

SW-3

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Southwest (SW) Vol 3 of 4

Effective: 0901Z

10 NOV 2016

to: 0901Z

05 JAN 2017

Consult the Change Notice
(CN) effective 08 DEC 2016 for
revised Instrument Procedure
Charts for this volume



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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,
OR FOR CHANGES, ADDITIONS,
RECOMMENDATIONS ON
PROCEDURAL ASPECTS CONTACT:**

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

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

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument 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 glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

*1800 RVR authorized with the use of FD or AP or HUD to DA.

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

CATEGORY	A		B	C	D
	DA	Visibility (RVR 100's of feet)	Aircraft Approach Category	HAT/HATH	D
S-ILS 27		1352/24		200	(200-½)
S-LOC 27		1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	MDA	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Straight-in ILS to Runway 27
 Straight-in with Glide Slope Inoperative or not used to Runway 27
 All weather minimums in parentheses not applicable to Civil Pilots.
 Military Pilots refer to appropriate regulations.

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 RESTRICTED AIRPORTS

NOTE: A **⊖** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. www.faa.gov/air_traffic/publications/notices

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	7/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-1/4)				
ASR	10		ABC	560/40	463	(500-3/4)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1 1/4)
CIR	10		AB	560-1/4	463	(500-1 1/4)	CDE	560-1 1/2	463	(500-1 1/2)
	28		AB	600-1 1/4	503	(600-1 1/4)	CDE	600-1 1/2	503	(600-1 1/2)

Visibility in Statute Miles ↙

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

Radar Minima:

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

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.

⚠ Takeoff Minima not standard and/or Departure Procedures are published. Refer to tabulation.

TERMS/LANDING MINIMA DATA

GENERAL INFO

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 under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. 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 contains information on civil operations at military airports.

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 via teletype and are required for users filing flight plans via computer interface. 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 (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

RNAV DP and STAR. Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

RNAV 1 Procedure Characteristics and Operations

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

GENERAL INFO

GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., .

To activate lights, use frequency indicated in the communication section of the chart with a or the appropriate lighting system identification e.g., UNICOM 122.8 .

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

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.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

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 in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings 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.

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

AAUP.....	Attention All Users Page	HAA.....	Height above Airport
ADF.....	Automatic Direction Finder	HAL.....	Height above Landing
ADIZ.....	Air Defense Identification Zone	HAT.....	Height above Touchdown
AFIS.....	Automatic Flight Information Service	HATH.....	Height Above Threshold
ALS.....	Approach Light System	HGS.....	Head-up Guidance System
ALSF.....	Approach Light System with Sequenced Flashing Lights	HIRL.....	High Intensity Runway Lights
AP.....	Autopilot System	HUD.....	Head-up Display
APCH.....	Approach	IAF.....	Initial Approach Fix
APP CON.....	Approach Control	ICAO.....	International Civil Aviation Organization
ARR.....	Arrival	IF.....	Intermediate Fix
ASOS.....	Automated Surface Observing System	IM.....	Inner Marker
ASR/PAR.....	Published Radar Minimums at this Airport	INOP.....	Inoperative
ASSC.....	Airport Surface Surveillance Systems	INT.....	Intersection
ATIS.....	Automatic Terminal Information Service	K.....	Knots
AUNICOM.....	Automated UNICOM	KLAS.....	Knots Indicated Airspeed
AWOS.....	Automated Weather Observing System	LAAS.....	Local Area Augmentation System
AZ.....	Azimuth	LDA.....	Localizer Type Directional Aid
BC.....	Back Course	Ldg.....	Landing
BND.....	Bound	LRL.....	Low Intensity Runway Lights
C.....	Circling	LNAV.....	Lateral Navigation
CAT.....	Category	LOC.....	Localizer
CCW.....	Counter Clockwise	LP.....	Localizer Performance
CDI.....	Course Deviation Indicator	LPV.....	Localizer Performance with Vertical Guidance
Chan.....	Channel	LR.....	Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
CIFP.....	Coded Instrument Flight Procedures	MAA.....	Maximum Authorized Altitude
CIR.....	Circling	MALS.....	Medium Intensity Approach Light System
CLNC DEL.....	Clearance Delivery	MALSR.....	Medium Intensity Approach Light System with RAIL
CNF.....	Computer Navigation Fix	MAP.....	Missed Approach Point
CTAF.....	Common Traffic Advisory Frequency	MDA.....	Minimum Descent Altitude
CW.....	Clockwise	MIRL.....	Medium Intensity Runway Lights
DA.....	Decision Altitude	MM.....	Middle Marker
DER.....	Departure End of Runway	MRA.....	Minimum Reception Altitude
DH.....	Decision Height	N/A.....	Not Applicable
DME.....	Distance Measuring Equipment	NA.....	Not Authorized
DTHR.....	Displaced Threshold	NDB.....	Non-directional Radio Beacon
DVA.....	Diverse Vector Area	NFD.....	National Flight Database
ELEV.....	Elevation	NM.....	Nautical Mile
EMAS.....	Engineered Material Arresting System	NoPT.....	No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
FAF.....	Final Approach Fix	ODALS.....	Omnidirectional Approach Light System
FD.....	Flight Director System	ODP.....	Obstacle Departure Procedure
FM.....	Fan Marker	OM.....	Outer Marker
FMS.....	Flight Management System	PRM.....	Precision Runway Monitor
GBAS.....	Ground Based Augmentation System		
GCO.....	Ground Communications Outlet		
GLS.....	Ground Based Augmentation System Landing System		
GP.....	Glidepath		
GPI.....	Ground Point of Interception		
GPS.....	Global Positioning System		
GS.....	Glide Slope		

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

R.....	Radial
RA.....	Radio Altimeter setting height
RAIL.....	Runway Alignment Indicator Lights
RCLS.....	Runway Centerline Light System
REIL.....	Runway End Identifier Lights
RF.....	Radius-to-Fix
RLLS.....	Runway Lead-in Light System
RNAV.....	Area Navigation
RNP.....	Required Navigation Performance
RPI.....	Runway Point of Intercept(ion)
RRL.....	Runway Remaining Lights
Rwy.....	Runway
RVR.....	Runway Visual Range
S.....	Straight-in
SALS.....	Short Approach Light System
SSALR.....	Simplified Short Approach Light System with RAIL
SDF.....	Simplified Directional Facility
SM.....	Statute Mile
SOIA.....	Simultaneous Offset Instrument Approach
TAA.....	Terminal Arrival Area
TAC.....	TACAN
TCH.....	Threshold Crossing Height (height in feet Above Ground level)
TDZ.....	Touchdown Zone
TDZE.....	Touchdown Zone Elevation
TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
TDZL.....	Touchdown Zone Lights
THR.....	Threshold
THRE.....	Threshold Elevation
TODA.....	Takeoff Distance Available
TORA.....	Takeoff Run Available
TR.....	Track
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDP.....	Visual Descent Point
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint (RNAV)

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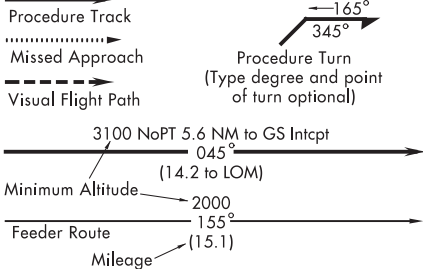
GENERAL INFO

LEGEND

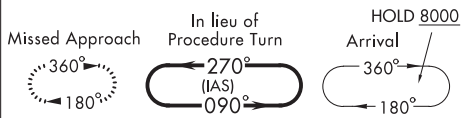
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

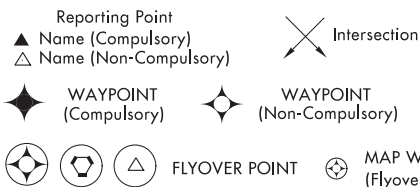


HOLDING PATTERNS

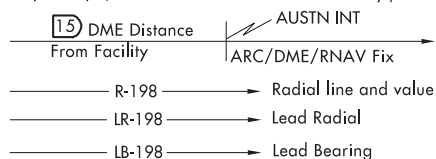


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)
x (NAME) ("x" omitted when it conflicts with runway pattern)



ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

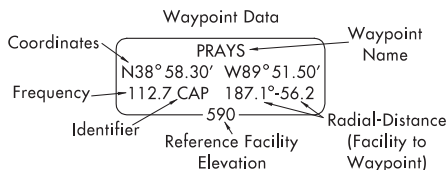
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

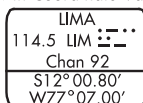
SDF Course

LOC/DME

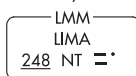
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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LEGEND

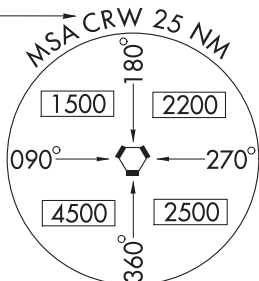
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INSTRUMENT APPROACH PROCEDURES (CHARTS)

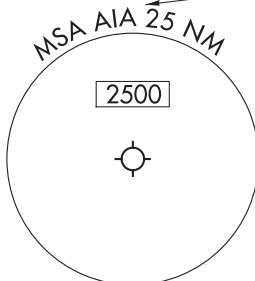
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

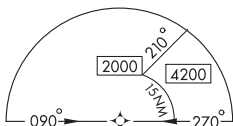


Airport Identifier

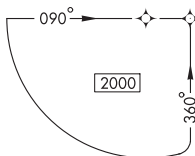


(arrows on distance circle identify sectors)

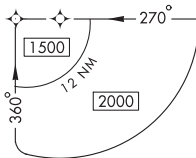
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

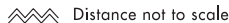
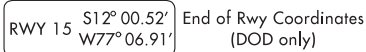


Right Base Area



Left Base Area

MISCELLANEOUS



AIRPORTS



SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES



LEGEND

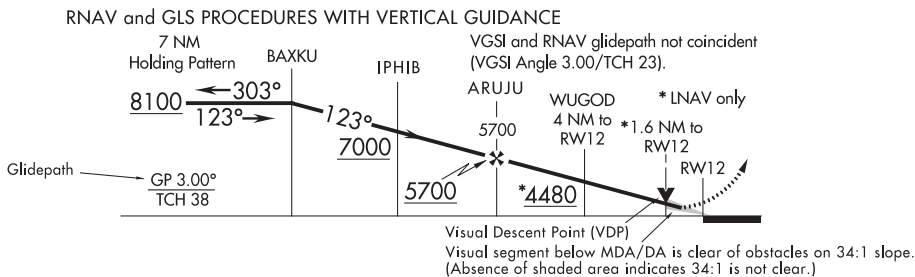
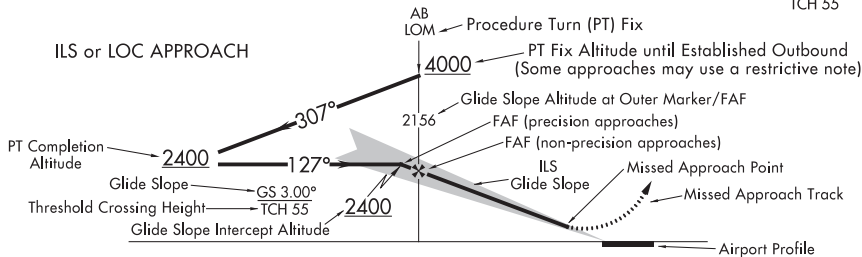
PROFILE VIEW

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

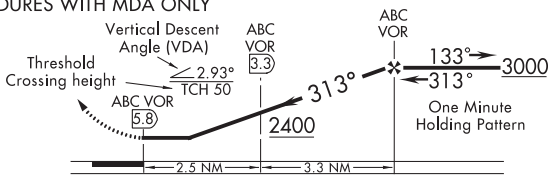
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$. TCH 55

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

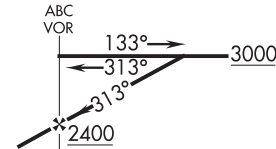
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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



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



DESCENT FROM HOLDING PATTERN



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

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LEGEND

LEGEND STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

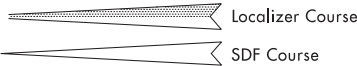
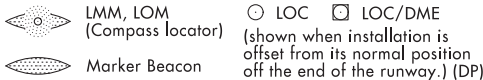
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

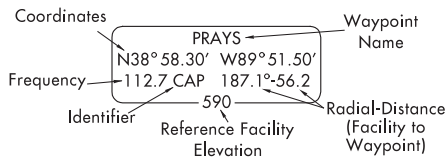
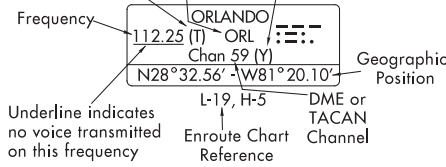
Compulsory:



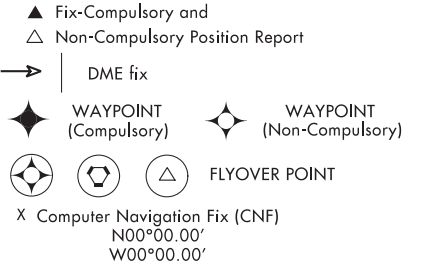
Non-Compulsory:



(T) indicates frequency protection range (STAR) (Y) TACAN must be placed in "Y" mode to receive distance information

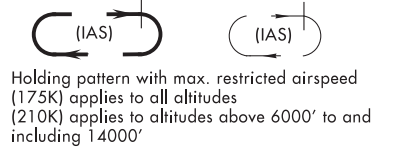
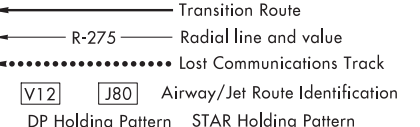


FIXES/ATC REPORTING REQUIREMENTS
Reporting Points N00°00.00' W00°00.00' (75) → DME Mileage (when not obvious)

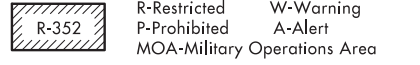


ROUTES

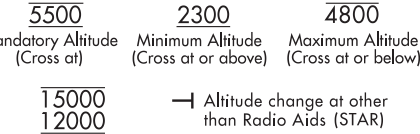
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° → Departure Route - Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



SPECIAL USE AIRSPACE



ALTITUDES



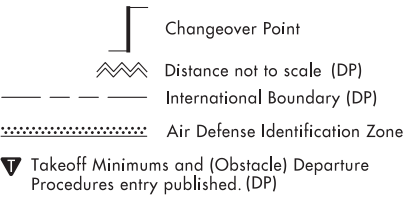
INDICATED AIRSPEED



AIRPORTS



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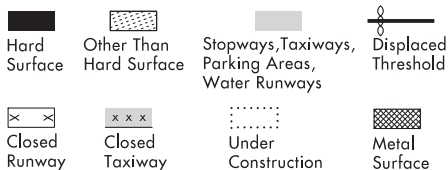
LEGEND

LEGEND

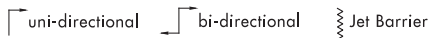
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

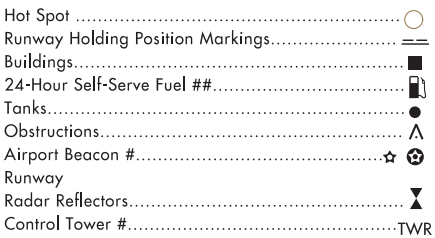


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES



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

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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

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

Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

Runway Threshold elevation.....THRE 123

Runway TDZ elevation.....TDZE 123

← 0.3% DOWN

Runway Slope.....0.8% UP →

(shown when runway slope is greater than or equal to 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.

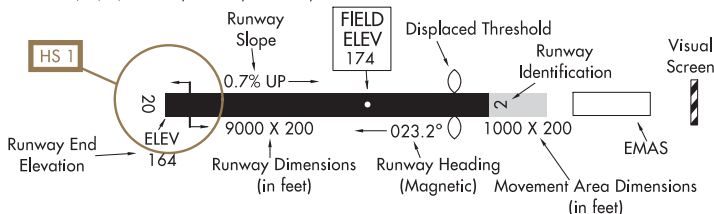
True/magnetic North orientation may vary from diagram to diagram

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.

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 FLIP. (Foreign Only)



SCOPE

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

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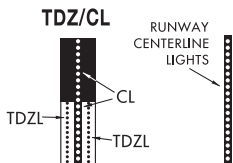
LEGEND

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

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

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

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

SHORT APPROACH LIGHTING SYSTEM



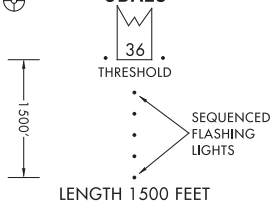
SALS/SALSF
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



ODALS



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



SSALR



(High Intensity)
LENGTH 2400/3000 FEET

VISUAL APPROACH SLOPE INDICATOR

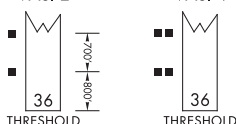
VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

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

VASI 2

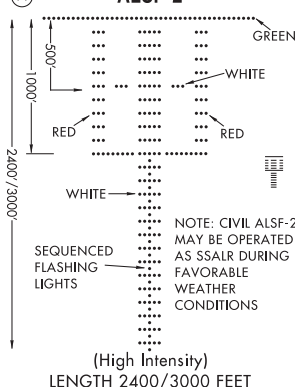
VASI 4



APPROACH LIGHTING SYSTEM



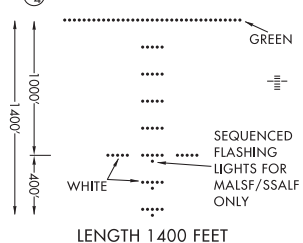
ALSF-2



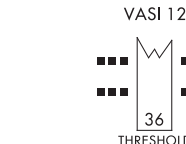
(High Intensity)
LENGTH 2400/3000 FEET

NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

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



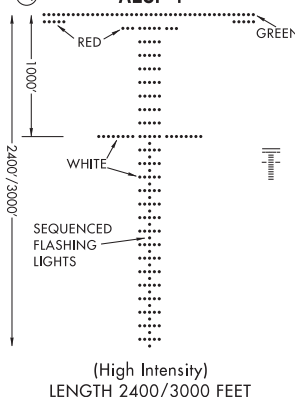
LENGTH 1400 FEET



APPROACH LIGHTING SYSTEM



ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



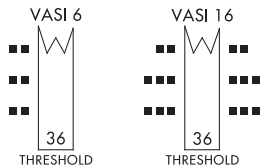
MALS R

SAME LIGHT CONFIGURATION AS SSALR.

VISUAL APPROACH SLOPE INDICATOR

VASI

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



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LEGEND

04330
LEGEND

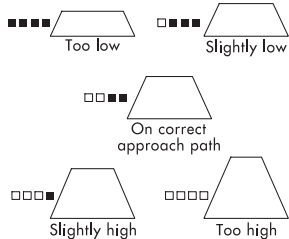
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH PATH INDICATOR**

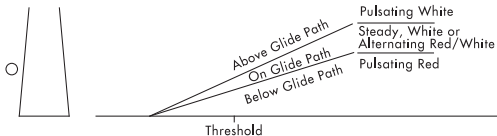
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

PVASI



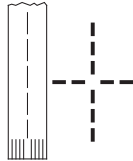
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V₁) **"T"-VISUAL APPROACH SLOPE INDICATOR**

"T"-VASI

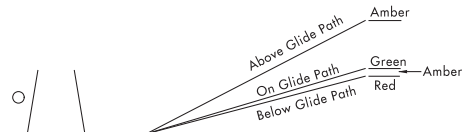


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

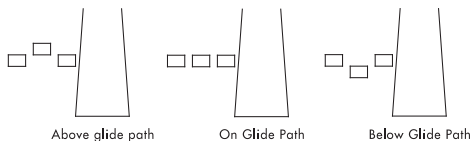
TRCV



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

(V₅) **ALIGNMENT OF ELEMENTS SYSTEMS**

APAP



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

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LEGEND

FREQ PAIRING

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		

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FREQ PAIRING

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NAME	PROC	SECT	PG	NAME	PROC	SECT	PG
APPLE VALLEY, CA				BORREGO SPRINGS, CA			
APPLE VALLEY(APV)				BORREGO VALLEY(L08)			
TAKEOFF MINIMUMSL				TAKEOFF MINIMUMSL			
IAPS	RNAV (GPS) Y RWY 18		1	IAPS	RNAV (GPS) RWY 26		24
	RNAV (GPS) Z RWY 18		2	DPS	ZUNGU ONE (OBSTACLE) (RNAV)		25
DPS	EXCON ONE (OBSTACLE) (RNAV)		3		KUMBA ONE (RNAV)		26
AVALON, CA				BRACKETT FIELD			
CATALINA(AVX)				---SEE LA VERNE, CA			
TAKEOFF MINIMUMSL							
IAPS	VOR/DME OR GPS-B		4				
	VOR OR GPS-A		5				
BAKERSFIELD, CA				BRAWLEY, CA			
BAKERSFIELD MUNI(L45)				BRAWLEY MUNI(BWC)			
TAKEOFF MINIMUMSL				TAKEOFF MINIMUMSL			
IAPS	RNAV (GPS) RWY 34		6	IAPS	RNAV (GPS) RWY 26		27
	VOR/DME RWY 34		7		VOR/DME-B		28
DPS	STIGR TWO		8				
MEADOWS FIELD(BFL)				BROWN FIELD MUNI			
TAKEOFF MINIMUMSL				---SEE SAN DIEGO, CA			
ALTERNATE MINIMUMSM							
STARS	FASTO ONE		Z13				
IAPS	ILS OR LOC RWY 30R		9				
	RNAV (GPS) RWY 12L		10				
	RNAV (GPS) RWY 30R		11				
	VOR-A		12				
AIRPORT DIAGRAM13				BURBANK, CA			
DPS	MARIC FOUR		14	BOB HOPE(BUR)			
	MEADOWS THREE		16	TAKEOFF MINIMUMSL			
	WRING FOUR		18	ALTERNATE MINIMUMSM			
				LAHSOO			
				HOT SPOTP			
				STARSCEEME FIVE (RNAV)Z8			
				FERNANDO SEVENZ14			
				JANNY TWO (RNAV)Z20			
				LYNXE EIGHTZ29			
				WEESL ONE (RNAV)Z48			
IAPS	ILS Z OR LOC Z RWY 08		29	IAPSILS Z OR LOC Z RWY 0829			
	RNAV (RNP) Y RWY 08		30	RNAV (RNP) Y RWY 0830			
	RNAV (GPS) Z RWY 08		31	RNAV (GPS) Z RWY 0831			
	RNAV (GPS)-A		32	RNAV (GPS)-A32			
	ILS Y OR LOC Y RWY 08		33	ILS Y OR LOC Y RWY 0833			
	VOR RWY 08		34	VOR RWY 0834			
	FOUR STACKS VISUAL RWY 15		35	FOUR STACKS VISUAL RWY 1535			
AIRPORT DIAGRAM36				AIRPORT DIAGRAM36			
DPS	ELMEO EIGHT		37	DPSELMEO EIGHT37			
	VAN NUYS THREE		38	VAN NUYS THREE38			
				CABLE			
				---SEE UPLAND, CA			
BIG BEAR CITY, CA				CALIFORNIA CITY, CA			
BIG BEAR CITY(L35)				CALIFORNIA CITY MUNI(L71)			
TAKEOFF MINIMUMSL				TAKEOFF MINIMUMSL			
ALTERNATE MINIMUMSM				ALTERNATE MINIMUMSM			
IAPS	RNAV (GPS) RWY 26		19	IAPS	RNAV (GPS) RWY 06		40
DPS	OKACO ONE (OBSTACLE) (RNAV)		20		RNAV (GPS) RWY 24		41
				DPSCALIFORNIA CITY ONE (OBSTACLE) (RNAV) ..42			
BLYTHE, CA				CALIPATRIA, CA			
BLYTHE(BLH)				CLIFF HATFIELD MEMORIAL(CLR)			
TAKEOFF MINIMUMSL				TAKEOFF MINIMUMSL			
ALTERNATE MINIMUMSM				ALTERNATE MINIMUMSM			
IAPS	RNAV (GPS) RWY 26		21	IAPS	RNAV (GPS) RWY 08		43
	VOR/DME RWY 26		22				
	VOR/DME-A		23				
BOB HOPE				---SEE BURBANK, CA			
---SEE BURBANK, CA							
BOB MAXWELL MEMORIAL AIRFIELD				---SEE OCEANSIDE, CA			
---SEE OCEANSIDE, CA							

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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
IAPS	RNAV (GPS) RWY 08		44	ALTERNATE MINIMUMS			M
	RNAV (GPS) Y RWY 26		45	HOT SPOT			P
	RNAV (GPS) Z RWY 26		46	STARS	SETER FOUR		Z42
	VOR RWY 26		47		ZIGGY FIVE		Z49
AIRPORT DIAGRAM			48	IAPS	ILS OR LOC RWY 26R		72
					RNAV (GPS) RWY 26R		73
					VOR RWY 26R		74
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CAMP PENDLETON MCAS (MUNN FIELD)				CLIFF HATFIELD MEMORIAL			
(KNFG)				---SEE CALIPATRIA, CA			
OCEANSIDE, CA				CORONA, CA			
TAKEOFF MINIMUMS			L	CORONA MUNI(AJO)			
RADAR MINIMUMS			N	TAKEOFF MINIMUMS			L
STARS	FODRR TWO		Z16	STARS	SETER FOUR		Z42
IAPS	RNAV (GPS) RWY 21		49		ZIGGY FIVE		Z49
	VOR/DME OR TACAN Y RWY 21		50	IAPS	VOR OR GPS-A		76
	TACAN RWY 03		51				
	TACAN Z RWY 21		52	DAGGETT, CA			
	COPTER TACAN RWY 21		53	BARSTOW-DAGGETT(DAG)			
AIRPORT DIAGRAM			54	TAKEOFF MINIMUMS			L
DPS	BEACH SEVEN (OBSTACLE)		55	ALTERNATE MINIMUMS			M
	BULLDOG NINE (OBSTACLE)		56	IAPS	RNAV (GPS) RWY 22		77
	CORRI ONE (OBSTACLE)		57		RNAV (GPS) RWY 26		78
	MUNN ONE (OBSTACLE)		58		VOR OR TACAN RWY 22		79
				AIRPORT DIAGRAM			80
				DPS	DAGGETT ONE (OBSTACLE)		81
CARLSBAD, CA				DELANO, CA			
MC CLELLAN-PALOMAR(CRQ)				DELANO MUNI(DLO)			
TAKEOFF MINIMUMS			L	TAKEOFF MINIMUMS			L
ALTERNATE MINIMUMS			M	IAPS	GPS RWY 32		82
HOT SPOT			P		VOR RWY 32		83
STARS	FODRR TWO		Z16	EDWARDS AFB(KEDW)			
IAPS	ILS OR LOC RWY 24		59	EDWARDS, CA			
	RNAV (RNP) Z RWY 06		60	TAKEOFF MINIMUMS			L
	RNAV (RNP) Z RWY 24		61	IAPS	ILS OR LOC/DME RWY 22L		84
	RNAV (GPS) X RWY 24		62		RNAV (GPS) RWY 04R		85
	RNAV (GPS) Y RWY 06		63		RNAV (GPS) RWY 22L		86
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(KNID)							
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TAKEOFF MINIMUMS		L	IAPS RNAV (GPS) Y RWY 02		120
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LOS ANGELES, CA

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SANTA MONICA, CA			TWENTYNINE PALMS SELF(NXP)		
SANTA MONICA MUNI(SMO)			TWENTYNINE PALMS, CA		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
DIVERSE VECTOR AREA		L	IAPS	VOR/DME RWY 28	433
HOT SPOT		P		TACAN RWY 28	434
STARS	FERNANDO SEVEN	Z14		COPTER TACAN RWY 28	435
	KIMMO THREE	Z23	AIRPORT DIAGRAM		436
	WAYVE ONE (RNAV)	Z47	DPS	CACTI FIVE	437
IAPS	VOR-A	415	UPLAND, CA		
AIRPORT DIAGRAM		416	CABLE(CCB)		
DPS	PEEER THREE (RNAV)	417	TAKEOFF MINIMUMS		L
	PEVEE THREE (RNAV)	418	IAPS	RNAV (GPS) RWY 06	438
SANTA YNEZ, CA				VOR-A	439
SANTA YNEZ(IZA)			VAN NUYS, CA		
TAKEOFF MINIMUMS		L	VAN NUYS(VNY)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
IAPS	GPS RWY 08	419	DIVERSE VECTOR AREA		L
	GPS-A	420	ALTERNATE MINIMUMS		M
	VOR OR GPS-B	421	STARS	FERNANDO SEVEN	Z14
SHAFTER, CA				JANNY TWO (RNAV)	Z20
SHAFTER-MINTER FIELD(MIT)				LYNX EIGHT	Z29
TAKEOFF MINIMUMS		L		WEESL ONE (RNAV)	Z48
IAPS	RNAV (GPS) RWY 12	422	IAPS	ILS Y RWY 16R	440
	VOR-A	423		ILS Z RWY 16R	441
SOUTHERN CALIFORNIA LOGISTICS				LDA-C	442
---SEE VICTORVILLE, CA				VOR-B	443
TORRANCE, CA				VOR-A	444
ZAMPERINI FIELD(TOA)			AIRPORT DIAGRAM		445
TAKEOFF MINIMUMS		L	DPS	ADAMM TWO	446
ALTERNATE MINIMUMS		M		CANOGA TWO	447
HOT SPOT		P		HAYEZ FIVE (RNAV)	449
STARS	KAYOH SIX	Z21		NEWHALL NINE	450
IAPS	ILS OR LOC RWY 29R	424	VANDEMBERG AFB(KVBG)		
	RNAV (GPS) RWY 11L	425	LOMPOC, CA		
	RNAV (GPS) RWY 29R	426	TAKEOFF MINIMUMS		L
	VOR RWY 11L	427	IAPS	ILS OR LOC/DME RWY 12	452
AIRPORT DIAGRAM		428		ILS OR LOC/DME RWY 30	453
TUSI AHP(HGT)				TACAN RWY 12	454
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TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		456
IAPS	COPTER RNAV (GPS) RWY 32	429	DPS	GAVIOTA TWO	457
	COPTER NDB RWY 32	430		VANDEMBERG TWO	458
TWENTYNINE PALMS, CA			VICTORVILLE, CA		
TWENTYNINE PALMS(TNP)			SOUTHERN CALIFORNIA LOGISTICS(vcv)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 26	431	ALTERNATE MINIMUMS		M
	VOR RWY 26	432	HOT SPOT		P
WHITEMAN			IAPS	ILS OR LOC RWY 17	459
---SEE LOS ANGELES, CA				RNAV (GPS) RWY 17	460
ZAMPERINI FIELD				VOR/DME RWY 17	461
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. 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 VCOA 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.

NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS
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APPLE VALLEY, CA

APPLE VALLEY (APV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 00167 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1 or std. with a min. climb gradient of 340' per NM to 5800.

Rwys 8,18,26, NA.

DEPARTURE PROCEDURE: Use EXCON ONE

RNAV DEPARTURE. **Rwys 8,18,26**, NA.

AVALON, CA

CATALINA (AVX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

DEPARTURE PROCEDURE: **Rwys 4,22**, climb straight ahead to 2300 then proceed on course.

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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 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.

NOTE: **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 FIELD (BFL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 16147 (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.

NOTE: **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 00111 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 1200-2 or std. with a min. climb of 282' per NM to 8000. **Rwy 26**, NA.

DEPARTURE PROCEDURE: Use OKACO RNAV DEPARTURE. **Rwy 26**, NA.

BLYTHE, CA

BLYTHE (BLH)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 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.

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

NOTE: **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 08101 (FAA)

DEPARTURE PROCEDURE: Use ZUNGU DEPARTURE (RNAV).

BRAWLEY, CA

BRAWLEY MUNI (BWC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 89208 (FAA)

TAKEOFF MINIMUMS: **Rwy 26**, NA.

DEPARTURE PROCEDURE: **Rwy 8**, turn right. Climb to 3000 via IPL R-009 to IPL VORTAC, then climb on course.

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





TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

BURBANK, CA

BOB HOPE (BUR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 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 5000⁰ 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.

NOTE: **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 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.

CALIFORNIA CITY, CA

CALIFORNIA CITY MUNI (L71)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 05076 (FAA)

DEPARTURE PROCEDURE: Use CALIFORNIA CITY (RNAV) DEPARTURE.

CALIPATRIA, CA

CLIFF HATFIELD MEMORIAL (CLR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 03023 (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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)

CAMARILLO, CA

CAMARILLO (CMA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 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 FIELD)
(KNFG)

OCEANSIDE, CA

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

14149

DEPARTURE PROCEDURE: **Rwys 3,21**, Diverse departures not authorized.

TAKE-OFF OBSTACLES: **Rwy 3**, terrain 4103' from DER, 1600' left of centerline, 183' MSL. Terrain 4152' from DER, 1551' left of centerline, 187' MSL. Numerous palm trees beginning 2088' from DER, 572' right of centerline, up to 155' MSL. **Rwy 21**, terrain 3723' from DER, 1497' left of centerline, 184' MSL. Terrain 3533' from DER, 1446' left of centerline, 166' MSL.

CARLSBAD, CA

MC CLELLAN-PALOMAR (CRQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 5 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, std. w/min. climb of 255' per NM to 1700 or 2700-3 for climb in visual conditions.

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

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

NOTE: **Rwy 06**, 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.

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DIVERSE VECTOR AREA (RADAR VECTORS)



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



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CHINA LAKE NAWA (ARMITAGE FLD) (KNID)

RIDGECREST, CA
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
10266
Diverse departures not authorized, use published
departure.

CHINO, CA

CHINO (CNO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 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.
NOTE: 108' AGL trees 1200' from DER 3, 600' left of centerline.

DIVERSE VECTOR AREA (RADAR VECTORS) AMDT 1 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 3 94146 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 1000-2 or std. with a min. climb of 310' per NM to 1700. **Rwy 25**, 600-2 or std. with a min. climb of 280' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn. **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 NE, 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 10210 (FAA)

DEPARTURE PROCEDURE: Use DAGGETT
DEPARTURE.

DELANO, CA

DELANO MUNI (DLO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3A 08129 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 400-1 or std. with a min. climb rate of 390' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 14**, Climb via heading 140° and EHF VORTAC R-324 to 3000 before proceeding on course. **Rwy 32**, climb via heading 320° and EHF VORTAC R-324 to 3000 before proceeding on course.

NOTE: 65' AGL tree 600' from DER, 500' left of centerline runway 14.

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

12012

Rwys 4L/R, Radar Required, Climb 340 ft/NM to 5500, track inbound on EDW R-223 to EDW VORTAC, then out EDW R-043. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500.

Rwys 22L/R, Radar and DME Required. CAT ABC track outbound EDW R-223. At 12 DME turn right heading 020°, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. CAT DE track outbound EDW R-223. At 12 DME turn right, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500.

EL CENTRO NAF (KNJK)

EL CENTRO, CA

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

13346

TAKE-OFF MINIMUMS: **For climb in visual conditions:**
Rwys 8, 12, 26, 2500-3. **Rwy 30**, 2300-3.

DEPARTURE PROCEDURE: **Rwy 12**, Cross DER at least 35' AGL/-8' MSL. **For climb in visual conditions:**
Rwys 8, 12, 26, Cross El Centro airport at or above 2300 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 30**, Cross El Centro airport at or above 2100 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain - 36' MSL, 254' from DER, 568' right of centerline. Terrain - 36' MSL, 119' from DER, 217' right of centerline. Terrain - 36' MSL, 85' from DER, 178' left of centerline. Terrain - 36' MSL, 0' from DER, 106' left of centerline. Pole - 3' MSL, 1531' from DER, 884' right of centerline. Pylon 41' AGL/-3' MSL, 1532' from DER, 884' right of centerline. **Rwy 26**, Terrain - 44' MSL, 110' from DER, 529' left of centerline. **Rwy 30**, Electrical box 4' AGL/-45' MSL, 176' from DER, 140' left of centerline.

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



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EL MONTE, CA

SAN GABRIEL VALLEY (EMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 12208 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/min. climb of 275' per NM to 1800.

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 NE, RT, 210° inbound) to cross PDZ VORTAC at or above: MEA for route of flight.

NOTE: **Rwy 1**, Sign 18' from DER, 124' right of centerline, 10' AGL/300' MSL. Building 99' from DER, 269' left of centerline, 44' AGL/334' MSL. Hangar 273' from DER, 299' right of centerline, 20' AGL/310' MSL. Multiple light standards and vehicles on road beginning 525' from DER, left and right of centerline, up to 44' AGL/344' MSL. Trees beginning 610' from DER, left and right of centerline, up to 94' AGL/404' MSL. Pole 1698' from DER, on centerline, 65' AGL/365' MSL.

Rwy 19, sign 16' from DER, 129' left of centerline, 15' AGL/285' MSL. Multiple poles and light standards beginning 377' from DER, left and right of centerline, up to 100' AGL/358' MSL. Trees beginning 74' from DER, right and left of centerline, up to 68' AGL/348' MSL.

FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK (L18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 16315 (FAA)

DEPARTURE PROCEDURE: Use FALLBROOK DEPARTURE.

FULLERTON, CA

FULLERTON MUNI (FUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 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.

NOTE: **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/1 03' 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.

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





TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

HAWTHORNE, CA

JACK NORTHROP FIELD/HAWTHORNE
MUNI (HHR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1½ or std. w/min.climb of 363' per NM to 500. **Rwy 25**, 400-3 or std. w/

min. climb of 285' per NM to 600.

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.

NOTE: **Rwy 7**, tree 115' from DER, 95' right of centerline, 32' AGL/77' MSL. Tree 5378' from DER, 483' right of centerline, 90' AGL/245' MSL. Trees beginning 4062' from DER, 293' right of centerline, up to 86' AGL/210' MSL. Tree 4984' from DER, 763' right of centerline, 81' AGL/220' MSL. Tree 5163' from DER, 90' right of centerline, 59' AGL/218' MSL. Tree 2967' from DER, 840' right of centerline, 78' AGL/157' MSL. Pole 1 NM from DER, 397' right of centerline, 58' AGL/237' MSL. Pole 3187' from DER, 172' right of centerline, 62' AGL/160' MSL. Pole 2794' from DER, 322' right of centerline, 61' AGL/148' MSL. Pole 1484' from DER, 636' right of centerline, 41' AGL/111' MSL. Sign 73' from DER, 405' right of centerline, 38' AGL/94' MSL. Transmission line tower beginning 5428' from DER, 855' left of centerline, 132' AGL/307' MSL.

Transmission line tower 5829' from DER, 466' left of centerline, 130' AGL/273' MSL. Transmission line tower 1.2 NM from DER, 685' left of centerline, 124' AGL/282' MSL. Transmission line tower 1.3 NM from DER, 205' left of centerline, 112' AGL/296' MSL. Building 1130' from DER, 404' left of centerline, 38' AGL/105' MSL. Building 1.1 NM from DER, 2020' left of centerline, 76' AGL/305' MSL. Building 5081' from DER, 45' left of centerline, 69' AGL/228' MSL. Building 5284' from DER, 94' left of centerline, 69' AGL/230' MSL. Building 1130' from DER, 405' left of centerline, 38' AGL/105' MSL. Monument 1.3 NM from DER, 2258' left of centerline, 121' AGL/327' MSL. Tower 1.3 NM from DER, 1711' left of centerline, 115' AGL/322' MSL. Towers beginning 1.3 NM from DER, 1673' left of centerline, up to 83' AGL/285' MSL. Tree 5054' from DER, 1002' left of centerline, 67' AGL/241 MSL. Trees beginning 2866' from DER, 56' left of centerline, up to 67' AGL/170' MSL. Poles beginning 263' from DER, 119' left of centerline, 37' AGL/93' MSL. Poles beginning 1401' from DER, 168' left of centerline, up to 62' AGL/130' MSL. **Rwy 25**, tree 988' from DER, 162' right of centerline, 71' AGL/136' MSL. Poles beginning 309' from DER, 202' right of centerline, up to 77' AGL/149' MSL. NAVAID 6' from DER, on centerline, 8' AGL/73' MSL. Tank 4471' from DER, 1311' left of centerline, 137' AGL/227' MSL. Trees beginning 383' from DER, 91' left of centerline, up to 61' AGL/122' MSL. Pole beginning 91' from DER, 257' left of centerline, up to 51' AGL/118' MSL. Sign 219' from DER, 75' left of centerline, 23' AGL/88' MSL. building 286' from DER, 363' left of centerline, 36' AGL/101' MSL. Building 2357' from DER, 147' left of centerline 83' AGL/154' MSL. Building 2.6 NM from DER, 290' left of centerline, 353' AGL/462' MSL.

HEMET, CA

HEMET-RYAN (HMT)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, Std. w/min. climb of 440' per NM to 3500, or 1700-3 for climb in visual conditions. Aircraft shall advise ATC prior to executing the VCOA.

Rwy 23, std. w/min. climb of 495' per NM to 3000, or 1700-3 for climb in visual conditions.

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: **Rwy 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.

NOTE: **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 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 400-2½ 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.

NOTE: **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)



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



16315

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CA

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
15232

Rwy 8, 9, 26, departures not authorized.

Rwy 27, diverse departure not authorized. Departures authorized for military rotorcraft only. Climb to 2000 via heading 274° to intercept NRS TACAN R-273. Cross NRS 1.5 DME at or above 800. Minimum ATC climb rate of 600'/NM till 800 with take-off occurring NLT 3038' prior to DER or cross DER at or above 320.

TAKE-OFF OBSTACLES: **Rwy 27**, pylon 186' inward of DER, 552' right of cntrln, 30' AGL/43' MSL. Pylon 79' inward of DER, 521' right of cntrln, 30' AGL/42' MSL. Pylon 61' inward of DER, 587' right of cntrln, 39' AGL/51' MSL. Pylon 30' inward of DER, 704' right of cntrln, 39' AGL/50' MSL. Pylon 2' from DER, 499' right of cntrln, 32' AGL/43' MSL. Pylon 2' from DER, 498' right of cntrln, 32' AGL/42' MSL. Light pole 12' from DER, 502' right of cntrln, 40' MSL. Terrain 50' from DER, 500' right of cntrln, 11' MSL. Terrain 63' from DER, 517' right of cntrln, 11' MSL. Fence 96' from DER, 19' right of cntrln, 9' AGL/10' MSL. Tree 141' from DER, 540' right of cntrln, 34' AGL/44' MSL. Pylon 228' from DER, 515' right of cntrln, 30' AGL/42' MSL. Pylon 229' from DER, 515' right of cntrln, 30' AGL/39' MSL. Pylon 305' from DER, 802' right of cntrln, 39' AGL/48' MSL. Bldg 2840' from DER, 979' left of cntrln, 60' MSL.

INYOKERN, CA

INYOKERN (IYK)

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

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

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

LA VERNE, CA

BRACKETT FIELD (POC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 06047 (FAA)

TAKEOFF MINIMUMS: **Rwys 26L, 26R**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8L, 8R**, climb via heading 079° to 1500, then climbing right turn via heading 195° and POM R-164 to PRADO Int. **Rwys 26L, 26R**, climb via heading 259° to 1400, then climbing left turn via heading 130° and POM R-164 to PRADO Int.

Aircraft departing PRADO Int heading 141° clockwise 290° climb on course. All others climb in PRADO Int holding pattern (hold north, right turn, 164° inbound) to depart PRADO Int at or above: 291° clockwise 340°, 4500; 341° clockwise 050°, 6800; 051° clockwise 090°, 5200; 091° clockwise 140°, 4200.

NOTE: **Rwy 26L**, multiple trees and antenna beginning 370' from DER, 269' left of centerline up to 100' AGL/1116' MSL. Multiple trees beginning 896' from DER, 70' right of centerline, up to 100' AGL/1010' MSL. Multiple buildings and tanks beginning 2732' from DER, 416' right of centerline, up to 50' AGL/1230' MSL. **Rwy 26R**, hangar 241' from DER, 326' right of centerline, 35' AGL/994' MSL. Multiple trees beginning 1473' from DER, 807' left of centerline, up to 100' AGL/1116' MSL. Tank and trees beginning 2510' from DER, 503' right of centerline, up to 100' AGL/1289' MSL.

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LANCASTER, CA

GENERAL WM. J. FOX AIRFIELD (WJF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 09267 (FAA)

DEPARTURE PROCEDURE: Climb southeast bound on R-299 to PMD VORTAC. Depart PMD at published MCA for direction of flight.

NOTE: **Rwy 6**, trees beginning 1170' from DER, 590' right of centerline, up to 44' AGL/2374' MSL.

LOMPOC, CA

LOMPOC (LPC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, std. w/min. climb of 425' per NM to 1400, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn. For climb in visual conditions: cross Lompoc Airport eastbound at or above 1200 MSL. **Rwy 25**, turn right heading 130°.

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

NOTE: **Rwy 7**, trees 3583' from DER, 2.3 NM right of centerline, 50' AGL/889' MSL. Trees 1.2 NM from DER, 2.2 NM right of centerline, 50' AGL/791' MSL. Trees 1.6 NM from DER, 1.9 NM right of centerline, 50' AGL/743' MSL.

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





TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

LONG BEACH, CA

LONG BEACH/DAUGHERTY FIELD (LGB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 25L/R**, std. w/min. climb of 225' per NM to 2300.

DEPARTURE PROCEDURE: **Rwy 7L/R**, climb heading 076° to 800, then climbing right turn SLI VORTAC and to SLI R-210 to PADDR INT. **Rwy 12**, climb heading 121° to intercept SLI VORTAC R-210 to PADDR INT. **Rwy 25L/R**, climb heading 256° to 800, then climbing left turn heading 200° and LAX VORTAC R-145 to PADDR INT. **Rwy 30**, climb heading 301° to 800, then climbing left turn heading 200° and lax VORTAC R-145 to PADDR INT.

NOTE: **Rwy 7L**, building 347' from DER, 416' right of centerline, 19' AGL/53' MSL. Tree 580' from DER, 12' right of centerline, 67' MSL. Poles beginning 606' from DER, 250' right of centerline, up to 29' AGL/65' MSL. Trees beginning 776' from DER, 243' right of centerline, up to 111' MSL. Trees beginning 1456' from DER, 203' right of centerline, up to 117' MSL. Vehicle on road 317' from DER, 248' left of centerline, 15' AGL/53' MSL. Poles beginning 329' from DER, 308' left of centerline, up to 31' AGL/66' MSL. Tree 516' from DER, 137' left of centerline, 72' MSL. **Rwy 7R**, trees beginning 327' from DER, 231' right of centerline, up to 70' AGL/95' MSL. Buildings beginning 1473' from DER, 822' right of centerline, up to 99' AGL/118' MSL. Light poles beginning 380' from DER, 390' right of centerline, up to 50' AGL/60' MSL. Trees beginning 1208' from DER, 197' left of centerline, up to 71' AGL/101' MSL. Buildings beginning 277' from DER, 474' left of centerline, up to 42' AGL/72' MSL. **Rwy 12**, trees beginning 969' from DER, 391' right of centerline, up to 65' AGL/87' MSL. Spire 3094' from DER, 1182' right of centerline, 98' AGL/118' MSL. Trees beginning 1124' from DER, 357' left of centerline, up to 71' AGL/98' MSL. Light pole 1126' from DER, 607' left of centerline, 37' AGL/59' MSL. Pipe 1146' from DER, 334' left of centerline, 31' AGL/55' MSL. **Rwy 25L**, tree 2008' from DER, 182' right of centerline, 73' AGL/107' MSL. Light pole 1283' from DER, 122' right of centerline, 29' AGL/88' MSL. Building 1149' from DER, 793' right of centerline, 105' AGL/163' MSL. Tower 3821' from DER, 439' right of centerline, 75' AGL/158' MSL. Light pole 1283' from DER, 122' right of centerline, 29' AGL/88' MSL. Trees beginning 486' from DER, 91' left of centerline, up to 77' AGL/144' MSL. Signs beginning 1074' from DER, 209' left of centerline, up to 35' AGL/108' MSL. **Rwy 25R**, REIL 68' from DER, 59' right of centerline, 5' AGL/68' MSL. Tree 243' from DER, 366' right of centerline, 97' MSL. Building 250' from DER, 204' right of centerline, 30' AGL/93' MSL. Pole 623' from DER, 128' right of centerline, 25' AGL/89' MSL. Tree 631' from DER, 409' right of centerline, 122' MSL. Trees beginning 1247' from DER, 2' right of centerline, up to 133' MSL. Building 1.1 NM from DER, 972' right of centerline, 156' AGL/248' MSL. Building 1.30 NM from DER, 655' right of centerline, 157' AGL/259' MSL. Fence 179' from DER, 8' left of centerline, 5' AGL/68' MSL. Poles beginning 322' from DER, 111' left of centerline, up to 34' AGL/95' MSL. Sign 1153' from DER, 5' left of centerline, 77' AGL/139' MSL. Tree 1259' from DER, 591' left of centerline, 127' MSL. Tree 2148' from DER, 249' left of centerline, 117' MSL. **Rwy 30**, trees beginning 1596' from DER, 104' right of centerline, up to 55' AGL/121' MSL. Light poles beginning 356' from DER, 245' right of centerline, up to 30' AGL/93' MSL. Pole 312' right of centerline, 72' AGL/145' MSL. Buildings beginning 1338' from DER, 621' right of centerline, up to 66' AGL/139' MSL. Railroad beginning 648' from DER, on centerline, 17' AGL/91' MSL. Trees beginning 1205' from DER, 517' left of centerline, up to 65' AGL/130' MSL. Light poles beginning 984' from DER, 69' left of centerline, up to 54' AGL/127' MSL. Buildings beginning 351' from DER, 289' left of centerline, up to 22' AGL/89' MSL. Poles beginning 1939' from DER, 312' left of centerline, up to 54' AGL/127' MSL.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)

LONG BEACH, CA (CON'T)

LONG BEACH/DAUGHERTY FIELD

(CON'T)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 16231 (FAA)

Rwys 7L/R, 12, 30, heading as assigned by ATC.**Rwy 25L**, heading as assigned by ATC; requires minimum climb of 330' per NM to 700.**Rwy 25R**, heading as assigned by ATC; requires minimum climb of 230' per NM to 1600.

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CA

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES 16203

All aircraft climb direct SLI VORTAC. Aircraft departing SLI VORTAC R-040 CW 345 climb on course. All others continue climb via the SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600.

DEPARTURE PROCEDURE: **Rwy 4L/R**, climbing right turn. **Rwy 22L/R**, 300-1 or standard with a minimum climb of 230 ft/NM, climbing left turn.

TAKE-OFF OBSTACLES: **Rwy 4**, trees 1062' from DER, 615' left of centerline, 66' AGL/100' MSL.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

LOS ANGELES, CA

LOS ANGELES INTL (LAX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 13 16315 (FAA)

DEPARTURE PROCEDURE: **Rwy 6L/R, 7L/R**, climb to 2000 heading 071°, then climbing right turn, thence... **Rwy 24L/R**, climb to 2000 heading 251°, then climbing left turn, thence... **Rwy 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.

NOTE: **Rwy 6L**, Rwy light 8' from DER, 5' left of centerline, 1' AGL/120' MSL. Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL. Ol on building, beginning 1762' from DER, 920' left of centerline, up to 92' AGL/203' MSL.

Rwy 6R, NAVIAD 79' from DER, 321' left of centerline, 20' AGL/123' MSL. NAVIAD 83' from DER, 2' right of centerline, 19' AGL/126' MSL, vehicle 112' from DER, 41' left of centerline, 15' AGL/129' MSL. Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/138' MSL. Lt pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/137' MSL. Lt pole 779' from DER, 1' right of centerline, 35' AGL/142' MSL. Pole 792' from DER, 460' right of centerline, 39' AGL/145' MSL. App light 797' from DER, 702' left of centerline, 39' AGL/148' MSL. App light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/148' MSL. App light 1006' from DER, 702' left of centerline, 42' AGL/149' MSL. App light 1006' from DER, 696' left of centerline, 42' AGL/149' MSL. Tree 1057' from DER, 399' left of centerline, 41' AGL/150' MSL. Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/157' MSL. Tree 1374' from DER, 308' left of centerline, 47' AGL/159' MSL. Tree 1385' from DER, 316' left of centerline, 50' AGL/163' MSL. Tree 1699' from DER, 102' right of centerline, 57' AGL/164' MSL.

Rwy 7L, fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/107' MSL. Rd 183' from DER, 480' left of centerline, 109' MSL. tower, fence, vehicles on road, rr, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/118' MSL. Rr, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL. Rwy right, pole, vehicles on road, NAVIAD, beginning 444' from DER, on centerline, up to 29' AGL/121' MSL. Sign 495' from DER, 477' left of centerline, 32' AGL/124' MSL. Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/126' MSL. Pole, building, Rwy light, beginning 700' from DER, 53' left of centerline, up to 58' AGL/152' MSL. **Rwy 7R**, Rwy light 10' from DER, 5' right of centerline, 2' AGL/99' MSL. Rwy light 10' from DER, 4' left of centerline, 2' AGL/99' MSL. building 792' from DER, 702' right of centerline, 37' AGL/130' MSL. Tree 1250' from DER, 747' right of centerline, 129' AGL/155' MSL. **Rwy 24L**, wsk 136' from DER, 299' right of centerline, 21' AGL/128' MSL. Tower 211' from DER, 298' right of centerline, 66' AGL/151' MSL. tower 212' from DER, 297' right of centerline, 48' AGL/155' MSL. Lt pole 2025' from DER, 1003' left of centerline, 30' AGL/165' MSL. Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/178' MSL. **Rwy 24R**, wsk 136' from DER, 399' left of centerline, 21' AGL/128' MSL. Tower 211' from DER, 400' left of centerline, 66' AGL/151' MSL. tower 212' from DER, 401' left of centerline, 48' AGL/155' MSL. **Rwy 25L**, ground 11' from DER, 8' right of centerline, 122' MSL. Vehicles on road 34' from DER, 422' left of centerline, 15' AGL/130' MSL. Pole 2364' from DER, 767' left of centerline, 57' AGL/184' MSL. Tree, t-l tower, beginning 2487' from DER, 758' left of centerline, up to 66' AGL/200' MSL. **Rwy 25R**, vehicles on road 52' from DER, 489' right of centerline, 15' AGL/132' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 4 16315 (FAA)

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

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)

LOS ANGELES, CA (CON'T)

WHITEMAN (WHP)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 94034 (FAA)

TAKEOFF MINIMUMS: **Rwys 12, 30**, 2900-2 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct VNY VOR/DME. **Rwy 30**, climbing left turn heading 260°. All aircraft climb to 4500 via VNY R-325, then climbing left turn direct VNY VOR/DME.

MARCH ARB (KRIV)

RIVERSIDE, CA

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 14205

TAKEOFF MINIMUMS: **Rwy 32**, 1200-3 or standard with a minimum climb rate of 240 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 14**, Climb direct HDF VOR, then climbing right turn on heading between 155° CW to 181°. Max airspeed 250 KIAS. **Rwy 32**, Climb left turn heading between 150° to 135° CCW from departure end of the runway. Maximum 250 KIAS or 2300-3 For climb in visual conditions within 4.5 NM of March ARB, 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 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing VCOA. VCOA not available for Cat E aircraft.

TAKEOFF OBSTACLES: **Rwy 14**, tree 150' AGL/1630' MSL, 2248' from DER, 1000' right of centerline. Tree 150' AGL/1630' MSL, 1920' from DER, 1000' right of centerline. Tree 150' AGL/1630' MSL, 1789' from DER, 1000' right of centerline. Tree 150' AGL/1622' MSL, 2278' from DER, 1002' left of centerline. Aircraft 65' AGL/1550' MSL, 28' inward of DER, 542' left of centerline. Aircraft 30' AGL/1516' MSL, 31' inward of DER, 298' left of centerline. Use caution when departing Rwy 14, rapid rising terrain within 3.5 NM SE of March ARB. **Rwy 32**, Aircraft 65' AGL/1600' MSL, 30' from DER, 526' right of centerline. Aircraft 30' AGL/1565' MSL, 5' from DER, 282' right of centerline.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SAN DIEGO, CA

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

15344

Rwy 6L/R 340° through 150° CW-Civil, standard with minimum climb of 300 ft/NM to 7600; Military, standard with minimum climb of 280 ft/NM to 7600. **Rwy 24L/R** 100° through 340° CW-Civil standard with minimum climb of 290 ft/NM to 7600; Military, standard with minimum climb of 270 ft/NM to 7600.

TAKEOFF OBSTACLES: **Rwy 6L**, tower 2322' from DER, 1084' left of centerline, 53' AGL/538' MSL. Building 2321' from DER, 1084' left of centerline, 539' MSL. Tower 2366' from DER, 1083' left of centerline, 53' AGL/538' MSL.

Rwy 24L, landfill 3605' from DER, 1681' left of centerline, 40' AGL/525' MSL. Landfill 3312' from DER, 1197' left of centerline, 40' AGL/525' MSL. Landfill 3792' from DER, 1225' left of centerline, 40' AGL/525' MSL. Landfill 3388' from DER, 1022' left of centerline, 40' AGL/525' MSL. Landfill 3489' from DER, 1483' left of centerline, 40' AGL/525' MSL. Terrain 47' from DER, 512' left of centerline, 457' MSL. Terrain 16' from DER, 500' left of centerline, 457' MSL. Terrain 384' from DER, 549' right of centerline, 459' MSL. Terrain 50' from DER, 500' right of centerline, 459' MSL. Terrain 63' from DER, 517' right of centerline, 459' MSL. Landfill 3091' from DER, 1243' left of centerline, 40' AGL/525' MSL.

MOJAVE, CA

MOJAVE AIR AND SPACE PORT (MHV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2A 14177 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 8, 12**, NA - restricted airspace. **Rwys 22, 26**, std. w/min. climb of 415' per NM to 6800 or 4100-3 for climb in visual conditions.

Rwy 30, std. w/min. climb of 510' per NM to 5600 or 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 22**, climb to 8000 heading 218° and LHS R-023 to LHS VORTAC. **Rwy 26**, climbing left turn to 8000 heading 218° and LHS R-023 to LHS VORTAC. **Rwy 30**, climbing left turn to 8000 heading 200° and LHS R-023 to LHS VORTAC.

VCOA: **Rwy 22**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions cross Mojave airport southwest bound at or above 6800, then climb to 8000 on LHS R-023 to LHS VORTAC. **Rwy 26**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions cross Mojave airport at or above 6800, then climb to 8000 on LHS R-023 to LHS VORTAC. **Rwy 30**, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions cross Mojave airport at or above 6800, then climb to 8000 on LHS R-023 to LHS VORTAC.

NOTE: **Rwy 22**, antenna on tower 2260' from DER, 812' right of centerline, 60' AGL/2838' MSL. Sign 283' from DER, 466' right of centerline, 10' AGL/2788' MSL. **Rwy 26**, antenna on tower 1797' from DER, 615' left of centerline, 58' AGL/2838' MSL. Sign 32' from DER, 341' right of centerline, 8' AGL/2788' MSL. Tree 258' from DER, 120' left of centerline, 8' AGL/2788' MSL. **Rwy 30**, multiple poles beginning 3083' from DER, 306' right of centerline, up to 91' AGL/2892' MSL. Road and railroad beginning 1241' from DER, right and left of centerline, up to 44' AGL/2845' MSL. Bush 305' from DER, 457' right of centerline, 16' AGL/2817' MSL.

MURRIETA/TEMECULA, CA

FRENCH VALLEY (F70)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 97254 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, NA. **Rwy 36**, 700-2 or std. with a min. climb of 340' per NM to 2200.

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

NEEDLES, CA

NEEDLES (EED)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 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.

NOTE: **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. Windssock 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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)



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



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NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SAN DIEGO, CA

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

16259

DEPARTURE PROCEDURE: **Rwy 11**, diverse departures authorized 131° CW 184°. Cross DER at or above 25' AGL (51' MSL). Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the City of Coronado. **Rwy 18**, diverse departures authorized 131° CW 177°. **Rwy 29**, diverse departures not authorized. Use published DP. **Rwy 36**, departure not authorized.

TAKEOFF OBSTACLES: **Rwy 11**, Numerous trees left and right of runway centerline from 9' prior to DER to 2018', 33' MSL to 95' MSL. Golf ball fencing 74' AGL/88' MSL, 2226' from DER, 1215' left of centerline. Tree 8' inward of DER, 429' right of centerline, 48' AGL/74' MSL. Tree 11' from DER, 525' right of centerline, 46' AGL/73' MSL. Multiple trees 159' from DER, 433' right of centerline, 43' AGL/71' MSL. Tree 78' from DER, 371' right of centerline, 29' AGL/56' MSL. Tree 91' from DER, 460' right of centerline, 28' AGL/55' MSL. Palm 90' from DER, 468' right of centerline, 27' AGL/54' MSL. **Rwy 18**, top of light pole 491' from DER, 627' right of centerline, 39' MSL. Top of light pole 669' from DER, 625' right of centerline, 38' MSL. Top of light pole 1209' from DER, 625' right of centerline, 41' MSL. Top of light pole 1031' from DER, 626' right of centerline, 40' MSL. Top of light pole 850' from DER, 627' right of centerline, 40' MSL. **Rwy 29**, Shipping Channel accommodating vessels up to 200' AGL (206' MSL with tidal range), starting 2577' from DER on centerline. Twin Towers 145' AGL/534' MSL, 1.4 NM from DER, 2645' left of centerline. Tower 479' MSL, 1.5 NM from DER, 1969' left of centerline. Tower 100' AGL/455' MSL, 1.5 NM from DER, 2054' left of centerline. Tower 120' AGL/544' MSL, 1139' from DER, 2.1 NM left of centerline.

OCEANSIDE, CA

BOB MAXWELL MEMORIAL AIRFIELD

(OKB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4A 16119 FAA

TAKEOFF MINIMUMS: **Rwy 6**, 400-1 or std. with a min. climb of 320' per NM to 500. **Rwy 24**, 300-1 or std. with a min. climb of 670' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn. **Rwy 24**, climbing left turn. All aircraft climb via heading 235° to 1500, then climbing right turn direct OCN VORTAC.

ONTARIO, CA

ONTARIO INTL (ONT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 9 16147 (FAA)

TAKEOFF MINIMUMS: **Rwy 8L, 8R**, std. w/ min. climb of 285' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 8L, 8R**, climb heading 078° to 2600 then climbing right turn direct PDZ VORTAC, thence ... **Rwys 26L, 26R**, climb heading 258° to 2600 then climbing left turn direct PDZ VORTAC, thence...

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

NOTE: **Rwy 8L**, grd 81' from DER, 443' left of centerline, 936 MSL. Building 1605' from DER, 846' left of centerline, 975 MSL. Lt poles beginning 2042' from DER, 684' left of centerline, up to 990 MSL. **Rwy 26L**, pole 754' from DER, 670' left of centerline, 964 MSL. Trees beginning 1050' from DER, 708' left of centerline, up to 985 MSL. Tree 1987' from DER, 329' left of centerline, 986 MSL. OL on GS, 125' from DER, 339' right of centerline, 982 MSL. **Rwy 26R**, grd, antenna on building, beginning 30' from DER, 396' left of centerline, up to 951' MSL. Lt pole 483' from DER, 263' left of centerline, 973' MSL. Pole, RR, LT pole beginning 580' from DER, 371' left of centerline, up to 978' MSL. OL on DME, OL on LOC, beginning 369' from DER, 1' right of centerline, up to 962' MSL. Lt poles beginning 1144' from DER, 211' right of centerline, up to 981' MSL. Pole, LT pole beginning 1244' from DER, 543' right of centerline, up to 986' MSL. Tree 1672' from DER, 696' right of centerline, 996' MSL. Trees, beginning 2882' from DER, 673' right of centerline, up to 1030' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 16147 (FAA)

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

OXNARD, CA

OXNARD (OXR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 6 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.

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

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





TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

PALM SPRINGS, CA

BERMUDA DUNES (UDD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 16259 (FAA)

DEPARTURE PROCEDURE: Use BERMUDA DUNES DEPARTURE.

JACQUELINE COCHRAN RGNL (TRM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 16259 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, std. w/min. climb of 364' per NM to 3400. **Rwy 17**, std. w/min. climb of 374' per NM to 3400. **Rwy 30**, std. w/min. climb of 340' per NM to 3400. **Rwy 35**, std. w/min. climb of 402' per NM to 3400.DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn to intercept TRM VORTAC R-136 to MECCA, thence...**Rwy 17**, Climbing left turn heading 100 to intercept TRM VORTAC R-136 to MECCA, thence... **Rwy 30, 35**, Climbing right turn heading 180° to intercept TRM VORTAC R-136 to MECCA, thence... aircraft departing MECCA on TRM VORTAC R-101 CW R-139, climb on course. All others turn left direct TRM VORTAC and climb in TRM VORTAC holding pattern (hold e, right turns, 289° inbound) until reaching MEA/MCA for route of flight. DME required.NOTE: **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. **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, CA (CON'T)

PALM SPRINGS INTL (PSP)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5A 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 Rwys if not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern (hold E, right turns, 289° inbound) until reaching MEA/MCA for assigned route of flight. When executing VCOA, notify ATC prior to departure.NOTE: **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 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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)



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



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PALMDALE, CA

PALMDALE USAF PLANT 42 (PMD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 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.

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

PASO ROBLES, CA

PASO ROBLES MUNI (PRB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 88182 (FAA)

DEPARTURE PROCEDURE: All departures maintain 250 kts or less until inbound to PRB. **Rwy 1**, climb to 3000 via heading 280° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 13**, climb to 3000 via heading 160° to intercept PRB R-133 outbound. V25 southbound continue climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 19**, climb to 3000 via heading 150° to intercept PRB R-179 outbound. V113 southbound continue climb on course. All others climbing left turn to 4500 direct PRB. **Rwy 31**, climb to 3000 via heading 340° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB.

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

OXNARD, CA
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
14289

DEPARTURE PROCEDURE: **Rwy 3**, Diverse departures authorized 210° to 270° CW. Right turns on departure not authorized. Turn left to assigned heading within 3 DME of NTD TACAN. Do not exceed 300 KIAS until established on assigned heading. **Rwy 21**, Diverse departures not authorized. **Rwy 21**, Diverse departures authorized 140° to 290°. **Rwy 27**, Diverse departures authorized 140° to 290° CW. Right turns on departure not authorized. Turn left to assigned heading. Do not exceed 310 KIAS until established on assigned heading. CAUTION: Mountainous terrain NW thru SE.

TAKE-OFF OBSTACLES: **Rwy 3**, trees 90' MSL, 2921' from DER, 1198' left of centerline. Tower 90' MSL, 3006' from DER, 1236' left of centerline. Trees 77' MSL, 2969' from DER, 1041' right of centerline. **Rwy 21**, terrain 12' MSL, 50' from DER, 500' right of centerline. Terrain 13' MSL, 63' from DER, 517' right of centerline. **Rwy 27**, radar antenna 56' AGL/66' MSL, 960' from DER, 985' right of centerline.

TAKEOFF OBSTACLES: **Rwy 3**, Tower 90' MSL, 3005' from DER, 1238' left of centerline; Trees 90' MSL, 2920' from DER, 1199' left of centerline.

RAMONA, CA

RAMONA (RNM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3A 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.

NOTE: **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.

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





TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

REDLANDS, CA

REDLANDS MUNI (REI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 13122 (FAA)

TAKEOFF MINIMUMS: **Rwy 8, NA. Rwy 26**, 1700-2 or std. with a min. climb of 300' per NM to 4000.

DEPARTURE PROCEDURE: 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 in PDZ VORTAC 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.

NOTE: **Rwy 26**, trees beginning 17' from DER, 82' left of centerline, up to 34' AGL/1506' MSL.

RIVERSIDE, CA

RIVERSIDE MUNI (RAL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 10 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 16, NA**- terrain. **Rwy 9**, std. w/min. climb of 300' per NM to 5500. **Rwy 27**, std. w/ min. climb of 310' per NM to 6800. **Rwy 34**, std. w/min. climb of 488' per NM to 3900.DEPARTURE PROCEDURE: **Rwy 9**, climb heading 089° to 1700 then climbing right turn heading 210° to intercept PDZ VORTAC R-093 to PDZ VORTAC, thence ...**Rwy 27**, climb heading 269° to 2200 then climbing left turn direct PDZ VORTAC, thence ...**Rwy 34**, climb heading 344° to 1800 then climbing left turn heading 230° to intercept PDZ VORTAC R-352 to PDZ VORTAC, thence ...

... Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others climb in holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above; R-321 CW R-340 7800; All others 7200 or airway MEA.

NOTE: **Rwy 9**, multiple trees and terrain beginning at DER, 499' left of centerline, up to 40' AGL/856' MSL.Fence 78' from DER, 497' left of centerline, 6' AGL/ 826' MSL. Trees beginning 605' from DER, 591' right of centerline, up to 40' AGL/867' MSL. Trees, bushes and terrain beginning 947' from DER, 535' left of centerline, up to 40' AGL/866' MSL. **Rwy 27**, multiple trees and poles beginning 602' from DER, left and right of centerline, up to 40' AGL/790' MSL. **Rwy 34**, vent on building, 30' from DER, 307' right of centerline, 20' AGL/800' MSL. Obstruction light on lighted wind sock, 62' from DER, 347' right of centerline, 31' AGL/811' MSL. Obstruction light on building, 63' from DER, 350' left of centerline, 37' AGL/796' MSL. Trees, terrain, obstruction light on pole and obstruction light on lighted pole beginning 193' from DER, 202' right of centerline, up to 49' AGL/854' MSL. Trees and light on pole beginning 300' from DER, 203' left of centerline, up to 55' AGL/814' MSL. Vent on building 1214' from DER, 377' left of centerline, 73' AGL/832' MSL. Pole, 1915' from DER, 135' left of centerline, 55' AGL/834' MSL. Terrain, trees, building and antenna on tank, beginning 1.49 NM from DER, 250' right and left of centerline, up to 50' AGL/1369' MSL.

RIVERSIDE/RUBIDOUX, CA

FLABOB (RIR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 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.

NOTE: **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.

SALINAS, CA

SALINAS MUNI (SNS)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 15064 (FAA)

Rwy 8, heading as assigned by ATC; requires minimum climb of 330' per NM to 5000. **Rwy 13**, heading as assigned by ATC; requires minimum climb of 330' per NM to 5000. **Rwy 26**, heading as assigned by ATC. **Rwy 31**, heading as assigned by ATC.

SAN BERNARDINO, CA

SAN BERNARDINO INTL (SBD)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

SAN CLEMENTE ISLAND NALF
(FREDERICK SHERMAN FLD)(KNUC)

SAN CLEMENTE ISLAND, CA
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
15288

Rwy 6: Diverse departures authorized 092° to 235°
CCW.

Rwy 24: Diverse departures authorized 162° to
055° CW.

TAKE-OFF OBSTACLES: **Rwy 6**, pylon 199' MSL,
45' from DER, 272' left of centerline. Terrain 199'
MSL, 958' from DER, 613' right of centerline.

SAN DIEGO, CA

BROWN FIELD MUNI (SDM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 10154(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.

NOTE: **Rwy 26R**, tree 1284' from DER, 778' left of
centerline, 52' AGL/561' MSL.

MONTGOMERY-GIBBS EXECUTIVE
(MYF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3A 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 1500-2 or std. with
a min. climb of 290' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 5, 10L/R**,
climbing right turn. **Rwys 28L/R**, climbing left turn.

All aircraft climb direct to MZB VORTAC. Aircraft
departing MZB R-090 CW R-360 climb on course.
All others climb in MZB holding pattern (W, right
turns, 075° inbound) to cross MZB VORTAC at or
above 1800.

NOTE: **Rwy 5**, trees and bushes beginning 244'
from DER, 161' left of centerline, up to 99'
AGL/524' MSL. Tree 1287' from DER, 803' right of
centerline, up to 49' AGL/474' MSL. **Rwy 23**, tree,
flag pole, and transmission towers beginning 1594'
from DER, 82' right of centerline, up to 125'
AGL/545' MSL. Transmission towers beginning
2627' from DER, 414' left of centerline up to 125'
AGL/524' MSL. **Rwy 10L**, trees beginning 230'
from DER, 494' left of centerline, up to 57'
AGL/486' MSL. Trees beginning 1172' from DER,
591' right of centerline, up to 69' AGL/488' MSL.
Rwy 10R, rod on electrical equipment 40' from
DER, 66' left of centerline, 7' AGL/426' MSL. Trees
beginning 2107' from DER, 199' right of centerline,
up to 69' AGL/488' MSL. **Rwy 28L**, bushes and
poles beginning 35' from DER, 160' right of
centerline, up to 37' AGL/451' MSL. Trees
beginning 1008' from DER, 7' left of centerline, up
to 37' AGL/451' MSL. **Rwy 28R**, bushes, trees,
and poles beginning 34' from DER, 162' left of
centerline, up to 38' AGL/451' MSL. Trees, signs,
and poles beginning 768' from DER, 98' right of
centerline, up to 67' AGL/488' MSL.

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SAN DIEGO, CA (CON'T)

SAN DIEGO INTL (SAN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 9 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 400-1½ w/min. climb of 290' per NM
to 900. **Rwy 27**, 400-2½ or std. w/min. climb of 353' per NM to
500.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 095° to 900,
then climbing left turn direct MZB VORTAC. Thence ...

Rwy 27, climb 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
West, right turn, 075° inbound) to cross MZB VORTAC at or above
2300 before proceeding on course.

NOTE: **Rwy 9**, fence, terrain, beginning 14' from DER, 67' left of
centerline, up to 14' AGL/35' MSL. Pole, building, terrain, fence,
beginning 21' from DER, 8' right of centerline, up to 35' AGL/50'
MSL. Sign, terrain, beginning 268' from DER, 137' left of
centerline, up to 50' AGL/77' MSL. Tree, building, beginning 781'
from DER, 265' right of centerline, up to 91' MSL. Building, terrain,
beginning 877' from DER, 180' left of centerline, up to 66'
AGL/106' MSL. building 1385' from DER, 356' right of centerline,
55' AGL/95' MSL. Electric sys, terrain, beginning 1395' from DER,
319' left of centerline, up to 44' AGL/138' MSL. Tree, terrain,
beginning 1822' from DER, 561' left of centerline, up to 196' MSL.
Tree 1857' from DER, 45' right of centerline, 45' AGL/144' MSL.
Tree, terrain, building, beginning 2140' from DER, 119' left of
centerline, up to 198' MSL. Building, terrain, beginning 2596' from
DER, 101' right of centerline, up to 89' AGL/158' MSL. Trees,
terrain, beginning 2681' from DER, 190' left of centerline, up to
215' MSL. T-I tower, terrain, building, pole, tree, beginning 2948'
from DER, 40' left of centerline, up to 67' AGL/272' MSL. Tree,
terrain, building, beginning 2965' from DER, 30' right of centerline,
up to 211' MSL. Building, terrain, beginning 3857' from DER, 39'
right of centerline, up to 44' AGL/216' MSL. Building 4376' from
DER, 1295' left of centerline, 117' AGL/364' MSL. Building, terrain,
beginning 4410' from DER, 322' left of centerline, up to 128'
AGL/389' MSL. Building, beginning 4433' from DER, 1207' right of
centerline, up to 165' AGL/296' MSL. Ant on ol building 4460' from
DER, 1482' left of centerline, 403' MSL. Terrain, Building, tree,
pole, beginning 4510' from DER, 213' left of centerline, up to 132'
MSL. Tree, building, beginning 5159' from DER, 325' right of
centerline, up to 113' AGL/301' MSL. Building 6023' from DER,
1934' right of centerline, 224' AGL/370' MSL. Building 1 NM from
DER, 1543' right of centerline, 234' AGL/372' MSL. Building, tree,
beginning 1 NM from DER, 21' right of centerline, up to 287'
AGL/401' MSL. Monument 1.3 nm from DER, 1339' left of
centerline, 53' AGL/310' MSL. Pole 1.3 NM from DER, 1721' left of
centerline, 35' AGL/306' MSL. Stack, tree, beginning 1.4 NM from
DER, 501' left of centerline, up to 170' AGL/374' MSL. Tree 1.9
NM from DER, 490' left of centerline, 330' MSL. **Rwy 27**, pole
192' from DER, 347' right of centerline, 17' AGL/29' MSL. NAVAID
284' from DER, 317' left of centerline, 19' AGL/28' MSL. Tree 754'
from DER, 156' right of centerline, 24' AGL/34' MSL. Tree 1021'
from DER, 620' right of centerline, 71' MSL. Pole 2515' from DER,
707' left of centerline, 103' AGL/118' MSL. Tree 2594' from DER,
353' right of centerline, 90' AGL/107' MSL. Tree 3179' from DER,
410' right of centerline, 111' MSL. Tree 3494' from DER, 947' right
of centerline, 169' MSL. Tower 3675' from DER, 14' right of
centerline, 60' AGL/115' MSL. Tree 4248' from DER, 403' left of
centerline, 75' AGL/150' MSL. Tree 4441' from DER, 1199' right of
centerline, 111' AGL/199' MSL. Trees, beginning 5046' from DER,
7' left of centerline, up to 96' AGL/235' MSL. Tree, building,
beginning 5693' from DER, 272' right of centerline, up to 227'
MSL. Tree 6050' from DER, 1703' left of centerline, 256' MSL.
Trees, beginning 1 NM from DER, 532' left of centerline, up to 65'
AGL/261' MSL. Building it, tree, beginning 1 NM from DER, 257'
right of centerline, up to 40' AGL/238' MSL. Tree 1.9 NM from
DER, 3367' left of centerline, 65' AGL/328' MSL.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

SAN DIEGO, CA (CON'T)

SAN DIEGO INTL (SAN)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15232 (FAA)

Rwy 27, headings as assigned by ATC; requires minimum climb of 360' per NM to 800.

SAN DIEGO/EL CAJON, CA

GILLESPIE FIELD (SEE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 11041 (FAA)

TAKEOFF MINIMUMS: **Rwy 9L**, 900-2 ¾ w/ min. climb of 400' per NM to 3600. **Rwy 9R**, 900-2 ¾ w/ min. climb of 405' per NM to 3600.**Rwy 17**, std. w/ min. climb of 465' per NM to 1900. **Rwy 27L**, std. w/ min. climb of 495' per NM to 3600 or 2500-2 ¼ w/ min. climb of 411' per NM to 3600. **Rwy 27R**, std. w/ min. climb of 605' per NM to 3600 or 2500-2 w/ min. climb of 435' per NM to 3600. **Rwy 35**, std. w/ min. climb of 460' per NM to 2200.DEPARTURE PROCEDURE: **Rwys 9L, 9R, 27L, 27R**, climbing right turn on heading 165° and MZB R-076 to MZB VORTAC. **Rwy 17**, climb on heading 165° and MZB R-076 to MZB VORTAC. **Rwy 35**, climbing left turn on heading 165° and MZB R-076 to MZB VORTAC.NOTE: **Rwy 9L**, rising terrain beginning 11' from DER, 202' left of centerline, up to 398' MSL. Vehicle on road beginning 604' from DER, 3' right of centerline, up to 17' AGL/450' MSL. Sign 739' from DER, 442' right of centerline, 40' AGL/448' MSL. Bridge 784' from DER, on centerline, 10' AGL/408' MSL. Building 916' from DER, 355' left of centerline, 40' AGL/448' MSL. Trees beginning 940' from DER, 28' left of centerline, up to 100' AGL/557' MSL. Poles beginning 1101' from DER, 153' right of centerline, 40' AGL/455' MSL. Poles beginning 1173' from DER, 314' left of centerline, up to 42' AGL/462' MSL. Trees beginning 1259' from DER, 66' right of centerline, up to 100' AGL/628' MSL. Building 1418' from DER, 421' left of centerline, 40' AGL/451' MSL. **Rwy 9R**, poles beginning 921' from DER, 68' right of centerline, up to 50' AGL/442' MSL. Vehicle on road beginning 1544' from DER, 404' left of centerline, up to 17' AGL/450' MSL. Sign 1679' from DER, 25' right of centerline, 40' AGL/448' MSL. Buildings beginning 1855' from DER, 772' left of centerline, up to 40' AGL/450' MSL. Trees beginning 1879' from DER, 65' left of centerline, up to 100' AGL/691' MSL. Poles beginning 2112' from DER, 263' left of centerline, up to 42' AGL/462' MSL. Trees beginning 2490' from DER, 258' right of centerline, up to 100' AGL/505' MSL. **Rwy 17**, fence 14' from DER, 42' right of centerline, 10' AGL/393' MSL. Poles beginning 50' from DER, 33' right of centerline, up to 40' AGL/428' MSL. Buildings beginning 240' from DER, 290' right of centerline, up to 70' AGL/463' MSL. Poles beginning 266' from DER, 150' left of centerline, up to 40' AGL/440' MSL. Antenna on hanger 282' from DER, 325' left of centerline, 40' AGL/421' MSL. Trees beginning 390' from DER, 377' right of centerline, up to 100' AGL/473' MSL. Buildings beginning 670' from DER, 57' left of centerline, 40' AGL/429' MSL. Trees beginning 1068' from DER, 54' left of centerline, up to 100' AGL/472' MSL. **Rwy 27L**, aircraft on taxiway 9' from DER, 195' left of centerline, 15' AGL/384' MSL. Trees beginning 1548' from DER, 700' right of centerline, up to 100' AGL/453' MSL. Trees beginning 2943' from DER, 464' left of centerline, up to 60' AGL/470' MSL. **Rwy 27R**, trees beginning 179' from DER, 54' right of centerline, up to 100' AGL/453' MSL. Poles beginning 316' from DER, 161' right of centerline, 40' AGL/390' MSL. Railroad 511' from DER, 412' left of centerline, 23' AGL/379' MSL. Obstruction light on RR signal 799' from DER, 83' left of centerline, 30' AGL/390' MSL. Trees beginning 2069' from DER, 71' left of centerline, up to 100' AGL/470' MSL. Pole 2142' from DER, 95' left of centerline, 30' AGL/420' MSL. **Rwy 35**, poles beginning 50' from DER, 29' right of centerline, up to 50' AGL/431' MSL. Buildings beginning 61' from DER, 134' right of centerline, up to 10' AGL/388' MSL. Trees beginning 179' from DER, 67' right of centerline, up to 100' AGL/447' MSL. Pole 593' from DER, 336' left of centerline, 35' AGL/396' MSL. Trees beginning 670' from DER, 118' left of centerline, up to 100' AGL/439' MSL.

SAN DIEGO/EL CAJON, CA (CON'T)

GILLESPIE FIELD (SEE) (CON'T)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 14289 (FAA)

Rwy 27L, heading as assigned by ATC; requires minimum climb of 320' per NM to 1200. **Rwy 27R**, heading as assigned by ATC; requires minimum climb of 420' per NM to 1200. **Rwy 35**, heading as assigned by ATC; requires minimum climb of 400' per NM to 1600.

SAN LUIS OBISPO, CA

SAN LUIS COUNTY RGNL(SBP)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 92289 (FAA)

TAKEOFF MINIMUMS: **Rwys 7, 25, NA. Rwy 11**, 1800-2 or std. with a min. climb of 320' per NM to 2300. **Rwy 29**, 1200-2 or std. with a min. climb of 390' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 900, then climbing right turn direct MQO VORTAC. **Rwy 29**, climb via runway heading and MQO R-050 to MQO VORTAC. **All aircraft** departing on MQO R-130 CW R-320 climb on course. All others continue climbing in MQO holding pattern (SE, left turns, 306° inbound) to cross MQO VORTAC at or above 4000.

SAN NICOLAS ISLAND NOLF (KNSI)

SAN NICOLAS ISLAND, CA

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

15288

DEPARTURE PROCEDURE:

Rwy 12: Diverse departures authorized 301° to 121° CW.**Rwy 30**: Diverse departures authorized 301° to 121° CW.TAKE-OFF OBSTACLES: **Rwy 12**, terrain 63' from DER, 517' right of centerline, 504' MSL. Terrain 50' from DER, 500' right of centerline, 503' MSL. **Rwy 30**, localizer antenna 51' from DER, 3' right of centerline, 8' AGL/491' MSL.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)



TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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DIVERSE VECTOR AREA (RADAR VECTORS)

SANTA ANA, CA

JOHN WAYNE AIRPORT-ORANGE
COUNTY (SNA)TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 6 14261 (FAA)DEPARTURE PROCEDURE: **Rwys 2L, 2R**,
climbing left turn direct SLI VORTAC. **Rwys 20L,
20R**, 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.NOTE: **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 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 8 16315 (FAA)TAKEOFF MINIMUMS: **Rwy 7**, std. w/min. climb of 260' per
NM to 1100, or 2800-3 for climb in visual conditions. **Rwys
33L/R**, NA-ATC.DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn
heading 170.00, thence ... **Rwy 25**, climbing left turn heading
155°, thence ... **Rwy 15L/R**, 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.NOTE: **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, bldg, 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. **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**, NAVIAD 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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)



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



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SANTA BARBARA, CA (CON'T)

SANTA BARBARA MUNI (SBA)

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 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 12124 (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.

NOTE: **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 6 06159 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, std. w/ min. climb of 325' per NM to 1100, or 1200-3 for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 215' per NM to 4000, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn to 5000 via SMO R-210 and LAX R-276 to SADDE INT, or for climb in visual conditions: cross SMO VOR/DME at or above 1200 then continue climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT. **Rwy 21**, climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT, or for climb in visual conditions: cross SMO VOR/DME at or above 1200, then climb to 5000 via SMO R-210 and LAX R-276 to SADDE INT.

NOTE: **Rwy 3**, multiple signs and trees beginning 19' from DER, 300' right of centerline, up to 36' AGL/211' MSL, tower 5488' from departure end of run way, 1902' right of centerline, 150' AGL/325' MSL, light standard 19' from DER, 176' right of centerline, 6' AGL/181' MSL, multiple trees beginning 325' from DER, 227' left of centerline, up to 34' AGL/209' MSL, sign 56' from DER, 185' left of centerline, 6' AGL/181' MSL. **Rwy 21**, multiple trees and poles beginning 140' from DER, 247' right of centerline, up to 81' AGL/196' MSL, antenna on building 280' from DER, 486' right of centerline, 35' AGL/150' MSL, VOR 101' from DER, 255' left of centerline, 7' AGL/122' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 16091 (FAA)

Rwy 3, heading as assigned by ATC; requires minimum climb of 330' per NM to 1100. **Rwy 21**, heading as assigned by ATC; requires minimum climb of 350' per NM to 3900.

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





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



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SANTA YNEZ, CA

SANTA YNEZ (IZA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 500-2½ w/min. climb of 251' per NM to 1700 or std. w/min. climb of 317' per NM to 1300. **Rwy 26**, 300-2 or std. w/min. climb of 226' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climbing left turn heading 260° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME. Do not exceed 150 KIAS until established on GVO VORTAC R-307. **Rwy 26**, climb heading 264° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME.

NOTE: **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 FIELD (MIT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13122 (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.

NOTE: **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 FIELD (TOA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 11L**, 400-2 or std. w/min. climb of 325' per NM to 600. **Rwy 11R**, 400-2½ or std. with a min. climb of 325' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 29L, 29R**, climb runway heading. **Rwys 11L, 11R**, 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, 08269

Helicopter use only. Climb on a heading between 010° CW to 190° from heliport (or a minimum climb rate of 530' per NM to 7800 for all other courses).

TWENTYNINE PALMS, CA

TWENTYNINE PALMS (TNP)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 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.

TWENTYNINE PALMS SELF (NXP)

TWENTYNINE PALMS, CA

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
07354

Diverse departure not authorized.

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



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

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UPLAND, CA

CABLE (CCB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1¼ or std. with a min. climb of 240' per NM to 1900.DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn. **Rwy 24**, climbing left turn. All aircraft climb direct PDZ VORTAC and hold (East, right turns, 258°, inbound), continue climb-in-hold to MEA for route of flight.NOTE: **Rwy 24**, sign, 45' from DER, 96' left of centerline, 8' AGL/1396' MSL. Trees beginning 250' from DER, 417' right of centerline, up to 30' AGL/1429' MSL. **Rwy 6**, trees beginning 14' from DER, 78' left of centerline, up to 30' AGL/1669' MSL. Sign 27' from DER, 98' right of centerline, 8' AGL/1448' MSL. Sign 29' from DER, 102' left of centerline, 8' AGL/1451' MSL. Pole 109' from DER, 221' right of centerline, 40' AGL/1470' MSL. Poles beginning 123' from DER, 178' left of centerline, up to 47' AGL/1491' MSL. Trees beginning 160' from DER, 15' right of centerline, up to 30' AGL/1506' MSL. Obstruction light on building 768' from DER, 246' left of centerline, 39' AGL/1489' MSL. Tree 2785' from DER, on centerline, 30' AGL/1524' MSL.

VAN NUYS, CA

VAN NUYS (VNY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 16203 (FAA)

TAKEOFF MINIMUMS: **Rwys 16L, 16R**, std. w/ min. climb of 370' per NM to 7100. **Rwys 34L, 34R**, std. w/ min. climb of 370' per NM to 7100.DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climbing left turn on heading 053° and VNY R-095 to DARTS INT, thence ... **Rwys 34L, 34R** - 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.NOTE: **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 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 AFB (KVBG)

LOMPOC, CA

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

10042

Rwy 12: 6500-3 or standard with a minimum climb rate of 300'/NM to 8800, cross DER at or above 35' AGL/404' MSL.**Rwy 30**: 6400-3 or standard with a minimum climb rate of 270'/NM to 8800, cross DER at or above 35' AGL/274' MSL.TAKEOFF OBSTACLES: **Rwy 12**: trees 40' AGL/479' MSL, 3814' from DER, 1126' right of centerline. Road with possible vehicles 10' AGL/443' MSL, 2961' from DER, 360' right of centerline. Trees 200' AGL/594' MSL, 1.3 NM from DER, 795' right of centerline. Trees 200' AGL/600' MSL, 1.1 NM from DER, 2250' right of centerline. Trees 200' AGL/604' MSL, 1.0 NM from DER, 90' right of centerline. Trees 200' AGL/600' MSL, 1.4 NM from DER, 2665' left of centerline. Trees 200' AGL/620' MSL, 6051' from DER, 2044' left of centerline. Trees 50' AGL/1375' MSL, 3.2 NM from DER, 5.0 NM left of centerline. Trees 107' AGL/546' MSL, 4548' from DER, 1479' right of centerline.**Rwy 12/30 VCOA**: For climb in visual conditions 2200-3, remain within 6.5 NM from airport, cross Vandenberg airport at or above 2400, then proceed as filed. Maximum airspeed 250 kts.

Note: Aircrews must notify ATC prior to executing this VCOA procedure.

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS

(VCV)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 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.

NOTE: **Rwy 3**, pole 408' from DER, 511' right of centerline, 29' AGL/2873' MSL. Terrain beginning 153' from DER, 41' right of centerline, up to 3196' MSL. Terrain beginning 17' from DER, 104' left of centerline, up to 2855' MSL. Tree 2.1 NM from DER, 3735' right of centerline, 50' AGL/3269' MSL. **Rwy 17**, sign 248' from DER, 277' left of centerline, 14' AGL/2896' MSL. Antenna on building 701' from DER, 203' left of centerline, 20' AGL/2902' MSL.

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



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

BAKERSFIELD, CA

MEADOWS
FIELD (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.

BURBANK, CA

BOB HOPE (BUR) ILS Z or LOC Z Rwy 8¹⁴
ILS Y or LOC Y Rwy 8³
RNAV (GPS)-A²
RNAV (GPS) Z Rwy 8²
RNAV (RNP) Y Rwy 8⁵
VOR Rwy 8²

¹ILS, LOC, Category B, 900-2; Category C, 1500-3; Category D, 1600-3.

²Categories A, B, 900-2; Category C, 1500-3; Category D, 1600-3.

³ILS, LOC, Categories A, B, 900-2; Category C, 1500-3; Category D, 1600-3.

⁴NA when tower closed.

⁵Categories A, B, C, D, 800-2½.

NAME ALTERNATE MINIMUMS

CAMARILLO, CA

CAMARILLO (CMA) RNAV (GPS) Rwy 8¹³
RNAV (GPS) Y Rwy 26¹
VOR Rwy 26²

¹NA when local weather not available.

²Categories A, B, 1100-2; Category C, 1100-3.

³Categories C, D, 800-2½.

CARLSBAD, CA

MC CLELLAN-
PALOMAR (CRQ) ILS or LOC Rwy 24¹²
RNAV (GPS) X Rwy 24³
RNAV (GPS) Y Rwy 6⁴
RNAV (GPS) Y Rwy 24³
VOR-A⁵⁶

¹NA when control tower closed.

²ILS, Categories A, B, 700-2; Category C, 1000-2¾. LOC, Category C 1000-2¾.

³Category C, 1000-2¾.

⁴Categories A, B, 900-2; Category C, 1000-2¾; Category D 1500-3.

⁵Categories A, B, 1000-2; Category C, 1000-3.

⁶NA when local weather not available.

CHINO, CA

CHINO (CNO) ILS or LOC Rwy 26R
NA when control tower closed.

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, 1000-2¾; Category D, 1000-3.

²Categories A, B, 1700-2; Categories C, D, 1700-3.

³Category B, 1000-2; Categories C, D, 1600-3.

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NAME ALTERNATE MINIMUMS
EL MONTE, CA
 SAN GABRIEL VALLEY (EMT) ... **NDB or GPS-C¹**
VOR or GPS-A¹
VOR or GPS-B²

NA when control tower closed.

¹Categories A, B, 1000-2.

²Categories A, B, 1100-2.

FULLERTON, CA
 FULLERTON MUNI (FUL) **LOC/DME Rwy 24¹**
VOR-A²

¹NA when control tower closed.

²Categories A, B, 1500-2.

HAWTHORNE, CA
 JACK NORTHROP FIELD/
 HAWTHORNE MUNI (HHR) **LOC Rwy 25¹**
RNAV (GPS) Rwy 25
VOR Rwy 25¹

NA when local weather not available.

¹NA when control tower closed.

LA VERNE, CA
 BRACKETT FIELD (POC) **ILS Rwy 26L**
LOC Rwy 26L
VOR or GPS-A¹

NA when control tower closed.

¹Category C, 800-2¼.

LANCASTER, CA
 GENERAL WILLIAM J. FOX
 AIRFIELD (WJF) **VOR-B¹**
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 24²

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

²NA when local weather not available.

LOMPOC, CA
 LOMPOC (LPC) **RNAV (GPS) Rwy 25¹**
VOR/DME-A²

¹NA when local weather not available.

²Categories A, B, 900-2.

NAME ALTERNATE MINIMUMS
LONG BEACH, CA
 LONG BEACH/DAUGHERTY
 FIELD (LGB) **ILS or LOC Rwy 30¹²**
RNAV (GPS) Z Rwy 30³
RNAV (RNP) Rwy 12¹
RNAV (RNP) Rwy 25R¹
RNAV (RNP) Y Rwy 30¹
VOR or TACAN Rwy 30¹⁴

¹NA when control tower closed.

²ILS, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾. LOC, Categories A, B, 900-2, Category C, 900-2½; Category D, 900-2¾.

³Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

⁴Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

LOS ANGELES, CA
 WHITEMAN (WHP) **VOR-A**
 Categories A, B, 900-2; Category C, 900-2½.
 NA when control tower closed.

NEEDLES, CA
 NEEDLES (EED) **VOR-A**
 Category D, 800-2¾.

OCEANSIDE, CA
 BOB MAXWELL MEMORIAL
 AIRFIELD (OKB) **VOR-A**
 Categories A, B, 1200-2.

ONTARIO, CA
 ONTARIO INTL (ONT) **ILS or LOC Rwy 8L²**
ILS or LOC Rwy 26R¹

¹ILS, Categories A, B, C, 700-2; Category D, 700-2¼; LOC, Category D, 800-2¾.

²ILS, Category D, 700-2.

OXNARD, CA
 OXNARD (OXR) **ILS or LOC Rwy 25¹²**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 25

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed.

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NAME ALTERNATE MINIMUMS
PALM SPRINGS, CA
 JACQUELINE COCHRAN
 RGNL (TRM) **VOR-A**
 Categories A, B, 1300-2; Categories C, D,
 1300-3.

PALM SPRINGS
 INTL (PSP) **VOR or GPS-B**
 Categories A, B, 1900-2; Categories C, D,
 1900-3.

PALMDALE, CA
 PALMDALE USAF
 PLANT 42 (PMD) **ILS or LOC Rwy 25¹²**
RNAV (GPS) Rwy 25
VOR/DME or TACAN Rwy 25
 NA when local weather not available.
¹NA when control tower closed.
²ILS, LOC, Categories A, B, 1000-2; Categories
 C, D, E, 1000-3.

PASO ROBLES, CA
 PASO ROBLES
 MUNI (PRB) **RNAV (GPS) Rwy 19¹**
RNAV (GPS) Rwy 31²³
VOR Rwy 19¹
VOR-B¹

¹Category D, 900-3.
²NA when local weather not available.
³Category D, 900-3.

RAMONA, CA
 RAMONA (RNM) **RNAV (GPS)-B¹**
RNAV (GPS) Rwy 9²
VOR/DME-A³
 NA when local weather not available.
¹Categories A, B, 1400-2; Category C, 1400-3.
²Categories A, B, 900-2; Category C, 900-2½.
³Categories A, B 1200-2; Category C, 1200-3.

RIVERSIDE, CA
 RIVERSIDE
 MUNI (RAL) **ILS or LOC Rwy 9¹²³**
RNAV (GPS) Rwy 9³⁴
RNAV (GPS) Rwy 27⁵
VOR-A³⁶
VOR Rwy 9³⁵
¹NA when control tower closed.
²ILS, LOC, Category C, 900-2½; Category D,
 900-2½.
³NA when local weather not available.
⁴Category C, 900-2½; Category D, 900-2½.
⁵Categories A, B, 1300-2; Category C, 1300-3.
⁶Categories A, B, 1500-2; Categories C, D, 1500-3.

NAME ALTERNATE MINIMUMS
SAN DIEGO, CA
 BROWN FIELD
 MUNI (SDM) **RNAV (GPS) Rwy 8L¹³**
VOR or GPS-A², 800-2¾

¹NA when local weather not available.
²NA when control tower closed.
³Category D, 1800-3.

MONTGOMERY-GIBBS
 EXECUTIVE (MYF) **ILS or LOC Rwy 28R**
RNAV (GPS) Rwy 28R
 NA when local weather not available.

SAN DIEGO INTL (SAN) ILS or LOC Rwy 9²
LOC Rwy 27³
RNAV (GPS) Rwy 9¹
RNAV (GPS) Y Rwy 27³
RNAV (RNP) Z Rwy 27⁴

¹Categories A, B, 900-2; Category C, 900-2½;
 Category D, 1000-3.
²Categories A, B, 1000-2; Category C, 1000-2¾;
 Category D, 1000-3.
³Categories A, B, 900-2; Category C, 900-2½;
 Category D, 1000-3.
⁴Categories A, B, C, D, 800-2½.

SAN DIEGO/EL CAJON, CA
 GILLESPIE FIELD (SEE) **LOC-D¹²**
RNAV (GPS) Rwy 17³⁴
¹NA when control tower closed.
²Categories A, B, 1200-2; Categories C, D,
 1600-3.
³Categories A, B, 1100-2; Category C, D, 1100-3.
⁴NA when local weather not available.

SAN LUIS OBISPO, CA
 SAN LUIS
 COUNTY RGNL (SBP) **ILS Rwy 11¹**
LOC Rwy 11¹³
RNAV (GPS) Rwy 11⁴
VOR or TACAN A²
¹NA when control tower closed.
 Categories A, B, 900-2; Category C,
 1000-2¾; Category D, 1100-3.
²Categories A, B, 1500-2; Categories C, D,
 1500-3.
³Categories A, B, 1000-2; Category C, 1000-3;
 Category D, 1100-3.
⁴Category C, 1000-2¾; Category D, 1100-3.

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NAME ALTERNATE MINIMUMS

SANTA ANA, CA
 JOHN WAYNE AIRPORT-ORANGE
 COUNTY (SNA) **ILS or LOC Rwy 20R**¹³
 LDA/DME 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.
³Categories 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 7¹³
 VOR or GPS Rwy 25⁴

¹NA when local weather not available.
²ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 1000-3. LOC, Category C, 800-2½; Category D, 1000-3.
³Category C, 800-2½; Category D, 1000-3.
⁴Categories A, B, 1000-2; Categories C, D, 1000-3.

SANTA MARIA, CA

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN
 HANCOCK FIELD (SMX)... **ILS or LOC Rwy 12**¹⁴⁵
 LOC/DME BC-A²⁴
 RNAV (GPS) Rwy 12³⁵
 RNAV (GPS) Rwy 30⁵⁶
 VOR Rwy 12³⁵

¹ILS, LOC, Category D, 1100-3.
²Category A, B, 900-2; Category C, 900-2½; Category D, 1100-3.
³Category D, 1100-3.
⁴NA when control tower closed.
⁵NA when local weather not available.
⁶Categories A, B, 1400-2; Category C, 1400-3.

SANTA YNEZ, CA

SANTA YNEZ (IZA) **VOR or GPS-B**
 Categories A, B, 1300-2.
 NA except for operators with approved weather reporting service.

TORRANCE, CA

ZAMPERINI
 FIELD (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.

NAME ALTERNATE MINIMUMS

VAN NUYS, CA
 VAN NUYS (VNY)..... **ILS Y Rwy 16R**¹⁴⁶
 ILS Z Rwy 16R¹⁴
 LDA-C²⁵
 VOR-A³

¹NA when control tower closed.
²Category D, 1300-3.
³Category D, 1000-3.
⁴NA when local weather not available.
⁵NA when KBUR control tower closed.
⁶ILS Categories A, B, C, D, 700-2.

VICTORVILLE, CA

SOUTHERN CALIFORNIA
 LOGISTICS (VCV) **ILS or LOC Rwy 17**¹
 RNAV (GPS) Rwy 17²
 VOR/DME Rwy 17²

NA when local weather not available.
¹ILS, Category D, 700-2½; LOC, Category D, 800-2½.
²Category D, 800-2½.

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

CAMP PENDLETON MCAS (MUNN FLD) (KNFG), CA (Oceanside) (14149 USN)
 RADAR - (E) 236.3 277.325  NA ELEV 78

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	21 ^{1 2 5}	3.5°/49/839	ABCD	388-¾	311	(400-¾)
W/O GS	21 ^{5 6}		AB	920-1	843	(900-1)
			CD	920-2	843	(900-2)
ASR	21 ³		AB	1000-1	923	(1000-1)
			CD	1000-2½	923	(1000-2½)
CIR	ALL RWY ^{4 7}		A	1000-1¼	922	(1000-1¼)
			B	1160-1½	1082	(1100-1½)
			CD	1380-3	1302	(1400-3)

¹CAUTION: Trees penetrate obstacle surfaces within the visual portion of the procedure approximately 900' from threshold. Pilots must have trees in sight prior to descending from decision height.

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

³When ALS inop, increase CAT AB vis 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 1¼ miles, CAT CD to 2½ miles.

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

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RADAR INSTRUMENT APPROACH MINIMUMS

LOS ALAMITOS AAF (KSLI), CA (1-Amdt 6, 2-Amdt 3, 3-Orig, 16203 USA) ELEV 35
 RADAR^{1 2} - (E) 124.75 127.95 279.5 285.55 290.9 NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
RADAR 1						
PAR	22L ^{3 6 9}	3.0°/40/745	ABCD	285-¾	250	(300-¾)
PAR W/O GS	22L ^{3 4 6 7 9}		AB	420-¾	385	(400-¾)
			CD	420-7/8	385	(400-7/8)
RADAR 2						
COPTER PAR	22L ^{8 9}	4.0°/40/572	A	235-¾	200	(200-¾)
RADAR 3						
ASR	22L ^{4 5}		AB	440-¾	408	(500-¾)
			CD	440-1	408	(500-1)
CIR	22L ⁴		A	440-1	408	(500-1)
			B	500-1	468	(500-1)
			C	500-1½	468	(500-1½)
			D	600-2	568	(600-2)

¹PAR opr 1500-2300Z++ Mon and Fri, 2100-0500Z++ Tue-Thu, clsd wkend and hol.

²Multiple PAR apch avbl during VFR ctc twr for freq assn.

³When ALS inop, increase PAR Rwy 22L vis all CATs to 7/8 mile, increase PAR W/O GS Rwy 22L CAT D vis to 1½ miles.

⁴Circling NA N of Rwy 4L-22R.

⁵When ALS inop, increase vis all CATs 1/4 mile.

⁶When local altimeter setting not received, use Santa Ana altimeter setting and increase all DAs 30 ft, MDAs 40 ft and increase PAR W/O GS CAT C and D vis to 1 mile.

⁷When ALS INOP and using Santa Ana altimeter setting, increase CAT D vis to 1½ SM.

⁸When local altimeter setting not received, use Santa Ana altimeter setting and increase DA 30 ft, increase vis to 3/8 mile.

⁹VGSI and PAR glidepath not coincident.

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RADAR INSTRUMENT APPROACH MINIMUMS

MIRAMAR MCAS (MITSCHER FLD) (KNKX), CA (15344 USN)

ELEV 477

RADAR¹ - (E) 133.625 266.8x 270.35 307.9x 328.4x 348.75 350.275 373.575 379.125 380.3x ∇

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	24R ²	3.0°/53/1133	ABCDE	575-¼	100	(100-¼)
	24L	3.0°/47/1043	ABCDE	577-½	100	(100-½)
PAR W/O GS ⁵	24R ³		ABCDE	840-¾	365	(400-¾)
	24L		ABCDE	840-1¼	363	(400-1¼)
ASR	6L		AB	820-1	394	(400-1)
			CDE	820-1½	394	(400-1½)
	24R ⁴		AB	880-¾	405	(500-¾)
			CDE	880-¾	405	(500-¾)
	24L		AB	880-1	403	(500-1)
CDE			800-1½	403	(500-1½)	
CIR ⁶	ALL RWY		A	920-1¼	443	(500-1¼)
			B	940-1¼	463	(500-1¼)
			C	940-1½	463	(500-1½)
			D	1180-2¼	703	(800-2¼)
			E	1360-3	883	(900-3)

¹Other APP CON freq as asgn.²When ALS inop, increase vis CAT ABCDE to ½ mile.³When ALS inop, increase vis CAT ABCDE to 1¼ miles.⁴When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1½ miles.⁵No NOTAM MP: PAR 1400-2000Z++ Tue, ILS O/S 1400-2000Z++ Thur, exc dur inclement wx.⁶CAT E circling not authorized S of Rwy 6R-24L.

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RADAR INSTRUMENT APPROACH MINIMUMS

NORTH ISLAND NAS (KNZY), (HALSEY FIELD), CA (San Diego) (16259 USN) ELEV 26
RADAR - (E) 127.7x 133.175x 319.9x 350.8x 353.5x 382.0x 385.5x 

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR ¹	36 ⁶ 29 ^{3 10}	3.0°/45/846 3.0°/35/722	ABCDE ABCDE	119-¾ 276-¾	100 250	(100-¾) (300-¾)
PAR W/O GS ¹	36 ⁹ 29 ^{2 4}		AB CDE AB CDE	420-¾ 420-1 540-¾ 540-1	401 401 514 514	(400-¾) (400-1) (600-¾) (600-1)
PAR E RWY 29 SHORT (OFFSET)	29 ^{1 8 10}	3.0°/35/722	A	620-2	594	(600-2)
PAR or PAR W/O GS D RWY 29 (OFFSET)	29 ^{1 2}		ABCDE	620-2	594	(600-2)
ASR	29 ^{2 5} 36 ⁷		AB CDE A B CDE	540-¾ 540-1 780-¾ 780-1 780-2	514 514 761 761 761	(600-¾) (600-1) (800-¾) (800-1) (800-2)
ASR C RWY 29 (OFFSET)	29 ²		ABCDE	620-2	594	(600-2)
 CIR	29 ²		AB CDE	620-2 NOT AUTHORIZED	594	(600-2)
	36		ABCDE	NOT AUTHORIZED		

¹No-NOTAM MP sked 2000-2400Z++ Mon.

²Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36.

³When ALS inop, increase vis CAT ABCDE to ¾ mile.

⁴When ALS inop, increase vis CAT AB to 1½ miles, CAT CDE to 1¾ miles.

⁵When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.

⁶When ALS inop, increase vis CAT ABCDE to ½ mile.

⁷When ALS inop, increase vis CAT A to 1 mile, CAT B to 1½ miles, CAT CDE to 2½ miles.

⁸Minima applicable for rotorcraft short offset approaches.

⁹When ALS inop increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.

¹⁰CAUTION: WCH Group 3: 15' and Group 4: 10' is less than required 20'.

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RADAR INSTRUMENT APPROACH MINIMUMS

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD), CA (Oxnard)

(14289 USN)

ELEV 13

RADAR⁷ - (E) 123.75x 133.25 233.7x 269.225 350.25 353.925 ▾

	RWY	GS/TCH/RPI	CAT	DH/	HAT/HATH/	CEIL-VIS
				MDA-VIS	HAA	
PAR	3 ²	3.0°/47/901	ABCDE	110-¾	100	(100-¾)
	21	3.0°/47/891	ABCDE	113-½	100	(100-½)
PAR	21(altn MAP) ⁴	3.0°/47/891	ABCDE	650-1¾	637	(700-1¾)
PAR W/O GS	3 ⁵		ABCDE	300-¾	290	(300-¾)
	21 ⁵		ABCDE	380-5/8	367	(400-5/8)
	21(altn MAP) ⁴		ABCDE	420-1¾	407	(500-1¾)
ASR	3 ³		ABCDE	320-¾	310	(400-¾)
	21 ⁶		AB	420-¾	407	(500-¾)
			CDE	420-¾	407	(500-¾)
ASR	21(altn MAP) ⁴		ABCDE	480-1¾	467	(500-1¾)
CIR ¹	3,21		AB	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 acct not opr under ATC or PLEAD ctc APP CON 25 NM out on 307.275 or 128.65.

¹ Circling not authorized E of Rwy 3-21, with PAR approach, or when Alternate MAP Rwy 21 in use.

² When ALS inop, increase vis CAT ABCDE to ½ mile. ³ When ALS inop, increase vis CAT ABCDE to 1 mile. ⁴ When ALS inop, increase vis CAT ABCDE to 2½ miles. ⁵ When ALS inop, increase vis CAT ABCDE to 1 mile. ⁶ When ALS inop, increase vis CAT AB to 1 mile, CAT CDE vis to 1½ miles.

⁷ No-NOTAM preventative maint 1400-1800Z++ Mon.

SAN CLEMENTE ISLAND NALF (KNUC), (FREDERICK SHERMAN FIELD), CA

RADAR - (E) 127.05x 305.3x ▾

(16063 USN)

ELEV 184

	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HATH/	
PAR ¹⁴	24	3.0°/39/923	ABCDE	303-½	119	(200-½)
PAR W/O GS ¹	24		AB	580-1	396	(400-1)
			CDE	580-1½	396	(400-1½)
ASR ²	24		AB	780-1	596	(600-1)
			CDE	780-1¾	596	(600-1¾)
CIR W/O GS ³	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 ³	ALL RWY		AB	780-1	596	(600-1)
			C	780-1¾	596	(600-1¾)
			DE	780-2	596	(600-2)

¹ No-NOTAM MP PAR 1800-2000Z++ Tue. ² No-NOTAM MP ASR 2000-2200Z++ Tue.

³ Circling not authorized S of Rwy 6-24. ⁴ CAUTION: WCH Group 3: 19' and Group 4: 14' is less than required 20'.

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RADAR INSTRUMENT APPROACH MINIMUMS

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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 FIELD) (LGB)	25R 30	12-30 07L-25R	3,400 feet 5,850 feet

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HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BURBANK, CA BOB HOPE (BUR)	HS 1	Rwy 33 rwy holding position markings at NW corner of terminal ramp
CARLSBAD, CA MC CLELLAN-PALOMAR (CRQ)	HS 1	Large Jets may obscure twr visibility of small aircraft.
CHINO, CA CHINO (CNO)	HS 1 HS 2 HS 3	Twy D close proximity to Rwy 08L-26R. Twy L close proximity to Rwy 03-21. Twy K close proximity to Rwy 08L-26R.
EL MONTE, CA SAN GABRIEL VALLEY (EMT)	HS 1 HS 2	Twy A at Twy C. Twy A at Twy D.
HAWTHORNE, CA JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LANCASTER, CA GENERAL WM J FOX AIRFIELD (WJF)	HS 1	Pilots mistake Rwy 06-24 for Twy A.
LA VERNE, CA BRACKETT FIELD (POC)	HS 1	Twy A between the apch ends of Rwy 26R and Rwy 26L.
LONG BEACH, CA LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1 HS 2 HS 3 HS 4	Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K. Rwy 07R-25L, Twy B. Rwy 07R-25L and Rwy 12-30, Twy J and Twy D. Rwy 12-30 cross every other twy.
LOS ANGELES, CA LOS ANGELES INTL (LAX)	HS 1 HS 2 HS 3 HS 4 HS 5 HS 6 HS 7	Rwy 24L and Twy AA. Rwy 24L and Twy Z. Rwy 24L, Twy D7 and Twy E7. Rwy 25 L, Rwy 25 R and Twy F. Twy H and Twy M. Twy H, Twy M, and Twy H6. Pilots entering Rwy 24L sometimes miss the rwy entrance at Twy V.
PALM SPRINGS, CA PALM SPRINGS INTL (PSP)	HS 1 HS 2 HS 3 HS 4	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R. Int of Twy B and Twy C. Twy B and Rwy 31R. Twy C and Twy J.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

16259

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HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
RIVERSIDE, CA RIVERSIDE MUNI (RAL)	HS 1 HS 2	Twy A and Rwy 34. ATC non-vis area.
SAN DIEGO, CA MONTGOMERY FLD (MYF)	HS 1 HS 2 HS 3	Rwy 28R and Rwy 28L, Twy G. Rwy 28R and Rwy 28L, Twy F. Rwy 28L and Twy B.
SAN LUIS OBISPO, CA SAN LUIS COUNTY RGNL (SBP)	HS 1 HS 2	Area directly below the Control Twr "not visible". Twy E, Rwy 29.
SANTA ANA, CA JOHN WAYNE ARPT- ORANGE COUNTY (SNA)	HS 1 HS 2 HS 3	Rwy 20L and Twy L. Rwy 20L and Rwy 20R, Twy H. Twy A, Twy H, and Twy C.
SANTA BARBARA, CA SANTA BARBARA MUNI (SBA)	HS 1 HS 2 HS 3	Rwy 07-25, Twy C. Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi. Rwy 25, Twy H and Twy J.
SANTA MARIA, CA CAPTAIN G ALLAN HANCOCK FLD (SMX)	HS 1 HS 2 HS 3 HS 4	Twy A, Twy A7, Twy A8, Twy V, and Twy W. Twy A, Twy A6, Twy A5, Twy R, and Twy S. Rwy 20 and Twy A. Rwy 12 and Twy B2 and Twy A2.
SANTA MONICA, CA SANTA MONICA MUNI (SMO)	HS 1 HS 2	The run-up area is non-movement area. Twy A and the FBO ramp in close proximity to the rwy safety area.
TORRANCE, CA ZAMPERINI FIELD (TOA)	HS 1	Pilots exiting Rwy 11L-29R sometimes fail to hold short of the Rwy 11R-29L apch hold area on Twy H.
VICTORVILLE, CA SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

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

16315

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

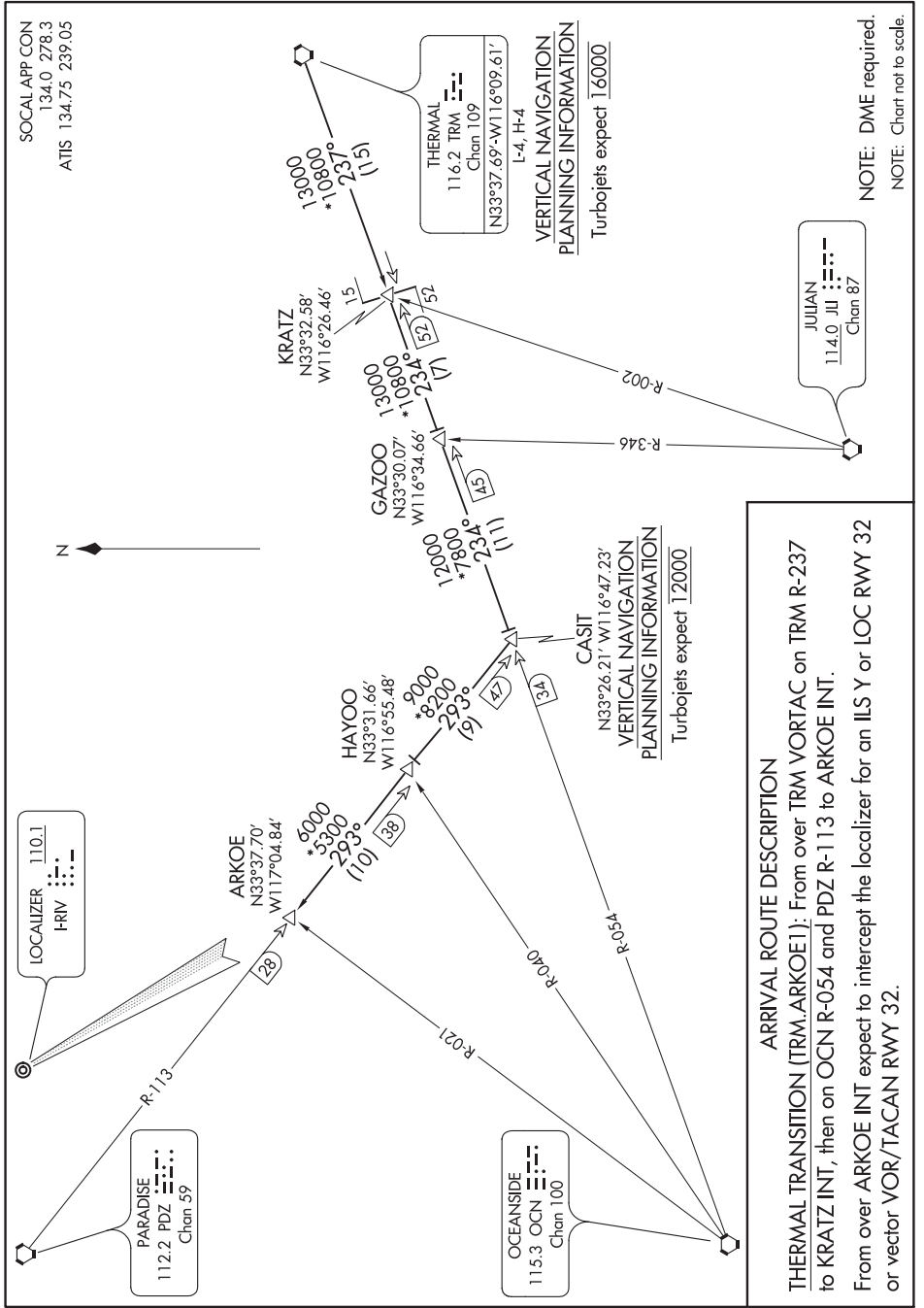
ARKOE ONE ARRIVAL

ST-348 (FAA)

MARCH ARB (KRIV)
RIVERSIDE, CALIFORNIA

Z1

SW-3, 10 NOV 2016 to 05 JAN 2017

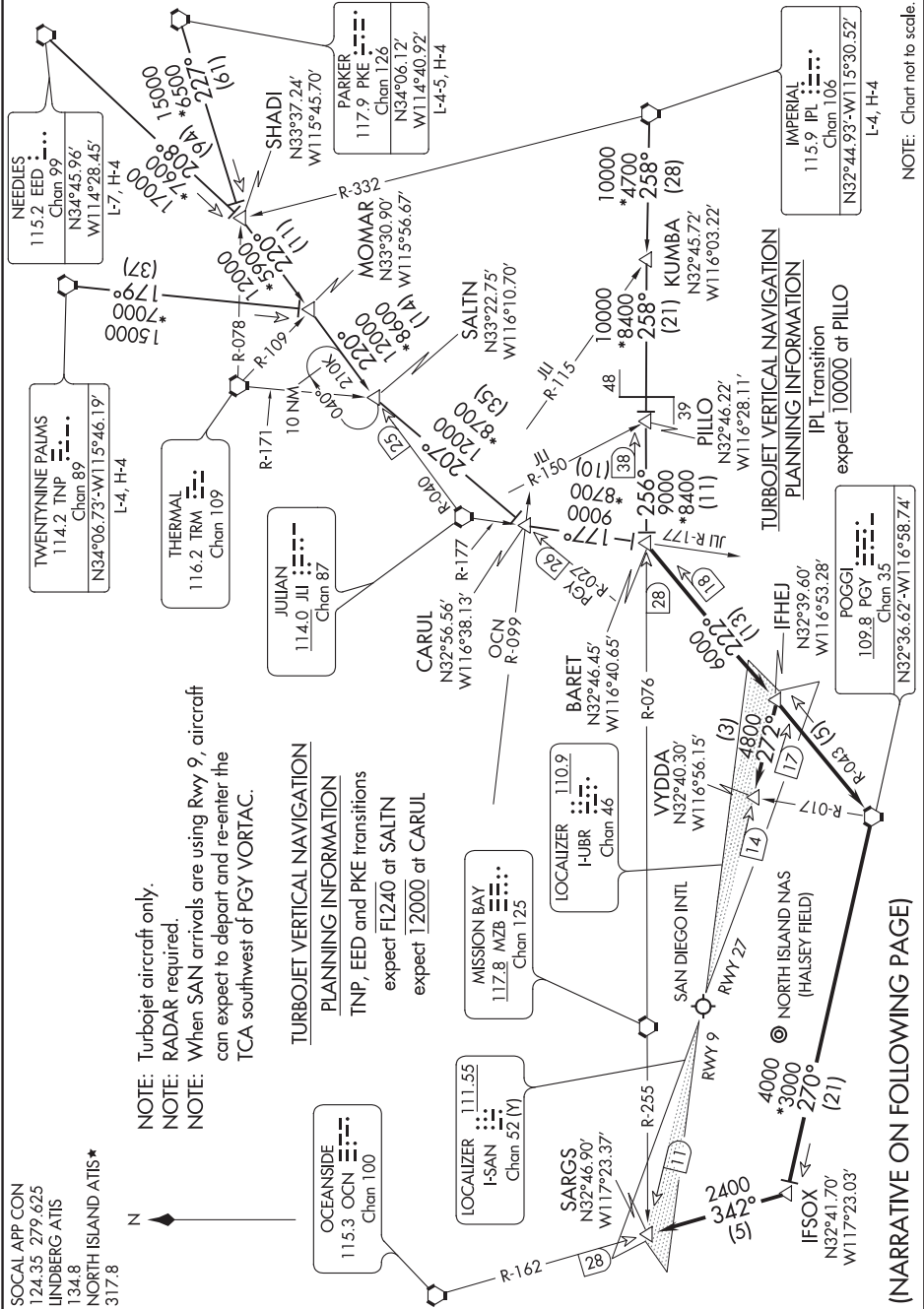


ARKOE ONE ARRIVAL

RIVERSIDE, CALIFORNIA
MARCH ARB (KRIV)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Turboprop aircraft only.
 NOTE: RADAR required.
 NOTE: When SAN arrivals are using Rwy 9, aircraft can expect to depart and re-enter the TCA southwest of PGY VORTAC.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
 TNP, EED and PKE transitions expect FL240 at SALTN expect 12000 at CARUL

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
 IPL Transition expect 10000 at PILLO

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 10 NOV 2016 to 05 JAN 2017

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

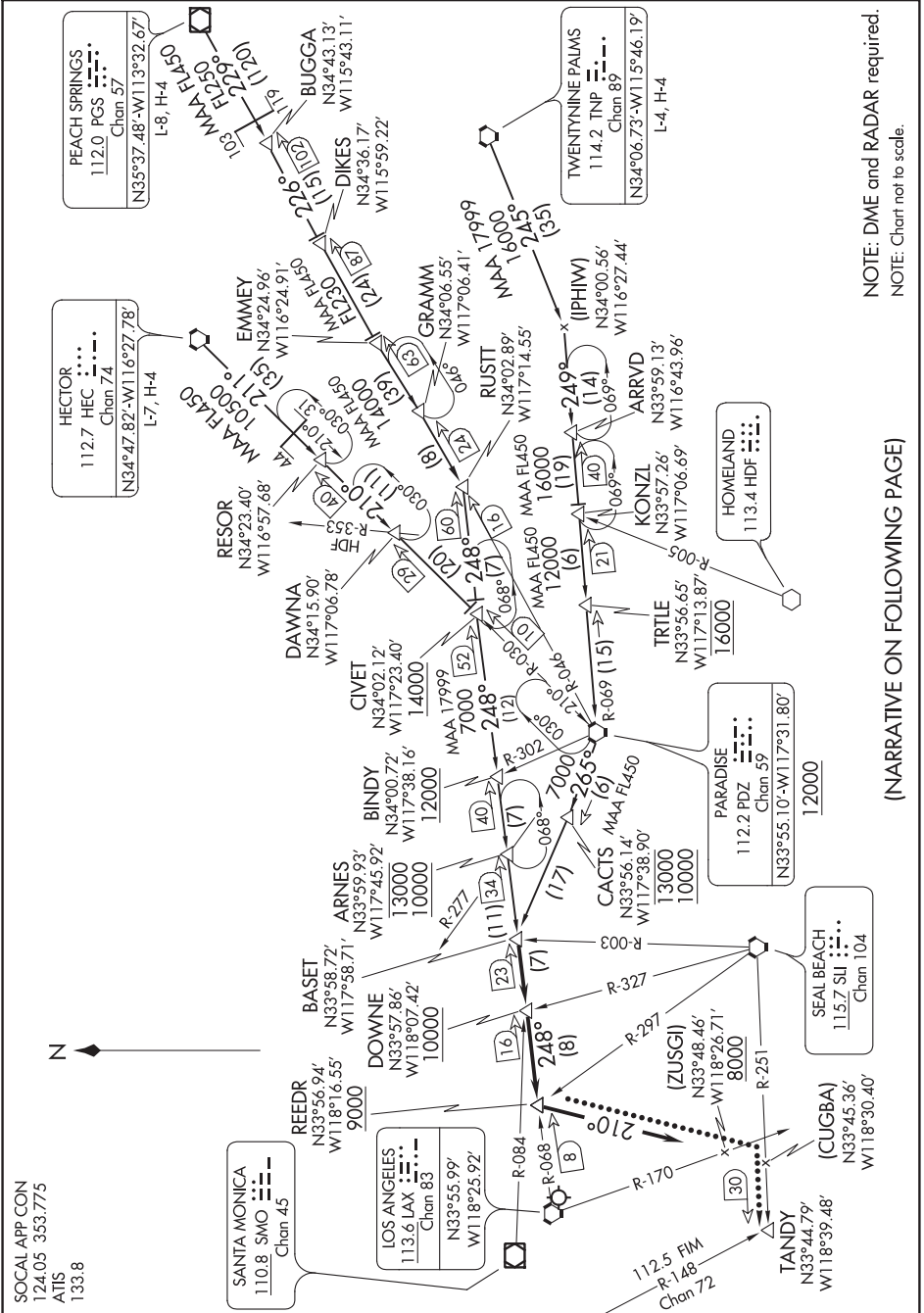
SW-3, 10 NOV 2016 to 05 JAN 2017

BASET FOUR ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



NOTE: DME and RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017

BASET FOUR ARRIVAL

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.BASET4): From over HEC VORTAC via HEC R-211 and PDZ R-030 to CIVET INT, then via LAX R-068 to BASET INT. Thence. . . .

PEACH SPRINGS TRANSITION (PGS.BASET4): 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.BASET4): From over TNP VORTAC via TNP R-245 and PDZ R-069 to PDZ VORTAC, then via PDZ R-265 to BASET INT. Thence. . . .

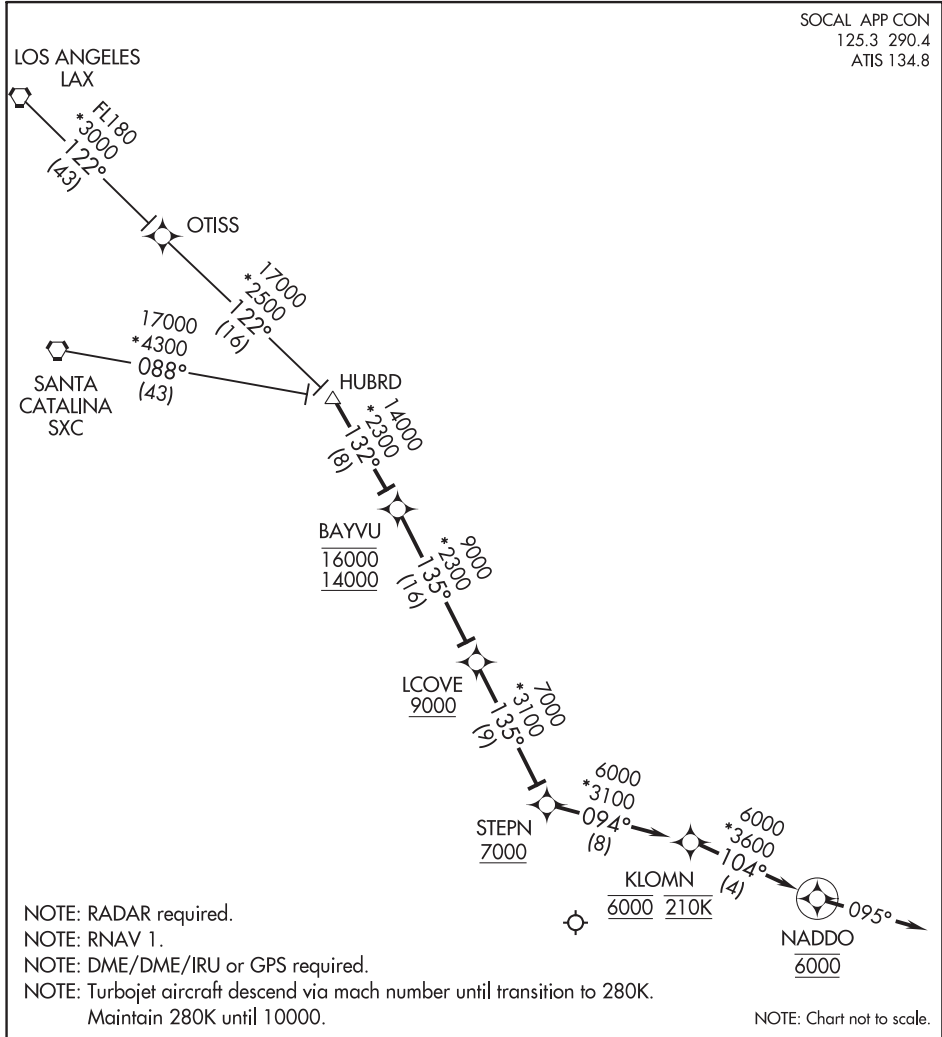
. . . .From over BASET INT/DME via LAX R-068 to cross DOWNNE INT/DME at or above 10000' and cross REEDR INT/DME at or above 9000'. Depart REEDR via heading 210° for RADAR vectors to final approach course.

LOST COMMUNICATIONS: Depart REEDR heading 210° to intercept the SLI R-251 to TANDY INT/SLI 30 DME.

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SOCAL APP CON
125.3 290.4
ATIS 134.8



SW-3, 10 NOV 2016 to 05 JAN 2017

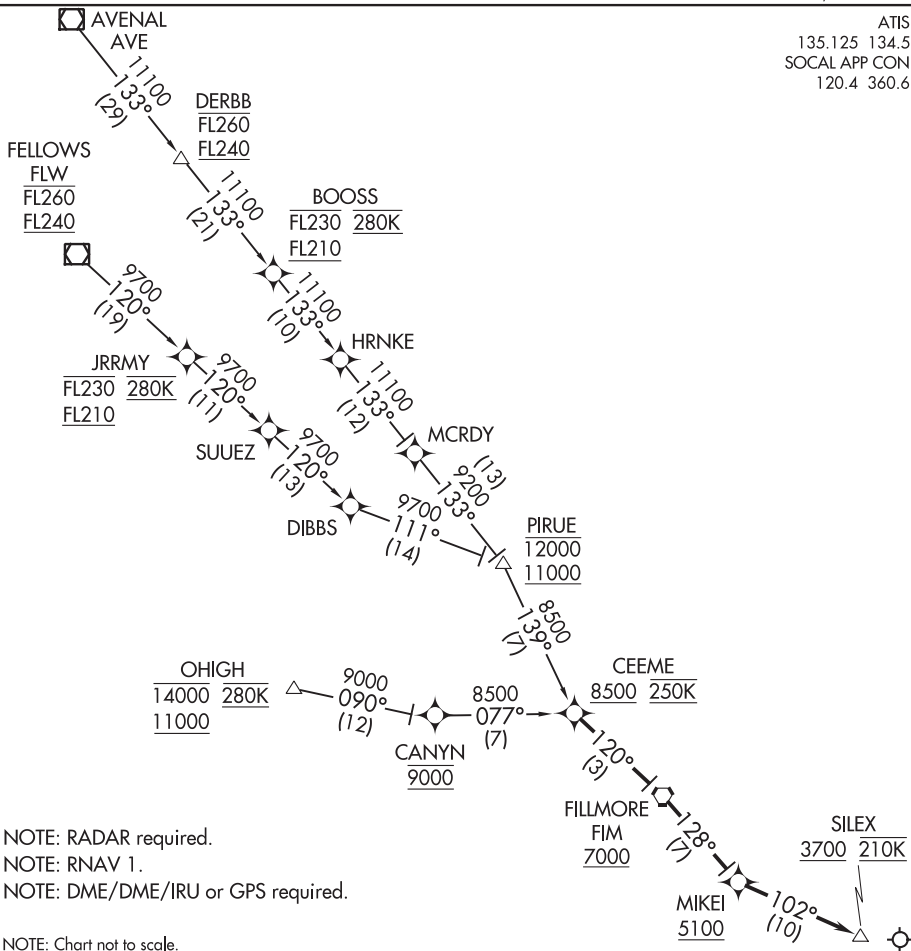
SW-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.BAYVU5)
SANTA CATALINA TRANSITION (SXC.BAYVU5)

From HUBRD on track 132° to cross BAYVU between 14000 and 16000, then on track 135° to cross LCOVE at or above 9000, then on track 135° to cross STEPN at or above 7000, then on track 094° to cross KLOMN at 6000 and at 210K, then on track 104° to cross NADDO at 6000, then on heading 095° or as assigned by ATC.
Expect RADAR vectors to final approach course.

ATIS
135.125 134.5
SOCAL APP CON
120.4 360.6



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SW-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.CEEME5)

DERBB TRANSITION (DERBB.CEEME5)

FELLOWS TRANSITION (FLW.CEEME5)

OHIGH TRANSITION (OHIGH.CEEME5)

From CEEME on track 120° to cross FIM VORTAC at or above 7000, then on track 128° to cross MIKEI at or above 5100.

LANDING RUNWAY 8: From MIKEI on track 102° to cross SILEX at or above 3700 and at 210K. Expect ILS Z or LOC Z RWY 8 approach.

LOST COMMUNICATIONS

Join the Burbank ILS Z or LOC Z RWY 8 approach at SILEX.

SW-3, 10 NOV 2016 to 05 JAN 2017

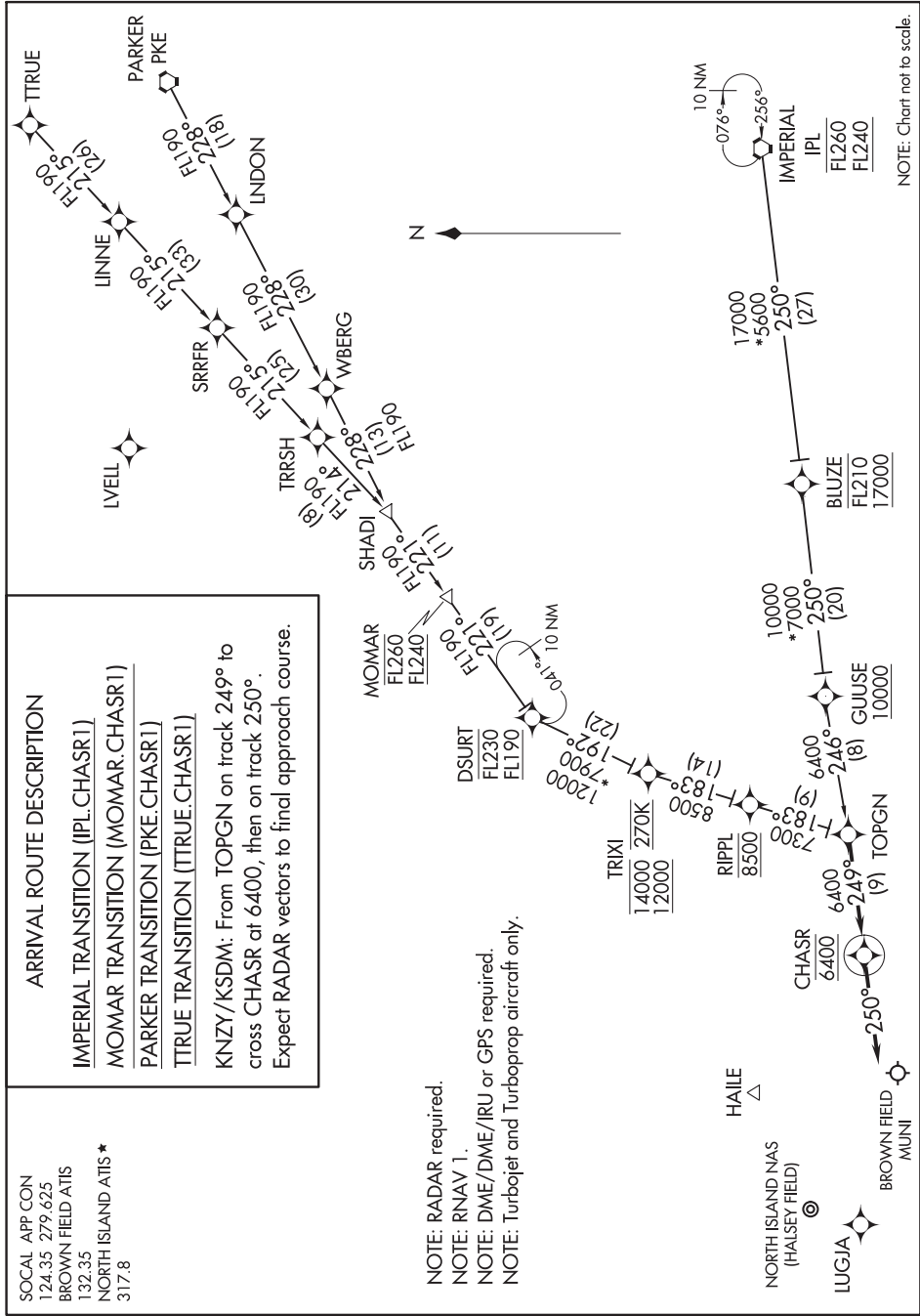
ARRIVAL ROUTE DESCRIPTION

- IMPERIAL TRANSITION (IPL.CHASR1)
- MOMAR TRANSITION (MOMAR.CHASR1)
- PARKER TRANSITION (PKE.CHASR1)
- TTRUE TRANSITION (TTRUE.CHASR1)

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

SOCAL APP CON
124.35 279.625
BROWN FIELD ATIS
132.35
NORTH ISLAND ATIS*
317.8

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet and Turboprop aircraft only.



NOTE: Chart not to scale.

SW-3, 10 NOV 2016 to 05 JAN 2017

CLOUD ONE ARRIVAL

ST-545 (FAA)

PALM SPRINGS, CALIFORNIA

PALM SPRINGS INTL ATIS
118.25
SOCAL APP CON *
126.7 370.95
135.275 251.1
PALM SPRINGS TOWER *
119.7 377.05
JACQUELINE COCHRAN ASOS
118.325
BERMUDA DUNES UNICOM
122.8
JACQUELINE COCHRAN UNICOM
123.0

GOFFS
114.4 GFS
Chan 91
N35°07.87'-W115°10.59'
L-7, H-4

NEEDLES
115.2 EED
Chan 99
N34°45.96'-W114°28.45'
L-7, H-4

TWENTYNINE PALMS
114.2 TNP
Chan 89
N34°06.73'-W115°46.19'

PALM SPRINGS
115.5 PSP
Chan 102

CLOUD
N33°54.17'
W115°56.36'

PALM SPRINGS INTL

BERMUDA DUNES

JACQUELINE COCHRAN REGIONAL

UBABE
N33°54.93'
W115°44.51'

THERMAL
116.2 TRM
Chan 109

DECAS
N33°49.42'
W115°27.40'
H-4

BLYTHE
117.4 BLH
Chan 121
N33°35.76'-W114°45.67'
L-4-5, H-4

NOTE: Chart not to scale.

NOTE: DME required.

ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.CLOUD1): From over BLH VORTAC via BLH R-278 and PSP R-072 to CLOUD DME. Thence. . .

DECAS TRANSITION (DECAS.CLOUD1): From over DECAS INT via BLH R-278 and PSP R-072 to CLOUD DME. Thence. . .

GOFFS TRANSITION (GFS.CLOUD1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 to CLOUD DME. Thence. . .

NEEDLES TRANSITION (EED.CLOUD1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via PSP R-072 to CLOUD DME. Thence. . .

. . . From over CLOUD DME via TRM R-021 to TRM VORTAC. Expect RADAR vectors to final approach course.

CLOUD ONE ARRIVAL

(CLOUD.CLOUD1) 12MAY05

PALM SPRINGS, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

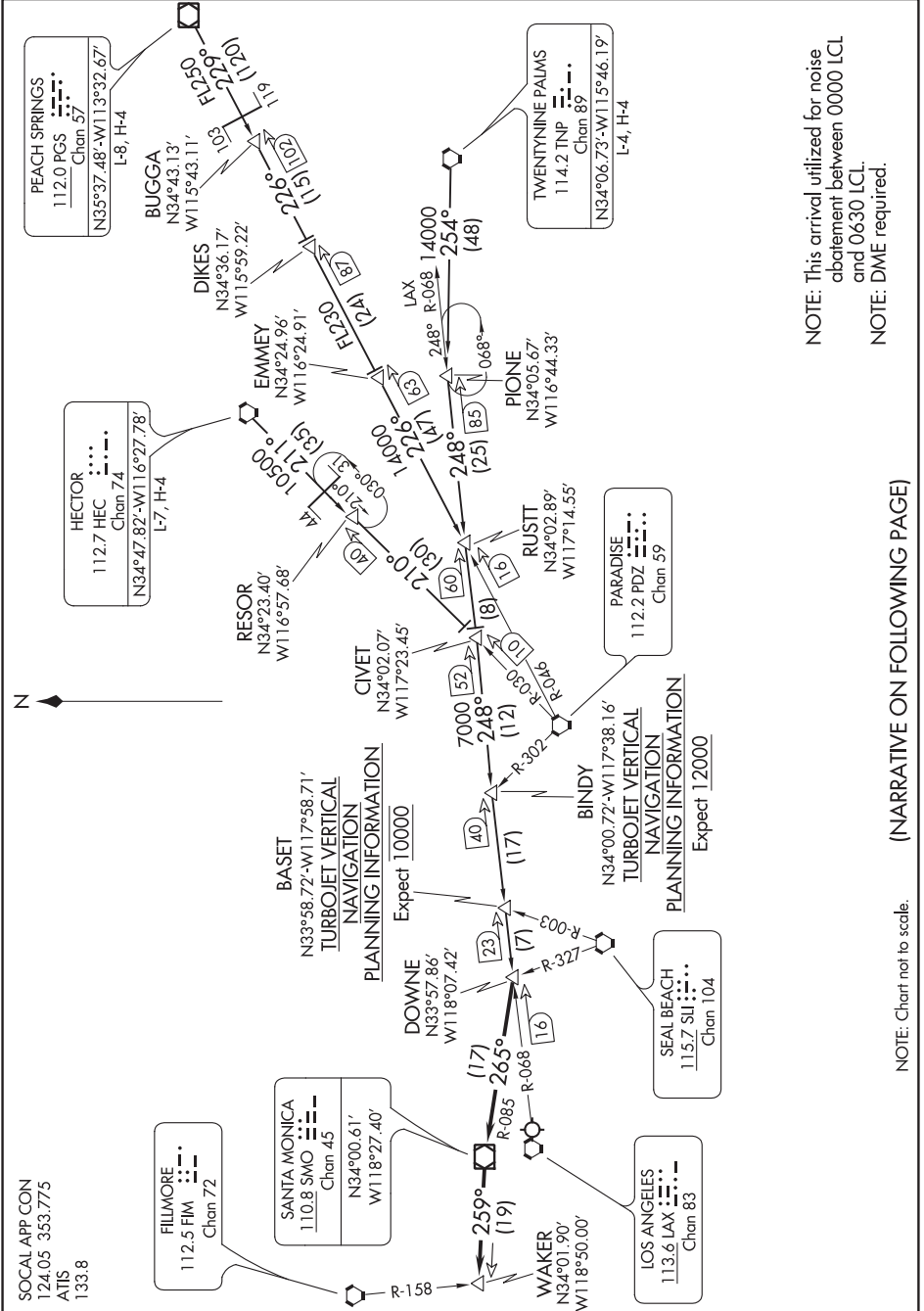
SW-3, 10 NOV 2016 to 05 JAN 2017

(DOWNE.DOWNE4) 16259
DOWNE FOUR ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



NOTE: This arrival utilized for noise abatement between 0000 LCL and 0630 LCL.
NOTE: DME required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 10 NOV 2016 to 05 JAN 2017

DOWNE FOUR ARRIVAL
(DOWNE.DOWNE4) 27MAY93

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.DOWNE4): From over HEC VORTAC on HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence. . . .

PEACH SPRINGS TRANSITION (PGS.DOWNE4): From over PGS VOR/DME on PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.DOWNE4): From over TNP VORTAC on TNP R-254 to PIONE DME, then LAX R-068 to DOWNE INT. Thence. . . .

. . . .From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT, expect vector to final approach course for Runways 6 and 7.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

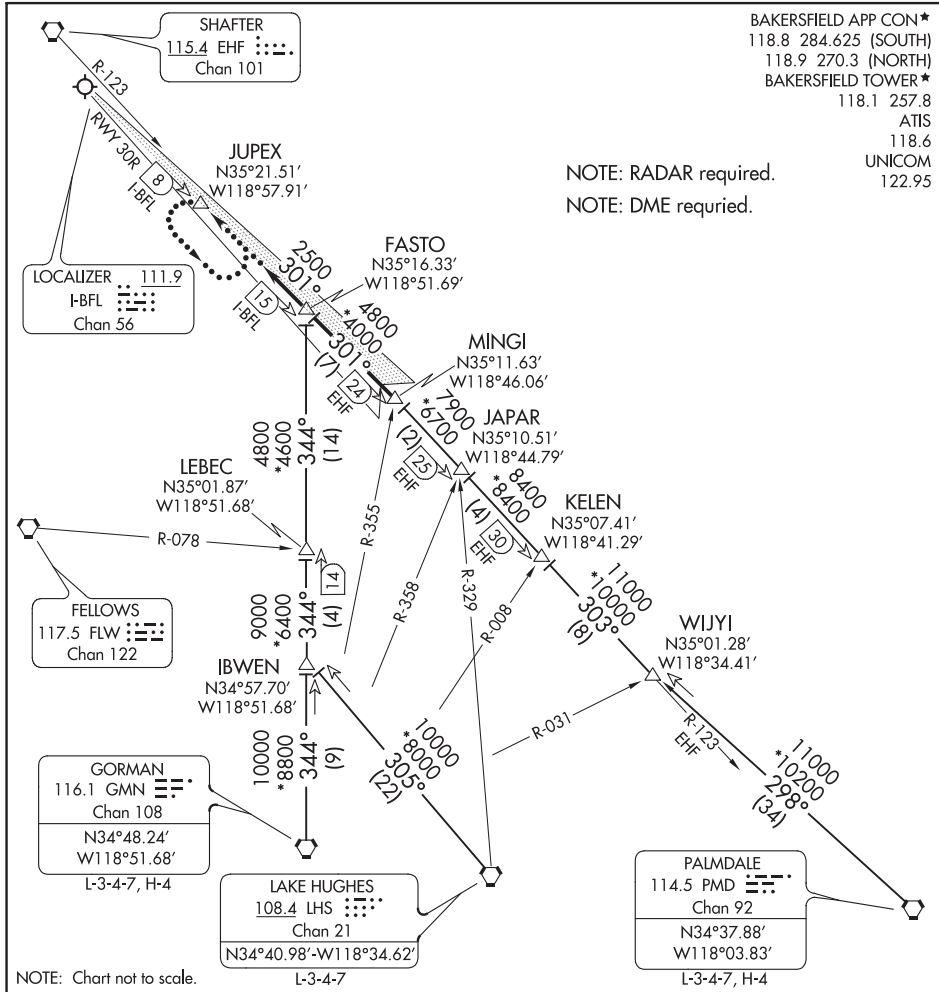
FASTO ONE ARRIVAL

ST-36 (FAA)

MEADOWS FIELD (BFL)
BAKERSFIELD, CALIFORNIA

BAKERSFIELD APP CON*
 118.8 284.625 (SOUTH)
 118.9 270.3 (NORTH)
 BAKERSFIELD TOWER*
 118.1 257.8
 ATIS
 118.6
 UNICOM
 122.95

NOTE: RADAR required.
 NOTE: DME required.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GORMAN TRANSITION (GMN.FASTO1): From over GMN VORTAC on GMN R-344 to FASTO INT. Thence

LAKE HUGHES TRANSITION (LHS.FASTO1): From over LHS VORTAC on LHS R-305 and GMN R-344 to FASTO INT. Thence

PALMDALE TRANSITION (PMD.FASTO1): 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/DME RWY 30R procedure.

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

FASTO ONE ARRIVAL

SW-3, 10 NOV 2016 to 05 JAN 2017

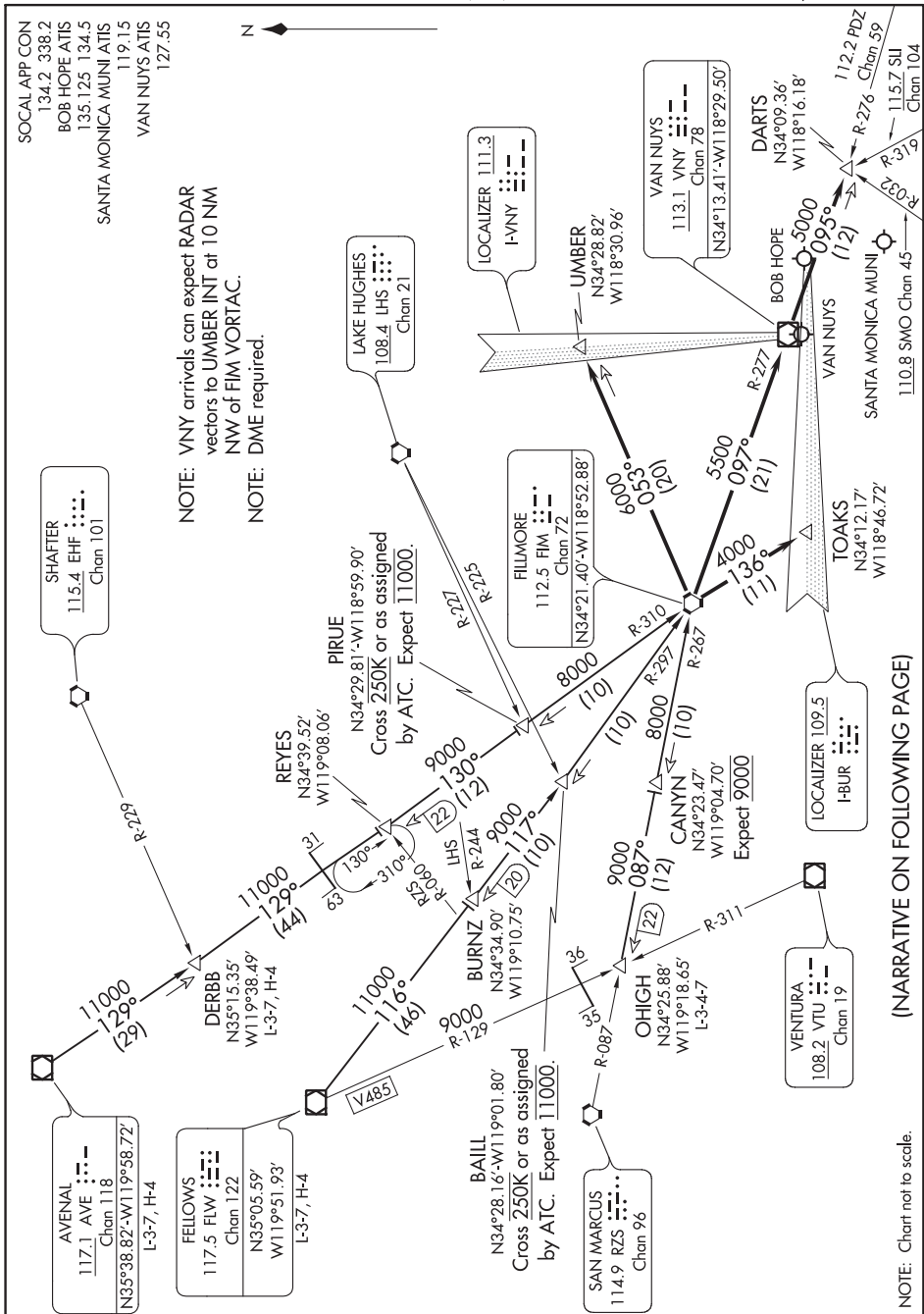
SW-3, 10 NOV 2016 to 05 JAN 2017

FERNANDO SEVEN ARRIVAL

ST-67 (FAA)

BURBANK, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017

FERNANDO SEVEN ARRIVAL

BURBANK, CALIFORNIA

NOTE: Chart not to scale.

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, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

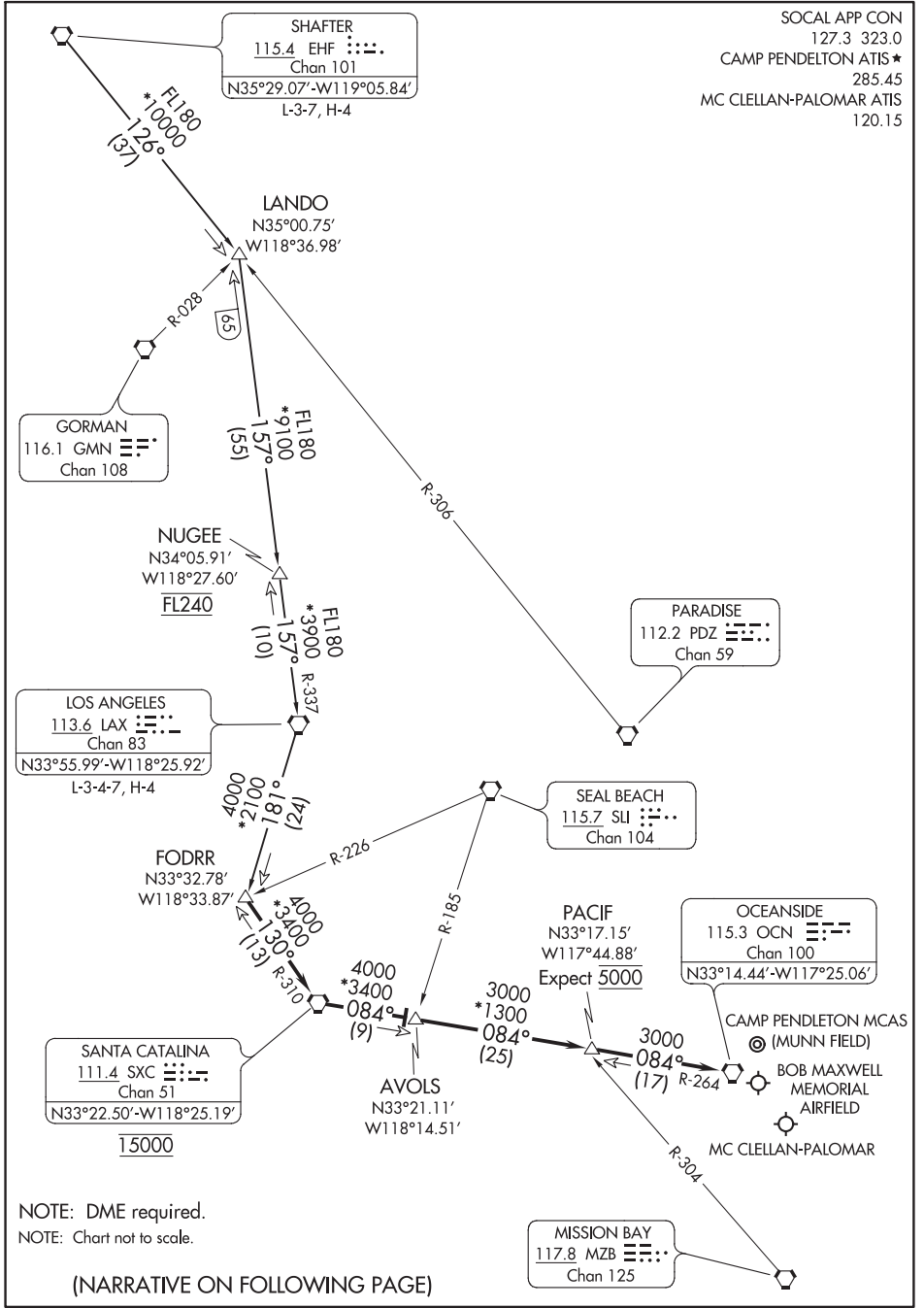
FODRR TWO ARRIVAL

ST-5310 (FAA)

CARLSBAD, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



FODRR TWO ARRIVAL

CARLSBAD, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

LOS ANGELES TRANSITION (LAX.FODRR2): From over LAX VORTAC on LAX R-181 to FODRR INT/DME FIX. Thence. . . .

SHAFTER TRANSITION (EHF.FODRR2): From over EHF VORTAC on EHF R-126 to LANDO INT/DME FIX, then on LAX R-337 to LAX VORTAC, then on LAX R-181 to FODRR INT/DME FIX. Thence. . . .

. . . .From over FODRR INT/DME FIX via SXC R-310 to SXC VORTAC, cross SXC VORTAC at 15000, then via SXC R-084 to AVOLS INT/DME FIX, then via SXC R-084 and OCN R-264 to PACIF INT/DME FIX, then via OCN R-264 to OCN VORTAC. Thence. . . .

. . . .LANDING CARLSBAD/MC CLELLAN-PALOMAR: From over OCN VORTAC expect the ILS or LOC RWY 24 approach.

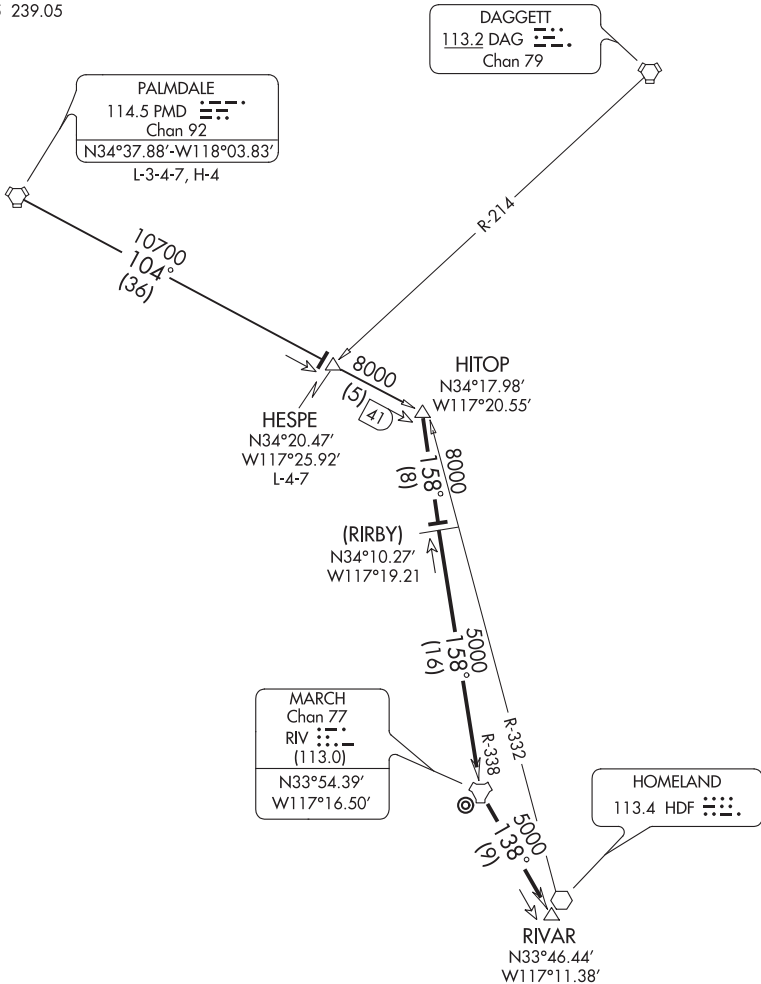
. . . .LANDING CAMP PENDLETON MCAS (MUNN FIELD): From over OCN VORTAC expect the VOR/DME or TACAN RWY 21 approach.

. . . .LANDING BOB MAXWELL MEMORIAL AIRFIELD: From over OCN VORTAC expect the VOR-A approach.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ATIS 134.75 239.05



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

NOTE: TACAN equipped aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HESPE TRANSITION (HESPE.HITOP1): From over HESPE INT on PMD R-104 to HITOP INT. Thence . . .

PALMDALE TRANSITION (PMD.HITOP1): From over PMD VORTAC on PMD R-104 to HITOP INT. Thence . . .

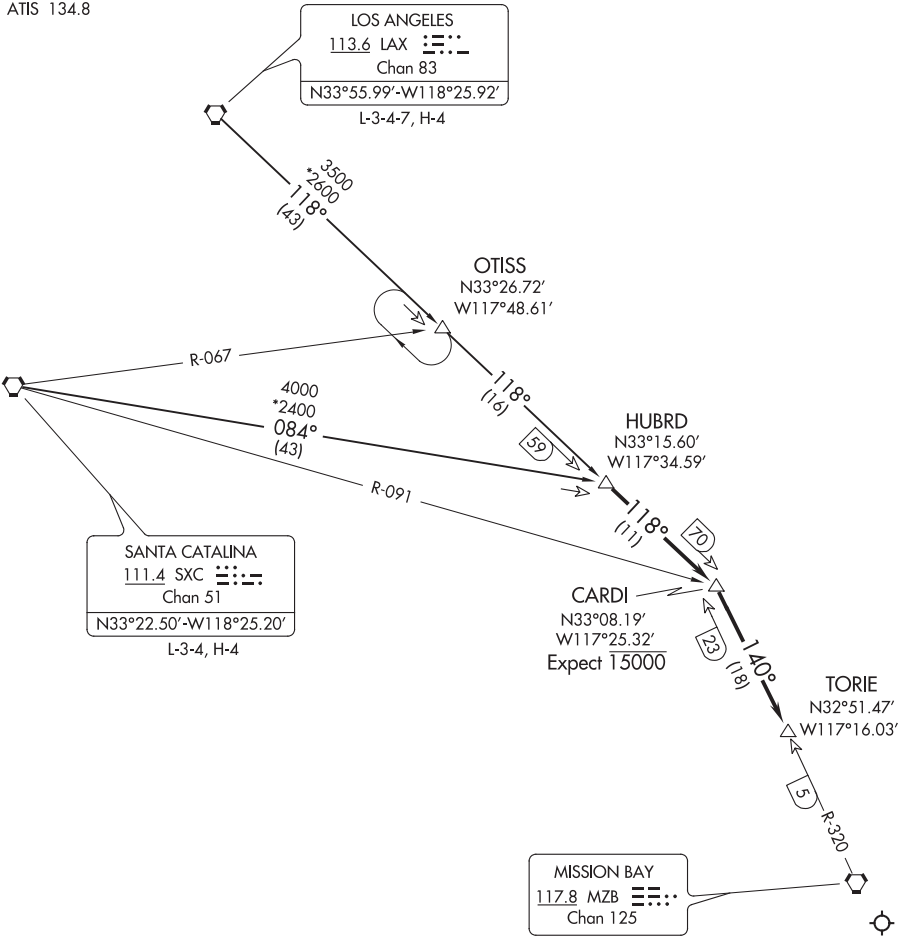
. . . From over HITOP INT via RIV R-338 to RIV TACAN. Thence via RIV R-138 to RIVAR DME. Expect RADAR vectors to final approach course.

(HUBRD.HUBRD1) 16091
HUBRD ONE ARRIVAL

ST-373 (FAA)

SAN DIEGO INTL (SAN)
 SAN DIEGO, CALIFORNIA

SOCAL APP CON
 125.3 290.4
 ATIS 134.8



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

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.

HUBRD ONE ARRIVAL
 (HUBRD.HUBRD1) 05OCT00

SAN DIEGO, CALIFORNIA
 SAN DIEGO INTL (SAN)

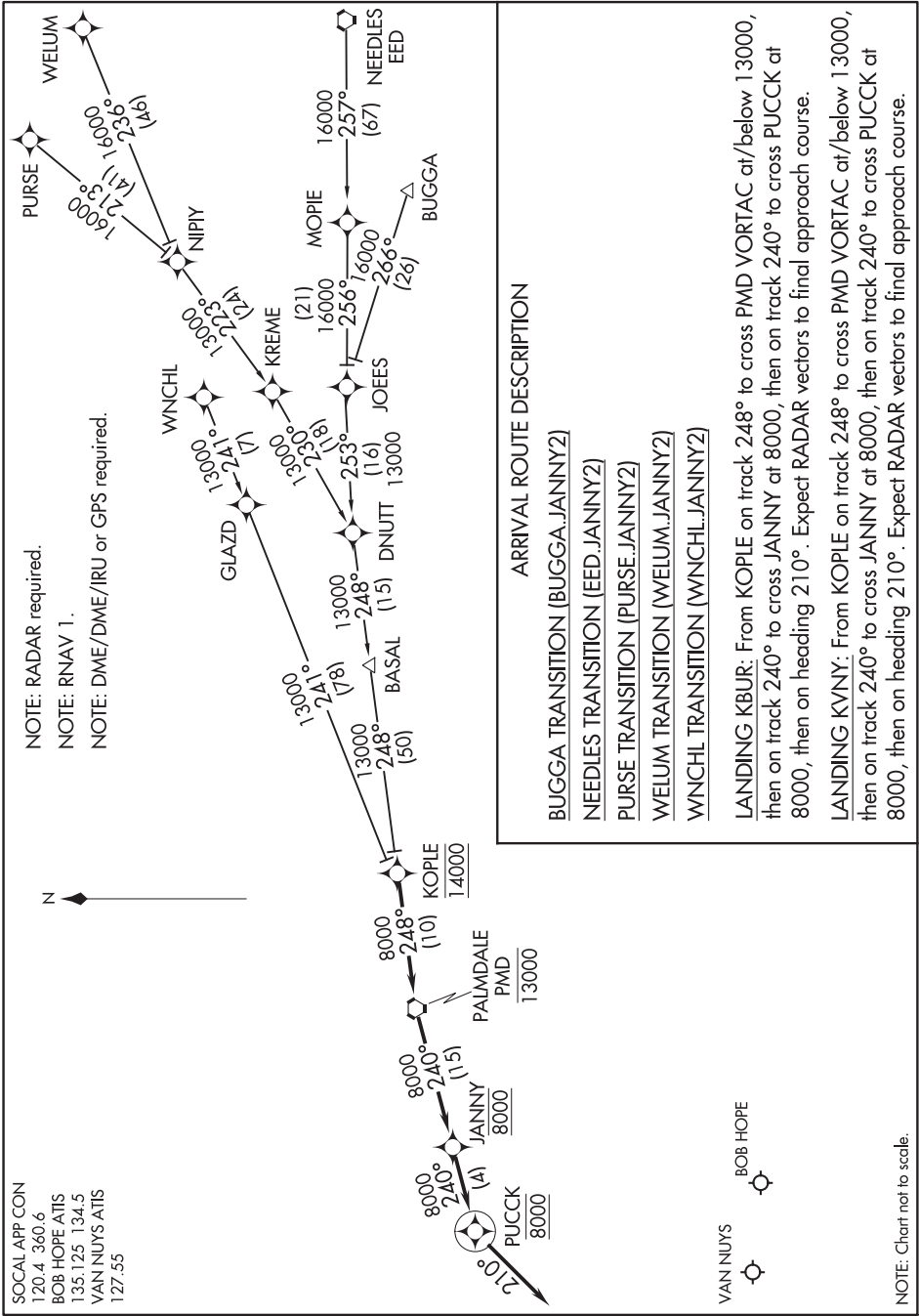
7 101 01 01 20Z VON 01 'E-WS

(JANNY.JANNY2) 16091

JANNY TWO ARRIVAL (RNAV)

ST-67 (FAA)

BURBANK, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

JANNY TWO ARRIVAL (RNAV)

(JANNY.JANNY2) 29MAY14

BURBANK, CALIFORNIA

KIMMO THREE ARRIVAL

ST-237 (FAA)

LOS ANGELES, CALIFORNIA

SOCAL APP CON
 119.85 306.9
 LOS ANGELES ATIS ARR
 133.8
 SANTA MONICA ATIS
 119.15

SHAFTER
 115.4 EHF : : : :
 Chan 101
 N35°29.07'
 W119°05.84'
 L-3-7, H-4

TULE
 109.2 TTE : :
 Chan 29
 N35°54.78'-W119°01.25'
 L-3-7, H-4

WRING
 N35°30.79'
 W118°52.50'

ARVIN
 N35°16.61'
 W118°51.68'

AMONT
 N35°11.03'
 W118°45.32'

LOPES
 N35°01.91'
 W118°42.08'

GORMAN
 116.1 GMN : : : :
 Chan 108

LAKE HUGHES
 108.4 LHS : : : :
 Chan 21
 N34°40.98'-W118°34.62'
 L-3-4-7, H-4

PALMDALE
 114.5 PMD : : : :
 Chan 92
 N34°37.88'-W118°03.83'
 L-3-4-7, H-4

FILLMORE
 112.5 FIM : : : :
 Chan 72

SAUGS
 N34°29.80'
 W118°28.06'

BOGET
 N34°30.85'-W118°15.09'
**VERTICAL NAVIGATION
 PLANNING INFORMATION**
 Expect 8000

VAN NUYS
 113.1 VNY : : : :
 Chan 78

KIMMO
 N34°24.61'
 W118°25.04'

DARTS
 N34°09.36'
 W118°16.18'

SANTA MONICA
 110.8 SMO : : : :
 Chan 45
 N34°00.61'-W118°27.40'

SANTA MONICA MUNI
 LOS ANGELES INTL

LOS ANGELES
 113.6 LAX : : : :
 Chan 83
 N33°55.99'-W118°25.92'

PARADISE
 112.2 PDZ : : : :
 Chan 59
 N33°55.10'-W117°31.80'

SEAL BEACH
 115.7 SLI : : : :
 Chan 104

NOTE: Procedure for non-turbojet aircraft only
 except PALMDALE TRANSITION to
 Santa Monica Airport.

NOTE: RADAR required.

NOTE: DME required on TULE TRANSITION.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE 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, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

CYPRS TRANSITION (CYPRS.LEENA6): From over CYPRS on MQO R-295 to MCKEY, then on BSR R-131 to DAISY, then on SXC R-287 to SXC VORTAC, thence

DAISY TRANSITION (DAISY.LEENA6): From over DAISY on SXC R-287 to SXC VORTAC, thence

FELLOWS TRANSITION (FLW.LEENA6): From over FLW VOR/DME on FLW R-123 to SADDE, then on FIM R-148 to PAROL, then on SXC R-310 to SXC VORTAC, thence

FICKY TRANSITION (FICKY.LEENA6): From over FICKY direct ROSIN, then on SXC R-213 to SXC VORTAC, thence

FILLMORE TRANSITION (FIM.LEENA6): From over FIM VORTAC on FIM R-148 to PAROL, then on SXC R-310 to SXC VORTAC, thence

GOATZ TRANSITION (GOATZ.LEENA6): From over GOATZ on SXC R-213 to SXC VORTAC, thence

MALIT TRANSITION (MALIT.LEENA6): From over MALIT on SXC R-213 to SXC VORTAC, thence

MCKEY TRANSITION (MCKEY.LEENA6): From over MCKEY on BSR R-131 to DAISY, then on SXC R-287 to SXC VORTAC, thence

ROSIN TRANSITION (ROSIN.LEENA6): From over ROSIN on SXC R-213 to SXC VORTAC, thence

. . . . from over SXC VORTAC on SXC R-084 to (CFBZK), then on SLI R-148 to CWARD, then on SLI R-148 to SLI VORTAC, expect RADAR vectors to ILS approach for Rwy 25L.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LYNDI FOUR ARRIVAL (RNAV)

ST-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

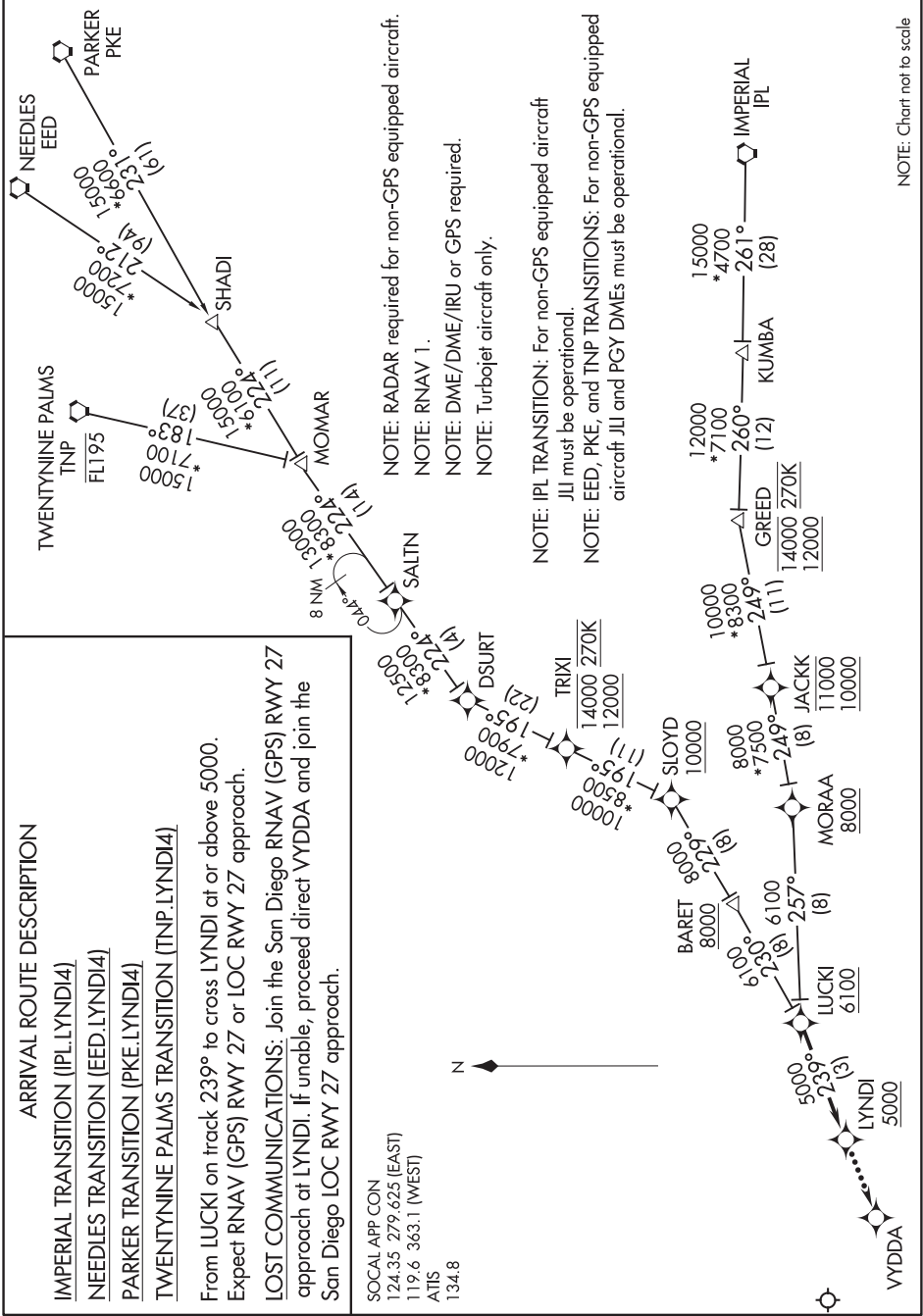
ARRIVAL ROUTE DESCRIPTION

- IMPERIAL TRANSITION (IPL.LYNDI4)
- NEEDLES TRANSITION (EED.LYNDI4)
- PARKER TRANSITION (PKE.LYNDI4)
- TWENTYNINE PALMS TRANSITION (TNP.LYNDI4)

From LUCKI on track 239° to cross LYNDI at or above 5000.
Expect RNAV (GPS) Rwy 27 or LOC Rwy 27 approach.

LOST COMMUNICATIONS: 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.

SOCAL APP CON
124.35 279.625 (EAST)
119.6 363.1 (WEST)
ATIS
134.8



NOTE: Chart not to scale

SW-3, 10 NOV 2016 to 05 JAN 2017

LYNDI FOUR ARRIVAL (RNAV)

(LUCKI.LYNDI4) 20AUG15

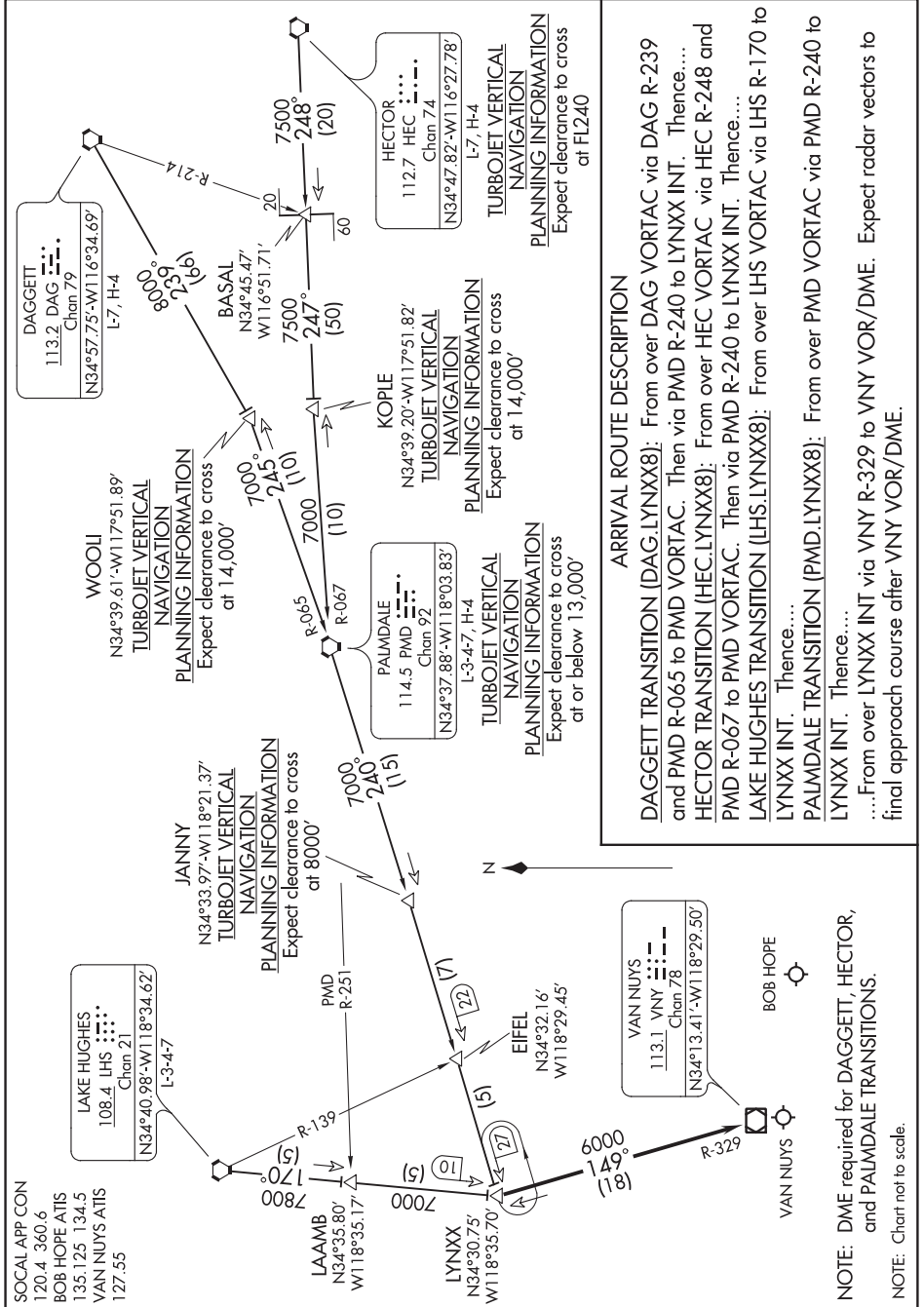
SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

LYNXX EIGHT ARRIVAL

ST-67 (FAA)

BURBANK, CALIFORNIA

7 10 10 01 9 1 02 AON 01 °E-W5

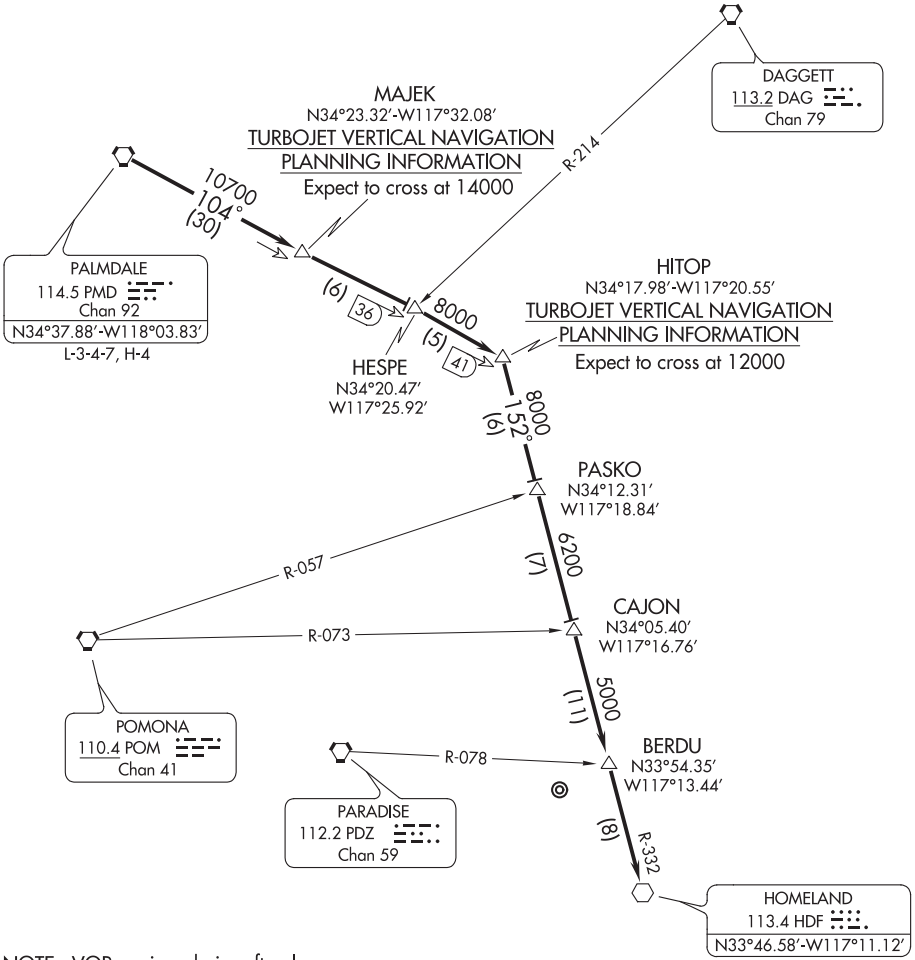


LYNXX EIGHT ARRIVAL

BURBANK, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

MARCH APP CON ★
133.5 324.1
ATIS 134.75 239.05



NOTE: VOR equipped aircraft only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over PMD VORTAC via PMD R-104 to HITOP INT. Thence via HDF R-332 to HDF VOR. Expect VOR approach or vector to intercept ILS Rwy 32.

SW-3, 10 NOV 2016 to 05 JAN 2017

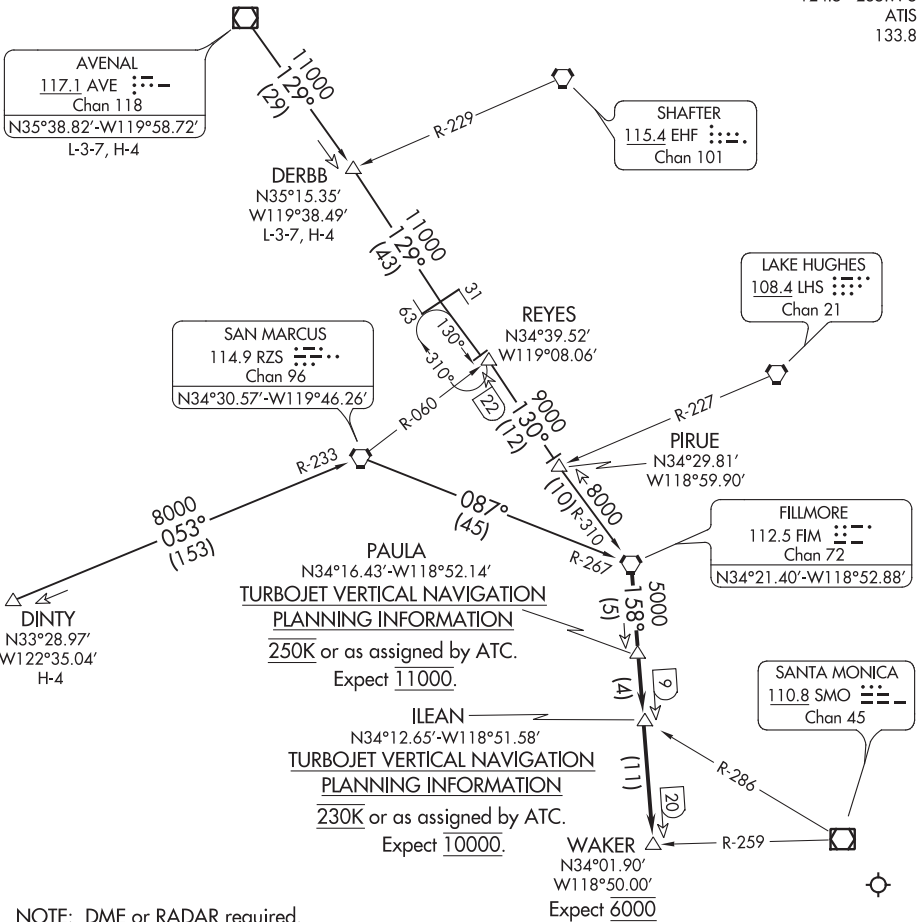
SW-3, 10 NOV 2016 to 05 JAN 2017

MOORPARK FOUR ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.5 235.975
ATIS
133.8



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.MOOR4): From over AVE VOR/DME on AVE R-129 and FIM R-310 to FIM VORTAC. Thence. . .

DERBB TRANSITION (DERBB.MOOR4): From over DERBB INT on AVE R-129 and FIM R-310 to FIM VORTAC. Thence. . .

DINTY TRANSITION (DINTY.MOOR4): From over DINTY INT on RZS R-233 to RZS VORTAC. Then on RZS R-087 and FIM R-267 to FIM VORTAC. Thence. . .

. . . From over FIM VORTAC via FIM R-158 to WAKER INT. For Runways 6L/R or 7L/R: From WAKER INT expect vector to final approach course for Los Angeles Intl Airport.

MOORPARK FOUR ARRIVAL

OCEAN TWO ARRIVAL

ST-237 (FAA)

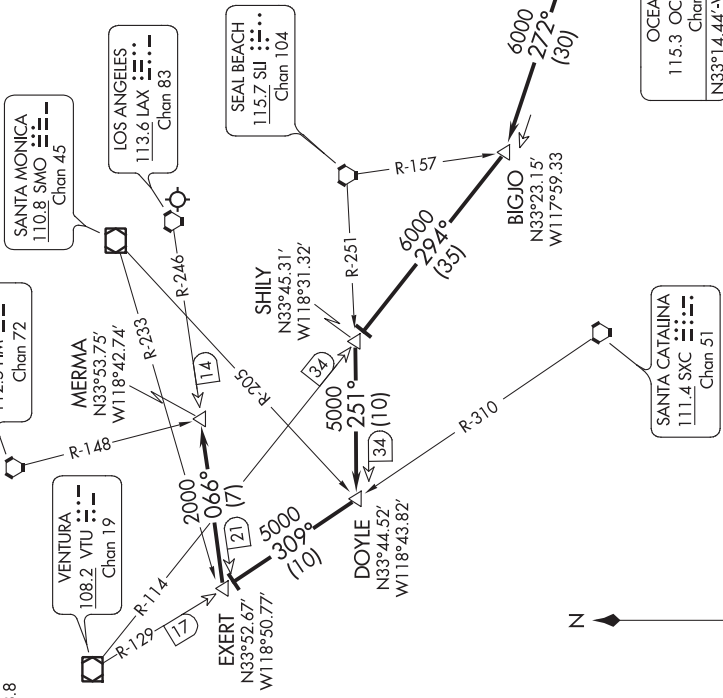
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

From over JLI VORTAC via JLI R-263 and OCN R-083 to OCN VORTAC, then via OCN R-272 and VTU R-114 to SHILY INT, then via SLI R-251 and VTU R-129 to EXERT INT, then via LAX R-246 to MERMA INT. Expect RADAR vectors to final approach course for Runways 6 or 7.

SOCAL APP CON
128.1 281.4
ATIS
133.8



PLANNING INFORMATION

JULIAN
114.0 JLI
Chan 87
N33°08.43'-W116°35.16'

TURBOJET VERTICAL
NAVIGATION
Expect FL240

MISSION BAY
117.8 MZB
Chan 125

OCEANSIDE
115.3 OCN
Chan 100
N33°14.44'-W117°25.06'

CYNDE
N33°13.75'-W117°19.16'
TURBOJET VERTICAL
NAVIGATION
Expect 12000

VISTA
N33°13.14'
W117°14.07'

BIGJO
N33°23.15'
W117°59.33'

SHILY
N33°45.31'
W118°31.32'

SEAL BEACH
115.7 SLI
Chan 104

LOS ANGELES
113.6 LAX
Chan 83

SANTA MONICA
110.8 SMO
Chan 45

FILLMORE
112.5 FM
Chan 72

MERMA
N33°53.75'
W118°42.74'

VENTURA
108.2 VTU
Chan 19

EXERT
N33°52.67'
W118°50.77'

DOYLE
N33°44.52'
W118°43.82'

SANTA CATALINA
111.4 SXC
Chan 51

NOTE: Chart not to scale.

OCEAN TWO ARRIVAL

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

OLDEE ONE ARRIVAL

ST-237 (FAA)

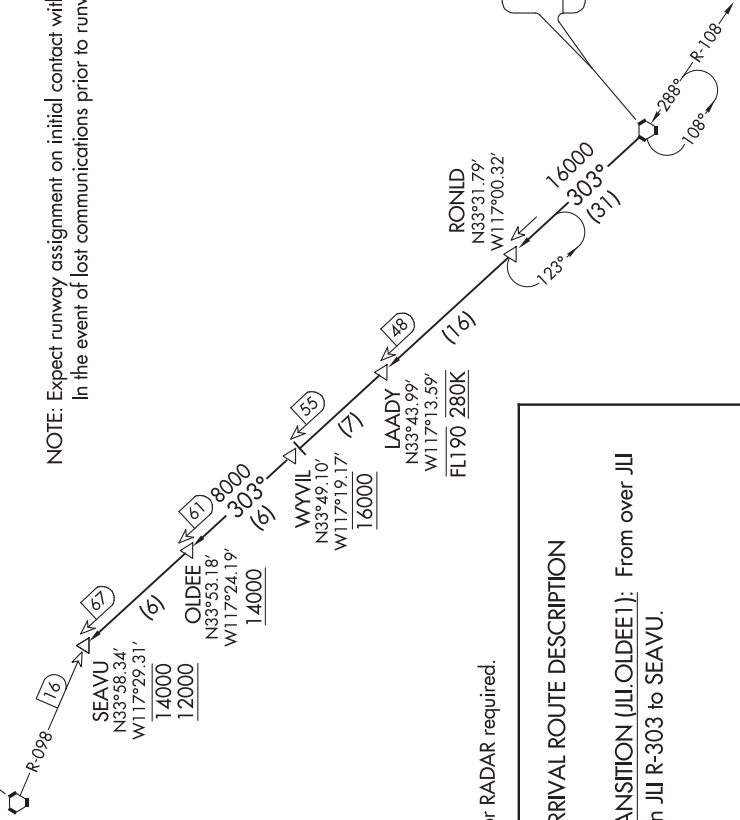
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
A/TIS
133.8

NOTE: Expect runway assignment on initial contact with Southern California TRACON.
In the event of lost communications prior to runway assignment proceed via ILS Rwy 25L.

POMONA
110.4 POM
Chan 41



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

JULIAN TRANSITION (JII.OLDEE1): From over JII
VORTAC on JII R-303 to SEAVU.

NOTE: DME or RADAR required.

SW-3, 10 NOV 2016 to 05 JAN 2017

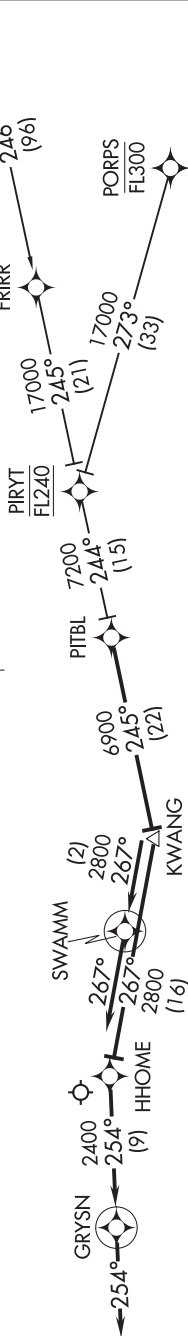
OLDEE ONE ARRIVAL

2102 NAT 50 01 91.02 AON 01 'E-WS

SANTA BARBARA APP CON
120.55 319.15
ATIS
132.65



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop and turboprop aircraft only.
NOTE: Landing Rwy 7 expect to cross GRYSN at 4000.
NOTE: For non GPS-equipped aircraft, FIM must be operational.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.PITBL1)

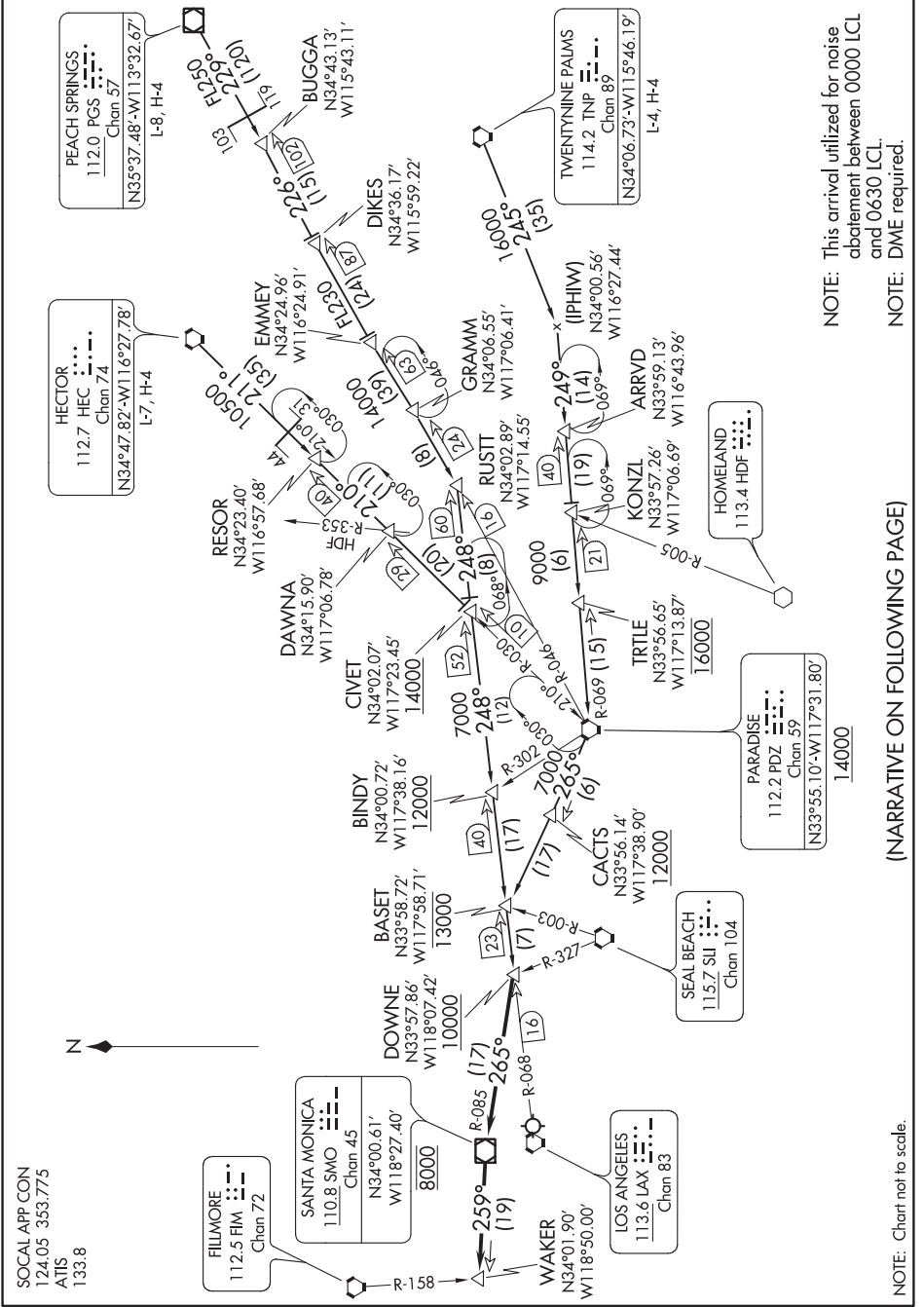
PORPS TRANSITION (PORPS.PITBL1)

LANDING RUNWAY 7: From PITBL on track 245° to KWANG, then on track 267° to HHOME, then on track 254° to GRYSN, then on track 254°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 25: From PITBL on track 245° to KWANG, then on track 267° to SWAMM, then on track 267°. Expect RADAR vectors to final approach course.

REDEYE TWO ARRIVAL

SW-3, 10 NOV 2016 to 05 JAN 2017



NOTE: This arrival utilized for noise abatement between 0000 LCL and 0630 LCL.
NOTE: DME required.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017

REDEYE TWO ARRIVAL

(DOWNE.RDEYE2) 04NOV99

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.RDEYE2): From over HEC VORTAC on HEC R-211 and PDZ R-030 to CIVET INT, then LAX R-068 to DOWNE INT. Thence. . . .

PEACH SPRINGS TRANSITION (PGS.RDEYE2): From over PGS VOR/DME on PGS R-229 and PDZ R-046 to RUSTT INT, then LAX R-068 to DOWNE INT. Thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.RDEYE2): From over TNP VORTAC on TNP R-245 and PDZ R-069 to PDZ VORTAC, then PDZ R-265 to BASET INT, then LAX R-068 to DOWNE INT. Thence. . . .

. . . .From DOWNE INT via SMO R-085 to SMO VOR/DME, then via SMO R-259 to WAKER INT. Expect vector to final approach course for Runways 6 and 7.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RIIVR THREE ARRIVAL

ST-237 (FAA)

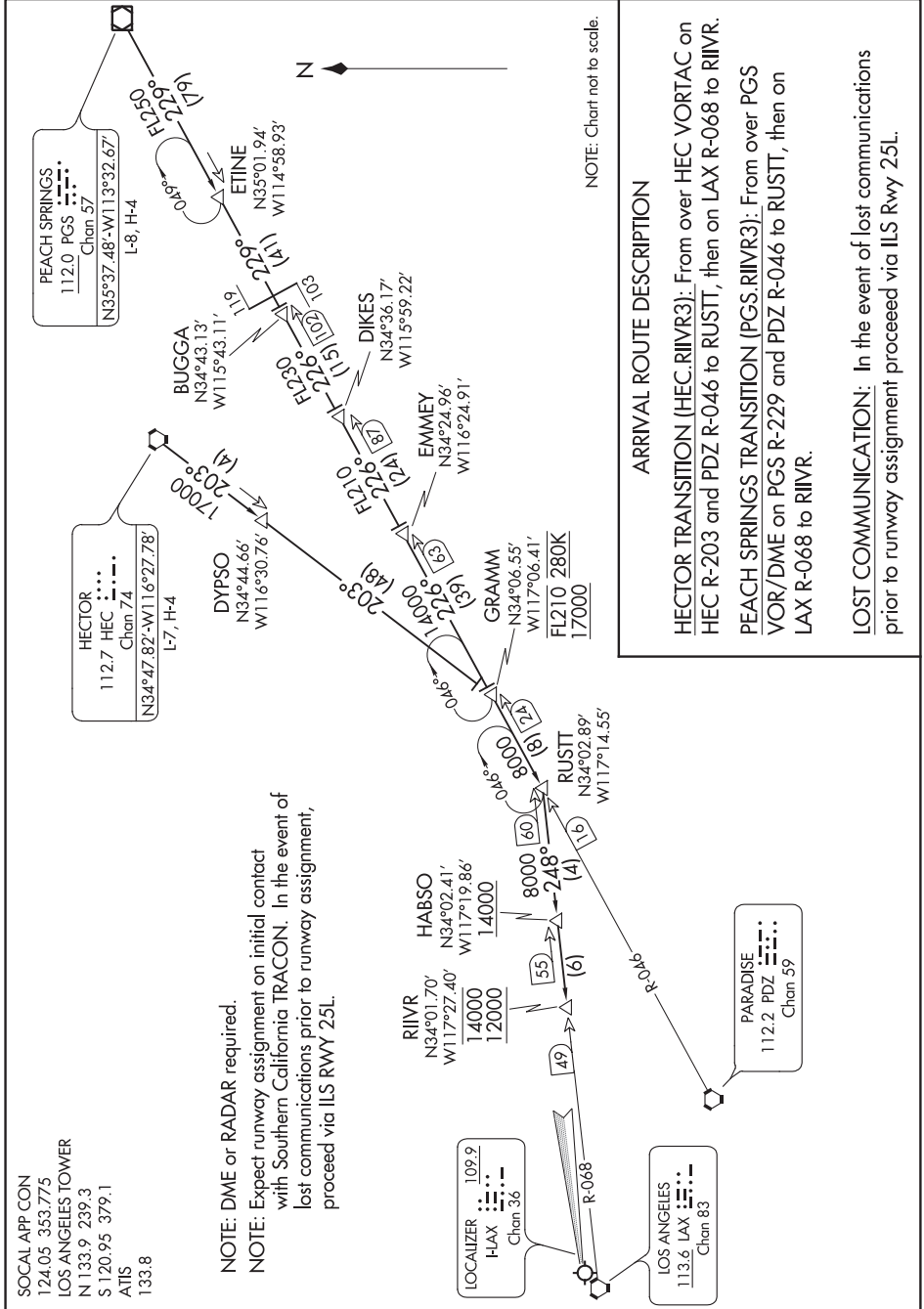
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
ATIS
133.8

NOTE: DME or RADAR required.

NOTE: Expect runway assignment on initial contact with Southern California TRACON. In the event of lost communications prior to runway assignment, proceed via ILS RWY 25L.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.RIIVR3): From over HEC VORTAC on HEC R-203 and PDZ R-046 to RUSTT, then on LAX R-068 to RIIVR.

PEACH SPRINGS TRANSITION (PGS.RIIVR3): From over PGS VOR/DME on PGS R-229 and PDZ R-046 to RUSTT, then on LAX R-068 to RIIVR.

LOST COMMUNICATION: In the event of lost communications prior to runway assignment proceed via ILS Rwy 25L.

RIIVR THREE ARRIVAL

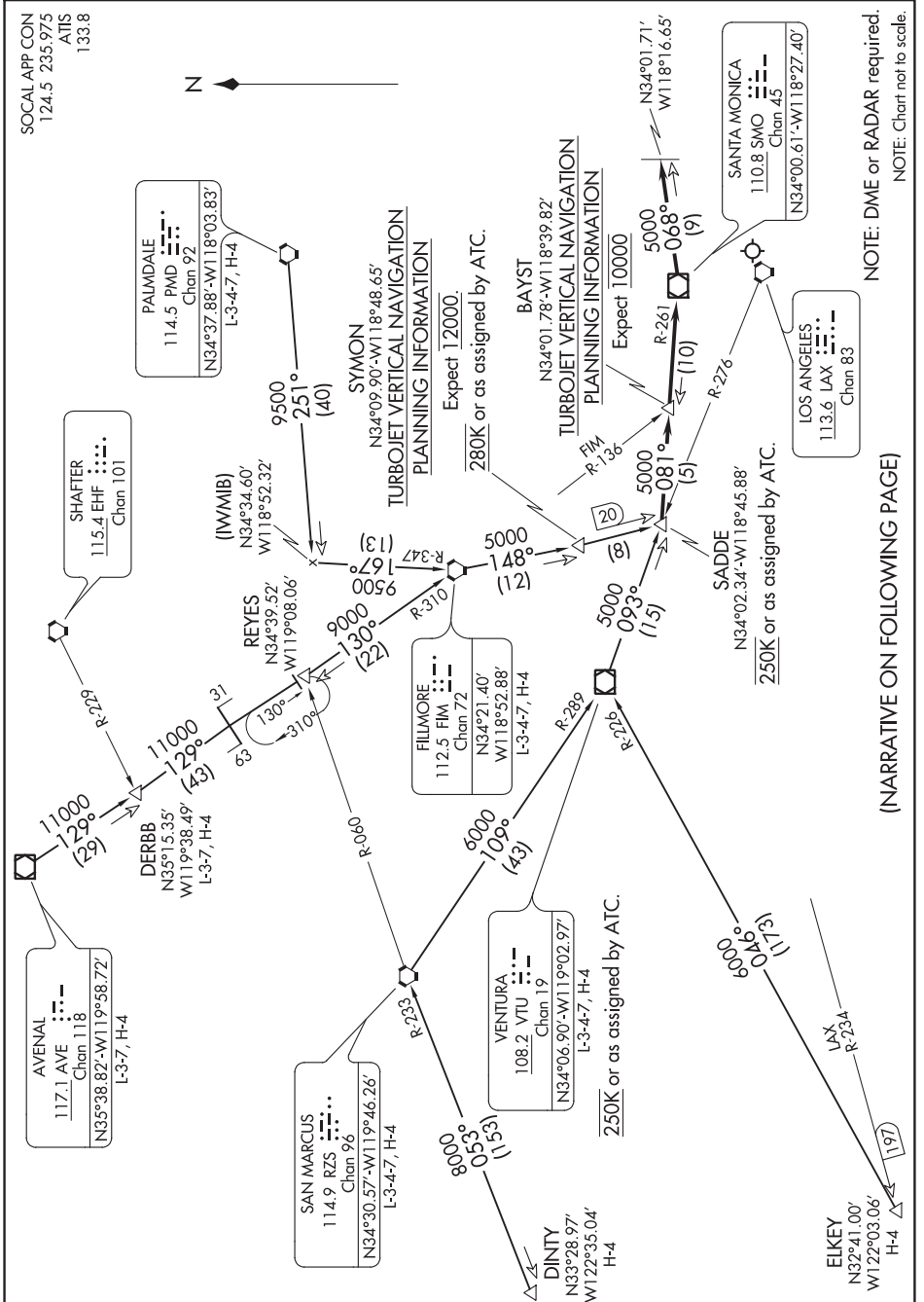
SW-3, 10 NOV 2016 to 05 JAN 2017

SADDE SEVEN ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



SADDE SEVEN ARRIVAL

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.SADDE7): From over AVE VOR/DME via AVE R-129 and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence. . . .

DERBB TRANSITION (DERBB.SADDE7): From over DERBB INT via AVE R-129 and FIM R-310 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence. . . .

DINTY TRANSITION (DINTY.SADDE7): From over DINTY INT via RZS R-233 to RZS VORTAC; then via RZS R-109 and VTU R-289 to VTU VOR/DME, and then via VTU R-093 to SADDE INT. Thence. . . .

ELKEY TRANSITION (ELKEY.SADDE7): From over ELKEY INT via VTU R-226 to VTU VOR/DME then via VTU R-093 to SADDE INT. Thence. . . .

FILLMORE TRANSITION (FIM.SADDE7): From over FIM VORTAC via FIM R-148 to SADDE INT. Thence. . . .

PALMDALE TRANSITION (PMD.SADDE7): From over PMD VORTAC via PMD R-251 and FIM R-347 to FIM VORTAC, then via FIM R-148 to SADDE INT. Thence. . . .

SAN MARCUS TRANSITION (RZS.SADDE7): From over RZS VORTAC via RZS R-109 and VTU R-289 to VTU VOR/DME then via VTU R-093 to SADDE INT. Thence. . . .

VENTURA TRANSITION (VTU.SADDE7): From over VTU VOR/DME via VTU R-093 to SADDE INT. Thence. . . .

. . . .From over SADDE INT via SMO R-261 to SMO VOR/DME. Thence via SMO R-068 to SMO 9 DME for Runways 24 and 25. From SMO 9 DME expect vector to final approach course for Los Angeles Intl Airport.

SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017


SBONO ONE ARRIVAL


ST-545 (FAA)


PALM SPRINGS, CALIFORNIA

PALM SPRINGS INTL ATIS
118.25
SOCAL APP CON *
126.7 370.95
135.275 251.1
PALM SPRINGS TOWER *
119.7 377.05
JACQUELINE COCHRAN ASOS
118.325
BERMUDA DUNES UNICOM
122.8
JACQUELINE COCHRAN UNICOM
123.0

GOFFS
114.4 GFS 
Chan 91
N35°07.87'-W115°10.59'
L-7, H-4

NEEDLES
115.2 EED 
Chan 99
N34°45.96'-W114°28.45'
L-7, H-4

TWENTYNINE PALMS
114.2 TNP 
Chan 89
N34°06.73'-W115°46.19'


PALM SPRINGS
115.5 PSP 
Chan 102


CLOUD
N33°54.17'
W115°56.36'

SBONO
N33°53.61'
W116°04.82'

UBABE
N33°54.93'
W115°44.51'

DECAS
N33°49.42'
W115°27.40'
H-4

THERMAL
116.2 TRM 
Chan 109

BLYTHE
117.4 BLH 
Chan 121
N33°35.76'-W114°45.67'
L-4-5, H-4

NOTE: Chart not to scale.

NOTE: DME required.

ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.SBONO1): From over BLH VORTAC via BLH R-278 and PSP R-072 to SBONO DME. Thence. . .

DECAS TRANSITION (DECAS.SBONO1): From over DECAS INT via BLH R-278 and PSP R-072 to SBONO DME. Thence. . .

GOFFS TRANSITION (GFS.SBONO1): From over GFS VORTAC via GFS R-185 and TNP R-028 to TNP VORTAC, then via TNP R-199 and PSP R-072 to SBONO DME. Thence. . .

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC via EED R-216 and TRM R-037 to UBABE DME, then via 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, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(SEAVU.SEAVU2) 16259

SEAVU TWO ARRIVAL

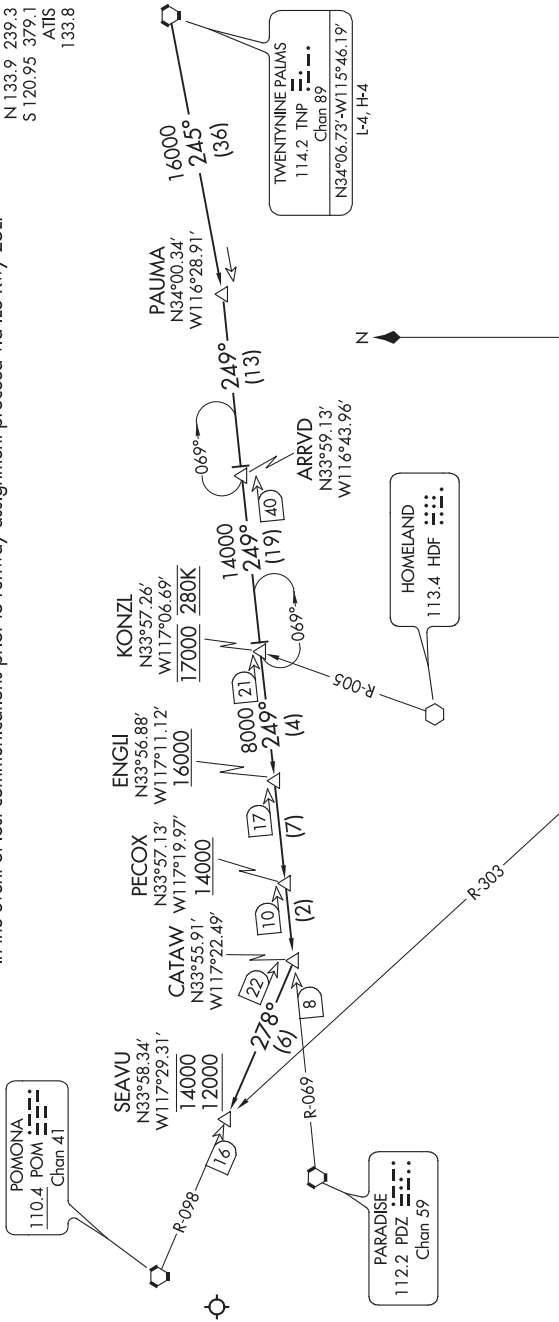
ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

SOCAL APP CON
124.05 353.775
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
ATIS
133.8

NOTE: Expect runway assignment on initial contact with Southern California TRACON.
In the event of lost communications prior to runway assignment proceed via ILS Rwy 25L.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

TWENTYNINE PALMS TRANSITION (TNP.SEAVU2):
From over TNP VORTAC on TNP R-245 and PDZ R-069 to CATAW, then on POM R-098 to SEAVU.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment proceed via ILS Rwy 25L.

