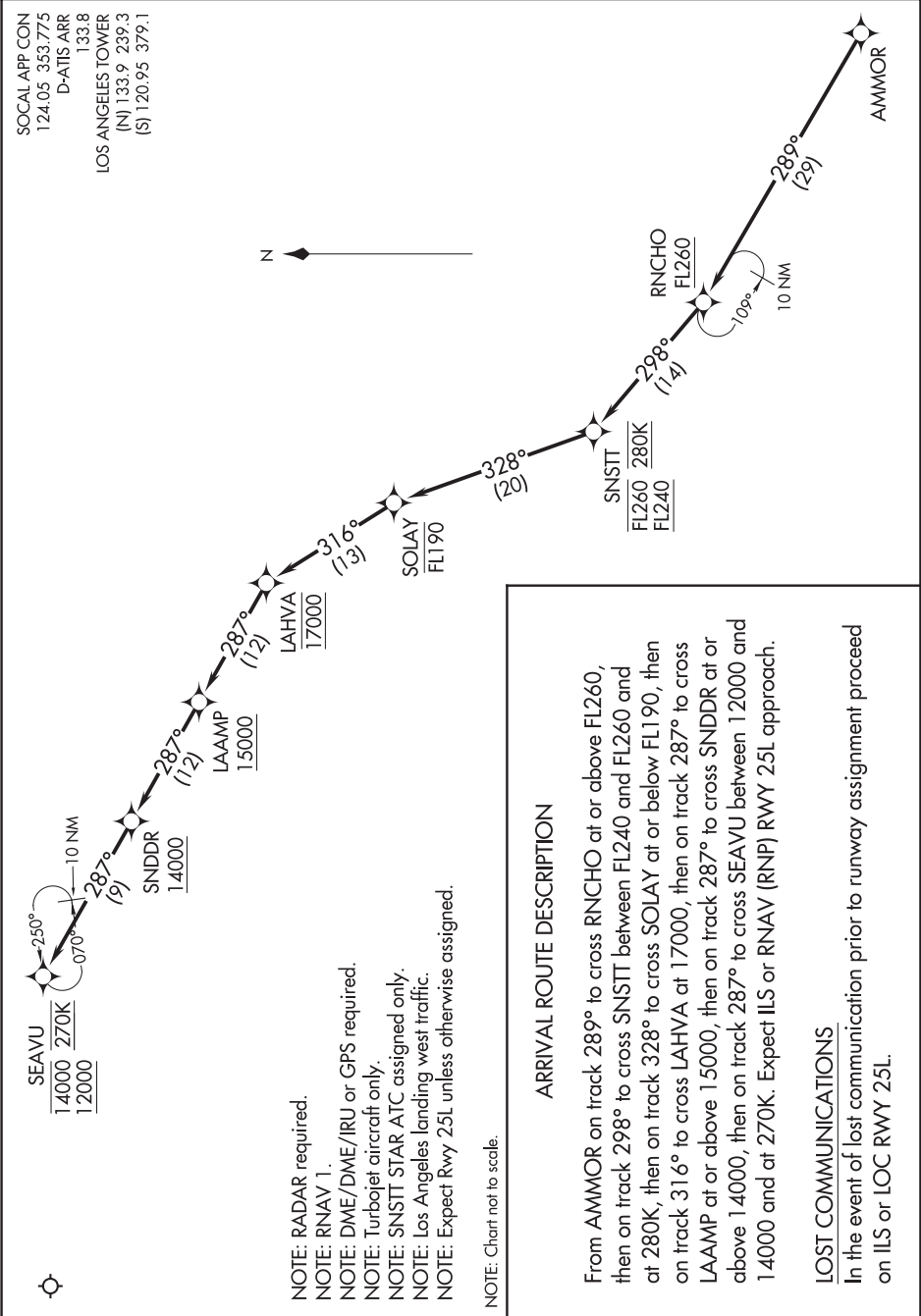
PALM SPRINGS, CALIFORNIA



SIZLR FOUR ARRIVAL (RNAV) Arrival Routes

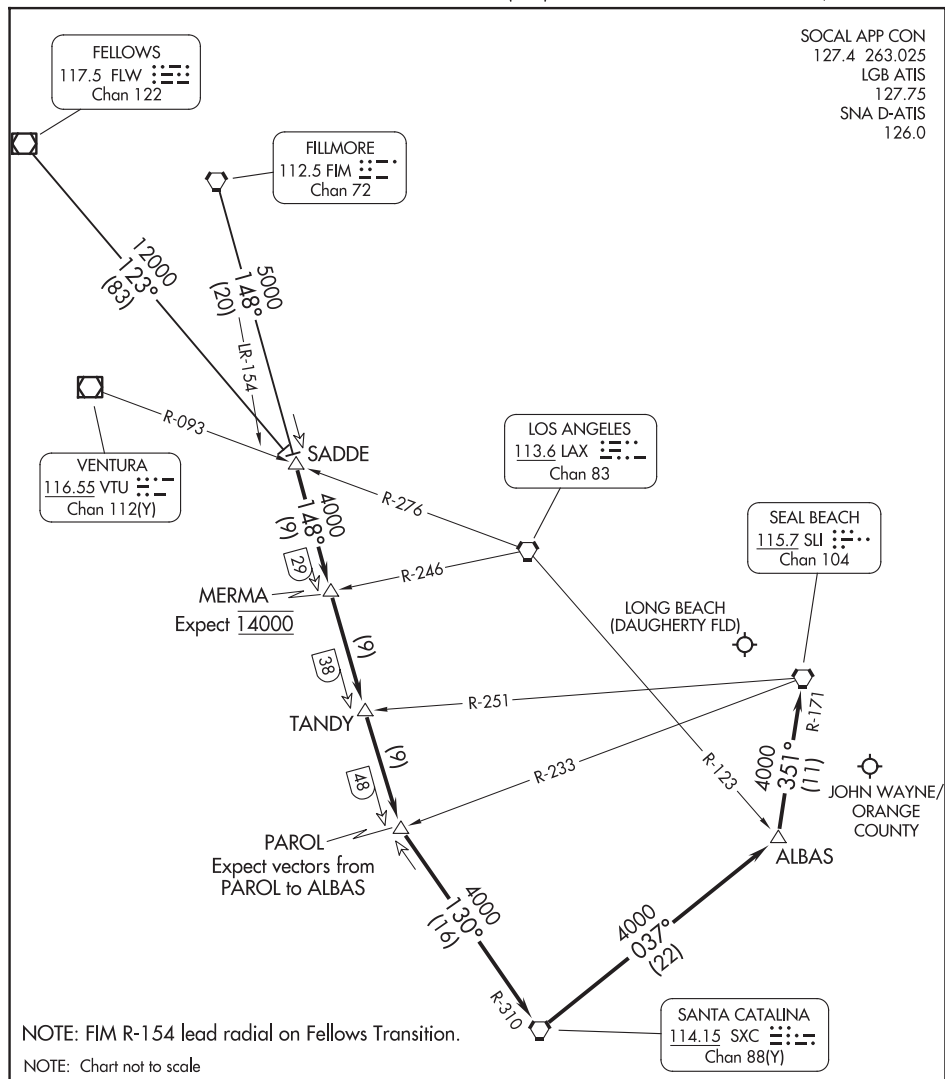
PALM SPRINGS, CALIFORNIA

(SIZLR.SIZLR4) 12JUN25



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



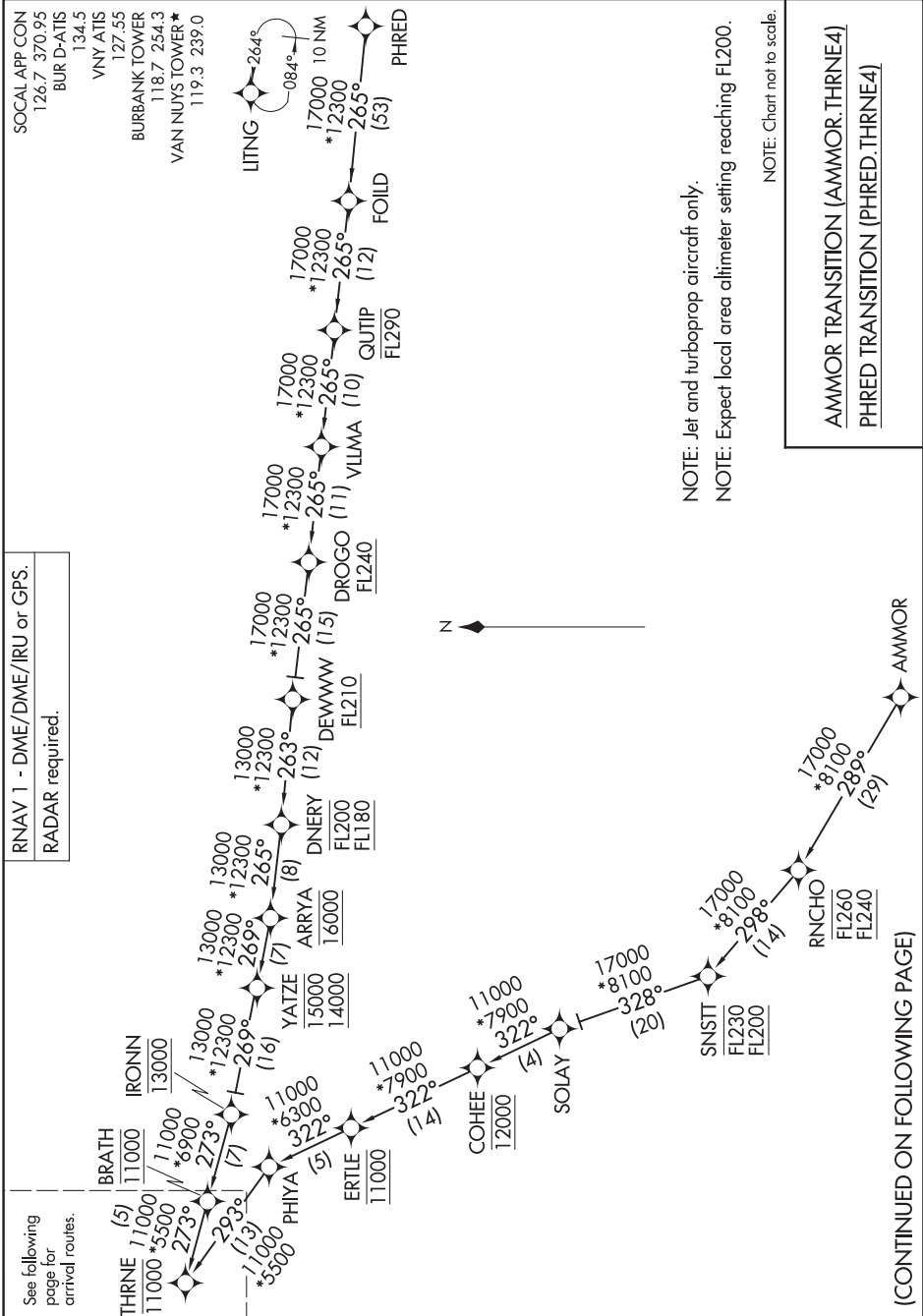
ARRIVAL ROUTE DESCRIPTION

FELLOWS TRANSITION (FLW.TANDY5): From over FLW VOR/DME on FLW R-123 to SADDE. Thence. . .

FILLMORE TRANSITION (FIM.TANDY5): From over FIM VORTAC on FIM R-148 to SADDE. Thence, . . .

... From over SADDE on FIM R-148 to PAROL. From over PAROL on SXC R-310 to SXC VORTAC. Then from over SXC VORTAC on SXC R-037 to ALBAS. Then from ALBAS on SH R-171 to SH VORTAC.

THRNE FOUR ARRIVAL (RNAV) Transition Routes AL-67 (FAA) BURBANK, CALIFORNIA



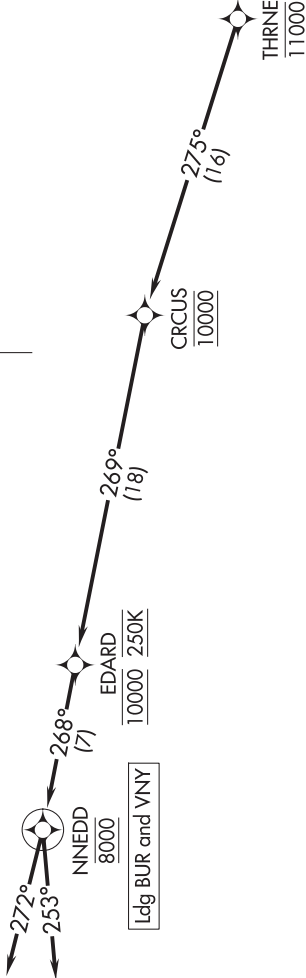
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Jet and turboprop aircraft only.
NOTE: Expect local area altimeter setting reaching FL200.

SOCAL APP CON
126.7 370.95
BUR D-ATIS
134.5
VNY ATIS
127.55
BURBANK TOWER
118.7 254.3
VAN NUYS TOWER ★
119.3 239.0



BOB HOPE
VAN NUYS

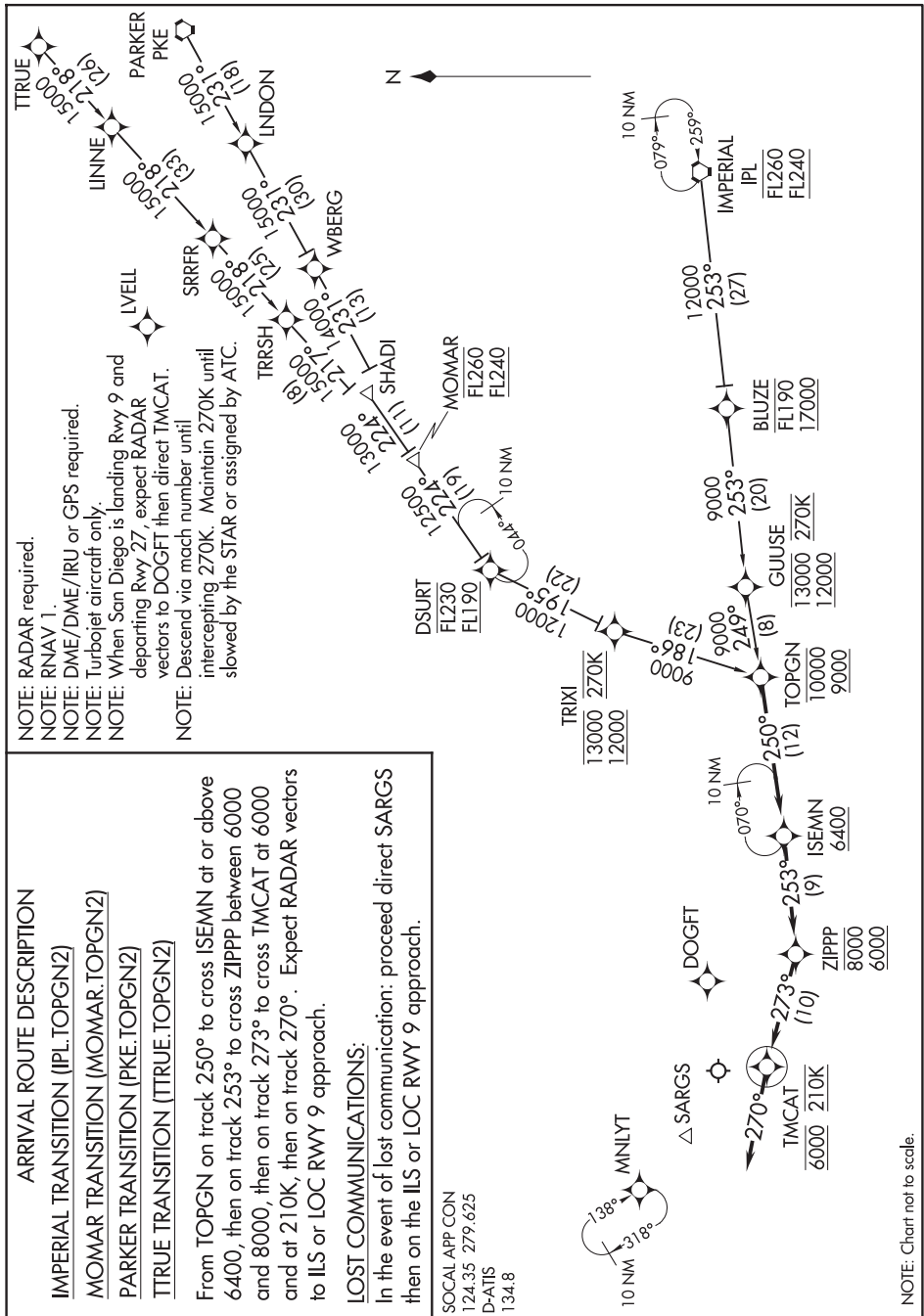


ARRIVAL ROUTE DESCRIPTION

LANDING BUR: From THRNE on track 275° to cross CRCUS at 10000, then on track 269° to cross EDARD at 10000 and at 250K, then on track 268° to cross NNEDD at 8000, then on track 253° . Expect RADAR vectors to final approach course.

LANDING VNY: From THRNE on track 275° to cross CRCUS at 10000, then on track 269° to cross EDARD at 10000 and at 250K, then on track 268° to cross NNEDD at 8000, then on track 272° . Expect RADAR vectors to final approach course.

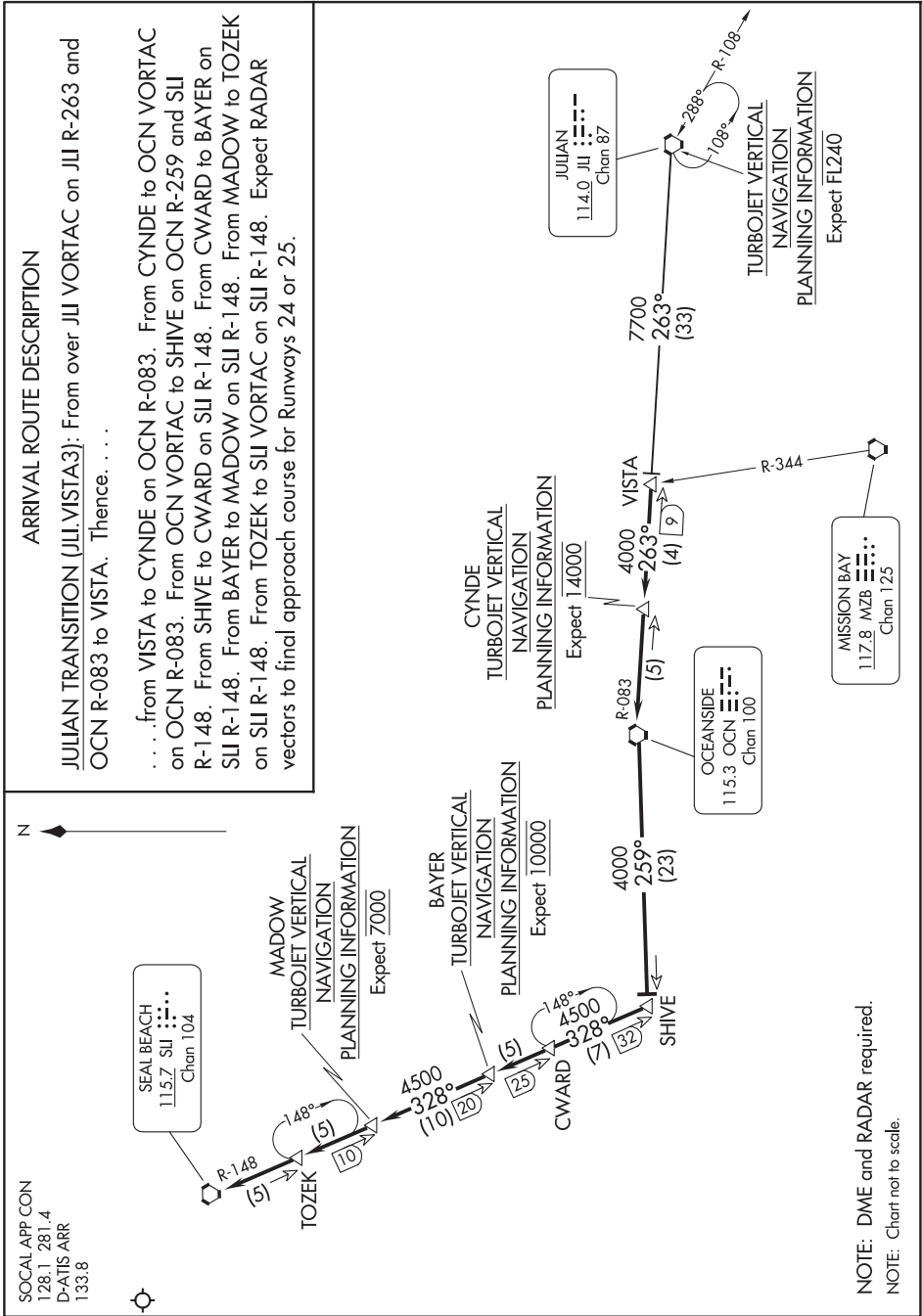
NOTE: Chart not to scale.



VISTA THREE ARRIVAL

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



VISTA THREE ARRIVAL

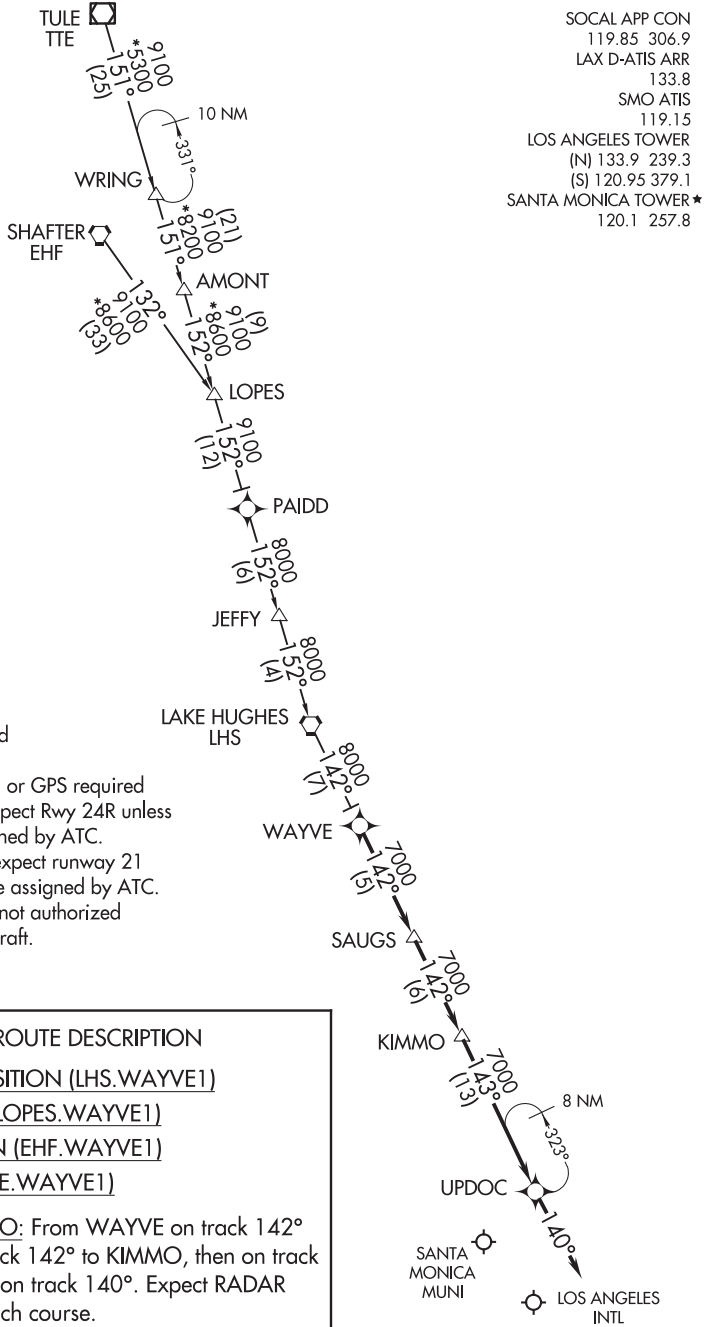
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(WAYVE.WAYVE1) 21168

WAYVE ONE ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES, CALIFORNIA



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

- NOTE: RADAR required
- NOTE: RNAV 1
- NOTE: DME/DME/IRU or GPS required
- NOTE: Landing LAX expect Rwy 24R unless otherwise assigned by ATC.
- NOTE: Landing SMO expect runway 21 unless otherwise assigned by ATC.
- NOTE: This procedure not authorized for turbojet aircraft.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

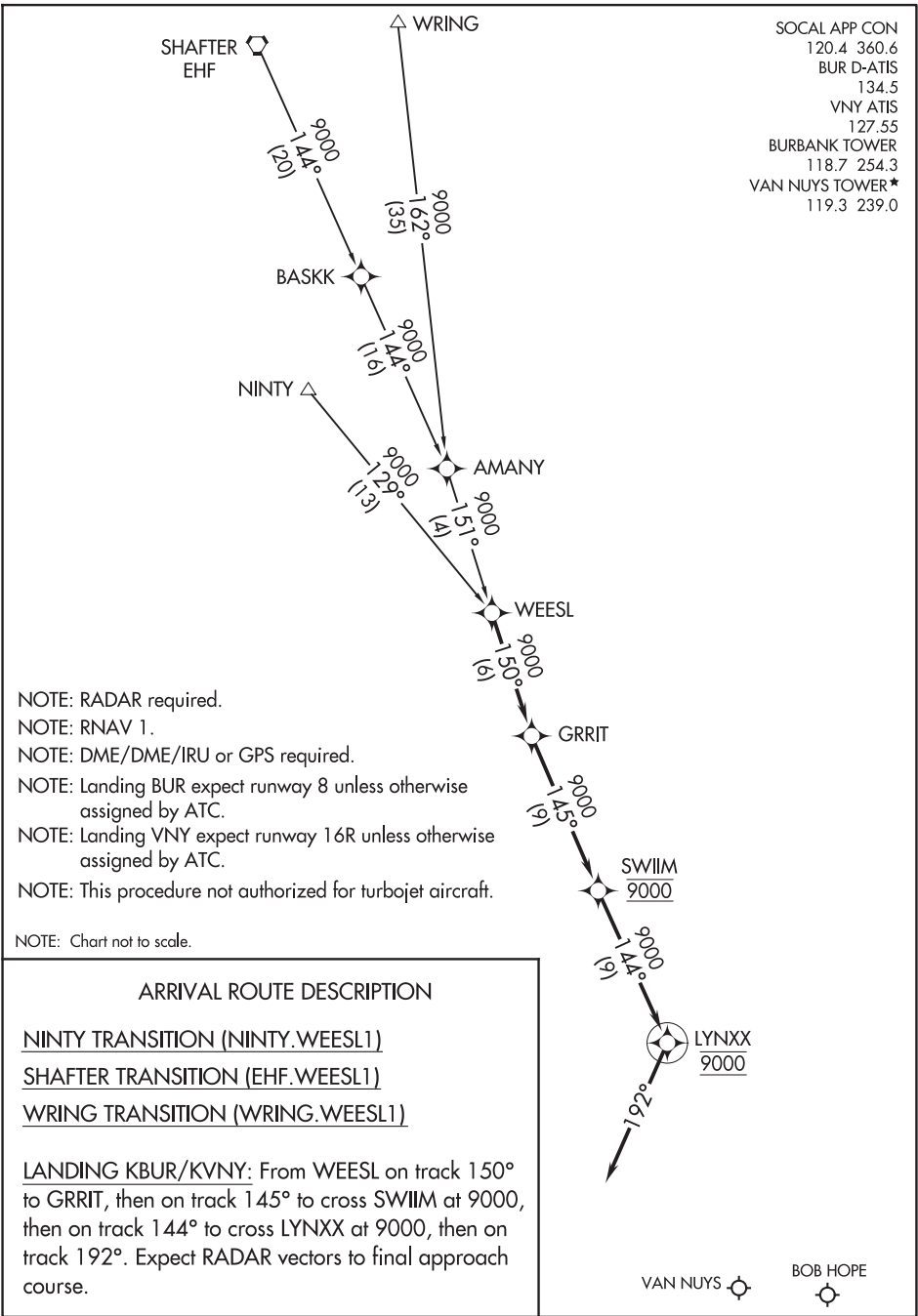
- LAKE HUGHES TRANSITION (LHS.WAYVE1)
- LOPES TRANSITION (LOPES.WAYVE1)
- SHAFER TRANSITION (EHF.WAYVE1)
- TULE TRANSITION (TTE.WAYVE1)

LANDING KLAX/KSMO: From WAYVE on track 142° to SAUGS, then on track 142° to KIMMO, then on track 143° to UPDOC, then on track 140°. Expect RADAR vectors to final approach course.

WAYVE ONE ARRIVAL (RNAV)

(WAYVE.WAYVE1) 10NOV16

LOS ANGELES, CALIFORNIA



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

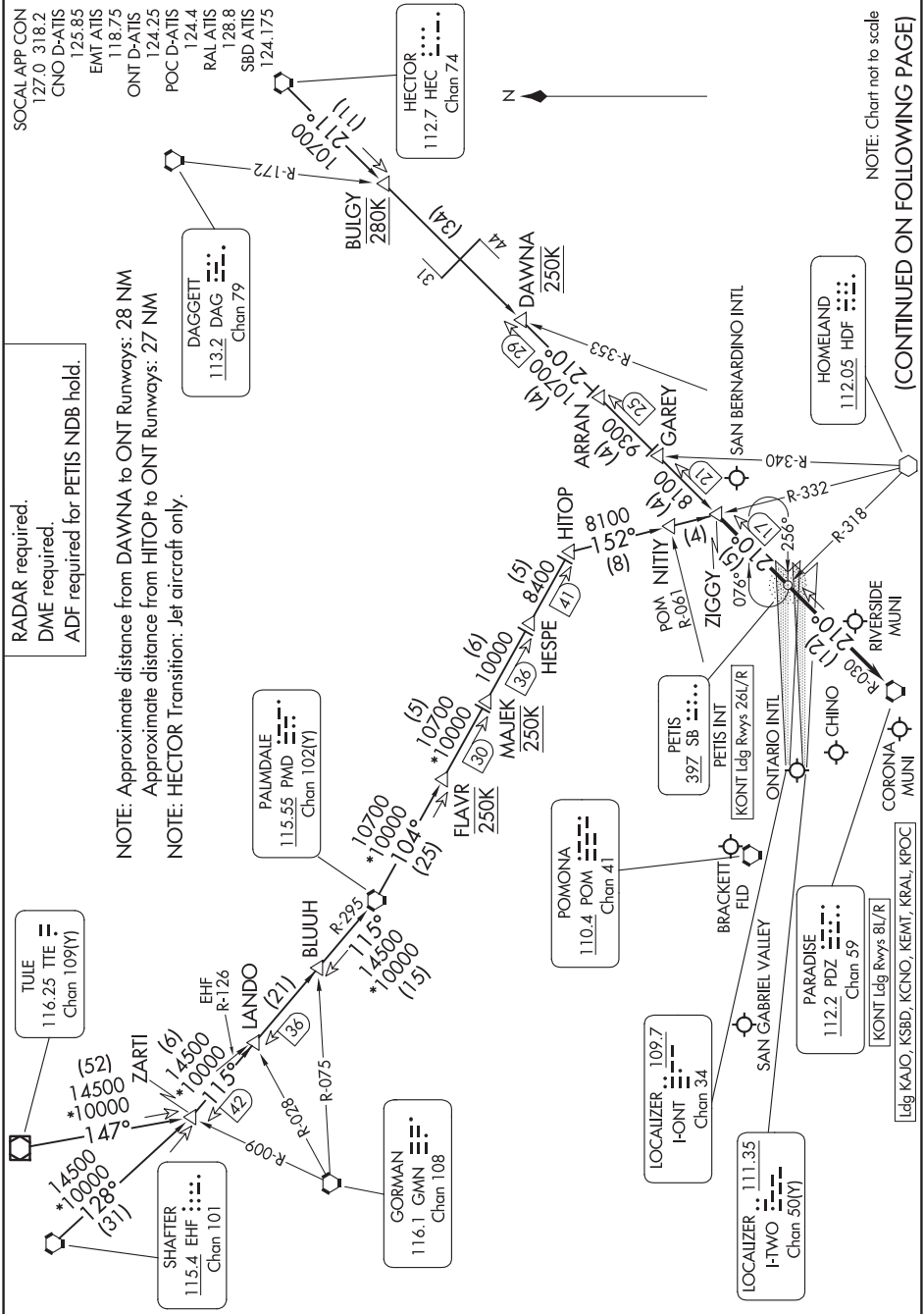
(ZIGGY.ZIGGY8) 25219

ZIGGY EIGHT ARRIVAL

AL-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



ZIGGY EIGHT ARRIVAL

(ZIGGY.ZIGGY8) 11JUL24

ONTARIO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY8): From over HEC VORTAC on HEC R-211 to BULGY then on HEC R-211 and PDZ R-030 to DAWNA, then on PDZ R-030 to ZIGGY. Thence

PALMDALE TRANSITION (PMD.ZIGGY8): From over PMD VORTAC on PMD R-104 to HITOP then HDF R-332 to ZIGGY. Thence

SHAFTER TRANSITION (EHF.ZIGGY8): From over EHF VORTAC on EHF R-128 and PMD R-295 to PMD VORTAC, then on PMD R-104 to HITOP then HDF R-332 to ZIGGY. Thence

TULE TRANSITION (TTE.ZIGGY8): From over TTE VOR/DME on TTE R-147 and PMD R-295 to PMD VORTAC, then on PMD R-104 to HITOP and HDF R-332 to ZIGGY. Thence

LANDING ONTARIO INTL

RUNWAYS 8L/R: From over ZIGGY on PDZ R-030 to PDZ VORTAC. Expect RADAR vectors to final approach course.

RUNWAYS 26L/R: From over ZIGGY on PDZ R-030 to PETIS INT, expect RADAR vectors for ILS approach.

LANDING ALL SATELLITE AIRPORTS

From over ZIGGY on PDZ R-030 to PDZ VORTAC. Expect RADAR vectors to final approach course.

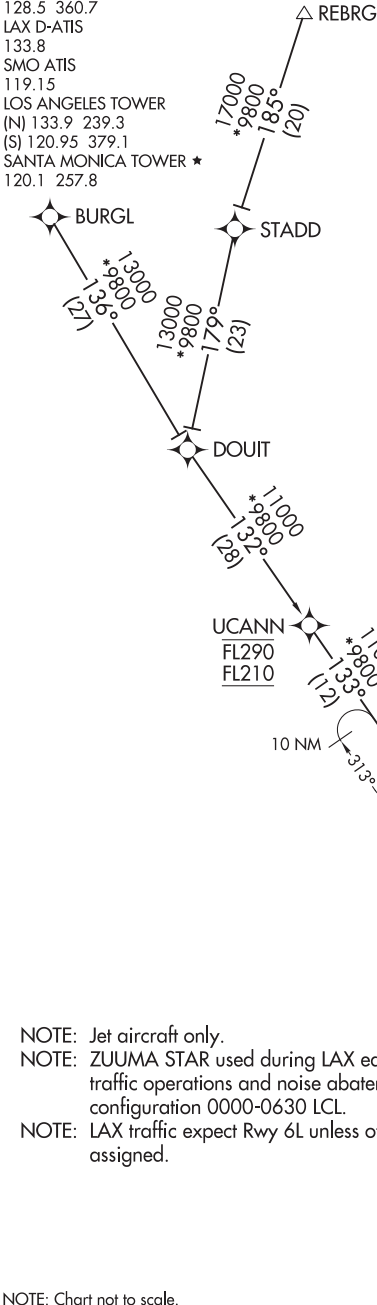
(ZUUMA.ZUUMA4) 24361

ZUUMA FOUR ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES, CALIFORNIA

SOCAL APP CON
128.5 360.7
LAX D-ATIS
133.8
SMO ATIS
119.15
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
SANTA MONICA TOWER ★
120.1 257.8



ARRIVAL ROUTE DESCRIPTION

BURGL TRANSITION (BURGL.ZUUMA4)

DOUIT TRANSITION (DOUIT.ZUUMA4)

REBRG TRANSITION (REBRG.ZUUMA4)

LANDING LAX RUNWAYS 6L/R, 7L/R: From ZUUMA on track 142° to cross DEEZY at or above 8000 and at 220K, then on track 142° to cross WAKER at 6000 and at 210K. Expect ILS or LOC RWY 6L approach or RADAR vectors to final approach course.

LANDING SMO: From ZUUMA on track 142° to cross DEEZY at or above 8000 and at 220K, then on track 142° to cross WAKER at 6000 and at 210K. Expect RNAV (GPS) Y RWY 3 approach.

LOST COMMUNICATIONS

LANDING LAX: Proceed on the RNAV (RNP) Z RWY 6L or ILS or LOC RWY 6L approach.

LANDING SMO: Proceed on the RNAV (GPS) Y RWY 3 approach.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

- NOTE: Jet aircraft only.
- NOTE: ZUUMA STAR used during LAX east traffic operations and noise abatement configuration 0000-0630 LCL.
- NOTE: LAX traffic expect Rwy 6L unless otherwise assigned.

NOTE: Chart not to scale.

ZUUMA FOUR ARRIVAL (RNAV)

(ZUUMA.ZUUMA4) 26DEC24

LOS ANGELES, CALIFORNIA

WAAS CH 63102 W18A	APP CRS 180°	Rwy Idg 6498 TDZE 3062 Apt Elev 3062
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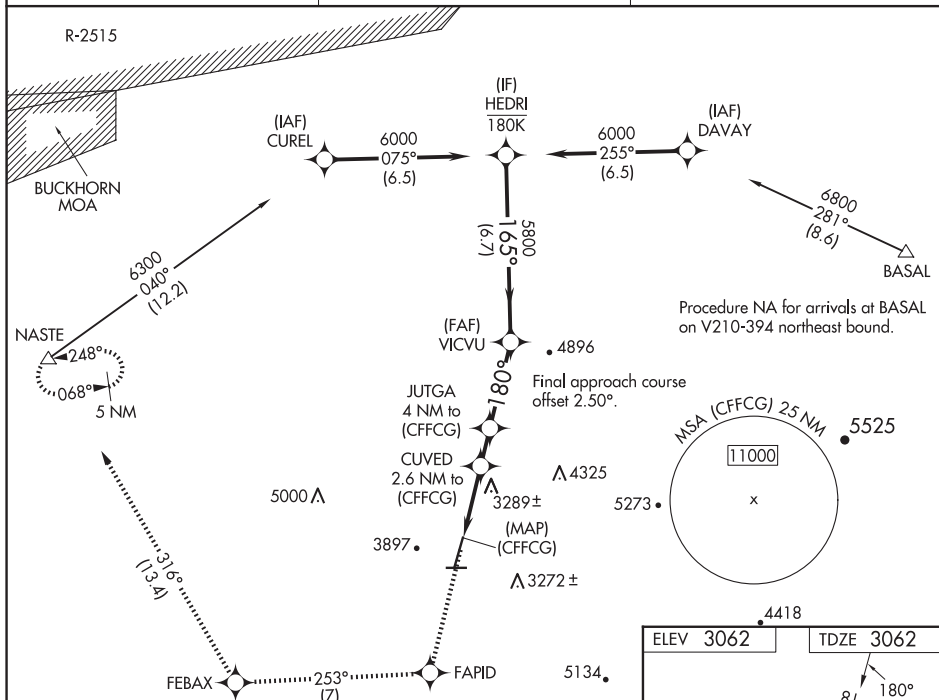
RNAV (GPS) RWY 18
APPLE VALLEY (APV)

RNP APCH.

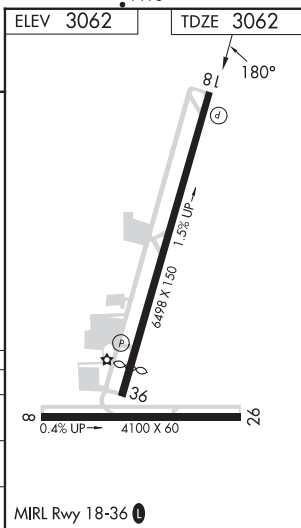
T Circling NA to Rwy 8 and 26. Circling to Rwy 36 NA at night.
A NA Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Victorville altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct FAPID and track 253° to FEBAX and track 316° to NASTE and hold.

VCV AWOS-3 135.475	JOSHUA APP CON 124.55 363.0	AUNICOM 122.8 (CTAF) ①
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6000 ↑	FAPID ✦	tr 253° ✦	FEBAX ✦	tr 316° △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 49).
*RNAV only	JUTGA 4 NM to (CFFCG)	CUED 2.6 NM to (CFFCG)	VICVU 5800	HEDRI 6000	
(CFFCG)	4100*	4620*	5800	GP 3.50° TCH 60	
	2.6 NM	1.4 NM	3.2 NM	6.7 NM	
CATEGORY	A	B	C	D	
LPV DA	3380-7 $\frac{1}{2}$		318 (400-7 $\frac{1}{2}$)		
RNAV MDA	3600-1 538 (600-1)		3600-1 $\frac{1}{2}$ 538 (600-1 $\frac{1}{2}$)		
CIRCLING	4220-1 $\frac{1}{4}$ 1158 (1200-1 $\frac{1}{4}$)	4440-1 $\frac{1}{2}$ 1378 (1400-1 $\frac{1}{2}$)	4740-3 1678 (1700-3)		



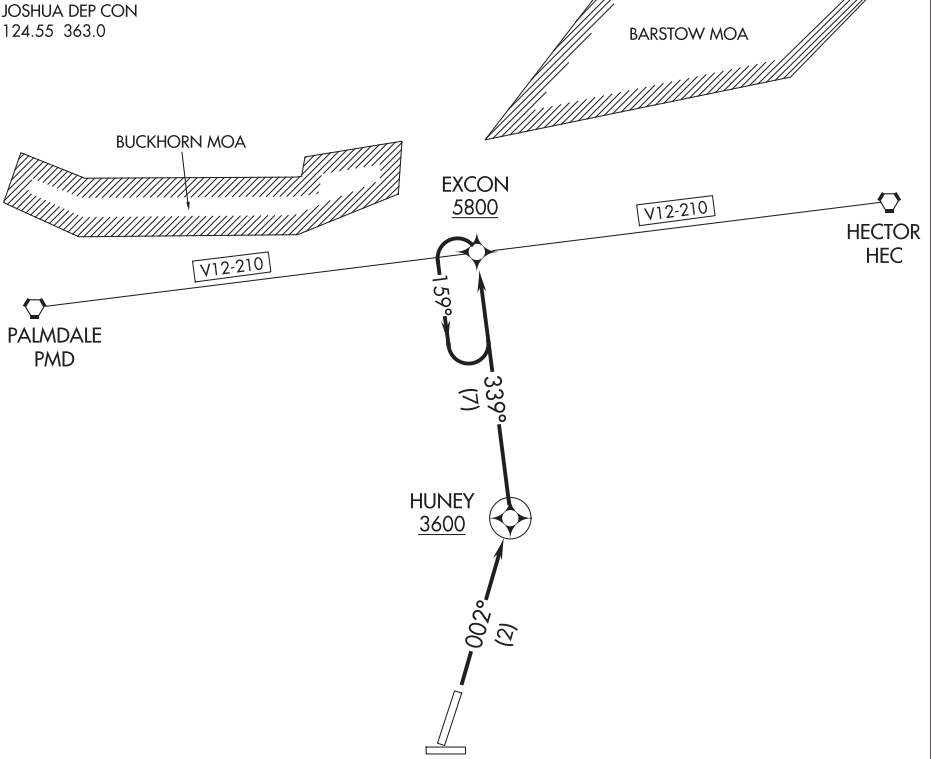
(EXCON1.EXCON) 23082

EXCON ONE DEPARTURE (OBSTACLE) (RNAV)

AL-5822 (FAA)

APPLE VALLEY (APV)
APPLE VALLEY, CALIFORNIA

JOSHUA DEP CON
124.55 363.0



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 36: 300-1 or standard with a minimum climb gradient of 340' per NM until 5800'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climb via 002° course to HUNEY WP, then 339° course to EXCON WP, then climb in EXCON WP holding pattern (hold S left turns 339° inbound) to 7500' MSL then proceed on course.

EXCON ONE DEPARTURE (OBSTACLE) (RNAV)

(EXCON1.EXCON) 15JUN00

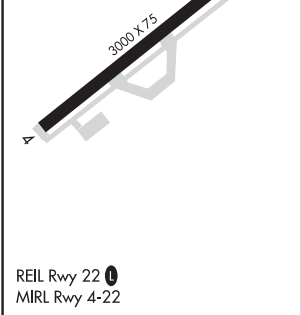
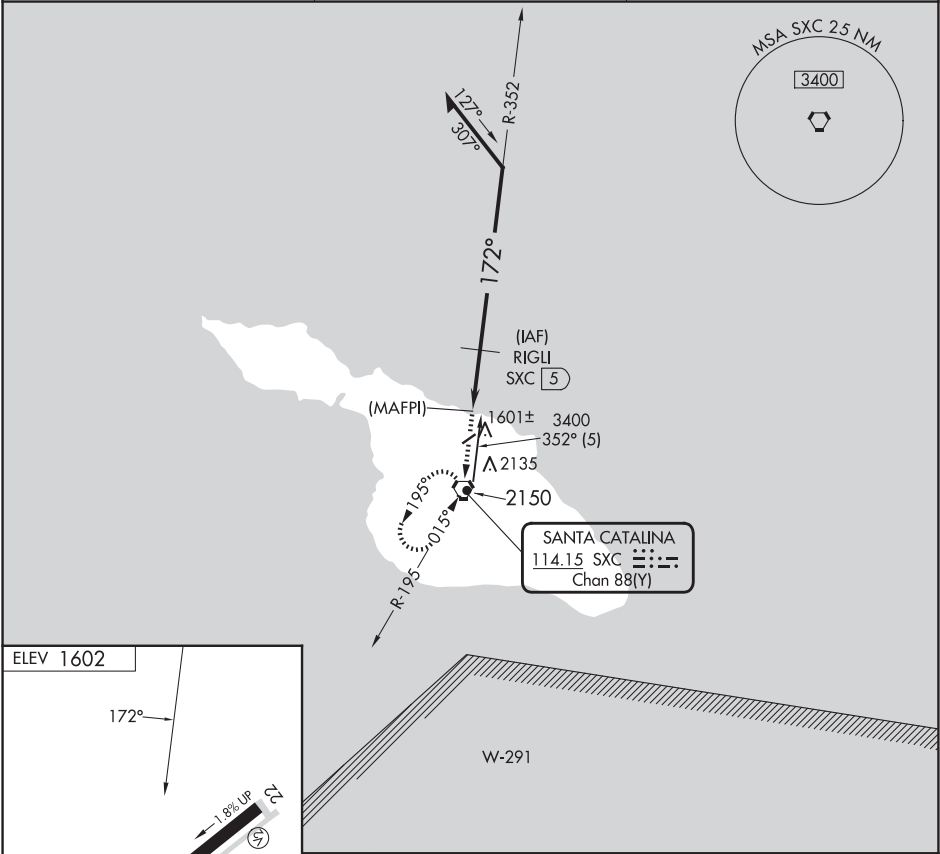
APPLE VALLEY, CALIFORNIA
APPLE VALLEY (APV)



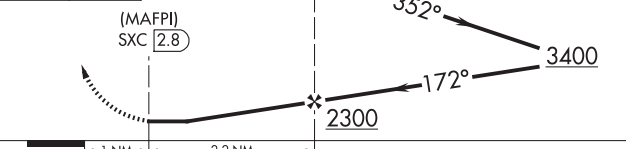
VORTAC SXC 114.15 Chan 88 (Y)	APP CRS 172°	Rwy Idg TDZE Apt Elev N/A N/A 1602
---	------------------------	--

VOR/DME or GPS-B
CATALINA (AVX)

NA Circling southeast runway 4-22 not authorized.	MISSED APPROACH: Climb to 3400 direct SXC VORTAC and hold.
--	--

ASOS 120.675	SOCAL APP CON 127.4 323.275	UNICOM 122.7 (CTAF) 0
------------------------	---------------------------------------	--



3400	SXC	RIGLI SXC 5	Remain within 10 NM	
				
				
CATEGORY	A	B	C	D
CIRCLING	2220-1	618 (700-1)	NA	

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

AVALON, CALIFORNIA

AL-6368 (FAA)

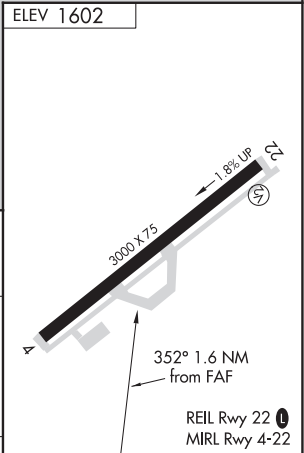
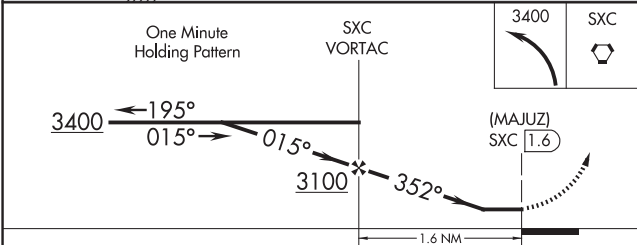
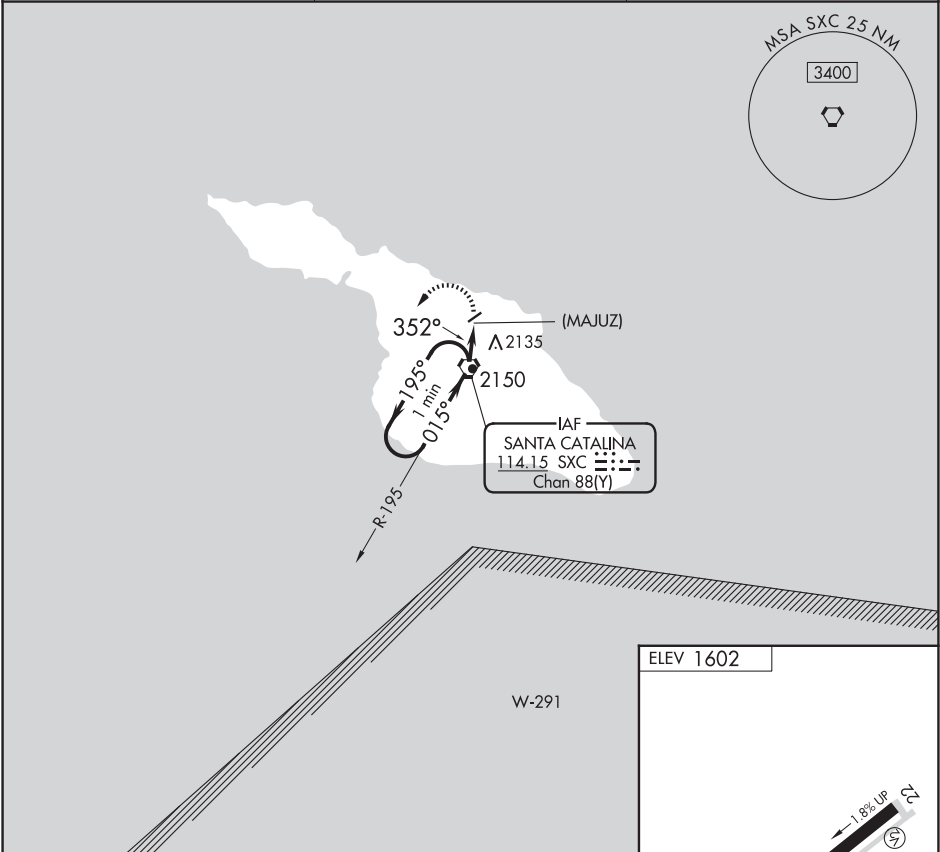
22195

VORTAC SXC 114.15 Chan 88 (Y)	APP CRS 352°	Rwy Idg TDZE Apt Elev	N/A N/A 1602
---	------------------------	-----------------------------	---

VOR or GPS-A
CATALINA (AVX)

NA	MISSED APPROACH: Climbing left turn to 3400 in SXC VORTAC holding pattern.
-----------	--

ASOS 120.675	SOCAL APP CON 127.4 323.275	UNICOM 122.7 (CTAF) 0
------------------------	---------------------------------------	--



CATEGORY	A	B	C	D	FAF to MAP 1.6 NM					
CIRCLING	2580-1¼ 978 (1000-1¼)	2580-1½ 978 (1000-1½)	NA		Knots	60	90	120	150	180
					Min:Sec	1:36	1:04	0:48	0:38	0:32

AVALON, CALIFORNIA
Amdt 4C 11OCT18

33°24'N-118°25'W

CATALINA (AVX)
VOR or GPS-A

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
341°

Rwy Ldg
TDZE
377

Apt Elev
378

RNAV (GPS) RWY 34

BAKERSFIELD MUNI (L45)

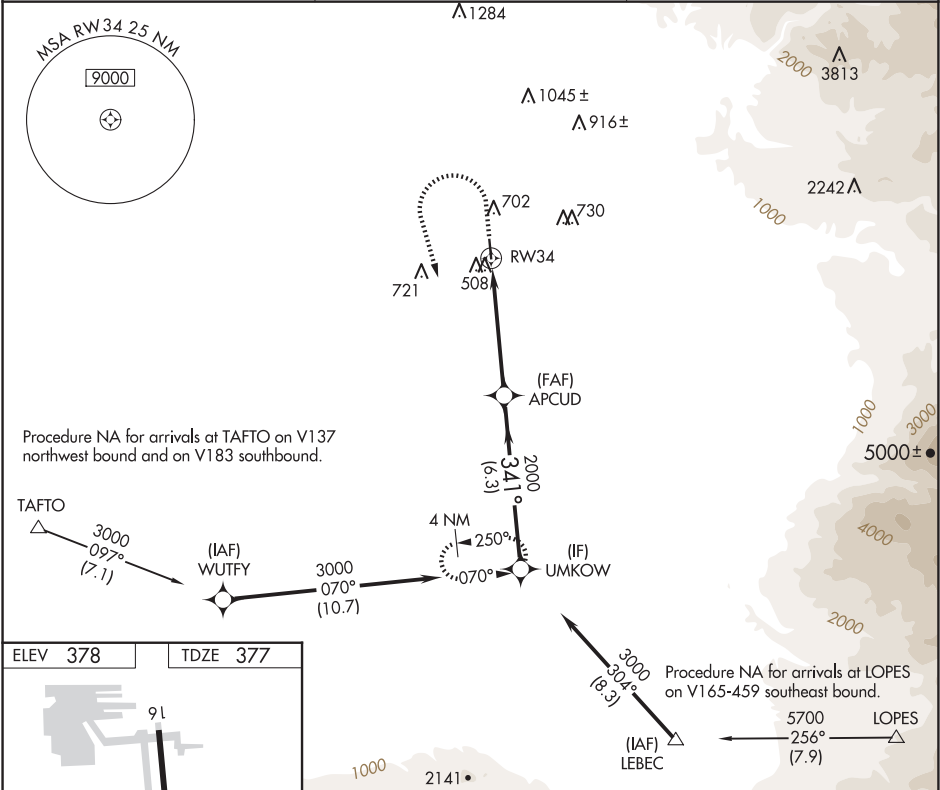
⚠

NA

DME/DME RNP-0.3 NA. Use Meadows Fld altimeter setting. When Meadows Fld altimeter setting not received, use Porterville altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night Landing Rwy 16 NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct UMKOW and hold.

BFL ASOS 118.6	BAKERSFIELD APP CON ★ 126.45 270.3	UNICOM 122.8 (CTAF) 0
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ELEV 378

TDZE 377

1200

3000

UMKOW

Visual Segment - Obstacles.

UMKOW

RW34

APCUD

341°

2000

3000

4.9 NM

6.3 NM

CATEGORY	A	B	C	D
LNAV MDA	840-1	463 (500-1)	840-1⅓	463 (500-1⅓)
CIRCLING	1060-1	682 (700-1)	1120-2¼ 742 (800-2¼)	1120-2½ 742 (800-2½)

BAKERSFIELD, CALIFORNIA

AL-9118 (FAA)

25163

VORTAC EHF 115.4 Chan 101	APP CRS 319°	Rwy Ldg TDZE Apt Elev 4000 377 378
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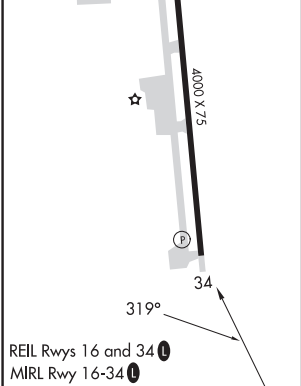
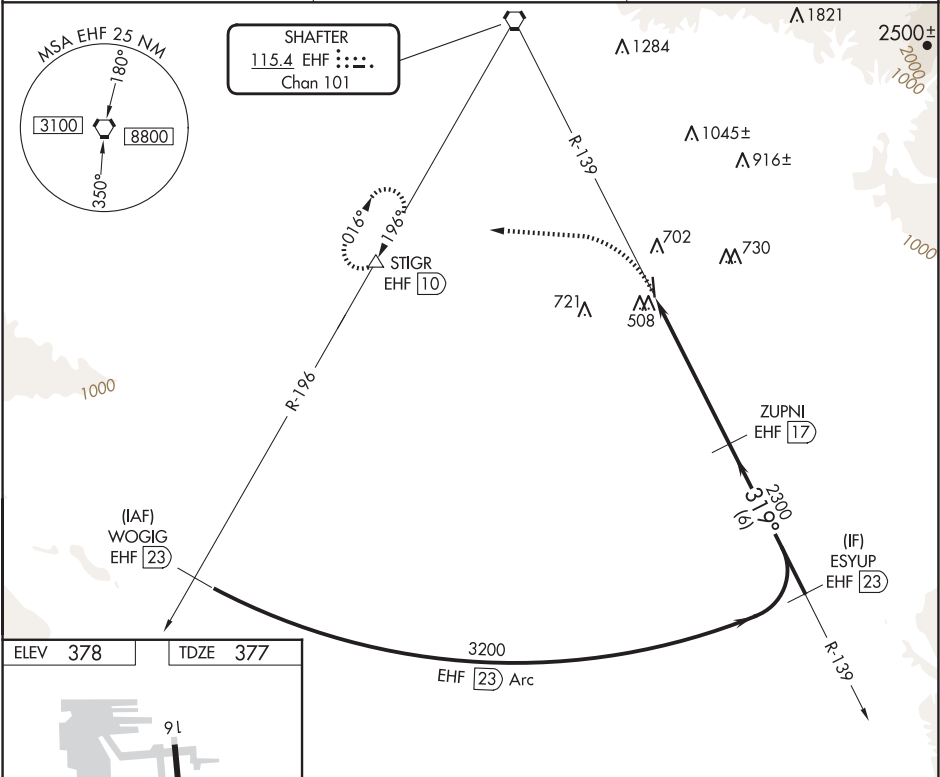
VOR/DME RWY 34
BAKERSFIELD MUNI (L45)

▼ Use Meadows Fld altimeter setting. When Meadows Fld altimeter setting not received, use Porterville altimeter setting and increase all MDA 80 feet, increase S-34 and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters below ¾ SM NA. Night Landing Rwy 16 NA.

▲ NA

MISSED APPROACH: Climbing left turn to 3000 on heading 260° to EHF R-196 to STIGR/EHF 10 DME and hold, continue climb-in-hold to 3000.

BFL ASOS 118.6	BAKERSFIELD APP CON★ 126.45 270.3	UNICOM 122.8 (CTAF) 1
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	EHF R-196	STIGR	VGSI and descent angles not coincident (VGSI Angle 4.10/TCH 53).	
	EHF 11.1	ZUPNI EHF 17	ESYUP EHF 23	3200
5.9 NM		6 NM		
CATEGORY	A	B	C	D
S-34	900-1	523 (600-1)	900-1½	523 (600-1½)
C CIRCLING	1060-1	682 (700-1)	1120-2¼ 742 (800-2¼)	1120-2½ 742 (800-2½)

BAKERSFIELD, CALIFORNIA
Amdt 1B 31MAR16

35°19'N-119°00'W

BAKERSFIELD MUNI (L45)
VOR/DME RWY 34

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

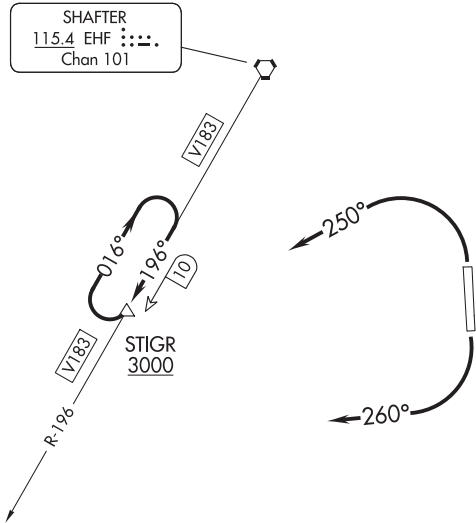
(STIGR2.STIGR) 23334
STIGR TWO DEPARTURE

AL-9118 (FAA)

BAKERSFIELD MUNI (L45)
BAKERSFIELD, CALIFORNIA

LOS ANGELES CENTER
127.1 317.7
BAKERSFIELD DEP CON ★
126.45 270.3

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS:

Rwy 16: Standard.

Rwy 34: 400-1¼ or standard with minimum climb of 555' per NM to 900.

NOTE: DME required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn heading 260° to intercept V183, to STIGR/EHF 10 DME, thence . . .

TAKEOFF RWY 34: Climbing left turn heading 250° to intercept V183, to STIGR/EHF 10 DME, thence . . .

. . . climb in STIGR holding pattern to cross STIGR/EHF 10 DME at or above 3000 or MEA for route of flight then proceed on course.

ILS or LOC RWY 30R
MEADOWS FLD (BFL)

MALSR

A5

T

MEADOWS FLD (BFL)

ILS or LOC RWY 30R

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78418 W12A	APP CRS 121°	Rwy Ldg 10849 TDZE 510 Apt Elev 510
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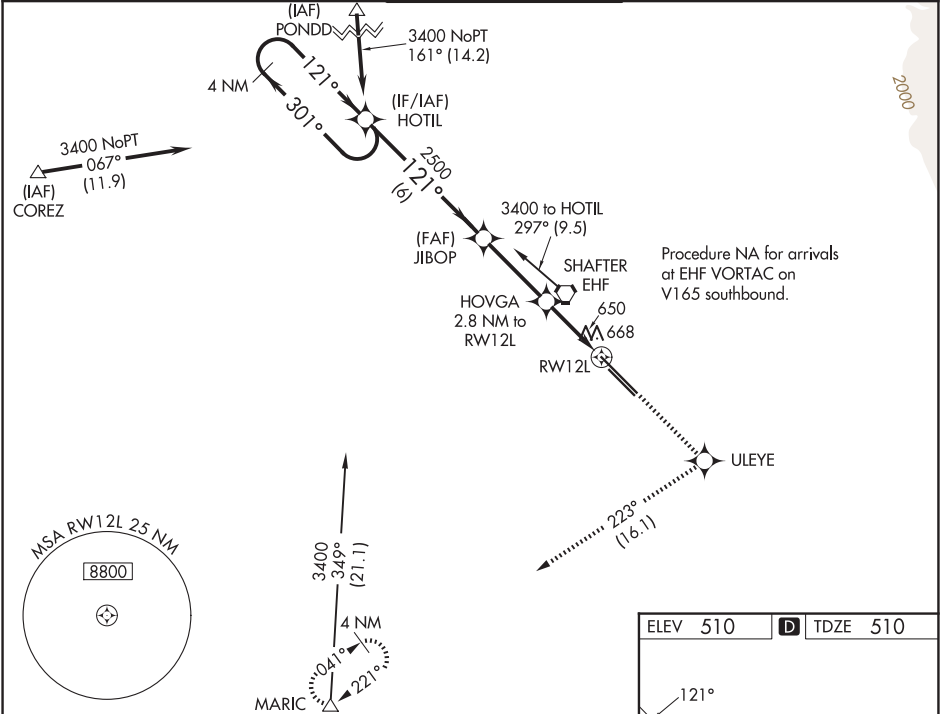
RNAV (GPS) RWY 12L
MEADOWS FLD (BFL)

RNP APCH.

Baro-VNAV NA when using Porterville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 12L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Porterville altimeter setting and increase all DA 92 feet, all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct ULEYE and right turn on track 223° to MARIC and hold.

ATIS 118.6	BAKERSFIELD APP CON ★ 118.9 270.3 (N) 118.8 284.625 (S)	BAKERSFIELD TOWER ★ 118.1 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern

GP 3.00°
TCH 52

3400 ← 301°
121° →

2500

6 NM

3.2 NM

1.7 NM

1.1

3000 ULEYE

HOVGA 2.8 NM to RWY 12L

1.1 NM to RWY 12L

RWY 12L

*1440

*LNAV only

MARIC

CATEGORY	A	B	C	D
LPV DA	760-1 250 (300-1)			
LNAV/VNAV DA	1073-2 563 (600-2)			
LNAV MDA	920-1 410 (500-1)		920-1¼ 410 (500-1¼)	

ELEV 510 TDZE 510

121°

0.4% DOWN

10849 x 1.50

700 x 100 -0.3% UP

TWR

30L 30R

TDZ/CL Rwy 30R
HIRL Rwy 12L-30R
MIRL Rwy 12R-30L
REIL Rwy 12R and 30L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

BAKERSFIELD, CALIFORNIA

AL-36 (FAA)

25219

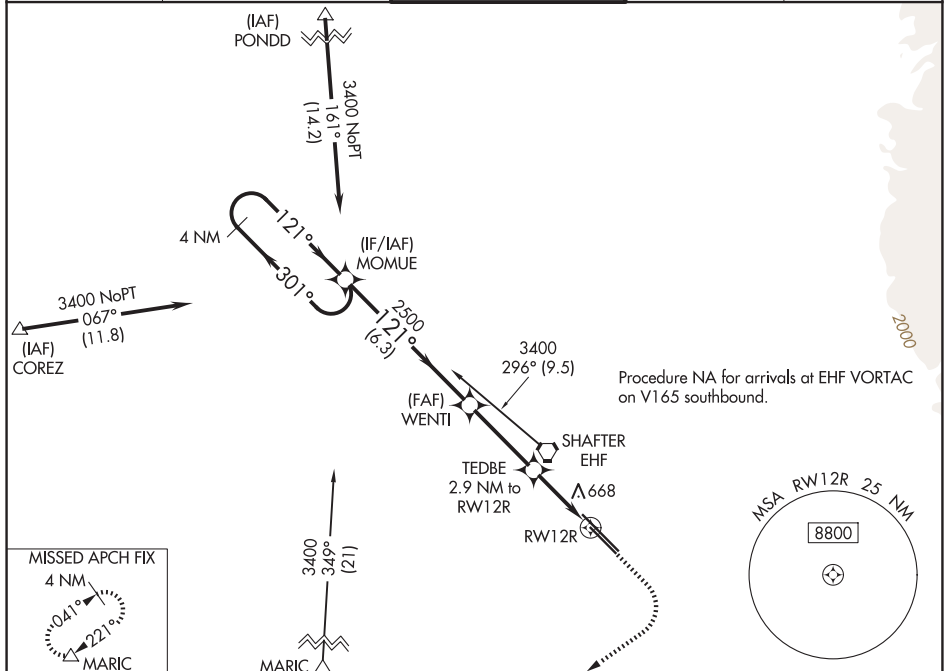
WAAS CH 61040 W12B	APP CRS 121°	Rwy Ldg TDZE 488 Apt Elev 510
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RNAV (GPS) RWY 12R

MEADOWS FLD (BFL)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct MARIC and hold.
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ATIS 118.6	BAKERSFIELD APP CON* 118.9 270.3 (N) 118.8 284.625 (S)	BAKERSFIELD TOWER* 118.1 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).				1000	3500	MARIC	ELEV 510	D	TDZE 488
4 NM Holding Pattern MOMUE				* LNAV only					
GP 3.00° TCH 50				TEDBE 2.9 NM to RW12R					
6.3 NM				* 1.3 NM to RW12R					
3.3 NM				1.6 NM					
1.3 NM				1.3 NM					
CATEGORY	A	B	C	D					
LPV DA	738-3/4 250 (300-3/4)								
LNAV/VNAV DA	969-15/8 481 (500-15/8)								
LNAV MDA	920-1	432 (500-1)	920-1 1/4	432 (500-1 1/4)					
CIRCLING	960-1	450 (500-1)	960-1 1/2 450 (500-1 1/2)	1060-2 550 (600-2)					
				TDZ/CL Rwy 30R					
				HIRL Rwy 12L-30R ①					
				MIRL Rwy 12R-30L ①					
				REIL Rwy 12R and 30L					

BAKERSFIELD, CALIFORNIA

Orig 27APR17

35°26'N-119°03'W

MEADOWS FLD (BFL)

RNAV (GPS) RWY 12R

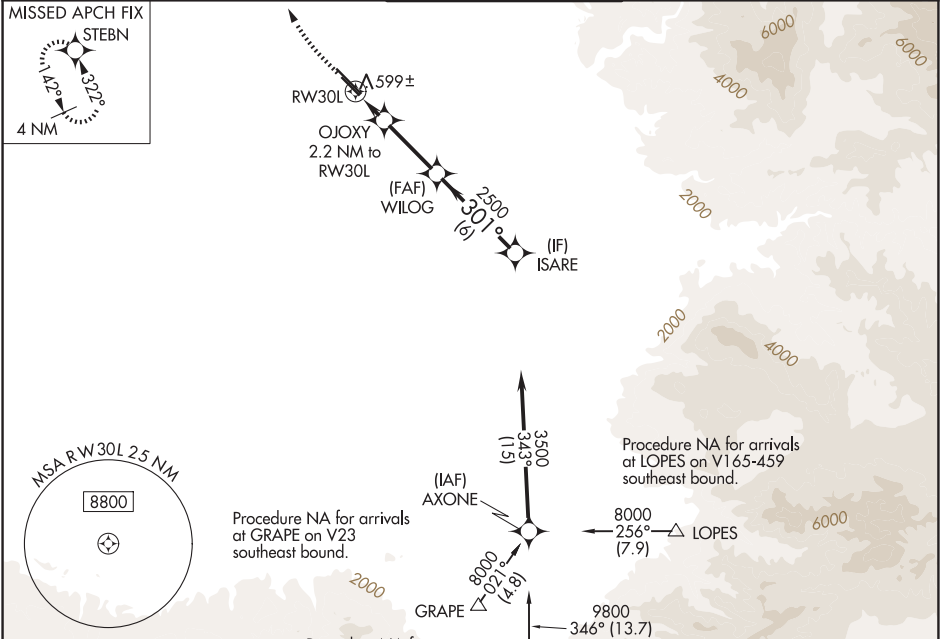
WAAS CH 82440 W30B	APP CRS 301°	Rwy Ldg TDZE 484 Apt Elev 510
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RNAV (GPS) RWY 30R

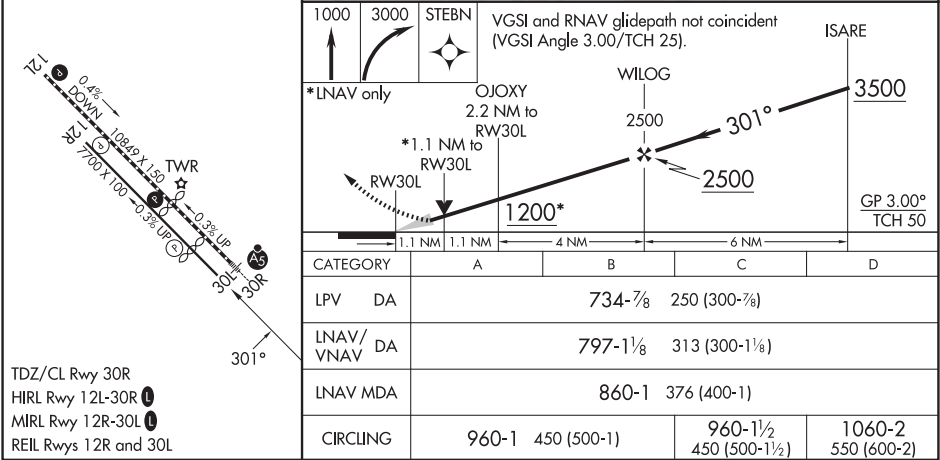
MEADOWS FLD (BFL)

<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP-0.3 NA.</div></div> <div><div>MISSED APPROACH:</div><div>Climb to 1000 then climbing right turn to 3000 direct STEBN and hold.</div></div>

ATIS 118.6	BAKERSFIELD APP CON * 118.9 270.3 (N) 118.8 284.625 (S)	BAKERSFIELD TOWER * 118.1 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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ELEV 510	D	TDZE 484	Procedure NA for arrival at GMN VORTAC airway radials 297 CW 328.
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BAKERSFIELD, CALIFORNIA

AL-36 (FAA)

25219

WAAS CH 58118 W30A	APP CRS 301°	Rwy Ldg TDZE 493 Apt Elev 510
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RNAV (GPS) RWY 30R

MEADOWS FLD (BFL)

<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div>RNP APCH.</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. When local altimeter setting not received, use Porterville altimeter setting: increase LPV DA to 790, LNAV/VNAV DA to 990. Increase LNAV/VNAV all Cats visibilities to 1 ¼ mile; increase all MDA 100 feet and LNAV visibility Cats C and D to RVR 5000. VDP and Baro-VNAV NA when using Porterville altimeter setting. For inop ALS when using Porterville altimeter setting, increase LPV all Cats visibility to RVR 5000 and LNAV Cat C and D visibility to 1%. # RVR 2400 when using Porterville altimeter setting.</div></div></div>			<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>MALSR</div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div>	<div>MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct STEBN and hold.</div>
<div>ATIS 118.6</div>	<div>BAKERSFIELD APP CON ★ 118.9 270.3 (N) 118.8 284.625 (S)</div>	<div>BAKERSFIELD TOWER ★ 118.1 (CTAF) 257.8</div>	<div>GND CON 121.7</div>	<div>UNICOM 122.95</div>

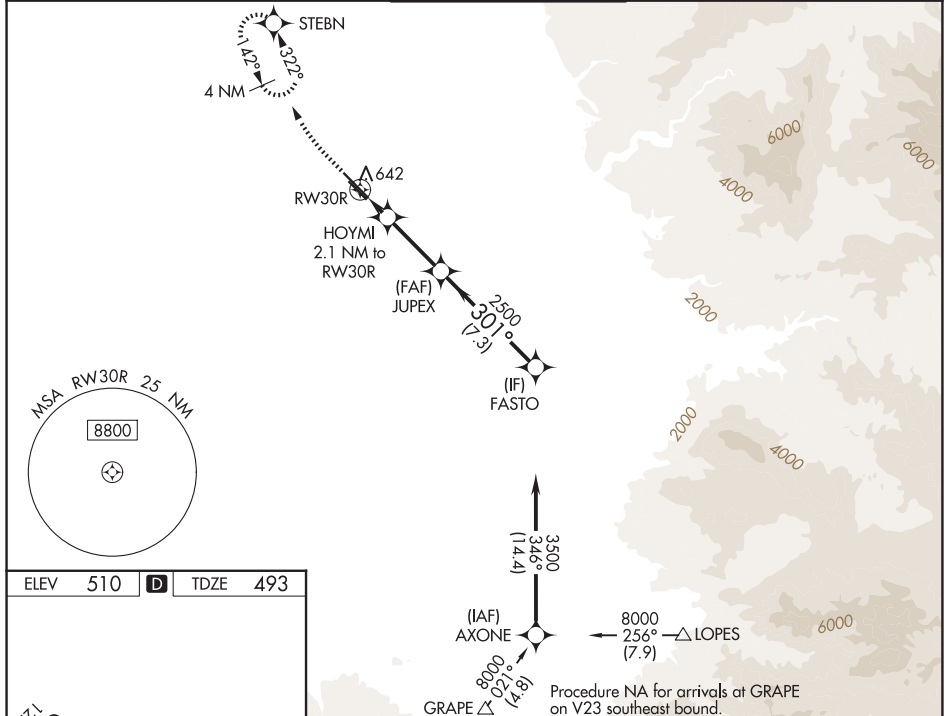


Diagram illustrating the runway layout and approach path. The diagram shows the runway centerline (CL) and taxiway (TW) for Runway 30R. Key features include:

- Runway 30R (301° heading)
- Runway 12R (301° heading)
- Runway 12L (301° heading)
- Runway 12R-30L (301° heading)
- Runway 12R and 30L (301° heading)
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- Runway 12R and 30L (301° heading)
- Runway 12L-30R (301° heading)
- Runway 12R-30L (301° heading)
- Runway 12R and 30L (301° heading)
- Runway 12L-30R (301° heading)
- Runway 12R-30L (301° heading)
- Runway 12R and 30L (301° heading)
- Runway 12L-30R (301° heading)
- Runway 12R-30L (301° heading)
- Runway 12R and 30L (301° heading)
- Runway 12L-30R (301° heading)
- Runway 12R-30L (301° heading)
- Runway 12R and 30L (301° heading)
- Runway 12L-30R (301° heading

BAKERSFIELD, CALIFORNIA

Amdt 2B 19JUL18

35°26'N-119°03'W

MEADOWS FLD (BFL)

RNAV (GPS) RWY 30R

SW-3, 07 AUG 2025 to 02 OCT 2025

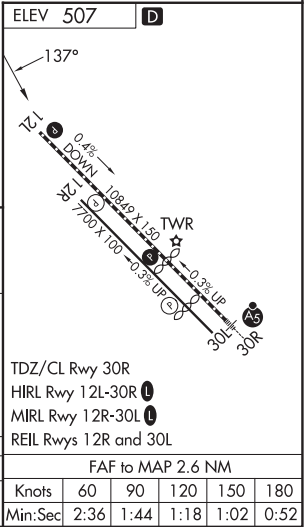
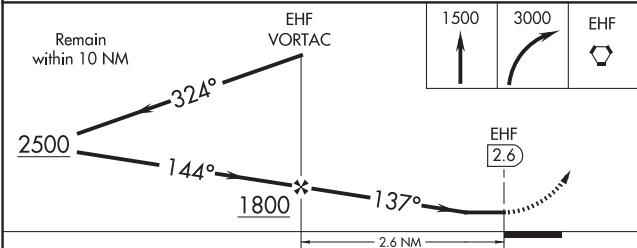
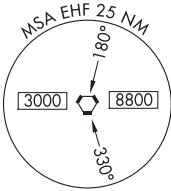
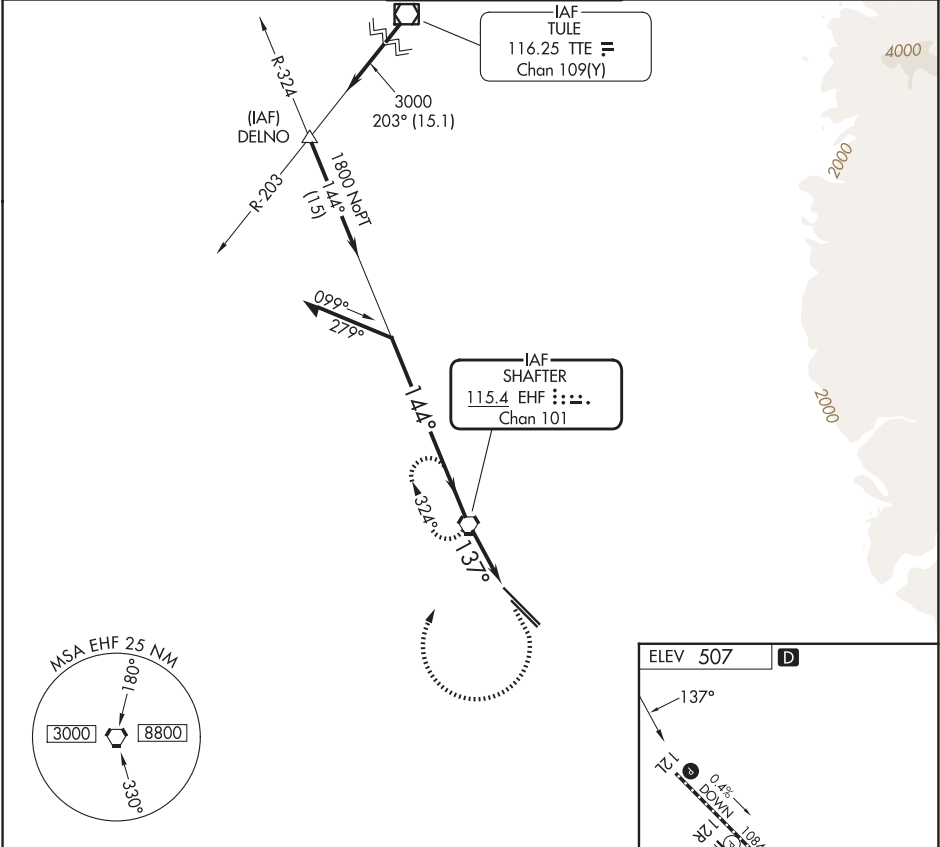
VORTAC EHF 115.4 Chan 101	APP CRS 137°	Rwy Ldg TDZE Apt Elev	N/A N/A 507
---	------------------------	-----------------------------	--------------------------

VOR-A

MEADOWS FLD (BFL)

<div><div></div><div>Circling not authorized northeast of Rwy 12L-30R.</div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct EHF VORTAC and hold, continue climb-in-hold to 3000.
--	---

ATIS 118.6	BAKERSFIELD APP CON * 118.9 270.3 (N) 118.8 284.625 (S)	BAKERSFIELD TOWER * 118.1 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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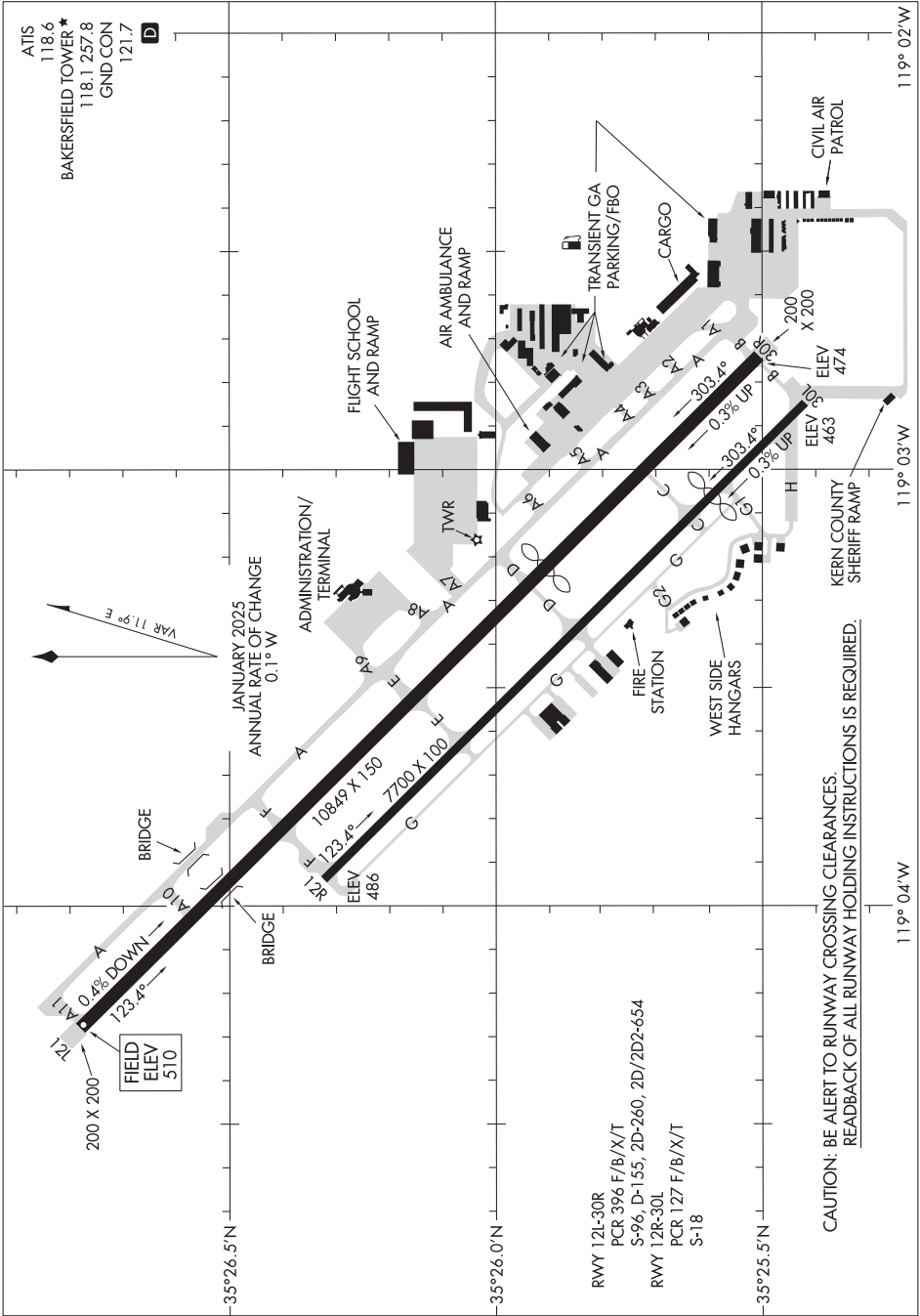


CATEGORY	A	B	C	D	FAF to MAP 2.6 NM					
CIRCLING	1000-1	493 (500-1)	1000-1½ 493 (500-1½)	1060-2 553 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:36	1:44	1:18	1:02	0:52

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

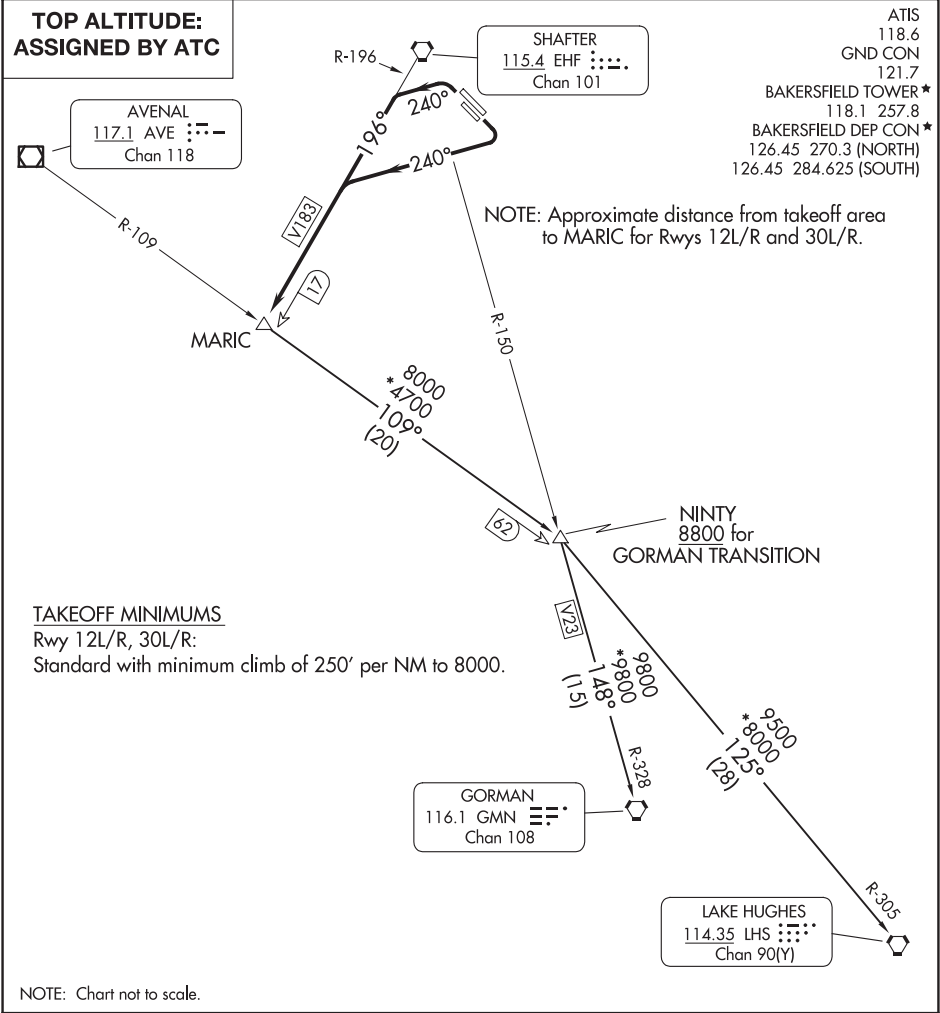


SW-3, 07 AUG 2025 to 02 OCT 2025

MARIC FOUR DEPARTURE

AL-36 (FAA)

MEADOWS FLD (BFL)
BAKERSFIELD, CALIFORNIA



T **DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 12L/R: Turn right heading 240°. Thence. . .

TAKEOFF RUNWAYS 30L/R: Turn left heading 240°. Thence. . .

. . . intercept and proceed on the EHF R-196 to MARIC. Thence via (transition) or (assigned route).

GORMAN TRANSITION (MARIC4.GMN): From over MARIC via AVE R-109 and GMN R-328 to GMN VORTAC.

LAKE HUGHES TRANSITION (MARIC4.LHS): From over MARIC via AVE R-109 and LHS R-305 to LHS VORTAC.

MARIC FOUR DEPARTURE

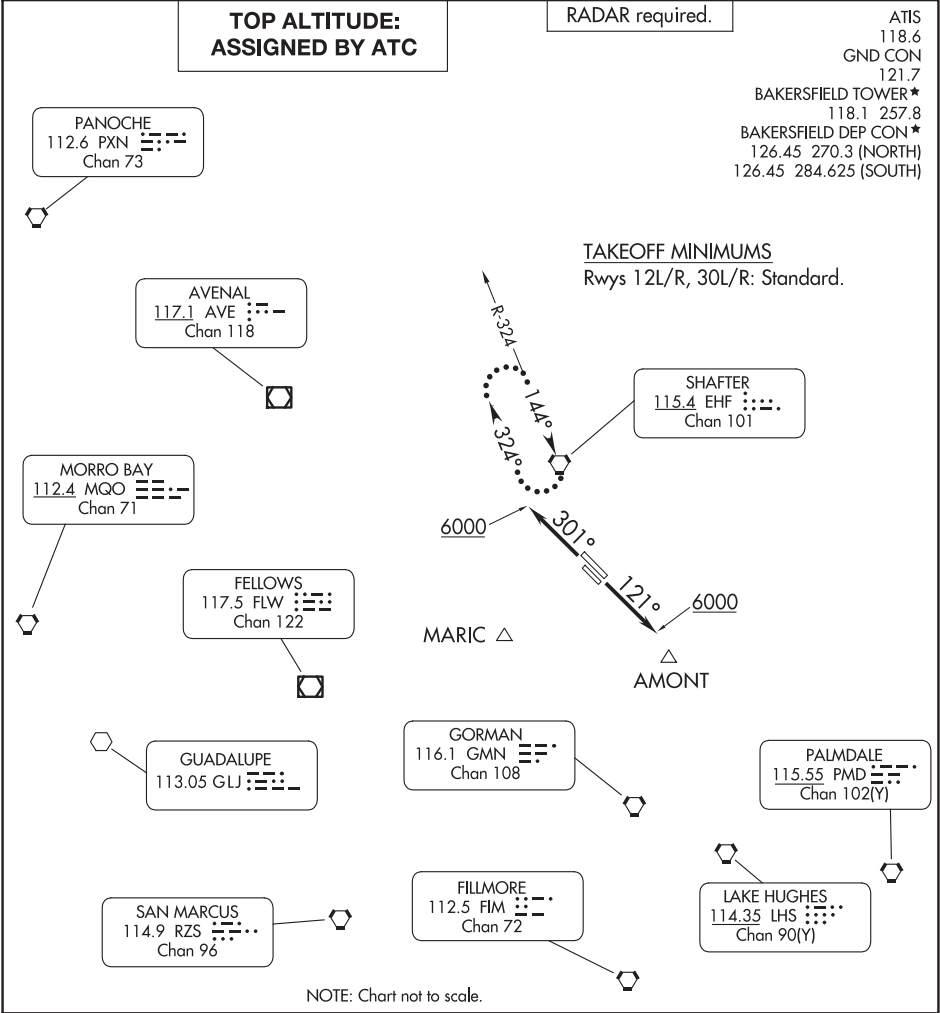
BAKERSFIELD, CALIFORNIA
MEADOWS FLD (BFL)

(OILDA1.OILDA) 23334

OILDALE ONE DEPARTURE

AL-36 (FAA)

MEADOWS FLD (BFL)
BAKERSFIELD, CALIFORNIA



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on heading 121° to 6000 for vector to assigned route/fix. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 301° to 6000 for vector to assigned route/fix. Thence. . . .

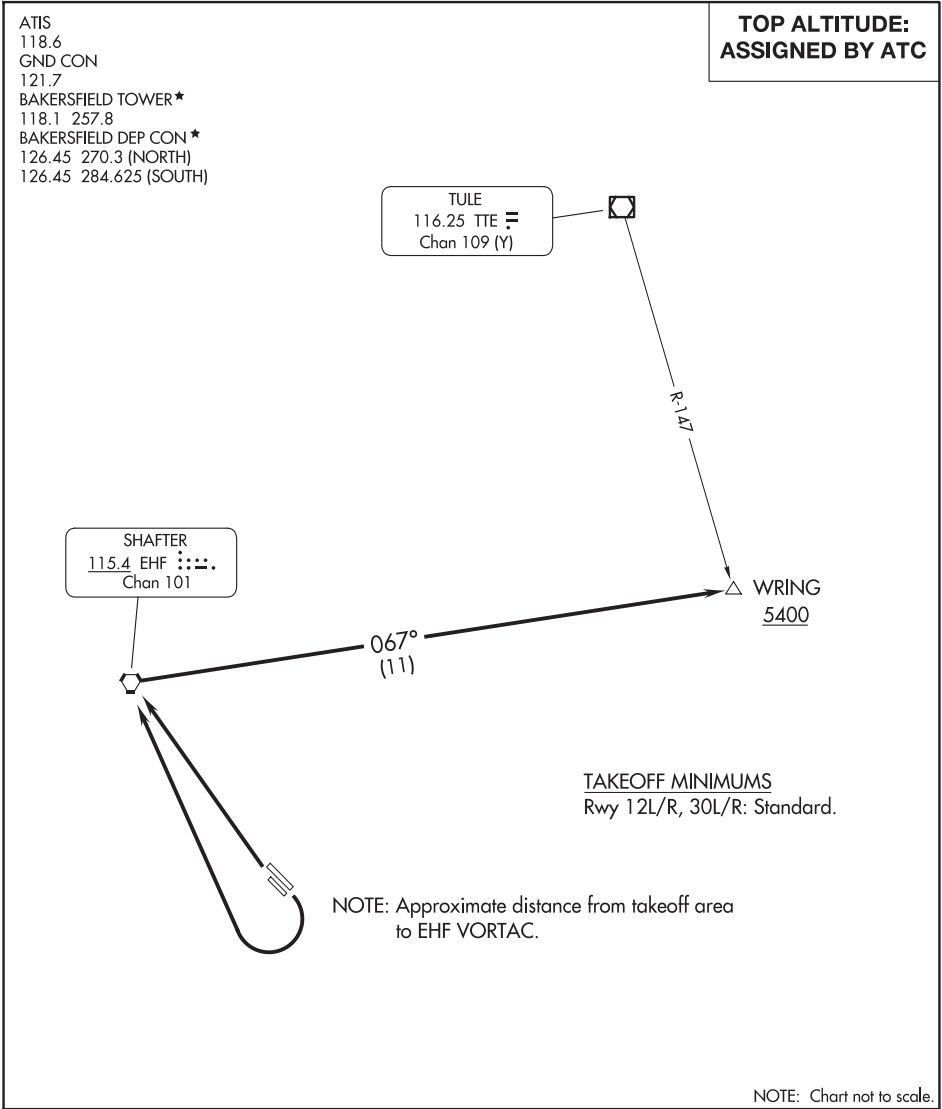
...maintain ATC assigned altitude. Expect clearance to requested altitude five minutes after departure.

LOST COMMUNICATIONS: If no radio contact for two minutes, proceed direct SHAFTER VORTAC and hold. Climb in holding pattern to expected altitude prior to proceeding on course.

OILDALE ONE DEPARTURE

(OILDA1.OILDA) 23FEB23

BAKERSFIELD, CALIFORNIA
MEADOWS FLD (BFL)



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climbing right turn direct EHF VORTAC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb direct EHF VORTAC. Thence. . . .

. . . .From over EHF VORTAC via EHF R-067 to cross WRING at or above 5400.
Thence via (assigned route).

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

BIG BEAR CITY, CALIFORNIA

AL-9469 (FAA)

25107

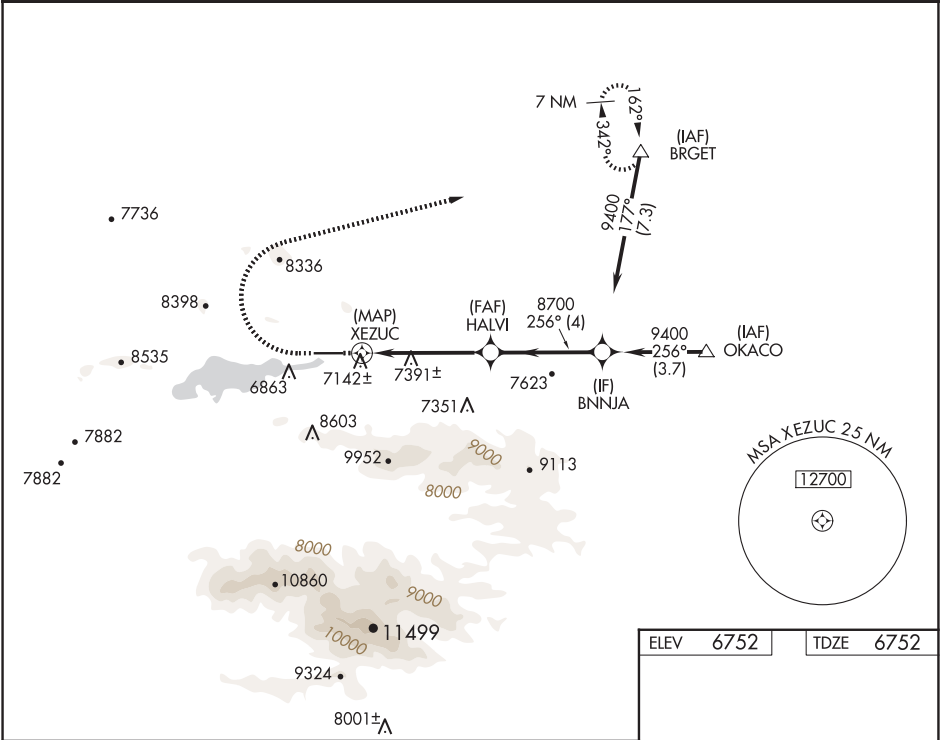
WAAS CH 99434 W26A	APP CRS 256°	Rwy Idg TDZE Apt Elev	5250 6752 6752
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RNAV (GPS) RWY 26

BIG BEAR CITY (L35)

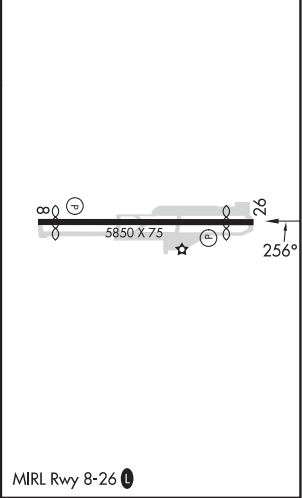
RNP APCH.	MISSED APPROACH: Climb to 8800, then climbing right turn to 11000 direct BRGET and hold.
▼ ▲	Straight-in Rwy 26 NA at night. Circling Rwy 26 NA at night. Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1 SM NA.

AWOS-3 135.925	LOS ANGELES CENTER 126.35 290.2	UNICOM 122.725 (CTAF) 1
--------------------------	---	--



ELEV 6752	TDZE 6752
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8800 ↑	11000 ↗	BRGET △	VGSI and descent angles not coincident (VGSI Angle 4.30/TCH 29).
CATEGORY	A	B	C
LP MDA	8140-1¼ 1388 (1400-1¼)	8140-1½ 1388 (1400-1½)	NA
LNAV MDA	8260-1¼ 1508 (1600-1¼)	8260-1½ 1508 (1600-1½)	NA
CIRCLING	8260-1¼ 1508 (1600-1¼)	8260-1½ 1508 (1600-1½)	NA



BIG BEAR CITY, CALIFORNIA

Amtd 2B 20JUN19

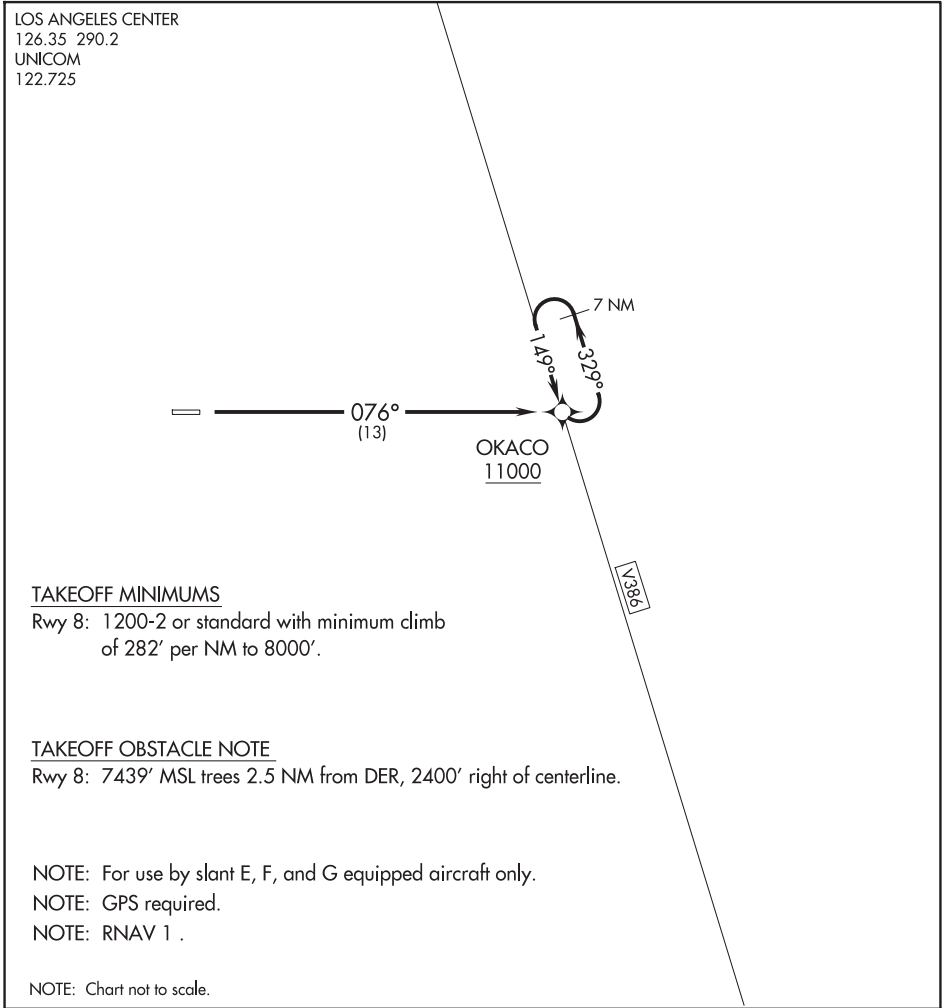
34°16'N-116°51'W

RNAV (GPS) RWY 26

BIG BEAR CITY (L35)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb via course 076° to OKACO WP; maintain 11000 or as assigned by ATC. If not at 11000 or at assigned cruising altitude upon reaching OKACO WP, climb in holding pattern unless otherwise advised by ATC.

24081

VOR/DME RWY 26
BLYTHE (BLH)



VOR/DME RWY 26

BLYTHE, CALIFORNIA

AL-53 (FAA)

24081

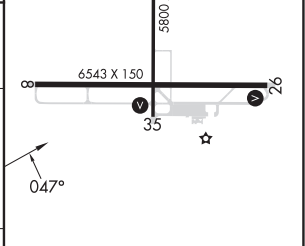
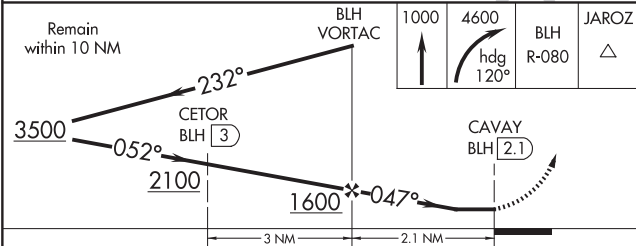
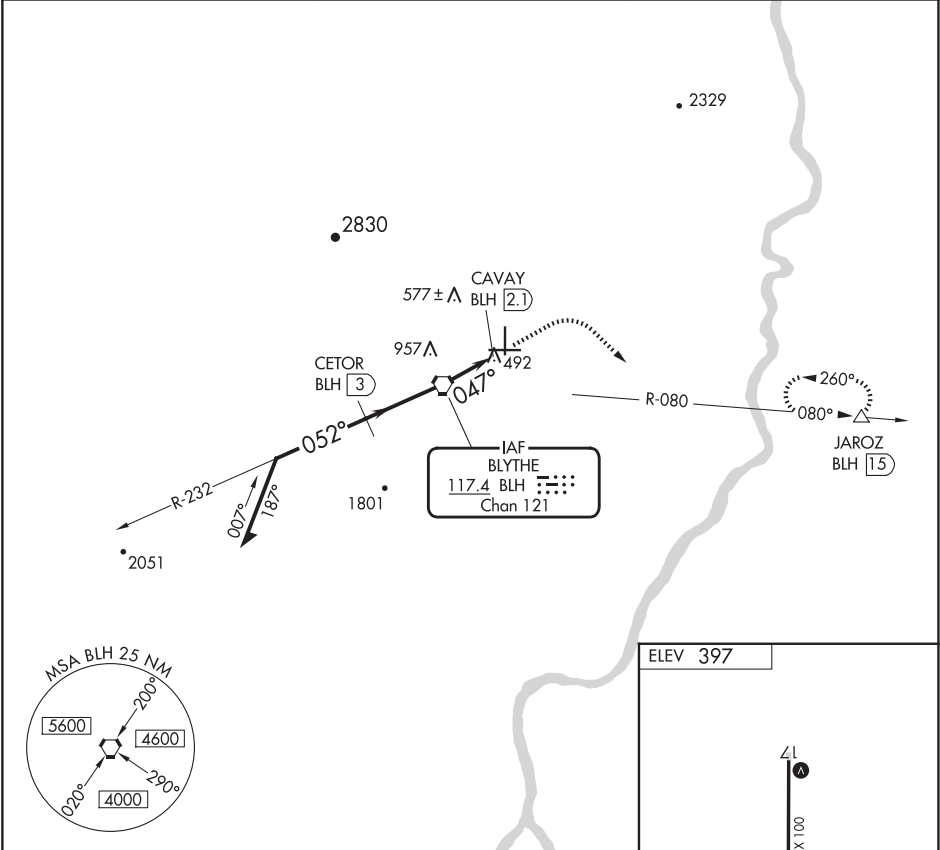
VORTAC BLH 117.4 Chan 121	APP CRS 047°	Rwy Idg TDZE Apt Elev N/A N/A 397
---	------------------------	---

VOR/DME-A
BLYTHE (BLH)




MISSED APPROACH: Climb to 1000, then climbing right turn to 4600 via heading 120° and BLH R-080 outbound to JAROZ/15 DME and hold.

ASOS 120.175	LOS ANGELES CENTER 128.15 285.6	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
CIRCLING	840-1 443 (500-1)	860-1 463 (500-1)	960-1½ 563 (600-1½)	1260-2¾ 863 (900-2¾)

MIRL Rwy 8-26 and 17-35 

BLYTHE, CALIFORNIA
Orig-A 07AUG03

33°37'N-114°43'W

BLYTHE (BLH)
VOR/DME-A

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
250°

Rwy Ldg
TDZE
Apt Elev

5011
520
522

RNAV (GPS) RWY 26

BORREGO VALLEY (L08)

RNP APCH-GPS

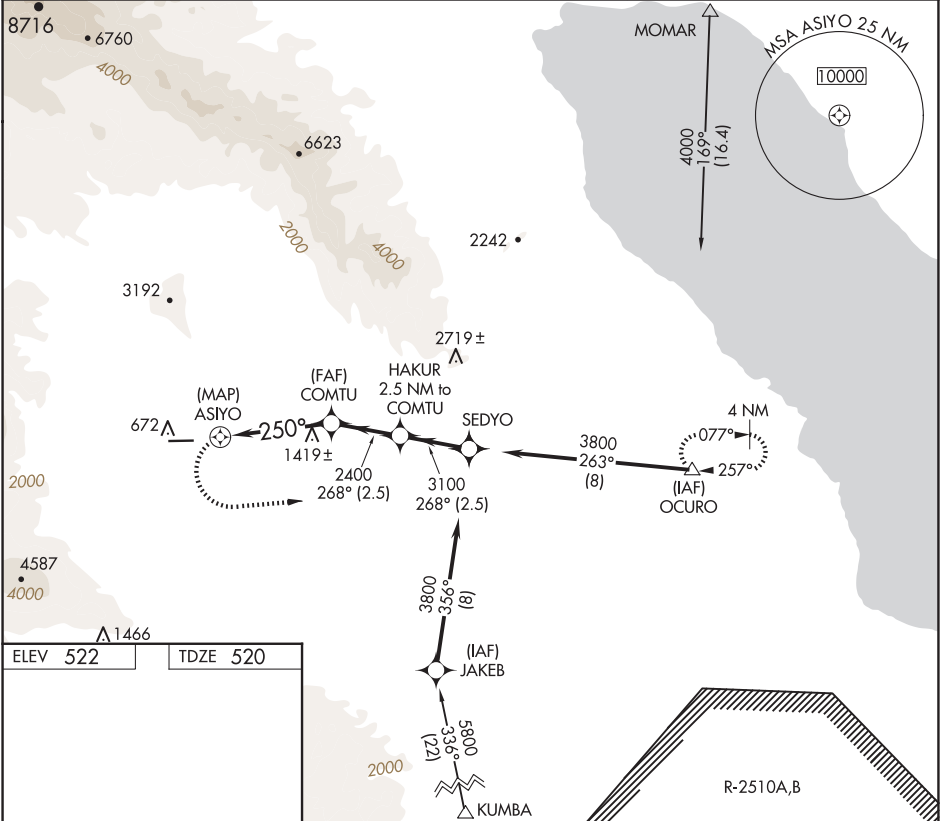
▼

▲

If local altimeter setting not received, use Imperial County altimeter setting and increase all MDAs 580 feet. Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4000 direct OCURO WP and hold.

AWOS-3P 126.575	LOS ANGELES CENTER 128.6 291.7	UNICOM 122.8 (CTAF) 0
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ELEV 522

TDZE 520

5011 X 75

250°

26°

4000

OCURO

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 28).
* VDP not authorized with Imperial County altimeter setting.

ASIYO

COMTU

HAKUR

SEDYO

3.6 NM to RWY 26

3.46° TCH 42

250°

268°

3800

3100

2400

Procedure Turn NA

CATEGORY	A	B	C	D
LNAV MDA	1720-1¼ 1200 (1200-1¼)	1720-1½ 1200 (1200-1½)	1720-3 1200 (1200-3)	
CIRCLING	1720-1¼ 1198 (1200-1¼)	1720-1½ 1198 (1200-1½)	1840-3 1318 (1400-3)	NA

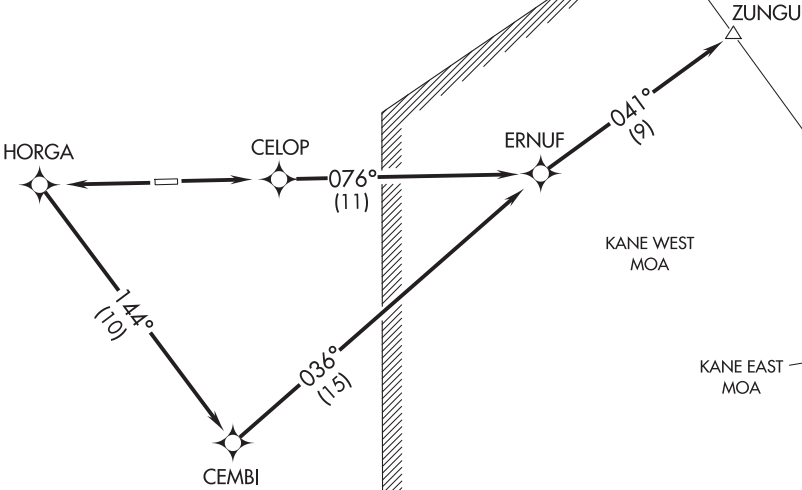
(ZUNGU1.ZUNGU) 18256

AL-9287 (FAA)

BORREGO VALLEY (LØ8)
BORREGO SPRINGS, CALIFORNIA

ZUNGU ONE DEPARTURE (OBSTACLE) (RNAV)

LOS ANGELES CENTER
128.6 291.7
CTAF
122.8
AWOS-3P
126.575



NOTE: GPS required.
NOTE: RNAV 1
NOTE: Takeoff Rwy 8/26 do not
exceed 220K until ZUNGU.

TAKEOFF MINIMUMS

Rwy 8: Standard with a minimum climb
of 335' per NM to 2000, do not
exceed 220K until ZUNGU.
Rwy 26: Standard with a minimum climb
of 465' per NM to 5000, do not
exceed 220K until ZUNGU.

TAKEOFF OBSTACLE NOTES

Rwy 8: Numerous trees beginning 2000' from DER,
on centerline, up to 75' AGL/875' MSL.
Rwy 26: Numerous trees beginning 1000' from DER,
400' left of centerline, up to 75' AGL/634' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb direct CELOP then via depicted route to ZUNGU.

TAKEOFF RUNWAY 26: Climb direct HORGA, and left turn 144° track to CEMBI,
then via depicted route to ZUNGU.

ZUNGU ONE DEPARTURE (OBSTACLE) (RNAV)
(ZUNGU1.ZUNGU) 10APR08

BORREGO SPRINGS, CALIFORNIA
BORREGO VALLEY (LØ8)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

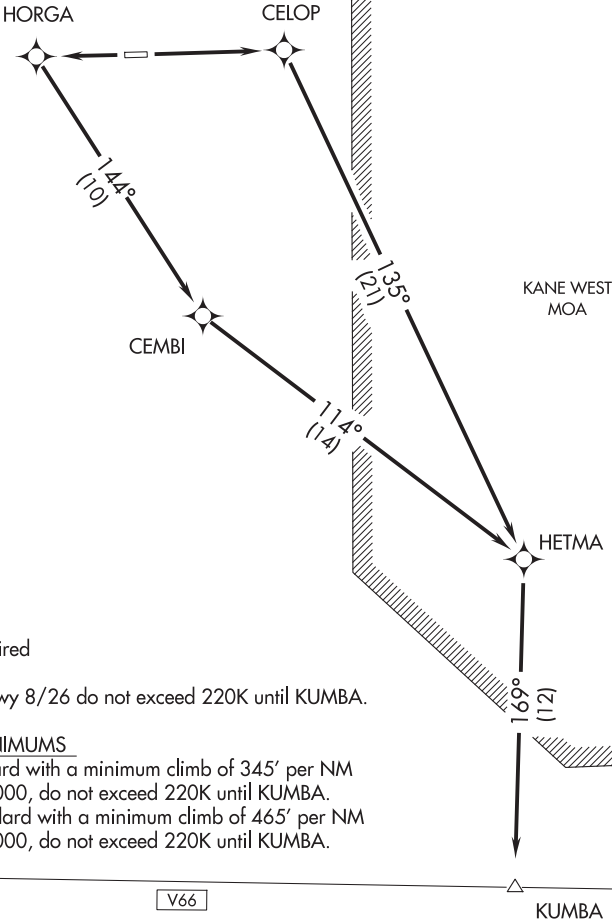
(KUMBA1.KUMBA) 18256

KUMBA ONE DEPARTURE (RNAV)

AL-9287 (FAA)

BORREGO VALLEY (LØ8)
BORREGO SPRINGS, CALIFORNIA

LOS ANGELES CENTER
128.6 291.7
CTAF 122.8
AWOS-3P 126.575



NOTE: GPS required
NOTE: RNAV 1
NOTE: Takeoff Rwy 8/26 do not exceed 220K until KUMBA.

TAKEOFF MINIMUMS

Rwy 8: Standard with a minimum climb of 345' per NM to 5000, do not exceed 220K until KUMBA.
Rwy 26: Standard with a minimum climb of 465' per NM to 5000, do not exceed 220K until KUMBA.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb direct CELOP then via depicted route to KUMBA.
TAKEOFF RUNWAY 26: Climb direct HORG, and left turn 144° track to CEMBI, then via depicted route to KUMBA.

KUMBA ONE DEPARTURE (RNAV)
(KUMBA1.KUMBA) 10APR08

BORREGO SPRINGS, CALIFORNIA
BORREGO VALLEY (LØ8)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

BRAWLEY, CALIFORNIA

AL-6932 (FAA)

24081

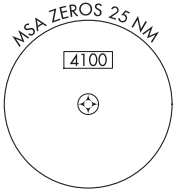
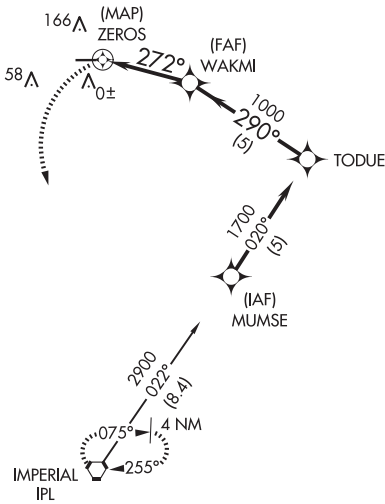
APP CRS	Rwy Idg	4006
272°	TDZE	-135
	Apt Elev	-129

RNAV (GPS) RWY 26

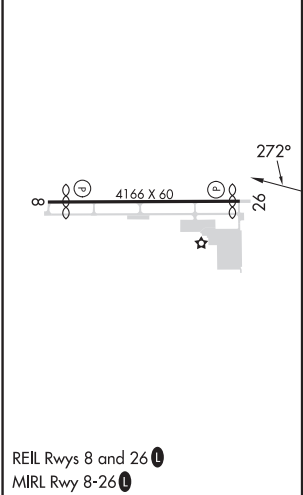
BRAWLEY MUNI (BWC)

<div><div><div></div><div>NA</div></div><div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Imperial County altimeter setting. Circling Rwy 8 NA at night.</div></div>	MISSED APPROACH: Climbing left turn to 3600 direct IPL VORTAC and hold.
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IPL ASOS 132.175	YUMA CERAP 128.55 292.2	CTAF 122.9
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ELEV -129	TDZE -135
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A 571			
CATEGORY	A	B	C
LNAV MDA	360-1	495 (500-1)	360-1 1/4 495 (500-1 1/4)
CIRCLING	560-1	689 (700-1)	560-2 689 (700-2)

BRAWLEY, CALIFORNIA
Orig-A 01FEB18

33°00'N-115°31'W

RNAV (GPS) RWY 26

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

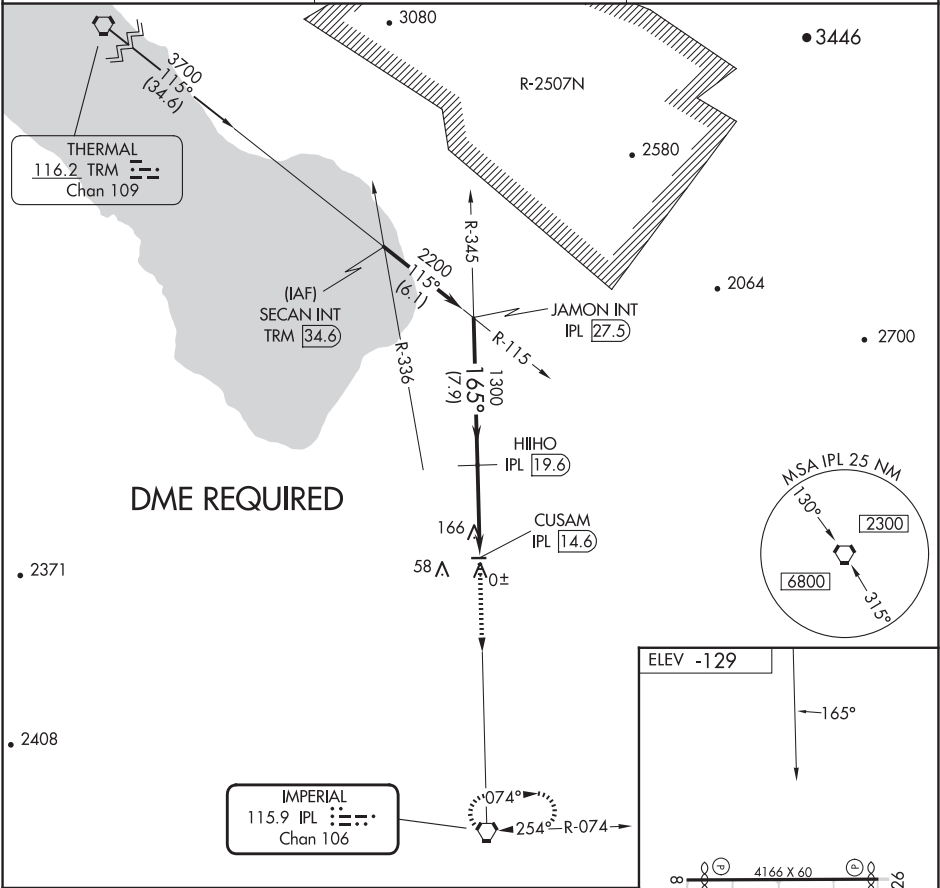
VORTAC IPL 115.9 Chan 106	APP CRS 165°	Rwy Idg TDZE Apt Elev N/A N/A -129
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VOR-B

BRAWLEY MUNI (BWC)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Imperial County altimeter setting. DME Required. Circling Rwy 8 NA at night.</div>	MISSED APPROACH: Climb to 3000 direct IPL VORTAC and hold.
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IPL ASOS 132.175	YUMA CERAP 128.55 292.2	CTAF 122.9
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JAMON INT IPL 27.5				HIIHO IPL 19.6		CUSAM IPL 14.6	
2200				1300		3000	
Procedure Turn NA				165°		IPL	
7.9 NM				5 NM			
CATEGORY	A		B		C		D
CIRCLING	560-1		689 (700-1)		NA		

REIL Rwys 8 and 26	
MIRL Rwy 8-26	

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

AL-67 (FAA)

ILS Y or LOC Y RWY 8
BOB HOPE (BUR)

From MIKEI: RNAV 1-GPS required.

V Localizer unusable within 0.9 NM to thld. Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.
A Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply to S-ILS Rwy 8. For Inop ALS, increase S-LOC 8 Cats A/B visibility to 1/4 SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

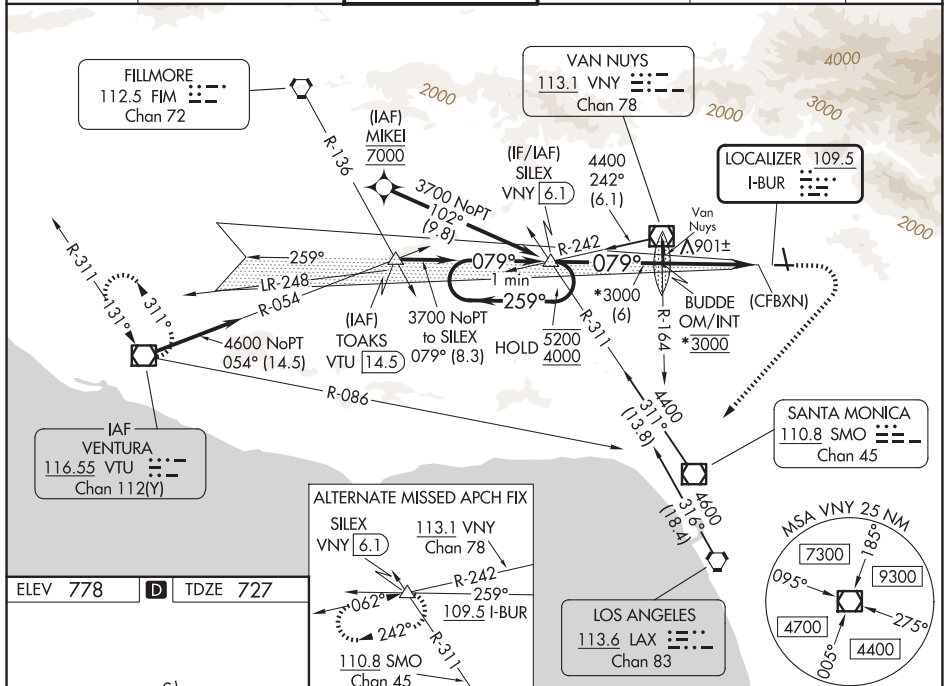
MALSR



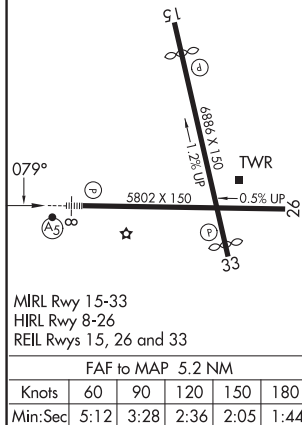
MISSED APPROACH:

Climb to 1800 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold.

D-ATIS 134.5	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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SW-3, 07 AUG 2025 to 02 OCT 2025



BURBANK, CALIFORNIA

Amdt 6B 11JUL24


BOB HOPE (BUR)

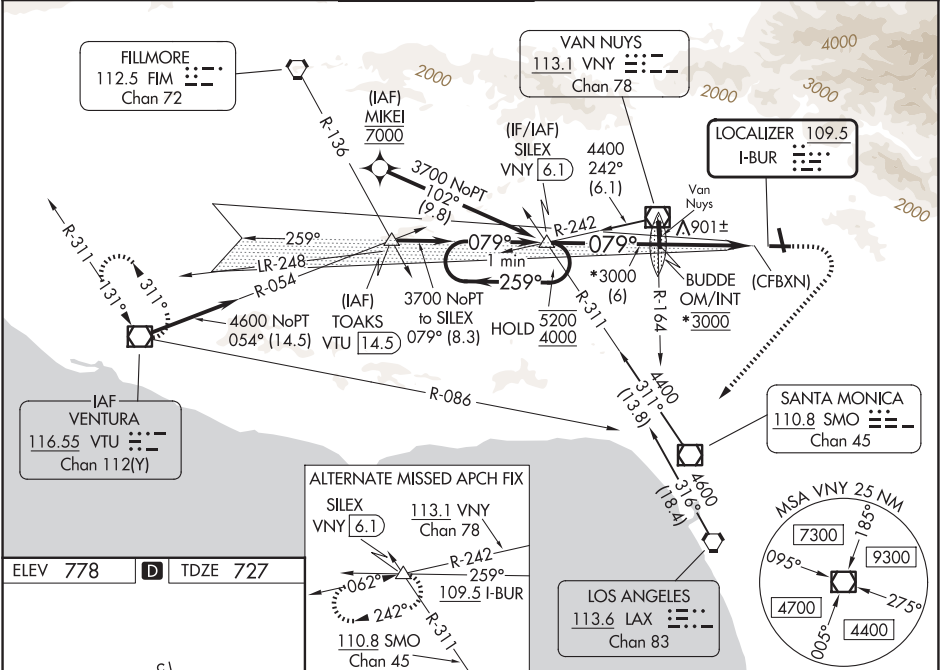
ILS Y or LOC Y RWY 8

34°12'N-118°22'W

LOC I-BUR 109.5	APP CRS 079°	Rwy Ldg TDZE Apt Elev 5801 727 778
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ILS Z or LOC Z RWY 8
BOB HOPE (BUR)

From MIKEI: RNAV 1-GPS required.						
<div>⚠ Localizer unusable within 0.9 NM to thld. Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSIL required, remain on or above VGSIL glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply to S-ILS 8. For inop ALS, increase S-LOC 8 Cats A/B visibility to RVR 6000 and S-LOC 8 Cats C/D visibility to 1¼ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.</div>			<div>MALSR</div> <div></div>		<div>MISSED APPROACH: Climb to 1300 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold.</div> <div># Missed approach requires a minimum climb of 340 feet per NM to 2520 (if unable to meet climb gradient, see ILS Y or LOC Y RWY 8).</div>	
<div>D-ATIS</div> <div>134.5</div>	<div>SOCAL APP CON</div> <div>120.4 360.6 (NORTH)</div> <div>134.2 338.2 (WEST)</div>	<div>BURBANK TOWER</div> <div>118.7 254.3</div>	<div>GND CON</div> <div>123.9 348.6</div>	<div>CLNC DEL</div> <div>118.0 348.6</div>	<div>CPDLC</div>	



ELEV 778	D	TDZE 727
MIRL Rwy 15-33 HIRL Rwy 8-26 REIL Rws 15, 26 and 33 FAF to MAP 5.2 NM		
Knots	60	90 120 150 180
Min:Sec	5:12	3:28 2:36 2:05 1:44

One Minute Holding Pattern		SILEX VNY (6.1)		1300 ↑		4600 hdg 210°		VTU R-086		VTU 	
5200 ← 259° 4000 → 079°		3700		079°		2753		*LOC only			
GS 3.00° TCH 60		3000		*3000		(CFBXXN)					
		6 NM		5.2 NM		0.9					
CATEGORY	A		B		C		D				
S-ILS 8 #			1075/50		348 (300-1)						
S-LOC 8 #			1160/50		433 (400-1)						
CIRCLING	1280-1 1/8 502 (600-1 1/8)		1640-1 1/4 862 (900-1 1/4)		2240-3 1462 (1500-3)		2320-3 1542 (1600-3)				

BURBANK, CALIFORNIA

AL-67 (FAA)

25219

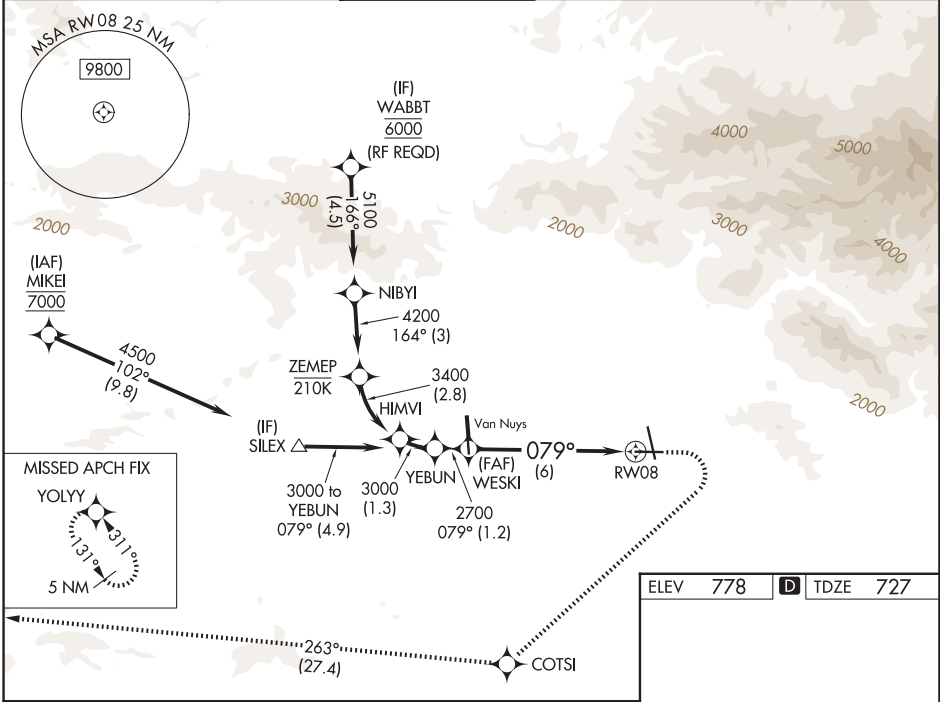
APP CRS	Rwy Ldg	5801
079°	TDZE	727
	Apt Elev	778

RNAV (RNP) Y RWY 8

BOB HOPE (BUR)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 1200 then climbing right turn to 4600 direct COTSI and on track 263° to YOLYY and hold. *Missed approach requires minimum climb of 340 feet per NM to 2400. # Missed approach requires minimum climb of 317 feet per NM to 2400.
⚠ For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. Straight-in Rwy 8 at night, operational VGSi required, remain on or above VGSi glidepath until threshold. Inop table does not apply to RNP 0.20* and RNP 0.30. For inop ALS, increase RNP 0.30* all Cats visibility to 1 1/4 SM.	AS	

D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	118.7 254.3	123.9 348.6	118.0 348.6	



		<div><div><div><div><div><div></div><div>1200</div></div><div><div></div><div>4600</div></div><div><div><div></div><div>COTS1</div></div><div><div><div></div><div>Ir</div><div>263°</div></div></div><div><div><div></div><div>YOLYY</div></div></div></div></div></div><div>See planview for multiple IF locations.</div></div></div>			
YEBUN		WESKI			
3000		2700			
079°		2700		RW08	
GP 3.00° TCH 60		1.2 NM		6 NM	
CATEGORY	A	B	C	D	
RNP 0.20 DA*	1068/50 341 (300-1)				
RNP 0.30 DA#	1151/50 424 (400-1)				
RNP 0.30 DA	1485-2½ 758 (800-2½)				
AUTHORIZATION REQUIRED					
MIRL Rwy 15-33 HIRL Rwy 8-26 REIL Rws 15, 26 and 33					

BURBANK, CALIFORNIA
Amdt 2B 11JUL24

34°12'N-118°22'W

BOB HOPE (BUR)
RNAV (RNP) Y RWY 8

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53638 W08A	APP CRS 079°	Rwy Ldg TDZE Apt Elev	5801 727 778
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RNAV (GPS) Z RWY 8

BOB HOPE (BUR)

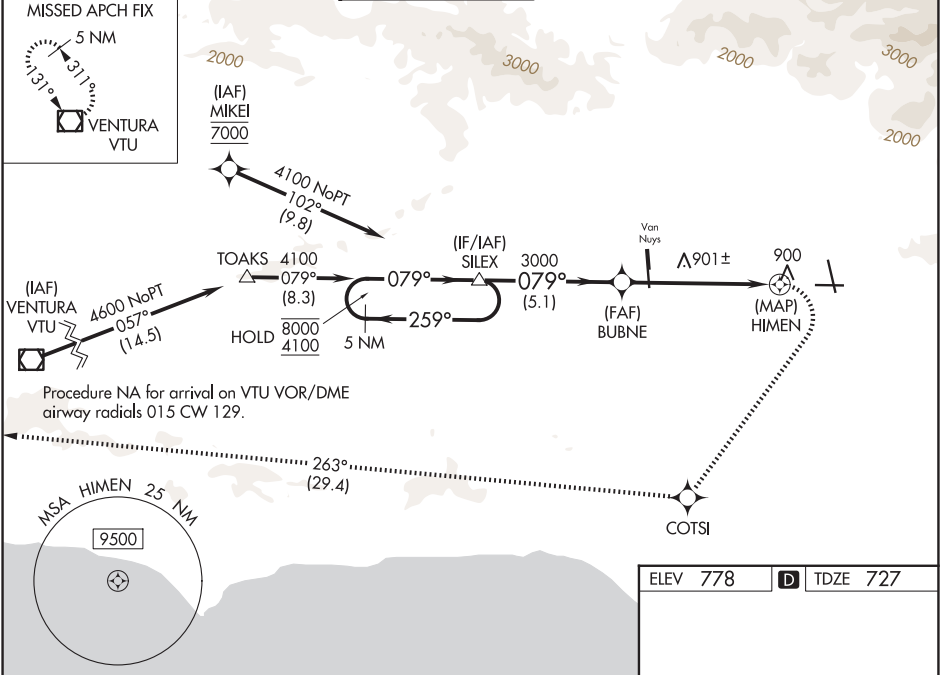
RNP APCH.

⚠ Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. For inop ALS, increase LP Cat A/B visibility to 1½ SM and LP Cat C/D visibility to 2½ SM. For inop ALS, increase LNAV Cat A/B visibility to 1½ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALS

MISSED APPROACH:
Climbing right turn to 4600 direct COTS1 and on track 263° to VTU VOR/DME and hold.

D-ATIS 134.5	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
------------------------	--	-------------------------------------	-------------------------------	--------------------------------	-------



5 NM Holding Pattern

SILEX

BUBNE

HIMEN

3000

5.1 NM

5.7 NM

1.3 NM

CATEGORY	A	B	C	D
LP MDA	1540/60	813 (800-1¼)	1540-1⅞	813 (800-1⅞)
LNAV MDA	1660/60	933 (900-1¼)	1660-2	933 (900-2)
CIRCLING	1660-1½	882 (900-1½)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

ELEV 778

TDZE 727

4600

COTS1

tr 263°

VTU

51

4

5886 X 1.50

1.28 UP

TWR

5802 X 1.50

0.5% UP

33

MIRL Rwy 15-33

HIRL Rwy 8-26

REIL Rwys 15, 26, and 33

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

BURBANK, CALIFORNIA

AL-67 (FAA)

25219

VOR/DME VNY	APP CRS	Rwy Ldg	5801
113.1	089°	TDZE	727
Chan 78		Apt Elev	778

VOR RWY 8

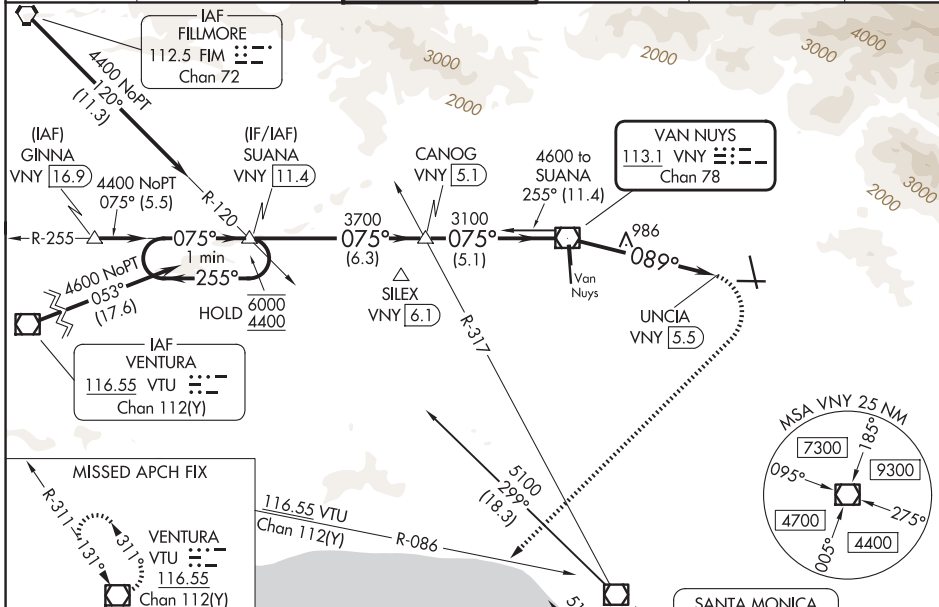
BOB HOPE (BUR)

⚠ Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

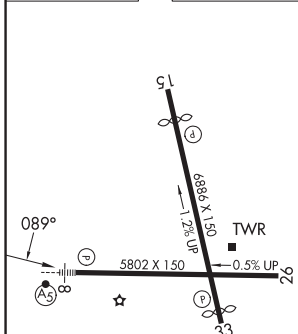


MISSED APPROACH: Climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold.

D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	118.7 254.3	123.9 348.6	118.0 348.6	



ELEV 778	D	TDZE 727
----------	---	----------



MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rwys 15, 26 and 33

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

BURBANK, CALIFORNIA

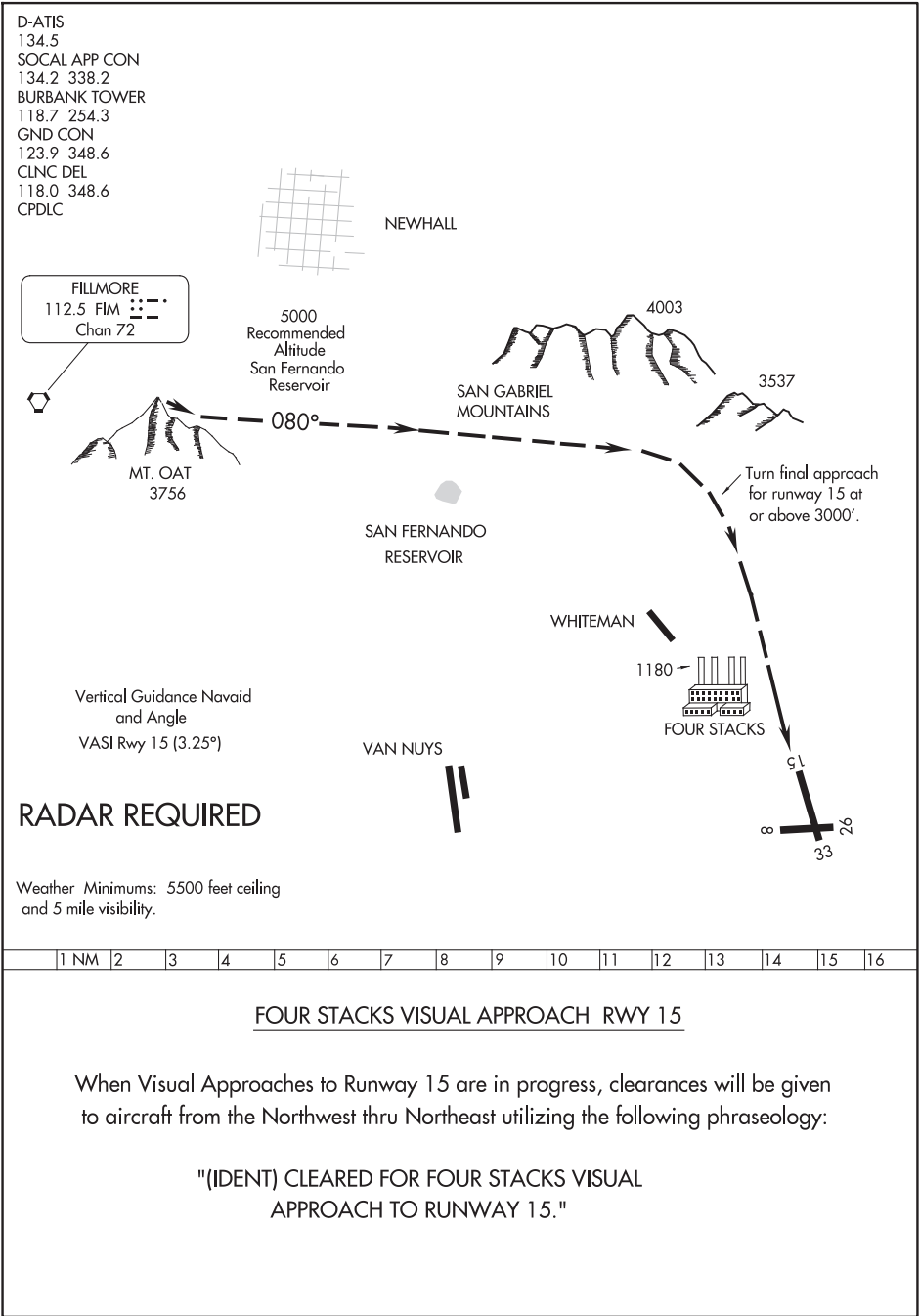
Amdt 12A 28FEB19

34°12'N-118°22'W

BOB HOPE (BUR)

VOR RWY 8

SW-3, 07 AUG 2025 to 02 OCT 2025



25219

AIRPORT DIAGRAM

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

D-ATIS
134.5
135.125 (ARR VIA FM/PMD VORTAC ONLY)
BURBANK TOWER
118.7 254.3
132.325 (HELICOPTERS)
GND CON
123.9 348.6
CLNC DEL
118.0 348.6
CPDLC
PDC
D

FIELD
ELEV
778

HIRL Rwy 8-26
MIRL Rwy 15-33
REIL Rws 15, 33 and 26

AIRCRAFT
HOLDING AREA
AND BY-PASS
APRON

34°12.5'N



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

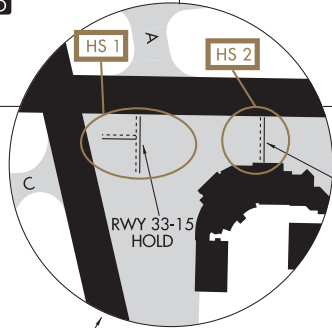
34°12.0'N

34°11.5'N

118°22.0'W

118°21.5'W

118°21.0'W



Runway incursion risk.
Non-typical locations of
Rwy 33-15 and Rwy 8-26
holding position markings
within terminal ramp.

FAA ASR
COMPLEX

FIRE
STATION

FBO

TWR

LAHSO

EMAS

ELEV
727

079.4°

5802 X 150

RWY 08-26
PCR 611 F/C/X/T
S-120, D-201, 2D-352, 2D/2D2-839
RWY 15-33
PCR 685 F/C/X/T
S-120, D-201, 2D-352, 2D/2D2-839

ELEV
695

PASSENGER TERMINAL &
ADMINISTRATION

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

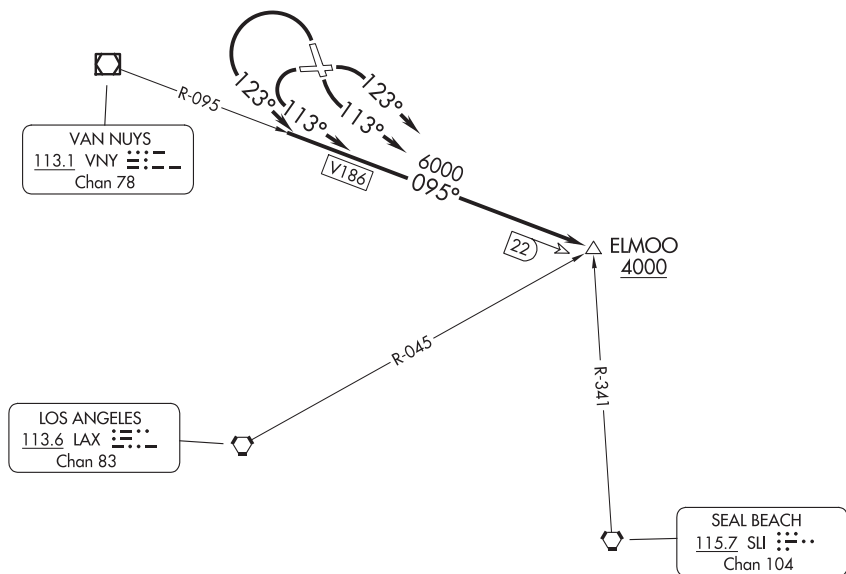
25219

BURBANK, CALIFORNIA
BOB HOPE (BUR)

SW-3, 07 AUG 2025 to 02 OCT 2025

SOCAL DEP CON
135.05 317.5
CLINC DEL
118.0 348.6
CPDLC

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwy 8: Standard with minimum climb of 380' per NM to 2500.
Rwy 15: Standard with minimum climb of 450' per NM to 3000.
Rwy 26: Standard with minimum climb of 305' per NM to 2600.
Rwy 33: 600-2¼ with minimum climb of 210' per NM to 4000
or standard with minimum climb of 450' per NM to 2600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn heading 123° intercept VNY VOR/DME R-095 to ELMOO. . . .

TAKEOFF RUNWAY 15: Climbing left turn heading 113° intercept VNY VOR/DME R-095 to ELMOO. . . .

TAKEOFF RUNWAY 26: Climbing left turn heading 113° intercept VNY VOR/DME R-095 to ELMOO. . . .

TAKEOFF RUNWAY 33: Climbing left turn heading 123° intercept VNY VOR/DME R-095 to ELMOO....

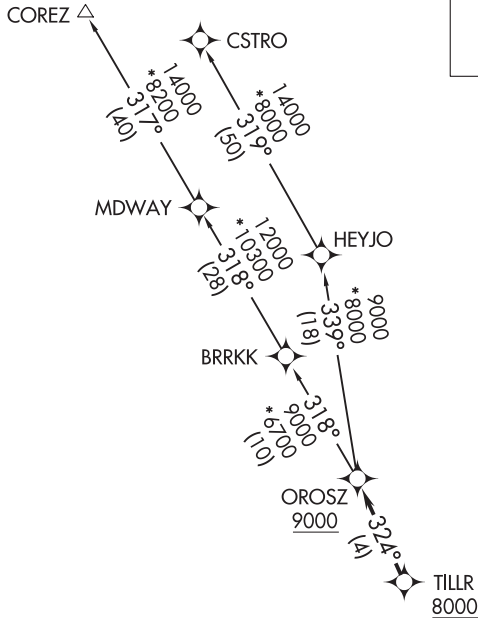
...thence via assigned route. Maintain ATC assigned altitude.

(OROSZ2.ORSZ) 18032
ORSZ TWO DEPARTURE (RNAV)

AL-67 (FAA) BOB HOPE (BUR)
BURBANK, CALIFORNIA

TOP ALTITUDE:
FL230

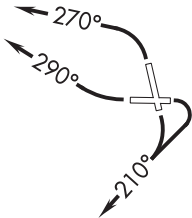
CLNC DEL
118.0 348.6
CPDLC
SOCAL DEP CON
124.6 298.85



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.

TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 420' per NM to 2500.
- Rwy 15: Standard with minimum climb of 340' per NM to 2100.
- Rwy 26: Standard with minimum climb of 380' per NM to 4800.
- Rwy 33: Standard with minimum climb of 460' per NM to 4900.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing right turn heading 210° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence. . .

TAKEOFF RUNWAY 26: Climbing right turn heading 290° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence. . .

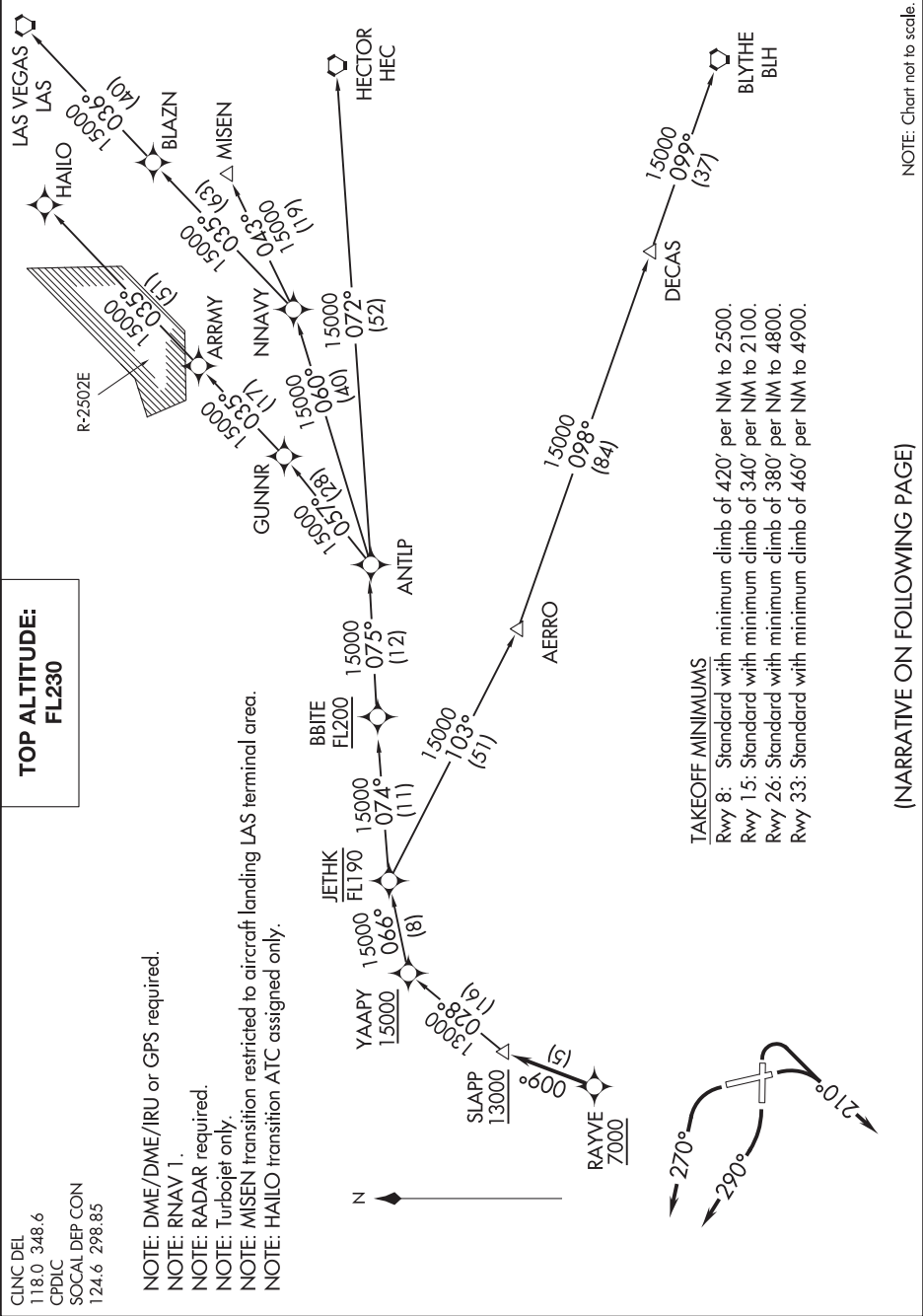
TAKEOFF RUNWAY 33: Climbing left turn heading 270° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence. . .

. . . on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

COREZ TRANSITION (OROSZ2.COREZ)

CSTRO TRANSITION (OROSZ2.CSTRO)

SW-3, 07 AUG 2025 to 02 OCT 2025





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn to heading 210°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 15: Climbing right turn to heading 210°, or as assigned by ATC, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 26: Climbing right turn to heading 290°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 33: Climbing left turn to heading 270°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (SLAPP2.BLH)

HAILO TRANSITION (SLAPP2.HAILO)

HECTOR TRANSITION (SLAPP2.HEC)

LAS VEGAS TRANSITION (SLAPP2.LAS)

MISEN TRANSITION (SLAPP2.MISEN)

SW-3, 07 AUG 2025 to 02 OCT 2025

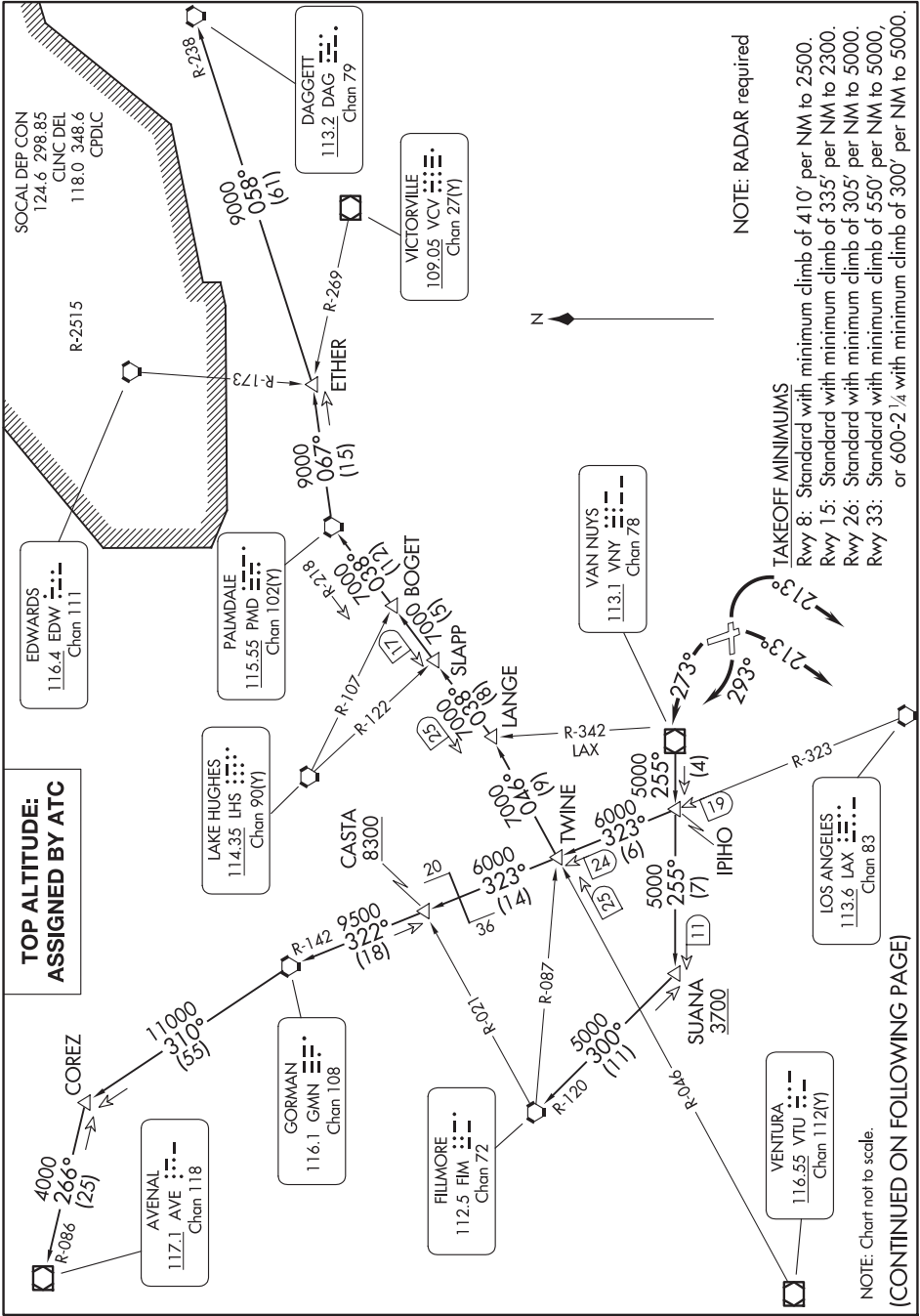
SW-3, 07 AUG 2025 to 02 OCT 2025

VAN NUYS THREE DEPARTURE

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



VAN NUYS THREE DEPARTURE

BURBANK, CALIFORNIA
BOB HOPE (BUR)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn heading 213°

TAKEOFF RUNWAY 15: Climbing right turn heading 213°

TAKEOFF RUNWAY 26: Climbing right turn heading 293°

TAKEOFF RUNWAY 33: Climbing left turn heading 273°

. . . .expect RADAR vector to VNY VOR/DME. Thence via (transition) or (assigned route).

AVENAL TRANSITION (VNY3.AVE): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on LAX R-323 and GMN R-142 to GMN VORTAC, then on GMN R-310 and AVE R-086 to AVE VOR/DME.

DAGGETT TRANSITION (VNY3.DAG): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on VTU R-046 and PMD R-218 to PMD VORTAC, then on PMD R-067 and DAG R-238 to DAG VORTAC.

FILLMORE TRANSITION (VNY3.FIM): From over VNY VOR/DME on VNY R-255 and FIM R-120 to FIM VORTAC.

GORMAN TRANSITION (VNY3.GMN): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on LAX R-323 and GMN R-142 to GMN VORTAC.

PALMDALE TRANSITION (VNY3.PMD): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on VTU R-046 and PMD R-218 to PMD VORTAC.

TWINE TRANSITION (VNY3.TWINE): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SOCAL DEP CON
124.6 298.85
CINC DEL
118.0 348.6
CPDIC

WVERA TWO DEPARTURE (RNAV)
(WVERA2.WVERA) 12OCT17

TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 420' per NM to 2500.
- Rwy 15: Standard with minimum climb of 340' per NM to 2100.
- Rwy 26: Standard with minimum climb of 380' per NM to 4800.
- Rwy 33: Standard with minimum climb of 460' per NM to 4900.

NOTE: DME/DME/IRU or GPS required.

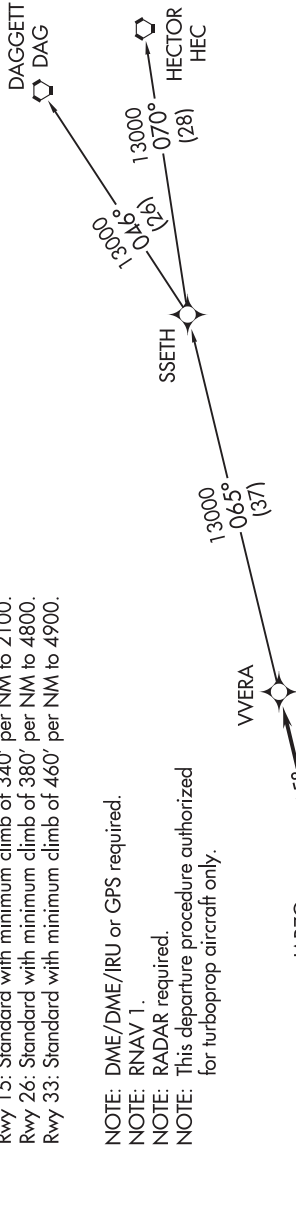
NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: This departure procedure authorized for turboprop aircraft only.



TOP ALTITUDE:
13000



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing right turn heading 210° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to WVERA, thence

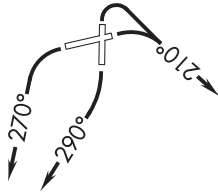
TAKEOFF RUNWAY 26: Climbing right turn heading 290° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to WVERA, thence

TAKEOFF RUNWAY 33: Climbing left turn heading 270° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to WVERA, thence

. . . . on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (WVERA2.DAG)

HECTOR TRANSITION (WVERA2.HEC)



BURBANK, CALIFORNIA
BOB HOPE (BUR)

CALIFORNIA CITY, CALIFORNIA

AL-9440 (FAA)

25051

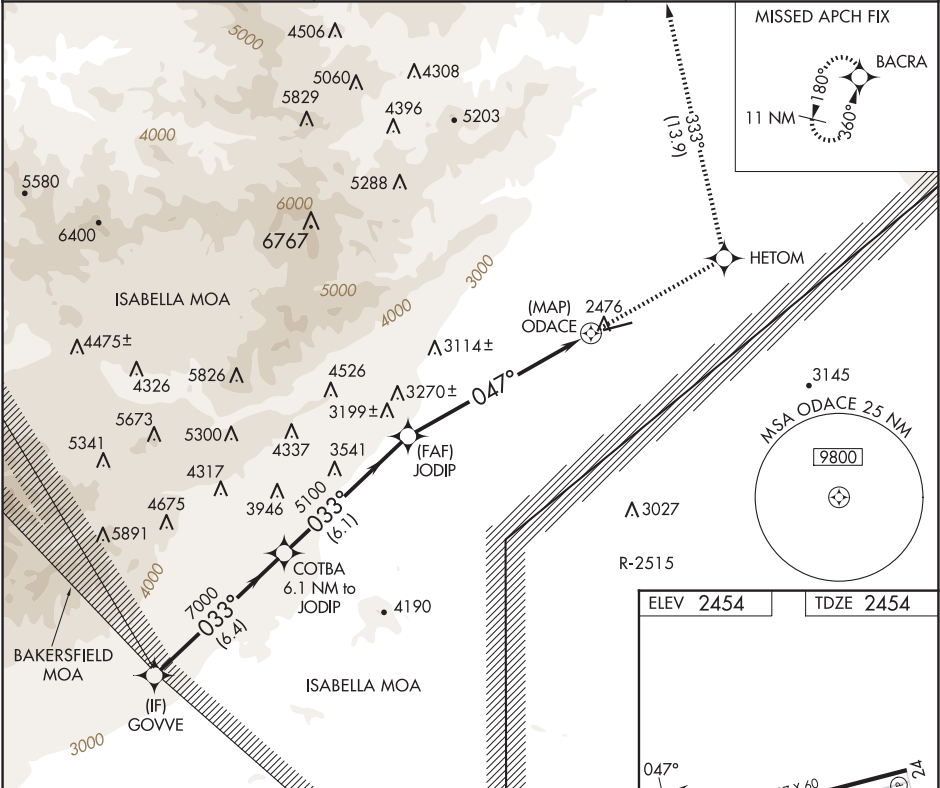
APP CRS 047°	Rwy Idg TDZE Apt Elev	6027 2454 2454
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RNAV (GPS) RWY 6
CALIFORNIA CITY MUNI (L71)

RNP APCH.
RADAR required.
NA If local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDAs 60 feet; if neither received, procedure not authorized.

MISSED APPROACH: Climb to 9000 direct HETOM and via 333° track to BACRA and hold, continue climb-in-hold to 9000.

AWOS-1 120.875	JOSHUA APP CON 133.65 348.7	UNICOM 122.7 (CTAF)
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Procedure Turn NA	GOVVE	COTBA 6.1 NM to JODIP	9000	HETOM	333° tr	BACRA
	9000	7000	5100	ODACE		
CATEGORY	A	B	C	D		
LNAV MDA	3660-1¼ 1206 (1300-1¼)	3660-1½ 1206 (1300-1½)	3660-3 1206 (1300-3)	NA		

ELEV 2454	TDZE 2454
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MIRL Rwy 6-24

REIL Rwy 24

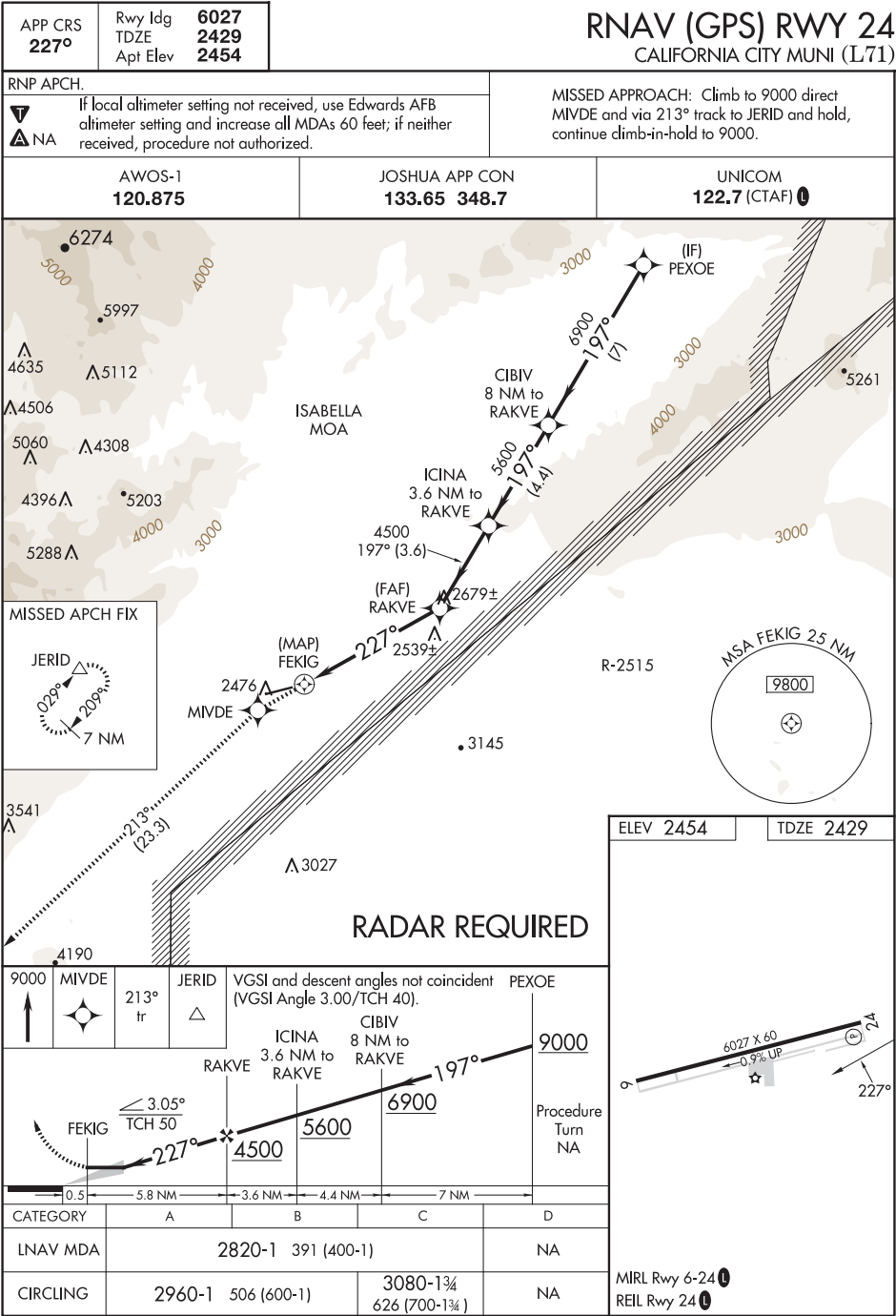
CALIFORNIA CITY, CALIFORNIA
Orig-B 18JUL19

35°09'N-118°01'W

CALIFORNIA CITY MUNI (L71)
RNAV (GPS) RWY 6

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(L711.LHS) 23278

AL-9440 (FAA)

CALIFORNIA CITY MUNI (L71)

CALIFORNIA CITY ONE DEPARTURE (OBSTACLE) (RNAV) CALIFORNIA CITY, CALIFORNIA

JOSHUA DEP CON
133.65 348.7NOTE: GPS required
NOTE: RNAV 1

ISABELLA MOA

CIRDA

RABME

WIRUS

ZUSUR

UGONE

R-2515

BAKERSFIELD
MOALAKE HUGHES
LHSTAKEOFF MINIMUMSRwy 6: Standard with minimum climb
of 250' per NM to 6400.

Rwy 24: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 6: Ground 37' from DER, 408' right of centerline, 0' AGL/2406' MSL.

Rwy 24: Windsock 8' from DER, 159' right of centerline, 25' AGL/2476' MSL.

Bush 220' from DER, 456' left of centerline, 9' AGL/2467' MSL.

Bush 550' from DER, 447' left of centerline, 16' AGL/2474' MSL.

Bush 365' from DER, 299' left of centerline, 8' AGL/2469' MSL.

Bush 245' from DER, 449' left of centerline, 8' AGL/2466' MSL.

Bush 422' from DER, 454' left of centerline, 12' AGL/2470' MSL.

Bush 355' from DER, 106' left of centerline, 6' AGL/2467' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct WIRUS, then via depicted route to LHS VORTAC.
Maintain 9000.TAKEOFF RUNWAY 24: Climb direct ZUSUR, then via depicted route to LHS VORTAC.
Maintain 9000.

CALIFORNIA CITY ONE DEPARTURE (OBSTACLE) (RNAV) CALIFORNIA CITY, CALIFORNIA

(L711.LHS) 17MAR05

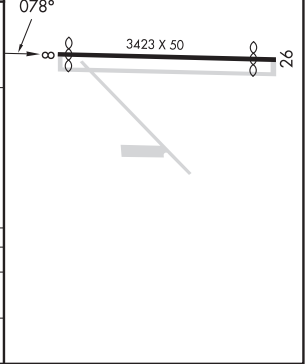
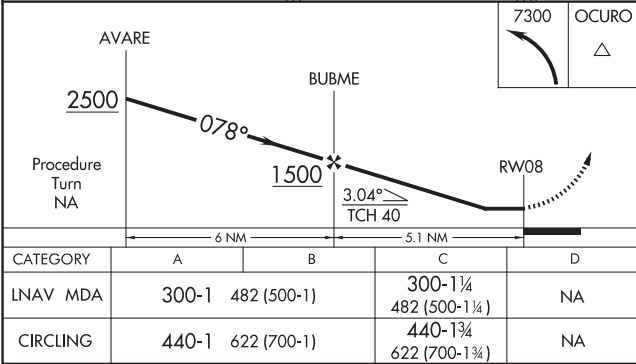
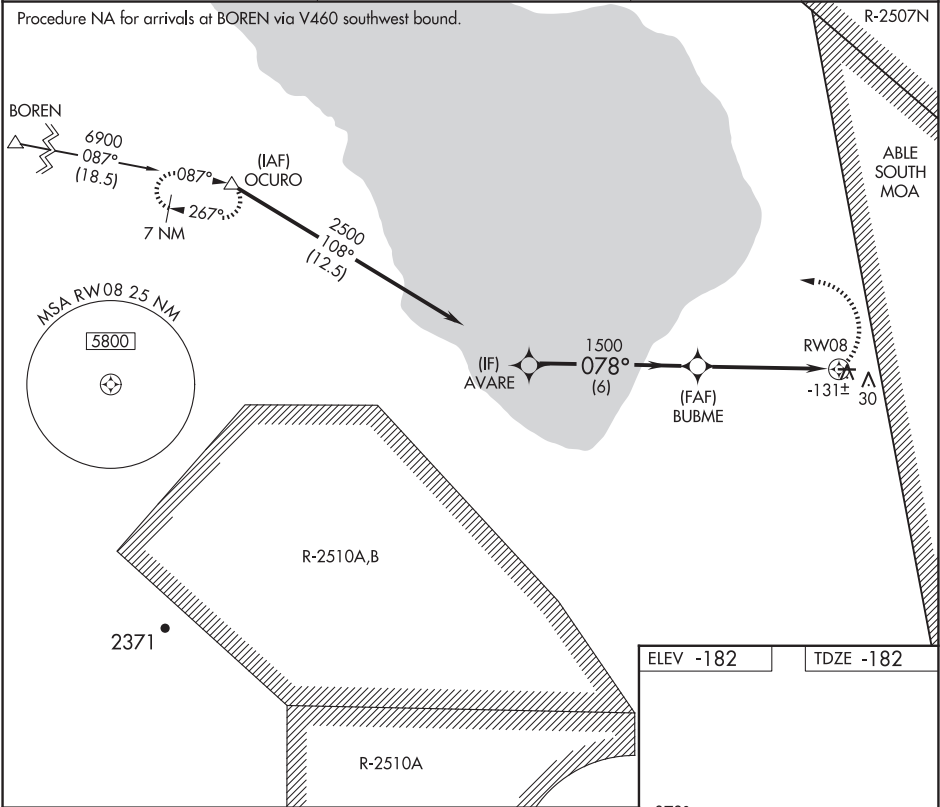
CALIFORNIA CITY MUNI (L71)

APP CRS	Rwy Ldg	3303
078°	TDZE	-182
	Apt Elev	-182

RNAV (GPS) RWY 8
CLIFF HATFIELD MEML (CLR)

<div><div></div><div>DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Imperial altimeter setting, when not received, procedure NA.</div></div> <div><div></div><div>MISSED APPROACH: Climbing left turn to 7300 direct OCURO and hold, continue climb-in-hold to 7300.</div></div>
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IPL ASOS 132.175	YUMA CERAP 128.55 292.2	CTAF 122.9
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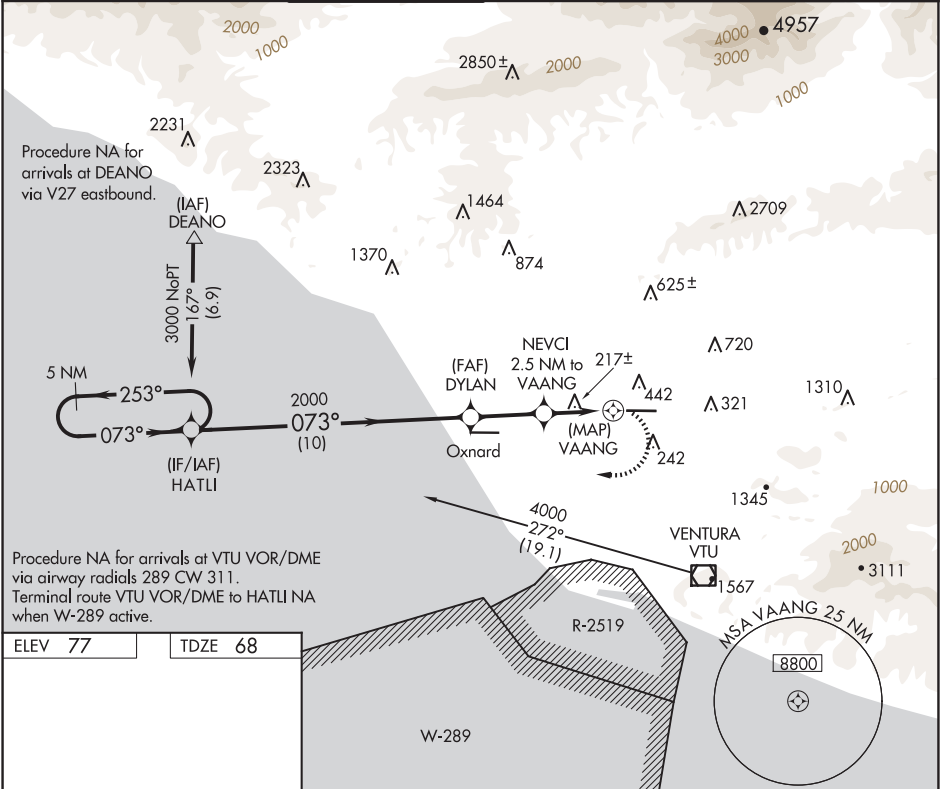
APP CRS	Rwy Idg	6013
073°	TDZE	68
	Apt Elev	77

RNAV (GPS) RWY 8
CAMARILLO (CMA)

Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Oxnard altimeter setting and increase dll MDA 20 feet.

MISSED APPROACH: Climbing right turn to 3000 direct HATLI and hold.

ATIS 126.025	POINT MUGU APP CON ★ 124.7 335.5	CAMARILLO TOWER ★ 128.2 (CTAF) 0 269.4	GND CON 121.8	CLNC DEL 121.8	POINT MUGU CLNC DEL 120.75 279.55	UNICOM 122.95
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ELEV 77

TDZE 68

REIL Rwy 8 and 26 1

MIRL Rwy 8-26 1

5 NM Holding Pattern

HATLI

3000

253°

073°

073°

2000

1100

3.17°

TCH 48

VAANG

10 NM

2.6 NM

2.5 NM

0.5

CATEGORY	A	B	C	D
LNAV MDA	840-1 772 (800-1)	840-1¼ 772 (800-1¼)	840-2½ 772 (800-2½)	
CIRCLING	840-1 763 (800-1)	840-1¼ 763 (800-1¼)	840-2½ 763 (800-2½)	1100-3 1023 (1100-3)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	6013
252°	TDZE	77
	Apt Elev	77

RNAV (GPS) Y RWY 26
CAMARILLO (CMA)

T Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.

A If local altimeter setting not received, use Oxnard altimeter setting and increase all MDAs 20 feet. VDP NA when using Oxnard altimeter setting.

MISSED APPROACH: Climb to 3000 direct LECIK and via 254° track to HATU and hold.

ATIS 126.025	POINT MUGU APP CON ★ 124.7 335.5	CAMARILLO TOWER ★ 128.2 (CTAF) 0 269.4	GND CON 121.8	CLNC DEL 121.8	POINT MUGU CLNC DEL 120.75 279.55	UNICOM 122.95
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WAAS CH 58202 W26A	APP CRS 257°	Rwy Idg 6013 TDZE 77 Apt Elev 77
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RNAV (GPS) Z RWY 26
CAMARILLO (CMA)

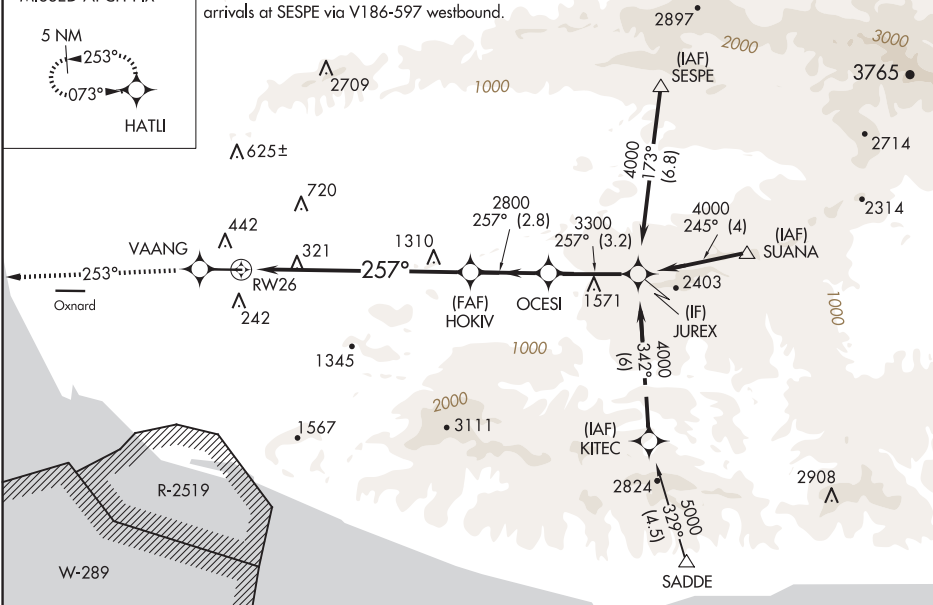
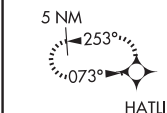
T	DME/DME RNP -0.3 NA.
A NA	If local altimeter setting not received, use Oxnard
W	altimeter setting and increase DA 18 feet.

MISSED APPROACH: Climb to 3000 direct VAANG and via 253° track to HATLI and hold.

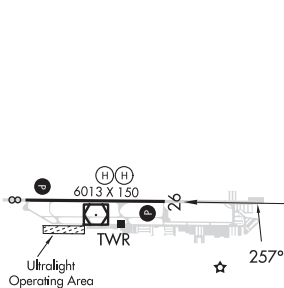
ATIS 126.025	POINT MUGU APP CON ★ 124.7 335.5	CAMARILLO TOWER ★ 128.2 (CTAF) 0 269.4	GND CON 121.8	CLNC DEL 121.8	POINT MUGU CLNC DEL 120.75 279.55	UNICOM 122.95
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MISSED APCH FIX

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.



ELEV	77		TDZE	77
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REIL Rwys 8 and 26 **L**MIRL Rwy 8-26 **L**

3000 ↑	VAANG ✦	253° tr	HATLI ✦			JUREX Procedure Turn NA
RW26 ↙		HOKIV		OCESI	4000	
		2800		3300	257°	GP 3.00° TCH 48
8.2 NM		2.8 NM		3.2 NM		
CATEGORY	A		B	C		D
LPV DA	327- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)			

CAMARILLO, CALIFORNIA

Orig-A 27JUN13

34°13'N-119°06'W

CAMARILLO (CMA)

RNAV (GPS) Z RWY 26

SW-3, 07 AUG 2025 to 02 OCT 2025

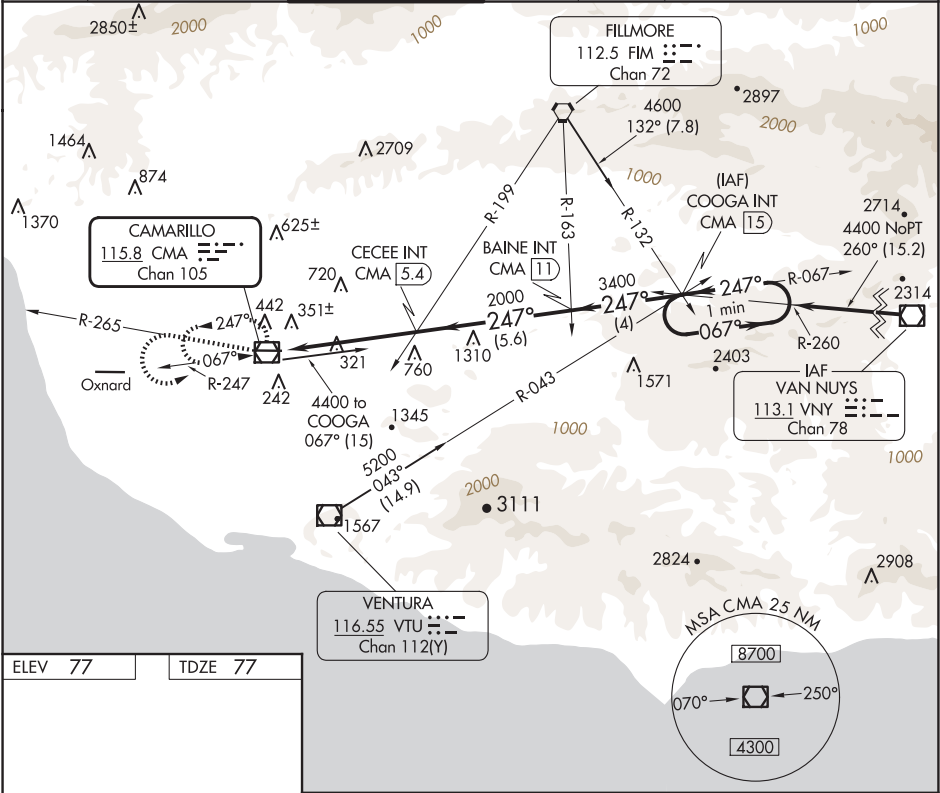
VOR/DME CMA	APP CRS	Rwy Idg	6013
115.8	247°	TDZE	77
Chan 105		Apt Elev	77

VOR RWY 26
CAMARILLO (CMA)

Circling not authorized north of Rwy 8/26.

MISSED APPROACH: Climb to 2000 via CMA R-265 then climbing left turn to 4400 direct CMA VOR/DME and hold.

ATIS	POINT MUGU APP CON *	CAMARILLO TOWER *	GND CON	CLNC DEL	POINT MUGU CLNC DEL	UNICOM
126.025	124.7 335.5	128.2 (CTAF) 0 269.4	121.8	121.8	120.75 279.55	122.95



ELEV 77

TDZE 77

MIRL Rwy 8-26

REIL Rws 8 and 26

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

2000

4400

CMA

CMA R-265

CECEE INT CMA 5.4

BAINE INT CMA 11

COOGA INT CMA 15

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

One Minute Holding Pattern

CMA 0.5

3.61°

TCH 48

2000

247°

3400

067°

4400

247°

4.9 NM

5.6 NM

4 NM

CATEGORY	A	B	C	D
S-26	1100-1¼ 1023 (1100-1¼)	1100-1½ 1023 (1100-1½)	1100-3 1023 (1100-3)	NA
CIRCLING	1100-1¼ 1023 (1100-1¼)	1100-1½ 1023 (1100-1½)	1100-3 1023 (1100-3)	NA

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

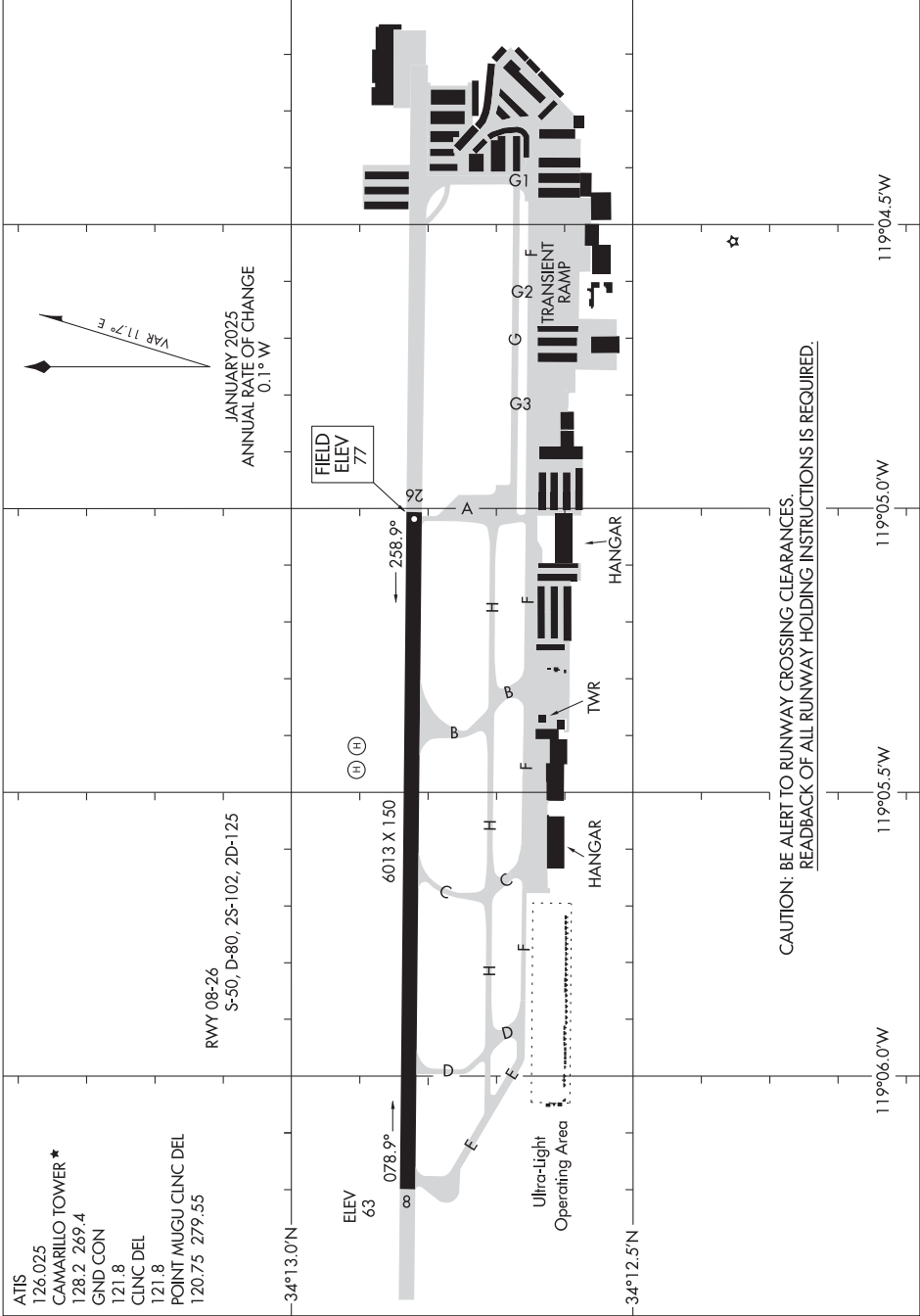
25107

AIRPORT DIAGRAM

AL-680 (FAA)

CAMARILLO (CMA)
CAMARILLO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25107

CAMARILLO, CALIFORNIA
CAMARILLO (CMA)

OCEANSIDE, CALIFORNIA

RNAV (GPS) RWY 21

WAAS CH 91083 W21A	APCH CRS 211°	Rwy Idg 6005 TDZE 78 Arpt Elev 78
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- (USN)

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

RNP APCH-GPS

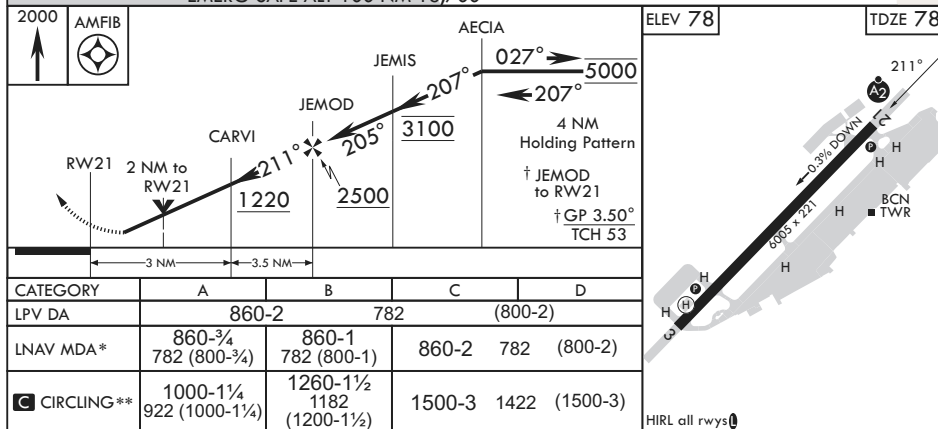
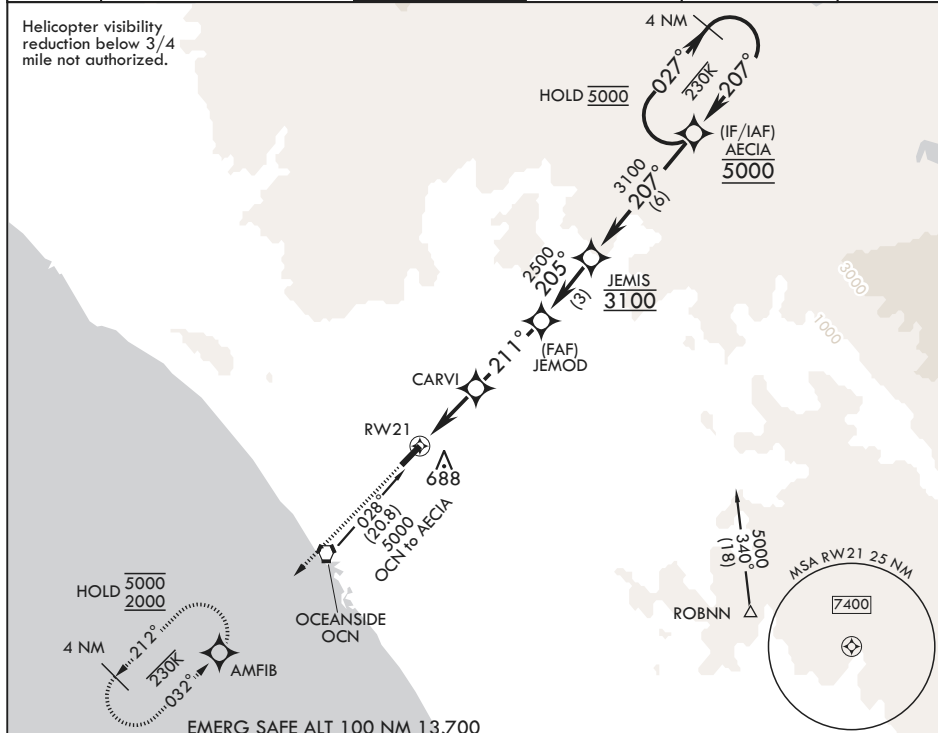
T * When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1 1/4 miles, CAT CD vis to 2 1/2 miles.
** Circling Rwy 3 not authorized at night.



MISSED APPROACH: Climb to 2000 direct AMFIB and hold.

ATIS★ 285.45	SOCAL APP CON/DEP CON 127.3 323.0	TOWER★ 128.775 0 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR/PAR
-----------------	--------------------------------------	---------------------------	--------------------------	---------------------------	---------

Helicopter visibility
reduction below 3/4
mile not authorized.



OCEANSIDE, CALIFORNIA

33°18'N - 117°21'W CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

Amdt 6 12JUN25

RNAV (GPS) RWY 21

OCEANSIDE, CALIFORNIA

VOR/DME or TACAN Y RWY 21

VORTAC OCN 115.3 Chan 100	APCH CRS 206°	Rwy Idg TDZE Arpt Elev 6005 78 78
---	-------------------------	---

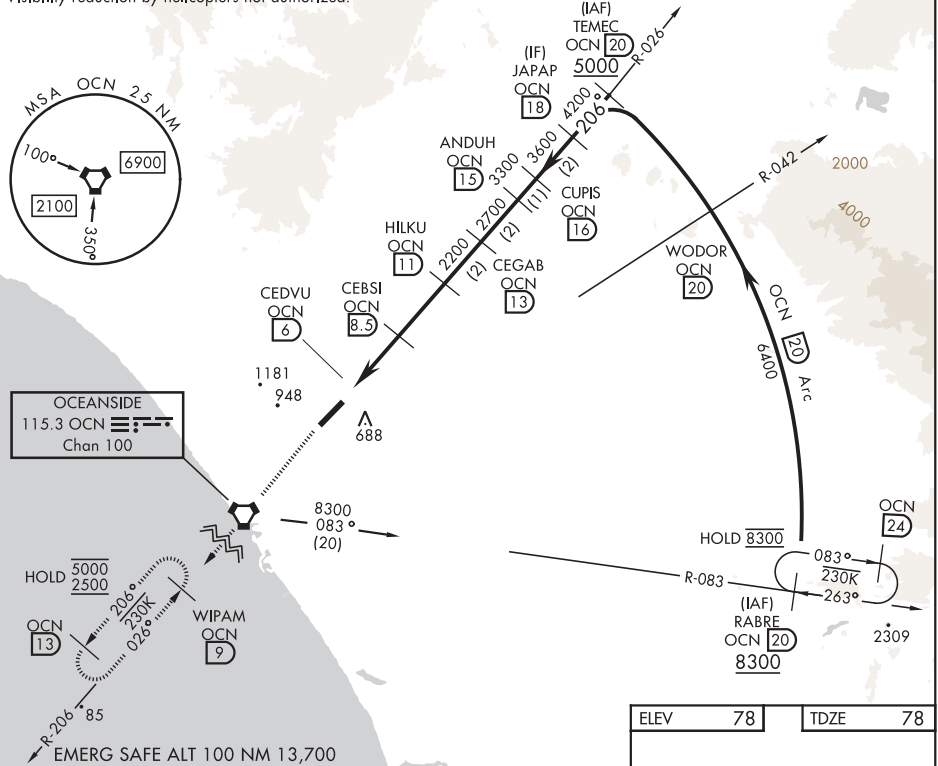
[USN]

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

<p>When ALS inop, increase CAT A vis to 1½ miles, CAT B vis to 1½ miles, CAT CD vis to 3 miles.</p> <p>Circling Rwy 3 not authorized at night when VGSI inop.</p>	<p>SALSF</p> <p>A2</p>	<p>MISSED APPROACH: Climb to 2500 direct OCN VORTAC then direct WIPAM and hold.</p>
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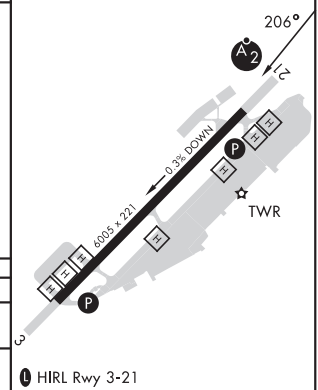
ATIS★ 285.45	APP CON 127.3 323.0	TOWER★ 128.775 0 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR\ PAR
------------------------	-------------------------------	----------------------------------	---------------------------------	----------------------------------	----------

Visibility reduction by helicopters not authorized.



ELEV	78	TDZE	78
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2500	OCN	WIPAM OCN 9	VGSI and descent angle not coincident (VGSI Angle 3.50/TCH 53).	JAPAP OCN 18
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11
OCN 13	OCN 6	OCN 7.9	OCN 8.3	OCN 11



OCEANSIDE, CALIFORNIA

33° 18' N-117° 21' W

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

Amdt 6 12JUN25

VOR/DME or TACAN Y RWY 21

SW-3, 07 AUG 2025 to 02 OCT 2025

OCEANSIDE, CALIFORNIA

TACAN RWY 3

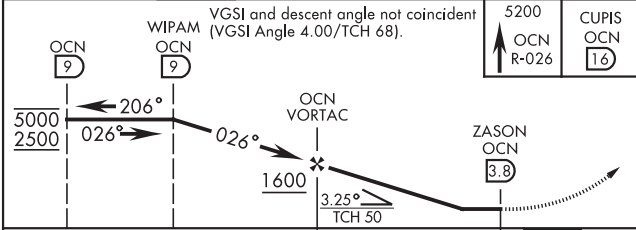
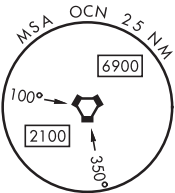
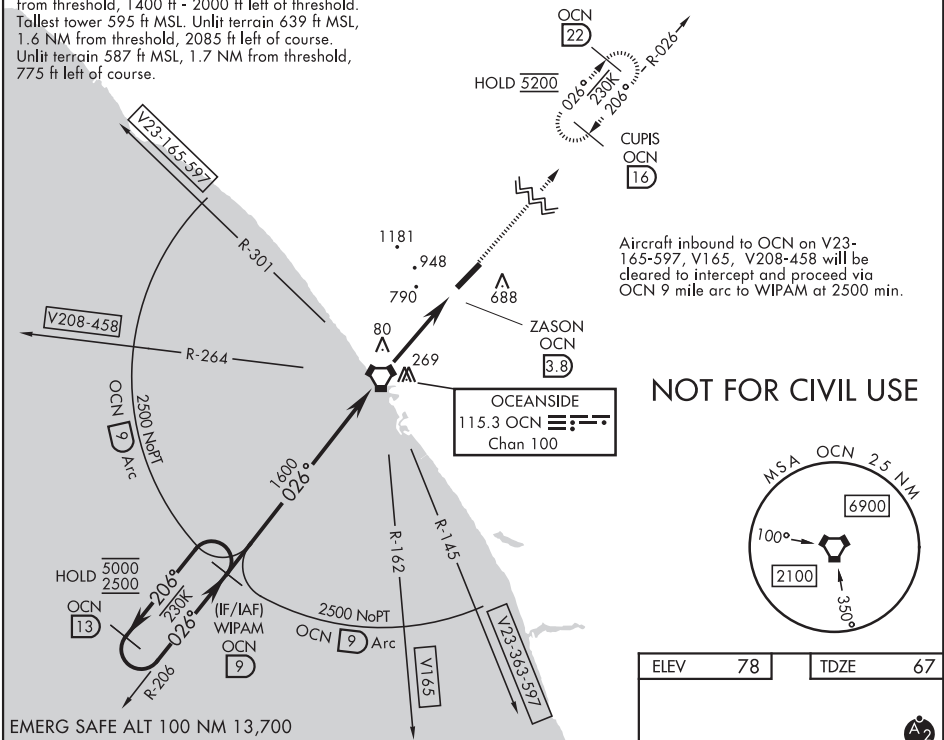
VORTAC OCN 115.3 Chan 100	APCH CRS 026°	Rwy Idg TDZE Arpt Elev 6005 67 78
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[USN] CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

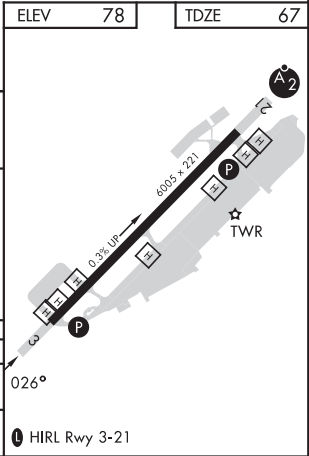
Procedure not authorized at night when VGSI inop. Visibility reduction by helicopters not authorized.	MISSED APPROACH: Climb to 5200 and intercept the OCN VORTAC R-026 direct CUPIS and hold. Climb in hold.
--	--

ATIS ★ 285.45	SOCAL APP CON 127.3 323.0	TOWER ★ 128.775 0 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR/PAR
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CAUTION: High terrain on final approach.							
20:1 penetrations: Unlit towers 1.5 NM - 1.7 NM	Knots	60	120	180	240	300	360
	V/V(fpm)	275	550	825	1100	1375	1650
	Min climb of 275 ft/NM to 3500 - Controlling Obstacle 2778						



CATEGORY	A	B	C	D
S-3	1060-1¼ 993 (1000-1¼)	1060-1½ 993 (1000-1½)	1060-3	993 (1000-3)
CIRCLING	1060-1¼ 993 (1000-1¼)	1260-1½ 1182 (1200-1½)	1500-3	1422 (1500-3)



OCEANSIDE, CALIFORNIA 33° 18'N-117° 21'W CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

Amtd 6 12JUN25

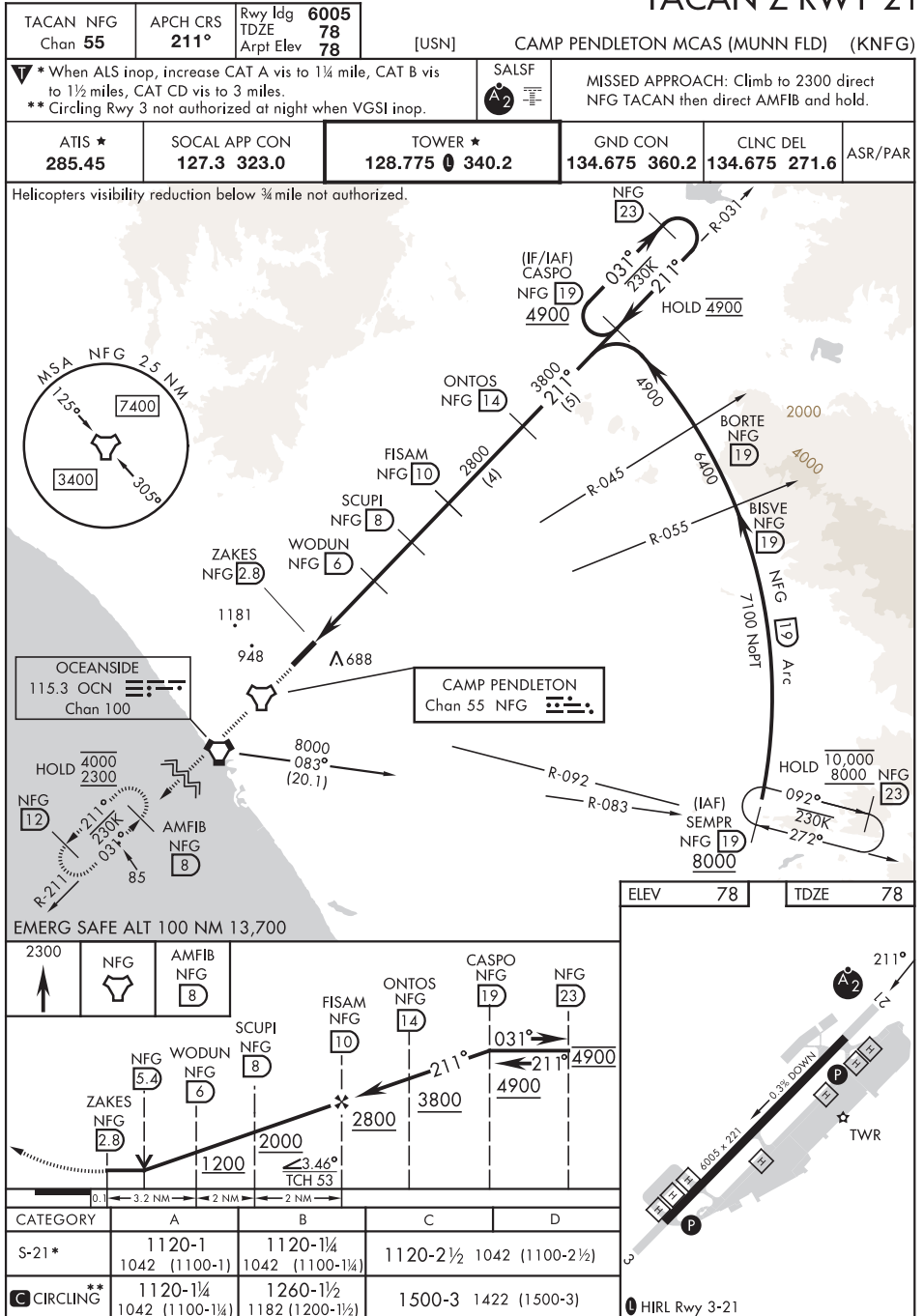
TACAN RWY 3

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

OCEANSIDE, CALIFORNIA

TACAN Z RWY 21



OCEANSIDE, CALIFORNIA

33° 18'N-117° 21'W

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

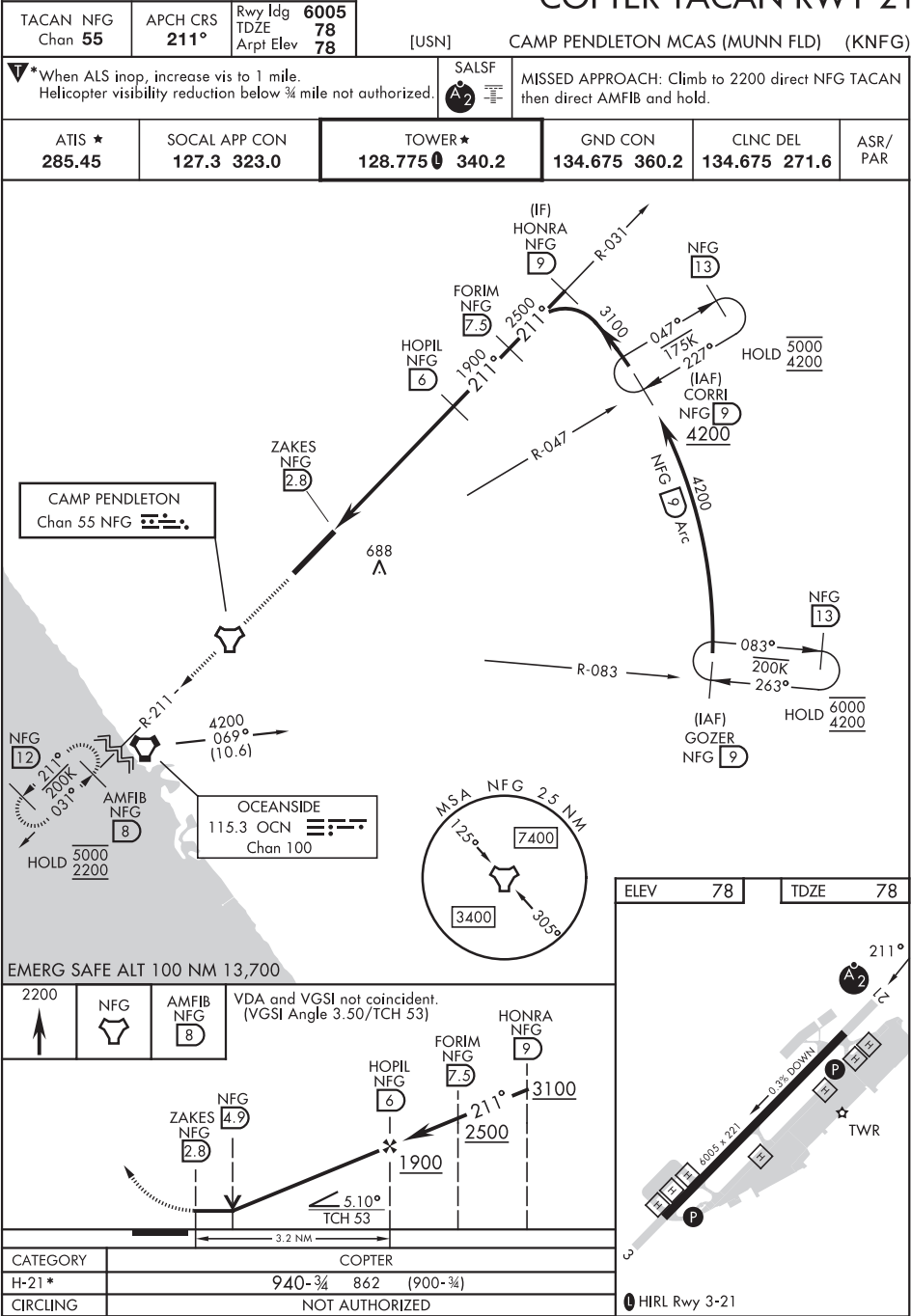
Amdt 7 12JUN25

TACAN Z RWY 21

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

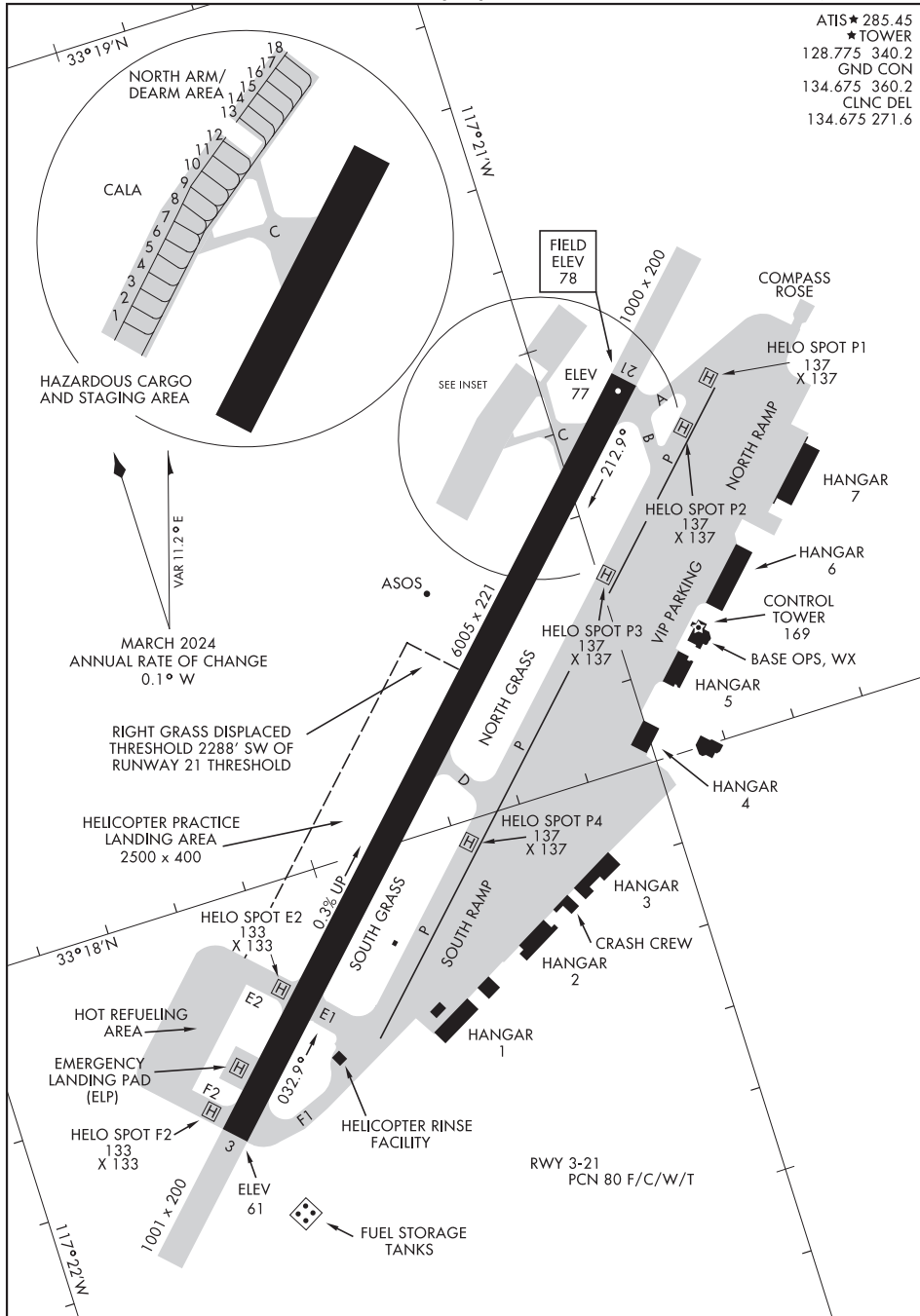
COPTER TACAN RWY 21



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

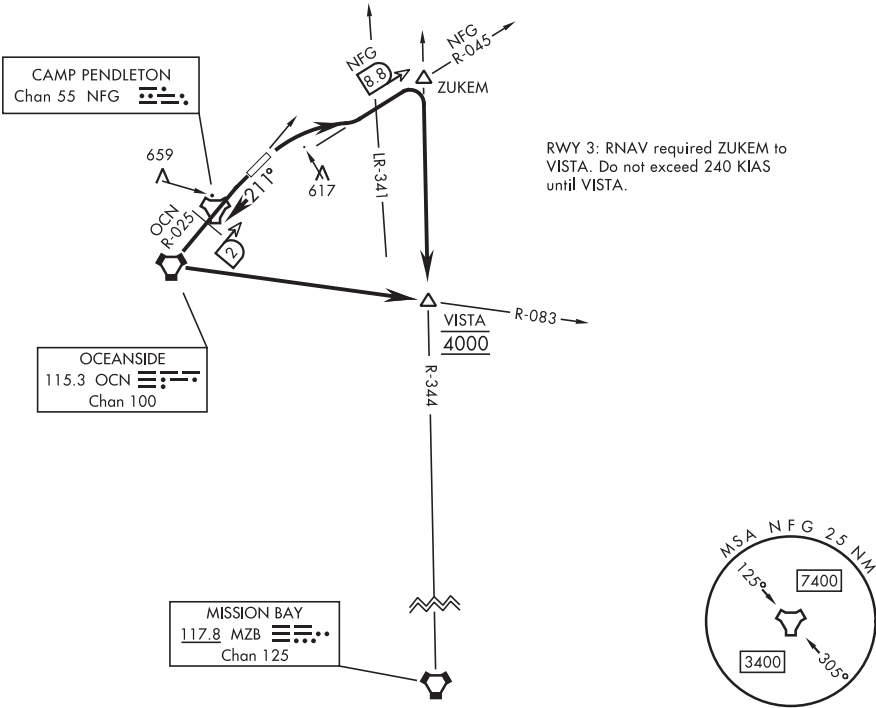
COPTER TACAN RWY 21



ATIS★285.45	[USN]	Rwy	Knots	60	120	180	240	300	360
CLNC DEL		3	Ⓢ V/V(fpm)	486	972	1458	1944	2430	2916
134.675 271.6		21	Ⓢ V/V(fpm)	442	884	1326	1768	2210	2652
GND CON									
134.675 360.2									
TOWER★									
128.775 340.2									
SOCAL DEP CON									
127.3 323.0									

Minimum Climb Rate
Ⓢ to 800
Ⓢ to 1300

NOT FOR CIVIL USE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climbing right turn to intercept NFG TACAN R-045 to ZUKEM then right turn direct VISTA. Cross VISTA at 4000 or assigned altitude.