NOTE: DME or RADAR required.

SEAVU TWO ARRIVAL

(SEAVU.SEAVU2) 25SEP08

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SHAMU ONE ARRIVAL

ST-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SOCAL APP CON
119.6 363.1
ATIS
134.8

LOS ANGELES
113.6 LAX
Chan 83
N33°55.99' - W118°25.92'
L-3-4-7, H-4

VERTICAL NAVIGATION PLANNING INFORMATION

Expect FL270

4500
133°
(50)

EIREE
N33°13.91' - W117°53.46'
(8)

SHAMU
N33°08.88' - W117°45.97'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 15000 250K

*Aprx dist to
MZB R-255

OCEANSIDE
115.3 OCN
Chan 100

MISSION BAY
117.8 MZB
Chan 125

SARGS
N32°46.90' - W117°23.37'

LOCALIZER 111.55
I-SAN
Chan 52 (Y)

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

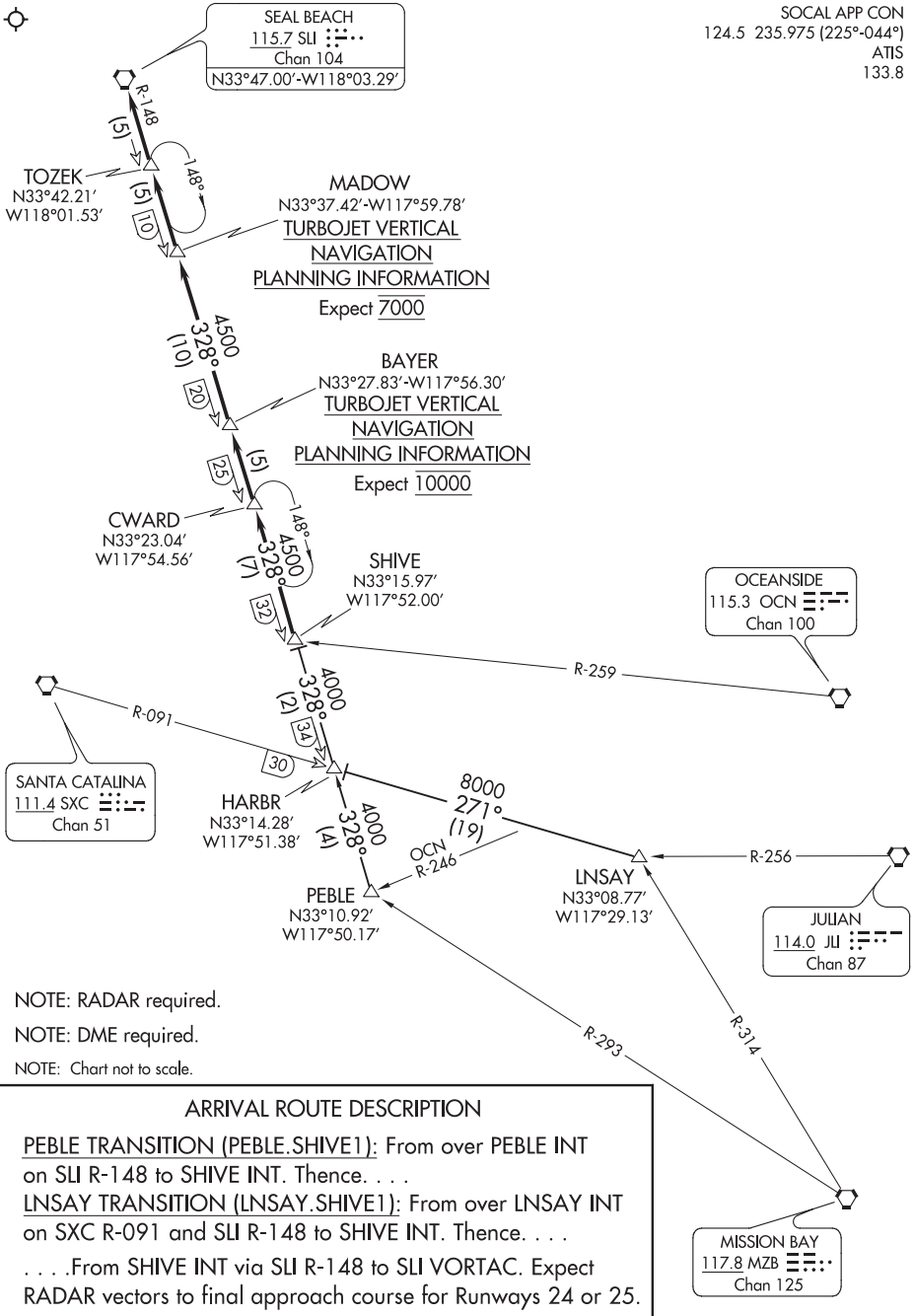
SW-3, 10 NOV 2016 to 05 JAN 2017

SHAMU ONE ARRIVAL

SOCAL APP CON
124.5 235.975 (225°-044°)
ATIS
133.8

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ARRIVAL ROUTE DESCRIPTION

PEBLE TRANSITION (PEBLE.SHIVE1): From over PEBLE INT

on SLI R-148 to SHIVE INT. Thence. . . .

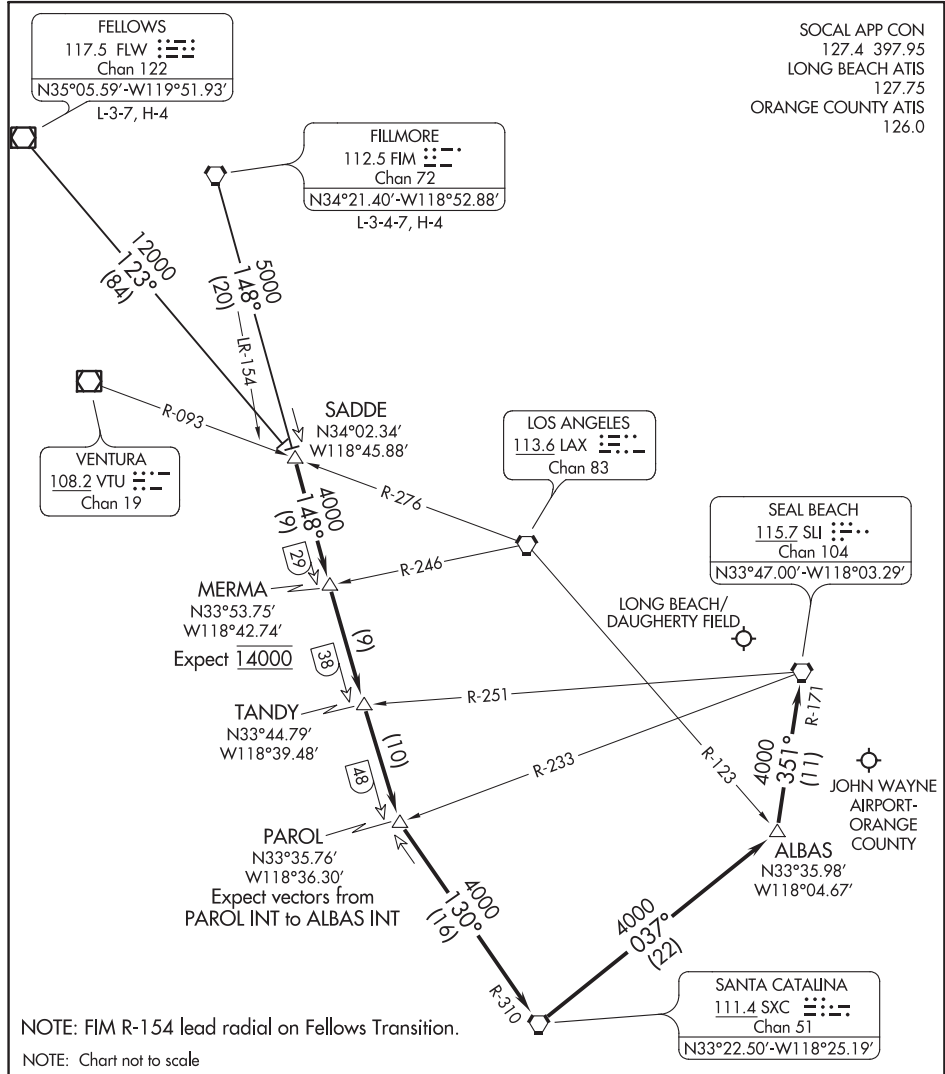
LNSAY TRANSITION (LNSAY.SHIVE1): From over LNSAY INT

on SXC R-091 and SLI R-148 to SHIVE INT. Thence. . . .

. . . .From SHIVE INT via SLI R-148 to SLI VORTAC. Expect
RADAR vectors to final approach course for Runways 24 or 25.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ARRIVAL ROUTE DESCRIPTION

FELLOWS TRANSITION (FLW.TANDY4): From over FLW VOR/DME on FLW R-123 to SADDE INT. Thence. . .

FILLMORE TRANSITION (FIM.TANDY4): From over FIM VORTAC on FIM R-148 to SADDE INT. Thence. . .

. . . From over SADDE INT via FIM R-148 to PAROL INT. From over PAROL INT via SXC R-310 to SXC VORTAC. Then from over SXC VORTAC via SXC R-037 to ALBAS INT. Then from ALBAS INT via SLI R-171 to SLI VORTAC.

VISTA TWO ARRIVAL

ST-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

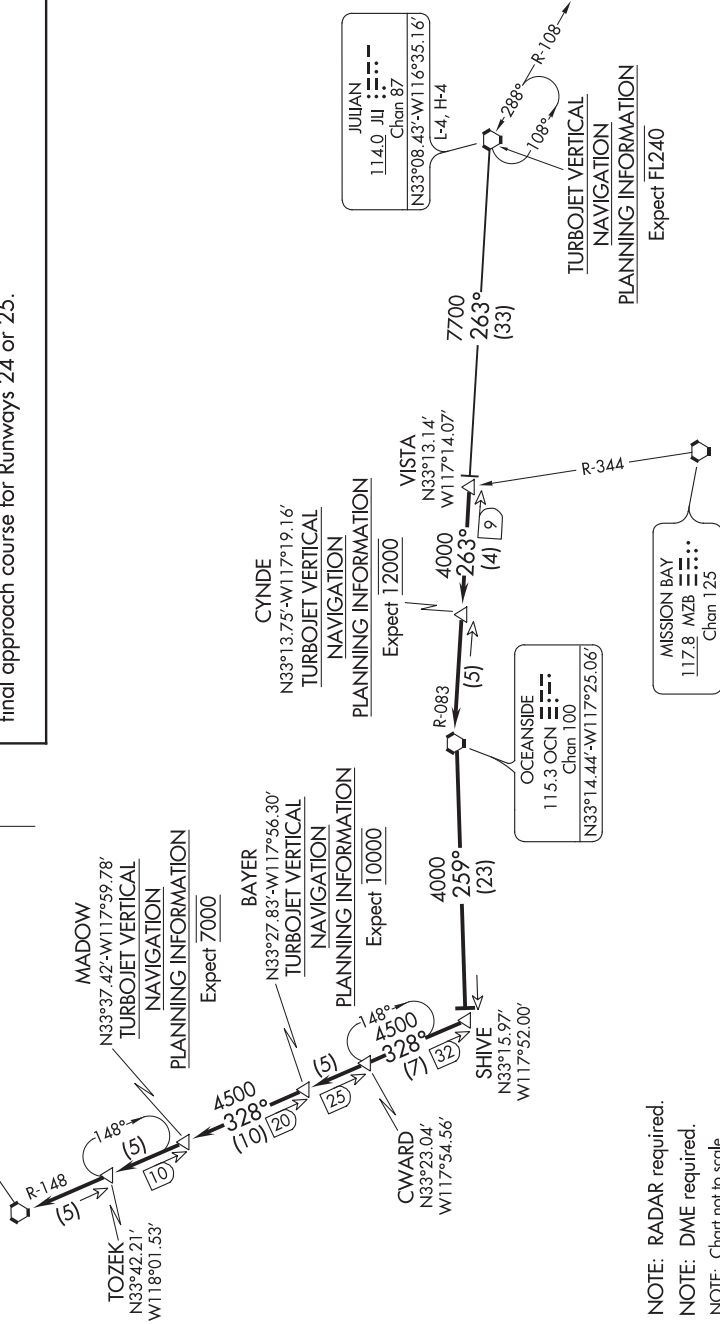
SOCAL APP CON
128.1 281.4
ATIS
133.8



ARRIVAL ROUTE DESCRIPTION

JULIAN TRANSITION (JUL.VISTA2): From over JLI VORTAC on JLI R-263 and OCN R-083 to VISTA INT. Thence, . . .

. . . From VISTA INT OCN R-083 to OCN VORTAC. From OCN VORTAC via OCN R-259 and SUJ R-148 to SUJ VORTAC. Expect RADAR vectors to final approach course for Runways 24 or 25.



NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.

VISTA TWO ARRIVAL

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

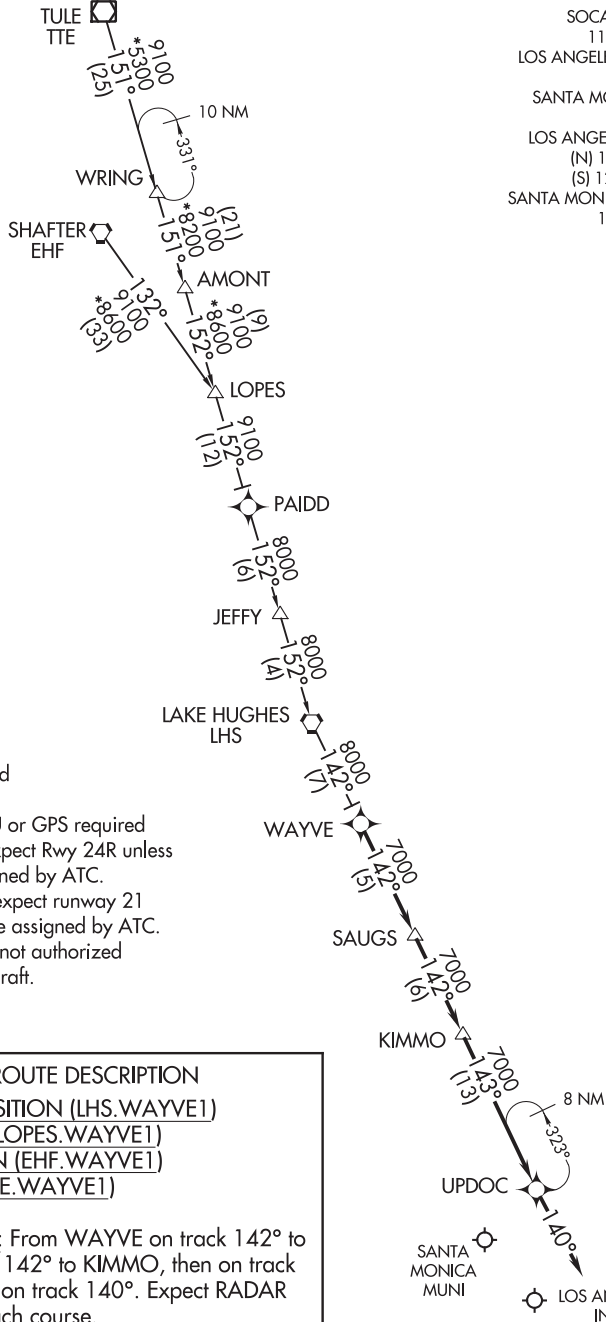
SW-3, 10 NOV 2016 to 05 JAN 2017

(WAYVE.WAYVE1) 16315

WAYVE ONE ARRIVAL (RNAV) ST-237 (FAA)

LOS ANGELES, CALIFORNIA

- SOCAL APP CON 119.85 306.9
- LOS ANGELES ATIS ARR 133.8
- SANTA MONICA ATIS 119.15
- LOS ANGELES TOWER (N) 133.9 239.3
- (S) 120.95 379.1
- SANTA MONICA TOWER* 120.1 257.8



- 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)
- SHAFTER TRANSITION (EHF.WAYVE1)
- TULE TRANSITION (TTE.WAYVE1)

Landing KLAX/KSMO: From WAYVE on track 142° to SAUGS, then on track 142° to KIMMO, then on track 143° to UPDOC, then on track 140°. Expect RADAR vectors to final approach course.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAYVE ONE ARRIVAL (RNAV)

(WAYVE.WAYVE1) 10NOV16

LOS ANGELES, CALIFORNIA

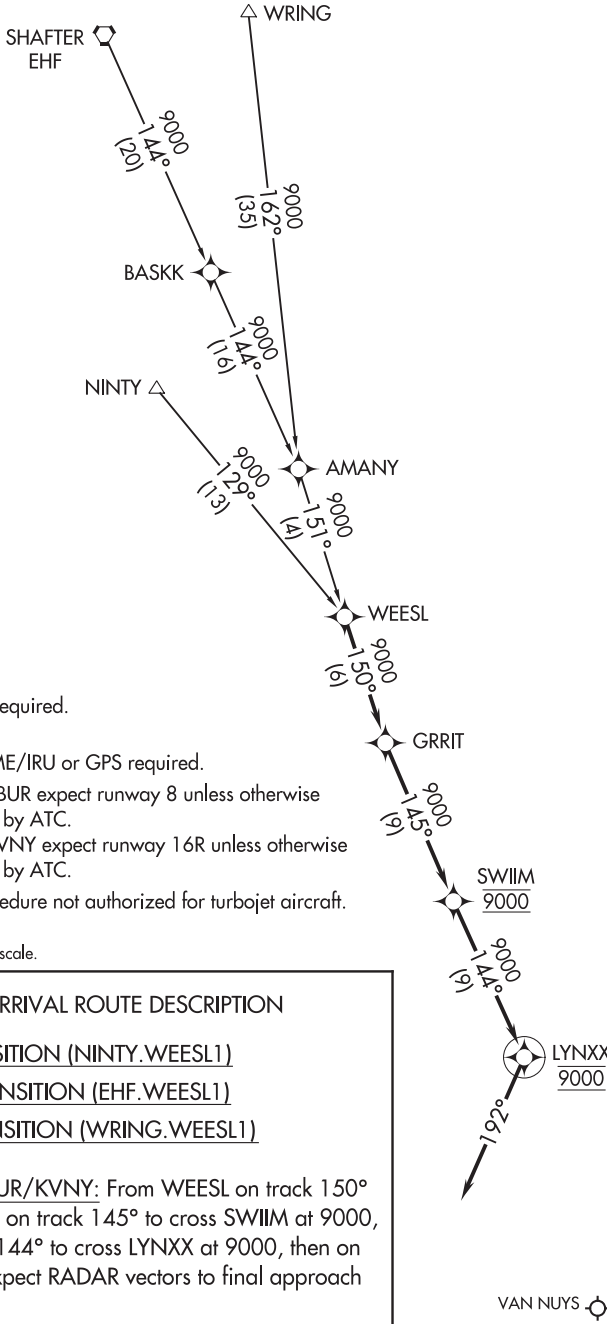
(WEESL.WEESL1) 16315

WEESL ONE ARRIVAL (RNAV)

ST-67 (FAA)

BURBANK, CALIFORNIA

SOCAL APP CON
120.4 360.6
BOB HOPE ATIS
134.5
BURBANK TOWER
118.7 254.3
VAN NUYS ATIS
127.55
VAN NUYS TOWER*
119.3 239.0



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Landing BUR expect runway 8 unless otherwise assigned by ATC.
- NOTE: Landing VNY expect runway 16R unless otherwise assigned by ATC.
- NOTE: This procedure not authorized for turbojet aircraft.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

NINTY TRANSITION (NINTY.WEESL1)

SHAFTER TRANSITION (EHF.WEESL1)

WRING TRANSITION (WRING.WEESL1)

LANDING KBUR/KVNY: From WEESL on track 150° to GRRIT, then on track 145° to cross SWIIM at 9000, then on track 144° to cross LYNXX at 9000, then on track 192°. Expect RADAR vectors to final approach course.

VAN NUYS  BOB HOPE 

WEESL ONE ARRIVAL (RNAV)

(WEESL.WEESL1) 10NOV15

BURBANK, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY5): From over HEC VORTAC via HEC R-211 and PDZ R-030 to ZIGGY INT. Thence

PALMDALE TRANSITION (PMD.ZIGGY5): From over PMD VORTAC via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence

SHAFTER TRANSITION (EHF.ZIGGY5): From over EHF VORTAC via EHF R-128 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence

TULE TRANSITION (TTE.ZIGGY5): From over TTE VOR/DME via TTE R-147 and PMD R-295 to PMD VORTAC, then via PMD R-104 to HITOP INT, then via HDF R-332 to ZIGGY INT. Thence

LANDING ONTARIO INTL

RUNWAYS 8L/R: From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect RADAR vectors to final approach course.

RUNWAYS 26L/R: From over ZIGGY INT via direct PETIS NDB or PDZ R-030 to PETIS INT; expect RADAR vectors for ILS approach.

ALL OTHER AIRPORTS

From over ZIGGY INT via PDZ R-030 to PDZ VORTAC; expect RADAR vectors to final approach course.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6498
182°	TDZE	3062
	Apt Elev	3062

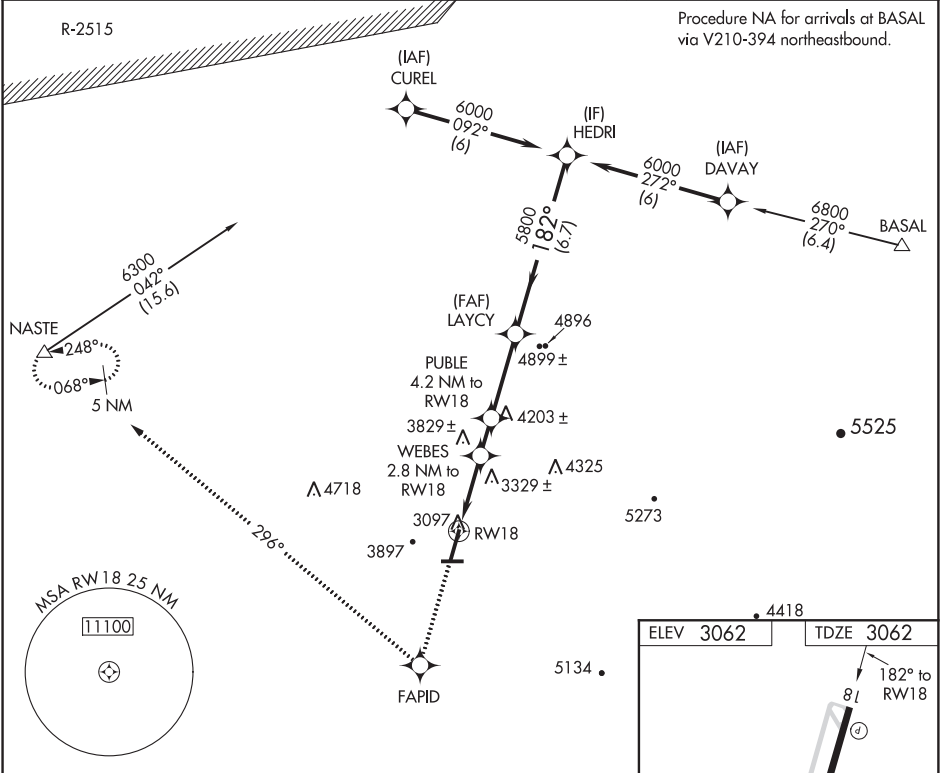
RNAV (GPS) Y RWY 18

APPLE VALLEY (APV)

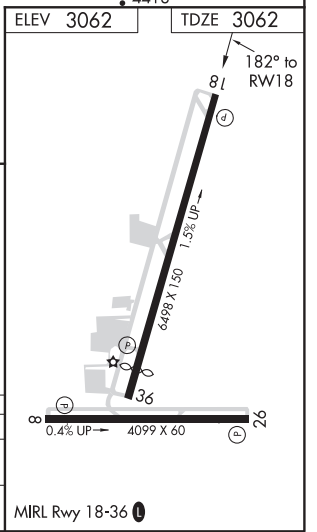
NA Circling to Rwy 8 and 26 NA. DME/DME RNP-0.3 NA.
NA Helicopter visibility reduction below 1 SM NA.
 Use Southern California Logistics altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct FAPID and right turn via 296° track to NASTE and hold.

SOUTHERN CALIFORNIA LOGISTICS AWOS-3 135.475	JOSHUA APP CON 124.55 363.0	AUNICOM 122.8 (CTAF) 0
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6000	FAPID	NASTE		
↑	↻ 296° tr	△		
RW18		WEBES 2.8 NM to RW18	PUBLE 4.2 NM to RW18	LAYCY
		4140	4660	HEDRI
		2.8 NM	1.4 NM	3.1 NM
		3.45° TCH 50		6.7 NM
CATEGORY	A	B	C	D
RNAV MDA	3700-1	638 (700-1)	3700-1¾	638 (700-1¾)
CIRCLING	4000-1 938 (1000-1)	4300-1 1238 (1300-1)	4320-3 1258 (1300-3)	4660-3 1598 (1600-3)



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APPLE VALLEY, CALIFORNIA

AL-5822 (FAA)

16035

WAAS CH 63102 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	6498 3062 3062
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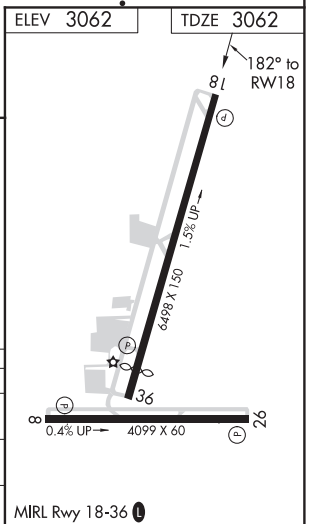
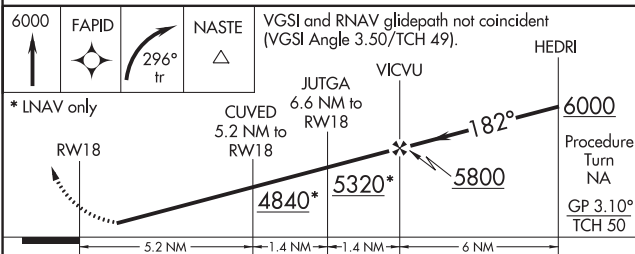
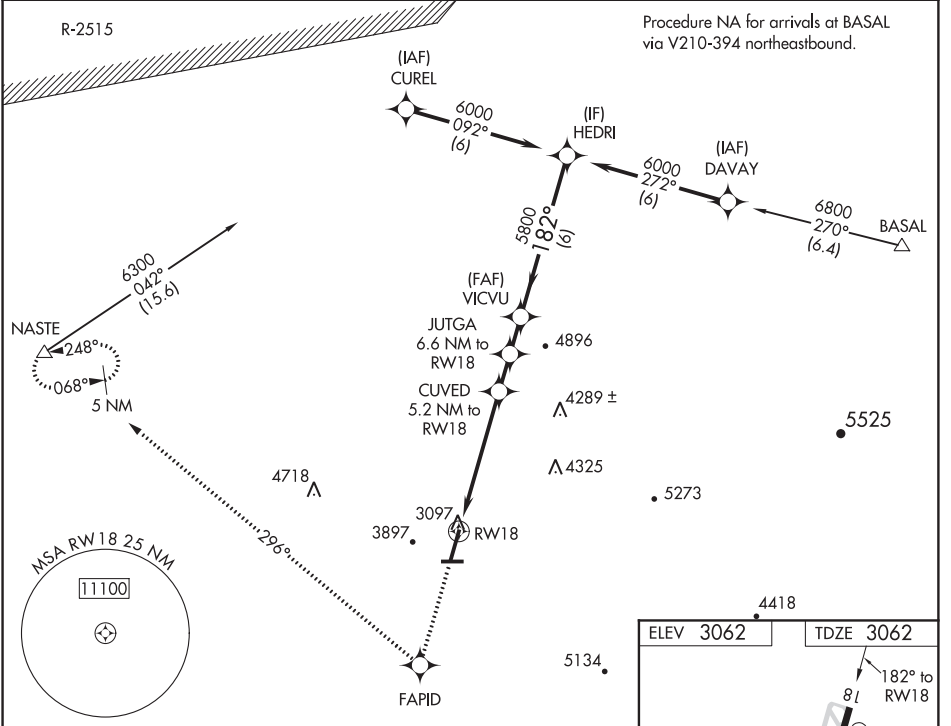
RNAV (GPS) Z RWY 18

APPLE VALLEY (APV)

NA Circling to Rwy 8 and 26 NA. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 1 SM NA.
 Use Southern California Logistics altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct FAPID and right turn via 296° track to NASTE and hold.

SOUTHERN CALIFORNIA LOGISTICS AWOS-3 135.475	JOSHUA APP CON 124.55 363.0	AUNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	3439-1¼ 377 (400-1¼)			
RNAV MDA	4600-1¼ 1538 (1600-1¼)	4600-1½ 1538 (1600-1½)	4600-3	1538 (1600-3)
CIRCLING	4600-1¼ 1538 (1600-1¼)	4600-1½ 1538 (1600-1½)	4600-3 1538 (1600-3)	4660-3 1598 (1600-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

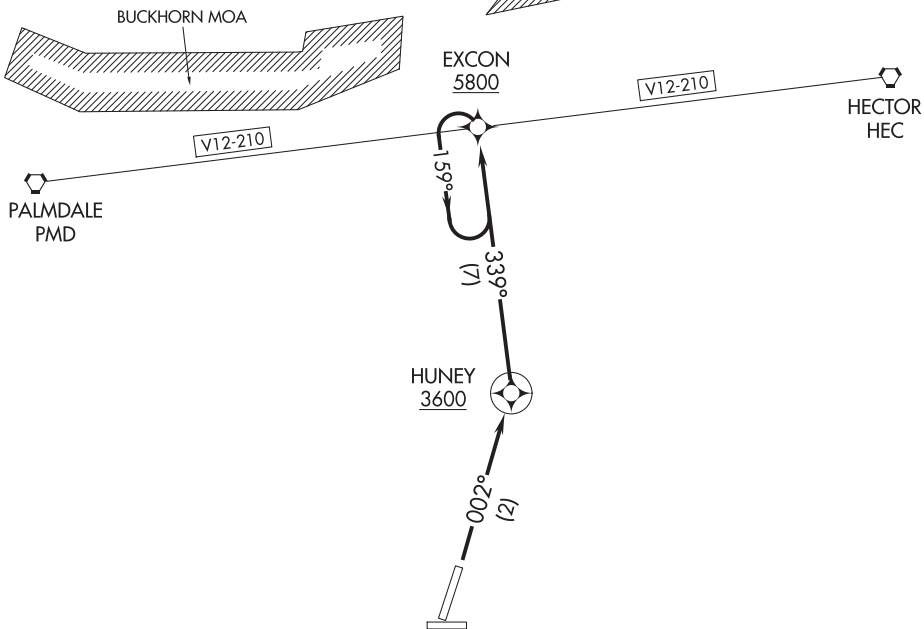
(EXCON1.EXCON) 16091

EXCON ONE DEPARTURE (OBSTACLE) (RNAV)

SL-5822 (FAA)

APPLE VALLEY (APV)
APPLE VALLEY, CALIFORNIA

JOSHUA APP CON
124.55 363.0
RIVERSIDE RADIO
122.2



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 HUNNEY 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)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AVALON, CALIFORNIA

AL-6368 (FAA)

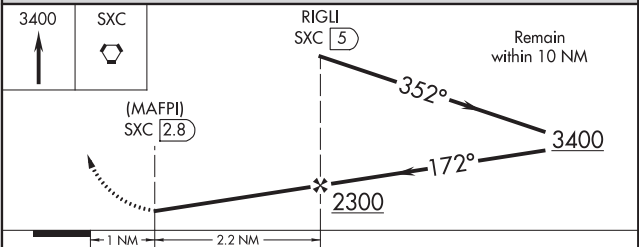
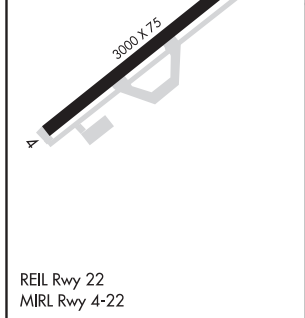
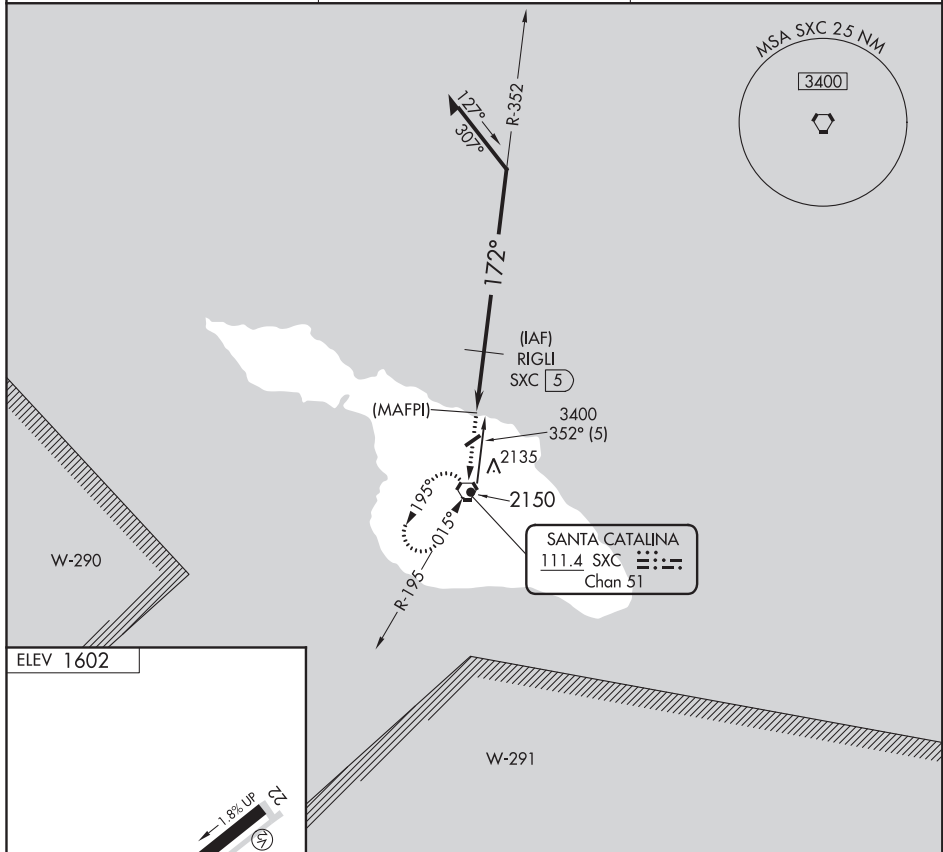
15008

VORTAC SXC 111.4 Chan 51	APP CRS 172°	Rwy Idg TDZE Apt Elev N/A N/A 1602
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VOR/DME or GPS-B
CATALINA (AVX)

<p>NA Circling southeast runway 4-22 not authorized.</p>	<p>MISSED APPROACH: Climb to 3400 direct SXC VORTAC and hold.</p>
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ASOS 120.675	SOCAL APP CON 127.4 323.275	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	2220-1	618 (700-1)	NA	

AVALON, CALIFORNIA
Amdt 2B 02JUL09

33°24'N-118°25'W

CATALINA (AVX)
VOR/DME or GPS-B

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

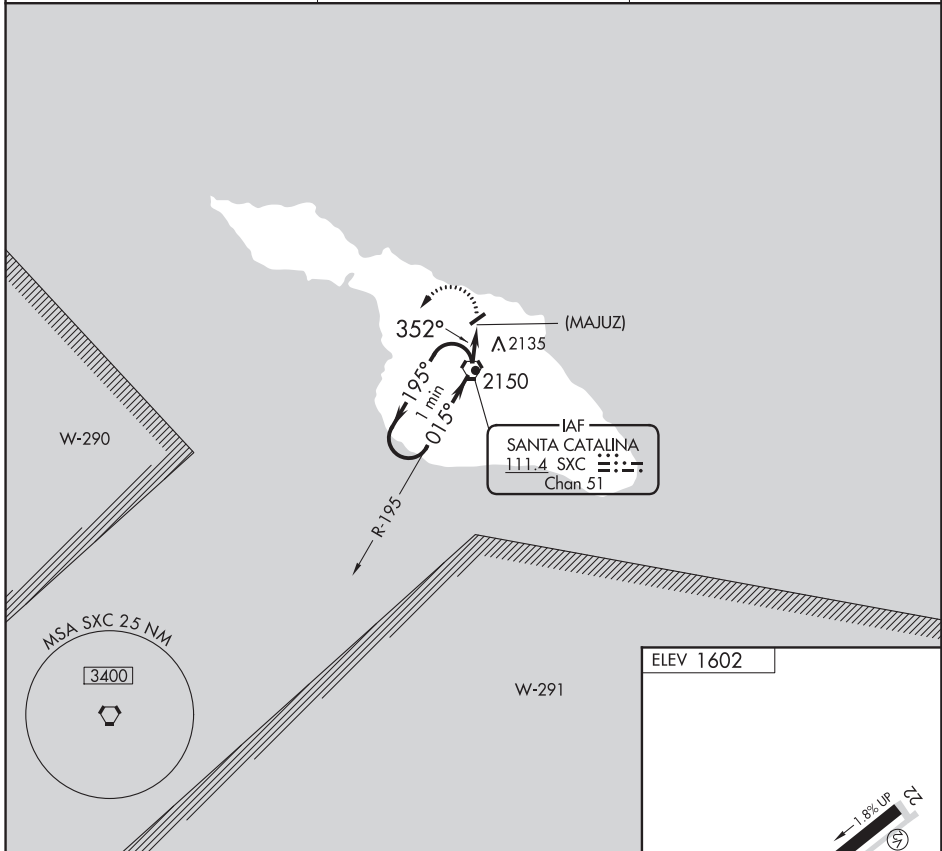
VORTAC SXC 111.4 Chan 51	APP CRS 352°	Rwy Idg TDZE Apt Elev	N/A N/A 1602
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VOR or GPS-A

CATALINA (AVX)

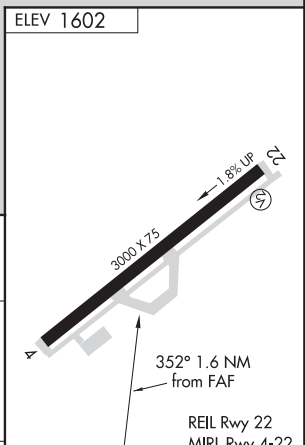
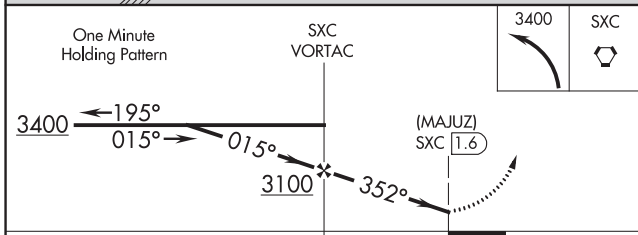
	MISSED APPROACH: Climbing left turn to 3400 in SXC VORTAC holding pattern.
--	--

ASOS 120.675	SOCAL APP CON 127.4 323.275	UNICOM 122.7 (CTAF)
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 1.6 NM					
CIRCLING	2560-1¼ 958 (1000-1¼)	2560-1½ 958 (1000-1½)	NA		Knots	60	90	120	150	180
					Min:Sec	1:36	1:04	0:48	0:38	0:32

RNAV (GPS) RWY 34

BAKERSFIELD MUNI (L45)

APP CRS 341°	Rwy Idg 4000
	TDZE 377
	Apt Elev 378

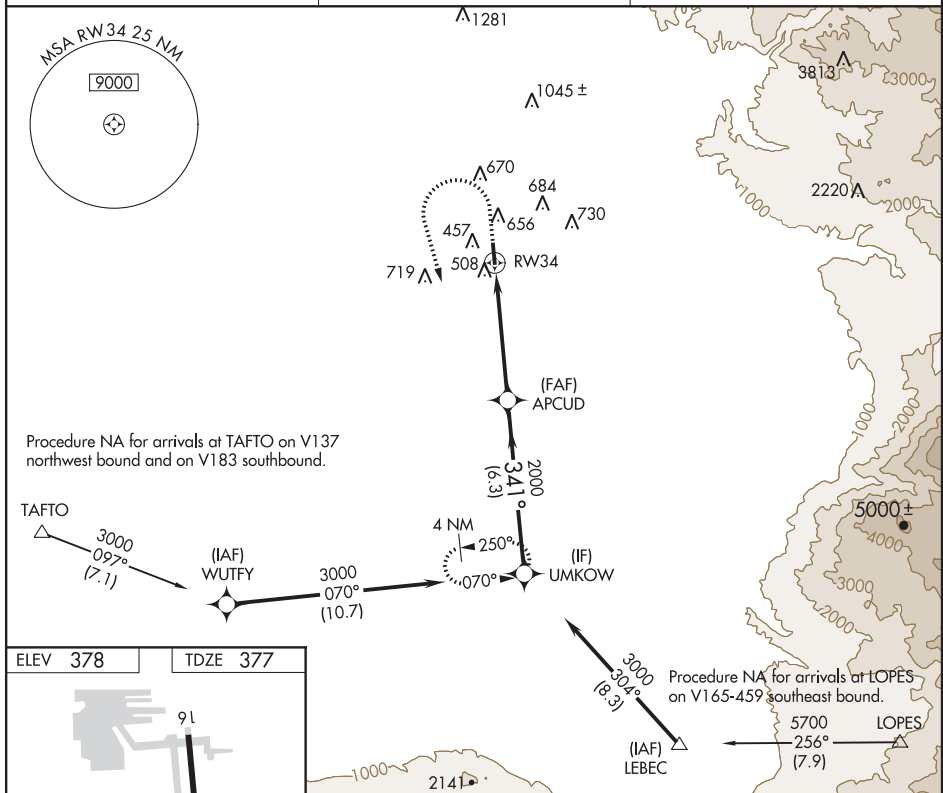
NA DME/DME RNP-0.3 NA. Use Meadows Field altimeter setting. When Meadows Field altimeter setting not received, use Porterville altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night Landing Rwy 16 NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct UMKOW and hold.

MEADOWS FIELD ASOS
118.6

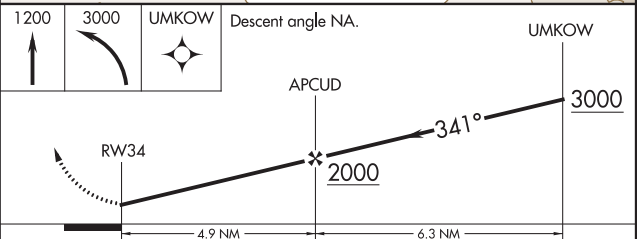
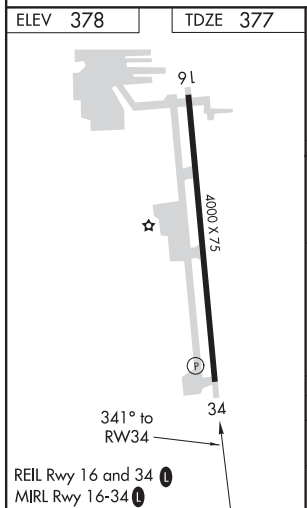
BAKERSFIELD APP CON *
126.45 270.3

UNICOM
122.8 (CTAF) 0



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	840-1	463 (500-1)	840-1 3/8	463 (500-1 3/8)
C CIRCLING	1060-1	682 (700-1)	1120-2 1/4 742 (800-2 1/4)	1120-2 1/2 742 (800-2 1/2)

VORTAC EHF 115.4 Chan 101	APP CRS 319°	Rwy Idg TDZE Apt Elev	4000 377 378
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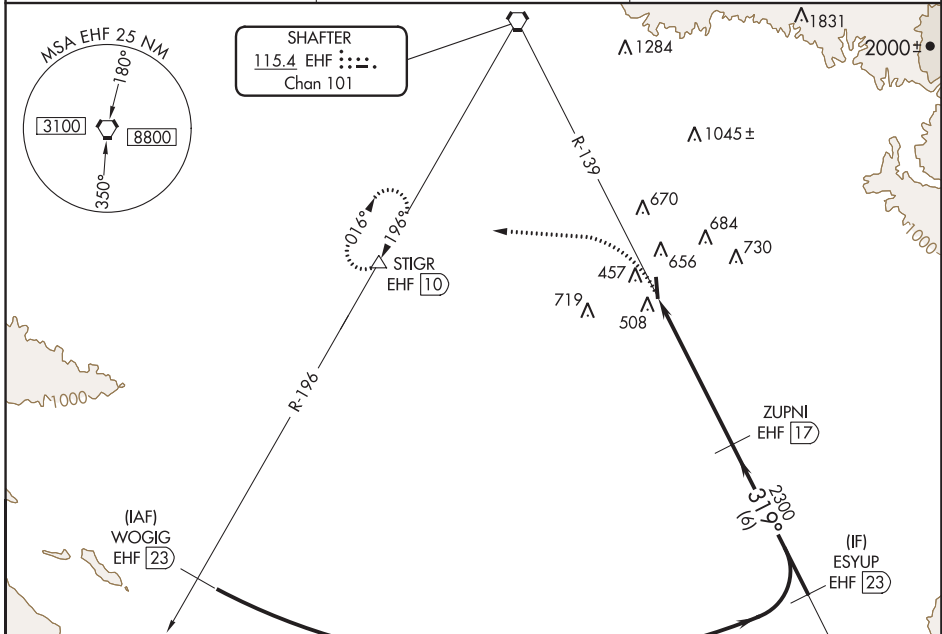
VOR/DME RWY 34

BAKERSFIELD MUNI (L45)

▼ Use Meadows Field altimeter setting. When Meadows Field 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 ¼ 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.

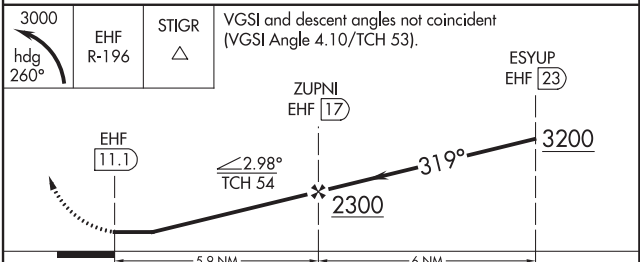
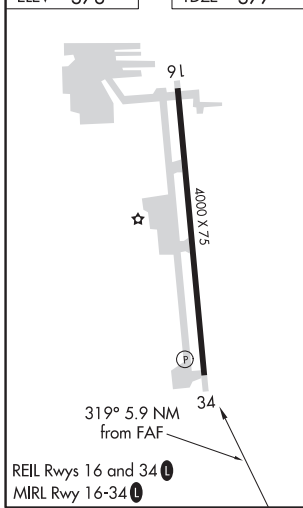
MEADOWS FIELD ASOS 118.6	BAKERSFIELD APP CON★ 126.45 270.3	UNICOM 122.8 (CTAF) 0
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 378	TDZE 377
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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)

(STIGR2.STIGR) 16259

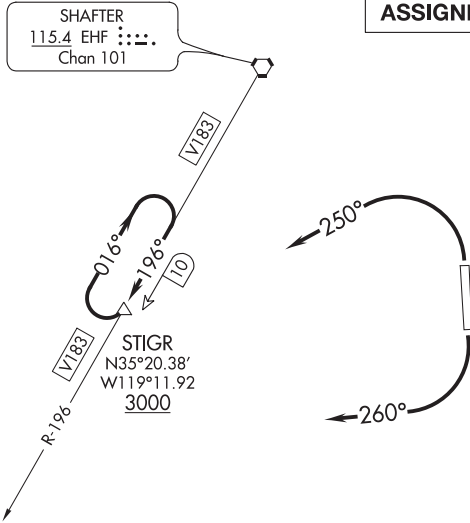
STIGR TWO DEPARTURE

SL-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**



NOTE: DME required.

TAKEOFF MINIMUMS:

Rwy 16: Standard.

Rwy 34: 400-1¼ or standard with minimum climb of 555' per NM to 900.

TAKEOFF OBSTACLES:

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

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.

STIGR TWO DEPARTURE
(STIGR2.STIGR) 15SEP16

BAKERSFIELD, CALIFORNIA
BAKERSFIELD MUNI (L45)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78418 W12A	APP CRS 121°	Rwy Idg 10849 TDZE 510 Apt Elev 510
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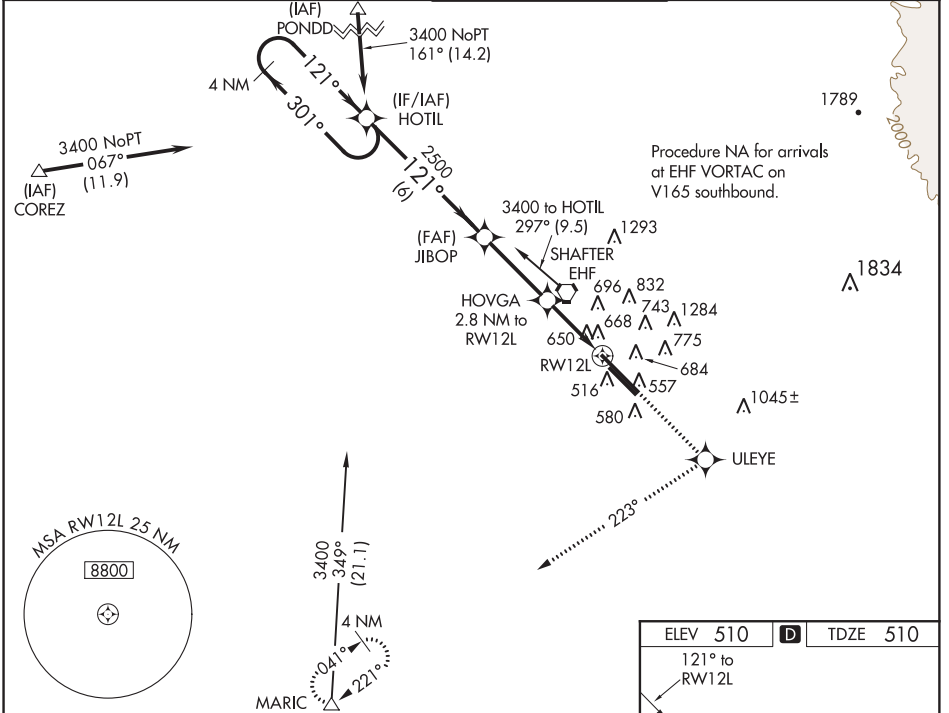
RNAV (GPS) RWY 12L

MEADOWS FIELD (BFL)

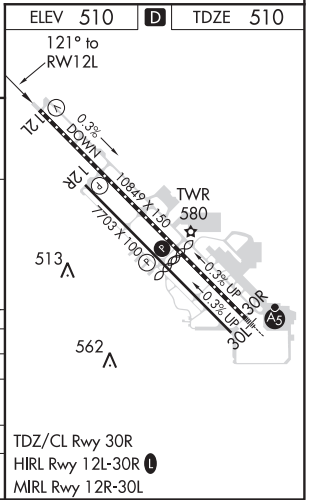
⚠ Circling NA northeast of Rwy 12L/30R. Baro-VNAV NA when using Porterville altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1SM NA. When local altimeter setting not received, use 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. Rwy 12L straight-in and Circling minimums NA at night.

MISSED APPROACH:
 Climb to 3000 direct ULEYE and right turn on track 223° to MARIC and hold.

ATIS 118.6	BAKERSFIELD APP CON ★ 118.8 284.625 118.9 270.3 (SOUTH) (NORTH)	BAKERSFIELD TOWER ★ 118.1 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern		HOTIL		3000	ULEYE	MARIC
3400 ← 301°		→ 121°		2500	*LNAV only	
GP 3.00° TCH 52		2500 ↘		HOVGA 2.8 NM to RWY12L		RWY12L
		*1440				
		6 NM		3.2 NM		2.8 NM
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)	920-1½	410 (500-1½)		
CIRCLING	940-1	960-1	960-1½	1060-2		
	430 (500-1)	450 (500-1)	450 (500-1½)	550 (600-2)		



SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58118 W30A	APP CRS 301°	Rwy ldg TDZE Apt Elev	7429 493 510
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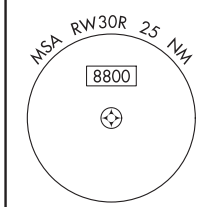
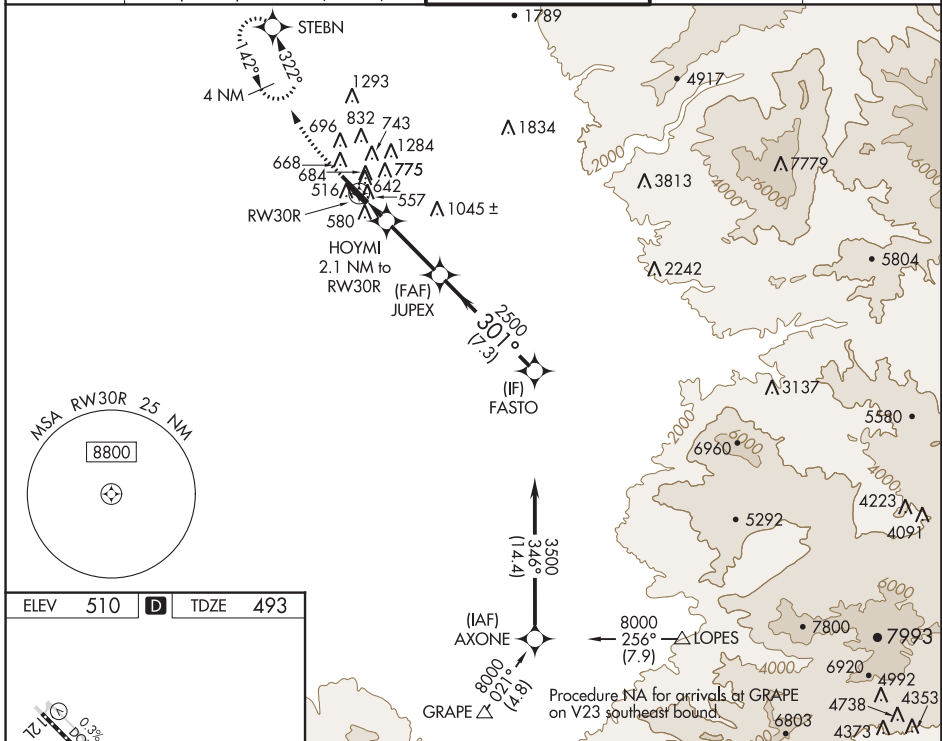
RNAV (GPS) RWY 30R

MEADOWS FIELD (BFL)

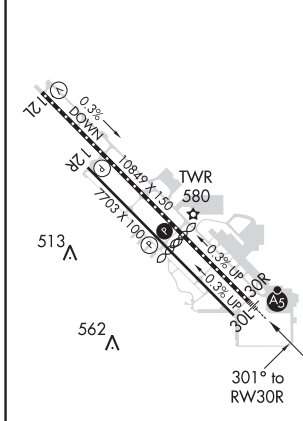
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Porterville altimeter setting; increase LPV DA to 790, LNAV/VNAV DA to 990. Increase LNAV/VNAV all cats 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 MALSRL when using Porterville altimeter setting, increase LPV all Cats visibility to RVR 5000 and LNAV Cat C and D visibility to 1 ½ mile.

MALSRL  MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct STEBN and hold.


ATIS 118.6	BAKERSFIELD APP CON ★ 118.8 284.625 118.9 270.3 (SOUTH) (NORTH)	BAKERSFIELD TOWER ★ 118.1 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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ELEV 510	D	TDZE 493
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TDZ/CL Rwy 30R
HIRL Rwy 12L-30R
MIRL Rwy 12R-30L

1000	3000	STEBN	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 67)	FASTO
↑	↪			
*LNAV only	*1.1 NM to RWY30R	HOYMI 2.1 NM to RWY30R	2500	3500
			1200*	2500
			1.1 NM	1 NM
			4.1 NM	7.3 NM
CATEGORY	A	B	C	D
LPV DA	698/24		205 (200-½)	
LNAV/VNAV DA	898/45		405 (400-7%)	
LNAV MDA	880/24	387 (400-½)	880/35	387 (400-¾)
C CIRCLING	960-1	450 (500-1)	960-1½ 450 (500-1½)	1060-2 550 (600-2)

RNAV (GPS) RWY 30R

MEADOWS FIELD (BFL)

SW-3, 10 NOV 2016 to 05 JAN 2017

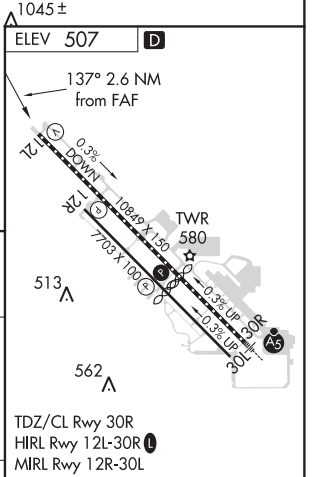
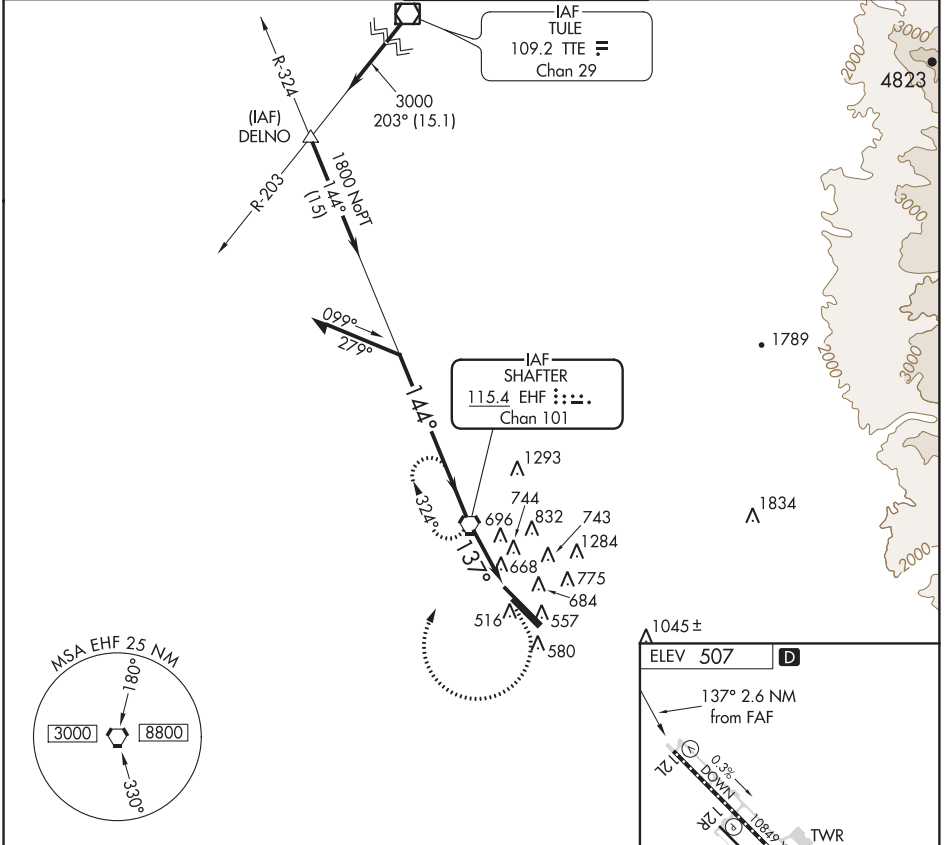
SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC EHF 115.4 Chan 101	APP CRS 137°	Rwy Idg TDZE Apt Elev	N/A N/A 507
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VOR-A
MEADOWS FIELD (BFL)

⚠ Circling not authorized northeast of Rwy 12L-30R. 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 * 118.8 284.625 118.9 270.3 (SOUTH) (NORTH)	BAKERSFIELD TOWER * 118.1 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
----------------------	--	--	-------------------------	-------------------------



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

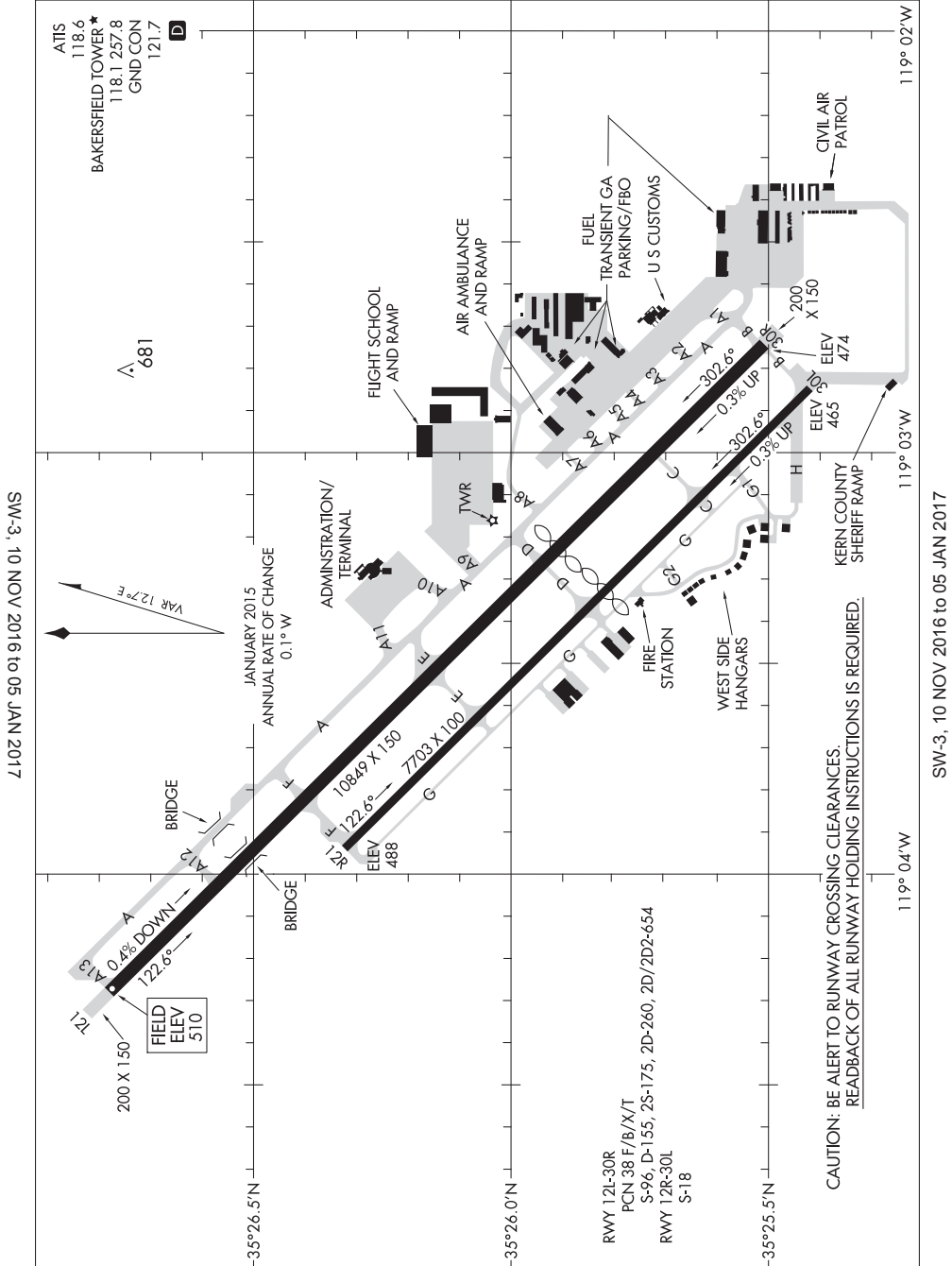
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-36 (FAA)

MEADOWS FIELD (BFL)
BAKERSFIELD, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

BAKERSFIELD, CALIFORNIA
MEADOWS FIELD (BFL)

(MARIC4.MARIC) 16147

MARIC FOUR DEPARTURE

SL-36 (FAA)

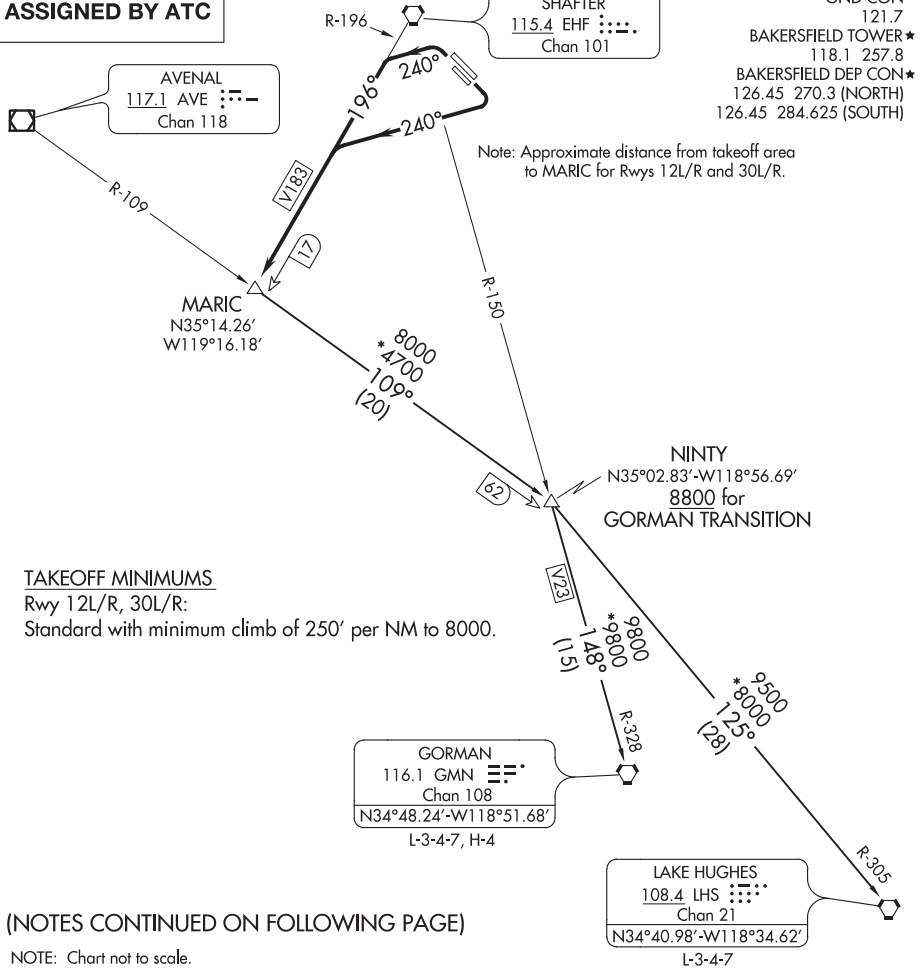
MEADOWS FIELD (BFL)
BAKERSFIELD, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS 118.6
GND CON
121.7
BAKERSFIELD TOWER ★
118.1 257.8
BAKERSFIELD DEP CON ★
126.45 270.3 (NORTH)
126.45 284.625 (SOUTH)

AVENAL
117.1 AVE :--
Chan 118

SHAFTER
115.4 EHF :--
Chan 101



Note: Approximate distance from takeoff area to MARIC for Rwy 12L/R and 30L/R.

TAKEOFF MINIMUMS

Rwy 12L/R, 30L/R:
Standard with minimum climb of 250' per NM to 8000.

GORMAN
116.1 GMN :--
Chan 108
N34°48.24'-W118°51.68'
L-3-4-7, H-4

LAKE HUGHES
108.4 LHS :--
Chan 21
N34°40.98'-W118°34.62'
L-3-4-7

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

MARIC FOUR DEPARTURE

(MARIC4.MARIC) 26MAY16

BAKERSFIELD, CALIFORNIA
MEADOWS FIELD (BFL)

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

MEADOWS THREE DEPARTURE

SL-36 (FAA)

MEADOWS FIELD (BFL)
BAKERSFIELD, CALIFORNIA

ATIS 118.6
GND CON
121.7

BAKERSFIELD TOWER*

118.1 257.8

BAKERSFIELD DEP CON*

126.45 270.3 (NORTH)

126.45 284.625 (SOUTH)

PANOUCHE
112.6 PXN
Chan 73
N36°42.93' - W120°46.72'
L-3, H-3

CLOVIS
112.9 CZQ
Chan 76
N36°53.06' - W119°48.91'
L-3-9, H-3

VISALIA
109.4 VIS
Chan 31
N36°22.04' - W119°28.93'
L-3-9

AVENAL
117.1 AVE
Chan 118
N35°38.82' - W119°58.72'
L-3-7, H-4

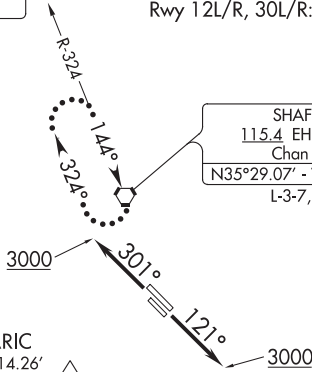
NOTE: RADAR required.

TAKEOFF MINIMUMS:

Rwy 12L/R, 30L/R: Standard.

SHAFTER
115.4 EHF
Chan 101
N35°29.07' - W119°05.84'
L-3-7, H-4

MORRO BAY
112.4 MQO
Chan 71
N35°15.14' - W120°45.57'
L-3-7, H-4



MARIC
N35°14.26' - W119°16.18'
L-3-7

AMONT
N35°11.03' - W118°45.32'
L-3-7, H-4

PALMDALE
114.5 PMD
Chan 92
N34°37.88' - W118°03.83'
L-3-4-7, H-4

FELLOWS
117.5 FLW
Chan 122
N35°05.59' - W119°51.93'
L-3-7, H-4

GUADALUPE
111.0 GLJ
N34°57.14' - W120°31.29'
L-3-4-7

GORMAN
116.1 GMN
Chan 108
N34°48.24' - W118°51.68'
L-3-4-7, H-4

SAN MARCUS
114.9 RZS
Chan 96
N34°30.57' - W119°46.26'
L-3-4-7, H-4

FILLMORE
112.5 FIM
Chan 72
N34°21.40' - W118°52.88'
L-3-4-7, H-4

LAKE HUGHES
108.4 LHS
Chan 21
N34°40.98' - W118°34.62'
L-3-4-7

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MEADOWS THREE DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb heading 121° to 3000 for vector to assigned route/fix.

Expect clearance to requested altitude five minutes after departure.

TAKEOFF RUNWAYS 30L/R: Climb heading 301° to 3000 for vector to assigned route/fix.

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.

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(WRING4.WRING) 16147

WRING FOUR DEPARTURE

MEADOWS FIELD (BFL)
BAKERSFIELD, CALIFORNIA

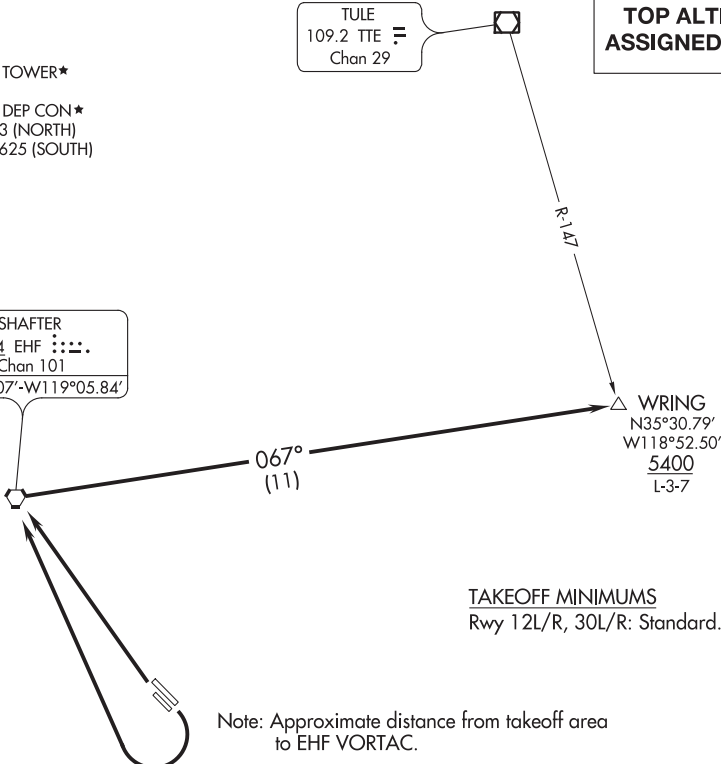
SL-36 (FAA)

TULE
109.2 TTE
Chan 29

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS 118.6
GND CON
121.7
BAKERSFIELD TOWER*
118.1 257.8
BAKERSFIELD DEP CON*
126.45 270.3 (NORTH)
126.45 284.625 (SOUTH)

SHAFTER
115.4 EHF
Chan 101
N35°29.07'-W119°05.84'



TAKEOFF MINIMUMS
Rwy 12L/R, 30L/R: Standard.

Note: Approximate distance from takeoff area to EHF VORTAC.

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.

NOTE: Chart not to scale.



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).

WRING FOUR DEPARTURE

(WRING4.WRING) 26MAY16

BAKERSFIELD, CALIFORNIA
MEADOWS FIELD (BFL)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

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)

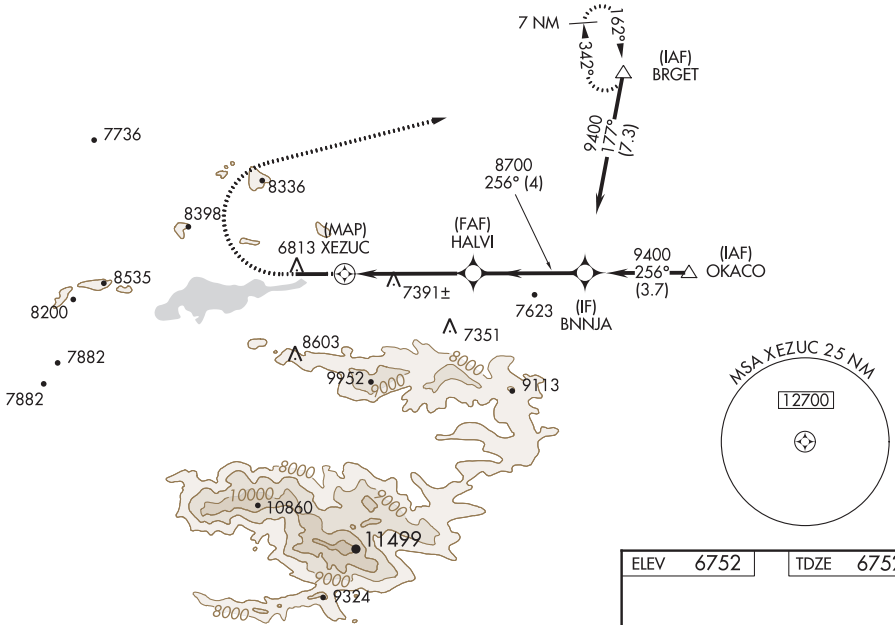
⚠ Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.
⚠ Night landing Rwy 26 NA. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 8800, then climbing right turn to 11000 direct BRGET and hold.

AWOS-3
135.925

LOS ANGELES CENTER
126.35 290.2

UNICOM
122.725 (CTAF) **📻**

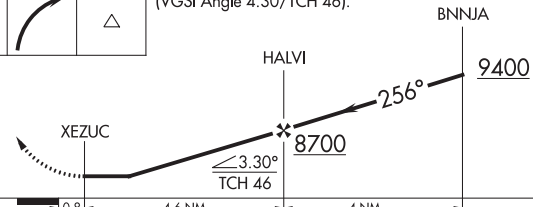


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	6752	TDZE	6752
------	------	------	------

8800 11000 BRGET VGSI and descent angles not coincident (VGSI Angle 4.30/TCH 46).



CATEGORY	A	B	C	D
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
C CIRCLING	8260-1¼ 1508 (1600-1¼)	8260-1½ 1508 (1600-1½)		NA

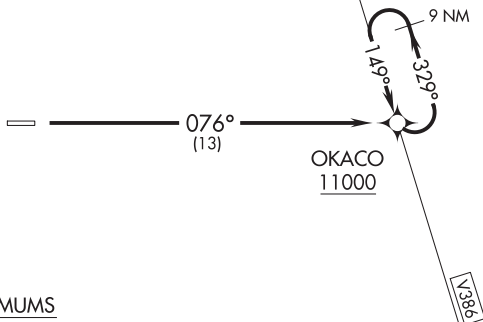
MIRL Rwy 8-26 **📻**

(OKACO1.OKACO) 16091

BIG BEAR CITY (L35)
BIG BEAR CITY, CALIFORNIA

OKACO ONE DEPARTURE (OBSTACLE) (RNAV) SL-9469 (FAA)

LOS ANGELES CENTER
126.35 290.2
UNICOM 122.725



TAKEOFF MINIMUMS

Rwy 8: 1200-2 or standard with minimum climb of 282' per NM to 8000'.

TAKEOFF OBSTACLE NOTE

Rwy 8: 7439' MSL trees 2.5 NM from DER, 2400' right of centerline.

NOTE: For use by slant E, F, and G equipped aircraft only.

NOTE: GPS required.

NOTE: RNAV 1 .

NOTE: Chart not to scale.

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

OKACO ONE DEPARTURE (OBSTACLE) (RNAV)

(OKACO1.OKACO) 20APR00

BIG BEAR CITY, CALIFORNIA
BIG BEAR CITY (L35)

WAAS CH 45626 W26A	APP CRS 246°	Rwy Idg TDZE Apt Elev	6543 396 400
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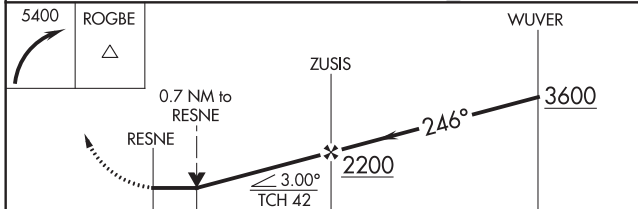
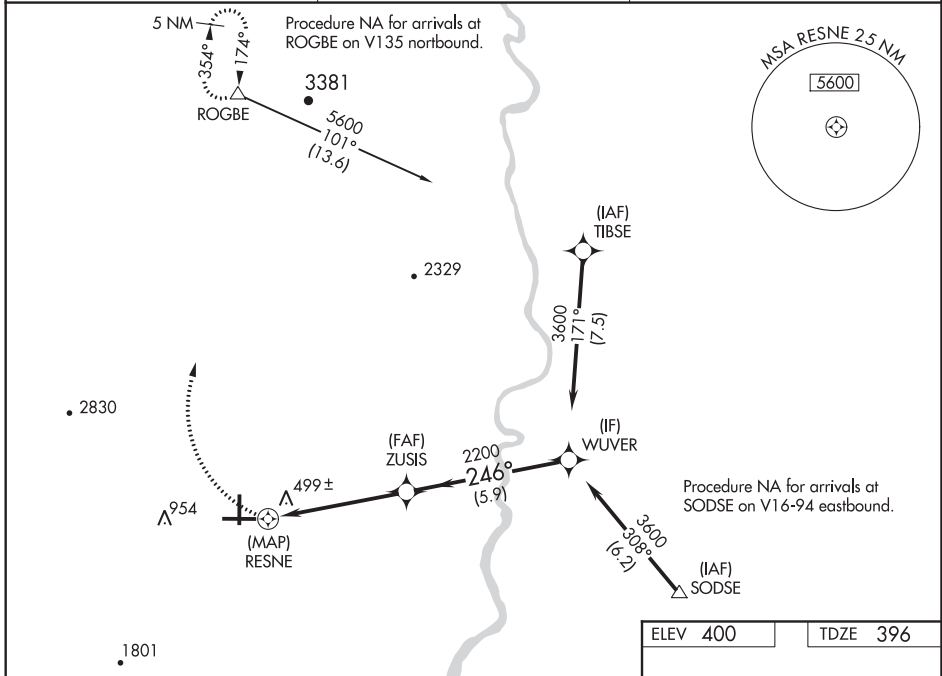
RNAV (GPS) RWY 26

BLYTHE (BLH)

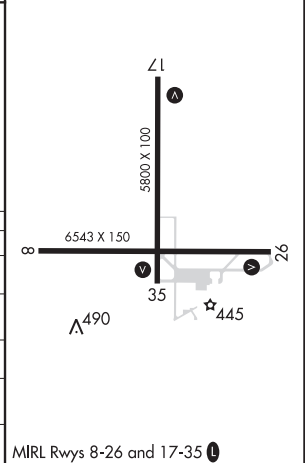
⚠ When local altimeter setting not received, procedure NA.
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
 #Missed approach requires a minimum climb of 375 feet per NM to 3500.
 *Missed approach requires a minimum climb of 345 feet per NM to 3500.

MISSED APPROACH: Climbing right turn to 5400 direct ROGBE and hold, continue climb-in-hold to 5400.

ASOS 120.175	LOS ANGELES CENTER 128.15 285.6	UNICOM 122.8 (CTAF) 0
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ELEV 400	TDZE 396
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CATEGORY	A	B	C	D
*LP MDA	800-1	404 (400-1)	800-1 1/8	404 (400-1 1/8)
LP MDA	1940-1 1/4 1544 (1600-1 1/4)	1940-1 1/2 1544 (1600-1 1/2)	1940-3	1544 (1600-3)
# LNAV MDA	800-1	404 (400-1)	800-1 1/8	404 (400-1 1/8)
LNAV MDA	2060-1 1/4 1664 (1700-1 1/4)	2060-1 1/2 1664 (1700-1 1/2)	2060-3	1664 (1700-3)
CIRCLING	2060-1 1/4 1660 (1700-1 1/4)	2060-1 1/2 1660 (1700-1 1/2)	2060-3	1660 (1700-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

BLYTHE, CALIFORNIA

AL-53 (FAA)

15008

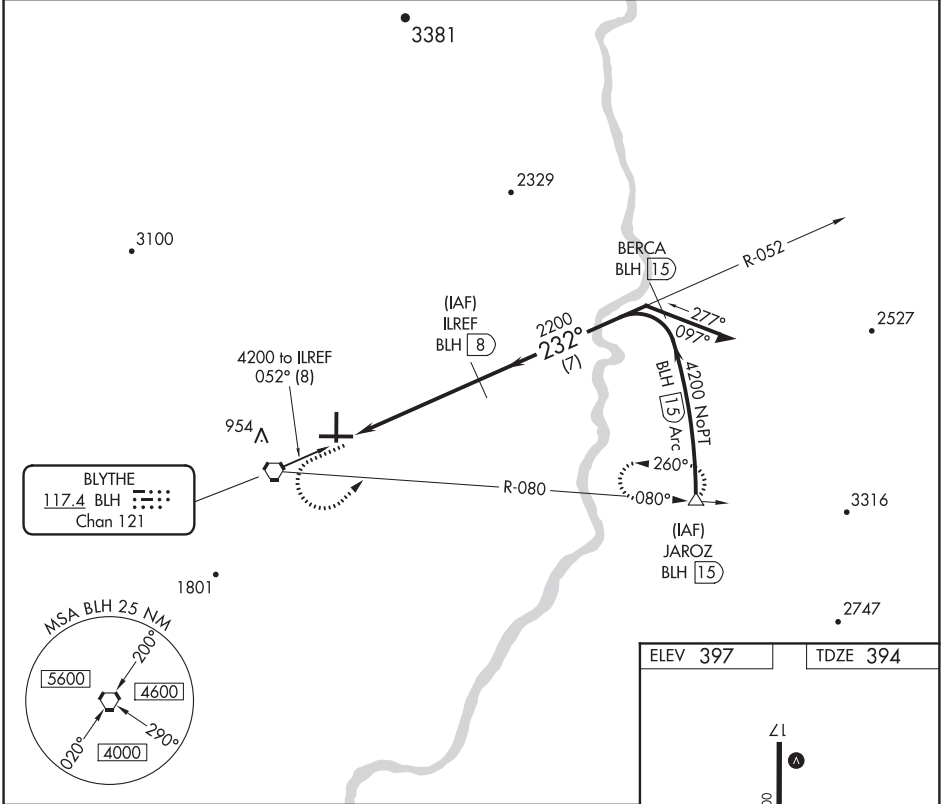
VORTAC BLH 117.4 Chan 121	APP CRS 232°	Rwy Idg TDZE 394 Apt Elev 397
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VOR/DME RWY 26

BLYTHE (BLH)

MISSED APPROACH: Climb to 1200 then climbing left turn to 4600 via BLH VORTAC R-080 to JAROZ/1.5 DME and hold.

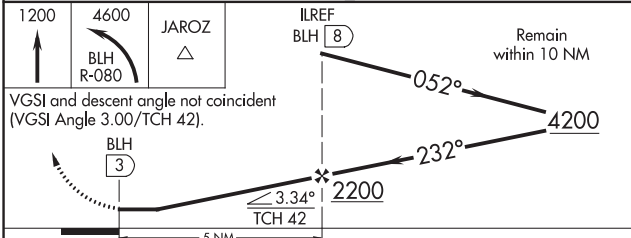
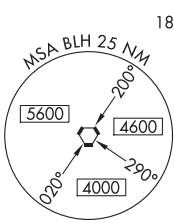
ASOS 120.175	LOS ANGELES CENTER 128.15 285.6	UNICOM 122.8 (CTAF)
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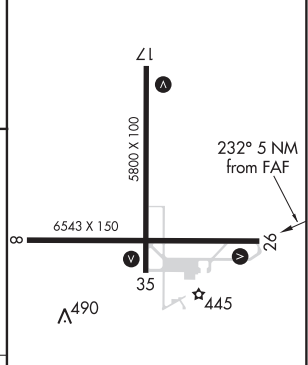
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

BLYTHE
117.4 BLH
Chan 121



ELEV 397	TDZE 394
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CATEGORY	A	B	C	D
S-26	760-1 366 (400-1)			760-1¼ 366 (400-1¼)
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
Amdt 6 15MAY03

33°37'N-114°43'W

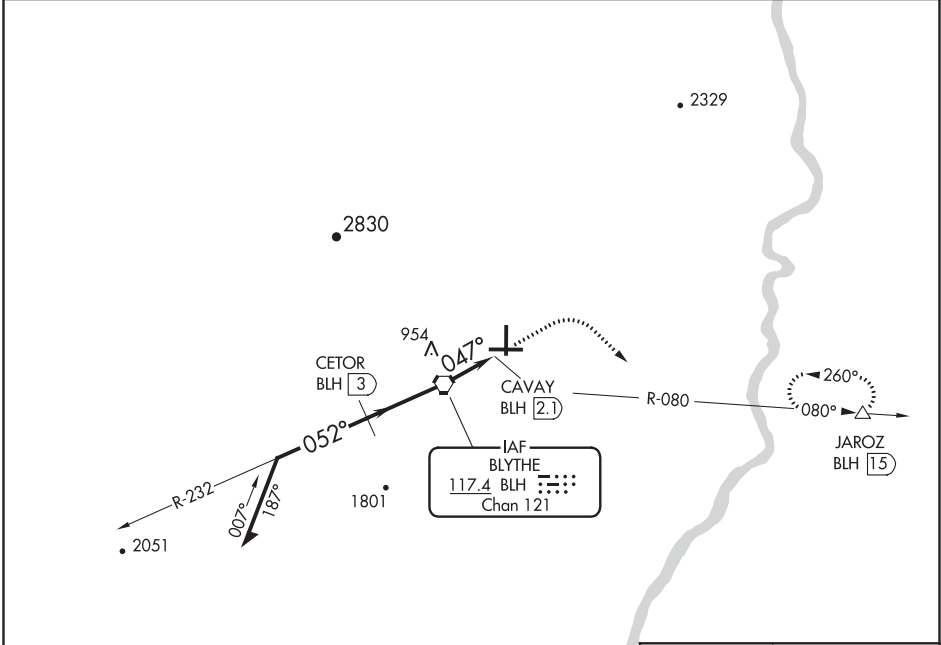
BLYTHE (BLH) VOR/DME RWY 26

VORTAC BLH 117.4 Chan 121	APP CRS 047°	Rwy Idg TDZE Apt Elev	N/A N/A 397
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VOR/DME-A
BLYTHE (BLH)

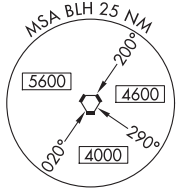
MISSED APPROACH: Climb to 1000, then climbing right turn to 4600 via heading 120° and BLH R-080 outbound to JAROZ/15 DME and hold.

ASOS 120.175	LOS ANGELES CENTER 128.15 285.6	UNICOM 122.8 (CTAF)
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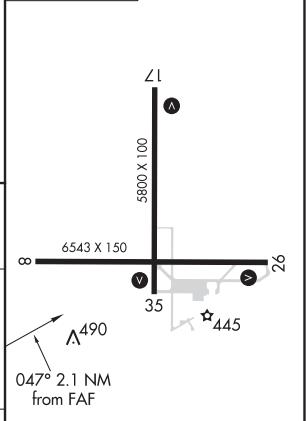
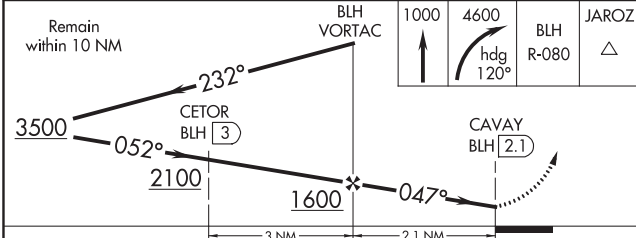


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 397



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

APP CRS	Rwy Idg	5011
250°	TDZE	520
	Apt Elev	520

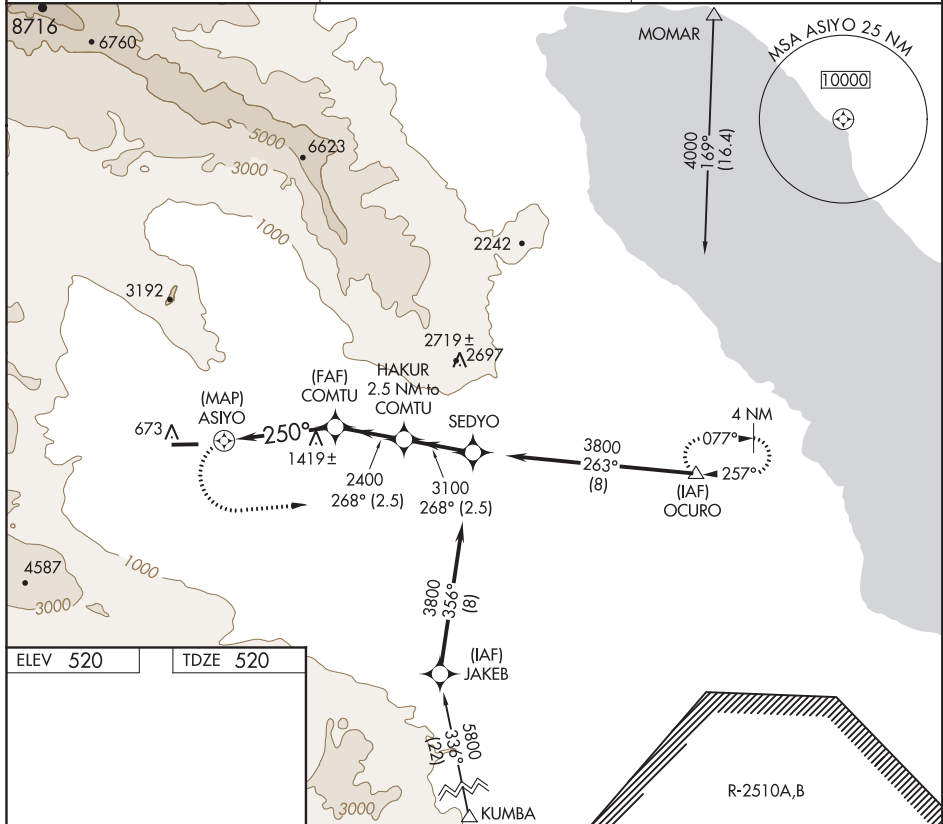
RNAV (GPS) RWY 26

BORREGO VALLEY (L08)

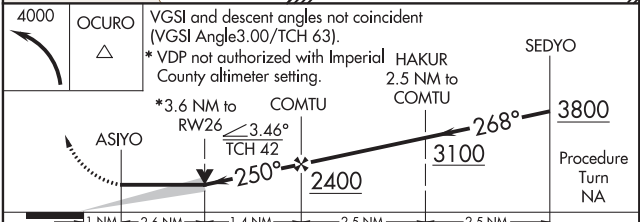
⚠ If local altimeter setting not received, use Imperial County altimeter setting and increase all MDAs 580 feet.
⚠ NA Circling not authorized south of Rwy 8-26.
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct OCURO WP and hold.

AWOS-1 126.575	LOS ANGELES CENTER 128.6 291.7	UNICOM 122.8 (CTAF) 0
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ELEV 520	TDZE 520
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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 1200 (1200-1¼)	1720-1½ 1200 (1200-1½)	1720-3	1200 (1200-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(ZUNGU1.ZUNGU) 16091

SL-9287 (FAA)

BORREGO VALLEY (L08)
BORREGO SPRINGS, CALIFORNIA

ZUNGU ONE DEPARTURE (OBSTACLE) (RNAV)

LOS ANGELES CENTER
128.6 291.7
CTAF
122.8
AWOS-1
126.575

HORGA

CELOP

ERNUF

ZUNGU

076°
(11)

KANE WEST
MOA

KANE EAST
MOA

144°
(10)

036°
(15)

041°
(9)

CEMBI

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

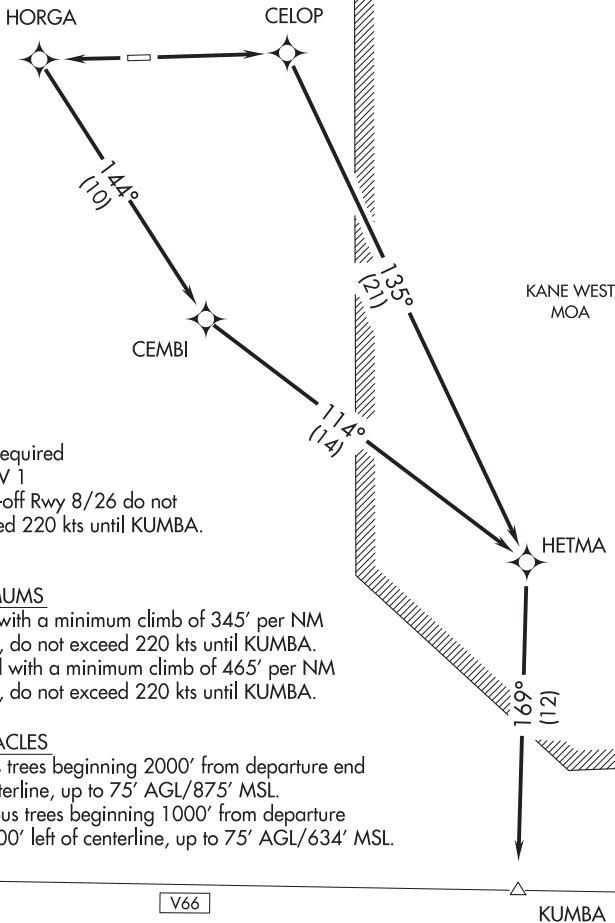
BORREGO SPRINGS, CALIFORNIA
BORREGO VALLEY (L08)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

KUMBA ONE DEPARTURE (RNAV)

LOS ANGELES CENTER
128.6 291.7
CTAF 122.8
AWOS-1 126.575



- NOTE:
1. GPS required
 2. RNAV 1
 3. Take-off Rwy 8/26 do not exceed 220 kts until KUMBA.

TAKE-OFF MINIMUMS

- Rwy 8: Standard with a minimum climb of 345' per NM to 5000, do not exceed 220 kts until KUMBA.
 Rwy 26: Standard with a minimum climb of 465' per NM to 5000, do not exceed 220 kts until KUMBA.

TAKE-OFF OBSTACLES

- Rwy 8: Numerous trees beginning 2000' from departure end of runway on centerline, up to 75' AGL/875' MSL.
 Rwy 26: Numerous trees beginning 1000' from departure end of runway, 400' left of centerline, up to 75' AGL/634' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb direct CELOP then via depicted route to KUMBA.

TAKE-OFF RUNWAY 26: Climb direct HORG, and left turn 144° track to CEMBI, then via depicted route to KUMBA.

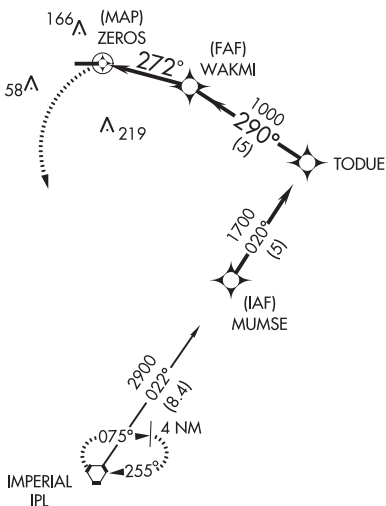
APP CRS 272°	Rwy Idg 4007
	TDZE -135
	Apt Elev -129

RNAV (GPS) RWY 26

BRAWLEY MUNI (BWC)

<p>NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Imperial County altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 3600 direct IPL VORTAC and hold.</p>
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<p>LOS ANGELES CENTER 128.6 291.7</p>	<p>CTAF 122.9</p>
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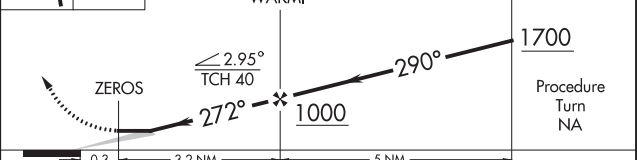
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV -129	TDZE -135
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<p>3600 IPL</p>	<p>WAKMI</p>	<p>TODUE</p>
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CATEGORY	A	B	C	D
LNAV MDA	360-1	495 (500-1)	360-1¼ 495 (500-1¼)	NA
CIRCLING	560-1	689 (700-1)	560-2 689 (700-2)	NA

BRAWLEY, CALIFORNIA

AL-6932 (FAA)

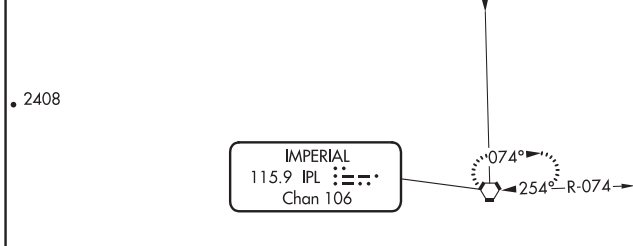
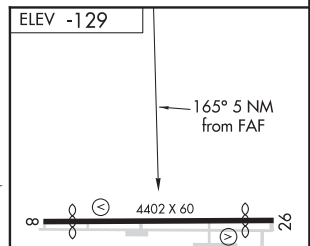
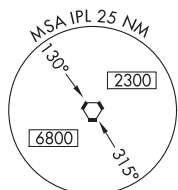
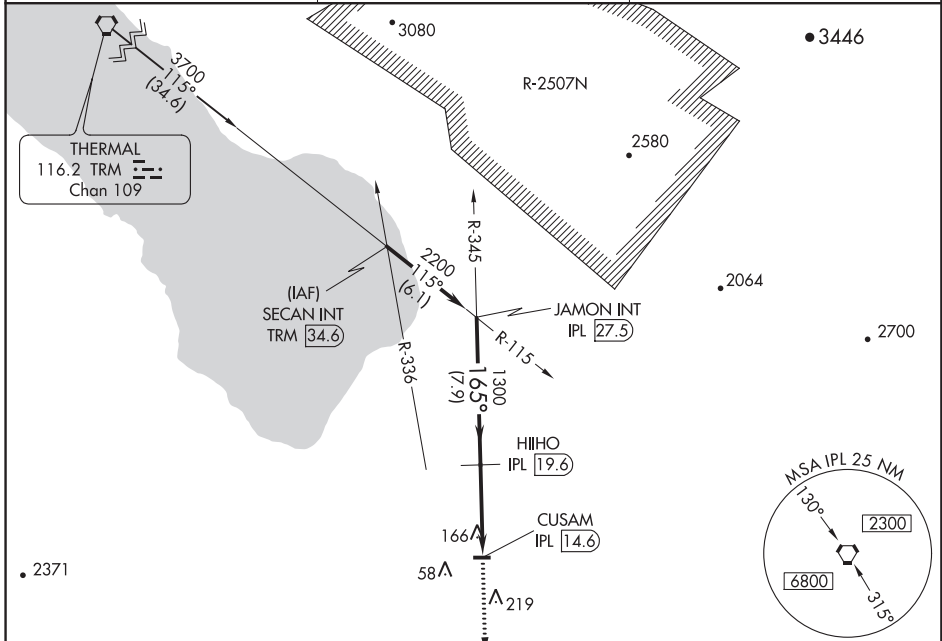
14205

VORTAC IPL 115.9 Chan 106	APP CRS 165°	Rwy Idg TDZE Apt Elev	N/A N/A -129
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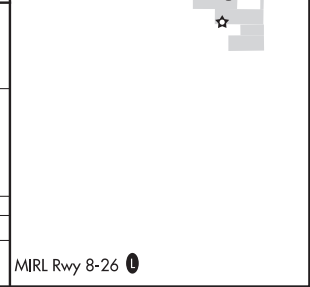
VOR/DME-B
BRAWLEY MUNI (BWC)

<p>▼ Use Imperial County altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct IPL VORTAC and hold.</p>
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<p>IMPERIAL COUNTY ASOS 132.175</p>	<p>LOS ANGELES CENTER 128.6 291.7</p>	<p>CTAF 122.9</p>
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CATEGORY	A	B	C	D
	560-1	689 (700-1)		NA
CIRCLING				NA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

BRAWLEY, CALIFORNIA
Amdt 2B 24JUL14

33°00'N-115°31'W

BRAWLEY MUNI (BWC)
VOR/DME-B

LOC I-BUR 109.5	APP CRS 079°	Rwy Idg TDZE Apt Elev	5801 727 778
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ILS Z or LOC Z RWY 8

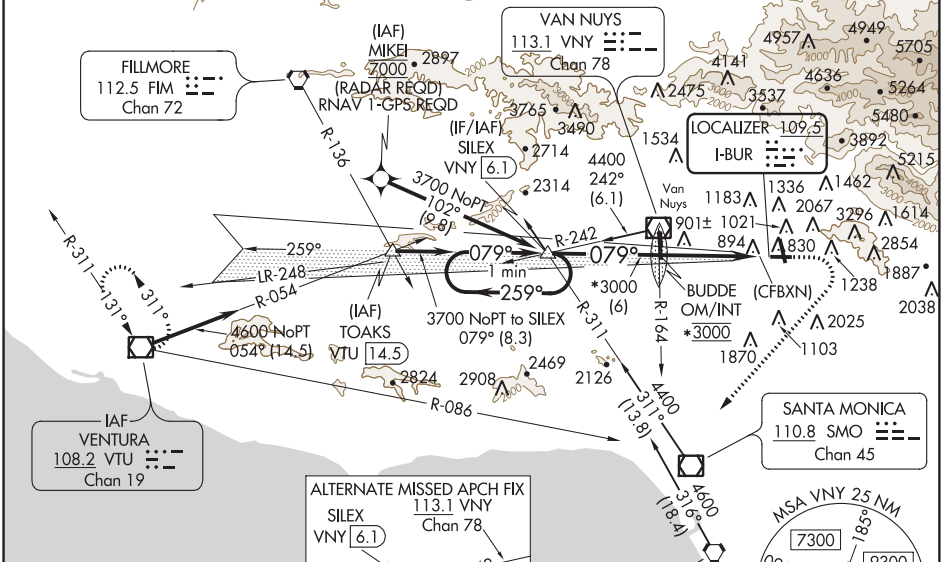
BOB HOPE (BUR)

⚠ Circling Rwy 26 NA at night. Autopilot coupled approach NA below 1027. Localizer unusable within 0.5 NM to thld. Straight-in Rwy 8 at night, Circling Rwy 33 at night, operational VGSI required. Remain on or above VGSI glidepath until threshold. 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 all Cats and S-LOC 8 Cats A/B. For inop ALS, increase S-LOC 8 Cats C/D visibility to 1/4 SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALS
AS

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. Missed approach requires minimum climb 340 feet per NM to 2520 (if unable to meet climb gradient, see ILS Y or LOC Y RWY 8).

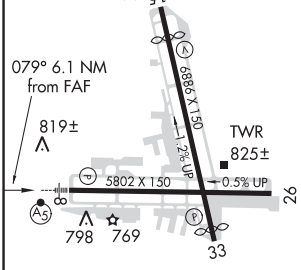
ATIS 134.5	SOCAL APP CON 134.2 338.2	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

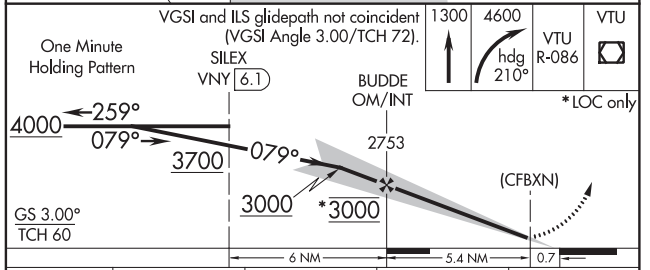
ELEV 778	D	TDZE 727
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MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rws 15, 26 and 33

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48




CATEGORY	A	B	C	D
S-ILS 8		1007/50	280 (300-1)	
S-LOC 8		1160/50	433 (400-1)	
C CIRCLING	1240-1 462 (500-1)	1640-1 1/4 862 (900-1 1/4)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

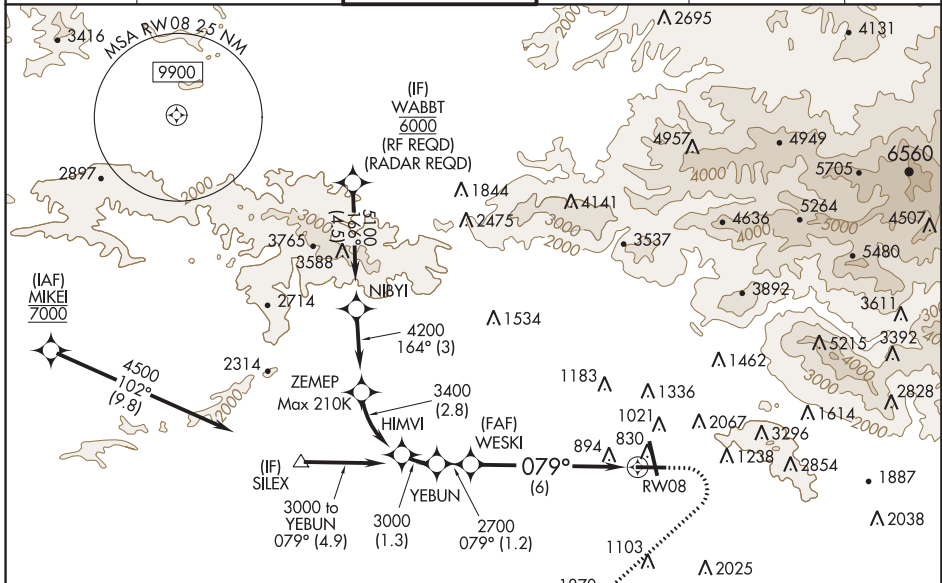
APP CRS	Rwy Idg	5801
079°	TDZE	727
	Apt Elev	778

RNAV (RNP) Y RWY 8

BOB HOPE (BUR)

<p>▽ Inop table does not apply to RNP 0.20* all Cats. ▲ For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 54°C (130°F). GPS required. When Circling to Rwy 8 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop MALS/R, increase RNP 0.30# all Cats visibility to 1 3/8 SM.</p>	<p>MALS/R</p> 	<p>MISSED APPROACH: Climb to 1200 then climbing right turn to 4600 direct COTS/1 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.</p>
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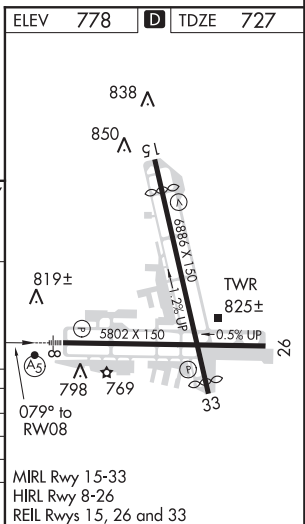
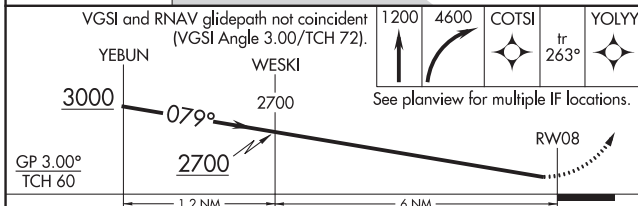
ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	134.2 338.2	118.7 254.3	123.9 348.6	118.0 348.6	



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

MISSED APCH FIX YOLYY	ELEV 778	TDZE 727
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CATEGORY	A	B	C	D
RNP 0.20 DA*		1055/50	328 (300-1)	
RNP 0.30 DA#		1151/50	424 (400-1)	
RNP 0.30 DA		1485-2 1/2	758 (800-2 1/2)	

AUTHORIZATION REQUIRED


MIRL Rwy 15-33
 HIRL Rwy 8-26
 REIL Rws 15, 26 and 33

WAAS CH 53638 W08A	APP CRS 079°	Rwy Idg TDZE Apt Elev	5801 727 778
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RNAV (GPS) Z RWY 8

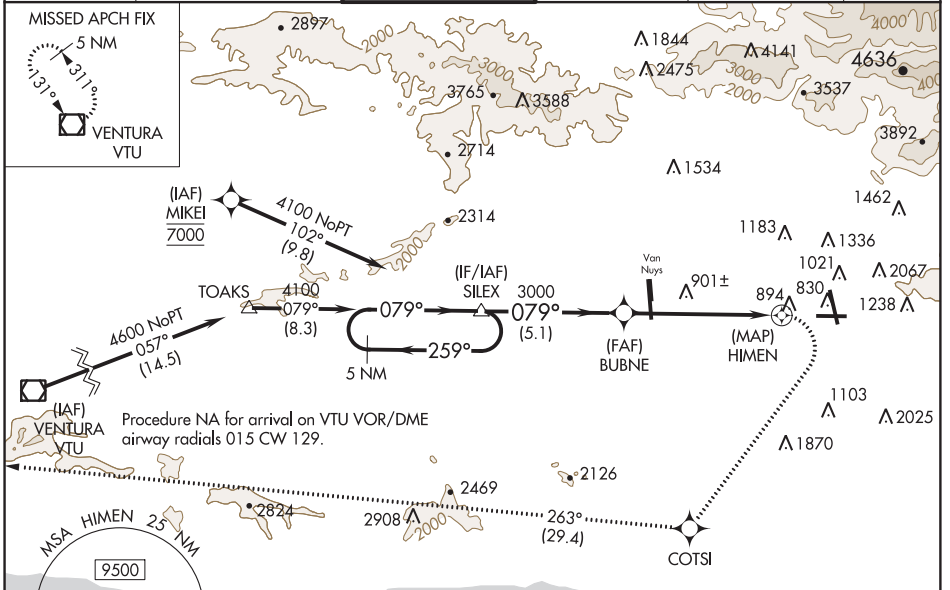
BOB HOPE (BUR)

⚠ Circling Rwy 26 NA at night. DME/DME RNP-0.3 NA. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Straight-in Rwy 8 at night, Circling Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase LP Cat A/B visibility to 1½ SM, and 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.

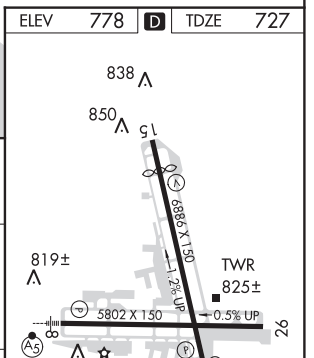
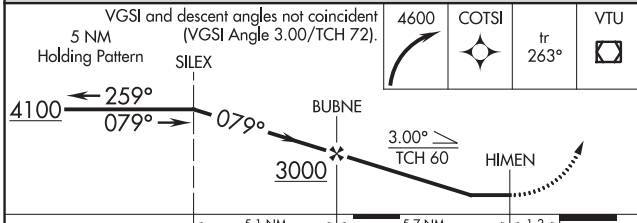
MALSR


MISSED APPROACH:
Climbing right turn to 4600 direct COTSI and on track 263° to VTU VOR/DME and hold.

ATIS 134.5	SOCAL APP CON 134.2 338.2	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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ELEV	778	D	TDZE	727
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CATEGORY	A	B	C	D
LP MDA	1540/60	813 (800-1¼)	1540-1⅞	813 (800-1⅞)
LNAV MDA	1640/60	913 (900-1¼)	1640-2	913 (900-2)
C CIRCLING	1640-1½	862 (900-1½)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rws 15, 26, and 33

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

BURBANK, CALIFORNIA

AL-67 (FAA)

16147

APP CRS	Rwy Idg	N/A
124°	TDZE	N/A
	Apt Elev	778

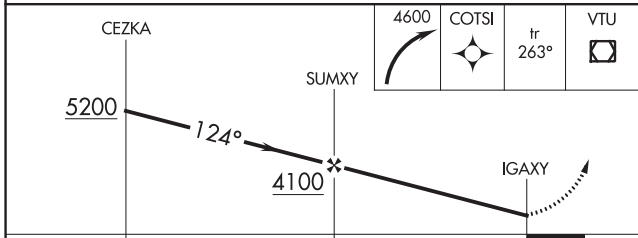
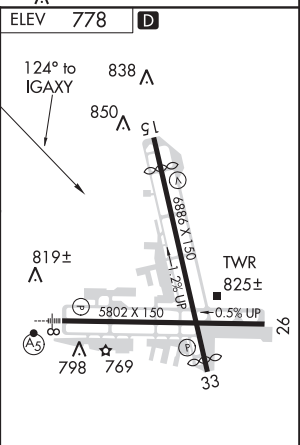
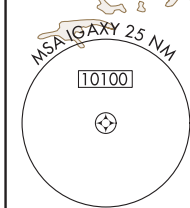
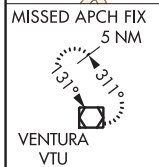
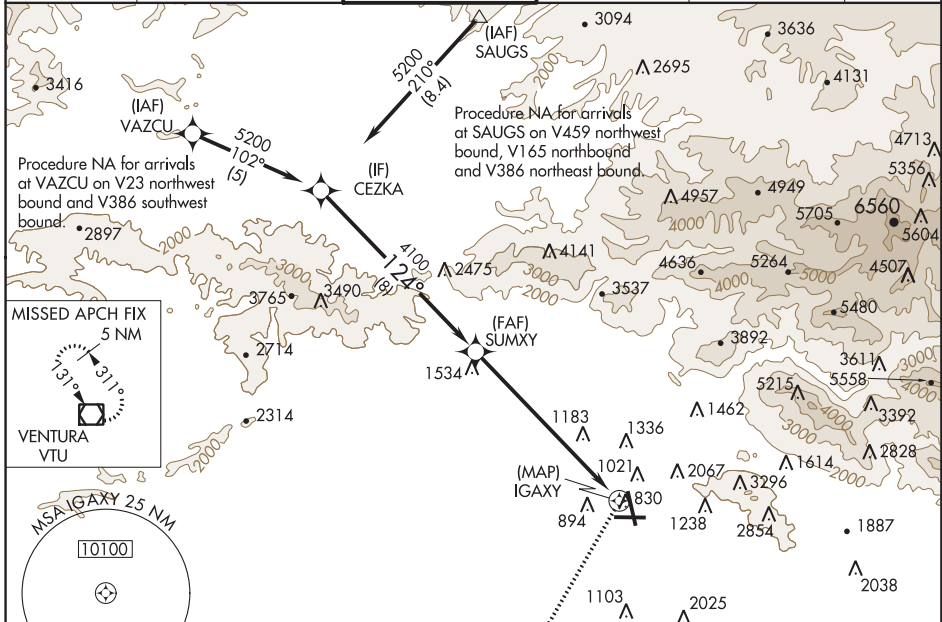
RNAV (GPS)-A

BOB HOPE (BUR)

▽ DME/DME RNP-0.3 NA. Circling NA for Cats A/B/C northeast of Rws 15 and 26.
▲ Circling NA for Cat D east of Rwy 15-33. Helicopter visibility reduction below 1 SM NA. Night landing Rwy 26 NA. Night landing: Rwy 8, 33 operational VGSJ required. Remain on or above VGSJ glidepath until threshold.

MISSED APPROACH: Climbing right turn 4600 direct COTSI on track 263° to VTU VOR/DME and hold.

ATIS 134.5	SOCAL APP CON 134.2 338.2	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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CATEGORY	A	B	C	D
C CIRCLING	1640-1¼	862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

MIRL Rwy 15-33
 HIRL Rwy 8-26
 REIL Rws 15, 26 and 33

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

BURBANK, CALIFORNIA
 Orig 26MAY16

34°12'N-118°22'W

BOB HOPE (BUR)


RNAV (GPS)-A

LOC I-BUR 109.5	APP CRS 079°	Rwy Idg TDZE Apt Elev 5801 727 778
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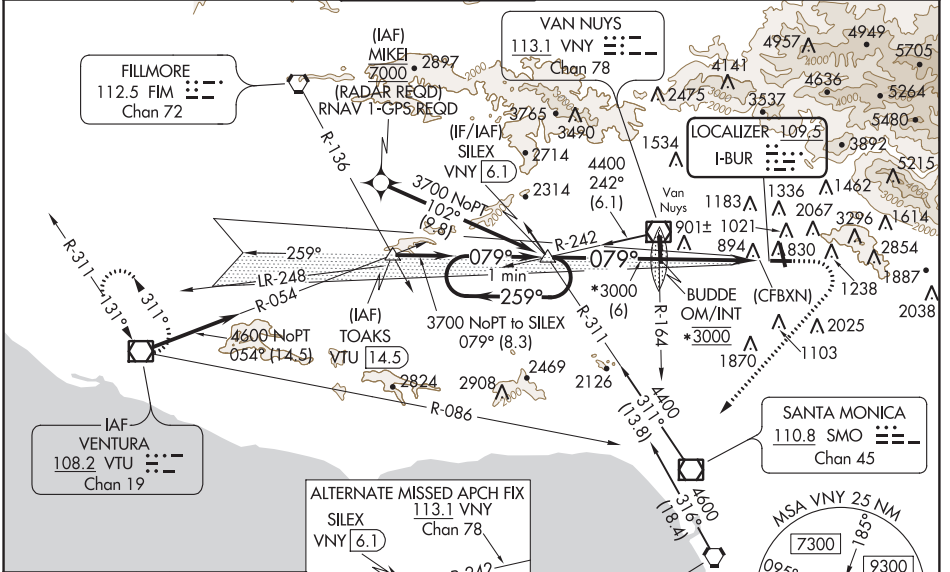
ILS Y or LOC Y RWY 8

BOB HOPE (BUR)

⚠ Circling Rwy 26 NA at night. Autopilot coupled approach NA below 1027.
⚠ Localizer unusable within 0.5 NM to thld. Straight-in Rwy 8 at night, Circling Rwy 33 at night, operational VGSJ required. Remain on or above VGSJ glidepath until threshold. 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 S-ILS 8 all Cats visibility to 3 SM and S-LOC 8 Cats A/B visibility to RVR 6000. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALS R

 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.

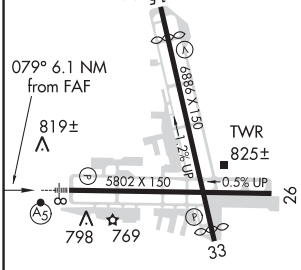
ATIS 134.5	SOCAL APP CON 134.2 338.2	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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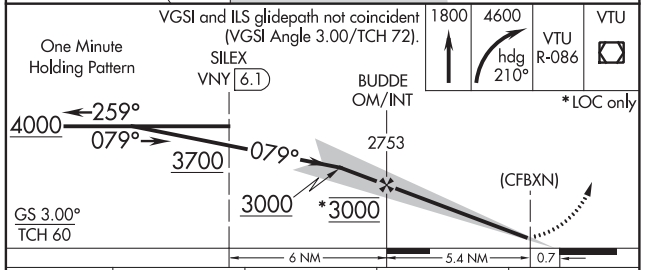
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 778	D	TDZE 727
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MIRL Rwy 15-33	HIRL Rwy 8-26	REIL Rws 15, 26 and 33			
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 8		1555-2½	828 (800-2½)	
S-LOC 8	1620/50	893 (900-1)	1620-2	893 (900-2)
C CIRCLING	1620-1¼ 842 (900-1¼)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

BURBANK, CALIFORNIA

AL-67 (FAA)

16203

VOR/DME VNY	APP CRS	Rwy Idg	5801
113.1	089°	TDZE	727
Chan 78		Apt Elev	778

VOR RWY 8

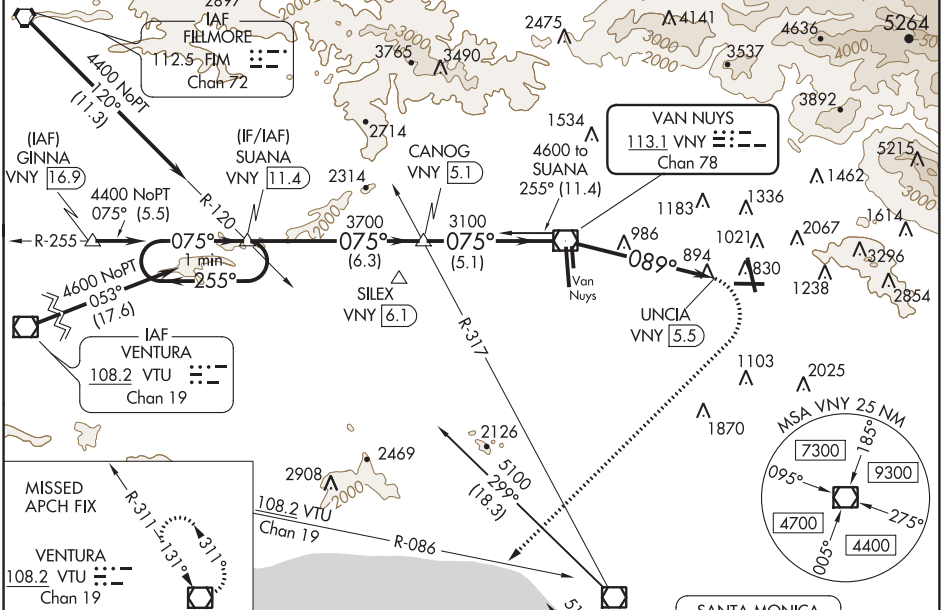
BOB HOPE (BUR)

⚠ Inop table does not apply. Helicopter visibility reduction below 1 SM NA. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Night landing: Rwy 26 NA. Night landing: Rwy 8, 33 operational VGSJ required. Remain on or above VGSJ glidepath until threshold.

MALSRR MISSED APPROACH: Climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold.

ATIS 134.5	SOCAL APP CON 134.2 338.2	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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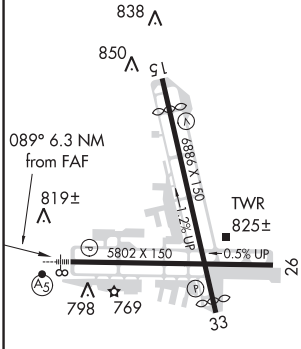
Procedure NA for arrivals at FIM VORTAC airway radials 087 CW 148.



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

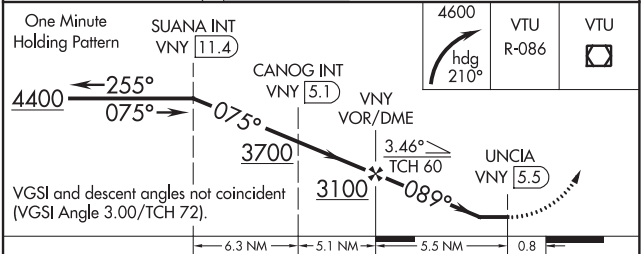
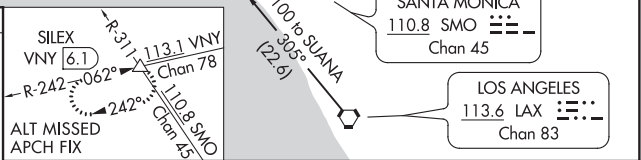
ELEV 778	D	TDZE 727
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MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rws 15, 26 and 33

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-8	1600/55 873 (900-1¼)	1600/60 873 (900-1¼)	1600-2½	873 (900-2½)
C CIRCLING	1600-1¼ 822 (900-1¼)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

BURBANK, CALIFORNIA
Amdt 12 26MAY16

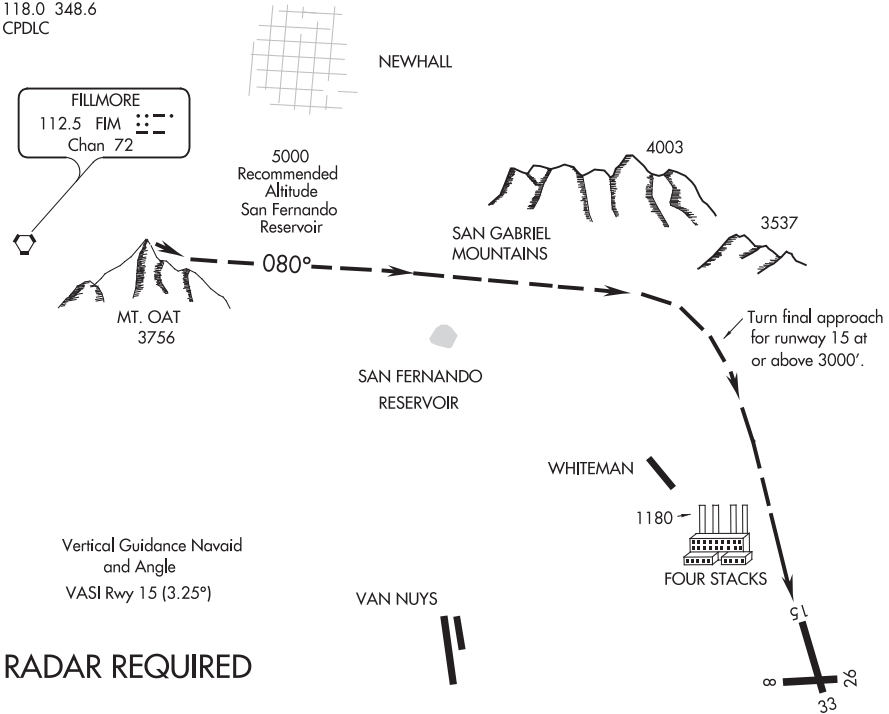
34°12'N-118°22'W

BOB HOPE (BUR)

VOR RWY 8

FOUR STACKS VISUAL RWY 15

ATIS 134.5
 SOCAL APP CON
 134.2 338.2
 BURBANK TOWER
 118.7 254.3
 GND CON
 123.9 348.6
 CLNC DEL
 118.0 348.6
 CPDLC



Vertical Guidance Navaid
 and Angle
 VASI Rwy 15 (3.25°)

RADAR REQUIRED

Weather Minimums: 5500 feet ceiling
 and 5 mile visibility.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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FOUR STACKS VISUAL APPROACH RWY 15

When Visual Approaches to Runway 15 are in progress, clearances will be given to aircraft from the Northwest thru Northeast utilizing the following phraseology:

"(IDENT) CLEARED FOR FOUR STACKS VISUAL APPROACH TO RUNWAY 15."

FOUR STACKS VISUAL RWY 15

34°12'N-118°22'W

BURBANK, CALIFORNIA
BOB HOPE (BUR)

Orig 16JAN86

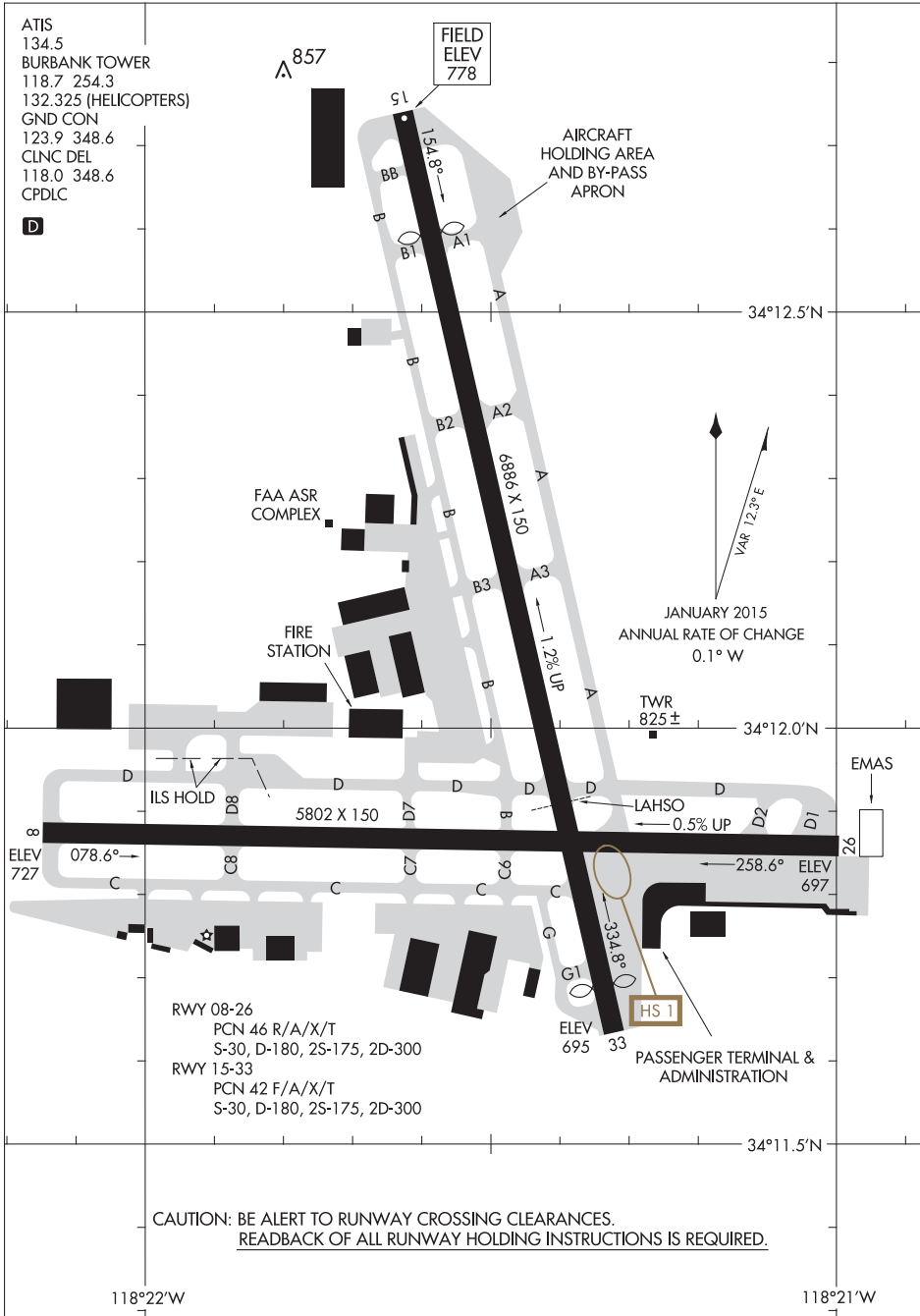
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

BOB HOPE (BUR)
BURBANK, CALIFORNIA

AL-67 (FAA)



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELMOO EIGHT DEPARTURE


SL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA


**TOP ALTITUDE:
ASSIGNED BY ATC**

CLNC DEL
118.0 348.6
CPDLC
SOCAL DEP CON
135.05 317.5

VAN NUYS
113.1 VNY 
Chan 78

LOS ANGELES
113.6 LAX 
Chan 83

ELMOO
N34°05.91'
W118°04.88'
4000
L-3-4-7

SEAL BEACH
115.7 SBI 
Chan 104

TAKEOFF MINIMUMS

- Rwy 8: Standard with minimum climb of 225' 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: Standard with minimum climb of 550' per NM to 2600 or 600-2¼ with minimum climb of 210' per NM to 4000.

TAKEOFF OBSTACLES NOTES

- Rwy 8: Multiple trees, poles, buildings beginning 124' from DER, 42' right of centerline, up to 65' AGL/745' MSL.
- Rwy 15: Multiple trees, buildings and poles beginning 278' from DER, 73' left of centerline, up to 56' AGL/746' MSL.
- Rwy 26: 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 33: Multiple trees, poles, transmission towers, buildings, 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 8: Climbing right turn heading 123° intercept VNY R-095 to ELMOO....
- TAKEOFF RUNWAY 15: Climbing left turn heading 113° intercept VNY R-095 to ELMOO....
- TAKEOFF RUNWAY 26: Climbing left turn heading 113° intercept VNY R-095 to ELMOO....
- TAKEOFF RUNWAY 33: Climbing left turn heading 123° intercept VNY R-095 to ELMOO....

.... thence via assigned route.

ELMOO EIGHT DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

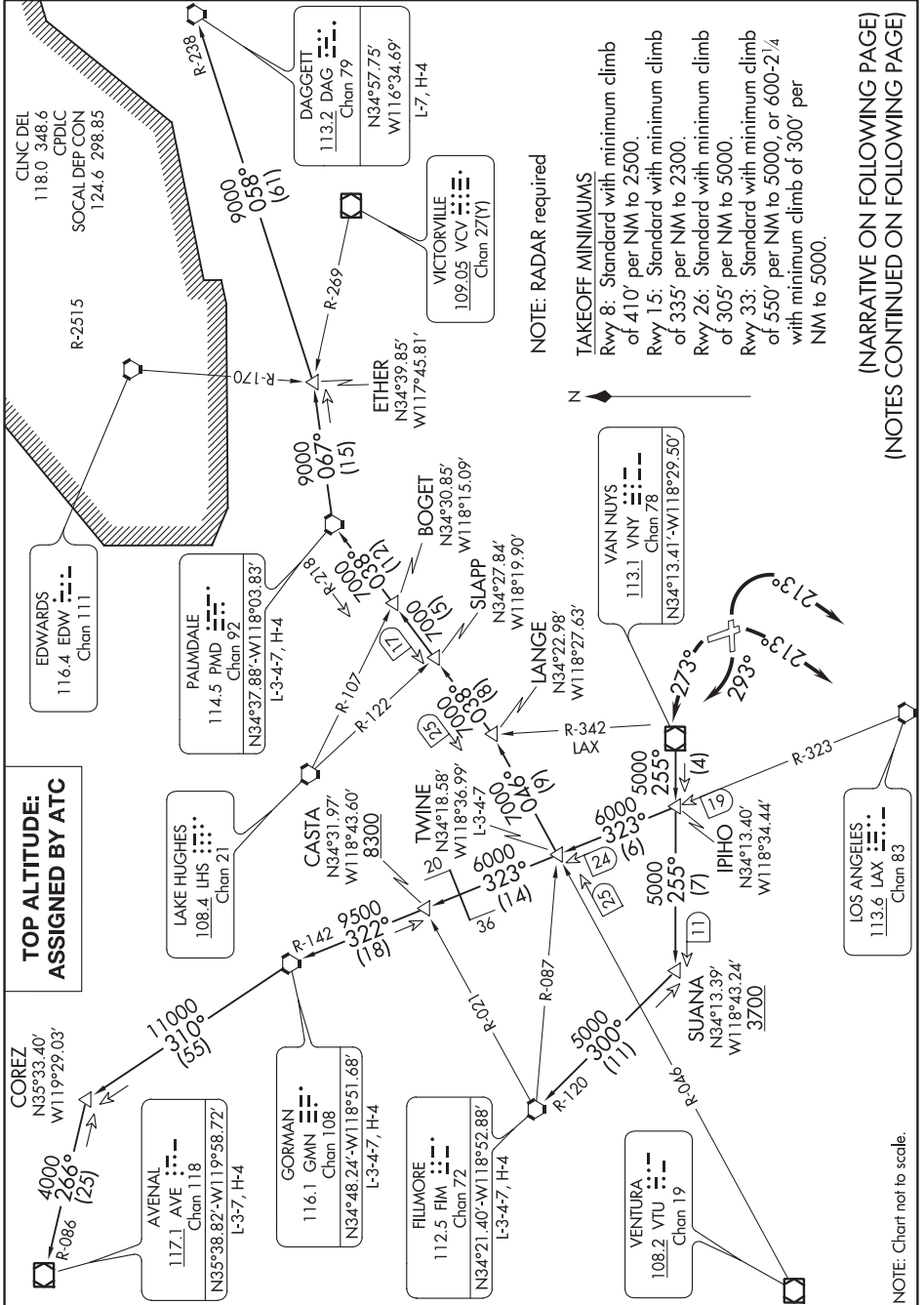
(VNY3.VNY) 16259

VAN NUYS THREE DEPARTURE

SL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

VAN NUYS THREE DEPARTURE

(VNY3.VNY) 26MAY16

BURBANK, CALIFORNIA
BOB HOPE (BUR)

SW-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn heading 213°

TAKEOFF RUNWAY 15: Climbing right turn heading 213°

TAKEOFF RUNWAY 26: Climbing right turn heading 293°

TAKEOFF RUNWAY 33: Climbing left turn heading 273°

. . . .expect RADAR vector to VNY VOR/DME. Thence via (transition) or (assigned route).

AVENAL TRANSITION (VNY3.AVE): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on LAX R-323 and GMN R-142 to GMN VORTAC, then on GMN R-310 and AVE R-086 to AVE VOR/DME.

DAGGETT TRANSITION (VNY3.DAG): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on VTU R-046 and PMD R-218 to PMD VORTAC, then on PMD R-067 and DAG R-238 to DAG VORTAC.

FILLMORE TRANSITION (VNY3.FIM): From over VNY VOR/DME on VNY R-255 and FIM R-120 to FIM VORTAC.

GORMAN TRANSITION (VNY3.GMN): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on LAX R-323 and GMN R-142 to GMN VORTAC.

PALMDALE TRANSITION (VNY3.PMD): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE, then on VTU R-046 and PMD R-218 to PMD VORTAC.

TWINE TRANSITION (VNY3.TWINE): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE.

TAKEOFF OBSTACLE NOTES

Rwy 8: Multiple trees, poles, 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, 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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 6

CALIFORNIA CITY MUNI (L71)

APP CRS 047°	Rwy Idg TDZE Apt Elev	6027 2454 2454
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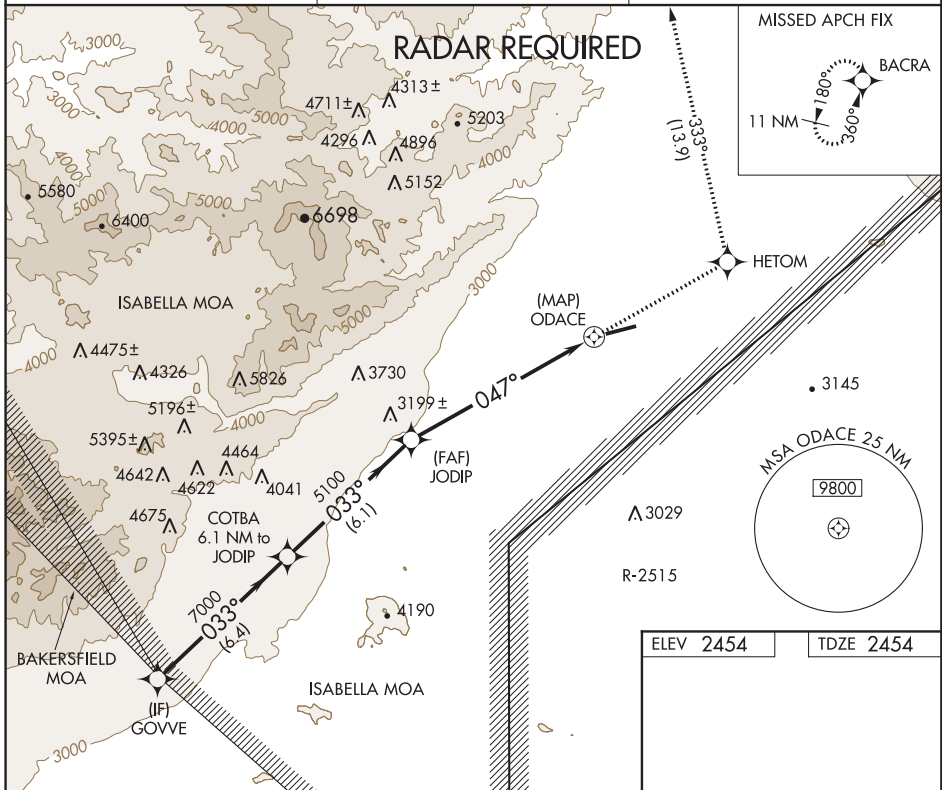
▽ DME/DME RNP -0.3 NA.
△ NA If local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDAs 60 feet; if neither received, procedure not authorized.

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

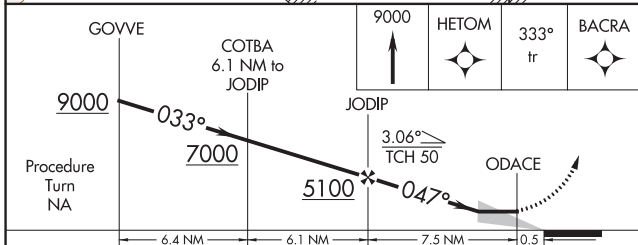
UNICOM
122.7 (CTAF) ①



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 2454	TDZE 2454
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Procedure Turn NA	9000	7000	5100	ODACE
CATEGORY	A	B	C	D
LNVA MDA	3660-1¼ 1206 (1300-1¼)	3660-1½ 1206 (1300-1½)	3660-3 1206 (1300-3)	NA
CIRCLING	3660-1¼ 1206 (1300-1¼)	3660-1½ 1206 (1300-1½)	3660-3 1206 (1300-3)	NA

MIRL Rwy 6-24 ①
REIL Rwy 24 ①

APP CRS 227°	Rwy Idg TDZE Apt Elev	6027 2429 2454
------------------------	-----------------------------	---

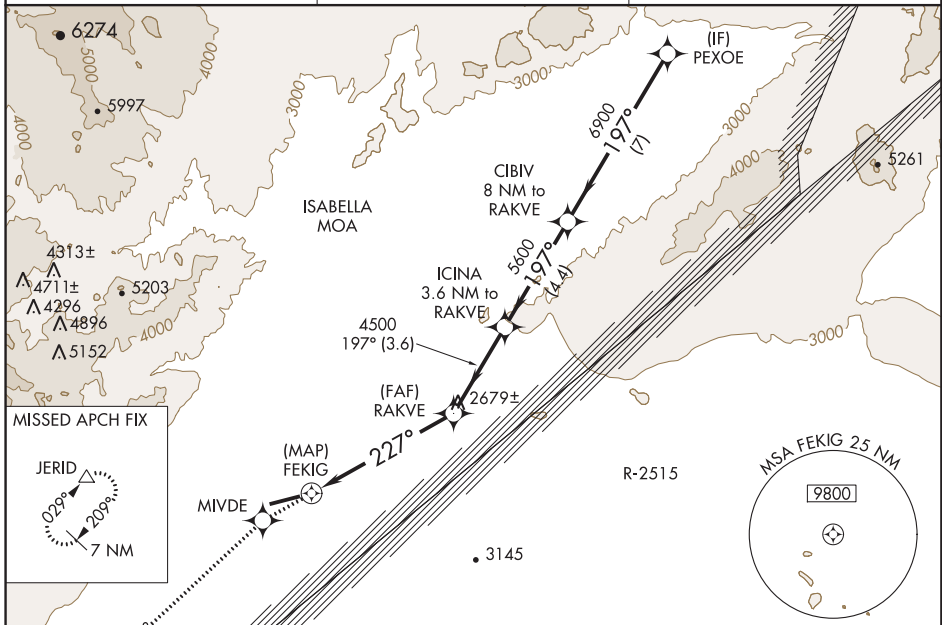
RNAV (GPS) RWY 24

CALIFORNIA CITY MUNI (L71)

NA DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDAs 60 feet; if neither received, procedure not authorized.

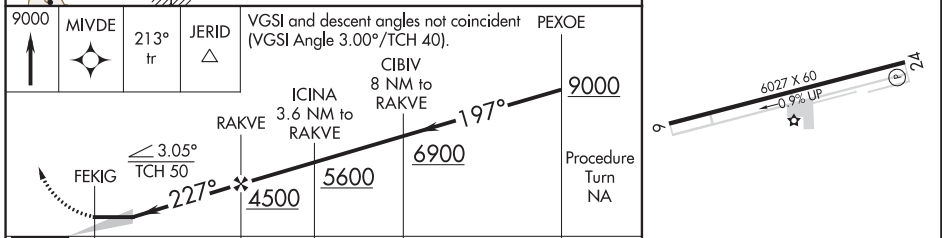
MISSED APPROACH: Climb to 9000 direct MIVDE and via 213° track to JERID and hold, continue climb-in-hold to 9000.

AWOS-1 120.875	JOSHUA APP CON 133.65 348.7	UNICOM 122.7 (CTAF)
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ELEV 2454	TDZE 2429
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RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	2820-1	391 (400-1)		NA
CIRCLING	2940-1 486 (500-1)	2960-1 506 (600-1)	3080-1¾ 626 (700-1¾)	NA

MIRL Rwy 6-24
REIL Rwy 24

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

CALIFORNIA CITY ONE DEPARTURE (OBSTACLE) (RNAV) CALIFORNIA CITY, CALIFORNIA

JOSHUA DEP CON
133.65 348.7

NOTE: GPS required
NOTE: RNAV 1

ISABELLA MOA

CIRDA

RABME

WIRUS

ZUSUR

UGONE

R-2515

BAKERSFIELD MOA

LAKE HUGHES LHS

TAKEOFF MINIMUMS

Rwy 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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 078°	Rwy Idg TDZE Apt Elev	3303 -182 -182
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RNAV (GPS) RWY 8

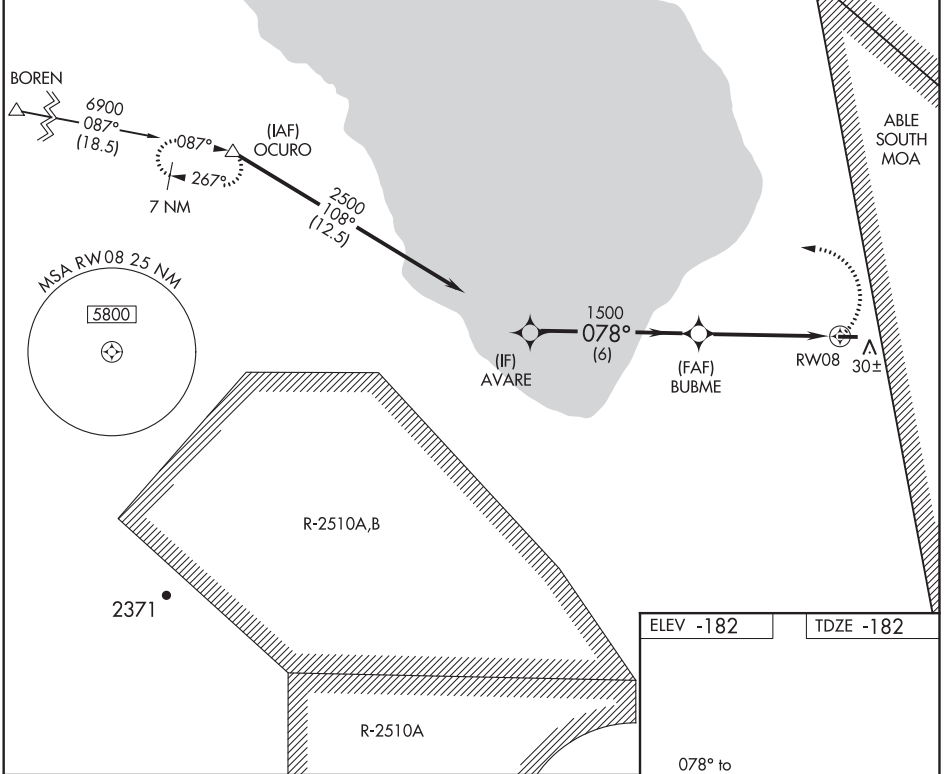
CLIFF HATFIELD MEMORIAL (CLR)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.
▲ NA Use Imperial altimeter setting, when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 7300 direct OCURO and hold, continue climb-in-hold to 7300.

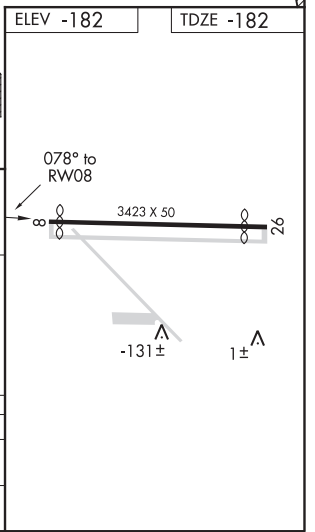
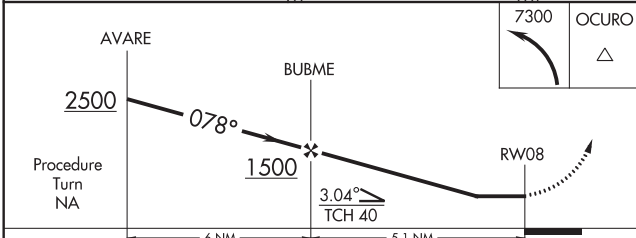
IMPERIAL ASOS 132.175	LOS ANGELES CENTER 128.6 291.7	CTAF 122.9
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Procedure NA for arrivals at BOREN via V460 southwest bound.



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



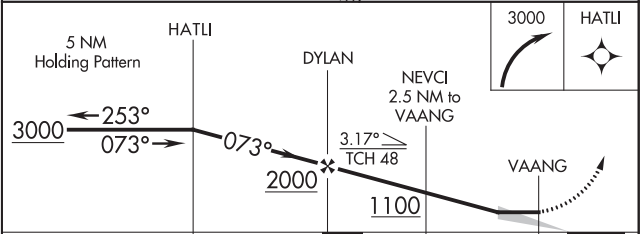
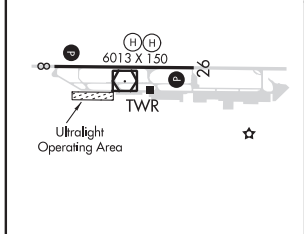
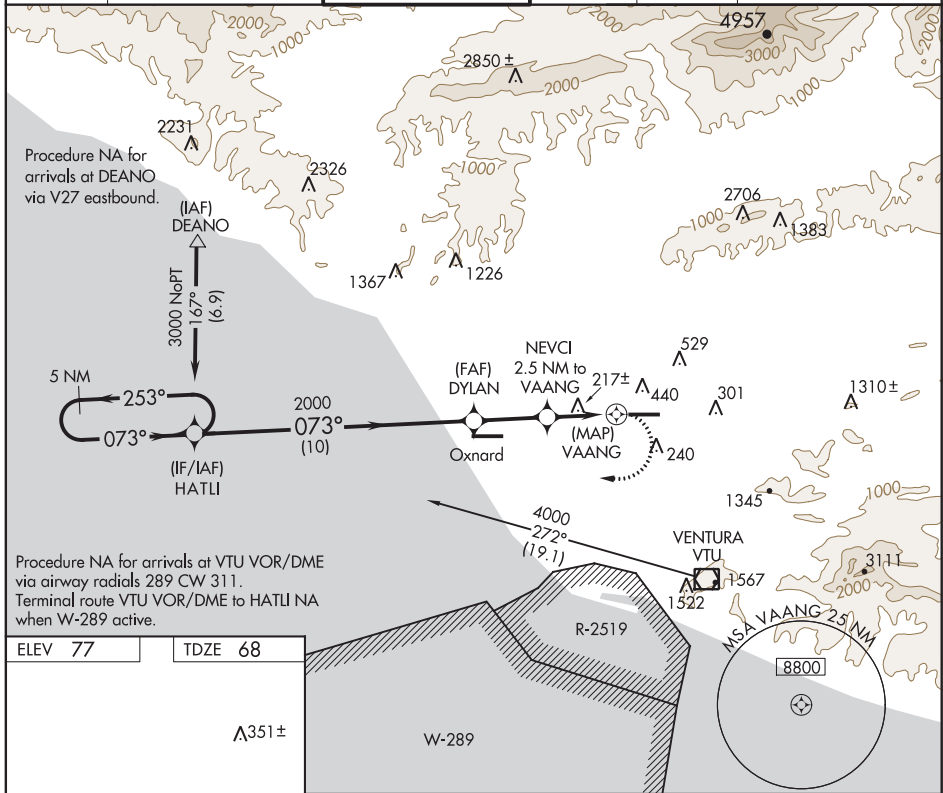
CATEGORY	A	B	C	D
LNVA MDA	300-1	482 (500-1)	300-1¼ 482 (500-1¼)	NA
CIRCLING	440-1	622 (700-1)	440-1¾ 622 (700-1¾)	NA

APP CRS 073°	Rwy Idg TDZE Apt Elev	6013 68 77
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RNAV (GPS) RWY 8

CAMARILLO (CMA)

<p>⚠ Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Oxnard altimeter setting and increase all MDA 20 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct HATLI and hold.</p>				
	<p>ATIS 126.025</p>	<p>POINT MUGU APP CON ★ 124.7 335.5</p>	<p>CAMARILLO TOWER ★ 128.2 (CTAF) 269.4</p>	<p>GND CON 121.8</p>	<p>CLNC DEL 121.8</p>



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)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6013
252°	TDZE	77
	Apt Elev	77

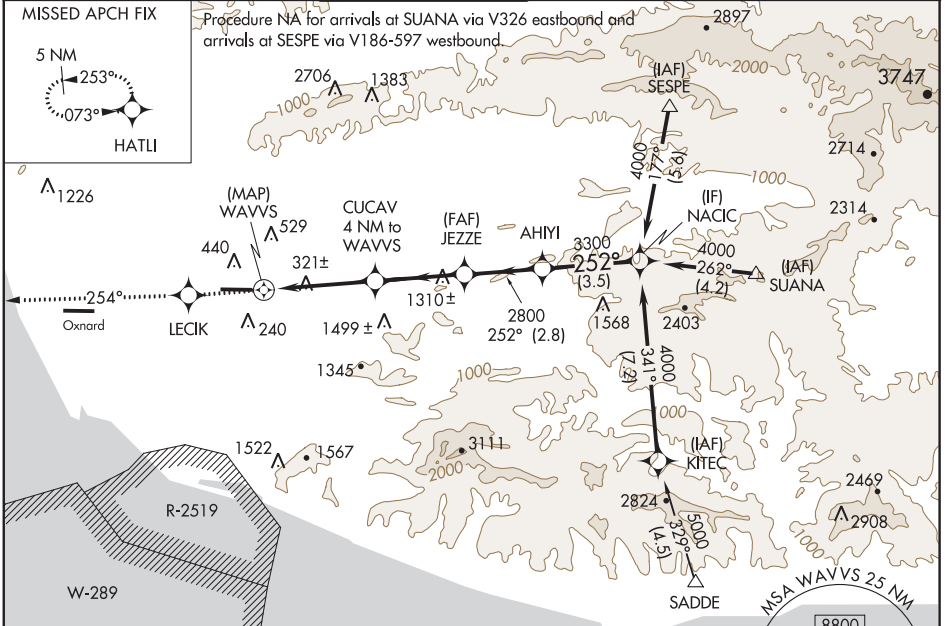
RNAV (GPS) Y RWY 26

CAMARILLO (CMA)

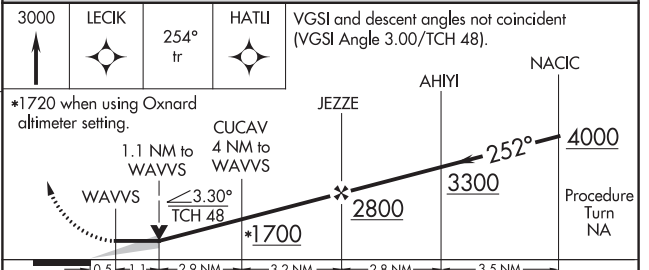
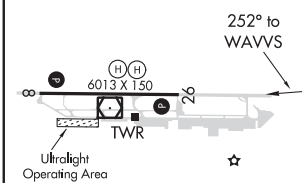
▽ Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Oxnard altimeter setting and increase all MDAs 20 feet. VDP NA when using Oxnard altimeter setting.

MISSED APPROACH: Climb to 3000 direct LEICK and via 254° 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
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ELEV 77	TDZE 77
▲351±	
252° to WAVVS	



CATEGORY	A	B	C	D
LNAV MDA	620-1 543 (600-1)		620-1½ 543 (600-1½)	620-1¾ 543 (600-1¾)
CIRCLING	620-1 543 (600-1)		620-1½ 543 (600-1½)	640-2 563 (600-2)

SW-3, 10 NOV 2016 to 05 JAN 2017

CAMARILLO, CALIFORNIA

AL-680 (FAA)

16035

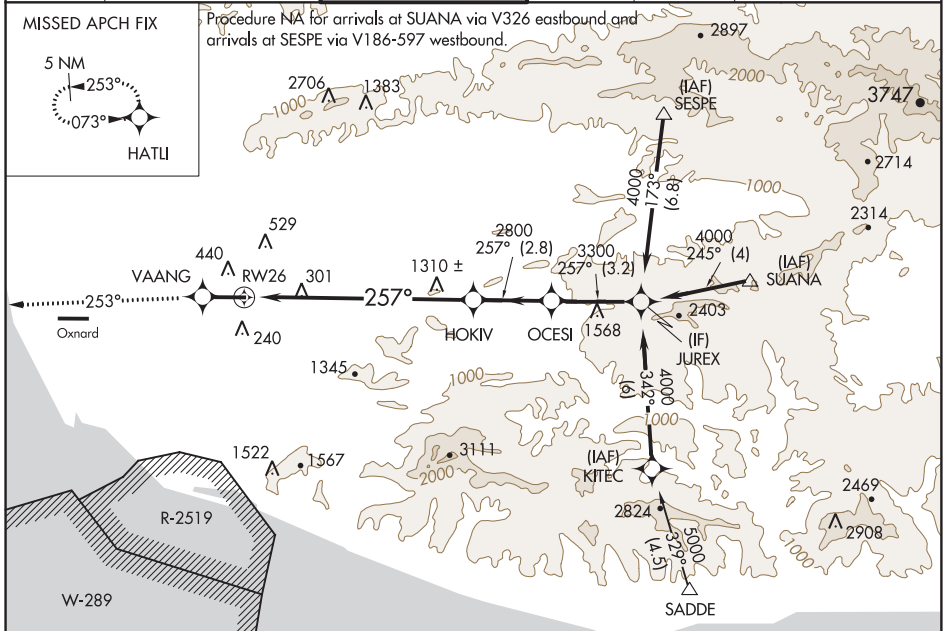
WAAS CH 58202 W26A	APP CRS 257°	Rwy Idg TDZE Apt Elev	6013 77 77
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RNAV (GPS) Z RWY 26

CAMARILLO (CMA)

V DME/DME RNP -0.3 NA. NA If local altimeter setting not received, use Oxnard altimeter setting and increase DA 18 feet.	MISSED APPROACH: Climb to 3000 direct VAANG and via 253° track to HATLI and hold.
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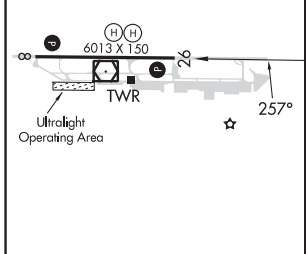
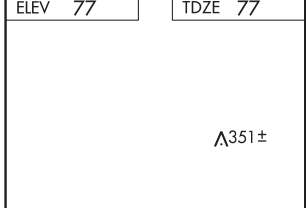
ATIS 126.025	POINT MUGU APP CON * 124.7 335.5	CAMARILLO TOWER * 128.2 (CTAF) 0 269.4	GND CON 121.8	CLNC DEL 121.8	POINT MUGU CLNC DEL 120.75 279.55
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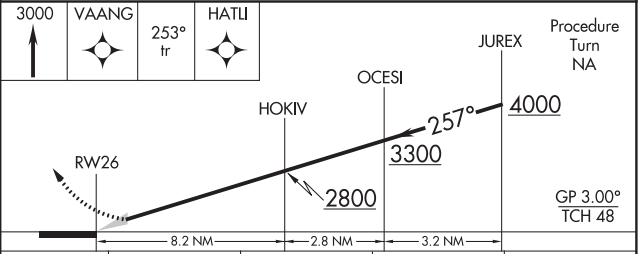
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 77	TDZE 77
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REIL Rwy 8 and 26	MIRL Rwy 8-26
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CATEGORY	A	B	C	D
LPV DA		327-3/4	250 (300-3/4)	

CAMARILLO, CALIFORNIA
Orig-A 27JUN13

34°13'N-119°06'W

RNAV (GPS) Z RWY 26

CAMARILLO (CMA)

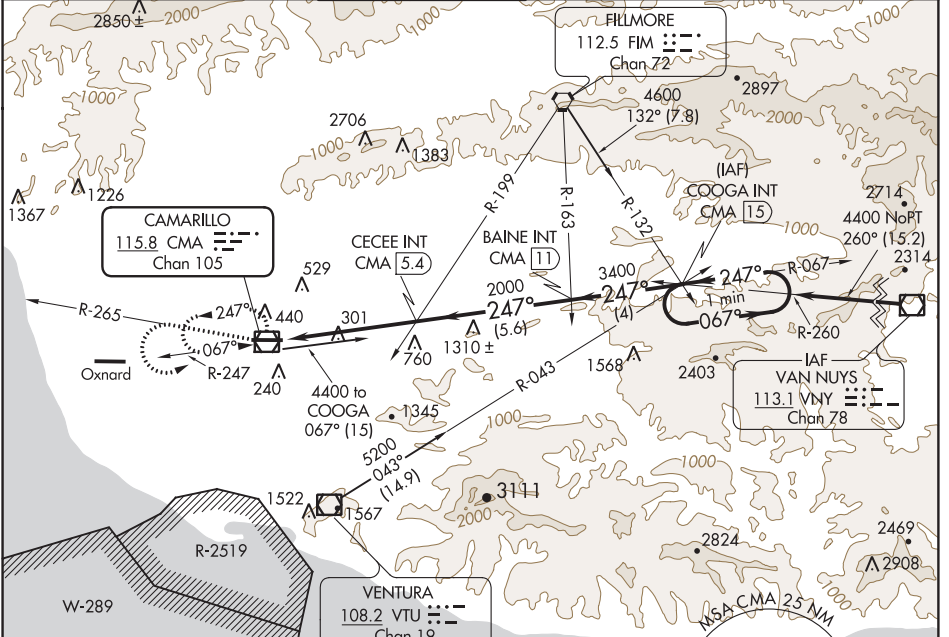
VOR/DME CMA 115.8 Chan 105	APP CRS 247°	Rwy Idg TDZE Apt Elev	6013 77 77
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VOR RWY 26

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.

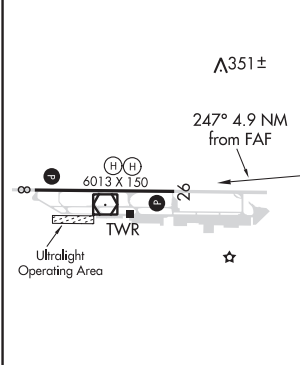
ATIS 126.025	POINT MUGU APP CON * 124.7 335.5	CAMARILLO TOWER * 128.2 (CTAF) 269.4	GND CON 121.8	CLNC DEL 121.8	POINT MUGU CLNC DEL 120.75 279.55
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

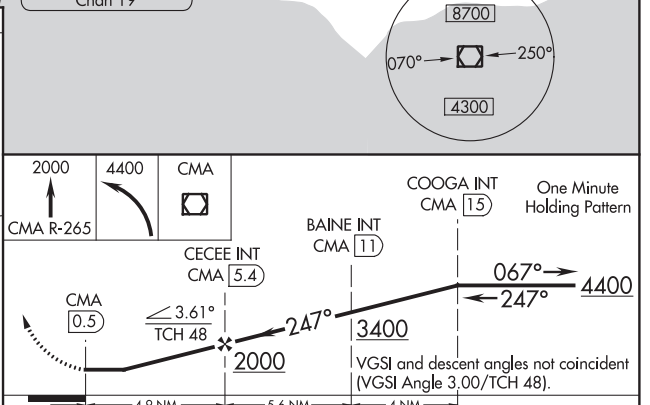
ELEV 77	TDZE 77
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MIRL Rwy 8-26
REIL Rwys 8 and 26

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



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

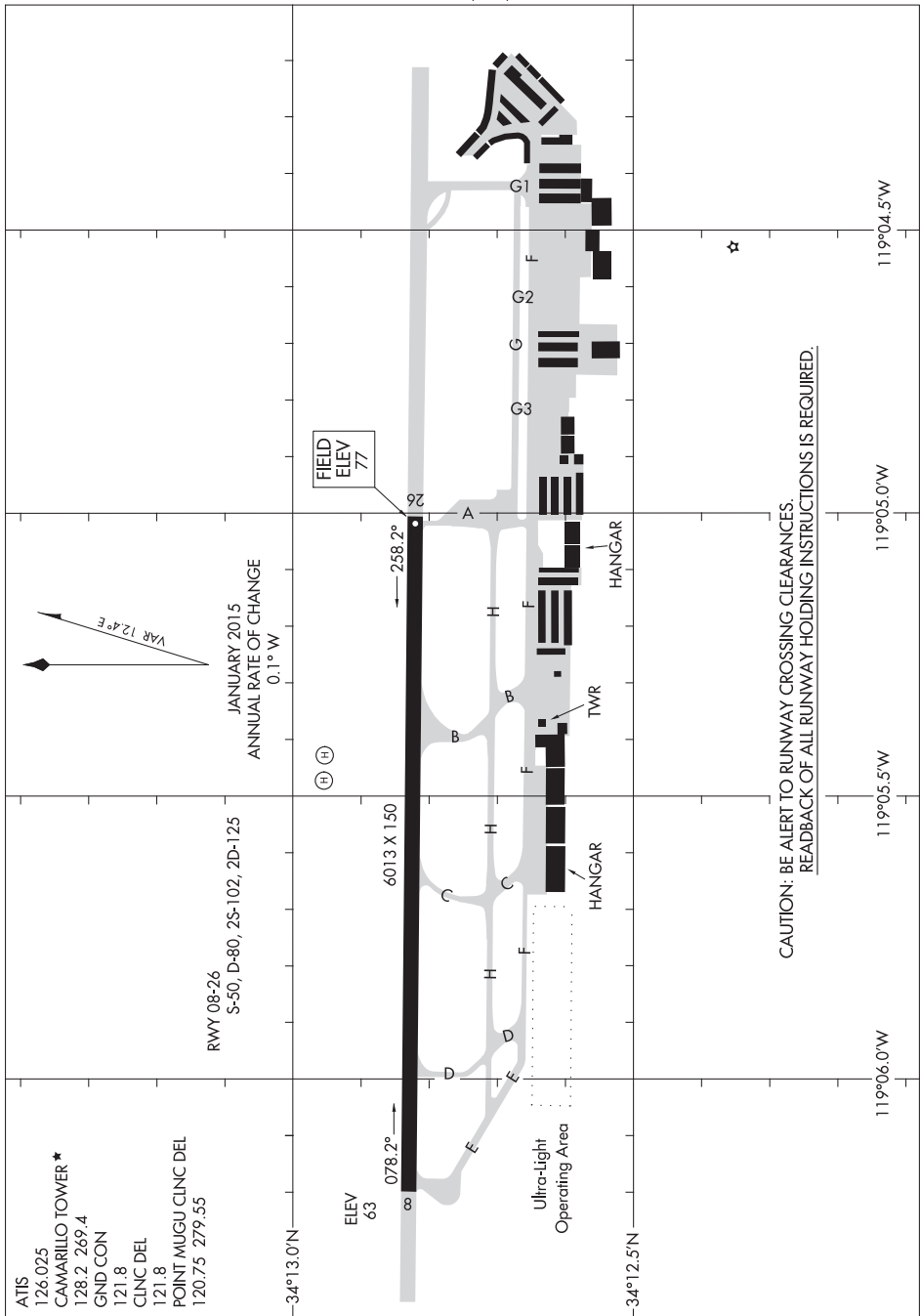
15064

AIRPORT DIAGRAM

AL-680 (FAA)

CAMARILLO (CMA)
CAMARILLO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

15064

CAMARILLO, CALIFORNIA
CAMARILLO (CMA)

OCEANSIDE, CALIFORNIA

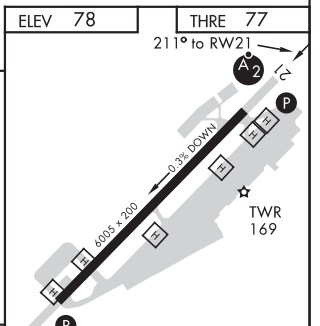
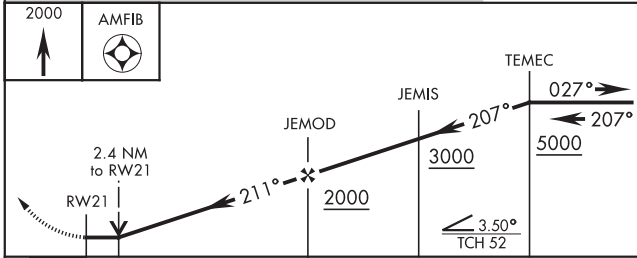
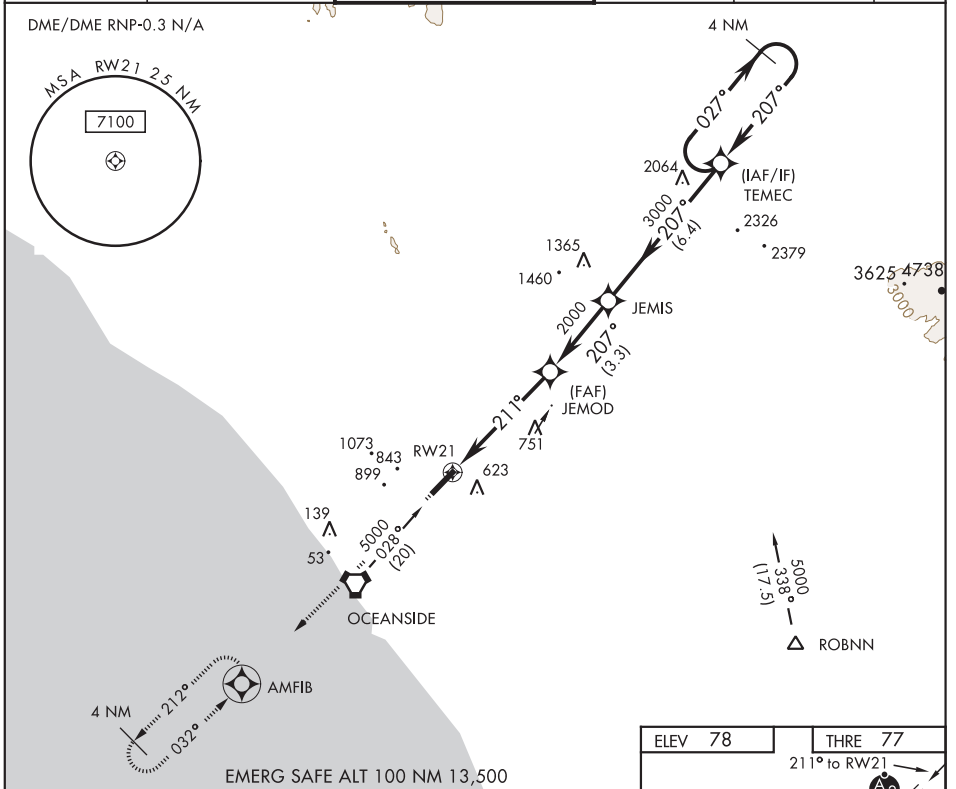
RNAV (GPS) RWY 21

AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

APCH CRS 211°	Rwy Idg THRE 77 Arpt Elev 78
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<p>▼ * When ALS inop, increase CAT AB vis to 1¼ mile. ** Circling Rwy 3 not authorized at night when VGSI inop.</p>	<p>SALSF </p>	<p>MISSED APPROACH: Climb to 2000 direct AMFIB and hold.</p>
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<p>ATIS ★ 285.45</p>	<p>SOCAL APP CON 127.3 323.0</p>	<p>CAMP PENDLETON TOWER ★ 128.775 340.2</p>	<p>GND CON 134.675 360.2</p>	<p>CLNC DEL 134.675 271.6</p>	<p>ASR/PAR</p>
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	ELEV 78		THRE 77	
	211° to RW21			
	TWR 169			
	HIRL Rwy 3-21			
CATEGORY	A	B	C	D
LNAV MDA*	1020-1 943 (1000-1)	1020-2½ 943 (1000-2½)		
CIRCLING**	1020-1¼ 942 (1000-1¼)	1160-1½ 1082 (1100-1½)	1380-3 1302 (1400-3)	

OCEANSIDE, CALIFORNIA 33° 18'N-117° 21'W CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)
Amdt 2 29MAY14

RNAV (GPS) RWY 21

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

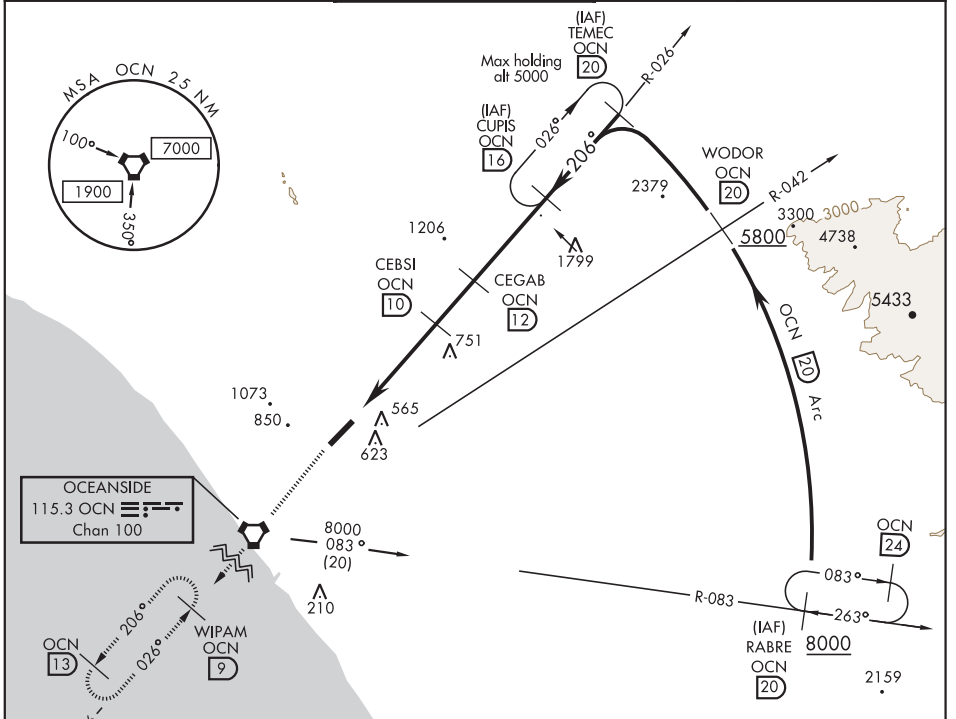
OCEANSIDE, CALIFORNIA

VOR/DME or TACAN Y RWY 21

VORTAC OCN 115.3 Chan 100	APCH CRS 206°	Rwy ldg THREE Arpt Elev 77 78	AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)
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* When ALS inop, increase CAT AB vis to 1¼ mile. ** Circling Rwy 3 not authorized at night when VGSI inop.	MISSED APPROACH: Climb to 2500 direct OCN VORTAC then direct WIPAM and hold.
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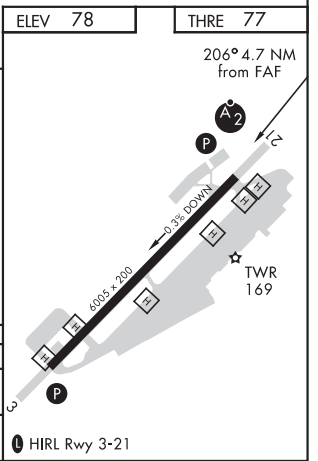
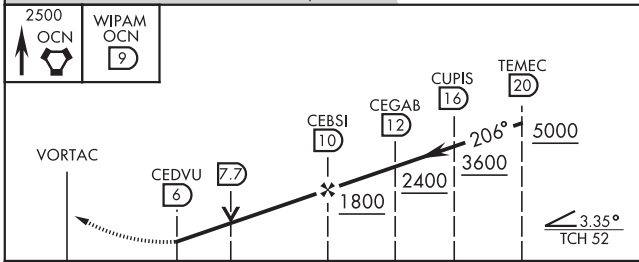
ATIS ★ 285.45	SOCAL APP CON 127.3 323.0	CAMP PENDLETON TOWER ★ 128.775 0 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR/PAR
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 13,500	ELEV 78 THREE 77
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CATEGORY	A	B	C	D
S-21*	1020-1 943 (1000-1)		1020-2 ½ 943 (1000-2 ½)	
CIRCLING**	1020-1¼ 942 (1000-1¼)	1160-1½ 1082 (1100-1½)	1380-3	1302 (1400-3)

HIRL Rwy 3-21

OCEANSIDE, CALIFORNIA 33° 18'N-117° 21'W CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

Amtd 3 29MAY14

VOR/DME or TACAN Y RWY 21

TACAN RWY 3

AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

VORTAC OCN 115.3 Chan 100	APCH CRS 026°	Rwy Idg THRE Arprt Elev 6005 61 78
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Procedure not authorized at night when VGSI inop

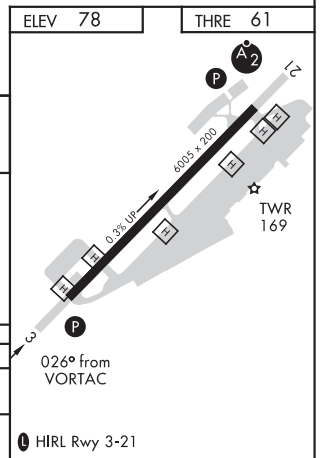
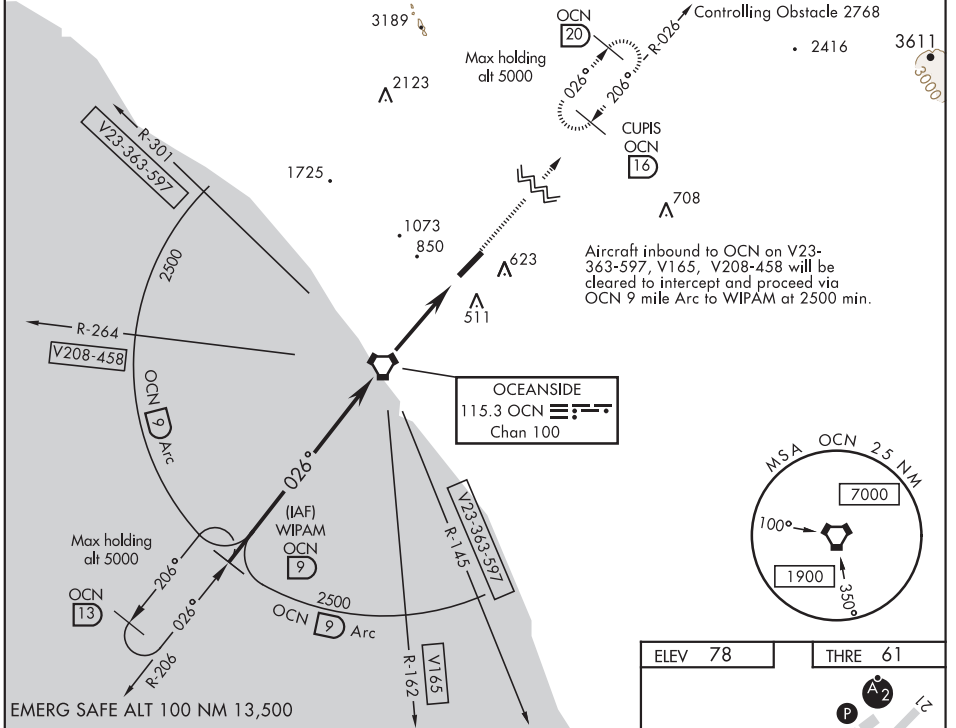
* MISSED APPROACH: Climb to 3600 and intercept the OCN VORTAC R-026 direct CUPIS and hold.

ATIS ★ 285.45	SOCAL APP CON 127.3 323.0	CAMP PENDLETON TOWER ★ 128.775 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR/PAR
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CAUTION: High terrain on final approach.

* CAUTION: Missed Approach
Minimum Climb Rate to 3000

Knots	60	120	180	240	300
V/V(fpm)	220	440	660	880	1100



WIPAM R-206 OCN 9	2500	OCN VORTAC	1600	ZASON OCN 3.8	3600	CUPIS OCN 16
		3.8 NM				
CATEGORY	A	B	C	D		
S-3	960-1¼ 899 (900-1¼)		960-2½ 899 (900-2½)			
CIRCLING	960-1¼ 882 (900-1¼)	1160-1½ 1082 (1100-1½)	1380-3	1302 (1400-3)		

TACAN RWY 3

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

OCEANSIDE, CALIFORNIA

TACAN Z RWY 21

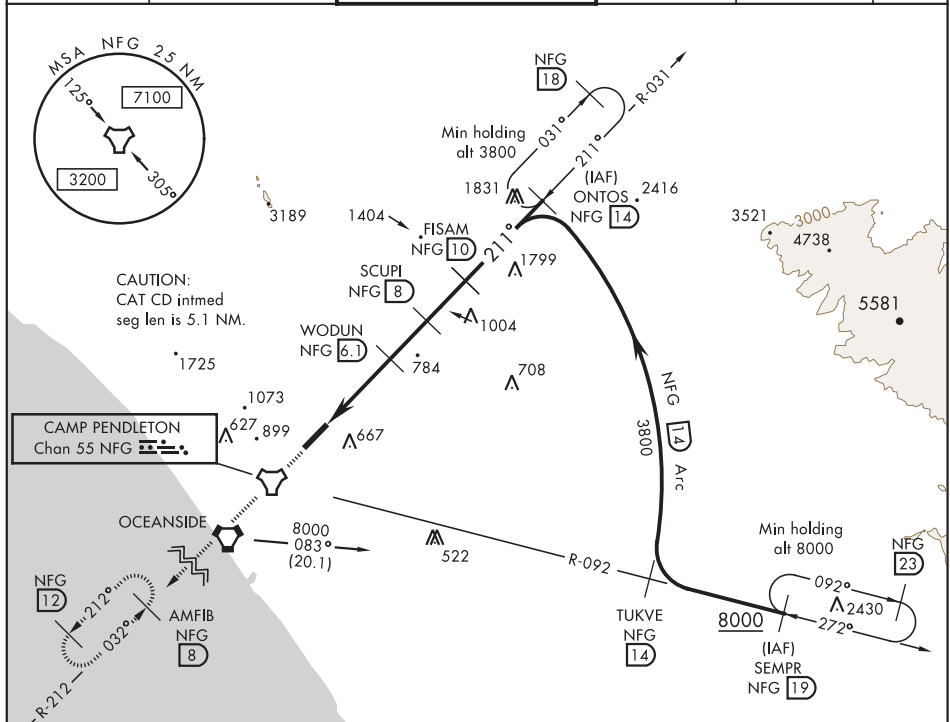
TACAN NFG Chan 55	APCH CRS 211°	Rwy ldg THRE Arprt Elev 6005 77 78	AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)
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▼ * When ALS inop, increase CAT A vis to 1 mile, CAT B to 1 1/4 miles, CAT CD to 2 1/2 miles.
 ** Circling Rwy 3 not authorized at night when VGSI inop.

SALSF 

MISSED APPROACH: Climb to 2000 direct NFG TACAN then direct AMFIB and hold.

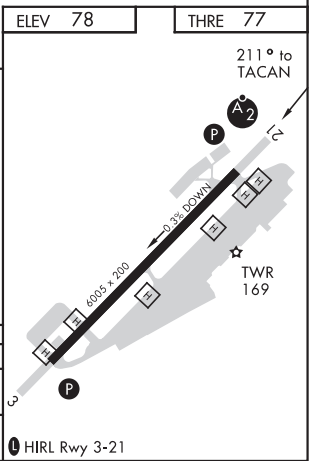
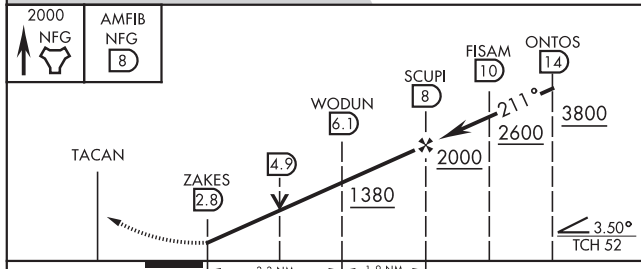
ATIS ★ 285.45	SOCAL APP CON 127.3 323.0	CAMP PENDLETON TOWER ★ 128.775 0 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR/PAR
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 78	THRE 77
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CATEGORY	A	B	C	D
S-21*	920-3/4 843 (900-3/4)	920-1 843 (900-1)	920-2 843 (900-2)	
CIRCLING**	960-1 1/4 882 (900-1 1/4)	1160-1 1/2 1082 (1100-1 1/2)	1380-3 1302 (1400-3)	

OCEANSIDE, CALIFORNIA 33° 18'N-117° 21'W CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

Amdt 3 29MAY14

TACAN Z RWY 21

OCEANSIDE, CALIFORNIA

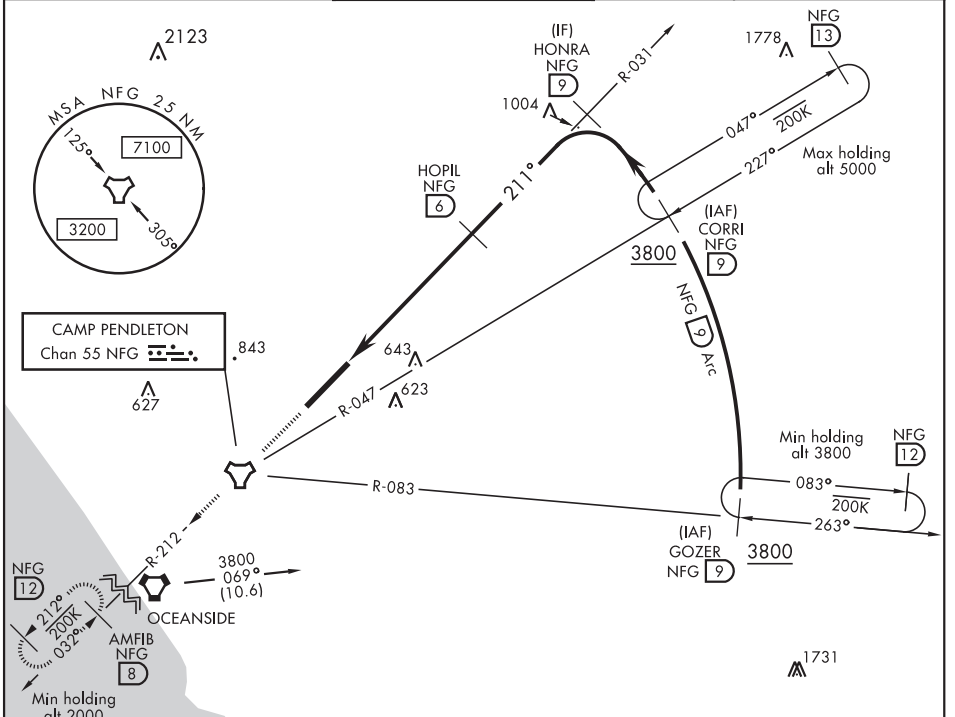
COPTER TACAN RWY 21

TACAN NFG Chan 55	APCH CRS 211°	Rwy Idg THRE Arpt Elev	6005 77 78
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AL-5985 [USN] CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

	* When ALS inop, increase vis to 1 mile.			MISSED APPROACH: Climb to 2000 direct NFG TACAN then direct AMFIB and hold.		
	ATIS ★ 285.45	SOCAL APP CON 127.3 323.0	CAMP PENDLETON TOWER ★ 128.775 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR/PAR

ATIS ★ 285.45	SOCAL APP CON 127.3 323.0	CAMP PENDLETON TOWER ★ 128.775 340.2	GND CON 134.675 360.2	CLNC DEL 134.675 271.6	ASR/PAR
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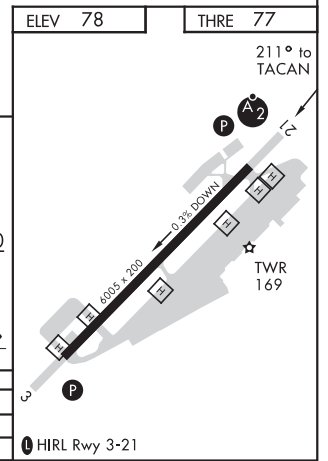
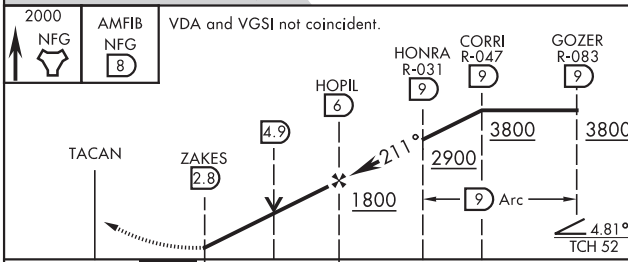


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 13,500

2000 NFG AMFIB NFG B VDA and VGSI not coincident.



CATEGORY	COPTER	
H-21*	920- $\frac{3}{4}$ 843 (900- $\frac{3}{4}$)	
CIRCLING	NOT AUTHORIZED	

OCEANSIDE, CALIFORNIA 33°18'N-117°21'W CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

Amdt 3 29MAY14

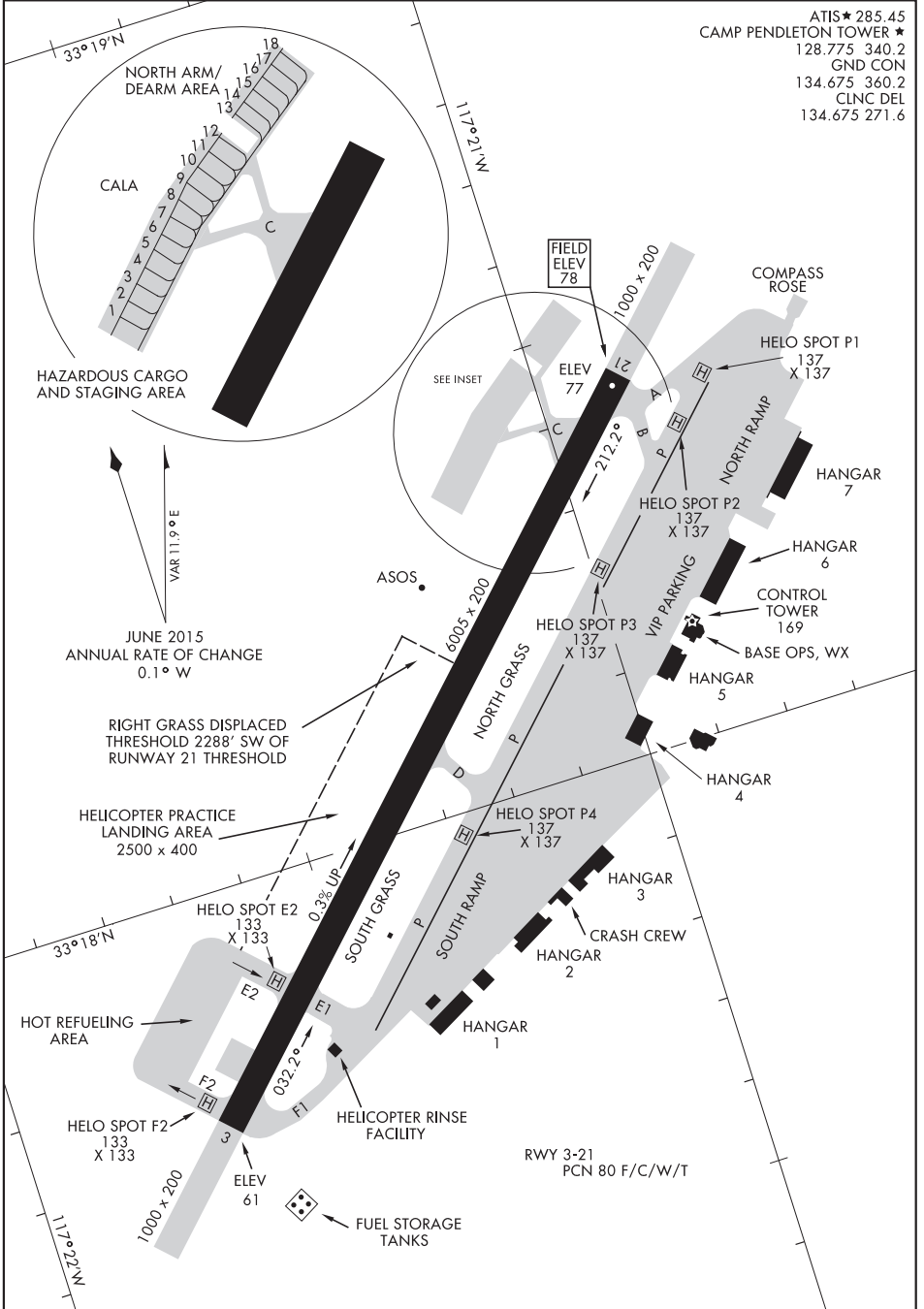
COPTER TACAN RWY 21

AIRPORT DIAGRAM

AFD-5985 [USN]

OCEANSIDE, CALIFORNIA

ATIS ★ 285.45
 CAMP PENDLETON TOWER ★
 128.775 340.2
 GND CON
 134.675 360.2
 CLNC DEL
 134.675 271.6



JUNE 2015
 ANNUAL RATE OF CHANGE
 0.1° W

RIGHT GRASS DISPLACED
 THRESHOLD 2288' SW OF
 RUNWAY 21 THRESHOLD

HELICOPTER PRACTICE
 LANDING AREA
 2500 x 400

HOT REFUELING AREA

HELO SPOT F2
133 X 133

HELICOPTER RINSE FACILITY

RWY 3-21
PCN 80 F/C/W/T

FUEL STORAGE TANKS

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

OCEANSIDE, CALIFORNIA

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

BEACH SEVEN DEPARTURE OBSTACLE (BEACH7•OCN)

SL-5985 [USN]

Rwy	Knots	60	120	180	240
21	V/V(fpm)	514	1028	1542	2056

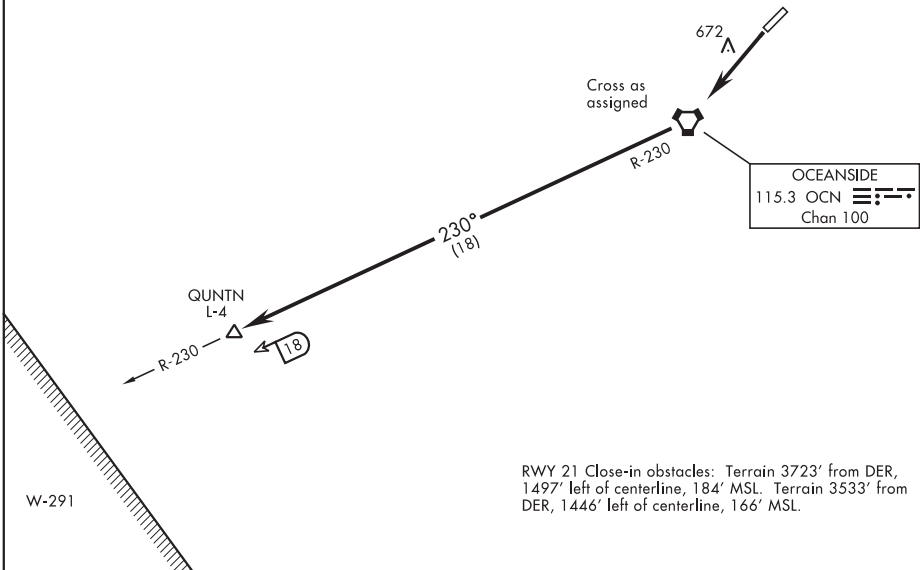
Minimum Climb Rate to 900

ATIS ★ 285.45
 CLNC DEL
 134.675 271.6
 GND CON
 134.675 360.2
 CAMP PENDLETON TOWER ★
 128.775 340.2
 SOCIAL DEP CON
 127.3 323.0

▲ 2881

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 21: Cross DER at least 35' AGL/96' MSL then climb direct OCN VORTAC. Cross OCN at assigned altitude, then direct QUNTN.

BEACH SEVEN DEPARTURE OBSTACLE (BEACH7•OCN)

BULLDOG NINE DEPARTURE OBSTACLE (BLDG 9 • VISTA) CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)
OCEANSIDE, CALIFORNIA

SL-5985 [USN]

Rwy	Knots	60	120	180	240
3 (a)	V/V(fpm)	665	1330	1995	2660
21 (b)	V/V(fpm)	514	1028	1542	2056

ATIS ★ 285.45
CLNC DEL
134.675 271.6
GND CON
134.675 360.2
CAMP PENDLETON TOWER ★
128.775 340.2
SOCAL DEP CON
127.3 323.0

Minimum Climb Rate

(a) to 3000

(b) to 3300

CAMP PENDLETON
Chan 55 NFG

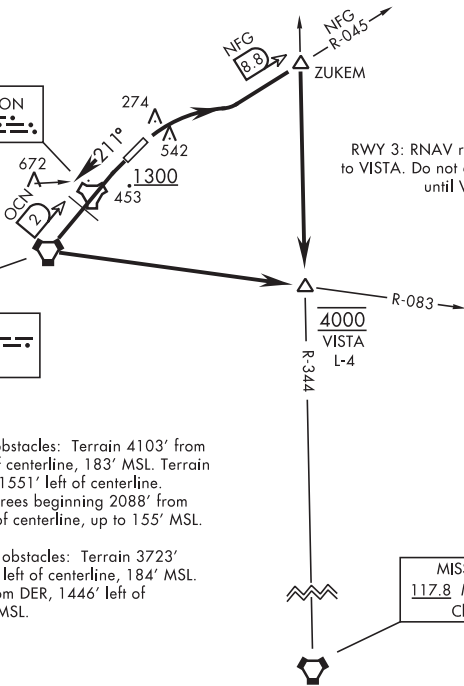
OCEANSIDE
115.3 OCN
Chan 100

MISSION BAY
117.8 MZB
Chan 125

RWY 3 close-in obstacles: Terrain 4103' from DER 1600' left of centerline, 183' MSL. Terrain 4152' from DER 1551' left of centerline. Numerous palm trees beginning 2088' from DER, 572' right of centerline, up to 155' MSL.

RWY 21 close-in obstacles: Terrain 3723' from DER, 1497' left of centerline, 184' MSL. Terrain 3533' from DER, 1446' left of centerline, 166' MSL.

RWY 3: RNAV required ZUKEM to VISTA. Do not exceed 240 KIAS until VISTA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Cross DER at least 35' AGL/113' MSL then climbing right turn to intercept NFG TACAN R-045 to ZUKEM then right turn direct VISTA. Cross VISTA at 4000 or assigned altitude.

TAKE-OFF RWY 21: Cross DER at least 35' AGL/96' MSL and climb on heading 211° to 1300 then climb direct OCN VORTAC, then left turn to intercept OCN R-083 direct VISTA. Cross VISTA at 4000 or assigned altitude.

CORRI ONE DEPARTURE OBSTACLE (CORRI1•CORRI)

OCEANSIDE, CALIFORNIA

SL-5985 [USN]

Rwy	Knots	60	120	180	240
3 (a)	V/V(fpm)	587	1174	1761	2348
21 (b)	V/V(fpm)	514	1028	1542	2056

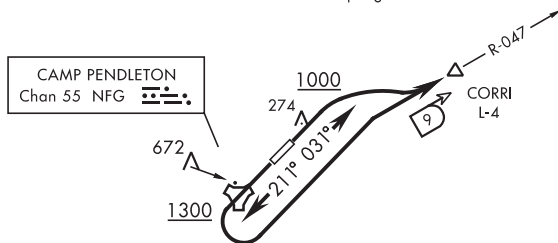
Minimum Climb Rate

(a) to 3800

(b) to 3300

ATIS ★ 285.45
 CLNC DEL
 134.675 271.6
 GND CON
 134.675 360.2
 CAMP PENDLETON TOWER ★
 128.775 340.2
 SOCAL DEP CON
 127.3 323.0

Do Not Exceed 200 KIAS until intercepting NFG TACAN R-047.



RWY 3 Close-in obstacles: Terrain 4103' from DER, 1600' left of centerline, 183' MSL. Terrain 4152' from DER 1551' left of centerline. Numerous palm trees beginning 2088' from DER, 572' right of centerline, up to 155' MSL.

RWY 21 Close-in obstacles: Terrain 3723' from DER, 1497' left of centerline, 184' MSL. Terrain 3533' from DER, 1446' left of centerline, 166' MSL.

RADAR REQUIRED



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Cross DER at least 35' AGL/113' MSL and climb on heading 031° to 1000 then climbing right turn to 3800 and intercept NFG TACAN R-047 to CORRI.

TAKE-OFF RWY 21: Cross DER at least 35' AGL/96' MSL and climb on heading 211° to 1300 then climbing left turn to 3800 and intercept NFG TACAN R-047 to CORRI.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

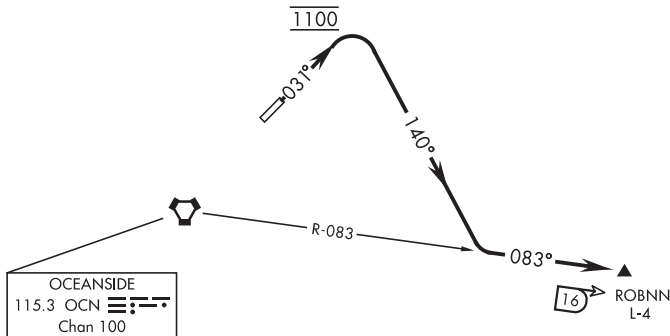
MUNN ONE DEPARTURE (OBSTACLE) (MUNN 1 • ROBNN) CAMP PENDLETON MCAS (MUNN FIELD) (KNFG) OCEANSIDE, CALIFORNIA

ATIS ★ 285.45
 CLNC DEL
 134.675 271.6
 GND CON
 134.675 360.2
 CAMP PENDLETON TOWER ★
 128.775 340.2
 SOCAL DEP CON
 127.3 323.0

SL-5985 [USN]

Rwy	Knots	60	120	180	240
3	V/V(fpm)	404	808	1212	1616

Minimum Climb Rate to 1100



RWY 3 close-in obstacles: Terrain 4103' from DER 1600' left of centerline, 183' MSL. Terrain 4152' from DER 1551' left of centerline. Numerous palm trees beginning 2088' from DER, 572' right of centerline, up to 155' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Cross DER at least 35' AGL/112' MSL and climb on heading 031° to 1100 then climbing right turn heading 140° to intercept OCN VORTAC R-083 to ROBNN. Cross ROBNN at 5000 or as directed by ATC.

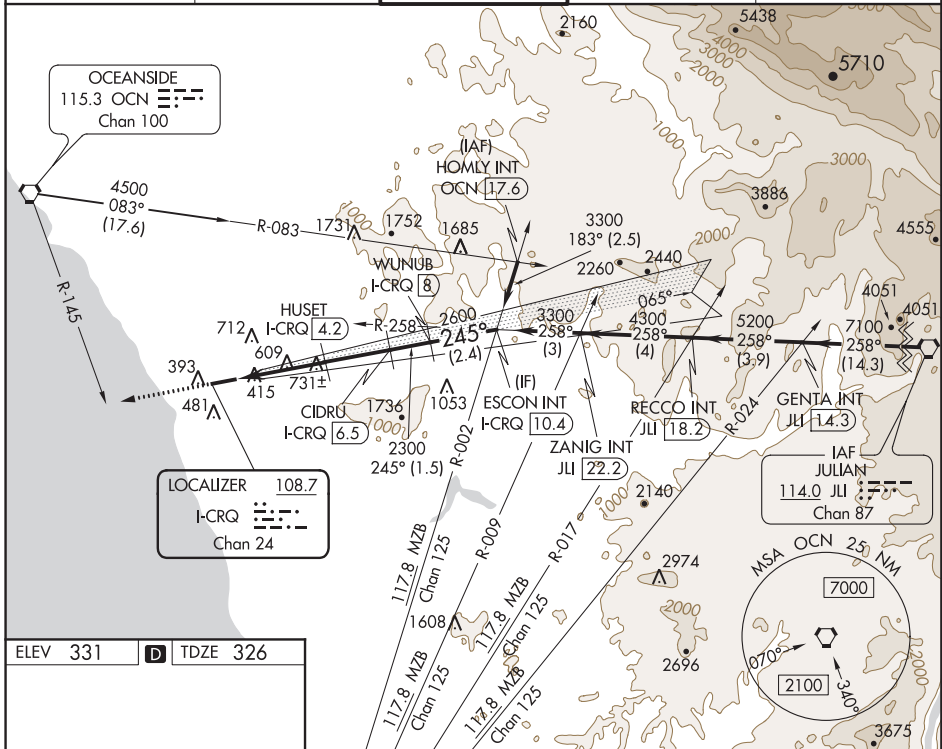
LOC/DME I-CRQ 108.7 Chan 24	APP CRS 245°	Rwy Idg TDZE Apt Elev	4897 326 331
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ILS or LOC RWY 24

MC CLELLAN-PALOMAR (CRQ)

<p>▽ Inop table does not apply to S-ILS Rwy 24. ▲ Autopilot coupled approach NA below 960. DME required. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 24 Cat A/B visibility to RVR 5500 and Cat C visibility to 1 7/8 SM.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.</p>
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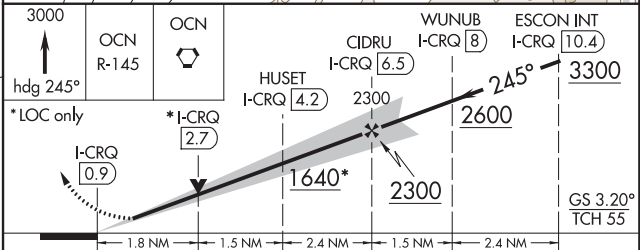
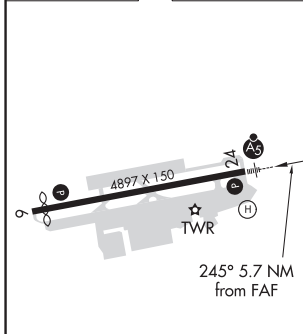
ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER* 118.6 (CTAF) 276.4	GND CON 121.8	CLNC DEL 134.85
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 331	D	TDZE 326
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CATEGORY	A	B	C	D
S-ILS 24	527/40	201 (200-3/4)	576/40 250 (300-3/4)	NA
S-LOC 24	1000/40	674 (700-3/4)	1000-1 1/2 674 (700-1 1/2)	NA
C CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2 3/4 929 (1000-2 3/4)	NA

APP CRS	Rwy Idg	4600
065°	TDZE	331
	Apt Elev	331

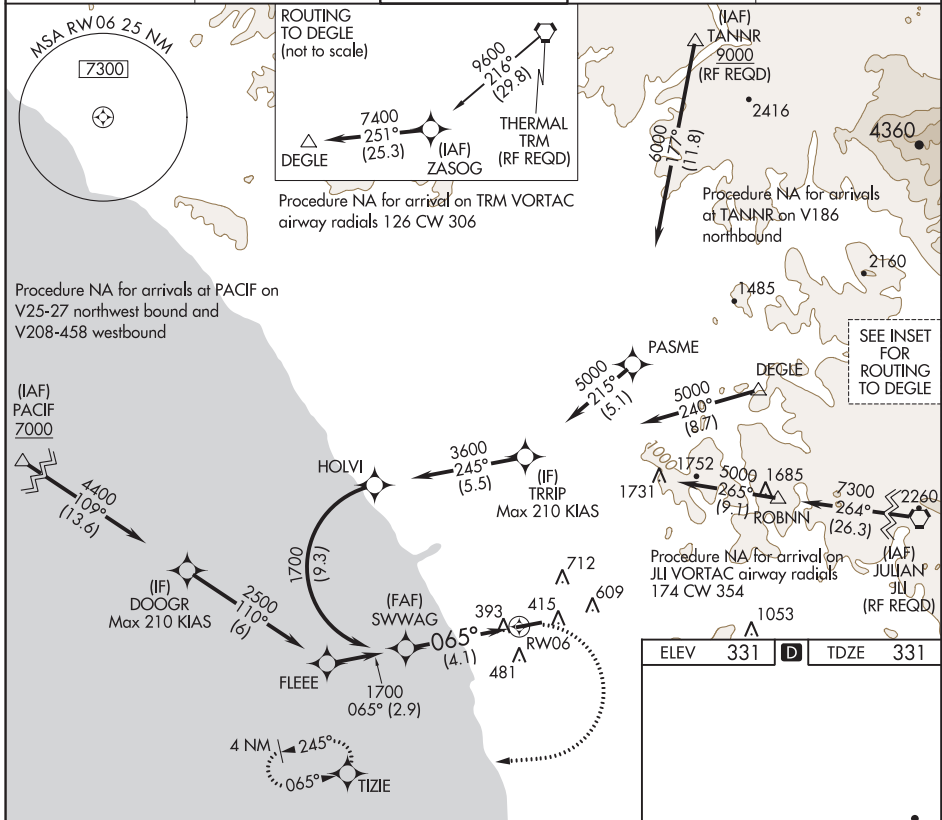
RNAV (RNP) Z RWY 6

MC CLELLAN-PALOMAR (CRQ)

▼ For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 54°C (130°F). GPS required.

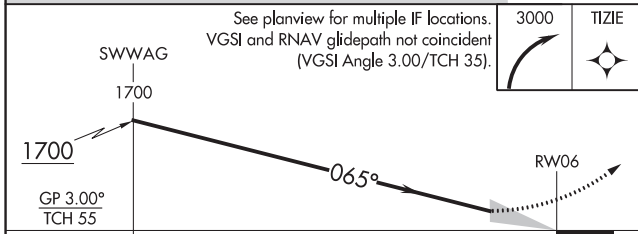
MISSED APPROACH: Climbing right turn to 3000 direct TIZIE and hold, continue climb-in-hold to 3000.