TAKEOFF RWY 21: Climb on heading 211° to intercept OCN VORTAC R-025 then direct OCN then left turn to intercept OCN R-083 direct VISTA. Cross VISTA at 4000 or assigned altitude.

25219

[USN]

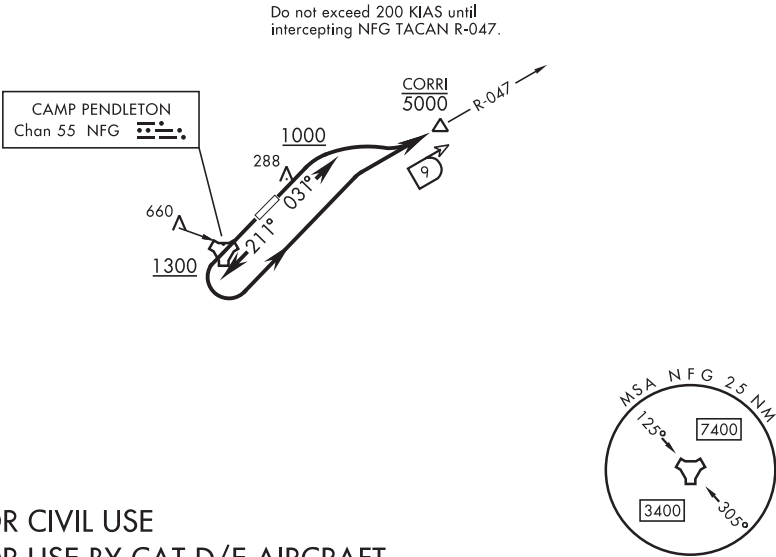
CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

CORRI FOUR DEPARTURE (OBSTACLE) (CORRI4.CORRI)

OCEANSIDE, CALIFORNIA

ATIS ★285.45		RADAR required		Rwy	Knots	60	120	180	240	300	360
CLNC DEL				3	V/V(fpm)	335	670	1005	1340	1675	2010
134.675 271.6				21	V/V(fpm)	442	884	1326	1768	2210	2652
GND CON											
134.675 360.2											
TOWER★											
128.775 340.2											
SOCAL DEP CON											
127.3 323.0											

Minimum Climb Rate to 1000

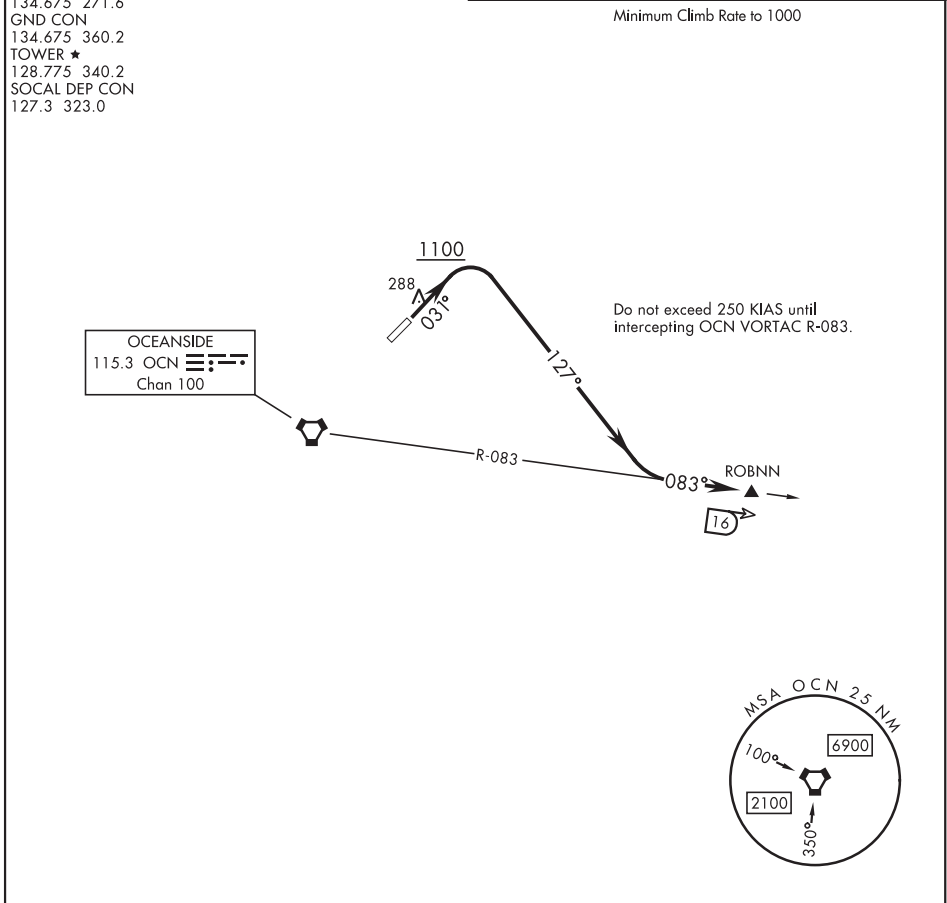


NOT FOR CIVIL USE
NOT FOR USE BY CAT D/E AIRCRAFT

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3: Climb on heading 031° to 1000 then climbing right turn to 3800 and intercept NFG TACAN R-047 to CORRI.
- TAKEOFF RWY 21: Climb on heading 211° to 1300 then climbing left turn to 3800 and intercept NFG TACAN R-047 to CORRI.

ATIS ★285.45	[USN]	Rwy	Knots	60	120	180	240	300	360
CLNC DEL		3	V/V(fpm)	378	756	1134	1512	1890	2268
134.675 271.6		Minimum Climb Rate to 1000							
GND CON									
134.675 360.2									



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 031° to 1100 then climbing right turn heading 127° to intercept OCN VORTAC R-083 to ROBNN. Cross ROBNN at 5000 or as directed by ATC.

SW-3, 07 AUG 2025 to 02 OCT 2025

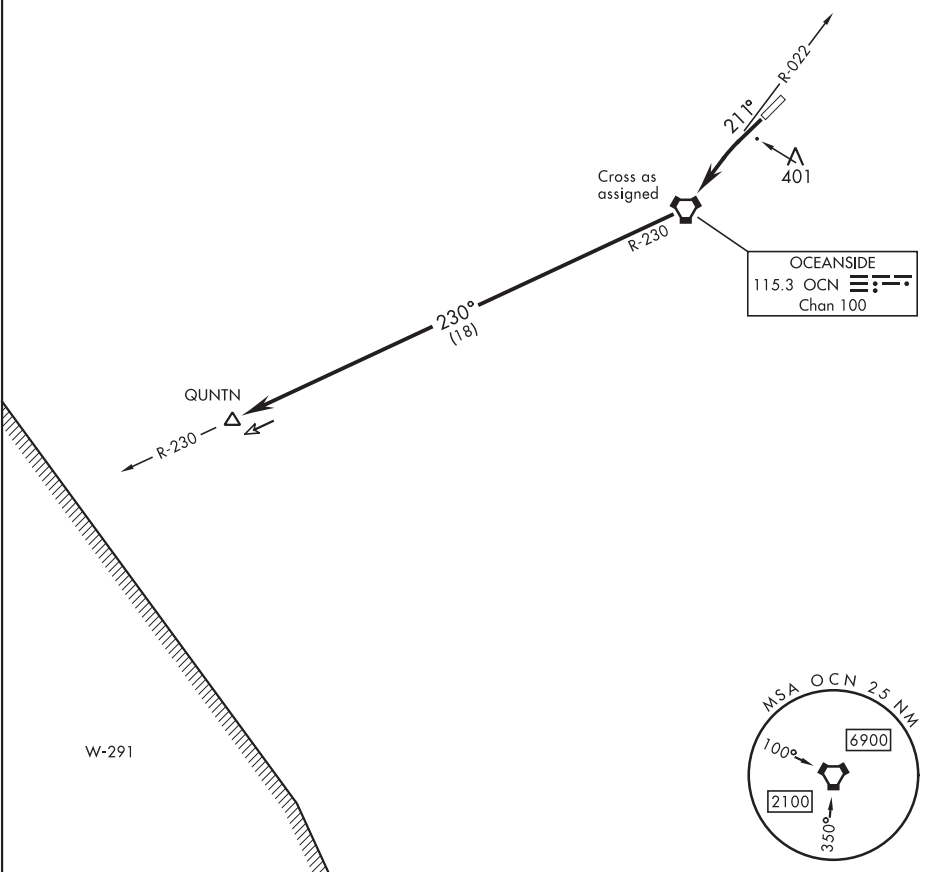
SW-3, 07 AUG 2025 to 02 OCT 2025

ATIS★285.45
CLNC DEL [USN]
134.675 271.6
GND CON
134.675 360.2
TOWER★
128.775 340.2
SOCAL DEP CON
127.3 323.0

Rwy	Knots	60	120	180	240	300	360
21	V/V(fpm)	482	964	1446	1928	2410	2892

Minimum Climb Rate to 900

NOT FOR CIVIL USE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 21: Climb on heading 211° to intercept OCN VORTAC R-022 to OCN. Cross OCN at assigned altitude, then direct QUNTN.

ILS or LOC RWY 24
MC CLELLAN-PALOMAR (CRQ)

- MALSR

MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.

Diagram illustrating the layout of HIRL Rwy 6-24. The runway is oriented at 245°. Key features include:

- Runway length: 4897 X 150
- Navigation aids: TWIR (star symbol), AS (circle with A), H (circle with H), and a square symbol.
- Distance markers: 24 and 245°.

3000 ↑ hdg 245°	OCN R-145	OCN ○	WUNUB I-CRQ 8		ESCON INT I-CRQ 10.4
*LOC only		*I-CRQ 2.7	HUSET I-CRQ 4.2	CIDRU I-CRQ 6.5	245°
I-CRQ 0.9	1.8 NM	1.5 NM	2.4 NM	1.5 NM	2.4 NM
1640*		2300	2600	3300	GS 3.20° TCH 55
CATEGORY	A	B	C	D	
S-ILS 24	527/40	201 (200-¾)	576/40 250 (300-¾)	NA	
S-LOC 24	1000/40	674 (700-¾)	1000-1½ 674 (700-1½)	NA	
C CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA	

SW-3, 07 AUG 2025 to 02 OCT 2025

CARLSBAD, CALIFORNIA

AL-5310 (FAA)

25163

APP CRS
065°

Rwy Ldg **4600**
TDZE **331**
Apt Elev **331**

RNAV (RNP) Z RWY 6

MC CLELLAN-PALOMAR (CRQ)

RNP AR APCH - GPS. Authorization required. From HOLVI: RF

MISSED APPROACH: Climb to 750 then climbing right turn to 3000 direct TIZIE and hold, continue climb-in-hold to 3000.
*Missed approach requires minimum climb of 280 feet per NM to 1800.

For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C.

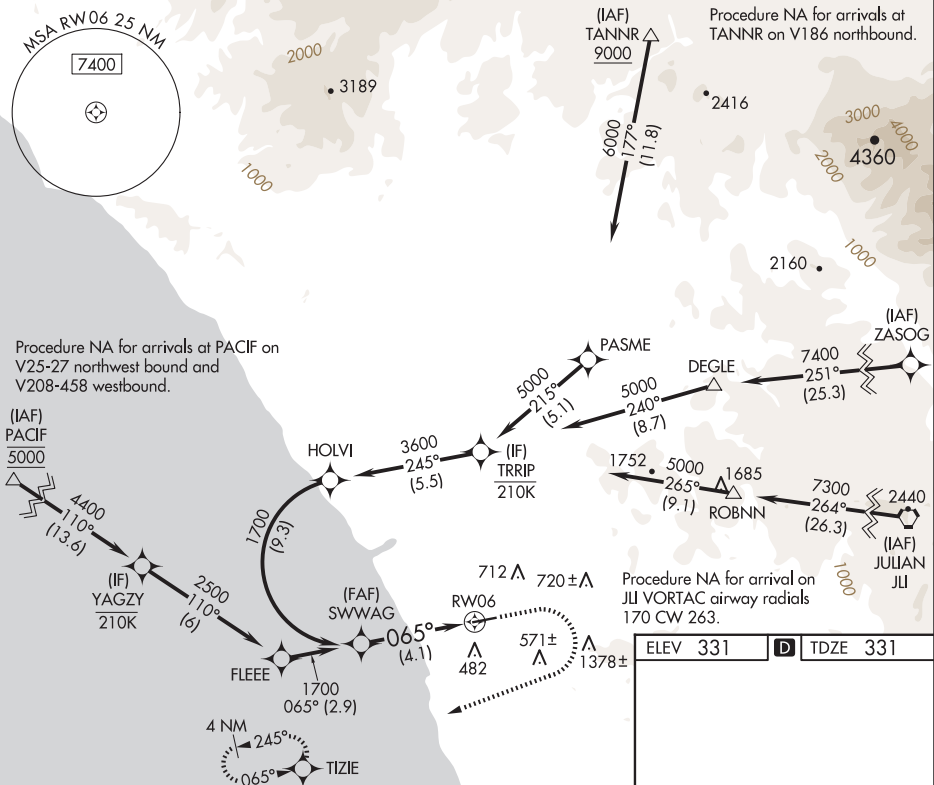
ATIS
120.15

SOCAL APP CON
127.3 323.0

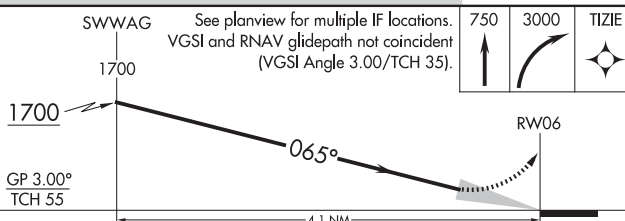
PALOMAR TOWER★
118.6 (CTAF) 0 276.4

GND CON
121.8

CLNC DEL
134.85



ELEV 331 **D** TDZE 331



CATEGORY	A	B	C	D
RNP 0.30 DA*		637-7/8	306 (400-7/8)	
RNP 0.30 DA		750-1 1/8	419 (500-1 1/8)	

AUTHORIZATION REQUIRED

HIRL Rwy 6-24 0

CARLSBAD, CALIFORNIA

Amdt 1 17APR25

33°08'N-117°17'W

MC CLELLAN-PALOMAR (CRQ)

RNAV (RNP) Z RWY 6

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4897
245°	TDZE	326
	Apt Elev	331

RNAV (RNP) Z RWY 24
MC CLELLAN-PALOMAR (CRQ)

RNP AR APCH - GPS. Authorization required. From PALCI or EGIVE: RF, from CARCA, PALCI, URIJI, or WAGAV: min RNP 0.30. From JLI VORTAC: min RNP 0.60.

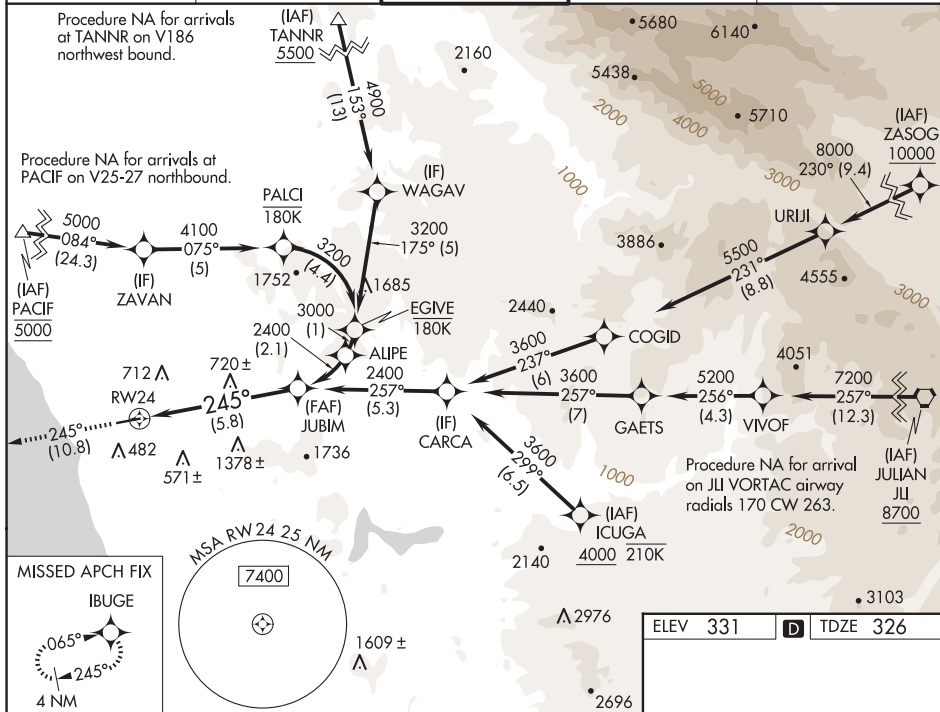
T For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. For inop ALS increase RNP 0.10 visibility to RVR 6000 and RNP 0.30 visibility to 1¾ SM all Cats.

MALSR

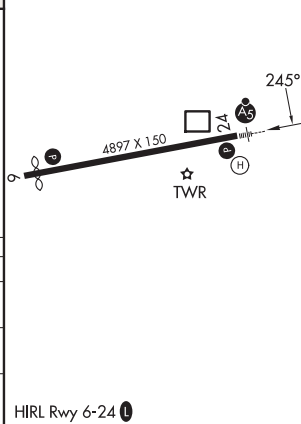
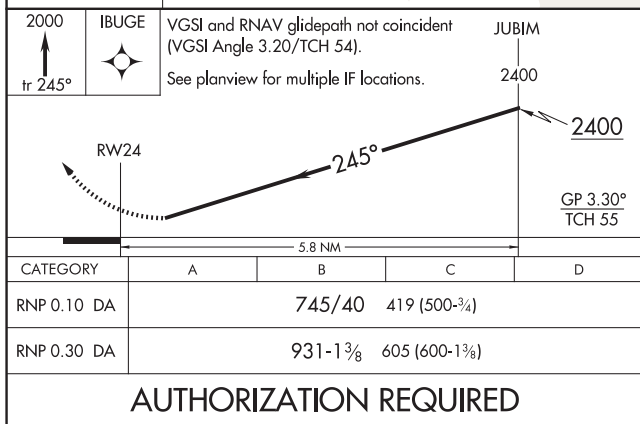


MISSED APPROACH: Climb to 2000 on track 245° to IBUGE and hold.

ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER* 118.6 (CTAF) 0 276.4	GND CON 121.8	CLNC DEL 134.85
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ELEV 331	D	TDZE 326
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SW-3, 07 AUG 2025 to 02 OCT 2025

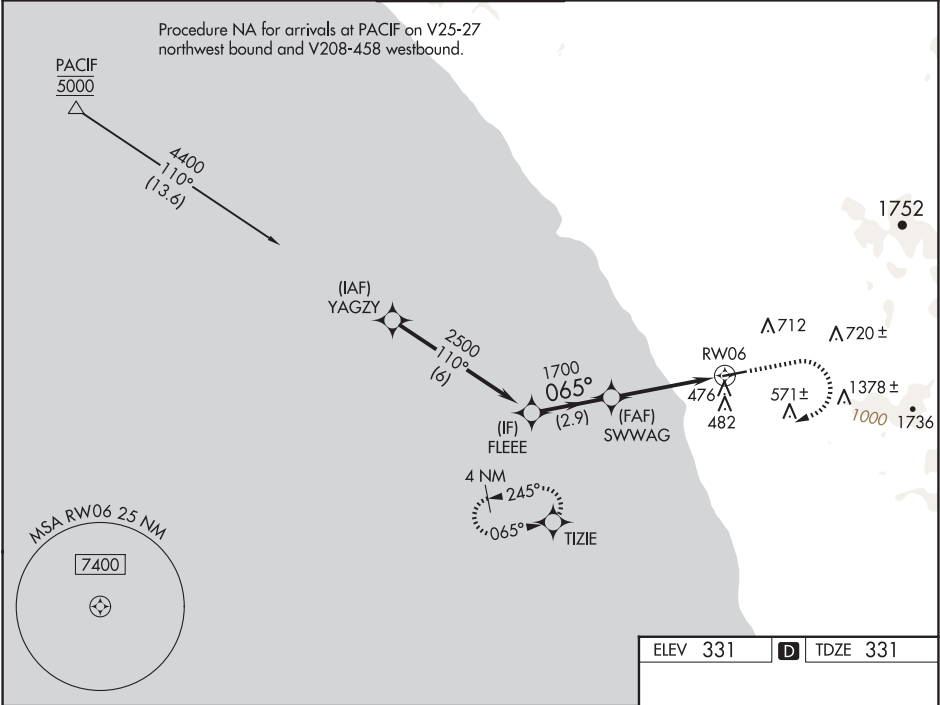
SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 40239 W06A	APP CRS 065°	Rwy Ldg TDZE Apt Elev	4600 331 331
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RNAV (GPS) Y RWY 6

MC CLELLAN-PALOMAR (CRQ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct TIZIE and hold, continue climb-in-hold to 3000.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C.			
ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER ★ 118.6 (CTAF) 0 276.4	GND CON 121.8
		CLNC DEL 134.85	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 35°).		1000	3000	TIZIE
FLEEE				
SWWAG				
2500				
065°				
1700				
GP 3.00° TCH 55°				
2.9 NM		1.8 NM	2.3 NM	
CATEGORY		A	B	C
LPV DA		796-1 $\frac{3}{8}$ 465 (500-1 $\frac{3}{8}$)		
LNAV/VNAV DA		837-1 $\frac{3}{8}$ 506 (600-1 $\frac{3}{8}$)		
LNAV MDA		1100-1 769 (800-1)	1100-1 $\frac{1}{4}$ 769 (800-1 $\frac{1}{4}$)	1100-2 $\frac{1}{2}$ 769 (800-2 $\frac{1}{2}$)
CIRCLING		1100-1 769 (800-1)	1100-1 $\frac{1}{4}$ 769 (800-1 $\frac{1}{4}$)	1260-2 $\frac{3}{4}$ 929 (1000-2 $\frac{3}{4}$)
		NA		
		HIRL Rwy 6-24 0		

CARLSBAD, CALIFORNIA


AL-5310 (FAA)

25163

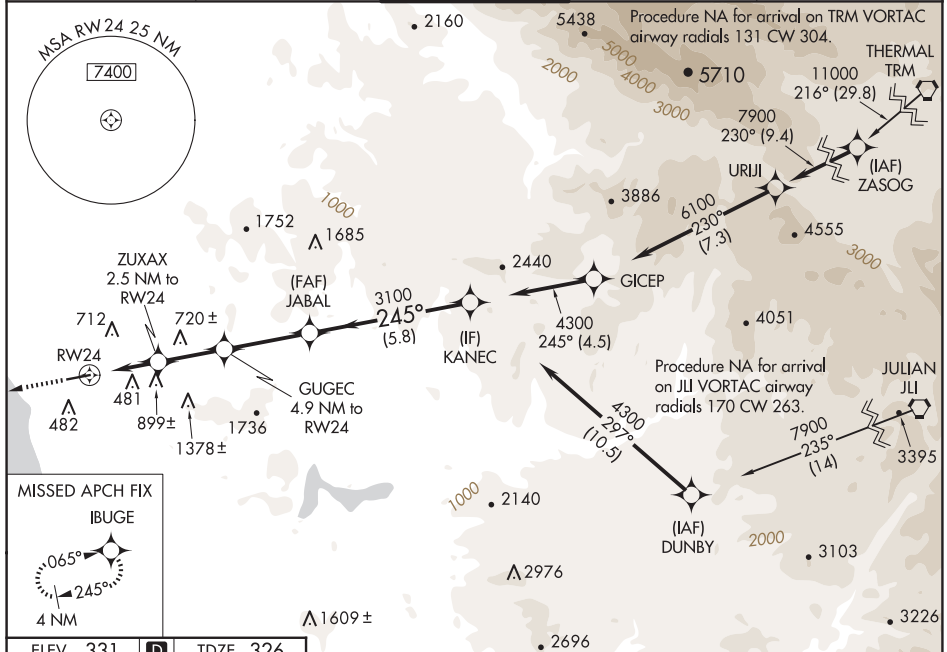
WAAS CH 78129 W24A	APP CRS 245°	Rwy Ldg TDZE 326 Apt Elev 331
--	------------------------	---

RNAV (GPS) Y RWY 24

MC CLELLAN-PALOMAR (CRQ)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV all Cts visibility to 1½ SM, increase LNAV Cts A/B visibility to RVR 5500 Cat C to 1½ SM. Inop table does not apply to LPV.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2000 direct IBUGE and hold.</p>
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ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER ★ 118.6 (CTAF) 0 276.4	GND CON 121.8	CLNC DEL 134.85
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<p>IBUGE</p> <p>* LNAV only</p> <p>ZUXAX 2.5 NM to RW24</p> <p>GUGEC 4.9 NM to RW24</p> <p>JABAL 3100</p> <p>KANEC 4300</p> <p>GP 3.20° TCH 54</p> <p>1.8 NM 0.7 2.4 NM 3.1 NM 5.8 NM</p>				
CATEGORY	A	B	C	D
LPV DA	528/40	202 (200-¾)	576/40 250 (300-¾)	NA
LNAV/VNAV DA	927-1½ 601 (600-1½)			NA
LNAV MDA	1000/40	674 (700-¾)	1000-1½ 674 (700-1½)	NA
CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA

CARLSBAD, CALIFORNIA

Amdt 3C 10NOV16

33°08'N-117°17'W

MC CLELLAN-PALOMAR (CRQ)

RNAV (GPS) Y RWY 24

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

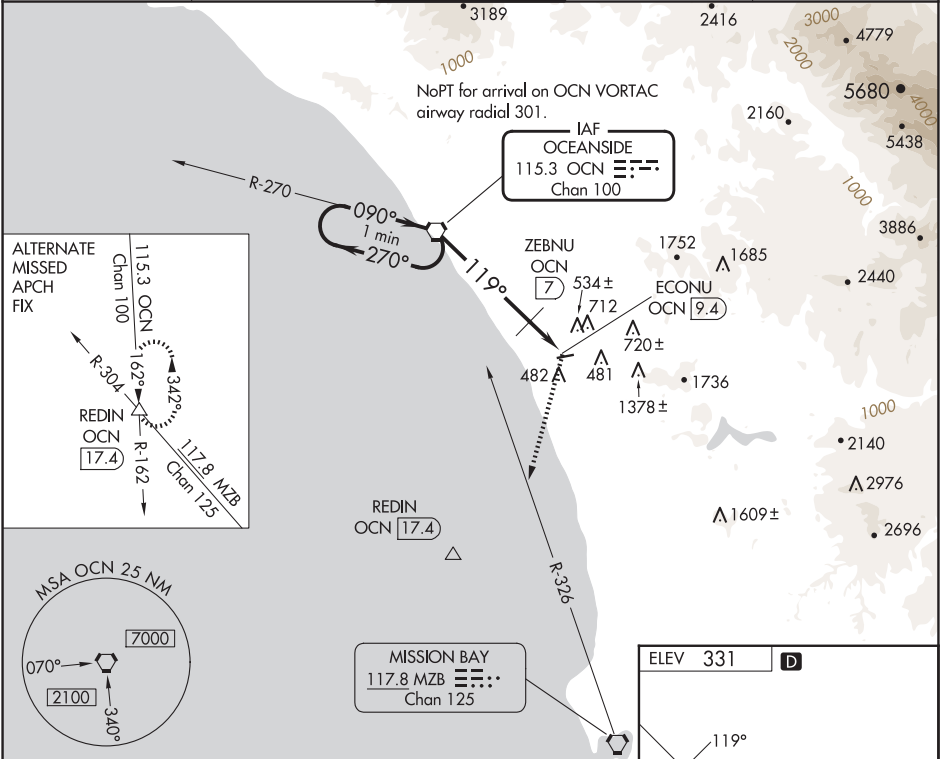
VORTAC OCN 115.3 Chan 100	APP CRS 119°	Rwy Ldg TDZE Apt Elev 331	N/A N/A 331
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VOR-A

MC CLELLAN-PALOMAR (CRQ)

MISSED APPROACH: Climb to 3000 on heading 180° and on MZB R-326 to MZB VORTAC.

ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER★ 118.6 (CTAF) 0 276.4	GND CON 121.8	CLNC DEL 134.85
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One Minute Holding Pattern		OCN VORTAC	3000	MZB R-326	MZB
			hdg 180°		
			270°	119°	
			090°		
			1300		
			7 NM	2.4 NM	
CATEGORY	A	B	C	D	
CIRCLING	1300-1¼ 969 (1000-1¼)	1300-1½ 969 (1000-1½)	1300-3 969 (1000-3)	NA	
ZEBNU FIX MINIMUMS					
CIRCLING	920-1 589 (600-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA	

ELEV 331

D

119°

4897 X 150

TWR

HIRL Rwy 6-24

FAF to MAP 9.4 NM

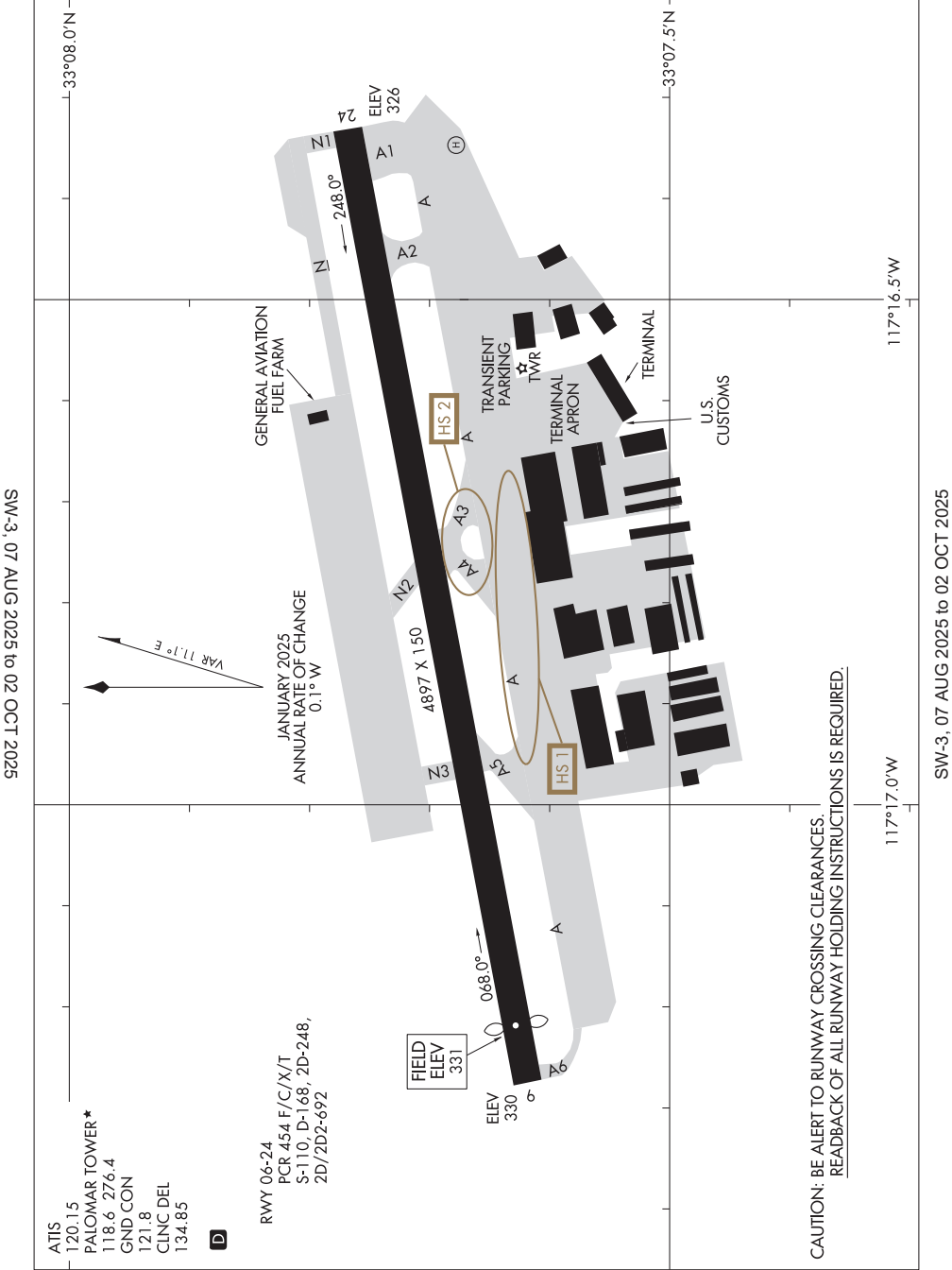
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

25107

AIRPORT DIAGRAM

AL-5310 (FAA)

MC CLELLAN-PALOMAR (CRQ)
CARLSBAD, CALIFORNIA



ATIS
120.15
PALOMAR TOWER *
118.6 276.4
GND CON
121.8
CLNC DEL
134.85



RWY 06-24
PCR 454 F/C/X/T
S-110, D-168, 2D-248,
2D/2D2-692

FIELD
ELEV
331

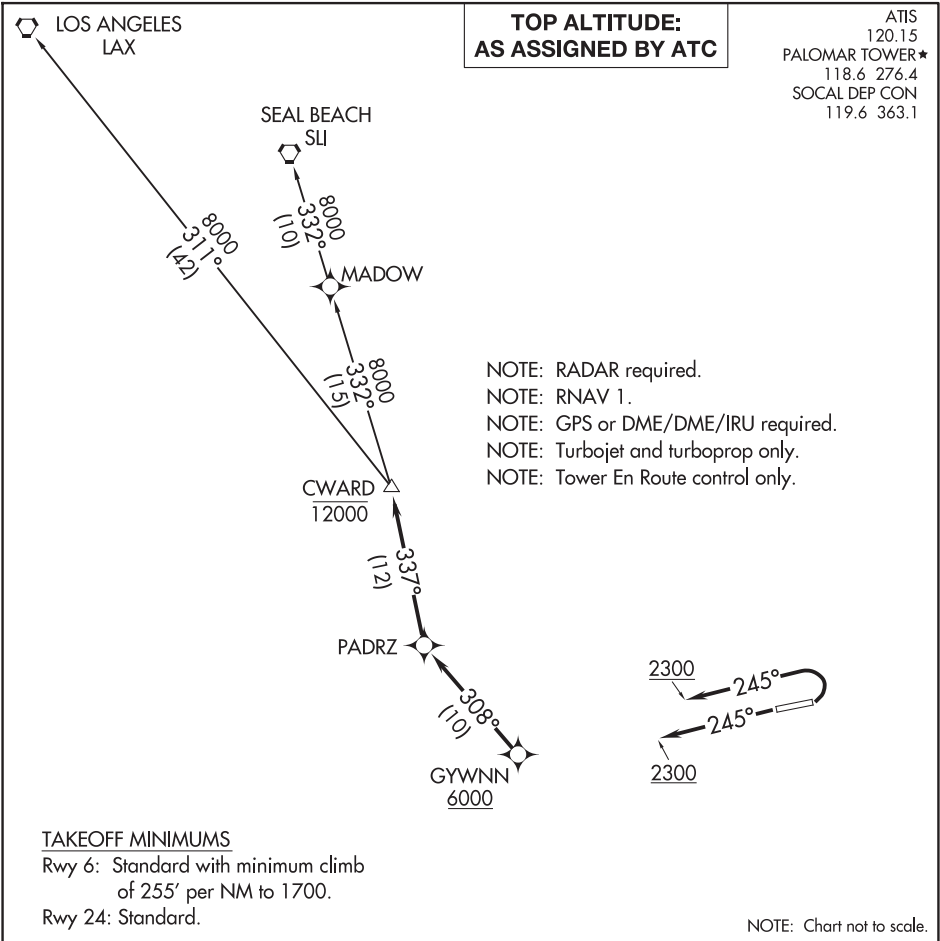
ELEV
330

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

25107

CARLSBAD, CALIFORNIA
MC CLELLAN-PALOMAR (CRQ)



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn heading 245° to 2300, do not exceed 210K until established on heading 245°, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . .

TAKEOFF RUNWAY 24: Climb heading 245° to 2300, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)

(PADRZ2.PADRZ) 17341

PADRZ TWO DEPARTURE (RNAV)

AL-5310 (FAA)

MC CLELLAN-PALOMAR (CRQ)
CARLSBAD, CALIFORNIA

ATIS
120.15
PALOMAR TOWER ★
118.6 276.4
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE:
15000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn heading 245° to 2300, do not exceed 210K until established on heading 245°, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 245° to 2300, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)

DINTY TRANSITION (PADRZ2.DINTY)

IKAYE TRANSITION (PADRZ2.IKAYE)

MALIT TRANSITION (PADRZ2.MALIT)

OROSZ TRANSITION (PADRZ2.ROSZ)

SHAFTER TRANSITION (PADRZ2.EHF)

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Turbojets and turboprops only.

NOTE: CHKNN, SHAFTER, IKAYE, OROSZ
TRANSITIONS: DME/DME/IRU or GPS
required.

NOTE: DINTY, MALIT TRANSITIONS: GPS only.

NOTE: For non-GPS equipped aircraft,
Oceanside (OCN) must be operational.

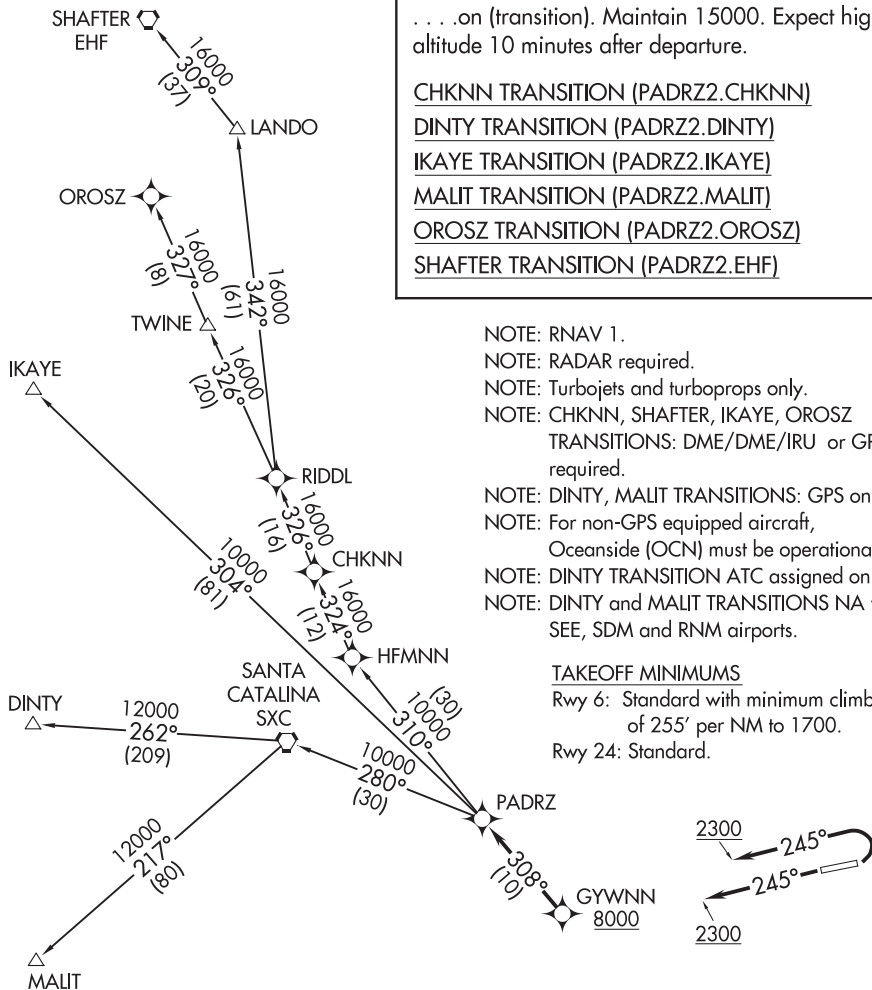
NOTE: DINTY TRANSITION ATC assigned only.

NOTE: DINTY and MALIT TRANSITIONS NA from
SEE, SDM and RNM airports.

TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb
of 255' per NM to 1700.

Rwy 24: Standard.



NOTE: Chart not to scale.

PADRZ TWO DEPARTURE (RNAV)

(PADRZ2.PADRZ) 07DEC17

CARLSBAD, CALIFORNIA
MC CLELLAN-PALOMAR (CRQ)

APCH CRS	Rwy Idg	10,000
028°	TDZE	2284
	Arprt Elev	2288

- (USN)

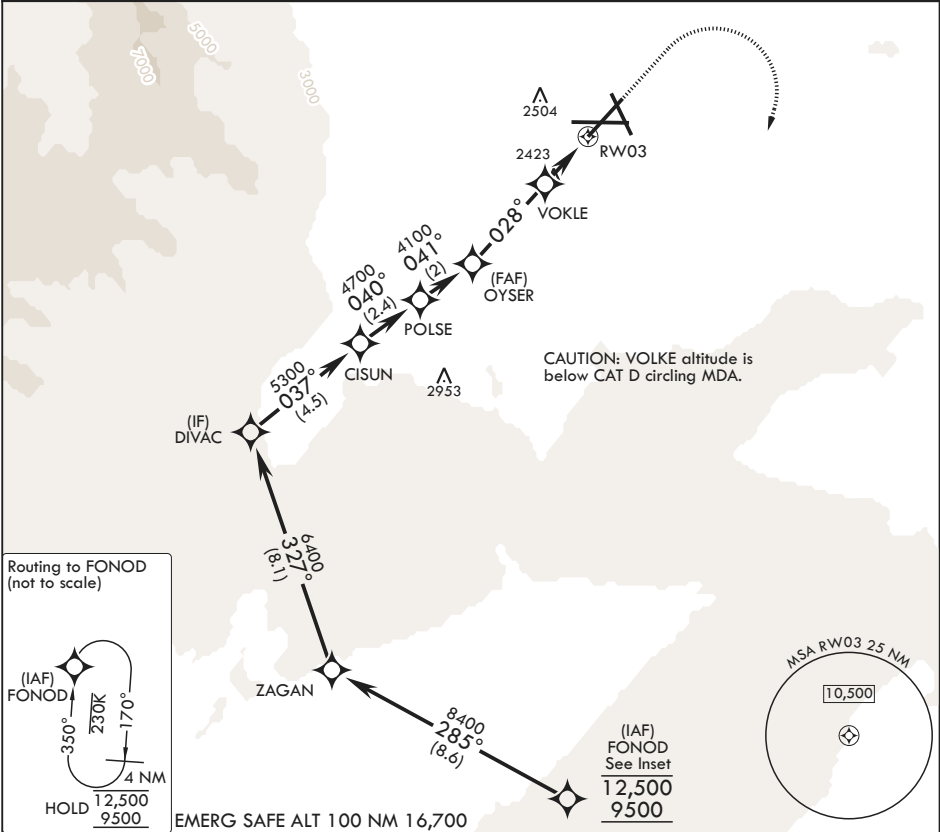
RNAV (GPS) RWY 03

CHINA LAKE NAW'S (ARMITAGE FLD) (KNID)

RNP APCH-GPS

MISSED APPROACH: (Do not exceed 185 KIAS until initial turn completion.) Climb to 3600 then climbing right turn to 9500 direct FONOD and hold, continue climb-in-hold to 9500.

ATIS★ 322.375	JOSHUA APP CON/DEP CON 133.65 348.7	TOWER★ 120.15 340.2	GND CON 350.3	CLNC DEL 254.25
------------------	--	------------------------	------------------	--------------------



DIVAC

6400

037°

CISUN

5300

040°

POLSE

4700

041°

OYSER

4100

028°

VOKLE

2980

028°

RW03

3600

9500

FONOD

ELEV 2288

TDZE 2284

↑ crs 028°

↷

3.5 NM

2.1 NM

1.2 NM to RW03

3.02° ≥ TCH 50

CATEGORY	A		B		C		D	
LNAV MDA	2720-1		436 (500-1)		2720-1¼ 436 (500-1¼)			
CIRCLING	2780-1 496 (500-1)		2820-1 536 (600-1)		2820-1½ 536 (600-1½)		3700-3 1416 (1500-3)	

PL

12

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6

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2

1

0.8% DOWN

10,000 x 200

11,199 x 200

0.5% UP

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RNAV (GPS) RWY 03

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RIDGECREST, CALIFORNIA

RNAV (GPS) RWY 32

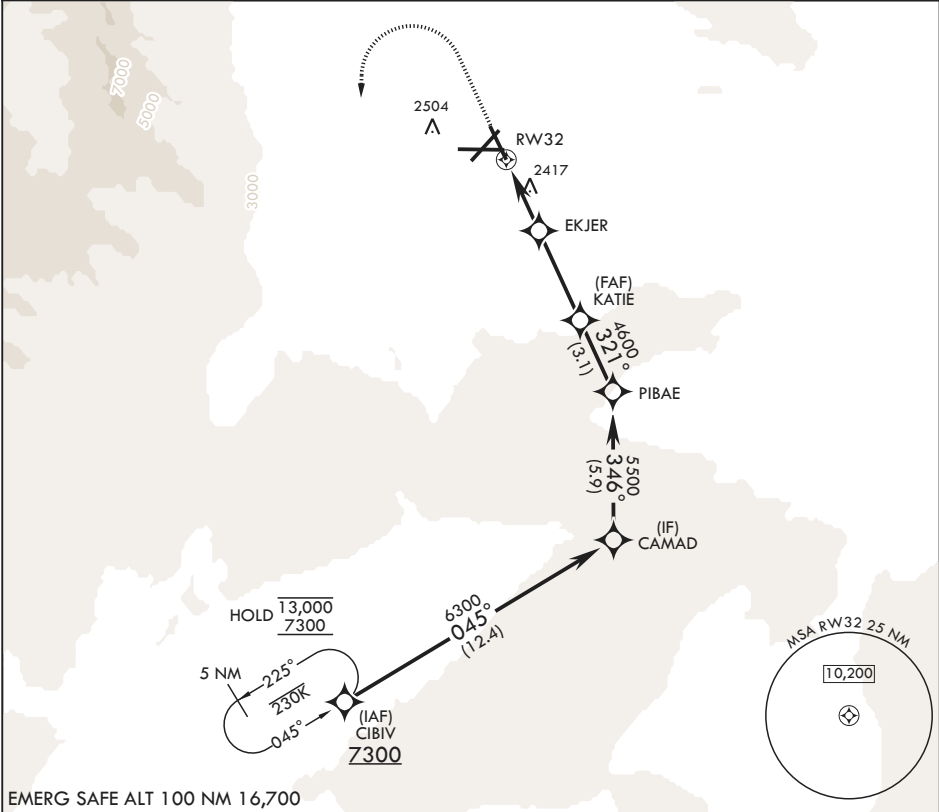
APCH CRS	Rwy Idg	9013
321°	TDZE	2241
	Arprt Elev	2288

- (USN)

CHINA LAKE NAW'S (ARMITAGE FLD) (KNID)

RNP APCH-GPS	MISSED APPROACH: (Do not exceed 225 KIAS until initial turn completion) Climb to 3800 then climbing left turn to 7300 direct CIBIV and hold.
RADAR required	

ATIS★ 322.375	JOSHUA APP CON/DEP CON 133.65 348.7	TOWER★ 120.15 340.2	GND CON 350.3	CLNC DEL 254.25
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EMERG SAFE ALT 100 NM 16,700

			VGSI and Descent Angle not coincident (VGSI 3.00/TCH 50).	ELEV 2288	TDZE 2241
CATEGORY	A	B	C	D	
LNAV MDA	2700-1	459 (500-1)	2700-1 3/8	459 (500-1 3/8)	
	2780-1	2820-1	2820-1 1/2	3700-3	
CIRCLING	496 (500-1)	536 (600-1)	536 (600-1 1/2)	1416 (1500-3)	HIRL all rwys

RIDGECREST, CALIFORNIA

35°41'N - 117°42'W

CHINA LAKE NAW'S (ARMITAGE FLD) (KNID)

Amdt 6 12JUN25

RNAV (GPS) RWY 32

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 03

TACAN NID Chan 53	APCH CRS 034°	Rwy Idg 10,000
		TDZE 2284
		Arpt Elev 2288

[USN]

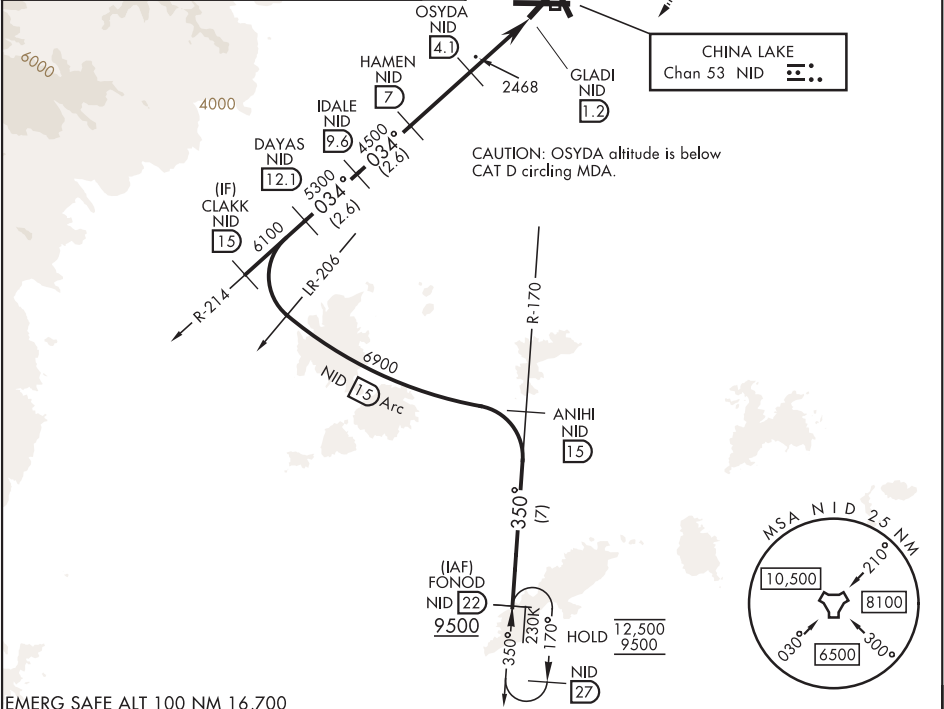
CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RADAR required	MISSED APPROACH: Climb to 3600 then climbing right turn to 9500 to intercept NID R-170 to FONOD and hold. Continue climb-in-hold to 9500.
----------------	---

ATIS ★ 322.375	JOSHUA APP/DEP CON 133.65 348.7	TOWER ★ 120.15 340.2	GND CON 350.3	CLNC DEL 254.25
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%	Knots	60	120	180	240	300	360
4.1	V/V(fpm)	249	498	747	996	1245	1494

Min climb of 4.1% (249 ft/NM) to 4100 - Controlling Obstacle Unk



EMERG SAFE ALT 100 NM 16,700

ELEV 2288	TDZE 2284	CLAKK NID 15	DAYAS NID 12.1	IDALE NID 9.6	HAMEN NID 7	OSYDA NID 4.1	GLADI NID 1.2	FONOD NID 22			
		CATEGORY		A		B		C		D	
		S-03 (4.1%)		2780-1 496 (500-1)		2780-1 3/8 496 (500-1 3/8)					
		S-03		3080-1 796 (800-1)		3080-1 1/4 796 (800-1 1/4)		3080-2 1/2 796 (800-2 1/2)		3700-3 1416 (1500-3)	
		CIRCLING		3080-1 796 (800-1)		3080-1 1/4 796 (800-1 1/4)		3080-2 1/2 796 (800-2 1/2)			

TACAN Y RWY 03

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RIDGECREST, CALIFORNIA

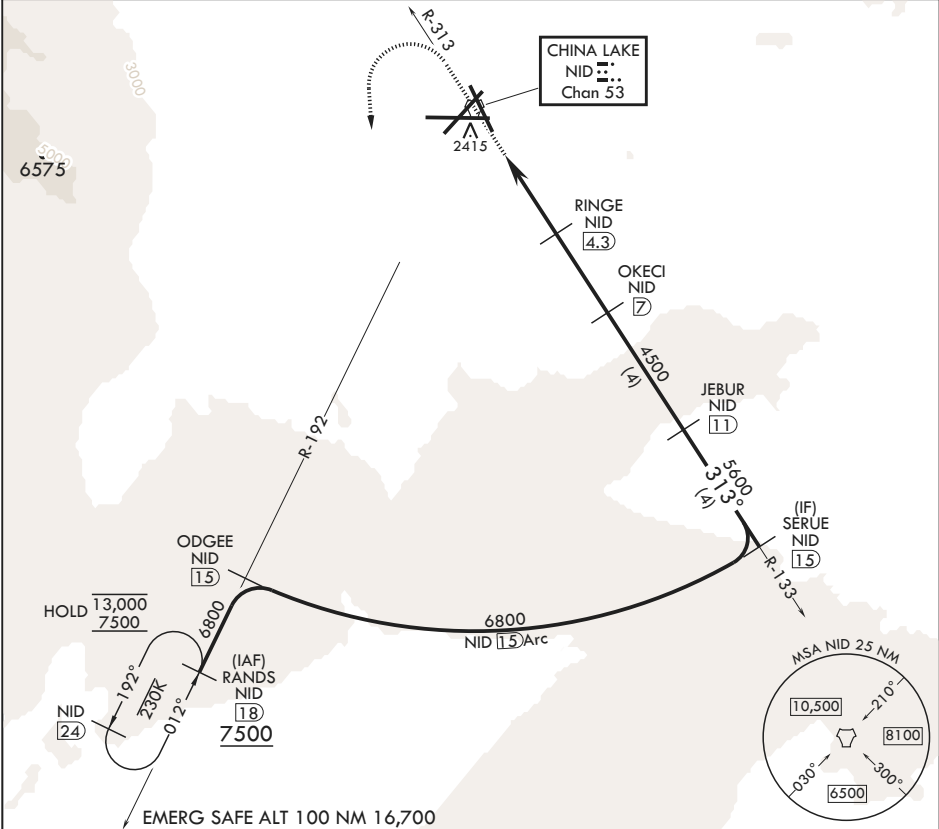
TACAN Y RWY 32

TACAN NID Chan 53	APCH CRS 313°	Rwy ldg TDZE Arpt Elev	9013 2241 2288
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- (USN) CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RADAR required	MISSED APPROACH: Climb to 3600, then climbing left turn to 7500 to intercept NID TACAN R-192 to RANDS and hold. Continue climb-in-hold to 7500.
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ATIS★ 322.375	JOSHUA APP CON/DEP CON 133.65 348.7	TOWER★ 120.15 340.2	GND CON 350.3	CLNC DEL 254.25
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3600 NID R-192	7500 NID R-192	RANDS NID 18	VGSI and Descent Angles not coincident (VGSI 3.00/TCH 50).	SERUE NID 15	ELEV 2288	TDZE 2241
TACAN	FABAT 1.6	2.3	RINGE 4.3	OKECI 7	JEBUR 11	313°
0.7	2.7 NM	2.7 NM	3380	4500	5600	6800
CATEGORY	A	B	C	D		
S-32	2740-1	499 (500-1)	2740-1 3/8	499 (500-1 3/8)		
CIRCLING	2780-1 496 (500-1)	2820-1 536 (600-1)	2820-1 1/2 536 (600-1 1/2)	3700-3 1416 (1500-3)		
					HIRL all rwys	

RIDGECREST, CALIFORNIA

35°41'N - 117°42'W

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

Amdt 6 12JUN25

TACAN Y RWY 32

SW-3, 07 AUG 2025 to 02 OCT 2025

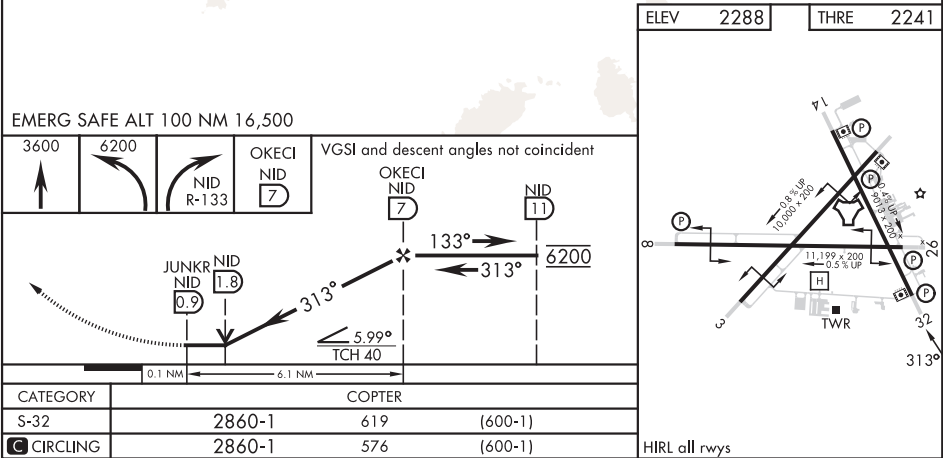
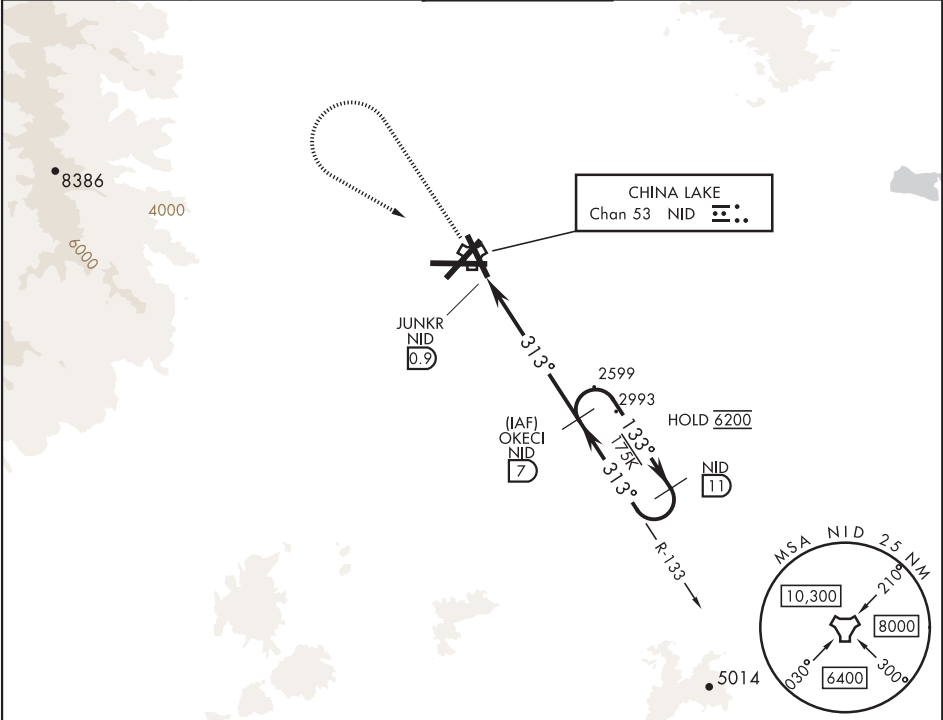
SW-3, 07 AUG 2025 to 02 OCT 2025

COPTER TACAN RWY 32

TACAN NID Chan 53	APCH CRS 313 °	Rwy Idg THRE 2241 Arpt Elev 2288
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[USN] CHINA LAKE NAWs (ARMITAGE FLD) (KNID)

RADAR required		MISSED APPROACH: Climb to 3600, then climbing left turn to 6200, intercept NID TACAN R-133 to OKECI and hold. Continue climb in hold.		
Limit final approach airspeed to 80 KIAS.				
ATIS ★ 322.375	JOSHUA APP CON/DEP CON 133.65 348.7	TOWER ★ 120.15 340.2	GND CON 350.3	CLNC DEL 254.25



COPTER TACAN RWY 32

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

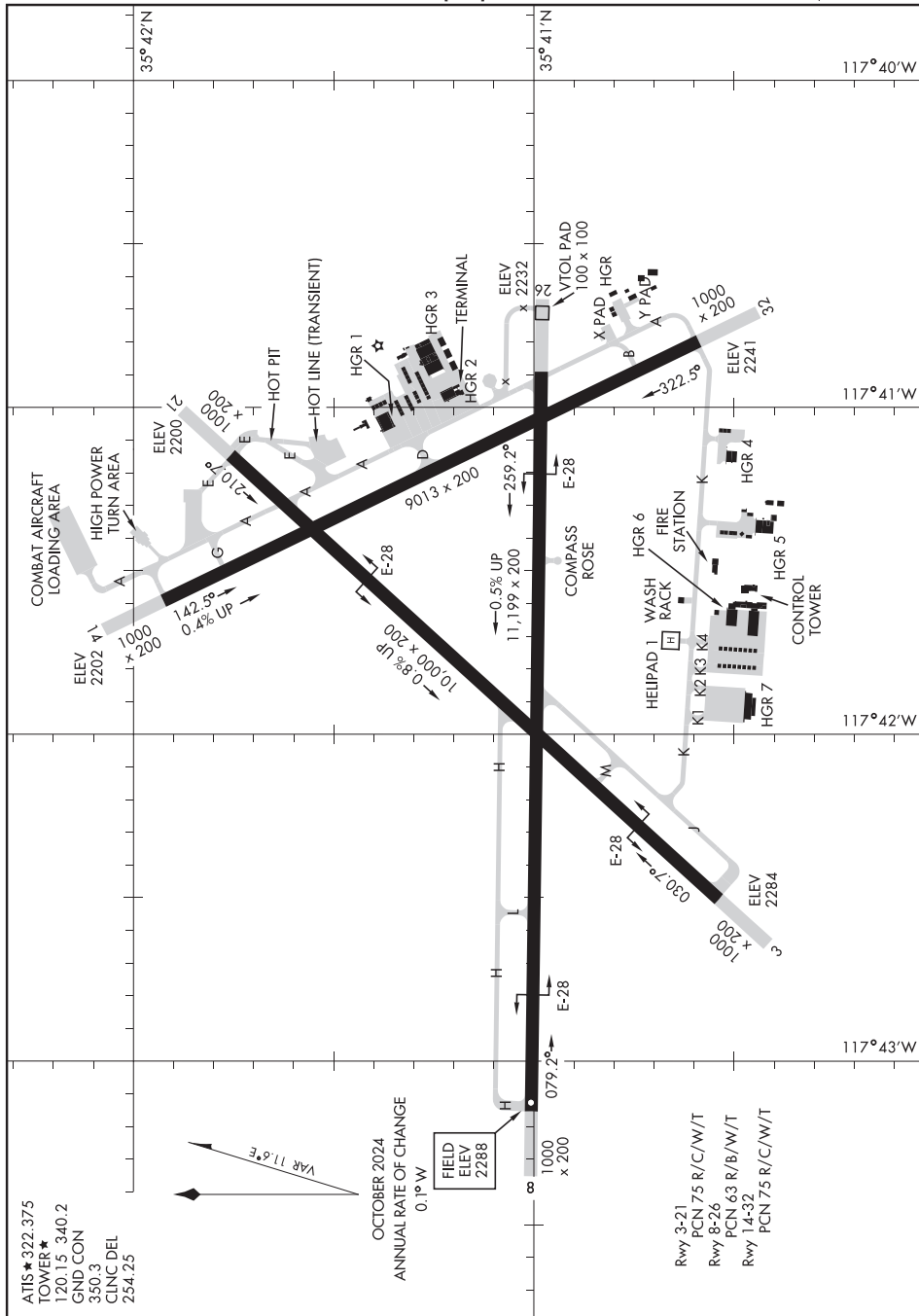
CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

[USN]

RIDGECREST, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



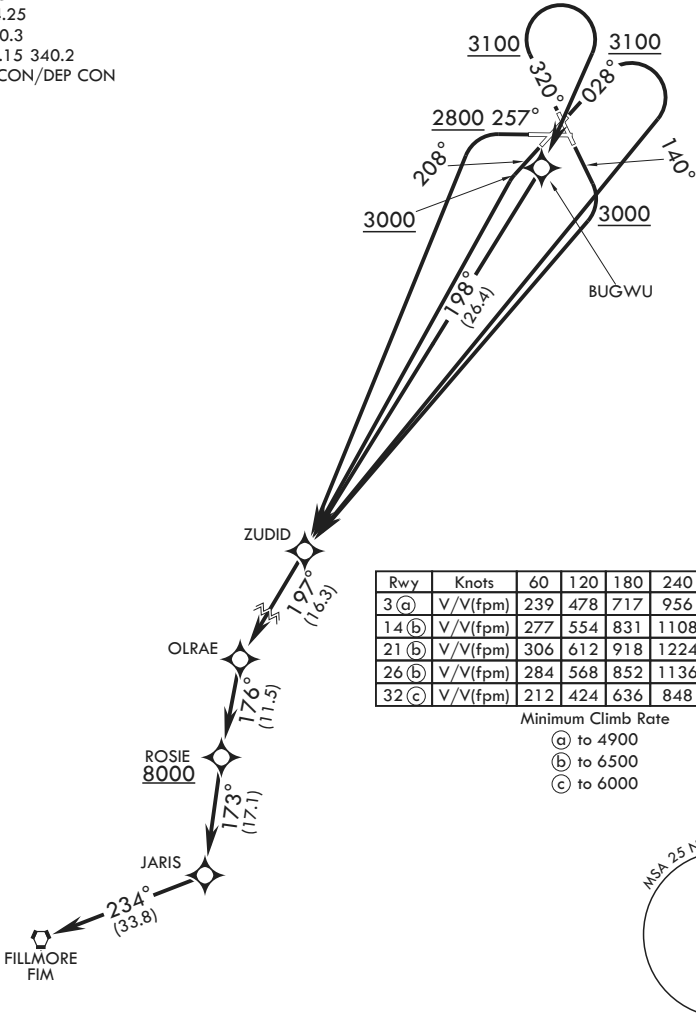
AIRPORT DIAGRAM

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RIDGECREST, CALIFORNIA

ATIS * 322.375
CLNC DEL 254.25
GND CON 350.3
TOWER * 120.15 340.2
JOSHUA APP CON/DEP CON
133.65 348.7

RNAV1



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3: Climb heading 028° to 3100, then climbing right turn direct ZUDID. Thence...
- TAKEOFF RWY 14: Climb heading 140° to 3000, then climbing right turn direct ZUDID. Thence...
- TAKEOFF RWY 21: Climb heading 208° to 3000, then climbing left turn direct ZUDID. Thence...
- TAKEOFF RWY 26: Climb heading 257° to 2800, then climbing left turn direct ZUDID. Thence...
- TAKEOFF RWY 32: Climb heading 320° to 3100, then climbing right turn direct BUGWU, then direct ZUDID. Thence...

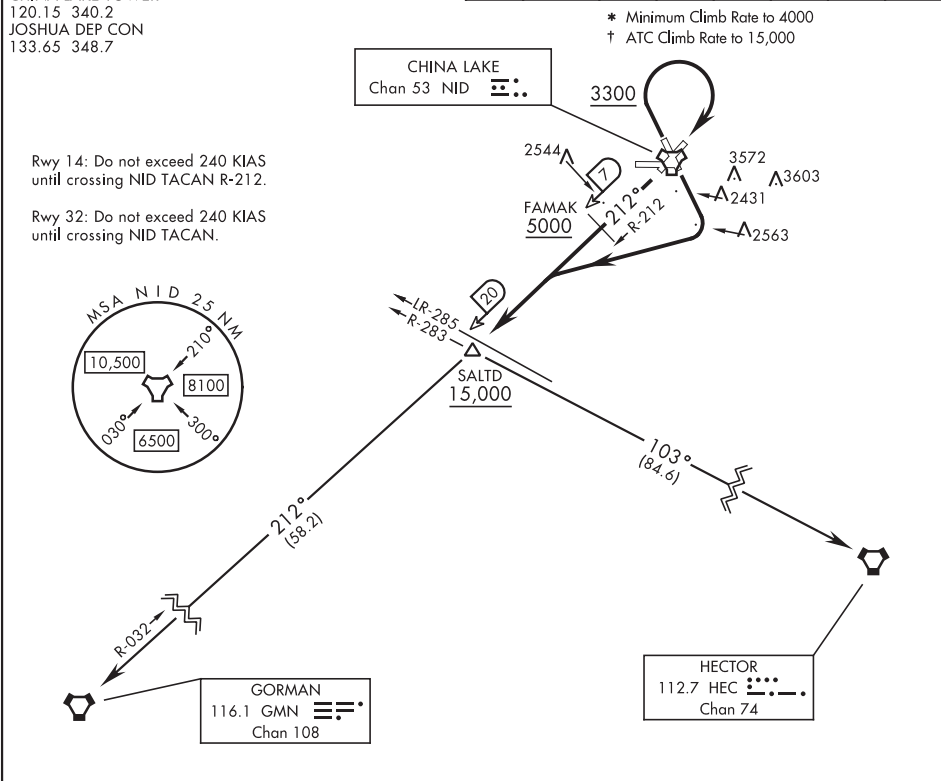
...from over ZUDID proceed via depicted route to FILLMORE VORTAC. Cross ROSIE at or above 8000 or as assigned.

25163

SALT D EIGHT DEPARTURE (SALTD8.SALTD)

CHINA LAKE NAWs (ARMITAGE FLD) (KNID)

		[USN]		RIDGECREST, CALIFORNIA					
Rwy	Knots	60	120	180	240	300	360		
*14	V/V(fpm)	232	464	696	928	1160	1392		
†14	V/V(fpm)	617	1234	1851	2468	3085	3702		
†21	V/V(fpm)	675	1350	2025	2700	3375	4050		
†32	V/V(fpm)	500	1000	1500	2000	2500	3000		



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climbing right turn to intercept NID TACAN R-212, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross SALTD at or above 15,000. Thence...

TAKEOFF RUNWAY 21: Climb via NID TACAN R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross FAMAK at or above 5,000 and cross SALTD at or above 15,000. Thence...

TAKEOFF RUNWAY 32: Climb via NID TACAN R-322 to 3300 then climbing right turn direct NID, then via NID R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross FAMAK at or above 5000 and cross SALTD at or above 15,000. Thence...

GORMAN TRANSITION (SALTD8.GMN): Via GMN VORTAC R-032 to GMN.

HECTOR TRANSITION (SALTD8.HEC): Via HEC VORTAC R-283 to HEC.

LOC I-CNO	APP CRS	Rwy Ldg	4858
111.5	255°	TDZE	636
		Apt Elev	650

ILS or LOC RWY 26R

CHINO (CNO)

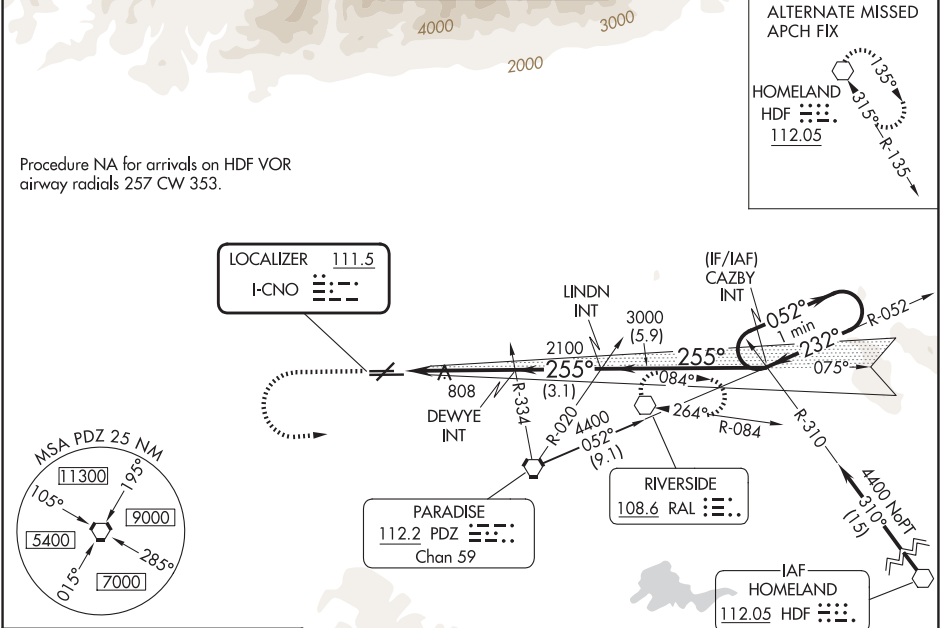
▼

⚠

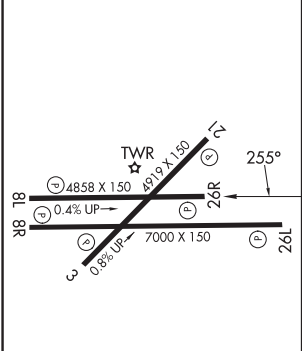
Helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Ontario altimeter setting and increase DA to 940 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility S-LOC 26R and Circling Cat C and D ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

D-ATIS	SOCAL APP CON	CHINO TOWER ★	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF)	121.6	122.95



ELEV 650	TDZE 636
----------	----------



REIL Rwy 3 and 21					
MIRL Rwy 3-21 and 8R-26L					
HIRL Rwy 8L-26R					
FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

RNAV (GPS) RWY 26R
CHINO (CNO)

MISSED APPROACH: Climb to 4000 direct IRUYI and via 241° track to LAHAB and hold.

CHINO (CNO)

RNAV (GPS) RWY 26R

SW-3, 07 AUG 2025 to 02 OCT 2025

VOR RAL
108.6

APP CRS
264°

Rwy Ldg
TDZE
Apt Elev

4858
636
650

VOR RWY 26R
CHINO (CNO)

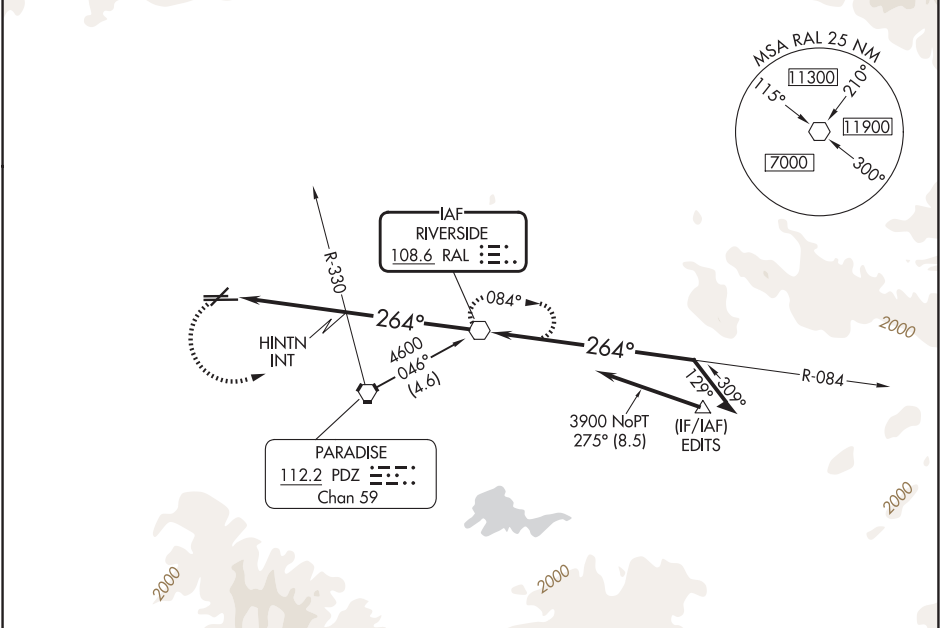
▼

▲ NA

Rwy 26R helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Ontario altimeter setting and increase all MDAs 60 feet; increase HINTN fix minimums visibility 5-26R and Circling Cat B, C, and D ¼ SM.

MISSED APPROACH: Climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

D-ATIS 125.85	SOCAL APP CON 135.4 377.125	CHINO TOWER ★ 118.5 (CTAF)	GND CON 121.6	UNICOM 122.95
------------------	--------------------------------	-------------------------------	------------------	------------------



ELEV 650 TDZE 636

REIL Rwy 3 and 21
MIRL Rwy 3-21 and 8R-26L
HIRL Rwy 8L-26R

FAF to MAP 9.1 NM

Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

4500 RAL

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 53).

RAL VOR

Remain within 10 NM

HINTN INT

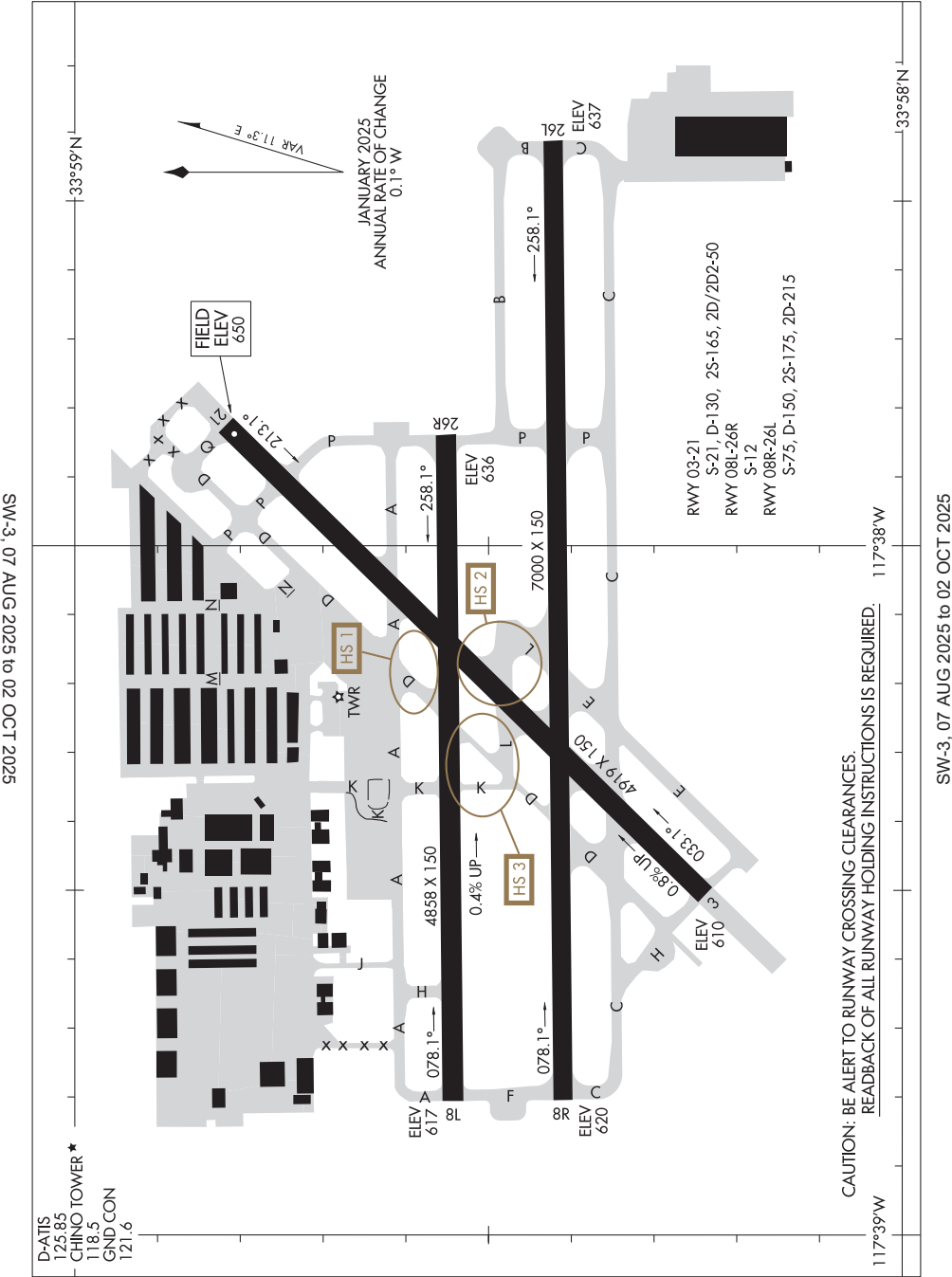
≤ 3.32° TCH 53

2140*

3900

* 2200 when using Riverside Muni altimeter setting.

CATEGORY	A	B	C	D
S-26R	2140-1¼ 1504 (1500-1¼)	2140-1½ 1504 (1500-1½)	2140-3	1504 (1500-3)
CIRCLING	2140-1¼ 1490 (1500-1¼)	2140-1½ 1490 (1500-1½)	2140-3	1490 (1500-3)
HINTN FIX MINIMUMS				
S-26R	1320-1 684 (700-1)	1320-2 684 (700-2)	1320-2¼ 684 (700-2¼)	
CIRCLING	1320-1 670 (700-1)	1320-2 670 (700-2)	1340-2¼ 690 (700-2¼)	




CORONA, CALIFORNIA


AL-5987 (FAA)

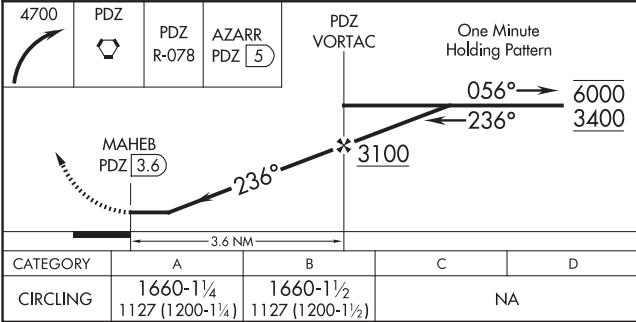
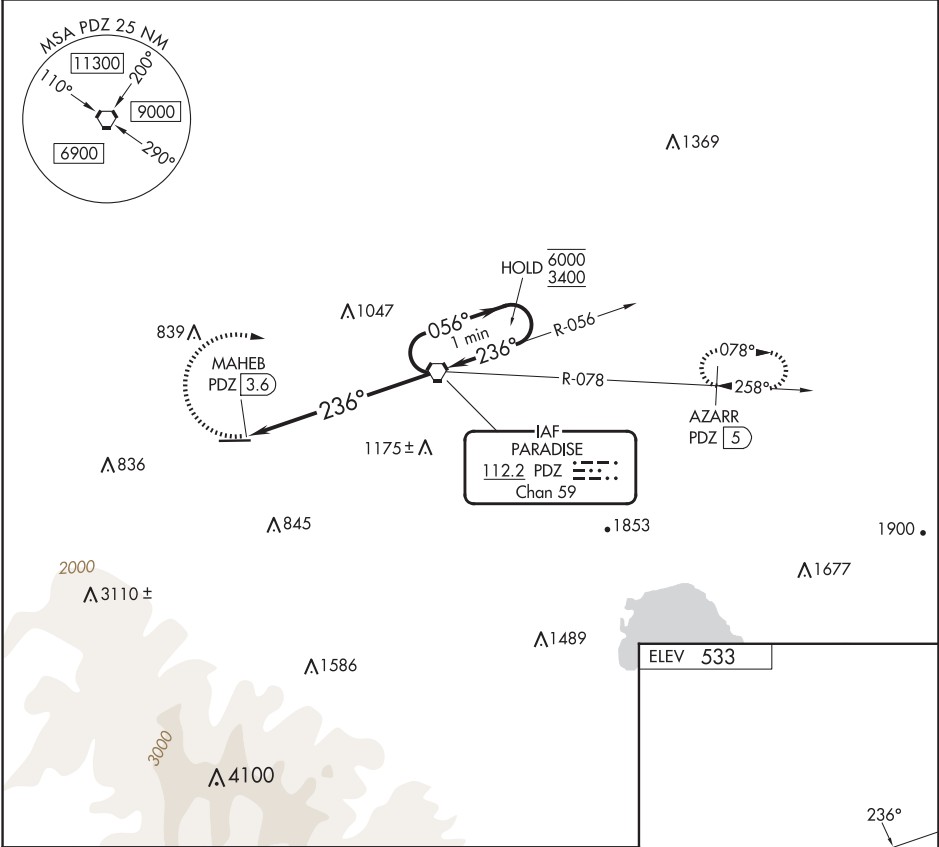
25107

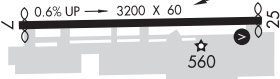


VORTAC PDZ 112.2 Chan 59	APP CRS 236°	Rwy Idg TDZE Apt Elev N/A 533
--	------------------------	---

VOR-A
CORONA MUNI (AJO)

 When local altimeter setting not received, use ONT altimeter setting and increase all MDAs 80 feet. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 4700 direct PDZ VORTAC then on PDZ VORTAC R-078 to AZARR/5 DME and hold, continue climb-in-hold to 4700.
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AWOS-3PT 132.175	SOCAL APP CON 135.4 377.125	UNICOM 122.7 (CTAF) 
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ELEV 533	
	
REIL Rwy 25 	
MIRL Rwy 7-25 	
FAF to MAP 3.6 NM	
Knots	60 90 120 150 180
Min:Sec	3:36 2:24 1:48 1:26 1:12

CORONA, CALIFORNIA
Amdt 5 17APR25

33°54'N-117°36'W

CORONA MUNI (AJO)
VOR-A

SW-3, 07 AUG 2025 to 02 OCT 2025

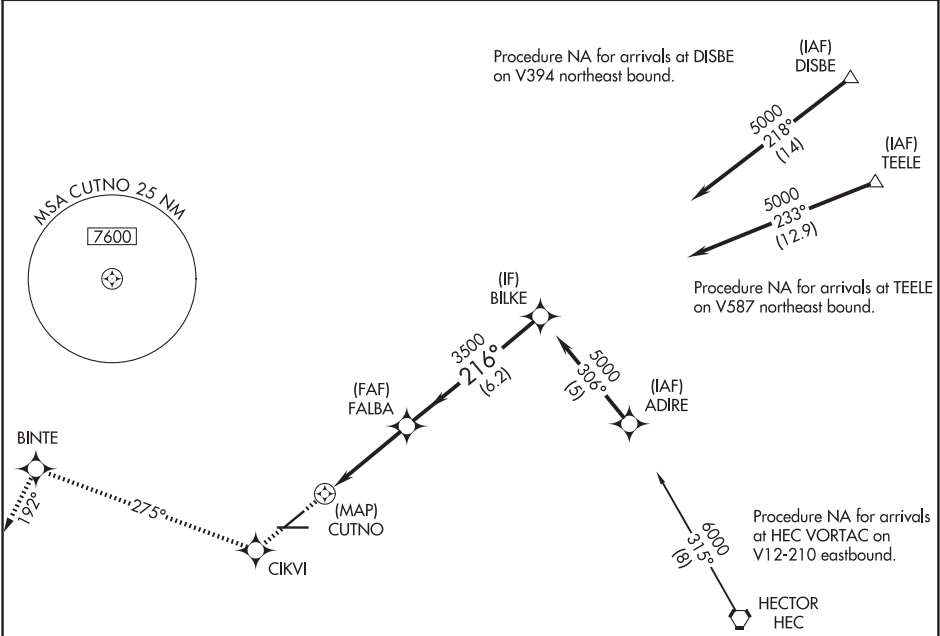
SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	5123
216°	TDZE	1918
	Apt Elev	1930

RNAV (GPS) RWY 22
BARSTOW-DAGGETT (DAG)

RNP APCH.	MISSED APPROACH: Climb to 8000 direct CIKVI and on track 275° to BINTE and on track 192° to NULMN and hold, continue climb-in-hold to 8000.

ASOS 132.175	LOS ANGELES CENTER 132.5 284.7	UNICOM 123.0 (CTAF)
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<div> <div> <div>MISSED APCH FIX</div> <div> <div>NULMN</div> <div> <div>067°</div> <div>247°</div> </div> <div>7 NM</div> </div> </div> </div>						ELEV 1930	TDZE 1918
8000	CIKVI	tr 275°	BINTE	tr 192°	NULMN	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).	
<div> <div> <div> <div>1.6 NM to CUTNO</div> <div> <div>≤ 3.04°</div> <div>TCH 40</div> </div> </div> <div> <div>CUTNO</div> <div> <div>1 NM</div> <div>1.6 NM</div> <div>2.2 NM</div> <div>6.2 NM</div> </div> </div> <div> <div>FALBA</div> <div>3500</div> </div> <div> <div>BILKE</div> <div>5000</div> </div> <div> <div>216°</div> </div> </div> <div>Procedure Turn NA</div> </div>							
CATEGORY	A		B		C	D	
LNNAV MDA	2800-1¼ 882 (900-1¼)		2800-2¾ 882 (900-2¾)		2800-3 882 (900-3)		

216°

5123 X 100

0.3% UP

0.3% UP

6402 X 150

∞

26

MIRL Rwy 4-22 and 8-26

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

DAGGETT, CALIFORNIA

AL-104 (FAA)

25219

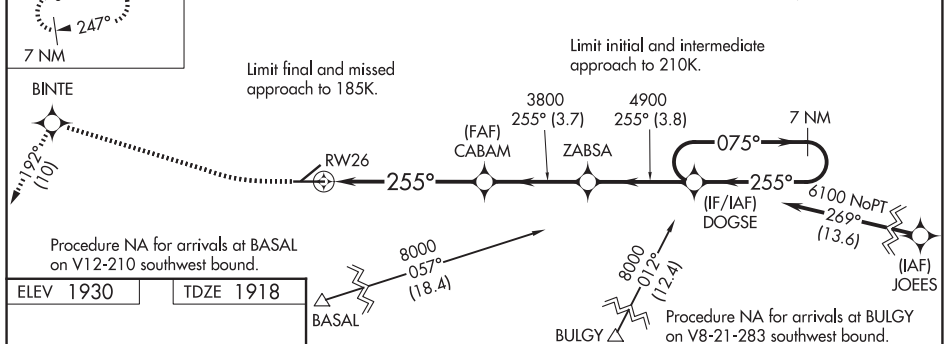
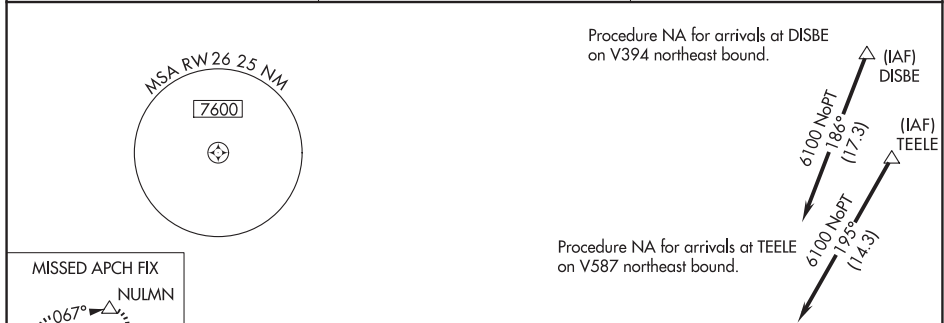
WAAS CH 72813 W26A	APP CRS 255°	Rwy Ldg TDZE Apt Elev	6402 1918 1930
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RNAV (GPS) RWY 26

BARSTOW-DAGGETT (DAG)

RNP APCH.	MISSED APPROACH: Climb to 2600 on heading 255° then climb to 8000 direct BINTE and on track 192° to NULMN and hold, continue climb-in-hold to 8000.
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Circling NA for Cat D south of Rwy 8-26. Rwy 26 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p> <p>#Missed approach requires a minimum climb of 220 feet per NM to 8000.</p>	

ASOS 132.175	LOS ANGELES CENTER 132.5 284.7	UNICOM 123.0 (CTAF) 0
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2600	8000	BINTE	tr 192°	NULMN	DOGSE	7 NM Holding Pattern
hdg 255°						
* LNAV only						
* 1.8 NM to RW26						
RW26						
1.8 NM	4 NM	3.7 NM	3.8 NM			
CATEGORY	A	B	C	D		
LPV DA#	2222-1	304 (300-1)				
LPV DA	2343-1 $\frac{3}{8}$	425 (500-1 $\frac{3}{8}$)				
LNAV/VNAV DA	2389-1 $\frac{5}{8}$	471 (500-1 $\frac{5}{8}$)				
LNAV MDA	2540-1	622 (700-1)	2540-1 $\frac{3}{4}$	622 (700-1 $\frac{3}{4}$)		
CIRCLING	2640-1 710 (800-1)	2860-1 $\frac{1}{4}$ 930 (1000-1 $\frac{1}{4}$)	3500-3	1570 (1600-3)		

DAGGETT, CALIFORNIA

Amdt 3A 06DEC18

34°51'N-116°47'W

BARSTOW-DAGGETT (DAG)

RNAV (GPS) RWY 26

SW-3, 07 AUG 2025 to 02 OCT 2025

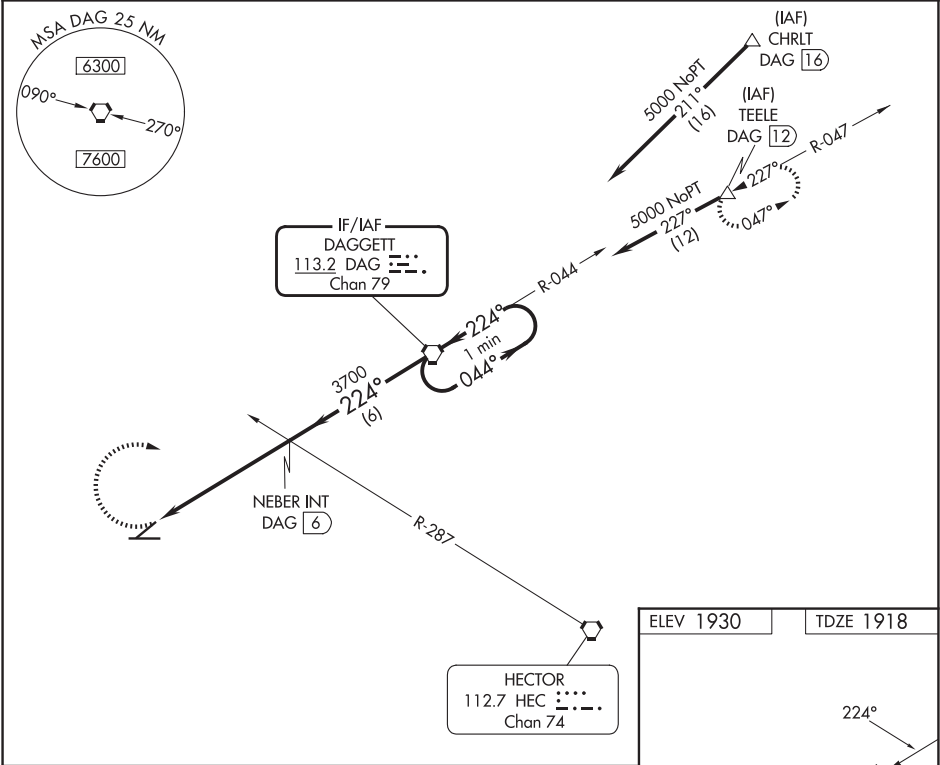
VORTAC DAG	APP CRS	Rwy Ldg	5123
113.2	224°	TDZE	1918
Chan 79		Apt Elev	1930

VOR or TACAN RWY 22

BARSTOW-DAGGETT (DAG)

MISSED APPROACH: Climbing right turn to 5000 via heading 090° and via DAG VORTAC R-224 to DAG VORTAC and hold (TACAN aircraft climb to 6000 via DAG VORTAC R-047 to TEELE/DAG 12 DME and hold NE, LT 227° inbound).

ASOS 132.175	LOS ANGELES CENTER 132.5 284.7	UNICOM 123.0 (CTAF) ①
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5000 hdg 090°	DAG R-224	DAG ⑤	VGSI and descent angles not coincident (VGSI angle 3.00/TCH 49).	One Minute Holding Pattern
		NEBER INT DAG ⑥	DAG VORTAC	
		DAG 11.7	3700	5000
		≤2.93° TCH 40	224°	044°
		5.6 NM	6 NM	
CATEGORY	A	B	C	D
S-22	3160-1¼ 1242 (1300-1¼)	3440-1½ 1522 (1600-1½)	3440-3 1522 (1600-3)	3540-3 1622 (1700-3)
CIRCLING	3160-1¼ 1230 (1300-1¼)	3440-1½ 1510 (1600-1½)	3500-3 1570 (1600-3)	3540-3 1610 (1700-3)

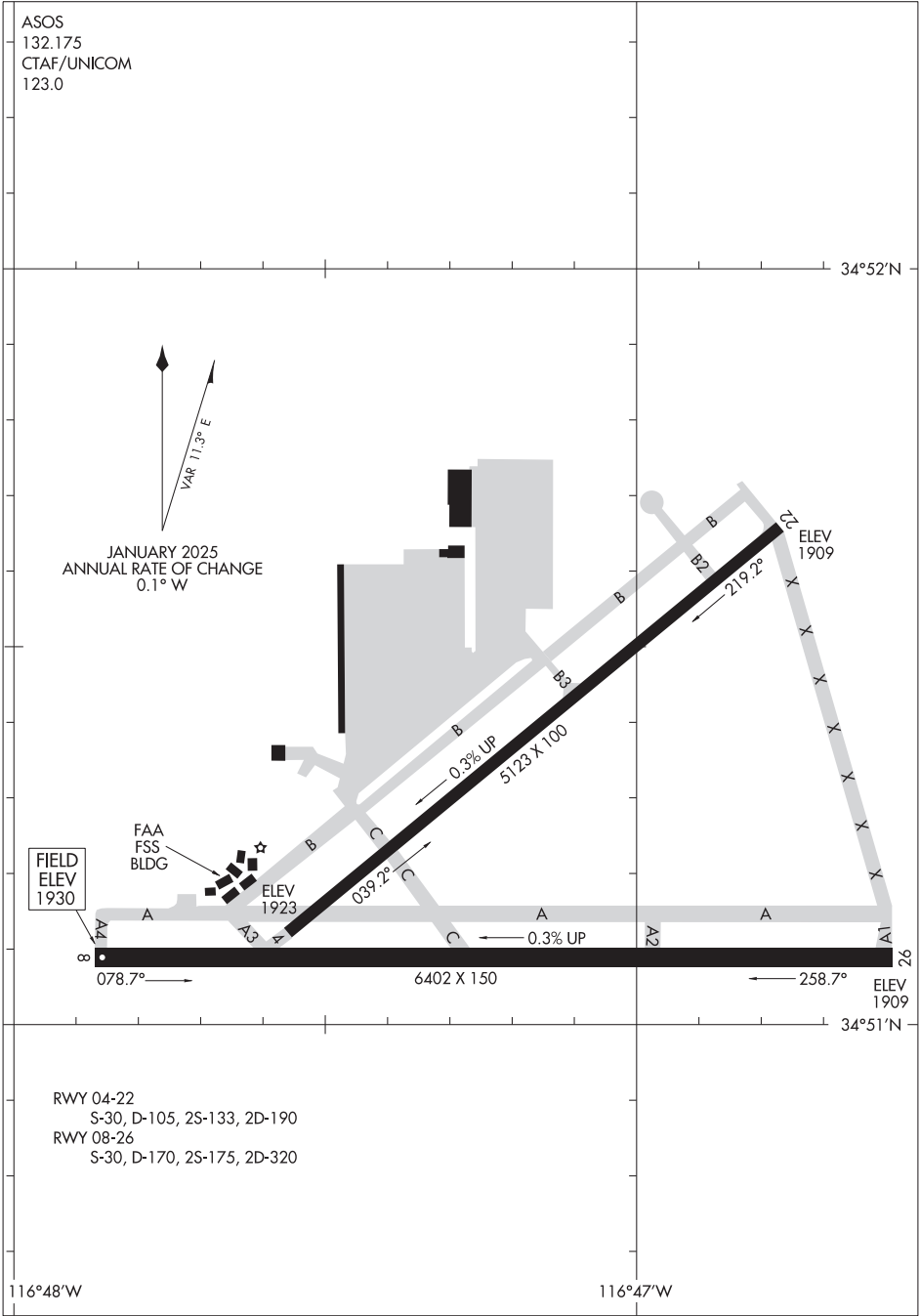
ELEV 1930	TDZE 1918
MIRL Rwy 4-22 and 8-26 ①	
FAF to MAP 5.6 NM	
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52

SW-3, 07 AUG 2025 to 02 OCT 2025

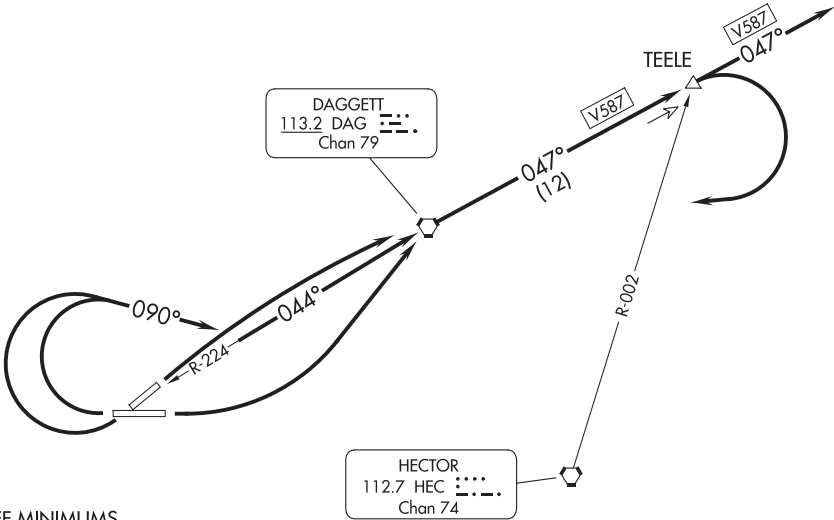
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



LOS ANGELES CENTER
132.5 284.7



TAKEOFF MINIMUMS

- Rwy 4: Standard.
Rwy 8: Standard.
Rwy 22: Standard with minimum climb of 452' per NM to 3700, or 4600-3 for climb in visual conditions.
Rwy 26: Standard with minimum climb of 420' per NM to 4600, or 4600-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

- Rwy 4: Bush 44' from DER, 286' left of centerline, 6' AGL/1914' MSL. Bush 51' from DER, 295' left of centerline, 7' AGL/1915' MSL. Bush 126' from DER, 86' left of centerline, 4' AGL/1912' MSL.
Rwy 8: Multiple bushes beginning 113' from DER, 259' left of centerline, up to 16' AGL/1924' MSL.
Rwy 22: Tree 5668' from DER, 1824' left of centerline, 40' AGL/2143' MSL. Multiple poles 78' left of centerline, up to 73' AGL/1995' MSL. Railroad 1224' from DER, 402' left of centerline, 23' AGL/1980' MSL. Obstruction light on ROD 64' from DER, 495' right of centerline, 45' AGL/1968' MSL. Pole 2635' from DER, 279' right of centerline, 72' AGL/1995' MSL.
Rwy 26: Vehicles on road 360' from DER, 265' left of centerline, 15' AGL/1946' MSL. Railroad 953' from DER, 355' left of centerline, 23' AGL/1958' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climbing right turn direct DAG VORTAC, thence. . . .
TAKEOFF RUNWAY 8: Climbing left turn direct DAG VORTAC, thence. . . .
TAKEOFF RUNWAY 22: Climbing right turn heading 090° to intercept DAG R-224 to DAG VORTAC. Thence. . . or climb in visual conditions to cross Barstow-Daggett Airport at or above 6800 before proceeding on course.
TAKEOFF RUNWAY 26: Climbing right turn heading 090° to intercept DAG R-224 to DAG VORTAC. Thence. . . or climb in visual conditions to cross Barstow-Daggett Airport at or above 6800 before proceeding on course.
... on DAG R-047 to TEELE INT/DAG 12 DME, aircraft proceeding via V587 continue climb on course, all others, climbing right turn to 7500 to DAG VORTAC then as assigned.

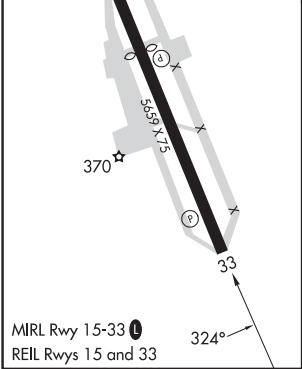
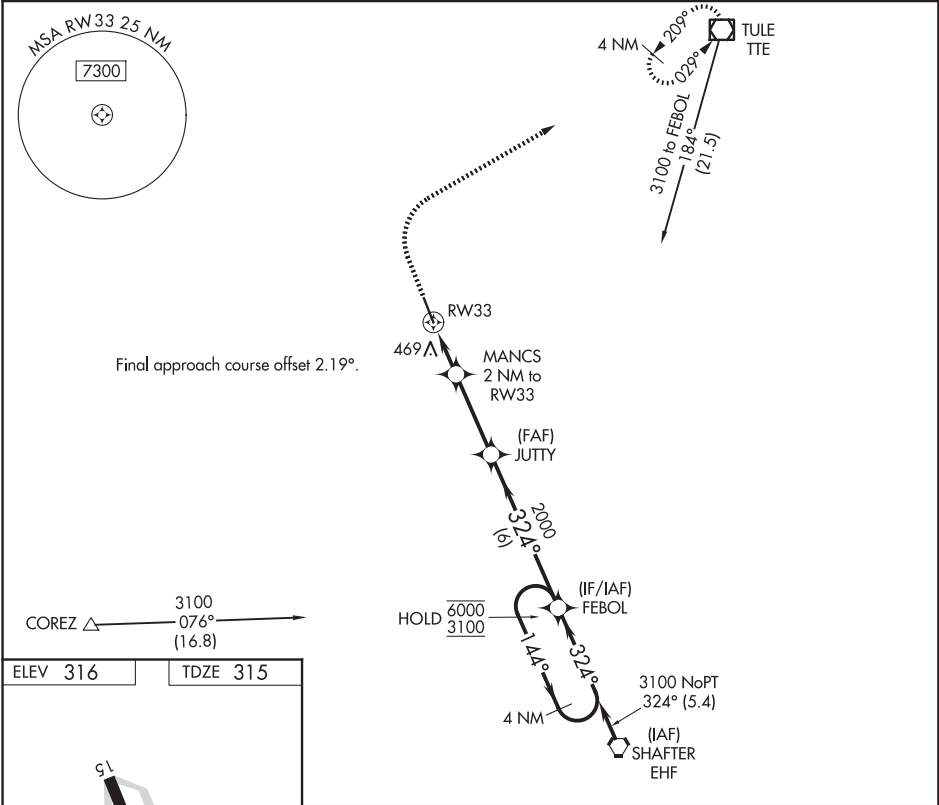
APP CRS	Rwy Ldg	5659
324°	TDZE	315
	Apt Elev	316

RNAV (GPS) RWY 33

DELANO MUNI (DLO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 800 then climbing right turn to 3100 direct TTE VOR/DME and hold.
<div><div>⚠</div><div>Circling NA southwest of Rwy 15-33.</div></div> <div><div>⚠</div><div>When local altimeter setting not received, procedure NA.</div></div>	

AWOS-3P 119.55	BAKERSFIELD APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
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800	3100	TTE	VGSI and descent angles not coincident.			
<div>↑</div>	<div>↶</div>	<div>◻</div>	MANCS 2 NM to RW33	JUTTY	FEBOL	4 NM Holding Pattern
			1.2 NM to RW33	3.00° TCH 40	324°	144°
			1000	2000	6000	3100
			1.2 NM	0.9 NM	3.1 NM	6 NM
CATEGORY	A		B		C	
LNAV MDA	720-1		405 (500-1)		720-1½	
CIRCLING	760-1		780-1		820-1½	
	444 (500-1)		464 (500-1)		504 (600-1½)	
					960-2	
					644 (700-2)	

SW-3, 07 AUG 2025 to 02 OCT 2025

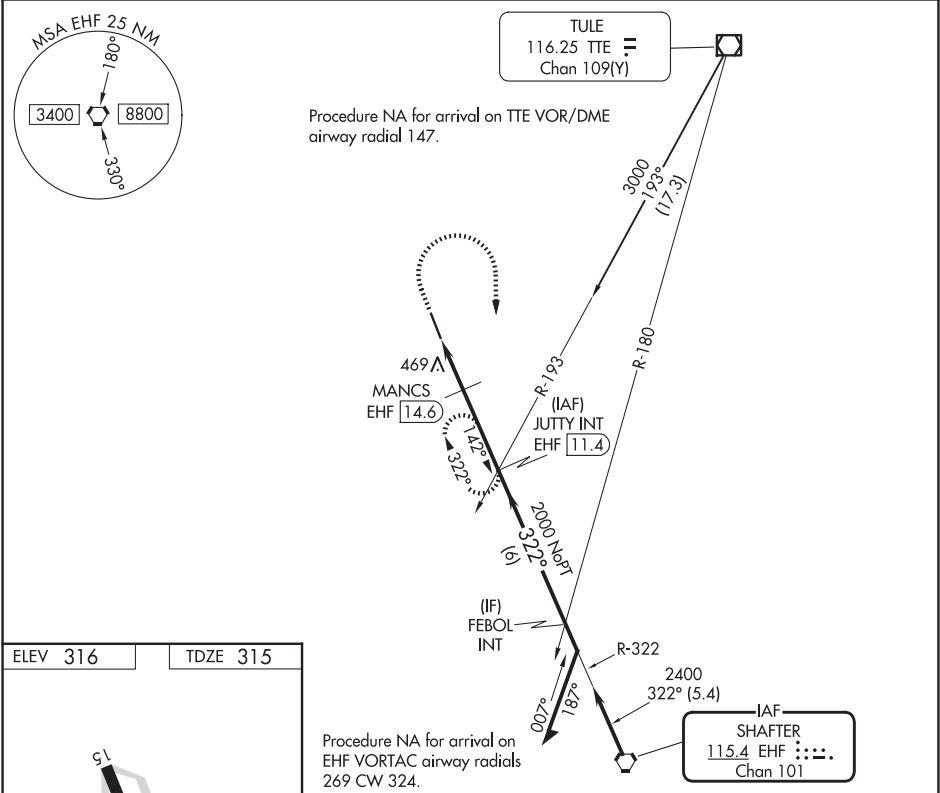
SW-3, 07 AUG 2025 to 02 OCT 2025

VORTAC EHF 115.4 Chan 101	APP CRS 322°	Rwy Ldg TDZE 315 Apt Elev 316
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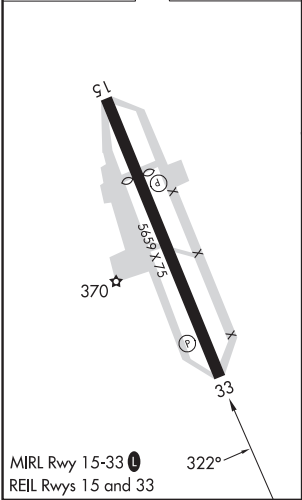
VOR RWY 33
DELANO MUNI (DLO)

DME required.	MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 on EHF VORTAC R-322 to JUTTY INT/EHF 11.4 DME and hold. Continue climb-in-hold to 2400.
▼ Circling NA southwest of Rwy 15-33. ▲ When local altimeter setting not received, procedure NA.	

AWOS-3P 119.55	BAKERSFIELD APP CON ★ 118.9	UNICOM 122.8 (CTAF) 0
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ELEV 316	TDZE 315
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1200	2400	JUTTY INT	JUTTY INT EHF 11.4	VGSI and descent angles not coincident.
↑	EHF R-322			
	MANCS EHF 14.6	3.00° TCH 40	1000	2000
	EHF 16.6			
	2 NM	3.1 NM	6 NM	
CATEGORY	A	B	C	D
S-33	860-1	545 (600-1)	860-1½	545 (600-1½)
CIRCLING	860-1	544 (600-1)	860-1½	960-2
			544 (600-1½)	644 (700-2)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

EDWARDS, CALIFORNIA

ILS or LOC/DME Y RWY 23L

LOC I-EDW 110.1	APCH CRS 226°	Rwy Idg TDZE Arpt Elev 15,024 2286 2311
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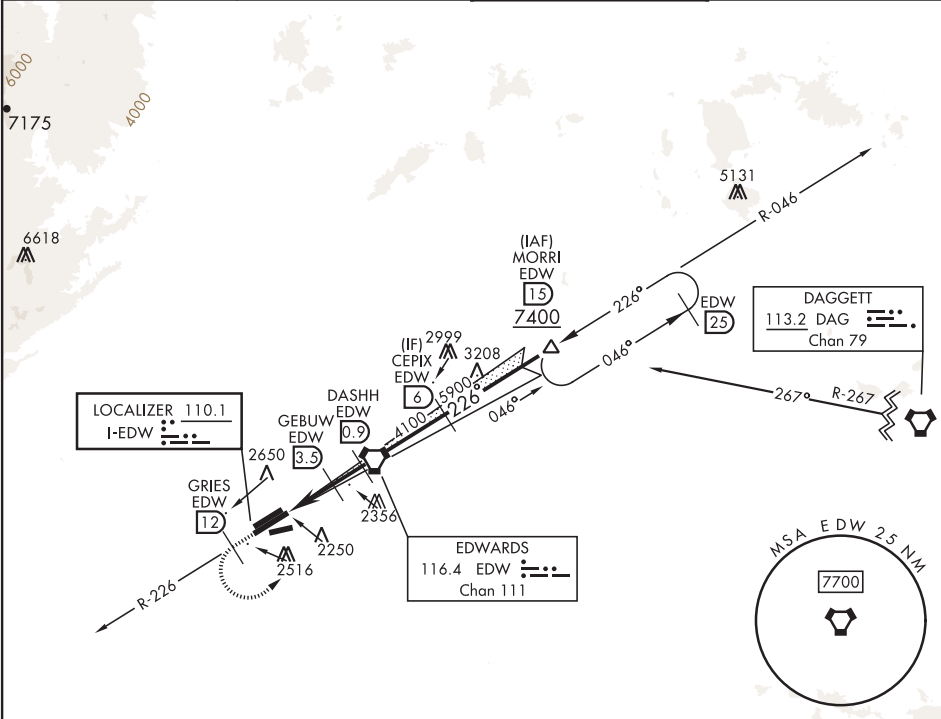
[USAF]

EDWARDS AFB (KEDW)

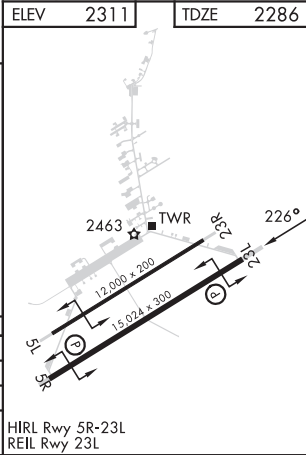
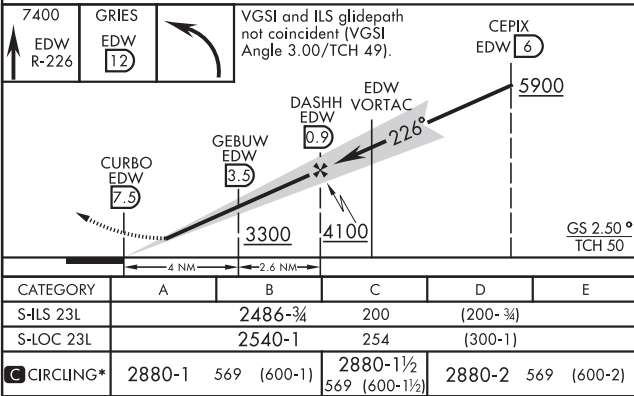
✱Circling not authorized NW of Rwy 5L-23R.
Circling not authorized at night to Rwy 5L-23R.

MISSED APPROACH: Climb to 7400. Track EDW R-226 outbound to GRIES, then turn left direct MORRI and hold.
Missed approach requires use of RNAV or ATC RADAR monitoring.

ATIS ✱ 127.425 269.9	JOSHUA APP/DEP CON 133.65 348.7	TOWER ✱ 120.7 (CTAF) 318.1 (CTAF)	GND CON 121.8 225.4
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EMERG SAFE ALT 100 NM 16,500



EDWARDS, CALIFORNIA

34° 54'N - 117° 53'W

EDWARDS AFB (KEDW)

Amtdt 2 23APR20

ILS or LOC/DME Y RWY 23L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5R

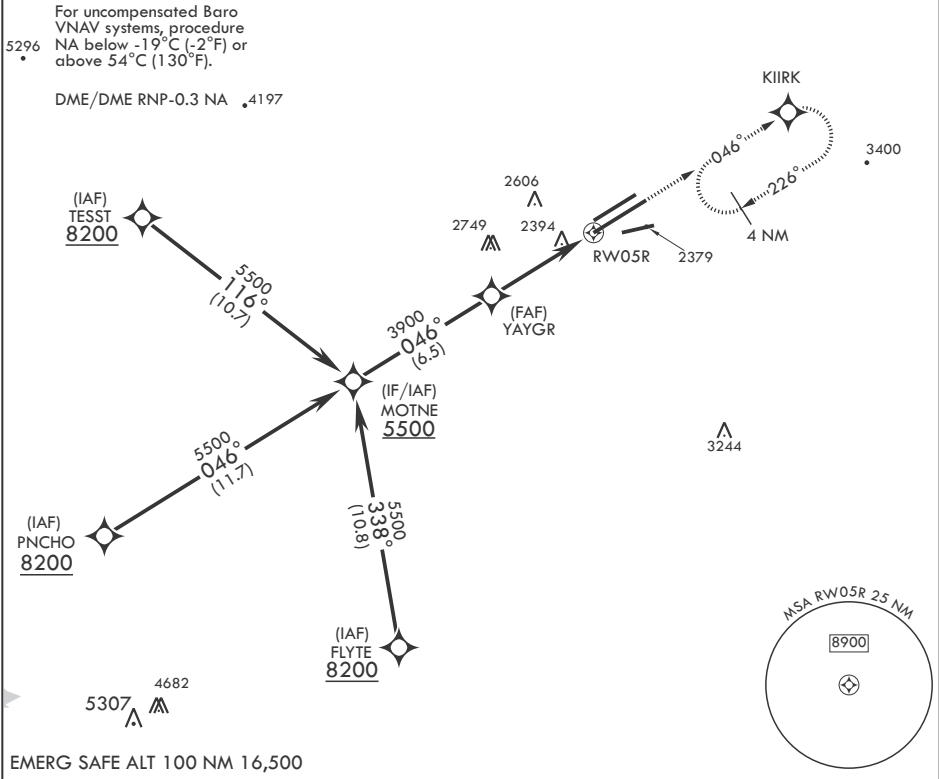
APCH CRS	Rwy Idg	15,024
046°	TDZE	2303
	Arprt Elev	2311

- (USAF)

EDWARDS AFB (KEDW)

* Circling not authorized NW of Rwy 5L-23R.	MISSED APPROACH: Climb to 5700 direct KIIRK and hold, continue climb-in-hold to 5700.
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ATIS★ 127.425 269.9	JOSHUA APP CON/DEP CON 133.65 348.7	TOWER★ 120.7 (CTAF) 318.1 (CTAF)	GND CON 121.8 225.4
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MOTNE	VGSI and descent angles not coincident.	5700	KIIRK	ELEV 2311	TDZE 2303
5500	046°	YAYGR	3900	1.5 NM to RWY05R	RWY05R
GP 3.00°	TCH 50	4.8 NM			
CATEGORY	A	B	C	D	E
LNAV/VNAV DA	2820-1 3/8	517	(600-1 3/8)		
LNAV MDA	2820-1 517 (600-1)	2820-1 3/8	517 (600-1 3/8)		
CIRCLING*	2880-1 569 (600-1)	2880-1 1/2 569 (600-1 1/2)	2880-2 569 (600-2)		
HIRL Rwy 5R-23L REIL Rwy 23L					

RNAV (GPS) RWY 5R

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

EDWARDS, CALIFORNIA

RNAV (GPS) RWY 23L

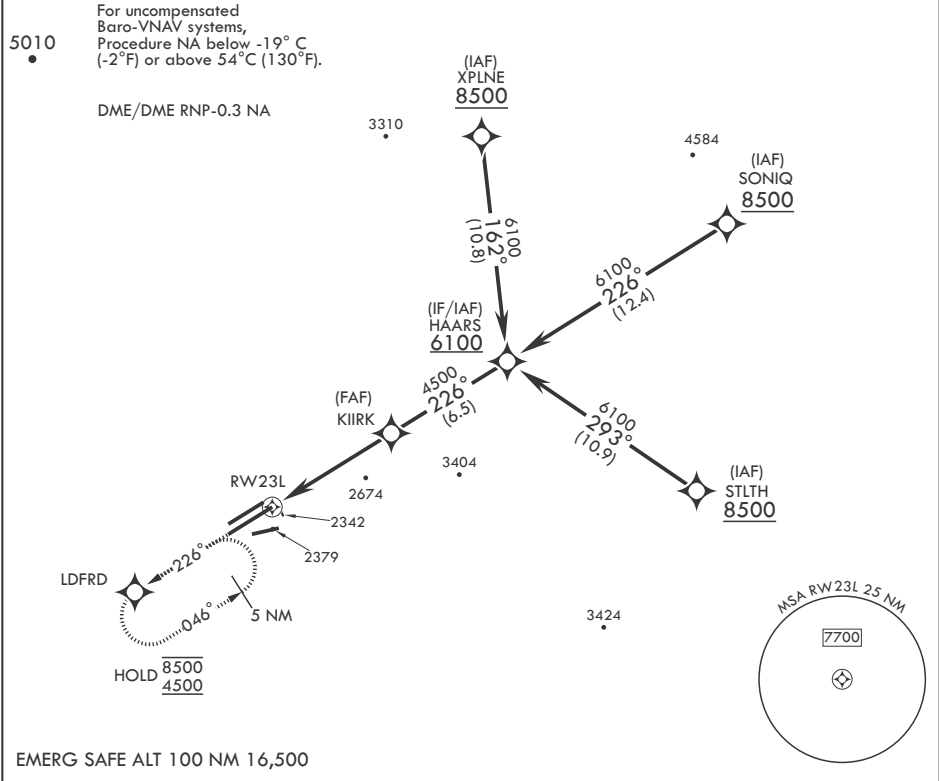
APCH CRS	Rwy Idg	15,024
226°	TDZE	2286
	Arpt Elev	2311

- (USAF)

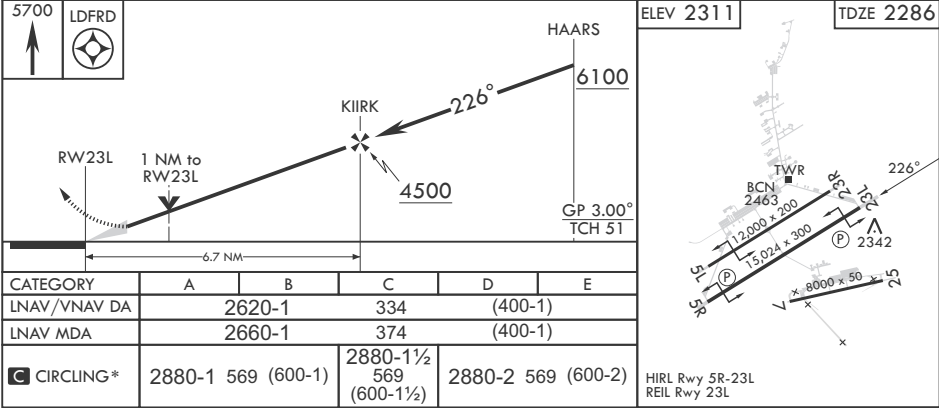
EDWARDS AFB (KEDW)

✈ * Circling not authorized NW of Rwy 5L-23R. MISSED APPROACH: Climb to 5700 direct LDFRD, continue climb-in-hold to 5700.

ATIS★ 127.425 269.9	JOSHUA APP CON/DEP CON 133.65 348.7	TOWER★ 120.7 (CTAF) 318.1 (CTAF)	GND CON 121.8 225.4
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EMERG SAFE ALT 100 NM 16,500



EDWARDS, CALIFORNIA

34°54'N - 117°53'W

EDWARDS AFB (KEDW)

Amdt 1 30JAN20

RNAV (GPS) RWY 23L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME or TACAN Y RWY 5R

VORTAC EDW 116.4 Chan 111	APCH CRS 046°	Rwy Idg 15,024 TDZE 2303 Arpt Elev 2311
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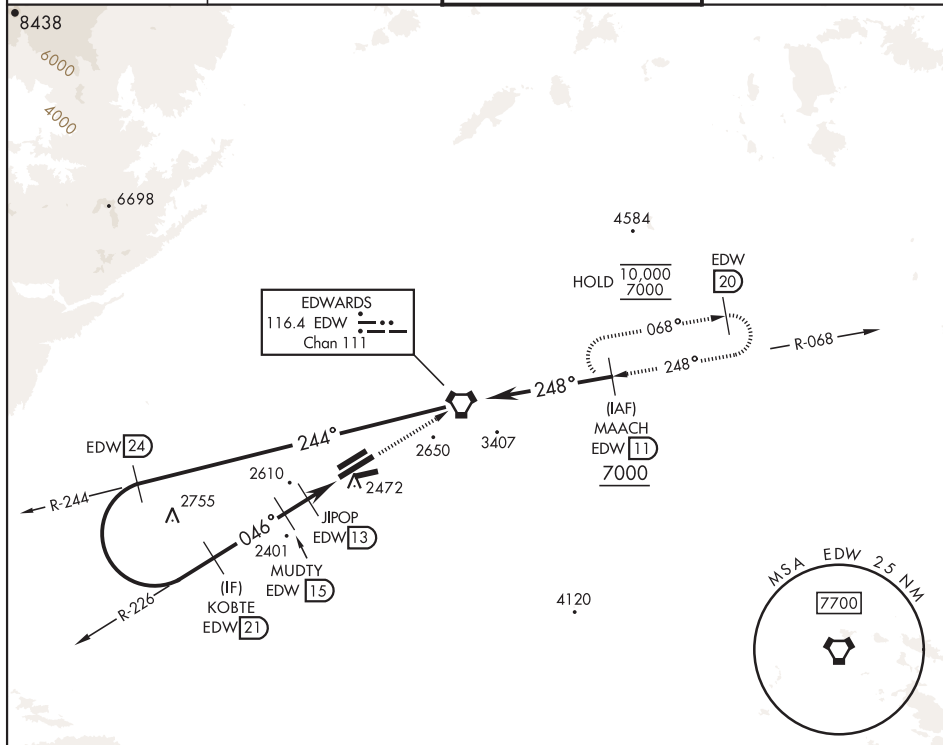
[USAF]

EDWARDS AFB (KEDW)

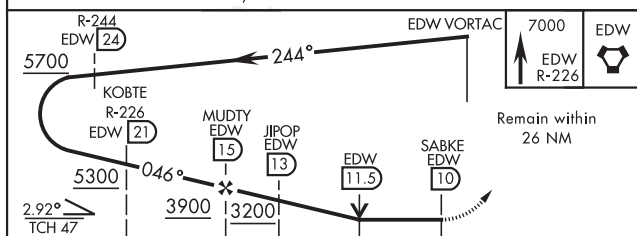
✴ Circling not authorized NW of Rwy 5L-23R.
Circling not authorized at night to Rwy 5L-23R.

MISSED APPROACH: Track EDW VORTAC R-226 to EDW.
Intercept EDW R-068 to MAACH and hold. Maintain 7000.
Missed approach requires use of RNAV or ATC radar monitoring.

ATIS ★ 127.425 269.9	JOSHUA APP/DEP CON 133.65 348.7	TOWER ★ 120.7 (CTAF) 318.1 (CTAF)	GND CON 121.8 225.4
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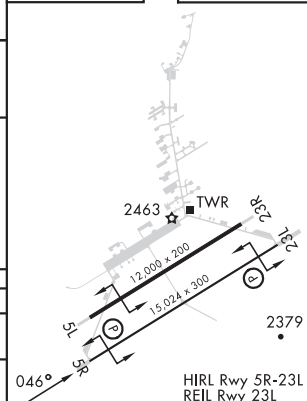


EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D	E
S-5R	2820-1 517 (600-1)		2820-1½ 517 (600-1½)	517 (600-1½)	
CIRCLING*	2880-1 569 (600-1)		2880-1½ 569 (600-1½)	2880-2 569 (600-2)	

ELEV	2311	TDZE	2303
------	------	------	------



EDWARDS, CALIFORNIA

34°54'N-117°53'W

EDWARDS AFB (KEDW)

Amdt 3 23APR20

VOR/DME or TACAN Y RWY 5R

EDWARDS, CALIFORNIA

VOR/DME or TACAN Y RWY 23L

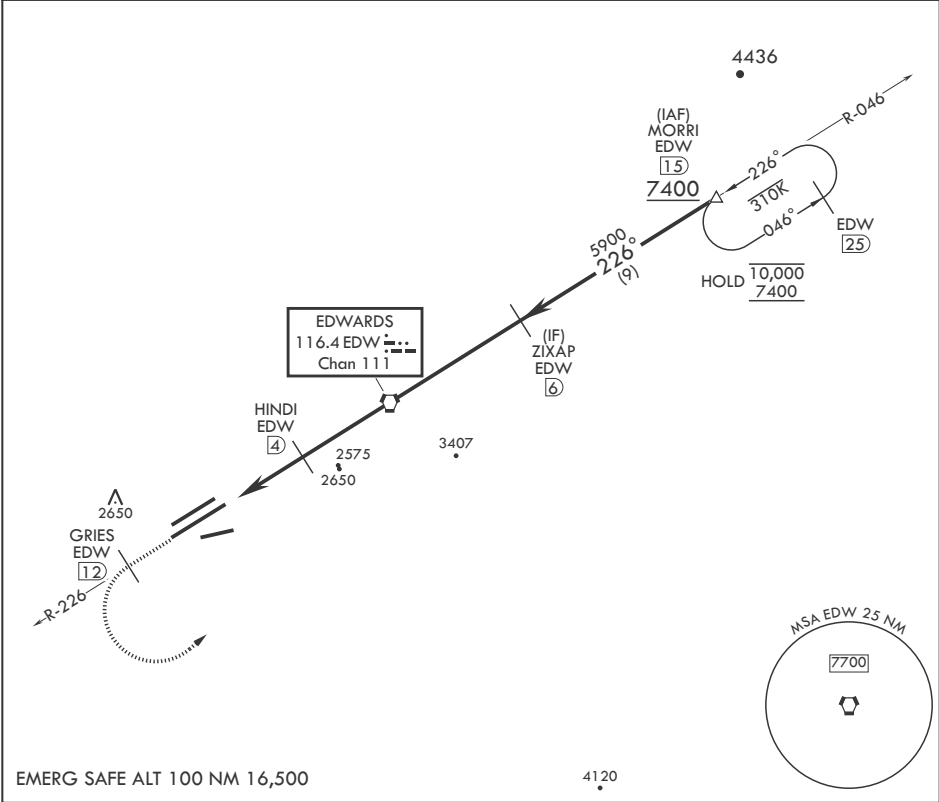
VORTAC EDW 116.4 Chan 111	APCH CRS 226°	Rwy ldg TDZE 2286 Arprt Elev 2311
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- (USAF)

EDWARDS AFB (KEDW)

⚠ * Circling not authorized NW of Rwy 5L-23R. Circling not authorized at night to Rwy 5L-23R.	MISSED APPROACH: Climb to 7400. Track EDW VORTAC R-226 outbound to GRIES, then turn left direct MORRI and hold. Missed Approach requires use of RNAV or ATC RADAR monitoring.
--	---

ATIS ★ 127.425 269.9	JOSHUA APP CON/DEP CON 133.65 348.7	TOWER ★ 120.7 (CTAF) 318.1 (CTAF)	GND CON 121.8 225.4
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7400 EDW R-226	GRIES EDW 12	MORRI EDW 15	ZIXAP 6	MORRI 15	ELEV 2311	TDZE 2286
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 49).						
CATEGORY	A	B	C	D	E	
S-23L	2640-1		354	(400-1)		
CIRCLING*	2880-1 569 (600-1)		2880-1½ 569 (600-1½)	2880-2 569 (600-2)		

EDWARDS, CALIFORNIA

34°54'N - 117°53'W

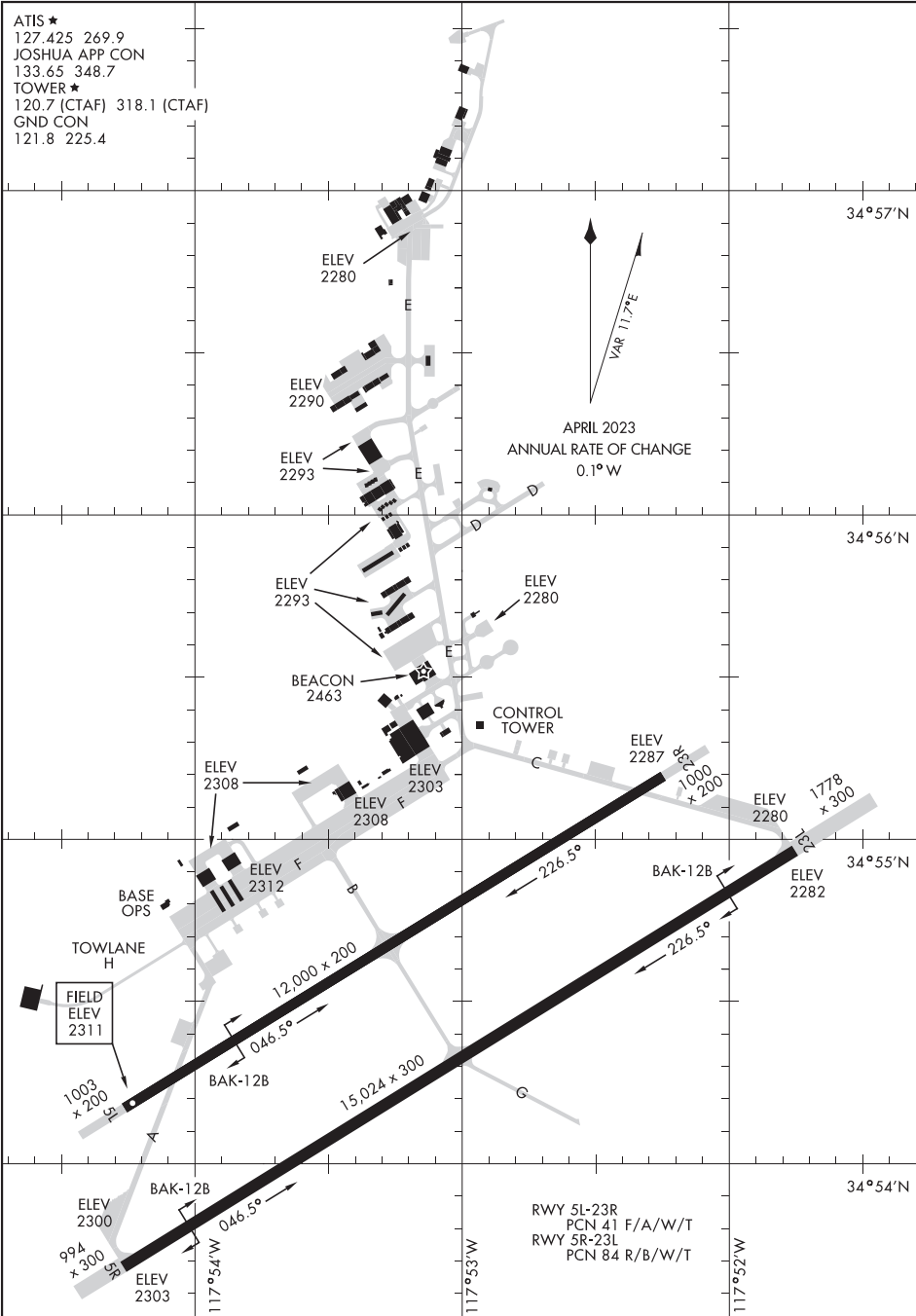
EDWARDS AFB (KEDW)

Amdt 2 23APR20

VOR/DME or TACAN Y RWY 23L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

NORTH BASE
Rwy 6-24
AUW 250
PCN 15 F/A/W/T

[USAF]

EDWARDS TOWER ★
120.7 (CTAF) 318.1 (CTAF)
GND CON
121.8 225.4

RIL 2023
RATE OF CHANGE
0.1° W

HORIZONTAL ACCURACY
MAY EXCEED 600'

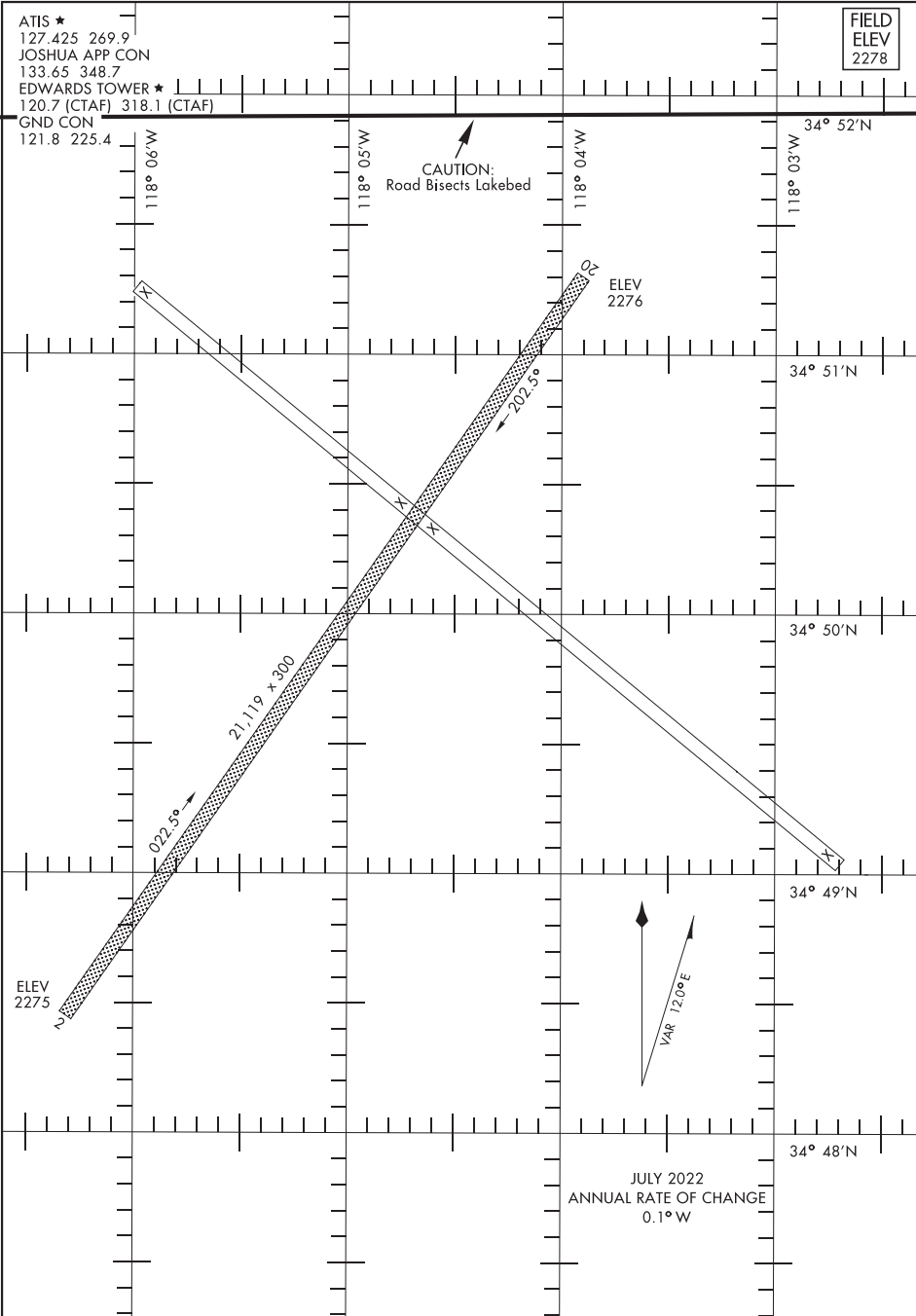
EDWARDS, CALIFORNIA

EDWARDS/ROGERS LAKEBED (KEDW)

AIRPORT DIAGRAM

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



EL CENTRO, CALIFORNIA

RNAV (GPS) RWY 8

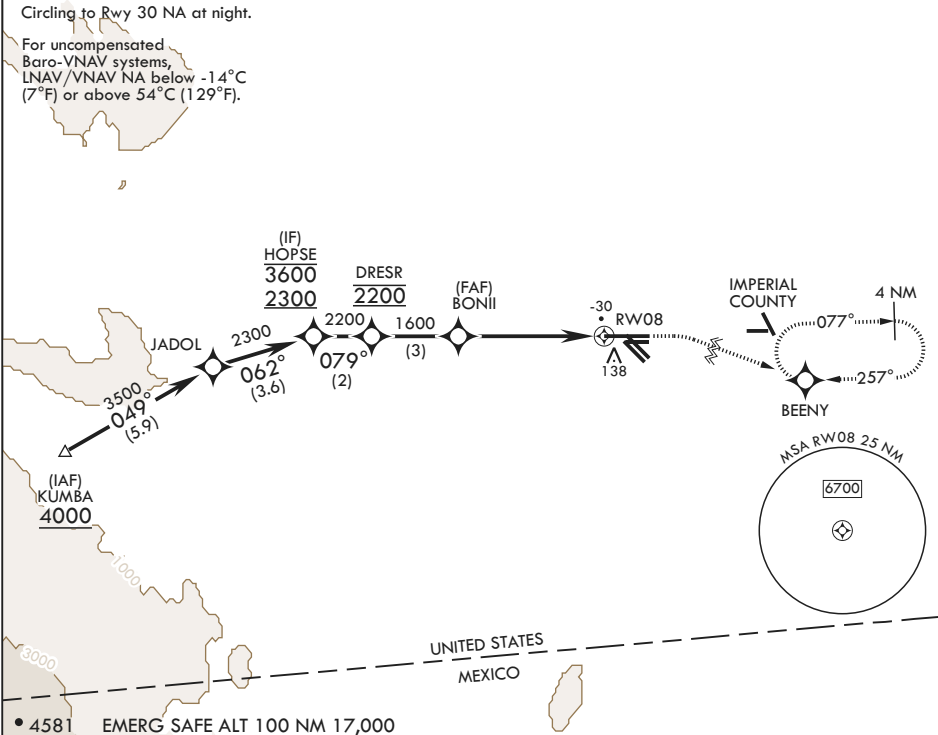
WAAS CH 89932 W08A	APCH CRS 079°	Rwy ldg TDZE Arpt Elev	9503 -46 -42
--------------------------	------------------	------------------------------	--------------------

- (USN)

EL CENTRO NAF (VRACIU FLD) (KNJK)

RNP APCH	MISSED APPROACH: Climb to 800, then climbing right turn to 2400 direct BEENY and hold.
Circling visibility reduction by helicopters NA. When tower closed, increase visibility to 1 mile.	

ATIS ★ 269.275	APP CON/DEP CON 128.55 292.2	TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2
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HOPSE 3600 2300		DRESR 2200		BONII		RWY 08		800 crs 079°	2400	BEENY	ELEV -42	TDZE -46
GP 3.00° TCH 50		079°		1600		5 NM						
CATEGORY	A		B		C		D					
LPV DA	204-¾		250		(300-¾)							
LNAV/VNAV DA	204-¾ 250 (300-¾)		235-⅞ 281 (300-⅞)		249-⅞ 295 (300-⅞)		268-⅞ 314 (400-⅞)					
LNAV MDA	460-1 506 (600-1)		460-1½ 506 (600-1½)		480-1½ 522 (600-1½)		520-2 562 (600-2)					
CIRCLING	480-1 522 (600-1)		480-1½ 522 (600-1½)		480-1½ 522 (600-1½)		520-2 562 (600-2)					

HIRL Rwy 8-26, 12-30

EL CENTRO, CALIFORNIA

32°50'N - 115°40'W

EL CENTRO NAF (VRACIU FLD) (KNJK)

Orig 13JUL23

RNAV (GPS) RWY 8

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 26

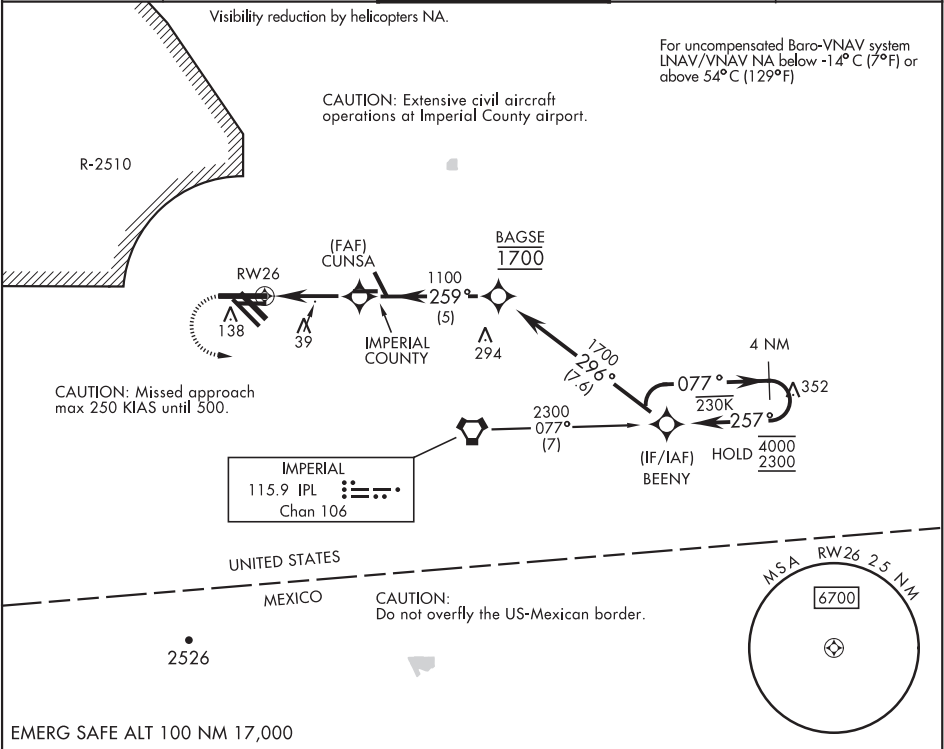
WAAS CH 95990 W26A	APCH CRS 259°	Rwy Idg TDZE Arpt Elev 9503 -46 -42
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[USN]

EL CENTRO NAF (VRACIU FLD) (KNJK)

RNP APCH	MISSED APPROACH: Climb to 500, then climbing left turn to 2300 direct BEENY and hold.
Circling to Rwy 30 NA at night. When tower closed, increase visibility to 1 mile.	

ATIS ★ 269.275	APP CON/DEP CON 128.55 292.2	TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2
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500	2300	BEENY	ELEV -42	TDZE -46
CATEGORY	A	B	C	D
LPV DA	206-3/4	252	(300-3/4)	
LNAV/VNAV DA	204-3/4	250	(300-3/4)	214-3/4 260 (300-3/4)
LNAV MDA	300-1	346	(400-1)	
CIRCLING	480-1 522 (600-1)	480-1 1/2 522 (600-1 1/2)	520-2 562 (600-2)	

RNAV (GPS) RWY 26

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

EL CENTRO, CALIFORNIA

RNAV (GPS) RWY 30

WAAS CH 70955 W30A	APCH CRS 304°	Rwy Idg TDZE -42 Arpt Elev -42
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[USN]

EL CENTRO NAF (VRACIU FLD) (KNJK)

RNP APCH

*NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2300 direct BEENY and hold.

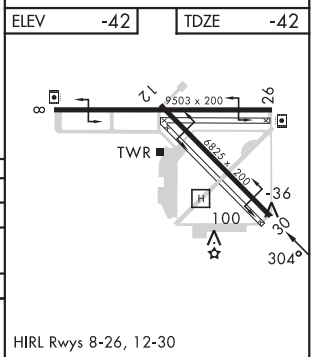
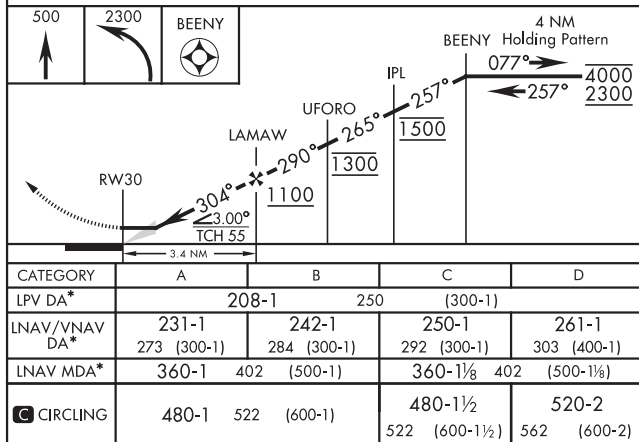
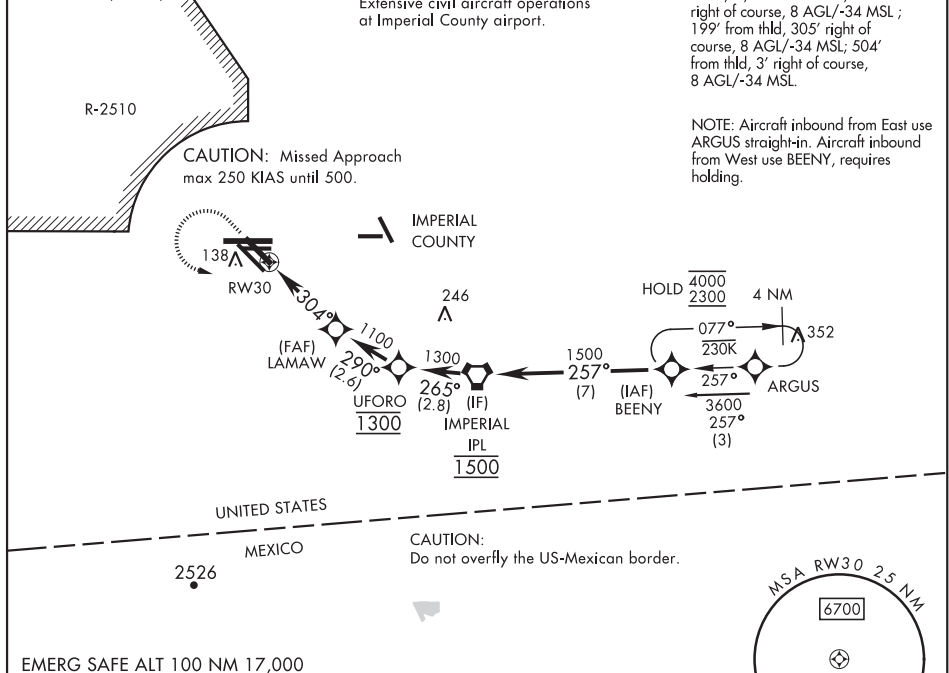
ATIS ★ 269.275	APP CON/DEP CON 128.55 292.2	TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2
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For uncompensated Baro-VNAV system
LNAV/VNAV NA below -14° C (7°F) or
above 54° C (129°F).

CAUTION:
Extensive civil aircraft operations
at Imperial County airport.

20:1 visual area penetrated by
fence, lit, 289' from thld, 213'
right of course, 8 AGL/-34 MSL ;
199' from thld, 305' right of
course, 8 AGL/-34 MSL; 504'
from thld, 3' right of course,
8 AGL/-34 MSL.

NOTE: Aircraft inbound from East use
ARGUS straight-in. Aircraft inbound
from West use BEENY, requires
holding.



EL CENTRO, CALIFORNIA

32°50'N-115°40'W

EL CENTRO NAF (VRACIU FLD) (KNJK)

Amtd 5 13JUL23

RNAV (GPS) RWY 30

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

VOR/DME RWY 30

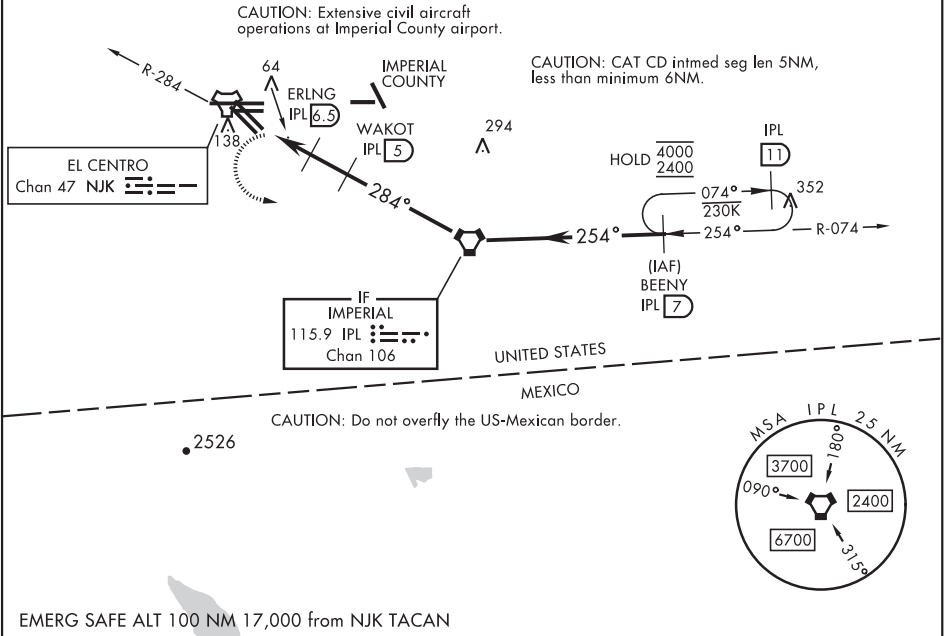
VORTAC IPL 115.9 Chan 106	APCH CRS 284°	Rwy Idg TDZE Arpt Elev 6825 -42 -42
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[USN]

EL CENTRO NAF (VRACIU FLD) (KNJK)

▼ Visibility reduction by helicopters NA. Procedure NA at night.		MISSED APPROACH: Climb to 600, then climbing left turn to 2400, intercept IPL VORTAC R-074 to BEENY and hold.		
ATIS ★ 269.275	APP CON/DEP CON 128.55 292.2	TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2

Rwy 30: 20:1 visual area penetrated by Fence, lit, 289 ft from thld, 213 ft right of course, 8 AGL/-34 MSL
Fence, 199 ft from thld, 305 ft right of course, 8 AGL/-34 MSL
Fence, 504 ft from thld, 3 ft right of course, 8 AGL/-34 MSL



<div><div>600 ↑</div><div>2400 ↖</div><div>IPL R-074</div><div>BEENY IPL 7</div></div>				<div>ELEV -42</div> <div>TDZE -42</div>							
<div><div><div>ZALIG IPL 8</div><div>ERLNG IPL 6.5</div><div>WAKOT IPL 5</div><div>1100</div><div>2.94°</div><div>TCH 50</div></div><div>VORTAC</div><div>BEENY IPL 7</div><div>254°</div><div>2400</div><div>284°</div><div>1500</div></div>				<div><div>8</div><div>1</div><div>26</div><div>9503 x 200</div><div>TWR</div><div>6824 x 200</div><div>H</div><div>30</div><div>284°</div><div>☆</div></div>							
CATEGORY				A		B		C		D	
S-30				380-1 422 (500-1)		380-1¼ 422 (500-1¼)		480-1½ 522 (600-1½)		520-2 562 (600-2)	
CIRCLING				480-1 522 (600-1)							

HIRL Rwy 8-26, 12-30

VOR/DME RWY 30

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025


EL CENTRO, CALIFORNIA

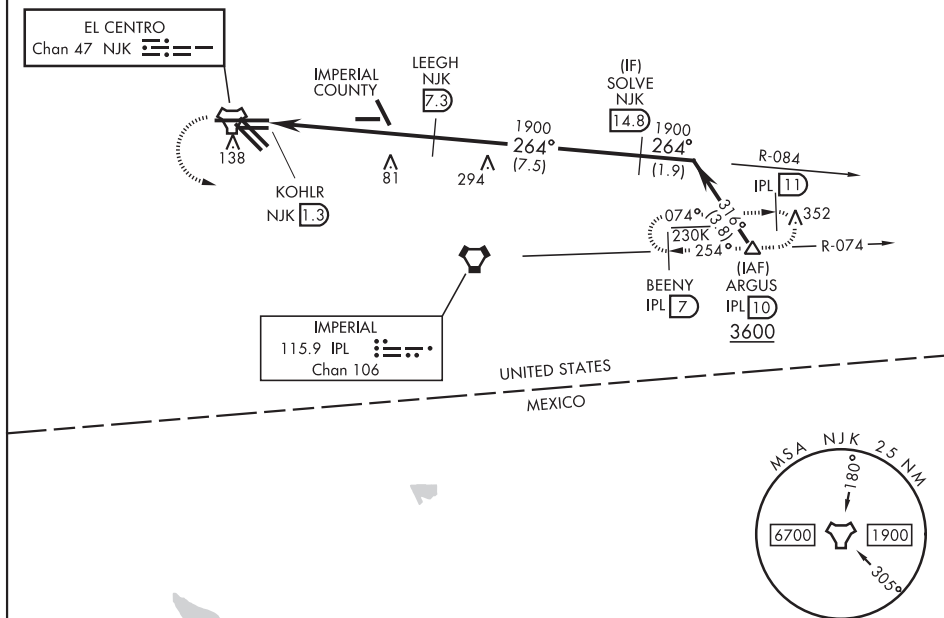
TACAN NJK	APCH CRS	Rwy Idg	9503
Chan 47	264°	TDZE	-46
		Arpt Elev	-42

[USN]

EL CENTRO NAF (VRACIU FLD) (KNJK)

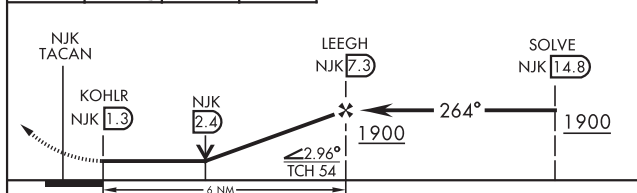
TACAN RWY 26

 Circling to Rwy 30 not authorized at night.		MISSED APPROACH: Climb to 500, then climbing left turn to 2400 direct IPL VORTAC. Then direct BEENY via IPL R-074 and hold.		
ATIS ★ 269.275	APP CON/DEP CON 128.55 292.2	TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2



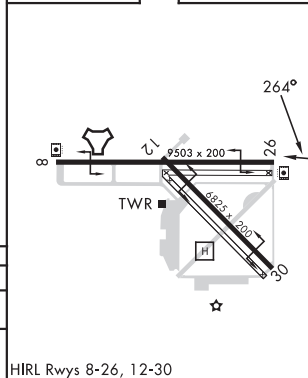
EMERG SAFE ALT 100 NM 17,000

500 ↑	2400 ↙	IPL R-074	BEENY IPL 7
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CATEGORY	A	B	C	D
5-26	380-1 426	(500-1)	380-1¼ 426	(500-1¼)
CIRCLING	480-1 522	(600-1)	480-1½ 522 (600-1½)	520-2 562 (600-2)

ELEV	-42		TDZE	-46
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EL CENTRO, CALIFORNIA

32°50'N-115°40'W

EL CENTRO NAF (VRACIU FLD) (KNJK)

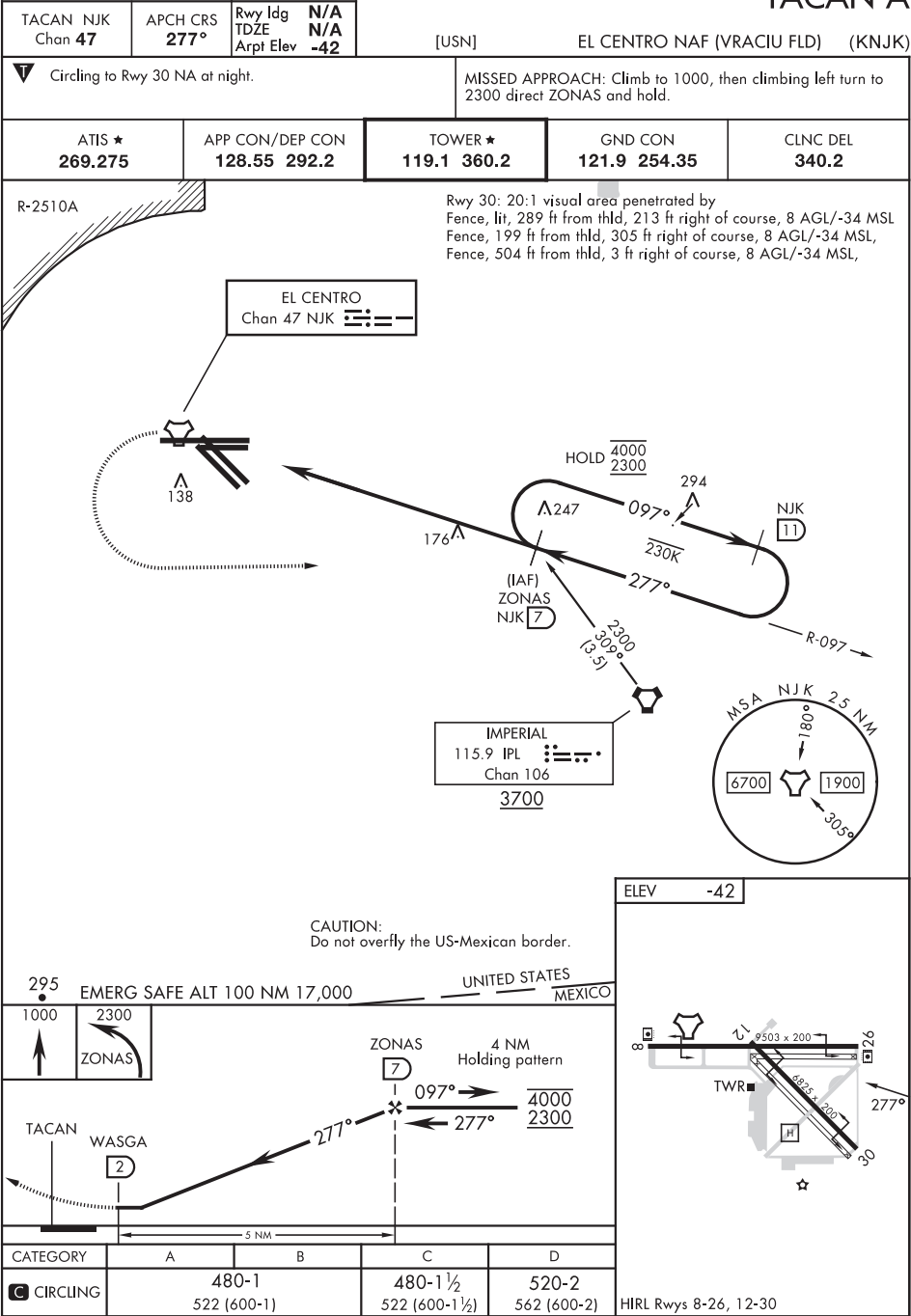
Orig 13JUL23

TACAN RWY 26

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

TACAN-A



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

TACAN-A

23194

AIRPORT DIAGRAM

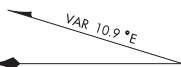
EL CENTRO NAF (VRACIU FLD) (KNJK)

EL CENTRO, CALIFORNIA

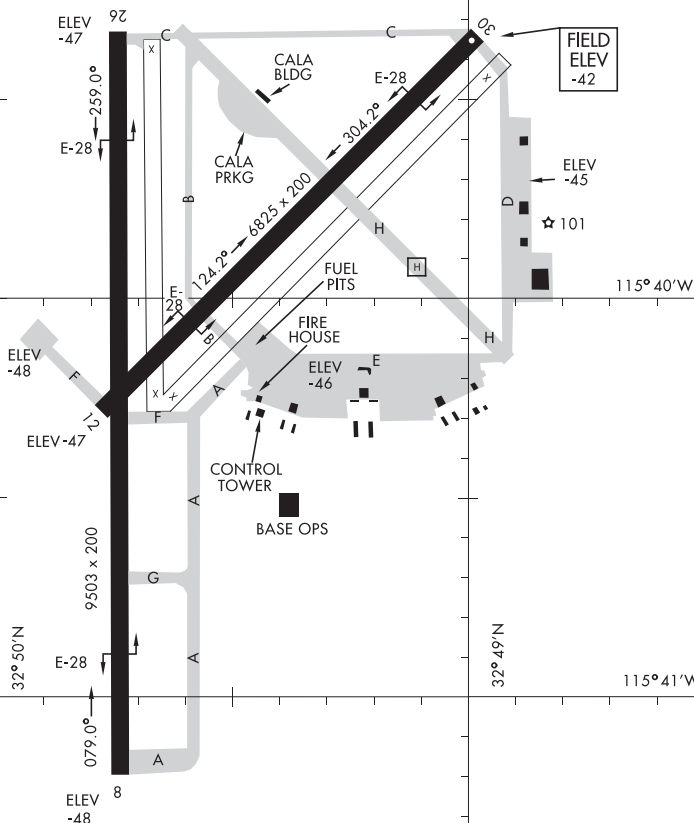
AL-472 [USN]

ATIS ★ 269.275
 TOWER ★
 119.1 360.2
 GND CON
 121.9 254.35
 METRO 348.3
 CLNC DEL
 340.2

AUGUST 2021
 ANNUAL RATE OF CHANGE
 0.1°W



115°39'W



Rwy 8-26
 PCN 62 R/C/W/T
 Rwy 12-30
 PCN 35 R/D/W/T

AIRPORT DIAGRAM

EL CENTRO, CALIFORNIA

EL CENTRO NAF (VRACIU FLD) (KNJK)

APP CRS
096°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
296

RNP APCH+GPS.

⚠

⚠

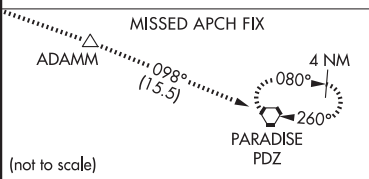
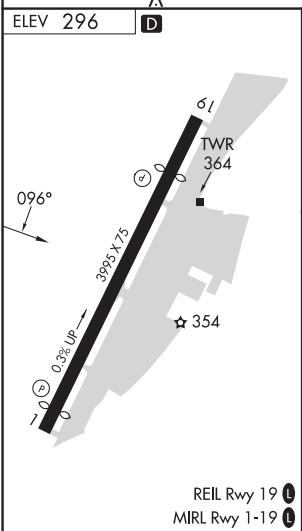
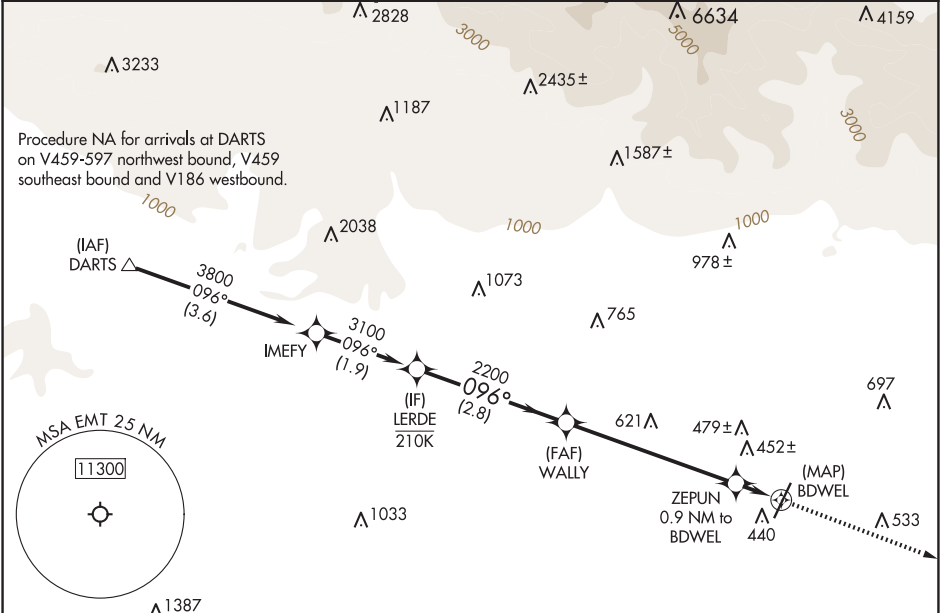
Circling Rwy 1 NA at night. Rwy 1, 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ADAMM and on track 098° to PDZ VORTAC and hold.

RNAV (GPS)-B

SAN GABRIEL VALLEY (EMT)

ATIS 118.75	SOCAL APP CON 125.5 349.0	EL MONTE TOWER * 121.2 (CTAF) 0	GND CON 125.9	UNICOM 122.95
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LERDE		WALLY		ZEPUN 0.9 NM to BDWEL		BDWEL			
3100		2200		1120					
2.8 NM		3.2 NM		0.9					
CATEGORY		A		B		C		D	
CIRCLING		820-1 524 (600-1)		960-1 664 (700-1)		1140-2½ 844 (900-2½)		1300-3 1004 (1100-3)	

EL MONTE, CALIFORNIA

AL-5639 (FAA)

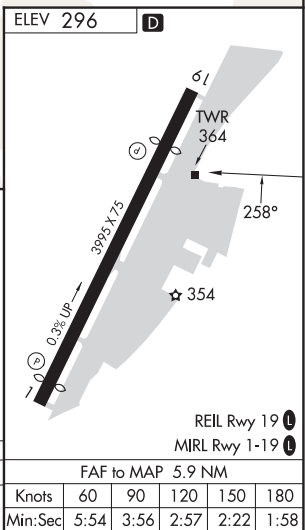
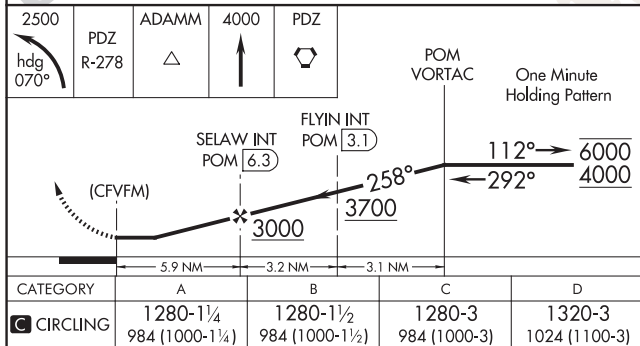
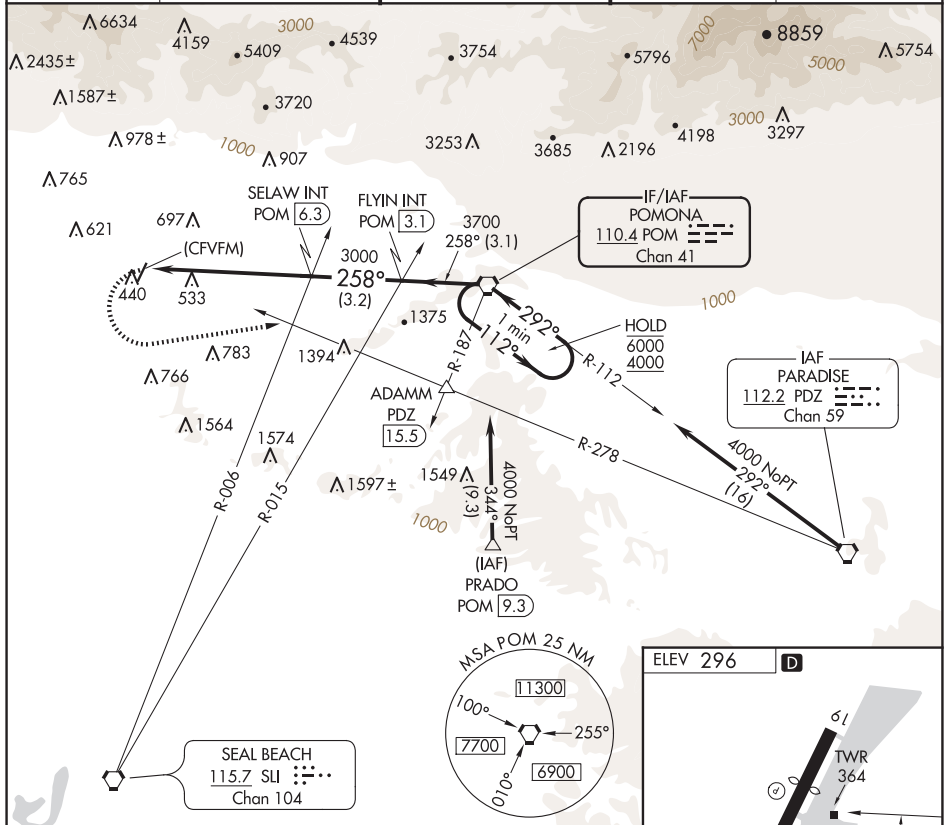
25051

VORTAC POM 110.4 Chan 41	APP CRS 258°	Rwy Idg TDZE Apt Elev N/A N/A 296
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VOR-A
SAN GABRIEL VALLEY (EMT)

V Circling Rwy 1 NA at night. When local altimeter setting not received, use Ontario Int'l altimeter setting and increase all MDA 160 feet.	MISSED APPROACH: Climbing left turn to 2500 on heading 070° and PDZ VORTAC R-278 to ADAMM INT/PDZ 15.5 DME then continue climb to 4000 to PDZ VORTAC.
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ATIS 118.75	SOCAL APP CON 125.5 349.0	EL MONTE TOWER ★ 121.2 (CTAF) 0	GND CON 125.9	UNICOM 122.95
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EL MONTE, CALIFORNIA
Orig-A 28MAR19

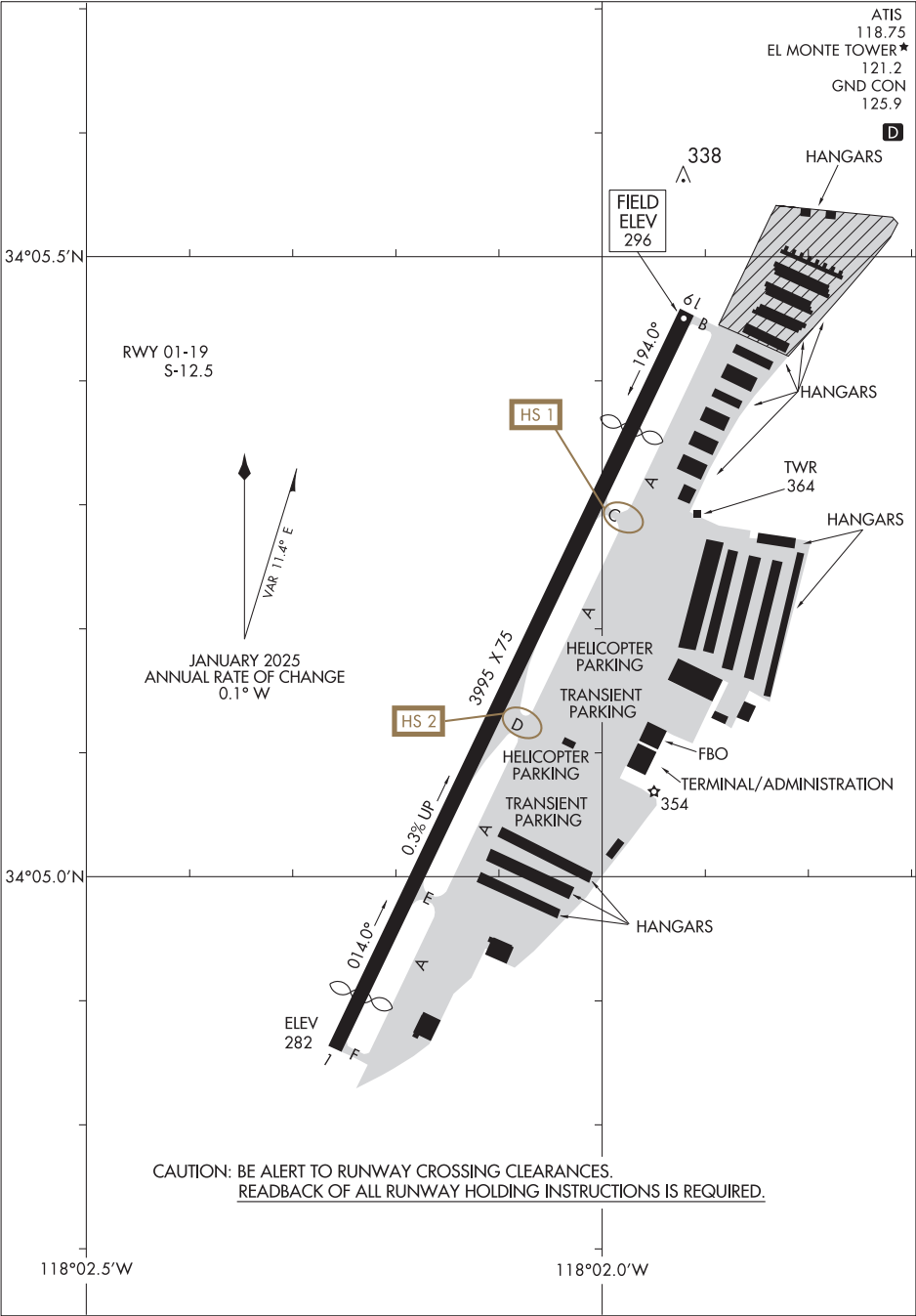
34°05'N-118°02'W

SAN GABRIEL VALLEY (EMT)
VOR-A

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	2150
181°	TDZE	708
	Apt Elev	708

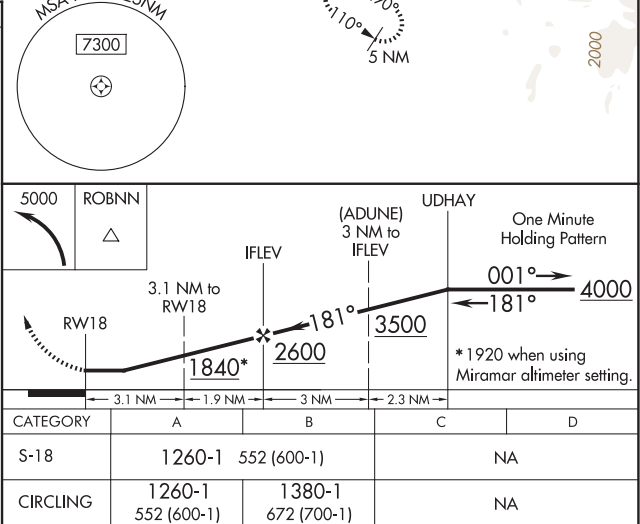
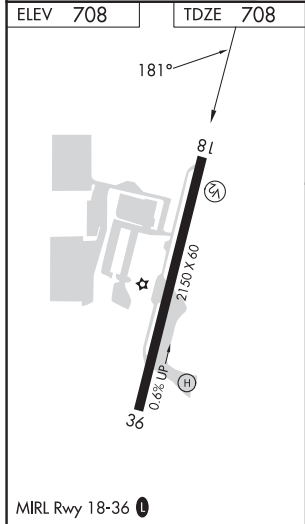
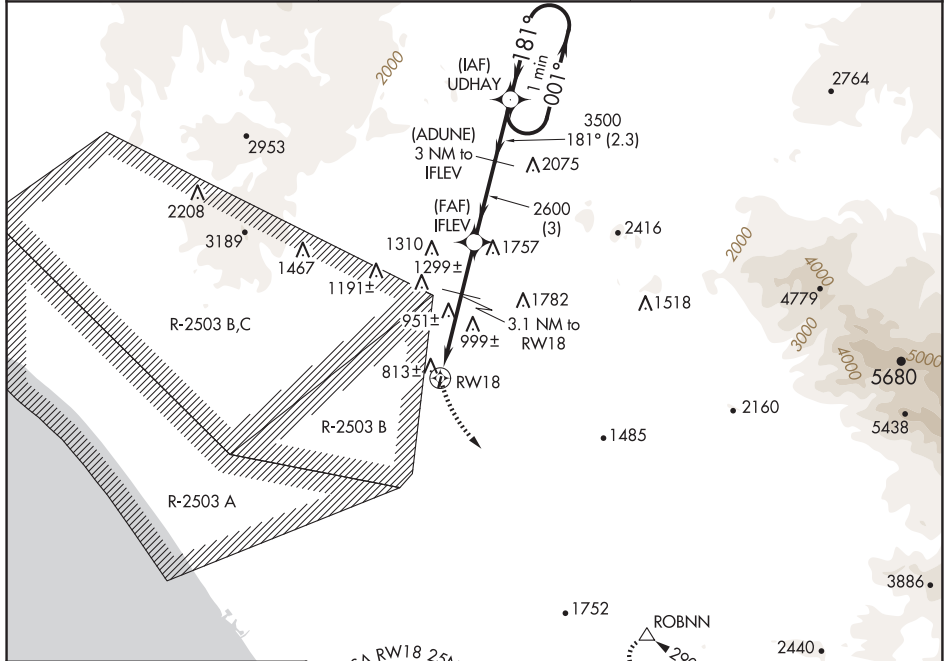
GPS RWY 18

FALLBROOK COMMUNITY AIRPARK (L18)

⚠ Circling NA west of Rwy 18-36. When local altimeter setting not received, use Miramar MCAS (Joe Foss Fld) altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 5000 direct ROBNN WP and hold.

AWOS-3P 118.425	SOCAL APP CON 127.3 323.0	CTAF 123.05 0
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SW-3, 07 AUG 2025 to 02 OCT 2025

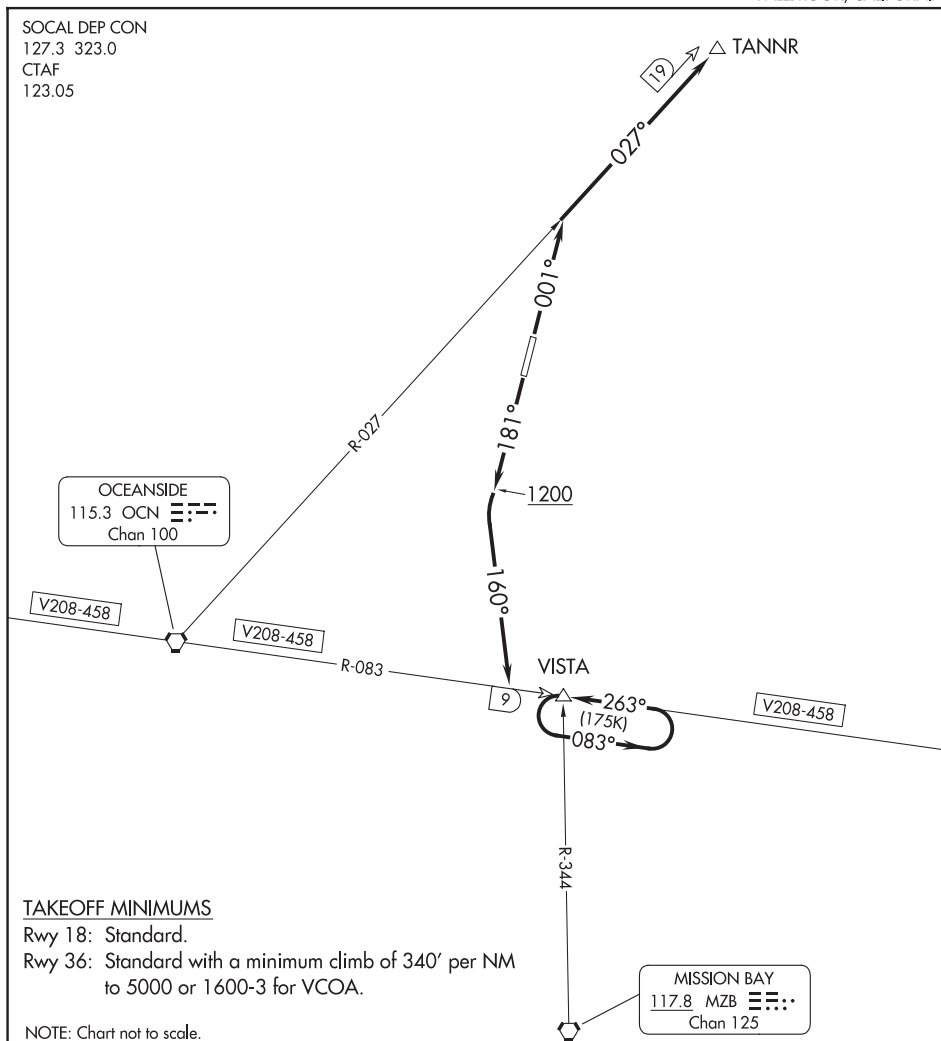
SW-3, 07 AUG 2025 to 02 OCT 2025

FALLBROOK ONE DEPARTURE (OBSTACLE)

FALLBROOK COMMUNITY AIRPARK (L18)

FALLBROOK, CALIFORNIA

SOCAL DEP CON
127.3 323.0
CTAF
123.05



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 181° to 1200, then climbing left turn on heading 160° to join V208-458. Aircraft westbound proceed on course, aircraft eastbound on V208-458 continue climb in VISTA holding pattern to 5000 before proceeding on course.

TAKEOFF RUNWAY 36: Climb heading 001° to intercept OCN VORTAC R-027 to TANNR INT before proceeding on course or, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fallbrook Community Airpark at or above 2200, then proceed on OCN VORTAC R-027 to TANNR INT before proceeding on course.

FALLBROOK ONE DEPARTURE (OBSTACLE)

FALLBROOK, CALIFORNIA
FALLBROOK COMMUNITY AIRPARK (L18)

(FALL1.VISTA) 10NOV16

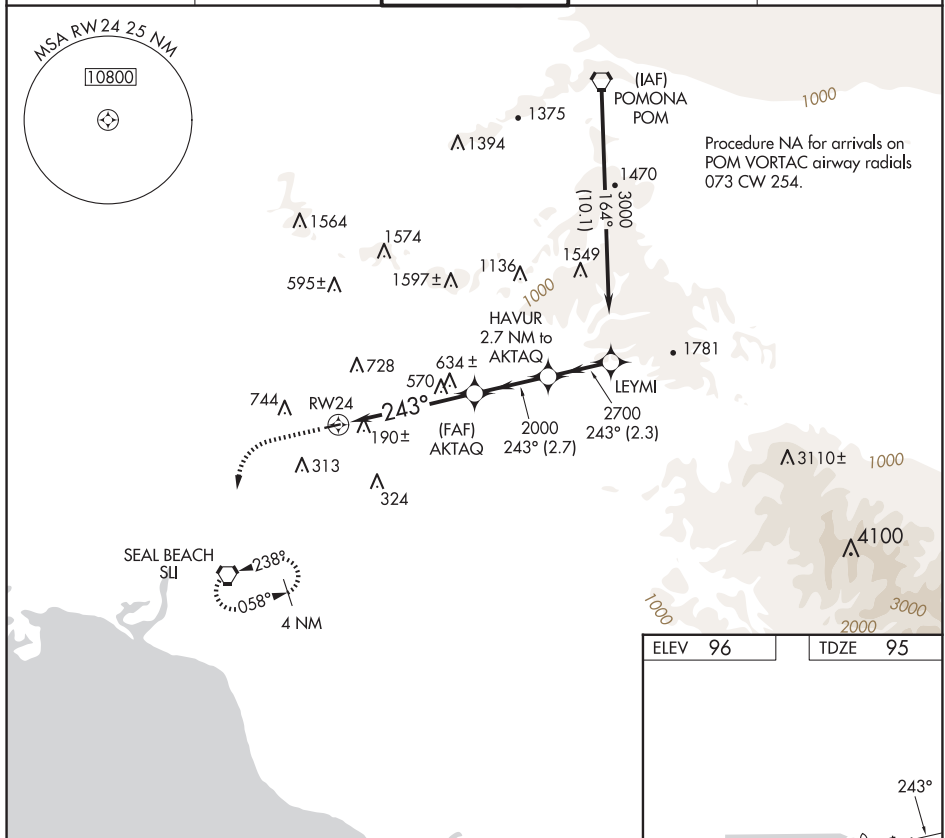
SW-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 24
FULLERTON MUNI (FUL)

T	Inoperative table does not apply.
A NA	Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1300, then climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS 125.05	SOCAL APP CON 125.35 316.125	FULLERTON TOWER ★ 119.1 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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1300 2600 SLI

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 33).

RW24

AKTAQ

HAVUR 2.7 NM to AKTAQ

LEYMI

3000

243°

2700

3.51°

TCH 40°

5 NM

2.7 NM

2.3 NM

Procedure Turn NA

CATEGORY	A	B	C	D
RNAV MDA	900-1 805 (900-1)	900-1¼ 805 (900-1¼)	NA	

MIRL Rwy 6-24
REIL Rws 6 and 24

FULLERTON MUNI (FUL)
RNAV (GPS) RWY 24

SW-3, 07 AUG 2025 to 02 OCT 2025

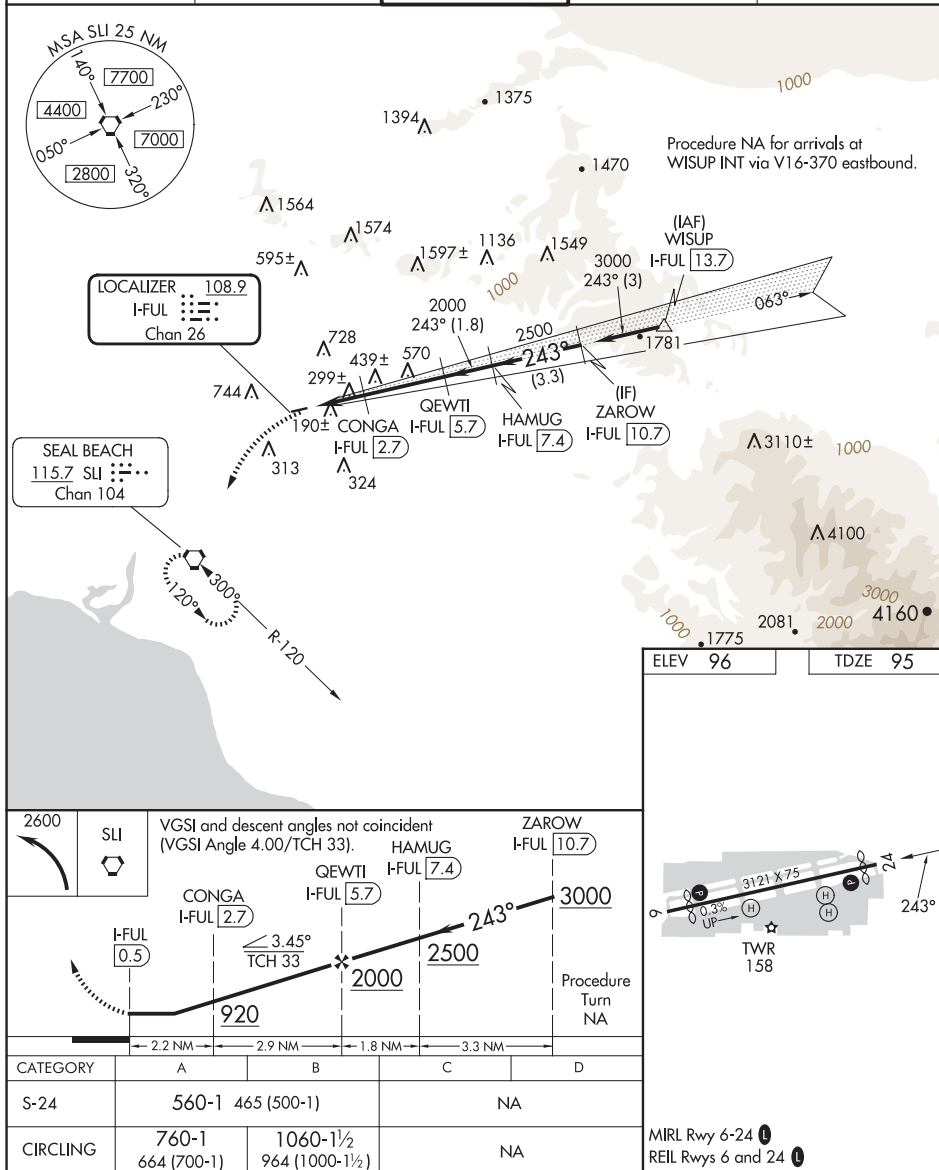
LOC/DME I-FUL 108.9 Chan 26	APP CRS 243°	Rwy Idg 2868 TDZE 95 Apt Elev 96
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LOC/DME RWY 24
FULLERTON MUNI (FUL)

T Inoperative table does not apply.
A Night landing: Rwy 6 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS 125.05	SOCAL APP CON 125.35 316.125	FULLERTON TOWER ★ 119.1 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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FULLERTON, CALIFORNIA

AL-5136 (FAA)

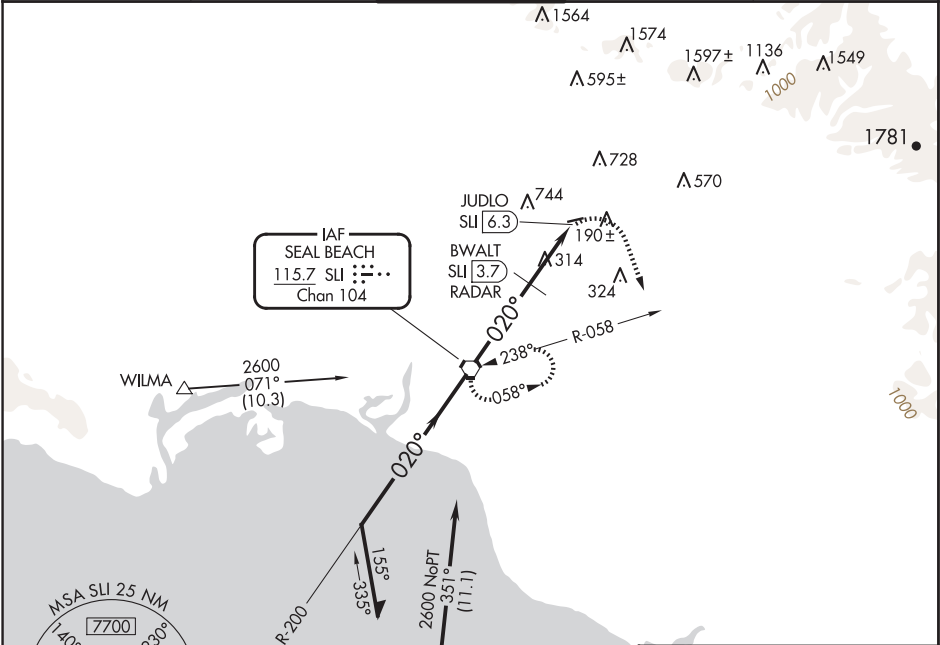
25051

VORTAC SLI 115.7 Chan 104	APP CRS 020°	Rwy Idg TDZE Apt Elev N/A N/A 96
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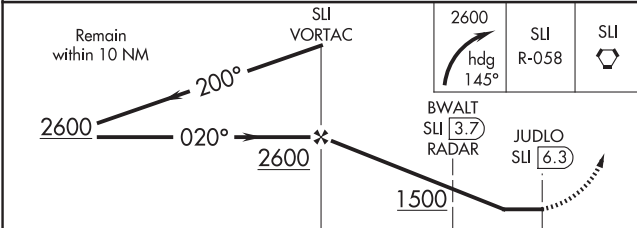
VOR-A
FULLERTON MUNI (FUL)

<div><div></div><div></div></div> <div>Maximum entry altitude 6000. Night landing: Rwy 6 NA. Helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.
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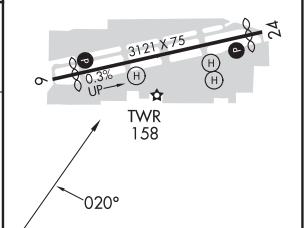
ATIS 125.05	SOCAL APP CON 125.35 316.125	FULLERTON TOWER* 119.1 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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ELEV 96	
MIRL Rwy 6-24 0	
REIL Rws 6 and 24 0	



CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1404 (1500-1¼)	1500-1½ 1404 (1500-1½)	NA	NA
BWALT FIX MINIMUMS				
CIRCLING	760-1 664 (700-1)	1060-1½ 964 (1000-1½)	NA	NA



FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

FULLERTON, CALIFORNIA
Amdt 7C 15JUL21

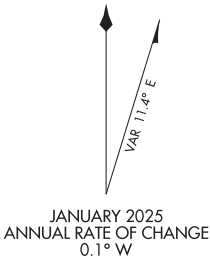
33°52'N-117°59'W

FULLERTON MUNI (FUL)
VOR-A

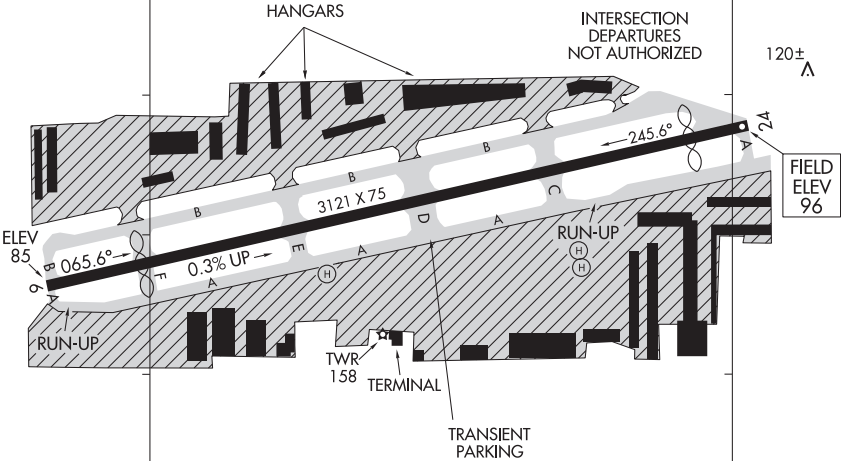
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

ATIS
125.05
FULLERTON TOWER ★
119.1
GND CON
121.8



33°52.5'N



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

33°52.0'N

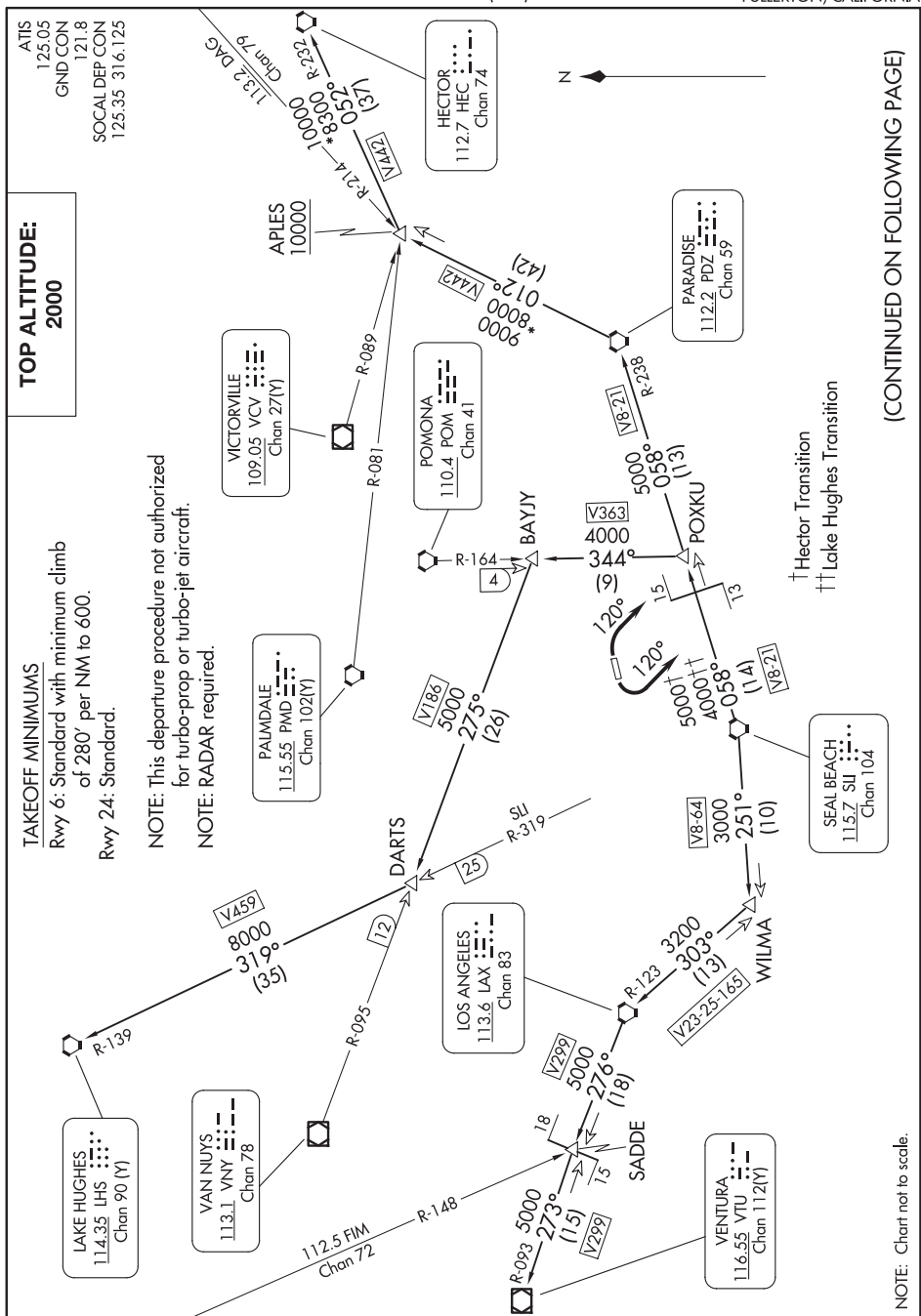
RWY 06-24
S-12.5

117°59.0'W

117°58.5'W

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

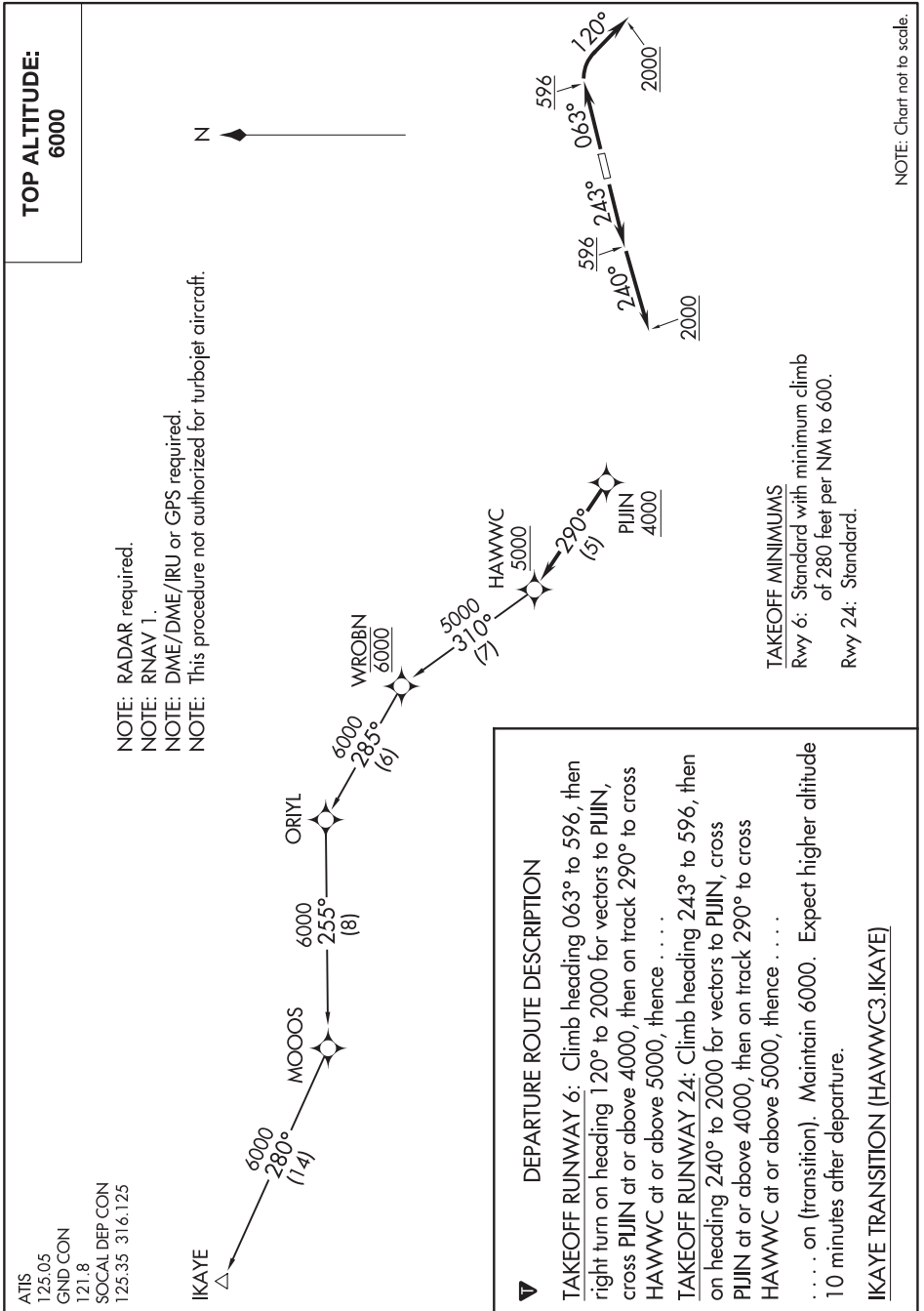
SW-3, 07 AUG 2025 to 02 OCT 2025

ANAHEIM ONE DEPARTURE

(ANAHM1.SLI) 19JUL18

FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)

SW-3, 07 AUG 2025 to 02 OCT 2025	<div><div>T</div><div>DEPARTURE ROUTE DESCRIPTION</div><div>TAKEOFF RUNWAY 6: Turn right heading 120° for vectors to SLI VORTAC, thence. . . .</div><div>TAKEOFF RUNWAY 24: Turn left heading 120° for vectors to SLI VORTAC, thence. . . .</div><div>. . . .on (transition) or (assigned route). Maintain 2000 and expect filed altitude 10 minutes after departure.</div><div>HECTOR TRANSITION (ANAHM1.HEC): From over SLI VORTAC on SLI R-058 and PDZ R-238 to PDZ VORTAC, then on PDZ R-012 to APLES, then on HEC R-232 to HEC VORTAC.</div><div>LAKE HUGHES TRANSITION (ANAHM1.LHS): From over SLI VORTAC on SLI R-058 and PDZ R-238 to POXKU, then on POM R-164 to BAYJY, then on VNY R-095 to DARTS, then on LHS R-139 to LHS VORTAC.</div><div>VENTURA TRANSITION (ANAHM1.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.</div></div>	SW-3, 07 AUG 2025 to 02 OCT 2025



WAAS
CH **40344**
W07A

APP CRS
070°

Rwy Ldg
TDZE **64**
Apt Elev **66**

RNAV (GPS) RWY 7

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

RNP APCH - GPS.