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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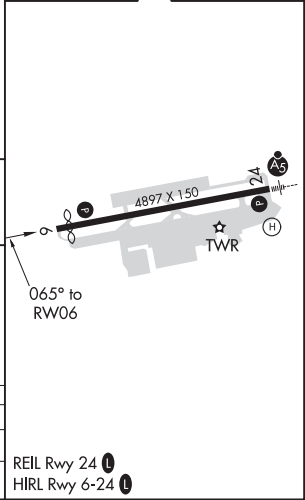


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV	331	TDZE	331
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CATEGORY	A	B	C	D
RNP 0.30 DA		810-15%	479 (500-1%)	

AUTHORIZATION REQUIRED

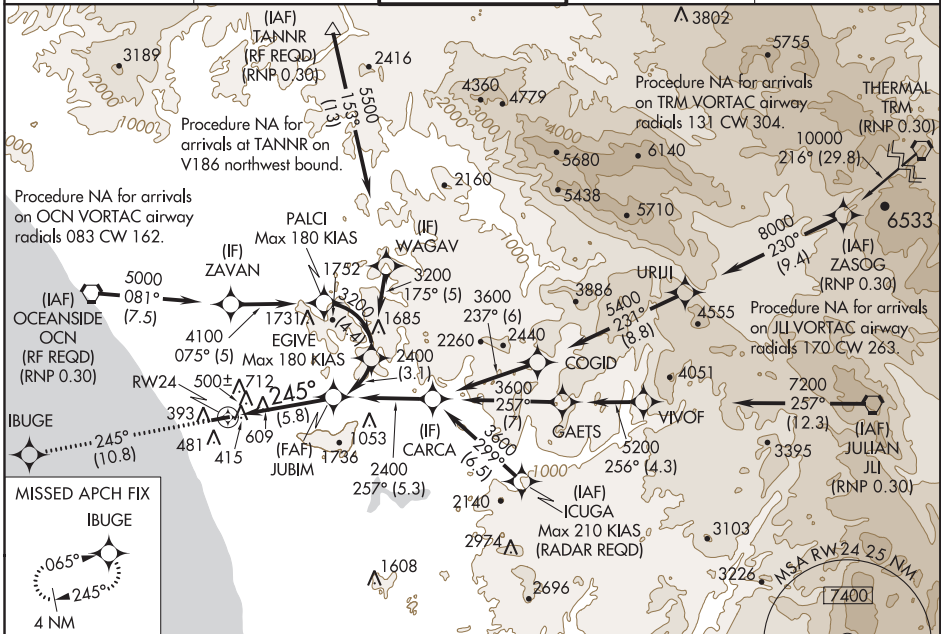
APP CRS 245°	Rwy Idg 4897
	TDZE 326
	Apt Elev 331

RNAV (RNP) Z RWY 24

MC CLELLAN-PALOMAR (CRQ)

<p>For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 54°C (130°F). For inoperative MALS, increase RNP 0.10 visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1% all Cats. GPS required.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 2000 on track 245° to IBUGE and hold.</p>
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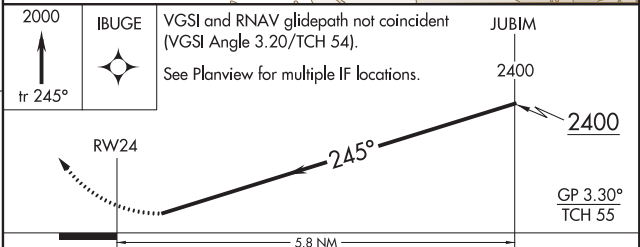
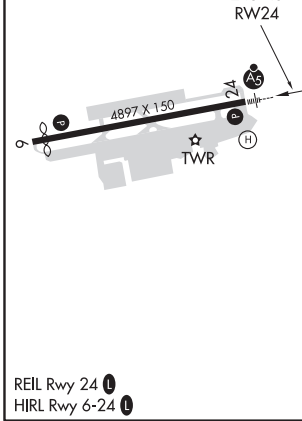
ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER* 118.6 (CTAF) 276.4	GND CON 121.8	CLNC DEL 134.85
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 331	D	TDZE 326
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CATEGORY	A	B	C	D
RNP 0.10 DA	810/50	484 (500-1)		NA
RNP 0.30 DA	931-1 3/8	605 (600-1 3/8)		NA

AUTHORIZATION REQUIRED

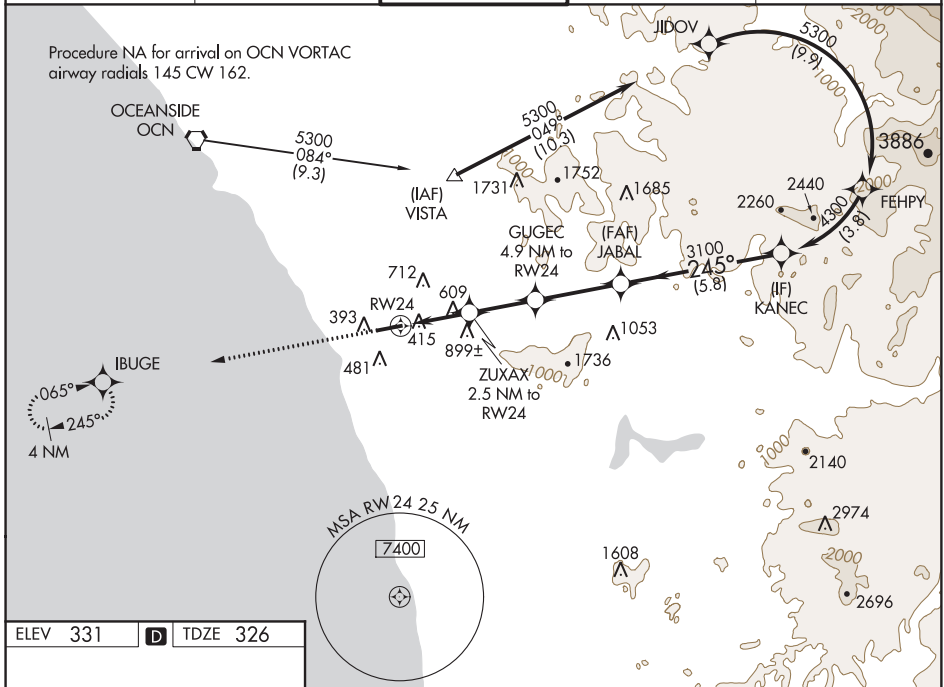
WAAS CH 45831 W24B	APP CRS 245°	Rwy Idg TDZE 4897 326 Apt Elev 331
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RNAV (GPS) X RWY 24

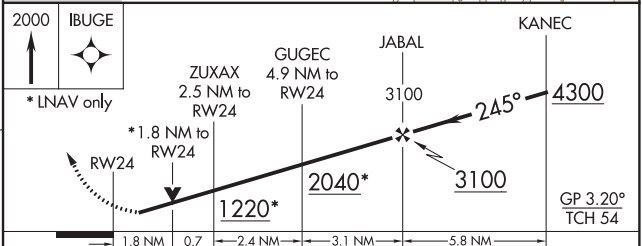
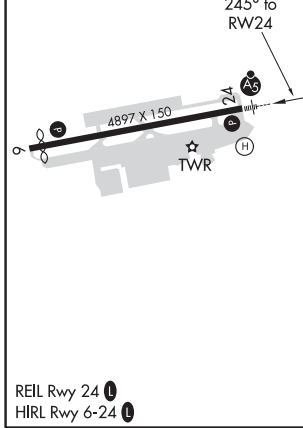
MC CLELLAN-PALOMAR (CRQ)

<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. RF required. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 7/8 SM. Increase LNAV Cats A/B visibility to RVR 5500, Cat C to 1 7/8 SM. Inop table does not apply to LPV.</p>	MALSR 	MISSED APPROACH: Climb to 2000 direct 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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CATEGORY	A	B	C	D
LPV DA	528/40	202 (200-3/4)	576/40 250 (300-3/4)	NA
LNAV/VNAV DA	927-1 1/2 601 (600-1 1/2)			NA
LNAV MDA	1000/40	674 (700-3/4)	1000-1 1/2 674 (700-1 1/2)	NA
C CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2 3/4 929 (1000-2 3/4)	NA

SW-3, 10 NOV 2016 to 05 JAN 2017

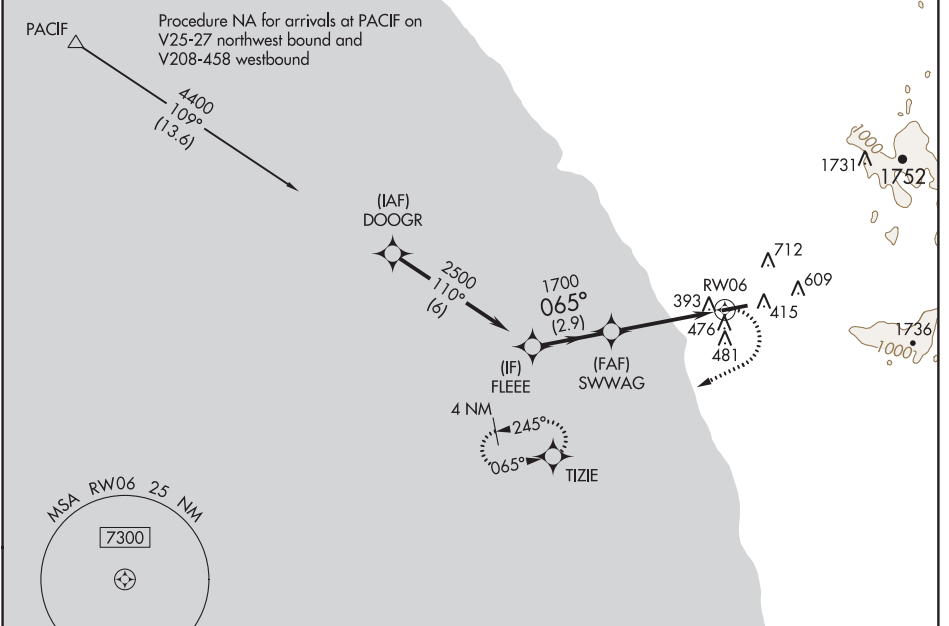
SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40239 W06A	APP CRS 065°	Rwy Idg TDZE Apt Elev	4600 331 331
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RNAV (GPS) Y RWY 6

MC CLELLAN-PALOMAR (CRQ)

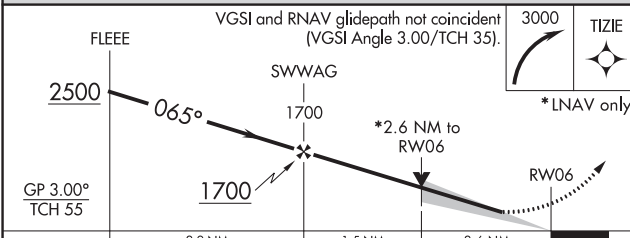
<p>▽ For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climbing right turn to 3000 direct TIZIE and hold, continue climb-in-hold to 3000.</p>		
ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER ★ 118.6 (CTAF) 0 276.4	GND CON 121.8	CLNC DEL 134.85



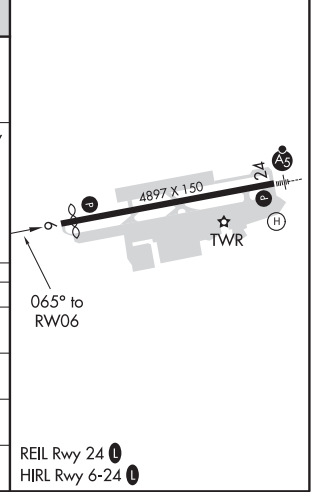
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	331	D	TDZE	331
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CATEGORY	A	B	C	D
LPV DA		796-1½	465 (500-1½)	
LNAV/VNAV DA		837-1¾	506 (600-1¾)	
LNAV MDA	1200-1 869 (900-1)	1200-1¼ 869 (900-1¼)	1200-2½	869 (900-2½)
C CIRCLING	1200-1¼	869 (900-1¼)	1260-2¾ 929 (1000-2¾)	1820-3 1489 (1500-3)



CARLSBAD, CALIFORNIA

AL-5310 (FAA)


16315

WAAS CH 78129 W24A	APP CRS 245°	Rwy Idg TDZE 4897 326 Apt Elev 331
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RNAV (GPS) Y RWY 24

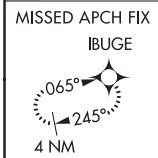
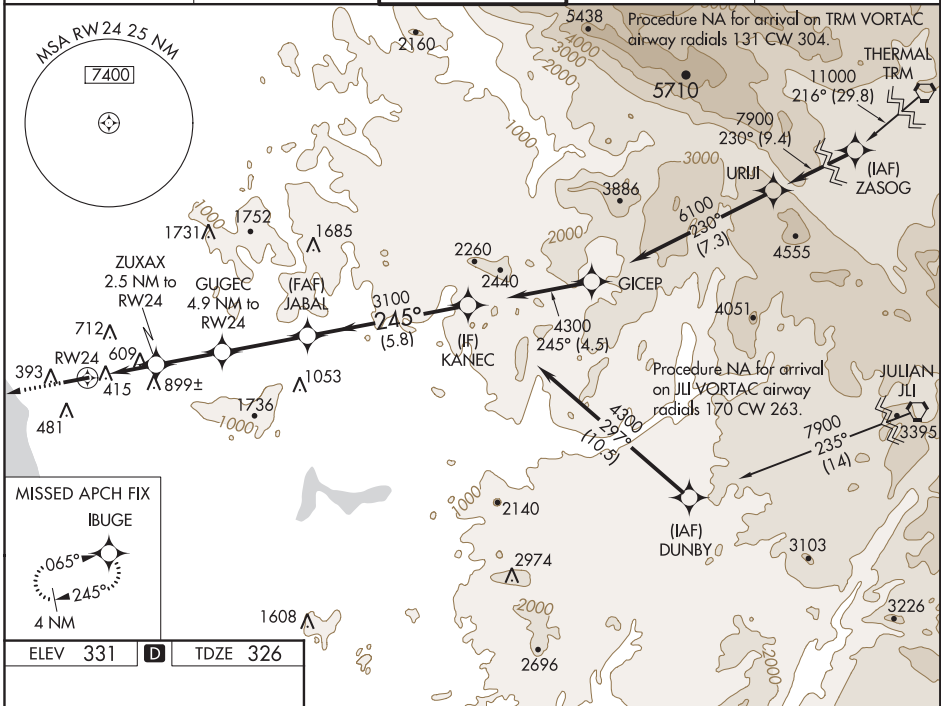
MC CLELLAN-PALOMAR (CRQ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 $\frac{1}{2}$ SM, increase LNAV Cats A/B visibility to RVR 5500 Cat C to 1 $\frac{1}{2}$ SM. Inop table does not apply to LPV.

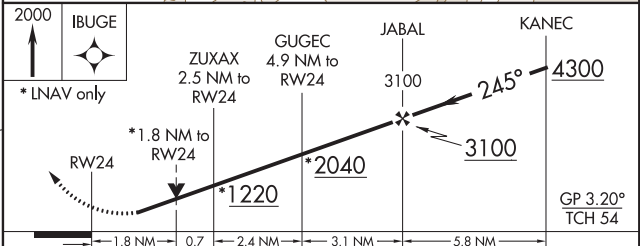
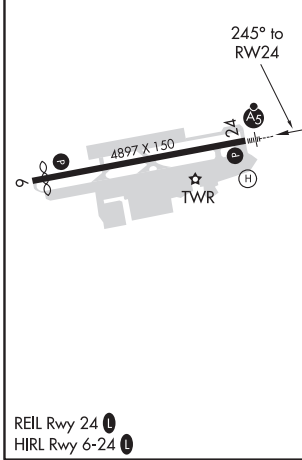
MALSR


MISSED APPROACH:
Climb to 2000 direct 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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CATEGORY	A	B	C	D
LPV DA	528/40	202 (200- $\frac{3}{4}$)	576/40 250 (300- $\frac{3}{4}$)	NA
LNAV/VNAV DA	927-1 $\frac{1}{2}$ 601 (600-1 $\frac{1}{2}$)			NA
LNAV MDA	1000/40	674 (700- $\frac{3}{4}$)	1000-1 $\frac{1}{2}$ 674 (700-1 $\frac{1}{2}$)	NA
C CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2 $\frac{3}{4}$ 929 (1000-2 $\frac{3}{4}$)	NA

CARLSBAD, CALIFORNIA
Amdt 3C 10NOV16

33°08'N-117°17'W

MC CLELLAN-PALOMAR (CRQ)

RNAV (GPS) Y RWY 24

SW-3, 10 NOV 2016 to 05 JAN 2017

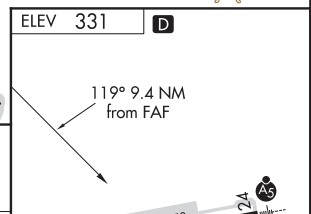
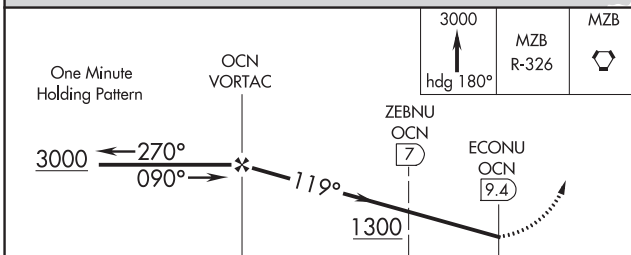
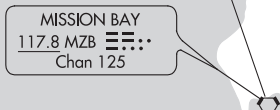
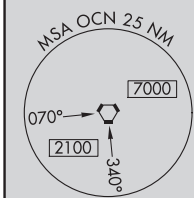
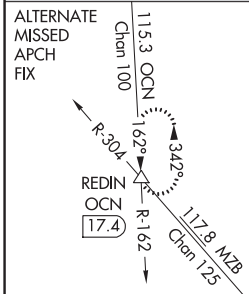
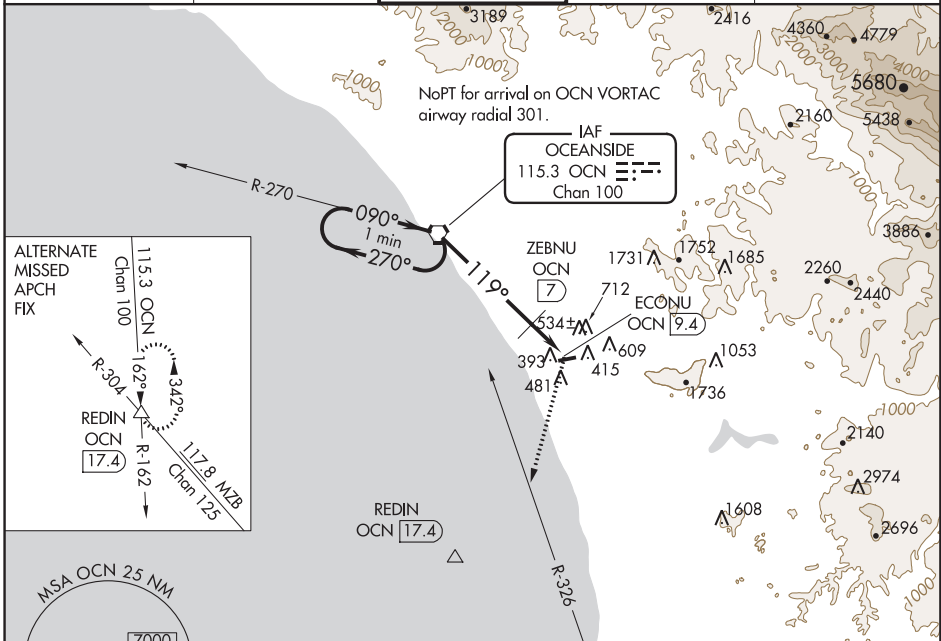
SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC OCN 115.3 Chan 100	APP CRS 119°	Rwy Idg TDZE Apt Elev 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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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)	1000-1 669 (700-1)	1080-2¼ 749 (800-2¼)	NA	
FAF to MAP 9.4 NM					
Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

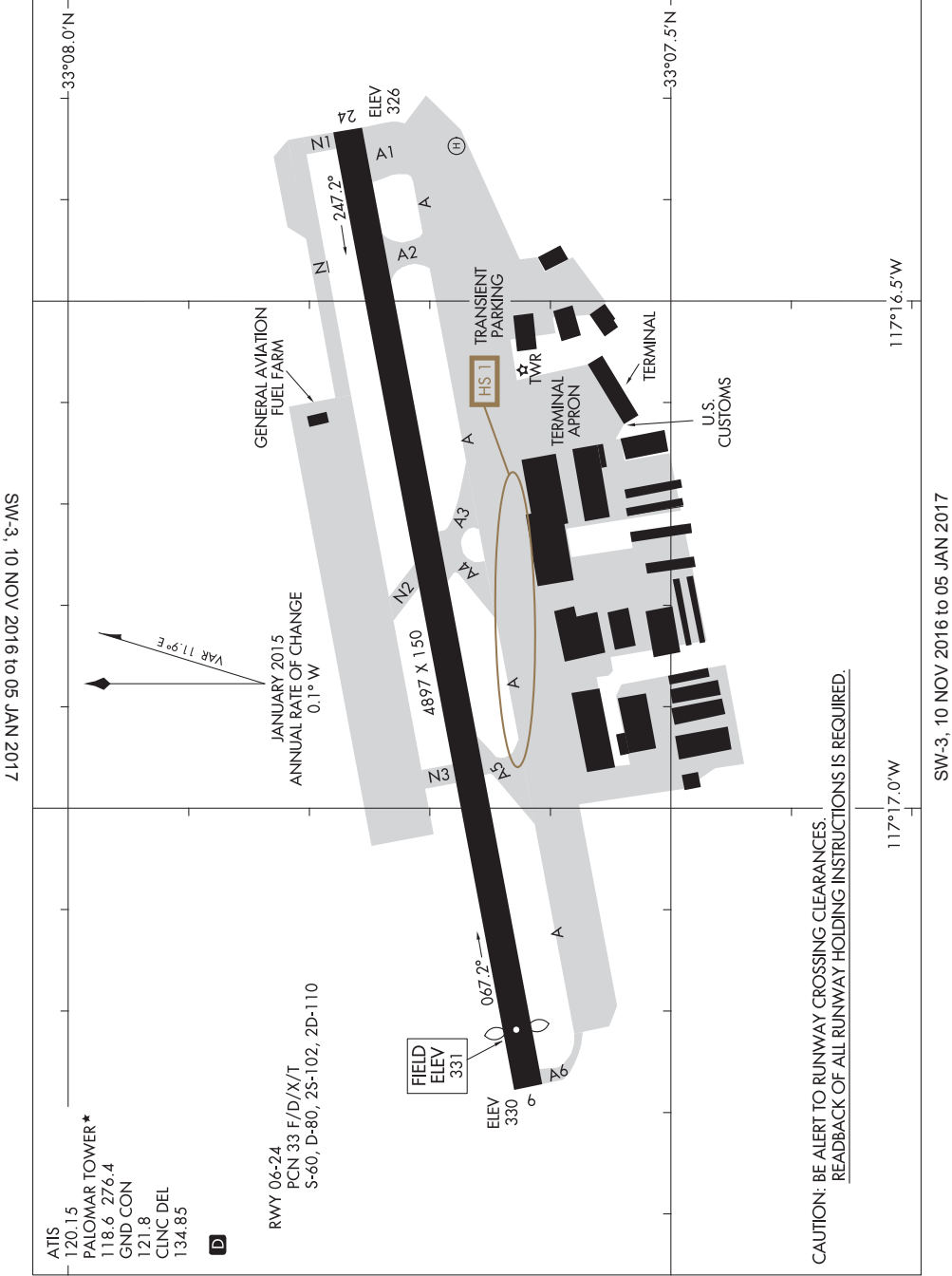
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5310 (FAA)

MC CLELLAN-PALOMAR (CRQ)
CARLSBAD, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ATIS 120.15
 PALOMAR TOWER* 118.6, 276.4
 GND CON 121.8
 CLNC DEL 134.85

D

RWY 06-24
 PCN 33 F/D/X/T
 S-60, D-80, ZS-102, 2D-110

AIRPORT DIAGRAM

16259

CARLSBAD, CALIFORNIA
MC CLELLAN-PALOMAR (CRQ)

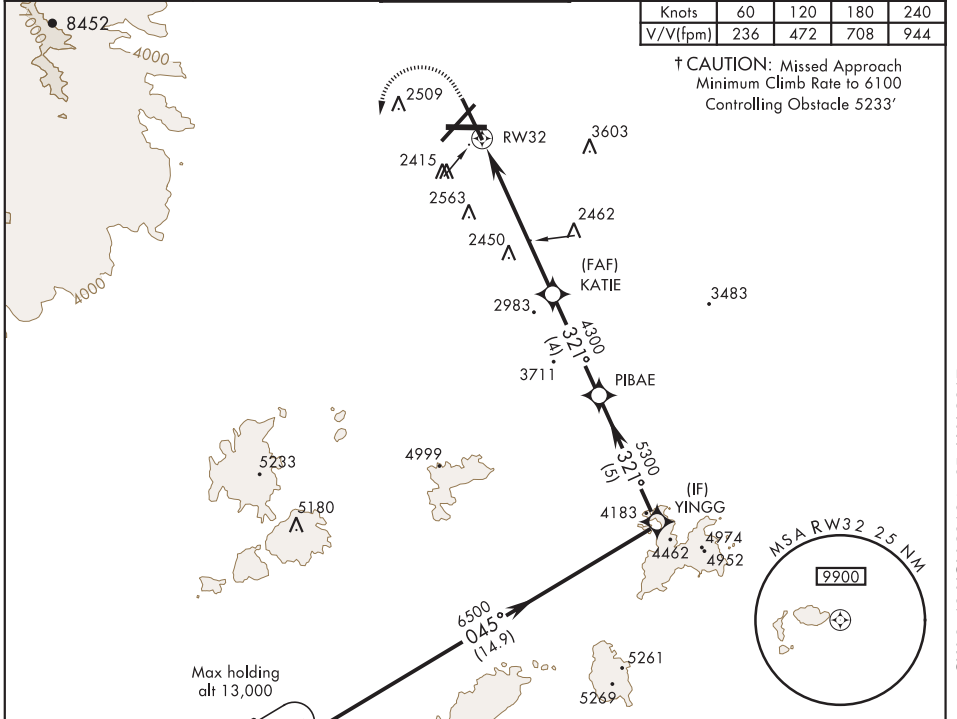
RNAV (GPS) RWY 32

APCH CRS **321°**
 Rwy Idg **9013**
 THRE **2241**
 Arpt Elev **2284**

AL-914 [USN] CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

▼ DME/DME RNP-0.3 NA. † MISSED APPROACH: Climbing left turn to 6500 direct CIBIV and hold.

ATIS ★ 322.375	JOSHUA APP CON 133.65 348.7	CHINA LAKE TOWER ★ 120.15 340.2	GND CON 360.2	CLNC DEL 274.7
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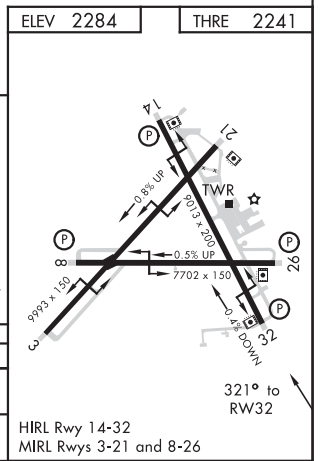
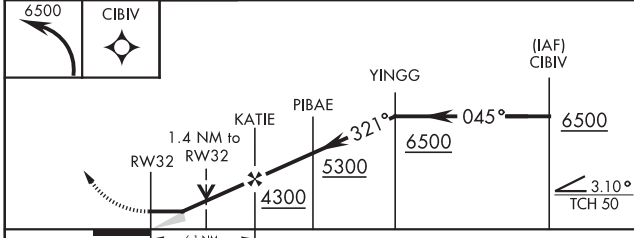


Knots	60	120	180	240
V/V(fpm)	236	472	708	944

† CAUTION: Missed Approach
 Minimum Climb Rate to 6100
 Controlling Obstacle 5233'

ELEV 2284	THRE 2241
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EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D
LNAV MDA	2760-1 519 (500-1)	2760-1 519 (500-1)	2760-1 519 (500-1)	2760-1 519 (500-1)
CIRCLING	2760-1 476 (500-1)	2900-1 616 (700-1)	2900-1 616 (700-1)	3560-3 1276 (1300-3)

HIRL Rwy 14-32
 MIRL Rwy 3-21 and 8-26

RNAV (GPS) RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RIDGECREST, CALIFORNIA

TACAN RWY 32

TACAN NID Chan 53	APCH CRS 313°	Rwy Idg THRE Arpt Elev 9013 2241 2284
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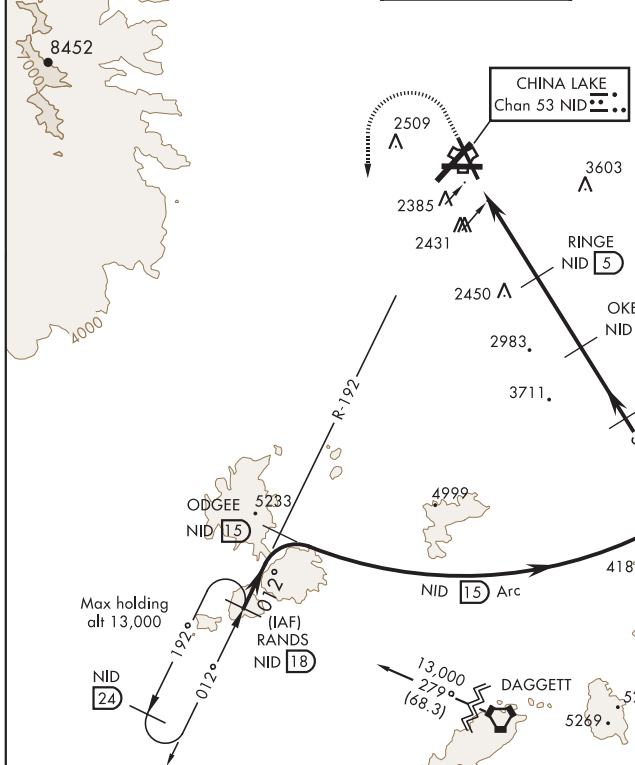
AL-914 [USN] CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

↑ MISSED APPROACH: Climb to 3600 then a left climbing turn to 6500 and intercept CHINA LAKE TACAN R-192 to RANDS and hold.

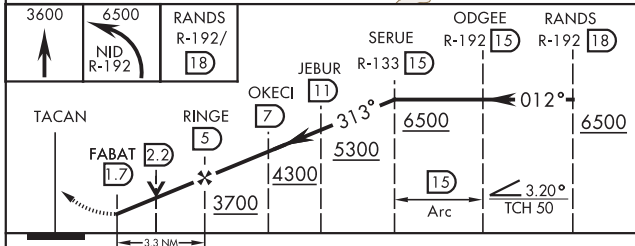
ATIS ★ 322.375	JOSHUA APP CON 133.65 348.7	CHINA LAKE TOWER ★ 120.15 340.2	GND CON 360.2	CLNC DEL 274.7
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Knots	80	120	180	240
V/V(fpm)	230	460	690	920

† CAUTION: Missed Approach
Minimum Climb Rate to 6500
3535 *
Controlling Obstacle 5233'

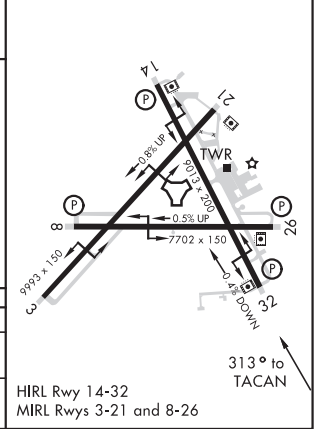


EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D
S-32	2720-1 479 (500-1)	2720-1 479 (500-1)	2720-1 479 (500-1)	2720-1 479 (500-1)
CIRCLING	2720-1 436 (500-1)	2900-1 616 (700-1)	2900-1 616 (700-1)	3560-3 1276 (1300-3)

ELEV 2284	THRE 2241
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RIDGECREST, CALIFORNIA 35°41'N-117°41'W CHINA LAKE NAWS (ARMITAGE FIELD)(KNID)

Amtd 3 12DEC13

TACAN RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

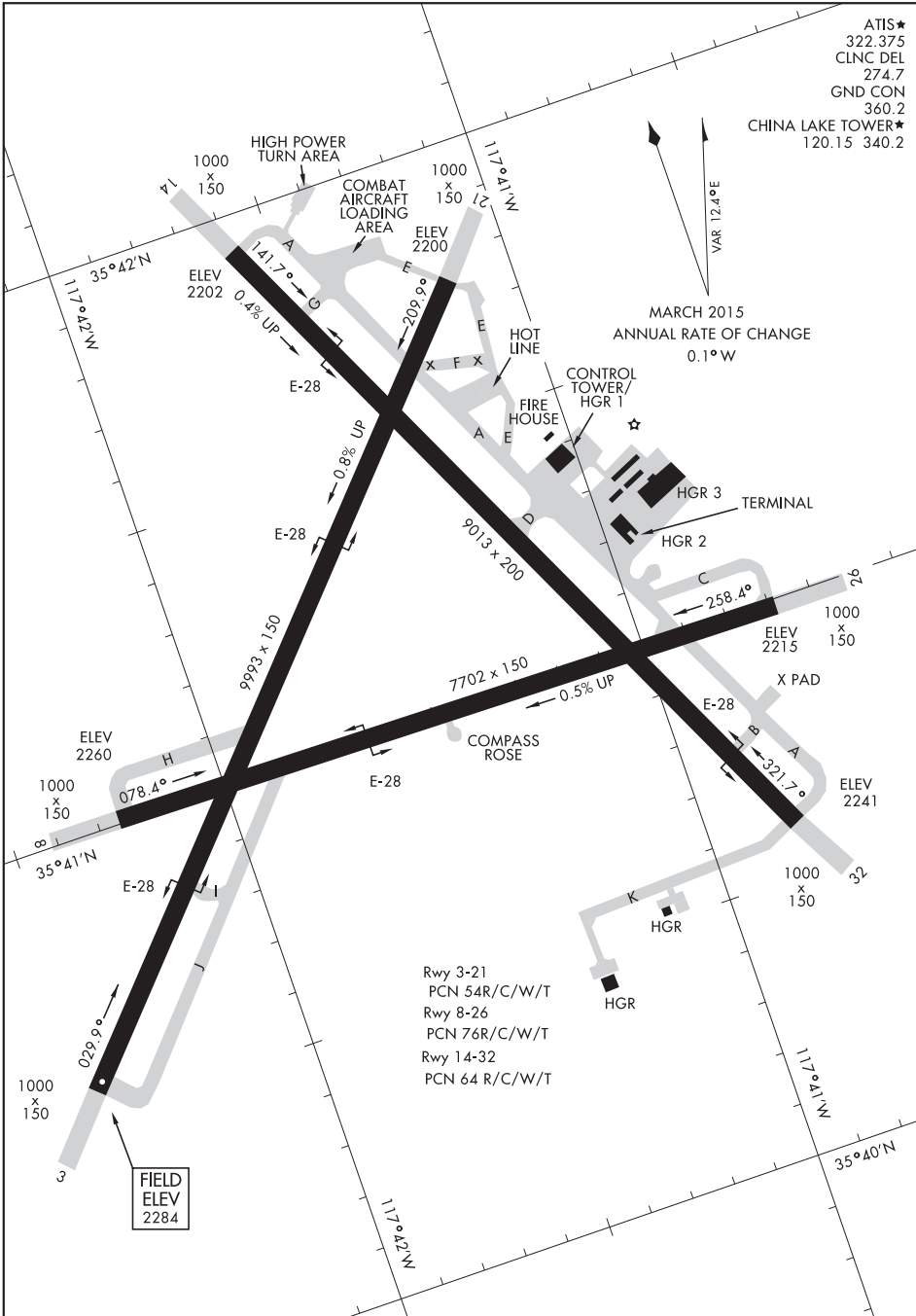
AIRPORT DIAGRAM

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

AFD-914 [USN]

RIDGECREST, CALIFORNIA

ATIS★
 322.375
 CLNC DEL
 274.7
 GND CON
 360.2
 CHINA LAKE TOWER★
 120.15 340.2



MARCH 2015
 ANNUAL RATE OF CHANGE
 0.1°W
 VAR 12.4°E

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

RIDGECREST, CALIFORNIA

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

ROSIE TWO DEPARTURE (RNAV) (OBSTACLE) (ROSIE2•ROSIE)

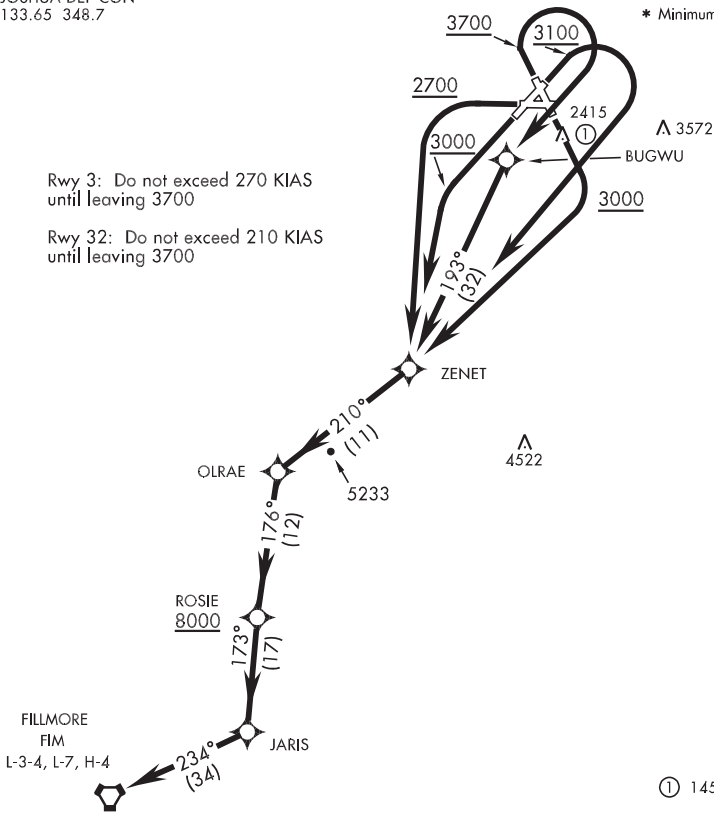
RIDGECREST, CALIFORNIA

ATIS ★ 322.375
CLNC DEL
274.7
GND CON
360.2
CHINA LAKE TOWER ★
120.15 340.2
JOSHUA DEP CON
133.65 348.7

SL-914 [USN]

Rwy	Knots	60	120	180	240
* 3	V/V(fpm)	271	542	813	1084
* 14	V/V(fpm)	257	514	771	1028
* 21	V/V(fpm)	283	566	849	1132
* 26	V/V(fpm)	267	534	801	1068
* 32	V/V(fpm)	299	598	897	1196

* Minimum Climb Rate to 7000



Rwy 3: Do not exceed 270 KIAS until leaving 3700

Rwy 32: Do not exceed 210 KIAS until leaving 3700

① 145° 0.9 NM from DER Rwy 14

Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Cross DER at least 35 ft AGL/2236 ft MSL, climb to 3100, then right climbing turn direct ZENET. Thence...

TAKE-OFF RWY 14: Climb to 3000, then right climbing turn direct ZENET. Thence...

TAKE-OFF RWY 21: Cross DER at least 35 ft AGL/2319 ft MSL, climb to 3000, then left climbing turn direct ZENET. Thence...

TAKE-OFF RWY 26: Cross DER at least 35 ft AGL/2296 ft MSL, climb to 2700, then left climbing turn direct ZENET. Thence...

TAKE-OFF RWY 32: Cross DER at least 35 ft AGL/2238 ft MSL, climb to 3700, then right climbing turn direct BUGWU, then direct ZENET. Thence...

...from over ZENET proceed via depicted route to FILLMORE VORTAC. Cross ROSIE at or above 8000 or as assigned.

SALTD FIVE DEPARTURE (SALTD5 • SALTD)

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

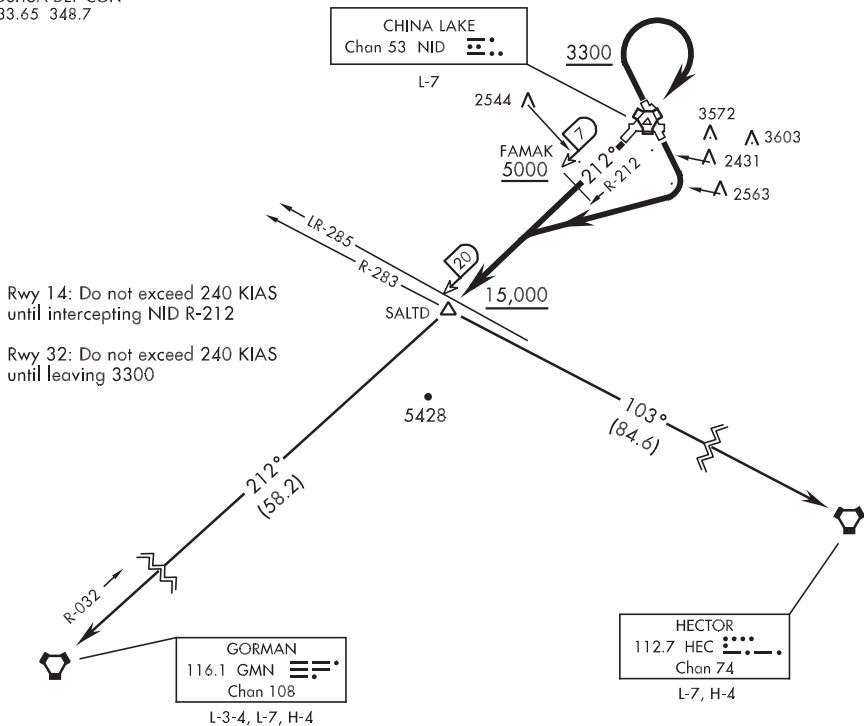
SHL-914 [USN]

RIDGECREST, CALIFORNIA

ATIS ★ 322.375
 CLNC DEL
 274.7
 GND CON
 360.2
 CHINA LAKE TOWER ★
 120.15 340.2
 JOSHUA DEP CON
 133.65 348.7

Rwy	Knots	60	120	180	240	300	360
† 14	V/V(fpm)	615	1230	1845	2460	3075	3690
† 21	V/V(fpm)	675	1350	2025	2700	3375	4050
† 32	V/V(fpm)	496	992	1488	1984	2480	2976

† ATC Climb Rate to 15,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Cross DER at or above 35' AGL/2276' MSL, then climbing right turn to intercept NID TACAN R-212, then direct SALTD. From SALTD, proceed via assigned transition or expect RADAR vectors to join assigned route. Cross SALTD at or above 15,000. Thence...

TAKE-OFF RUNWAY 21: Cross DER at or above 35' AGL/2319' MSL, then climb via NID TACAN R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or expect radar vectors to join assigned route. Cross FAMAK at or above 5,000 and cross SALTD at or above 15,000. Thence...

TAKE-OFF RUNWAY 32: Climb to 3300, then right climbing direct NID TACAN, then via NID R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or expect RADAR vectors to join assigned route. Cross FAMAK at or above 5000 and cross SALTD at or above 15,000. Thence...

GORMAN TRANSITION (SALTD5-GMN): Via GMN VORTAC R-032 to GMN.

HECTOR TRANSITION (SALTD5-HEC): Via HEC VORTAC R-283 to HEC.

SALTD FIVE DEPARTURE (SALTD5 • SALTD)

RIDGECREST, CALIFORNIA

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOC I-CNO 111.5	APP CRS 255°	Rwy Idg 4858
		TDZE 636
		Apt Elev 650

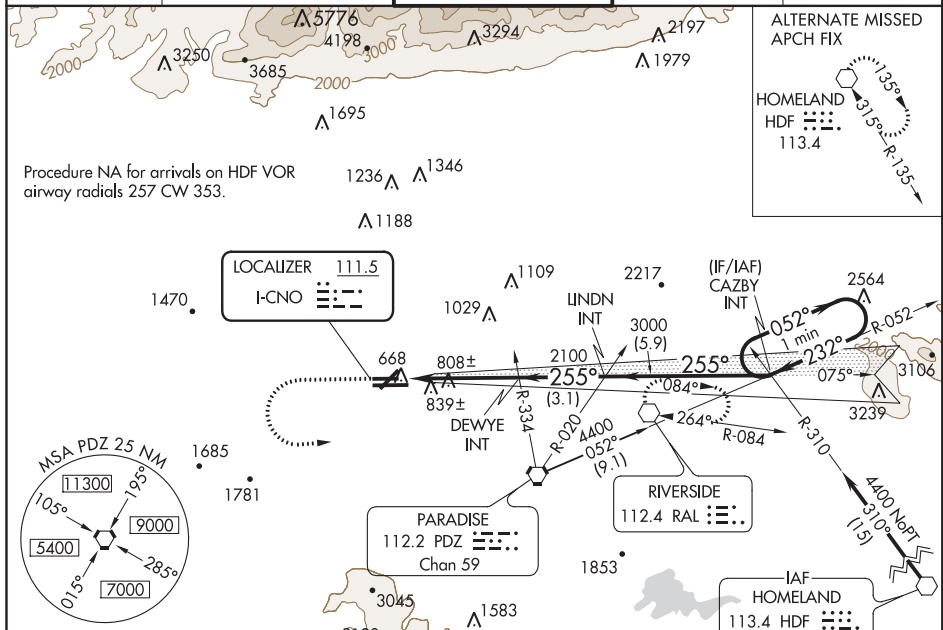
ILS or LOC RWY 26R

CHINO (CNO)

▼ Helicopter visibility reduction below 3/4 SM NA.
▲ When local altimeter setting not received, use Ontario altimeter setting and increase all DA 54 feet and all MDA 60 feet, increase S-ILS 26R all Cats, S-LOC 26R Cat D and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

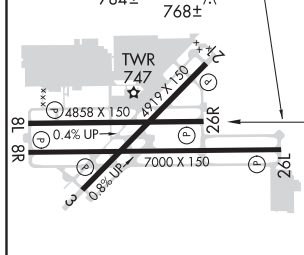
ATIS 125.85	SOCAL APP CON 135.4 318.2	CHINO TOWER * 118.5 (CTAF)	GND CON 121.6	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

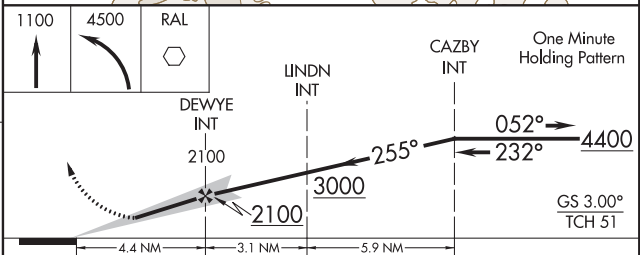
ELEV 650	TDZE 636
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REIL Rwy 3 and 21
 MIRL Rwy 3-21 and 8R-26L
 HIRL Rwy 8L-26R

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 26R	886-3/4 250 (300-3/4)			
S-LOC 26R	1060-1	424 (500-1)	1060-1 1/4	424 (500-1 1/4)
CIRCLING	1180-1	530 (600-1)	1240-1 1/2	1240-2
			590 (600-1 1/2)	590 (600-2)

WAAS CH 97320 W26A	APP CRS 255°	Rwy Idg TDZE Apt Elev	4858 636 652
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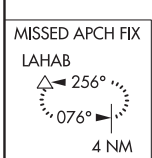
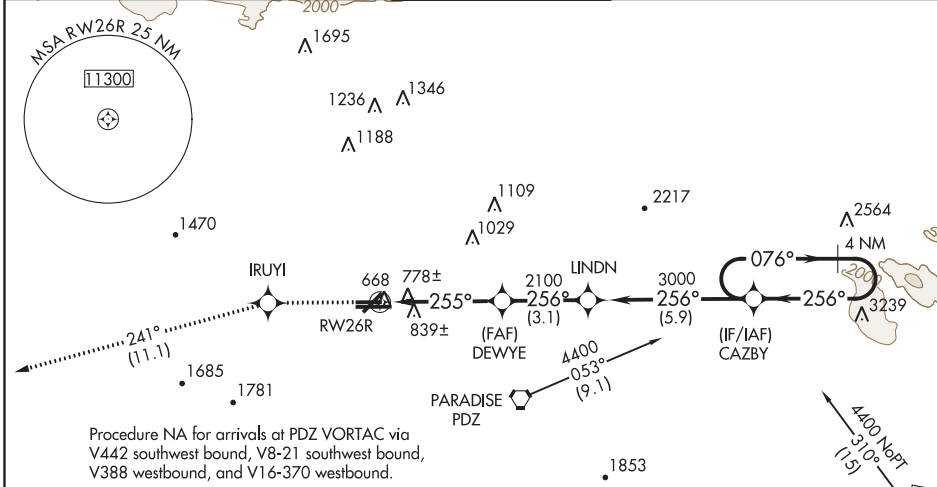
RNAV (GPS) RWY 26R

CHINO (CNO)

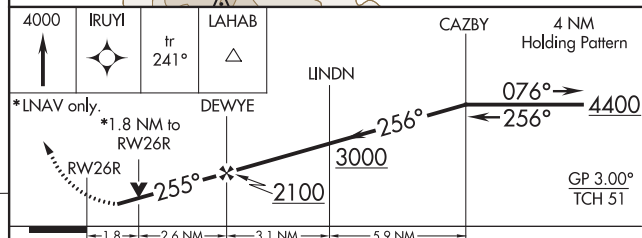
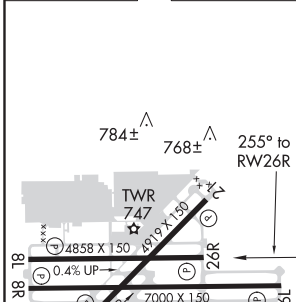
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM not authorized.

MISSED APPROACH: Climb to 4000 direct IRUYI and via 241° track to LAHAB and hold.

ATIS 125.85	SOCAL APP CON 135.4 318.2	CHINO TOWER * 118.5 (CTAF)	GND CON 121.6	UNICOM 122.95
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ELEV 652	TDZE 636
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CATEGORY	A	B	C	D
LPV DA		1030-1¼	394 (400-1¼)	
LNAV/VNAV DA		1177-2	541 (600-2)	
LNAV MDA	1260-1	624 (700-1)	1260-1¾ 624 (700-1¾)	1260-2 624 (700-2)
CIRCLING		1260-1¾	608 (700-1¾)	1260-2 608 (700-2)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VOR RAL 112.4	APP CRS 264°	Rwy Idg 4858
		TDZE 636
		Apt Elev 650

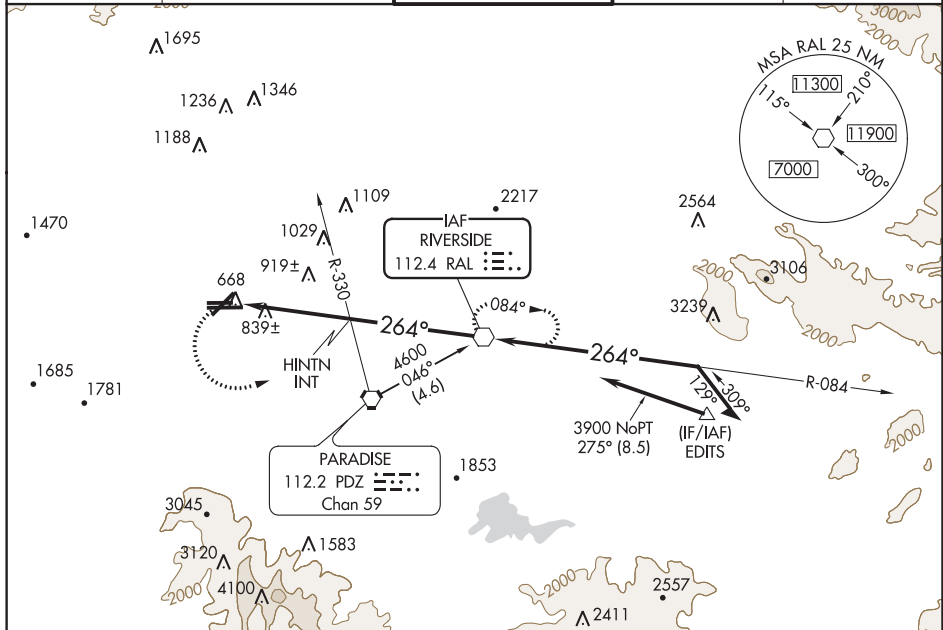
VOR RWY 26R

CHINO (CNO)

NA Visibility reduction by helicopters NA.
When local altimeter setting not received, use Riverside Muni altimeter setting and increase all MDA 60 feet, increase HINTN FIX minimums S-26R and circling Cat B, C, and D visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

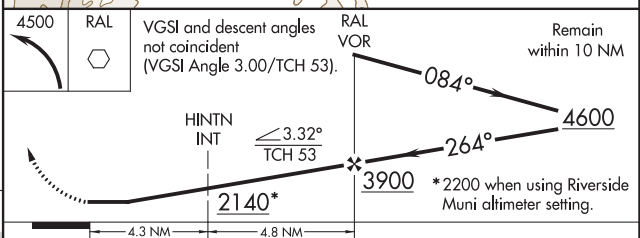
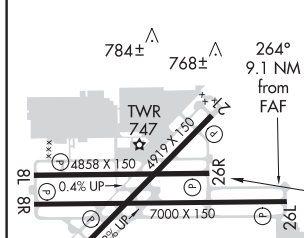
ATIS 125.85	SOCAL APP CON 135.4 318.2	CHINO TOWER ★ 118.5 (CTAF)	GND CON 121.6	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 650	TDZE 636
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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)	1320-2¼ 670 (700-2¼)

CHINO, CALIFORNIA
Orig 22OCT09

33°58'N-117°38'W

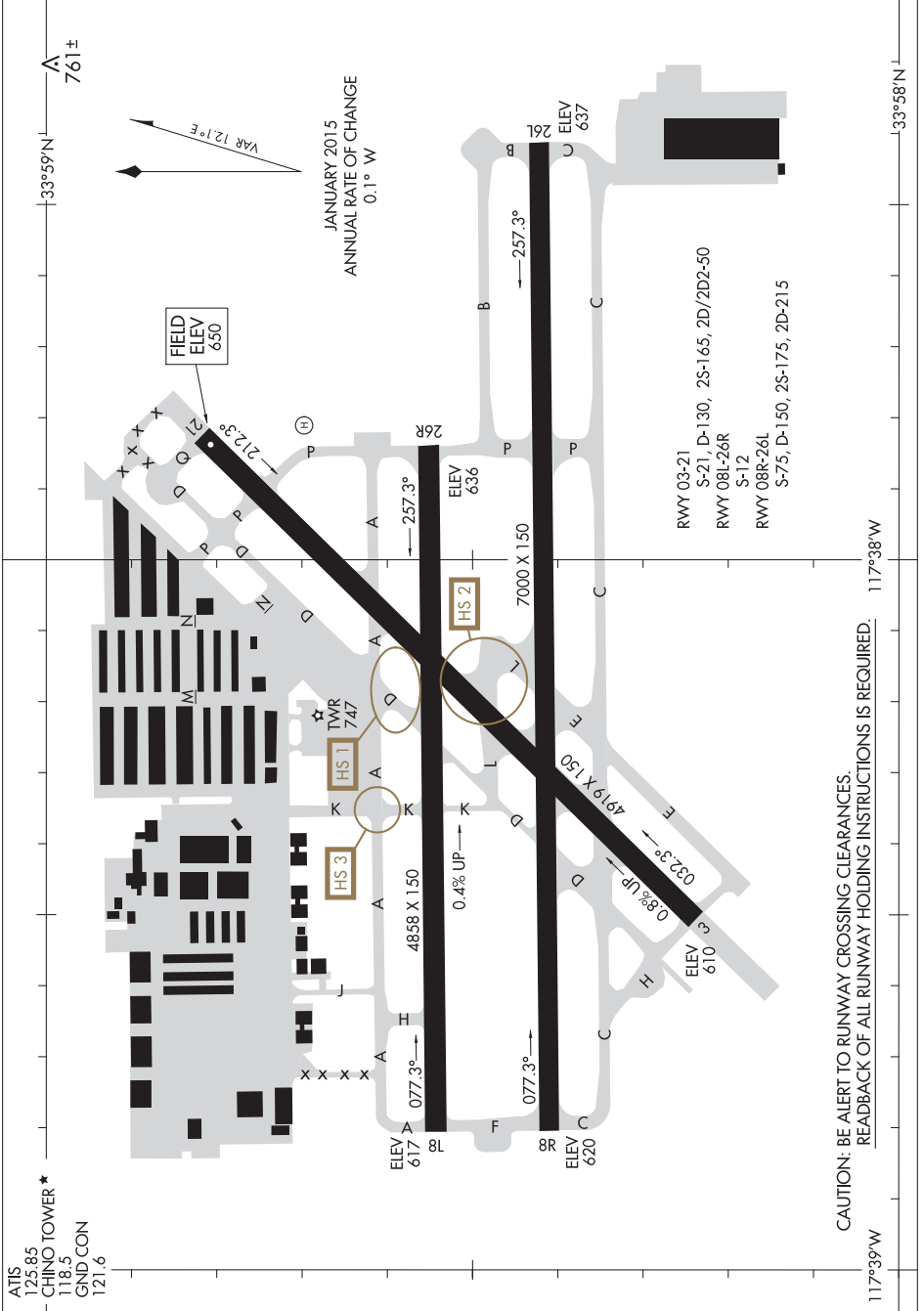
CHINO (CNO) VOR RWY 26R

AIRPORT DIAGRAM

AL-5599 (FAA)

CHINO (CNO)
CHINO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CHINO, CALIFORNIA
CHINO (CNO)

VORTAC PDZ 112.2 Chan 59	APP CRS 237°	Rwy Idg TDZE Apt Elev	N/A N/A 533
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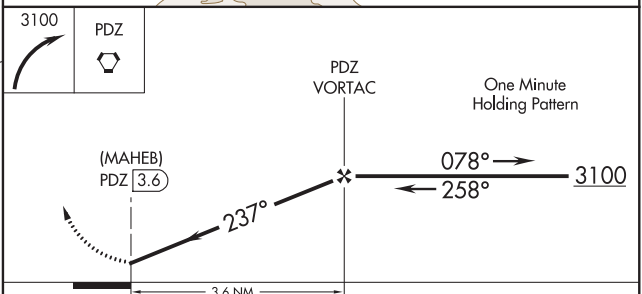
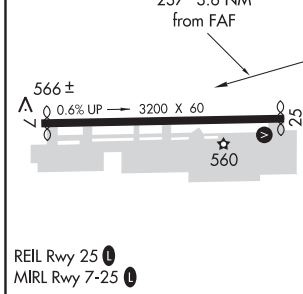
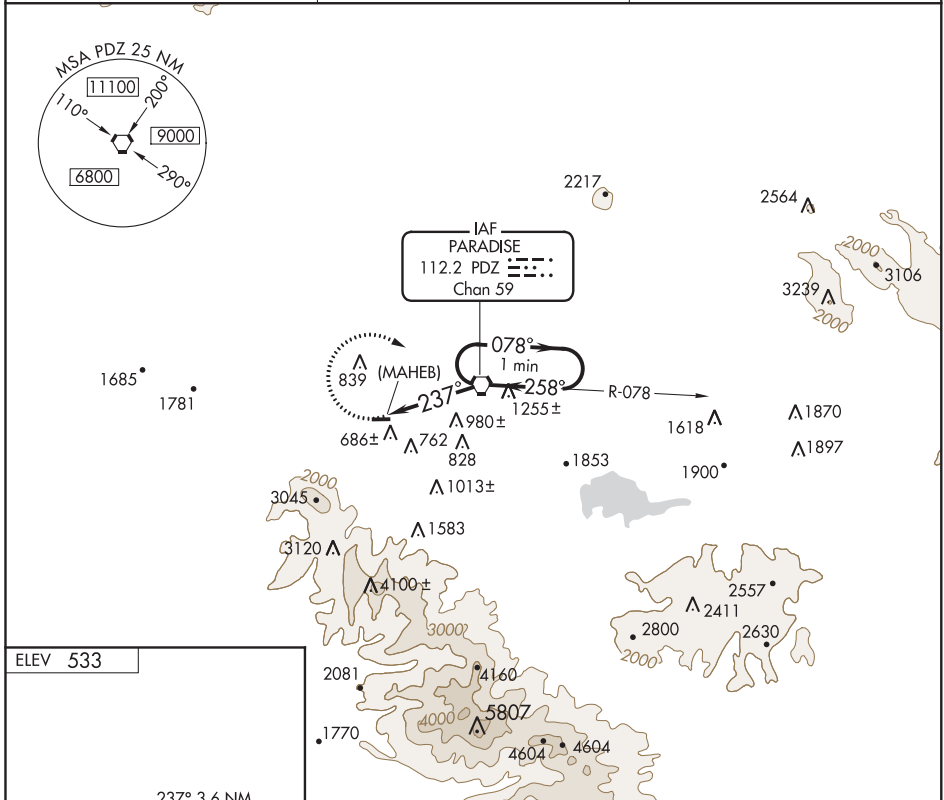
VOR or GPS-A

CORONA MUNI (AJO)

▽ When local altimeter setting not received, use Ontario
▲ NA Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 3100 direct PDZ VORTAC and hold, continue climb in hold to 3100.

AWOS-3PT 132-175	SOCAL APP CON 135.4 318.2	UNICOM 122.7 (CTAF) 📻
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FAF to MAP 3.6 NM						
Knots	60	90	120	150	180	
Min:Sec	3:36	2:24	1:48	1:26	1:12	
CATEGORY	A		B		C	D
CIRCLING	1660-1¼ 1127 (1200-1¼)		1660-1½ 1127 (1200-1½)		NA	

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 22

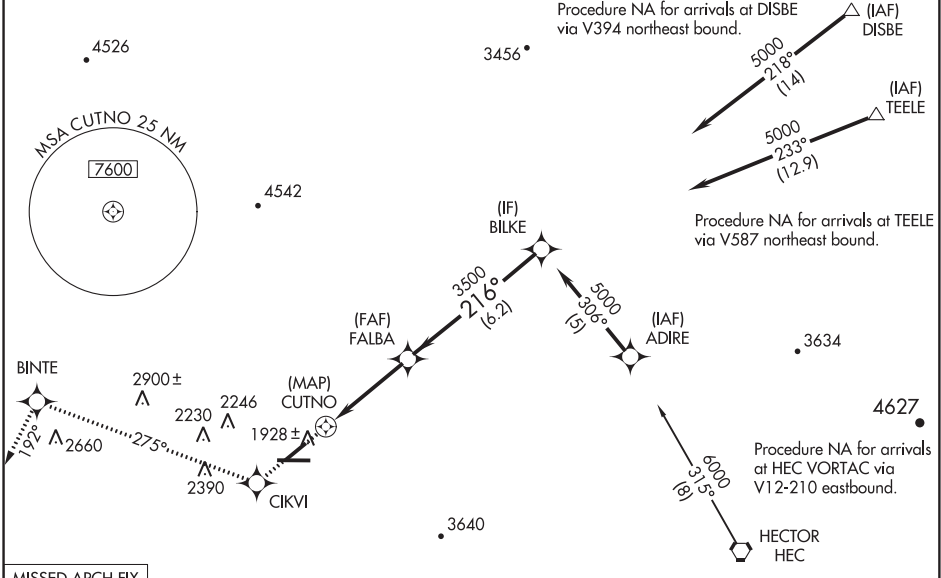
BARSTOW-DAGGETT (DAG)

APP CRS	Rwy Idg	5123
216°	TDZE	1918
	Apt Elev	1930

⚠ Circling NA for Cat D south of Rwy 8-26. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Victorville altimeter setting and increase all MDA 220 feet. Increase LNAV and Circling Cat B/C visibility ¼ mile. VDP NA when using Victorville altimeter setting.

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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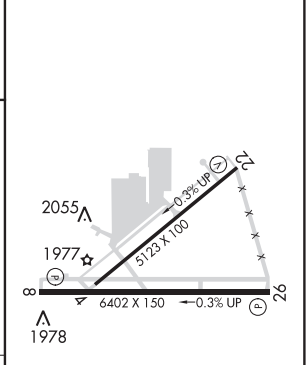
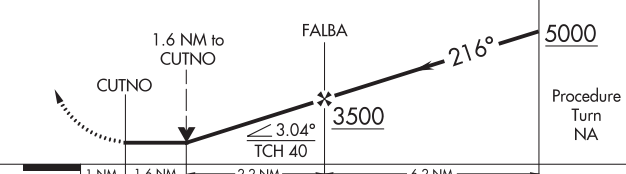
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1930	TDZE 1918
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8000	CIKVI	tr 275°	BINTE	tr 192°	NULMN	VGSI and descent angles not coincident (VGSI angle 3.00/TCH 40).
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CATEGORY	A	B	C	D
LNAV MDA	2800-1¼	882 (900-1¼)	2800-2¾ 882 (900-2¾)	2800-3 882 (900-3)
CIRCLING	2800-1¼	870 (900-1¼)	2860-2¾ 930 (1000-2¾)	2860-3 930 (1000-3)

MIRL Rwy 4-22 and 8-26

DAGGETT, CALIFORNIA

AL-104 (FAA)

16147

WAAS CH 72813 W26A	APP CRS 255°	Rwy Idg TDZE Apt Elev	6402 1918 1930
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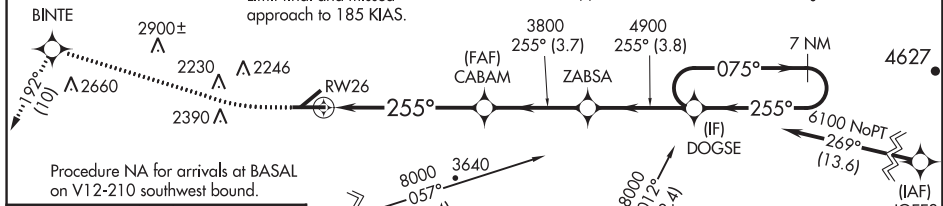
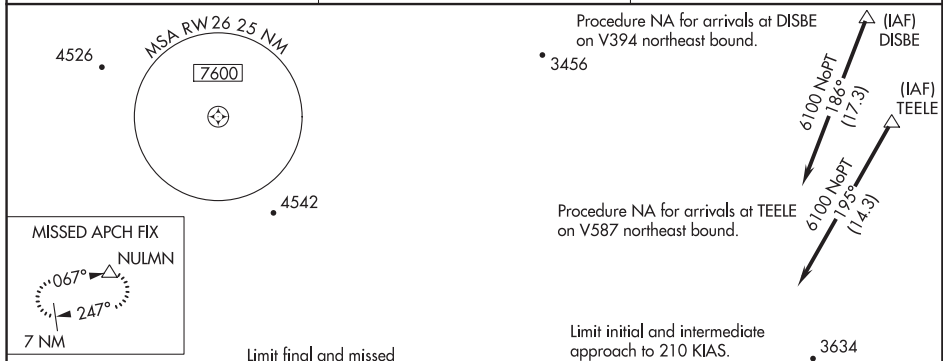
RNAV (GPS) RWY 26

BARSTOW-DAGGETT (DAG)

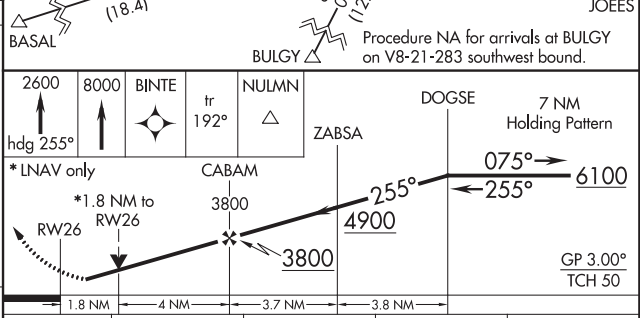
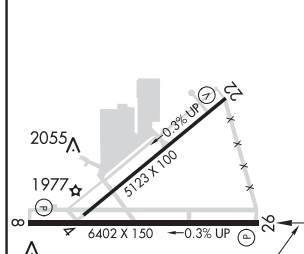
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F).
▲ Circling NA for Cat D south of Rwy 8-26. Baro-VNAV and VDP NA when using Southern California Logistics altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southern California Logistics altimeter setting and increase LPV DA# to 2433, visibility Cats A/B/C ¼ mile, Cat D ½ mile. Increase LPV DA to 2554 and all Cats visibility ¾ mile, LNAV/VNAV DA to 2600 and all Cats visibility ¾ mile. Increase all MDA 220 feet and visibility LNAV Cats A/B ¼ mile, Cat C ¾ mile, Cat D ½ mile, Circling Cat A ¼ mile. Helicopter visibility reduction below ¾ SM NA.
 #Missed approach requires a minimum climb of 220 feet per NM to 8000.

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.

ASOS 132.175	LOS ANGELES CENTER 132.5 284.7	UNICOM 123.0 (CTAF) 0
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ELEV 1930	TDZE 1918
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CATEGORY	A	B	C	D
LPV DA#		2222-1	304 (300-1)	
LPV DA		2343-1 3/8	425 (500-1 3/8)	
LNAV/VNAV DA		2389-1 5/8	471 (500-1 5/8)	
LNAV MDA	2540-1	622 (700-1)	2540-1 3/4	622 (700-1 3/4)
C CIRCLING	2640-1 710 (800-1)	2860-1 1/4 930 (1000-1 1/4)	3500-3	1570 (1600-3)

DAGGETT, CALIFORNIA
 Amdt 3 10DEC15

34°51'N-116°47'W

BARSTOW-DAGGETT (DAG)

RNAV (GPS) RWY 26

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC DAG	APP CRS	Rwy Idg	5123
113.2	224°	TDZE	1918
Chan 79		Apt Elev	1930

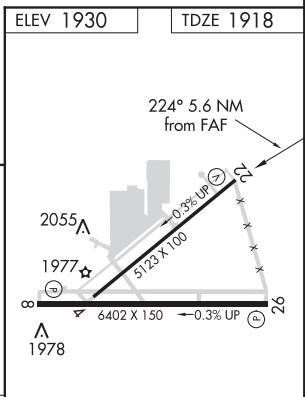
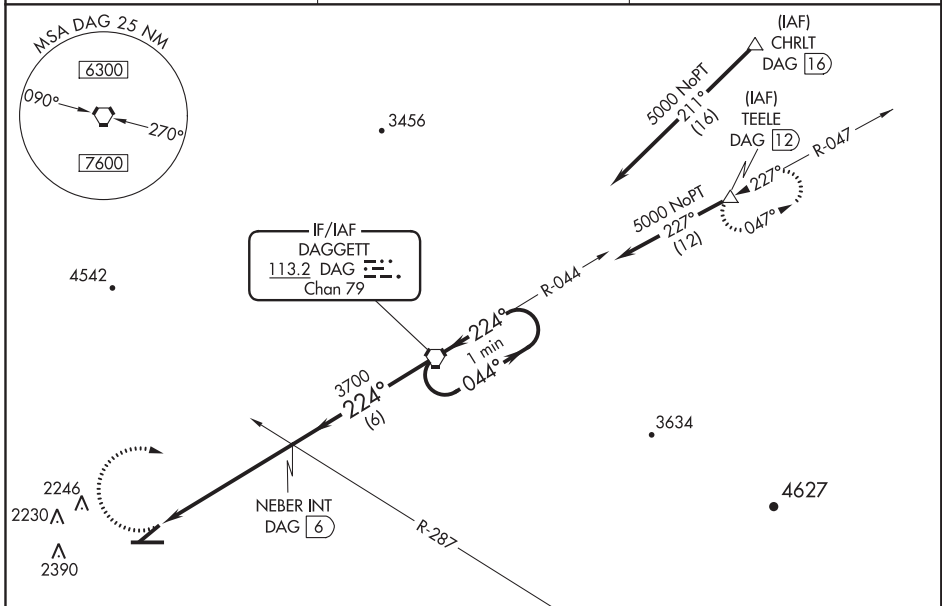
VOR or TACAN RWY 22

BARSTOW-DAGGETT (DAG)

⚠ Circling NA for Cat D south of Rwy 8-26. When local altimeter setting not received, use Victorville altimeter setting and increase all MDA 220 feet.

⚠ 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). When authorized by ATC climb in holding to 7500.

ASOS 132.175	LOS ANGELES CENTER 132.5 284.7	UNICOM 123.0 (CTAF) ①
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5000	DAG R-224	DAG	VGSI and descent angles not coincident (VGSI angle 3.00/TCH 40).	One Minute Holding Pattern
hdg 090°			NEBER INT DAG ⑥	DAG VORTAC
	DAG 11.7		2.93°	TCH 40
			3700	5000
			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)	3440-3 1510 (1600-3)	3540-3 1610 (1700-3)

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, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

15064

AIRPORT DIAGRAM

AL-104 (FAA)

BARSTOW-DAGGETT (DAG)
DAGGETT, CALIFORNIA

ASOS
132.175
CTAF/UNICOM
123.0

34°52'N

SW-3, 10 NOV 2016 to 05 JAN 2017

VAR 12.1° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

2055 ▲

ELEV 1909

SW-3, 10 NOV 2016 to 05 JAN 2017

FIELD
ELEV
1930

FAA
FSS
BLDG

ELEV 1923

077.9°

6402 X 150

ELEV 1909

34°51'N

RWY 04-22
S-30, D-105, 2S-133, 2D-190
RWY 08-26
S-30, D-170, 2S-175, 2D-320

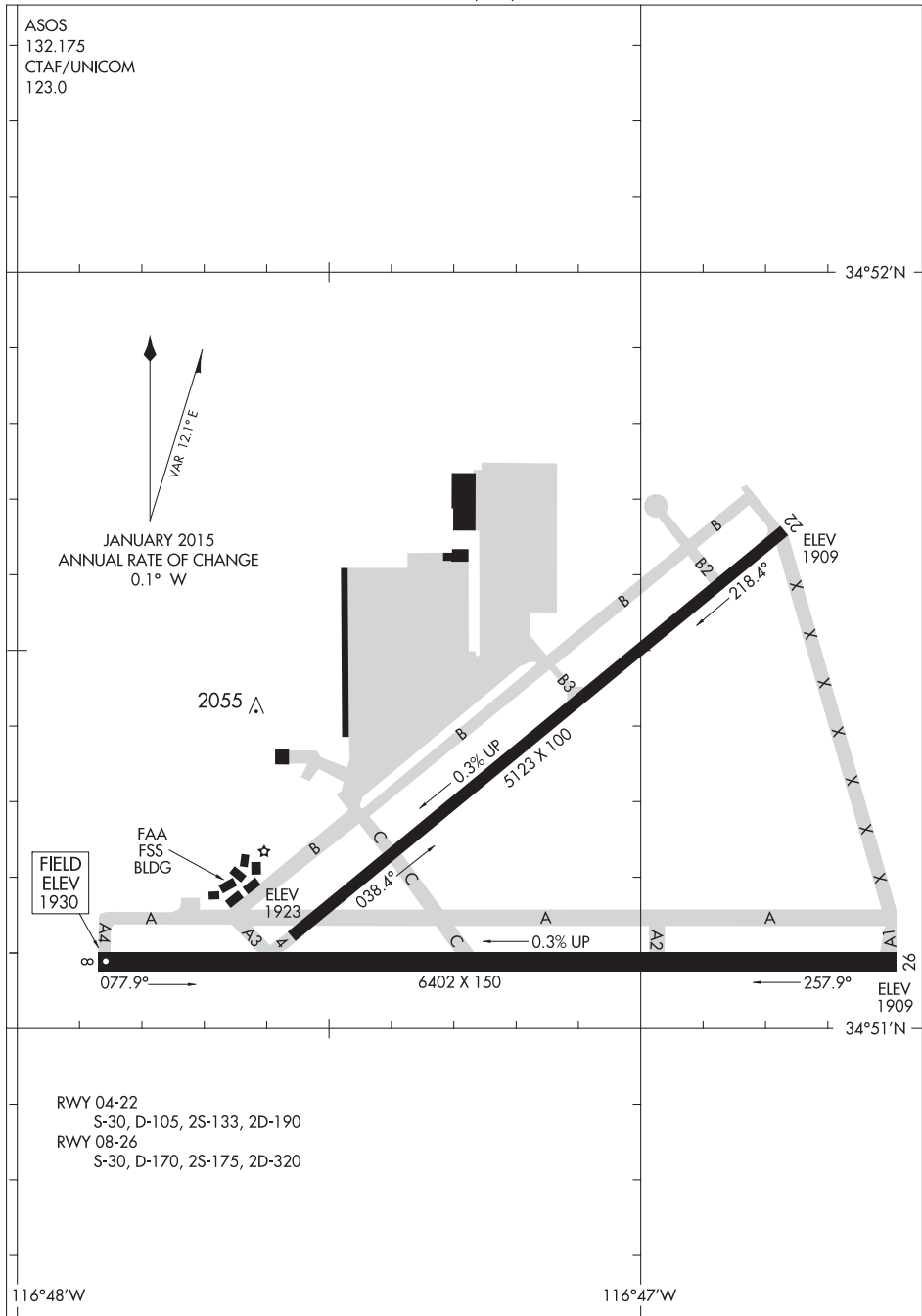
116°48'W

116°47'W

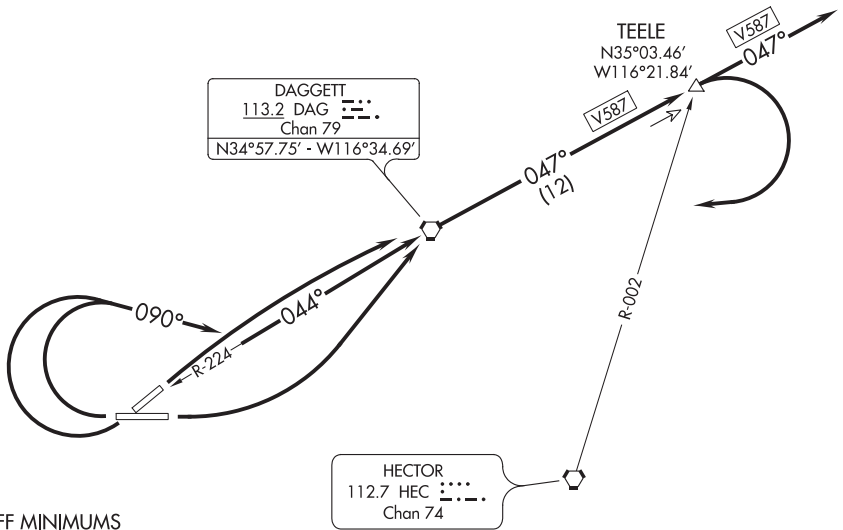
AIRPORT DIAGRAM

15064

DAGGETT, CALIFORNIA
BARSTOW-DAGGETT (DAG)



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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DELANO, CALIFORNIA

AL-6173 (FAA)

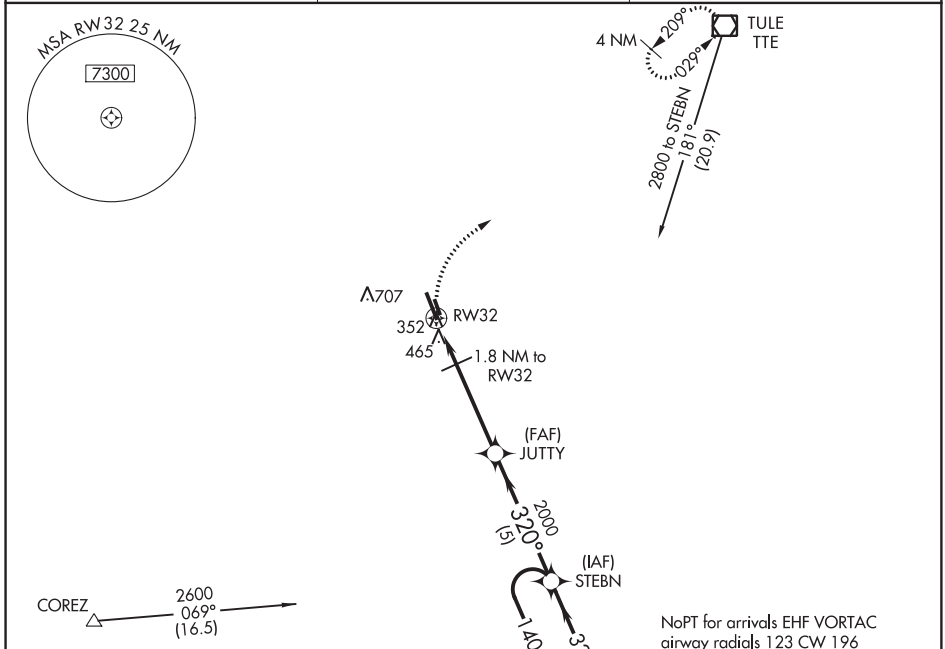
15344

APP CRS 320°	Rwy Idg 5659
TDZE 313	Apt Elev 314

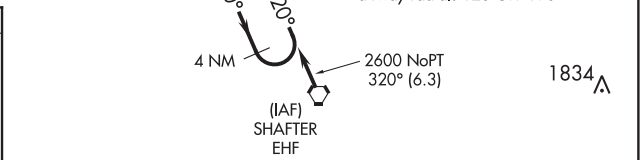
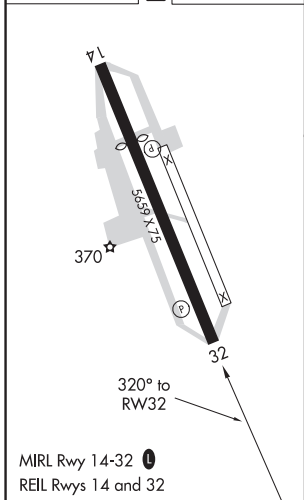
GPS RWY 32
DELANO MUNI (DLO)

NA Circling not authorized Southwest of Rwy 14-32. MISSED APPROACH: Climbing right turn to 3000 direct TTE VOR/DME and hold.

AWOS-3 119.55	BAKERSFIELD APP CON * 118.9	UNICOM 122.8 (CTAF) 0
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ELEV 314	D	TDZE 313
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CATEGORY	A	B	C	D
S-32	720-1 407 (500-1)		720-1¼ 407 (500-1¼)	
CIRCLING	760-1 446 (500-1)	780-1 466 (500-1)	780-1½ 466 (500-1½)	880-2 566 (600-2)

DELANO, CALIFORNIA
Amdt 1 28JAN99

35°45'N-119°14'W

DELANO MUNI (DLO)
GPS RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

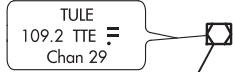
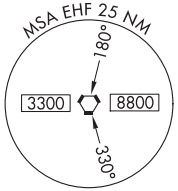
SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC EHF 115.4 Chan 101	APP CRS 322°	Rwy Idg TDZE Apt Elev	5659 313 314
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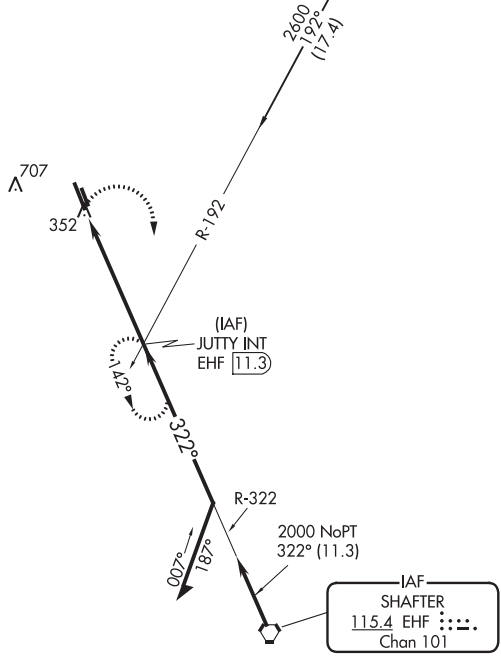
VOR RWY 32
DELANO MUNI (DLO)

NA Circling not authorized Southwest of Rwy 14-32. MISSED APPROACH: Climbing right turn to 2000 via EHF R-322 to JUTTY Int and hold.

AWOS-3 119.55	BAKERSFIELD APP CON* 118.9	UNICOM 122.8 (CTAF) 0
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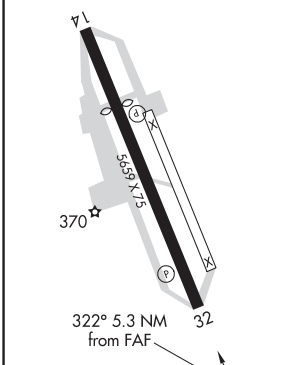
2412



SW-3, 10 NOV 2016 to 05 JAN 2017

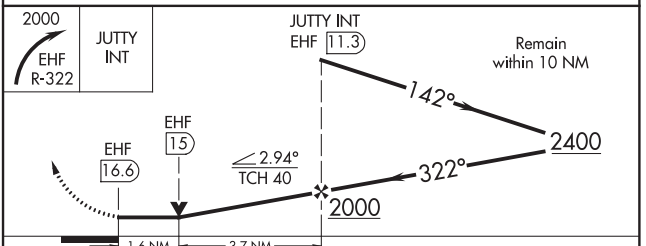
SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 314	D	TDZE 313
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MIRL Rwy 14-32 **0**
REIL Rwys 14 and 32
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-32	860-1 547 (600-1)		860-1½ 547 (600-1½)	860-1¾ 547 (600-1¾)
CIRCLING	860-1 546 (600-1)		860-1½ 546 (600-1½)	880-2 566 (600-2)

EDWARDS, CALIFORNIA

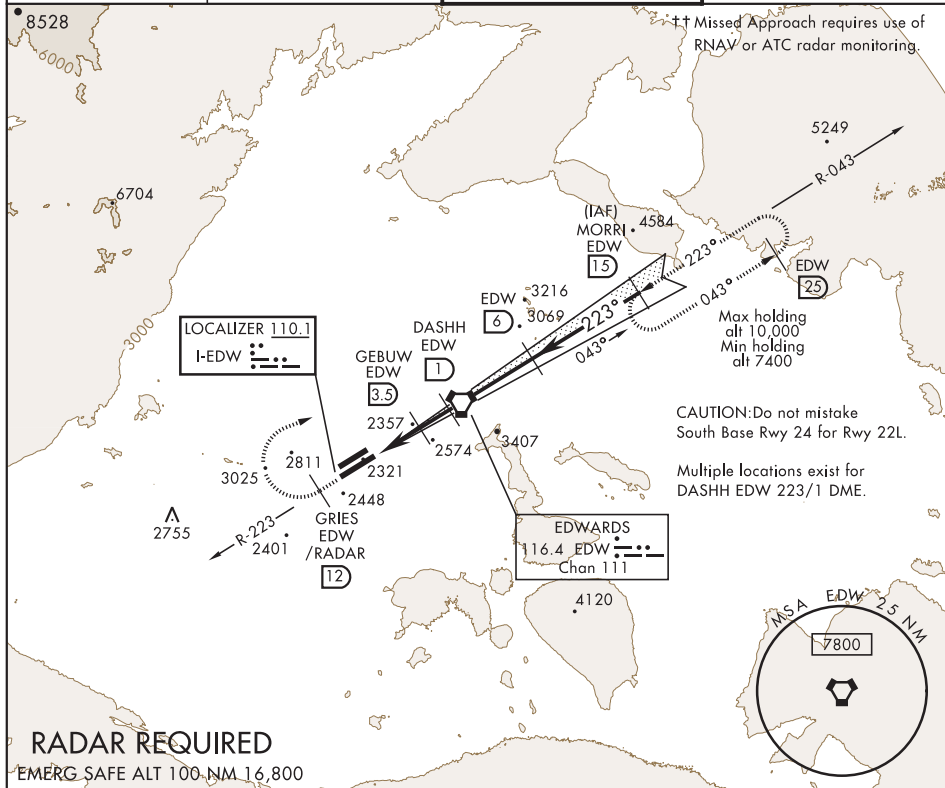
ILS or LOC/DME RWY 22L

LOC I-EDW 110.1	APCH CRS 223°	Rwy Idg 15,024 THRE 2282 Arpt Elev 2310
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AL-500 [USAF]

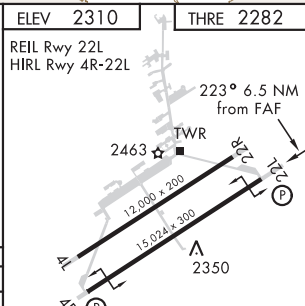
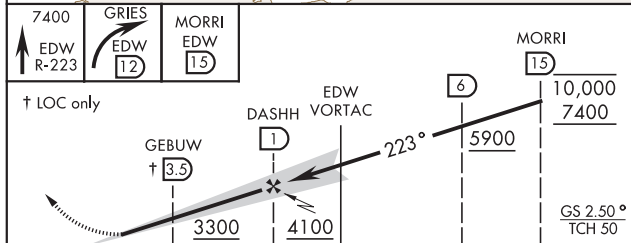
EDWARDS AFB (KEDW)

<p>▼ * Circling NA NW of Rwy 4R-22L.</p>		<p>†† MISSED APPROACH: Track EDW VORTAC R-223 outbound. At 12 DME (GRIES) turn right direct EDW R-043/15 DME and hold. Maintain 7400.</p>	
<p>ATIS ★ 149.875 269.9</p>	<p>SPORT APP CON 132.75 343.7</p>	<p>EDWARDS TOWER ★ 120.7 318.1</p>	<p>GND CON 121.8 225.4</p>



RADAR REQUIRED

EMERG SAFE ALT 100-NM 16,800



† LOC only	A	B	C	D	E
S-ILS 22L		2482-¾	200	(200-¾)	
S-LOC 22L		2620-1	338	(400-1)	
CIRCLING *	2880-1	570 (600-1)	2880-1½ 570(600-1½)	2880-2 570 (600-2)	3000-2½ 690(700-2½)

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

EDWARDS, CALIFORNIA

34°55'N-117°53'W

EDWARDS AFB (KEDW)

Amdt 2 25JUL13

ILS or LOC/DME RWY 22L

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EDWARDS, CALIFORNIA

RNAV (GPS) RWY 4R

APCH CRS 043°	Rwy ldg 15,024
	TDZE 2298
	Arpt Elev 2310

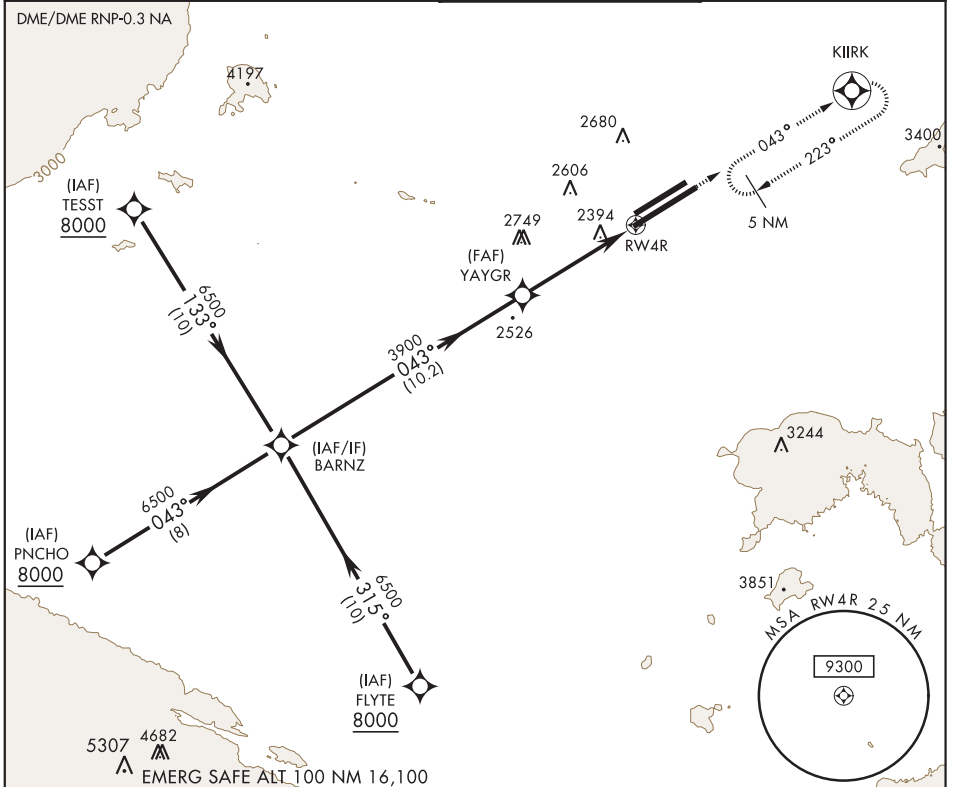
AL-500 [USAF]

EDWARDS AFB (KEDW)

▼ * Circling not authorized NW of Rwy 4R-22L.
For uncompensated Baro VNAV systems, LNAV/VNAV NA below -19°C (-3°F)

MISSED APPROACH: Proceed direct to KIIRK waypoint and hold. Climb in holding, maintain 5700.

ATIS ★ 149.875 269.9	SPORT APP CON 132.75 343.7	EDWARDS TOWER ★ 120.7 318.1	GND CON 121.8 225.4
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

BARNZ	VGSI and descent angle not coincident.		5700	KIIRK	ELEV 2310	TDZE 2298
6500	043°		↑	⊙		
GP 3.00° TCH 50	YAYGR		↑ 1.8 NM to RW4R			
	3900		↑ LNAV Only			
			RW4R			
			4.8 NM			
CATEGORY	A	B	C	D	E	
LNAV/VNAV DA	2900-2		602	(600-2)		
LNAV MDA	2920-1	622 (700-1)	2920-1¾		622 (700-1¾)	
CIRCLING *	2920-1	610 (700-1)	2920-1¾ 610 (700-1¾)	2920-2 610 (700-2)	3060-2¾ 750 (800-2¾)	

EDWARDS, CALIFORNIA
Amdt 2 07MAR13

34°55'N-117°53'W

EDWARDS AFB (KEDW)

RNAV (GPS) RWY 4R

EDWARDS, CALIFORNIA

RNAV (GPS) RWY 22L

APCH CRS 223°	Rwy Idg 15,024
	THRE 2282
	Arpt Elev 2310

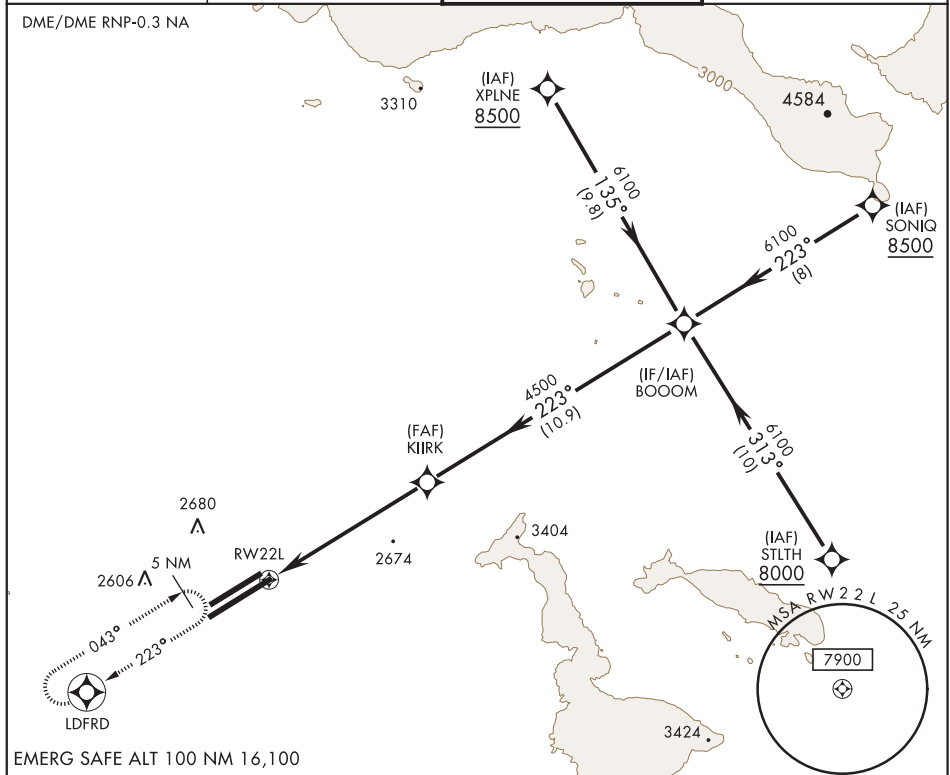
AL-500 [USAF]

EDWARDS AFB (KEDW)

▼ * Circling not authorized NW of Rwy 4R-22L.
For uncompensated Baro VNAV systems, LNAV/VNAV NA below -19°C (-3°F)

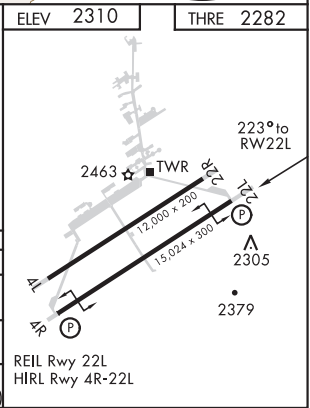
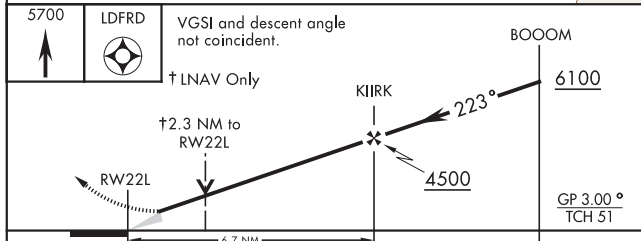
MISSED APPROACH: Proceed direct to LDFRD waypoint and hold. Climb in holding, maintain 5700.

ATIS ★ 149.875 269.9	SPORT APP CON 132.75 343.7	EDWARDS TOWER ★ 120.7 318.1	GND CON 121.8 225.4
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	2620-1½		338	(400-1½)	
LNAV MDA	2960-1	678 (700-1)	2960-1¾		678 (700-1¾)
CIRCLING *	2960-1	650 (700-1)	2960-1¾ 650 (700-1¾)	2960-2 650 (700-2)	3060-2¾ 750 (800-2¾)

EDWARDS, CALIFORNIA
Amdt 2 07FEB13

34°55'N-117°53'W

EDWARDS AFB (KEDW)

RNAV (GPS) RWY 22L

EDWARDS, CALIFORNIA

VOR/DME or TACAN RWY 4L

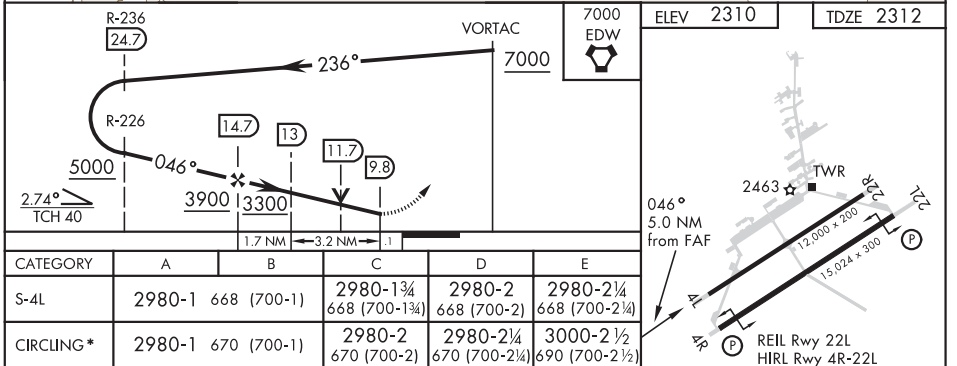
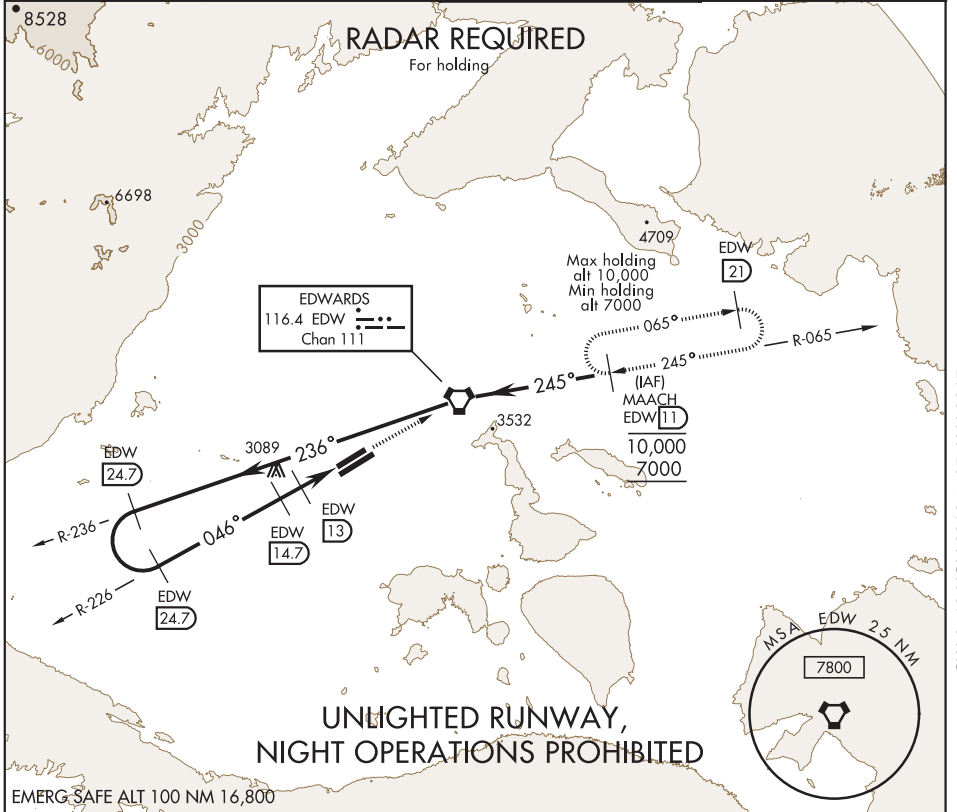
VORTAC EDW 116.4 Chan 111	APCH CRS 046°	Rwy Idg 12,000 TDZE 2312 Arprt Elev 2310
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AL-500 [USAF]

EDWARDS AFB (KEDW)

▼ * Circling not authorized NW of Rwy 4L-22R. Circling NA at night to Rwy 22R. MISSED APPROACH: Proceed direct EDW VORTAC, then intercept EDW R-065 to EDW 11 DME and hold. Maintain 7000.

ATIS ★ 149.875 269.9	SPORT APP CON 132.75 343.7	EDWARDS TOWER ★ 120.7 318.1	GND CON 121.8 225.4
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EDWARDS, CALIFORNIA

34°55'N-117°53'W

EDWARDS AFB (KEDW)

Orig 16315

VOR/DME or TACAN RWY 4L

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EDWARDS, CALIFORNIA

VOR/DME or TACAN RWY 4R

VORTAC EDW 116.4 Chan 111	APCH CRS 043°	Rwy Idg 15,024 TDZE 2298 Arpt Elev 2310
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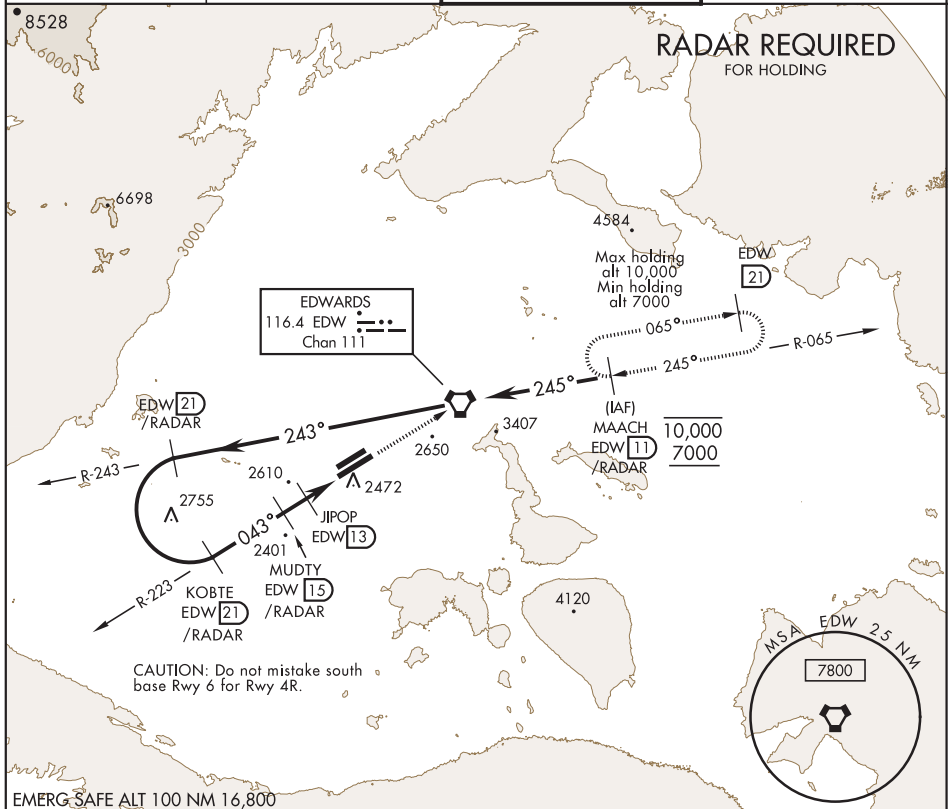
AL-500 [USAF]

EDWARDS AFB (KEDW)

▼ * Circling not authorized NW of Rwy 4R-22L.

MISSED APPROACH: Track EDW VORTAC R-223 to EDW. Intercept EDW R-065 to 11 DME and hold. Maintain 7000.

ATIS ★ 149.875 269.9	SPORT APP CON 132.75 343.7	EDWARDS TOWER ★ 120.7 318.1	GND CON 121.8 225.4
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

R-243 (21) /RADAR	VORTAC	7000	EDW	ELEV 2310	TDZE 2298
KOBTE R-223 (21) /RADAR	MUDTY (15) /RADAR	JIPOP (13) /RADAR	11.6 (10) /RADAR	7000	EDW R-223
5000	3900	3200	2 NM	3 NM	VGS1 and vert descent angle not coincident.
3.61° TCH 47					043° 5.0 NM from FAF
CATEGORY	A	B	C	D	E
S-4R	2860-1 562 (600-1)		2860-1½ 562 (600-1½)	2860-1¾ 562 (600-1¾)	2860-2 562 (600-2)
CIRCLING *	2880-1 570 (600-1)		2880-1½ 570 (600-1½)	2880-2 570 (600-2)	3000-2½ 690 (700-2½)

EDWARDS, CALIFORNIA 34°55'N-117°53'W EDWARDS AFB (KEDW)

Orig 16315

VOR/DME or TACAN RWY 4R

EDWARDS, CALIFORNIA

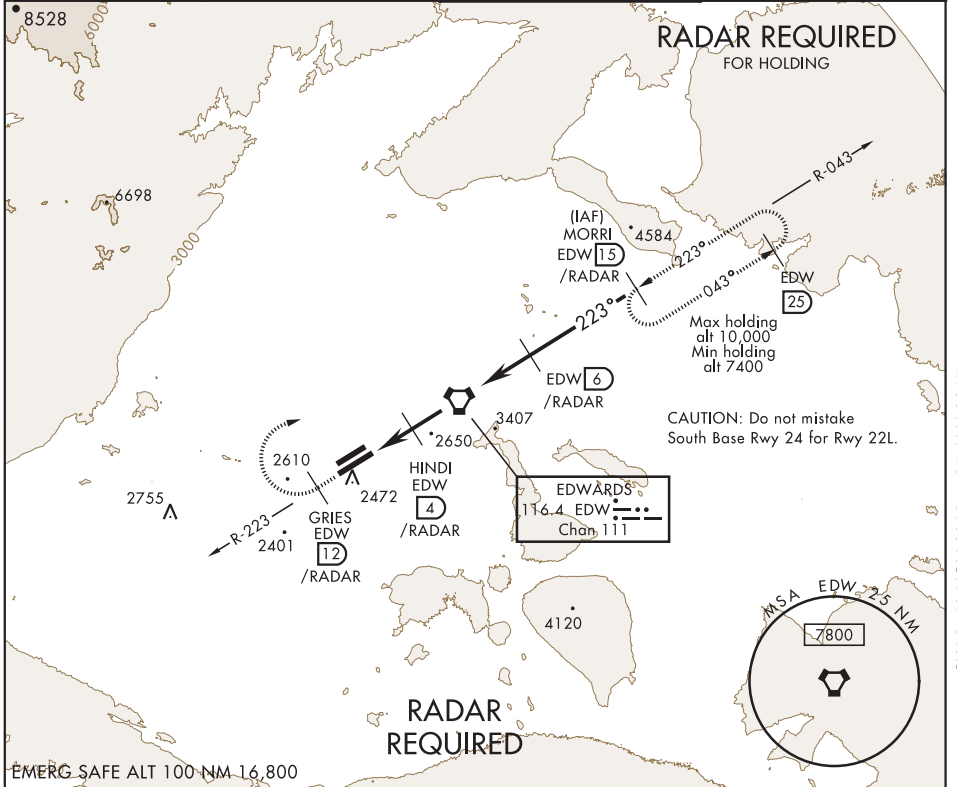
VOR/DME or TACAN RWY 22L

VORTAC EDW 116.4 Chan 111	APCH CRS 223°	Rwy Idg 15,024 TDZE 2285 Arpt Elev 2310
---	-------------------------	--

AL-500 [USAF]

EDWARDS AFB (KEDW)

<p>▼ * Circling not authorized NW of Rwy 4R-22L.</p>		<p>MISSED APPROACH: Track EDW VORTAC R-223 outbound. At 12 DME (GRIES) turn right direct EDW R-043/15 DME and hold. Maintain 7400.</p>	
<p>ATIS ★ 149.875 269.9</p>	<p>SPORT APP CON 132.75 343.7</p>	<p>EDWARDS TOWER ★ 120.7 318.1</p>	<p>GND CON 121.8 225.4</p>



<p>7400 GRIES EDW R-223 (12)</p> <p>MORRI EDW (15)</p> <p>HUBNO (7) /RADAR</p> <p>HINDI (4) /RADAR</p> <p>VORTAC</p> <p>EDWARDS (6) /RADAR</p> <p>MORRI (15) /RADAR</p> <p>10,000 / 7400</p> <p>5900</p> <p>4500</p> <p>3300</p> <p>2463 TWR</p> <p>2379</p> <p>MSA EDW 7.5 NM 7800</p> <p>223° 7.5 NM from FAF</p> <p>12,000 ± 200</p> <p>15,024 ± 300</p> <p>REIL Rwy 22L</p> <p>HIRL Rwy 4R-22L</p>	<p>ELEV 2310</p> <p>TDZE 2285</p>																		
<p>EMERG SAFE ALT 100-NM 16,800</p>																			
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>S-22L</td> <td colspan="2">2640-1 355 (400-1)</td> <td colspan="3">2640-1¼ 355 (400-1¼)</td> </tr> <tr> <td>CIRCLING *</td> <td>2880-1 570 (600-1)</td> <td>2880-1½ 570(600-1½)</td> <td>2880-2 570 (600-2)</td> <td colspan="2">3000-2½ 690(700-2½)</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	E	S-22L	2640-1 355 (400-1)		2640-1¼ 355 (400-1¼)			CIRCLING *	2880-1 570 (600-1)	2880-1½ 570(600-1½)	2880-2 570 (600-2)	3000-2½ 690(700-2½)		
CATEGORY	A	B	C	D	E														
S-22L	2640-1 355 (400-1)		2640-1¼ 355 (400-1¼)																
CIRCLING *	2880-1 570 (600-1)	2880-1½ 570(600-1½)	2880-2 570 (600-2)	3000-2½ 690(700-2½)															

EDWARDS, CALIFORNIA
Amdt 1 16315

34°55'N-117°53'W

EDWARDS AFB (KEDW)

VOR/DME or TACAN RWY 22L

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EDWARDS, CALIFORNIA

VOR/DME or TACAN RWY 22R

VORTAC EDW 116.4 Chan 111	APCH CRS 226°	Rwy Idg TDZE 2292 Arprt Elev 2310
--	-------------------------	---

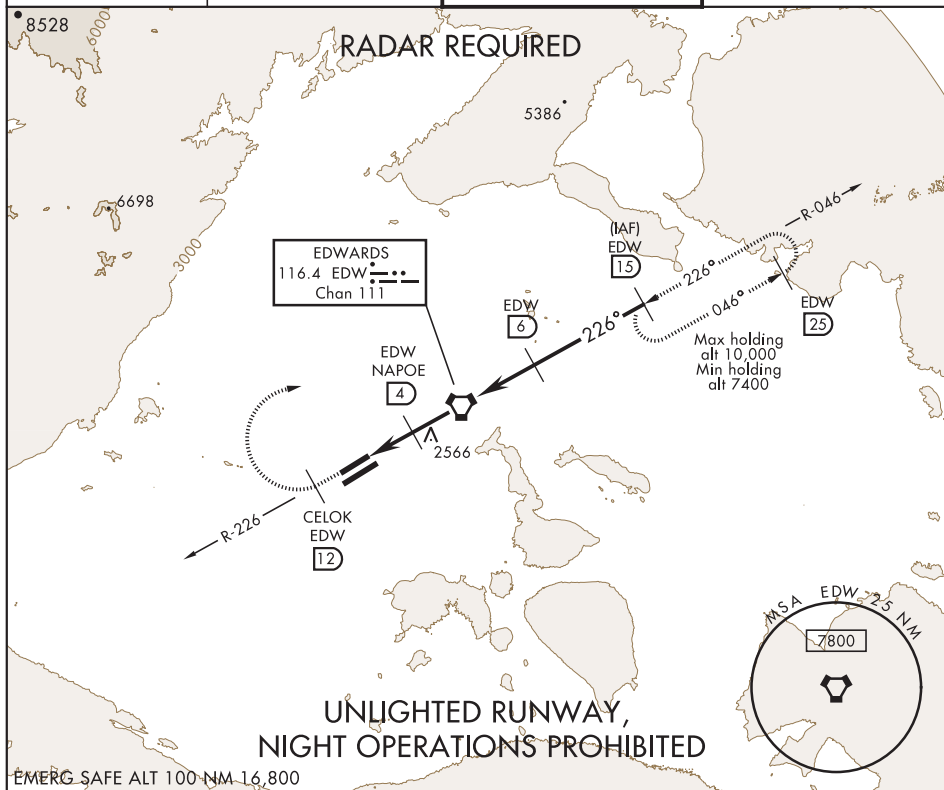
AL-500 [USAF]

EDWARDS AFB (KEDW)

▼ * Circling not authorized NW of Rwy 4L-22R.
Circling NA at night to Rwy 4L.

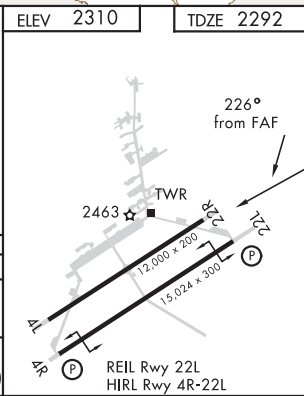
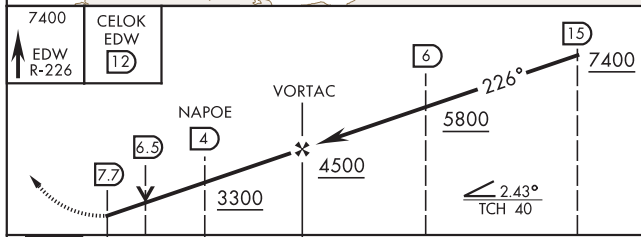
MISSED APPROACH: Track EDW VORTAC R-226 outbound. At EDW 12 DME turn right direct EDW R-046/15 DME and hold. Maintain 7400.

ATIS ★ 149.875 269.9	SPORT APP CON 132.75 343.7	EDWARDS TOWER ★ 120.7 318.1	GND CON 121.8 225.4
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-22R	2740-1 448 (500-1)		2740-1¼ 448 (500-1¼)	2740-1½ 448 (500-1½)	
CIRCLING *	2880-1 570 (600-1)		2880-1½ 570(600-1½)	2900-2 590 (600-2)	3000-2½ 690(700-2½)

EDWARDS, CALIFORNIA
Orig 16315

34°55'N-117°53'W

EDWARDS AFB (KEDW)

VOR/DME or TACAN RWY 22R

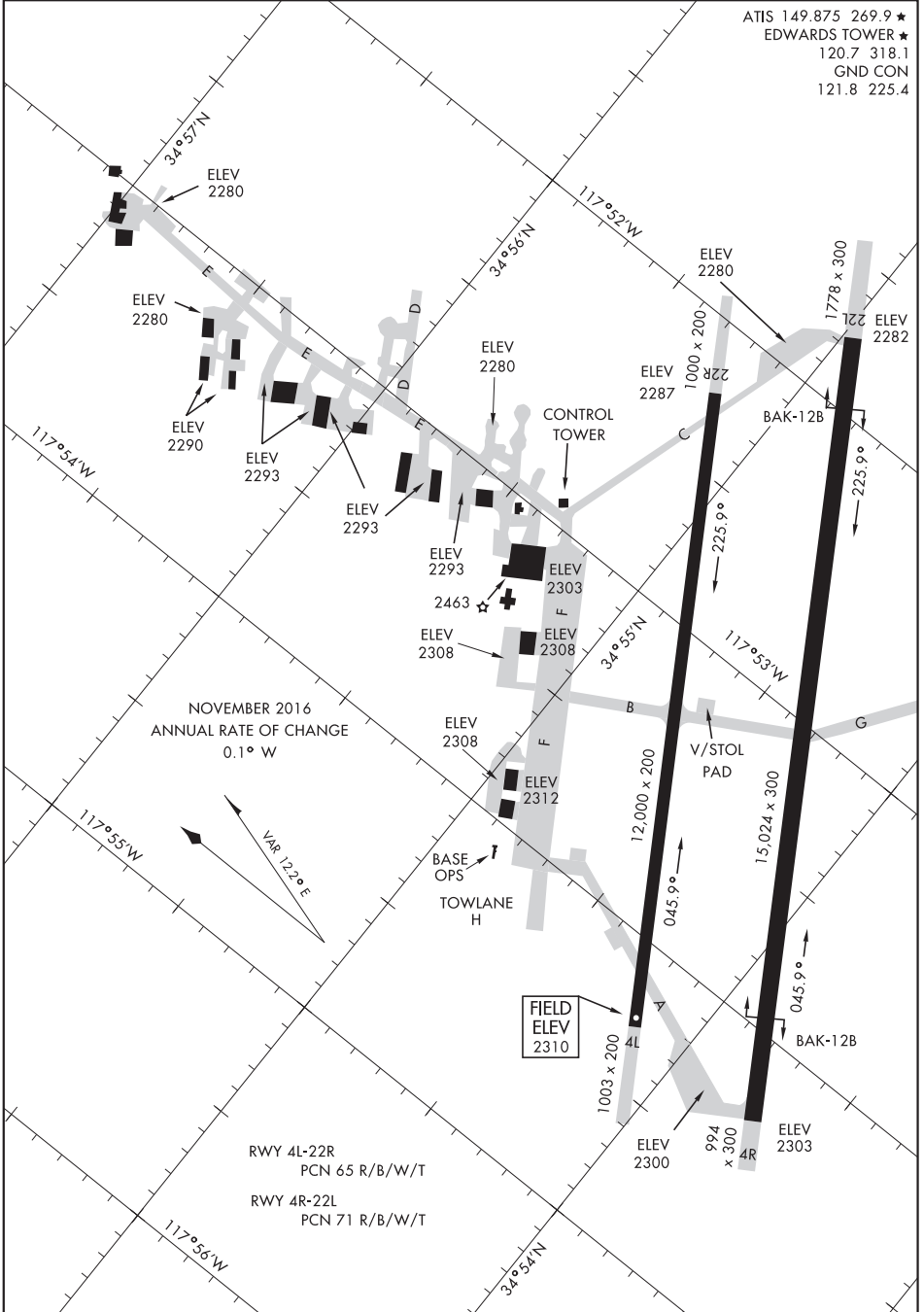
AIRPORT DIAGRAM

AFD-500 [USAF]

EDWARDS AFB (KEDW)

EDWARDS, CALIFORNIA

ATIS 149.875 269.9 ★
 EDWARDS TOWER ★
 120.7 318.1
 GND CON
 121.8 225.4



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

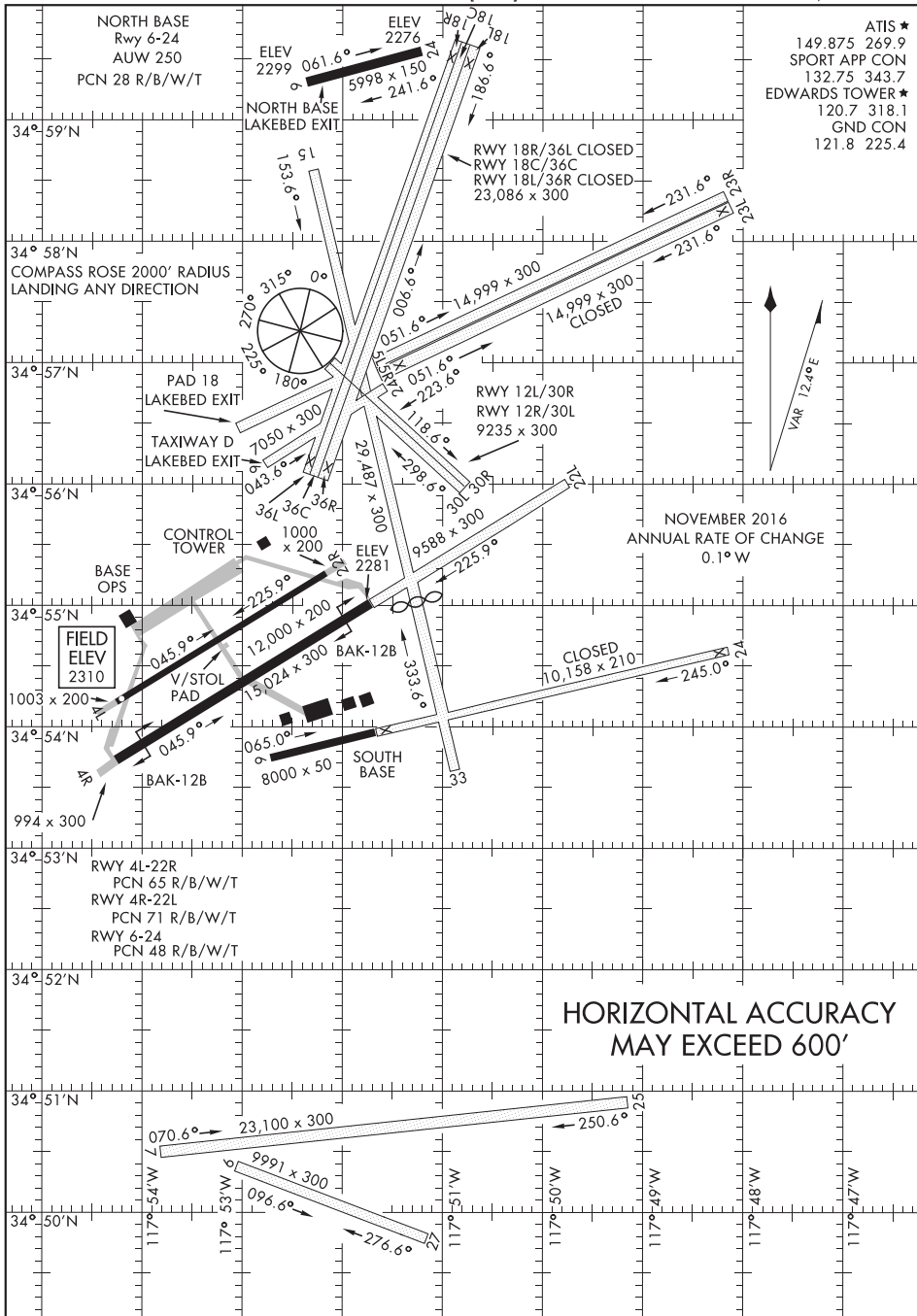
EDWARDS, CALIFORNIA

EDWARDS AFB (KEDW)

AIRPORT DIAGRAM

AFD-500 [USAF]

EDWARDS, CALIFORNIA



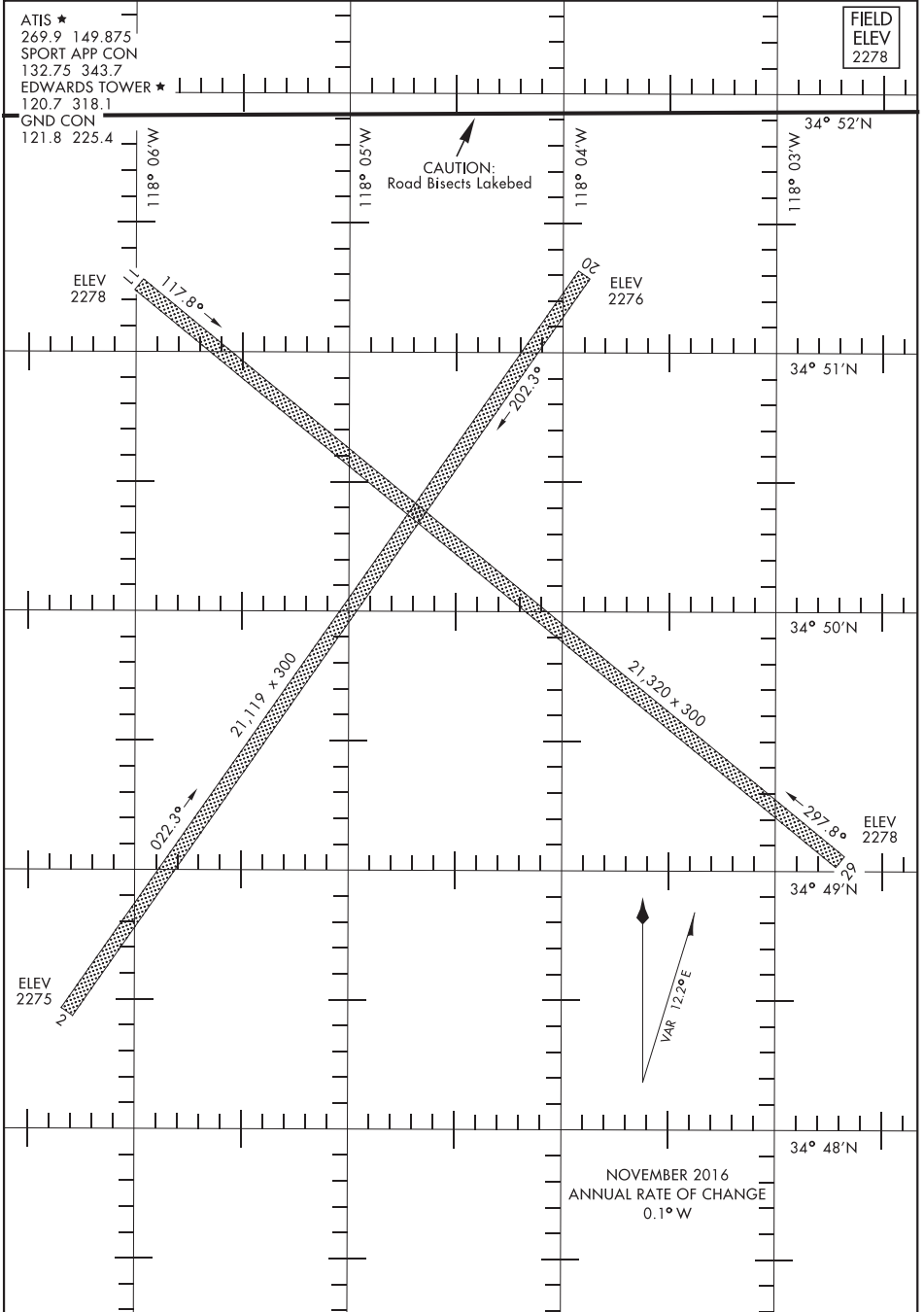
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

EDWARDS, CALIFORNIA
EDWARDS/ROGERS LAKEBED (KEDW)

AIRPORT DIAGRAM



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

EL CENTRO, CALIFORNIA

RNAV (GPS) RWY 26

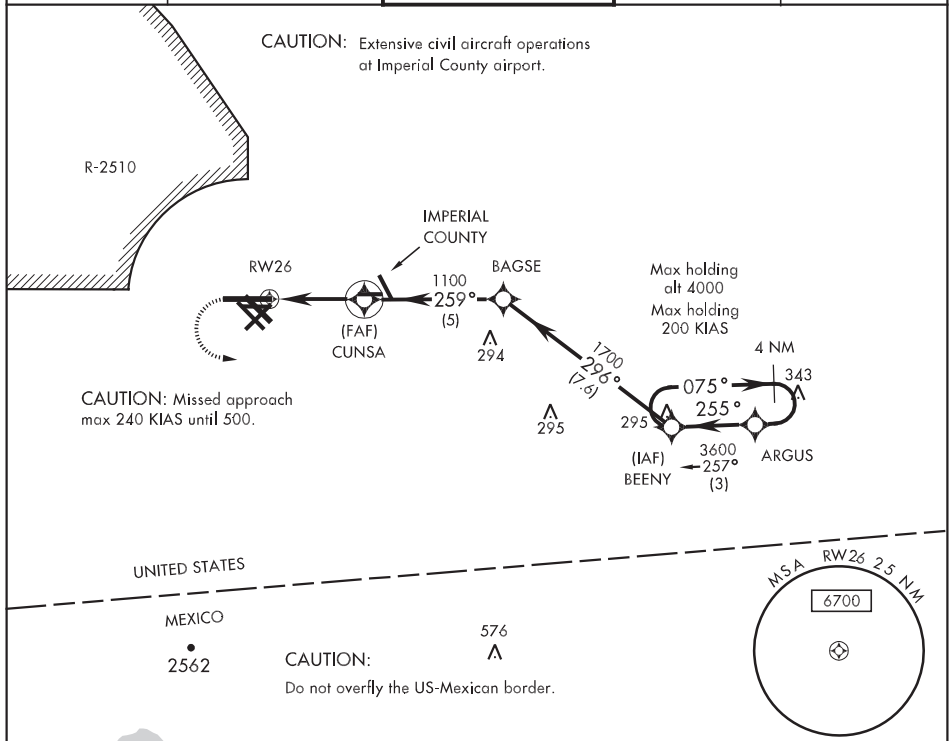
APCH CRS	Rwy Idg	9503
259°	THRE	-46
	Arpt Elev	-42

AL-472 [USN]

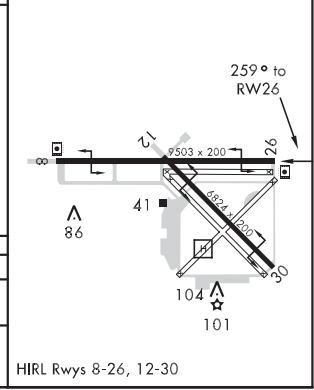
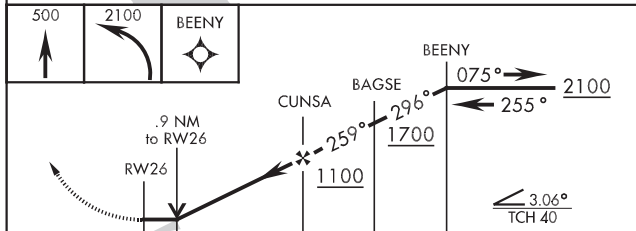
EL CENTRO NAF (KNJK)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 500, then climbing left turn to 2100 direct BEENY and hold.		
---------------------	--	---	--	--

ATIS ★	LOS ANGELES CENTER	EL CENTRO TOWER ★	GND CON	CLNC DEL
269.275	128.6 291.7	119.1 360.2	121.9 254.35	340.2



ELEV	-42	THRE	-46
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CATEGORY	A	B	C	D
LNAV MDA	280-1		326	(400-1)
C CIRCLING	460-1	502 (600-1)	460-1½ 502 (600-1½)	520-2 562 (600-2)

HIRL Rwy 8-26, 12-30

EL CENTRO, CALIFORNIA
Amdt 2 12DEC13

32°49'N-115°40'W

EL CENTRO NAF (KNJK)

RNAV (GPS) RWY 26

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 30

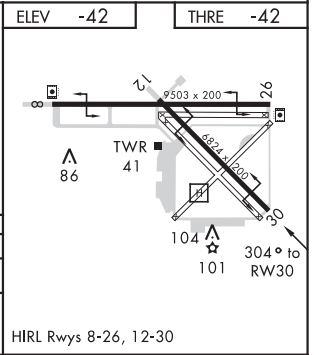
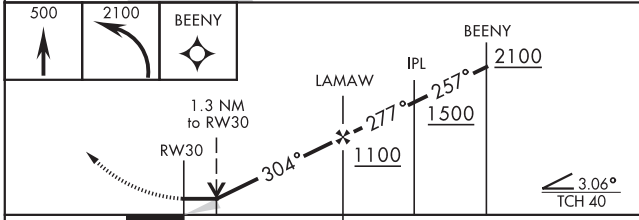
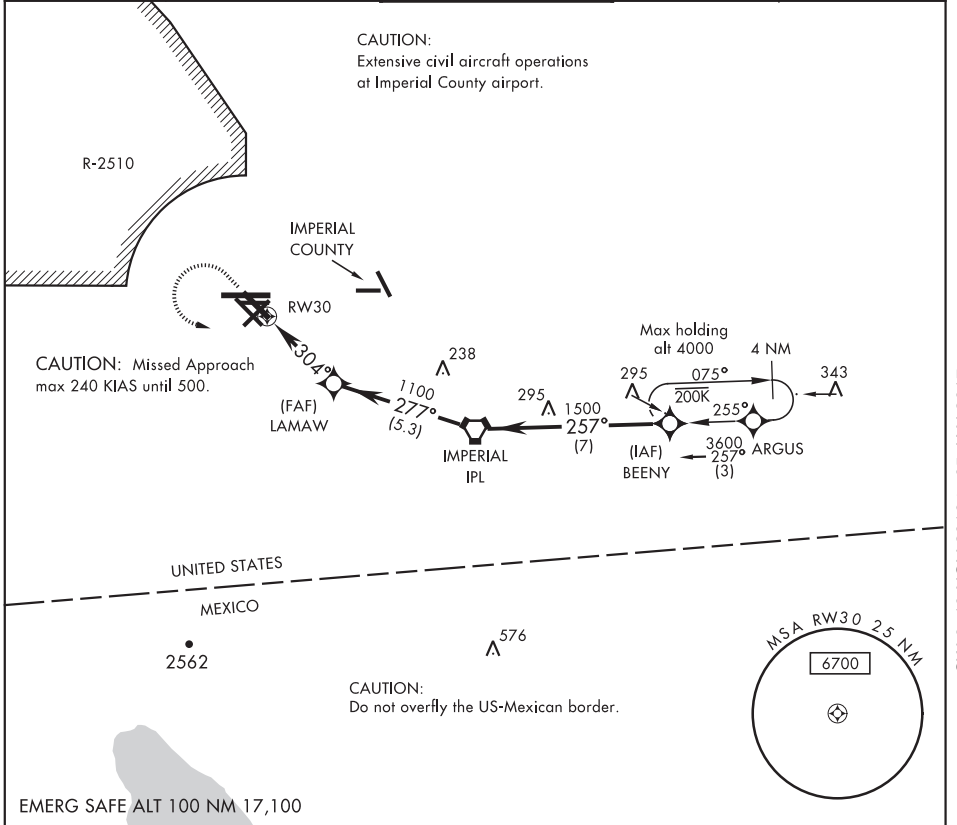
APCH CRS 304°	Rwy Idg THRE Arpt Elev	6824 -42 -42
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AL-472 [USN]

EL CENTRO NAF (KNJK)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 500, then climbing left turn to 2100 direct BEENY and hold.		
---------------------	--	---	--	--

ATIS ★ 269.275	LOS ANGELES CENTER 128.6 291.7	EL CENTRO TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2
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CATEGORY	A	B	C	D
LNAV MDA	420-1 462 (500-1)	420-1 462 (500-1)	420-1 462 (500-1)	420-1 462 (500-1)
CIRCLING	460-1 502 (600-1)	460-1 502 (600-1)	460-1 502 (600-1)	520-2 562 (600-2)

HIRL Rwy 8-26, 12-30

RNAV (GPS) RWY 30

SW-3, 10 NOV 2016 to 05 JAN 2017

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EL CENTRO, CALIFORNIA

VOR/DME RWY 30

EL CENTRO NAF (KNJK)

VORTAC IPL 115.9 Chan 106	APCH CRS 284°	Rwy Idg THRE Arpt Elev 6824 -42 -42
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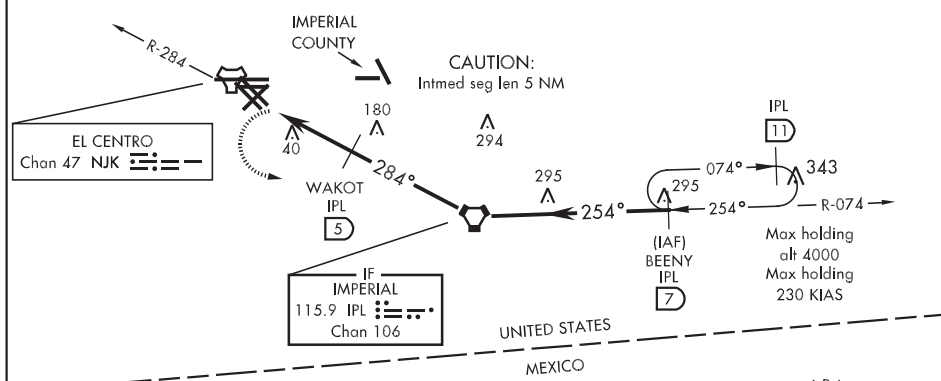
AL-472 [USN]

▼ MISSED APPROACH: Climb to 600, then climbing left turn to 2000, intercept IPL VORTAC R-074 to BEENY and hold.

ATIS ★ 269.275	LOS ANGELES CENTER 128.6 291.7	EL CENTRO TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2
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CAUTION:
Extensive civil aircraft
operations at
Imperial County airport.

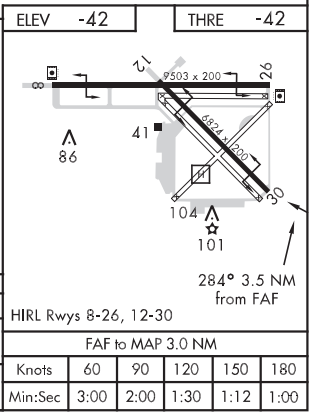
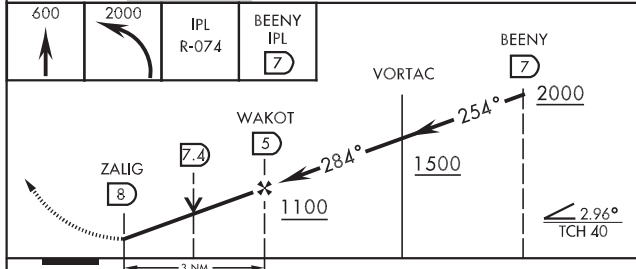
CAUTION:
Inmed seg len 5 NM



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 17,100 from "NJK" TACAN



CATEGORY	A	B	C	D
S-30	360-1 402 (500-1)	360-1½ 402 (500-1½)	460-1½ 520-2	502 (600-1½) 562 (600-2)
CIRCLING	460-1 502 (600-1)			

EL CENTRO, CALIFORNIA
Amdt 2 12DEC13

32°49'N-115°40'W

EL CENTRO NAF (KNJK)

VOR/DME RWY 30

TACAN-A

TACAN NJK Chan 47	APCH CRS 277°	Rwy ldg TDZE Arprt Elev	N/A N/A -42
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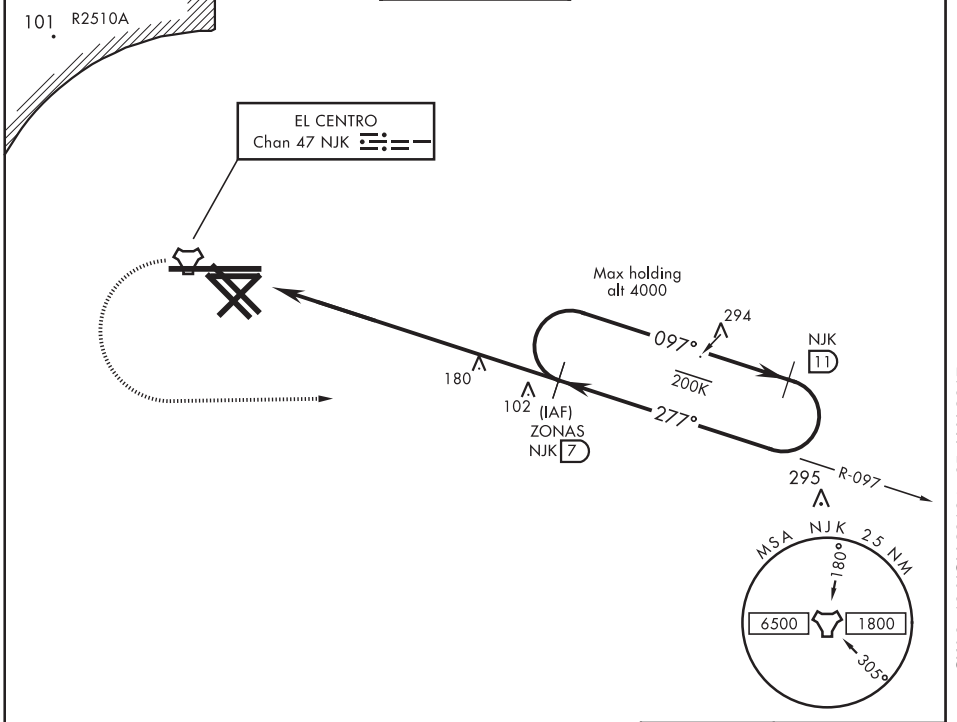
AL-472 [USN]

EL CENTRO NAF (KNJK)

▼ *Circling to Rwy 30 not authorized at night

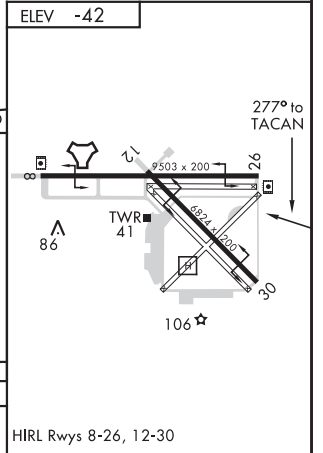
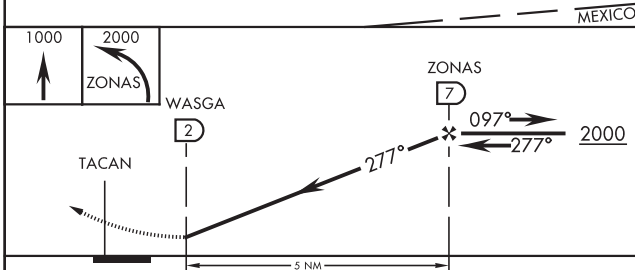
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct ZONAS and hold.

ATIS ★ 269.275	LOS ANGELES CENTER 128.6 291.7	EL CENTRO TOWER ★ 119.1 360.2	GND CON 121.9 254.35	CLNC DEL 340.2
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CAUTION: Do not overfly the US-Mexican border.

EMERG SAFE ALT 100 NM 17,100



CATEGORY	A	B	C	D
CIRCLING *	480-1 522 (600-1)		480-1½ 522 (600-1½)	520-2 562 (600-2)

EL CENTRO, CALIFORNIA

32° 50' N - 115° 40' W

EL CENTRO NAF (KNJK)

Orig 10DEC15

TACAN-A

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

EL CENTRO NAF (KNJK)

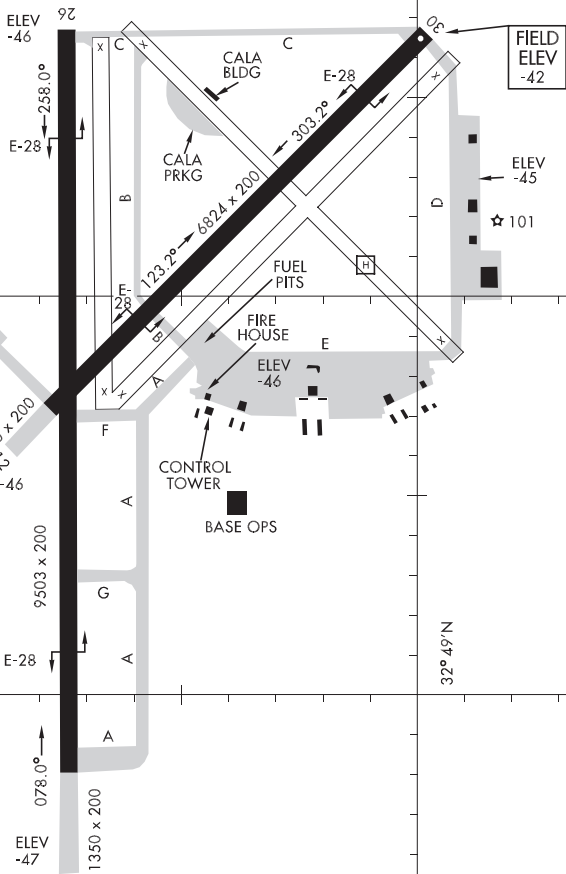
EL CENTRO, CALIFORNIA

AFD-472 [USN]

VAR 11.9°E
 MAY 2011
 ANNUAL RATE OF CHANGE
 0.1°W

ATIS ★ 269.275
 EL CENTRO TOWER ★
 119.1 360.2
 GND CON
 121.9 254.35
 METRO 348.3
 CLNC DEL
 340.2

115°39'W



Rwy 8-26
 PCN 62 R/C/W/T
 Rwy 12-30
 PCN 35 R/D/W/T

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

EL CENTRO, CALIFORNIA
EL CENTRO NAF (KNJK)

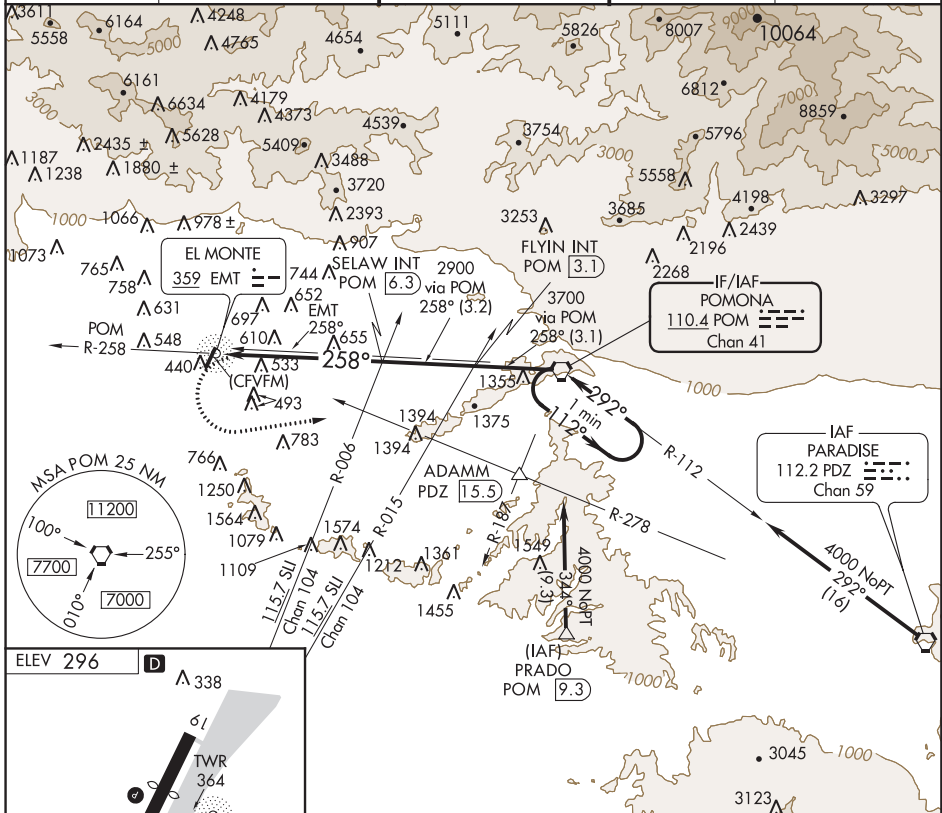
VORTAC POM 110.4 Chan 41	APP CRS 258°	Rwy Idg TDZE Apt Elev N/A N/A 296
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VOR or GPS-A
SAN GABRIEL VALLEY (EMT)

⚠ When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA's 140 feet. Helicopter visibility reduction below 1 SM NA. Circling Rwy 1 NA at night.

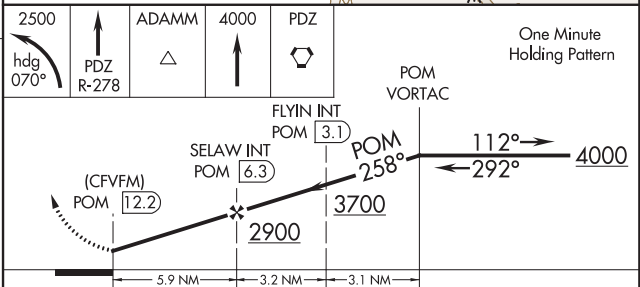
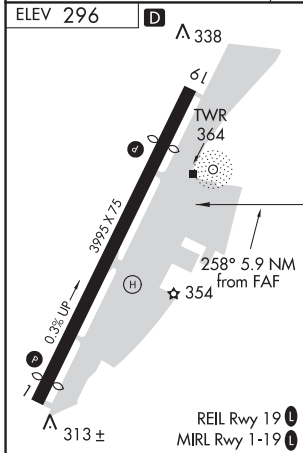
MISSED APPROACH: Climbing left turn to 2500 on heading 070° and PDZ VORTAC R-278 to ADAMM Int/PDZ 15.5 DME then continue climb to 4000 to PDZ VORTAC.

ATIS 118.75	SOCAL APP CON 125.5 318.2	EL MONTE TOWER * 121.2 (CTAF) 0	GND CON 125.9	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58
CATEGORY	A		B		C
CIRCLING	1260-1¼ 964 (1000-1¼)		1260-1½ 964 (1000-1½)		NA

EL MONTE, CALIFORNIA
Amdt 7A 15SEP16

34°05'N-118°02'W
99

SAN GABRIEL VALLEY (EMT)
VOR or GPS-A

VORTAC PDZ 112.2 Chan 59	APP CRS 096°	Rwy Idg TDZE Apt Elev N/A N/A 296
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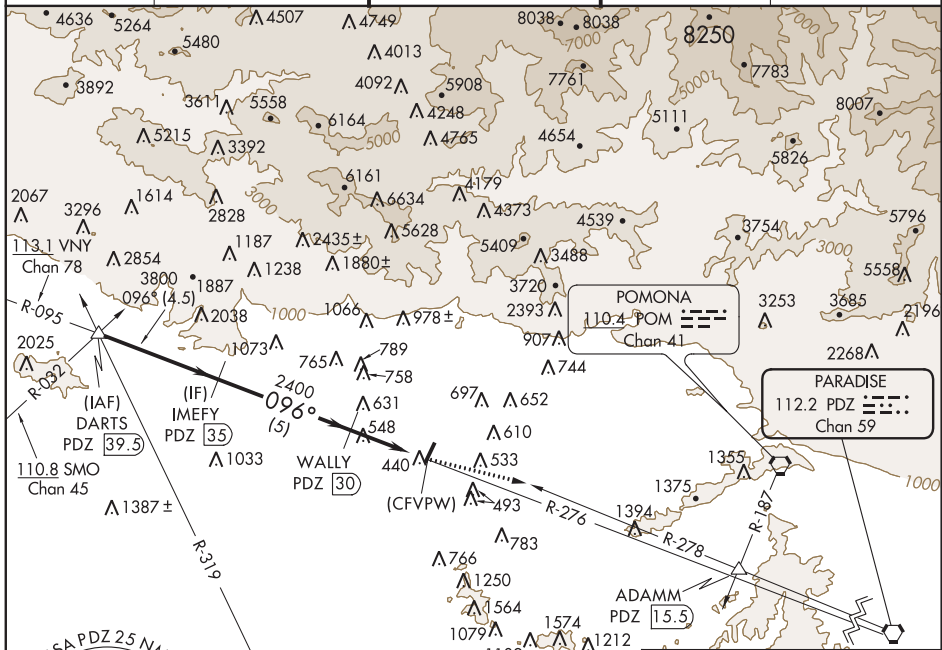
VOR or GPS-B

SAN GABRIEL VALLEY (EMT)

⚠ When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA's 140 feet. Helicopter visibility reduction below 1 SM NA. Circling Rwy 1 NA at night. DME required.

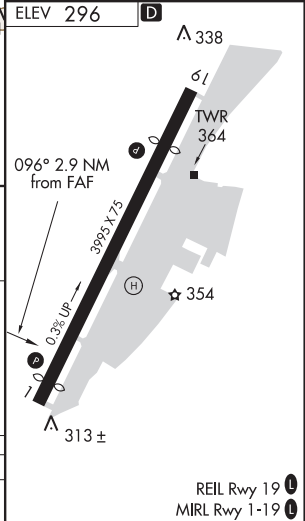
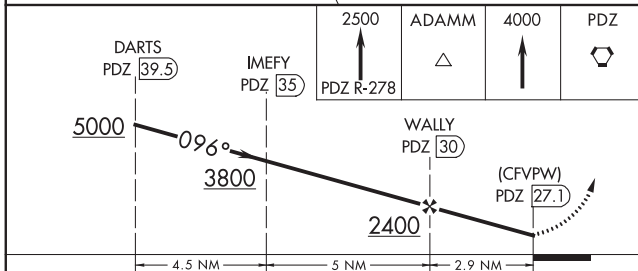
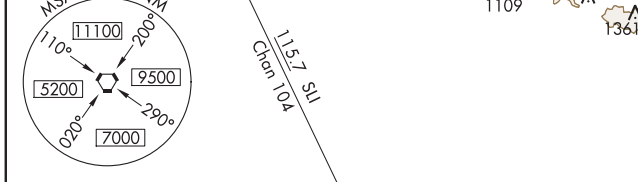
MISSED APPROACH: Climb to 2500 on PDZ R-278 to ADAMM Int/PDZ 15.5 DME then continue climb to 4000 to PDZ VORTAC.

ATIS 118.75	SOCAL APP CON 125.5 318.2	EL MONTE TOWER* 121.2 (CTAF) 0	GND CON 125.9	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1340-1½	1044 (1100-1½)	NA	NA

NDB EMT 359	APP CRS 258°	Rwy ldg TDZE Apt Elev	N/A N/A 296
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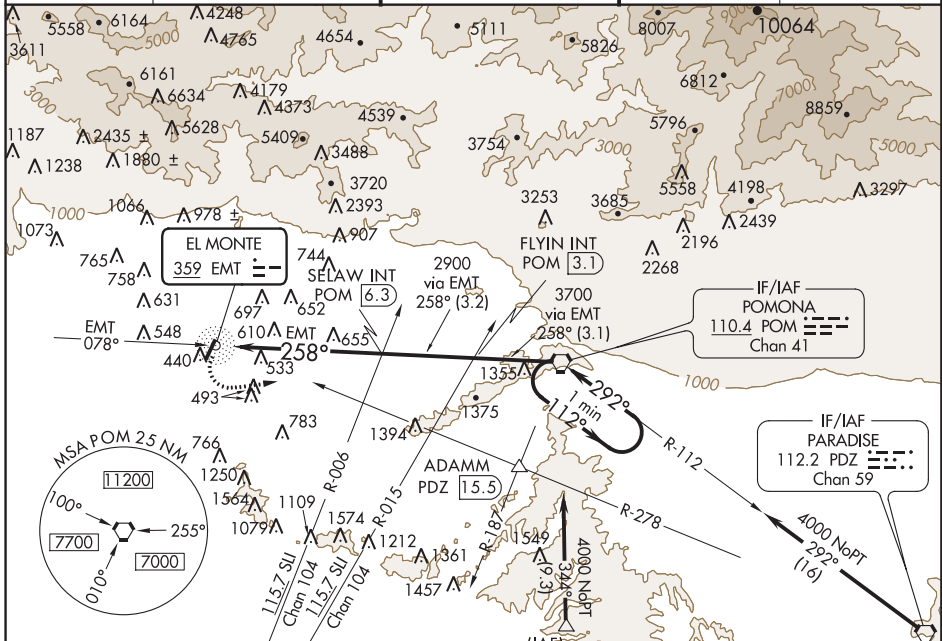
NDB or GPS-C

SAN GABRIEL VALLEY (EMT)

⚠ When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA's 140 feet and Cat B visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Circling Rwy 1 NA at night.

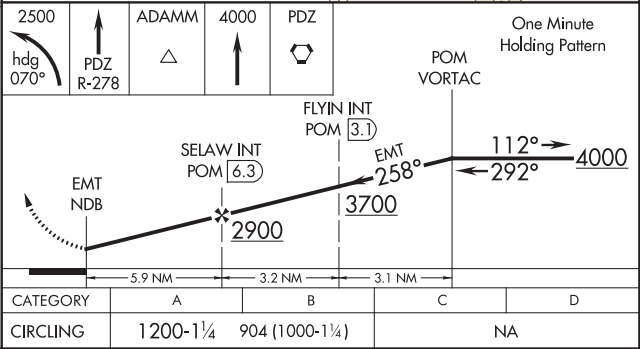
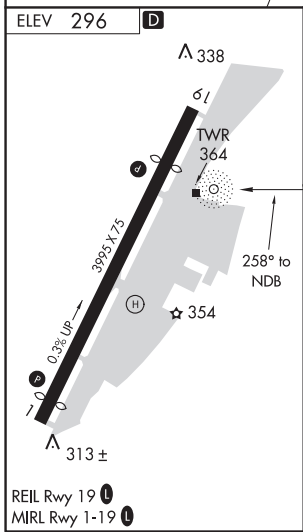
MISSED APPROACH: Climbing left turn to 2500 on heading 070° and on PDZ VORTAC R-278 to ADAMM Int/PDZ 15.5 DME then continue climb to 4000 to PDZ VORTAC.

ATIS 118.75	SOCAL APP CON 125.5 318.2	EL MONTE TOWER★ 121.2 (CTAF) 0	GND CON 125.9	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



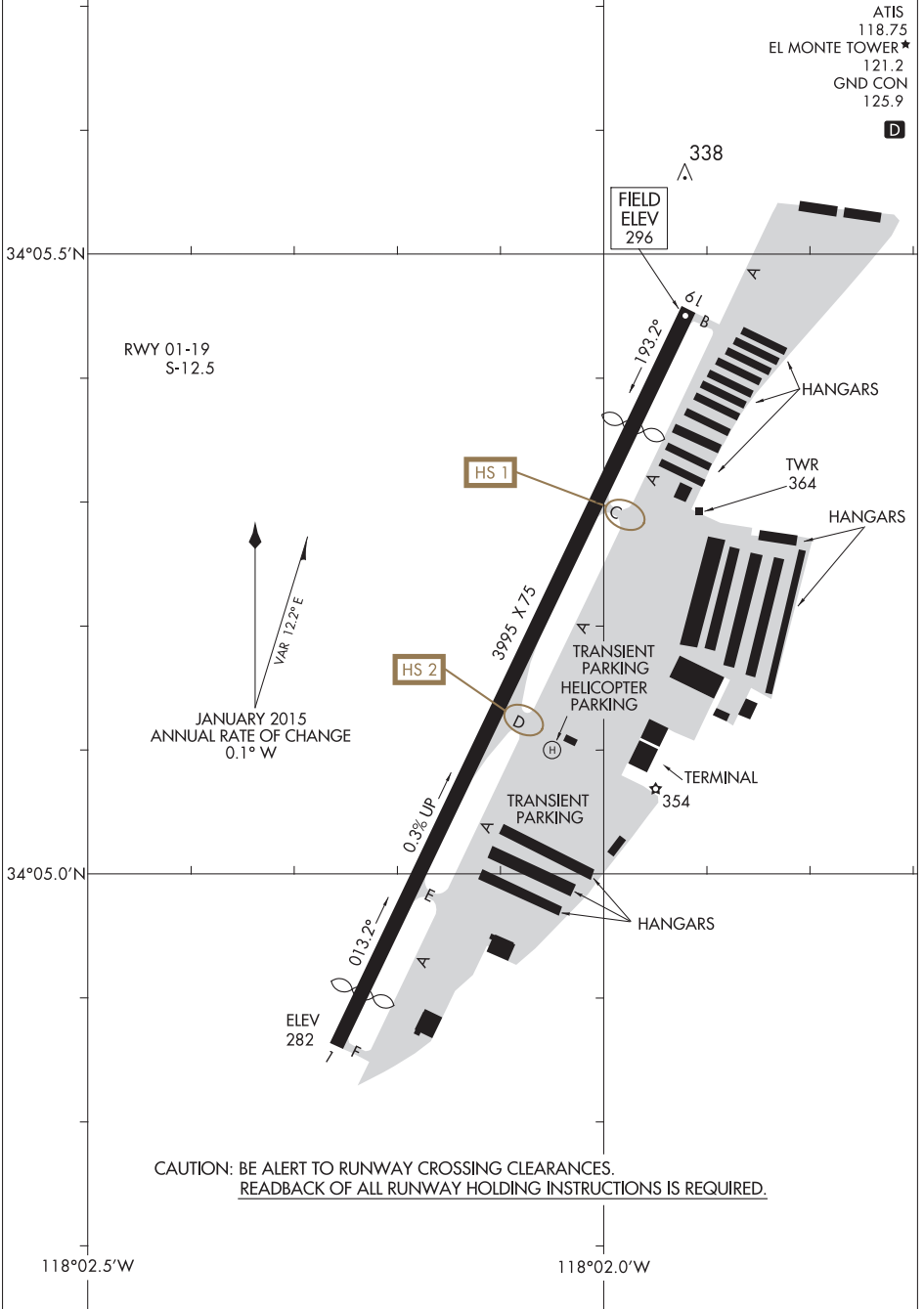
AIRPORT DIAGRAM

AL-5639 (FAA)

SAN GABRIEL VALLEY (EMT)
EL MONTE, CALIFORNIA

ATIS 118.75
EL MONTE TOWER* 121.2
GND CON 125.9

D



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

EL MONTE, CALIFORNIA
SAN GABRIEL VALLEY (EMT)

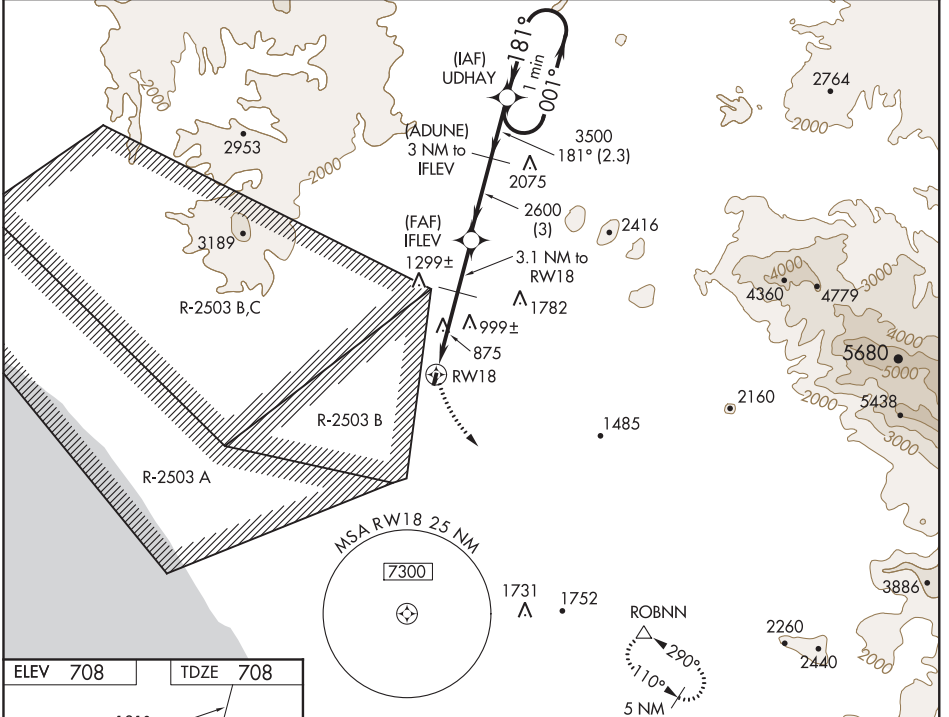
APP CRS **181°**
 Rwy Idg **2160**
 TDZE **708**
 Apt Elev **708**

GPS RWY 18
 FALLBROOK COMMUNITY AIRPARK (L18)

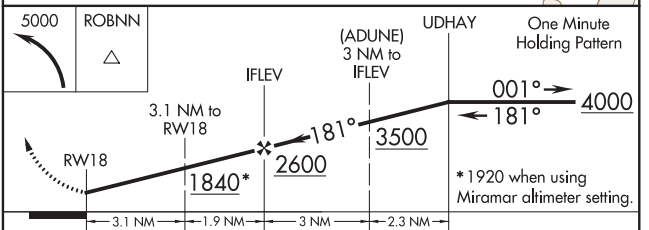
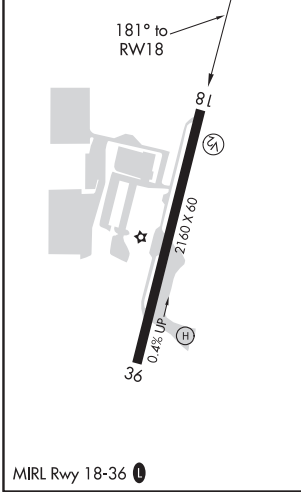
NA Circling not authorized west of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use MCAS Miramar altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 5000 direct ROBNN WP and hold.

AWOS-3P **118.425** SOCIAL APP CON **127.3 323.0** CTAF **123.05**



ELEV **708** TDZE **708**



CATEGORY	A	B	C	D
S-18	1260-1	552 (600-1)		NA
CIRCLING	1260-1	552 (600-1)		NA
MCAS MIRAMAR ALTIMETER SETTING MINIMUMS				
S-18	1360-1	652 (700-1)		NA
CIRCLING	1360-1	652 (700-1)		NA

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

FALLBROOK ONE DEPARTURE (OBSTACLE)

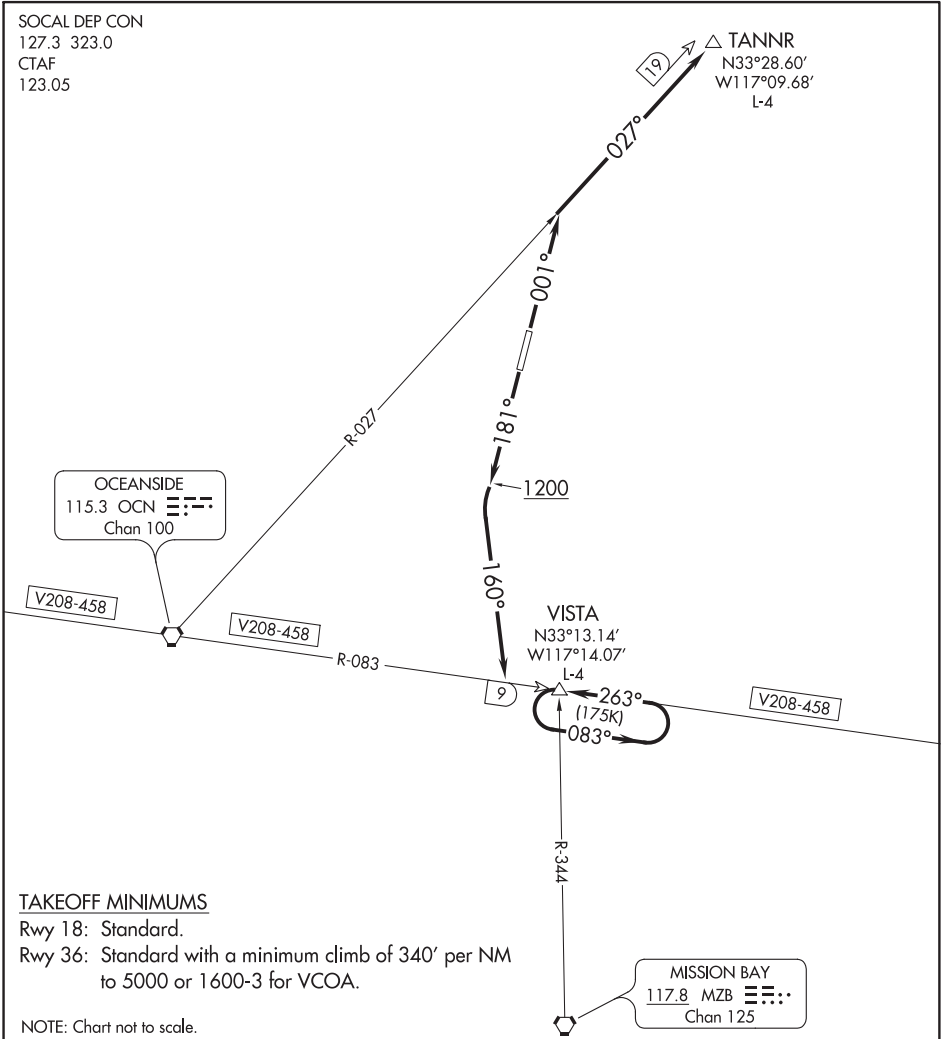
SOCAL DEP CON
127.3 323.0
CTAF
123.05

TANNR
N33°28.60'
W117°09.68'
L-4

OCEANSIDE
115.3 OCN
Chan 100

VISTA
N33°13.14'
W117°14.07'
L-4

MISSION BAY
117.8 MZB
Chan 125



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwy 18: Standard.

Rwy 36: Standard with a minimum climb of 340' per NM to 5000 or 1600-3 for VCOA.

NOTE: Chart not to scale.

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)

RNAV (GPS) RWY 24

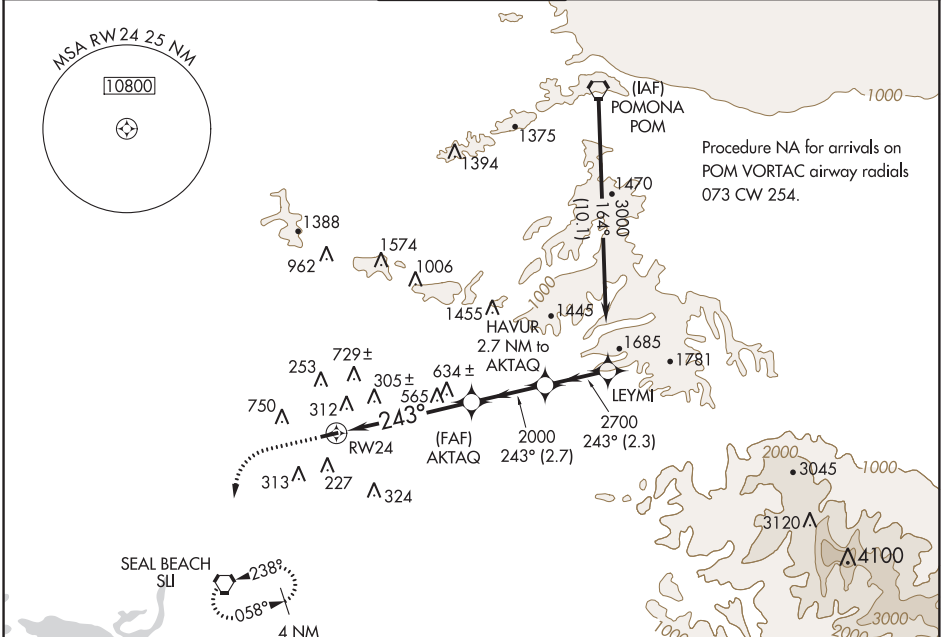
FULLERTON MUNI (F'UL)

APP CRS 243°	Rwy Idg 2868
	TDZE 95
	Apt Elev 96

▽ Inoperative table does not apply.
△ NA DME/DME RNP-0.3 NA. Night landing: Rwy 6 NA
 Helicopter visibility reduction below 1 SM NA.

MALSR 
MISSED APPROACH: Climb to 1300, then climbing left turn to 2600 direct SLI VORTAC and hold.

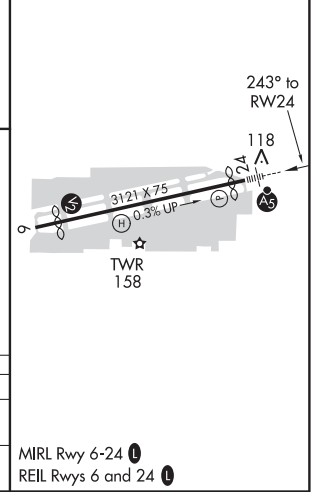
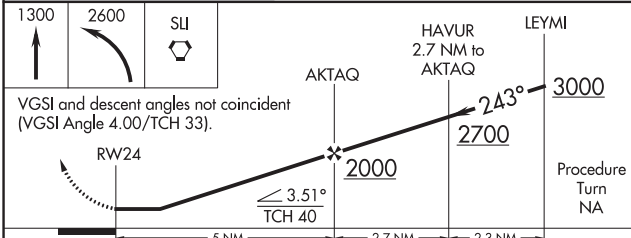
ATIS 125.05	SOCAL APP CON 125.35 316.125	FULLERTON TOWER* 119.1 (CTAF) 	GND CON 121.8	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 96	TDZE 95
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CATEGORY	A	B	C	D
LNAV MDA	900-1 805 (900-1)	900-1¼ 805 (900-1¼)		NA
CIRCLING	900-1 804 (900-1)	900-1¼ 804 (900-1¼)		NA

MIRL Rwy 6-24 
 REIL Rws 6 and 24 

FULLERTON, CALIFORNIA

AL-5136 (FAA)

16147

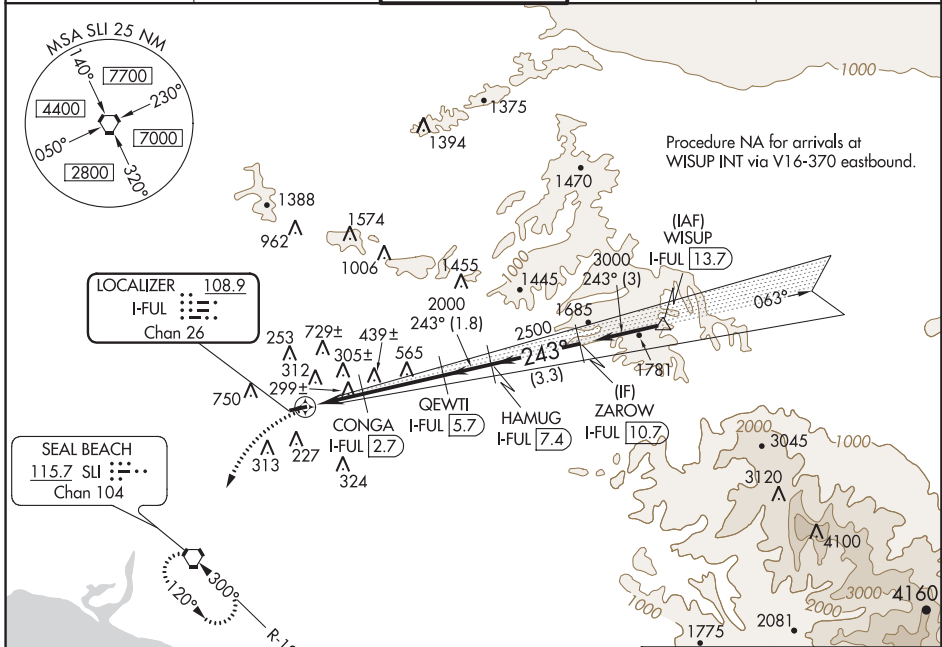
LOC/DME I-FUL 108.9 Chan 26	APP CRS 243°	Rwy Idg 2868 TDZE 95 Apt Elev 96
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LOC/DME RWY 24

FULLERTON MUNI (F'UL)

<p>Inoperative table does not apply. Night landing: Rwy 6 NA. Helicopter visibility reduction below 1 SM NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing left turn to 2600 direct SU VORTAC and hold.</p>

ATIS 125.05	SOCAL APP CON 125.35 316.125	FULLERTON TOWER★ 119.1 (CTAF)	GND CON 121.8	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 96	TDZE 95			
CATEGORY	A	B	C	D
S-24	560-1	465 (500-1)		NA
CIRCLING	760-1 664 (700-1)	840-1¼ 744 (800-1¼)		NA

FULLERTON, CALIFORNIA
Orig-B 26MAY16

33°52'N-117°59'W

FULLERTON MUNI (F'UL)

LOC/DME RWY 24

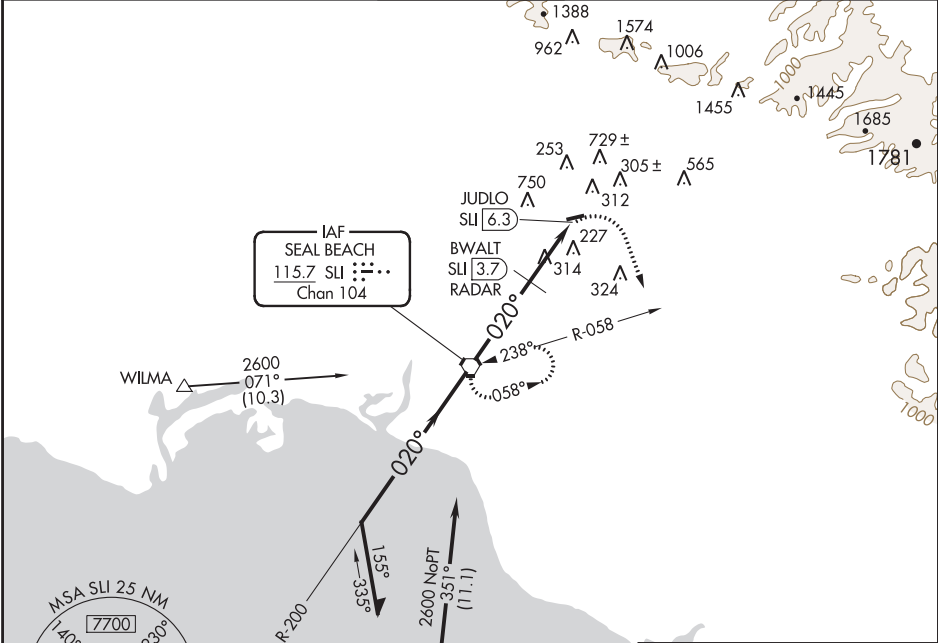
VORTAC SLI 115.7 Chan 104	APP CRS 020°	Rwy Idg TDZE Apt Elev	N/A N/A 96
---	------------------------	-----------------------------	-------------------------

VOR-A
FULLERTON MUNI (F'UL)

▽ Maximum entry altitude 6000.
▲ Night landing: Rwy 6 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS 125.05	SOCAL APP CON 125.35 316.125	FULLERTON TOWER* 119.1 (CTAF) 0	GND CON 121.8	UNICOM 122.95
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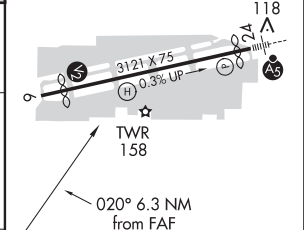
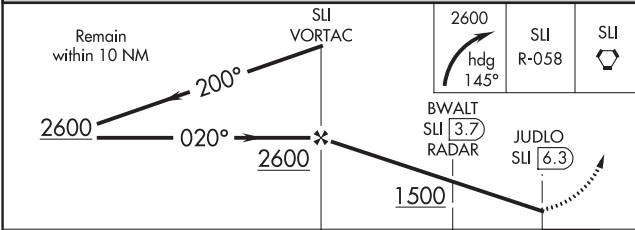


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 96



CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1404 (1500-1¼)	1500-1½ 1404 (1500-1½)		NA
BWALT FIX MINIMUMS				
CIRCLING	760-1 664 (700-1)	840-1¼ 744 (800-1¼)		NA

MIRL Rwy 6-24 0					
REIL Rwys 6 and 24 0					
FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

AIRPORT DIAGRAM

FULLERTON MUNI (FUL)
FULLERTON, CALIFORNIA

AL-5136 (FAA)

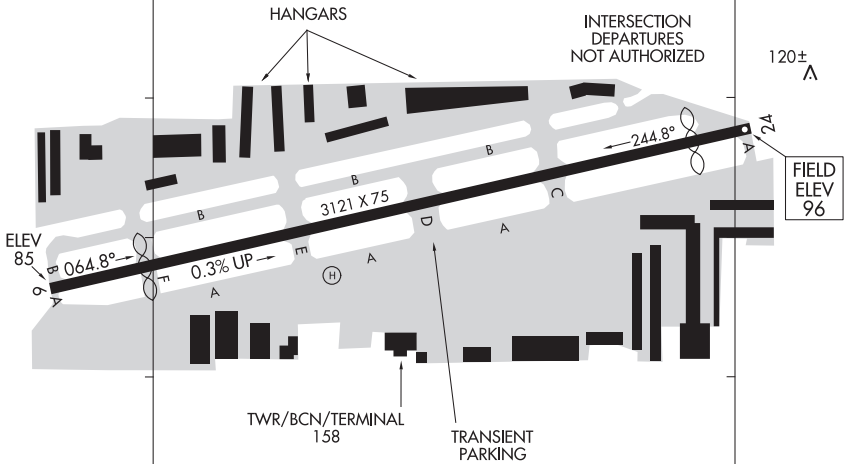
ATIS
125.05
FULLERTON TOWER ★
119.1
GND CON
121.8



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

33°52.5'N

SW-3, 10 NOV 2016 to 05 JAN 2017



33°52.0'N

SW-3, 10 NOV 2016 to 05 JAN 2017

RWY 06-24
S-12.5

117°59.0'W

117°58.5'W

AIRPORT DIAGRAM

FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)

ANAHEIM EIGHT DEPARTURE

SL-5136 (FAA)

FULLERTON MUNI (FUL)
FULLERTON, CALIFORNIA

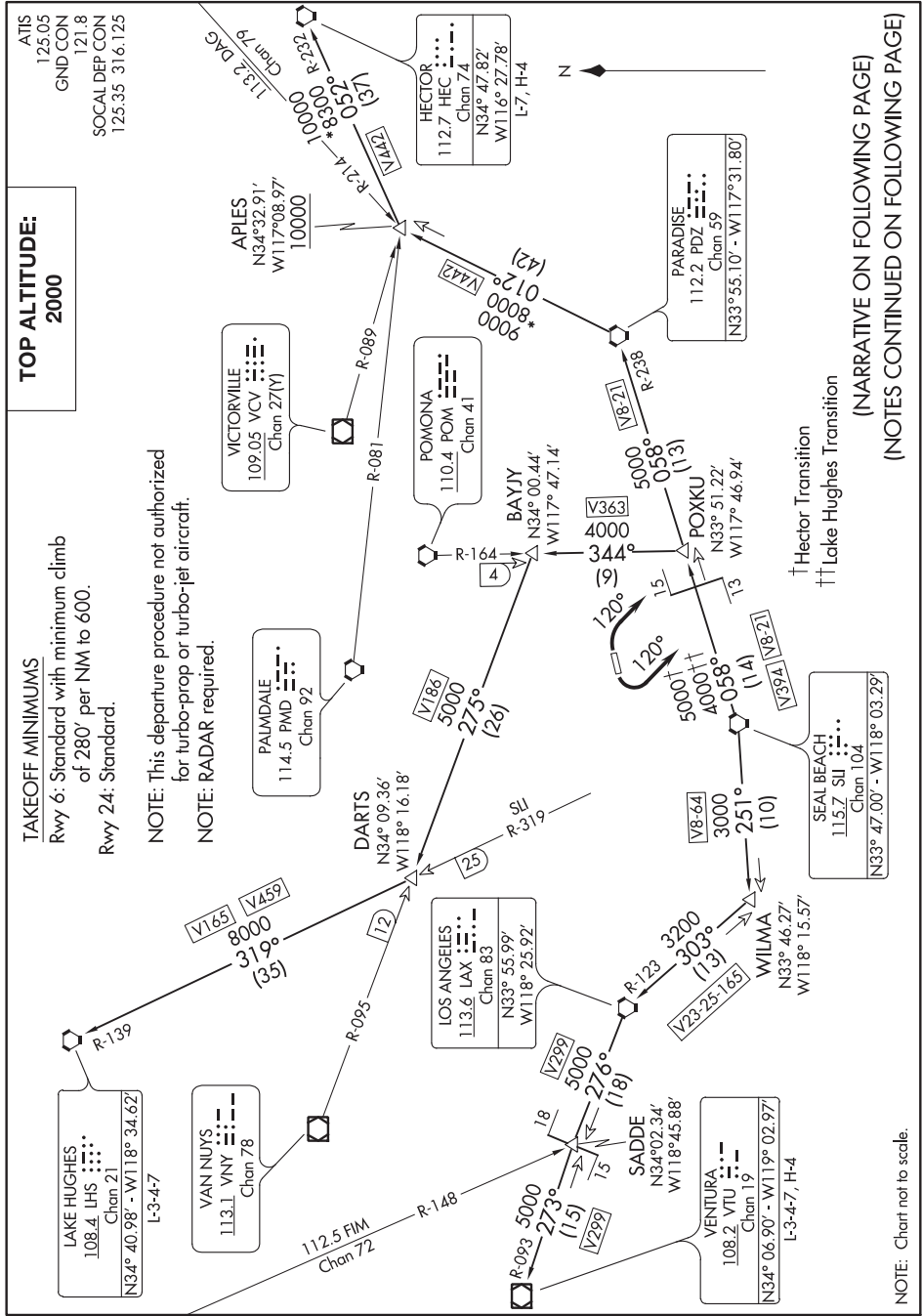
SW-3, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
2000**

TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 280' per NM to 600.
Rwy 24: Standard.

NOTE: This departure procedure not authorized for turbo-prop or turbo-jet aircraft.
NOTE: RADAR required.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

† Hector Transition
‡ Lake Hughes Transition

NOTE: Chart not to scale.

ANAHEIM EIGHT DEPARTURE

FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Turn right heading 120° for vectors to SLI VORTAC.
Thence . . .

TAKEOFF RUNWAY 24: Turn left heading 120° for vectors to SLI VORTAC.
Thence . . .

. . . on (transition) or (assigned route). Maintain 2000 and expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM8.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 (ANAHM8.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 (ANAHM8.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

TAKEOFF OBSTACLE NOTES

- Rwy 6: Windssock 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.
Train 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, 466' 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 62' 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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65825 W25A	APP CRS 253°	Rwy Idg 4193 TDZE 63 Apt Elev 66
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RNAV (GPS) RWY 25

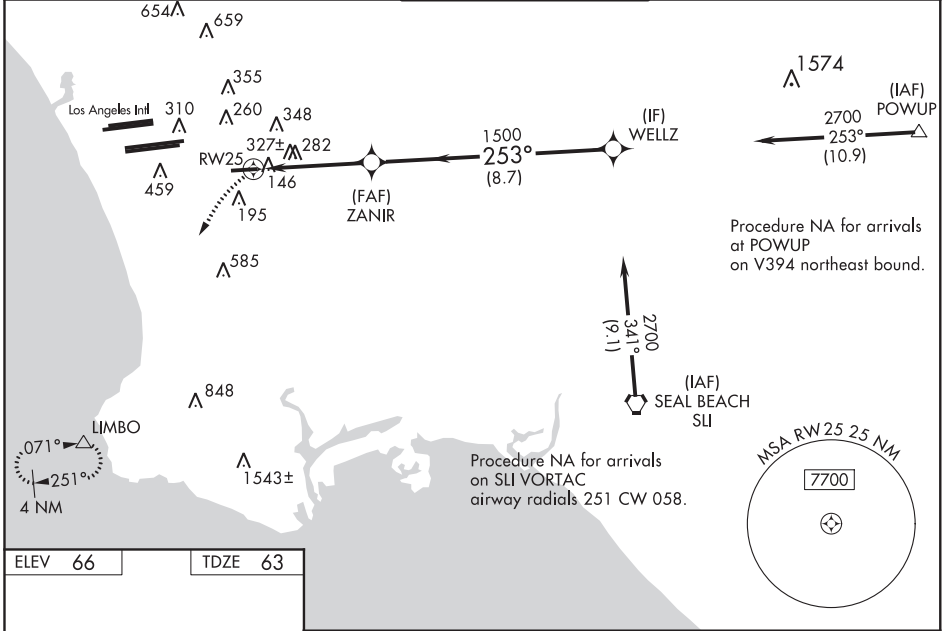
JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

⚠ When local altimeter setting not received, use Los Angeles Intl altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 33°C (91°F). Circling NA north of Rwy 7-25. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. For inop ODALS increase LPV and LNAV/VNAV all Cats visibility ½ mile. Inop table does not apply to LNAV. Circling NA when control tower closed. Simultaneous approach authorized with LAX 25L/R, 24L/R. LNAV and LNAV/VNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ODALS

MISSED APPROACH:
Climbing left turn to 3000 direct LIMBO and hold.

ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER * 121.1 (CTAF) 257.8	GND CON 125.1
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ELEV 66 TDZE 63

REIL Rwy 25
MIRL Rwy 7-25

3000	LIMBO	VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 26).		WELZ
		ZANIR		2700
		1500	253°	
		1500		
		4.2 NM	8.7 NM	
				GP 3.10° TCH 45
CATEGORY	A	B	C	D
LPV DA		571-1½	508 (600-1½)	
LNAV/VNAV DA		653-1⅞	590 (600-1⅞)	
LNAV MDA	580-1	517 (600-1)	580-1⅜	517 (600-1⅜)
CIRCLING	580-1	514 (600-1)	620-1½ 554 (600-1½)	620-2 554 (600-2)

SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017

LOC I-HHR	APP CRS	Rwy Idg	4193
109.1	253°	TDZE	63
		Apt Elev	66

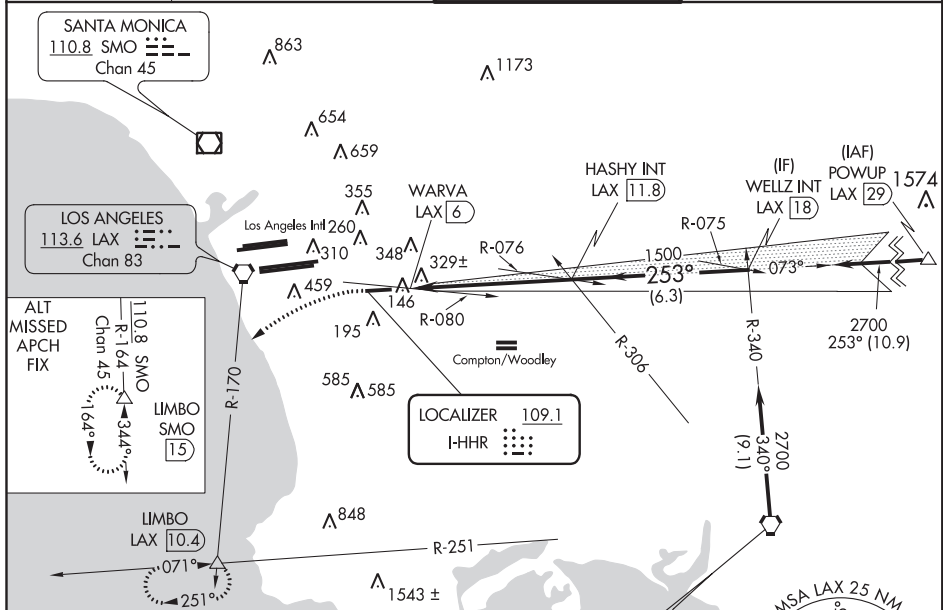
LOC RWY 25

JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

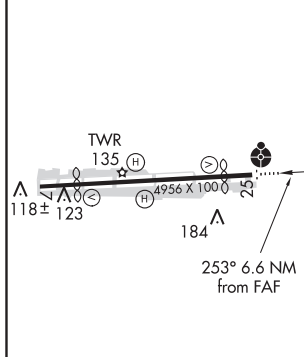
⚠ Inoperative table does not apply. Circling NA north of Rwy 7-25.
⚠ Visibility reduction by helicopters NA. Circling NA when control tower closed. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Simultaneous approach authorized with LAX 25L/R, 24L/R.

ODALS
 MISSED APPROACH: Climbing left turn to 3000 via heading 210° and LAX VORTAC R-170 to LIMBO Int/LAX 10.4 DME and hold.

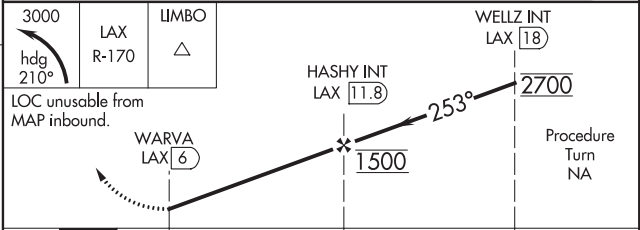
ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER * 121.1 (CTAF) 257.8	GND CON 125.1
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ELEV 66	TDZE 63
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Procedure NA for arrivals at SLI VORTAC on V459-597 southeast bound.



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-25	620-1 557 (600-1)		620-1½ 557 (600-1½)	620-1¾ 557 (600-1¾)
CIRCLING	620-1 554 (600-1)		620-1½ 554 (600-1½)	620-2 554 (600-2)

LOC RWY 25

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC LAX 113.6 Chan 83	APP CRS 261°	Rwy Idg TDZE Apt Elev	4193 63 66
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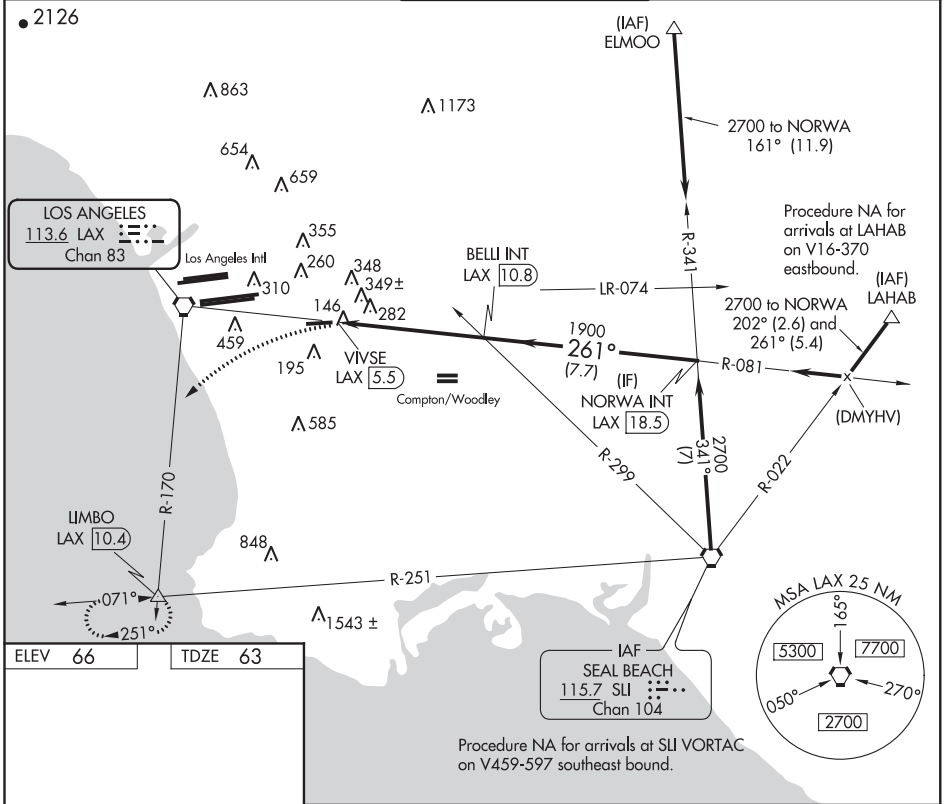
VOR RWY 25

JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

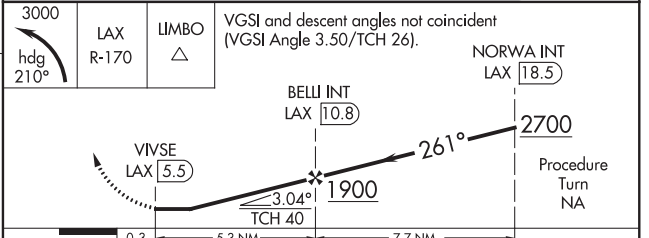
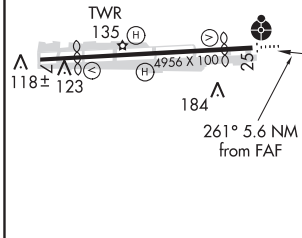
⚠ Inoperative table does not apply. Circling NA north of Rwy 7-25.
⚠ Visibility reduction by helicopters NA. Circling NA when control tower closed. When local altimeter setting not received, use Los Angeles Intl altimeter setting.

ODALS
 MISSED APPROACH: Climbing left turn to 3000 via heading 210° and LAX VORTAC R-170 to LIMBO INT/LAX 10.4 DME and hold.

ATIS 118.4	SOCAL APP CON 124.9 269.0	HAWTHORNE TOWER * 121.1 (CTAF) 257.8	GND CON 125.1
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ELEV 66	TDZE 63
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CATEGORY	A	B	C	D
S-25	600-1	537 (600-1)	600-1½ 537 (600-1½)	600-1¾ 537 (600-1¾)
CIRCLING	600-1	534 (600-1)	620-1½ 554 (600-1½)	620-2 554 (600-2)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)
AL-5120 (FAA)

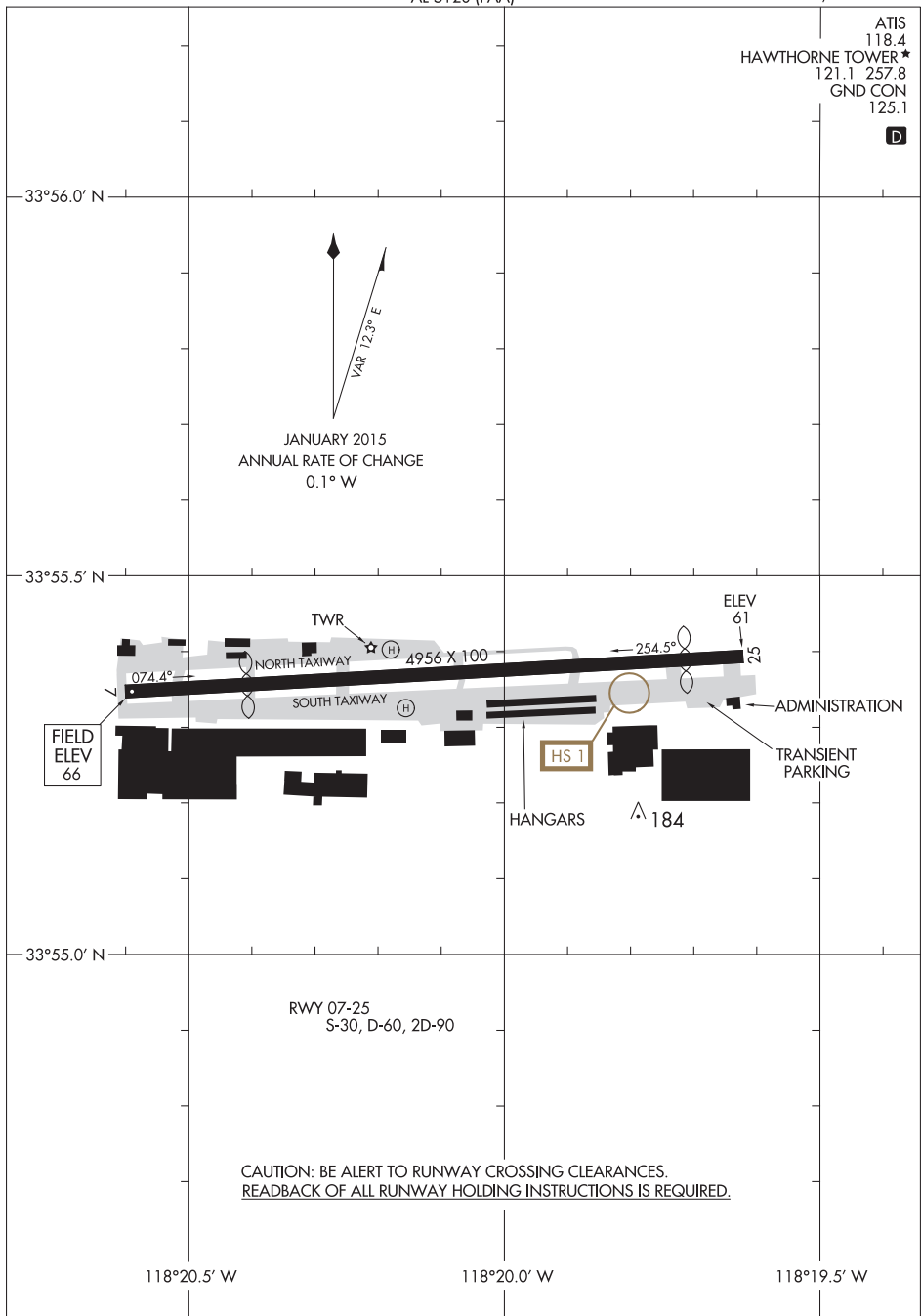
HAWTHORNE, CALIFORNIA

ATIS
118.4
HAWTHORNE TOWER★
121.1 257.8
GND CON
125.1



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

118°20.5' W

118°20.0' W

118°19.5' W

AIRPORT DIAGRAM

15064

JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

HAWTHORNE, CALIFORNIA

APP CRS **035°**
 Rwy Idg **4314**
 TDZE **1505**
 Apt Elev **1512**

RNAV (GPS) RWY 5

HEMET-RYAN (HMT)

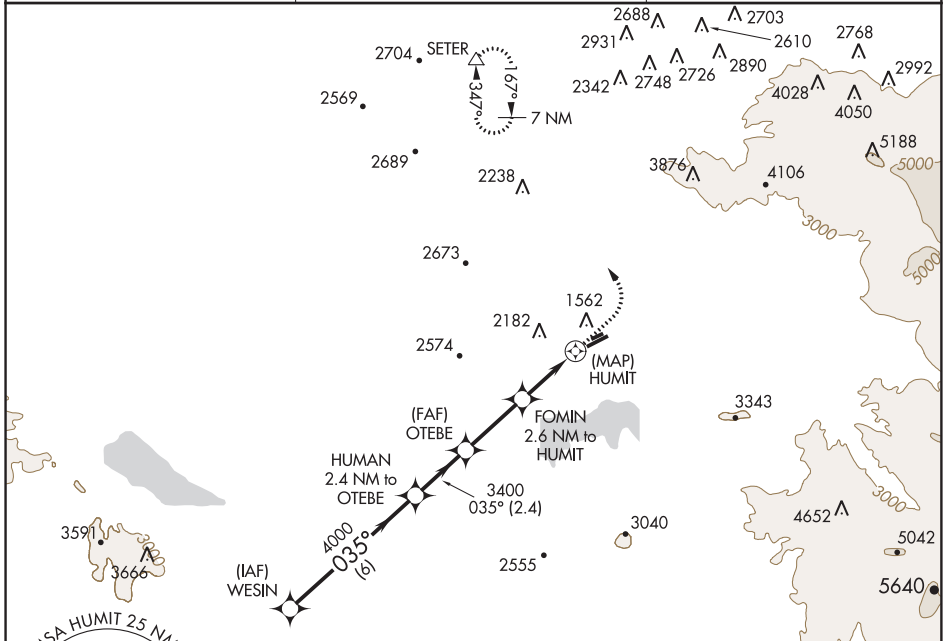
NA DME/DME RNP-0.3 NA. Circling NA at night.

MISSED APPROACH: Climb to 2500, then climbing left turn to 7900 direct SETER and hold, continue climb-in-hold to 7900.

AWOS-3 **118.375**

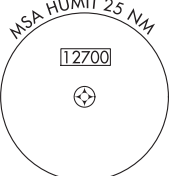
MARCH APP CON * **133.5 306.975**

UNICOM **123.0 (CTAF)**

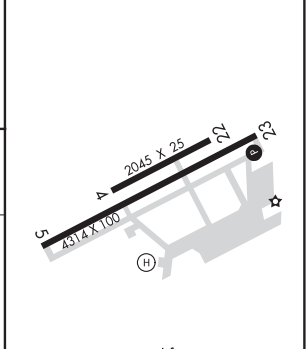
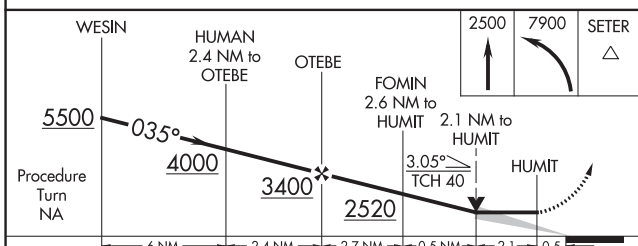


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1512 | TDZE 1505



Rwy 4-22 restricted for glider operations.

CATEGORY	A	B	C	D
LNVA MDA	2360-1 855 (900-1)	2360-1¼ 855 (900-1¼)	2360-2½ 855 (900-2½)	NA
CIRCLING	2360-1 848 (900-1)	2400-1¼ 888 (900-1¼)	2600-3 1088 (1100-3)	NA

MIRL Rwy 5-23

IMPERIAL, CALIFORNIA

AL-790 (FAA)

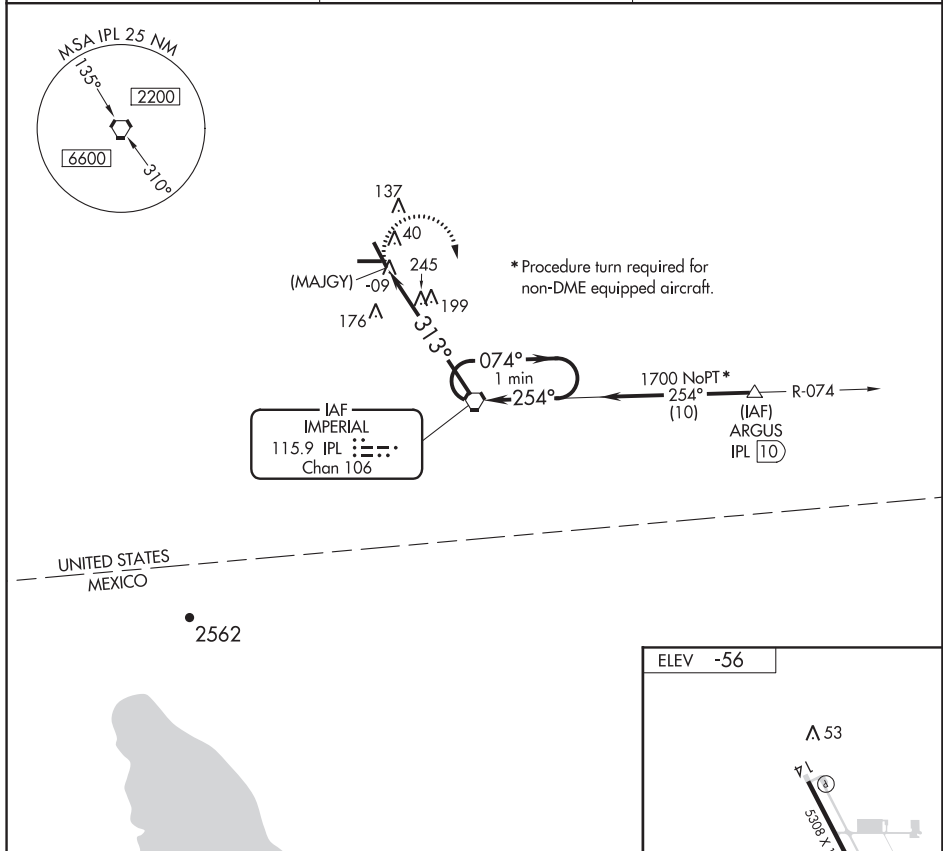
16091

VORTAC IPL 115.9 Chan 106	APP CRS 313°	Rwy Idg TDZE Apt Elev	N/A N/A -56
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VOR or GPS-A
IMPERIAL COUNTY (IPL)

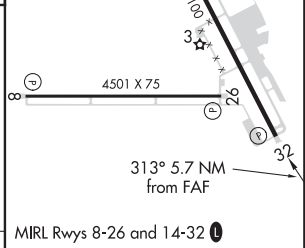
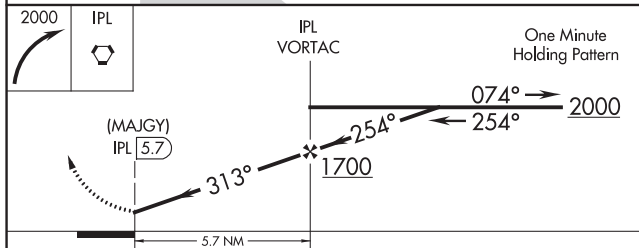
▽ MISSED APPROACH: Climbing right turn to 2000 direct IPL VORTAC and hold.

ASOS 132.175	LOS ANGELES CENTER 128.6 291.7	UNICOM 122.7 (CTAF) 0
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 5.7 NM					
CIRCLING	560-1 616 (700-1)		560-1¾ 616 (700-1¾)	560-2 616 (700-2)	Knots	60	90	120	150	180
					Min:Sec	5:42	3:48	2:51	2:17	1:54

IMPERIAL, CALIFORNIA
Amdt 4A 31JUL08

32°50'N-115°35'W

IMPERIAL COUNTY (IPL)
VOR or GPS-A

AIRPORT DIAGRAM

AL-790 (FAA)

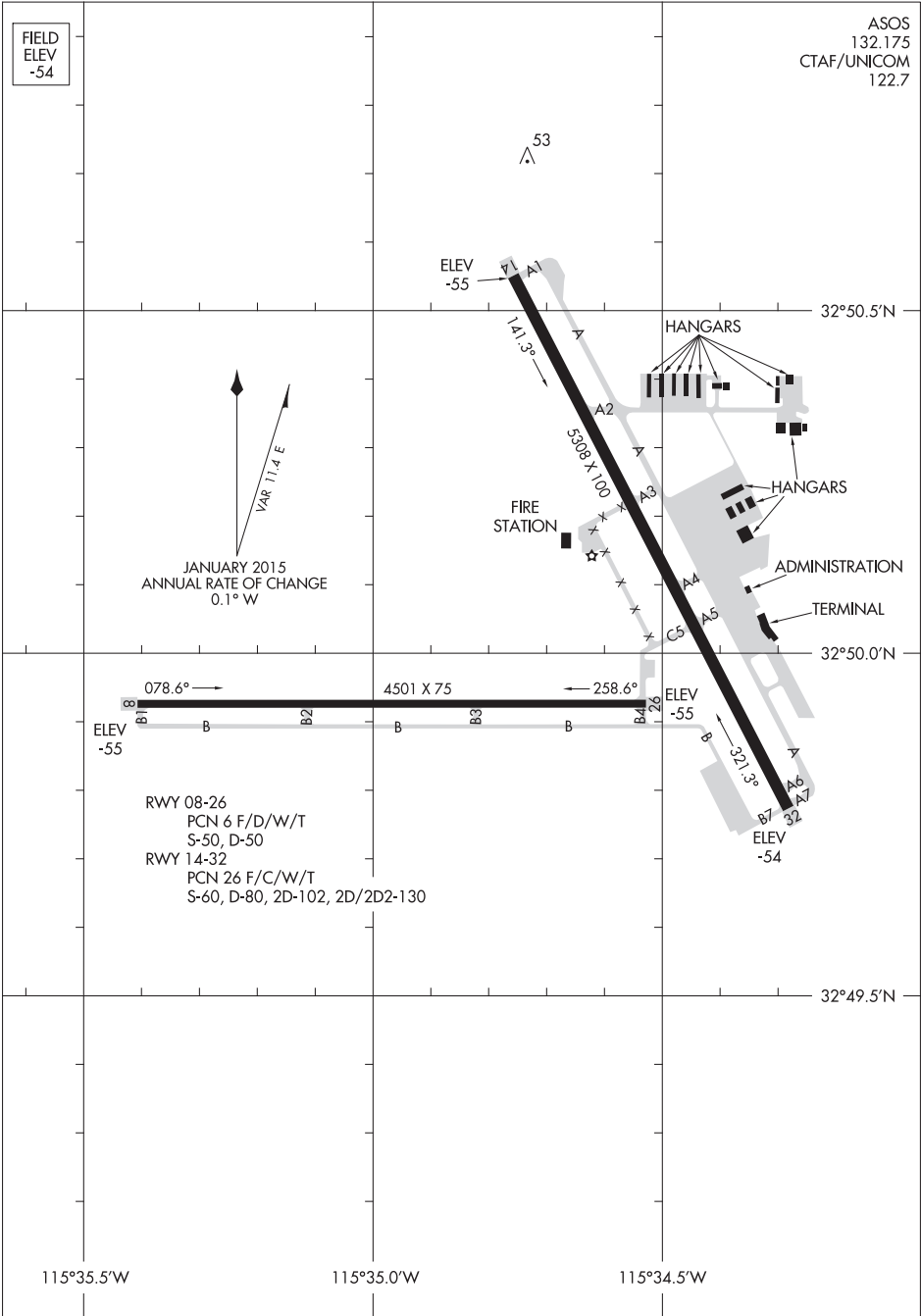
IMPERIAL COUNTY (IPL)
IMPERIAL, CALIFORNIA

ASOS
132.175
CTAF/UNICOM
122.7

FIELD
ELEV
-54

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

IMPERIAL, CALIFORNIA
IMPERIAL COUNTY (IPL)

IMPERIAL BEACH, CALIFORNIA

COPTER TACAN RWY 27

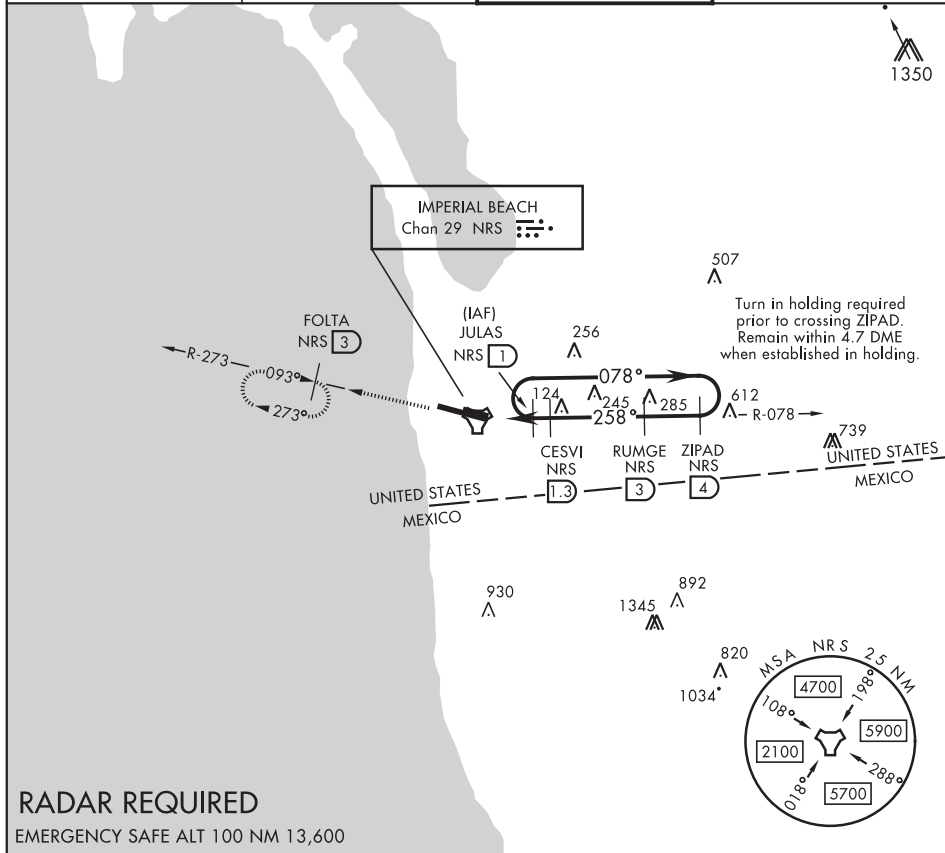
AL-307 [USN] IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

TACAN Chan 29	NRS 258°	APCH CRS 258°	Rwy Idg THRE Arpt Elev	4997 20 24
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Max airspeed 90 KIAS.

MISSED APPROACH: Climb to 1600 via NRS TACAN R-078 to NRS, then via NRS R-273 to FOLTA, continue climb-in-hold to 1600. Remain within 5.2 DME when established in holding.

ATIS ★ /ASOS 276.2	SOCAL APP CON 125.15 317.55	IMPERIAL BEACH TOWER ★ 120.65 239.25	GND CON 285.575
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

EMERGENCY SAFE ALT 100 NM 13,600

<p>JULAS R-078 (1) 078° →</p> <p>1900 ← 258° ZIPAD R-078</p> <p>→ 258° RUMGE NRS (3) → 1900</p> <p>→ 258° TACAN (5) → 1600</p> <p>← 740 CESVI (1.3) →</p> <p>← 8 NM → ← 1.7 NM →</p>		<p>Remain within 4.7 DME</p> <p>1600 NRS R-078</p> <p>ZIPAD R-078</p> <p>RUMGE NRS (3)</p> <p>TACAN (5)</p> <p>CESVI (1.3)</p> <p>JULAS R-078 (1)</p>	<p>ELEV 24</p> <p>THRE 20</p>
<p>VDA CESVI to thld 5.39° TCH 50</p>			
CATEGORY	COPTER		
H-27	360-1	340 (400-1)	HIRL Rwy 9-27

IMPERIAL BEACH, CALIFORNIA 32°34'N-117°07'W IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

Amdt 4 20AUG15

COPTER TACAN RWY 27

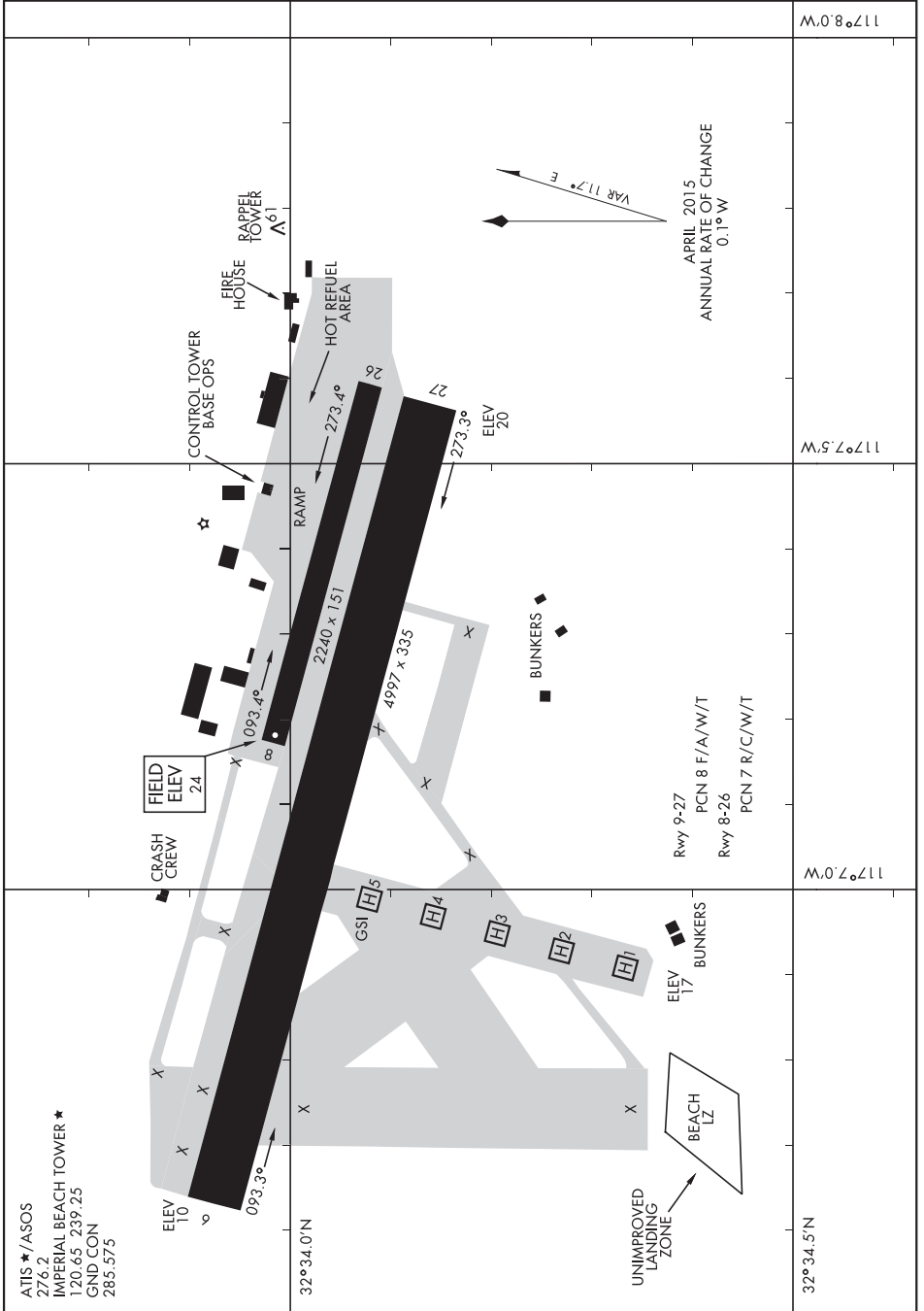
AIRPORT DIAGRAM

AFD-307 [USN]

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

IMPERIAL BEACH, CALIFORNIA
IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

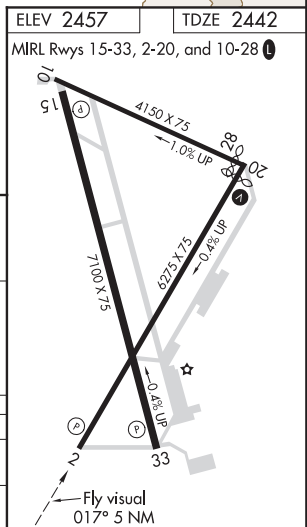
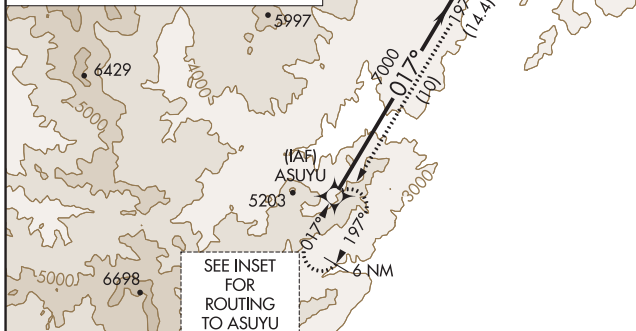
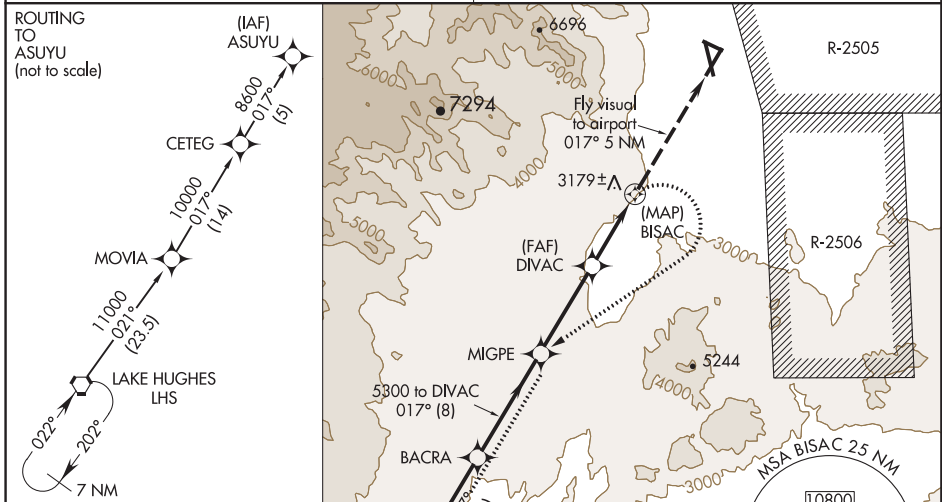
RNAV (GPS) Y RWY 2 INYOKERN (IYK)

APP CRS 017°	Rwy Idg 6275
	TDZE 2442
	Apt Elev 2457

⚠ DME/DME RNP-0.3 NA. Except for operators with approved weather reporting service, use NAS China Lake altimeter setting, if not available procedure NA. Circling west of Rwy 2 and west of Rwy 15 NA at night. Circling to Rwy 10/28/33 NA at night.

MISSED APPROACH: Climbing right turn to 8600 direct MIGPE WP, then left turn via 197° track to ASUYU WP and hold.

JOSHUA APP CON 133.65 348.7	AUNICOM 122.8 (CTAF)
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ASUYU	BACRA	8600	MIGPE	ASUYU
8600		017°		
	7000			
Procedure Turn NA				
	5300			
	3.32°			
	TCH 40			
	10 NM	8 NM	3 NM	5 NM
CATEGORY	A	B	C	D
RNAV MDA	4100-2 1658 (1700-2)		4100-3 1658 (1700-3)	NA
CIRCLING	4100-2 1643 (1700-2)		4100-3 1643 (1700-3)	NA

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RNAV (GPS) Z RWY 2

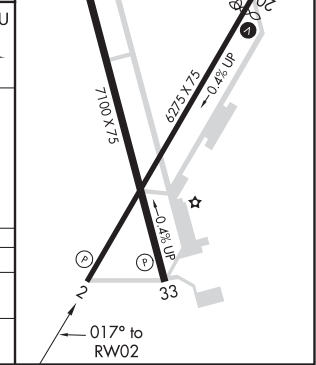
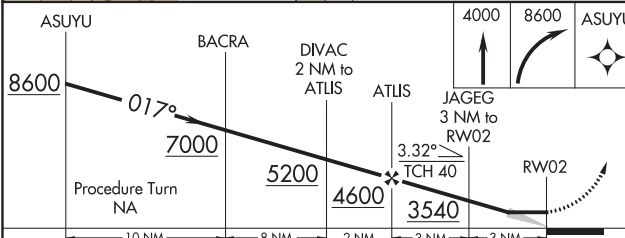
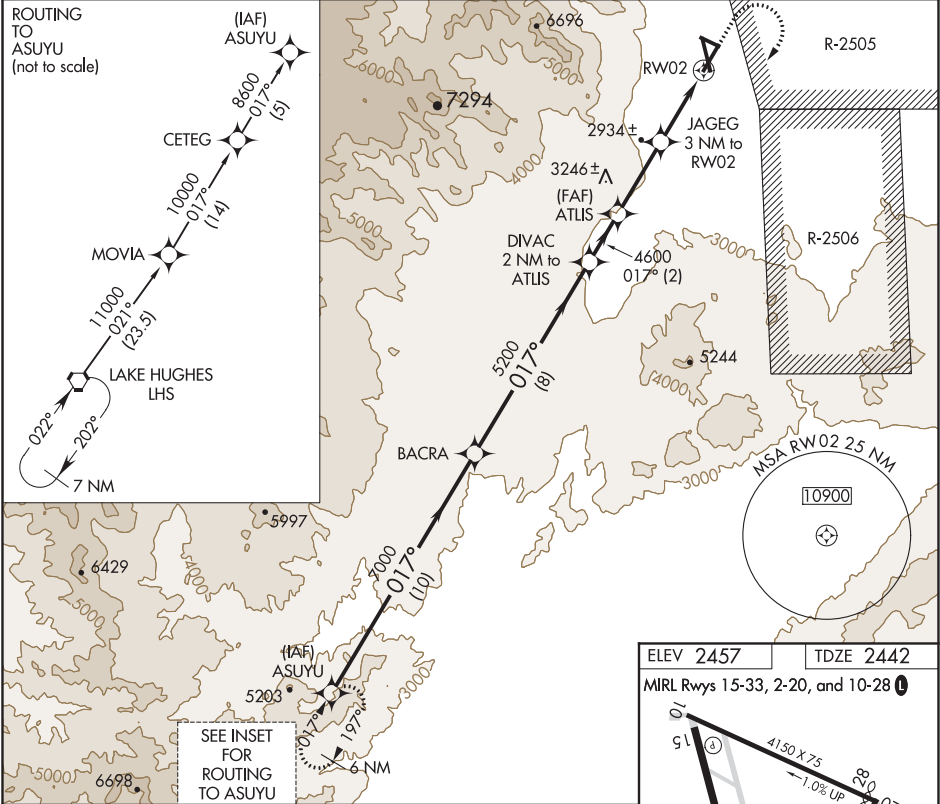
INYOKERN (IYK)

APP CRS 017°	Rwy Idg 6275
	TDZE 2442
	Apt Elev 2457

NA Procedure NA when R-2505 or R-2506 active. DME/DME RNP-0.3 NA. Except for operators with approved weather reporting services, use NAS China Lake altimeter setting, if not available procedure NA. Circling west of Rwy 2 and west of Rwy 15 NA at night. Circling to Rwy 10/28/33 NA at night.

MISSED APPROACH: Climb to 4000 then climbing right turn to 8600 direct ASUYU WP and hold.

JOSHUA APP CON 133.65 348.7	AUNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	3160-1	718 (800-1)	3160-2 718 (800-2)	NA
CIRCLING	3160-1	703 (800-1)	3160-2 703 (800-2)	NA

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SW-3, 10 NOV 2016 to 05 JAN 2017

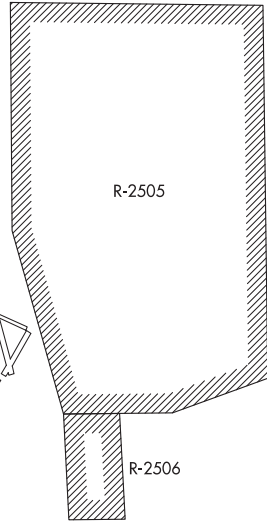
(LHS2.LHS) 16091

SL-5417 (FAA)

LAKE HUGHES TWO DEPARTURE (OBSTACLE) (RNAV)

INYOKERN (IYK)
INYOKERN, CALIFORNIA

JOSHUA DEP CON
133.65 348.7



JAGEG

197°
(42)

MOVIA

201°
(23)

LAKE HUGHES
LHS

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.

LAKE HUGHES TWO DEPARTURE (OBSTACLE) (RNAV)
(LHS2.LHS) 30SEP04

INYOKERN, CALIFORNIA
INYOKERN (IYK)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(IYK2.LHS) 16259

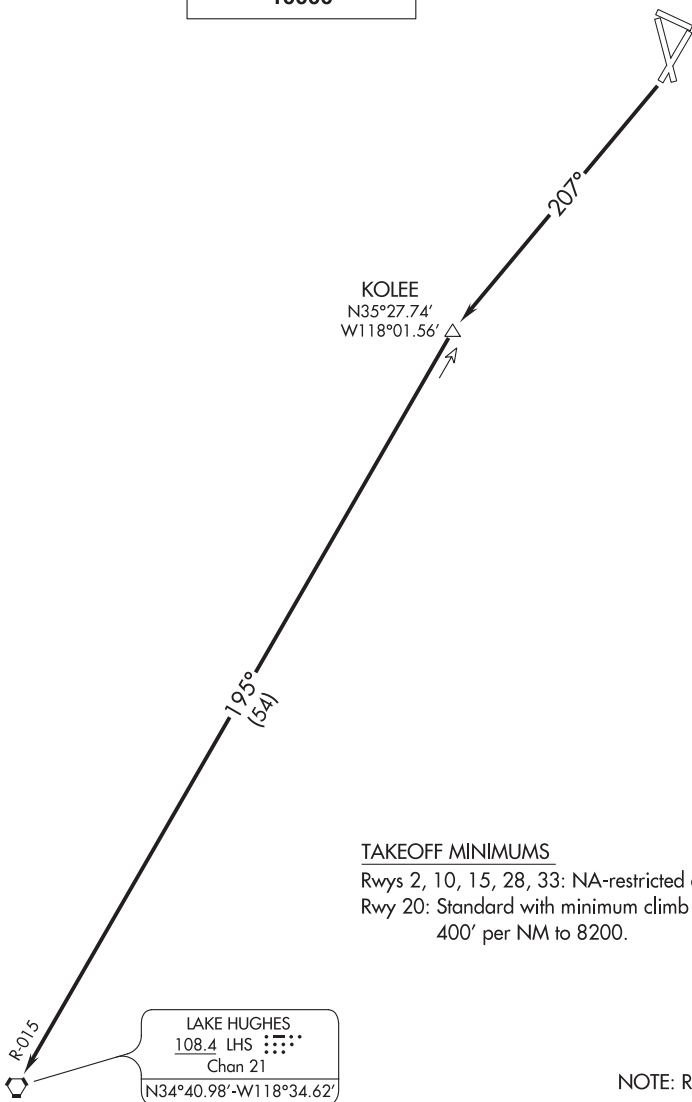
INYOKERN TWO DEPARTURE

SL-5417 (FAA)

INYOKERN (IYK)
INYOKERN, CALIFORNIA

JOSHUA DEP CON
133.65 348.7

**TOP ALTITUDE:
10000**



TAKEOFF MINIMUMS

Rwys 2, 10, 15, 28, 33: NA-restricted airspace/terrain.
Rwy 20: Standard with minimum climb of 400' per NM to 8200.

NOTE: RADAR required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 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, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

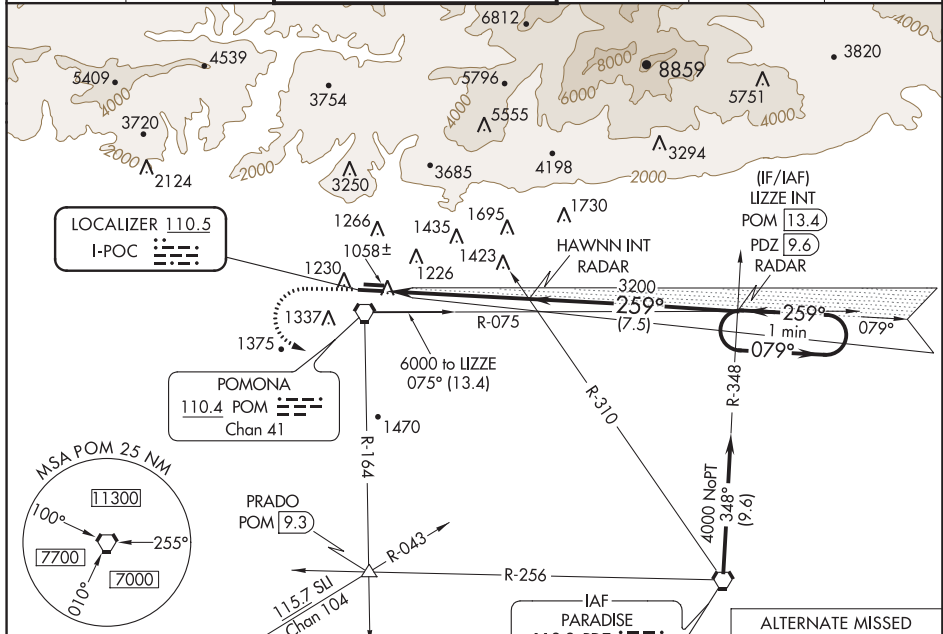
LOC I-POC 110.5	APP CRS 259°	Rwy Idg TDZE Apt Elev 4151 1005 1011
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ILS RWY 26L

BRACKETT FIELD (POC)

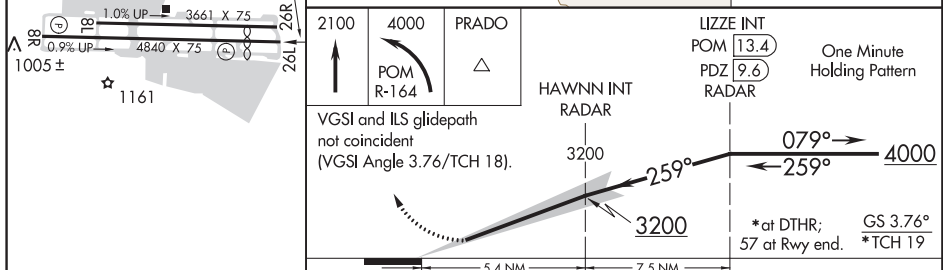
⚠ Helicopter visibility reduction below 3/4 SM not authorized.
⚠ When local altimeter setting not received, use Ontario Intl altimeter setting and increase DA to 1366.
MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via POM VORTAC R-164 to PRADO INT/POM 9.3 DME.

ATIS 124.4	SOCAL APP CON 125.5 318.2	BRACKETT TOWER* RWY 8R/26L 118.2 (CTAF)	RWY 8L/26R 133.3	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1011	TDZE 1005	Procedure NA for arrivals at PDZ VORTAC on airway radials 292 CW 030. When GS not used, use LOC RWY 26L procedure.
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WAAS CH 70624 W26A	APP CRS 259°	Rwy Idg TDZE 4151 1005 Apt Elev 1011
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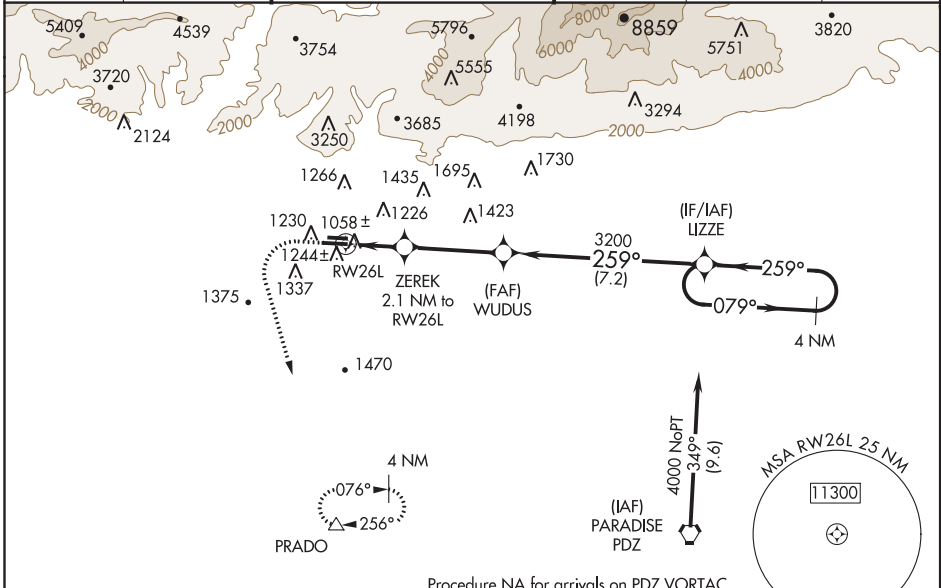
RNAV (GPS) RWY 26L

BRACKETT FIELD (POC)

⚠️ Night landing: Rwy 8L NA, Rwy 8R operational VGSI required, remain on or above VGSI glidepath until threshold. 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 Ontario Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM not authorized. VDP and Baro-VNAV NA with Ontario Intl altimeter setting.

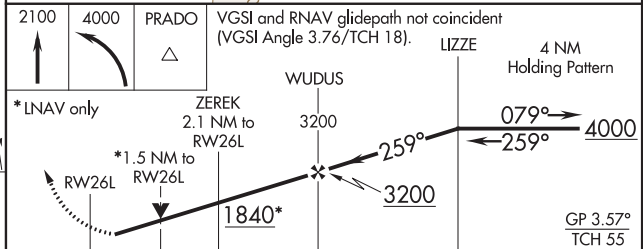
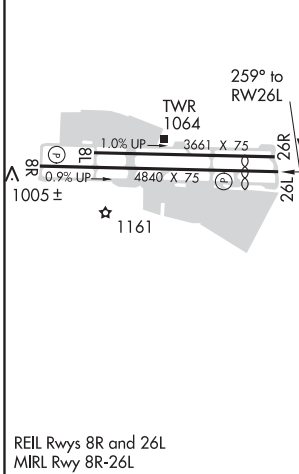
MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct PRADO and hold.

ATIS 124.4	SOCAL APP CON 125.5 318.2	BRACKETT TOWER* RWY 8R/26L 118.2 (CTAF) RWY 8L/26R 133.3	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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Procedure NA for arrivals on PDZ VORTAC airway radials 278 CW 078.

ELEV 1011	TDZE 1005
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CATEGORY	A	B	C	D
LPV DA	1315-7/8	310 (400-7/8)		NA
LNAV/VNAV DA	1409-1 1/8	404 (400-1 1/8)		NA
LNAV MDA	1620-1	615 (700-1)		NA
CIRCLING	1680-1	669 (700-1)		NA

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOC I-POC 110.5	APP CRS 259°	Rwy Idg TDZE Apt Elev 4151 1005 1011
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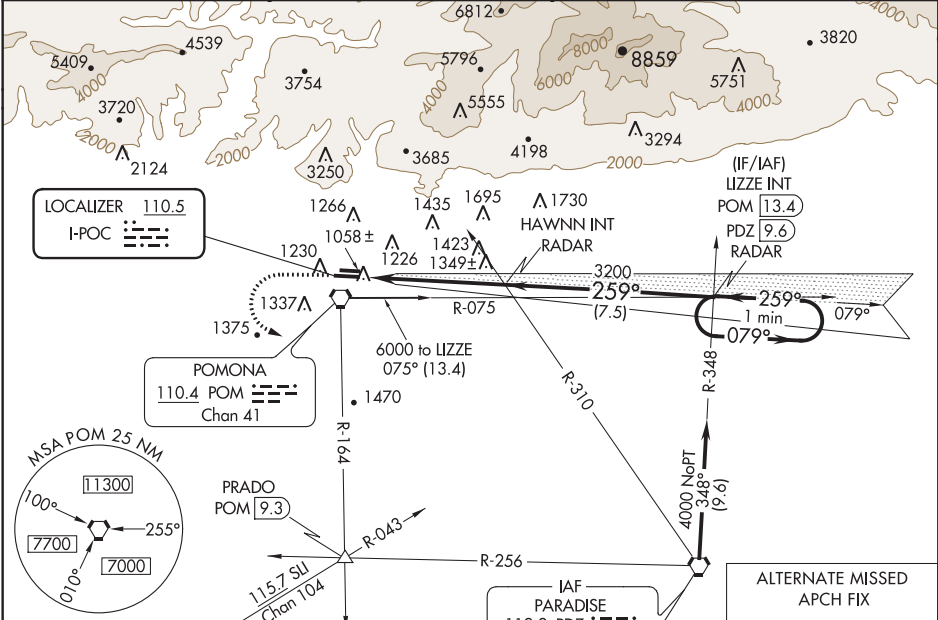
LOC RWY 26L

BRACKETT FIELD (POC)

⚠ Helicopter visibility reduction below 3/4 SM not authorized. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDAs 40 feet. Night landing: Rwy 8L NA, Rwy 8R operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 via POM VORTAC R-164 to PRADO INT/POM 9.3 DME.

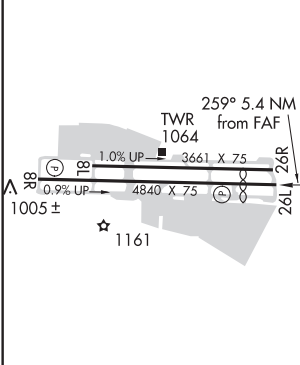
ATIS 124.4	SOCAL APP CON 125.5 318.2	BRACKETT TOWER* RWY 8R/26L 118.2 (CTAF)	RWY 8L/26R 133.3	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

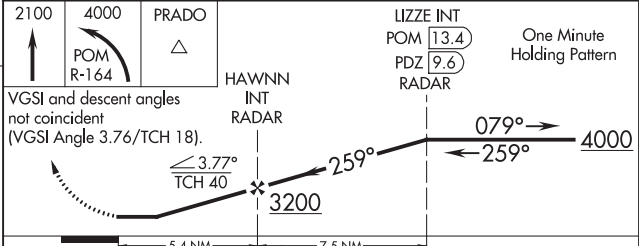
ELEV 1011	TDZE 1005
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Procedure NA for arrivals at PDZ VORTAC on airway radials 292 CW 030.

ALTERNATE MISSED APCH FIX
PARADISE PDZ 112.2 Chan 59

REIL Rwy 8R and 26L MIRL 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



VORTAC POM 110.4 Chan 41	APP CRS 344°	Rwy Idg TDZE Apt Elev N/A N/A 1011
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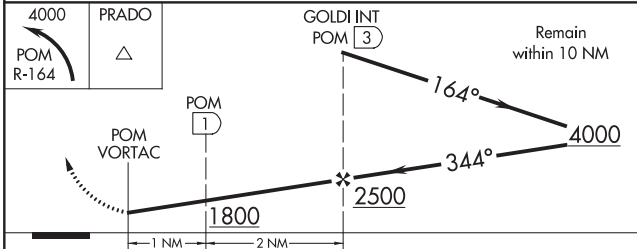
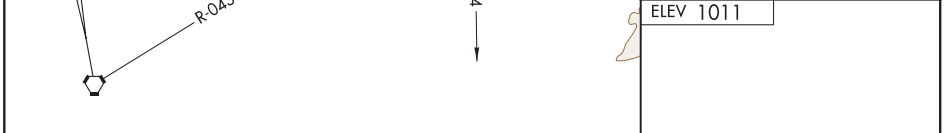
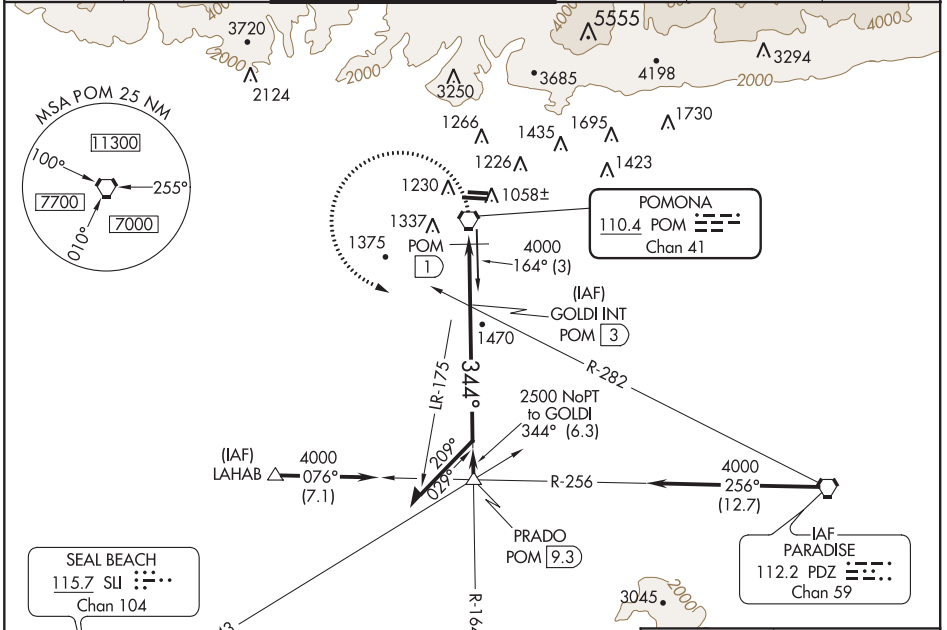
VOR or GPS-A

BRACKETT FIELD (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.

MISSED APPROACH: Climbing left turn to 4000 via POM R-164 to PRADO INT.

ATIS 124.4	SOCAL APP CON 125.5 318.2	BRACKETT TOWER* RWY 8R/26L 118.2 (CTAF) RWY 8L/26R 133.3	GND CON 125.0	CLNC DEL 121.875	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	1800-1 789 (800-1)	1800-1¼ 789 (800-1¼)	1800-2¼ 789 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1640-1 629 (700-1)		1680-1¾ 669 (700-1¾)	NA

REIL Rwy 8R and 26L
MIRL Rwy 8R-26L

SW-3, 10 NOV 2016 to 05 JAN 2017

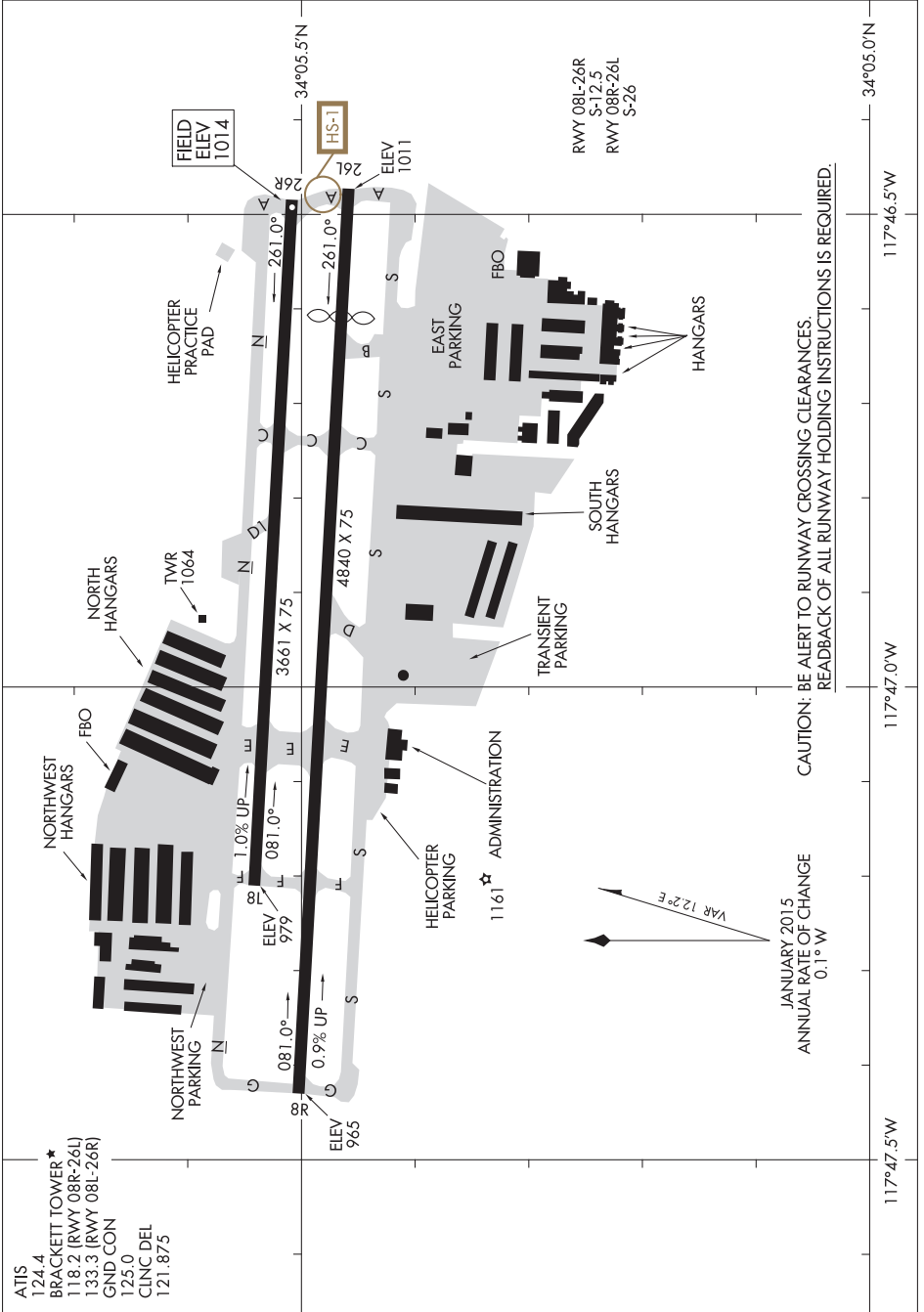
SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5218 (FAA)

BRACKETT FIELD (POC)
LA VERNE, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



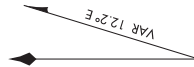
SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LA VERNE, CALIFORNIA
BRACKETT FIELD (POC)

- ATIS 124.4
- BRACKETT TOWER * 118.2 (RWY 08R-26L) 133.3 (RWY 08L-26R)
- GND_CON 125.0
- CINC_DEL 121.875

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

WAAS CH 93702 W06A	APP CRS 057°	Rwy Idg TDZE Apt Elev	7201 2351 2351
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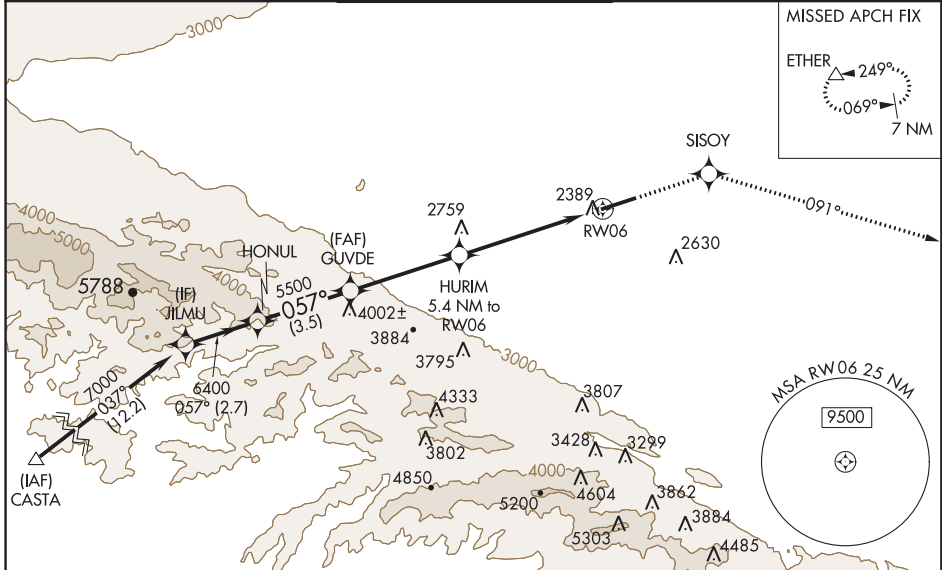
RNAV (GPS) RWY 6

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).
 If local altimeter setting not received, use Palmdale altimeter setting and increase all DA/MDAs 60 feet.
 Baro-VNAV NA when using Palmdale altimeter setting.

MISSED APPROACH: Climb to 6000 direct SISOY and via 091° track to ETHER and hold.

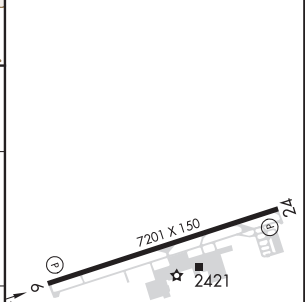
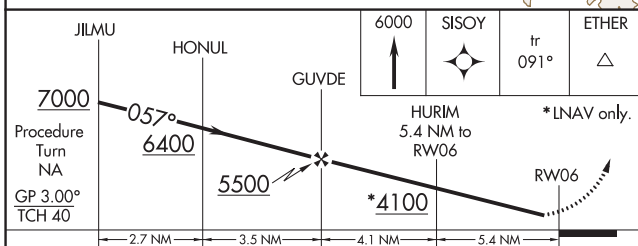
ATIS 126.3	JOSHUA APP CON 126.1 290.3	FOX TOWER* 118.525 (CTAF) 256.9	GND CON 121.7 256.9	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 2351	TDZE 2351
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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)		2940-1½ 589 (600-1½)	2940-2 589 (600-2)

REIL Rwy 6 and 24
MIRL Rwy 6-24

APP CRS	Rwy Idg	7201
252°	TDZE	2341
	Apt Elev	2351

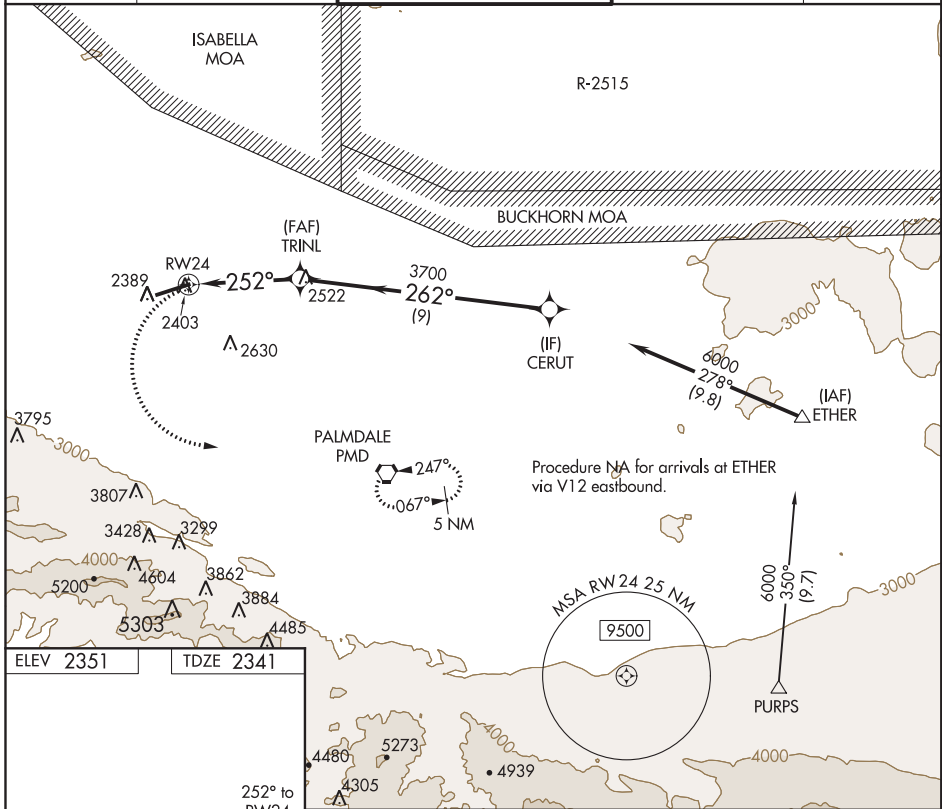
RNAV (GPS) RWY 24

GENERAL WM J FOX AIRFIELD (WJF)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Palmdale altimeter setting and increase all MDA 60 feet; increase LNAV Cat D visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 6000 direct PMD VORTAC and hold, continue climb-in-hold to 6000.

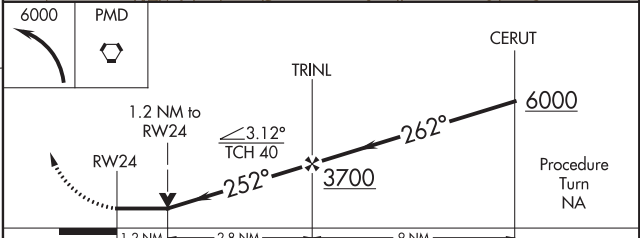
ATIS	JOSHUA APP CON	FOX TOWER*	GND CON	UNICOM
126.3	126.1 290.3	118.525 (CTAF) 256.9	121.7 256.9	122.95



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	2351	TDZE	2341
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CATEGORY	A	B	C	D
LNAV MDA	2760-1	419 (500-1)	2760-1 1/4	419 (500-1 1/4)
CIRCLING	2760-1 409 (500-1)	2820-1 469 (500-1)	2820-1 1/2 469 (500-1 1/2)	2920-2 569 (600-2)

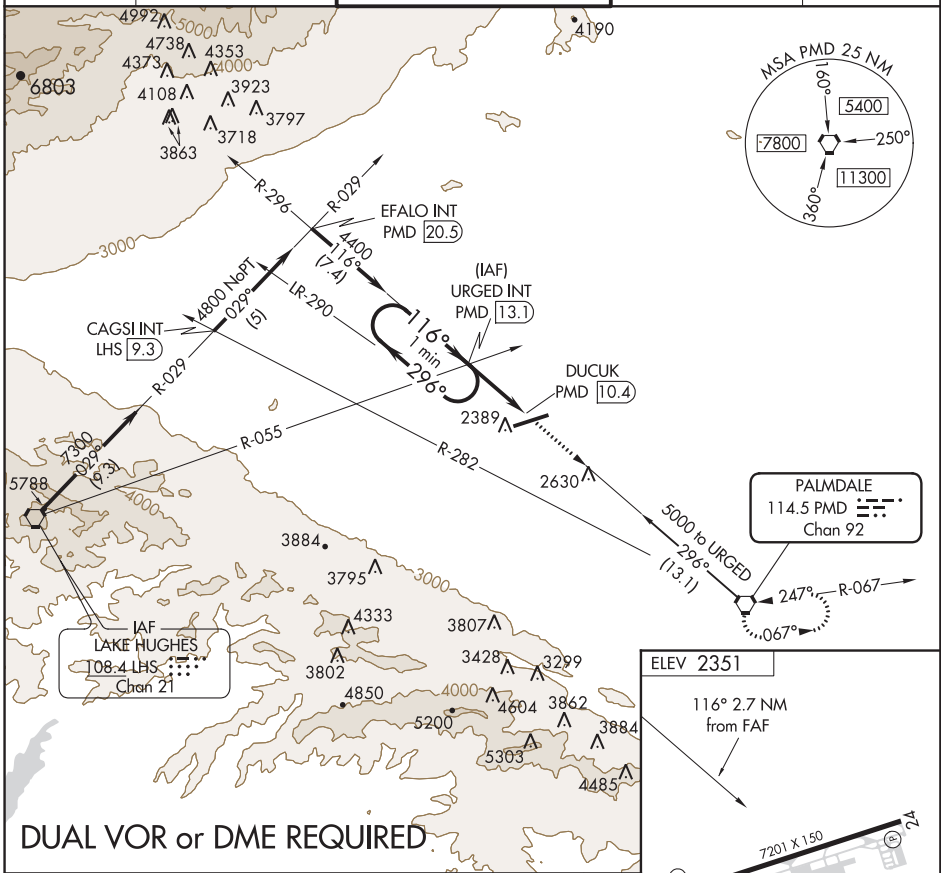
VORTAC PMD 114.5 Chan 92	APP CRS 116°	Rwy Idg TDZE Apt Elev N/A N/A 2351
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VOR-B

GENERAL WM J FOX AIRFIELD (WJF)

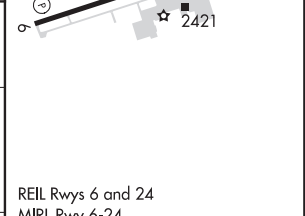
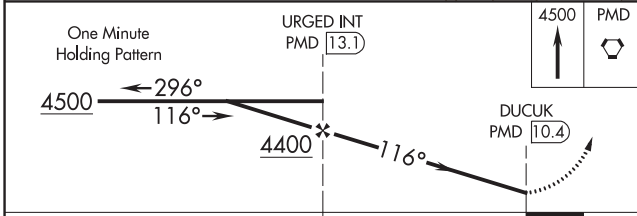
MISSIED APPROACH: Climb to 4500 direct PMD VORTAC and hold.

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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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



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

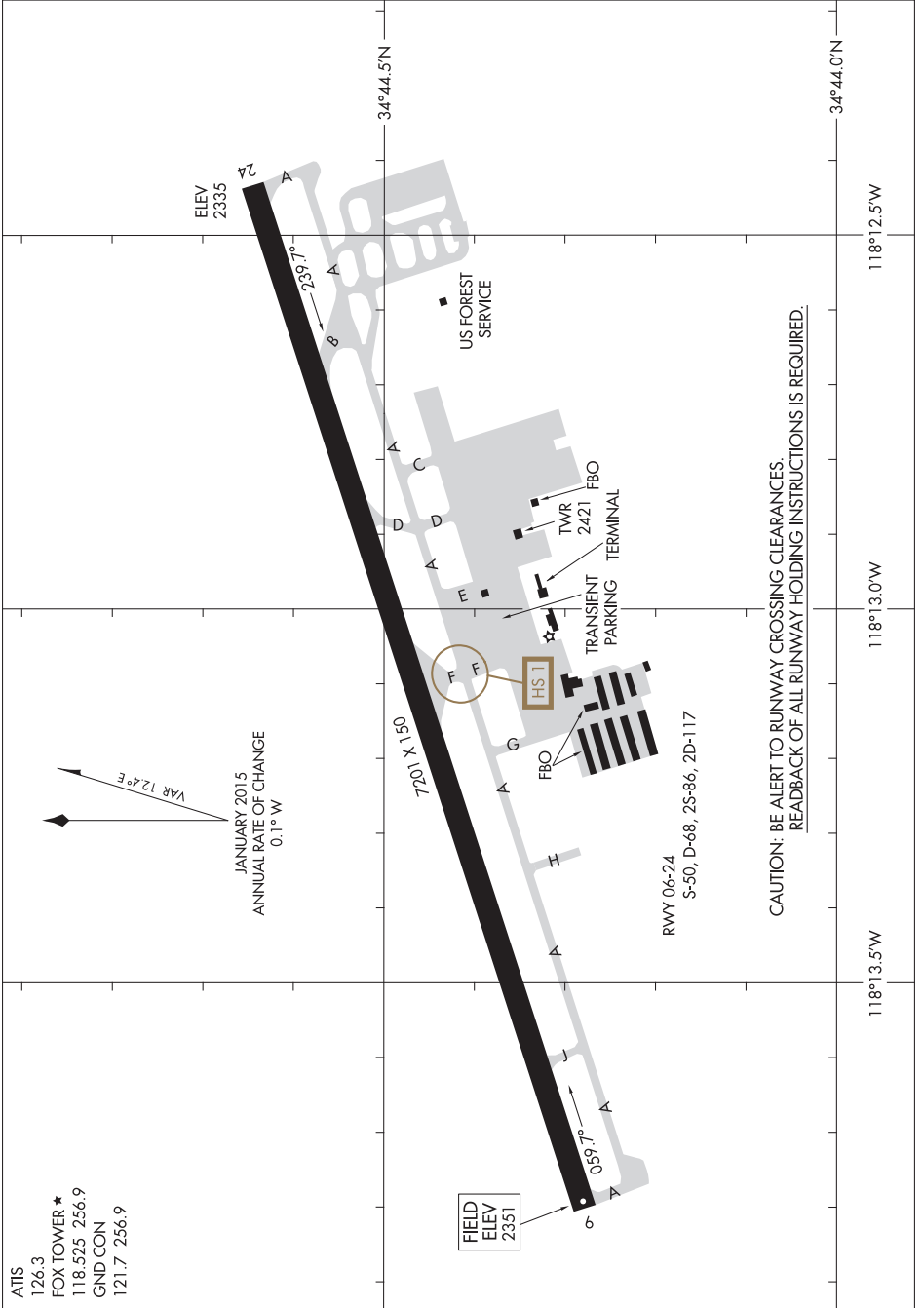
VOR-B

AIRPORT DIAGRAM

AL-5065 (FAA)

GENERAL WM J FOX AIRFIELD (WJF)
LANCASTER, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-3, 10 NOV 2016 to 05 JAN 2017

ATIS 126.3
 FOX TOWER * 118.525 256.9
 GND CON 121.7 256.9

AIRPORT DIAGRAM

LANCASTER, CALIFORNIA
GENERAL WM J FOX AIRFIELD (WJF)

APP CRS	Rwy Idg	4600
	TDZE	88
256°	Apt Elev	88

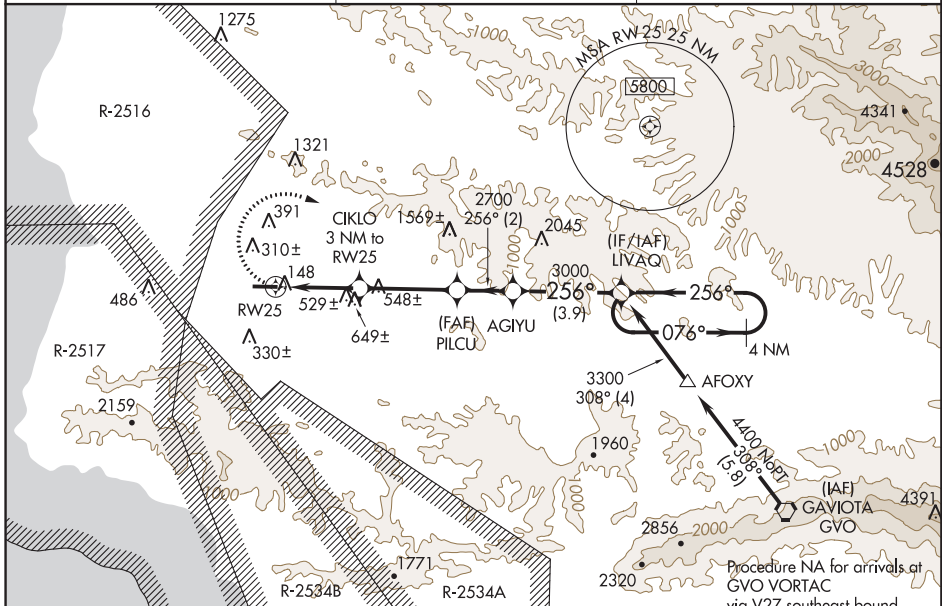
RNAV (GPS) RWY 25

LOMPOC (LPC)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Santa Maria Public/Captain G Allan Hancock Field altimeter setting and increase all MDA 60 feet, and increase visibility LNAV and Circling Cat B ¼ mile.

MISSED APPROACH: Climbing right turn to 3300 direct LIVAQ and hold.

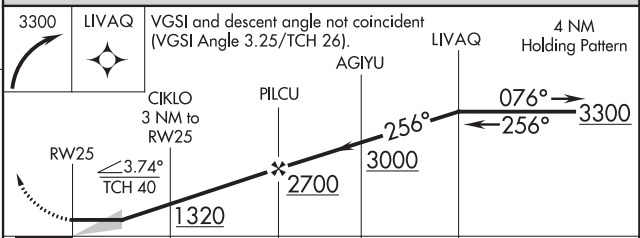
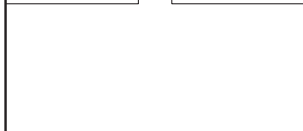
AWOS-3PT 133,875	SANTA BARBARA APP CON* 124.15 327.8	UNICOM 122.7 (CTAF) 0
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	88	TDZE	88
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CATEGORY	A	B	C	D
LNAV MDA	1000-1¼	912 (1000-1¼)		NA
CIRCLING	1000-1¼	912 (1000-1¼)		NA

LOMPOC, CALIFORNIA

AL-6346 (FAA)

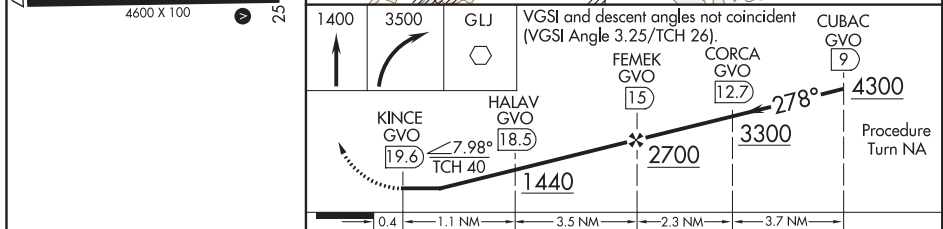
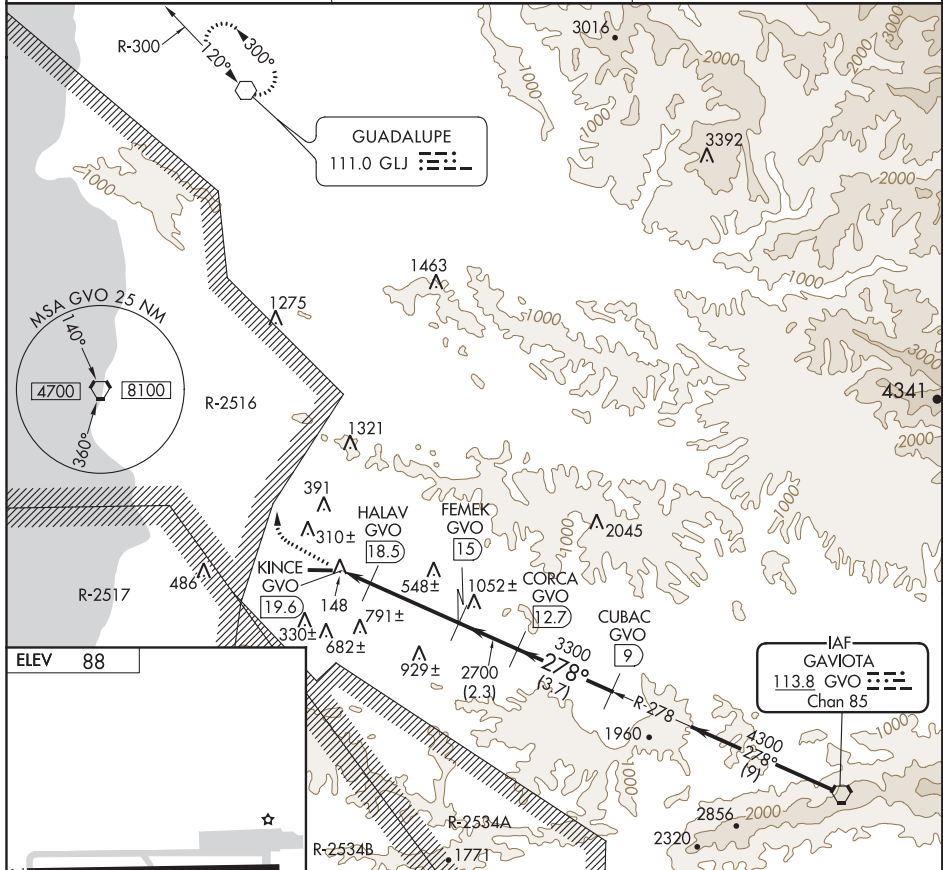
16147

VORTAC GVO 113.8 Chan 85	APP CRS 278°	Rwy Idg TDZE Apt Elev	N/A N/A 88
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VOR/DME-A
LOMPOC (LPC)

MISSED APPROACH: Climb to 1400, then climbing right turn to 3500 direct GLJ VOR and hold.

AWOS-3PT 133.875	SANTA BARBARA APP CON* 124.15 327.8	UNICOM 122.7 (CTAF)
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REIL Rwy 25 MIRL Rwy 7-25	REIL Rwy 25 MIRL Rwy 7-25	REIL Rwy 25 MIRL Rwy 7-25	REIL Rwy 25 MIRL Rwy 7-25
CATEGORY	A	B	C D
CIRCLING	1340-1¼ 1252 (1300-1¼)	1340-1½ 1252 (1300-1½)	NA

LOMPOC, CALIFORNIA
Amdt 5A 17OCT13

34°40'N-120°28'W

LOMPOC (LPC)
VOR/DME-A

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

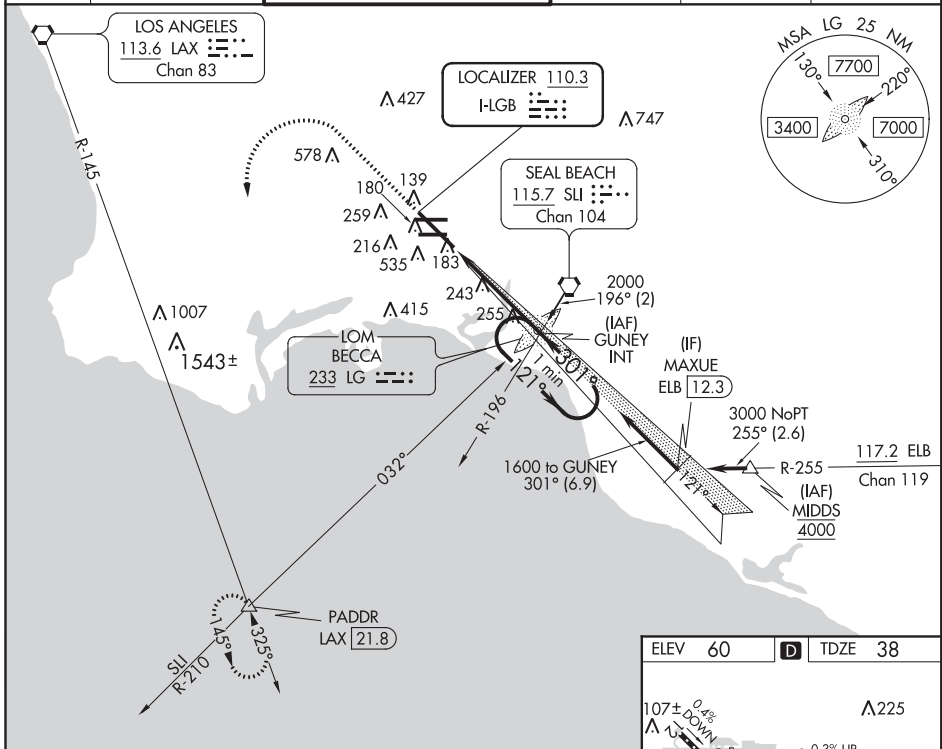
LOC I-LGB 110.3	APP CRS 301°	Rwy Idg TDZE Apt Elev	7415 38 60
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ILS or LOC RWY 30

LONG BEACH/DAUGHERTY FIELD (LGB)

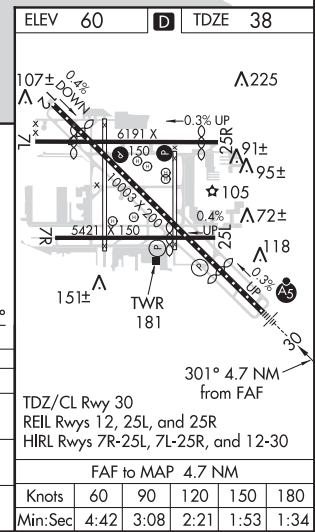
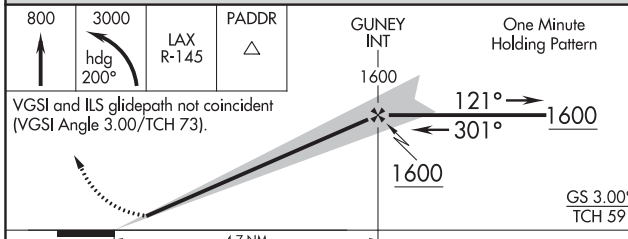
	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 200° and on LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.	

ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER ★ 120.5 257.6 (Rwy 12) 119.4 (CTAF) 257.6 (Rwy 30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



LONG BEACH, CALIFORNIA

AL-236 (FAA)

16315

APP CRS	Rwy Idg	8652
121°	TDZE	53
	Apt Elev	60

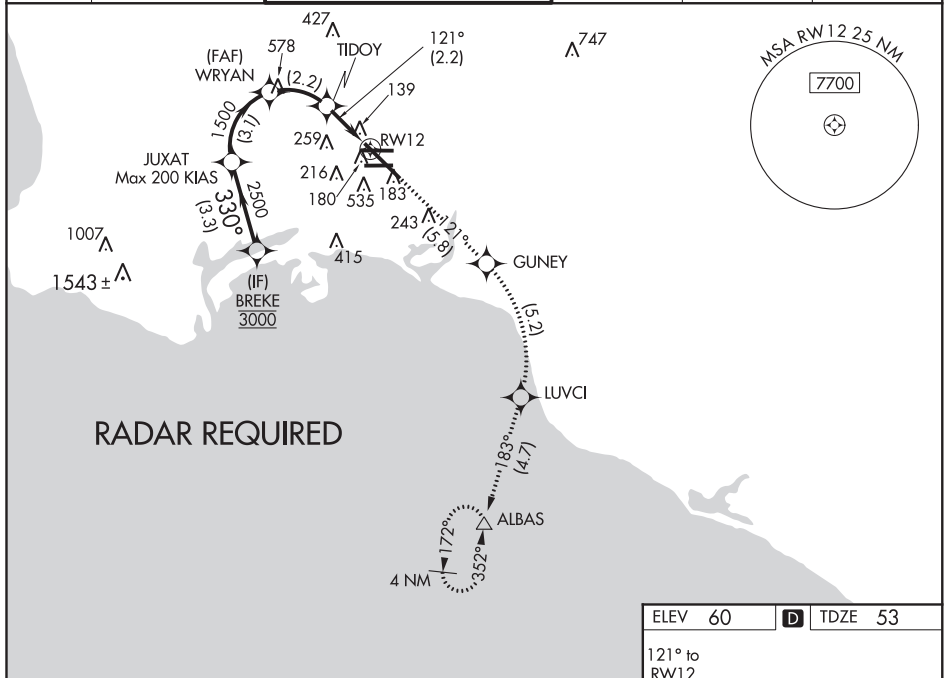
RNAV (RNP) RWY 12

LONG BEACH/DAUGHERTY FIELD (LGB)

▽
▲ For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 54°C (130°F).
RF required. GPS required.

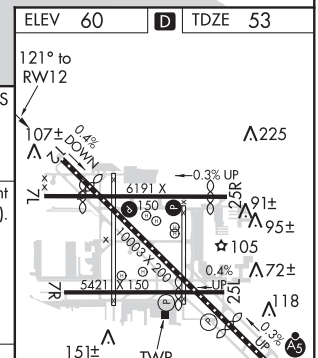
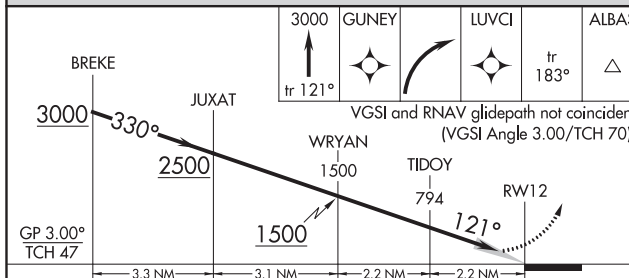
MISSED APPROACH: Climb to 3000 on track 121° to GUNEY, right turn to LUVCI, and on track 183° to ALBAS and hold.

ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.15 DA		414-1¼	361 (400-1¼)	
RNP 0.30 DA		485-1½	432 (500-1½)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy 30
REIL Rwy 12, 25L, and 25R
HIRL Rwy 7R-25L, 7L-25R and 12-30

LONG BEACH, CALIFORNIA
Amdt 2 10NOV16

33°49'N-118°09'W

LONG BEACH/DAUGHERTY FIELD (LGB)
RNAV (RNP) RWY 12

APP CRS	Rwy Idg	5661
256°	TDZE	48
	Apt Elev	60

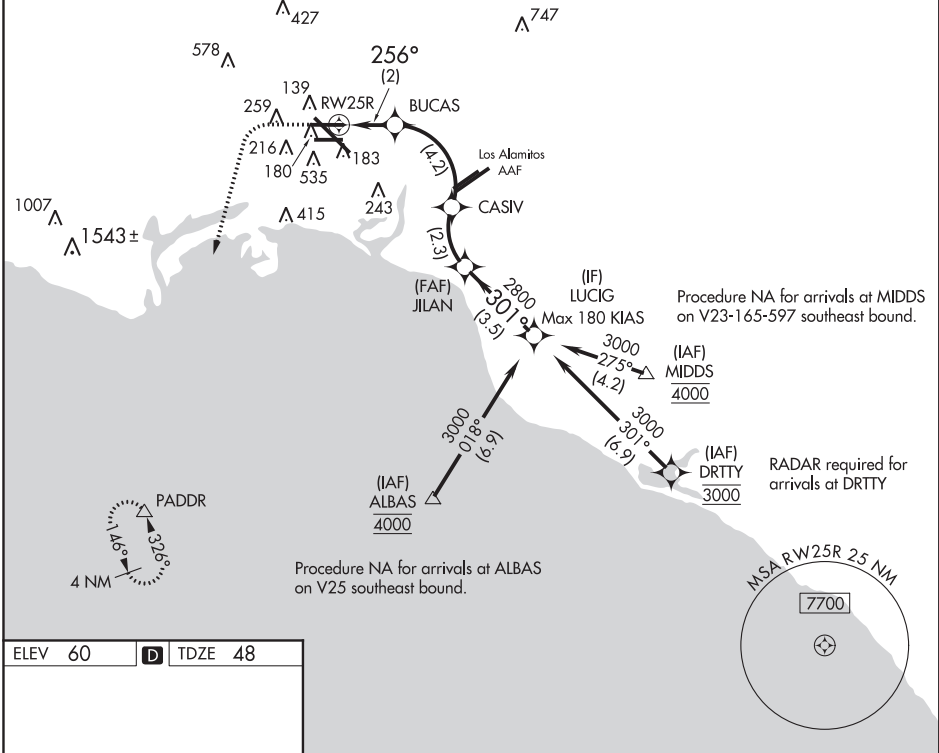
RNAV (RNP) RWY 25R

LONG BEACH/DAUGHERTY FIELD (LGB)

▽ For uncompensated Baro-VNAV systems, procedure NPA below
▲ 4°C (40°F) or above 54°C (130°F). RF required. GPs required.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold.

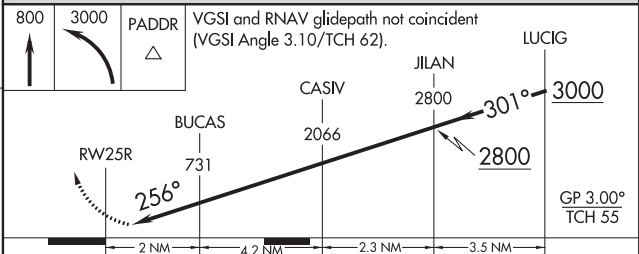
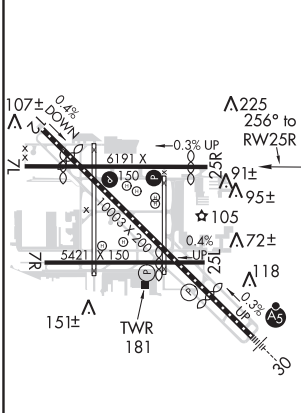
ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 60	D	TDZE 48
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CATEGORY	A	B	C	D
RNP 0.15 DA		320-1	272 (300-1)	
RNP 0.30 DA		415-1¼	367 (400-1¼)	

TDZ/CL Rwy 30
 REIL Rwy 12, 25L, and 25R
 HIRL Rwy 7R-25L, 7L-25R, and 12-30

AUTHORIZATION REQUIRED

LONG BEACH, CALIFORNIA

AL-236 (FAA)

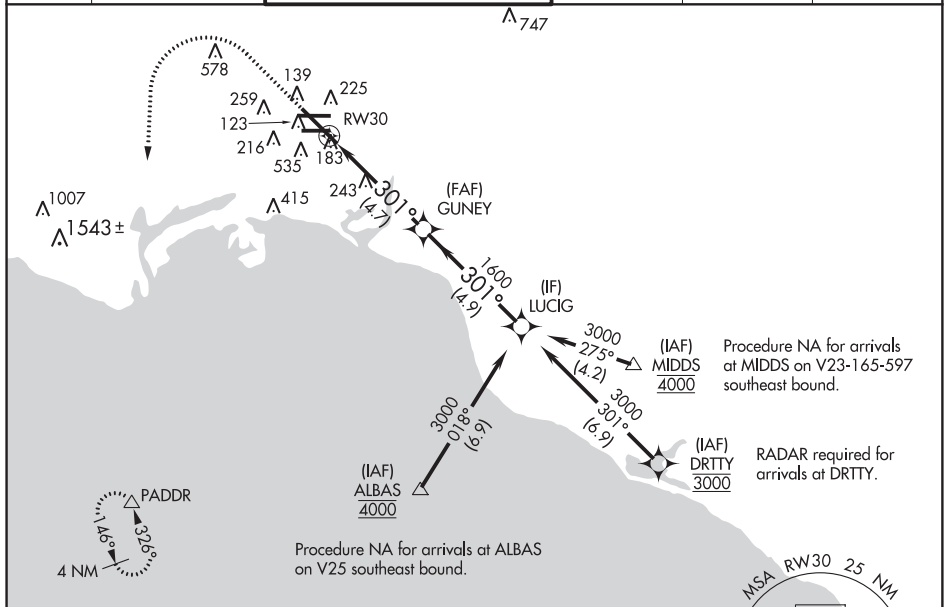
16315

APP CRS	Rwy Idg	7415
301°	TDZE	38
	Apt Elev	60

RNAV (RNP) Y RWY 30

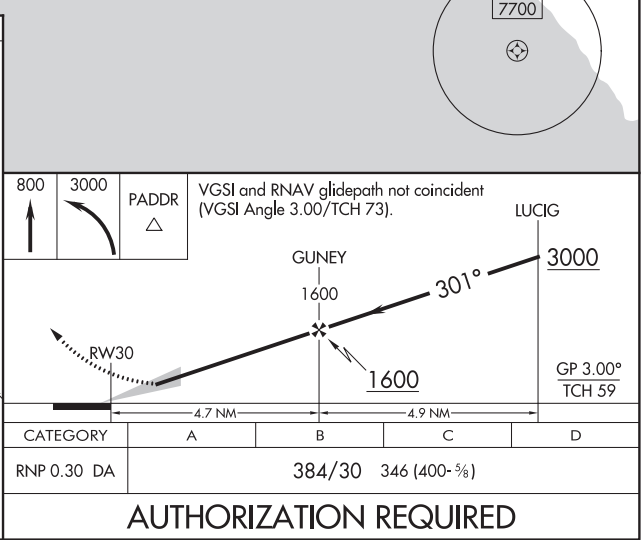
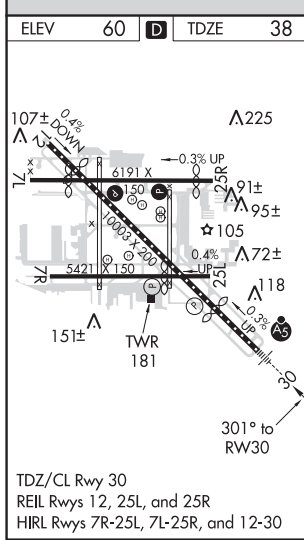
LONG BEACH/DAUGHERTY FIELD (LGB)

	For uncompensated Baro-VNAV systems, procedure NA below 4° C (40° F) or above 54° C (130° F). GPS required.			MALSR 	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold.	
	ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



LONG BEACH, CALIFORNIA
Amdt 2 10NOV16

33°49'N-118°09'W

LONG BEACH/DAUGHERTY FIELD (LGB)
RNAV (RNP) Y RWY 30

WAAS CH 99521 W30A	APP CRS 301°	Rwy Idg TDZE Apt Elev	7415 38 60
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RNAV (GPS) Z RWY 30

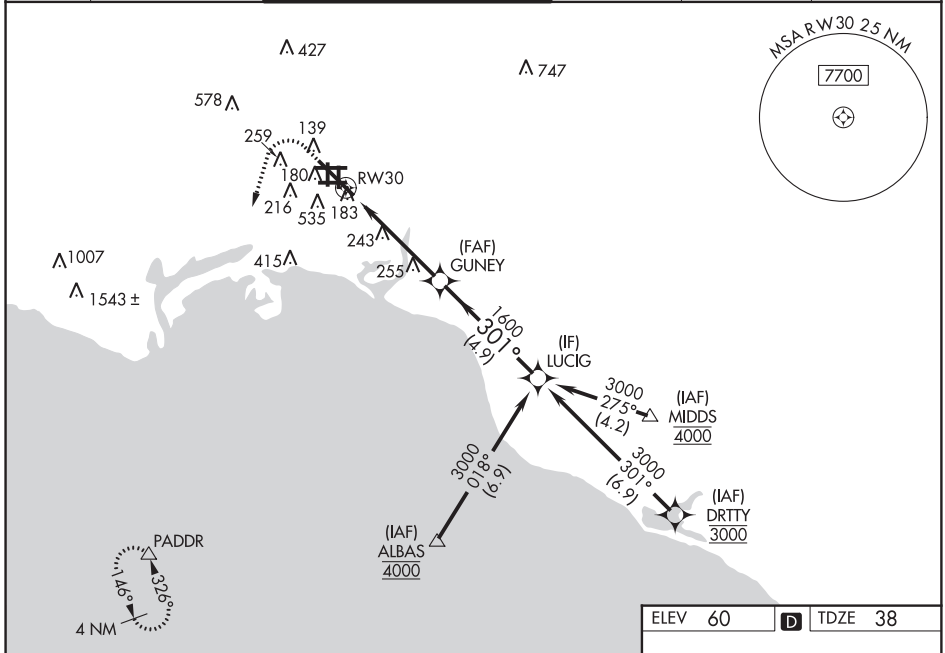
LONG BEACH/DAUGHERTY FIELD (LGB)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
▲ For inop ALS, increase LNAV/VNAV all Cats, and LNAV Cat C and D visibility to 2½ SM.



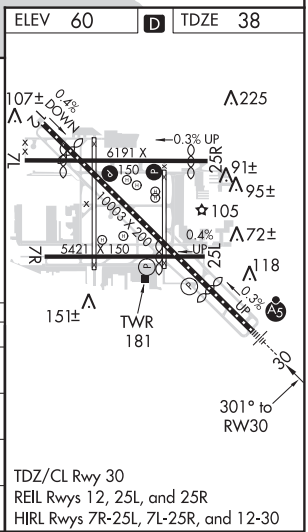
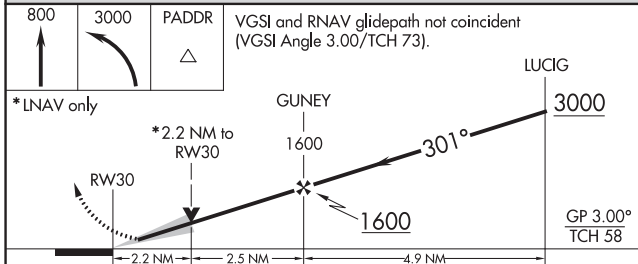
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold

ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		260/24	222 (200-½)	
LNAV/VNAV DA		664-1¾	626 (700-1¼)	
LNAV MDA	820/24 782 (800-½)	820/40 782 (800-¾)	820-1¾	782 (800-1¾)
CIRCLING	880-1 820 (900-1)	880-1¼ 820 (900-1¼)	880-2½ 820 (900-2½)	880-2¾ 820 (900-2¾)

TDZ/CL Rwy 30
 REIL Rws 12, 25L, and 25R
 HIRL Rws 7R-25L, 7L-25R, and 12-30

LONG BEACH, CALIFORNIA

AL-236 (FAA)

16203

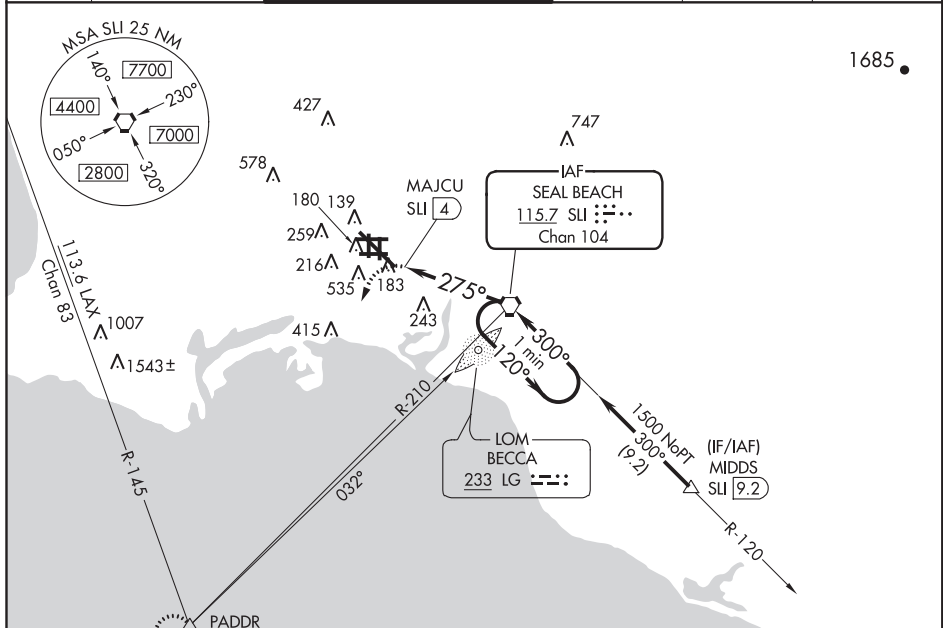
VORTAC SLI 115.7 Chan 104	APP CRS 275°	Rwy Idg TDZE Apt Elev	7415 38 60
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VOR or TACAN RWY 30

LONG BEACH/DAUGHERTY FIELD (LGB)

<p>Inoperative table does not apply. Visibility reduction by helicopters NA.</p>	<p>MALSR</p>	MISSED APPROACH: Climbing left turn to 2500 via heading 200° and LAX R-145 to PADDR Int/LAX 22 DME and hold.			
		ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)	GND CON 133.0 257.6

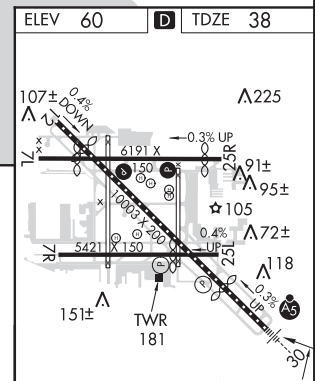
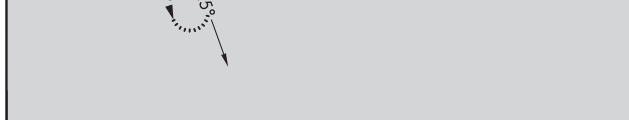
ATIS 127.75	SOCAL APP CON 125.35 316.125	LONG BEACH TOWER* 120.5 257.6 (Rwy 12) 119.4 (CTAF) 0 257.6 (Rwy 30)	GND CON 133.0 257.6	CLNC DEL 118.15	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 60	D	TDZE 38
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2500	LAX R-145	PADDR	SLI VORTAC	One Minute Holding Pattern
hdg 200°				

CATEGORY	A	B	C	D
S-30	640/50	602 (600-1)	640-1¾ 602 (600-1¾)	640-2 602 (600-2)
CIRCLING	880-1 820 (900-1)	880-1¼ 820 (900-1¼)	880-2½ 820 (900-2½)	880-2¾ 820 (900-2¾)

LONG BEACH, CALIFORNIA
Amdt 8B 22OCT09

33°49'N-118°09'W

LONG BEACH/DAUGHERTY FIELD (LGB)

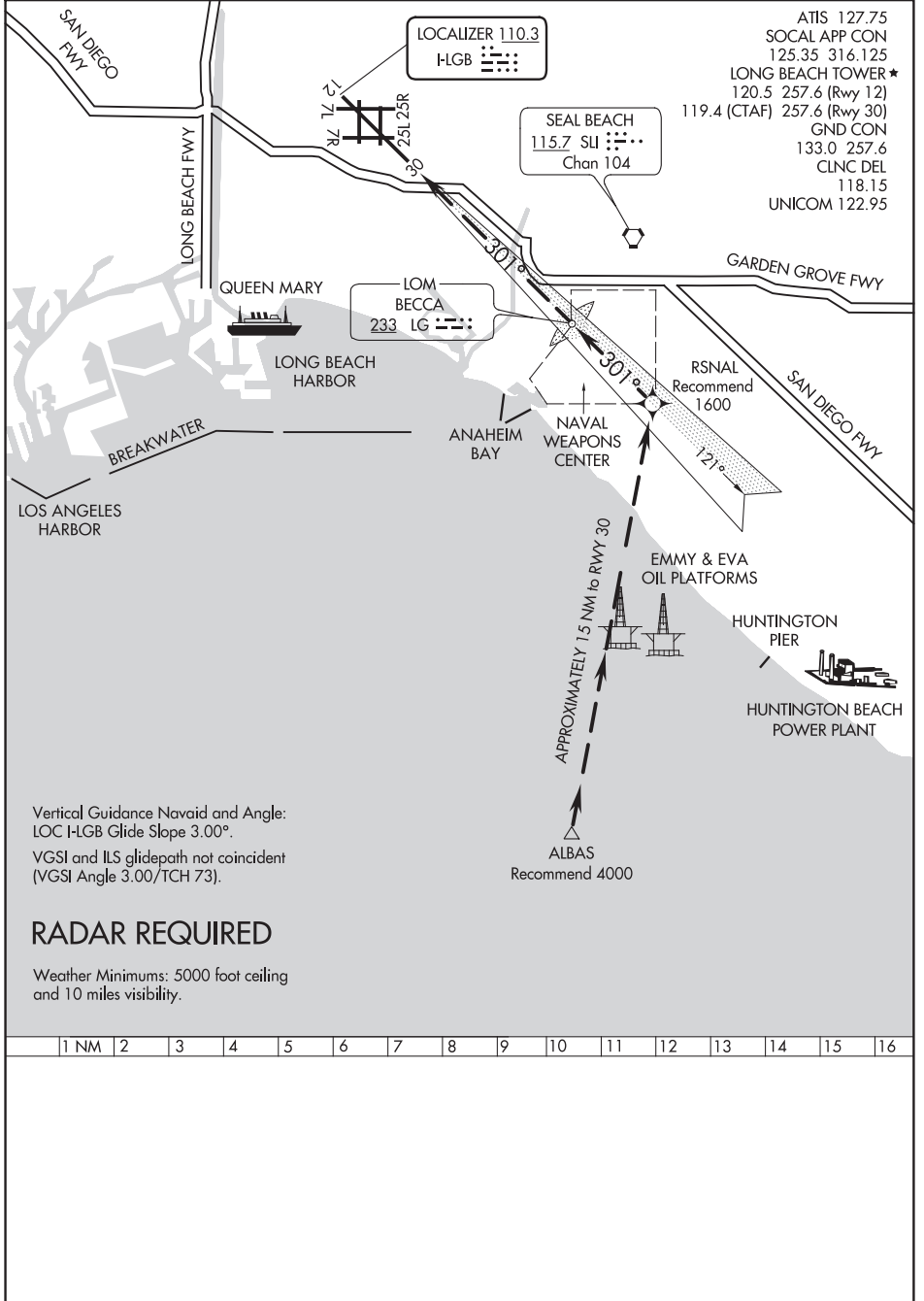
VOR or TACAN RWY 30

TDZ/CL Rwy 30	275° 4.7 NM from FAF
REIL Rws 12, 25L, and 25R	
HIRL Rws 7R-25L, 7L-25R, and 12-30	
FAF to MAP 4 NM	
Knots	60 90 120 150 180
Min:Sec	4:00 2:40 2:00 1:36 1:20

ARSENAL VISUAL RWY 30

AL-236 (FAA)

LONG BEACH/DAUGHERTY FIELD (LGB)
LONG BEACH, CALIFORNIA



ATIS 127.75
 SOCAL APP CON
 125.35 316.125
 LONG BEACH TOWER ★
 120.5 257.6 (Rwy 12)
 119.4 (CTAF) 257.6 (Rwy 30)
 GND CON
 133.0 257.6
 CLNC DEL
 118.15
 UNICOM 122.95

LOCALIZER 110.3
 I-LGB

SEAL BEACH
 115.7 SU
 Chan 104

LOM BECCA
 233 LG

RSNAL Recommend
 1600

ALBAS
 Recommend 4000

Vertical Guidance Navaid and Angle:
 LOC I-LGB Glide Slope 3.00°.
 VGSI and ILS glidepath not coincident
 (VGSI Angle 3.00/TCH 73).

RADAR REQUIRED

Weather Minimums: 5000 foot ceiling
 and 10 miles visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ARSENAL VISUAL RWY 30

Orig 31MAY12

33°49'N-118°09'W

LONG BEACH, CALIFORNIA
LONG BEACH/DAUGHERTY FIELD (LGB)

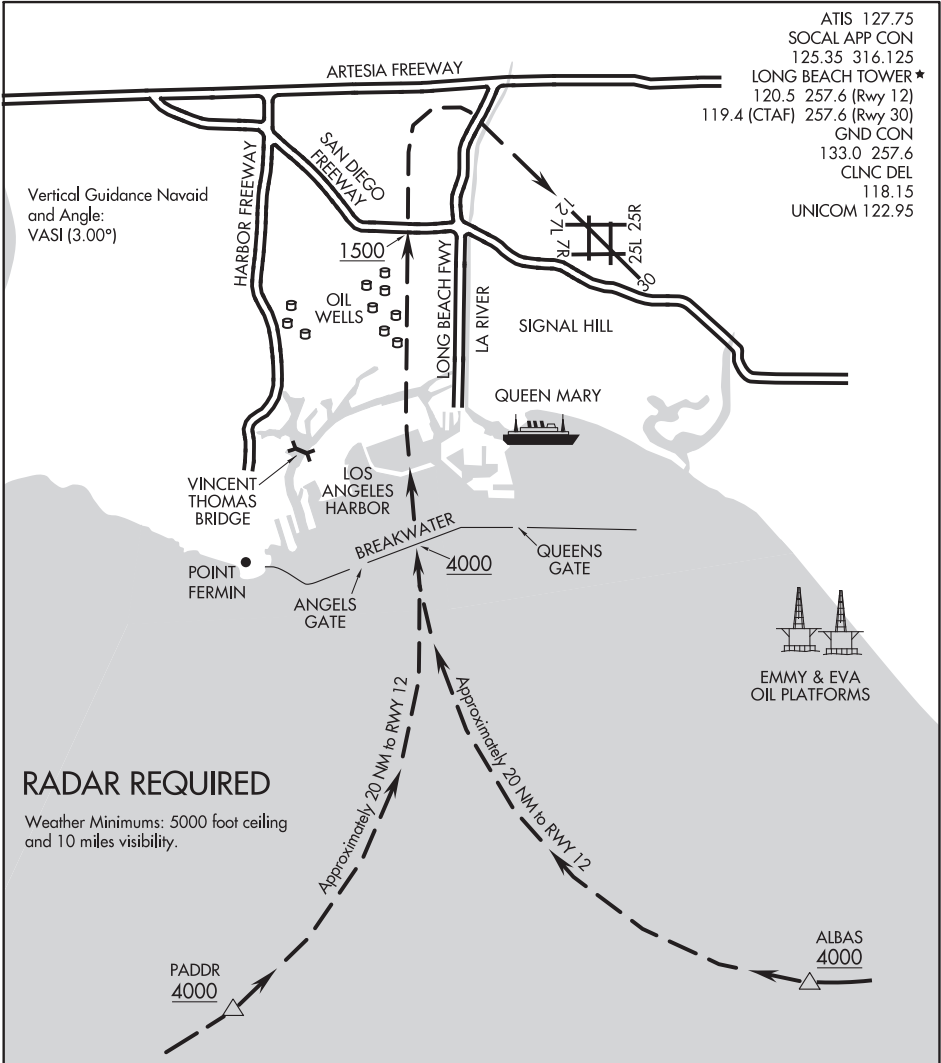
LA RIVER VISUAL RWY 12

AL-236 (FAA)

LONG BEACH/DAUGHERTY FIELD (LGB)
LONG BEACH, CALIFORNIA

- ATIS 127.75
- SOCAL APP CON 125.35 316.125
- LONG BEACH TOWER * 120.5 257.6 (Rwy 12)
- 119.4 (CTAF) 257.6 (Rwy 30)
- GND CON 133.0 257.6
- CLINC DEL 118.15
- UNICOM 122.95

Vertical Guidance Navaid and Angle: VASI (3.00°)



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

Weather Minimums: 5000 foot ceiling and 10 miles visibility.

PROCEDURE NOT AUTHORIZED AT NIGHT.

LA RIVER VISUAL RWY 12

33°49'N-118°09'W

LONG BEACH, CALIFORNIA
LONG BEACH/DAUGHERTY FIELD (LGB)

Orig 12MAY05

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

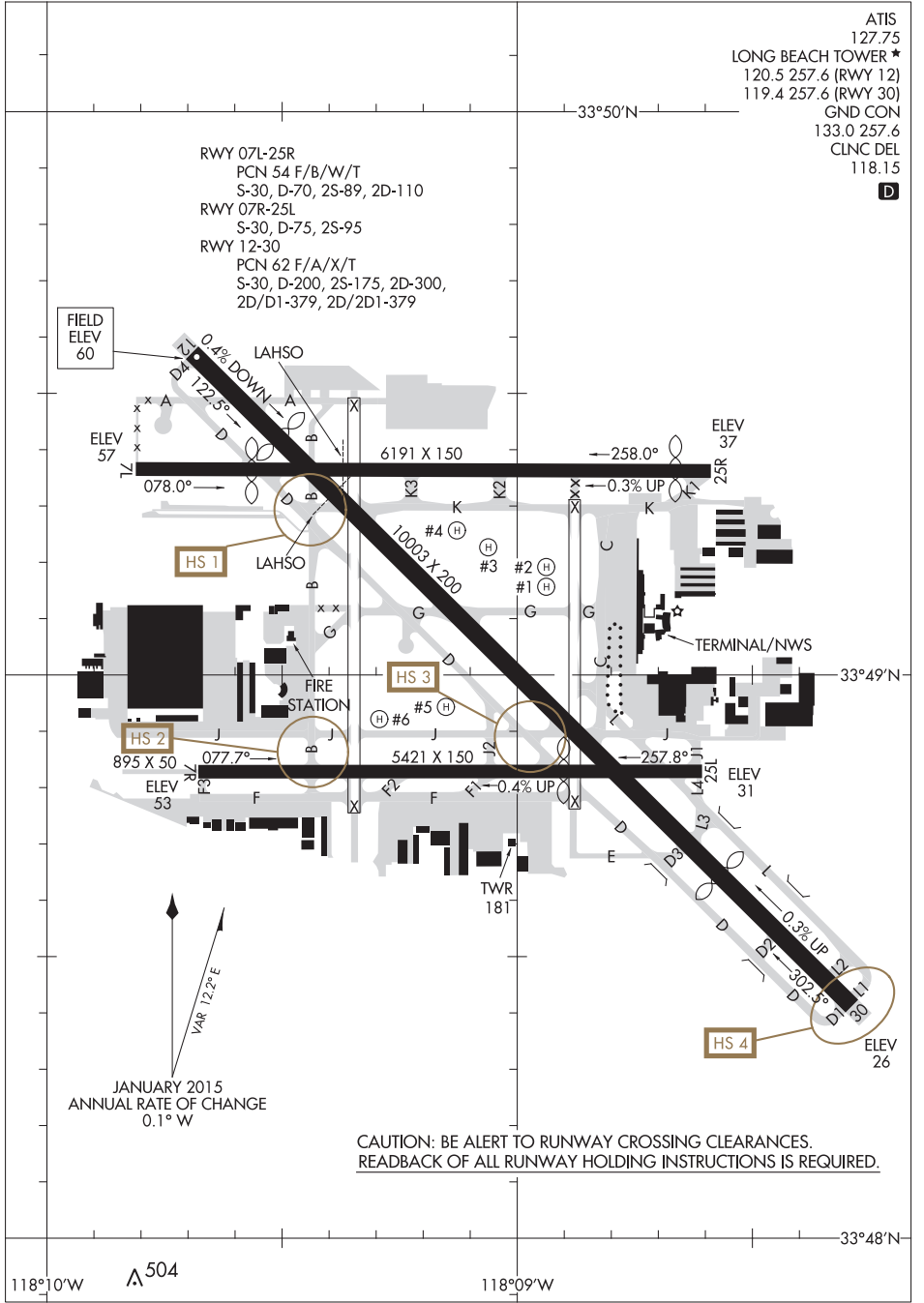


RWY 07L-25R
 PCN 54 F/B/W/T
 S-30, D-70, 2S-89, 2D-110
 RWY 07R-25L
 S-30, D-75, 2S-95
 RWY 12-30
 PCN 62 F/A/X/T
 S-30, D-200, 2S-175, 2D-300,
 2D/D1-379, 2D/2D1-379

FIELD ELEV 60

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

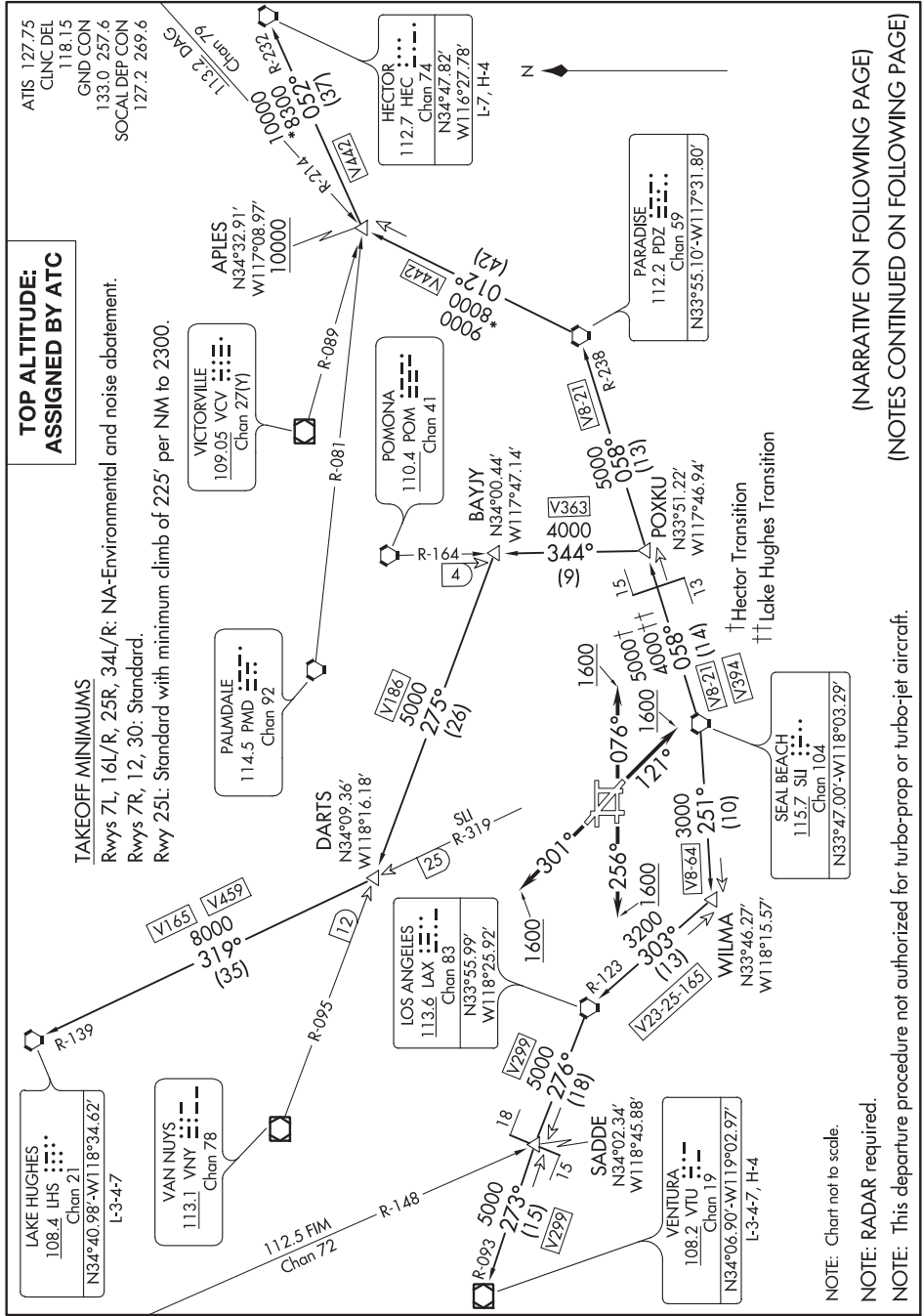
ANAHEIM EIGHT DEPARTURE

SL-236 (FAA)

LONG BEACH/DAUGHERTY FIELD (LGB)

LONG BEACH, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwys 7L, 16L/R, 25R, 34L/R: NA-Environmental and noise abatement.
 Rwys 7R, 12, 30: Standard.
 Rwy 25L: Standard with minimum climb of 225' per NM to 2300.

NOTE: Chart not to scale.
 NOTE: RADAR required.
 NOTE: This departure procedure not authorized for turbo-prop or turbo-jet aircraft.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

ANAHEIM EIGHT DEPARTURE

(ANAHM8.SLI) 15SEP16

LONG BEACH, CALIFORNIA
 LONG BEACH/DAUGHERTY FIELD (LGB)

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 7R: Climb heading 076° to 1600, thence. . . .
- TAKEOFF RUNWAY 12: Climb heading 121° to 1600, thence. . . .
- TAKEOFF RUNWAY 25L: Climb heading 256° to 1600, thence. . . .
- TAKEOFF RUNWAY 30: Climb heading 301° to 1600, 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 (ANAHM8.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 (ANAHM8.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 (ANAHM8.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

TAKEOFF OBSTACLE NOTES

- Rwy 7R: Trees beginning 327' from DER, 231' right of centerline, up to 70' AGL/95' MSL.
Buildings beginning 1473' from DER, 822' right of centerline, up to 99' AGL/118' MSL.
Light poles beginning 380' from DER, 390' right of centerline, up to 50' AGL/60' MSL.
Trees beginning 1208' from DER, 197' left of centerline, up to 71' AGL/101' MSL.
Buildings beginning 277' from DER, 474' left of centerline, up to 42' AGL/72' MSL.
- Rwy 12: Trees beginning 969' from DER, 391' right of centerline, up to 65' AGL/87' MSL.
Spire 3094' from DER, 1182' right of centerline, 98' AGL/118' MSL.
Trees beginning 1124' from DER, 357' left of centerline, up to 71' AGL/98' MSL.
Light pole 1126' from DER, 607' left of centerline, 37' AGL/59' MSL.
Pipe 1146' from DER, 334' left of centerline, 31' AGL/55' MSL.
- Rwy 25L: Tree 2008' from DER, 182' right of centerline, 73' AGL/107' MSL.
Light pole 1283' from DER, 122' right of centerline, 29' AGL/88' MSL.
Building 1149' from DER, 793' right of centerline, 105' AGL/163' MSL.
Tower 3821' from DER, 439' right of centerline, 75' AGL/158' MSL.
Light poles 1283' from DER, 122' right of centerline, 29' AGL/88' MSL.
Trees beginning 486' from DER, 91' left of centerline, up to 77' AGL/144' MSL.
Signs beginning 1074' from DER, 209' left of centerline, up to 35' AGL/108' MSL.
- Rwy 30: Trees beginning 1596' from DER, 104' right of centerline, up to 55' AGL/121' MSL.
Light poles beginning 356' from DER, 245' right of centerline, up to 30' AGL/93' MSL.
Pole 312' from DER, 312' right of centerline, 72' AGL/145' MSL.
Buildings beginning 1338' from DER, 621' right of centerline, up to 66' AGL/139' MSL.
Railroad beginning 648' from DER, on centerline, 17' AGL/91' MSL.
Trees beginning 1205' from DER, 517' left of centerline, up to 65' AGL/130' MSL.
Light poles beginning 984' from DER, 69' left of centerline, up to 54' AGL/127' MSL.
Buildings beginning 351' from DER, 289' left of centerline, up to 22' AGL/89' MSL.
Poles beginning 1939' from DER, 312' left of centerline, up to 54' AGL/127' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

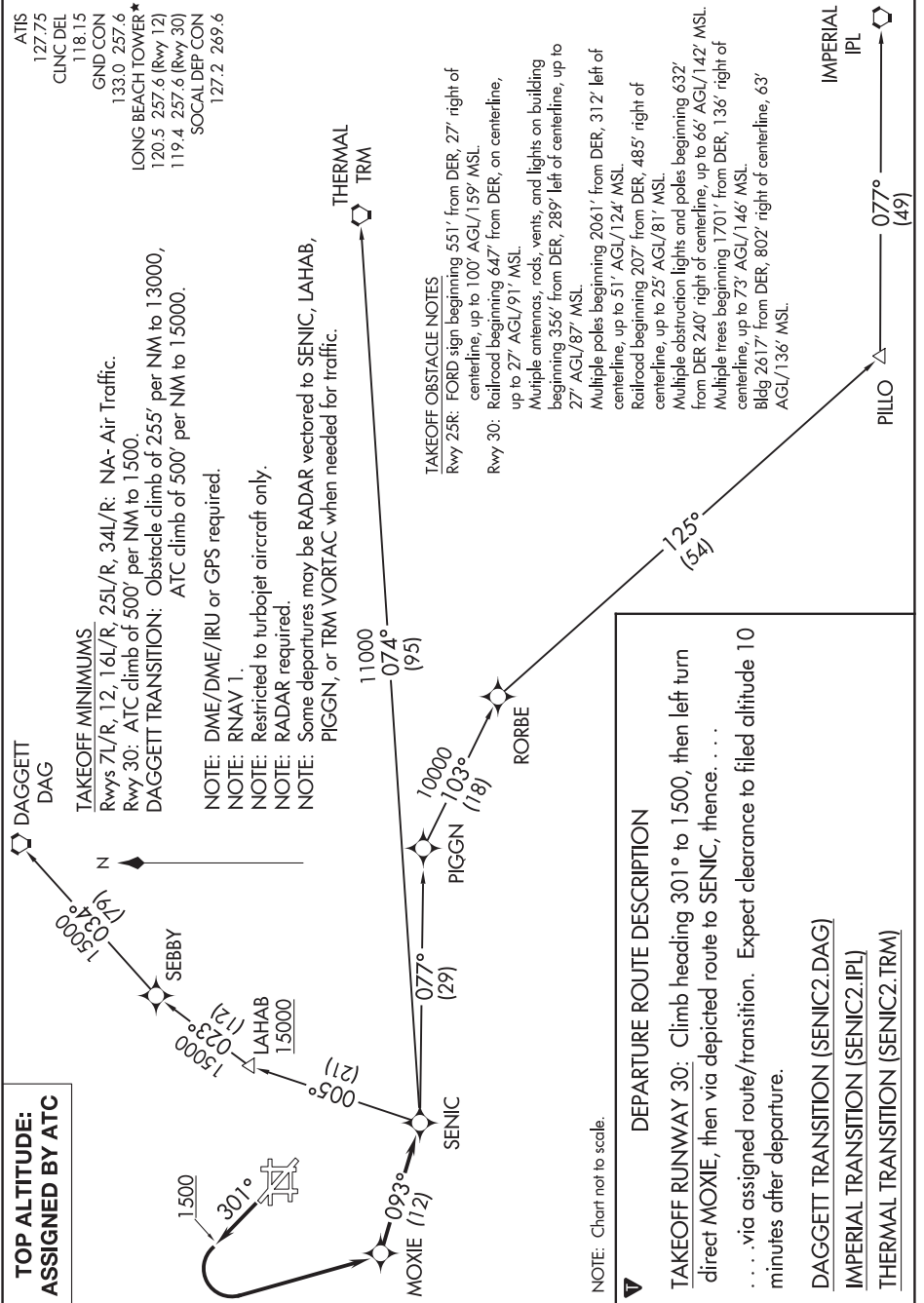
SENIC TWO DEPARTURE (RNAV)

LONG BEACH/DAUGHERTY FIELD (LGB)

SL-236 (FAA)

LONG BEACH, CALIFORNIA

7.101.00 01.91.02.01 VON 01. 'E'-WS



SENIC TWO DEPARTURE (RNAV)

LONG BEACH, CALIFORNIA

LONG BEACH/DAUGHERTY FIELD (LGB)

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 22L

APCH CRS 223°	Rwy Idg 8001
	TDZE 35
	Arprt Elev 35

AL-953 [USA]

LOS ALAMITOS AAF (KSLI)

<p>▽ * When ALS inop, increase CAT D vis to 1 mile. ** When ALS inop using SANTA ANA altimeter setting, increase CAT D vis to 1½ mile. ▲ NA *** Circling not authorized N of Rwy 4L-22R.</p>	<p>SALSF A2</p>	<p>MISSED APPROACH: Climb to 500 then climbing left turn to 2100 direct ALBAS and hold.</p>
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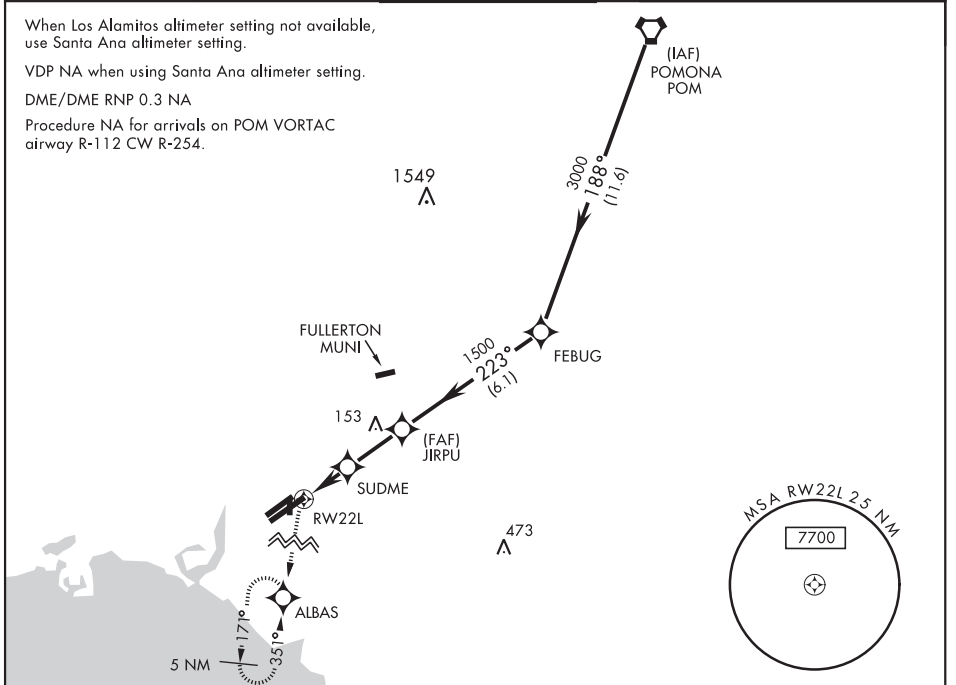
<p>ATIS ★ 118.875 379.975</p>	<p>SOCAL APP CON 125.35 316.125</p>	<p>LOS ALAMITOS TOWER ★ 123.85 251.15</p>	<p>GND CON 126.95 257.95</p>	<p>ASR/ PAR</p>
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When Los Alamitos altimeter setting not available, use Santa Ana altimeter setting.

VDP NA when using Santa Ana altimeter setting.

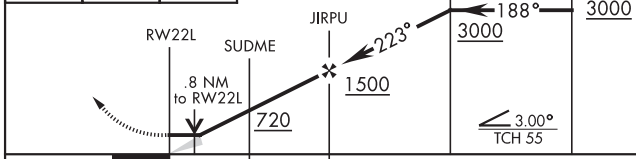
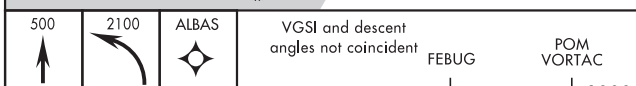
DME/DME RNP 0.3 NA

Procedure NA for arrivals on POM VORTAC
airway R-112 CW R-254.



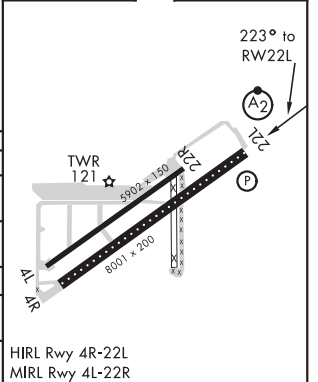
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 35	TDZE 35
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CATEGORY	A	B	C	D
LNNAV MDA *	380-¾ 345 (400-¾)			
CIRCLING ***	440-1 405 (500-1)	500-1 465 (500-1)	560-1½ 525 (600-1½)	680-2 645 (700-2)
SANTA ANA ALTIMETER SETTING MINIMUMS				
LNNAV MDA **	420-¾ 385 (400-¾)		420-7/8 385 (400-7/8)	
CIRCLING ***	480-1 405 (500-1)	540-1 465 (500-1)	600-1½ 525 (600-1½)	720-2 645 (700-2)



RNAV (GPS) RWY 22L

LOS ALAMITOS, CALIFORNIA

VOR or TACAN RWY 22L

VORTAC SLI 115.7 Chan 104	APCH CRS 214°	Rwy Idg TDZE 35 Arpt Elev 35	8001
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AL-953 [USA]

LOS ALAMITOS AAF (KSLI)

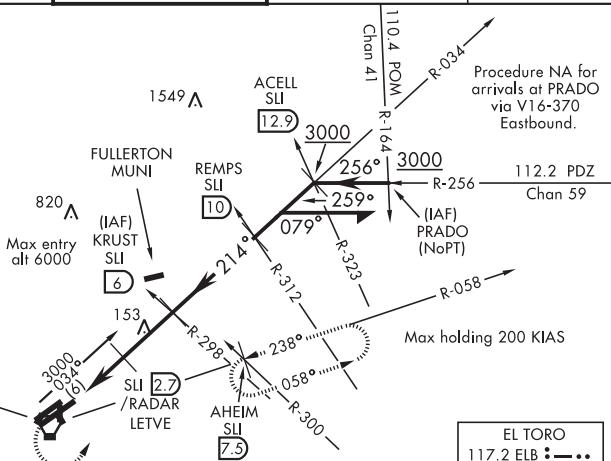
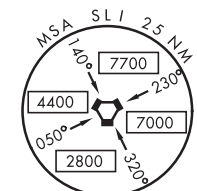
▼ * When ALS inop, increase vis CAT D ¼ mile.
 ** Circling not authorized N of Rwy 4L-22R.



MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 via SLI VORTAC R-058 to AHEIM INT and hold.

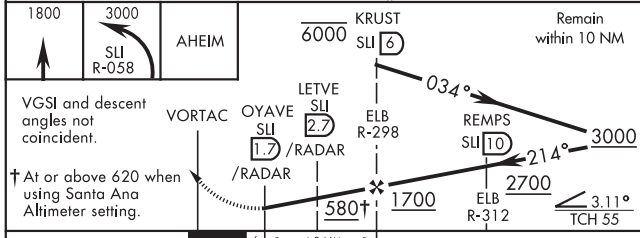
ATIS ★ 118.875 379.975	SOCAL APP CON 125.35 316.125	LOS ALAMITOS TOWER ★ 123.85 251.15	GND CON 126.95 257.95	ASR/ PAR
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When Los Alamitos altimeter setting not available, use Santa Ana altimeter setting.



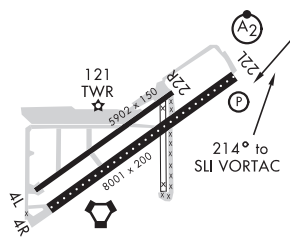
SEAL BEACH
115.7 SLI
Chan 104

EL TORO
117.2 ELB
Chan 119



ELEV 35	TDZE 35
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CATEGORY	A	B	C	D
S-22L *	440-¾	408 (500-¾)	440-1 408 (500-1)	440-1½ 408 (500-1½)
CIRCLING **	440-1 408 (500-1)	500-1 468 (500-1)	500-1½ 468 (500-1½)	600-2 568 (600-2)
WITHOUT DME or RADAR				
S-22L	580-¾	548 (600-¾)	580-1¼ 548 (600-1¼)	580-1½ 548 (600-1½)
CIRCLING **	580-1	548 (600-1)	580-1½ 548 (600-1½)	600-2 568 (600-2)
SANTA ANA ALTIMETER SETTING MINIMUMS				
S-22L *	480-¾	448 (500-¾)	480-1 448 (500-1)	480-1½ 448 (500-1½)
CIRCLING **	480-1 448 (500-1)	540-1 508 (600-1)	540-1½ 508 (600-1½)	640-2 608 (700-2)
SANTA ANA ALTIMETER SETTING WITHOUT DME or RADAR				
S-22L	620-¾	588 (600-¾)	620-1¼ 588 (600-1¼)	620-1½ 588 (600-1½)
CIRCLING **	620-1	588 (600-1)	620-1½ 588 (600-1½)	640-2 608 (700-2)



HIRL Rwy 4R-22L	MIRL Rwy 4L-22R				
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

LOS ALAMITOS, CALIFORNIA
Amdt 7 16091

33°47'N-118°03'W

LOS ALAMITOS AAF (KSLI)

VOR or TACAN RWY 22L

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOM LG 233	APCH CRS 206°	Rwy ldg TDZE Arprt Elev 8001 35 35
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AL-953 [USA]

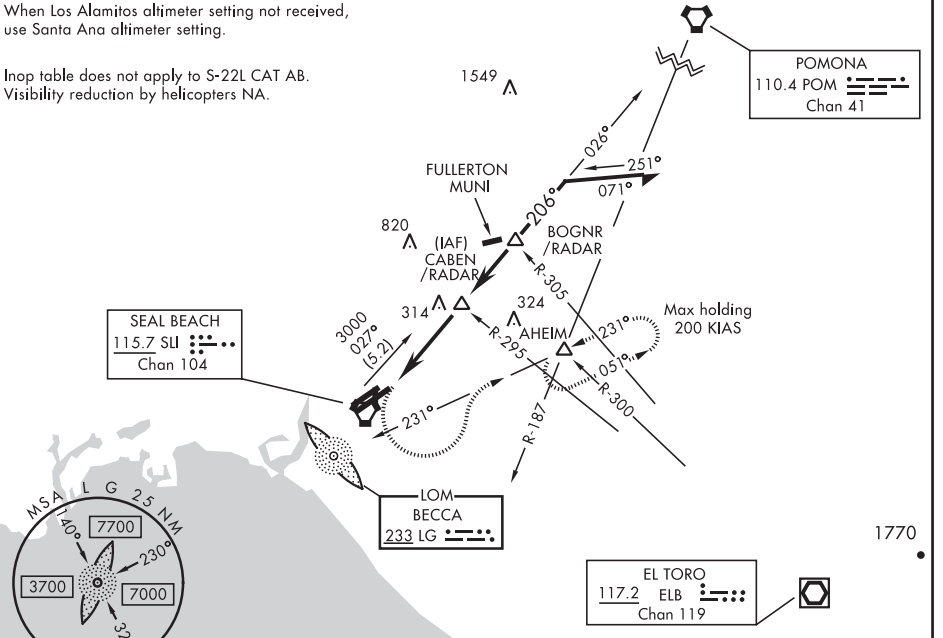
LOS ALAMITOS AAF (KSLI)

<p>NA</p> <p>* When ALS inop, increase CAT D vis 1/4 mile. ** Circling not authorized N of Rwy 4L-22R.</p>	<p>SALSF</p>	<p>MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 via BECCA LOM 051° bearing to AHEIM INT and hold.</p>
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<p>ATIS ★</p> <p>118.875 379.975</p>	<p>SOCAL APP CON</p> <p>125.35 316.125</p>	<p>LOS ALAMITOS TOWER ★</p> <p>123.85 251.15</p>	<p>GND CON</p> <p>126.95 257.95</p>	<p>ASR/ PAR</p>
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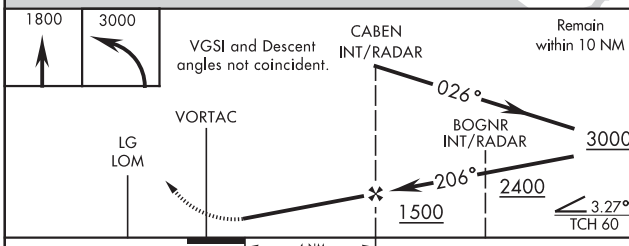
When Los Alamitos altimeter setting not received, use Santa Ana altimeter setting.

Inop table does not apply to S-22L CAT AB.
Visibility reduction by helicopters NA.

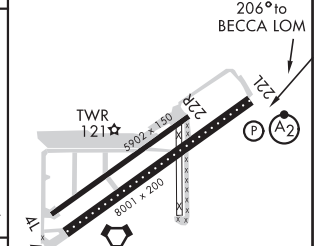


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 35	TDZE 35
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CATEGORY	A	B	C	D
S-22L *	620-1 588 (600-1)		620-1 1/4 588 (600-1 1/4)	620-1 1/2 588 (600-1 1/2)
CIRCLING **	620-1 588 (600-1)		620-1 1/2 588 (600-1 1/2)	620-2 588 (600-2)
SANTA ANA ALTIMETER SETTING MINIMUMS				
S-22L *	660-1 628 (700-1)		660-1 1/2 628 (700-1 1/2)	660-1 3/4 628 (700-1 3/4)
CIRCLING **	660-1 628 (700-1)		660-1 3/4 628 (700-1 3/4)	660-2 628 (700-2)

HIRL Rwy 4R-22L		MIRL Rwy 4L-22R	
FAF to MAP 4.0 NM			
Knots	60	90	120 150 180
Min:Sec	4:00	2:40	2:00 1:36 1:20

AIRPORT DIAGRAM

LOS ALAMITOS AAF (KSLI)

AFD-953 [USA]

LOS ALAMITOS, CALIFORNIA

ATIS ★
 118.875 379.975
 LOS ALAMITOS TOWER ★
 123.85 251.15
 GND CON
 126.95 257.95

MARCH 2016
 ANNUAL RATE OF CHANGE
 0.1°W

NATIONAL GUARD
 OPERATIONS

BILLETING

ANDERSON
 DROP ZONE

FIELD
 ELEV
 35

HANGAR 1

HANGAR 2

FIRE STATION

HANGAR 3

ARMY RESERVE

CONTROL TWR (121)

BASE OPS

CIVIL AIR PATROL

POL

ELEV 25

5900 x 150

8001 x 200

COMPASS ROSE

HOT CARGO

ELEV 17

ELEV 18

200 RAD

1000 x 200

RWY 4R-22L
 PCN 36 R/C/W/T
 RWY 4L-22R
 PCN 36 F/C/W/T
 CLOSED RWY
 WEIGHT BEARING CAPACITY
 (UNKNOWN)

118°04'W

118°03'W

33°47'N

33°48'N



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LOS ALAMITOS, CALIFORNIA

LOS ALAMITOS AAF (KSLI)

ALBACOR-TWO DEPARTURE (ALBAS 2.ALBAS)

LOS ALAMITOS AAF (KSLI)

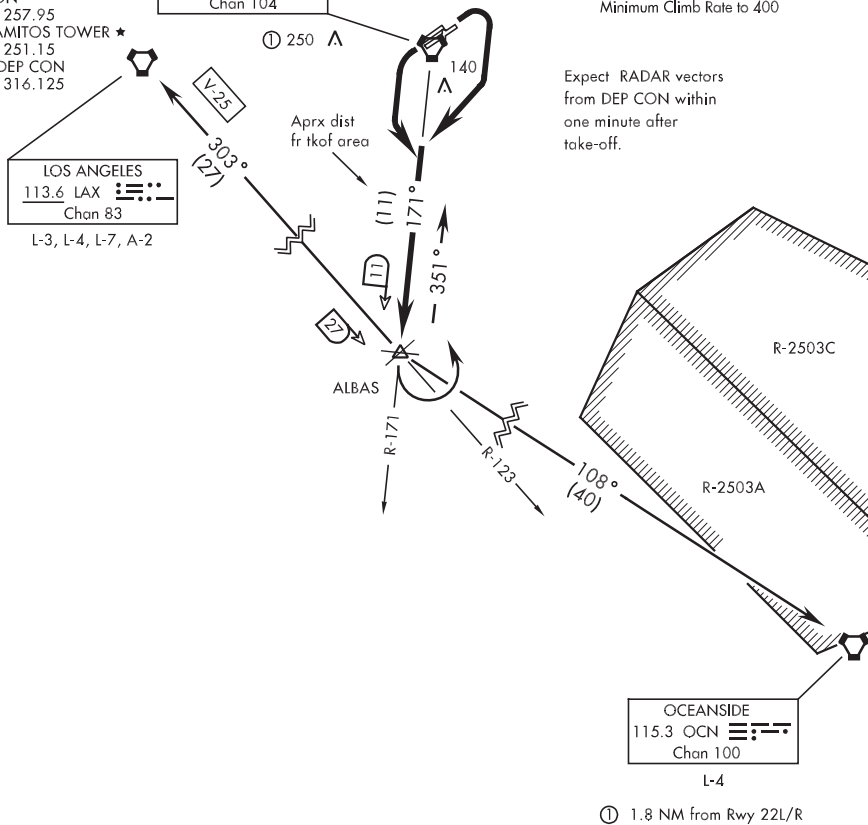
LOS ALAMITOS, CALIFORNIA

ATIS ★
118.875 379.975
GND CON
126.95 257.95
LOS ALAMITOS TOWER ★
123.85 251.15
SOCAL DEP CON
125.35 316.125

SEAL BEACH
115.7 SLI
Chan 104

Rwy	Knots	60	120	180	240
22L/R	V/V(fpm)	224	448	672	896

Minimum Climb Rate to 400



Expect RADAR vectors from DEP CON within one minute after take-off.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4L/R: Immediate climb to assigned alt. Maintain rwy hdg until passing 400'. Aircraft under VFR conditions maintain rwy hdg until end of rwy approach lights. Turn right hdg 180° for one minute. Thence

TAKE-OFF RWY 22L/R: Immediate climb to assigned altitude. Maintain rwy hdg until passing 400'. Aircraft under VFR conditions maintain rwy hdg until end of rwy. Turn left to hdg 180° for one minute. Thence

.... intercept and proceed via SLI VORTAC R-171 to ALBAS INT. Cross ALBAS INT at as assigned, then via transition or assigned route.

LOS ANGELES TRANSITION (ALBAS 2.LAX): Via LAX R-123 to LAX.

OCEANSIDE TRANSITION (ALBAS 2.OCN): Via direct OCN.

SEAL BEACH TRANSITION (ALBAS 2.SLI): Left turn east of course to intercept SLI R-171 inbound to SLI.

ALBACOR-TWO DEPARTURE (ALBAS 2.ALBAS)

LOS ALAMITOS, CALIFORNIA
LOS ALAMITOS AAF (KSLI)

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

16315

LOC/DME I-UWU 108.5 Chan 22	APP CRS 071°	Rwy Idg 6L 8566 6R 9748 TDZE 119 116 Apt Elev 128 128
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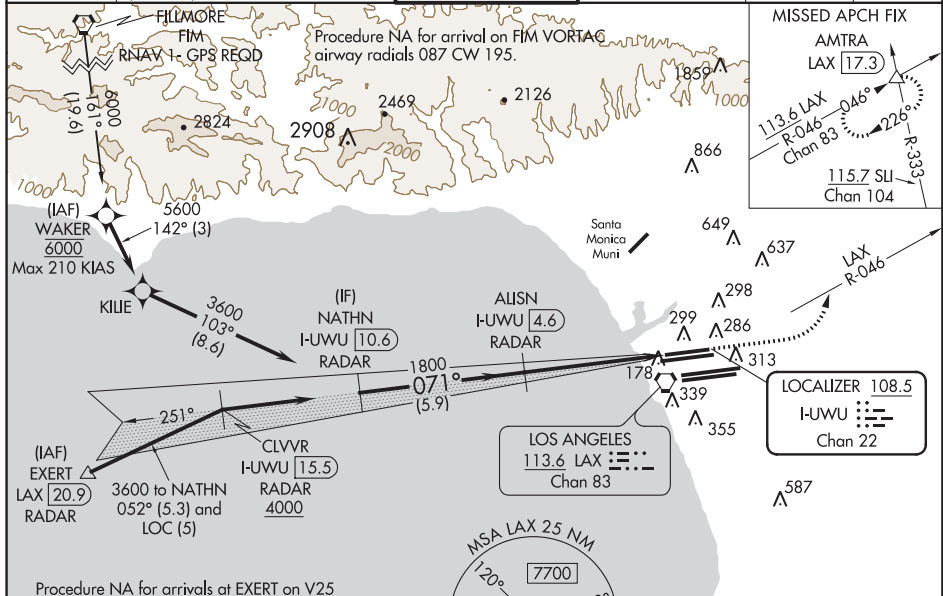
ILS or LOC RWY 6L

LOS ANGELES INTL (LAX)

Inop table does not apply to Sidestep 6R Cats A/B. Simultaneous approach authorized.

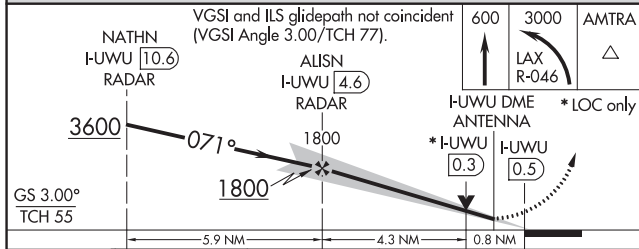
MALSR Rwy 6L	MALSR Rwy 6R	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/LAX 17.3 DME and hold.
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ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°) 124.9 269.0 (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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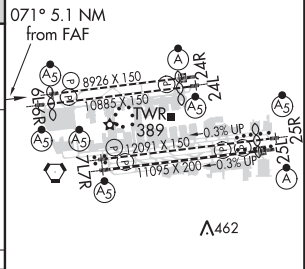


SW-3, 10 NOV 2016 to 05 JAN 2017

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 6L	369/24 250 (300-½)			
S-LOC 6L	460/24 341 (400-½)	460/26 341 (400-¾)		
SIDESTEP 6R	460/55 344 (400-1¼)			460-1½ 344 (400-1½)



LOS ANGELES, CALIFORNIA

Amdt 13 10NOV16

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

ILS or LOC RWY 6L

LOC/DME I-GPE 111.7 Chan 54	APP CRS 071°	Rwy Idg TDZE Apt Elev	6R 9748 116 128	6L 8566 119 128
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ILS or LOC RWY 6R

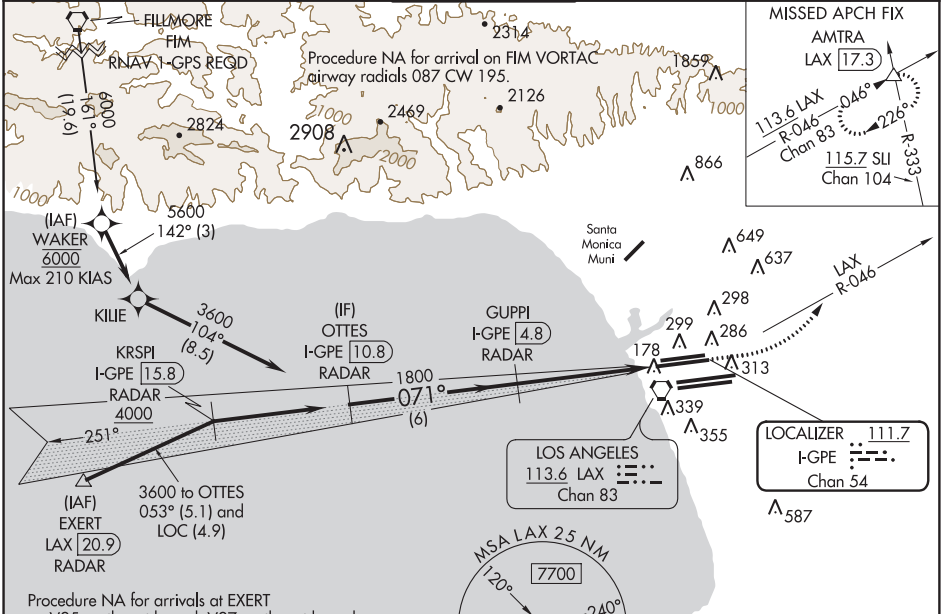
LOS ANGELES INTL (LAX)

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.



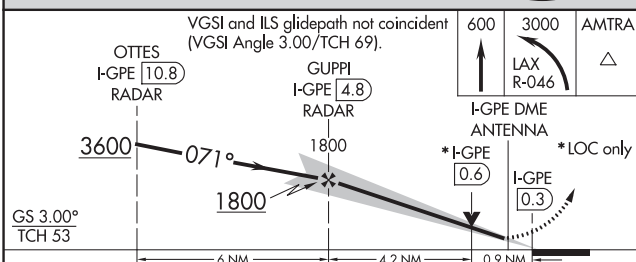
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/ LAX 17.3 DME and hold.

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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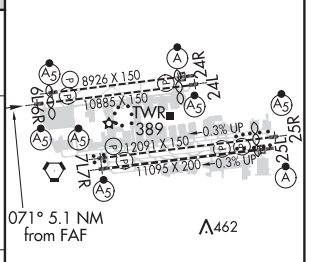


Procedure NA for arrivals at EXERT on V25 southwest bound, V27 northwest bound.

DME or RADAR REQUIRED



ELEV 128	TDZE 6R 116	TDZE 6L 119
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CATEGORY	A	B	C	D
S-ILS 6R#	316/24 200 (200-½)			
S-LOC 6R	460/24 344 (400-½)	460/30 344 (400-¾)		
SIDESTEP 6L	460/55 341 (400-1¼)			460-1½ 341 (400-1½)

TDZ/CL Rwy 7L, 24R, and 25L	FAF to MAP 5.1 NM
HIRL all Rwy	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

16315

LOC/DME HAS 111.1 Chan 48	APP CRS 071°	Rwy Idg 11259 11095 TDZE 128 128 Apt Elev 128 128	7L 7R
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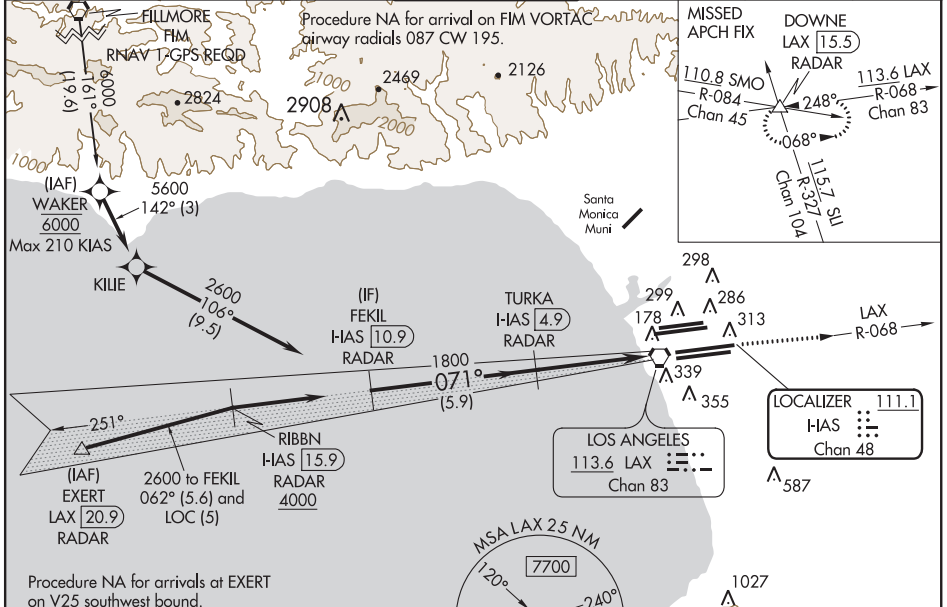
ILS or LOC RWY 7L

LOS ANGELES INTL (LAX)

▼ DME or RADAR required. Simultaneous approach authorized. For inop ALS, increase S-LOC 7L Cat C/D visibility to RVR 5500. Inop table does not apply to Sidestep Rwy 7R Cats A and B.

MALSR Rwy 7L 	MALSR Rwy 7R 	MISSED APPROACH: Climb to 3000 on LAX VORTAC R-068 to DOWNE INT/LAX 1.5.5 DME/RADAR and hold.
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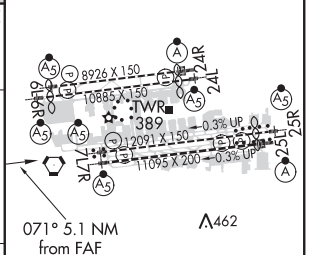
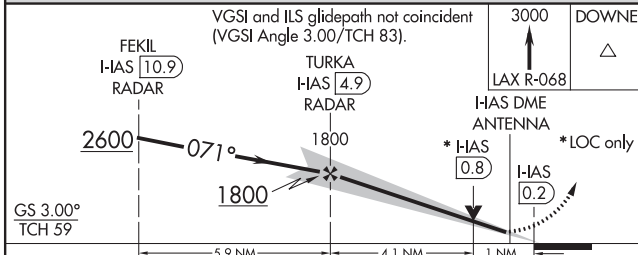
ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 128	D TDZE 7L 128	TDZE 7R 128
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CATEGORY	A	B	C	D
S-ILS 7L	336/18 208 (300-½)			
S-LOC 7L	520/24	392 (400-½)	520/35	392 (400-¾)
SIDESTEP 7R	520/55 392 (400-¼)			520-1½ 392 (400-1½)

TDZ/CL Rwsy 7L, 24R, and 25L					
HIRL all Rwsy					
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

Amtd 8 10NOV16

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

ILS or LOC RWY 7L

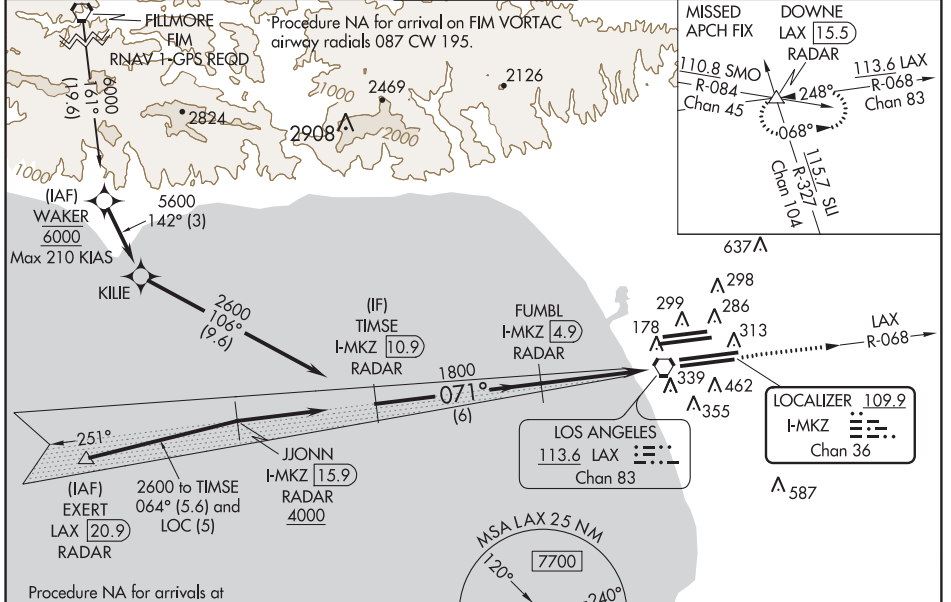
LOC/DME I-MKZ 109.9 Chan 36	APP CRS 071°	Rwy Idg 7R 11095 11259 7L TDZE 128 128 Apt Elev 128 128
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ILS or LOC RWY 7R

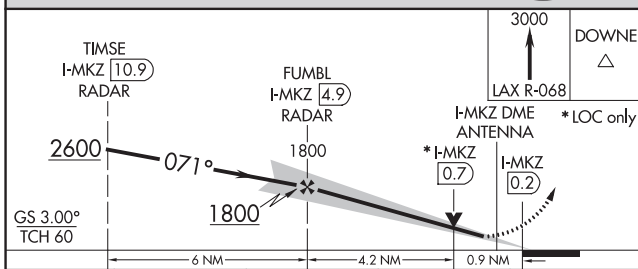
LOS ANGELES INTL (LAX)

Autopilot coupled approach NA below 264. DME or RADAR required. Simultaneous approach authorized. Inoperative table does not apply to Sidestep Rwy 7L Cats A and B.

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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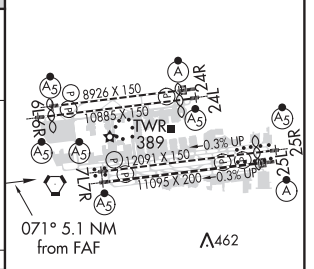


Procedure NA for arrivals at EXERT on V25 southwest bound.



CATEGORY	A	B	C	D
S-ILS 7R	328/24		200 (200-½)	
S-LOC 7R	460/24	332 (400-½)	460/26	332 (400-¾)
SIDESTEP 7L	520/55		392 (400-1¼)	
			520-1½ 392 (400-1½)	

ELEV 128	TDZE 7R 128
	TDZE 7L 128



FDZ/CL Rwy 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

SW-3, 10 NOV 2016 to 05 JAN 2017

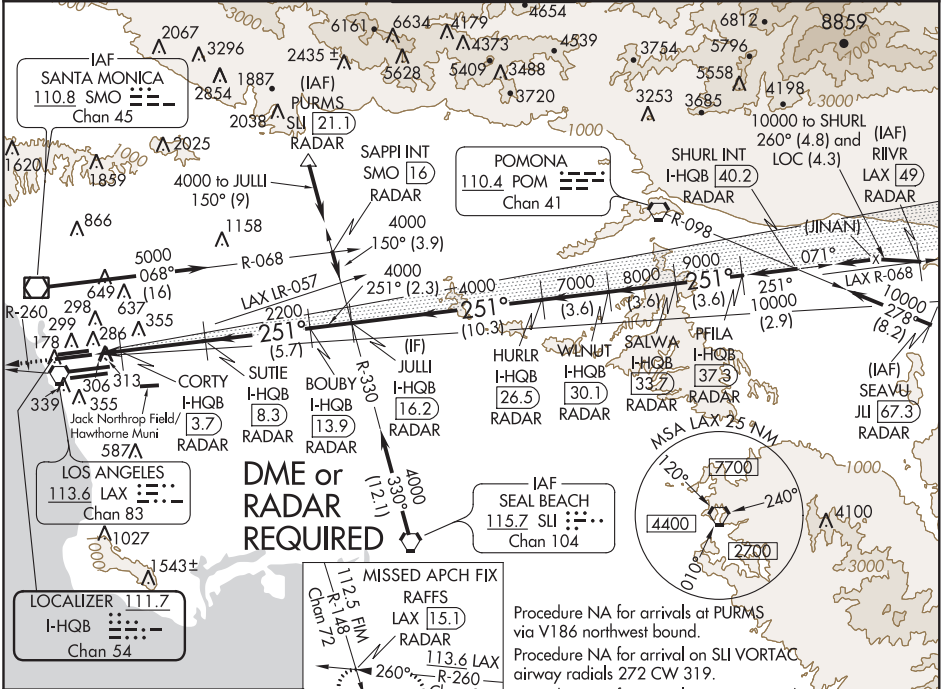
SW-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HQB 111.7 Chan 54	APP CRS 251°	Rwy Idg TDZE Apt Elev	24L 9483 123 128	24R 8925 122 128
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ILS or LOC RWY 24L

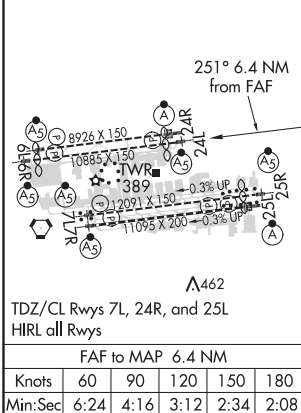
LOS ANGELES INTL (LAX)

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) [090°-224°] 124.5 235.975 [225°-044°]		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
	Inoperative table does not apply to Sidestep Rwy 24R A/B. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25.							



ELEV 128	D	TDZE 24L 123
		TDZE 24R 122

MISSED APCH FIX
 RAFFS LAX [15.1] RADAR
 Procedure NA for arrivals at PURMS via V186 northwest bound.
 Procedure NA for arrival on SLI VORTAC airway radials 272 CW 319.
 Procedure NA for arrivals at SMO VOR/DME via V107 westbound.



2000	LAX R-260	RAFFS LAX [15.1]	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 79).						
*LOC only.		SUTIE I-HQB [8.3] RADAR	BOUBY I-HQB [13.9] RADAR	JULI I-HQB [16.2] RADAR	HURLR I-HQB [26.5] RADAR	WLNUT I-HQB [30.1] RADAR	SALWA I-HQB [33.7] RADAR	PFILA I-HQB [37.3] RADAR	
700*	2200	CORTY I-HQB [3.7] RADAR	SUTIE I-HQB [8.3] RADAR	BOUBY I-HQB [13.9] RADAR	JULI I-HQB [16.2] RADAR	HURLR I-HQB [26.5] RADAR	WLNUT I-HQB [30.1] RADAR	SALWA I-HQB [33.7] RADAR	PFILA I-HQB [37.3] RADAR
1 NM	0.8	4.6 NM	5.7 NM	2.3 NM	10.3 NM	3.6 NM	3.6 NM	3.6 NM	
CATEGORY		A		B		C		D	
S-ILS 24L		323/40		200 (200-3/4)					
S-LOC 24L		500/55		377 (400-1/4)					
SIDESTEP 24R		700/55		583 (600-1/4)		700-1/4 583 (600-1/4)			

LOC/DME I-OSS 108.5 Chan 22	APP CRS 251°	Rwy Idg TDZE Apt Elev	24R 8925 120 126	24L 9483 121 126
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ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

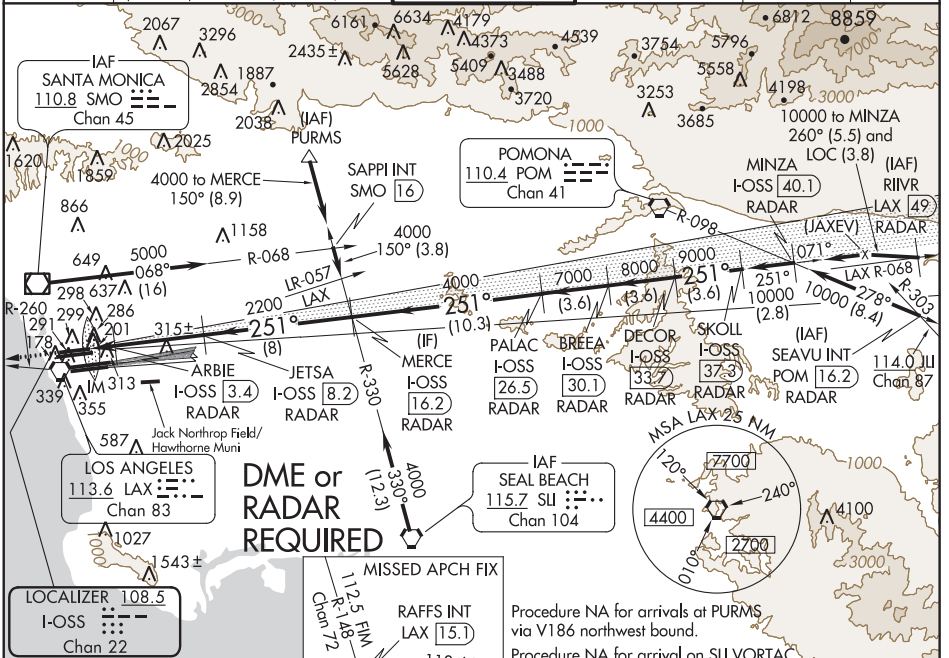
⚠ Inoperative table does not apply to Sidestep Rwy 24L Cats A/B.
 For inoperative MALS/R, increase S-LOC Rwy 24R Cat D visibility to RVR 5000. Simultaneous approach authorized with LAX 25L/R.
 Simultaneous approach authorized with HHR 25.

ALS-F2 Rwy 24R

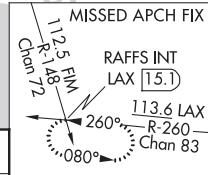
MALS/R Rwy 24L

MISSED APPROACH: Climb to 2000 via heading 251° and LAX R-260 to RAFFS INT/LAX 15.1 DME and hold.

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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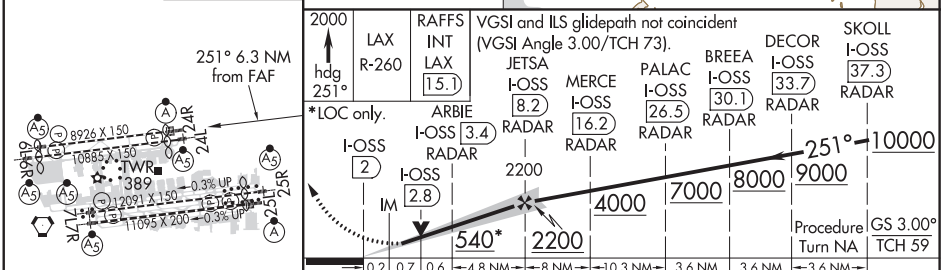
ELEV 126	TDZE 24R 120	TDZE 24L 121
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Procedure NA for arrivals at PURMS via V186 northwest bound.

Procedure NA for arrival on SLI VORTAC airway radials 272 CW 319.

Procedure NA for arrivals at SMO VOR/DME via V107 westbound.



TDZ/CL Rwy 7L, 24R, and 25L HIRL all Rwy	FAF to MAP 6.3 NM	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 73).		DECOR I-OSS 33.7	SKOLL I-OSS 37.3
Knots	60 90 120 150 180	MIN:SEC	6:18 4:12 3:09 2:31 2:06	Procedure Turn NA	
CATEGORY	S-ILS 24R		320/18 200 (200-1/2)		
CATEGORY	S-LOC 24R		460/24 340 (400-1/2)		460/40 (400-3/4)
SIDESTEP RWY 24L	580/50		459 (500-1)		580-1/2 459 (500-1/2)

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LOS ANGELES, CALIFORNIA

AL-237 (FAA)

16315

LOC/DME I-LAX 109.9 Chan 36	APP CRS 251°	Rwy Idg 25L 11095 25R 10835 TDZE 104 104 Apt Elev 128 128
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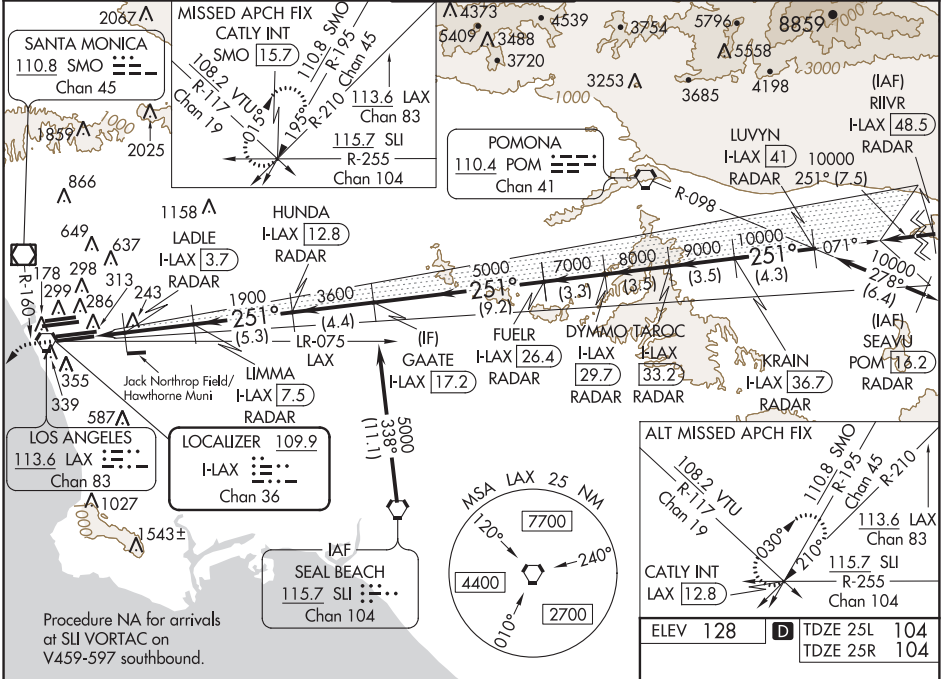
ILS or LOC RWY 25L

LOS ANGELES INTL (LAX)

DME or RADAR required. Simultaneous approach authorized with LAX Rwy 24L/R. Simultaneous approach authorized with HHR Rwy 25. Inop table does not apply to sidestep Rwy 25R Cats A and B.

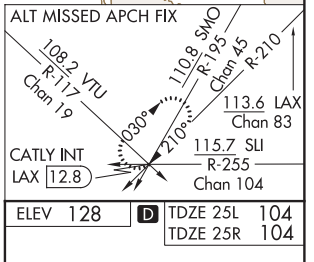
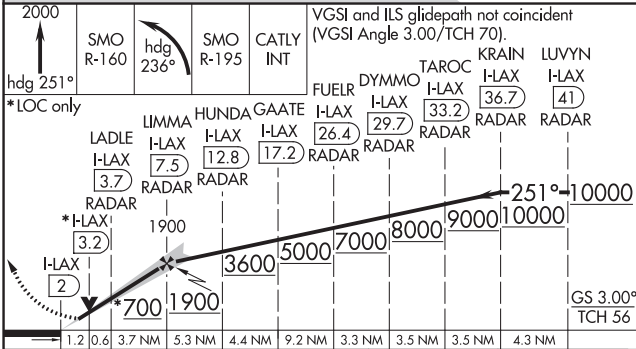
ALSF-2 Rwy 25L 	MALSR Rwy 25R 	MISSED APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° to SMO R-195 on SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.
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ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (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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SW-3, 10 NOV 2016 to 05 JAN 2017

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CATEGORY	A	B	C	D
S-ILS 25L	304/18		200 (200-1/2)	
S-LOC 25L	540/24	436 (500-1/2)	540/40	436 (500-3/4)
SIDESTEP 25R	700/55	596 (600-1/4)		700-1/2 596 (600-1/2)

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

Amdt 13 21JUL16

33°57'N-118°24'W

LOS ANGELES INTL (LAX) ILS or LOC RWY 25L

LOC/DME I-CFN 111.1 Chan 48	APP CRS 251°	Rwy Idg TDZE Apt Elev	25R 10835 104 128	25L 11095 104 128
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ILS or LOC RWY 25R

LOS ANGELES INTL (LAX)

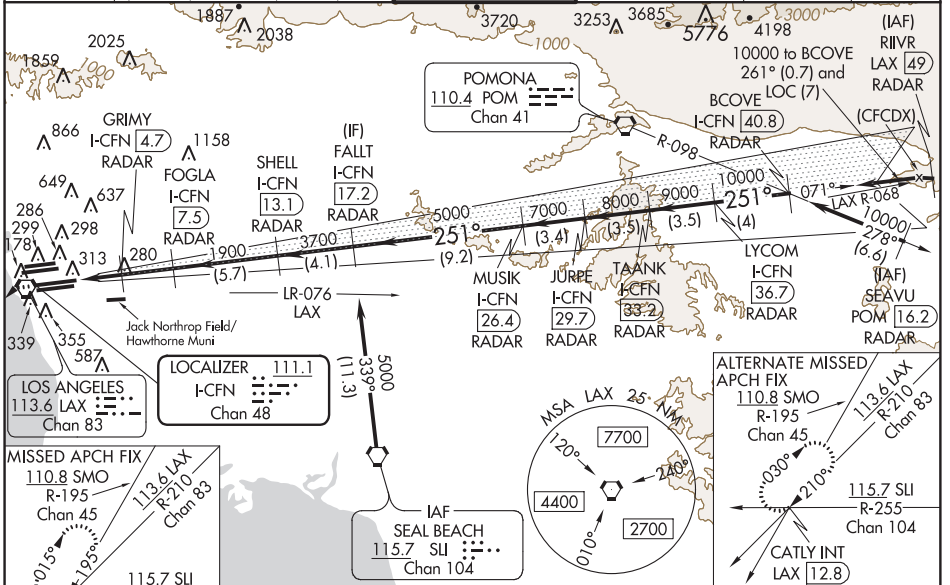
Simultaneous approach authorized with LAX Rwy 24L/R.
Simultaneous approach authorized with HHR Rwy 25.
DME or RADAR required.
Inop table does not apply to Sidestep 25L Cats A and B.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS Rwy 25R

ALS F-2 Rwy 25L

MISSED APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° to SMO R-195 on SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.

ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 124.9 269.0 (225°-044°) (090°-224°) (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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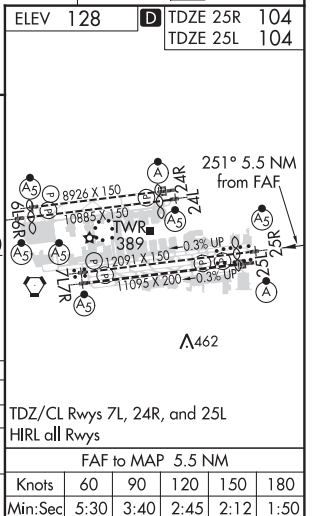
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at SLI VORTAC on V459-597 southeast bound.

DME or RADAR REQUIRED

2000	SMO R-160	SMO R-195	CATLY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).				
hdg 251°	hdg 236°			MUSIK I-CFN 26.4	JURPE I-CFN 29.7	TAANK I-CFN 33.2	LYCOM I-CFN 36.7	BCOVE I-CFN 40.8
*LOC only	GRIMY I-CFN 3.2	FOGLA I-CFN 7.5	SHELL I-CFN 13.1	FALLT I-CFN 17.2				
	1000*	1900	3700	5000	7000	8000	9000	10000
	1.2	1.5	2.8 NM	4.1 NM	9.2 NM	3.4 NM	3.5 NM	4 NM
CATEGORY	A		B		C		D	
S-ILS 25R	#304/24		200 (200-½)					
S-LOC 25R	560/24		456 (500-½)		560/45		456 (500-¾)	
SIDESTEP 25L	700/55		596 (600-¼)		700-½		596 (600-½)	



LOC/DME I-OSS 108.5 Chan 22	APP CRS 251°	Rwy Idg TDZE Apt Elev	8925 120 126
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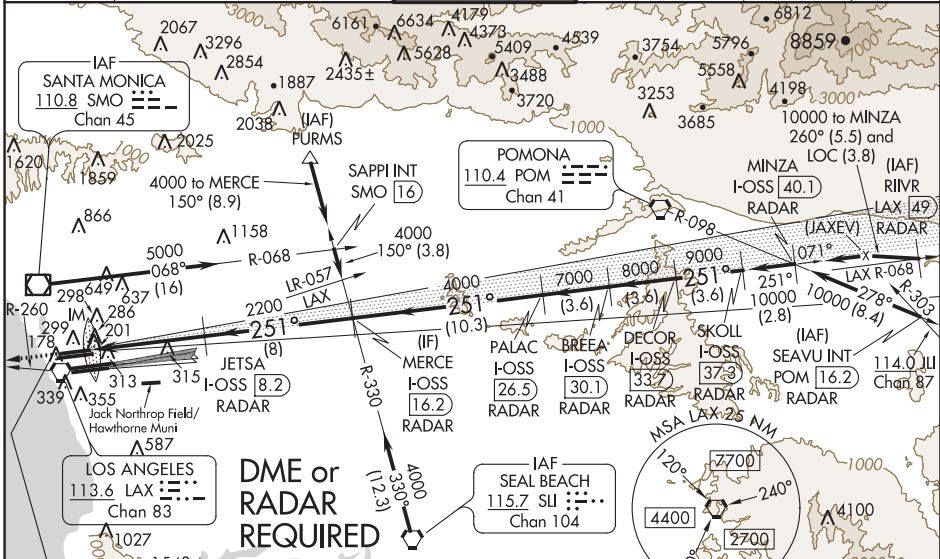
ILS RWY 24R (CAT II & III)

LOS ANGELES INTL (LAX)

Simultaneous approach authorized with LAX 25L/R.
Simultaneous approach authorized with HHR 25.

MISSED APPROACH: Climb to 2000 via heading 251° and LAX R-260 to RAFFS INT/LAX 15.1 DME and hold.

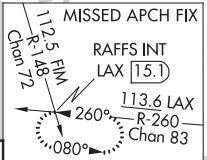
ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (AFCH FM WEST) (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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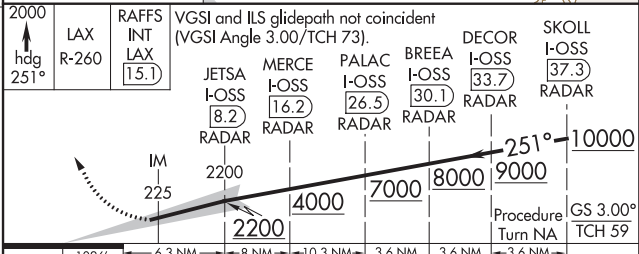
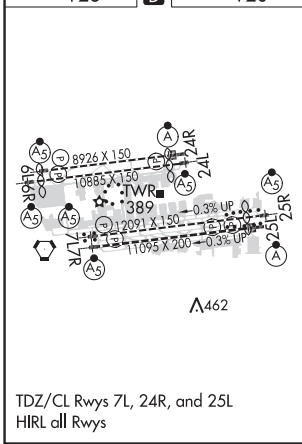
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DME or RADAR REQUIRED



ELEV 126	D	TDZE 120
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CATEGORY	A	B	C	D
S-ILS 24R	CAT II RA 115/12 100 DA 220			
S-ILS 24R	CAT IIIa RVR 07			
S-ILS 24R	CAT IIIb RVR 06			
S-ILS 24R	CAT IIIc NA			

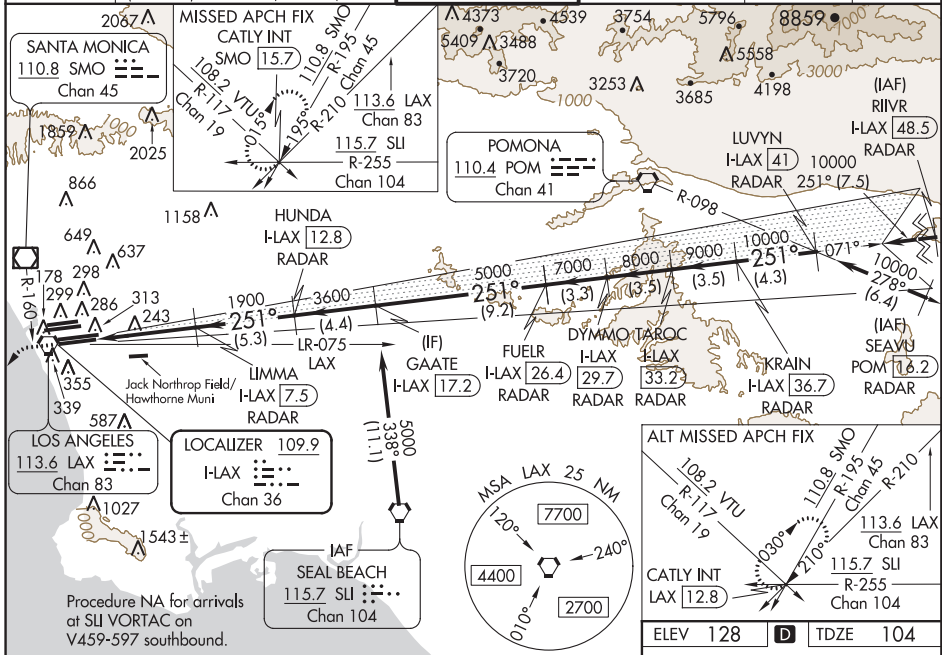
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-LAX 109.9 Chan 36	APP CRS 251°	Rwy Idg 11095 TDZE 104 Apt Elev 128
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ILS RWY 25L (CAT II & III)

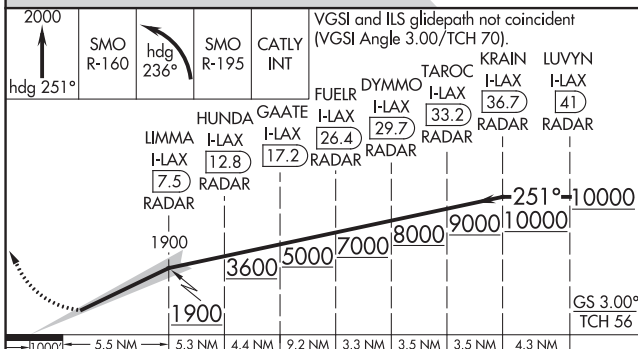
LOS ANGELES INTL (LAX)

<p>▼ DME or RADAR required. Simultaneous approach authorized with LAX Rwy 24L/R. Simultaneous approach authorized with HHR Rwy 25.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° to SMO R-195 on SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.</p>		
<p>ATIS ARR 133.8 DEP 135.65</p>	<p>SOCAL APP CON 124.3 363.2 (AFCH FM WEST) [225°-044°] 124.5 235.975 [090°-224°] [045°-089°] 124.9 269.0 [090°-224°] 128.5 360.7 [045°-089°]</p>	<p>LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1</p>	<p>GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0</p>	<p>CLNC DEL 120.35 327.0</p>	<p>CPDLC</p>

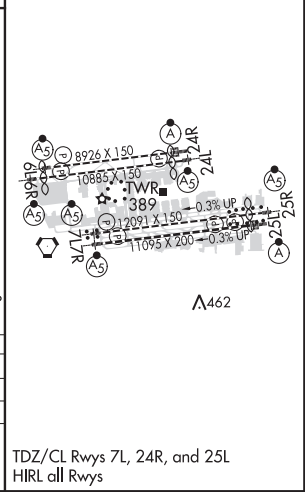


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 25L	CAT II RA 107/12 100 DA 204			
S-ILS 25L	CAT III RVR 07			



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED


TDZ/CL Rwws 7L, 24R, and 25L
HIRL all Rwws

APP CRS 071°	Rwy Idg 8566
	TDZE 119
	Apt Elev 128

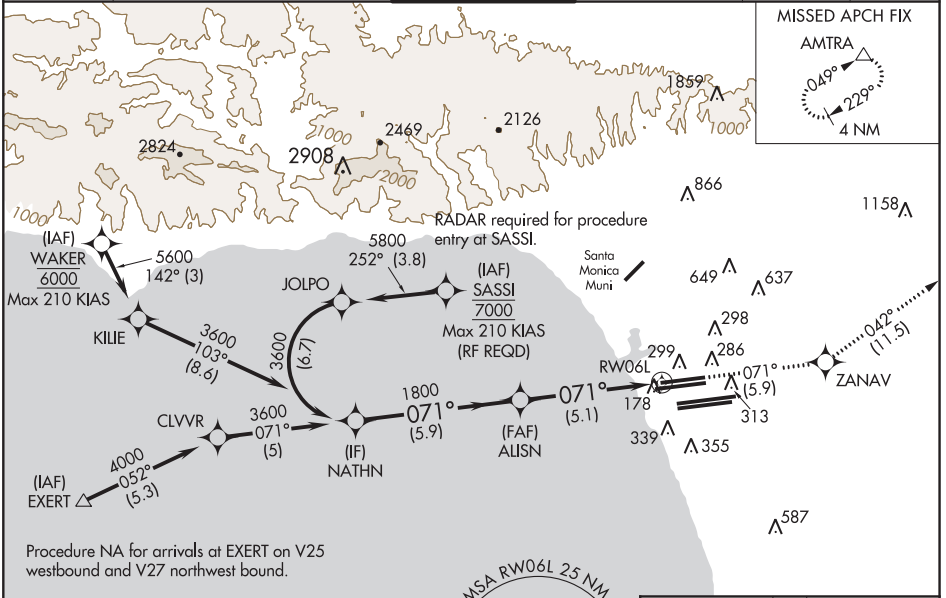
RNAV (RNP) Z RWY 6L

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 MALSRS, increase RNP 0.30 all Cnts visibility to RVR 6000.

MALSRS

MISSED APPROACH: Climb to 3000 on track 071° to ZANAV and on track 042° to AMTRA and hold.

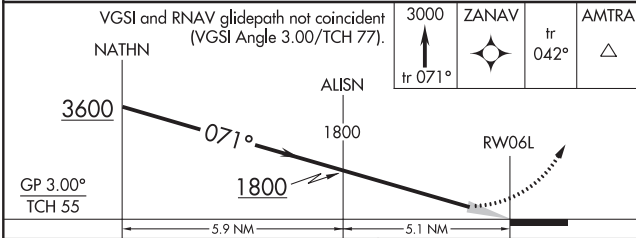
ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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SW-3, 10 NOV 2016 to 05 JAN 2017

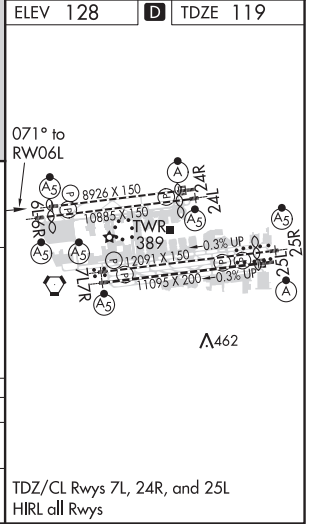
SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 128	D TDZE 119
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CATEGORY	A	B	C	D
RNP 0.30 DA	484/40		365 (400-¾)	

AUTHORIZATION REQUIRED



TDZ/CL Rwy's 7L, 24R, and 25L
 HIRL all Rwy's

APP CRS 071°	Rwy Idg TDZE Apt Elev	9748 116 128
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RNAV (RNP) Z RWY 6R

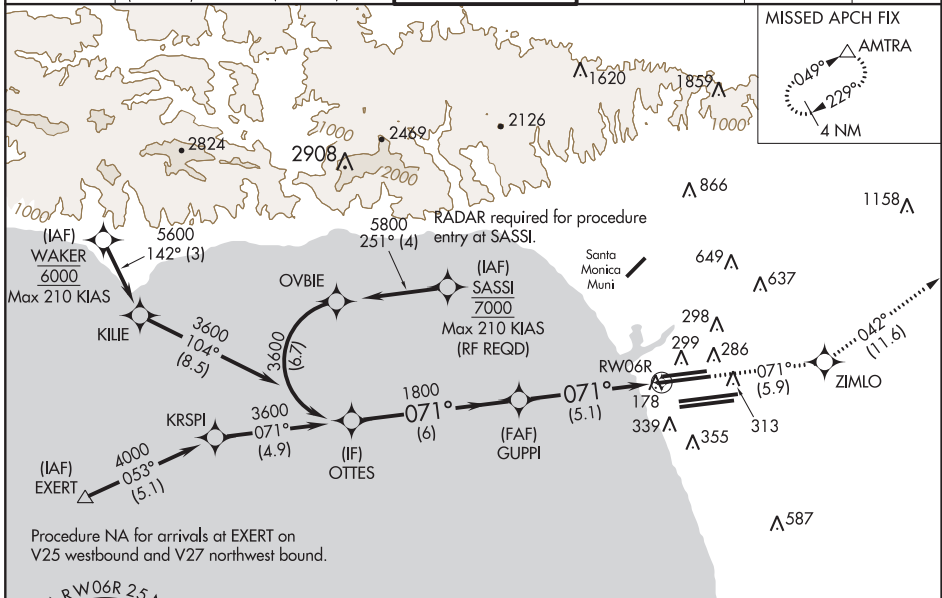
LOS ANGELES INTL (LAX)

▽ 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 0.30 all Cats visibility to RVR 6000.



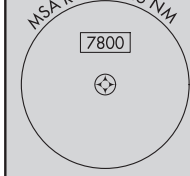
MISSED APPROACH: Climb to 3000 on track 071° to ZIMLO and on track 042° to AMTRA and hold.

ATIS ARR 133.8 DEP 135.65	SOCL 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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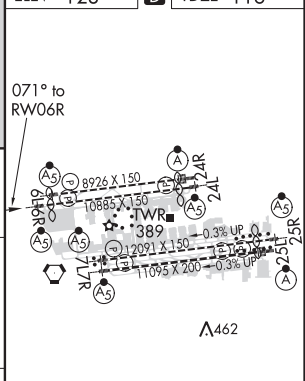
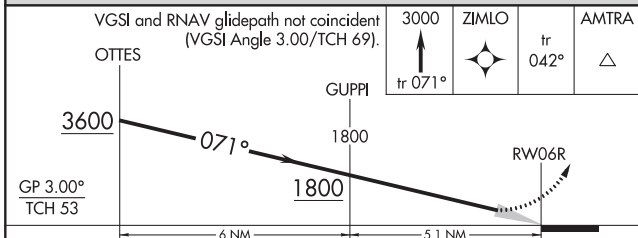


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SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 128	D TDZE 116
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CATEGORY	A	B	C	D
RNP 0.30 DA	471/40 355 (400-¾)			
AUTHORIZATION REQUIRED				

TDZ/CL Rwy's 7L, 24R, and 25L
HIRL all Rwy's

APP CRS	Rwy Idg	11259
071°	TDZE	128
	Apt Elev	128

RNAV (RNP) Z RWY 7L

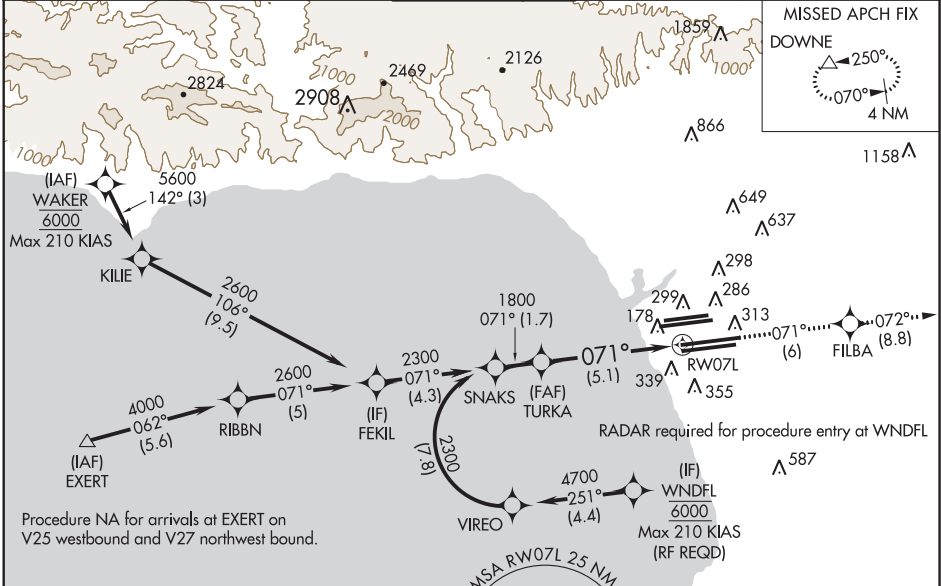
LOS ANGELES INTL (LAX)

▽ 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.

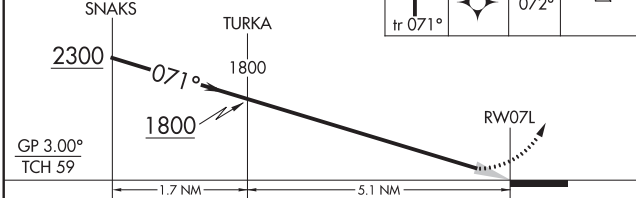
ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8 DEP 135.65	124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	N 133.9 239.3 S 120.95 379.1	N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	120.35 327.0



Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

ELEV 128	D TDZE 128
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).



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

071° to RWY 7L

△ 462

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SW-3, 10 NOV 2016 to 05 JAN 2017

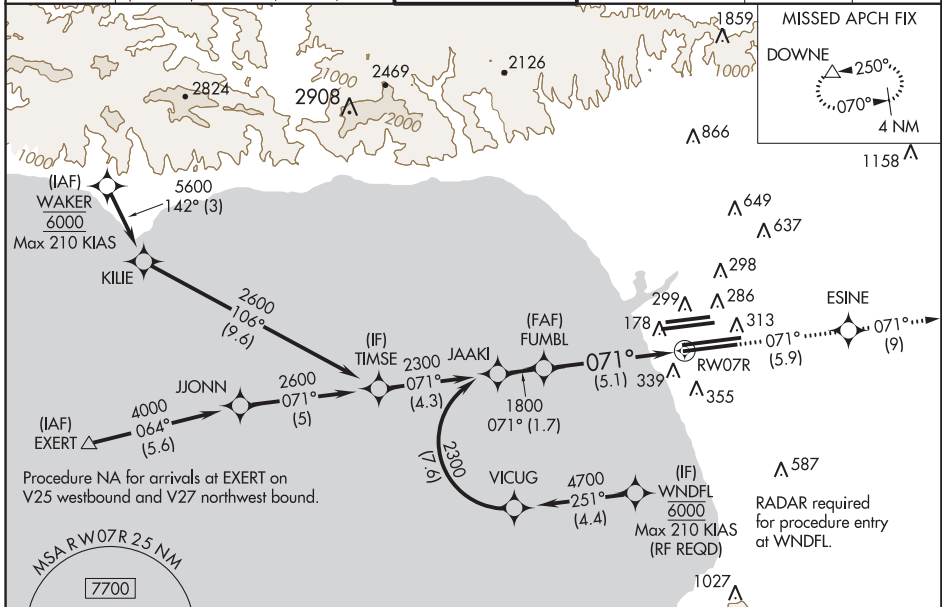
APP CRS 071°	Rwy Idg 11095 TDZE 128 Apt Elev 128
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RNAV (RNP) Z RWY 7R

LOS ANGELES INTL (LAX)

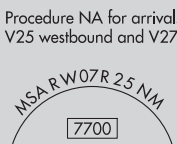
<p>▽ For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 4500. Simultaneous approach authorized.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 on track 071° to ESINE and on track 071° to DOWNE and hold.</p>

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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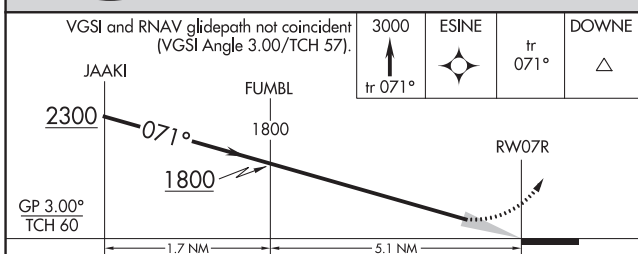
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



GPS REQUIRED

ELEV 128	D TDZE 128
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071° to RWY 7R

TDZ/CL Rwy's 7L, 24R, and 25L
HIRL all Rwy's

CATEGORY	A	B	C	D
RNP 0.11 DA		414/24	286 (300-½)	
RNP 0.30 DA		538/45	410 (500-¾)	


AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	9483
251°	TDZE	123
	Apt Elev	128

RNAV (RNP) Z RWY 24L

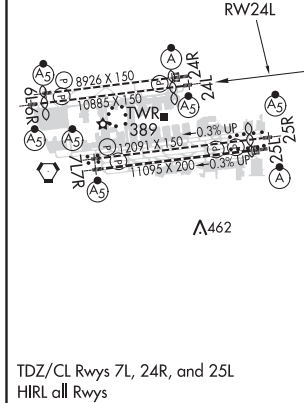
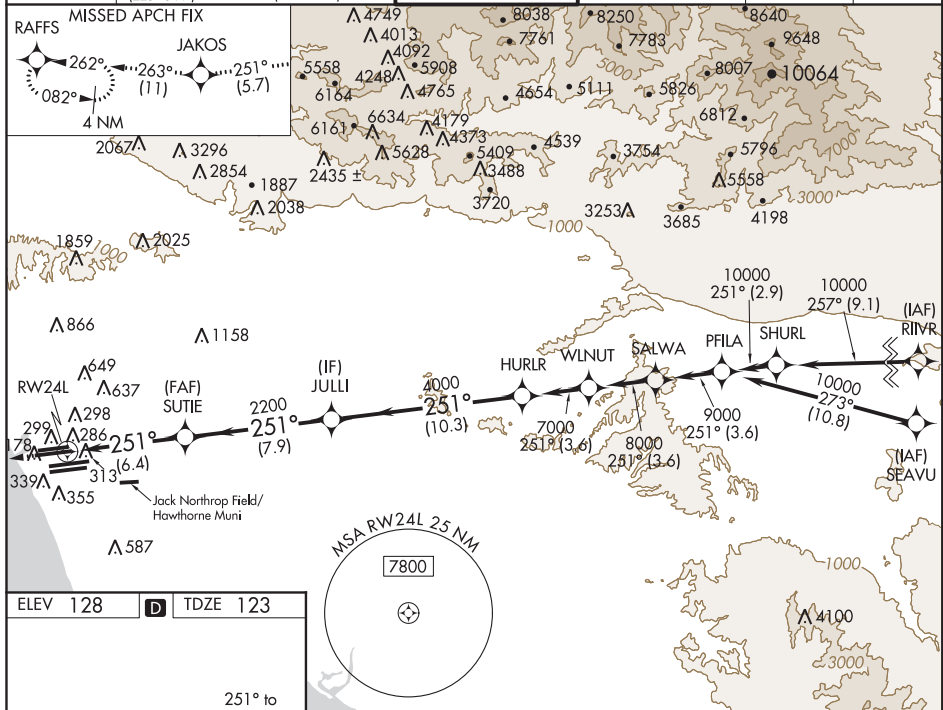
LOS ANGELES INTL (LAX)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F). Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR


MISSED APPROACH: Climb to 2000 on track 251° to JAKOS and on track 263° to RAFFS and hold.

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		
		(045°-089°)				



ELEV 128	D	TDZE 123
<p>2000 JAKOS tr 251°</p> <p>tr 263° RAFFS</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).</p> <p>HURLR</p> <p>JULLI</p> <p>SUTIE</p> <p>RWY 24L</p> <p>7000</p> <p>GP 3.00° TCH 59</p>		
<p>6.4 NM 7.9 NM 10.3 NM</p>		

CATEGORY	A	B	C	D
RNP 0.15 DA		551-1 3/8	428 (500-1 3/8)	
RNP 0.30 DA		594-1 5/8	471 (500-1 5/8)	

AUTHORIZATION REQUIRED

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 24R

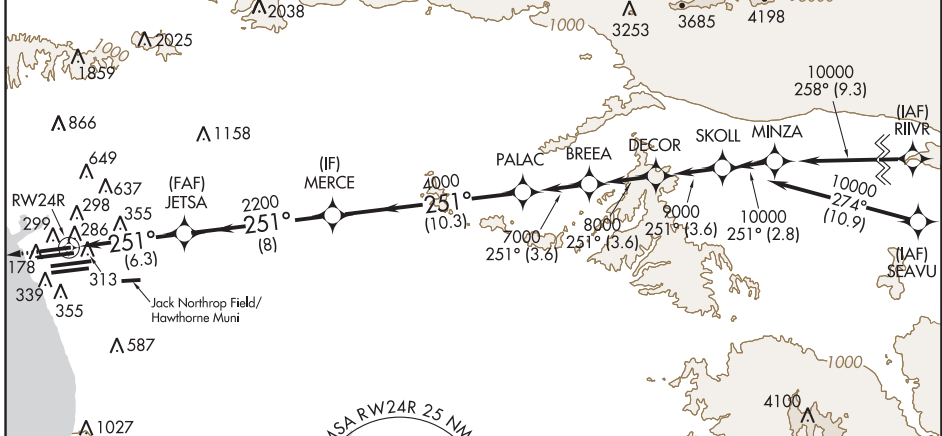
LOS ANGELES INTL (LAX)

APP CRS	Rwy Idg	8925
251°	TDZE	122
	Apt Elev	128

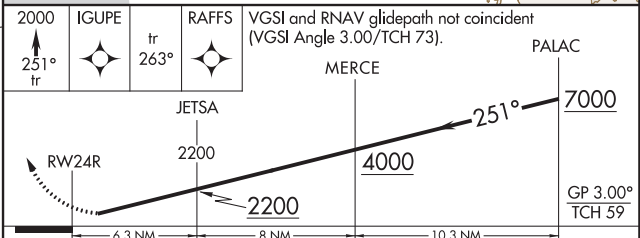
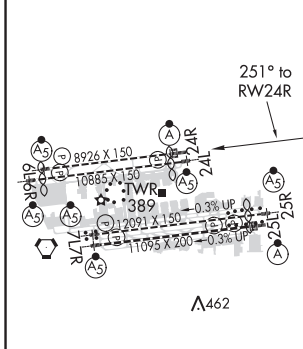
NA GPS required. For uncompensated Baro-VNAV systems, procedure NA below 5°C (40°F) or above 48°C (119°F). For inoperative ALSF-2 increase RNP 0.16 visibility to RVR 6000 and RNP 0.30 to 1½ miles. Simultaneous approach authorized with LAX 25L/R. Simultaneous approach authorized with HHR 25. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2 MISSED APPROACH: Climb to 2000 on track 251° to IGUPE and on track 263° to RAFFS and hold.

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	
DEF 135.65	(APCH FM WEST)		N 133.9	239.3	S 121.75	327.0	
	124.5	235.975	S 120.95	379.1	W 121.4	327.0	
	(225°-044°)		(090°-224°)		(045°-089°)		



ELEV	128	D	TDZE	122
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CATEGORY	A	B	C	D
RNP 0.16 DA		487/40	365 (400-¾)	
RNP 0.30 DA		586/60	464 (500-1¼)	

TDZ/CL Rwy 7L, 24R, and 25L
HIRL all Rwy

AUTHORIZATION REQUIRED

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	11095
251°	TDZE	104
	Api Elev	128

RNAV (RNP) Z RWY 25L

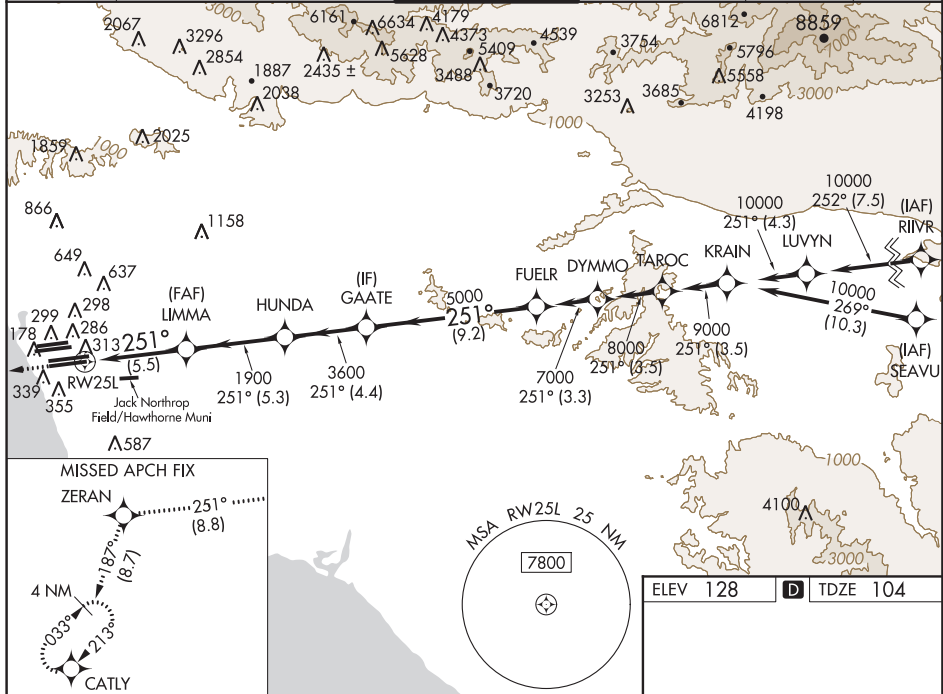
LOS ANGELES INTL (LAX)

⚠ For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 48°C (118°F). For inoperative ALSF-2 increase RNP 0.12 all Cats visibility to RVR 5000 and RNP 0.17 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½. GPS required. Simultaneous approach authorized with LAX 24L/R. Simultaneous approach authorized with HHR 25. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to 2000 on track 251° to ZERAN and on track 187° to CATLY and hold.

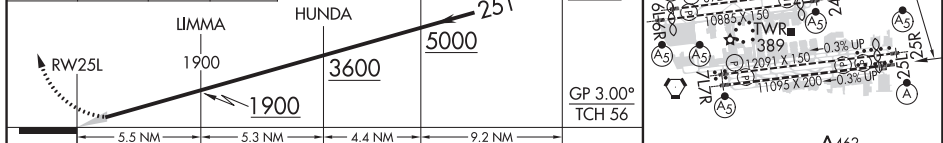
ATIS	SOCAL APP CON			LOS ANGELES TOWER	GND CON	CLNC DEL	CPDLC
ARR 133.8	124.3	363.2	124.9	269.0	N 121.65 327.0	120.35	
DEP 135.65	124.5	235.975	128.5	360.7	S 121.75 327.0	327.0	
	(APCH FM WEST)		(090°-224°)				
	(225°-044°)		(045°-089°)				
				S 120.95 379.1	W 121.4 327.0		



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

2000	ZERAN	tr 187°	CATLY	VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 70).	FUELR
tr 251°					



CATEGORY	A	B	C	D
RNP 0.12 DA		413/24	309 (300-½)	
RNP 0.17 DA		464/40	360 (400-¾)	
RNP 0.30 DA		545/50	441 (500-1)	

AUTHORIZATION REQUIRED

TDZ/CL Rwy's 7L, 24R, and 25L
HIRL all Rwy's

WAAS CH 49007 W25B	APP CRS 251°	Rwy Idg 10835 TDZE 104 Apt Elev 128
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RNAV (GPS) RWY 25R

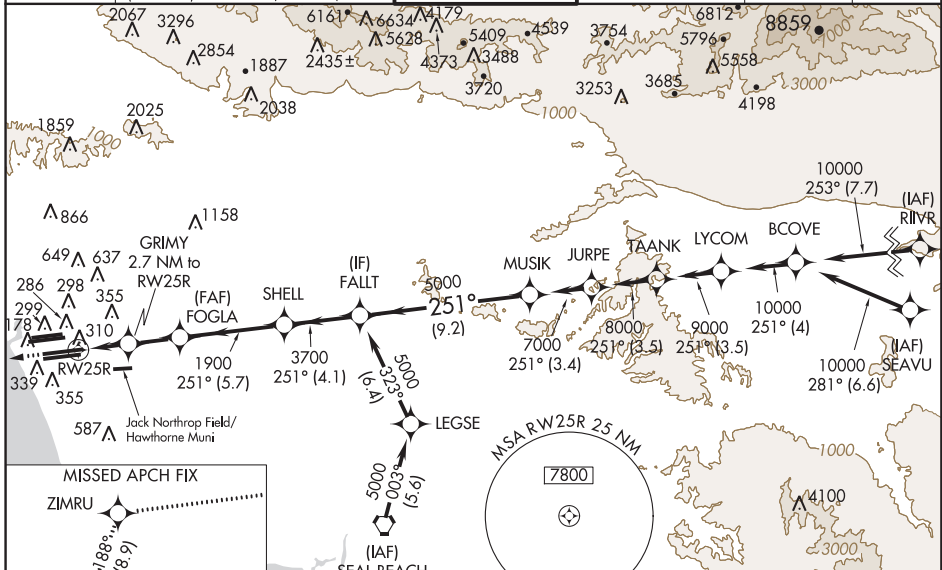
LOS ANGELES INTL (LAX)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSr, increase LPV all Cats visibility to RVR 4500. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH:
Climb to 2000 direct ZIMRU and on track 188° to CATLY and hold.

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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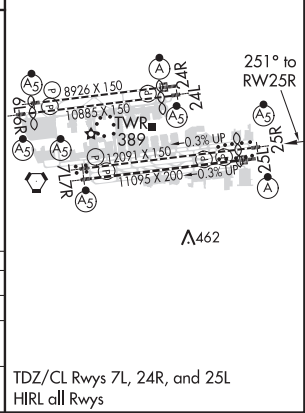
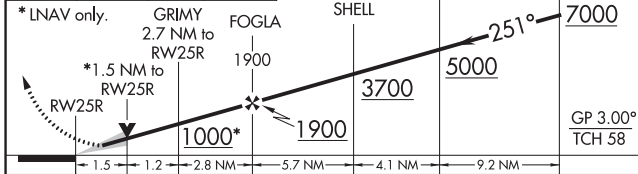
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 128	D TDZE 104
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Procedure NA for arrival on SLI VORTAC airway radials 272 CW 080.

2000	ZIMRU	tr 188°	CATLY	VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 75).
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CATEGORY	A	B	C	D
LPV DA		371/24	267 (300-½)	
LNAV/VNAV DA		578/60	474 (500-1¼)	
LNAV MDA	640/24	536 (600-½)	640/55	536 (600-1¼)


TDZ/CL Rwy's 7L, 24R, and 25L
HIRL all Rwy's

WAAS CH 82507 W06A	APP CRS 071°	Rwy Idg TDZE 119 Apt Elev 128	8566
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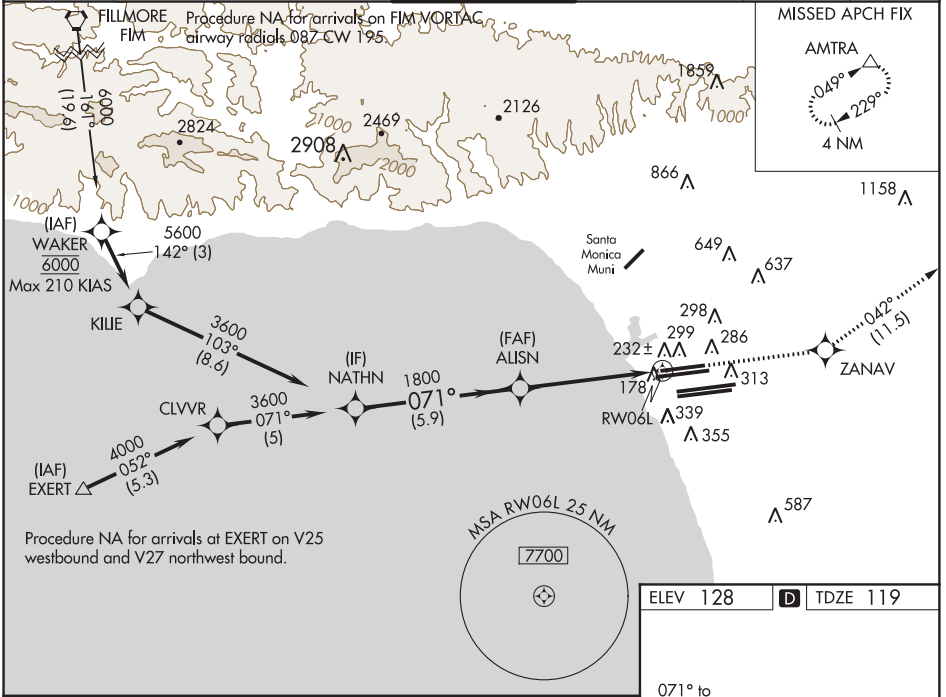
RNAV (GPS) Y RWY 6L

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 ZANAV and track 042° to AMTRA and hold.

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 (223°-044°) (043°-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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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 77).				3000	ZANAV	tr 042°	AMTRA	
				* LNAV only				071° to RW06L
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 7L, 24R, and 25L HIRL all Rwy's			

WAAS CH 61207 W06B	APP CRS 071°	Rwy Idg TDZE 116 Apt Elev 128	9748
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RNAV (GPS) Y RWY 6R

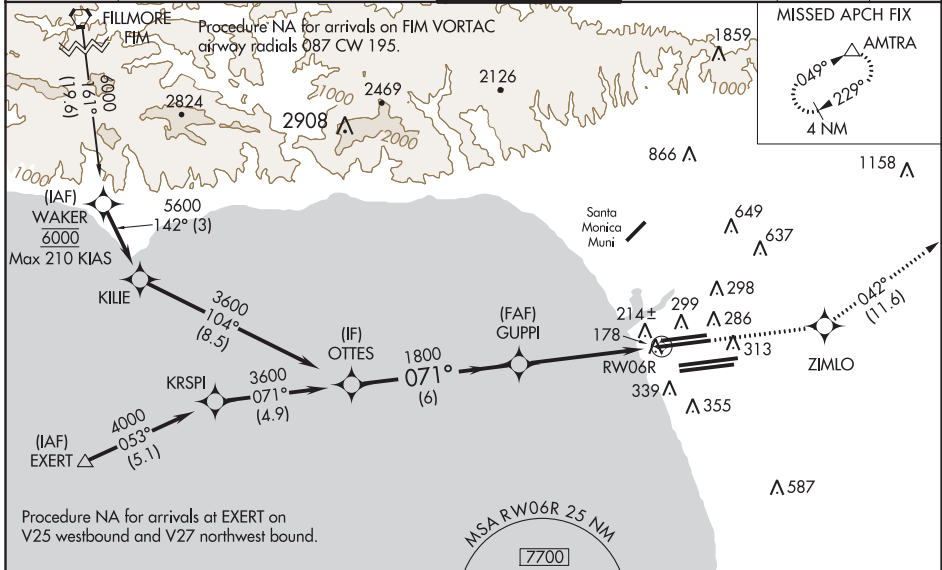
LOS ANGELES INTL (LAX)

▽ 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 Cts 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.



MISSED APPROACH:
Climb to 3000 direct ZIMLO and track 042° to AMTRA and hold.

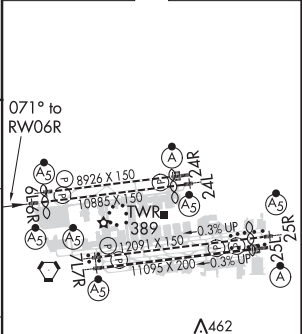
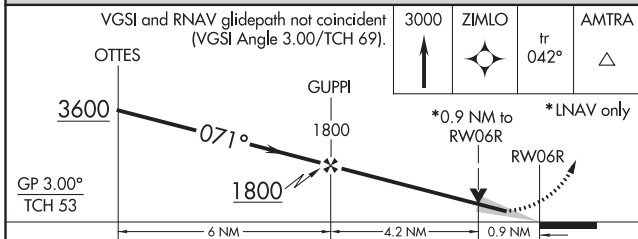
ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)	124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 128	D TDZE 116
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CATEGORY	A	B	C	D
LPV DA		316/24	200 (200-½)	
LNAV/VNAV DA		398/24	282 (300-½)	
LNAV MDA	480/24	364 (400-½)	480/35	364 (400-¾)

TDZ/CL Rwyys 7L, 24R, and 25L
HIRL all Rwyys

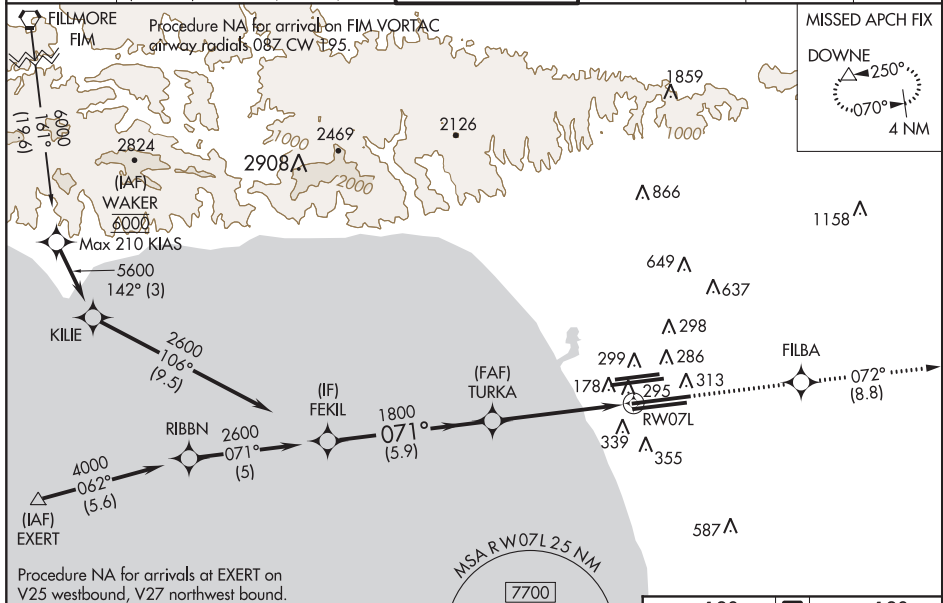
WAAS CH 42504 W07A	APP CRS 071°	Rwy Idg TDZE 128 Apt Elev 128	11259
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RNAV (GPS) Y RWY 7L

LOS ANGELES INTL (LAX)

<p>▼ 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.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct FILBA and on track 072° to DOWNE and hold.</p>
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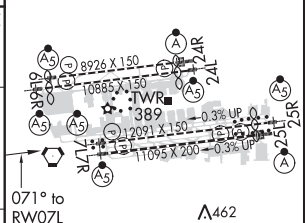
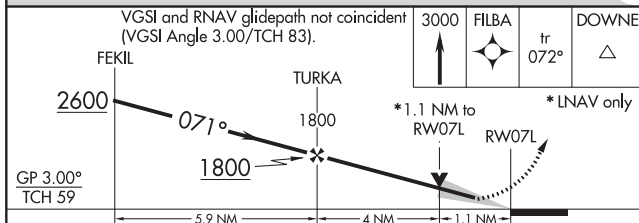
<p>ATIS ARR 133.8 DEP 135.65</p>	<p>SOCAL APP CON 124.3 363.2 (APCH FM WEST) 124.5 235.975 (225°-044°)</p>	<p>124.9 269.0 (090°-224°) 128.5 360.7 (045°-089°)</p>	<p>LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1</p>	<p>GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0</p>	<p>CLNC DEL 120.35 327.0</p>	<p>CPDLC</p>
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 128	TDZE 128
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GP 3.00° TCH 59	5.9 NM	4 NM	1.1 NM	
CATEGORY	A	B	C	D
LPV DA		344/24	216 (300-½)	
LNAV/VNAV DA		464/30	336 (400-⅝)	
LNAV MDA	560/24	432 (500-½)	560/40	432 (500-¾)

TDZ/CL Rwy's 7L, 24R, and 25L	HIRL all Rwy's
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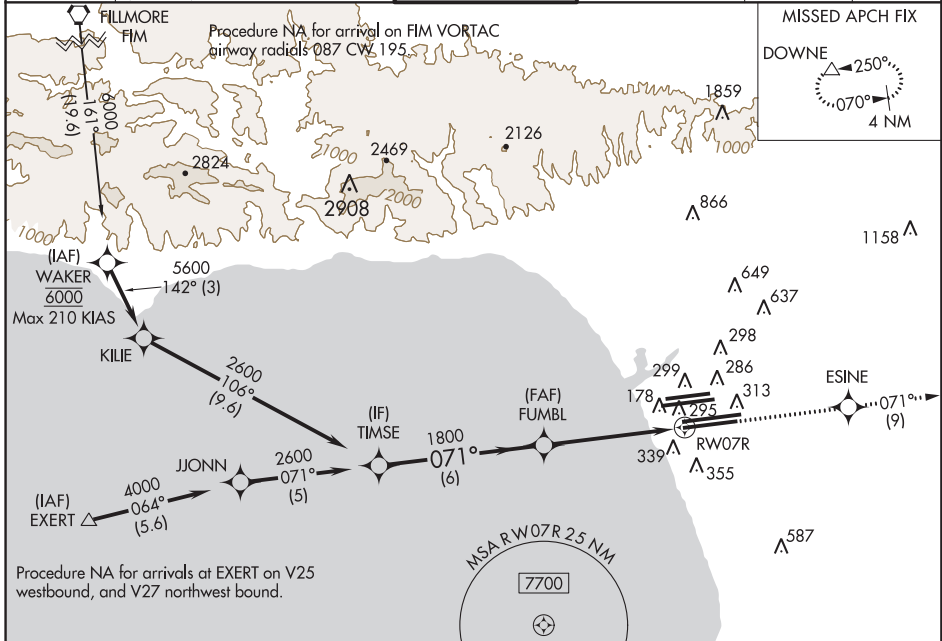
WAAS CH 69603 W07B	APP CRS 071°	Rwy Idg 11095 TDZE 128 Apt Elev 128
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RNAV (GPS) Y RWY 7R

LOS ANGELES INTL (LAX)

<p>▼ 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 RNP track guidance required during simultaneous operations.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct ESINE and on track 071° to DOWNE and hold.</p>

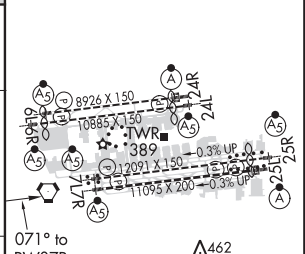
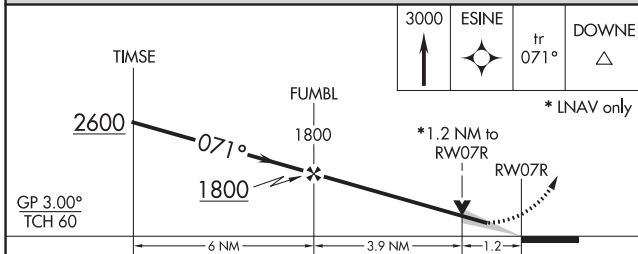
<p>ATIS</p> <p>ARR 133.8 DEP 135.65</p>	<p>SOCAL APP CON</p> <p>124.3 363.2 124.9 269.0 [APCH FM WEST] (090°-224°) 124.5 235.975 128.5 360.7 (225°-044°) (045°-089°)</p>	<p>LOS ANGELES TOWER</p> <p>N 133.9 239.3 S 120.95 379.1</p>	<p>GND CON</p> <p>N 121.65 327.0 S 121.75 327.0 W 121.4 327.0</p>	<p>CLNC DEL</p> <p>120.35 327.0</p>	<p>CPDLC</p>
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 128	D TDZE 128
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CATEGORY	A	B	C	D
LPV DA		328/24	200 (200-½)	
LNAV/VNAV DA		462/30	334 (400-¾)	
LNAV MDA	560/24	432 (500-½)	560/40	432 (500-¾)

TDZ/CL Rwy's 7L, 24R, and 25L
HIRL all Rwy's

WAAS CH 56407 W 24B	APP CRS 251°	Rwy Idg TDZE Apt Elev	9483 123 128
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RNAV (GPS) Y RWY 24L

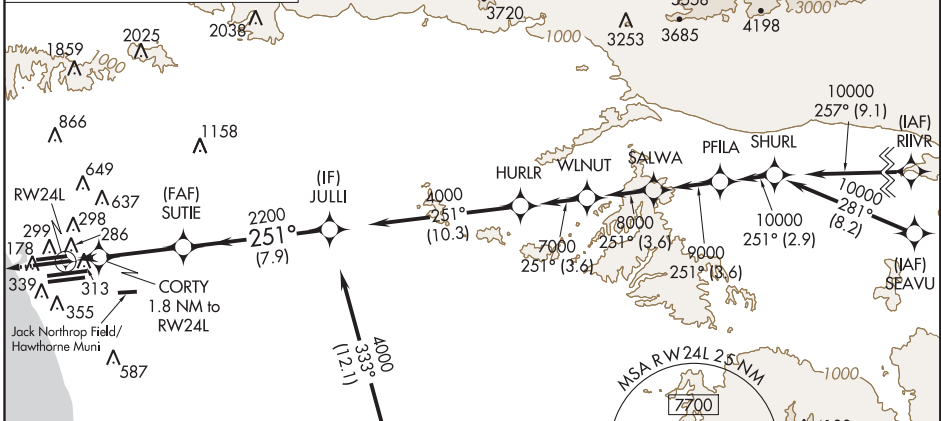
LOS ANGELES INTL (LAX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance during simultaneous operations.



MISSED APPROACH: Climb to 2000 direct JAKOS and on track 263° to RAFFS and hold.

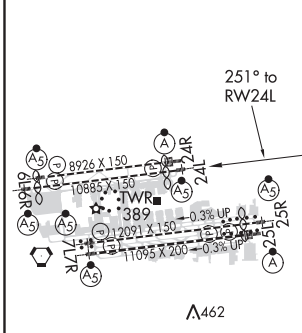
ATIS ARR 133.8 DEP 135.65	SOCAL APP CON 124.3 363.2 <small>(APCH FM WEST)</small> 124.5 235.975 <small>(225°-044°)</small>	124.9 269.0 <small>(090°-224°)</small> 128.5 360.7 <small>(045°-089°)</small>	LOS ANGELES TOWER N 133.9 239.3 S 120.95 379.1	GND CON N 121.65 327.0 S 121.75 327.0 W 121.4 327.0	CLNC DEL 120.35 327.0	CPDLC
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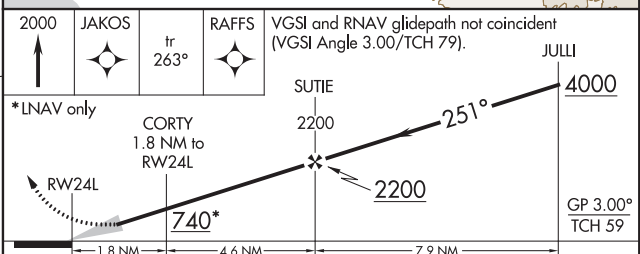
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 128	D	TDZE 123
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Procedure NA for arrivals on SLI VORTAC airway radials 272 CW 075.



CATEGORY	A	B	C	D
LPV DA		471/60	348 (400-1¼)	
LNAV/VNAV DA		608-1½	485 (500-1%)	
LNAV MDA	660/55	537 (600-1¼)	660-1½	537 (600-1½)

WAAS CH 69307 W24A	APP CRS 251°	Rwy Idg TDZE Apt Elev	8925 122 128
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RNAV (GPS) Y RWY 24R

LOS ANGELES INTL (LAX)

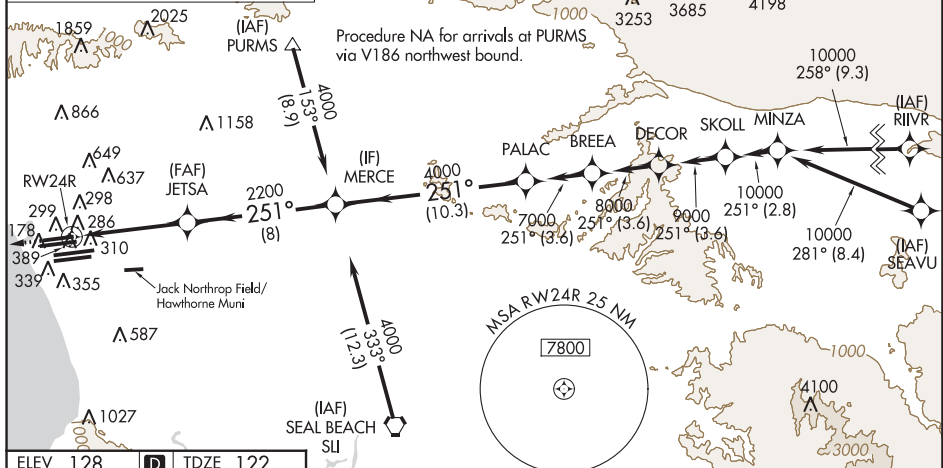
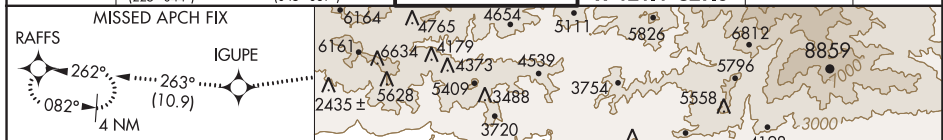
▽ For uncompensated Baro-VNAV systems, INAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. Simultaneous approach authorized with HRR 25. INAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

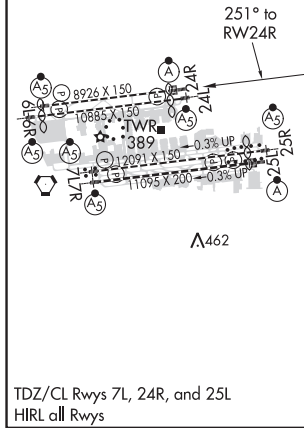


MISSED APPROACH: Climb to 2000 direct IGUPE and on track 263° to RAFFS and hold.