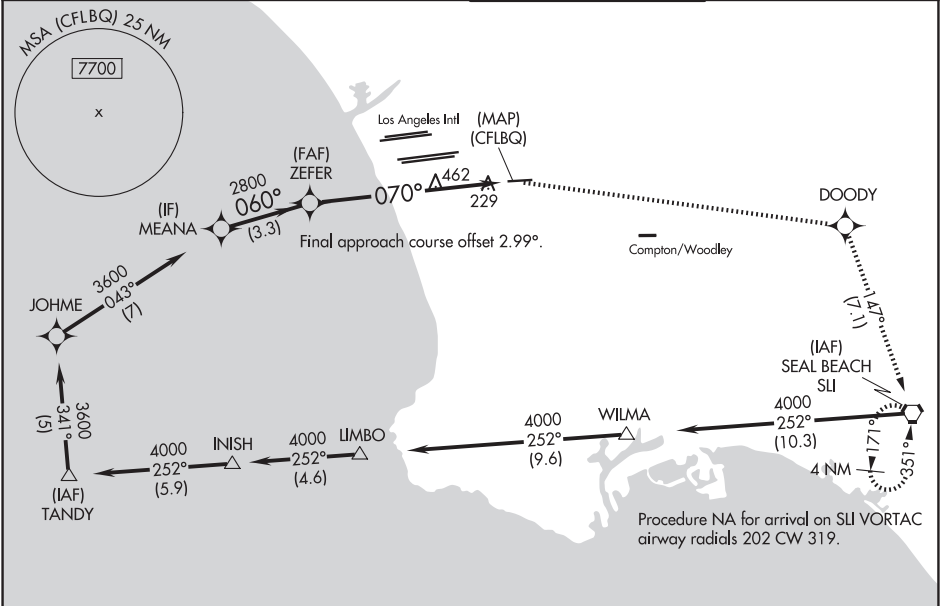
▼

▲

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 51°C. Circling NA north of Rwy 7-25.

MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SLI VORTAC and hold, continue climb-in-hold to 4000.

ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 125.1
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ELEV 66

D TDZE 64

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 25).

MEANA

3600

060°

2800

070°

(CFLBQ)

GP 3.45°

TCH 60

3.3 NM

7.3 NM

4000

DOODY

147° tr

SLI

070°

TWR 4884 X 100

25

CATEGORY	A	B	C	D
LPV DA	342-1 278 (300-1)			
LNAV/VNAV DA	500-1¼ 436 (500-1¼)			
LNAV MDA	780-1	716 (800-1)	780-2	716 (800-2)
CIRCLING	780-1	714 (800-1)	780-2 714 (800-2)	780-2¼ 714 (800-2¼)

MIRL Rwy 7-25 **0**

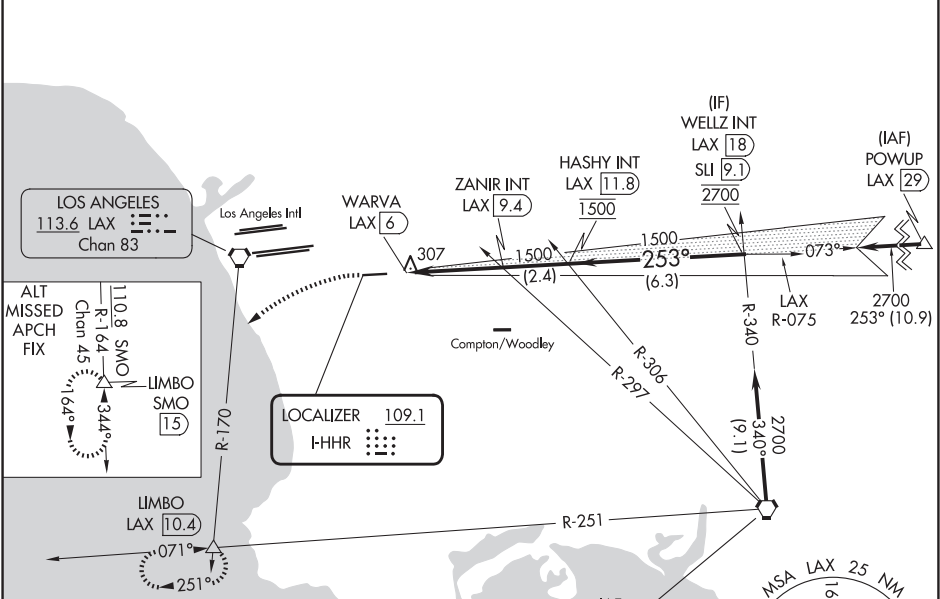
LOC I-HHR	APP CRS	Rwy Ldg	4194	LOC RWY 25 JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)
109.1	253°	TDZE	63	
		Apt Elev	66	

⚠ Inop table does not apply. Rwy 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 7 NA at night. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Simultaneous approach authorized with LAX 25L/R 24L/R. Circling NA north of Rwy 7-25. DME from LAX VORTAC. Simultaneous reception of I-HHR and LAX DME required.

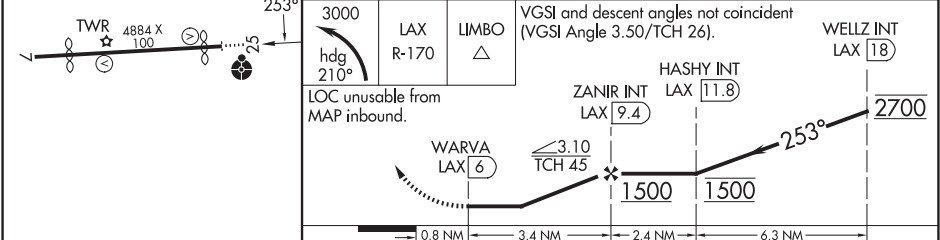
ODALS

MISSED APPROACH: Climbing left turn to 3000 on heading 210° and LAX VORTAC R-170 to LIMBO INT/LAX 10.4 DME and hold.

ATIS	SOCAL APP CON	HAWTHORNE TOWER ★	GND CON
118.4	124.9 269.0	121.1(CTAF) 0 257.8	125.1



ELEV 66	D	TDZE 63
Procedure NA for arrivals at SLI VORTAC on V459-597 southeast bound.		



MIRL Rwy 7-25	FAF to MAP 3.4 NM			
Knots	60	90	120	150
Min:Sec	3:24	2:16	1:42	1:22

CATEGORY	A	B	C	D
S-25	580-1	517 (600-1)	580-1 3/8	517 (600-1 3/8)
CIRCLING	620-1	554 (600-1)	780-2	780-2 1/4

HAWTHORNE, CALIFORNIA

AL-5120 (FAA)

25219

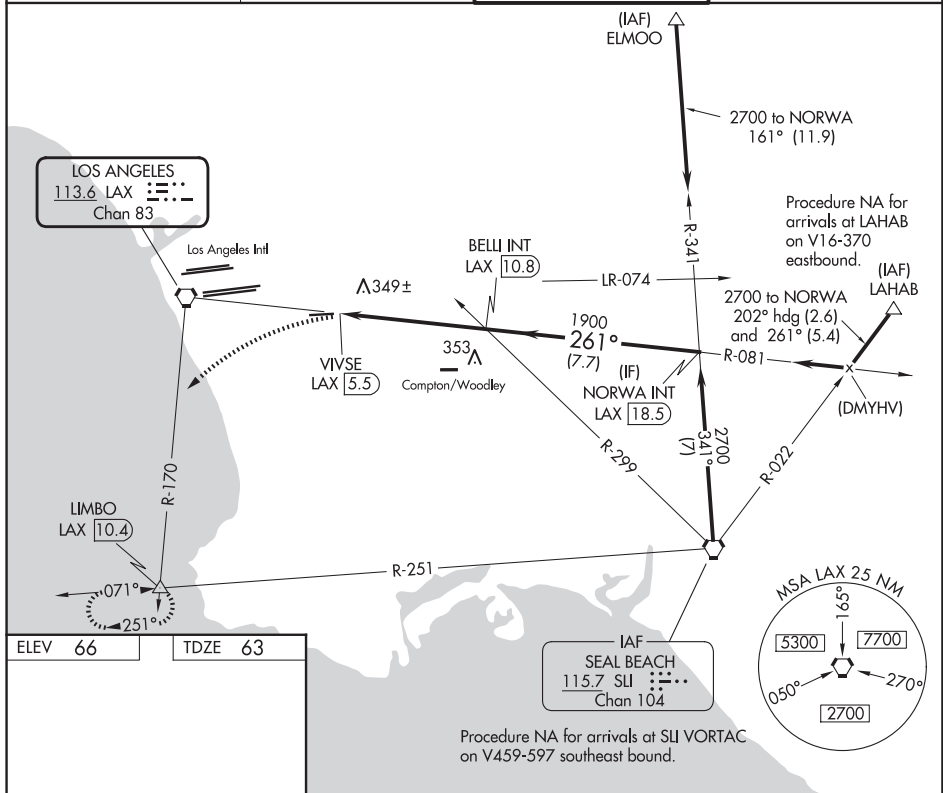
VORTAC LAX	APP CRS	Rwy Ldg	4194
113.6	261°	TDZE	63
Chan 83		Apt Elev	66

VOR RWY 25

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

<p>⚠ Circling NA north of Rwy 7-25. Rwy 25 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Circling Rwy 7 NA at night. Inop table does not apply to S-25 Cats A and B. For inop ALS, increase S-25 Cats C/D visibility to 1½.</p>	<p>ODALS</p> <p></p>	<p>MISSED APPROACH: Climbing left turn to 3000 via heading 210° and LAX VORTAC R-170 to LIMBO INT/ LAX 10.4 DME and hold.</p>
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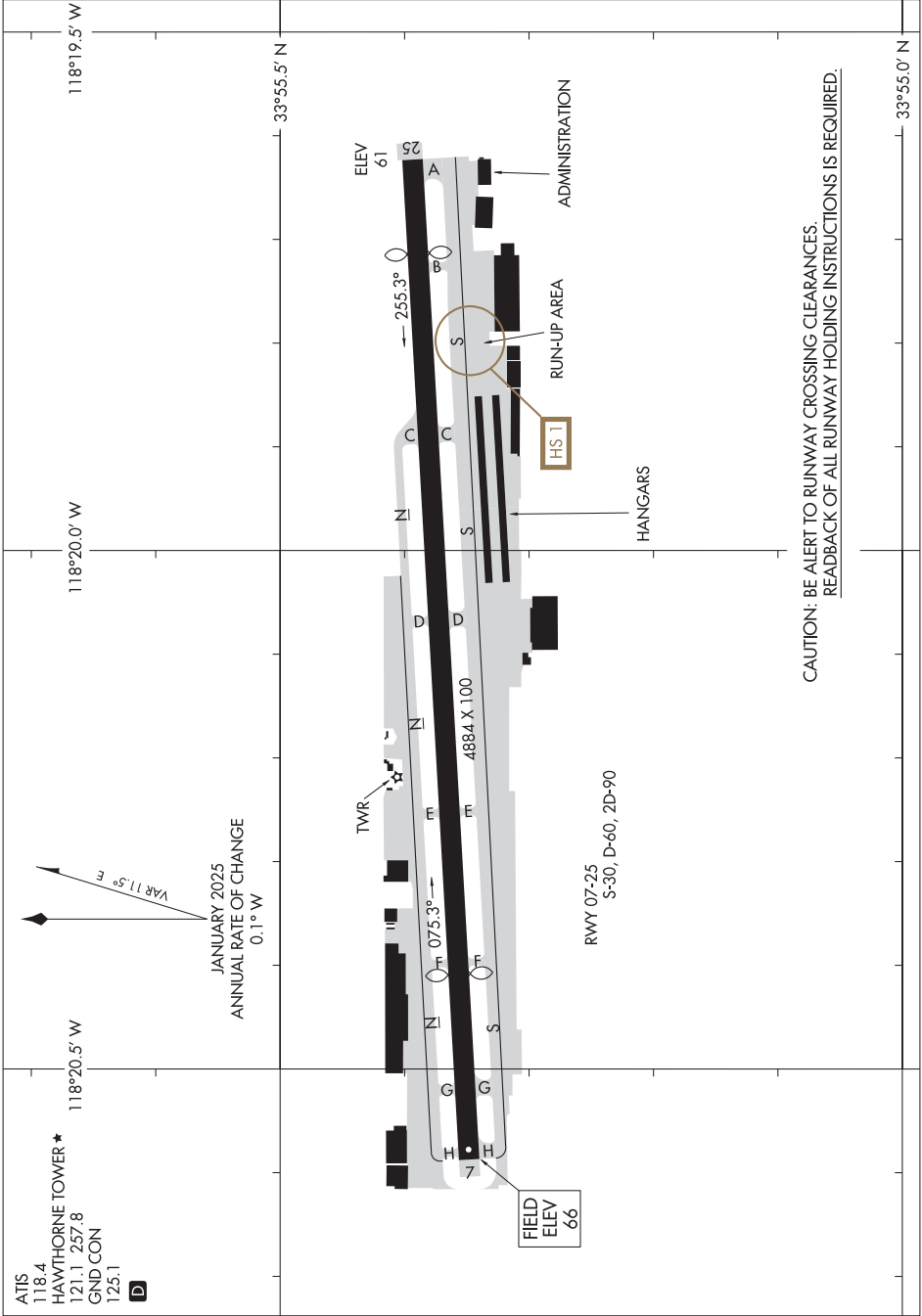
ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER ★ 121.1 (CTAF) 0 257.8	GND CON 125.1
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MIRL Rwy 7-25						
FAF to MAP 5.3 NM						
Knots	60	90	120	150	180	
Min:Sec	5:18	3:32	2:39	2:07	1:46	

CATEGORY	A		B	C		D
S-25	620-1 557 (600-1)			620-1⅜ 557 (600-1⅜)		
CIRCLING	620-1 554 (600-1)			780-2 714 (800-2)		780-2¼ 714 (800-2¼)

SW-3, 07 AUG 2025 to 02 OCT 2025

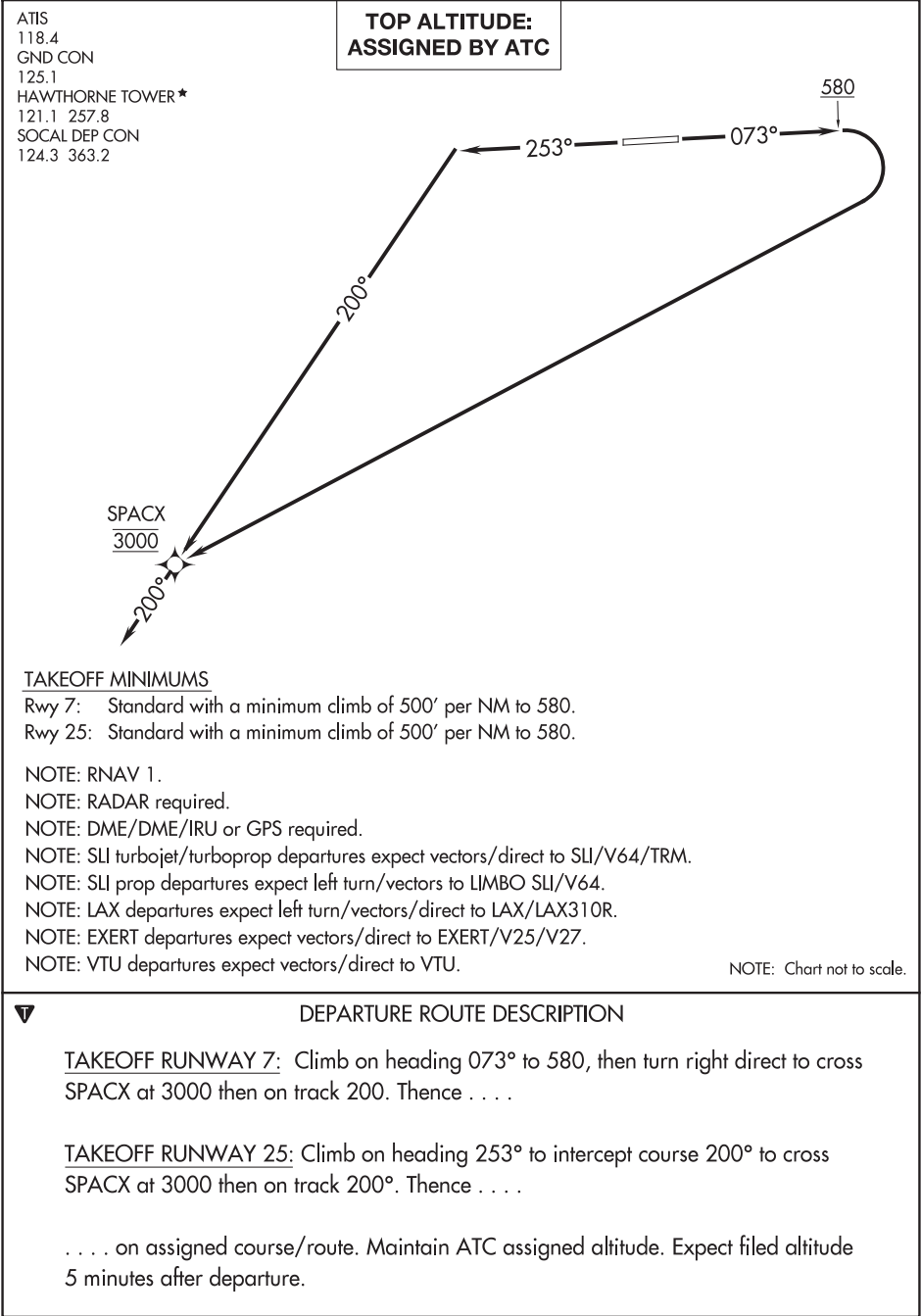


SW-3, 07 AUG 2025 to 02 OCT 2025

(SPACX2.SPACX) 21168

SPACX TWO DEPARTURE (RNAV)

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)
AL-5120 (FAA) HAWTHORNE, CALIFORNIA



SPACX TWO DEPARTURE (RNAV)
(SPACX2.SPACX) 30JAN20

HAWTHORNE, CALIFORNIA
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

SW-3, 07 AUG 2025 to 02 OCT 2025

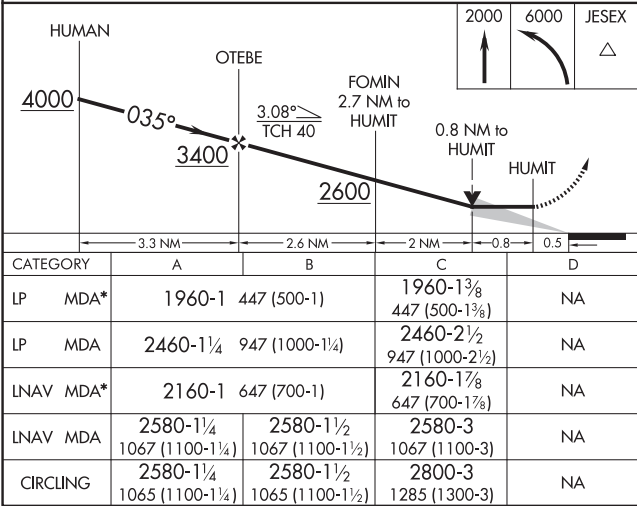
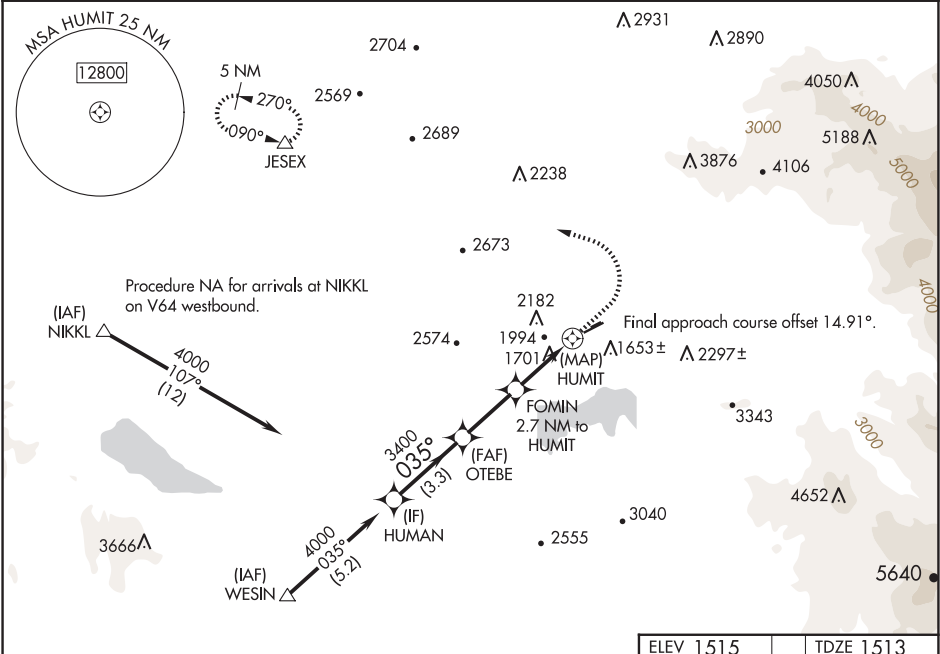
SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 45645 W05A	APP CRS 035°	Rwy Ldg TDZE Apt Elev	4315 1513 1515
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RNAV (GPS) RWY 5

HEMET-RYAN (HMT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 then climbing left turn to 6000 direct JESEX and hold, continue climb-in-hold to 6000. *Missed approach requires minimum climb of 400 feet per NM to 3000.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div></div><div></div></div></div></div>	When local altimeter setting not received, procedure NA.	
AWOS-3PT 118.375	MARCH APP CON ★ 133.5 306.975	UNICOM 123.0 (CTAF) ①



ELEV 1515		TDZE 1513
CATEGORY		
LP	MDA*	
LP	MDA	
LNAV	MDA*	
LNAV	MDA	
CIRCLING		

25107

AIRPORT DIAGRAM

AL-6678 (FAA)

HEMET-RYAN (HMT)
HEMET, CALIFORNIA

AWOS-3PT
118.375
CTAF/UNICOM
123.0

117°01.5'W

117°01.0'W

1577±
A

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
1515

ELEV
1512

ELEV
1507

ELEV
1506

RWY 05-23
S-80, D-130

MIRL Rwy 5-23

051.7°

0.3% UP

4315 X 100

2014 X 25

231.7°

231.7°

HANGARS

MAIN RAMP

HANGARS

SHERIFF RAMP

CALFIRE RAMP

FIRE STATION

FBO

FUEL RAMP

RIVERSIDE COUNTY
SHERIFF AVIATION UNIT

RWY 23
RUN-UP
PAD

33°44.5'N

33°44.0'N

33°43.5'N

AIRPORT DIAGRAM

25107

HEMET, CALIFORNIA
HEMET-RYAN (HMT)

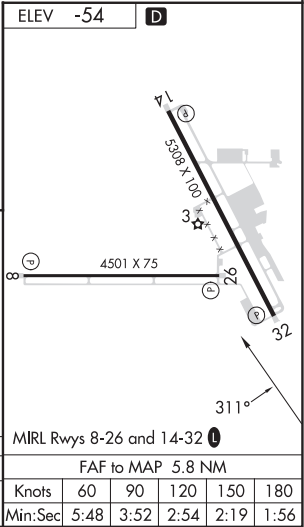
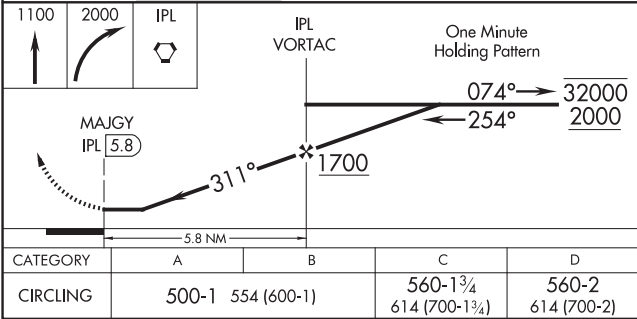
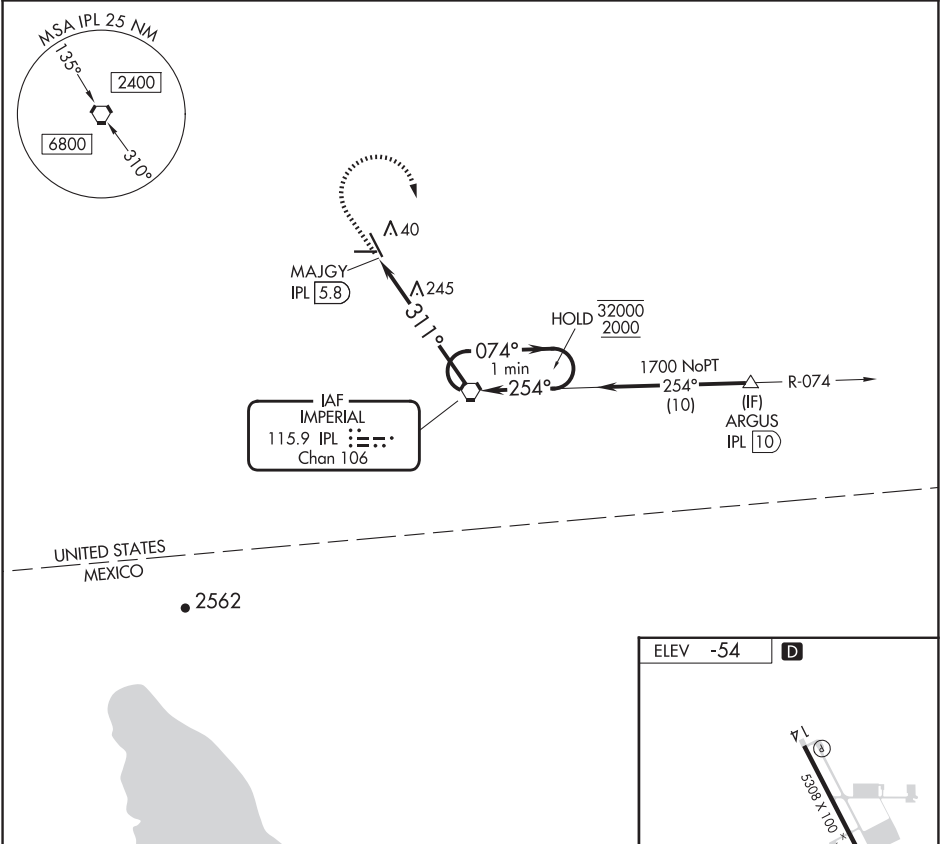
SW-3, 07 AUG 2025 to 02 OCT 2025

VORTAC IPL 115.9 Chan 106	APP CRS 311°	Rwy Idg TDZE Apt Elev N/A N/A -54
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VOR-A
IMPERIAL COUNTY (IPL)

DME required for procedure entry at ARGUS.	MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct IPL VORTAC and hold.
<div><div></div><div>Circling to Rwy 32 NA at night. When local altimeter setting not received, procedure NA.</div></div>	

ASOS 132.175	YUMA CERAP 128.55 292.2	UNICOM 122.7 (CTAF) 0
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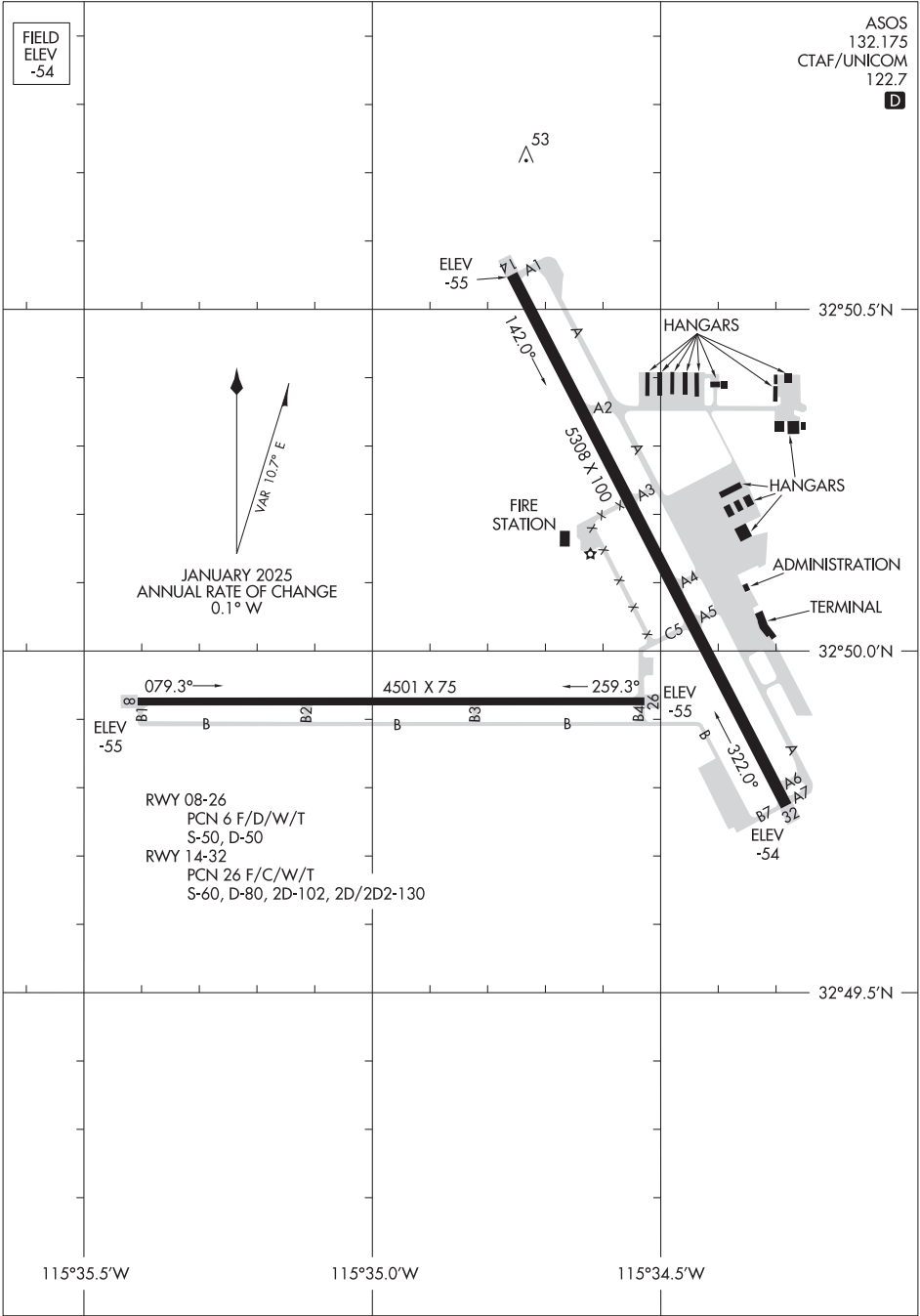


SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



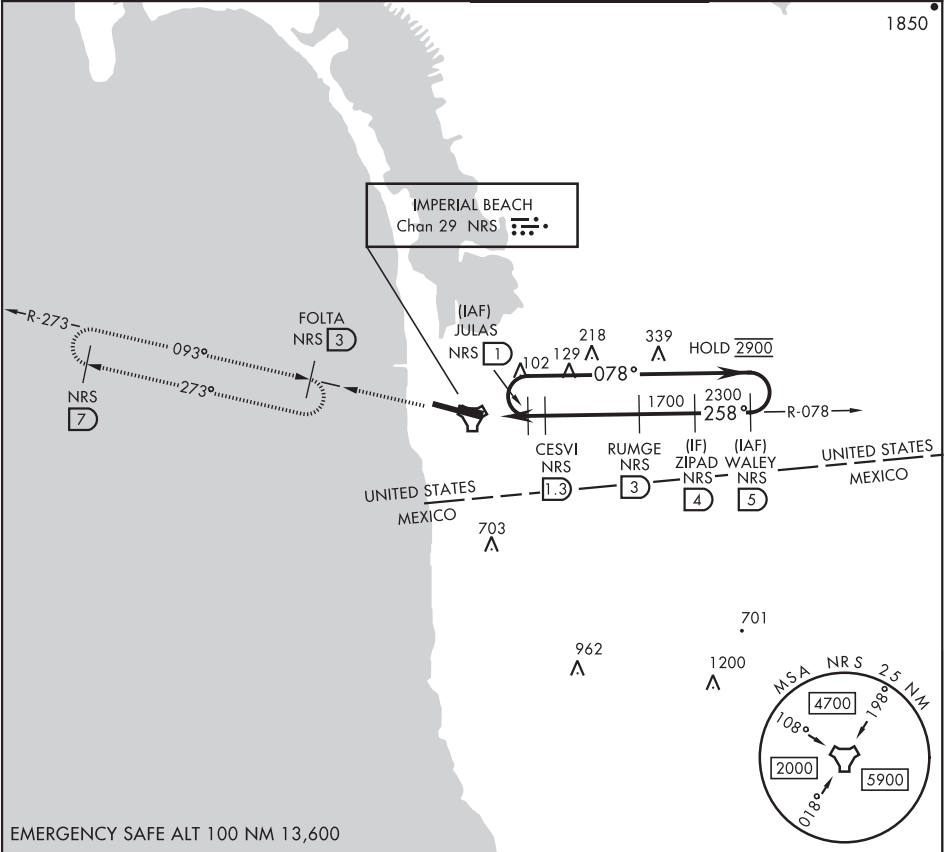
COPTER TACAN RWY 27

TACAN NRS Chan 29	APCH CRS 258°	Rwy Idg THRE 20 Arpt Elev 23
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AL-307 [USN]

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

RADAR required.		MISSED APPROACH: Climb to 1800 on NRS TACAN R-078 to NRS, and R-273 to FOLTA. Continue climb in hold to 1800.	
▼ Max airspeed 90 KIAS.			
ATIS ★ /ASOS 276.2	SOCAL APP CON 125.15 317.55	IMPERIAL BEACH TOWER ★ 120.65 239.25	GND CON 285.575



EMERGENCY SAFE ALT 100 NM 13,600

JULAS 1 078° 2900 258°

TACAN CISAV 0.5 CESVI 1.3 RUMGE 3 ZIPAD 4 WALEY 5

1700 2300 2900

0.8 NM 1.7 NM

VDA RUMGE to thld 5.35° TCH 50

1800 NRS R-078

ELEV 23

THRE 20

2241 x 151 TWR

27 26 258°

HIRL Rwy 9-27

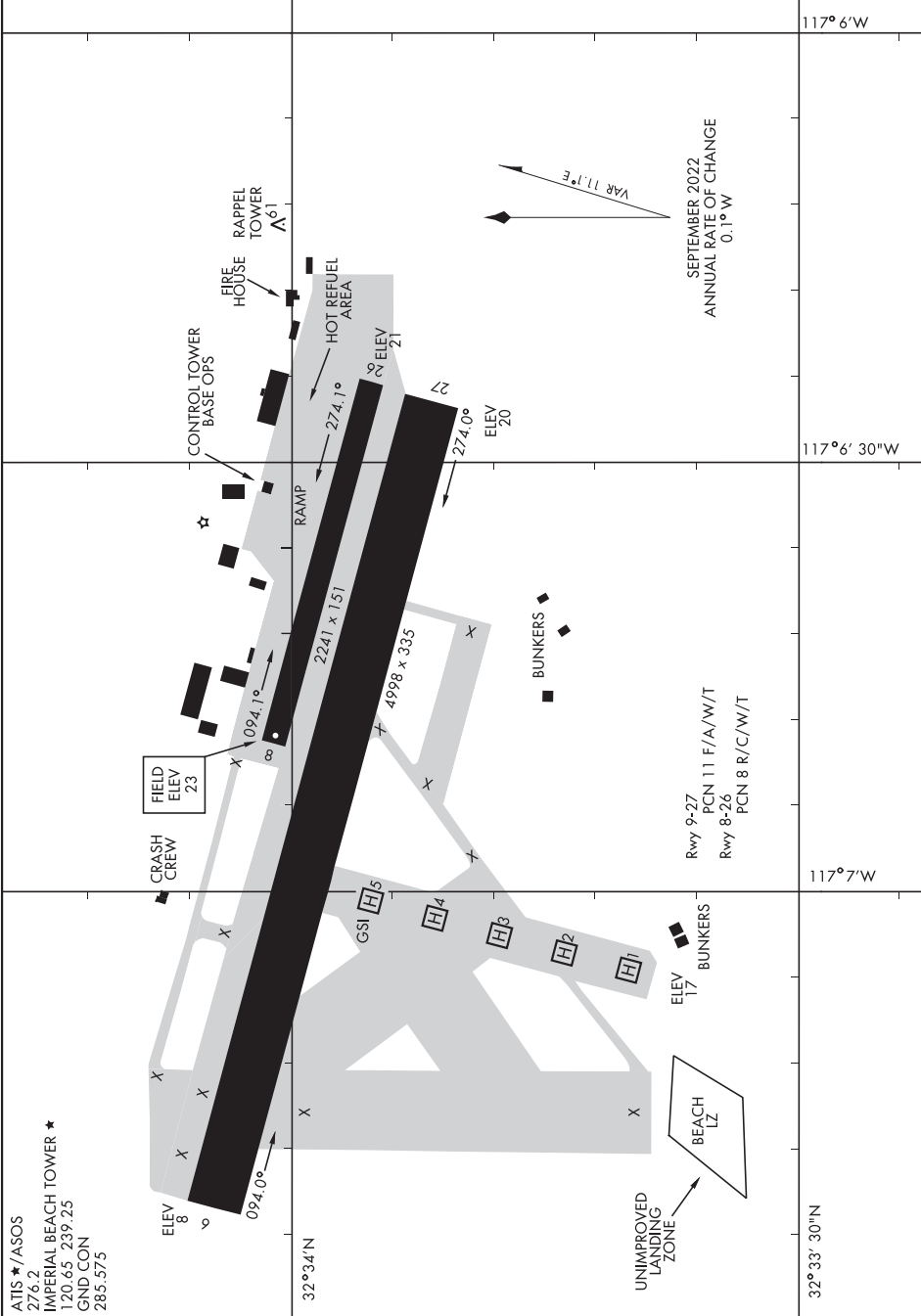
CATEGORY	COPTER		
H-27	400-½	377	(400-½)

COPTER TACAN RWY 27

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



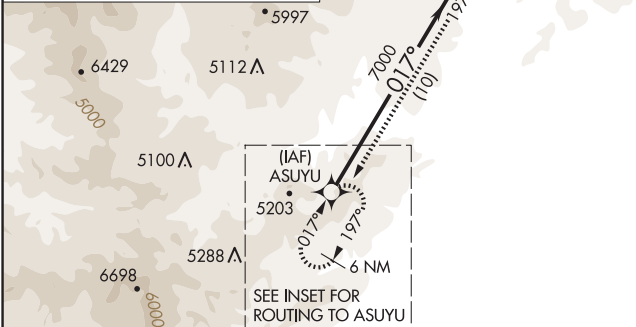
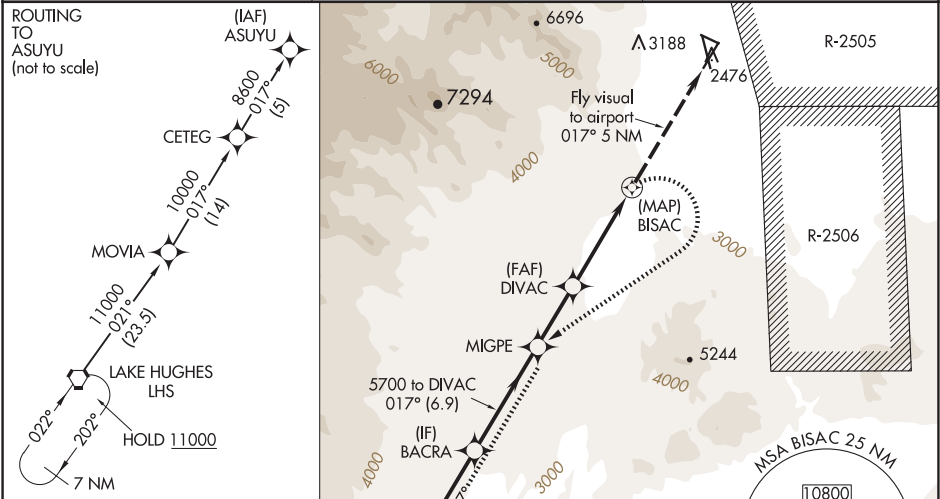
SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS 017°	Rwy Idg 6275
	TDZE 2442
	Apt Elev 2457

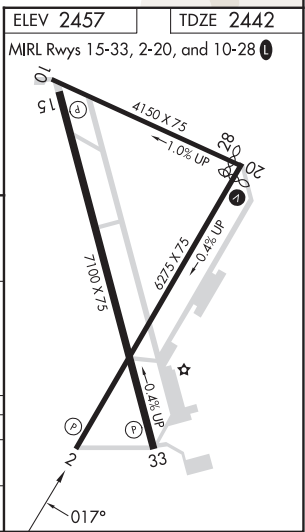
RNAV (GPS) RWY 2
INYOKERN (IYK)

RNP APCH.	MISSED APPROACH: (Do not exceed 165K until SW bound) Climbing right turn to 8600 direct MIGPE then left turn on track 197° to ASUYU and hold.
NA	Circling Rwy 10, 33 NA at night. Circling NA east of Rwy 15-33. Circling NA at night west of Rwy 2 and 15. Except for operators with approved weather reporting service, use Mojave altimeter setting, if not available, procedure NA.

MHV AWO-3 132.225	JOSHUA APP CON 133.65 348.7	AUNICOM 122.8 (CTAF) 0
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ASUYU	BACRA	DIVAC	BISAC	ASUYU
8600	7000	5700	3.32° TCH 40	5700
10 NM	6.9 NM	4.1 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	4200-3	1758 (1800-3)	4780-3	5640-3
CIRCLING	4200-3	1743 (1800-3)	2323 (2400-3)	3183 (3200-3)



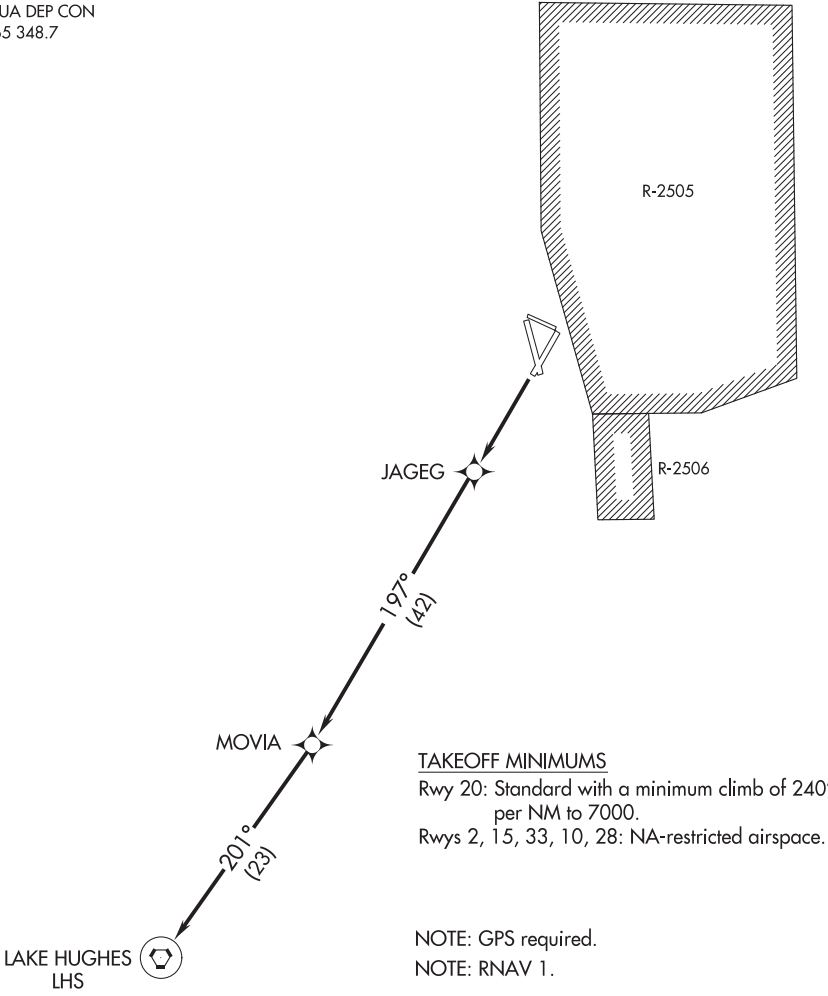
(LHS2.LHS) 23278

AL-5417 (FAA)

LAKE HUGHES TWO DEPARTURE (OBSTACLE) (RNAV)

INYOKERN (IYK)
INYOKERN, CALIFORNIA

JOSHUA DEP CON
133.65 348.7



TAKEOFF MINIMUMS
Rwy 20: Standard with a minimum climb of 240' per NM to 7000.
Rwys 2, 15, 33, 10, 28: NA-restricted airspace.

NOTE: GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb direct JAGEG then continue climb to 8000 via 197° track to MOVIA and 201° track to LHS VORTAC. Thence via assigned route and altitude.
TAKEOFF RUNWAYS 2, 33, 15, 10, and 28: NA.

(IYK2.LHS) 23334

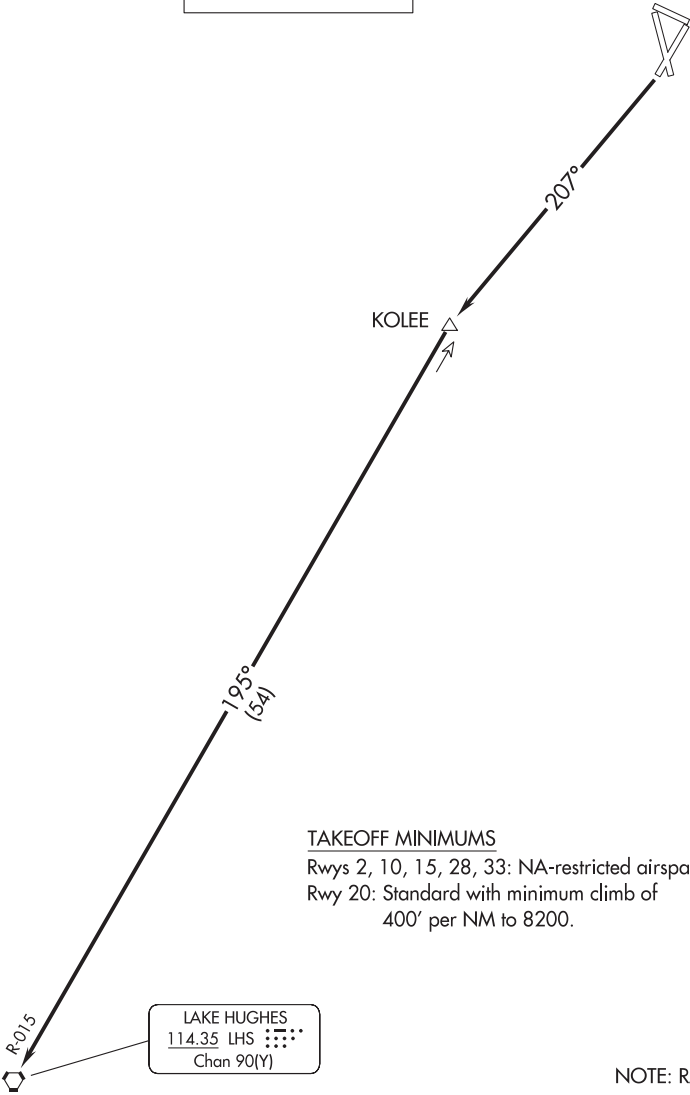
AL-5417 (FAA)

INYOKERN (IYK)
INYOKERN, CALIFORNIA

INYOKERN TWO DEPARTURE

JOSHUA DEP CON
133.65 348.7

TOP ALTITUDE:
10000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb to 10000 on heading 207° and LHS VORTAC R-015 to LHS VORTAC, then proceed on course.

INYOKERN TWO DEPARTURE

(IYK2.LHS) 15SEP16

INYOKERN, CALIFORNIA
INYOKERN (IYK)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

ILS RWY 26L
BRACKETT FLD (POC)

- MISSED APPROACH:** Climb to 2100 then climbing left turn to 4000 on POM VORTAC R-164 to PRADO INT/POM 9.3 DME.

LOCALIZER 110.5
I-POC

POMONA
110.4 POM
Chan 41

MSA POM 25 NM
11300
7700
6900
100°
010°
255°

PRADO
POM 9.3

115.7 SU
Chan 104

When GS not used, use
LOC RWY 26L procedure.

STAGY INT
RADAR
3200
259°
(7.6)

R-075

R-310

R-164

R-043

R-256

IAF
PARADISE
112.2 PDZ
Chan 59

4000 NoPT
348°
(9.6)

(IF/IAF)
LIZZE INT
POM 13.4
PDZ 9.6
RADAR

259°
079°
1 min
079°
HOLD 6000
4000

Procedure NA for arrivals
at PDZ VORTAC on airway
radials 292 CW 030.

ALTERNATE MISSED
APCH FIX

PARADISE
PDZ 112.2
Chan 59

ELEV 1014
TDZE 1005

TWR 259°

BRACKETT FLD (POC)
ILS RWY 26L

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 70624 W26A	APP CRS 259°	Rwy Ldg TDZE 1005 Apt Elev 1014
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RNAV (GPS) RWY 26L

BRACKETT FLD (POC)

RNP APCH.

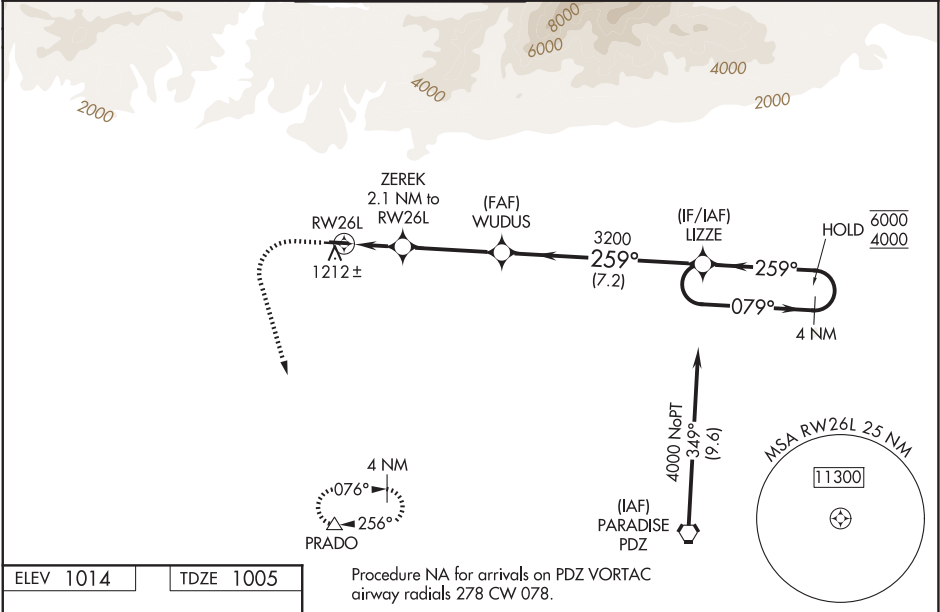
⚠

Baro-VNAV and VDP NA when using Ontario altimeter setting. Rwy 26L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ⅓ SM. Circling NA for Cat C north of Rwy 8L-26R. Circling to Rwy 8L NA at night. When Circling to Rwy 8R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:

Climb to 2100 then climbing left turn to 4000 direct PRADO and hold.

D-ATIS 124.4	SOCAL APP CON 125.5 349.0	BRACKETT TOWER★ 118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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ELEV 1014	TDZE 1005
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2100		4000	PRADO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.76/TCH 18).	
↑		↶	△	LIZZE 4 NM Holding Pattern	
*LNAV only		ZERЕК 2.1 NM to RW26L		WUDUS 3200	
RW26L		*1.2 NM to RW26L		1840*	
1.2 NM		0.9 NM		3.6 NM	
1.2 NM		0.9 NM		7.2 NM	
CATEGORY		A		B	
LPV DA		1305-7/8		300 (300-7/8)	
LNAV/ VNAV DA		1444-1¼		439 (500-1¼)	
LNAV MDA		1500-1		495 (500-1)	
CIRCLING		1680-1		666 (700-1)	
REIL Rwy 8R and 26L		MIRL Rwy 8R-26L		GP 3.56° TCH 58	

LA VERNE, CALIFORNIA

AL-5218 (FAA)

25219

LOC I-POC 110.5	APP CRS 259°	Rwy Ldg TDZE Apt Elev 4151 1005 1014
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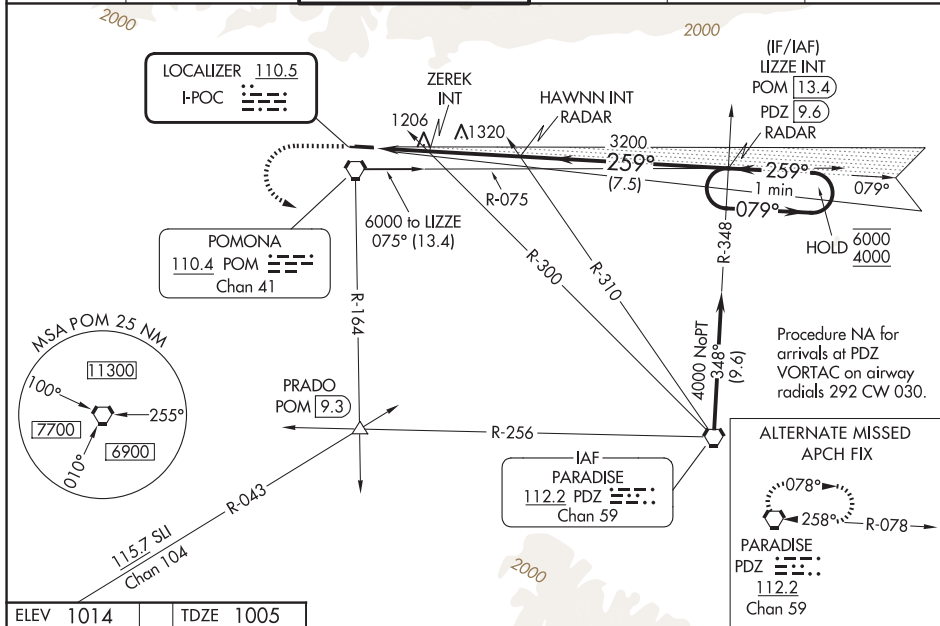
LOC RWY 26L

BRACKETT FLD (POC)

⚠ Circling to Rwy 8L NA at night. Circling NA for Cat C north of Rwy 8L-26R. When Circling to Rwy 8R at night, operational VGSIs required, remain on or above VGSIs glidepath until threshold. Rwy 26L helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on POM VORTAC R-164 to PRADO INT/POM 9.3 DME and hold.

D-ATIS 124.4	SOCAL APP CON 125.5 349.0	BRACKETT TOWER* 118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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ELEV 1014	TDZE 1005
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REIL Rwy 8R and 26L MRL Rwy 8R-26L FAF to MAP 5.4 NM Knots 60 90 120 150 180 Min:Sec 5:24 3:36 2:42 2:10 1:48	2100	4000	PRADO	VGSIs and descent angles not coincident (VGSIs Angle 3.76/TCH 18).	LIZZE INT PDZ 9.6 RADAR	One Minute Holding Pattern
	↑	POM R-164	△			
	*1740 when using Ontario Intl altimeter setting.	ZEREK INT	HAWNN INT RADAR			
	1700*	3200				
	2.1 NM	3.3 NM	7.5 NM			
ZEREK MINIMUMS (DUAL VOR RECEIVERS REQUIRED)						
S-LOC 26L	1700-1	695 (700-1)	1700-2	695 (700-2)	NA	
CIRCLING	1700-1	686 (700-1)	1760-2¼	746 (800-2¼)	NA	
S-LOC 26L	1460-1	455 (500-1)	1460-1¾	455 (500-1¾)	NA	
CIRCLING	1680-1	666 (700-1)	1760-2¼	746 (800-2¼)	NA	

LA VERNE, CALIFORNIA

Amdt 1 03JAN19

34°06'N-117°47'W

BRACKETT FLD (POC)

LOC RWY 26L

SW-3, 07 AUG 2025 to 02 OCT 2025

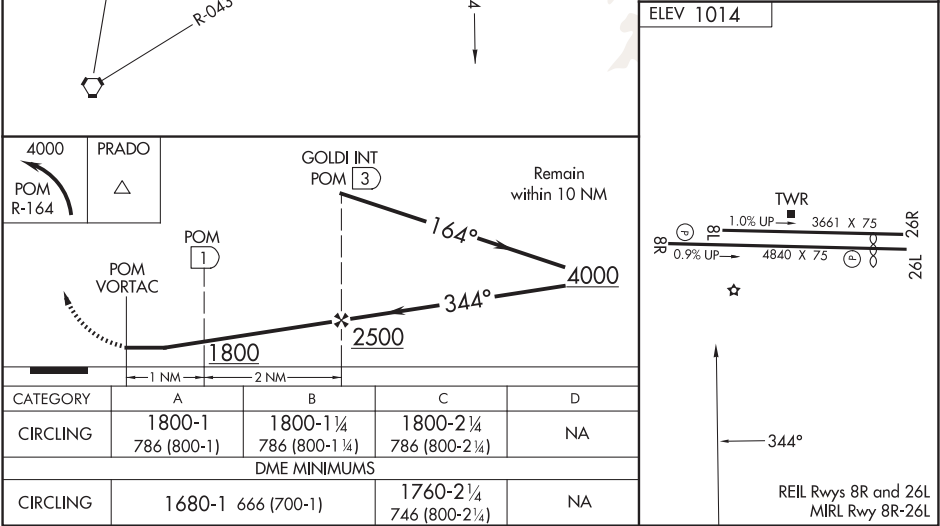
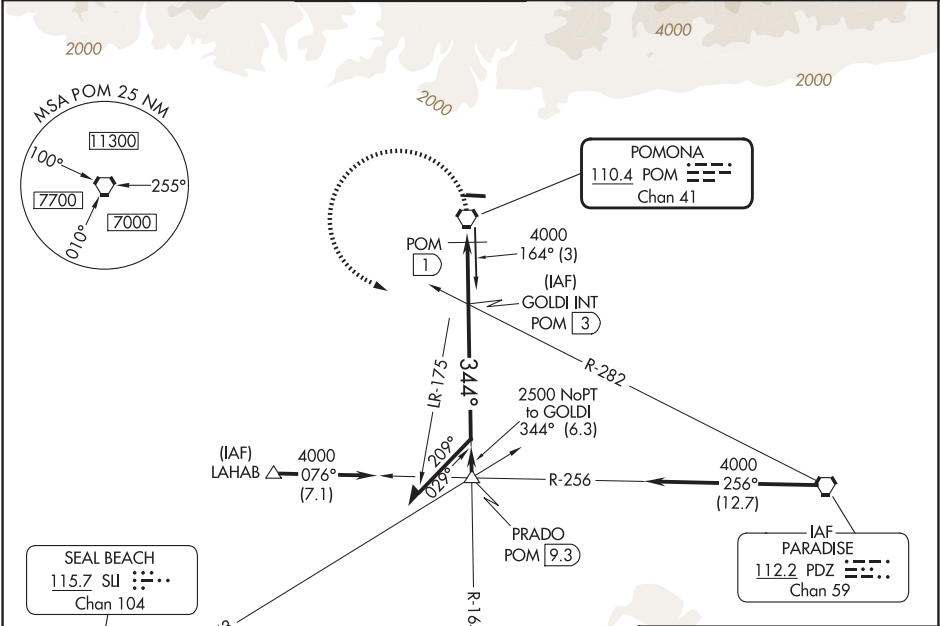
VORTAC POM 110.4 Chan 41	APP CRS 344°	Rwy Ldg TDZE Apt Elev N/A N/A 1014
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VOR or GPS-A
BRACKETT FLD (POC)

⚠ When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA 40 feet and visibility Cat C ¼ mile. Night landing: Rwy 8L NA, Rwy 8R operational VGSi required, remain on or above VGSi glidepath until threshold. Helicopter visibility reduction below 1 SM not authorized. Circling NA for Cat C north of Rwy 8L-26R

MISSED APPROACH: Climbing left turn to 4000 via POM R-164 to PRADO INT.

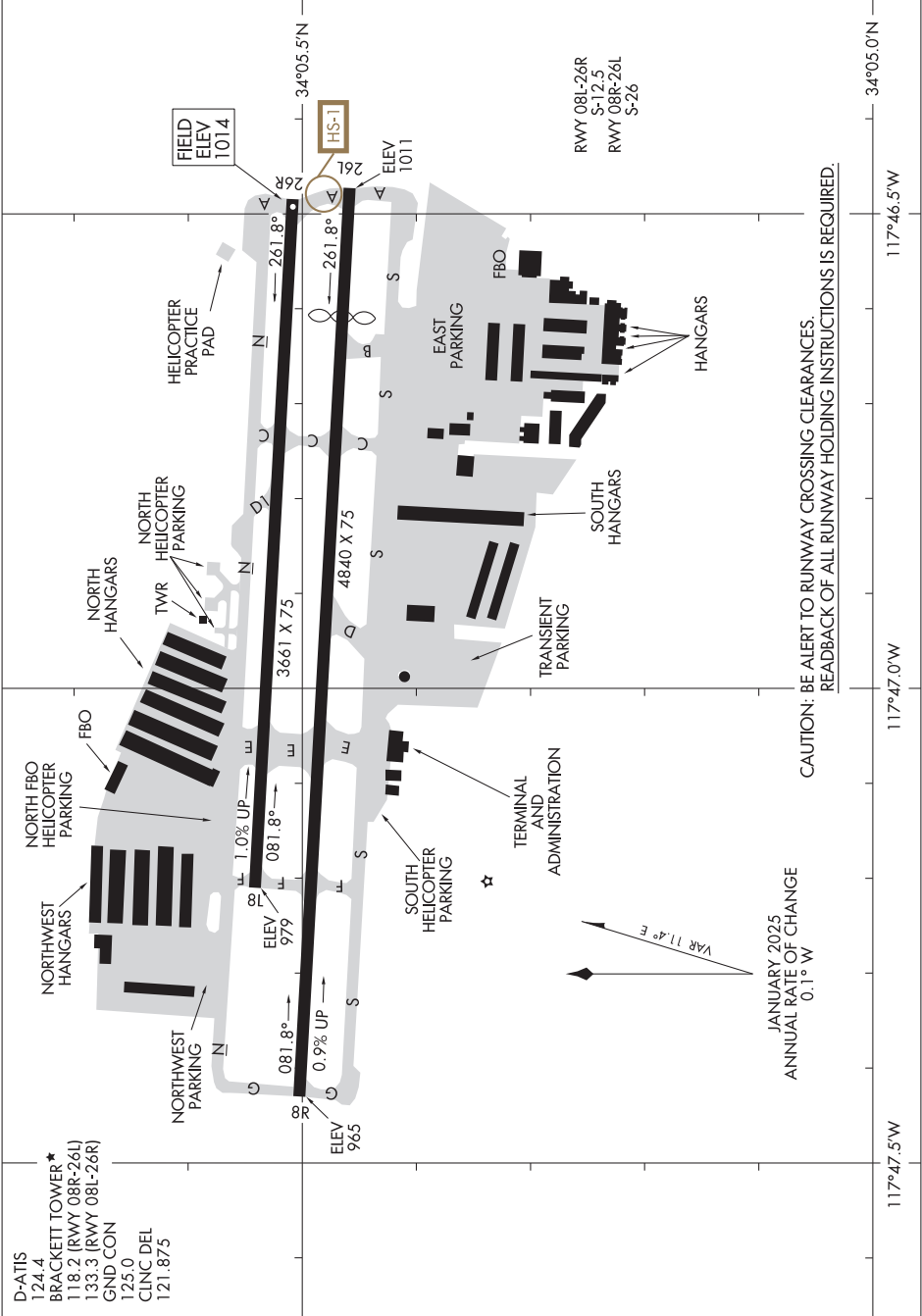
D-ATIS 124.4	SOCAL APP CON 125.5 349.0	BRACKETT TOWER★ 118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **93702**
W06A

APP CRS
057°

Rwy Ldg
TDZE **2351**
Apt Elev **2351**

RNAV (GPS) RWY 6

GENERAL WM J FOX AIRFIELD (WJF)

▼

When VGSi inop, Straight-in/Circling Rwy 6 procedure NA at night.

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). When local altimeter setting not received, use Palmdale altimeter setting: increase LPV DA to 2661 feet, LNAV/VNAV DA to 2709 feet and all MDAs 60 feet, and increase Circling Cats C/D visibility ¼ SM. Baro-VNAV NA when using Palmdale altimeter setting.

MISSED APPROACH: Climb to 6000 direct SISOY and via 091° track to ETHER and hold.

ATIS 126.3	JOSHUA APP CON 126.1 290.3	FOX TOWER* 118.525 (CTAF) 256.9	GND CON 121.7 256.9	UNICOM 122.95
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The chart displays the RNAV (GPS) RWY 6 approach for General WM J Fox Airfield (WJF). The flight path starts from the south, passing through waypoints JILMU, HONUL, GUVDE, and HURIM, before reaching the runway. Key altitudes include 7000, 6400, 5500, and 4100. The chart also shows the missed approach procedure, which involves climbing to 6000 feet and then following a 091° track to ETHER and holding. A circular MSA (Minimum Safe Altitude) for RWY 6 is shown with a 25 NM radius and a 9500 MSL ceiling. The chart includes various navigation aids, including VOR, VORTAC, and GPS, and provides information on the local altimeter setting and the use of the Palmdale altimeter setting.

ELEV 2351	TDZE 2351
-----------	-----------

JILMU

HONUL

GUVDE

HURIM

ETHER

7000

6400

5500

4100

057°

091°

2.7 NM

3.5 NM

4.1 NM

5.4 NM

Procedure Turn NA

GP 3.00° TCH 40

*LNAV only.

RWY 6

CATEGORY	A	B	C	D
LPV DA	2601-1 250 (300-1)			
LNAV/VNAV DA	2649-1 298 (300-1)			
LNAV MDA	2940-1 589 (600-1)		2940-1½ 589 (600-1½)	2940-1¾ 589 (600-1¾)
CIRCLING	2940-1 589 (600-1)		3120-2½ 769 (800-2½)	3120-2½ 769 (800-2½)

REIL Rwy 6 and 24

MIRL Rwy 6-24

LANCASTER, CALIFORNIA

Orig-A 09SEP21

34°44'N-118°13'W

139

GENERAL WM J FOX AIRFIELD (WJF)

RNAV (GPS) RWY 6

LANCASTER, CALIFORNIA

AL-5065 (FAA)

25163

APP CRS	Rwy Ldg	7201
252°	TDZE	2341
	Apt Elev	2351

RNAV (GPS) RWY 24
GENERAL WM J FOX AIRFIELD (WJF)

RNP APCH - GPS.

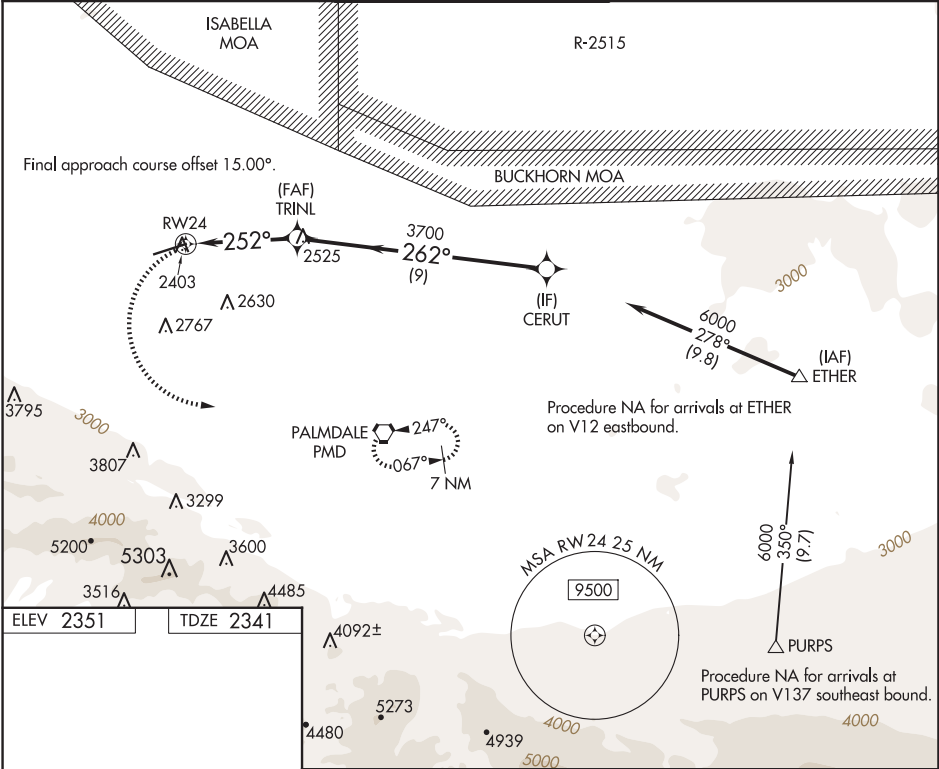
▼

▲

Rwy 24 helicopter visibility reduction below ¾ NA. VDP NA when using Palmdale altimeter setting. When local altimeter setting not received, use Palmdale altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: (Do not exceed 210K until PMD VORTAC) Climbing left turn to 7200 direct PMD VORTAC and hold, continue climb-in-hold 7200.

ATIS 126.3	JOSHUA APP CON 126.1 290.3	FOX TOWER* 118.525 (CTAF) 256.9	GND CON 121.7 256.9	UNICOM 122.95
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ELEV 2351

TDZE 2341

REIL Rwy 6 and 24

MIRL Rwy 6-24

7201 x 150

2421

252°

24

7200

PMD

2.1 NM to RW24

3.12° TCH 40

2.1 NM

1.9 NM

9 NM

RW24

252°

3700

262°

6000

TRINL

CERUT

LANCASTER, CALIFORNIA
Orig-B 05OCT23

34°44'N-118°13'W

GENERAL WM J FOX AIRFIELD (WJF)
RNAV (GPS) RWY 24

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

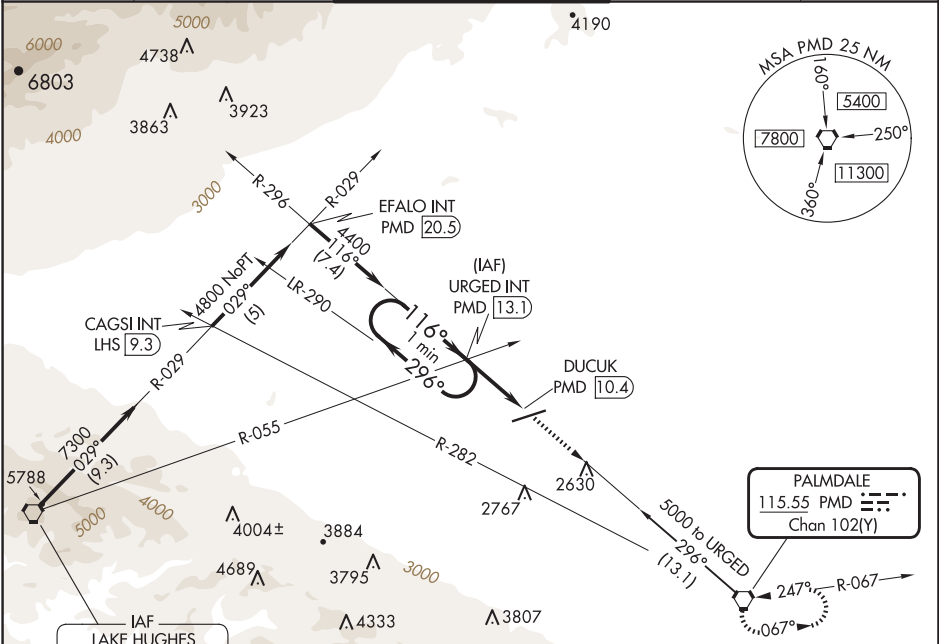
VORTAC PMD 115.55 Chan 102 (Y)	APP CRS 116°	Rwy Ldg TDZE Apt Elev N/A N/A 2351
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VOR-B

GENERAL WM J FOX AIRFIELD (WJT)

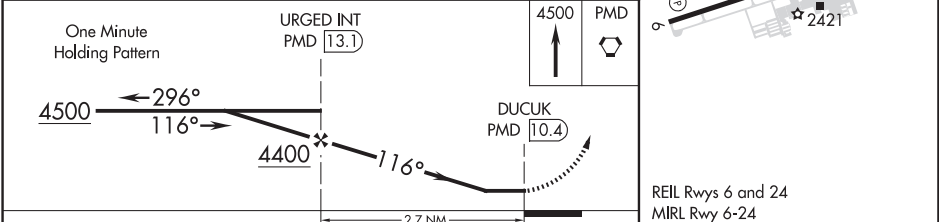
V A		MISSED APPROACH: Climb to 4500 direct PMD VORTAC and hold.		
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ATIS 126.3	JOSHUA APP CON 126.1 290.3	FOX TOWER ★ 118.525 (CTAF) 256.9	GND CON 121.7 256.9	UNICOM 122.95
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ELEV 2351	
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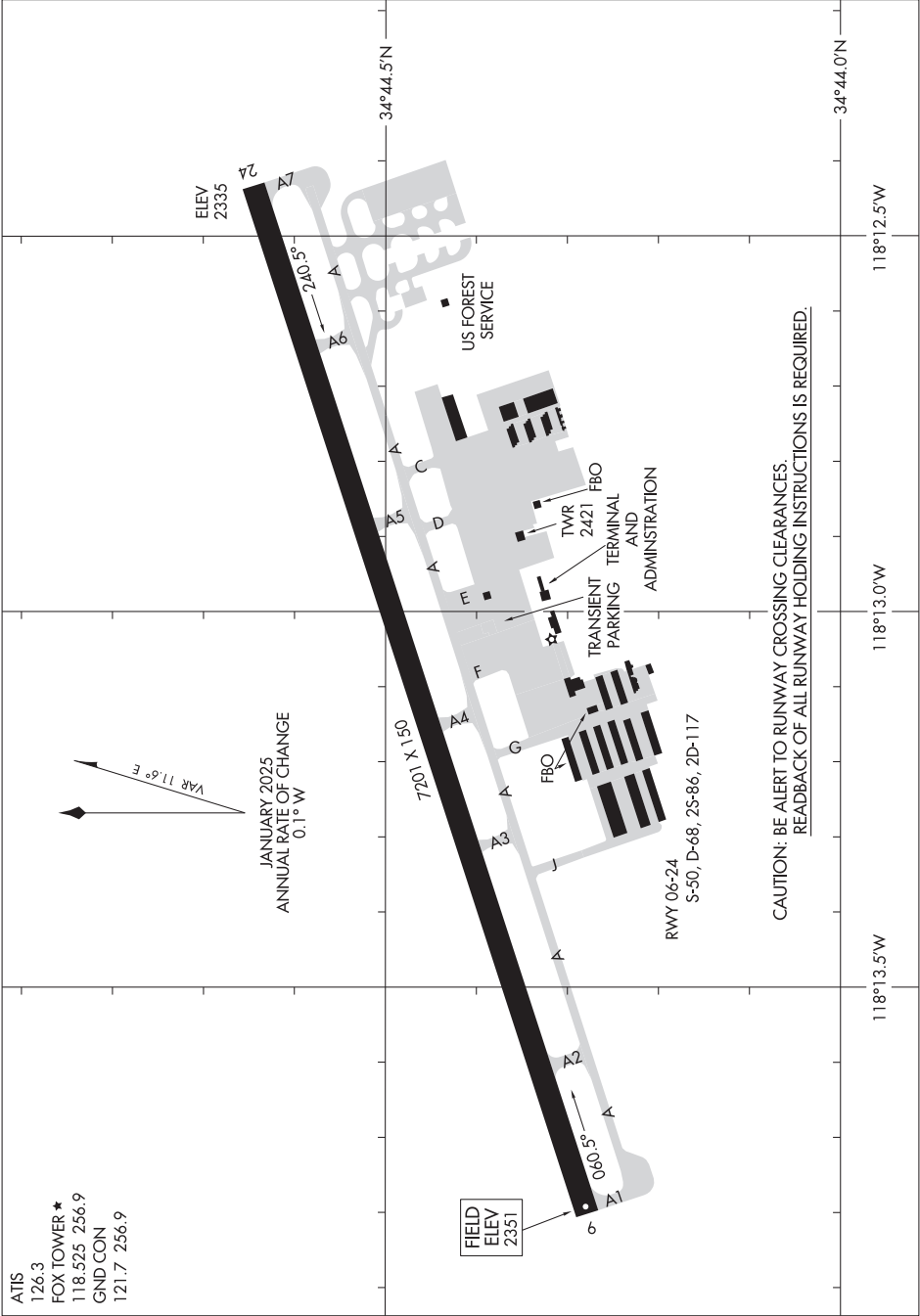
DUAL VOR or DME REQUIRED



CATEGORY	A	B	C	D	FAF to MAP 2.7 NM					
CIRCLING	3320-1¼ 969 (1000-1¼)	3320-1½ 969 (1000-1½)	3320-3 969 (1000-3)		Knots	60	90	120	150	180
					Min:Sec	2:42	1:48	1:21	1:05	0:54

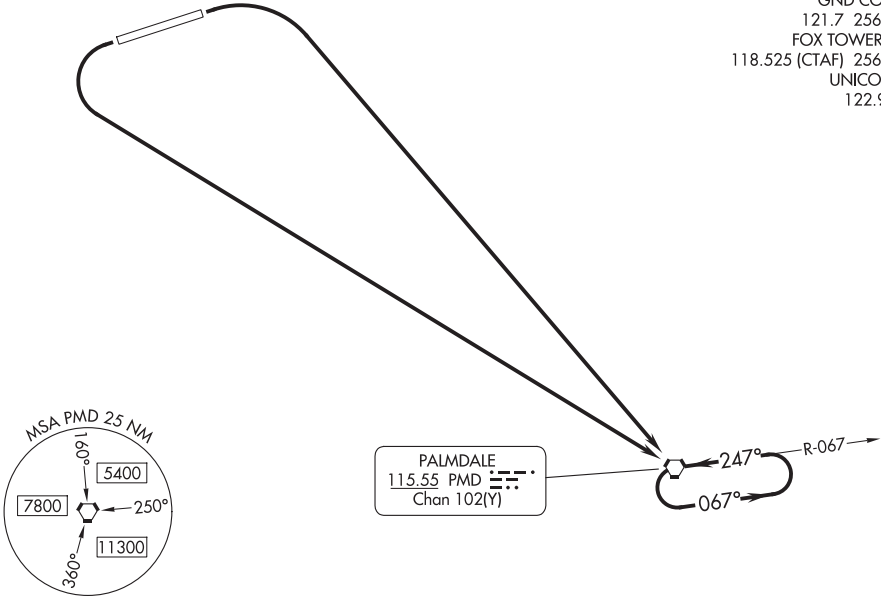
VOR-B

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

JOSHUA DEP CON
126.1 290.3
WJF ATIS
126.3
PMD ATIS
118.275
GND CON
121.7 256.9
FOX TOWER ★
118.525 (CTAF) 256.9
UNICOM
122.95



TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 240' per NM to 4800,
or 3700-3 for climb in visual conditions.
Rwy 24: Standard with minimum climb of 351' per NM to 4800,
or 3700-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

Rwy 6: Trees beginning 1169' from DER, 590' right of centerline, up to 2374' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing right turn direct PMD VORTAC and hold, thence. . .

TAKEOFF RUNWAY 24: Climbing left turn direct PMD VORTAC and hold, thence. . .

. . . continue climb-in-hold to cross PMD VORTAC at or above MCA/MEA for route of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross General WM J Fox Airfield at or above 5900 before
proceeding on course.

LOMPOC, CALIFORNIA

AL-6346 (FAA)

25163

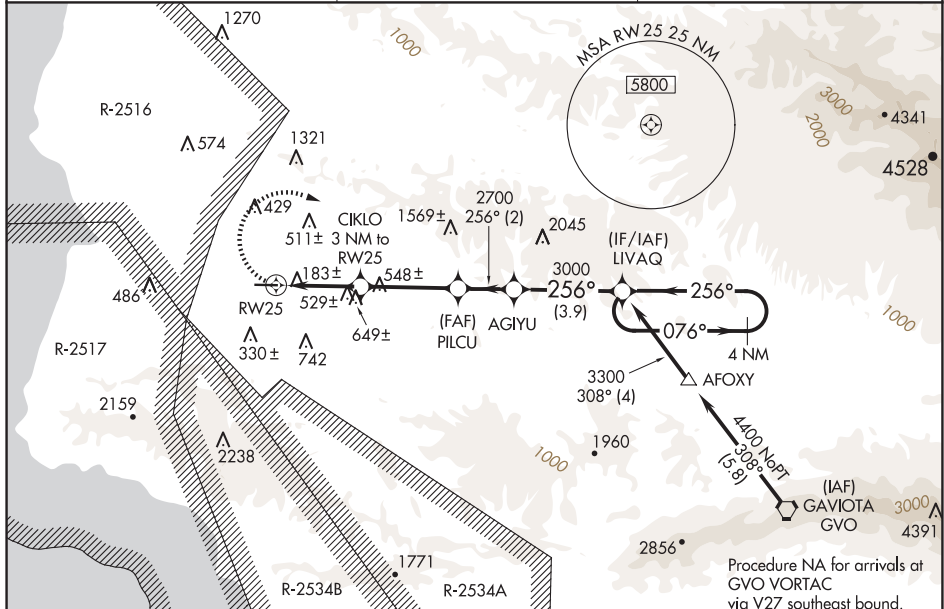
APP CRS	Rwy Ldg	4482
256°	TDZE	88
	Apt Elev	88

RNAV (GPS) RWY 25

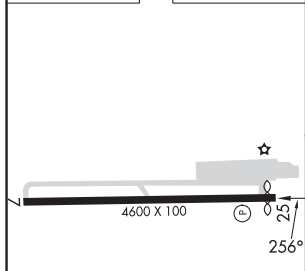
LOMPOC (LPC)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3300 direct LIVAQ and hold.
▼ When local altimeter setting not received, use Santa Maria Pub/Capt G Allan Hancock Fld altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat B visibility ¼ SM. Procedure NA at night.	

AWOS-3PT 133.875	SANTA BARBARA APP CON★ 124.15 327.8	UNICOM 122.7 (CTAF) 0
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ELEV 88	TDZE 88
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		3000			
CATEGORY		A	B	C	D
LNAV MDA		1000-1¼	912 (1000-1¼)	NA	
CIRCLING		1000-1¼	912 (1000-1¼)	NA	

REIL Rwy 25

MIRL Rwy 7-25

REIL Rwy 25 0
MIRL Rwy 7-25 0

LOMPOC, CALIFORNIA
Amdt 1C 22APR21

34°40'N-120°28'W

RNAV (GPS) RWY 25

LOMPOC (LPC)

SW-3, 07 AUG 2025 to 02 OCT 2025

LONG BEACH, CALIFORNIA

AL-236 (FAA)

25219

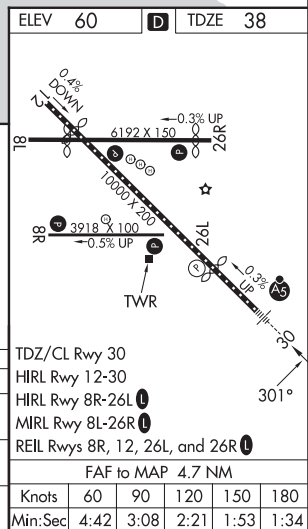
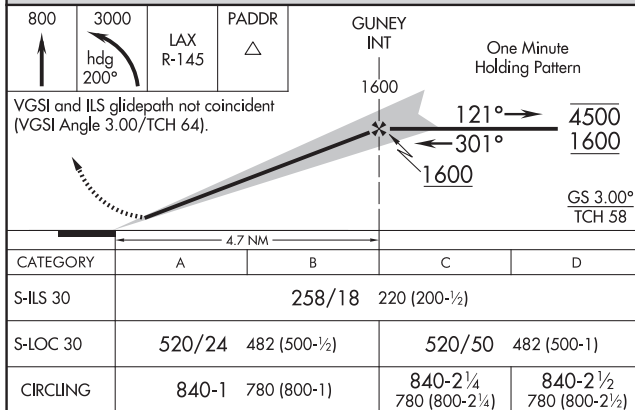
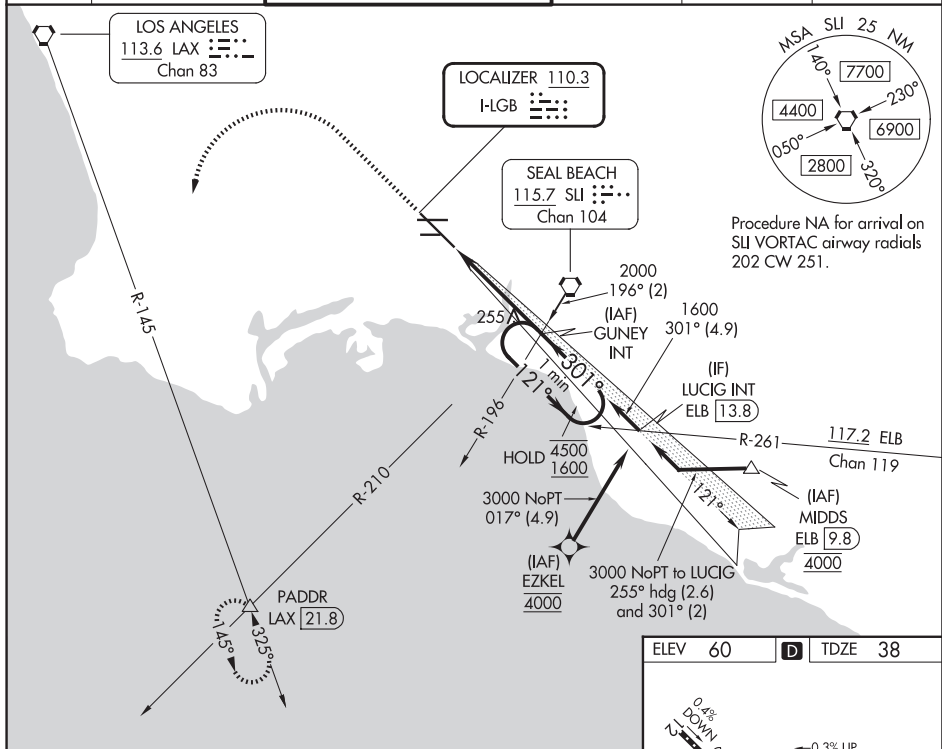
LOC I-LGB	APP CRS	Rwy Ldg	7414
110.3	301°	TDZE	38
		Apt Elev	60

ILS or LOC RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

From EZKEL: RNAV 1-GPS required.	MALSR	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.
For inop ALS, increase S-LOC 30 Cats C/D visibility to 1 3/8 SM.		

ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER ★ 120.5 257.6 (12) 119.4 (CTAF) 257.6 (30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95
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LONG BEACH, CALIFORNIA

Amtd 35 28FEB19

33°49'N-118°09'W

LONG BEACH (DAUGHERTY FLD) (LGB)

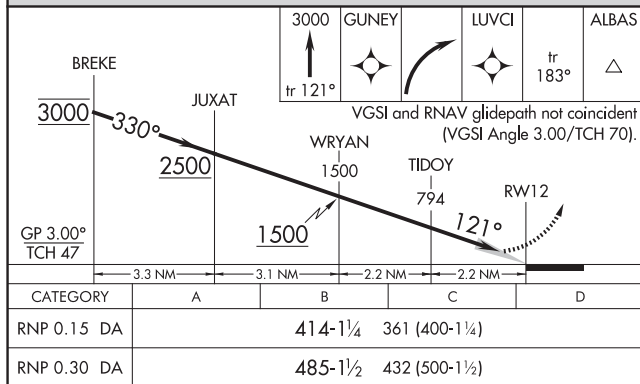
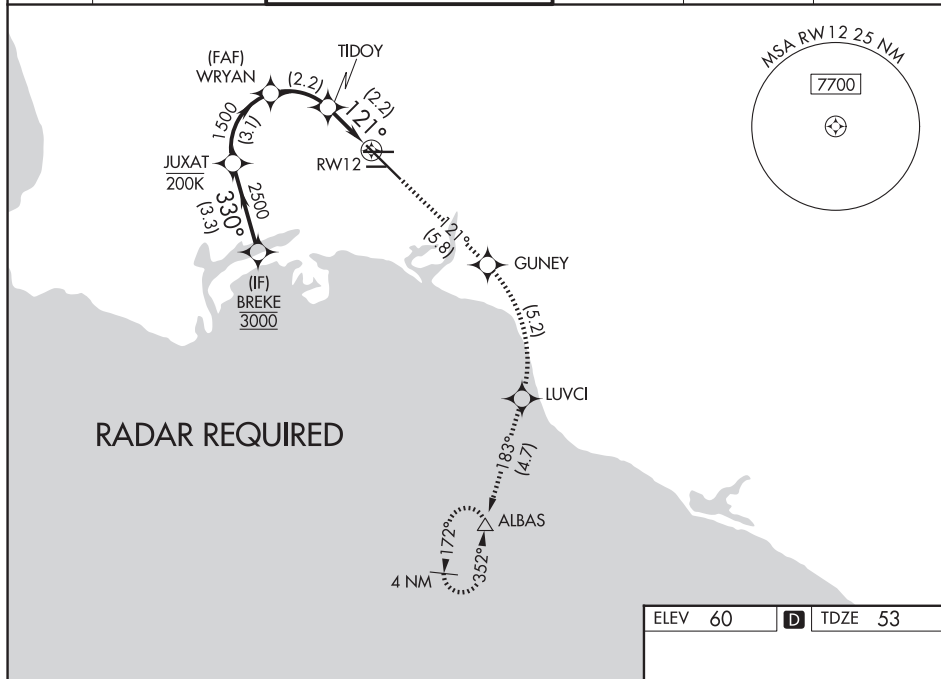
ILS or LOC RWY 30

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RNAV (RNP) RWY 12
LONG BEACH (DAUGHERTY FLD) (LGB)

MISSED APPROACH: Climb to 3000 on track 121° to GUNEY, right turn to LUVCI, and on track 183° to ALBAS and hold.

UNICOM
122.95

TDZ/CL Rwy 30
HIRL Rwy 12-30
HIRL Rwy 8R-26L **L**
MIRL Rwy 8L-26R **L**
REIL Rwy 8R, 12, 26L, and 26R **L**

AUTHORIZATION REQUIRED

SW-3, 07 AUG 2025 to 02 OCT 2025

LONG BEACH, CALIFORNIA

AL-236 (FAA)

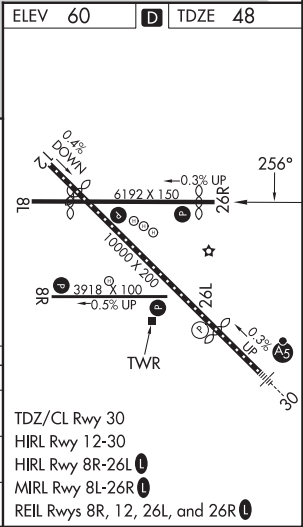
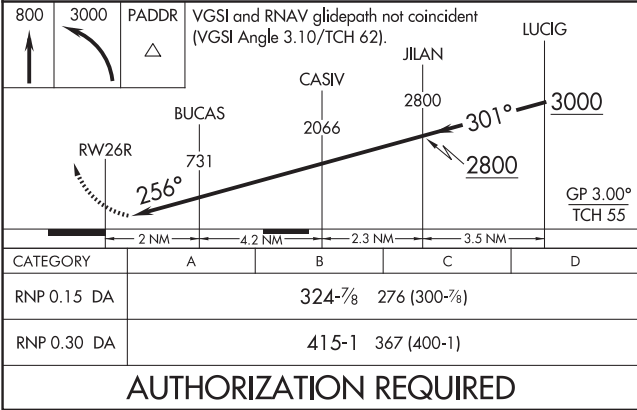
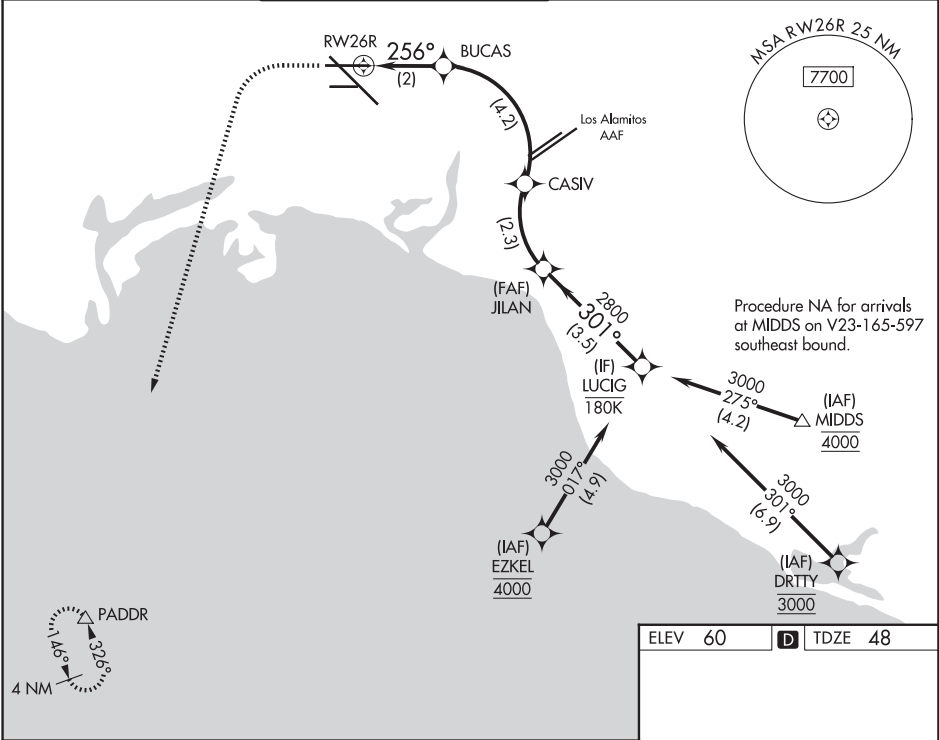
25219

APP CRS	Rwy Ldg	5660
256°	TDZE	48
	Apt Elev	60

RNAV (RNP) RWY 26R

LONG BEACH (DAUGHERTY FLD) (LGB)

RNP AR APCH - GPS, RF. Authorization required.			MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold, continue climb-in-hold to 3000.		
▼ For uncompensated Baro-VNAV systems, procedure NA below 4°C or above 54°C.					
ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER★ 120.5 257.6 (12) 119.4 (CTAF) 0 257.6 (30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95



LONG BEACH, CALIFORNIA
Amdt 2 26DEC24

33°49'N-118°09'W

LONG BEACH (DAUGHERTY FLD) (LGB)
RNAV (RNP) RWY 26R

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

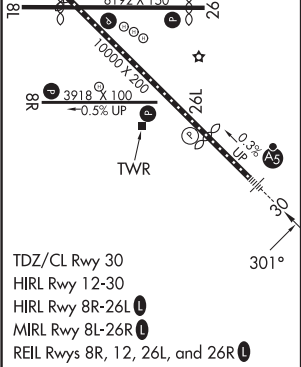
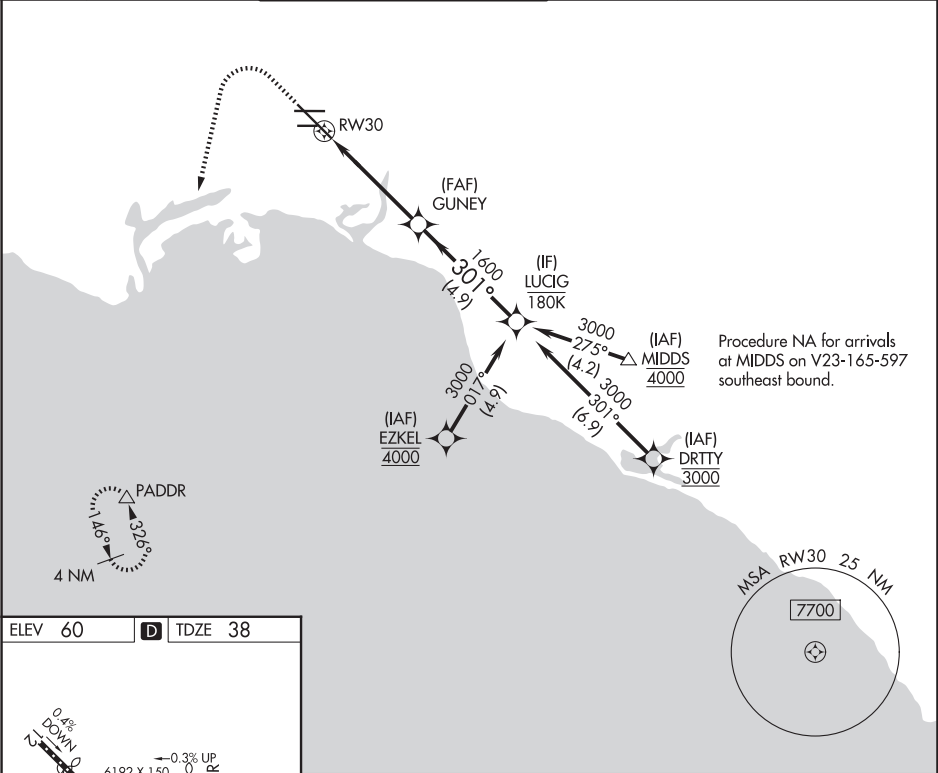
APP CRS
301°

Rwy Ldg
TDZE
38

Apt Elev
60

RNAV (RNP) Y RWY 30
LONG BEACH (DAUGHERTY FLD) (LGB)

RNP AR APCH.		MALSR	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold.	
For uncompensated Baro-VNAV systems, procedure NA below 4° C or above 54° C.				
ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER ★ 120.5 257.6 (12) 119.4 (CTAF) 0 257.6 (30)		GND CON 133.0 257.6
		CLNC DEL 118.15		UNICOM 122.95



RNAV (GPS) Z RWY 30
LONG BEACH (DAUGHERTY FLD) (LGB)

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold

UNICOM
122.95

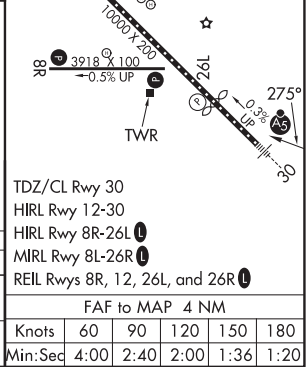
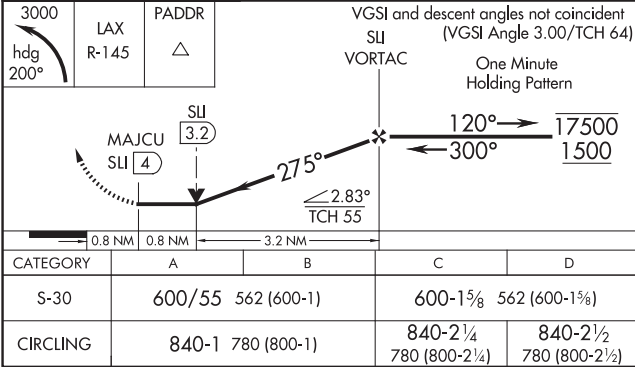
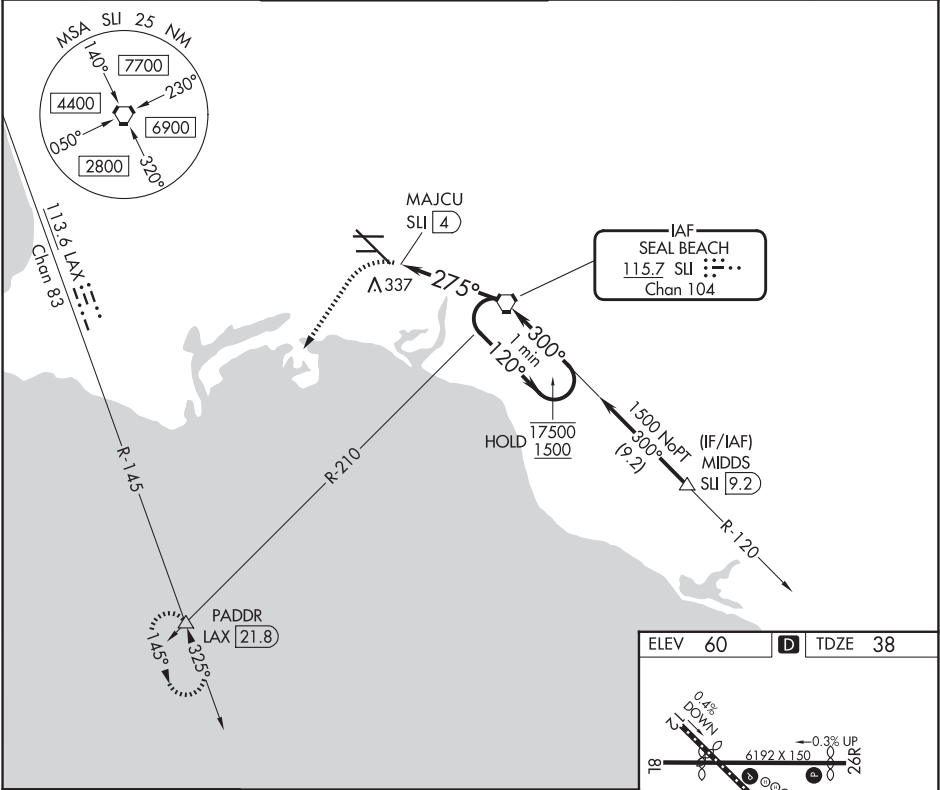
SW-3, 07 AUG 2025 to 02 OCT 2025

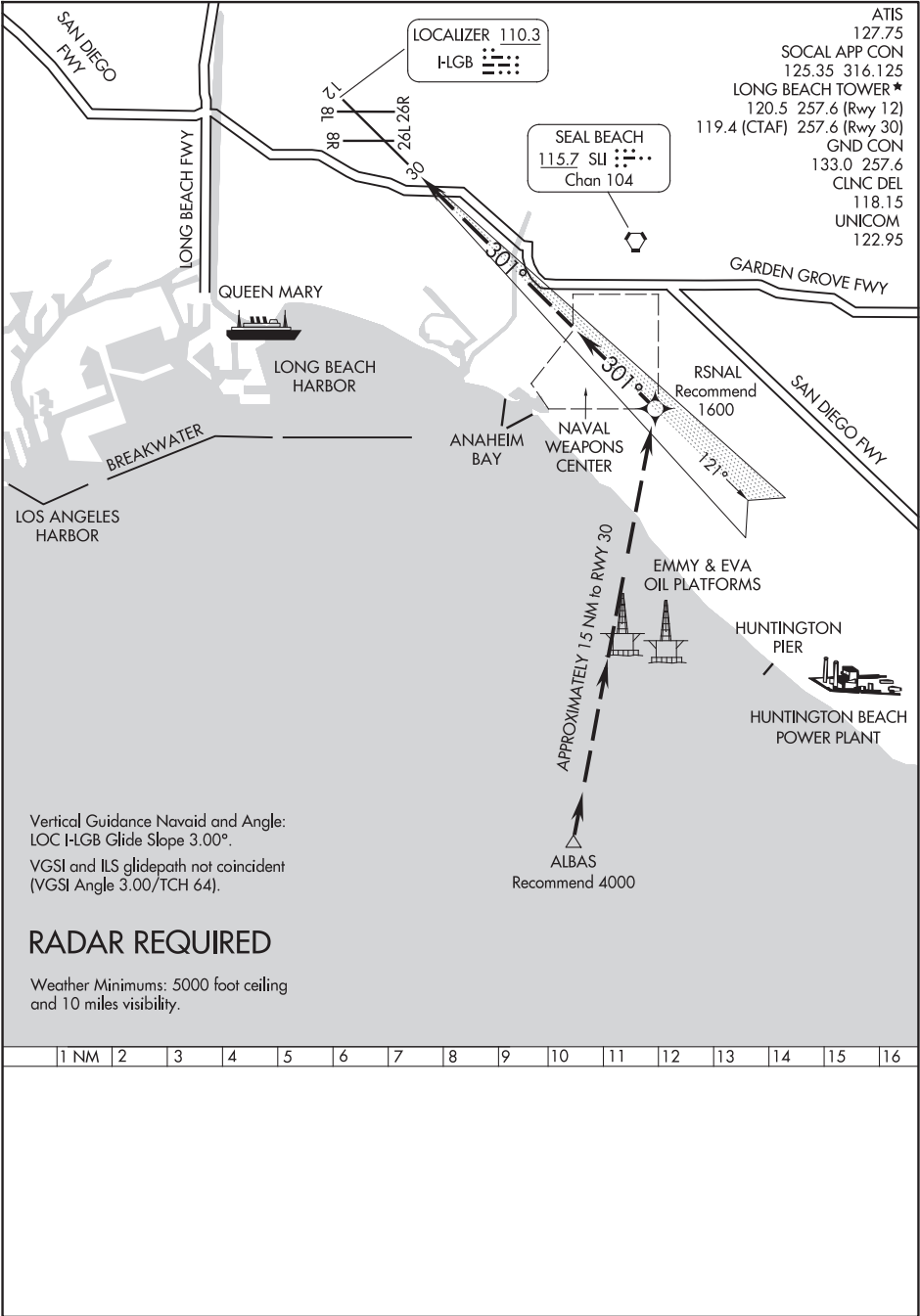
RNAV (GPS) Z RWY 30

VORTAC SU	APP CRS	Rwy Ldg	7414
115.7	275°	TDZE	38
Chan 104		Apt Elev	60

VOR or TACAN RWY 30
LONG BEACH (DAUGHERTY FLD) (LGB)

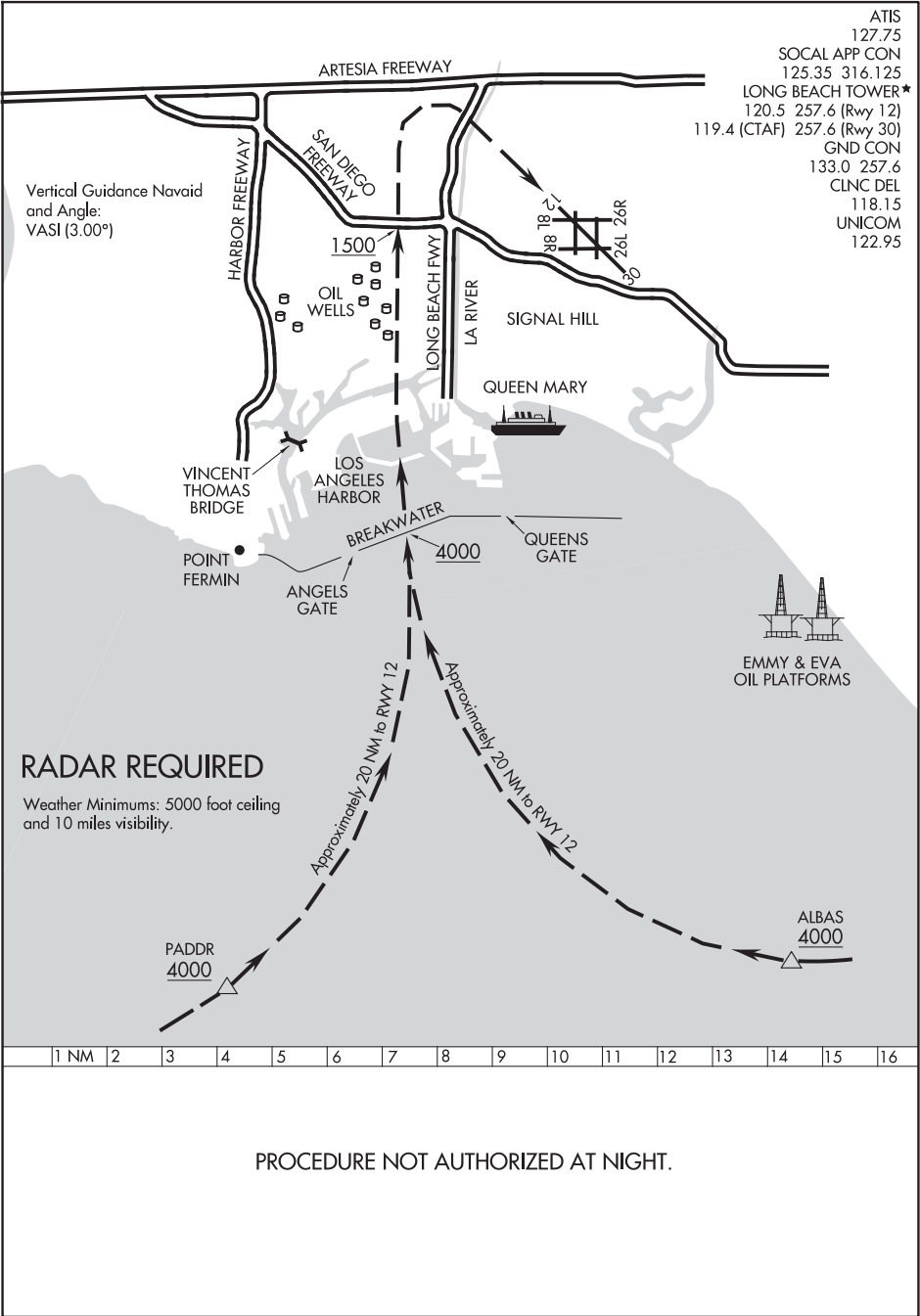
<div><div><div></div><div></div></div><div>Rwy 30 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply.</div></div>		<div><div>MALSR</div><div><div></div><div></div></div></div>	MISSED APPROACH: Climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.		
ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER★ 120.5 257.6 (12) 119.4 (CTAF) 0 257.6 (30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95





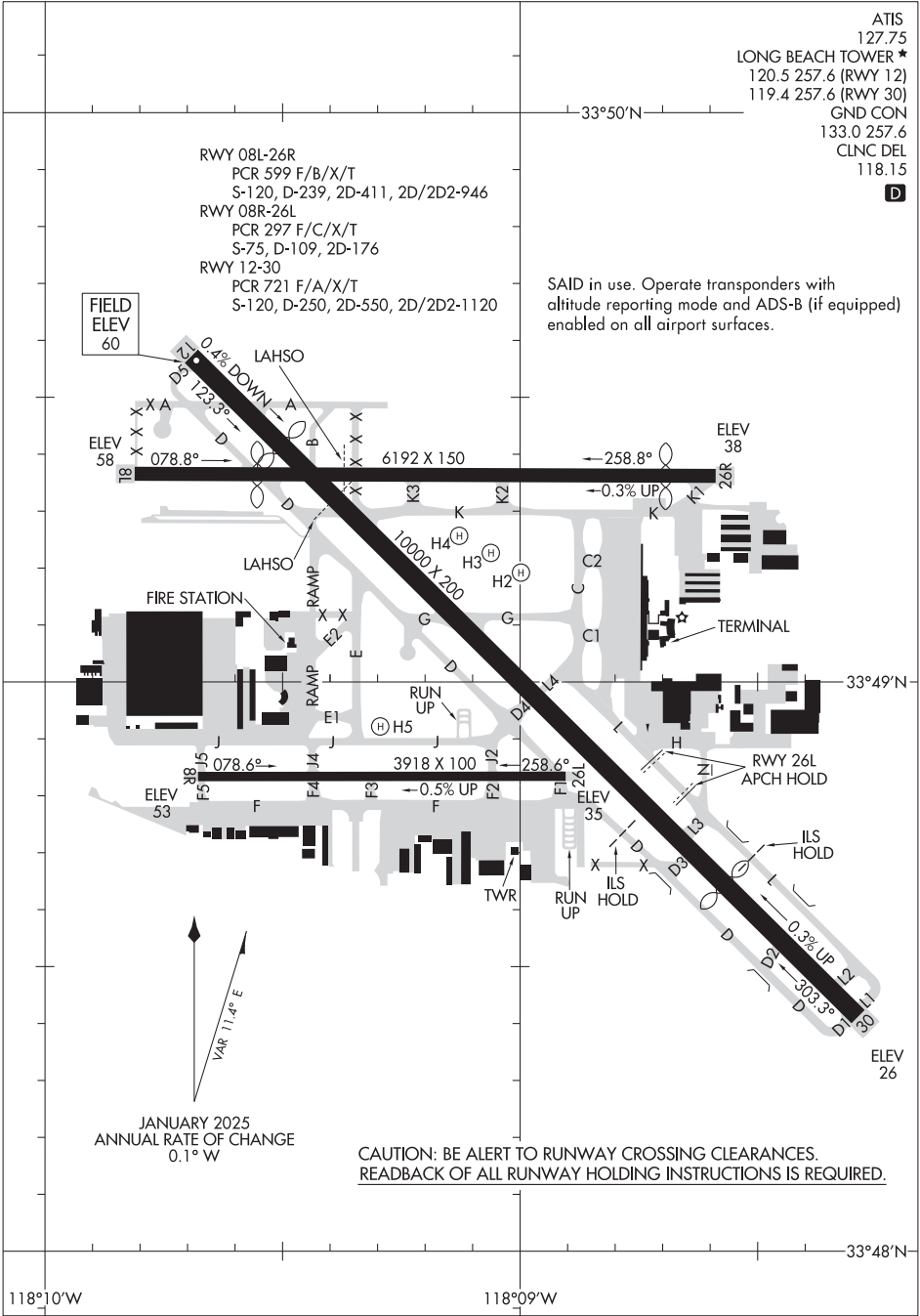
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SAID in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

- ATIS 127.75
- LONG BEACH TOWER ★ 120.5 257.6 (RWY 12) 119.4 257.6 (RWY 30)
- GND CON 133.0 257.6
- CLNC DEL 118.15
- D**

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

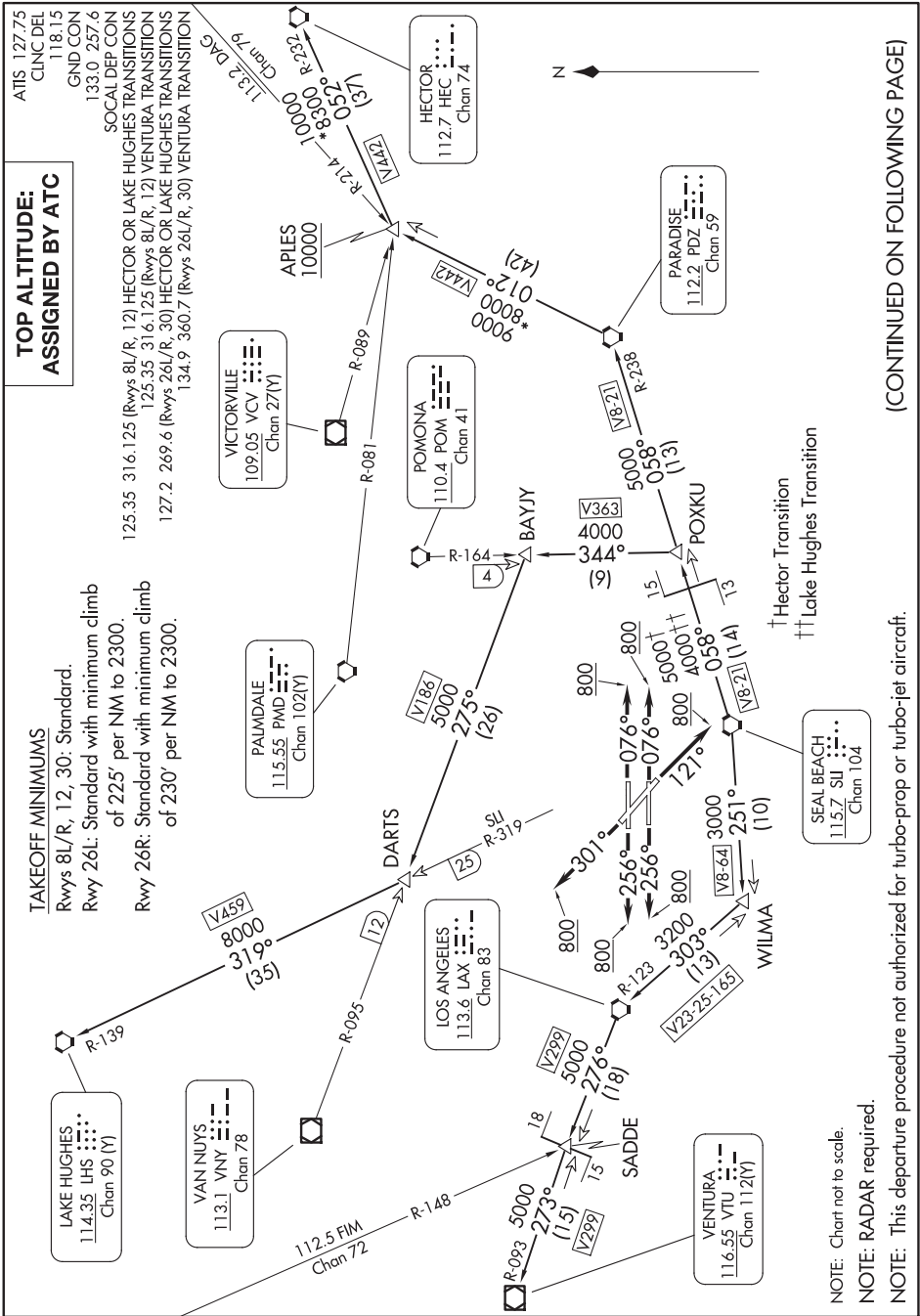
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ANAHEIM ONE DEPARTURE

LONG BEACH (DAUGHERTY FLD) (LGB)
LONG BEACH, CALIFORNIA

AL-236 (FAA)

SW-3, 07 AUG 2025 to 02 OCT 2025



(CONTINUED ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb heading 076° to 800, thence. . . .

TAKEOFF RUNWAY 12: Climb heading 121° to 800, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb heading 256° to 800, thence. . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 800, thence. . . .

HECTOR or LAKE HUGHES TRANSITION: Expect vectors to SLI VORTAC.

VENTURA TRANSITION: Expect vectors to LAX VORTAC.

. . . .on (transition) or (assigned route). Maintain assigned altitude and expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM1.HEC): From over SLI VORTAC on SLI R-058 and PDZ R-238 to PDZ VORTAC, then on PDZ R-012 to APLES, then on HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM1.LHS): From over SLI VORTAC on SLI R-058 and PDZ R-238 to POXKU, then on POM R-164 to BAYJY, then on VNY R-095 to DARTS, then on LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM1.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

SW-3, 07 AUG 2025 to 02 OCT 2025

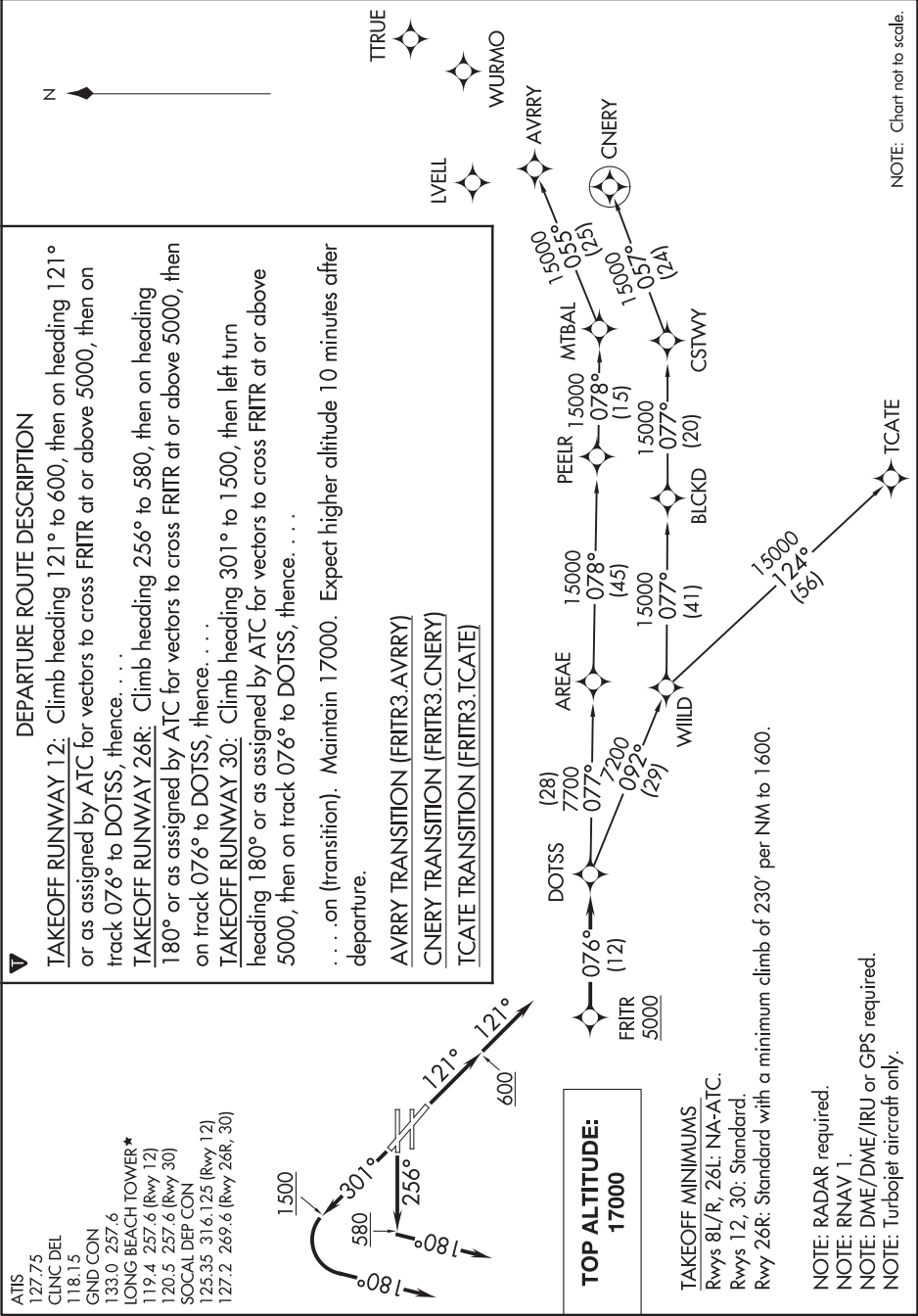
SW-3, 07 AUG 2025 to 02 OCT 2025

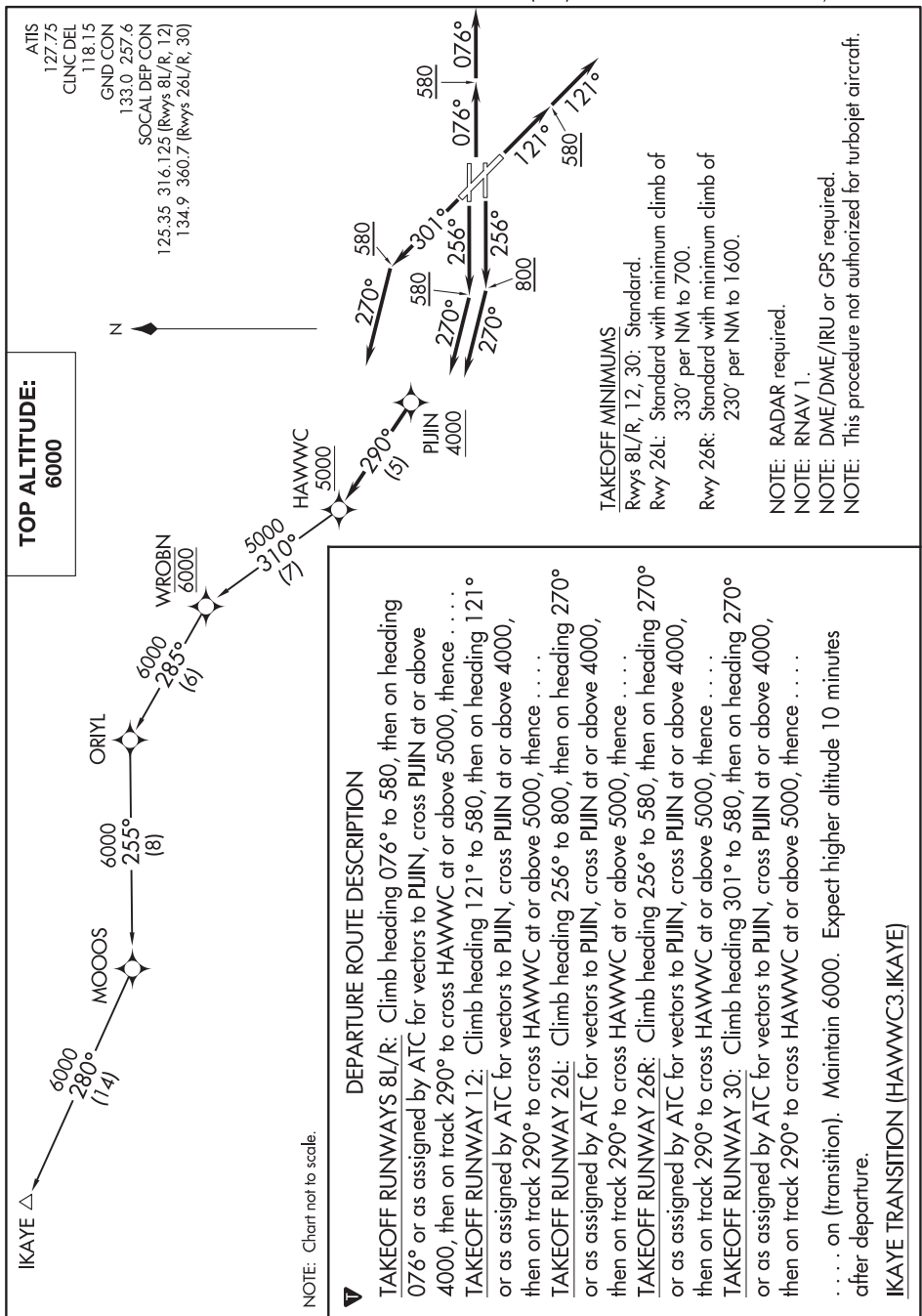
SW-3, 07 AUG 2025 to 02 OCT 2025

FRITR THREE DEPARTURE (RNAV)

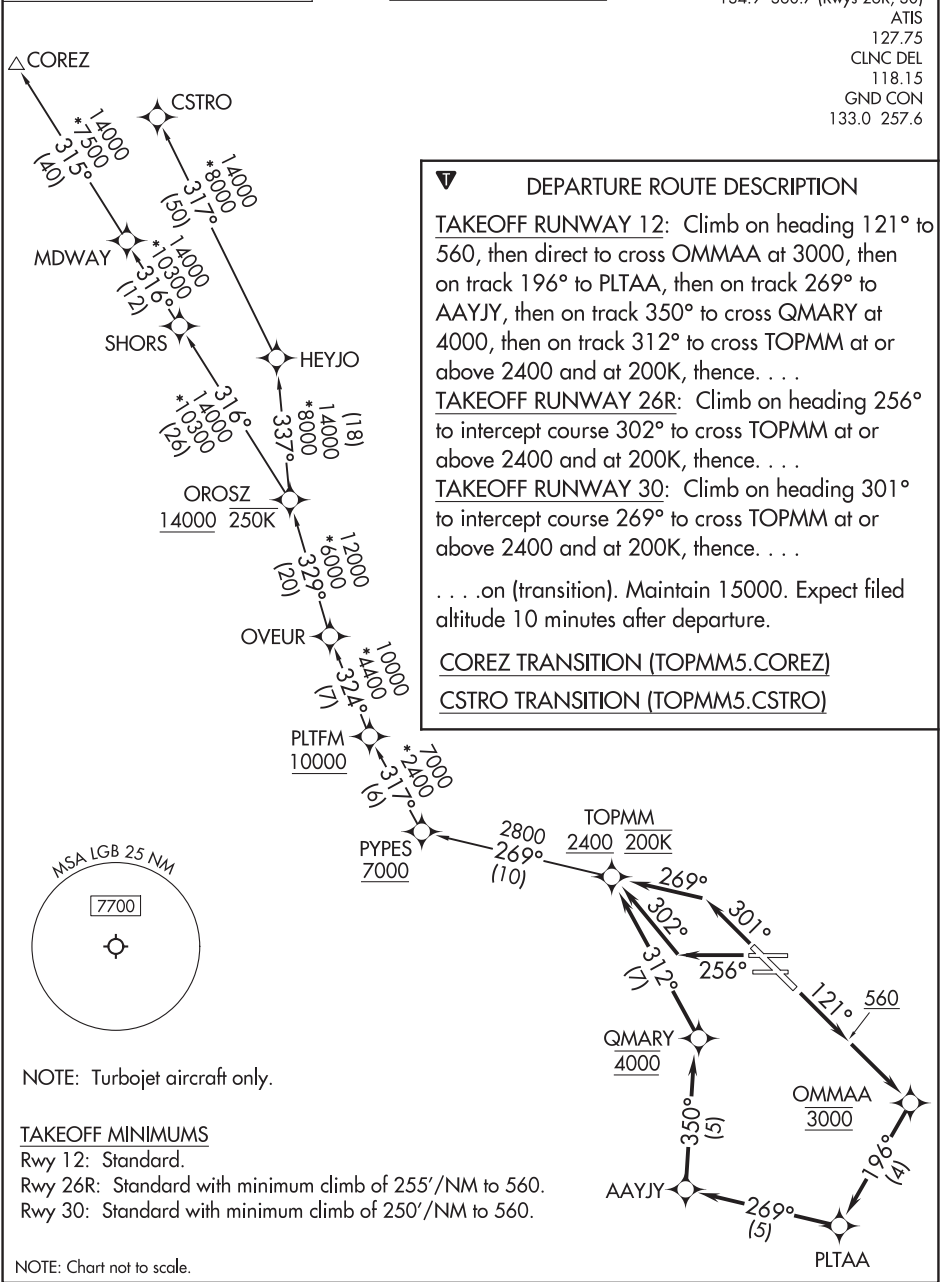
AL-236 (FAA)

LONG BEACH (DAUGHERTY FLD) (LGB)
LONG BEACH, CALIFORNIA





RNAV 1 - DME/DME/IRU or GPS.	TOP ALTITUDE: 15000	SOCAL DEP CON 125.35 316.125 (Rwy 12) 134.9 360.7 (Rwys 26R, 30)
RADAR required.		ATIS 127.75 CLNC DEL 118.15 GND CON 133.0 257.6



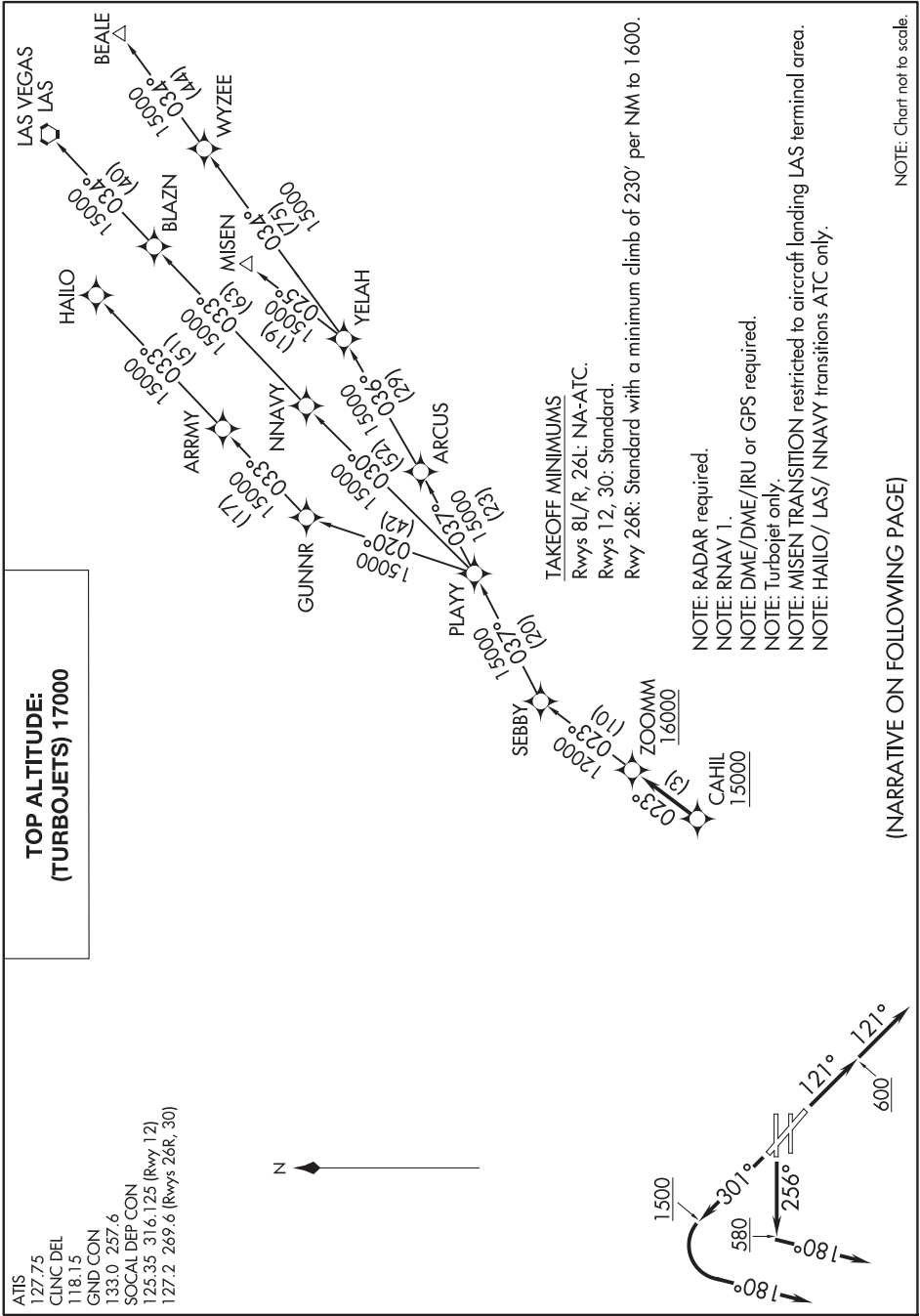
(ZOOMM3.ZOOMM) 21168

ZOOMM THREE DEPARTURE (RNAV)

LONG BEACH (DAUGHERTY FLD) (LGB)
LONG BEACH, CALIFORNIA

AL-236 (FAA)

SW-3, 07 AUG 2025 to 02 OCT 2025



ZOOMM THREE DEPARTURE (RNAV)

(ZOOMM3.ZOOMM) 10SEP20

LONG BEACH, CALIFORNIA
LONG BEACH (DAUGHERTY FLD) (LGB)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb on heading 121° to 600, then on heading 121° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 256° to 580, then on heading 180° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 301° to 1500, then left turn heading 180° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .

. . . .on (transition) turbojets maintain 17000, expect filed altitude 10 minutes after departure.

- BEALE TRANSITION (ZOOMM3.BEALE)
- HAILO TRANSITION (ZOOMM3.HAILO)
- LAS VEGAS TRANSITION (ZOOMM3.LAS)
- MISEN TRANSITION (ZOOMM3.MISEN)
- NNAVY TRANSITION (ZOOMM3.NNAVY)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOS ALAMITOS, CALIFORNIA

RNAV (GPS) RWY 22L

- (USA)

LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB) (KSLI)

APCH CRS	Rwy Idg	8001
223°	TDZE	36
	Arpt Elev	36

RNP APCH- GPS

- ▼ * When ALS inop, increase CAT CD vis to 1 1/8 miles.
 ** When ALS inop, using John Wayne/Orange County altimeter setting, increase CAT CD vis to 1 1/4 miles.



MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ALBAS and hold.

ATIS★	SOCAL APP CON/DEP CON	TOWER★	GND CON
118.875 379.975	125.35 316.125	123.85 (CTAF) 251.15	126.95 257.95

*** Circling not authorized N of Rwy 4L-22R. Circling not authorized to Rwy 4R at night.

When local altimeter setting not received, use John Wayne/Orange County altimeter setting.

VDP not authorized when using John Wayne/Orange County altimeter setting.

Procedure NA for arrivals on POM VORTAC airway R-112 CW R-254.



600	2100	ALBAS	VGSI and descent angles not coincident.	ELEV 36	TDZE 36
CATEGORY	A	B	C	D	
RNAV MDA*	420-1	384	(400-1)		
CIRCLING***	440-1 404 (500-1)	500-1 464 (500-1)	600-1½ 564 (600-1½)	600-2 564 (600-2)	
JOHN WAYNE/ORANGE COUNTY ALTIMETER SETTING MINIMUMS					
RNAV MDA**	460-1	424	(500-1)		
CIRCLING***	480-1 444 (500-1)	540-1 504 (600-1)	640-1¼ 604 (700-1¼)	640-2 604 (700-2)	

HIRL Rwy 4R-22L
 MIRL Rwy 4L-22R
 REIL Rwy 22L

LOS ALAMITOS, CALIFORNIA

LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB) (KSLI)

Amdt 2 11 JUL24

33°47'N - 118°03'W

RNAV (GPS) RWY 22L

LOS ALAMITOS, CALIFORNIA

VOR or TACAN RWY 22L

VORTAC SLI 115.7 Chan 104	APCH CRS 214°	Rwy Idg 8001 TDZE 36 Arpt Elev 36
---	-------------------------	--

[USA]
LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB) (KSLI)

DME required

T * When ALS inop, increase CAT CD vis to 1 3/8 miles.
 ** Circling not authorized N of Rwy 4L-22R. Circling to Rwy 4R not authorized at night.

SALSF



MISSED APPROACH: Climb to 1800, then climbing left turn to 3100 via SLI VORTAC R-058 to AHEIM INT and hold, continue climb-in-hold.

ATIS
118.875 379.975

SOCAL APP CON
125.35 316.125


TOWER	
.85	251.15

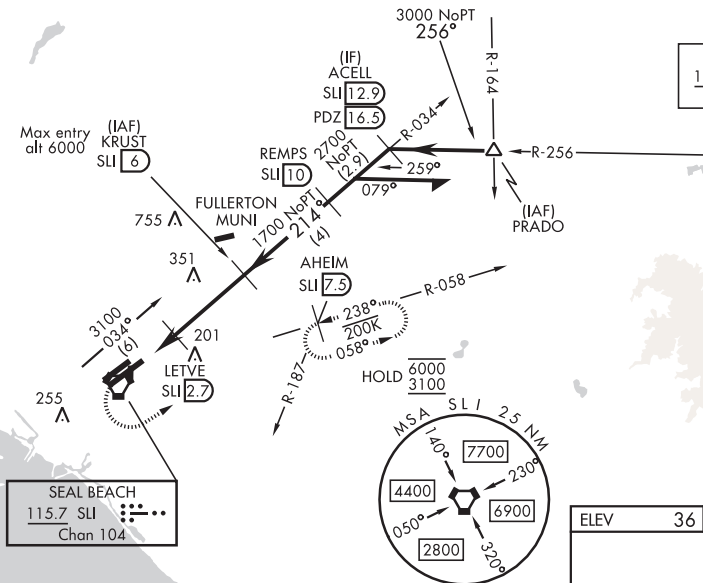
GND CON	
126.95	257.95

When local altimeter setting not received,
use John Wayne/Orange County altimeter setting.

POMONA
4 POM ☰☷☰
Chan 41

Procedure NA for
arrivals at PRADO
via V16-370
Eastbound.

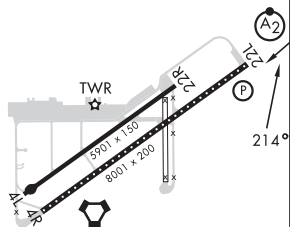
PARADISE
112.2 PDZ 
Chan 59



ELEV	36	TDZE	36
------	----	------	----

VGSI and descent angles
not coincident
(VGSI Angle 3.00/TCH 75
SLI
VORTA

Figure 1: A schematic diagram of a proposed flight track in the North Atlantic. The track starts at OYAVE SLI (1.7) and proceeds eastward. It passes through a 3.28° TCH 55° area. The track then turns northward, passing through KRUST SLI (6) and REMPS SLI (10). The track ends at a point 3100 units east of REMPS SLI (10). The track is labeled "Remain within 10 NM". The track is also labeled "034°" and "214°". The track is also labeled "6000", "3100", "2700", "1700", and "640". The track is also labeled "0.6", "1 NM", and "3.3 NM".



CATEGORY	A	B	C	D
S-22L*	500-1	464 (500-1)	500-1 $\frac{1}{8}$	464 (500-1 $\frac{1}{8}$)
CIRCLING**	500-1	464 (500-1)	600-1 $\frac{1}{2}$ 564 (600-1 $\frac{1}{2}$)	600-2 564 (600-2)
KSNA-SNA (JOHN WAYNE/ORANGE COUNTY) ALTIMETER SETTING MINIMUMS				
S-22L	540-1	504 (600-1)	540-1 $\frac{3}{8}$	504 (600-1 $\frac{3}{8}$)
CIRCLING**	540-1	504 (600-1)	640-1 $\frac{3}{4}$ 604 (700-1 $\frac{3}{4}$)	640-2 604 (700-2)

HIRL Rwy 4R-22L
MIRL Rwy 4L-22R
REIL Rwy 22L

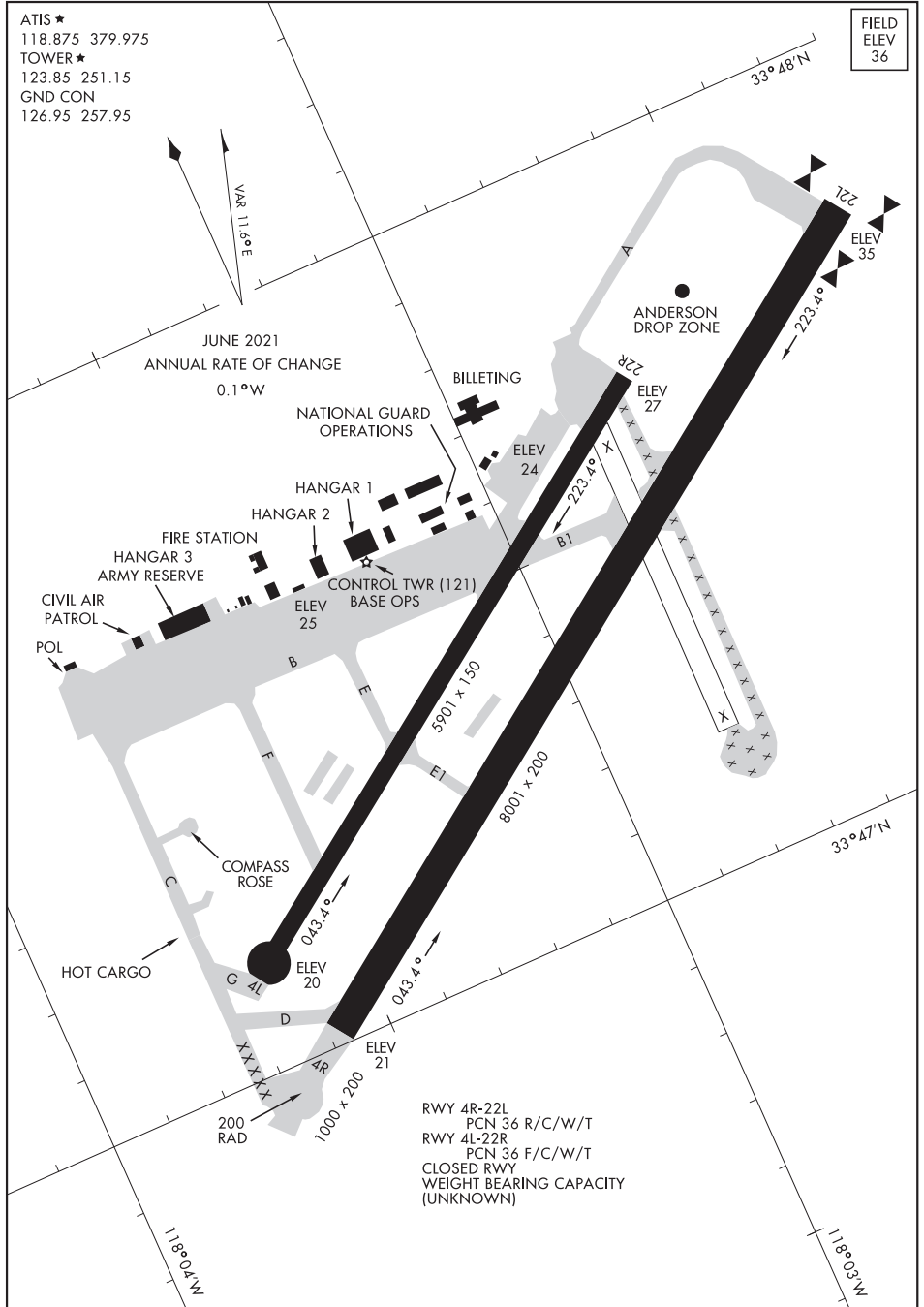
LOS ALAMITOS, CALIFORNIA
Amdt 8 11JUL24

LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB) (KSLI)
33°47'N-118°03'W

VOR or TACAN RWY 22L

AIRPORT DIAGRAM

ATIS ★	
118.875	379.975
TOWER ★	
123.85	251.15
GND CON	
126.95	257.95

FIELD
ELEV
36

SW-3, 07 AUG 2025 to 02 OCT 2025

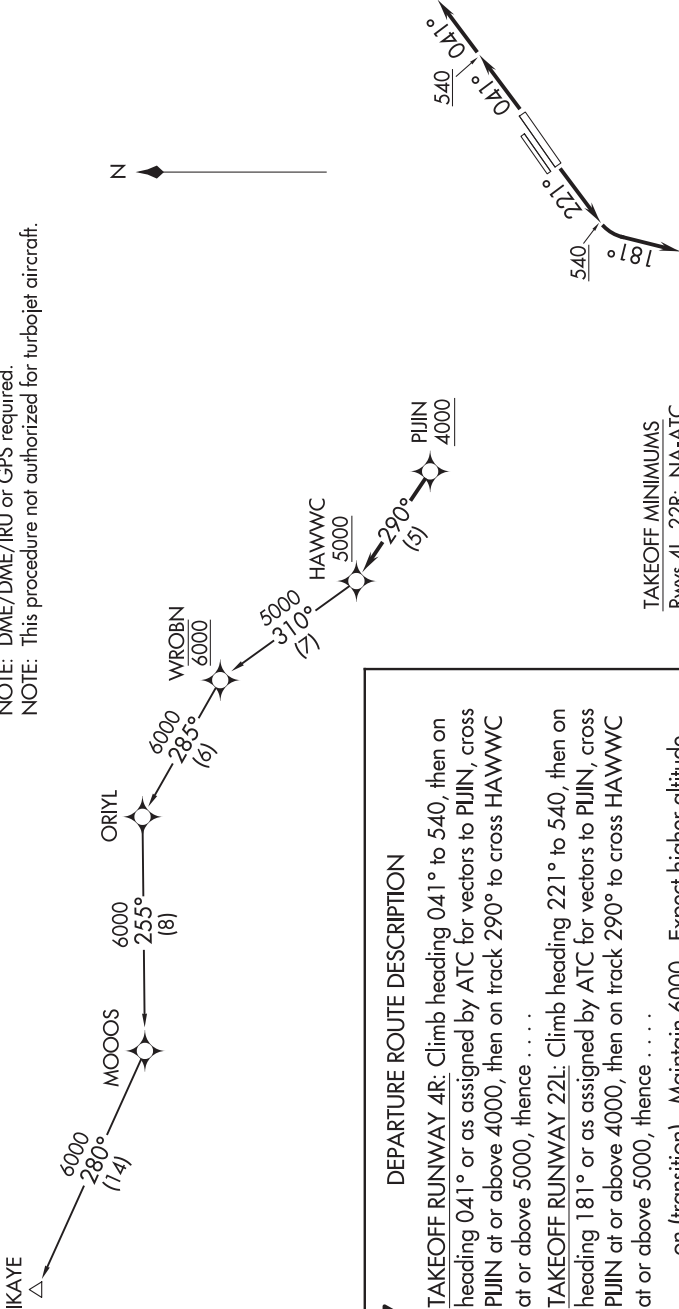
AIRPORT DIAGRAM

LOS ALAMITOS, CALIFORNIA
LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB) (KSLI)

SW-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
6000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turbojet aircraft.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 041° to 540, then on heading 041° or as assigned by ATC for vectors to PUJIN, cross PUJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence

TAKEOFF RUNWAY 22L: Climb heading 221° to 540, then on heading 181° or as assigned by ATC for vectors to PUJIN, cross PUJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence

. . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

SW-3, 07 AUG 2025 to 02 OCT 2025

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163

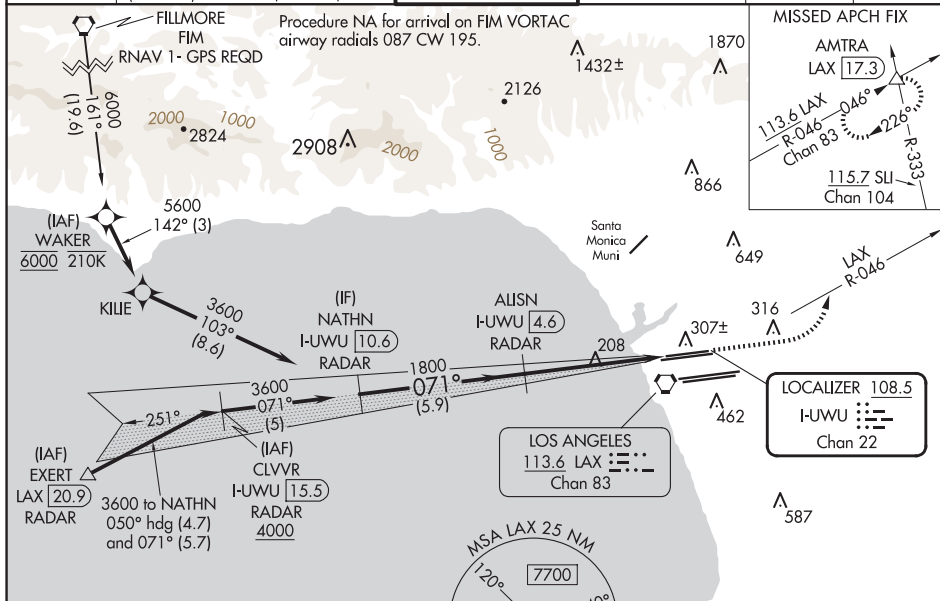
LOC/DME I-UWU 108.5 Chan 22	APP CRS 071°	Rwy Ldg TDZE Apt Elev	6L 8566 119 128	6R 9748 116 128
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ILS or LOC RWY 6L

LOS ANGELES INTL (LAX)

<p>▼ Inop table does not apply to Sidestep 6R Cats A/B. For inop ALS, increase S-LOC 6L Cat C/D visibility to RVR 5500. Simultaneous approach authorized. Autopilot coupled approach NA below 503.</p>	<p>MALSR Rwy 6L</p>	<p>MALSR Rwy 6R</p>	<p>MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/LAX 17.3 DME and hold.</p>
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D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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DME or RADAR REQUIRED

NATHN I-UWU 10.6 RADAR		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).		600		3000		AMTRA		
		AUSN I-UWU 4.6 RADAR		I-UWU DME ANTENNA *LOC only		LAX R-046		△		
3600		071°		1800		*I-UWU 0.3		I-UWU 0.5		
GS 3.00° TCH 55		1800								
		5.9 NM		4.3 NM		0.8 NM				
CATEGORY	A		B		C		D			
S-ILS 6L	369/24 250 (300-½)									
S-LOC 6L	460/24 341 (400-½)				460/30 341 (400-¾)					
SIDESTEP 6R	460/55 344 (400-1)				460-1½ 344 (400-1½)					
TDZ/CL Rwys 6R, 7L, 24R, and 25L										
HIRL all Rwys										
FAF to MAP 5.1 NM										
Knots	60	90	120	150	180					
Min:Sec	5:06	3:24	2:33	2:02	1:42					

LOS ANGELES, CALIFORNIA

Amdt 14A 19MAY22

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

ILS or LOC RWY 6L

SW-3, 07 AUG 2025 to 02 OCT 2025

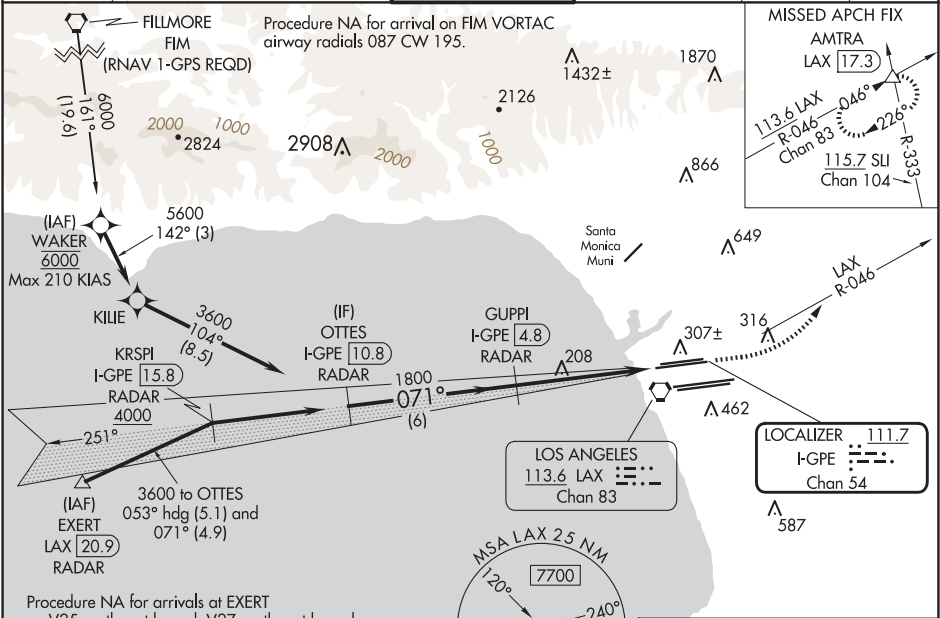
SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-GPE 111.7 Chan 54	APP CRS 071°	Rwy Ldg 6R 9748 8566 TDZE 116 119 Apt Elev 128 128
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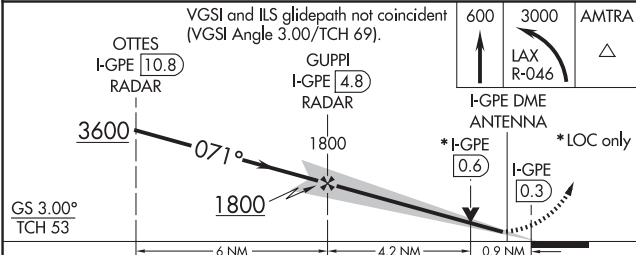
ILS or LOC RWY 6R
LOS ANGELES INTL (LAX)

Simultaneous approach authorized. For inop ALS, increase S-LOC 6R Cat C/D visibility to RVR 5500. Inop table does not apply to Sidestep 6L Cats A and B. # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR Rwy 6R 	MALSR Rwy 6L 	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/ LAX 17.3 DME and hold.
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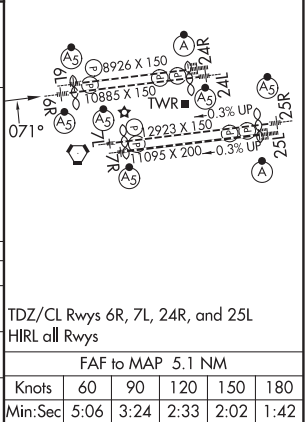
D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 124.9 269.0 (APCH FM WEST) (090°-224°) 124.5 235.975 128.5 360.7 (225°-044°) (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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DME or RADAR REQUIRED	
ELEV 128	TDZE 6R 116 TDZE 6L 119



CATEGORY	A	B	C	D
S-ILS 6R#	316/24 200 (200-1/2)			
S-LOC 6R	460/24 344 (400-1/2)		460/30 344 (400-5/8)	
SIDESTEP 6L	460/55 341 (400-1)			460-1 1/2 341 (400-1 1/2)



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-AS <u>111.1</u> Chan 48	APP CRS 071°	Rwy Ldg 11259 TDZE 128 Apt Elev 128	7L 11095 128 128	7R 11095 128 128
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AL-237 (FAA)

25163

ILS or LOC RWY 7L
LOS ANGELES INTL (LAX)

From FIM VORTAC: RNAV 1-GPS required. DME or RADAR required.

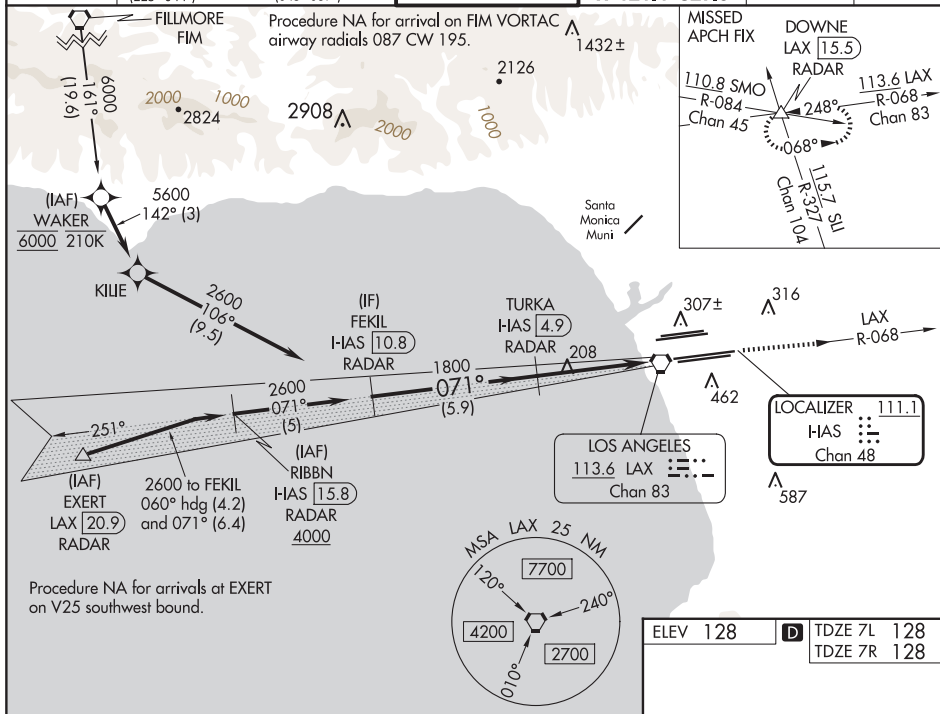
T Simultaneous approach authorized. Autopilot coupled approach NA below 925. Inop table does not apply to Sidestep Rwy 7R Cats A and B.

MALS

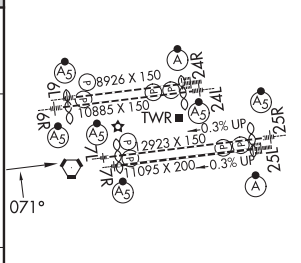
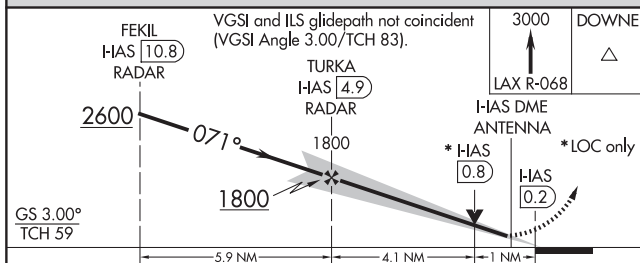
MALS R

MISSED APPROACH: Climb to 3000 on LAX VORTAC R-068 to DOWNE INT/LAX 15.5 DME/RADAR and hold.

D-ATIS	SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0 W 121.4 327.0	327.0	



ELEV 128	D	TDZE 7L 128
		TDZE 7R 128



CATEGORY	A	B	C	D
S-ILS 7L	336/18 208 (300-1/2)			
S-LOC 7L	520/24 392 (400-1/2)		520/35 392 (400-5/8)	
SIDESTEP 7R	520/55 392 (400-1)			520-1 1/2 392 (400-1 1/2)

TDZ/CL Rwy's 6R, 7L, 24R, and 25L HIRL all Rwy's					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOS ANGELES, CALIFORNIA
Amdt 9A 05NOV20

33°57'N-118°24'W

LOS ANGELES INTL (LAX)
ILS or LOC RWY 7L

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-MKZ	APP CRS	Rwy Ldg	7R	7L
109.9	071°	11095	11259	
Chan 36		TDZE	128	128
		Apt Elev	128	128

ILS or LOC RWY 7R

LOS ANGELES INTL (LAX)

Simultaneous approach authorized. DME or RADAR required.
Inop table does not apply to Sidestep Rwy 7L Cats A and B.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

Rwy 7R

MALSR

Rwy 7L

MISSED APPROACH: Climb to 3000 on LAX VORTAC R-068 to DOWNE INT/ LAX 15.5 DME/RADAR and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2	124.9 269.0	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975	128.5 360.7	S 121.75 327.0	327.0	
	(225°-044°)	(090°-224°)	W 121.4 327.0		
		(045°-089°)			

TIMESE I-MKZ 10.9 RADAR

FUMBL I-MKZ 4.9 RADAR

I-MKZ DME ANTENNA

I-MKZ 0.7

I-MKZ 0.2

3000

LAX R-068

DOWNE

2600

1800

071°

6 NM

4.2 NM

0.9 NM

GS 3.00° TCH 60

CATEGORY

S-ILS 7R#

S-LOC 7R

SIDESTEP 7L

A

B

C

D

328/24 200 (200-½)

460/24 332 (400-½)

460/26 332 (400-½)

520/55 392 (400-1)

520-1½ 392 (400-1½)

TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOS ANGELES, CALIFORNIA

Amdt 8A 07DEC17

33°57'N-118°24'W

169

LOS ANGELES INTL (LAX)

ILS or LOC RWY 7R

LOS ANGELES, CALIFORNIA



AL-237 (FAA)

25163

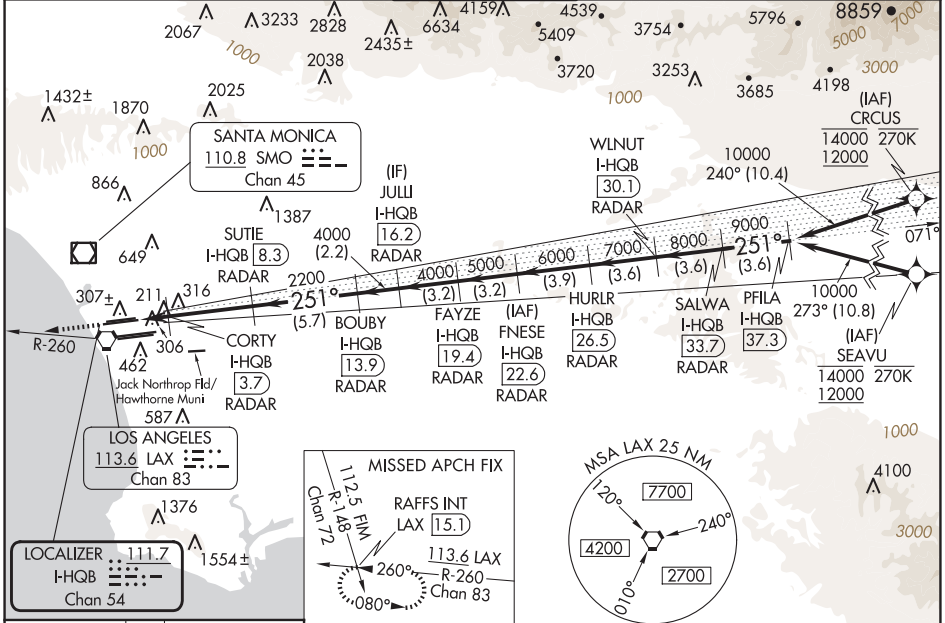
LOC/DME I-HQB 111.7 Chan 54	APP CRS 251°	Rwy Ldg 24L 9483 24R 8926 TDZE 123 122 Apt Elev 128 128
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ILS or LOC RWY 24L

LOS ANGELES INTL (LAX)

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required. From CRCUS: RNAV 1-GPS required. From SEAVU: RNAV 1-GPS required.		MALSR Rwy 24L 	ALSF-2 Rwy 24R 	MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.
Simultaneous approach authorized with HHR. Inop table does not apply to Sidestep Rwy 24R Cat A and B. Simultaneous approach authorized. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. For inop ALS, increase Sidestep 24R Cat C visibility to 1½ SM. For inop ALS, increase S-LOC 24L Cat C/D visibility to RVR 5500. #RVR 1800 authorized with use of FD or AP or HUD to DA.				

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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ELEV 128	TDZE 24L 123	TDZE 24R 122
TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy		
FAF to MAP 6.4 NM		
Knots	60	90 120 150 180
Min:Sec	6:24	4:16 3:12 2:34 2:08
CATEGORY	A	B C D
S-ILS 24L#	323/24	200 (200-½)
S-LOC 24L	500/24 377 (400-½)	500/35 377 (400-¾)
SIDESTEP 24R	500/55 378 (400-1)	500-1½ 378 (400-1½)

LOS ANGELES, CALIFORNIA

Amdt 27D 22APR21

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

ILS or LOC RWY 24L

ILS or LOC RWY 24R
LOS ANGELES INTL (LAX)

MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

Rwy 24L

The map displays the following information:

- Airports and Frequencies:**
 - MISSED APCH FIX: 112.5 FM, R-148, Chan 72
 - RAFFS INT LAX: 115.1
 - LAX: 113.6, R-260, Chan 83
 - SANTA MONICA: 110.8 SMO, Chan 45
 - ARBIE: I-OSS [3.7], RADAR
 - KOBEE: I-OSS [8.3], RADAR
 - LOS ANGELES: 113.6 LAX, Chan 83
 - LOCALIZER: 108.5, I-OSS, Chan 22
- Radar Stations and Coverage:**
 - BREBA: I-OSS [30.1], RADAR
 - PALAC: I-OSS [26.5], RADAR
 - DECOR: I-OSS [33.7], RADAR
 - SKOLL: I-OSS [37.3], RADAR
 - SEAVU: I-OSS [27.0], RADAR
 - MERCE: I-OSS [16.2], RADAR
 - BROUK: I-OSS [19.4], RADAR
 - LIVVN: I-OSS [22.6], RADAR
- Flight Paths and Headings:**
 - R-260 heading 260°
 - Heading 251° (7.9)
 - Heading 241° (10.4)
 - Heading 274° (10.9)
- Other Labels:**
 - JACK NORTHROP FLD/HAWTHORNE MUNI
 - MSA LAX 25 NM
 - Frequencies: 112.5, 113.6, 108.5, 110.8, 115.1, 108.5

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3. 07 AUG 2025 to 02 OCT 2025

LOS ANGELES INTL (LAX)
ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)
ILS or LOC RWY 25L

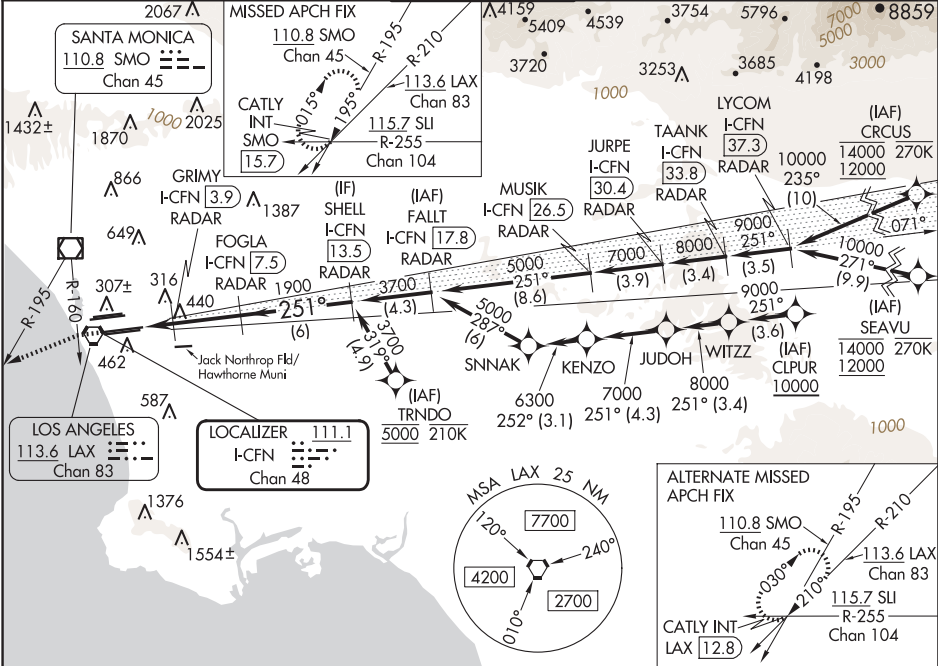
SW-3. 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FCN 111.1 Chan 48	APP CRS 251°	Rwy Ldg 11134 11095 TDZE 104 104 Apt Elev 128 128
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ILS or LOC RWY 25R
LOS ANGELES INTL (LAX)

From CRCUS, SEAVU, TRNDO, CLPUR: RNAV 1-GPS required. DME or RADAR required.	MALSR Rwy 25R	ALSF-2 Rwy 25L	MISSED APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° and SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.
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D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 [ARCH FM WEST] [225°-044°]	124.9 269.0 [090°-224°] 128.5 360.7 [045°-089°]	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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2000 hdg 251°	SMO R-160 hdg 236°	SMO R-195	CATLY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).	SHELL I-FCN [13.5] RADAR	ELEV 128 D TDZE 25R 104 TDZE 25L 104
*LOC only	I-FCN [2.1]	GRIMY I-FCN [3.9] RADAR	FOGLA I-FCN [7.5] RADAR	1900	3700	
	1.9 NM	3.6 NM	6 NM			
CATEGORY	A	B	C	D		
S-ILS 25R#		304/24	200 (200-½)			
S-LOC 25R		700/24	596 (600-½)	700-1¼	596 (600-1¼)	
SIDESTEP 25L		700/55	596 (600-1)	700-1¼	700-1½	
			596 (600-1¼)	596 (600-1½)		
TDZ/CL Rwyys 6R, 7L, 24R, and 25L HIRL all Rwyys						
FAF to MAP 5.5 NM						
Knots						60 90 120 150 180
Min:Sec						5:30 3:40 2:45 2:12 1:50

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163

LOC/DME I-OSS 108.5 Chan 22	APP CRS 251°	Rwy Ldg 8926 TDZE 122 Apt Elev 128
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ILS RWY 24R (CAT II & III) **LOS ANGELES INTL (LAX)**

From CRCSU, SEAVU: RNAV 1-GPS required. DME or RADAR required.

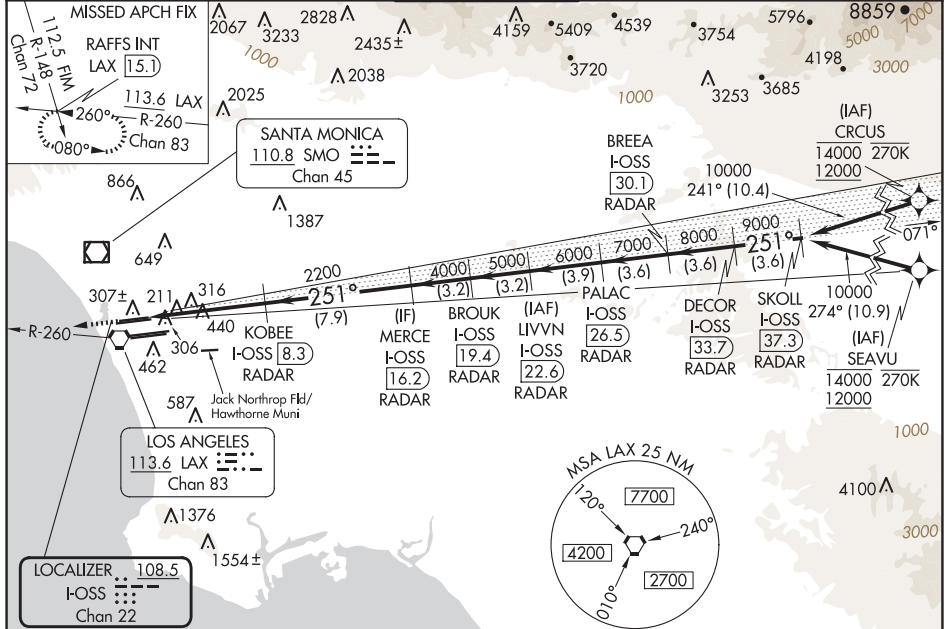
ALSF-2



Simultaneous approach authorized with HHR.
Simultaneous approach authorized.

MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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ELEV 128	D TDZE 122	2000 ↑ hdg 251°	LAX R-260	RAFFS INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).	DECOR I-OSS 33.7 RADAR	SKOLL I-OSS 37.3 RADAR			
		KOBEE I-OSS 8.3 RADAR	MERCE I-OSS 16.2 RADAR	BROOK I-OSS 19.4 RADAR	LIVVN I-OSS 22.6 RADAR	PALAC I-OSS 26.5 RADAR	BREA I-OSS 30.1 RADAR	251°	10000	
		2200	4000	5000	6000	7000	8000	9000		
		110267	6.4 NM	7.9 NM	3.2 NM	3.2 NM	3.9 NM	3.6 NM	3.6 NM	3.6 NM
		CATEGORY	A		B		C		D	
S-ILS 24R		CAT II RA 118/12 100 DA 222								
S-ILS 24R		CAT III RVR 06								
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED										

TDZ/CL Rwy 6L, 7L, 24R, and 25L
HIRL all Rwy

LOS ANGELES, CALIFORNIA
Amdt 26B 20MAY21

33°57'N-118°24'W

LOS ANGELES INTL (LAX)
ILS RWY 24R (CAT II & III)

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-LAX 109.9 Chan 36	APP CRS 251°	Rwy Ldg 11095 TDZE 104 Apt Elev 128
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ILS RWY 25L (CAT II & III)
LOS ANGELES INTL (LAX)

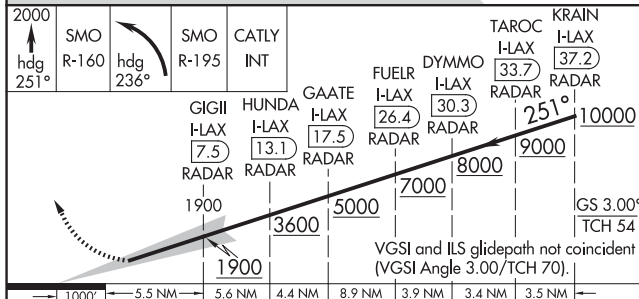
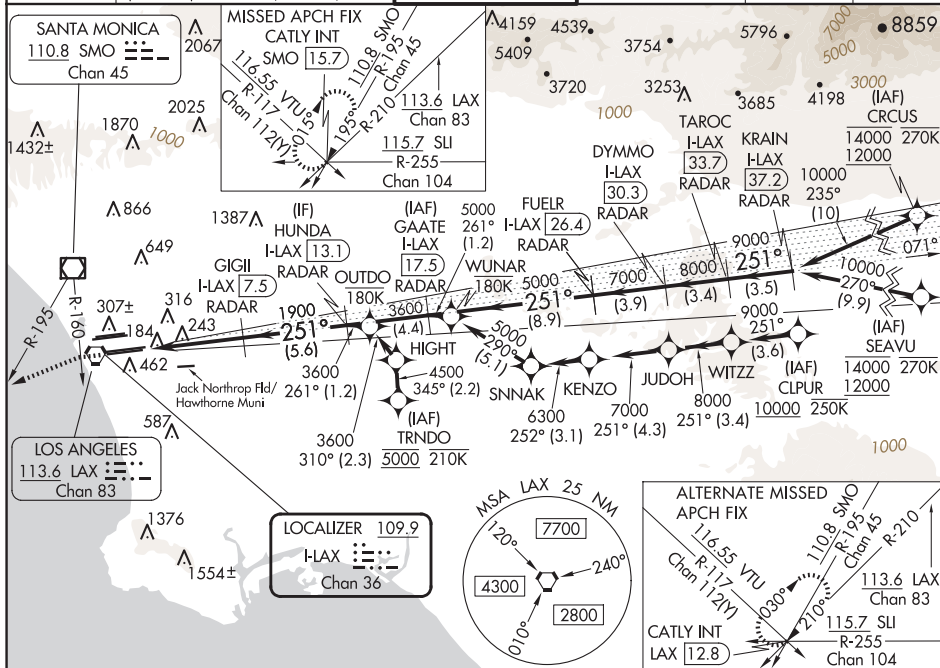
RNP APCH - GPS. From CLPUR or CRCUS or SEAVU or TRNDO.
DME or RADAR required.

T	Simultaneous approach authorized. Simultaneous approach authorized with HHR.
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ALSF-2

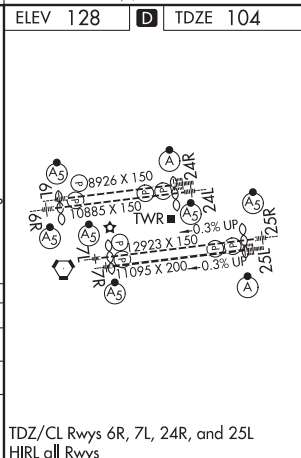
MISSED APPROACH: Climb to 2000 on heading 251° until crossing the SMO R-160 then left turn on heading 236° and on the SMO R-195 to CATLY INT/SMO 15.7 DME and hold.

D-ATIS	SOCAL APP CON		LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2 (APCH FM WES2)	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0 W 121.4 327.0	327.0	



CATEGORY	A	B	C	D
S-ILS 25L	CAT II RA 107/12 100 DA 204			
S-ILS 25L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



ILS RWY 25L (CAT II & III)

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163

APP CRS 071°	Rwy Ldg TDZE Apt Elev	8566 119 128
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RNAV (RNP) Z RWY 6L

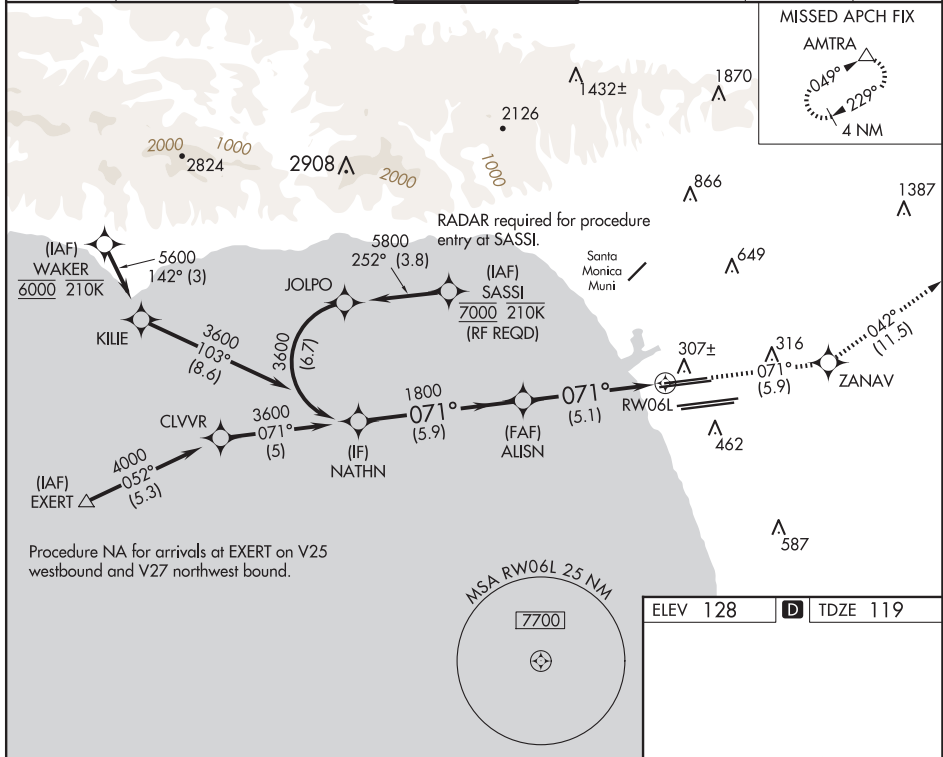
LOS ANGELES INTL (LAX)

▼ For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized. GPS required. For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 on track 071° to ZANAV and on track 042° to AMTRA and hold.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

NATHN

3600

071°

1800

GP 3.00° TCH 55

5.9 NM

5.1 NM

RW06L

3000

ZANAV

tr 071°

AMTRA

tr 042°

CATEGORY	A	B	C	D
RNP 0.30 DA		484/40	365 (400-¾)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 6R, 7L, 24R, and 25L
HIRL all Rwy

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOS ANGELES, CALIFORNIA

Amtd 1 10NOV16


33°57'N-118°24'W

LOS ANGELES INTL (LAX)

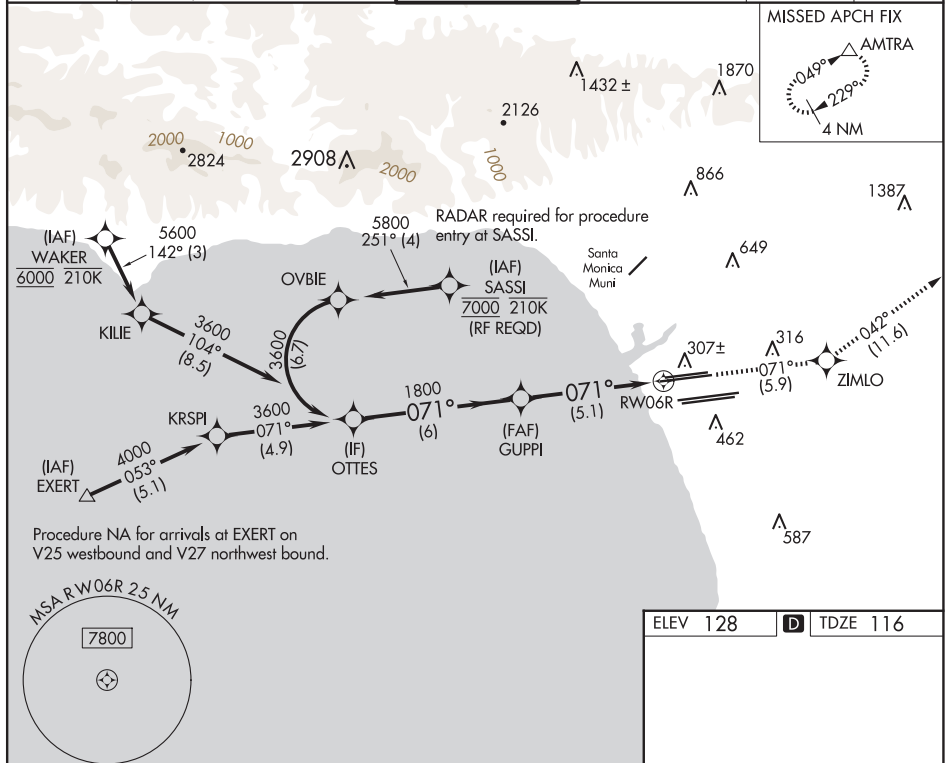
RNAV (RNP) Z RWY 6L

APP CRS 071°	Rwy Ldg 9748 TDZE 116 Apt Elev 128
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RNAV (RNP) Z RWY 6R
LOS ANGELES INTL (LAX)

<p>T For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 on track 071° to ZIMLO and on track 042° to AMTRA and hold.</p>
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D-ATIS	SOCAL APP CON		LOS ANGELES TOWER	GND CON		CLNC DEL	CPDLC
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0		120.35	
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0		327.0	
				W 121.4 327.0			



VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 69).

OTIS

GUPPI

3600

1800

1800

GP 3.00°
TCH 53

6 NM

5.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	471/40 355 (400-¾)			

AUTHORIZATION REQUIRED

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163

APP CRS	Rwy Ldg	11259
071°	TDZE	128
	Apt Elev	128

RNAV (RNP) Z RWY 7L

LOS ANGELES INTL (LAX)

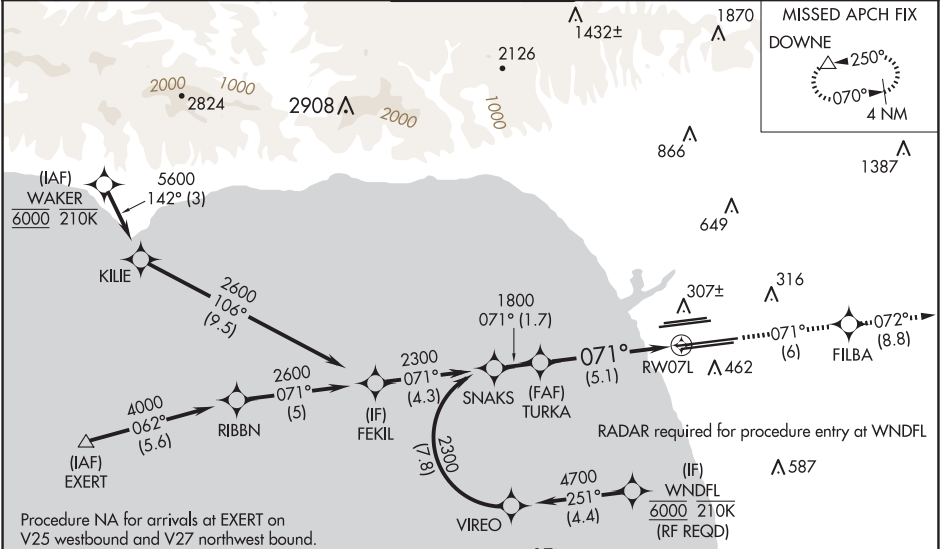
▼

For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 on track 071° to FILBA and on track 072° to DOWNE and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 121.75 327.0	327.0	
		S 120.95 379.1	W 121.4 327.0		



Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

MSA RW07L 25 NM

7700

ELEV 128

D

TDZE 128

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).

3000

FILBA

tr 071°

tr 072°

DOWNE

GP 3.00°

TCH 59°

2300

071°

1800

1800

RW07L

1.7 NM

5.1 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		441/24	313 (400-½)	
RNP 0.30 DA		485/40	357 (400-¾)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 6R, 7L, 24R, and 25L

HIRL all Rwy

APP CRS	Rwy Ldg	11095
071°	TDZE	128
	Apt Elev	128

RNAV (RNP) Z RWY 7R
LOS ANGELES INTL (LAX)

For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 4500. Simultaneous approach authorized.

MALSR



MISSED APPROACH: Climb to 3000 on track 071° to ESINE and on track 071° to DOWNE and hold

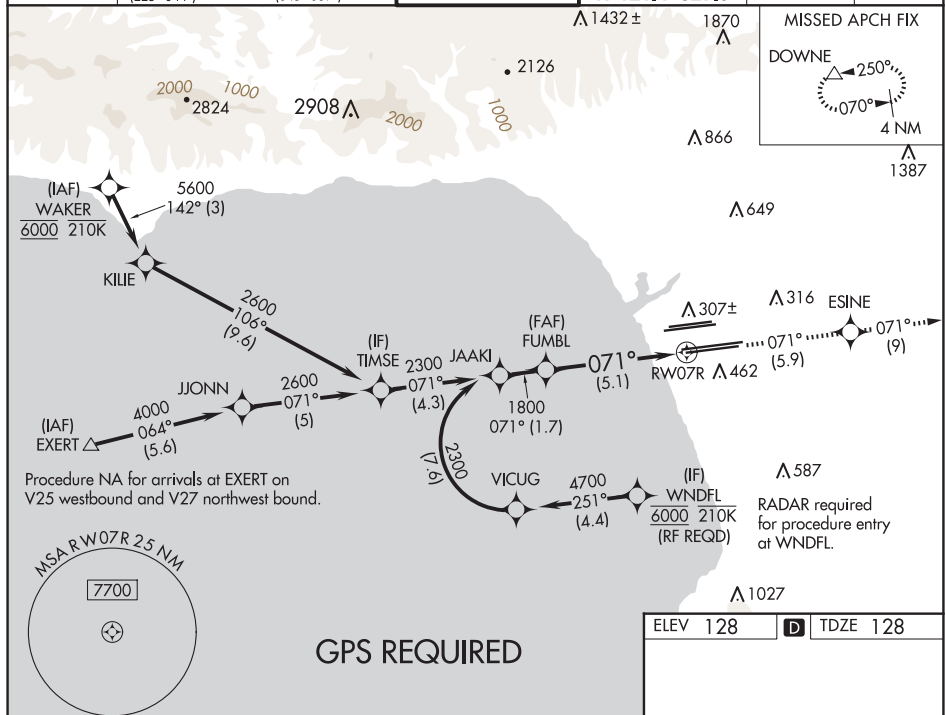
D-ATIS	SOCAL APP CON			
ARR 133.8	124.3	363.2	124.9	269.0
	(APCH FM WEST)		(090°-224°)	
DEP 135.65	124.5	235.975	128.5	360.7
	(225°-044°)		(045°-089°)	

LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1

	GND CON	
N	121.65	327.0
S	121.75	327.0
W	121.4	327.0

CLNC DEL
120.35
327.0

CPDLC



ELEV 128		TDZE 128
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 57).

3000

ESINE

DOWNE

JAAKI

FUMBI

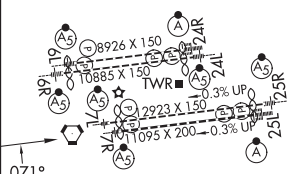
RW07R

GP 3.00
TCH 60

-5.1 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		414/24	286 (300-1/2)	
RNP 0.30 DA		538/45	410 (500-7/8)	

AUTHORIZATION REQUIRED



TDZ/CL Rwy's 6R, 7L, 24R, and 25L
HIRL all Rwy's

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163

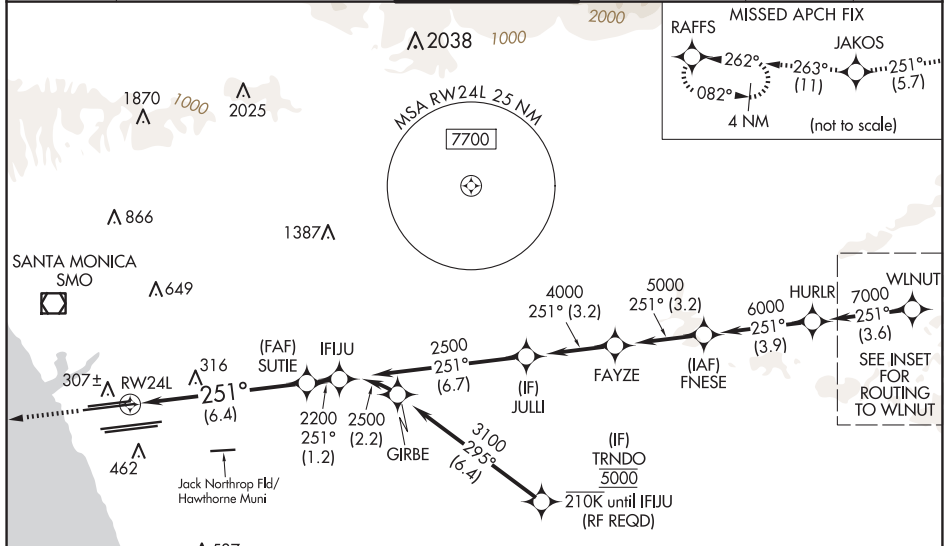
APP CRS	Rwy Ldg	9483
251°	TDZE	123
	Apt Elev	128

RNAV (RNP) Z RWY 24L

LOS ANGELES INTL (LAX)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb to 2000 on track 251° to JAKOS and track 263° to RAFFS and hold.
Simultaneous approach authorized. Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to 1½ SM.		

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2 124.9 269.0	N 133.9 239.3	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975 128.5 360.7	S 120.95 379.1	S 121.75 327.0	327.0	
	(225°-044°)	(090°-224°)	W 121.4 327.0		



ELEV 128	D	TDZE 123
ROUTING TO WLNUT (not to scale)		

TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy	
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 79).	
See planview for multiple IF locations.	
GP 3.00° TCH 59	
CATEGORY	A B C D
RNP 0.15 DA	545/35 422 (500-%)
RNP 0.30 DA	592/45 469 (500-%)

AUTHORIZATION REQUIRED

LOS ANGELES, CALIFORNIA

Amdt 2B 09SEP21

33°57'N-118°24'W

RNAV (RNP) Z RWY 24L

LOS ANGELES INTL (LAX)

SW-3, 07 AUG 2025 to 02 OCT 2025

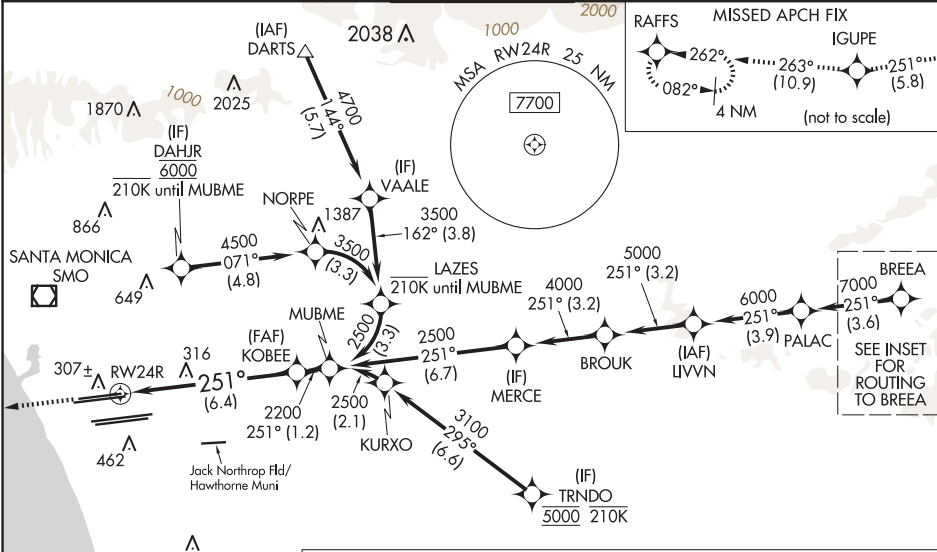
APP CRS	Rwy Ldg	8926
251°	TDZE	122
	Apt Elev	128

RNAV (RNP) Z RWY 24R

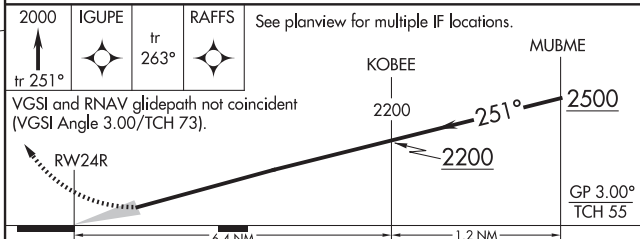
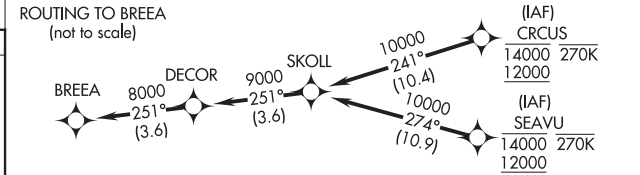
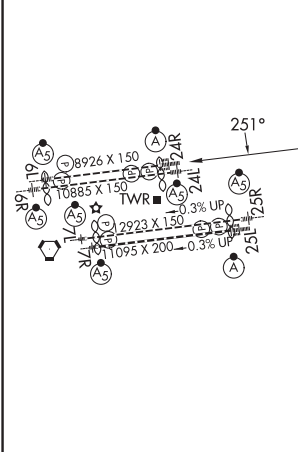
LOS ANGELES INTL (LAX)

RNP AR APCH-GPS.	ALSF-2	MISSED APPROACH: Climb to 2000 on track 251° to IGUPE and track 263° to RAFFS and hold.
Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.		

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2	N 133.9 239.3	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975	S 120.95 379.1	S 121.75 327.0	327.0	
	(225°-044°)	(090°-224°)	W 121.4 327.0		
		(045°-089°)			



ELEV 128	TDZE 122
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CATEGORY	A	B	C	D
RNP 0.15 DA	484/40	362 (400-¾)		
RNP 0.30 DA	586/60	464 (500-1½)		

TDZ/CL Rwy 6R, 7L, 24R, and 25L
HIRL all Rwy

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163

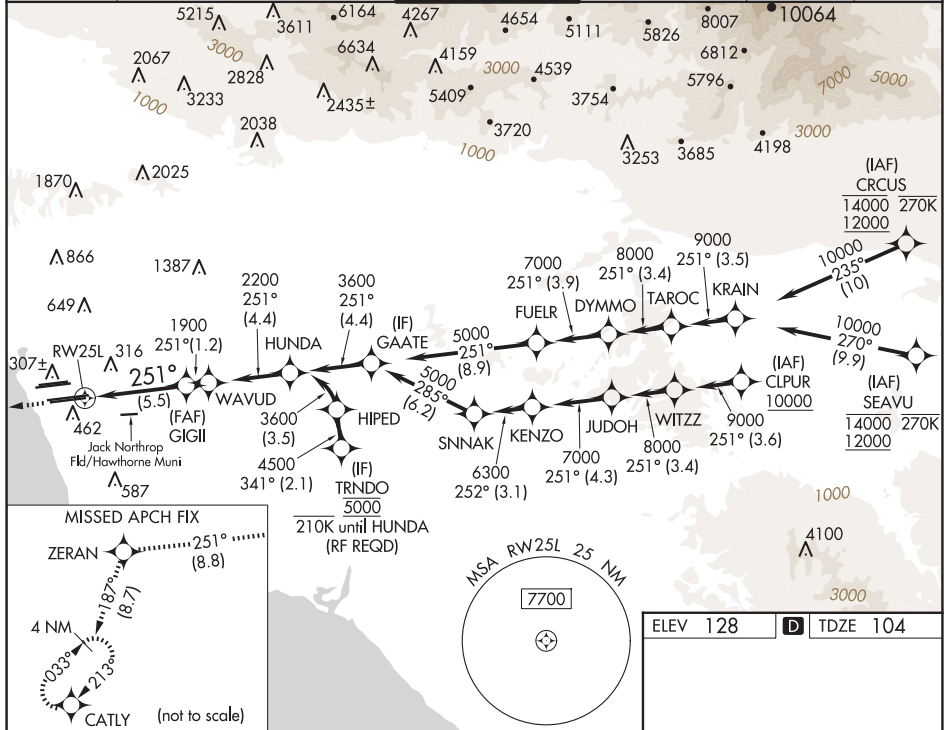
APP CRS	Rwy Ldg	11095
251°	TDZE	104
	Apt Elev	128

RNAV (RNP) Z RWY 25L

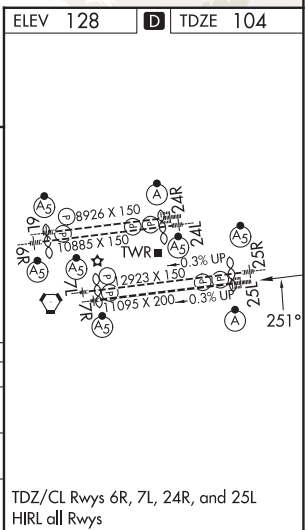
LOS ANGELES INTL (LAX)

RNP AR APCH.	ALSF-2	MISSED APPROACH: Climb to 2000 on track 251° to ZERAN and on track 187° to CATLY and hold.
GPS required. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR.		

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3 363.2	N 133.9 239.3	N 121.65 327.0	120.35	
DEP 135.65	124.5 235.975	S 120.95 379.1	S 121.75 327.0	327.0	
	(225°-044°)	(090°-224°)	W 121.4 327.0		
		(045°-089°)			



2000	ZERAN	tr 187°	CATLY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).
tr 251°				
See planview for multiple IF locations.				
CATEGORY	A	B	C	D
RNP 0.15 DA	445/30 341 (400-5%)			
RNP 0.30 DA	543/50 439 (500-1)			
AUTHORIZATION REQUIRED				



LOS ANGELES, CALIFORNIA
Amdt 2D 09SEP21

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

RNAV (RNP) Z RWY 25L

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	11134
251°	TDZE	104
	Apt Elev	128

RNAV (RNP) Z RWY 25R

LOS ANGELES INTL (LAX)

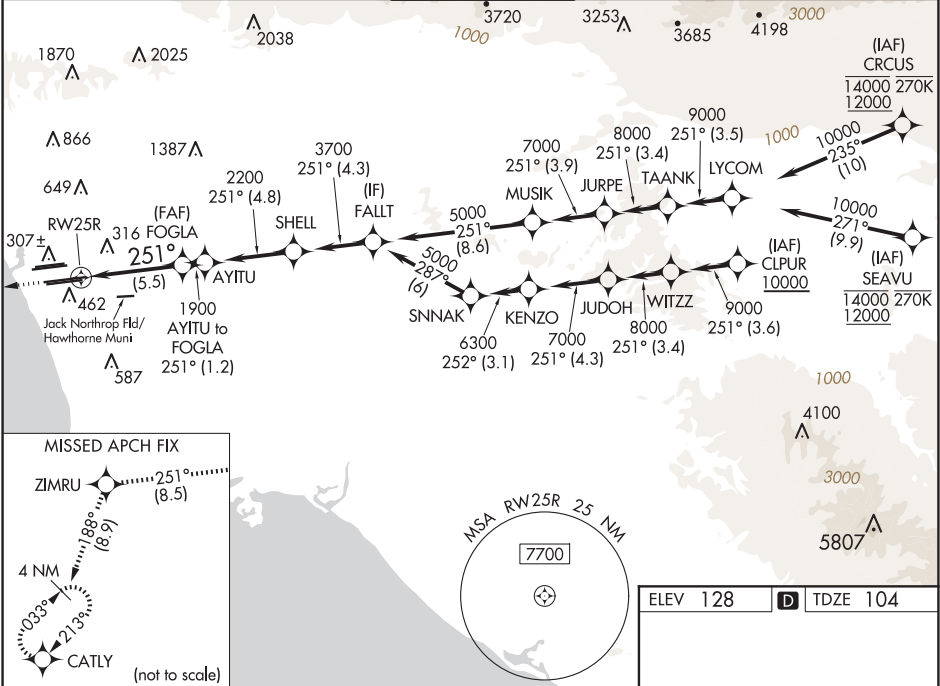
▼

For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized. Simultaneous approach authorized with HHR. GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 on track 251° to ZIMRU and track 188° to CATLY and hold.

D-ATIS	SOCAL APP CON		LOS ANGELES TOWER		GND CON		CLNC DEL	CPDLC
ARR 133.8	124.3	363.2	124.9	269.0	N 121.65	327.0	120.35	
DEP 135.65	(APCH FM WEST)		(090°-224°)		S 121.75	327.0	327.0	
	124.5		235.975		W 121.4	327.0		
	(225°-044°)		(045°-089°)					



2000

↑

tr 251°

ZIMRU

tr 188°

CATLY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

FOGLA

1900

251°

2200

1900

GP 3.00°

TCH 54

See planview for multiple IF locations.

RW25R

5.5 NM

1.2 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		453/40	349 (400-¾)	
RNP 0.30 DA		544/50	440 (500-1)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy's 6R, 7L, 24R, and 25L
HIRL all Rwy's

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 82507 W06A	APP CRS 071°	Rwy Ldg 8566 TDZE 119 Apt Elev 128
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RNAV (GPS) Y RWY 6L

LOS ANGELES INTL (LAX)

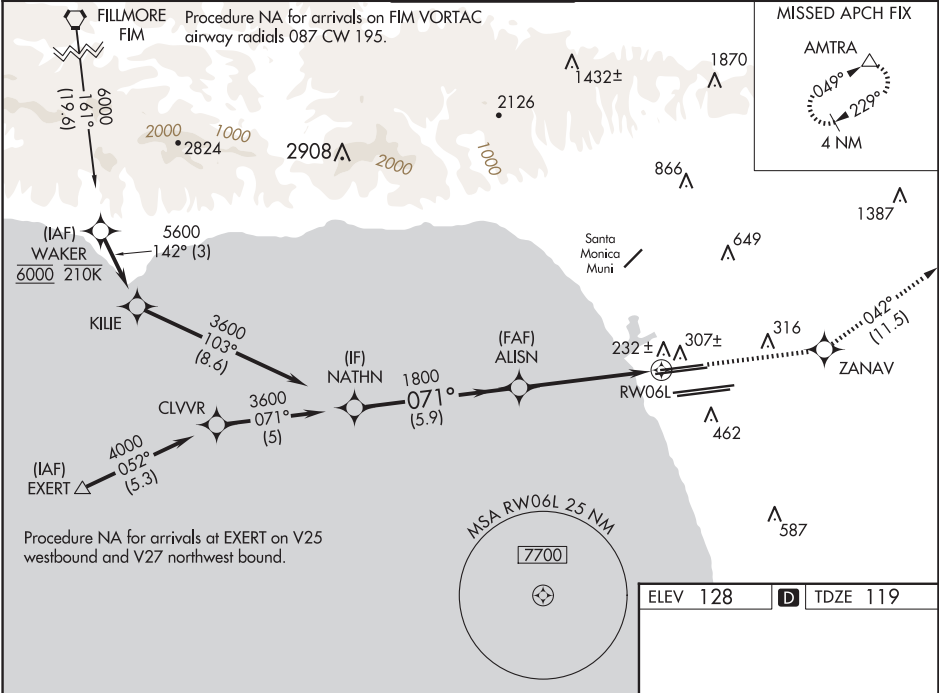
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 3000 direct ZANAV and track 042° to AMTRA and hold.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 124.9 269.0 (APCH FM WEST) (090°-224°) 124.5 235.975 128.5 360.7 (225°-044°) (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).		3000	ZANAV	tr 042°	AMTRA
NATHN		AUSN		* INAV only	
3600		1800		* 1 NM to RW06L	
GP 3.00° TCH 55		RW06L		RW06L	
5.9 NM		4.1 NM		1 NM	
CATEGORY	A	B	C	D	
LPV DA	369/24 250 (300-½)				
LNAV/VNAV DA	411/24 292 (300-½)				
LNAV MDA	500/24 381 (400-½)		500/35 381 (400-¾)		
TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy					

WAAS CH 61207 W06B	APP CRS 071°	Rwy Ldg 9748 TDZE 116 Apt Elev 128
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RNAV (GPS) Y RWY 6R
LOS ANGELES INTL (LAX)

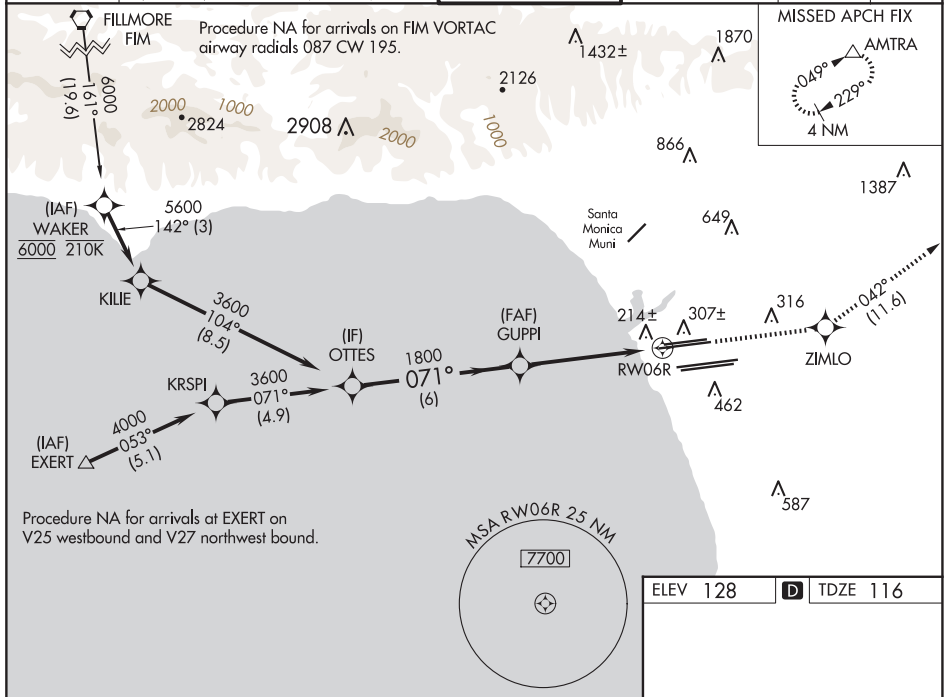
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cnts visibility to RVR 4500, LNAV Cat C and D visibility to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

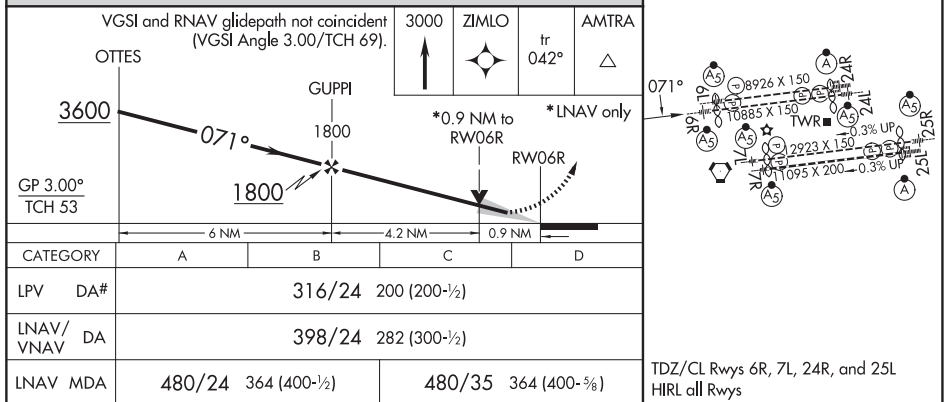


MISSED APPROACH:
Climb to 3000 direct
ZIMLO and track 042°
to AMTRA and hold.

D-ATIS	SOCAL APP CON		LOS ANGELES TOWER	GND CON		CLNC DEL	CPDLC
ARR 133.8	124.3 363.2 (APCH FM WEST)	124.9 269.0 (090°-224°)	N 133.9 239.3	N 121.65 327.0	120.35		
DEP 135.65	124.5 235.975 (225°-044°)	128.5 360.7 (045°-089°)	S 120.95 379.1	S 121.75 327.0	327.0		



ELEV 128	D	TDZE 116
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SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163


WAAS CH 42504 W07A	APP CRS 071°	Rwy Ldg 11259 TDZE 128 Apt Elev 128
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RNAV (GPS) Y RWY 7L

LOS ANGELES INTL (LAX)

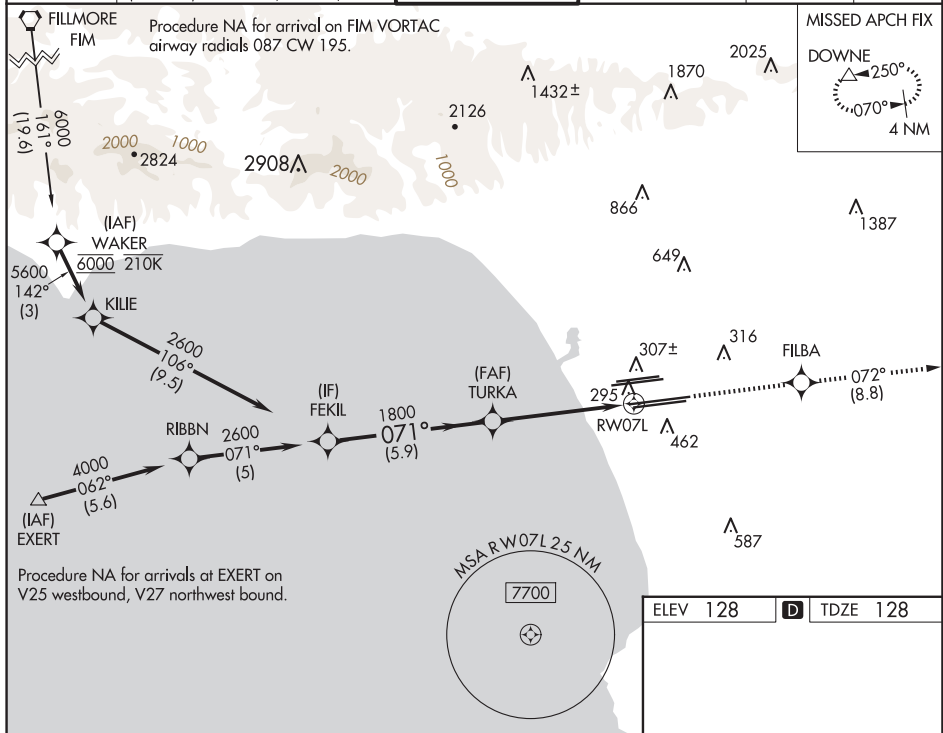
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

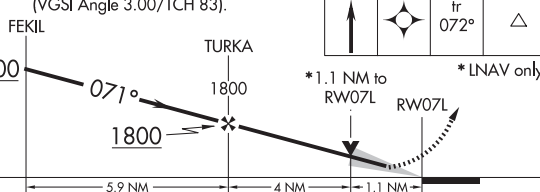
MALSR



MISSED APPROACH: Climb to 3000 direct FILBA and on track 072° to DOWNE and hold.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°) 124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
---	--	--	---	---	-------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).			3000	FILBA	tr 072°	DOWNE
			*1.1 NM to RW07L			*LNAV only
GP 3.00° TCH 59						
CATEGORY	A	B	C	D		
LPV DA	344/18		216 (300-½)			
LNAV/ VNAV DA	464/30		336 (400-¾)			
LNAV MDA	560/24		432 (500-½)		560/40 432 (500-¾)	
			TDZ/CL Rwy 6R, 7L, 24R, and 25L HIRL all Rwy's			

LOS ANGELES, CALIFORNIA

Amtd 3A 07DEC17

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

RNAV (GPS) Y RWY 7L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69603 W07B	APP CRS 071°	Rwy Ldg 11095 TDZE 128 Apt Elev 128
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RNAV (GPS) Y RWY 7R
LOS ANGELES INTL (LAX)

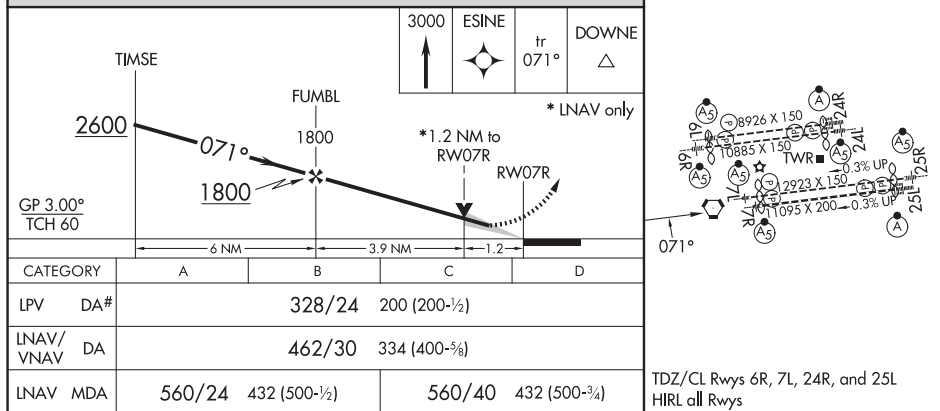
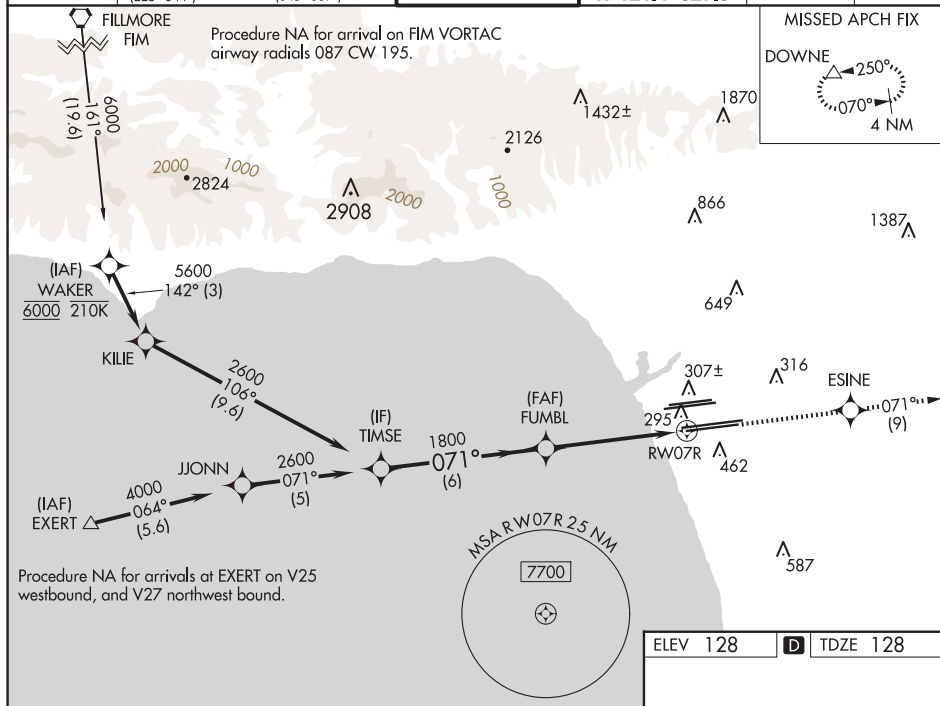
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 3000 direct ESINE and on track 071° to DOWNE and hold.

D-ATIS		SOCAL APP CON		LOS ANGELES TOWER		GND CON		CLNC DEL		CPDLC			
ARR	133.8	124.3	363.2 (ARCP FM WEST)	124.9	269.0 (090°-224°)	N	133.9	239.3	N		121.65	327.0	120.35
DEP	135.65	124.5	235.975 (225°-044°)	128.5	360.7 (045°-089°)	S	120.95	379.1	S		121.75	327.0	327.0



LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25163

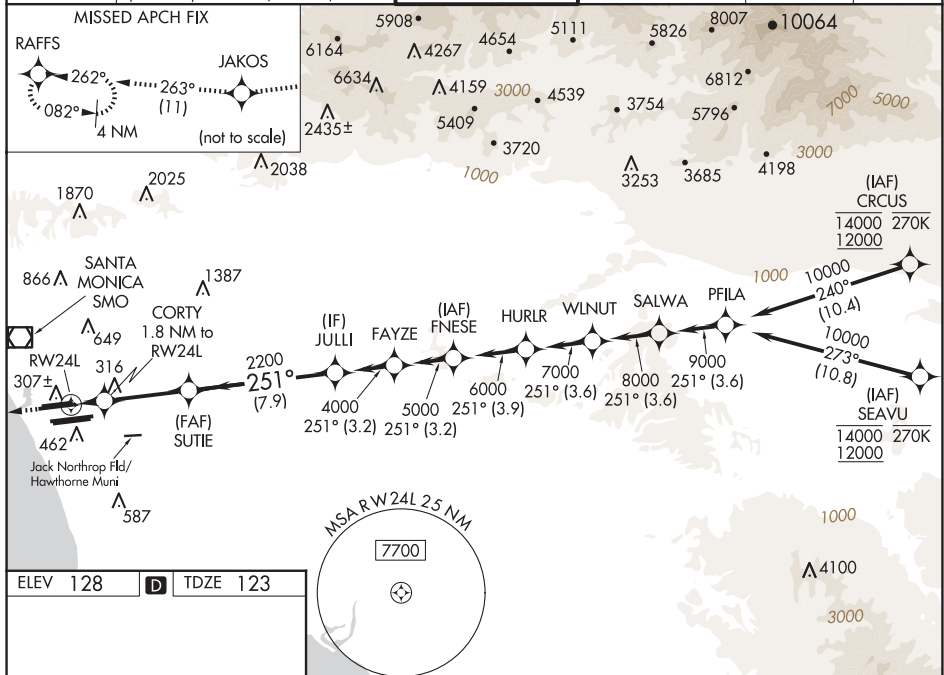
WAAS CH 56407 W24B	APP CRS 251°	Rwy Ldg TDZE 123 Apt Elev 128
--	------------------------	---

RNAV (GPS) Y RWY 24L

LOS ANGELES INTL (LAX)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 2000 direct JAKOS and on track 263° to RAFFS and hold.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
---	--	--	--	---	---	-------



2000	JAKOS	tr 263°	RAFFS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).
*LNAV only				
CORTY 1.8 NM to RW24L				
RW24L				
740*				
1.8 NM				
4.6 NM				
7.9 NM				
CATEGORY	A	B	C	D
LPV DA#	323/24		200 (200-½)	
LNAV/VNAV DA	608/50		485 (500-1)	
LNAV MDA	660/24 537 (600-½)		660/55 537 (600-1)	

LOS ANGELES, CALIFORNIA
Amdt 5C 22APR21

33°57'N-118°24'W

RNAV (GPS) Y RWY 24L


LOS ANGELES INTL (LAX)

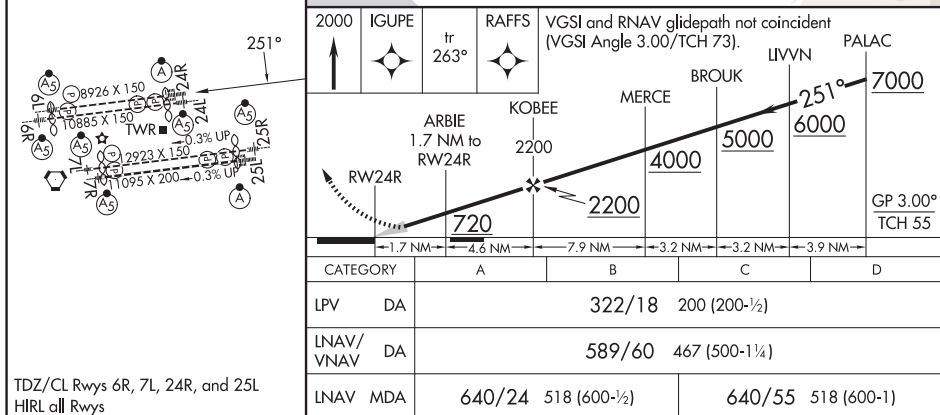
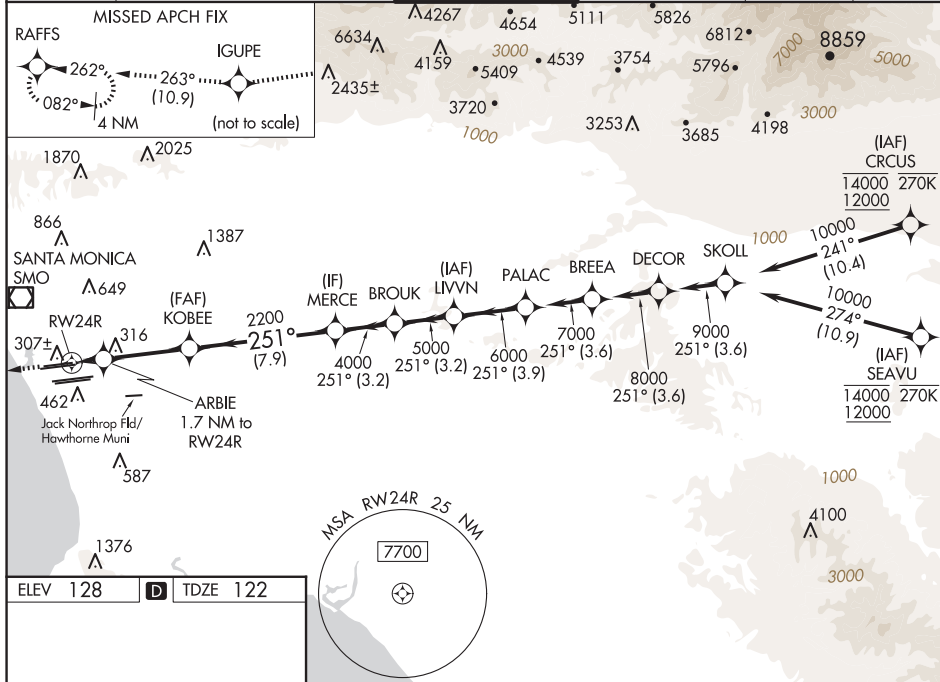
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 69307 W24A	APP CRS 251°	Rwy Ldg 8926 TDZE 122 Apt Elev 128
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RNAV (GPS) Y RWY 24R
LOS ANGELES INTL (LAX)

RNP APCH.						ALSF-2 		MISSED APPROACH: Climb to 2000 direct IGUPE and track 263° to RAFFS and hold.			
T LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, and LNAV Cat C/D visibility to 1½ SM.											
D-ATIS		SOCAL APP CON		LOS ANGELES TOWER		GND CON		CLNC DEL		CPDLC	
ARR 133.8		124.3 363.2 (APCH FM WEST)		124.9 269.0 (090°-224°)		N 121.65 327.0		120.35			
DEP 135.65		124.5 235.975 (225°-044°)		128.5 360.7 (045°-089°)		S 121.75 327.0 W 121.4 327.0		327.0			
				S 120.95 379.1							



RNAV (GPS) Y RWY 25L

LOS ANGELES INTL (LAX)

ALSF-2

MISSED APPROACH: Climb to 2000 direct ZERAN and on track 187° to CATLY and hold.

MISSED APCH FIX

ZERAN

4 NM

CATLY

(not to scale)

ELEV 128	D	TDZE 104
----------	---	----------

ELEV 128

D	TDZE 104
---	----------

8926 X 150
10885 X 150
2923 X 150
1095 X 200
251

TWR ■

0.3% UP
0.3% DOWN

251°

TDZ/CL Rwyws 6R, 7L, 24R, and 25L
HIRL all Rwyws

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49007 W25B	APP CRS 251°	Rwy Ldg 11134 TDZE 104 Apt Elev 128
--	------------------------	--


RNAV (GPS) Y RWY 25R

LOS ANGELES INTL (LAX)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

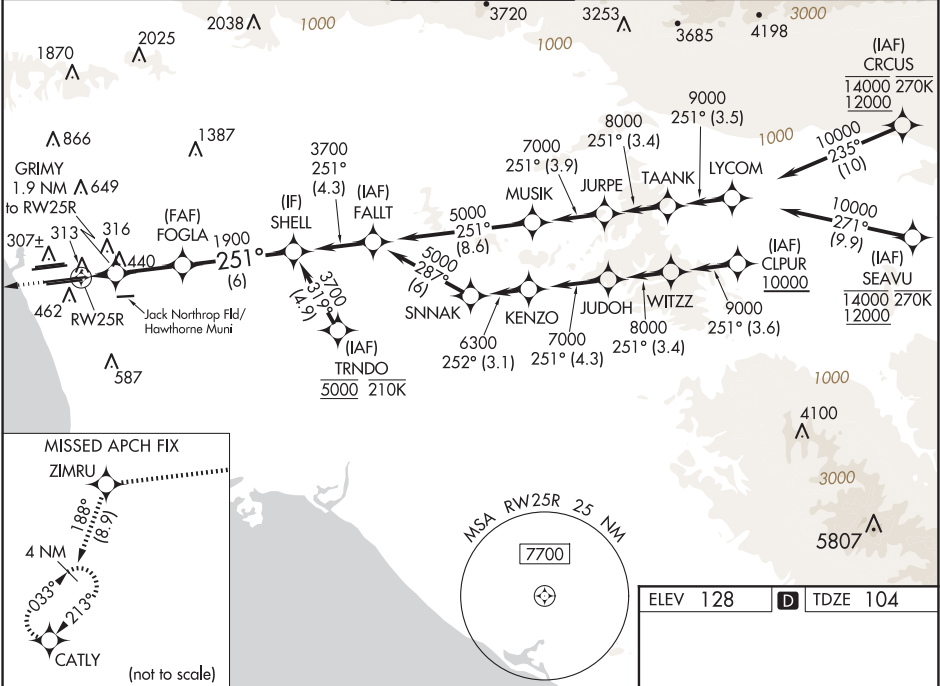
MALSR



MISSED APPROACH:

Climb to 2000 direct ZIMRU and track 188° to CATLY and hold.

D-ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 124.9 269.0 (APCH FM WEST) (090°-224°) 124.5 235.975 128.5 360.7 (225°-044°) (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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2000


ZIMRU

tr 188°

CATLY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

* LNAV only



GRIMY 1.9 NM to RW25R

FOGLA 1900

SHELL 3700

GP 3.00° TCH 54

1.9 NM

3.6 NM

6 NM

CATEGORY	A	B	C	D
LPV DA#	304/24 200 (200-½)			
LNAV/VNAV DA	578/60 474 (500-¼)			
LNAV MDA	640/24 536 (600-½)		640/55 536 (600-1)	

TDZ/CL Rwy 6R, 7L, 24R, and 25L

HIRL all Rwy's

LOS ANGELES, CALIFORNIA

Amdt 3B 22APR21

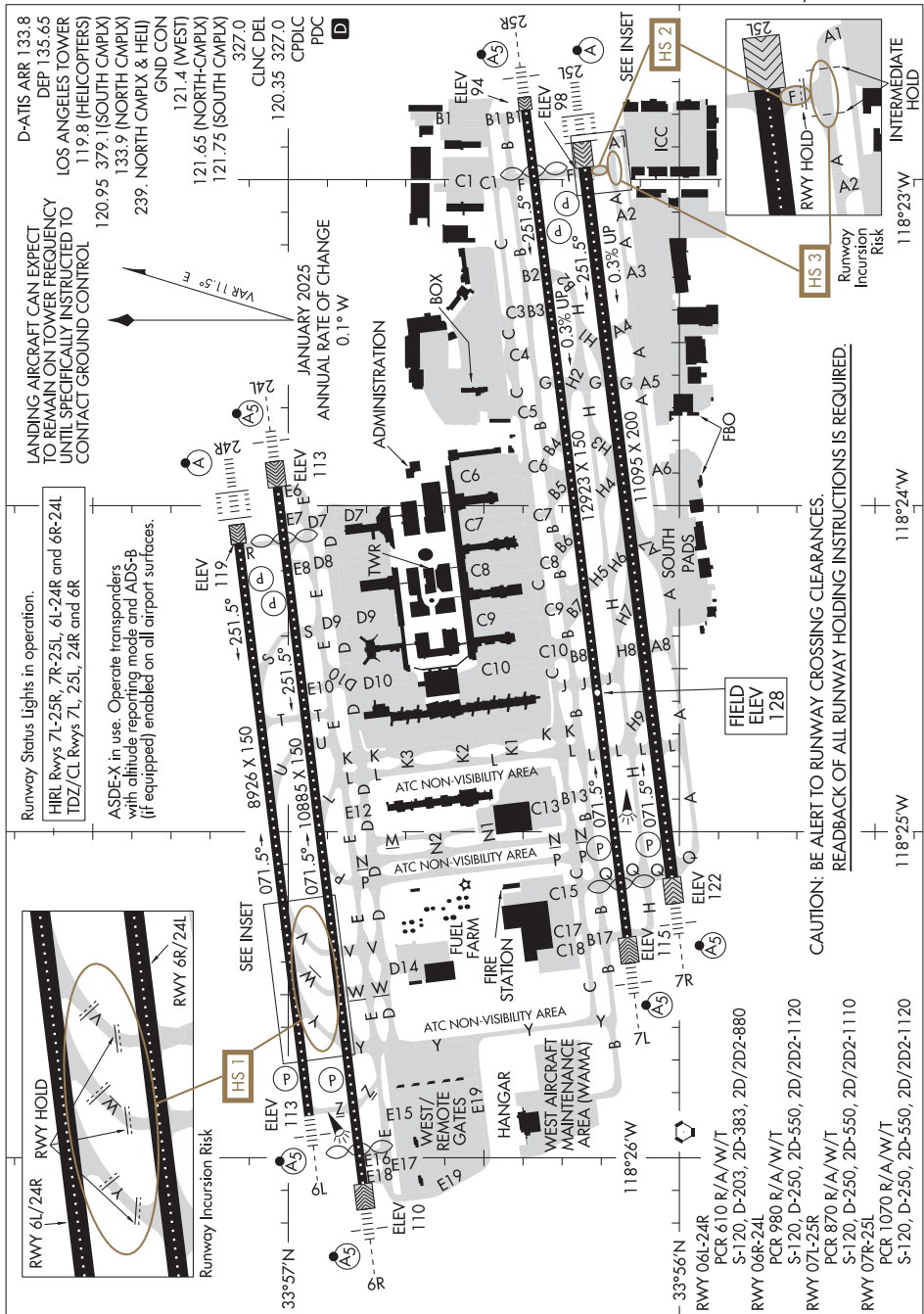
33°57'N-118°24'W

LOS ANGELES INTL (LAX)

RNAV (GPS) Y RWY 25R

191

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(SXC8.SXC) 23334

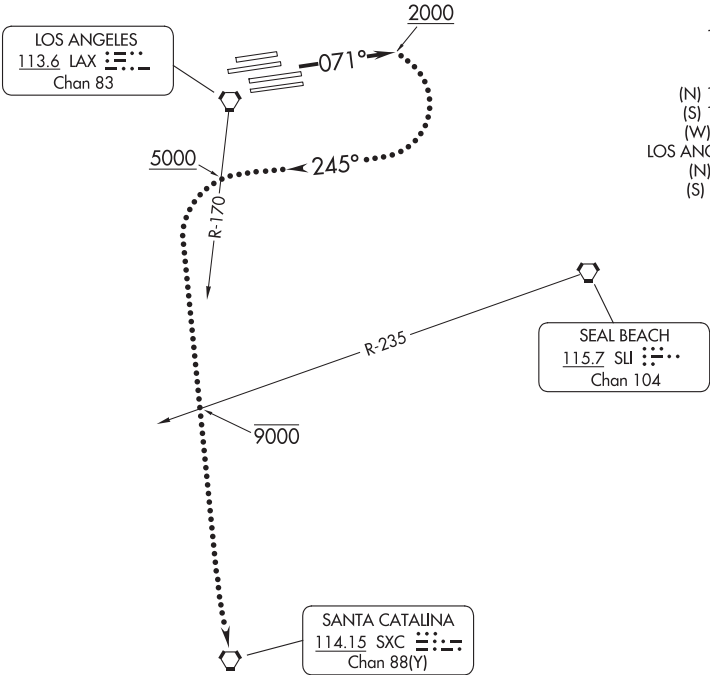
CATALINA EIGHT DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

TOP ALTITUDE:
ASSIGNED BY ATC

SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



TAKEOFF MINIMUMS

Rwys 24L/R, 25L/R: NA-Operational.
Rwys 6L/R, 7L/R: Standard.

NOTE: RADAR required.
NOTE: This is a RADAR vector departure to
SXC VORTAC. Route depicted is a lost
communication procedure only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SXC VORTAC.
Then on (assigned route). All aircraft expect further clearance to filed altitude
5 minutes after departure.

LOST COMMUNICATIONS:

TAKEOFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control after reaching
2000', turn right heading 245°. Cross LAX R-170 at or above 5000', then turn left
and proceed direct SXC VORTAC. Cross SLC R-235 at or below 9000'.

CATALINA EIGHT DEPARTURE

(SXC8.SXC) 17AUG17

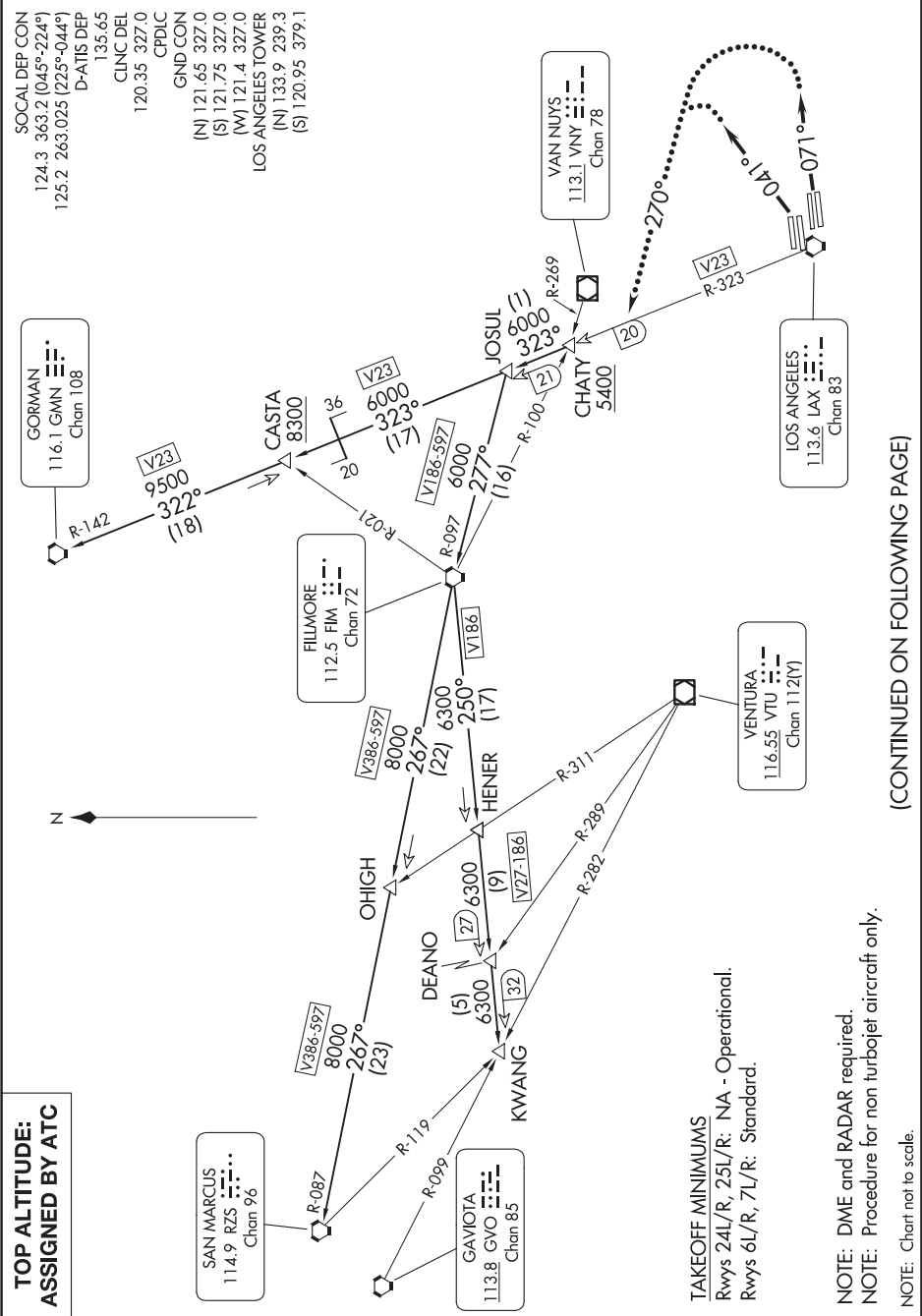
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(CHATY5.CHATY) 23334
CHATY FIVE DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



CHATY FIVE DEPARTURE
(CHATY5.CHATY) 27APR17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb heading 041° for vector to V23, thence. . . .
TAKEOFF RUNWAYS 7L/R: Climb heading 071° for vector to V23, thence. . . .
...then on (transition) or (assigned route). Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

RUNWAYS 6L/R, 7L/R: If not in contact with departure control within 3 minutes after departure, turn left heading 270°, intercept V23 to CHATY INT and resume the CHATY FIVE DEPARTURE. Continue on course.

GORMAN TRANSITION (CHATY5.GMN): From over CHATY INT on LAX R-323 and GMN R-142 to GMN VORTAC.

HENER TRANSITION (CHATY5.HENER): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY5.KWANG): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to KWANG INT.

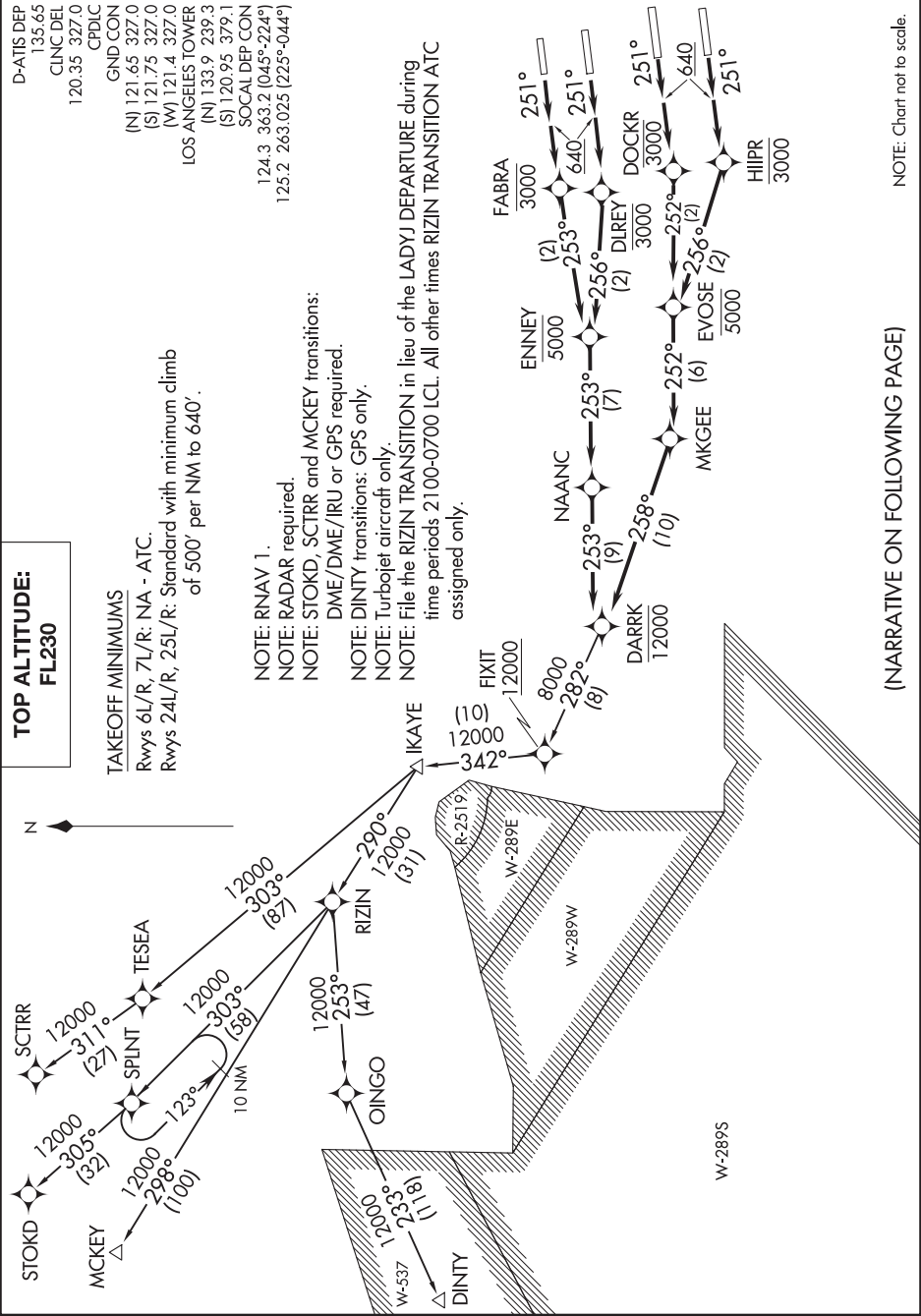
SAN MARCUS TRANSITION (CHATY5.RZS): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-267 to OHIGH INT, then on RZS R-087 to RZS VORTAC.

(DARRK3.DARRK) 19283

DARRK THREE DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DARRK THREE DEPARTURE (RNAV)

(DARRK3.DARRK) 10OCT19

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

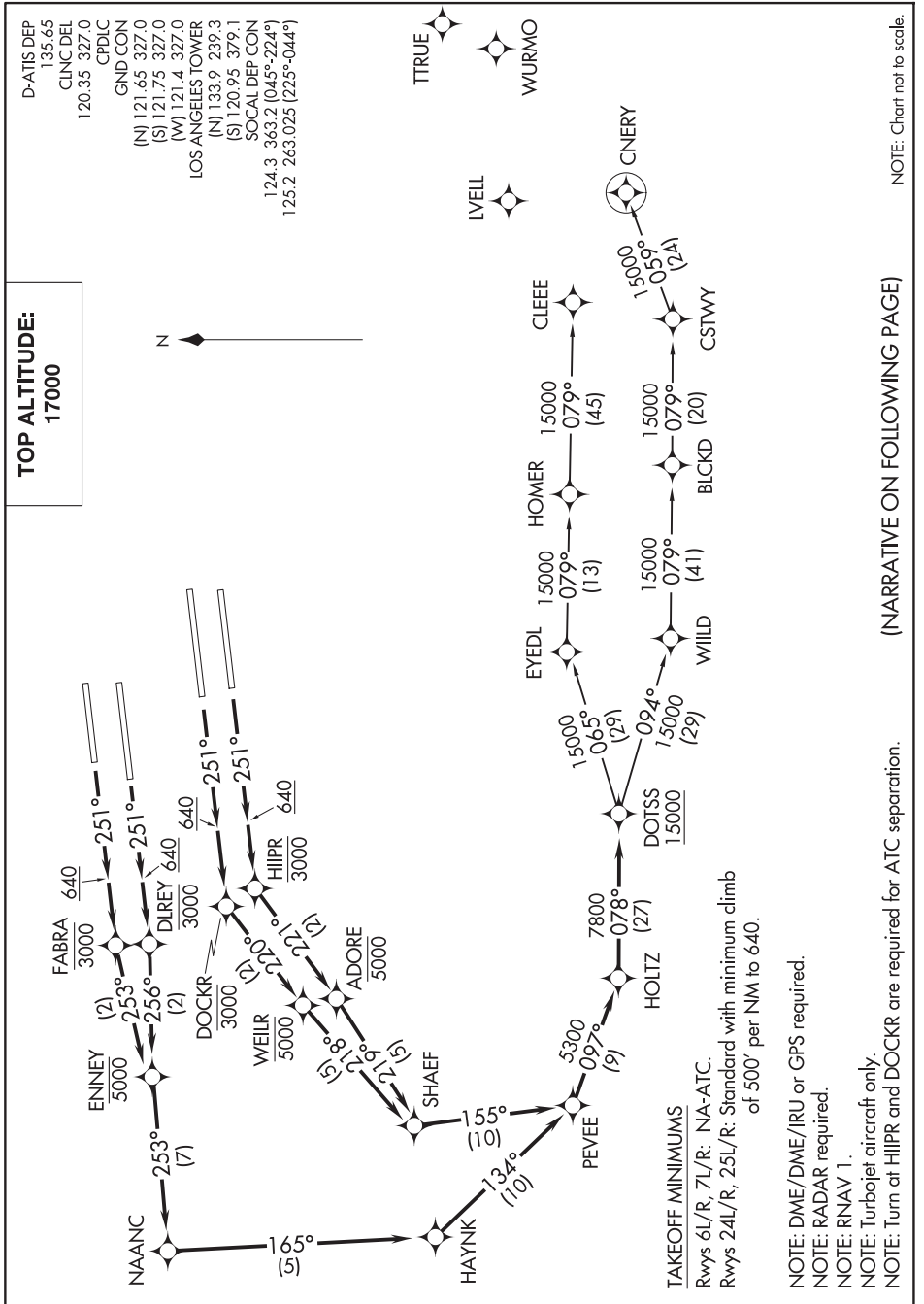
DINTY TRANSITION (DARRK3.DINTY)

MCKEY TRANSITION (DARRK3.MCKEY)

RIZIN TRANSITION (DARRK3.RIZIN)

SCTRR TRANSITION (DARRK3.SCTRR)

STOKD TRANSITION (DARRK3.STOKD)



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Turn at HILPR and DOCKR are required for ATC separation.

SW-3, 07 AUG 2025 to 02 OCT 2025

DOTSS TWO DEPARTURE (RNAV)

(DOTSS2.DOTSS) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

. . . .on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

CLEEE TRANSITION (DOTSS2.CLEEE)

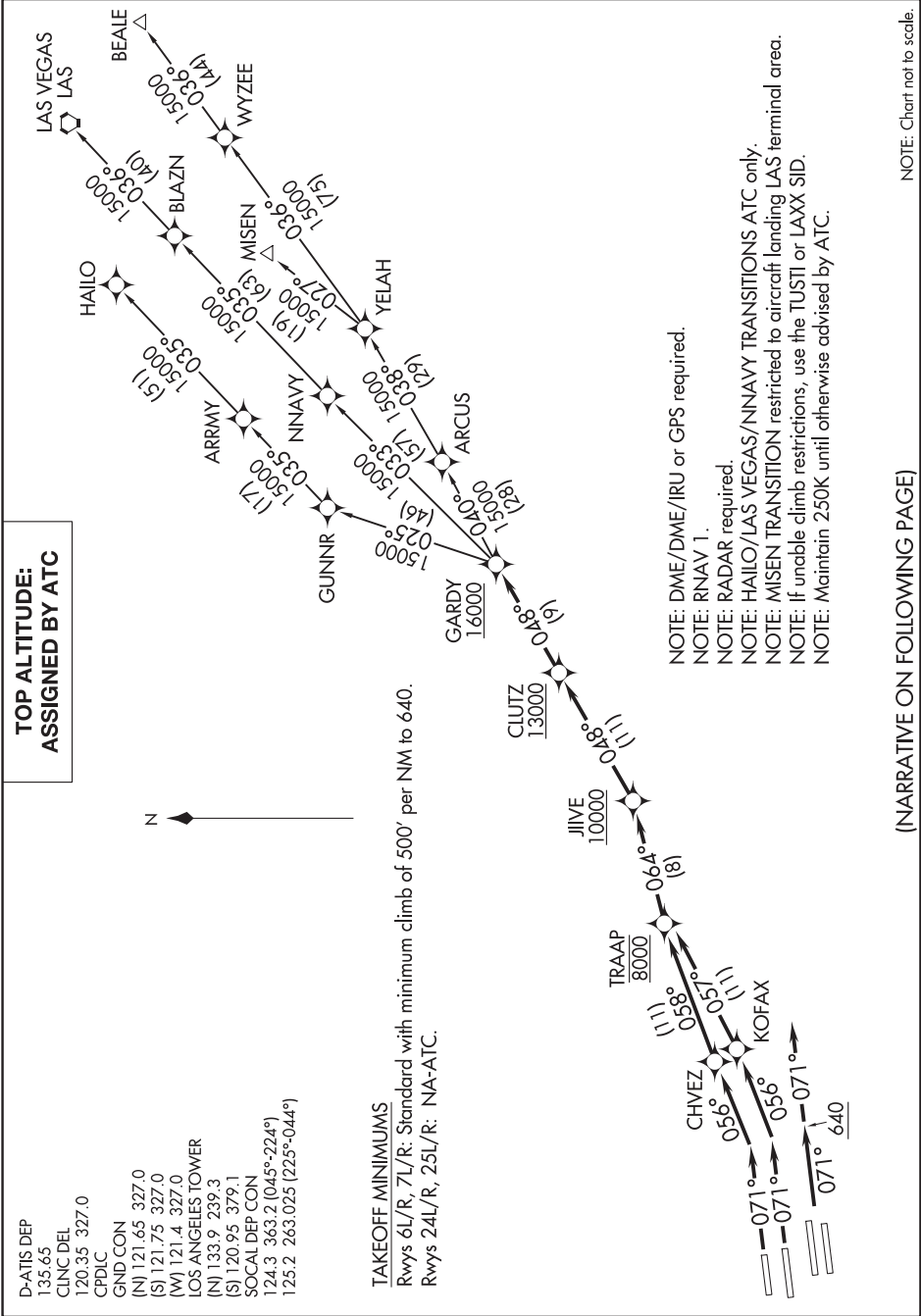
CNERY TRANSITION (DOTSS2.CNERY)

(GARDY4.GARDY) 20254

GARDY FOUR DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



GARDY FOUR DEPARTURE (RNAV)

(GARDY4.GARDY) 10SEP20

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 071° to intercept course 056° to CHVEZ, then on track 058° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

TAKEOFF RUNWAY 6R: Climb on heading 071° to intercept course 056° to KOFAX, then on track 057° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° to 640, then on heading 071° or as assigned by ATC, expect vectors to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

- BEALE TRANSITION (GARDY4.BEALE)
- HAILO TRANSITION (GARDY4.HAILO)
- LAS VEGAS TRANSITION (GARDY4.LAS)
- MISEN TRANSITION (GARDY4.MISEN)
- NNAVY TRANSITION (GARDY4.NNAVY)

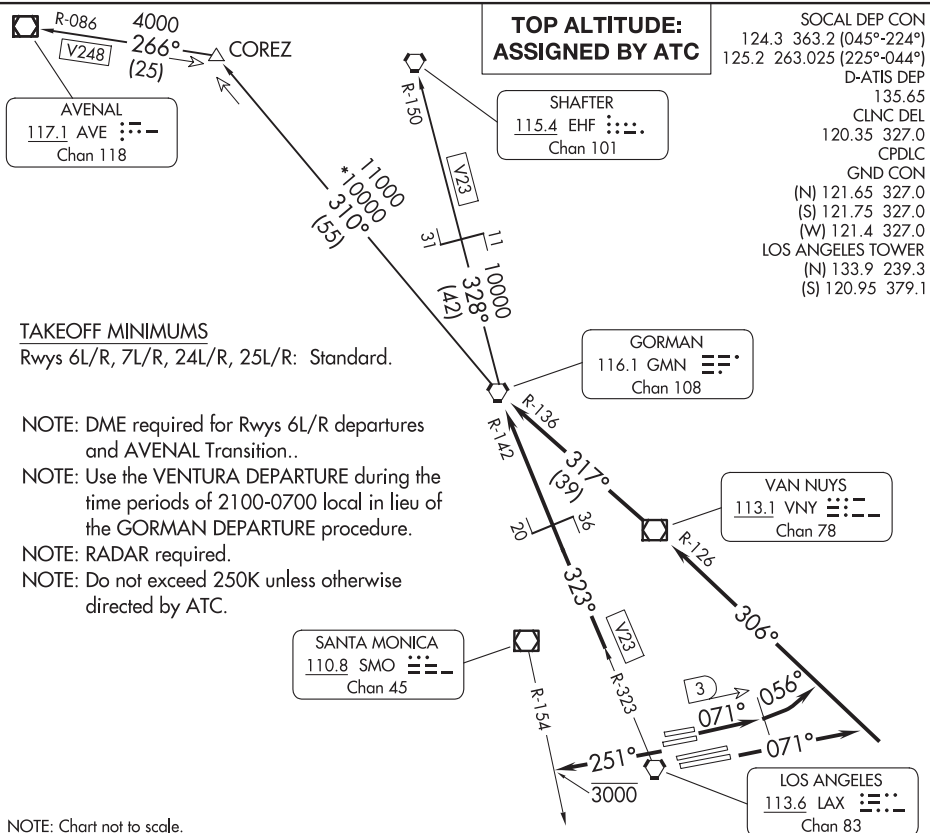
(GMN7.GMN) 23334

GORMAN SEVEN DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 071° until LAX VORTAC 3 DME, then turn left heading 056° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence. . .

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence. . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then on RADAR vector to LAX R-323 and GMN R-142 to GMN VORTAC, thence. . .

. . . on (transition) or (assigned route). All aircraft expect further clearance to filed flight level 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

AVENAL TRANSITION (GMN7.AVE): From over GMN VORTAC on GMN R-310 to COREZ then on AVE R-086 to AVE VOR/DME.

SHAFER TRANSITION (GMN7.EHF): From over GMN VORTAC on GMN R-328 and EHF R-150 to EHF VORTAC.

GORMAN SEVEN DEPARTURE

(GMN7.GMN) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

KYLOW ONE DEPARTURE (RNAV) (Departure Routes)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

RNAV 1- DME/DME/IRU or GPS. From KYLOW on FICKY, GROGU and DINTY Transitions: GPS.

MCKEY, RIZIN, SCTR and STOKD Transitions:
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:

**FICKY and GROGU TRANSITIONS: 14000;
SCTRR, STOKD, MCKEY, DINTY, and
RIZIN TRANSITIONS: FL230**

D-ATIS DEP

135.65

CLNC DEL

120.35 327.0

CPDLC

GND CON

(N) 121.65 327.0

(S) 121.75 327.0

(W) 121.4 327.0

LOS ANGELES TOWER

(N) 133.9 239.3

(S) 120.95 379.1

SOCAL DEP CON

124.3 363.2 (045°-224°)

125.2 263.025 (225°-044°)

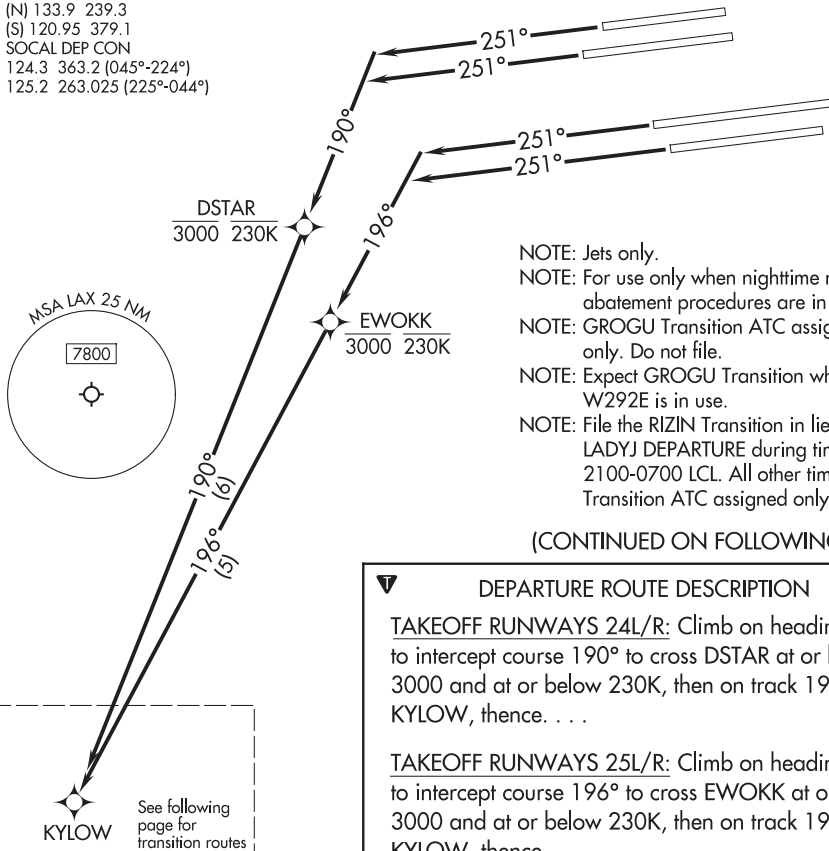
TAKEOFF MINIMUMS

Rwy 24L: Standard with minimum climb of 280' per NM to 628.

Rwy 24R: Standard with minimum climb of 260' per NM to 628.

Rwy 25L: Standard with minimum climb of 230' per NM to 628.

Rwy 25R: Standard with minimum climb of 260' per NM to 628.



NOTE: Jets only.

NOTE: For use only when nighttime noise abatement procedures are in effect.

NOTE: GROGU Transition ATC assigned only. Do not file.

NOTE: Expect GROGU Transition when W292E is in use.

NOTE: File the RIZIN Transition in lieu of the LADYJ DEPARTURE during time periods 2100-0700 LCL. All other times RIZIN Transition ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to intercept course 190° to course DSTAR at or below 3000 and at or below 230K, then on track 190° to KYLOW, thence. . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to intercept course 196° to cross EWOKK at or below 3000 and at or below 230K, then on track 196° to KYLOW, thence. . .

... (transition). Departures on FICKY and GROGU
Transitions maintain 14000. All other Transitions
maintain FL230. Expect filed altitude 10 minutes
after departure.

NOTE: Chart not to scale.

KYLOW ONE DEPARTURE (RNAV) (Departure Routes)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

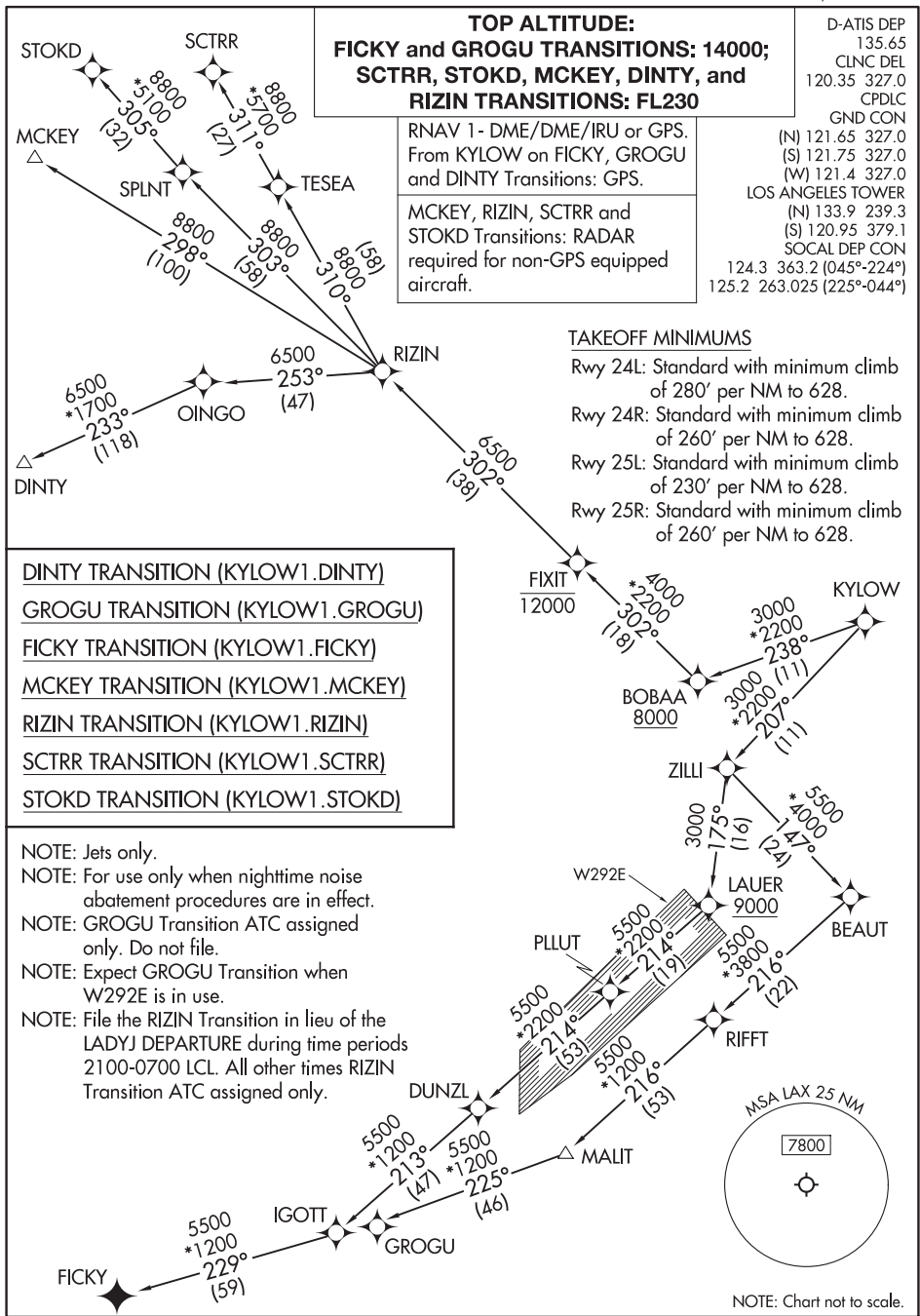
(KYL0W1.KYL0W) 11JUL24

(KYL0W1.KYL0W) 24193

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

KYL0W ONE DEPARTURE (RNAV) (Transition Routes)



KYL0W ONE DEPARTURE (RNAV) (Transition Routes)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(KYL0W1.KYL0W) 11JUL24

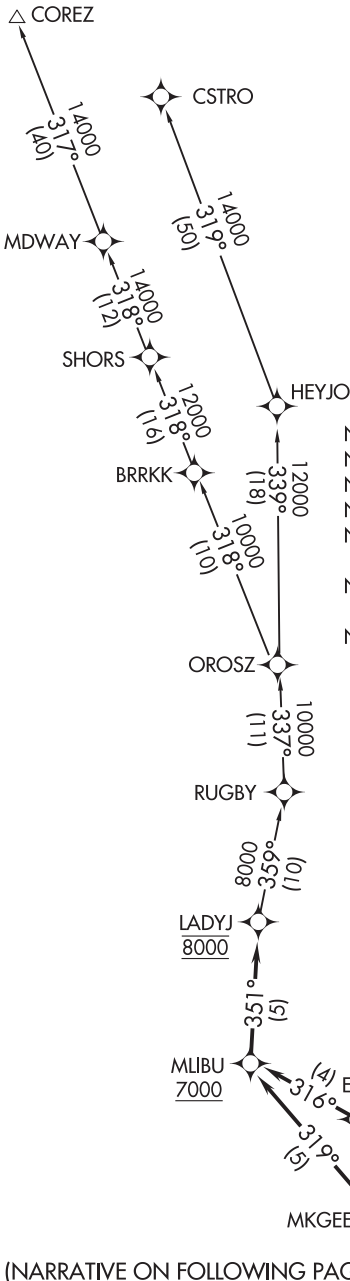
LADYJ FOUR DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

TOP ALTITUDE:
8000

D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Restricted to turbojet aircraft only.
NOTE: Some departures may be RADAR vectored to MLIBU, LADYJ, or OROSZ.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.
NOTE: Use the DARRK, SUMMR, or VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu of the LADYJ DEPARTURE.

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LADYJ FOUR DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(LADYJ4.LADYJ) 18032

LADYJ FOUR DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

. . . .on (transition) maintain 8000. Expect filed altitude 5 minutes after departure.

COREZ TRANSITION (LADYJ4.COREZ)

CSTRO TRANSITION (LADYJ4.CSTRO)

LADYJ FOUR DEPARTURE (RNAV)

(LADYJ4.LADYJ) 01FEB18

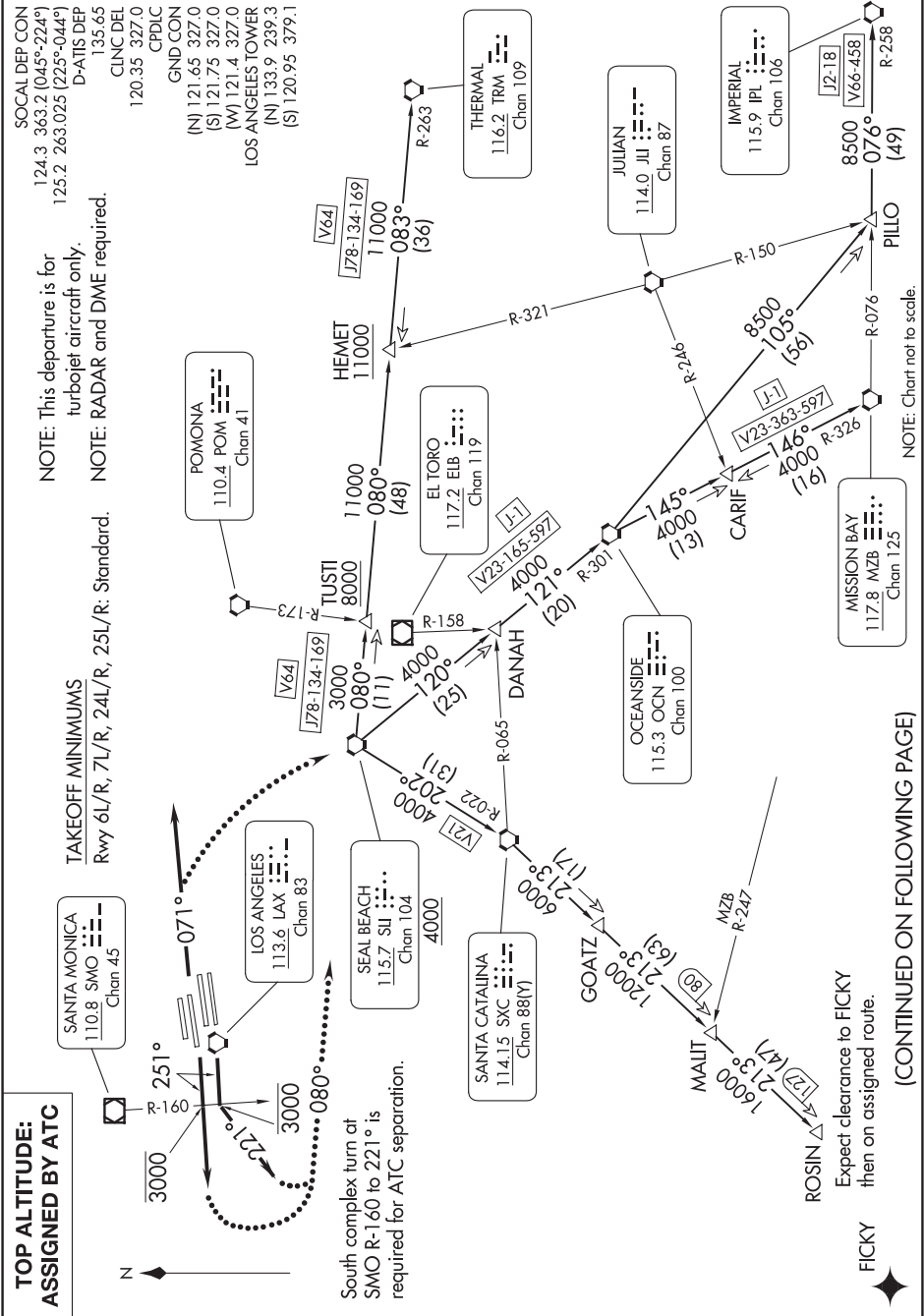
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

LAXX ONE DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



LAXX ONE DEPARTURE

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SLI VORTAC, thence. . . .
TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-160 at or below 3000,
then on RADAR vectors to assigned route/fix/transition, thence. . . .
TAKEOFF RUNWAYS 25L/R: Climb on heading 251°, at the SMO R-160 turn left
heading 221°, cross SMO R-160 at or below 3000, expect RADAR vectors to assigned
route/fix/transition thence. . . .
...all aircraft expect further clearance to filed flight level five minutes after departure.

IMPERIAL TRANSITION (LAXX1.IPL): From over SLI VORTAC on SLI R-120 to DANAH, then
on OCN R-301 to OCN VORTAC, then on OCN R-105 to PILLO, then on MZB R-076 and
IPL R-258 to IPL VORTAC.

MISSION BAY TRANSITION (LAXX1.MZB): From over SLI VORTAC on SLI R-120 to DANAH,
then on OCN R-301 to OCN VORTAC, then on OCN R-145 to CARIF, then on MZB R-326 to
MZB VORTAC.

OCEANSIDE TRANSITION (LAXX1.OCN): From over SLI VORTAC on SLI R-120 to DANAH,
then on OCN R-301 to OCN VORTAC.

ROSIN TRANSITION (LAXX1.ROSIN): From over SLI VORTAC on SLI R-202 and SXC R-022
to SXC VORTAC, then on SXC R-213 to ROSIN.

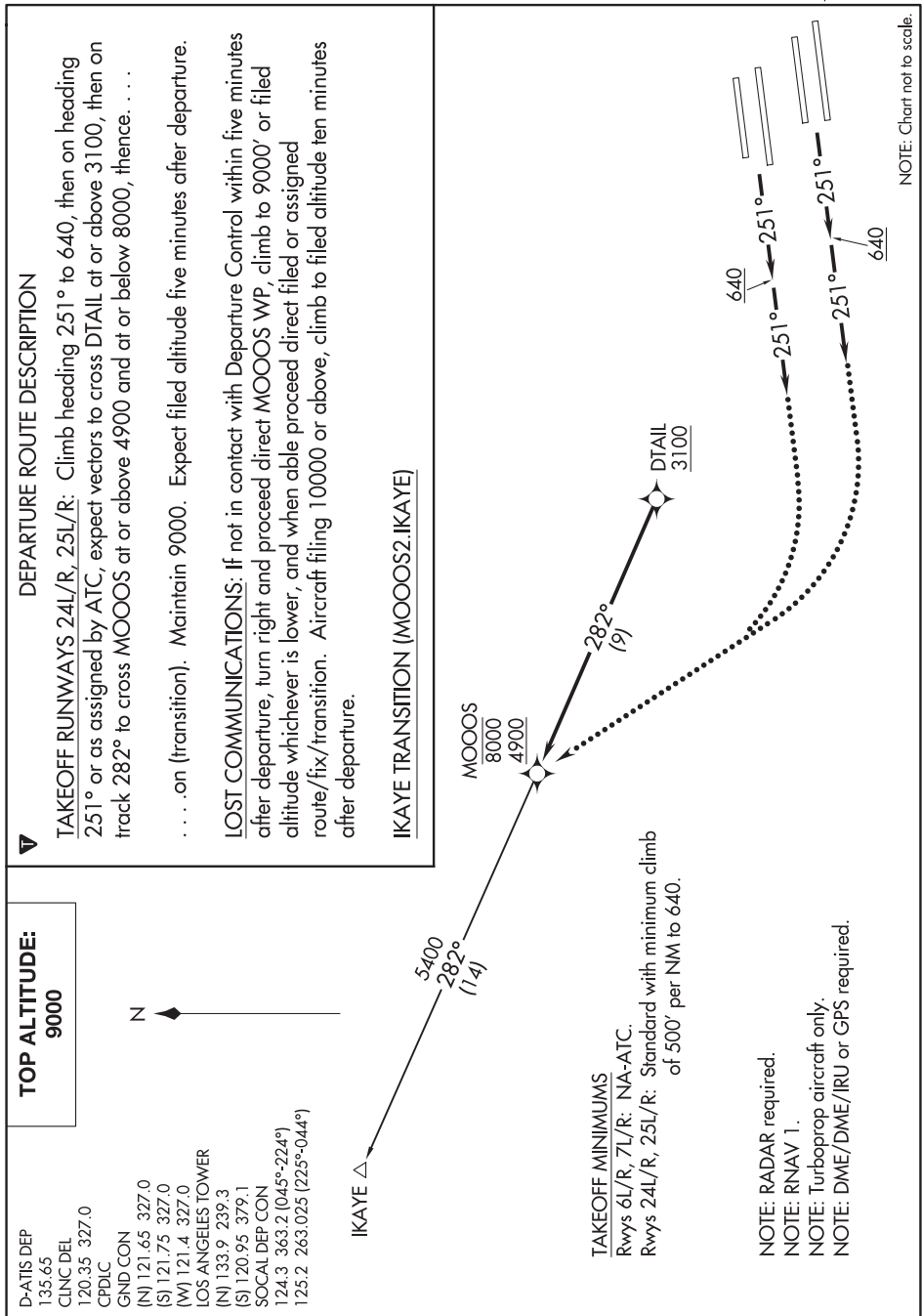
THERMAL TRANSITION (LAXX1.TRM): From over SLI VORTAC on SLI R-080 to TUSTI, then on
SLI R-080 and TRM R-263 to HEMET, then on TRM R-263 to TRM VORTAC.

LOST COMMUNICATIONS

RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control within five minutes after
departure, climb to FL230 or filed altitude whichever is lower, turn right direct SLI VORTAC and
proceed on assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then
continue climb to filed altitude.
RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after
departure, turn left heading 080°, climb to FL230 or filed altitude whichever is lower,
and when able proceed direct filed or assigned route. Aircraft filed FL240 or above, maintain
FL230 for five minutes then continue climb to filed altitude.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



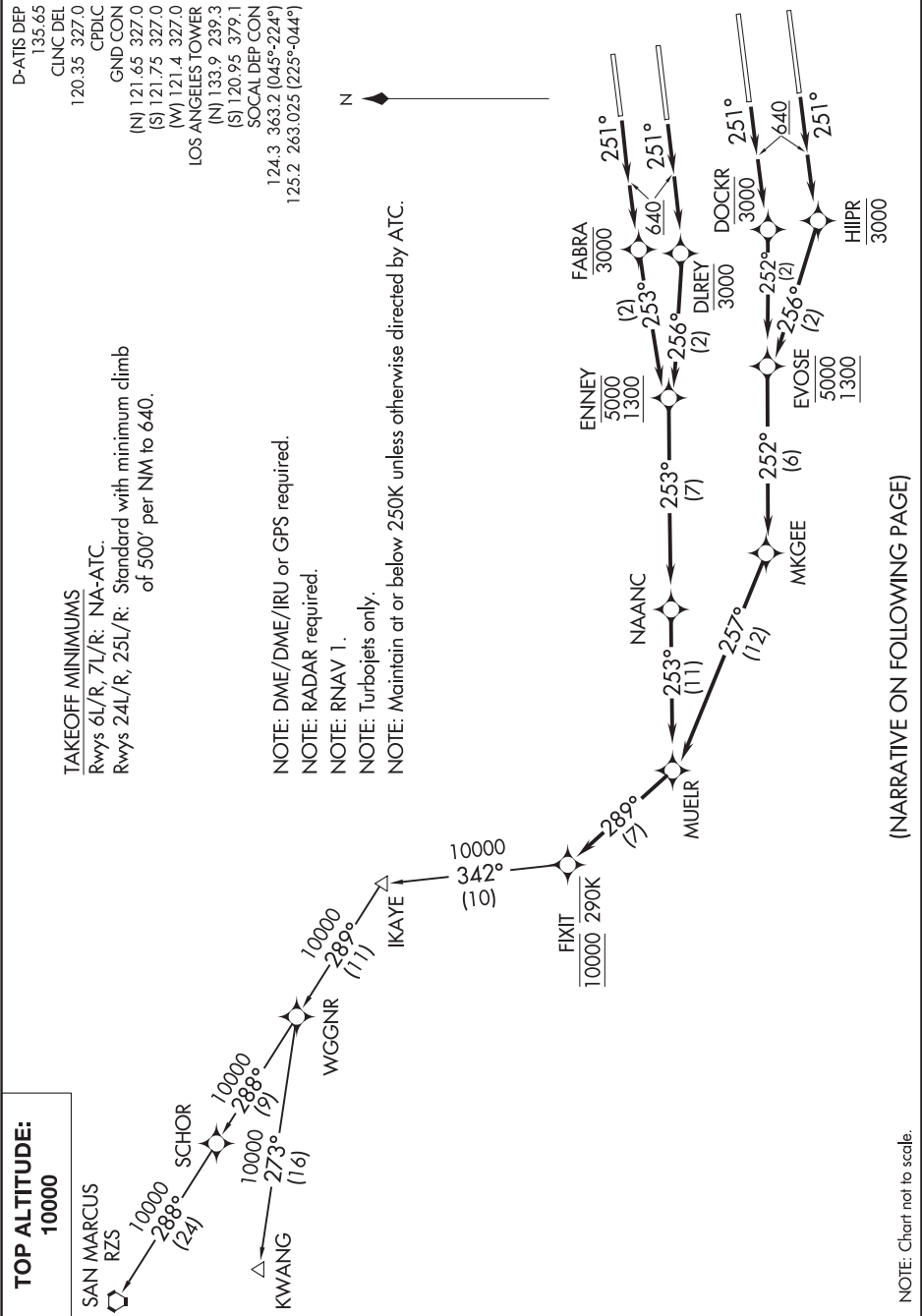
(MUEL4.FIXIT) 17229

MUEL FOUR DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



MUEL FOUR DEPARTURE (RNAV)

(MUEL4.FIXIT) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

. . . .on (transition). Maintain 10000. Expect filed altitude five minutes after departure.

KWANG TRANSITION (MUEL4.KWANG)

SAN MARCUS TRANSITION (MUEL4.RZS)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

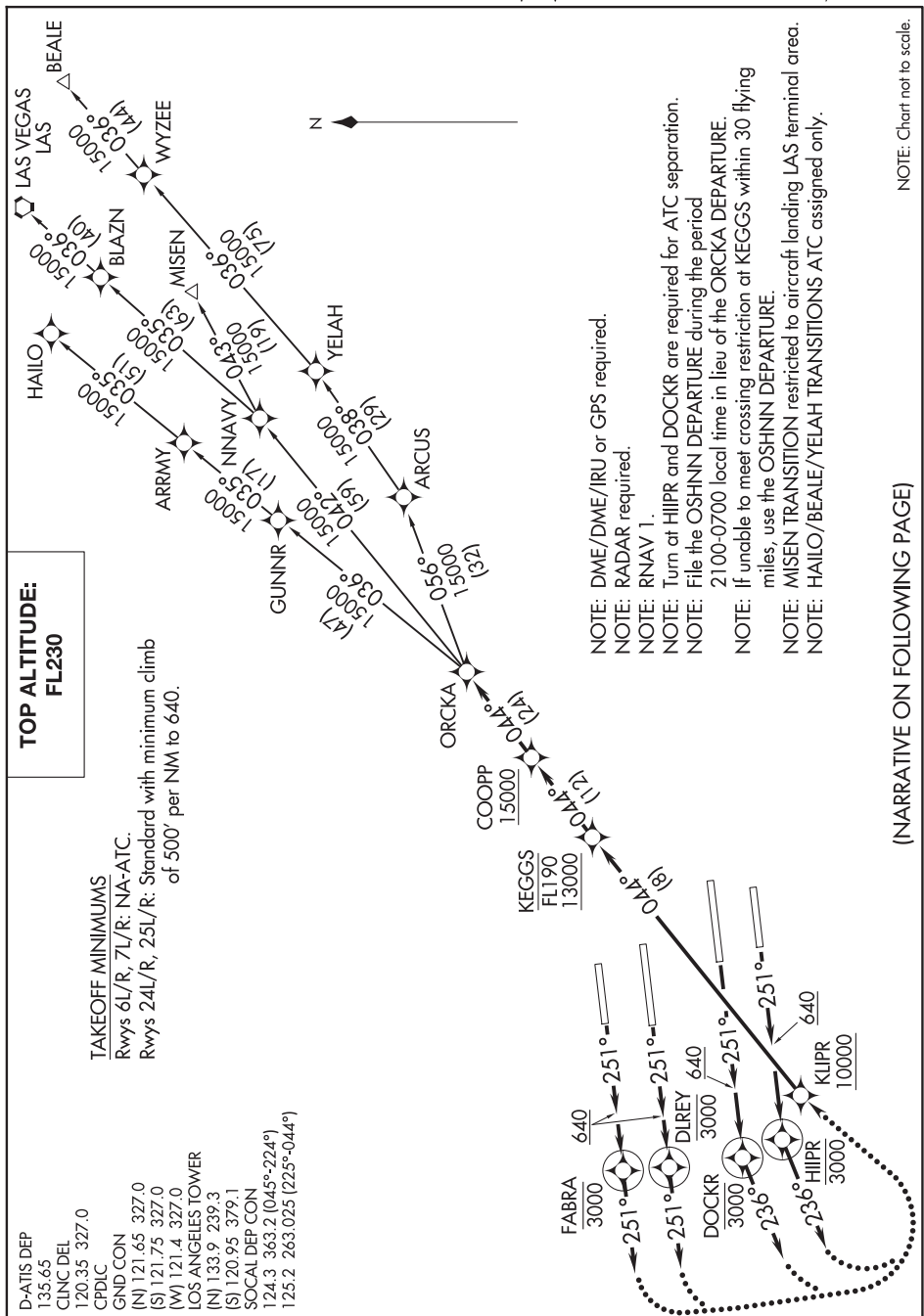
D-ATIS DEP
135.65
CLNC DEL
120.35 327
CPDLC
GND CON
(N) 121.65
(S) 121.75
(W) 121.4
LOS ANGELES
(N) 133.9 2
(S) 120.95
SOCAL DEP
124.3 363
125.2 263

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R: NA-ATC.

Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640.

TOP ALTITUDE:
FL230



NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.

NOTE: File the OSHNN DEPARTURE during the period

2100-0700 local time in lieu of the ORCKA DEPARTURE.

NOTE: If unable to meet crossing restriction at KEGGS within 30 flying

miles, use the OSHNN DEPARTURE.

NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.

NOTE: HAILO/BEALE/YELAH TRANSITIONS ATC assigned only.

ORCKA FIVE DEPARTURE (RNAV)
(ORCKA5.ORCKA) 10SEP20

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

. . . .on (transition). Maintain FL230. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, turn left and proceed direct KLIPR Waypoint, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

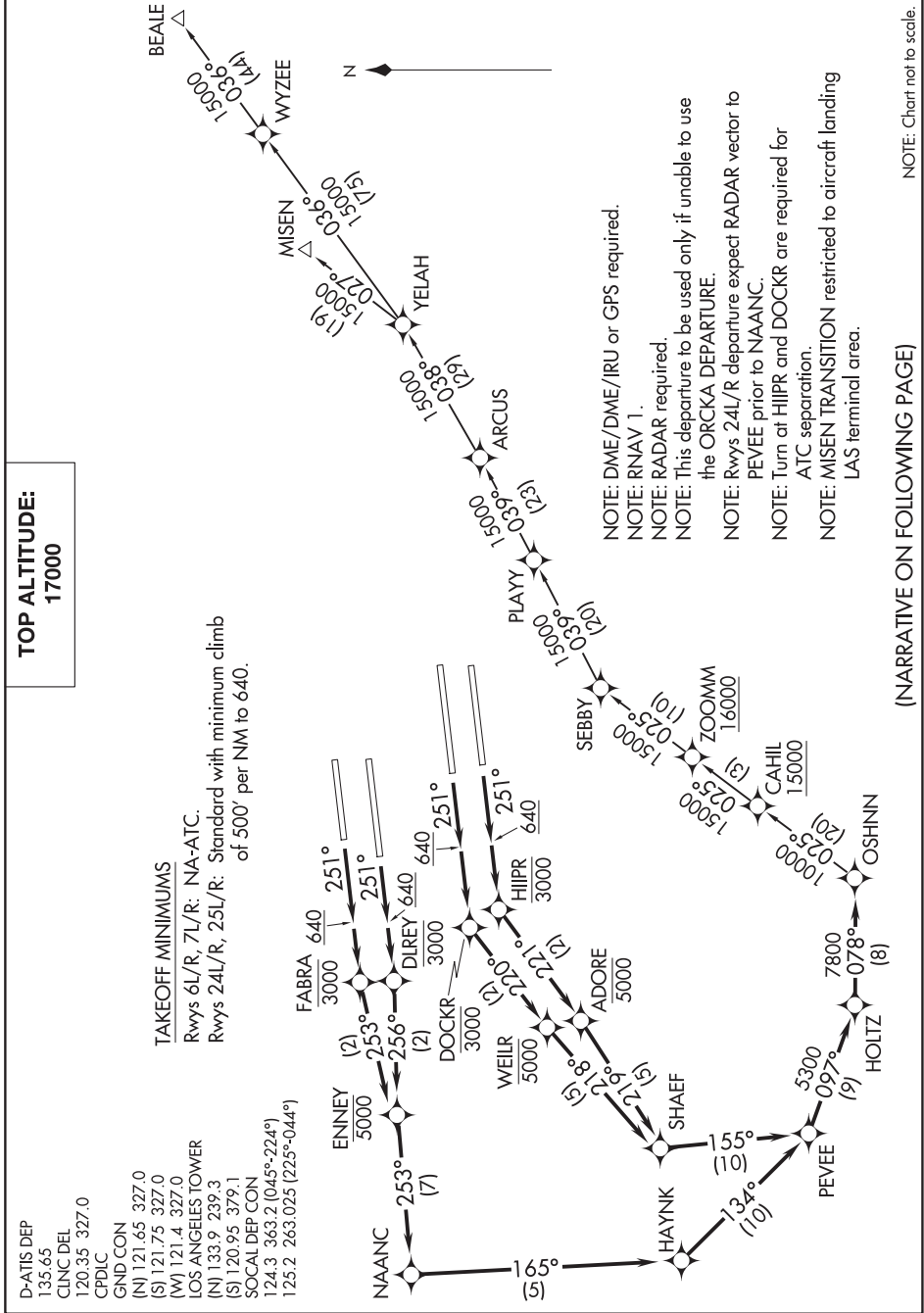
- BEALE TRANSITION (ORCKA5.BEALE)
- HAILO TRANSITION (ORCKA5.HAILO)
- LAS VEGAS TRANSITION (ORCKA5.LAS)
- MISEN TRANSITION (ORCKA5.MISEN)
- YELAH TRANSITION (ORCKA5.YELAH)

OSHNN ONE DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



OSHNN ONE DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to OSHNN, thence. . . .

. . . .on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

BEALE TRANSITION (OSHNN1.BEALE)

MISEN TRANSITION (OSHNN1.MISEN)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(PRCH3.LAX) 23334

PERCH THREE DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL DEP CON

124.3 363.2 (045°-224°)

125.2 263.025 (225°-044°)

D-ATIS DEP

135.65

CLNC DEL

120.35 327.0

CPDLC

GND CON

(N) 121.65 327.0

(S) 121.75 327.0

(W) 121.4 327.0

LOS ANGELES TOWER

(N) 133.9 239.3

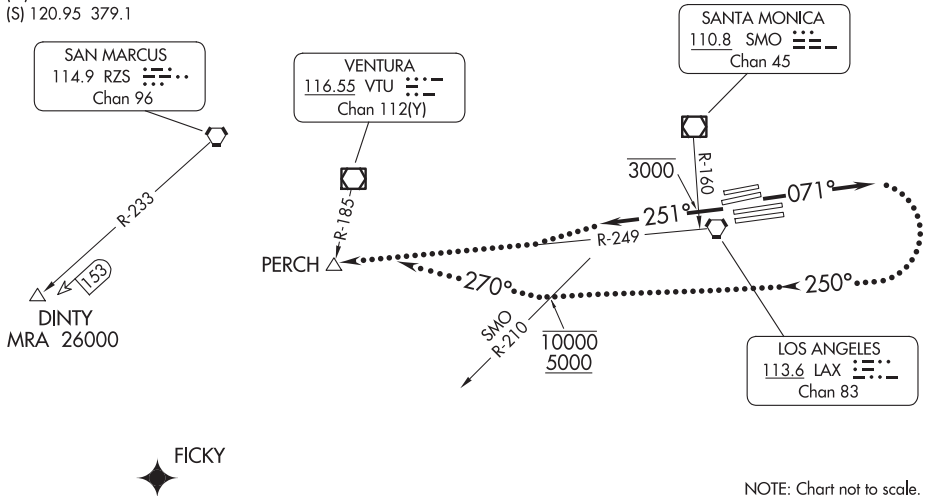
(S) 120.95 379.1

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.

NOTE: RADAR and DME required.

NOTE: Route depicted is a LOST COMMUNICATION PROCEDURE only.

**TOP ALTITUDE:
ASSIGNED BY ATC**

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to DINTY or FICKY, thence. . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° to cross SMO R-160 at or below 3000, then on RADAR vectors to DINTY or FICKY, thence. . . .

. . . .on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS:

TAKEOFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control within 3 minutes after departure, turn right heading 250°, cross SMO R-160 at or above 5000 and at or below 10000. After leaving 10000, turn right heading 270° to intercept and proceed on LAX R-249 to PERCH INT. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within 5 minutes after departure, proceed to PERCH INT on LAX R-249. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

PERCH THREE DEPARTURE

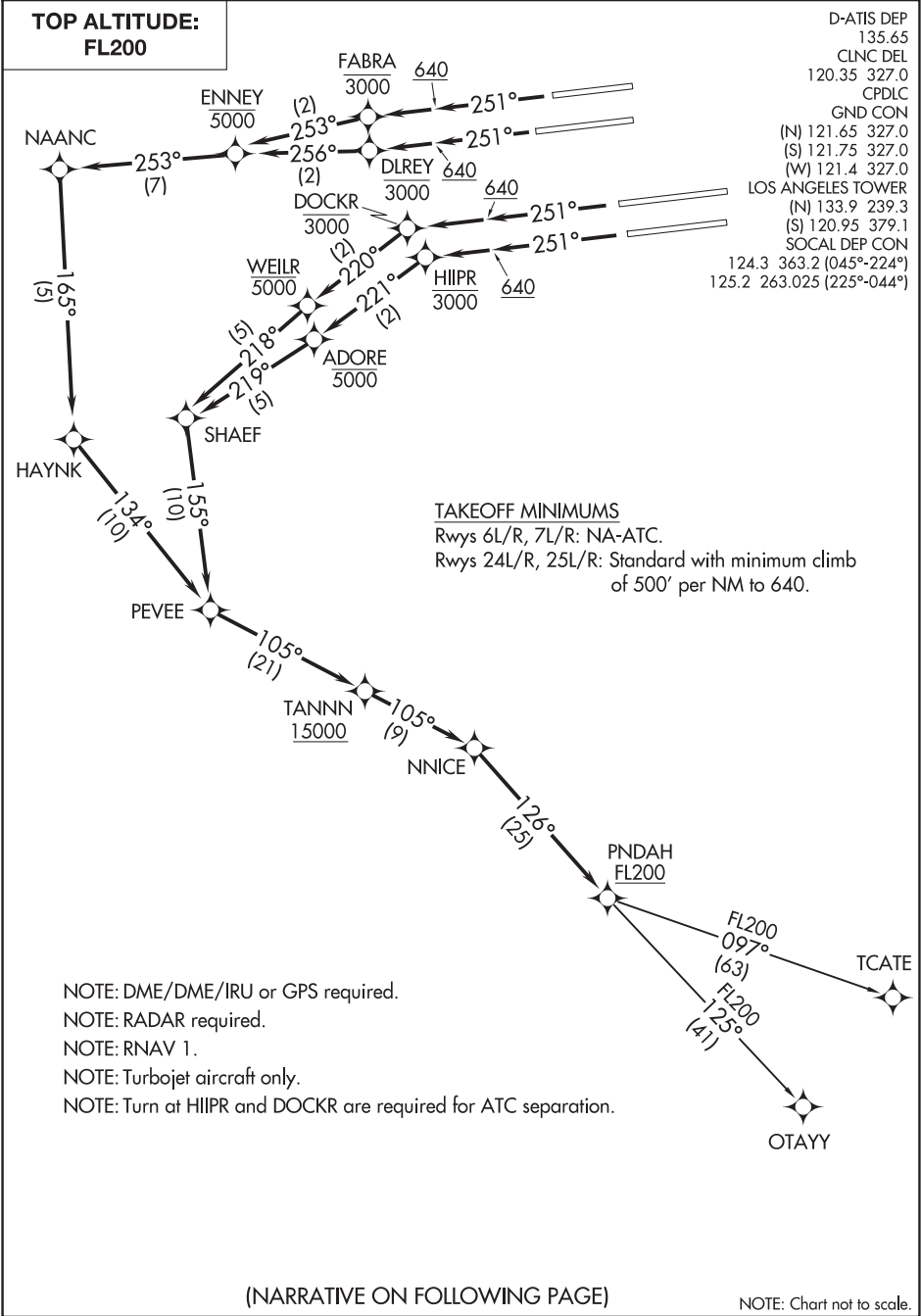
(PRCH3.LAX) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

PND AH TWO DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



PND AH TWO DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(PND AH2.PND AH) 17229

PND AH TWO DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DIREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to PND AH, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to PND AH, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to PND AH, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to PND AH, thence. . . .

. . . .on (transition). Maintain FL200. Expect filed altitude five minutes after departure.

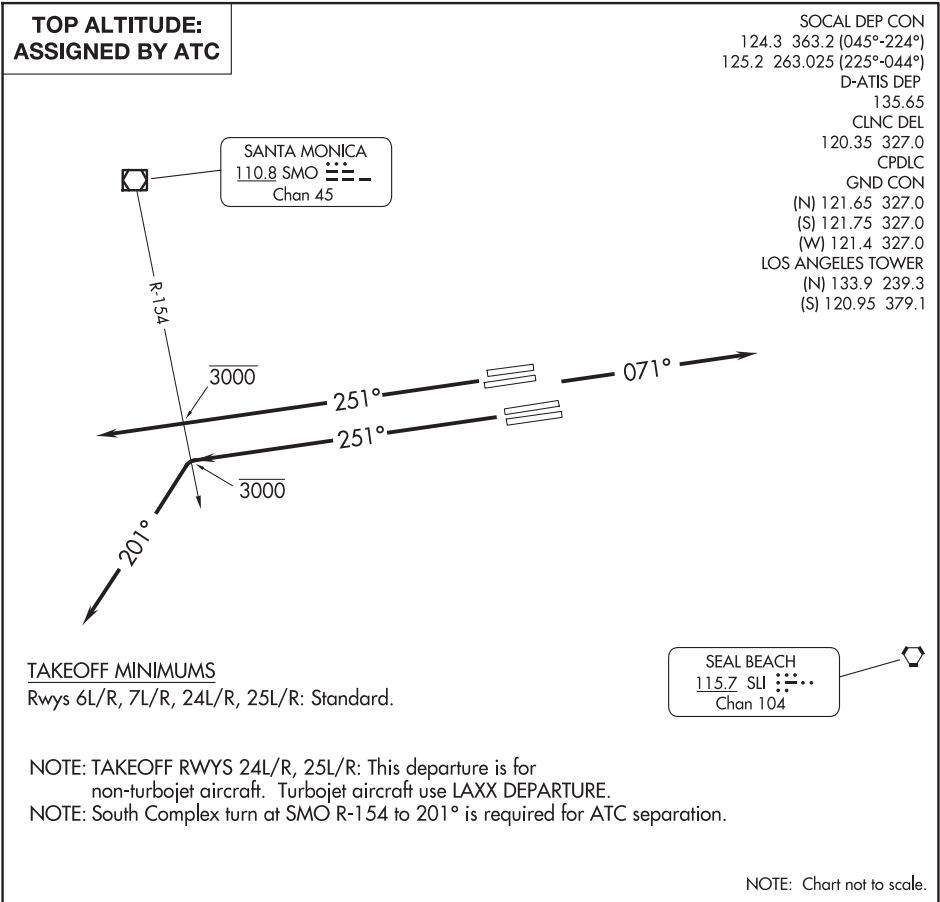
OTAYY TRANSITION (PND AH2.OTAYY)

TCATE TRANSITION (PND AH2.TCATE)

PND AH TWO DEPARTURE (RNAV)

(PND AH2.PND AH) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then turn left heading 201° for RADAR vectors to SLI VORTAC, thence. . . .

. . . .on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

(SEBBY3.DAG) 23334

SEBBY THREE DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

**TOP ALTITUDE:
ASSIGNED BY ATC**

DAGGETT
113.2 DAG
Chan 79

SEBBY
16000

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-Operational.
Rwys 24L/R, 25L/R: Standard.

SANTA MONICA
110.8 SMO
Chan 45

SEAL BEACH
115.7 SLI
Chan 104
14000

TURN MANDATORY FOR
ATC SEPARATION

South complex turn at SMO R-160 to
221° is required for ATC separation.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO VOR/DME R-160 at or below 3000, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251°, at the SMO VOR/DME R-160 turn left heading 221°, cross SMO R-160 at or below 3000, thence. . . .

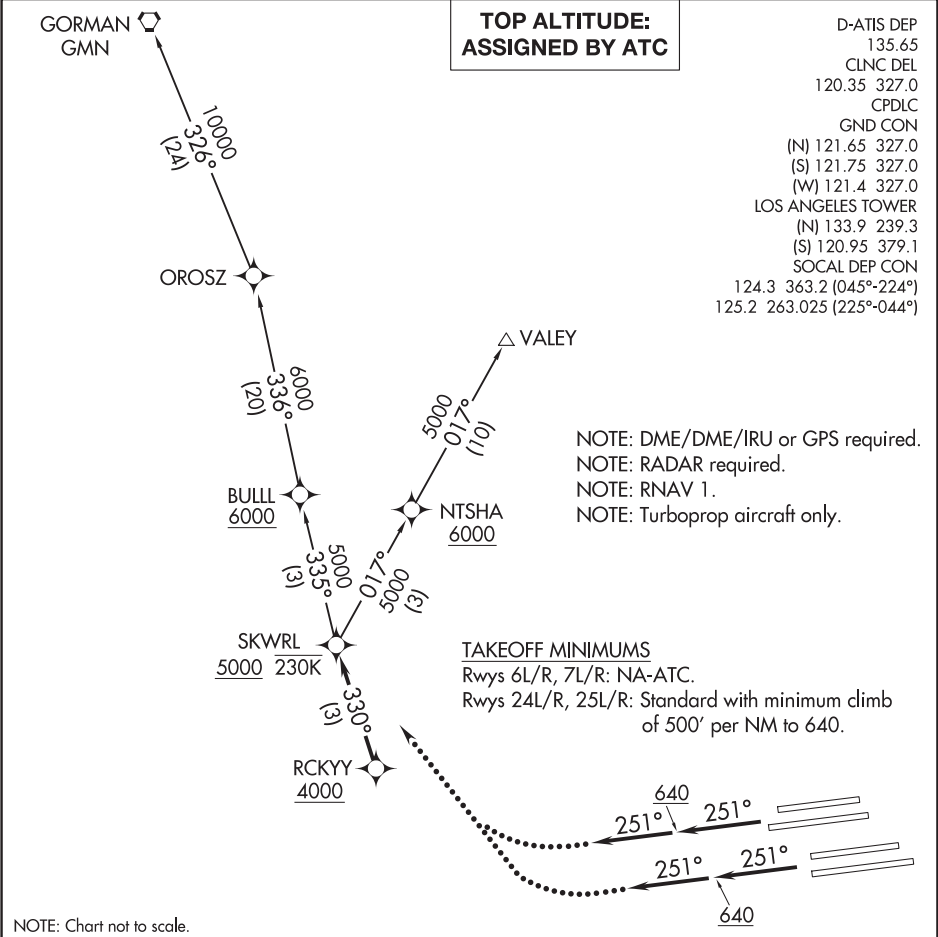
. . . .on RADAR vectors to cross SLI VORTAC at or above 14000, then on SLI R-022 to cross SEBBY/23 DME FIX at or above 16000. Then on DAG R-214 to DAG VORTAC. All aircraft expect further clearance to filed flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, turn left direct SLI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filed FL240 or above climb to filed altitude ten minutes after departure.

SEBBY THREE DEPARTURE

(SEBBY3.DAG) 19JUL18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



(STHBY1 .STHBY) 24193

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

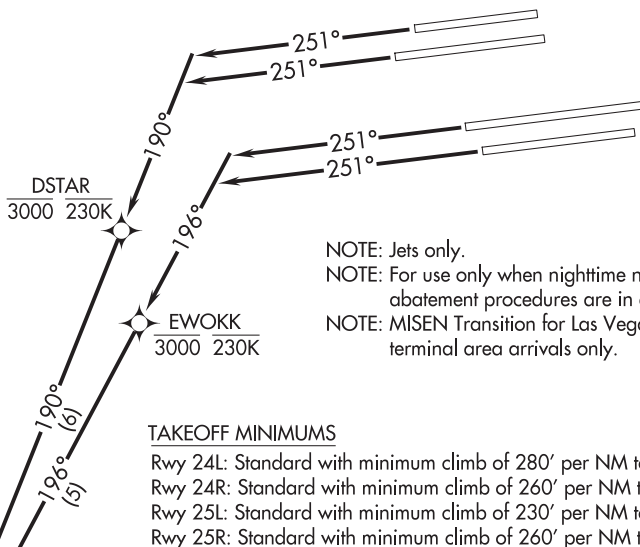
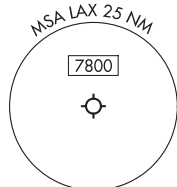
STHBY ONE DEPARTURE (RNAV) (Departure Routes)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
OTAYY and TCATE TRANSITIONS:
ASSIGNED BY ATC;
BEALE, CLEEE, MISEN AND
CNERY TRANSITIONS: 17000

D-ATIS DEP
 135.65
 CLNC DEL
 120.35 327.0
 CPDLC
 GND CON
 (N) 121.65 327.0
 (S) 121.75 327.0
 (W) 121.4 327.0
 LOS ANGELES TOWER
 (N) 133.9 239.3
 (S) 120.95 379.1
 SOCAL DEP CON
 124.3 363.2 (045°-224°)
 125.2 263.025 (225°-044°)



TAKEOFF MINIMUMS

Rwy 24L: Standard with minimum climb of 280' per NM to 628.
 Rwy 24R: Standard with minimum climb of 260' per NM to 628.
 Rwy 25L: Standard with minimum climb of 230' per NM to 628.
 Rwy 25R: Standard with minimum climb of 260' per NM to 628.

(CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to intercept course 190° to cross DSTAR at or below 3000 and at or below 230K, then on track 190° to KYLOW, thence

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to intercept course 196° to cross EWOKK at or below 3000 and at or below 230K, then on track 196° to KYLOW, thence

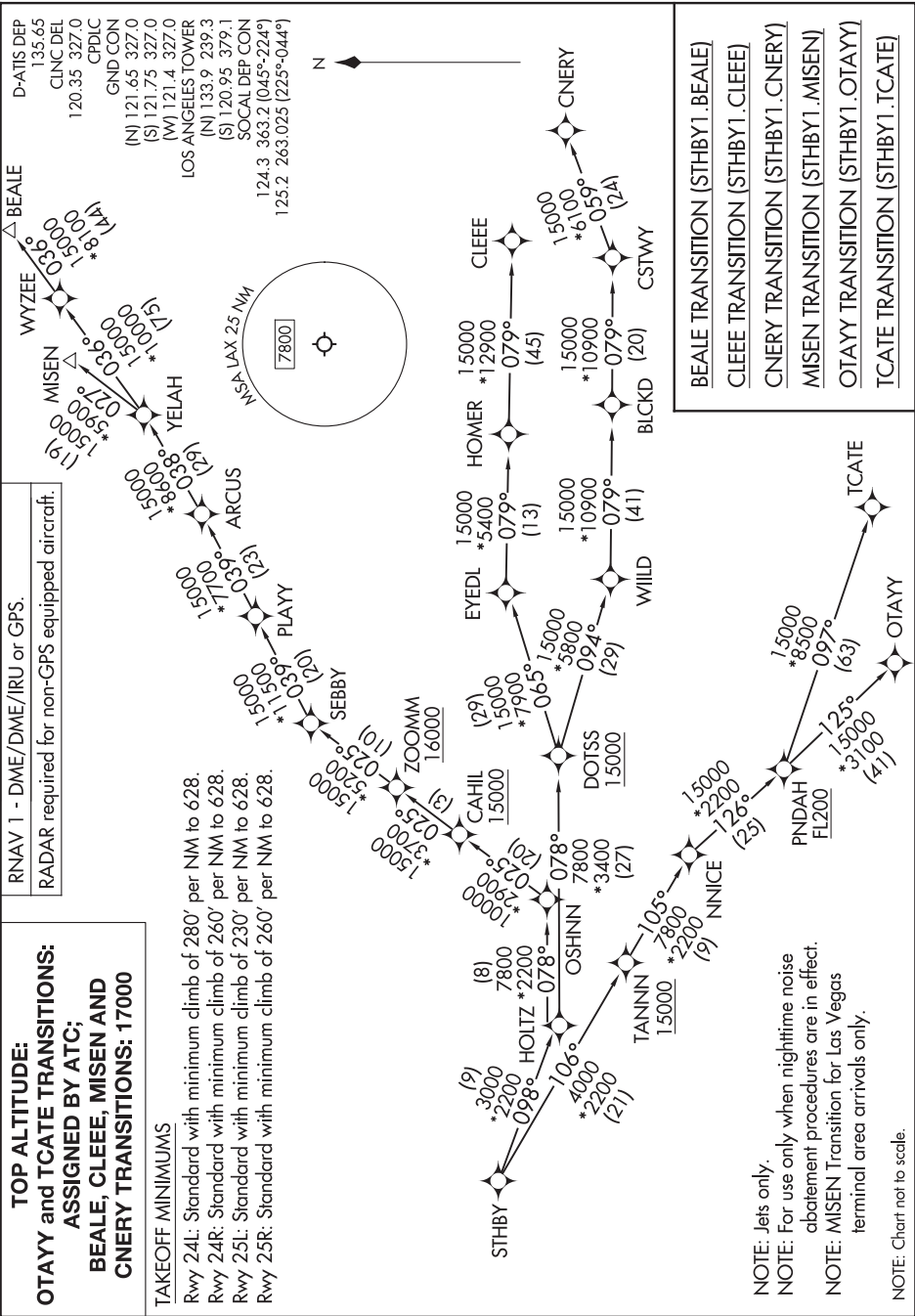
. . . . on track 180° to HSOLO, then on track 154° to STHBY, then on (transition). Departures on OTAYY and TCATE Transitions maintain ATC assigned altitude. Departures on BEALE, CLEEE, MISEN and CNERY Transitions maintain 17000, expect filed altitude 10 minutes after departure.

See following page for transition routes.

STHBY ONE DEPARTURE (RNAV) (Departure Routes)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

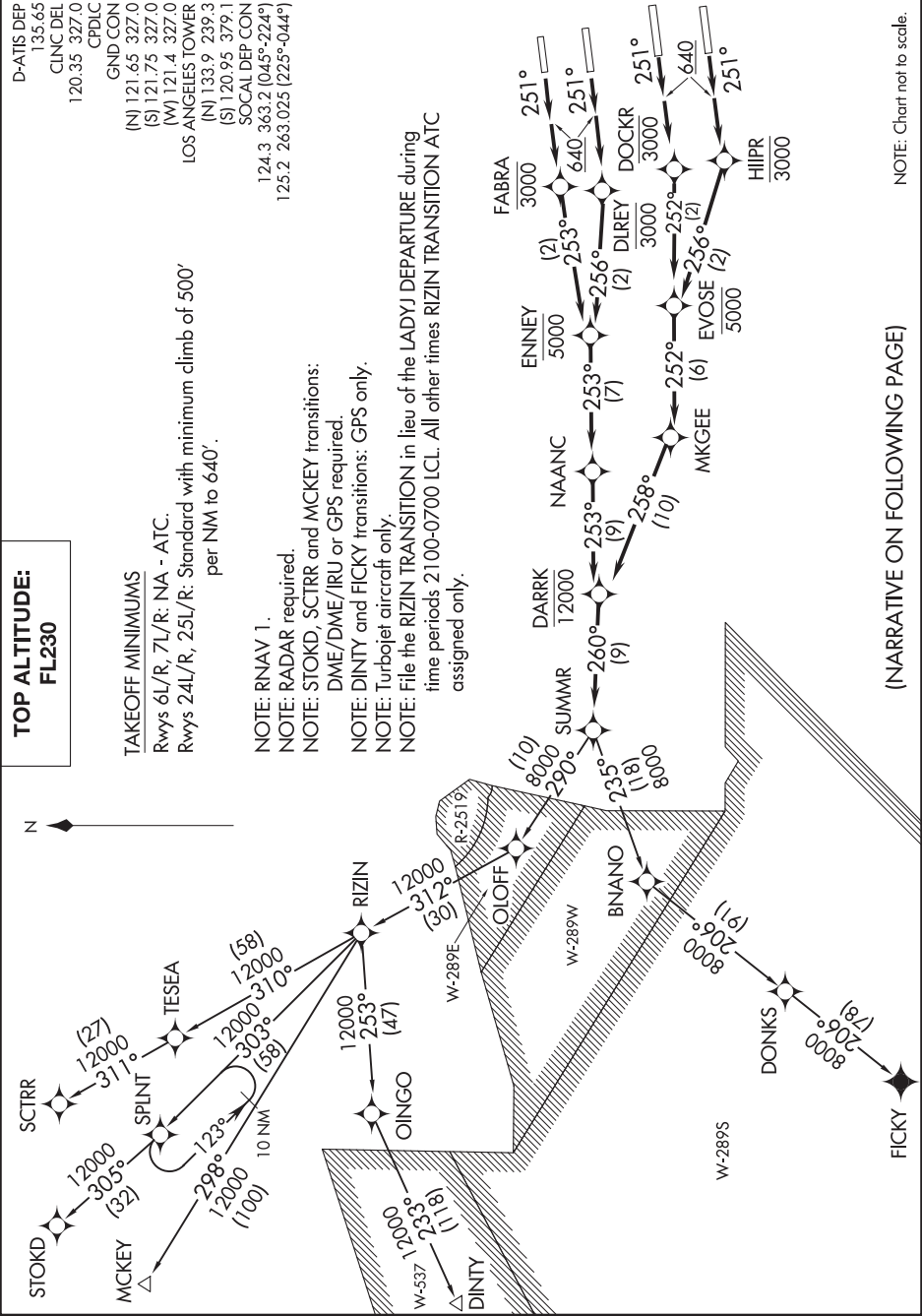
(STHBY1 .STHBY) 11JUL24



SUMMR TWO DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



(NARRATIVE ON FOLLOWING PAGE)

SUMMR TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLIREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

- DINTY TRANSITION (SUMMR2.DINTY)
- FICKY TRANSITION (SUMMR2.FICKY)
- MCKEY TRANSITION (SUMMR2.MCKEY)
- RIZIN TRANSITION (SUMMR2.RIZIN)
- SCTRR TRANSITION (SUMMR2.SCTRR)
- STOKD TRANSITION (SUMMR2.STOKD)

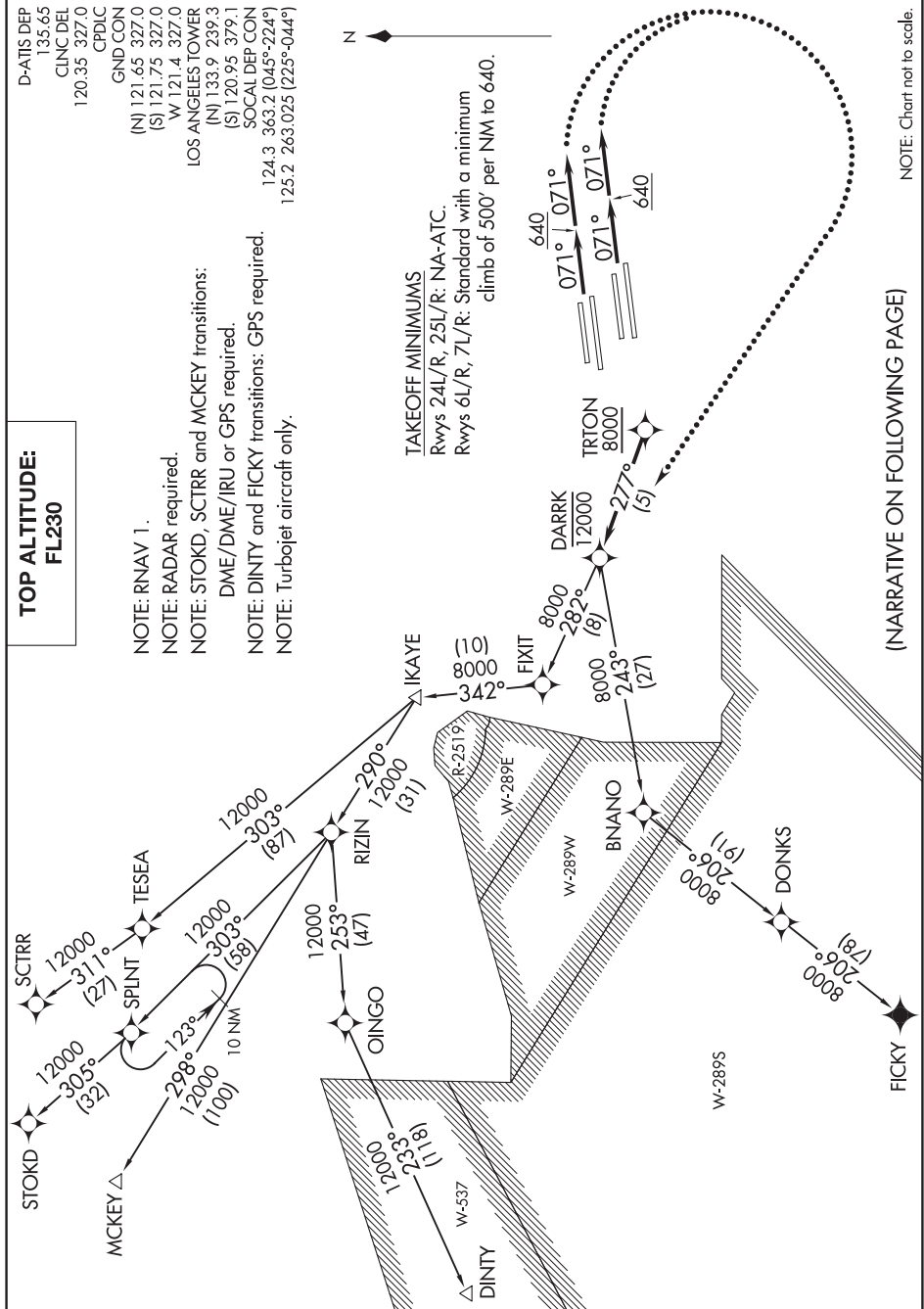
(TRTON2.TRTON) 18032

TRTON TWO DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



(NARRATIVE ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

TRTON TWO DEPARTURE (RNAV)

(TRTON2.TRTON) 01FEB18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

<div><div>▼</div><div>DEPARTURE ROUTE DESCRIPTION</div><div><div>TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° to 640, then climb on heading 071° or as assigned by ATC, expect vectors to cross TRTON at or above 8000, then on track 277° to cross DARRK at or below 12000, thence. . . .</div><div>. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.</div><div><div>LOST COMMUNICATIONS</div><div>If not in contact with departure control within 5 minutes after departure, turn right and proceed direct DARRK WP, cross DARRK at or below 12000'. Climb to FL230 or filed altitude, whichever is lower, and when able proceed direct filed route or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.</div></div><div><div>DINTY TRANSITION (TRTON2.DINTY)</div><div>FICKY TRANSITION (TRTON2.FICKY)</div><div>MCKEY TRANSITION (TRTON2.MCKEY)</div><div>SCTRR TRANSITION (TRTON2.SCTRR)</div><div>STOKD TRANSITION (TRTON2.STOKD)</div></div></div></div>
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(VTU8.VTU) 23334

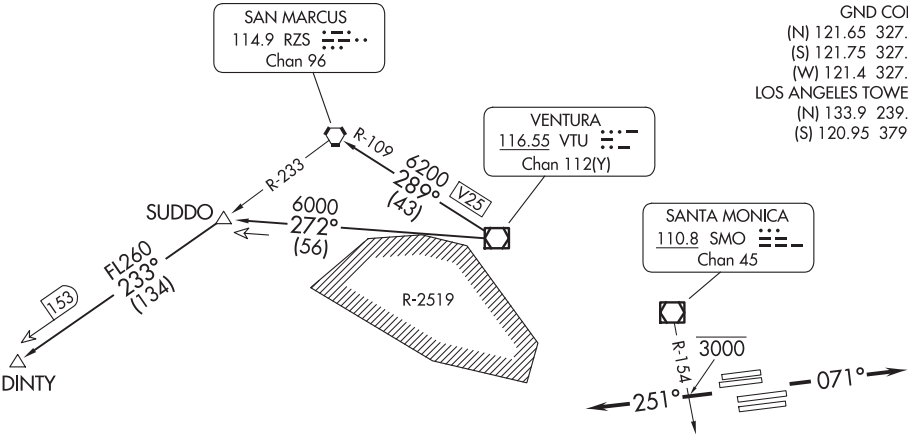
VENTURA EIGHT DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

TOP ALTITUDE:
ASSIGNED BY ATC

SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.

NOTE: RADAR required.

NOTE: DINTY Transition: DME required.

NOTE: Chart not scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to VTU VOR/DME, thence. . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° for RADAR vectors to VTU VOR/DME, cross SMO R-154 at or below 3000, thence. . . .

. . . .on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

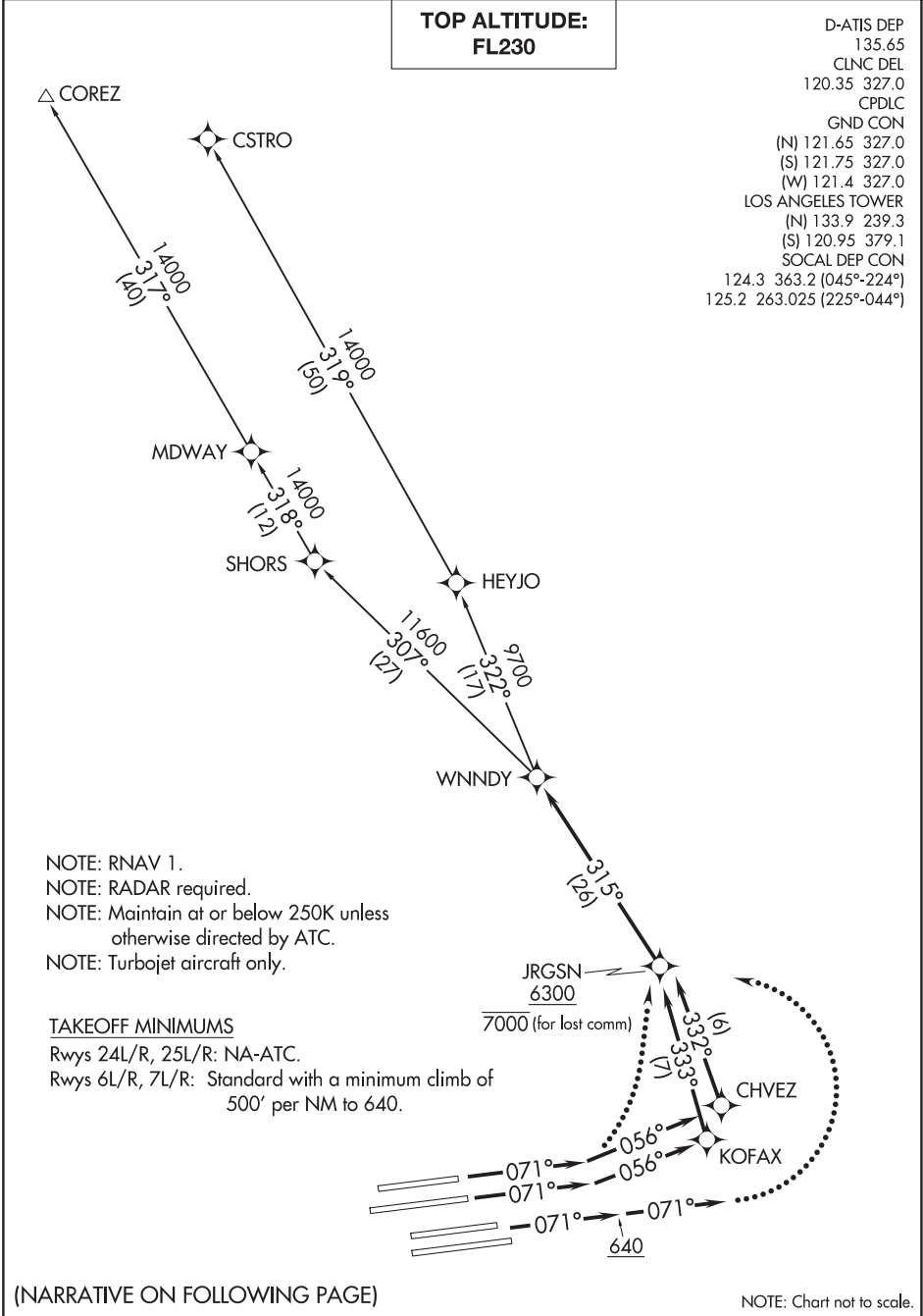
DINTY TRANSITION (VTU8.DINTY): From over VTU VOR/DME on VTU R-272 to SUDDO INT then on RZS R-233 to DINTY.

SAN MARCUS TRANSITION (VTU8.RZS): From over VTU VOR/DME on VTU R-289 and RZS R-109 to RZS VORTAC.

VENTURA EIGHT DEPARTURE

(VTU8.VTU) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb heading 071° to intercept course 056° to CHVEZ, then on track 332° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

TAKEOFF RUNWAY 6R: Climb heading 071° to intercept course 056° to KOFAX, then on track 333° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

TAKEOFF RUNWAYS 7L/R: Climb heading 071° to 640, then on heading 071° or as assigned by ATC, for vectors to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

If not in contact with departure control within 5 minutes after departure, turn left and proceed direct JRGSN WP, cross JRGSN at or below 7000. Climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

COREZ TRANSITION (WNNDY3.COREZ)

CSTRO TRANSITION (WNNDY3.CSTRO)

SW-3, 07 AUG 2025 to 02 OCT 2025

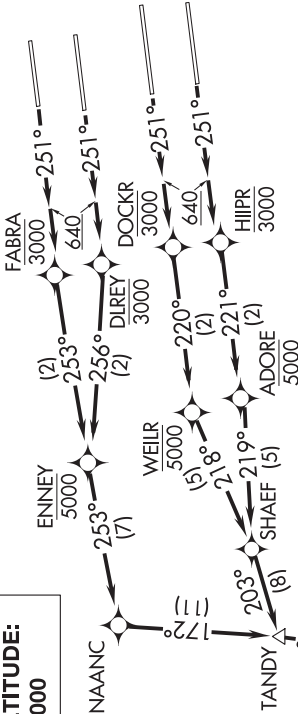
TOP ALTITUDE:
14000

RNAV 1- GPS.
RADAR required.

D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(M) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
SOCAL DEP CON
124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)



TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb
of 500' per NM to 640.



NOTE: Turn at HIIPR and DOCKR are required for ATC separation.
NOTE: Rwy 24L/R Departures: Expect RADAR vector to TANDY, ZILLI, LAUER, or BEAUT prior to NAANC.
NOTE: Some aircraft may be RADAR vectored to TANDY, ZILLI, LAUER, or BEAUT.
NOTE: GROGU Transition ATC assigned only. Do not file.
NOTE: Expect GROGU Transition when W292E in use.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to ZILLI, thence

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to ZILLI, thence

. . . . on (transition). Maintain 14000, expect filed altitude five minutes after departure.

FICKY TRANSITION (ZILLI5.FICKY)

GROGU TRANSITION (ZILLI5.GROGU)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

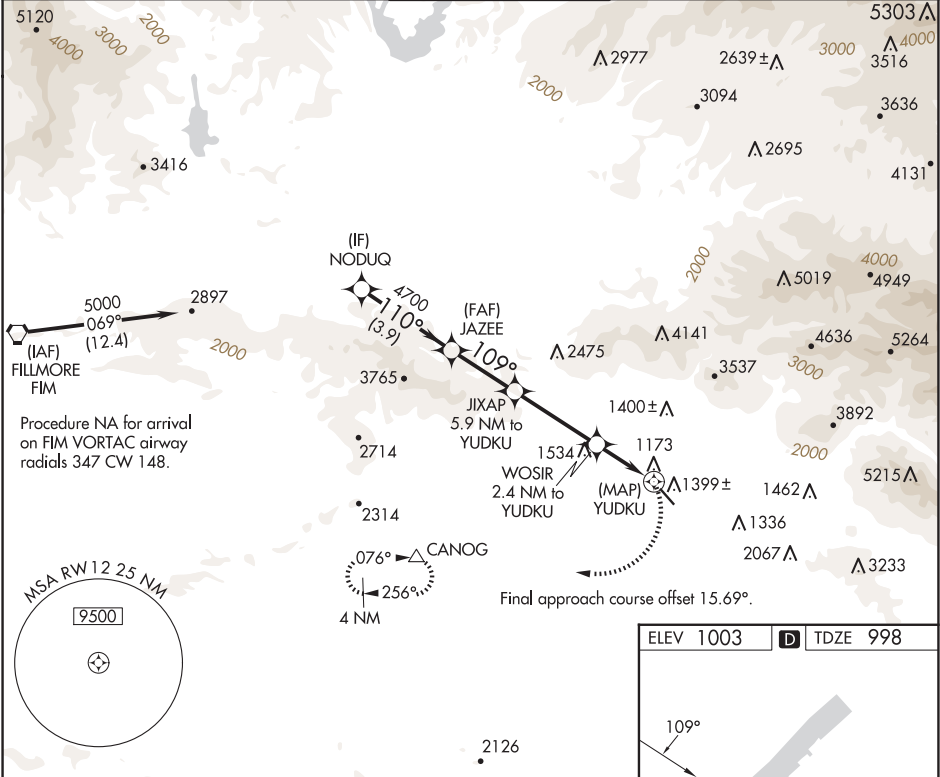
APP CRS	Rwy Ldg	3181
109°	TDZE	998
	Apt Elev	1003

RNAV (GPS) RWY 12

WHITEMAN (WHP)

RNP APCH.		MISSED APPROACH: Climbing right turn to 4000 direct CANOG and hold.
NA	Procedure NA at night. When local altimeter setting not received, use Burbank altimeter setting. Rwy 12 helicopter visibility reduction below 1 SM NA.	

ATIS 132.1	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	WHITEMAN TOWER ★ 135.0 (CTAF)	GND CON 125.0	UNICOM 122.95
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	ELEV 1003 D TDZE 998			
	REIL Rwy 12 and 30 MIRL Rwy 12-30			
	CANOG			
	YUDKU			
	WOSIR 2.4 NM to YUDKU			
	JIXAP 5.9 NM to YUDKU			
	JAZEE			
	NODUQ			
	5000 110° 4700 109° 3620 2220 0.5			
	3.9 NM 2.7 NM 3.5 NM 2.4 NM			
CATEGORY	A	B	C	D
LNAV MDA	1660-1	662 (700-1)	1660-1 7/8 662 (700-1 7/8)	NA
CIRCLING	1700-1 697 (700-1)	1860-1 1/4 857 (900-1 1/4)	2200-3 1197 (1200-3)	NA

LOS ANGELES, CALIFORNIA

AL-9132 (FAA)

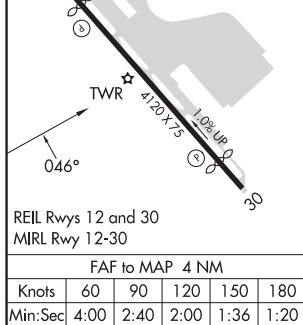
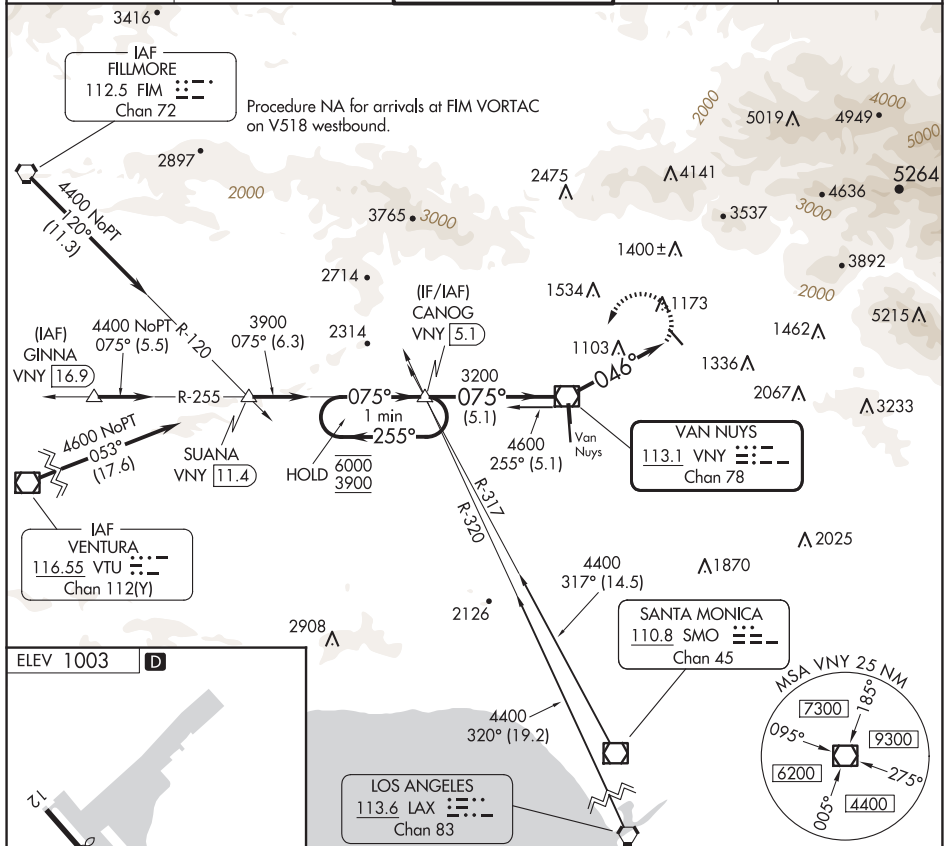
25163





VOR/DME VNY 113.1 Chan 78	APP CRS 046°	Rwy Ldg TDZE Apt Elev N/A N/A 1003
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VOR-A WHITEMAN (WHP)

⚠ When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing left turn to 3900 direct VNY VOR/DME then on VNY VOR/DME R-255 to CANOG INT/ 5.1 DME and hold.
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ATIS 132.1	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	WHITEMAN TOWER ★ 135.0 (CTAF)	GND CON 125.0	UNICOM 122.95
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CANOG INT VNY 5.1		3900 	VNY 	VNY R-255	CANOG 
One Minute Holding Pattern					
<div><div>6000</div><div>3900</div></div> <div><div>← 255°</div><div>→ 075°</div></div>		<div><div>VNY VOR/DME</div><div>3200</div><div>075°</div><div>046°</div><div>VNY 4</div></div> <div><div>5.1 NM</div><div>4 NM</div></div>			
CATEGORY	A	B	C	D	
 CIRCLING	1760-1 757 (800-1)	1860-1¼ 857 (900-1¼)	2200-3 1197 (1200-3)	NA	

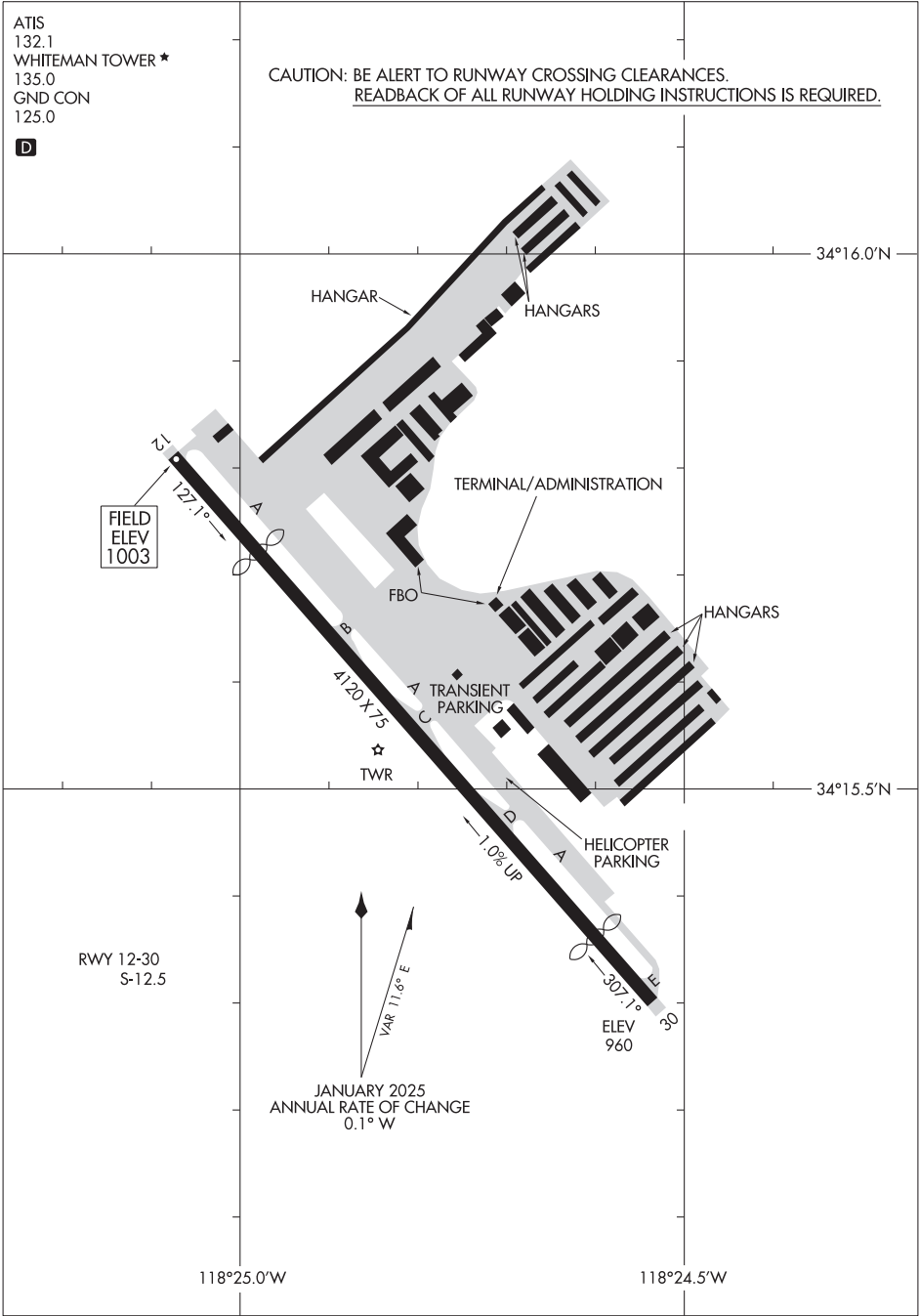
LOS ANGELES, CALIFORNIA
Amdt 2C 07SEP23

34°16'N-118°25'W

WHITEMAN (WHP) VOR-A

SW-3, 07 AUG 2025 to 02 OCT 2025

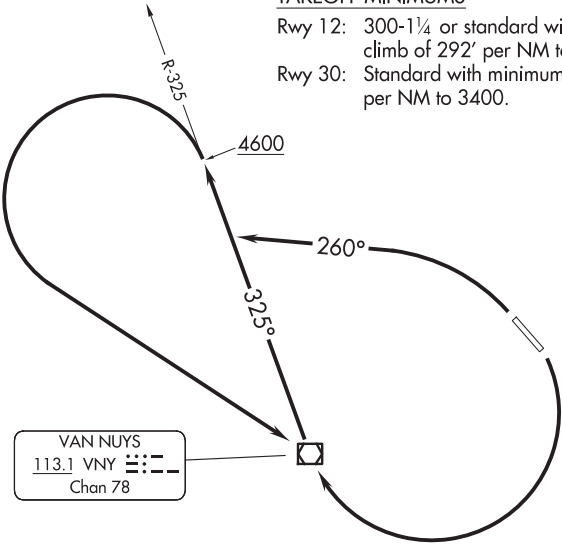
SW-3, 07 AUG 2025 to 02 OCT 2025



ATIS
132.1
GND CON
125.0
WHITEMAN TOWER ★
135.0 (CTAF)
SOCAL APP CON
120.4 360.6 (NORTH)
134.2 338.2 (WEST)
UNICOM
122.95

TAKEOFF MINIMUMS

Rwy 12: 300-1¼ or standard with minimum climb of 292' per NM to 1300.
Rwy 30: Standard with minimum climb of 366' per NM to 3400.



TAKEOFF OBSTACLE NOTES

- Rwy 12: Pole beginning 34' from DER, 276' right of centerline, up to 20' AGL/979' MSL.
Building 180' from DER, 9' left of centerline, 22' AGL/978' MSL.
Tower, pole beginning 489' from DER, 278' right of centerline, up to 60' AGL/1012' MSL.
Stack 1 NM from DER, 1131' left of centerline, 250' AGL/1183' MSL.
- Rwy 30: Pole 29' from DER, 277' left of centerline, 20' AGL/1024' MSL.
Pole 152' from DER, 282' left of centerline, 20' AGL/1025' MSL.
Pole 262' from DER, 282' left of centerline, 20' AGL/1027' MSL.
Pole 372' from DER, 283' left of centerline, 20' AGL/1028' MSL.
Pole beginning 482' from DER, 282' left of centerline, up to 20' AGL/1029' MSL.
Pole 703' from DER, 283' left of centerline, 20' AGL/1030' MSL.
Pole 812' from DER, 283' left of centerline, 20' AGL/1031' MSL.
Pole beginning 922' from DER, 283' left of centerline, up to 20' AGL/1032' MSL.
Pole 1141' from DER, 283' left of centerline, 20' AGL/1033' MSL.
Tower 1700' from DER, 511' right of centerline, 49' AGL/1075' MSL.
Tower 3532' from DER, 1118' right of centerline, 54' AGL/1098' MSL.

NOTE: Chart not to scale.

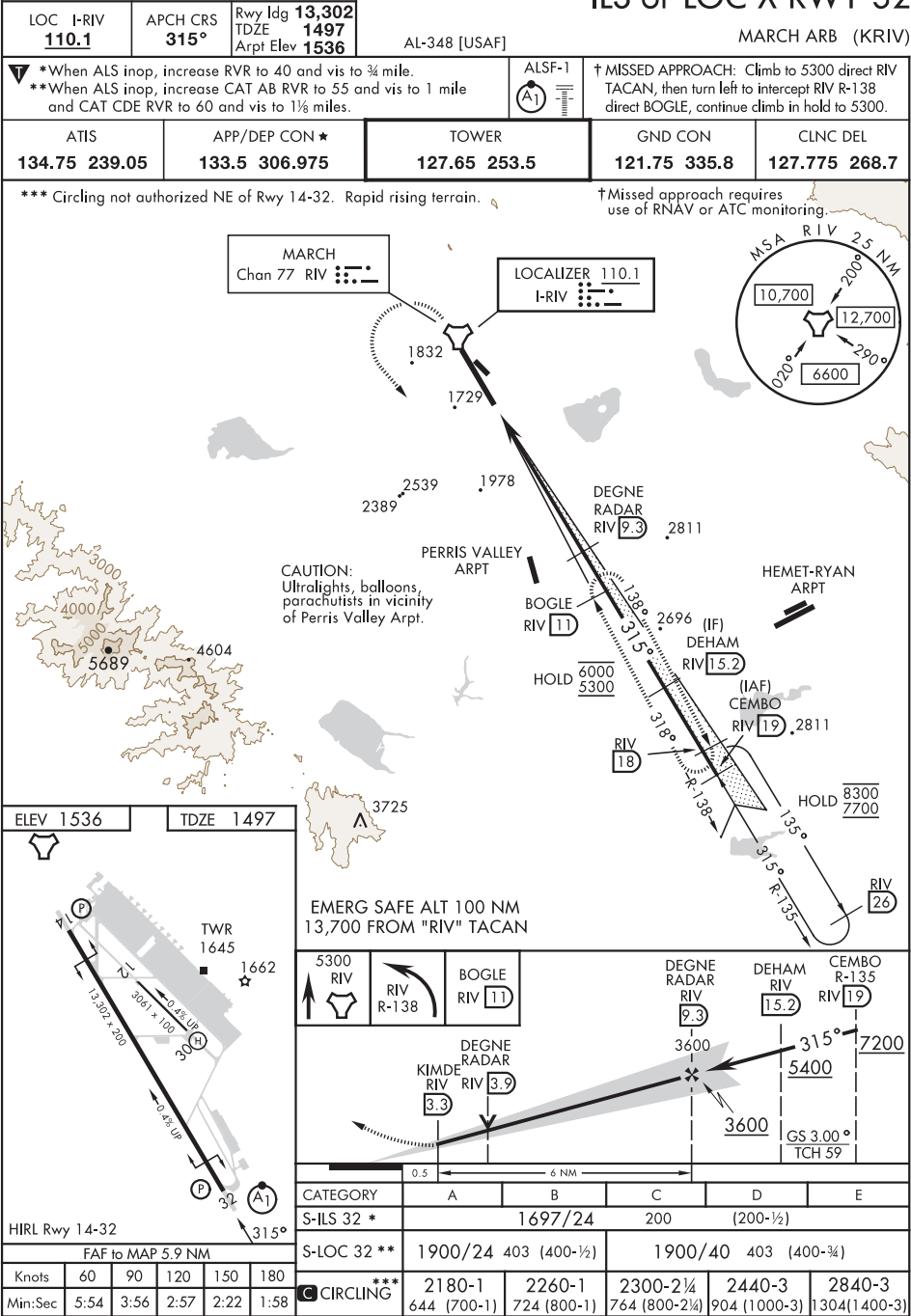
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn direct VNY VOR/DME, then on VNY R-325 to 4600, thence . . .

TAKEOFF RUNWAY 30: Climbing left turn heading 260° and on VNY VOR/DME R-325 to 4600, thence . . .

. . . climbing left turn direct VNY VOR/DME to depart VNY VOR/DME at or above MEA for route of flight.

ILS or LOC X RWY 32



RIVERSIDE, CALIFORNIA

LOC I-RIV <u>110.1</u>	APCH CRS 315°	Rwy Idg 13,302 TDZE 1497 Arpt Elev 1536
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AL-348 [USAF]

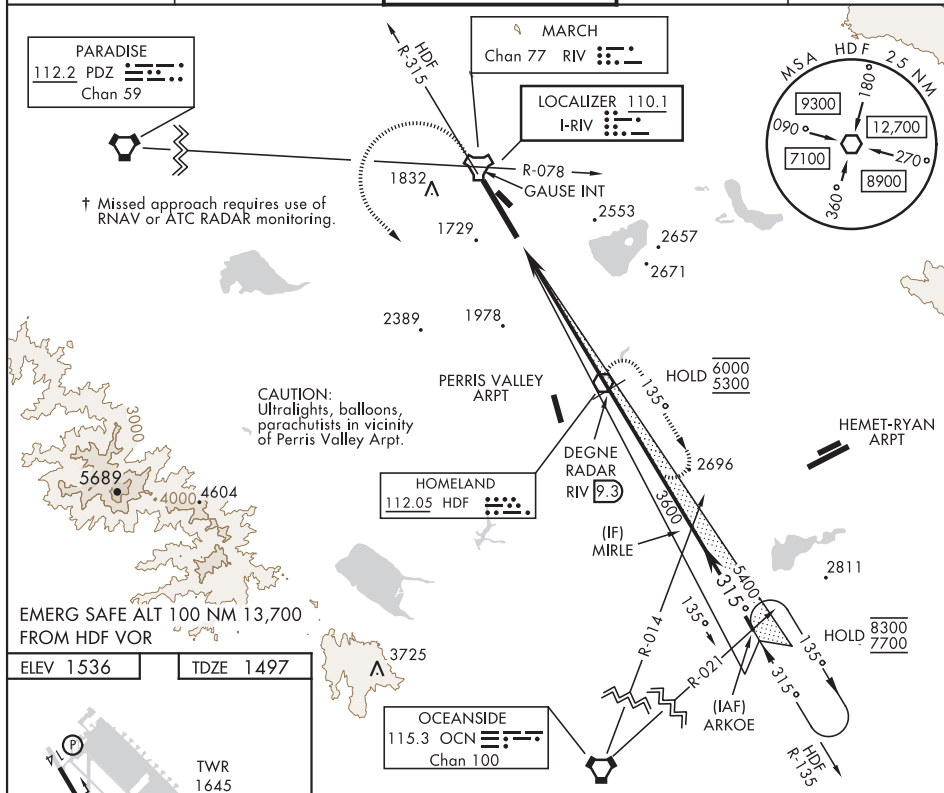
MARCH ARB (KRIV)

T * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
 CAT CDE RVR to 60 and vis to $1\frac{1}{8}$ miles.
 *** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

ALSF-1

† MISSED APPROACH: Climb to 5300 on HDF
VOR R-315 to GAUSE, turn left direct HDF
continue climb in hold to 5300.

ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7



CATEGORY	A	B	C	D	E
S-ILS 32 *	1697/24		200	(200-½)	
S-LOC 32 **	1900/24 403 (400-½)		1900/40 403 (400-¾)		
*** C CIRCLING	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2¼ 764 (800-2¼)	2440-3 904 (1000-3)	2840-3 1304 (1400-3)

RIVERSIDE, CALIFORNIA

33°53'N-117°16'W

MARCH ARB (KRIV)

Amdt 9 23APR20

ILS or LOC Y RWY 32

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RIVERSIDE, CALIFORNIA

WAAS CH 91363 W14A	APCH CRS 135°	Rwy ldg TDZE Arpt Elev	13,302 1536 1536
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AL-348 (USAF)

MARCH ARB (KRIV)

RNAV (GPS) RWY 14

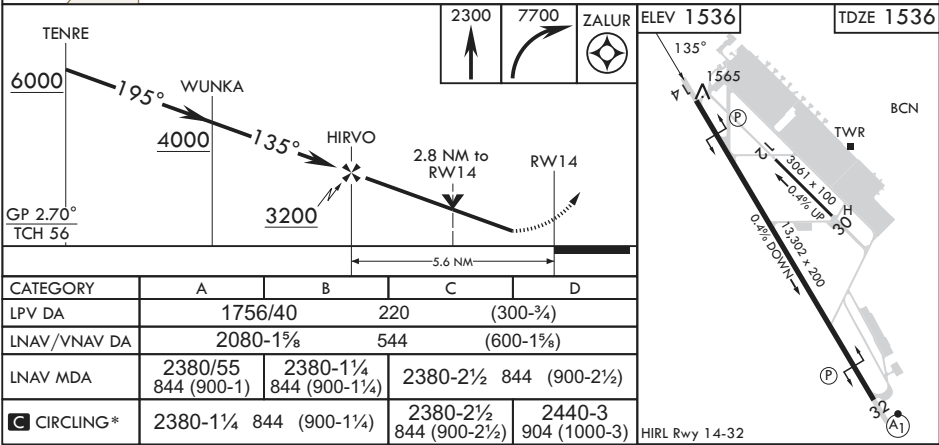
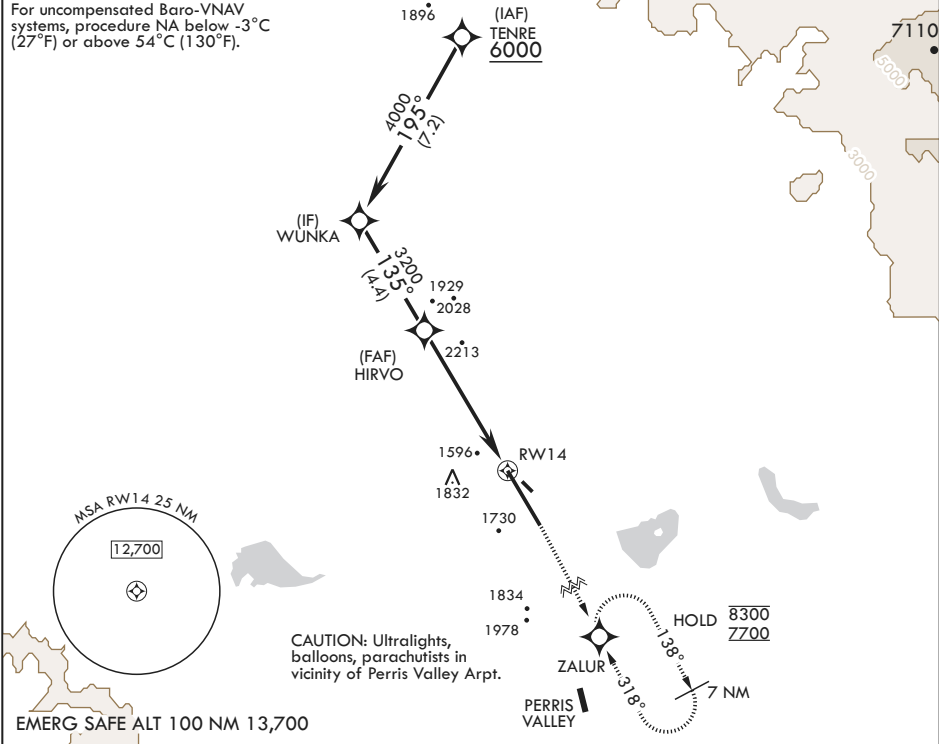
RNP APCH

* Circling NA NE of Rwy 14-32. Rapid rising terrain.

MISSED APPROACH: Climb to 2300 then climbing right turn direct ZALUR and hold, continue climb in hold to 7700.

ATIS	APP CON/DEP CON*	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7

For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 54°C (130°F).



RIVERSIDE, CALIFORNIA

33°53'N - 117°16'W

MARCH ARB (KRIV)

Amdt 7 24MAR22
TERPS

RNAV (GPS) RWY 14

RIVERSIDE, CALIFORNIA

RNAV (GPS) RWY 32

WAAS CH 91364 W32A	APCH CRS 315°	Rwy ldg TDZE Arpt Elev	13,302 1497 1536
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AL-348 (USAF)

MARCH ARB (KRIV)

RNP APCH

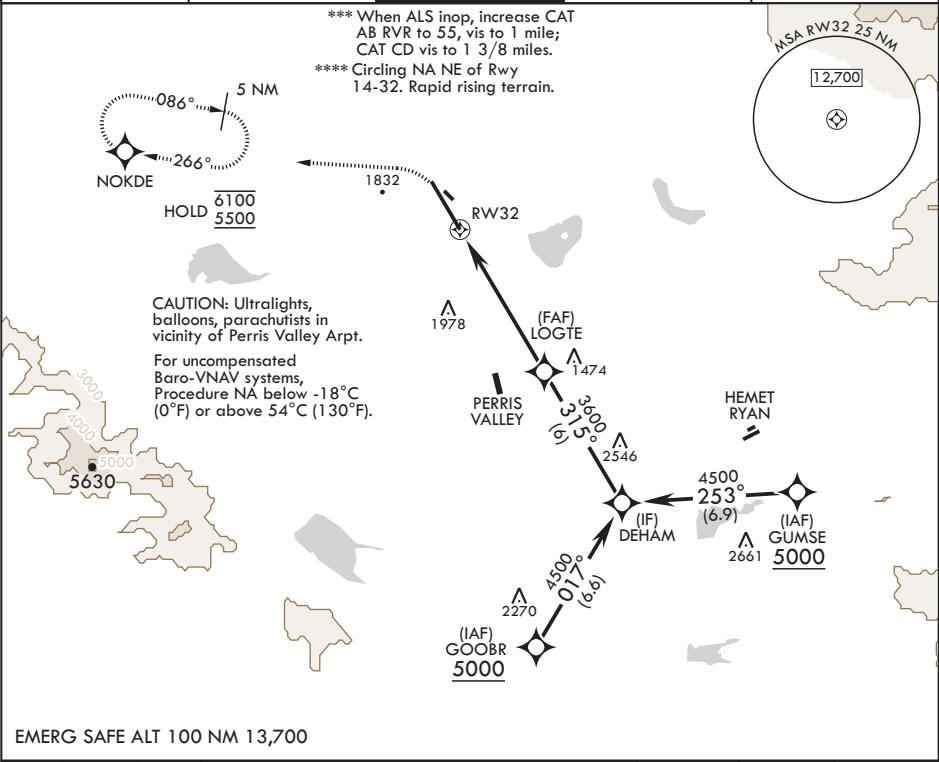
▼ * When ALS inop increase CAT ABCD RVR to 40, vis to 3/4 mile.
** When ALS inop increase CAT ABCD RVR to 60, vis to 1 1/8 miles.

ALSF-1



MISSED APPROACH: Climb to 2100 then climbing left turn to 5500 direct NOKDE and hold, continue climb in hold to 5500.

ATIS 134.75 239.05	APP CON/DEP CON* 133.5 306.975	TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 127.775 268.7
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2100	5500	NOKDE	DEHAM	ELEV 1536	TDZE 1497
CATEGORY	A	B	C	D	
LPV DA*	1697/24	200	(200-1/4)		
LNAV/VNAV DA**	1909/40	412	(400-3/4)		
LNAV MDA***	1960/24 463 (500-1/2)	1960/50 463 (500-1)			
GP 3.00° TCH 59	2180-1 664 (700-1)	2260-1 724 (800-1)	2300-2 764 (800-2 1/4)	2440-3 904 (1000-3)	
CIRCLING****					

RIVERSIDE, CALIFORNIA

33°53'N - 117°16'W

MARCH ARB (KRIV)

Amdt 6 31JAN19

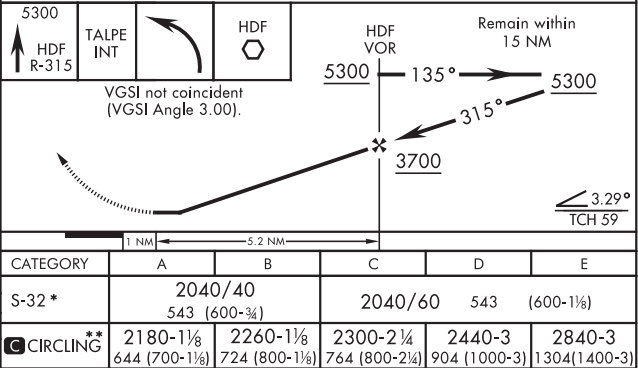
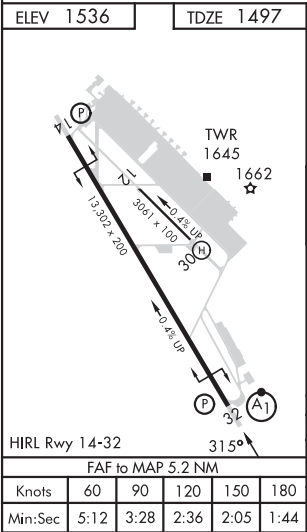
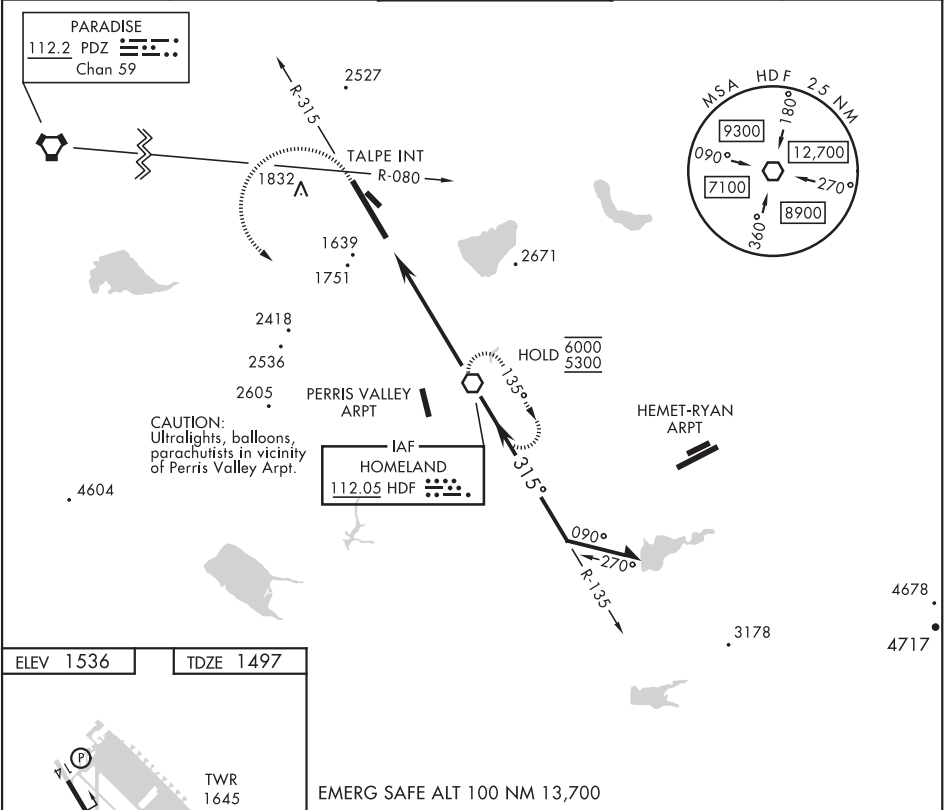
RNAV (GPS) RWY 32

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

VOR Y RWY 32

VOR HDF 112.05	APCH CRS 315°	Rwy ldg 13,302 TDZE 1497 Arpt Elev 1536	AL-348 [USAF]	MARCH ARB (KRIV)
ATIS 134.75 239.05	APP/DEP CON ★ 133.5 306.975	TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 127.775 268.7



VOR Y RWY 32

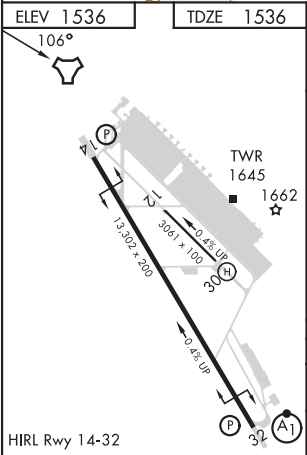
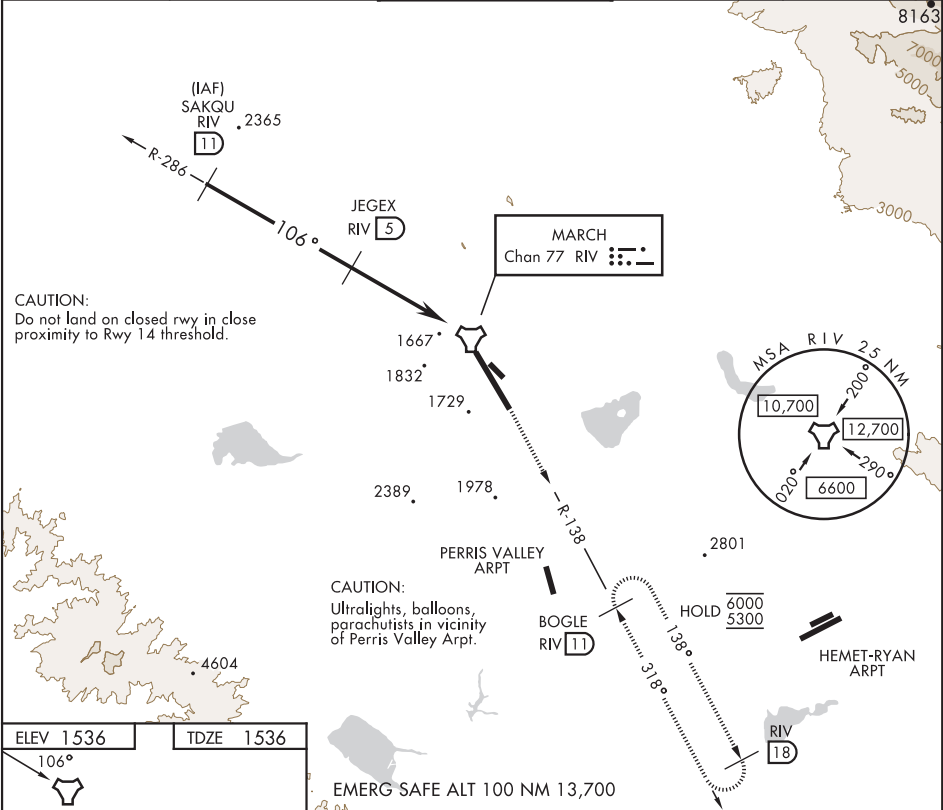
RIVERSIDE, CALIFORNIA

TACAN Y RWY 14

TACAN RIV Chan 77	APCH CRS 106°	Rwy Idg 13,302 TDZE 1536 Arpt Elev 1536	AL-348 [USAF]	MARCH ARB (KRIV)
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V * Circling not authorized NE of Rwy 14-32. Rapid rising terrain.	MISSED APPROACH: Climb out RIV TACAN R-138 direct BOGLE, continue to climb in hold to 5300.
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ATIS 134.75 239.05	APP/DEP CON★ 133.5 306.975	TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 127.775 268.7
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EMERG SAFE ALT 100 NM 13,700		SAKQU RIV (11) 4500	JEGEX RIV (5) 3100	5300 RIV R-138	BOGLE RIV (11)
2.58° TCH 56		3100		1.9 TACAN MEKIE (1)	
		4.0 NM		1	0.5
CATEGORY	A	B	C	D	E
S-14	2260-17 ⁸ 724 (800-1 ⁷)		2260-2 724 (800-2)		
CIRCLING*	2260-17 ⁸ 724 (800-1 ⁷)	2260-17 ⁸ 724 (800-1 ⁷)	2300-2 1 ⁴ 764 (800-2 1 ⁴)	2440-3 904 (1000-3)	2840-3 1304 (1400-3)

RIVERSIDE, CALIFORNIA

33°53'N-117°16'W

MARCH ARB (KRIV)


Amtd 10 02FEB17

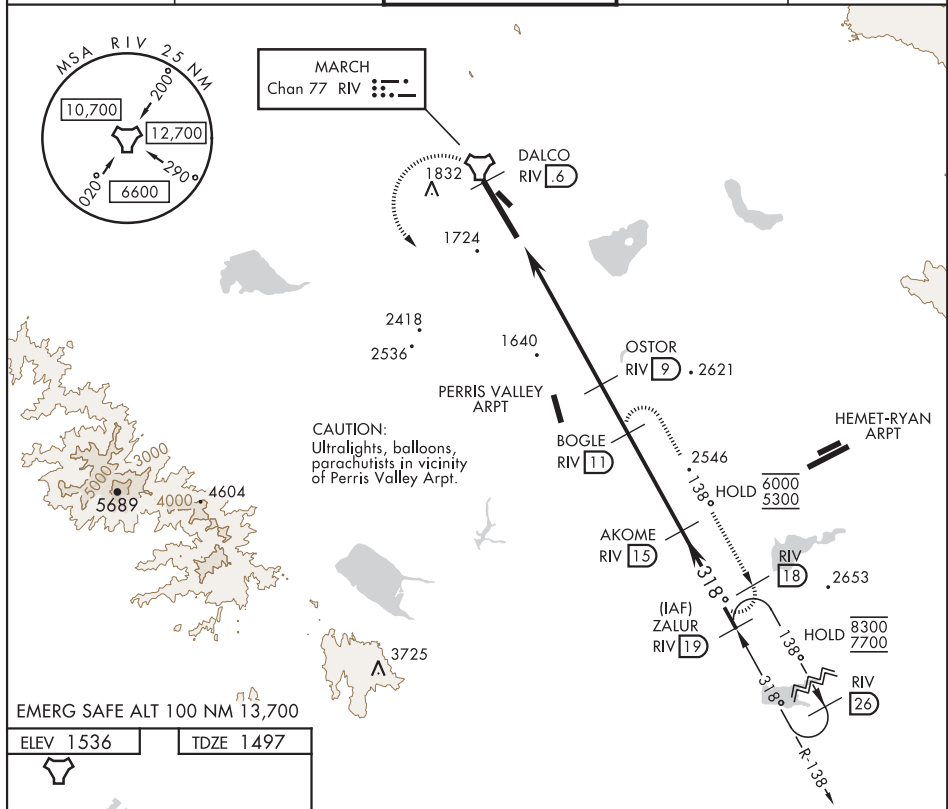
TACAN Y RWY 14

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

TACAN Y RWY 32

TACAN R/V Chan 77	APCH CRS 318°	Rwy Idg 13,302 TDZE 1497 Arpt Elev 1536	AL-348 [USAF]	TACAN TRWT 32	
▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles. **Circling not authorized NE of Rwy 14-32. Rapid rising terrain.			ALSF-1 	MISSED APPROACH: Climb to 5300 on RIV TACAN R-138 to DALCO, then turn left to intercept RIV R-138 direct BOGLE, continue climb in hold to 5300.	
ATIS 134.75 239.05	APP/DEP CON ★ 133.5 306.975	TOWER 127.65 253.5		GND CON 121.75 335.8	CLNC DEL 127.775 268.7



EMERG SAFE ALT 100 NM 13,700

5300
RIV
R-138

DALCO
RIV
6

RIV
R-138

BOGLE
RIV
11

TACAN

CULAX
4.4
3.3

OSTAR
9

AKOME
15

ZALUR
19

5400

3600

7300

318°

3.13°
TCH 59

0.5 5.7 NM

CATEGORY	A	B	C	D	E
S-32*	2040/24	543 (600-½)	2040/60	543 (600-1½)	
C CIRCLING**	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2½ 764 (800-2¼)	2440-3 904 (1000-3)	2840-3 1304 (1400-3)

25079

AIRPORT DIAGRAM

[USAF]

MARCH ARB (KRIV)

RIVERSIDE, CALIFORNIA

ATIS 134.75 239.05
 TOWER 127.65 253.5
 GND CON 121.75 335.8
 CLNC DEL 127.775 268.7

CAUTION ALERT
 APRONS/HANGARS

33°54'N

FIELD
 ELEV
 1536

BAK-12

1000 x 200

138.0°

ELEV 1540

ELEV 1542

AERO CLUB RAMP

PAX TERMINAL

FUEL TANKS

BLAST FENCE

TRANSIENT AIRCRAFT RAMP

BASE OPS AND
 CONTROL TOWER

TRIM PAD

★
 1662

RADAR

BLAST FENCE

FIRE STATION

CAUTION:
 RWY 12-30 RESTRICTED
 TO MARCH ARB
 AERO CLUB,
 U.S. CUSTOMS ACFT
 AND MIL ROTARY
 WING ACFT.

MARCH
 JOINT POWERS
 AUTHORITY
 (CIVILIAN RAMP)

ELEV 1486

JPA APRON

FBO

BAK-12

0.4% UP

318.0°

ELEV 1488

117°15W

1000 x 200

33°53'N



VAR 113.0°E

DECEMBER 2022
 ANNUAL RATE OF CHANGE
 0.1° W

RWY 14-32
 PCN 58 R/B/W/T

RWY 12-30
 PCN 20 F/A/W/T

33°52'N

117°16W

AIRPORT DIAGRAM

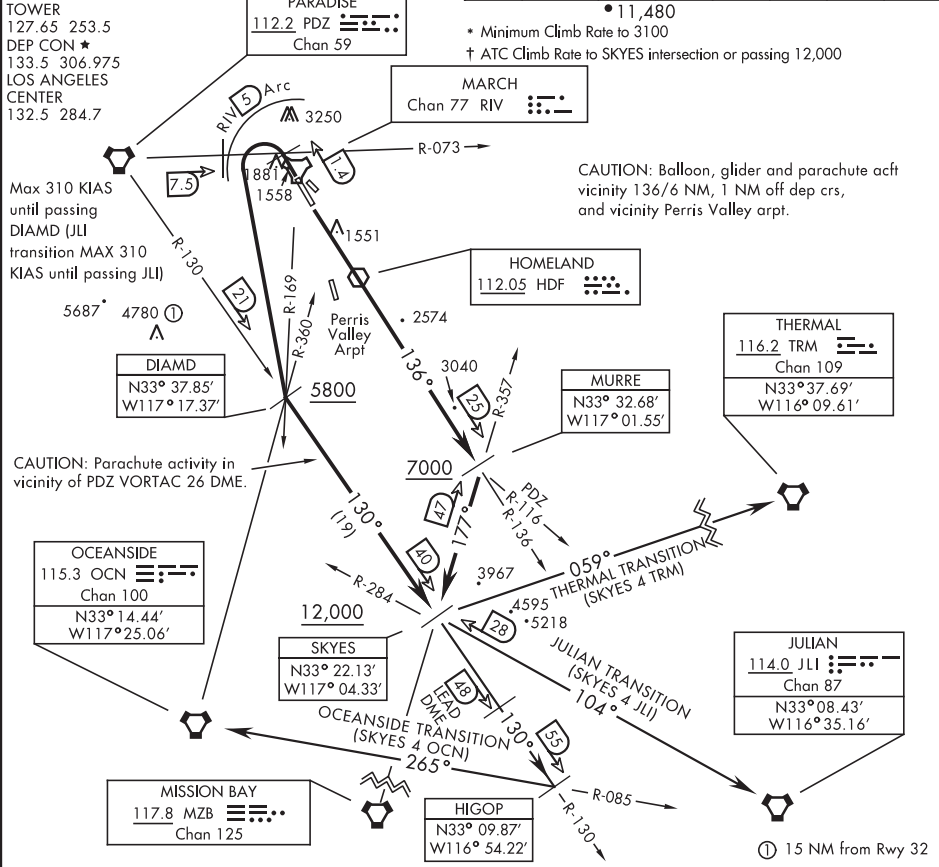
RIVERSIDE, CALIFORNIA

MARCH ARB (KRIV)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

ATIS 134.75 239.05	RADAR required TRM transition	Rwy	Knots	60	120	180	240	300	360
CLNC DEL 127.775 268.7		*32	V/V(fpm)	231	462	693	924	1155	1386
GND CON 121.75 335.8		†14	V/V(fpm)	334	668	1002	1336	1670	2004
TOWER 127.65 253.5		†32	V/V(fpm)	309	618	927	1236	1545	1854
DEP CON ★ 133.5 306.975									
LOS ANGELES CENTER 132.5 284.7									



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb via RIV TACAN R-136 or climb direct HDF VOR, then via HDF R-136 to MURRE, intercept MZB VORTAC R-357 to SKYES, cross MURRE at or above 7000, and SKYES at or above 12,000. Thence via transition or assigned route.

TAKEOFF RWY 32: Climb on track 315°, then turn left crossing PDZ VORTAC R-073/RIV TACAN 1.4 DME direct DIAMD, proceed no closer than 7.5 DME PDZ. Remain within 5 DME RIV. Cross DIAMD at or above 5800. Intercept PDZ R-130 to SKYES, cross SKYES at or above 12,000. Thence via transition or assigned route.

JULIAN TRANSITION (SKYES 4 JLI): From over SKYES via JLI VORTAC R-284 direct JLI. MAX 310 KIAS until passing JULIAN VORTAC.

OCEANSIDE TRANSITION (SKYES 4 OCN): From over SKYES via PDZ VORTAC R-130 direct HIGOP, intercept OCN VORTAC R-085 direct OCN.

THERMAL TRANSITION (SKYES 4 TRM): From over SKYES track 059° to TRM. (Radar required)

SAN DIEGO, CALIFORNIA

LOC/DME I-NKX 111.15 Chan 48 (Y)	APCH CRS 243°	Rwy Idg 8001 TDZE 477 Arpt Elev 477	24L 12,000 24R 475 477
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[USN]

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

TACAN or RADAR required

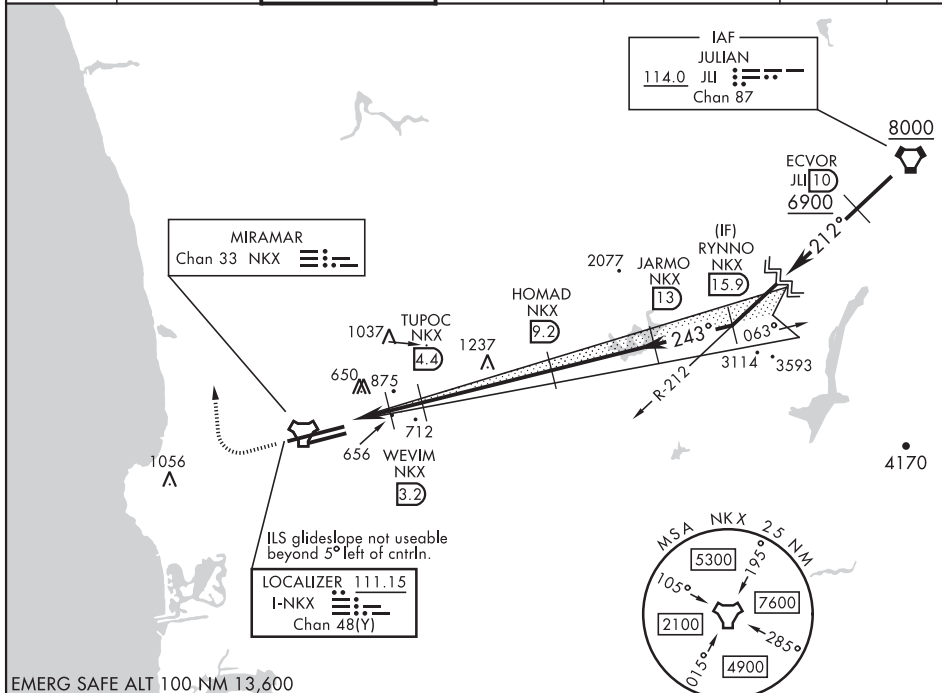
T * When ALS inop, increase vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB vis to 1 mile,
 CAT CDE vis to $1\frac{3}{8}$ miles.
 *** CAT E circling not authorized S of Rwy 6R-24L.

ALSF-1

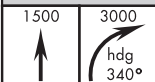


MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 340°. Expect radar vectors.

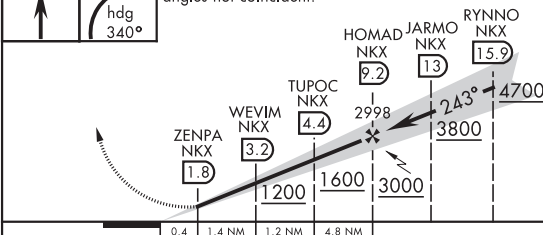
ATIS ★	SOCAL APP CON	FOSS TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/ PAR
133.475	132.2	135.2	128.625	125.975	291.7	
352.0	269.1	298.925 0	307.325	254.325		



EMERG SAFE ALT 100 NM 13,600

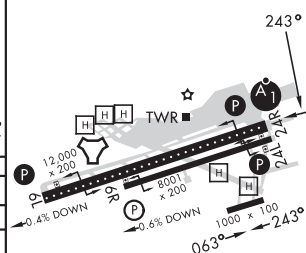


VGSI and descent angles not coincident.



CATEGORY	A	B	C	D	E
S-ILS 24R*	675 - 1/2		200	(200-1/2)	
S-LOC/ DME 24R**	920- 1/2	445 (500-1/2)	920-7/8	445 (500- 7/8)	
SIDESTEP 24L	920-1	443 (500-1)	920-1 1/2 443 (500-1 1/2)	920-2 443 (500-2)	
CIRCLING***	940-1 463 (500-1)	960-1 483 (500-1)	960-1 1/2 483 (500-1 1/2)	1180-2 1/4 703 (800-2 1/4)	1360-3 883 (900-3)

ELEV	477	TDZE 24L	477
		TDZE 24R	475



HIRL Rwy 6L-24R **L**
HIRL Rwy 6R-24L

SAN DIEGO, CALIFORNIA

32°52'N-117°09'W

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Orig 14JUL22

ILS Y or LOC/DME Y RWY 24R

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

LOC/DME I-NKX	APCH CRS	Rwy Idg	24L	24R
111.15	243°	TDZE	8001	12,000
Chan 48(Y)		Arpt Elev	477	477

ILS Z or LOC/DME Z RWY 24R

[USN]

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

DME and RADAR required

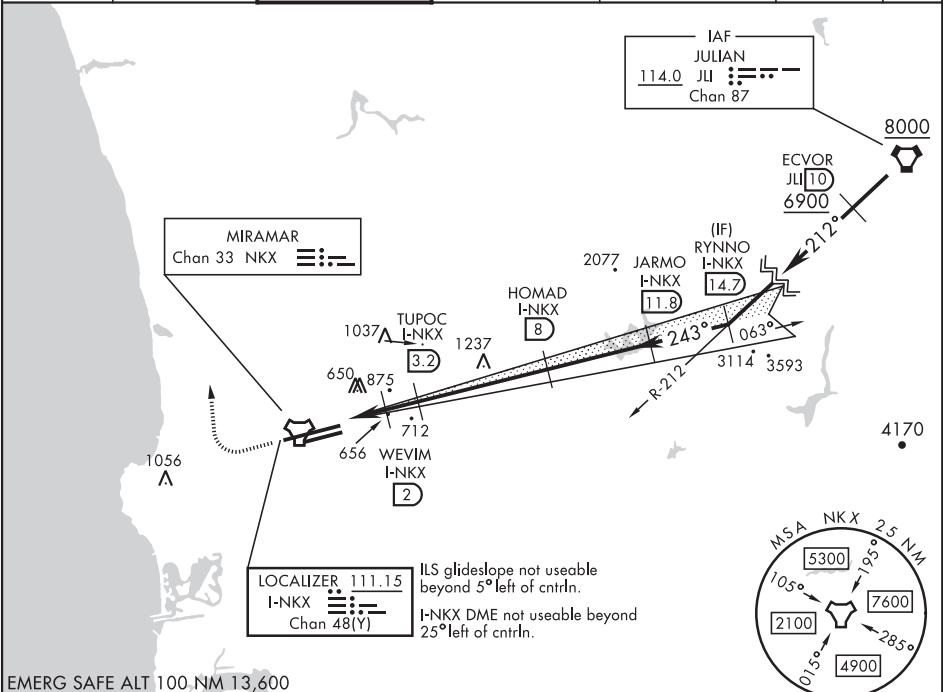
- * When ALS inop, increase vis to ¾ mile.
- ** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 ½ miles.
- *** CAT E circling not authorized S of Rwy 6R-24L.

ALSF-1

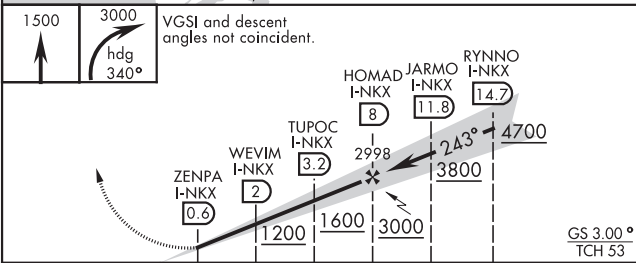


MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 340°. Expect radar vectors.

ATIS ★	SOCAL APP CON	FOSS TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/ PAR
133.475	132.2	135.2	128.625	125.975	291.7	
352.0	269.1	298.925	307.325	254.325		

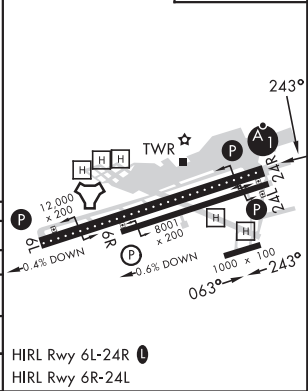


EMERG SAFE ALT 100 NM 13,600



ELEV	477	TDZE 24L	477
		TDZE 24R	475

CATEGORY	A	B	C	D	E
S-ILS 24R*		675 - ½	200	(200- ½)	
S-LOC/ DME 24R**	920- ½	445 (500- ½)	920- ¾	445 (500- ¾)	
SIDESTEP 24L	920-1	443 (500-1)	920-1 ½	443 (500-2)	920-2
CIRCLING***	940-1	960-1	960-1 ½	1180-2 ¼	1360-3
	463 (500-1)	483 (500-1)	483 (500-1 ½)	703 (800-2 ¼)	883 (900-3)



SAN DIEGO, CALIFORNIA

32°52'N-117°09'W

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Amtd 1 29DEC22

ILS Z or LOC/DME Z RWY 24R

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

RNAV (GPS) RWY 24L

WAAS CH 54028 W24A	APCH CRS 243°	Rwy Idg TDZE Arpt Elev	8001 477 477
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[USN]

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

RNP APCH		MISSED APPROACH: Climb to 3000 direct HUVEL, 288° track to REDIN and hold.			
ATIS ★ 133.475 352.0	SOCAL APP CON 132.2 269.1	FOSS TOWER ★ 135.2 298.925 0	GND CON 128.625 307.325	CLNC DEL 125.975 254.325	LA CENTER 291.7 ASR/ PAR

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).

CAUTION: Intermediate deceleration segment descent gradient 309 FPM is greater than 150 FPM.



3000 ↑		HUVEL ✧	↶ tr 288°	REDIN ⊗	ELEV 477		TDZE 477		
		RAIDE ✕		TEBGE ⚡	POCOB 4400				
CATEGORY		A		B		C		D	
LPV DA		677-¾		200		(200-¾)			
LNAV/VNAV DA		730-¾ 253 (300-¾)		741-7/8 264 (300-7/8)		749-7/8 272 (300-7/8)		760-7/8 283 (300-7/8)	
LNAV MDA		960-1 483 (500-1)		960-1 3/8 483 (500-1 3/8)					
CIRCLING		960-1 483 (500-1)		960-1 1/2 483 (500-1 1/2)		1180-2 1/4 703 (800-2 1/4)			

SAN DIEGO, CALIFORNIA

32°52'N-117°09'W

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Amtdt 4 27JAN22

RNAV (GPS) RWY 24L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025


SAN DIEGO, CALIFORNIA

RNAV (GPS) RWY 24R

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

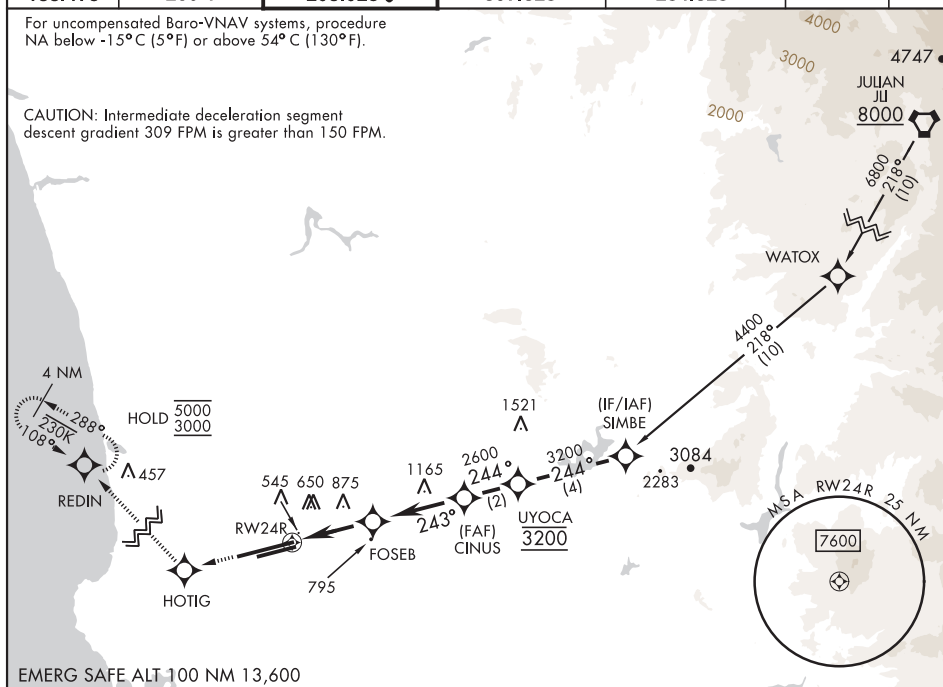
WAAS CH 61450 W24B	APCH CRS 243°	Rwy Idg 12,000 TDZE 475 Arpt Elev 477
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[USN]

RNP APCH			ALSF-1			
▼ **When ALS inop, increase vis to ¾ mile. ***When ALS inop, increase vis to ¾ mile. ***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to ¼ miles.			 MISSED APPROACH: Climb to 3000 direct HOTIG, 288° track to REDIN and hold.			
ATIS ★ 352.0 133.475	SOCAL APP CON 132.2 269.1	FOSS TOWER ★ 135.2 298.925 0	GND CON 128.625 207.325	CLNC DEL 125.975 254.325	LA CENTER 291.7	ASR/ PAR

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).

CAUTION: Intermediate deceleration segment descent gradient 309 FPM is greater than 150 FPM.



EMERG SAFE ALT 100 NM 13,600

SAN DIEGO, CALIFORNIA

32°52'N-117°09'W

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Amdt 4 27JAN22

RNAV (GPS) RWY 24R

SAN DIEGO, CALIFORNIA

TACAN Y RWY 24R

TACAN NKX Chan 33	APCH CRS 247°	Rwy Idg 24R 12,000 24L 475 Arpt Elev 477	24L 8001 24L 477
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[USN]

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

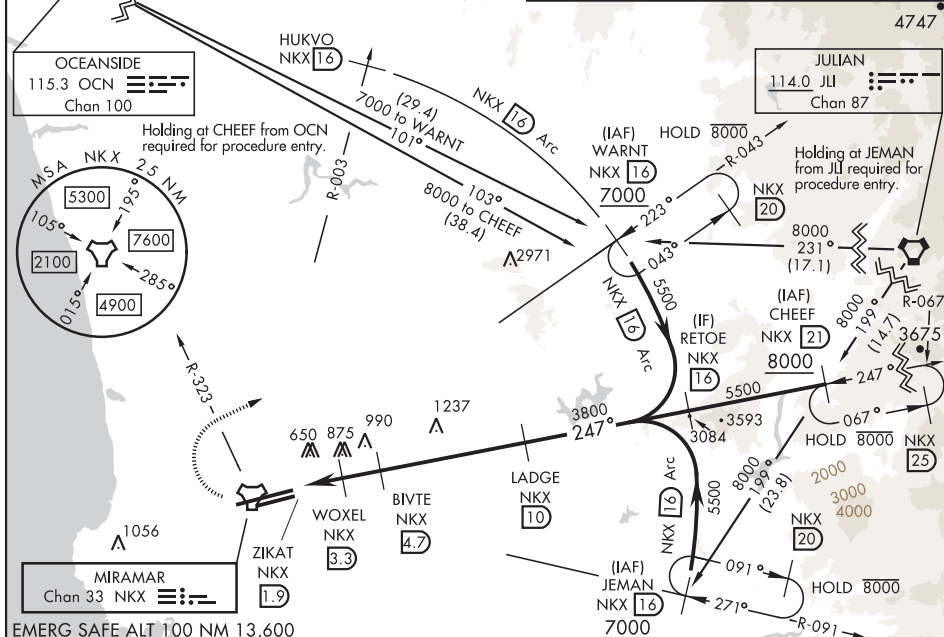
<p>★ When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles.</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 1500, then climbing right turn to 7000 via NKX TACAN R-003 to HUKVO. Arc NE of NKX via the 16 mile arc to WARNT and hold. Cross NKX R-323 at 3000 mandatory, cross HUKVO at 6000 mandatory.</p>
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<p>ATIS ★ 133.475 352.0</p>	<p>SOCAL APP CON 132.2 269.1</p>	<p>FOSS TOWER ★ 135.2 298.925</p>	<p>GND CON 128.625 307.325</p>	<p>CLNC DEL 125.975 254.325</p>	<p>LA CENTER 291.7</p>	<p>ASR/ PAR</p>
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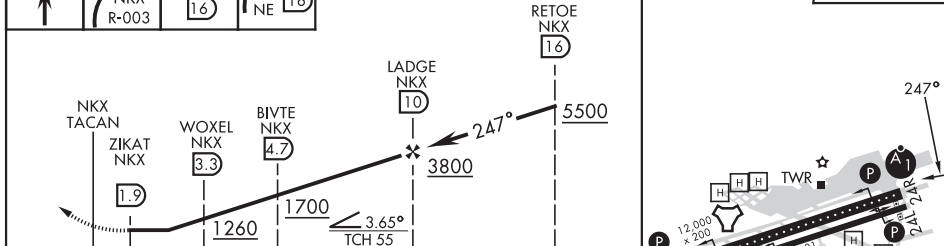
Knots	60	120	180	240	300	360
V/V(fpm)	275	550	825	1100	1375	1650

ATC climb of 275 ft/NM to 6000

4747



1500	7000	HUKVO NKX 16	Arc NE 16	ELEV 477	TDZE 24R 475
↑	NKX R-003				TDZE 24L 477



CATEGORY	A	B	C	D
S-24R *	1140-½ 665 (700-½)		1140-1½ 665 (700-1½)	
SIDE-STEP 24L	1140-1 663 (700-1)		1140-1¾ 663 (700-1¾)	1140-2 663 (700-2)
CIRCLING	1140-1 663 (700-1)		1140-1¾ 663 (700-1¾)	1180-2¼ 703 (800-2¼)

SAN DIEGO, CALIFORNIA

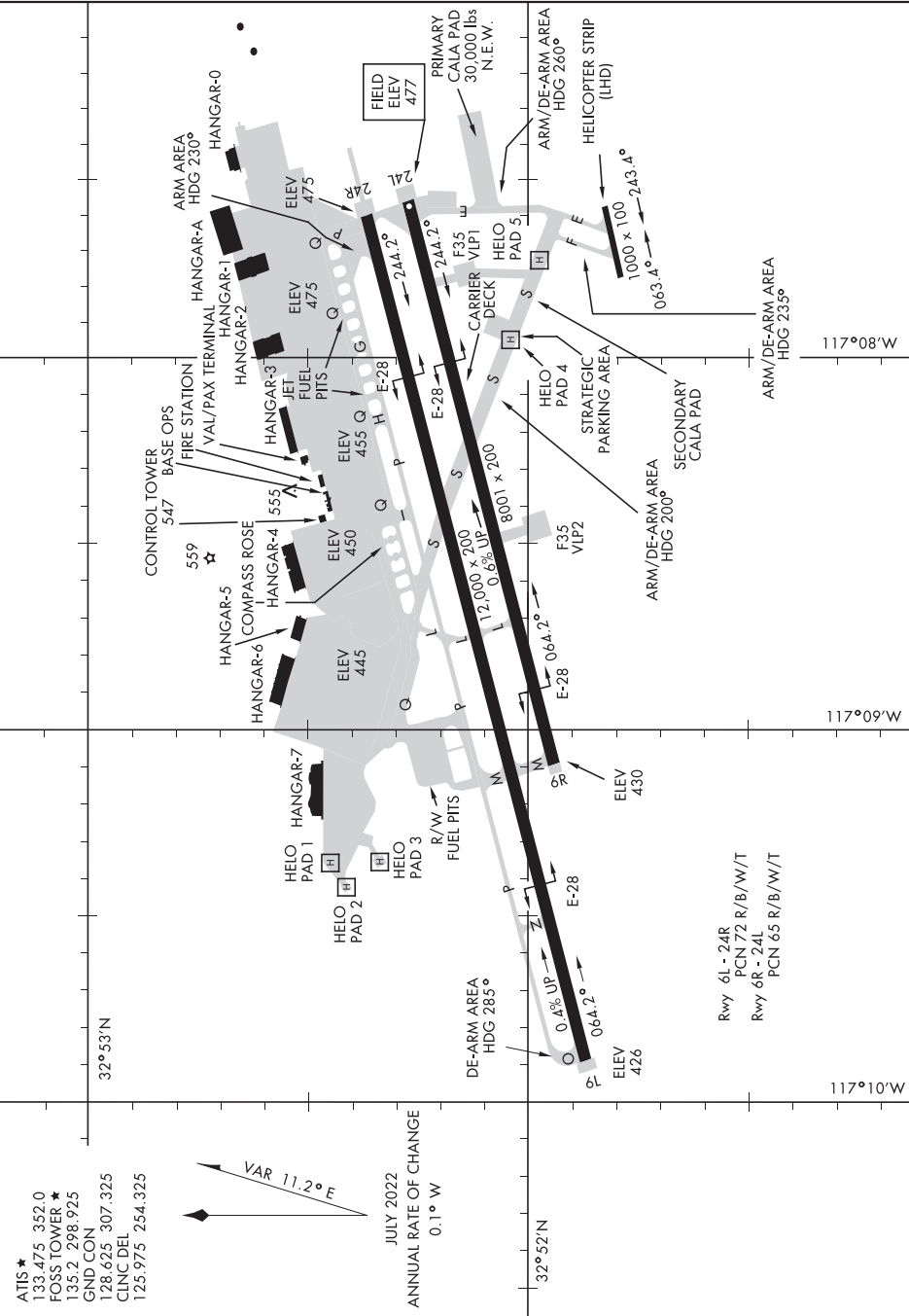
32°52'N-117°09'W

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Orig 27JAN22

TACAN Y RWY 24R

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

22111

LAKEE-THREE DEPARTURE (LAKEE3 • LAKEE)

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SAN DIEGO, CALIFORNIA

ATIS ★ 133.475 352.0
 CLNC DEL
 125.975 254.325
 GND CON
 128.625 307.325
 FOSS TOWER ★
 135.2 298.925
 SOCAL DEP CON
 132.2 269.1 E

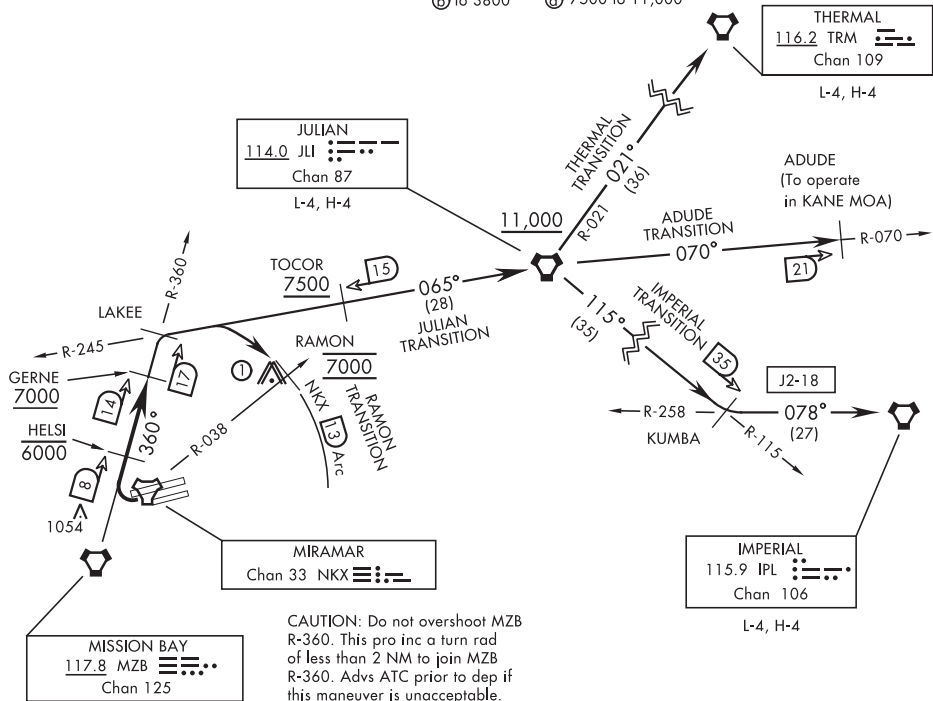
AL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
* 24L/R ④	V/V(fpm)	260	520	780	1040	1300	1560
** 24L/R ⑤	V/V(fpm)	280	560	840	1120	1400	1680
† 24L/R ⑥	V/V(fpm)	678	1356	2034	2712	3390	4068
† 24L/R ④	V/V(fpm)	235	470	705	940	1175	1410

* Military Minimum ** Civil Minimum † ATC Climb Rate

④ to 3600 ⑤ to 7000

⑥ to 3800 ④ 7500 to 11,000



EMERG SAFE ALT 100 NM 13,600

① 3018' Twr 12.5 NM from DER.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24L/R: Turn right to intercept and proceed via MZB VORTAC R-360 to LAKEE INT. Cross HELSI at or below 6000. Cross GERNE at or above 7000. Thence...

ADUDE TRANSITION (LAKEE3 • ADUDE): Via JLI VORTAC R-245 to JLI. Then via JLI R-070 to ADUDE. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (LAKEE3 • IPL): Via JLI VORTAC R-245 to JLI. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

(Continued on next page)

LAKEE-THREE DEPARTURE (LAKEE3 • LAKEE)

SAN DIEGO, CALIFORNIA

Orig 13SEP18

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SW-3, 07 AUG 2025 to 02 OCT 2025

AL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

JULIAN TRANSITION (LAKEE3 • JLI): Via JLI VORTAC R-245 to JLI. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

RAMON TRANSITION (LAKEE3 • RAMON): Via JLI VORTAC R-245 to NKX TACAN 13 DME. Then arc NE of NKX via the 13 DME arc to RAMON. Cross RAMON at 7000 mandatory.

THERMAL TRANSITION (LAKEE3 • TRM): Via JLI VORTAC R-245 to JLI. Then via JLI R-021 to TRM VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

20310

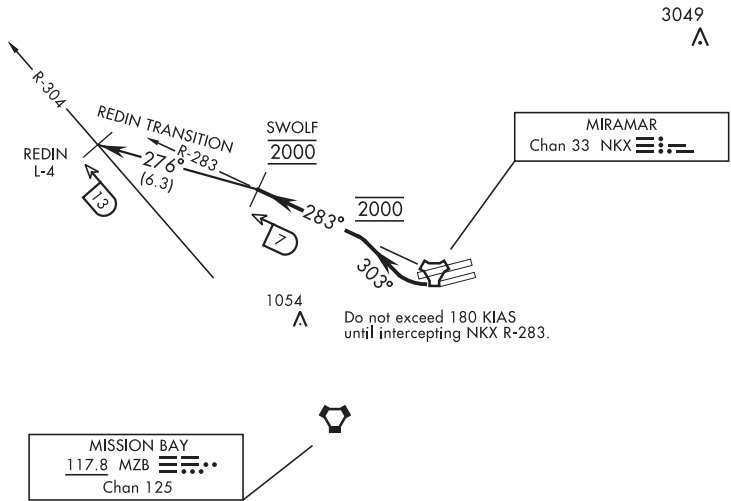
REDIN-FOUR DEPARTURE (REDIN4 • REDIN)

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)
SAN DIEGO, CALIFORNIA

ATIS ★ 133.475 352.0	SL-903 [USN]	Rwy	Knots	60	120	180	240	300	360
CLNC DEL 125.975 254.325 GND CON 128.625 307.325 FOSS TOWER ★ 135.2 298.925 SOCAL DEP CON 119.6 363.1 W		24L/R	V/V(fpm)	780	1560	2340	3120	3900	4680

ATC Climb Rate to 2000

RESTRICTED TO
CAT A & B ACFT ONLY



EMERG SAFE ALT 100 NM 13,600

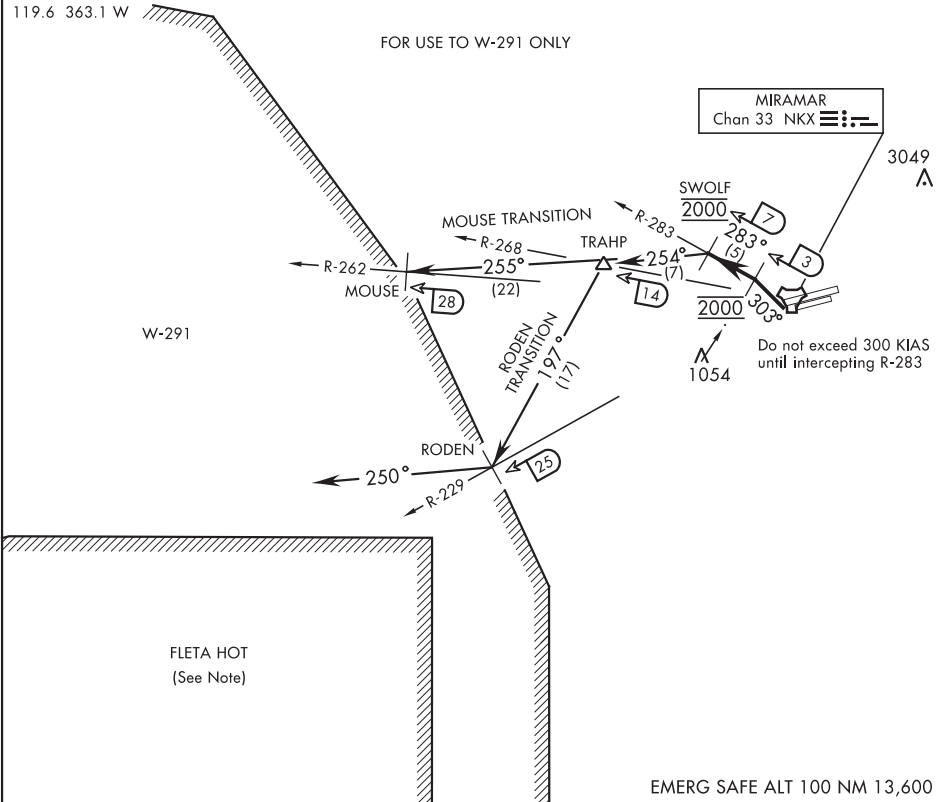


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 303° to intercept and proceed via NKX TACAN R-283 to SWOLF. Complete turn within NKX 2 DME. Cross NKX R-283/3 DME at 2000 mandatory. Maintain 2000 at SWOLF mandatory.

REDIN TRANSITION (REDIN4 • REDIN): Turn left heading 276° to intercept MZB VORTAC R-304 at REDIN.

ATIS ★ 133.475 352.0	SHL-903 [USN]	Rwy	Knots	60	120	180	240	300	360
CLNC DEL		24L/R	V/V(fpm)	780	1560	2340	3120	3900	4680
125.975 254.325		ATC Climb Rate to 2000							
GND CON									
128.625 307.325									
FOSS TOWER ★									
135.2 298.925									
SOCAL DEP CON									
119.6 363.1 W									



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 303° to intercept and proceed via NKX TACAN R-283 to SWOLF. Complete turn within NKX 2 DME. Cross NKX R-283/3 DME at 2000 mandatory. Maintain 2000 at SWOLF mandatory. Thence...

MOUSE TRANSITION (SWOLF9 • MOUSE): Turn left heading 255° to intercept NKX R-262 at MOUSE. Maintain 2000 for entry into W-291.

(Continued on next page)

SHL-903 [USN]

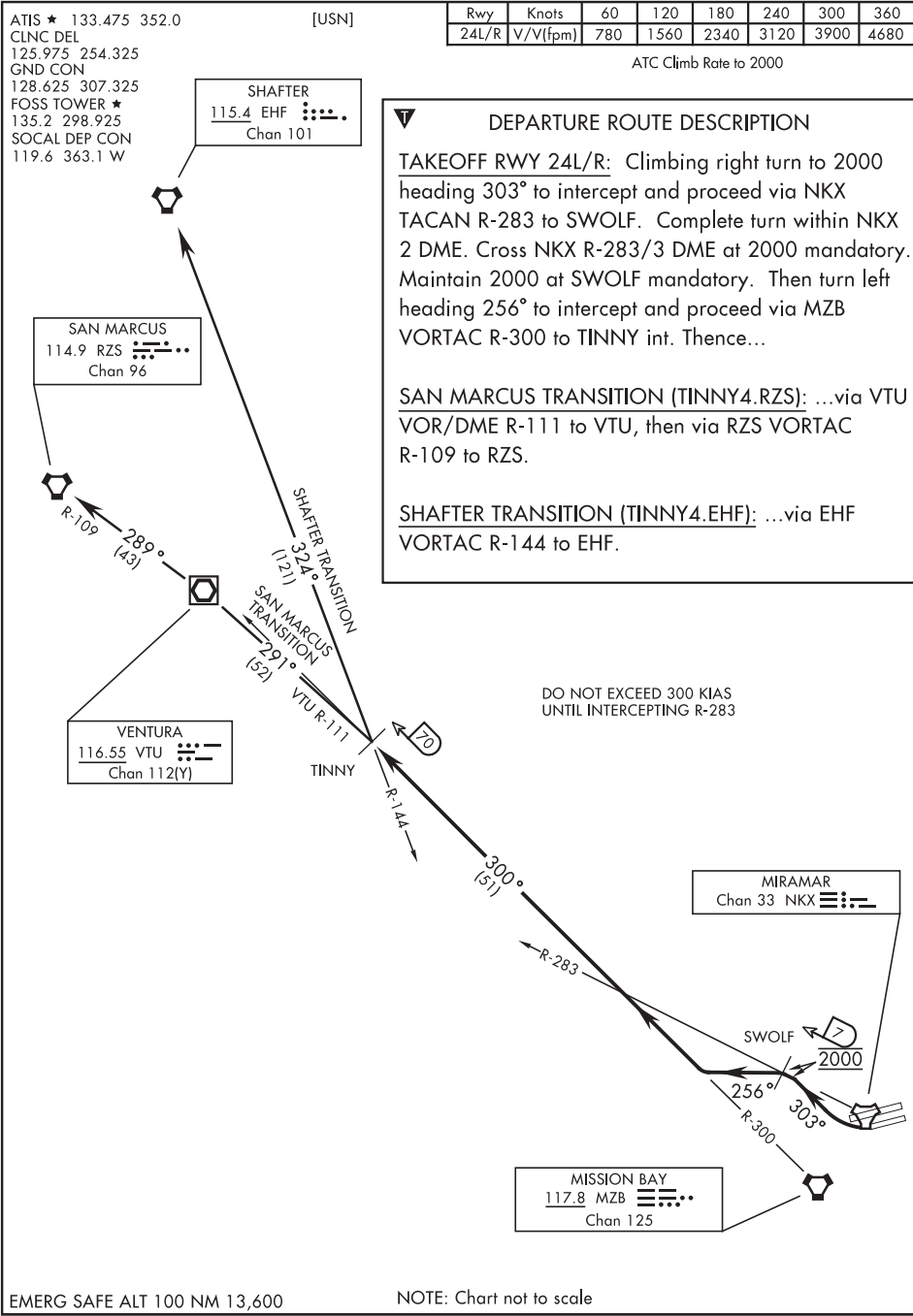
DEPARTURE ROUTE DESCRIPTION
(Continued)

RODEN TRANSITION (SWOLF9 • RODEN): Turn left heading 254 °to intercept NKX R-268 at TRAHP. Then turn left heading 197° to intercept NKX R-229 at RODEN. Maintain 2000 for entry into W-291 via heading 250°.

- NOTE:
- (1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
 - (2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



VITKO-THREE DEPARTURE (VITKO3.VITKO)

SAN DIEGO, CALIFORNIA

ATIS ★ 133.475 352.0 [USN]
CLNC DEL
125.975 254.325
GND CON
128.625 307.325
FOSS TOWER ★
135.2 298.925
SOCAL DEP CON
132.2 269.1 E

Rwy	Knots	60	120	180	240	300	360
* 6L/R ⊙ V/V(fpm)		520	1040	1560	2080	2600	3120
** 6L/R ⊙ V/V(fpm)		280	560	840	1120	1400	1680
*** 6L/R ⊙ V/V(fpm)		300	600	900	1200	1500	1800
* 6L/R ⊙ V/V(fpm)		680	1360	2040	2720	3400	4080
* 6L/R ⊙ V/V(fpm)		353	706	1059	1412	1765	2118
* 6L/R ⊙ V/V(fpm)		300	600	900	1200	1500	1800
* 6L/R ⊙ V/V(fpm)		220	440	660	880	1100	1320


* ATC Climb Rate ** Military Minimum *** Civil Minimum

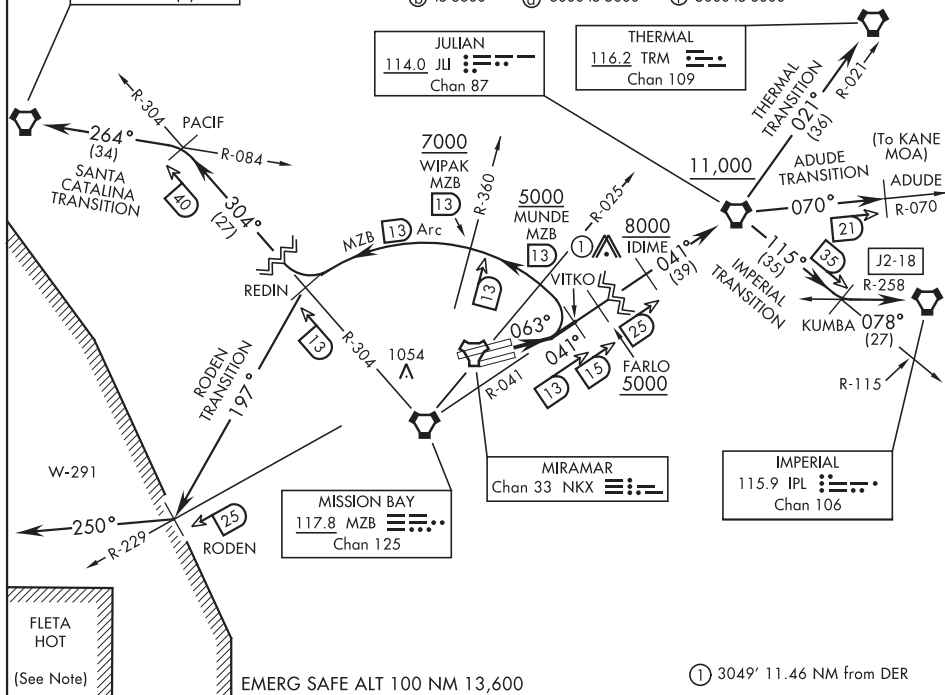
(a) to 3000 (c) to 3900 (e) 5000 to 7000 (g) 8000 to 11,000

(b) to 3600 (d) 3000 to 5000 (f) 5000 to 8000

SANTA CATALINA
114.15 SXC 
Chan 88(Y)

JULIAN
114.0 JULI ::==::--
Chan 87

THERMAL
116.2 TRM 
Chan 109



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6L/R: Climb via heading 063° to intercept and proceed via MZB VORTAC R-041 to VITKO. Join MZB R-041 at or above 3000. Thence...

ADUDE TRANSITION (VITKO3.ADUDE): Via MZB R-041 to JLI VORTAC. Then JLI R-070 to ADUDE. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (VITKO3.IPL): Via MZB R-041 to JLI VORTAC. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

(CONTINUED ON FOLLOWING PAGE)

VITKO-THREE DEPARTURE (VITKO3.VITKO)

Orig 13SEP18

SAN DIEGO, CALIFORNIA

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

[USN]

DEPARTURE ROUTE DESCRIPTION

(CONTINUED)

RODEN TRANSITION (VITKO3.RODEN): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then turn left heading 197° to intercept NKX R-229 at RODEN. Then turn right heading 250° for entry into W-291. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

SANTA CATALINA TRANSITION (VITKO3.SXC): Arc N of MZB VORTAC via the 13 mile arc to REDIN. Then via MZB R-304 to PACIF INT. Then via SXC R-084 to SXC VORTAC. Cross MUNDE at or above 5000. Cross WIPAK at or above 7000.

THERMAL TRANSITION (VITKO3.TRM): Via MZB R-041 to JLI VORTAC. Then via JLI R-021 to TRM VORTAC. Cross FARLO at or above 5000. Cross IDIME at or above 8000. Cross JLI VORTAC at or above 11,000.

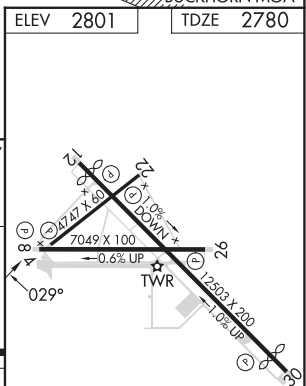
- NOTE:
- (1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).
 - (2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!

RNAV (GPS) RWY 4

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

MISSED APPROACH: Climb to 3300 then climbing left turn to 7000 direct ENAMY and hold, continue climb-in-hold to 7000.

GND CON
123.9



REIL Rwy 12 and 30 **L**
MIRL Rwy 8-26 and 4-22 **L**
HIRL Rwy 12-30 **L**

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)
°09'W RNAV (GPS) RWY 4

MOJAVE, CALIFORNIA

AL-9353 (FAA-O)

25163

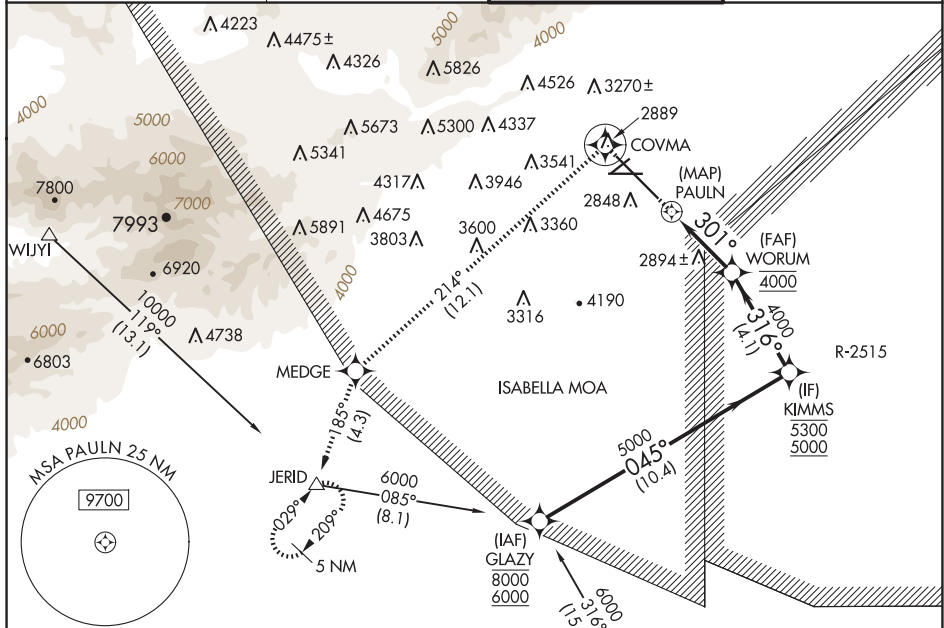
WAAS CH 52823 W30A	APP CRS 301°	Rwy Ldg TDZE 2712 Apt Elev 2801
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RNAV (GPS) RWY 30

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

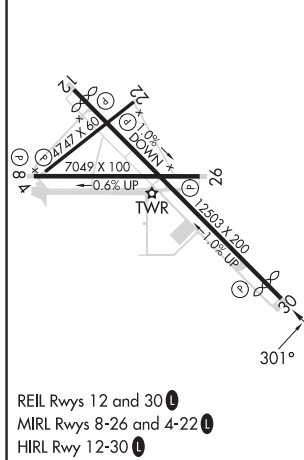
RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200K until MEDGE) Climb direct COVMA, then climbing left turn to 6000 on track 214° to MEDGE and track 185° to JERID and hold. *Missed approach requires minimum climb of 350 feet per NM to 5000.
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AWOS-3 132.225	JOSHUA APP CON 133.65 348.7	MOJAVE TOWER* 127.6 (CTAF) 0 288.35	GND CON 123.9
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ELEV 2801	TDZE 2712
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Procedure NA for arrival on PMD VORTAC airway radials 233 CW 298.



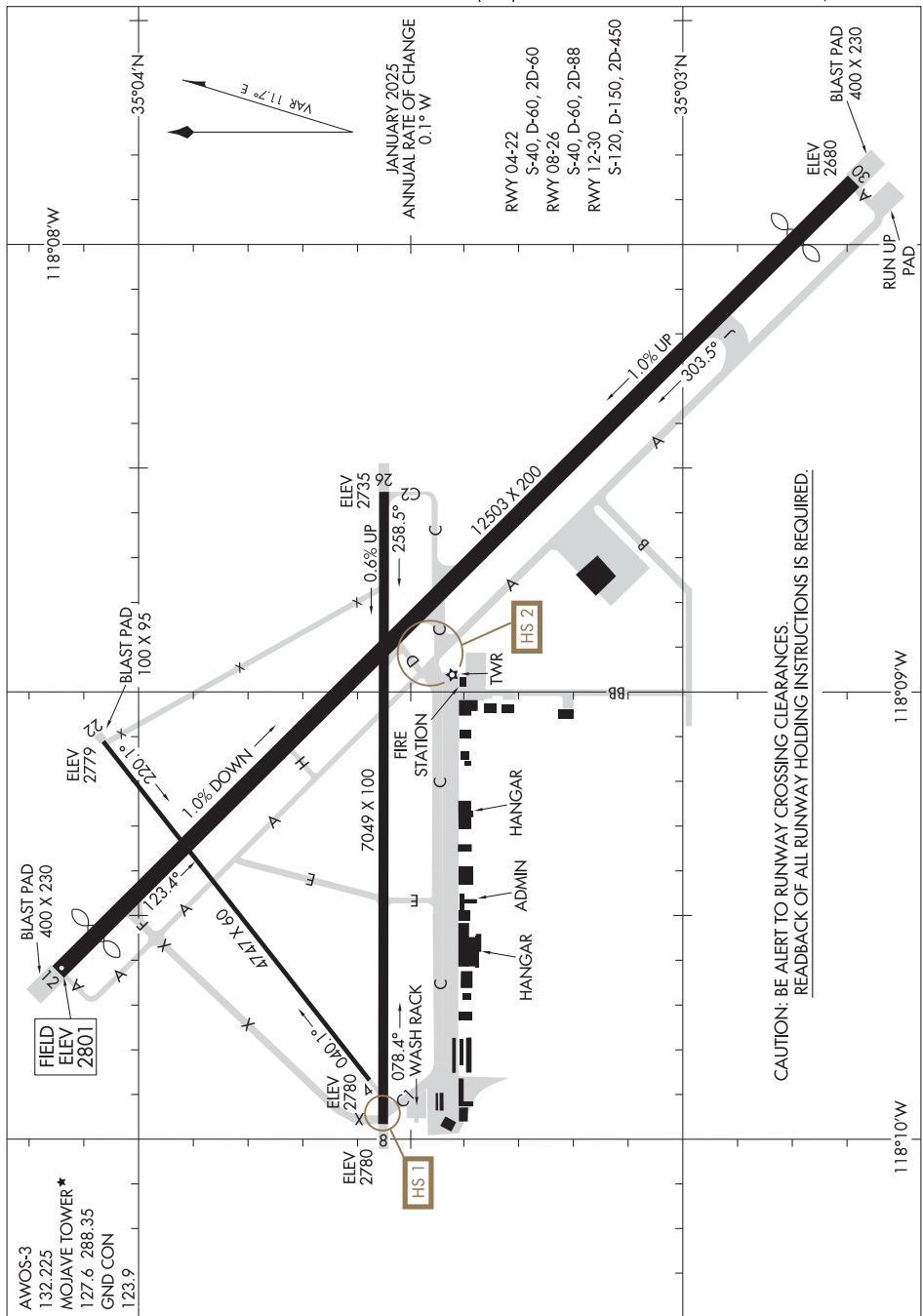
COVMA	6000	MEDGE	tr 185°	JERID	GLAZY
↑	tr 214°	✱	tr 185°	△	
WORUM					
PAULN					
KIMMS					
GLAZY					
GP 3.00° TCH 60					
0.9 3.1 NM 4.1 NM 10.4 NM					
CATEGORY	A	B	C	D	
LPV DA*	2962-3/4 250 (200-3/4)				
LPV DA	3190-1 3/8 478 (400-1 3/8)	3286-1 3/8 574 (500-1 3/8)	3655-4 943 (900-4)		
LNAV MDA*	3160-1 448 (400-1)		3160-1 3/8 448 (400-1 3/8)		
LNAV MDA	3220-1 508 (500-1)	3360-1 648 (600-1)	3740-3 1028 (1000-3)		

MOJAVE, CALIFORNIA
Orig-A 23FEB23

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)
35°04'N-118°09'W
RNAV (GPS) RWY 30

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



(GLAZY1.GLAZY) 23054

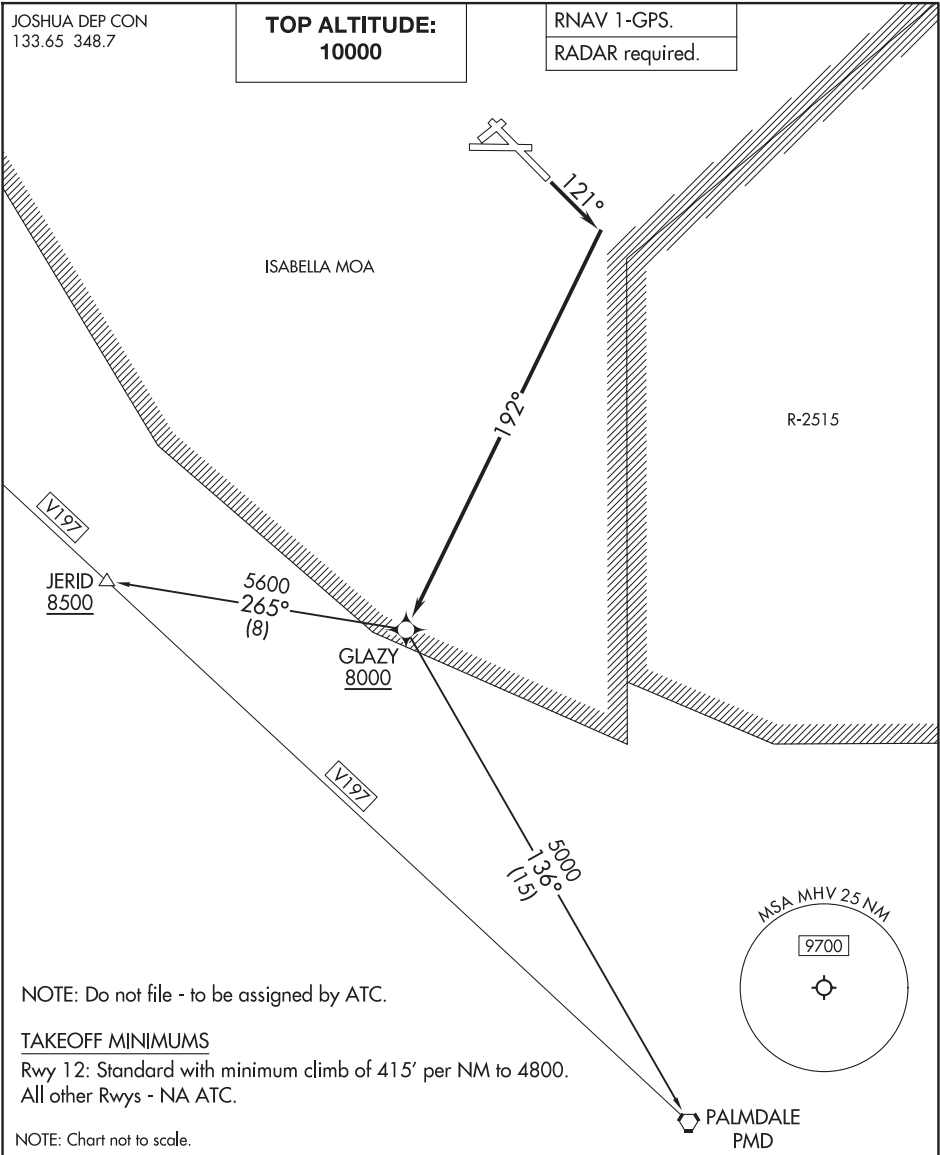
GLAZY ONE DEPARTURE (RNAV)

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)
AL-9353 (FAA-O) MOJAVE, CALIFORNIA

JOSHUA DEP CON
133.65 348.7

TOP ALTITUDE:
10000

RNAV 1-GPS.
RADAR required.