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
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2000	IGUPE	tr 263°	RAFFS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	PALAC
* INAV only.				MERCE	7000
* 1.5 NM to RW24R				JETSA	2200
RW24R				MERCE	4000
1.5 NM				MERCE	2200
4.8 NM				MERCE	7000
8 NM				MERCE	7000
10.3 NM				MERCE	7000
CATEGORY	A	B	C	D	
LPV DA		376/24	254 (300-½)		
LNAV/VNAV DA		606/60	484 (500-1¼)		
LNAV MDA	660/24	538 (600-½)	660/50 538 (600-1)	660/60 538 (600-1¼)	

SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53507 W25A	APP CRS 251°	Rwy Idg 11095 TDZE 104 Apt Elev 128
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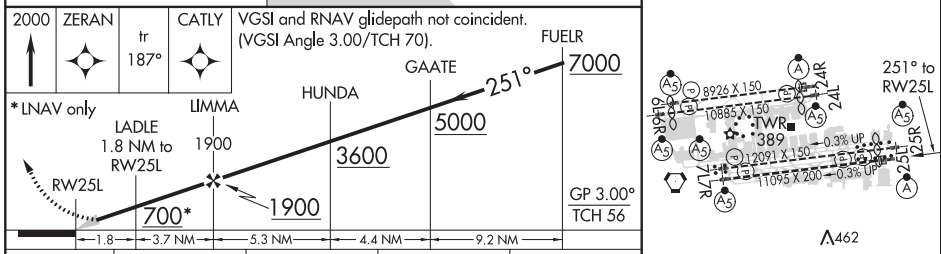
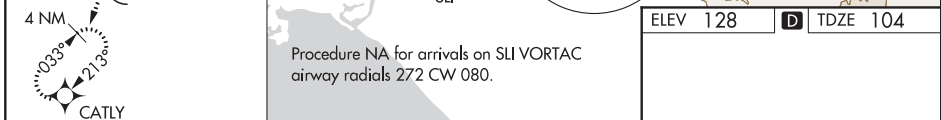
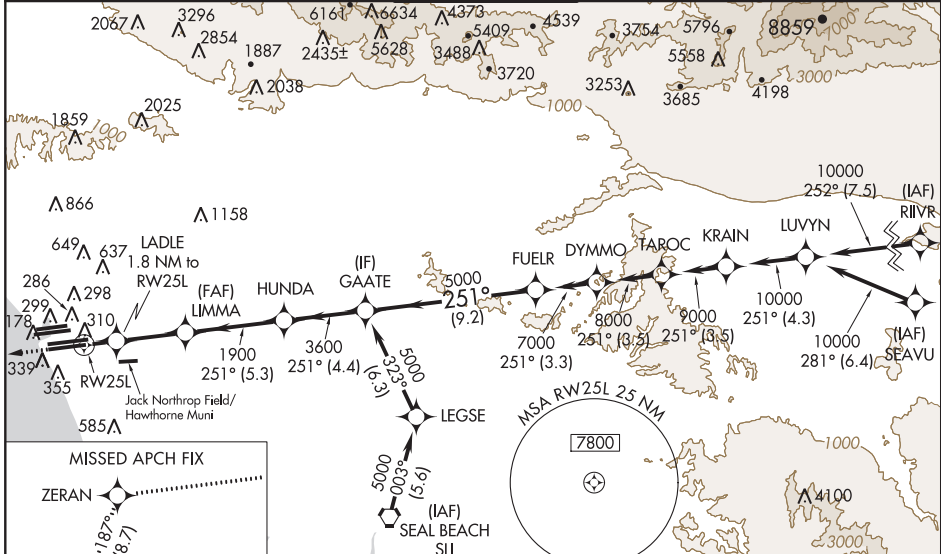
RNAV (GPS) Y RWY 25L

LOS ANGELES INTL (LAX)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV all Cats visibility to RVR 4500, increase LNAV/VNAV all Cats visibility to 1½, and increase LNAV Cats C and D visibility to 1%. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. LNAV only approach NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 2000 direct ZERAN and on track 187° to CATLY and hold.

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 104				
2000	ZERAN	tr 187°	CATLY	VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 70).	FUELR	
*LNAV only		LIMMA	HUNDA	GAATE	FUELR	
RW25L		LADLE 1.8 NM to RW25L	1900	3600	5000	
GP 3.00°		700*	1900	5000	7000	
TCH 56		1.8	3.7 NM	5.3 NM	4.4 NM	9.2 NM
CATEGORY	A	B	C	D		
LPV DA	365/24		261 (300-½)			
LNAV/VNAV DA	575/60		471 (500-1¼)			
LNAV MDA	640/24	536 (600-½)	640/60	536 (600-1¼)		
TDZ/CL Rwy's 7L, 24R, and 25L HIRL all Rwy's						

SW-3, 10 NOV 2016 to 05 JAN 2017

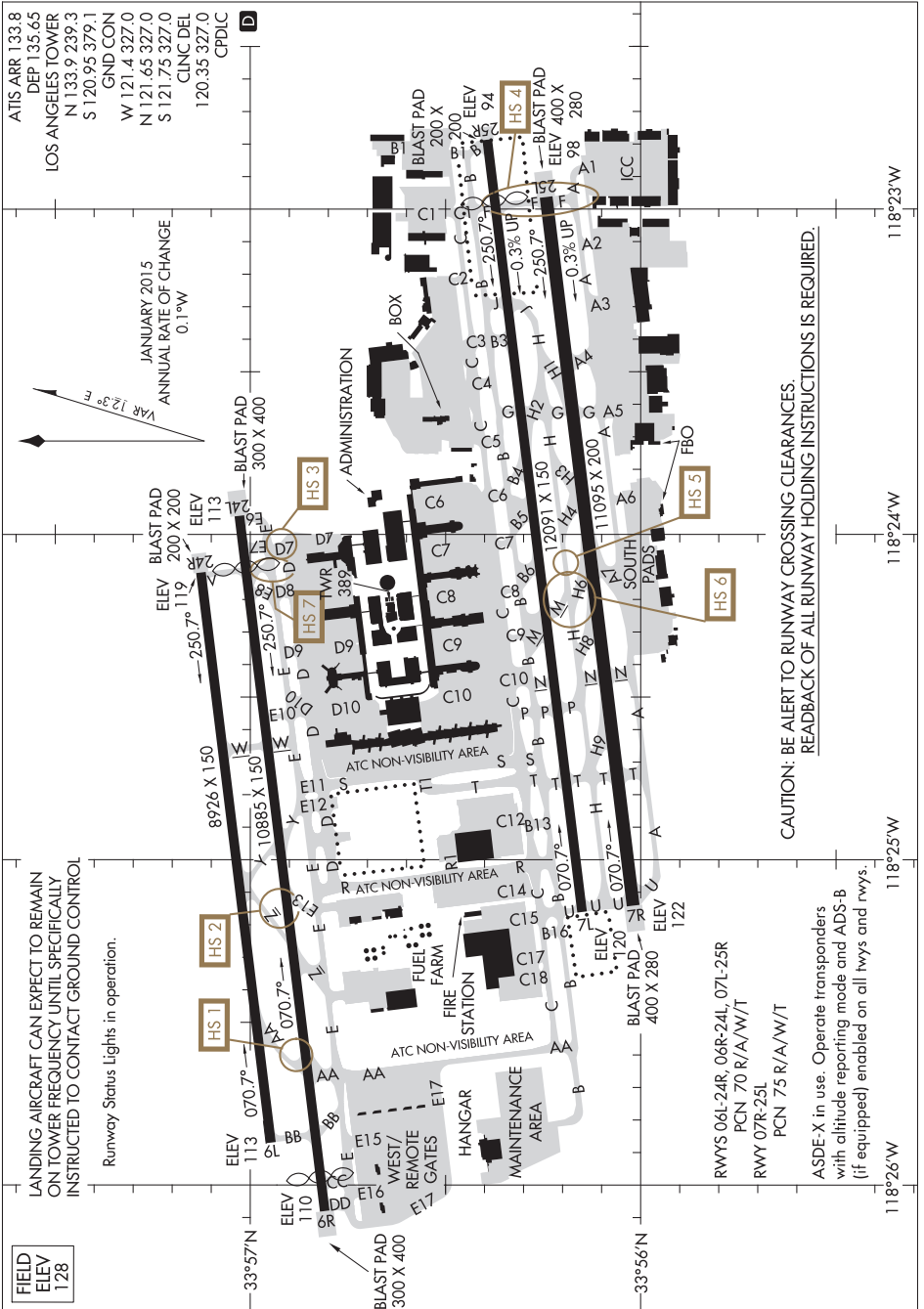
SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



FIELD ELEV
128

LANDING AIRCRAFT CAN EXPECT TO REMAIN ON TOWER FREQUENCY UNTIL SPECIFICALLY INSTRUCTED TO CONTACT GROUND CONTROL

Runway Status Lights in operation.

Runways 06L-24R, 06R-24L, 07L-25R
PCN 70 R/A/W/T
RWY 07R-25L
PCN 75 R/A/W/T

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS ARR 133.8
DEP 135.65
LOS ANGELES TOWER
N 133.9 239.3
S 120.95 379.1
GND CON
W 121.4 327.0
N 121.65 327.0
S 121.75 327.0
CLINC DEL
120.35 327.0
CPDLC

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1°W

VAR 13.3° E

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(CASTA6.CASTA) 16147

CASTA SIX DEPARTURE (RNAV)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SL-237 (FAA)

**TOP ALTITUDE:
ASSIGNED BY ATC**

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
 SOCIAL DEP CON
 124.3 363.2 (045°-224°)
 125.2 263.025 (225°-044°)

TAKEOFF MINIMUMS

Rwys 6L, 6R, 7L, 7R: NA-ATC.

Rwys 24L, 24R, 25L, 25R: Standard with a minimum climb of 500' per NM to 1800.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Restricted to turbojet aircraft only.

NOTE: RADAR required.

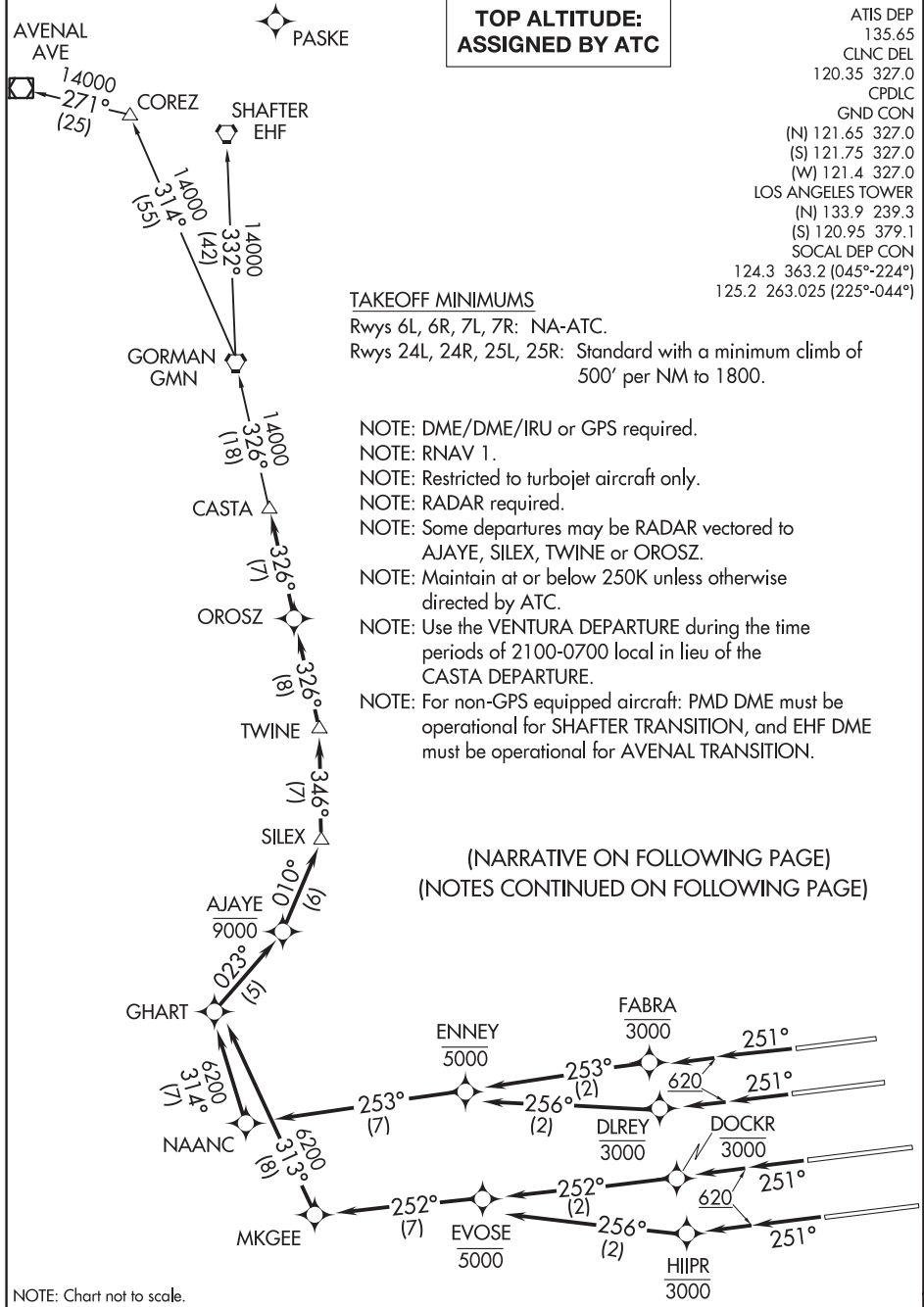
NOTE: Some departures may be RADAR vectored to AJAYE, SILEX, TWINE or OROSZ.

NOTE: Maintain at or below 250K unless otherwise directed by ATC.

NOTE: Use the VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu of the CASTA DEPARTURE.

NOTE: For non-GPS equipped aircraft: PMD DME must be operational for SHAFTER TRANSITION, and EHF DME must be operational for AVENAL TRANSITION.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)



NOTE: Chart not to scale.

CASTA SIX DEPARTURE (RNAV)

(CASTA6.CASTA) 26MAY16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 620, then climb direct DLREY to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to CASTA, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 620, then climb direct FABRA to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to CASTA, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 620, then climb direct HIIPR to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on depicted route to CASTA, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 620, then climb direct DOCKR to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on depicted route to CASTA, thence. . . .

. . . . (transition). Expect further clearance to filed altitude three minutes after departure.

AVENAL TRANSITION (CASTA6.AVE)

GORMAN TRANSITION (CASTA6.GMN)

SHAFTER TRANSITION (CASTA6.EHF)

TAKEOFF OBSTACLE NOTES

Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.

Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.

Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.

Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.

Rwy 24R: Obstruction light on glideslope 212' from DER, 399' left of centerline, 39' AGL/151' MSL.

Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.

Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.

Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(SXC7.SXC) 16315

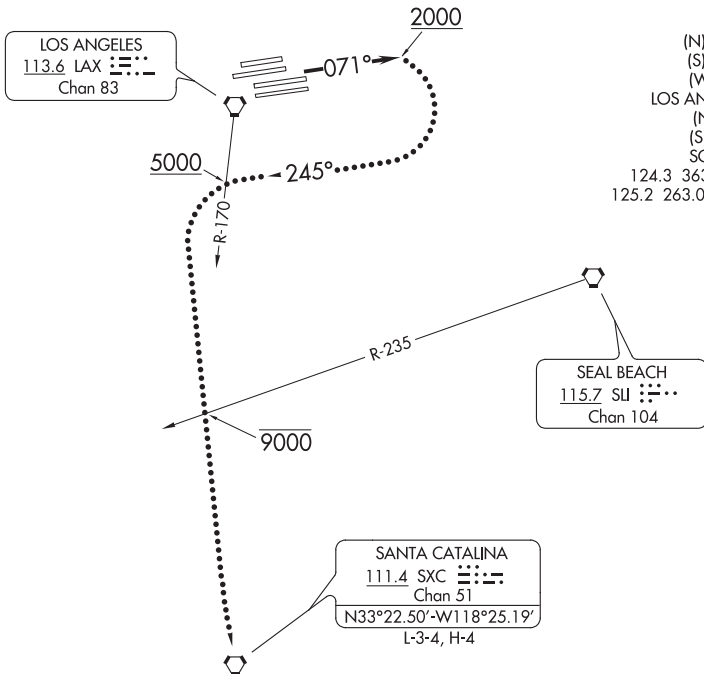
CATALINA SEVEN DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**

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's 24L/R, 25L/R: NA - Operational.
 Rwy's 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.

(NOTES CONTINUED ON FOLLOWING PAGE)



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 five 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 SLI R-235 at or below 9000'.

CATALINA SEVEN DEPARTURE

(SXC7.SXC) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
 Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
 Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
 Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
 Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
 Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
 Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
 Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
 Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
 Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
 Approach light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
 Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
 Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
 Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
 Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
 Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
 Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
 Road 183' from DER, 480' left of centerline, 109' MSL.
 Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
 Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
 Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
 Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
 Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
 Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
 Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
 Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(CHATY4.CHATY) 16315

CHATY FOUR DEPARTURE

SI-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: DME and RADAR required.
NOTE: Procedure for non turbojet aircraft only.

SAN MARCUS
114.9 RZS
Chan 96
N34°30.57'-W119°46.26'
L-3-4-7, H-4

FILMORE
112.5 FIM
Chan 72
N34°21.40'
W118°52.88'

DEANO
N34°19.00'
W119°24.99'

HENER
N34°19.86'
W119°13.66'
L-3-4-7

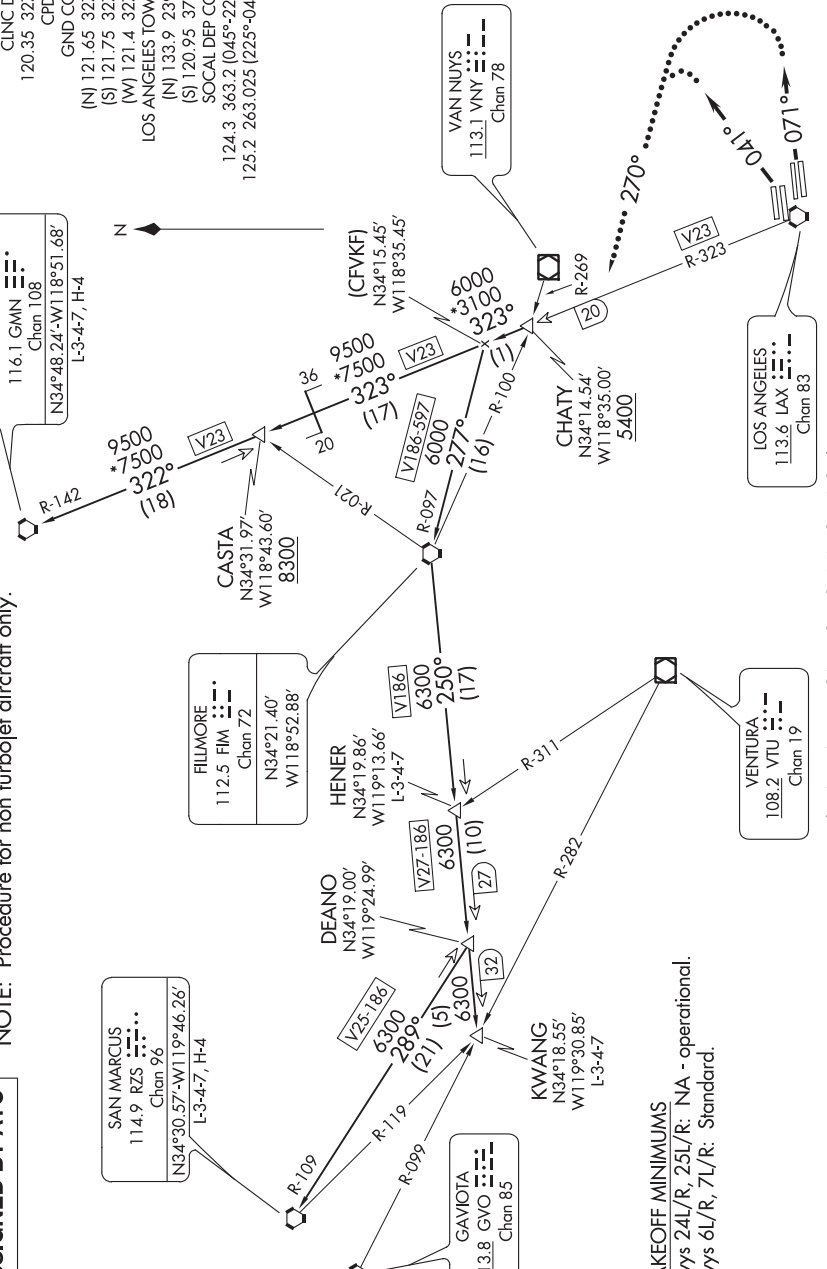
GAVIOTA
113.8 GVO
Chan 85

KWANG
N34°18.55'
W119°30.85'
L-3-4-7

TAKEOFF MINIMUMS
Rwys 24L/R, 25L/R: NA - operational.
Rwys 6L/R, 7L/R: Standard.

ATIS DEP 135.65
CUNC 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°)

GORMAN
116.1 GVN
Chan 108
N34°48.24'-W118°51.68'
L-3-4-7, H-4



LOS ANGELES
113.6 LAX
Chan 83

VENTURA
108.2 VTU
Chan 19

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHATY FOUR DEPARTURE

(CHATY4.CHATY) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017



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.

GORMAN TRANSITION (CHATY4.GMN): From over CHATY INT on LAX R-323 and GMN R-142 to GMN VORTAC.

HENER TRANSITION (CHATY4.HENER): From over CHATY INT on LAX R-323 to CFVKF, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY4.KWANG): From over CHATY INT on LAX R-323 to CFVKF, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to KWANG INT.

SAN MARCUS TRANSITION (CHATY4.RZS): From over CHATY INT on LAX R-323 to CFVKF, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to DEANO INT, then on RZS R-109 to RZS VORTAC.

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 FOUR DEPARTURE. Continue on course.

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
Approach light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
Road 183' from DER, 480' left of centerline, 109' MSL.
Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

FIXIT THREE DEPARTURE (RNAV)

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

TOP ALTITUDE:
13000

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°)

SAN MARCUS

RZS
12000
8000
288° (24)

LEGIN

17000
251° (31)

ZUPOL

17000
239° (11A)

SCHOR

12000
8000
251° (23)

IKAYE

288° (20)

FIXIT

12000 290K

MUELR

253° (11)

NAANC

253° (7)

ENNEY

5000
1600

DIREY

3000
820

FABRA

3000
900

DOCKR

3000

MKGEE

252° (7)

EVOSE

5000
1600

HIPR

3000
820

251°

251°

256°

252°

252°

251°

251°

251°

251°

251°

NOTE: Maintain at or below 250K unless otherwise directed by ATC.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: RADAR required.

TAKEOFF OBSTACLES NOTES

Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.

Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.

Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.

Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.

Rwy 24R: Obstruction light on glideslope 212' from DER, 399' left of centerline, 39' AGL/151' MSL.

Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.

Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.

Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.

Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FIXIT THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then direct to cross DLREY at or above 820, at or below 3000, then on track 256° to cross ENNEY at or above 1600, at or below 5000, then on depicted route to cross FIXIT at or above 12000 and at or below 290K. Thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then direct to cross FABRA at or above 900, at or below 3000, then on track 253° to cross ENNEY at or above 1600, at or below 5000, then on depicted route to cross FIXIT at or above 12000 and at or below 290K. Thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then direct to cross HIIPR at or above 820, at or below 3000, then on track 256° to cross EVOSE at or above 1600, at or below 5000, then on depicted route to cross FIXIT at or above 12000, at or below 290K. Thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then direct to cross DOCKR at or above 840, at or below 3000, then on track 252° to cross EVOSE at or above 1600, at or below 5000, then on depicted route to cross FIXIT at or above 12000, at or below 290K. Thence. . . .

. . . .(transition). Expect filed altitude three minutes after departure.

CEBAD TRANSITION (FIXIT3.CEBAD)

SAN MARCUS TRANSITION (FIXIT3.RZS)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(GABRE1.GABRE) 16315

GABRE ONE DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

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°)

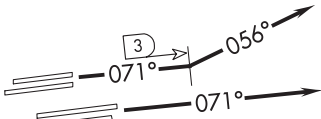
**TOP ALTITUDE:
ASSIGNED BY ATC**

DAGGETT
113.2 DAG
Chan 79
N34°57.75'-W116°34.69'
L-7, H-4

GABRE
N34°20.39'
W118°03.29'
11000

FOGEX
N34°28.12'
W117°33.75'

VAN NUYS
113.1 VNY
Chan 78



LOS ANGELES
113.6 LAX
Chan 83

SEAL BEACH
115.7 SLI
Chan 104

NOTE: RADAR and DME required.
NOTE: Maintain 250K until advised by ATC.

TAKEOFF MINIMUMS

Rwys 24L/R, 25L/R: NA - Operational.
Rwys 6L/R, 7L/R: Minimum climb of 397' per NM to 12000.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 071° until LAX VORTAC 3 DME, then turn left heading 056° for vectors to SLI R-345. Thence....

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° for vector to SLI R-345. Thence....

....on SLI R-345 to GABRE INT. Then on (transition) or (assigned route).
Expect filed altitude 5 minutes after departure.

DAGGETT TRANSITION (GABRE1.DAG): From over GABRE INT on VNY R-057 to FOGEX INT then on DAG R-224 to DAG VORTAC.

GABRE ONE DEPARTURE

(GABRE1.GABRE) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
Approch light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
Road 183' from DER, 480' left of centerline, 109' MSL.
Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(GMN6.GMN) 16315

GORMAN SIX DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**

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°)

AVENAL
 117.1 AVE
 Chan 118
 N35°38.82'-W119°58.72'
 L-3-7, H-4

COREZ
 N35°33.40'
 W119°29.03'
 11000
 310°
 *10000
 (55)

SHAFTER
 115.4 EHF
 Chan 101
 N35°29.07'-W119°05.84'
 L-3-7, H-4

GORMAN
 116.1 GMN
 Chan 108
 N34°48.24'-W118°51.68'

VAN NUYS
 113.1 VNY
 Chan 78
 N34°13.41'-W118°29.50'

SANTA MONICA
 110.8 SMO
 Chan 45

LOS ANGELES
 113.6 LAX
 Chan 83

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R: Standard.
 Rwys 24L/R, 25L/R: Standard.

- NOTE: DME required for Rwys 6L/R departures and AVENAL TRANSITION.
- NOTE: Maintain at/below 250K unless otherwise directed by ATC.
- NOTE: Use the VENTURA DEPARTURE during the time periods of 2100-0700 local in lieu of the GORMAN DEPARTURE procedure.
- NOTE: RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 071° until LAX VORTAC 3 DME, then turn left heading 056° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence . . .

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC. Thence . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° 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 (GMN6.AVE): From over GMN VORTAC on GMN R-310 to COREZ then on AVE R-086 to AVE VOR/DME.

SHAFTER TRANSITION (GMN6.EHF): From over GMN VORTAC on GMN R-328 and EHF R-150 to EHF VORTAC.

GORMAN SIX DEPARTURE

(GMN6.GMN) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
Approach light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
Road 183' from DER, 480' left of centerline, 109' MSL.
Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.
- Rwy 24L: Windsock 136' from DER, 299' right of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 298' right of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 297' right of centerline, 48' AGL/ 155' MSL.
Light pole 2025' from DER, 1003' left of centerline, 30' AGL/ 165' MSL.
Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/ 178' MSL.
- Rwy 24R: Windsock 136' from DER, 399' left of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 400' left of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 401' left of centerline, 48' AGL/ 155' MSL.
- Rwy 25L: Ground 11' from DER, 8' right of centerline, 122' MSL.
Vehicles on road 34' from DER, 422' left of centerline, 15' AGL/ 130' MSL.
Pole 2364' from DER, 767' left of centerline, 57' AGL/ 184' MSL.
Tree, transmission tower beginning 2487' from DER, 758' left of centerline, up to 66' AGL/ 200' MSL.
- Rwy 25R: Vehicles on road 52' from DER, 489' right of centerline, 15' AGL/ 132' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

HOLTZ ONE DEPARTURE (RNAV)

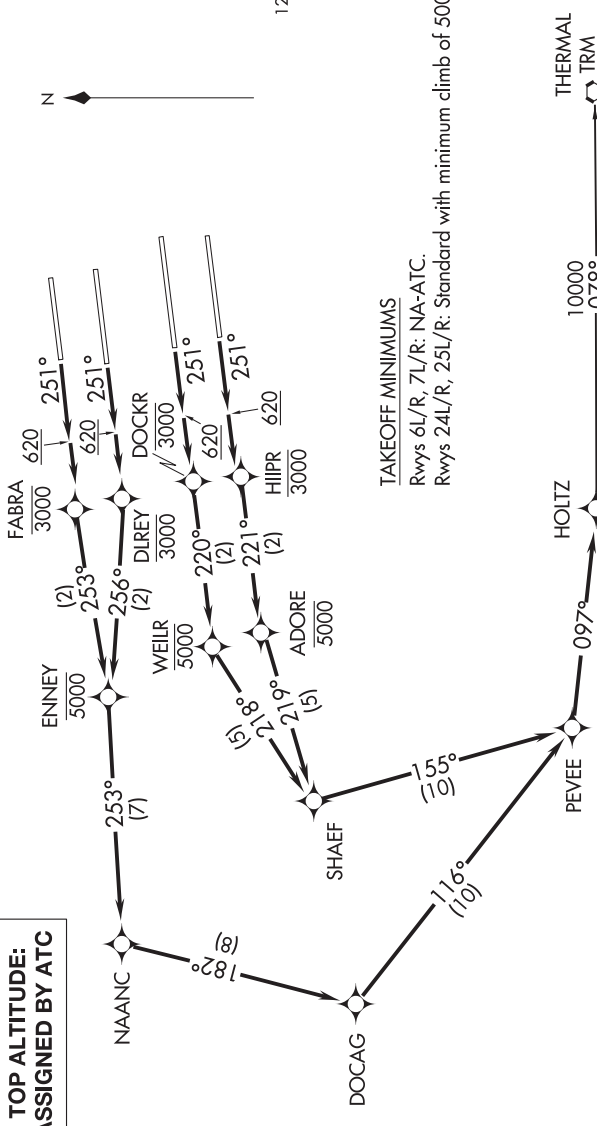
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SL-237 (FAA)

2017 JAN 05 01:02Z N0N 01 °E-W5

TOP ALTITUDE: ASSIGNED BY ATC

ATIS DEP 135.65
CLINC 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 OBSTACLE NOTES

Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL
Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.
Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.
Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL
Rwy 24R: Obstruction light on glideslope 212' from DER, 399' left of centerline, 39' AGL/151' MSL.
Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.
Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.
Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft departing Rwy 25L or 25R, SU DME must be operational.
NOTE: Rwys 24L, 24R departures expect RADAR vectors to PEVEE prior to NAANC.
NOTE: RADAR Required.

HOLTZ ONE DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 620, then continue 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 HOLTZ, thence....

TAKEOFF RUNWAY 24R: Climb on heading 251° to 620, then continue 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 HOLTZ, thence....

TAKEOFF RUNWAY 25L: Climb on heading 251° to 620, then continue 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 HOLTZ, thence....

TAKEOFF RUNWAY 25R: Climb on heading 251° to 620, then continue 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 HOLTZ, thence....

. . . . (transition). Expect further clearance to filed altitude three minutes after departure.

THERMAL TRANSITION (HOLTZ1.TRM)

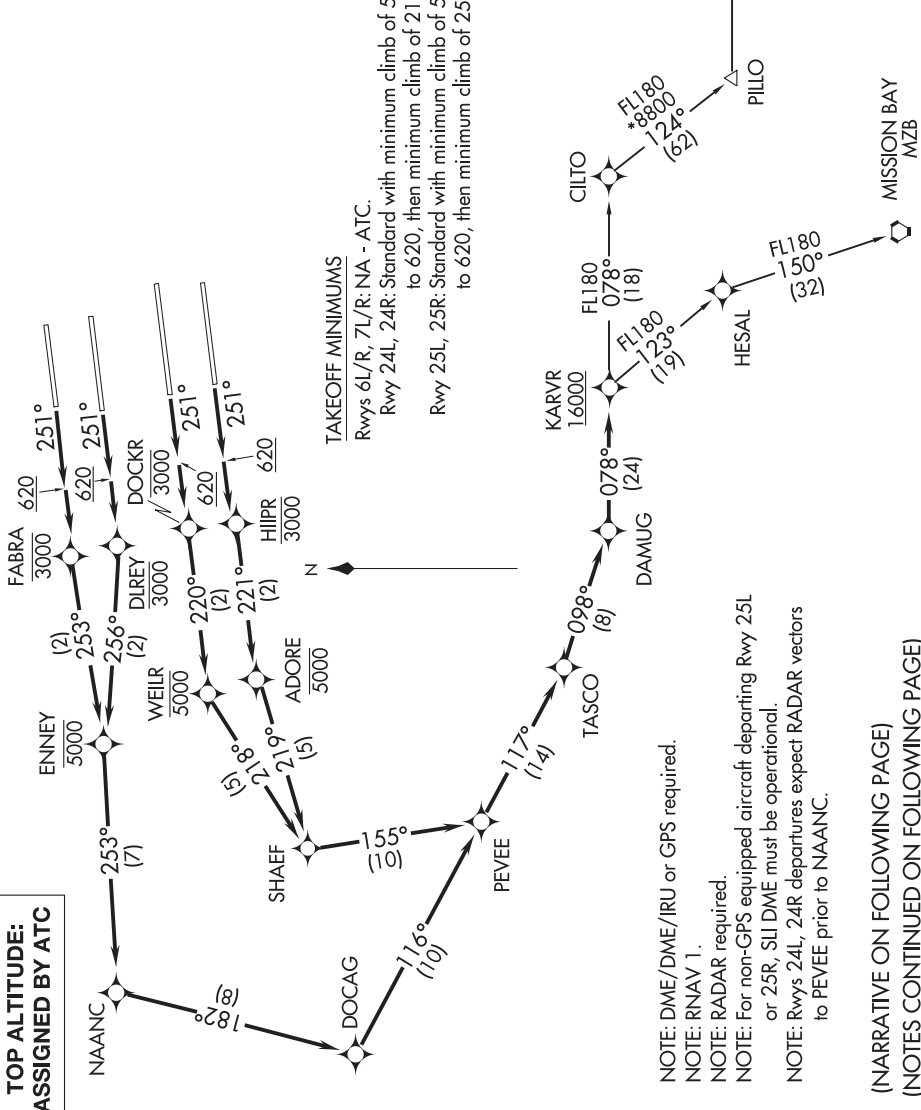
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

KARVR FOUR DEPARTURE (RNAV)

7 00 01 01 02 10 01 05 JAN 2017

ATIS DEP 135.65
CLNC DEL 120.35 327.0
CPDLC
GND CON (N) 121.65 327.0 (S) 121.75 327.0 (W) 121.4 327.0
LOS ANGELES TOWER (N) 133.9 239.3 (S) 120.95 379.1
SOCAL DEP CON 124.3 363.2 (045°-224°)
125.2 263.025 (225°-044°)



NOTE: Chart not to scale.

SW-3, 10 NOV 2016 to 05 JAN 2017

KARVR FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 620, then 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 KARVR at or above 16000, thence....

TAKEOFF RUNWAY 24R: Climb on heading 251° to 620, then 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 KARVR at or above 16000, thence....

TAKEOFF RUNWAY 25L: Climb on heading 251° to 620, then 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 KARVR at or above 16000, thence....

TAKEOFF RUNWAY 25R: Climb on heading 251° to 620, then 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 KARVR at or above 16000, thence....

. (transition). Expect further clearance to filed altitude five minutes after departure.

IMPERIAL TRANSITION (KARVR4.IPL)

MISSION BAY TRANSITION (KARVR4.MZB)

TAKEOFF OBSTACLE NOTES

Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.

Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.

Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.

Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL

Rwy 24R: Obstruction light on glideslope 212' from DER, 399' left of centerline, 39' AGL/151' MSL.

Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.

Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.

Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



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.

FICKY TRANSITION (LAXX9.FICKY): From over SLI VORTAC on SLI R-202 and SXC R-022 to SXC VORTAC, then on SXC R-213 to ROSIN, then on track 236° to FICKY.

IMPERIAL TRANSITION (LAXX9.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 (LAXX9.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 (LAXX9.OCN): From over SLI VORTAC on SLI R-120 to DANAH, then on OCN R-301 to OCN VORTAC.

THERMAL TRANSITION (LAXX9.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.

(CONTINUED ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED)

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
Approach light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
Road 183' from DER, 480' left of centerline, 109' MSL.
Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.
- Rwy 24L: Windsock 136' from DER, 299' right of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 298' right of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 297' right of centerline, 48' AGL/ 155' MSL.
Light pole 2025' from DER, 1003' left of centerline, 30' AGL/ 165' MSL.
Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/ 178' MSL.
- Rwy 24R: Windsock 136' from DER, 399' left of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 400' left of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 401' left of centerline, 48' AGL/ 155' MSL.
- Rwy 25L: Ground 11' from DER, 8' right of centerline, 122' MSL.
Vehicles on road 34' from DER, 422' left of centerline, 15' AGL/ 130' MSL.
Pole 2364' from DER, 767' left of centerline, 57' AGL/ 184' MSL.
Tree, transmission tower beginning 2487' from DER, 758' left of centerline, up to 66' AGL/ 200' MSL.
- Rwy 25R: Vehicles on road 52' from DER, 489' right of centerline, 15' AGL/ 132' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOOP NINE DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

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: RADAR and DME required.
NOTE: If unable to meet crossing restrictions, at LAX VORTAC within 20 flying miles, use the OSHNN or SEBBY DEPARTURE.
NOTE: Use the OSHNN or SEBBY DEPARTURE during the period 2100-0700 local time in lieu of the LOOP DEPARTURE.

TOP ALTITUDE:
15000

SANTA MONICA
110.8 SMO
Chan 45

TURN MANDATORY FOR ATC SEPARATION

South complex turn at SMO R-160 to 236° is required for ATC separation.

DAGGETT
113.2 DAG
Chan 79
N34°57.75'-W116°34.69'
L-7, H-4

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-Operational.
Rwys 24L/R, 25L/R: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 24L: Windsock 136' from DER, 299' right of centerline, 21' AGL/128' MSL.
Tower 211' from DER, 298' right of centerline, 66' AGL/151' MSL.
Tower 212' from DER, 297' right of centerline, 48' AGL/155' MSL.
Light pole 2025' from DER, 1003' left of centerline, 30' AGL/165' MSL.
Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/178' MSL.
- Rwy 24R: Windsock 136' from DER, 399' left of centerline, 21' AGL/128' MSL.
Tower 211' from DER, 400' left of centerline, 66' AGL/151' MSL.
Tower 212' from DER, 401' left of centerline, 48' AGL/155' MSL.
- Rwy 25L: Ground 11' from DER, 8' right of centerline, 122' MSL.
Vehicles on road 34' from DER, 422 left of centerline, 15' AGL/ 130' MSL.
Pole 2364' from DER, 767' left of centerline, 57' AGL/184' MSL.
Tree, transmission line tower, beginning 2487' from DER, 758' left of centerline, up to 66' AGL/200' MSL.
- Rwy 25R: Vehicles on road 52' from DER, 489' right of centerline, 15 AGL/ 132' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-160 at or below 3000, expect RADAR vectors to LAX VORTAC at or above 10000, thence

TAKEOFF RUNWAYS 25L/R: Climb on heading 251°, at the SMO R-160 turn left heading 236°, cross SMO R-160 at or below 3000, expect RADAR vectors to LAX VORTAC at or above 10000 thence

. . . . on (assigned transition) or (assigned route). All aircraft expect further clearance to filed flight level five minutes after departure.

DAGGETT TRANSITION (LOOP9.DAG): From over LAX VORTAC on LAX R-041 to COOPP, then on LAX R-041 and DAG R-222 to DAG VORTAC.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, turn left and proceed direct LAX VORTAC, climb to FL230 or filed altitude whichever is lower, and when able proceed on filed or assigned route/fix/transition. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

LOOP NINE DEPARTURE

(LOOP9.LAX) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

MUELR TWO DEPARTURE (RNAV)

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

2 10 10 01 9 1 0 2 1 0 0 N 0 1 ' E - W S

TOP ALTITUDE:
10000

SAN MARCUS

RZS

10000

8000

288°

(24)

SCHOR

10000

8000

288°

(16)

KWANG

273°

(19)

WGGNR

10000

8000

289°

(11)

IKAYE

10000

8000

342°

(10)

FIXIT

10000

290K

28°

(7)

MUELR

253°

(11)

NAANC

253°

(7)

ENNEY

5000

1300

(2)

DIREY

3000

820

253°

(2)

FABRA

3000

900

251°

(2)

DOCKR

3000

840

251°

(2)

EVOSE

5000

1300

252°

(7)

MKGEE

252°

(7)

HILPR

3000

820

251°

(2)

TAKEOFF OBSTACLE NOTES

Rwy 24L: Bush 956' from DER, 600' left of centerline, 40' AGL/148' MSL.

Light poles beginning 273' from DER, 425' left of centerline, up to 10' AGL/120' MSL.

Antenna on pole 1357' from DER, 286' right of centerline, 36' AGL/144' MSL.

Light poles and bushes beginning 239' from DER, 321' right of centerline, up to 8' AGL/116' MSL.

Rwy 24R: OL on glideslope 212' from DER, 399' left of centerline, 39' AGL/151' MSL.

Rwy 25L: Tree and pole beginning 2366' from DER, 764' left of centerline, up to 80' AGL/197' MSL.

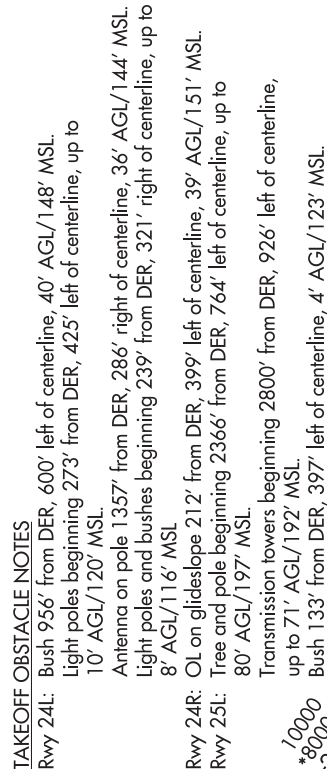
Transmission towers beginning 2800' from DER, 926' left of centerline, up to 71' AGL/192' MSL.

Bush 133' from DER, 397' left of centerline, 4' AGL/123' MSL.

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R: NA-ATC.

Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640, then minimum climb of 440' per NM to 8000.



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: RADAR required.

NOTE: Maintain at or below 250K unless otherwise directed by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MUELR TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then direct to cross DLREY at or above 820, at or below 3000, then on track 256° to cross ENNEY at or above 1300, at or below 5000, then on depicted route to cross FIXIT at or above 10000, at or below 290K. Thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then direct to cross FABRA at or above 900, at or below 3000, then on track 253° to cross ENNEY at or above 1300, at or below 5000, then on depicted route to cross FIXIT at or above 10000, at or below 290K. Thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then direct to cross HIIPR at or above 820, at or below 3000, then on track 256° to cross EVOSE at or above 1300, at or below 5000, then on depicted route to cross FIXIT at or above 10000, at or below 290K. Thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then direct to cross DOCKR at or above 840, at or below 3000, then on track 252° to cross EVOSE at or above 1300, at or below 5000, then on depicted route to cross FIXIT at or above 10000, at or below 290K. Thence. . . .

. . . (transition). Expect filed altitude three minutes after departure.

KWANG TRANSITION (MUELR2.KWANG)

SAN MARCUS TRANSITION (MUELR2.RZS)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 620, then 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 620, then 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 620, then 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 620, then 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 DAGGETT TRANSITION. Expect further clearance to filed altitude five minutes after departure.

DAGGETT TRANSITION (OSHNN6.DAG)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
Approach light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
Road 183' from DER, 480' left of centerline, 109' MSL.
Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.
- Rwy 24L: Windsock 136' from DER, 299' right of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 298' right of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 297' right of centerline, 48' AGL/ 155' MSL.
Light pole 2025' from DER, 1003' left of centerline, 30' AGL/ 165' MSL.
Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/ 178' MSL.
- Rwy 24R: Windsock 136' from DER, 399' left of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 400' left of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 401' left of centerline, 48' AGL/ 155' MSL.
- Rwy 25L: Ground 11' from DER, 8' right of centerline, 122' MSL.
Vehicles on road 34' from DER, 422' left of centerline, 15' AGL/ 130' MSL.
Pole 2364' from DER, 767' left of centerline, 57' AGL/ 184' MSL.
Tree, transmission tower beginning 2487' from DER, 758' left of centerline, up to 66' AGL/ 200' MSL.
- Rwy 25R: Vehicles on road 52' from DER, 489' right of centerline, 15' AGL/ 132' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

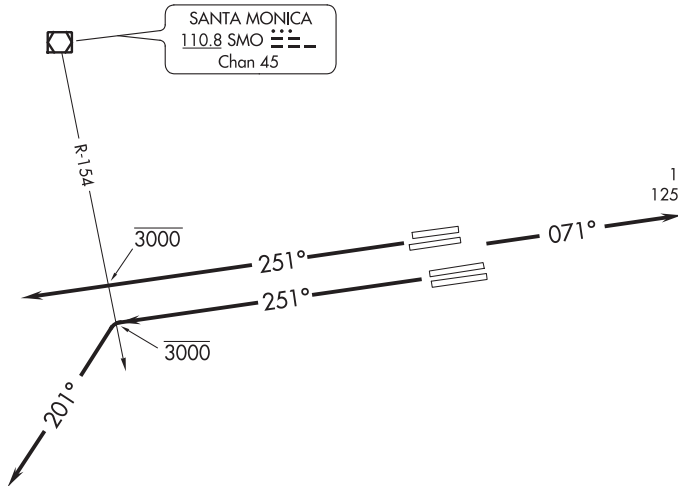
(SLI7.SLI) 16315

SEAL BEACH SEVEN DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**



SANTA MONICA
110.8 SMO Chan 45

SEAL BEACH
115.7 SLI Chan 104
N33°47.00'-W118°03.29'
L-3-4, H-4

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.

NOTE: TAKEOFF RWYS 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.

NOTE: South Complex turn at SMO R-154 to 201° is required for ATC separation.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then turn left heading 201° for RADAR vectors to SLI VORTAC, thence....

. . . .on (assigned route). All aircraft expect further clearance to filed altitude five 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.

SEAL BEACH SEVEN DEPARTURE

(SLI7.SLI) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
Approach light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
Road 183' from DER, 480' left of centerline, 109' MSL.
Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.
- Rwy 24L: Windsock 136' from DER, 299' right of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 298' right of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 297' right of centerline, 48' AGL/ 155' MSL.
Light pole 2025' from DER, 1003' left of centerline, 30' AGL/ 165' MSL.
Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/ 178' MSL.
- Rwy 24R: Windsock 136' from DER, 399' left of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 400' left of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 401' left of centerline, 48' AGL/ 155' MSL.
- Rwy 25L: Ground 11' from DER, 8' right of centerline, 122' MSL.
Vehicles on road 34' from DER, 422' left of centerline, 15' AGL/ 130' MSL.
Pole 2364' from DER, 767' left of centerline, 57' AGL/ 184' MSL.
Tree, transmission tower beginning 2487' from DER, 758' left of centerline, up to 66' AGL/ 200' MSL.
- Rwy 25R: Vehicles on road 52' from DER, 489' right of centerline, 15' AGL/ 132' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(SEBBY1.DAG) 16315

SEBBY ONE DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

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°)

**TOP ALTITUDE:
ASSIGNED BY ATC**

DAGGETT
113.2 DAG
Chan 79
N34°57.75'-W116°34.69'
L-7, H-4

SANTA MONICA
110.8 SMO
Chan 45

SEBBY
N34°05.38'
W117°46.62'
16000

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-Operational.
Rwys 24L/R, 25L/R: Standard.

SEAL BEACH
115.7 SLI
Chan 104
N33°47.00'-W118°03.29'
10000

**TURN MANDATORY FOR
ATC SEPARATION**

South complex turn at SMO R-160 to 235° is required for ATC separation.

NOTE: DME and RADAR required.
NOTE: This departure to be used only if unable to use the LOOP DEPARTURE.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO VOR/DME R-160 at or below 3000, then

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, then

. . . . expect RADAR vectors to cross SLI VORTAC at or above 10000, 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 ONE DEPARTURE

(SEBBY1.DAG) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 24L: Windssock 136' from DER, 299' right of centerline, 21' AGL/128' MSL.
 Tower 211' from DER, 298' right of centerline, 66' AGL/151' MSL.
 Tower 212' from DER, 297' right of centerline, 48' AGL/155' MSL.
 Light pole 2025' from DER, 1003' left of centerline, 30' AGL/165' MSL.
 Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/178' MSL.
- Rwy 24R: Windssock 136' from DER, 399' left of centerline, 21' AGL/128' MSL.
 Tower 211' from DER, 400' left of centerline, 66' AGL/151' MSL.
 Tower 212' from DER, 401' left of centerline, 48' AGL/155' MSL.
- Rwy 25L: Ground 11' from DER, 8' right of centerline, 122' MSL.
 Vehicles on road 34' from DER, 422 left of centerline, 15' AGL/ 130' MSL.
 Pole 2364' from DER, 767' left of centerline, 57' AGL/184' MSL.
 Tree, transmission line tower, beginning 2487' from DER, 758' left of centerline,
 up to 66' AGL/200' MSL.
- Rwy 25R: Vehicles on road 52' from DER, 489' right of centerline, 15' AGL/ 132' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(VTU7.VTU) 16315

VENTURA SEVEN DEPARTURE

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**

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°)

SAN MARCUS
114.9 RZS
Chan 96
N34°30.57'-W119°46.26'
L-3-4-7, H-4

VENTURA
108.2 VTU
Chan 19
N34°06.90'-W119°02.97'

SANTA MONICA
110.8 SMO
Chan 45

SUDDO
N34°23.03'
W120°07.73'

DINTY
N33°28.97'
W122°35.04'
H-4

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard

NOTE: RADAR required.

NOTE: DINTY TRANSITION: DME required.

(NOTES CONTINUED ON FOLLOWING PAGE)

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 five 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 (VTU7.DINTY): From over VTU VOR/DME on VTU R-272 to SUDDO INT then on RZS R-233 to DINTY.

SAN MARCUS TRANSITION (VTU7.RZS): From over VTU VOR/DME on VTU R-289 and RZS R-109 to RZS VORTAC.

VENTURA SEVEN DEPARTURE

(VTU7.VTU) 10NOV16

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 6L: Runway light 8' from DER, 5' left of centerline, 1 AGL/ 120 MSL.
Vehicles on road beginning 12' from DER, 171' left of centerline, up to 131' MSL.
Obstruction light on building, beginning 1762' 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, 2' right of centerline, 19' AGL/ 126' MSL.
Vehicle 112' from DER, 41' left of centerline, 15' AGL/ 129' MSL.
Pole, light pole, beginning 323' from DER, 1' right of centerline, up to 16' AGL/ 138' MSL.
Light pole, beginning 528' from DER, 58' left of centerline, up to 30' AGL/ 137' MSL.
Light pole 779' from DER, 1' right of centerline, 35' AGL/ 142' MSL.
Pole 792' from DER, 460' right of centerline, 39' AGL/ 145' MSL.
Approach light 797' from DER, 702' left of centerline, 39' AGL/ 148' MSL.
Approach light, pole, beginning 797' from DER, 304' left of centerline, up to 39' AGL/ 148' MSL.
Approach light 1006' from DER, 702' left of centerline, 42' AGL/ 149' MSL.
Approach light 1006' from DER, 696' left of centerline, 42' AGL/ 149' MSL.
Tree 1057' from DER, 399' left of centerline, 41' AGL/ 150' MSL.
Trees, beginning 1160' from DER, 319' left of centerline, up to 49' AGL/ 157' MSL.
Tree 1374' from DER, 308' left of centerline, 47' AGL/ 159' MSL.
Tree 1385' from DER, 316' left of centerline, 50' AGL/ 163' MSL.
Tree 1699' from DER, 102' right of centerline, 57' AGL/ 164' MSL.
- Rwy 7L: Fence, vehicles on road, beginning 168' from DER, on centerline, up to 15' AGL/ 107' MSL.
Road 183' from DER, 480' left of centerline, 109' MSL.
Tower, fence, vehicles on road, railroad, pole, beginning 198' from DER, 24' left of centerline, up to 24' AGL/ 118' MSL.
Railroad, vehicles on road, beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, pole, vehicles on road, navaid, beginning 444' from DER, on centerline, up to 29' AGL/ 121' MSL.
Sign 495' from DER, 477' left of centerline, 32' AGL/ 124' MSL.
Sign, road, light pole, vehicle, beginning 508' from DER, 98' left of centerline, up to 32' AGL/ 126' MSL.
Pole, building, runway light, 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, 4' left of centerline, 2' AGL/ 99' MSL.
Building 792' from DER, 702' right of centerline, 37' AGL/ 130' MSL.
Tree 1250' from DER, 747' right of centerline, 129' AGL/ 155' MSL.
- Rwy 24L: Windsock 136' from DER, 299' right of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 298' right of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 297' right of centerline, 48' AGL/ 155' MSL.
Light pole 2025' from DER, 1003' left of centerline, 30' AGL/ 165' MSL.
Tower, pole, beginning 2036' from DER, 982' left of centerline, up to 44' AGL/ 178' MSL.
- Rwy 24R: Windsock 136' from DER, 399' left of centerline, 21' AGL/ 128' MSL.
Tower 211' from DER, 400' left of centerline, 66' AGL/ 151' MSL.
Tower 212' from DER, 401' left of centerline, 48' AGL/ 155' MSL.
- Rwy 25L: Ground 11' from DER, 8' right of centerline, 122' MSL.
Vehicles on road 34' from DER, 422' left of centerline, 15' AGL/ 130' MSL.
Pole 2364' from DER, 767' left of centerline, 57' AGL/ 184' MSL.
Tree, transmission tower beginning 2487' from DER, 758' left of centerline, up to 66' AGL/ 200' MSL.
- Rwy 25R: Vehicles on road 52' from DER, 489' right of centerline, 15' AGL/ 132' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ZILLI TWO DEPARTURE (RNAV)

SL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

1210Z JAN 05 01 91.02Z AON 01 'E-WS

TOP ALTITUDE: ASSIGNED BY ATC

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: GPS required.

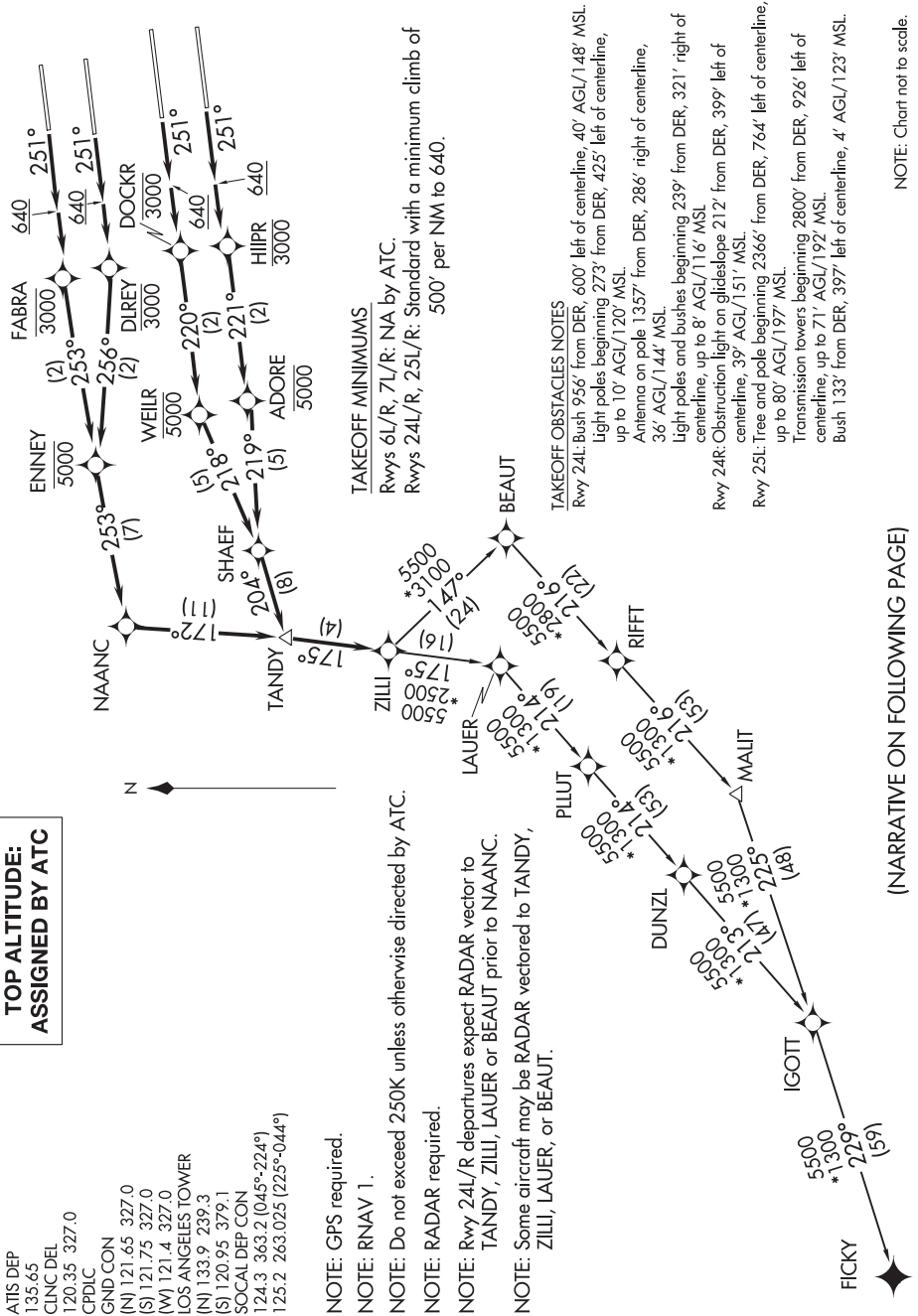
NOTE: RNAV 1.

NOTE: Do not exceed 250K unless otherwise directed by ATC.

NOTE: RADAR required.

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.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ZILLI TWO DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then 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 24L: Climb on heading 251° to 640, then 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 25R: Climb on heading 251° to 640, then 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. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then 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. . . .

. . . . (transition). Expect filed altitude three minutes after departure.

BEAUT TRANSITION (ZILLI2.BEAUT)

LAUER TRANSITION (ZILLI2.LAUER)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

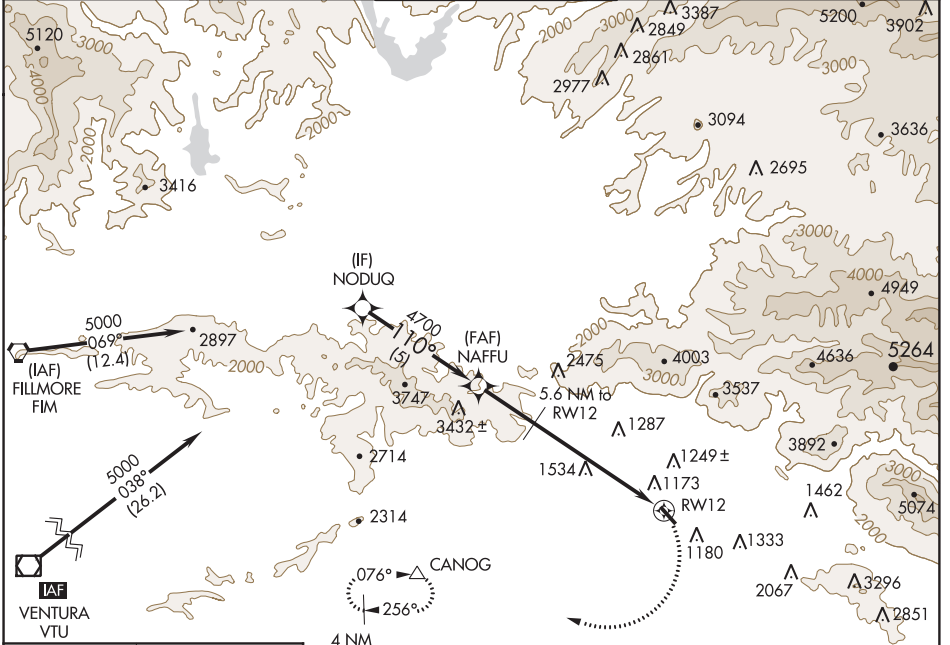
APP CRS 110°	Rwy Idg TDZE Apt Elev	N/A N/A 1003
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RNAV (GPS)-C

WHITEMAN (WHP)

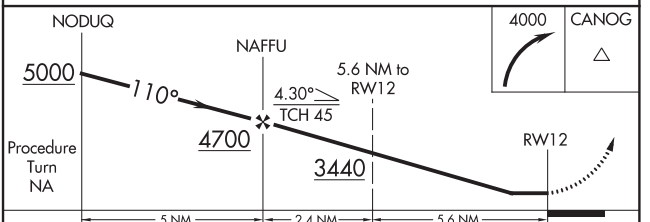
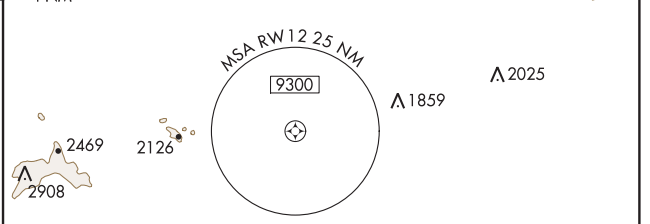
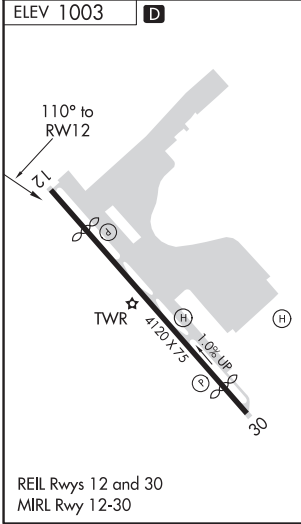
When control tower closed, use Burbank altimeter setting.
NA IAF ARM APPROACH MODE PRIOR TO IAF.
 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 MISSED APPROACH: Climbing right turn to 4000 direct CANOG and hold.

ATIS 132.1	SOCAL APP CON 134.2 338.2	WHITEMAN TOWER * 135.0 (CTAF)	GND CON 125.0	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



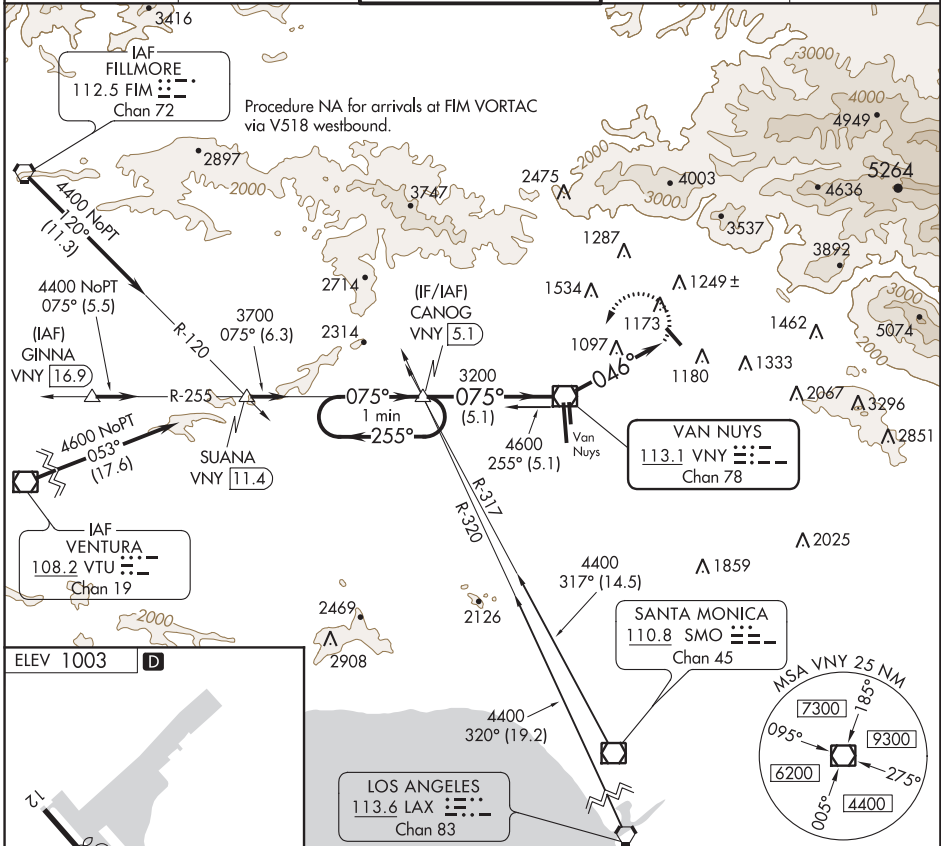
CATEGORY	A	B	C	D
CIRCLING	1900-1¼	897 (900-1¼)	1900-2¾	897 (900-2¾)

VOR/DME VNY 113.1 Chan 78	APP CRS 046°	Rwy Idg TDZE Apt Elev N/A N/A 1003
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VOR-A
WHITEMAN (WHP)

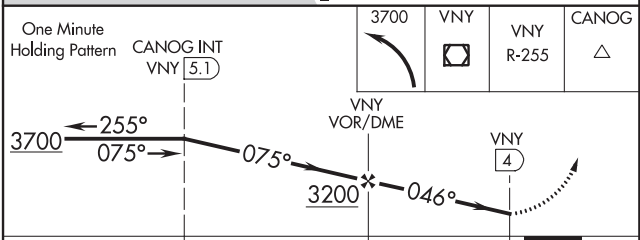
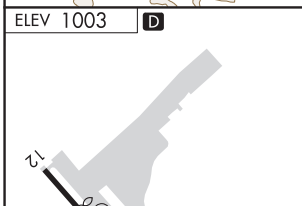
⚠ When control tower closed, use Burbank altimeter setting. MISSED APPROACH: Climbing left turn to 3700 direct VNY VOR/DME then via VNY VOR/DME R-255 to CANOG INT/ VNY 5.1 DME and hold.

ATIS 132.1	SOCAL APP CON 134.2 338.2	WHITEMAN TOWER * 135.0 (CTAF)	GND CON 125.0	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20
CATEGORY	A	B	C	D	
CIRCLING	1840-1 837 (900-1)	1840-1¼ 837 (900-1¼)	1840-2½ 837 (900-2½)	NA	

AIRPORT DIAGRAM

AL-9132 (FAA)

WHITEMAN (WHP)
LOS ANGELES, CALIFORNIA

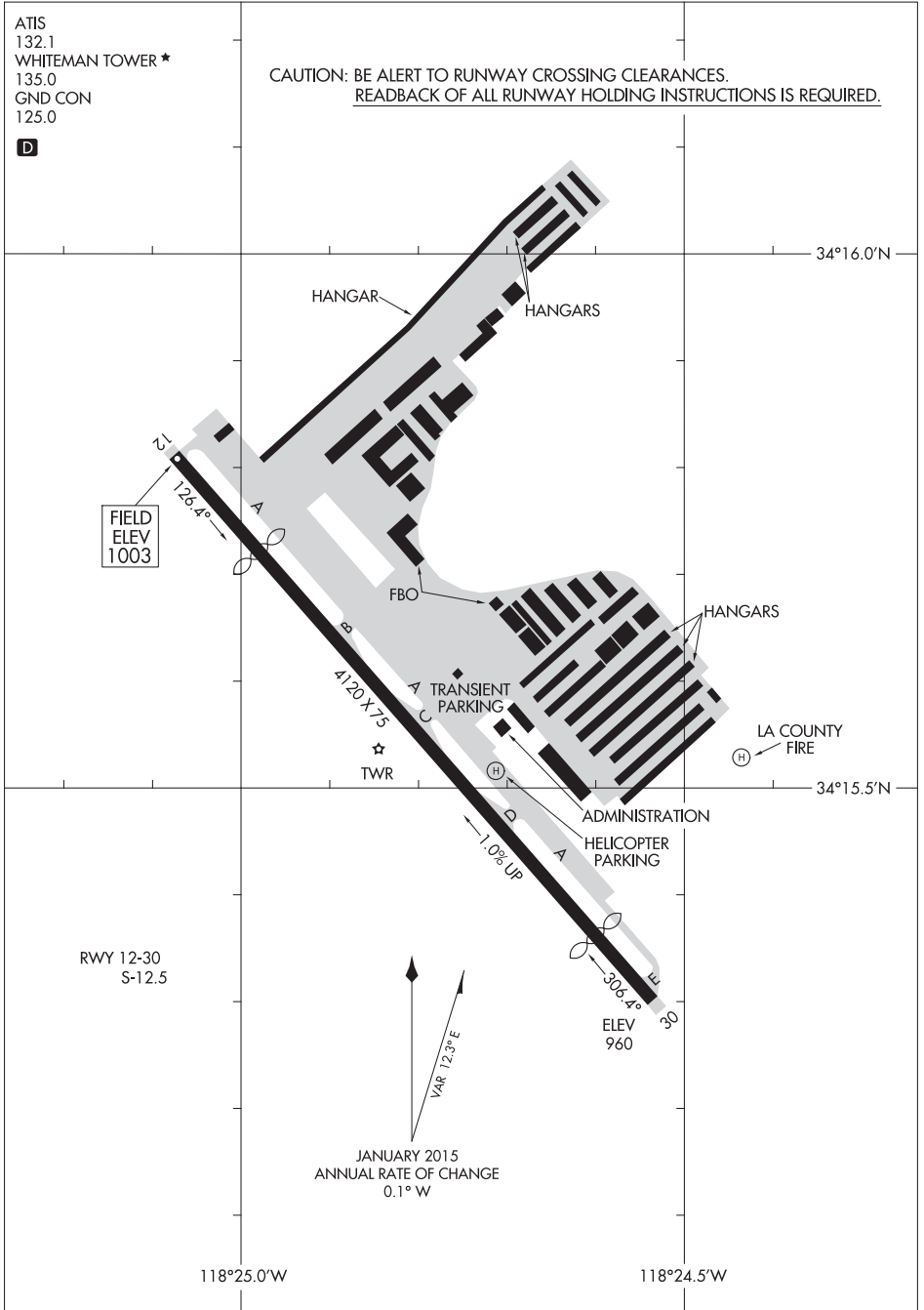
ATIS
132.1
WHITEMAN TOWER ★
135.0
GND CON
125.0

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

LOS ANGELES, CALIFORNIA
WHITEMAN (WHP)

RIVERSIDE, CALIFORNIA

ILS or LOC X RWY 32

LOC I-RIV 110.1	APCH CRS 315°	Rwy Idg 13,302 TDZE 1497 Arprt Elev 1536
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AL-348 [USAF]

MARCH ARB (KRIV)

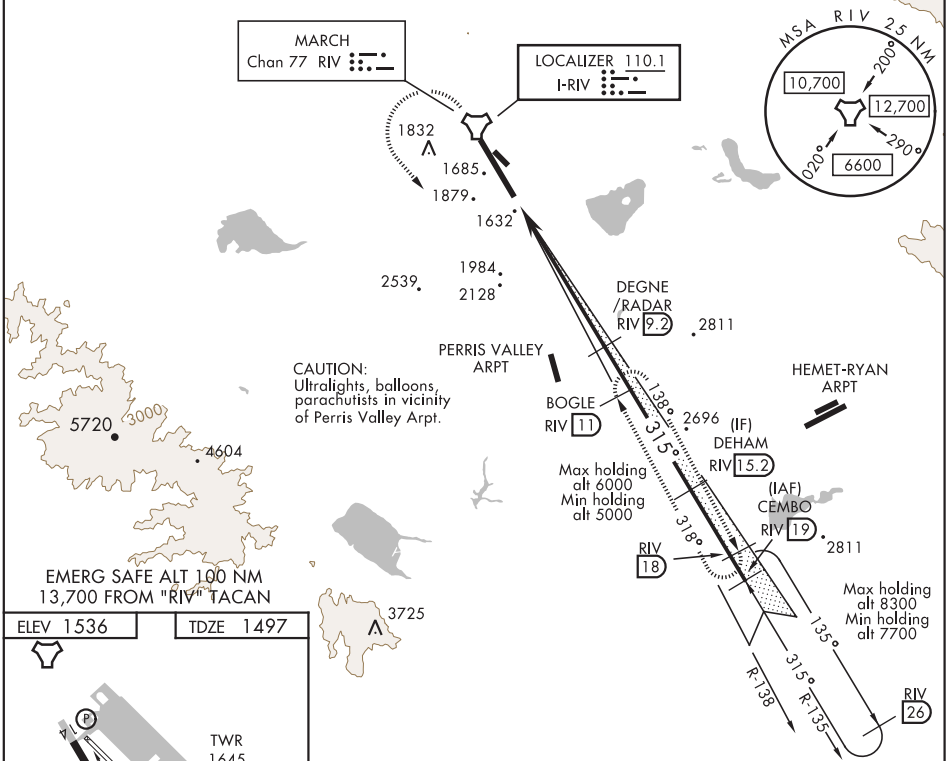
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile and CAT CDE RVR to 60 and vis to 1 1/8 miles.



MISSED APPROACH: Climb to 5000 direct RIV TACAN, then turn left to intercept RIV R-138 direct BOGLE, continue climb in hold to 5000.

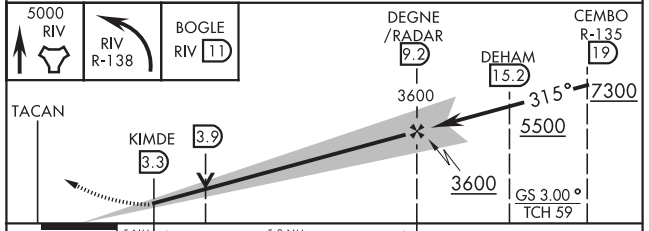
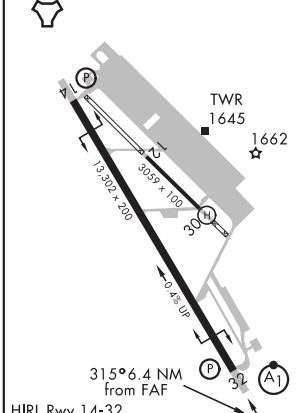
ATIS 134.75 239.05	SOCAL APP CON 134.0 278.3	MARCH TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 121.75 335.8
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*** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.



EMERG SAFE ALT 100 NM
13,700 FROM "RIV" TACAN

ELEV 1536	TDZE 1497
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CATEGORY	A	B	C	D	E
S-ILS 32 *	1697/24		200	(200-1/2)	
S-LOC 32 **	1900/24	403 (400-1/2)	1900/40	403 (400-3/4)	
C CIRCLING ***	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2 1/4 764 (800-2 1/4)	2440-3 904 (1000-3)	2840-3 1304 (1400-3)

RIVERSIDE, CALIFORNIA
Amdt 7 30APR15

33°53'N-117°16'W

MARCH ARB (KRIV)

ILS or LOC X RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RIVERSIDE, CALIFORNIA

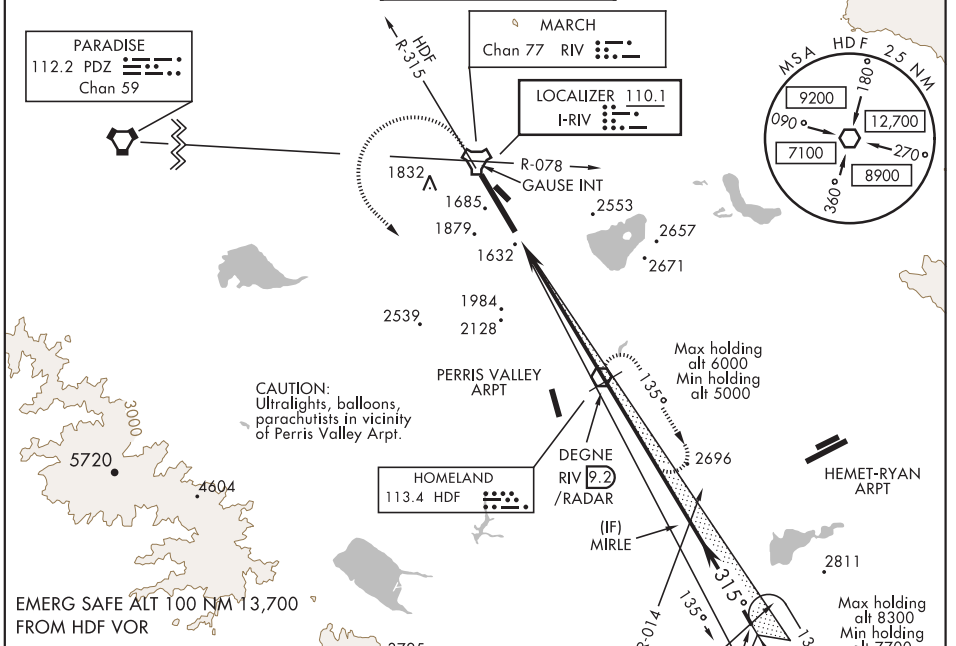
ILS or LOC Y RWY 32

LOC I-RIV 110.1	APCH CRS 315°	Rwy Idg 13,302 TDZE 1497 Arpt Elev 1536	AL-348 [USAF]	MARCH ARB (KRIV)
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▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¼ mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.
 *** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

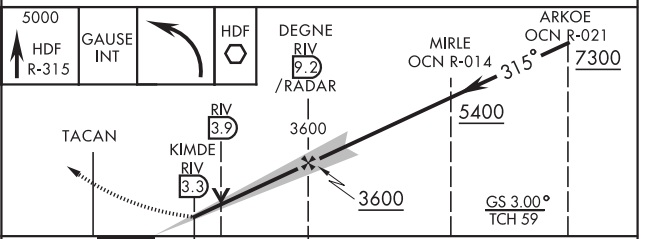
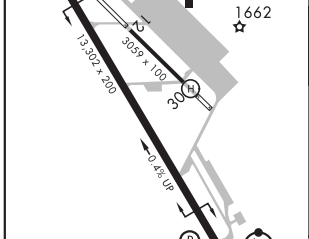
ALSF-1
 MISSED APPROACH: Climb to 5000 on HDF VOR R-315 to GAUSE, turn left direct HDF continue climb in hold to 5000.

ATIS 134.75 239.05	SOCAL APP CON 134.0 278.3	MARCH TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 121.75 335.8
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EMERG SAFE ALT 100 NM 13,700 FROM HDF VOR

ELEV 1536	TDZE 1497
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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)		
CIRCLING ***	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2½ 764 (800-2½)	2440-3 904 (1000-3)	2840-3 1304 (1400-3)

RIVERSIDE, CALIFORNIA 33°53'N-117°16'W MARCH ARB (KRIV)

Amdt 7 30APR15

ILS or LOC Y RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 14

APCH CRS 120°	Rwy ldg 13,302 TDZE 1536 Arpt Elev 1536
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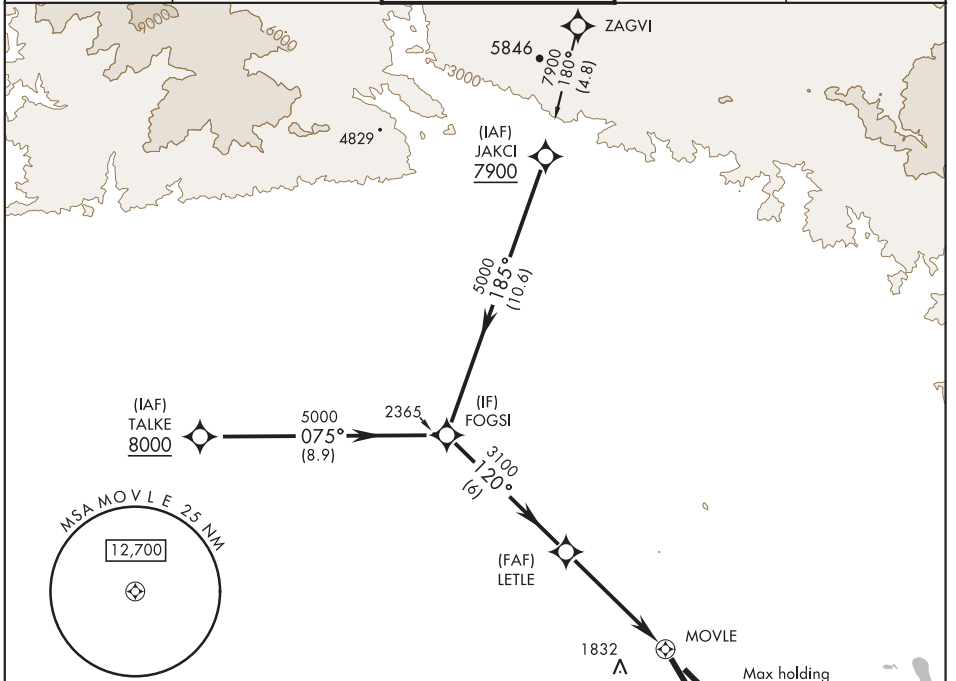
AL-348 [USAF]

MARCH ARB (KRIV)

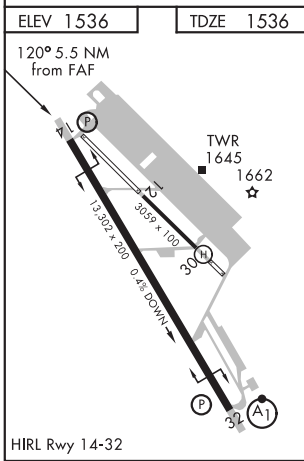
▼ * Circling not authorized NE of Rwy 14-32.
Rapid rising terrain.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 5000 direct MOBBI and hold, continue climb in hold to 5000.

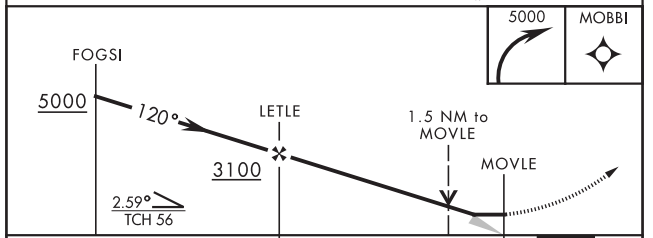
ATIS 134.75 239.05	SOCAL APP CON 134.0 278.3	MARCH TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 121.75 335.8
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EMERG SAFE ALT 100 NM 13,700 FROM MOVLE



CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.



CATEGORY	A	B	C	D	E
LNAV MDA	2140/55	604 (700-1)	2140-1 $\frac{3}{4}$	604 (700-1 $\frac{3}{4}$)	
CIRCLING *	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2 $\frac{1}{4}$ 764 (800-2 $\frac{1}{4}$)	2440-3 904 (1000-3)	2840-3 1304(1400-3)

RNAV (GPS) RWY 14

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RIVERSIDE, CALIFORNIA

RNAV (GPS) RWY 32

APCH CRS 315°	Rwy ldg 13,302 TDZE 1497 Arprt Elev 1536
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AL-348 [USAF]

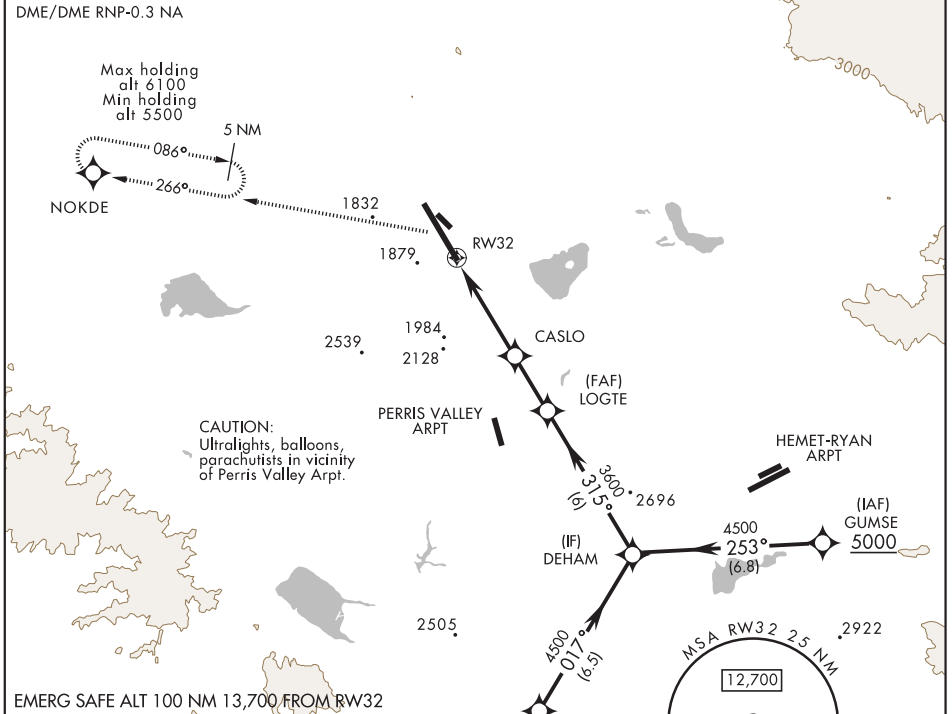
MARCH ARB (KRIV)

▼ * 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.



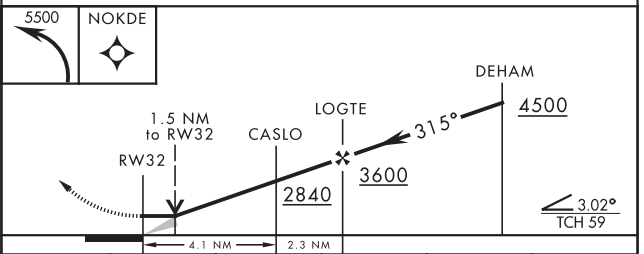
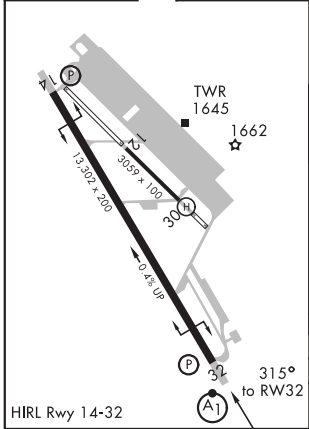
MISSED APPROACH: Climb to 5500 direct NOKDE and hold, continue climb in hold to 5500.

ATIS 134.75 239.05	SOCAL APP CON 134.0 278.3	MARCH TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 121.75 335.8
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EMERG SAFE ALT 100 NM 13,700 FROM RW32

ELEV 1536	TDZE 1497
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CATEGORY	A	B	C	D	E
LNVA MDA *	2020/24	523 (500-½)	2020/55	523 (500-1)	
** 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
Amdt 3 30APR15

33°53'N-117°16'W

MARCH ARB (KRIV)

RNAV (GPS) RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) A

APCH CRS	Rwy Idg	N/A
186°	TDZE	N/A
	Arprt Elev	1536

AL-348 [USAF]

MARCH ARB (KRIV)

▼ *Circling NA NE of Rwy 32-14 due to rapid rising terrain.
Do not commence circling until crossing Rwy 14-32 centerline.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 5000 direct MOBBI and hold, continue climb in hold to 5000.

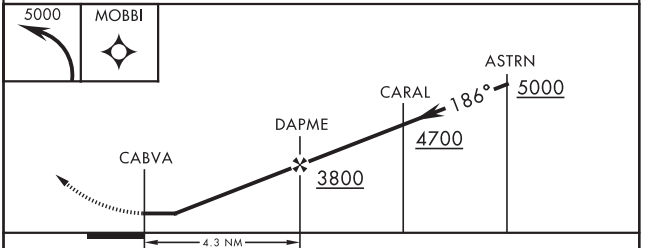
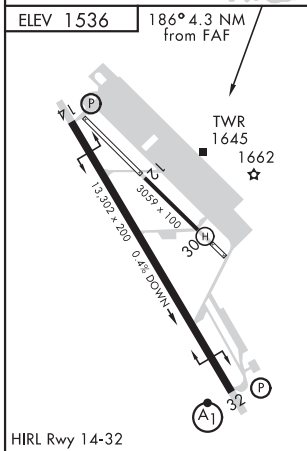
ATIS	SOCAL APP CON	MARCH TOWER	GND CON	CLNC DEL
134.75 239.05	134.0 278.3	127.65 253.5	121.75 335.8	121.75 335.8



**RESTRICTED TO MARCH ARB
ASSIGNED AIRCRAFT ONLY**

CAUTION:
Ultralights, balloons,
parachutists in vicinity
of Perris Valley Arpt.

EMERG SAFE ALT 100 NM 13,700 FROM CABVA



CATEGORY	A	B	C	D	E
☑ CIRCLING*	2200-1 664 (700-1)	2260-1 724 (800-1)	2300-2½ 764 (800-2½)	2440-3 904 (1000-3)	2840-3 1304 (1400-3)

RNAV (GPS) A

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RIVERSIDE, CALIFORNIA

VOR Y RWY 32

VOR HDF 113.4	APCH CRS 315°	Rwy Idg 13,302 TDZE 1497 Arpt Elev 1536
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AL-348 [USAF]

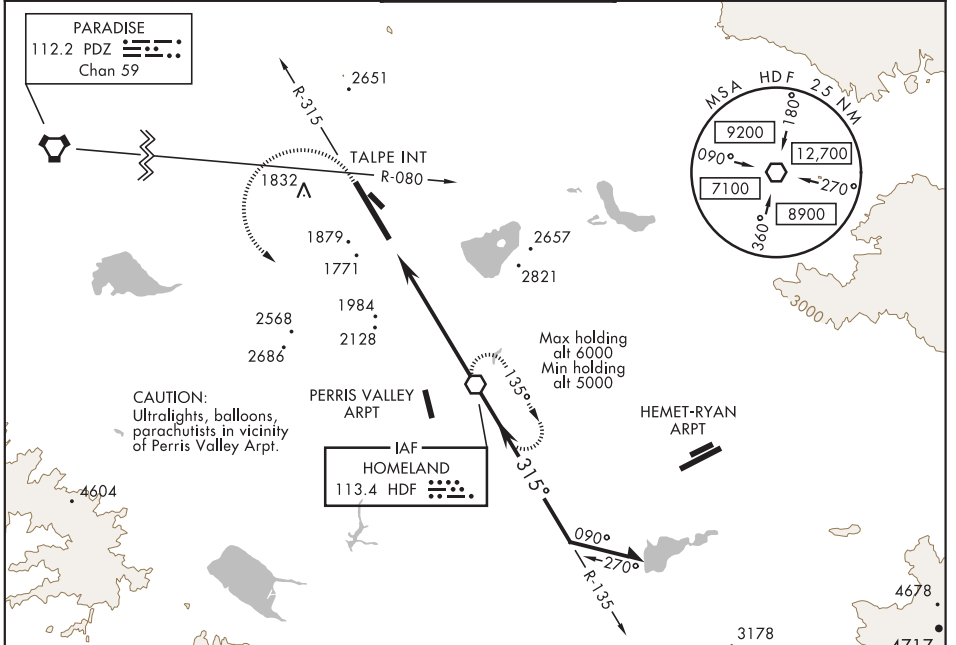
MARCH ARB (KRIV)

▼ * 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.



MISSED APPROACH: Climb to 5000 on HDF VOR R-315 to TALPE, then turn left direct HDF continue climb-in-hold to 5000.

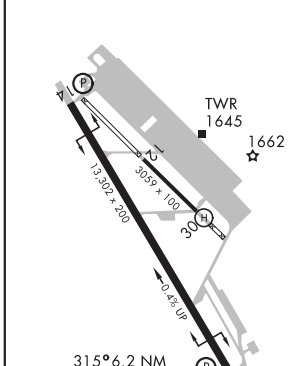
ATIS 134.75 239.05	SOCAL APP CON 134.0 278.3	MARCH TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 121.75 335.8
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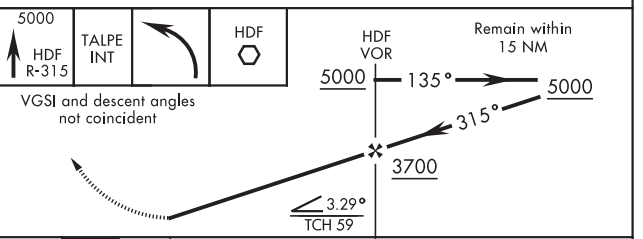
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1536	TDZE 1497
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EMERG SAFE ALT 100 NM 13,700



CATEGORY	A	B	C	D	E
S-32 *	2040/35 543 (600-¾)		2040/60	543	(600-1½)
CIRCLING**	2180-1½ 644 (700-1½)	2260-1½ 724 (800-1½)	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)

Amtd 12 30APR15

VOR Y RWY 32

TACAN Y RWY 14

TACAN RIV Chan 77	APCH CRS 106°	Rwy ldg 13,302 TDZE 1536 Arpt Elev 1536
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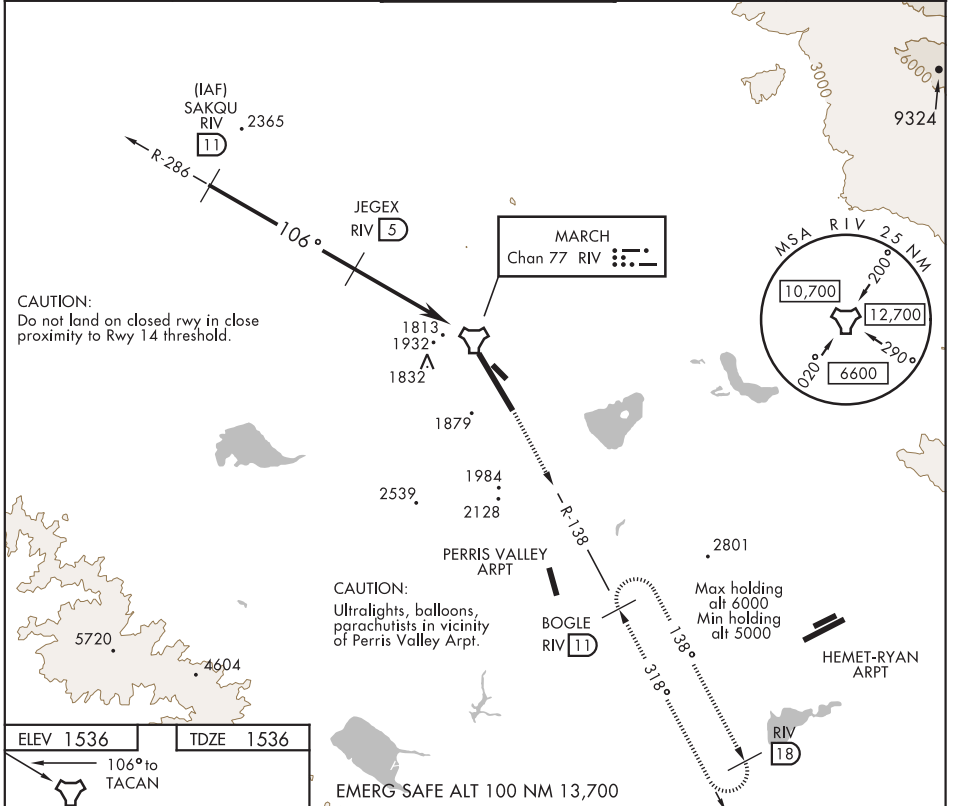
AL-348 [USAF]

MARCH ARB (KRIV)

▼ * Circling not authorized NE of Rwy 14-32.
Rapid rising terrain.

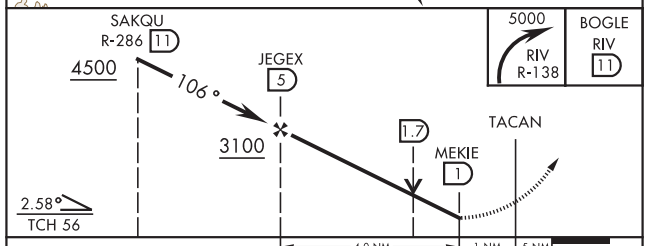
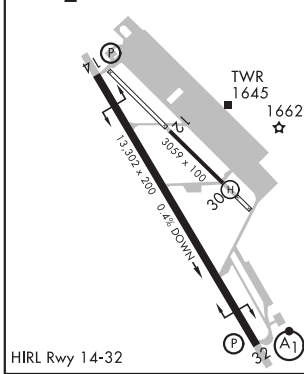
MISSED APPROACH: Climb out RIV TACAN R-138
direct BOGLE, continue climb in hold to 5000.

ATIS 134.75 239.05	SOCAL APP CON 134.0 278.3	MARCH TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 121.75 335.8
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-14	2200-1 $\frac{7}{8}$		664	(700-1 $\frac{7}{8}$)	
CIRCLING*	2200-1 $\frac{7}{8}$ 664 (700-1 $\frac{7}{8}$)	2260-1 $\frac{7}{8}$ 724 (800-1 $\frac{7}{8}$)	2300-2 $\frac{1}{4}$ 764 (800-2 $\frac{1}{4}$)	2440-3 904 (1000-3)	2840-3 1304(1400-3)

TACAN Y RWY 14

RIVERSIDE, CALIFORNIA

TACAN Y RWY 32

TACAN RIV Chan 77	APCH CRS 318°	Rwy ldg 13,302 TDZE 1497 Arpt Elev 1536
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AL-348 [USAF]

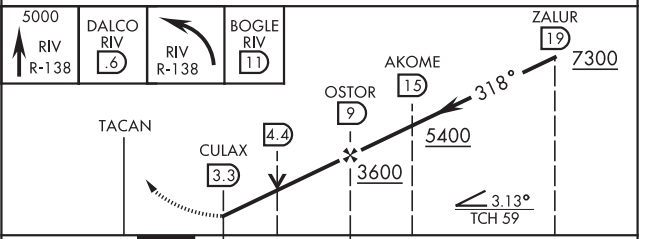
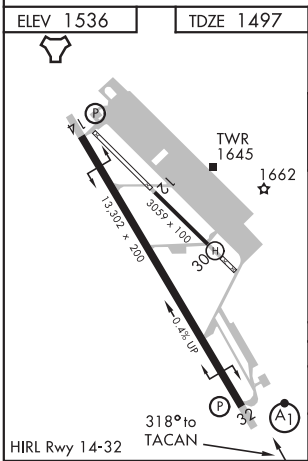
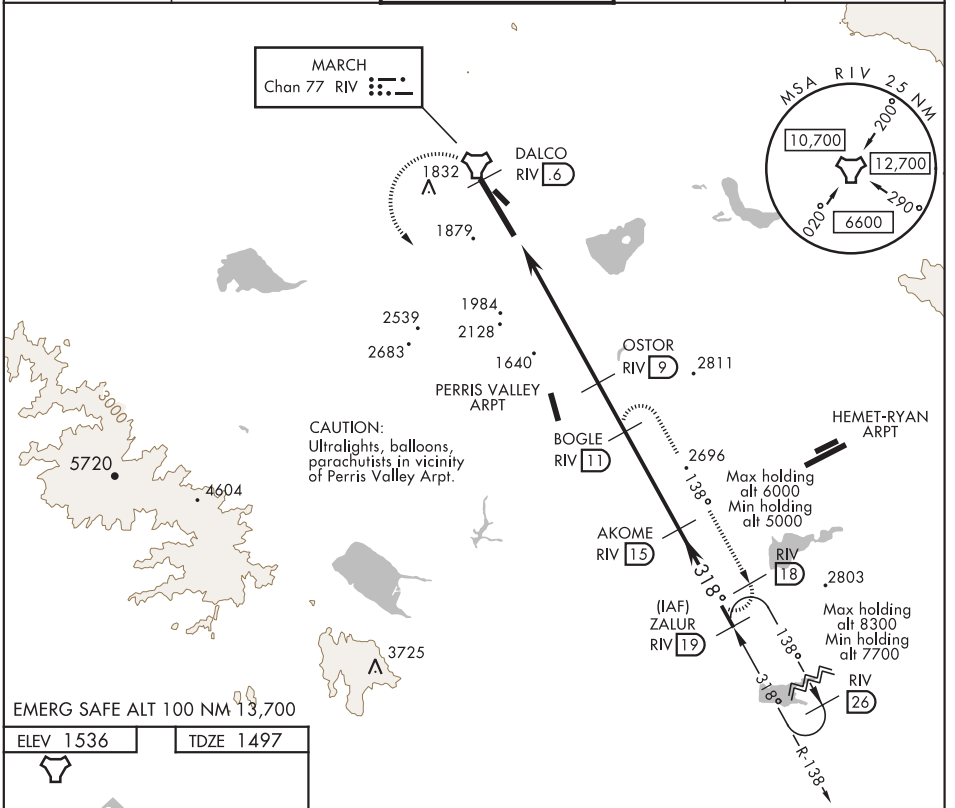
MARCH ARB (KRIV)

▼ *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.



MISSED APPROACH: Climb to 5000 on RIV TACAN R-138 to DALCO, then turn left to intcp RIV R-138 direct BOGLE. Continue climb in hold to 5000.

ATIS 134.75 239.05	SOCAL APP CON 134.0 278.3	MARCH TOWER 127.65 253.5	GND CON 121.75 335.8	CLNC DEL 121.75 335.8
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CATEGORY	A	B	C	D	E
S-32*	2040/24	543 (600-½)	2040/60	543 (600-1½)	
CIRCLING**	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2½ 764 (800-2½)	2440-3 904 (1000-3)	2840-3 1304 (1400-3)

RIVERSIDE, CALIFORNIA
 Amdt 13 30APR15

33°53'N-117°16'W

MARCH ARB (KRIV)

TACAN Y RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

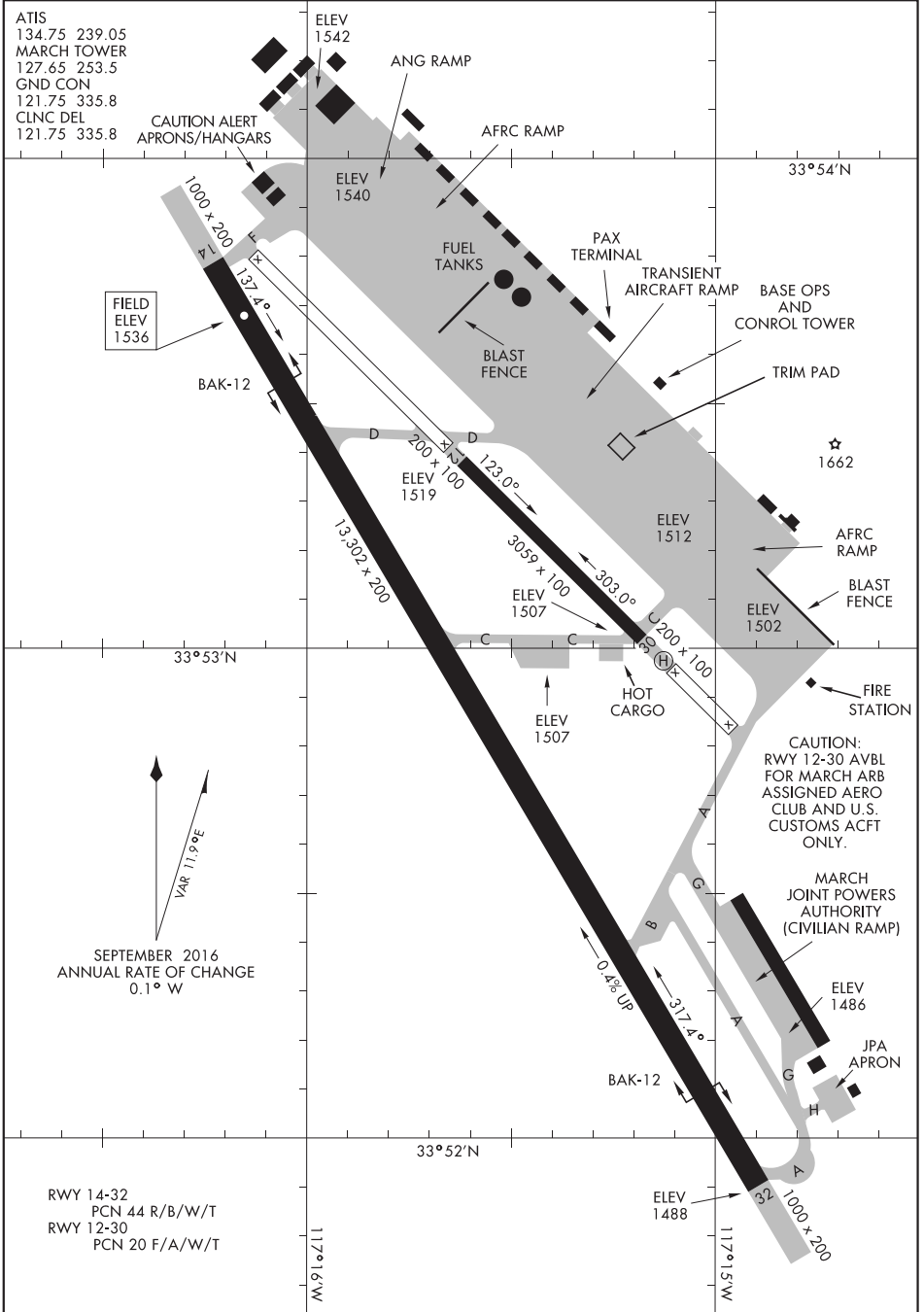
SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-348 [USAF]

MARCH ARB (KRIV)

RIVERSIDE, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

RIVERSIDE, CALIFORNIA

MARCH ARB (KRIV)

AROWW TWO DEPARTURE (RNAV)

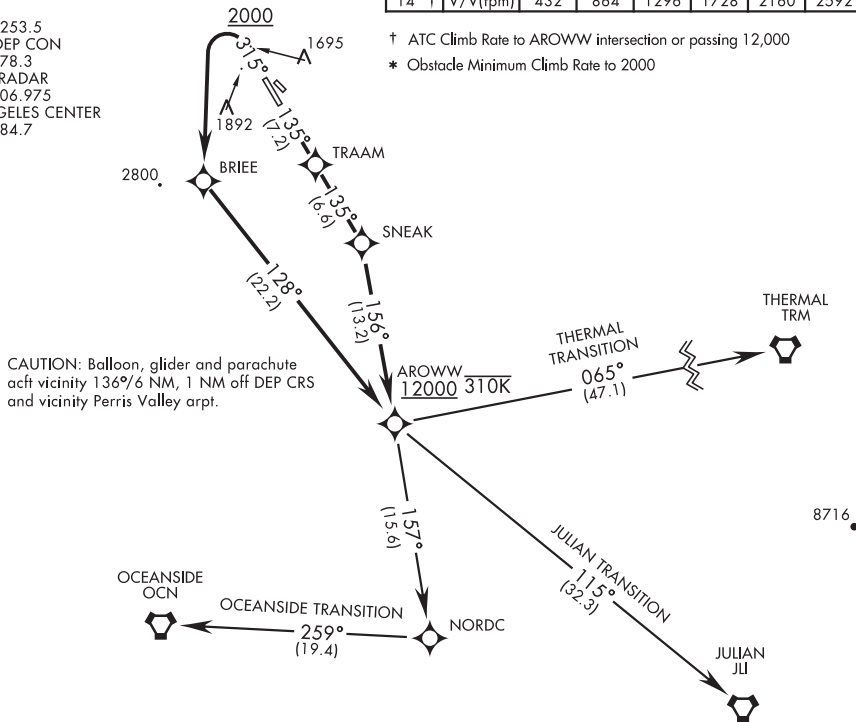
SHL-348 [USAF]

RIVERSIDE, CALIFORNIA

ATIS
 134.75 239.05
 GND CON/ CLNC DEL
 121.75 335.8
 TOWER
 127.65 253.5
 SOCAL DEP CON
 134.0 278.3
 MARCH RADAR
 133.5 306.975
 LOS ANGELES CENTER
 132.5 284.7

Rwy	Knots	60	120	180	240	300	360
32 *	V/V(fpm)	240	480	720	960	1200	1440
32 †	V/V(fpm)	393	786	1179	1572	1965	2358
14 †	V/V(fpm)	432	864	1296	1728	2160	2592

† ATC Climb Rate to AROWW intersection or passing 12,000
 * Obstacle Minimum Climb Rate to 2000



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DME/DME/IRU or GPS REQUIRED
RNAV-1
RADAR REQUIRED FOR NON-GPS EQUIPPED A/C

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb on heading 135° direct TRAAM, then track 135° direct SNEAK, then right turn, track 156° direct AROWW. Cross AROWW at or above 12,000. Thence via transition or assigned route. Do not exceed 310 KIAS.

TAKE-OFF RWY 32: Climb on heading 315° to 2000, then left turn direct BRIEE. Turn left, track 128° direct AROWW. Cross AROWW at or above 12,000. Thence via transition or assigned route. Do not exceed 310 KIAS.

JULIAN TRANSITION (AROWW2·JLI): Via AROWW track 115° direct JLI.

OCEANSIDE TRANSITION (AROWW2·OCN): Via AROWW track 157° to NORDC track 259° direct OCN. (RADAR REQUIRED)

THERMAL TRANSITION (AROWW2·TRM): Via AROWW track 065° direct TRM

AROWW TWO DEPARTURE (RNAV)

Rwy	Knots	60	120	180	240	300	360
* 32	V/V(fpm)	250	500	750	1000	1250	1500
† 32	V/V(fpm)	310	620	920	1230	1530	1840
† 14	V/V(fpm)	340	670	1010	1340	1670	2010

* Obstacle Minimum Climb Rate to DIAMD intersection or passing 5800
 † ATC Climb Rate to SKYES intersection or passing 12,000

ATIS 134.75 239.05
 GND CON/CLNC DEL
 121.75 335.8
 TOWER
 127.65 253.5
 SOCIAL DEP CON
 134.0 278.3
 MARCH RADAR
 133.5 306.975
 LOS ANGELES CENTER
 132.5 284.7

PARADISE
 112.2 PDZ
 Chan 59

MARCH
 Chan 77 RIV

RADAR REQUIRED TRM TRANSITION

CAUTION: Balloon, glider and parachute actv vicinity 136/6 NM, 1 NM off dep crs, and vicinity Perris Valley arpt.

Max 310 KIAS
 until passing
 DIAMD (JLI
 transition MAX 310
 KIAS until passing JLI)

DIAMD
 N33° 37.85'
 W117° 17.37'

CAUTION: Parachute activity in vicinity of PDZ VORTAC 26 DME.

OCEANSIDE
 115.3 OCN
 Chan 100
 N33° 14.44'
 W117° 25.06'

SKYES
 N33° 22.13'
 W117° 04.33'

MISSION BAY
 117.8 MZB
 Chan 125

HIGOP
 N33° 09.87'
 W116° 54.22'

HOMELAND
 113.4 HDF

MURRE
 N33° 32.68'
 W117° 01.55'

THERMAL
 116.2 TRM
 Chan 109
 N33° 37.69'
 W116° 09.61'

JULIAN
 114.0 JLI
 Chan 87
 N33° 08.43'
 W116° 35.16'

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF 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.

TAKE-OFF 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 3 • JLI): JLI VORTAC R-284 direct JLI. MAX 310 KIAS until passing JULIAN VORTAC

OCEANSIDE TRANSITION (SKYES 3 • OCN): Via SKYES direct HIGOP intercept OCN VORTAC R-085 to OCN.

THERMAL TRANSITION (SKYES 3 • TRM): TRM VORTAC bearing 059° to TRM (Radar required)

SAN DIEGO, CALIFORNIA

ILS or LOC/DME RWY 24R

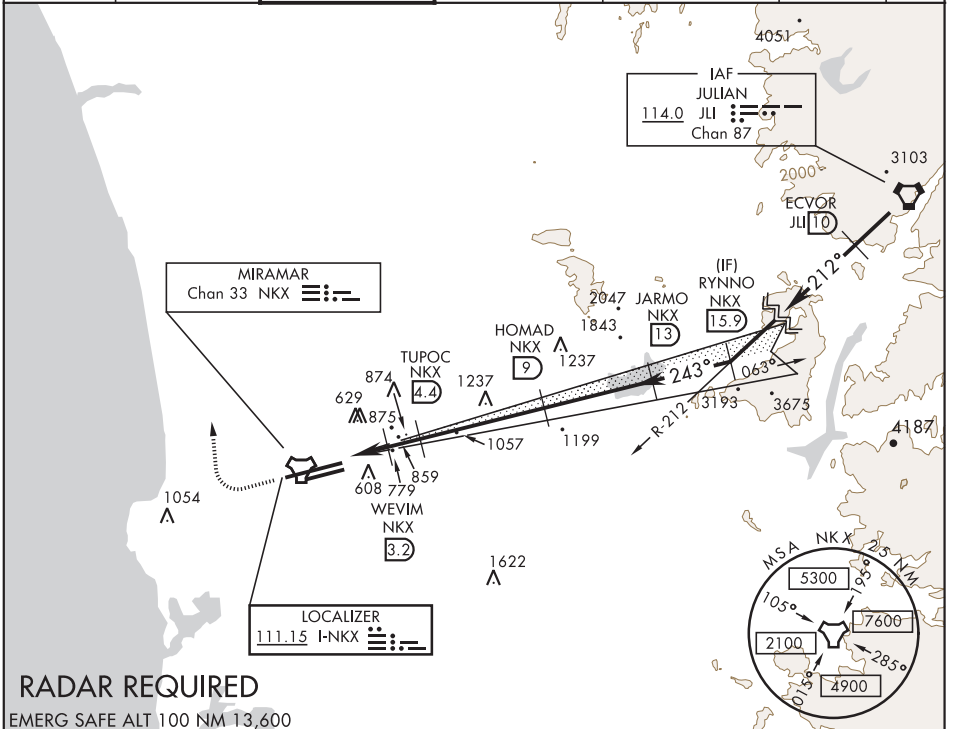
LOC I-NKX 111.15	APCH CRS 243°	Rwy Idg THRE 477 Arprt Elev 477	24L 8001	24R 12,000 475 477
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AL-903 [USN] MIRAMAR MCAS (MITSCHER FLD) (KNKX)

*** When ALS inop, increase CAT AB vis to 3/4 mile.**
**** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/2 miles.**
***** CAT E circling not authorized S of Rwy 6R-24L.**

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 340°. Expect radar vectors.

ATIS ★ 352.0	SOCAL APP CON 132.2 269.1	MIRAMAR TOWER ★ 135.2 298.925 0	GND CON 128.625 307.325	CLNC DEL 125.975 254.325	LA CENTER 291.7	ASR/PAR
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

EMERG SAFE ALT 100 NM 13,600

1500	3000					
CATEGORY	A	B	C	D	E	
S-ILS 24R *	675 - 1/2		200	(200-1/2)		
S-LOC/DME 24R **	1040-1/2	565 (600-1/2)	1040-1 1/4	565	(600-1 1/4)	
SIDESTEP 24L	1040-1	563 (600-1)	1040-1 5/8	563	(600-1 5/8)	
CIRCLING ***	1040-1	563 (600-1)	1040-1 5/8 563 (600-1 5/8)	1180-2 1/4 703 (800-2 1/4)	1360-3 883 (900-3)	

SAN DIEGO, CALIFORNIA

32° 52'N-117° 09'W

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

Amr 2 08JAN15

ILS or LOC/DME RWY 24R

SAN DIEGO, CALIFORNIA

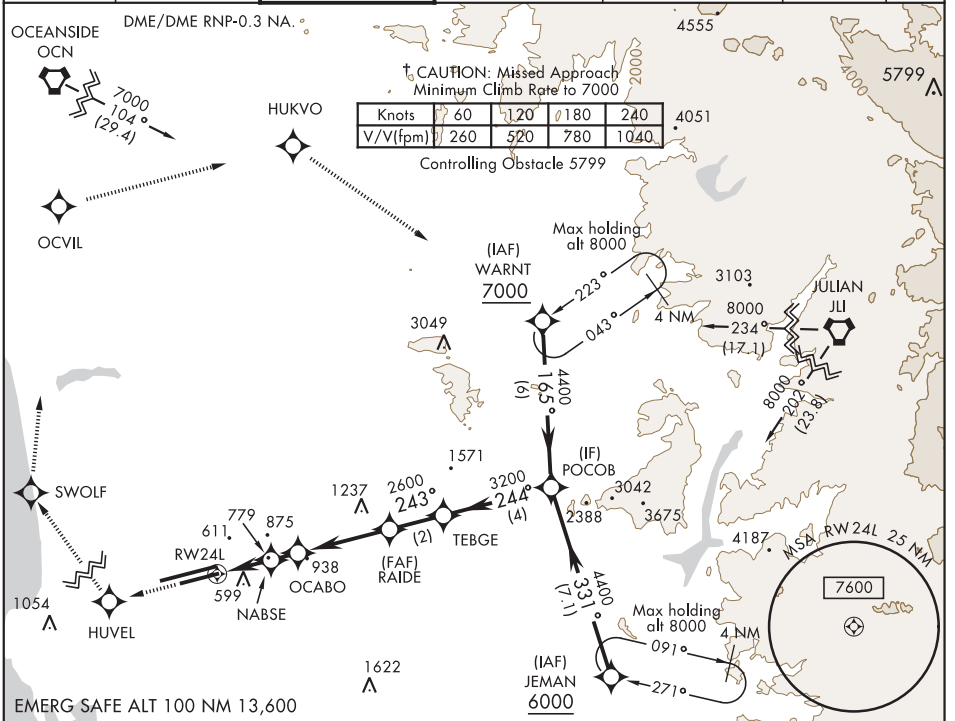
RNAV (GPS) RWY 24L

WAAS CH 54028 W24A	APCH CRS 243°	Rwy Idg THRE Arpt Elev 8001 477 477
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AL-903 [USN] MIRAMAR MCAS (MITSCHER FLD) (KNKX)

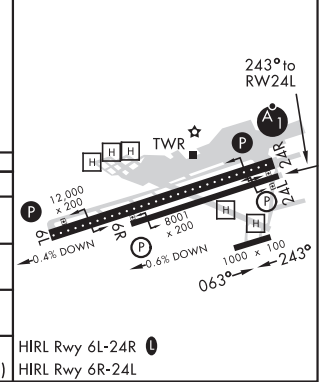
⚠ MISSED APPROACH: Climb to 7000 direct HUVEL, then climbing rt turn via tr 303° to SWOLF, and rt turn via tr 359° to OCIVL, and rt turn via tr 063° to HUKVO, then rt turn via tr 113° to WART and hold.

ATIS ★ 352.0	SOCAL APP CON 132.2 269.1	MIRAMAR TOWER ★ 135.2 298.925 0	GND CON 128.625 307.325	CLNC DEL 125.975 254.325	LA CENTER 291.7	ASR/ PAR
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ELEV 477	THRE 477
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CATEGORY	A	B	C	D
LPV DA	677-¾	200	(200-¾)	
LNAV/VNAV DA	900-1½	423	(500-1½)	
LNAV MDA	1060-1 583 (600-1)	1060-1¾ 583 (600-1¾)		
CIRCLING	1060-1 583 (600-1)	1060-1¾ 583 (600-1¾)	1180-2¼ 703 (800-2¼)	



SAN DIEGO, CALIFORNIA
Amdt 2 08JAN15

32°52'N-117°09'W

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

RNAV (GPS) RWY 24L

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

SAN DIEGO, CALIFORNIA

RNAV (GPS) RWY 24R

WAAS CH 61450 W24B	APCH CRS 243°	Rwy Ldg THRE 475 Arpt Elev 477
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AL-903 [UN]

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

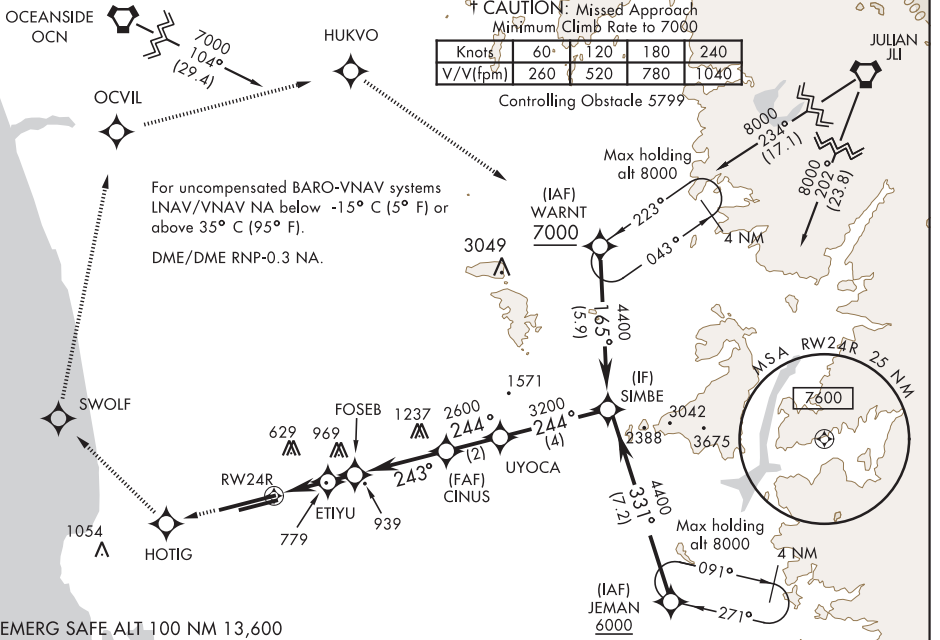
▼ * When ALS inop, increase CAT ABCD vis to 1 ½ miles.
** When ALS inop, increase CAT ABCD vis to 1 ½ miles.



† MISSED APPROACH: Climb to 7000 direct HOTIG, then climbing rt turn via tr 302° to SWOLF, and rt turn via tr 359° to OCVIL, and rt turn via tr 063° to HUKVO, then rt turn via tr 113° to WARNT and hold.

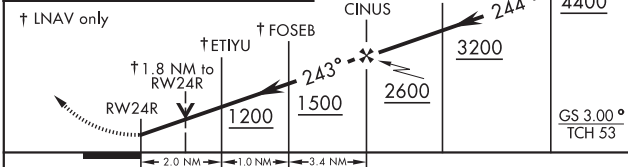
ATIS ★ 352.0	SOCAL APP CON 132.2 269.1	MIRAMAR TOWER ★ 135.2 298.925 0	GND CON 128.625 307.325	CLNC DEL 125.975 254.325	LA CENTER 291.7	ASR/PAR
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*** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 ¾ miles.



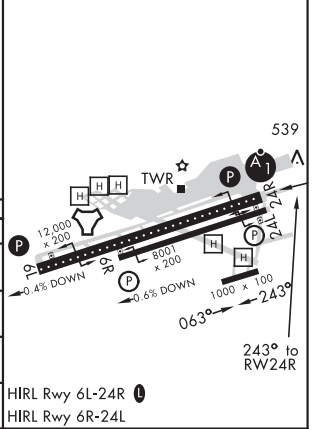
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 477	THRE 475
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CATEGORY	A	B	C	D
LPV DA *		675-½	200 (200-½)	
LNAV/VNAV DA **		920-1	445 (500-1)	
LNAV MDA ***	1100-½	625 (700-½)	1100-1 ¾	625 (700-1 ¾)
CIRCLING	1100-1	623 (700-1)	1100-1 ¾	1180-2 ¼



SAN DIEGO, CALIFORNIA
Amdt 2 08JAN15

32°52'N-117°09'W

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

RNAV (GPS) RWY 24R

TACAN RWY 24R

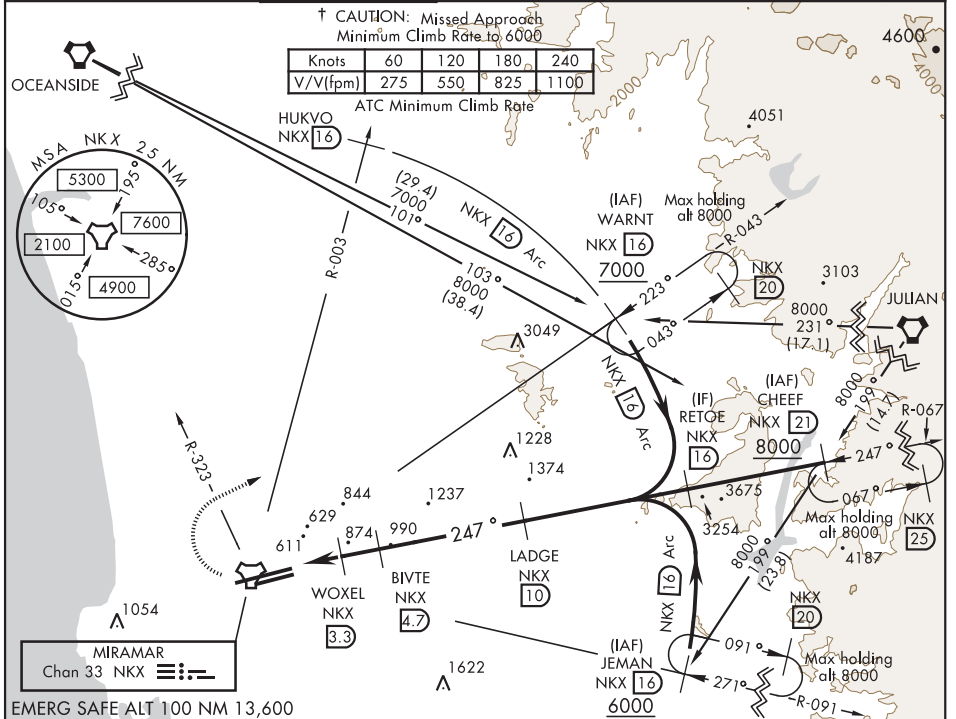
TACAN NKX Chan 33	APCH CRS 247°	Rwy ldg THRE 24R 12,000 24L 8001	24R 475 24L 477	AL-903 [USN]	MIRAMAR MCAS (MITSCHER FLD) (KNKX)
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⚠ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1/8 miles.

 ALSF-1

 † 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 WART and hold. Cross NKX R-323 at 3000 mandatory, cross HUKVO at 6000 mandatory.

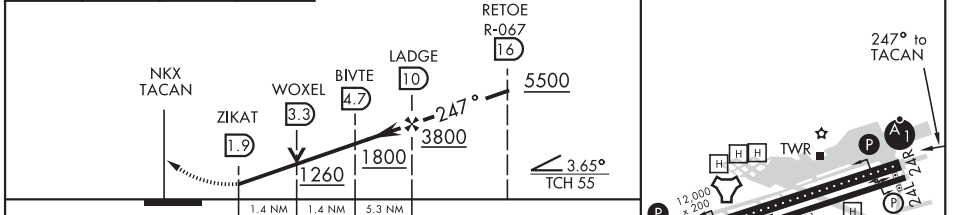
ATIS * 352.0	SOCAL APP CON 132.2 269.1	MIRAMAR TOWER * 135.2 298.925	GND CON 128.625 307.325	CLNC DEL 125.975 254.325	LA CENTER 291.7	ASR/PAR
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

1500	7000	HUKVO NKX 16	Arc NE 16	ELEV 477	THRE 24R 475 THRE 24L 477
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CATEGORY	A	B	C	D
S-24R *	1140-1/2	665 (700-1/2)	1140-1 1/2	665 (700-1 1/2)
SIDE-STEP 24L	1140-1	663 (700-1)	1140-1 7/8	663 (700-1 7/8)
CIRCLING	1140-1	663 (700-1)	1140-1 7/8 663 (700-1 7/8)	1180-2 1/4 703 (800-2 1/4)

HIRL Rwy 6L-24R
 HIRL Rwy 6R-24L

TACAN RWY 24R

ATIS ★
352.0
MIRAMAR TOWER ★
135.2 298.925
GND CON
128.625 307.325
CLNC DEL
125.975 254.325

117°10'W

32°52'N



SEPTEMBER 2013
ANNUAL RATE OF CHANGE
0.1° W

ELEV 426
19

DEARMING AREA
HDG 285°

ELEV 430
89

HELO PAD 2
COMPASS ROSE
HELO PAD 3
HELO PAD 1

HANGAR-7

117°09'W

Rwy 6L - 24R
PCN 66 R/B/W/T
Rwy 6R - 24L
PCN 62 R/B/W/T

ELEV 445

HANGAR-6

HANGAR-5

COMPASS ROSE

HANGAR-4

ELEV 450
559
CONTROL TOWER
562

BASE OPS
FIRE STATION
VAL/PAX TERMINAL

HANGAR-3

117°08'W

STRATEGIC PARKING AREA
HELO PAD 4

E-28

E-28

HANGAR-2

HANGAR-1

ARMING AREA
HDG 230°

HANGAR-0

HELO PAD 5

CARRIER DECK

E-28

E-28

ELEV 475

ELEV 475

24L

24R

FIELD
ELEV 477

CALA PAD
30,000 lbs

HELIPTER STRIP
(LHD)
1000 x 100
243.4°

HELO PAD 5
243.4°

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LAKEE-TWO DEPARTURE (LAKEE2 • LAKEE)

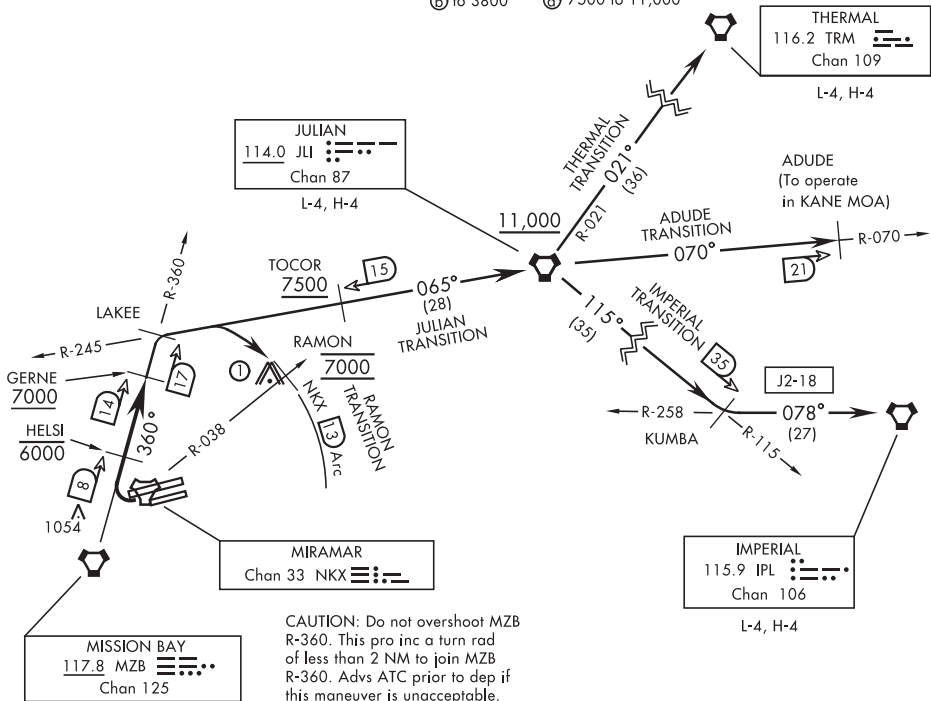
SAN DIEGO, CALIFORNIA

ATIS ★ 352.0
 CLNC DEL
 125.975 254.325
 GND CON
 128.625 307.325
 MIRAMAR TOWER ★
 135.2 298.925
 SOCAL DEP CON
 132.2 269.1 E

SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
* 24L/R (a)	V/V(fpm)	260	520	780	1040	1300	1560
** 24L/R (b)	V/V(fpm)	280	560	840	1120	1400	1680
† 24L/R (c)	V/V(fpm)	678	1356	2034	2712	3390	4068
† 24L/R (d)	V/V(fpm)	235	470	705	940	1175	1410

* Military Minimum ** Civil Minimum † ATC Minimum
 (a) to 3600 (c) to 7000
 (b) to 3800 (d) 7500 to 11,000



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 13,600

① 3018' Twr 12.5 NM from DER.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Turn right to intercept and proceed via MZB VORTAC R-360 to LAKEE INT. Cross HELSEI at or below 6000. Cross GERNE at or above 7000. Thence...

ADUDE TRANSITION (LAKEE2 • 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 (LAKEE2 • 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-TWO DEPARTURE (LAKEE2 • LAKEE)

SAN DIEGO, CALIFORNIA

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

JULIAN TRANSITION (LAKEE2 • JLI): Via JLI VORTAC R-245 to JLI. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

RAMON TRANSITION (LAKEE2 • 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 (LAKEE2 • 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, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

REDIN-TWO DEPARTURE (REDIN2 • REDIN)

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SAN DIEGO, CALIFORNIA

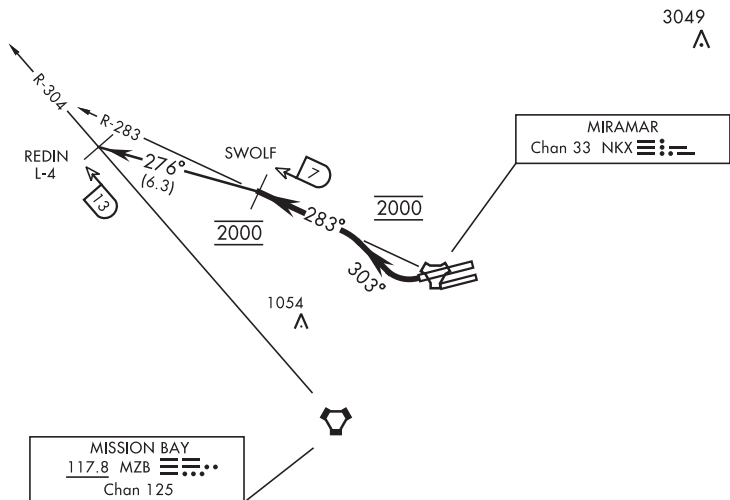
ATIS ★ 352.0
 CLNC DEL
 125.975 254.325
 GND CON
 128.625 307.325
 MIRAMAR TOWER ★
 135.2 298.925
 SOCAL DEP CON
 119.6 363.1 W

SL-903 [USN]

Rwy	Knots	60	120	180	240
* 24L/R	V/V(fpm)	220	440	660	880
† 24L/R	V/V(fpm)	780	1560	2340	3120

* Minimum Climb
 † 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. Join NKX R-283 at 2000 mandatory. Cross SWOLF at 2000 mandatory.

REDIN TRANSITION (REDIN2 • REDIN): Turn left heading 276° to intercept MZB VORTAC R-304 at REDIN.

REDIN-TWO DEPARTURE (REDIN2 • REDIN)

SAN DIEGO, CALIFORNIA
 MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

15008

SWOLF-SEVEN DEPARTURE (SWOLF 7 • SWOLF)

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SAN DIEGO, CALIFORNIA

ATIS ★ 352.0
 CLNC DEL
 125.975 254.325
 GND CON
 128.625 307.325
 MIRAMAR TOWER ★
 135.2 298.925
 SOCAL DEP CON
 119.6 363.1 W

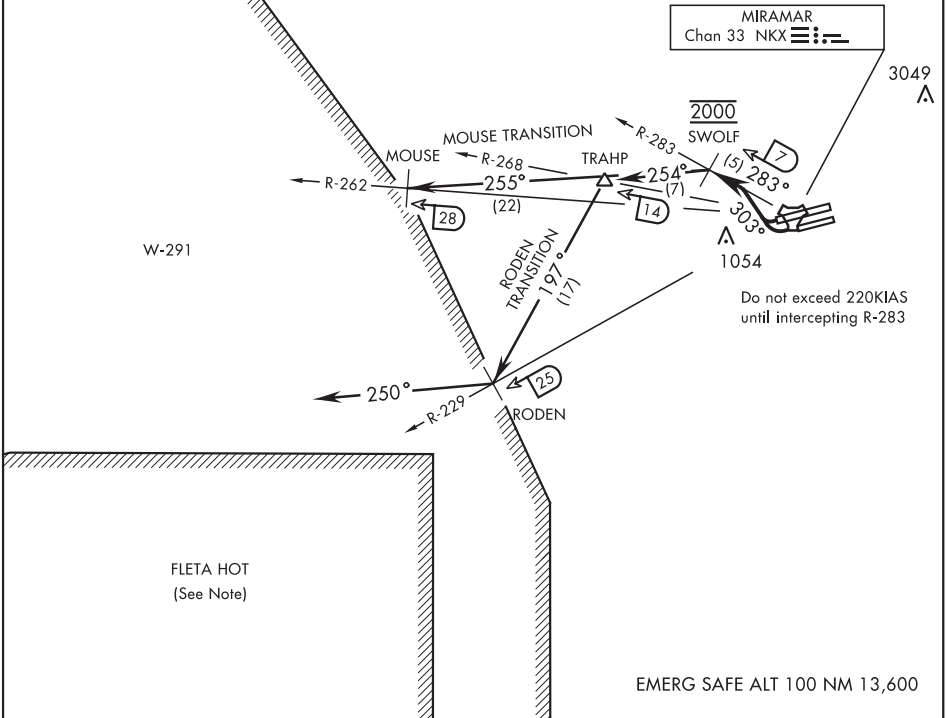
SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
*24L/R	V/V(fpm)	220	440	660	880	1100	1320
†24L/R	V/V(fpm)	780	1560	2340	3120	3900	4680

* Minimum Climb

† ATC Minimum Climb Rate to 2000

FOR USE TO W-291 ONLY



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

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. Join NKX R-283 at 2000 mand. Cross SWOLF at 2000 mand. Thence...

MOUSE TRANSITION (SWOLF 7 • MOUSE): Turn left heading 255° to intercept NKX R-262 at MOUSE. Maintain 2000 for entry into W-291.

(Continued on next page)

SWOLF-SEVEN DEPARTURE (SWOLF 7 • SWOLF)

SAN DIEGO, CALIFORNIA

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SWOLF-SEVEN DEPARTURE (SWOLF 7 • SWOLF)

SAN DIEGO, CALIFORNIA

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

RODEN TRANSITION (SWOLF 7 • 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, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

SWOLF-SEVEN DEPARTURE (SWOLF 7 • SWOLF)

SAN DIEGO, CALIFORNIA

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

15008

TINNY-TWO DEPARTURE (TINNY2•TINNY)

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SAN DIEGO, CALIFORNIA

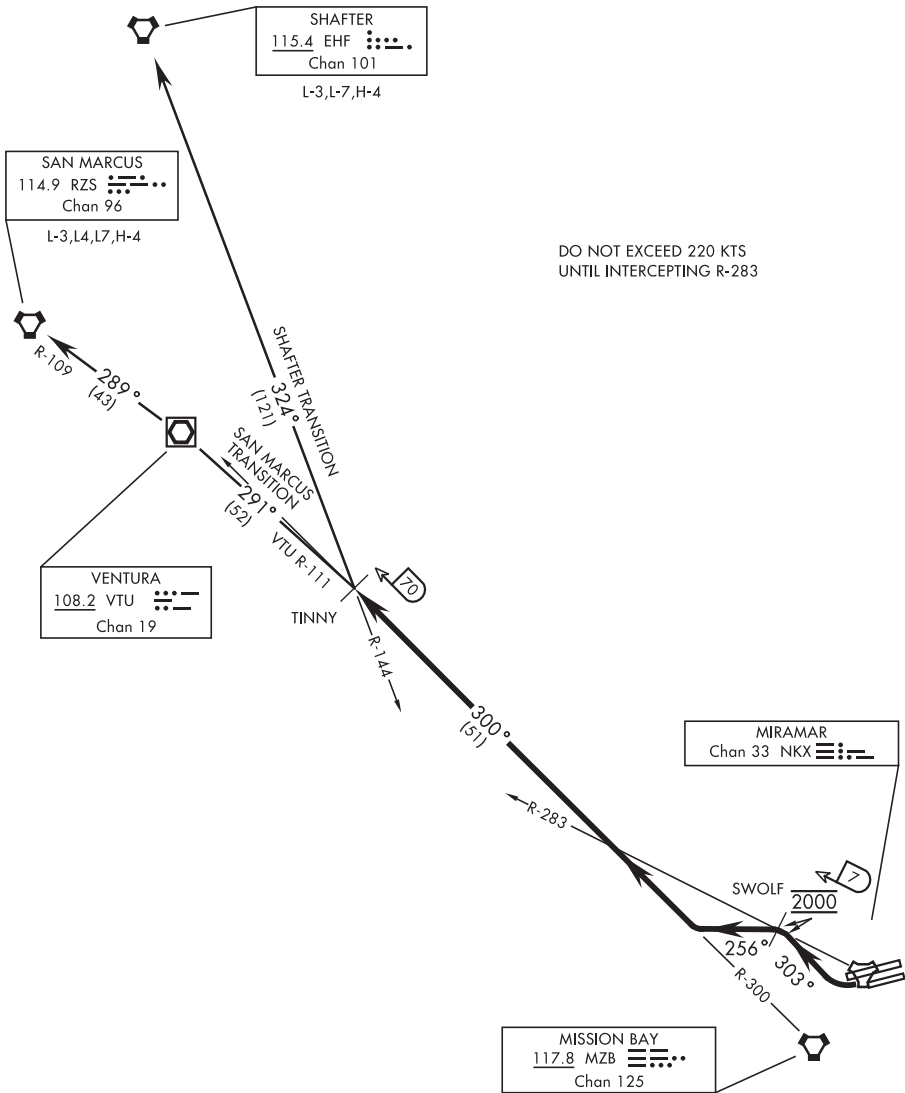
ATIS ★ 352.0
 CLNC DEL
 125.975 254.325
 GND CON
 128.625 307.325
 MIRAMAR TOWER ★
 135.2 298.925
 SOCAL DEP CON
 119.6 363.1 W

SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
*24L/R	V/V(fpm)	220	440	660	880	1100	1320
†24L/R	V/V(fpm)	780	1560	2340	3120	3900	4680

* Minimum Climb

† ATC Minimum Climb Rate to 2000



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TINNY-TWO DEPARTURE (TINNY2•TINNY)

SAN DIEGO, CALIFORNIA

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SHL-903 [USN]



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. Join NKX R-283 at 2000 mandatory. Cross SWOLF at 2000 mandatory. Then turn left heading 256° to intercept and proceed via MZB VORTAC R-300 to TINNY INT. Thence...

SAN MARCUS TRANSITION (TINNY2•RZS): Via VTU VOR/DME R-111 to VTU, then via RZS VORTAC R-109 to RZS.

SHAFTER TRANSITION (TINNY2•EHF): Via EHF VORTAC R-144 to EHF.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VITKO-TWO DEPARTURE (VITKO2 • VITKO)

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SAN DIEGO, CALIFORNIA

ATIS ★ 352.0
 CLNC DEL
 125.975 254.325
 GND CON
 128.625 307.325
 MIRAMAR TOWER ★
 135.2 298.925
 SOCAL DEP CON
 132.2 269.1 E

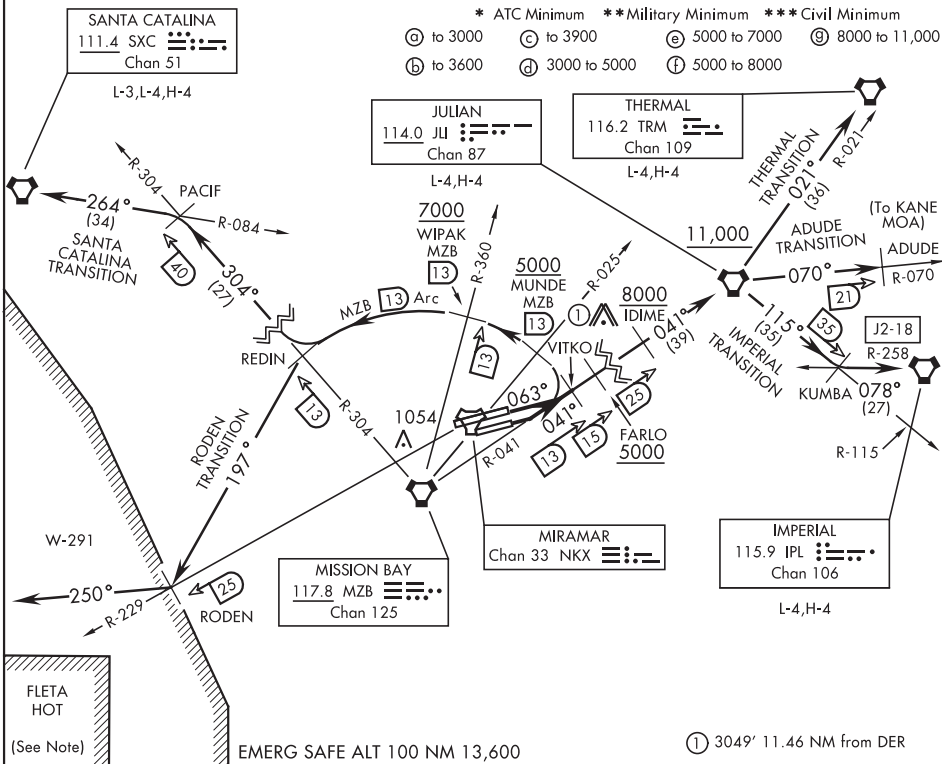
SHL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
* 6L/R(a)	V/V(fpm)	520	1040	1560	2080	2600	3120
** 6L/R(b)	V/V(fpm)	280	560	840	1120	1400	1680
*** 6L/R(c)	V/V(fpm)	300	600	900	1200	1500	1800
* 6L/R(d)	V/V(fpm)	680	1360	2040	2720	3400	4080
* 6L/R(e)	V/V(fpm)	353	706	1059	1412	1765	2118
* 6L/R(f)	V/V(fpm)	300	600	900	1200	1500	1800
* 6L/R(g)	V/V(fpm)	220	440	660	880	1100	1320

* ATC Minimum ** 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

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF 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 (VITKO2 • 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 (VITKO2 • 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 next page)

VITKO-TWO DEPARTURE (VITKO2 • VITKO)

SAN DIEGO, CALIFORNIA
 MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

RODEN TRANSITION (VITKO2 • 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 (VITKO2 • 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 (VITKO2 • 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!

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

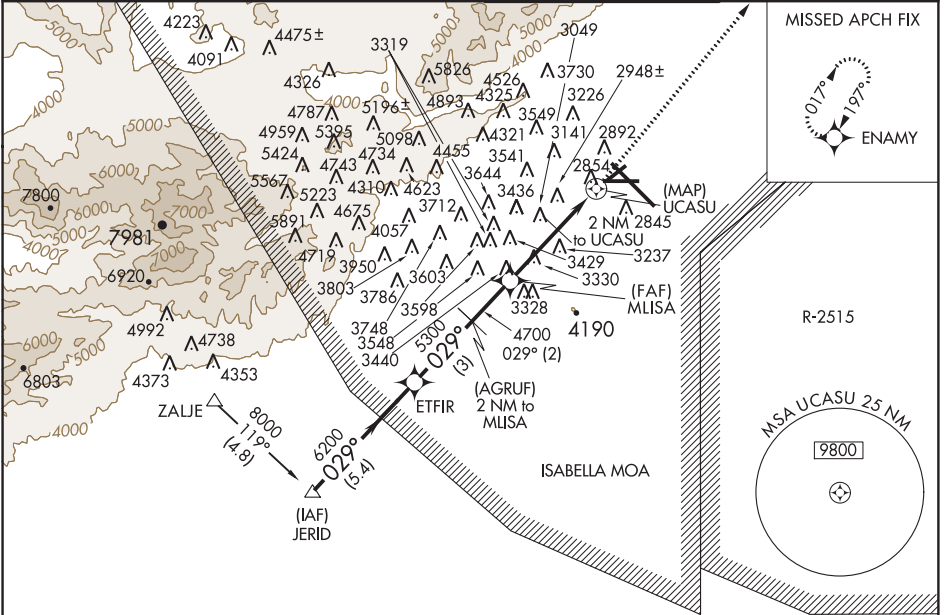
APP CRS	Rwy Idg	4746
029°	TDZE	2778
	Apt Elev	2791

GPS RWY 4

MOJAVE AIR AND SPACE PORT (MHV)

NA	Use Edwards AFB altimeter setting. Circling SE of runway 4-22 not authorized. Procedure NA at night.	MISSED APPROACH: Climb to 6600 direct ENEMY WP and hold.
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AWOS-3 132.225	JOSHUA APP CON 133.65 348.7	MOJAVE TOWER * 127.6 (CTAF) 288.35	GND CON 123.9
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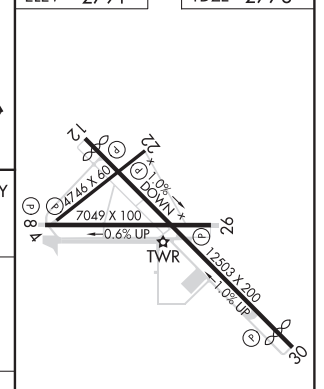


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 2791	TDZE 2778
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JERID	ET FIR	(AGRUF) 2 NM to MLISA	MLISA	2 NM to UCASU	6600	ENEMY
8000	6200	5300	4700	3760		
5.4 NM	3 NM	2 NM	2.5 NM	2 NM	0.5	

CATEGORY	A	B	C	D
S-4	3420-1	642 (700-1)	3420-1¾ 642 (700-1¾)	NA
CIRCLING	3520-1	729 (800-1)	3520-2 729 (800-2)	NA

REIL Rwy 12 and 30
MIRL Rwy 8-26 and 04-22
HIRL Rwy 12-30

GPS RWY 4

APP CRS
218°

Rwy Idg **4746**
TDZE **2779**
Apt Elev **2791**

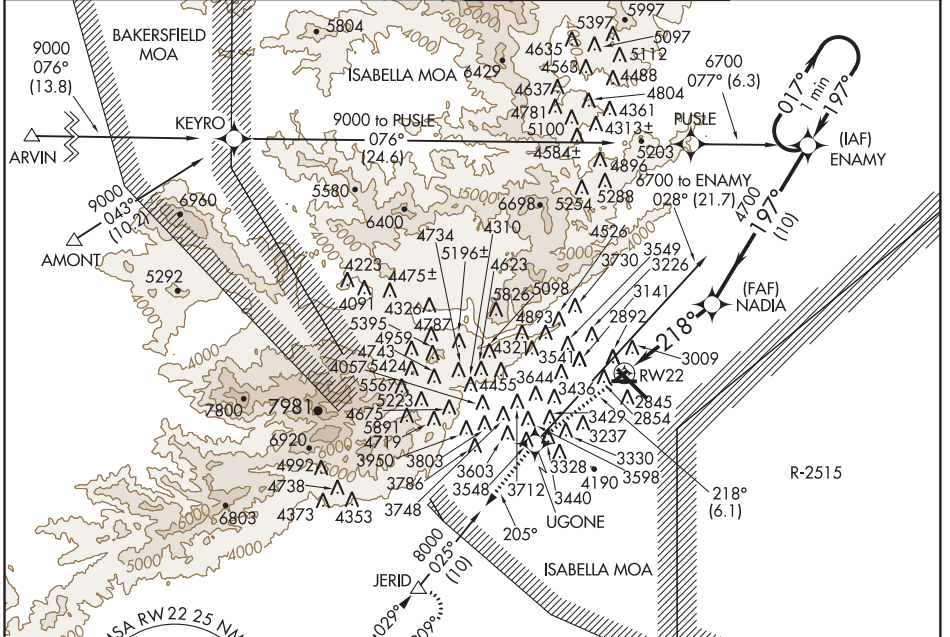
GPS RWY 22

MOJAVE AIR AND SPACE PORT (MHV)

NA Use Edwards AFB altimeter setting.
Circling SE of runway 4-22 not authorized.
Procedure NA at night.

MISSED APPROACH: Climb to 8600 via course 218° to UGONE WP then via course 205° to JERID WP and hold.

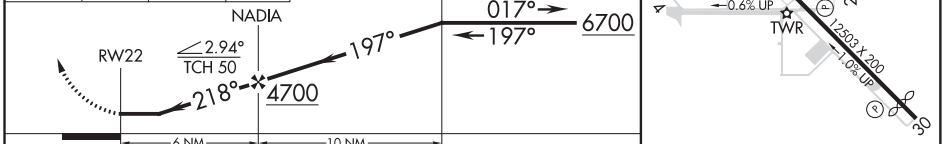
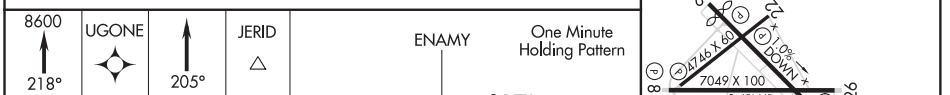
AWOS-3 132.225	JOSHUA APP CON 133.65 348.7	MOJAVE TOWER * 127.6 (CTAF) 0 288.35	GND CON 123.9
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 2791 TDZE 2779



CATEGORY	A	B	C	D
S-22	3820-1¼ 1041 (1100-1¼)	3820-1½ 1041 (1100-1½)	3820-3 1041 (1100-3)	NA
CIRCLING	3820-1¼ 1029 (1100-1¼)	3820-1½ 1029 (1100-1½)	3820-3 1029 (1100-3)	NA

REIL Rwy 12 and 30
MIRL Rwy 8-26 and 4-22
HIRL Rwy 12-30

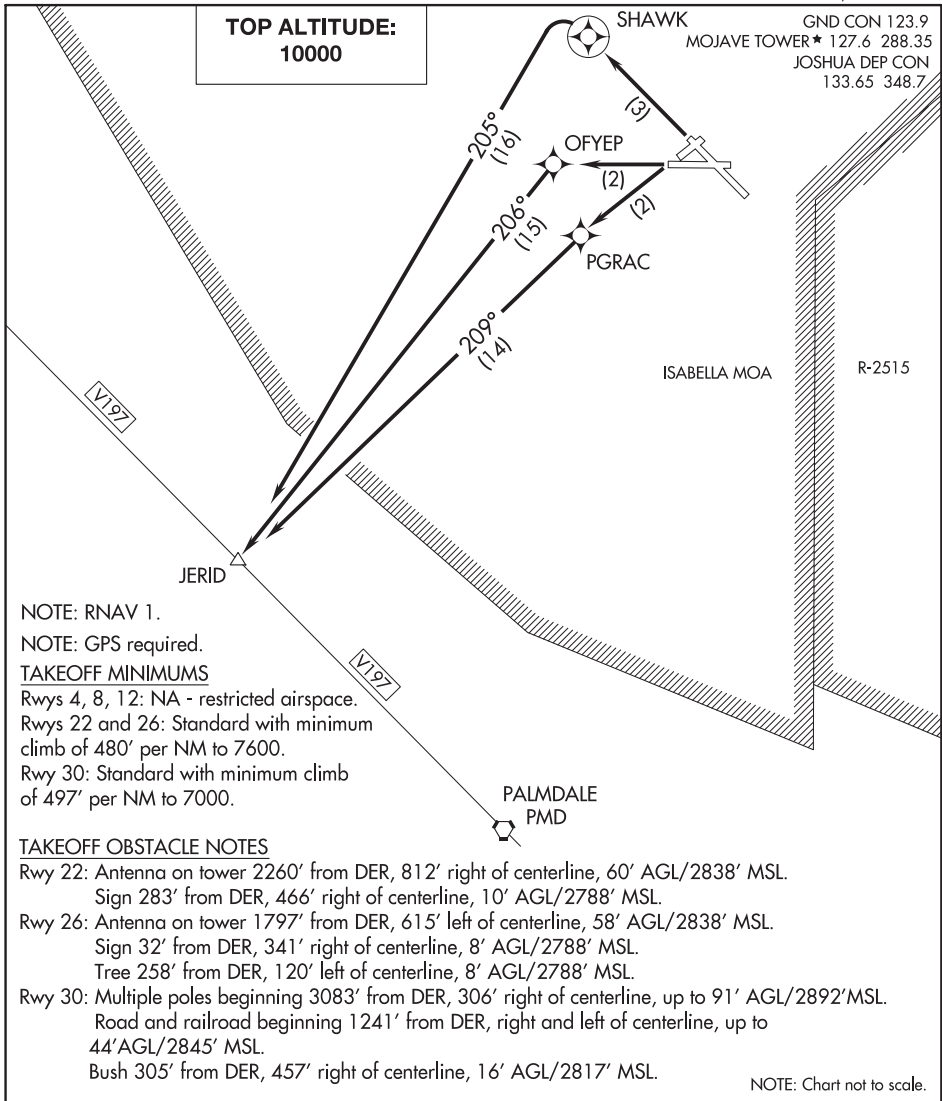
GPS RWY 22

(JERID5.JERID) 16259

SL-9353 (FAA) MOJAVE AIR AND SPACE PORT (MHV)
MOJAVE, CALIFORNIA

JERID FIVE DEPARTURE (RNAV)

MOJAVE, CALIFORNIA



NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

- Rwys 4, 8, 12: NA - restricted airspace.
- Rwys 22 and 26: Standard with minimum climb of 480' per NM to 7600.
- Rwy 30: Standard with minimum climb of 497' per NM to 7000.

TAKEOFF OBSTACLE NOTES

- Rwy 22: Antenna on tower 2260' from DER, 812' right of centerline, 60' AGL/2838' MSL.
Sign 283' from DER, 466' right of centerline, 10' AGL/2788' MSL.
- Rwy 26: Antenna on tower 1797' from DER, 615' left of centerline, 58' AGL/2838' MSL.
Sign 32' from DER, 341' right of centerline, 8' AGL/2788' MSL.
Tree 258' from DER, 120' left of centerline, 8' AGL/2788' MSL.
- Rwy 30: Multiple poles beginning 3083' from DER, 306' right of centerline, up to 91' AGL/2892' MSL.
Road and railroad beginning 1241' from DER, right and left of centerline, up to 44' AGL/2845' MSL.
Bush 305' from DER, 457' right of centerline, 16' AGL/2817' MSL.

NOTE: Chart not to scale.

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, CALIFORNIA
MOJAVE AIR AND SPACE PORT (MHV)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78135 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	6000 1350 1350
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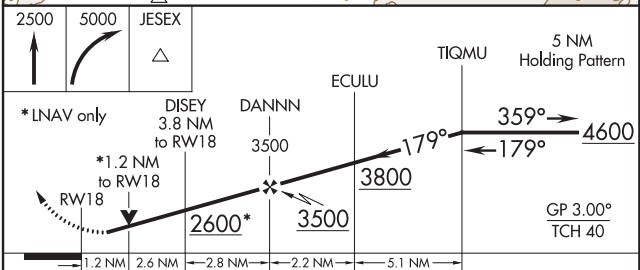
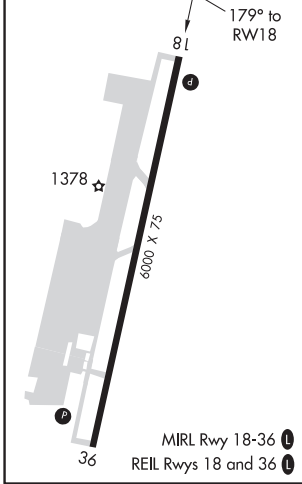
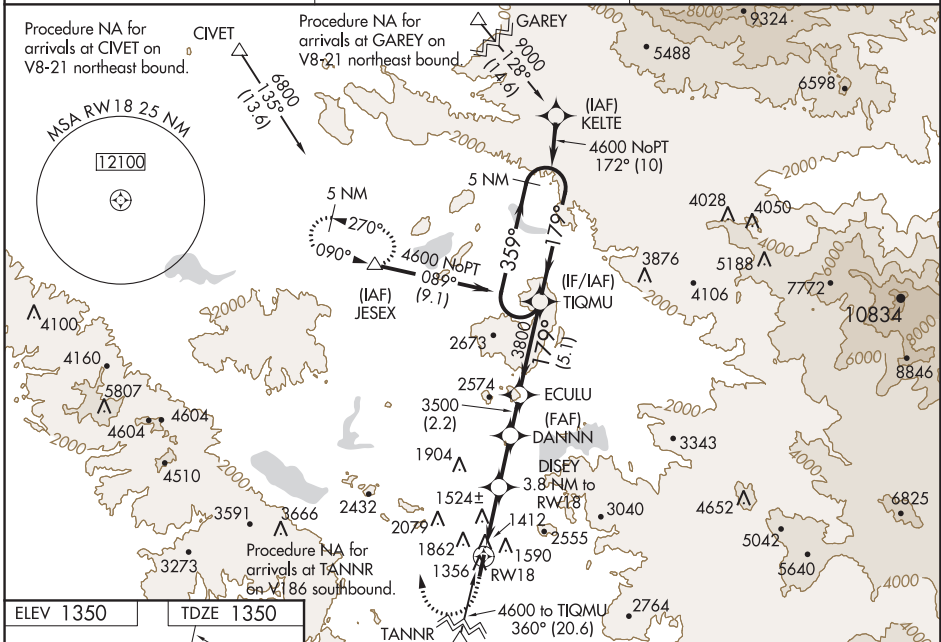
RNAV (GPS) RWY 18

FRENCH VALLEY (F70)

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.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct JESEX and hold.

AWOS-3 119.025	MARCH APP CON * 133.5 306.975	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
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)	1780-1 1/4 430 (500-1 1/4)	NA
C CIRCLING	2020-1	670 (700-1)	2060-2 710 (800-2)	NA

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5005
270°	TDZE	956
	Apt Elev	983

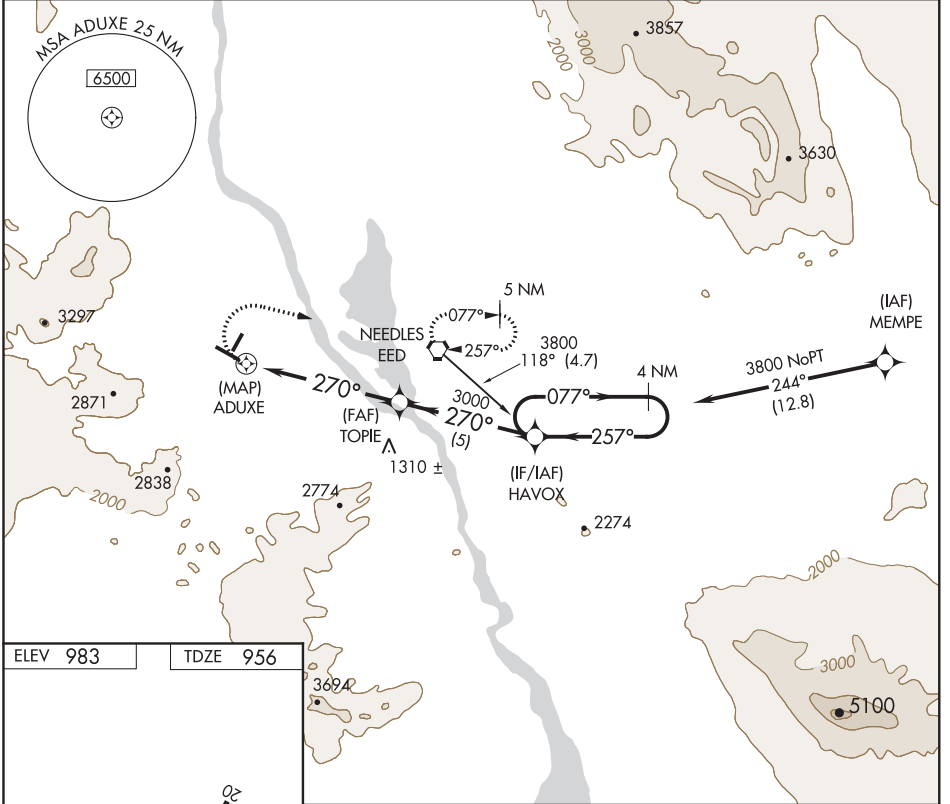
RNAV (GPS) RWY 29

NEEDLES (EED)

▼ Straight-in minimums not authorized at night.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct to EED VORTAC and hold.

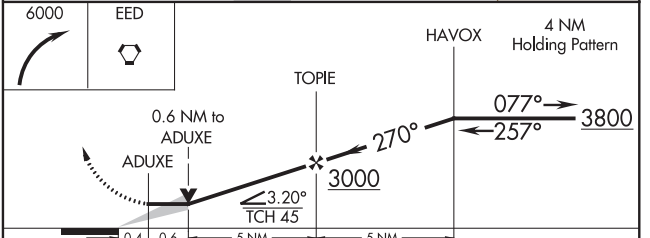
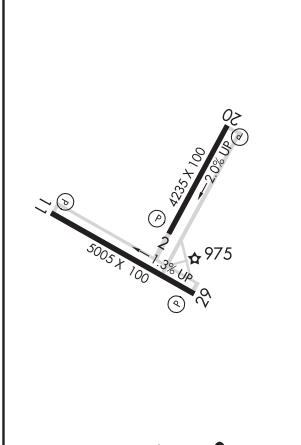
ASOS 128.325	LOS ANGELES CENTER 134.65 360.65	UNICOM 123.0 (CTAF) ①
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 983	TDZE 956
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CATEGORY	A	B	C	D
LNAV MDA	1300-1 344 (400-1)			1300-1½ 344 (400-1½)
CIRCLING	1560-1 577 (600-1)	1600-1 617 (700-1)	1620-1¾ 637 (700-1¾)	1780-2½ 797 (800-2½)

NEEDLES, CALIFORNIA
Orig 23JAN03

34°46'N-114°37'W
245

NEEDLES (EED)

RNAV (GPS) RWY 29

NEEDLES, CALIFORNIA

AL-543 (FAA)

15008

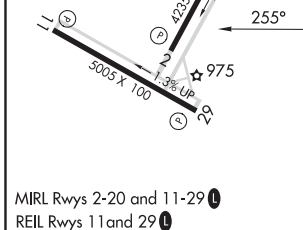
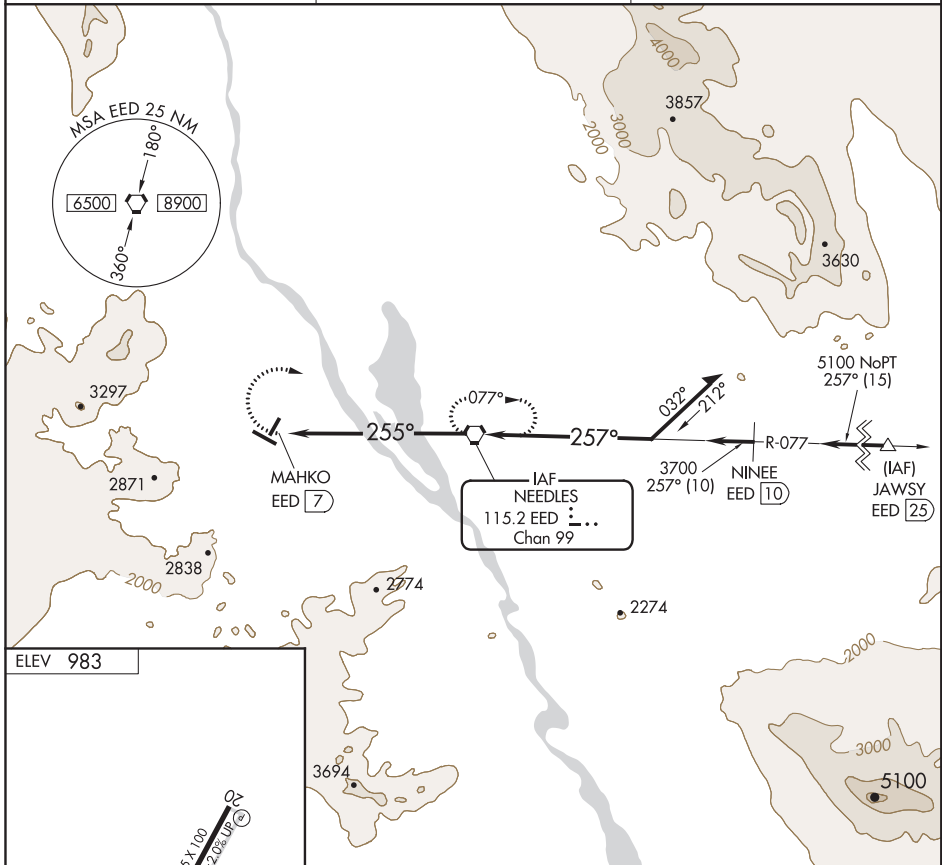
VORTAC EED 115.2 Chan 99	APP CRS 255°	Rwy Idg TDZE Apt Elev	N/A N/A 983
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VOR-A

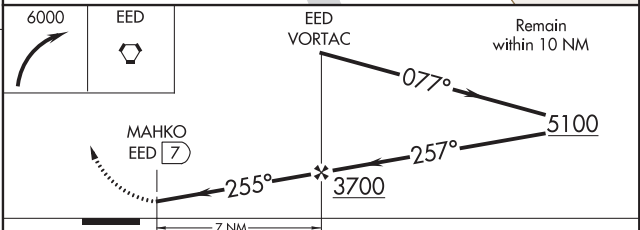
NEEDLES (EED)

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)
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FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
CIRCLING	1560-1 577 (600-1)	1600-1 617 (700-1)	1620-1¾ 637 (700-1¾)	1780-2½ 797 (800-2½)

NEEDLES, CALIFORNIA
Amdt 3 23JAN03

34°46'N-114°37'W

NEEDLES (EED)

VOR-A

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

AL-374 [USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

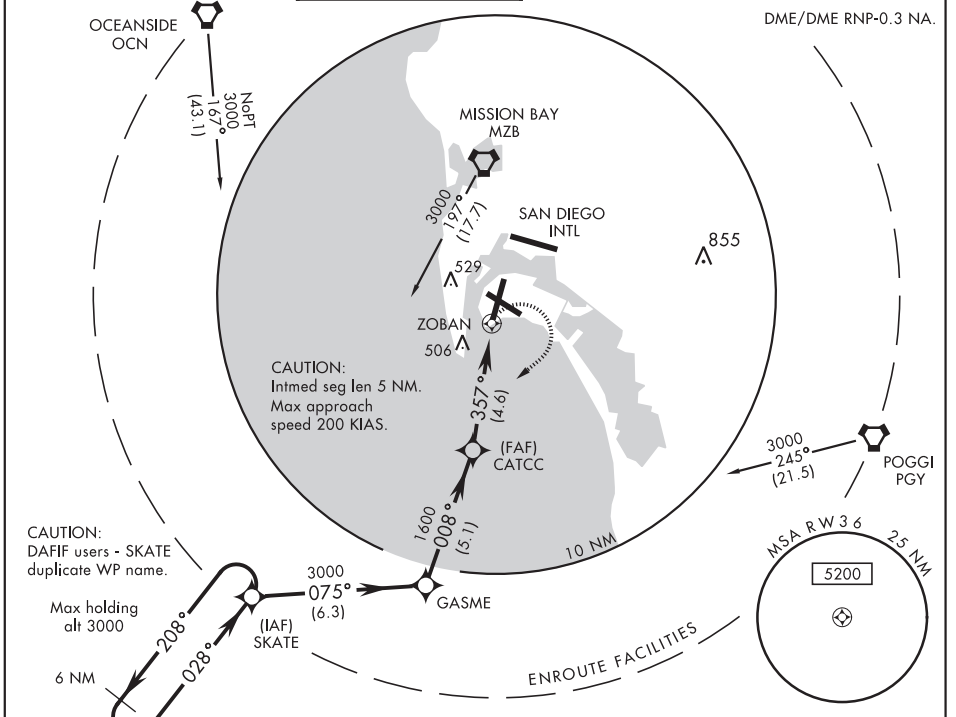
APCH CRS 357°	Rwy ldg TDZE 19	8001 Arpt Elev 26
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▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

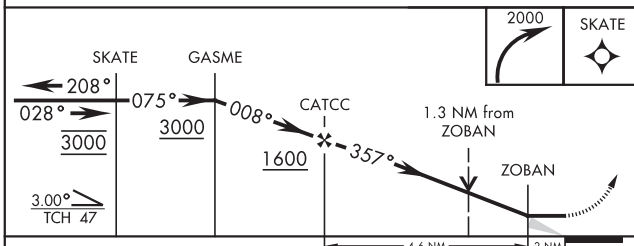
SALS
A2

MISSED APPROACH: Climbing right turn to 2000 direct SKATE and hold.

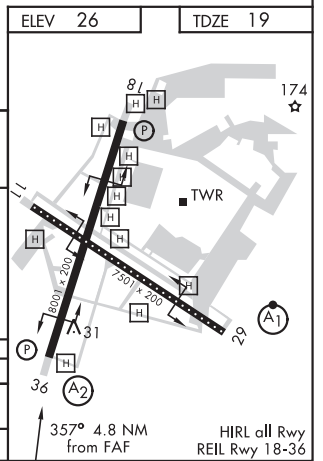
ATIS ★ 317.8	SOCAL APP CON 125.15 317.55	NORTH ISLAND TOWER ★ 135.1 336.4	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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EMERG SAFE ALT 100 NM 13,600



CATEGORY	A	B	C	D
LNAV MDA *	540-¾	521 (600-¾)	540-1¼	521 (600-1¼)
CIRCLING	NOT AUTHORIZED			



RNAV (GPS) RWY 36

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

SAN DIEGO, CALIFORNIA

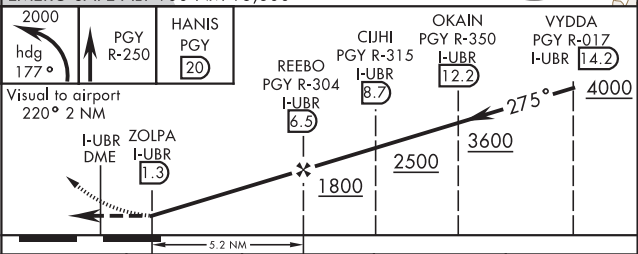
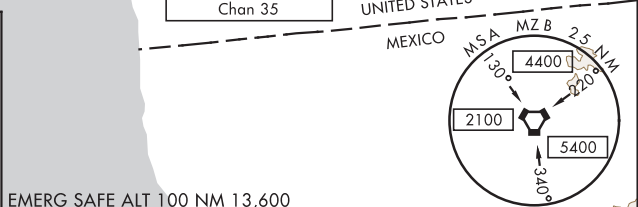
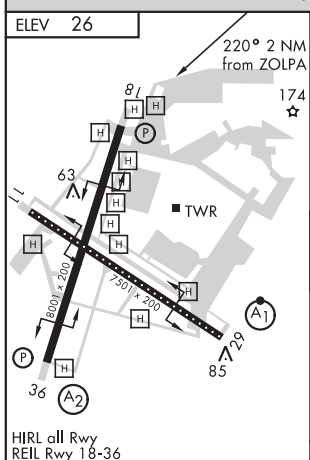
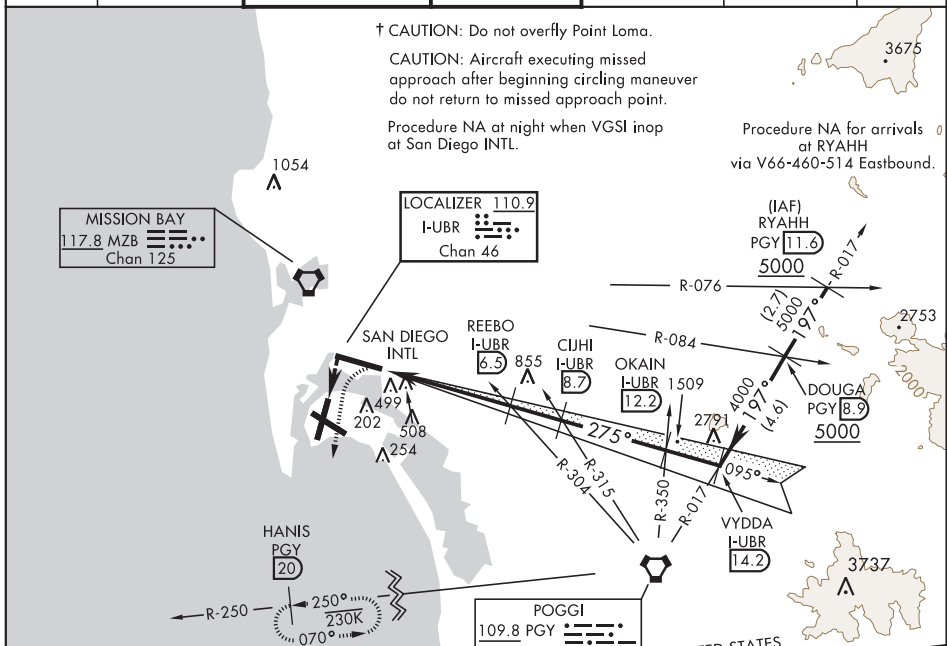
LOC/DME-A

LOC/DME I-UBR 110.9 Chan 46	APCH CRS 275°	Rwy Idg THRE Arpt Elev N/A N/A 26	AL-374 [USN]	NORTH ISLAND NAS (HALSEY FIELD) (KNZY)
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⚠ *** CAUTION:** Maneuvering for circling approach not authorized W of Rwy 18-36 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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	FAF to MAP 5.2 NM				
	60	90	120	150	180
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
C CIRCLING *	860-2½	834 (900-2½)	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)

Amtd 5 15SEP16

LOC/DME-A

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

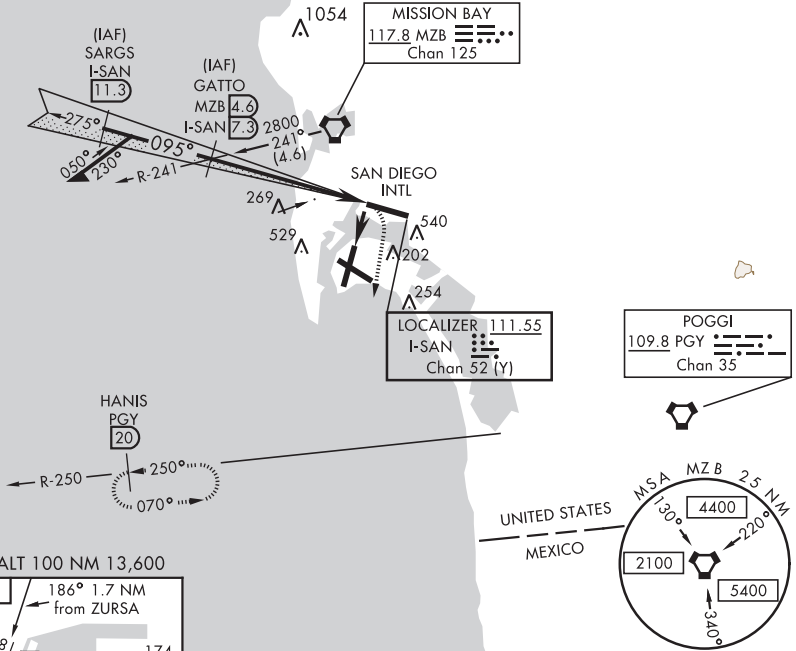
LOC/DME I-SAN 111.55 Chan 52 (Y)	APCH CRS 095°	Rwy Idg THRE Arpt Elev N/A 26	AL-374 [USN]	NORTH ISLAND NAS (HALSEY FIELD) (KNZY)
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▼ * CAUTION: Maneuvering for circling approach not authorized W of Rwy 18-36 centerline. Approach authorized for Rwy 18 or left downwind approach to Rwy 29 after flying down Rwy 18.

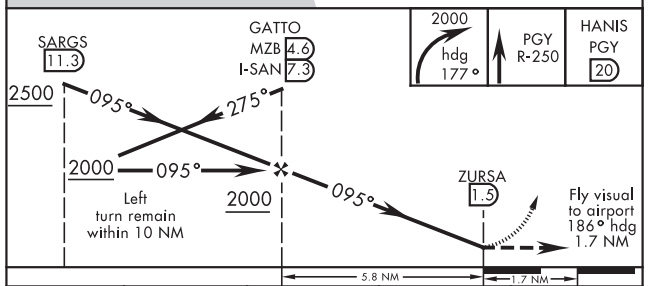
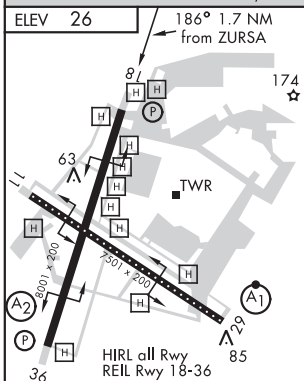
MISSED APPROACH: Climb and maintain 2000 via hdg 177°, intercept PGY VORTAC R-250 to HANIS and hold.

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 13,600



FAF to MAP 5.8 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	860-2	834 (900-2)	880-2½ 854 (900-2½)	880-2¾ 854 (900-2¾)
Min:Sec	5:48	3:52	2:54	2:19	1:52	<input checked="" type="checkbox"/> CIRCLING*			

SAN DIEGO, CALIFORNIA 32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 6 15SEP16

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

SAN DIEGO, CALIFORNIA

VOR/DME RWY 29

VORTAC PGY 109.8 Chan 35	APCH CRS 279°	Rwy ldg TDZE 26 Arpt Elev 26
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AL-374 [UN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

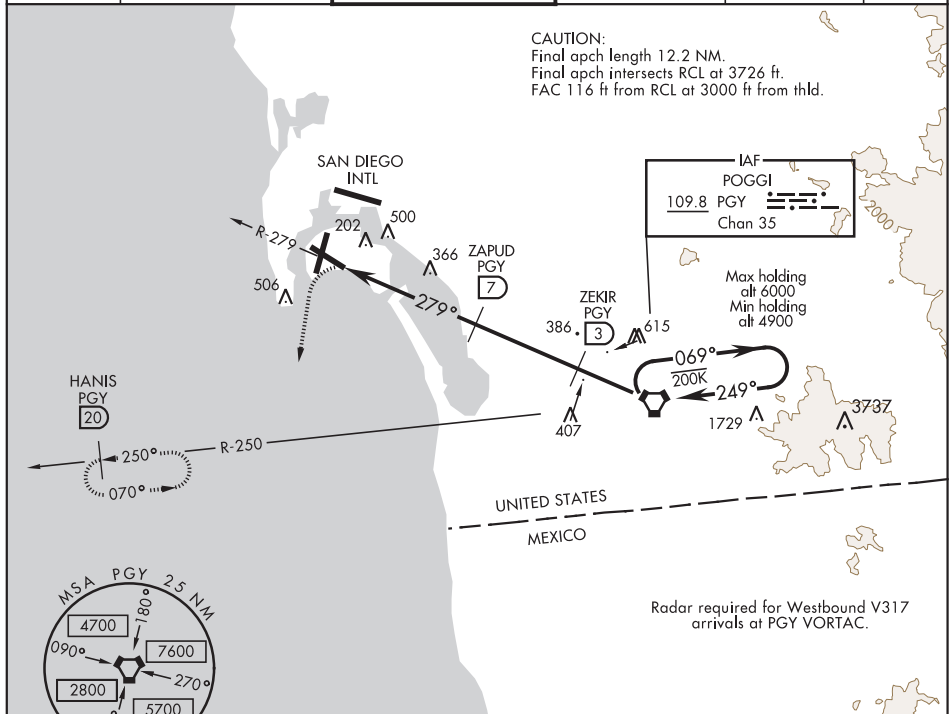
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
 ** Circling not authorized W of Rwy 18-36.
 Circling authorized to Rwy 18 only.



MISSED APPROACH: Climbing left turn to 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	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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CAUTION:
 Final apch length 12.2 NM.
 Final apch intersects RCL at 3726 ft.
 FAC 116 ft from RCL at 3000 ft from thld.

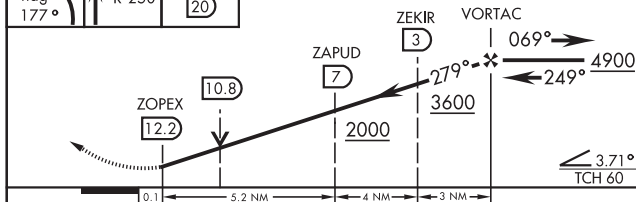


Radar required for Westbound V317 arrivals at PGY VORTAC.

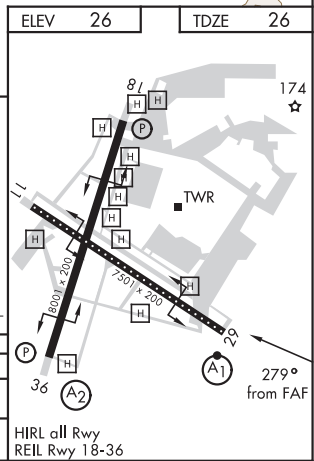
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 13,600



CATEGORY	A	B	C	D
S-29 *	660-¾ 634 (700-¾)		660-1⅝ 634 (700-1⅝)	
☐ CIRCLING **	660-1 634 (700-1)		NOT AUTHORIZED	



HIRL all Rwy
 REIL Rwy 18-36

SAN DIEGO, CALIFORNIA
Amdt 7 15SEP16

32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

VOR/DME RWY 29

TACAN RWY 29

TACAN NZY Chan 117	APCH CRS 299°	Rwy ldg TDZE 7501 Arpt Elev 26
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AL-374 [USN]

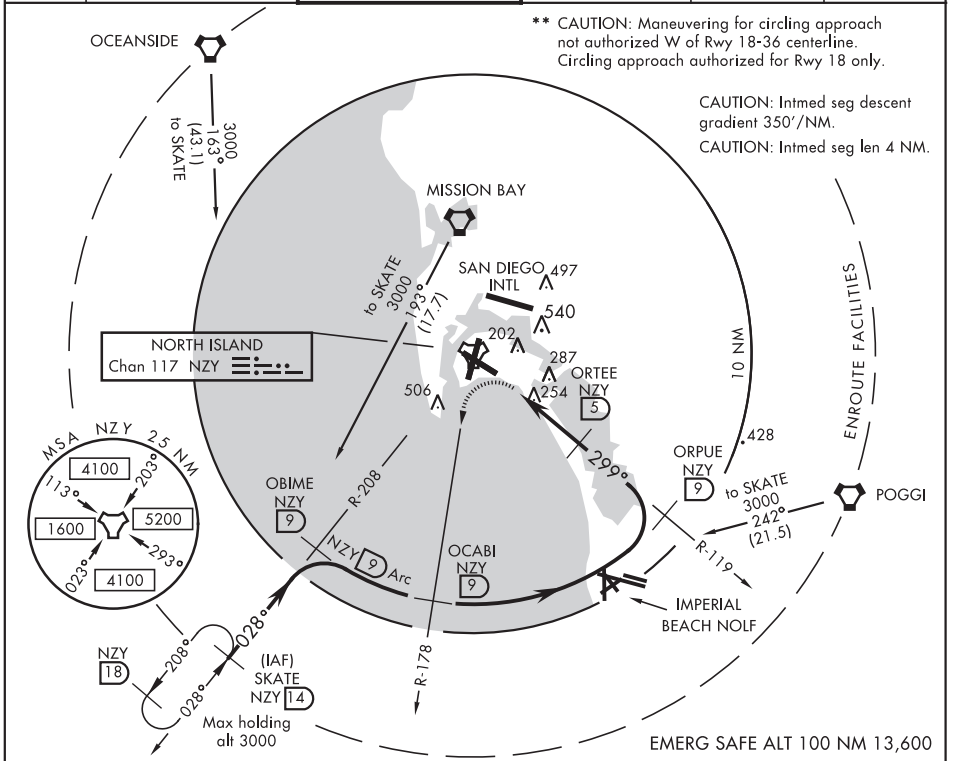
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/2 mile.



MISSED APPROACH: Climbing left turn to 2000 via NZY TACAN R-178 to OCABI. Arc S on NZY 9 DME arc to OBIME, then via NZY R-208 to SKATE and hold.

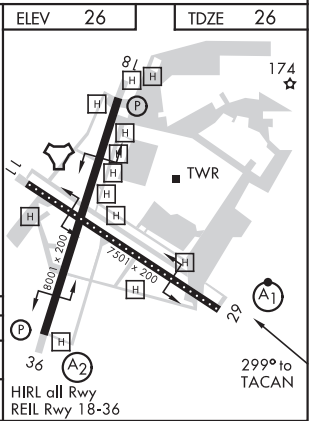
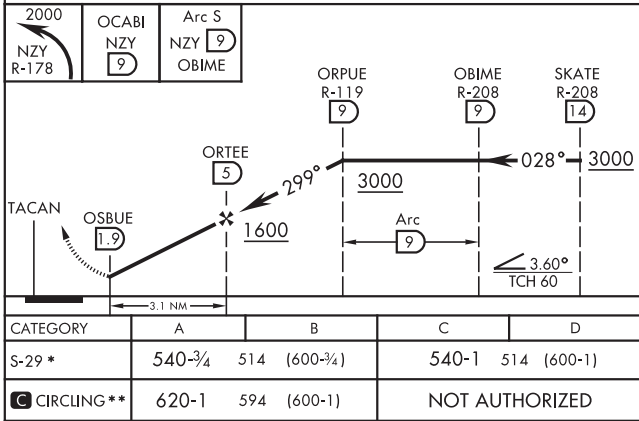
ATIS ★ 317.8	SOCAL APP CON 125.15 317.55	NORTH ISLAND TOWER ★ 135.1 336.4	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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CAUTION: Intmed seg descent gradient 350°/NM.
CAUTION: Intmed seg len 4 NM.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-29 *	540-3/4	514 (600-3/4)	540-1	514 (600-1)
C CIRCLING**	620-1	594 (600-1)	NOT AUTHORIZED	

SAN DIEGO, CALIFORNIA 32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amtd 3 15SEP16

TACAN RWY 29

SAN DIEGO, CALIFORNIA

TACAN RWY 36

TACAN NZY Chan 117	APCH CRS 360°	Rwy Idg TDZE Arpt Elev 8001 19 26
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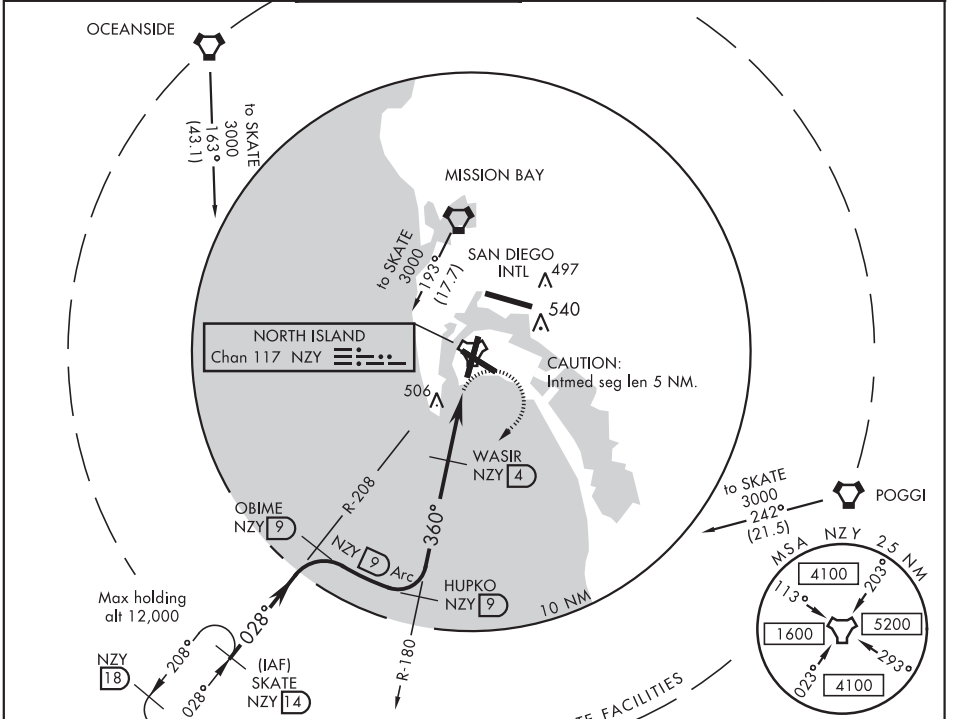
AL-374 [USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

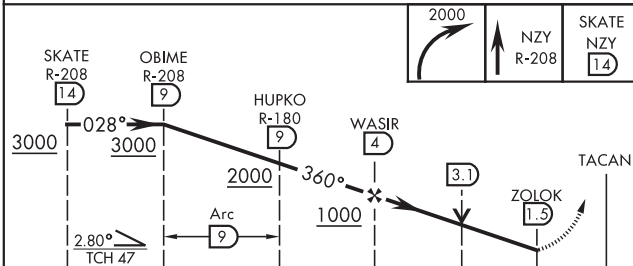
▼ *When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1½ miles, CAT CD vis to 2½ miles.

MISSED APPROACH: Climbing right turn to 2000 intercept the NZY TACAN R-208 to SKATE and hold.

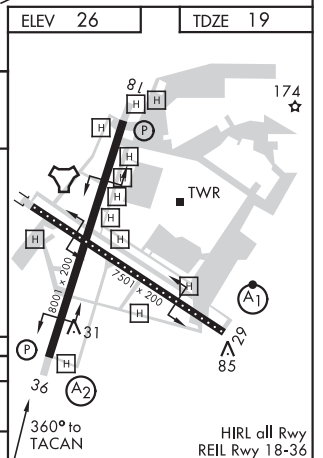
ATIS ★ 317.8	SOCAL APP CON 125.15 317.55	NORTH ISLAND TOWER ★ 135.1 336.4	GND CON 118.0 360.675	CLNC DEL 128.4 288.25	PAR/ASR
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EMERG SAFE ALT 100 NM 13,600



CATEGORY	A	B	C	D
S-36 *	780-¾ 761 (800-¾)	780-1 761 (800-1)	780-2	761 (800-2)
CIRCLING	NOT AUTHORIZED			



SAN DIEGO, CALIFORNIA
Amdt 3 15SEP16

32°42'N-117°13'W

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

TACAN RWY 36

SW-3, 10 NOV 2016 to 05 JAN 2017

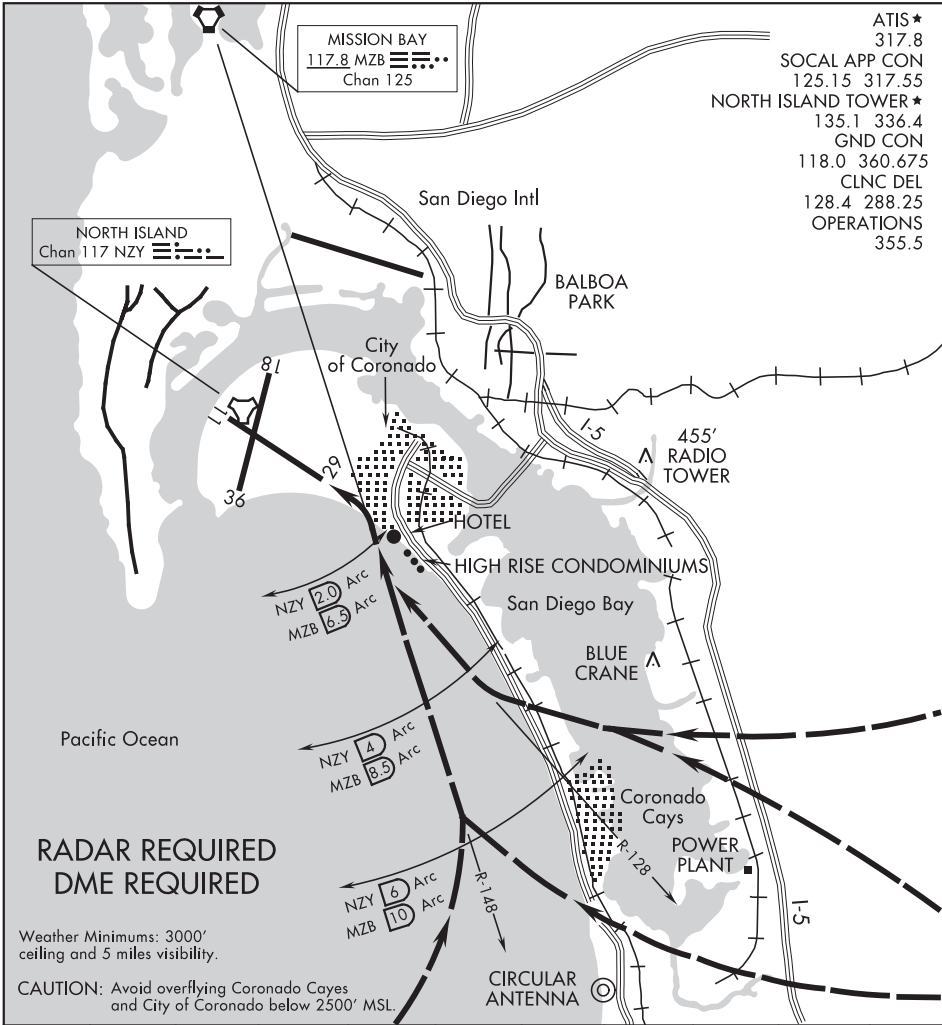
SW-3, 10 NOV 2016 to 05 JAN 2017

HOTEL VISUAL RWY 29

AL-374 [USN]

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SAN DIEGO, CALIFORNIA



- ATIS ★ 317.8
- SOCAL APP CON 125.15 317.55
- NORTH ISLAND TOWER ★ 135.1 336.4
- GND CON 118.0 360.675
- CLNC DEL 128.4 288.25
- OPERATIONS 355.5

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

**RADAR REQUIRED
DME REQUIRED**

Weather Minimums: 3000' ceiling and 5 miles visibility.

CAUTION: Avoid overflying Coronado Cayes and City of Coronado below 2500' MSL.

1 NM	2	3	4	5	6	7	8	9	10
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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.

HOTEL VISUAL RWY 29

15SEP16

32°42'N-117°13'W

SAN DIEGO, CALIFORNIA

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

AIRPORT DIAGRAM

AFD-374 [USN]

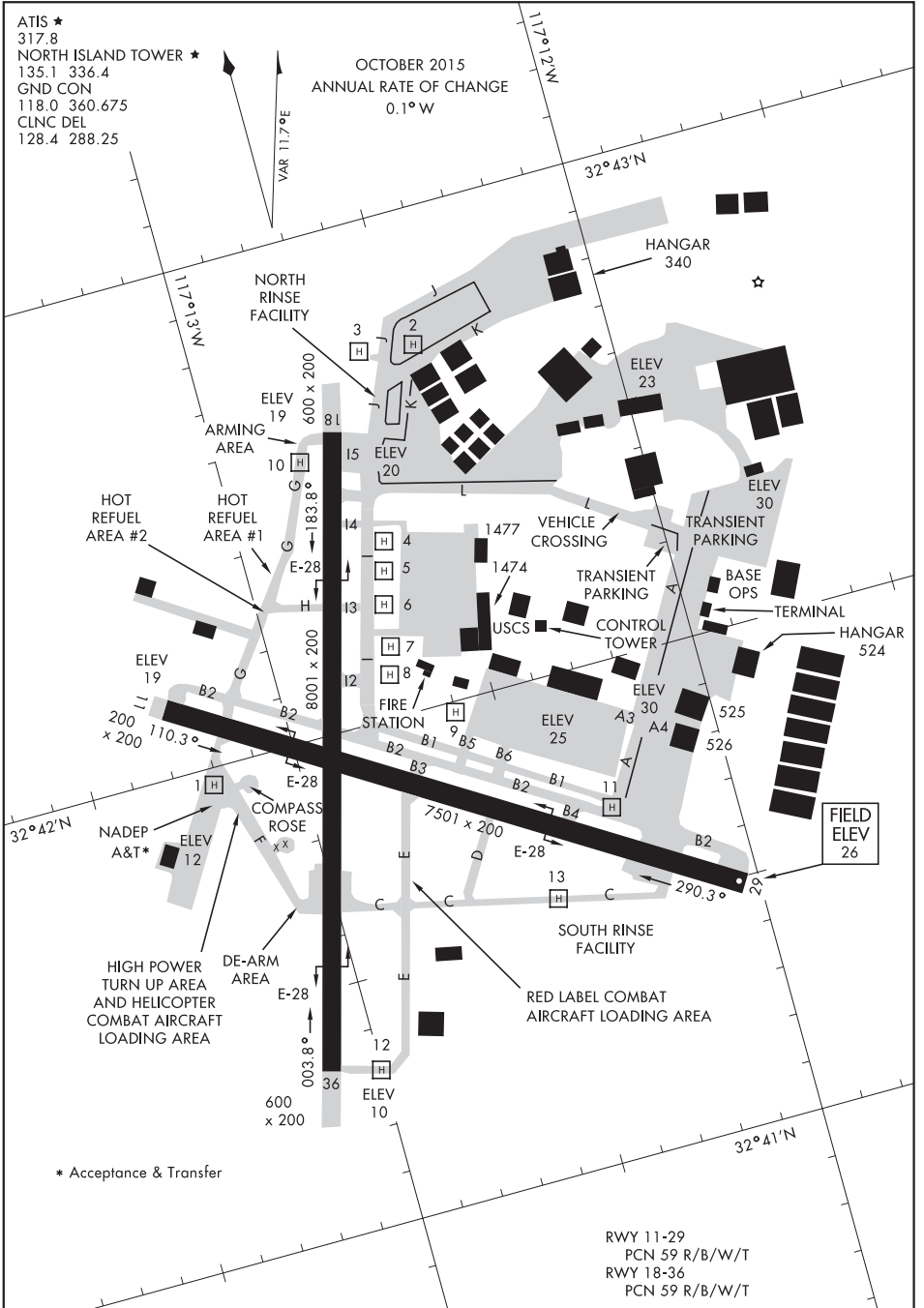
SAN DIEGO, CALIFORNIA

ATIS ★
 317.8
 NORTH ISLAND TOWER ★
 135.1 336.4
 GND CON
 118.0 360.675
 CLNC DEL
 128.4 288.25

OCTOBER 2015
 ANNUAL RATE OF CHANGE
 0.1° W

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



* Acceptance & Transfer

RWY 11-29
 PCN 59 R/B/W/T
 RWY 18-36
 PCN 59 R/B/W/T

AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

16259

NASNI-EIGHT DEPARTURE (NASNI 8 • NASNI)

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SHL-374 [USN] SAN DIEGO, CALIFORNIA

ATIS ★
 317.8
 CLNC DEL
 128.4 288.25
 GND CON
 118.0 360.675
 NORTH ISLAND TOWER ★
 135.1 336.4
 SOCAL DEP CON
 125.15 317.55

Rwy	Knots	60	120	180	240	300	360
11 (A)	V/V(fpm)	275	550	825	1100	1375	1650
11 (B)	V/V(fpm)	290	580	870	1160	1450	1740
29 (C)	V/V(fpm)	420	840	1260	1680	2100	2520
29 (D)	V/V(fpm)	490	980	1470	1960	2450	2940

Minimum Climb Rate

- (A) Military climb to 700 or 600-2¼ authorized in lieu of climb rate.
- (B) Civil climb to 700 or 600-2¼ authorized in lieu of climb rate.
- (C) Military climb to 700 or 600-2½ authorized in lieu of climb rate.
- (D) Civil climb to 700 or 600-2½ authorized in lieu of climb rate.

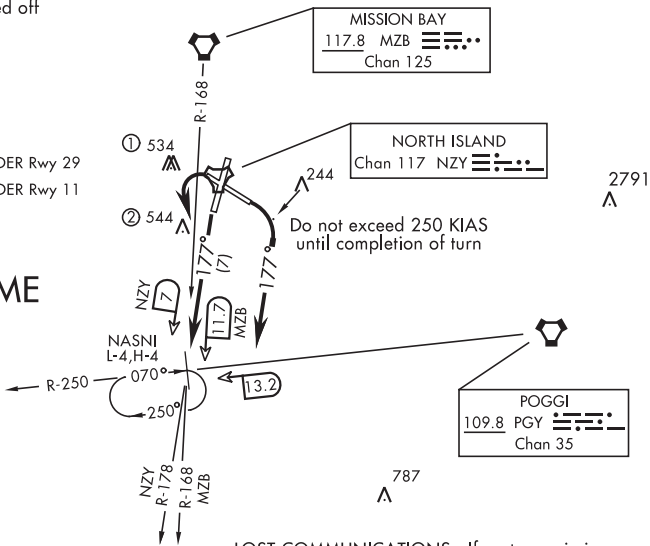
CAUTION: Rwy 29 Cross DER at or above 35'

CAT E aircraft not authorized off RWY's 11 and 29

RWY 29 CIVIL departure dual DME required

- ① 1.4 NM from DER Rwy 29
- ② 2.4 NM from DER Rwy 11

RADAR and DME REQUIRED



LOST COMMUNICATIONS: If no transmissions are received prior to crossing the PGY VORTAC R-250 Southbound, turn direct on PGY R-250 to NASNI and hold as published, if no transmissions received within five minutes after entering holding, proceed on course, climb to filed altitude.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Immediate climbing right turn to 2000 via heading 177°, remain within NZY TACAN 1.4 DME to not overfly the City of Coronado, thence...

TAKE-OFF RWY 18: Climbing left turn to 2000 intercept the NZY R-178 (MZB R-168) to NASNI, thence...

TAKE-OFF RWY 29 (CIVIL): Immediate climbing left turn to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the MZB R-168 to NASNI, thence...

TAKE-OFF RWY 29 (MILITARY): Immediate climbing left turn to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the NZY R-178 to NASNI, thence...

....Expect radar vector to join assigned route.

NASNI-EIGHT DEPARTURE (NASNI 8 • NASNI)

SAN DIEGO, CALIFORNIA

Orig 15SEP16

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

GPS RWY 6

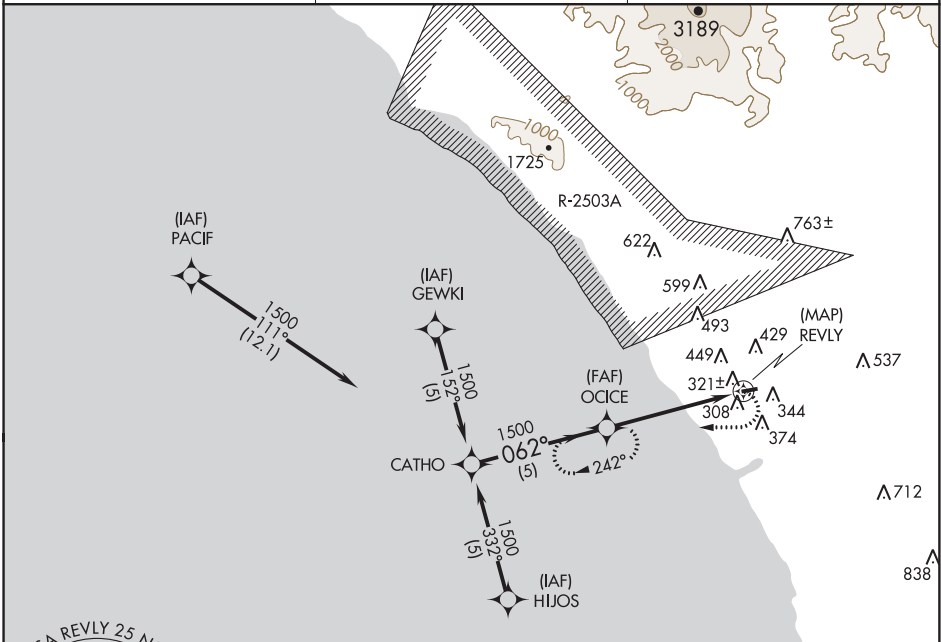
BOB MAXWELL MEMORIAL AIRFIELD (OKB)

APP CRS 062°	Rwy Idg 2712 TDZE 28 Apt Elev 28
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NA Night Landing: Rwy 6 NA.
Helicopter visibility reduction below 1 SM NA.

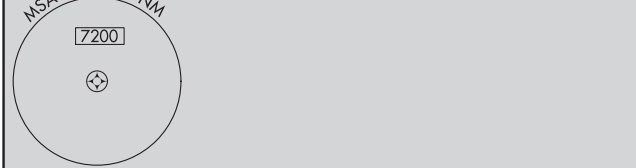
MISSED APPROACH: Climbing right turn to 2000 direct OCICE WP and hold.

ASOS 127.8	SOCAL APP CON 127.3 323.0	UNICOM 122.725 (CTAF) 0
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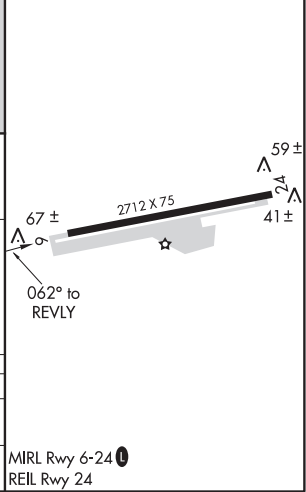
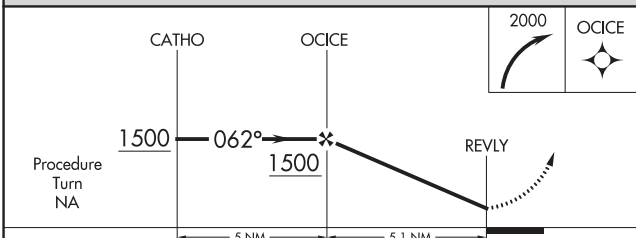


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 28	TDZE 28
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CATEGORY	A	B	C	D
S-6	720-1	692 (700-1)		NA
CIRCLING	880-1 852 (900-1)	880-1¼ 852 (900-1¼)		NA

MIRL Rwy 6-24
REL Rwy 24

GPS RWY 6

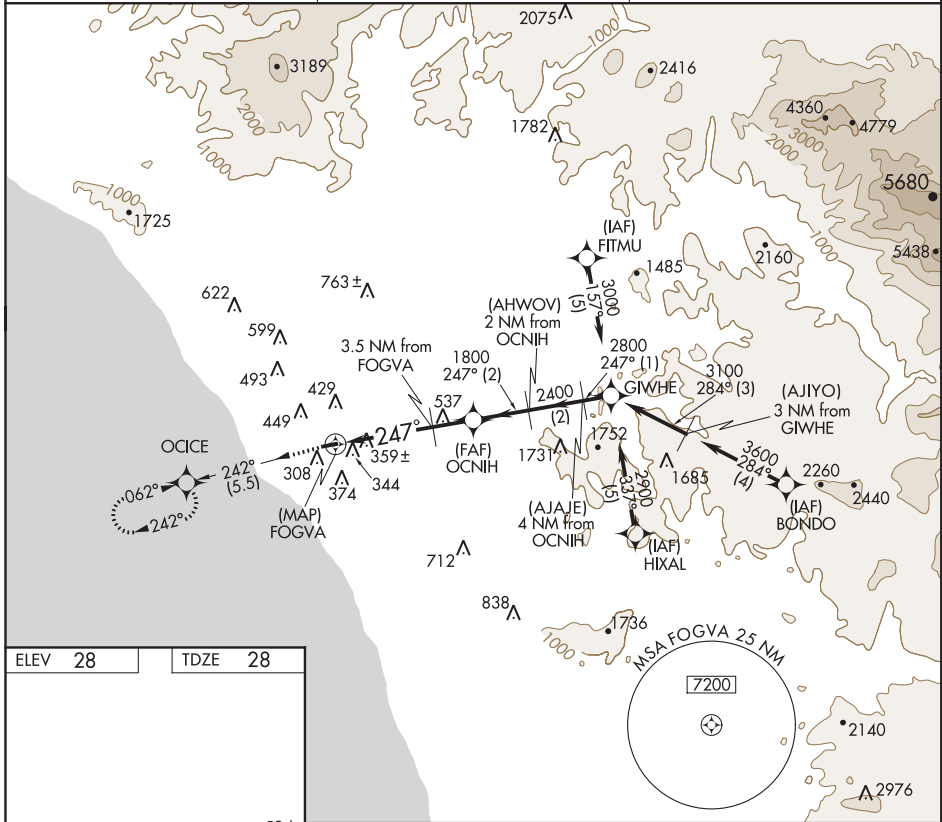
APP CRS 247°	Rwy Idg 2712
	TDZE 28
	Apt Elev 28

GPS RWY 24

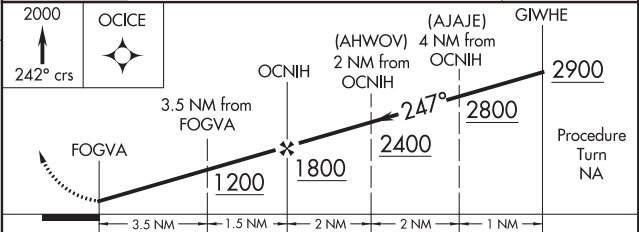
BOB MAXWELL MEMORIAL AIRFIELD (OKB)

NA Night Landing: Rwy 6 NA.	MISSED APPROACH: Climb to 2000 via 242° course to OCICE WP and hold.
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ASOS 127.8	SOCAL APP CON 127.3 323.0	UNICOM 122.725 (CTAF) 0
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ELEV 28	TDZE 28
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CATEGORY	A	B	C	D
S-24	740-1 712 (800-1)			NA
CIRCLING	880-1 852 (900-1)	880-1½ 852 (900-1½)		NA

MIRL Rwy 6-24 **0**
REIL Rwy 24

GPS RWY 24

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC OCN 115.3 Chan 100	APP CRS 096°	Rwy Idg TDZE Apt Elev N/A N/A 28
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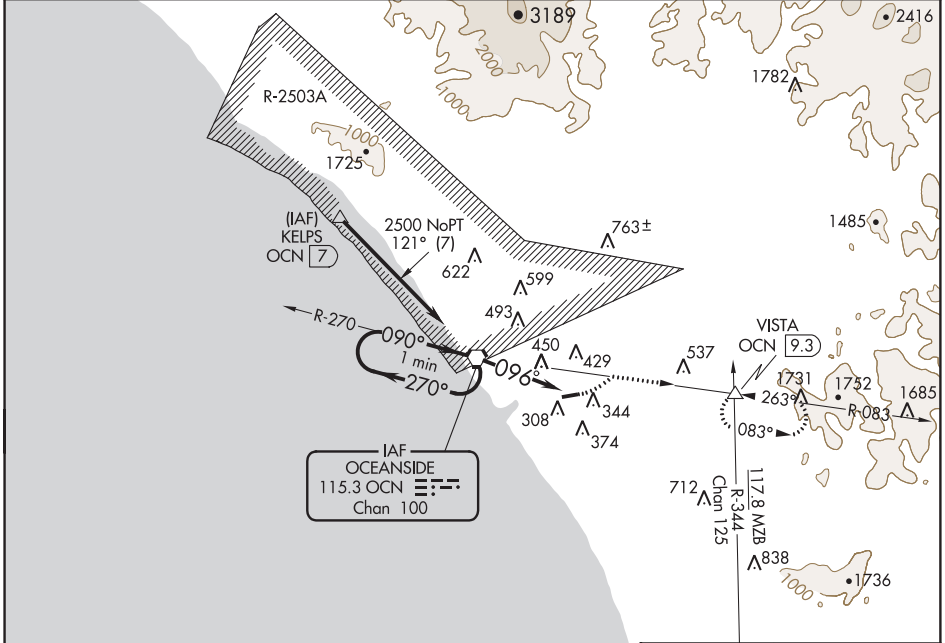
VOR-A

BOB MAXWELL MEMORIAL AIRFIELD (OKB)

⚠ Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 6 NA.

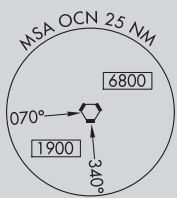
MISSED APPROACH: Climbing left turn to 4000 via heading 030° and OCN R-083 to VISTA INT/OCN 9.3 DME and hold.

ASOS 127.8	SOCAL APP CON 127.3 323.0	UNICOM 122.725 (CTAF) 0
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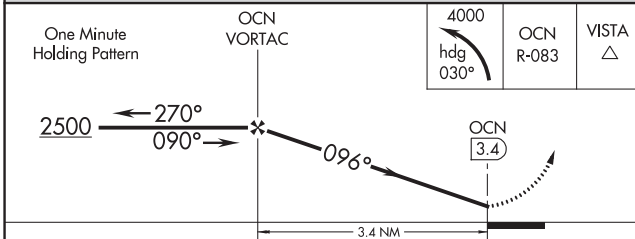
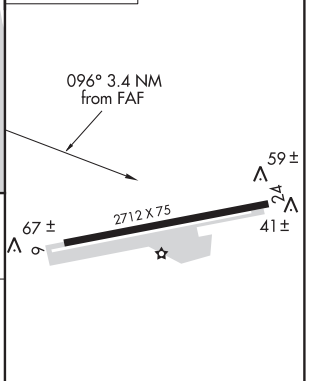


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 28



MIRA Rwy 6-24

REIL Rwy 24

CATEGORY	A	B	C	D	FAF to MAP 3.4 NM					
CIRCLING	1140-1¼ 1112 (1200-1¼)	1140-1½ 1112 (1200-1½)	NA		Knots	60	90	120	150	180
					Min:Sec	3:24	2:16	1:42	1:21	1:08

ONTARIO, CALIFORNIA

AL-965 (FAA)

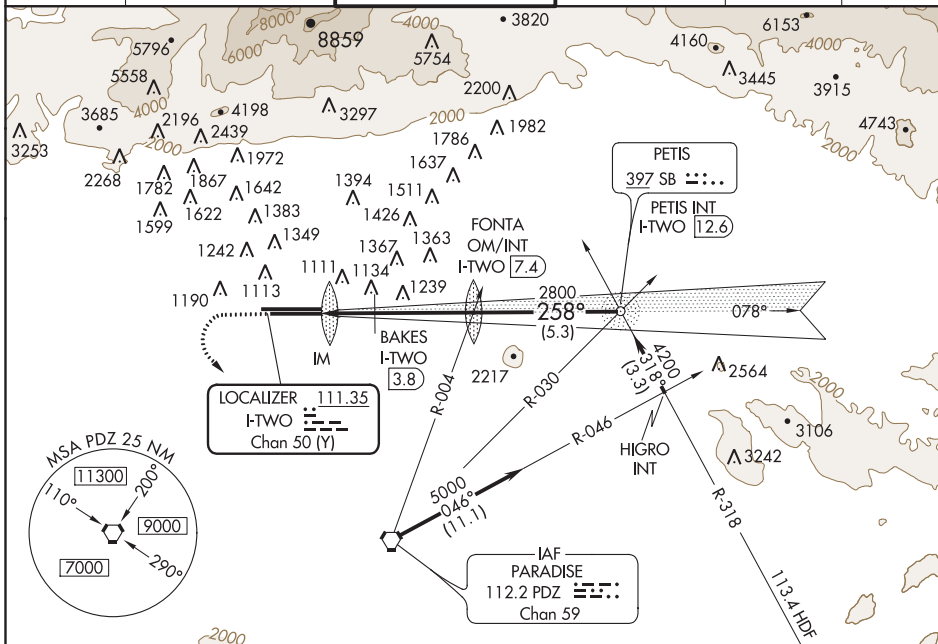
16147

LOC/DME I-TWO 111.35 Chan 50 (Y)	APP CRS 258°	Rwy Idg TDZE Apt Elev	26L 10200 926 944	26R 12197 932 944
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ILS or LOC RWY 26L

ONTARIO INTL (ONT)

<p>⚠ Circling NA north of Rwy 8L-26R. SIDESTEP 26R: Inoperative table does not apply to Cats A and B.</p>		<p>ALSF-2 Rwy 26L</p>	<p>MALSR Rwy 26R</p>	<p>MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct PDZ VORTAC.</p>		
ATIS 124.25	SOCAL APP CON 127.25 318.2	ONTARIO TOWER 120.6 360.775		GND CON 121.9 257.8	CLNC DEL 118.1	CPDLC



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 944	TDZE 26L 926 TDZE 26R 932	1700	4000	PDZ	FONTA OM/INT I-TWO 7.4	SB NDB PETIS INT I-TWO 12.6	Procedure Turn NA												
							GS 3.00° TCH 50												
<p>TDZ/CL Rwys 8L and 26L HIRL Rwys 8L-26R and 8R-26L</p> <p>FAF to MAP 5.5 NM</p>																			
<table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>5:30</td> <td>3:40</td> <td>2:45</td> <td>2:12</td> <td>1:50</td> </tr> </table>		Knots	60	90	120	150	180	Min:Sec	5:30	3:40	2:45	2:12	1:50						
Knots	60	90	120	150	180														
Min:Sec	5:30	3:40	2:45	2:12	1:50														
					BAKES DME MINIMUMS														
					S-LOC 26L	1340/24	414 (400-½)												
					CIRCLING	1380-1	436 (500-1)												
					S-LOC 26L	1540/24	614 (600-½)												
					CIRCLING	1540-1	456 (500-1)												
					S-LOC 26L	1540/60	614 (600-¼)												
					CIRCLING	1540-1½	556 (600-2)												
					S-LOC 26L	1540/60	608 (600-¼)												
					CIRCLING	1540-1½	596 (600-2)												
					S-LOC 26L	1540/60	608 (600-¼)												
					CIRCLING	1540-1½	596 (600-2)												

ONTARIO, CALIFORNIA
Amdt 7D 05APR12

34°03'N-117°36'W

ONTARIO INTL (ONT) ILS or LOC RWY 26L

LOC/DME I-ONT 109.7 Chan 34	APP CRS 258°	Rwy Idg TDZE Apt Elev	26R 12197 932 944	26L 10200 926 944
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ILS or LOC RWY 26R

ONTARIO INTL (ONT)

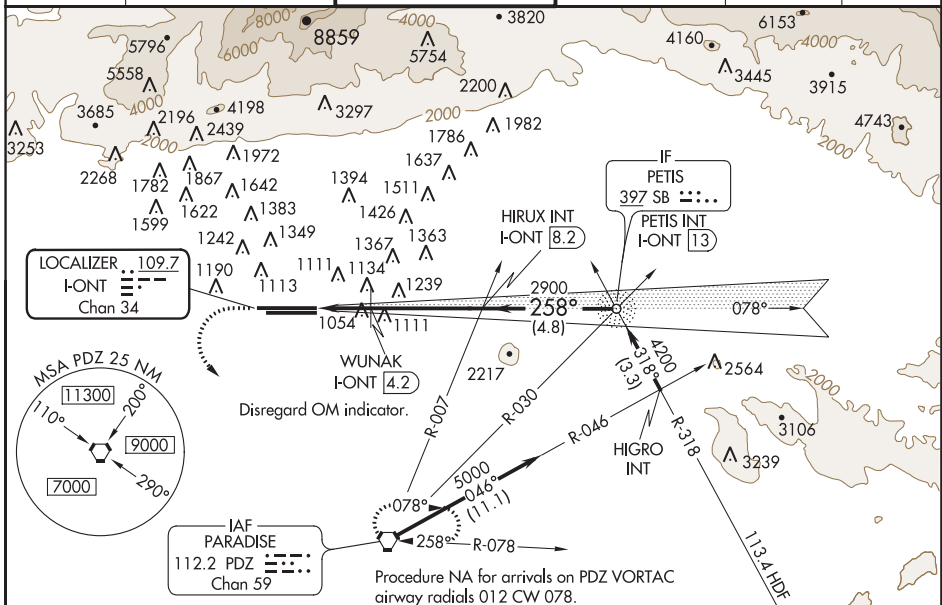
⚠ Circling NA north of Rwy 8L-26R.
⚠ Inop table does not apply to sidestep 26L Cat A/B.

MAISLR Rwy 26R

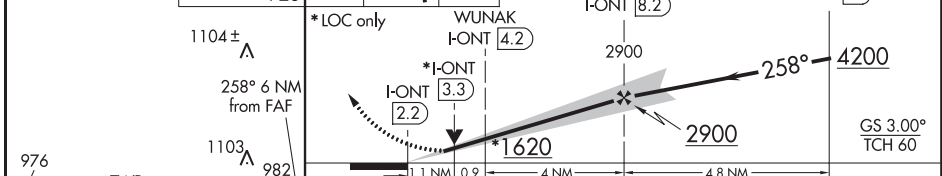
ALSF-2 Rwy 26L

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct PDZ VORTAC and hold.

ATIS 124.25	SOCAL APP CON 127.25 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 118.1	CPDLC
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ELEV 944	TDZE 26R 932 TDZE 26L 926	PDZ	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).	SB NDB PETIS INT I-ONT 13
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CATEGORY	A	B	C	D
S-ILS 26R	1132/18 200 (200-1/2)			
S-LOC 26R	1620/24	688 (700-1/2)	1620-1 1/2	688 (700-1 1/2)
SIDESTEP 26L	1620/55	694 (700-1 1/4)	1620-1 1/2 694 (700-1 1/2)	1620-2 694 (700-2)
C CIRCLING	1620-1	676 (700-1)	1620-2 676 (700-2)	1620-2 1/4 676 (700-2 1/4)
WUNAK FIX MINIMUMS (DME REQUIRED)				
S-LOC 26R	1360/24	428 (500-1/2)	1360/40	428 (500-3/4)
C CIRCLING	1400-1	456 (500-1)	1540-1 1/2 596 (600-1 1/2)	1600-2 656 (700-2)

TDZ/CL Rwy 8L and 26L
HIRL Rwy 8L-26R and 8R-26L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SW-3, 10 NOV 2016 to 05 JAN 2017

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ONTARIO, CALIFORNIA

AL-965 (FAA)

16147

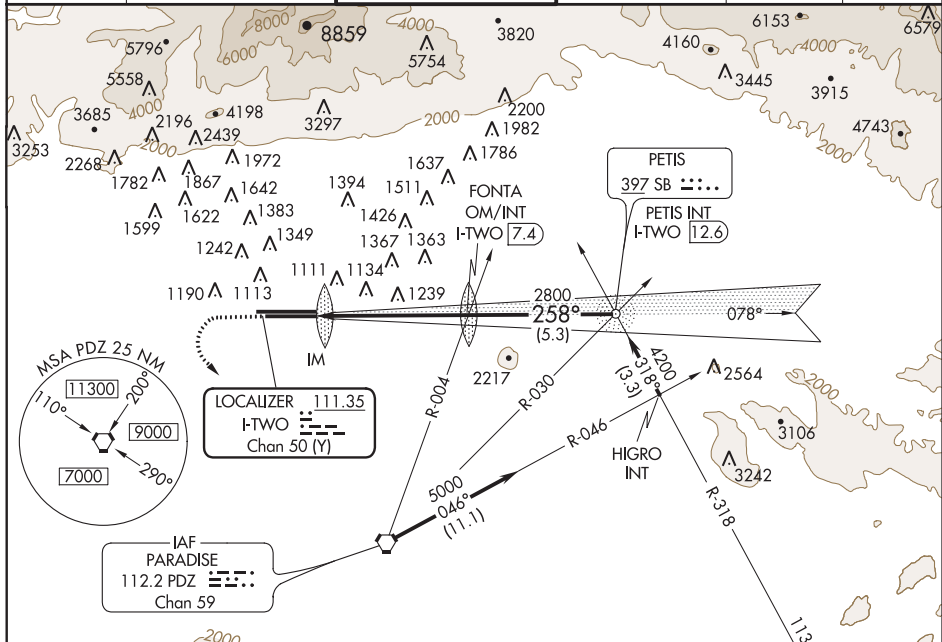
LOC/DME I-TWO 111.35 Chan 50 (Y)	APP CRS 258°	Rwy Idg TDZE Apt Elev	10200 926 944
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ILS RWY 26L (CAT II & III)

ONTARIO INTL (ONT)

		MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct PDZ VORTAC.			
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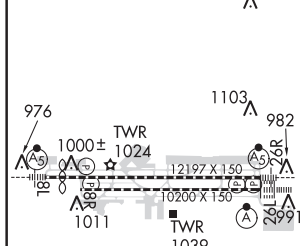
ATIS 124.25	SOCAL APP CON 127.25 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 118.1	CPDLC
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 944	TDZE 926
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1700	4000	PDZ	FONTA OM/INT I-TWO 7.4	SB NDB PETIS INT I-TWO 12.6
			2767	4200
			2800	Procedure Turn NA
			258°	GS 3.00°
			2800	TCH 50

CATEGORY	A	B	C	D
S-ILS 26L		CAT II RA 147/16	150 DA 1076	
S-ILS 26L		CAT II RA 103/12	100 DA 1026	
S-ILS 26L		CAT IIIa	RVR 07	
S-ILS 26L		CAT IIIb	RVR 06	
S-ILS 26L		CAT IIIc	NA	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ONTARIO, CALIFORNIA
Amdt 7D 05APR12

34°03'N-117°36'W

ONTARIO INTL (ONT)
ILS RWY 26L (CAT II & III)

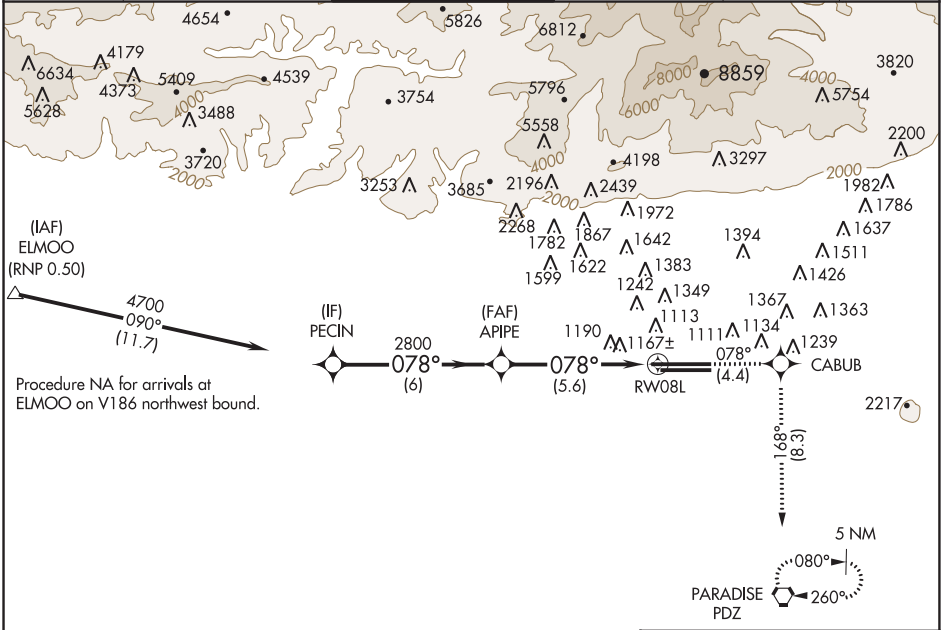
APP CRS	Rwy ldg	11200
078°	TDZE	944
	Apt Elev	944

RNAV (RNP) Z RWY 8L

ONTARIO INTL (ONT)

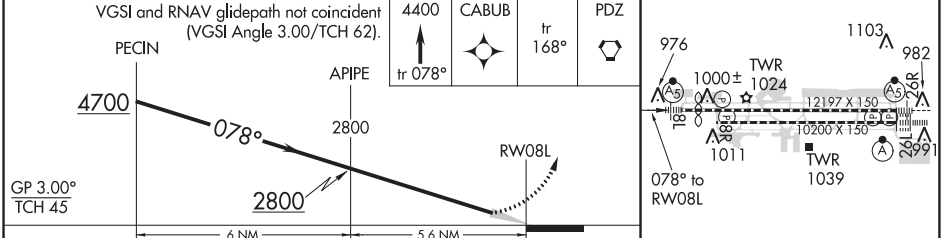
<p>▼</p> <p>▲ NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required. Inoperative table does not apply.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 4400 on track 078° to CABUB and on track 168° to PDZ VORTAC, continue climb-in-hold.</p>

ATIS 124.25	SOCAL APP CON 127.25 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 118.1	CPDLC
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.30 DA	1490-2		546 (600-2)	

AUTHORIZATION REQUIRED

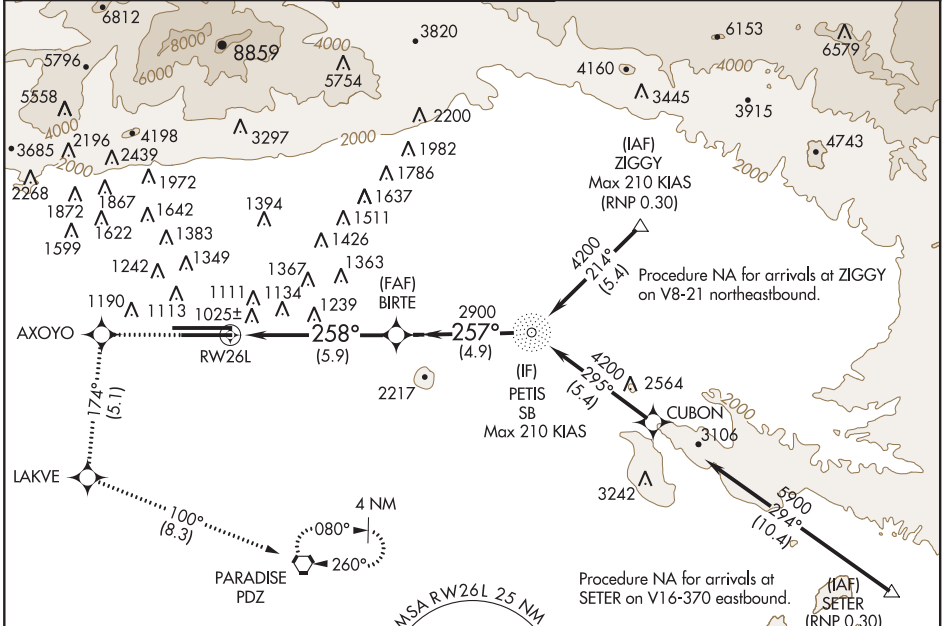
TDZ/CL Rwy 8L and 26L
HIRL Rwy 8L-26R and 8R-26L

APP CRS	Rwy Idg	10200
258°	TDZE	926
	Apt Elev	944

RNAV (RNP) Z RWY 26L

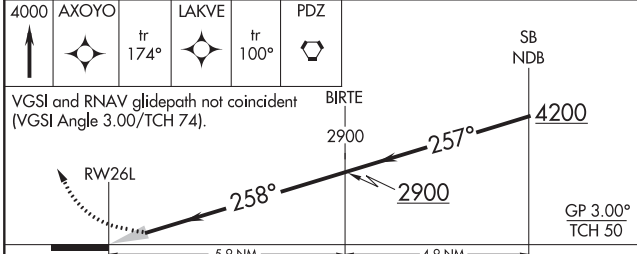
ONTARIO INTL (ONT)

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required. For inoperative ALSF increase all visibility to 1½ mile.		ALSF-2 	MISSED APPROACH: Climb to 4000 direct AXOYO and on track 174° to LAKVE on track 100° to PDZ VORTAC and hold.		
ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL	CPDLC
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1	



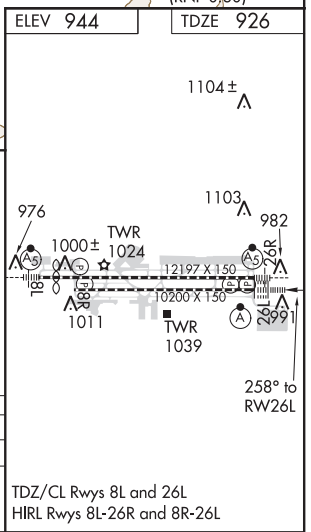
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.30 DA	1319/45 393 (400-¾)			

AUTHORIZATION REQUIRED



TDZ/CL Rws 8L and 26L
HIRL Rws 8L-26R and 8R-26L

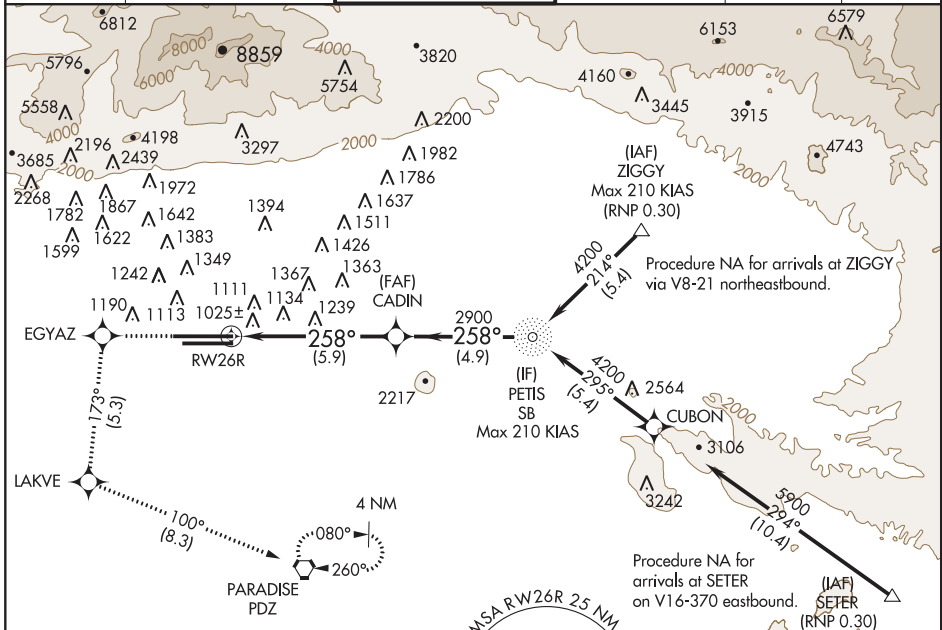
APP CRS	Rwy Idg	12197
258°	TDZE	932
	Apt Elev	944

RNAV (RNP) Z RWY 26R

ONTARIO INTL (ONT)

 	For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required.	MALSR		MISSED APPROACH: Climb to 4000 direct EGYAZ on track 173° to LAKVE on track 100° to PDZ VORTAC and hold.

ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON	CLNC DEL	CPDLC
124.25	127.25 318.2	120.6 360.775	121.9 257.8	118.1	

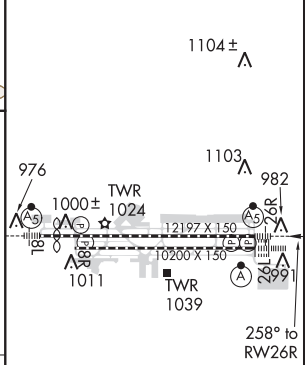
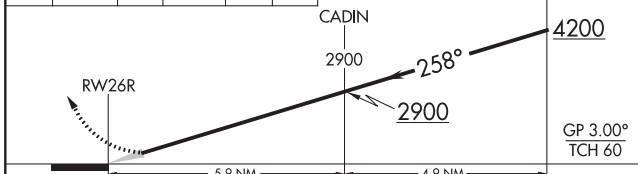


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	944	TDZE	932
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4000	EGYAZ	LAKVE	PDZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
RNP 0.30 DA	1324/40		392 (400-¾)	

AUTHORIZATION REQUIRED

TDZ/CL Rwys 8L and 26L
 HIRL Rwys 8L-26R and 8R-26L

WAAS CH 70329 W08A	APP CRS 078°	Rwy Idg 10200 TDZE 936 Apt Elev 944
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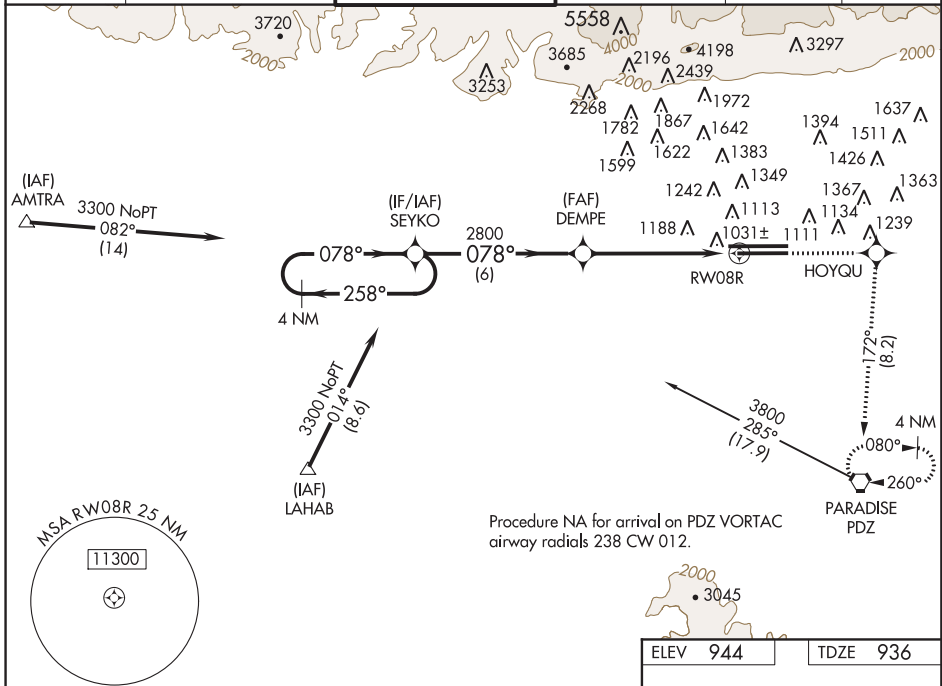
RNAV (GPS) RWY 8R

ONTARIO INTL (ONT)

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA north of Rwy 8L-26R.

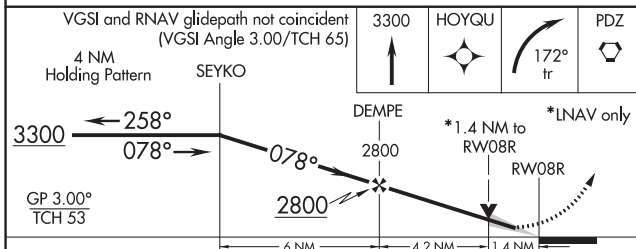
MISSED APPROACH: Climb to 3300 direct HOYQU and right turn on track 172° to PDZ VORTAC and hold.

ATIS 124.25	SOCAL APP CON 127.25 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 118.1	CPDLC
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 944	TDZE 936
1104 ±	
1103	
982	
976	
1000 ± TWR 1024	
12197 X 150	
10200 X 150	
1011	
TWR 1039	
078° to RWY08R	
TDZ/CL Rwy 8L and 26L	
HIRL Rwy 8L-26R and 8R-26L	


CATEGORY	A	B	C	D
LPV DA		1220/45	284 (300-7%)	
LNAV/VNAV DA		1494-17/8	558 (600-17%)	
LNAV MDA	1440/55	504 (500-1¼)	1440-13/8	504 (500-1%)
CIRCLING	1440-1	496 (500-1)	1540-1½ 596 (600-1½)	1600-2 656 (700-2)

WAAS CH 45807 W08B	APP CRS 078°	Rwy Idg 11200 TDZE 944 Apt Elev 944
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RNAV (GPS) Y RWY 8L

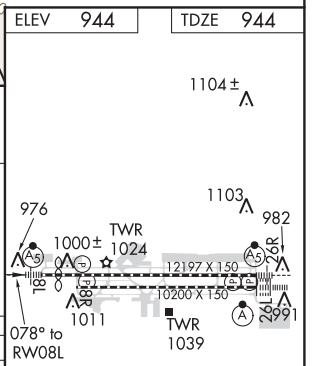
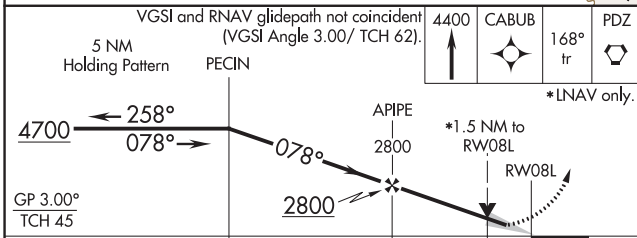
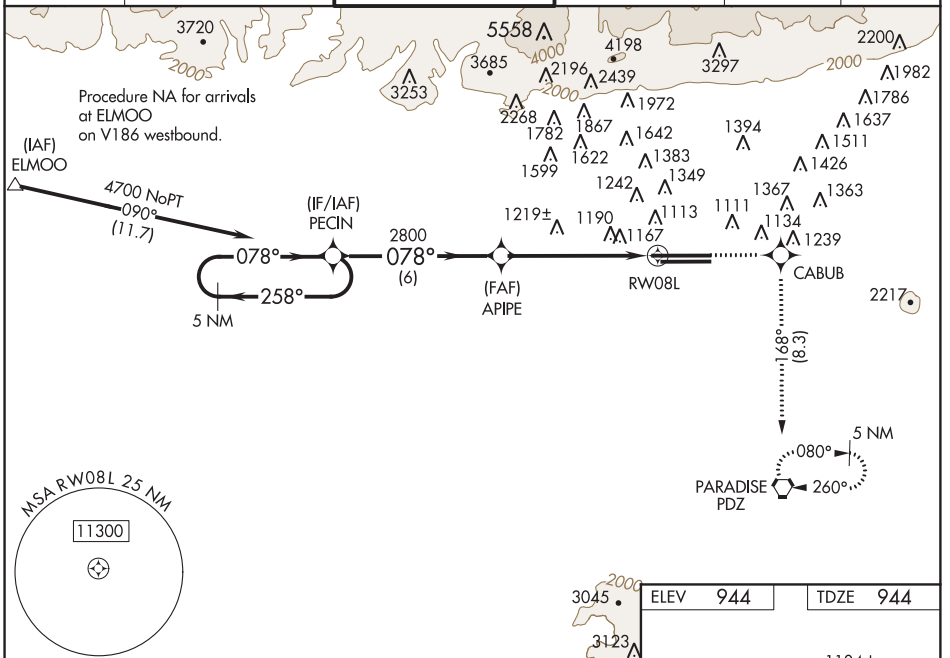
ONTARIO INTL (ONT)

▼ 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 MALSRS increase LPV visibility all Cats to RVR 6000.

MALSRS 

MISSED APPROACH: Climb to 4400 direct CABUB and on track 168° to PDZ VORTAC and hold, continue climb-in-hold to 4700.

ATIS 124.25	SOCAL APP CON 127.25 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 118.1	CPDLC
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CATEGORY	A	B	C	D
LPV DA		1266/30	322 (400-½)	
LNAV/VNAV DA		1520-1½	576 (600-1½)	
LNAV MDA	1480/24	536 (600-½)	1480/55	536 (600-1¼)
CIRCLING	1480-1	536 (600-1)	1540-1½ 596 (600-1½)	1600-2 656 (700-2)

TDZ/CL Rwsy 8L and 26L
HIRL Rwsy 8L-26R and 8R-26L

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

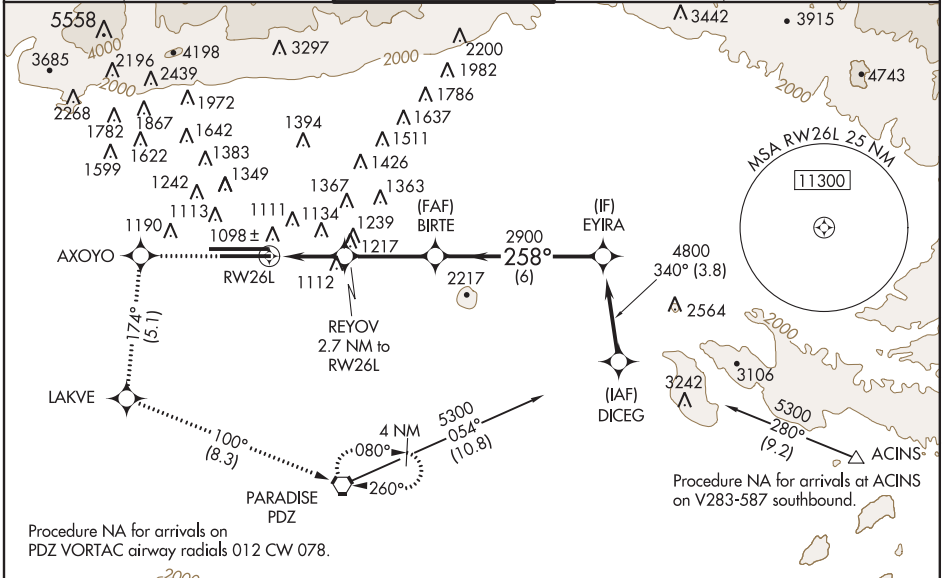
WAAS CH 90407 W26B	APP CRS 258°	Rwy Idg 10200 TDZE 926 Apt Elev 944
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RNAV (GPS) Y RWY 26L

ONTARIO INTL (ONT)

<p>▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Circling NA north of Rwy 8L-26R. For inoperative ALSF-2, increase LNAV Cat C/D visibility to 1 3/8 mile.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 4000 direct AXOYO and on track 174° to LAKVE and on track 100° to PDZ VORTAC and hold.</p>
	<p>Procedure NA for arrivals on PDZ VORTAC airway radials 012 CW 078.</p>	

ATIS 124.25	SOCAL APP CON 127.25 318.2	ONTARIO TOWER 120.6 360.775	GND CON 121.9 257.8	CLNC DEL 118.1	CPDLC
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ELEV 944	TDZE 926
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TDZ/CL Rwy 8L and 26L
HIRL Rwy 8L-26R and 8R-26L

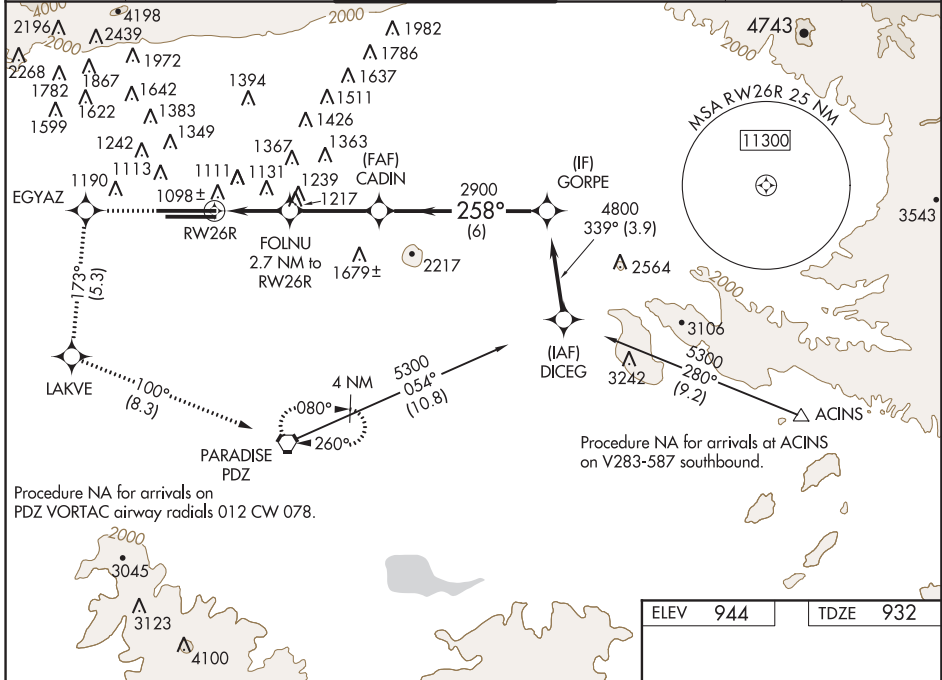
4000	AXOYO	174° tr	LAKVE	100° tr	PDZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 74).
<p>*LNAV only</p>						GP 3.00° TCH 50
CATEGORY	A		B		C	D
LPV DA	1176/24		250 (300-1/2)			
LNAV/VNAV DA	1405/60		479 (500-1 1/4)			
LNAV MDA	1420/24 494 (500-1/2)		1420/50 494 (500-1)			
C CIRCLING	1420-1 476 (500-1)		1540-1 1/2 596 (600-1 1/2)		1600-2 656 (700-2)	

WAAS CH 53406 W26A	APP CRS 258°	Rwy Idg 12197 TDZE 932 Apt Elev 944
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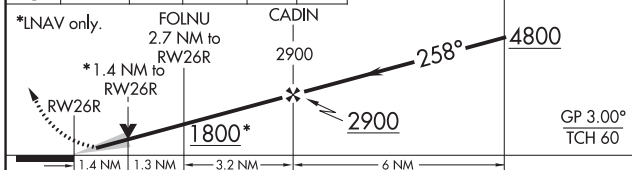
RNAV (GPS) Y RWY 26R

ONTARIO INTL (ONT)

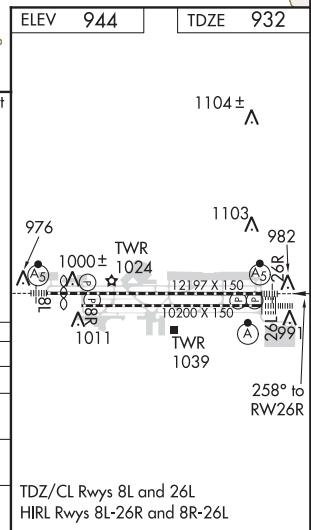
<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Circling NA north of Rwy 8L-26R. For inoperative MALSR, increase LNAV Cat C/D visibility to 1½ mile; increase LNAV/VNAV all Cats visibility to 1½ mile.</p>	MALSR	MISSED APPROACH: Climb to 4000 direct EGYAZ and on track 173° to LAKVE and on track 100° to PDZ VORTAC and hold.
	<p>ATIS 124.25</p> <p>SOCAL APP CON 127.25 318.2</p> <p>ONTARIO TOWER 120.6 360.775</p> <p>GND CON 121.9 257.8</p> <p>CLNC DEL 118.1</p> <p>CPDLC</p>	



4000	EGYAZ	173° tr	LAKVE	100° tr	PDZ	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).
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CATEGORY	A	B	C	D
LPV DA		1182/24	250 (300-½)	
LNAV/VNAV DA		1406/60	474 (500-1¼)	
LNAV MDA	1440/24	508 (500-½)	1440/55	508 (500-1¼)
CIRCLING	1440-1	496 (500-1)	1540-1½ 596 (600-1½)	1600-2 656 (700-2)



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SW-3, 10 NOV 2016 to 05 JAN 2017

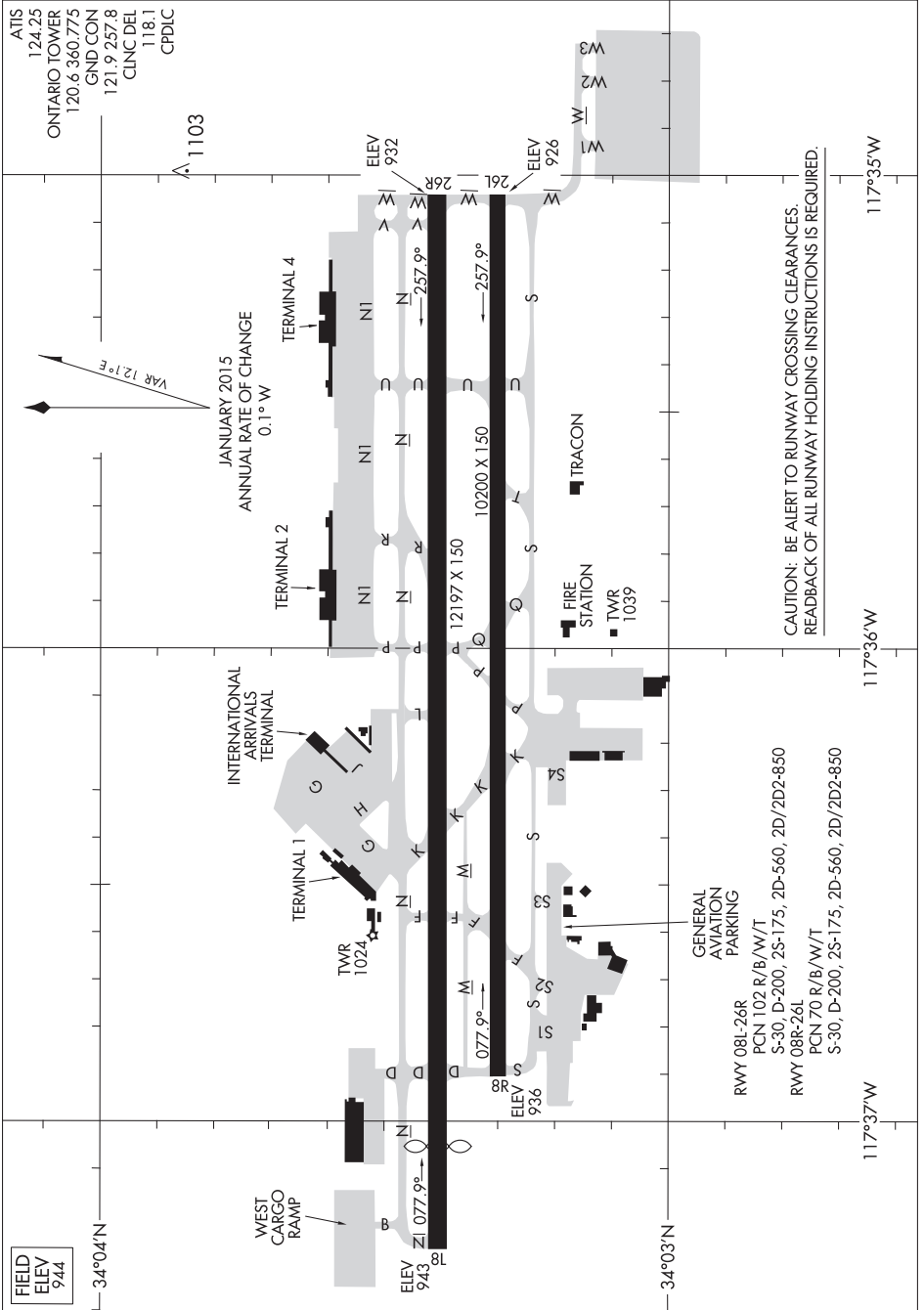
TDZ/CL Rwys 8L and 26L
HIRL Rwys 8L-26R and 8R-26L

AIRPORT DIAGRAM

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

GENERAL AVIATION PARKING

RWY 08L-26R
PCN 102 R/B/W/T
S-30, D-200, 2S-175, 2D-560, 2D/2D2-850

RWY 08R-26L
PCN 70 R/B/W/T
S-30, D-200, 2S-175, 2D-560, 2D/2D2-850

AIRPORT DIAGRAM

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

SW-3, 10 NOV 2016 to 05 JAN 2017

HASSA EIGHT DEPARTURE

SL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

ATIS
124.25
CLNC DEL
118.1
CPDLC
SOCAL DEP CON
125.5 318.2

**TOP ALTITUDE:
ASSIGNED BY ATC**

DAGGETT
113.2 DAG
Chan 79
N34°57.75'-W116°34.69'
L-7, H-4

PALMDALE
114.5 PMD
Chan 92
N34°37.88'
W118°03.83'
L-3-4-7, H-4

TIMME
N34°21.36'
W117°55.53'
(Daggett Transition)
14000

HASSA
N34°12.11'
W117°50.91'

LOS ANGELES
113.6 LAX
Chan 83

POMONA
110.4 POM
Chan 41
N34°04.70'-W117°47.22'
9000
5400

NOTE: RADAR required.
NOTE: Minimum climb of 485' per NM to 14000 required for Daggett Transition.

TAKEOFF MINIMUMS
Rwys 8L/R: Standard with minimum climb of 425' per NM to 12400.
Rwys 26L/R: Standard with minimum climb of 454' per NM to 12400.

257° (9) #
257° (16) †
† Approximate distance from takeoff area Rwy 8 to POM VORTAC.
Approximate distance from takeoff area Rwy 26 to POM VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 8L: Ground 81' from DER, 443' left of centerline, 936' MSL. Building 1605' from DER, 846' left of centerline, 975' MSL. Light poles beginning 2042' from DER, 684' left of centerline, up to 990' MSL.
- Rwy 26L: Pole 754' from DER, 670' left of centerline, 964' MSL. Trees beginning 1050' from DER, 708' left of centerline, up to 985' MSL. Tree 1987' from DER, 329' left of centerline, 986' MSL. OL on GS, 125' from DER, 339' right of centerline, 982' MSL.
- Rwy 26R: Ground, antenna on building, beginning 30' from DER, 396' left of centerline, up to 951' MSL. Light pole 483' from DER, 263' left of centerline, 973' MSL. Pole, railroad, light pole beginning 580' from DER, 371' left of centerline, up to 978' MSL. OL on DME, OL on LOC, beginning 369' from DER, 1' right of centerline, up to 962' MSL. Light poles beginning 1144' from DER, 211' right of centerline, up to 981' MSL. Pole, light pole beginning 1244' from DER, 543' right of centerline, up to 986' MSL. Tree 1672' from DER, 696' right of centerline, 996' MSL. Trees, beginning 2882' from DER, 673' right of centerline, up to 1030' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Turn right heading 257° to intercept and proceed on POM R-143 to POM VORTAC. Thence . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 257° to intercept and proceed on POM R-143 to POM VORTAC. Thence . . .

. . . on transition to assigned route. Cross POM VORTAC at or above 5400 and at or below 9000. Expect clearance to filed altitude 10 minutes after departure.

DAGGETT TRANSITION (HASA8.DAG): From over POM VORTAC on POM R-323 to TIMME INT, then on DAG R-227 to DAG VORTAC.

PALMDALE TRANSITION (HASA8.PMD): From over POM VORTAC on POM R-323 to HASSA INT and on POM R-323 and PMD R-142 to PMD VORTAC.

HASSA EIGHT DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

NIKKL ONE DEPARTURE

SL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS
124.25
CLNC DEL
118.1
CPDLC
GND CON
121.9 257.8
ONTARIO TOWER
120.6 360.775
SOCAL DEP CON
135.4 318.2

PARADISE
112.2 PDZ
Chan 59
N33°55.10'-W117°31.80'

WERLE
N33°52.64'
W117°29.73'
9000
4500

ARNEE
N33°49.55'
W117°27.14'
11000

SEAL BEACH
115.7 SU
Chan 104

HOMELAND
113.4 HDF

NIKKL
N33°43.85'
W117°22.38'
6000

JUMPA
N33°37.03'
W117°16.69'
Parachute jumping all
hours, 14000' and below.

HEMET
N33°41.43'
W116°52.74'

SEPEE
N33°23.86'
W117°05.76'

THERMAL
116.2 TRM
Chan 109
N33°37.69'
W116°09.61'
L-4, H-4

MISSION BAY
117.8 MZB
Chan 125
N32°46.93'-W117°13.52'
L-4, H-4

JULIAN
114.0 JU
Chan 87

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

(NOTES CONTINUED ON FOLLOWING PAGE)

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

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 8L: Ground 81' from DER, 443' left of centerline, 936' MSL.
 Building 1605' from DER, 846' left of centerline, 975' MSL.
 Light poles beginning 2042' from DER, 684' left of centerline, up to 990' MSL.
- Rwy 26L: Pole 754' from DER, 670' left of centerline, 964' MSL.
 Trees beginning 1050' from DER, 708' left of centerline, up to 985' MSL.
 Tree 1987' from DER, 329' left of centerline, 986' MSL.
 OL on GS, 125' from DER, 339' right of centerline, 982' MSL.
- Rwy 26R: Ground, antenna on building, beginning 30' from DER, 396' left of centerline, up to 951' MSL.
 Light pole 483' from DER, 263' left of centerline, 973' MSL.
 Pole, railroad, light pole beginning 580' from DER, 371' left of centerline, up to 978' MSL.
 OL on DME, OL on LOC, beginning 369' from DER, 1' right of centerline, up to 962' MSL.
 Light poles beginning 1144' from DER, 211' right of centerline, up to 981' MSL.
 Pole, light pole beginning 1244' from DER, 543' right of centerline, up to 986' MSL.
 Tree 1672' from DER, 696' right of centerline, 996' MSL.
 Trees, beginning 2882' from DER, 673' right of centerline, up to 1030' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

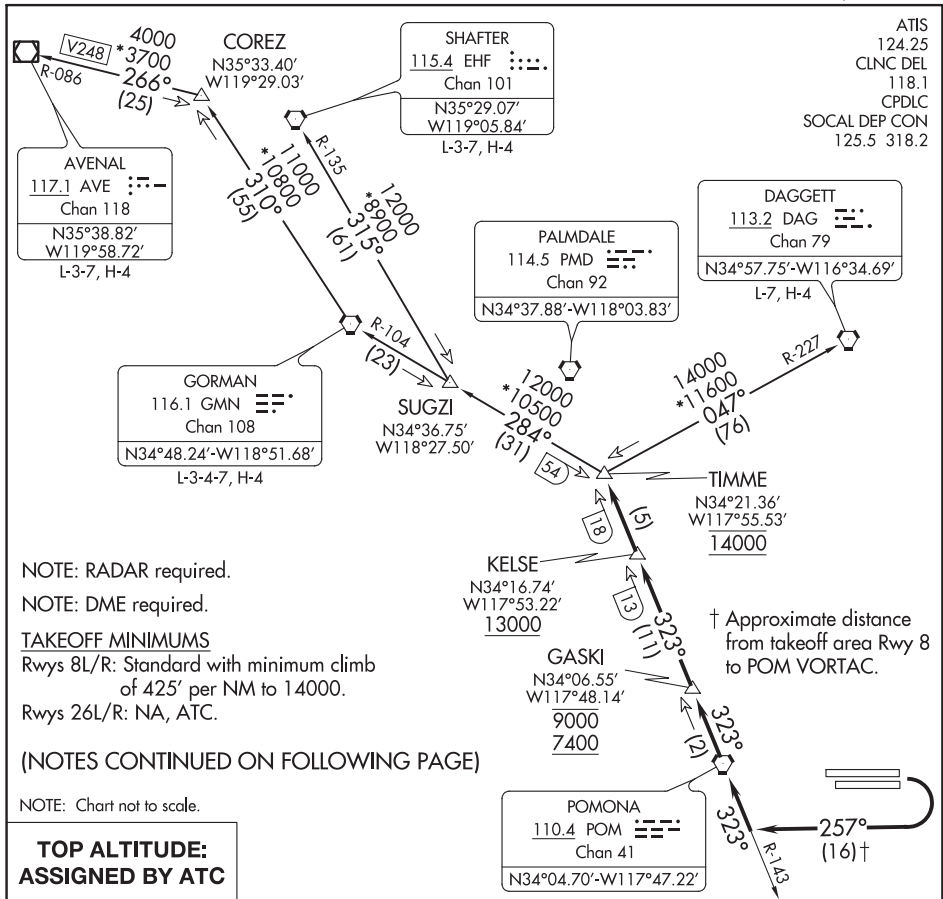
SW-3, 10 NOV 2016 to 05 JAN 2017

(ONT6.POM) 16147

ONTARIO SIX DEPARTURE

SL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Turn right heading 257° to intercept and proceed on POM R-143 to POM VORTAC. Then on depicted route. Cross GASKI at or above 7400 and at or below 9000, cross KELSE at or above 13000, cross TIMME at 14000. Thence. . . .
 . . . on (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

AVENAL TRANSITION (ONT6.AVE): From over TIMME on GMN R-104 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.

DAGGETT TRANSITION (ONT6.DAG): From over TIMME on DAG R-227 to DAG VORTAC.

GORMAN TRANSITION (ONT6.GMN): From over TIMME on GMN R-104 to GMN VORTAC.

SHAFTER TRANSITION (ONT6.EHF): From over TIMME on GMN R-104 to SUGZI then on EHF R-135 to EHF VORTAC.

ONTARIO SIX DEPARTURE

(ONT6.POM) 26MAY16

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 8L: Ground 81' from DER, 443' left of centerline, 936' MSL.
 Building 1605' from DER, 846' left of centerline, 975' MSL.
 Light poles beginning 2042' from DER, 684' left of centerline, up to 990' MSL.
- Rwy 26L: Pole 754' from DER, 670' left of centerline, 964' MSL.
 Trees beginning 1050' from DER, 708' left of centerline, up to 985' MSL.
 Tree 1987' from DER, 329' left of centerline, 986' MSL.
 OL on GS, 125' from DER, 339' right of centerline, 982' MSL.
- Rwy 26R: Ground, antenna on building, beginning 30' from DER, 396' left of centerline, up to 951' MSL.
 Light pole 483' from DER, 263' left of centerline, 973' MSL.
 Pole, railroad, light pole beginning 580' from DER, 371' left of centerline, up to 978' MSL.
 OL on DME, OL on LOC, beginning 369' from DER, 1' right of centerline, up to 962' MSL.
 Light poles beginning 1144' from DER, 211' right of centerline, up to 981' MSL.
 Pole, light pole beginning 1244' from DER, 543' right of centerline, up to 986' MSL.
 Tree 1672' from DER, 696' right of centerline, 996' MSL.
 Trees, beginning 2882' from DER, 673' right of centerline, up to 1030' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

POMONA NINE DEPARTURE

7 2011 05 JAN 2017 01:00:00

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: DME required.
NOTE: RADAR required for Runways 8L/R.
If unable to comply with the
SULZU restriction, advise ATC
prior to departure.

SHAFTER
115.4 EHF
Chan 101
N35°29.07'-W111°03.84'
L-3-7, H-4

COREZ
N35°33.40'
W119°29.03'
R-086
266°
(25)

4000
*3600
CPDLC
SOCAL DEP CON
125.5 318.2

AVENAL
117.1 AVE
Chan 118
N35°38.82'
W119°58.72'
L-3-7, H-4

GORMAN
116.1 GMN
Chan 108
N34°48.24'
W118°51.68'
L-3-4-7, H-4

DAGGETT
113.2 DAG
Chan 79
N34°57.75'-W116°34.69'
L-7, H-4

POMONA
110.4 POM
Chan 41
N34°04.70'-W117°47.22'

TOOBD
N34°32.32'
W118°27.89'

SULZU
N34°18.24'
W118°03.00'

FROUN
N34°23.96'
W117°50.45'

BUCK
N34°17.42'
W118°05.85'

10000
2900
293°
(24)

10000
2900
293°
(25)

10000
2900
293°
(165)

10000
2900
293°
(25)

10000
2900
293°
(121)

10000
2900
293°
(11)

10000
2900
293°
(19)

10000
2900
293°
(9) #

258°
258°
(16) †

10000
2900
293°
(55)

NOTE: The DAG transition requires a minimum climb of 373' per NM to MEA of 14000 when crossing POM VORTAC at 7000.

NOTE: Rwy 26L, 26R DAG transition standard with minimum climb of 470' per NM to 14000.

NOTE: Rwy 8L, 8R DAG transition standard with minimum climb of 343' per NM to 12400.

NOTE: Rwy 26L, 26R EHF and GMN transitions standard with minimum climb of 309' per NM to 8600.

NOTE: Rwy 8L, 8R EHF and GMN transitions standard with minimum climb of 282' per NM to 8500.

TAKEOFF OBSTACLE NOTES

Rwy 8L: Ground 81' from DER, 443' left of centerline, 936' MSL. Building 1605' from DER, 846' left of centerline, 875' MSL. Light poles beginning 2042' from DER, 684' left of centerline, up to 990' MSL.

Rwy 26L: Pole 754' from DER, 670' left of centerline, 964' MSL. Trees beginning 1050' from DER, 708' left of centerline, up to 985' MSL. Tree 1987' from DER, 329' left of centerline, 986' MSL. OL on GS, 125' from DER, 339' right of centerline, 982' MSL.

Rwy 26R: Ground, antenna on building, beginning 30' from DER, 396' left of centerline, up to 951' MSL. Light pole 483' from DER, 263' left of centerline, 973' MSL. Pole, railroad, light pole beginning 580' from DER, 371' left of centerline, up to 978' MSL.

OL on DME, OL on LOC, beginning 369' from DER, 1' right of centerline, up to 962' MSL. Light poles beginning 1144' from DER, 211' right of centerline, up to 981' MSL.

Pole, light pole beginning 1244' from DER, 543' right of centerline, up to 986' MSL. Tree 1672' from DER, 696' right of centerline, 996' MSL. Trees beginning 2882' from DER, 673' right of centerline, up to 1030' MSL.

† Approximate distance from takeoff area
Rwy 8 to POM VORTAC.
Approximate distance from takeoff area
Rwy 26 to POM VORTAC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

POMONA NINE DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence....

TAKEOFF RUNWAYS 26L/R: Climb heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence.....

....on (transition). Expect filed altitude ten minutes after departure.

AVENAL TRANSITION (POM9.AVE): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.

DAGGETT TRANSITION (POM9.DAG): From over POM VORTAC on POM R-301 to SULZU then on DAG R-227 to DAG VORTAC.

GORMAN TRANSITION (POM9.GMN): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC.

SHAFTER TRANSITION (POM9.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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOC I-OXR 108.7	APP CRS 256°	Rwy Idg TDZE Apt Elev	5500 44 45
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ILS or LOC RWY 25

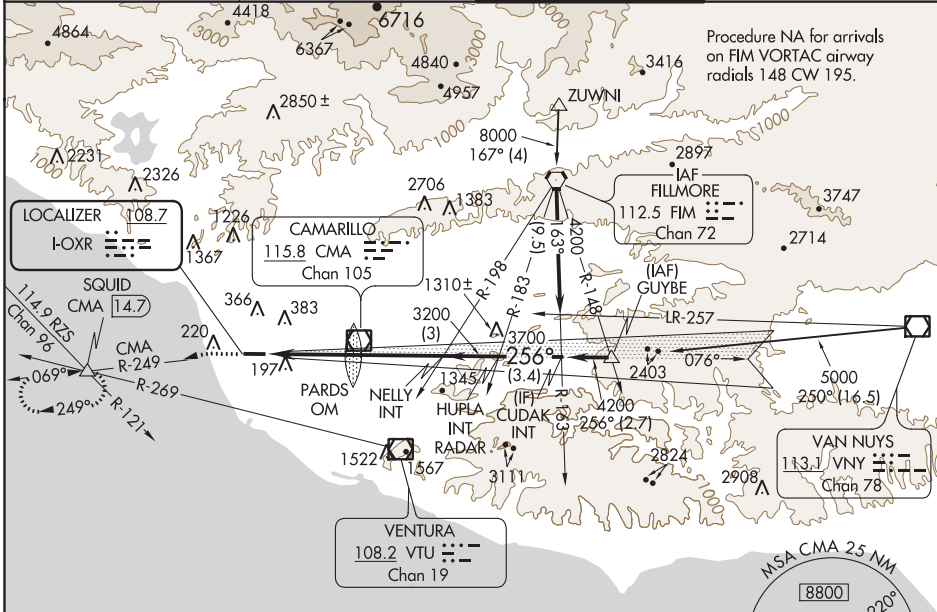
OXNARD (OXR)

⚠ Autopilot coupled approach NA below 867'. Inoperative table does not apply.
⚠ When local altimeter setting not received, use Camarillo altimeter setting and increase S-ILS 25 DA to 312 and all MDA 20 feet, increase S-LOC 25 Cat C/D visibility 1/8 mile, and Circling Cat C visibility 1/8 mile, Cat D 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.



MISSED APPROACH: Climb to 520 then climbing left turn to 2000 on CMA VOR/DME R-249 to SQUID INT/14.7 DME and hold.

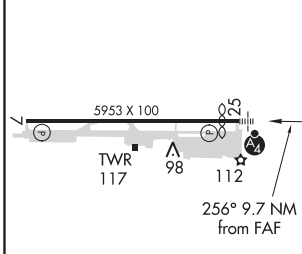
ATIS 118.05	POINT MUGU APP CON ★ 124.7 335.5	OXNARD TOWER ★ 134.95 (CTAF) 257.8	GND CON 121.9
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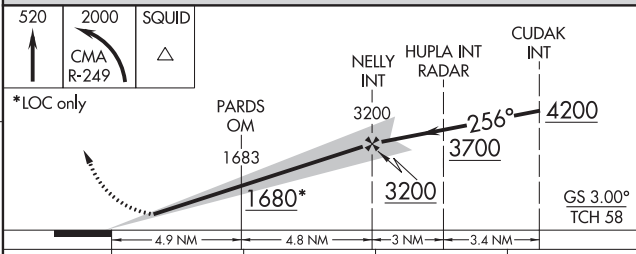
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 45	D	TDZE 44
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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



CATEGORY	A	B	C	D
S-ILS 25	294-1 250 (300-1)			
S-LOC 25	580-1	536 (600-1)	580-1½	536 (600-1½)
CIRCLING	580-1	535 (500-1)	580-1½	700-2 655 (700-2)

WAAS CH 72623 W07A	APP CRS 075°	Rwy Idg TDZE Apt Elev	5954 37 45
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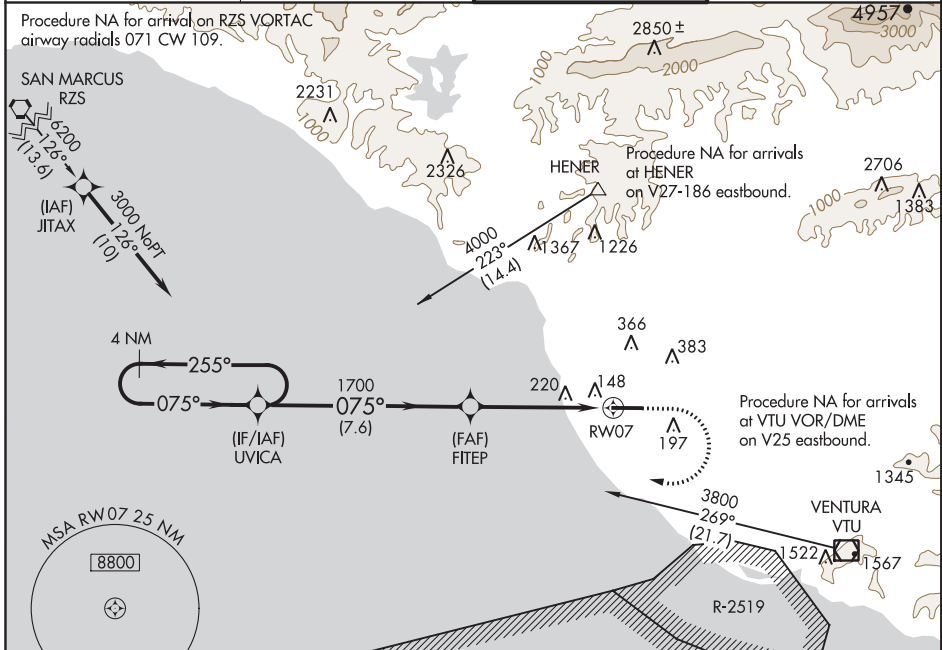
RNAV (GPS) RWY 7

OXNARD (OXR)

Baro-VNAV NA when using Camarillo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Camarillo altimeter setting and increase all DA 18 feet and all MDA 20 feet, increase Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct UVICA and hold.

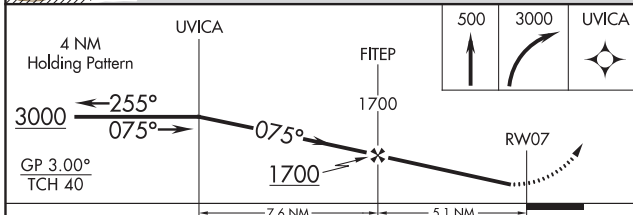
ATIS 118.05	POINT MUGU APP CON* 124.7 335.5	OXNARD TOWER* 134.95 (CTAF) 257.8	GND CON 121.9
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	45	TDZE	37
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ELEV	45	TDZE	37
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RWY 7

RWY 25

TWR 117

R-2519

REIL Rwy 7

MIRL Rwy 7-25

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)	500-1 $\frac{1}{2}$ 455 (500-1 $\frac{1}{2}$)	700-2 655 (700-2)

WAAS CH 86299 W25A	APP CRS 256°	Rwy Idg 5500 TDZE 44 Aprt Elev 45
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RNAV (GPS) RWY 25

OXNARD (OXR)

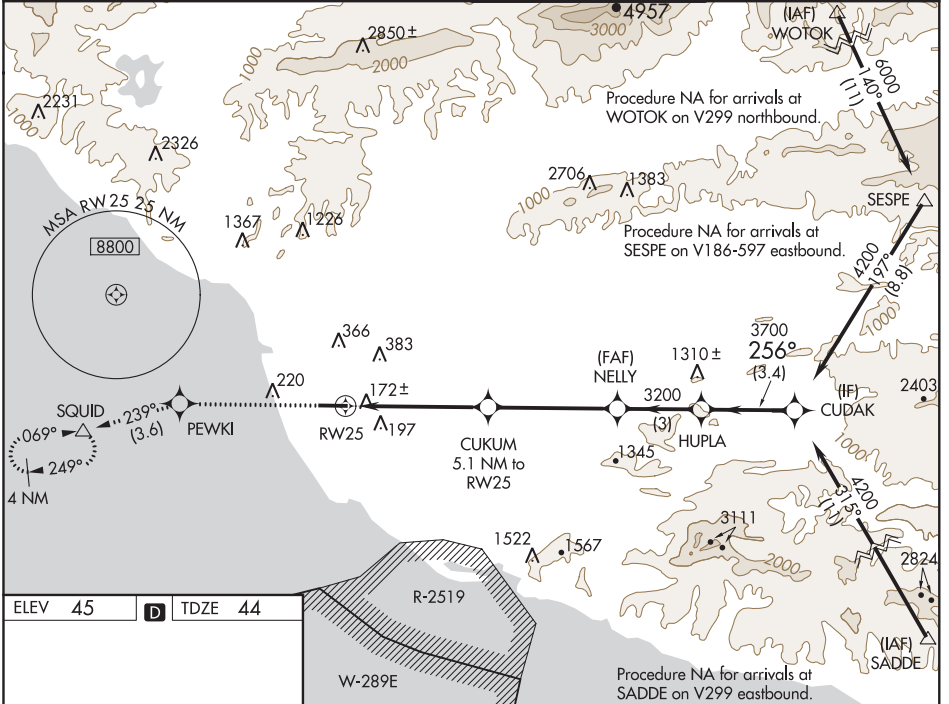
⚠ Inoperative table does not apply. Baro-VNAV NA when using Camarillo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Camarillo altimeter setting and increase all DA 18 feet, all MDA 20 feet, and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MALSF

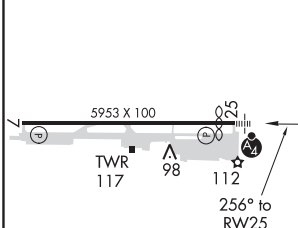


MISSED APPROACH: Climb to 2000 direct PEWKI and on track 239° to SQUID and hold.

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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ELEV 45	D	TDZE 44
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2000	PEWKI	tr 239°	SQUID	NELLY	HUPLA	CUDAK
			CUKUM 5.1 NM to RW25	3200	3700	4200
LNAV only			1720	3200		GP 3.00° TCH 58
5.1 NM		4.6 NM		3 NM		3.4 NM

CATEGORY	A		B		C		D
LPV DA	294-1		250 (300-1)				
LNAV/VNAV DA	333-1		289 (300-1)				
LNAV MDA	520-1	476 (500-1)		520-1 3/8	476 (500-1 3/8)		
CIRCLING	520-1	475 (500-1)		520-1 1/2	700-2		655 (700-2)

SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME CMA 115.8 Chan 105	APP CRS 247°	Rwy Idg 5500 TDZE 44 Apt Elev 45
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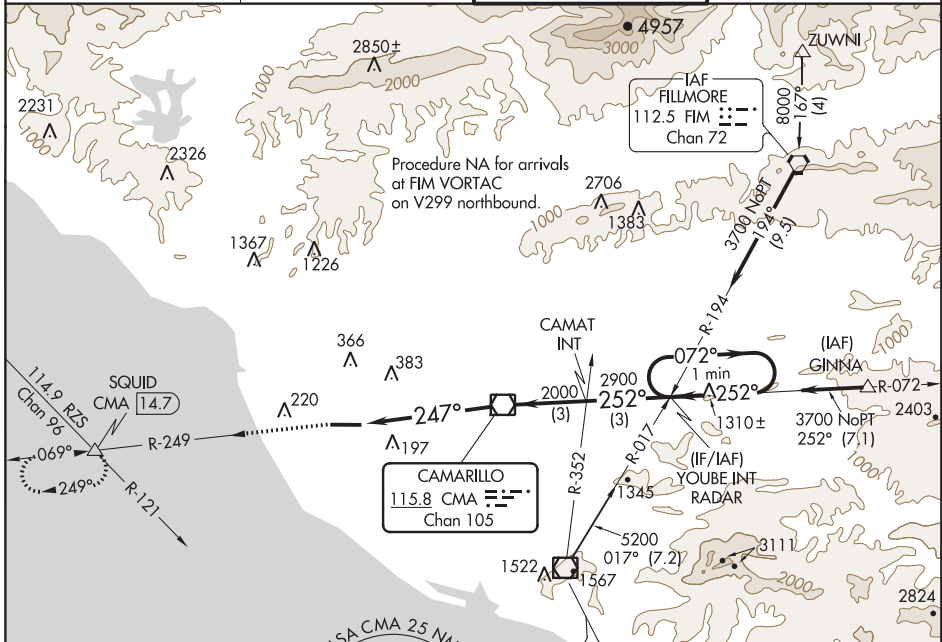
VOR RWY 25

OXNARD (OXR)

⚠ Inoperative table does not apply. When local altimeter setting not received, use Camarillo altimeter setting and increase all MDA 20 feet, increase Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MALSF  MISSED APPROACH: Climb to 2000 on CMA R-249 to SQUID INT/14.7 DME and hold.

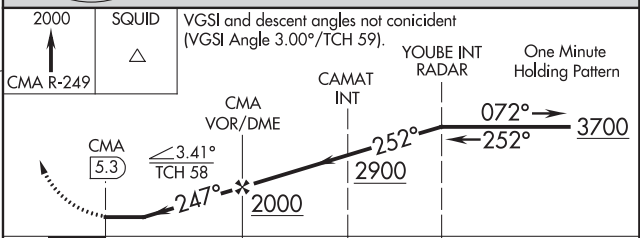
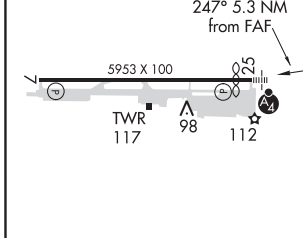
ATIS 118.05	POINT MUGU APP CON* 124.7 335.5	OXNARD TOWER* 134.95 (CTAF) 257.8	GND CON 121.9
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 45	D	TDZE 44
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REIL Rwy 7 

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	540-1	496 (500-1)	540-1 3/8	496 (500-1 1/8)
CIRCLING	540-1	495 (500-1)	540-1 1/2	700-2 655 (700-2)

AIRPORT DIAGRAM

AL-674 (FAA)

OXNARD (OXR)
OXNARD, CALIFORNIA

ATIS
118.05
OXNARD TOWER ★
134.95 257.8
GND CON
121.9



34°12.5' N

VAR 12.5° E

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
45

ELEV
34

078.0°

5953 X 100

258.0°

25

34°12' N

HANGARS

FIRE
STATION

TWR
117

TERMINAL

HANGARS

RUN-UP
PAD

112

RWY 07-25
PCN 30 F/A/W/T
S-83, D-126, 2S-89, 2D-238

34°11.5' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

119°13' W

119°12' W

AIRPORT DIAGRAM

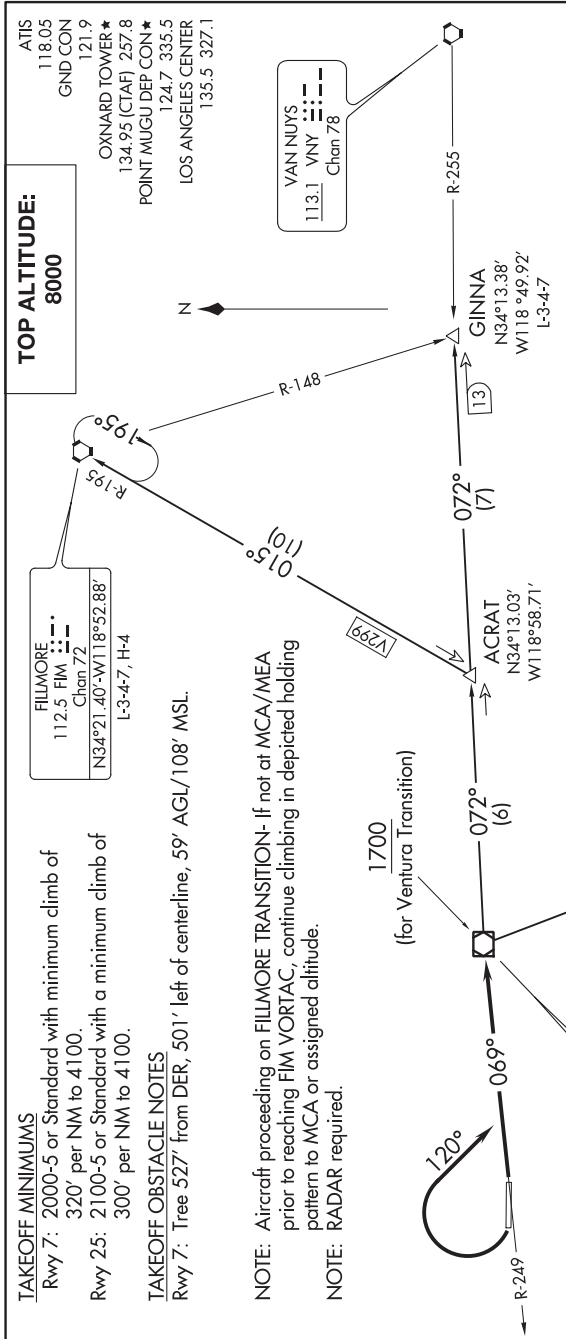
OXNARD, CALIFORNIA
OXNARD (OXR)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

CAMARILLO SIX DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017



TAKEOFF MINIMUMS

- Rwy 7: 2000-5 or Standard with minimum climb of 320' per NM to 4100.
- Rwy 25: 2100-5 or Standard with a minimum climb of 300' per NM to 4100.

TAKEOFF OBSTACLE NOTES

Rwy 7: Tree 527' from DER, 501' left of centerline, 59' AGL/108' MSL.

NOTE: Aircraft proceeding on FILLMORE TRANSITION- If not at MCA/MEA prior to reaching FIM VORTAC, continue climbing in depicted holding pattern to MCA or assigned altitude.

NOTE: RADAR required.

TOP ALTITUDE:

8000

ATIS 118.05
GND CON 121.9

OXNARD TOWER ★ 134.95 (CTAF) 257.8
POINT MUGU DEP CON ★ 124.7, 335.5
LOS ANGELES CENTER 135.5 327.1

VAN NUYS
113.1 VNY
Chan 78

CAMARILLO
115.8 CMA
Chan 105
N34°12.75'-W119°05.66'

VENTURA
108.2 VTU
Chan 19
N34°06.90'-W119°02.97'

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb to 8000 (or assigned altitude) on CMA R-249 to CMA VOR/DME, thence, . . .

TAKEOFF RUNWAY 25: Climb right turn to 8000 (or assigned altitude) on heading 120° to intercept CMA R-249 to CMA VOR/DME, thence, . . . on (assigned route) or (transition).

FILLMORE TRANSITION (CMA6.FIM): From over CMA VOR/DME via CMA R-072 to ACRAT INT then via FIM R-195 to FIM VORTAC.
GINNA TRANSITION (CMA6.GINNA): From over CMA VOR/DME via CMA R-072 to GINNA INT.
VENTURA TRANSITION (CMA6.VTU): From over CMA VOR/DME via VTU R-324 to VTU VOR/DME.

SW-3, 10 NOV 2016 to 05 JAN 2017

CAMARILLO SIX DEPARTURE

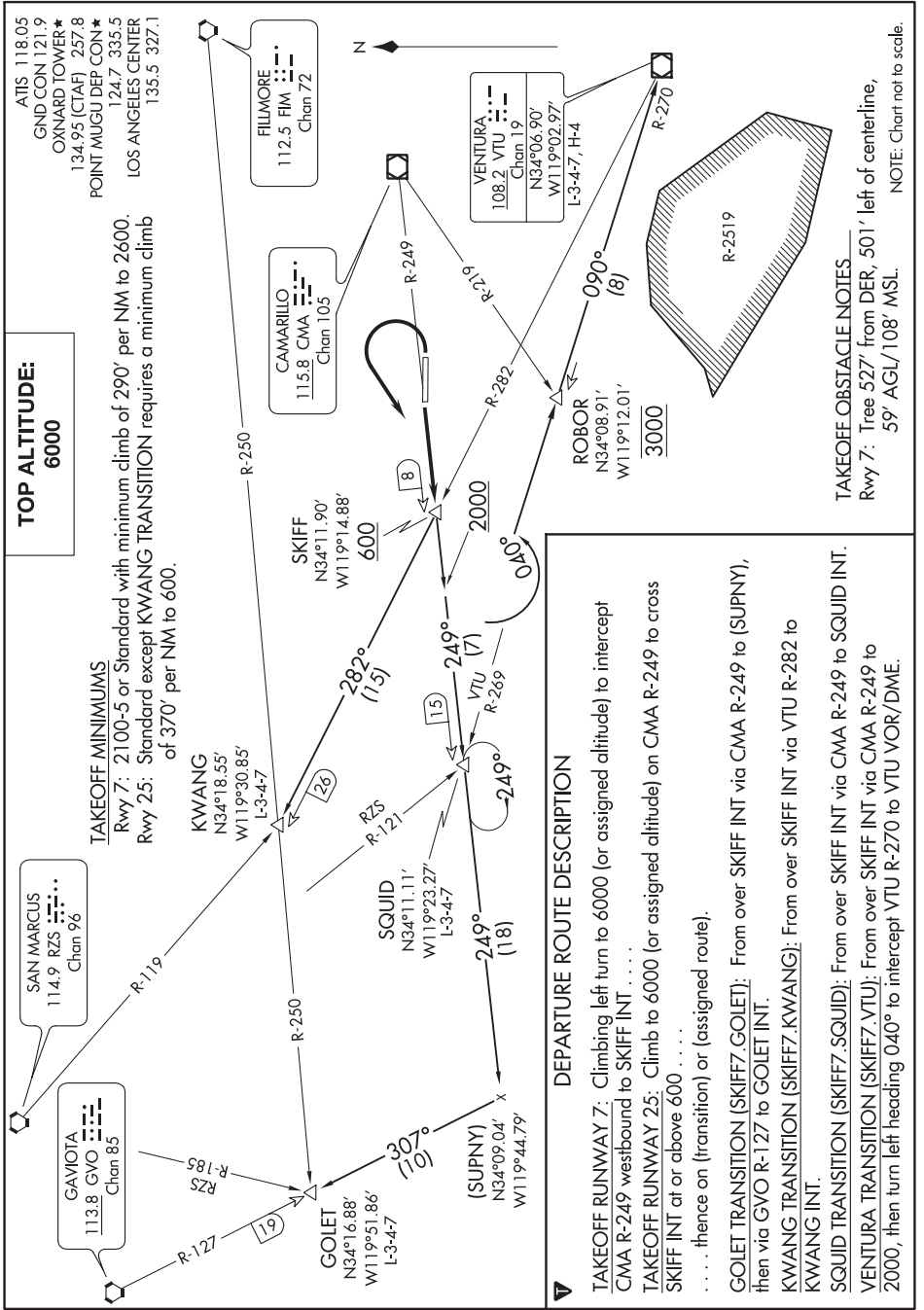
(SKIFF7.SKIFF) 16259

SKIFF SEVEN DEPARTURE

SL-674 (FAA)

OXNARD (OXR)
OXNARD, CALIFORNIA

7 NOV 2016 10:10:10 'C-WS



SKIFF SEVEN DEPARTURE

(SKIFF7.SKIFF) 15SEP16

OXNARD, CALIFORNIA
OXNARD (OXR)

SW-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing left turn to 6000 (or assigned altitude) to intercept CMA R-249 westbound to SKIFF INT

TAKEOFF RUNWAY 25: Climb to 6000 (or assigned altitude) on CMA R-249 to cross SKIFF INT at or above 600

. . . . thence on (transition) or (assigned route).

GOLET TRANSITION (SKIFF7.GOLET): From over SKIFF INT via CMA R-249 to (SUPNY), then via GVO R-127 to GOLET INT.

KWANG TRANSITION (SKIFF7.KWANG): From over SKIFF INT via VTU R-282 to KWANG INT.

SQUID TRANSITION (SKIFF7.SQUID): From over SKIFF INT via CMA R-249 to SQUID INT.

VENTURA TRANSITION (SKIFF7.VTU): From over SKIFF INT via CMA R-249 to 2000, then turn left heading 040° to intercept VTU R-270 to VTU VOR/DME.

TAKEOFF MINIMUMS
Rwy 7: 2100-5 or Standard with minimum climb of 290' per NM to 2600.
Rwy 25: Standard except KWANG TRANSITION requires a minimum climb of 370' per NM to 600.

TOP ALTITUDE:
6000

TAKEOFF OBSTACLE NOTES
Rwy 7: Tree 527' from DER, 501' left of centerline, 59' AGL/108' MSL.

ATIS 118.05
GND CON 121.9
OXNARD TOWER*
134.95 (CTAF) 257.8
POINT MUGU DEP CON*
124.7 335.5
LOS ANGELES CENTER
135.5 327.1

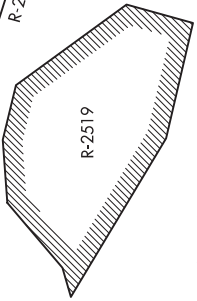
FILLMORE
112.5 FIM
Cham 72

CAMARILLO
115.8 CMA
Cham 105

VENTURA
108.2 VTU
Cham 19
N34°06.90'
W119°02.97'
L-3-4-7, H-4

SKIFF
N34°11.90'
W119°14.88'
600

ROBOR
N34°08.91'
W119°12.01'
3000



SAN MARCUS
114.9 RZS
Chan 96

GAVIOTA
113.8 GVO
Chan 85

KWANG
N34°18.55'
W119°30.85'
L-3-4-7

SQUID
N34°11.11'
W119°23.27'
L-3-4-7

GOLET
N34°16.88'
W119°51.86'
L-3-4-7

(SUPNY)
N34°09.04'
W119°44.79'

APP CRS 102°	Rwy Idg 5002
	TDZE 73
	Apt Elev 73

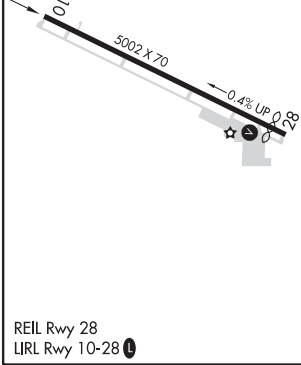
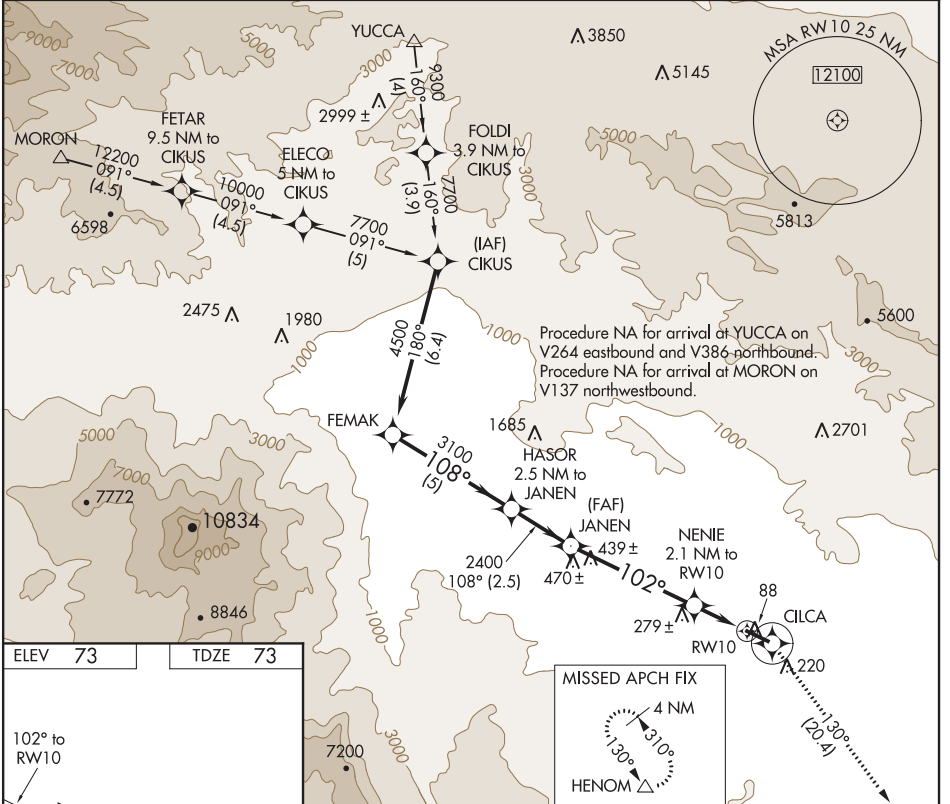
RNAV (GPS) RWY 10

BERMUDA DUNES (UDD)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Jacqueline Cochran Rgnl altimeter setting.

MISSED APPROACH: Climb to 3700 direct CILCA and via 130° track to HENOM and hold.

JACQUELINE COCHRAN RGNL 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	HENOM
	4500			↑		130° tr
Procedure Turn NA	4500	3100	2400	3.08° TCH 40	2.1 NM to RW10	
	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)	700-1¾ 627 (700-1¾)		NA

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SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4702
296°	TDZE	66
	Apt Elev	73

RNAV (GPS) RWY 28

BERMUDA DUNES (UDD)

<p>▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> <p>△ NA Use Jacqueline Cochran Rgnl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3300 via course 296° to AKEGE WP then right turn via course 298° to PSP VORTAC and hold.</p>
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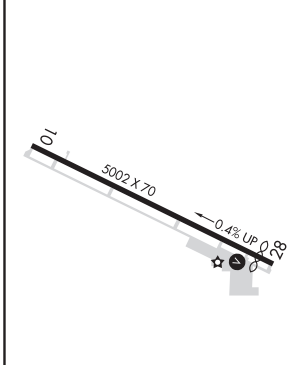
JACQUELINE COCHRAN RGNL ASOS 118,325	SOCAL APP CON ★ 135,275 251.1	UNICOM 122.8 (CTAF)
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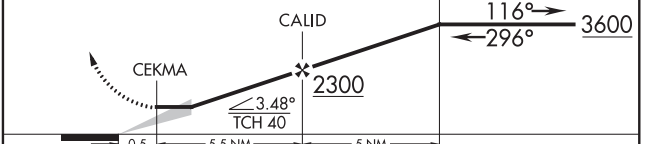
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 73	TDZE 66
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3300	AKEGE	PSP	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 33).	4 NM Holding Pattern
↑ crs 296°	✦	↷ crs 298°		



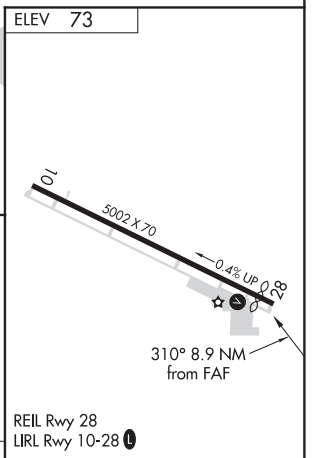
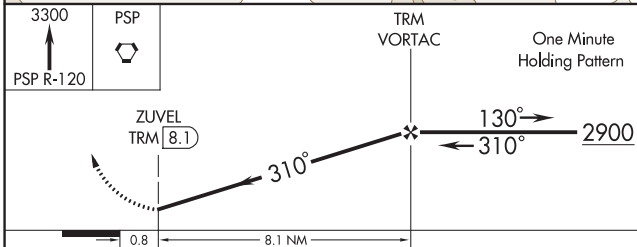
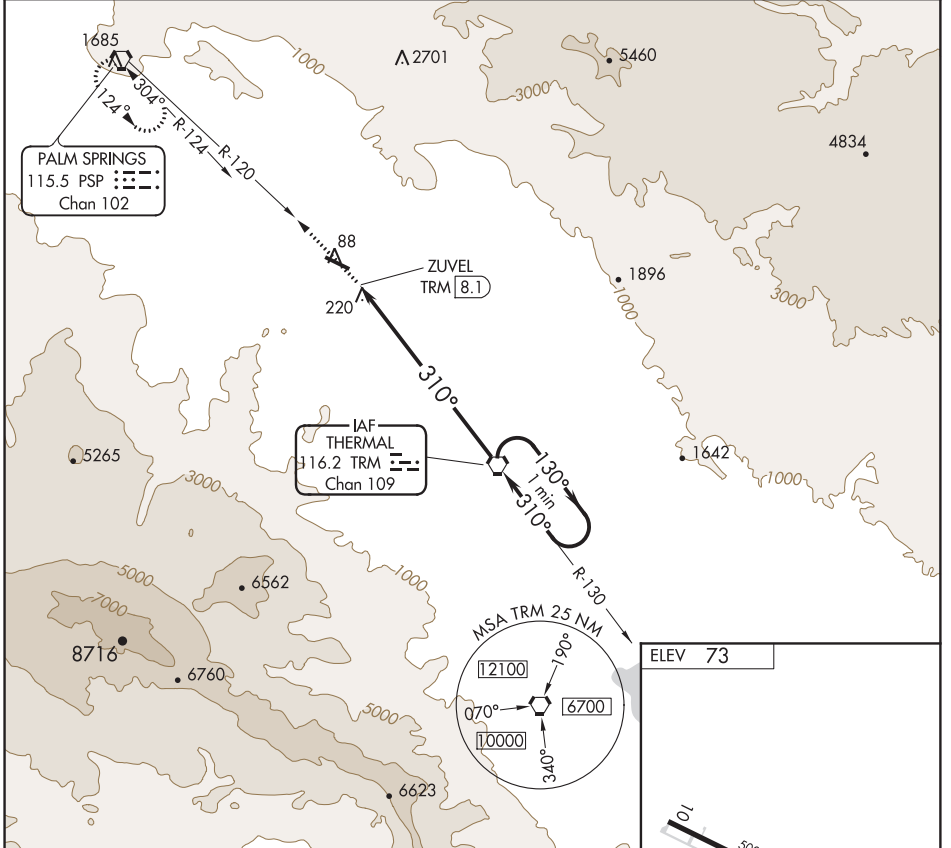
CATEGORY	A	B	C	D
LNAV MDA	1020-1¼ 954 (1000-1¼)	1020-1½ 954 (1000-1½)	1020-3 954 (1000-3)	NA
CIRCLING	1020-1¼ 947 (1000-1¼)	1020-1½ 947 (1000-1½)	1020-3 947 (1000-3)	NA

VORTAC TRM 116.2 Chan 109	APP CRS 310°	Rwy Idg TDZE Apt Elev	N/A N/A 73
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VOR-C
BERMUDA DUNES (UDD)

NA Use Jacqueline Cochran Rgnl altimeter setting. MISSED APPROACH: Climb to 3300 via PSP R-120 to PSP VORTAC and hold.

JACQUELINE COCHRAN RGNL ASOS 118,325	SOCAL APP CON * 135,275 251.1	UNICOM 122.8 (CTAF) 0
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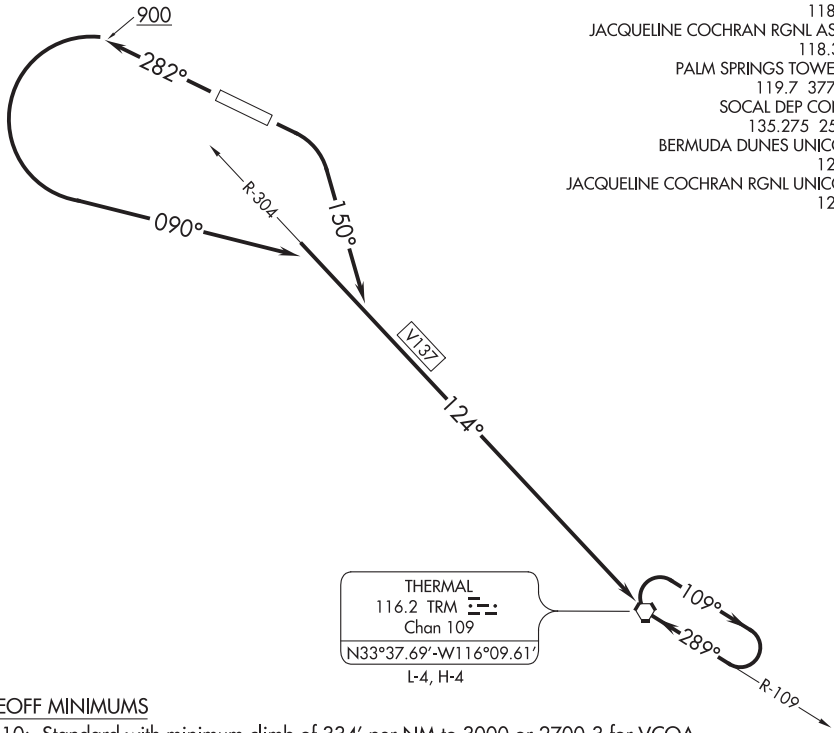
CATEGORY	A	B	C	D	FAF to MAP 8.1 NM					
CIRCLING	920-1 847 (900-1)	920-1¼ 847 (900-1¼)	920-2½ 847 (900-2½)	NA	Knots	60	90	120	150	180
					Min:Sec	8:06	5:24	4:03	3:14	2:42

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

BERMUDA DUNES ONE DEPARTURE (OBSTACLE)

- PALM SPRINGS INTL ATIS 118.25
- JACQUELINE COCHRAN RGNL 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



THERMAL
116.2 TRM
Chan 109
N33°37.69'-W116°09.61'
L-4, H-4

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.

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SW-3, 10 NOV 2016 to 05 JAN 2017

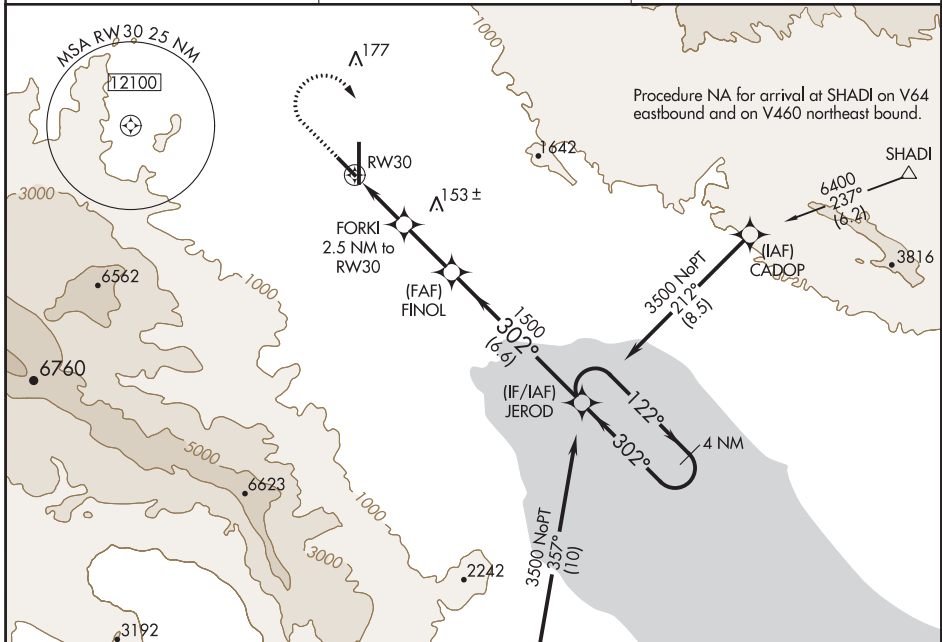
APP CRS 302°	Rwy Idg TDZE Apt Elev	4995 -121 -114
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RNAV (GPS) RWY 30

JACQUELINE COCHRAN RGNL (TRM)

▽ NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct JEROD WP and hold.
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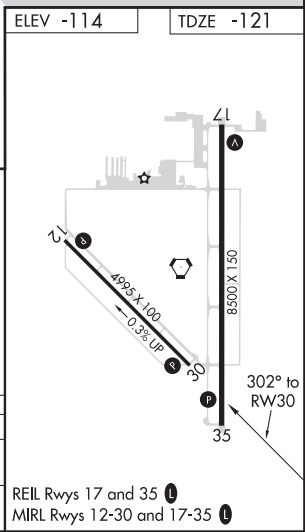
ASOS 118.325	SOCAL APP CON ★ 135.275 251.1	UNICOM 123.0 (CTAF) 0
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV -114	TDZE -121
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1000	3500	JEROD	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 25).
↑	↻	✧	JEROD 4 NM Holding Pattern
1.1	1.4	2.4	6.6
RW30	FORKI 2.5 NM to RW30	FINOL	JEROD
1.1 NM to RW30	≤ 3.04° TCH 45	1500	3500
720	302°	122°	302°

CATEGORY	A	B	C	D
LNVA MDA	260-1	374 (400-1)		260-1¼ 374 (400-1¼)
CIRCLING	320-1 434 (500-1)	340-1 454 (500-1)	340-1½ 454 (500-1½)	500-2 614 (700-2)

REIL Rwy 17 and 35 **0**
MIRL Rwy 12-30 and 17-35 **0**

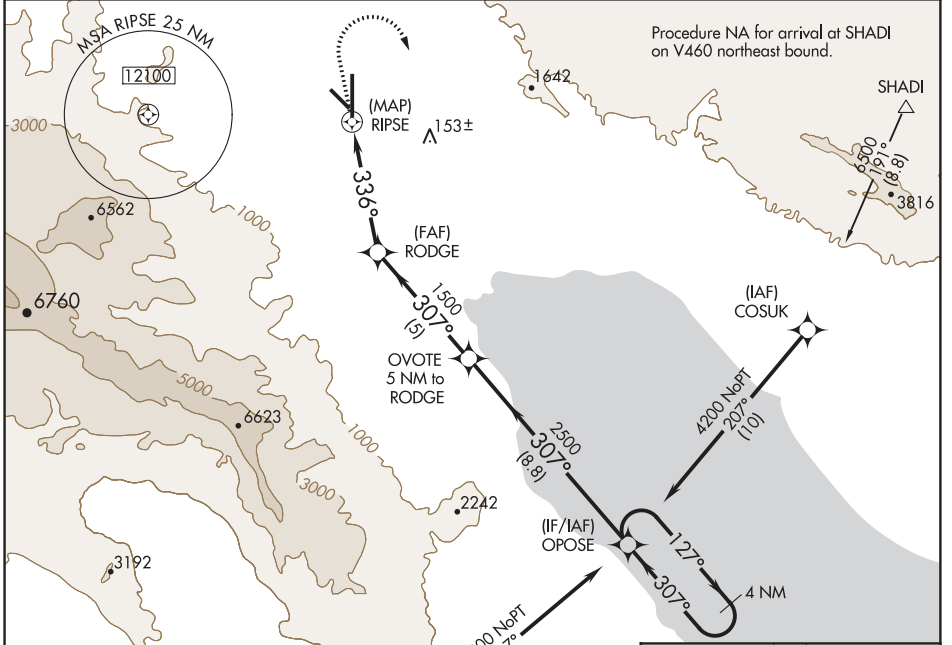
APP CRS 336°	Rwy Idg 8500
	TDZE -124
	Apt Elev -114

RNAV (GPS) RWY 35

JACQUELINE COCHRAN RGNL (TRM)

<p>NA DME/DME RNP- 0.3 NA.</p>	<p>MISSED APPROACH: Climb to 1350 then climbing right turn to 4200 direct OPOSE WP and hold.</p>
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<p>ASOS 118.325</p>	<p>SOCAL APP CON * 135,275 251.1</p>	<p>UNICOM 123.0 (CTAF)</p>
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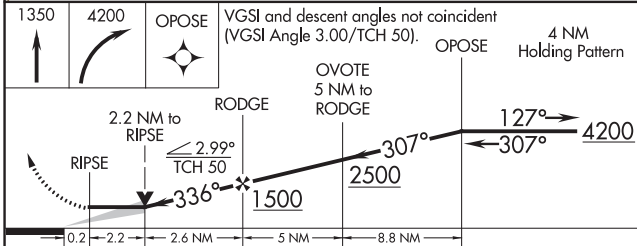


SW-3, 10 NOV 2016 to 05 JAN 2017

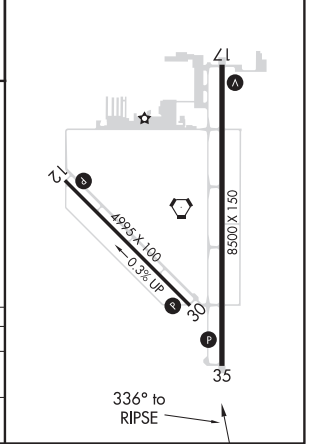
SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV -114	TDZE -124
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MIRL Rwy 12-30 and 17-35
REIL Rwy 17 and 35



CATEGORY	A	B	C	D
LNVA MDA	700-1 824 (900-1)	700-1¼ 824 (900-1¼)	700-2½ 824 (900-2½)	700-2¾ 824 (900-2¾)
CIRCLING	700-1 814 (900-1)	700-1¼ 814 (900-1¼)	700-2½ 814 (900-2½)	700-2¾ 814 (900-2¾)



VORTAC TRM 116.2 Chan 109	APP CRS 316°	Rwy Idg TDZE Apt Elev	4995 -121 -114
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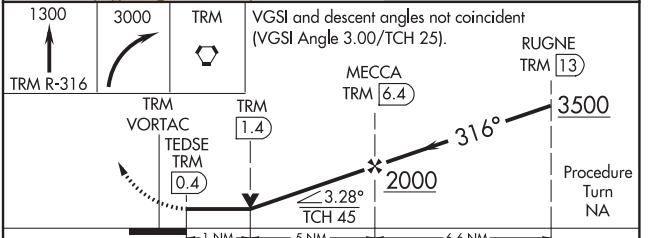
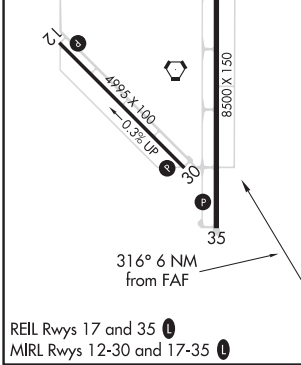
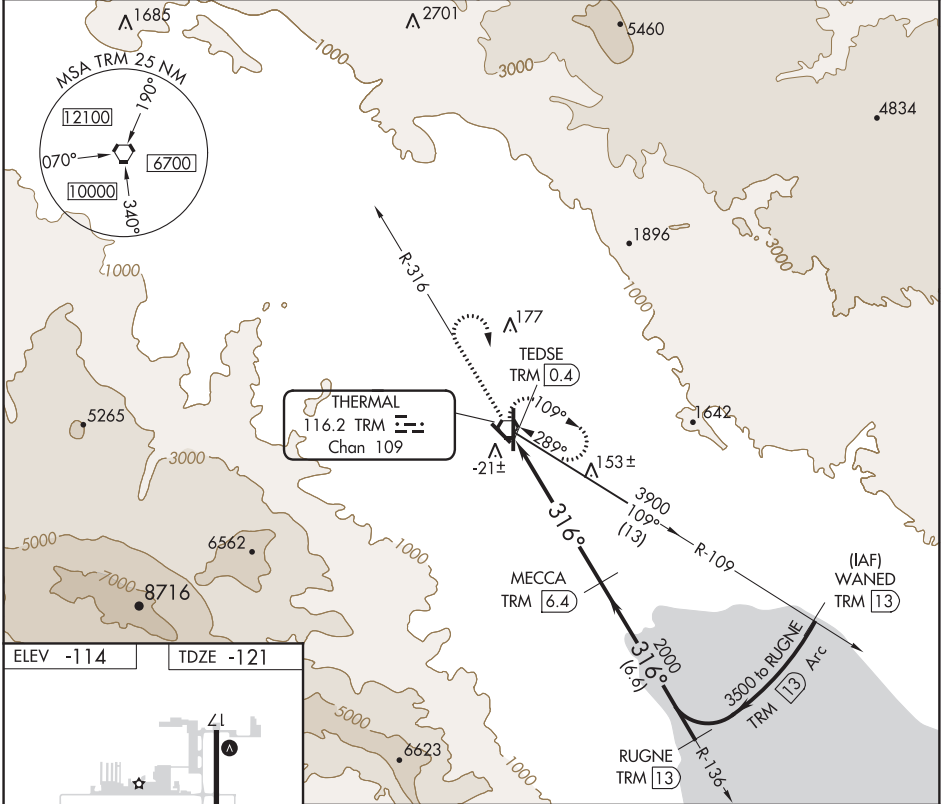
VOR/DME RWY 30

JACQUELINE COCHRAN RGNL (TRM)

NA

MISSED APPROACH: Climb to 1300 via TRM R-316 then climbing right turn to 3000 direct TRM VORTAC and hold.

ASOS 118.325	SOCAL APP CON* 135.275 251.1	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-30	240-1 361 (400-1)			240-1½ 361 (400-1½)
CIRCLING	340-1	454 (500-1)	340-1½ 454 (500-1½)	500-2 614 (700-2)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

PALM SPRINGS, CALIFORNIA

AL-529 (FAA)

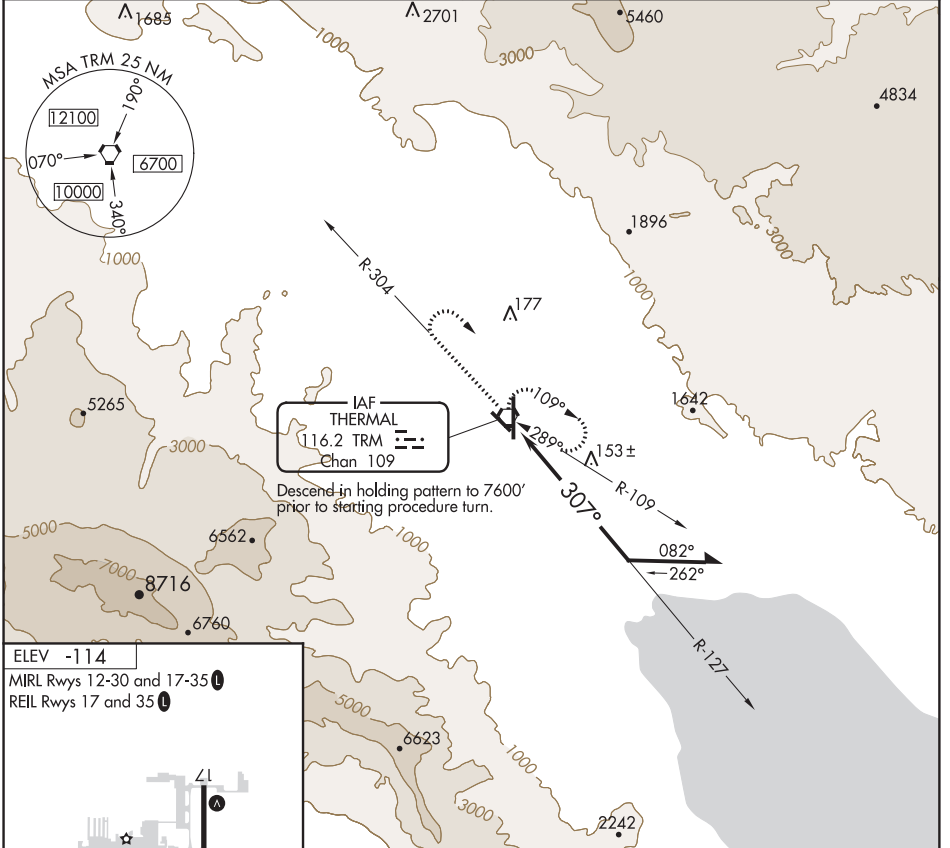
15120

VORTAC TRM 116.2 Chan 109	APP CRS 307°	Rwy Idg TDZE Apt Elev	N/A N/A -114
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VOR-A
JACQUELINE COCHRAN RGNL (TRM)

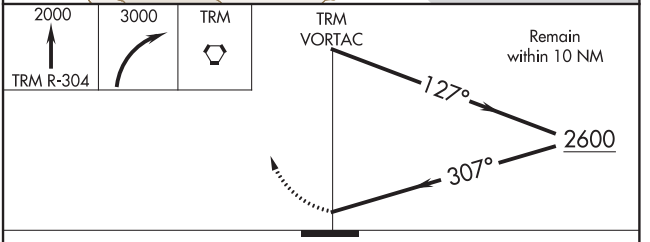
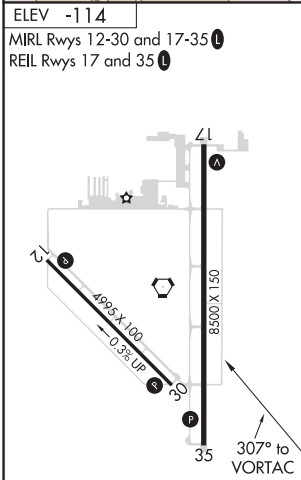
MISSED APPROACH: Climb to 2000 via TRM R-304 then climbing right turn to 3000 direct TRM VORTAC and hold.

ASOS 118.325	SOCAL APP CON * 135.275 251.1	UNICOM 123.0 (CTAF)
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IAF
THERMAL
116.2 TRM
Chan 109

Descend in holding pattern to 7600' prior to starting procedure turn.



CATEGORY	A	B	C	D
CIRCLING	1100-1¼ 1214 (1300-1¼)	1100-1½ 1214 (1300-1½)	1100-3	1214 (1300-3)

PALM SPRINGS, CALIFORNIA
Orig-A 28NOV02

33°38'N-116°10'W


JACQUELINE COCHRAN RGNL (TRM)
VOR-A


SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017

MECCA ONE DEPARTURE

ASOS
118.325
UNICOM (CTAF)
123.0
THERMAL RCO
122.3
SOCAL DEP CON *
135.275 251.1
LOS ANGELES CENTER
128.15 285.6

TWENTYNINE PALMS
114.2 TNP 
Chan 89
N34°06.73'-W115°46.19'
L-4, H-4

PALM SPRINGS
115.5 PSP 
Chan 102
N33°52.20'-W116°25.79'
L-4, H-4

THERMAL
116.2 TRM 
Chan 109
N33°37.69'-W116°09.61'
L-4, H-4

CLOUD
N 33°54.17'
W115°56.36'
L-4

CONES
N 33°48.28'
W116°01.11'
L-4

MECCA
N 33°32.19'
W116°05.67'

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 12, Rwy 17, Rwy 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.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MECCA ONE DEPARTURE



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.

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.
 Windssock 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.
- 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: Windssock 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.

APP CRS	Rwy Idg	8500
309°	TDZE	430
	Apt Elev	477

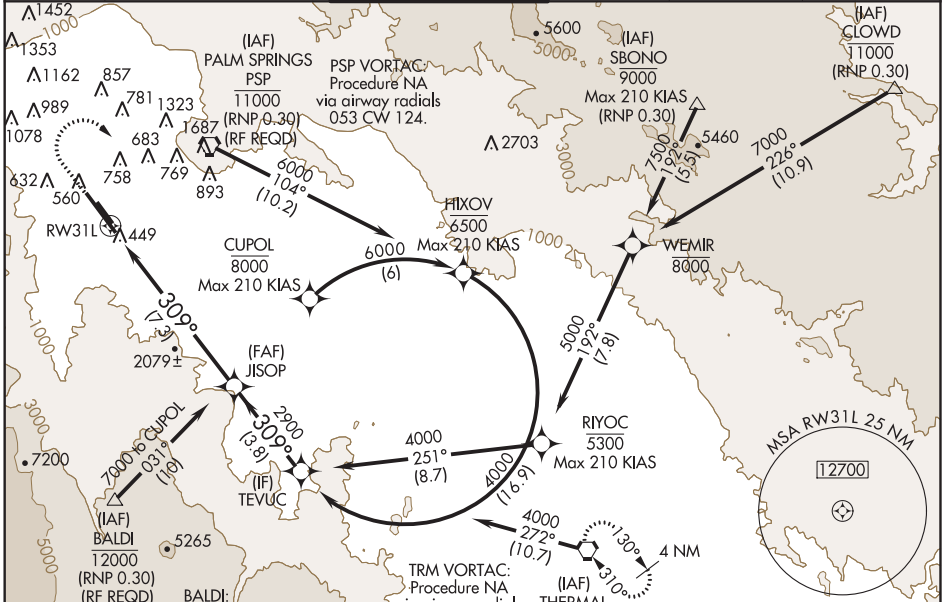
RNAV (RNP) Y RWY 31L

PALM SPRINGS INTL (PSP)

GPS required. Procedure NA when control tower closed.
NA For uncompensated Baro-VNAV systems, procedure NA below 2°C (35°F) or above 38°C (102°F).
 Missed approach requires minimum climb of 340' per NM to 3000.

MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct TRM VORTAC and hold.

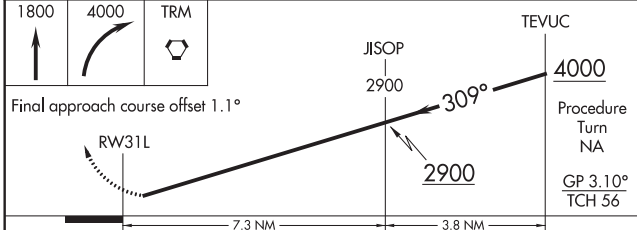
ATIS 118.25	SOCAL APP CON * 126.7 370.95 135.275 251.1	PALM SPRINGS TOWER * 119.7 (CTAF) 377.05	GND CON 121.9	CLNC DEL 128.35	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	477	D	TDZE	430
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HIRL Rwy 13R-31L
 MIRL Rwy 13L-31R
 REIL Rwy 13L, 13R, 31L, and 31R

CATEGORY	A	B	C	D
RNP 0.30 DA	734-1 304 (300-1)			

AUTHORIZATION REQUIRED

APP CRS 130°	Rwy Idg 6857
	TDZE 451
	Apt Elev 476

RNAV (RNP) Z RWY 13R

PALM SPRINGS INTL (PSP)

NA For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 54°C (130°F).
RF required. GPS required.
Procedure NA when control tower closed.

MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct TRM VORTAC and hold.

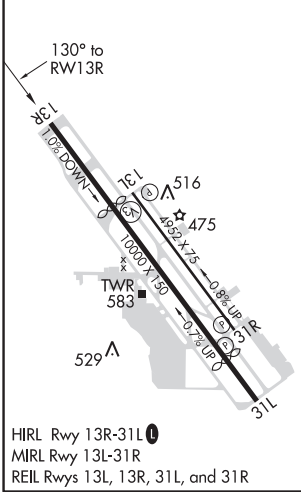
ATIS 118.25	SOCAL APP CON * 126.7 370.95 135.275 251.1	PALM SPRINGS TOWER * 119.7 (CTAF) 377.05	GND CON 121.9	CLNC DEL 128.35	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 476	D	TDZE 451
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HIRL Rwy 13R-31L
MIRL Rwy 13L-31R
REIL Rwy 13L, 13R, 31L, and 31R

Procedure NA for arrival on TRM VORTAC airway radials 263 CW 021.

(IAF) THERMAL TRM 9000 (RNP 0.30)

MISSED APCH FIX

THERMAL TRM 130° 4 NM

WASAK	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 41).			
6000	LACIV	FIVUT	JEXOT	NUDCI
	4400	3800	2900	1713
GP 3.00° TCH 45	5 NM	1.9 NM	2.9 NM	3.7 NM
31L				RWY 13R
529				
516				
475				
583				
31L				

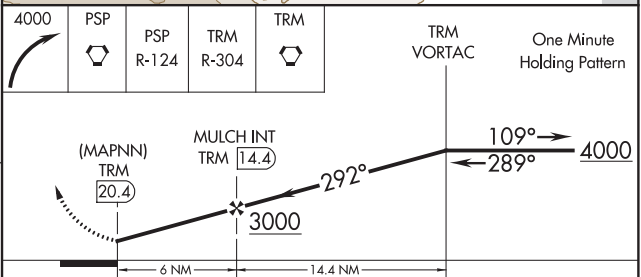
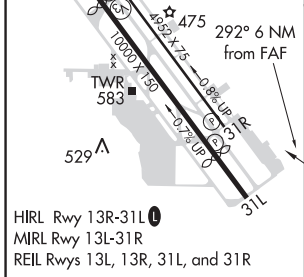
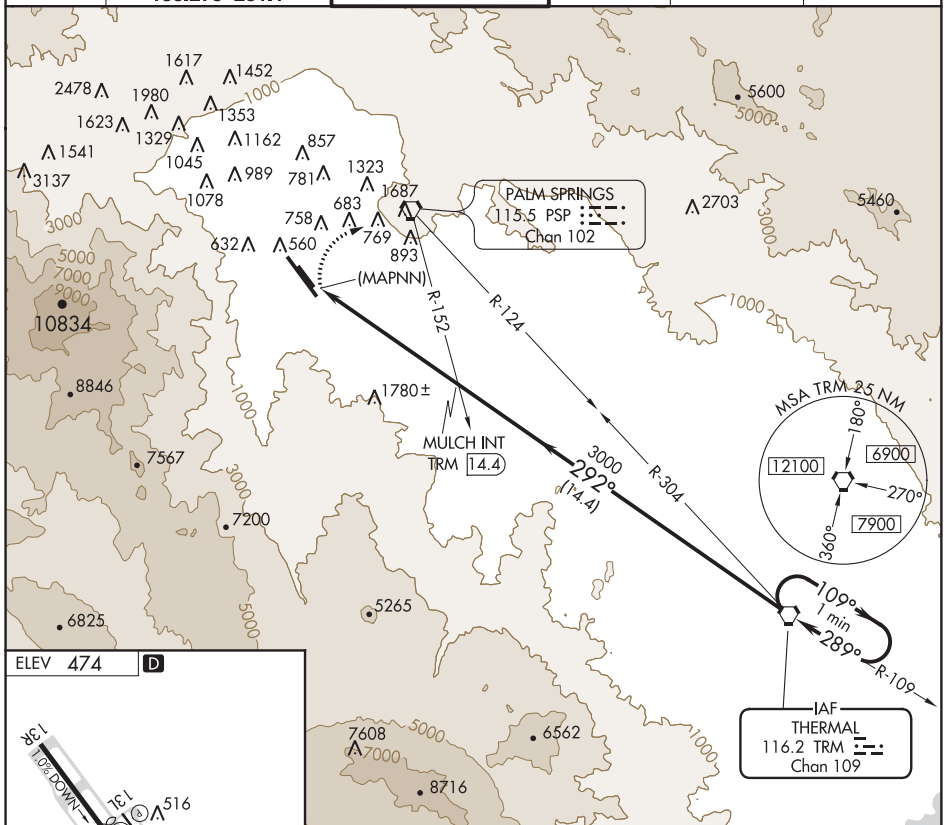
AUTHORIZATION REQUIRED

VORTAC TRM 116.2 Chan 109	APP CRS 292°	Rwy Idg TDZE Apt Elev	N/A N/A 474
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VOR or GPS-B PALM SPRINGS INTL (PSP)

⚠ Circling not authorized southwest of Rwy 13R-31L. MISSED APPROACH: Climbing right turn to 4000 direct PSP VORTAC then via PSP R-124 and TRM R-304 to TRM VORTAC and hold.

ATIS 118.25	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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FAF to MAP 6 NM		CATEGORY	A	B	C	D
Knots	60 90 120 150 180	CIRCLING	2300-1¼ 1826 (1900-1¼)	2300-1½ 1826 (1900-1½)	2300-3	1826 (1900-3)
Min:Sec	6:00 4:00 3:00 2:24 2:00					

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

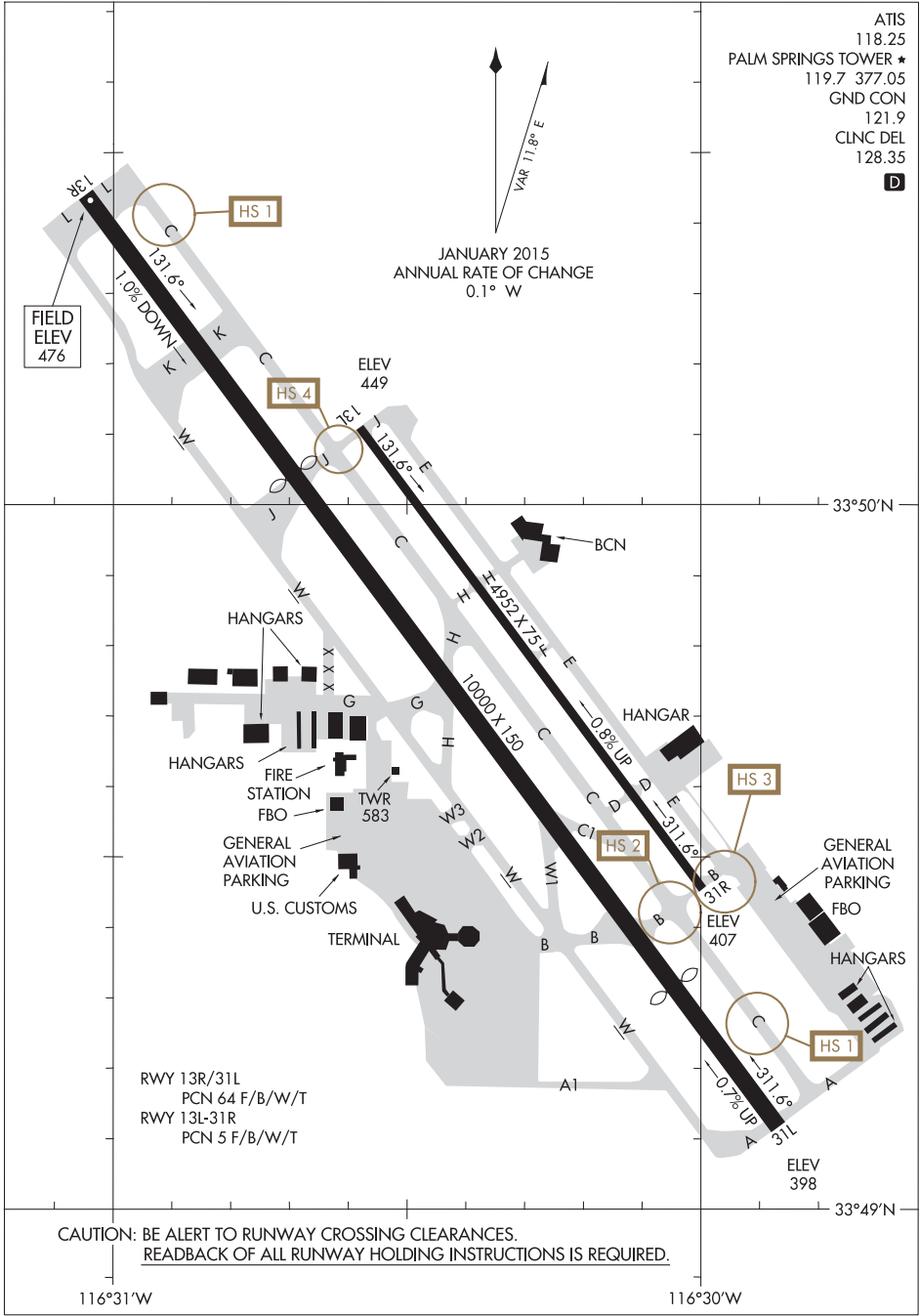
AIRPORT DIAGRAM

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

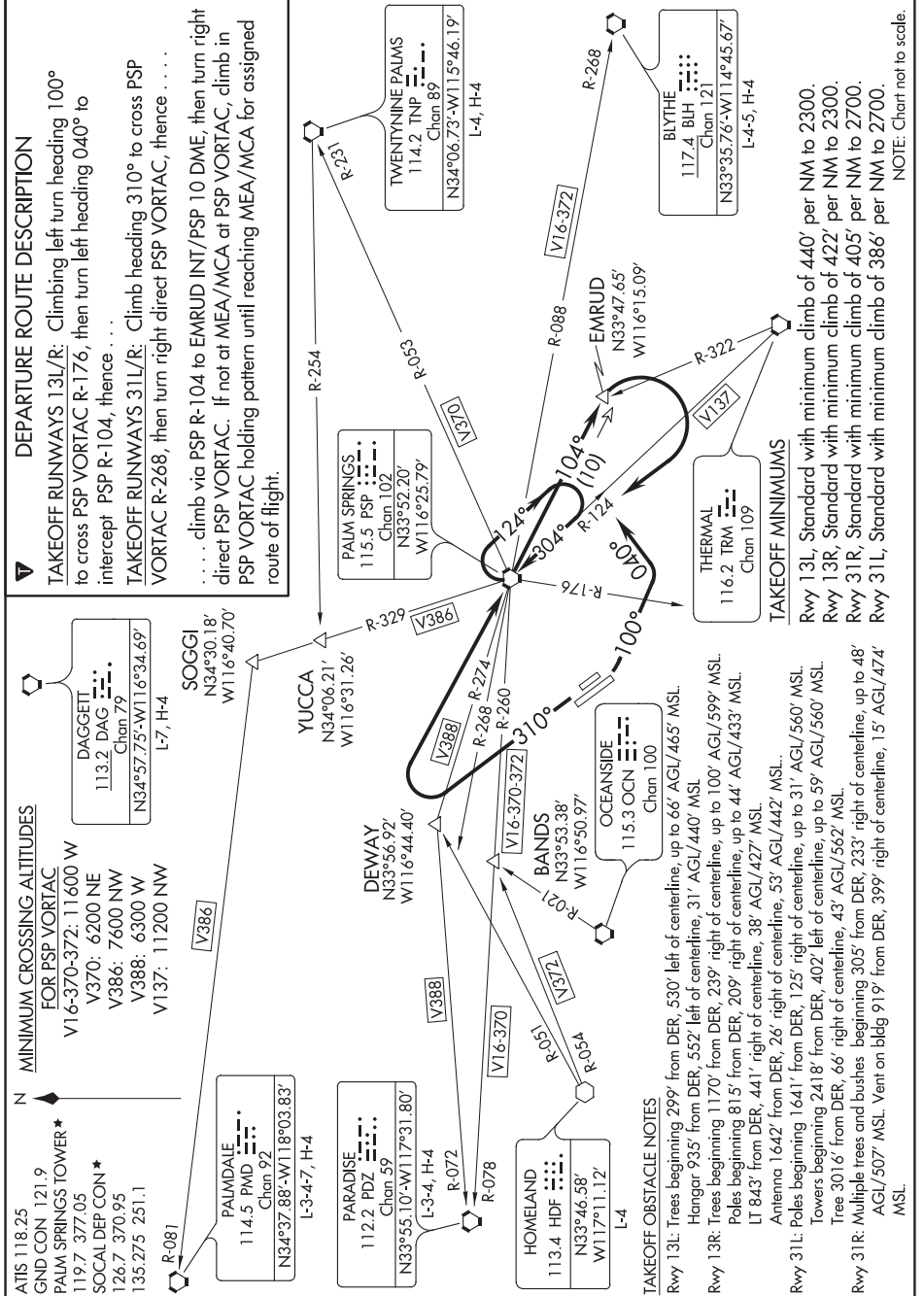


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

7 10 10 01 9 1 01 9 1 01 05 05 JAN 2017



SW-3, 10 NOV 2016 to 05 JAN 2017

THERMAL SIX DEPARTURE

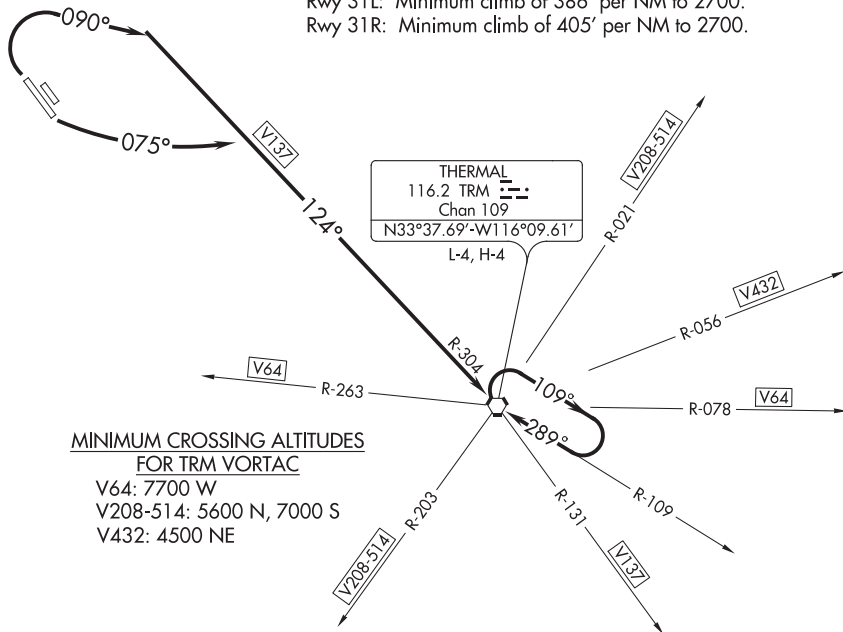
SL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

ATIS
118.25
GND CON
121.9
SOCAL DEP CON *
126.7 370.95
135.275 251.1

TAKEOFF MINIMUMS

Rwy 13L: Minimum climb of 440' per NM to 2300.
Rwy 13R: Minimum climb of 422' per NM to 2300.
Rwy 31L: Minimum climb of 386' per NM to 2700.
Rwy 31R: Minimum climb of 405' per NM to 2700.



MINIMUM CROSSING ALTITUDES FOR TRM VORTAC

V64: 7700 W
V208-514: 5600 N, 7000 S
V432: 4500 NE

TAKEOFF OBSTACLE NOTES

- Rwy 13L: Trees beginning 299' from DER, 530' left of centerline, up to 66' AGL/465' MSL. Hangar 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. LT 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: Trees beginning 787' from DER, 326' right of centerline, up to 48' AGL/507' MSL. Multiple bushes beginning 305' from DER, 233' right of centerline, up to 3' AGL/462' MSL. Vent on bldg 919' from DER, 399' right of centerline, 15' AGL/474' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climbing left turn heading 075° to intercept TRM R-304 to TRM VORTAC. Thence

TAKEOFF RUNWAYS 31L/R: Climb heading 090° to intercept TRM R-304 to TRM VORTAC. Thence

. . . .If not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.

THERMAL SIX DEPARTURE

(TRM6.TRM) 10APR08

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOC I-PMD 110.7	APP CRS 251°	Rwy Idg TDZE Apt Elev	12002 2503 2543
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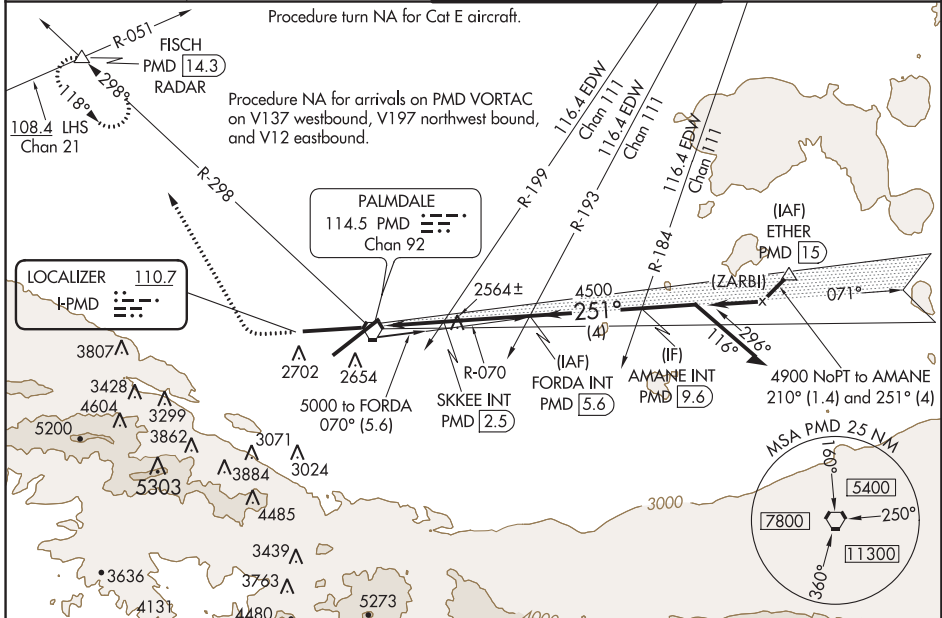
ILS or LOC RWY 25

PALMDALE USAF PLANT 42 (PMD)

▼ Circling to Rwy 7 NA at night. Circling NA for Cat E south of Rwy 7-25. When local altimeter setting not received, use Lancaster altimeter setting and increase all DAs 49 feet and all MDAs 60 feet, and increase SKKEE fix minimums S-LOC 25 Cats C, D and E visibility ¼ mile and Circling Cat E ¼ mile.

▲ MISSED APPROACH: Climb to 3000 then climbing right turn to 6700 on heading 315° and on PMD VORTAC R-298 to FISCH INT/PMD 14.3 DME/RADAR 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 121.9 348.6
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 2543	TDZE 2503	3000	6700	FISCH	FORDA INT PMD 5.6	Remain within 10 NM
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↑ hdg 315°

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 58).

*LOC only.

ASSAULT STRIP 6000 X 75

0.5% DOWN

0.72% UP

0.3% UP

0.8% DOWN

1200 X 200

1200 X 150

2626

2640

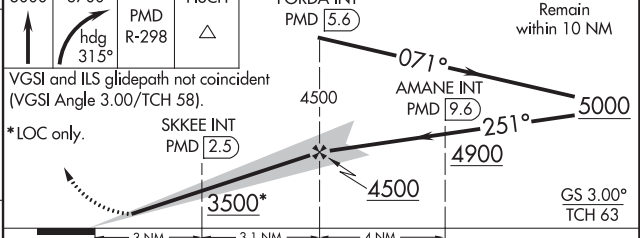
251° 6.1 NM from FAF

REIL Rws 4, 7, 22 and 25

HIRL Rws 4-22 and 7-25

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D	E
S-ILS 25	2703-¾ 200 (200-¾)				
S-LOC 25	3500-1¼ 997 (1000-1¼)	3500-1½ 997 (1000-1½)	3500-3	997 (1000-3)	
CIRCLING	3500-1¼ 957 (1000-1¼)	3500-1½ 957 (1000-1½)	3500-3	957 (1000-3)	
SKKEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 25	2900-1	397 (400-1)	2900-1½	397 (400-1½)	
CIRCLING	3000-1	457 (500-1)	3000-1½	3100-2	3120-2
			457 (500-1½)	557 (600-2)	577 (600-2)

WAAS CH 86520 W25A	APP CRS 251°	Rwy Idg 12002 TDZE 2503 Apt Elev 2543
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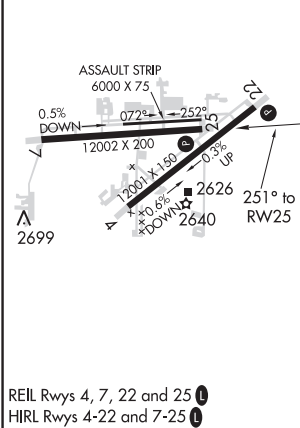
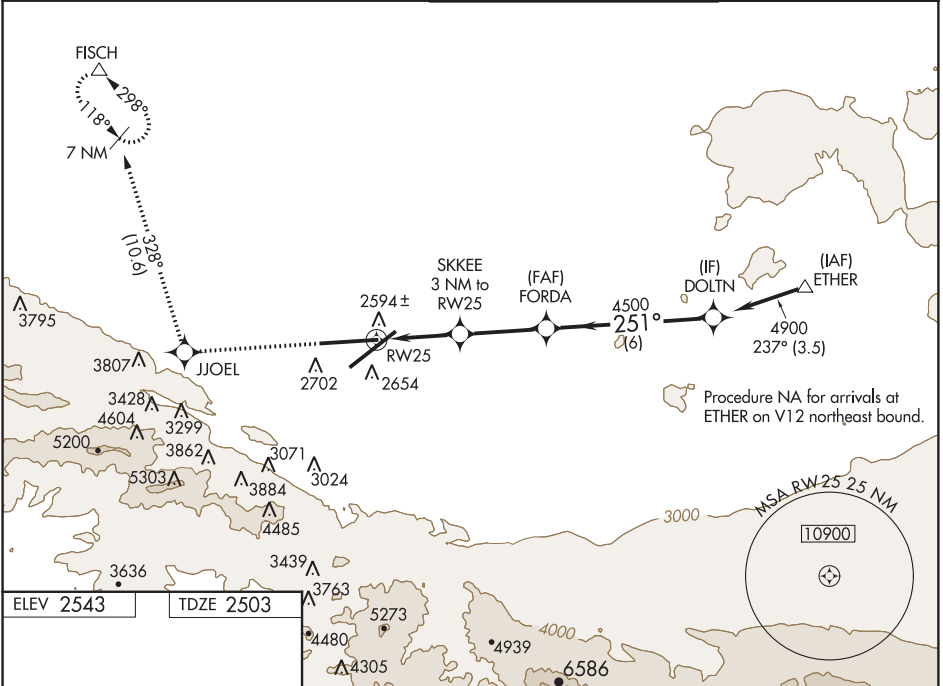
RNAV (GPS) RWY 25

PALMDALE USAF PLANT 42 (PMD)

⚠ Circling to Rwy 7 NA at night. Baro-VNAV NA when using Lancaster altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 28°C (82°F). DME/DME RNP-0.3 NA. VDP NA with Lancaster altimeter setting. When local altimeter setting not received, use Lancaster altimeter setting and increase all DA 49 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 6700 direct JJOEL and on track 328° to 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 121.9 348.6
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6700 JJOEL	tr 328°	FISCH	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 58).		
*LNAV only.		SKKEE 3 NM to RW25	FORDA 4500	DOLTN 4900	
RW25		*1 NM to RW25	3500*	4500	
1 NM		2 NM	3.1 NM		
CATEGORY		A	B	C	D
LPV DA		2703-3/4		200 (200-3/4)	
LNAV/VNAV DA		2807-7/8		304 (300-7/8)	
LNAV MDA		2880-1 377 (400-1)		2880-1 1/8 377 (400-1 1/8)	
CIRCLING		3000-1 457 (500-1)		3000-1 1/2 457 (500-1 1/2) 3100-2 557 (600-2)	

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC PMD 114.5 Chan 92	APP CRS 265°	Rwy Idg 12002 TDZE 2503 Apt Elev 2543
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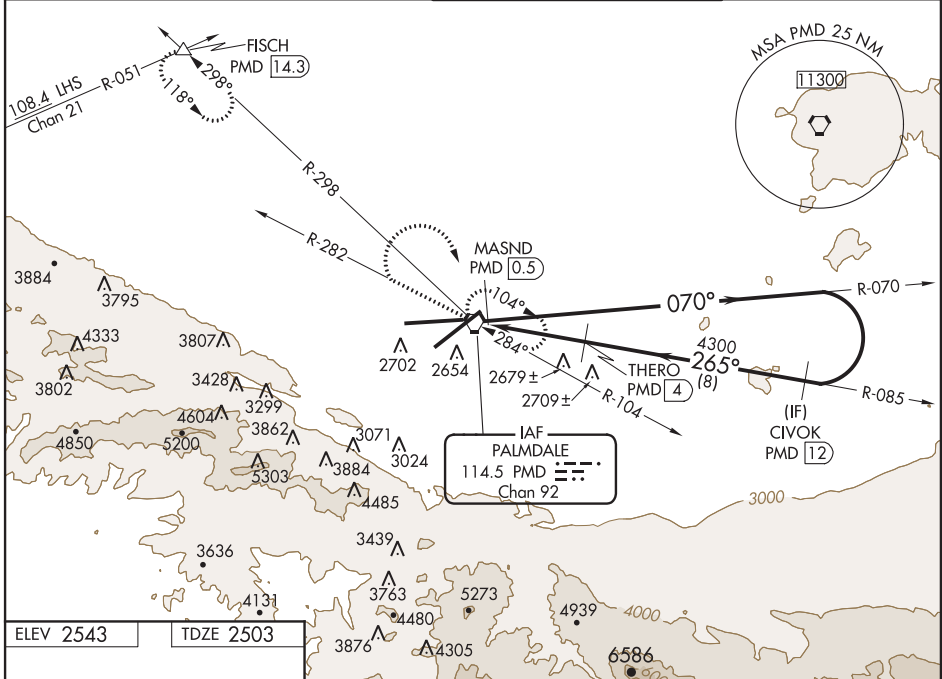
VOR/DME or TACAN RWY 25

PALMDALE USAF PLANT 42 (PMD)

⚠ Circling to Rwy 7 NA at night. Circling NA for Cat E south of Rwy 7-25. When local altimeter setting not received, use Lancaster altimeter setting and increase all MDA 60 feet and increase S-25 Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 5000 via PMD VORTAC R-282 then climbing right turn to 7000 direct PMD VORTAC and hold (TACAN aircraft climbing right turn to 5000 via PMD VORTAC R-298 to FISCH/PMD 14.3 DME and hold SE left turn 298° inbound).

ATIS 118.275	JOSHUA APP CON 124.55 363.0	PALMDALE TOWER * 123.7 (CTAF) 0 317.6	GND CON 121.9 348.6
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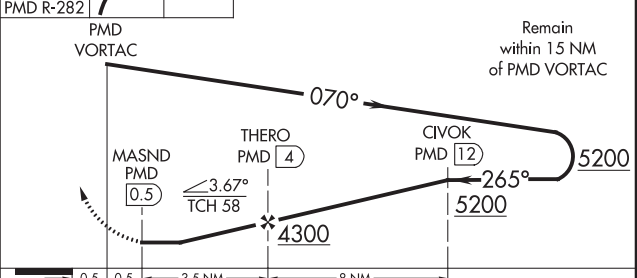
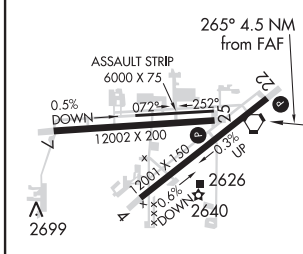


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 2543	TDZE 2503
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5000	7000	PMD	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 58).
PMD R-282	PMD VORTAC	(PMD symbol)	

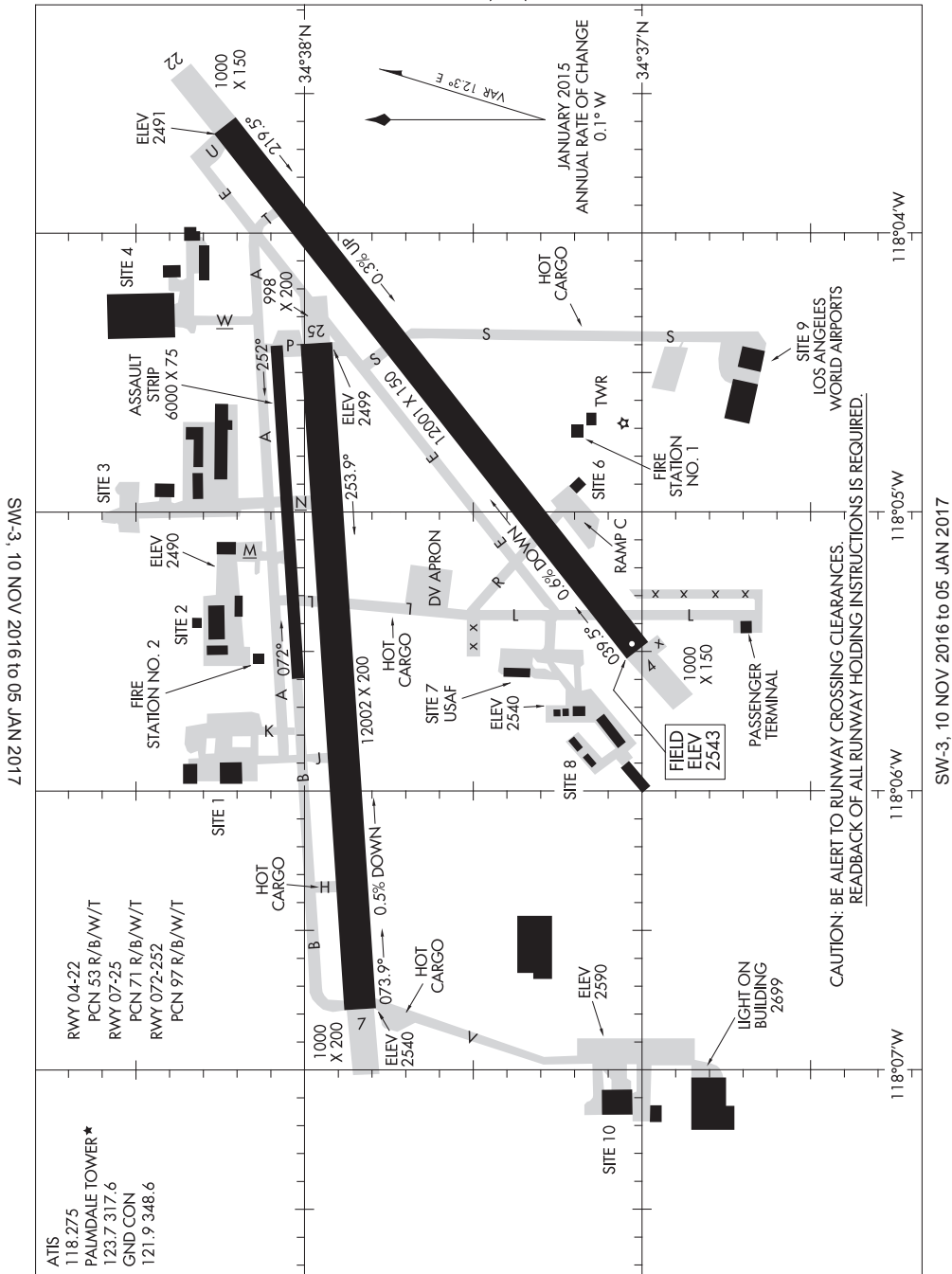


CATEGORY	A	B	C	D	E
S-25	2940-1¼	437 (400-1¼)		2940-1½	437 (400-1½)
CIRCLING	3000-1¼	457 (500-1¼)	3000-1½	457 (500-1½)	3100-2 557 (600-2)

AIRPORT DIAGRAM

AL-310 (FAA)

PALMDALE USAF PLANT 42 (PMD)
PALMDALE, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16203

PALMDALE, CALIFORNIA
PALMDALE USAF PLANT 42 (PMD)

ATIS
118.275
PALMDALE TOWER*
123.7 317.6
GND CON
121.9 348.6

RWY 04-22
PCN 53 R/B/W/T
RWY 07-25
PCN 71 R/B/W/T
RWY 072-252
PCN 97 R/B/W/T

ELEV 2590
LIGHT ON BUILDING 2699

FIELD ELEV 2543

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

WAAS CH 65819 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev	6008 812 839
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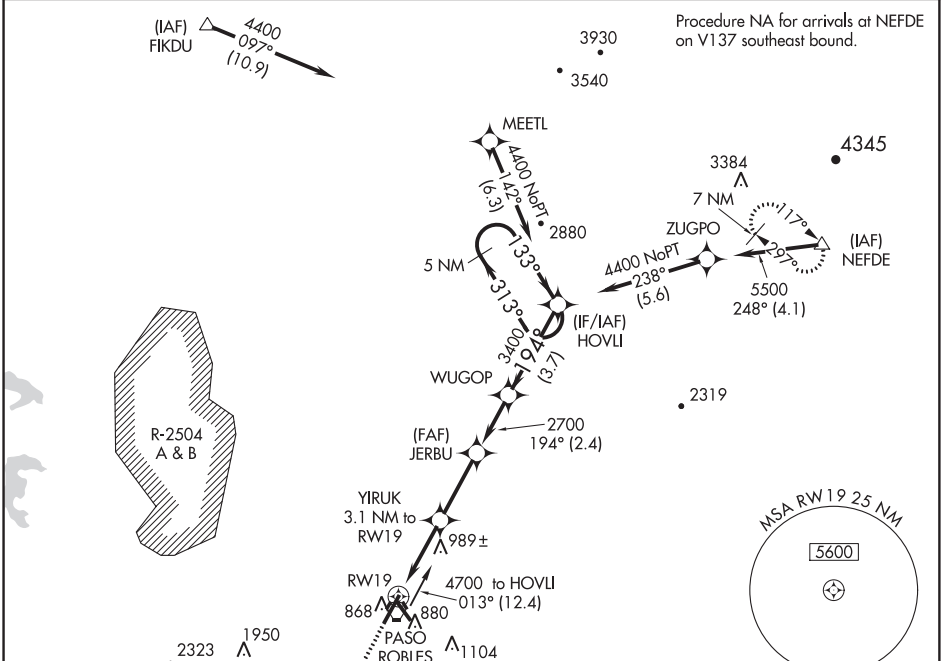
RNAV (GPS) RWY 19

PASO ROBLES MUNI (P.R.B)

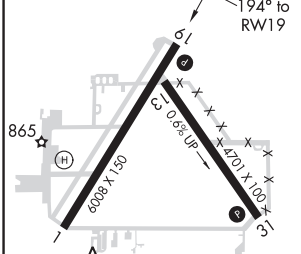
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.
⚠ When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 6500 direct NEFDE and hold, continue climb-in-hold to 6500.

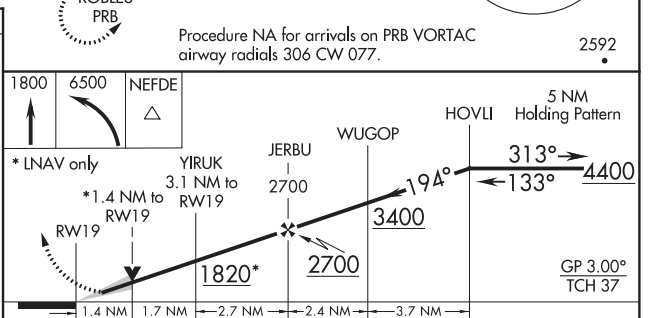
ASOS 120.125	OAKLAND CENTER 128.7 307.0	UNICOM 123.0 (CTAF) 0
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ELEV 839	TDZE 812
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REIL Rwy 19
 MIRL Rwy 13-31 **1**
 HIRL Rwy 1-19 **1**



CATEGORY	A	B	C	D
LPV DA		1062- ⁷ / ₈	250 (300- ⁷ / ₈)	
LNAV/VNAV DA		1190-1 ³ / ₈	378 (400-1 ³ / ₈)	
LNAV MDA	1300-1	488 (500-1)	1300-1 ³ / ₈	488 (500-1 ³ / ₈)
C CIRCLING	1300-1 461 (500-1)	1380-1 541 (600-1)	1440-1 ³ / ₄ 601 (700-1 ³ / ₄)	1720-3 881 (900-2)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

PASO ROBLES, CALIFORNIA

AL-858 (FAA)

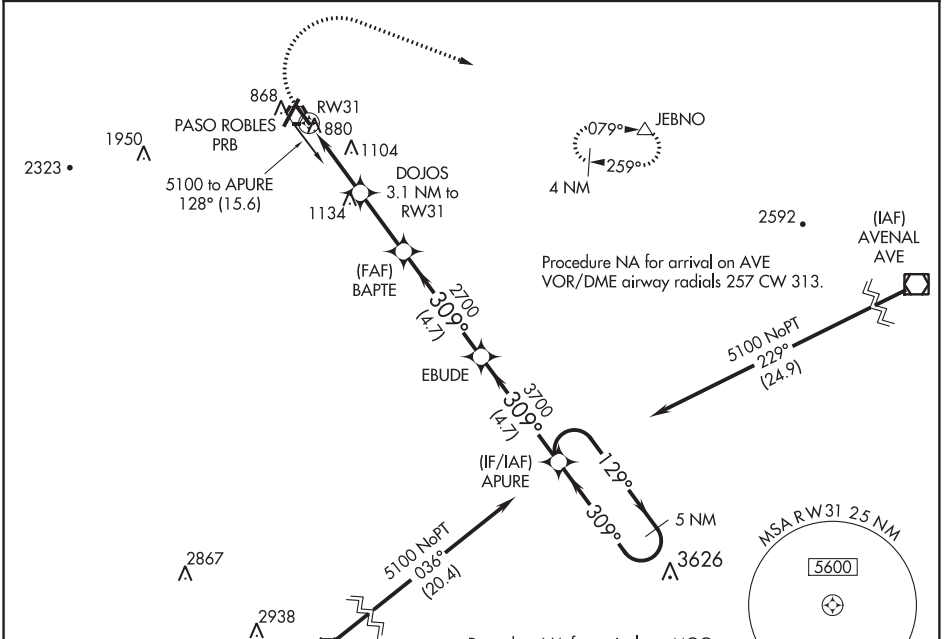
16259

APP CRS	Rwy Idg	4701
309°	TDZE	839
	Apt Elev	839

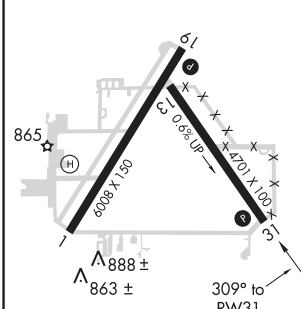
RNAV (GPS) RWY 31

PASO ROBLES MUNI (P.R.B)

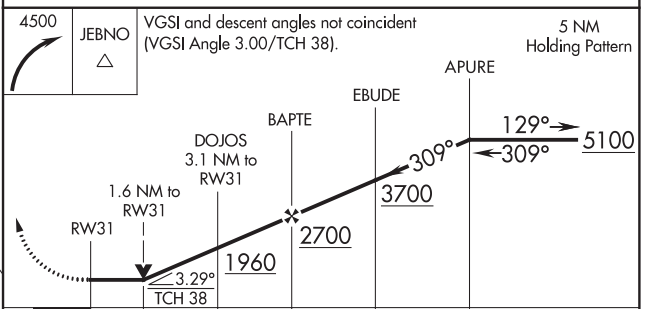
<p>▽ DME/DME RNP-0.3 NA. VDP NA with San Luis altimeter setting. When local altimeter setting not received, use San Luis altimeter setting and increase all MDA 160 feet, Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 4500 direct JEBNO and hold.</p>	
	<p>ASOS 120.125</p>	<p>OAKLAND CENTER 128.7 307.0</p>



ELEV	839	TDZE	839
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REIL Rwy 19	
MIRL Rwy 13-31	1
HIRL Rwy 1-19	0



CATEGORY	A	B	C	D
LNAV MDA	1400-1	561 (600-1)	1400-1 5/8	561 (600-1 1/8)
C CIRCLING	1400-1	561 (600-1)	1440-1 3/4 601 (700-1 3/4)	1720-3 881 (900-3)

PASO ROBLES, CALIFORNIA
Orig-A 21JUL16

35°40'N-120°38'W

PASO ROBLES MUNI (P.R.B) RNAV (GPS) RWY 31

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

PASO ROBLES, CALIFORNIA

AL-858 (FAA)

16259

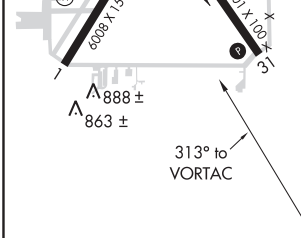
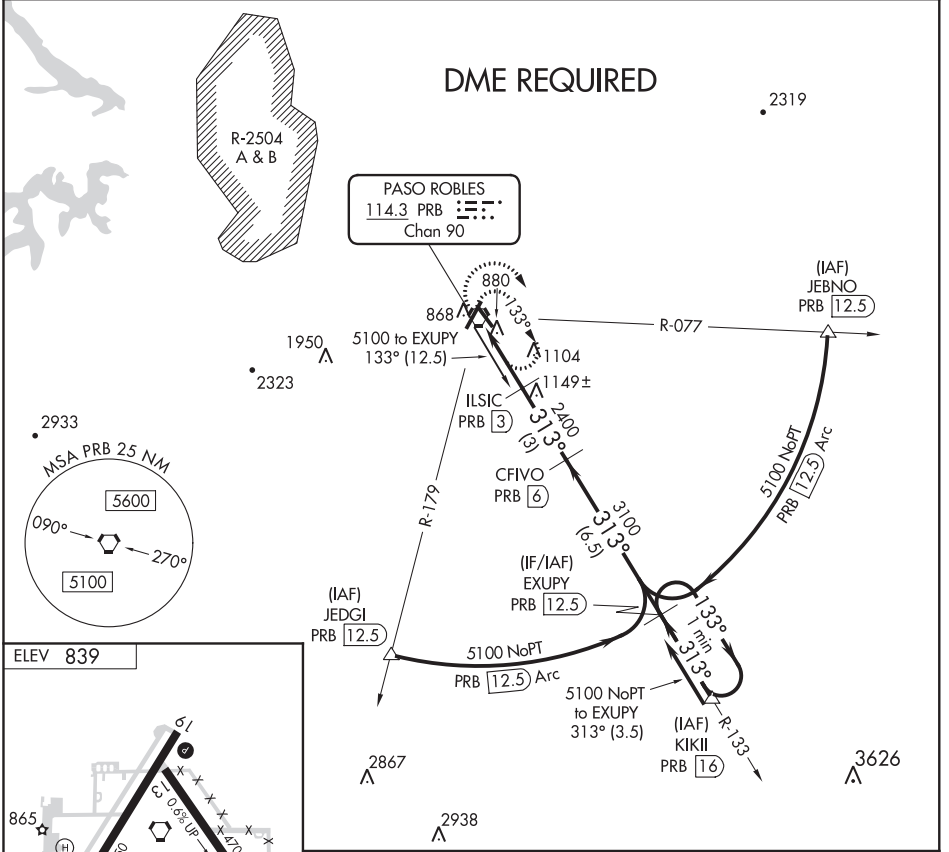
VORTAC PRB 114.3 Chan 90	APP CRS 313°	Rwy Idg TDZE Apt Elev	N/A N/A 839
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VOR-B

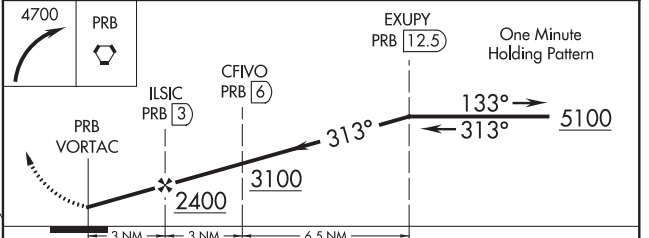
PASO ROBLES MUNI (PRB)

▽ ▲ 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
------------------------	--------------------------------------	---------------------------------



REIL Rwy 19
MIRL Rwy 13-31 **1**
HIRL Rwy 1-19 **0**



CATEGORY	A	B	C	D
C CIRCLING	1560-1	721 (800-1)	1560-2 721 (800-2)	1720-3 881 (900-3)

PASO ROBLES, CALIFORNIA
Amdt 3A 15SEP16

35°40'N-120°38'W

PASO ROBLES MUNI (PRB)

VOR-B

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

15064

AIRPORT DIAGRAM

AL-858 (FAA)

PASO ROBLES MUNI (P.R.B)
PASO ROBLES, CALIFORNIA

ASOS
120.125
CTAF/UNICOM
123.0



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

35°41'N

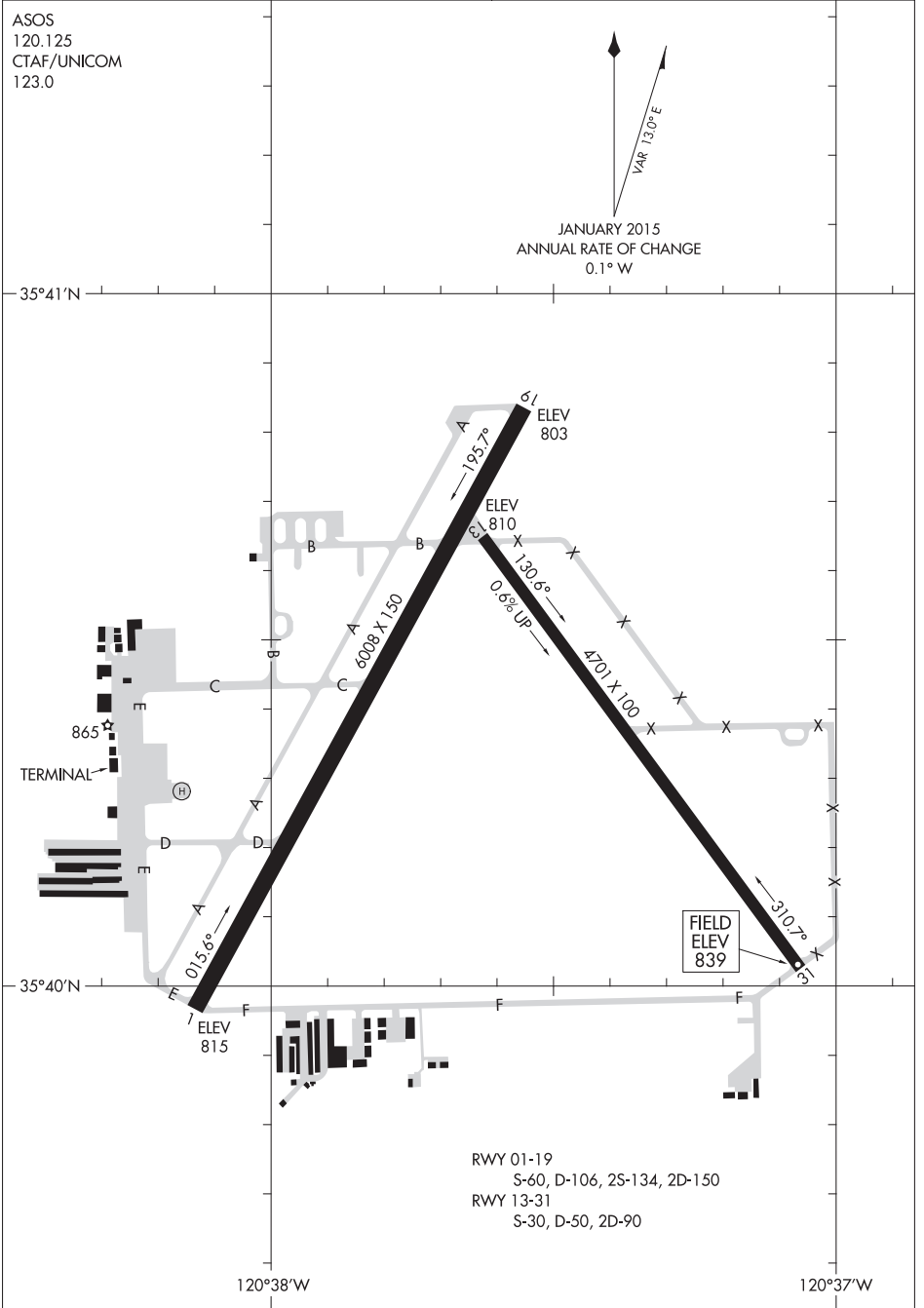
35°40'N

120°38'W

120°37'W

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



RWY 01-19
S-60, D-106, 2S-134, 2D-150
RWY 13-31
S-30, D-50, 2D-90

AIRPORT DIAGRAM

15064

PASO ROBLES, CALIFORNIA
PASO ROBLES MUNI (P.R.B)

OXNARD, CALIFORNIA

ILS Y or LOC/DME RWY 21

LOC/DME I-RRG 109.3 Chan 30	APCH CRS 210°	Rwy Idg 11,102 THRE Arprt Elev 13
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AL-925 [USN]

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

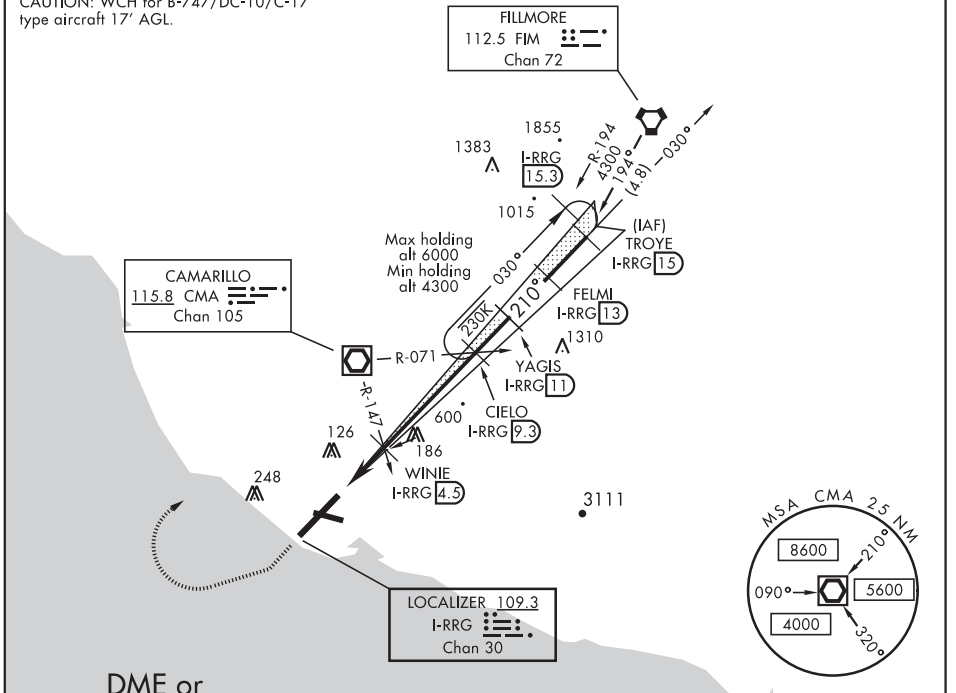
▼ ** When ALS inop, increase vis CAT ABCD to ¾ mile.
 ** When ALS inop, increase vis CAT AB to 1 mile, CAT CD vis to 1½ miles.
 *** Circling not authorized E of Rwy 3-21.



MISSED APPROACH: Climb to 500 via hdg 210°, then climbing right turn to 3000 via hdg 245°, then climbing right turn to 5000 direct CMA VOR/DME, then via CMA R-071 to CIELO 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: WCH for B-747/DC-10/C-17 type aircraft 17' AGL.

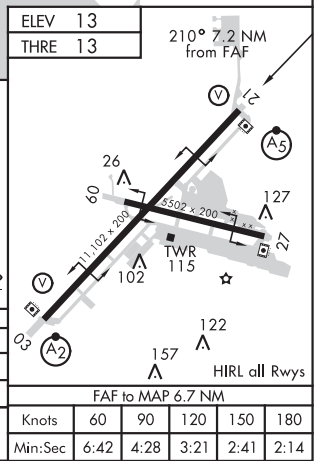
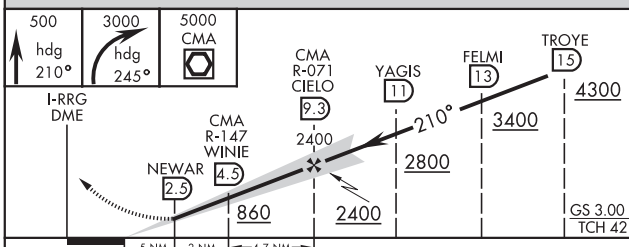


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DME or RADAR REQUIRED

EMERG SAFE ALT 100 NM 12,100



OXNARD, CALIFORNIA
 Amdt 1 23JUL15

34°07'N-119°07'W

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

ILS Y or LOC/DME RWY 21

OXNARD, CALIFORNIA

ILS Z or LOC/DME RWY 21

LOC/DME I-RRG 109.3 Chan 30	APCH CRS 210°	Rwy Idg 11,102 THRE Arpt Elev 13
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AL-925 [USN]

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

▼ ** When ALS inop, increase vis CAT ABCD to $\frac{3}{4}$ mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD vis to $1\frac{1}{8}$ miles.
*** Circling not authorized E of Rwy 3-21.

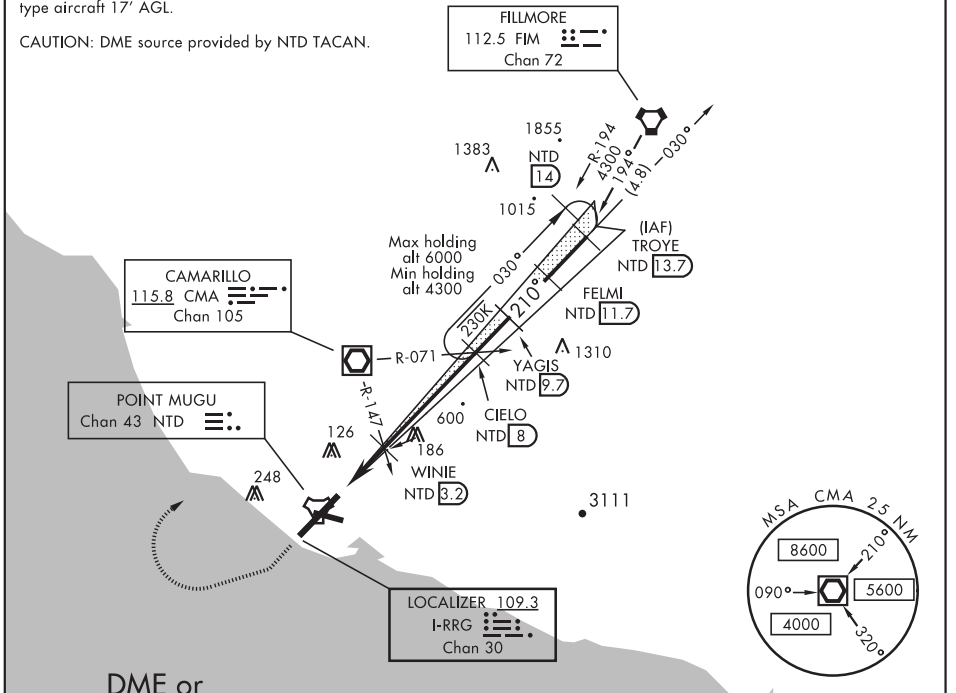


MISSED APPROACH: Climb to 500 via hdg 210°, then climbing right turn to 3000 via hdg 245°, then climbing right turn to 5000 direct CMA VOR/DME, then via CMA R-071 to CIELO and hold.

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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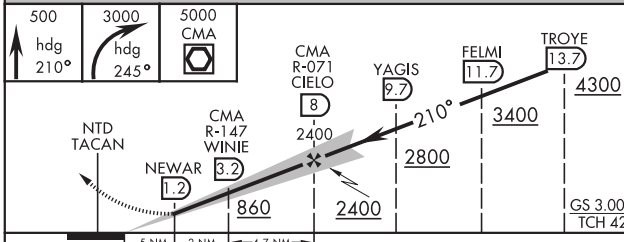
CAUTION: WCH for B-747/DC-10/C-17 type aircraft 17' AGL.

CAUTION: DME source provided by NTD TACAN.

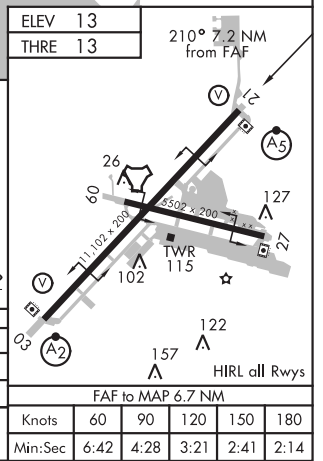


DME or RADAR REQUIRED

EMERG SAFE ALT 100 NM 12,100



CATEGORY	A	B	C	D
S-ILS 21*	213- $\frac{1}{2}$	200	(200- $\frac{1}{2}$)	
S-LOC 21**	420- $\frac{1}{2}$	407 (500- $\frac{1}{2}$)	420- $\frac{3}{4}$	407 (500- $\frac{3}{4}$)
CIRCLING***	480-1	467 (500-1)	480-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$)	580-2 567 (600-2)



OXNARD, CALIFORNIA
Amdt 1 15SEP16

34°07'N-119°07'W

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

ILS Z or LOC/DME RWY 21

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

OXNARD, CALIFORNIA

RNAV (GPS) RWY 3

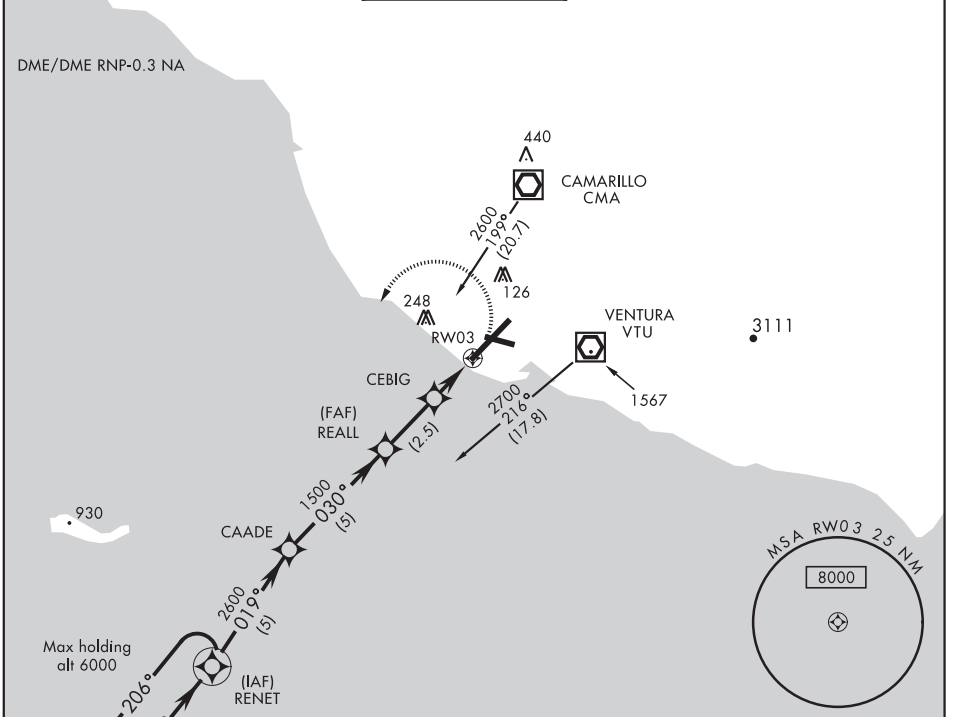
POINT MUGU NAS
(NAVAL BASE VENTURA CO)(KNTD)

APCH CRS	Rwy ldg	11,102
030°	THRE	10
	Arpt Elev	13

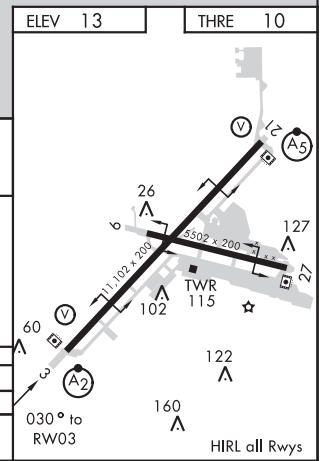
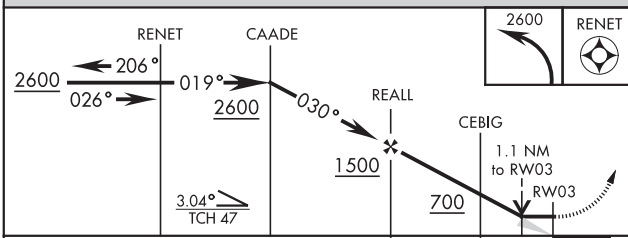
AL-925 [USN]

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles. ** Circling not authorized E of Rwy 3-21.	SALSF 	MISSED APPROACH: Climbing left turn to 2600 direct 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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ELEV 13	THRE 10
EMERG SAFE ALT 100 NM 12,100	



CATEGORY	A	B	C	D
RNAV MDA *	420-¾ 410 (500-¾)	420-1 410 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)
CIRCLING **	480-1 467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)	

OXNARD, CALIFORNIA
Amdt 2 16OCT14

34°07'N-119°07'W

POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)
RNAV (GPS) RWY 3

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 21

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

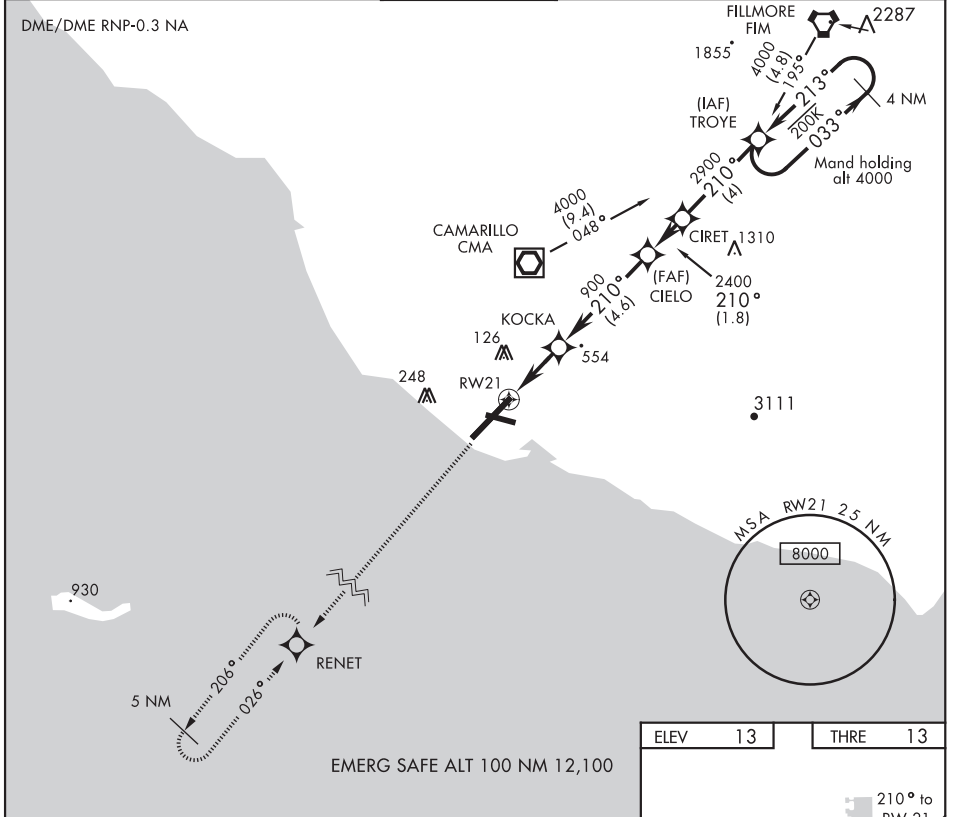
AL-925 [USN]

APCH CRS	Rwy Idg	11,102
210°	THRE	13
	Arpt Elev	13

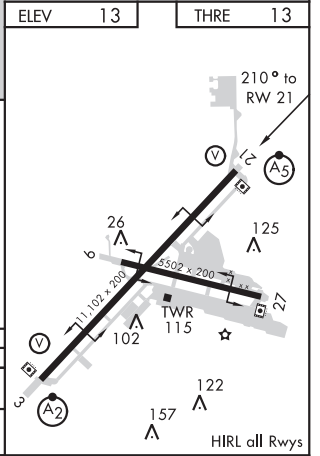
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.
 ** Circling not authorized E of Rwy 3-21.

MALSR
 MISSED APPROACH: Climb to 2600 direct RENET 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	



2600	↑	RENET	TROYE	033°	→	4000
RW21	1.1 NM to RW21	KOCKA	CIELO	210°	←	4000
	2.6 NM			2900	←	4000
				2400	←	
				900	←	
					GS 3.06°	TCH 44
CATEGORY	A	B	C	D		
RNAV MDA *	420-1/2	407 (500-1/2)	420-3/4	407 (500-3/4)		
CIRCLING **	480-1	467 (500-1)	480-1 1/2	580-2		
			467 (500-1 1/2)	567 (600-2)		



RNAV (GPS) RWY 21

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

OXNARD, CALIFORNIA

TACAN RWY 21

TACAN NTD Chan 43	APCH CRS 213°	Rwy Idg THRE 13 Arprt Elev 13
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AL-925 [UN]

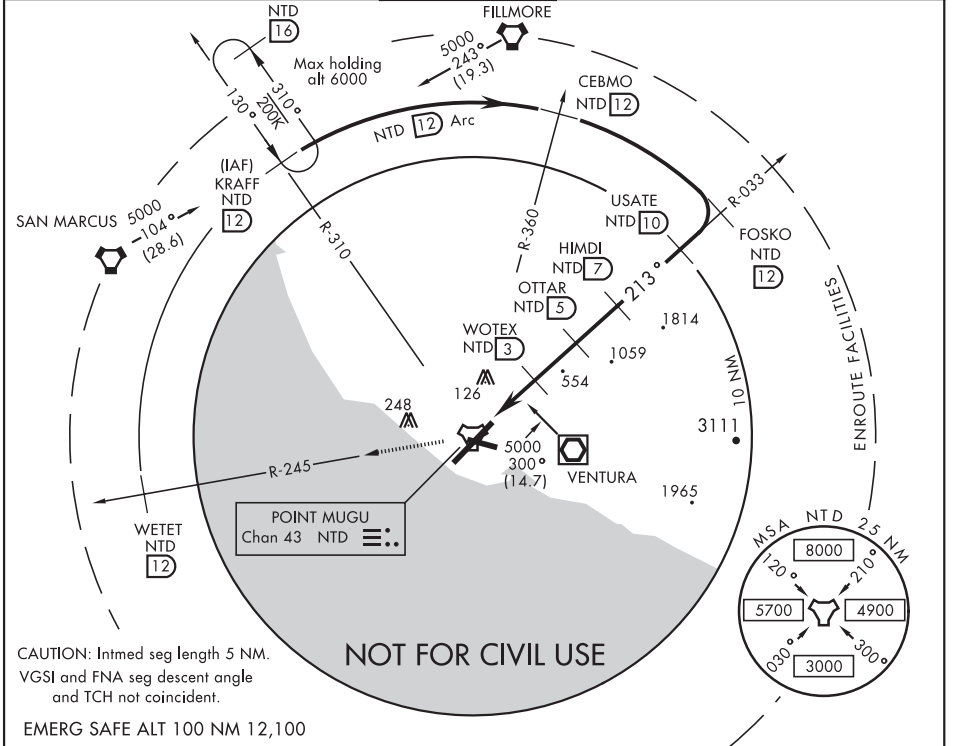
POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)

▼ * When ALS inop, increase vis CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.
 ** Circling not authorized E of Rwy 3-21



MISSED APPROACH: Climb to 5000 via NTD TACAN R-033 to NTD, then via NTD R-245 to WETET. Arc NW on NTD 12 DME arc to KRAFF and hold.

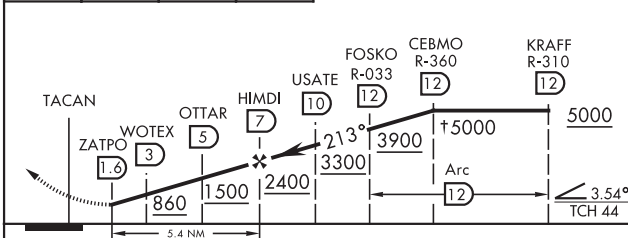
ATIS ★ 125.55 363.05	POINT MUGU APP CON 128.65 307.275	POINT MUGU TOWER ★ 124.85 290.375	GND CON 121.6 360.2	CLNC DEL 120.75 279.55	ASR/PAR
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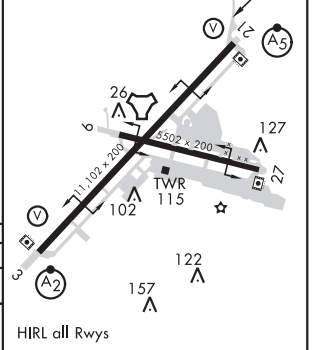
5000 NTD R-033	NTD	WETET NTD 12	Arc NW to KRAFF
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† Or as assigned.

ELEV 13	213° to TACAN
THRE 13	



CATEGORY	A	B	C	D	E
S-21 *	420-5/8 407 (500-5/8)		420-3/4 407 (500-3/4)		NA
CIRCLING **	480-1 467 (500-1)		467 (500-1 1/2)	567 (600-2)	NA



OXNARD, CALIFORNIA
Amdt 1 16OCT14

34°07'N-119°07'W

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

TACAN RWY 21

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

OXNARD, CALIFORNIA

TACAN Y or VOR/DME RWY 3

VORTAC FIM 112.5 Chan 72	APCH CRS 025°	Rwy ldg 11,102 THRE 10 Arpt Elev 13
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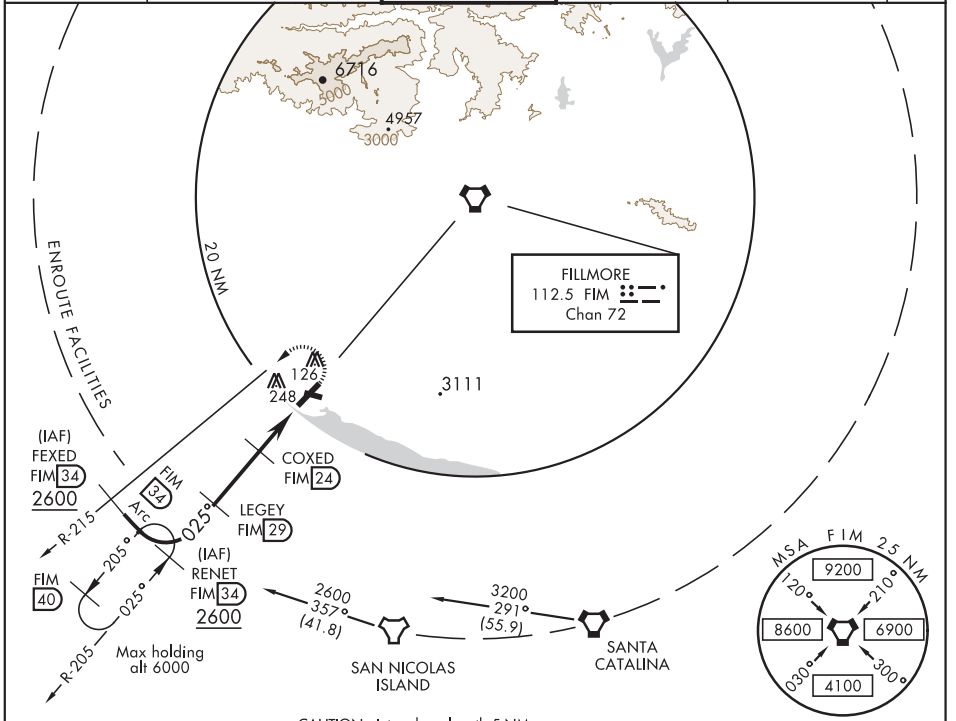
AL-925 [USN] POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1/2 miles.
** Circling not authorized E of Rwy 3-21.

SALSF

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.

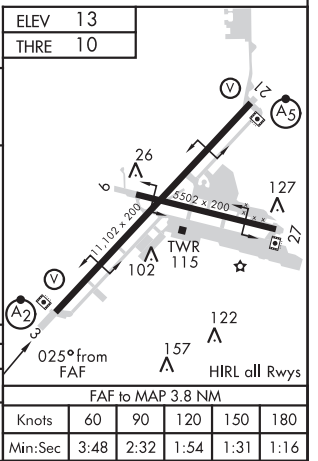
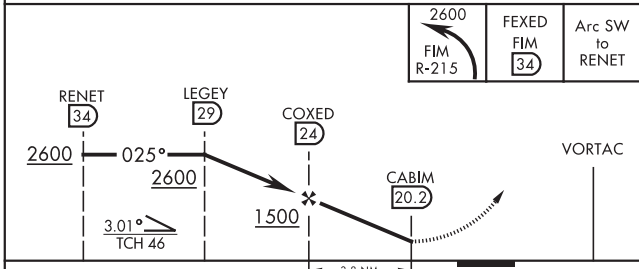
ATIS ★ 125.55 363.05	POINT MUGU APP CON 128.65 307.275	POINT MUGU TOWER ★ 124.85 290.375	GND CON 121.6 360.2	CLNC DEL 120.75 279.55	ASR/PAR
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 13	THRE 10
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CATEGORY	A	B	C	D	E
S-3 *	480-3/4 470 (500-3/4)		480-1 1/2 470 (500-1 1/2)		
CIRCLING **	480-1 467 (500-1)	480-1 1/4 467 (500-1 1/4)	480-1 1/2 467 (500-1 1/2)	580-2 567 (600-2)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

OXNARD, CALIFORNIA
Amdt 3 10DEC15

34°07'N-119°07'W

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

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 023°	Rwy ldg 11,102 THRE 10 Arpt Elev 13
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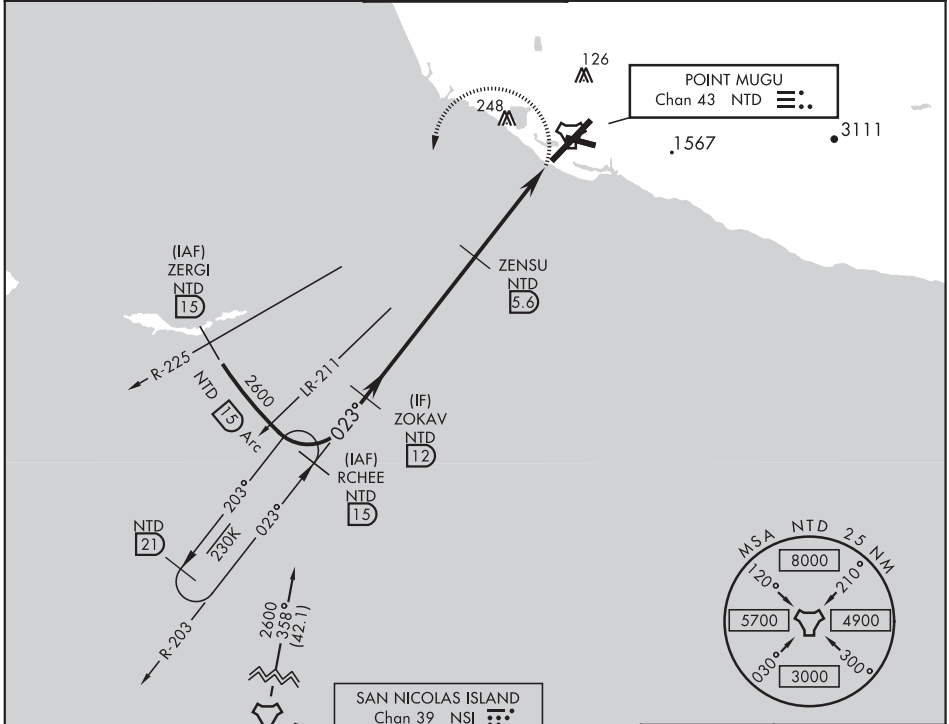
AL-925 [USN]

▼ *When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized E of Rwy 3-21.



MISSED APPROACH: Climbing left turn to 2600. Intercept the NTD TACAN R-225, then via NTD R-225 to ZERGI, Arc SW of NTD via the 15 DME arc to RCHEE and hold.

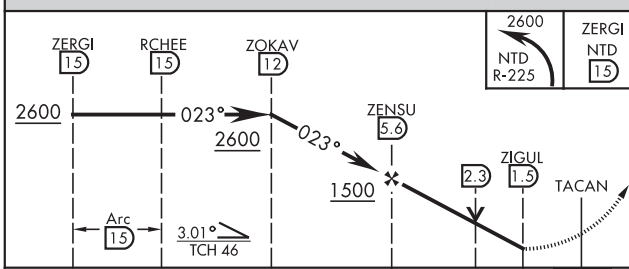
ATIS ★ 125.55 363.05	POINT MUGU APP CON 128.65 307.275	POINT MUGU TOWER ★ 124.85 290.375	GND CON 121.6 360.2	CLNC DEL 120.75 279.55	ASR/PAR
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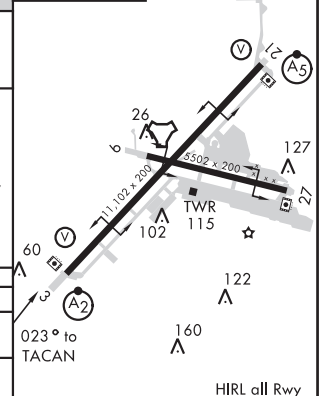
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 12,100



ELEV 13
THRE 10



CATEGORY	A	B	C	D	E
S-3 *	460-¾ 450 (500-¾)		460-1 450 (500-1)		
CIRCLING **	480-1 467 (500-1)		480-1½ 467 (500-1½)	580-2 567 (600-2)	NA

OXNARD, CALIFORNIA
Amdt 1 10DEC15

34°07'N-119°07'W

POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)
TACAN Z RWY 3

AIRPORT DIAGRAM

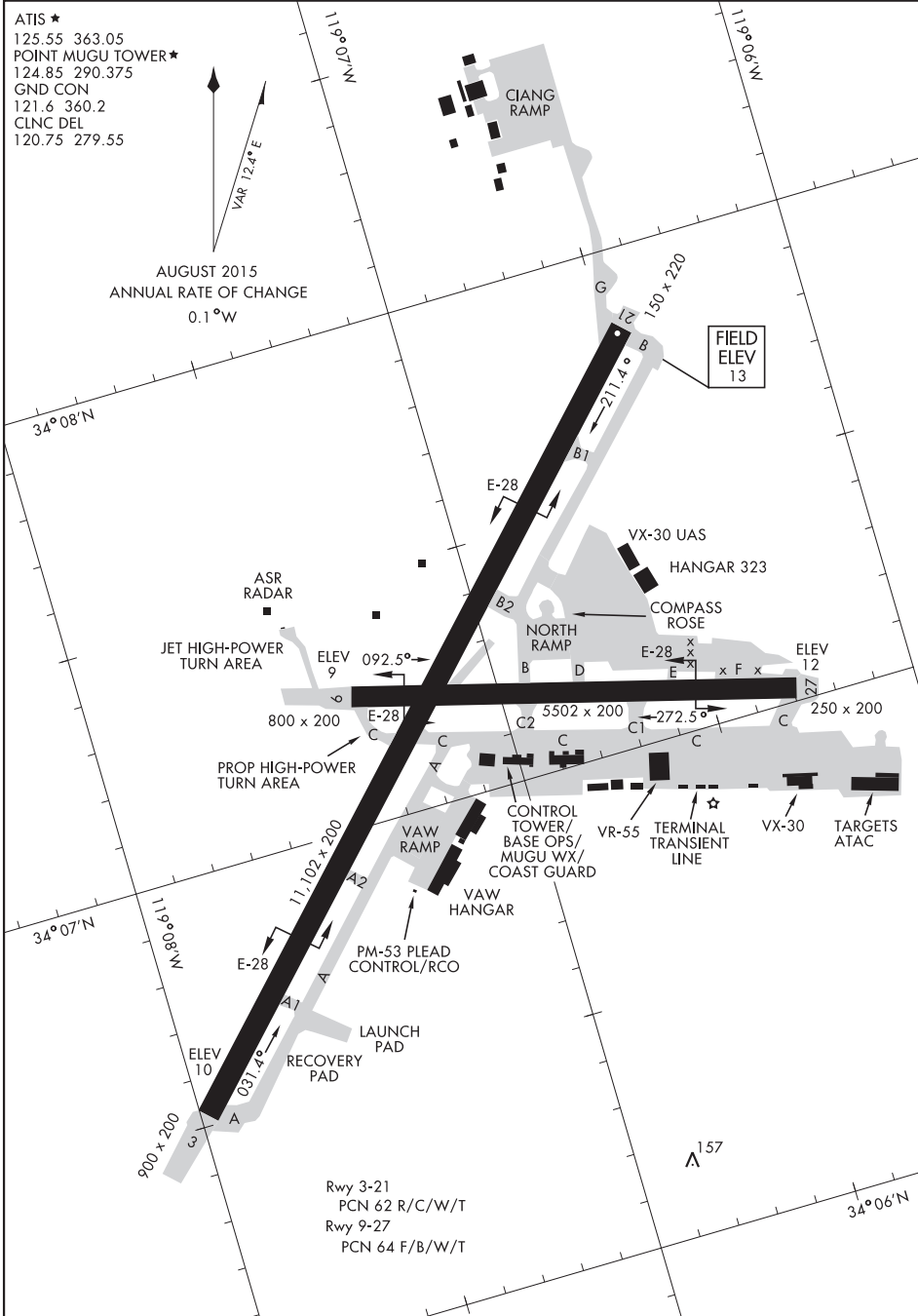
ATIS ★
 125.55 363.05
 POINT MUGU TOWER ★
 124.85 290.375
 GND CON
 121.6 360.2
 CLNC DEL
 120.75 279.55



AUGUST 2015
 ANNUAL RATE OF CHANGE
 0.1° W

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

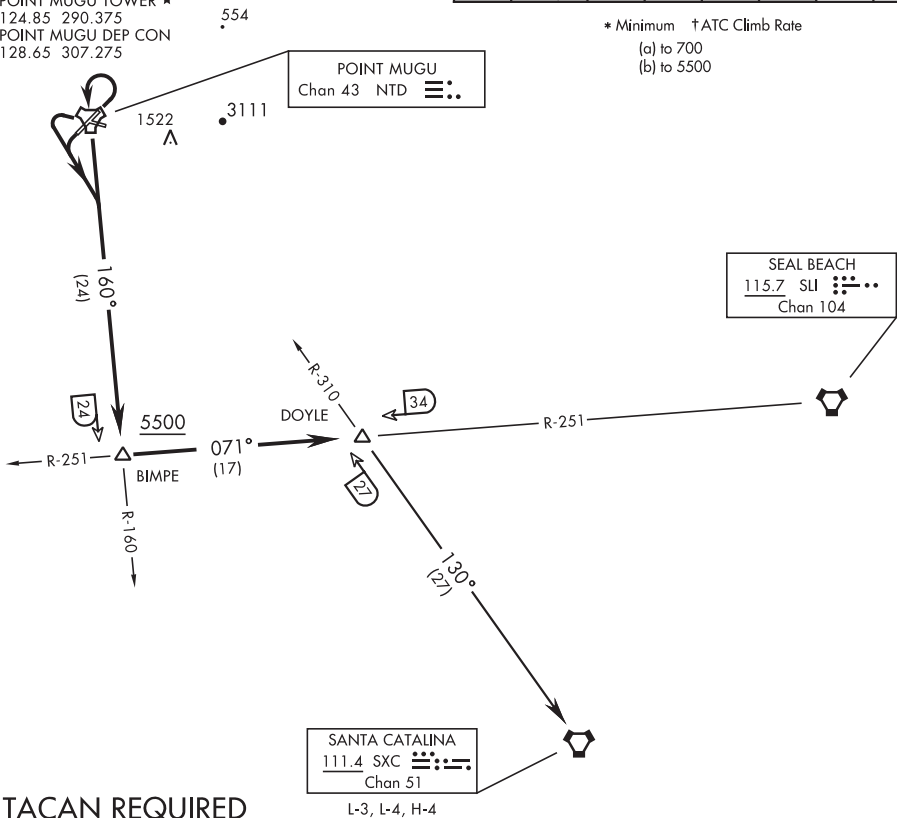
14317 DOYLE-EIGHT DEPARTURE (DOYLE 8 • DOYLE) POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)
 OXNARD, CALIFORNIA

ATIS ★ 125.55 363.05
 CLNC DEL
 120.75 279.55
 GND CON
 121.6 360.2
 POINT MUGU TOWER ★
 124.85 290.375
 POINT MUGU DEP CON
 128.65 307.275

SHL-925 [USN]

Rwy	Knots	60	120	180	240	300	360
* 03(a)	V/V(fpm)	205	410	615	820	1025	1230
† 03(b)	V/V(fpm)	215	430	645	860	1075	1290
† 21(b)	V/V(fpm)	232	464	696	928	1160	1392
† 27(b)	V/V(fpm)	212	424	636	848	1060	1272

* Minimum † ATC Climb Rate
 (a) to 700
 (b) to 5500



TACAN REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn within 3 DME of NTD TACAN, direct NTD, thence...

TAKE-OFF RWY 21, 27: Left turn, thence...

Intercept NTD R-160 and via NTD R-160 to BIMPE (NTD R-160/24 DME), then via SLI VORTAC R-251 to DOYLE, then via assigned routing. Cross BIMPE at or above 5500.

SANTA CATALINA TRANSITION (DOYLE 8 • SXC): DOYLE (SLI R-251/34 DME) to SANTA CATALINA VORTAC via SXC R-310. Then as filed.

SW-3, 10 NOV 2016 to 05 JAN 2017

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SAN MARCUS-EIGHT DEPARTURE

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNNTD)
(RZS 8 • RZS)

OXNARD, CALIFORNIA

ATIS ★ 125.55 363.05
CLNC DEL
120.75 279.55
GND CON
121.6 360.2
POINT MUGU TOWER ★
124.85 290.375
POINT MUGU DEP CON
128.65 307.275

SHL-925 [USN]

Rwy	Knots	60	120	180	240	300	360
* 03(a)	V/V(fpm)	205	410	615	820	1025	1230
† 21(b)	V/V(fpm)	216	432	648	864	1080	1296
† 27(b)	V/V(fpm)	214	428	642	856	1070	1284

* Minimum † ATC Climb Rate

(a) to 700
(b) to 8900

AVENAL
117.1 AVE
Chan 118

L-3, L-7, H-4

SHAFTER
115.4 EHF
Chan 101

L-3, L-7, H-4

SAN MARCUS
114.9 RZS
Chan 96

POINT MUGU
Chan 43 NTD

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TACAN REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climbing left turn to 210° within 3 DME of NTD TACAN, thence...

TAKE-OFF RWY 21: Turn right, thence...

TAKE-OFF RWY 27: Turn left, thence...

Intercept NTD R-245 and via NTD R-245 to FANKO (NTD R-245/16 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.

AVENAL TRANSITION (RZS 8•AVE): From over SAN MARCUS VORTAC via RZS R-338 to AVENAL VORTAC. Cross SAN MARCUS VORTAC at or above 7900.

SHAFTER TRANSITION (RZS 8•EHF): From over SAN MARCUS VORTAC via RZS R-015 to SHAFTER VORTAC. Cross SAN MARCUS VORTAC at or above 8900.

SAN MARCUS-EIGHT DEPARTURE

(RZS 8 • RZS)

OXNARD, CALIFORNIA

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

APP CRS	Rwy Idg	5001
088°	TDZE	1389
	Apt Elev	1395

RNAV (GPS) RWY 9

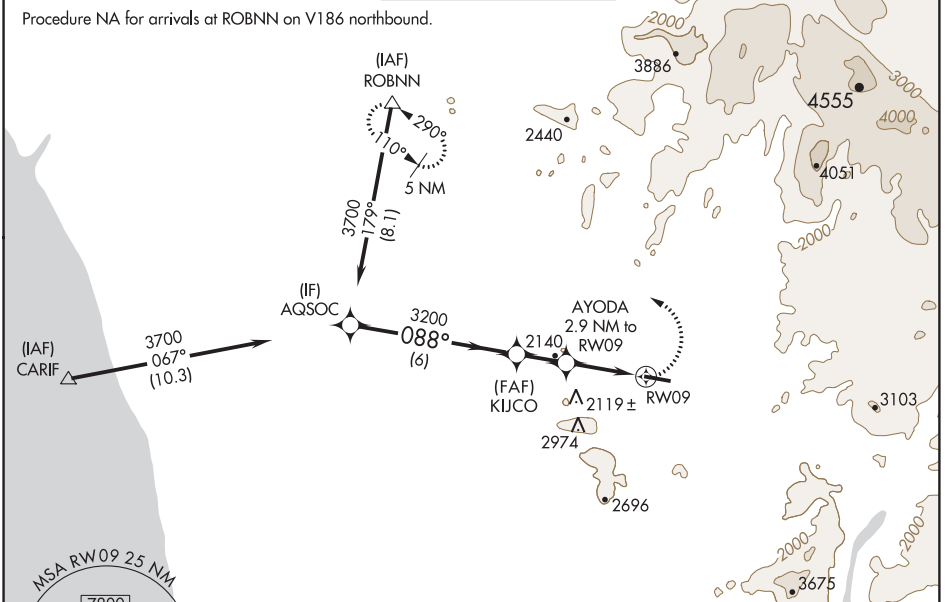
RAMONA (RNM)

⚠ Circling NA north of Rwy 9-27. DME/DME RNP -0.3 NA. LNAV minima NA when using Gillespie Field altimeter setting. When local altimeter setting not received, use Gillespie Field altimeter setting and increase all Circling MDA 180 feet and increase Circling visibility Cats A and B ¼ mile and Cat C ½ mile. Helicopter visibility reduction below ¾ SM NA.

⚠ MISSED APPROACH: Climbing left turn to 5000 direct ROBNN and hold.

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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Procedure NA for arrivals at ROBNN on V186 northbound.

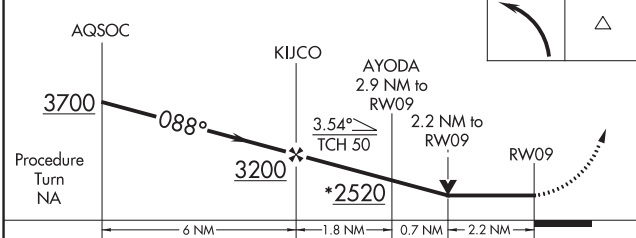


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



* 2700 when using Gillespie Field altimeter setting.



CATEGORY	A	B	C	D
LNAV MDA	2240-1 851 (900-1)	2240-1¼ 851 (900-1¼)	2240-2½ 851 (900-2½)	NA
CIRCLING	2240-1 845 (900-1)	2240-1¼ 845 (900-1¼)	2240-2½ 845 (900-2½)	NA

ELEV 1395	TDZE 1389
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088° to RWY 09

TWR 1437

5001 X 150

REIL Rwy 27 0

MIRL Rwy 9-27 0

APP CRS 239°	Rwy Idg TDZE Apt Elev	N/A N/A 1395
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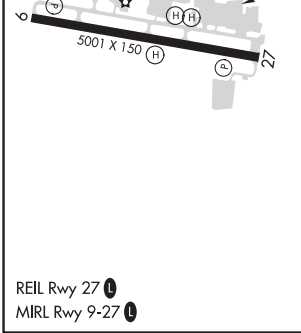
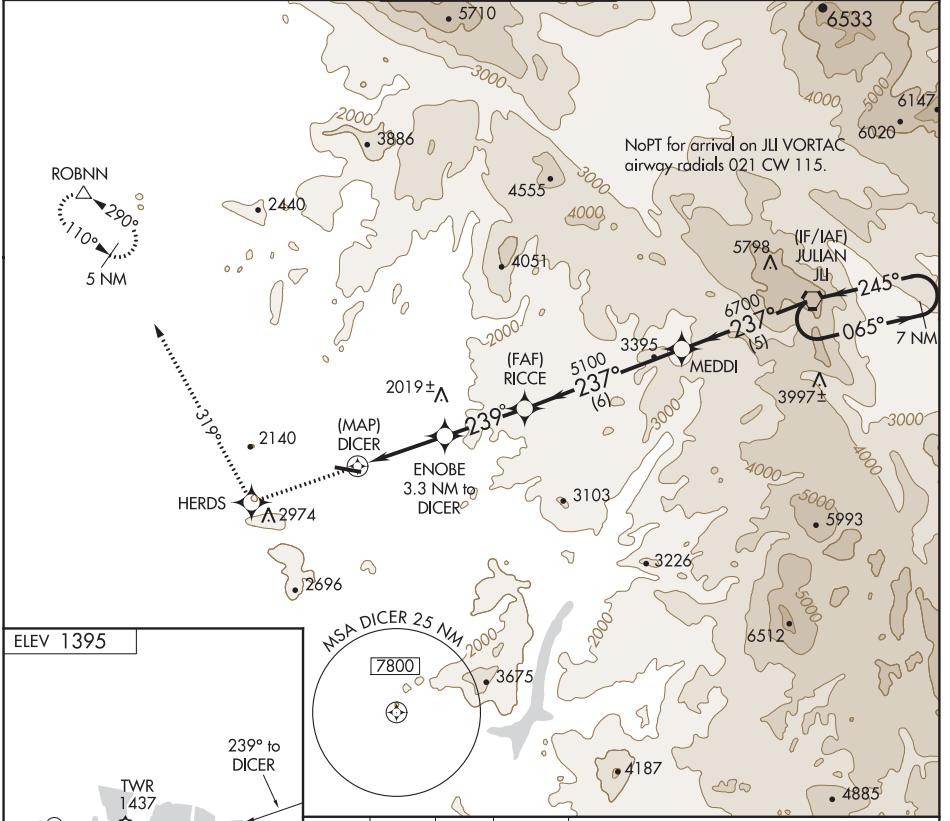
RNAV (GPS)-B

RAMONA (R.NM)

▽ DME/DME RNP-0.3 NA.
▲ Circling NA north of Rwy 9-27.
 When local altimeter setting not received, use Gillespie Field 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) 0	GND CON 121.65	UNICOM 122.95
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5000	HERDS	IR 319°	ROBNN	7 NM Holding Pattern
CATEGORY	A	B	C	D
CIRCLING	2780-1¼ 1385 (1400-1¼)	2780-1½ 1385 (1400-1½)	2780-3 1385 (1400-3)	NA

SW-3, 10 NOV 2016 to 05 JAN 2017

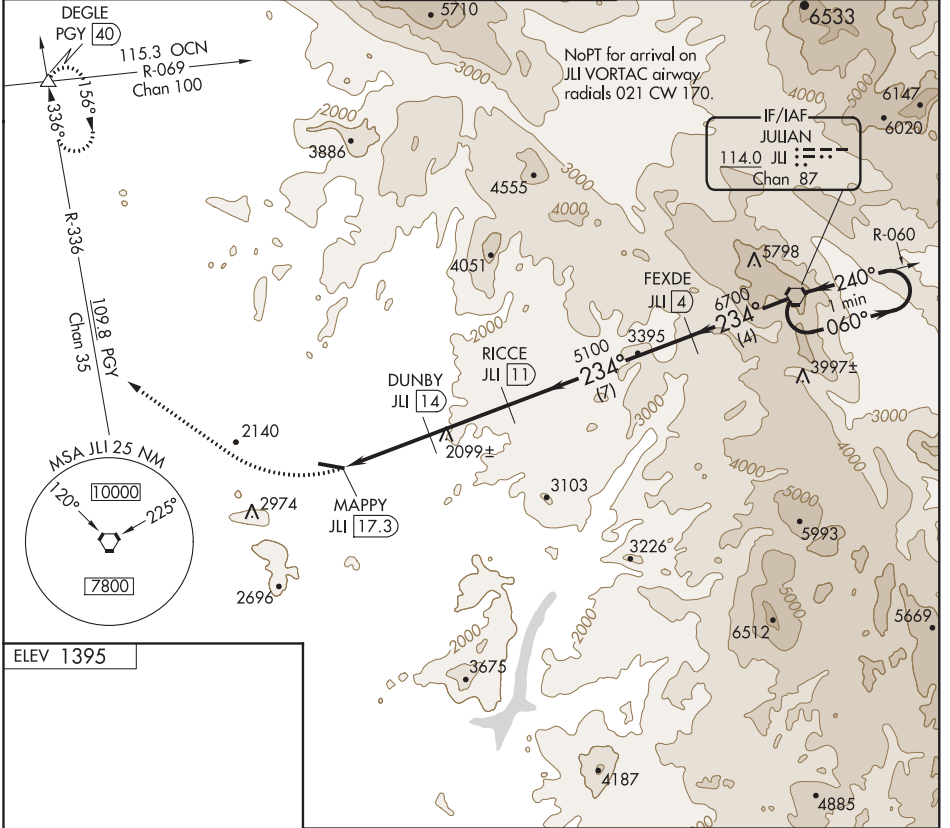
SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC JLI 114.0 Chan 87	APP CRS 234°	Rwy Idg TDZE Apt Elev 1395	N/A N/A
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VOR/DME-A
RAMONA (RNM)

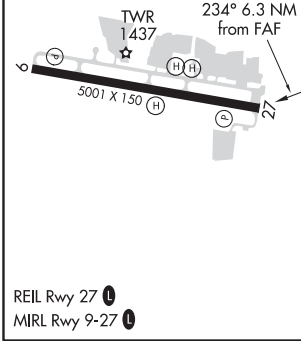
<p>⚠ Circling NA north of Rwy 9-27. When local altimeter setting not received, use Gillespie Field altimeter setting and increase all MDA 180 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 5000 via heading 290° and PGY VORTAC R-336 to DEGLE/PGY 40 DME and hold.</p>
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ATIS 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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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



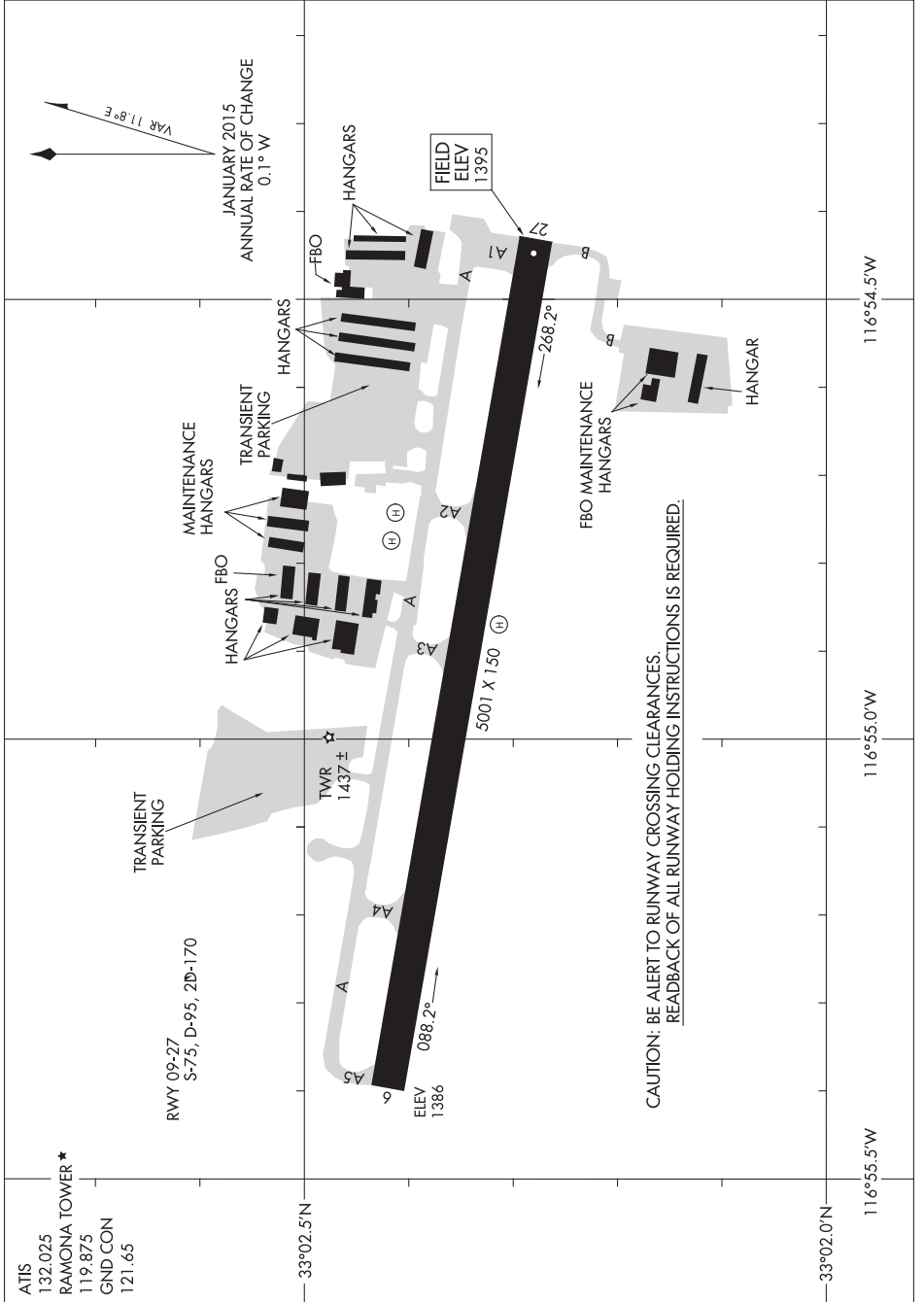
ELEV 1395	5000	PGY R-336	DEGLE △	One Minute Holding Pattern
CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1185 (1200-1¼)	2580-1½ 1185 (1200-1½)	2580-3 1185 (1200-3)	NA

AIRPORT DIAGRAM

AL-6667 (FAA)

RAMONA (RNM)
RAMONA, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

RAMONA, CALIFORNIA
RAMONA (RNM)

APP CRS 346°	Rwy Idg TDZE Apt Elev	N/A N/A 1571
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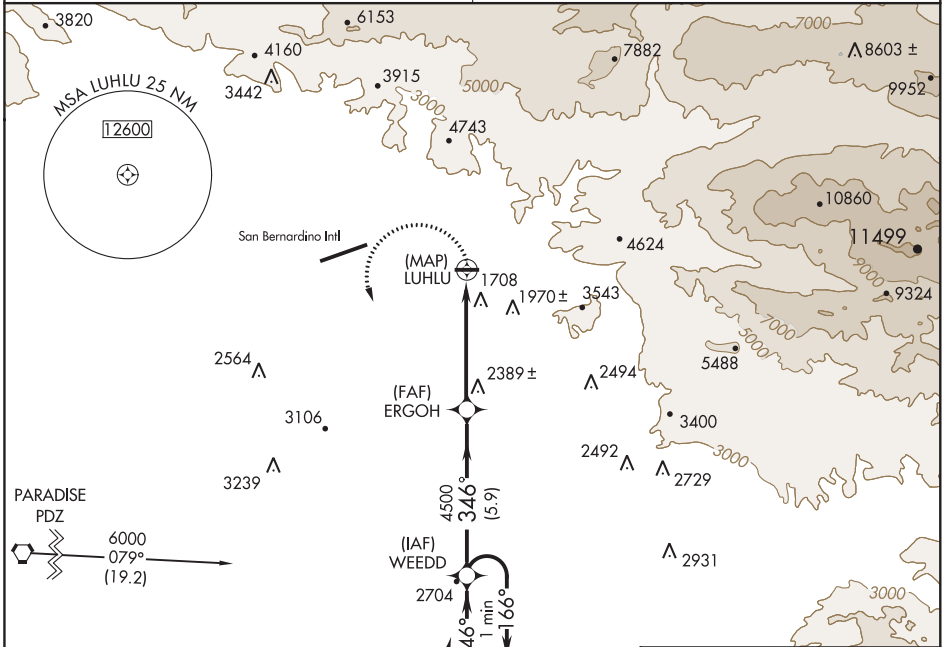
GPS-A
REDLANDS MUNI(REI)

▼ Use San Bernardino Intl altimeter setting; when not received, use Ontario Intl altimeter setting and increase all MDAs 160 feet.
▲ NA Procedure not authorized at night. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climbing left turn to 6000 direct WEEDD WP and hold.