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

TAKEOFF MINIMUMS

Rwy 12: Standard with minimum climb of 415' per NM to 4800.
All other Rwy's - NA ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb on heading 121° to intercept course 192° to cross GLAZY at or above 8000, then on depicted route. Expect filed altitude 10 minutes after departure.

JERID TRANSITION (GLAZY1.JERID)

PALMDALE TRANSITION (GLAZY1.PMD)

GLAZY ONE DEPARTURE (RNAV)

(GLAZY1.GLAZY) 23FEB23

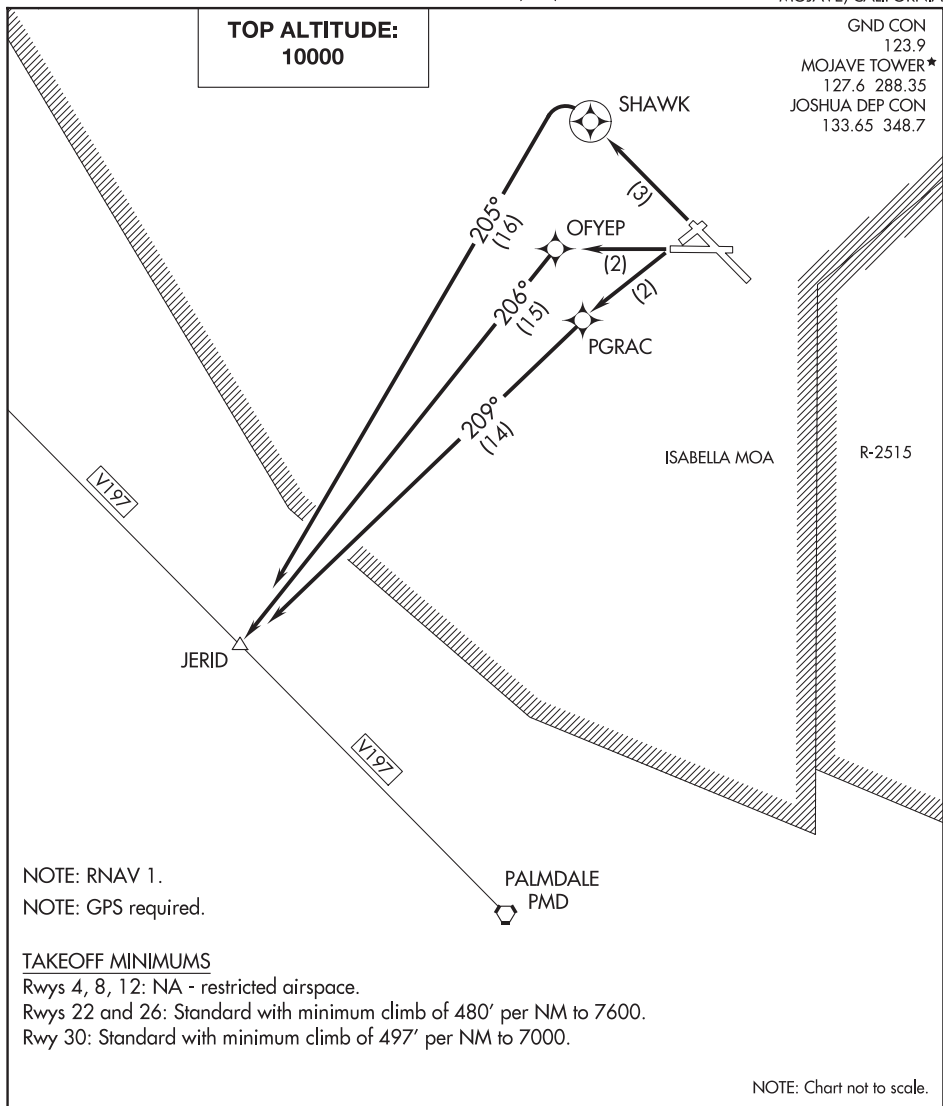
MOJAVE, CALIFORNIA
MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

JERID FIVE DEPARTURE (RNAV)

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)
AL-9353 (FAA) MOJAVE, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb direct PGRAC, then on track 209° to JERID, thence. . .

TAKEOFF RUNWAY 26: Climb direct OFYEP, then on track 206° to JERID, thence. . .

TAKEOFF RUNWAY 30: Climb direct SHAWK, then climbing left turn on track 205° to JERID, thence. . .

...maintain 10000, expect filed altitude 10 minutes after departure.

JERID FIVE DEPARTURE (RNAV)

(JERID5.JERID) 15SEP16

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

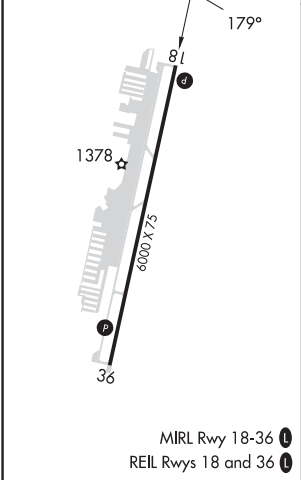
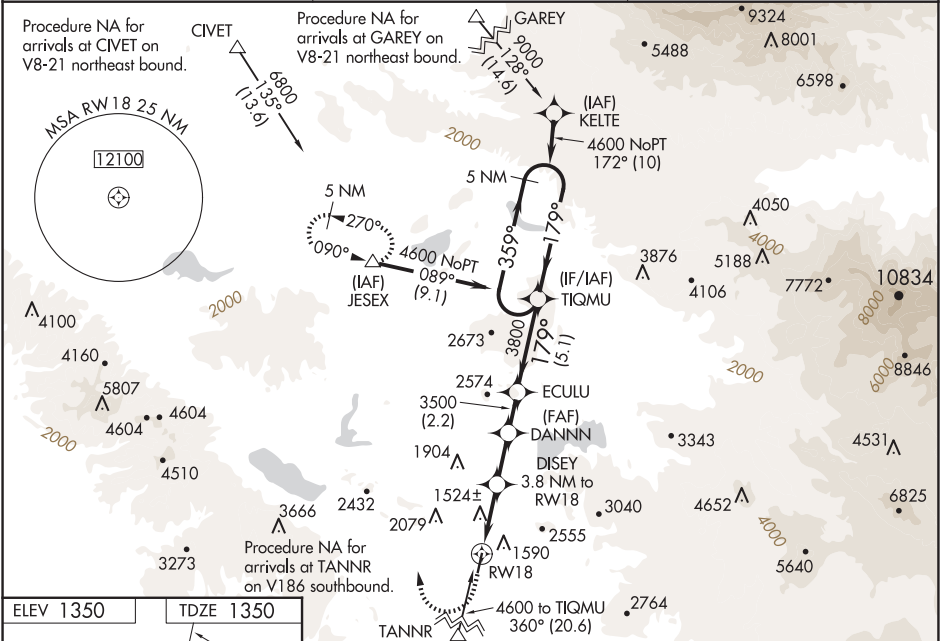
WAAS CH 78135 W18A	APP CRS 179°	Rwy Ldg TDZE Apt Elev	6000 1350 1350
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RNAV (GPS) RWY 18

FRENCH VALLEY (F70)

<p>NA DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Ramona altimeter setting. Circling NA west of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received use Ramona altimeter setting: increase LPV DA to 1685 feet and all visibilities ¼ mile, LNAV/VNAV DA to 1955 feet and all visibilities ¾ mile, all MDA 80 feet and LNAV visibility Cat B ¼ mile, Cat C ½ mile, and Circling visibility Cat C ¼ mile. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct JESEX and hold.</p>
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AWOS-3 119.025	MARCH APP CON* 133.5 306.975	UNICOM 122.8 (CTAF)
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2500	5000	JESEX			
					
* LNAV only					
					
RW18					
DISEY 3.8 NM to RW18					
2600*					
DANNN 3500					
ECULU					
3800					
179°					
TIQMU					
5 NM Holding Pattern					
359° →			4600		
← 179°					
GP 3.00° TCH 40					
1.2 NM			2.6 NM		
2.8 NM			2.2 NM		
5.1 NM					
CATEGORY	A		B		C
LPV DA	1600-7/8		250 (300-7/8)		NA
LNAV/ VNAV DA	1871-13/4		521 (600-13/4)		NA
LNAV MDA	1780-1		430 (500-1)		1780-11/4 430 (500-11/4)
CIRCLING	2020-1		670 (700-1)		2060-2 710 (800-2)

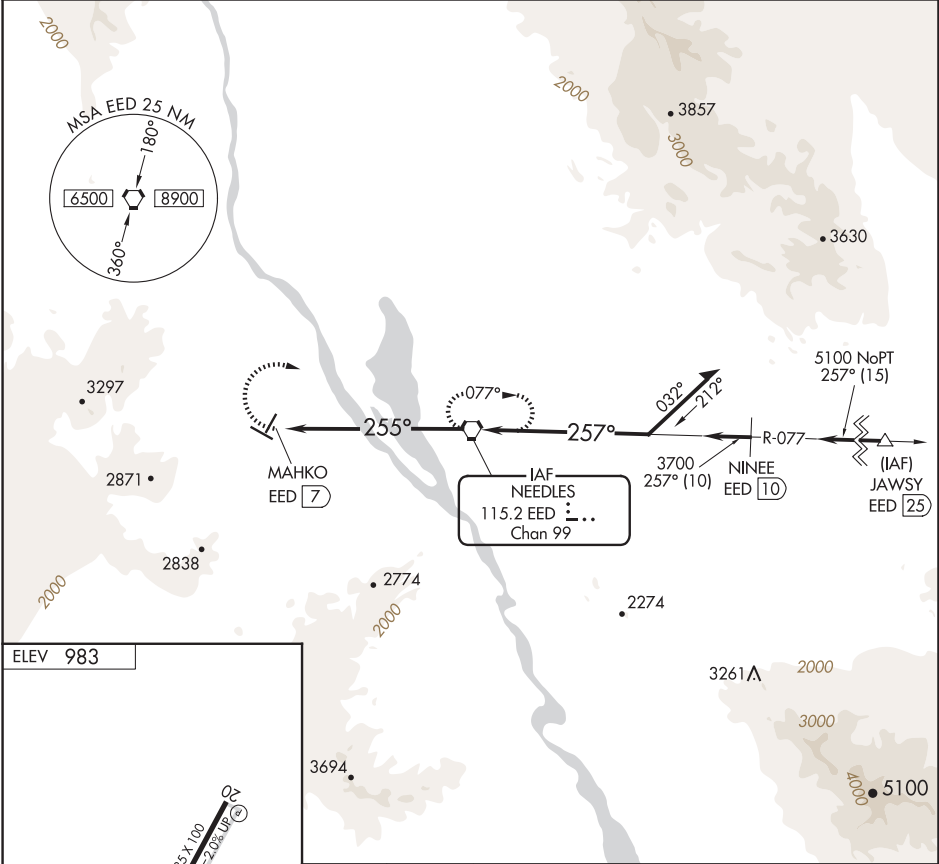
VORTAC EED	APP CRS	Rwy Idg	N/A
115.2	255°	TDZE	N/A
Chan 99		Apt Elev	983

VOR-A
NEEDLES (EED)

⚠ Circling NA for Cats C and D south of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

ASOS 128.325	LOS ANGELES CENTER 134.65 360.65	UNICOM 123.0 (CTAF) 0
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ELEV 983

MIRL Rws 2-20 and 11-29 **0**

REIL Rws 11 and 29 **0**

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

6000 EED

MAHKO EED 7

EED VORTAC

5100

Remain within 10 NM

077°

257°

255°

3700

7 NM

CATEGORY	A	B	C	D
CIRCLING	1560-1 577 (600-1)	1680-1 697 (700-1)	1680-2 697 (700-2)	1960-3 977 (1000-3)

SAN DIEGO, CALIFORNIA

RNAV (RNP) RWY 29

APCH CRS	Rwy Idg	7501
291°	TDZE	26
	Arpt Elev	26

- (USN)

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

RNP AR APCH—GPS, RF.



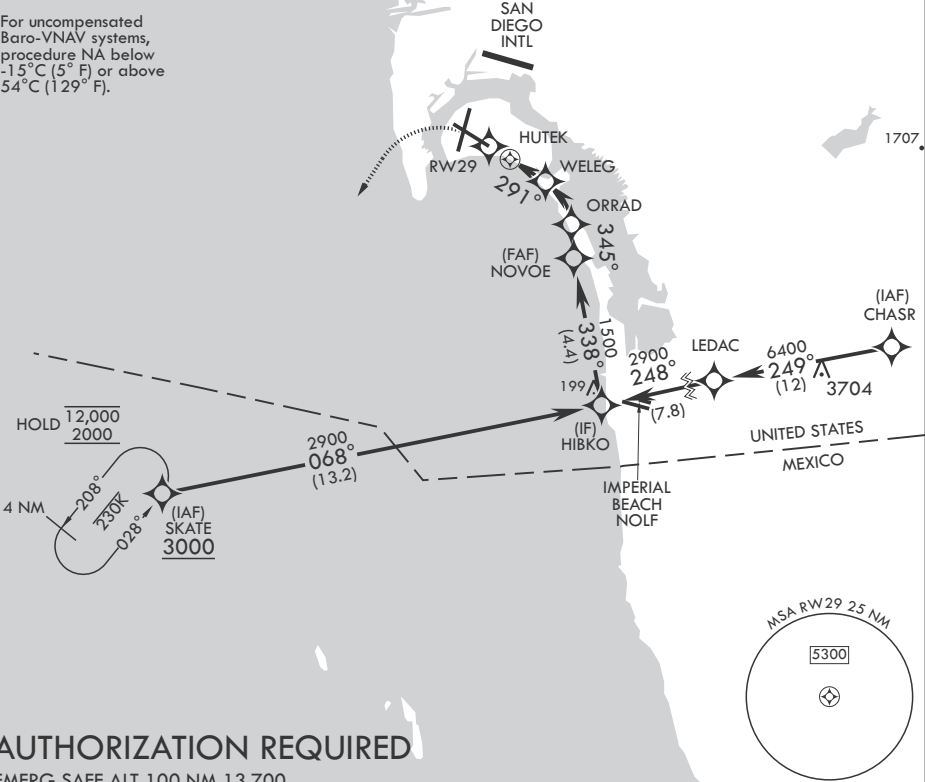
MISSED APPROACH: Climb to 700, then climbing left turn to 2000 direct SKATE and hold.

* When ALS inop, increase vis to 7/8 mile.

ATIS★	SOCAL APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25	

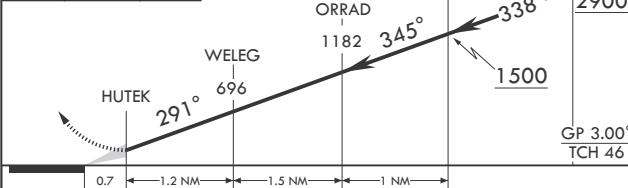
When local altimeter setting not received, use San Diego (SAN) Intl. altimeter setting.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5° F) or above 54°C (129° F).



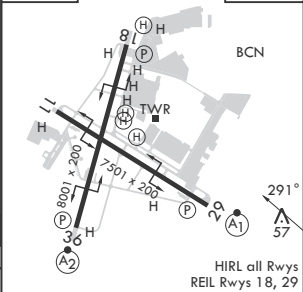
AUTHORIZATION REQUIRED

EMERG SAFE ALT 100 NM 13,700



CATEGORY	A	B	C	D
RNP 0.10 DA*	310-1/2	284	(300-1/2)	

ELEV 26	TDZE 26
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SAN DIEGO, CALIFORNIA

32°42'N - 117°13'W

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

Orig 28NOV24

RNAV (RNP) RWY 29

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

RNAV (RNP) Z RWY 36

APCH CRS	Rwy Idg	8001
004°	TDZE	19
	Arprt Elev	26

(USN)

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

RNP AR APCH-GPS, RF.

▼ * When ALS inop, increase vis to 7/8 mile.

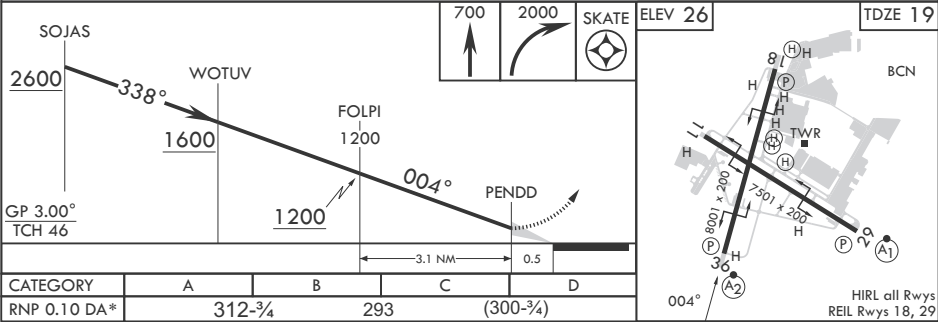
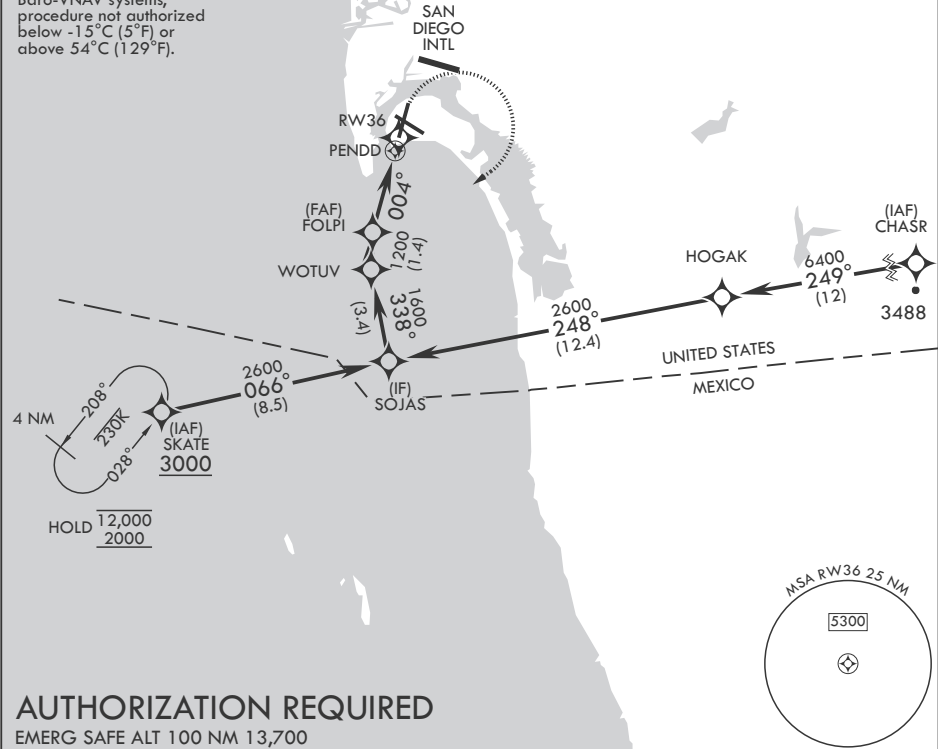
SALS

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 direct SKATE and hold.

ATIS★ 317.8	SOCAL APP CON/DEP CON 125.15 317.55	TOWER★ 135.1 336.4	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	ASR/PAR
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When local altimeter setting not received, use San Diego (SAN) Intl. altimeter setting.

For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 54°C (129°F).



SAN DIEGO, CALIFORNIA

32°42'N - 117°13'W

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

Orig 28NOV24

RNAV (RNP) Z RWY 36

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

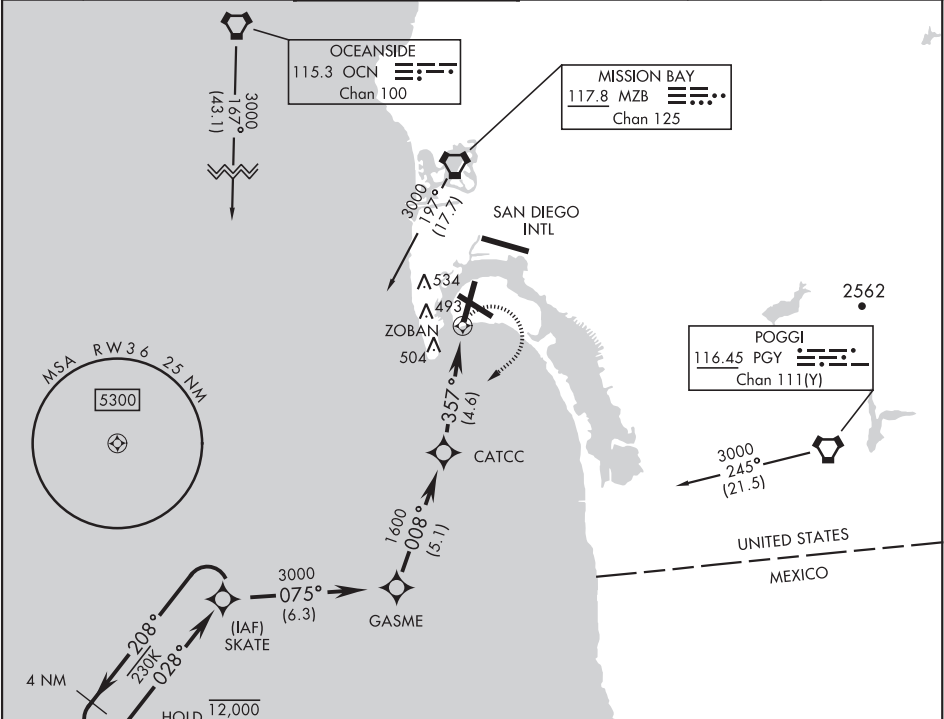
RNAV (GPS) Y RWY 36

APCH CRS	Rwy ldg	8001
357°	TDZE	19
	Arpt Elev	26

[USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

RNP APCH		SALSF	MISSED APPROACH: Climbing right turn to 2000 direct SKATE and hold.	
▼ * When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1½ miles.		A2		
ATIS ★	SOCAL APP CON	TOWER ★	GND CON	CLNC DEL
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25
PAR/ASR				



ELEV 26				TDZE 19	
CATEGORY	A		B	C	
LNAV MDA *	560-¾	541	(600-¾)	560-1½	541
CIRCLING	NOT AUTHORIZED				

RNAV (GPS) Y RWY 36

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

LOC/DME-A

LOC/DME I-UBR 110.9 Chn 46	APCH CRS 275°	Rwy Idg N/A THRE N/A Arpt Elev 26
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[USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

T * CAUTION: Maneuvering for circling approach not authorized W of Rwy18-36 centerline. Approach authorized for Rwy 18 or left downwind approach to Rwy 29 after flying down Rwy 18.

† MISSED APPROACH: Climb and maintain 2000 via hdg 177°, intercept PGY VORTAC R-250 to HANIS and hold.

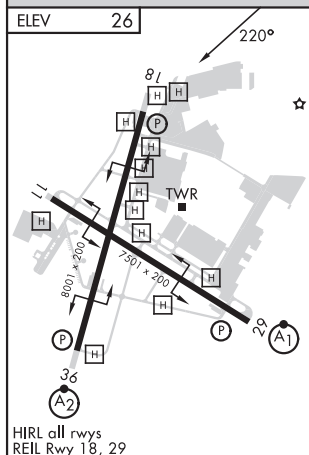
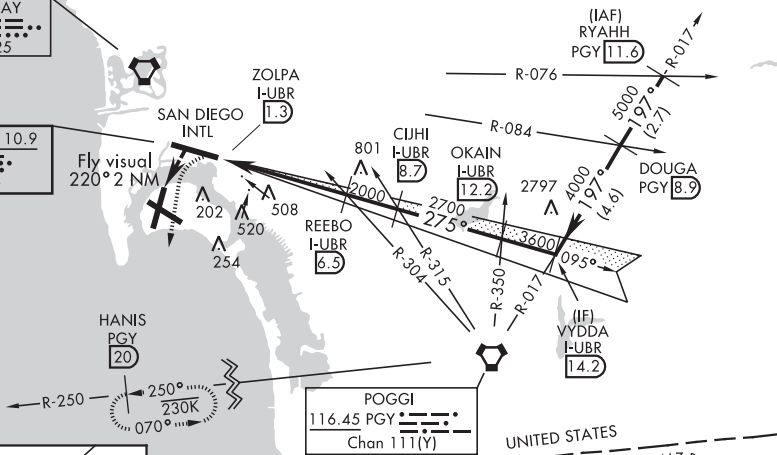
ATIS ★ 317.8	SOCAL APP CON 125.15 317.55	NORTH ISLAND TOWER★ 135.1 336.4	LINDBERGH TOWER 118.3 338.225	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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† CAUTION: Do not overfly Point Loma.

CAUTION: Aircraft executing missed approach after beginning circling maneuver do not return to missed approach point.

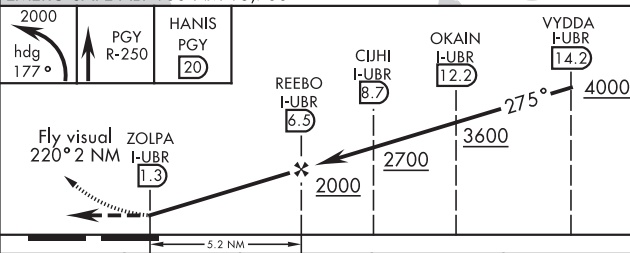
Procedure NA at night when VGSI inop
at San Diego Intl.

Procedure NA for arrivals
at RYAHH
via V66-460-514 eastbound.



HIRL all rwy's
REIL Rwy 18, 29

EMERG SAFE ALT 100 NM 13,700



FAF to MAP 5.2 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	C CIRCLING *	860-2½ 834 (900-2½)		880-2½	880-2¾
Min:Sec	5:12	3:28	2:36	2:05	1:44				854 (900-2½)	854 (900-2¾)

SAN DIEGO, CALIFORNIA

32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 7 26DEC24

LOC/DME-A

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SAN 111.55 Chan 52(Y)	APCH CRS 095°	Rwy Idg N/A THRE N/A Arpt Elev 26
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[USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

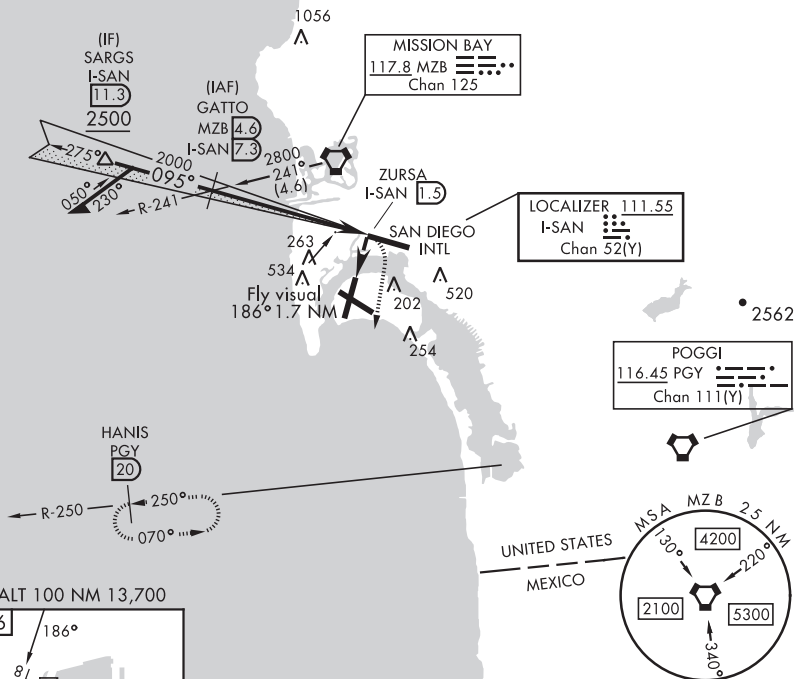
RADAR required at SARGS.

T * CAUTION: Maneuvering for circling approach not authorized W of Rwy18-36 centerline. Approach authorized for Rwy 18 or left downwind approach to Rwy 29 after flying down Rwy 18.

MISSED APPROACH: Climb and maintain 2000 via hdg 177°, intercept PGY VORTAC R-250 to HANIS and hold.

ATIS ★ 317.8	SOCAL APP CON 125.15 317.55	NORTH ISLAND TOWER ★ 135.1 336.4	LINDBERGH TOWER 118.3 338.225	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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CAUTION: Aircraft executing missed approach after beginning circling maneuver do not return to missed approach point.



EMERG SAFE ALT 100 NM 13,700

Diagram illustrating a circling approach for a Category A aircraft. The approach is conducted at 2000 MSL. The aircraft is shown in a 275° heading, 095° heading, and 186° heading. The approach is conducted within 10 NM of the GATTO MZB (4.6 NM) and I-SAN (7.3 NM) fix. The approach is conducted within 5.8 NM of the ZURSA I-SAN (1.5 NM) fix. The approach is conducted within 1.7 NM of the runway. The approach is conducted within 1.7 NM of the runway.

CATEGORY	A	B	C	D
CIRCLING*	860-2	834 (900-2)	880-2½ 854 (900-2½)	880-2¾ 854 (900-2¾)

SAN DIEGO, CALIFORNIA

32°42'N-117°13'W

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 8 26DEC24

LOC/DME-B

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

VOR/DME RWY 29

VORTAC PGY 116.45 Chan 111(Y)	APCH CRS 279°	Rwy Ldg TDZE Arpt Elev 7501 26 26
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[USN]

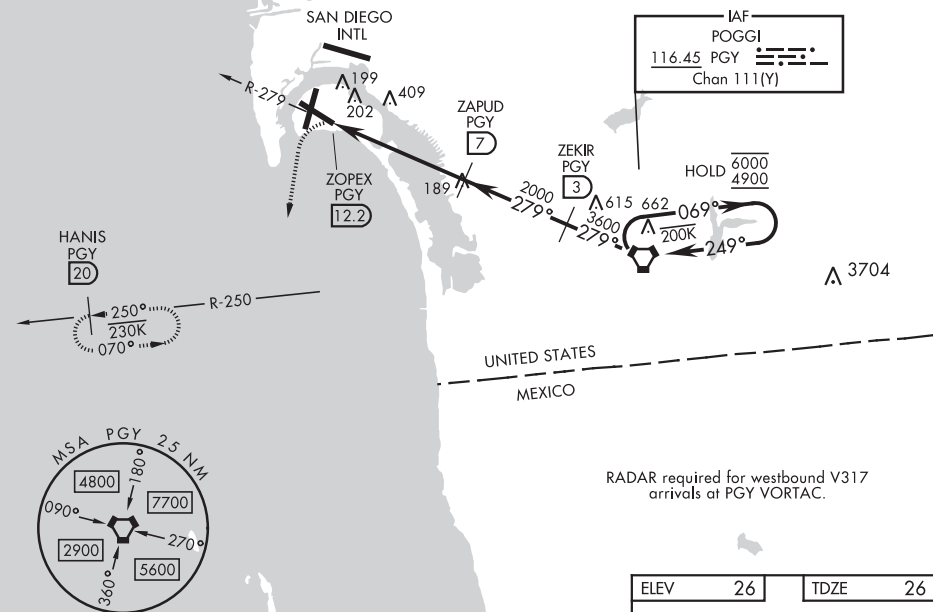
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

<p>✦ When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¾ miles.</p> <p>✦ Circling not authorized W of Rwy 18-36.</p> <p>Circling authorized to Rwy 18 only.</p>	<p>ALS-F-1</p> <p>(A1)</p>	<p>MISSED APPROACH: Climbing left turn to 2000 via hdg 177° intercept PGY VORTAC R-250 to HANIS and hold.</p>
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ATIS ★ 317.8	SOCAL APP CON 125.15 317.55	TOWER ★ 135.1 336.4	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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Visibility reduction by helicopters not authorized.

CAUTION:
Final apch length 12.2 NM.
Final apch intersects RCL at 3733'.



EMERG SAFE ALT 100 NM 13,700

2000

hdg 177°

PGY R-250

HANIS PGY 20

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).

ZAPUD PGY 7

2000

ZEKIR PGY 3

3600

279°

3.72°

TCH 46

PGY VORTAC

One Minute Holding Pattern

069° → 6000

← 249° 4900

ZOPEX PGY 12.2

PGY 10.4

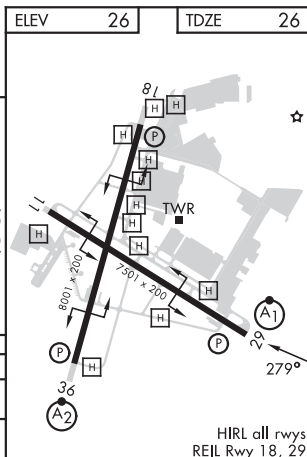
0.1

5.2 NM

4 NM

3 NM

CATEGORY	A	B	C	D
S-29 *	660-¾ 634 (700-¾)	660-1¾ 634 (700-1¾)		
CIRCLING **	660-1 634 (700-1)	NOT AUTHORIZED		



SAN DIEGO, CALIFORNIA

32°42'N-117°13'W

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 9 26DEC24

VOR/DME RWY 29

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

TACAN NZY Chan 117	APCH CRS 360°	Rwy Idg 8001 TDZE 19 Arpt Elev 26
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[USN]

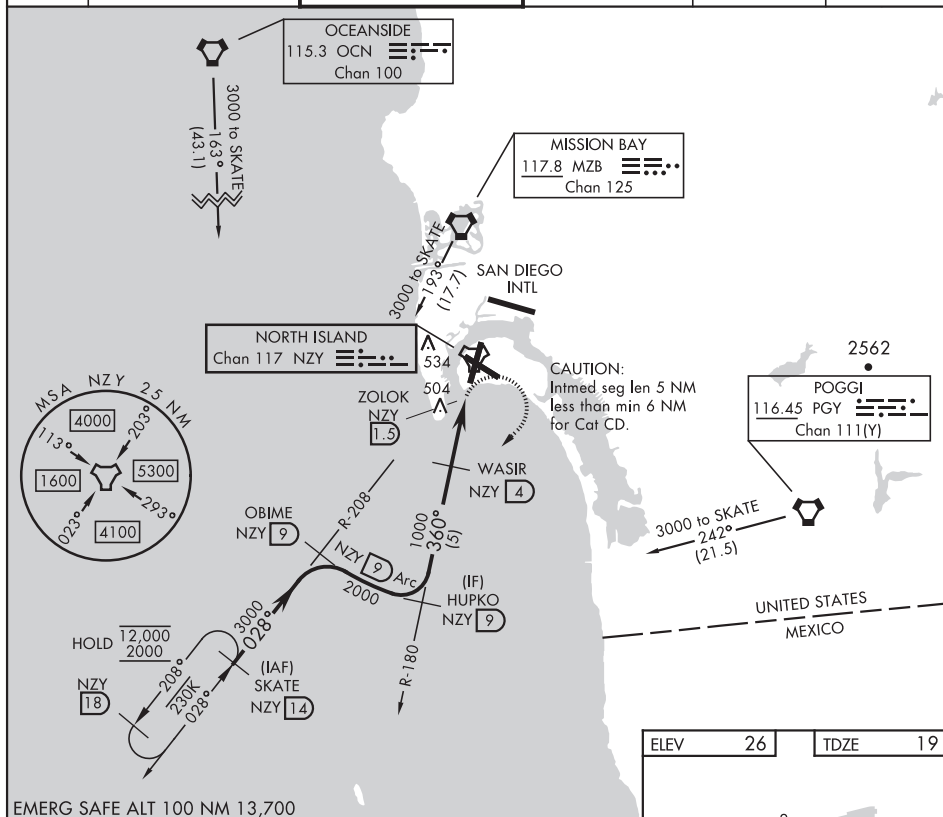
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

T *When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1 ¼ miles, CAT CD vis to 2 miles.

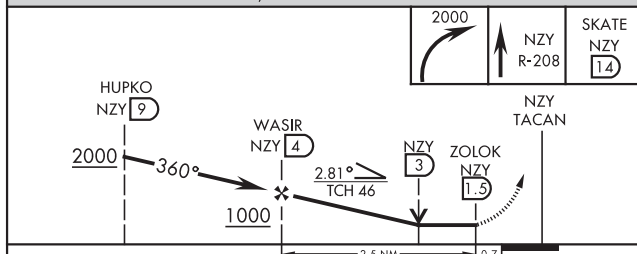
SALSF

MISSED APPROACH: Climbing right turn to 2000 intercept the NZY TACAN R-208 to SKATE and hold.

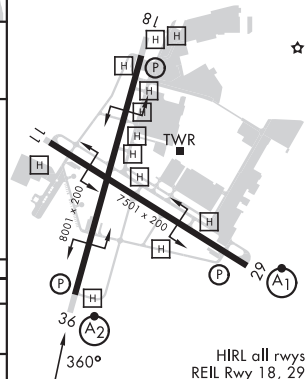
ATIS ★ 317.8	SOCAL APP CON 125.15 317.55	TOWER ★ 135.1 336.4	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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ELEV	26		TDZE	19
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CATEGORY	A	B	C	D
S-36 *	760- $\frac{3}{4}$ 741 (800- $\frac{3}{4}$)	760-1 741 (800-1)	760-1 $\frac{7}{8}$	741 (800-1 $\frac{7}{8}$)
CIRCLING	NOT AUTHORIZED			



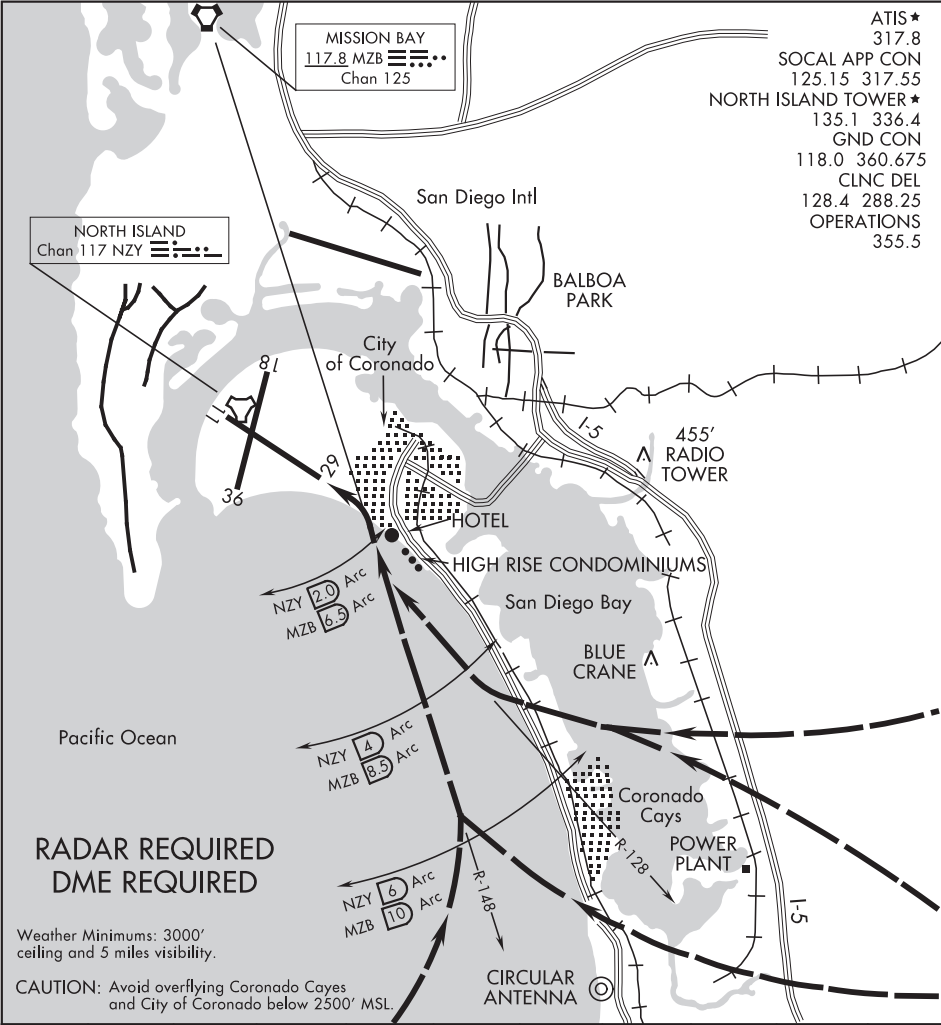
SAN DIEGO, CALIFORNIA
Amdt 5 26DEC24

32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

TACAN Y RWY 36

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



1 NM

2

3

4

5

6

7

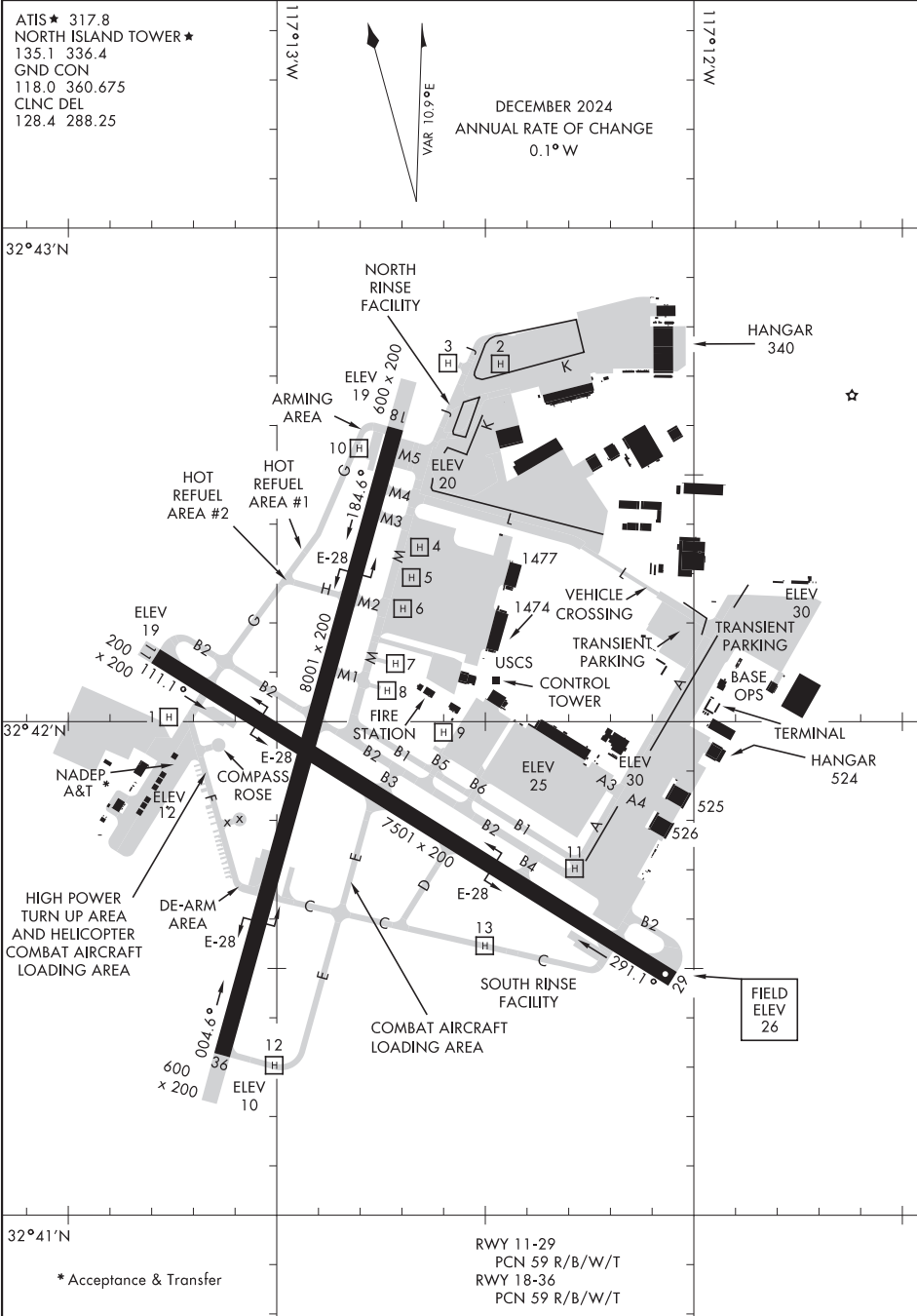
8

9

10

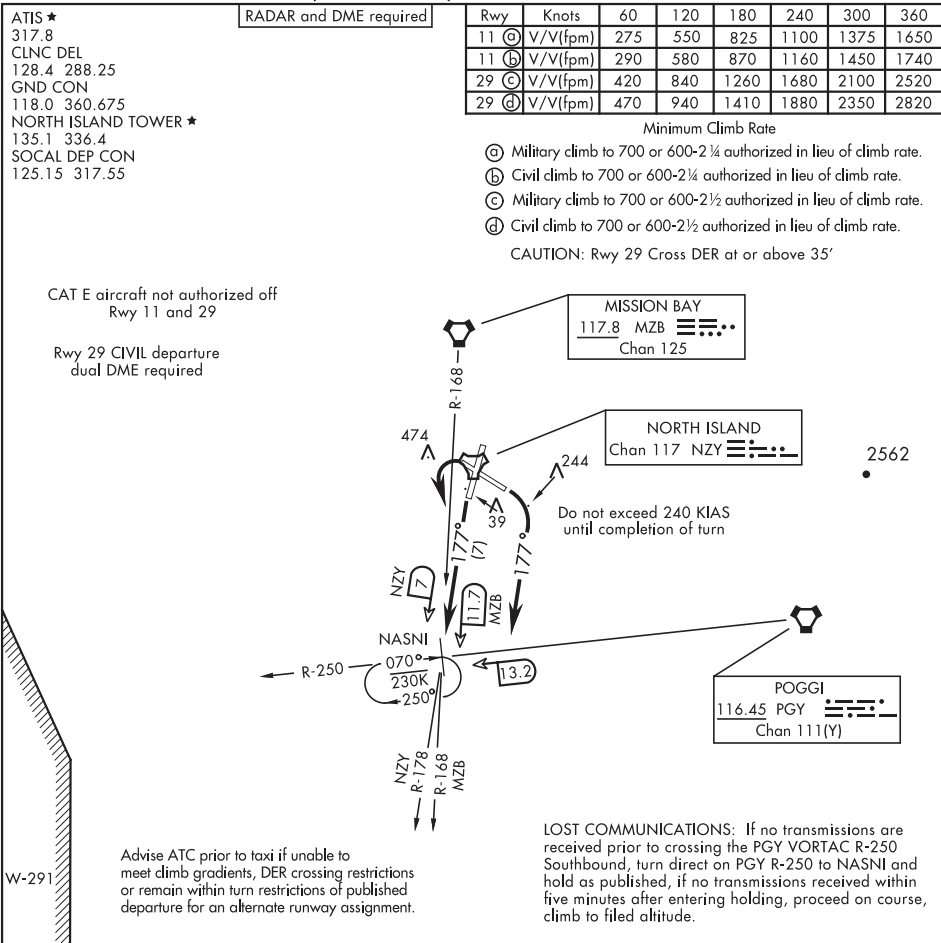
HOTEL VISUAL RWY 29

Aircraft avoid overflying Coronado Cayes and City of Coronado below 2500' MSL. Proceed visually via the NZY R-128 or MZB R-148 until reaching NZY 2 DME / MZB 6.5 DME, then maneuver to runway centerline for straight-in Runway 29.



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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 11: Turn right as soon as practicable climbing to 2000 via heading 177°, remain within NZY TACAN 1.4 DME to not overfly the City of Coronado, thence...

TAKEOFF RWY 18: Climbing left turn to 2000 intercept the NZY TACAN R-178 (MZB VORTAC R-168) to NASNI, thence...

TAKEOFF RWY 29 (CIVIL): Turn left as soon as practicable climbing to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the MZB VORTAC R-168 to NASNI, thence...

TAKEOFF RWY 29 (MILITARY): Turn left as soon as practicable climbing to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the NZY R-178 to NASNI, thence...

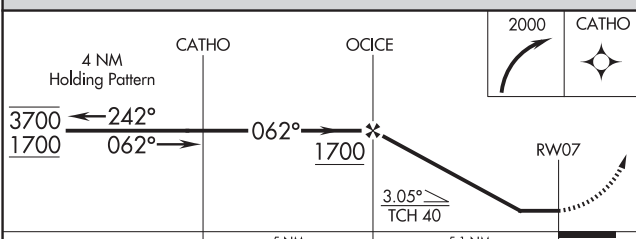
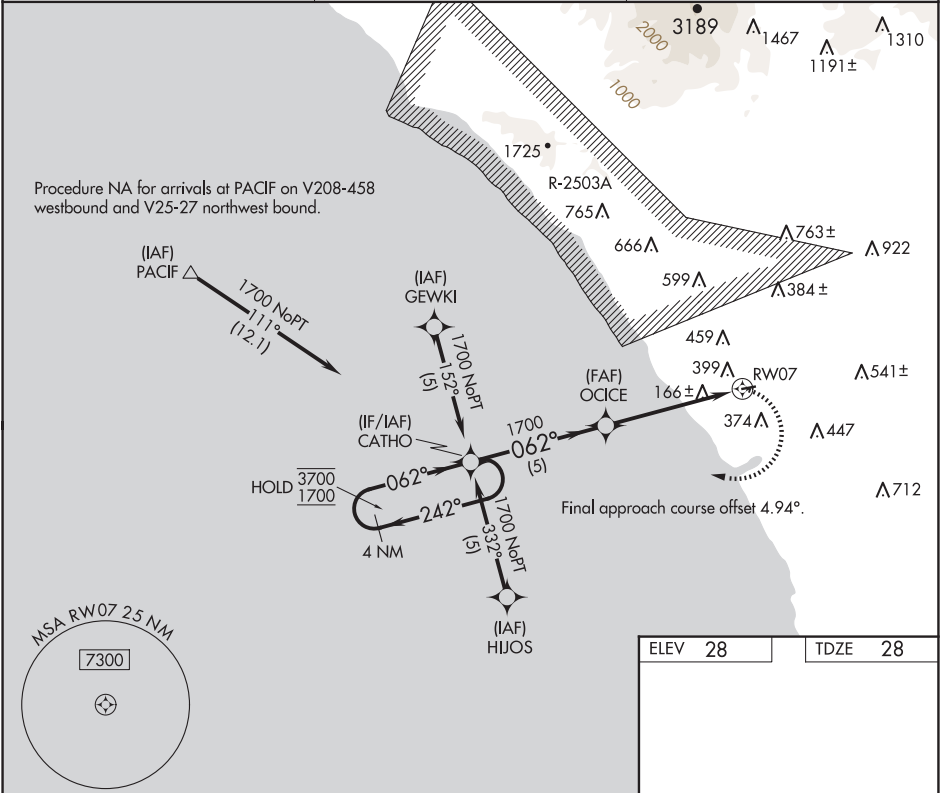
...Expect RADAR vectors to join assigned route.

APP CRS	Rwy Ldg	2712
062°	TDZE	28
	Apt Elev	28

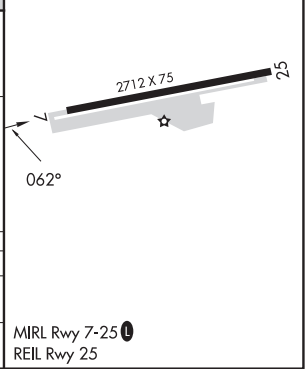
RNAV (GPS) RWY 7
BOB MAXWELL MEML AIRFIELD (OKB)

RNP APCH-GPS.		MISSED APPROACH: Climbing right turn to 2000 direct CATHO and hold.
▼	Rwy 7 helicopter visibility reduction below 1 SM NA.	
▲	NA	Rwy 7 Straight-in and Circling minimums NA at night.

ASOS	SOCAL APP CON	UNICOM
127.8	127.3 323.0	122.725 (CTAF) 0



CATEGORY	A	B	C	D
LNAV MDA	660-1	632 (700-1)	NA	NA
CIRCLING	720-1 692 (700-1)	840-1¼ 812 (900-1¼)	NA	NA



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APP CRS
247°

Rwy Ldg
TDZE
28

Apt Elev
28

RNAV (GPS) RWY 25

BOB MAXWELL MEML AIRFIELD (OKB)

RNP APCH-GPS.

▼

▲

Circling Rwy 7 NA at night.
Rwy 25 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct CATHO and hold.

ASOS 127.8	SOCAL APP CON 127.3 323.0	UNICOM 122.725 (CTAF) 0
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ELEV 28

TDZE 28

2712 X 75

25

247°

MSA RW25 25 NM

7300

2000

CATHO

RW25

2.2 NM to RW25

0.8

2.1 NM

1.9 NM

3 NM

3.52°

TCH 55

2000

2700

3200

CATEGORY	A	B	C	D
LNAV MDA	920-1¼	892 (900-1¼)	NA	
CIRCLING	920-1¼	892 (900-1¼)	NA	

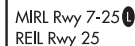
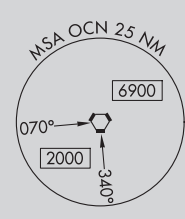
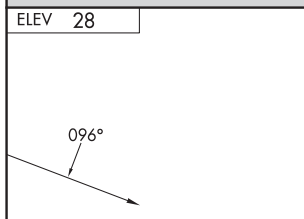
VOR-A
BOB MAXWELL MEML AIRFIELD (OKB)

MISSED APPROACH: Climbing left turn to 5600 on heading 030° and on OCN VORTAC R-083 to VISTA INT and hold, continue climb-in-hold to 5600.

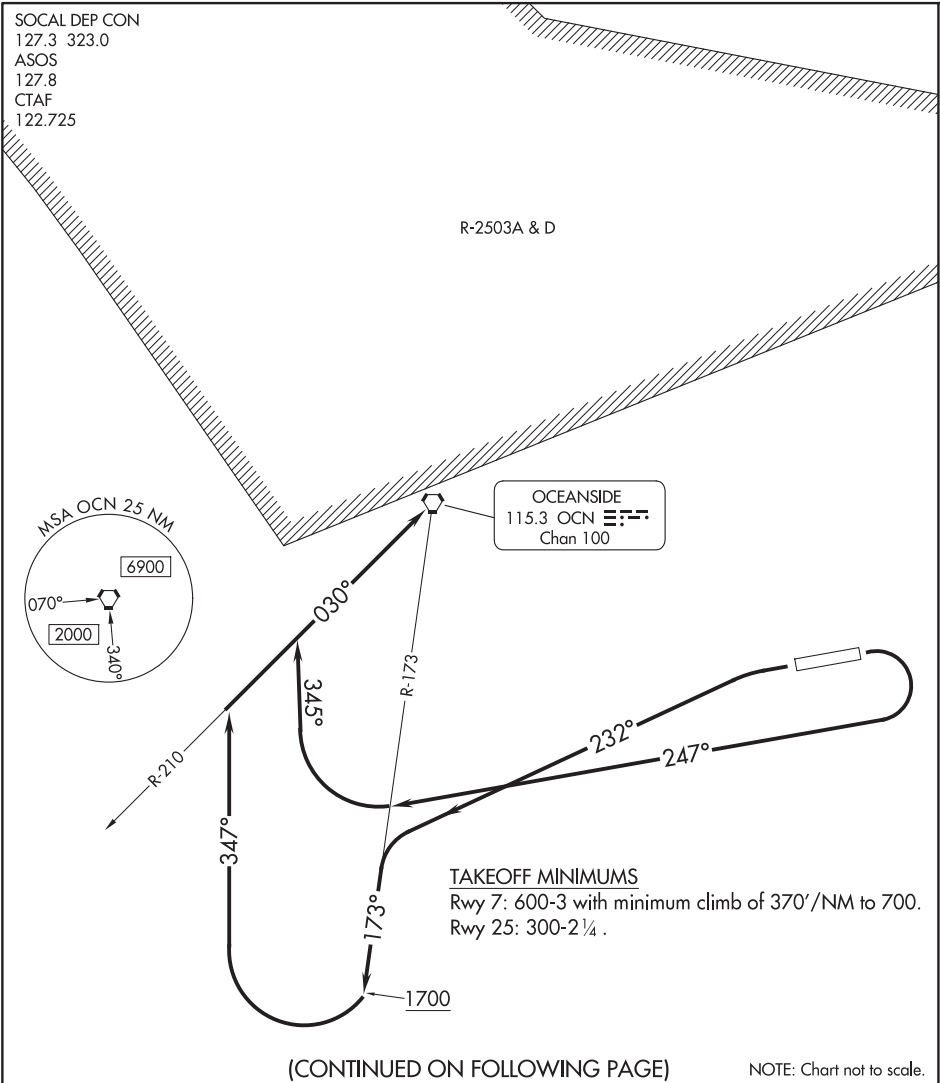
ASOS
127.8

SOCAL APP CON
127.3 323.0

UNICOM
122.725 (CTAF) **L**



FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn on heading 247° to cross OCN R-173, then climbing right turn on heading 345° to intercept OCN R-210 to OCN VORTAC, then proceed on course. Do not exceed 200K until OCN VORTAC.

TAKEOFF RUNWAY 25: Climbing left turn on heading 232° to intercept OCN R-173 to 1700, then climbing right turn on heading 347° to intercept OCN R-210 to OCN VORTAC, then proceed on course. Do not exceed 200K until OCN VORTAC.

OCEANSIDE ONE DEPARTURE (OBSTACLE)

TAKEOFF OBSTACLE NOTES

Rwy 7: Trees, vegetation beginning 71' from DER, 130' right of centerline, up to 50' AGL/83' MSL.
 Trees beginning 177' from DER, 79' left of centerline, up to 50' AGL/83' MSL.
 Trees, building beginning 322' from DER, 174' right of centerline, up to 50' AGL/87' MSL.
 Tree 731' from DER, 378' left of centerline, 50' AGL/87' MSL.
 Trees beginning 784' from DER, 34' left of centerline, up to 50' AGL/90' MSL.
 Trees, pole beginning 1181' from DER, 9' right of centerline, up to 50' AGL/90' MSL.
 Trees beginning 1432' from DER, 53' right of centerline, up to 50' AGL/96' MSL.
 Trees beginning 1682' from DER, 98' right of centerline, up to 50' AGL/103' MSL.
 Tree 1841' from DER, 797' left of centerline, 50' AGL/93' MSL.
 Trees beginning 1933' from DER, 142' right of centerline, up to 50' AGL/106' MSL.
 Trees beginning 1986' from DER, 155' left of centerline, up to 50' AGL/110' MSL.
 Trees, transmission line beginning 2237' from DER, 111' left of centerline, up to 50' AGL/113' MSL.
 Transmission line, pole beginning 2592' from DER, 3' left of centerline, up to 79' AGL/119' MSL.
 Transmission line beginning 2781' from DER, 87' right of centerline, up to 70' AGL/106' MSL.
 Transmission line, trees beginning 2825' from DER, 21' left of centerline, up to 85' AGL/123' MSL.
 Transmission line 3442' from DER, 1068' right of centerline, 79' AGL/115' MSL.
 Tree 3532' from DER, 1349' right of centerline, 50' AGL/142' MSL.
 Trees beginning 3783' from DER, 1095' right of centerline, up to 50' AGL/198' MSL.
 Trees beginning 4034' from DER, 243' right of centerline, up to 50' AGL/241' MSL.
 Tree 4153' from DER, 696' left of centerline, 50' AGL/136' MSL.
 Trees beginning 4285' from DER, 288' right of centerline, up to 50' AGL/280' MSL.
 Trees beginning 4403' from DER, 651' left of centerline, up to 50' AGL/146' MSL.
 Trees, pole, building beginning 4536' from DER, 33' right of centerline, up to 50' AGL/297' MSL.
 Tree 4549' from DER, 10' left of centerline, 50' AGL/162' MSL.
 Trees beginning 4602' from DER, 309' left of centerline, up to 50' AGL/172' MSL.
 Trees beginning 4853' from DER, 264' left of centerline, up to 50' AGL/195' MSL.
 Trees beginning 4892' from DER, 78' right of centerline, up to 50' AGL/306' MSL.
 Trees beginning 5104' from DER, 220' left of centerline, up to 50' AGL/264' MSL.
 Trees beginning 5289' from DER, 122' right of centerline, up to 50' AGL/320' MSL.
 Trees, tower beginning 5355' from DER, 175' left of centerline, up to 50' AGL/267' MSL.
 Trees beginning 5605' from DER 87' left of centerline, up to 50' AGL/290' MSL.
 Trees beginning 5791' from DER 211' right of centerline, up to 50' AGL/339' MSL.
 Trees, building beginning 1 NM from DER, 1' right of centerline, up to 50' AGL/375' MSL.
 Trees, vegetation beginning 1.1 NM from DER, 30' left of centerline, up to 50' AGL/316' MSL.
 Trees beginning 1.5 NM from DER, 1518' right of centerline, up to 50' AGL/274' MSL.
 Trees beginning 1.6 NM from DER, 18' left of centerline, up to 50' AGL/342' MSL.
 Transmission line 2.4 NM from DER, 3256' right of centerline, up to 66' AGL/425' MSL.
 Rwy 25: Trees beginning 29' from DER, 105' left of centerline, up to 50' AGL/83' MSL.
 Tree 126' from DER, 129' right of centerline, 58' MSL.
 Trees, vehicle on road beginning 174' from DER, 90' right of centerline, up to 50' AGL/83' MSL.
 Trees, vehicle on road beginning 425' from DER, 2' right of centerline, up to 50' AGL/90' MSL.
 Trees beginning 980' from DER, 28' right of centerline, up to 50' AGL/93' MSL.
 Trees beginning 1032' from DER, 60' left of centerline, up to 50' AGL/87' MSL.
 Trees beginning 1283' from DER, 16' left of centerline, up to 50' AGL/90' MSL.
 Trees, transmission line, pole beginning 1680' from DER, 15' right of centerline, up to 50' AGL/169' MSL.
 Trees beginning 1931' from DER, 117' right of centerline, up to 50' AGL/234' MSL.
 Monument 2092' from DER, 719' right of centerline, 42' AGL/259' MSL.
 Trees beginning 2129' from DER, 161' right of centerline, up to 50' AGL/287' MSL.
 Trees, pole beginning 2248' from DER, 92' left of centerline, up to 50' AGL/228' MSL.
 Trees, pole, transmission line beginning 2380' from DER, 129' right of centerline, up to 50' AGL/290' MSL.
 Tree, poles beginning 4431' from DER, 1114' left of centerline, up to 223' MSL.
 Transmission lines, poles beginning 5498' from DER, 363' right of centerline, up to 97' AGL/263' MSL.
 Transmission line 1.2 NM from DER, 458' right of centerline, 66' AGL/215' MSL.

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SW-3, 07 AUG 2025 to 02 OCT 2025

OCEANSIDE ONE DEPARTURE (OBSTACLE)

(OCN1.OCN) 31OCT24

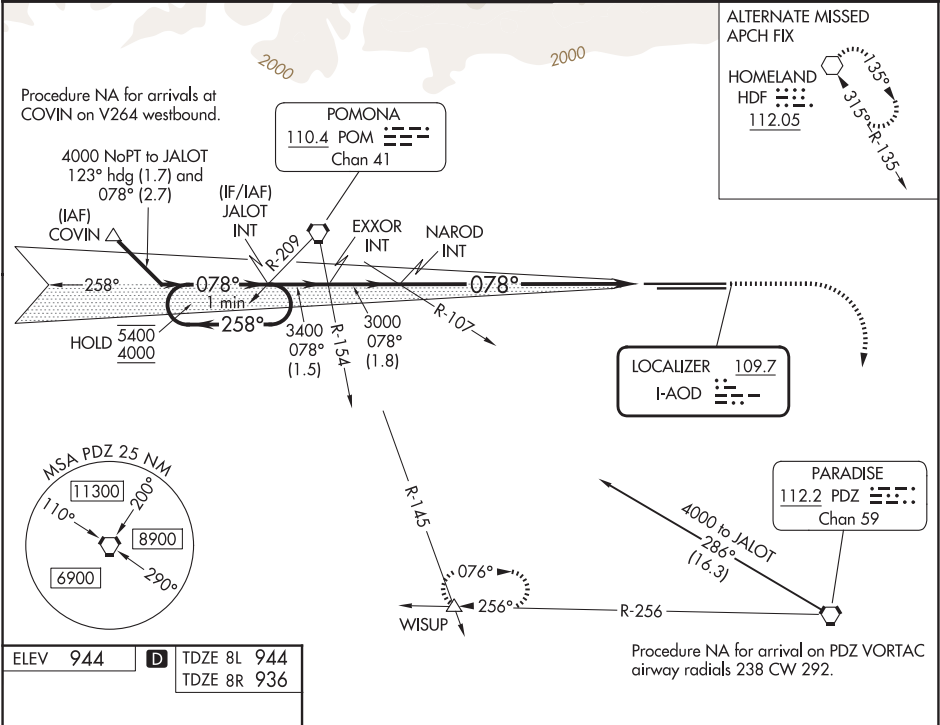
OCEANSIDE, CALIFORNIA

BOB MAXWELL MEML AIRFIELD (OKB)

LOC I-AOD 109.7	APP CRS 078°	Rwy Ldg TDZE Apt Elev	8L	8R
			11200	10200
			944	936
			944	944

ILS or LOC RWY 8L
ONTARIO INTL (ONT)

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ELEV 944	D	TDZE 8L 944
		TDZE 8R 936

	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).				2200	4000	PDZ	PDZ R-256	WISUP
	One Minute Holding Pattern				JALOT INT	EXXOR INT	NAROD INT		
	5400 ← 258° 4000 → 078°				078°	3400	3000		
	GS 3.00° TCH 45					3000			
					1.5 NM	1.8 NM	6.3 NM		
TDZ/CL Rwy's 8L, 26L and 26R HIRL Rwy's 8L-26R and 8R-26L	CATEGORY	A		B		C		D	
	S-ILS 8L*	1144/24 200 (200-½)							
	S-LOC 8L	1460/24 516 (600-½)				1460/55 516 (600-1)			
	SIDESTEP 8R	1460/55 524 (600-1)				1460-1½ 524 (600-1½)		1460-2 524 (600-2)	
	CIRCLING	1460-1 516 (600-1)				1540-1½ 596 (600-1½)		1600-2 656 (700-2)	
FAF to MAP 6.3 NM									
Knots	60	90	120	150	180				
Min:Sec	6:18	4:12	3:09	2:31	2:06				

ILS or LOC RWY 26L
ONTARIO INTL (ONT)

MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

Rwy 26R

Diagram illustrating the flight procedure for Procedure NA, showing arrival on PDZ VORTAC airway radials 012 CW 078.

Key waypoints and altitudes:

- IM (Initial Manoeuvre)
- BAKES I-TWO 4.1 (1060)
- MUNN INT I-TWO 8.2 (3000)
- YUCUC INT I-TWO 10.3 (3400)
- TAKOE (IAF) 4300 (210K)
- HIGRO INT PDZ 11.1 (4300)
- MSA PDZ 25 NM (11300, 8900, 6900)

Communication frequencies and channels:

- LOCALIZER I-TWO 111.35 (Chan 50 (Y))
- IAF PETIS 397 SB (I-TWO 12.6)
- IAF PARADISE 112.2 PDZ (Chan 59)

Altitude and speed restrictions:

- 3400 to YUCUC 256° (2.4)
- 3000 to YUCUC 258° (2.1)
- 3400 to TAKOE 254° (2.4)
- 4300 to HIGRO 318° (3.3)
- 5000 to HIGRO 046° (11.1)
- 258° (R-078)
- 078°
- 078°
- 112.05 HZF

Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 078.

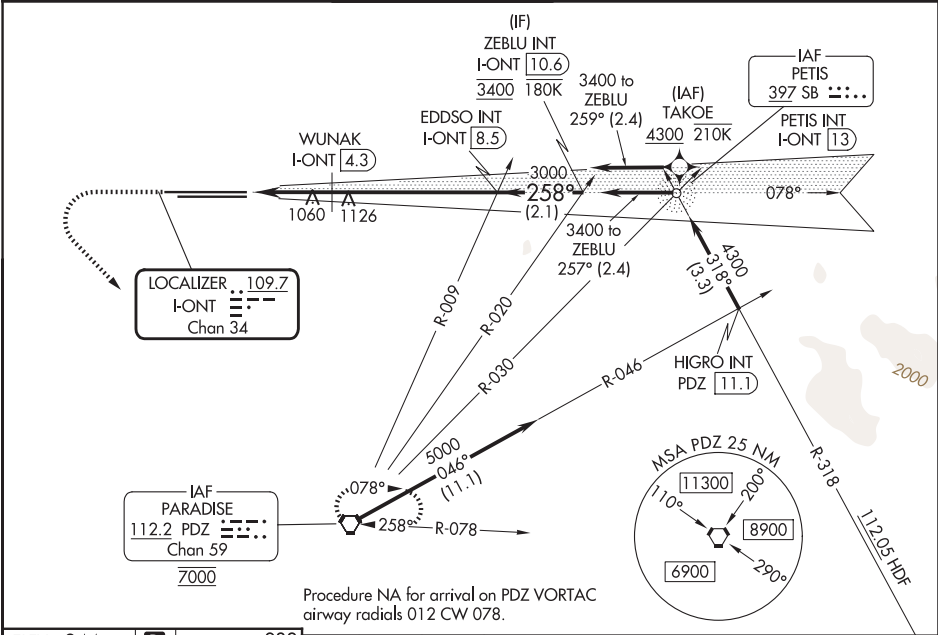
ONTARIO INTL (ONT)
ILS or LOC RWY 26L

LOC/DME I-ONT 109.7 Chan 34	APP CRS 258°	Rwy Ldg TDZE 12197 Apt Elev 944	26R 10200 926 944	26L 926 944
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ILS or LOC RWY 26R
ONTARIO INTL (ONT)

RNP APCH - GPS. From TAKOE.		ALSIF-2 Rwy 26R	ALSIF-2 Rwy 26L	MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.	
Circling NA north of Rwy 8L-26R. For inop ALS, increase S-LOC 26R Cat C and D visibility to 2 SM.					

D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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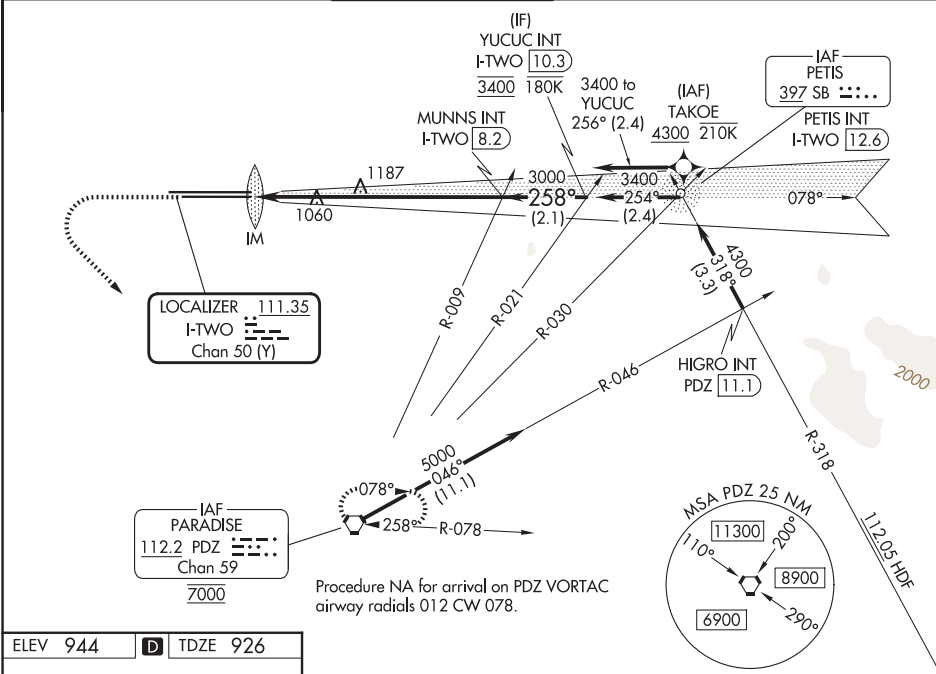


ELEV 944	D	TDZE 26R 932 TDZE 26L 926	2800	5400	PDZ	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).	ZEBLU INT I-ONT [10.6]
			I-ONT [2.2]	I-ONT [3.3]	WUNAK I-ONT [4.3]	EDDSO INT I-ONT [8.5]	
			1.2 NM	1 NM	4.1 NM	2.1 NM	
			A	B	C	D	
			S-ILS 26R	1132/18 200 (200-½)			
			S-LOC 26R	1680/24 748 (800-½)	1680/40 748 (800-¾)	1680-1¾ 754 (800-1¾)	748 (800-1¾)
			SIDESTEP 26L	1680/55	754 (800-1)	1680-1¾ 754 (800-1¾)	1680-2 754 (800-2)
			CIRCLING	1680-1 736 (800-1)	1680-1¼ 736 (800-1¼)	1680-2¼ 736 (800-2¼)	1680-2½ 736 (800-2½)
			WUNAK FIX MINIMUMS (DME REQUIRED)				
			S-LOC 26R	1320/24	388 (400-½)	1320/35	388 (400-¾)

LOC/DME I-TWO 111.35 Chan 50(Y)	APP CRS 258°	Rwy Ldg TDZE 926 Apt Elev 944
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ILS RWY 26L (CAT II & III)
ONTARIO INTL (ONT)

RNP APCH - GPS. From TAKOE.		ALSIF-2	MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.		
D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC



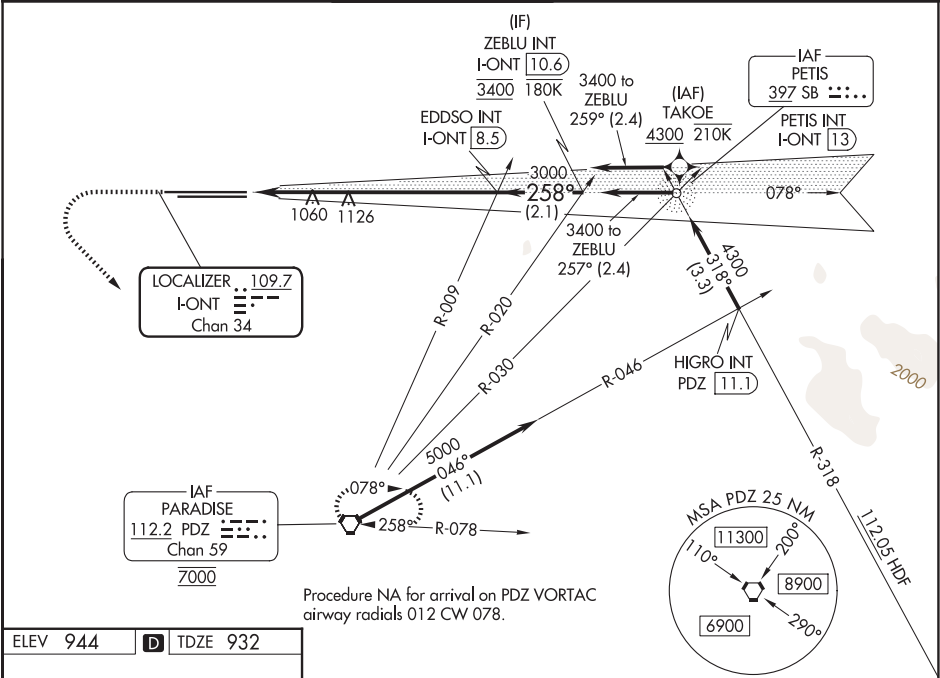
	<div><div>2800</div><div></div></div> <div><div>5400</div><div></div></div> <div><div>PDZ</div><div></div></div>	<div>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).</div> <div><div>MUNNS INT I-TWO <u>8.2</u></div><div>YUCUC INT I-TWO <u>10.3</u></div><div>IM 1025</div><div>3000</div><div>258°</div><div>3000</div><div>GS 3.00° TCH 58</div></div>															
<table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>S-ILS 26L</td><td colspan="4">CAT II RA 103/12 100 DA 1026</td></tr><tr><td>S-ILS 26L</td><td colspan="4">CAT III RVR 06</td></tr></table>			CATEGORY	A	B	C	D	S-ILS 26L	CAT II RA 103/12 100 DA 1026				S-ILS 26L	CAT III RVR 06			
CATEGORY	A	B	C	D													
S-ILS 26L	CAT II RA 103/12 100 DA 1026																
S-ILS 26L	CAT III RVR 06																
<div>CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED</div>																	

LOC/DME I-ONT 109.7 Chan 34	APP CRS 258°	Rwy Ldg TDZE 932 Apt Elev 944
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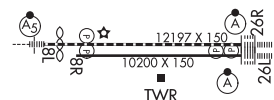



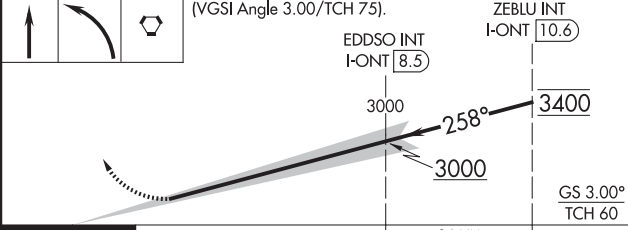
ILS RWY 26R (CAT II & III)
ONTARIO INTL (ONT)

RNP APCH - GPS. From TAKOE.	ALSIF-2 	MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.
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D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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ELEV 944	D	TDZE 932
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 <p>TDZ/CL Rwys 8L, 26L and 26R HIRL Rwys 8L-26R and 8R-26L</p>	  	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).			
					
	CATEGORY	A	B	C	D
	S-ILS 26R	CAT II RA 100/12 100 DA 1032			
	S-ILS 26R	CAT III RVR 03			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					

TDZ/CL Rwy 8L, 26L and 26R
HIRL Rwy 8L-26R and 8R-26L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

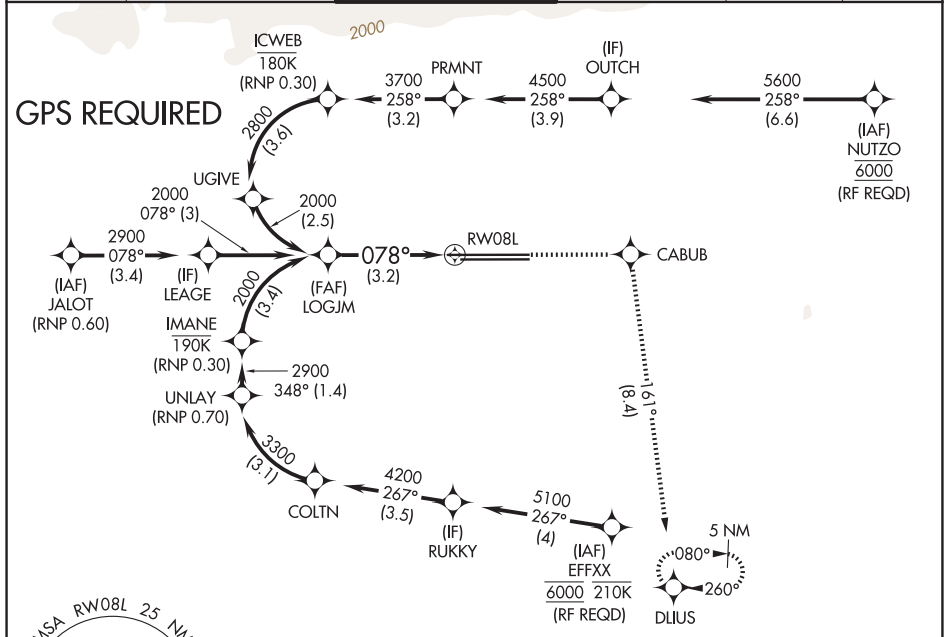
APP CRS	Rwy Ldg	11200
078°	TDZE	944
	Apt Elev	944

RNAV (RNP) Z RWY 8L

ONTARIO INTL (ONT)

NA	For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F).	MALSR	MISSED APPROACH: Climb to 5300 direct CABUB on track 161° to DLIUS and hold, continue climb-in-hold to 5300.
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D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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ELEV 944		TDZE 944		
<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).</p> <p>LOGJM 2000</p> <p>2000</p> <p>078°</p> <p>GP 3.00° TCH 45</p> <p>See planview for multiple IF locations.</p> <p>3.2 NM</p> <p>RW08L</p> <p>5300 CABUB tr 161° DLIUS</p>				
CATEGORY	A	B	C	D
RNP 0.30 DA	1490-13 ⁵ / ₈ 546 (600-1 ⁵ / ₈)			
AUTHORIZATION REQUIRED				
TDZ/CL Rwy 8L, 26R and 26L HIRL Rwy 8L-26R and 8R-26L				

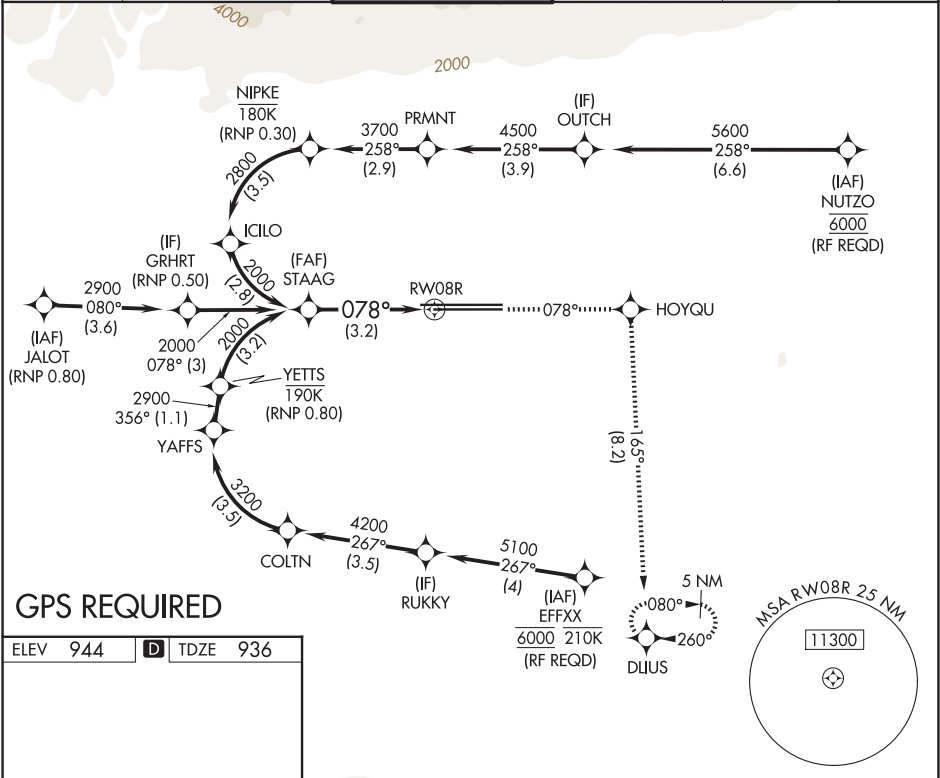
APP CRS	Rwy Ldg	10200
078°	TDZE	936
	Apt Elev	944

RNAV (RNP) Z RWY 8R

ONTARIO INTL (ONT)

<div><div>▽</div><div>NA</div></div>	For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F).	MISSED APPROACH: Climb to 5300 on track 078° to HOYQU and on track 165° to DLIUS and hold, continue climb-in-hold to 5300.
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D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL	CPDLC
124.25	127.0 318.2	120.6 360.775	121.9 257.8	132.9	



GPS REQUIRED

ELEV 944

D

TDZE 936

12197 X 150

10200 X 150

12197 X 150

10200 X 150

078°

10200

12197

26R

TWR

TDZ/CL Rwys 8L, 26R and 26L

HIRL Rwys 8L-26R and 8R-26L

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 65).

5300

HOYQU

tr 078°

tr 165°

DLIUS

See planview for multiple IF locations.

2000

078°

RW08R

GP 3.00°

TCH 60

3.2 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1342-1½ 406 (400-1½)			

AUTHORIZATION REQUIRED

ONTARIO, CALIFORNIA

AL-965 (FAA)

25219

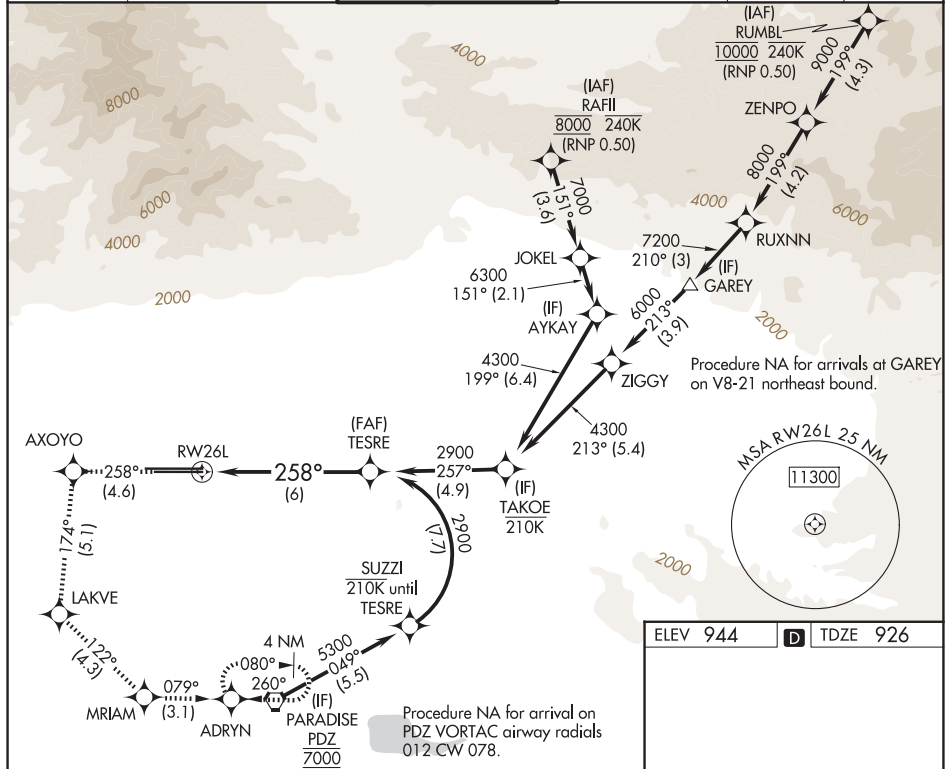
APP CRS	Rwy Ldg	10200
258°	TDZE	926
	Apt Elev	944

RNAV (RNP) Z RWY 26L

ONTARIO INTL (ONT)

RNP AR APCH - GPS.	ALSF-2 	MISSED APPROACH: Climb to 3400 on track 258° to AXOYO and track 174° to LAKVE and track 122° to MRIAM and track 079° to ADRYN and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. For inop ALS, increase RNP 0.10 visibility all Cats to RVR 4500, RNP 0.17 visibility all Cats to RVR 5000, RNP 0.30 visibility all Cats to RVR 6000.		

D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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ELEV 944	D	TDZE 926
TDZ/CL Rwy 8L, 26R and 26L HIRL Rwy 8L-26R and 8R-26L		

3400	AXOYO	tr 258°	LAKVE	tr 174°	MRIAM	tr 122°	ADRYN	tr 079°	TESRE	2900
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).										
RWY 26L										
See planview for multiple IF locations.										
GP 3.00° TCH 58										
CATEGORY	A	B	C	D						
RNP 0.10 DA	1203/24 277 (300-½)									
RNP 0.17 DA	1245/24 319 (400-½)									
RNP 0.30 DA	1322/35 396 (400-¾)									
AUTHORIZATION REQUIRED										

ONTARIO, CALIFORNIA

Amtd 3 24MAR22

34°03'N-117°36'W

ONTARIO INTL (ONT)

RNAV (RNP) Z RWY 26L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

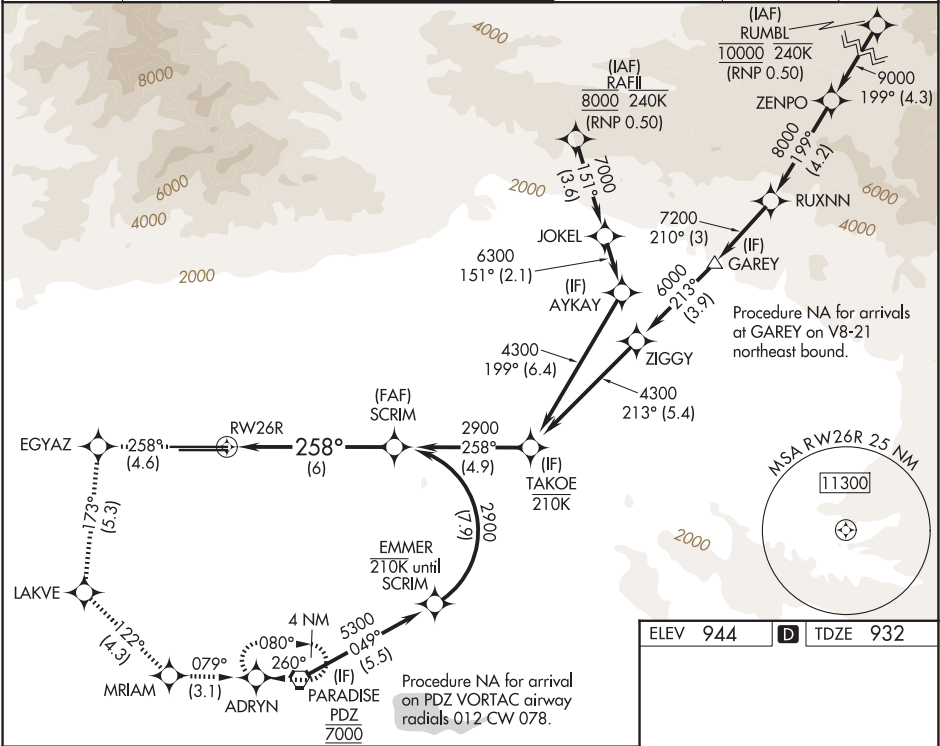
APP CRS	Rwy Ldg	12197
258°	TDZE	932
	Apt Elev	944

RNAV (RNP) Z RWY 26R

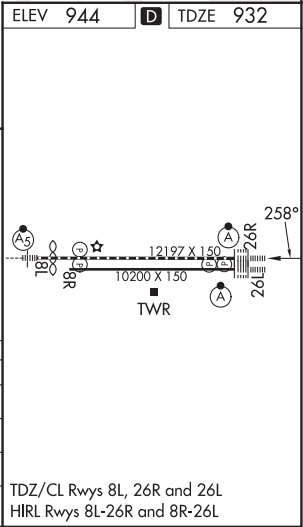
ONTARIO INTL (ONT)

RNP AR APCH - GPS.	ALSF-2 	MISSED APPROACH: Climb to 3400 on track 258° to EGYAZ and track 173° to LAKVE and track 122° to MARIAM and on track 079° to ADRYN and hold.
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D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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3400	EGYAZ	LAKVE	MARIAM	ADRYN	SCRIM
tr 258°	tr 173°	tr 122°	tr 079°		2900
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).					
RWY 26R					
See planview for multiple IF locations.					
GP 3.00° TCH 60					
CATEGORY	A	B	C	D	
RNP 0.12 DA		1239/40	307 (300-¾)		
RNP 0.21 DA		1297/40	365 (400-¾)		
RNP 0.30 DA		1321/40	389 (400-¾)		
AUTHORIZATION REQUIRED					



ONTARIO, CALIFORNIA

AL-965 (FAA)

25219

WAAS CH 45807 W08B	APP CRS 078°	Rwy Ldg 11200 TDZE 944 Apt Elev 944
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RNAV (GPS) Y RWY 8L

ONTARIO INTL (ONT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling NA north of Rwy 8L-26R.
DME/DME RNP -0.3 NA. For inoperative MALSR increase LPV visibility all Cats to RVR 6000.

MALSR

A5

MISSED APPROACH:

Climb to 4400 direct CABUB and on track 168° to PDZ VORTAC and hold, continue climb-in-hold to 4700.

D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/ TCH 62).					4400	CABUB	168° tr	PDZ
5 NM Holding Pattern					*LNAV only.			
GP 3.00° TCH 45					*1.5 NM to RWY 8L			
					6 NM	4.1 NM	1.5	
CATEGORY	A	B	C	D				
LPV DA	1266/30 322 (400-5%)							
LNAV/VNAV DA	1520-1½ 576 (600-1½)							
LNAV MDA	1480/24 536 (600-½)		1480/55 536 (600-1)					
CIRCLING	1480-1 536 (600-1)		1540-1½ 596 (600-1½)		1600-2 656 (700-2)			

ELEV 944

TDZE 944

TDZ/CL Rwy 8L, 26R and 26L

HIRL Rwy 8L-26R and 8R-26L

ONTARIO, CALIFORNIA
Amdt 1D 26MAY16

34°03'N-117°36'W

ONTARIO INTL (ONT)

RNAV (GPS) Y RWY 8L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

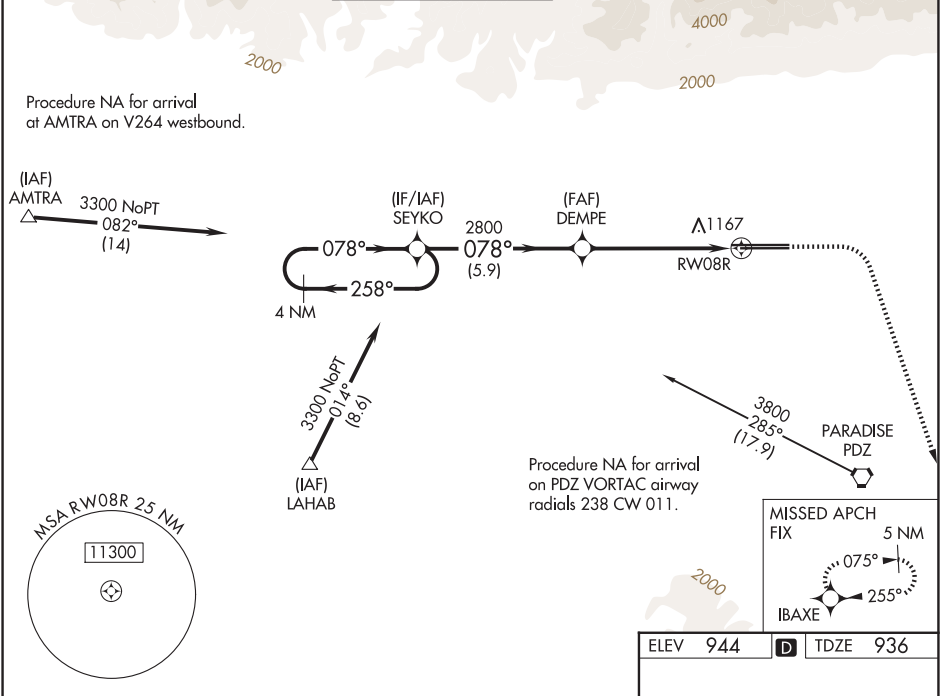
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RNAV (GPS) Y RWY 8R

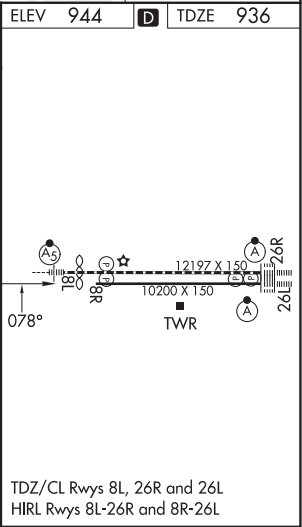
ONTARIO INTL (ONT)

<div><div></div><div>For uncompensated Baro-VNAV systems, procedure NA below 2° C (36°F) or above 54°C (130°F). Circling NA north of Rwy 8L-26R. DME/DME RNP-0.3 NA.</div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct IBAXE and hold, continue climb-in-hold to 5000.
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D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65)					1500	5000	IBAXE
4 NM Holding Pattern							
3300 ← 258° GP 3.00° TCH 53							
SEYKO							
2800							
DEMPE							
RW08R							
5.9 NM							
4.3 NM							
1.4 NM							
CATEGORY	A	B	C	D			
LPV DA	1220/45 284 (300-7%)						
LNAV/VNAV DA	1494-1 558 (600-1%)						
LNAV MDA	1440/55 504 (500-1)		1440-1 504 (500-1%)				
CIRCLING	1440-1 496 (500-1)		1540-1 656 (700-2)				



ONTARIO, CALIFORNIA

AL-965 (FAA)

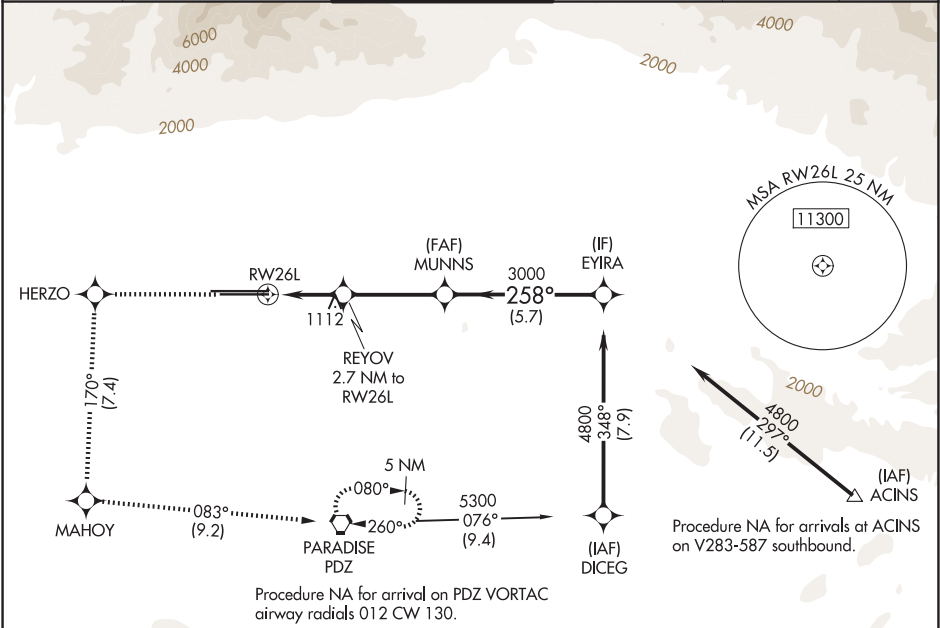
25219

WAAS CH 90407 W26B	APP CRS 258°	Rwy Ldg TDZE 10200 926 Apt Elev 944
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RNAV (GPS) Y RWY 26L

ONTARIO INTL (ONT)

RNP APCH - GPS. ⚠ Circling NA north of Rwy 8L-26R. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase all Cats LNAV/VNAV visibility to RVR 5500.			ALSF-2 	MISSED APPROACH: Climb to 4700 direct HERZO and on track 170° to MAHOY and on track 083° to PDZ VORTAC, continue climb in hold to 4700.	
D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 132.9	CPDLC



ELEV **944** **D** TDZE **926**

TDZ/CL Rwy 8L, 26L and 26R
HIRL Rwy 8L-26R and 8R-26L

4700	HERZO	tr 170°	MAHOY	tr 083°	PDZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).	
						MUNNS	EYIRA
CATEGORY		A		B		C	D
LPV	DA			1126/18		200 (200-½)	
LNAV/VNAV	DA			1267/30		341 (400-⅔)	
LNAV MDA		1380/24 454 (500-½)				1380/45 454 (500-⅔)	
CIRCLING		1400-1 456 (500-1)				1500-1½ 556 (600-1½)	1540-2 596 (600-2)

ONTARIO, CALIFORNIA
Amdt 3 10AUG23

34°03'N-117°36'W

ONTARIO INTL (ONT)

RNAV (GPS) Y RWY 26L

SW-3, 07 AUG 2025 to 02 OCT 2025

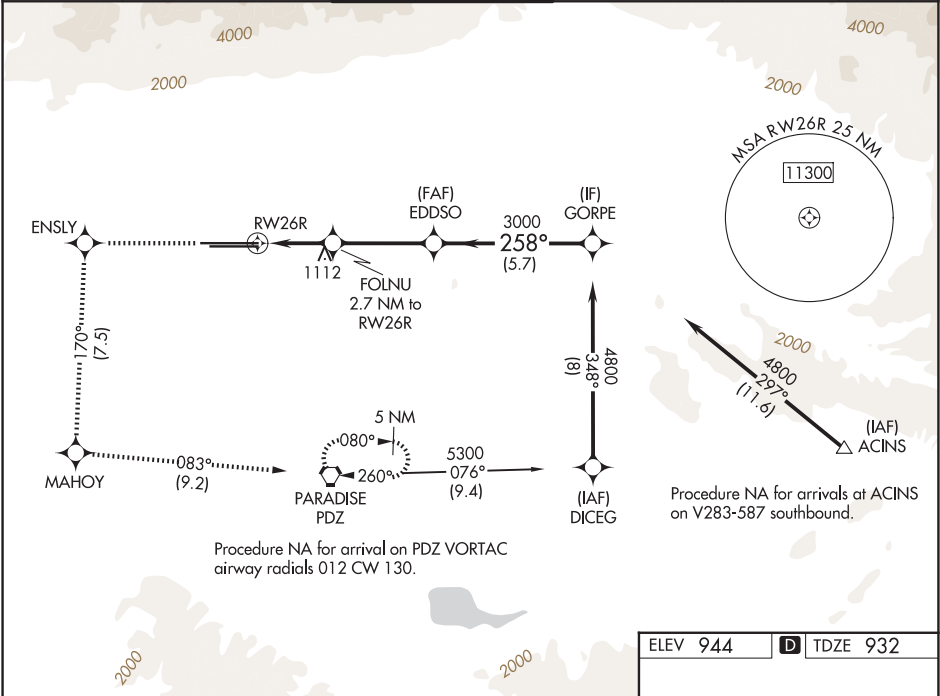
SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53406 W26A	APP CRS 258°	Rwy Ldg 12197 TDZE 932 Apt Elev 944
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RNAV (GPS) Y RWY 26R

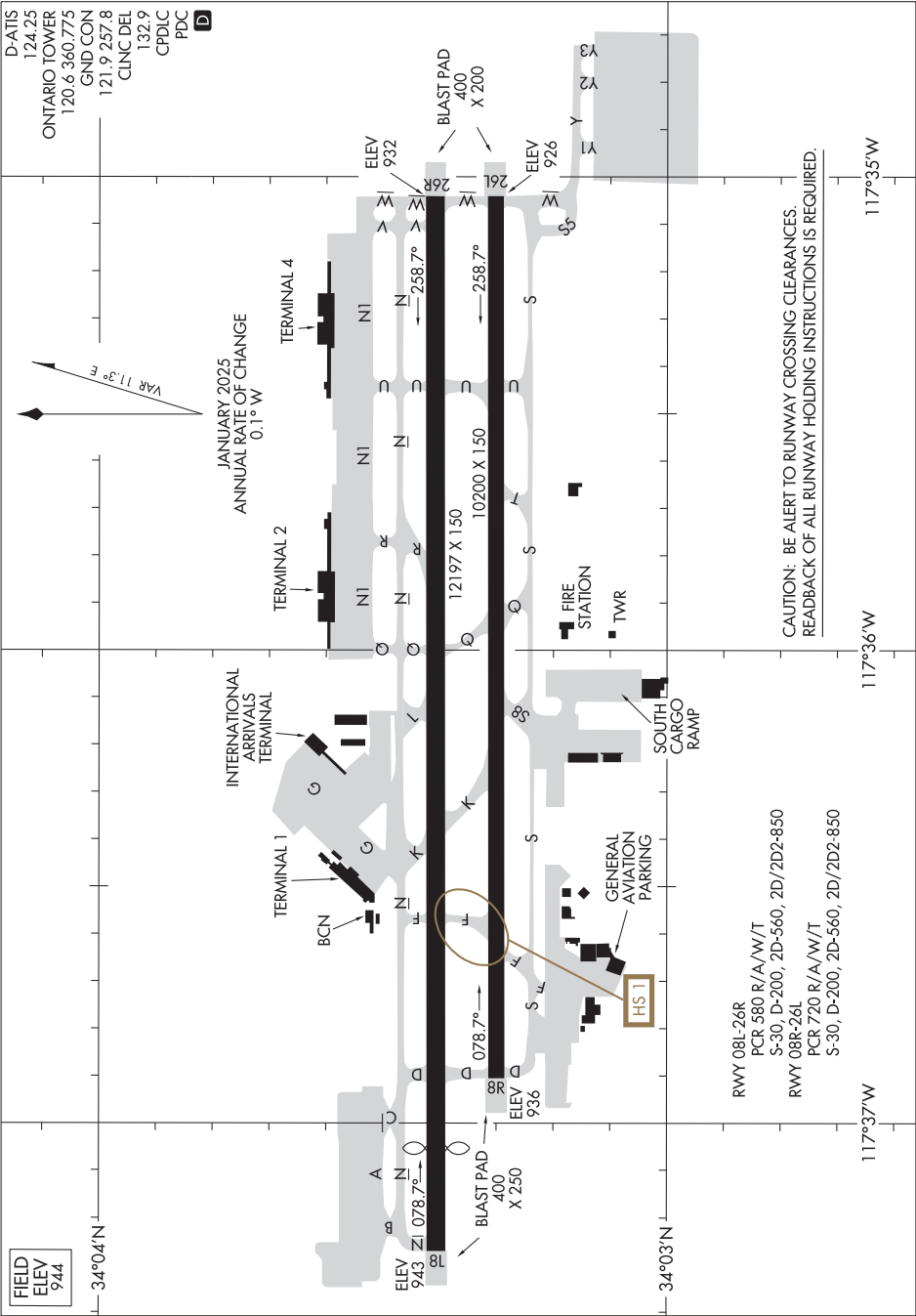
ONTARIO INTL (ONT)

RNP APCH - GPS.			ALSF-2	MISSED APPROACH: Climb to 4700 direct ENSLY and on track 170° to MAHOY and on track 083° to PDZ VORTAC and hold, continue climb-in-hold to 4700.		
Circling NA north of Rwy 8L-26R. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C .						
D-ATIS 124.25	SOCAL APP CON 127.0 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8		CLNC DEL 132.9	CPDLC



4700		ENSLY	tr 170°	MAHOY	tr 083°	PDZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).	
							EDDSO	GORPE
							3000	4800
							1840	3000
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
							3.6 NM	5.7 NM
							1.2 NM	1.5 NM
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SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

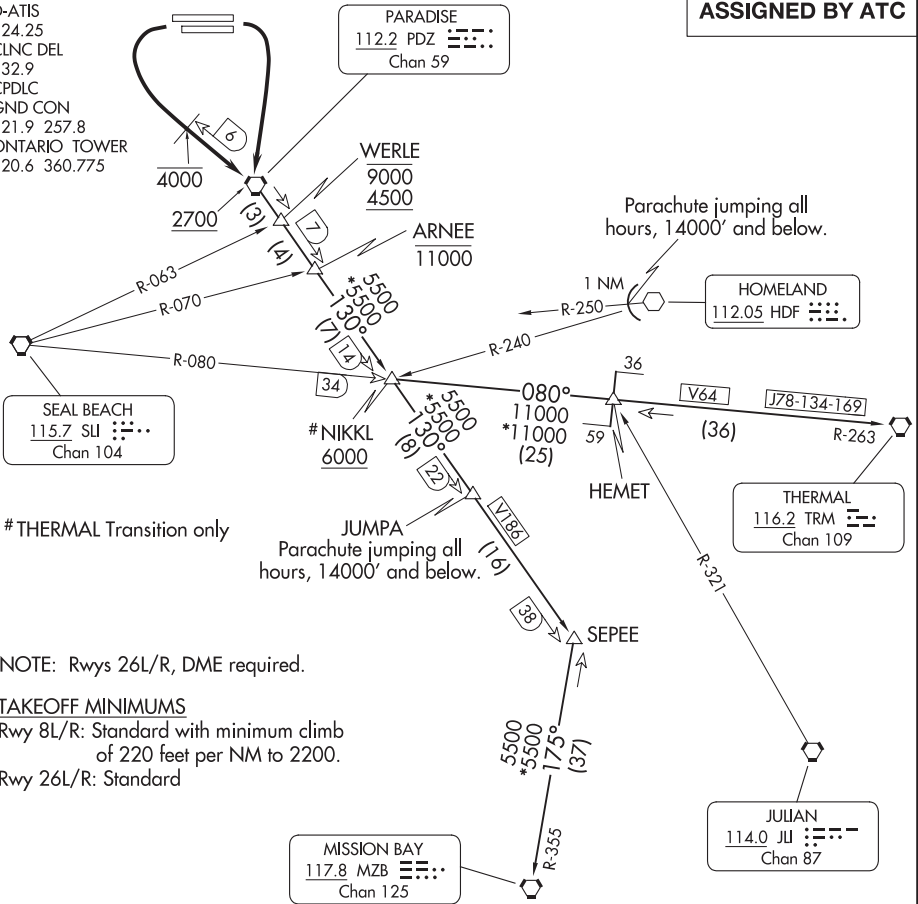
NIKKL ONE DEPARTURE

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

SOCAL DEP CON
135.4 318.2
D-ATIS
124.25
CLNC DEL
132.9
CPDLC
GND CON
121.9 257.8
ONTARIO TOWER
120.6 360.775

**TOP ALTITUDE:
ASSIGNED BY ATC**



THERMAL Transition only

NOTE: Rwy 26L/R, DME required.

TAKEOFF MINIMUMS

Rwy 8L/R: Standard with minimum climb
of 220 feet per NM to 2200.

Rwy 26L/R: Standard

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn direct PDZ VORTAC. Thence. . .

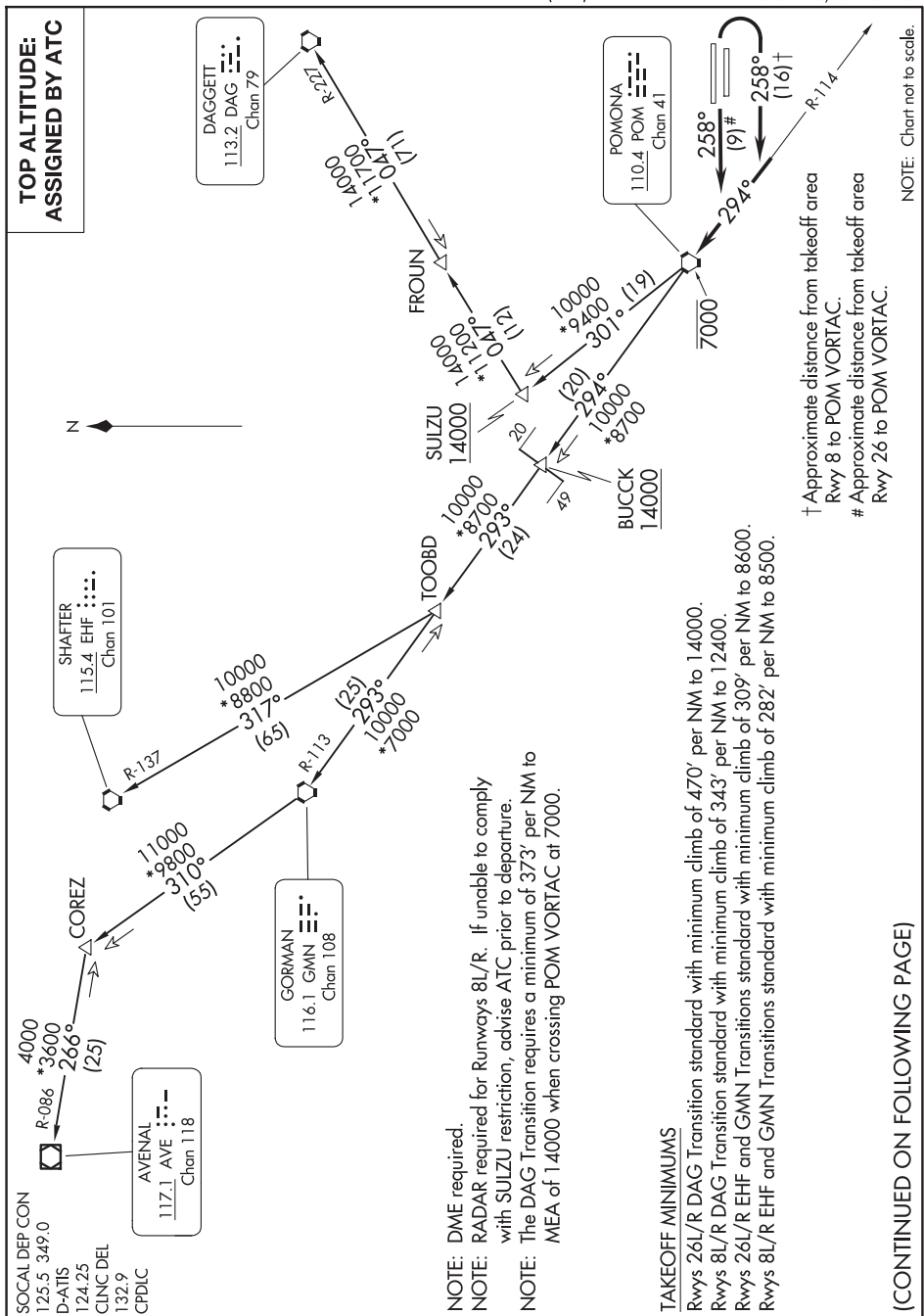
TAKEOFF RUNWAYS 26L/R: Climbing left turn direct PDZ VORTAC, cross 6 DME
northwest of PDZ VORTAC at or below 4000'. Thence. . .

. . . on (assigned transition) or (assigned route). Cross PDZ VORTAC at or above 2700.
Expect filed altitude 10 minutes after departure.

MISSION BAY TRANSITION (NIKKL1.MZB): From over PDZ VORTAC on PDZ R-130
and MZB R-355 to MZB VORTAC.

THERMAL TRANSITION (NIKKL1.TRM): From over PDZ VORTAC on PDZ R-130,
SLI R-080 and TRM R-263 to TRM VORTAC.

NIKKL ONE DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

POMONA ONE DEPARTURE

(POM1.POM) 03JAN19

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

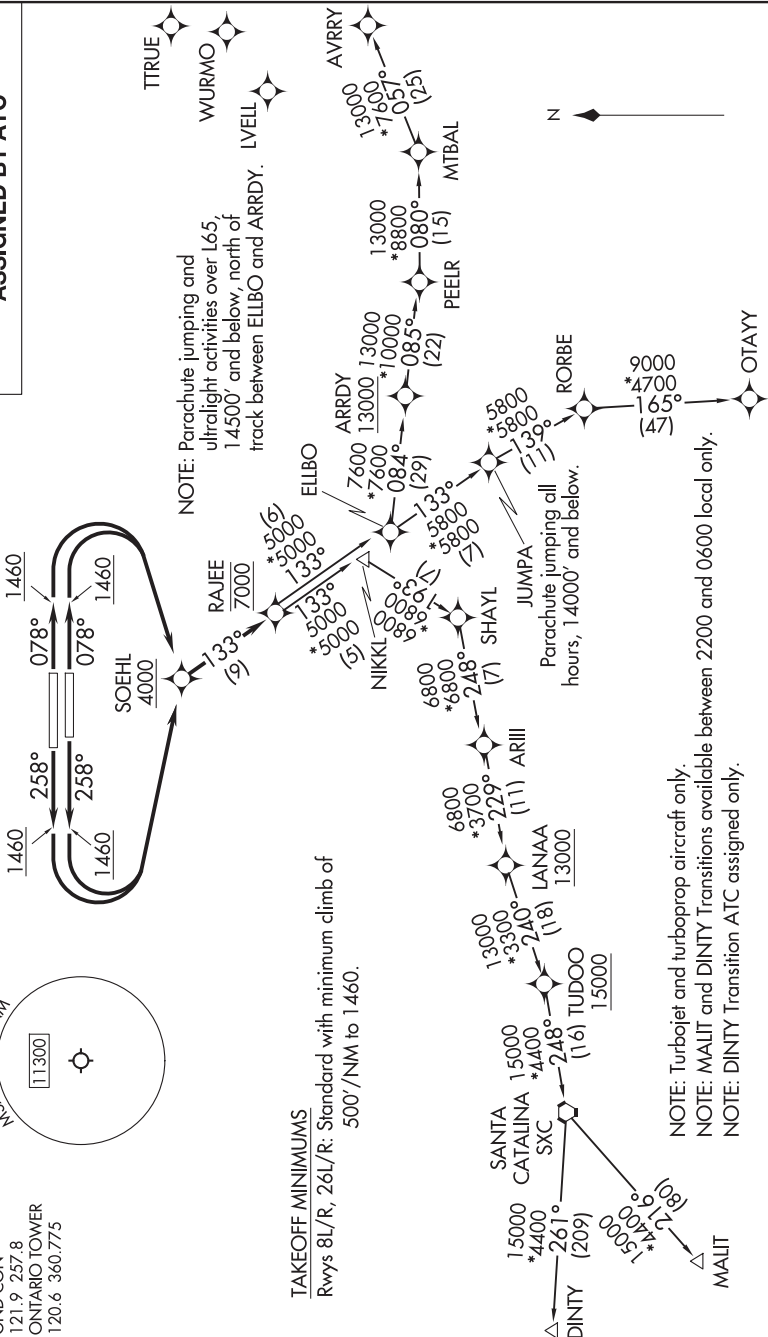
<div><div>▼</div><div>DEPARTURE ROUTE DESCRIPTION</div></div>
<div><div>TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence. . . .</div><div>TAKEOFF RUNWAYS 26L/R: Climb heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence. . . .</div><div>. . . .on (transition). Expect filed altitude ten minutes after departure.</div><div>AVENAL TRANSITION (POM1.AVE): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.</div><div>DAGGETT TRANSITION (POM1.DAG): From over POM VORTAC on POM R-301 to SULZU then on DAG R-227 to DAG VORTAC.</div><div>GORMAN TRANSITION (POM1.GMN): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC.</div><div>SHAFTER TRANSITION (POM1.EHF): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to TOOBD, then on EHF R-137 to EHF VORTAC.</div></div>

TOP ALTITUDE
DINTY AND MALIT TRANSITIONS:
15000
ALL OTHER TRANSITIONS:
ASSIGNED BY ATC

ISOCAL DEP CON	RNAV 1 - DME/DME/IRU or GPS: OTAYY, MTBAL and AVRRY Transitions.
135.4 377.125	RNAV 1 - GPS: DINTY and MALIT Transitions.
D-AIIS	RADAR required for non-GPS equipped aircraft.
124.25	

132.9
GND CON
121.9 257.8
ONTARIO TOWER
120.6 360.775

W_{SA} ONT 25 NM



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Turbojet and turboprop aircraft only.
NOTE: MALIT and DINTY Transitions available only.
NOTE: DINTY Transition ATC assigned only.

RAJEE FOUR DEPARTURE (RNAV)

(RAJEE4.RAJEE) 21MAR24

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 078° to 1460, then right turn direct to cross SOEHL at or above 4000, then on track 133° to cross RAJEE at 7000, thence

TAKEOFF RUNWAYS 26L/R: Climb on heading 258° to 1460, then left turn direct to cross SOEHL at or above 4000, then on track 133° to cross RAJEE at 7000, thence

. . . . on transition. DINTY and MALIT Transitions: Maintain 15000. All other transitions: maintain ATC assigned altitude. Expect higher altitude 10 minutes after departure.

AVRRY TRANSITION (RAJEE4.AVRRY)

DINTY TRANSITION (RAJEE4.DINTY)

MALIT TRANSITION (RAJEE4.MALIT)

MTBAL TRANSITION (RAJEE4.MTBAL)

OTAYY TRANSITION (RAJEE4.OTAYY)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

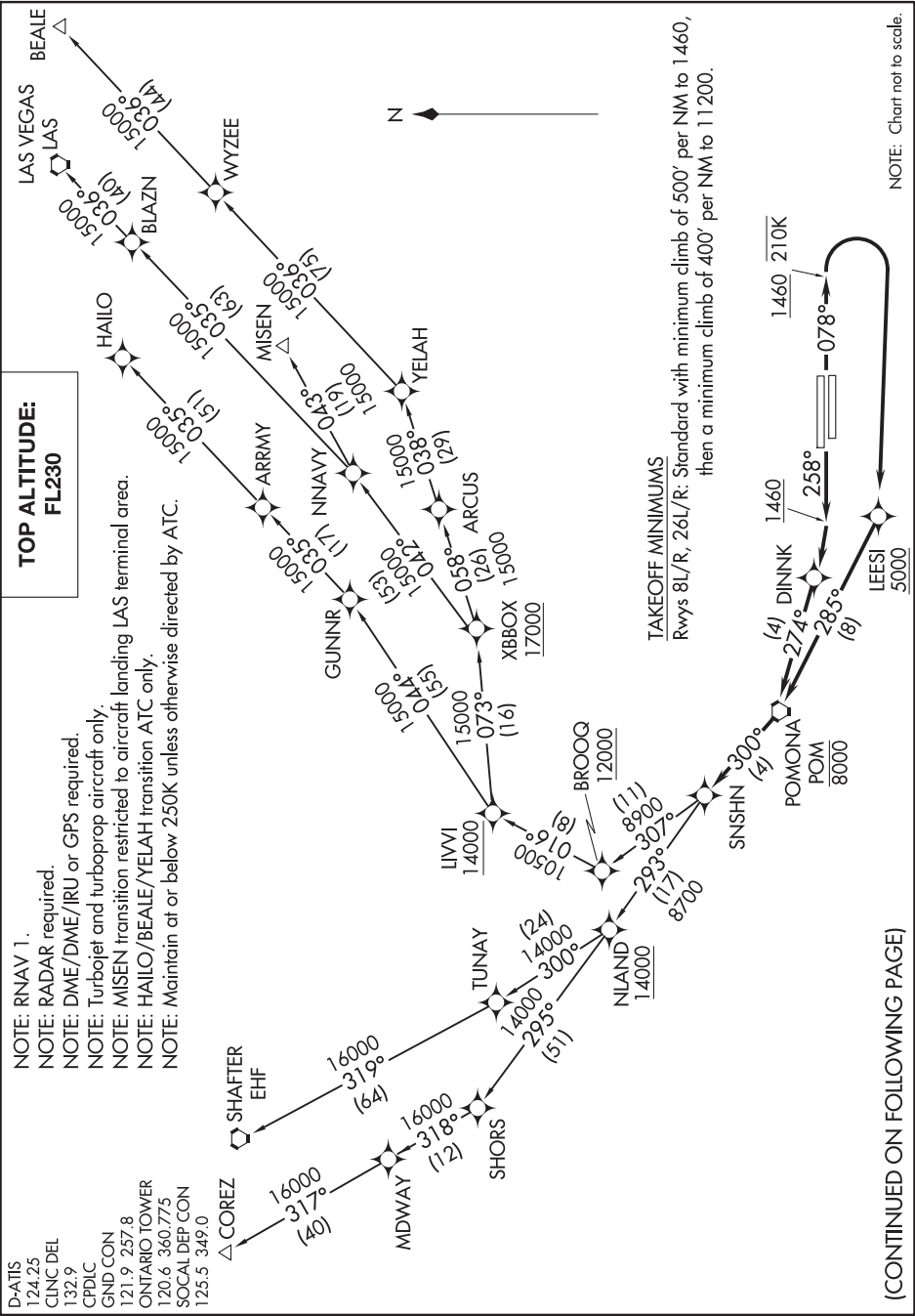
(SNSHN5.SNSHN) 24081

SNSHN FIVE DEPARTURE (RNAV)

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



SNSHN FIVE DEPARTURE (RNAV)

(SNSHN5.SNSHN) 10SEP20

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 078° to 1460 at or below 210K, then right turn direct to cross LEESI at or above 5000, then on track 285° to cross POM VORTAC at or below 8000, then on track 300° to SNSHN, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 258° to 1460, then direct DINNK, then on track 274° to cross POM VORTAC at or below 8000, then on track 300° to SNSHN, thence. . . .

. . . .on (transition) maintain FL230, expect filed altitude 10 minutes after departure.

BEALE TRANSITION (SNSHN5.BEALE)

COREZ TRANSITION (SNSHN5.COREZ)

HAILO TRANSITION (SNSHN5.HAILO)

LAS VEGAS TRANSITION (SNSHN5.LAS)

MISEN TRANSITION (SNSHN5.MISEN)

SHAFTER TRANSITION (SNSHN5.EHF)

YELAH TRANSITION (SNSHN5.YELAH)

SW-3, 07 AUG 2025 to 02 OCT 2025

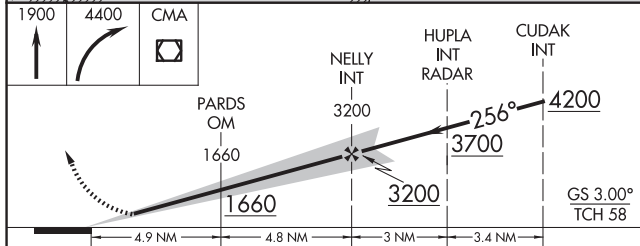
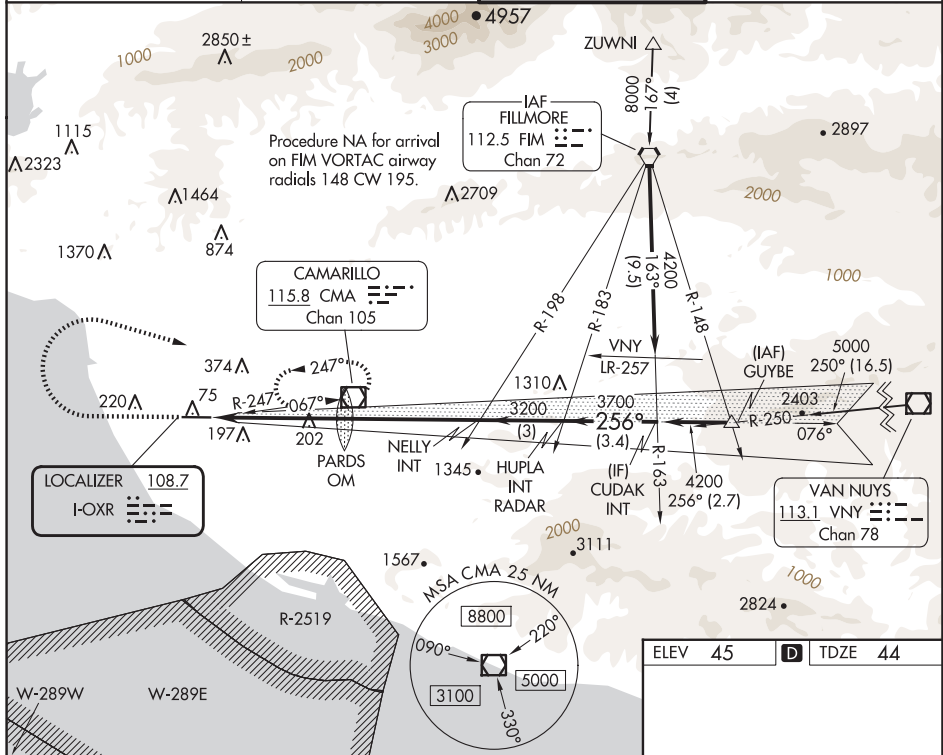
SW-3, 07 AUG 2025 to 02 OCT 2025

LOC I-OCR 108.7	APP CRS 256°	Rwy ldg TDZE 44 Apt Elev 45
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ILS or LOC RWY 25
OXNARD (OXR)

<div><div>⚠</div><div>Rwy 25 helicopter visibility reduction below ¾ SM NA. Autopilot coupled approach NA below 1086. Inop table does not apply.</div></div>	<div><div>MALSF</div><div></div></div>	<div>MISSED APPROACH: Climb to 1900 then climbing right turn to 4400 direct CMA VOR/DME and hold, continue climb-in-hold to 4400.</div>
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ATIS 118.05	POINT MUGU APP CON ★ 124.7 335.5	OXNARD TOWER ★ 134.95 (CTAF) 0 257.8	GND CON 121.9
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CATEGORY	A	B	C	D
S-ILS 25	424-1 380 (400-1)			
S-LOC 25	460-1 416 (500-1)			
CIRCLING	500-1 455 (600-1)	520-1 475 (500-1)	700-1¾ 655 (700-1¾)	720-2¼ 675 (700-2¼)

ELEV	45	D	TDZE	44
REIL Rwy 7				
MIRL Rwy 7-25				
FAF to MAP 9.7 NM				
Knots	60	90	120	150 180
Min:Sec	9:42	6:28	4:51	3:53 3:14

WAAS CH 72623 W07A	APP CRS 075°	Rwy Idg TDZE Apt Elev	5954 37 45
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RNAV (GPS) RWY 7

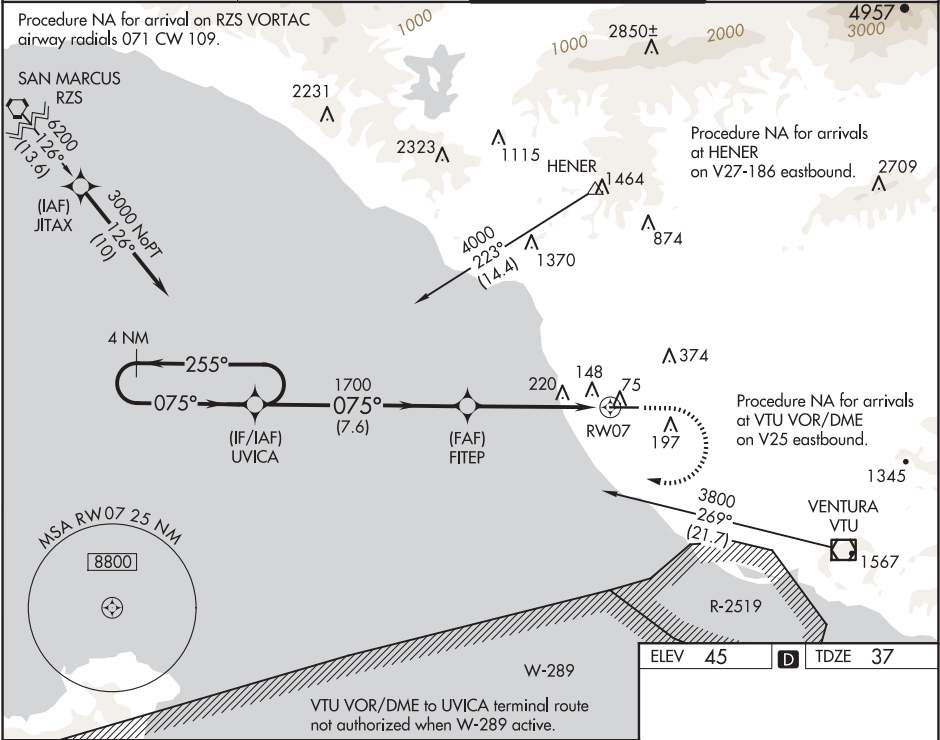
OXNARD (OXR)

RNP APCH-GPS.

Baro-VNAV NA when using Camarillo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Camarillo altimeter setting and increase LPV DA to 305 feet, increase LNAV/VNAV DA to 337 feet; increase all MDAs 20 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct UVICA and hold.

ATIS 118.05	POINT MUGU APP CON* 124.7 335.5	OXNARD TOWER* 134.95 (CTAF) 257.8	GND CON 121.9
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4 NM Holding Pattern		UVICA	FITEP	UVICA
3000		1700	1700	
GP 3.00° TCH 40				
255°		075°	075°	
075°				
7.6 NM		5.1 NM		
CATEGORY	A	B	C	D
LPV DA	287-1		250 (300-1)	
LNAV/VNAV DA	319-1		282 (300-1)	
LNAV MDA	480-1	443 (500-1)	480-1 $\frac{3}{8}$	443 (500-1 $\frac{3}{8}$)
CIRCLING	500-1 455 (500-1)	520-1 475 (500-1)	700-1 $\frac{3}{4}$ 655 (700-1 $\frac{3}{4}$)	760-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)

ELEV 45 TDZE 37

075°

5953 X 100

TWR 117

112

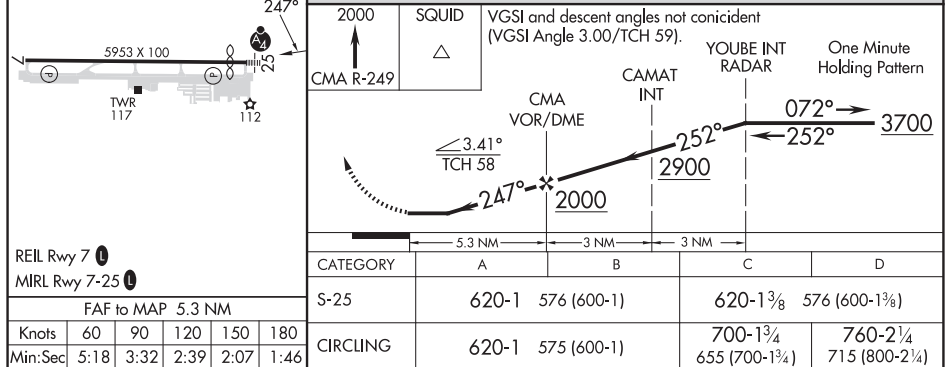
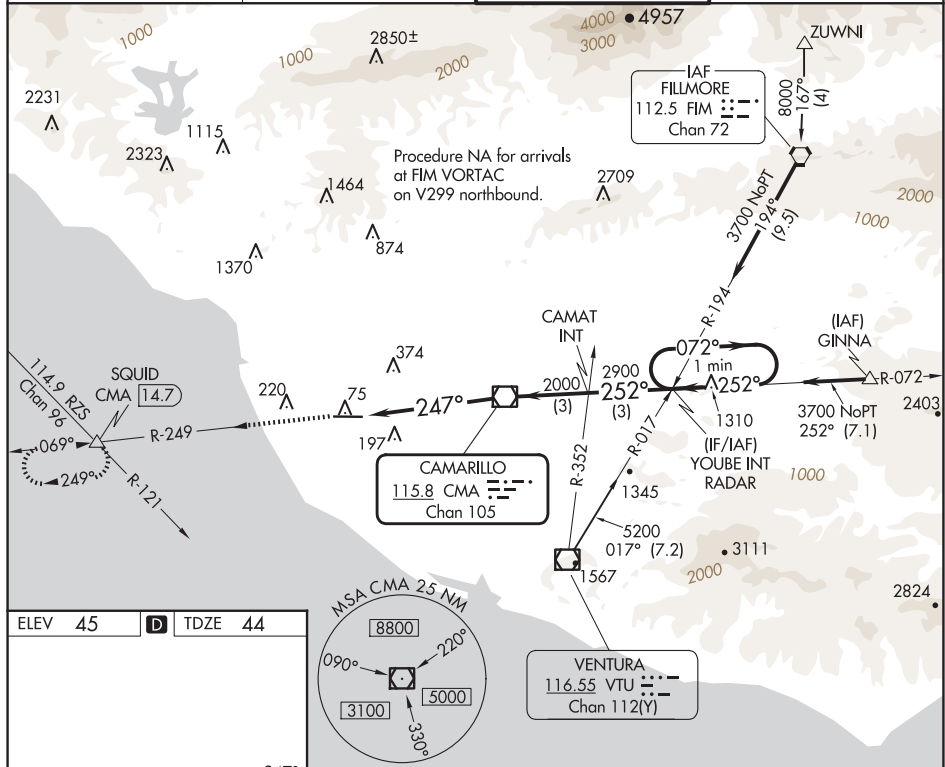
REIL Rwy 7 1

MIRL Rwy 7-25 1

VOR RWY 25
OXNARD (OXR)

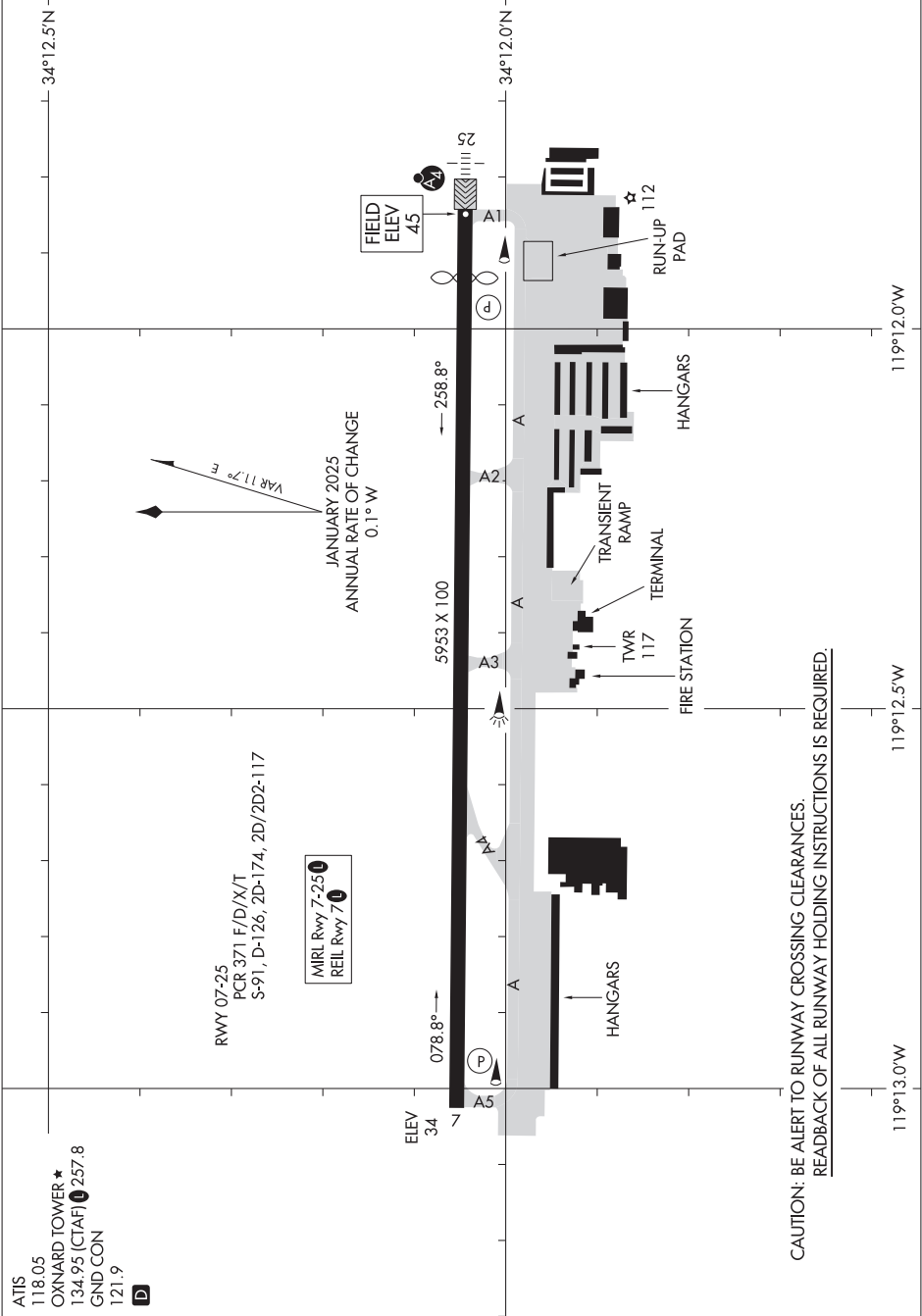
MISSED APPROACH: Climb to 2000
on CMA R-249 to SQUID INT/
14.7 DME and hold.

ATIS 118.05	POINT MUGU APP CON★ 124.7 335.5	OXNARD TOWER★ 134.95 (CTAF) 0 257.8	GND CON 121.9
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SW-3, 07 AUG 2025 to 02 OCT 2025

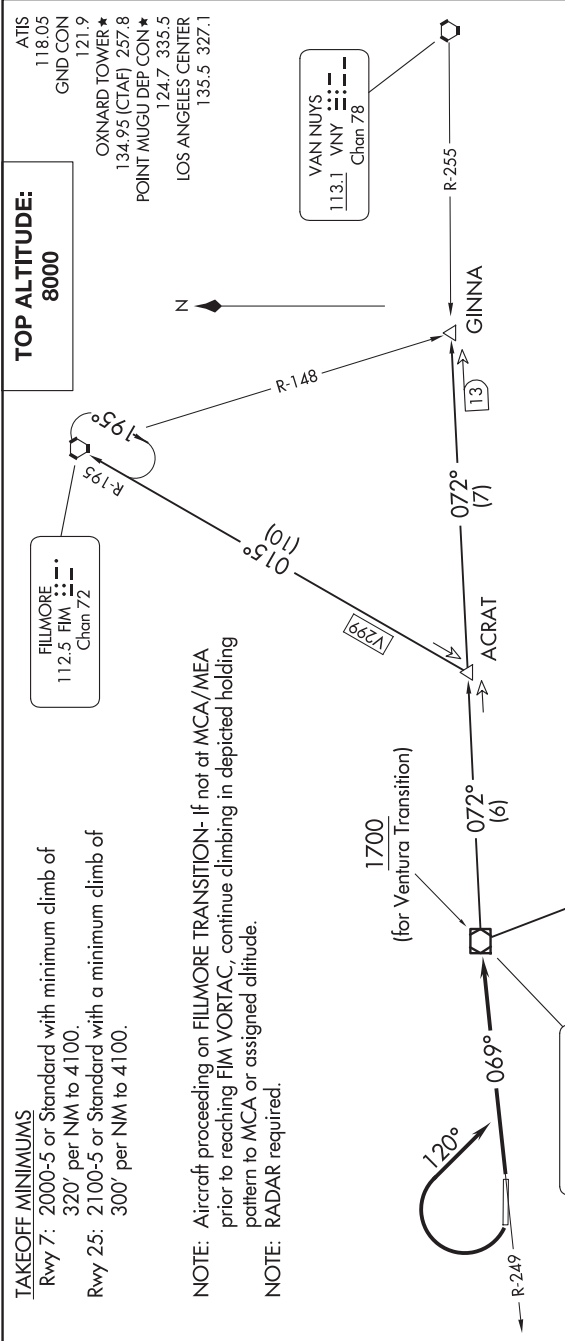
SW-3, 07 AUG 2025 to 02 OCT 2025



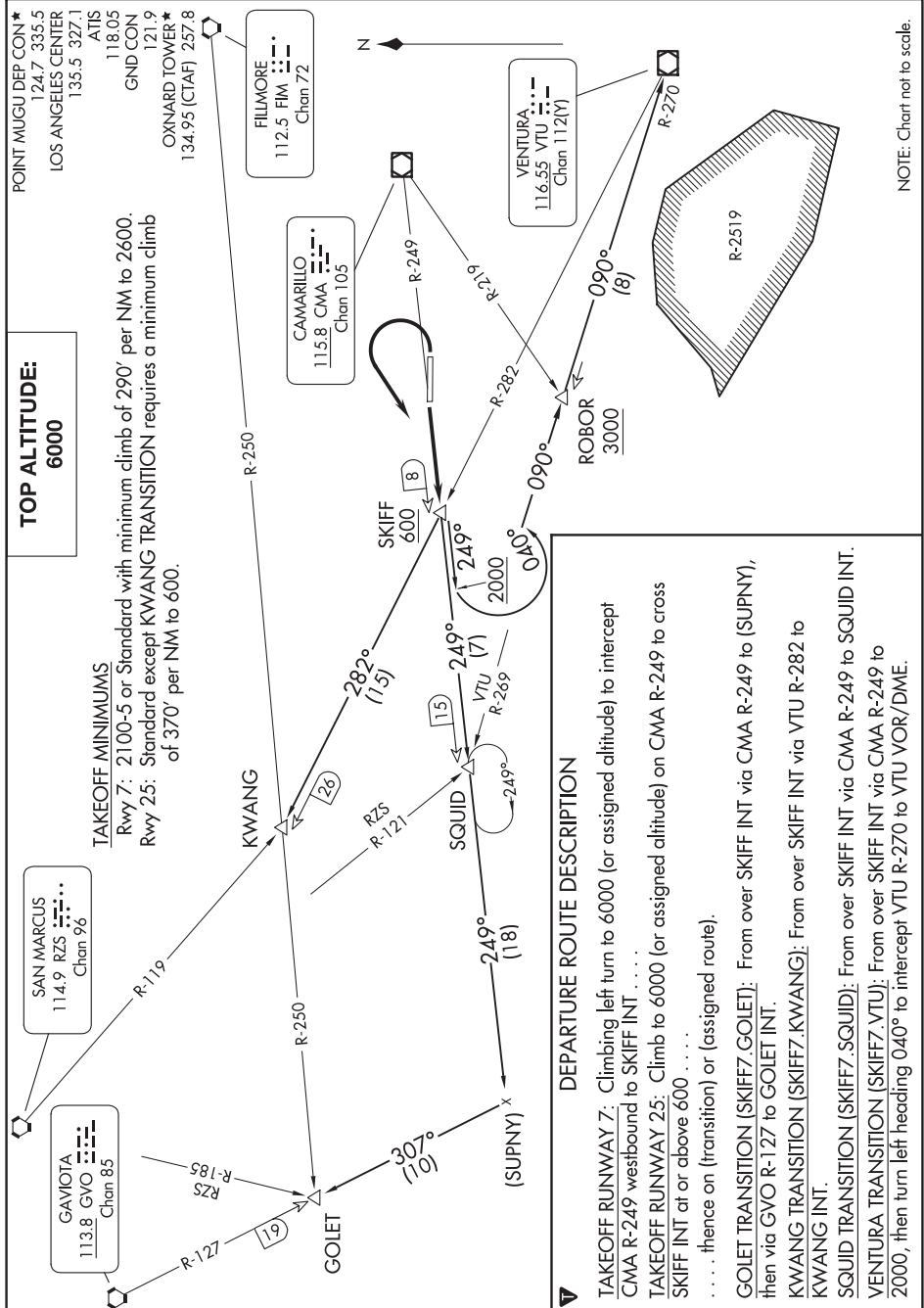
SW-3, 07 AUG 2025 to 02 OCT 2025

CAMARILLO SIX DEPARTURE

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025



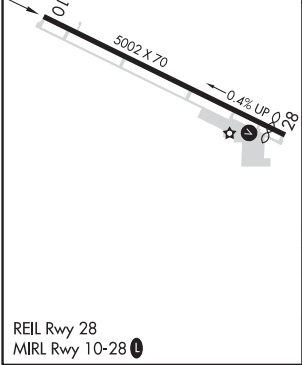
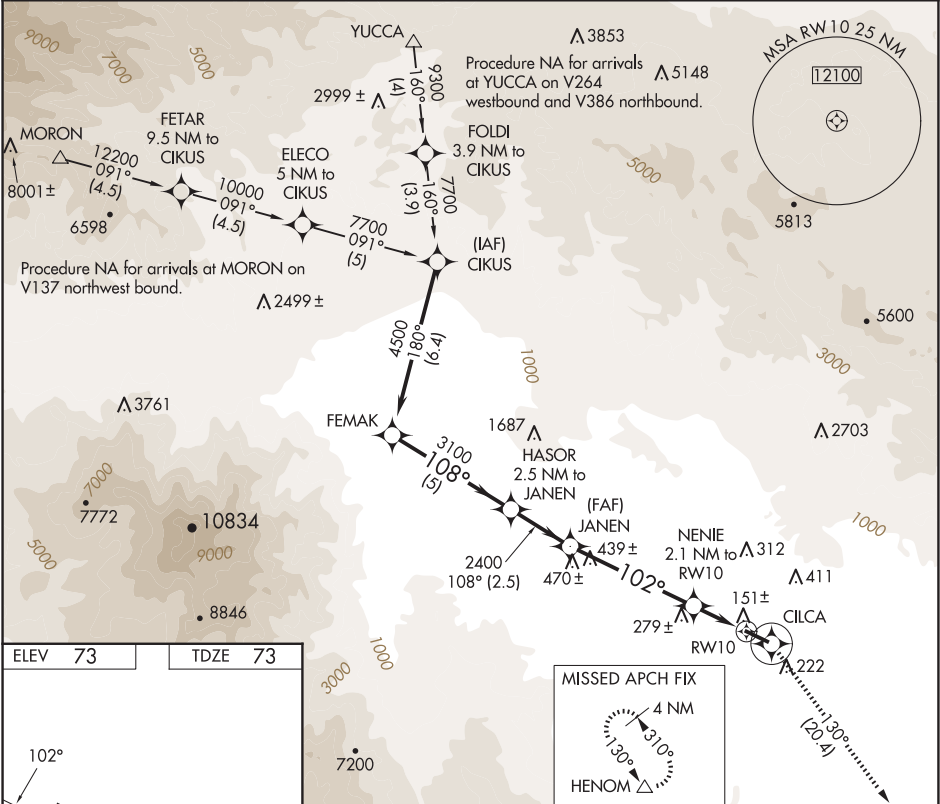
APP CRS	Rwy Ldg	5002
102°	TDZE	73
	Apt Elev	73

RNAV (GPS) RWY 10

BERMUDA DUNES (UDD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3700 direct CILCA and via 130° track to HENOM and hold.
▼ Use Jacqueline Cochran Rgnl altimeter setting. ▲ NA Circling Rwy 28 NA at night.	

TRM ASOS 118.325	SOCAL APP CON ★ 135.275 251.1	UNICOM 122.8 (CTAF) 0
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	FEMAK	HASOR 2.5 NM to JANEN	JANEN	3700	CILCA	130° tr	HENOM
	4500	3100	2400	800	800		
Procedure Turn NA	5 NM	2.5 NM	4.9 NM	2.1 NM			
CATEGORY	A	B	C	D			
LNAV MDA	480-1	407 (500-1)	480-1¼ 407 (500-1¼)	NA			
CIRCLING	700-1	627 (700-1)	1100-3 1027 (1100-3)	NA			

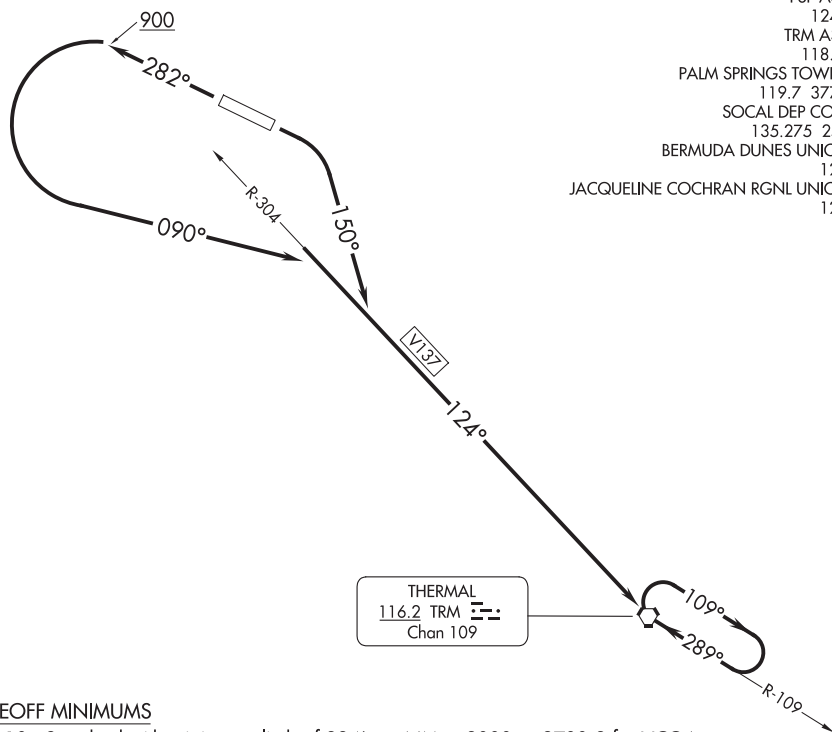
(KUDD1.KUDD) 23334

AL-5848 (FAA)

BERMUDA DUNES ONE DEPARTURE (OBSTACLE)

BERMUDA DUNES (UDD)

PALM SPRINGS, CALIFORNIA



PSP ASOS
124.65
TRM ASOS
118.325
PALM SPRINGS TOWER ★
119.7 377.05
SOCAL DEP CON ★
135.275 251.1
BERMUDA DUNES UNICOM
122.8
JACQUELINE COCHRAN RGNL UNICOM
123.0

BERMUDA DUNES UNICOM
122.8
JACQUELINE COCHRAN RGNL UNICOM
123.0

TAKEOFF MINIMUMS

Rwy 10: Standard with minimum climb of 334' per NM to 3000 or 2700-3 for VCOA.

Rwy 28: Standard with minimum climb of 490' per NM to 2300 or 2700-3 for VCOA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climbing right turn heading 150° to intercept TRM R-304 to TRM VORTAC, thence . . . or, obtain ATC approval for VCOA when requesting IFR clearance; climb in visual conditions to cross Bermuda Dunes Airport at or above 2600, then on TRM R-304 to TRM VORTAC, thence . . .

TAKEOFF RUNWAY 28: Climb heading 282° to 900 then climbing left turn heading 090° to intercept TRM R-304 to TRM VORTAC, thence . . . or, obtain ATC approval for VCOA when requesting IFR clearance; climb in visual conditions to cross Bermuda Dunes Airport at or above 2600, then on TRM R-304 to TRM VORTAC, thence . . .

. . . continue climbing in TRM VORTAC holding pattern to cross TRM VORTAC at or above MEA/MCA for route of flight.

BERMUDA DUNES ONE DEPARTURE (OBSTACLE)

(KUDD1.KUDD) 15SEP16

PALM SPRINGS, CALIFORNIA
BERMUDA DUNES (UDD)

WAAS CH 77941 W30A	APP CRS 302°	Rwy Idg 4995 TDZE -121 Apt Elev -115
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RNAV (GPS) RWY 30
JACQUELINE COCHRAN RGNL (TRM)

RNP APCH.

T
A Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: (Do not exceed 230K until JEROD)
Climb to 1200 then climbing right turn to 3500 direct
JEROD and hold.

ASOS 118.325	SOCAL APP CON 135,275 251,1	CLINC DEL 120.225	UNICOM 123.0 (CTAF) 
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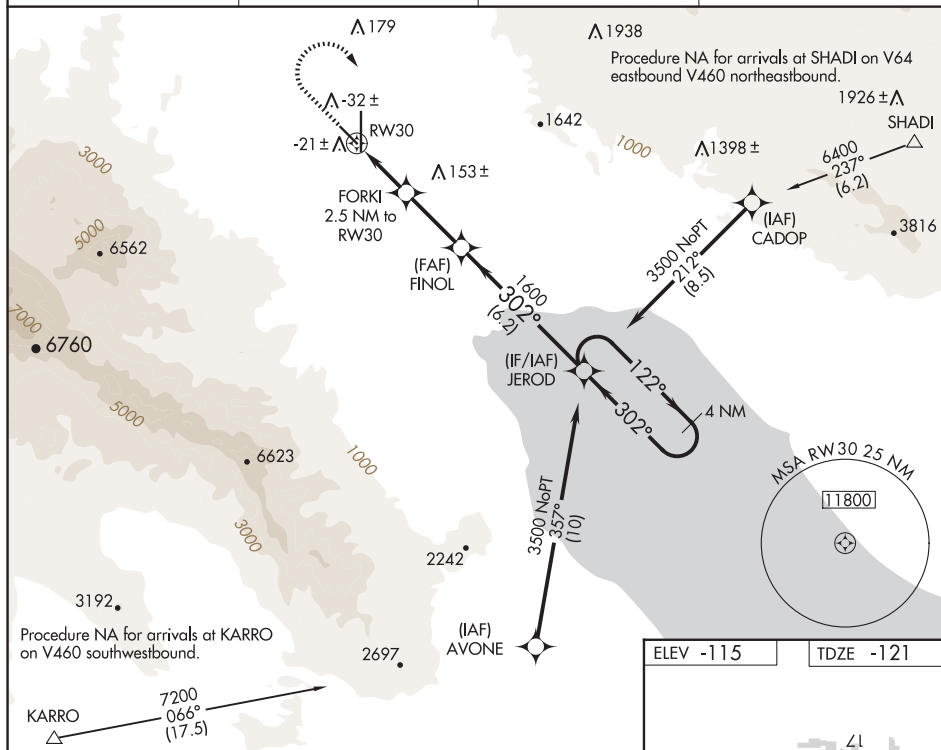
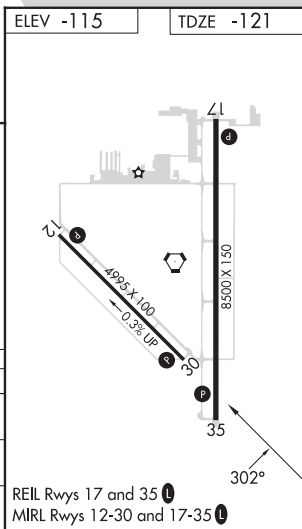


Diagram illustrating the JEROD holding pattern and associated navigation data.

Diagram Labels:

- 1200 (Altitude)
- 3500 (Altitude)
- JEROD (Pattern Name)
- VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 25).
- 4 NM Holding Pattern
- 122° (Turn Angle)
- 302° (Turn Angle)
- FINOL (Fix)
- 1600 (Altitude)
- 700* (Altitude)
- RW30 (Runway)
- 1.1 NM (Distance)
- 1.4 NM (Distance)
- 2.8 NM (Distance)
- 6.2 NM (Distance)
- GP 3.00° TCH 45 (Glide Path and Threshold)

CATEGORY	A	B	C	D
LPV DA	129- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV MDA	260-1 381 (400-1)		260-1 $\frac{1}{8}$ 381 (400-1 $\frac{1}{2}$)	
C CIRCLING	320-1 435 (500-1)	340-1 455 (500-1)	460-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$)	780-3 895 (900-3)



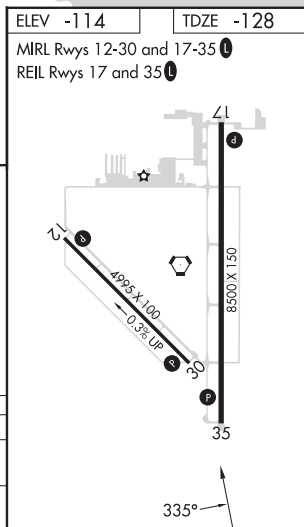
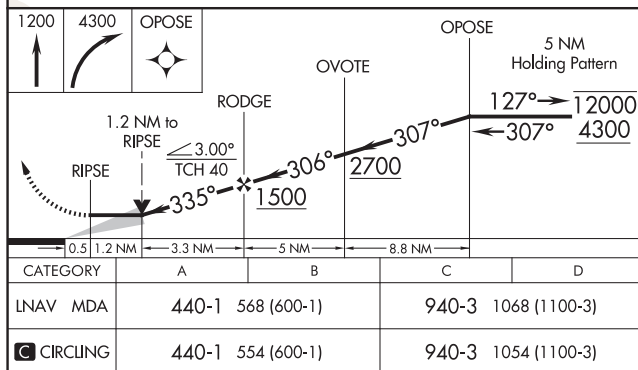
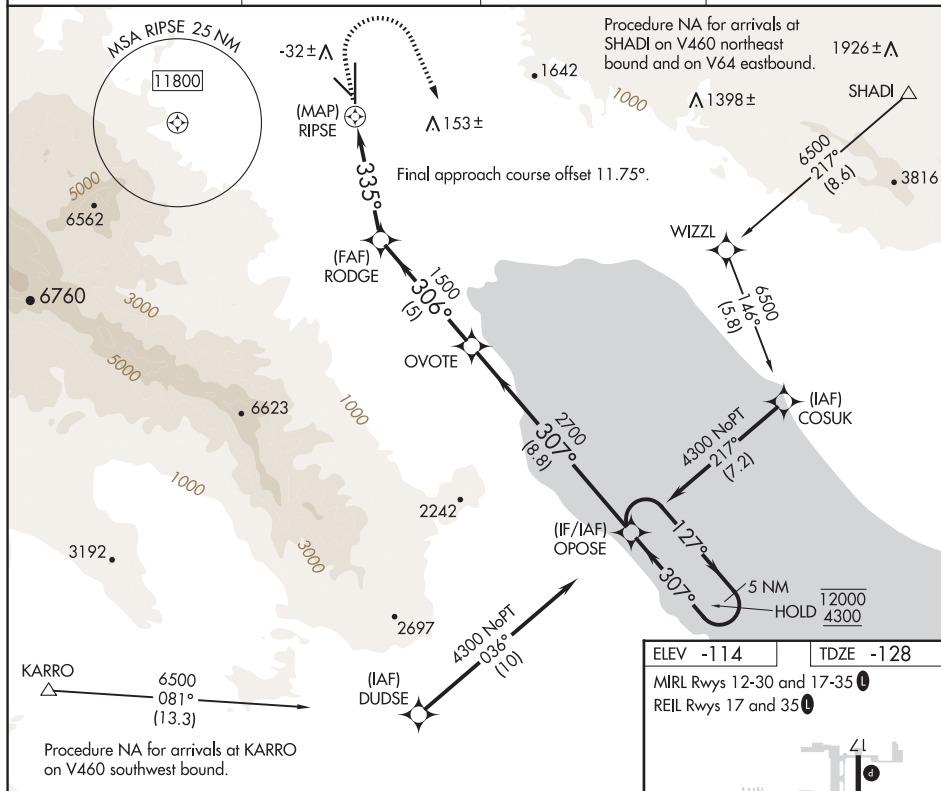
APP CRS 335°	Rwy Idg TDZE Apt Elev	8500 -128 -114
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RNAV (GPS) RWY 35
JACQUELINE COCHRAN RGNL (TRM)

T
A

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 direct OPOSE and hold.

ASOS 118.325	SOCAL APP CON 135.275 251.1	CLNC DEL 120.225	UNICOM 123.0 (CTAF) 0
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JACQUELINE COCHRAN RGNL (TRM)
RNAV (GPS) RWY 35

VORTAC TRM 116.2 Chan 109	APP CRS 316°	Rwy Idg 4995 TDZE -121 Apt Elev -115
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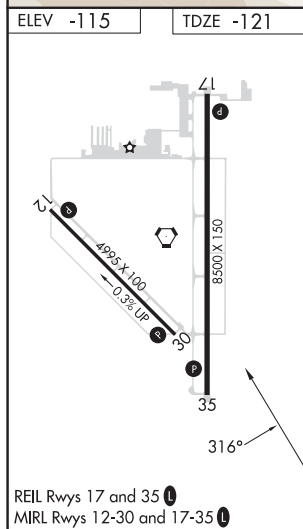
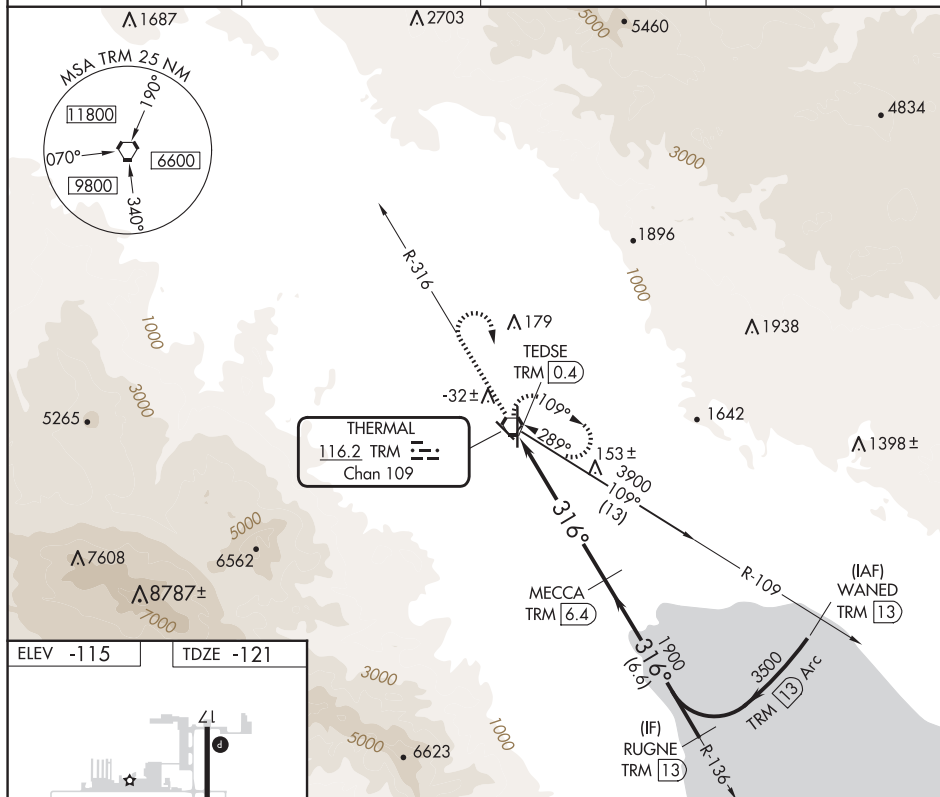
VOR RWY 30
JACQUELINE COCHRAN RGNL (TRM)

DME required.

T
A Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 1300 on TRM VORTAC R-316 then climbing right turn to 5400 direct TRM VORTAC and hold, continue climb-in-hold to 5400.

ASOS 118.325	SOCAL APP CON 135.275 251.1	CLNC DEL 120.225	UNICOM 123.0 (CTAF) ①
------------------------	---------------------------------------	----------------------------	---------------------------------



<div>1300 ↑ TRM R-316</div>		<div>5400 ↗</div>	<div>TRM </div>	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).	
<div>TRM VORTAC ↖</div>		<div>TRM ↓ TEDSE TRM 0.4</div>	<div>MECCA TRM 6.4</div>		<div>RUGNE TRM 13</div>
		<div>1900</div>		<div>3500</div>	
		<div>31°</div>			
		<div>3.13° TCH 45</div>			
		<div>1.3</div>		<div>4.7 NM</div>	
				<div>6.6 NM</div>	
CATEGORY	A	B	C	D	
S-30	300-1 421 (500-1)		300-1¼ 421 (500-1½)		
C CIRCLING	320-1 435 (500-1)	340-1 455 (500-1)	460-1½ 575 (600-1½)	780-3 895 (900-3)	

PALM SPRINGS, CALIFORNIA


AL-529 (FAA)

24305

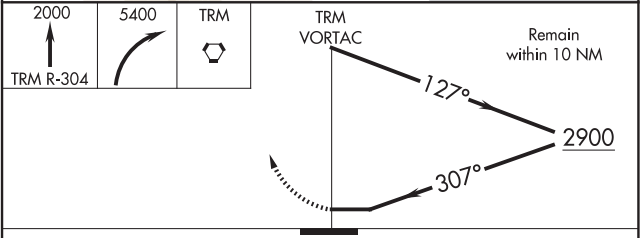
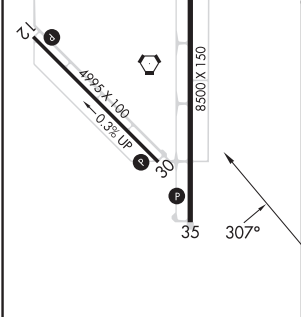
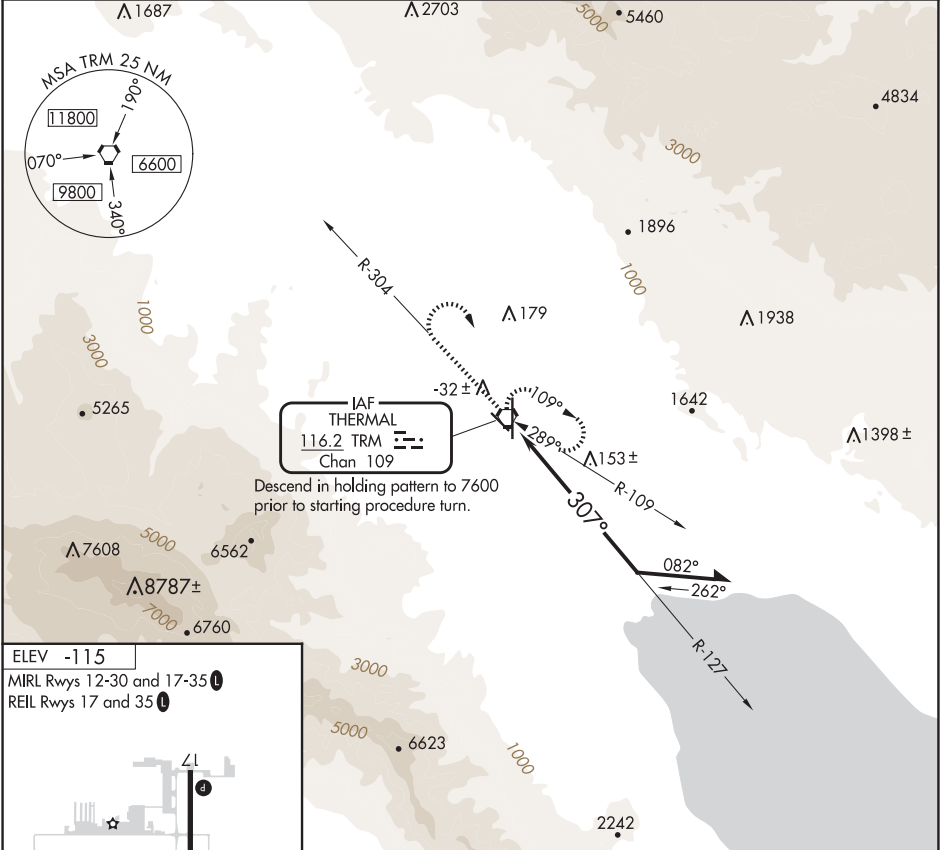
VORTAC TRM 116.2 Chan 109	APP CRS 307°	Rwy Idg TDZE Apt Elev	N/A N/A -115
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VOR-A

JACQUELINE COCHRAN RGNL (TRM)

	MISSED APPROACH: Climb to 2000 on TRM VORTAC R-304 then climbing right turn to 5400 direct TRM VORTAC and hold, continue climb-in-hold to 5400.
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ASOS 118.325	SOCAL APP CON 135.275 251.1	CLNC DEL 120.225	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
 CIRCLING	1400-1¼ 1515 (1600-1¼)	1400-1½ 1515 (1600-1½)	1400-3	1515 (1600-3)

PALM SPRINGS, CALIFORNIA

Amtd 1 19JUL18

JACQUELINE COCHRAN RGNL (TRM)

33°38'N-116°10'W

VOR-A

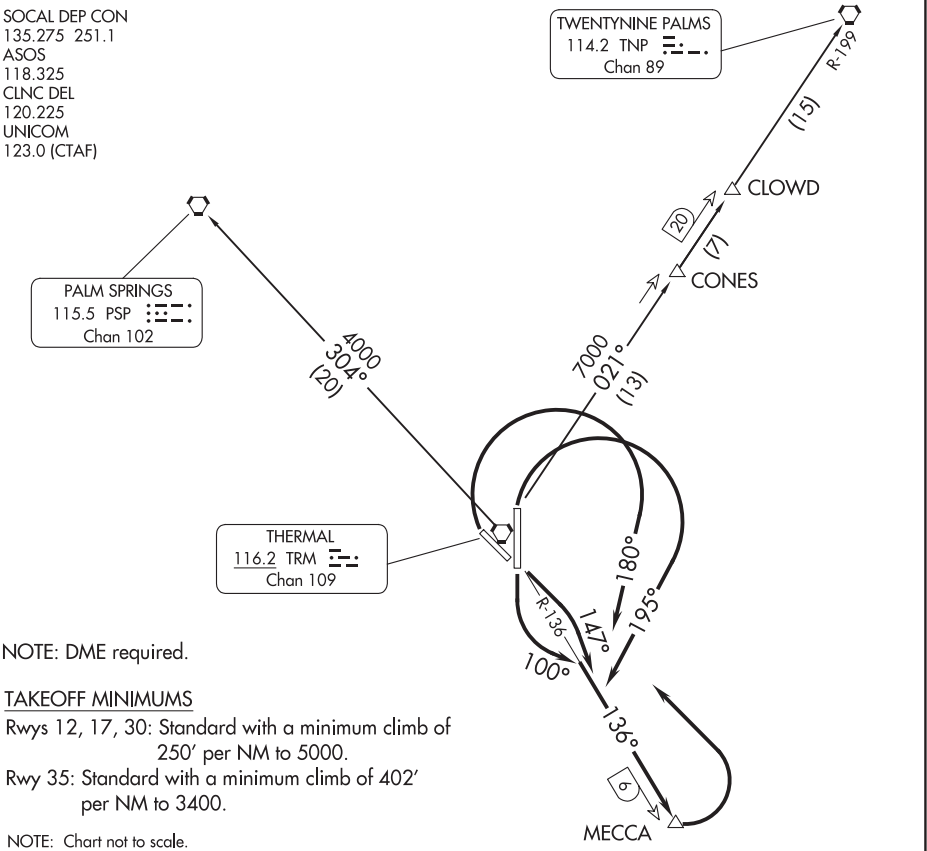
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(MECCA1.TRM) 23334
MECCA ONE DEPARTURE

JACQUELINE COCHRAN RGNL (TRM)
PALM SPRINGS, CALIFORNIA
AL-529 (FAA)

SOCAL DEP CON
135.275 251.1
ASOS
118.325
CLNC DEL
120.225
UNICOM
123.0 (CTAF)



NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 12, 17, 30: Standard with a minimum climb of 250' per NM to 5000.
Rwy 35: Standard with a minimum climb of 402' per NM to 3400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 147° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . .
TAKEOFF RUNWAY 17: Climbing left turn heading 100° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . .
TAKEOFF RUNWAY 30: Climbing right turn heading 180° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . .
TAKEOFF RUNWAY 35: Climbing right turn heading 195° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . .
. . . then on (assigned transition). Expect filed altitude 10 minutes after departure.

PALM SPRINGS TRANSITION (MECCA1.PSP): From over TRM VORTAC on TRM R-304 to PSP VORTAC.
TWENTY NINE PALMS TRANSITION (MECCA1.TNP): From over TRM VORTAC on TRM R-021 and TNP R-199 to TNP VORTAC.

PALM SPRINGS, CALIFORNIA

AL-545 (FAA)

25163

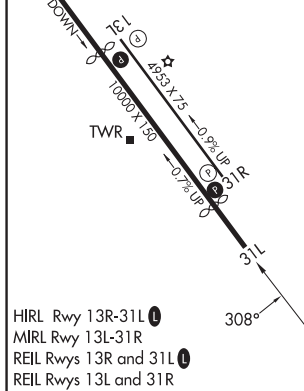
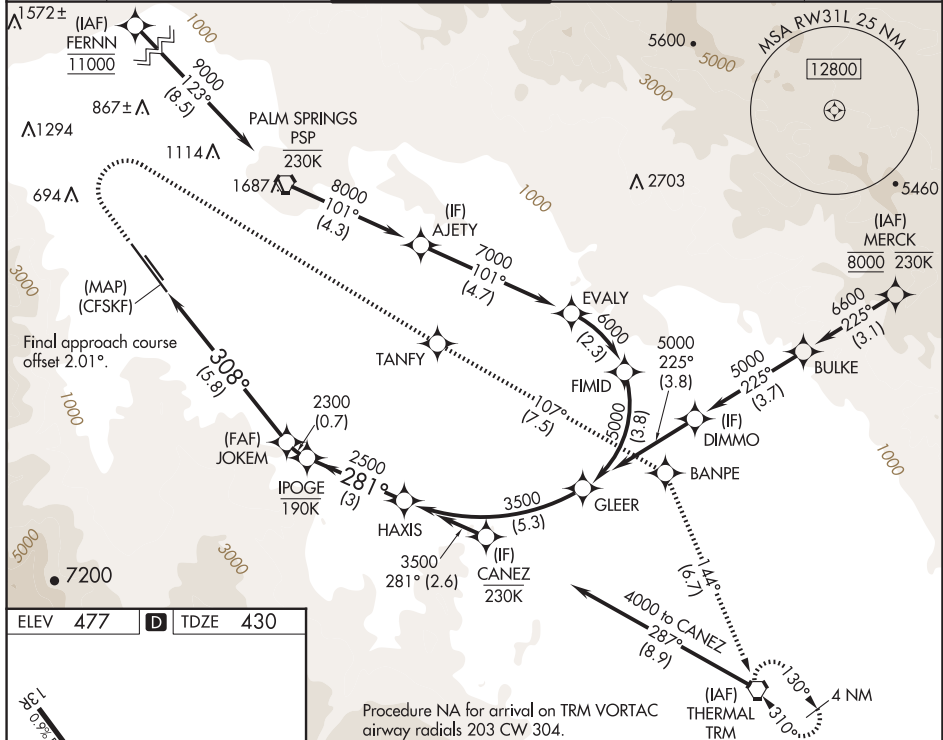
APP CRS	Rwy Ldg	8500
308°	TDZE	430
	Apt Elev	477

RNAV (RNP) Y RWY 31L

PALM SPRINGS INTL (PSP)

RNP AR APCH - GPS, RF, min RNP 0.30. Authorization required.	MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold. Missed approach requires minimum climb of 365 feet per NM to 2200; if unable to meet climb gradient, see RNAV (GPS) Z RWY 31L.
For uncompensated Baro-VNAV systems, procedure NA below 4°C or above 54°C.	

ATIS 124.65	SOCAL APP CON 126.7 370.95 135.275 251.1	PALM SPRINGS TOWER* 119.7 (CTAF) 377.05	GND CON 121.9	CLNC DEL 128.35	UNICOM 122.95
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900	4000	TANFY	tr 107°	BANPE	tr 144°	TRM			
See planview for multiple IF locations.									
JOKEM									
IPOGE									
HAXIS									
GP 3.00° TCH 55									
5.8 NM									
0.7 NM									
3 NM									
CATEGORY	A	B	C	D					
RNP 0.13 DA	680-¾ 250 (300-¾)								
RNP 0.30 DA	718-¾ 288 (300-¾)								
AUTHORIZATION REQUIRED									

PALM SPRINGS, CALIFORNIA
Amdt 2 12JUN25

33°50'N-116°30'W

RNAV (RNP) Y RWY 31L

PALM SPRINGS INTL (PSP)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	6857
130°	TDZE	451
	Apt Elev	477

RNAV (RNP) Z RWY 13R
PALM SPRINGS INTL (PSP)

RNP AR APCH-GPS, RF, min RNP 0.50. Authorization required.

T For uncompensated Baro-VNAV systems, procedure NA below 4°C or above 54°C.

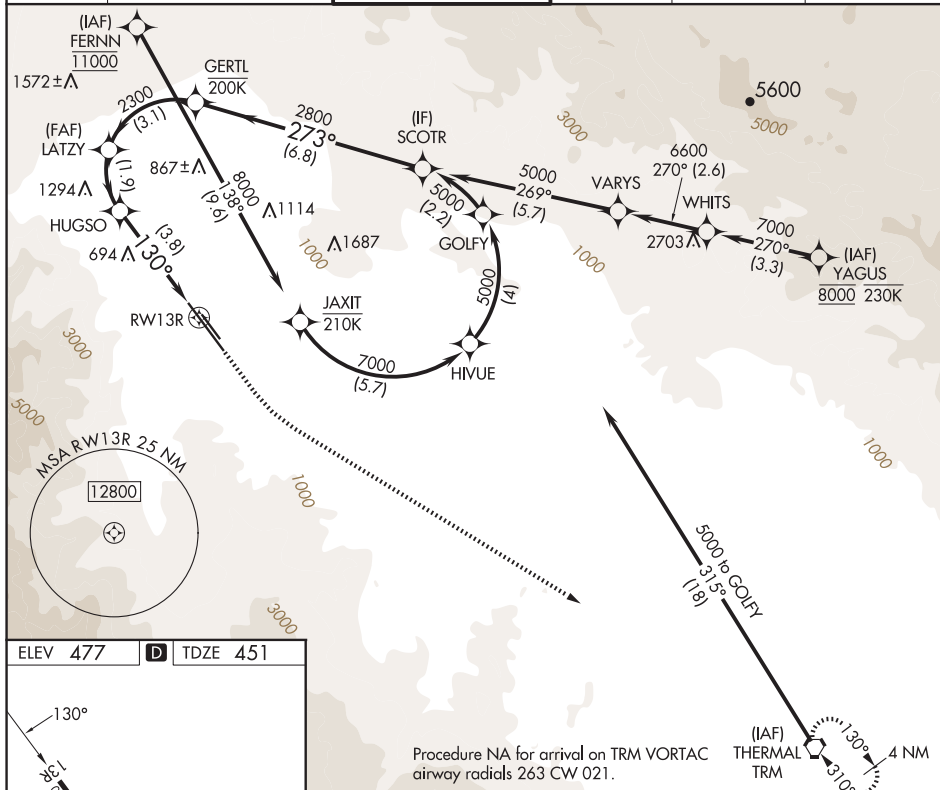
MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct TRM VORTAC and hold.

ATIS
124.65

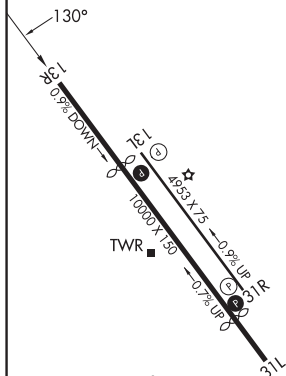
SOCAL APP CON
126.7 370.95
135.275 251.1

PALM SPRINGS TOWER ★
119.7 (CTAF) **L** 377.05

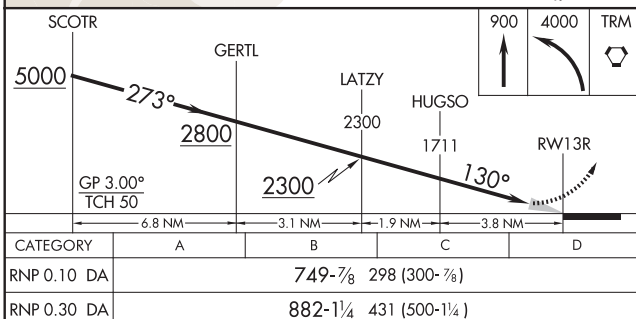
GND CON
121.9

CLNC DEL
128,35UNICOM
122.95

ELEV 477	D	TDZE 451
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HIRL Rwy 13R-31L **L**
MIRL Rwy 13L-31R
REIL Rwys 13R and 31L **L**
REIL Rwys 13L and 31R



AUTHORIZATION REQUIRED

PALM SPRINGS, CALIFORNIA

Amdt 2 12JUN25

33°50'N-116°30'W

323

PALM SPRINGS INTL (PSP)

RNAV (RNP) Z RWY 13R

PALM SPRINGS, CALIFORNIA

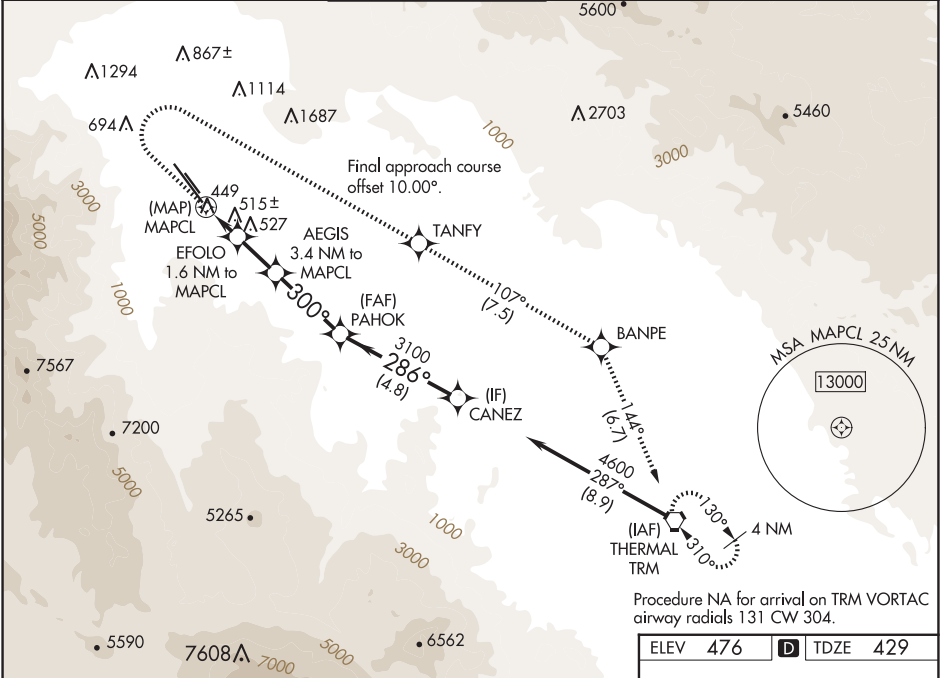
AL-545 (FAA)

25163

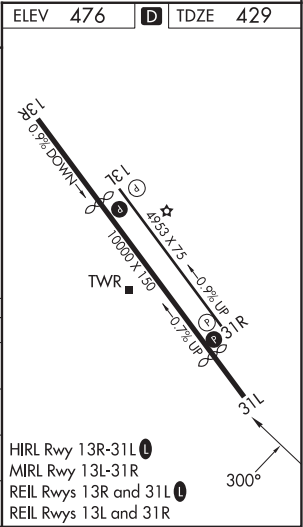
WAAS CH 50244 W31A	APP CRS 300°	Rwy Ldg TDZE Apt Elev	8500 429 476
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RNAV (GPS) Z RWY 31L
PALM SPRINGS INTL (PSP)

RNP APCH-GPS.		MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold. *Missed approach requires minimum climb of 355 feet per NM to 2100.			
Circling NA southwest of Rwy 13R-31L.					
ATIS 124.65	SOCAL APP CON 126.7 370.95 135.275 251.1	PALM SPRINGS TOWER * 119.7 (CTAF) 377.05	GND CON 121.9	CLNC DEL 128.35	UNICOM 122.95



900	4000	TANFY	tr 107°	BANPE	tr 144°	TRM
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).						
MAPCL 1220 1920 3100 4600						
CATEGORY A B C D						
LP MDA 700-1 271 (300-1) 780-1 351 (400-1) 1320-2½ 891 (900-2½)						
LNAV MDA* 780-1 351 (400-1)						
LNAV MDA 920-1 491 (500-1) 1180-1¼ 751 (800-1¼) 1440-3 1011 (1000-3)						
CIRCLING 920-1 444 (500-1) 1180-1¼ 704 (800-1¼) 1440-3 1760-3 1284 (1300-3)						



PALM SPRINGS, CALIFORNIA
Orig 14JUL22

33°50'N-116°30'W

PALM SPRINGS INTL (PSP)
RNAV (GPS) Z RWY 31L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

VORTAC TRM	APP CRS	Rwy Ldg TDZE	N/A
116.2	292°	N/A	N/A
Chan 109		Apt Elev	476

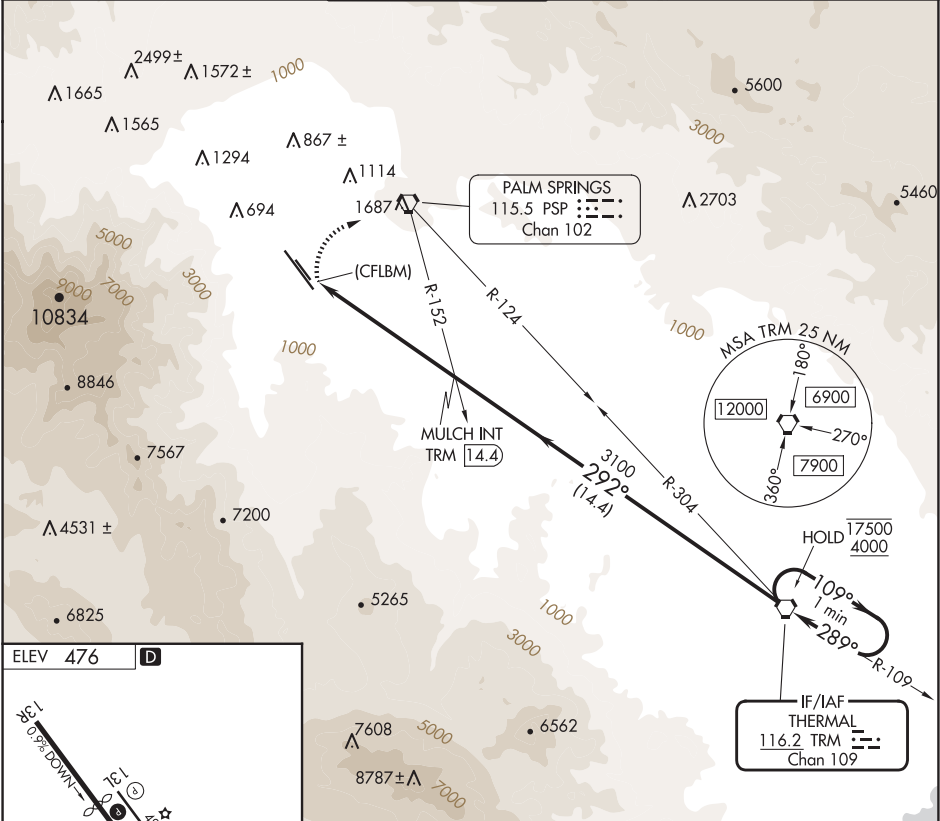
VOR-B

PALM SPRINGS INTL (PSP)

Circling NA southwest of Rwy 13R-31L

MISSED APPROACH: Climbing right turn to 4000 direct PSP VORTAC and on PSP R-124 and TRM R-304 to TRM VORTAC and hold.

ATIS	SOCAL APP CON	PALM SPRINGS TOWER★	GND CON	CLNC DEL	UNICOM
124.65	126.7 370.95 135.275 251.1	119.7 (CTAF) 377.05	121.9	128.35	122.95



ELEV 476 **D**

HIRL Rwy 13R-31L
MIRL Rwy 13L-31R
REIL Rwy 13R and 31L
REIL Rwy 13L and 31R

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

	4000	PSP	PSP	TRM	TRM	
		R-124	R-124	R-304	R-304	TRM VORTAC
						One Minute Holding Pattern
						109°→17500 ←289°4000
						292°
						3100
						6 NM
						14.4 NM
CATEGORY	A	B	C	D		
CIRCLING	2100-1¼ 1624 (1700-1¼)	2100-1½ 1624 (1700-1½)	2100-3 1624 (1700-3)			

AIRPORT DIAGRAM

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

AL-545 (FAA)

ATIS
 124.65
 PALM SPRINGS TOWER ★
 119.7 377.05
 GND CON
 121.9
 CLNC DEL
 128.35

D

JANUARY 2025
 ANNUAL RATE OF CHANGE
 0.1° W

FIELD
 ELEV
 477

ELEV
449

HS 3

33°50'N

HANGARS

HANGARS

FIRE
STATION

FBO

GENERAL
AVIATION
PARKING

U.S. CUSTOMS

TERMINAL

HANGAR

HS 2

HS 1

GENERAL
AVIATION
PARKING

FBO

HANGARS

RWY 13R/31L

PCR 450 F/B/X/T

S-105, D-200, 2D-330, 2D/2D2-800

RWY 13L-31R

PCR 140 F/C/X/T

S-12.5, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

116°31'W

116°30'W

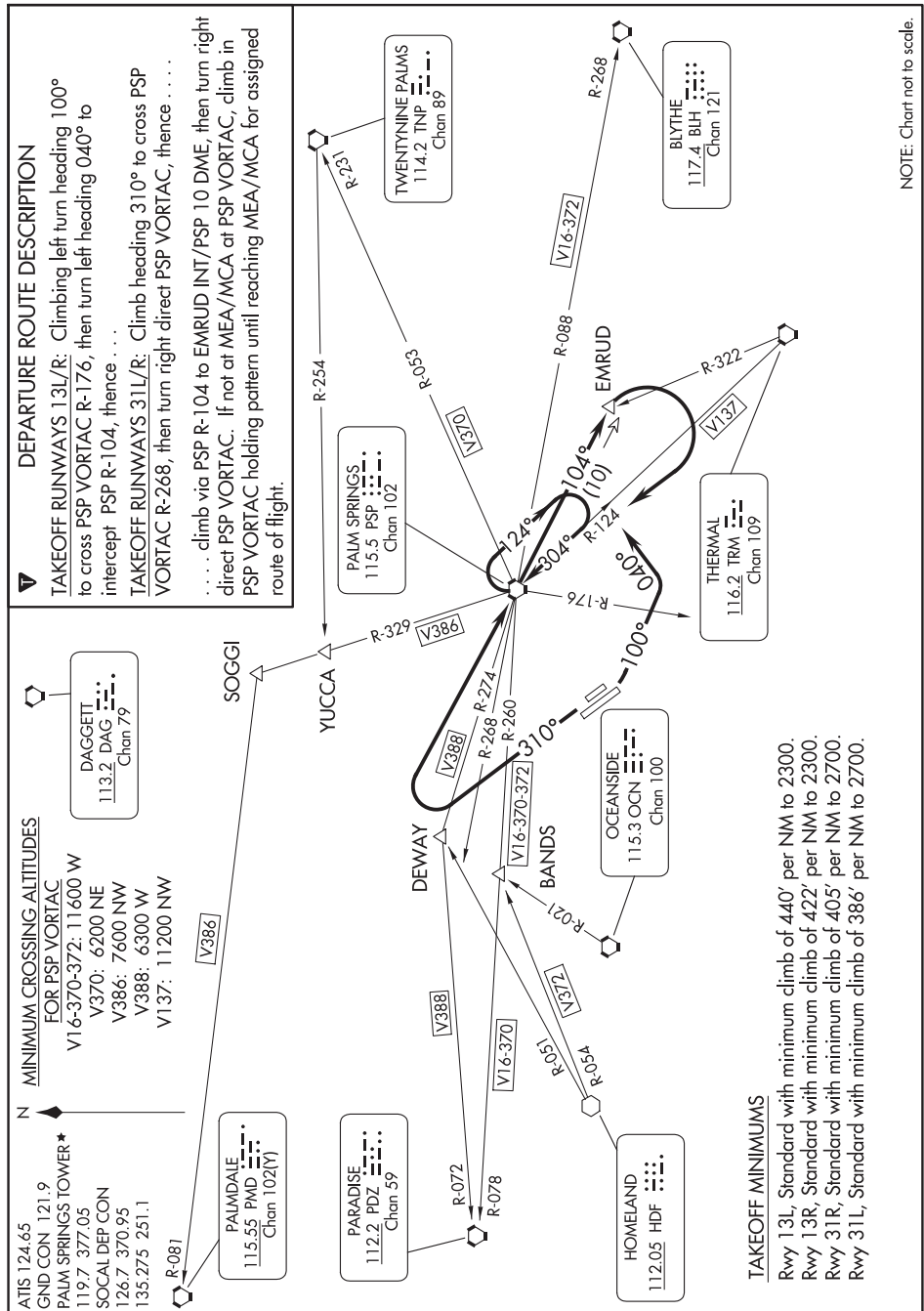
AIRPORT DIAGRAM

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

CATHEDRAL ONE DEPARTURE

(CATH1.PSP) 22OCT09

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)



TAKEOFF MINIMUMS

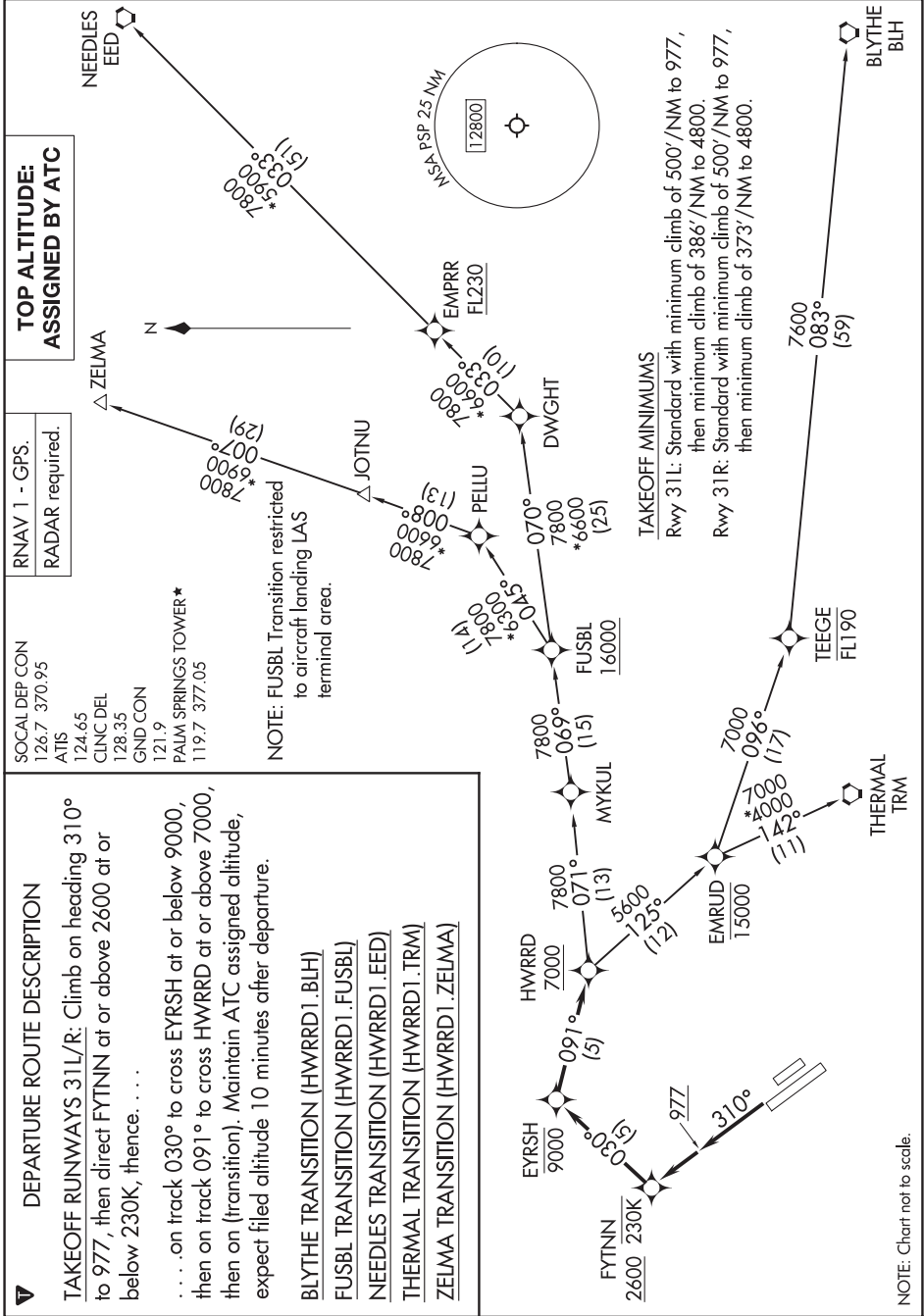
Rwy 13L, Standard with minimum climb of 440' per NM to 2300.
Rwy 13R, Standard with minimum climb of 422' per NM to 2300.
Rwy 31R, Standard with minimum climb of 405' per NM to 2700.
Rwy 31L, Standard with minimum climb of 386' per NM to 2700.

HWRRD ONE DEPARTURE (RNAV)

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

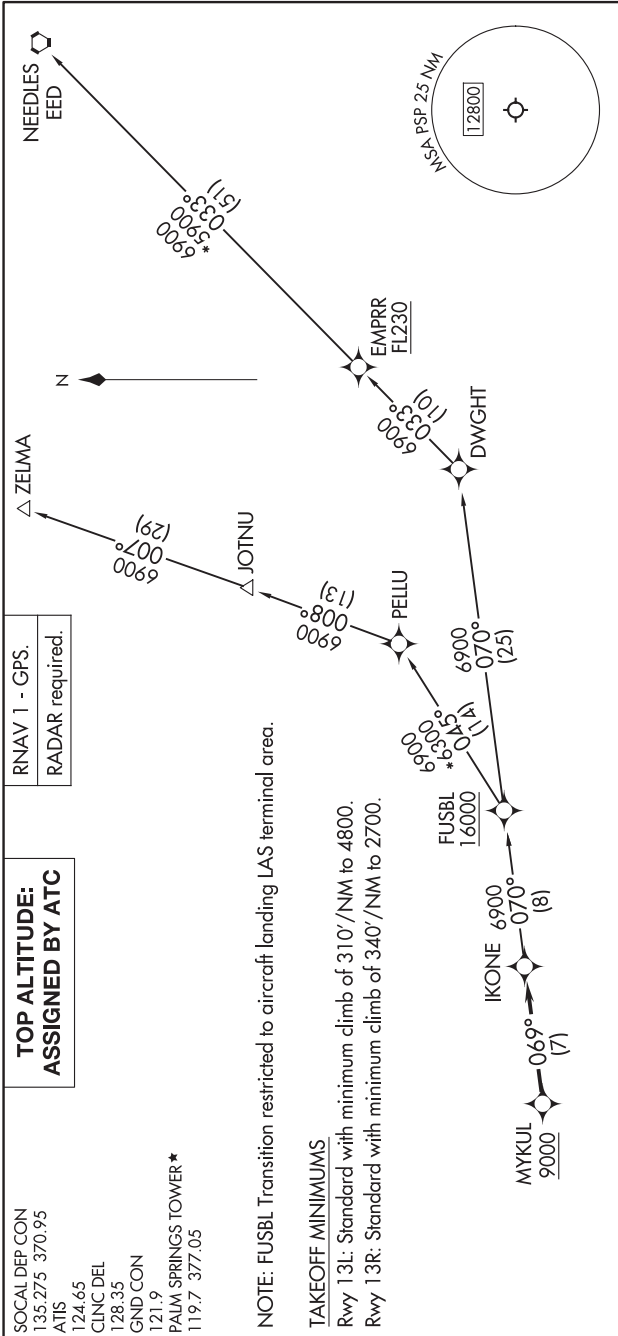
HWRRD ONE DEPARTURE (RNAV)

IKONE ONE DEPARTURE (RNAV)

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 130° to 977, then on heading 110° or as assigned by ATC, for vectors to cross MYKUL at or above 9000, thence
 . . . on track 069° to IKONE, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FUSBL TRANSITION (IKONE1.FUSBL)
NEEDLES TRANSITION (IKONE1.EED)
ZELMA TRANSITION (IKONE1.ZELMA)

SW-3, 07 AUG 2025 to 02 OCT 2025

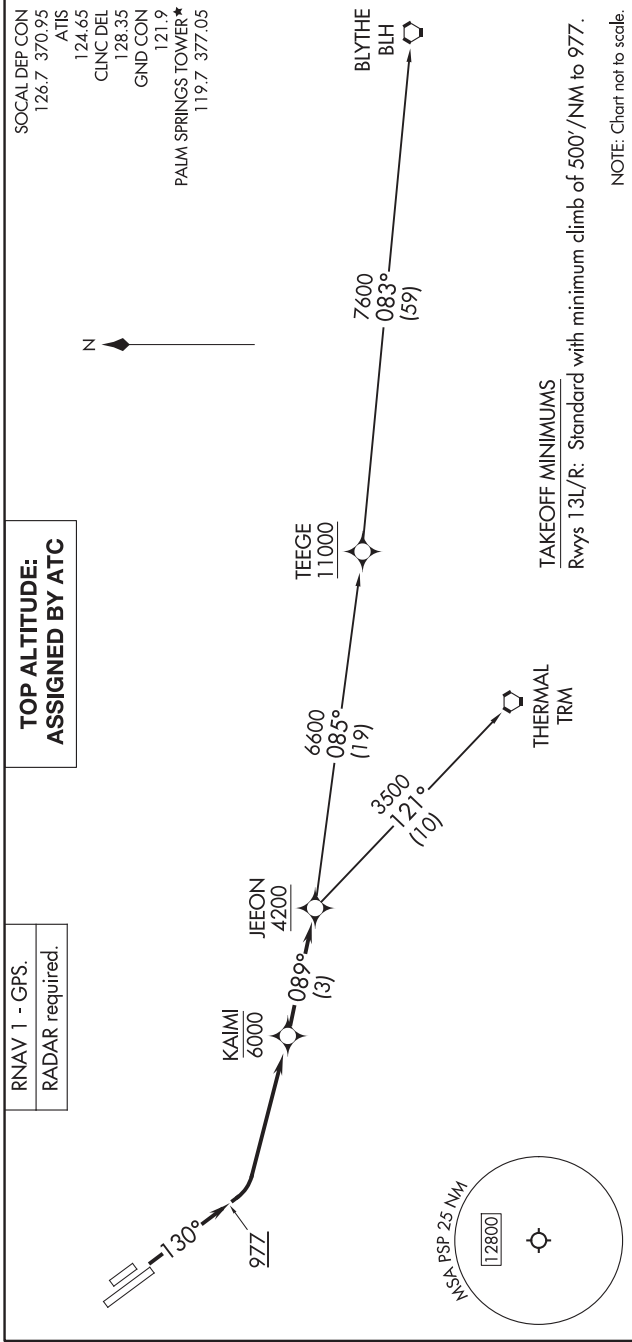
(JEEON1..JEEON) 25163

JEEON ONE DEPARTURE (RNAV)

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

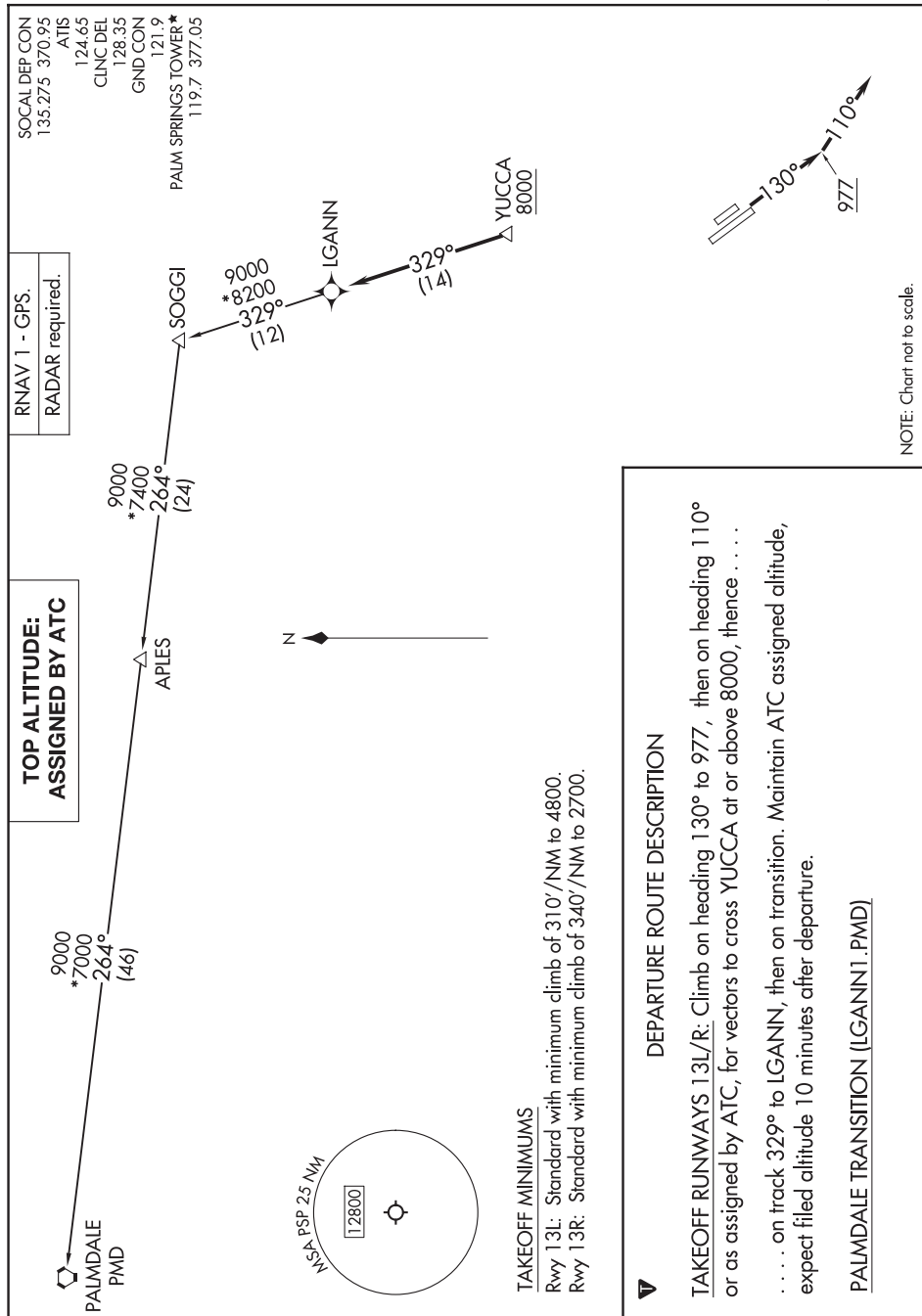
TAKEOFF RUNWAYS 13L/R: Climb on heading 130° to 977, then left turn direct KAIMI at or below 6000, thence . . .
. . . then on track 089° to cross JEEON at or above 4200, then on assigned (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (JEEON1.BLH)

THERMAL TRANSITION (JEEON1.TRM)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

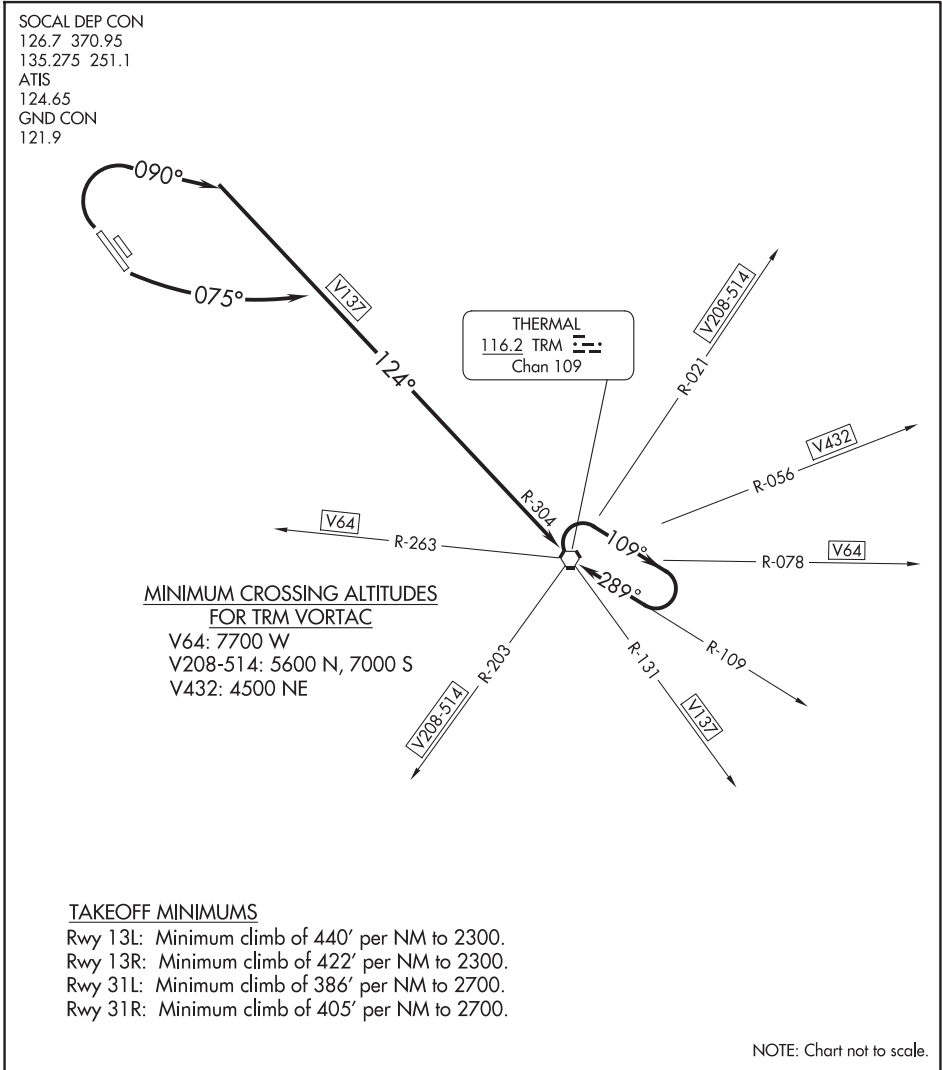


(TRM6.TRM) 24025

THERMAL SIX DEPARTURE

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climbing left turn heading 075° to intercept TRM R-304 to TRM VORTAC. Thence

TAKEOFF RUNWAYS 31L/R: Climb heading 090° to intercept TRM R-304 to TRM VORTAC. Thence

. . . .If not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.

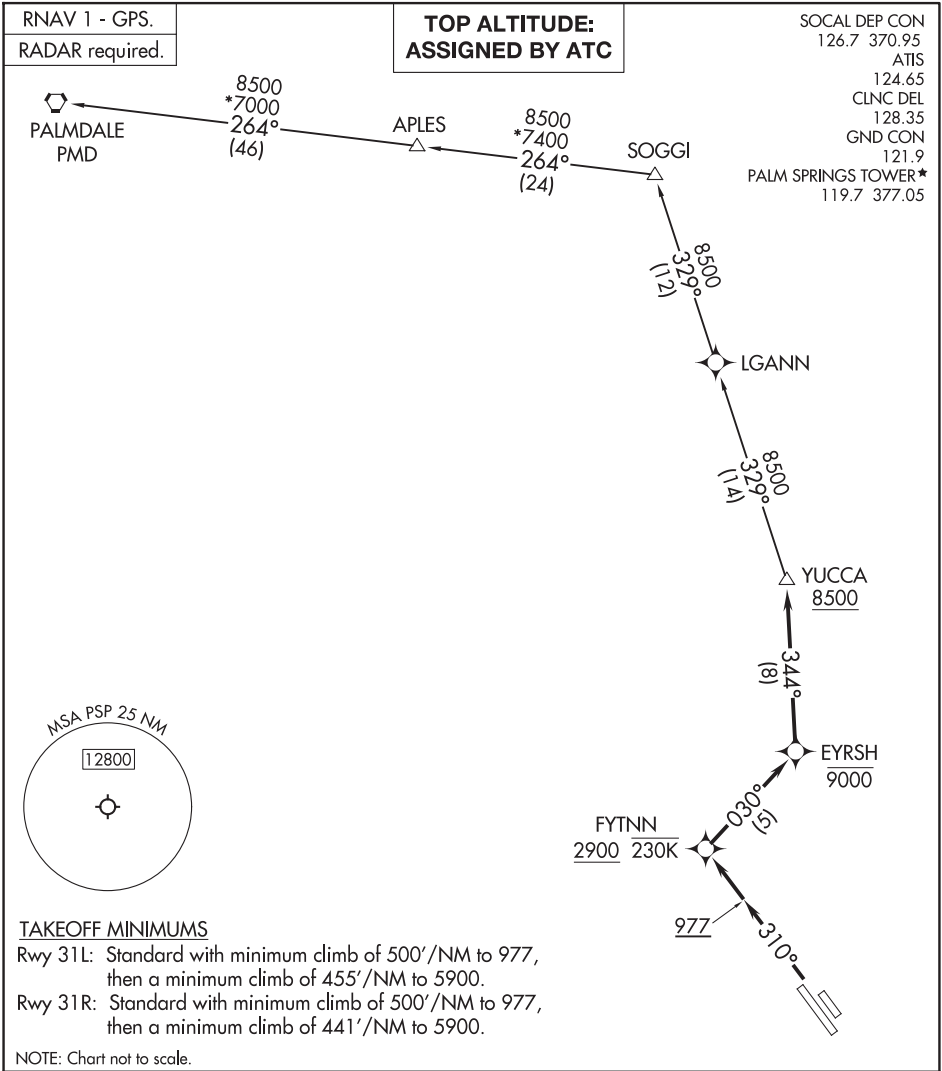
THERMAL SIX DEPARTURE

(TRM6.TRM) 10APR08

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on heading 310° to 977, then direct FYTNN at or above 2900 at or below 230K, thence

. . . .on track 030° to cross EYRSH at or below 9000, then on track 344° to cross YUCCA at or above 8500, then on assigned (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

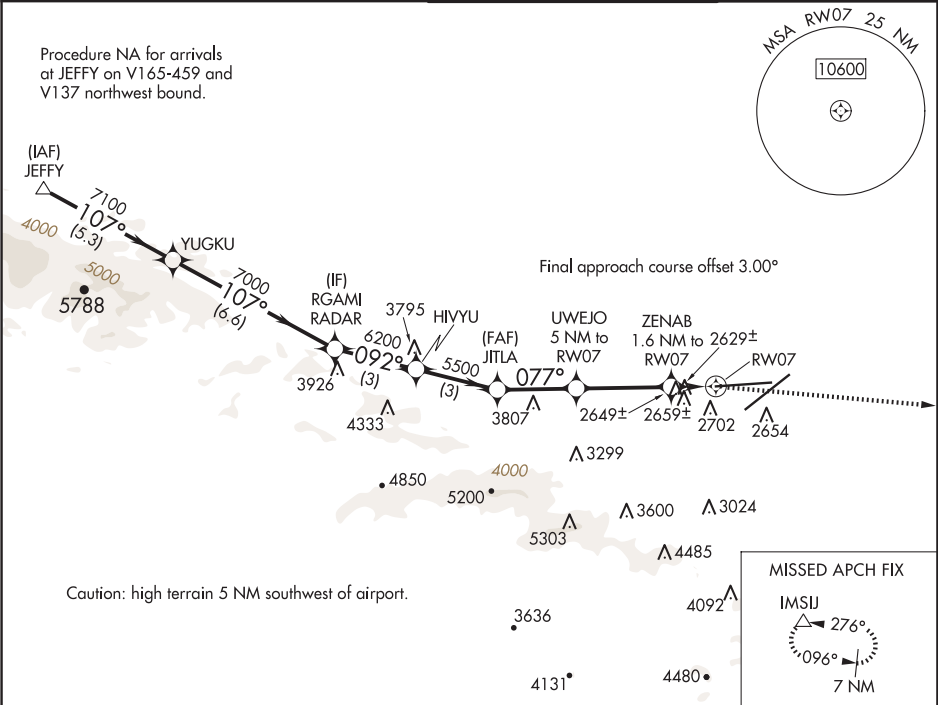
PALMDALE TRANSITION (YUCCA1.PMD)

WAAS CH 53441 W07A	APP CRS 077°	Rwy ldg 12002 TDZE 2540 Apt Elev 2543
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RNAV (GPS) RWY 7
PALMDALE USAF PLANT 42 (PMD)

RNP APCH.		MISSED APPROACH: Climbing right turn to 7000 direct IMSJ and hold.
<div><div>V</div><div>A</div></div>	Circling NA for Cats C and D south of Rwy 4 and 25.	

ATIS 118.275	JOSHUA APP CON 124.55 363.0	PALMDALE TOWER ★ 123.7 (CTAF) 0 317.6	GND CON 121.9 317.6
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ELEV 2543		TDZE 2540		
CATEGORY	A	B	C	D
LP MDA	2880-1 340 (400-1)			
LNAV MDA	2920-1 380 (400-1)			
CIRCLING	3020-1 477 (500-1)	3060-1 517 (600-1)	3140-1½ 597 (600-1½)	3740-3 1197 (1200-3)

PALMDALE, CALIFORNIA

AL-310 (FAA)

25107

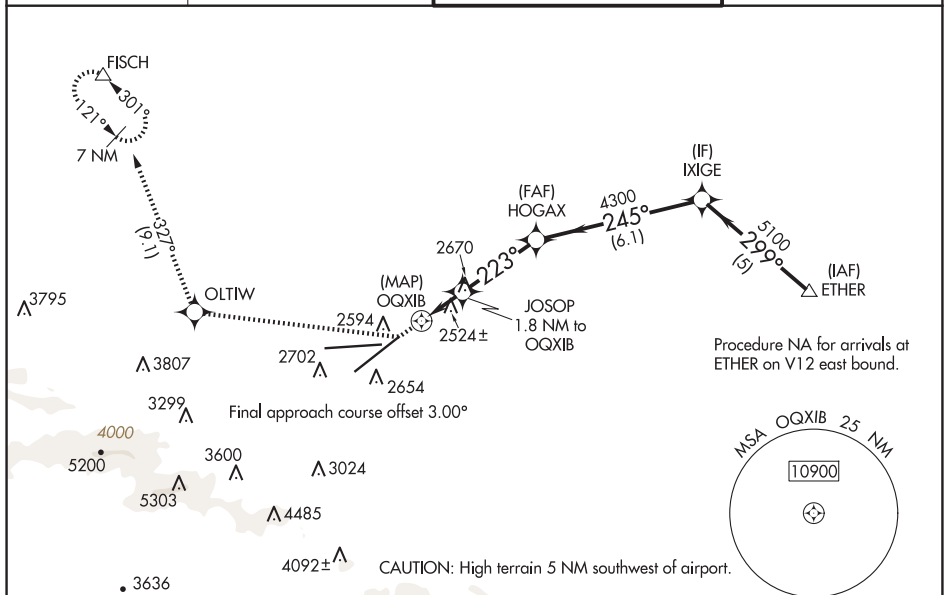
WAAS CH 45741 W22A	APP CRS 223°	Rwy Idg TDZE Apt Elev	12001 2498 2543
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RNAV (GPS) RWY 22

PALMDALE USAF PLANT 42 (PMD)

<p>⚠ Circling NA for Cats C and D south of Rwy 4 and 25. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 3000 then climbing right turn to 6700 direct OLTW and on track 327° to FISCH and hold, continue climb-in-hold to 6700.</p>
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ATIS 118.275	JOSHUA APP CON 124.55 363.0	PALMDALE TOWER ★ 123.7 (CTAF) 0 317.6	GND CON 121.9 317.6
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ELEV 2543	TDZE 2498				
<p>REIL Rwy 4, 7, 22 and 25 HRL Rwy 4-22 and 7-25</p>		<p>ASSAULT STRIP 6000 X 75 TWR 2001 X 160 0.5% DOWN 0.72% UP 0.3% UP 0.6% DOWN 2640</p>			
<p>3000 6700 OLTW tr 327° FISCH</p>		<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 75). ETHER</p>			
<p>JOSHOP 1.8 NM to OQXIB OQXIB TCH 52 2.75°</p>		<p>HOGAX IXIGE 5100 299° 6000</p>			
<p>1 NM 1.8 NM 3.2 NM 6.1 NM 5 NM</p>		<p>3360 4300 245° 223°</p>			
CATEGORY	A	B	C	D	
LP MDA	2780-1¼ 282 (300-1¼)				
LNAV MDA	2860-1¼ 362 (400-1¼)				
CIRCLING	3020-1¼ 477 (500-1¼)	3060-1¼ 517 (600-1¼)	3140-1½ 597 (600-1½)	3740-3 1197 (1200-3)	

PALMDALE, CALIFORNIA

Orig 24MAY18

34°38'N-118°05'W

PALMDALE USAF PLANT 42 (PMD)

RNAV (GPS) RWY 22

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **86520**
W25A

APP CRS
254°

Rwy Idg
TDZE
2503
Apt Elev
2543

RNAV (GPS) RWY 25

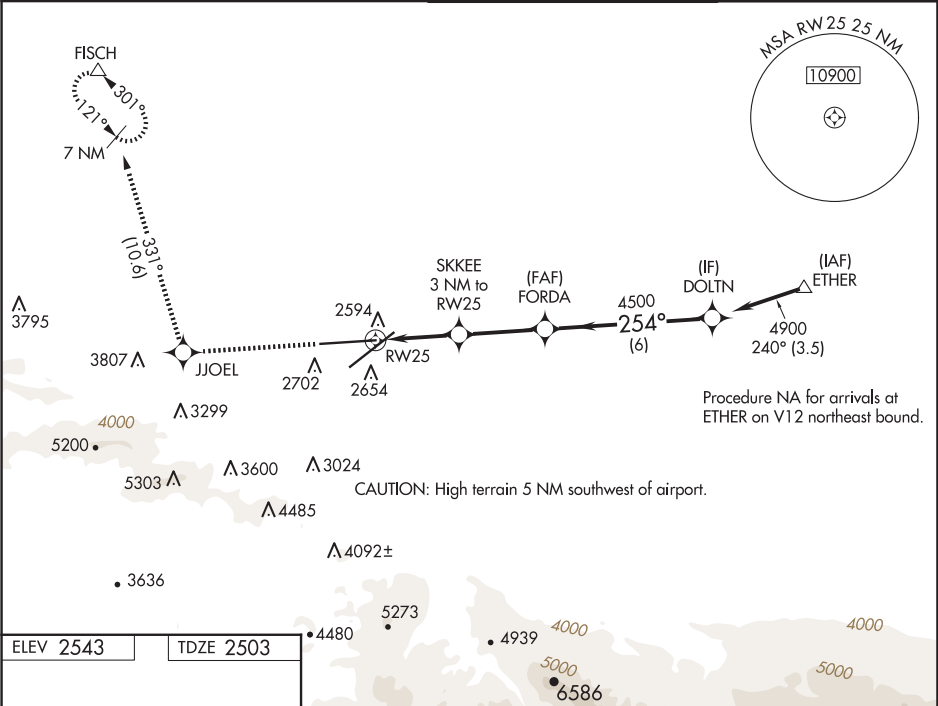
PALMDALE USAF PLANT 42 (PMD)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 50°C (123°F). Circling NA for Cats C and D south of Rwy 4 and 25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb 6700 direct JJOEL and on track 331° direct FISCH and hold, continue climb-in-hold to 6700.

ATIS 118.275	JOSHUA APP CON 124.55 363.0	PALMDALE TOWER ★ 123.7 (CTAF) 0 317.6	GND CON 121.9 317.6
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REIL Rws 4, 7, 22 and 25
 HIRL Rws 4-22 and 7-25

		6700	JJOEL	tr 331°	FISCH	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).			
						FORDA		DOLTIN	
		*LNAV only.		SKKEE 3 NM to RW25		4500	254°	4900	
		1 NM to RW25		RW25		3500	4500		GP 3.00° TCH 63
		1 NM		2 NM		3.1 NM		6 NM	
CATEGORY		A		B		C		D	
LPV	DA	2703-¾		200 (200-¾)					
LNAV/VNAV	DA	2806-1		303 (300-1)					
LNAV	MDA	2880-1		377 (400-1)					
CIRCLING		3020-1		3060-1		3140-1½		3740-3	
		477 (500-1)		517 (600-1)		597 (600-1½)		1197 (1200-3)	

PALMDALE, CALIFORNIA

AL-310 (FAA)

25163

VORTAC PMD 115.55 Chan 102 (Y)	APP CRS 265°	Rwy Ldg TDZE Apt Elev 12002 2503 2543
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VOR or TACAN Z RWY 25

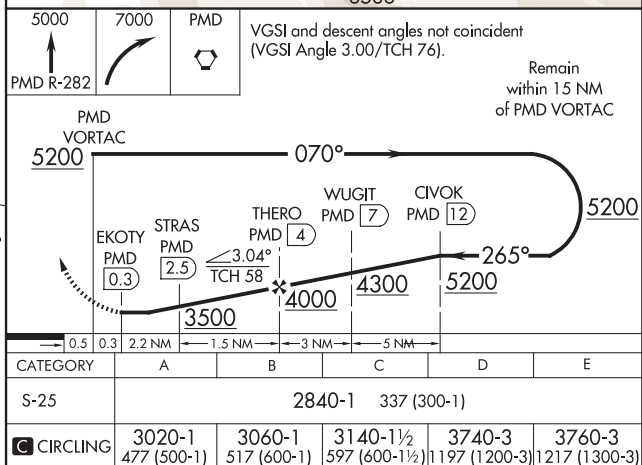
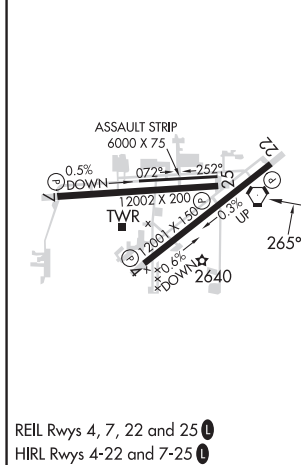
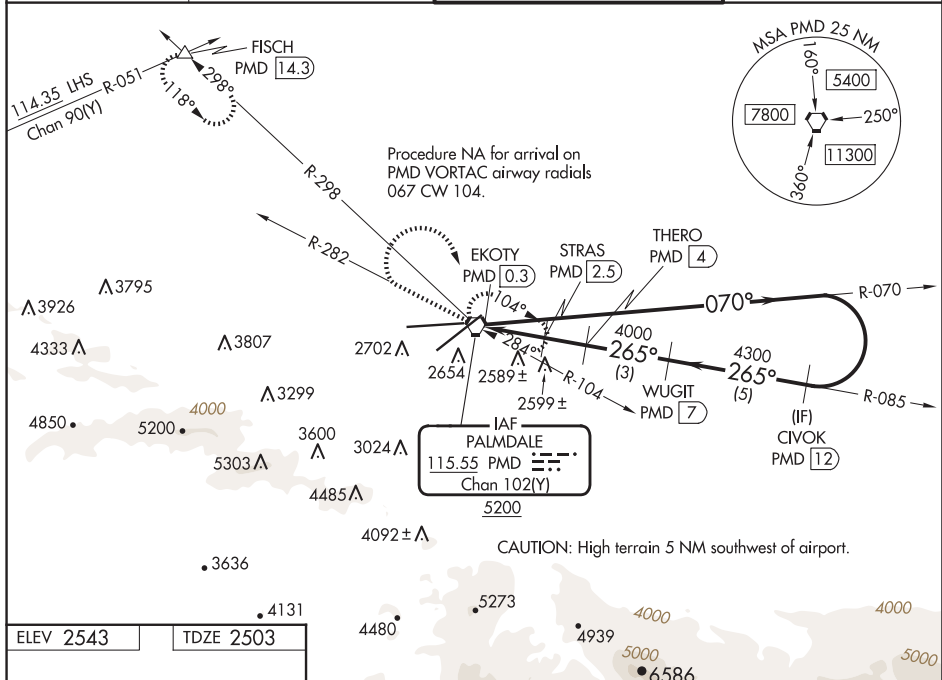
PALMDALE USAF PLANT 42 (PMD)

DME required.

V Circling NA for Cats C, D, and E south of Rwy 4 and 25.

MISSED APPROACH: Climb to 5000 on PMD VORTAC R-282 then climbing right turn to 7000 direct PMD VORTAC and hold. (TACAN aircraft climbing right turn to 6700 on PMD VORTAC R-298 to FISCH INT/ 14.3 DME and hold SE, left turn, 298° inbound, continue climb-in-hold to 6700).

ATIS 118.275	JOSHUA APP CON 124.55 363.0	PALMDALE TOWER ★ 123.7 (CTAF) 0 317.6	GND CON 121.9 317.6
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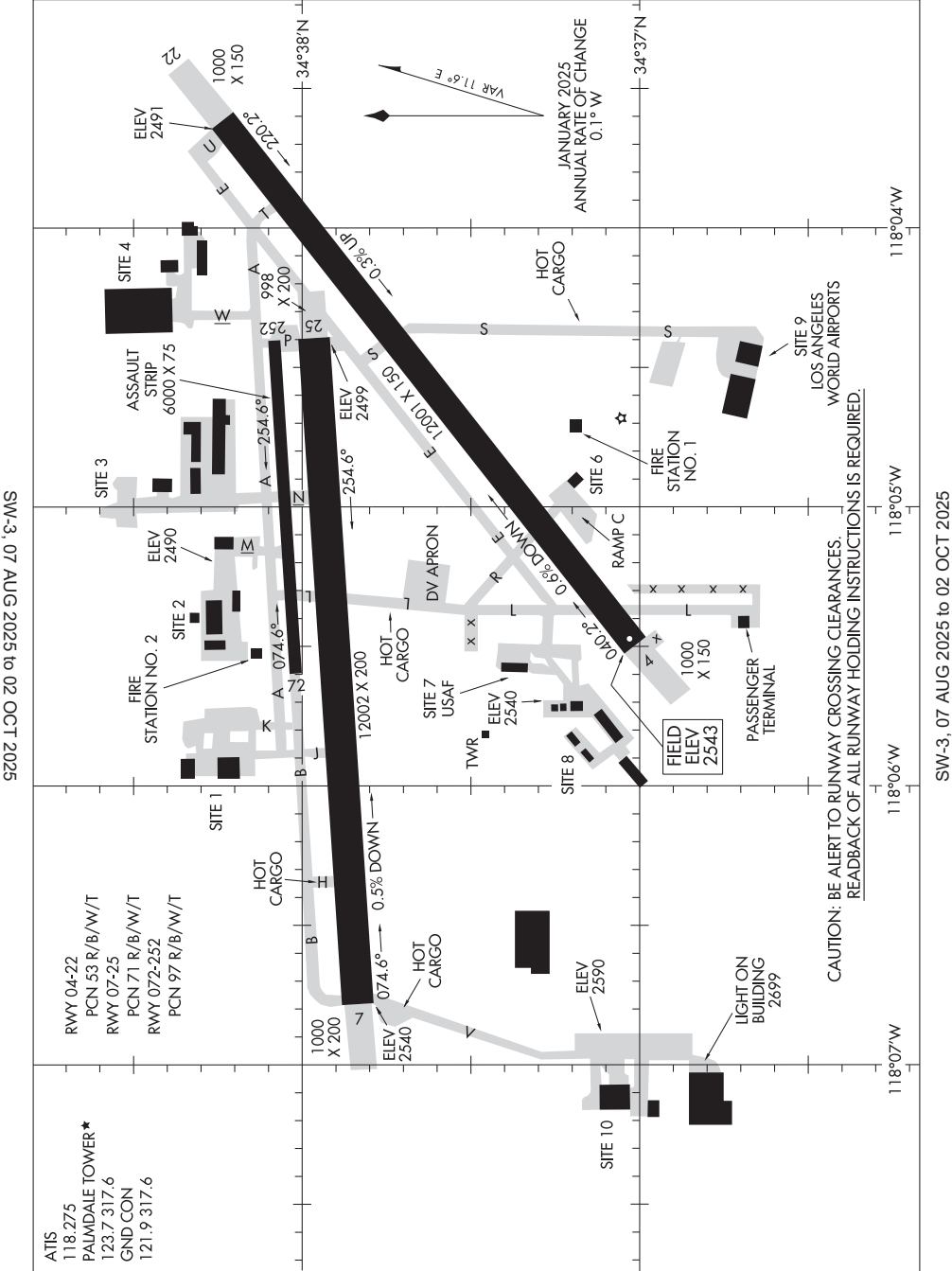
PALMDALE, CALIFORNIA

Amdt 8A 12JUN25

34°38'N-118°05'W

PALMDALE USAF PLANT 42 (PMD)

VOR or TACAN Z RWY 25



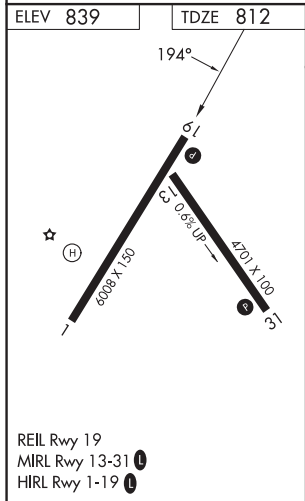
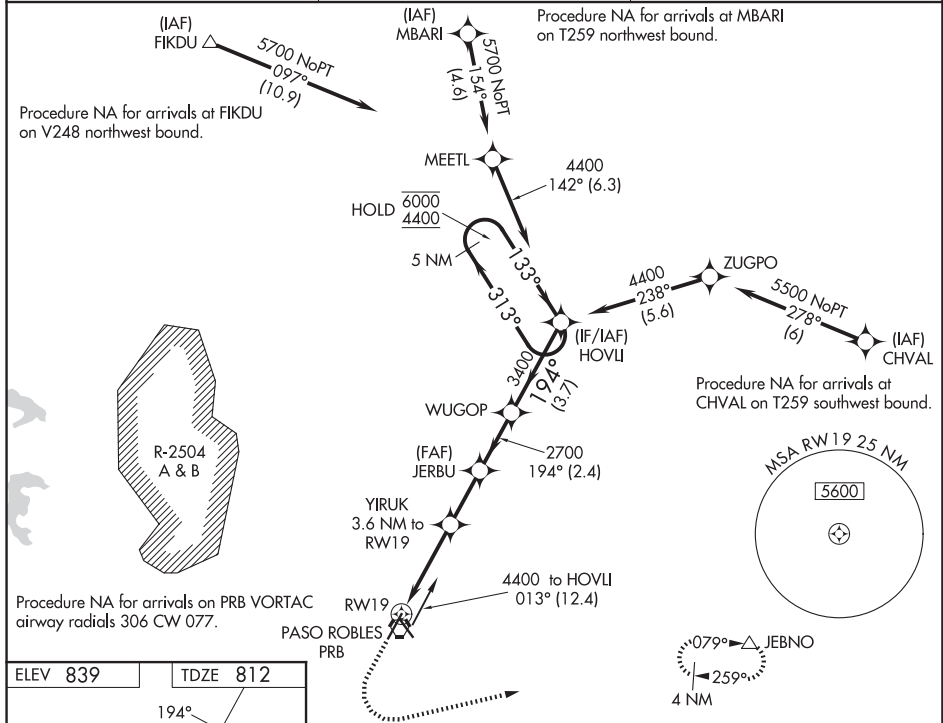
WAAS CH 93843 W19A	APP CRS 194°	Rwy Ldg TDZE 812 Apt Elev 839
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RNAV (GPS) RWY 19

PASO ROBLES MUNI (P.R.B)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. ▲	MISSED APPROACH: Climb to 1300 then climbing left turn to 4500 direct JEBNO and hold, continue climb-in-hold to 4500.
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ASOS 120.125	OAKLAND CENTER 128.7 307.0	UNICOM 123.0 (CTAF) 0
------------------------	--------------------------------------	---------------------------------



ELEV 839	TDZE 812
1300	4500
JEBNO	△
*LNAV only	YIRUK 3.6 NM to RW19
1.4 NM to RW19	2000
1.4 NM	2.2 NM
2.2 NM	2.4 NM
3.7 NM	
CATEGORY	A B C D
LPV DA	1062-¾ 250 (300-¾)
LNAV/VNAV DA	1109-⅞ 297 (300-⅞)
LNAV MDA	1300-1 488 (500-1) 1300-1⅓ 488 (500-1⅓)
CIRCLING	1300-1 461 (500-1) 1380-1 541 (600-1) 1440-1¾ 601 (700-1¾) 1700-2¾ 861 (900-2¾)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS 309°	Rwy Ldg TDZE Apt Elev	4701 839 839
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RNAV (GPS) RWY 31
PASO ROBLES MUNI (PRB)

RNP APCH.

MISSED APPROACH: Climbing right turn to 4500 direct JEBNO and hold, continue to climb-in-hold to 4500.

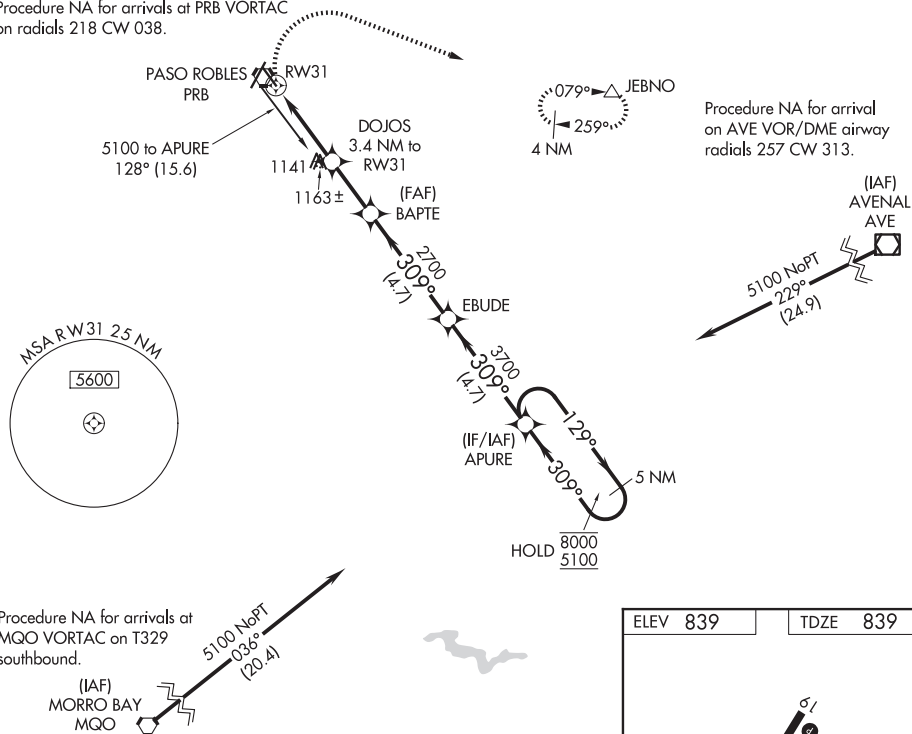
T Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

ASOS
120.125

OAKLAND CENTER
128.7 307.0

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at PRB VORTAC
on radials 218 CW 038.

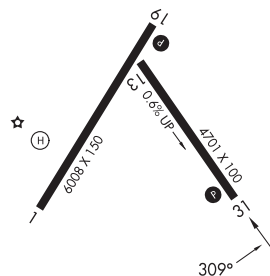
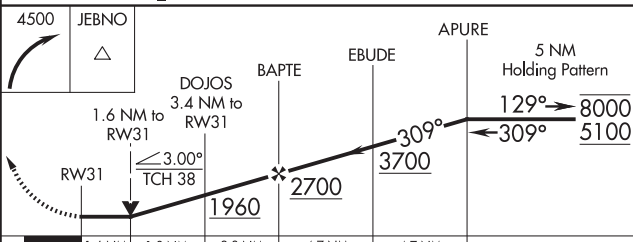


Procedure NA for arrivals at
MQO VORTAC on T329
southbound.

(IAF)
MORRO B.
MQO

ELEV 839

TDZE 839

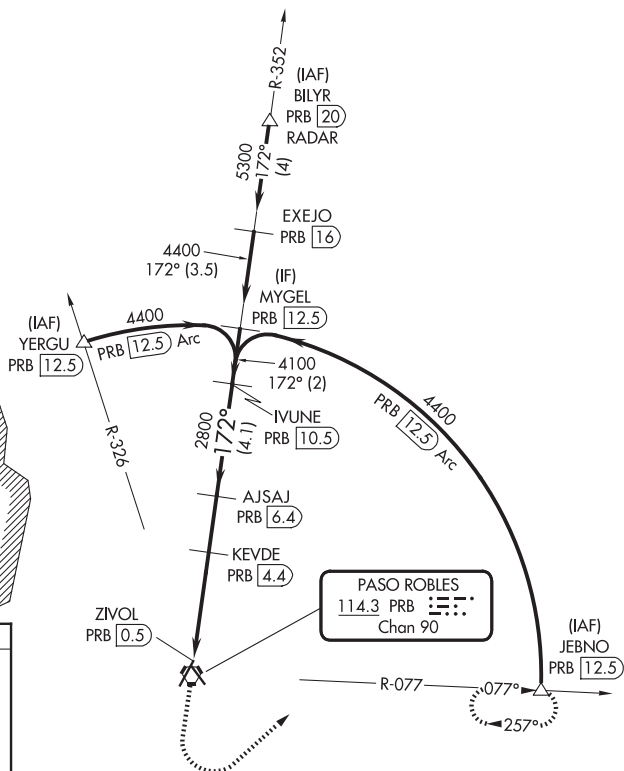
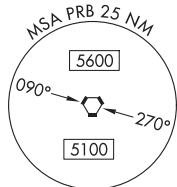


CATEGORY	A	B	C	D
INAV MDA	1400-1	561 (600-1)	1400-1 $\frac{5}{8}$	561 (600-1 $\frac{5}{8}$)
CIRCLING	1400-1	561 (600-1)	1440-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	1700-2 $\frac{3}{4}$ 861 (900-2 $\frac{3}{4}$)

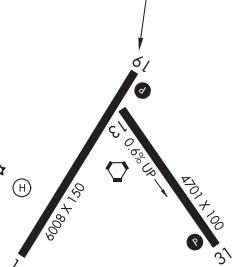
REIL Rwy 19
MIRL Rwy 13-31 **L**
HIRL Rwy 1-19 **L**

VOR RWY 19
PASO ROBLES MUNI (PRB)

MISSED APPROACH: Climb to 1300 then climbing left turn to 4500 on heading 032° and PRB R-077 to JEBNO 12.5 DME and hold, continue climb-in-hold to 4500.

UNICOM
123.0 (CTAF) **L**

172°—



REIL Rwy 19
MIRL Rwy 13-31 **L**
HIRL Rwy 1-19 **L**

1300 ↑	4500 hdg 032°	PRB R-077	JEBNO △				
PRB VORTAC	ZIVOL PRB 0.5	PRB 2.4	KEVDE PRB 4.4	AJSAJ PRB 6.4	IVUNE PRB 10.5	MYGEL PRB 12.5	4400
1.9 NM		2 NM	2 NM	4.1 NM	2 NM		
CATEGORY	A		B		C	D	
S-19	1460-1 648 (700-1)		NA				
CIRCLING	1460-1 621 (700-1)		1460-1 $\frac{7}{8}$ 621 (700-1 $\frac{7}{8}$)		1700-2 $\frac{3}{4}$ 861 (900-2 $\frac{3}{4}$)		

PASO ROBLES MUNI (PRB)
VOR RWY 19

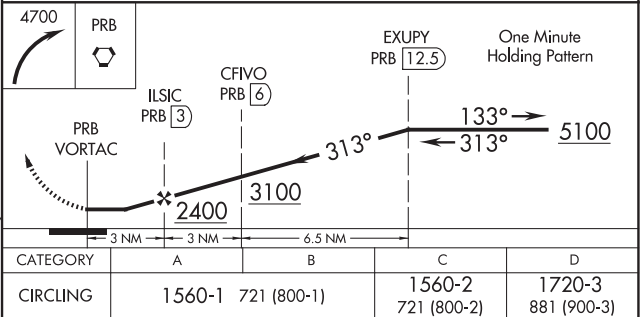
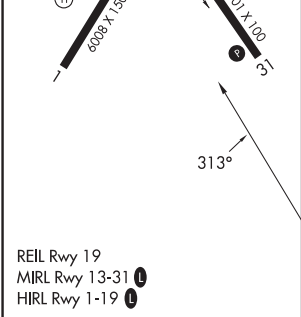
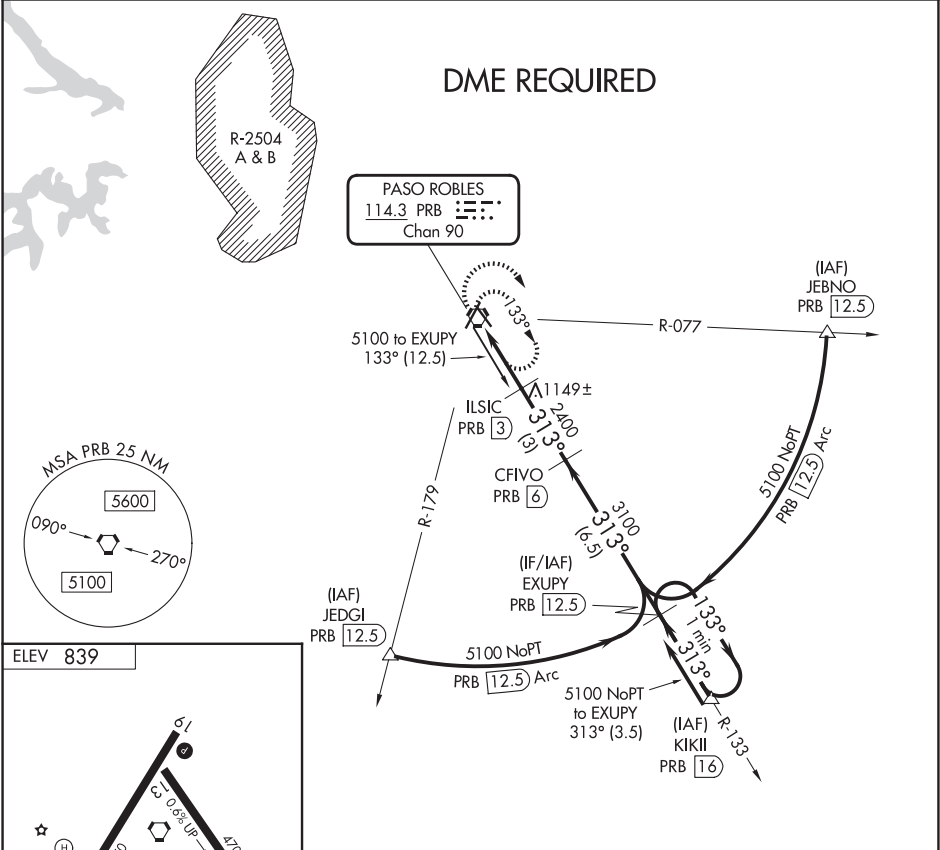
VORTAC PRB 114.3 Chan 90	APP CRS 313°	Rwy Ldg TDZE Apt Elev	N/A N/A 839
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VOR-B

PASO ROBLES MUNI (PRB)

T A DME required.	MISSED APPROACH: Climbing right turn to 4700 in PRB VORTAC holding pattern, continue climb-in hold to 4700.
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ASOS 120.125	OAKLAND CENTER 128.7 307.0	UNICOM 123.0 (CTAF) 0
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SW-3, 07 AUG 2025 to 02 OCT 2025

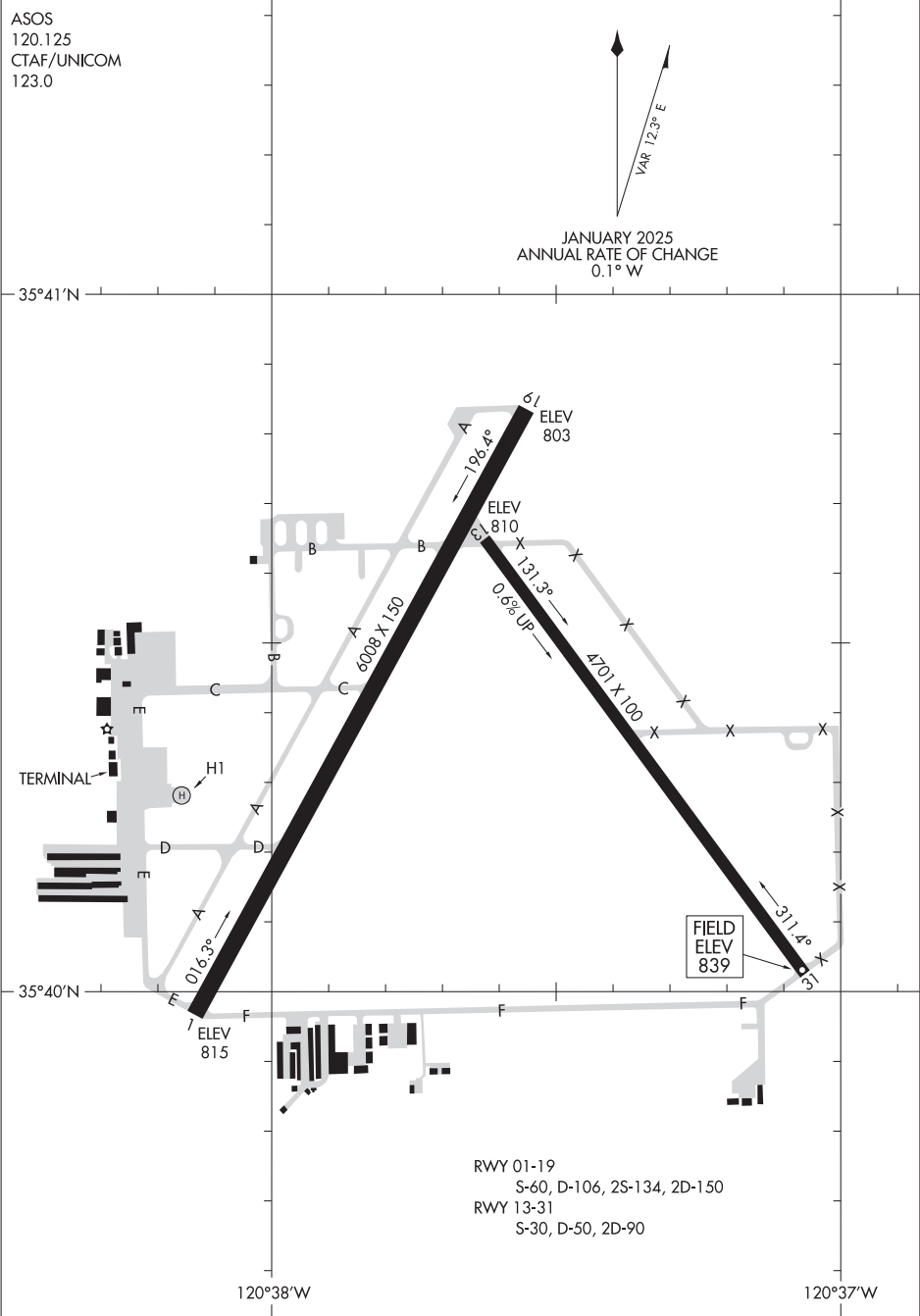
SW-3, 07 AUG 2025 to 02 OCT 2025

ASOS
120.125
CTAF/UNICOM
123.0

VAR 12.3° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

SW-3, 07 AUG 2025 to 02 OCT 2025

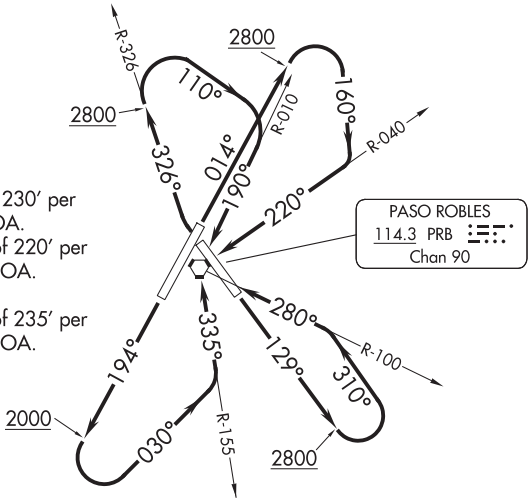
SW-3, 07 AUG 2025 to 02 OCT 2025



OAKLAND CENTER
128.7 307.0

TAKEOFF MINIMUMS

- Rwy 1: Standard with minimum climb of 230' per NM to 2200, or 1500-3 for VCOA.
Rwy 13: Standard with minimum climb of 220' per NM to 1700, or 1500-3 for VCOA.
Rwy 19: Standard.
Rwy 31: Standard with minimum climb of 235' per NM to 2200, or 1500-3 for VCOA.



TAKEOFF OBSTACLE NOTES

- Rwy 1: Lighting 9' from DER, 115' right of centerline, 804' MSL.
Lighting 10' from DER, 113' left of centerline, 805' MSL.
Tree 301' from DER, 425' left of centerline, 812' MSL.
Rwy 13: Pole 34' from DER, 29' left of centerline, 840' MSL.
Trees, pole beginning 766' from DER, 395' left of centerline, up to 900' MSL.
Trees beginning 1656' from DER, 389' left of centerline, up to 906' MSL.
Trees beginning 1746' from DER, 13' left of centerline, up to 910' MSL.
Tree 1948' from DER, 1' right of centerline, 907' MSL.
Trees beginning 2045' from DER, 56' left of centerline, up to 911' MSL.
Trees beginning 2256' from DER, 409' left of centerline, up to 915' MSL.
Tree 2581' from DER, 511' left of centerline, 917' MSL.
Trees beginning 2601' from DER, 635' left of centerline, up to 923' MSL.
Tree 3261' from DER, 856' left of centerline, 932' MSL.
Tree 3860' from DER, 952' left of centerline, 944' MSL.
Tree 3961' from DER, 784' left of centerline, 950' MSL.
Rwy 19: Pole 10' from DER, 39' left of centerline, 815' MSL.
Tree 992' from DER, 705' left of centerline, 851' MSL.
Trees beginning 1098' from DER, 618' left of centerline, up to 876' MSL.
Rwy 31: Wind indicator 78' from DER, 334' right of centerline, 823' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 1:** Climb on heading 014° to 2800 then climbing right turn heading 160° to intercept PRB VORTAC R-040 to PRB VORTAC before proceeding on course.
- TAKEOFF RUNWAY 13:** Climb on heading 129° to 2800 then climbing left turn heading 310° to intercept PRB VORTAC R-100 to PRB VORTAC before proceeding on course.
- TAKEOFF RUNWAY 19:** Climb on heading 194° to 2000 then climbing left turn heading 030° to intercept PRB VORTAC R-155 to PRB VORTAC before proceeding on course.
- TAKEOFF RUNWAY 31:** Climbing right turn to intercept PRB VORTAC R-326 to 2800 then climbing right turn heading 110° to intercept PRB R-010 to PRB VORTAC before proceeding on course.
- VCOA RUNWAYS 1, 13, 31:** Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross PRB VORTAC at or above 2200 before proceeding on course.

(BRALY1.BRALY) 23334

BRALY ONE DEPARTURE

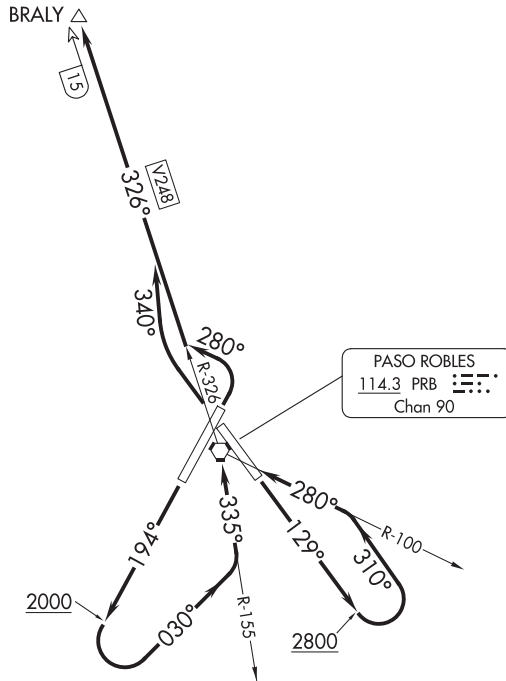
AL-858 (FAA)

PASO ROBLES MUNI (PRB)

PASO ROBLES, CALIFORNIA

ASOS
120.125
OAKLAND CENTER
128.7 307.0
CTAF
123.0

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 235' per NM to 2200.
Rwy 13: Standard with minimum climb of 220' per NM to 1700.
Rwy 19: Standard.
Rwy 31: Standard with minimum climb of 235' per NM to 2200.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn on heading 280° to intercept PRB VORTAC R-326 to BRALY/PRB 15 DME, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 129° to 2800 then climbing left turn heading 310° to intercept PRB VORTAC R-100 to PRB VORTAC, then on R-326 to BRALY/PRB 15 DME, thence. . . .

TAKEOFF RUNWAY 19: Climb on heading 194° to 2000 then climbing left turn heading 030° to intercept PRB VORTAC R-155 to PRB VORTAC, then on R-326 to BRALY/PRB 15 DME, thence. . . .

TAKEOFF RUNWAY 31: Climbing right turn heading 340° and PRB VORTAC R-326 to BRALY/PRB 15 DME, thence. . . .

. . . . maintain ATC assigned altitude; expect clearance to filed altitude 10 minutes after departure.

BRALY ONE DEPARTURE

(BRALY1.BRALY) 21MAY20

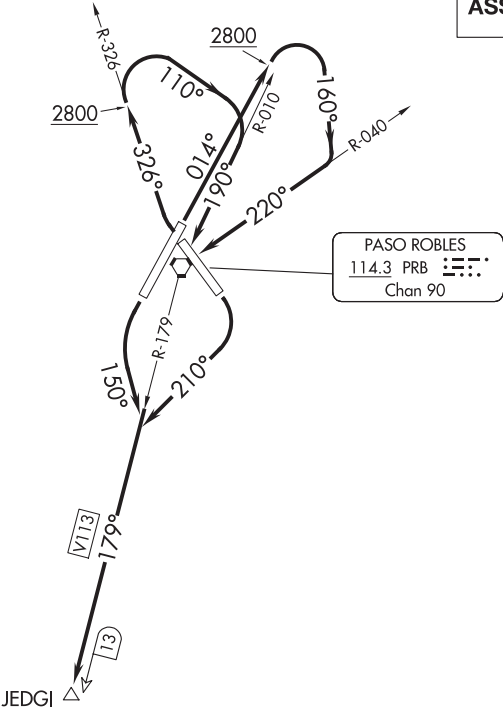
PASO ROBLES, CALIFORNIA

PASO ROBLES MUNI (PRB)

OAKLAND CENTER
128.7 307.0

DME required.

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 230' per NM to 2200.
Rwy 13: Standard with minimum climb of 220' per NM to 1700.
Rwy 19: Standard.
Rwy 31: Standard with minimum climb of 235' per NM to 2200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 014° to 2800 then climbing right turn heading 160° to intercept PRB VORTAC R-040 to PRB VORTAC, then PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

TAKEOFF RUNWAY 13: Climbing right turn to heading 210° to intercept PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

TAKEOFF RUNWAY 19: Climbing left turn heading to 150° to intercept PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

TAKEOFF RUNWAY 31: Climbing right turn to intercept PRB VORTAC R-326 to 2800 then climbing right turn to heading 110° to intercept PRB VORTAC R-010 to PRB VORTAC, then PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

. . . maintain ATC assigned altitude; expect clearance to filed altitude 10 minutes after departure.

OXNARD, CALIFORNIA

RNAV (GPS) RWY 3

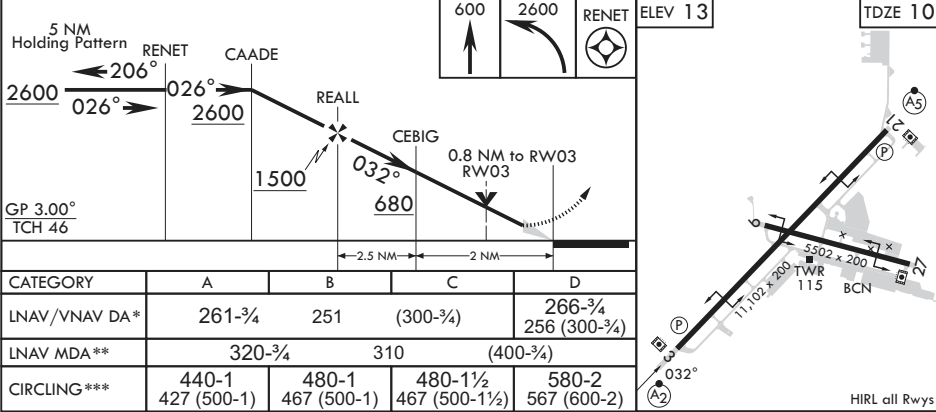
APCH CRS	Rwy Idg	11,102
032°	TDZE	10
	Arpt Elev	13

- (USN)

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

▼ * When ALS inop, increase CAT D vis to 7/8 mile. ** When ALS inop, increase vis to 1 mile. *** Circling not authorized E of Rwy 3-21.	SALS 	MISSED APPROACH: Climb to 600 then climbing left turn to 2600 direct RENET and hold.
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ATIS* 125.55 363.05	APP CON/DEP CON 128.65 307.275	TOWER* 124.85 290.375	GND CON 121.6 360.2	CLNC DEL 120.75 279.55	ASR/PAR
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OXNARD, CALIFORNIA

34°07'N - 119°07'W POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

Amdt 5 31DEC20

RNAV (GPS) RWY 3

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

OXNARD, CALIFORNIA

RNAV (GPS) RWY 21

APCH CRS	Rwy Idg	11,102
212°	TDZE	13
	Arprt Elev	13

- (USN)

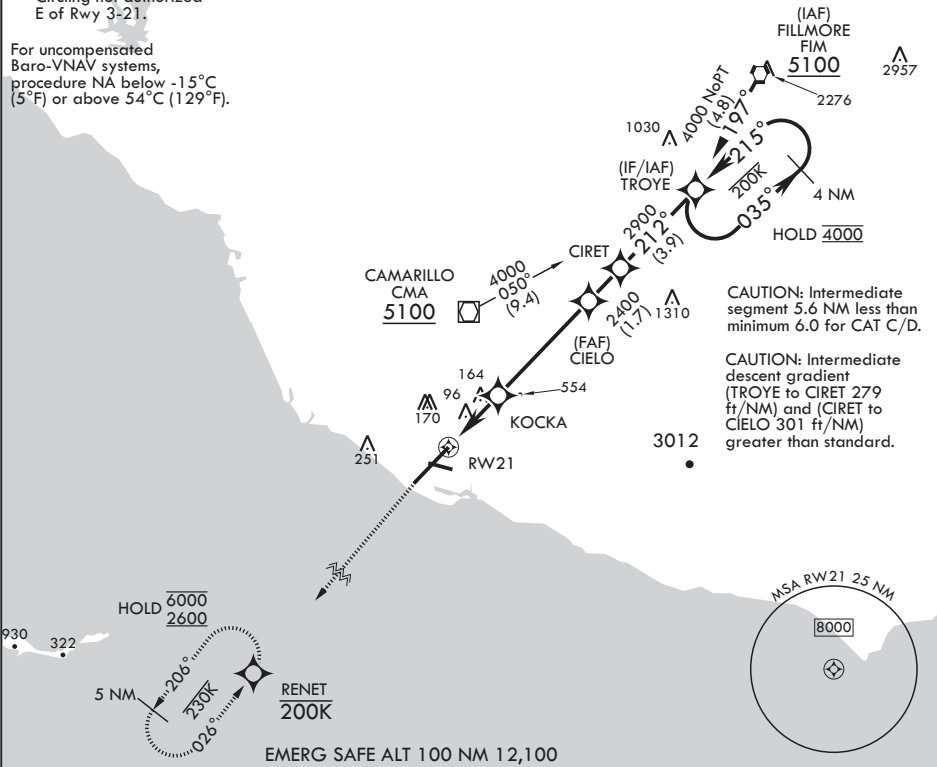
POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

RNP APCH	MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 2600 direct RENET and hold.
* When ALS inop, increase vis to 7/8 mile. ** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.		

ATIS*	APP CON/DEP CON	TOWER*	GND CON	CLNC DEL	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	

*** Circling not authorized
E of Rwy 3-21.

For uncompensated
Baro-VNAV systems,
procedure NA below -15°C
(5°F) or above 54°C (129°F).



<div>600</div> <div>↑ crs 212°</div>		<div>2600</div> <div>↶</div>		<div>RENET</div> <div></div>		<div>TROYE</div> <div>035° →</div> <div>← 215°</div> <div>4000</div> <div>4 NM Holding Pattern</div> <div>GP 3.00°</div> <div>TCH 46</div>						<div>ELEV 13</div>		<div>TDZE 13</div>			
<div>RW21</div> <div>1.3 NM to RW21</div>		<div>KOCKA</div> <div>880</div>		<div>CIELO</div> <div>2400</div>		<div>CIRET</div> <div>212°</div> <div>2900</div>		<div>212°</div> <div>215°</div> <div>4000</div> <div>4 NM Holding Pattern</div> <div>GP 3.00°</div> <div>TCH 46</div>						<div>ELEV 13</div>		<div>TDZE 13</div>	
2.6 NM		4.8 NM															
CATEGORY	A		B		C		D										
LNAV/VNAV DA*	289-½		276		(300-½)												
LNAV MDA**	460-½		447 (500-½)		460-⅞		447 (500-⅞)										
CIRCLING***	460-1		520-1		520-1½		600-2										
	447 (500-1)		507 (600-1)		507 (600-1½)		587 (600-2)										

OXNARD, CALIFORNIA

34°07'N - 119°07'W POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

Amdt 7 29DEC22

RNAV (GPS) RWY 21

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

OXNARD, CALIFORNIA

TACAN NTD Chan 43	APCH CRS 216°	Rwy Idg 11,102 TDZE 13 Arpt Elev 13
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[USN]

POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)

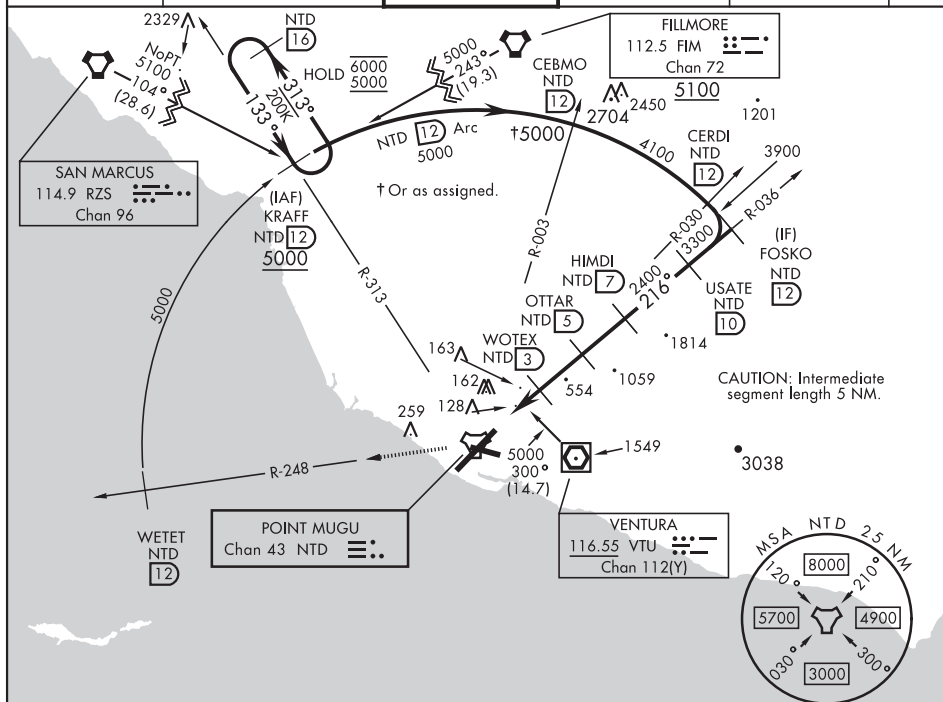
TACAN RWY 21

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 $\frac{3}{8}$ miles.
** Circling not authorized E of Rwy 3-21.



MISSED APPROACH: Climb to 5000 via NTD TACAN R-036 to NTD, then via NTD R-248 to WETET. Arc NW on NTD 12 DME arc to KRAFF and hold.

ATIS ★ 125.55 363.05	APP CON 128.65 307.275	TOWER ★ 124.85 290.375	GND CON 121.6 360.2	CLNC DEL 120.75 279.55	ASR/ PAR
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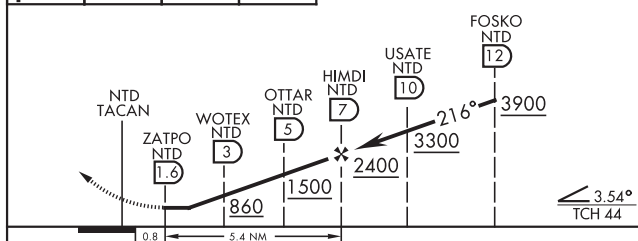


EMERG SAFE ALT 100 NM 12,100

5000 NTD R-036	NTD 	WETET NTD 	Arc NW to KRAFF
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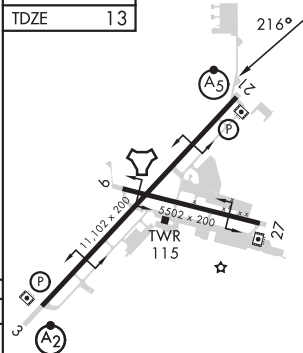
VGSI and descent angles not coincident.

ELEV	13
TDZE	13



CATEGORY	A	B	C	D
S-21 *	460-5/8 447 (500-5/8)		460-7/8 447 (500-7/8)	
CIRCLING **	460-1 447 (500-1)	520-1 507 (600-1)	520-1 1/2 507 (600-1 1/2)	600-2 587 (600-2)

|HIRL all rwys



OXNARD, CALIFORNIA

34°07'N-119°07'W

POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)

Amdt 5 21APR22

BASE VENTURA CO)
TACAN RWY 21

TACAN Y or VOR/DME RWY 3

[USN] POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

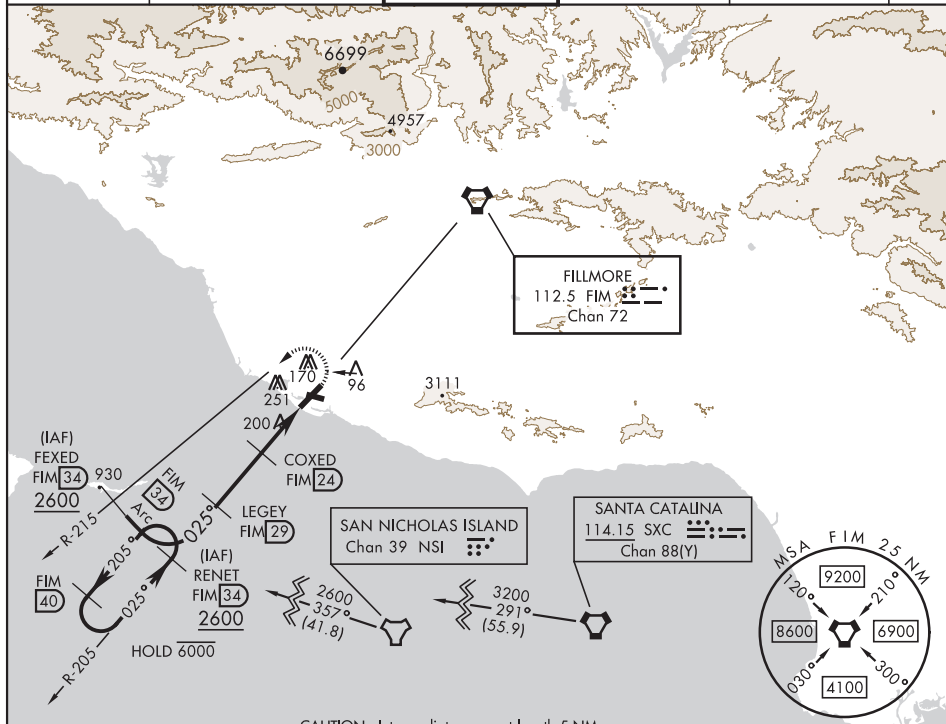
VORTAC FIM 112.5 Chan 72	APCH CRS 025°	Rwy Idg 11,102 TDZE 10 Arpt Elev 13
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▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.
** Circling not authorized E of Rwy 3-21.

SALSF
A2

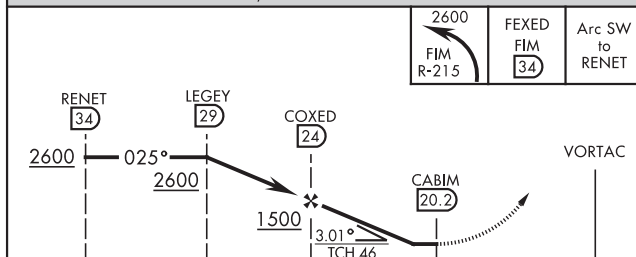
MISSED APPROACH: Climbing left turn to 2600. Intercept the FIM VORTAC R-215, then via FIM R-215 to FEXED, Arc SW of FIM via the 34 DME arc to RENET and hold.

ATIS ★ 125.55 363.05	POINT MUGU APP CON 128.65 307.275	POINT MUGU TOWER ★ 124.85 290.375	GND CON 121.6 360.2	CLNC DEL 120.75 279.55	ASR/ PAR
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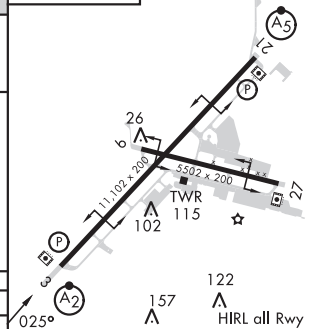
CAUTION: Intermediate segment length 5 NM.

EMERG SAFE ALT 100 NM 12,100



CATEGORY	A	B	C	D	E
S-3*	460-¾ 450 (500-¾)		460-1 450 (500-1)		
CIRCLING **	460-1 447 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)	NA

ELEV	13
TDZE	10



FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

TACAN Y or VOR/DME RWY 3

OXNARD, CALIFORNIA

TACAN Z RWY 3

POINT MUGU NAS
(NAVAL BASE VENTURA CO)(KNTD)

TACAN NTD
Chan 43

APCH CRS
026°

Rwy ldg 11,102
TDZE 10
Arpt Elev 13

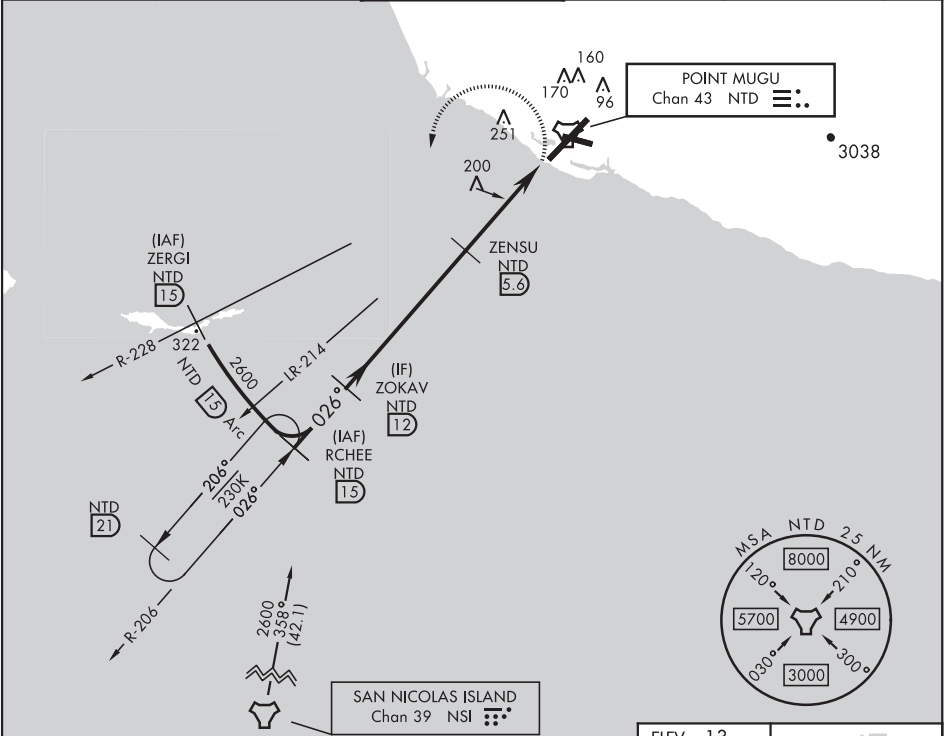
USN

When ALS inop, increase CAT AB vis to 1 mile,
CAT CDE vis to 1½ miles.
Circling not authorized E of Rwy 3-21.

SALSF
A2

MISSED APPROACH: Climbing left turn to 2600. Intercept
the NTD TACAN R-228, then via NTD R-228 to ZERGI, Arc
SW of NTD via the 15 DME arc to RCHEE and hold.

ATIS ★	POINT MUGU APP CON	POINT MUGU TOWER ★	GND CON	CLNC DEL	ASR/ PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	120.75 279.55	



ELEV 13
TDZE 10

Point Mugu NAS (KNTD) is located on the central coast of California, south of Santa Barbara and north of Ventura.

CATEGORY	A	B	C	D	E
S-3 *	460-¾ 450 (500-¾)		460-1 450 (500-1)		
CIRCLING **	460-1 447 (500-1)	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)	NA

HIRL all Rwy

OXNARD, CALIFORNIA
Amdt 3 31DEC20

34°07'N-119°07'W

POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)

TACAN Z RWY 3

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

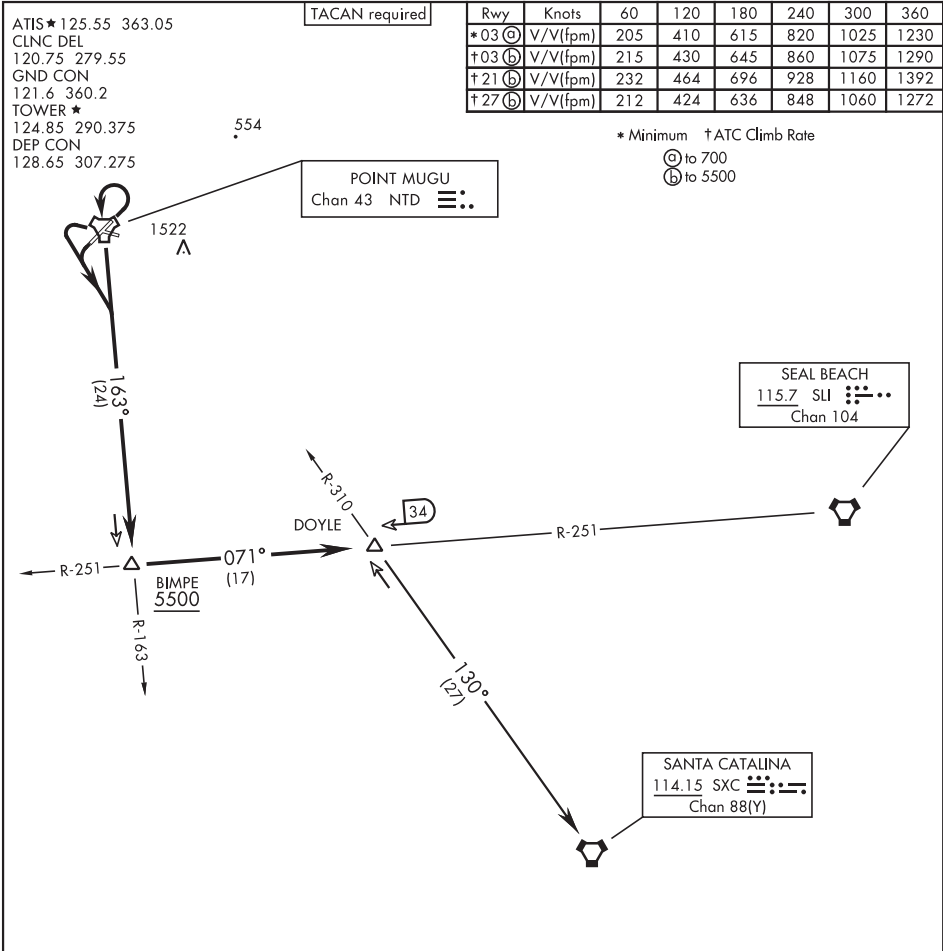
25191

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

DOYLE-NINE DEPARTURE (DOYLE 9.DOYLE)

[USN]

OXNARD, CALIFORNIA



▼

DEPARTURE ROUTE DESCRIPTION

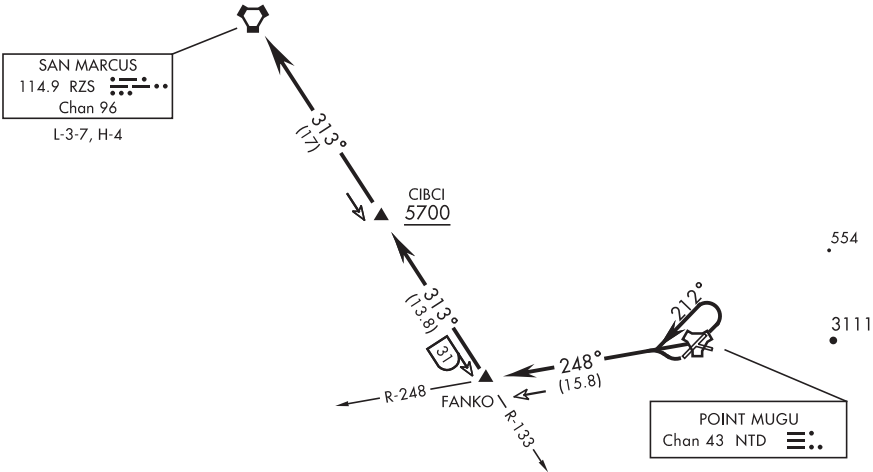
TAKEOFF RWY 3: Climbing left turn within 3 DME of NTD TACAN, direct NTD, thence...

TAKEOFF RWY 21, 27: Left turn, thence...

...intercept NTD R-163 and via NTD R-163 to BIMPE (NTD R-163/24 DME), then via SLI VORTAC R-251 to DOYLE, then via assigned routing. Cross BIMPE at or above 5500.

SANTA CATALINA TRANSITION (DOYLE 9.SXC): DOYLE (SLI R-251/34 DME) to SANTA CATALINA VORTAC via SXC R-310. Then as filed.

ATIS ★ 125.55 363.05	AL-925 [USN]	Rwy	Knots	60	120	180	240	300	360
CLNC DEL		* 03 ⓐ	V/V(fpm)	205	410	615	820	1025	1230
120.75 279.55		† 21 ⓑ	V/V(fpm)	216	432	648	864	1080	1296
GND CON		† 27 ⓓ	V/V(fpm)	214	428	642	856	1070	1284
121.6 360.2									
TOWER ★		* Minimum † ATC Climb Rate							
124.85 290.375		ⓐ to 700							
DEP CON		ⓓ to 8900							
128.65 307.275									



TACAN REQUIRED

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climbing left turn to 212° within 3 DME of NTD TACAN, thence...

TAKEOFF RWY 21: Turn right, thence...

TAKEOFF RWY 27: Turn left, thence...

...intercept NTD R-248 and via NTD R-248 to FANKO (NTD R-248/16 DME), then via RZS VORTAC R-133 to RZS VORTAC, then via assigned routing.
Cross CIBCI (RZS R-133/17 DME) at or above 5700.

RAMONA, CALIFORNIA

AL-6667 (FAA)

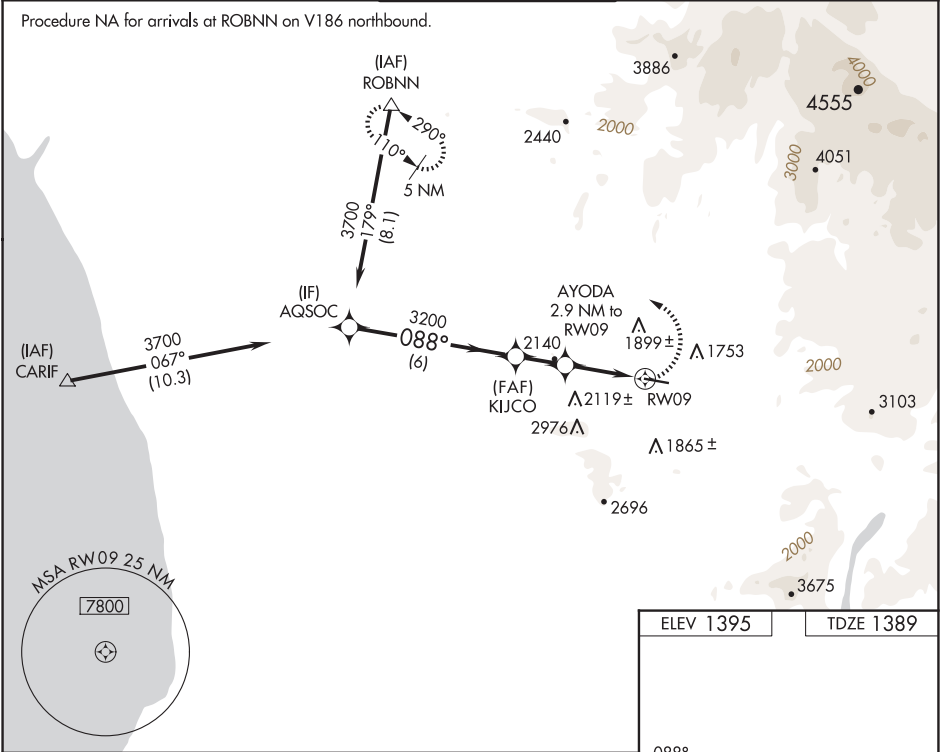
25163

APP CRS	Rwy Ldg	5001
088°	TDZE	1389
	Apt Elev	1395

RNAV (GPS) RWY 9
RAMONA (RNM)

<p>⚠ Circling NA north of Rwy 9-27. Circling NA for Cat C when using Gillespie Fld altimeter setting. DME/DME RNP -0.3 NA. LNAV minima NA when using Gillespie Fld altimeter setting. When local altimeter setting not received, use Gillespie Fld altimeter setting and increase all Circling MDA 180 feet and increase Circling visibility Cat B ¼ SM. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climbing left turn to 5000 direct ROBNN and hold.</p>
--	---

ATIS 132.025	SOCAL APP CON 132.2 269.1	RAMONA TOWER ★ 119,875 (CTAF) 0	GND CON 121.65	UNICOM 122.95
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* 2700 when using Gillespie Fld altimeter setting.				5000	ROBNN
<p>AQSOC</p> <p>3700</p> <p>088°</p> <p>3200</p> <p>3.54° TCH 50</p> <p>2.2 NM to RWY 09</p> <p>0.7 NM</p> <p>2.2 NM</p> <p>RWY 09</p> <p>6 NM</p> <p>1.8 NM</p> <p>*2520</p>					
CATEGORY	A	B	C	D	
LNAV MDA	2240-1 851 (900-1)	2240-1¼ 851 (900-1¼)	2240-2½ 851 (900-2½)	NA	
CIRCLING	2240-1¼	845 (900-1¼)	3180-3 1785 (1800-3)	NA	

RAMONA, CALIFORNIA
Amtd 1B 07OCT21

33°02'N-116°55'W

RAMONA (RNM)
RNAV (GPS) RWY 9

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
239°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
1395

RNAV (GPS)-B
RAMONA (R.NM)

DME/DME RNP- 0.3 NA.
Circling NA north of Rwy 9-27.
When local altimeter setting not received, use Gillespie Fld
altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climb to 5000 direct HERDS
and via track 319° to ROBNN and hold.

ATIS 132.025	SOCAL APP CON 132.2 269.1	RAMONA TOWER ★ 119.875 (CTAF) ①	GND CON 121.65	UNICOM 122.95
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5000

HERDS

tr 319°

ROBNN

DICER

ENOBE
3.3 NM to
DICER

RICCE

MEDDI

JLI
VORTAC

3980

5100

6700

7700

3.3 NM

3 NM

6 NM

5 NM

7 NM

CATEGORY

A

B

C

D

CIRCLING

2780-1¼
1385 (1400-1¼)

2780-1½
1385 (1400-1½)

3180-3
1785 (1800-3)

NA

RAMONA, CALIFORNIA
Orig-A 07OCT21

33°02'N-116°55'W
357

RAMONA (R.NM)
RNAV (GPS)-B

RAMONA, CALIFORNIA

AL-6667 (FAA)

25163

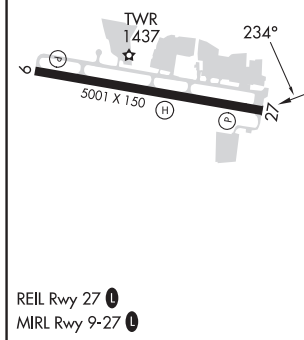
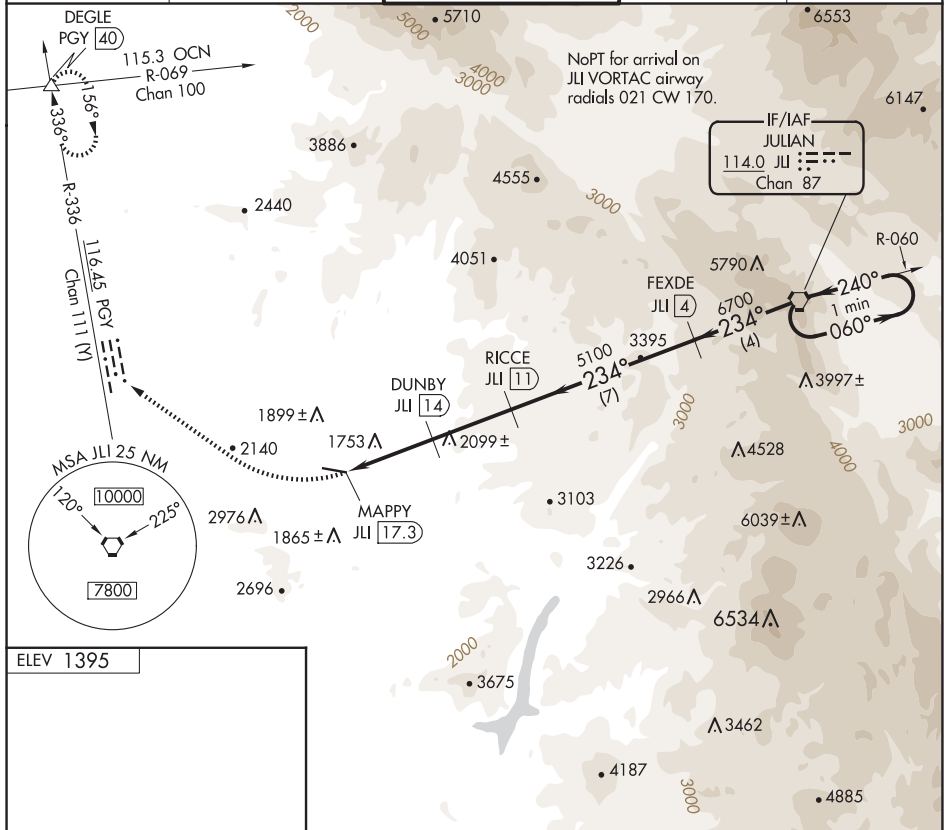
VORTAC JLI 114.0 Chan 87	APP CRS 234°	Rwy Ldg TDZE Apt Elev N/A N/A 1395
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VOR/DME-A

RAMONA (RNM)

⚠ Circling NA north of Rwy 9-27. When local altimeter setting not received, use Gillespie Fld altimeter setting and increase all MDA 180 feet.	MISSED APPROACH: Climbing right turn to 5000 via heading 290° and PGY VORTAC R-336 to DEGLE/PGY 40 DME and hold.
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ATIS 132.025	SOCAL APP CON 132.2 269.1	RAMONA TOWER ★ 119.875 (CTAF) 0	GND CON 121.65	UNICOM 122.95
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5000	PGY	DEGLE	One Minute Holding Pattern	
hdg R-336	△			
MAPPY JLI [17.3]	DUNBY JLI [14]	RICCE JLI [11]	FEXDE JLI [4]	JLI VORTAC
3900	5100	6700	7700	
3.3 NM	3 NM	7 NM	4 NM	
CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1185 (1200-1¼)	2580-1½ 1185 (1200-1½)	3180-3 1785 (1800-3)	NA

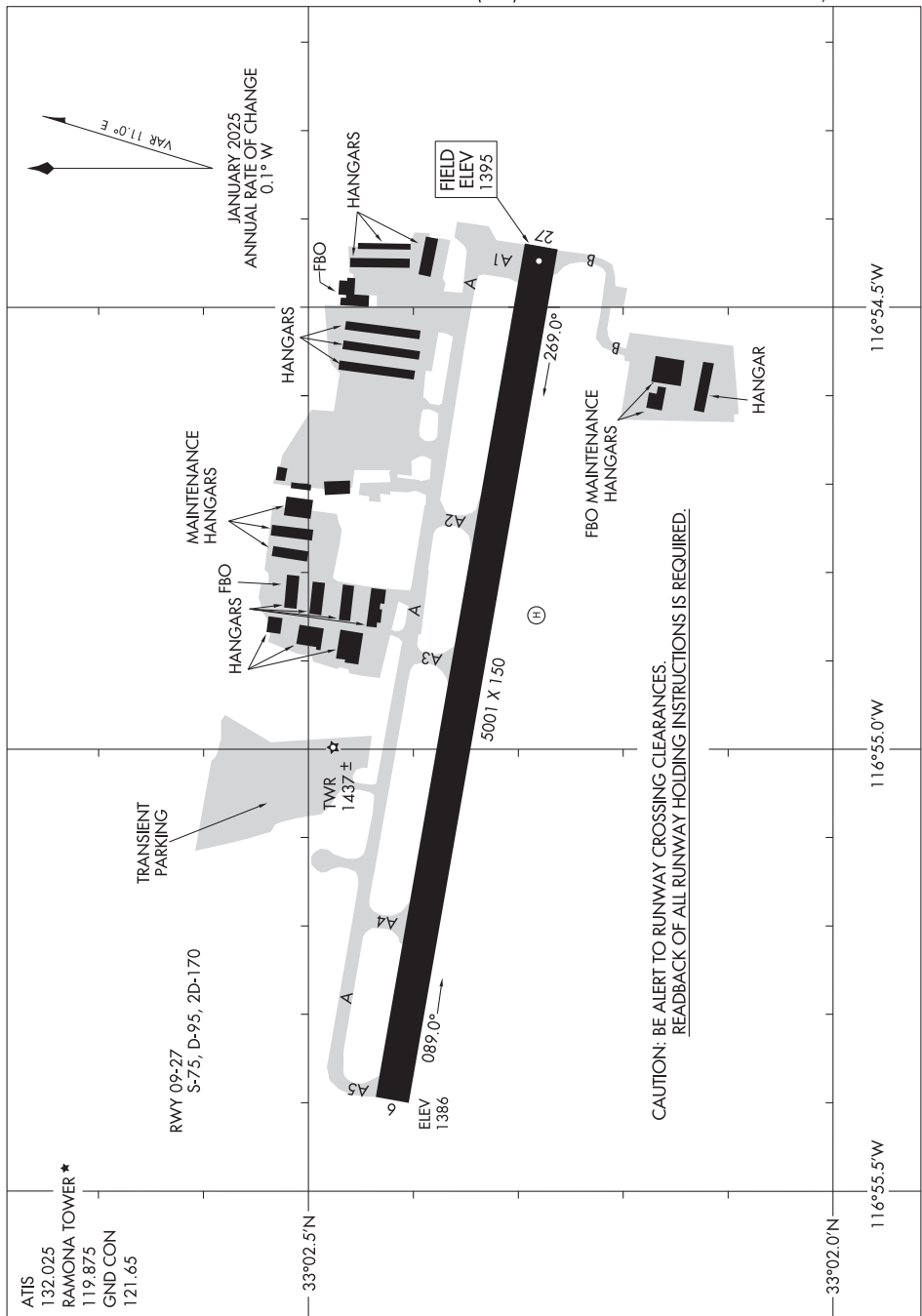
RAMONA, CALIFORNIA
Amdt 2A 07OCT21

33°02'N-116°55'W

RAMONA (RNM)

VOR/DME-A

SW-3, 07 AUG 2025 to 02 OCT 2025



(CWARD2.CWARD) 17341

CWARD TWO DEPARTURE (RNAV)

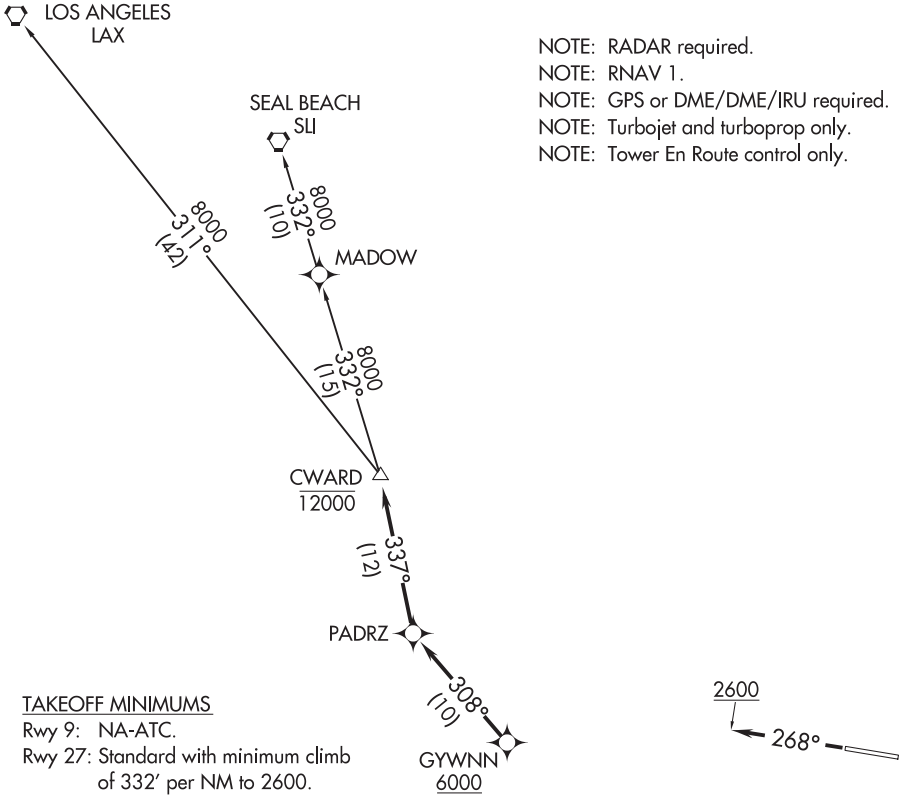
AL-6667 (FAA)

RAMONA (RNM)
RAMONA, CALIFORNIA

ATIS
132.025
RAMONA TOWER ★
119.875
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE:
AS ASSIGNED BY ATC

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: Turbojet and turboprop only.
NOTE: Tower En Route control only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 268° to 2600, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

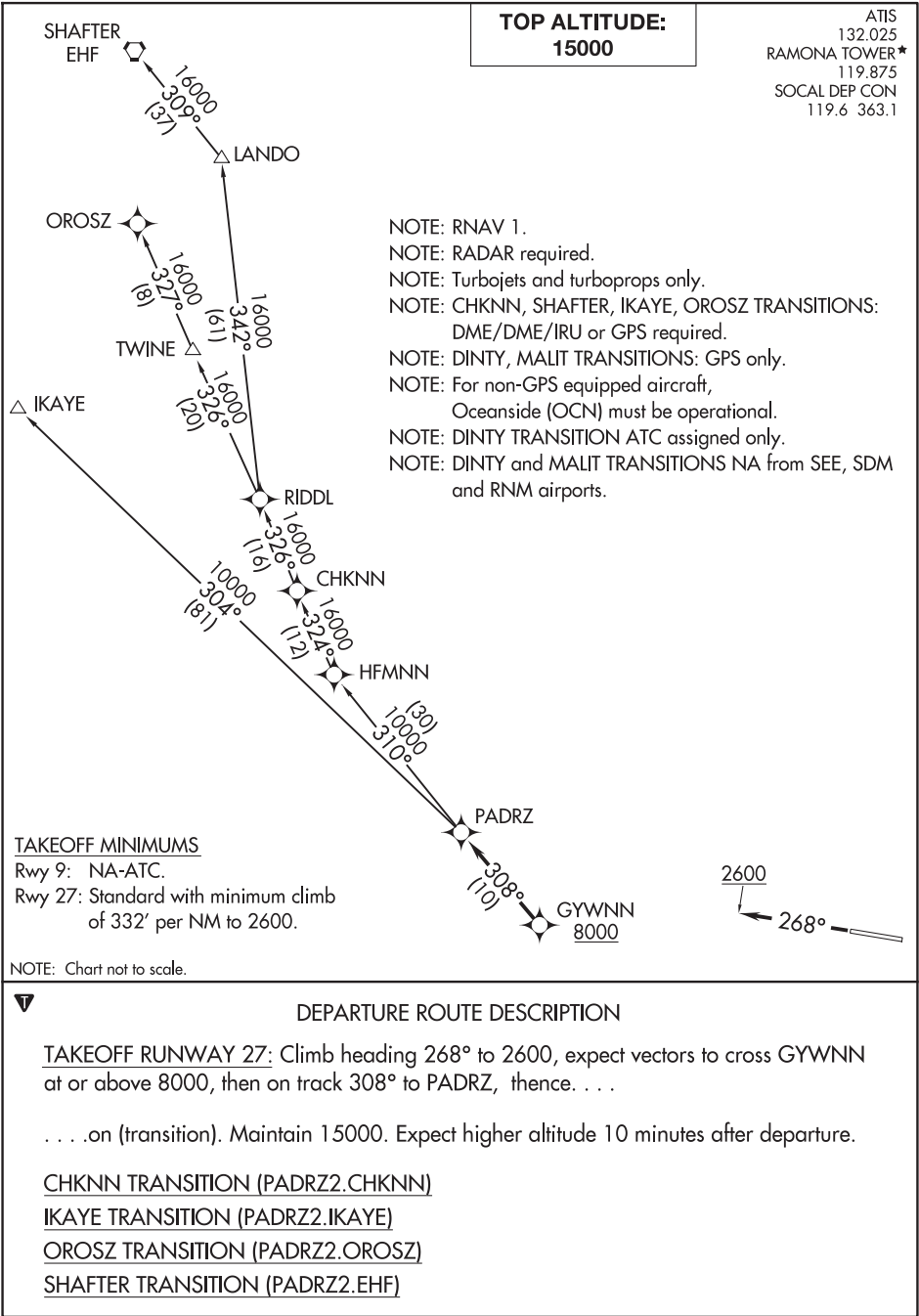
. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)

CWARD TWO DEPARTURE (RNAV)
(CWARD2.CWARD) 07DEC17

RAMONA, CALIFORNIA
RAMONA (RNM)



REDLANDS, CALIFORNIA

AL-9083 (FAA)

25163

APP CRS	Rwy Ldg	N/A
346°	TDZE	N/A
	Apt Elev	1574

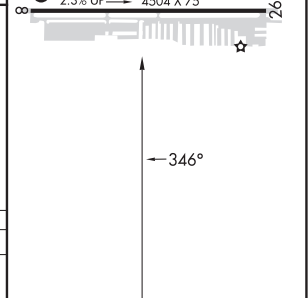
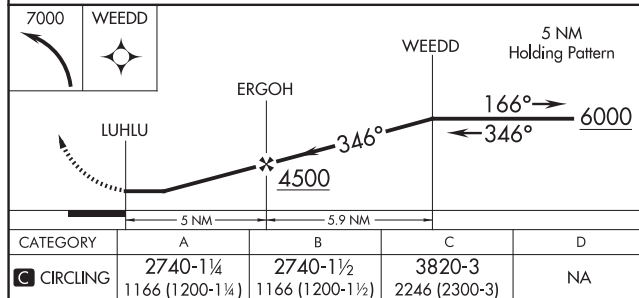
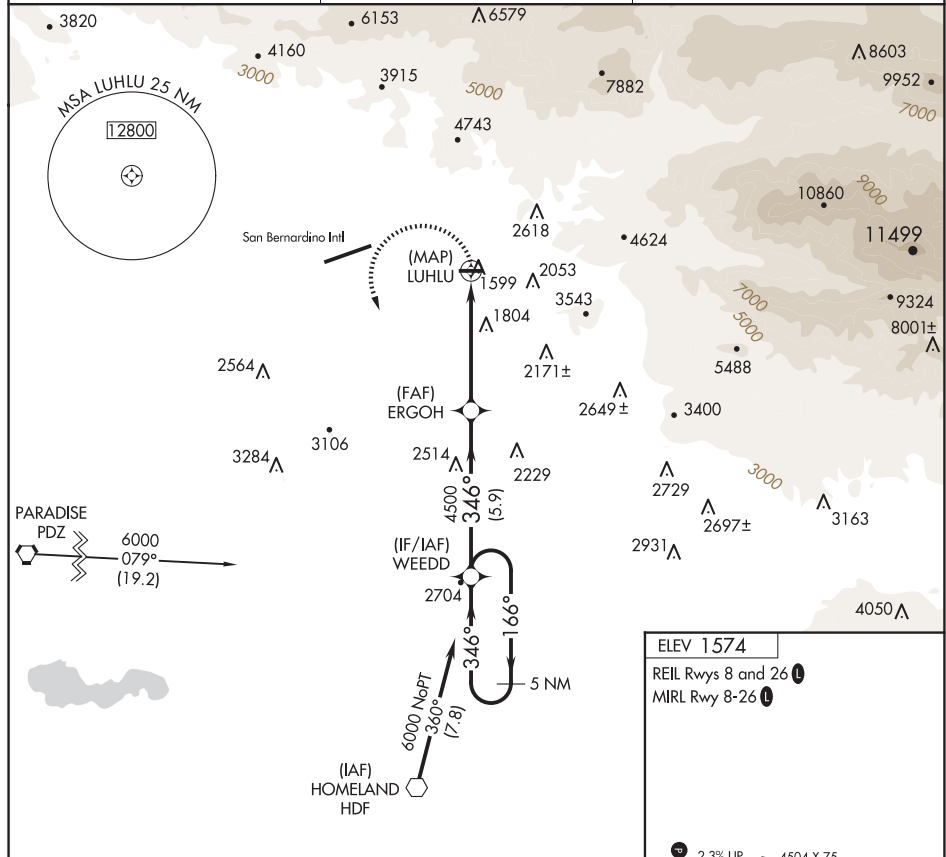
RNAV (GPS)-A

REDLANDS MUNI (REI)

NA Circling Rwy 26 NA at night. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use San Bernardino altimeter setting; when not received, use Ontario altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: (Do not exceed 230K until WEEDD) Climbing left turn to 7000 direct WEEDD and hold, continue climb-in-hold to 7000.

SBD AWOS-3 124.175	SOCAL APP CON 127.0 318.2	AUNICOM 123.05 (CTAF) 0
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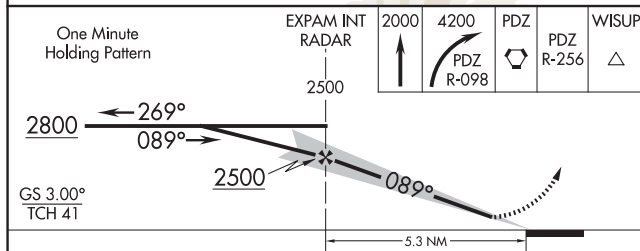


ILS or LOC RWY 9
RIVERSIDE MUNI (RAL)

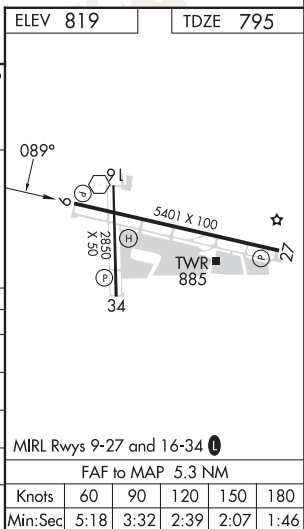
MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 on PDZ VORTAC R-098 to PDZ VORTAC then on PDZ VORTAC R-256 to WISUP INT/PDZ VORTAC 9.4 DME and hold.

[illegible]

Procedure NA for arrivals on SLI
VORTAC airway radials 075 CW 080.



CATEGORY	A	B	C	D
S-ILS 9 *	995- ³ / ₄ 200 (200- ³ / ₄)			
S-ILS 9	1131-1 336 (400-1)			
S-LOC 9 *	1280-1	485 (500-1)	1280-1 ³ / ₈	485 (500-1 ³ / ₈)
S-LOC 9	1360-1	565 (600-1)	1360-1 ⁵ / ₈	565 (600-1 ⁵ / ₈)
CIRCLING	1360-1 541 (600-1)	1680-1 ¹ / ₄ 861 (900-1 ¹ / ₄)	1800-3 981 (1000-3)	1960-3 1141 (1200-3)



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RIVERSIDE, CALIFORNIA

AL-769 (FAA)

25107

WAAS CH 81921 W09A	APP CRS 089°	Rwy Idg TDZE 795 Apt Elev 819
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RNAV (GPS) RWY 9

RIVERSIDE MUNI (RAL)

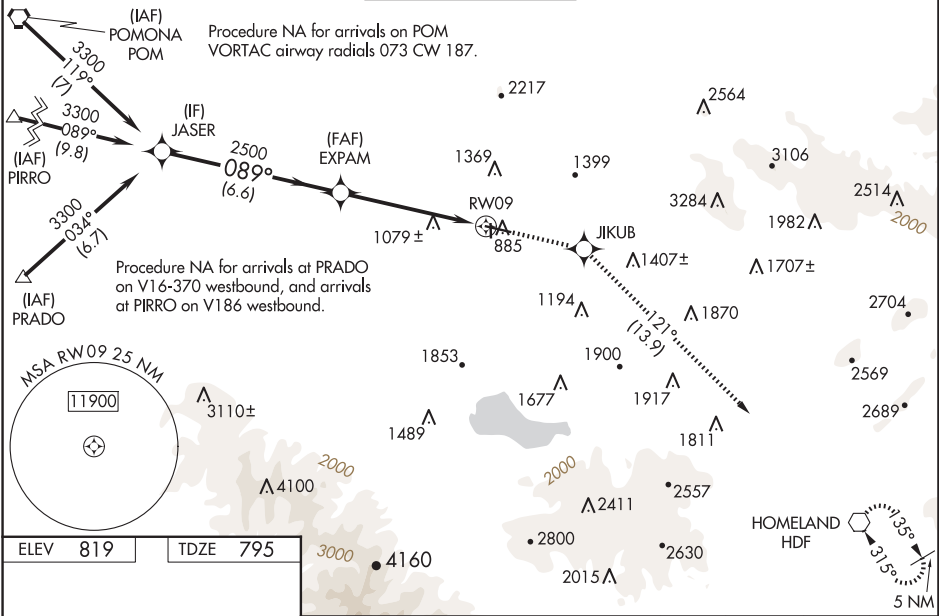
⚠

⚠

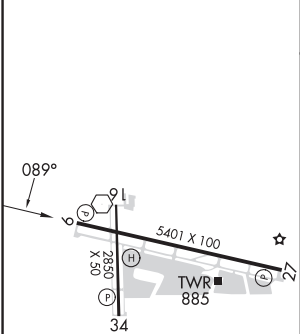
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet and increase LPV all Cats and Circling Cats C and D visibility ¼ mile and LNAV/VNAV all Cats and LNAV Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Chino altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA for Cat D north of Rwy 9-27.

MISSED APPROACH:
Climb to 6000 direct JIKUB and on track 121° to HDF VOR and hold, continue climb-in-hold to 6000.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER ★ 121.0 (CTAF) 0 257.8	GND CON 124.12	UNICOM 122.95
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ELEV 819	TDZE 795
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	JASER	EXPAM	JIKUB	HDF
	3300	2500	6000	6000
	089°	089°	121°	121°
	GP 3.00°	GP 3.00°	GP 3.00°	GP 3.00°
	TCH 41	TCH 41	TCH 41	TCH 41
	6.6 NM	3.6 NM	1.7 NM	1.7 NM
CATEGORY	A	B	C	D
LPV DA	1127-1½	332 (400-1½)		
LNAV/VNAV DA	1461-2½	666 (700-2½)		
LNAV MDA	1340-1	545 (600-1)	1340-1½	545 (600-1½)
CIRCLING	1340-1 521 (600-1)	1680-1¼ 861 (900-1¼)	1800-3 981 (1000-3)	1960-3 1141 (1200-3)

MIRL Rwy 9-27 and 16-34

RIVERSIDE, CALIFORNIA
Amdt 2D 30DEC21

33°57'N-117°27'W

RIVERSIDE MUNI (RAL)

RNAV (GPS) RWY 9

RIVERSIDE, CALIFORNIA

AL-769 (FAA)

25107

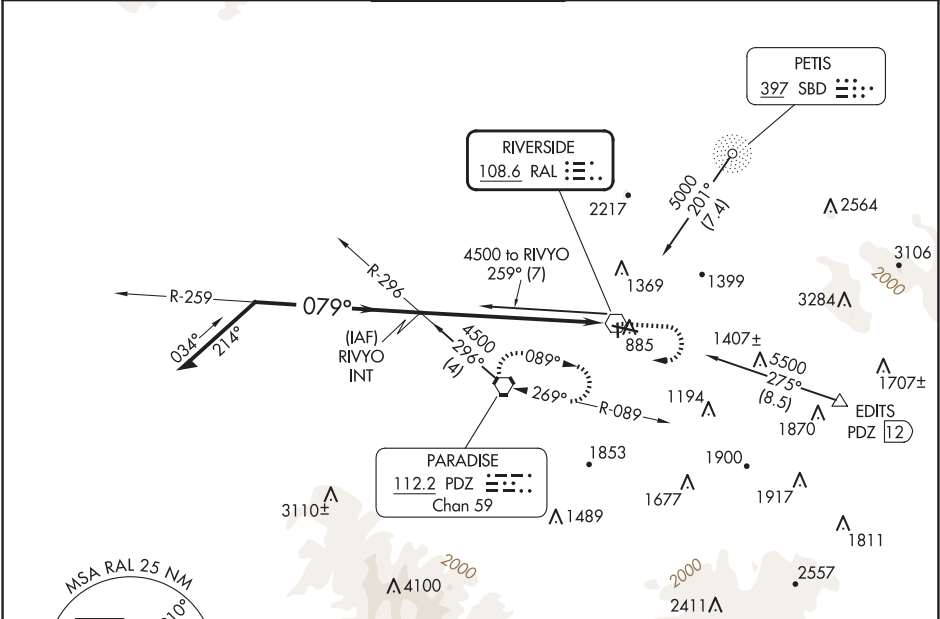
VOR RAL 108.6	APP CRS 079°	Rwy Idg TDZE 795 Apt Elev 819
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VOR RWY 9
RIVERSIDE MUNI (RAL)

⚠ When local altimeter setting not received, use Chino altimeter setting and increase MDA 60 feet.

MISSED APPROACH: Climb to 2800 then climbing right turn to 4600 direct PDZ VORTAC and hold.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER ★ 121.0 (CTAF) 0 257.8	GND CON 124.12	UNICOM 122.95
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ELEV 819	TDZE 795
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).

Remain within 10 NM

4500 259° 079° 3500 3.68° TCH 41 6.9 NM

2800 4600 PDZ

079° 5401 X 100 2850 X 50 34 TWR 885

CATEGORY	A	B	C	D
S-9	2020-1¼ 1225 (1300-1¼)	2020-1½ 1225 (1300-1½)	2020-3 1225 (1300-3)	NA
CIRCLING	2020-1¼ 1201 (1300-1¼)	2020-1½ 1201 (1300-1½)	2020-3 1201 (1300-3)	NA

MIRL Rwy 9-27 and 16-34

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

RIVERSIDE, CALIFORNIA
Amdt 1C 03DEC20

33°57'N-117°27'W

RIVERSIDE MUNI (RAL)
VOR RWY 9

SW-3, 07 AUG 2025 to 02 OCT 2025

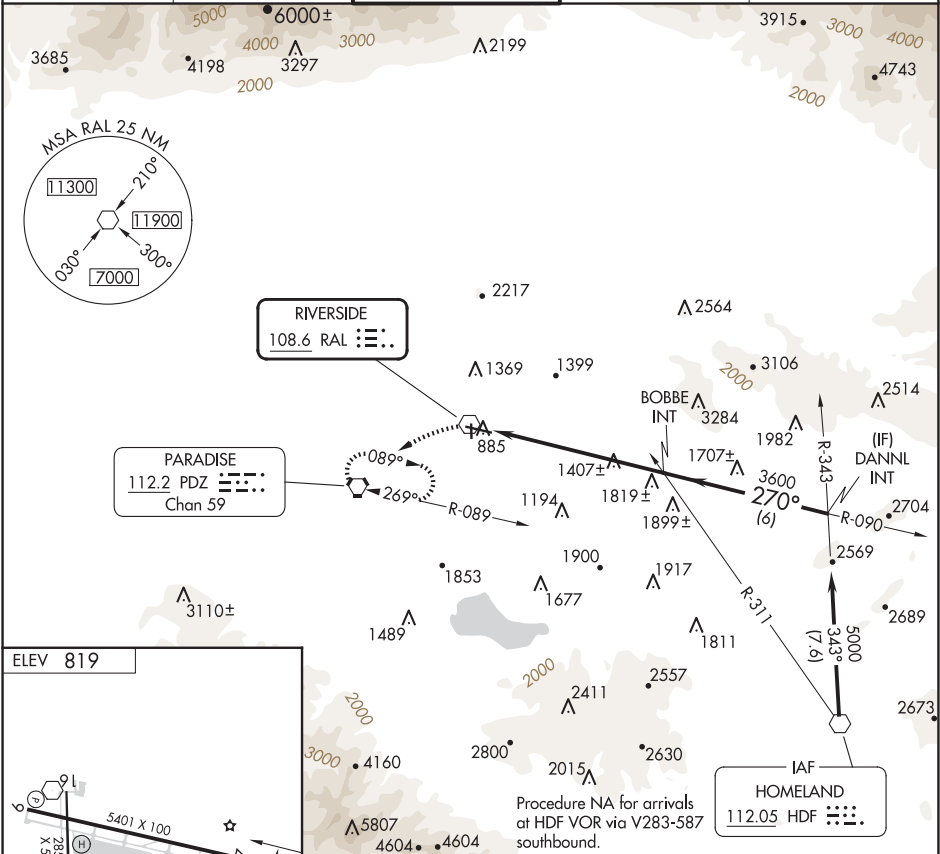
SW-3, 07 AUG 2025 to 02 OCT 2025

VOR RAL 108.6	APP CRS 270°	Rwy Idg TDZE Apt Elev N/A N/A 819	<div>VOR-A</div> <div>RIVERSIDE MUNI (RAL)</div>
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When local altimeter setting not received, use Chino altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4500 direct PDZ VORTAC and hold, continue climb-in-hold to 4500.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER ★ 121.0 (CTAF) 257.8	GND CON 124.12	UNICOM 122.95
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ELEV 819		MIRL Rwy 9-27 and 16-34		FAF to MAP 6.4 NM		CATEGORY		A		B		C		D	
Knots		Min:Sec		60		90		120		150		180		NA	
6:24		4:16		3:12		2:34		2:08							

AIRPORT DIAGRAM

AL-769 (FAA)

RIVERSIDE MUNI (RAL)
RIVERSIDE, CALIFORNIA

ATIS
128.8
RIVERSIDE TOWER ★
121.0 257.8
GND CON
124.12

33°58' N

VAR

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

POLICE
HANGAR

ELEV 01

ELEV

HS

HS 2

ELEV

FIELD
ELEV
819

17

RWY 09-27

S-48, D-70, 2S-89, 2D-110

RWY 16-34

S-40, D-50, 2D-80

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

117°27' W

117°26' W

AIRPORT DIAGRAM

25107

RIVERSIDE, CALIFORNIA
RIVERSIDE MUNI (RAL)

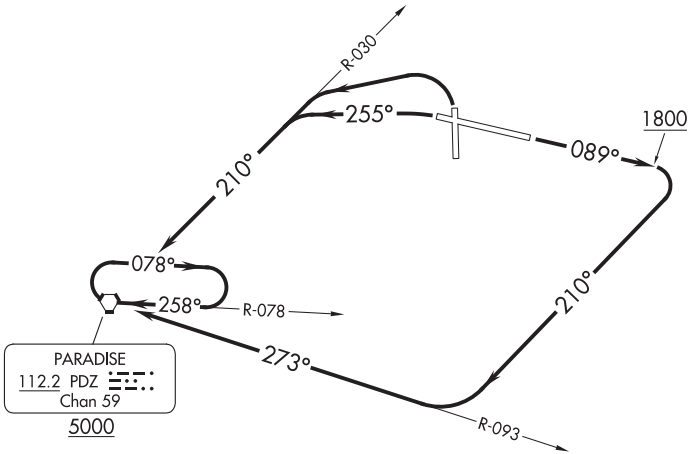
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

ATIS
128.8
GND CON
124.12
RIVERSIDE TOWER ★
121.0 257.8
SOCAL DEP CON
135.4 377.125

TAKEOFF OBSTACLE NOTES

- Rwy 9: Terrain 4' from DER, 497' left of centerline, 836' MSL.
Fence, vegetation, terrain beginning 77' from DER, 496' left of centerline, up to 843' MSL.
Tree 604' from DER, 590' right of centerline, 856' MSL.
Trees beginning 989' from DER, 594' right of centerline, up to 867' MSL.
- Rwy 27: Tree 600' from DER, 548' right of centerline, 786' MSL.
Pole 609' from DER, 484' left of centerline, 40' AGL/783' MSL.
Pole 758' from DER, 680' right of centerline, 41' AGL/790' MSL.
Tree 1073' from DER, 650' left of centerline, 803' MSL.
- Rwy 34: Building 29' from DER, 306' right of centerline, 13' AGL/800' MSL.
Poles, trees, buildings beginning 62' from DER, 200' right of centerline, up to 811' MSL.
Building 62' from DER, 350' left of centerline, 35' AGL/796' MSL.
Pole 300' from DER, 287' left of centerline, 38' AGL/799' MSL.
Tree 543' from DER, 291' left of centerline, 814' MSL.
Tree, building beginning 829' from DER, 420' right of centerline, up to 854' MSL.
Building 1214' from DER, 376' left of centerline, 70' AGL/832' MSL.
Transmission line, pole beginning 1914' from DER, 134' left of centerline, up to 66' AGL/834' MSL.
Building 1.7 NM from DER, 1237' right of centerline, 23' AGL/1369' MSL.



TAKEOFF MINIMUMS

- Rwy 16: NA-terrain.
Rwy 9: Standard with minimum climb of 310' per NM to 2300.
Rwy 27: Standard with minimum climb of 470' per NM to 3000.
Rwy 34: Standard with minimum climb of 440' per NM to 2700.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 089° to 1800 then climbing right turn heading 210° to intercept PDZ VORTAC R-093 to PDZ VORTAC, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 255° to intercept PDZ R-030 to PDZ VORTAC thence. . . .

TAKEOFF RUNWAY 34: Climbing left turn to intercept PDZ VORTAC R-030 to PDZ VORTAC, thence. . . .

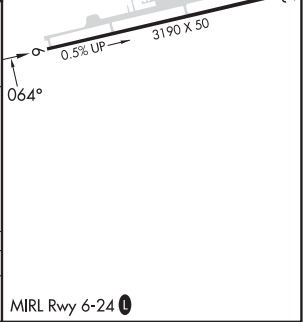
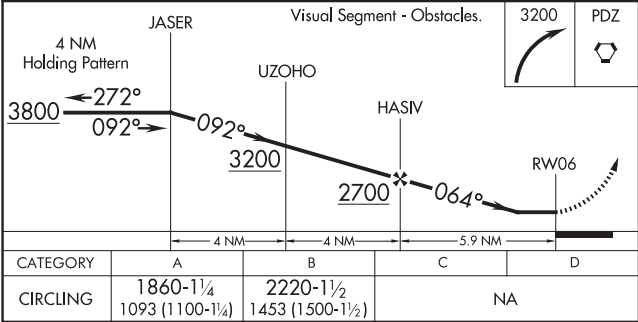
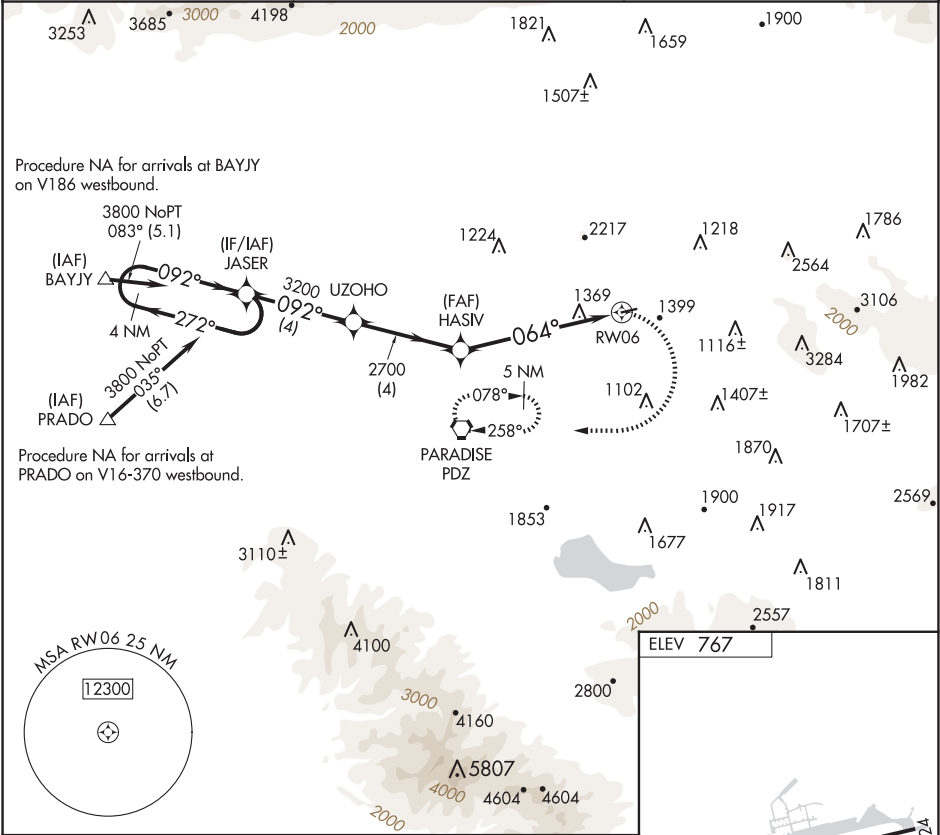
. . . . continue climb in PDZ holding pattern to cross PDZ VORTAC at or above 5000 or higher MEA for route of flight before proceeding on course.

APP CRS	Rwy Ldg	N/A
064°	TDZE	N/A
	Apt Elev	767

RNAV (GPS)-A
FLABOB (RIR)

RNP APCH.	Procedure NA at night. Use Riverside Muni altimeter setting; when not received, use Ontario altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climbing right turn to 3200 direct PDZ VORTAC and hold.
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RAL ASOS 128.8	SOCAL APP CON 135.4 377.125	UNICOM 122.8 (CTAF) 0
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SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC I-SBD	APP CRS	Rwy ldg	10000
109.3	057°	TDZE	1103
		Apt Elev	1159

ILS or LOC Z RWY 6

SAN BERNARDINO INTL (SBD)

⚠

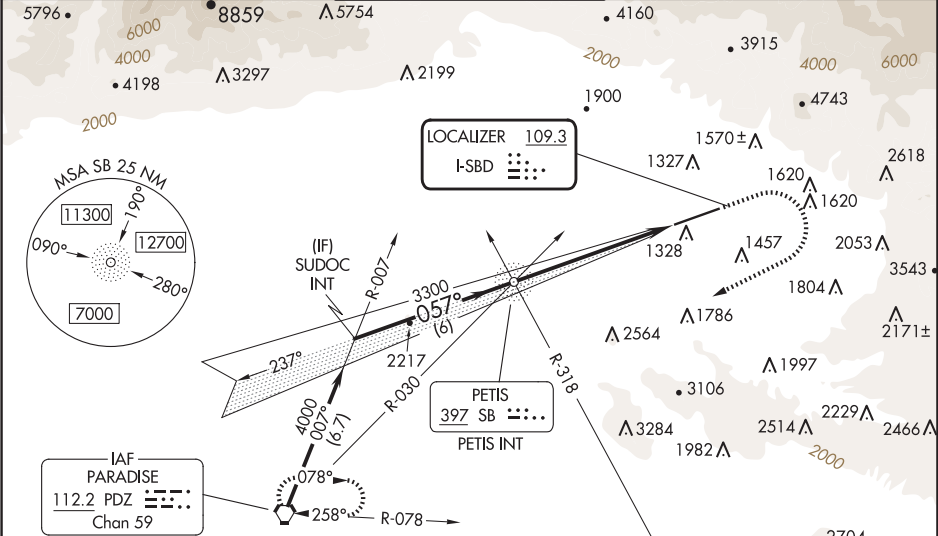
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase DA to 1426 feet and all visibilities ¼ SM; increase all MDA 80 feet and S-LOC Cats C/D and Circling Cat C visibility ¼ SM.

MISSED APPROACH:

Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

* Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.

D-ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.0 318.2	119.45 (CTAF) 0	121.8	122.975



Procedure NA for arrival on PDZ VORTAC
airway radials 012 CW 030.

ELEV 1159	D	TDZE 1103
-----------	---	-----------

TWR

057°

0.7% UP

0.8% DOWN

10000 X 200

HIRL Rwy 6-24

REIL Rws 6 and 24

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SUDOC INT

SB NDB
PETIS INT

2000

6000

PDZ

4000

057°

3118

3300

GS 3.00°
TCH 51

6 NM

6.1 NM

CATEGORY

A

B

C

D

S-ILS 6 *

1353-¾

250 (200-¾)

S-LOC 6 *

1740-1

637 (600-1)

1740-1¾

637 (600-1¾)

CIRCLING

1740-1

581 (600-1)

1760-1¾

601 (700-1¾)

2640-3

1481 (1500-3)

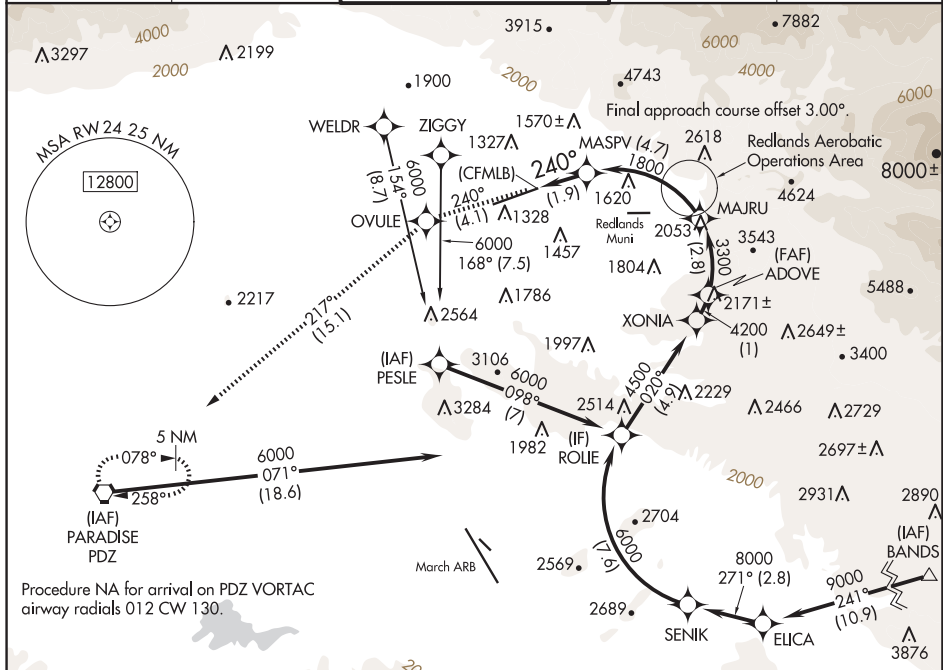
APP CRS	Rwy Idg	10000
240°	TDZE	1159
	Apt Elev	1159

RNAV (RNP) RWY 24

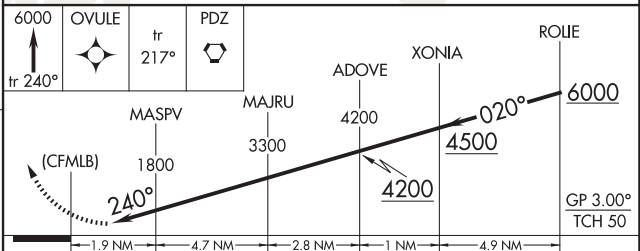
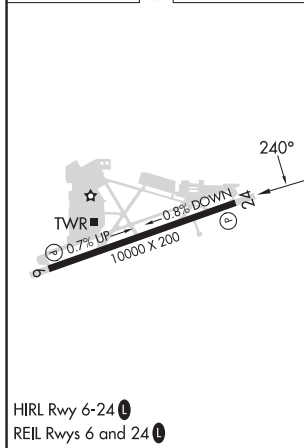
SAN BERNARDINO INTL (SBD)

RNP AR APCH - GPS, RF. Authorization required.	MISSED APPROACH: Climb to 6000 on track 240° to OVULE and track 217° to PDZ VORTAC and hold, continue climb-in-hold to 6000.
For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.	

D-ATIS 124.175	SOCAL APP CON 127.0 318.2	SAN BERNARDINO TOWER ★ 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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ELEV 1159	TDZE 1159
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CATEGORY	A	B	C	D
RNP 0.15 DA	1520/55	361 (400-1)		

AUTHORIZATION REQUIRED

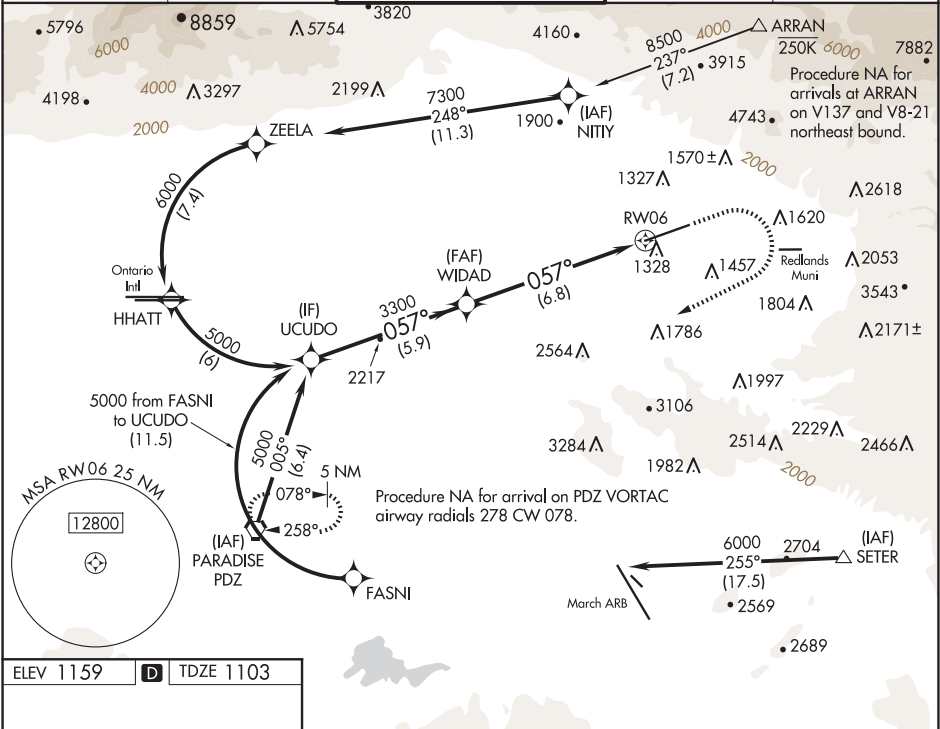
APP CRS	Rwy Idg	10000
057°	TDZE	1103
	Apt Elev	1159

RNAV (RNP) X RWY 6

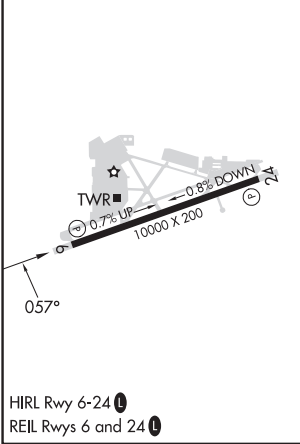
SAN BERNARDINO INTL (SBD)

RNP AR APCH-GPS. Authorization required. From NITTY or SETER: RF.	MISSED APPROACH: Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold. *Missed approach requires minimum climb of 350 feet per NM to 4000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 6.
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D-ATIS 124.175	SOCAL APP CON 127.0 318.2	SAN BERNARDINO TOWER ★ 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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ELEV 1159	D	TDZE 1103
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UCUDO	WIDAD	2000	6000	PDZ
5000	3300	↑	↗	⬡
GP 3.00°	3300			
TCH 51				
	5.9 NM	6.8 NM		
CATEGORY	A	B	C	D
RNP 0.15 DA*		1353/40	250 (200-¾)	
RNP 0.30 DA*		1403/45	300 (300-¾)	
AUTHORIZATION REQUIRED				

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	10000
057°	TDZE	1103
	Apt Elev	1159

RNAV (GPS) Y RWY 6

SAN BERNARDINO INTL (SBD)

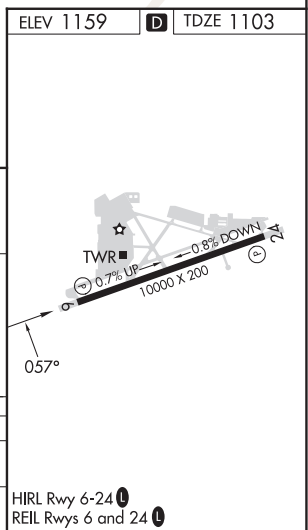
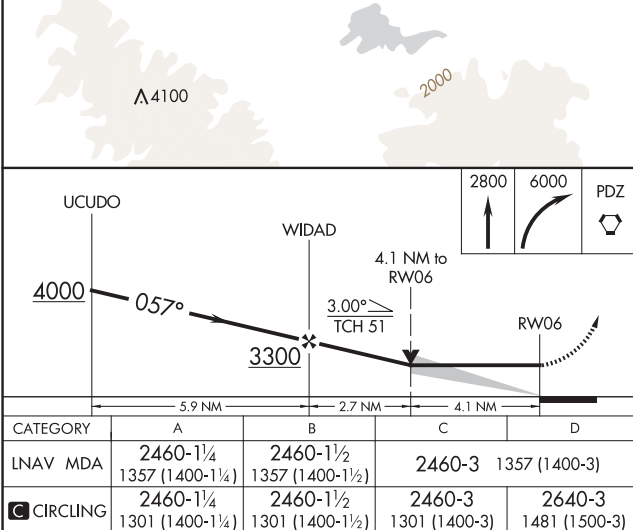
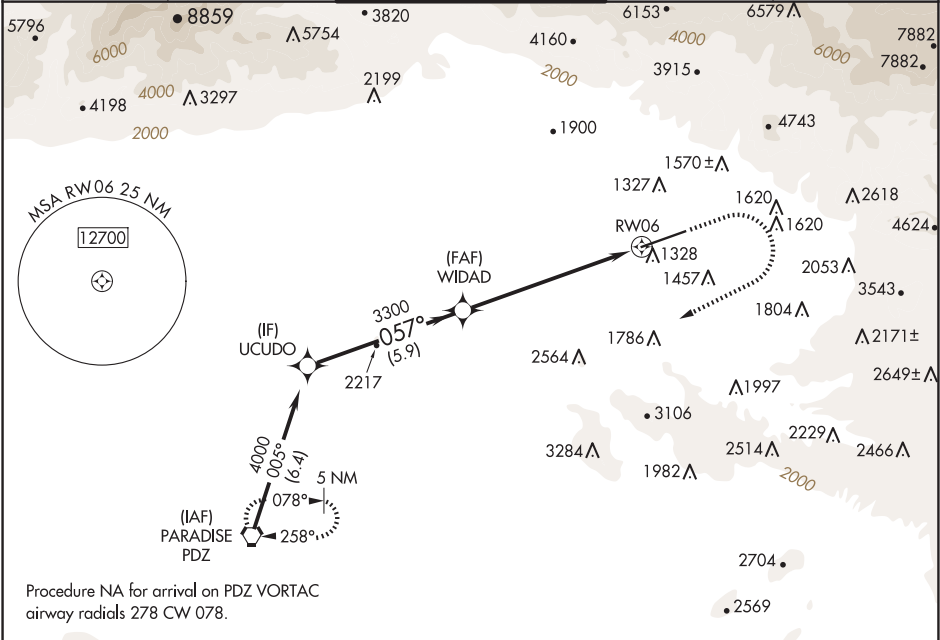
RNP APCH

V Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 80 feet.

A

MISSED APPROACH: Climb to 2800 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

D-ATIS 124.175	SOCAL APP CON 127.0 318.2	SAN BERNARDINO TOWER ★ 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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WAAS CH 66041 W06A	APP CRS 057°	Rwy Idg 10000 TDZE 1103 Apt Elev 1159
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RNAV (GPS) Z RWY 6

SAN BERNARDINO INTL (SBD)

RNP APCH

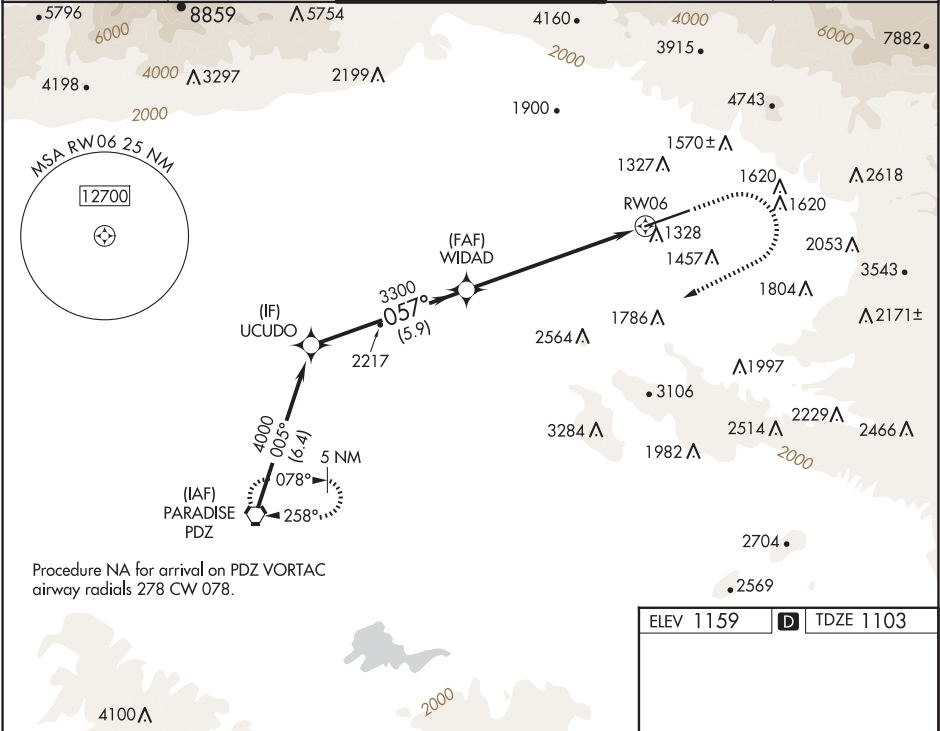
▼

⚠

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase DA to 1426 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cats C/D and Circling Cat C visibility ¼ SM.

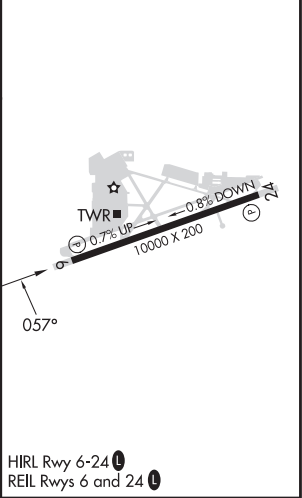
MISSED APPROACH: Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.
Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 6.

D-ATIS 124.175	SOCAL APP CON 127.0 318.2	SAN BERNARDINO TOWER ★ 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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ELEV 1159	D	TDZE 1103
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UCUDO				
WIDAD				
RWY 06				
GP 3.00° TCH 51				
5.9 NM 4.9 NM 1.9 NM				
CATEGORY	A	B	C	D
LPV DA#	1353-¾ 250 (200-¾)			
LNAV MDA #	1740-1 637 (600-1) 1740-1¾ 637 (600-1¾)			
CIRCLING	1740-1 581 (600-1) 1760-1¾ 601 (700-1¾) 2640-3 1481 (1500-3)			



SAN BERNARDINO, CALIFORNIA

AL-547 (FAA)

25107

LOC I-SBD 109.3	APP CRS 057°	Rwy Idg TDZE 1103 Apt Elev 1159
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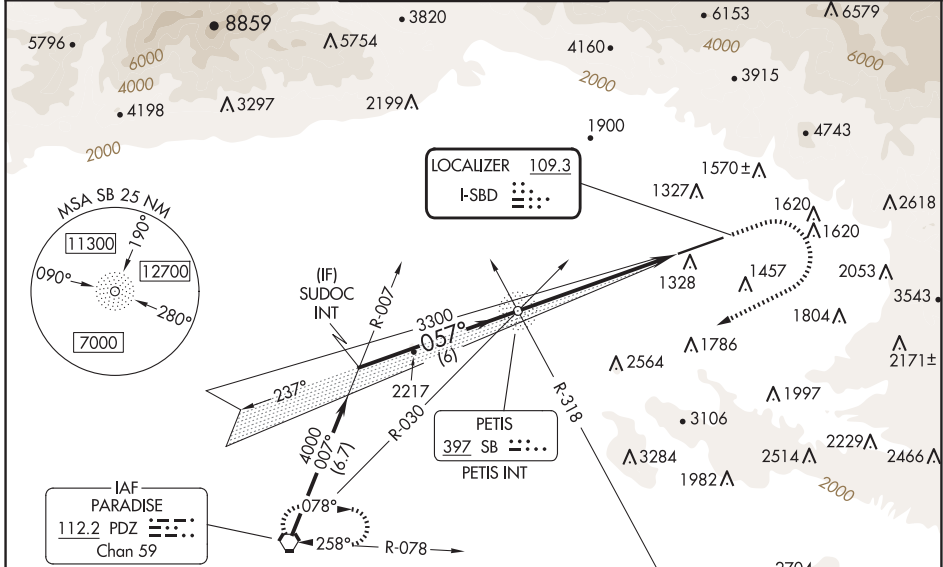
LOC Y RWY 6

SAN BERNARDINO INTL (SBD)

⚠ Circling NA northwest of Rwy 6-24. When local altimeter not received, use Ontario altimeter setting and increase all MDA 80 feet; increase S-LOC Cat B and Circling Cat B visibility ¼ SM.

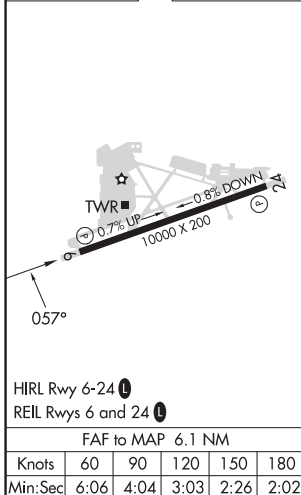
MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

D-ATIS 124.175	SOCAL APP CON 127.0 318.2	SAN BERNARDINO TOWER ★ 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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Procedure NA for arrival on PDZ VORTAC
airway radials 012 CW 030.

ELEV 1159	D	TDZE 1103
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SAN BERNARDINO, CALIFORNIA

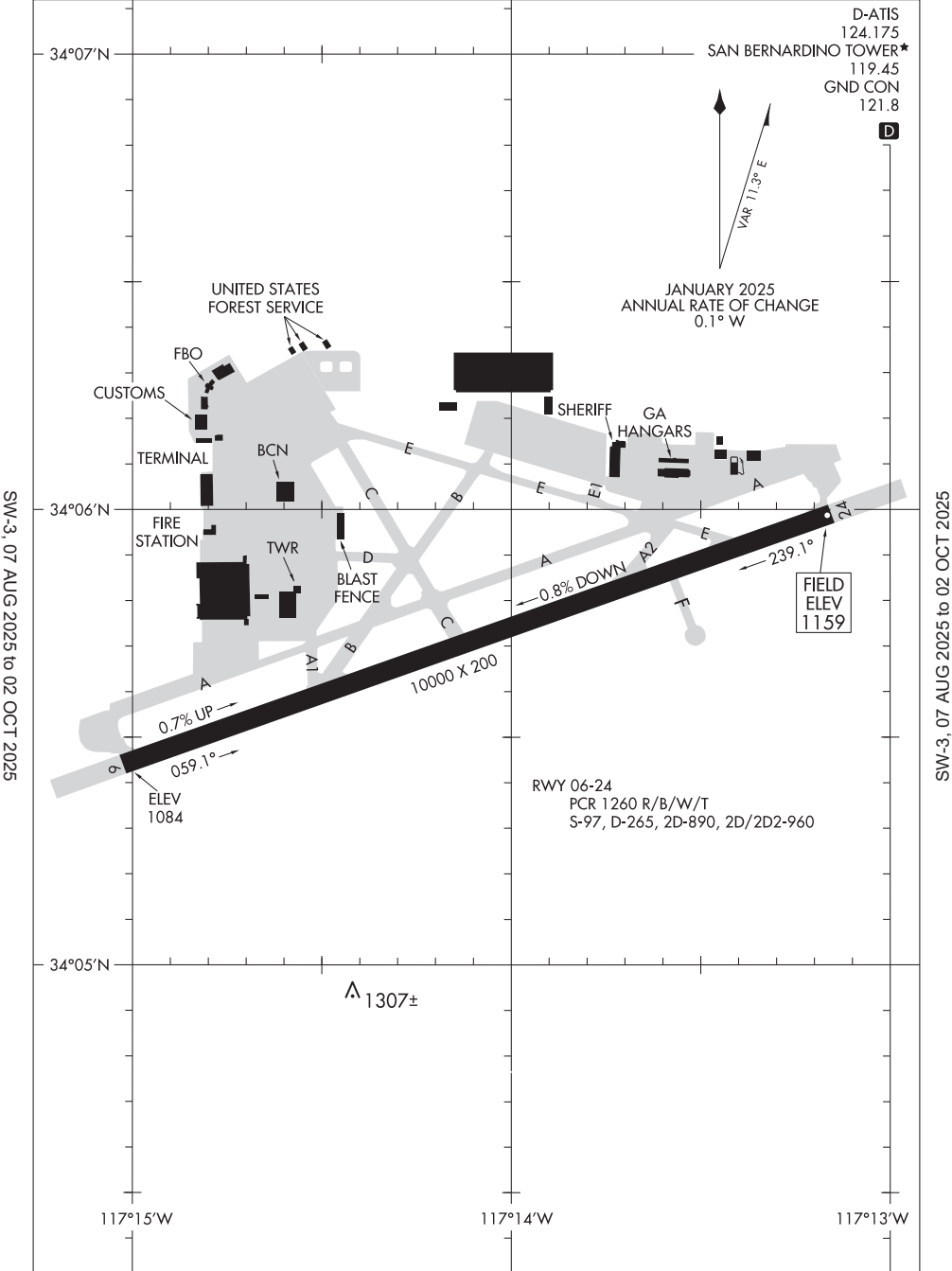
Amdt 1A 01DEC22

34°06'N-117°14'W

SAN BERNARDINO INTL (SBD)

LOC Y RWY 6

SW-3, 07 AUG 2025 to 02 OCT 2025



SOICAL DEP CON	RNAV 1 - GPS.
127.0 318.2	RADAR required.
ATIS	

SOCAL DEP CON
127.0 318.2
ATIS
124.175
GND CON
121.8
SAN BERNARDINO
119.45

JADKO ONE DEPARTURE (RNAV)
(JADKO1.JADKO) 16MAY24

SAN BERNARDINO, CALIFORNIA
SAN BERNARDINO INTL (SBD)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 057° to 2100, then climbing right turn direct LOSOM to cross LOSOM at or above 5500, then on track 155° to cross STRKS between 6100 and 6900 then on track 172° to ELICA, thence. . . .

AVRRY TRANSITION (JADKO1.AVRRY)

MTBAL TRANSITION (JADKO1.MTBAL)

SANTA CATALINA TRANSITION (JADKO1.SXC)

TOP ALTITUDE:

AVRRY AND MTBAL TRANSITIONS: 14000;

SANTA CATALINA TRANSITION: 15000.

TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 602' per NM to 5800.

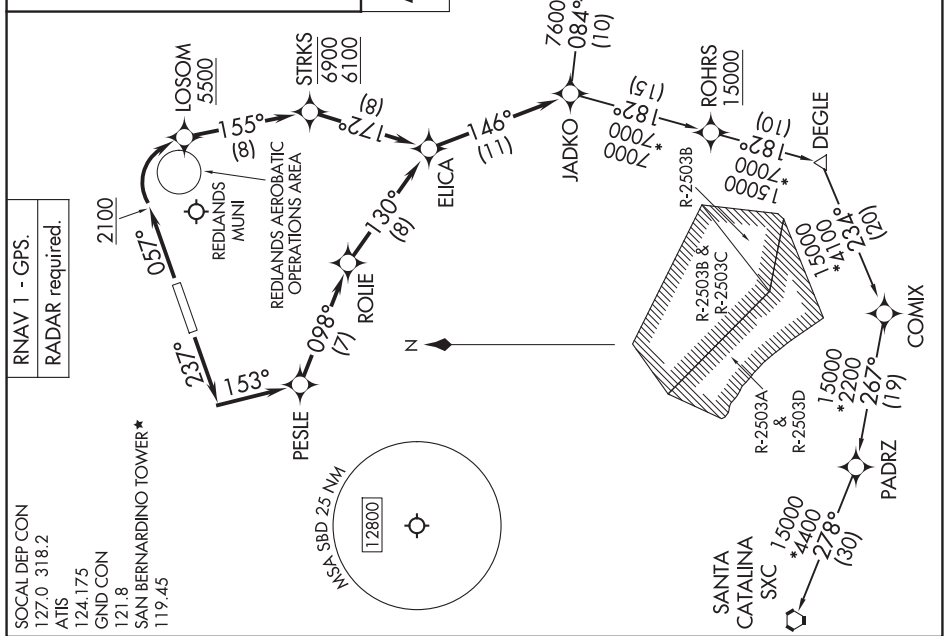
Rwy 24: Standard with minimum climb of 439' per NM to 4100.

NOTE: Turbojet and turboprop aircraft only.

NOTE: Rwy 6 departures maintain at or below 210K until leaving 3500.

NOTE: Scheduled aerobic activity beginning 4.5 NM east of Rwy 6 DER/

2.7 NM west of LOSOM 3500 feet to 7500 feet MSL 123.05

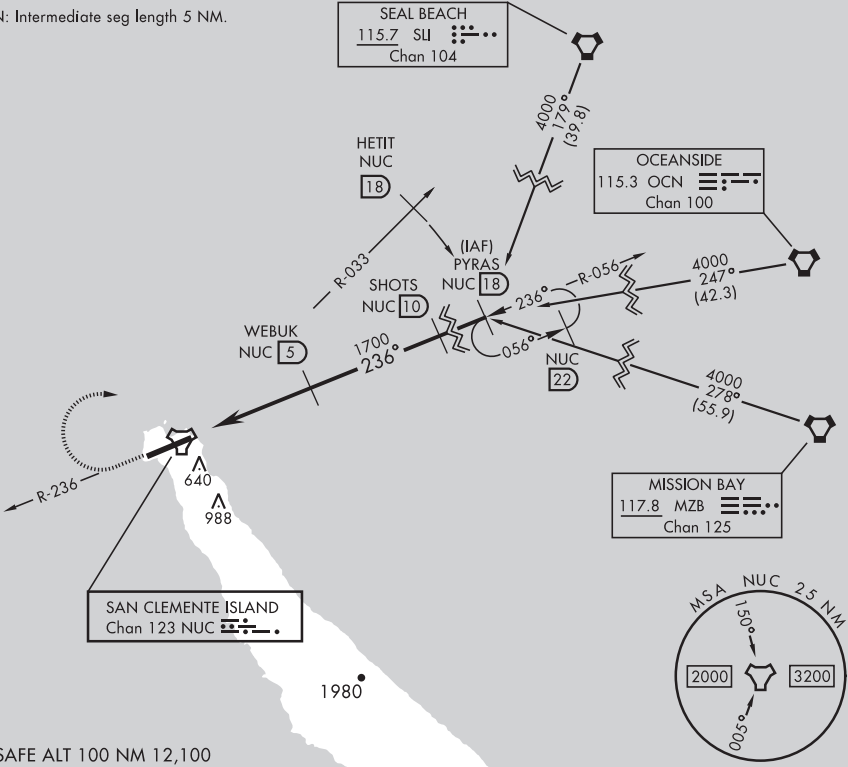


SAN CLEMENTE ISLAND, CALIFORNIA

TACAN Y RWY 24

TACAN NUC Chan 123	APCH CRS 236°	Rwy Idg TDZE 184 Arpt Elev 184	[USN] SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)
* Circling not authorized S of Rwy 6-24.			MISSED APPROACH: Climb to 1500 via NUC TACAN R-236 then climbing right turn to 4000 via NUC R-033 to HETIT. Then arc NE of NUC TACAN via the 18 DME arc to PYRAS and hold.
ATIS ★ 268.6	SAN CLEMENTE APP CON 127.05 292.15	SAN CLEMENTE ISLAND TOWER ★ 126.75 278.8	GND CON 0 119.55 251.05 ASR/PAR

CAUTION: Intermediate seg length 5 NM.



EMERG SAFE ALT 100 NM 12,100

1500 NUC R-236	4000 NUC R-033	HETIT Arc 18	PYRAS R-056 18	ELEV 184	TDZE 184
CATEGORY	A		B	C	D
S-24	780-1 596 (600-1)		780-1 596 (600-1)		
CIRCLING*	780-1 596 (600-1)		780-1 596 (600-1)		780-2 596 (600-2)

REIL Rwy 6
REIL Rwy 24
HIRL Rwy 6-24

SAN CLEMENTE ISLAND, CALIFORNIA SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)
Orig 24FEB22 33°01'N-118°35'W

TACAN Y RWY 24

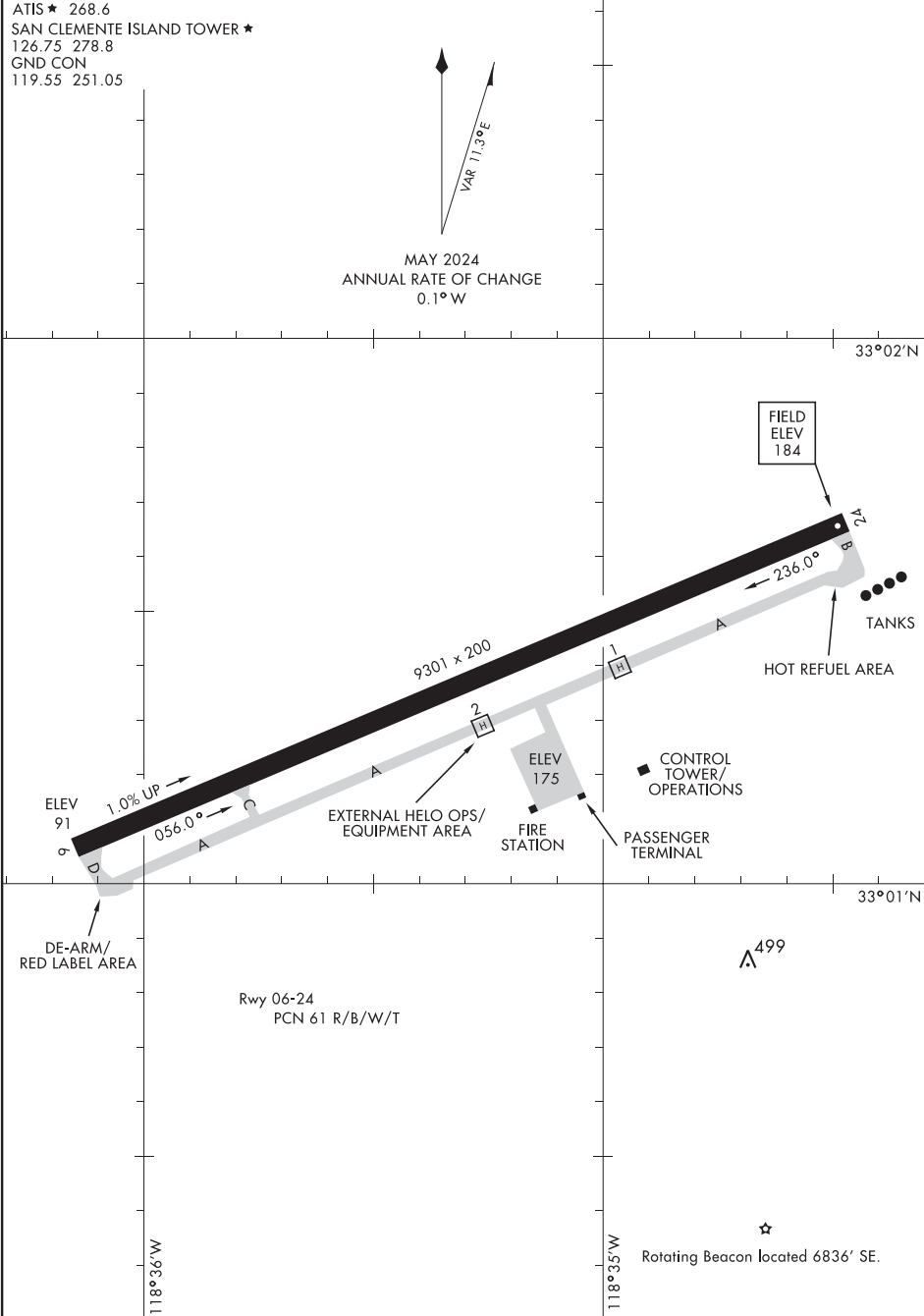
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

ATIS ★ 268.6
SAN CLEMENTE ISLAND TOWER ★
126.75 278.8
GND CON
119.55 251.05

VAR 11.3°E
MAY 2024
ANNUAL RATE OF CHANGE
0.1°W

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

AL-5814 (FAA)

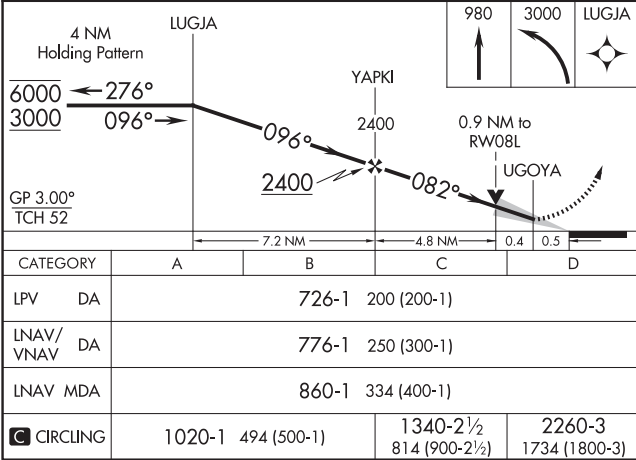
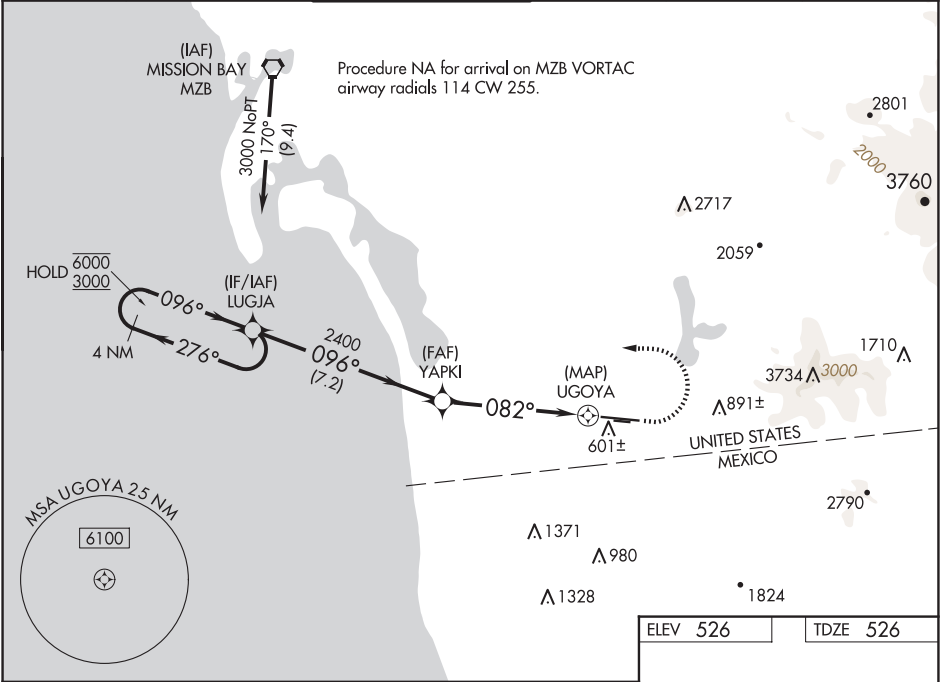
25163

WAAS CH 56534 W08A	APP CRS 082°	Rwy Ldg TDZE Apt Elev	7972 526 526
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RNAV (GPS) RWY 8L
BROWN FLD MUNI (SDM)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 190K until LUGJA) Climb to 980 then climbing left turn to 3000 direct LUGJA and hold.	
⚠ Circling NA south of Rwy 8R-26L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.			

ATIS 132.35	SOCAL APP CON 124.35 279.625	BROWN TOWER ★ 128.25 (CTAF) 0 225.4	GND CON 124.4	CLNC DEL 124.4	UNICOM 122.95
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ELEV 526	TDZE 526
REIL Rwy 26R	
REIL Rwy 8L	
MIRL Rwy 8R-26L	
HIRL Rwy 8L-26R	

SAN DIEGO, CALIFORNIA
Amdt 1D 23MAR23

32°34'N-116°59'W

BROWN FLD MUNI (SDM)
RNAV (GPS) RWY 8L

SW-3, 07 AUG 2025 to 02 OCT 2025

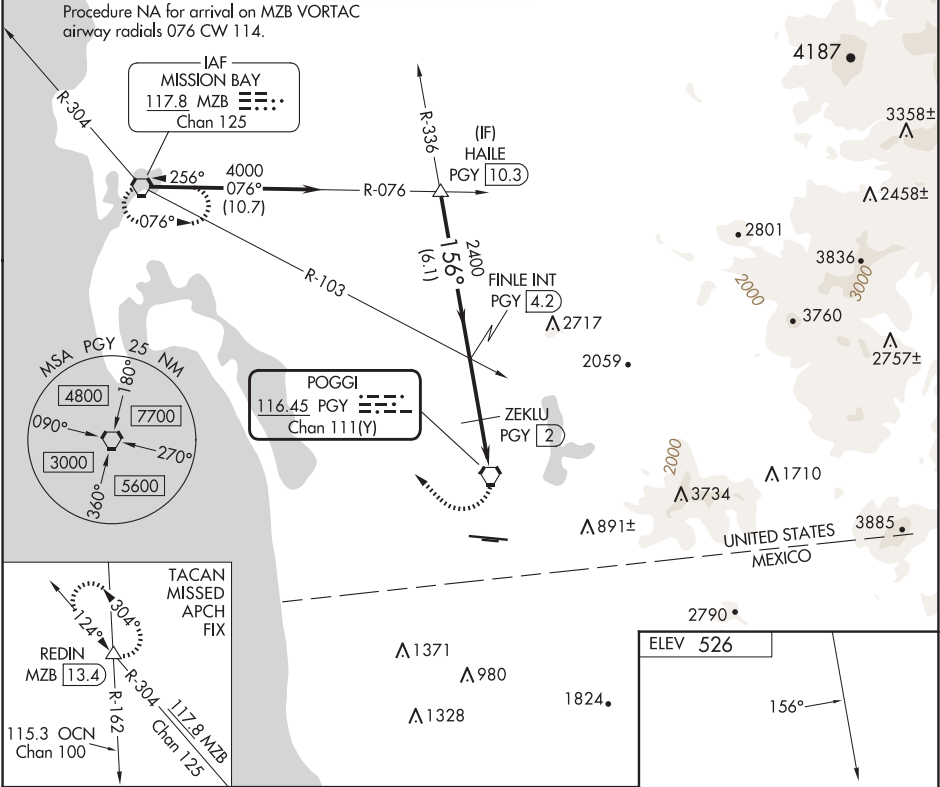
SW-3, 07 AUG 2025 to 02 OCT 2025

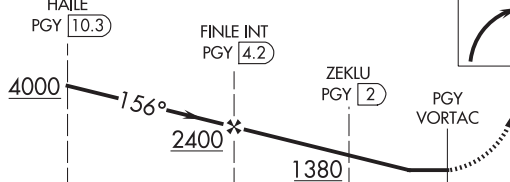


VORTAC PGY	APP CRS	Rwy Ldg	N/A
116.45	156°	TDZE	N/A
Chan 111 (Y)		Apt Elev	526

VOR or TACAN-A

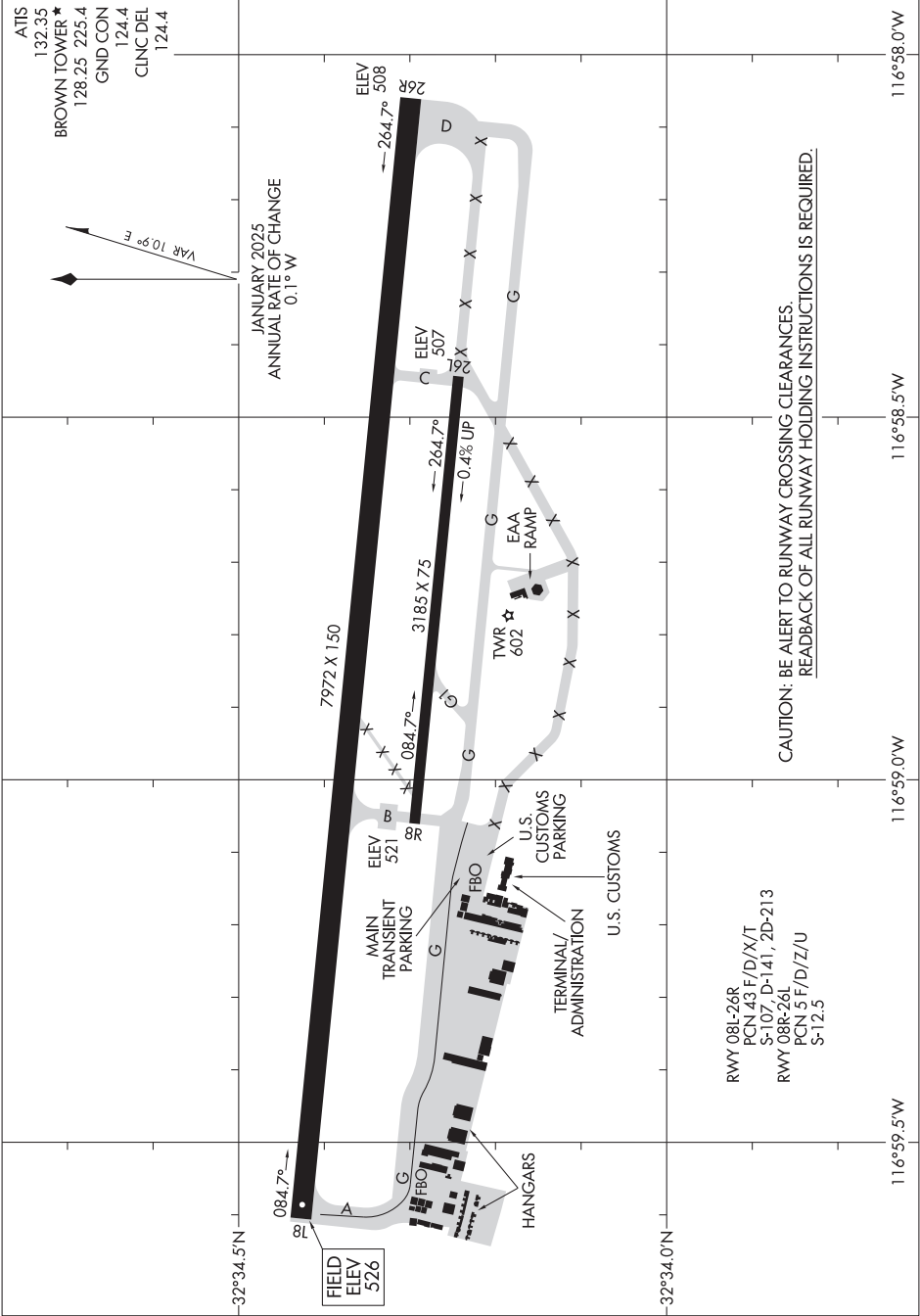
BROWN FLD MUNI (SDM)

<div><div></div><div></div></div> <div>Circling NA south of Rwy 8R-26L.</div>		MISSED APPROACH: Climbing right turn 4000 to MZB VORTAC and hold. (TACAN aircraft continue on MZB VORTAC R-304 to REDIN INT/MZB VORTAC 13.4 DME and hold NW, LT, 124° inbound)			
ATIS	SOCAL APP CON	BROWN TOWER ★	GND CON	CLNC DEL	UNICOM
132.35	124.35 279.625	128.25 (CTAF) 0 225.4	124.4	124.4	122.95

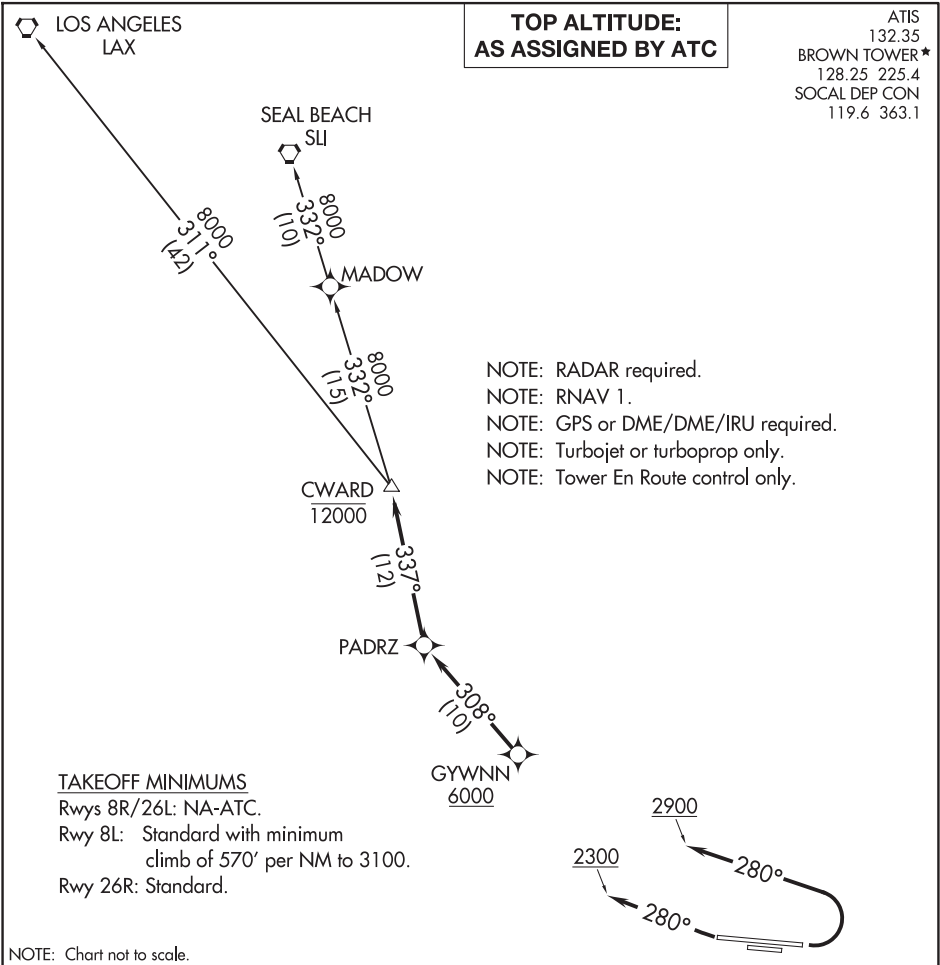


 <p>The diagram shows a flight path starting at HAILE PGY 10.3 with an altitude of 4000. It descends at a 156° angle to FINLE INT PGY 4.2 at an altitude of 2400. From there, it descends to ZEKLU PGY 2 at an altitude of 1380. The path then continues horizontally to PGY VORTAC at an altitude of 1380-2 3/4. The distances between points are 6.1 NM, 2.2 NM, and 2 NM. A dashed line indicates a turn at PGY VORTAC. A legend in the top right shows a curved arrow and a pentagon symbol.</p>				
CATEGORY	A	B	C	D
 CIRCLING	1380-2 3/4 854 (900-2 3/4)			2260-3 1734 (1800-3)
ZEKLU FIX MINIMUMS (DME REQUIRED)				
 CIRCLING	1140-2 3/4 614 (700-2 3/4)	1340-2 3/4 814 (900-2 3/4)	2260-3 1734 (1800-3)	

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025



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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climbing left turn heading 280° to 2900, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 26R: Climbing right turn heading 280° to 2300, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)

(PADRZ2.PADRZ) 21168
PADRZ TWO DEPARTURE (RNAV)

BROWN FLD MUNI (SDM)
SAN DIEGO, CALIFORNIA

AL-5814 (FAA)

ATIS
132.35
BROWN TOWER ★
128.25 225.4
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE:
15000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climbing left turn heading 280° to 2900, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 26R: Climbing right turn heading 280° to 2300, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)

IKAYE TRANSITION (PADRZ2.IKAYE)

OROSZ TRANSITION (PADRZ2.ROSOZ)

SHAFTER TRANSITION (PADRZ2.EHF)

TAKEOFF MINIMUMS

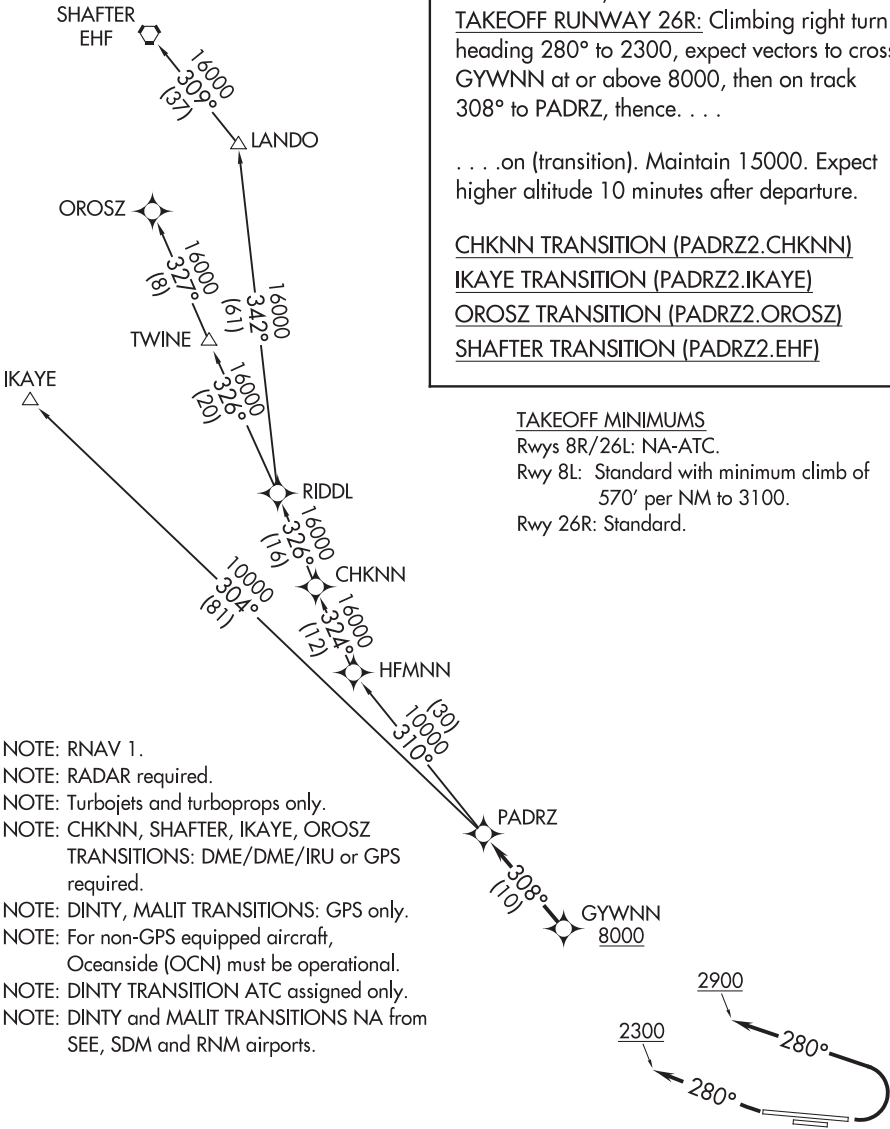
Rwys 8R/26L: NA-ATC.

Rwy 8L: Standard with minimum climb of 570' per NM to 3100.

Rwy 26R: Standard.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Turbojets and turboprops only.
- NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
- NOTE: DINTY, MALIT TRANSITIONS: GPS only.
- NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
- NOTE: DINTY TRANSITION ATC assigned only.
- NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

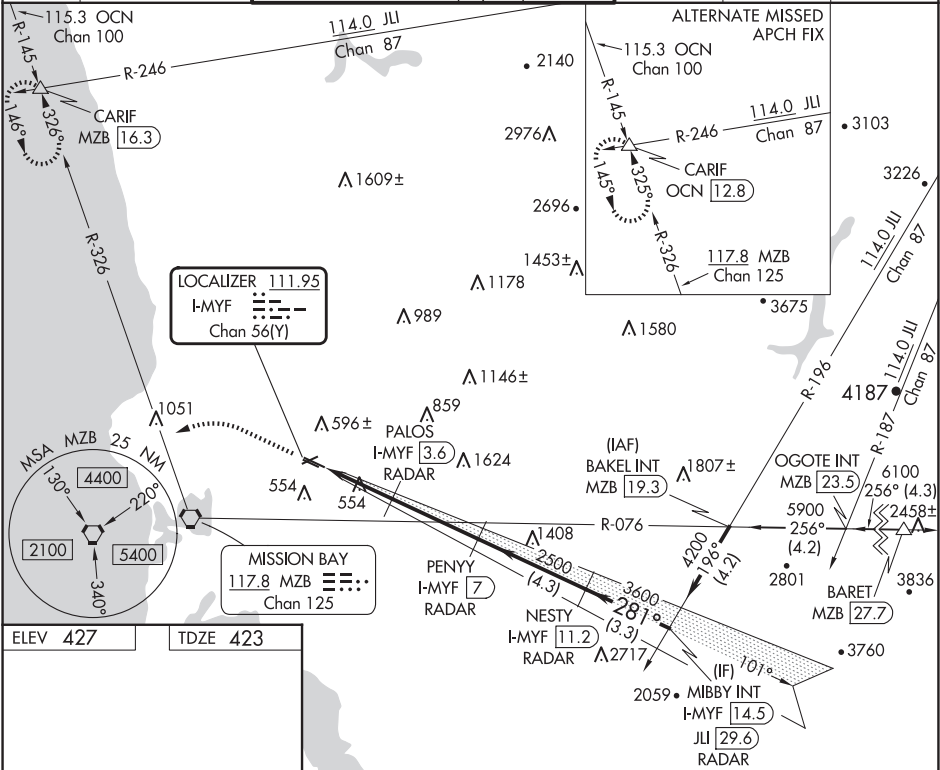
NOTE: Chart not to scale.

LOC/DME I-MYF 111.95 Chan 56(Y)	APP CRS 281°	Rwy Ldg TDZE 423 Apt Elev 427
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ILS or LOC RWY 28R
MONTGOMERY-GIBBS EXEC (MYF)

DME or RADAR required. ⚠ Circling Rwy 10L, 23, 28L NA at night. Rwy 28R helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS all Cats. For inop ALS, increase S-LOC 28R all Cats visibility to 1 SM.	MALSR AS	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 270° and MZB VORTAC R-326 to CARIF INT/MZB 16.3 DME and hold.
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ATIS 126.9	SOCAL APP CON 124.35 279.625	MONTGOMERY TOWER ★ 119.2 (CTAF) 0 269.4 (Rwys 5, 10L/R, 23, 28L) 125.7 269.4 (Rwy 28R)	GND CON 118.225	CLNC DEL 123.725	UNICOM 123.075
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ELEV 427	TDZE 423
REIL Rwy 28L MIRL Rwy 10L-28R	
FAF to MAP 6.3 NM	
Knots	60 90 120 150 180
Min:Sec	6:18 4:12 3:09 2:31 2:06

1100	3000	MZB	CARIF	MIBBY INT
hdg 270°	R-326	△		I-MYF 14.5
* LOC only				
PALOS I-MYF 3.6 RADAR				
PENNY I-MYF 7 RADAR				
NESTY I-MYF 11.2 RADAR				
MIBBY INT I-MYF 14.5 RADAR				
GS 3.00° TCH 41				
CATEGORY A B C D				
S-ILS 28R 673-¾ 250 (300-¾) NA				
S-LOC 28R 820-¾ 397 (400-¾) NA				
CIRCLING 920-1 493 (500-1) NA				

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA

AL-5401 (FAA)

25163

WAAS CH 45710 W28A	APP CRS 281°	Rwy Ldg TDZE 423 Apt Elev 427
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RNAV (GPS) RWY 28R

MONTGOMERY-GIBBS EXEC (MYT⁺)

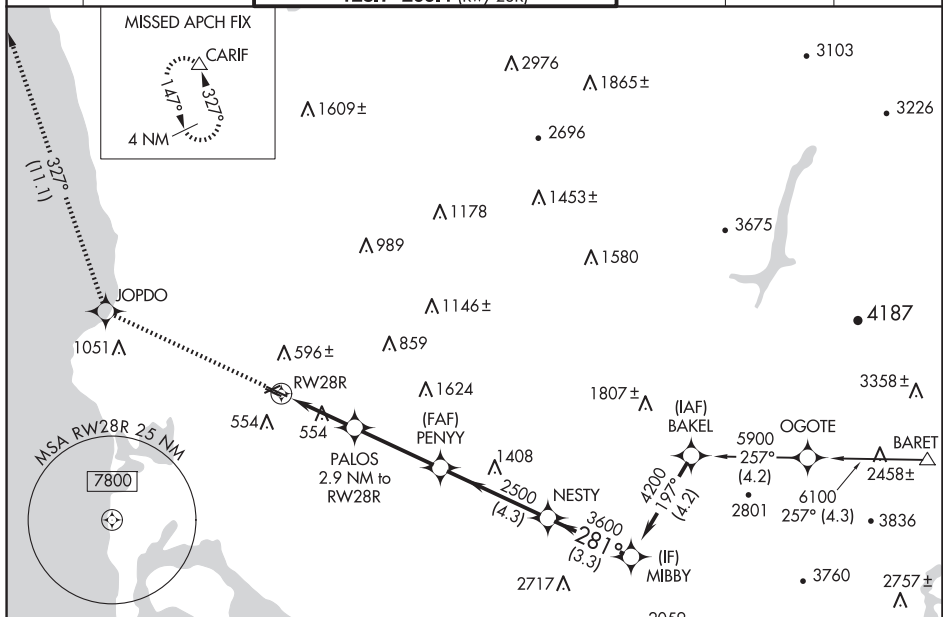
RNP APCH.

▼ Rwy 28R helicopter visibility reduction below $\frac{3}{4}$ SM NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 3000 direct JOPDO and on track 327° to CARIF and hold.

ATIS 126.9	SOCAL APP CON 124.35 279.625	MONTGOMERY TOWER ★ 119.2 (CTAF) 0 269.4 (Rwys 5, 10L/R, 23, 28L) 125.7 269.4 (Rwy 28R)	GND CON 118.225	CLNC DEL 123.725	UNICOM 123.075
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ELEV 427	TDZE 423
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3000	JOPDO	CARIF
↑	✱	tr 327°
		△
*LNAV only		
	PALOS 2.9 NM to RW28R	PENNY 2500
	*1.2 NM to RW28R	NESTY 3600
	RW28R	MIBBY 4200
	1.2 NM	1.7 NM
	3.4 NM	4.3 NM
	3.3 NM	
CATEGORY	A	B
LPV DA	673- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)	NA
LNAV/VNAV DA	750- $\frac{3}{4}$ 327 (400- $\frac{3}{4}$)	NA
LNAV MDA	840- $\frac{3}{4}$ 417 (500- $\frac{3}{4}$)	NA
CIRCLING	920-1 493 (500-1)	NA

SAN DIEGO, CALIFORNIA

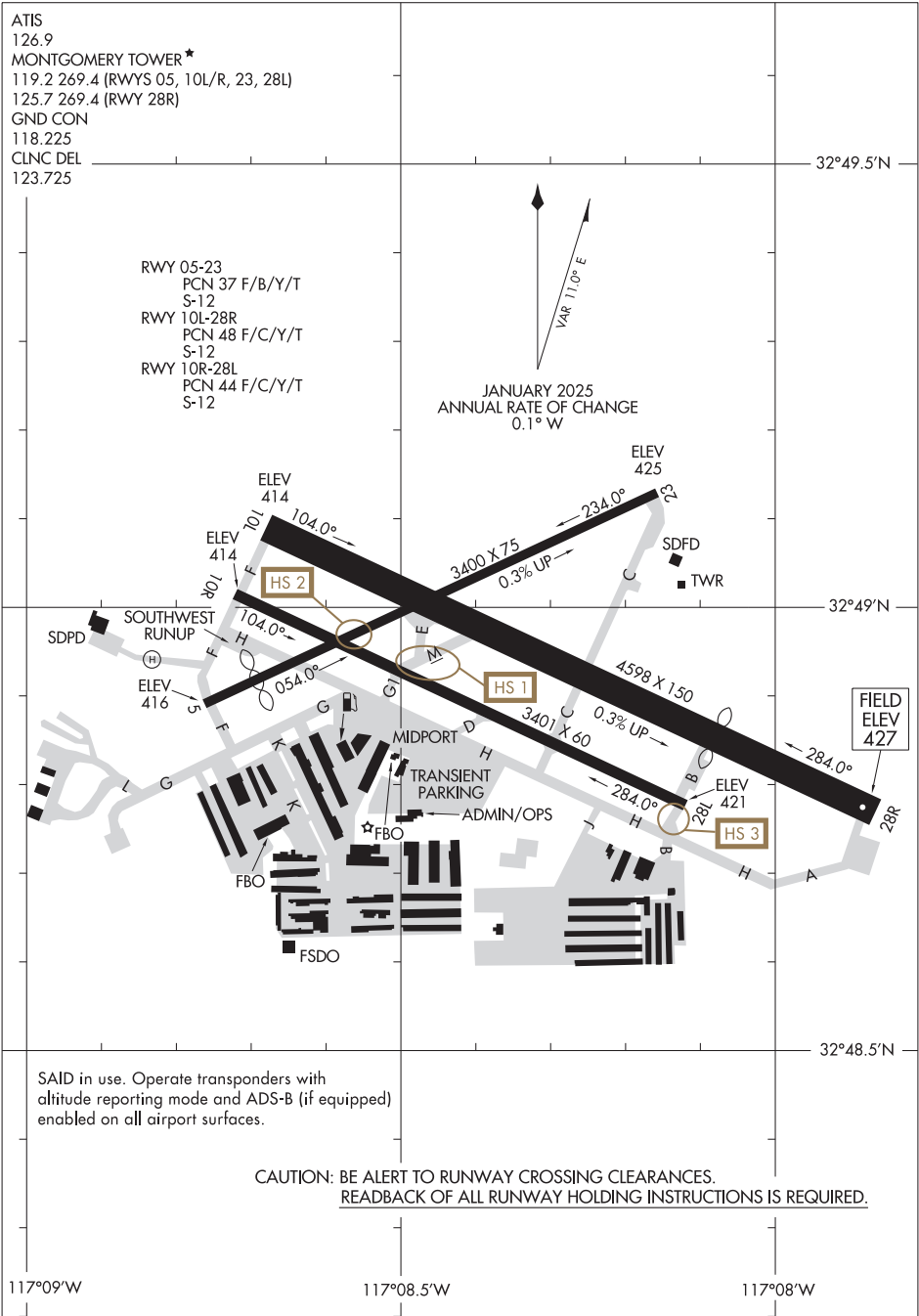
Amdt 1C 28FEB19

32°49'N-117°08'W

MONTGOMERY-GIBBS EXEC (MYT⁺)

RNAV (GPS) RWY 28R

SW-3, 07 AUG 2025 to 02 OCT 2025

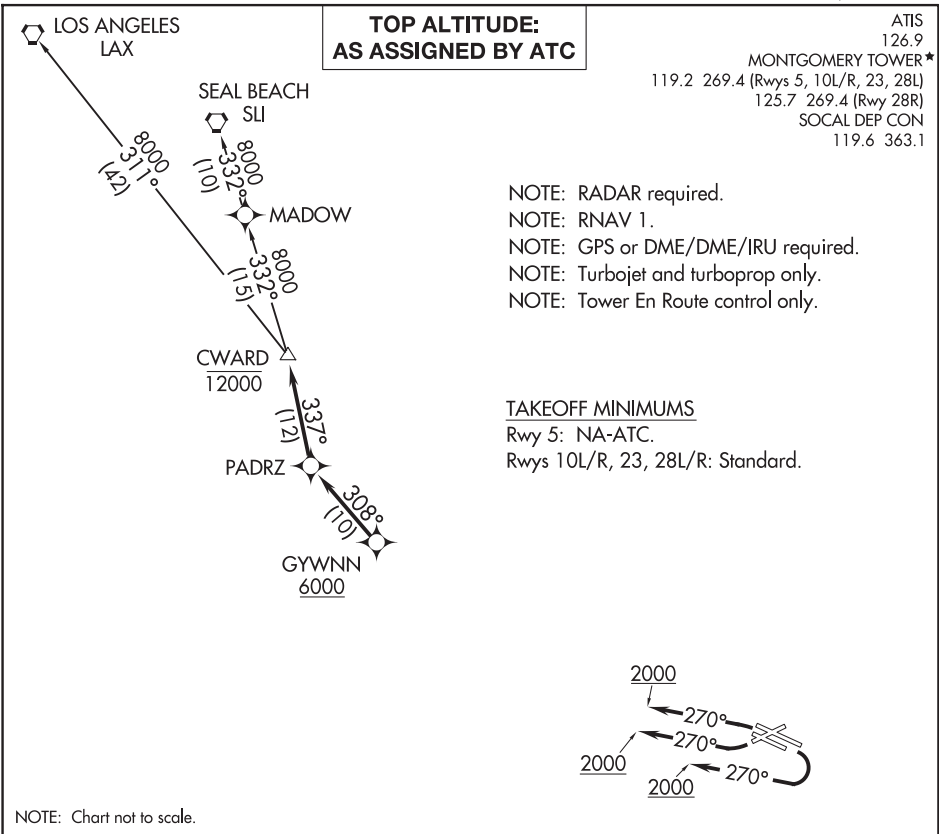


(CWARD2.CWARD) 22027

CWARD TWO DEPARTURE (RNAV)

AL-5401 (FAA)

MONTGOMERY-GIBBS EXEC (MYF)
SAN DIEGO, CALIFORNIA



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

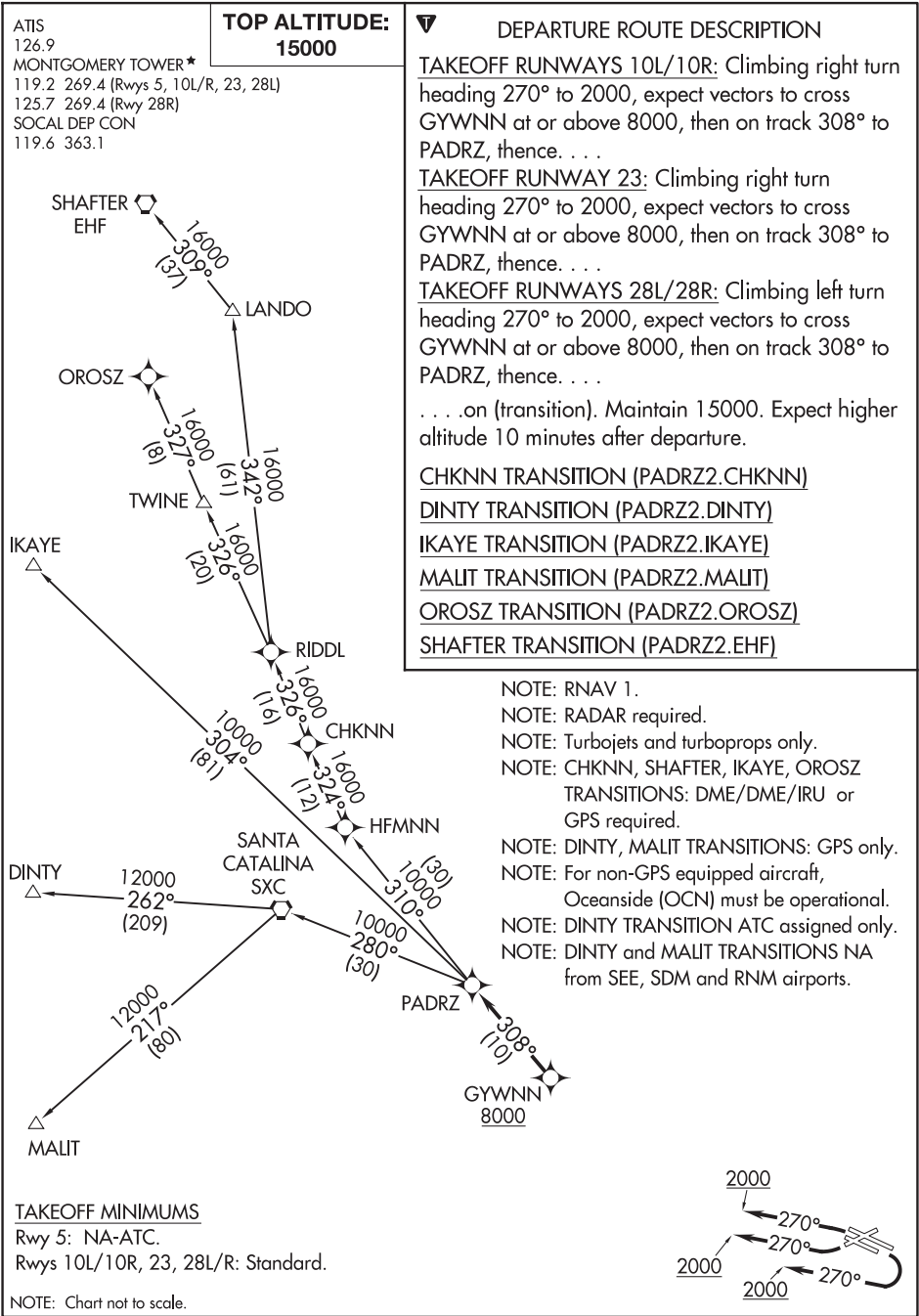
TAKEOFF RUNWAY 23: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAYS 28L/R: Climbing left turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)




SAN DIEGO, CALIFORNIA

AL-373 (FAA)

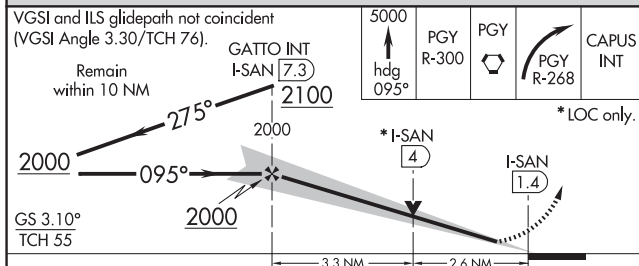
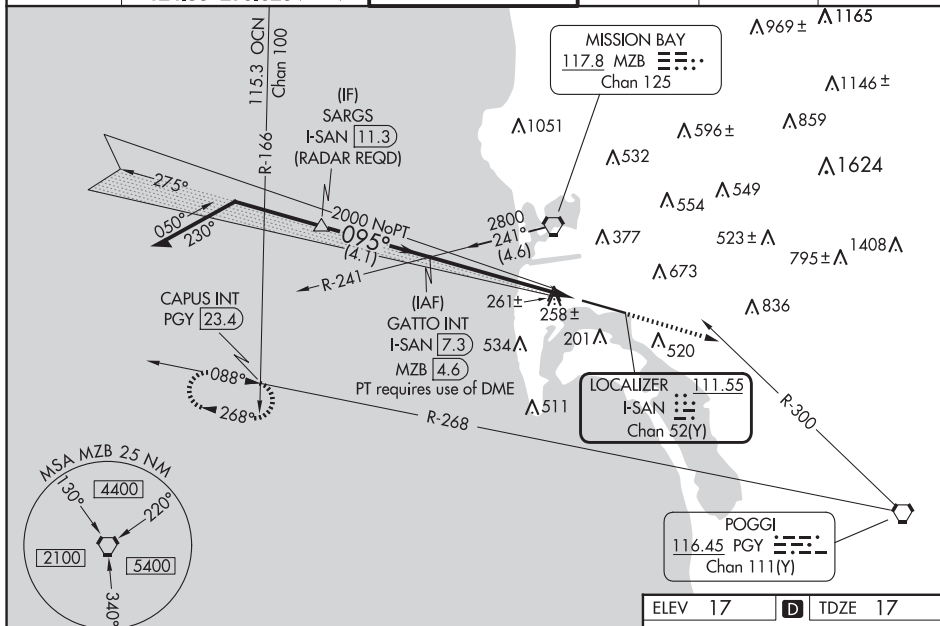
25163

LOC/DME I-SAN 111.55 Chan 52(Y)	APP CRS 095°	Rwy Ldg TDZE Apt Elev	7280 17 17
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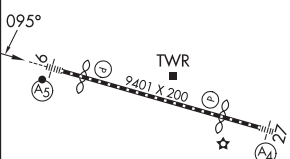
ILS Y or LOC Y RWY 9 SAN DIEGO INTL (SAN)

<p>⚠ Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-ILS 9 all Cats visibility to 2½ SM. Rwy 9 helicopter visibility reduction below RVR 4000 NA. #Inop table does not apply to S-ILS 9.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT/23.4 DME and hold. #Missed approach requires minimum climb of 270 feet per NM to 4000.</p>
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D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LINDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9	CPDLC
------------------------	--	---	-------------------------	--------------------------	-------



CATEGORY	A	B	C	D
S-ILS 9#	258/40 241 (300-¾)			
S-ILS 9	751-2 734 (800-2)			
S-LOC 9	960/40 943 (1000-¾)		960-2 943 (1000-2)	
C CIRCLING	960-1¼ 943 (1000-1¼)		960-2¾ 943 (1000-2¾)	
			960-3 943 (1000-3)	

ELEV 17	D	TDZE 17			
					
TDZ/CL Rwy 9 and 27 HRL Rwy 9-27					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SAN DIEGO, CALIFORNIA

Amdt 2B 15AUG19

32°44'N-117°11'W

SAN DIEGO INTL (SAN)

ILS Y or LOC Y RWY 9

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SAN	APP CRS	Rwy Ldg	7280
111.55	095°	TDZE	17
Chan 52 (Y)		Apt Elev	17

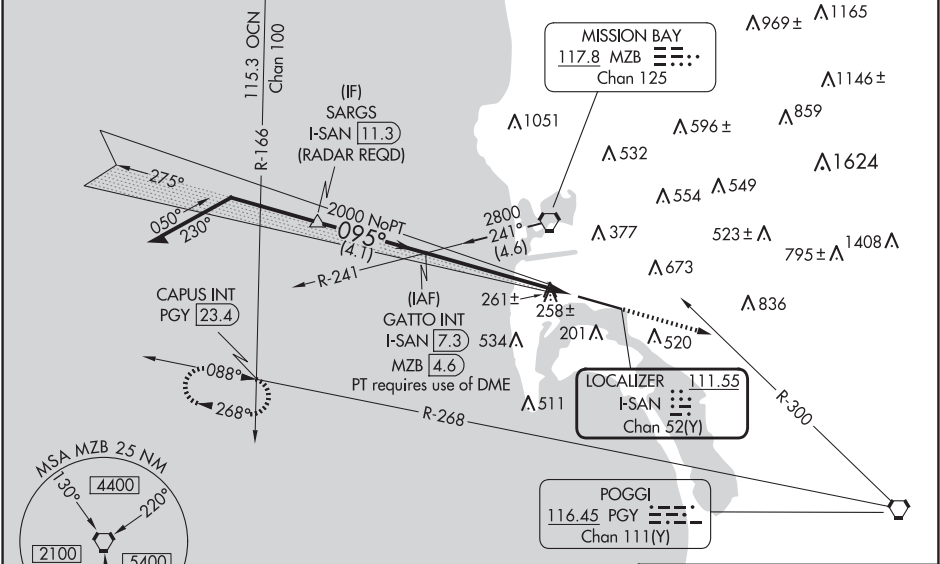
ILS Z or LOC Z RWY 9
SAN DIEGO INTL (SAN)


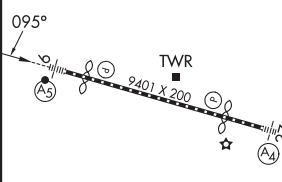
⚠ Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D to 1½ SM. LOC only: Rwy 9 helicopter visibility reduction below RVR 4000 NA.



MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT/23.4 DME and hold. #Missed approach requires minimum climb of 280 feet per NM to 3800; if unable to meet climb gradient, see ILS Y or LOC Y RWY 9.

D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LINDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9	CPDLC
------------------------	--	---	-------------------------	--------------------------	-------



					ELEV 17 D TDZE 17				
<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.30/TCH 76).</p> <p>Remain within 10 NM</p> <p>GATTO INT I-SAN <u>7.3</u> 2100</p> <p>2000</p> <p>275°</p> <p>095°</p> <p>2000</p> <p>GS 3.10° TCH 55</p> <p>2000</p> <p>4.7 NM</p> <p>1.2 NM</p>					<p>5000 hdg 095°</p> <p>PGY R-300</p> <p>PGY</p> <p>PGY R-268</p> <p>CAPUS INT</p> <p>*LOC only.</p> <p>* I-SAN <u>2.6</u></p> <p>I-SAN <u>1.4</u></p>				
<p>CATEGORY</p> <p>A</p> <p>B</p> <p>C</p> <p>D</p>									
<p>S-ILS 9 #</p> <p>217/18 200 (200-½)</p>					<p>TDZ/CL Rwys 9 and 27</p> <p>HIRL Rwy 9-27</p>				
<p>S-LOC 9</p> <p>520/40 503 (600-¾)</p> <p>520/55 503 (600-1)</p>					<p>FAF to MAP 5.9 NM</p>				
<p>C CIRCLING</p> <p>800-1 783 (800-1)</p> <p>820-1 803 (900-1)</p> <p>820-2¼ 803 (900-2¼)</p> <p>940-3 923 (1000-3)</p>					<p>Knots 60 90 120 150 180</p> <p>Min:Sec 5:54 3:56 2:57 2:22 1:58</p>				

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO, CALIFORNIA


AL-373 (FAA)

25163

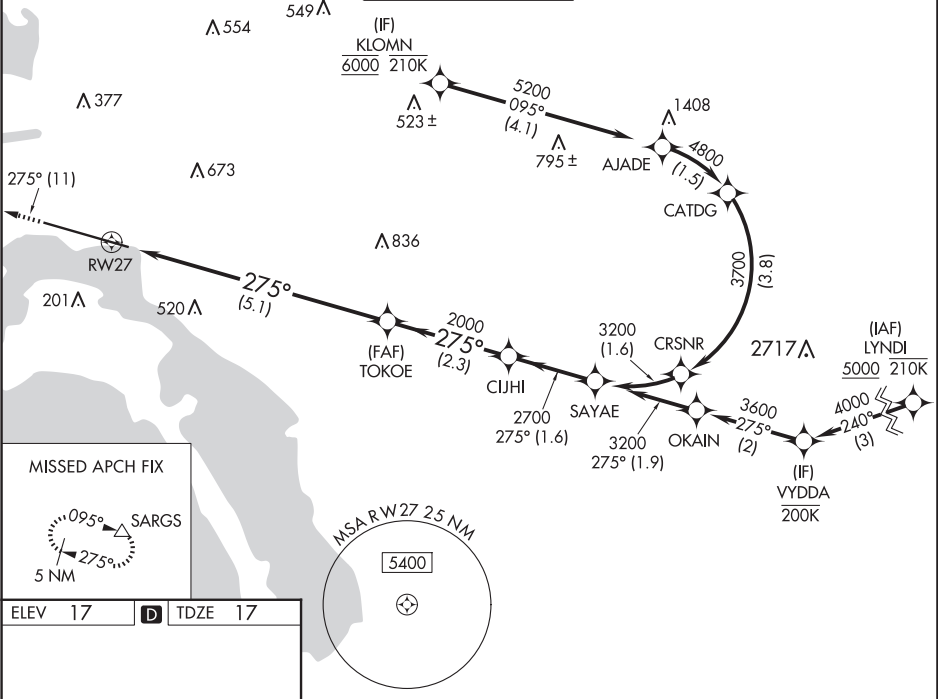
APP CRS	Rwy Ldg	7591
275°	TDZE	17
	Apt Elev	17

RNAV (RNP) Z RWY 27

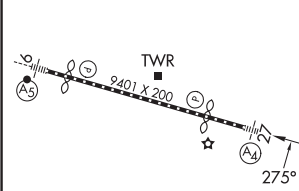
SAN DIEGO INTL (SAN)

RNP AR APCH - GPS. Authorization required. From KLOMN: RF.	MALS 	MISSED APPROACH: Climb to 2500 on track 275° to SARGS and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 44°C. For inop ALS, increase RNP 0.30 all Cats visibility to 2½ SM. Straight-in Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.		

D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LINDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9	CPDLC
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ELEV 17		TDZE 17
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	2500 ↑ tr 275°	SARGS △	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 66).		
	See planview for multiple IF locations.				
	TOKOE 2000 CUJHI 2700 SAYAE 3200 GP 3.50° TCH 75				
	CATEGORY	A	B	C	D
	RNP 0.11 DA	624-1½ 607 (700-1½)			
RNP 0.30 DA	789-2 772 (800-2)				
AUTHORIZATION REQUIRED					

SAN DIEGO, CALIFORNIA
Amdt 1 26DEC24

32°44'N-117°11'W

SAN DIEGO INTL (SAN)
RNAV (RNP) Z RWY 27

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 49237 W09A	APP CRS 095°	Rwy Ldg 7280 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 9
SAN DIEGO INTL (SAN)

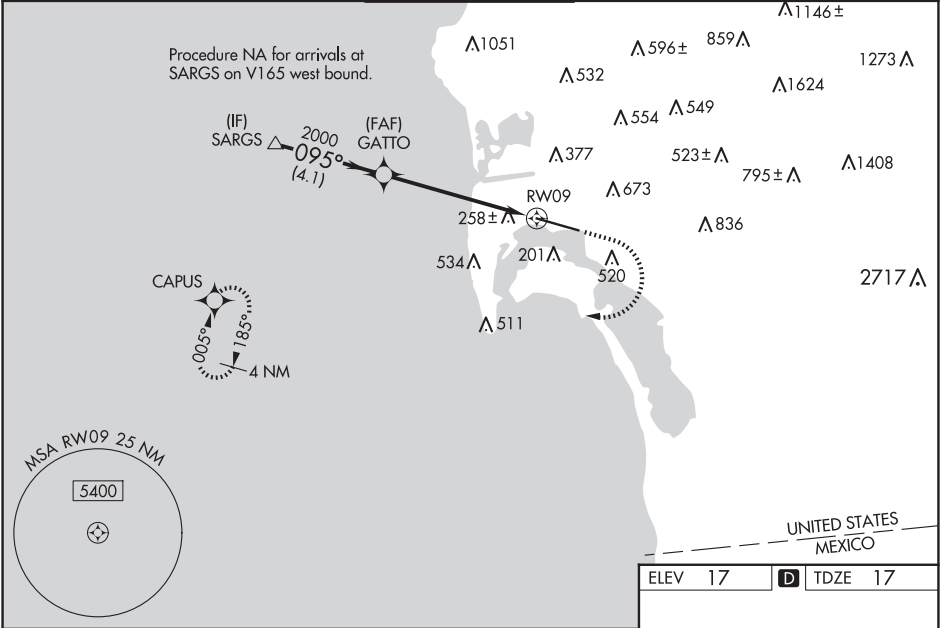
RNP APCH.

⚠ Circling NA north of Rwy 9-27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 47°C. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cats A/B visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CAPUS and hold.

D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LINDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 76).

SARGs

GP 3.10° TCH 55

2100

095°

2000

GATTO

2000

*1.6 NM to RWY09

RWY09

*LNAV only.

095°

TWR

9401 X 200

HIRL Rwy 9-27

	2000	3000	CAPUS	
CATEGORY	A	B	C	D
LPV DA	262/40		245 (300-¾)	
LNAV/VNAV DA	621-1½		604 (700-1½)	
LNAV MDA	600/40	583 (600-¾)	600-1¼	583 (600-1¼)
CIRCLING	800-1 783 (800-1)	820-1 803 (900-1)	820-2¼ 803 (900-2¼)	940-3 923 (1000-3)

TDZ/CL Rwys 9 and 27
HIRL Rwy 9-27

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) Y RWY 27
SAN DIEGO INTL (SAN)

T Rwy 27 helicopter visibility reduction below RVR 5000 NA. Straight-in Rwy 27
A at night, operational VGSI required, remain on or above VGSI glidepath until
threshold. Circling NA north of Rwy 9-27. For inop ALV, increase LNAV Cats C/D
visibility to 2 SM. Inop table does not apply to LP Cats A/B and LNAV Cat A.

MISSED APPROACH: Climb to 2500 direct SARGS and hold.

D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LJNDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9	CPDLC
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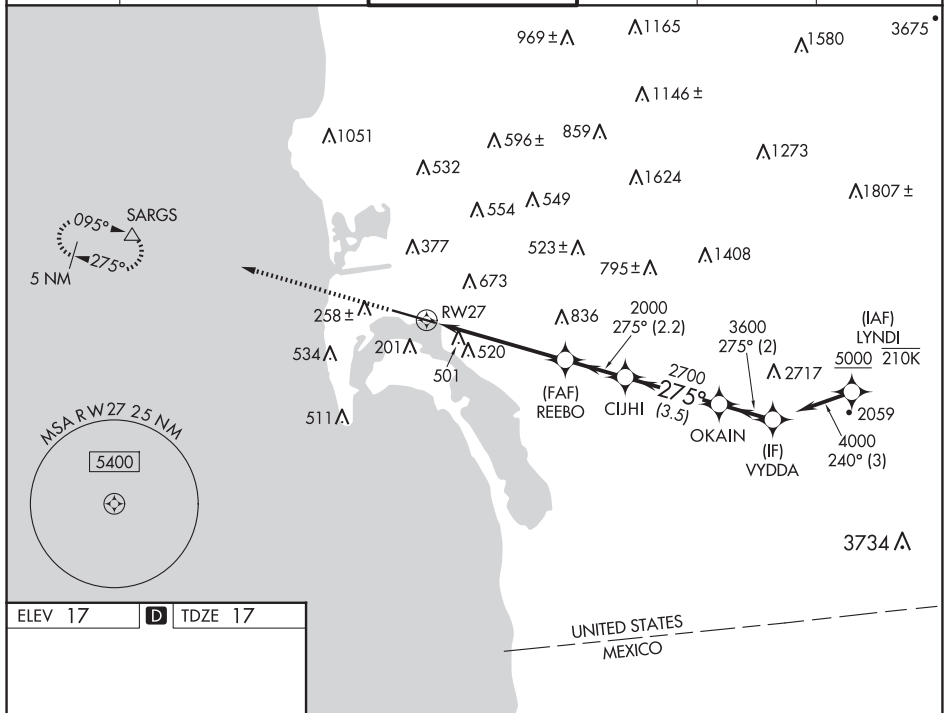


Diagram illustrating the RWY 27 approach. The approach path is shown with a 275° heading and a 3.50° TCH 65. Key points along the path include RWY 27, REEBO (2000), CIJHI (2700), OKAIN (3600), and VYDDA (4000). The diagram also shows the TWR and the 9401 X 200 runway. The diagram is labeled with 'TDZ/CL Rwy 9 and 27' and 'HIRL Rwy 9-27'.