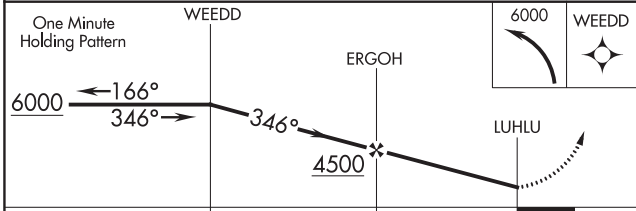
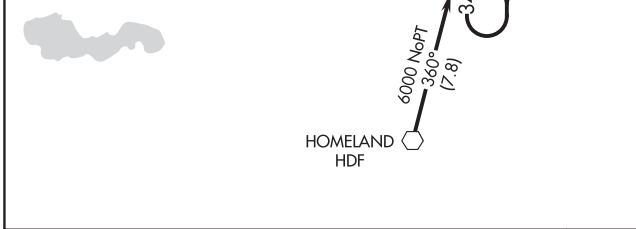
SOCAL APP CON
127.25 318.2

AUNICOM
123.05 (CTAF)

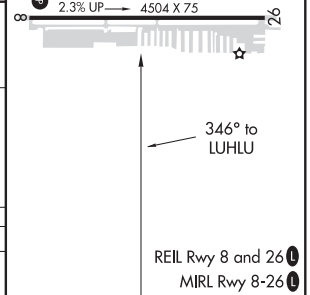


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	2640-1¼ 1069 (1100-1¼)	2640-1½ 1069 (1100-1½)	2640-3 1069 (1100-3)	NA



LOC I-RAL 110.9	APP CRS 089°	Rwy Idg TDZE Apt Elev	5401 795 819
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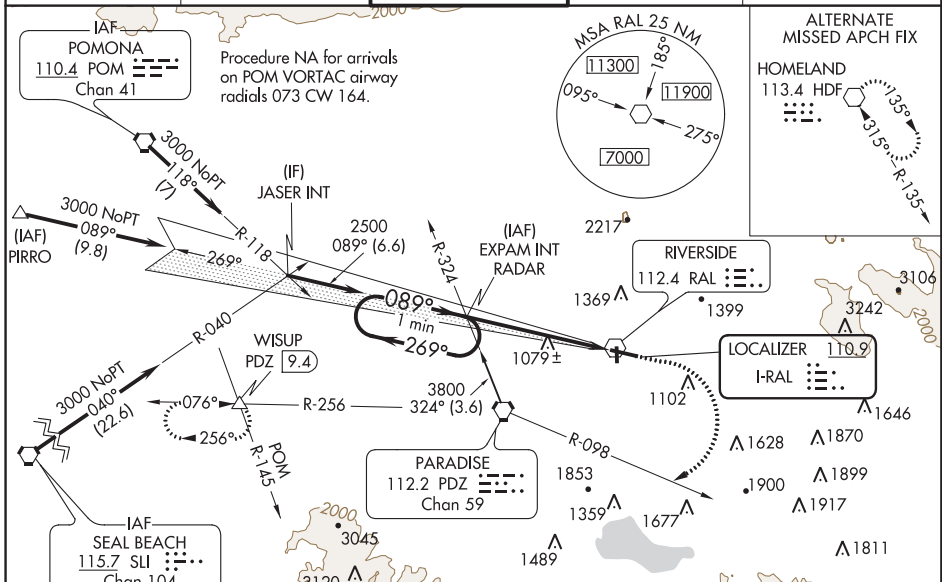
ILS or LOC RWY 9

RIVERSIDE MUNI (RAL)

⚠ Circling NA north of Rwy 9-27 for Cat D. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase S-ILS 9 visibility 1/8 mile all Cats, S-LOC 9 Cat C/D visibility 1/8 mile. Autopilot coupled approach NA below 1192.
*Missed approach requires minimum climb of 270 feet per NM to 5500.

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.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER * 121.0 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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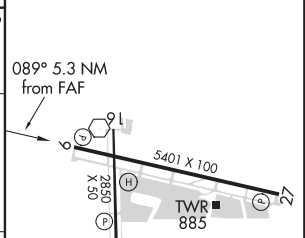
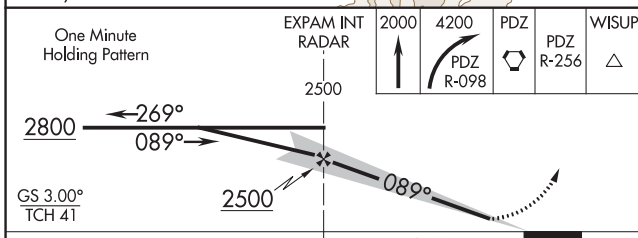


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals on SLI VORTAC airway radials 075 CW 080.

ELEV 819	TDZE 795
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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)	1620-2 1/4 801 (900-2 1/4)	1620-2 1/2 801 (900-2 1/2)

REIL Rwy 27
MIRL Rwy 9-27 and 16-34

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

RIVERSIDE, CALIFORNIA

AL-769 (FAA)

16119

WAAS CH 81921 W09A	APP CRS 089°	Rwy Idg TDZE 795 Apt Elev 819	5401
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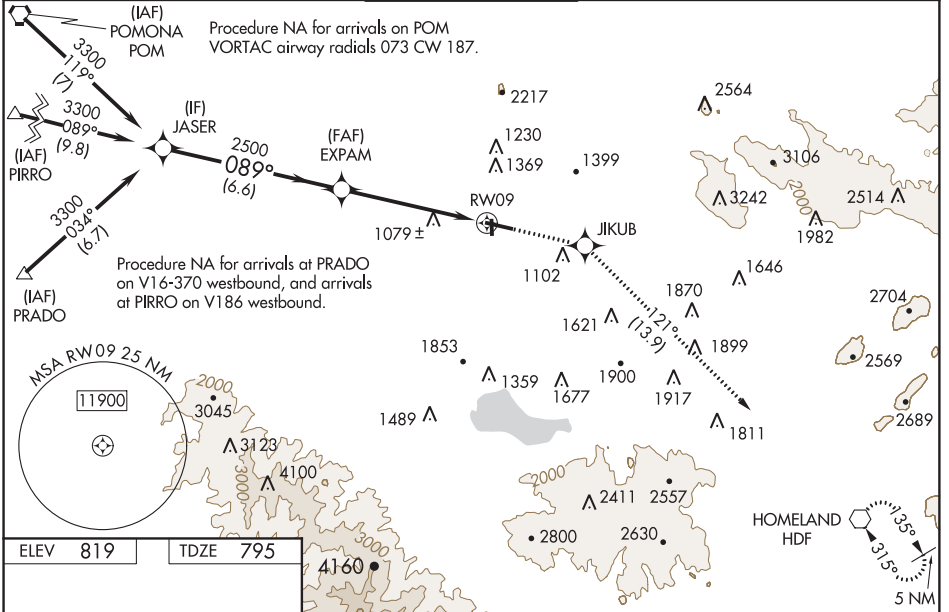
RNAV (GPS) RWY 9

RIVERSIDE MUNI (RAL)

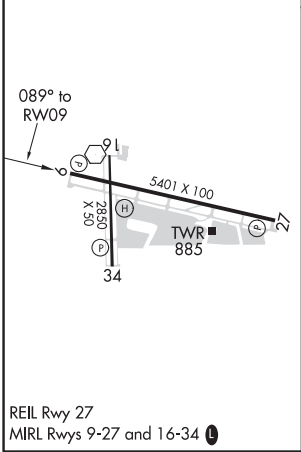
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet and increase LPV all Cats and Circling Cats C and D visibility ¼ mile and LNAV/VNAV all Cats and LNAV Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with 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 6000.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER * 121.0 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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ELEV 819	TDZE 795
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	JASER	EXPAM	JIKUB	HDF
	3300	2500	6000	fr 121°
	GP 3.00° TCH 41		*1.7 NM to RWY 09	*LNAV only
	6.6 NM	3.6 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)	1620-2¼ 801 (900-2¼)	1620-2½ 801 (900-2½)

RIVERSIDE, CALIFORNIA
Amdt 2C 28APR16

33°57'N-117°27'W

RIVERSIDE MUNI (RAL) RNAV (GPS) RWY 9

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82201 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	5401 818 818
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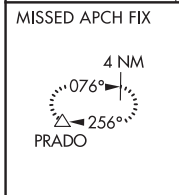
RNAV (GPS) RWY 27

RIVERSIDE MUNI (RAL)

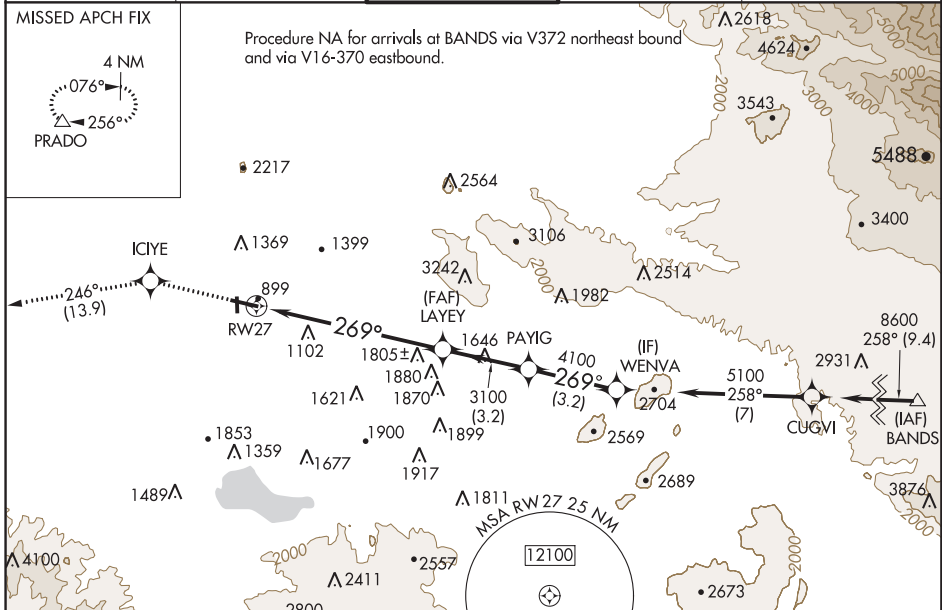
⚠ DME/DME RNP -0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (116°F).
 Circling NA for Cat D north of Rwy 9-27.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ICIYE and via 246° track to PRADO and hold.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER ★ 121.0 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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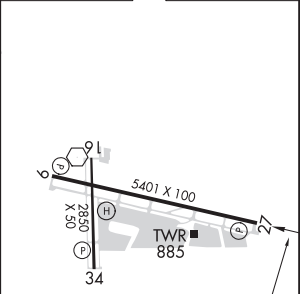
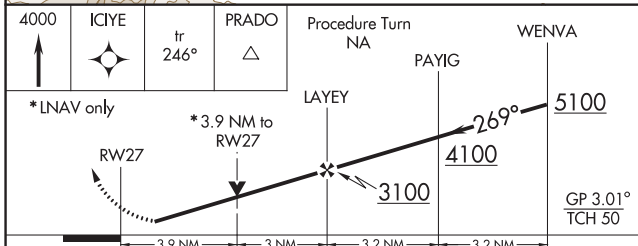
Procedure NA for arrivals at BANDS via V372 northeast bound and via V16-370 eastbound.



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 818	TDZE 818
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CATEGORY	A	B	C	D
LPV DA		1236-1½	418 (500-1½)	
LNAV/VNAV DA		1368-2	550 (600-2)	
LNAV MDA	2100-1¼ 1282 (1300-1¼)	2100-1½ 1282 (1300-1½)	2100-3	1282 (1300-3)
CIRCLING	2100-2	1282 (1300-2)	2100-3	1282 (1300-3)

REIL Rwy 27
 MIRL Rwy 9-27 and 16-34

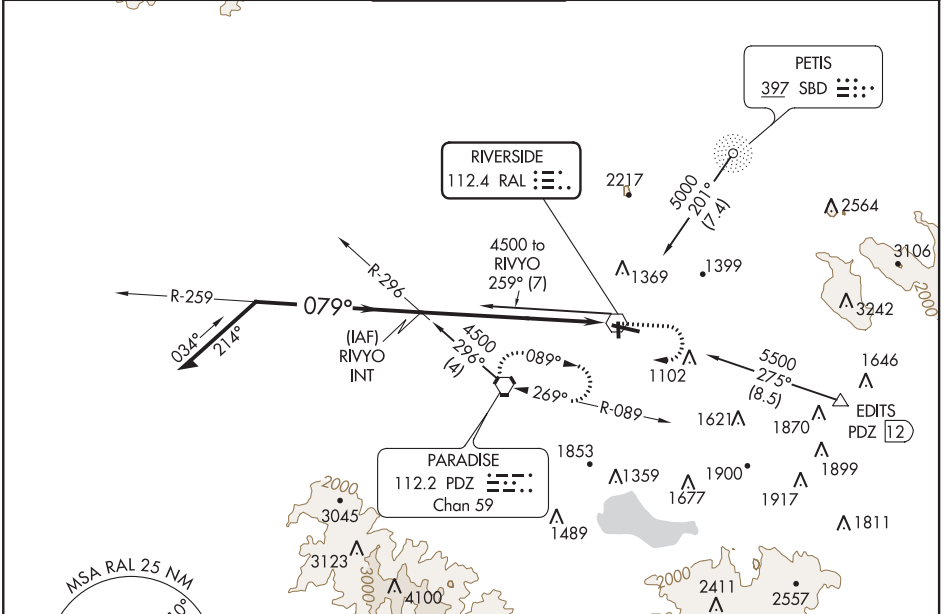
VOR RAL 112.4	APP CRS 079°	Rwy Idg TDZE Apt Elev	5401 795 819
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VOR RWY 9
RIVERSIDE MUNI (RAL)

⚠ When local altimeter setting not received, use Chino altimeter setting and increase MDA 60 feet.

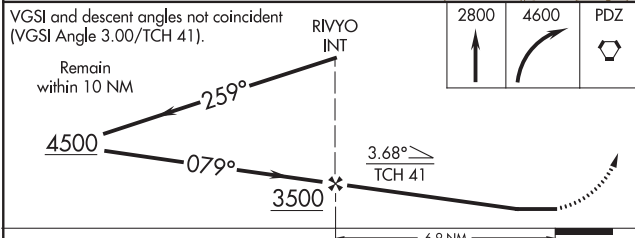
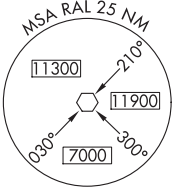
MISSED APPROACH: Climb to 2800 then climbing right turn to 4600 direct PDZ VORTAC and hold.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER * 121.0 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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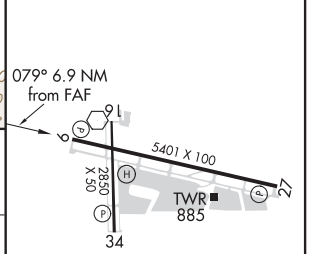


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 819	TDZE 795
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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

REIL Rwy 27
MIRL Rwys 9-27 and 16-34

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

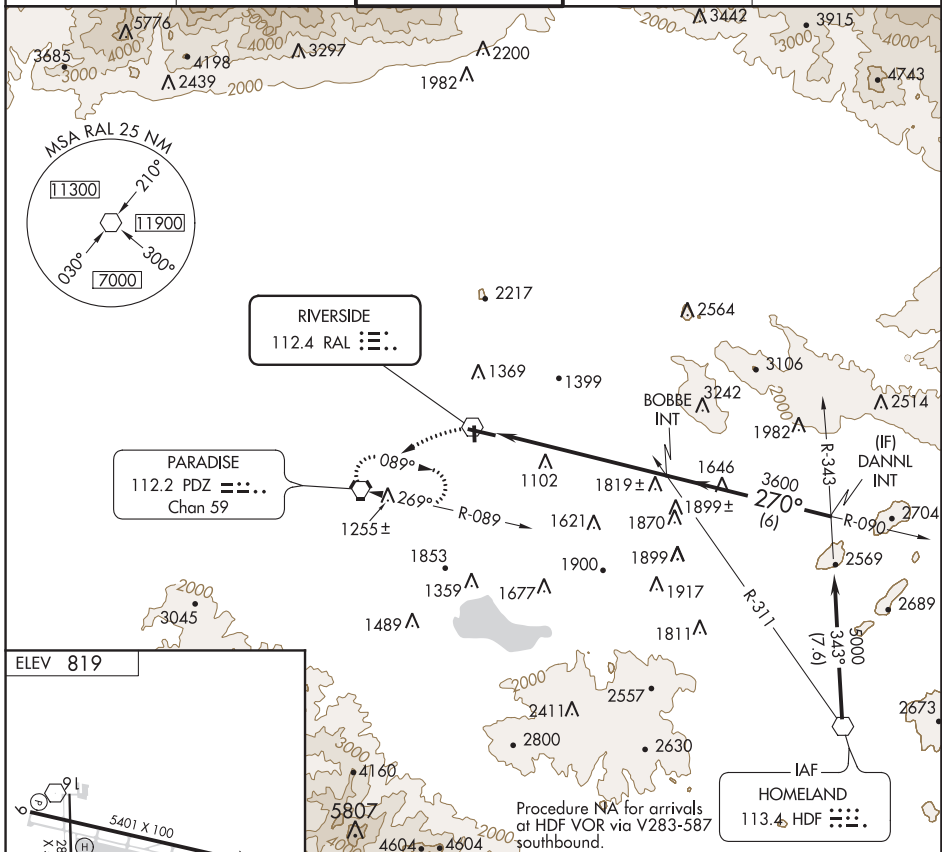
VOR RAL 112.4	APP CRS 270°	Rwy Idg TDZE Apt Elev	N/A N/A 819
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VOR-A
RIVERSIDE MUNI (RAL)

⚠ When local altimeter setting not received, use Chino altimeter setting and increase all MDAs 60 feet.

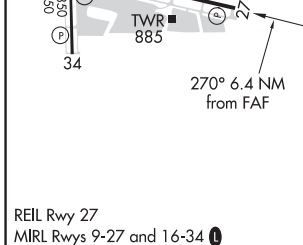
⚠ MISSED APPROACH: Climbing left turn to 4500 direct PDZ VORTAC and hold, continue climb-in-hold to 4500.

ATIS 128.8	SOCAL APP CON 135.4 377.125	RIVERSIDE TOWER ★ 121.0 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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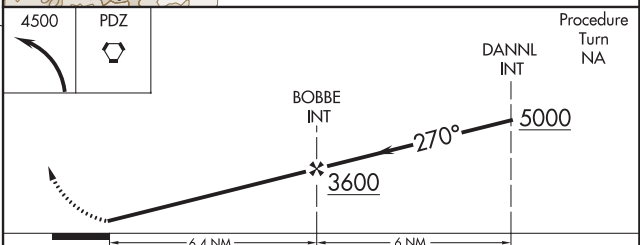
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



REIL Rwy 27
MIRL Rwys 9-27 and 16-34

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
CIRCLING	2300-1¼ 1481 (1500-1¼)	2300-1½ 1481 (1500-1½)	2300-3 1481 (1500-3)	NA

AIRPORT DIAGRAM

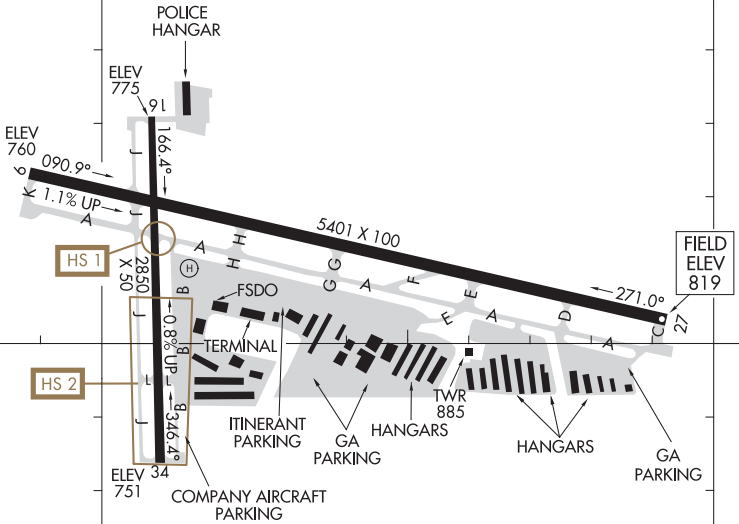
AL-769 (FAA)

RIVERSIDE MUNI (R.A.L.)
RIVERSIDE, CALIFORNIA

ATIS
128.8
RIVERSIDE TOWER ★
121.0 257.8
GND CON
121.7

33°58' N

VAR 12.1° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

33°57' N

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

APP CRS 064°	Rwy Idg TDZE Apt Elev	N/A N/A 767
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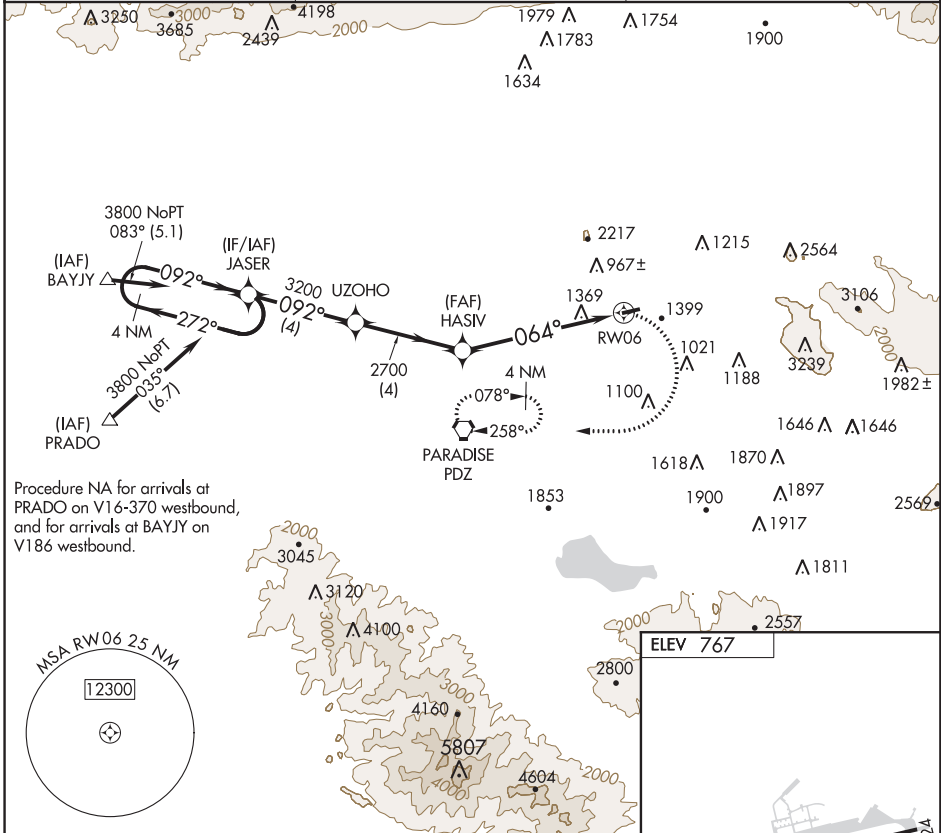
RNAV (GPS)-A

FLABOB (R.I.R)

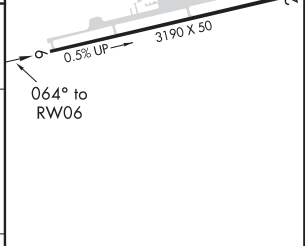
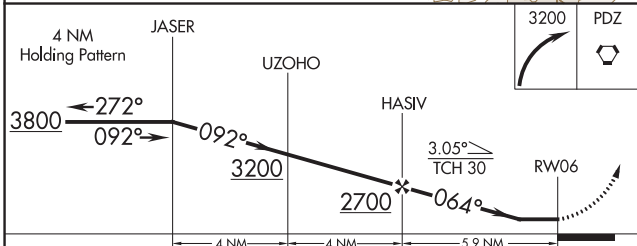
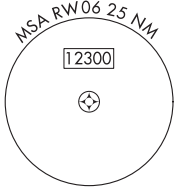
NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Riverside Muni altimeter setting; when not received, use Ontario altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3200 direct PDZ VORTAC and hold.

RIVERSIDE MUNI ASOS 128.8	SOCAL APP CON 135.4 377.125	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at PRADO on V16-370 westbound, and for arrivals at BAYJY on V186 westbound.



CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1093 (1100-1¼)	1960-1½ 1193 (1200-1½)	NA	

MIRL Rwy 6-24 0

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOC I-SBD 109.3	APP CRS 057°	Rwy Idg 10000
		TDZE 1091
		Apt Elev 1159

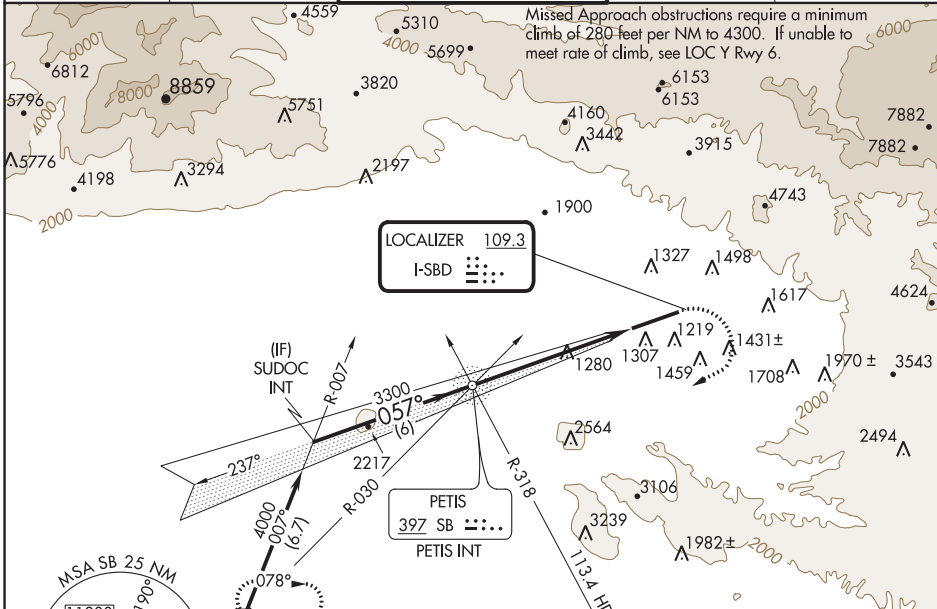
ILS or LOC Z RWY 6

SAN BERNARDINO INTL (SBD)

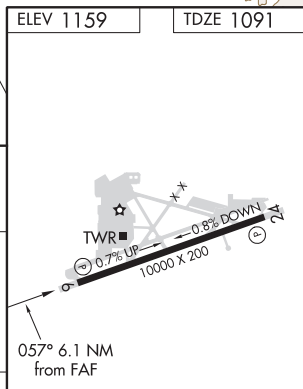
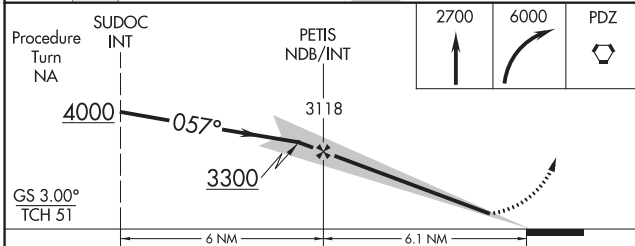
NA When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA to 1662 feet and all visibilities ¼ mile. Increase all MDA 80 feet and S-LOC Cat C/D visibilities ¼ mile and Circling Cat C ¼ mile and Cat D ½ mile. Circling NA north of Rwy 6-24. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700, then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

ATIS 124.175	SOCAL APP CON 127.25 318.2	SAN BERNARDINO TOWER* 119.45 (CTAF) 1	GND CON 121.8	UNICOM 122.975
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ELEV 1159	TDZE 1091
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CATEGORY	A	B	C	D
S-ILS 6	1589-1¼		498 (500-1¼)	
S-LOC 6	1640-1¼	549 (600-1¼)	1640-1½ 549 (600-1½)	1640-1¾ 549 (600-1¾)
CIRCLING	1640-1¼	481 (500-1¼)	1660-1½ 501 (600-1½)	1820-2 661 (700-2)

HIRL Rwy 6-24 1					
REIL Rwy 6 and 24 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

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	10000
057°	TDZE	1091
	Apt Elev	1159

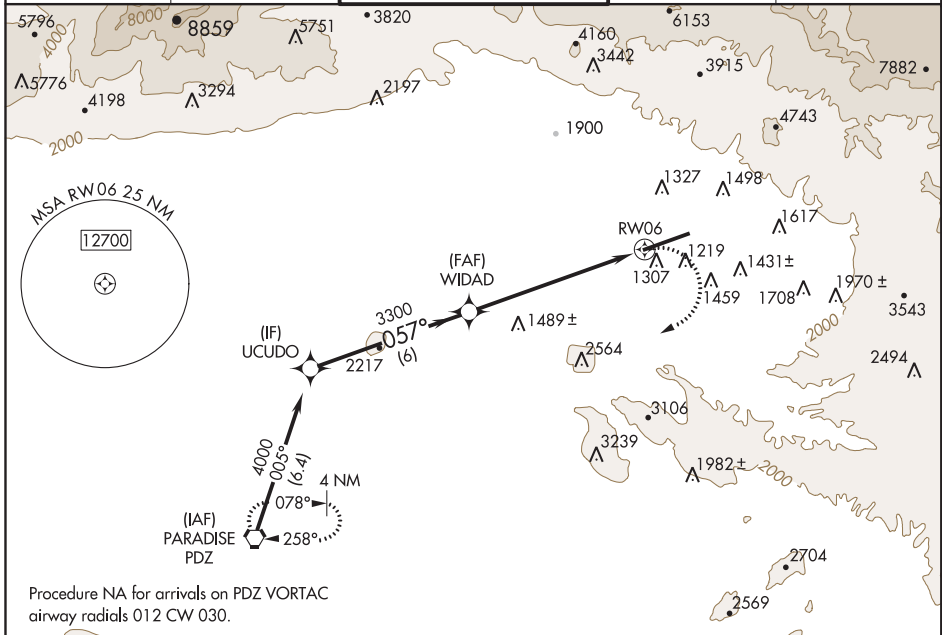
RNAV (GPS) Y RWY 6

SAN BERNARDINO INTL (SBD)

NA Circling NA north of Rws 6 and 24. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 5000 direct PDZ VORTAC and hold.

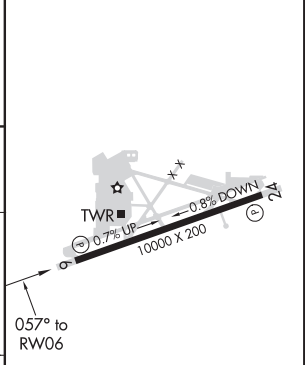
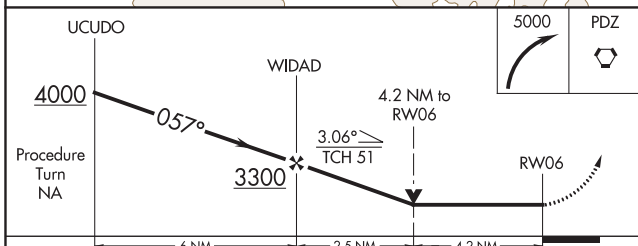
ATIS 124.175	SOCAL APP CON 127.25 318.2	SAN BERNARDINO TOWER* 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1159	TDZE 1091
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CATEGORY	A	B	C	D
LNVA MDA	2480-1¼ 1389 (1400-1¼)	2480-1½ 1389 (1400-1½)	2480-3	1389 (1400-3)
CIRCLING	2480-1¼ 1321 (1400-1¼)	2480-1½ 1321 (1400-1½)	2480-3	1321 (1400-3)

HIRL Rwy 6-24 **0**
REIL Rws 6 and 24 **0**

APP CRS	Rwy Idg	10000
057°	TDZE	1091
	Apt Elev	1159

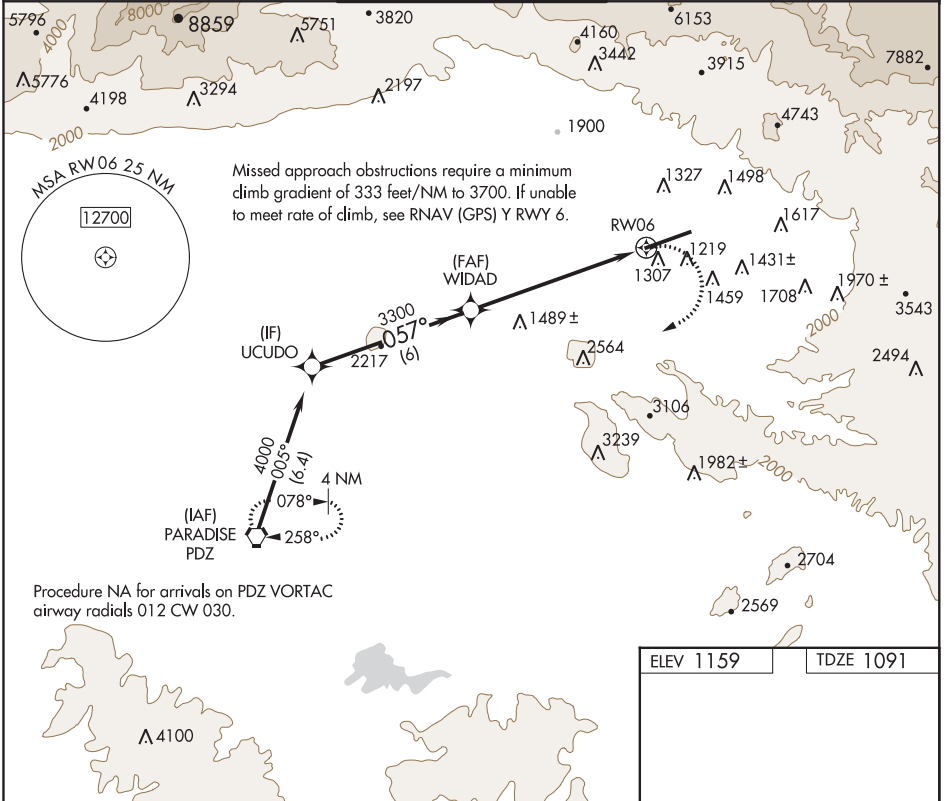
RNAV (GPS) Z RWY 6

SAN BERNARDINO INTL (SBD)

NA Circling NA north of Rwy 6 and 24. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 5000 direct PDZ VORTAC and hold.

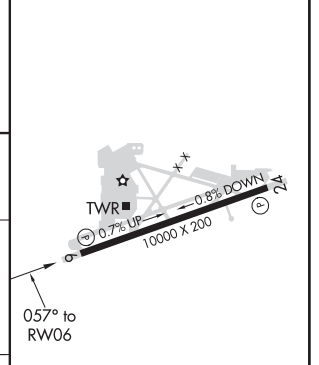
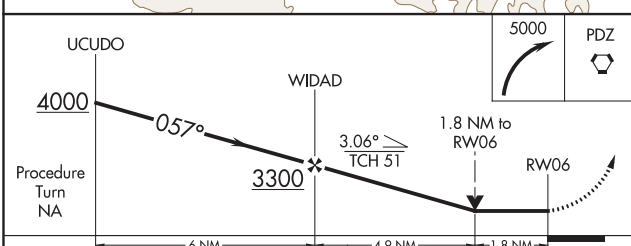
ATIS 124.175	SOCAL APP CON 127.25 318.2	SAN BERNARDINO TOWER* 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1159	TDZE 1091
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CATEGORY	A	B	C	D
LNNAV MDA	1720-1 629 (600-1)		1720-1¾ 629 (600-1¾)	1720-2 629 (600-2)
CIRCLING	1720-1 561 (600-1)		1720-1¾ 561 (600-1¾)	1820-2 661 (700-2)

LOC I-SBD 109.3	APP CRS 057°	Rwy ldg 10000 TDZE 1091 Apt Elev 1159
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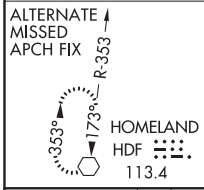
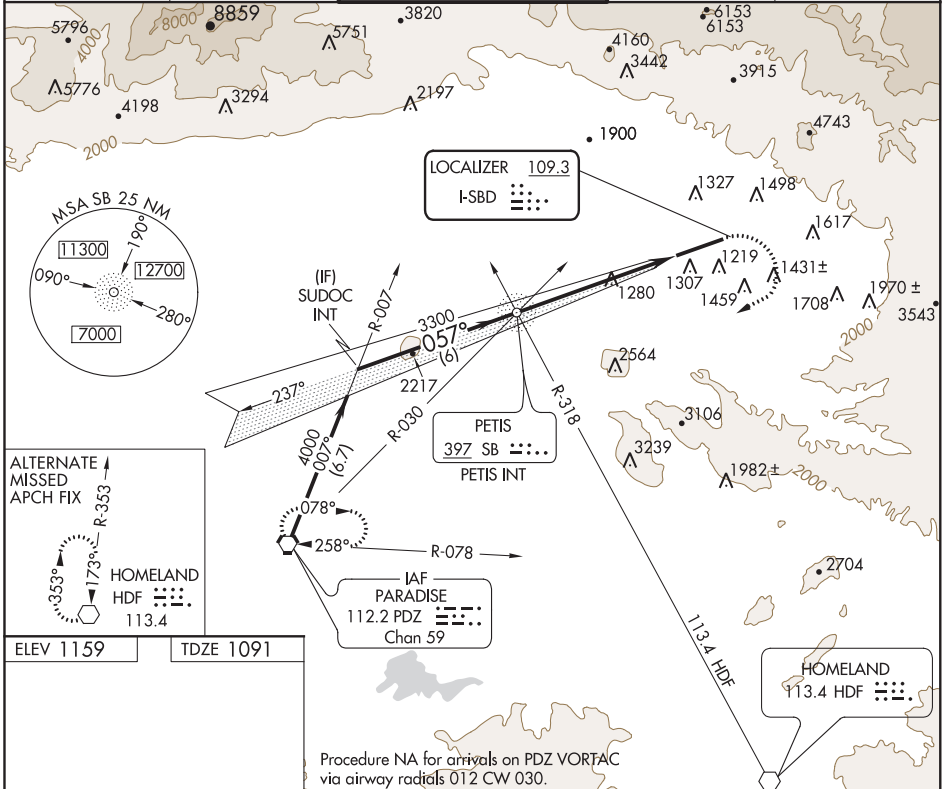
LOC Y RWY 6

SAN BERNARDINO INTL (SBD)

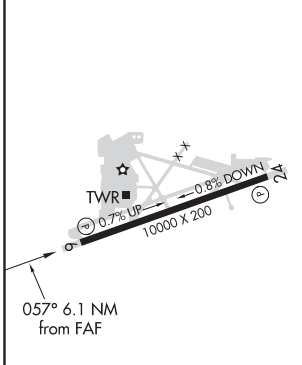
NA If local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDAs 80 feet. Circling NA north of Rwy 6-24. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100, then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

ATIS 124.175	SOCAL APP CON 127.25 318.2	SAN BERNARDINO TOWER * 119.45 (CTAF) 0	GND CON 121.8	UNICOM 122.975
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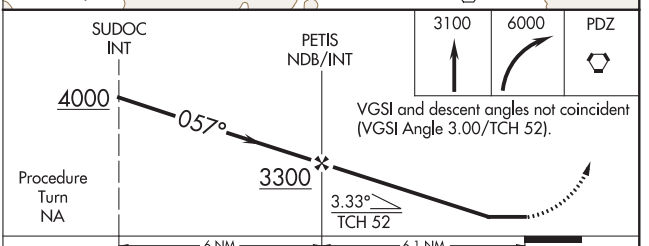
ELEV 1159	TDZE 1091
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HIRL Rwy 6-24
REIL Rwy 6 and 24

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-6	2480-1¼ 1389 (1400-1¼)	2480-1½ 1389 (1400-1½)	2480-3	1389 (1400-3)
CIRCLING	2480-1¼ 1321 (1400-1¼)	2480-1½ 1321 (1400-1½)	2480-3	1321 (1400-3)

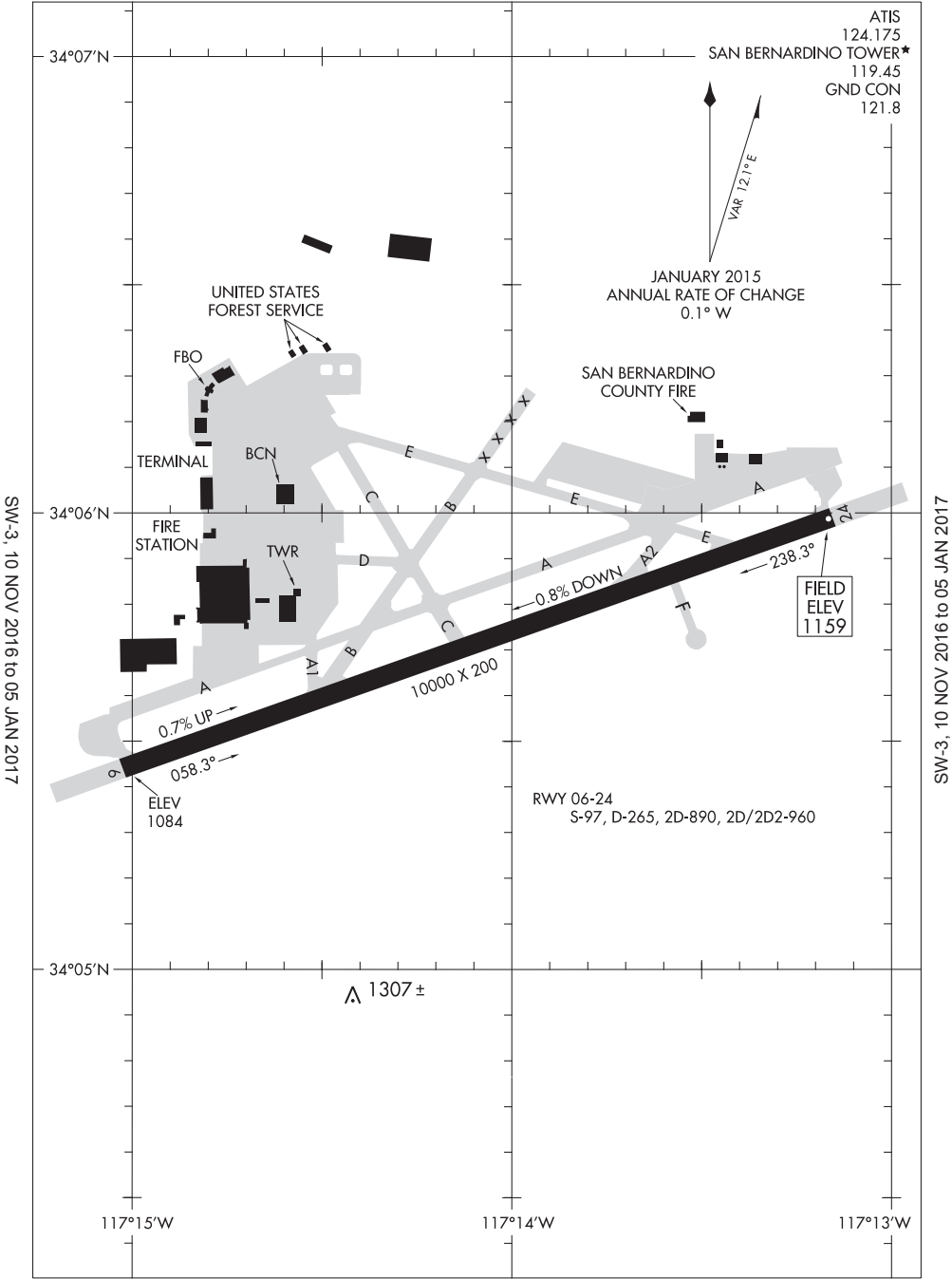
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-547 (FAA)

SAN BERNARDINO INTL (SBD)
SAN BERNARDINO, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SAN BERNARDINO, CALIFORNIA
SAN BERNARDINO INTL (SBD)

SAN CLEMENTE ISLAND, CALIFORNIA

RNAV (GPS) RWY 24

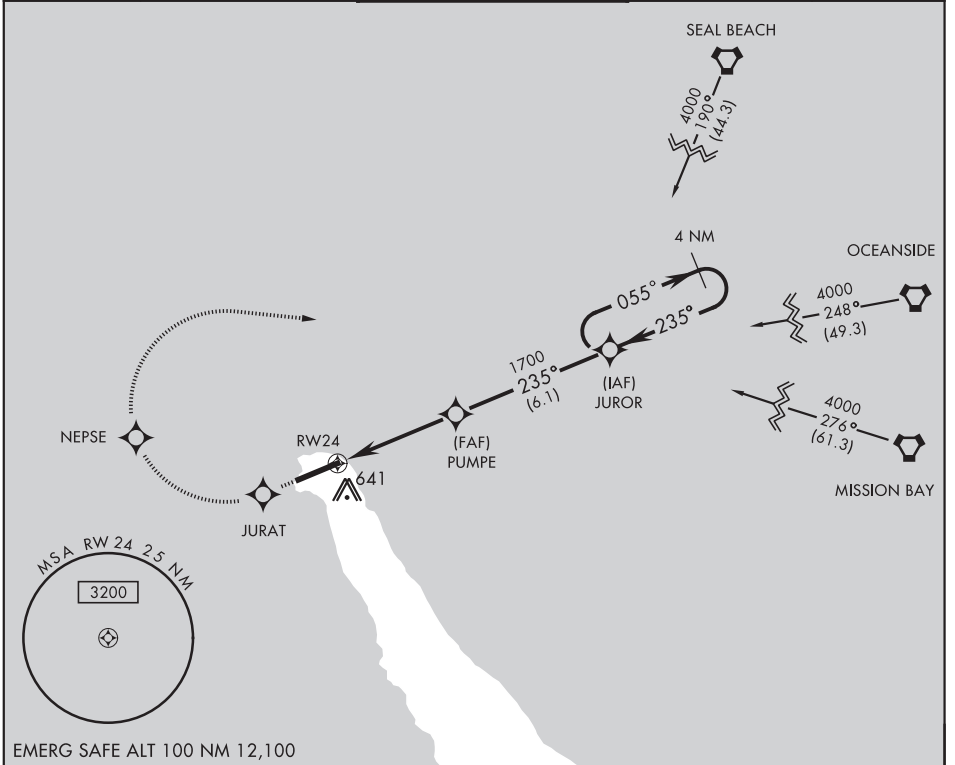
SAN CLEMENTE ISLAND NALF
(FREDERICK SHERMAN FLD) (KNUC)

APCH CRS 235°	Rwy Idg 9301
	THRE 184
	Arpt Elev 184

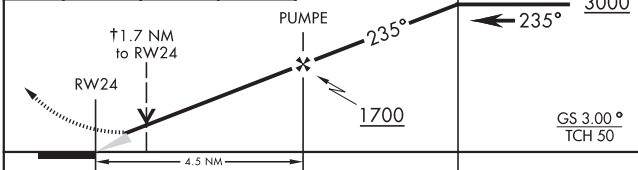
AL-5126 [USN]

<p>▼ * Circling not authorized S of Rwy 6-24 DME/DME RNP-0.3 NA Baro VNAV NA below -15°C (5°F) or above 54°C (130°F)</p>	<p>MISSED APPROACH: Climb direct JURAT, then turn right direct NEPSE, turn right direct JURAT climbing to 3000 and hold.</p>
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<p>ATIS ★ 268.6</p>	<p>SAN CLEMENTE APP CON 127.05 292.15</p>	<p>SAN CLEMENTE ISLAND TOWER ★ 126.75 278.8</p>	<p>GND CON 0 119.55 251.05</p>	<p>ASR/PAR</p>
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3000	JURAT	NEPSE	† LNAV only
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ELEV 184	THRE 184
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CATEGORY	A	B	C	D
LNAV/VNAV DA	780-2 596 (600-2)			
LNAV MDA	780-1 596 (600-1)	780-1¾ 596 (600-1¾)		
CIRCLING*	780-1 596 (600-1)	780-1¾ 596 (600-1¾)		780-2 596 (600-2)

HIRL Rwy 6-24	0
REIL Rwy 6-24	0

SAN CLEMENTE ISLAND, CALIFORNIA
Amdt 2 15OCT15

33°01'N - 118°35'W

RNAV (GPS) RWY 24

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

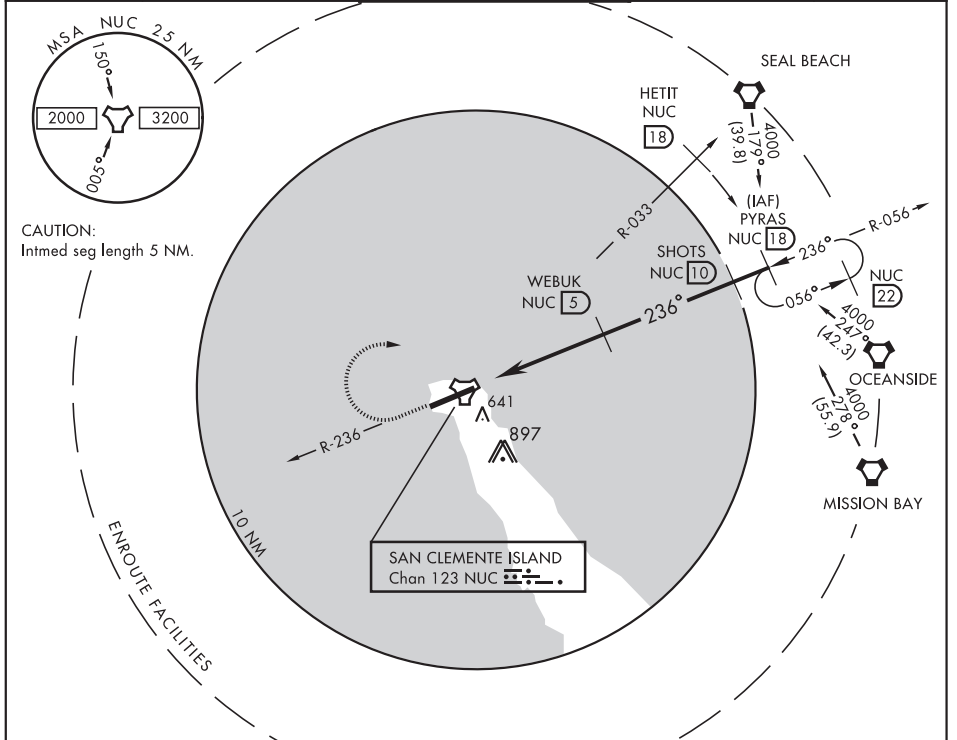
SAN CLEMENTE ISLAND, CALIFORNIA

TACAN RWY 24

SAN CLEMENTE ISLAND NALF
(FREDERICK SHERMAN FLD) (KNUC)

TACAN NUC Chan 123	APCH CRS 236°	Rwy Idg THRE Arprt Elev 9301 184 184	AL-5126 [USN]
* 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.

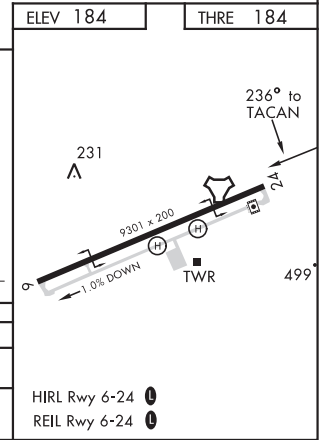
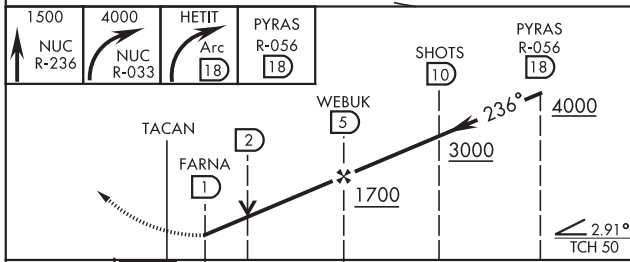
ATIS ★ 268.6	SAN CLEMENTE APP CON 127.05 292.15	SAN CLEMENTE ISLAND TOWER ★ 126.75 278.8	GND CON 119.55 251.05	ASR/PAR
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 12,100



TACAN RWY 24

AIRPORT DIAGRAM

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

AFD-5126 [USN]

SAN CLEMENTE ISLAND, CALIFORNIA

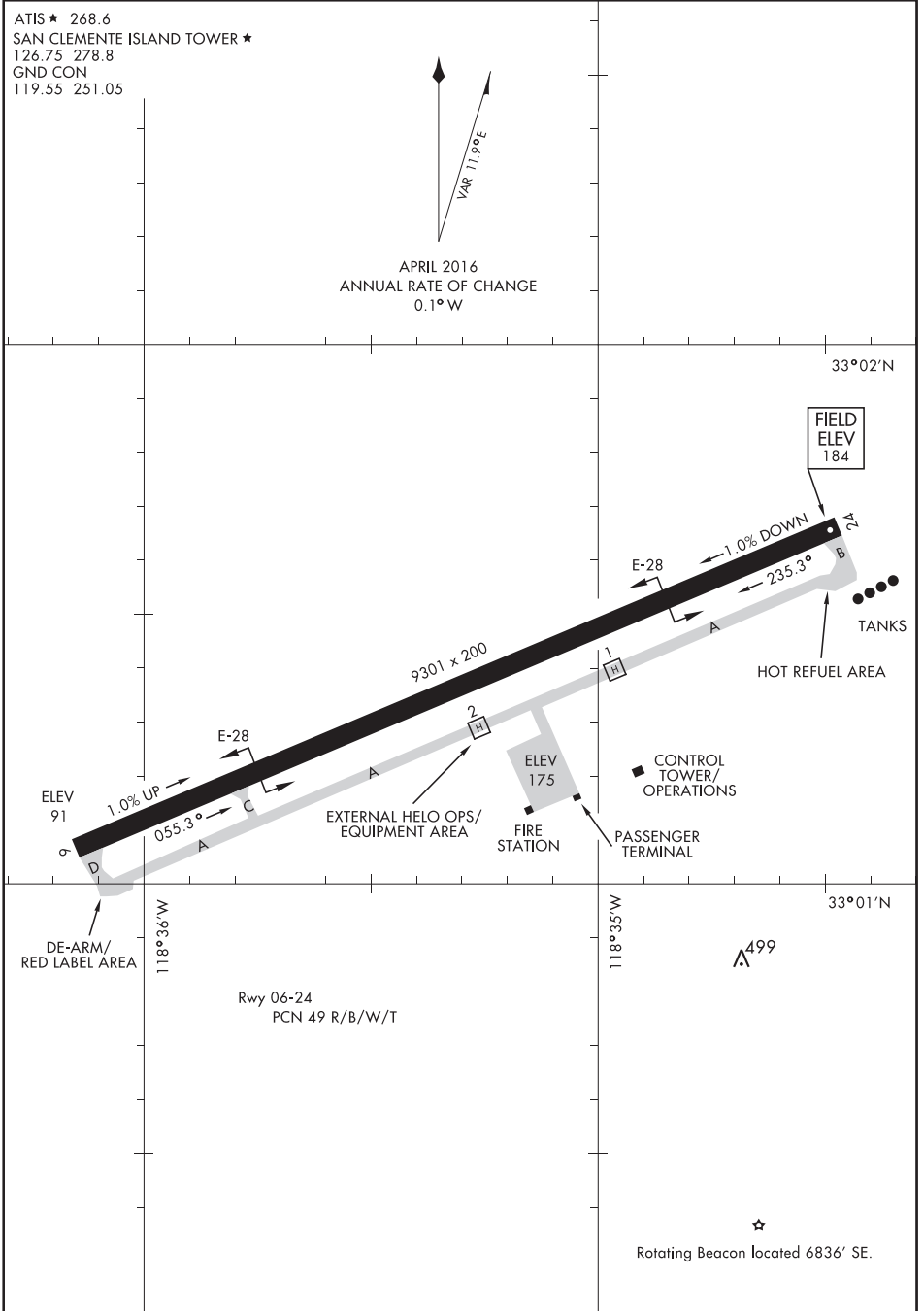
ATIS ★ 268.6
 SAN CLEMENTE ISLAND TOWER ★
 126.75 278.8
 GND CON
 119.55 251.05



APRIL 2016
 ANNUAL RATE OF CHANGE
 0.1° W

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

SAN CLEMENTE ISLAND, CALIFORNIA
 SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

WAAS CH 56534 W08A	APP CRS 082°	Rwy Idg 7972 TDZE 526 Apt Elev 526
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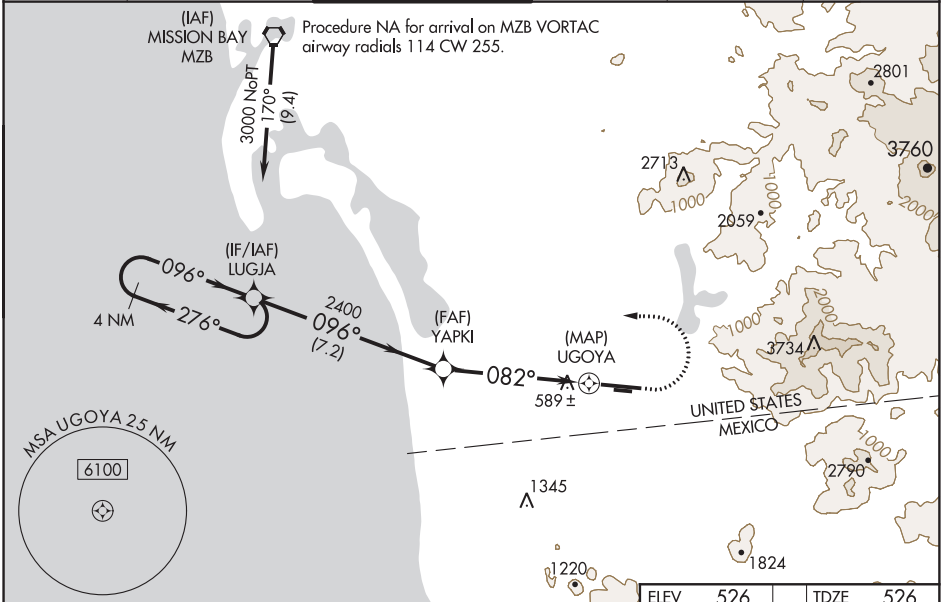
RNAV (GPS) RWY 8L

BROWN FIELD MUNI (SDM)

⚠ DME/DME RNP-0.3 NA. Circling NA south of Rwy 8R-26L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C (36°F) or above 54°C (130°F). Baro-VNAV NA when using San Diego Intl altimeter setting. When local altimeter setting not received, use San Diego Intl altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ⅜ mile, and Circling Cat C visibility ½ mile.

MISSED APPROACH: (Do not exceed 210 KIAS until LUGJA) Climb to 940 then climbing left turn to 3000 direct LUGJA and hold.

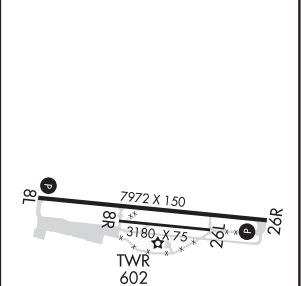
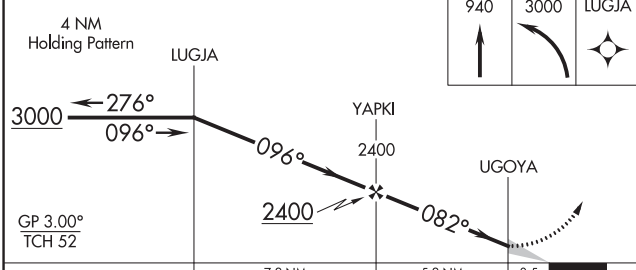
ATIS 132.35	SOCAL APP CON 124.35 279.625	BROWN TOWER * 128.25 (CTAF) 225.4	GND CON 124.4	CLNC DEL 124.4	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV	526	TDZE	526
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CATEGORY	A	B	C	D
LPV DA		726-¾	200 (200-¾)	
LNAV/VNAV DA		776-¾	250 (300-¾)	
LNAV MDA	840-1	314 (400-1)	840-⅞	314 (400-⅞)
C CIRCLING	980-1 454 (500-1)	1000-1 474 (500-1)	1180-1¾ 654 (700-1¾)	2260-3 1734 (1800-3)

- REIL Rwy 26R
- REIL Rwy 8L **⬤**
- MIRL Rwy 8R-26L **⬤**
- HIRL Rwy 8L-26R **⬤**

VORTAC PGY 109.8 Chan 35	APP CRS 156°	Rwy Idg TDZE Apt Elev 524	N/A N/A 524
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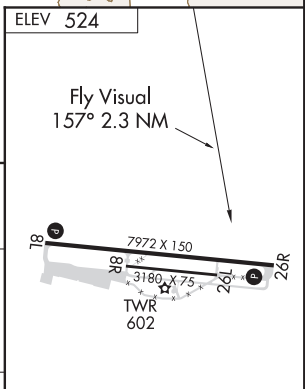
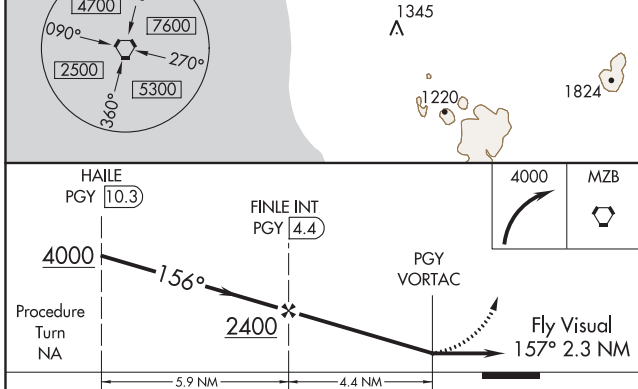
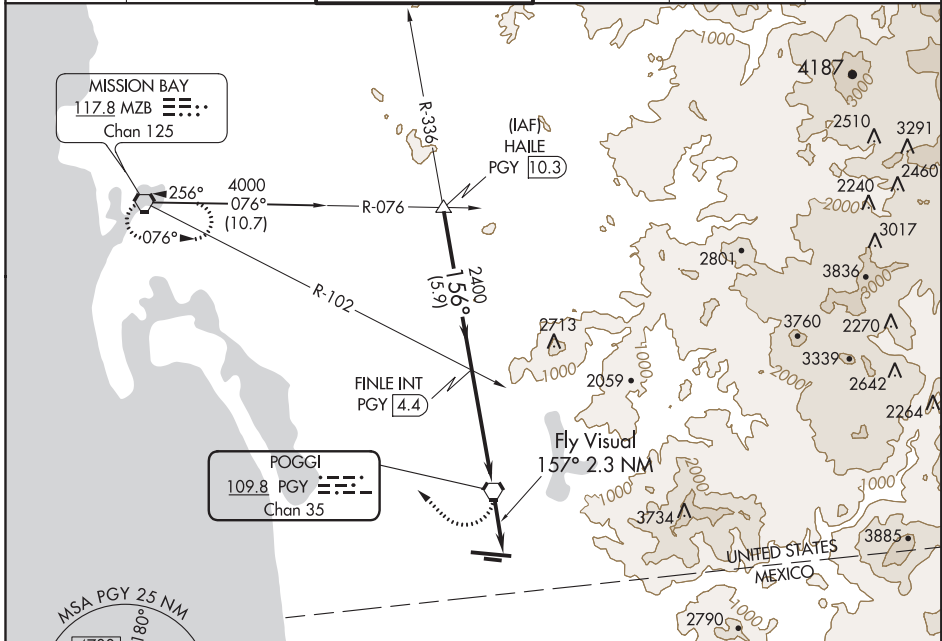
VOR or GPS-A

BROWN FIELD MUNI (SDM)

⚠ When control tower closed, use San Diego Intl altimeter setting minimums.
⚠ Circling NA south of runway 8R-26L.

MISSED APPROACH: Climbing right turn to 4000 direct MZB VORTAC and hold.

ATIS 132.35	SOCAL APP CON 124.35 279.625	BROWN TOWER ★ 128.25 (CTAF) 225.4	GND CON 124.4	CLNC DEL 124.4	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING		1220-2¾	696 (700-2¾)	
SAN DIEGO INTL ALTIMETER SETTING MINIMUMS				
CIRCLING		1340-2¾	816 (900-2¾)	

REIL Rwy 26R
 REIL Rwy 8L
 MIRL Rwy 8R-26L
 HIRL Rwy 8L-26R

SW-3, 10 NOV 2016 to 05 JAN 2017

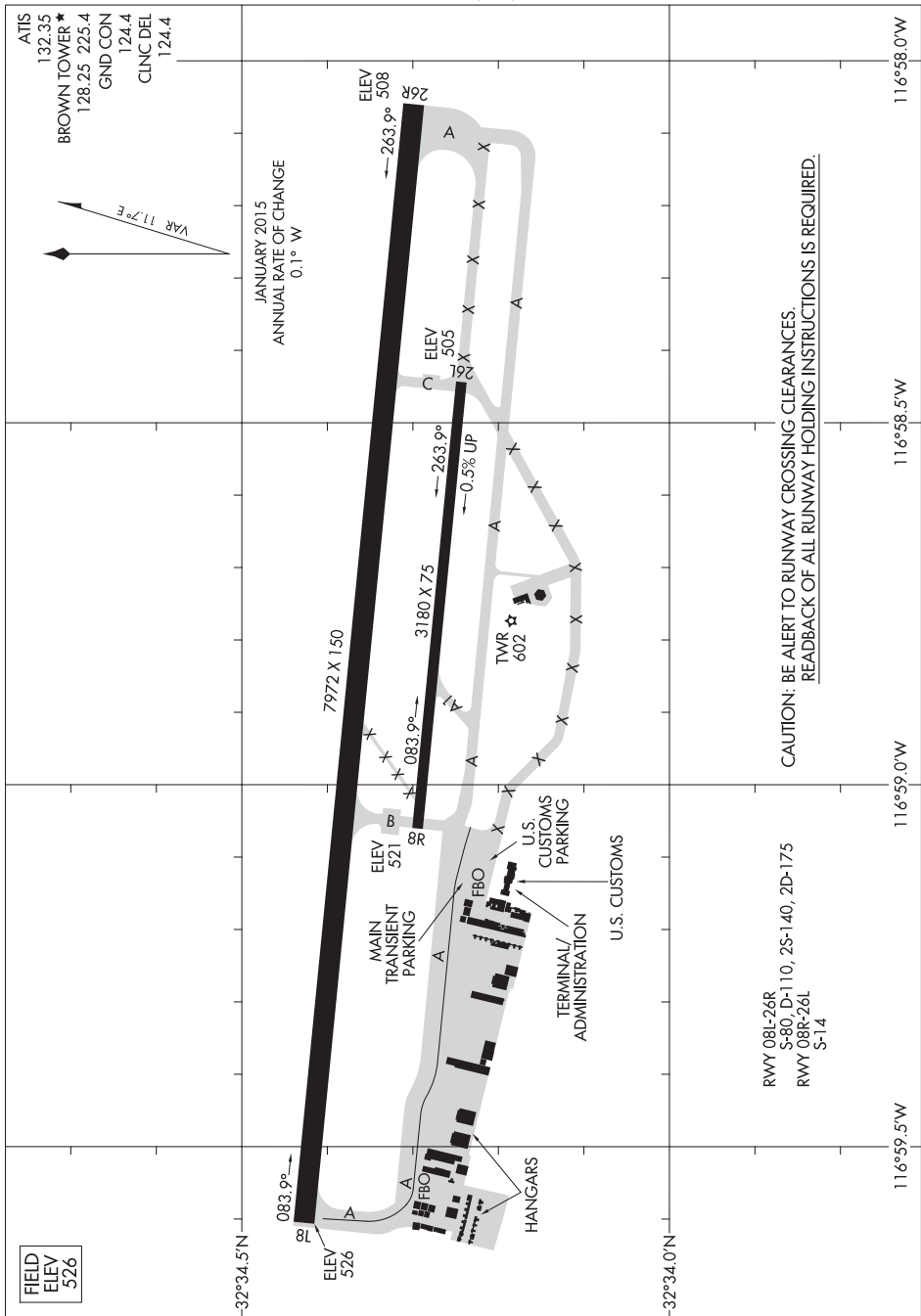
SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5814 (FAA)

BROWN FIELD MUNI (SD.M)
SAN DIEGO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
BROWN FIELD MUNI (SD.M)

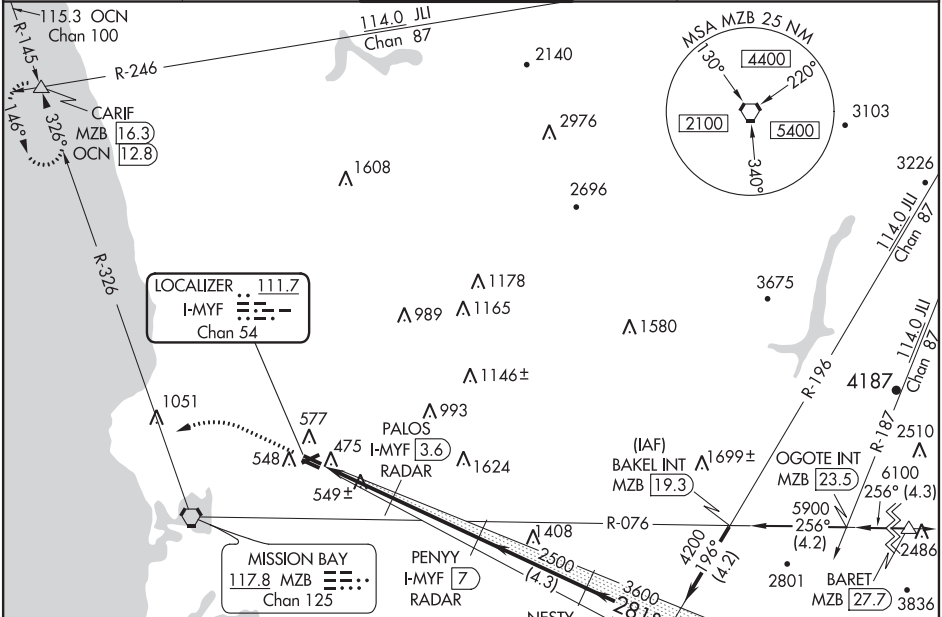
LOC/DME I-MYF 111.7 Chan 54	APP CRS 281°	Rwy Idg 3401 TDZE 423 Apt Elev 427
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ILS or LOC RWY 28R
MONTGOMERY-GIBBS EXECUTIVE (MYF)

▼ DME or RADAR required. VDP NA with San Diego Intl altimeter setting.
▲ When local altimeter setting not received, use San Diego Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet.
 For inoperative MALSR when using San Diego Intl altimeter setting, increase S-ILS 28R all Cats visibility to 1 mile.

MALSR MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 270° and MZB VORTAC R-326 to CARIF INT/MZB 16.3 DME and hold.

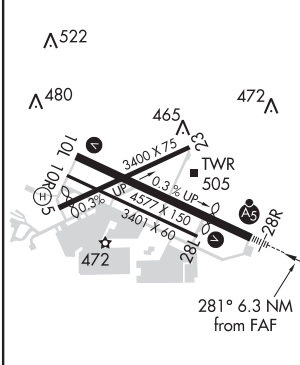
ATIS 126.9	SOCAL APP CON 124.35 279.625	MONTGOMERY TOWER* 119.2 (CTAF) 0 269.4	GND CON 118.22	CLNC DEL 123.725	SAN DIEGO RADIO 122.4
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

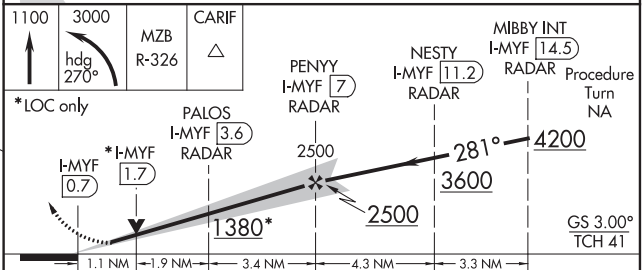
ELEV 427	TDZE 423
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REIL Rwy 28L
MIRL Rwy 10L-28R

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 28R	623-½	200 (200-½)		NA
S-LOC 28R	800-½	377 (400-½)		NA
CIRCLING	880-1	453 (500-1)		NA

WAAS CH 45710 W28A	APP CRS 281°	Rwy Idg TDZE Apt Elev	3401 423 427
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RNAV (GPS) RWY 28R

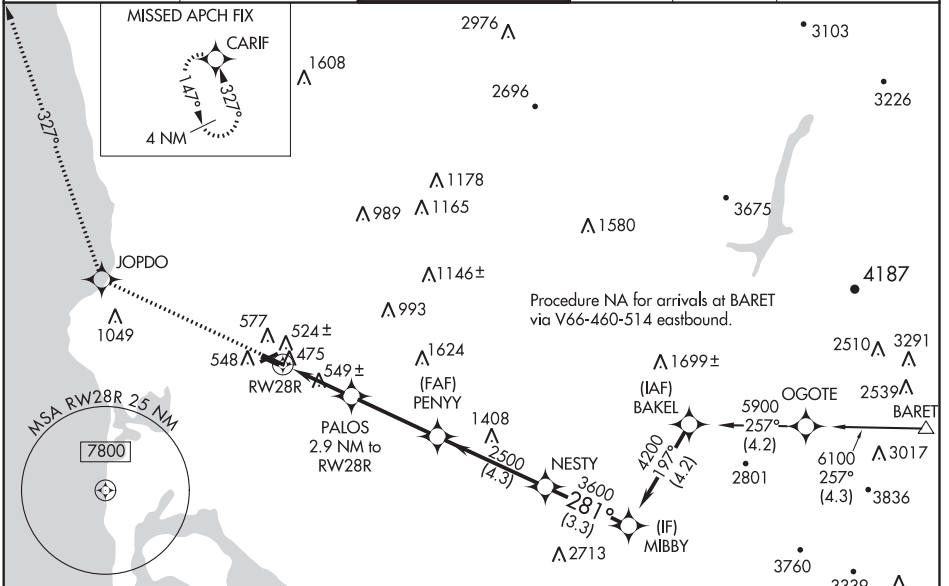
MONTGOMERY-GIBBS EXECUTIVE (MYF)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with San Diego Intl altimeter setting. Baro-VNAV NA when using San Diego Intl altimeter setting. When local altimeter setting not received, use San Diego Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet and increase LNAV/VNAV all Cats visibility ¼ mile. For inoperative MALSR when using San Diego Intl altimeter setting increase LPV all Cats visibility to 1 mile.

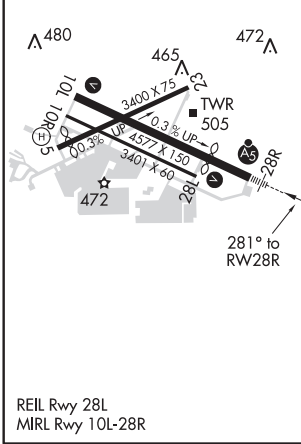


MISSED APPROACH:
Climb to 3000 direct JOPDO and on track 327° to CARIF and hold.

ATIS 126.9	SOCAL APP CON 124.35 279.625	MONTGOMERY TOWER * 119.2 (CTAF) 0 269.4	GND CON 118.22	CLNC DEL 123.725	SAN DIEGO RADIO 122.4
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ELEV 427	TDZE 423
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3000	JOPDO	tr 327°	CARIF				
			PALOS 2.9 NM to RW28R	PENNY 2500	NESTY 3600	MIBBY 4200	GP 3.00° TCH 41
			RW28R				
			-1.2 NM	-1.7 NM	-3.4 NM	-4.3 NM	-3.3 NM
CATEGORY	A	B	C	D			
LPV DA	623-½	200 (200-½)				NA	
LNAV/VNAV DA	750-¾	327 (400-¾)				NA	
LNAV MDA	840-½	417 (500-½)				NA	
CIRCLING	880-1	453 (500-1)				NA	

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

16259 **AIRPORT DIAGRAM** MONTGOMERY-GIBBS EXECUTIVE (MYF)
 AL-5401 (FAA) SAN DIEGO, CALIFORNIA

ATIS
 126.9
 MONTGOMERY TOWER ★
 119.2 269.4
 GND CON
 118.22
 CLNC DEL
 123.725

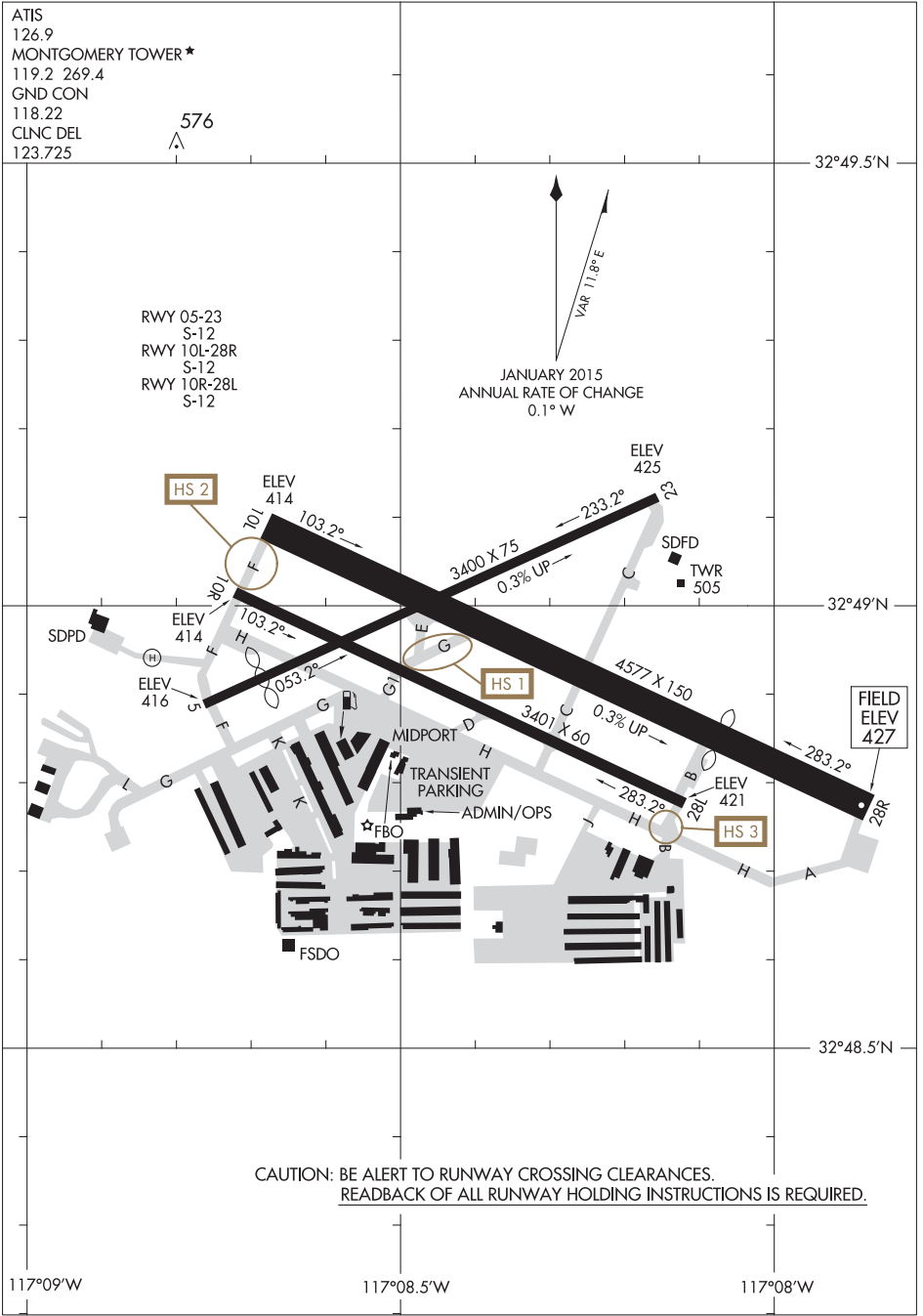
576
 ▲

RWY 05-23
 S-12
 RWY 10L-28R
 S-12
 RWY 10R-28L
 S-12

VAR 11.8° E
 JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.


AIRPORT DIAGRAM SAN DIEGO, CALIFORNIA
 16259 MONTGOMERY-GIBBS EXECUTIVE (MYF)

LOC/DME I-SAN	APP CRS	Rwy Idg	7280
111.55	095°	TDZE	17
Chan 52 (Y)		Apt Elev	17

ILS or LOC RWY 9

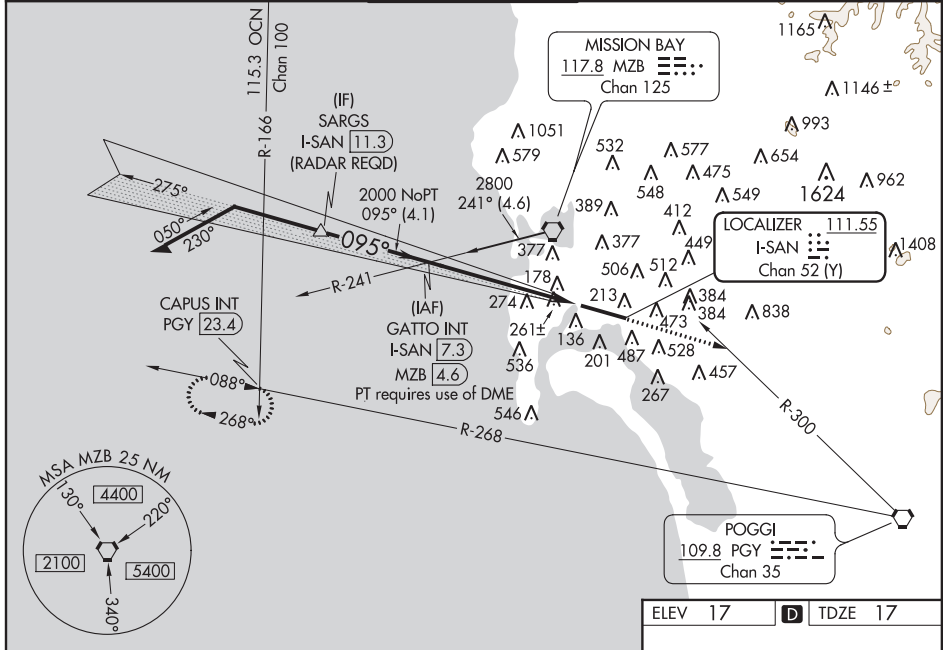
SAN DIEGO INTL (SAN)

⚠ For inop MALSR, increase S-ILS 9 all Cats visibility to 2½ miles. Inop table does not apply to S-ILS 9#. Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. Helicopter visibility reduction below RVR 4000 NA.
 #Missed approach requires minimum climb of 270 feet per NM to 4000.

MALSR


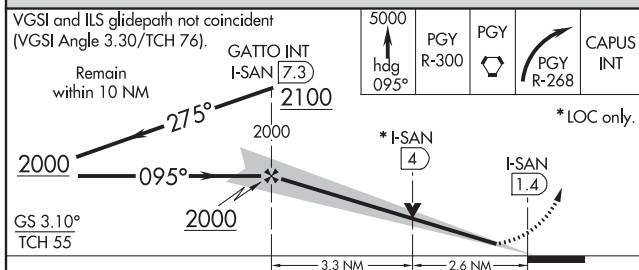
MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT/23.4 DME and hold.

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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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 17	D TDZE 17
TDZ/CL Rwys 9 and 27 HIRL 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

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)

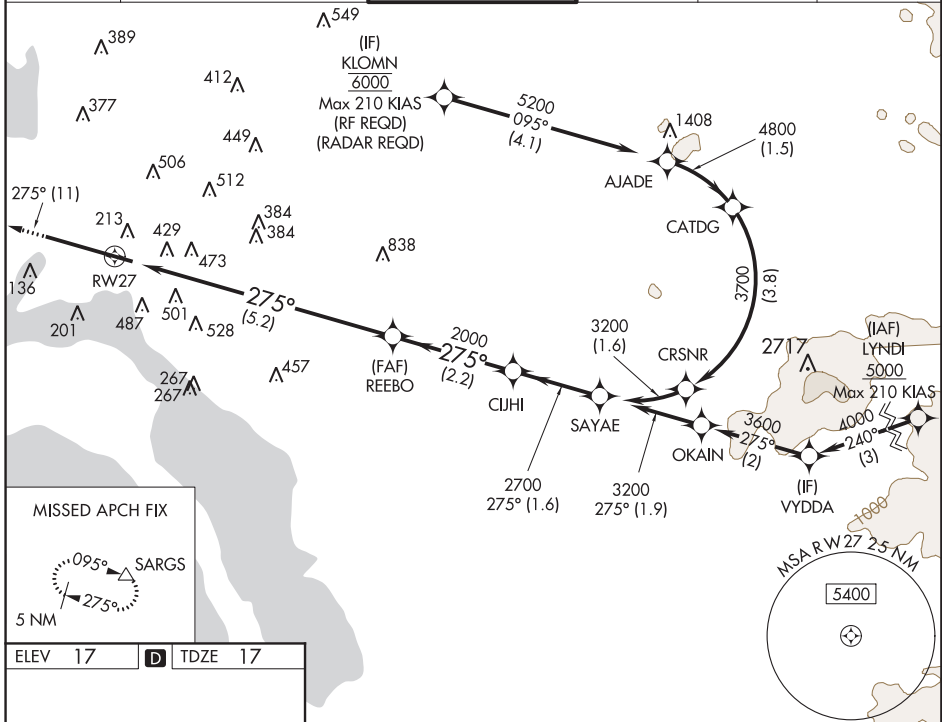
APP CRS 275°	Rwy Idg TDZE Apt Elev	7590 17 17
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RNAV (RNP) Z RWY 27

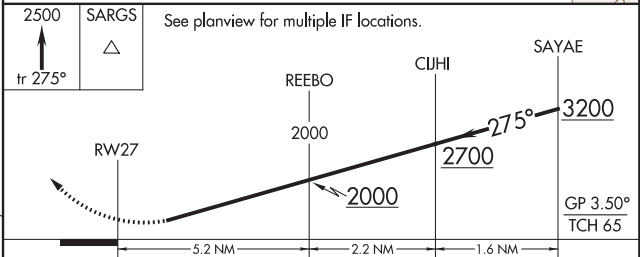
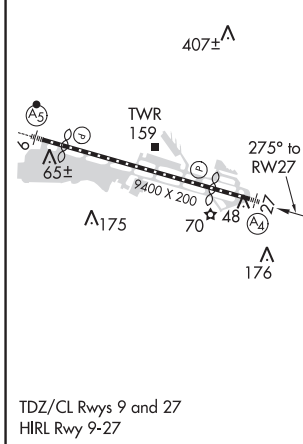
SAN DIEGO INTL (SAN)

<p>⚠ For uncompensated Baro-VNAV systems, procedure NA below 6°C (43°F) or above 46°C (115°F). GPS required. For inop MALS, increase RNP 0.30 all Cats visibility to 2 ½ SM.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 2500 on track 275° to SARGs and hold.</p>
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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	D	TDZE 17
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CATEGORY	A	B	C	D
RNP 0.11 DA		617-1½	600 (600-1½)	
RNP 0.30 DA		778-2	761 (800-2)	

AUTHORIZATION REQUIRED

SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49237 W09A	APP CRS 095°	Rwy Idg 7280 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 9

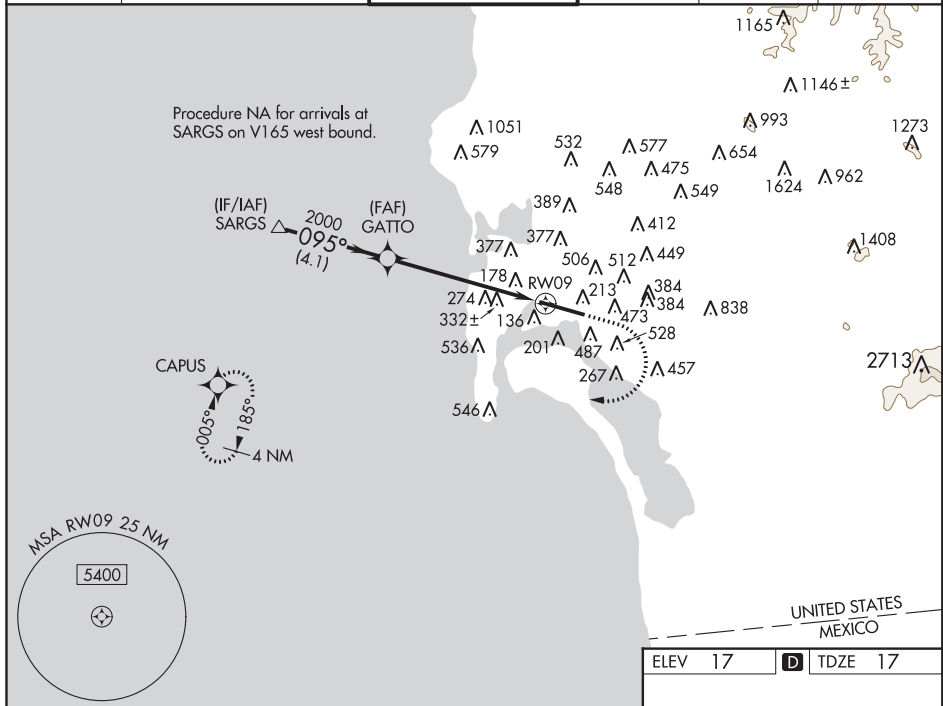
SAN DIEGO INTL (SAN)

▼ Inop table does not apply to LPV all Cats. For inop MALSR, increase LNAV Cats A/B visibility to 5500. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA.

MALSR 

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CAPUS and hold.

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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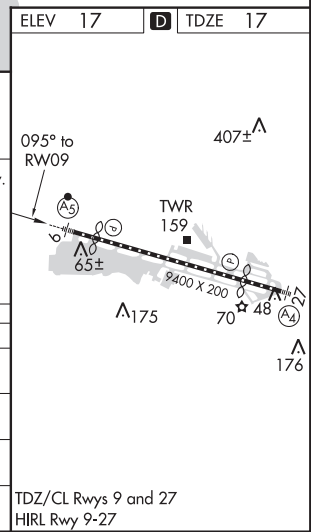


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 76).

SARGS	GATTO		2000	3000	CAPUS
2100	\rightarrow 095°	2000	\rightarrow 1.6 NM to RWY 9		
GP 3.10°		2000			*LNAV only.
TCH 55					
	4.1 NM	4.3 NM	1.6 NM		
CATEGORY	A	B	C	D	
LPV DA		262/40	245 (300-3/4)		
LNAV/VNAV DA		620-1 1/2	603 (700-1 1/2)		
LNAV MDA	600/40	583 (600-3/4)	600-1 1/4	583 (600-1 1/4)	
C CIRCLING	800-1 783 (800-1)	820-1 803 (900-1)	820-2 1/4 803 (900-2 1/4)	940-3 923 (1000-3)	

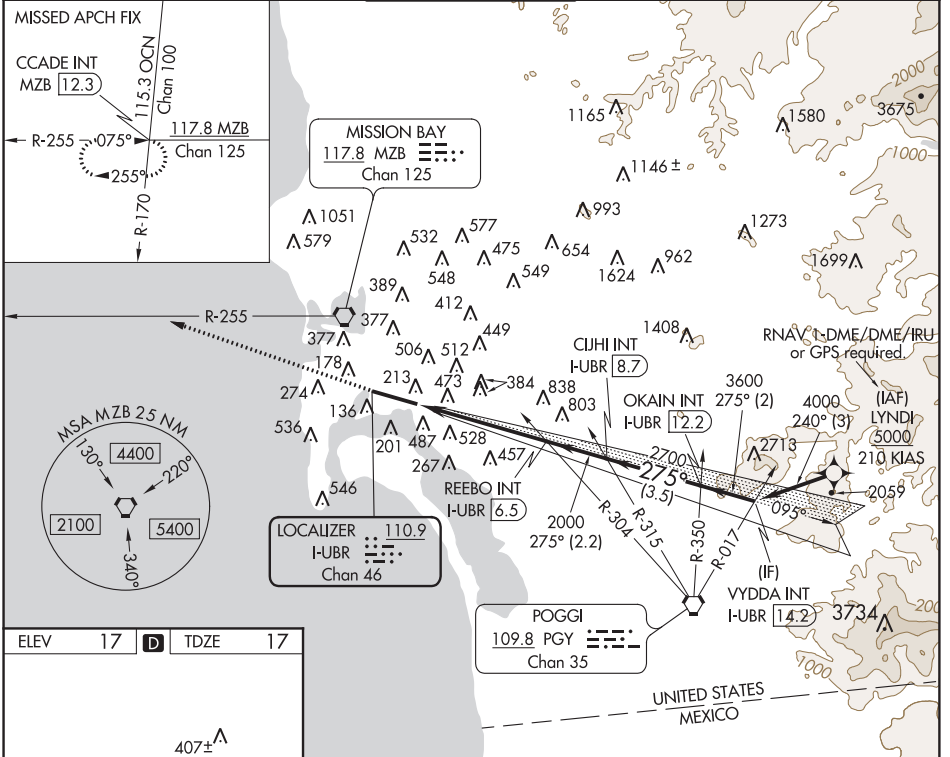


LOC/DME I-UBR 110.9 Chan 46	APP CRS 275°	Rwy Idg TDZE Apt Elev 7590 17 17
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LOC RWY 27

SAN DIEGO INTL (SAN)

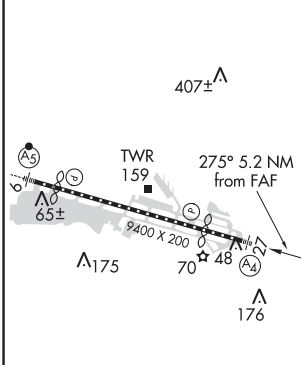
<p>▽ Rwy 27 helicopter visibility reduction below RVR 4000 NA. ▲ Circling NA north of Rwy 9-27. For inop ALS, increase S-27 Cats C and D visibility to 1% SM.</p>	<p>MAIS A4</p>	<p>MISSED APPROACH: Climb to 2500 on heading 275° and on MZB VORTAC R-255 to CCADE INT/MZB 12.3 DME and hold.</p>			
<p>ATIS 134.8</p>	<p>SOCAL APP CON 119.6 363.1 (WEST) 124.35 279.625 (EAST)</p>	<p>LINDBERGH TOWER 118.3 338.225</p>	<p>GND CON 123.9</p>	<p>CLNC DEL 125.9</p>	<p>CPDLC</p>



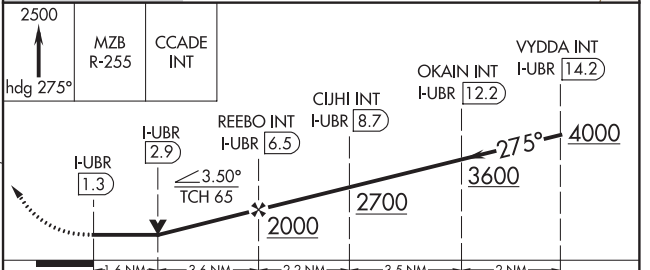
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 17	D	TDZE 17
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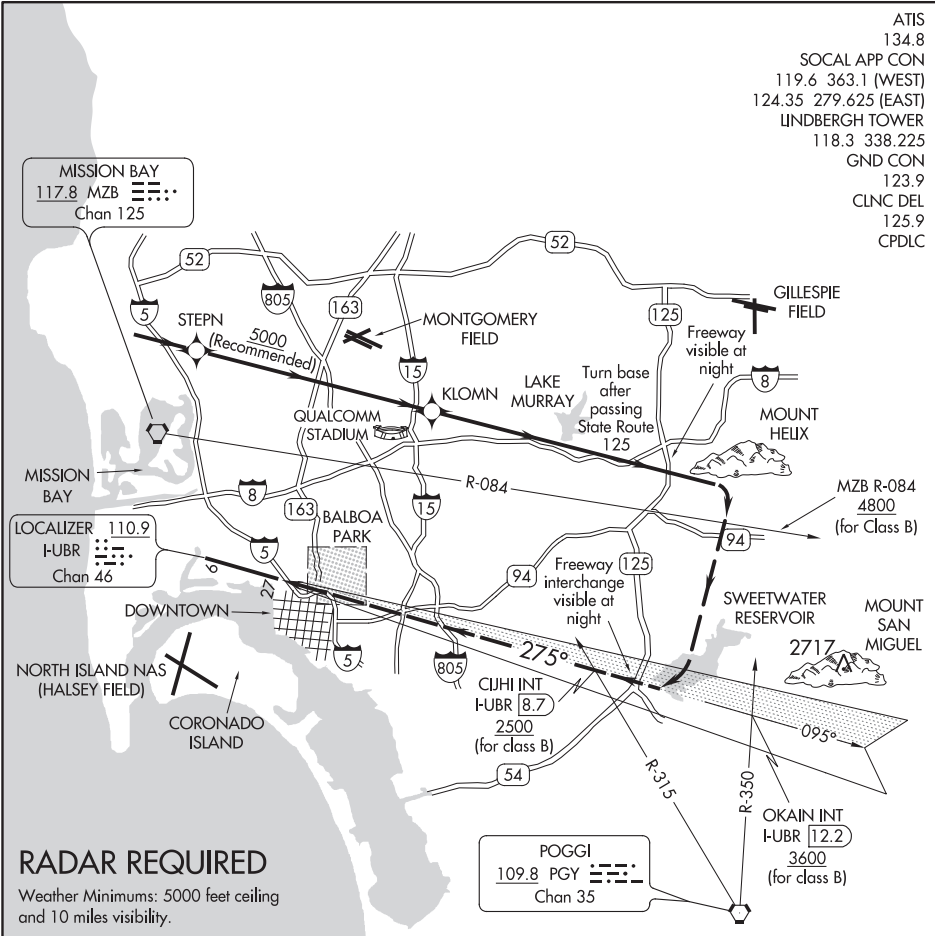
<p>TDZ/CL Rwy 9 and 27 HIRL Rwy 9-27</p> <p>FAF to MAP 5.2 NM</p>					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-27	680/40	663 (700-¾)	680-1¾	663 (700-1¾)
C CIRCLING	820-1	803 (900-1)	840-2½ 823 (900-2½)	940-3 923 (1000-3)

SWEETWATER VISUAL RWY 27

- ATIS 134.8
- SOCAL APP CON 119.6 363.1 (WEST)
- 124.35 279.625 (EAST)
- LUNDBERGH TOWER 118.3 338.225
- GND CON 123.9
- CLNC DEL 125.9
- CPDLC



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

1 NM	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

When cleared for a Sweetwater Visual Approach: Proceed eastbound north of Mission Bay (over STEPN Waypoint), then north of Qualcomm Stadium (KLOMN Waypoint), then to Lake Murray, turn base after passing State Route 125 abeam Gillespie Field and west of Mount San Miguel, cross MZB R-084 at or above 4800 (for Class B), intercept SAN RWY 27 final approach course in the vicinity of Sweetwater Reservoir (be configured for a steep descent rate if turning right at State Route 125). If intercepting final approach course east of Sweetwater Reservoir, remain at or above 3600 until westbound abeam the eastern edge of Sweetwater Reservoir (OKAIN INT/I-UBR 12.2 DME) (for Class B), and at or above 2500 until west of the Sweetwater Reservoir (CUJHI INT/I-UBR 8.7 DME) (for Class B), then proceed straight in to Runway 27. Note: In the event of a go around climb and maintain 3000 MSL, leaving 900 MSL fly heading 275° or as assigned by ATC.

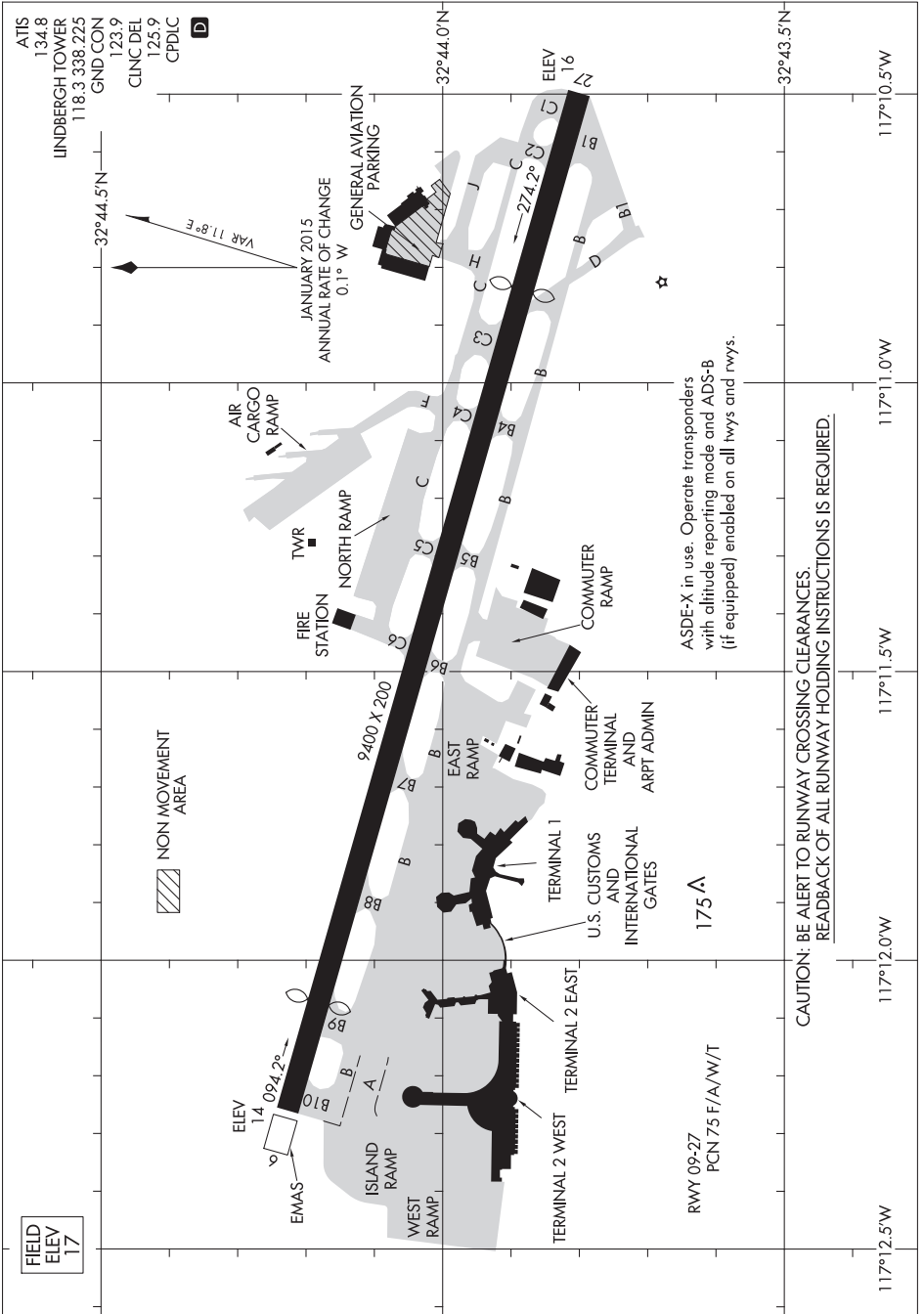
SWEETWATER VISUAL RWY 27

AIRPORT DIAGRAM

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

AL-373 (FAA)

SW-3, 10 NOV 2016 to 05 JAN 2017



SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

BORDER SEVEN DEPARTURE

SL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to intercept MZB VORTAC R-096 to BROWS INT. Thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 278° until PGY 19 DME, then left turn on heading 123° to intercept PGY VORTAC R-260 and R-069 to BROWS INT. Thence. . . .

. . . . (transition) or (assigned route). Maintain assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

IMPERIAL TRANSITION (BRDR7.IPL): From over BROWS INT on PGY R-069 and IPL R-250 to IPL VORTAC.

JULIAN TRANSITION (BRDR7.JJI): From over BROWS INT on JJI R-182 to JJI VORTAC.

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 134.8
CLNC DEL 125.9
CPDLC
GND CON 123.9
LINDBERGH TOWER 118.3 338.225
SOCAL DEP CON EAST 124.35 279.625
WEST 119.6 363.1

JULIAN
114.0 JJI
Chan 87
N33°08.43'-W116°35.16'
L-4, H-4

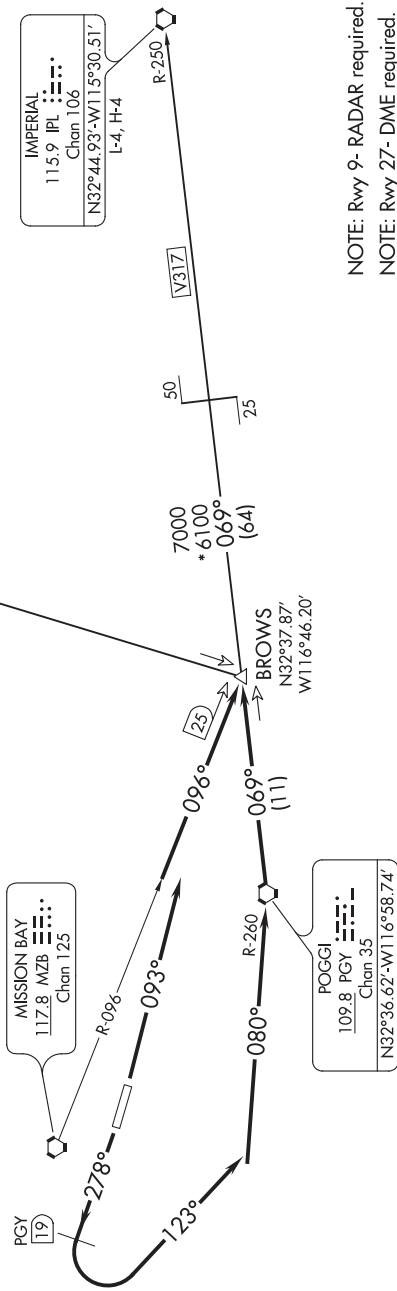
TAKEOFF MINIMUMS

Rwy 9: 400-1 with minimum climb of 610' per NM to 1900 or standard with minimum climb of 686' per NM to 1900.

Rwy 27: 400-2½ or standard with minimum climb of 353' per NM to 400.



8500
*7800
8000
(32)



MISSION BAY
117.8 MZB
Chan 125

POGGI
109.8 PGY
Chan 35
N32°36.62'-W116°58.74'

IMPERIAL
115.9 IPL
Chan 106
N32°44.93'-W115°30.51'
L-4, H-4

NOTE: Rwy 9 - RADAR required.
NOTE: Rwy 27 - DME required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BORDER SEVEN DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017

BORDER SEVEN DEPARTURE

SL-373 (FAA)

TAKEOFF OBSTACLE NOTES

- Rwy 9: Obstruction light, sign and trees beginning 14' from DER, 258' left of centerline, up to 38' AGL/77' MSL.
 Antenna on building, pole and lighted barrier beginning 18' from DER, 5' right of centerline, up to 35' AGL/50' MSL.
 Obstruction light on localizer 272' from DER, on centerline, 19' AGL/38' MSL.
 Vent on building, multiple buildings, and trees beginning 741' from DER, 104' right of centerline, up to 173' AGL/317' MSL.
 Electrical system, pole, multiple antennas on lighted buildings and trees beginning 792' from DER, 135' left of centerline, up to 66' AGL/138' MSL.
 Buildings and trees beginning 5834' from DER, 19' right of centerline, up to 280' AGL/394' MSL.
 Lighted stack, poles and trees beginning 1 NM from DER, 492' left of centerline, up to 132' AGL/419' MSL.
- Rwy 27: Fence 89' from DER, 337' left of centerline, up to 6' AGL/16' MSL.
 Light pole 192' from DER, 347' right of centerline, 17' AGL/30' MSL.
 Obstruction light on DME 284' from DER, 317' left of centerline, 18' AGL/28' MSL.
 Tree 754' from DER, 156' right of centerline, 44' AGL/54' MSL.
 Tree 1021' from DER, 620' right of centerline, 58' AGL/71' MSL.
 Obstruction light on flagpole 2515' from DER, 707' left of centerline, 98' AGL/118' MSL.
 Tree 2594' from DER, 353' right of centerline, 90' AGL/107' MSL.
 Tree 3197' from DER, 410' right of centerline, 91' AGL/111' MSL.
 Tree 3316' from DER, 130' right of centerline, 100' AGL/120' MSL.
 Tree 3494' from DER, 947' right of centerline, 129' AGL/169' MSL.
 Tower 3675' from DER, 14' right of centerline, 60' AGL/115' MSL.
 Tree 5046' from DER, 1446' left of centerline, 96' AGL/235' MSL.
 Tree 5416' from DER, 95' right of centerline, 44' AGL/184' MSL.
 Tree 5448' from DER, 386' left of centerline, 67' AGL/213' MSL.
 Tree 5703' from DER, 272' right of centerline, 65' AGL/208' MSL.
 Tree 5728' from DER, 479' right of centerline, 47' AGL/188' MSL.
 Tree 5914' from DER, 294' left of centerline, 54' AGL/218' MSL.
 Tree 5973' from DER, 7' left of centerline, 58' AGL/218' MSL.
 Building 1 NM from DER, 2084' right of centerline, 23' AGL/178' MSL.
 Building light 1.1 NM from DER, 257' right of centerline, 40' AGL/238' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

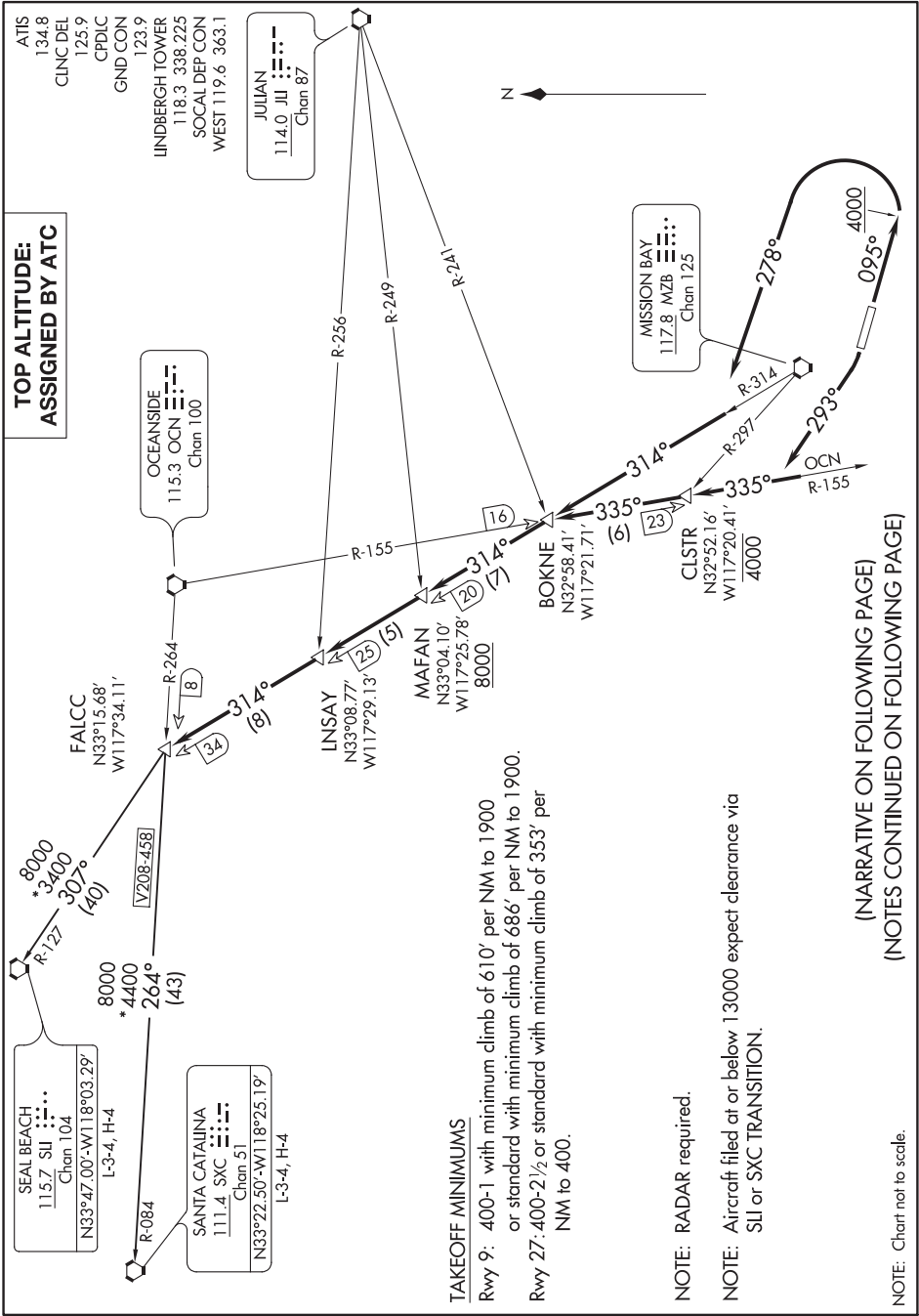
BORDER SEVEN DEPARTURE

FALCC ONE DEPARTURE

SL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 4000, then left turn on heading 278° to intercept MZB R-314 to MAFAN INT. Thence. . . .

TAKEOFF RUNWAY 27: Climbing right turn on heading 293° to intercept OCN R-155 to CLSTR INT. Cross CLSTR INT at or below 4000, then on OCN R-155 and MZB R-314 to MAFAN INT. Thence. . . .

. . . .cross MAFAN INT at or above 8000, then on MZB R-314 to FALCC INT. Then (transition) or (assigned route). Maintain assigned altitude.

SANTA CATALINA TRANSITION (FALCC1.SXC): From over FALCC INT on SXC R-084 to SXC VORTAC.

SEAL BEACH TRANSITION (FALCC1.SLI): From over FALCC INT on SLI R-127 to SLI VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 9: Fence, terrain, beginning 14' from DER, 67' left of centerline, up to 14' AGL/35' MSL. Pole, building, terrain, fence, beginning 21' from DER, 8' right of centerline, up to 35' AGL/50' MSL. Sign, terrain, beginning 268' from DER, 137' left of centerline, up to 50' AGL/77' MSL. Tree, building, beginning 781' from DER, 265' right of centerline, up to 91' MSL. Building, terrain, beginning 877' from DER, 180' left of centerline, up to 66' AGL/106' MSL. Building 1385' from DER, 356' right of centerline, 55' AGL/95' MSL. Electrical system, terrain, beginning 1395' from DER, 319' left of centerline, up to 44' AGL/138' MSL. Tree, terrain, beginning 1822' from DER, 561' left of centerline, up to 196' MSL. Tree 1857' from DER, 45' right of centerline, 45' AGL/144' MSL. Tree, terrain, building, beginning 2140' from DER, 119' left of centerline, up to 198' MSL. Building, terrain, beginning 2596' from DER, 101' right of centerline, up to 89' AGL/158' MSL. Trees, terrain, beginning 2681' from DER, 190' left of centerline, up to 215' MSL. Transmission line tower, terrain, building, pole, tree, beginning 2948' from DER, 40' left of centerline, up to 67' AGL/272' MSL. Tree, terrain, building, beginning 2965' from DER, 30' right of centerline, up to 211' MSL. Building, terrain, beginning 3857' from DER, 39' right of centerline, up to 44' AGL/216' MSL. Building 4376' from DER, 1295' left of centerline, 117' AGL/364' MSL. Building, terrain, beginning 4410' from DER, 322' left of centerline, up to 128' AGL/389' MSL. Building, beginning 4433' from DER, 1207' right of centerline, up to 165' AGL/296' MSL. Antenna on obstruction light building 4460' from DER, 1482' left of centerline, 403' MSL. Terrain, building, tree, pole, beginning 4510' from DER, 213' left of centerline, up to 132' MSL. Tree, building, beginning 5159' from DER, 325' right of centerline, up to 113' AGL/301' MSL. Building 6023' from DER, 1934' right of centerline, 224' AGL/370' MSL. Building 1 NM from DER, 1543' right of centerline, 234' AGL/372' MSL. Building, tree, beginning 1 NM from DER, 21' right of centerline, up to 287' AGL/401' MSL. Monument 1.3 NM from DER, 1339' left of centerline, 53' AGL/310' MSL. Pole 1.3 NM from DER, 1721' left of centerline, 35' AGL/306' MSL. Stack, tree, beginning 1.4 NM from DER, 501' left of centerline, up to 170' AGL/374' MSL. Tree 1.9 NM from DER, 490' left of centerline, 330' MSL.
- Rwy 27: Pole 192' from DER, 347' right of centerline, 17' AGL/29' MSL. Navaid 284' from DER, 317' left of centerline, 19' AGL/28' MSL. Tree 754' from DER, 156' right of centerline, 24' AGL/34' MSL. Tree 1021' from DER, 620' right of centerline, 71' MSL. Pole 2515' from DER, 707' left of centerline, 103' AGL/118' MSL. Tree 2594' from DER, 353' right of centerline, 90' AGL/107' MSL. Tree 3179' from DER, 410' right of centerline, 111' MSL. Tree 3494' from DER, 947' right of centerline, 169' MSL. Tower 3675' from DER, 14' right of centerline, 60' AGL/115' MSL. Tree 4248' from DER, 403' left of centerline, 75' AGL/150' MSL. Tree 4441' from DER, 1199' right of centerline, 111' AGL/199' MSL. Trees, beginning 5046' from DER, 7' left of centerline, up to 96' AGL/235' MSL. Tree, building, beginning 5693' from DER, 272' right of centerline, up to 227' MSL. Tree 6050' from DER, 1703' left of centerline, 256' MSL. Trees, beginning 1 NM from DER, 532' left of centerline, up to 65' AGL/261' MSL. Building light, tree, beginning 1 NM from DER, 257' right of centerline, up to 40' AGL/238' MSL. Tree 1.9 NM from DER, 3367' left of centerline, 65' AGL/328' MSL

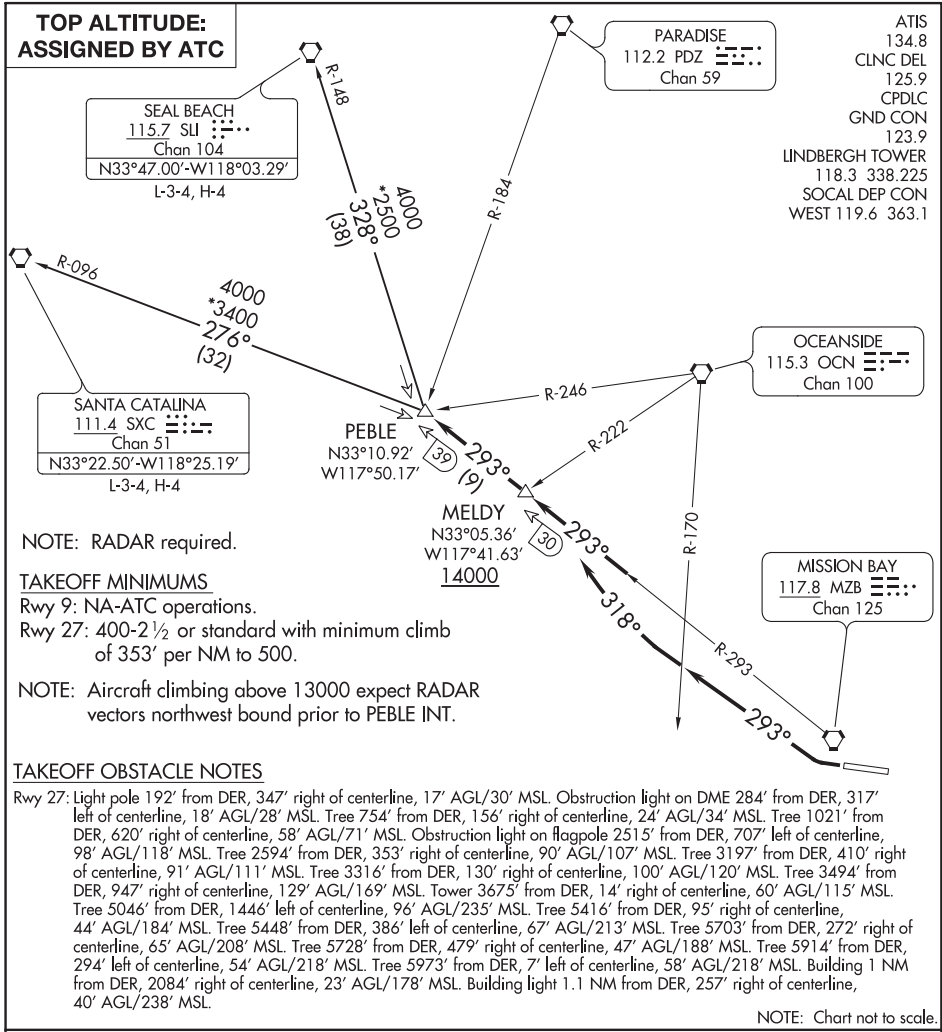
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

PEBLE SIX DEPARTURE

SL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

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.

PEBLE SIX DEPARTURE

(PEBLE6.PEBLE) 20AUG15

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

(POGGI5.PGY) 16147

POGGI FIVE DEPARTURE (RNAV)

SL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

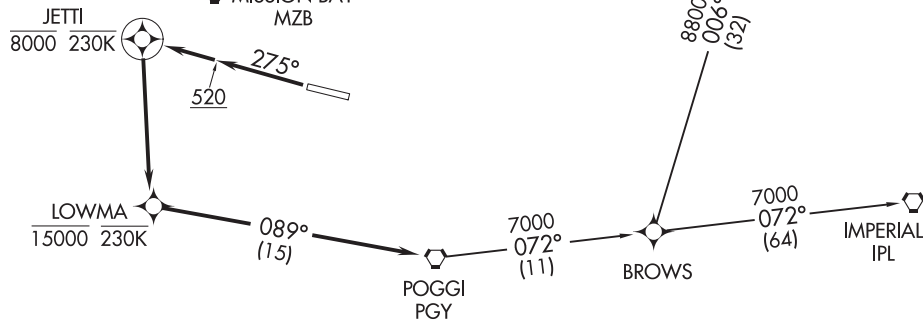
ATIS
 134.8
 CLNC DEL
 125.9
 CPDLC
 GND CON
 123.9
 LINDBERGH TOWER
 118.3 338.225
 SOCAL DEP CON
 125.15 317.55

**TOP ALTITUDE:
15000**

TAKEOFF MINIMUMS

Rwy 9: NA-ATC.

Rwy 27: Standard with minimum ATC climb of 400' per NM to 520 and minimum obstacle climb of 353' per NM to 1600.



NOTE: DME/DME/IRU or GPS required.

NOTE: IMPERIAL TRANSITION: For non-GPS equipped aircraft PGY, MZB, JLI VORTACs must be operational.

NOTE: JULIAN TRANSITION: For non-GPS equipped aircraft PGY VORTAC must be operational.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Do not exceed 230K until LOWMA.

TAKEOFF OBSTACLE NOTES

Rwy 27: Light pole 192' from DER, 347' right of centerline, 17' AGL/30' MSL. Obstruction light on DME 284' from DER, 317' left of centerline, 18' AGL/28' MSL. Tree 754' from DER, 156' right of centerline, 24' AGL/34' MSL. Tree 1021' from DER, 620' right of centerline, 58' AGL/71' MSL. Obstruction light on flagpole 2515' from DER, 707' left of centerline, 98' AGL/118' MSL. Tree 2594' from DER, 353' right of centerline, 90' AGL/107' MSL. Tree 3197' from DER, 410' right of centerline, 91' AGL/111' MSL. Tree 3316' from DER, 130' right of centerline, 100' AGL/120' MSL. Tree 3494' from DER, 947' right of centerline, 129' AGL/169' MSL. Tower 3675' from DER, 14' right of centerline, 60' AGL/115' MSL. Tree 5046' from DER, 1446' left of centerline, 96' AGL/235' MSL. Tree 5416' from DER, 95' right of centerline, 44' AGL/184' MSL. Tree 5448' from DER, 386' left of centerline, 67' AGL/213' MSL. Tree 5703' from DER, 272' right of centerline, 65' AGL/208' MSL. Tree 5728' from DER, 479' right of centerline, 47' AGL/188' MSL. Tree 5914' from DER, 294' left of centerline, 54' AGL/218' MSL. Tree 5973' from DER, 7' left of centerline, 58' AGL/218' MSL. Building 1 NM from DER, 2084' right of centerline, 23' AGL/178' MSL. Building light 1.1 NM from DER, 257' right of centerline, 40' AGL/238' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then direct to cross JETTI at or below 8000, then climbing left turn direct to cross LOWMA at or below 15000, then on track 089° to POGGI VORTAC, thence. . . .

. . . .via (transition), maintain 15000 or as assigned by ATC, expect filed altitude 10 minutes after departure.

IMPERIAL TRANSITION (POGGI5.IPL)

JULIAN TRANSITION (POGGI5.JLI)

POGGI FIVE DEPARTURE (RNAV)

(POGGI5.PGY) 20AUG15

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ZZ000 ONE DEPARTURE (RNAV)

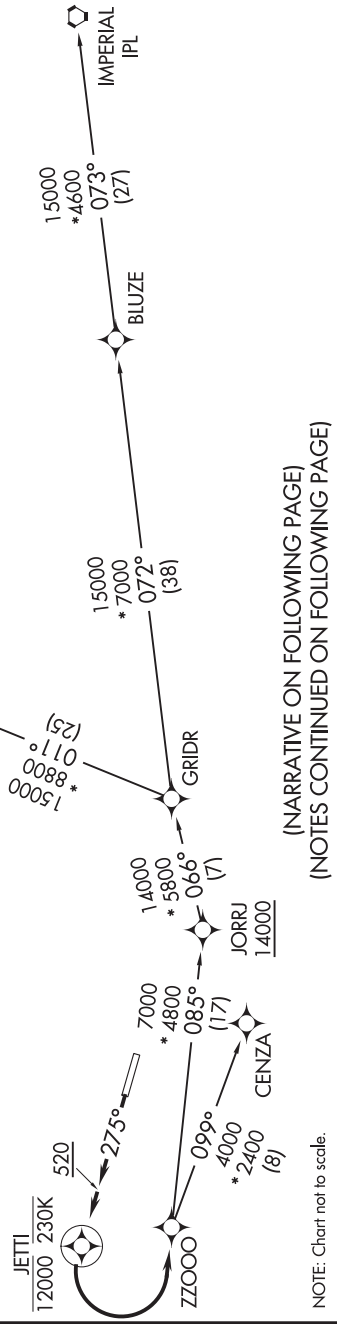
SW-3, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
JETS FL230
TURBOPROPS 15000**

ATIS 134.8
 CLINC DEL 125.9
 CPDLC
 GND CON 123.9
 LINDBERGH TOWER 118.3 338.225
 SOCIAL DEP CON 125.15 317.55

TAKEOFF MINIMUMS
 Rwy 27: Standard with minimum climb of 500' per NM to 520.

NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: Some aircraft may be RADAR vectored to CENZA, JORRJ or GRIDR.
 NOTE: If unable ATC altitude restriction at JORRJ, advise ATC on initial contact.
 NOTE: Parachute jumping all hours, 13500 and below north of JORRJ at Otay Jump Zone.
 NOTE: For non-GPS equipped aircraft using MTBAL or IPL TRANSITIONS, PGY VORTAC must be operational.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017

ZZ000 ONE DEPARTURE (RNAV)

ZZOOO ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520 then direct to cross JETTI at or below 12000, then left turn direct ZZOOO, thence . . .

. . . on (transition). Turbojets maintain FL230, turboprops maintain 15000, expect filed altitude 10 minutes after departure.

CENZA TRANSITION (ZZOOO1.CENZA)

IMPERIAL TRANSITION (ZZOOO1.IPL)

MTBAL TRANSITION (ZZOOO1.MTBAL)

TAKEOFF OBSTACLE NOTES

Rwy 27: Pole 192' from DER, 347' right of centerline, 17' AGL/29' MSL.
 Navoid 284' from DER, 317' left of centerline, 19' AGL/28' MSL.
 Tree 754' from DER, 156' right of centerline, 24' AGL/34' MSL.
 Tree 1021' from DER, 620' right of centerline, 71' MSL.
 Pole 2515' from DER, 707' left of centerline, 103' AGL/118' MSL.
 Tree 2594' from DER, 353' right of centerline, 90' AGL/107' MSL.
 Tree 3179' from DER, 410' right of centerline, 111' MSL.
 Tree 3494' from DER, 947' right of centerline, 169' MSL.
 Tower 3675' from DER, 14' right of centerline, 60' AGL/115' MSL.
 Tree 4248' from DER, 403' left of centerline, 75' AGL/150' MSL.
 Tree 4441' from DER, 1199' right of centerline, 111' AGL/199' MSL.
 Trees, beginning 5046' from DER, 7' left of centerline, up to 96' AGL/235' MSL.
 Tree, building, beginning 5693' from DER, 272' right of centerline, up to 227' MSL.
 Tree 6050' from DER, 1703' left of centerline, 256' MSL.
 Trees, beginning 1 NM from DER, 532' left of centerline, up to 65' AGL/261' MSL.
 Building light, tree, beginning 1 NM from DER, 257' right of centerline, up to 40' AGL/238' MSL.
 Tree 1.9 NM from DER, 3367' left of centerline, 65' AGL/328' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86928 W17A	APP CRS 147°	Rwy Idg 3695 TDZE 379 Apt Elev 388
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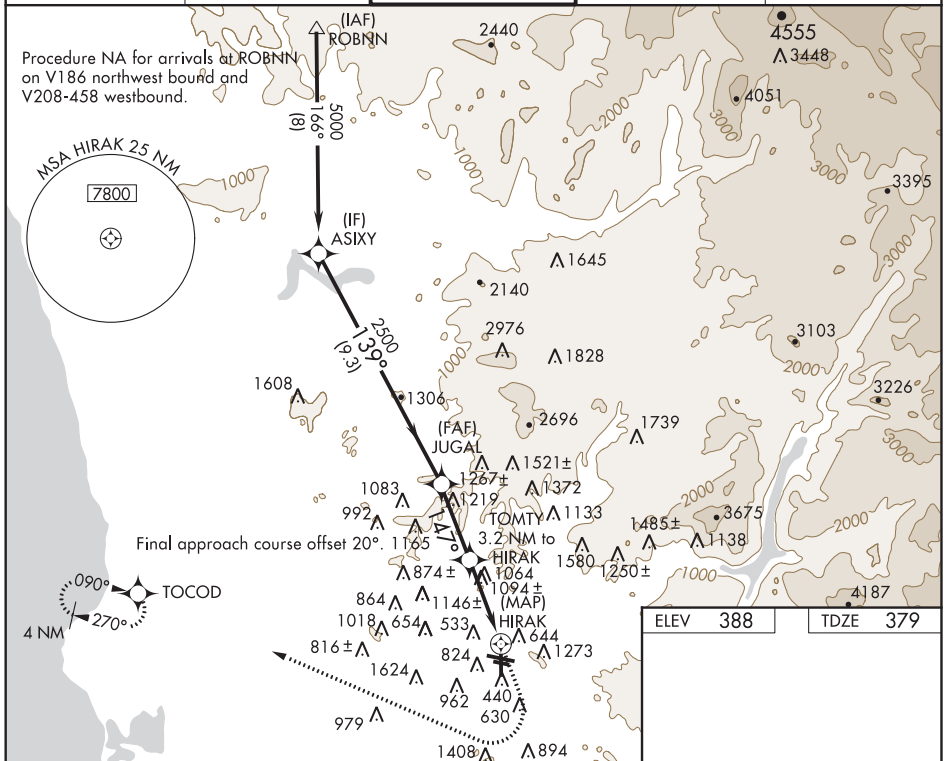
RNAV (GPS) RWY 17

GILLESPIE FIELD (SEE)

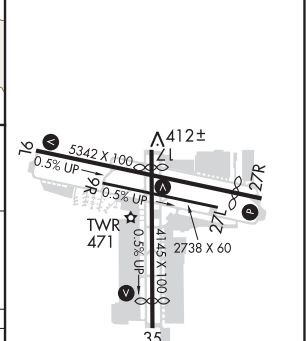
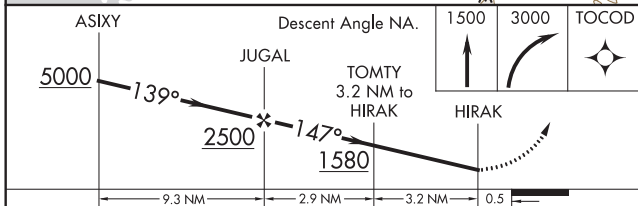
⚠ Circling NA NE of Rwy 17 and 27R. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 09L, 09R, 27L, 27R, 35 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TOCOD and hold.

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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ELEV 388	TDZE 379
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CATEGORY	A	B	C	D
LP MDA	1360-1 1/4 981 (1000-1 1/4)	1360-1 1/2 981 (1000-1 1/2)	1360-3	981 (1000-3)
LNAV MDA	1380-1 1/4 1001 (1000-1 1/4)	1380-1 1/2 1001 (1000-1 1/2)	1380-3	1001 (1000-3)
CIRCLING	1440-1 1/4 1052 (1100-1 1/4)	1440-1 1/2 1052 (1100-1 1/2)	1440-3	1052 (1100-3)

MIRL Rwy 9L-27R and 17-35
REIL Rwy 27R

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

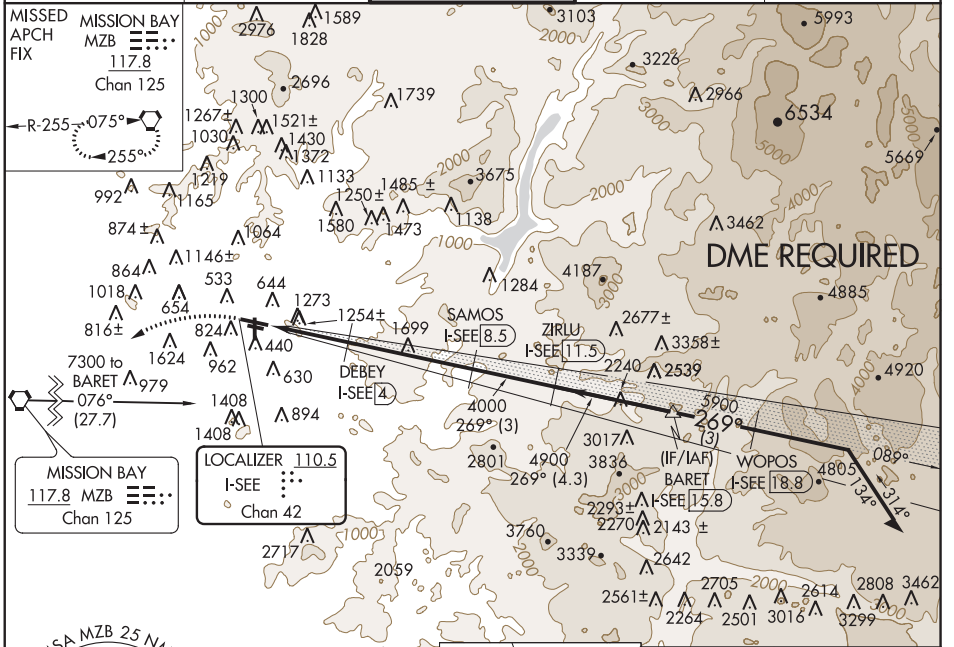
LOC/DME I-SEE 110.5 Chan 42	APP CRS 269°	Rwy Idg TDZE Apt Elev N/A N/A 388
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LOC-D
GILLESPIE FIELD (SE/E)

⚠ When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA. Circling NA NE of Rwy 27R-17. Night Landing: Rwy 9L, 17, 27L, 27R, 35 NA.

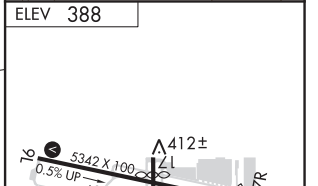
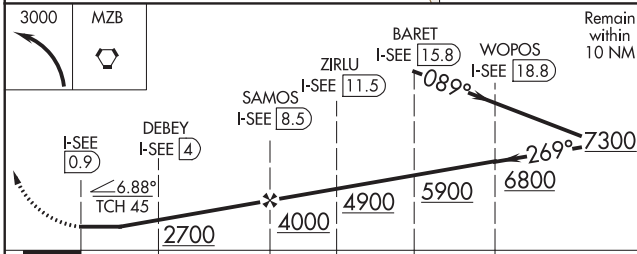
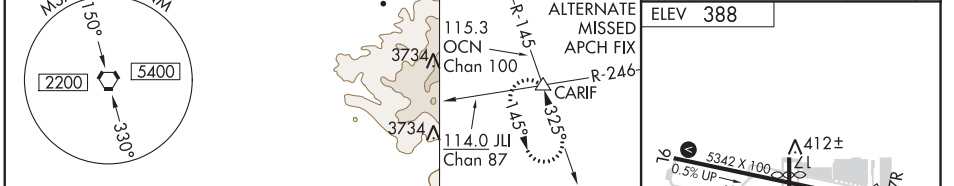
⚠ MISSED APPROACH: Climbing left turn to 3000 direct to MZB VORTAC and hold.

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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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



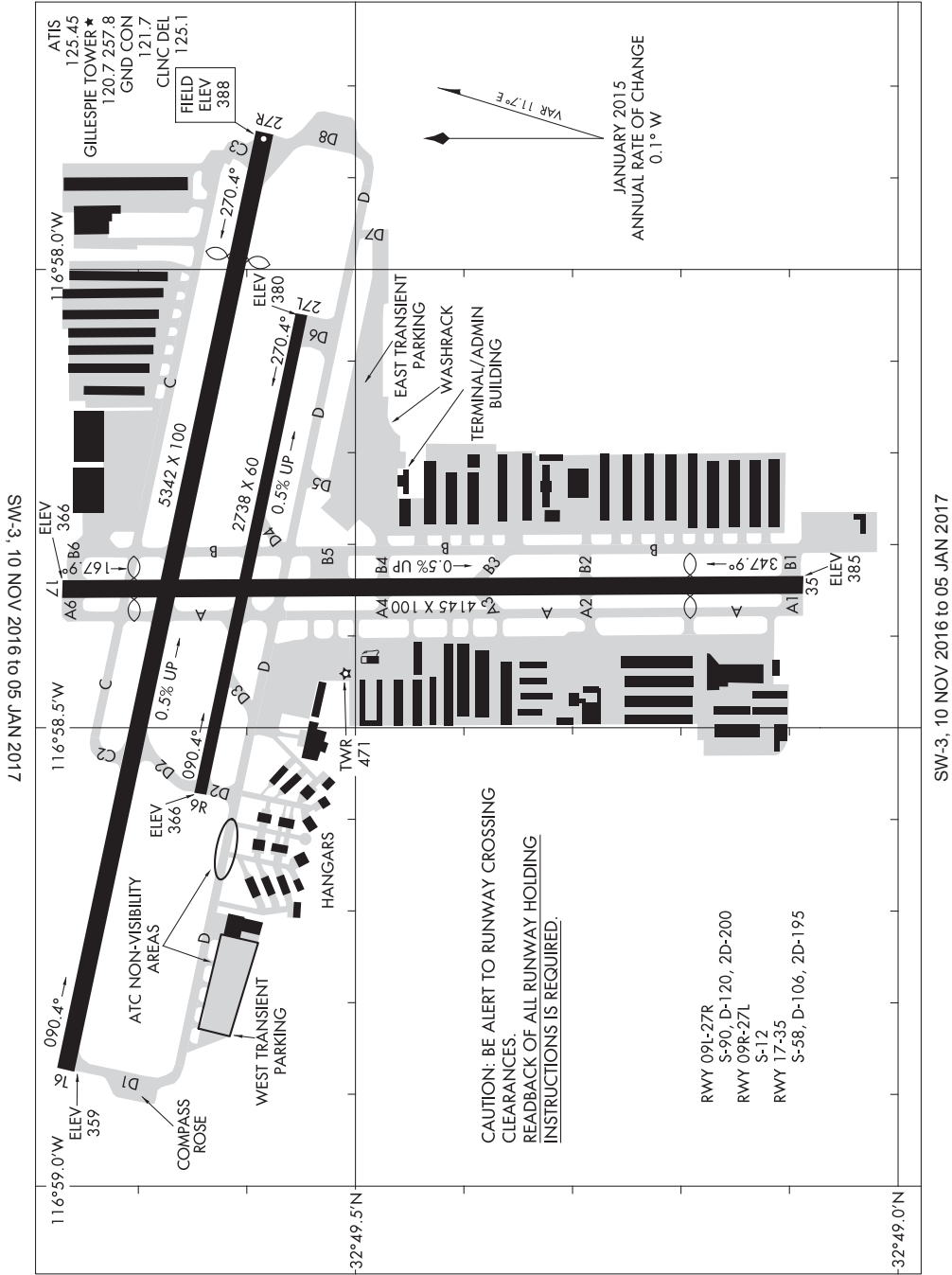
CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1112 (1200-1¼)	1500-1½ 1112 (1200-1½)	1920-3	1532 (1600-3)

MIRL Rwy 9L-27R and 17-35
REIL WY 27R

AIRPORT DIAGRAM

AL-5402 (FAA)

GILLESPIE FIELD (S/E)
 SAN DIEGO/EL CAJON, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

- RWY 09L-27R
- S-90, D-120, 2D-200
- RWY 09R-27L
- S-12
- RWY 17-35
- S-58, D-106, 2D-195

AIRPORT DIAGRAM

SAN DIEGO/EL CAJON, CALIFORNIA
 GILLESPIE FIELD (S/E)

SAN LUIS OBISPO, CALIFORNIA

AL-989 (FAA)

16259

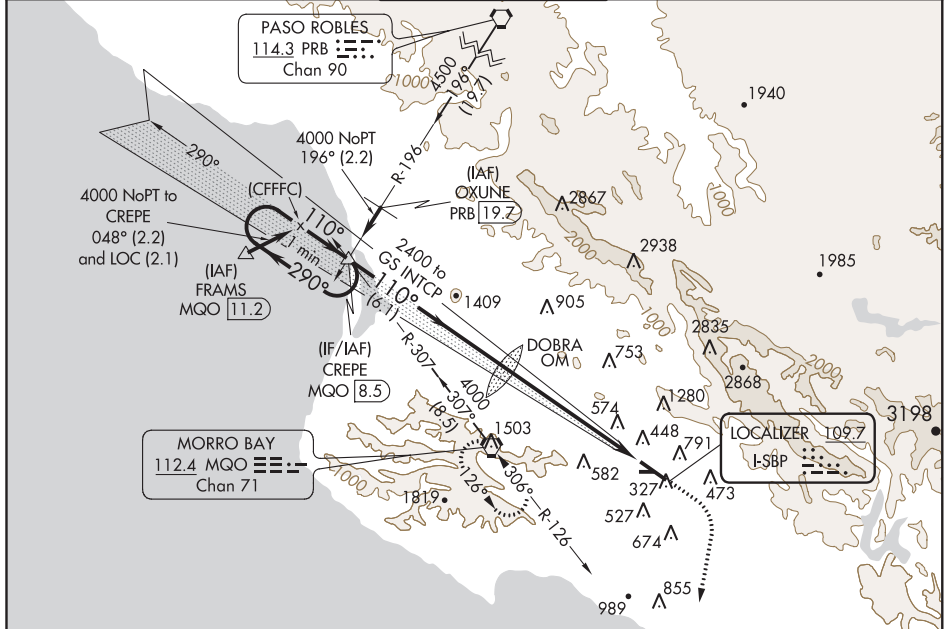
LOC I-SBP 109.7	APP CRS 110°	Rwy Idg 5300 TDZE 198 Apt Elev 212
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ILS RWY 11

SAN LUIS COUNTY RGNL (SBP)

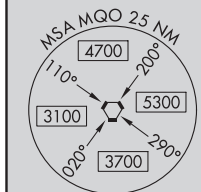
	MALS	MISSED APPROACH: Climb to 900 then climbing right turn to 3300 on heading 175° and on MQO VORTAC R-126 to MQO VORTAC and hold, continue climb-in-hold to 3300.

ATIS 120.6	SANTA BARBARA APP CON* 127.725 244.575	SAN LUIS TOWER* 124.0 (CTAF) 379.9	GND CON 121.6	UNICOM 122.95
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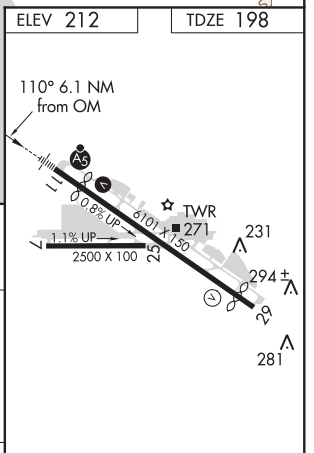
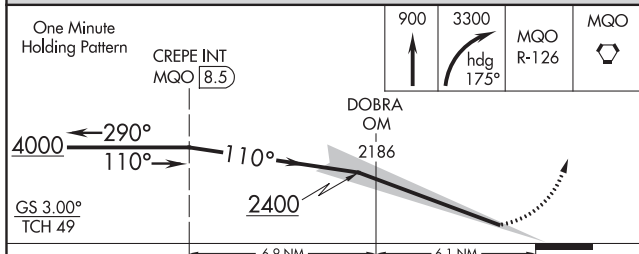


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



When GS not used, use LOC RWY 11 procedure.



CATEGORY	A	B	C	D
S-ILS 11		398-1/2	200 (200-1/2)	

REIL Rwy 29
HIRL Rwy 11-29

SAN LUIS OBISPO, CALIFORNIA
Amdt 2B 29MAY14

35°14'N-120°39'W

SAN LUIS COUNTY RGNL (SBP)
ILS RWY 11

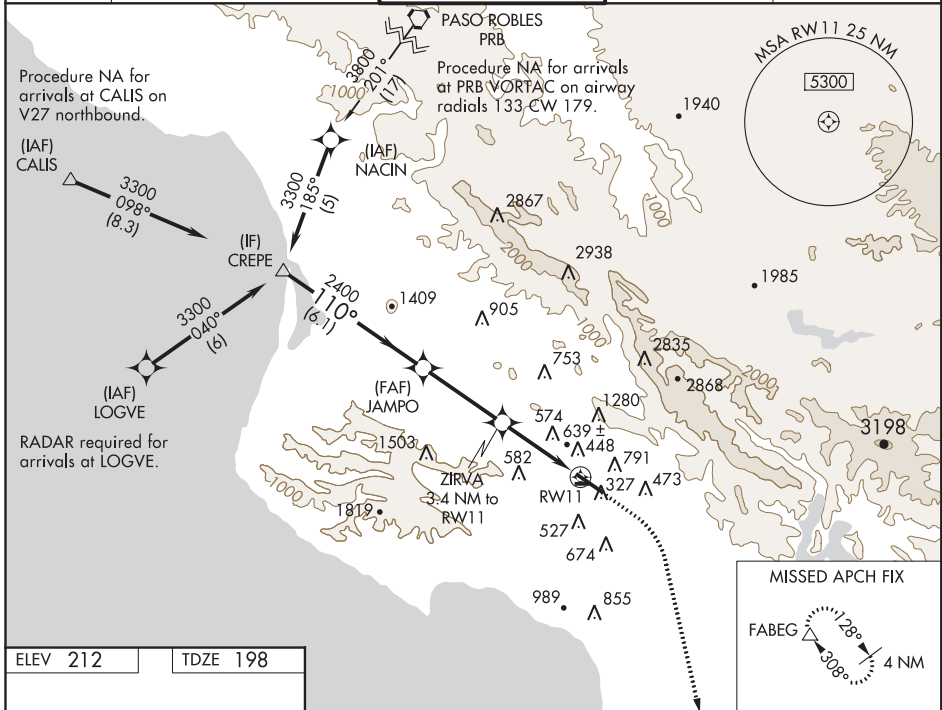
WAAS CH 50328 W11A	APP CRS 110°	Rwy Idg TDZE Apt Elev	5300 198 212
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RNAV (GPS) RWY 11

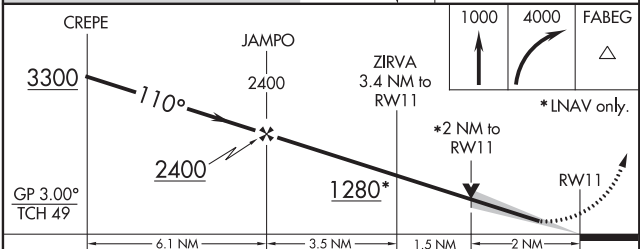
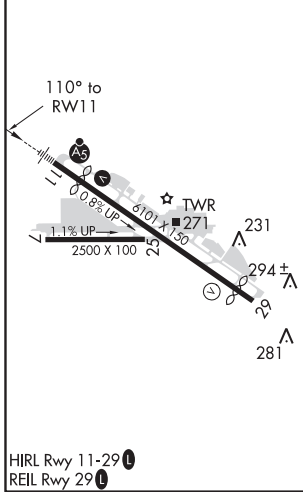
SAN LUIS COUNTY RGNL (SBP)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). Circling NA north of Rwy 11-29. DME/DME RNP-0.3 NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 direct FABEG and hold.</p>
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<p>ATIS 120.6</p>	<p>SANTA BARBARA APP CON* 127.725 244.575</p>	<p>SAN LUIS TOWER* 124.0 (CTAF) 0 379.9</p>	<p>GND CON 121.6</p>	<p>UNICOM 122.95</p>
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ELEV 212	TDZE 198
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CATEGORY	A	B	C	D
LPV DA		398 ½	200 (200-½)	
LNAV/VNAV DA		988-2 ¼	790 (800-2 ¼)	
LNAV MDA	860-½	662 (700-½)	860-1 ½	662 (700-1 ½)
CIRCLING	860-1 648 (700-1)	960-1 748 (800-1)	1160-2 ¾ 948 (1000-2 ¾)	1240-3 1028 (1100-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5600
290°	TDZE	209
	Apt Elev	209

AL-989 (FAA)

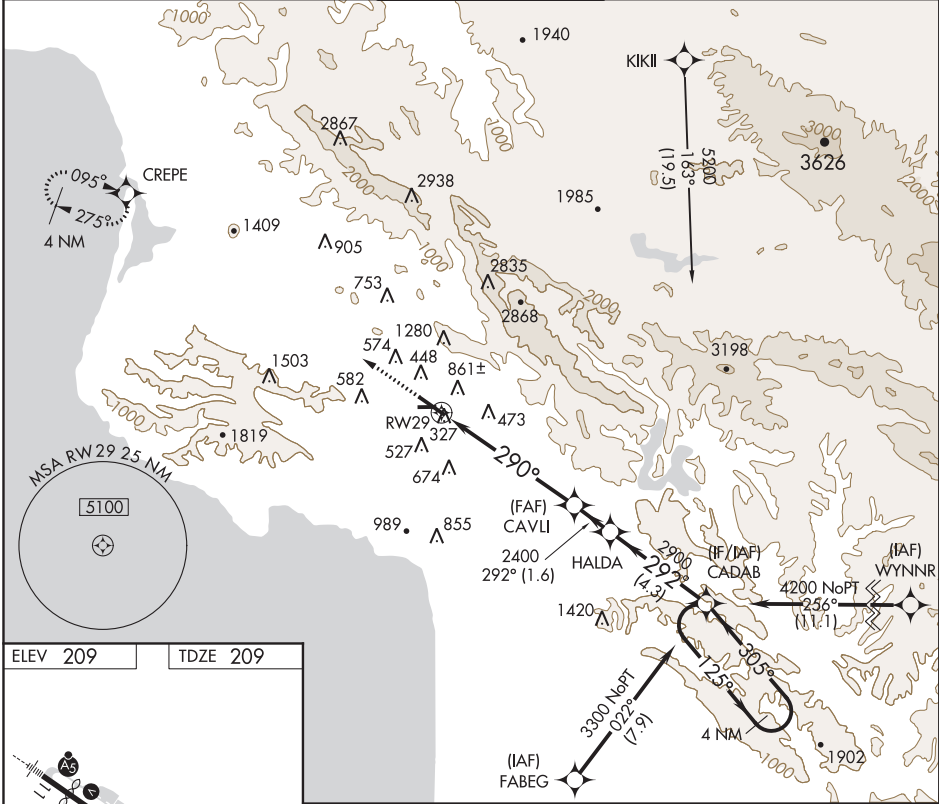
RNAV (GPS) RWY 29

SAN LUIS COUNTY RGNL (SBP)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA north of Rwy 11-29.

MISSED APPROACH: Climb to 4000 via 290° course to CREPE WP and hold.

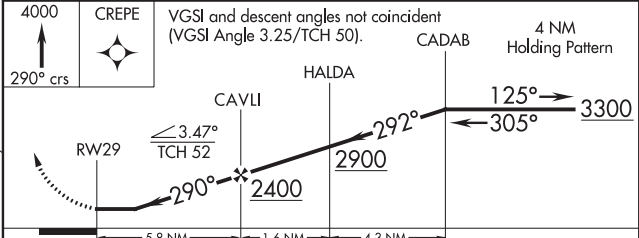
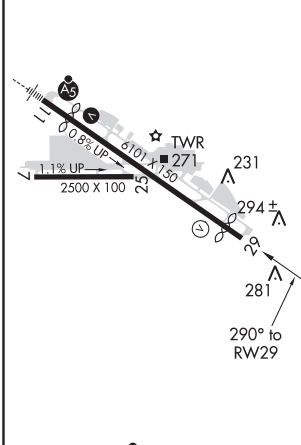
ATIS 120.6	SANTA BARBARA APP CON* 127.725 244.575	SAN LUIS TOWER* 124.0 (CTAF) 379.9	GND CON 121.6	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 209	TDZE 209
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CATEGORY	A	B	C	D
LNAV MDA	1040-1 831 (900-1)	1040-1¼ 831 (900-1¼)	1040-2½ 831 (900-2½)	1040-2¾ 831 (900-2¾)
CIRCLING	1180-1¼ 971 (1000-1¼)	1180-1½ 971 (1000-1½)	1180-3 971 (1000-3)	1220-3 1011 (1100-3)

SAN LUIS OBISPO, CALIFORNIA
 Orig 17MAY01

35°14'N-120°39'W


RNAV (GPS) RWY 29

LOC I-SBP 109.7	APP CRS 110°	Rwy Idg TDZE Apt Elev	5300 198 212
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LOC RWY 11

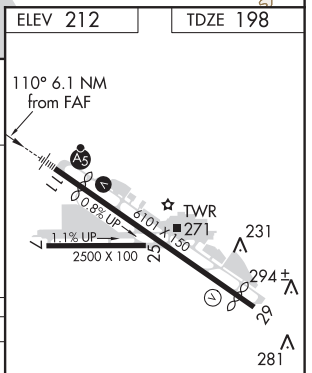
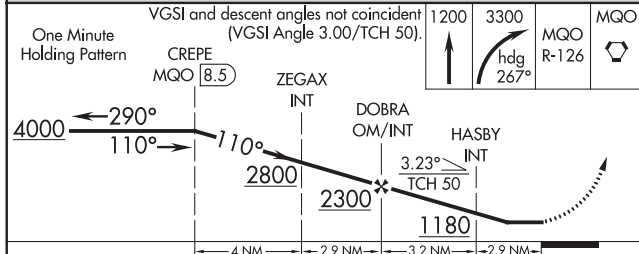
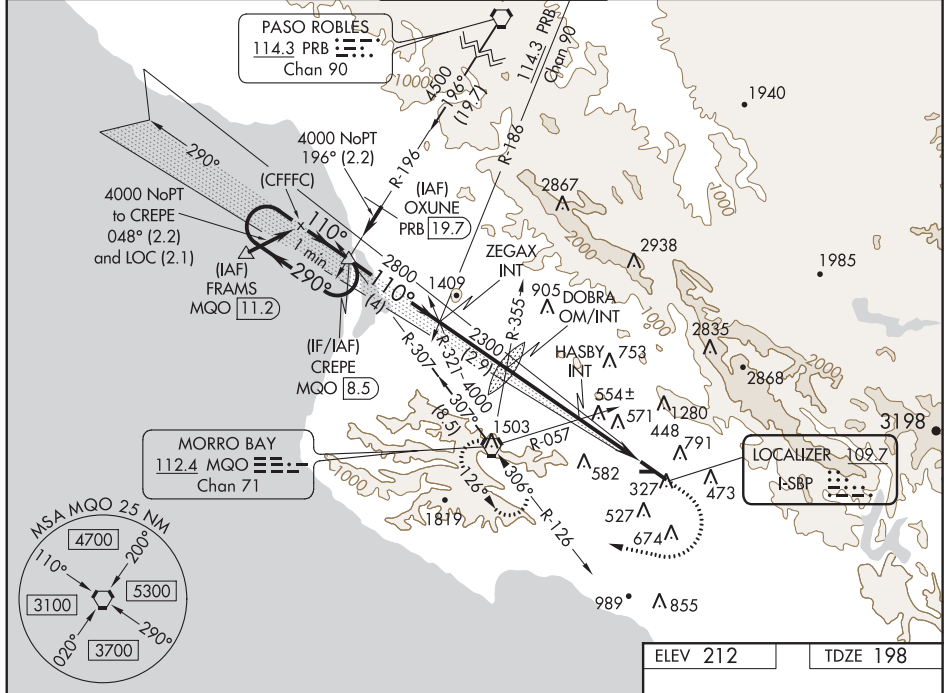
SAN LUIS COUNTY RGNL (SBP)

⚠ Circling NA north of Rwy 11-29.


MALS 


MISSED APPROACH: Climb to 1200 then climbing right turn to 3300 on heading 267° and on MQO VORTAC R-126 to MQO VORTAC and hold.

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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CATEGORY	A	B	C	D
S-11	1180-3/4 982 (1000-3/4)	1180-1 982 (1000-1)	1180-2 1/2 982 (1000-2 1/2)	
CIRCLING	1180-1 1/4 968 (1000-1 1/4)	1180-1 1/2 968 (1000-1 1/2)	1180-3 968 (1000-3)	1240-3 1028 (1100-3)
HASBY INT MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-11	760-1/2 562 (600-1/2)		760-1 1/4 562 (600-1 1/4)	
CIRCLING	840-1 628 (700-1)	960-1 748 (800-1)	1160-2 3/4 948 (1000-2 3/4)	1240-3 1028 (1100-3)

REIL Rwy 29 

HIRL Rwy 11-29 

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MQO 112.4 Chan 71	APP CRS 084°	Rwy Idg TDZE Apt Elev	N/A N/A 209
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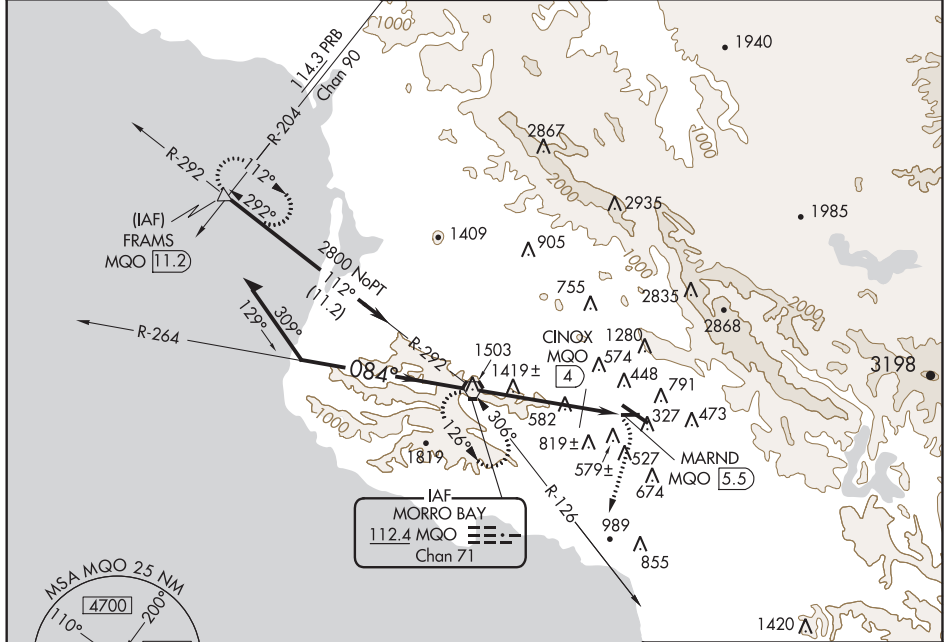
VOR or TACAN-A

SAN LUIS COUNTY RGNL (SBP)

⚠ Circling NA north of Rwy 11-29.

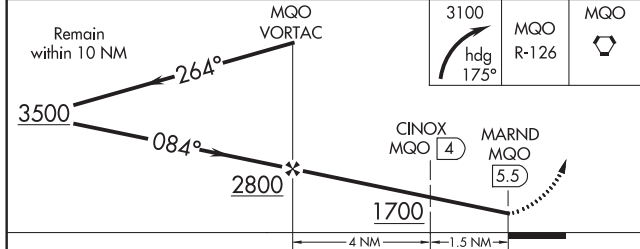
⚠ MISSED APPROACH: Climbing right turn to 3100 via heading 175° and MQO R-126 to MQO VORTAC and hold. (TACAN Aircraft continue climb to 4000 via MQO R-292 to FRAMS 11.2 DME and hold east, right turns, 292° inbound.)

ATIS 120.6	SANTA BARBARA APP CON* 127.725 244.575	SAN LUIS TOWER* 124.0 (CTAF) 379.9	GND CON 121.6	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1491 (1500-1¼)	1700-1½ 1491 (1500-1½)	1700-3	1491 (1500-3)
TACAN OR DME MINIMA				
CIRCLING	1120-1¼ 911 (1000-1¼)	1160-2¾ 951 (1000-2¾)	1280-3	1071 (1100-3)

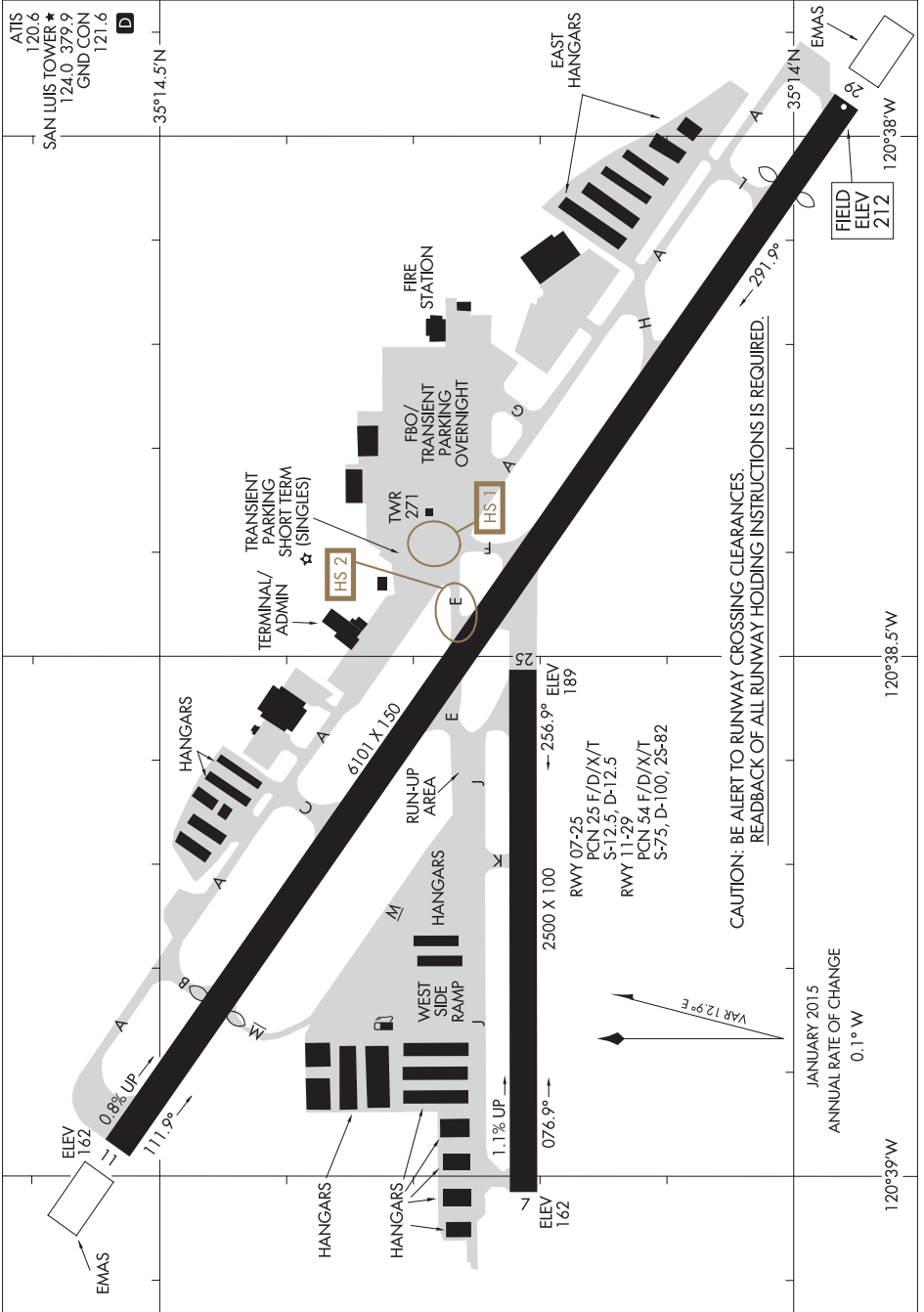
HIRL Rwy 11-29					
REIL Rwy 29					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

AIRPORT DIAGRAM

AL-989 (FAA)

SAN LUIS COUNTY RGNL (SBP)
SAN LUIS OBISPO, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SAN LUIS COUNTY RGNL (SBP)
SAN LUIS OBISPO, CALIFORNIA

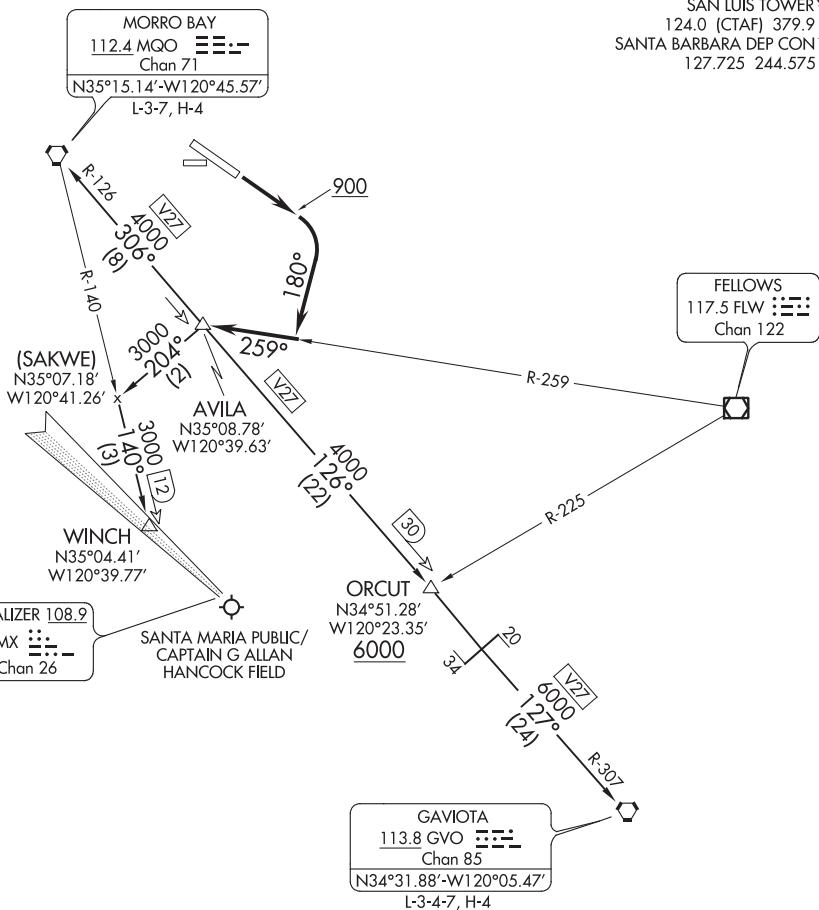
(AVILA3.AVILA) 16315

AVILA THREE DEPARTURE

SL-989 (FAA)

SAN LUIS COUNTY RGNL (SBP)
SAN LUIS OBISPO, CALIFORNIA

GND CON 121.6
SAN LUIS TOWER ★ 124.0 (CTAF) 379.9
SANTA BARBARA DEP CON ★ 127.725 244.575



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Maintain runway heading to 900, then climbing right turn to 3000 or assigned altitude, heading 180° to intercept FLW R-259 to AVILA INT, then via (transition) or (assigned route).

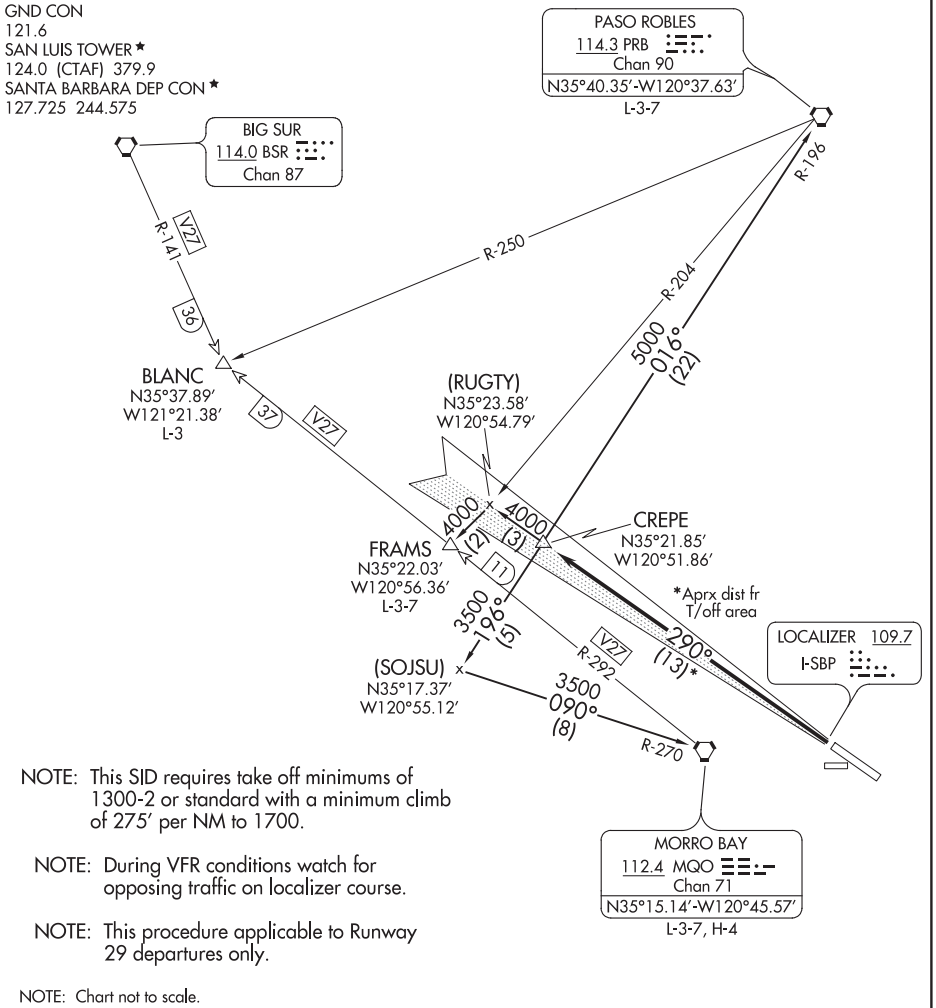
GAVIOTA TRANSITION (AVILA3.GVO): From over AVILA INT via V27 to GVO VORTAC.

MORRO BAY TRANSITION (AVILA3.MQO): From over AVILA INT via V27 to MQO VORTAC.

WINCH TRANSITION (AVILA3.WINCH): From over AVILA INT via heading 204° to intercept MQO R-140 to WINCH INT.

AVILA THREE DEPARTURE
(AVILA3.AVILA) 15OCT92

SAN LUIS OBISPO, CALIFORNIA
SAN LUIS COUNTY RGNL (SBP)



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

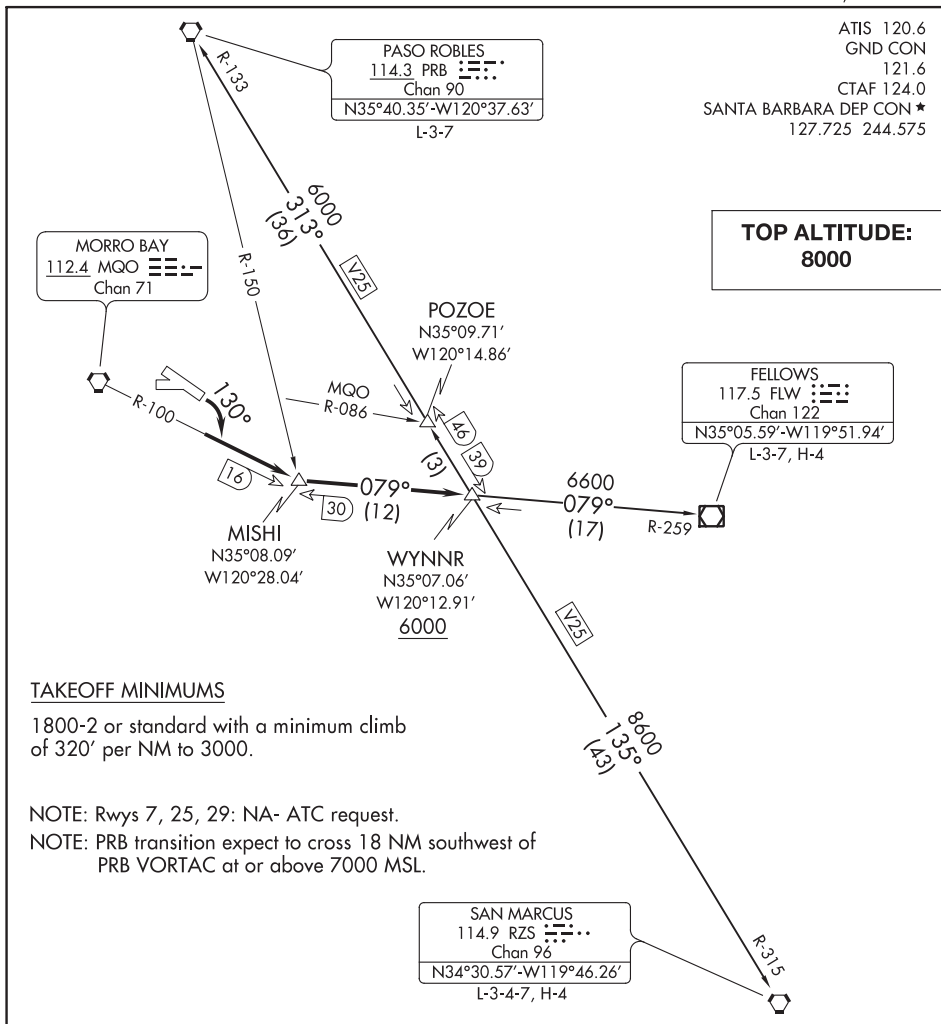
TAKEOFF RUNWAY 29: Climb via San Luis Obispo localizer I-SBP west course to CREPE INT; thence via (transition) or (assigned route).

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.MQR): From over CREPE INT via PRB R-196 and MQR R-270 to MQR VORTAC.

PASO ROBLES TRANSITION (CREPE3.PRB): From over CREPE INT via PRB R-196 to PRB VORTAC.

WYNNR THREE DEPARTURE



ATIS 120.6
GND CON 121.6
CTAF 124.0
SANTA BARBARA DEP CON ★ 127.725 244.575

**TOP ALTITUDE:
8000**

TAKEOFF MINIMUMS

1800-2 or standard with a minimum climb of 320' per NM to 3000.

- NOTE: Rws 7, 25, 29: NA- ATC request.
- NOTE: PRB transition expect to cross 18 NM southwest of PRB VORTAC at or above 7000 MSL.

SAN MARCUS
114.9 RZS
Chan 96
N34°30.57'-W119°46.26'
L-3-4-7, H-4

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Turn right heading 130° to intercept and proceed via MQO R-100 to MISHI INT, then via FLW R-259 to WYNNR INT. Thence via (transition) or (assigned route.)

FELLOWS TRANSITION (WYNNR3.FLW): From over WYNNR INT via FLW R-259 to FLW VOR/DME.

PASO ROBLES TRANSITION (WYNNR3.PRB): From over WYNNR INT via PRB R-133 to PRB VORTAC.

SAN MARCUS TRANSITION (WYNNR3.RZS): From over WYNNR INT via RZS R-315 to RZS VORTAC.

WYNNR THREE DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ILS Y or LOC/DME RWY 30

LOC I-NSI 109.7	APCH CRS 301°	Rwy ldg THRE 498 Arpt Elev 506
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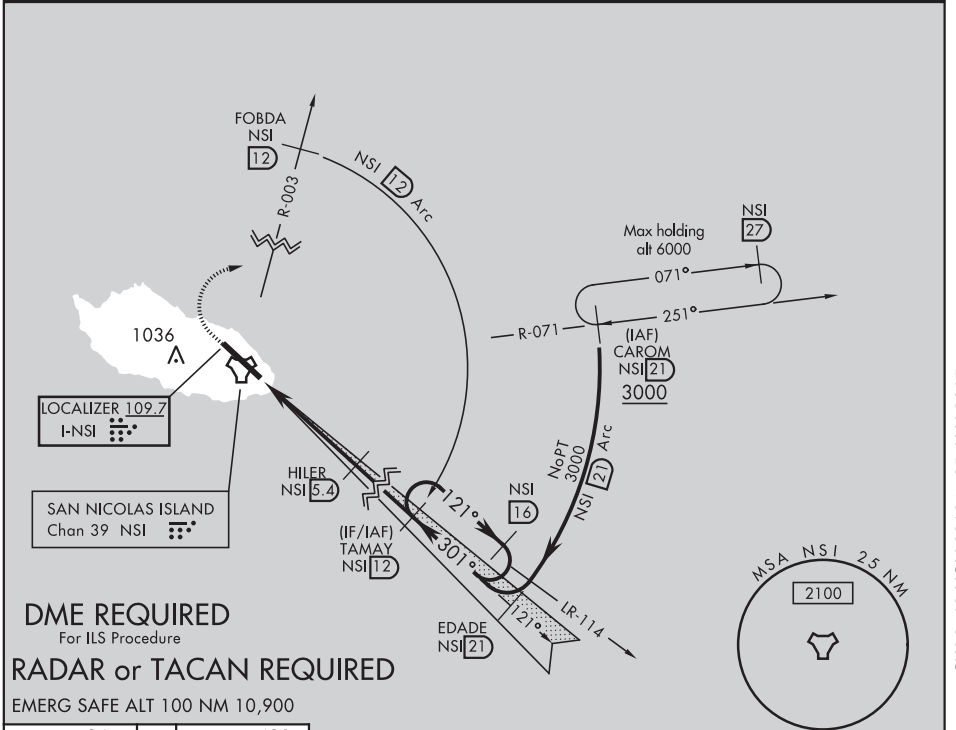
AL-5162 [USN]

SAN NICOLAS ISLAND NOLF (KNSI)

▼ *Circling not authorized W of Rwy 12-30.

MISSED APPROACH: Climb to 1000 via heading 301°, then climbing right turn to 3000 to intercept NSI TACAN R-003 to FOBDA, then arc E of NSI 12 mile arc to TAMAY and hold.

SAN NICOLAS TOWER ★
126.85 379.3



DME REQUIRED

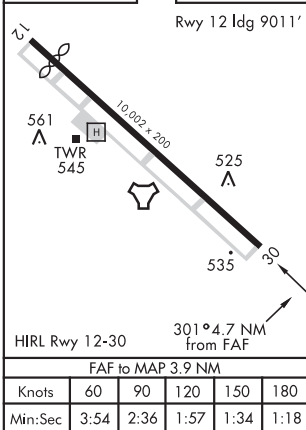
For ILS Procedure

RADAR or TACAN REQUIRED

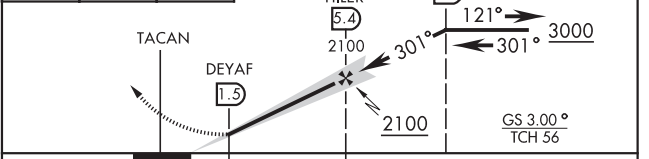
EMERG SAFE ALT 100 NM 10,900

ELEV 506	THRE 498
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Rwy 12 ldg 9011'



1000 hdg 301°	3000 NSI R-003	FOBDA NSI 12
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CATEGORY	A	B	C	D	E
S-ILS 30		698- ³ / ₄	200	(200- ³ / ₄)	
S-LOC 30		780-1	282	(300-1)	
CIRCLING*	860-1 354 (400-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

ILS Y or LOC/DME RWY 30

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

SAN NICOLAS ISLAND, CALIFORNIA

ILS Z or RNAV (GPS) RWY 30

LOC I-NSI 109.7	APCH CRS 301°	Rwy ldg THRE 498 Arpt Elev 506
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AL-5162 [USN]

SAN NICOLAS ISLAND NOLF (KNSI)

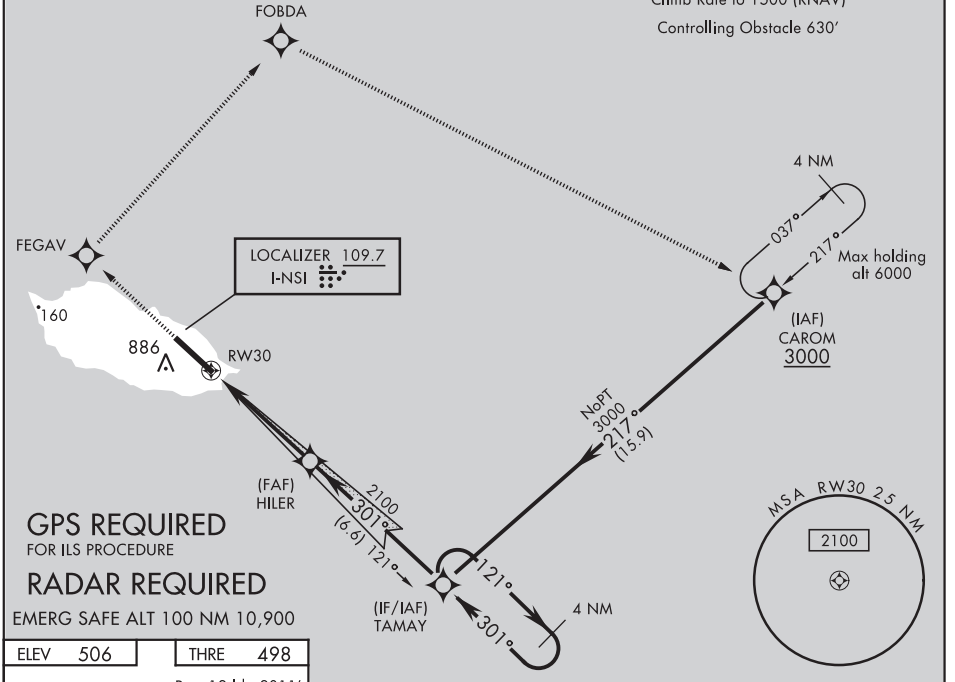
▼ * Circling not authorized W of Rwy 12-30. † MISSED APPROACH: Climb to 2000 direct FEGAV, then climbing right turn to 3000 track 030° to FOBDA, then track via 105° to CAROM, then track 217° to TAMAY and hold.

SAN NICOLAS TOWER ★
126.85 379.3

Rwy	Knots	60	120	180	240
RNAV 30	V/V(fpm)	360	720	1080	1440

† CAUTION: Missed Approach Minimum
Climb Rate to 1500 (RNAV)

Controlling Obstacle 630'

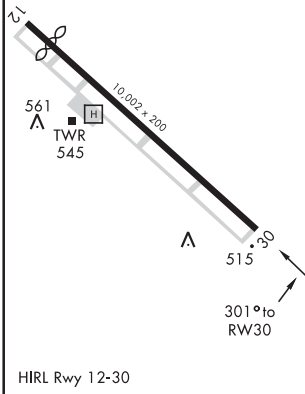


GPS REQUIRED
FOR ILS PROCEDURE
RADAR REQUIRED

EMERG SAFE ALT 100 NM 10,900

ELEV 506	THRE 498
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Rwy 12 ldg 9011'



2000	FEGAV	3000	FOBDA			
↑	✧	↻ crs 030°	✧			
				TAMAY		
				121° →	← 301°	3000
						GS 3.00° TCH 56'
CATEGORY	A	B	C	D	E	
S-ILS 30	698-¾		200	(200-¾)		
LNAV MDA	900-1 402 (400-1)		900-1½ 402 (400-1½)			
CIRCLING *	900-1 394 (400-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)		1060-2 554 (600-2)	

SAN NICOLAS ISLAND, CALIFORNIA
Amdt 2 15OCT15

33°14'N-119°27'W

SAN NICOLAS ISLAND NOLF (KNSI)

ILS Z or RNAV (GPS) RWY 30

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

SAN NICOLAS ISLAND, CALIFORNIA

TACAN RWY 30

TACAN NSI Chan 39	APCH CRS 292°	Rwy ldg 10,002 THRE 498 Arpt Elev 506
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AL-5162 [USN]

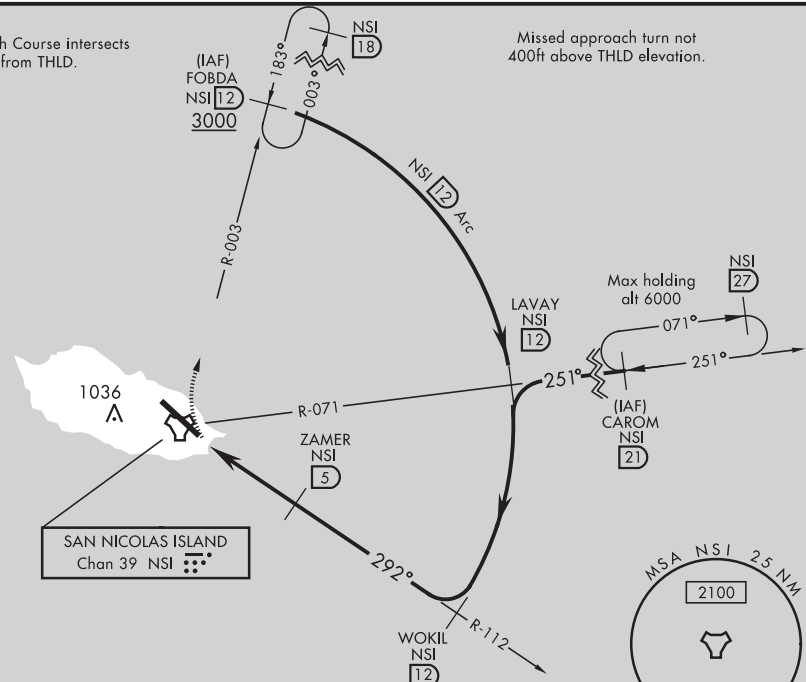
SAN NICOLAS ISLAND NOLF (KNSI)

▼ *Circling not authorized W of Rwy 12-30. MISSED APPROACH: Climbing right turn to 3000, intcp the NSI TACAN R-003 to FOBDA and hold.

SAN NICOLAS TOWER ★
126.85 379.3

CAUTION:
Final Approach Course intersects
RCL at 4721ft from THLD.

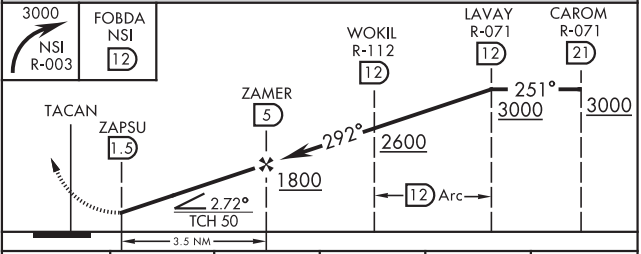
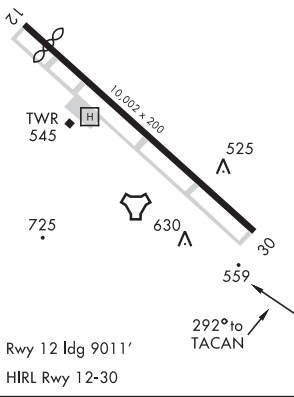
Missed approach turn not
400ft above THLD elevation.



RADAR REQUIRED

ELEV 506	THRE 498
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EMERG SAFE ALT 100 NM 10,900



CATEGORY	A	B	C	D	E
S-30	820-1		322	(400-1)	
CIRCLING*	860-1 354 (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)

Amdt 2 15OCT15

TACAN RWY 30

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-5162 [USN]

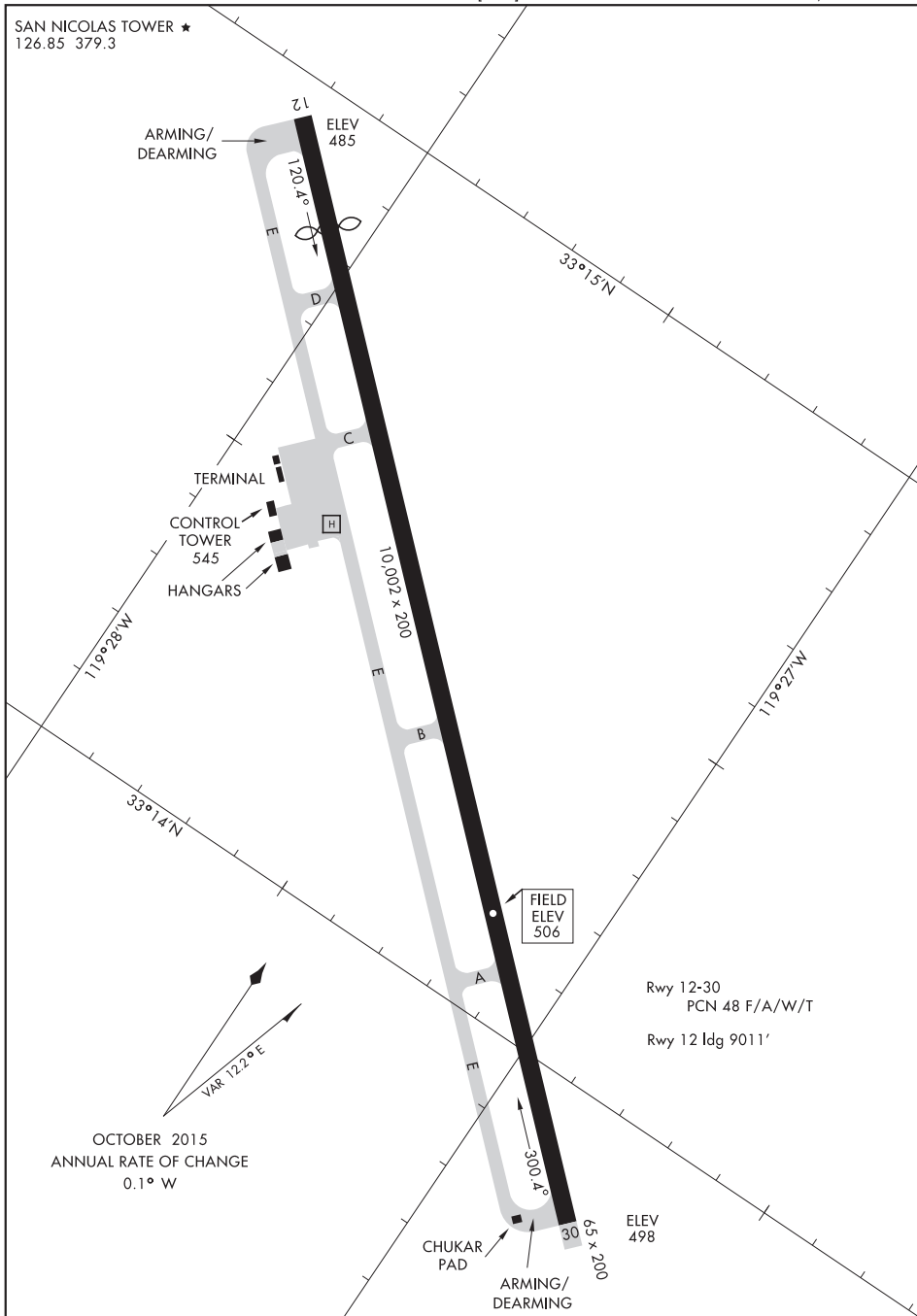
SAN NICOLAS ISLAND NOLF (KNSI)

SAN NICOLAS ISLAND, CALIFORNIA

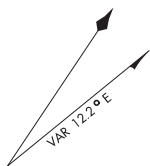
SAN NICOLAS TOWER ★
126.85 379.3

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



Rwy 12-30
PCN 48 F/A/W/T
Rwy 12 Idg 9011'



OCTOBER 2015
ANNUAL RATE OF CHANGE
0.1° W

AIRPORT DIAGRAM


SAN NICOLAS ISLAND, CALIFORNIA
SAN NICOLAS ISLAND NOLF (KNSI)

LOC/DME I-SNA 111.75 Chan 54(Y)	APP CRS 196°	Rwy Idg TDZE 55 Apt Elev 56	5701
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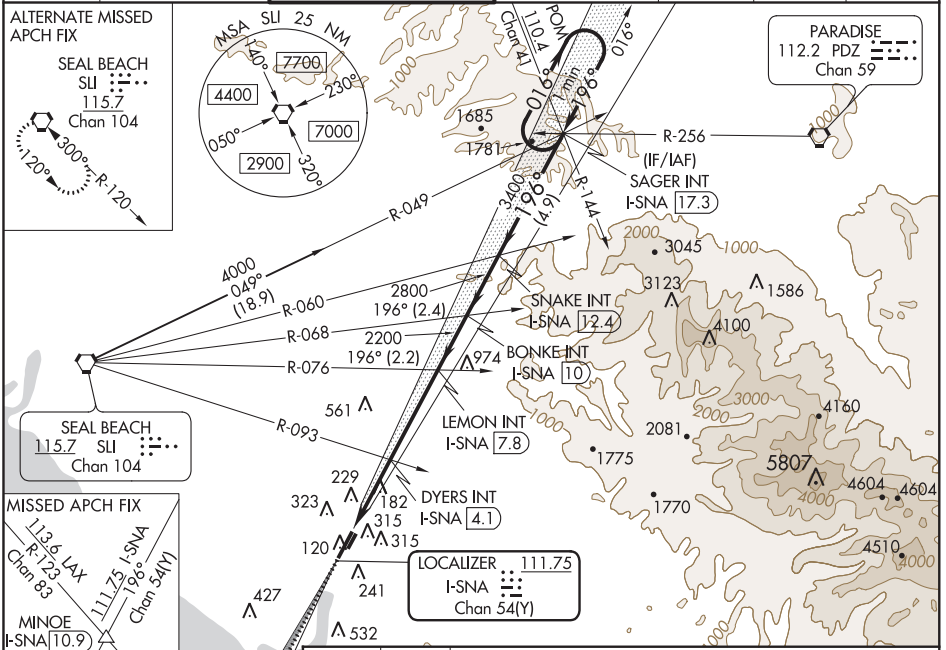
ILS or LOC RWY 20R

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

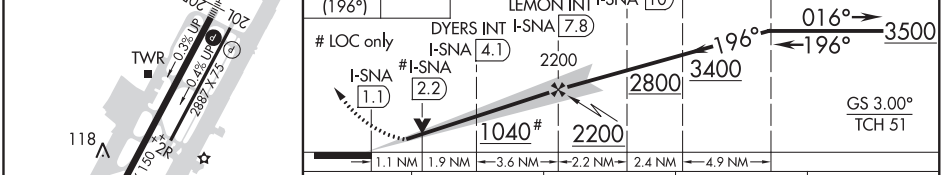
⚠ When local altimeter setting not received, use Fullerton altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase DYERS fix minimums S-LOC 20R Cat C/D visibility 1/8 mile, Circling Cat C visibility 1/4 mile. VDP NA when using Fullerton altimeter setting.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 on I-SNA LOC south course (196°) to MINOE INT/I-SNA 10.9 DME.

ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER * 126.8 (CTAF) 0 379.9	GND CON (EAST) 120.8 (WEST) 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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ELEV 56	TDZE 55	MINOE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).	SAGER INT I-SNA 17.3
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CATEGORY	A	B	C	D
S-ILS 20R	*255/24 200 (200-1/2)			
S-LOC 20R	1040/40 985 (1000-3/4)	1040/55 985 (1000-1/4)	1040-2 1/2 985 (1000-2 1/2)	
C CIRCLING	1040-1 1/4 984 (1000-1 1/4)	1040-1 1/2 984 (1000-1 1/2)	1040-3 984 (1000-3)	1160-3 1104 (1200-3)
DYERS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 20R	440/24	385 (400-1/2)	440/35	385 (400-3/4)
C CIRCLING	640-1	584 (600-1)	840-2 1/4 784 (800-2 1/4)	1160-3 1104 (1200-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5701
016°	TDZE	56
	Apt Elev	56

RNAV (RNP) Z RWY 2L

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

V For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required.

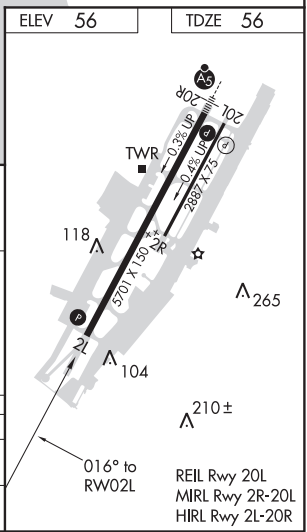
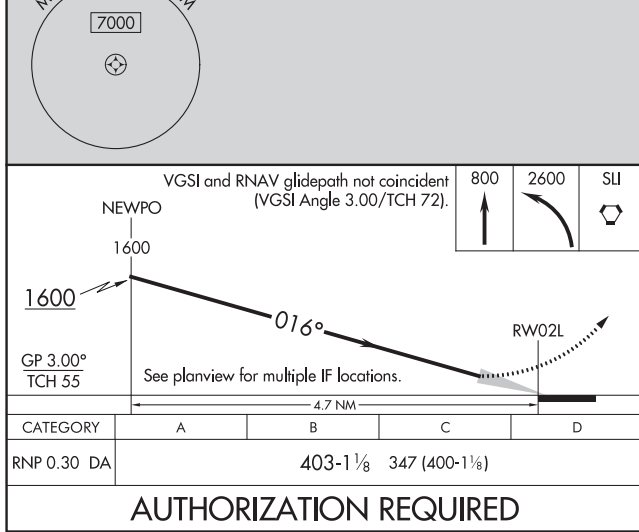
MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER ★ 126.8 (CTAF) 379.9	GND CON (EAST) 120.8 (WEST) 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



RNAV (RNP) Z RWY 20R

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

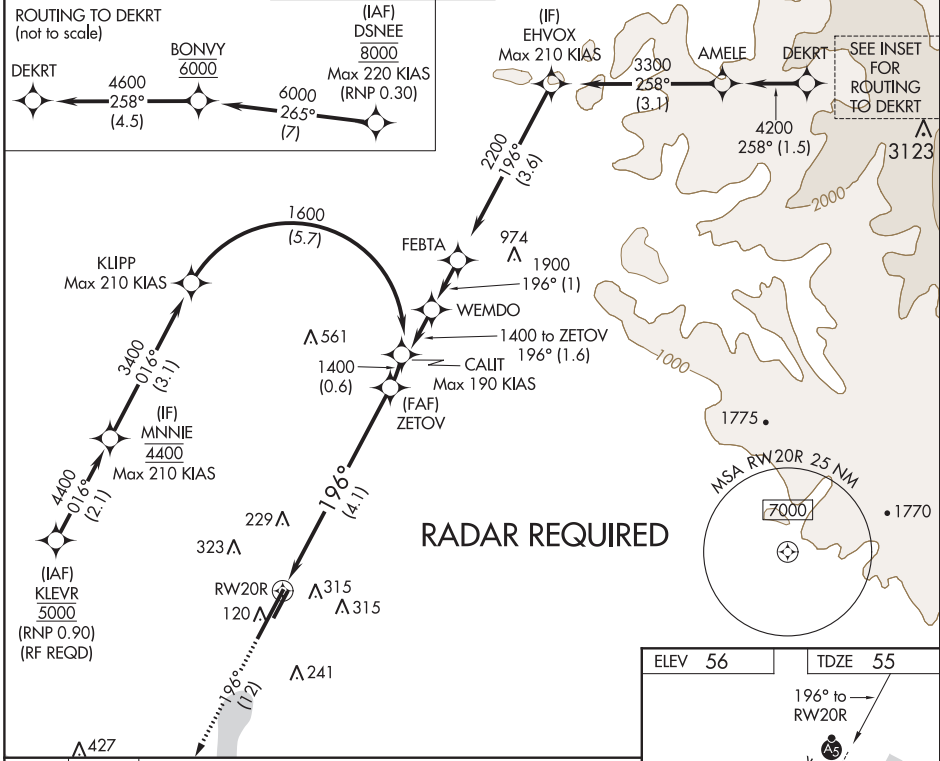
APP CRS	Rwy Idg	5701
196°	TDZE	55
	Apt Elev	56

▽ For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required.

MALSR

MISSED APPROACH: Climb to 3000 on track 196° to MINOE.

ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER * 126.8 (CTAF) 0 379.9	GND CON (EAST) 120.8 (WEST) 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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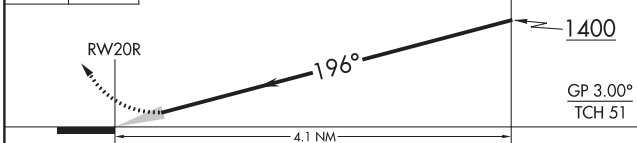


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

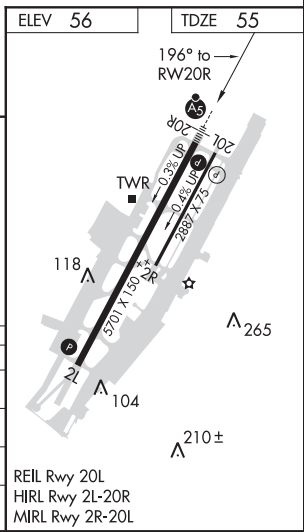
3000 ↑ **MINOE** △
 tr 196°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).
 See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA		377/30	322 (400- $\frac{5}{8}$)	
RNP 0.15 DA		563-1 $\frac{1}{4}$	508 (600-1 $\frac{1}{4}$)	
RNP 0.30 DA		619-1 $\frac{1}{2}$	564 (600-1 $\frac{1}{2}$)	

AUTHORIZATION REQUIRED



REIL Rwy 20L
 HIRL Rwy 2L-20R
 MIRL Rwy 2R-20L

SANTA ANA, CALIFORNIA

AL-377 (FAA)

16315

APP CRS	Rwy Idg	5701
016°	TDZE	56
	Apt Elev	56

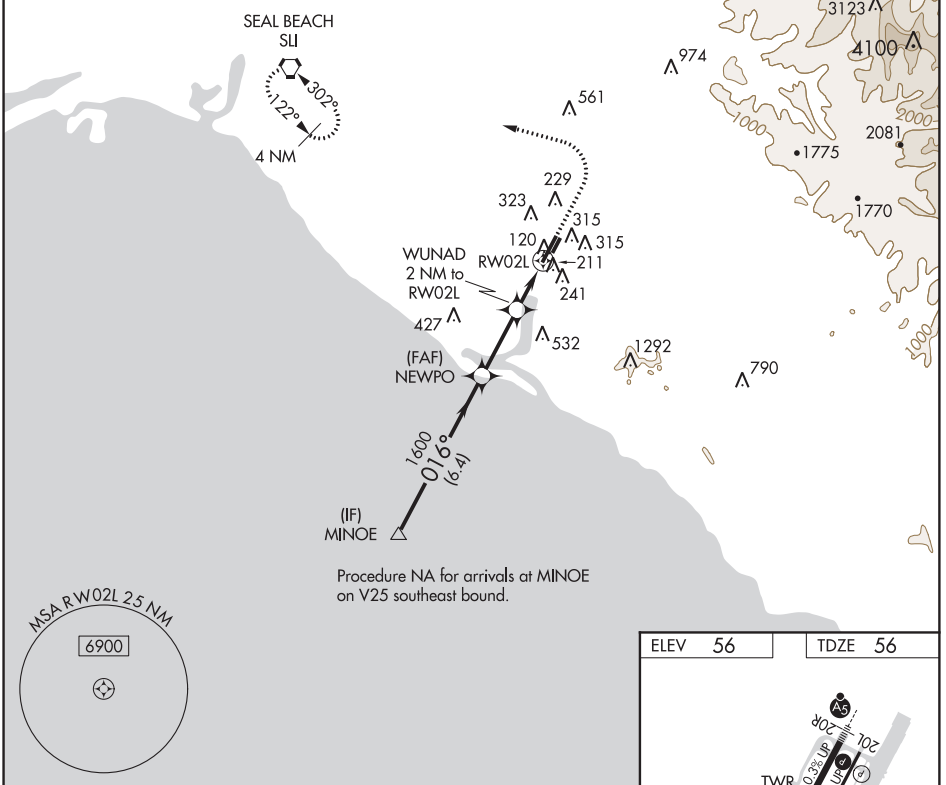
RNAV (GPS) Y RWY 2L

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

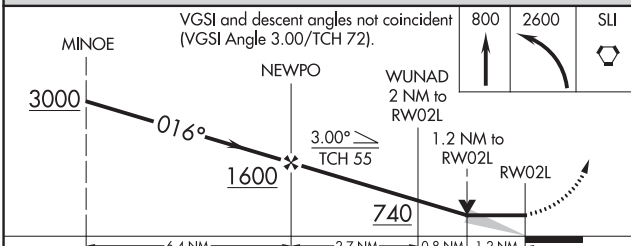
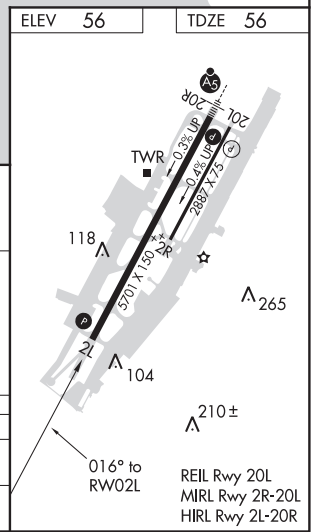
▽ DME/DME RNP-0.3 NA. VDP NA when using Fullerton altimeter setting. When local altimeter setting not received, use Fullerton altimeter setting and increase all MDA 40 feet, increase Circling Cat C visibility ¼ SM.