SAN DIEGO INTL (SAN)
RNAV (GPS) Y RWY 27

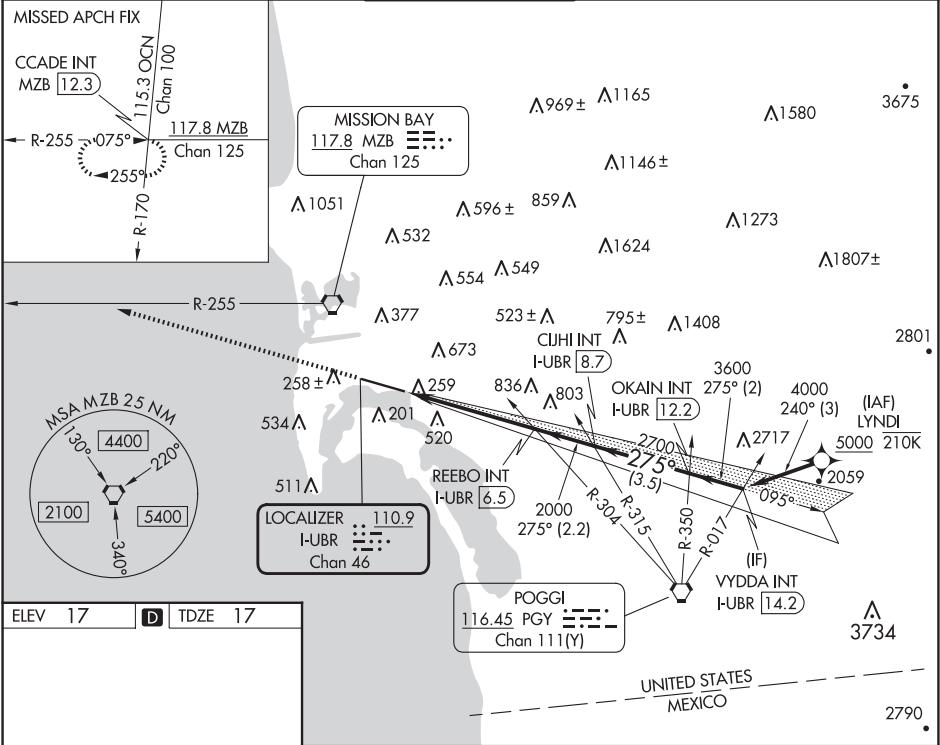
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3. 07 AUG 2025 to 02 OCT 2025

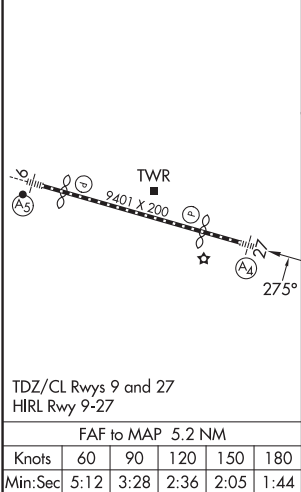
LOC/DME I-UBR 110.9 Chan 46	APP CRS 275°	Rwy Ldg TDZE 17 Apt Elev 17
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LOC RWY 27
SAN DIEGO INTL (SAN)

From LYNDI: RNAV 1-DME/DME/IRU or GPS required.			MAIS 	MISSED APPROACH: Climb to 2500 on heading 275° and on MZB VORTAC R-255 to CCADE INT/MZB 12.3 DME and hold.	
RNAV 1-DME/DME/IRU or GPS required for procedure entry.					
<div><div></div><div>Rwy 27 helicopter visibility reduction below 1 SM NA. Circling NA north of Rwy 9-27. Inop table does not apply to Cats A and B. For inop ALS, increase S-27 Cats C and D visibility to 1 1/8 SM.</div></div>					
D-ATIS 134.8	SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)	LINDBERGH TOWER 118.3 338.225	GND CON 123.9	CLNC DEL 125.9	CPDLC



ELEV 17	D	TDZE 17
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2500		MZB R-255	CCADE INT	VYDDA INT I-UBR 14.2	
hdg 275°		REEBO INT I-UBR 6.5		OKAIN INT I-UBR 12.2	4000
I-UBR 1.3		CUHI INT I-UBR 8.7		275°	
3.50°		2000		3600	
TCH 65		2700		2 NM	
5.2 NM		2.2 NM		3.5 NM	
CATEGORY	A	B	C	D	
S-27	680-1	663 (700-1)	680-1 3/4	663 (700-1 3/4)	
CIRCLING	820-1	803 (900-1)	840-2 1/2	940-3	
			823 (900-2 1/2)	923 (1000-3)	

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

23334

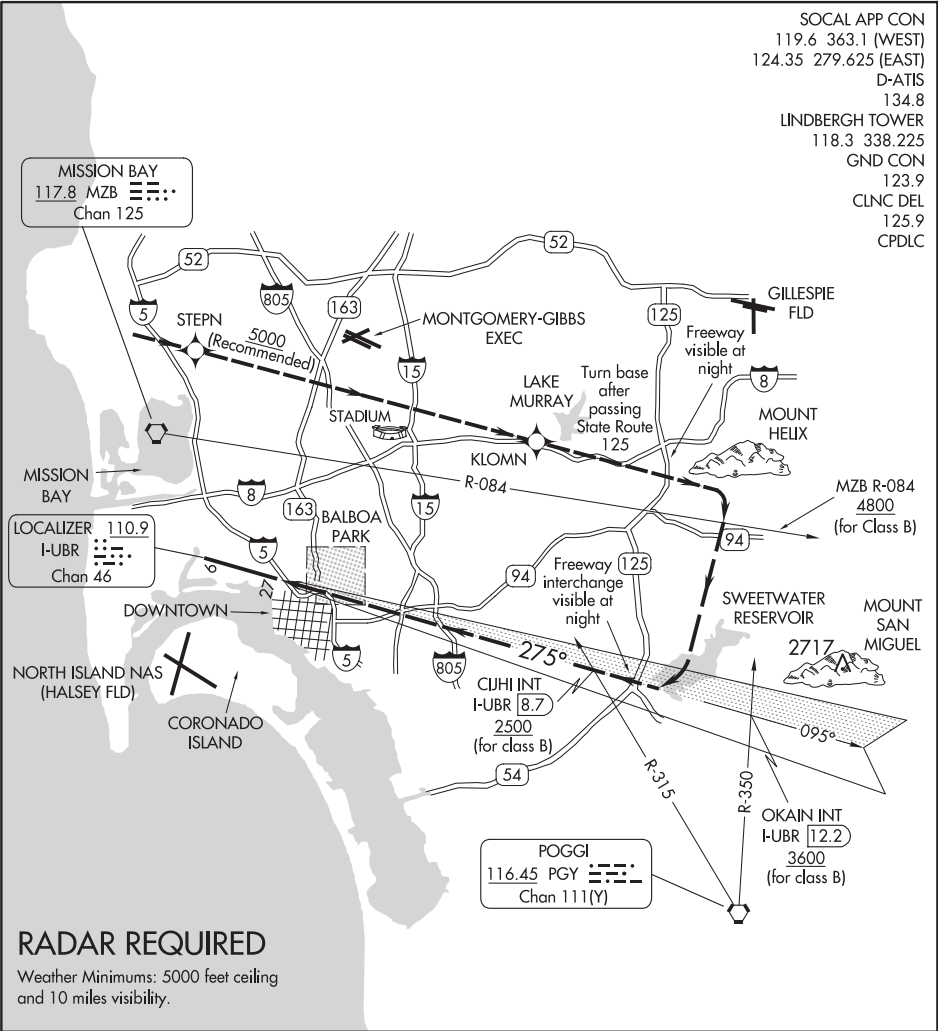
SWEETWATER VISUAL RWY 27

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

- SOCAL APP CON
119.6 363.1 (WEST)
124.35 279.625 (EAST)
D-ATIS
134.8
LINDBERGH TOWER
118.3 338.225
GND CON
123.9
CLNC DEL
125.9
CPDLC

SW-3, 07 AUG 2025 to 02 OCT 2025



RADAR REQUIRED
Weather Minimums: 5000 feet ceiling and 10 miles visibility.

SW-3, 07 AUG 2025 to 02 OCT 2025

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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SWEETWATER VISUAL APPROACH RWY 27

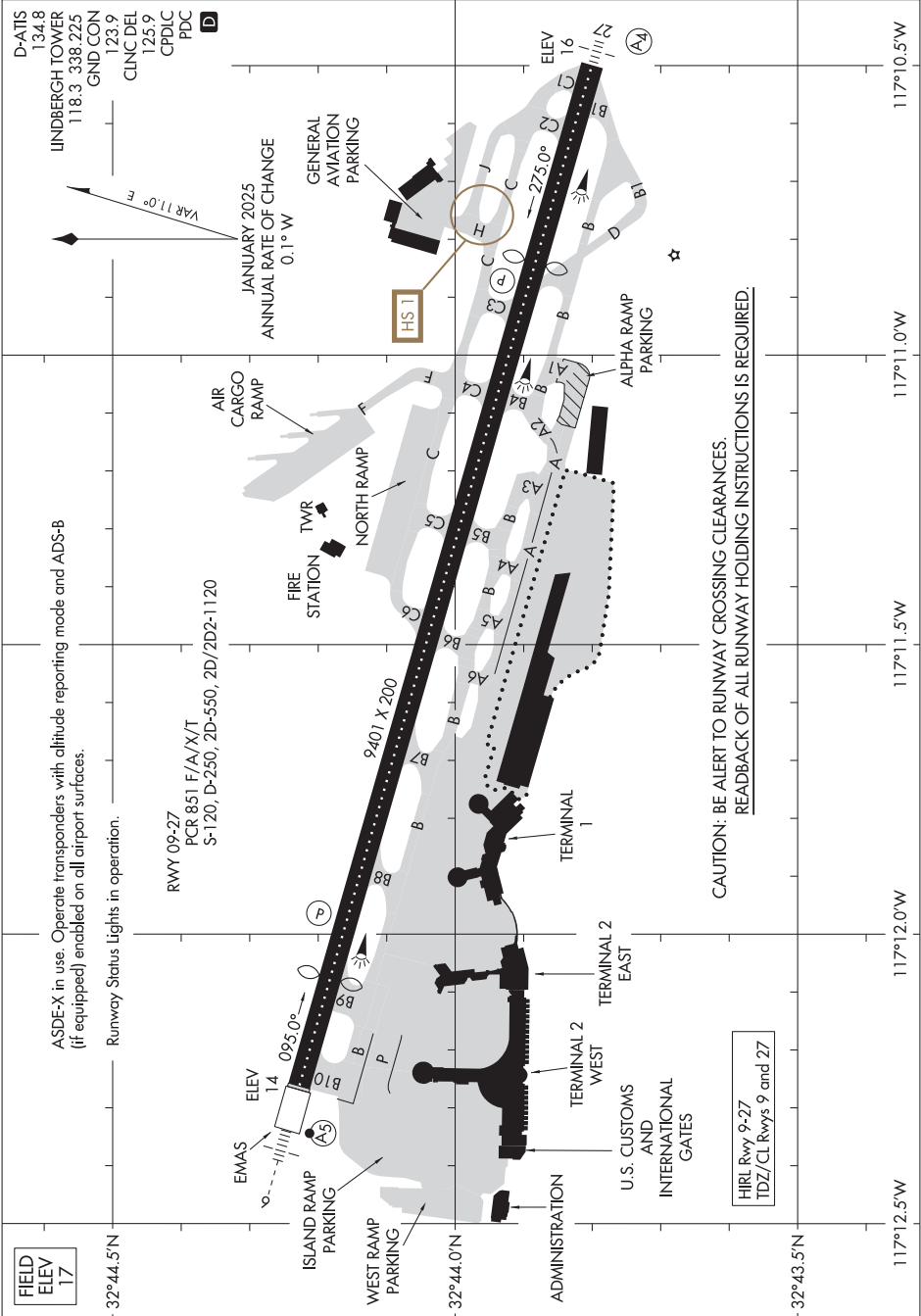
SWEETWATER VISUAL RWY 27

Amdt 1 31MAR16

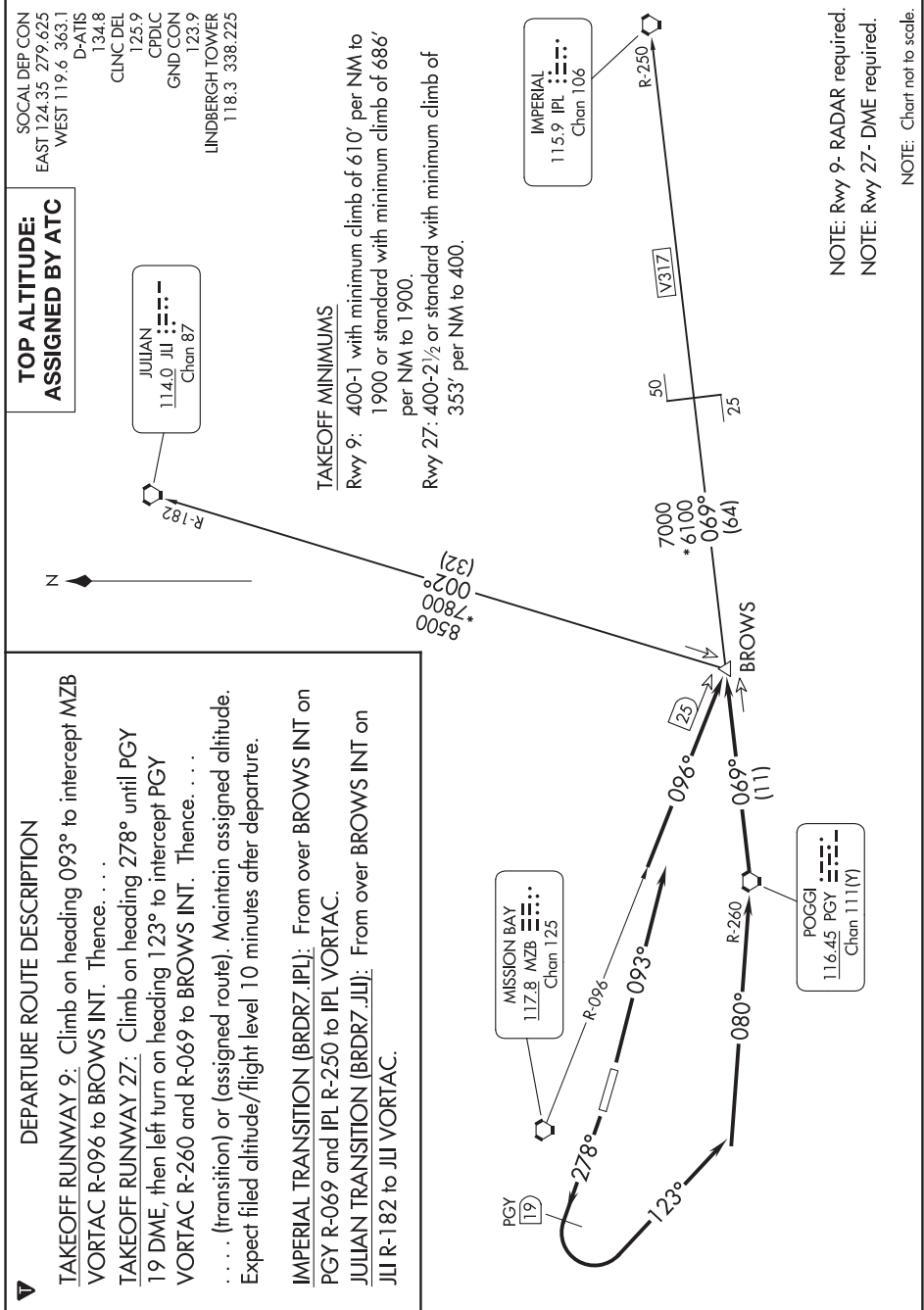
32°44'N-117°11'W

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 07 AUG 2025 to 02 OCT 2025



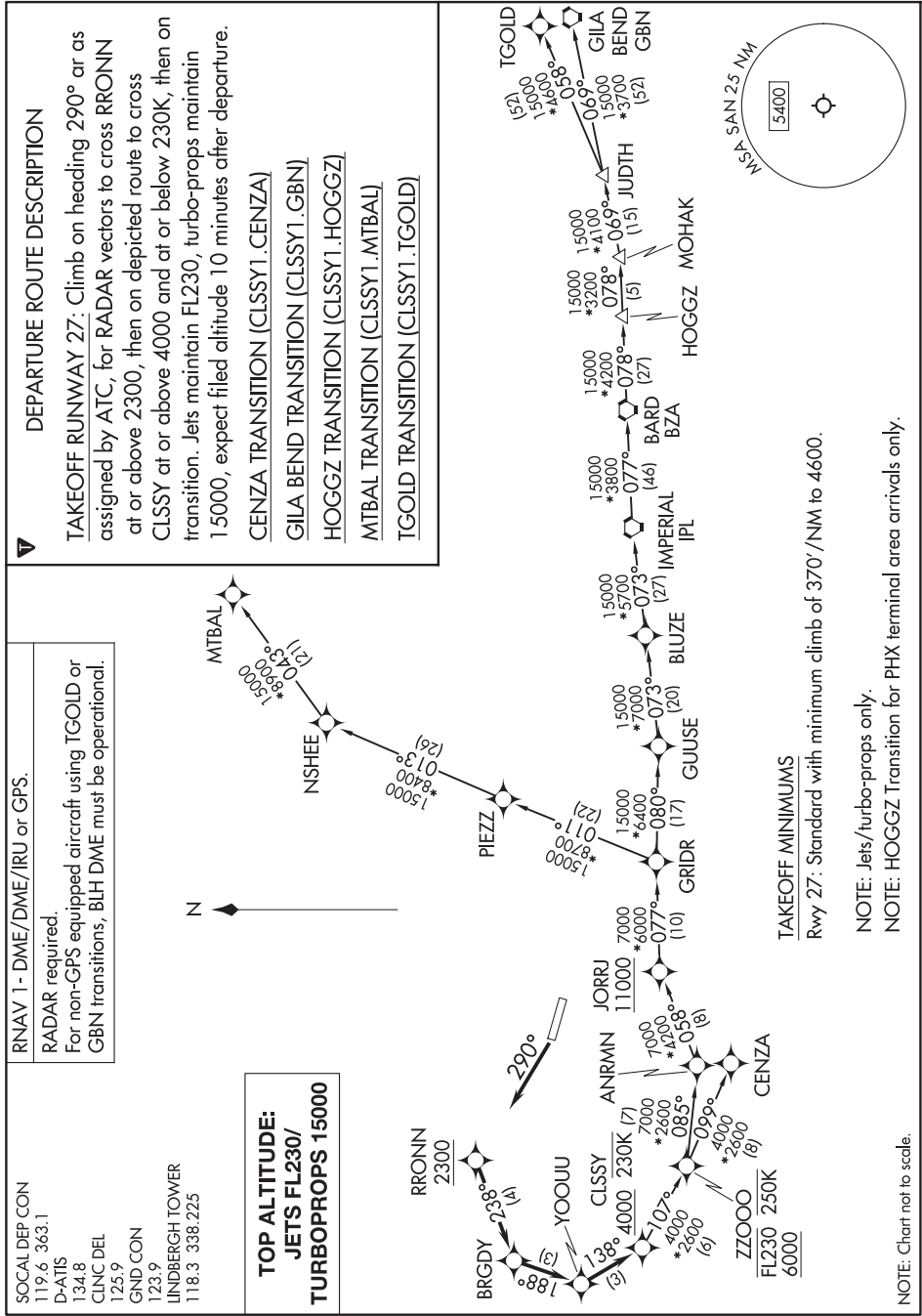
SW-3, 07 AUG 2025 to 02 OCT 2025



CLSSY ONE DEPARTURE (RNAV)
(CLSSY1.CLSSY) 31OCT24

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

401



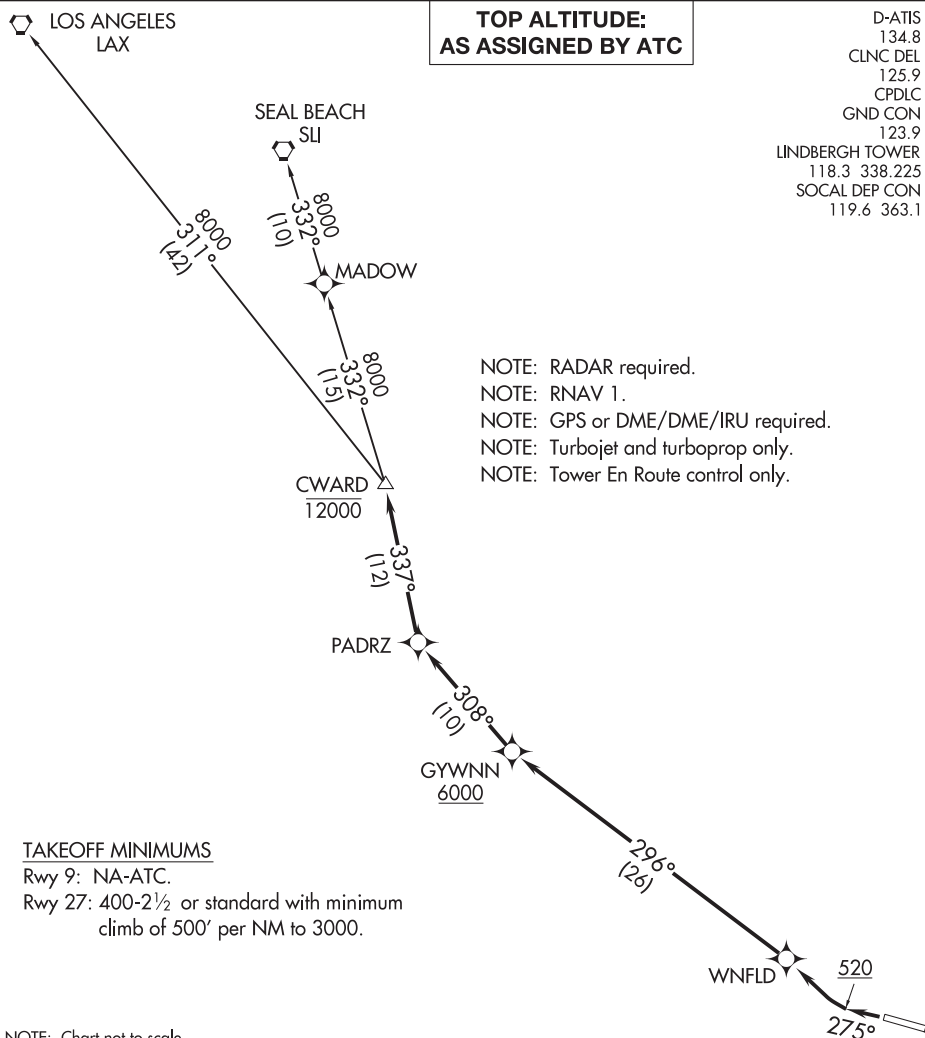
(CWARD2.CWARD) 18004

CWARD TWO DEPARTURE (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)

SAN DIEGO, CALIFORNIA

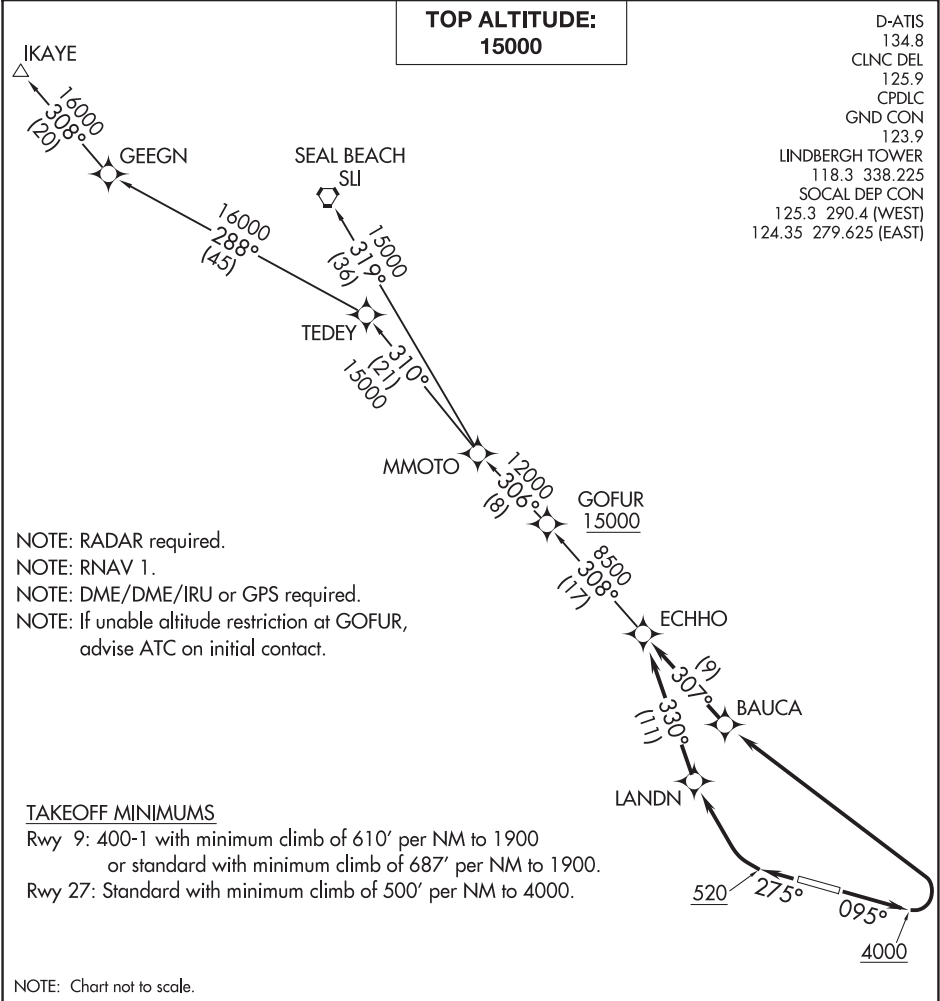


SW-3, 07 AUG 2025 to 02 OCT 2025

CWARD TWO DEPARTURE (RNAV)

(CWARD2.CWARD) 07DEC17

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 4000, then left turn direct BAUCA, then on track 307° to ECHHO, thence. . .

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct LANDN, then on track 330° to ECHHO, thence. . .

. . .on (transition), maintain 15000. Expect filed altitude 10 minutes after departure.

IKAYE TRANSITION (ECHHO2.IKAYE)

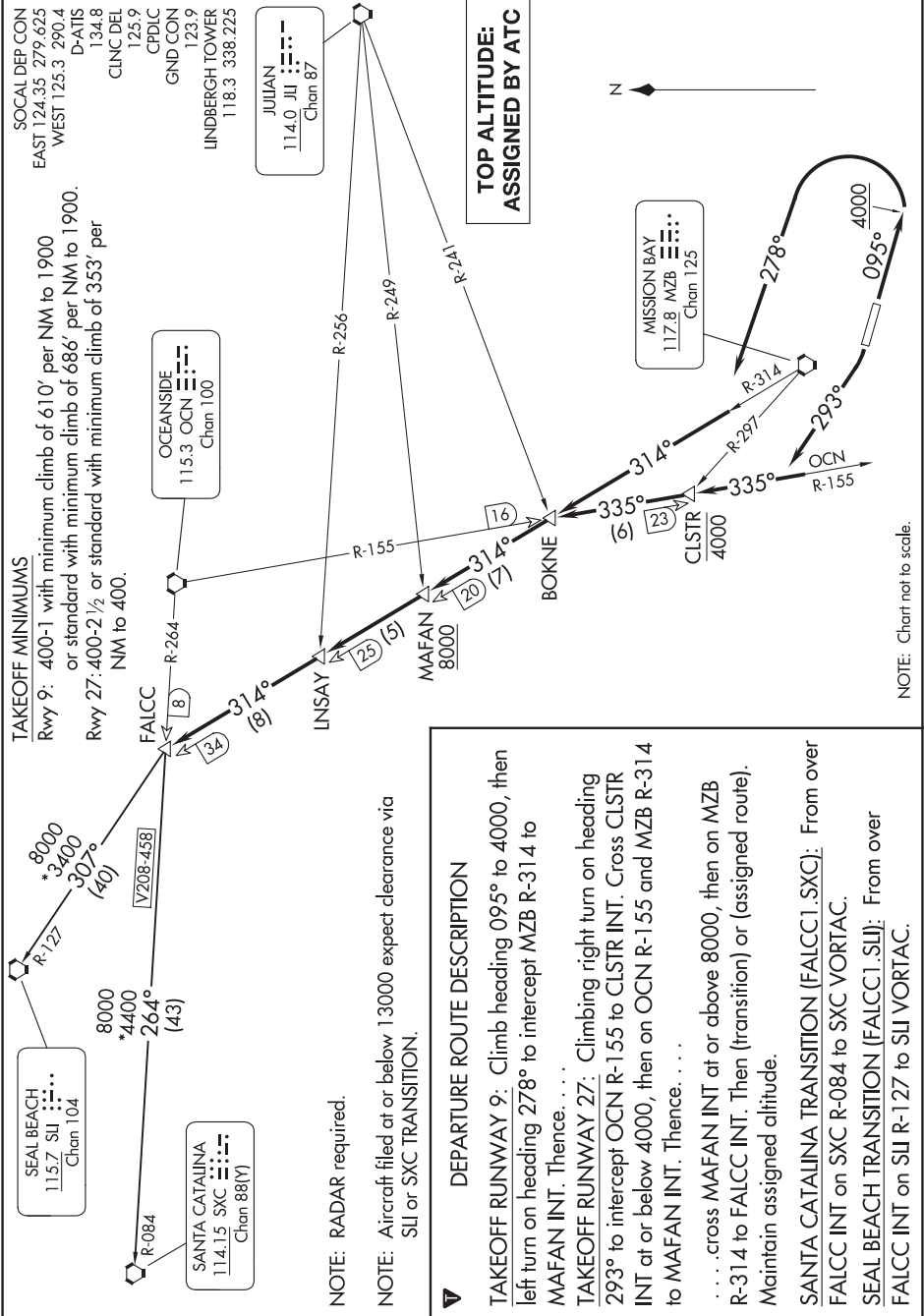
SEAL BEACH TRANSITION (ECHHO2.SLI)

FALCC ONE DEPARTURE

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



FALCC ONE DEPARTURE

SW-3, 07 AUG 2025 to 02 OCT 2025



(PADRZ2.PADRZ) 17341

PADRZ TWO DEPARTURE (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

D-ATIS
134.8
CLNC DEL
125.9
CPDLC
GND CON
123.9
LINDBERGH TOWER
118.3 338.225
SOCAL DEP CON
119.6 363.1



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct WNFLD, then on track 296° to KERNL, then on track 296° to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . .

. . . on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)

DINTY TRANSITION (PADRZ2.DINTY)

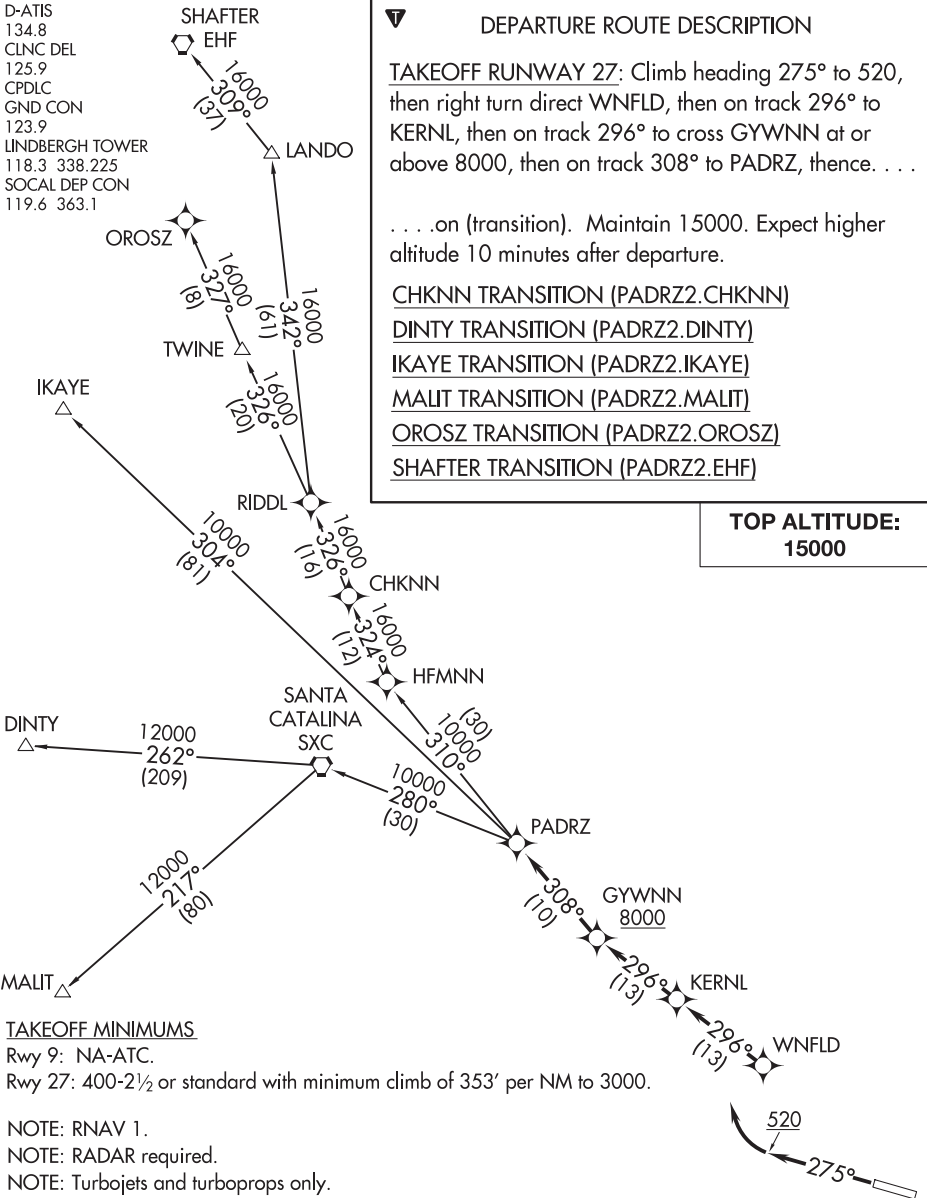
IKAYE TRANSITION (PADRZ2.IKAYE)

MALIT TRANSITION (PADRZ2.MALIT)

OROSZ TRANSITION (PADRZ2.OROSZ)

SHAFTER TRANSITION (PADRZ2.EHF)

TOP ALTITUDE:
15000



TAKEOFF MINIMUMS

Rwy 9: NA-ATC.

Rwy 27: 400-2½ or standard with minimum climb of 353' per NM to 3000.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Turbojets and turboprops only.

NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.

NOTE: DINTY, MALIT TRANSITIONS: GPS only.

NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.

NOTE: DINTY TRANSITION ATC assigned only.

NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

NOTE: Chart not to scale.

PADRZ TWO DEPARTURE (RNAV)

(PADRZ2.PADRZ) 07DEC17

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 07 AUG 2025 to 02 OCT 2025

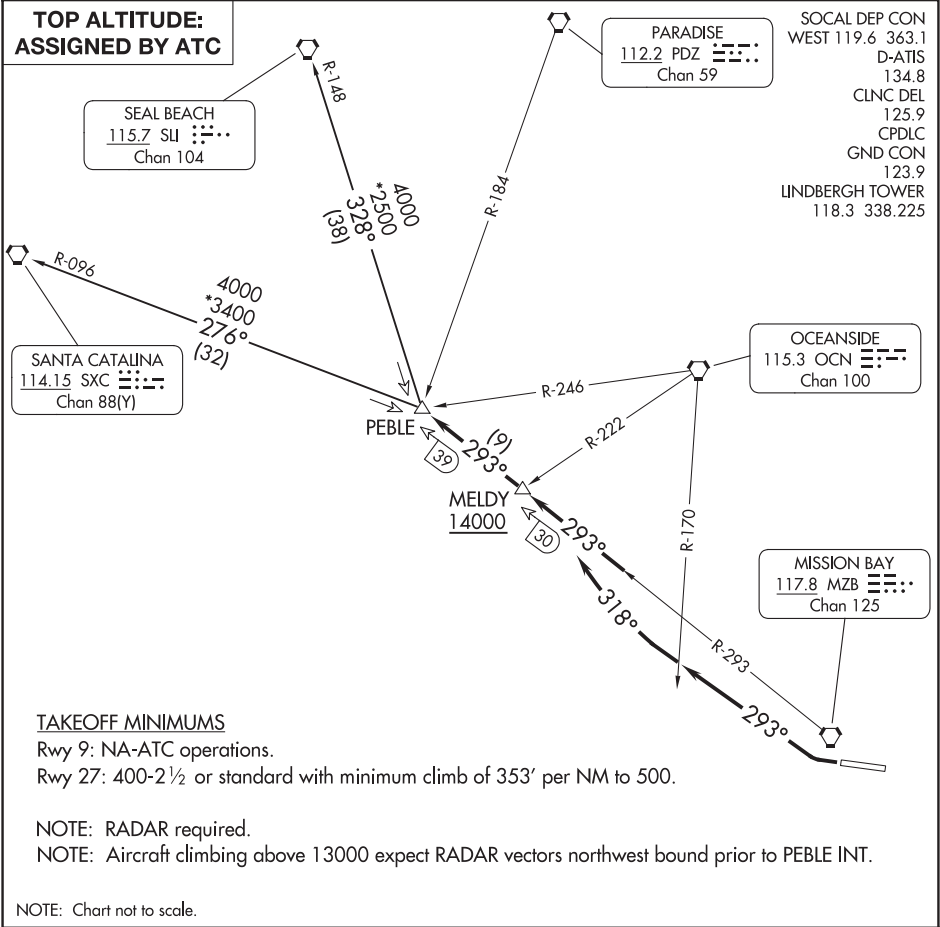
SW-3, 07 AUG 2025 to 02 OCT 2025

(PEBLE6.PEBLE) 23334

PEBLE SIX DEPARTURE

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climbing right turn heading 293° until crossing OCN VORTAC R-170, then turn right heading 318° to intercept MZB VORTAC R-293 to cross MELDY INT/MZB 30 DME at or above 14000 (or lower ATC assigned altitude) then on MZB R-293 to PEBLE INT/MZB 39 DME, thence. . . .

. . . via (transition) or (assigned route). Maintain assigned altitude.

SANTA CATALINA TRANSITION (PEBLE6.SXC): From over PEBLE INT on SXC R-096 to SXC VORTAC.

SEAL BEACH TRANSITION (PEBLE6.SLI): From over PEBLE INT on SLI R-148 to SLI VORTAC.

(SAYOW2.SAYOW) 17285

SAYOW TWO DEPARTURE (RNAV) AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

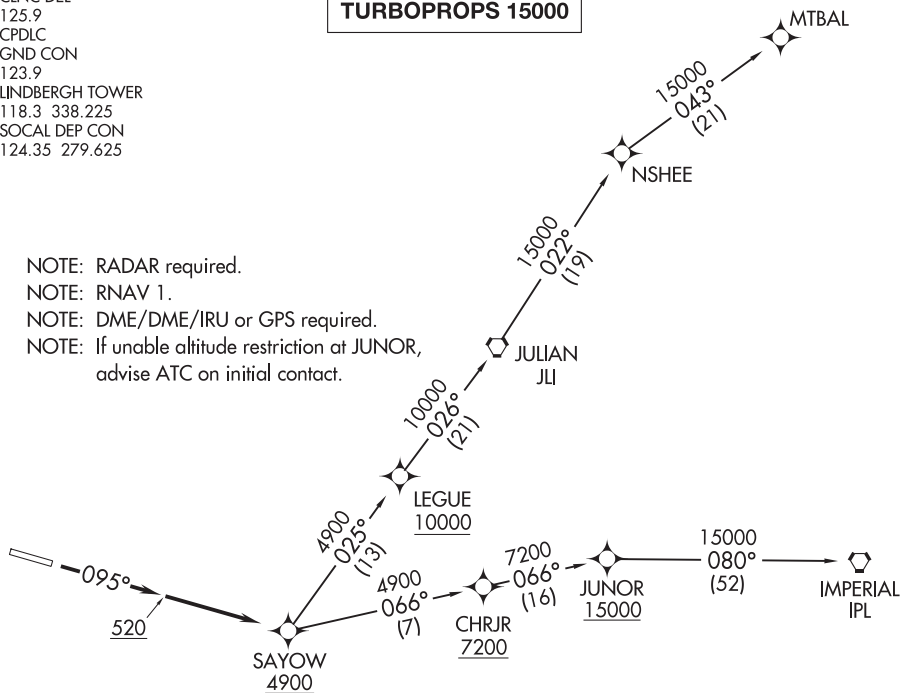
D-ATIS
134.8
CLNC DEL
125.9
CPDLC
GND CON
123.9
LINDBERGH TOWER
118.3 338.225
SOCAL DEP CON
124.35 279.625

TOP ALTITUDE:
JETS FL190
TURBOPROPS 15000

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: If unable altitude restriction at JUNOR,
advise ATC on initial contact.TAKEOFF MINIMUMS

Rwy 9: 400-1 with minimum climb of 610' per NM to 1900
or standard with minimum climb of 687' per NM to 1900.
Rwy 27: NA-ATC.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 520, then direct to cross SAYOW
at or above 4900, thence

. . . . on (transition) jets maintain FL190, turboprops maintain 15000,
expect filed altitude 10 minutes after departure.

IMPERIAL TRANSITION (SAYOW2.IPL)

MTBAL TRANSITION (SAYOW2.MTBAL)

SAYOW TWO DEPARTURE (RNAV)

(SAYOW2.SAYOW) 12OCT17

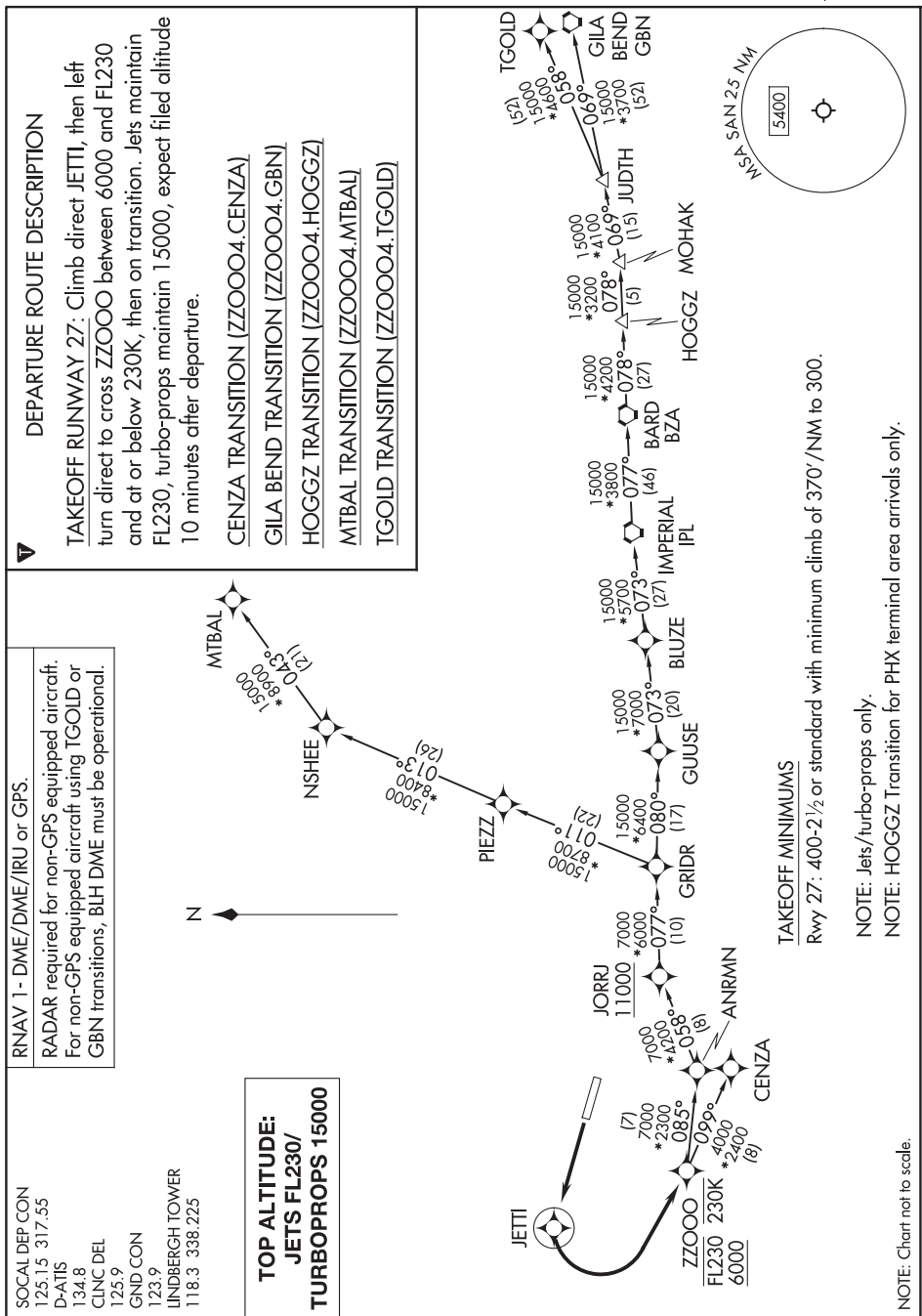
SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

$$(ZZOOO4.ZZOOO)_{24305}$$

ZZOOO FOUR DEPARTURE (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

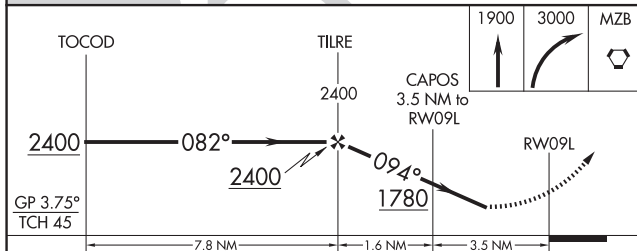
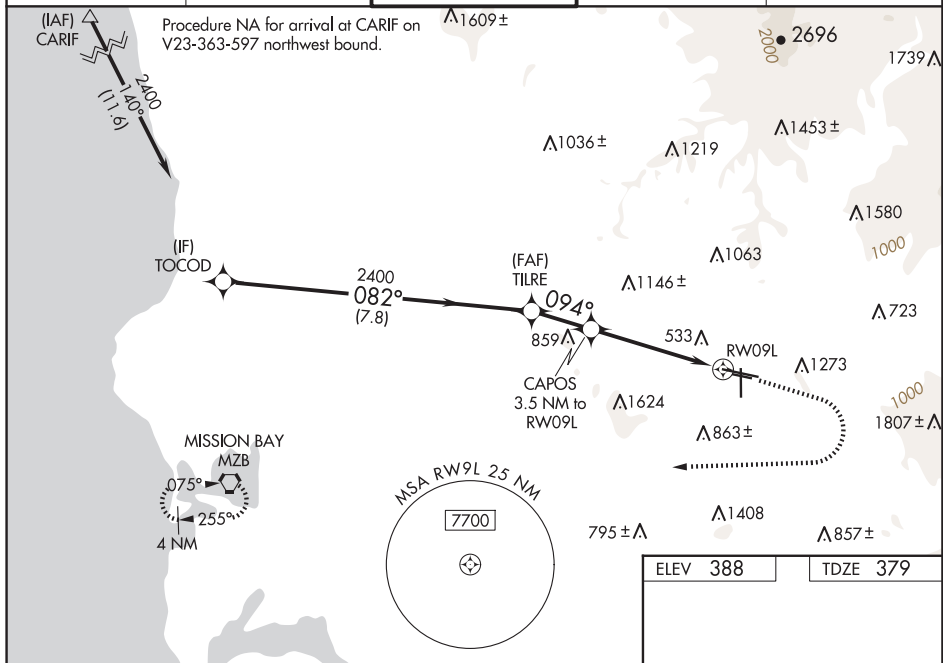


ZZOOO FOUR DEPARTURE (RNAV)
(ZZOOO4.ZZOOO) 31OCT24

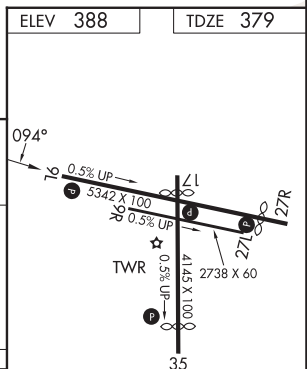
SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

RNAV (GPS) RWY 9L
GILLESPIE FLD (SEE)

MISSED APPROACH: (Do not exceed 180K until MZB) Climb to 1900 then climbing right turn to 3000 direct MZB VORTAC and hold.

CLNC DEL
125.1

CATEGORY	A	B	C	D
LNNAV/ VNAV DA	1272-2½ 893 (900-2½)			NA
LNNAV MDA	1480-1¼ 1101 (1100-1¼)	1480-1½ 1101 (1100-1½)	1480-3 1101 (1100-3)	NA
C CIRCLING	1480-1¼ 1092 (1100-1¼)	1480-1½ 1092 (1100-1½)	1940-3 1552 (1600-3)	NA



GILLESPIE FLD (SEE)

RNAV (GPS) RWY 9L

SW-3, 07 AUG 2025 to 02 OCT 2025

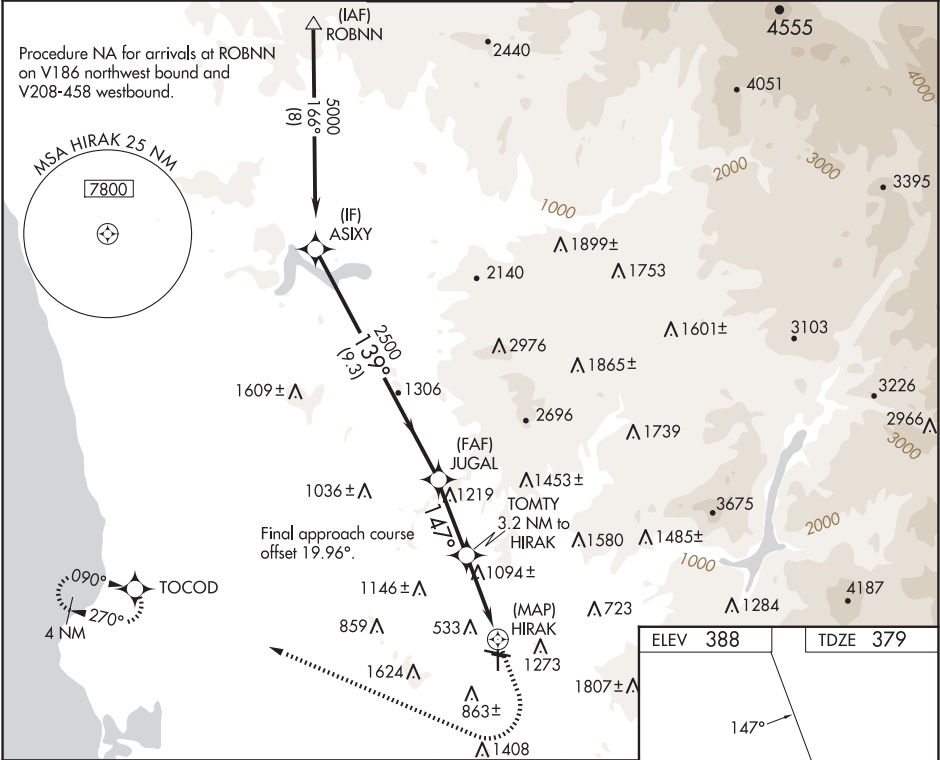
WAAS CH 86928 W17A	APP CRS 147°	Rwy Ldg TDZE Apt Elev	3695 379 388
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RNAV (GPS) RWY 17

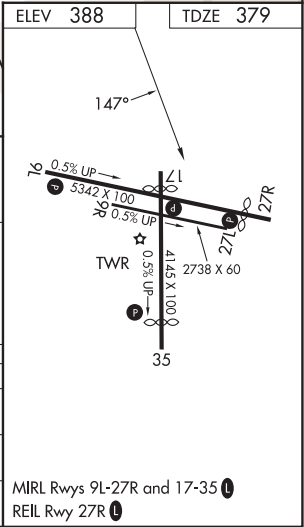
GILLESPIE FLD (SEE)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TOCOD and hold.
<div><div>⚠</div><div>Circling NA northeast of Rwy 17 and 27R. When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 27R, 35 NA at night.</div></div>	

ATIS 125.45	SOCAL APP CON 124.35 279.625	GILLESPIE TOWER* 120.7 (CTAF) 257.8	GND CON 121.7	CLNC DEL 125.1
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ASIXY	Visual Segment - Obstacles.				1500	3000	TOCOD
5000	139°				JUGAL	TOMTY 3.2 NM to HIRAK	
	2500				147°	HIRAK	
	1580						
	9.3 NM				2.9 NM	3.2 NM	0.5
CATEGORY	A	B	C	D			
LP MDA	1360-1¼ 981 (1000-1¼)	1360-1½ 981 (1000-1½)	1360-3	981 (1000-3)			
LNAV MDA	1380-1¼ 1001 (1000-1¼)	1380-1½ 1001 (1000-1½)	1380-3	1001 (1000-3)			
CIRCLING	1440-1¼ 1052 (1100-1¼)	1440-1½ 1052 (1100-1½)	1940-3	1552 (1600-3)			



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

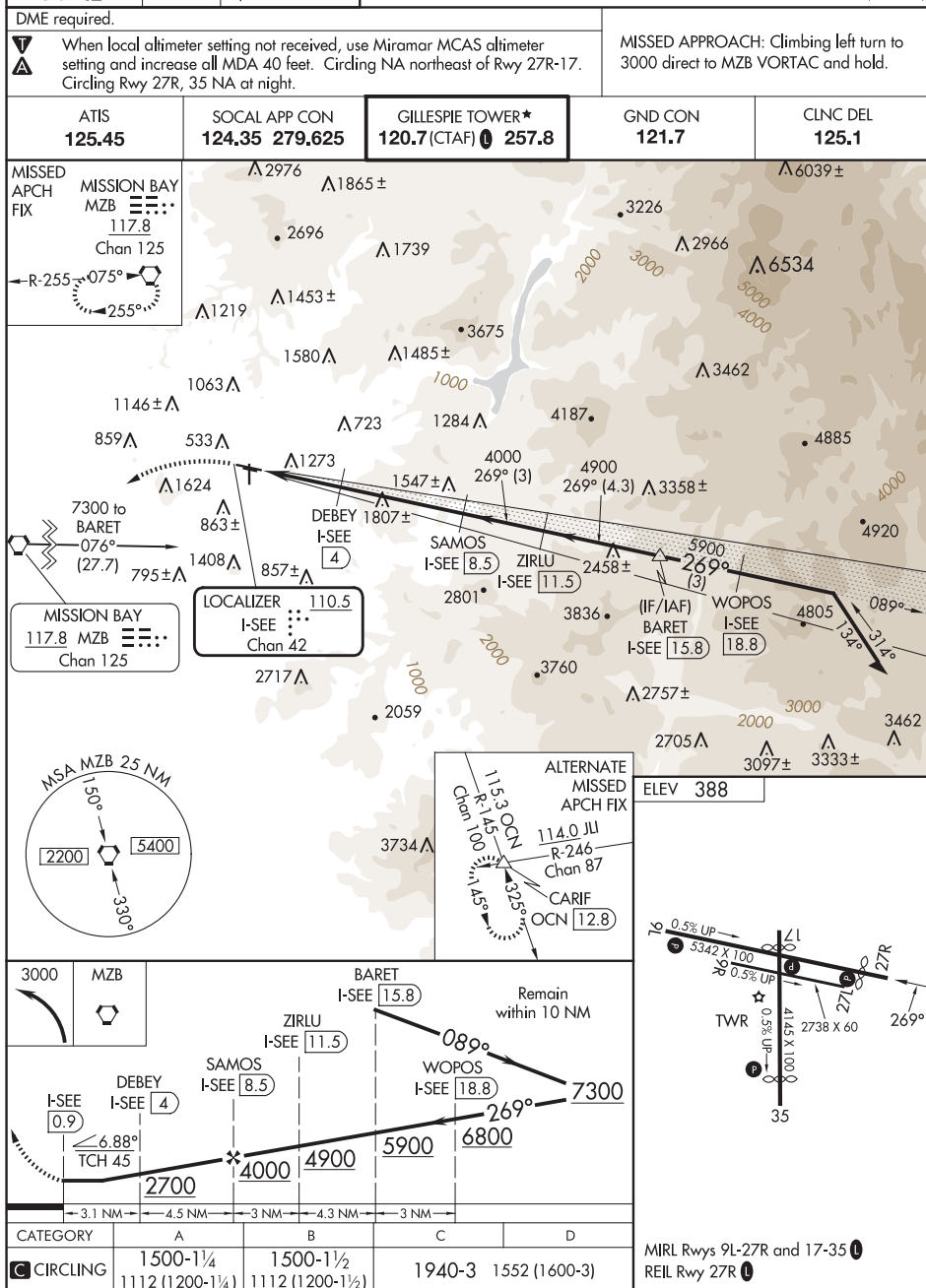
SAN DIEGO/EL CAJON, CALIFORNIA

AL-5402 (FAA)

25163

LOC/DME I-SEE 110.5 Chan 42	APP CRS 269°	Rwy Ldg TDZE Apt Elev	N/A N/A 388
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LOC-D
GILLESPIE FLD (SE/E)



SW-3, 07 AUG 2025 to 02 OCT 2025

SAN DIEGO/EL CAJON, CALIFORNIA

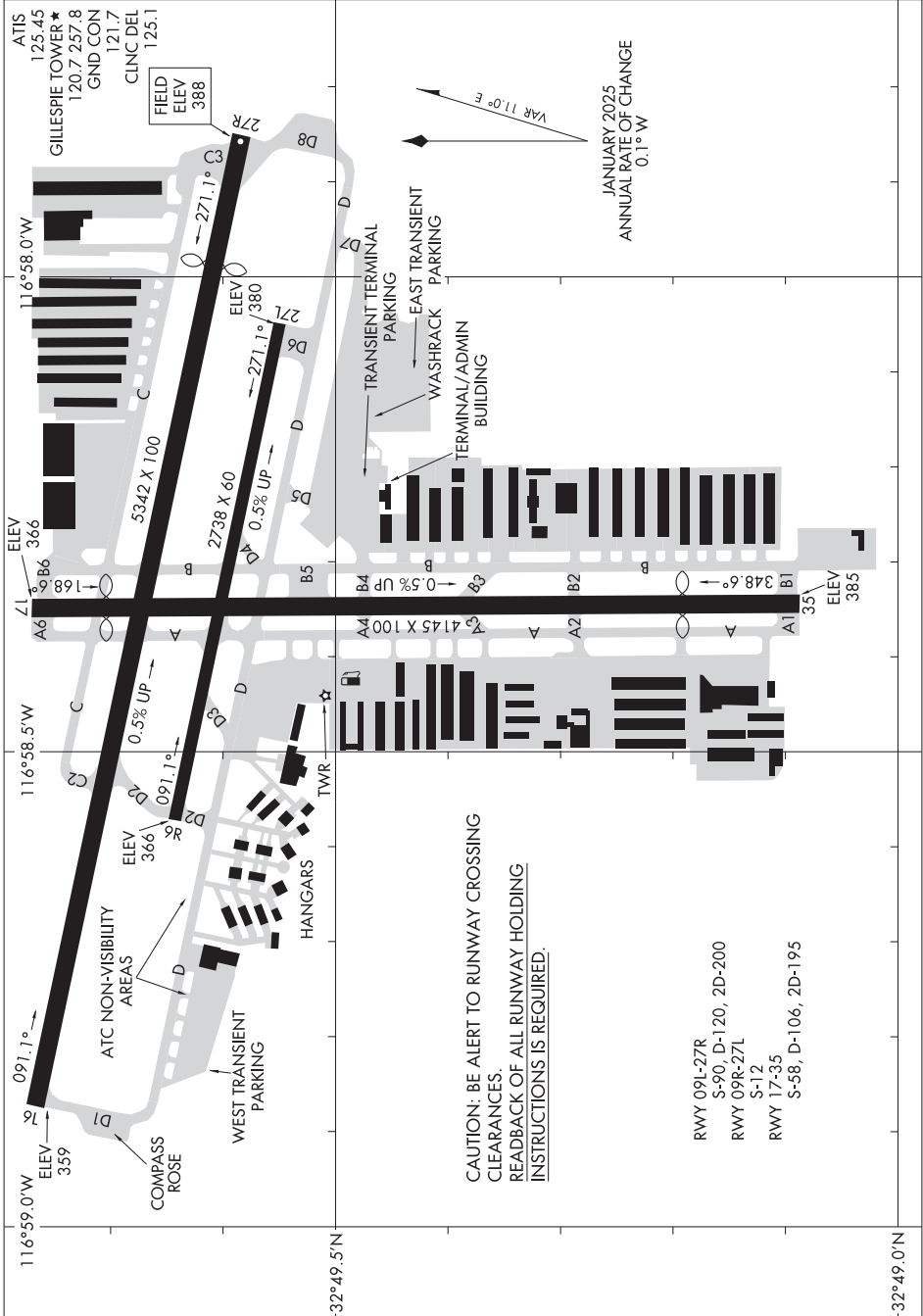
Amdt 11D 20JUN19

32°50'N-116°58'W

GILLESPIE FLD (SE/E)

LOC-D

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

(MZB2.MZB) 24025

AL-5402 (FAA)

MISSION BAY TWO DEPARTURE (OBSTACLE)

GILLESPIE FLD (SEE)
SAN DIEGO/EL CAJON, CALIFORNIA

TAKEOFF MINIMUMS

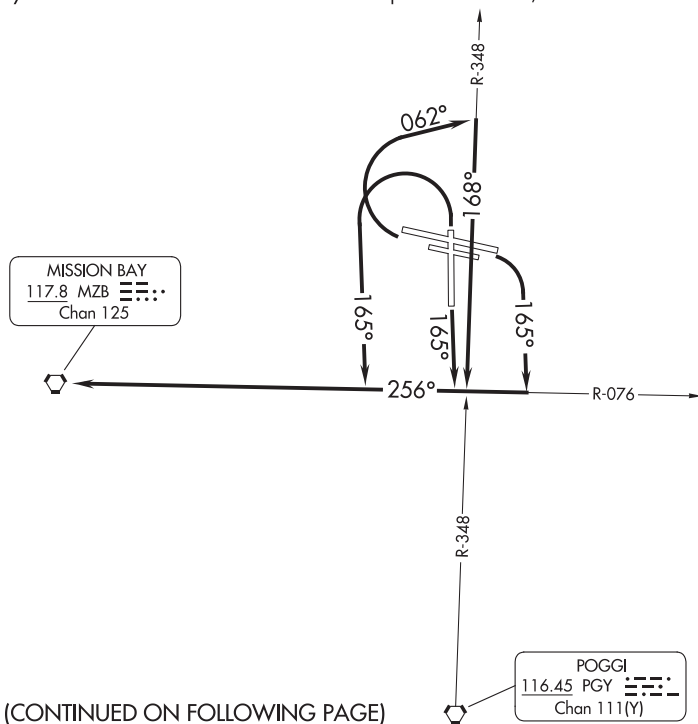
Rwy 9L: 900-2¾ with minimum climb of 400' per NM to 3600, or 4400-3 for VCOA.

Rwy 9R: 900-2¾ with minimum climb of 405' per NM to 3600, or 4400-3 for VCOA.

Rwy 17: Standard with minimum climb of 440' per NM to 1800, or 4400-3 for VCOA.

Rwys 27L/R: Standard with minimum climb of 500' per NM to 2000, or 4400-3 for VCOA.

Rwy 35: Standard with minimum climb of 360' per NM to 1900, or 4400-3 for VCOA.

SOCAL DEP CON
124.35 279.625
GILLESPIE TOWER ★
120.7 257.8

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climbing right turn on heading 165°, thence . . .TAKEOFF RUNWAY 17: Climb on heading 165°, thence . . .TAKEOFF RUNWAYS 27L/R: Climbing right turn on heading 062° and on PGY R-348, thence . . .TAKEOFF RUNWAY 35: Climbing left turn on heading 165°, thence . . .

. . . on MZB R-076 to MZB VORTAC.

ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross Gillespie Fld at or above 4600 before proceeding on assigned route of flight.

MISSION BAY TWO DEPARTURE (OBSTACLE)

SAN DIEGO/EL CAJON, CALIFORNIA
GILLESPIE FLD (SEE)

(MZB2.MZB) 22APR21

TAKEOFF OBSTACLE NOTES

- Rwy 9L: Terrain 11' from DER, 202' left of centerline, 395' MSL. Terrain 189' from DER, 236' left of centerline, 398' MSL. Vehicle on road beginning 604' from DER, 12' right of centerline, 428' MSL. Sign, bridge, vehicle on road, pole beginning 739' from DER, on centerline, up to 42' AGL/448' MSL. Building 916' from DER, 354' left of centerline, 24' AGL/448' MSL. Tree, pole beginning 940' from DER, 314' left of centerline, up to 468' MSL. Tree 1259' from DER, 676' right of centerline, 451' MSL. Tree, pole, building, vehicle on road beginning 1287' from DER, 4' right of centerline, up to 480' MSL. Tree, building, pole beginning 1413' from DER, 420' left of centerline, up to 486' MSL. Tree, poles beginning 1423' from DER, 176' left of centerline, up to 499' MSL. Tree 1630' from DER, 620' left of centerline, 519' MSL. Tree, poles beginning 1634' from DER, 8' left of centerline, up to 522' MSL. Poles beginning 2125' from DER, 39' right of centerline, up to 42' AGL/485' MSL. Pole 2226' from DER, 19' right of centerline, 43' AGL/488' MSL. Trees, poles beginning 2333' from DER, 55' right of centerline, up to 509' MSL. Tree, poles, transmission line beginning 2601' from DER, 1' left of centerline, up to 530' MSL. Trees, transmission line, poles, building beginning 2949' from DER, 88' left of centerline, up to 566' MSL. Tree, poles beginning 3042' from DER, 26' right of centerline, up to 532' MSL. Poles beginning 3611' from DER, 246' left of centerline, up to 44' AGL/575' MSL. Poles, transmission line beginning 3802' from DER, 119' left of centerline, up to 43' AGL/583' MSL. Poles, transmission line beginning 3920' from DER, 38' left of centerline, up to 43' AGL/589' MSL. Transmission line, poles beginning 4371' from DER, 362' left of centerline, up to 62' AGL/594' MSL. Poles beginning 4389' from DER, 131' right of centerline, up to 45' AGL/533' MSL. Tree, poles beginning 4443' from DER, 14' left of centerline, up to 624' MSL. Pole 4576' from DER, 53' right of centerline, 45' AGL/541' MSL. Poles beginning 4720' from DER, 102' right of centerline, up to 50' AGL/545' MSL. Transmission line, pole beginning 5111' from DER, 246' right of centerline, up to 55' AGL/548' MSL. Poles beginning 5145' from DER, 340' left of centerline, up to 39' AGL/641' MSL. Tree, poles beginning 5412' from DER, 5' left of centerline, up to 654' MSL. Transmission line 5476' from DER, 374' right of centerline, 55' AGL/552' MSL. Tree, poles beginning 5712' from DER, 23' left of centerline, up to 672' MSL. Trees, poles, transmission line beginning 5782' from DER, 67' right of centerline, up to 628' MSL. Pole 1.1 NM from DER, 2123' left of centerline, 40' AGL/1219' MSL. Tower 1.1 NM from DER, 2086' left of centerline, 60' AGL/1236' MSL. Tower, poles, trees, terrain, fence, vegetation, transmission lines beginning 1.1 NM from DER, 51' left of centerline, up to 63' AGL/1242' MSL. Tree 1.1 NM from DER, 523' right of centerline, 672' MSL. Pole 1.1 NM from DER, 2249' right of centerline, 37' AGL/689' MSL. Transmission line 1.2 NM from DER, 1980' right of centerline, 38' AGL/771' MSL. Poles beginning 1.2 NM from DER, 1962' right of centerline, up to 57' AGL/774' MSL. Building, pole beginning 1.2 NM from DER, 517' right of centerline, up to 29' AGL/813' MSL. Trees, poles, transmission lines beginning 1.2 NM from DER, 52' right of centerline, up to 824' MSL.
- Rwy 9R: Pole 921' from DER, 521' right of centerline, 42' AGL/432' MSL. Vehicle on road 1544' from DER, 404' left of centerline, 428' MSL. Transmission line, sign beginning 1669' from DER, 24' right of centerline, up to 51' AGL/452' MSL. Vehicle on road 1827' from DER, 409' left of centerline, 430' MSL. Building 1855' from DER, 772' left of centerline, 24' AGL/448' MSL. Trees, poles beginning 1879' from DER, 732' left of centerline, up to 468' MSL. Poles beginning 1960' from DER, 67' right of centerline, up to 60' AGL/455' MSL. Tower, tree beginning 2042' from DER, 258' right of centerline, up to 65' AGL/459' MSL. Tree 2226' from DER, 173' left of centerline, 480' MSL. Tree, pole, building beginning 2352' from DER, 264' left of centerline, up to 486' MSL. Tree, pole beginning 2363' from DER, 594' left of centerline, up to 499' MSL. Tree, poles beginning 2490' from DER, 41' right of centerline, up to 480' MSL. Tree 2569' from DER, 1038' left of centerline, 519' MSL. Trees, poles, vehicle on road beginning 2573' from DER, 92' left of centerline, up to 522' MSL. Trees, poles, transmission line beginning 3540' from DER, 4' left of centerline, up to 530' MSL. Tree, pole beginning 3633' from DER, 82' right of centerline, up to 505' MSL. Trees, poles, transmission line beginning 3888' from DER, 45' left of centerline, up to 566' MSL. Poles, transmission line beginning 4572' from DER, 259' left of centerline, up to 38' AGL/567' MSL. Poles, transmission line beginning 4885' from DER, 116' left of centerline, up to 43' AGL/584' MSL. Transmission line, poles beginning 5310' from DER, 288' left of centerline, up to 62' AGL/594' MSL. Tree, poles, transmission line beginning 5382' from DER, 173' left of centerline, up to 624' MSL. Poles beginning 1 NM from DER, 118' left of centerline, up to 39' AGL/641' MSL. Tree, poles, transmission line beginning 1 NM from DER, 44' left of centerline, up to 654' MSL. Trees, poles beginning 1 NM from DER, 51' left of centerline, up to 672' MSL. Trees, poles, transmission line beginning 1.1 NM from DER, 16' right of centerline, up to 628' MSL. Pole 1.2 NM from DER, 2543' left of centerline, 40' AGL/1219' MSL. Tower 1.2 NM from DER, 2507' left of centerline, 60' AGL/1236' MSL. Tower, trees, poles, terrain, fence, vegetation, transmission lines beginning 1.2 NM from DER, 11' left of centerline, up to 63' AGL/1242' MSL. Tree 1.3 NM from DER, 103' right of centerline, 672' MSL. Pole 1.3 NM from DER, 1829' right of centerline, 37' AGL/689' MSL. Transmission line 1.3 NM from DER, 1559' right of centerline, 38' AGL/771' MSL. Poles beginning 1.3 NM from DER, 1541' right of centerline, up to 57' AGL/774' MSL. Building, pole beginning 1.3 NM from DER, 97' right of centerline, up to 29' AGL/813' MSL. Trees, poles, beginning 1.3 NM from DER, 193' right of centerline, up to 824' MSL.

(CONTINUED ON FOLLOWING PAGE)

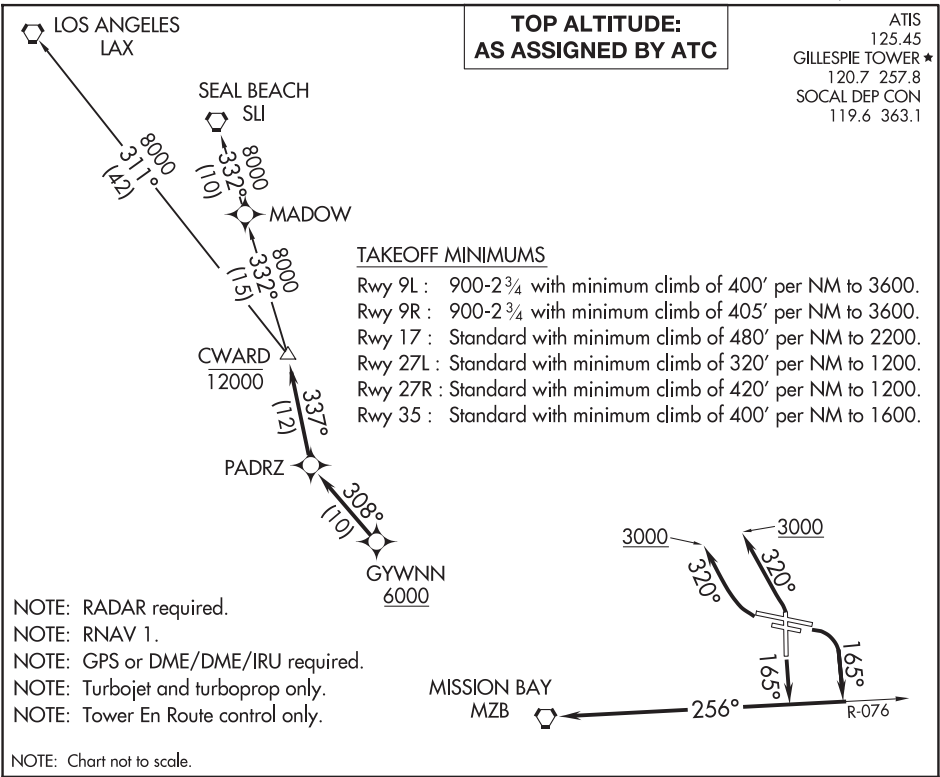
(NOTES CONTINUED)

TAKEOFF OBSTACLE NOTES

- Rwy 17: Fence 14' from DER, 43' right of centerline, 9' AGL/393' MSL.
 Pole 36' from DER, 456' right of centerline, 40' AGL/424' MSL.
 Poles, building beginning 50' from DER, 123' right of centerline, up to 45' AGL/428' MSL.
 Poles, buildings beginning 266' from DER, 149' left of centerline, up to 42' AGL/429' MSL.
 Trees, pole, building beginning 390' from DER, 33' right of centerline, up to 457' MSL.
 Trees, pole, building beginning 970' from DER, 57 left of centerline, up to 470' MSL.
 Tree, building beginning 1145' from DER, 377' right of centerline, up to 473' MSL.
 Trees, building, poles beginning 1618' from DER, 54' left of centerline, up to 472' MSL.
 Pole 1.4 NM from DER, 2367' right of centerline, 43' AGL/614' MSL.
 Pole 1.5 NM from DER, 2346' right of centerline, 43' AGL/658' MSL.
 Poles beginning 1.6 NM from DER, 2319' right of centerline, up to 38' AGL/746' MSL.
- Rwy 27L: Tree 1548' from DER, 765' right of centerline, 428' MSL.
 Trees beginning 2189' from DER, 700' right of centerline, up to 453' MSL.
 Tree 2943' from DER, 655' left of centerline, 441' MSL.
 Tree, building beginning 3732' from DER, 464' left of centerline, up to 470' MSL.
 Tree, pole beginning 5745' from DER, 827' left of centerline, up to 572' MSL.
 Vegetation 1.4 NM from DER, 1507' left of centerline, 722' MSL.
- Rwy 27R: Tree, poles beginning 178' from DER, 235' right of centerline, up to 411' MSL.
 Vehicle on road 510' from DER, 412' left of centerline, 379' MSL.
 Trees, poles beginning 525' from DER, 38' right of centerline, up to 453' MSL.
 Pole 799' from DER, 83' left of centerline, 41' AGL/390' MSL.
 Trees, poles beginning 2068' from DER, 19' left of centerline, up to 470' MSL.
 Tree, tower beginning 4080' from DER, 978' left of centerline, 572' MSL.
 Vegetation 1.2 NM from DER, 1924' left of centerline, 722' MSL.
- Rwy 35: Pole 34' from DER, 202' right of centerline, 21' AGL/388' MSL.
 Pole, building beginning 51' from DER, 248' right of centerline, up to 29' AGL/399' MSL.
 Trees, building, poles beginning 231' from DER, 29' right of centerline, up to 447' MSL.
 Poles beginning 381' from DER, 336' left of centerline, up to 42' AGL/405' MSL.
 Tree 1107' from DER, 118' left of centerline, 408' MSL.
 Tree 1145' from DER, 581' left of centerline, 427' MSL.
 Tree 1486' from DER, 293' left of centerline, 438' MSL.
 Trees beginning 1487' from DER, 344' left of centerline, up to 439' MSL.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 165° and MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 35: Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)
SEAL BEACH TRANSITION (CWARD2.SLI)

(PADRZ2.PADRZ) 21168

PADRZ TWO DEPARTURE (RNAV)

AL-5402 (FAA)

GILLESPIE FLD (SEE)
SAN DIEGO/EL CAJON, CALIFORNIA

ATIS
125.45
GILLESPIE TOWER*
120.7 257.8
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE:
15000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/9R: Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 165° and on MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAYS 27L/27R: Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

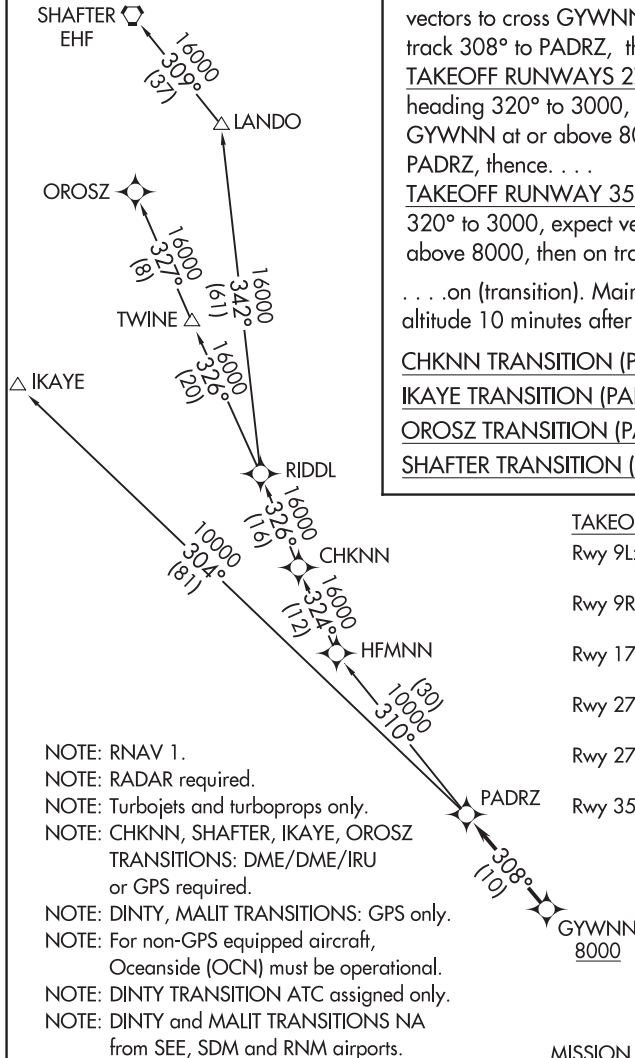
TAKEOFF RUNWAY 35: Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .
. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)

IKAYE TRANSITION (PADRZ2.IKAYE)

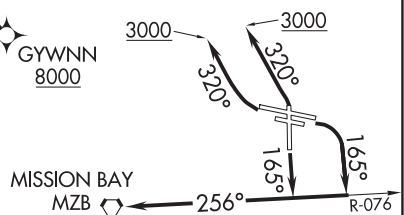
OROSZ TRANSITION (PADRZ2.OROSZ)

SHAFTER TRANSITION (PADRZ2.EHF)



TAKEOFF MINIMUMS

- Rwy 9L: 900-2¾ with minimum climb of 400' per NM to 3600.
Rwy 9R: 900-2¾ with minimum climb of 405' per NM to 3600.
Rwy 17: Standard with minimum climb of 480' per NM to 2200.
Rwy 27L: Standard with minimum climb of 320' per NM to 1200
Rwy 27R: Standard with minimum climb of 420' per NM to 1200
Rwy 35: Standard with minimum climb of 400' per NM to 1600.



- NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

NOTE: Chart not to scale.

PADRZ TWO DEPARTURE (RNAV)

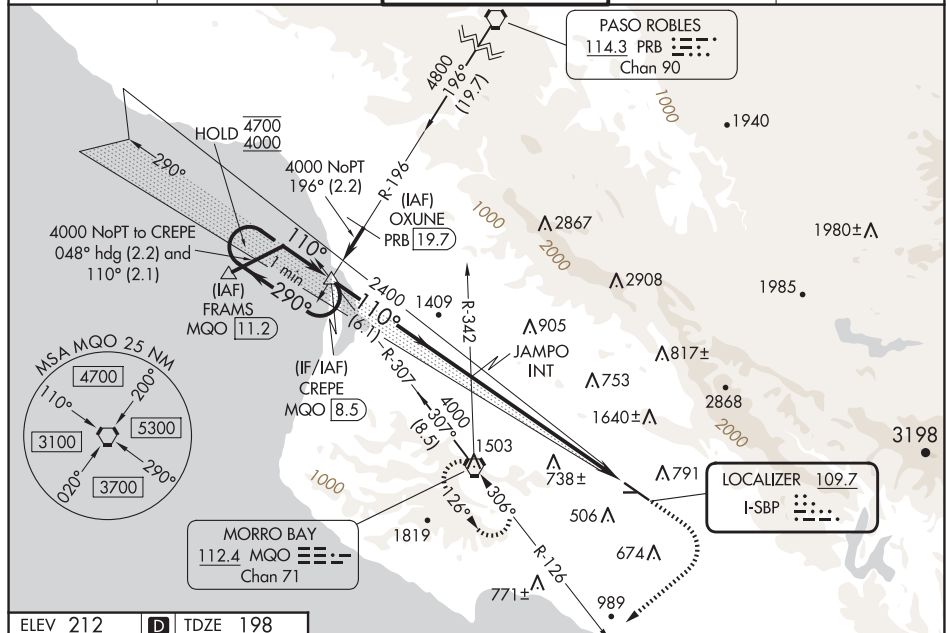
(PADRZ2.PADRZ) 07DEC17

SAN DIEGO/EL CAJON, CALIFORNIA
GILLESPIE FLD (SEE)

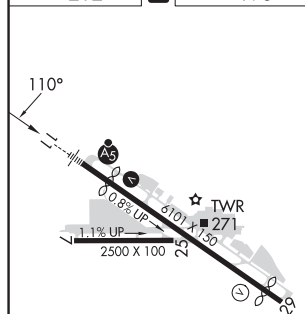
ILS or LOC RWY 11
SAN LUIS OBISPO COUNTY RGNL (SBP)

- | | | | |
|---------------------------------|--|--|--|
| <p>V</p> <p>A</p> | <p>Circling Rwy 25 NA at night. Circling NA north of Rwy 11-29. Autopilot coupled approach NA below 677. For inop ALS, increase S-ILS 11 all Cats visibility to ¾ SM, S-LOC 11 Cat A visibility to 1¼ SM, Cat B visibility to 1½ SM.</p> | <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 on heading 215° and MQO VORTAC R-126 to MQO VORTAC and hold, continue climb-in-hold to 3300. S-ILS 11* missed approach requires minimum climb of 210 feet per NM to 1160.</p> |
|---------------------------------|--|--|--|

ATIS 120.6	SANTA BARBARA APP CON* 127.725 244.575	SAN LUIS TOWER* 124.0 (CTAF) 0 379.9	GND CON 121.6	UNICOM 122.95
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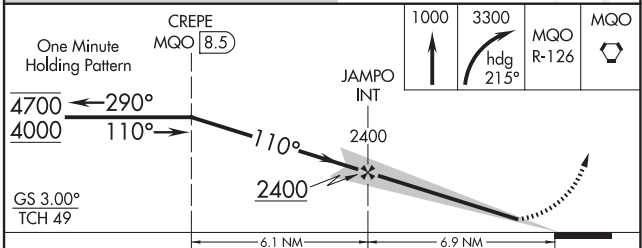


ELEV 212	D	TDZE 198
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HIRL Rwy 11-29 **L**

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 11*	398-½ 200 (200-½)			
S-ILS 11	495-½ 297 (300-½)			
S-LOC 11	1420-¾ 1222 (1300-¾)	1420-1 1222 (1300-1)	1420-3	1222 (1300-3)
CIRCLING	1420-1¼ 1208 (1300-1¼)	1420-1½ 1208 (1300-1½)	1500-3 1288 (1300-3)	1760-3 1548 (1600-3)

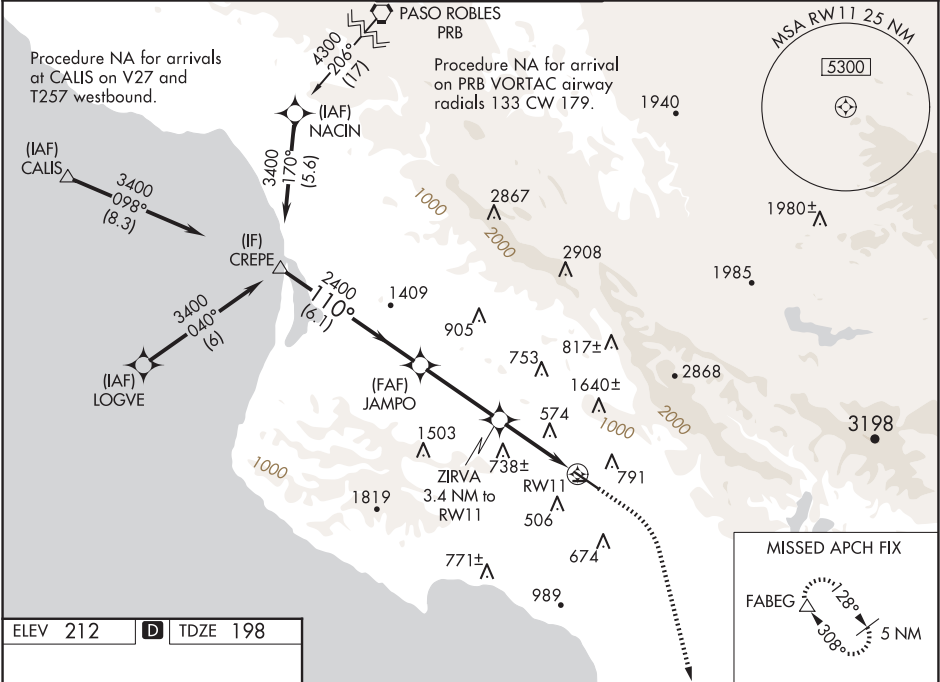
WAAS CH 50328 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev	5300 198 212
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RNAV (GPS) RWY 11

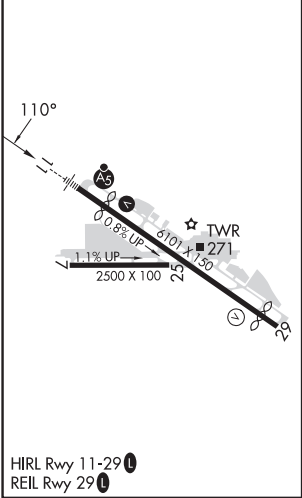
SAN LUIS OBISPO COUNTY RGNL (SBP)

RNP APCH.	<div><div>▼</div><div>▲</div><div>Circling NA north of Rwy 11-29. Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 2 SM.</div></div>	MALSR <div><div>A5</div><div></div></div>	MISSED APPROACH: Climb to 1000 then climbing right turn to 4800 direct FABEG and hold, continue climb-in-hold to 4800.
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ATIS 120.6	SANTA BARBARA APP CON* 127.725 244.575	SAN LUIS TOWER* 124.0 (CTAF) 0 379.9	GND CON 121.6	UNICOM 122.95
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ELEV 212	D	TDZE 198
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CREPE		JAMPO	ZIRVA	1000	4800	FABEG
3400		2400	3.4 NM to RW11	1000	4800	FABEG
GP 3.00° TCH 49		2400	*1.9 NM to RW11	1000	4800	FABEG
110°		2400	*1.9 NM to RW11	1000	4800	FABEG
6.1 NM		3.5 NM	1.5 NM	1.9 NM	1000	4800
CATEGORY	A	B	C	D		
LPV DA	398-½		200 (200-½)			
LNAV/VNAV DA	946-1¾		748 (800-1¾)			
LNAV MDA	840-½		840-1⅜		642 (700-1⅜)	
CIRCLING	840-1		1220-1½		1460-3	
	628 (700-1)		1008 (1100-1½)		1248 (1300-3)	
					1560-3	
					1348 (1400-3)	

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 53443 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev	5600 212 212
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RNAV (GPS) RWY 29

SAN LUIS OBISPO COUNTY RGNL (SBP)

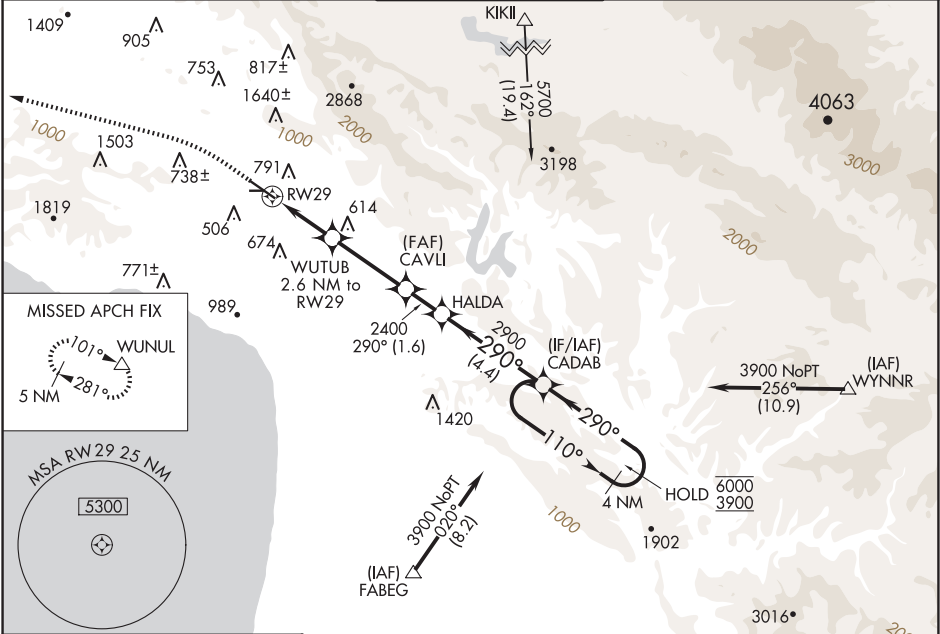
RNP APCH

⚠

Circling to Rwy 25 NA at night. Circling NA north of Rwy 11-29.
Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0° C or above 52° C.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4100 direct WUNUL and hold, continue climb-in-hold to 4100.

ATIS 120.6	SANTA BARBARA APP CON* 127.725 244.575	SAN LUIS TOWER* 124.0 (CTAF) 0 379.9	GND CON 121.6	UNICOM 122.95
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ELEV 212	D	TDZE 212
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1100

4100

WUNUL

AS

C

6101

130

271

1.1% UP

2500 X 100

290°

1100

4100

WUNUL

WUTUB

2.6 NM to RWY 29

CAVLI

2400

HALDA

2400

CADAB

2900

110°

6000

290°

3900

GP 3.45°

TCH 52

2.6 NM

3.2 NM

1.6 NM

4.4 NM

CATEGORY	A	B	C	D
LPV DA	831-1¾ 619 (700-1¾)			
LNAV/VNAV DA	835-1¾ 623 (700-1¾)			
LNAV MDA	1000-1 788 (800-1)	1000-1¼ 788 (800-1¼)	1000-2½ 788 (800-2½)	
C CIRCLING	1000-1 788 (800-1)	1220-1½ 1008 (1100-1½)	1460-3 1248 (1300-3)	1560-3 1348 (1400-3)

SW-3, 07 AUG 2025 to 02 OCT 2025

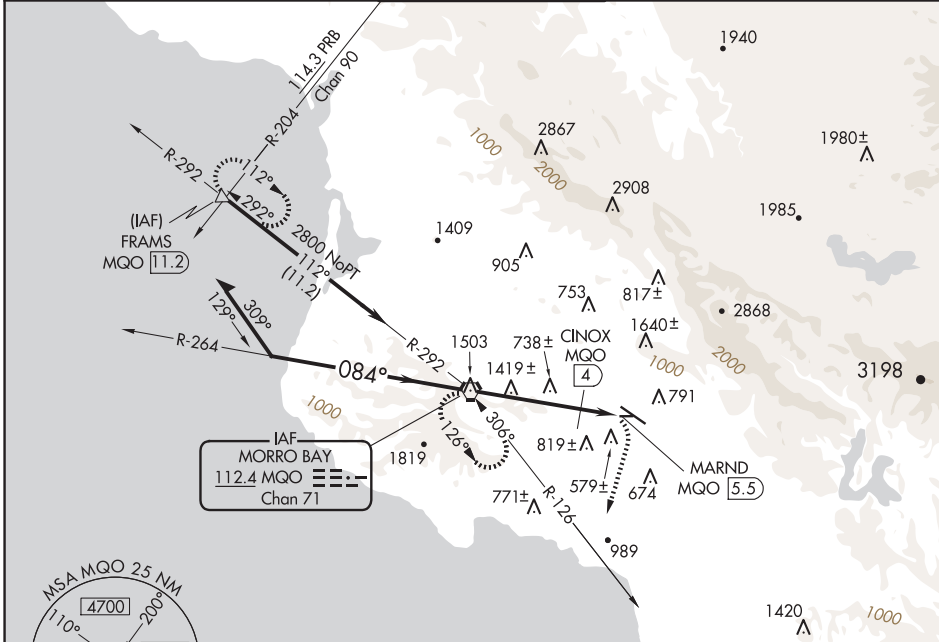
SW-3, 07 AUG 2025 to 02 OCT 2025

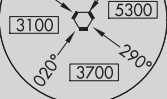
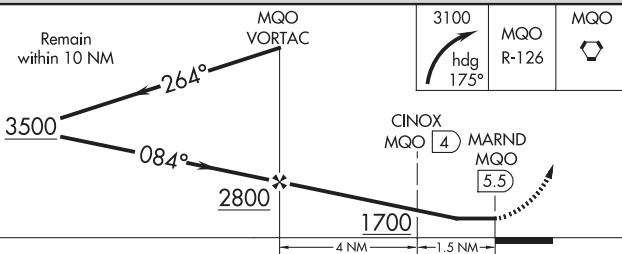
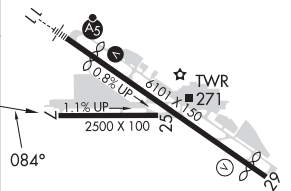
VORTAC MQO 112.4 Chan 71	APP CRS 084°	Rwy Idg TDZE Apt Elev	N/A N/A 212
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VOR or TACAN-A
SAN LUIS OBISPO COUNTY RGNL (SBP)

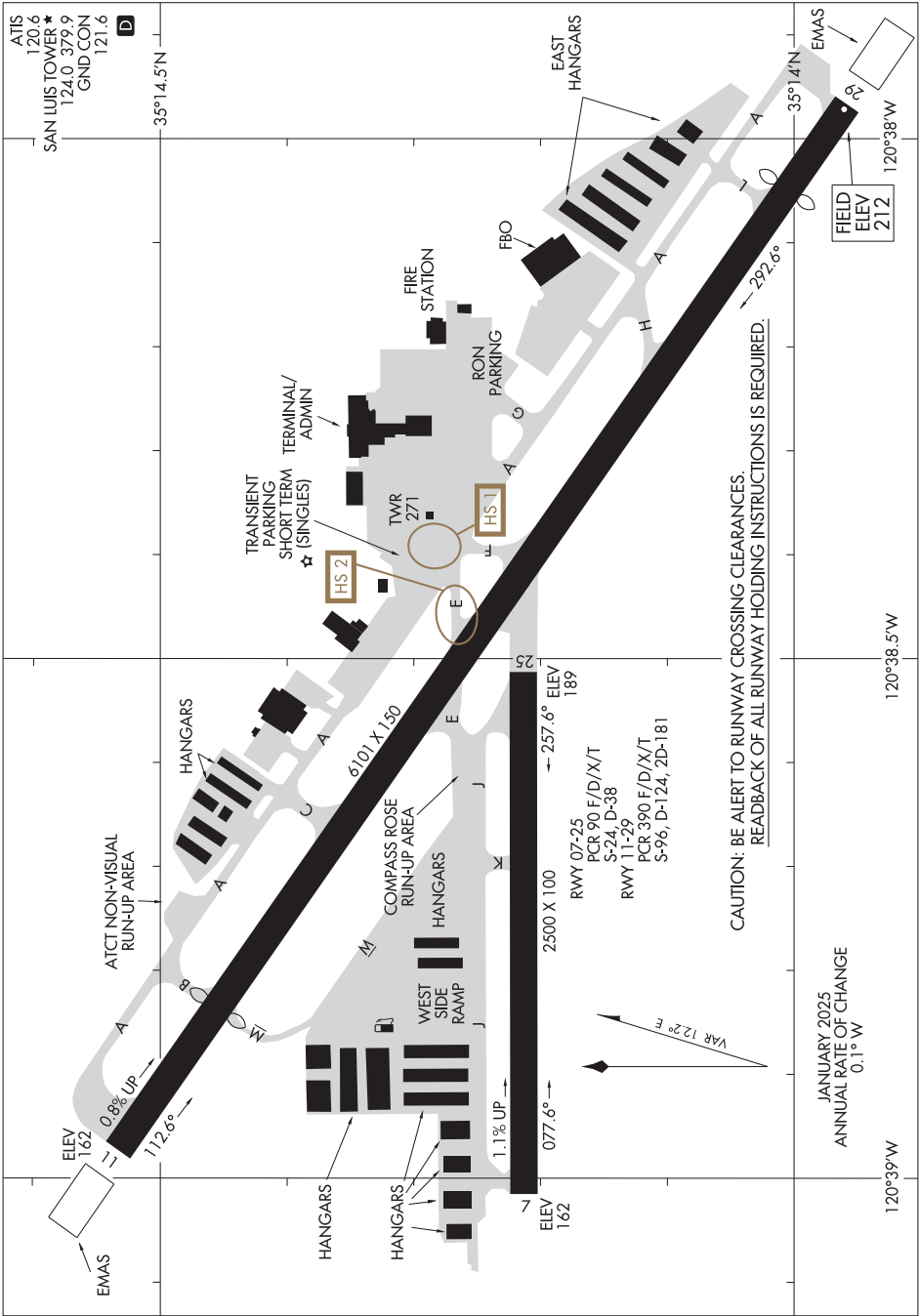
 Circling NA north of Rwy 11-29.	MISSED APPROACH: Climbing right turn to 3100 via heading 175° and MQO R-126 to MQO VORTAC and hold. (TACAN Aircraft continue climb to 4000 via MQO R-292 to FRAMS 11.2 DME and hold east, right turns, 292° inbound.)
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ATIS 120.6	SANTA BARBARA APP CON★ 127.725 244.575	SAN LUIS TOWER★ 124.0 (CTAF) 0 379.9	GND CON 121.6	UNICOM 122.95
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				ELEV 212 D	
					
CATEGORY	A	B	C	D	
CIRCLING	1700-1¼ 1488 (1500-1¼)	1700-1½ 1488 (1500-1½)	1700-3 1488 (1500-3)		HIRL Rwy 11-29 L REIL Rwy 29 L
TACAN OR DME MINIMA					FAF to MAP 5.5 NM
CIRCLING	1120-1¼ 908 (1000-1¼)	1220-1½ 1008 (1100-1½)	1460-3 1248 (1300-3)	1560-3 1348 (1400-3)	Knots Min:Sec 60 5:30 90 3:40 120 2:45 150 2:12 180 1:50

SW-3, 07 AUG 2025 to 02 OCT 2025

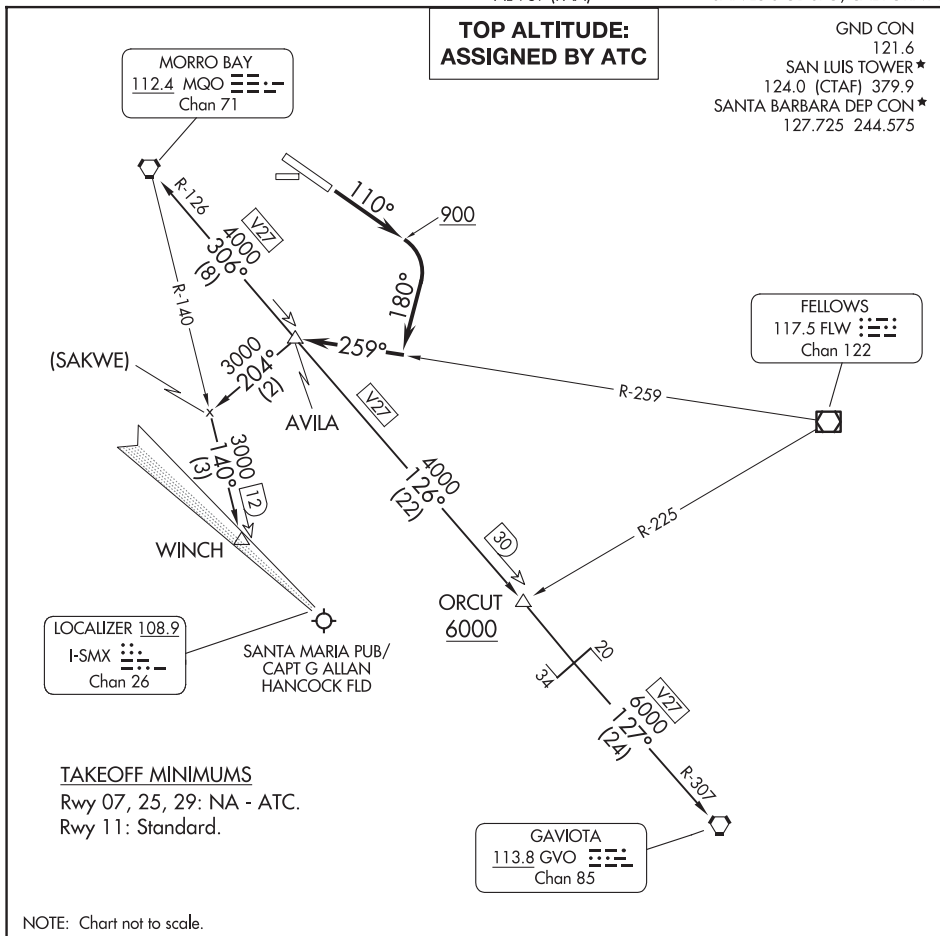


SW-3, 07 AUG 2025 to 02 OCT 2025

(AVILA4.AVILA) 24081

AVILA FOUR DEPARTURE

SAN LUIS OBISPO COUNTY RGNL (SBP)
AL-989 (FAA) SAN LUIS OBISPO, CALIFORNIA



SW-3, 07 AUG 2025 to 02 OCT 2025

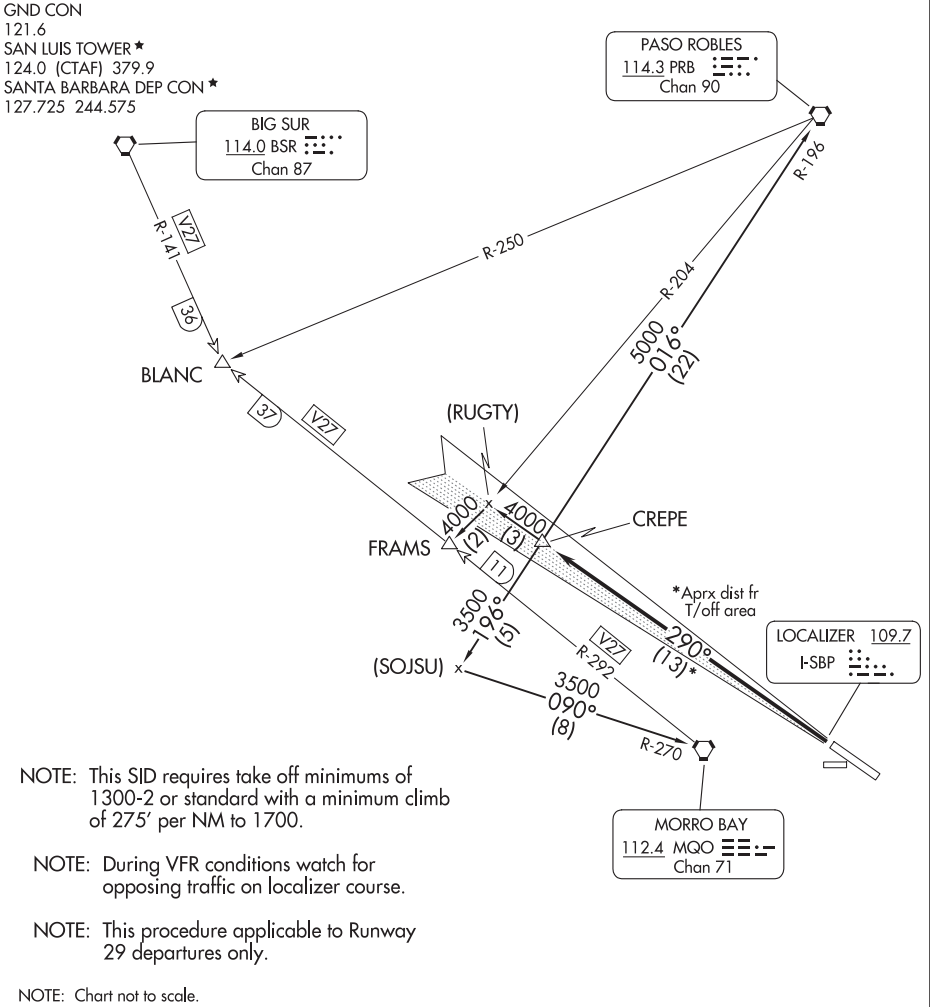
SW-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 11: Climb on heading 110° to 900, then climbing right turn heading 180° to intercept the FLW VOR/DME R-259 to AVILA INT, then on assigned transition or assigned route. Maintain ATC assigned altitude.
GAVIOTA TRANSITION (AVILA4.GVO): From over AVILA on MQO R-126 to ORCUT , then on MQO R-126 and GVO R-307 to GVO VORTAC.
MORRO BAY TRANSITION (AVILA4.MQO): From over AVILA on MQO R-126 to MQO VORTAC.
WINCH TRANSITION (AVILA4.WINCH): From over AVILA on heading 204° to SAKWE, then on MQO R-140 to WINCH.

AVILA FOUR DEPARTURE
(AVILA4.AVILA) 30JAN20

SAN LUIS OBISPO, CALIFORNIA
SAN LUIS OBISPO COUNTY RGNL (SBP)

CREPE THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 29: Climb via San Luis Obispo localizer I-SBP west course to CREPE INT; thence via (transition) or (assigned route).

FRAMS TRANSITION (CREPE3.FRAMS): From over CREPE INT via I-SBP LOC west course and PRB R-204 to FRAMS INT.

MORRO BAY TRANSITION (CREPE3.MQO): From over CREPE INT via PRB R-196 and MQO R-270 to MQO VORTAC.

PASO ROBLES TRANSITION (CREPE3.PR): From over CREPE INT via PRB R-196 to PRB VORTAC.

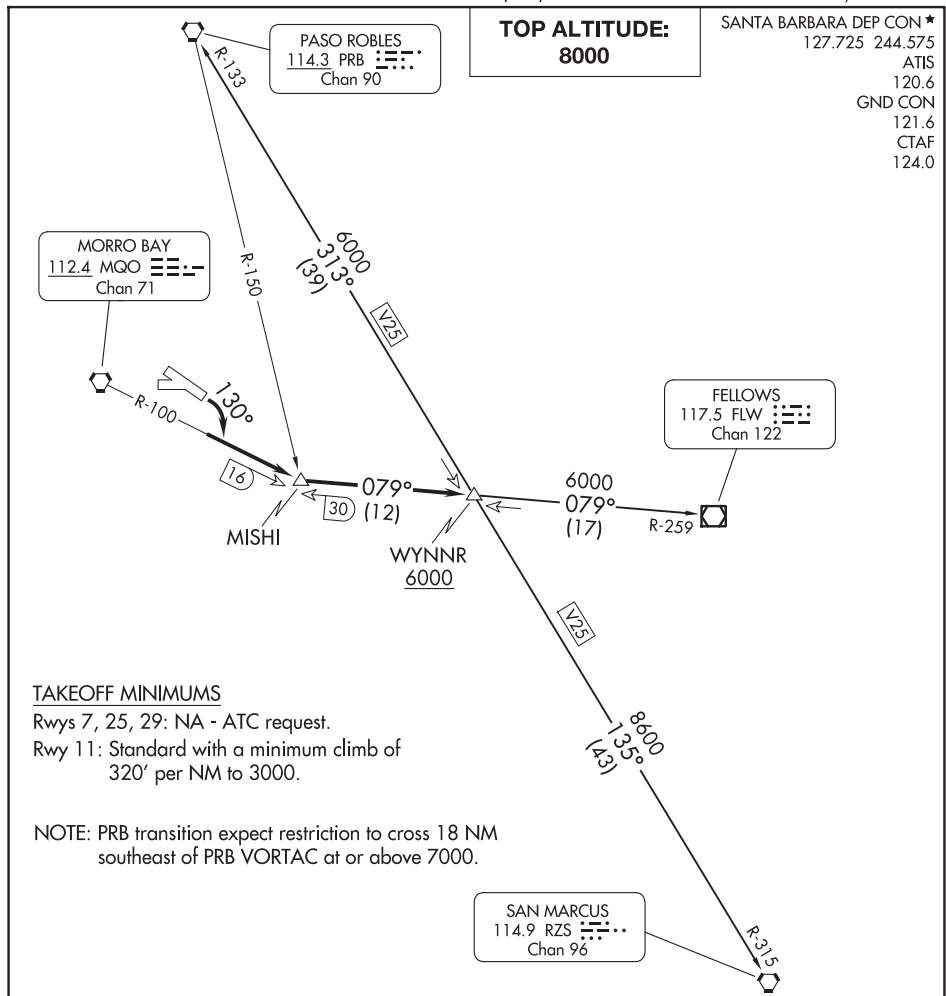
CREPE THREE DEPARTURE

(CREPE3.CREPE) 30JUL87

(WYNNR4.WYNNR) 25051

WYNNR FOUR DEPARTURE

AL-989 (FAA) SAN LUIS OBISPO COUNTY RGNL (SBP)
SAN LUIS OBISPO, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Turn right heading 130° to intercept and proceed on MQO R-100 to MISHI INT, then on FLW R-259 to WYNNR INT; thence on (transition) or (assigned route.)

FELLOWS TRANSITION (WYNNR4.FLW): From over WYNNR INT on FLW R-259 to FLW VOR/DME.

PASO ROBLES TRANSITION (WYNNR4.PRБ): From over WYNNR INT on PRB R-133 to PRB VORTAC.

SAN MARCUS TRANSITION (WYNNR4.RZS): From over WYNNR INT on RZS R-315 to RZS VORTAC.

WYNNR FOUR DEPARTURE

(WYNNR4.WYNNR) 05NOV20

SAN LUIS OBISPO, CALIFORNIA
SAN LUIS OBISPO COUNTY RGNL (SBP)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 30

WAAS CH 47673 W30A	APCH CRS 301°	Rwy Idg 10,002 TDZE 506 Arprt Elev 506
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- (USN)

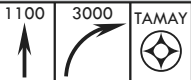
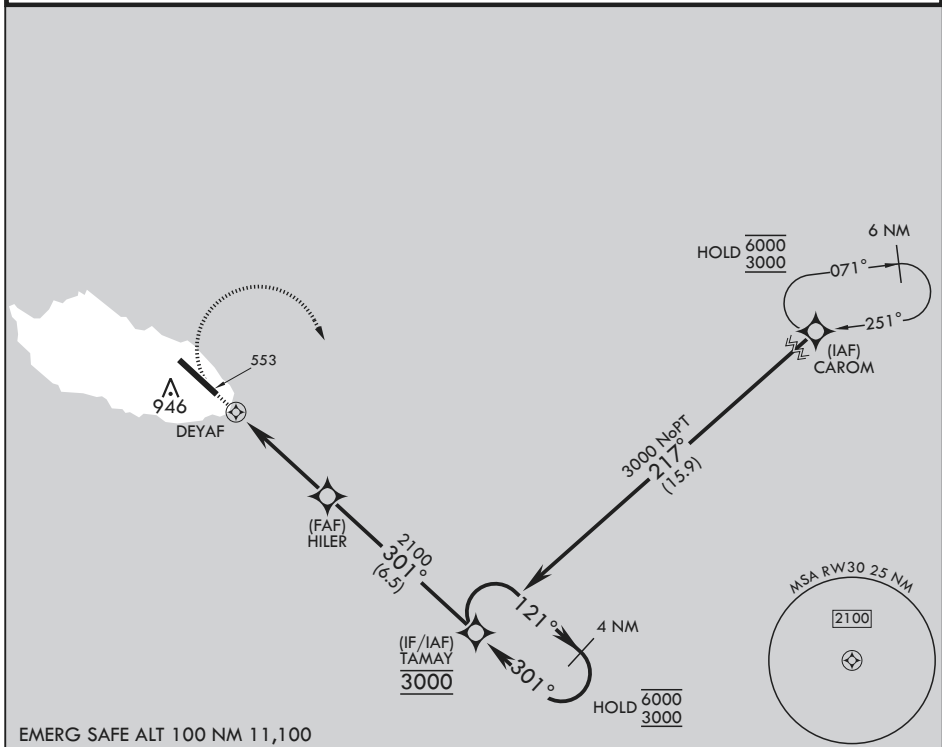
SAN NICOLAS ISLAND NOLF (KNSI)

RNP APCH-GPS

MISSED APPROACH: Climb to 1100, then climbing right to 3000 direct TAMAY and hold.

T * Circling not authorized SW of Rwy 12-30.

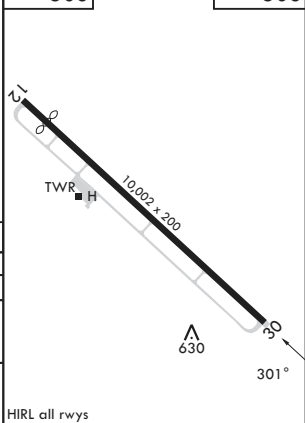
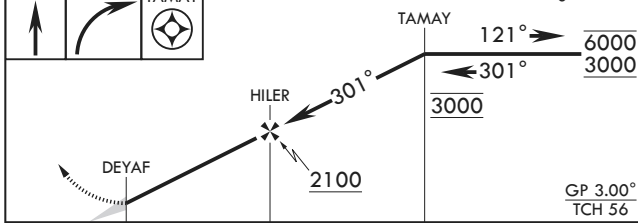
TOWER★
126.85 379.3



4 NM Holding Pattern

ELEV 506

TDZE 506



CATEGORY	A	B	C	D	E
LPV DA	706-¾		200	(200-¾)	
LNAV MDA	880-1	374	(400-1)	920-1½ 414 (500-1½)	980-1½ 474 (500-1½)
CIRCLING*	880-1 374 (400-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

SAN NICOLAS ISLAND, CALIFORNIA

33°14'N - 119°27'W

SAN NICOLAS ISLAND NOLF (KNSI)

RNAV (GPS) RWY 30

Amdt 1 10JUL25

SAN NICOLAS ISLAND, CALIFORNIA

TACAN RWY 30

TACAN NSI	APCH CRS	Rwy Idg
Chan 39	290°	10,002
		TDZE 506
		Arpt Elev 506

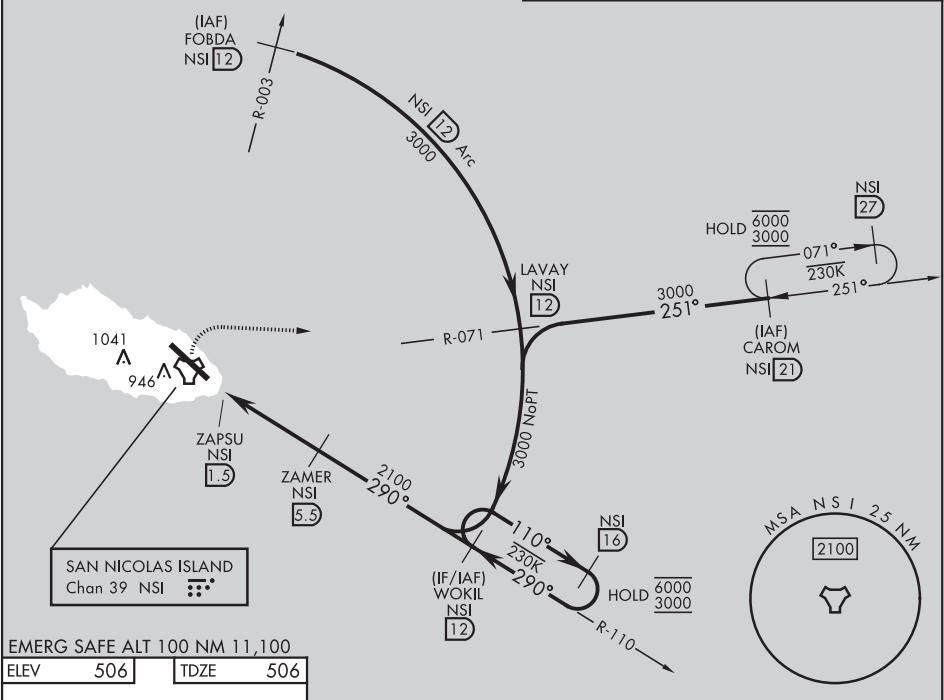
[USN]

SAN NICOLAS ISLAND NOLF (KNSI)

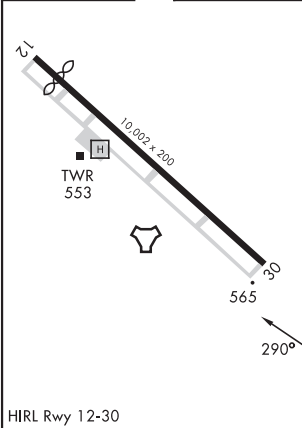
RADAR required	MISSED APPROACH: Climb to 1000, then climbing right turn to 3000, intercept NSI TACAN R-071 to LAVAY. Arc south on 12 DME arc to WOKIL.
* Circling not authorized SW of Rwy 12-30.	

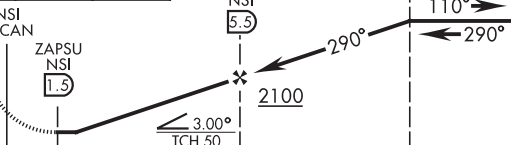
TOWER ★
126.85 379.3

Knots	60	120	180	240	300	360
V/V(fpm)	242	484	726	968	1210	1452
#Min climb of 242 ft/NM to 1400 - Controlling Obstacle Unk						



EMERG SAFE ALT 100 NM 11,100			
ELEV	506	TDZE	506

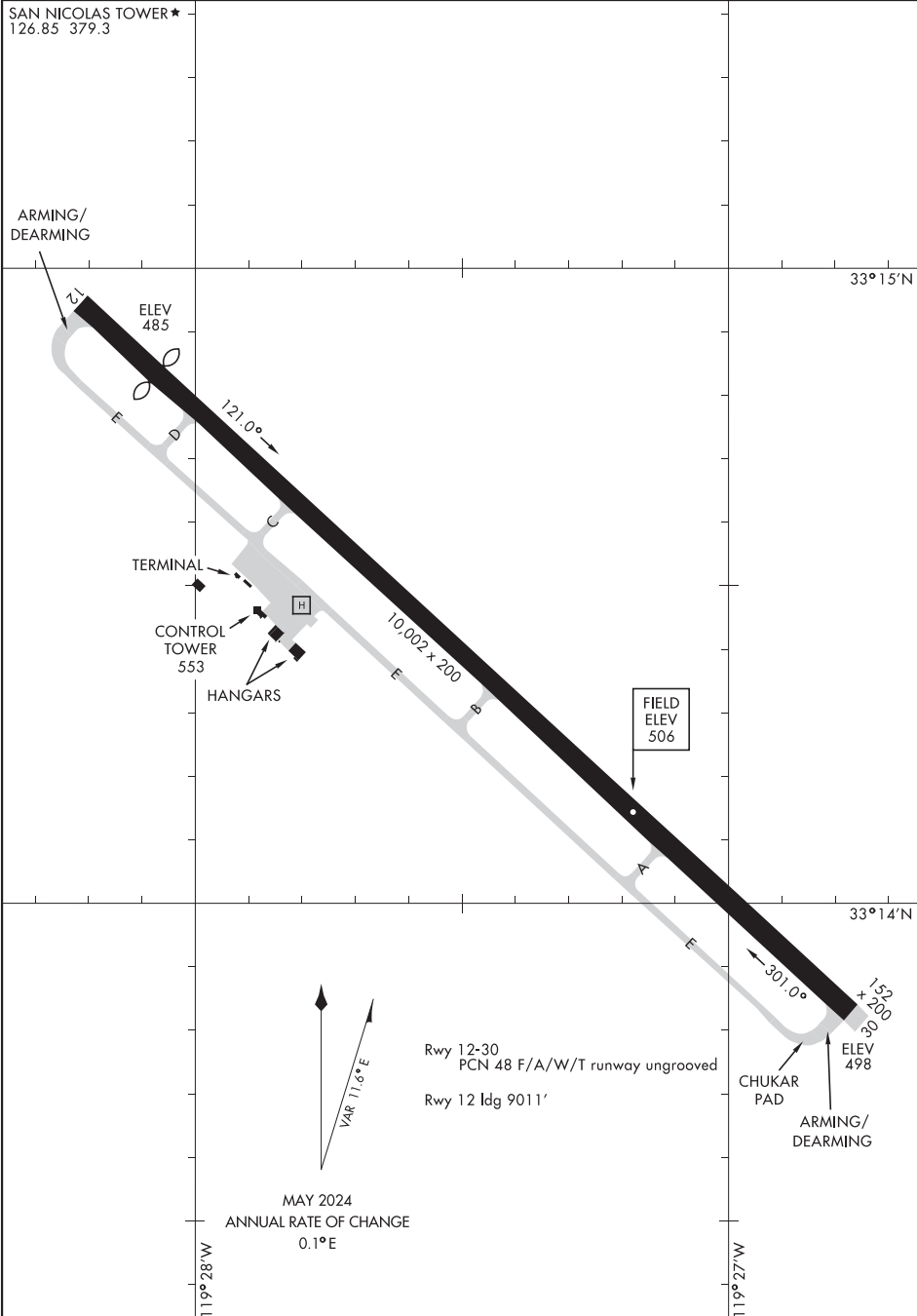


1000 ↑	3000 NSI R-071	LAVAY NSI (12)			
NSI TACAN	ZAPSU NSI (1.5)	ZAMER NSI (5.5)	WOKIL NSI (12)	NSI (16)	
			110°	290°	6000 3000
0.8			4 NM		
CATEGORY	A	B	C	D	E
S-30 #	820-1 314 (400-1)				
S-30	920-1 414 (500-1)	920-1½ 414 (500-1½)			
CIRCLING*	920-1 414 (500-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

TACAN RWY 30

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 20R
JOHN WAYNE/ORANGE COUNTY (SNA)

MISSED APPROACH: Climb to 3000 on I-SNA LOC south course (196°) to MINOE INT/I-SNA 10.9 DME.

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

REIL Rwy 20L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

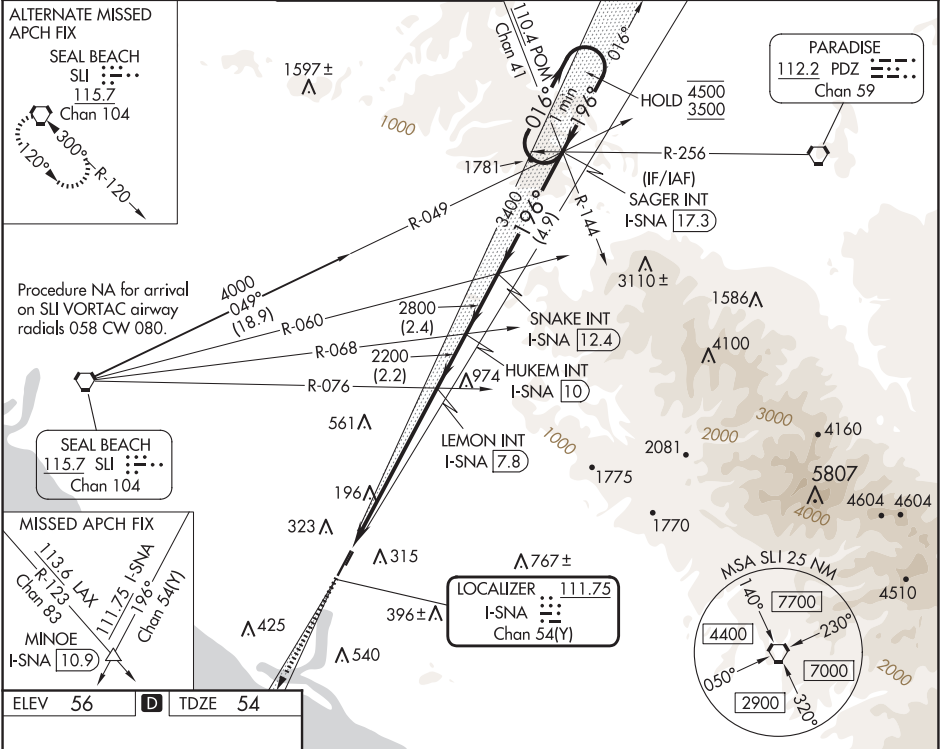
33°41'N-117°52'W JOHN WAYNE/ORANGE COUNTY (SNA)
ILS or LOC RWY 20R

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SNA 111.75 Chan 54(Y)	APP CRS 196°	Rwy Ldg TDZE Apt Elev	5700 54 56
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ILS RWY 20R (SA CAT I)
JOHN WAYNE/ORANGE COUNTY (SNA)

Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.		MALSR 	MISSED APPROACH: Climb to 3000 on I-SNA LOC south course (196°) to MINOE INT/I-SNA 10.9 DME.			
D-ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER ★ 126.8 (CTAF) 343.625	GND CON 120.8	CLNC DEL 118.0	CPDLC	UNICOM 122.95



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SANTA ANA, CALIFORNIA

AL-377 (FAA)

24361

APP CRS	Rwy Idg	5700
016°	TDZE	56
	Apt Elev	56

RNAV (RNP) Z RWY 2L

JOHN WAYNE/ORANGE COUNTY (SNA)

RNP AR APCH - GPS. Authorization required. From OSOYI: RF.				MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.		
▼ For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C.						

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER ★	GND CON	CLNC DEL	CPDLC	UNICOM
126.0	121.3 263.1	126.8 (CTAF) 0 343.625	120.8	118.0		122.95



ELEV 56		D TDZE 56		
<p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).</p> <p>NEWPO 1600</p> <p>GP 3.00° TCH 55</p> <p>016°</p> <p>See planview for multiple IF locations.</p> <p>4.7 NM</p> <p>RW02L</p>				
CATEGORY	A	B	C	D
RNP 0.30 DA	403-1 1/8 347 (400-1 1/8)			
AUTHORIZATION REQUIRED				

SANTA ANA, CALIFORNIA
Orig-A 26DEC14

33°41'N-117°52'W

JOHN WAYNE/ORANGE COUNTY (SNA)
RNAV (RNP) Z RWY 2L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
196°

Rwy Idg
5700

TDZE
54

Apt Elev
56

RNAV (RNP) Z RWY 20R

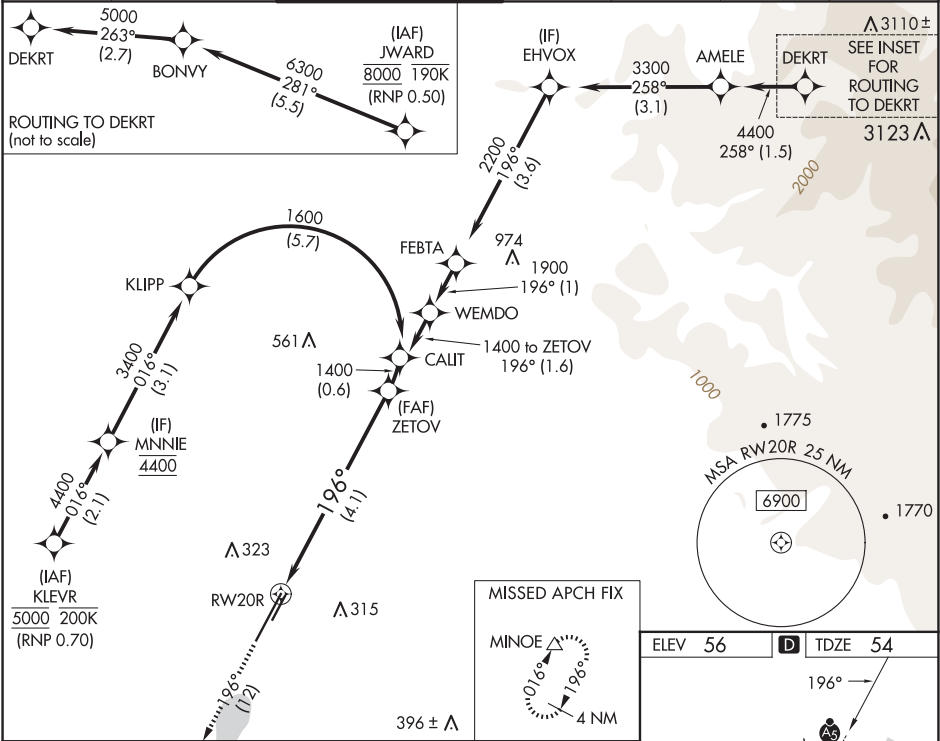
JOHN WAYNE/ORANGE COUNTY (SNA)

RNP AR APCH - GPS. Authorization required. From JWARD: min RNP 0.50. From KLEVR, RF, min RNP 0.70.

MALSR

MISSED APPROACH: Climb to 3000 on track 196° to MINOE and hold, continue climb-in-hold.

D-ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER ★ 126.8 (CTAF) 343.625	GND CON 120.8	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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3000
↑
tr 196°

MINOE
△

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 68).
See planview for multiple IF locations.

ZETOV
1400

1400

GP 3.00°
TCH 51

RW20R

196°

4.1 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		376/26	322 (400-½)	
RNP 0.15 DA		562/55	508 (600-1)	
RNP 0.30 DA		618-1¼	564 (600-1¼)	

AUTHORIZATION REQUIRED

REIL Rwy 20L
HIRL Rwy 2L-20R
MIRL Rwy 2R-20L

SANTA ANA, CALIFORNIA


AL-377 (FAA)

24361

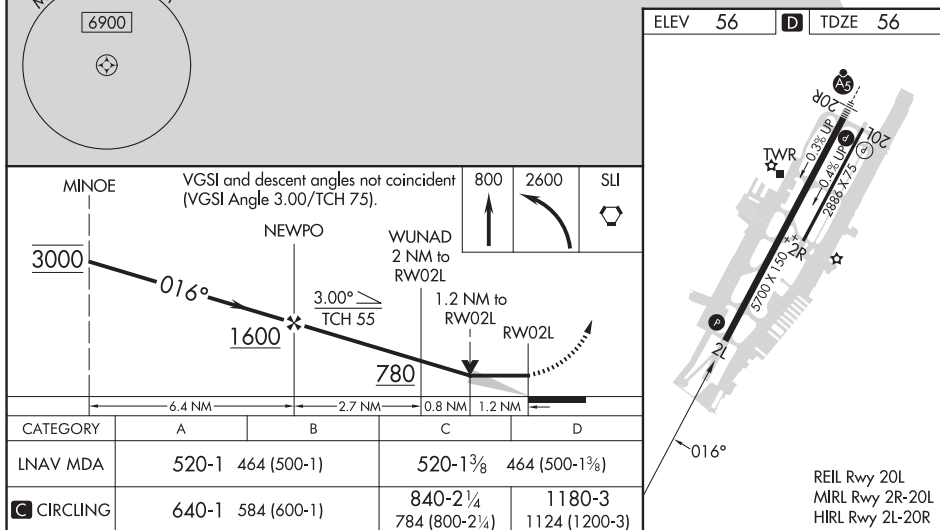
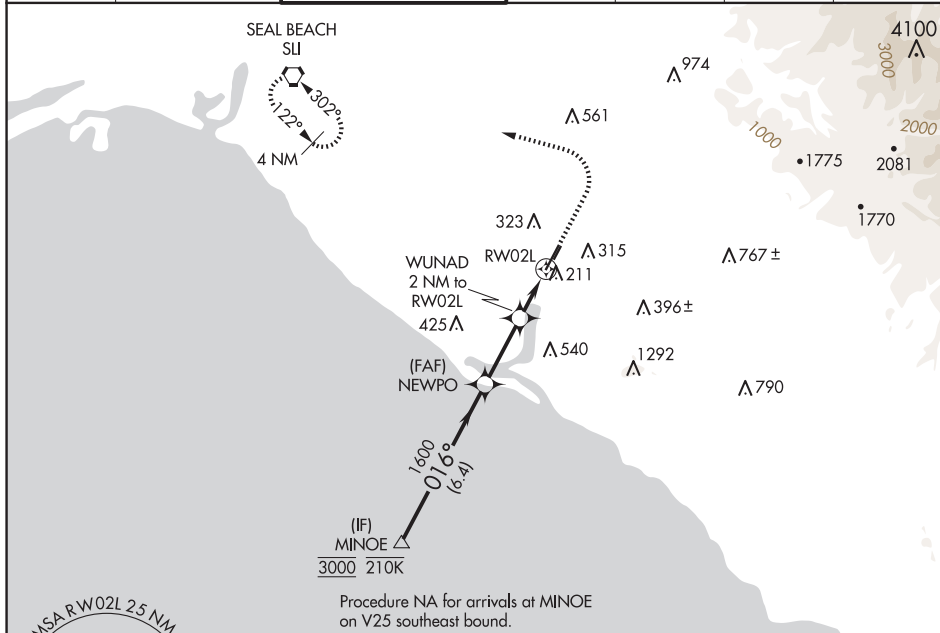
APP CRS	Rwy Idg	5700
016°	TDZE	56
	Apt Elev	56

RNAV (GPS) Y RWY 2L

JOHN WAYNE/ORANGE COUNTY (SNA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.
 Circling Rwy 20L NA at night.	

D-ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER ★ 126.8 (CTAF) 0 343.625	GND CON 120.8	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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SANTA ANA, CALIFORNIA
Amdt 3 26DEC24

33°41'N-117°52'W

JOHN WAYNE/ORANGE COUNTY (SNA)
RNAV (GPS) Y RWY 2L

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS
CH **99502**
W20A

APP CRS
196°

Rwy Idg
TDZE **54**
Apt Elev **56**

RNAV (GPS) Y RWY 20R

JOHN WAYNE/ORANGE COUNTY (SNA)

RNP APCH - GPS. RADAR required.

⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Circling Rwy 20L NA at night. For inop ALS increase LNAV/VNAV visibility to 1 3⁄8 SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct MINOE.

D-ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER ★ 126.8 (CTAF) 343.625	GND CON 120.8	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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ELEV 56

D

TDZE 54

MINOE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

3000

↑

VEGYU

4.2 NM to RW20R

LEMON

6.6 NM to RW20R

HUKEM

2900

SAGER

3500

1.5 NM to RW20R

2.7 NM

2.5 NM

2.2 NM

7.4 NM

1420

2200

2900

GP 3.00°

TCH 51

CATEGORY	A	B	C	D
LPV DA*	255/24		201 (200-½)	
LNAV/VNAV DA	516/50		462 (500-1)	
LNAV MDA	580/24	526 (600-½)	580/55 526 (600-1)	
C CIRCLING	640-1	584 (600-1)	840-2¼ 784 (800-2¼)	1180-3 1124 (1200-3)

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

Amdt 4 26DEC24

33°41'N-117°52'W

435

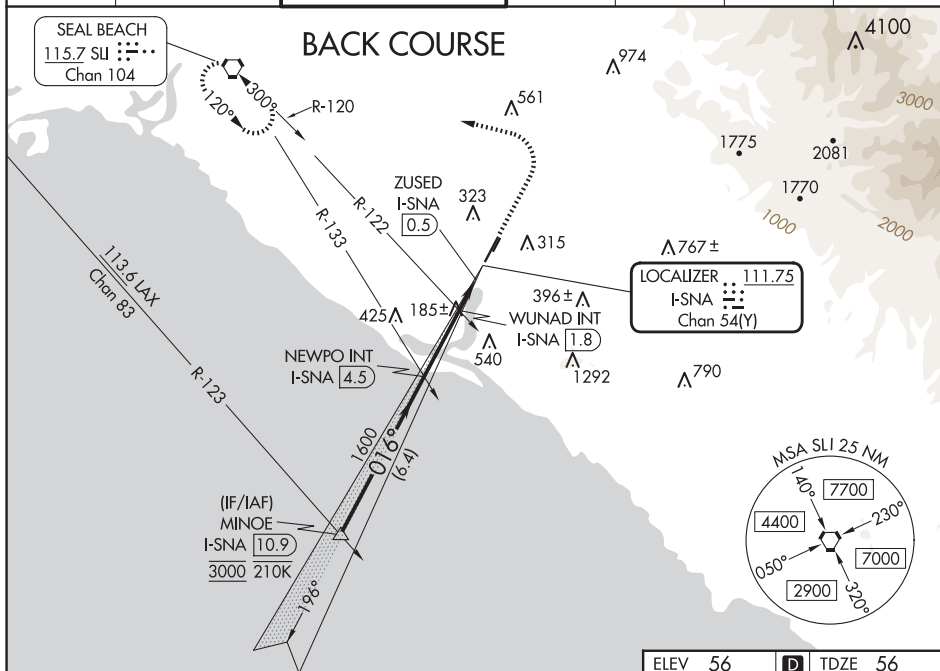
RNAV (GPS) Y RWY 20R

LOC BC RWY 2L
JOHN WAYNE/ORANGE COUNTY (SNA)

Circling Rwy 20L NA at night.

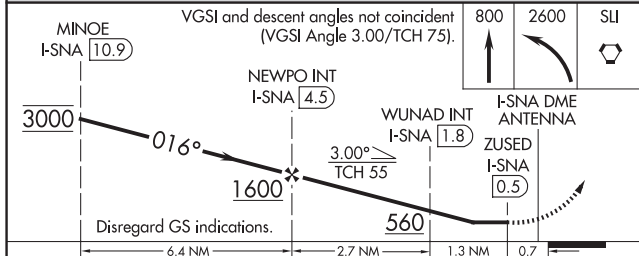
MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

D-ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER ★ 126.8 (CTAF) 0 343.625	GND CON 120.8	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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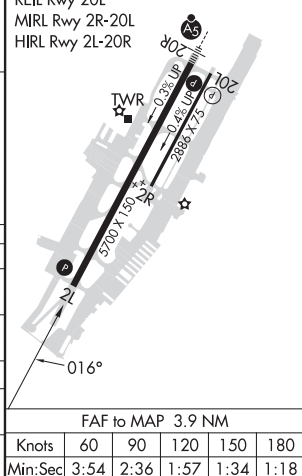


ELEV 56	D	TDZE 56
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REIL Rwy 20L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R



CATEGORY	A	B	C	D
S-LOC 2L	560-1	504 (600-1)	560-1 $\frac{3}{8}$	504 (600-1 $\frac{3}{8}$)
C CIRCLING	640-1	584 (600-1)	840-2 $\frac{1}{4}$ 784 (800-2 $\frac{1}{4}$)	1180-3 1124 (1200-3)
WUNAD FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 2L	480-1	424 (500-1)	480-1 $\frac{1}{4}$	424 (500-1 $\frac{1}{4}$)
C CIRCLING	640-1	584 (600-1)	840-2 $\frac{1}{4}$ 784 (800-2 $\frac{1}{4}$)	1180-3 1124 (1200-3)



JOHN WAYNE/ORANGE COUNTY (SNA)
LOC BC RWY 2L

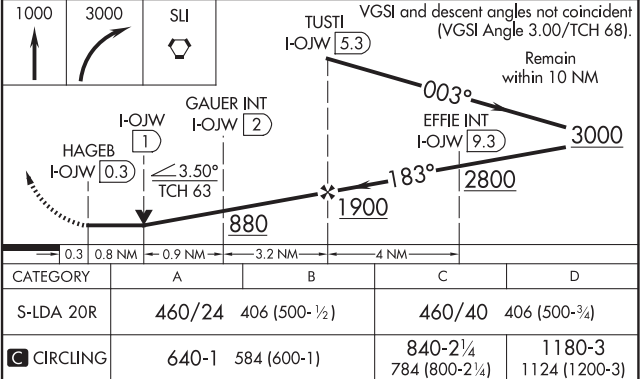
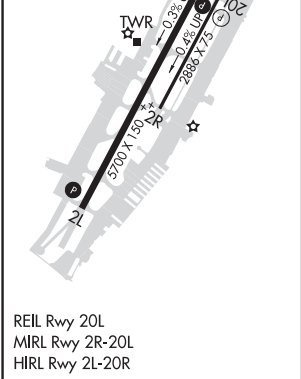
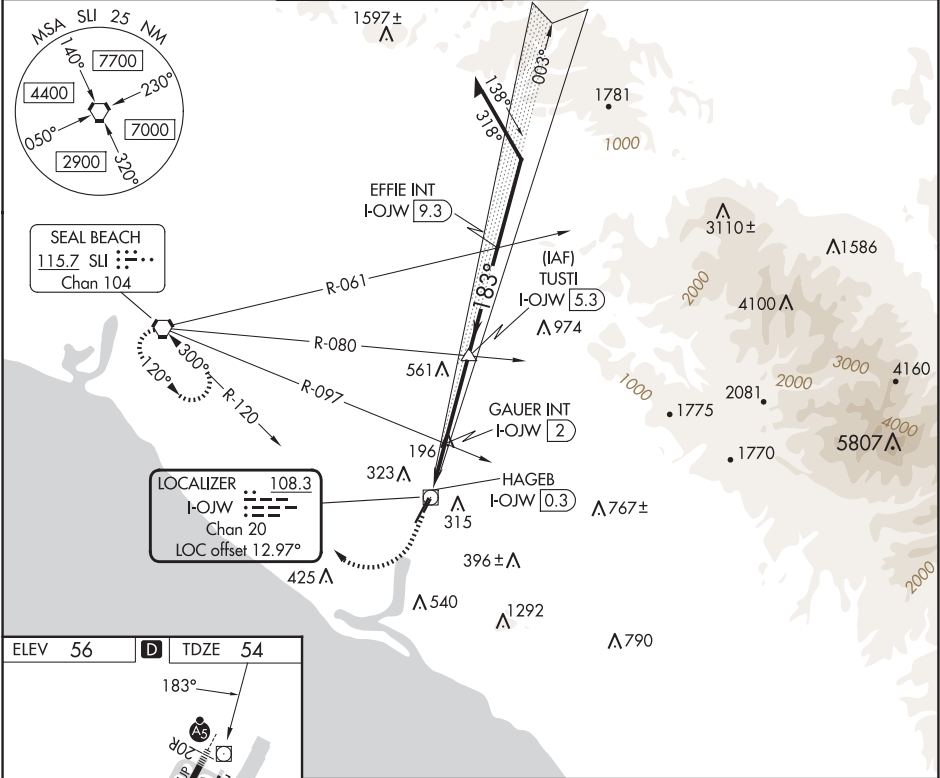
LOC/DME I-OJW	APP CRS	Rwy Idg	5700
108.3	183°	TDZE	54
Chan 20		Apt Elev	56

LDA RWY 20R

JOHN WAYNE/ORANGE COUNTY (SNA)

DME required.	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SLI VORTAC and hold.
<div><div>▼</div><div>⚠</div></div> <div>Circling Rwy 20L NA at night. For inop ALS, increase S-LDA 20R Cat C/D visibility to RVR 6000.</div>	<div><div>AS</div></div>	

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER ★	GND CON	CLNC DEL	CPDLC	UNICOM
126.0	121.3 263.1	126.8 (CTAF) 0 343.625	120.8	118.0		122.95



AIRPORT DIAGRAM

AL-377 (FAA)

SANTA ANA, CALIFORNIA

D-ATIS

126.0

JOHN WAYNE TOWER ★

119.9 343.625 (RWY 02R-20L)

126.8 343.625 (RWY 02L-20R)

GND CON

120.8

CLNC DEL

118.0

CPDLC

PDC

D

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

VAR 11.3° E

TWR RUNUP

FIRE STATION

TWR

NORTH RON

33°41.0'N

ELEV 41

20R

196.6°

ELEV 40

20L

196.6°

HS 1

TERMINAL

0.3% UP

0.4% UP

2886 X 75

196.6°

C

A

016.6°

2R

ELEV 52

HS 2

MIDFIELD RUNUP

COMPASS ROSE

FBO FACILITIES TRANSIENT PARKING

265

RWY 02L-20R

PCR 602 F/A/X/T

S-70, D-200, 2D-300

RWY 02R-20L

PCN 120 F/B/X/T

S-25, D-60

ASDE-X in use. Operate transponders

with altitude reporting mode and ADS-B

(if equipped) enabled on all airport surfaces.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FUEL FARM

ISOLATION AREA

FBO FACILITIES

TRANSIENT PARKING

EXECUTIVE HANGARS

SOUTHWEST RUNUP

016.6°

2L

FIELD ELEV 56

SOUTH RON/COMMERCIAL RAMP

HS 3

FBO FACILITIES

TRANSIENT PARKING

33°40.5'N

33°40.0'N

117°52.5'W

117°52.0'W

117°51.5'W

AIRPORT DIAGRAM

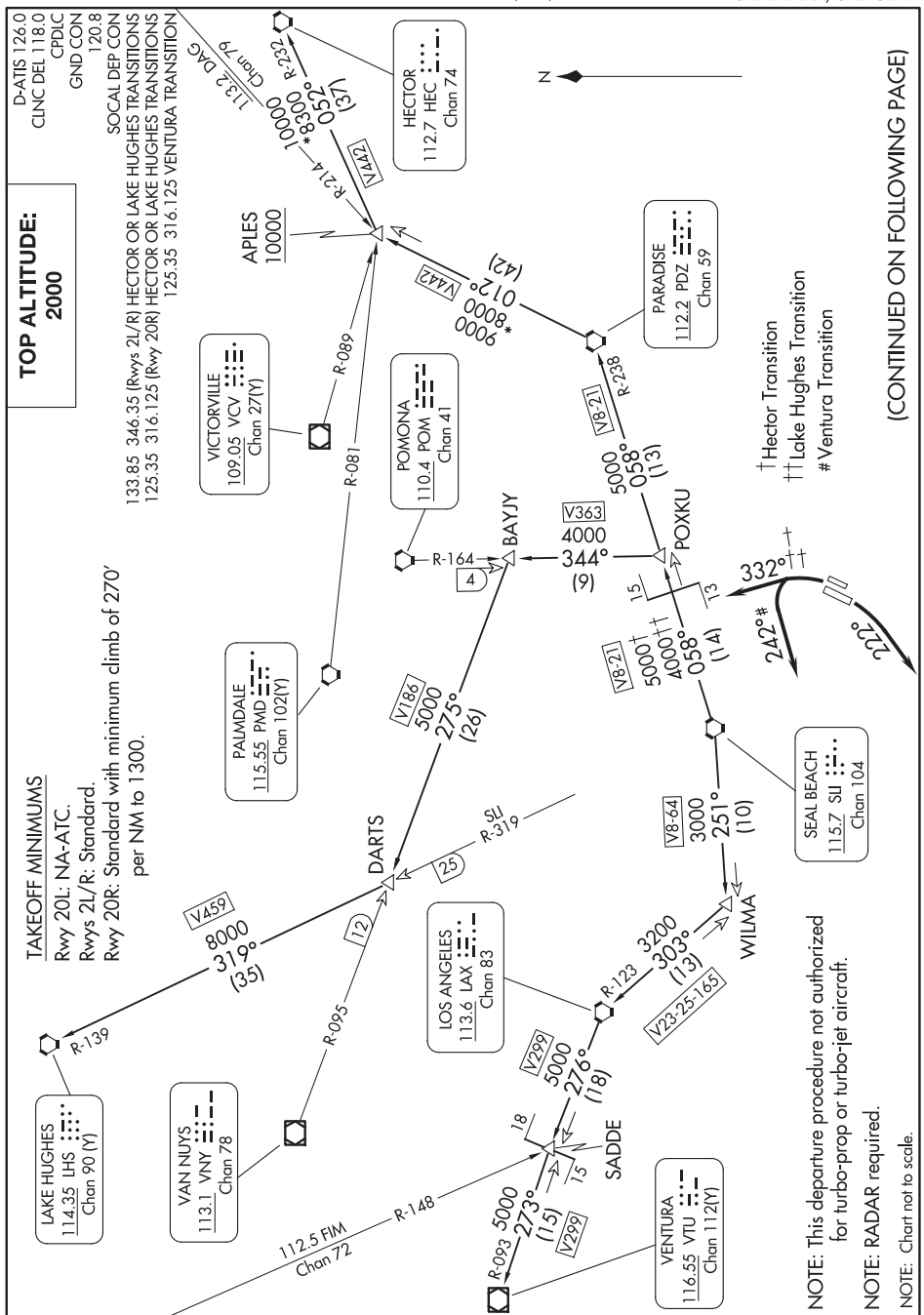
25107

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

SW-3, 07 AUG 2025 to 02 OCT 2025

ANAHEIM ONE DEPARTURE



(CONTINUED ON FOLLOWING PAGE)

(ANAHM1.SLI) 21168

ANAHEIM ONE DEPARTURE

JOHN WAYNE/ORANGE COUNTY (SNA)

AL-377 (FAA)

SANTA ANA, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Turn right heading 222° for vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 2L/R (HECTOR or LAKE HUGHES TRANSITION): Turn left heading 332° for vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 2L/R (VENTURA TRANSITION): Turn left heading 242° for vectors to LAX VORTAC, thence. . . .

. . . .on (transition) or (assigned route). Maintain 2000 and expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM1.HEC): From over SLI VORTAC on SLI R-058 and PDZ R-238 to PDZ VORTAC, then on PDZ R-012 to APLES, then on HEC R-232 to HEC VORTAC.

LAKE HUGHES TRANSITION (ANAHM1.LHS): From over SLI VORTAC on SLI R-058 and PDZ R-238 to POXKU, then on POM R-164 to BAYJY, then on VNY R-095 to DARTS, then on LHS R-139 to LHS VORTAC.

VENTURA TRANSITION (ANAHM1.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

SW-3, 07 AUG 2025 to 02 OCT 2025

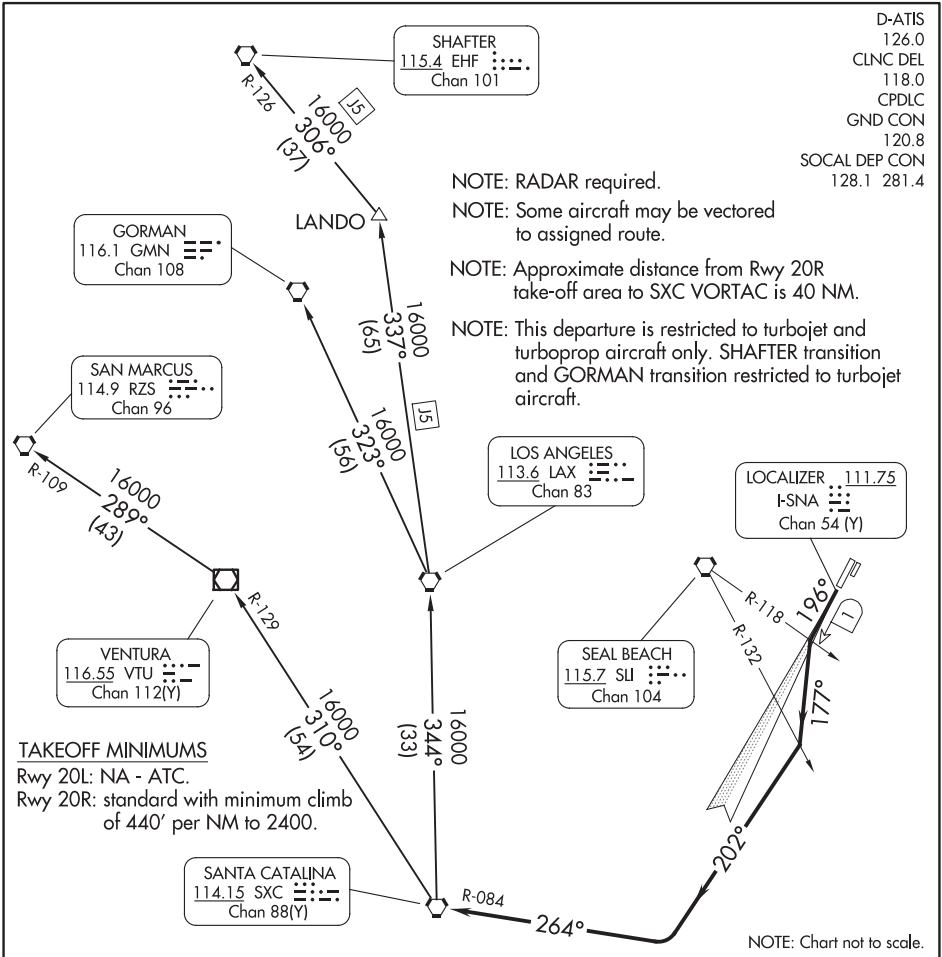
SW-3, 07 AUG 2025 to 02 OCT 2025

ANAHEIM ONE DEPARTURE

(ANAHM1.SLI) 19JUL18

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb heading 196° or I-SNA localizer south course to I-SNA 1 DME fix or SLI R-118, turn left heading 177°, cross SLI R-132 then turn right heading 202°, intercept and proceed via SXC R-084 to SXC VORTAC, thence

. . . . via (transition) or (assigned route). Expect filed altitude ten minutes after departure.

GORMAN TRANSITION (CHANL3.GMN): From over SXC VORTAC on SXC R-344 to LAX VORTAC, then on LAX R-323 to GMN VORTAC.

SAN MARCUS TRANSITION (CHANL3.RZS): From over SXC VORTAC on SXC R-310 and VTU R-129 to VTU VOR/DME, then on VTU R-289 and RZS R-109 to RZS VORTAC.

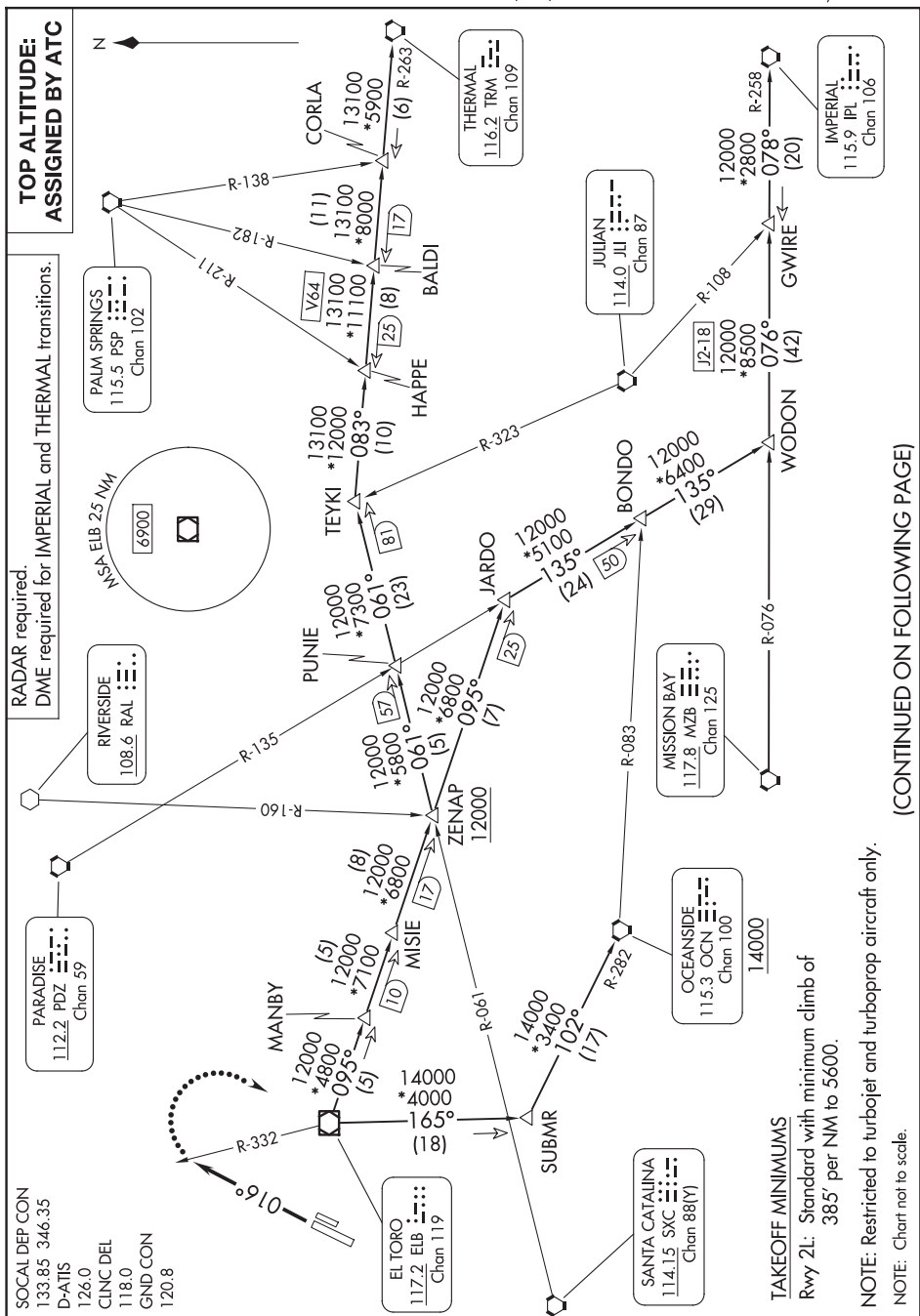
SHAFTER TRANSITION (CHANL3.EHF): From over SXC VORTAC on SXC R-344 to LAX VORTAC, then on LAX R-337 to LANDO INT, then on EHF R-126 to EHF VORTAC.

EL TORO FIVE DEPARTURE

JOHN WAYNE/ORANGE COUNTY (SNA)

AL-377 (FAA)

SANTA ANA, CALIFORNIA



(CONTINUED ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

NOTE: Restricted to turbojet and turboprop aircraft only.

NOTE: Chart not to scale.

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

EL TORO FIVE DEPARTURE

(ELB5.ELB) 16MAY24



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 016° for RADAR vectors to ELB VOR/DME, thence
. . . .(transition) or (assigned route). Maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed on assigned transition or route. Climb to filed altitude ten minutes after departure.

IMPERIAL TRANSITION (ELB5.IPL): From over ELB VOR/DME on ELB R-095 to JARDO, then on PDZ R-135 to WODON, then on MZB R-076 and IPL R-258 to GWIRE, then on IPL R-258 to IPL VORTAC.

OCEANSIDE TRANSITION (ELB5.OCN): From over ELB VOR/DME on ELB R-165 to SUBMR, then on OCN R-282 to OCN VORTAC.

THERMAL TRANSITION (ELB5.TRM): From over ELB VOR/DME on ELB R-095 to ZENAP, then on SXC R-061 to TEYKI, then on TRM R-263 to TRM VORTAC.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

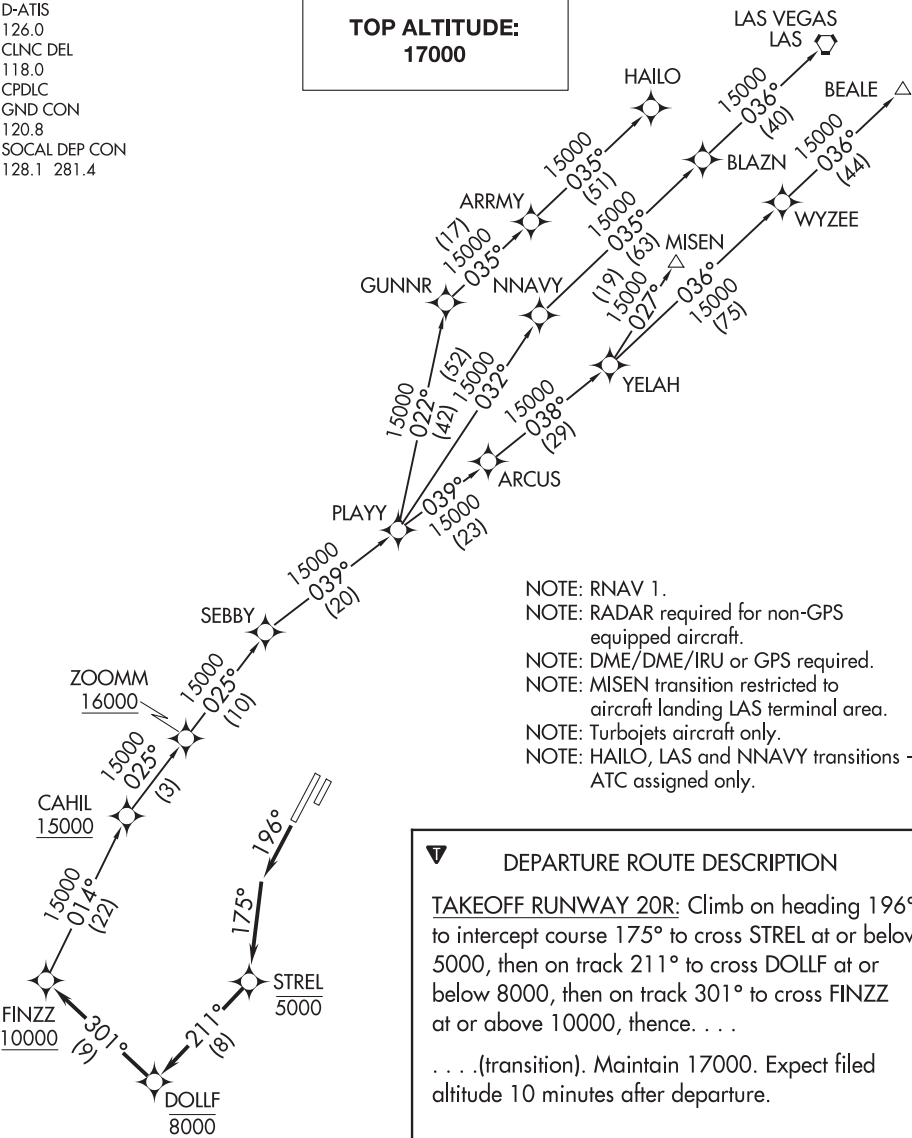
(FINZZ3.FINZZ) 22251

FINZZ THREE DEPARTURE (RNAV)

JOHN WAYNE/ORANGE COUNTY (SNA)
AL-377 (FAA) SANTA ANA, CALIFORNIA

D-ATIS
126.0
CLNC DEL
118.0
CPDLC
GND CON
120.8
SOCAL DEP CON
128.1 281.4

TOP ALTITUDE:
17000



TAKEOFF MINIMUMS

Rwy 20R: Standard with a minimum climb
of 320' per NM to 560.

NOTE: Chart not to scale.

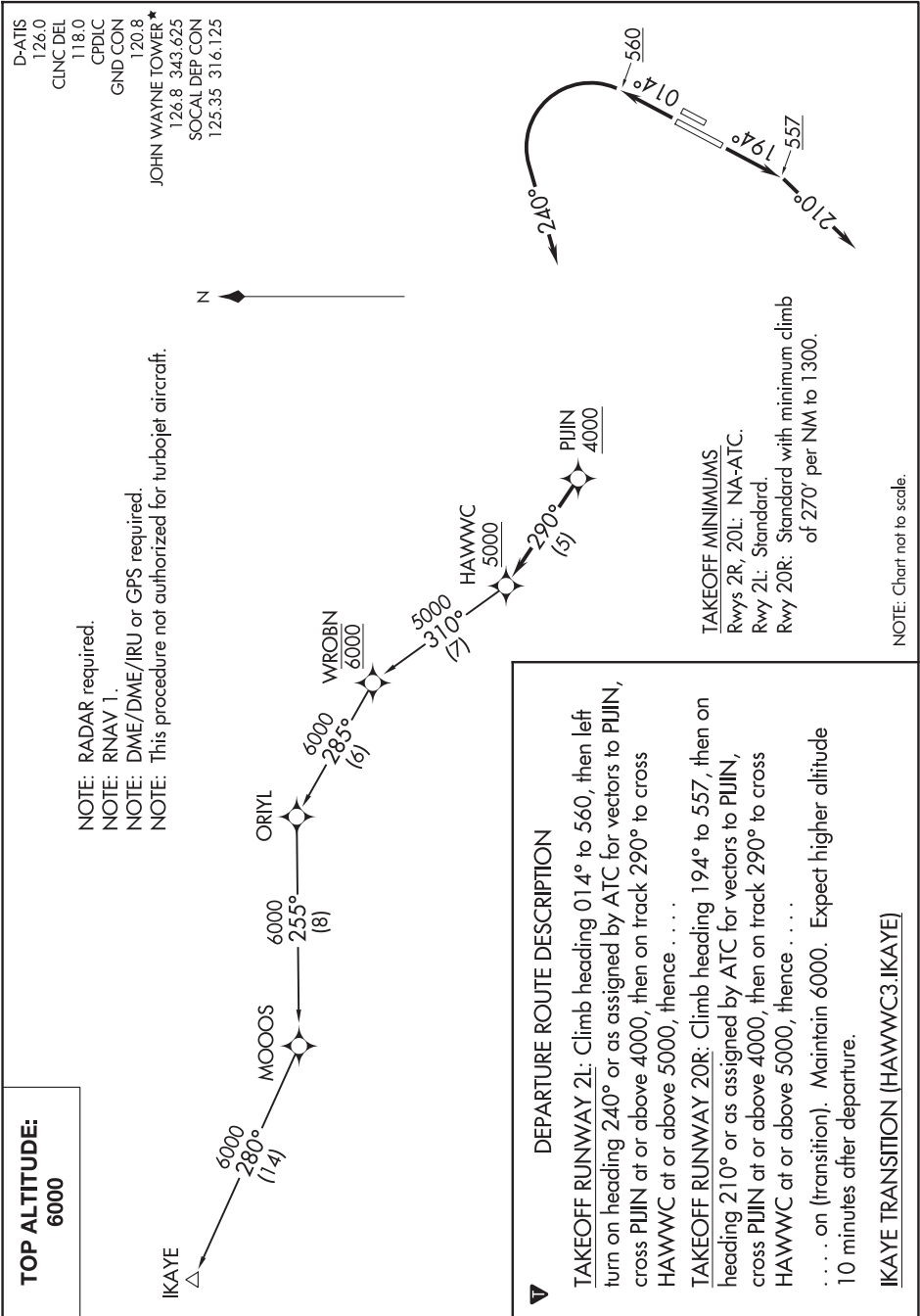
FINZZ THREE DEPARTURE (RNAV)

(FINZZ3.FINZZ) 10SEP20

SANTA ANA, CALIFORNIA
JOHN WAYNE/ORANGE COUNTY (SNA)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



(HHERO3.HHERO) 22251

JOHN WAYNE/ORANGE COUNTY (SNA)

HHERO THREE DEPARTURE (RNAV) AL-377 (FAA)

SANTA ANA, CALIFORNIA

D-ATIS
126.0
CLNC DEL
118.0
CPDLC
GND CON
120.8
SOCAL DEP CON
128.1 281.4

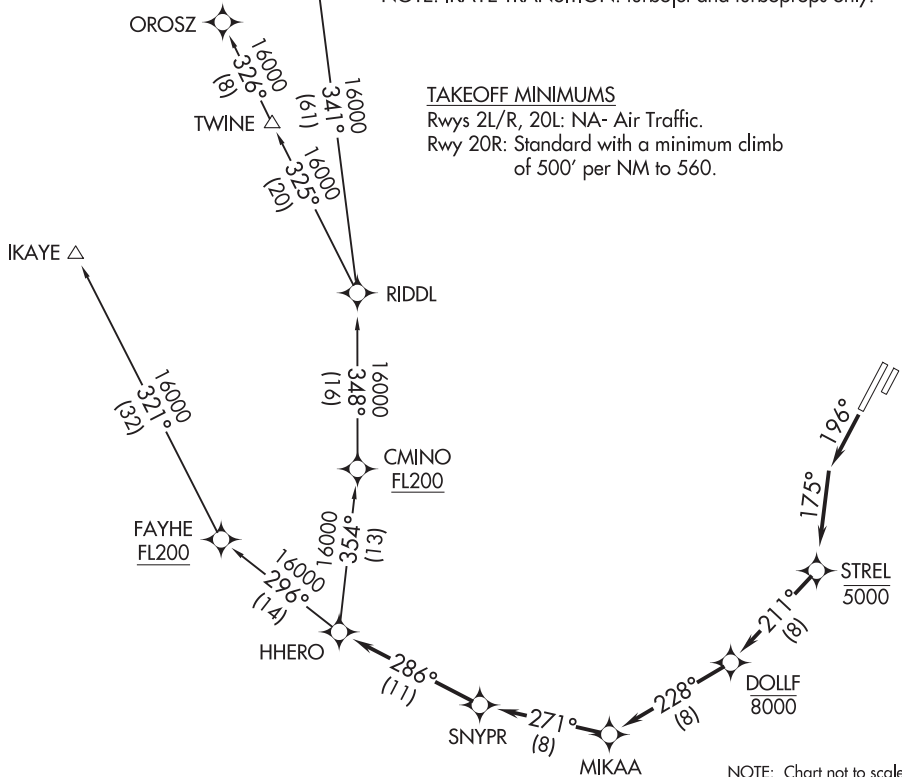
SHAFTER 
EHF

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: RNAV-1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: OROSZ and SHAFTER TRANSITIONS: turbojet only.
NOTE: IKAYE TRANSITION: turbojet and turboprops only.

TAKEOFF MINIMUMS

Rwys 2L/R, 20L: NA- Air Traffic.
Rwy 20R: Standard with a minimum climb
of 500' per NM to 560.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 20R: Climb heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 211° to cross DOLLF at or below 8000, then on depicted route to HHERO, thence. . . .

. . . (transition). Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

IKAYE TRANSITION (HHERO3.IKAYE)

OROSZ TRANSITION (HHERO3.ROSOZ)

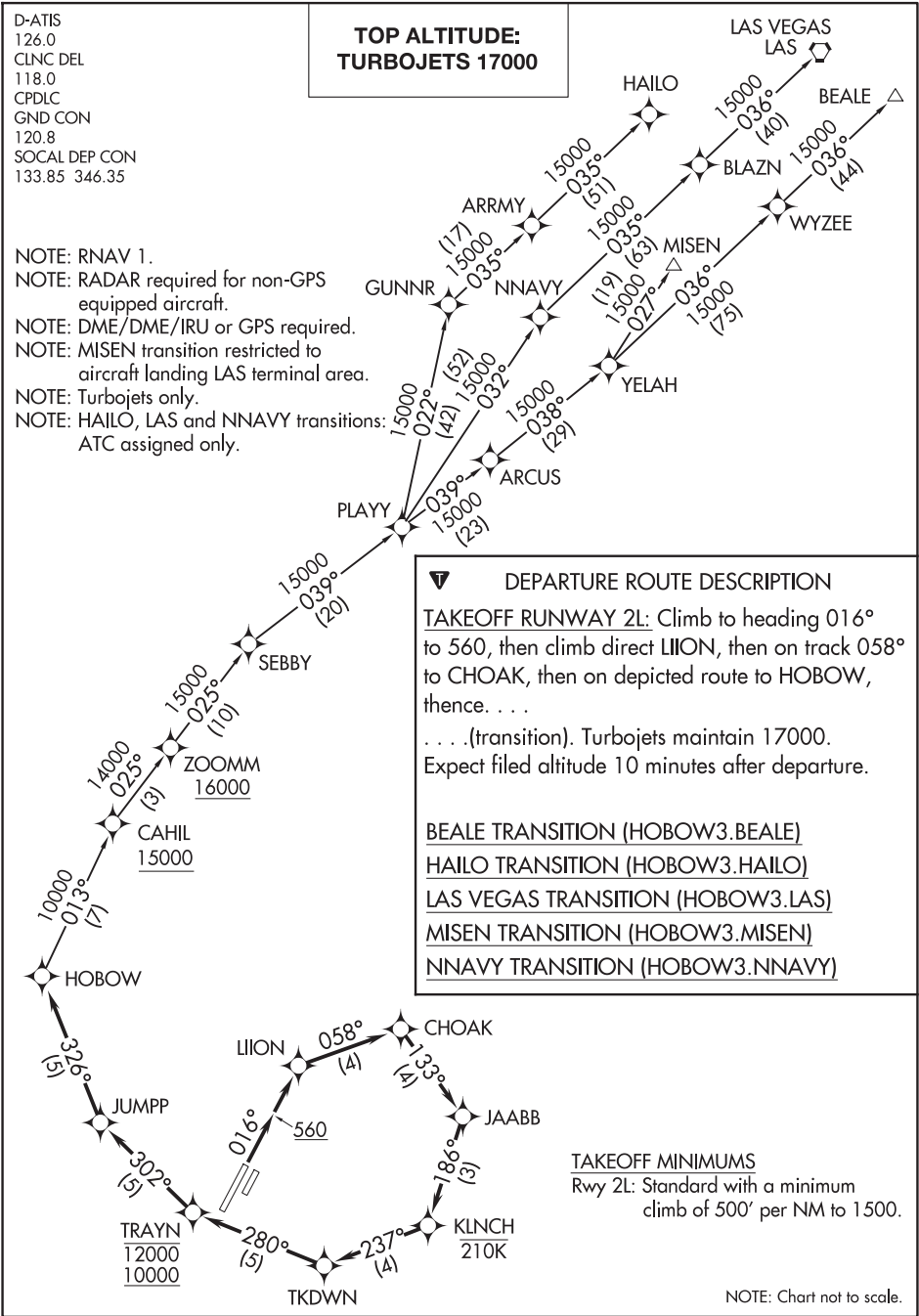
SHAFTER TRANSITION (HHERO3.EHF)

HHERO THREE DEPARTURE (RNAV)

(HHERO3.HHERO) 19JUL18

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

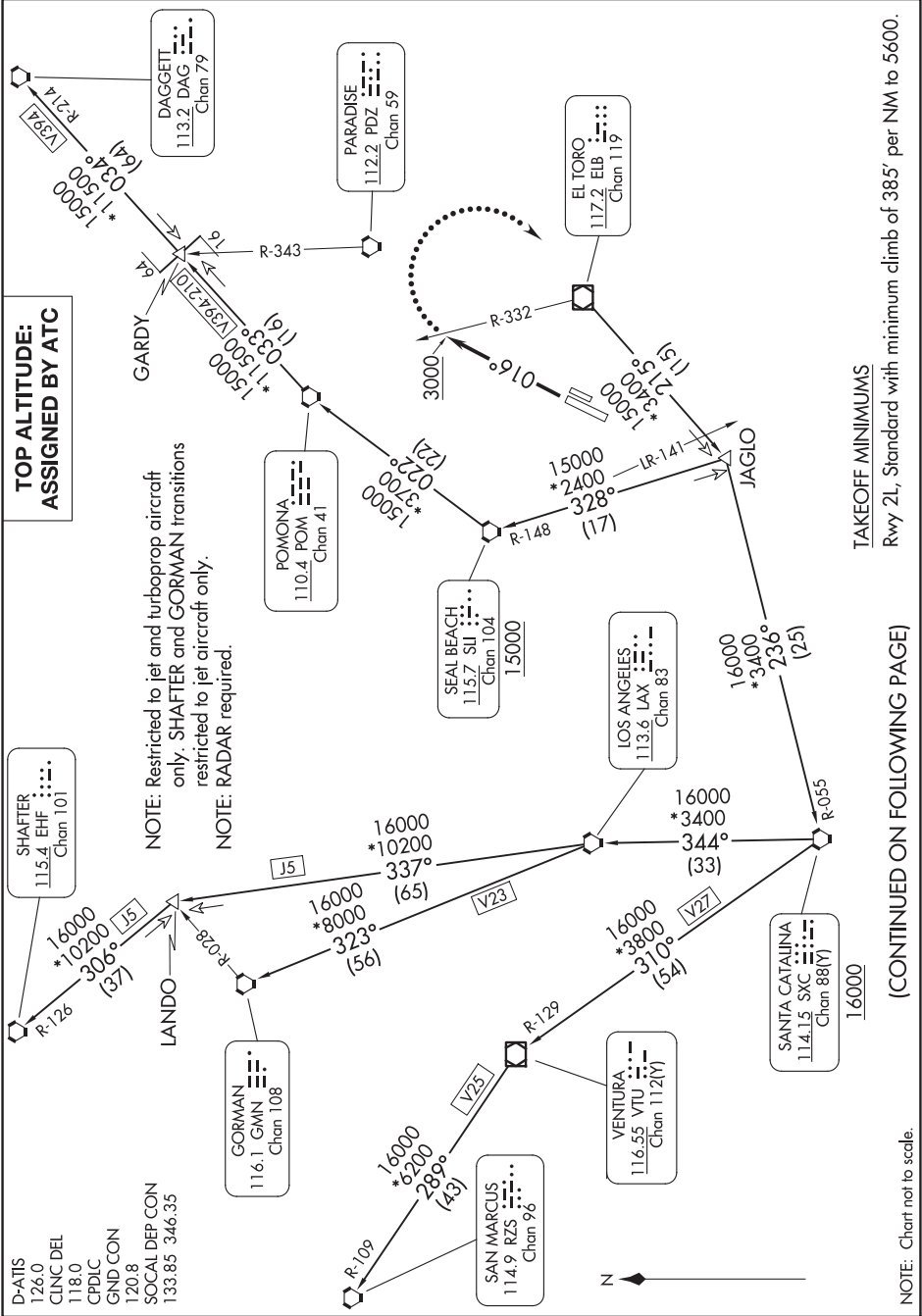


(IRV5.IRV) 23334

IRVINE FIVE DEPARTURE

JOHN WAYNE/ORANGE COUNTY (SNA)
AL-377 (FAA) SANTA ANA, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



IRVINE FIVE DEPARTURE

(IRV5.IRV) 28FEB19

SANTA ANA, CALIFORNIA
JOHN WAYNE/ORANGE COUNTY (SNA)

TAKEOFF MINIMUMS

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

Rwy 2L, Standard with minimum climb of 385' per NM to 5600.

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 016° to 3000, continue climb to assigned altitude on assigned heading for RADAR vectors to ELB VOR/DME R-215.
Thence

. . . . on (transition) or assigned route. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (IRV5.DAG): From over ELB VOR/DME on ELB R-215 and SLI R-148 to SLI VORTAC, then on SLI R-022 to POM VORTAC, then on POM R-033 and DAG R-214 to DAG VORTAC.

GORMAN TRANSITION (IRV5.GMN): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-323 to GMN VORTAC.

SAN MARCUS TRANSITION (IRV5.RZS): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-310 and VTU R-129 to VTU VOR/DME, then on VTU R-289 and RZS R-109 to RZS VORTAC.

SEAL BEACH TRANSITION (IRV5.SLI): From over ELB VOR/DME on ELB R-215 and on SLI R-148 to SLI VORTAC.

SHAFTER TRANSITION (IRV5.EHF): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-337 and EHF R-126 to EHF VORTAC.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(MIKAA1.MIKAA) 22251

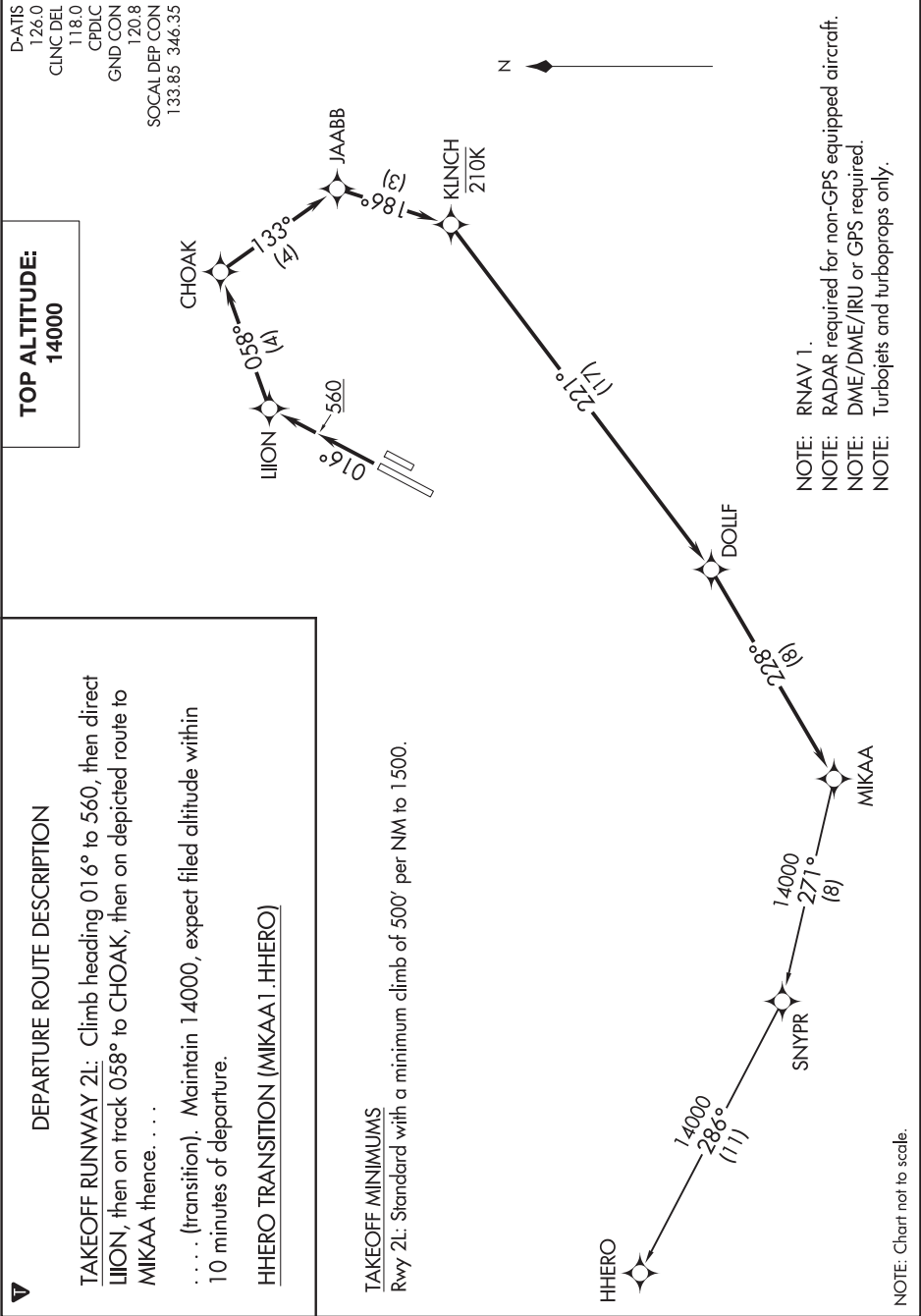
JOHN WAYNE/ORANGE COUNTY (SNA)

MIKAA ONE DEPARTURE (RNAV)

AL-377 (FAA)

SANTA ANA, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

MIKAA ONE DEPARTURE (RNAV)

(MIKAA1.MIKAA) 27APR17

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

MUSEL EIGHT DEPARTURE

SANTA ANA, CALIFORNIA

AL-377 (FAA)

D-ATIS	
126.0	
CLNC DEL	
118.0	
CPDLC	
GND CON	
120.8	
SOCAL DEP CON	
128.1 281.4	

DAGGETT
3.2 DAG 
Chap. 70

TAKEOFF MINIMUMS


Rwy 20L: NA - ATC.

Rwy 20R: Standard with minimum climb
of 342' per NM to 2400.

NOTE: RADAR required.

POMONA
110.4 POM 
Chan 41

SEAL BEACH
115.7 SLI $\frac{\cdot}{\cdot}$
Chap. 104

PARADISE
2.2 PDZ 
Cl 50

PALM SPRINGS
115.5 PSP : ::
Cl 100

LOCALIZER 111.75
I-SNA

HAPP

CORLA

BALD

THERMAL
116.2 TRM
Chan 109

SANTA CATALINA
114.15 SXC $\frac{2}{3} \cdot \frac{1}{2} = \frac{1}{3}$

OCEANSIDE
115.3 OCN $\equiv::=$
Chap. 100

JULIAN

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb heading 196° or I-SNA localizer south course to I-SNA 1 DME fix or SLI R-118, turn left heading 177° for vectors to MUSEL INT. Thence

... on (transition) or (assigned route). Expect filed altitude ten minutes after departure.

DAGGETT TRANSITION (MUSEL8.DAG): From over MUSEL INT on SLI R-150 to SLI VORTAC, then on SLI R-022 to POM VORTAC, then on POM R-033 to GARDY INT and on DAG R-214 to DAG VORTAC.

OCEANSIDE TRANSITION (MUSEL8.OCN): From over MUSEL INT on OCN R-282 to OCN VORTAC.

SEAL BEACH TRANSITION (MUSEL8.SLI): From over MUSEL INT on SLI R-150 to SLI VORTAC.

THERMAL TRANSITION (MUSEL8.TRM): From over MUSEL INT on SXC R-061 to TEYKI INT and TRM R-263 to TRM VORTAC.

MUSEL EIGHT DEPARTURE

(MUSEL8.MUSEL) 10NOV16

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

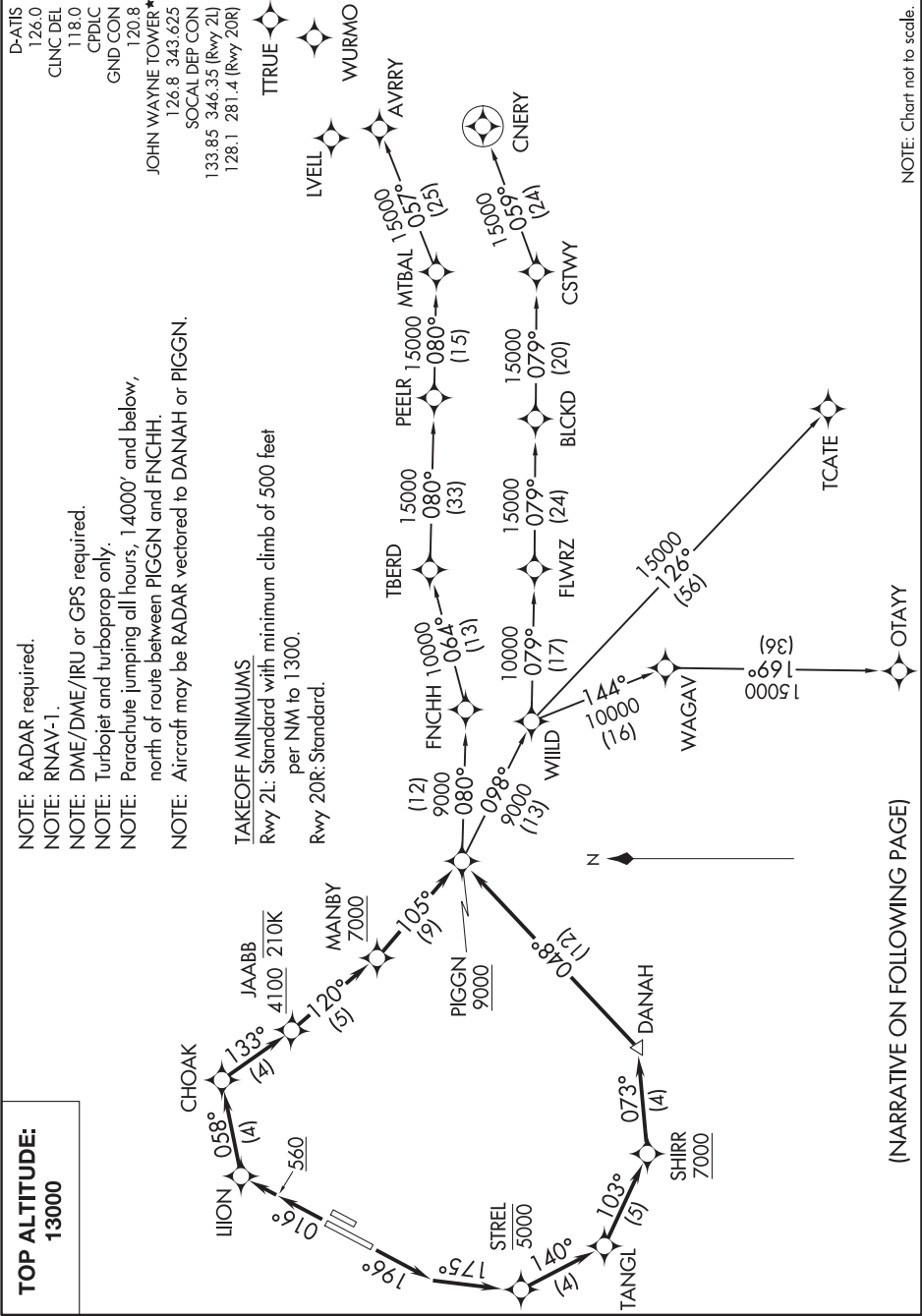
SW-3, 07 AUG 2025 to 02 OCT 2025

(PIGGN3.PIGGN) 22251

PIGGN THREE DEPARTURE (RNAV)

JOHN WAYNE/ORANGE COUNTY (SNA)
AL-377 (FAA)
SANTA ANA, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



PIGGN THREE DEPARTURE (RNAV)

(PIGGN3.PIGGN) 24MAR22

SANTA ANA, CALIFORNIA
JOHN WAYNE/ORANGE COUNTY (SNA)

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 016° to 560, then direct LIION, then on track 058° to CHOAK, then on track 133° to cross JAABB at or above 4100 and at or below 210K, then on track 120° to cross MANBY at or above 7000, then on track 105° to cross PIGGN at or above 9000, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 140° to TANGL, then on track 103° to cross SHIRR at or above 7000, then on track 073° to DANAHA, then on track 048° to cross PIGGN at or above 9000, thence. . . .

. . . . on (transition) maintain 13000. Expect filed altitude 10 minutes after departure.

AVRRY TRANSITION (PIGGN3.AVRRY)

CNERY TRANSITION (PIGGN3.CNERY)

OTAYY TRANSITION (PIGGN3.OTAYY)

TCATE TRANSITION (PIGGN3.TCATE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb on course 196° to cross BIKKL at or above 556, then left turn to HEFAY, then right turn to cross PAPAU at or below 5000 and at or below 220K, then left turn to cross LRREN at or below 5000, then left turn to HTCHR, then on track 140° to TANGL, then on track 103° to cross SHIRR at or above 7000, then on track 073° to DANAHA, then on track 048° to cross STAYY at or above 9000, thence. . . .

. . . .on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

- AVRRY TRANSITION (STAYY4.AVRRY)
- CNERY TRANSITION (STAYY4.CNERY)
- OTAYY TRANSITION (STAYY4.OTAYY)
- TCATE TRANSITION (STAYY4.TCATE)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SBA	APP CRS	Rwy Ldg
110.3	075°	6052
Chan 40		TDZE 13
		Apt Elev 14

ILS or LOC RWY 7

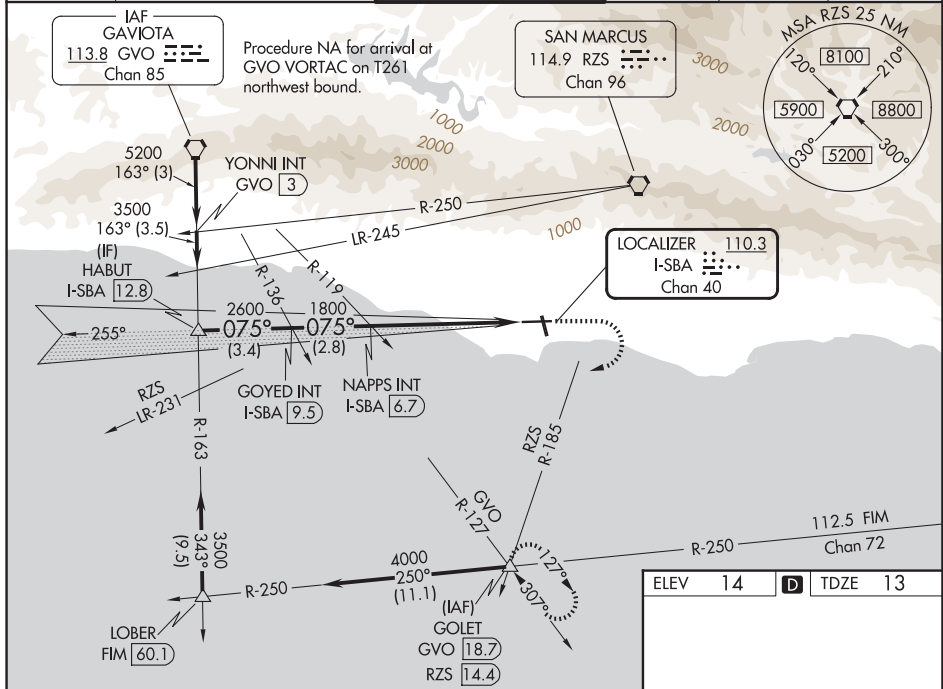
SANTA BARBARA MUNI (SBA)

V VDP NA when using OXR altimeter setting. Circling Rwy 15 L/R and 33 L/R NA at night. Rwy 7 helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use OXR altimeter setting and increase S-ILS 7 DA to 386 feet; increase all MDAs 100 feet; and Circling visibility Cat A/C ¼ SM. For inop ALS when using OXR altimeter setting, increase S-ILS 7 all Cats visibility to RVR 5000, and S-LOC 7 Cat A/B to RVR 5500. Circling NA for Cats C and D north of Rwy 7-25. For inop ALS, increase S-ILS 7 all Cats visibility to RVR 4500 and S-LOC 7 Cat A/B to RVR 5500.

MALSR

MISSED APPROACH:
Climb to 700 then climbing right turn to 4000 on RZS VORTAC R-185 to GOLET INT/RZS 14.4 DME and hold, continue climb-in-hold to 4000.

ATIS 132.65	SANTA BARBARA APP CON★ 120.55 319.15 (151°-329°) 125.4 291.1 (330°-150°)	SANTA BARBARA TOWER★ 119.7 (CTAF) 0 254.35	GND CON 121.7	CLNC DEL 132.9	UNICOM 122.95
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	HABUT I-SBA 12.8	GOYED INT I-SBA 9.5	NAPPS INT I-SBA 6.7	GOLET
	3500	2600	1800	700 4000
	075°	075°	075°	RZS R-185
	3.4 NM	2.8 NM	3.9 NM	1.5 NM
CATEGORY	A	B	C	D
S-ILS 7	303/40 290 (300-¾)			
S-LOC 7	560/40	547 (600-¾)	560/55	547 (600-1)
CIRCLING	800-1 786 (800-1)	840-1¼ 826 (900-1¼)	840-2½ 826 (900-2½)	1000-3 986 (1000-3)

ELEV 14 **TDZE 13**

HIRL Rwy 7-25

MIRL Rwy 15R-33L

REIL Rws 15R and 25

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-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 78306 W07A	APP CRS 074°	Rwy Ldg 6052 TDZE 13 Apt Elev 14
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RNAV (GPS) RWY 7
SANTA BARBARA MUNI (SBA)

RNP APCH - GPS.

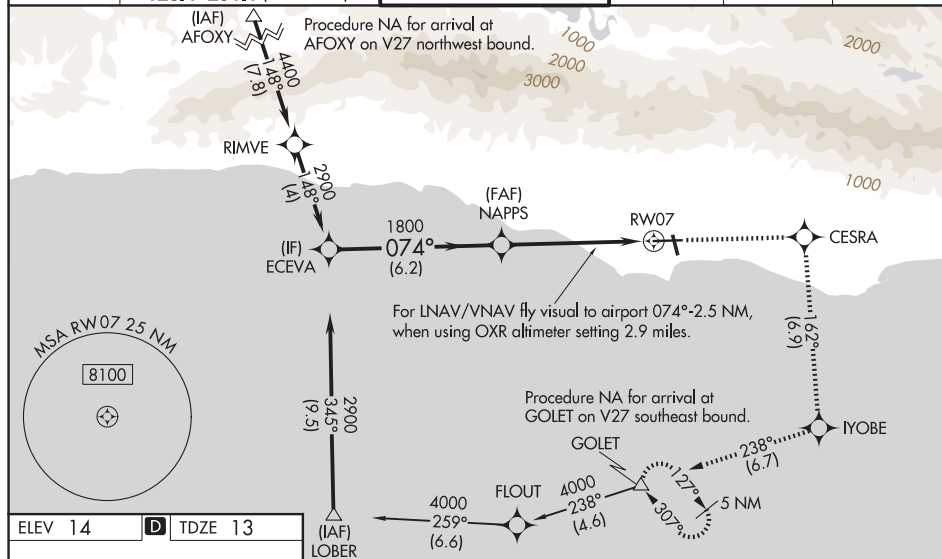
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. Circling Rwy 15L/R and 33L/R NA at night. Rwy 7 helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use OXR altimeter setting and increase LPV DA to 392 feet; increase LNAV/VNAV DA to 686 feet and all visibilities ¼ SM. Increase all MDAs 100 feet, and LNAV visibility Cat C and D ½ SM, and Circling visibility Cat A/C SM. VDP and Baro-VNAV NA when using OXR altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cat A to RVR 5500 and Cat C/D to 2 ½ SM. For inop ALS when using OXR altimeter setting, increase LPV all Cats visibility to RVR 5500 and LNAV/VNAV all Cats visibility to 1 ½ SM. Circling NA for Cats C and D north of Rwy 7-25.

MALSR

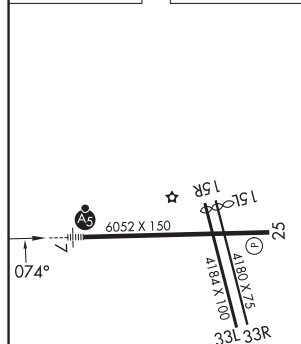


MISSED APPROACH: Climb to 4000 direct CESRA and right turn on track 162° to IYOBE and right turn on track 238° to GOLET and hold, continue climb-in-hold to 4000.

ATIS 132.65	SANTA BARBARA APP CON★ 120.55 319.15 (151°-329°) 125.4 291.1 (330°-150°)	SANTA BARBARA TOWER★ 119.7 (CTAF) 0 254.35	GND CON 121.7	CLNC DEL 132.9	UNICOM 122.95
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ELEV 14	D	TDZE 13
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HIRL Rwy 7-25 **L**
MIRL Rwy 15R-33L **L**
REIL Rwy 15R and 25 **L**

ECEVA		NAPPS		GOLET	
2900		1800		1800	
074°		074°		074°	
GP 3.00° TCH 52		2.4 NM to RW07		For LNAP/VNAV fly visual to airport, 074° -2.5 NM, when using OXR altimeter setting 2.9 miles.	
6.2 NM		3.1 NM		2.4 NM	
CATEGORY	A	B	C	D	
LPV DA	309/40 296 (300-¾)				
LNAPV/ VNAV DA	603-1¼ 590 (600-1¼)				
LNAPV MDA	820/40	807 (900-¾)	820-1⅞	807 (900-1⅞)	
CIRCLING	820-1 806 (900-1)	840-1¼ 826 (900-1¼)	840-2½ 826 (900-2½)	1000-3 986 (1000-3)	

SANTA BARBARA, CALIFORNIA
Amdt 1 20FEB25

SANTA BARBARA MUNI (SBA)
RNAV (GPS) RWY 7

34°26'N-119°50'W

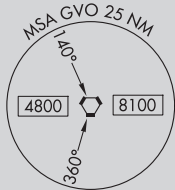
457

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

VOR RWY 25
SANTA BARBARA MUNI (SBA)

MISSED APPROACH: Climbing left turn to 4000 on heading 205° and GVO R-127 to GOLET INT and hold, continue climb-in-hold to 4000.

UNICOM
122.95

ELEV 14 **D** TDZE 14

Diagram illustrating the runway layout and dimensions:

- Runway 7-25: 6052 X 150
- Runway 15R: 150
- Runway 25: 150
- Runway 15R width: 4184 X 100
- Runway 25 width: 4184 X 100
- Runway 15R/25 width: 33L 33R
- Runway 15R/25 width: 4180 X 75
- Runway 15R/25 width: 4184 X 100
- Runway 15R/25 width: 33L 33R
- Runway 15R/25 width: 280°

HIRL Rwy 7-25 **1**

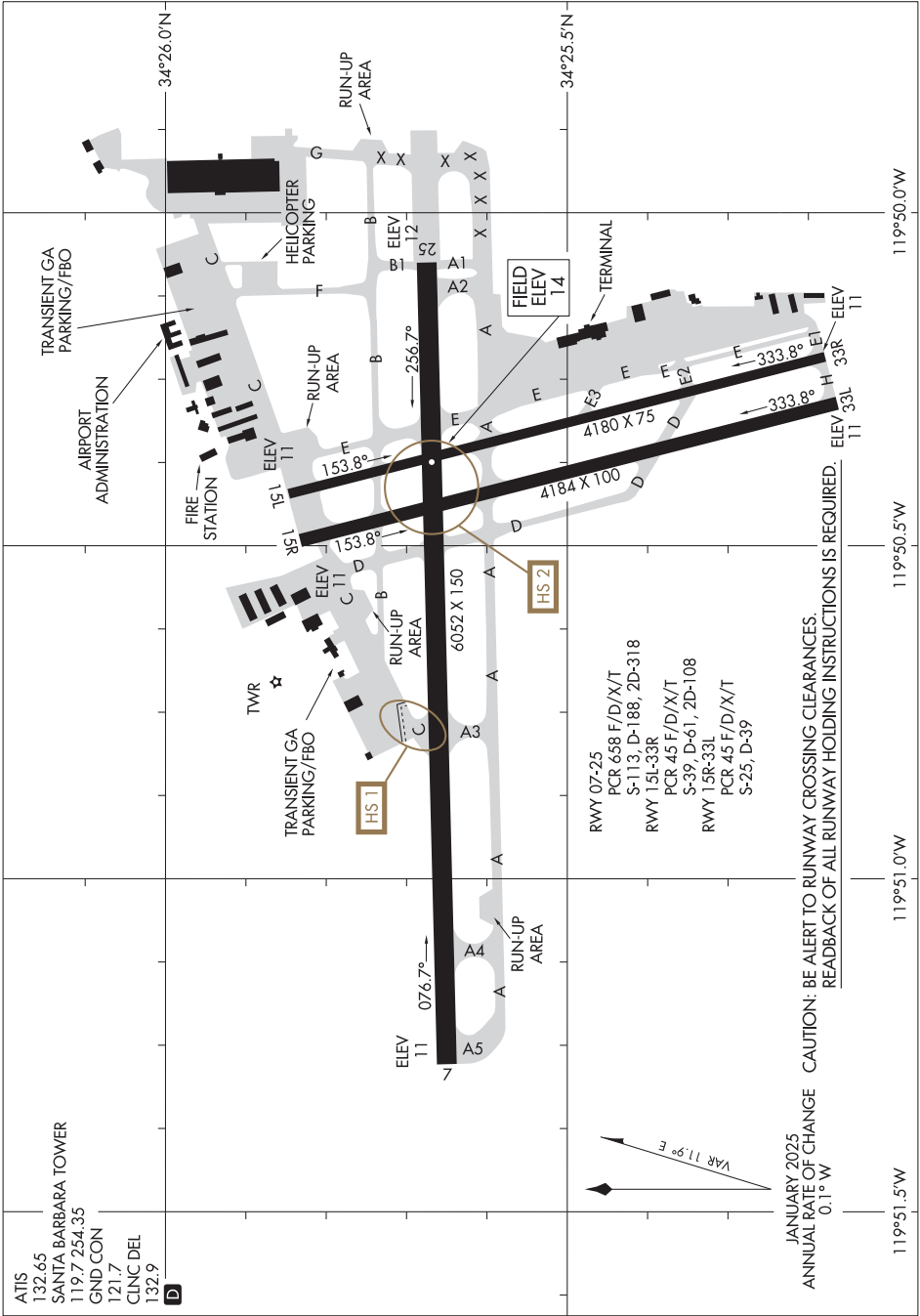
MIRL Rwy 15R-33L **1**

REIL Rwys 15R and 25 **1**

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SANTA BARBARA MUNI (SBA)
VOR RWY 25

SW-3, 07 AUG 2025 to 02 OCT 2025



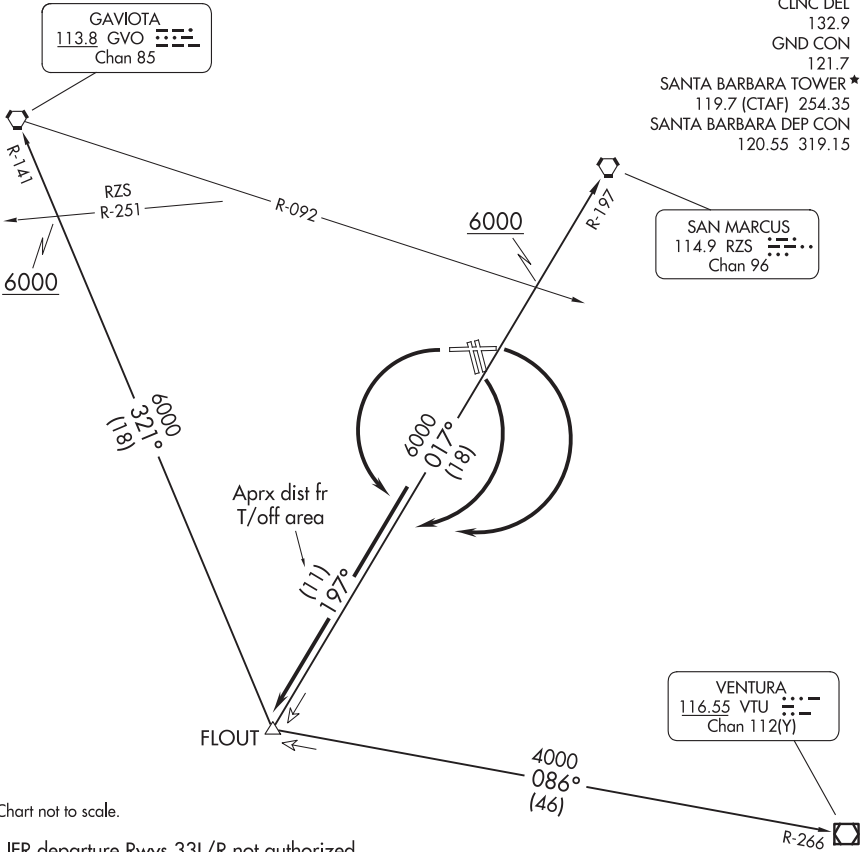
SW-3, 07 AUG 2025 to 02 OCT 2025

(FLOUT5.FLOUT) 24025

FLOUT FIVE DEPARTURE

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA



NOTE: Chart not to scale.
NOTE: IFR departure Rws 33L/R not authorized.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7 and 15L/R: Turn right, thence. . .
TAKEOFF RUNWAY 25: Turn left, thence. . .
. . . intercept and proceed via RZS R-197 to FLOUT INT. Thence via (transition or assigned route.)
GAVIOTA TRANSITION (FLOUT5.GVO): From over FLOUT INT via GVO R-141 to GVO VORTAC. Cross RZS R-251 at or above 6000'.
SAN MARCUS TRANSITION (FLOUT5.RZS): From over FLOUT INT via RZS R-197 to RZS VORTAC. Cross GVO R-092 at or above 6000'.
VENTURA TRANSITION (FLOUT5.VTU): From over FLOUT INT via VTU R-266 to VTU VOR/DME.

FLOUT FIVE DEPARTURE
(FLOUT5.FLOUT) 17JUL97

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 075° to intercept course 130° to PROJO, then on track 198° to KELP, then on track 245° to CORRK, then on track 254° to KNNZI, then on track 331° to cross GAUCH at or above 6000, thence . . . :

TAKEOFF RUNWAYS 15L/R: Climb on heading 152° to intercept course 202° to CORRK, then on track 254° to KNNZI, then on track 331° to cross GAUCH at or above 6000, thence . . .

TAKEOFF RUNWAY 25: Climb direct GRPES, then on track 255° to GRRRR, then on track 320° to cross GAUCH at or above 6000, then

10 minutes after departure.

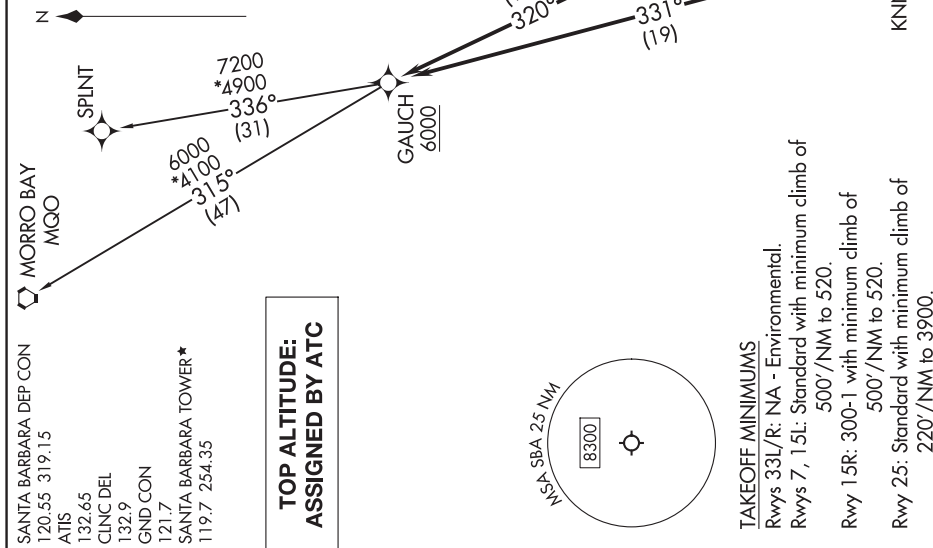
MORRO BAY TRANSITION (GAUCH3.MQO)

SPLNT TRANSITION (GAUCH3.SPLNT)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.



GAUCH THREE DEPARTURE (RNAV)
(GAUCH3.GAUCH) 26DEC24

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

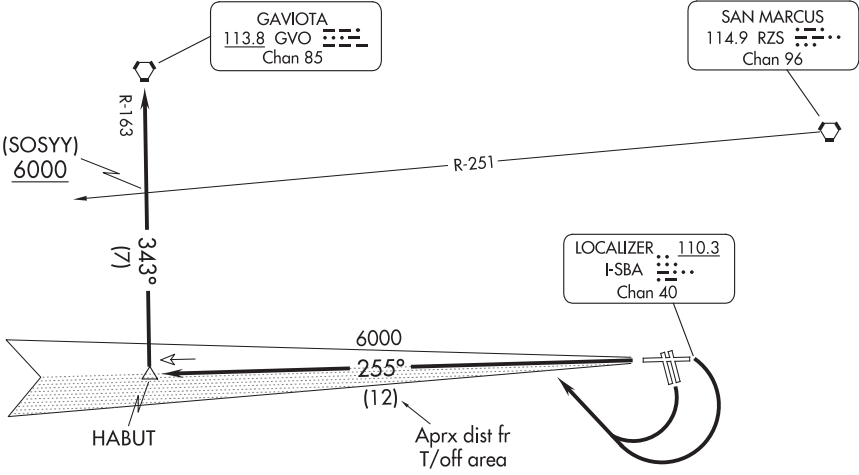
(HABUT4.GVO) 24025

HABUT FOUR DEPARTURE

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

ATIS
132.65
CLNC DEL
132.9
GND CON
121.7
SANTA BARBARA TOWER ★
119.7 (CTAF) 254.35
SANTA BARBARA DEP CON
120.55 319.15



NOTE: IFR departure Rwys 33L/R not authorized.
NOTE: Minimum (ATC) climb of 385' per NM to 6000.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

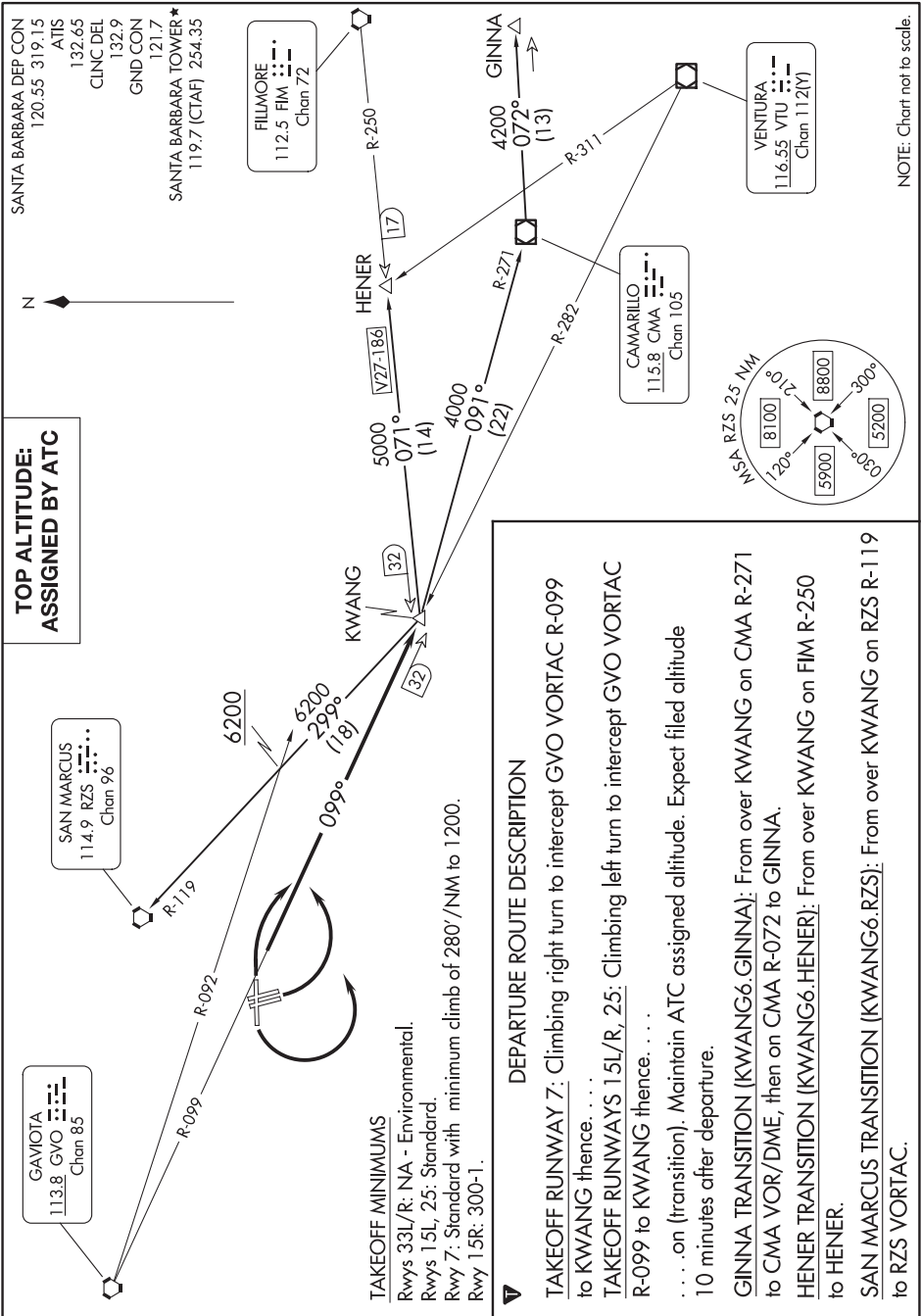
TAKEOFF RUNWAYS 7 and 15L/R: Turn right, intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

TAKEOFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

(KWANG6.KWANG) 25107
KWANG SIX DEPARTURE

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA



(KWANG6.KWANG) 17APR25
KWANG SIX DEPARTURE

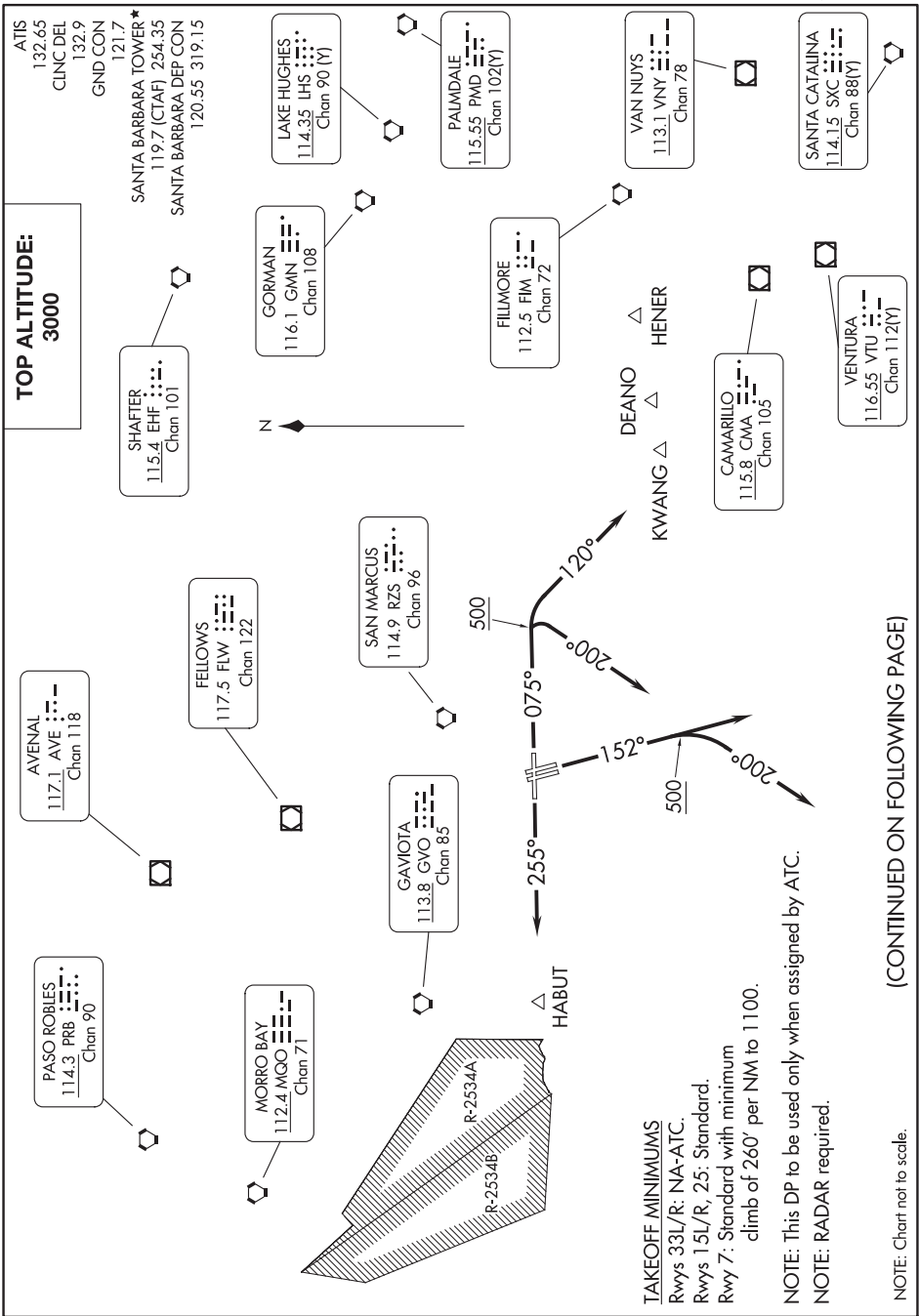
SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

SANTA BARBARA FIVE DEPARTURE

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SANTA BARBARA FIVE DEPARTURE

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)



DEPARTURE ROUTE DESCRIPTION

SOUTH OR EAST ROUTE OF FLIGHT:

TAKEOFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn on heading 120°. Thence. . .

TAKEOFF RUNWAYS 15L/15R: Climb heading 152°. Thence. . .

TAKEOFF RUNWAY 25: Climb heading 255°. Thence. . .

. . . .On RADAR vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

NORTH OR WEST ROUTE OF FLIGHT:

TAKEOFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn on heading 200°. Thence. . .

TAKEOFF RUNWAYS 15L/R: Climb heading 152° to 500, then climbing right turn on heading 200°. Thence. . .

TAKEOFF RUNWAY 25: Climb heading 255°. Thence. . .

. . . .On RADAR vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-SMX	APP CRS	Rwy Idg	8004
108.9	120°	TDZE	230
Chan 26		Apt Elev	261

ILS or LOC RWY 12

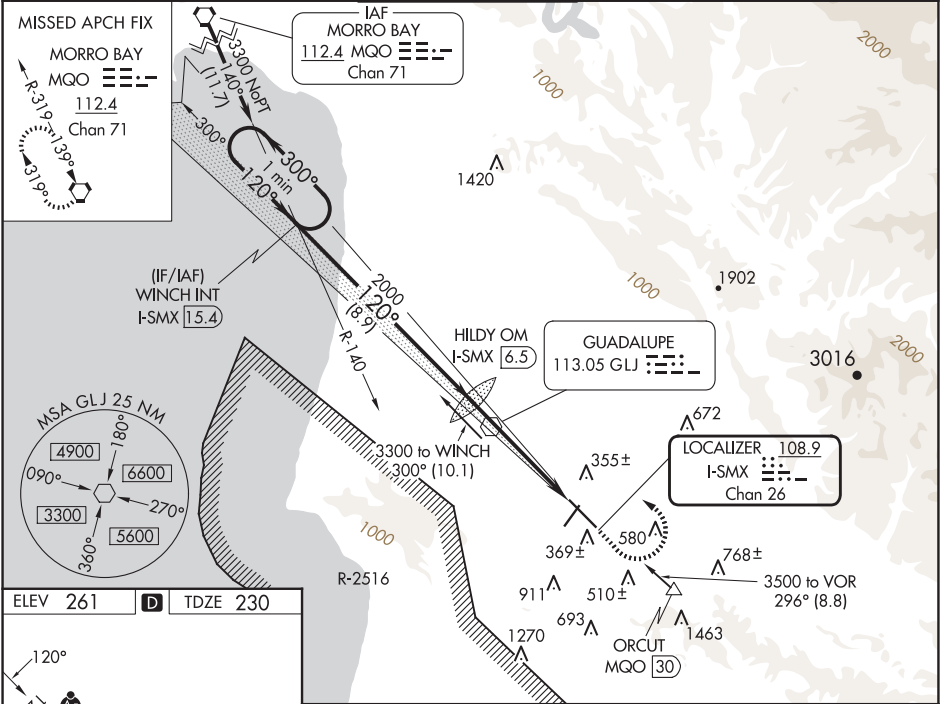
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

⚠ Night Landing: Rwy 2 NA. VDP NA when using San Luis Obispo altimeter setting. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase DA to 489 feet; increase all MDA 60 feet and S-LOC visibility Cat C and D to RVR 5500. For inop MALS, increase S-LOC 12 Cat C/D visibility to 1½ mile. # RVR 1800 authorized with use of FD or AP or HUD to DA; NA when using San Luis Obispo altimeter setting.

MALS

MISSED APPROACH:
Climb to 800, then
climbing left turn to
5000 direct MQO
VORTAC and hold.

ATIS	SANTA BARBARA APP CON*	SANTA MARIA TOWER*	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) 239.25	121.9	122.95



ELEV 261 TDZE 230

HIRL Rwy 12-30

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

One Minute Holding Pattern				
WINCH I-SMX 15.4				
HILDY OM I-SMX 6.5				
GS 3.00° TCH 55				
3300 300° 120° 2000 1886 8.9 NM 3.8 NM 1.2 NM				
CATEGORY	A	B	C	D
S-ILS 12#	430/24 200 (200-½)			
S-LOC 12	680/24 450 (500-½)		680/50 450 (500-1)	
CIRCLING	860-1 599 (600-1)	1000-1 739 (800-1)	1420-3 1159 (1200-3)	1520-3 1259 (1300-3)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 77927 W12A	APP CRS 121°	Rwy Idg TDZE 230 Apt Elev 261	8004
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RNAV (GPS) RWY 12

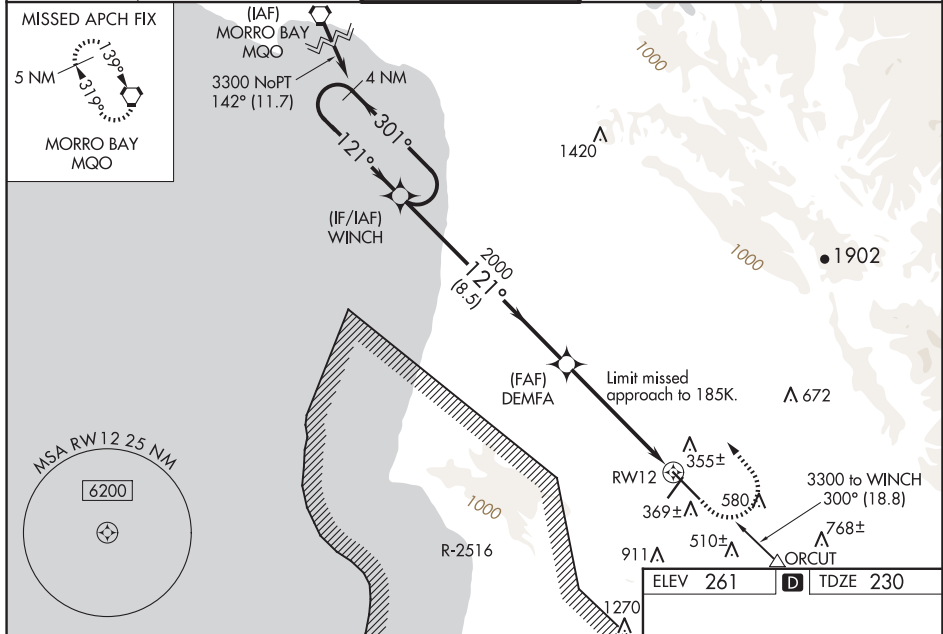
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

⚠ Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using San Luis Obispo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase LPV DA to 489 feet; increase LNAV/VNAV DA to 622 feet and all visibilities to RVR 3500; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 5500. For inop MALSR, increase LNAV Cat C/D visibility to 1½ mile.
RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Vandenberg altimeter setting.

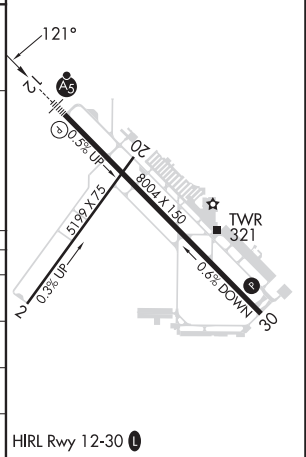
MALSR

MISSED APPROACH:
Climb to 800 then
climbing left turn to
5000 direct MQO
VORTAC and hold.

ATIS 121.15	SANTA BARBARA APP CON★ 124.15 327.8	SANTA MARIA TOWER★ 118.3 (CTAF) 0 239.25	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern	WINCH	800	5000	MQO
3300	301°	121°	121°	2000
GP 3.00° TCH 55	8.5 NM	4.2 NM	1.3 NM	RWY 12
CATEGORY	A	B	C	D
LPV DA#	430/24	200 (200-½)		
LNAV/VNAV DA	563/32	333 (400-⅝)		
LNAV MDA	680/24	450 (500-½)	680/50	450 (500-1)
CIRCLING	860-1 599 (600-1)	1000-1 739 (800-1)	1420-3 1159 (1200-3)	1540-3 1279 (1300-3)



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS
316°

Rwy Idg
TDZE
Apt Elev

8004
261
261

RNAV (GPS) RWY 30

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

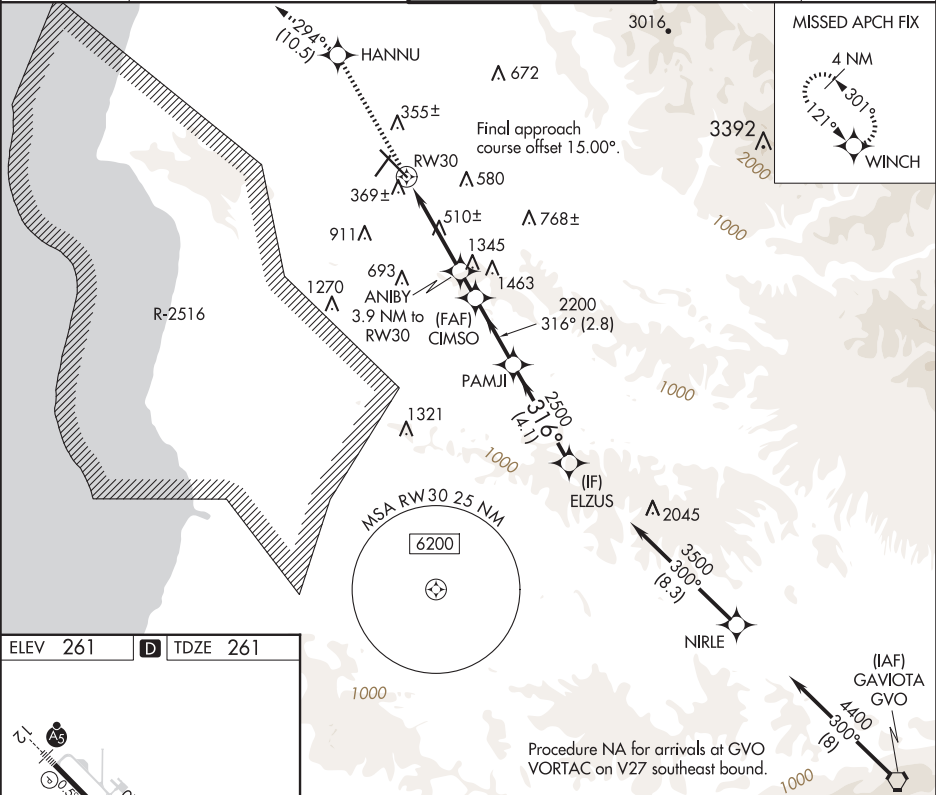
▼

▲

DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Luis Obispo County Rgnl altimeter setting and increase all MDA 60 feet. Rwy 30 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 30 NA at night, Circling Rwy 2, 30 NA at night.

MISSED APPROACH: Climb to 4000 direct HANNU and on track 294° to WINCH and hold.

ATIS 121.15	SANTA BARBARA APP CON ★ 124.15 327.8	SANTA MARIA TOWER ★ 118.3 (CTAF) 239.25	GND CON 121.9	UNICOM 122.95
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ELEV 261

TDZE 261

HIRL Rwy 12-30

Diagram showing runway layout with 0.3% up and 0.6% down slopes, and a 316° heading.

4000	HANNU	WINCH	Visual Segment - Obstacles.		ELZUS
↑	tr 294°				
	ANIBY 3.9 NM to RW30	CIMS0	PAMJI		
	1780	2200	2500	3500	
	3.9 NM	1.1 NM	2.8 NM	4.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1600-1¼ 1339 (1400-1¼)	1600-1½ 1339 (1400-1½)	1600-3 1339 (1400-3)	NA	
CIRCLING	1600-1¼ 1339 (1400-1¼)	1600-1½ 1339 (1400-1½)	1600-3 1339 (1400-3)	NA	

SANTA MARIA, CALIFORNIA

AL-379 (FAA)

25107

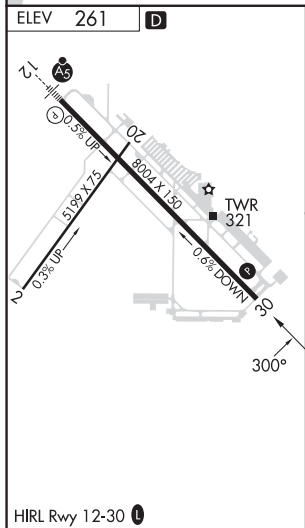
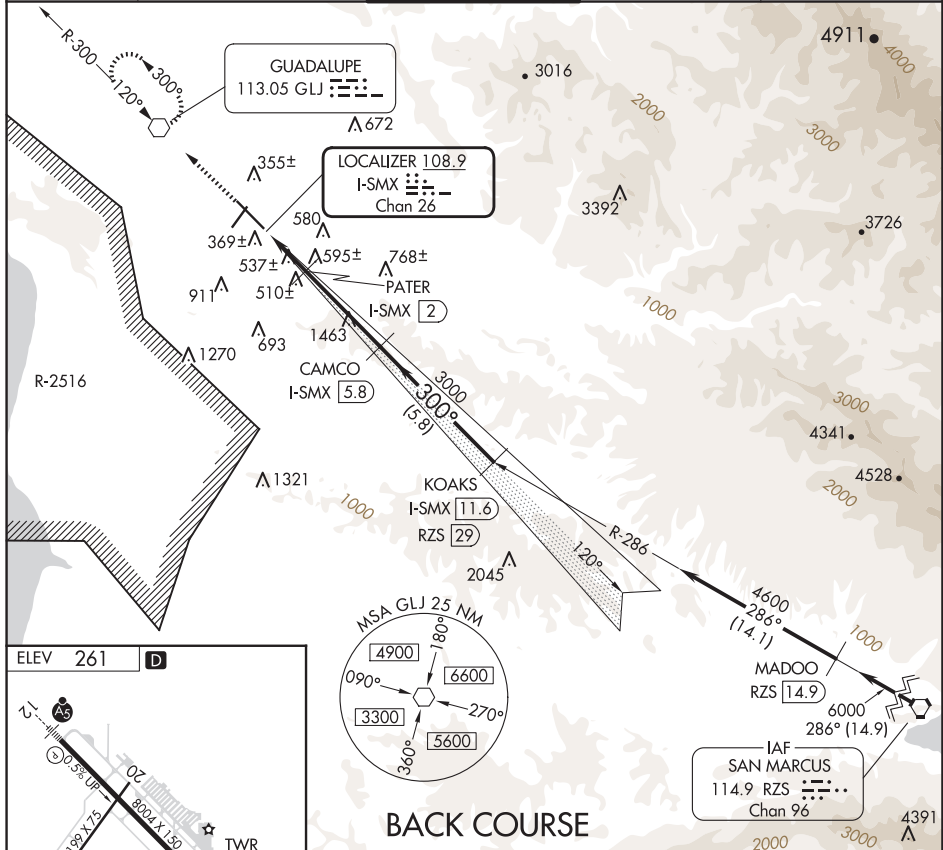
LOC/DME I-SMX 108.9 Chan 26	APP CRS 300°	Rwy Idg TDZE Apt Elev 261	N/A N/A 261
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LOC/DME BC-A

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

<p>⚠ Circling to Rwy 2 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase all MDA 60 feet.</p>	<p>MISSED APPROACH: Climb to 2100 direct GLJ VOR and hold.</p>
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ATIS 121.15	SANTA BARBARA APP CON* 124.15 327.8	SANTA MARIA TOWER* 118.3 (CTAF) 239.25	GND CON 121.9	UNICOM 122.95
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SANTA MARIA, CALIFORNIA
Amdt 10F 24FEB22

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)
34°54'N-120°27'W

LOC/DME BC-A

SW-3, 07 AUG 2025 to 02 OCT 2025

VOR GLJ
113.05

APP CRS
117°

Rwy Idg
8004
TDZE
230
Apt Elev
261

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

VOR RWY 12

⚠

Circling Rwy 2 NA at night. When local altimeter setting not received, use SBP altimeter setting and increase all MDAs 60 feet and S-12 visibility Cat C/D to 1 ¼ SM. For inop ALS when using SBP altimeter setting, increase S-12 Cat C/D visibility to 1 ½ SM. For inop ALS, increase S-12 Cat C/D visibility to 1 ¾ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 direct MQO VORTAC and hold.

ATIS 121.15	SANTA BARBARA APP CON* 124.15 327.8	SANTA MARIA TOWER* 118.3 (CTAF) 239.25	GND CON 121.9	UNICOM 122.95
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ELEV 261

D

TDZE 230

HIRL Rwy 12-30

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

Remain within 10 NM		GLJ VOR	6000	1000	5000	MQO
3000		311°	6000	1000	5000	MQO
1500		131°	6000	1000	5000	MQO
3.00° TCH 55		117°	6000	1000	5000	MQO
3.9 NM		117°	6000	1000	5000	MQO
CATEGORY	A	B	C	D		
S-12	740/24	510 (500-½)	740/55	510 (500-1)		
CIRCLING	860-1 599 (600-1)	1000-1 739 (800-1)	1420-3 1159 (1200-3)	NA		

SANTA MARIA, CALIFORNIA

Amdt 15C 17APR25

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

34°54'N-120°27'W

VOR RWY 12

471

25107

AIRPORT DIAGRAM

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

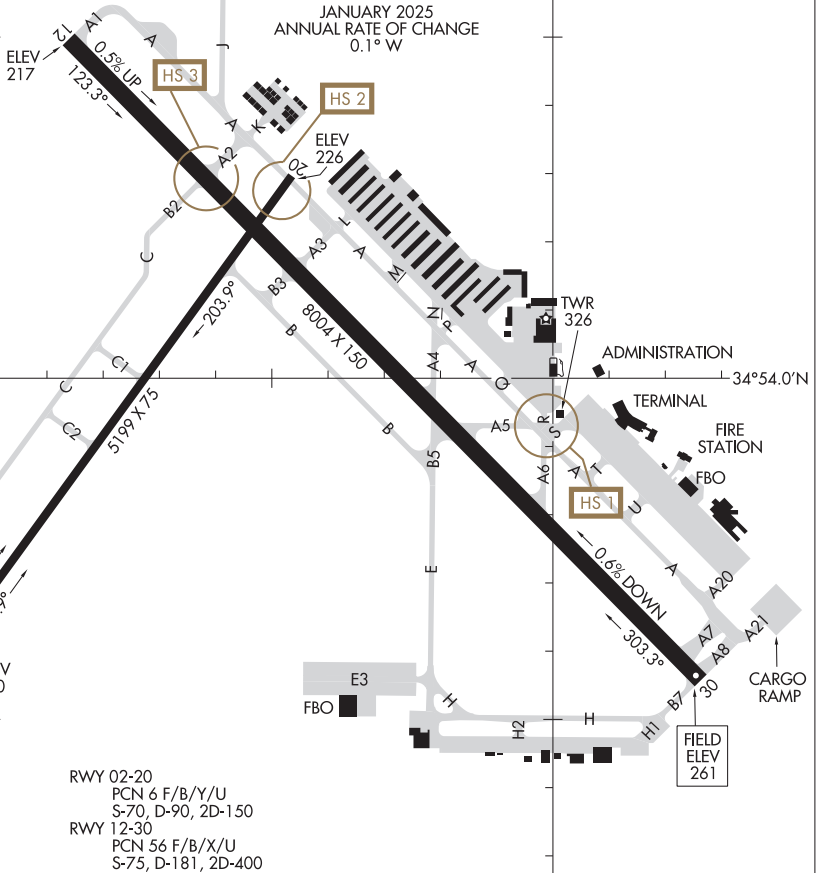
AL-379 (FAA)

SANTA MARIA, CALIFORNIA

ATIS
121.15
SANTA MARIA TOWER ★
118.3 239.25
GND CON
121.9

D

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W



SW-3, 07 AUG 2025 to 02 OCT 2025

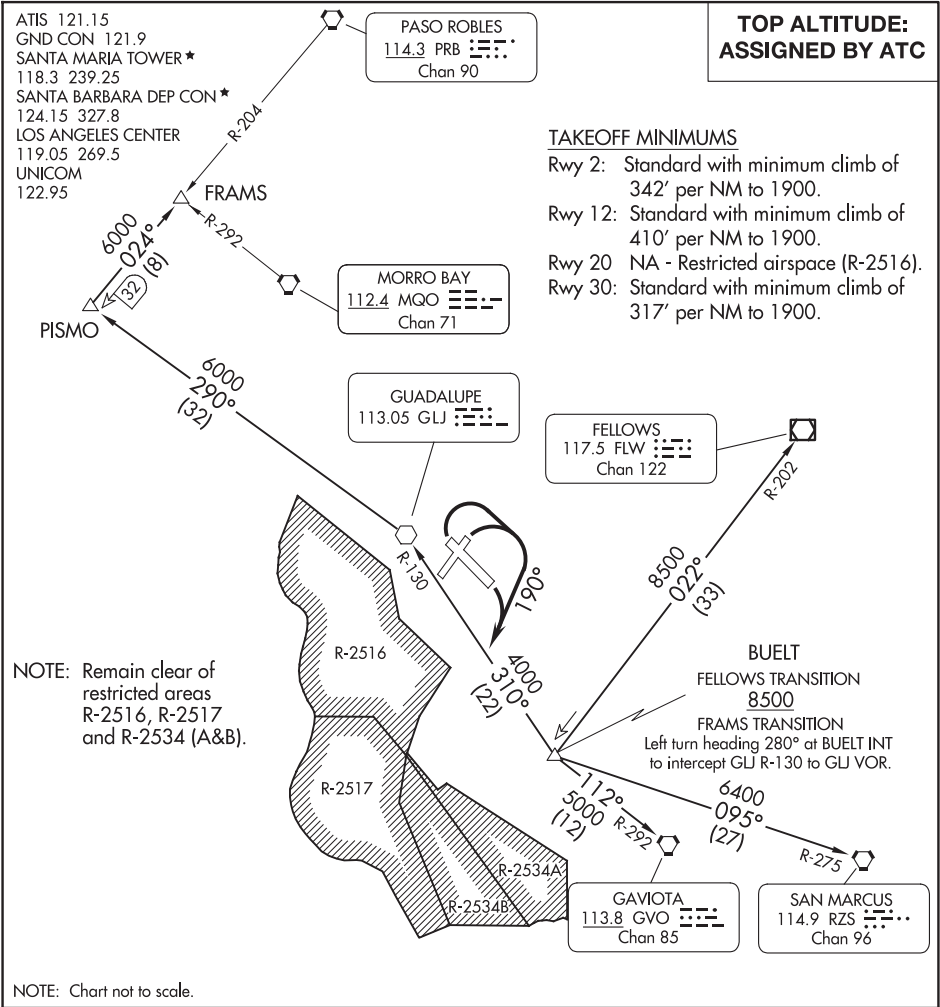
SW-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25107

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

SANTA MARIA, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RUNWAYS 2, 12, 30:</u> Climbing right turn heading 190° to intercept GLJ R-130 to BUFLT.
<u>FELLOWS TRANSITION (BUFLT4.FLW):</u> From over BUFLT INT on FLW R-202 to FLW VOR/DME.
<u>FRAMS TRANSITION (BUFLT4.FRAMS):</u> Left turn heading 280° at BUFLT INT to intercept GLJ R-130 to GLJ VOR, then on GLJ R-290 to PISMO INT, then on PRB R-204 to FRAMS INT.
<u>GAVIOTA TRANSITION (BUFLT4.GVO):</u> From over BUFLT INT on GVO R-292 to GVO VORTAC.
<u>SAN MARCUS TRANSITION (BUFLT4.RZS):</u> From over BUFLT INT on RZS R-275 to RZS VORTAC.

RNAV (GPS) RWY 21
SANTA MONICA MUNI (SMO)

MISSED APPROACH: Climb to 600 then climbing right turn to 5000 direct CAPOB and on track 283° to SADDE and hold, continue climb-in-hold to 5000.

[illegible]

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

RADAR REQUIRED

ELEV 170

D

TDZE 170

213°

TWR 246

1.28 UP

3500 X 150

MIRA Rwy 3-21


REIL Rwy 21

SANTA MONICA MUNI (SMO)
RNAV (GPS) RWY 21

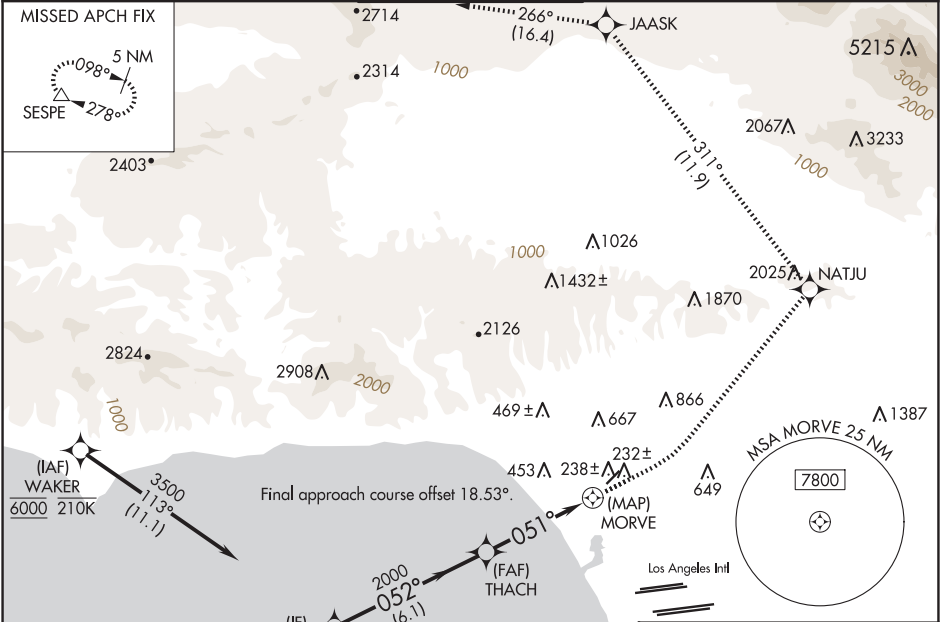
WAAS CH 50339 W03A	APP CRS 051°	Rwy Idg TDZE 164 Apt Elev 170	3500
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RNAV (GPS) Y RWY 3

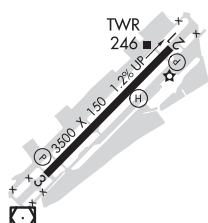
SANTA MONICA MUNI (SMO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600 then climbing left turn to 5500 direct NATJU and track 311° to JAASK and track 266° to SESPE and hold. *Missed approach requires minimum climb of 280 feet per NM to 2300.
 Rwy 3 helicopter visibility reduction below ¾ SM NA.	

ATIS 119.15	SOCAL APP CON 135.05 317.5	SANTA MONICA TOWER ★ 120.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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		600	5500	NATJU	JAASK	SESPE
		↑	↶	✧ tr 311°	✧ tr 266°	△
NATHN	THACH	MORVE				
3500	2000					
	052°	051°				
	6.1 NM	4.3 NM	0.7 NM			
CATEGORY	A	B	C	D		
LP MDA*	480-1		316 (400-1)			
LNAV MDA*	500-1		336 (400-1)			
LP MDA	820-1 656 (700-1)		820-17⁄8 656 (700-17⁄8)			
LNAV MDA	1000-1 836 (900-1)	1000-1¼ 836 (900-1¼)	1000-2½ 836 (900-2½)			



TWR 246
1.2% UP
051°

MIRL Rwy 3-21 0
REIL Rwy 21 0

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SANTA MONICA, CALIFORNIA



AL-5023 (FAA)

25051

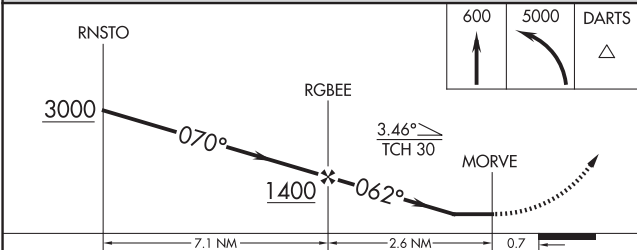
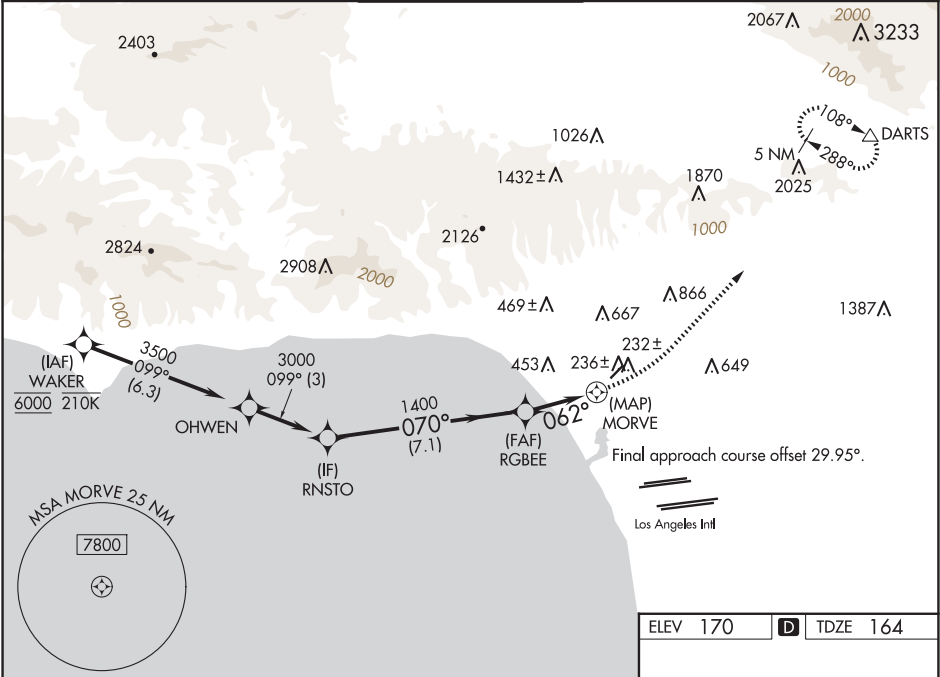
WAAS CH 77839 W03B	APP CRS 062°	Rwy Idg TDZE 164 Apt Elev 170	3500
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RNAV (GPS) Z RWY 3


SANTA MONICA MUNI (SMO)

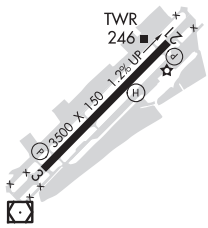
RNP APCH - GPS.		MISSED APPROACH: Climb to 600 then climbing left turn to 5000 direct DARTS and hold, do not exceed 175K when continuing climb-in-hold to 5000. *Missed approach requires minimum climb of 290 feet per NM to 3800.
 	Rwy 3 helicopter visibility reduction below ¾ SM NA.	



ATIS 119.15	SOCAL APP CON 135.05 317.5	SANTA MONICA TOWER * 120.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA*	460-1	296 (300-1)	NA	
LNAV MDA*	500-1	336 (400-1)	NA	
LP MDA	1240-1¼ 1076 (1100-1¼)	1240-1½ 1076 (1100-1½)	NA	
LNAV MDA	1360-1¼ 1196 (1200-1¼)	1360-1½ 1196 (1200-1½)	NA	

ELEV 170  TDZE 164



MIRL Rwy 3-21 
REIL Rwy 21 

SANTA MONICA, CALIFORNIA
Amdt 2 20FEB25

34°01'N-118°27'W

RNAV (GPS) Z RWY 3

SANTA MONICA MUNI (SMO)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

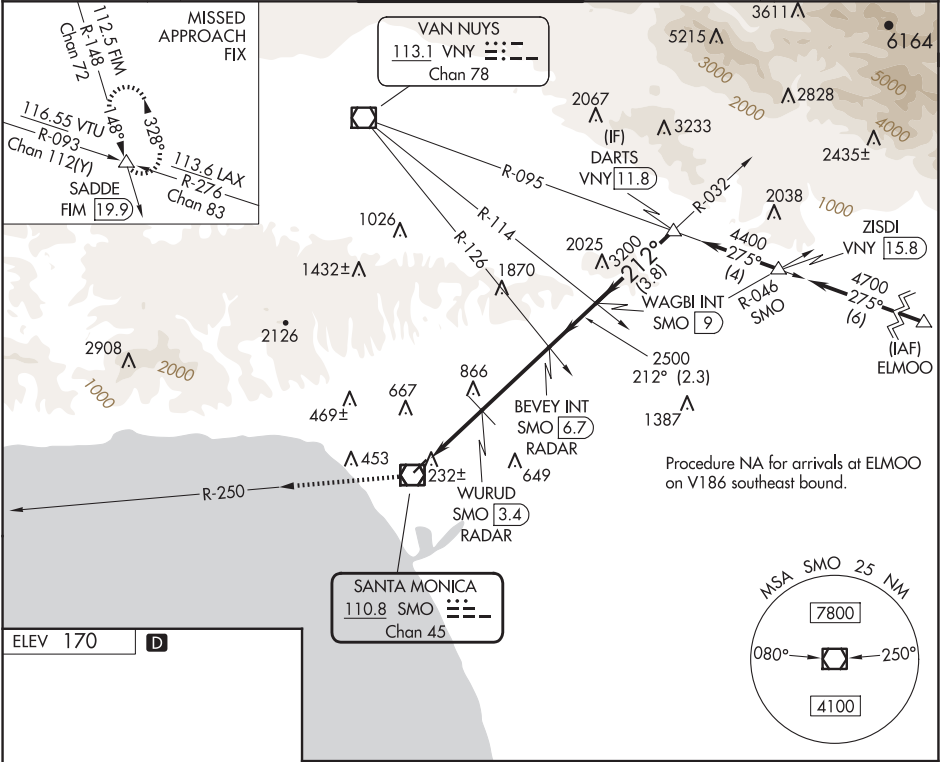
VOR/DME SMO	APP CRS	Rwy Idg	N/A
110.8	212°	TDZE	N/A
Chan 45		Apt Elev	170

VOR-A

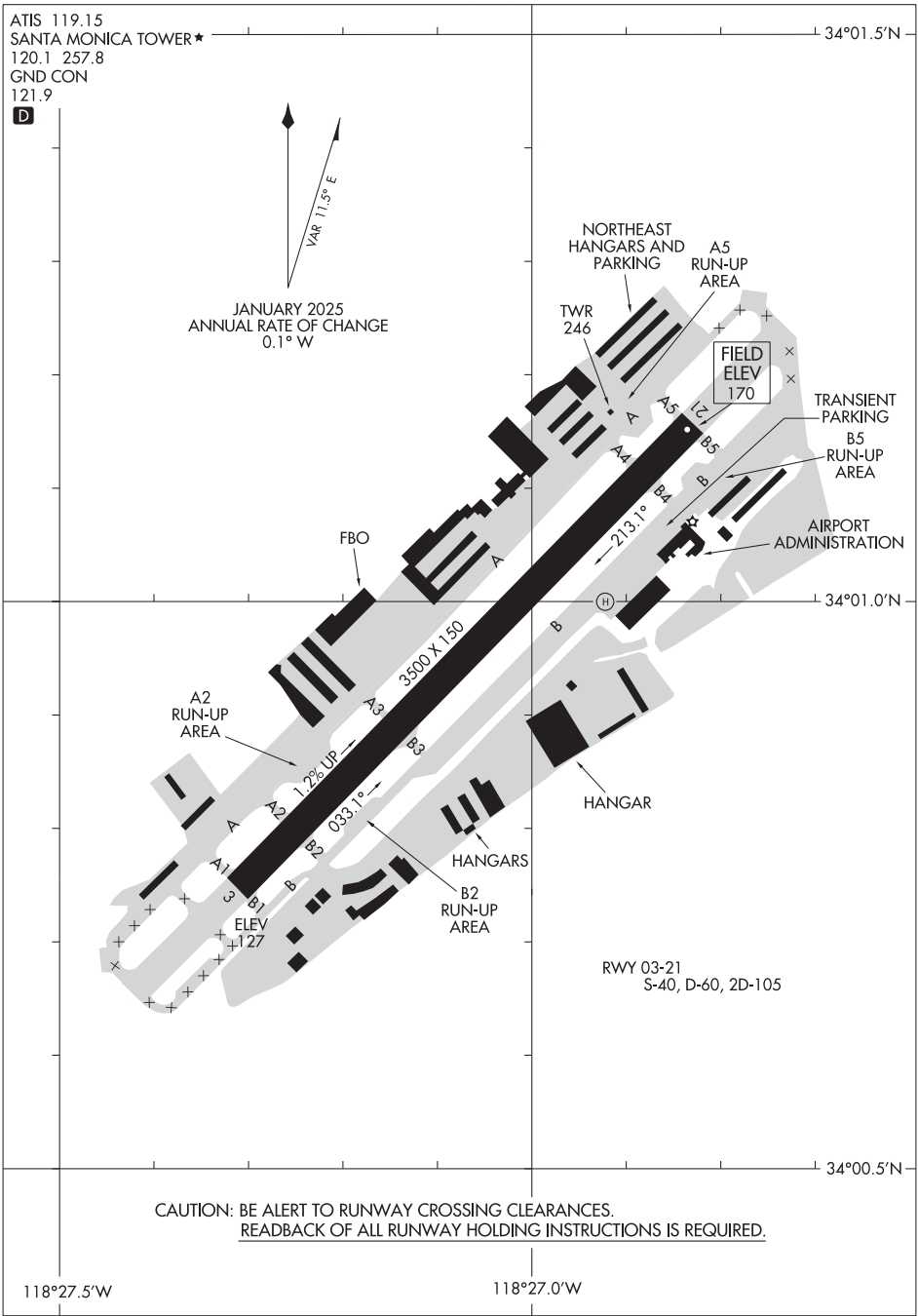
SANTA MONICA MUNI (SMO)

<div><div>NA</div><div>Circling NA northwest of Rwy 3-21.</div></div>	<div>MISSED APPROACH: Climb to 5000 on SMO VOR/DME R-250 and on FIM VORTAC R-148 to SADDE INT/19.9 DME and hold, continue climb-in-hold to 5000.</div>
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ATIS 119.15	SOCAL APP CON 135.05 317.5	SANTA MONICA TOWER ★ 120.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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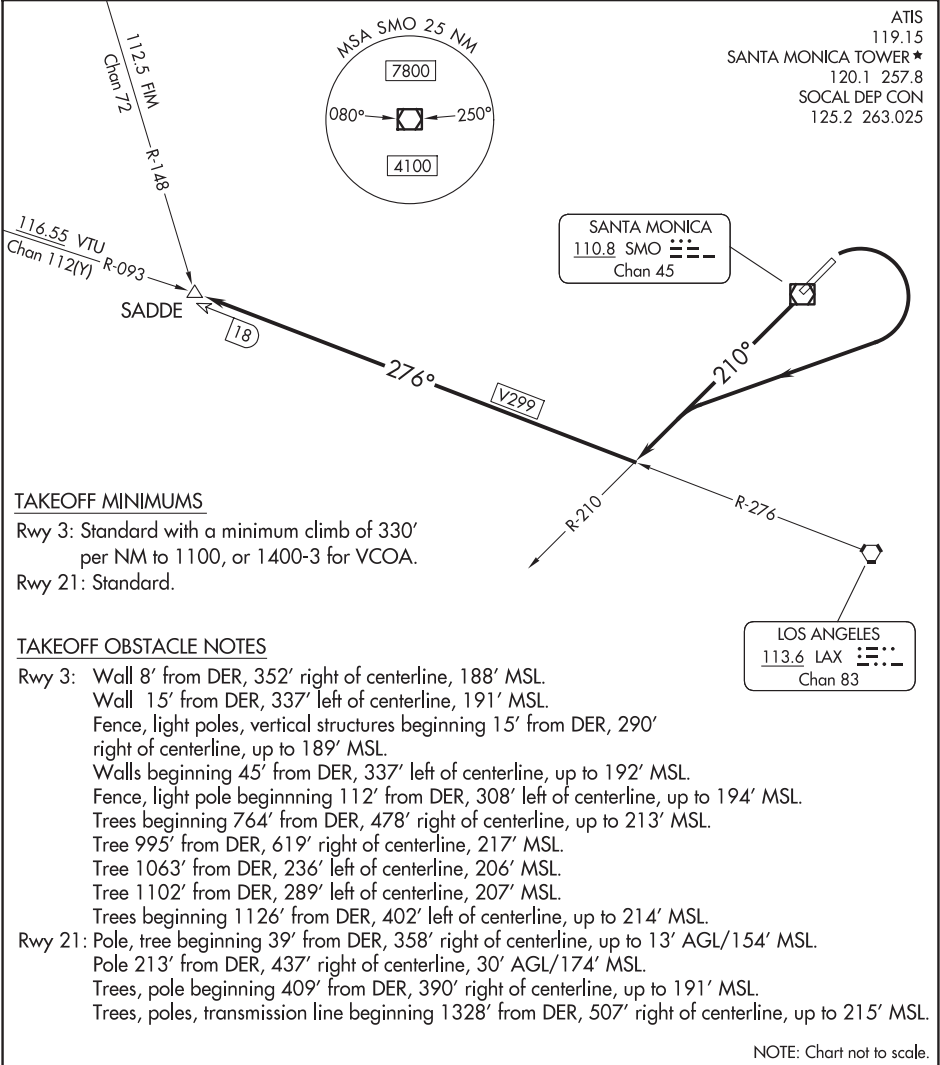


<div><div>ELEV 170</div><div>D</div></div> <div><div>MIRL Rwy 3-21</div><div>REIL Rwy 21</div></div>	<div><div>5000</div><div>SMO R-250</div></div> <div><div>FIM R-148</div><div>SADDE</div></div> <div><div>WURUD SMO 3.4 RADAR</div><div>BEVEY INT SMO 6.7 RADAR</div><div>WAGBI INT SMO 9</div><div>DARTS VNY 11.8</div></div> <div><div>SMO VOR/DME</div><div>WURUD SMO 3.4 RADAR</div><div>BEVEY INT SMO 6.7 RADAR</div><div>WAGBI INT SMO 9</div><div>DARTS VNY 11.8</div></div> <div><div>3.4 NM</div><div>3.2 NM</div><div>2.3 NM</div><div>3.8 NM</div></div> <div><div>CATEGORY</div><div>A</div><div>B</div><div>C</div><div>D</div></div> <div><div>CIRCLING</div><div>1540-1¼</div><div>1540-1½</div><div>1540-3</div><div>1370 (1400-3)</div></div> <div><div>WURUD FIX MINIMUMS</div><div></div><div></div><div></div><div></div></div> <div><div>CIRCLING</div><div>1120-1¼</div><div>950 (1000-1¼)</div><div>1180-3</div><div>1010 (1100-3)</div></div>
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SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 3: Climbing right turn to 5000 on SMO R-210 and on LAX R-276 to SADDE INT.
- TAKEOFF RUNWAY 21: Climb to 5000 on SMO R-210 and on LAX R-276 to SADDE INT.
- VCOA RUNWAY 3: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross SMO VOR/DME at or above 1400, then continue climb to 5000 on SMO R-210 and LAX R-276 to SADDE INT.

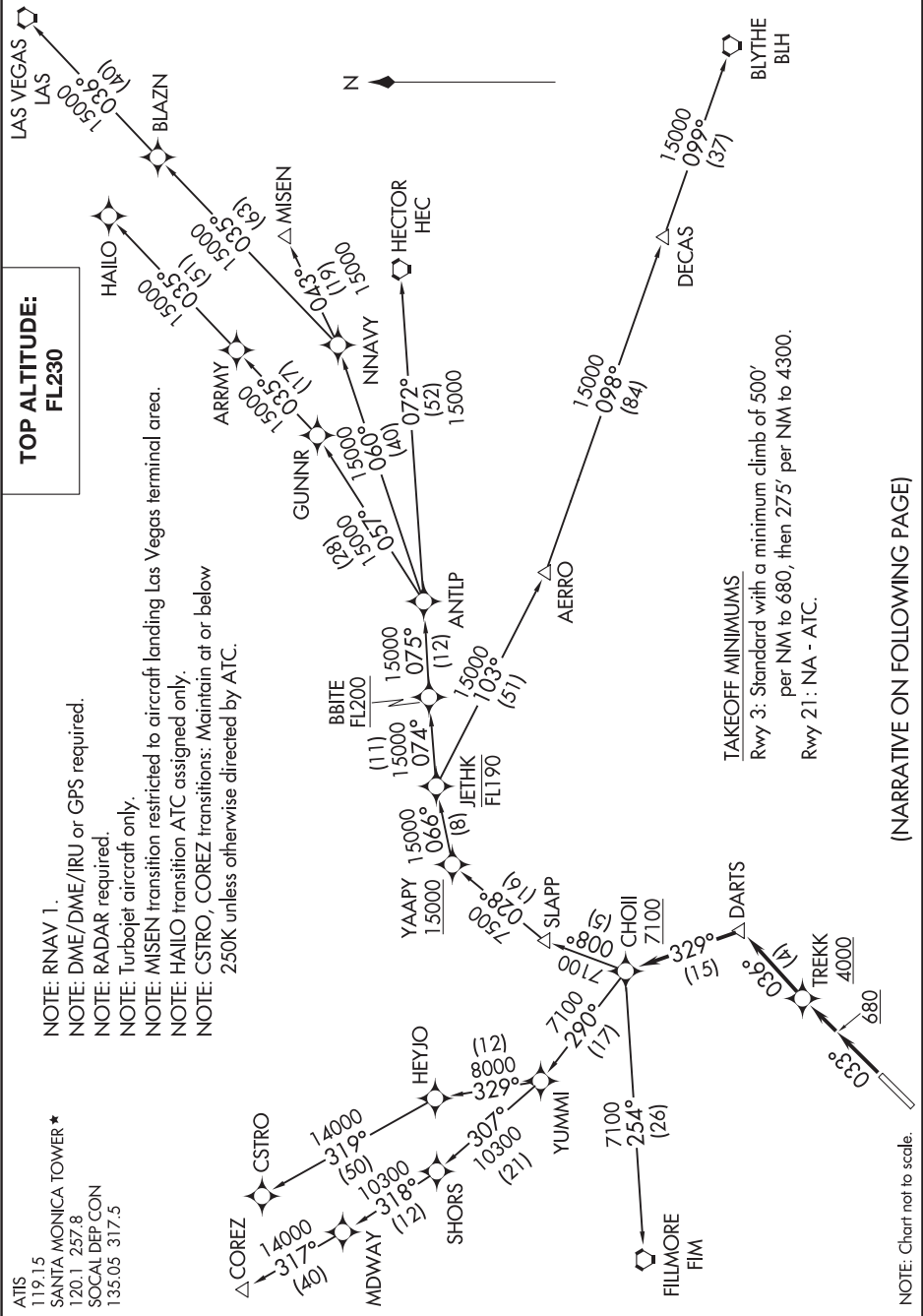
(CHOI13.CHOI1) 20254

CHOI1 THREE DEPARTURE (RNAV)

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



(NARRATIVE ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

CHOI1 THREE DEPARTURE (RNAV)
(CHOI13.CHOI1) 10SEP20

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 033° to 680, then direct to cross TREKK at or above 4000, then on track 036° to DARTS, then on track 329° to cross CHOI1 at or above 7100, thence. . . .

. . . .on assigned transition, maintain FL230. Expect filed altitude 10 minutes after departure.

- BLYTHE TRANSITION (CHOI13.BLH)
- COREZ TRANSITION (CHOI13.COREZ)
- CSTRO TRANSITION (CHOI13.CSTRO)
- FILLMORE TRANSITION (CHOI13.FIM)
- HAILO TRANSITION (CHOI13.HAILO)
- HECTOR TRANSITION (CHOI13.HEC)
- LAS VEGAS TRANSITION (CHOI13.LAS)
- MISEN TRANSITION (CHOI13.MISEN)

SW-3, 07 AUG 2025 to 02 OCT 2025

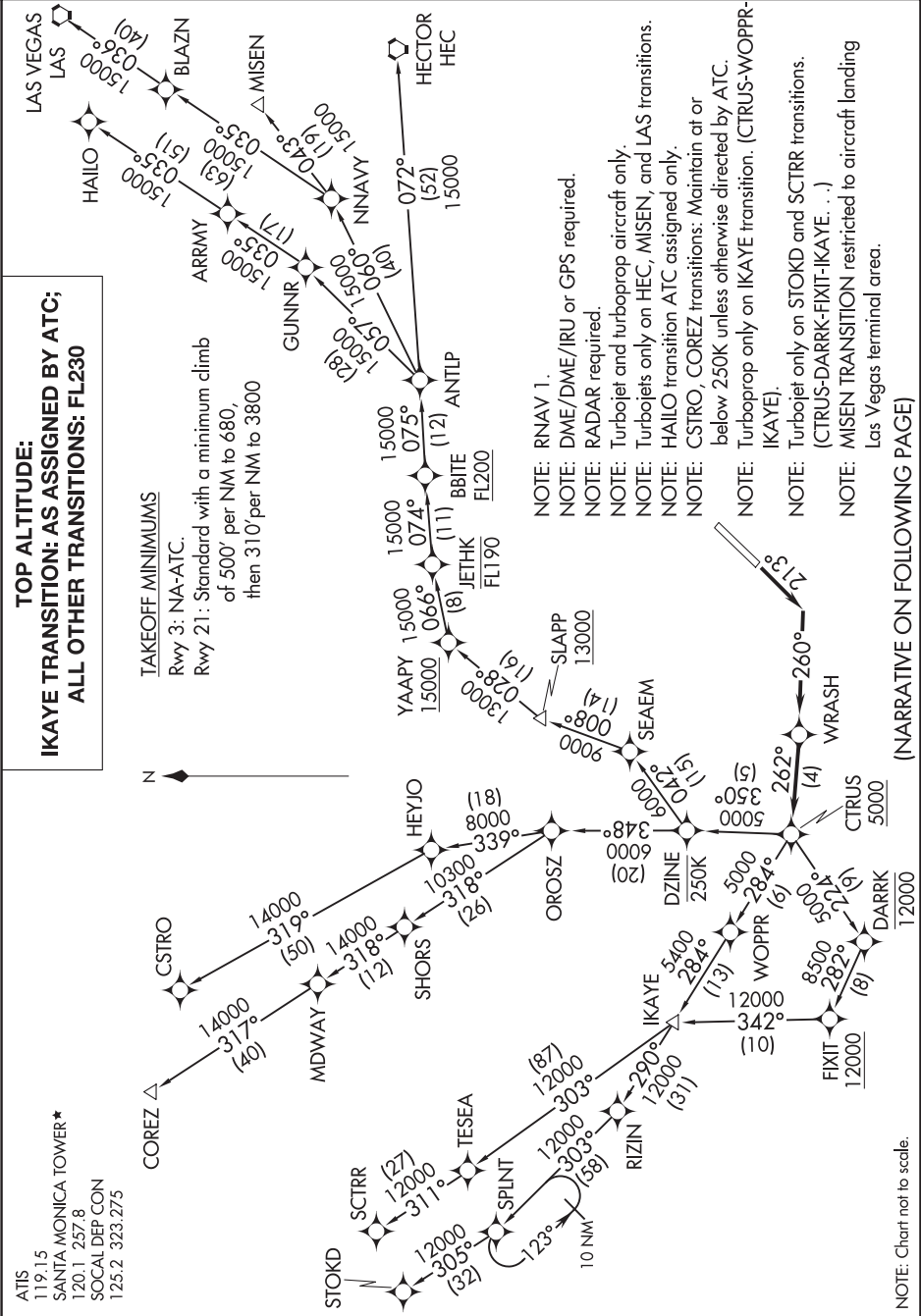
SW-3, 07 AUG 2025 to 02 OCT 2025

(CTRUS4.CTRUS) 20254

CTRUS FOUR DEPARTURE (RNAV)

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA



CTRUS FOUR DEPARTURE (RNAV)

(CTRUS4.CTRUS) 10SEP20

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to intercept course 260° to WRASH, then on track 262° to cross CTRUS at or above 5000, thence

. . . . on assigned transition, IKAYE transition maintain altitude as assigned by ATC, all other transitions maintain FL230. Expect filed altitude 10 minutes after departure.

COREZ TRANSITION (CTRUS4.COREZ)

CSTRO TRANSITION (CTRUS4.CSTRO)

HAILO TRANSITION (CTRUS4.HAILO)

HECTOR TRANSITION (CTRUS4.HEC)

IKAYE TRANSITION (CTRUS4.IKAYE)

LAS VEGAS TRANSITION (CTRUS4.LAS)

MISEN TRANSITION (CTRUS4.MISEN)

SCTRR TRANSITION (CTRUS4.SCTRR)

STOKD TRANSITION (CTRUS4.STOKD)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:

**CLEEE and CNERV TRANSITIONS: 17000;
OTAYY and TCATE TRANSITIONS: FL200**

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: All aircraft expect RADAR vectors to PEVEE prior to PEEER.

TAKEOFF MINIMUMS

Rwy 3: NA - ATC.

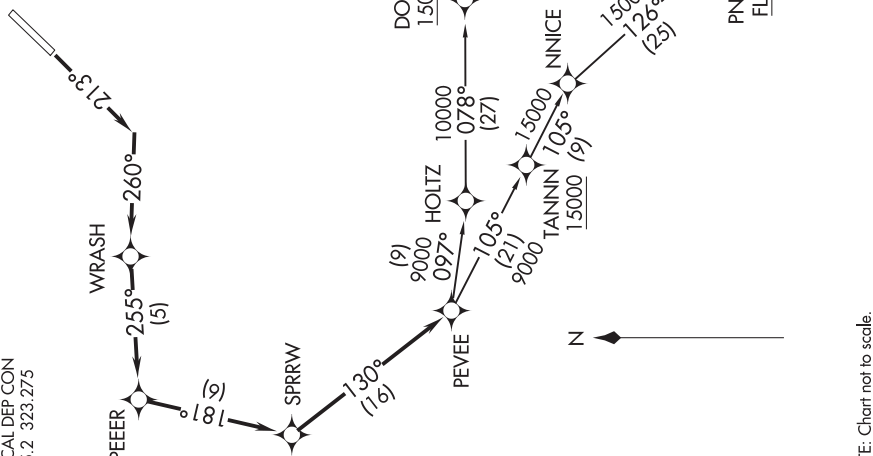
Rwy 21: Standard with a minimum climb of 500' per NM to 680.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 07 AUG 2025 to 02 OCT 2025

SANTA MONICA TOWER ★
120.1 257.8
SOCAL DEP CON
125.2 323.275





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to intercept course 260° to WRASH, then on track 255° to PEEER, then on track 181° to SPRRW, then on track 130° to PEVEE, thence. . . .

. . . .on assigned transitions CLEEE and CNERY maintain 17000, OTAYY and TCATE transitions maintain FL200, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: In the event of lost communications, proceed via assigned transition.

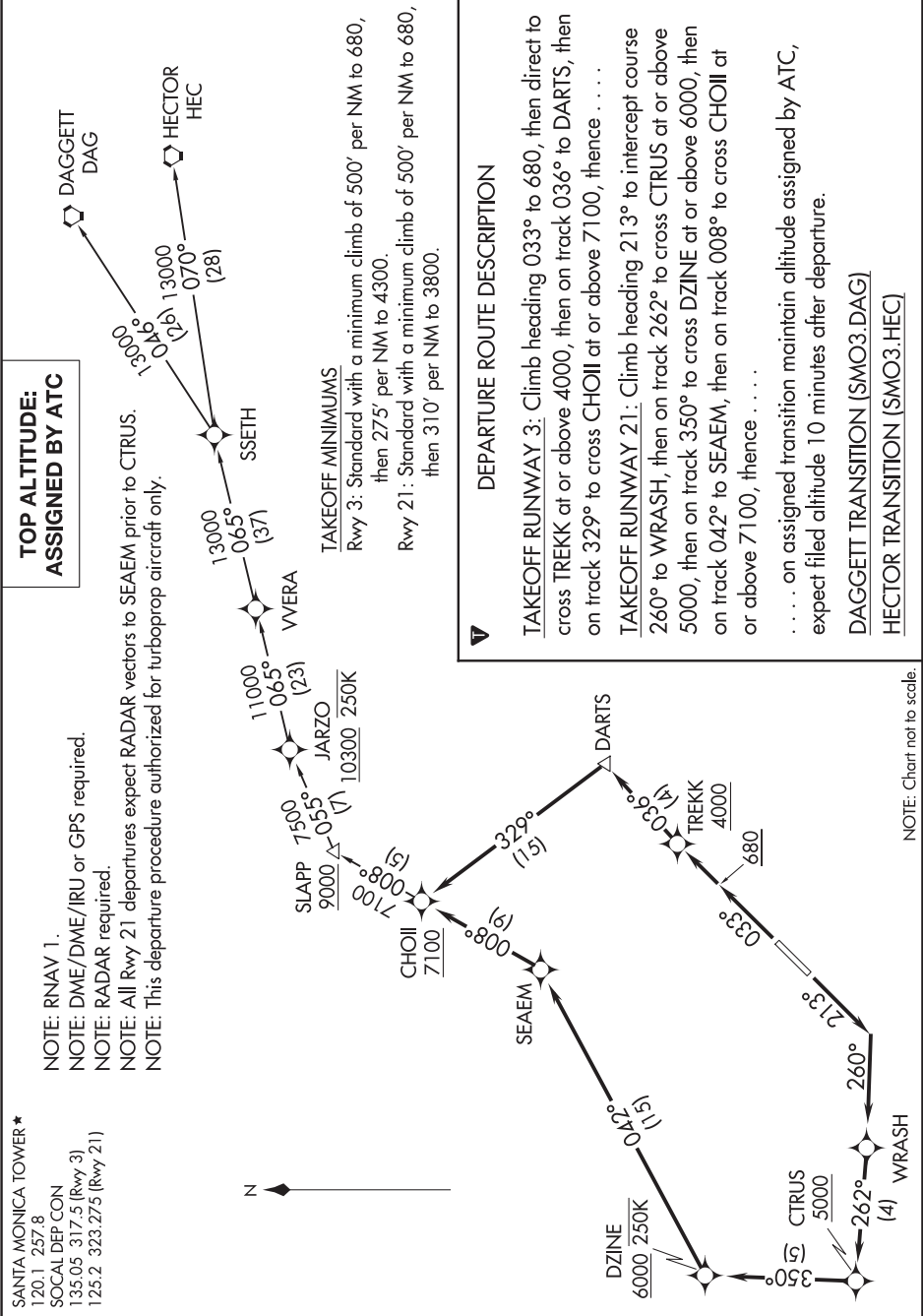
- CLEEE TRANSITION (PEVEE6.CLEEE)
- CNERY TRANSITION (PEVEE6.CNERY)
- OTAYY TRANSITION (PEVEE6.OTAYY)
- TCATE TRANSITION (PEVEE6.TCATE)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SANTA MONICA THREE DEPARTURE (RNAV)



NOTE: Chart not to scale.

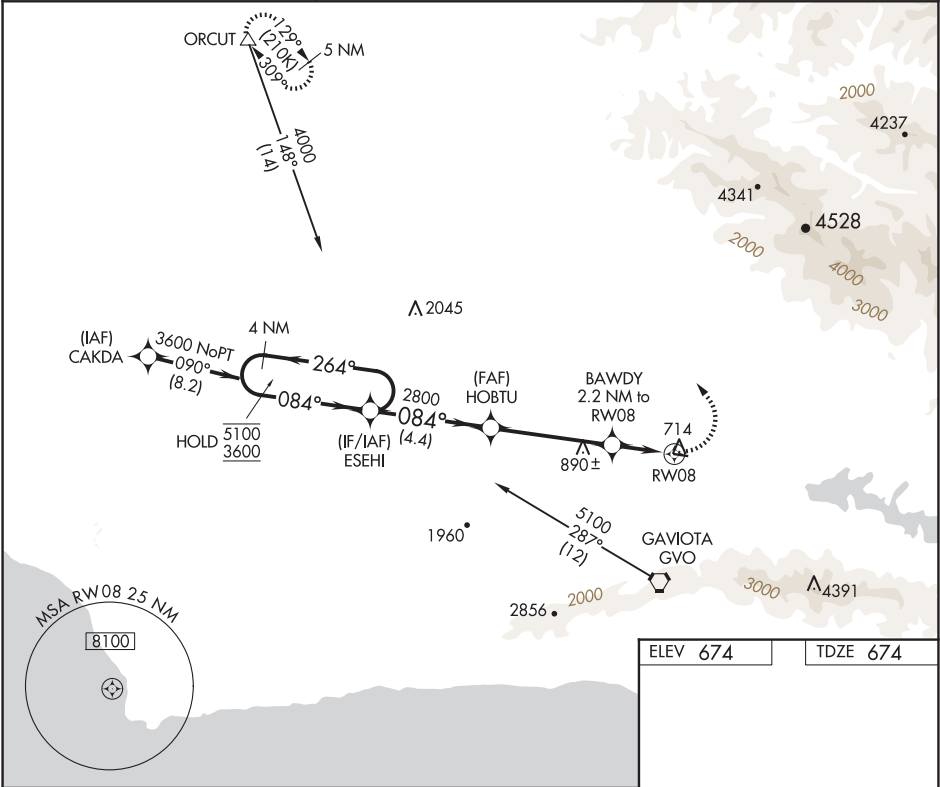
SW-3, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	2803
084°	TDZE	674
	Apt Elev	674

RNAV (GPS) RWY 8
SANTA YNEZ/KUNKLE FLD (I.Z.A.)

RNP APCH-GPS.	MISSED APPROACH: Climbing left turn to 5000 direct ORCUT and hold.
<div><div>▼</div><div>Rwy 8 helicopter visibility reduction below ¾ SM NA.</div></div> <div><div>▲</div><div>Circling Rwy 8 NA at night.</div></div>	

AWOS-3PT 118.075	SANTA BARBARA APP CON ★ 124.15 327.8	UNICOM 122.8 (CTAF) 0
---------------------	---	--------------------------



4 NM Holding Pattern		ESEHI		HOBTU		BAWDY 2.2 NM to RW08		5000 ORCUT	
5100 ← 264°		084° →		084° →		3.00° TCH 31		1.6 NM to RW08	
3600				2800		1400		RW08	
		4.4 NM		4.4 NM		0.6		1.6 NM	
CATEGORY	A		B		C		D		
LNAV MDA	1180-1		506 (600-1)		NA				
CIRCLING	1220-1 546 (600-1)		1340-1 666 (700-1)		NA			REIL Rws 8 and 26 0 MIRL Rwy 8-26 0	

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SANTA YNEZ, CALIFORNIA

AL-5730 (FAA)

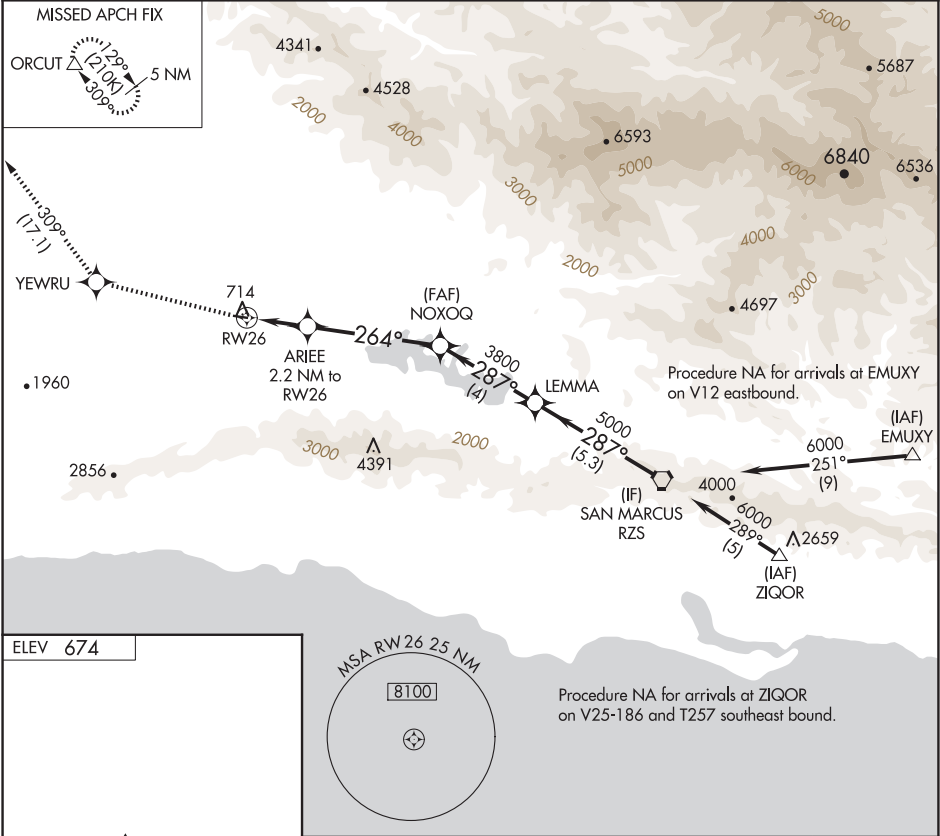
25163

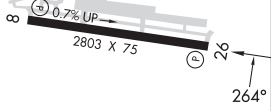

APP CRS	Rwy Ldg	N/A
264°	TDZE	N/A
	Apt Elev	674

RNAV (GPS)-A
SANTA YNEZ/KUNKLE FLD (IZA)

RNP APCH-GPS.	MISSED APPROACH: Climb to 5000 direct YEWRU and track 309° to ORCUT and hold.
 Circling Rwy 8 NA at night.	

AWOS-3PT 118.075	SANTA BARBARA APP CON★ 124.15 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 674	5000	YEWRU	tr 309°	ORCUT	RZS VORTAC
					
		ARIEE 2.2 NM to RW26	NOXOQ	LEMMA	
		2140	3800	5000	6000
		2.2 NM	4.8 NM	4 NM	5.3 NM
CATEGORY	A	B	C	D	
 CIRCLING	1380-1	706 (800-1)	NA		

SANTA YNEZ, CALIFORNIA
Amdt 1 24MAR22

34°36'N-120°05'W

SANTA YNEZ/KUNKLE FLD (IZA)
RNAV (GPS)-A

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

VORTAC RZS	APP CRS	Rwy Ldg	2803
114.9	097°	TDZE	674
Chan 96		Apt Elev	674

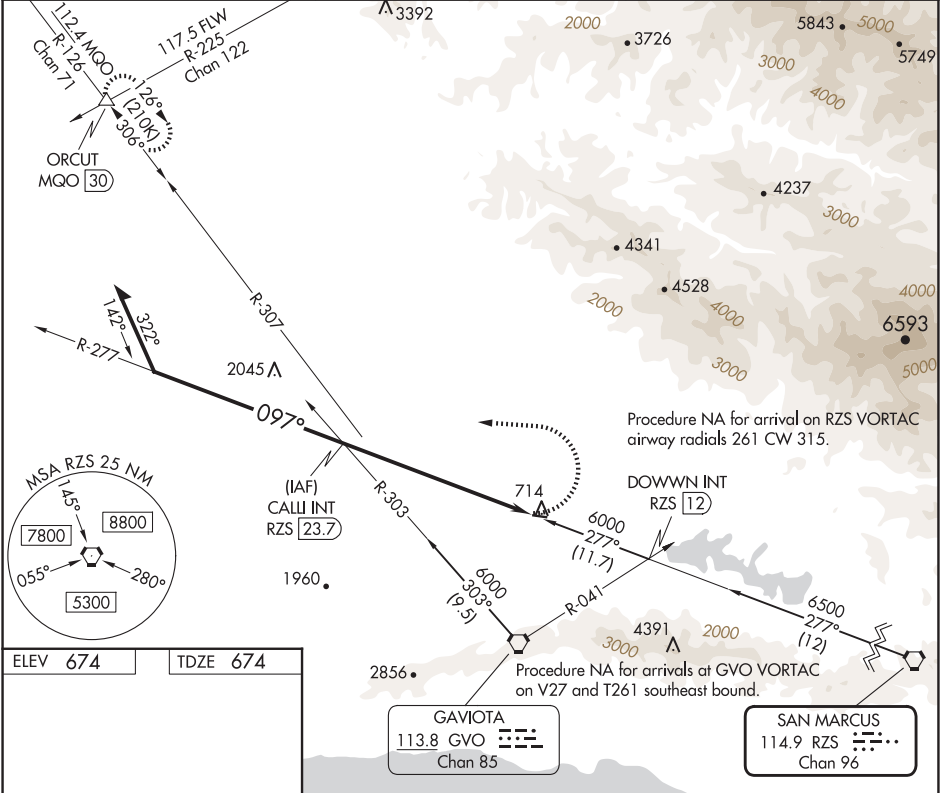
VOR RWY 8
SANTA YNEZ/KUNKLE FLD (IZA)

⚠ Straight-in in Rwy 8 NA at night. Circling Rwy 8 NA at night.

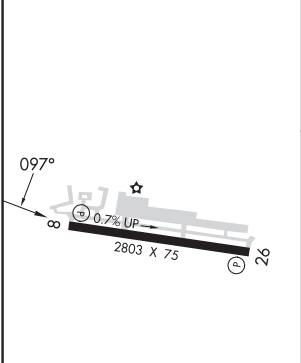
⚠ Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 on heading 285° and on GVO VORTAC R-307 and MQO VORTAC R-126 to ORCUT INT and hold.

AWOS-3PT 118.075	SANTA BARBARA APP CON* 124.15 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 674	TDZE 674
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REIL Rws 8 and 26	1
MIRL Rwy 8-26	1
FAF to MAP 7.3 NM	
Knots	60 90 120 150 180
Min:Sec	7:18 4:52 3:39 2:55 2:26

CALLI INT RZS [23.7]		6000	GVO R-307	MQO R-126	ORCUT
Remain within 10 NM		hdg 285°			
3200		277°	3400		
3000		097°	3.00° TCH 30	RZS [16.4]	
		7.3 NM			
CATEGORY	A	B	C	D	
S-8	2040-1¼ 1366 (1400-1¼)	2040-1½ 1366 (1400-1½)	NA		
CIRCLING	2040-1¼ 1366 (1400-1¼)	2040-1½ 1366 (1400-1½)	NA		

WAAS CH 82517 W12A	APP CRS 120°	Rwy Idg 4501 TDZE 413 Apt Elev 425
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RNAV (GPS) RWY 12

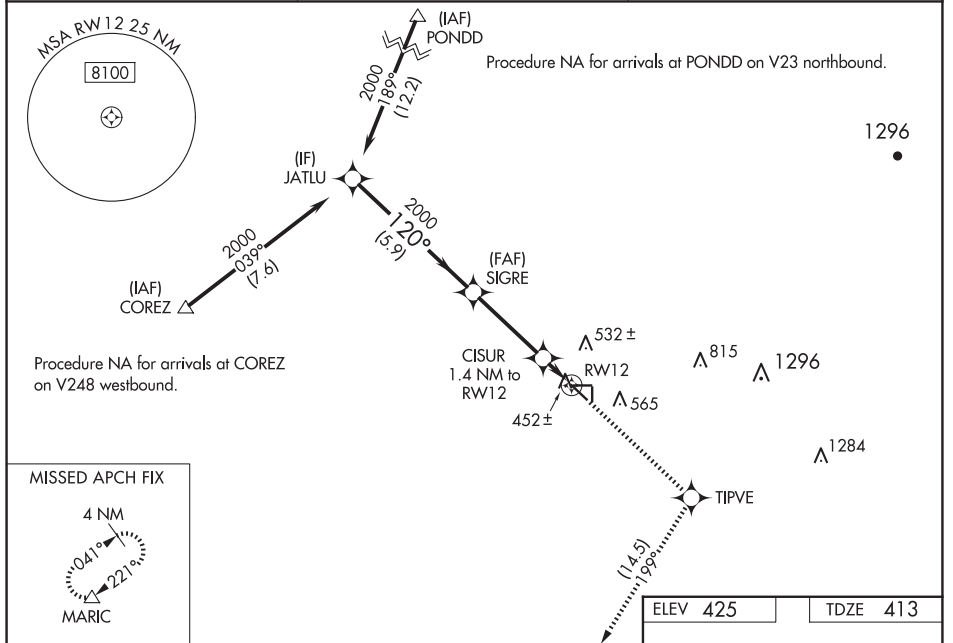
SHAFTER-MINTER FLD (MIT')

NA

Baro-VNAV NA when using Bakersfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Bakersfield altimeter setting and increase LPV and LNAV/VNAV DA to 694 feet and LNAV/VNAV visibility to ¾ all Cats; increase all MDA 40 feet. DME/DME RNP-0.3 NA. Night Landing Rwy 17, 35, 8, 26 NA.

MISSED APPROACH: Climb to 3000 direct TIPVE and on track 199° to MARIC and hold.

AWOS-3 121.125	BAKERSFIELD APP CON ★ 126.45 270.3	CTAF 122.9
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JATLU		SIGRE		3000 TIPVE tr 199° MARIC	
2000		2000		CISUR 1.4 NM to RW12 *LNAV only	
GP 3.00° TCH 45		*900		*0.8 NM to RW12 RW12	
5.9 NM		3.4 NM		0.6 NM 0.8 NM	
CATEGORY	A	B	C	D	
LPV DA	663-¾ 250 (300-¾)		NA		
LNAV/VNAV DA	663-¾ 250 (300-¾)		NA		
LNAV MDA	740-1 327 (300-1)		NA		
CIRCLING	900-1	475 (500-1)	940-1½ 515 (600-1½)	NA	

120° to RW12

3680 X 60 0.3% UP

4301 X 100 0.3% UP

2972 X 100 0.3% UP

30 35

MIRL Rwy 12-30 REIL Rws 12 and 30

VORTAC EHF	APP CRS	Rwy Idg	N/A
115.4	269°	TDZE	N/A
Chan 101		Apt Elev	425

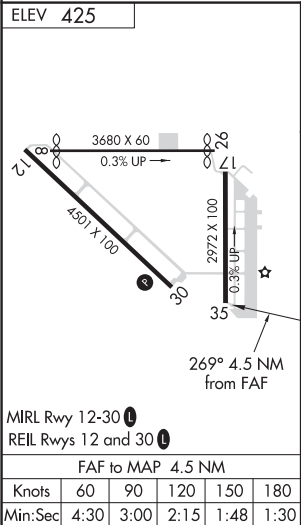
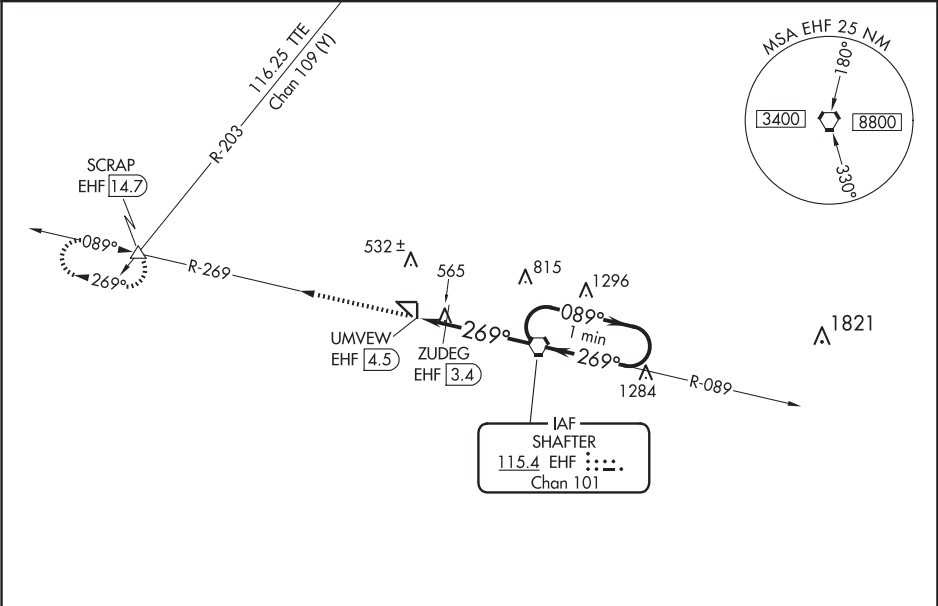
VOR-A

SHAFTER-MINTER FLD (MIT)

NA Circling to Rwy 17, 35, 8 and 26 NA at night. When local altimeter setting not received, use Bakersfield altimeter setting and increase all MDAS 40 feet and increase Cat C visibility to 1¾.

MISSED APPROACH: Climb to 4000 on EHF VORTAC R-269 to SCRAP INT/EHF 14.7 DME and hold, continue climb-in-hold to 4000.

AWOS-3 121.125	BAKERSFIELD APP CON ★ 126.45 270.3	CTAF 122.9
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4000 ↑ EHF R-269		SCRAP △		One Minute Holding Pattern	
UMVEW EHF (4.5)		ZUDEG EHF (3.4)		EHF VORTAC	
1.1 NM		3.4 NM		2900 089° ←269°	
1000*		2600		*1040 when using Bakersfield altimeter setting.	
CATEGORY	A		B		C
CIRCLING	1000-1		575 (600-1)		NA
ZUDEG FIX MINIMUMS					
CIRCLING	900-1		475 (500-1)		940-1½ 515 (600-1½)
NA					

TORRANCE, CALIFORNIA

AL-5179 (FAA)

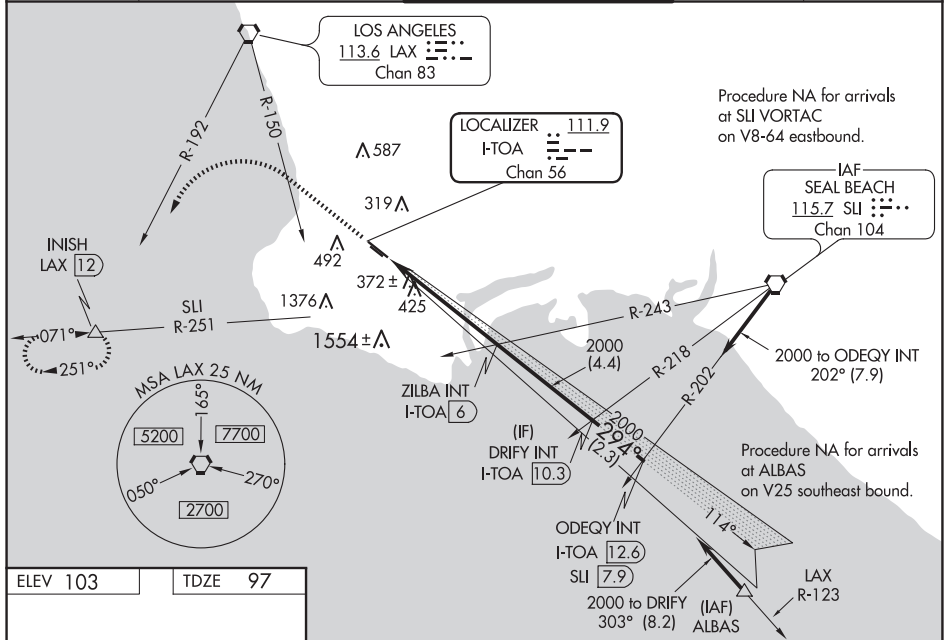
21168

LOC/DME I-TOA	APP CRS	Rwy Idg	4461
111.9	294°	TDZE	97
Chan 56		Apt Elev	103

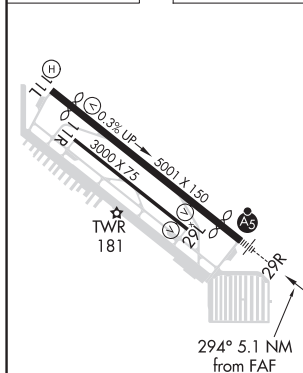
ILS or LOC RWY 29R ZAMPERINI FLD (TOA)

<p>⚠ Circling NA SW of Rwy 11R-29L. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting and increase all DA to 405 feet and increase all MDA 40 feet; increase S-LOC 29R and Circling Cat C visibility ½ SM. For inop ALS, increase S-ILS 29R all Cats visibility to ¾ SM. For inop ALS when using Los Angeles Intl altimeter setting increase S-ILS 29R all Cats visibility to ¾ SM. VDP NA when using Los Angeles altimeter setting.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 on heading 294° to cross LAX VORTAC R-150 then climbing left turn on heading 250° and on LAX VORTAC R-192 to INISH INT/ LAX 12 DME and hold.</p>
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ATIS 125.6	SOCAL APP CON 124.3 363.2 (Rwys 11L, 11R) 127.2 269.6 (Rwys 29L, 29R)	TORRANCE TOWER* 133.075 257.8 (NORTH) 124.0 (CTAF) 0 257.8 (SOUTH)	GND CON 120.9	UNICOM 122.95
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ELEV 103	TDZE 97
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REIL Rwy 29L					
MIRL Rwy 11L-29R and 11R-29L					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:08	3:25	2:34	2:03	1:43

TORRANCE, CALIFORNIA

Amdt 3 15SEP16

33°48'N-118°20'W

ZAMPERINI FLD (TOA) ILS or LOC RWY 29R

3000	LAX R-150	LAX R-192	INISH	VGSI and ILS glidepath not coincident (VGSI Angle 4.00/TCH 11).
hdg 294°	hdg 250°			
*LOC only.				
	ZILBA INT I-TOA [6]	DRIFY INT I-TOA [10.3]		
	I-TOA [0.8]	*I-TOA [2.1]	2000	2000
	1.3	3.9 NM	4.4 NM	GS 3.40° TCH 52
CATEGORY	A	B	C	D
S-ILS 29R	381-½	284 (300-½)		NA
S-LOC 29R	640-½	543 (600-½)	640-1½ 543 (600-1½)	NA
CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-1½ 577 (600-1½)	NA

SW-3, 07 AUG 2025 to 02 OCT 2025

WAAS CH 61125 W11A	APP CRS 114°	Rwy Idg TDZE Apt Elev	4460 96 103
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RNAV (GPS) RWY 11L

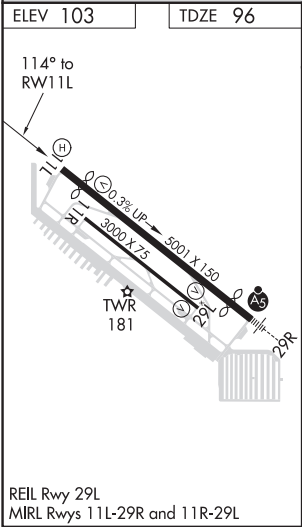
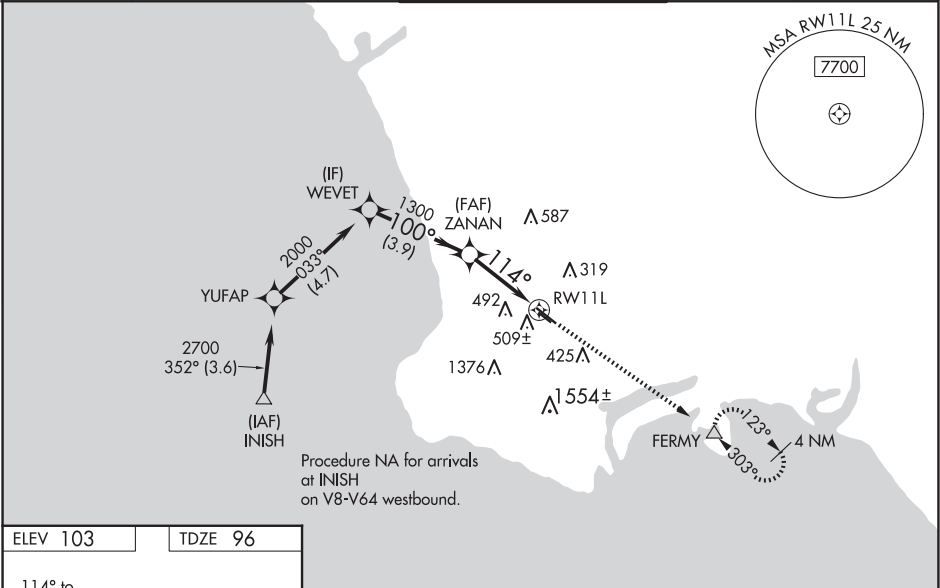
ZAMPERINI FLD (TOA)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling NA southwest of Rwy 11R-29L. Baro-VNAV and VDP NA when using Los Angeles Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting: increase LPV DA to 390 feet and LNAV/VNAV DA to 714 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility, LNAV Cat C visibility and Circling Cat C visibility 1⁄8 SM. Rwy 11L helicopter visibility reduction below 3⁄4 SM NA.

MISSED APPROACH: Climb to 2700 direct FERMΥ and hold, continue climb-in-hold to 2700.

ATIS 125.6	SOCAL APP CON 124.3 363.2 (Rwys 11L, 11R) 127.2 269.6 (Rwys 29L, 29R)	TORRANCE TOWER★ 133.075 257.8 (NORTH) 124.0 (CTAF) 257.8 (SOUTH)	GND CON 120.9	UNICOM 122.95
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 10).


2700

FERMΥ

*LNAV only.

WEVET	ZANAN		
2000	1300	1300	
GP 3.43°	100°	114°	
TCH 59	3.9 NM	1.7 NM	1.5 NM
		*1.5 NM to RWY 11L	
			RWY 11L
CATEGORY	A	B	C
LPV DA	366-7⁄8	270 (300-7⁄8)	NA
LNAV/ VNAV DA	690-13⁄4	594 (600-13⁄4)	NA
LNAV MDA	640-1	544 (600-1)	640-15⁄8 544 (600-15⁄8)
CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-15⁄8 577 (600-15⁄8)

RNAV (GPS) RWY 29R
ZAMPERINI FLD (TOA)

	<p>MISSED APPROACH: (Do not exceed 185 KIAS until ZANAN) Climb to 3000 direct ZANAN and on track 221° to INISH and hold, continue climb-in-hold to 3000.</p>
---	---

MSA RW29R 25 NM

7700

ZANAN

△ 587

△ 319

△ 492

△ 425

RW29R

1376 △

1554 ± △

221° (9)

294°

295° (4.4)

(FAF) ZILBA

(IF) DRIFTY

2000

219° (8.2)

(IAF) SEAL BEACH SLI

2000

305° (8.2)

(IAF) ALBAS

Procedure NA for arrivals on SLI VORTAC airway radials 202 CW 272.

Procedure NA for arrivals at ALBAS on V25 southeast bound.

INISH

071°

251°

4 NM

ELEV 103	TDZE 97
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ZAMPERINI FLD (TOA)

RNAV (GPS) RWY 29R

SW-3. 07 AUG 2025 to 02 OCT 2025

VORTAC LAX	APP CRS	Rwy Idg	4460
113.6	135°	TDZE	96
Chan 83		Apt Elev	103

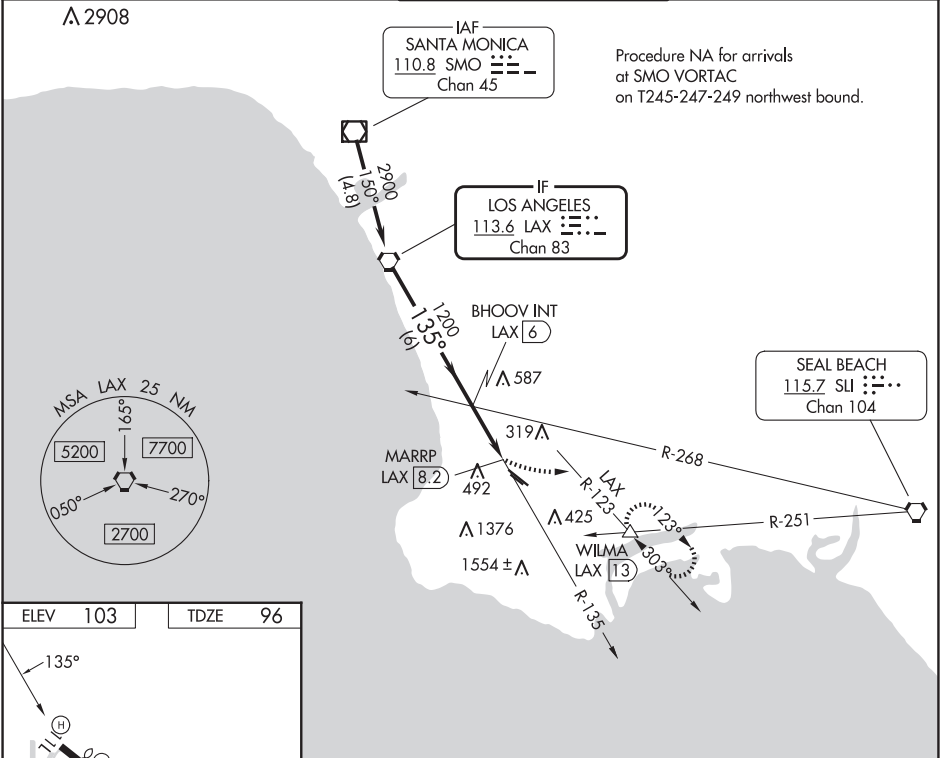
VOR RWY 11L

ZAMPERINI FLD (TOA)

⚠ Circling NA southwest of Rwy 11R-29L. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting and increase all MDA 40 feet and increase S-11L Cat A visibility and Circling Cat C visibility ½ SM. Rwy 11L helicopter visibility reduction below ¾ SM NA.

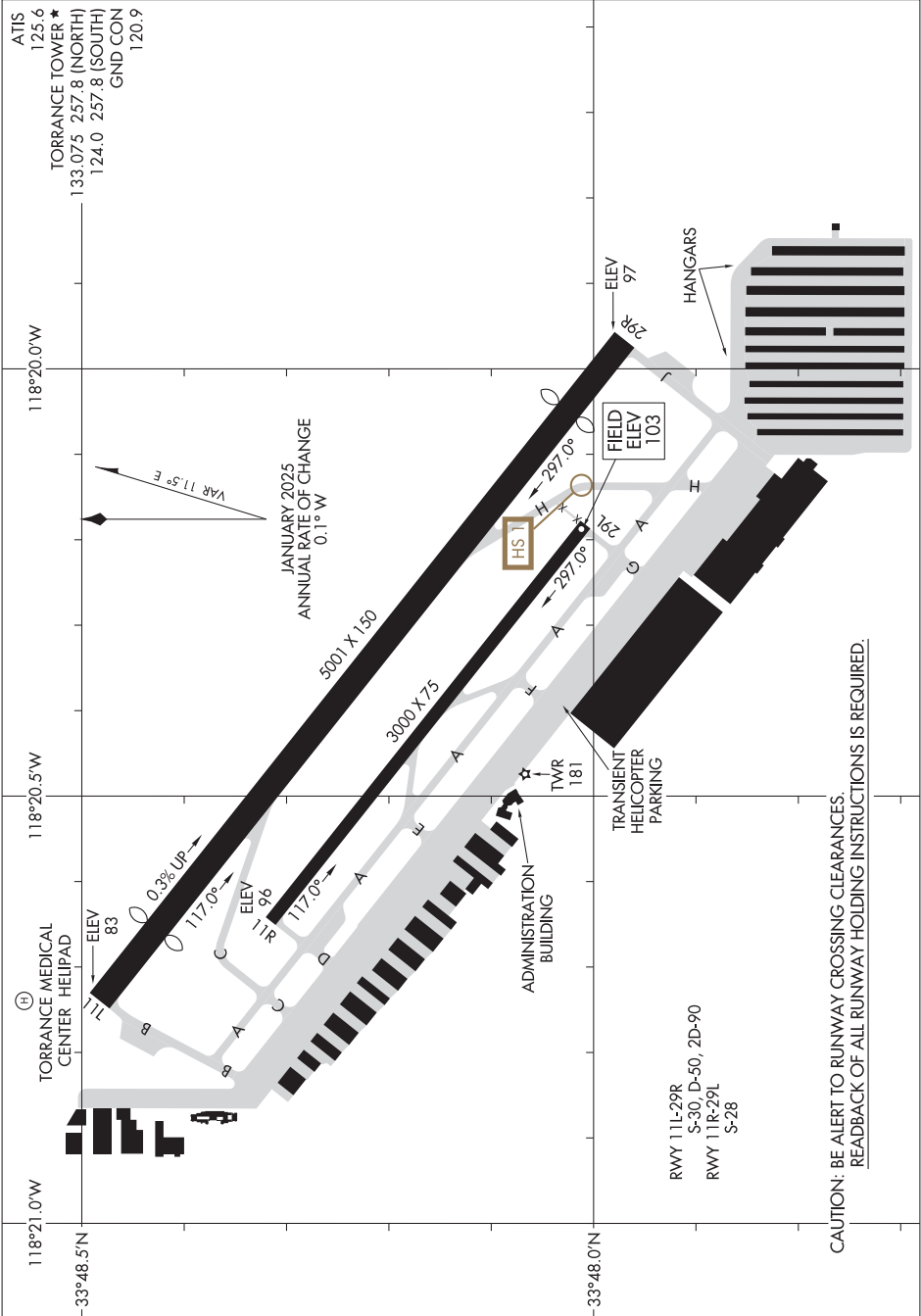
MISSED APPROACH: Climbing left turn to 3000 on heading 075° and on LAX VORTAC R-123 to WILMA INT/LAX 13 DME and hold, continue climb-in-hold to 3000.

ATIS	SOCAL APP CON	TORRANCE TOWER*	GND CON	UNICOM
125.6	124.3 363.2 (Rwys 11L, 11R)	133.075 257.8 (NORTH)	120.9	122.95
	127.2 269.6 (Rwys 29L, 29R)	124.0 (CTAF) 257.8 (SOUTH)		



VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 10).				3000	WILMA
LAX VORTAC				hdg 075°	LAX R-123
2900				135°	△
BHOOV INT LAX 6				3.67° TCH 50	
1200					
MARRP LAX 8.2					
6 NM				2.2 NM	0.5 NM
CATEGORY	A	B	C	D	
S-11L	980-1 884 (900-1)	980-1¼ 884 (900-1¼)	980-2½ 884 (900-2½)	NA	
✈ CIRCLING	980-1¼	877 (900-1¼)	980-2½ 877 (900-2½)	NA	

SW-3, 07 AUG 2025 to 02 OCT 2025

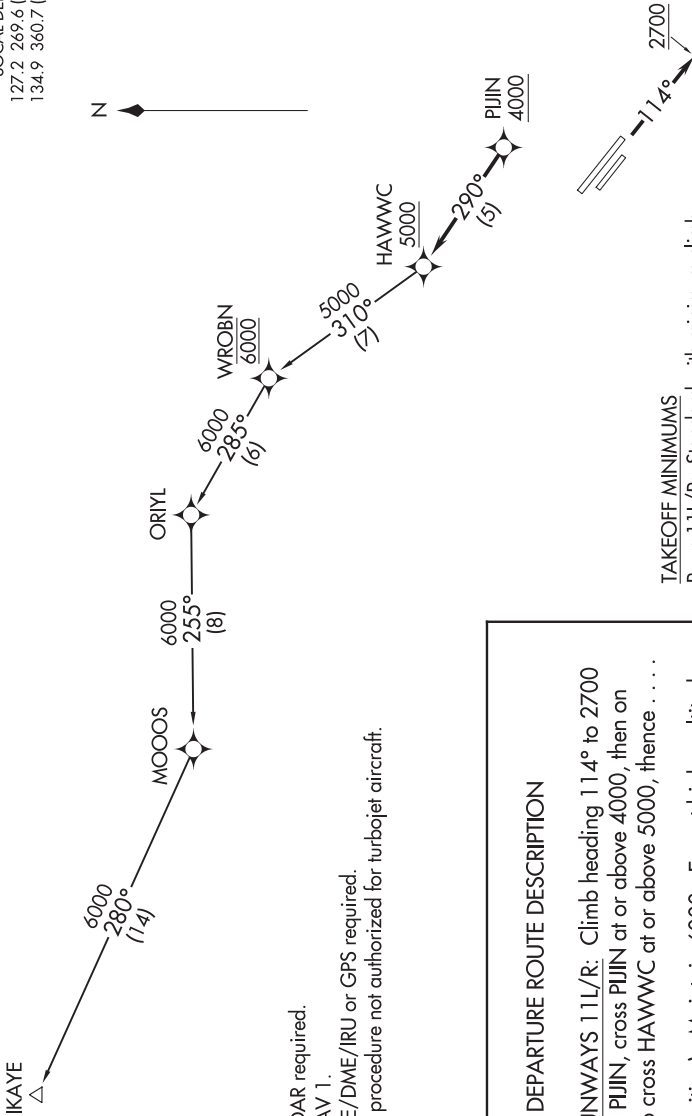


SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
6000

GND CON
120.9
TORRANCE TOWER ★
133.075 257.8 (NORTH)
124.0 257.8 (SOUTH)
SOCAL DEP CON
127.2 269.6 (11L/R)
134.9 360.7 (29L/R)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turboprop aircraft.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb heading 114° to 2700 for vectors to PUJIN, cross PUJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

SW-3, 07 AUG 2025 to 02 OCT 2025

HUNTER LIGGETT, CALIFORNIA

COPTER RNAV (GPS) RWY 32

APCH CRS	Rwy Idg	570
301°	TDZE	1017
	Arpt Elev	1017

[USA]

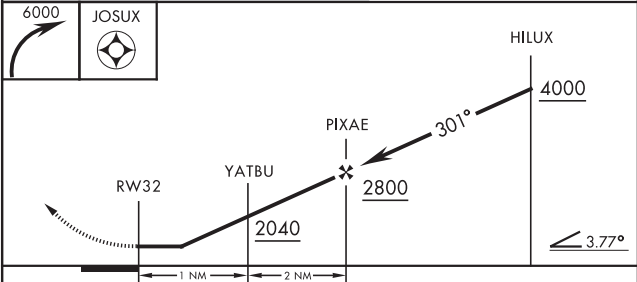
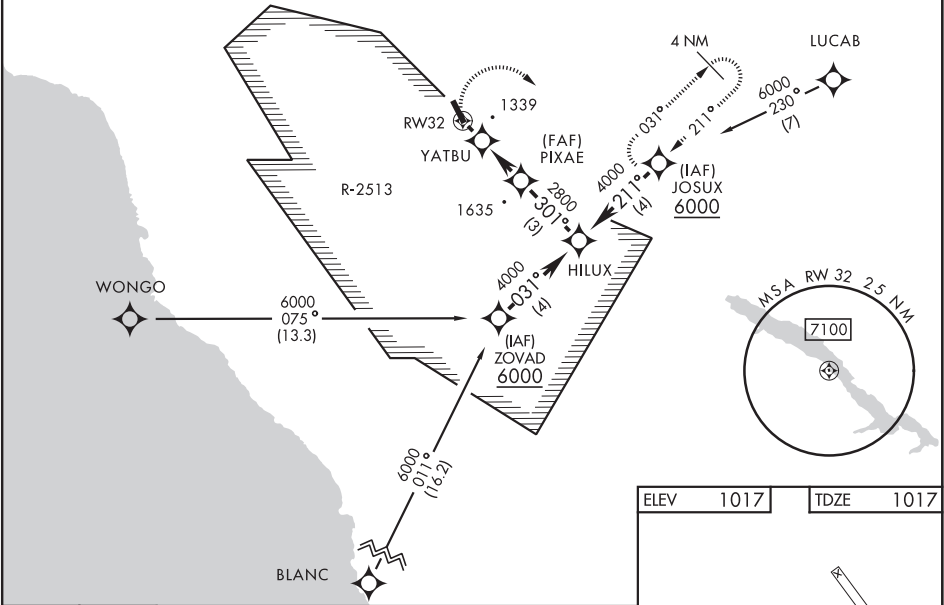
TUSI AHP (KHGT)

<p>▼ Procedure not authorized when Fort Hunter-Liggett altimeter setting not available.</p> <p>▲ NA Limit final and missed approach to 90 KIAS.</p>	<p>MISSED APPROACH: Climbing right turn to 6000 direct JOSUX and hold.</p>
---	--

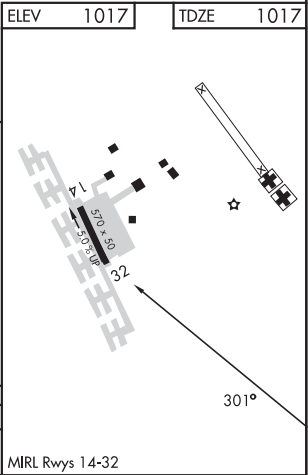
<p>OAKLAND CENTER</p> <p>128.7 307.0</p>	<p>RANGE CON/OPS</p> <p>41.05 126.2 229.5</p>
--	---

NOT FOR CIVIL USE

DME/DME RNP-0.3 NA



CATEGORY	COPTER		
LNNAV MDA	1660-½	643	(700-½)



HUNTER LIGGETT, CALIFORNIA

36°00'N - 121°14'W

TUSI AHP (KHGT)

Orig A 16JUL20

COPTER RNAV (GPS) RWY 32

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

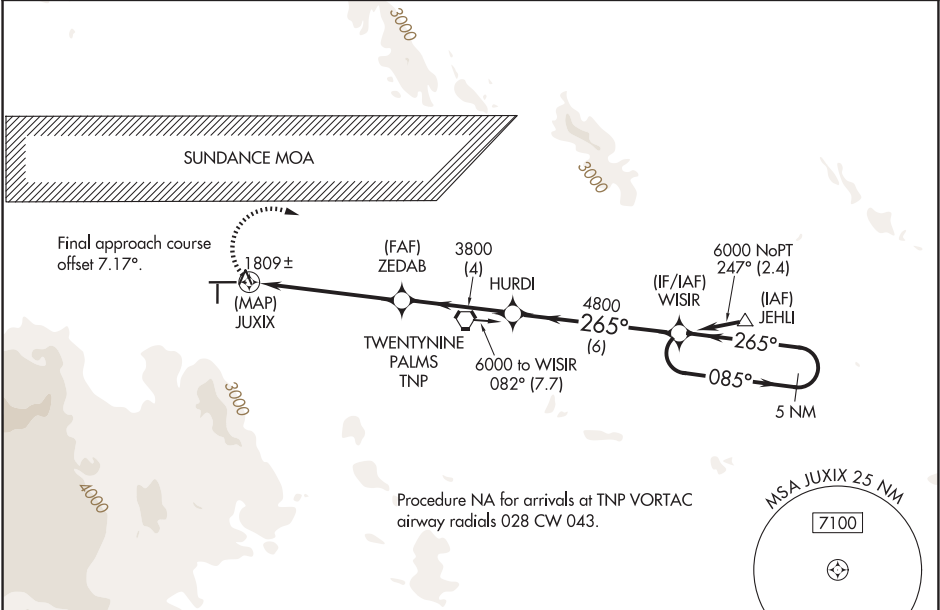
WAAS CH 70634 W26A	APP CRS 265°	Rwy Ldg TDZE 1835 Apt Elev 1888
--	------------------------	---

RNAV (GPS) RWY 26

TWENTYNINE PALMS (TNP)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 6000 direct WISIR and hold.
Use PSP altimeter setting; when not received, procedure NA. Circling NA south of Rwy 8-26. Circling Rwy 8, 17 NA at night. *Missed approach requires minimum climb of 425 feet per NM to 3900.	

LOS ANGELES CENTER 128.15 285.6	AUNICOM 122.8 (CTAF) 0
---	----------------------------------



ELEV 1888

TDZE 1835

6000 WISIR

JUXIX

ZEDAB

HURDI

WISIR

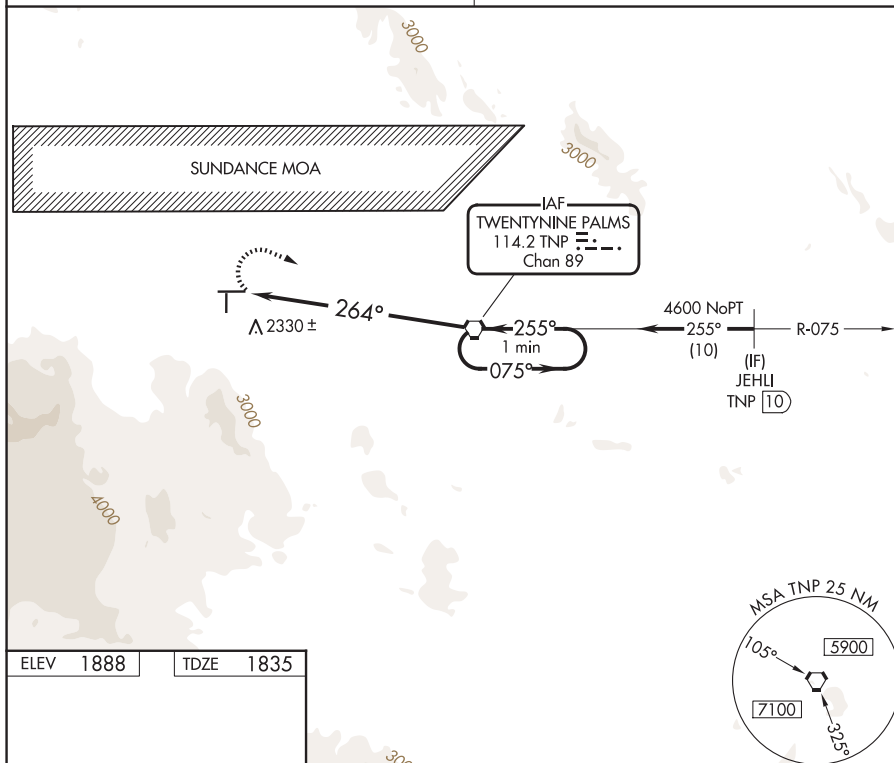
5 NM Holding Pattern

CATEGORY	A	B	C	D
LP MDA	2940-1¼ 1105 (1100-1¼)	2940-1½ 1105 (1100-1½)	NA	
*LNAV MDA	3080-1¼ 1245 (1200-1¼)	3080-1½ 1245 (1200-1½)	NA	
LNAV MDA	3180-1¼ 1345 (1300-1¼)	3180-1½ 1345 (1300-1½)	NA	
CIRCLING	3300-1¼ 1412 (1500-1¼)	3340-1½ 1452 (1500-1½)	NA	

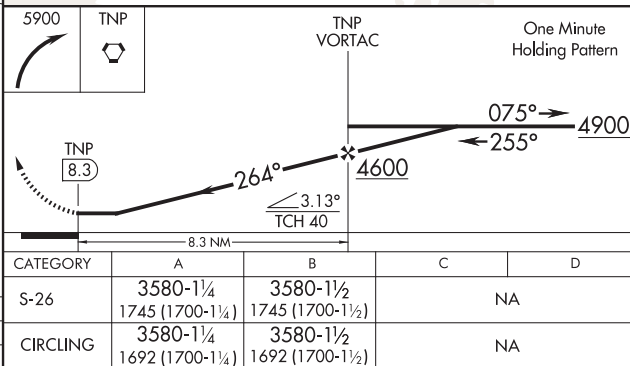
VOR RWY 26
TWENTYNINE PALMS (TNP)

MISSED APPROACH: Climbing right turn to 5900 direct TNP VORTAC and hold, continue climb-in-hold to 5900.

AUNICOM
122.8 (CTAF) **L**



FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



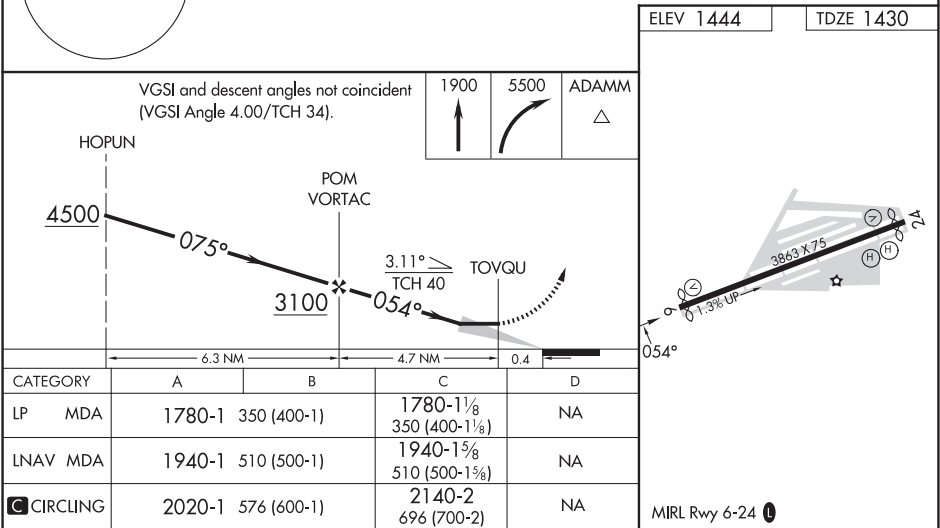
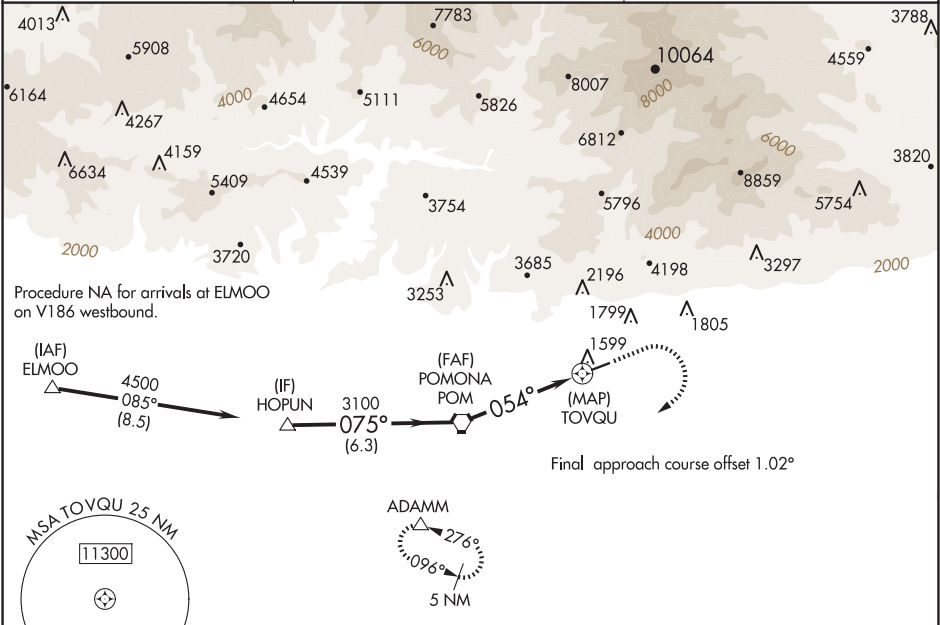
WAAS CH 45934 W06A	APP CRS 054°	Rwy Ldg TDZE Apt Elev	3757 1430 1444
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 6

CABLE (CCB)

RNP APCH.	<div><div>⚠</div><div>NA</div></div> <div>Circling NA northwest of Rwy 6-24. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 NA at night. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 100 feet.</div>	<div>MISSED APPROACH: Climb to 1900 then climbing right turn to 5500 direct ADAMM and hold, continue climb-in-hold to 5500.</div>
-----------	--	---

AWOS-3P 119.525	SOCAL APP CON 125.5 349.0	UNICOM 123.0 (CTAF) 1
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UPLAND, CALIFORNIA

AL-5203 (FAA)

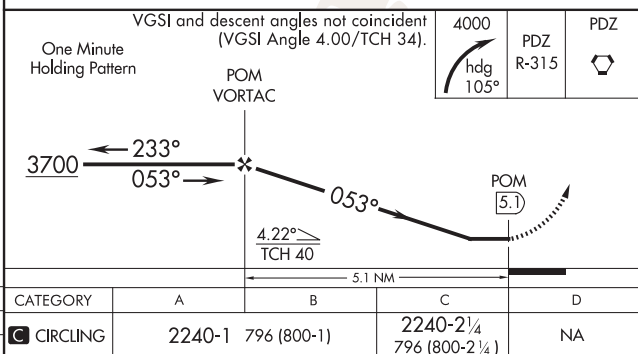
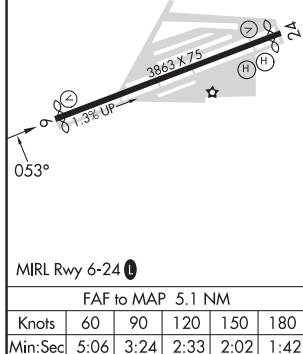
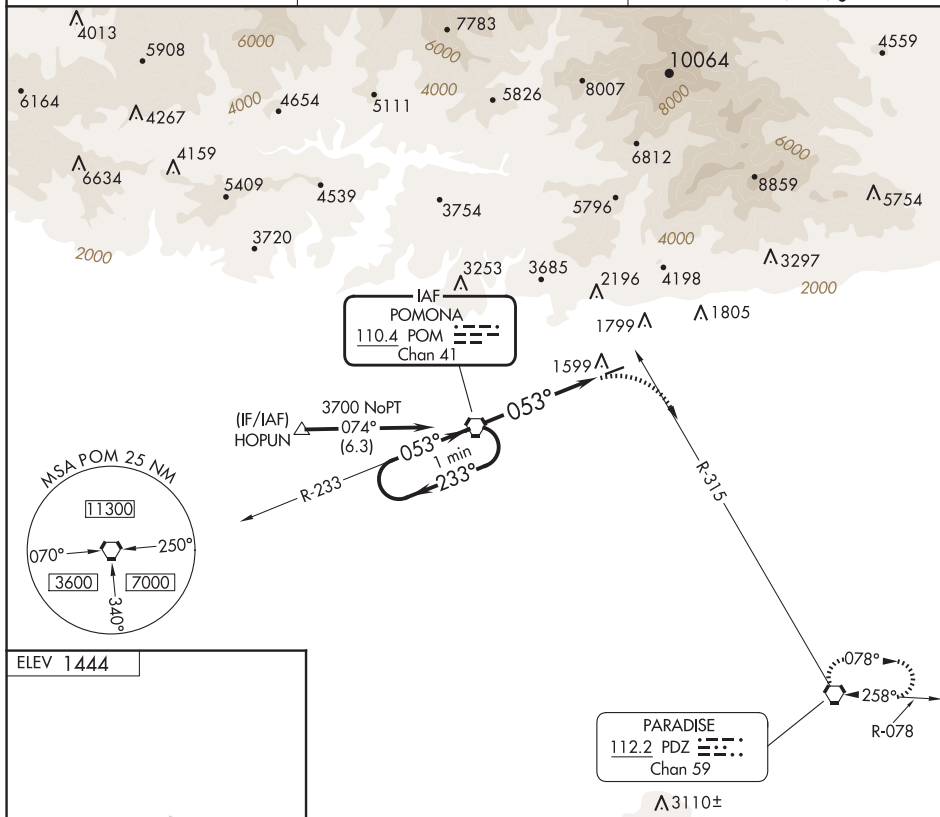
25163

VORTAC POM 110.4 Chan 41	APP CRS 053°	Rwy Ldg TDZE Apt Elev N/A N/A 1444
--	------------------------	--

VOR-A
CABLE (CCB)

<p>NA Circling NA northwest of Rwy 6-24. Procedure NA at night. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 100 feet and all visibilities ½ SM. Rwy 24 helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4000 via heading 105° and PDZ R-315 to PDZ VORTAC and hold.</p>
--	---

AWOS-3P 119.525	SOCAL APP CON 125.5 349.0	UNICOM 123.0 (CTAF) 0
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UPLAND, CALIFORNIA

Orig-C 26MAR20

34°07'N-117°41'W

CABLE (CCB)
VOR-A

SW-3, 07 AUG 2025 to 02 OCT 2025

ILS Y RWY 16R
VAN NUYS (VNY)

MISSED APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

FILLMORE
112.5 FIM
Chan 72

MSA VNY 25 NM
7300 185°
9300 095°
6200 275°
4400 005°

VAN NUYS
113.1 VNY
Chan 78

LOCALIZER 111.3

VENTURA
VTU

MISSED
APCH
FIX

R-311
311°

R-325
325° (14.7)

R-053
053° (4.2)

R-064
064° (15.4)

R-077
077° (15.4)

R-311
311°

ZIDOM INT
VNY 14.7

JINAN INT
VNY 11.4

FURRY INT
VNY 7.4

IF UMBER
VNY 15.4

Bob Hope

2067

3233

1103

1534

1400 ±

4166

2475

3800

1821

4900

344°

053° (4.2)

053° (15.4)

064° (15.4)

077° (15.4)

095°

185°

275°

311°

325° (14.7)

344°

360°

3765

3892

4216

4400

4636

4949

5019

5215

5264

5363

5639 ±

6000

6200

6400

6600

6800

7000

7200

7400

7600

7800

8000

8200

8400

8600

8800

9000

9200

9400

9600

9800

10000

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41200

41400

41600

41800

42000

42200

42400

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42800

43000

43200

43400

43600

43800

44000

44200

44400

44600

44800

45000

45200

45400

VAN NUYS (VNY)
ILS Y RWY 16R

VAN NUYS, CALIFORNIA

AL-552 (FAA)

25163

LOC I-VNY	APP CRS	Rwy Ldg	6569
111.3	164°	TDZE	793
		Apt Elev	802

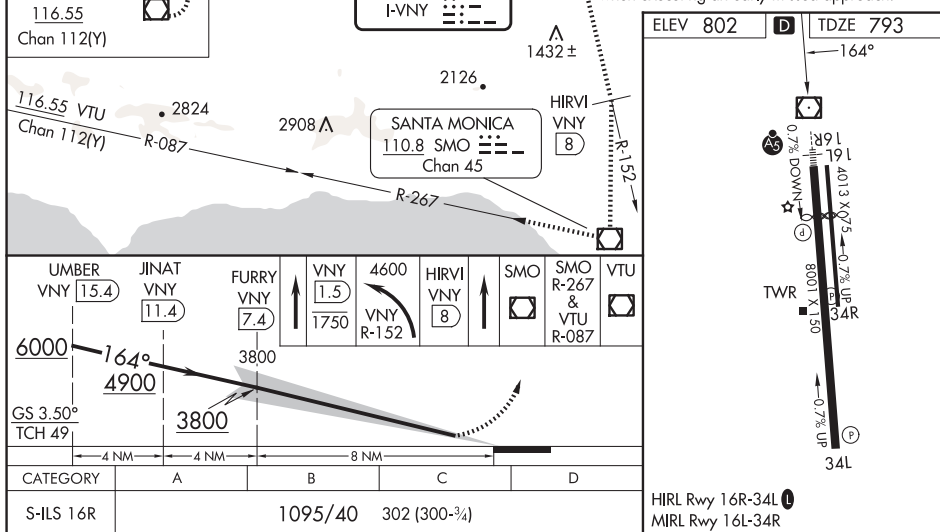
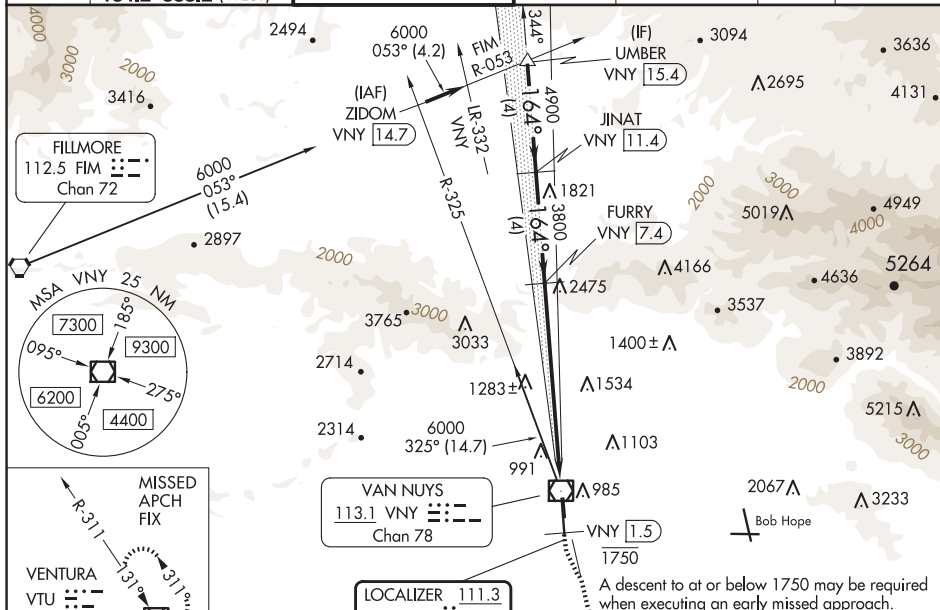
ILS Z RWY 16R VAN NUYS (VNY)

▽ DME required. RADAR required for monitoring of missed approach. When local altimeter setting not received, use Burbank altimeter setting and increase DA to 1114. Rwy 16R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 16R all Cats visibility to RVR 5000.



MISSED APPROACH: Climb to cross VNY 1.5 DME south of VNY VOR/DME at or below 1750 then climbing left turn to 4600 on VNY VOR/DME R-152 to HIRVI/VNY VOR/DME 8 DME, direct SMO VOR/DME then on SMO VOR/DME R-267 then on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS	SOCAL APP CON	VAN NUYS TOWER ★	GND CON	CLNC DEL	CPDLC	UNICOM
127.55	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) 0 239.0	121.7	126.6 239.0		122.95



VAN NUYS, CALIFORNIA

Amdt 1 15SEP16

34°13'N-118°29'W

VAN NUYS (VNY)

ILS Z RWY 16R

SW-3, 07 AUG 2025 to 02 OCT 2025

LDA-C
VAN NUYS (VNY)

MISSED APPROACH: Climb to 1900 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

Procedure NA for arrivals on FIM VORTAC airway radials 087 CW 148.

Airports and Frequencies:

- FILLMORE**: 112.5 FIM, Chan 72
- VENTURA**: 116.55 VTU, Chan 112(Y)
- SANTA MONICA**: 110.8 SMO, Chan 45
- LOS ANGELES**: 113.6 LAX, Chan 83
- VAN NUYS**: 113.1 VNY, Chan 78
- BURBANK**: 109.5 LOCALIZER, I-BUR

Navigation Aids and Procedures:

- MSA VNY 25 NM**: MSA with altitudes 7300, 9300, 6200, 4400.
- (IAF) SILEX INT VNY [6.1]**: Initial Approach Fix at 242° [6.1] 991.
- (IF) TOAKS VTU [4.5]**: Intermediate Fix at 054° [4.5].
- MISSED APCH FIX**: Missed Approach Fix at 311°.

Altitude Contours and Obstacles:

- Obstacles: 2897, 2714, 2314, 3765, 3000, 3033, 2126, 2824, 2908, 2067, 3233, 1870, 1534, 1283±, 1103, 985, 1432±, 2126.
- Contours: 2000, 3000.

Communication and Navigation Data:

- R-054**, **R-136**, **R-242**, **R-316**, **R-267**, **R-087**, **R-311**, **R-101**, **R-046**.
- Headings**: 136°, 101°, 259°, 079°, 054°, 182°, 247°, 101°, 281°, 136°, 316°, 184°.
- Distances**: 1 min, 101°, 281°.

ELEV 802

Compass Rose: 0.7% DOWN

One Minute Holding Pattern

SILEX INT VNY 6.1

1900 4600 SMO R-267 & VTU R-087 VTU

3700 ← 259° 079° →

3400 079°

BUDDE OM/INT

Disregard glide slope indications

6 NM

CATEGORY	A	B	C	D
CIRCLING	1500-1	698 (700-1)	1500-2 698 (700-2)	2060-3 1258 (1300-3)

VOR-B
VAN NUYS (VNY)

MISSED APPROACH: Climb on VNY VOR/DME R-155 to cross YITUN/VNY 1.5 DME at or below 1750 then climbing left turn to 4000 on VNY VOR/DME R-101 to AMTRA INT and hold.

IAF GORMAN 116.1 GMN Chan 108

9000 NoPT 126° (15.5)

CATIC 15.5

4148 • GMN 15.5

Procedure NA for arrival on GMN VORTAC airway radials 088 CW 166.

2494

Procedure NA for arrival on FIM VORTAC airway radials 347 CW 97.

3416

6000 NoPT 053° (18.1)

2897

IAF FILLMORE

MSA VNY 25 NM

7300 9300 6200 4400

095° 185° 275° 005°

3765

3033

2475 (IAF) PURSY

1821

4166

4957

4636

5264

3537

4949

4000

3000

2000

1550

110°

290°

155°

3500

135°

6000 NoPT 233° (4.1)

R-335

R-126

IR-327

R-053

2639±

3094

2695

3636

5200

4850

4333

3807

2853

3387

2977 (IAF) SAUGS

(IF) GRANS INT VNY 14.9

Procedure NA for arrivals at SAUGS on V165-459 southbound.

A descent to at or below 1750 may be required when executing an early missed approach.

RADAR REQUIRED

The diagram illustrates a flight profile starting at 2714 ft. Key points include:

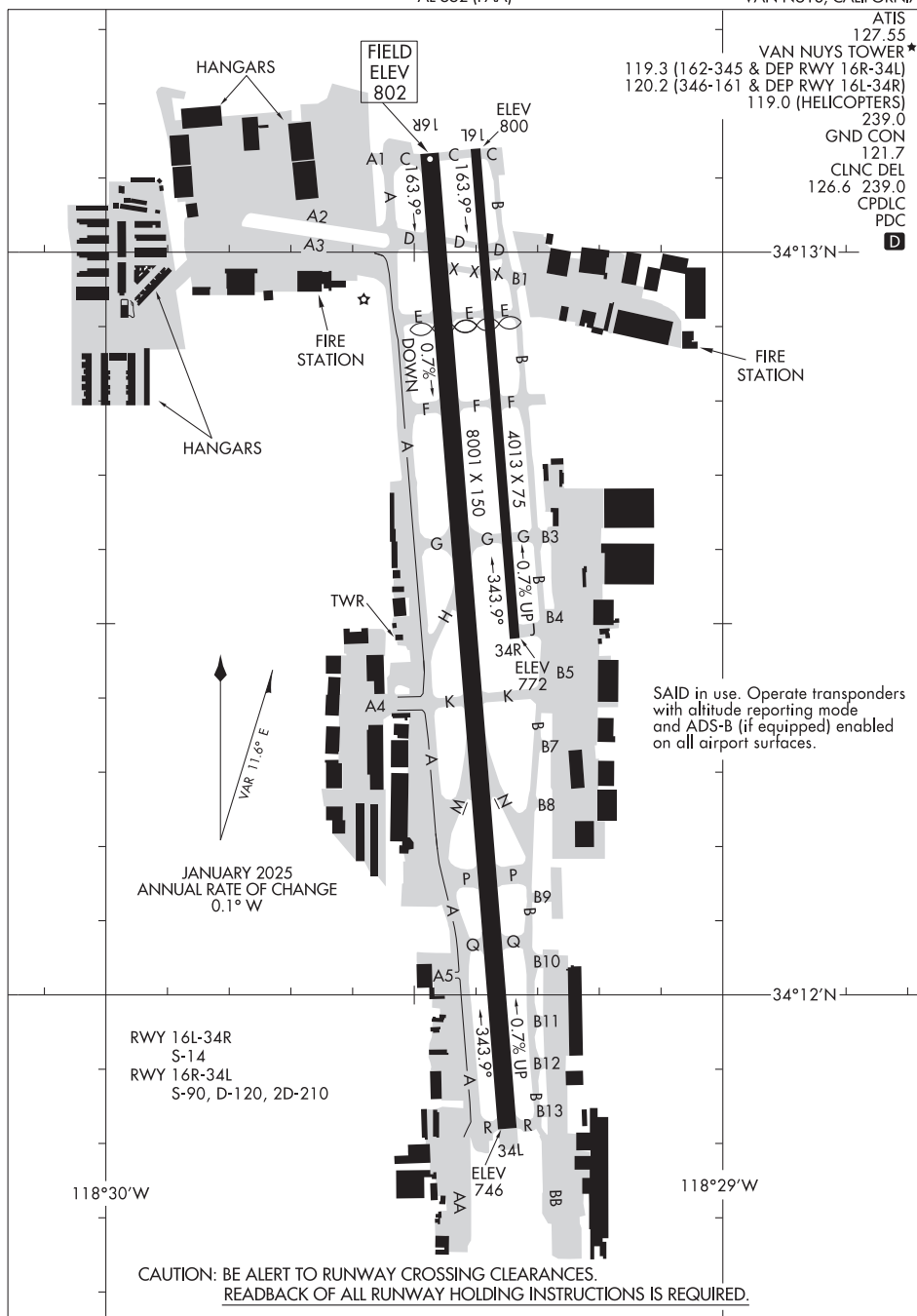
- ZEXUG VNY 2.5**: Altitude 1283±Δ, speed 991.
- YITUN VNY 1.5**: Altitude 1154±Δ, speed 1750.
- PURSY VNY 5**: Altitude 1103, speed 5400 to PURSY 335° (5).
- VAN NUYS Chan 78**: Altitude 113.1 VNY, speed 113.6 LAX R-046 Chan 83.
- MISSED APCH FIX**: Altitude 1400±, speed 113.1 VNY R-101 Chan 78.
- AMTRA**: Altitude 113.6 LAX R-046 Chan 83.
- R-101**: Radial 101° and 281°.
- VOR/DME**: Distance 2.5 NM.
- CIRCLING**: Altitude 1660-1¼, speed 858 (900-1¼).
- Final Segment**: Altitude 1660-2½, speed 858 (900-2½), distance 1740-3, speed 938 (1000-3).

SW-3, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA



AIRPORT DIAGRAM

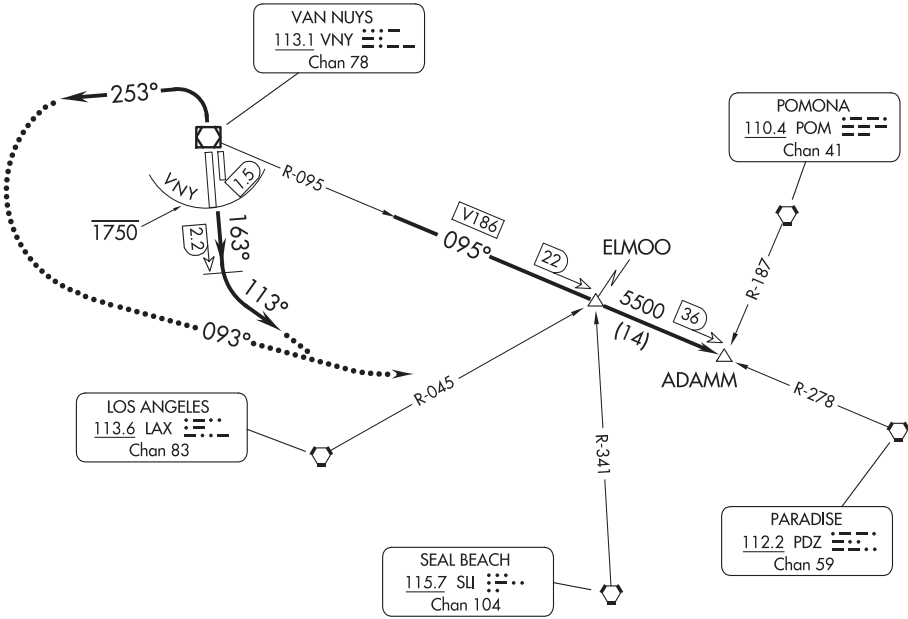
VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

ATIS
127.55
CLNC DEL
126.6 239.0
CPDLC
GND CON
121.7
SOCAL DEP CON
124.6 298.85

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwy 16L: Standard with minimum climb of 380' per NM to 2600.
Rwy 16R: Standard with minimum climb of 450' per NM to 2600.
Rwys 34L/R: Standard with minimum climb of 480' per NM to 4200.



NOTE: RADAR required.
NOTE: DME required.
NOTE: Cross VNY DME 1.5 DME south at or below 1750.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing left turn heading 113°, FOR RADAR VECTORS to VNY R-095 to ADAMM, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to VNY R-095 to ADAMM, thence. . . .

. . . on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM, turn left heading 093° to intercept VNY R-095 to ADAMM INT maintain 5500' or as assigned.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

(CANOG3.IPIHO) 24025

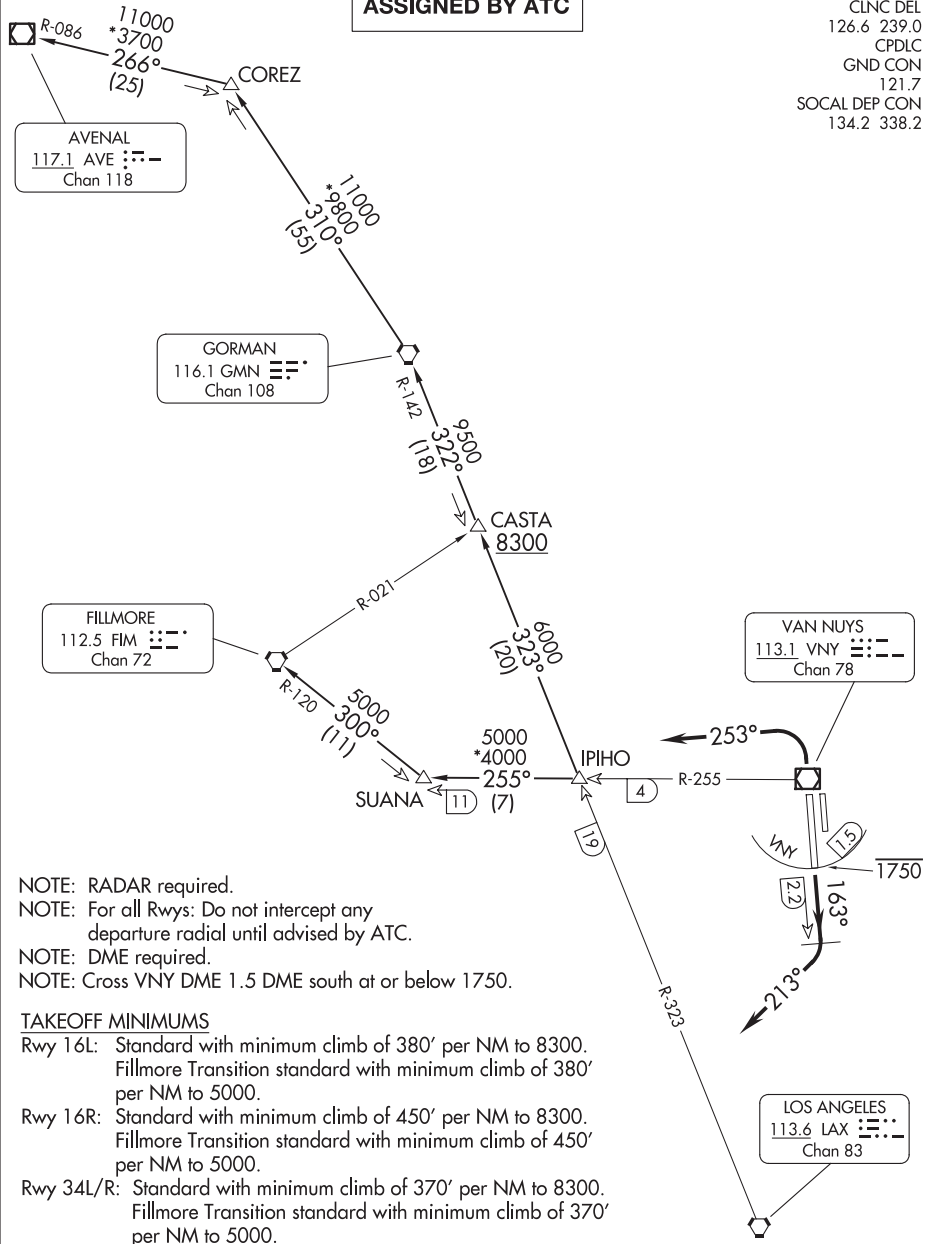
CANOGA THREE DEPARTURE

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

ATIS
127.55
CLNC DEL
126.6 239.0
CPDLC
GND CON
121.7
SOCAL DEP CON
134.2 338.2

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

CANOGA THREE DEPARTURE

(CANOG3.IPIHO) 30JAN20

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing right turn heading 213°, FOR RADAR VECTORS to IPIHO, thence . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to IPIHO, thence . . .

. . . on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM:
Rwys 16L/R intercept the LAX R-323 and GMN R-142. Then as assigned.
Rwys 34L/R intercept VNY R-255. Then as assigned.

AVENAL TRANSITION (CANOG3.AVE): From over IPIHO on LAX R-323 and GMN R-142 to CASTA, then on GMN R-142 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.

FILLMORE TRANSITION (CANOG3.FIM): From over IPIHO on VNY R-255 to SUANA, then on FIM VORTAC R-120 to FIM VORTAC.

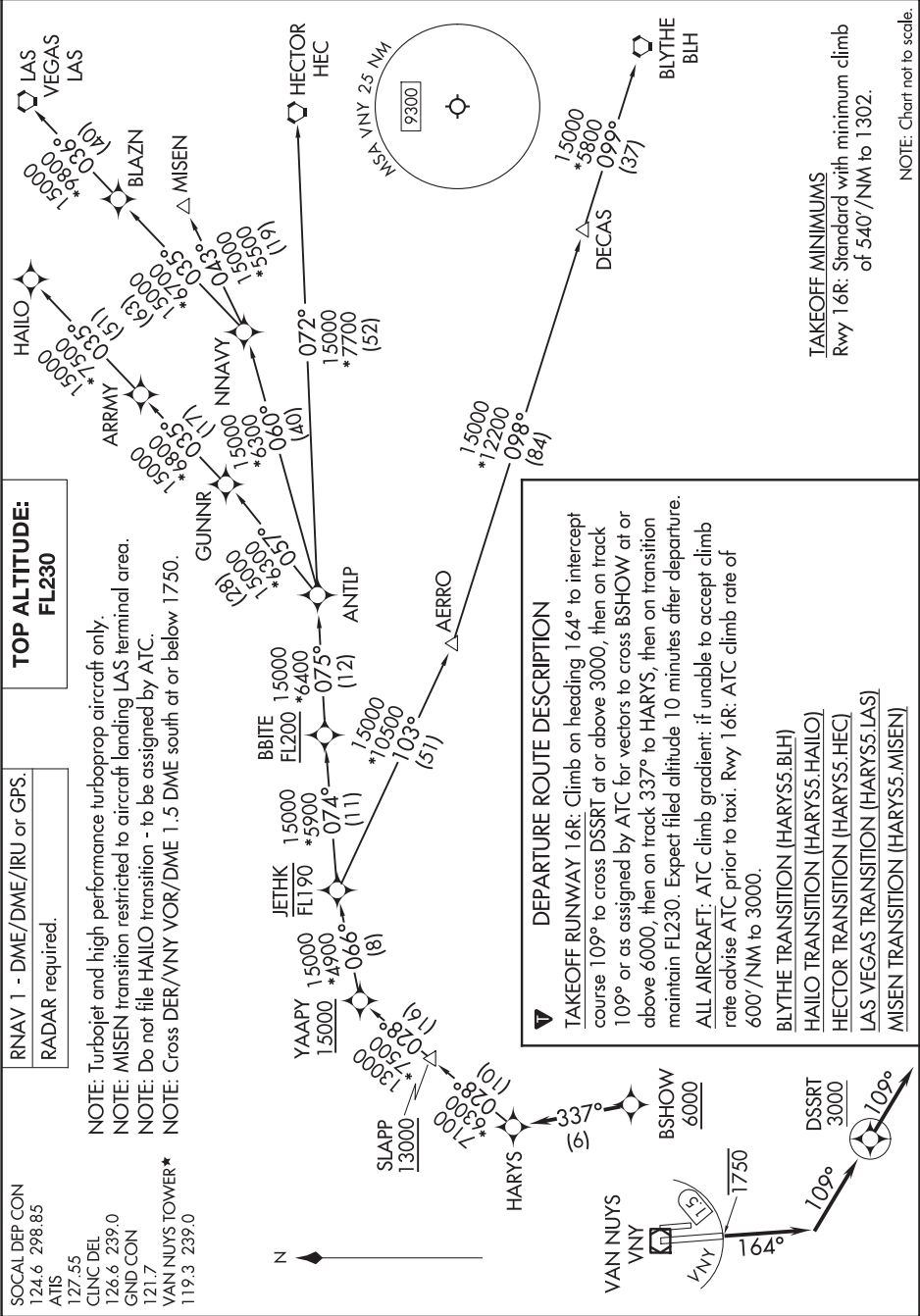
GORMAN TRANSITION (CANOG3.GMN): From over IPIHO on LAX R-323 and GMN R-142 to CASTA, then on GMN R-142 to GMN VORTAC.

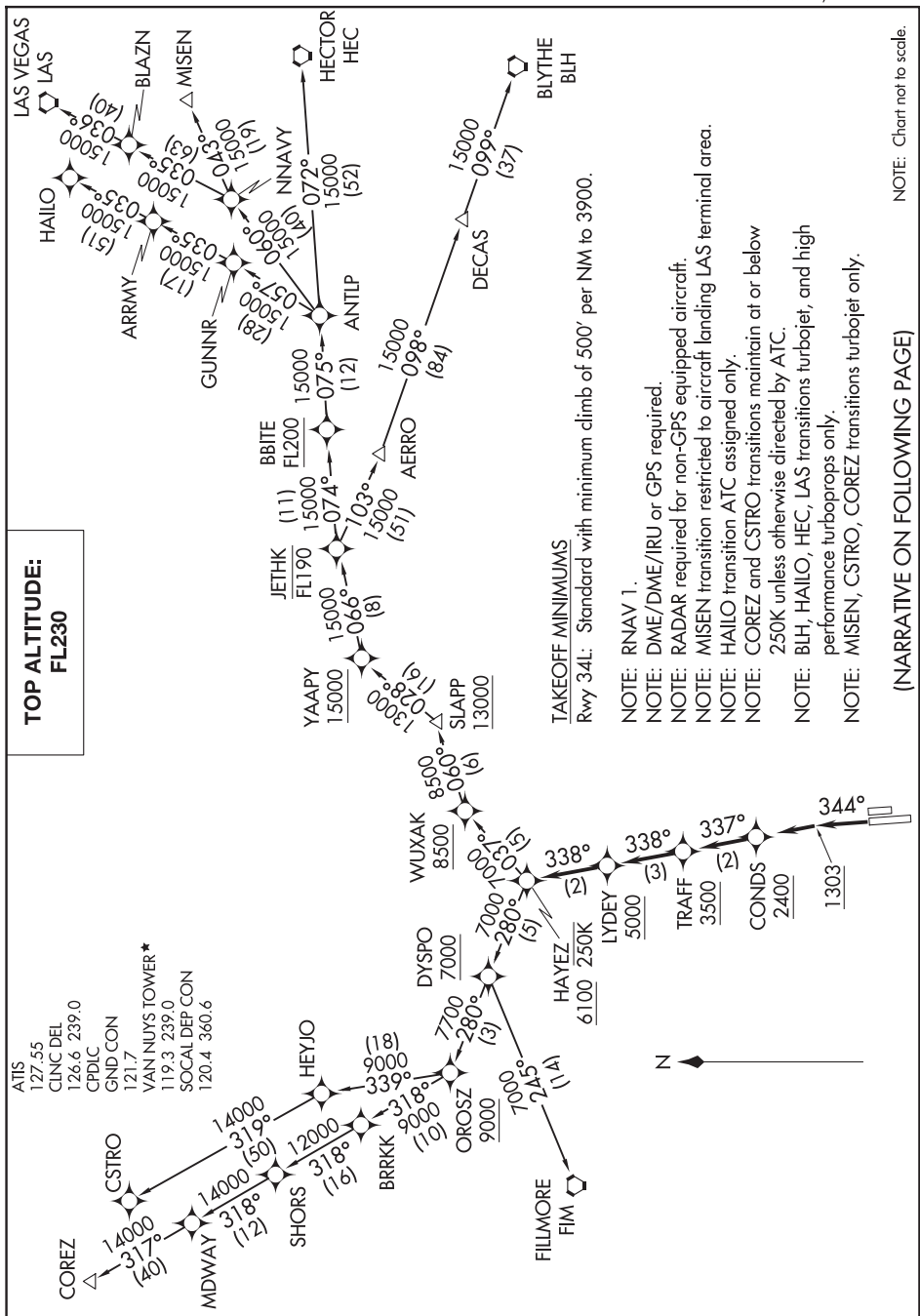
(HARYS5.HARYS) 25051
HARYS FIVE DEPARTURE (RNAV)

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025







DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34L: Climb on heading 344° to 1303, then climb direct to cross CONDS at or above 2400, then on track 337° to cross TRAFF at or above 3500, then on track 338° to cross LYDEY at or above 5000, then on track 338° to cross HAYEZ at or above 6100 and at or below 250K, thence

. . . . on (transition) maintain FL230. Expect filed altitude ten minutes after departure.

BLYTHE TRANSITION (HAYEZ9.BLH)

COREZ TRANSITION (HAYEZ9.COREZ)

CSTRO TRANSITION (HAYEZ9.CSTRO)

FILLMORE TRANSITION (HAYEZ9.FIM)

HAILO TRANSITION (HAYEZ9.HAILO)

HECTOR TRANSITION (HAYEZ9.HEC)

LAS VEGAS TRANSITION (HAYEZ9.LAS)

MISEN TRANSITION (HAYEZ9.MISEN)

SW-3, 07 AUG 2025 to 02 OCT 2025

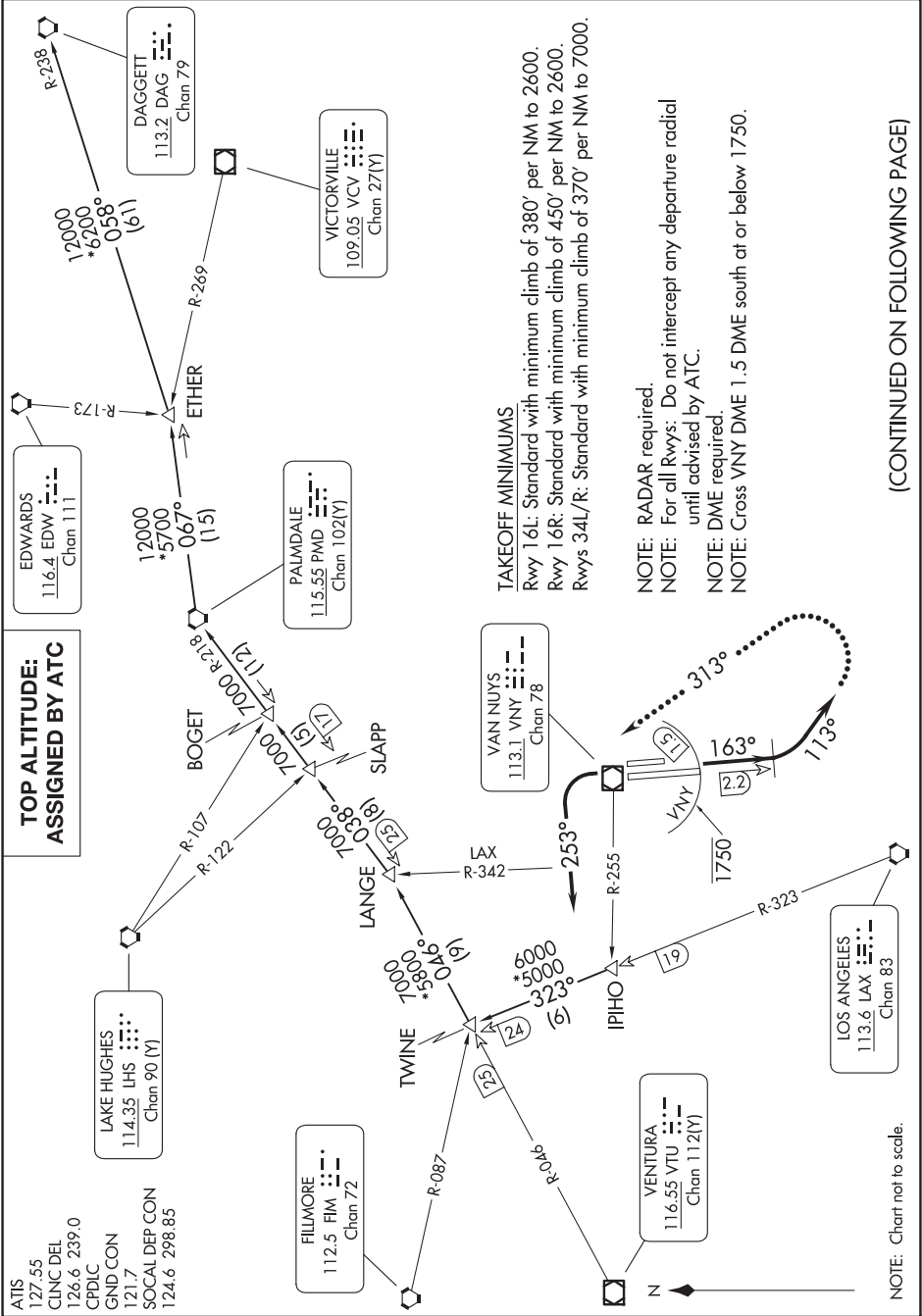
SW-3, 07 AUG 2025 to 02 OCT 2025

NEWHALL ONE DEPARTURE

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

SW-3, 07 AUG 2025 to 02 OCT 2025



NEWHALL ONE DEPARTURE

SW-3, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing left turn heading 113°, FOR RADAR VECTORS to IPIHO, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to IPIHO thence. . . .

. . . .on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 5 DME from VNY VOR/DME, Rwys 16L/R; turn left heading 313° to intercept the LAX R-342; and continue the published procedure.

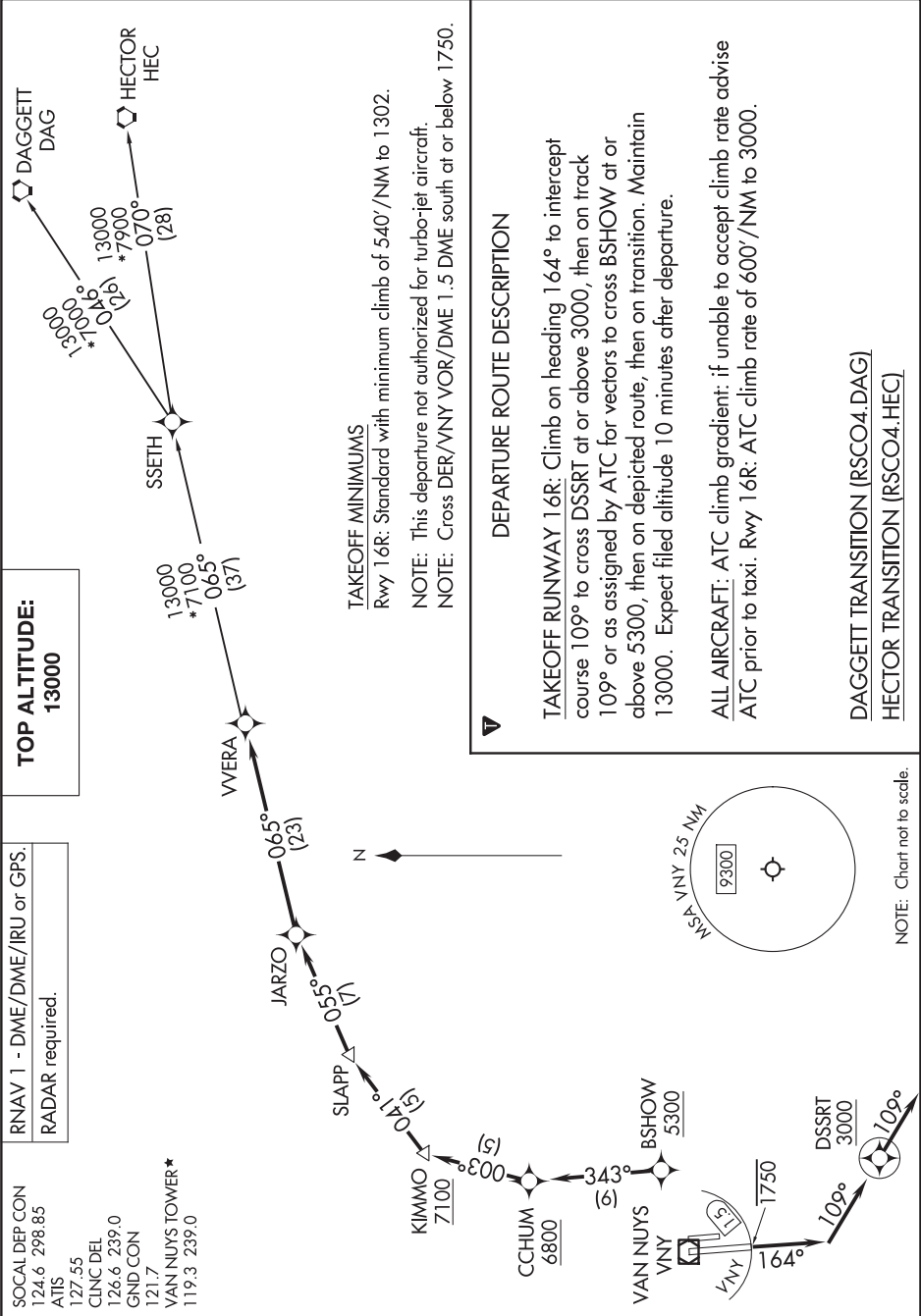
DAGGETT TRANSITION (NUAL1.DAG): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC, then on PMD R-067 to ETHER, then on DAG R-238 to DAG VORTAC.

PALMDALE TRANSITION (NUAL1.PMD): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC.

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE:
13000

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: This departure procedure authorized for turboprop aircraft only.

TAKEOFF MINIMUMS

Rwys 16L/R, 34R: NA-ATC.

Rwy 34L: Standard with minimum climb of 370' per NM to 7100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34L: Climbing left turn heading 250° to 4000, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence

... on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (WERA2.DAG)

HECTOR TRANSITION (WERA2.HEC)

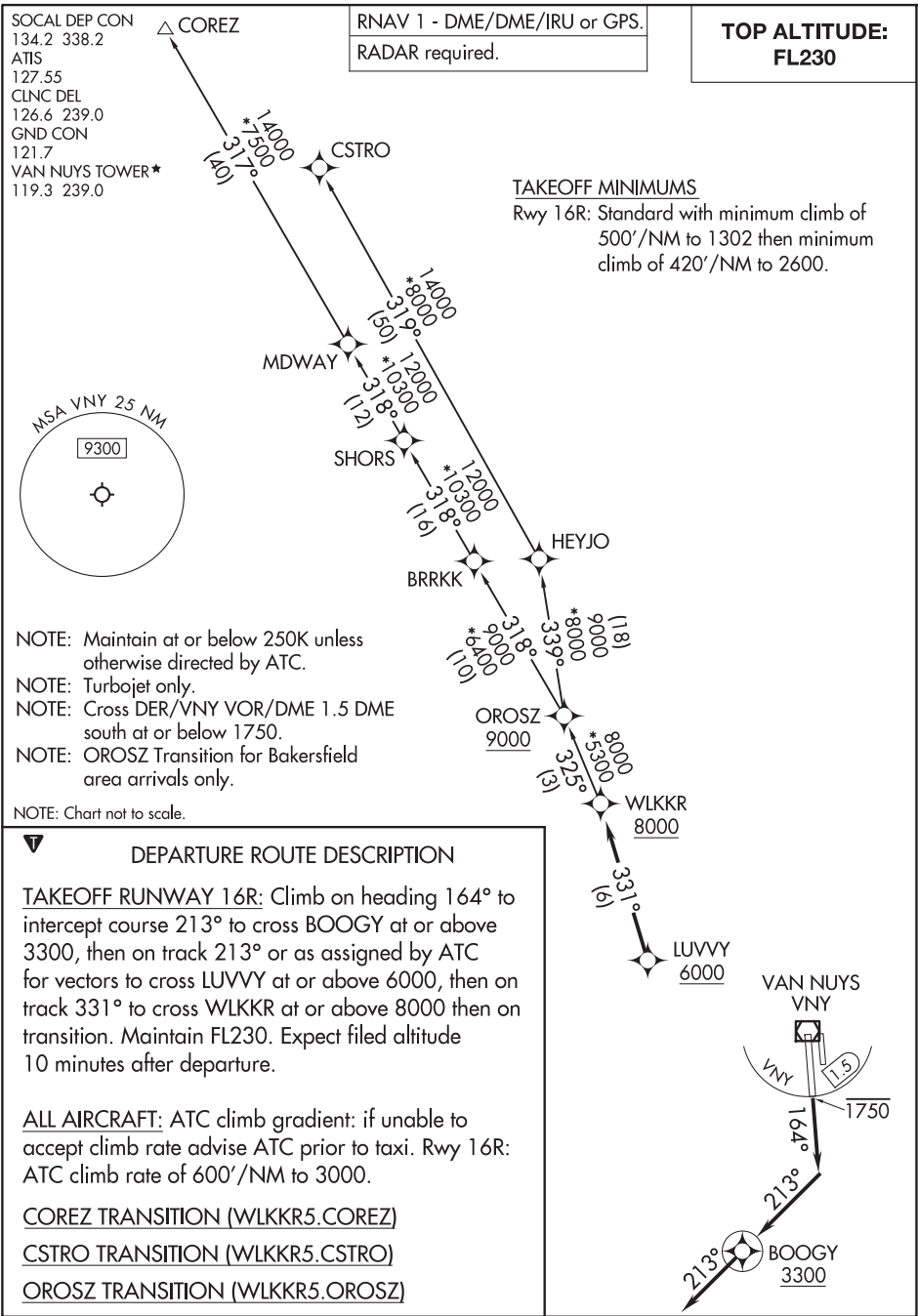
SOCAL DEP CON
134.2 338.2
CLINC DEL
126.6 239.0
CPDLC

VVERA TWO DEPARTURE (RNAV)

(VVERA2.VVERA) 12OCT17

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

SW-3, 07 AUG 2025 to 02 OCT 2025



LOMPOC, CALIFORNIA

ILS or LOC/DME RWY 12

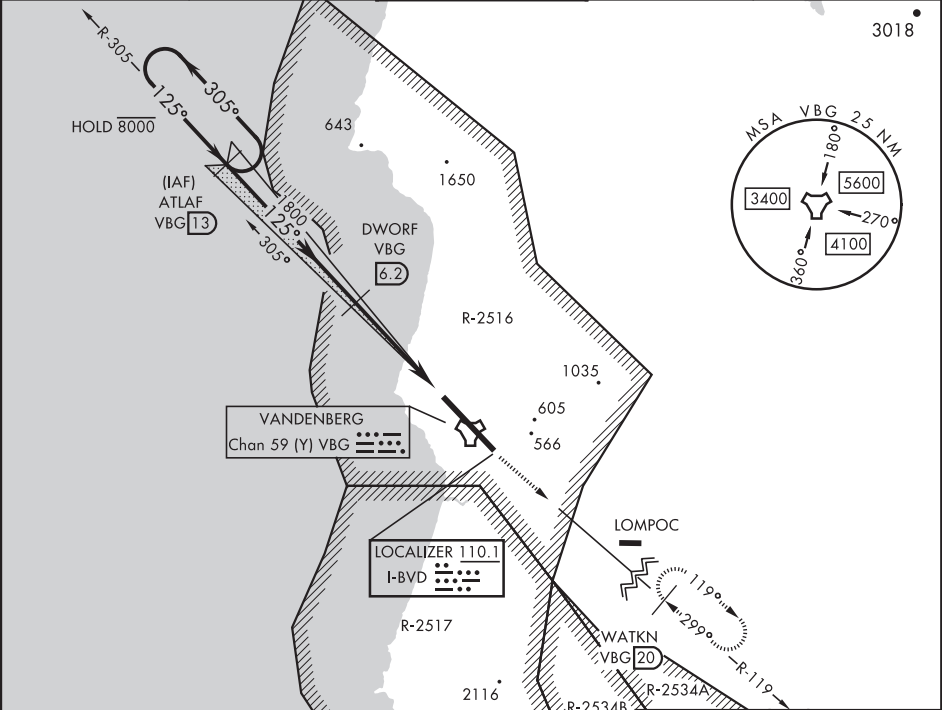
LOC I-BVD 110.1	APCH CRS 125°	Rwy Idg 15,000 TDZE 265 Arpt Elev 368
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[USSF]

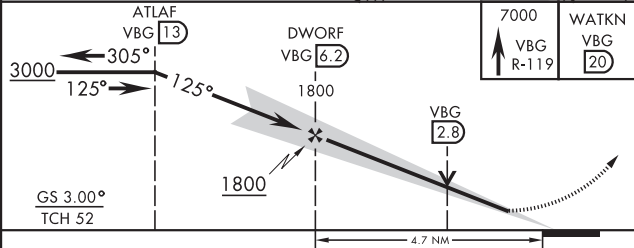
VANDENBERG SFB (KVBG)

DME required * 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 1/4 miles.	ALSF-2 	MISSED APPROACH: Climb out VBG TACAN R-119 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.
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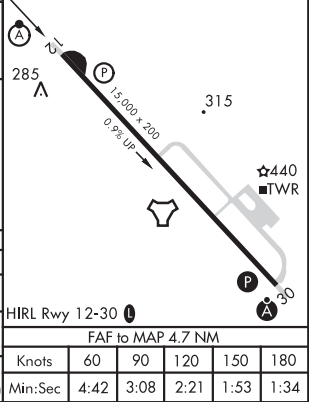
ATIS 133.125 257.975	SANTA BARBARA APP/DEP CON ★ 124.15 327.8	TOWER ★ (CTAF) 326.2	GND CON 121.75 275.8	CLNC DEL 121.75 275.8
--------------------------------	---	--------------------------------	--------------------------------	---------------------------------



EMERG SAFE ALT 100 NM 11,100	ELEV 368	TDZE 265
------------------------------	-----------------	-----------------



CATEGORY	A	B	C	D	E
S-ILS 12 *	465/24		200	(100-1/2)	
S-LOC/DME 12 **	700/24	435 (400-1/2)	700/40	435	(400-3/4)
CIRCLING	980-1 612 (700-1)	1000-1 632 (700-1)	1020-1 3/4 652 (700-1 3/4)	1180-2 3/4 812 (900-2 3/4)	1560-3 1192 (1200-3)



LOMPOC, CALIFORNIA

34° 44' N-120° 35' W

VANDENBERG SFB (KVBG)

Amtd 4 13JUN24

ILS or LOC/DME RWY 12

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

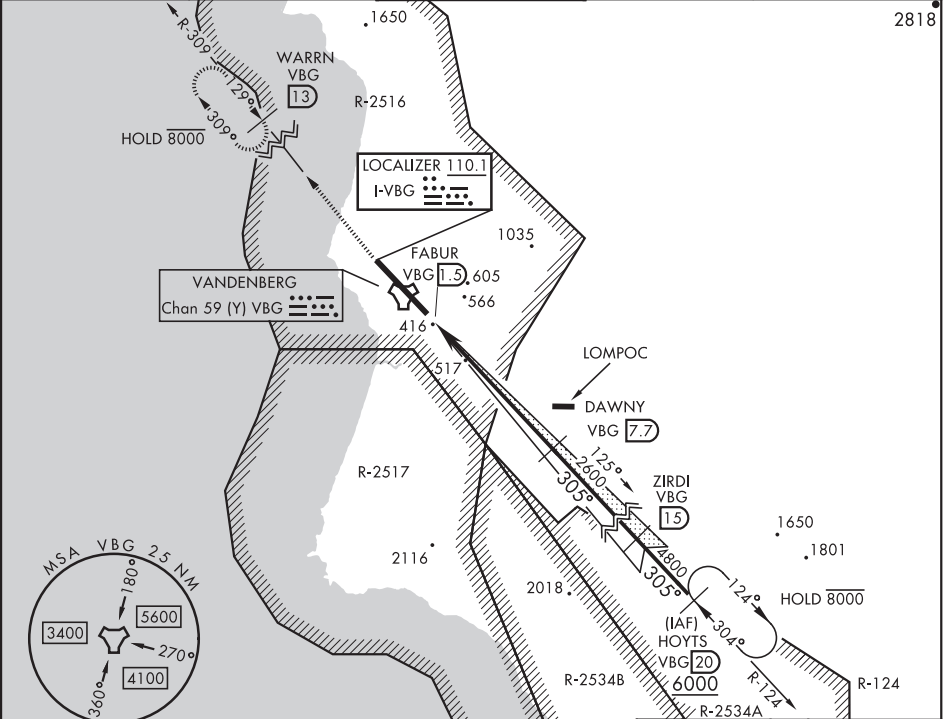
LOC I-VBG 110.1	APCH CRS 305°	Rwy Idg 15,000 TDZE 368 Arpt Elev 368
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[USSF]

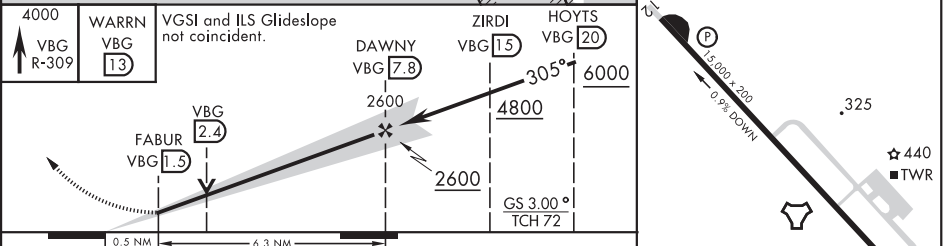
VANDENBERG SFB (KVBG)

DME required * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.	ALS-F-2 	MISSED APPROACH: Climb out VBG TACAN R-309 to WARRN and hold. Continue climb in hold maintain 4000.
---	-------------	---

ATIS 133.125 257.975	SANTA BARBARA APP/DEP CON* 124.15 327.8	TOWER* 124.95 (CTAF) 326.2	GND CON 121.75 275.8	CLNC DEL 121.75 275.8
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EMERG SAFE ALT 100 NM 11,100	ELEV 368	TDZE 368
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CATEGORY	A	B	C	D	E
S-ILS 30 *	568/24		200	(200-½)	
S-LOC/DME 30 **	900/24	532 (600-½)	900/55 532 (600-1)		
CIRCLING	980-1 612 (700-1)	1000-1 632 (700-1)	1020-1¾ 652 (700-1¾)	1180-2¾ 812 (900-2¾)	1560-3 1192(1200-3)

LOMPOC, CALIFORNIA 34°44'N-120° 35'W VANDENBERG SFB (KVBG)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOMPOC, CALIFORNIA

TACAN RWY 12

TACAN VBG Chan 59(Y)	APCH CRS 129°	Rwy Idg 15,000 TDZE 265 Arpt Elev 368
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[USSF]

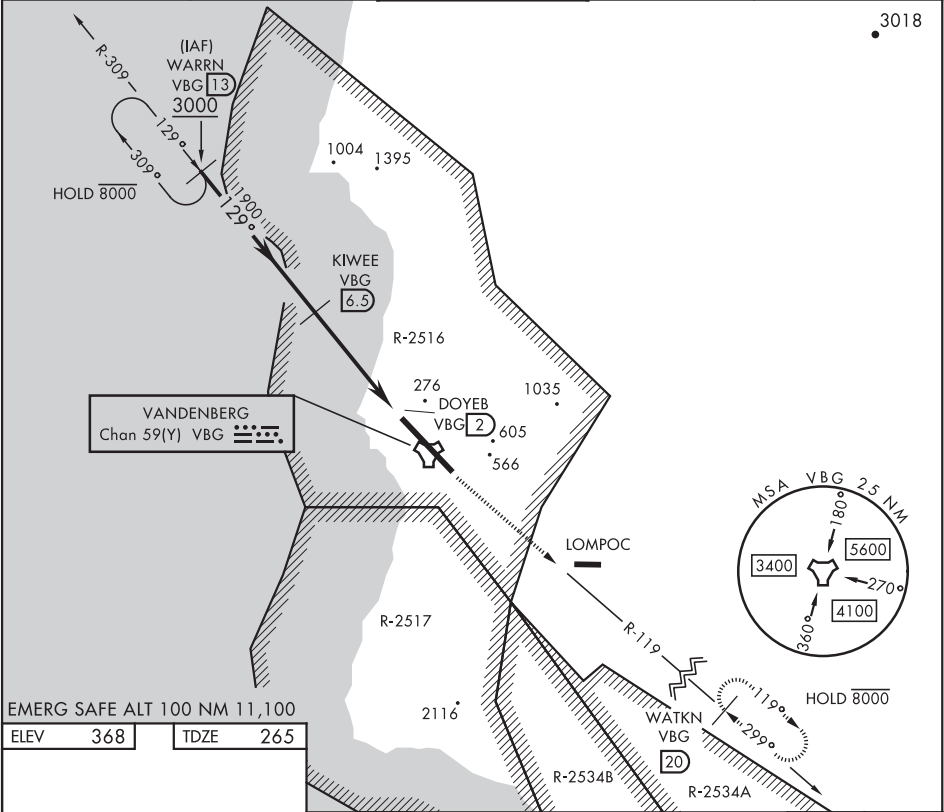
VANDENBERG SFB (KVBG)

⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to 1½ miles.

ALS-F-2

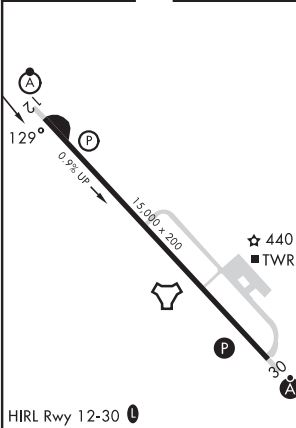
MISSED APPROACH: Climb out VBG TACAN R-119 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.

ATIS 133.125 257.975	SANTA BARBARA APP/DEP CON★ 124.15 327.8	TOWER★ 124.95 0 (CTAF) 326.2	GND CON 121.75 275.8	CLNC DEL 121.75 275.8
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EMERG SAFE ALT 100 NM 11,100

ELEV 368	TDZE 265
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WARRN VBG 13		KIWEE VBG 6.5		DOYEB VBG 2		WATKN VBG 20	
3000		1900		7000		TACAN	
129°		3.03°		TCH 52		HOLD 8000	
4.5 NM		0.5					
CATEGORY	A	B	C	D	E		
S-12 *	740/24	475 (400-½)	740/50	475	(400-1)		
CIRCLING	980-1	1000-1	1020-1¾	1180-2¾	1560-3		
	612 (700-1)	632 (700-1)	652 (700-1¾)	812 (900-2¾)	1192 (1200-3)		

LOMPOC, CALIFORNIA

34°44'N-120°35'W

VANDENBERG SFB (KVBG)

Amtd 4 13JUN24

TACAN RWY 12

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

TACAN RWY 30

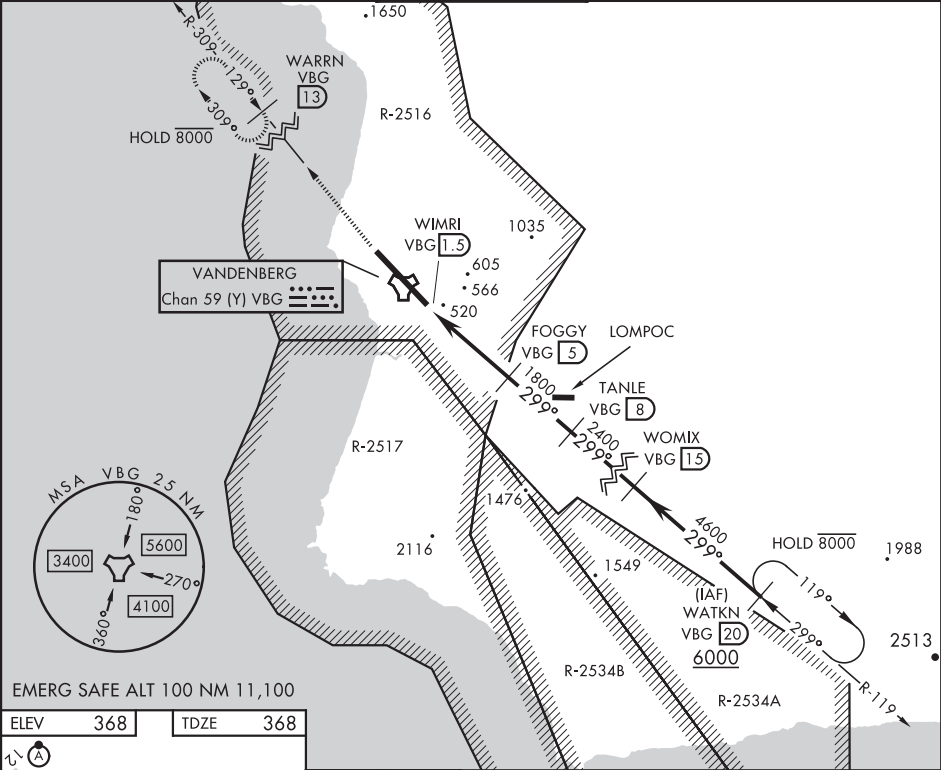
VANDENBERG SFB (KVBG)

TACAN VBG Chan 59(Y)	APCH CRS 299°	Rwy Idg 15,000 TDZE 368 Arpt Elev 368
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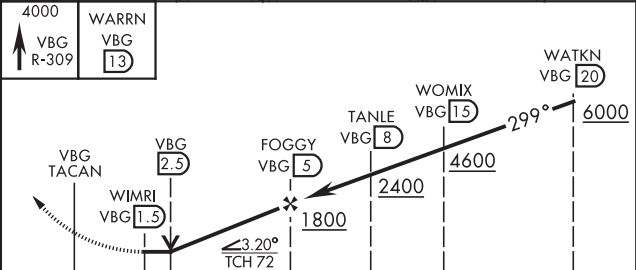
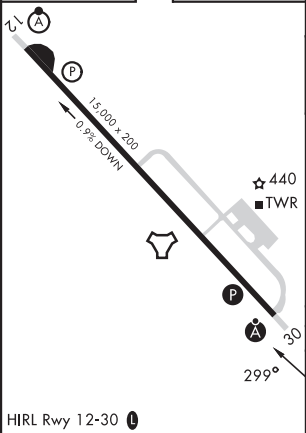
[USSF]

V * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.	ALSF-2 	MISSED APPROACH: Climb out VBG TACAN R-309 to WARRN and hold. Continue climb in hold maintain 4000.
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ATIS 133.125 257.975	SANTA BARBARA APP/DEP CON★ 124.15 327.8	TOWER★ 124.95 (CTAF) 326.2	GND CON 121.75 275.8	CLNC DEL 121.75 275.8
--------------------------------	--	---	--------------------------------	---------------------------------



ELEV 368 TDZE 368



CATEGORY	A	B	C	D	E
S-30 *	920/24	552 (600-½)	920/60	552 (600-1½)	
CIRCLING	980-1 612 (700-1)	1000-1 632 (700-1)	1020-1¾ 652(700-1¾)	1180-2¾ 812(900-2¾)	1560-3 1192(1200-3)

TACAN RWY 30

ATIS
133.125 257.975
TOWER ★
124.95 326.2
GND CON
121.75 275.8
CLNC DEL
121.75 275.8

MAY 2022
ANNUAL RATE OF CHANGE
0.1° W

/AR 12.20E

ELEV
238

200 RADIUS

34°45'N

124.3° UP

PRIMARY
HAZARDOUS
CARGO AREA

CONTROL
TOWER
440, -

AM OPS
/ FIRE
STATION

PASSEN
/ TERMINI

TERMINAL

ALTERNATE

HAZARDOUS
CARGO
AREA

RWY 12-30
PCN 48 R/B/W/T

15,000 x 200

FIELD
ELEV
368

TOW ROAD —
NOT A TAXIWAY

200

34°44'N

34°43'N

120°36'W

120° 35' W

120° 34' W

AIRPORT DIAGRAM

LOMPOC, CALIFORNIA

VANDENBERG SFB (KVBG)

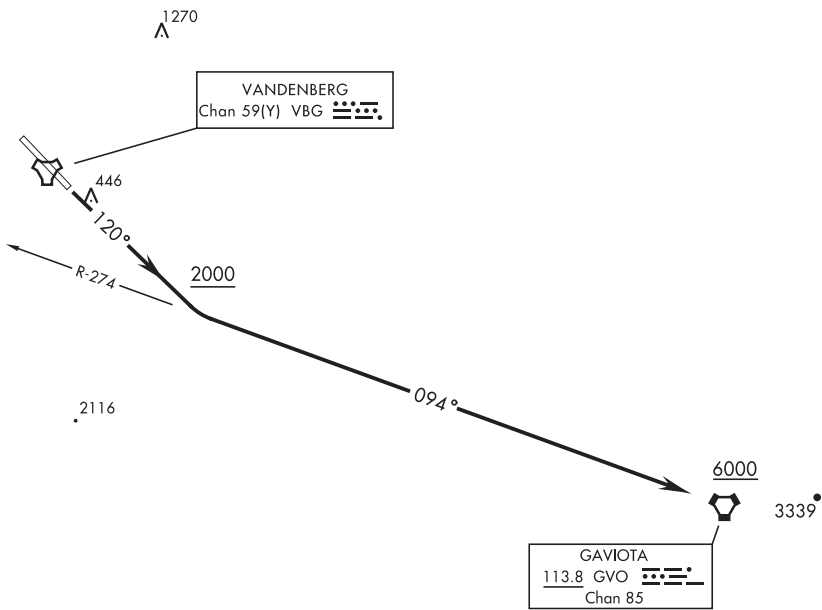
SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

[USSF]		LOMPOC, CALIFORNIA							
ATIS		Rwy	Knots	60	120	180	240	300	360
133.125 257.975		12	V/V(fpm)	330	660	990	1320	1650	1980
GND CON									

121.75 275.8
CLINC DEL
121.75 275.8
VANDENBERG TOWER ★
124.95 326.2
SANTA BARBARA DEP CON ★
124.15 327.8

Minimum Climb Rate to 1500

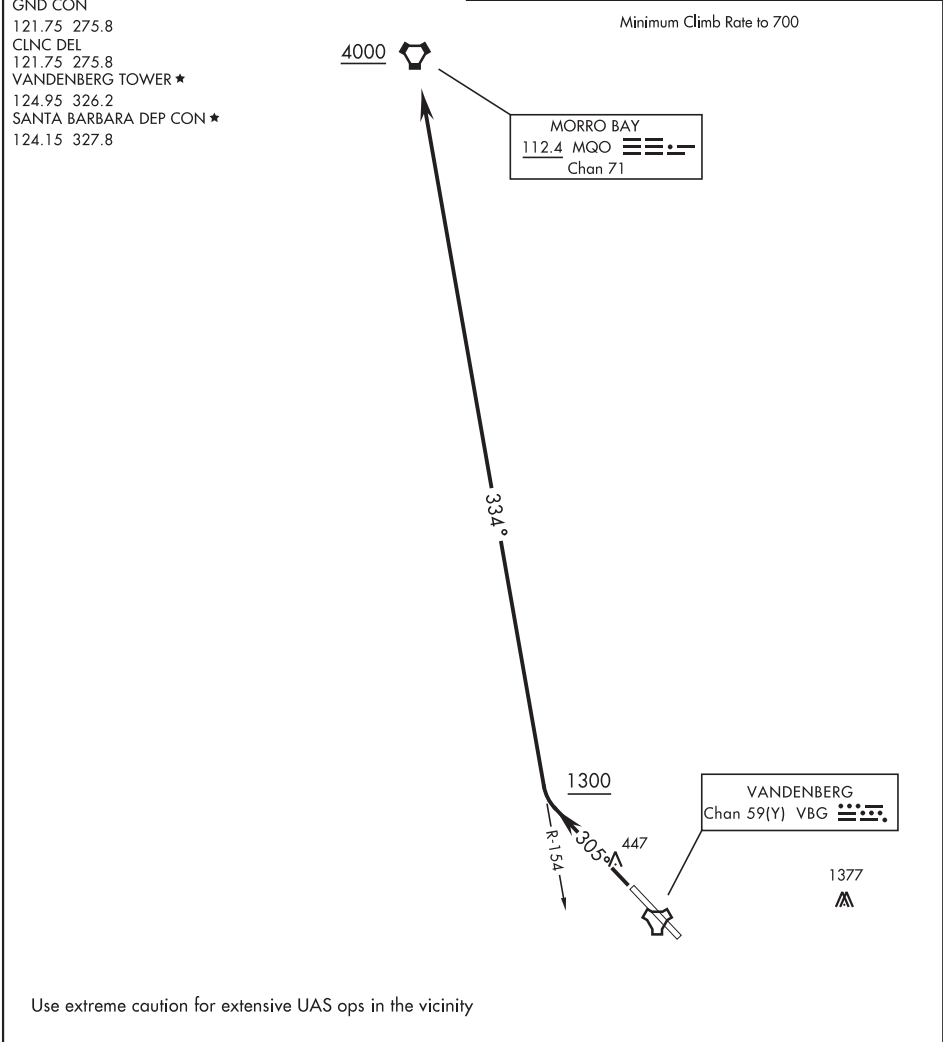


▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climb on track 120° to 2000. Then climbing left turn to intercept the GVO VORTAC R-274 inbound to GVO. Cross GVO at or above 6000. Expect vectors to first filed fix/route prior to GVO.

ATIS	[USSF]	Rwy	Knots	60	120	180	240	300	360
133.125 257.975		30	V/V(fpm)	280	560	840	1120	1400	1680
GND CON									



DEPARTURE ROUTE DESCRIPTION

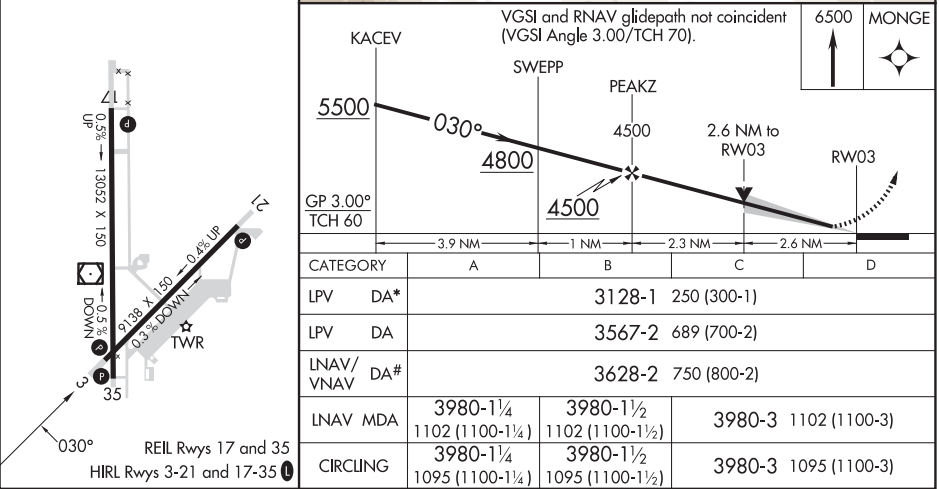
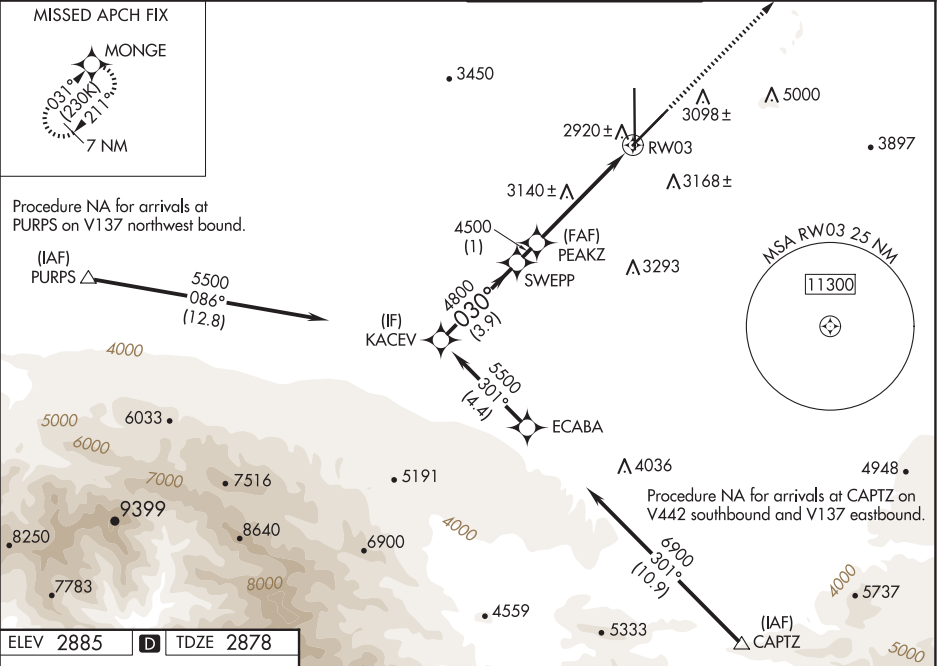
TAKEOFF RWY 30: Climb on track 305° to intercept MQO VORTAC R-154 at or above 1300 direct to MQO. Cross MQO at or above 4000. Expect vectors to first filed fix/route prior to MQO.

WAAS CH 42946 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	9138 2878 2885
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RNAV (GPS) RWY 3

SOUTHERN CALIFORNIA LOGISTICS (V/CV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 6500 direct MONGE and hold. *Missed approach requires minimum climb of 290 feet per NM to 4800. #Missed approach requires minimum climb of 261 feet per NM to 5400.	
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling NA for Cats C and D southeast of Rwys 35 and 21.			
ATIS 135.475	JOSHUA APP CON 124.55 363.0	VICTORVILLE TOWER★ 118.35 (CTAF) 0 282.225	GND CON 124.45



WAAS CH 77523 W17A	APP CRS 166°	Rwy Idg TDZE Apt Elev	13052 2830 2885
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RNAV (GPS) RWY 17

SOUTHERN CALIFORNIA LOGISTICS (V/CV)

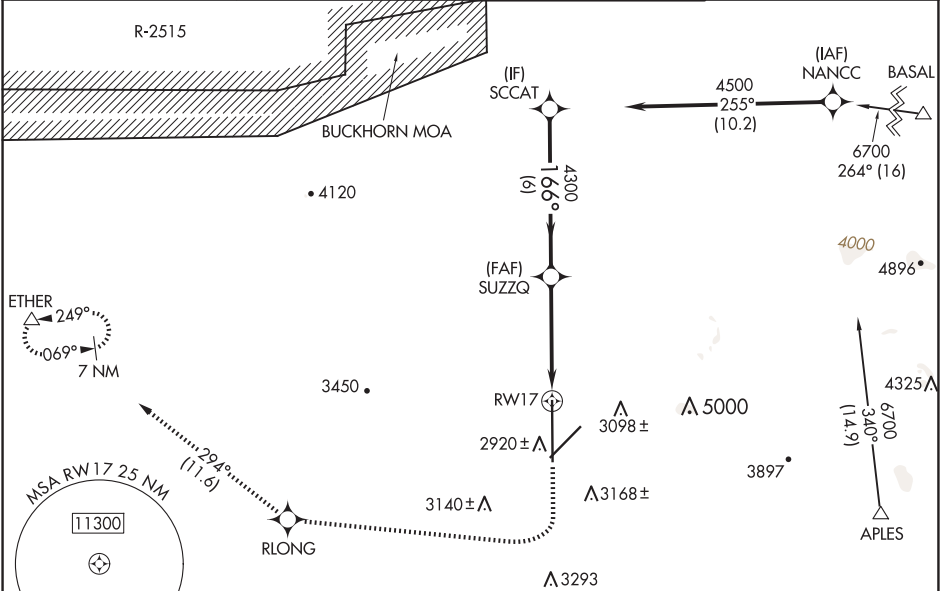
RNP APCH - GPS.

⚠

Circling NA for Cats C and D southeast of Rwy 35-21. Baro-VNAV and VDP NA when using Edwards AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Edwards AFB altimeter setting: increase LPV DA to 3183 feet and all visibilities to RVR 5500; increase LNAV/VNAV DA to 3233 feet and all visibilities to RVR 6000. Increase all MDAs 160 feet and Circling visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct RLONG and on track 294° to ETHER and hold.

ATIS 135.475	JOSHUA APP CON 124.55 363.0	VICTORVILLE TOWER★ 118.35 (CTAF) 282.225	GND CON 124.45
------------------------	---------------------------------------	--	--------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 81).

SCCAT

4500

166°

SUZQZ

4300

0.9 NM to RWY 17

RWY 17

GP 3.00°

TCH 60

6 NM

3.6 NM

0.9

CATEGORY	A	B	C	D
LPV DA		3030/40	200 (200-¾)	
LNAV/VNAV DA		3080/40	250 (200-¾)	
LNAV MDA		3180/55	350 (300-1)	
CIRCLING	3380-1 495 (500-1)	3420-1 535 (600-1)	3460-1½ 575 (600-1½)	3780-3 895 (900-3)

ELEV 2885 TDZE 2830

166°

0.5% UP

0.5% DOWN

0.3% DOWN

0.4% UP

TWR

35

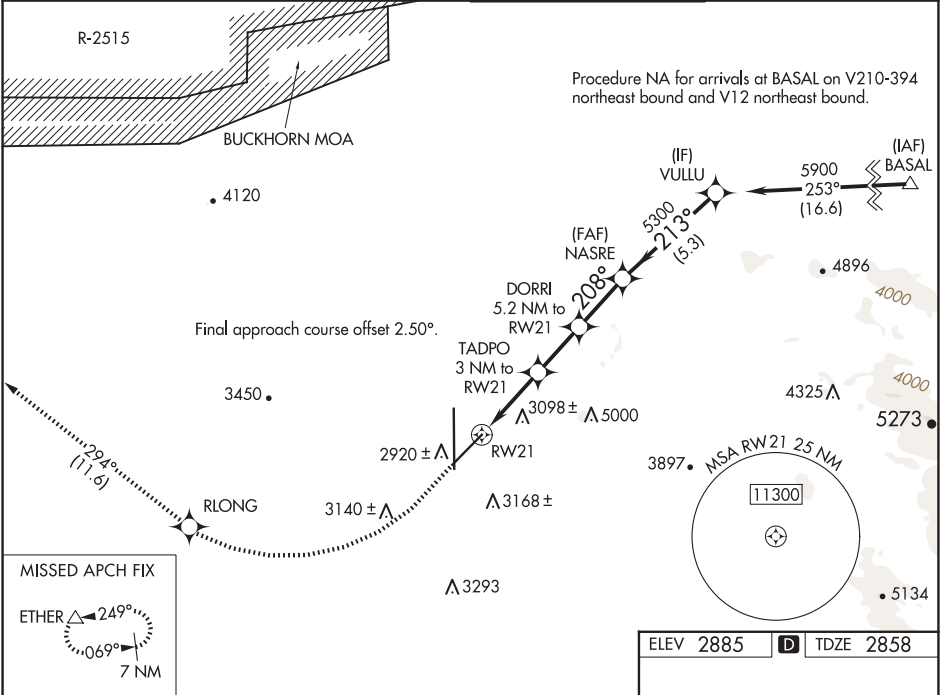
REIL Rwy 17 and 35
HIRL Rwy 3-21 and 17-35

WAAS CH 82246 W21A	APP CRS 208°	Rwy Idg TDZE 2858 Apt Elev 2885
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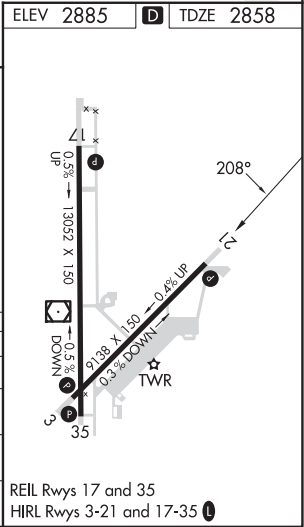
RNAV (GPS) RWY 21

SOUTHERN CALIFORNIA LOGISTICS (V'C'V)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct RLONG and on track 294° to ETHER and hold.	
⚠ Circling NA for C and D southeast of Rwys 35 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.			
ATIS 135.475	JOSHUA APP CON 124.55 363.0	VICTORVILLE TOWER ★ 118.35 (CTAF) 0 282.225	GND CON 124.45



3500	6000	RLONG	tr 294°	ETHER	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).	
		TADPO 3 NM to RW21	DORRI 5.2 NM to RW21	NASRE	VULLU	
		1.7 NM to RW21		5300	5900	
				208°	213°	
				4560	5300	
					GP 3.00°	
					TCH 60	
		1.7 NM	1.3 NM	2.2 NM	2.3 NM	5.3 NM
CATEGORY	A		B		C	D
LPV DA			3108-1		250 (300-1)	
LNAV/VNAV DA			3153-1		295 (300-1)	
LNAV MDA	3480-1		622 (600-1)		3480-1¾	622 (600-1¾)
CIRCLING	3480-1		595 (600-1)		3480-1¾	3760-2¾ 875 (900-2¾)



RNAV (GPS) RWY 35

SOUTHERN CALIFORNIA LOGISTICS (VCO)

MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct NASTE and on track 249° to ETHER and hold.

MISSED APCH FIX

ETHER 249° 069° 7 NM

NASTE 249° (14)

(not to scale)



Figure 1-1: Sample RNAV chart. The chart displays a flight path with various waypoints and altitudes. Key elements include:

- Waypoints and Altitudes:** RW35 (3700), VOTNY (4300), MENDY (5100).
- Distances:** 1.4 NM, 1 NM, 1.9 NM, 2.1 NM, 2.7 NM.
- Angles:** 346°, 346°.
- Gradients:** 0.5% UP, 0.5% DOWN, 0.5% UP.
- Scale:** 1 NM, 1000 feet.

CATEGORY	A	B	C	D
LPV DA	3085-1 200 (200-1)			
RNAV/VNAV DA	3411-1½ 526 (600-1½)			
RNAV MDA	3380-1 495 (500-1)	3380-1¾ 495 (500-1¾)		495 (500-1¾)
CIRCLING	3380-1 495 (500-1)	3420-1 535 (600-1)	3460-1½ 575 (600-½)	3760-2¾ 875 (900-2¾)

SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

LOC I-VCV	APP CRS	Rwy Idg	13052
108.75	166°	TDZE	2830
		Apt Elev	2885

LOC RWY 17

SOUTHERN CALIFORNIA LOGISTICS (VCV)

RADAR required.

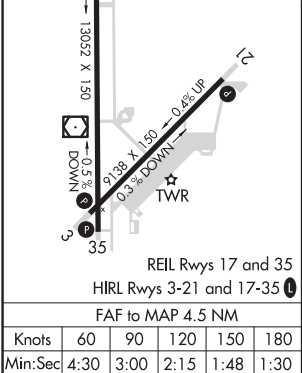
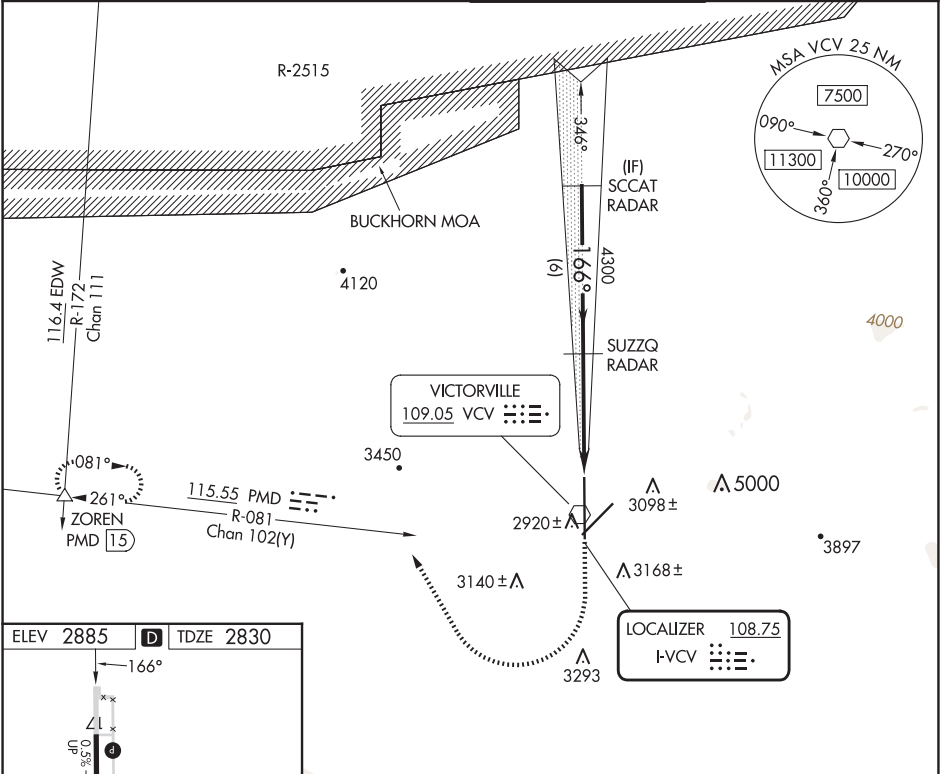
⚠

Circling NA for Cats C and D southeast of Rws 35 and 21. When local altimeter setting not received use Edwards AFB altimeter setting and increase all MDAs 160 feet, and Circling visibility Cat C ½ SM.

MISSED APPROACH:

Climb to 3500 then climbing right turn to 6000 on heading 316° and on PMD VORTAC R-081 to ZOREN INT/PMD 15 DME and hold.

ATIS 135.475	JOSHUA APP CON 124.55 363.0	VICTORVILLE TOWER ★ 118.35(CTAF) 282.225	GND CON 124.45
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	SCCAT RADAR	SUZZQ RADAR	3500	6000	PMD R-081	ZOREN
	4500	4300	↑	hdg 316°	△	
	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 81).					
	6 NM 4.5 NM					
CATEGORY	A	B	C	D		
S-LOC 17	3180/55 350 (300-1)					
CIRCLING	3380-1 495 (500-1)	3420-1 535 (600-1)	3460-1½ 575 (600-1½)	3780-3 895 (900-3)		

VICTORVILLE, CALIFORNIA

AL-794 (FAA)

25051

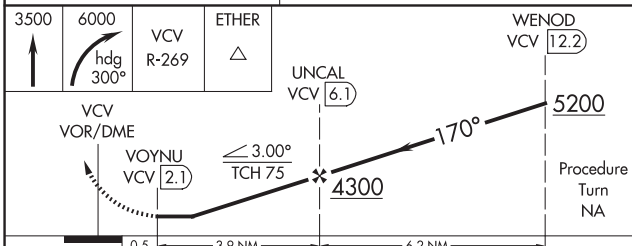
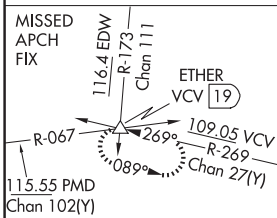
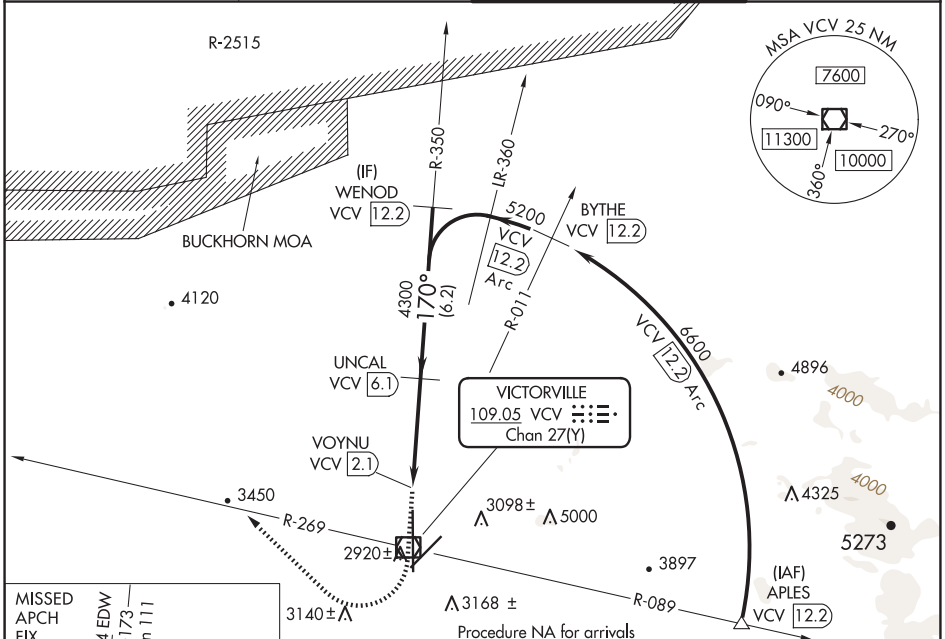
VOR/DME VCV 109.05 Chan 27(Y)	APP CRS 170°	Rwy Idg TDZE Apt Elev	13052 2825 2885
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VOR/DME RWY 17

SOUTHERN CALIFORNIA LOGISTICS (VCV)

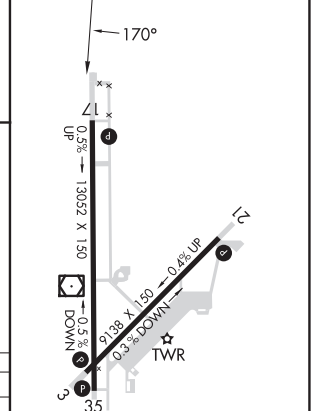
▽ When local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDA 160 feet. Increase all visibilities ½ mile. Circling NA for Cats C and D southeast of Rwy 35 and 21.	MISSED APPROACH: Climb to 3500, then climbing right turn to 6000 via heading 300° and VCV R-269 to ETHER INT and hold.
---	---

ATIS 135.475	JOSHUA APP CON 124.55 363.0	VICTORVILLE TOWER ★ 118.35 (CTAF) 0 282.225	GND CON 124.45
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CATEGORY	A	B	C	D
S-17	3200/50	375 (400-1)		3200/60 375 (400-1¼)
CIRCLING	3360-1 475 (500-1)	3420-1 535 (600-1)	3580-2 695 (700-2)	3780-3 895 (900-3)

ELEV	2885	TDZE	2825
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REIL Rwy 17 and 35	
HIRL Rwy 3-21 and 17-35	

VICTORVILLE, CALIFORNIA

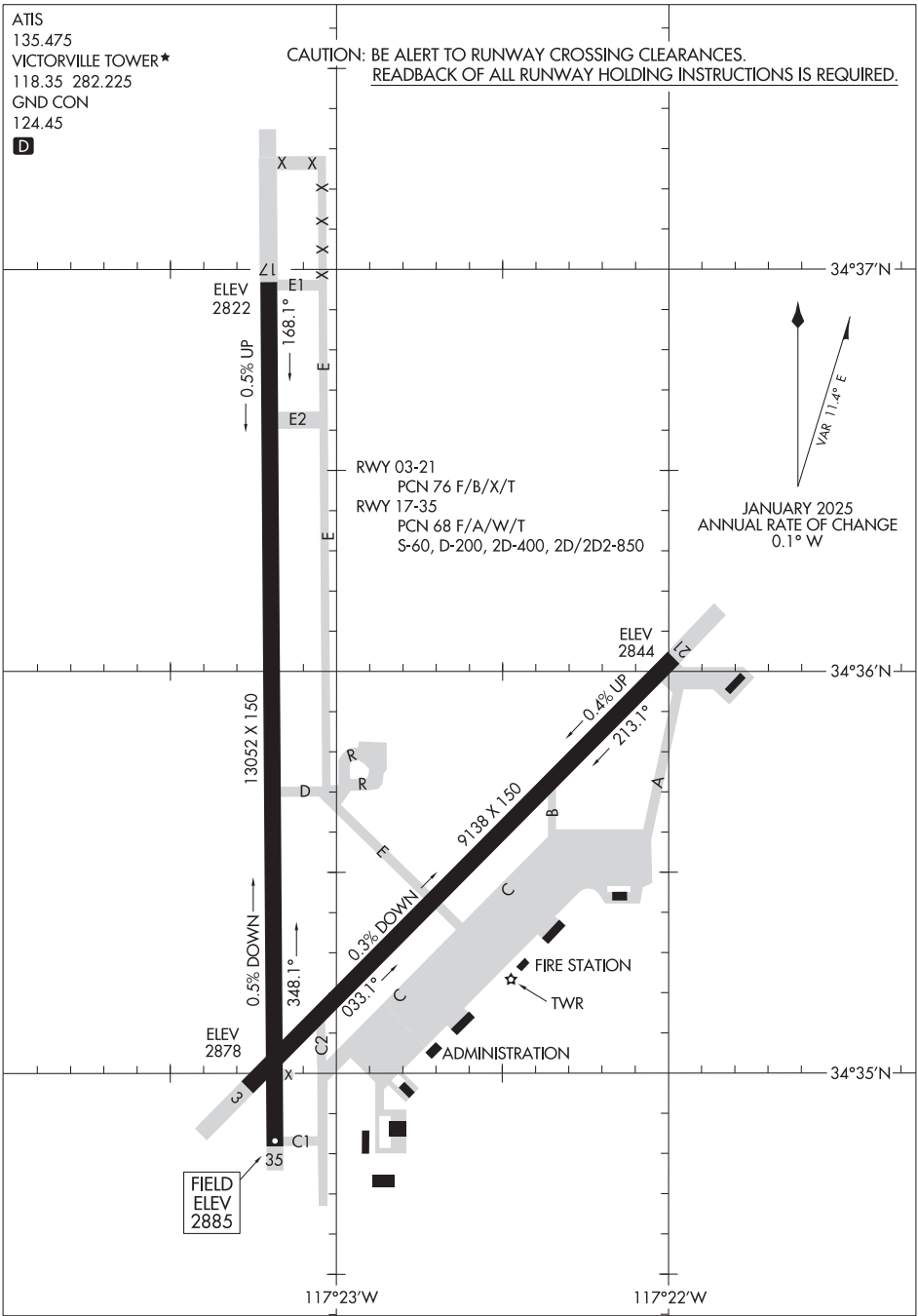
Amdt 1A 20MAY21

SOUTHERN CALIFORNIA LOGISTICS (VCV)

34°36'N-117°23'W

VOR/DME RWY 17

SW-3, 07 AUG 2025 to 02 OCT 2025



SW-3, 07 AUG 2025 to 02 OCT 2025

SW-3, 07 AUG 2025 to 02 OCT 2025

INTENTIONALLY
LEFT
BLANK

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

[illegible]

NGA REF. NO.
OK-10-2859

TERMFAABTPPSW3

EFF. DATE 25219