▲ MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER ★ 126.8 (CTAF) 0 379.9	GND CON (EAST) (WEST) 120.8 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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Procedure NA for arrivals at MINOE on V25 southeast bound.



CATEGORY	A	B	C	D
LNVA MDA	520-1 464 (500-1)		520-1 3/8 464 (500-1 3/8)	
C CIRCLING	640-1 584 (600-1)		840-2 1/4 784 (800-2 1/4)	1160-3 1104 (1200-3)

SANTA ANA, CALIFORNIA
Amdt 2 10NOV16

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)
33°41'N-117°52'W
RNAV (GPS) Y RWY 2L

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99502 W20A	APP CRS 196°	Rwy Idg 5701 TDZE 55 Apt Elev 56
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RNAV (GPS) Y RWY 20R

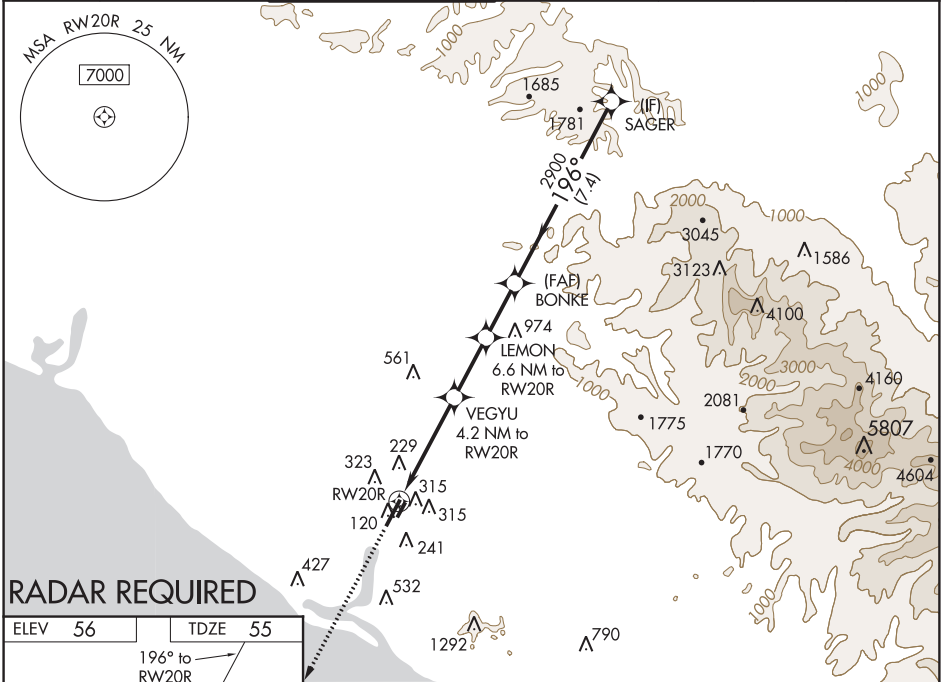
JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Fullerton altimeter setting. When local altimeter setting not received, use Fullerton altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C and D and Circling Cat C visibility 1/4 mile.

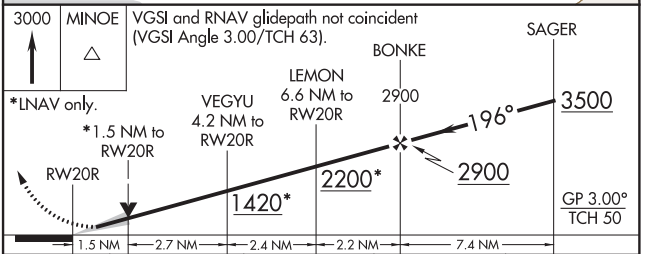
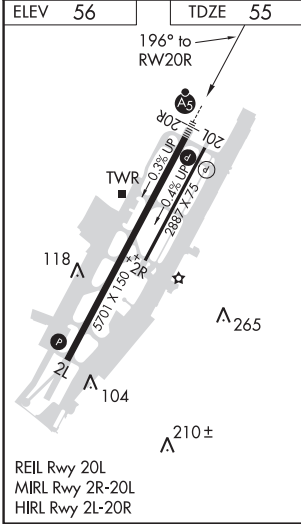
MALSRL

MISSED APPROACH:
Climb to 3000 direct MINOE.

ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER * 126.8 (CTAF) 0 379.9	GND CON (EAST) 120.8 (WEST) 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		255/24	200 (200-1/2)	
LNAV/VNAV DA		503/45	448 (500-7/8)	
LNAV MDA	580/24	525 (600-1/2)	580/55	525 (600-1 1/4)
C CIRCLING	640-1	584 (600-1)	840-2 1/4 784 (800-2 1/4)	1160-3 1104 (1200-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

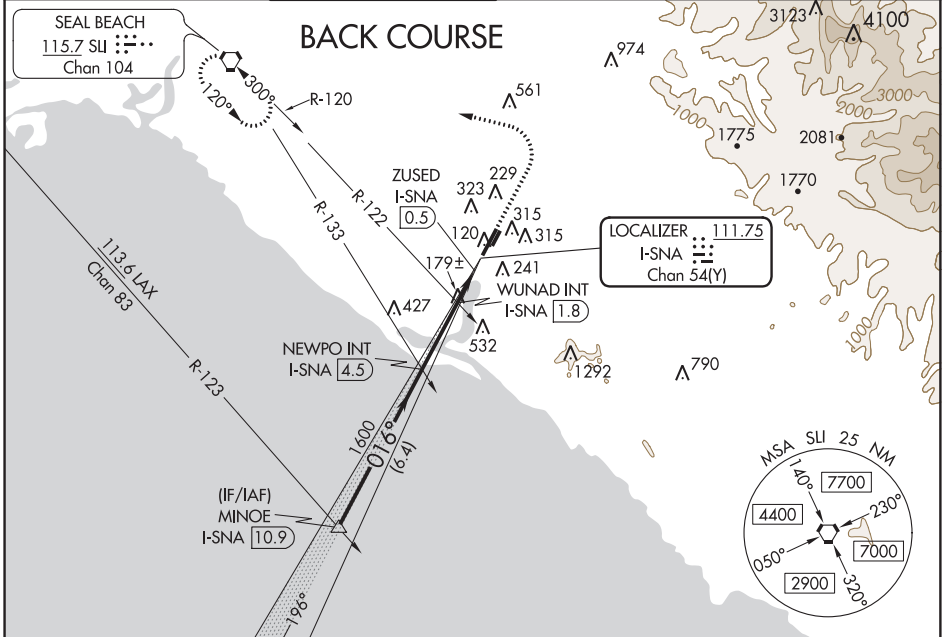
LOC/DME I-SNA 111.75 Chan 54(Y)	APP CRS 016°	Rwy Idg 5701 TDZE 56 Apt Elev 56
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LOC BC RWY 2L
JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

⚠ When local altimeter setting not received, use Fullerton altimeter setting and increase all MDA 40 feet, increase S-2L Cats C and D and Circling Cat C visibility ¼ SM, and increase WUNAD fix S-2L Cats C and D visibility ½ SM; Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

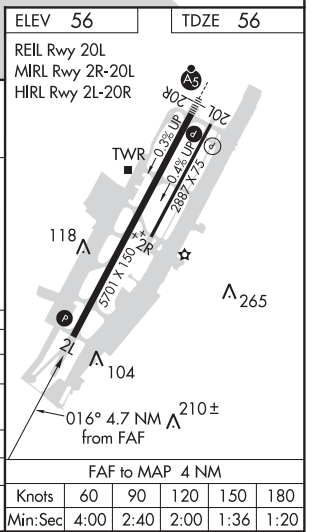
ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER * 126.8 (CTAF) 379.9	GND CON (EAST) 120.8 (WEST) 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

MINOE I-SNA 10.9		NEWPO INT I-SNA 4.5		WUNAD INT I-SNA 1.8		I-SNA DME ANTENNA		ZUSED I-SNA 0.5	
3000		1600		560		800		2600	
016°		3.00°		TCH 55		SLI		VORTAC	
Disregard GS indications.		6.4 NM		2.7 NM		1.3 NM		0.7 NM	
CATEGORY	A	B	C	D					
S-2L	560-1	504 (600-1)	560-1 3/8	504 (600-1 3/8)					
C CIRCLING	640-1	584 (600-1)	840-2 1/4 784 (800-2 1/4)	1160-3 1104 (1200-3)					
WUNAD FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)									
S-2L	480-1	424 (500-1)	480-1 1/4	424 (500-1 1/4)					
C CIRCLING	640-1	584 (600-1)	840-2 1/4 784 (800-2 1/4)	1160-3 1104 (1200-3)					



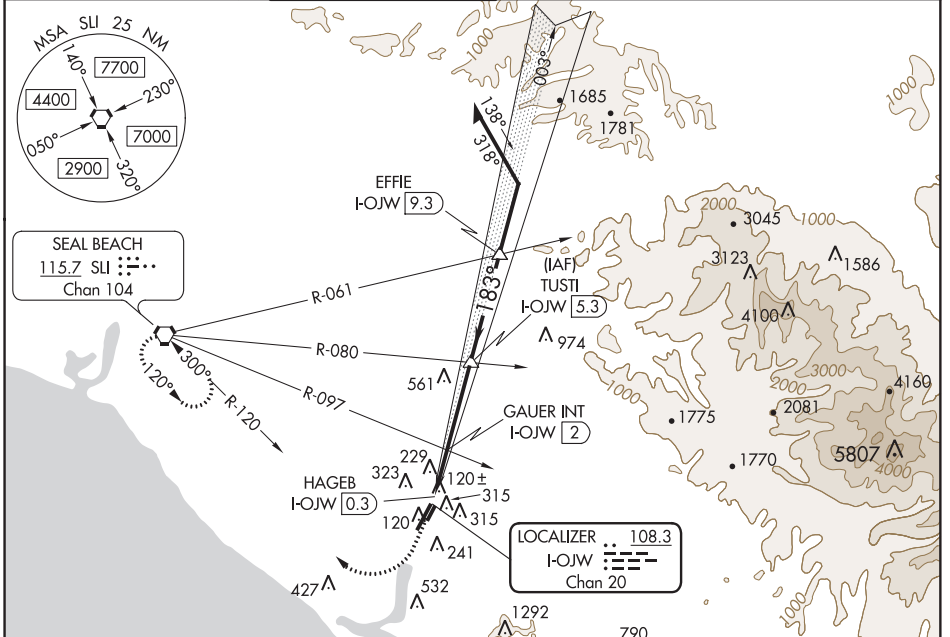
LOC/DME I-OJW 108.3 Chan 20	APP CRS 183°	Rwy Idg 5701
		TDZE 55
		Apt Elev 56

LDA/DME RWY 20R

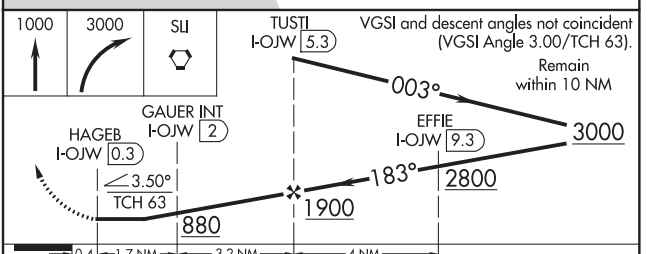
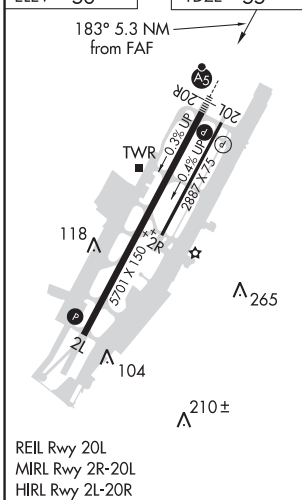
JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

<p>⚠ When local altimeter not received, use Fullerton altimeter setting and increase all MDA 40 feet and increase S-20R Cats C/D visibility to RVR 5000 and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below RVR 4000 NA.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SLI VORTAC and hold.</p>
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ATIS 126.0	SOCAL APP CON 121.3 263.1	JOHN WAYNE TOWER * 126.8 (CTAF) 379.9	GND CON (EAST) 120.8 (WEST) 132.25	CLNC DEL 118.0	CPDLC	UNICOM 122.95
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ELEV 56	TDZE 55
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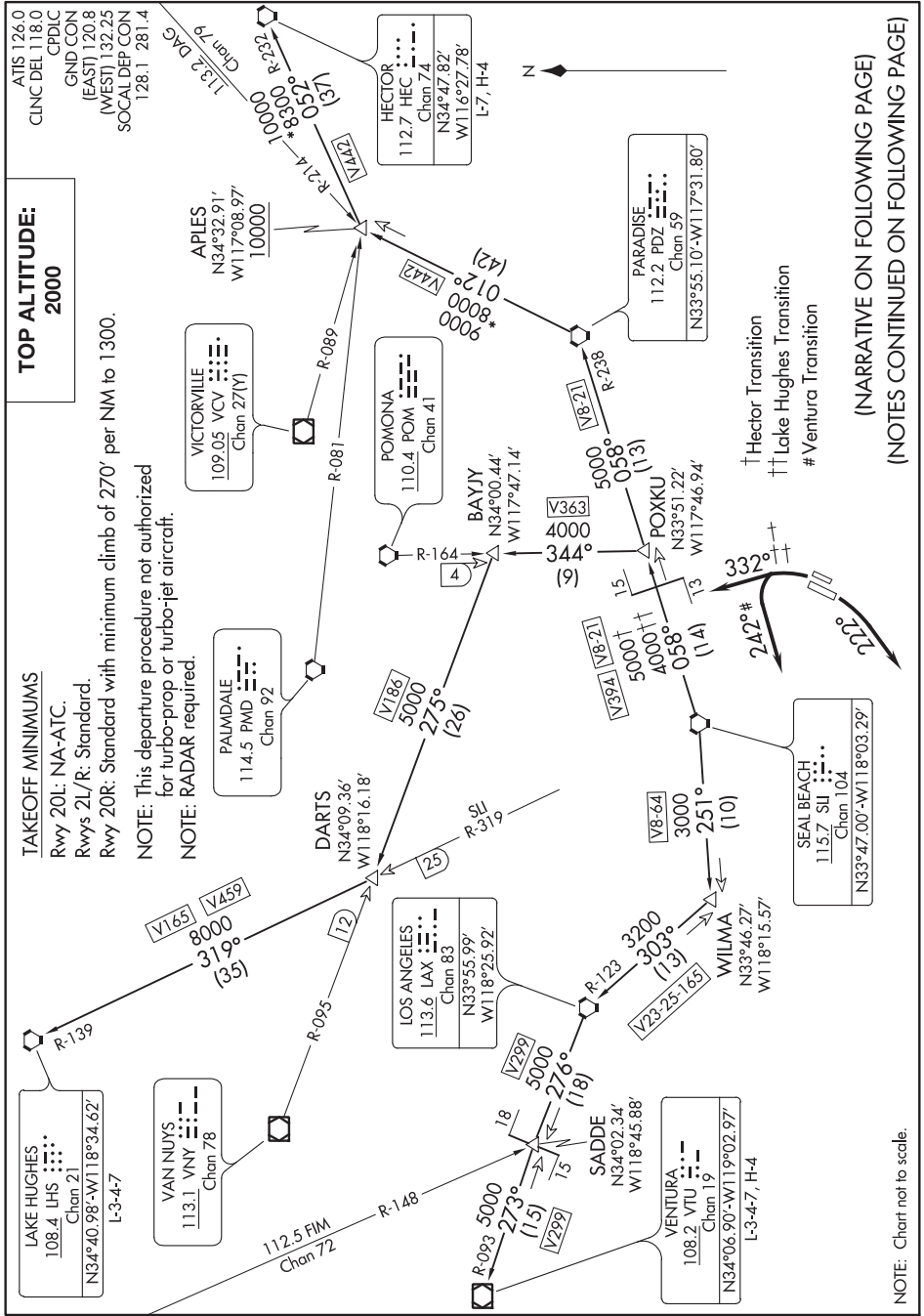
CATEGORY	A	B	C	D
S-20R		400/40	345 (400-¾)	
C CIRCLING	640-1	584 (600-1)	840-2¼ 784 (800-2¼)	1160-3 1104 (1200-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ANAHEIM EIGHT DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017



ANAHEIM EIGHT DEPARTURE

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.



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. . . .

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 (ANAHM8.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 (ANAHM8.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 (ANAHM8.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

TAKEOFF 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.

Windsock 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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ATIS 126.0
CLNC DEL 118.0
CPDLC
GND CON (EAST) 120.8 (WEST) 132.25
SOCAL DEP CON 128.1 281.4

SHAFTER 115.4 EHF
Chan 101
N35°29.07'-W119°05.84'
L-3-7, H-4

NOTE: RADAR required.
NOTE: Some aircraft may be vectored to assigned route.

NOTE: Approximate distance from Rwy 20R take-off area to SXC VORTAC is 40 NM.

NOTE: This departure is restricted to turbojet and turboprop aircraft only. SHAFTER transition and GORMAN transition restricted to turbojet aircraft.

TAKEOFF OBSTACLE NOTES

Rwy 20R: Pole and trees beginning 204' from DER, 490' right of centerline, up to 38' AGL/91' MSL. Windssock 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.

GORMAN 116.1 GMN
Chan 108
N34°48.24'-W118°51.68'
L-3-4-7, H-4

SAN MARCUS 114.9 RZS
Chan 96
N34°30.57'-W119°46.26'
L-3-4-7, H-4

LOS ANGELES 113.6 LAX
Chan 83
N33°55.99'-W118°25.92'

LOCALIZER 111.75 I-SNA
Chan 54 (Y)

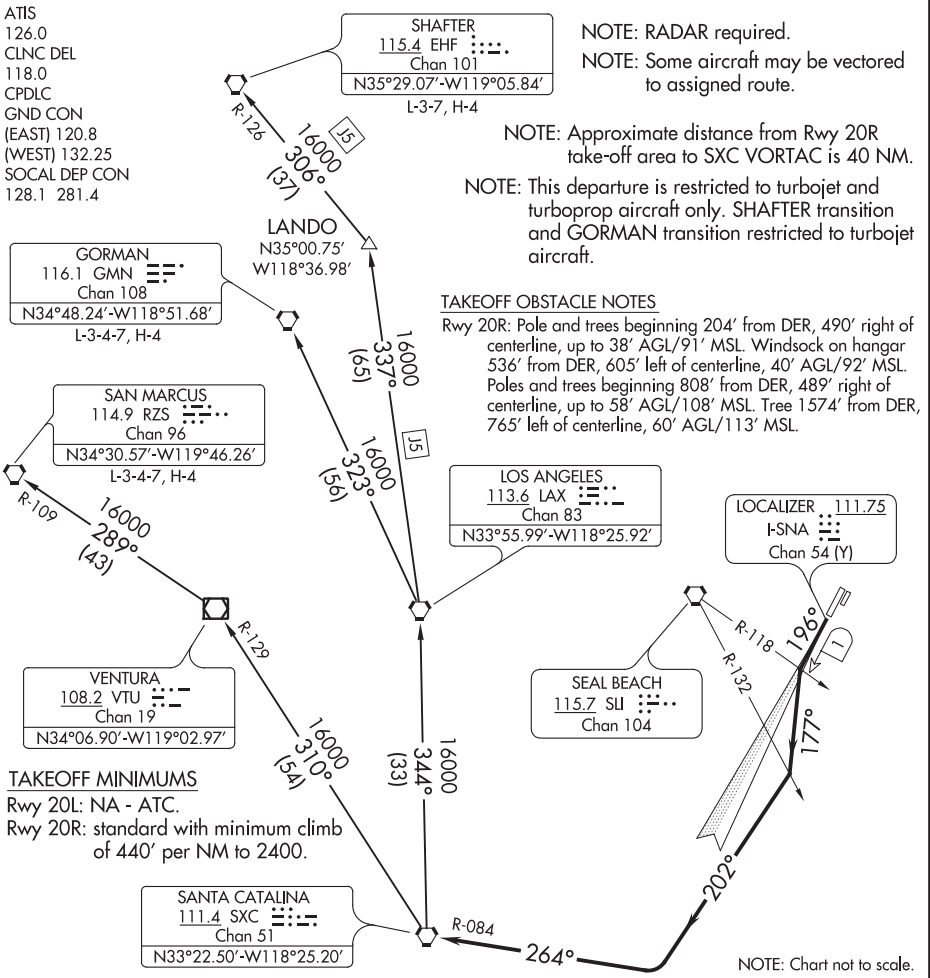
VENTURA 108.2 VTU
Chan 19
N34°06.90'-W119°02.97'

SEAL BEACH 115.7 SLI
Chan 104

TAKEOFF MINIMUMS

Rwy 20L: NA - ATC.
Rwy 20R: standard with minimum climb of 440' per NM to 2400.

SANTA CATALINA 111.4 SXC
Chan 51
N33°22.50'-W118°25.20'



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

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.

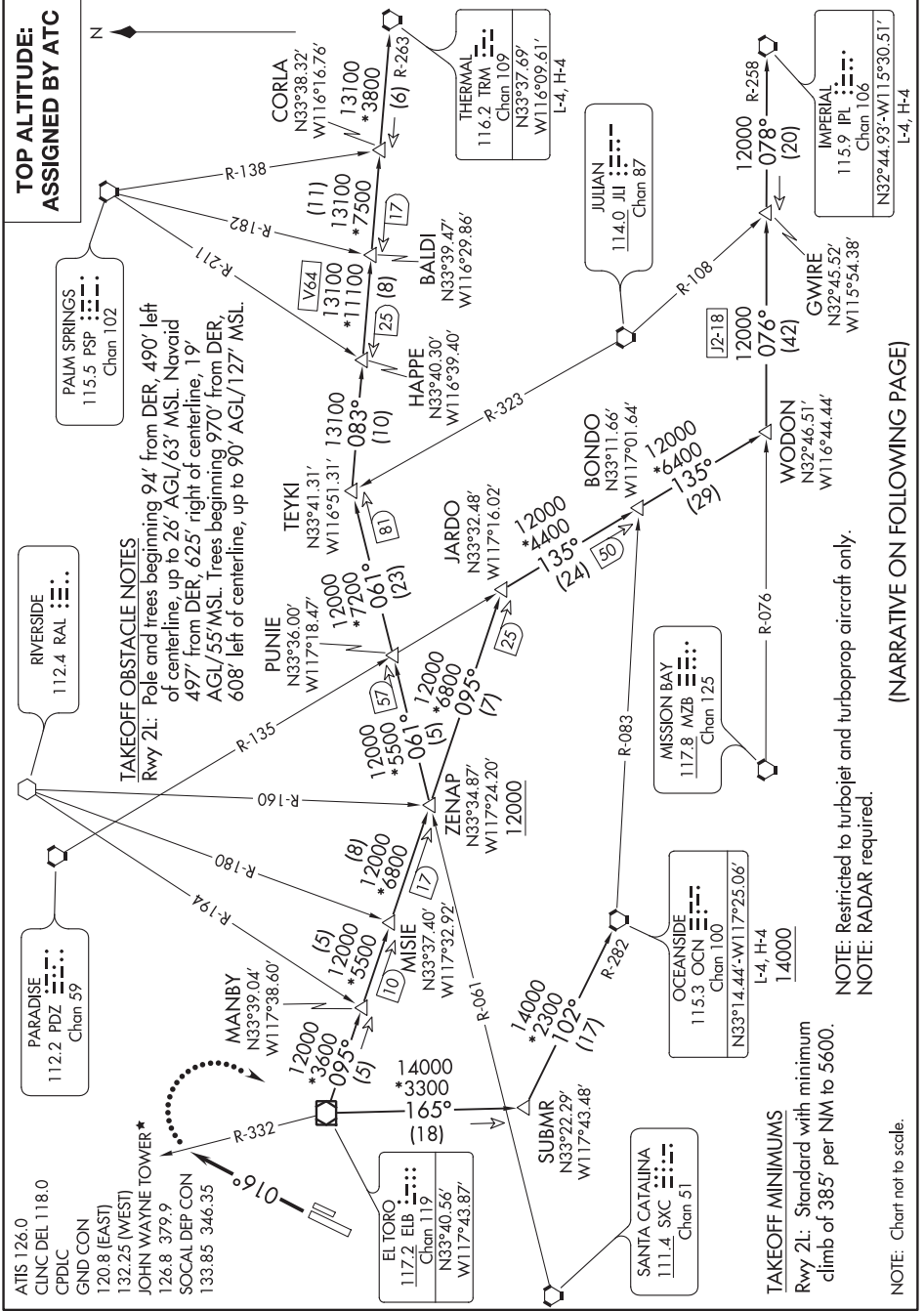
SAN MARCUS TRANSITION (CHANL3.RZS): From over SXC VORTAC on SXC R-310 and VTU R-129 to VTU VOR/DME, then on VTU R-289 and RZS R-109 to RZS VORTAC.

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 FOUR DEPARTURE

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)
SL-377 (FAA) SANTA ANA, CALIFORNIA

7 10:10 AM 01 2017 05 05 JAN 2017 'E-W5



EL TORO FOUR DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 016° for vectors to ELB VOR/DME, thence
. . . . (transition) or (assigned route). 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 (ELB4.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 (ELB4.OCN): From over ELB VOR/DME on ELB R-165
to SUBMR, then on OCN R-282 to OCN VORTAC.

THERMAL TRANSITION (ELB4.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, 10 NOV 2016 to 05 JAN 2017

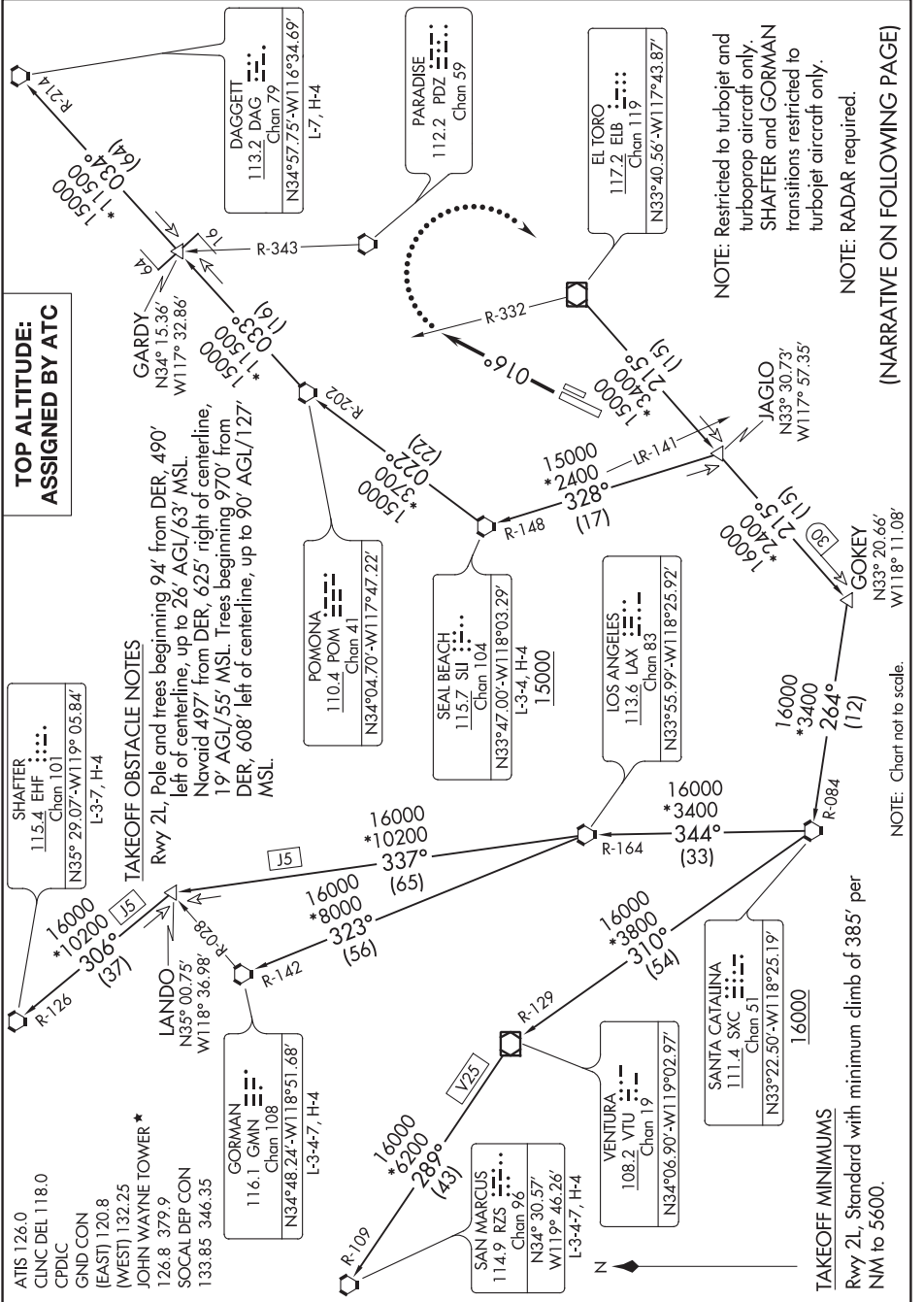
SW-3, 10 NOV 2016 to 05 JAN 2017

IRVINE FOUR DEPARTURE

SL-377 (FAA)

SANTA ANA, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



IRVINE FOUR DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 016° for vectors to ELB VOR/DME R-215.
Thence

. . . . via (transition) or assigned route. Expect filed altitude ten minutes after departure.

DAGGETT TRANSITION (IRV4.DAG): From over ELB VOR/DME on ELB R-215 to JAGLO INT, then on SLI R-148 to SLI VORTAC, then on SLI R-022 to POM VORTAC, then on POM R-033 to GARDY INT, then on DAG R-214 to DAG VORTAC.

GORMAN TRANSITION (IRV4.GMN): From over ELB VOR/DME on ELB R-215 to GOKEY INT, then on SXC R-084 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-323 to GMN VORTAC.

SAN MARCUS TRANSITION (IRV4.RZS): From over ELB VOR/DME on ELB R-215 to GOKEY INT, then on SXC R-084 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 (IRV4.SLI): From over ELB VOR/DME on ELB R-215 to JAGLO INT, then on SLI R-148 to SLI VORTAC.

SHAFTER TRANSITION (IRV4.EHF): From over ELB VOR/DME on ELB R-215 to GOKEY INT, then on SXC R-084 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-337 to LANDO INT, then on EHF R-126 to EHF VORTAC.

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

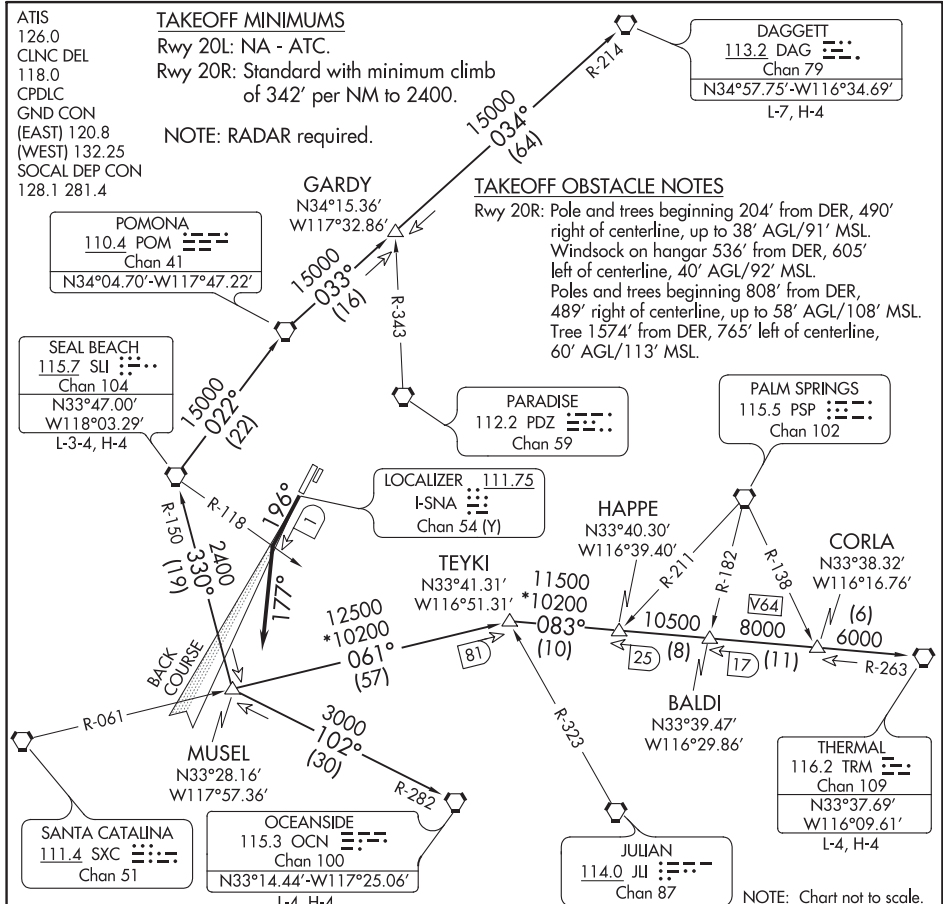
(MUSEL8.MUSEL) 16315

MUSEL EIGHT DEPARTURE

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

SL-377 (FAA)

SANTA ANA, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



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 AIRPORT-ORANGE COUNTY (SNA)

STREL FOUR DEPARTURE (RNAV)

SL-377 (FAA)

SANTA ANA, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 126.0
 CLNC DEL 118.0
 CPDLC 120.8 (EAST)
 GND CON 132.25 (WEST)
 SOCAL DEP CON 128.1 281.4

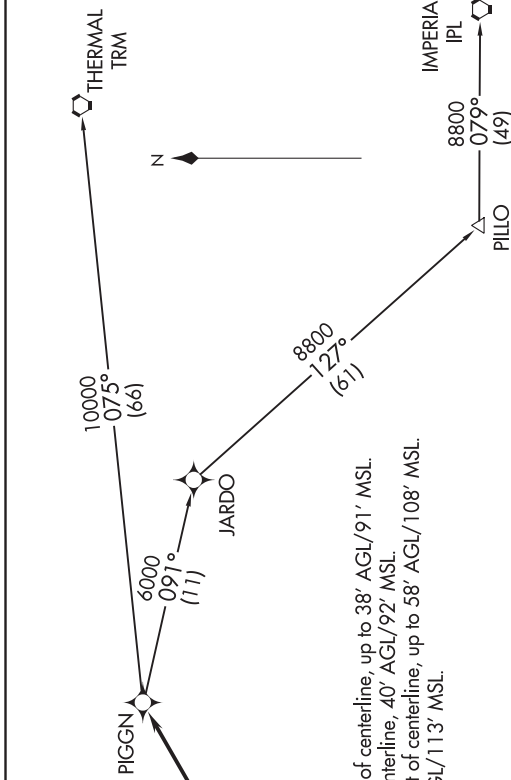
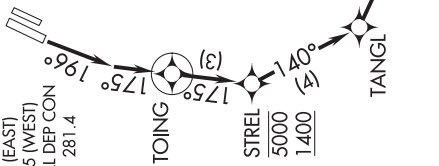
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb heading 196° to intercept course 175° to TOING, then on depicted route to PIGGN, thence. . . .

. . . via (transition). Maintain assigned altitude. Expect filed altitude 10 minutes after departure.

IMPERIAL TRANSITION (STREL4.IPL)

THERMAL TRANSITION (STREL4.TRM)



TAKEOFF OBSTACLE NOTES

Rwy 20R: Pole and trees beginning 204' from DER, 490' right of centerline, up to 38' AGL/91' MSL.
 Windsock 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.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turboprop and turboprop aircraft only.
NOTE: Aircraft may be RADAR vectored to DANAH or PIGGN.

TAKEOFF MINIMUMS

Rwy 20R: Standard

NOTE: Chart not to scale.

STREL FOUR DEPARTURE (RNAV)

(STREL4.STREL) 20AUG15

SANTA ANA, CALIFORNIA

JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

SW-3, 10 NOV 2016 to 05 JAN 2017

SANTA BARBARA, CALIFORNIA

AL-378 (FAA)

16259

LOC/DME I-SBA 110.3 Chan 40	APP CRS 075°	Rwy Idg 6052 TDZE 13 Apt Elev 13
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ILS or LOC RWY 7

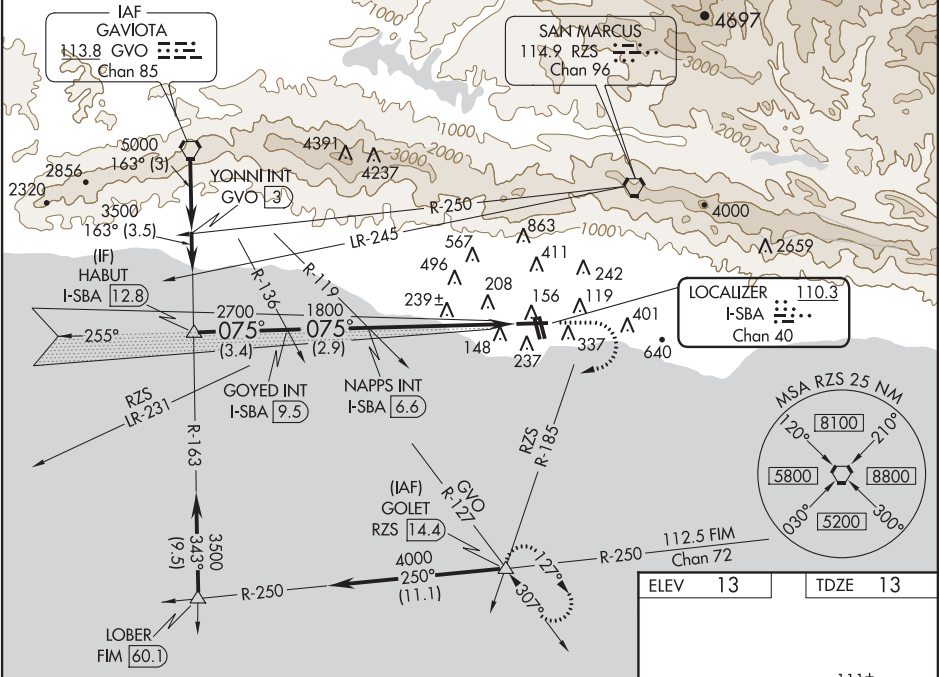
SANTA BARBARA MUNI (SBA)

⚠ When local altimeter setting not received, use Oxnard altimeter setting and increase all DAs/MDAs 100 feet, and S-LOC Cat C visibility to RVR 5000, Cat D visibility to RVR 6000. Increase Circling Cat A visibility ¼ mile, Cat C visibility ½ mile.
For inoperative MALSRS when using Oxnard altimeter setting, increase S-ILS 7 all Cats visibility to RVR 5000. Night landing Rwy 15R NA.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.



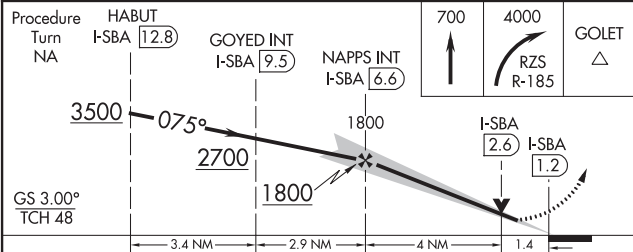
MISSED APPROACH: Climb to 700 then climbing right turn to 4000 via RZS VORTAC R-185 to GOLET INT/RZS 14.4 DME and hold, continue climb-in-hold to 4000.

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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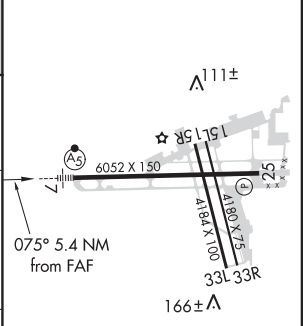


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 13	TDZE 13
---------	---------



CATEGORY	A	B	C	D
S-ILS 7	*213/24 200 (200-½)			
S-LOC 7	500/24	487 (500-½)	500/40 487 (500-¾)	500/50 487 (500-1)
CIRCLING	800-1 787 (800-1)	800-1¼ 787 (800-1¼)	800-2¼ 787 (800-2¼)	1000-3 987 (1000-3)

HIRL Rwy 7-25	MIRL Rwy 15R-33L	REIL Rwy 15R	REIL Rwy 25		
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SANTA BARBARA, CALIFORNIA
Amdt 5A 28APR16

34°26'N - 119°50'W

SANTA BARBARA MUNI (SBA)
ILS or LOC RWY 7

VORTAC GVO	APP CRS	Rwy Idg	6052
113.8	279°	TDZE	10
Chan 85		Apt Elev	10

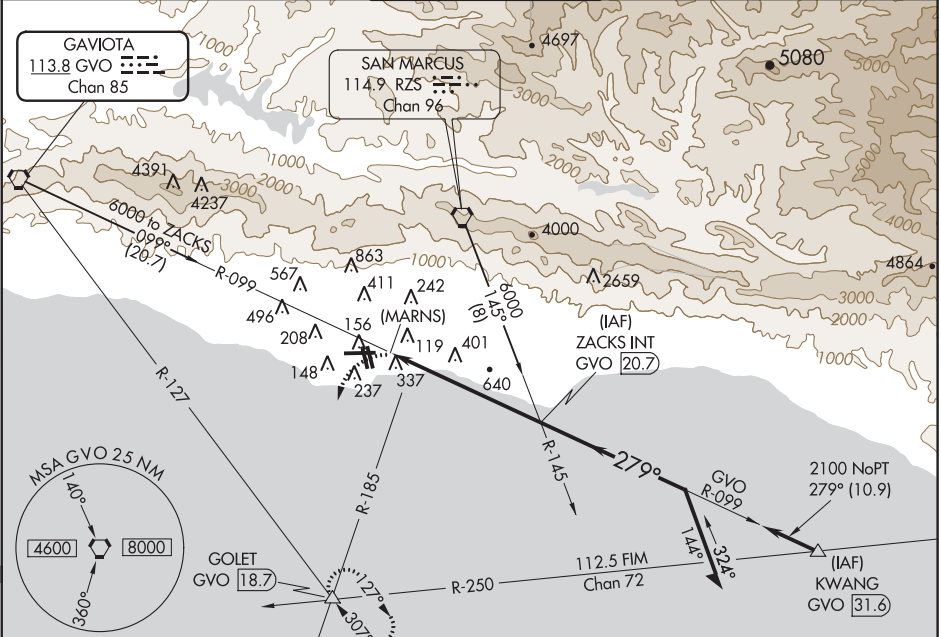
VOR or GPS RWY 25

SANTA BARBARA MUNI (SBA)

⚠ Night landing Rwy 15R NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter not received, use Oxnard altimeter setting and increase all MDA 100 feet and all Cats B and C visibility 1/4 mile.

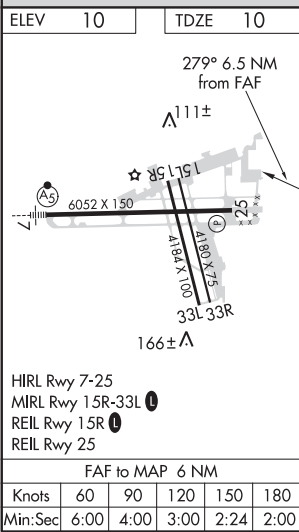
MISSED APPROACH: Climbing left turn to 4000 via heading 205° and GVO R-127 to GOLET Int and hold.

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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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



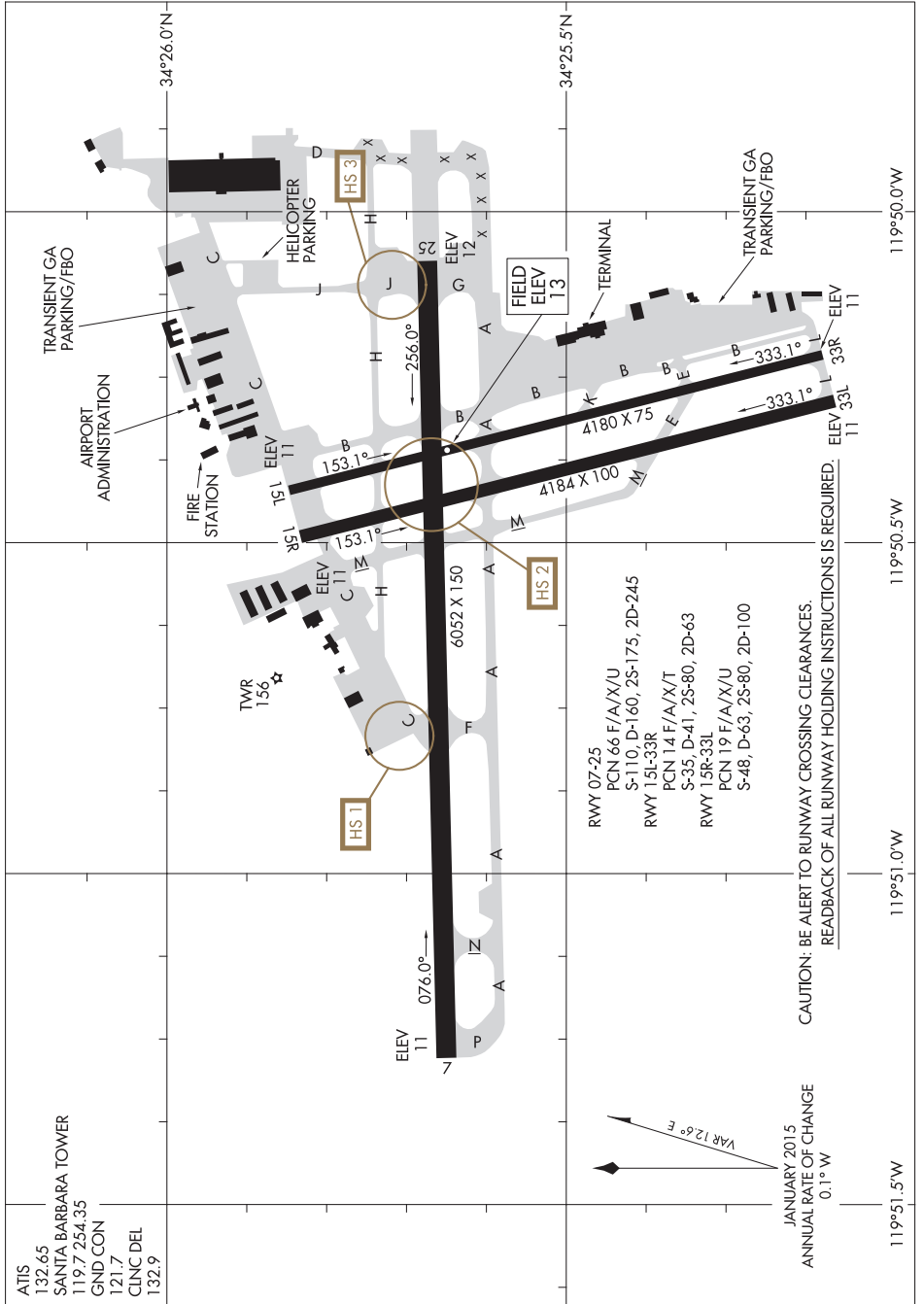
ELEV 10	TDZE 10			
<p>279° 6.5 NM from FAF</p> <p>111±</p> <p>4000</p> <p>hdg 205°</p> <p>(MARN'S) GVO 14.7</p> <p>ZACKS INT GVO 20.7</p> <p>Remain within 10 NM</p> <p>099°</p> <p>279°</p> <p>3000</p> <p>2100</p> <p>≤ 2.96° TCH 45</p> <p>0.5 6 NM</p>				
CATEGORY	A	B	C	D
S-25	920-1¼	910 (1000-1¼)	920-2¾	920-3
			910 (1000-2¾)	910 (1000-3)
CIRCLING	920-1¼	910 (1000-1¼)	920-2¾	960-3
			910 (1000-2¾)	950 (1000-3)

AIRPORT DIAGRAM

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



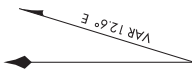
119°51.5'W 119°50.5'W 119°50.0'W

ATIS
132.65
SANTA BARBARA TOWER
119.7 254.35
GND CON
121.7
CLNC DEL
132.9

RWY 07-25
PCN 66 F/A/X/U
S-110, D-160, 2S-175, 2D-245
RWY 15L-33R
PCN 14 F/A/X/T
S-35, D-41, 2S-80, 2D-63
RWY 15R-33L
PCN 19 F/A/X/U
S-48, D-63, 2S-80, 2D-100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



AIRPORT DIAGRAM

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

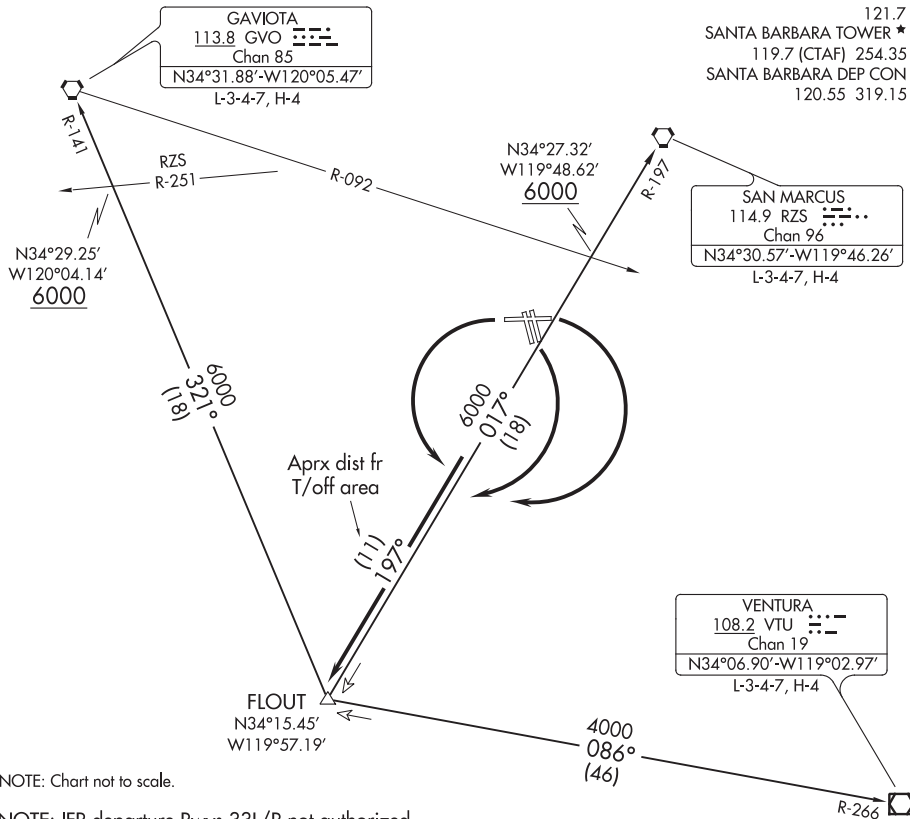
SW-3, 10 NOV 2016 to 05 JAN 2017

FLOUT FIVE DEPARTURE

SL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

ATIS 132.65
 CLNC DEL 132.9
 121.9
 GND CON 121.7
 SANTA BARBARA TOWER * 119.7 (CTAF) 254.35
 SANTA BARBARA DEP CON 120.55 319.15



NOTE: Chart not to scale.

NOTE: IFR departure Rwys 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.)

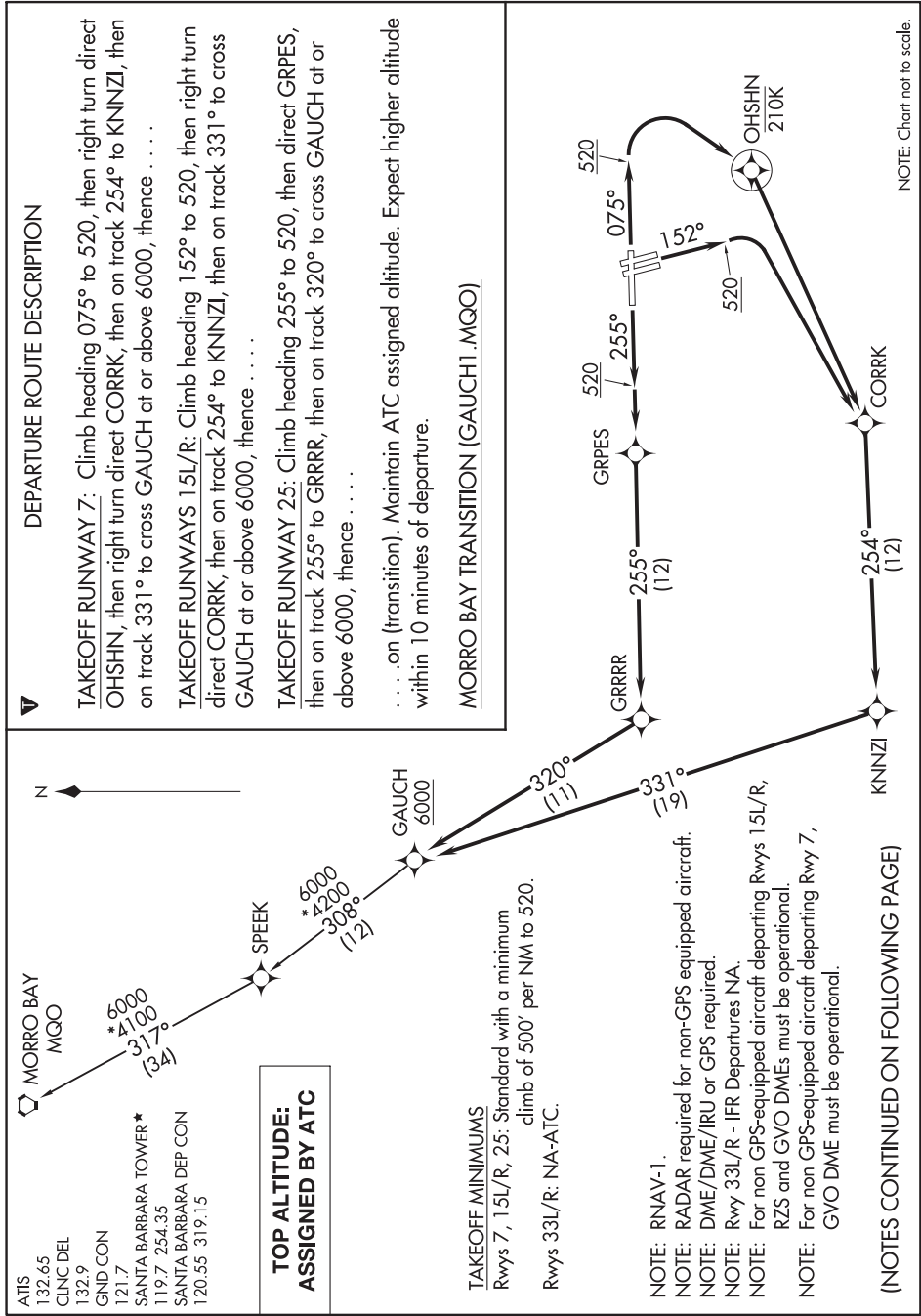
GAVIOTA TRANSITION (FLOUT5.GVO): From over FLOUT INT via GVO R-141 to GVO VORTAC. Cross RZS R-251 at or above 6000'.

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



(GAUCH1.GAUCH) 16315

GAUCH ONE DEPARTURE (RNAV)

SL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIATAKEOFF 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.
- 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.

SW-3, 10 NOV 2016 to 05 JAN 2017

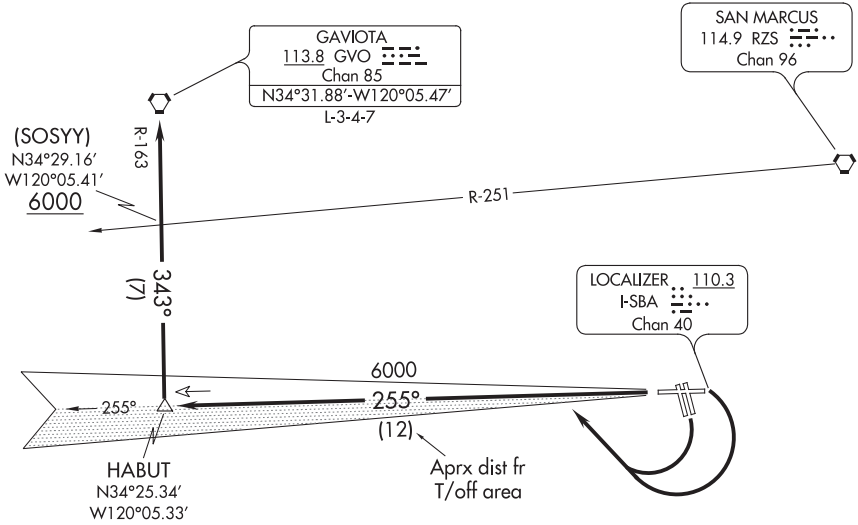
SW-3, 10 NOV 2016 to 05 JAN 2017

GAUCH ONE DEPARTURE (RNAV)

(GAUCH1.GAUCH) 10NOV16

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

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 Rwy 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'.

SW-3, 10 NOV 2016 to 05 JAN 2017

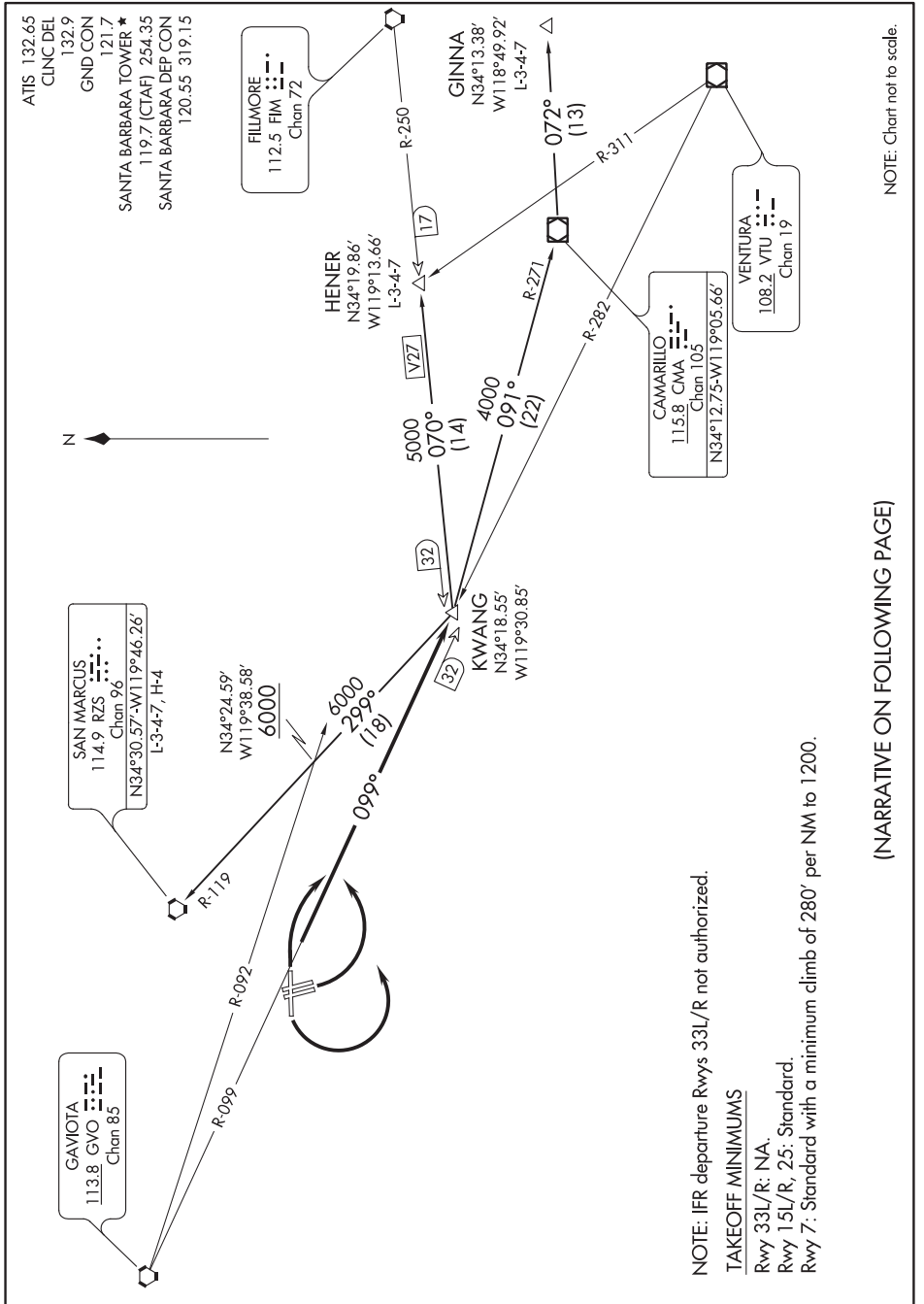
SW-3, 10 NOV 2016 to 05 JAN 2017

KWANG FIVE DEPARTURE

SI-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn to intercept GVO VORTAC R-099 to KWANG INT thence. . . .

TAKEOFF RUNWAYS 15L/R and 25: Climbing left turn to intercept GVO VORTAC R-099 to KWANG INT thence. . . .

. . . .via (transition) or (assigned route).

HENER TRANSITION (KWANG5.HENER): From over KWANG INT via FIM R-250 to HENER INT.

SAN MARCUS TRANSITION (KWANG5.RZS): From over KWANG INT via RZS R-119 to RZS VORTAC. Cross GVO R-092 at or above 6000'.

GINNA TRANSITION (KWANG5.GINNA): From over KWANG INT via CMA R-271 to CMA VOR/DME then via CMA R-072 to GINNA.

TAKEOFF OBSTACLE NOTES

Rwy 7: OL on DME antenna, road, and numerous trees beginning 350' from DER, 101' right of centerline, up to 55' AGL/74' MSL. Antennas, poles, tower, and numerous trees beginning 194' from DER, 11' left of centerline, up to 79' AGL 98' MSL.

Rwy 15L: Numerous trees beginning 1242' from DER, 119' right of centerline, up to 100' AGL/159' MSL.

Rwy 15R: Sign and numerous trees beginning 29' from DER, 94' right of centerline, up to 100' AGL/159' MSL. Tree 1325' from DER, 243' left of centerline, 19' AGL/59' MSL.

Rwy 25: Trees beginning 1999' from DER, 793' right of centerline, up to 67' AGL/86' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

(MISHN1..MISHN) 16315

MISHN ONE DEPARTURE (RNAV)

SL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

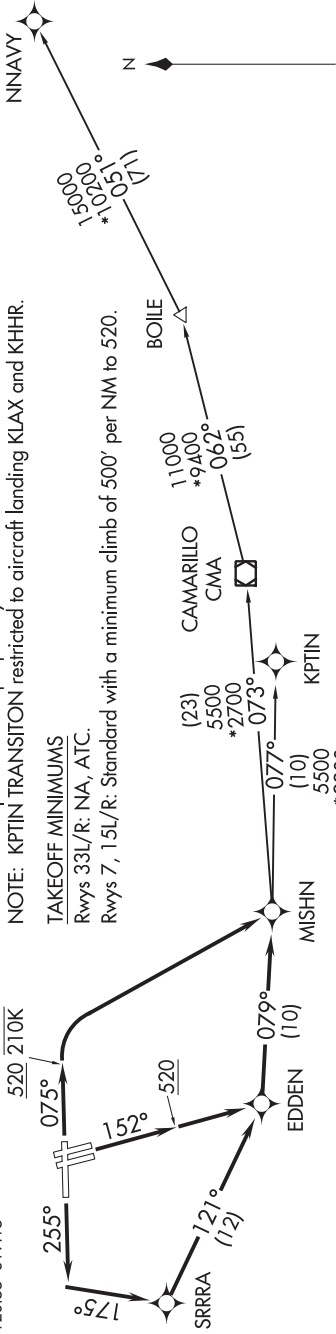
7 NOV 2016 10:05 JAN 2017

TOP ALTITUDE:
8000

- NOTE: Rwy 7: Do not exceed 210K until established direct MISHN.
- NOTE: For non-GPS equipped aircraft on NNNAVY TRANSITION, TNP DME must be operational.
- NOTE: RNAV-1.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojets and turboprops only.
- NOTE: KPTIN TRANSITION restricted to aircraft landing KLAX and KXHR.

TAKEOFF MINIMUMS
Rwys 33L/R: NA, ATC.
Rwys 7, 15L/R: Standard with a minimum climb of 500' per NM to 520.

ATIS 132.65
CLNC DEL 132.9
GND CON 121.7
SANTA BARBARA TOWER * 119.7 254.35
SANTA BARBARA DEP CON 120.55 319.15



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 7:** Climb heading 075° to 520, then turn right direct MISHN, thence
- TAKEOFF RUNWAYS 15L/R:** Climb heading 152° to 520, then direct EDDEN, then on track 079° to MISHN, thence
- TAKEOFF RUNWAY 25:** Climb heading 255° to intercept course 175° to SRRRA, then on track 121° to EDDEN, then on track 079° to MISHN, thence
- on (transition). Maintain 8000. Expect higher altitude within 10 minutes after departure.
- BOILE TRANSITION (MISHN1..BOILE)
- KPTIN TRANSITION (MISHN1..KPTIN)
- NNNAVY TRANSITION (MISHN1..NNNAVY)

MISHN ONE DEPARTURE (RNAV)

(MISHN1..MISHN) 10NOV16

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

SW-3, 10 NOV 2016 to 05 JAN 2017

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.
- 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.

SW-3, 10 NOV 2016 to 05 JAN 2017

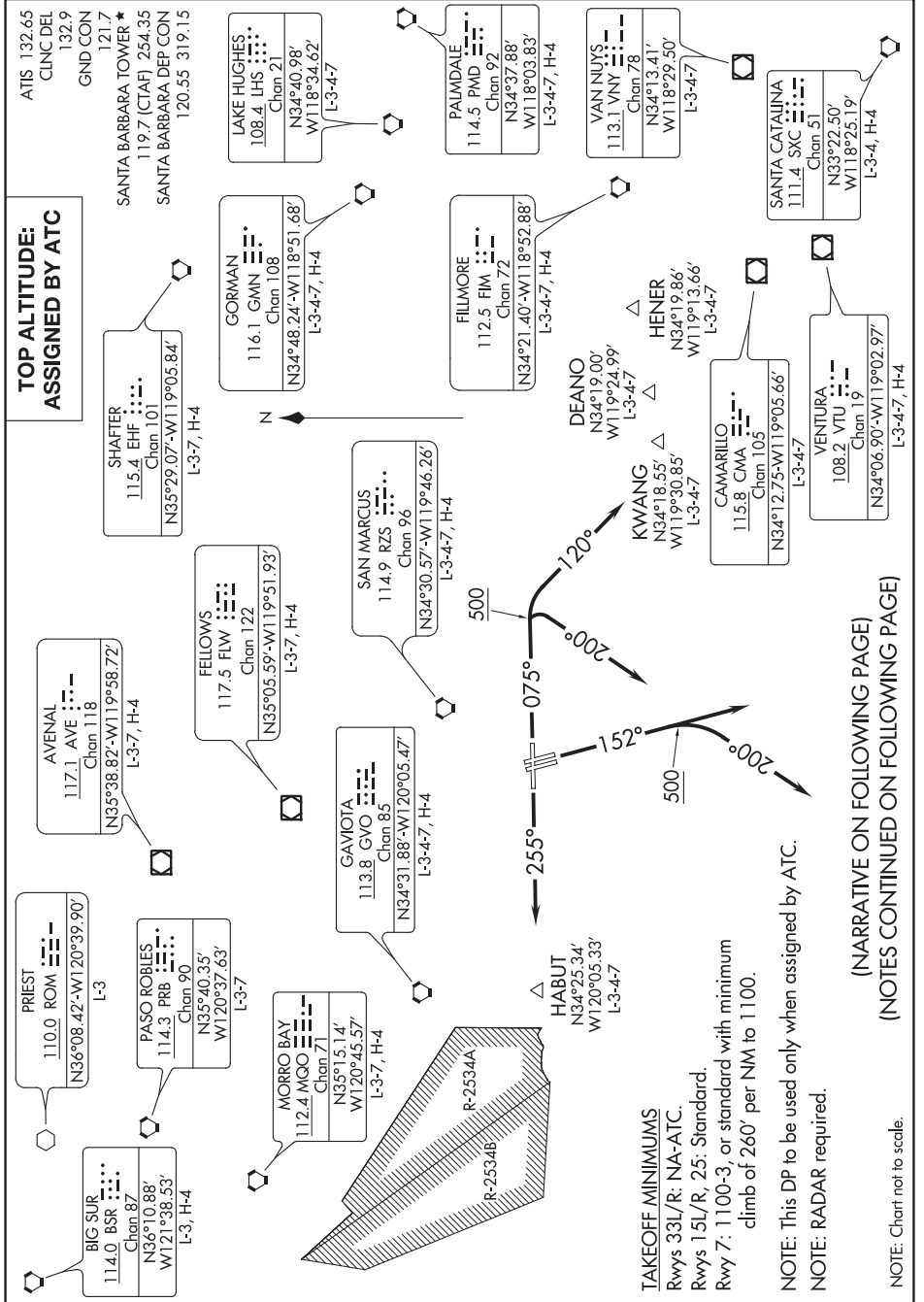
SW-3, 10 NOV 2016 to 05 JAN 2017

SANTA BARBARA FOUR DEPARTURE

SL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

7 NOV 2016 10:01:19 AM



SANTA BARBARA FOUR DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

SOUTH OR EAST ROUTE OF FLIGHT:

TAKEOFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn via heading 120°. Thence. . . .

TAKEOFF RUNWAYS 15L/15R: Climb heading 152°. Thence. . . .

TAKEOFF RUNWAY 25: Climb heading 255°. Thence. . . .

. . . .via 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 via heading 200°. Thence. . . .

TAKEOFF RUNWAYS 15L/15R: Climb heading 152° to 500, then climbing right turn via heading 200°. Thence. . . .

TAKEOFF RUNWAY 25: Climb heading 255°. Thence. . . .

. . . .via RADAR vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

TAKEOFF OBSTACLE NOTES

Rwy 7: Obstruction light on lighted windsock, buildings, and trees beginning 207' from DER, 244' left of centerline, up to 20' AGL/98' MSL.
Light poles and trees beginning 938' from DER, 587' right of centerline, up to 20' AGL/74' MSL.

Rwy 15L: Trees beginning 1289' from DER, 115' right of centerline, up to 20' AGL/65' MSL.

Rwy 15R: Trees beginning 1325' from DER, 246' left of centerline, up to 20' AGL/59' MSL.
Trees beginning 1287' from DER, 352' right of centerline, up to 20' AGL/65' MSL.

Rwy 25: Trees beginning 118' from DER, 272' left of centerline, up to 20' AGL/127' MSL.
Trees beginning 1354' from DER, 791' right of centerline, up to 40' AGL/105' MSL.

SW-3, 10 NOV 2016 to 05 JAN 2017


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LOC/DME I-SMX	APP CRS	Rwy Idg	8004
108.9	120°	TDZE	230
Chan 26		Apt Elev	261

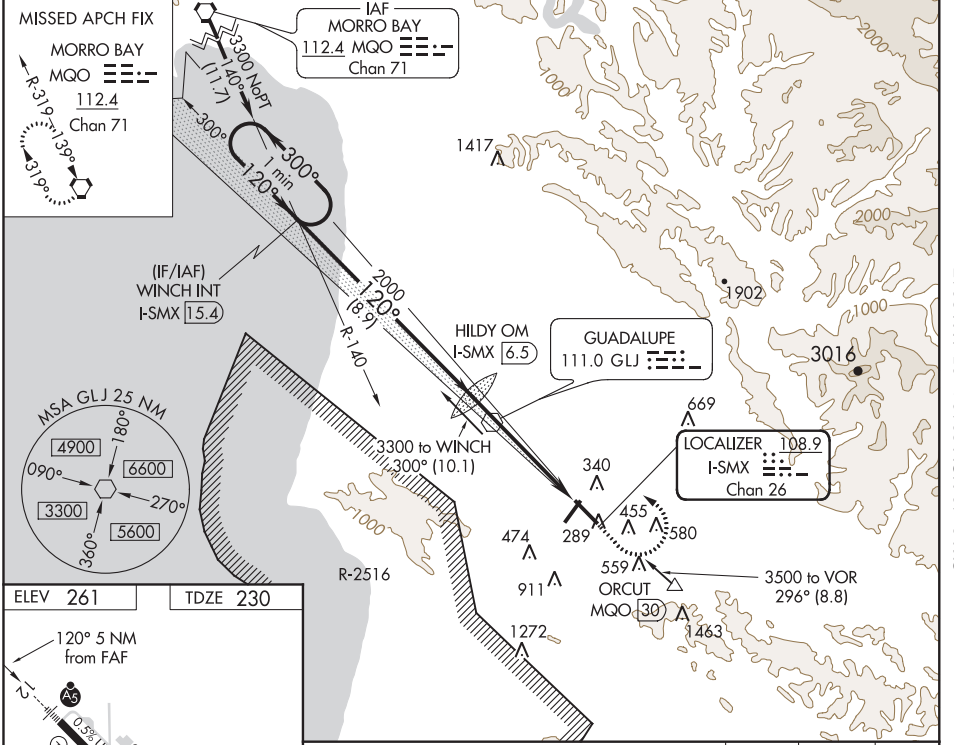
ILS or LOC RWY 12

SANTA MARIA PUBLIC/CAPTAIN G ALLAN HANCOCK FIELD (SMX)

⚠ Night Landing: Rwy 2 NA. VDP NA with Vandenberg altimeter setting.
⚠ When local altimeter setting not received, use Vandenberg altimeter setting and increase all DA 43 feet, and all MDA 60 feet, increase S-LOC 12 Cat C/D visibility to RVR 5500 and Circling Cat C visibility to 1 3/4. For inop MALSR, increase S-LOC 12 Cat C/D visibility to 1 1/2 mile. #RVR 1800 authorized with the use of FD or AP or HUD to DA.




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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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WINCH One Minute Holding Pattern I-SMX 15.4	 800  5000  MQO *LOC only.
3300 ← 300° 120° → 120° 2000 GS 3.00° TCH 55 1886 8.9 NM 3.8 NM 1.2 NM	
CATEGORY S-ILS 12 S-LOC 12 CIRCLING	A 680/24 860-1 599 (600-1)
	B 450 (500-1/2)
	C 200 (200-1/2) 680/50 860-1 1/2 599 (600-1/2)
	D 450 (500-1) 1320-3 1059 (1100-3)

WAAS CH 77927 W12A	APP CRS 121°	Rwy Idg TDZE Apt Elev	8004 230 261
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RNAV (GPS) RWY 12

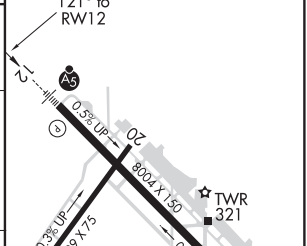
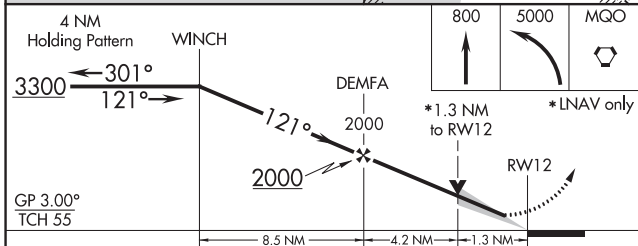
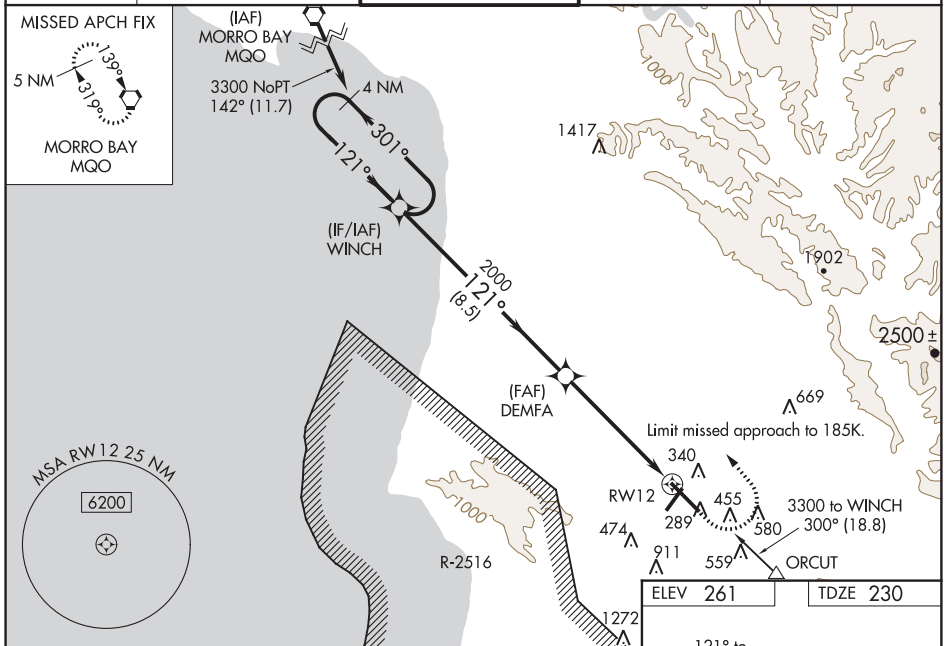
SANTA MARIA PUBLIC/CAPTAIN G ALLAN HANCOCK FIELD (SMX)

⚠ Night Landing Rwy 2 NA. Baro-VNAV NA when using Vandenberg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Vandenberg altimeter setting. When local altimeter setting not received use Vandenberg altimeter setting and increase all DA 43 feet and all MDAs 60 feet. Increase LNAV/VNAV all Cats visibility to RVR 4000, and increase Circling Cat C visibility to 1¼ mile. For inop MALSR, increase LNAV Cat C/D visibility to 1¾ mile.

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) 239.25	GND CON 121.9	UNICOM 122.95
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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)	860-1½ 599 (600-1½)	1320-3 1059 (1100-3)

HIRL Rwy 12-30

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	8004
316°	TDZE	261
	Apt Elev	261

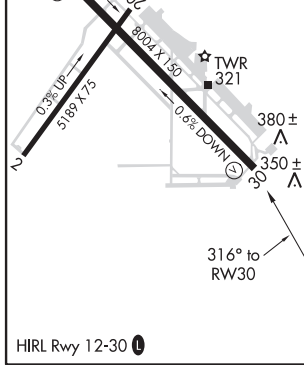
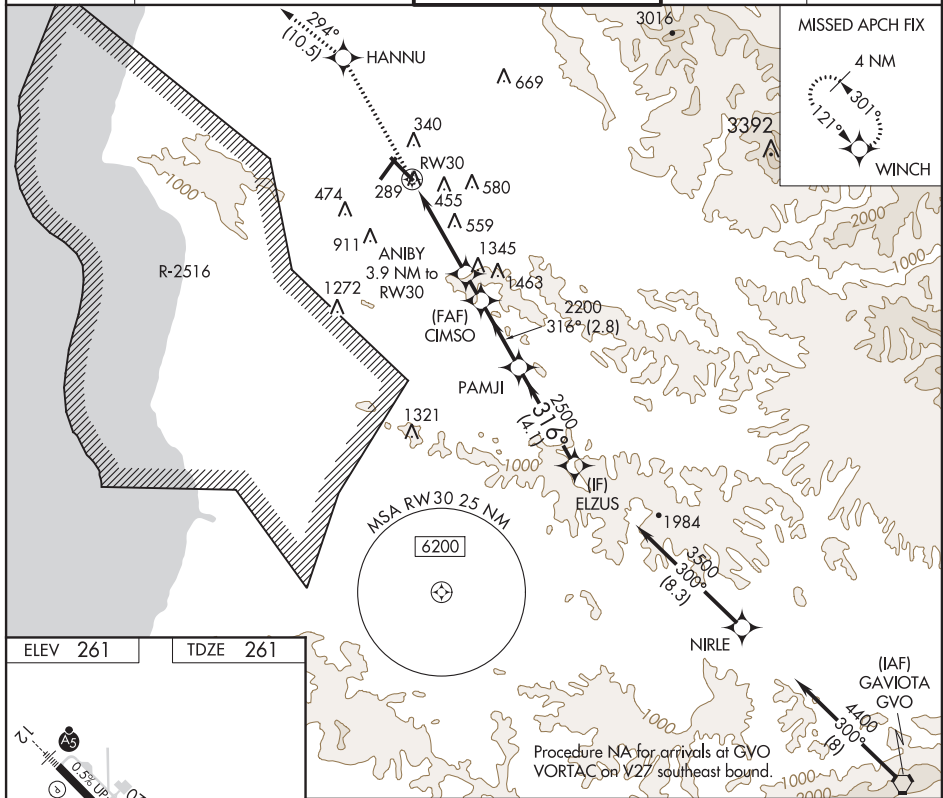
RNAV (GPS) RWY 30

SANTA MARIA PUBLIC/CAPTAIN G ALLAN HANCOCK FIELD (SMX)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vandenburg altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3/4 SM not authorized. Night landing: Rwy 2 NA.

⚠ 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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4000	HANNU	WINCH	Descent Angle NA.		ELZUS
↑	✧	tr 294° ✧	CIMS0	PAMJI	3500
			ANIBY 3.9 NM to RW30		
			RW30	2200	2500
			1780		
			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

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

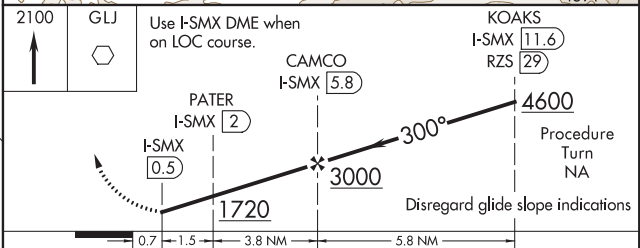
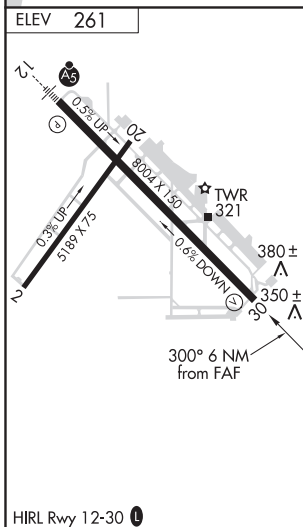
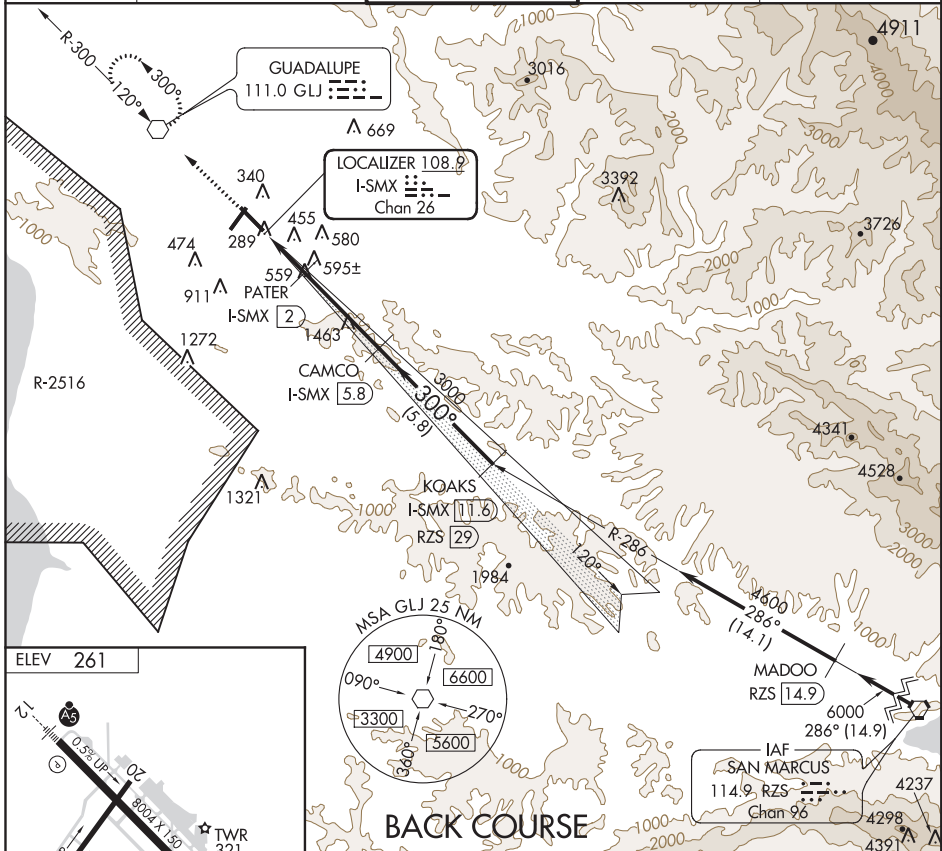
LOC/DME I-SMX 108.9 Chan 26	APP CRS 300°	Rwy Idg TDZE Apt Elev	N/A N/A 261
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LOC/DME BC-A
SANTA MARIA PUBLIC/CAPTAIN G ALLAN HANCOCK FIELD (SMX)

⚠ Circling to Rwy 2 NA at night.
Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 2100 direct GLJ VOR 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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CATEGORY	A	B	C	D
CIRCLING	1100-1 839 (900-1)	1100-1¼ 839 (900-1¼)	1100-2½ 839 (900-2½)	1320-3 1059 (1100-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

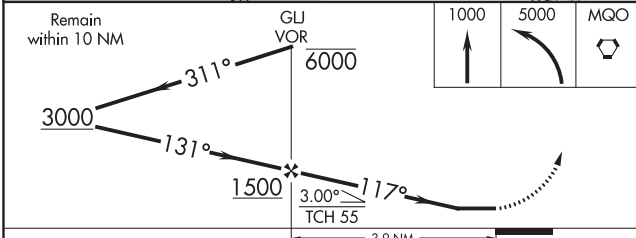
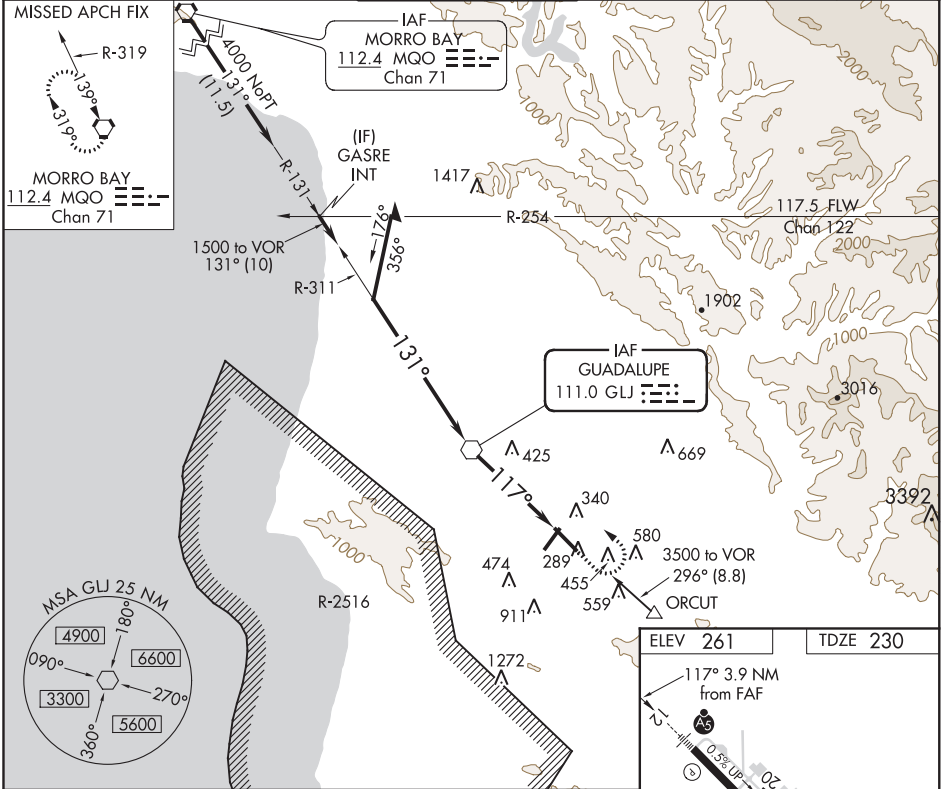
SW-3, 10 NOV 2016 to 05 JAN 2017

VOR GLJ 111.0	APP CRS 117°	Rwy Idg TDZE Apt Elev	8004 230 261
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VOR RWY 12
SANTA MARIA PUBLIC/CAPTAIN G ALLAN HANCOCK FIELD (SMX)

<p>When local altimeter setting not received, use Vandenberg altimeter setting and increase all MDA 60 feet. Increase S-12 Cat C/D visibility and Circling Cat C visibility 1/2 mile. For inop MALSRR when using Vandenberg altimeter setting, increase S-12 Cat C/D visibility to 1 1/8 miles. Night Landing Rwy 2 NA.</p>		<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 direct MQO VORTAC and hold.</p>
		<p>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</p>

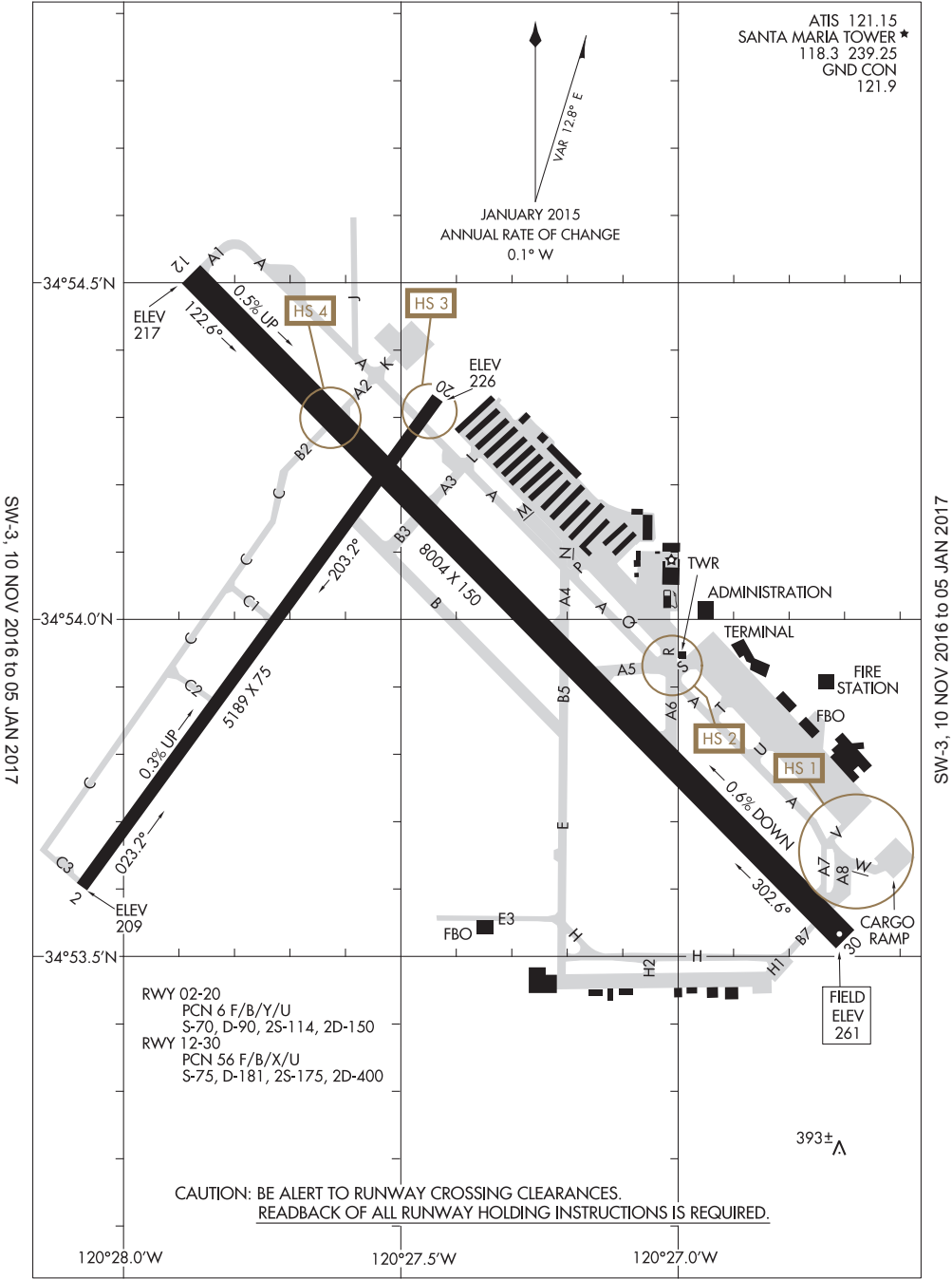
ATIS 121.15	SANTA BARBARA APP CON* 124.15 327.8	SANTA MARIA TOWER* 118.3 (CTAF) 0 239.25	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-12	740/24 510 (500-1/2)		740/55 510 (500-1 1/4)	
CIRCLING	860-1 599 (600-1)		860-1 1/2 599 (600-1 1/2)	1320-3 1059 (1100-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

RWY 02-20
 PCN 6 F/B/Y/U
 S-70, D-90, 2S-114, 2D-150
 RWY 12-30
 PCN 56 F/B/X/U
 S-75, D-181, 2S-175, 2D-400

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

393± A

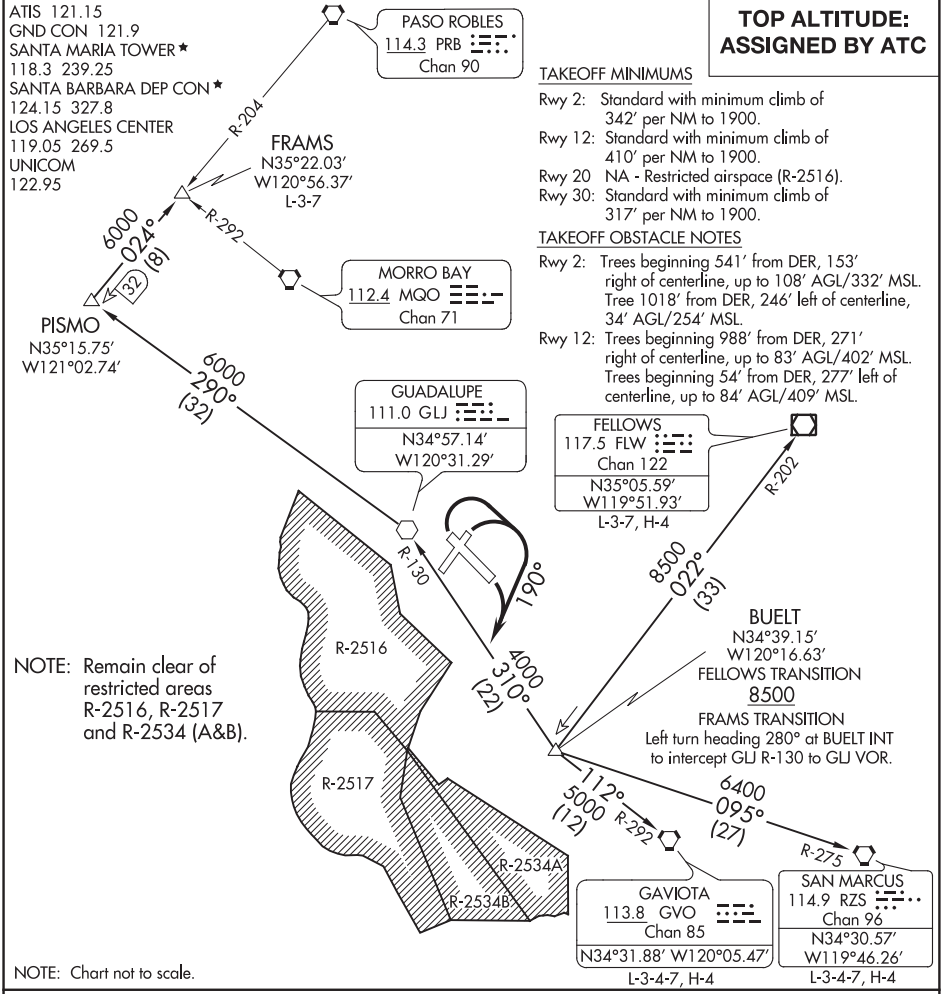
(BUFLT4.BUFLT) 16315

SANTA MARIA PUBLIC/CAPTAIN G ALLAN HANCOCK FIELD (SMX)

BUFLT FOUR DEPARTURE

SL-379 (FAA)

SANTA MARIA, CALIFORNIA



**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

- Rwy 2: Standard with minimum climb of 342' per NM to 1900.
- Rwy 12: Standard with minimum climb of 410' per NM to 1900.
- Rwy 20: NA - Restricted airspace (R-2516).
- Rwy 30: Standard with minimum climb of 317' per NM to 1900.

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.

NOTE: Remain clear of restricted areas R-2516, R-2517 and R-2534 (A&B).

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 2, 12, 30:** Climbing right turn heading 190° to intercept GLJ R-130 to BUFLT.
- FELLOWS TRANSITION (BUFLT4.FLW):** From over BUFLT INT on FLW R-202 to FLW VOR/DME.
- FRAMS TRANSITION (BUFLT4.FRAMS):** 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.
- GAVIOTA TRANSITION (BUFLT4.GVO):** From over BUFLT INT on GVO R-292 to GVO VORTAC.
- SAN MARCUS TRANSITION (BUFLT4.RZS):** From over BUFLT INT on RZS R-275 to RZS VORTAC.

BUFLT FOUR DEPARTURE

SANTA MARIA, CALIFORNIA

(BUFLT4.BUFLT) 10NOV16

SANTA MARIA PUBLIC/CAPTAIN G ALLAN HANCOCK FIELD (SMX)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

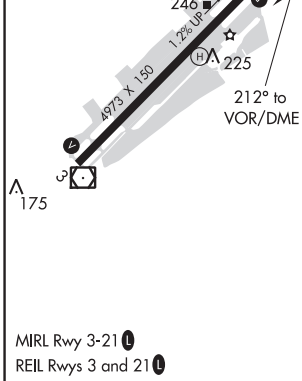
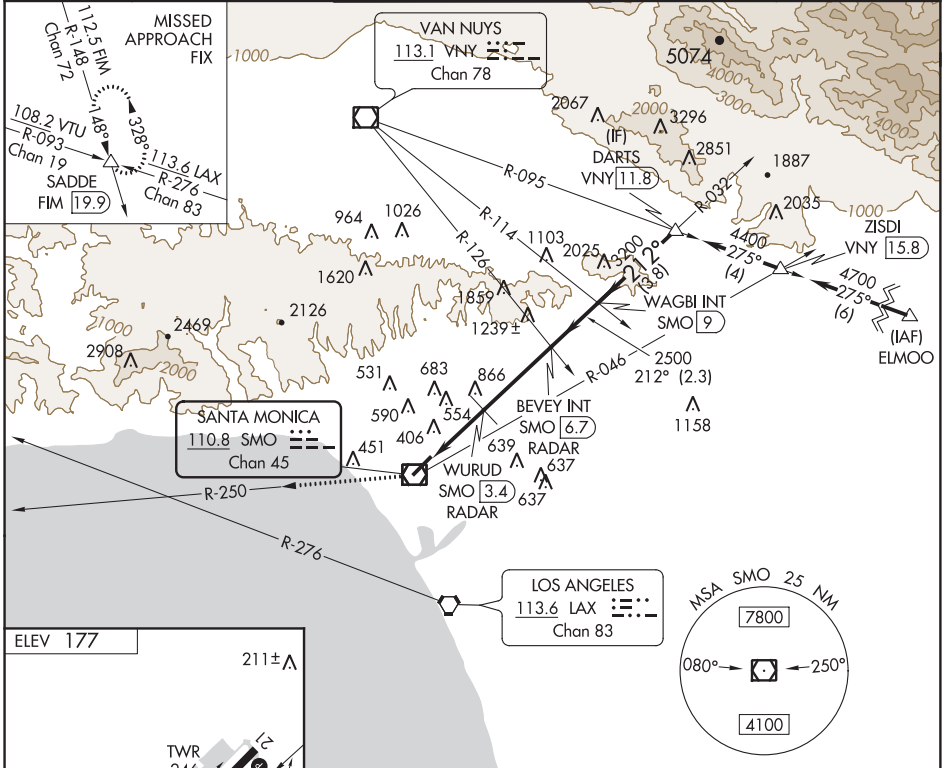
VOR/DME SMO 110.8 Chan 45	APP CRS 212°	Rwy Idg TDZE Apt Elev	N/A N/A 177
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VOR-A
SANTA MONICA MUNI (SMO)

NA Helicopter visibility reduction below 1 SM NA.
 Procedure NA for arrivals at ELMOO on V186 southeast bound.
 Procedure NA at night.
 Circling NA NW of Rwy 3-21.

MISSED APPROACH: Climb to 5000 on SMO VOR/DME R-250 and on FIM VORTAC R-148 to SADDE INT/19.9 DME and hold, continue climb-in-hold to 5000.

ATIS 119.15	SOCAL APP CON 128.5 235.975	SANTA MONICA TOWER * 120.1 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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5000	FIM R-148	SADDE	DARTS INT VNY [11.8]	
SMO R-250			BEVEY INT SMO [6.7]	WAGBI INT SMO [9]
	WURUD SMO [3.4] RADAR			
	SMO VOR/DME			
	1540	2500	3200	4400
	3.4 NM	3.2 NM	2.3 NM	3.8 NM
CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1363 (1400-1¼)	1540-1½ 1363 (1400-1½)	1540-3	1363 (1400-3)
WURUD FIX MINIMUMS				
CIRCLING	860-1	683 (700-1)	1180-3	1003 (1100-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

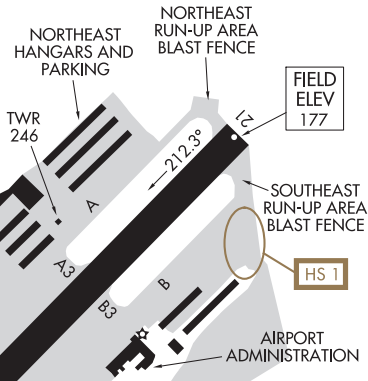
AIRPORT DIAGRAM

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

ATIS 119.15
SANTA MONICA TOWER★
120.1 257.8
GND CON
121.9

34°01.5'N



HS 2

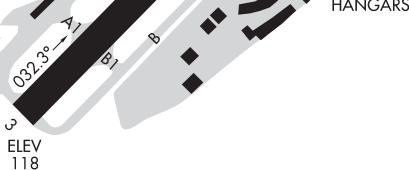
4973 X 150

34°01.0'N

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

NORTHWEST RUN-UP AREA



RWY 03-21
S-40, D-60, 2D-105

34°00.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

118°27.5'W

118°27.0'W

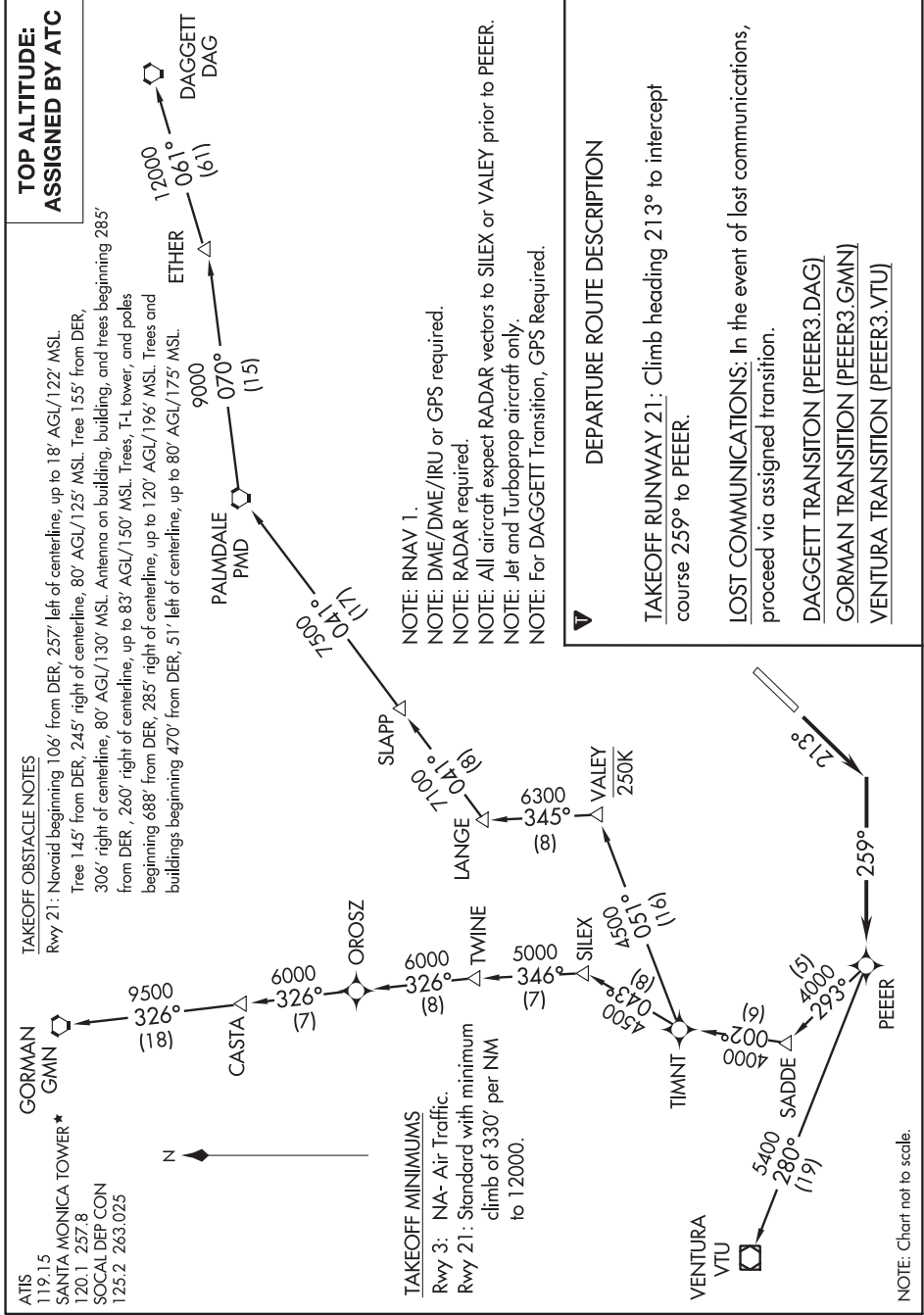
AIRPORT DIAGRAM

PEER THREE DEPARTURE (RNAV)

SL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

SW-3, 10 NOV 2016 to 05 JAN 2017



PEER THREE DEPARTURE (RNAV)

(PEER3.PEER) 31MAR16

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

SW-3, 10 NOV 2016 to 05 JAN 2017

(PEVEE3.PEVEE) 16091

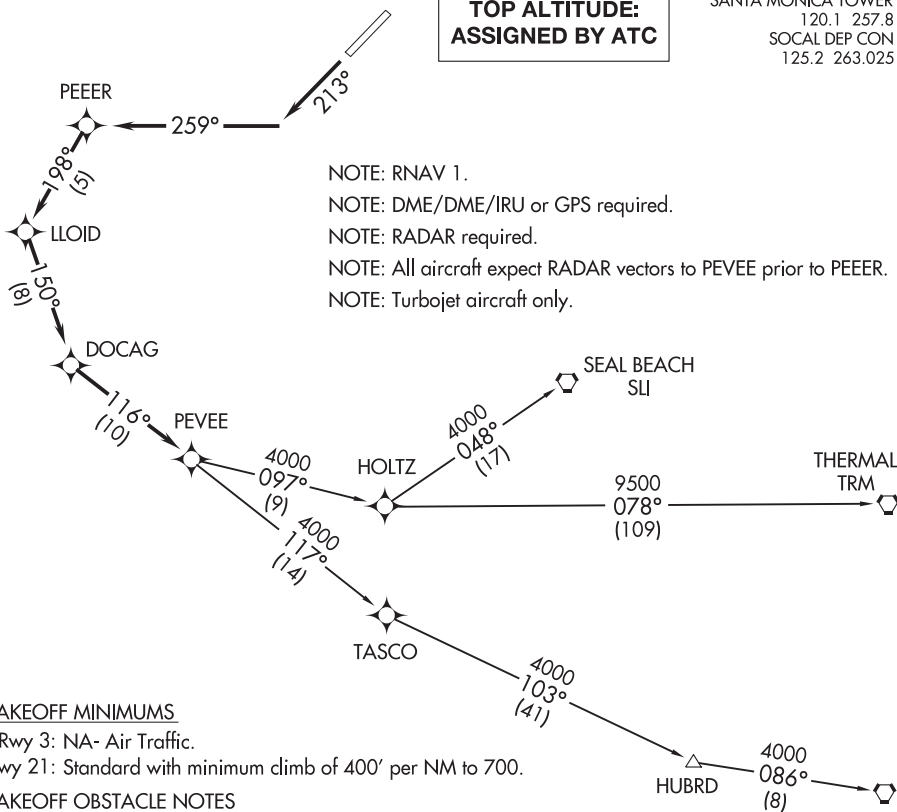
PEVEE THREE DEPARTURE (RNAV)

SL-5023 (FAA)

SANTA MONICA MUNI (S/MO)
SANTA MONICA, CALIFORNIA

SANTA MONICA TOWER *
120.1 257.8
SOCAL DEP CON
125.2 263.025

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: All aircraft expect RADAR vectors to PEVEE prior to PEEER.
NOTE: Turbojet aircraft only.

TAKEOFF MINIMUMS

Rwy 3: NA- Air Traffic.
Rwy 21: Standard with minimum climb of 400' per NM to 700.

TAKEOFF OBSTACLE NOTES

Rwy 21: Navaid beginning 106' from DER, 257' left of centerline, up to 18' AGL/122' MSL. Tree 145' from DER, 245' right of centerline, 80' AGL/125' MSL. Tree 155' from DER, 306' right of centerline, 80' AGL/130' MSL. Antenna on building, building, and trees beginning 285' from DER, 260' right of centerline, up to 83' AGL/150' MSL. Trees, T-L tower, and poles beginning 688' from DER, 285' right of centerline, up to 120' AGL/196' MSL. Trees and buildings beginning 470' from DER, 51' left of centerline, up to 80' AGL/175' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 213° to intercept course 259° to PEEER, thence as depicted to PEVEE.

LOST COMMUNICATIONS: In the event of lost communications, proceed via assigned transition.

OCEANSIDE TRANSITION (PEVEE3.OCN)

SEAL BEACH TRANSITION (PEVEE3.SLI)

THERMAL TRANSITION (PEVEE3.TRM)

PEVEE THREE DEPARTURE (RNAV)

(PEVEE3.PEVEE) 31MAR16

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (S/MO)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2804
084°	TDZE	674
	Apt Elev	674

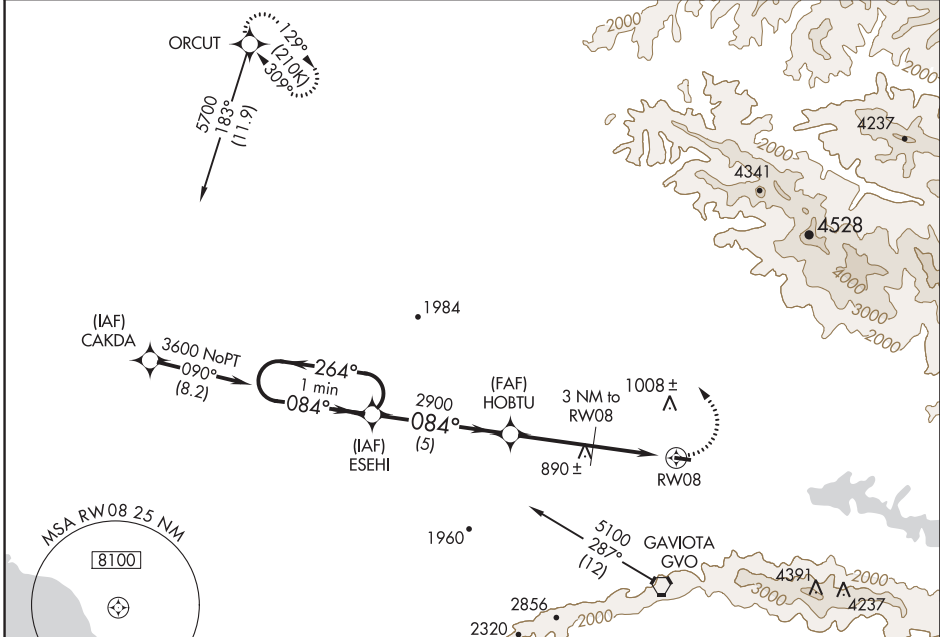
GPS RWY 8

SANTA YNEZ (IZA)

NA When local altimeter setting not received, use Lompoc altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing left turn to 5000 direct ORCUT WP and hold.

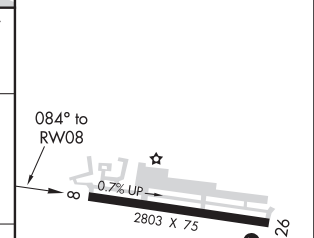
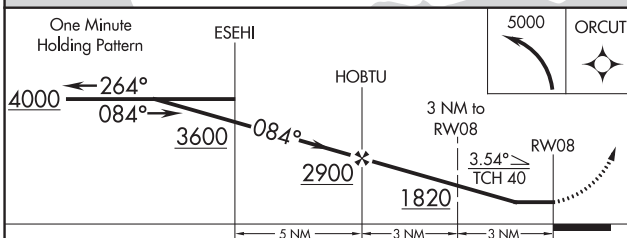
AWOS-3 118.075	SANTA BARBARA APP CON* 124.15 327.8	UNICOM 122.8 (CTAF)
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 674	TDZE 674
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CATEGORY	A	B	C	D
S-8	1060-1	386 (400-1)		NA
CIRCLING	1120-1 446 (500-1)	1160-1 486 (500-1)		NA
LOMPOC ALTIMETER SETTING MINIMUMS				
S-8	1600-1¼	926 (1000-1¼)		NA
CIRCLING	1640-1¼ 966 (1000-1¼)	1680-1½ 1006 (1100-1½)		NA

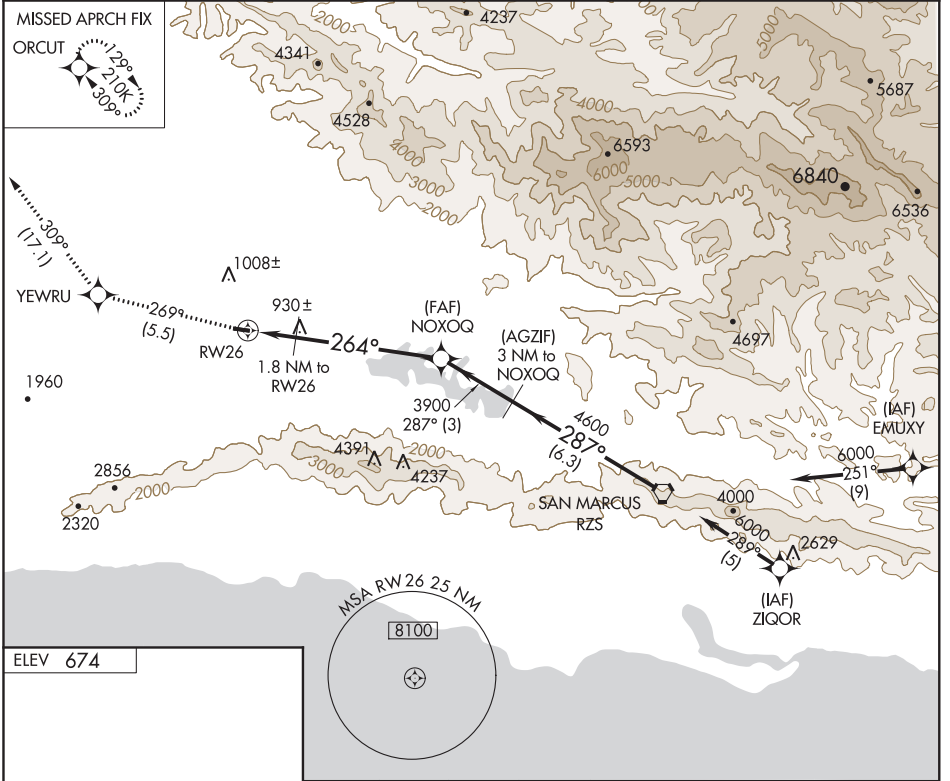
MRL Rwy 8-26

APP CRS 264°	Rwy Idg TDZE Apt Elev N/A N/A 674
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GPS-A
SANTA YNEZ (IZA)

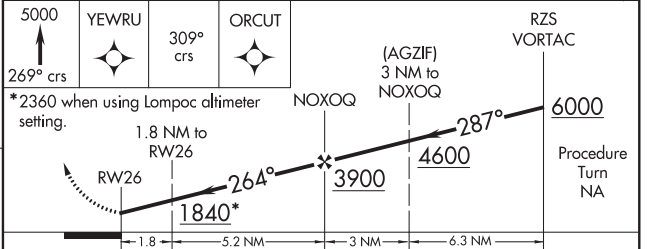
▽ Obtain local altimeter setting on CTAF, when not received, except for operators with approved weather reporting service, use Lompoc altimeter setting.
△ NA MISSED APPROACH: Climb to 5000 via 269° course to YEWRU WP, then via 309° course to ORCUT WP and hold.

AWOS-3 118.075	SANTA BARBARA APP CON* 124.15 327.8	UNICOM 122.8 (CTAF) 📻
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ELEV 674

MIRL Rwy 8-26 **📻**



CATEGORY	A	B	C	D
CIRCLING	1120-1 446 (500-1)	1160-1 486 (500-1)	NA	
LOMPOC ALTIMETER SETTING MINIMUMS				
CIRCLING	1640-1¼ 966 (1000-1¼)	1680-1½ 1006 (1100-1½)	NA	

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC RZS 114.9 Chan 96	APP CRS 097°	Rwy Idg TDZE Apt Elev	N/A N/A 674
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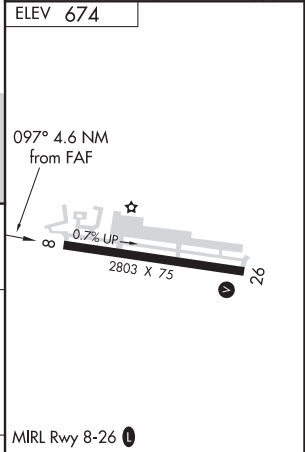
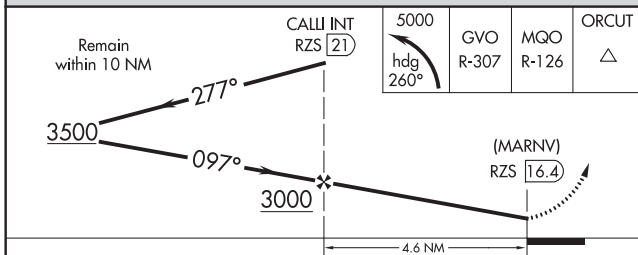
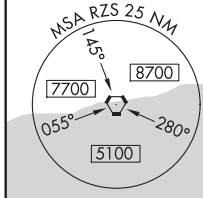
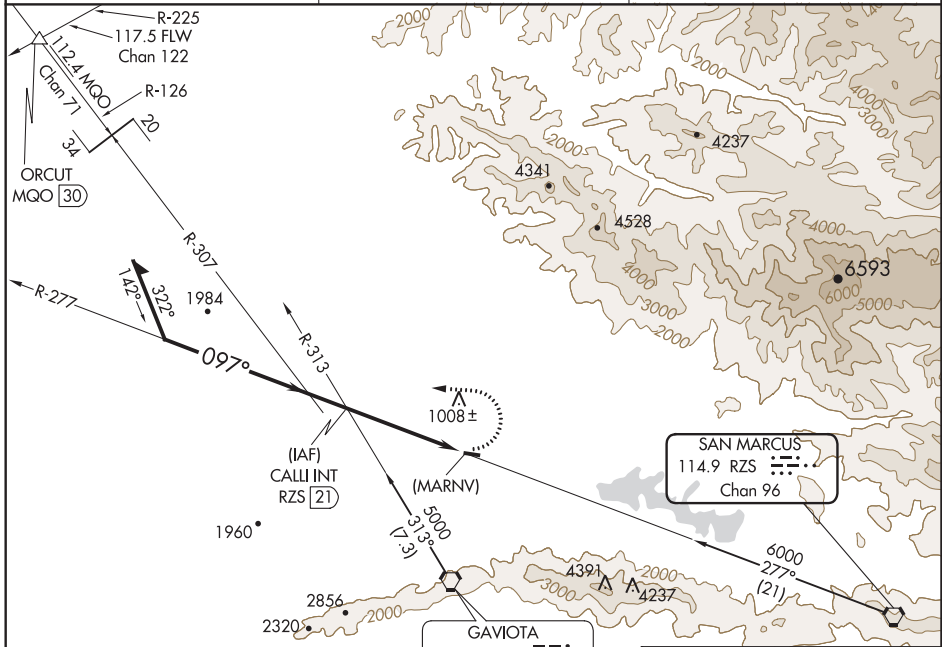
VOR or GPS-B

SANTA YNEZ (IZA)

⚠ Obtain local altimeter setting on CTAf, when not received, except for operators with approved weather reporting service, use Lompoc altimeter setting and increase all MDA's 540 feet.

⚠ MISSED APPROACH: Climbing left turn to 5000 via heading 260° and GVO R-307 and MQO R-126 to ORCUT Int.

AWOS-3 118.075	SANTA BARBARA APP CON* 124.15 327.8	UNICOM 122.8 (CTAF) U
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CATEGORY	A	B	C	D	FAF to MAP 4.6 NM						
CIRCLING	1880-1¼ 1206 (1300-1¼)	1880-1½ 1206 (1300-1½)	NA			Knots	60	90	120	150	180
					Min:Sec	4:36	3:04	2:18	1:50	1:32	

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82517 W12A	APP CRS 120°	Rwy Idg 4501 TDZE 413 Apt Elev 425
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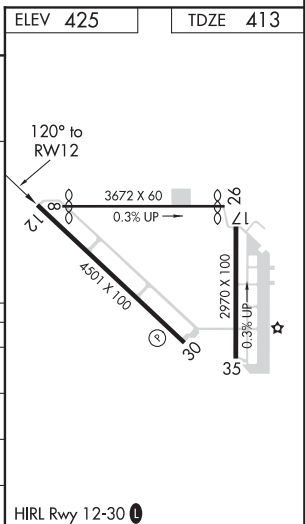
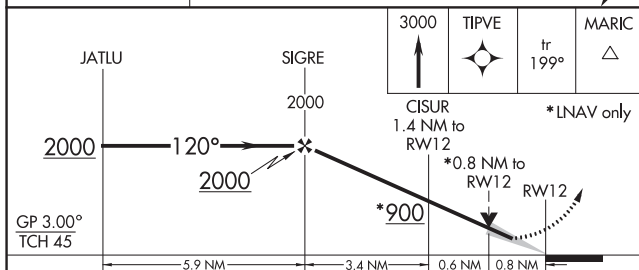
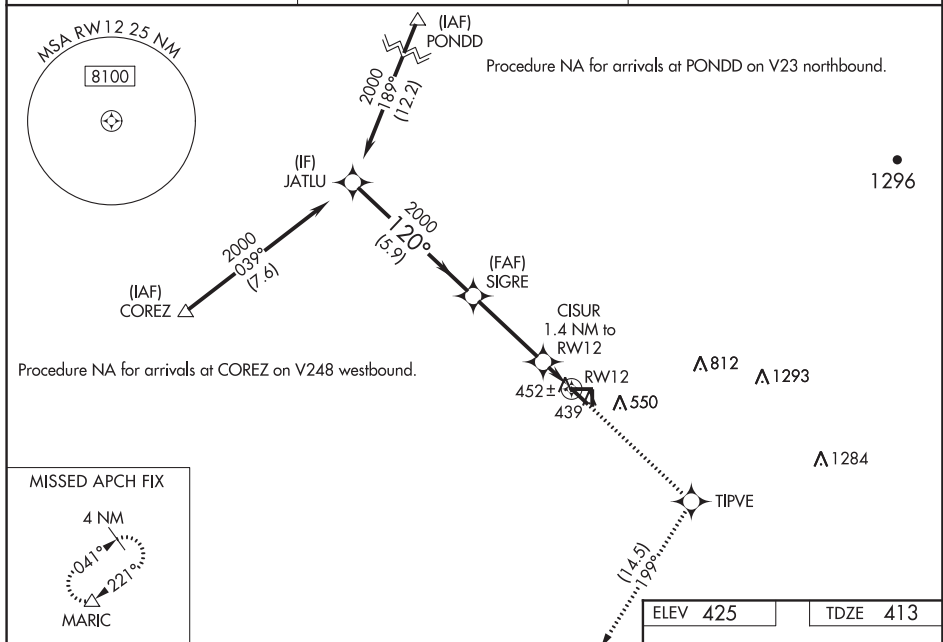
RNAV (GPS) RWY 12

SHAFTER-MINTER FIELD (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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CATEGORY	A	B	C	D
LPV DA		663-¾ 250 (300-¾)		NA
LNAV/VNAV DA		663-¾ 250 (300-¾)		NA
LNAV MDA		720-1 307 (300-1)		NA
CIRCLING	900-1	475 (500-1)	900-1½ 475 (500-1½)	NA

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SW-3, 10 NOV 2016 to 05 JAN 2017

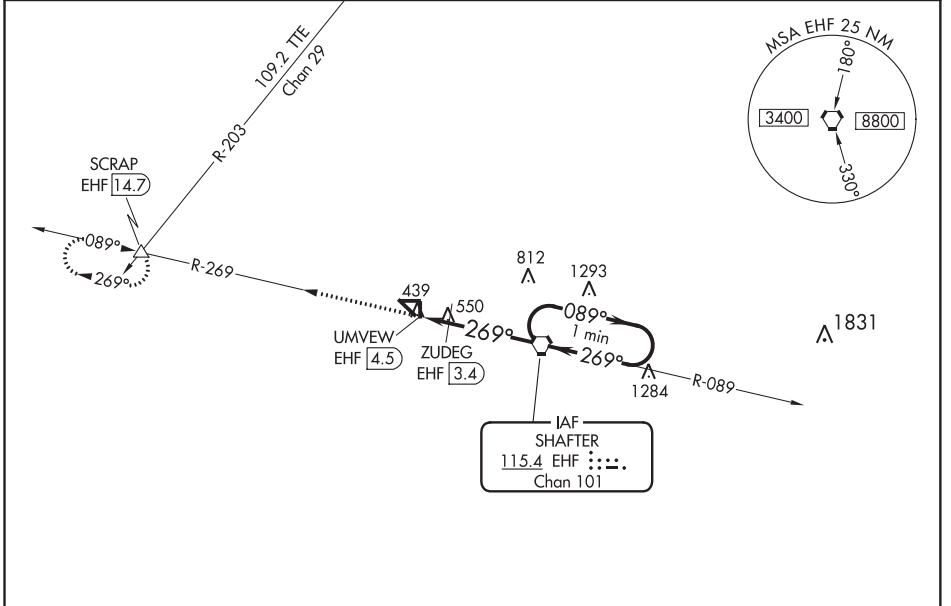
VORTAC EHF 115.4 Chan 101	APP CRS 269°	Rwy Idg TDZE Apt Elev 425	N/A N/A 425
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VOR-A
SHAFTER-MINTER FIELD (MIT)

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 1 3/4.

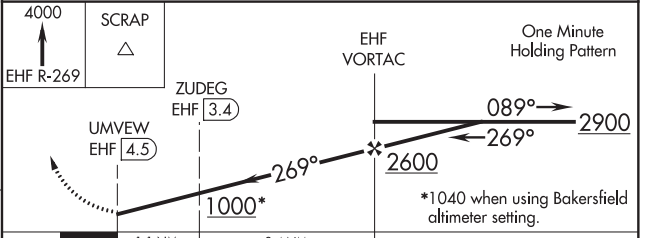
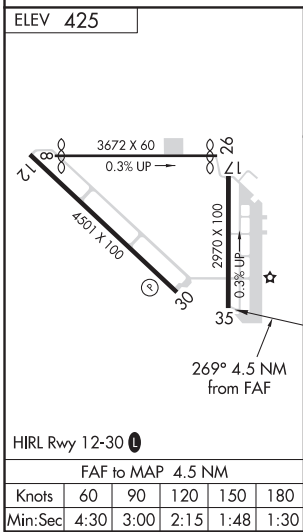
MISSED APPROACH: Climb to 4000 on EHF VORTAC R-269 to SCRAP INT/EHF 14.7 DME and hold, continue climb-in-hold to 4000.

AWOS-3 121.125	BAKERSFIELD APP CON 126.45 270.3	CTAF 122.9
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1000-1	575 (600-1)	1000-1 1/2 575 (600-1 1/2)	NA
ZUDEG FIX MINIMUMS				
CIRCLING	900-1	475 (500-1)	900-1 1/2 475 (500-1 1/2)	NA

TORRANCE, CALIFORNIA

AL-5179 (FAA)

16259

LOC/DME I-TOA 111.9 Chan 56	APP CRS 294°	Rwy Idg 4461 TDZE 97 Apt Elev 103
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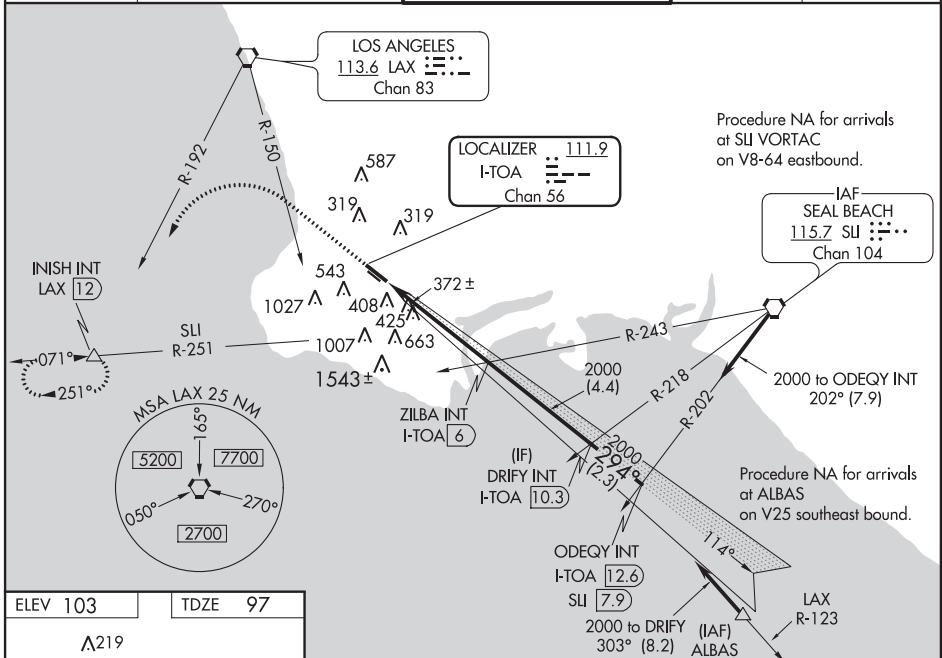
ILS or LOC RWY 29R

ZAMPERINI FIELD (TOA)

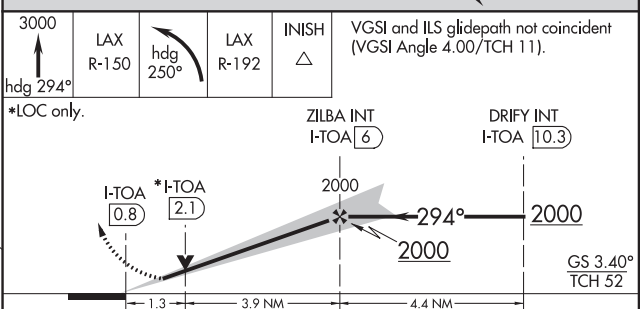
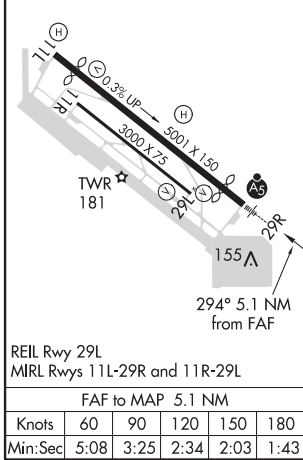
⚠ Circling NA SW of Rwy 11R-29L. When local altimeter not setting received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting and increase all DA to 405 feet and increase all MDA 40 feet; Increase S-LOC 29R and Circling Cat C visibility 1/8 SM. For inop ALS, increase S-ILS 29R all Cats visibility to 7/8 SM. For inop ALS when using Los Angeles Intl altimeter setting increase S-ILS 29R all Cats visibility to 7/8 SM. VDP NA when using Los Angeles altimeter setting.

MALS R
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.

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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ELEV 103	TDZE 97
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CATEGORY	A	B	C	D
S-ILS 29R	381-1/2		284 (300-1/2)	NA
S-LOC 29R	640-1/2	543 (600-1/2)	640-1 1/8 543 (600-1 1/8)	NA
C CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-1 5/8 577 (600-1 5/8)	NA

TORRANCE, CALIFORNIA
Amdt 3 15SEP16

33°48'N-118°20'W

ZAMPERINI FIELD (TOA)

ILS or LOC RWY 29R

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SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61125 W11A	APP CRS 114°	Rwy Idg TDZE Apt Elev	4460 96 103
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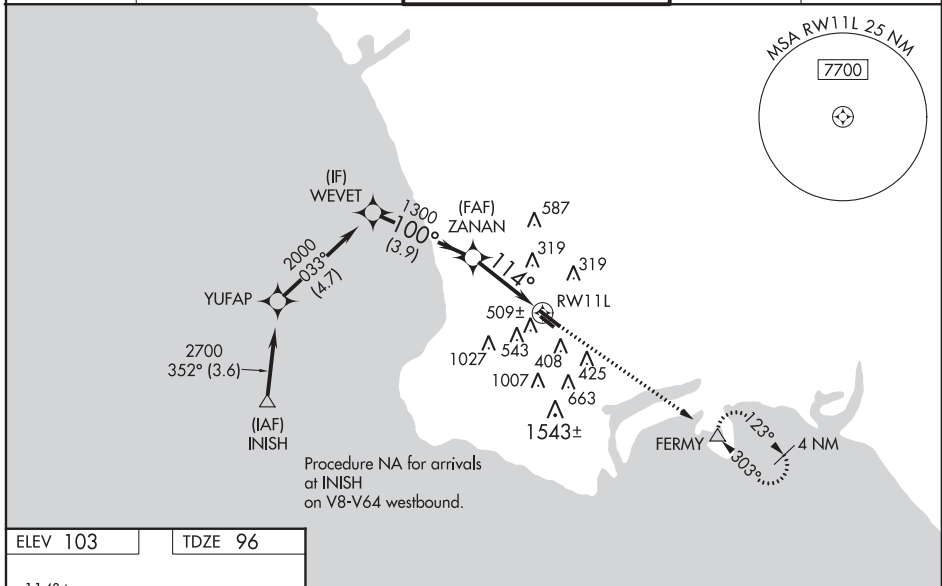
RNAV (GPS) RWY 11L

ZAMPERINI FIELD (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 FERMV and hold, continue climb-in-hold to 2700.

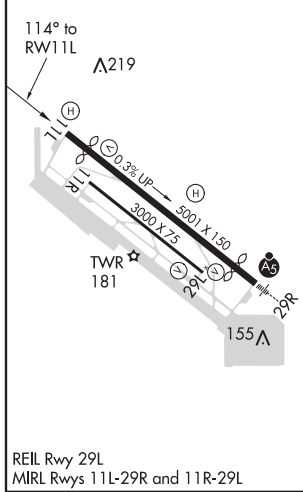
ATIS 125.6	SOCAL APP CON 124.3 363.2 (Rwys 11L, 11R) 127.2 269.6 (Rwys 29L, 29R)	TORRANCE TOWER* 133.075 257.8 (NORTH) 124.0 (CTAF) 0 257.8 (SOUTH)	GND CON 120.9	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 103	TDZE 96
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 10).

WEVET	ZANAN	RWY 11L																									
2000	1300	1300																									
GP 3.43° TCH 59																											
*1.5 NM to RWY 11L																											
*LNAV only.																											
<table border="1"> <tr> <td>2700</td> <td>FERMV</td> </tr> </table>			2700	FERMV																							
2700	FERMV																										
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LPV DA</td> <td>366-7/8</td> <td>270 (300-7/8)</td> <td></td> <td>NA</td> </tr> <tr> <td>LNAV/VNAV DA</td> <td>690-13/4</td> <td>594 (600-13/4)</td> <td></td> <td>NA</td> </tr> <tr> <td>LNAV MDA</td> <td>640-1</td> <td>544 (600-1)</td> <td>640-15/8 544 (600-15/8)</td> <td>NA</td> </tr> <tr> <td>C CIRCLING</td> <td>640-1 537 (600-1)</td> <td>680-1 577 (600-1)</td> <td>680-15/8 577 (600-15/8)</td> <td>NA</td> </tr> </tbody> </table>			CATEGORY	A	B	C	D	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)	NA	C CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-15/8 577 (600-15/8)	NA
CATEGORY	A	B	C	D																							
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)	NA																							
C CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-15/8 577 (600-15/8)	NA																							

WAAS CH 56425 W29A	APP CRS 294°	Rwy Idg TDZE Apt Elev	4461 97 103
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RNAV (GPS) RWY 29R

ZAMPERINI FIELD (TOA)

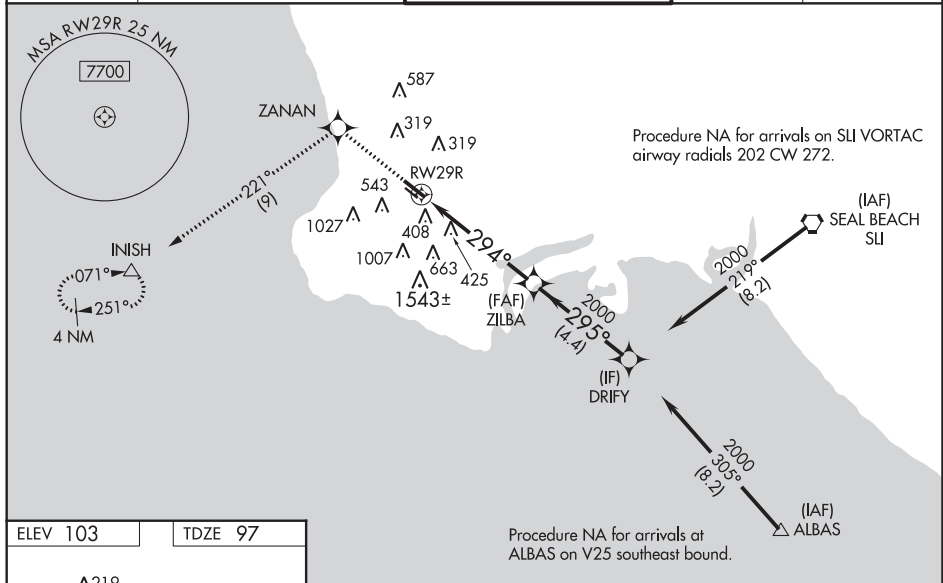
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling NA southwest of Rwy 11R-29L. DME/DME-0.3 NA.

⚠ For inop ALS, increase LPV all Cats visibility to ½ SM. For inop ALS when using Los Angeles Intl altimeter setting, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 2 SM, and LNAV Cat C visibility to 1¾ SM. Baro-VNAV and VDP NA when using Los Angeles Intl altimeter setting. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl setting: increase LPV DA to 391 feet and LNAV/VNAV DA to 763 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility ½ SM.

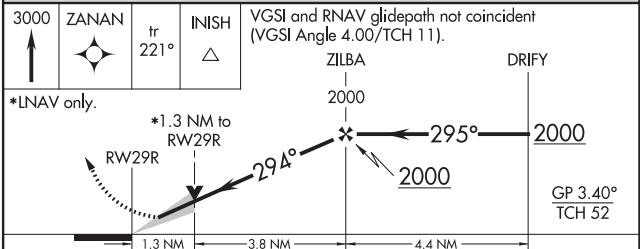
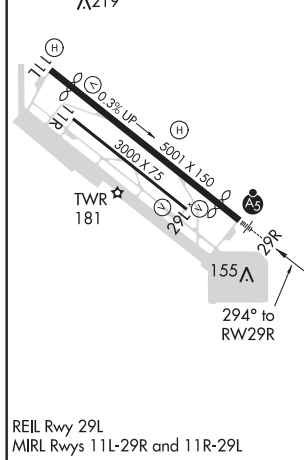
MALSR

MISSED APPROACH: (Do not exceed 185 KIAS until ZANAN) Climb to 3000 direct ZANAN and on track 221° to INISH and hold, continue climb-in-hold to 3000.

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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ELEV 103	TDZE 97
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CATEGORY	A	B	C	D
LPV DA	367-½	270 (300-½)		NA
LNAV/VNAV DA	739-1½	642 (700-1½)		NA
LNAV MDA	680-½	583 (600-½)	680-1¼ 583 (600-1¼)	NA
C CIRCLING	680-1	577 (600-1)	680-1¾ 577 (600-1¾)	NA

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VORTAC LAX 113.6 Chan 83	APP CRS 135°	Rwy ldg TDZE 96 Apt Elev 103
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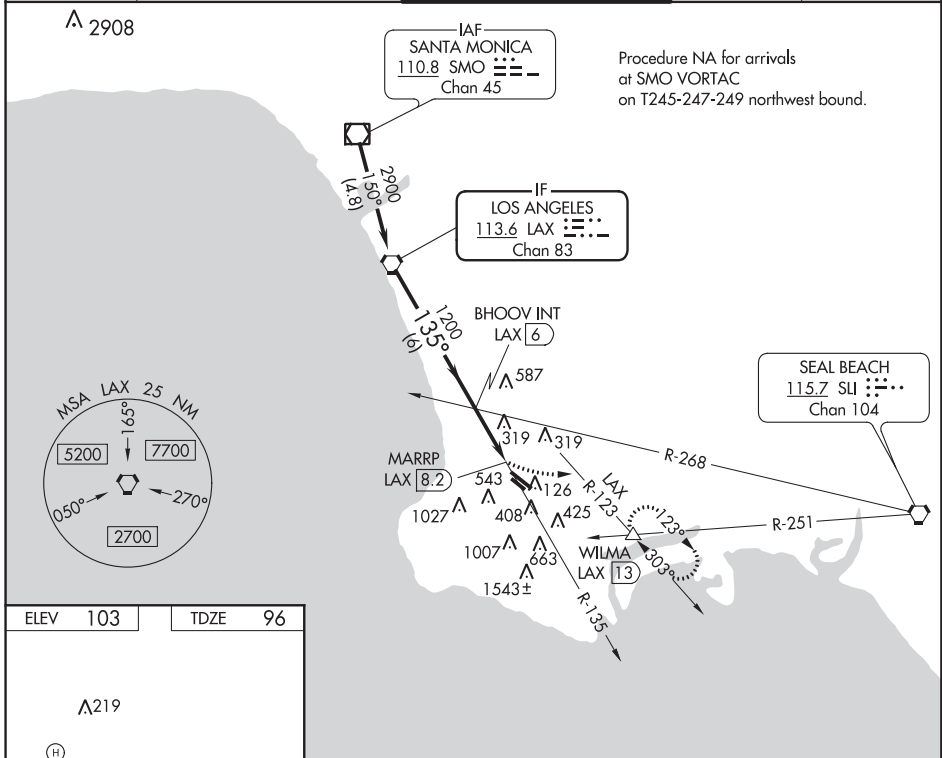
VOR RWY 11L

ZAMPERINI FIELD (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 ¼ 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.

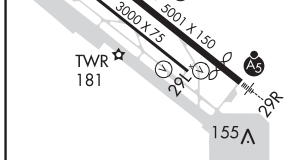
ATIS 125.6	SOCAL APP CON 124.3 363.2 (Rwys 11L, 11R) 127.2 269.6 (Rwys 29L, 29R)	TORRANCE TOWER* 133.075 257.8 (NORTH) 124.0 (CTAF) 257.8 (SOUTH)	GND CON 120.9	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

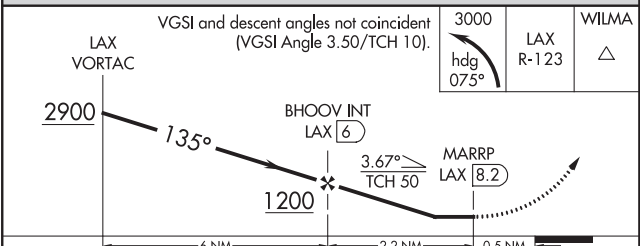
SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 103	TDZE 96
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REIL Rwy 29L
MIRL Rwys 11L-29R and 11R-29L
FAF to MAP 2.2 NM

Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

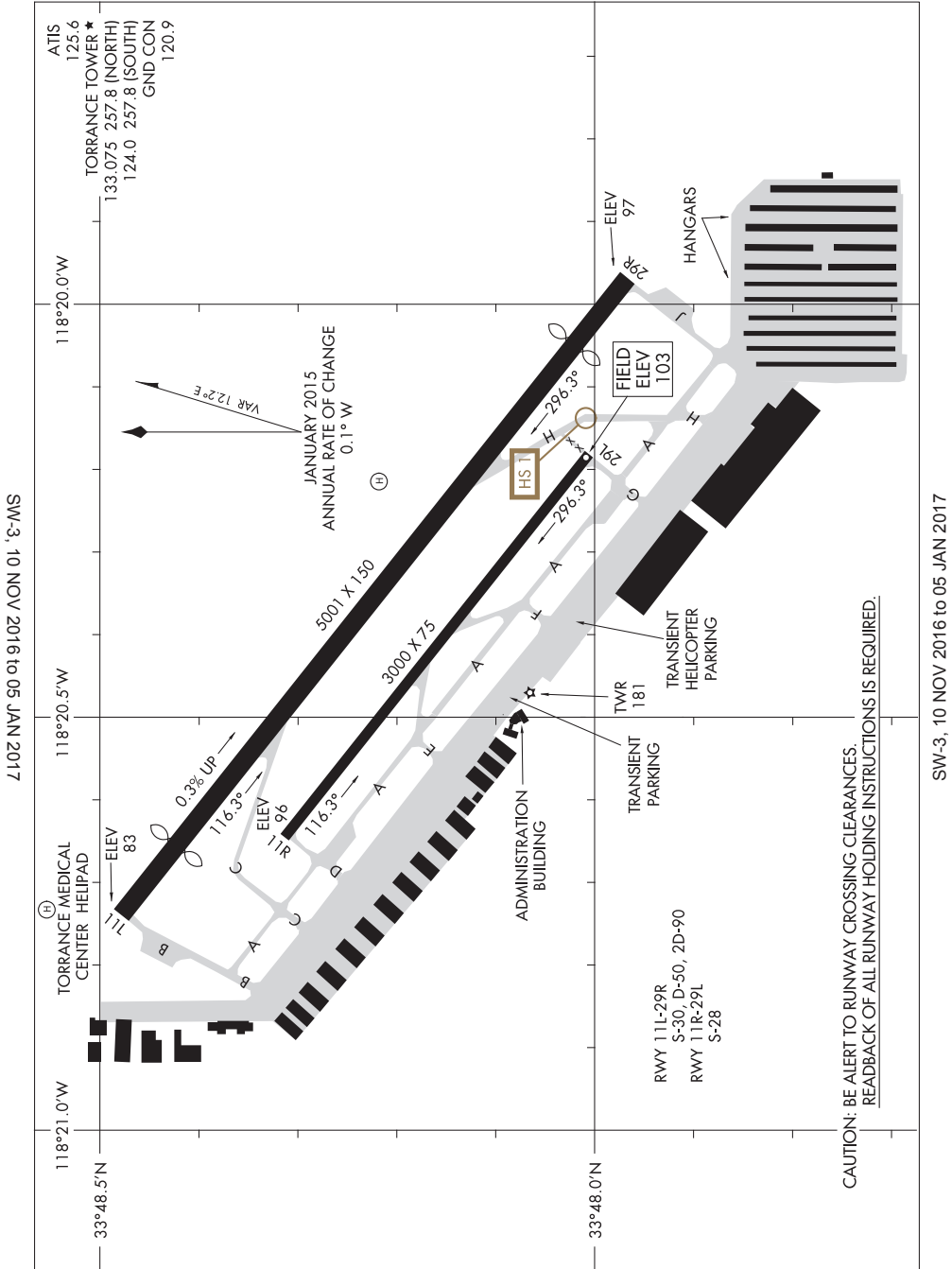


CATEGORY	A	B	C	D
S-11L	980-1 884 (900-1)	980-1¼ 884 (900-1¼)	980-2½ 884 (900-2½)	NA
☑ CIRCLING	980-1¼	877 (900-1¼)	980-2½ 877 (900-2½)	NA

AIRPORT DIAGRAM

AL-5179 (FAA)

ZAMPERINI FIELD (TOA)
TORRANCE, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

TORRANCE, CALIFORNIA
ZAMPERINI FIELD (TOA)

HUNTER LIGGETT, CALIFORNIA

COPTER RNAV (GPS) RWY 32

APCH CRS	Rwy Idg	570
301°	TDZE	1017
	Arpt Elev	1017

AL-3073 (USA)

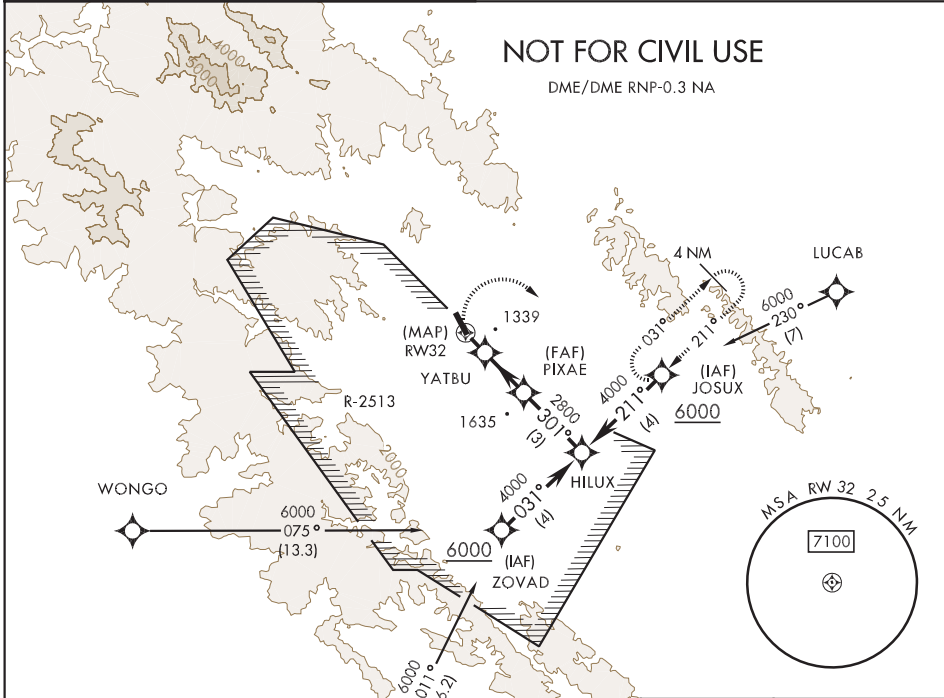
TUSI AHP (KHGT)

▲ NA Procedure NA when Fort Hunter-Liggett altimeter setting not available.
▼ Limit Final and Missed Approach to 90 KIAS.

MISSED APPROACH: Climbing right turn to 6000 direct JOSUX and hold.

OAKLAND CENTER
128.7 307.0

RANGE CON/OPS
41.05 126.2 229.5

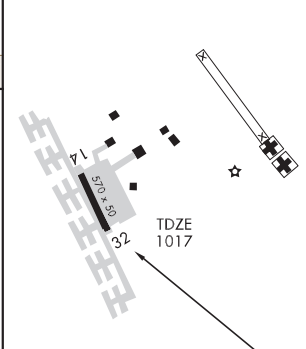
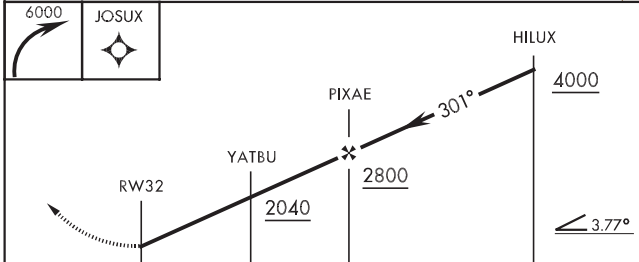


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1017



CATEGORY	COPTER	
LNAV MDA	1640-½	623 (700-½)

MIRL Rwy's 14-32

HUNTER LIGGETT, CALIFORNIA
 Orig 08297

36°00'N-121°14'W

TUSI AHP (KHGT)

COPTER RNAV (GPS) RWY 32

HUNTER LIGGETT, CALIFORNIA

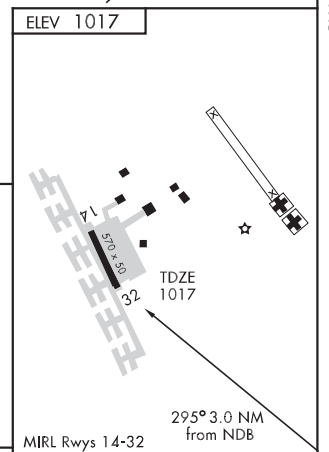
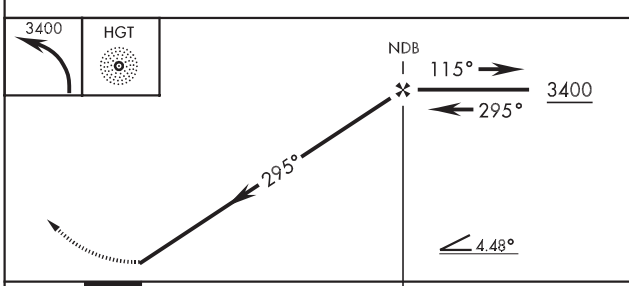
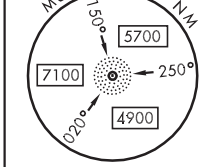
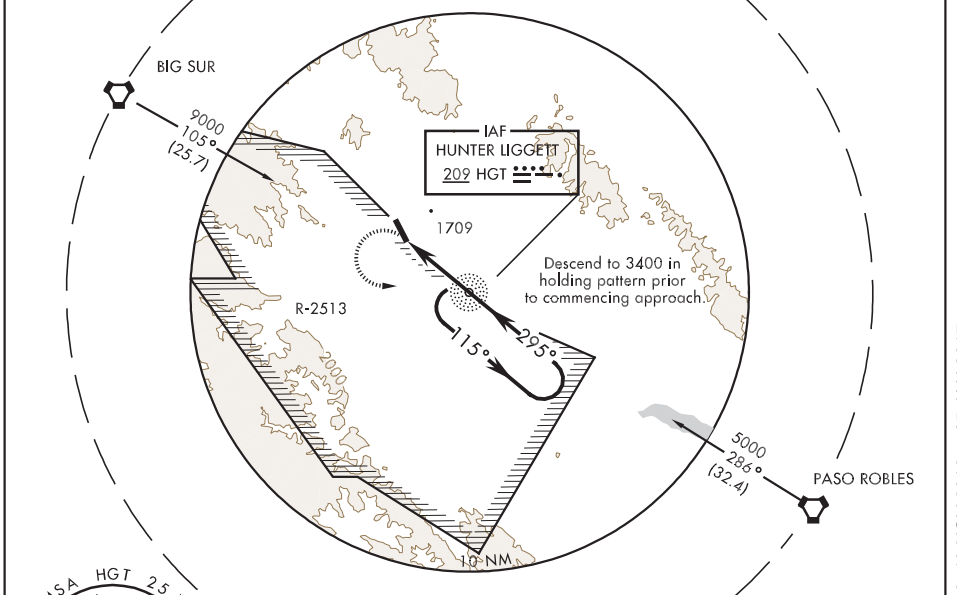
COPTER NDB RWY 32

NDB HGT 209	APCH CRS 295°	Rwy Idg TDZE Arpt Elev 570 1017 1017	AL-3073 [USA]	TUSI AHP (KHGT)
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▲ NA Procedure NA when Fort Hunter-Liggett altimeter setting not available. **▼** MISSED APPROACH: Climbing left turn to 3400 direct HGT NDB and hold.

OAKLAND CENTER 128.7 307.0	RANGE CON/OPS 41.05 126.2 229.5
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NOT FOR CIVIL USE



CATEGORY	COPTER			FAF to MAP 3.0 NM					
H-32	1980-¾	963	(1000-¾)	Knots	45	60	75	90	105
				Min:Sec	4:00	3:00	2:24	2:00	1:43

HUNTER LIGGETT, CALIFORNIA 36°00'N-121°14'W TUSI AHP (KHGT)

Orig 08269

COPTER NDB RWY 32

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70634 W 26A	APP CRS 265°	Rwy Idg TDZE Apt Elev	5531 1835 1888
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RNAV (GPS) RWY 26

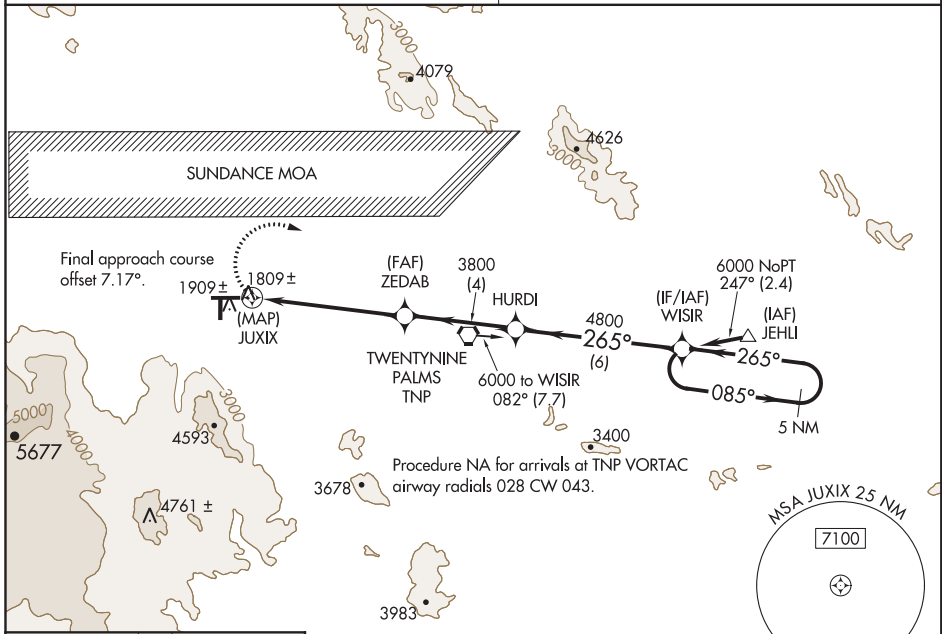
TWENTYNINE PALMS (TNP)

V Use Palm Springs Intl altimeter setting; when not received, procedure NA.
NA Circling NA south of Rwy 8-26. DME/DME RNP-0.3 NA.
 *Missed approach requires minimum climb of 425 feet per NM to 3900.

MISSED APPROACH: Climbing right turn to 6000 direct WISIR and hold.

LOS ANGELES CENTER
128.15 285.6

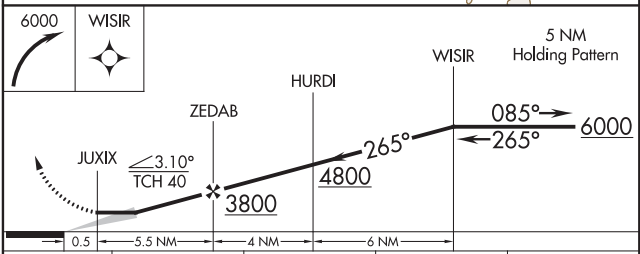
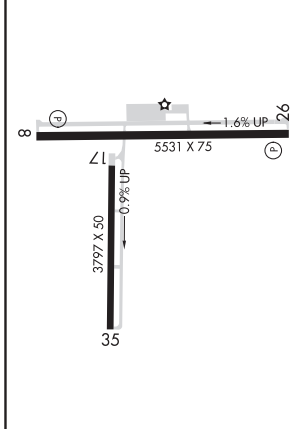
AUNICOM
122.8 (CTAF)



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1888 TDZE 1835



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
C CIRCLING	3300-1¼ 1412 (1500-1¼)	3340-1½ 1452 (1500-1½)		NA

REIL Rwys 8 and 26 **Ⓛ**
 MIRL Rwys 8-26 and 17-35 **Ⓛ**

TWENTYNINE PALMS, CALIFORNIA

AL-6489 (FAA)

13346

VORTAC TNP 114.2 Chan 89	APP CRS 264°	Rwy Idg 5531 TDZE 1835 Apt Elev 1888
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VOR RWY 26

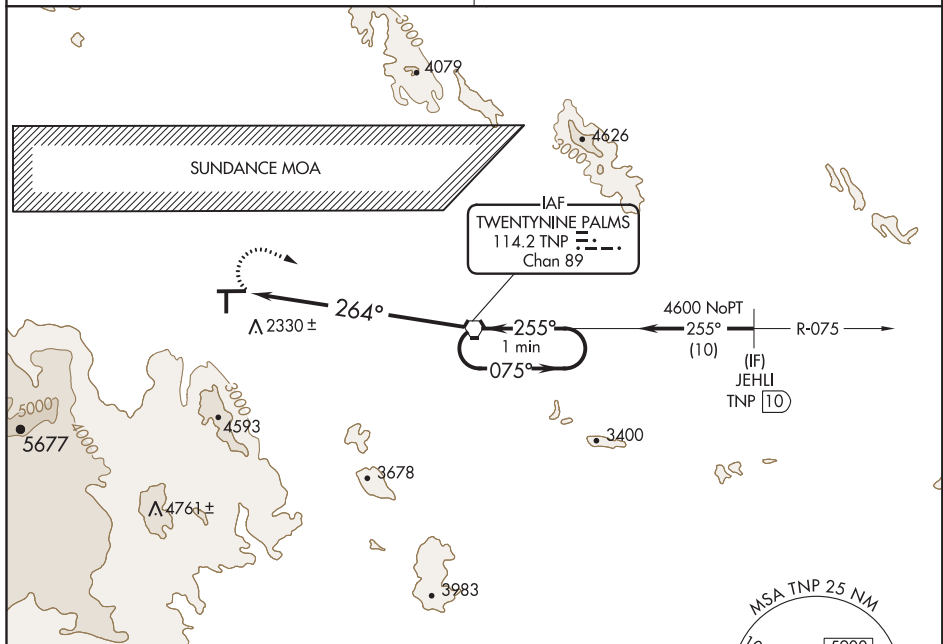
TWENTYNINE PALMS (TNP)

NA When Palm Springs Intl altimeter setting not received, procedure NA. Circling NA south of Rwy 8-26. Use Palm Springs Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 5900 direct TNP VORTAC and hold, continue climb-in-hold to 5900.

LOS ANGELES CENTER
128.15 285.6

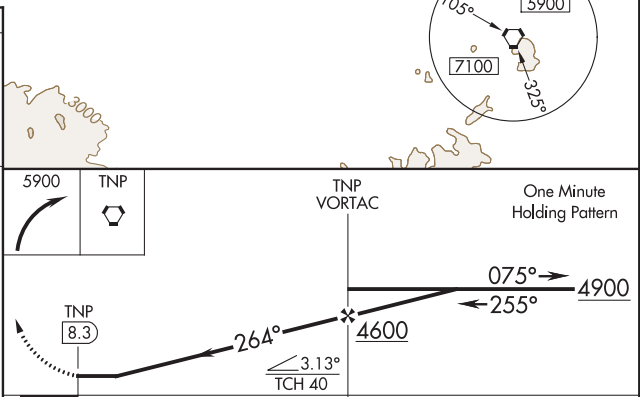
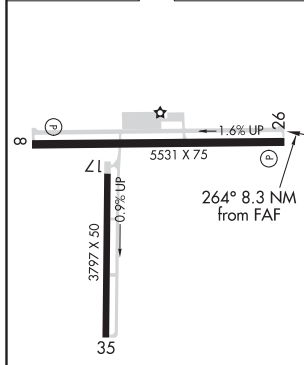
AUNICOM
122.8 (CTAF) 0



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1888	TDZE 1835
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REL Rws 8 and 26 **0**
MIRL Rws 8-26 and 17-35 **0**

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

CATEGORY	A	B	C	D
S-26	3580-1¼ 1745 (1700-1¼)	3580-1½ 1745 (1700-1½)		NA
CIRCLING	3580-1¼ 1692 (1700-1¼)	3580-1½ 1692 (1700-1½)		NA

TWENTYNINE PALMS, CALIFORNIA
Amdt 2A 22OCT09

34°08'N-115°57'W

TWENTYNINE PALMS (TNP)

VOR RWY 26

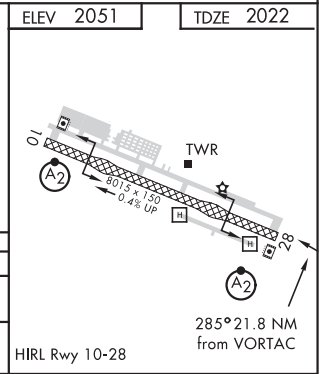
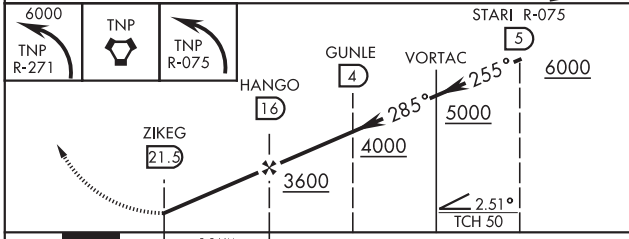
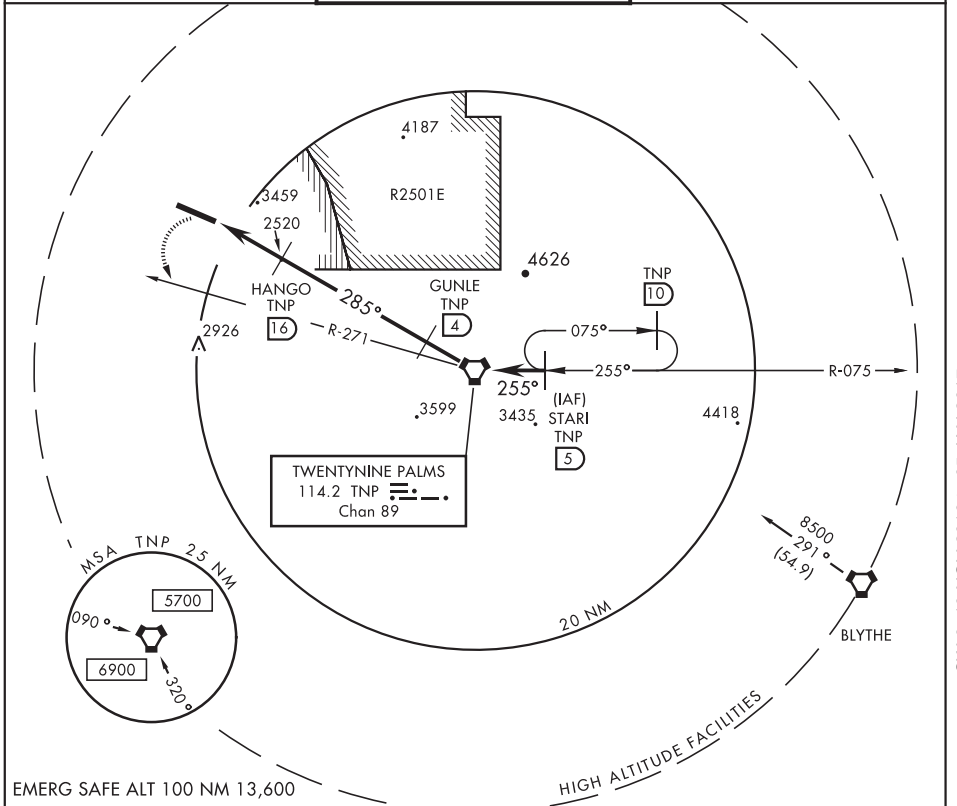
VORTAC TNP 114.2 Chan 89	APCH CRS 285°	Rwy Idg 8015 TDZE 2022 Arprt Elev 2051	AL-3160 [USN]	TWENTYNINE PALMS SELF (KNXP)
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▼ * Circling not authorized N of Rwy 10-28.

A2

 MISSED APPROACH: Climbing left turn to 6000 via TNP VORTAC R-271 direct TNP. Then via TNP R-075 to STARI and hold.

ATIS ★ 256.35	TWENTYNINE PALMS TOWER ★ 135.525 340.2	GND CON 363.35 41.7
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CATEGORY	A	B	C	D
S-28		3480-3 1458 (1500-3)		
CIRCLING *		3480-3 1429 (1500-3)		

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

TWENTYNINE PALMS, CALIFORNIA

TACAN RWY 28

TACAN NXP Chan 63	APCH CRS 286°	Rwy ldg TDZE Arprt Elev 8015 2022 2051
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AL-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

▼ * Circling not authorized N of Rwy 10-28.

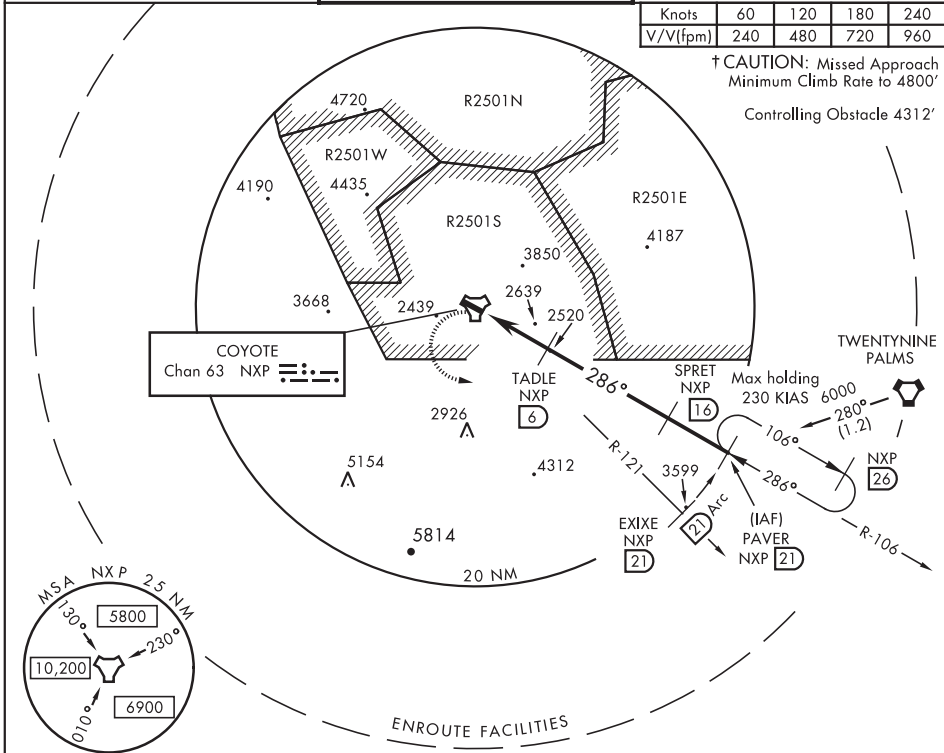


† MISSED APPROACH: Climbing left turn to 6000 via NXP TACAN R-121 to EXIXE. Then Arc SE of NXP via NXP 21 DME Arc to PAVER and hold.

ATIS ★ 256.35	TWENTYNINE PALMS TOWER ★ 135.525 340.2	GND CON 363.35 41.7
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Knots	60	120	180	240
V/V(fpm)	240	480	720	960

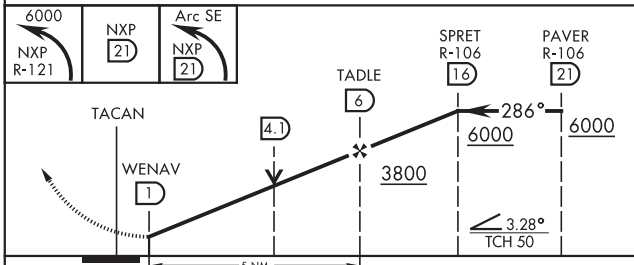
† CAUTION: Missed Approach
Minimum Climb Rate to 4800'
Controlling Obstacle 4312'



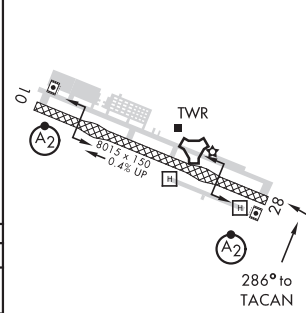
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 13,600



ELEV 2051	TDZE 2022
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CATEGORY	A	B	C	D
S-28		3040-3 1018	(1000-3)	
CIRCLING *		3040-3 989	(1000-3)	

HIRL Rwy 10-28

TWENTYNINE PALMS, CALIFORNIA
14205

34°18'N-116°10'W

TWENTYNINE PALMS SELF (KNXP)

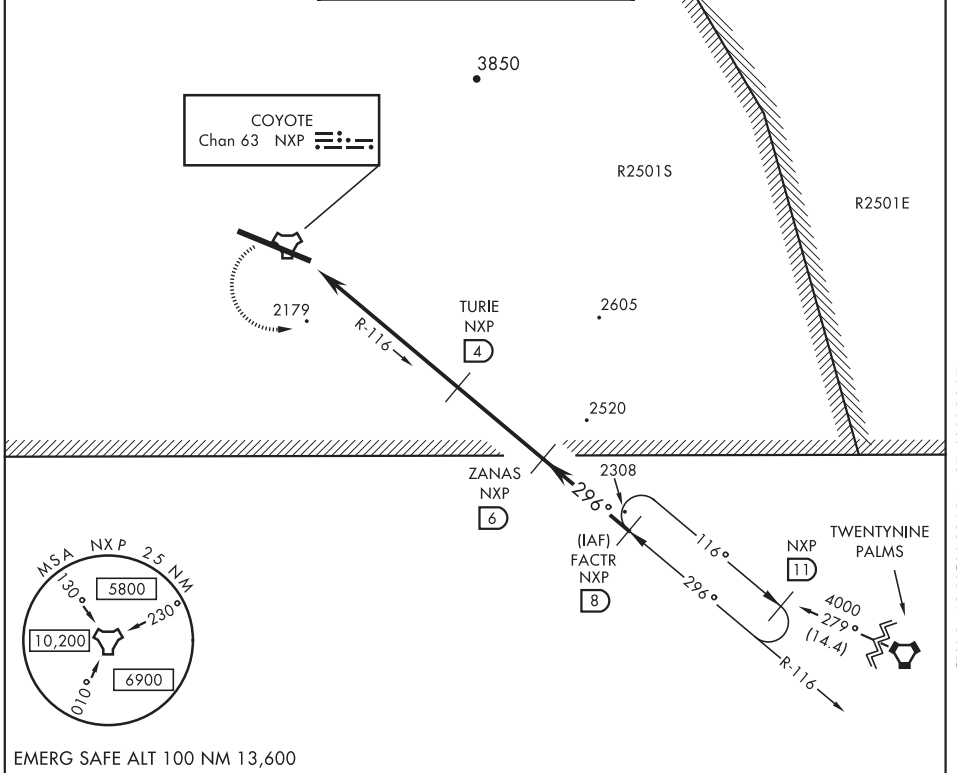
TACAN RWY 28

COPTER TACAN RWY 28

TACAN NXP Chan 63	APCH CRS 296°	Rwy ldg TDZE 8015 Arprt Elev 2022	AL-3160 USN]	TWENTYNINE PALMS SELF (KNXP)
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		MISSED APPROACH: Climbing left turn to 4000 via NXP TACAN R-116 to FACTR and hold.
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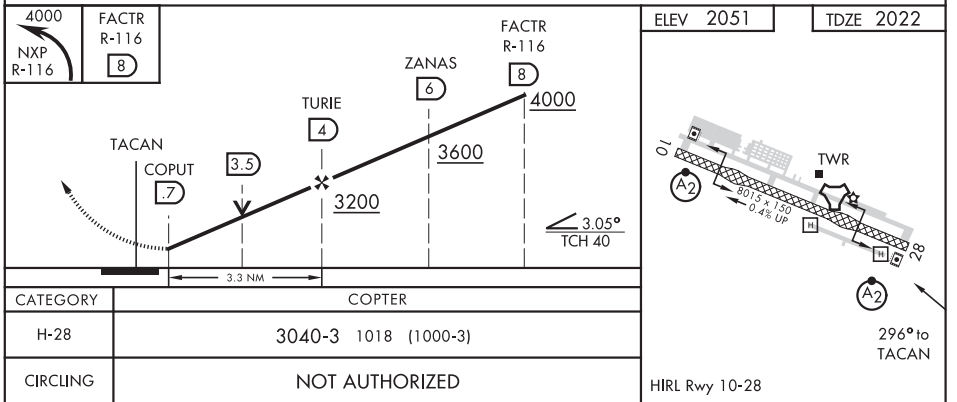
ATIS ★ 256.35	TWENTYNINE PALMS TOWER ★ 135.525 340.2	GND CON 363.35 41.7
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 13,600



COPTER TACAN RWY 28

AIRPORT DIAGRAM

AFD-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

TWENTYNINE PALMS, CALIFORNIA

ATIS ★ 256.35
 TWENTYNINE PALMS TOWER ★
 135.525 340.2
 GND CON
 363.35 41.7

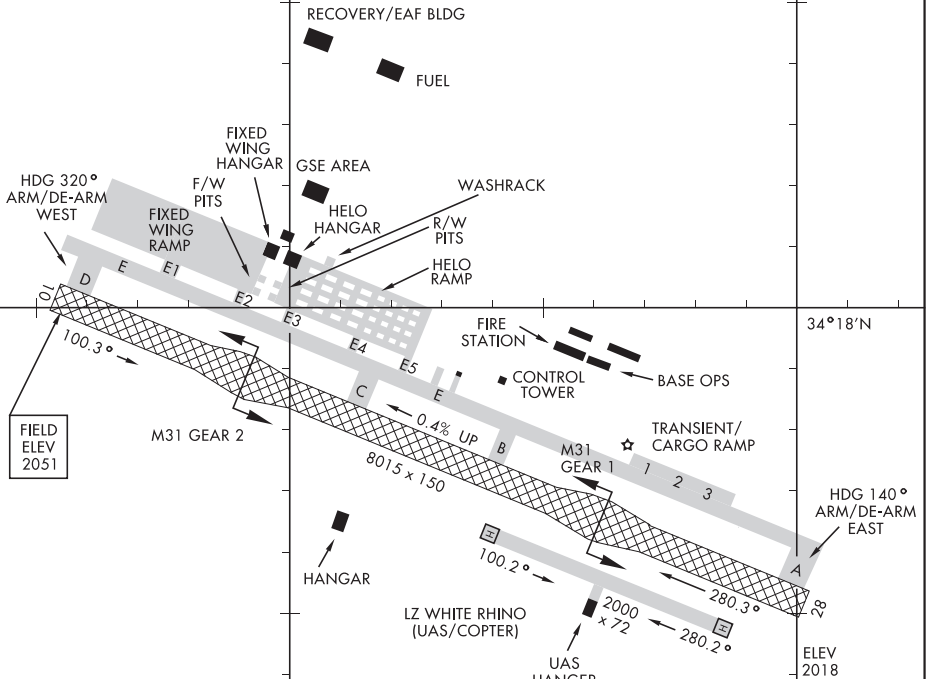
34°19'N



JULY 2014
 ANNUAL RATE OF CHANGE
 0.1°W

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



34°18'N

ELEV 2018

RWY 10-28
 S80, T180, ST175
 TT 320, TDT 850, TRT 520

M01°9'11

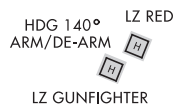
M06°9'11

34°17'N

AIRPORT DIAGRAM

TWENTYNINE PALMS, CALIFORNIA

TWENTYNINE PALMS SELF (KNXP)



12320

CACTI-FIVE DEPARTURE (CACTI5 • TNP)

TWENTYNINE PALMS SELF (KNXP)

TWENTYNINE PALMS, CALIFORNIA

ATIS ★ 256.35
 GND CON
 363.35 41.7
 TWENTYNINE PALMS TOWER ★
 135.525 340.2
 LOS ANGELES CENTER
 128.15 285.6

SHL-3160 [USN]

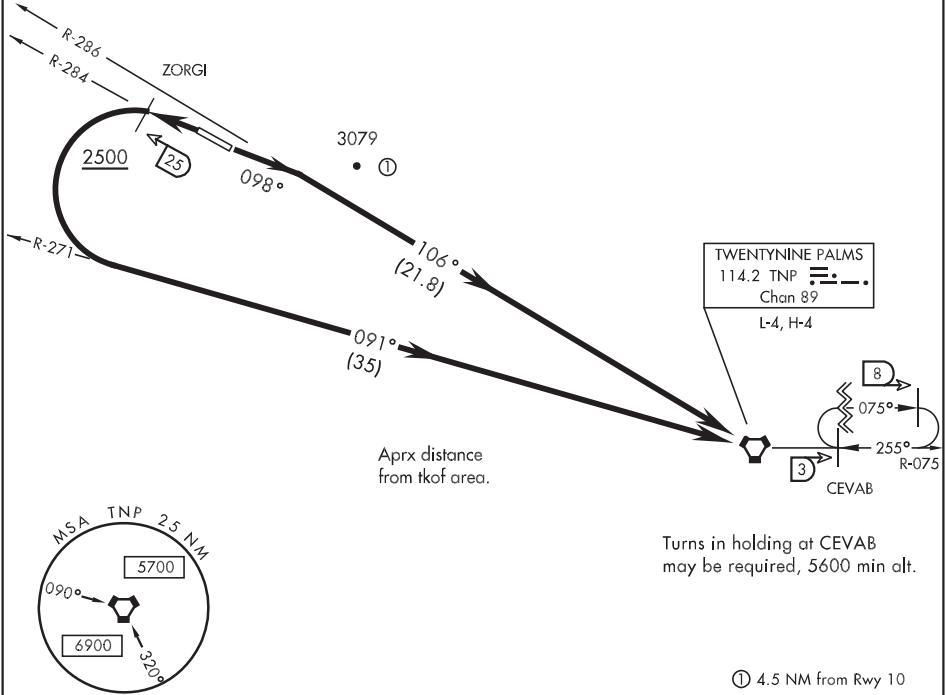
Rwy	Knots	60	120	180	240	300	360
* 10 (a)	V/V(fpm)	285	570	855	1140	1425	1710
** 10 (b)	V/V(fpm)	315	630	945	1260	1575	1890
† 28 (c)	V/V(fpm)	235	470	705	940	1175	1410

* Minimum ** Civil minimum † ATC Climb Rate

(a) to 3300

(b) to 3400

(c) to 2500



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 10: Climb via heading 098° to intercept and proceed via TNP VORTAC R-286 to TNP.

TAKE-OFF RWY 28: Climb via TNP VORTAC R-284 to cross ZORGI at or above 2500. Then turn left to join and proceed via TNP R-271 to TNP.

CACTI-FIVE DEPARTURE (CACTI5 • TNP)

TWENTYNINE PALMS, CALIFORNIA
 TWENTYNINE PALMS SELF (KNXP)

WAAS CH 45934 W06A	APP CRS 054°	Rwy Idg TDZE Apt Elev	3758 1430 1444
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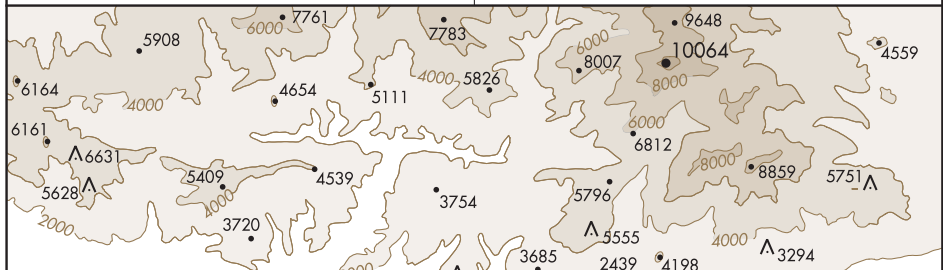
RNAV (GPS) RWY 6

CABLE (CCB)

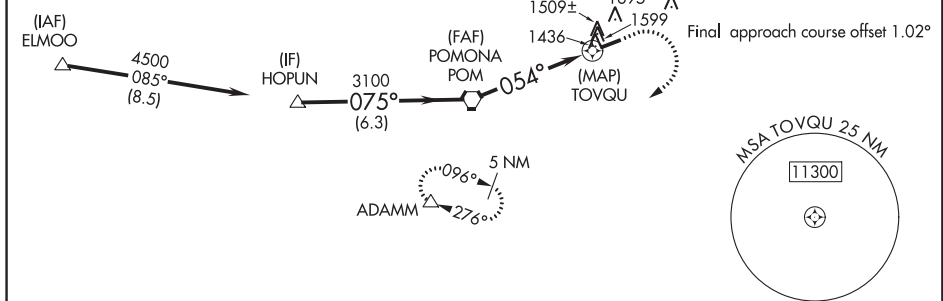
NA DME/DME RNP-0.3 NA. Use Ontario altimeter setting, when not received, use Riverside altimeter setting and increase all MDA 60 feet and increase LP and Circling Cat C visibility $\frac{3}{8}$ mile and LNAV Cat C visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA northwest of Rwy 6-24.

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct ADAMM and hold, continue climb-in-hold to 5000.

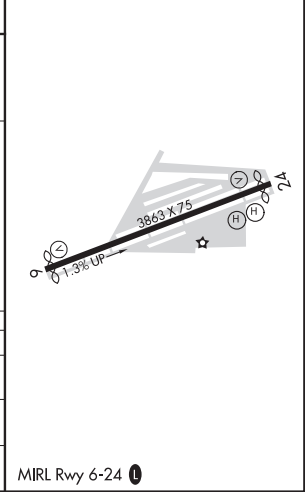
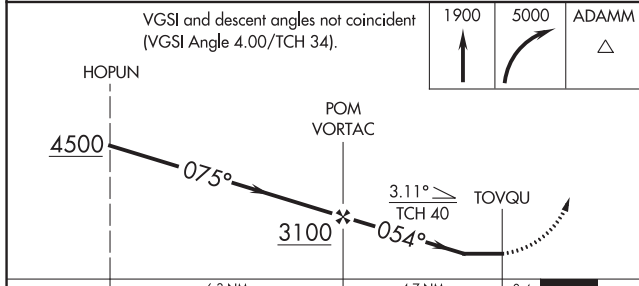
SOCAL APP CON 125.5 349.0	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals at ELMOO on V186 westbound.



ELEV 1444	TDZE 1430
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CATEGORY	A	B	C	D
LP MDA	1780-1	350 (400-1)	1780-1 $\frac{1}{8}$ 350 (400-1 $\frac{1}{8}$)	NA
LNAV MDA	1940-1	510 (500-1)	1940-1 $\frac{1}{8}$ 510 (500-1 $\frac{1}{8}$)	NA
C CIRCLING	2020-1	576 (600-1)	2140-2 696 (700-2)	NA

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

VORTAC POM 110.4 Chan 41	APP CRS 053°	Rwy Idg TDZE Apt Elev N/A N/A 1444
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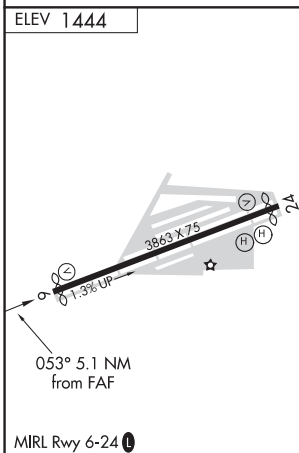
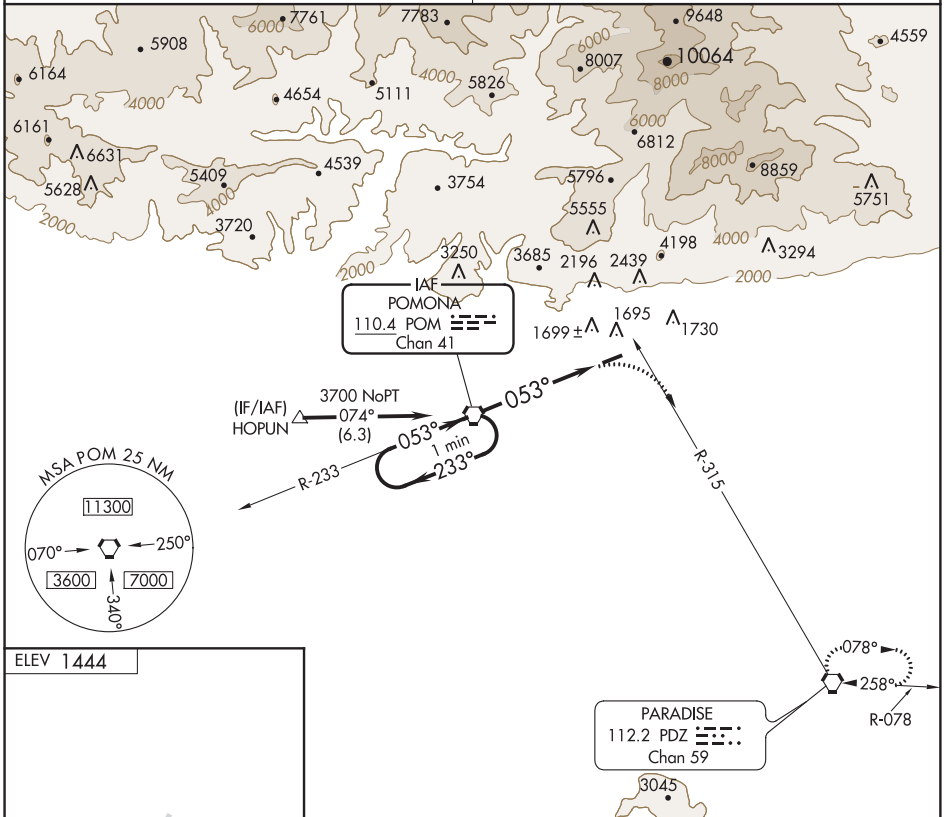
VOR-A
CABLE (CCB)

NA Circling NA north of Rwy 6-24. Use Ontario altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

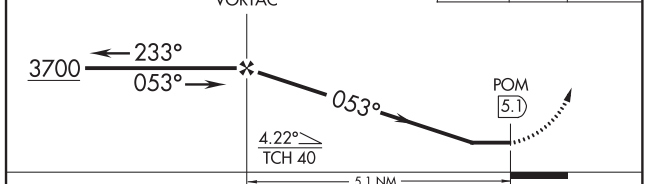
MISSED APPROACH: Climbing right turn to 4000 via heading 105° and PDZ R-315 to PDZ VORTAC and hold.

SOCAL APP CON
125.5 349.0

UNICOM
123.0 (CTAF)



One Minute Holding Pattern	VGSi and descent angles not coincident (VGSi Angle 4.00/ TCH 34).		4000	PDZ	PDZ
			hdg 105°	R-315	



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	2240-1 796 (800-1)	2240-1¼ 796 (800-1¼)	2240-2¼ 796 (800-2¼)	NA

SW-3, 10 NOV 2016 to 05 JAN 2017


SW-3, 10 NOV 2016 to 05 JAN 2017

ILS Y RWY 16R

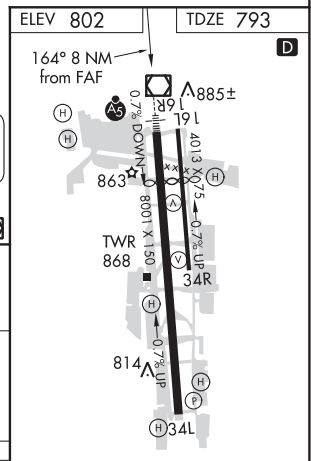
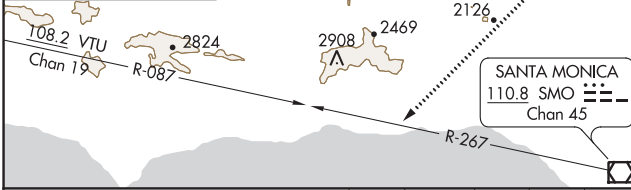
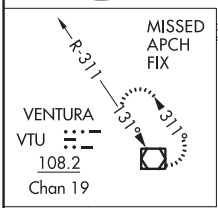
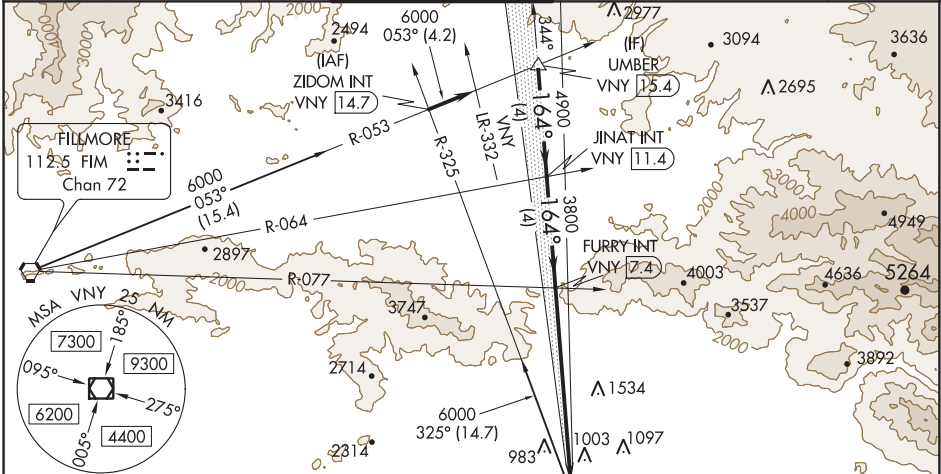
VAN NUYS (VNY)

LOC I-VNY 111.3	APP CRS 164°	Rwy Idg 6569
		TDZE 793
		Apt Elev 802

▼ For inop MALS, increase S-ILS all Cats visibility to 2 SM. When local altimeter setting not received, use Burbank altimeter setting and increase DA to 1480 feet and all Cats visibility to 1½ SM. Autopilot coupled approach NA below 1990.

MALS  MISSED APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS 127.55	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	VAN NUYS TOWER ★ 119.3 (CTAF) 239.0	GND CON 121.7	CLNC DEL 126.6 239.0	UNICOM 122.95
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UMBER VNY 15.4	JINAT INT VNY 11.4	FURRY INT VNY 7.4	1700	4600	SMO R-267	VTU R-087	VTU
6000		4900		hdg 210°			
GS 3.50°	TCH 49						
CATEGORY	A	B	C	D			
S-ILS 16R	1461-1½		668 (700-1½)				

HIRL Rwy 16R-34L **1**
MIRL Rwy 16L-34R

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

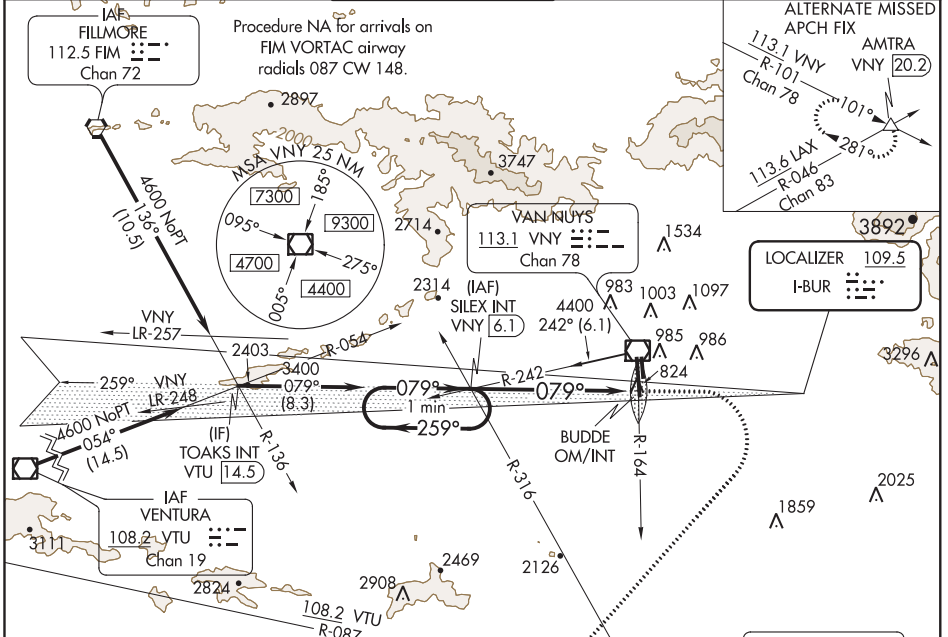
LDA-C
VAN NUYS (VNY)

LOC I-BUR 109.5	APP CRS 079°	Rwy Idg TDZE Apt Elev N/A 802
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⚠ Night landing: RWY 16L NA.
⚠ Rwy 16L helicopter visibility reduction below 1 SM NA.

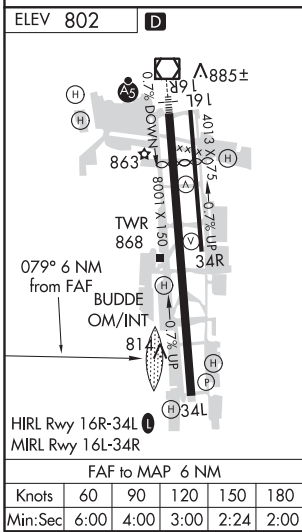
MISSED APPROACH: Climb to 1900 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS 127.55	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	VAN NUYS TOWER ★ 119.3 (CTAF) 239.0	GND CON 121.7	CLNC DEL 126.6 239.0	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
	1500-1	698 (700-1)	1500-2 698 (700-2)	2060-3 1258 (1300-3)

C CIRCLING

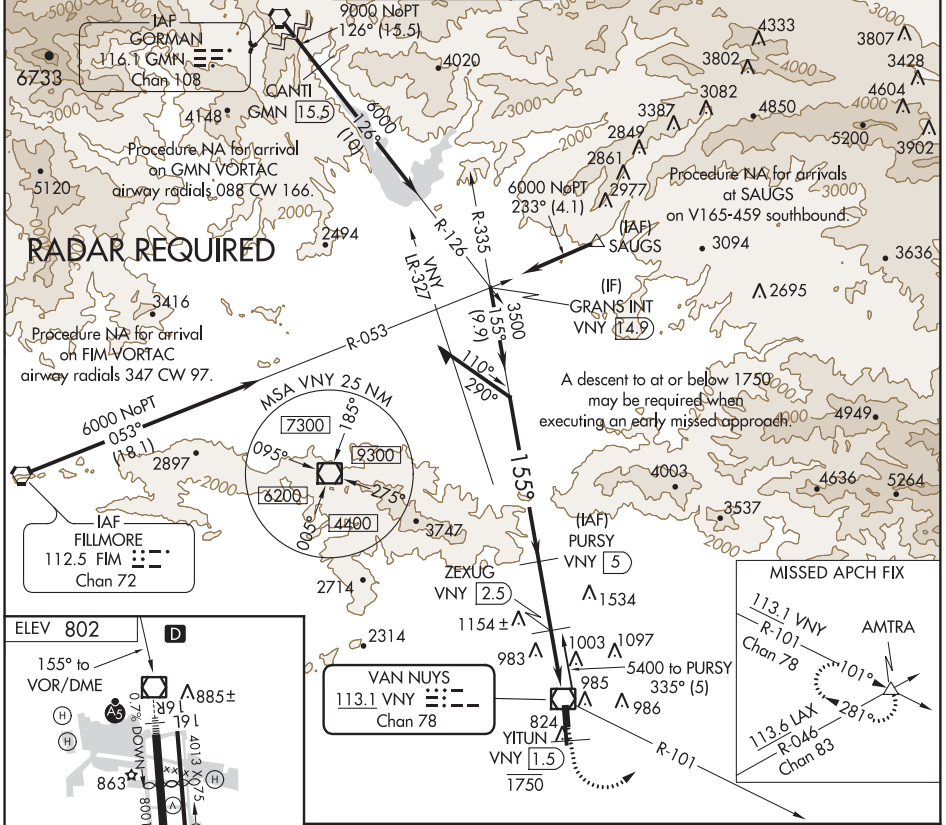
VOR/DME VNY 113.1 Chan 78	APP CRS 155°	Rwy Idg TDZE Apt Elev N/A N/A 802
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VOR-B
VAN NUYS (VNY)

⚠ DME required and RADAR required for monitoring of missed approach. Circling Rwy 16L NA at night. Circling NA for Cat D west of Rwy 16R-34L. Rwy 16L helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burbank altimeter setting and increase all MDAS 20 feet.

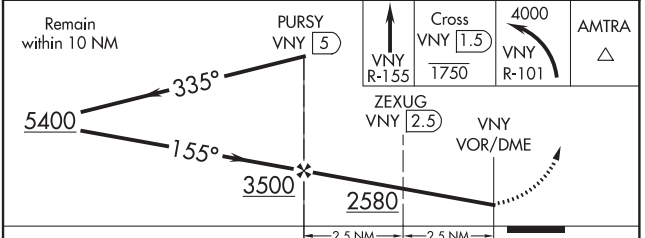
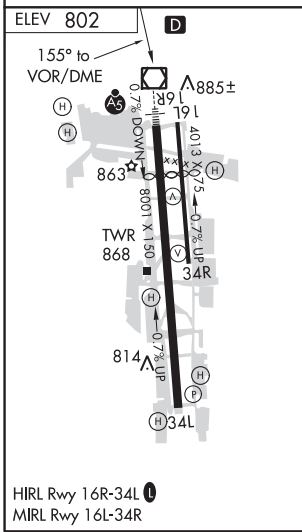
MISSED APPROACH: Climb on VNY VOR/DME R-155 to cross YITUN/VNY 1.5 DME at or below 1750 then climbing left turn to 4000 on VNY VOR/DME R-101 to AMTRA INT and hold.

ATIS 127.55	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	VAN NUYS TOWER ★ 119.3 (CTAF) 0 239.0	GND CON 121.7	CLNC DEL 126.6 239.0	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
C CIRCLING	1660-1¼	858 (900-1¼)	1660-2½ 858 (900-2½)	1740-3 938 (1000-3)

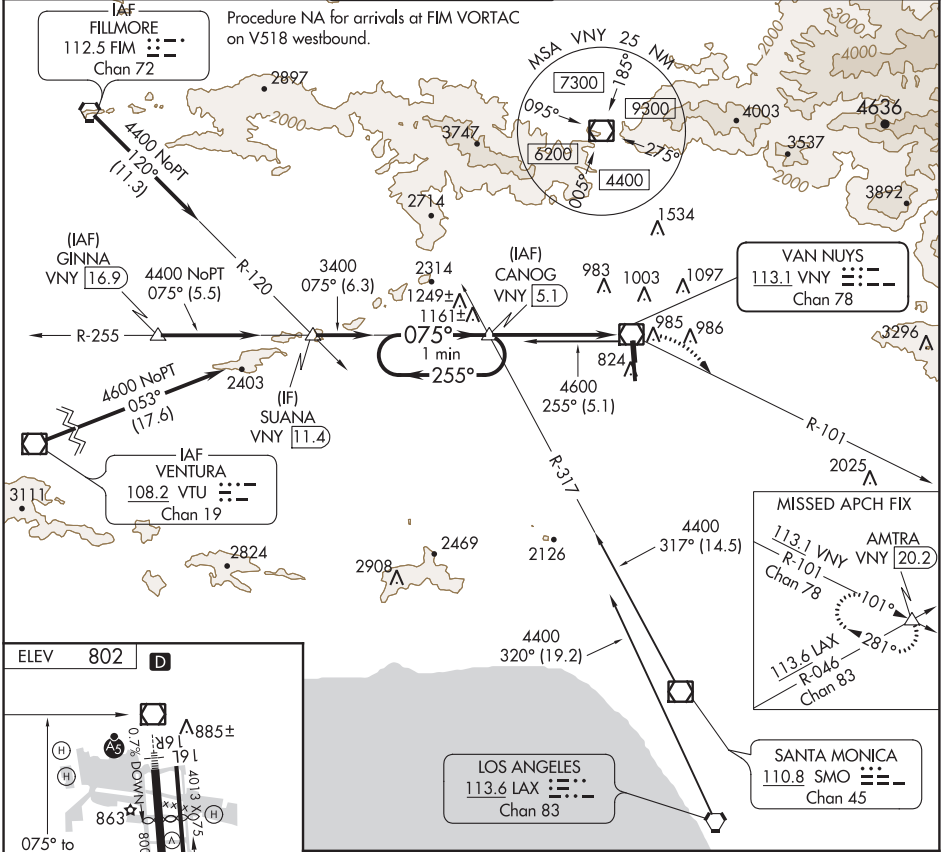
VOR/DME VNY 113.1 Chan 78	APP CRS 075°	Rwy Idg TDZE Apt Elev 802	N/A N/A
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VOR-A
VAN NUYS (VNY)

⚠ Circling Rwy 16L NA at night.
Rwy 16L helicopter visibility reduction below 1 SM NA.

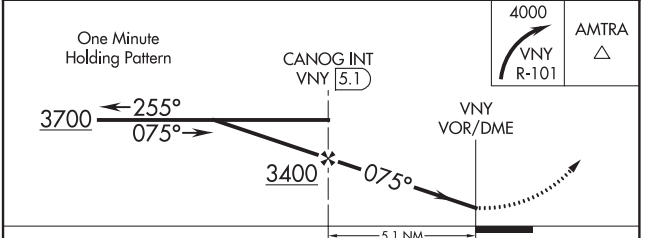
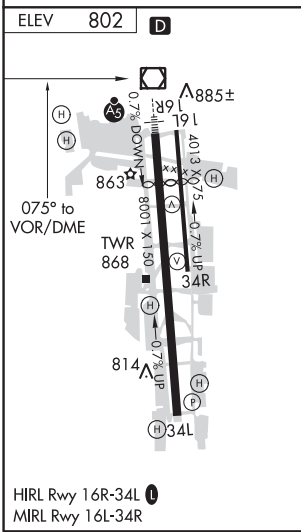
MISSED APPROACH: Climbing right turn to 4000 on VNY VOR/DME R-101 to AMTRA INT/20.2 DME and hold.

ATIS 127.55	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	VAN NUYS TOWER ★ 119.3 (CTAF) 0 239.0	GND CON 121.7	CLNC DEL 126.6 239.0	UNICOM 122.95
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

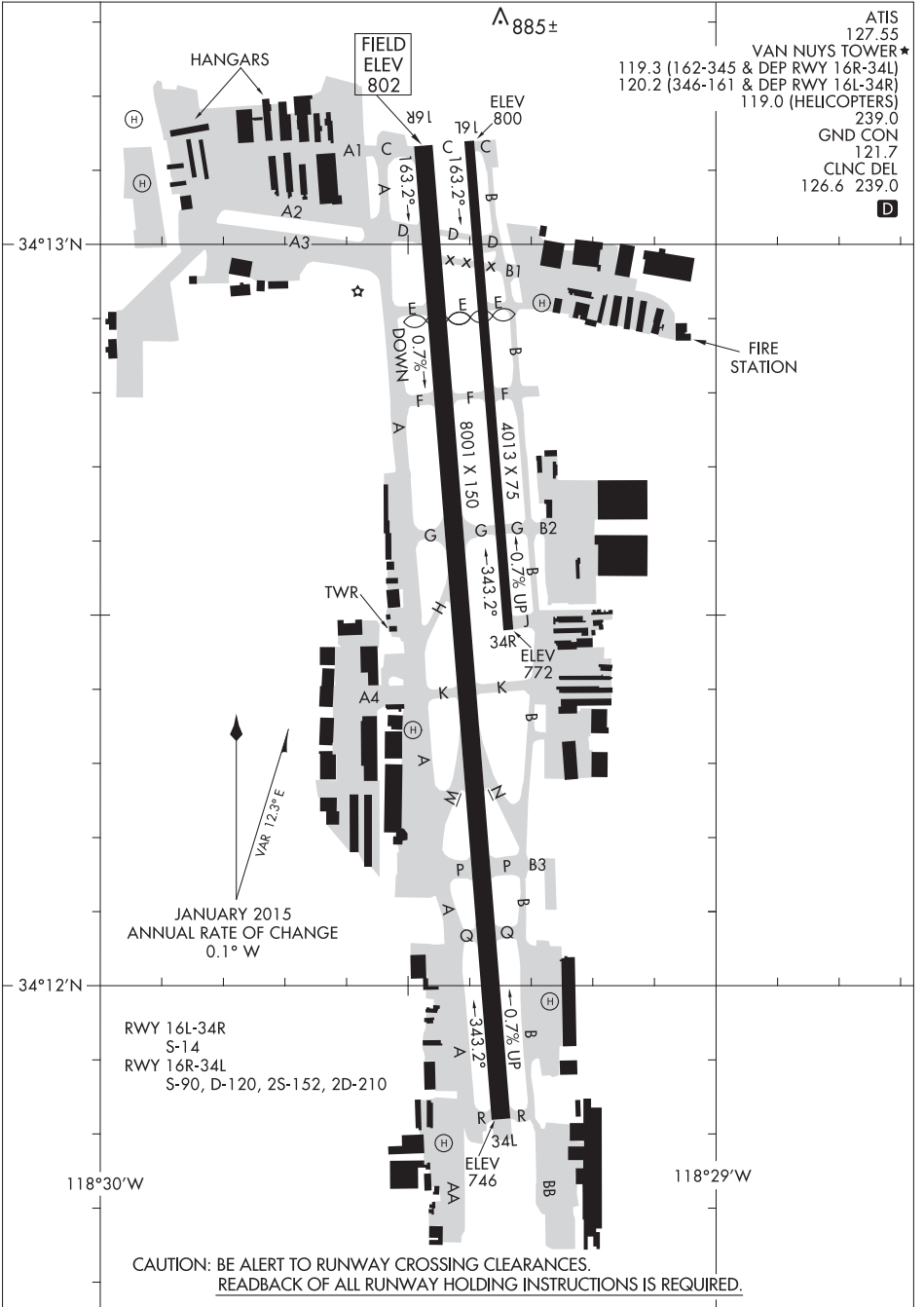


CATEGORY	A	B	C	D
C CIRCLING	1500-1	698 (700-1)	1500-2 698 (700-2)	2060-3 1258 (1300-3)

AIRPORT DIAGRAM

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

ADAMM TWO DEPARTURE

SL-552 (FAA)

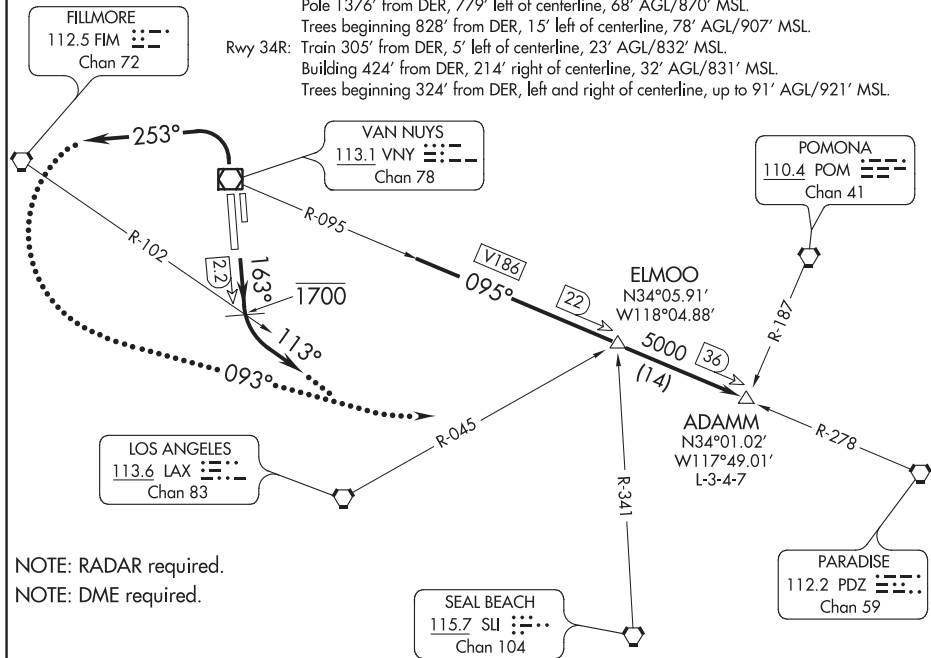
VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

ATIS
127.55
CLNC DEL
126.6 239.0
GND CON
121.7
SOCAL DEP CON
124.6 298.85

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, 10' 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.

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: RADAR required.
NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 16L/R: Standard with minimum climb of 300' per NM to 3800.
Rwys 34L/R: Standard with minimum climb of 480' per NM to 4200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163°, cross FIM R-102 or VNY 2.2 DME at or below 1700. Then climbing left turn heading 113°, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, thence. . . .

. . . .expect RADAR vectors to VNY R-095 to ADAMM INT or filed/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 5000' or as assigned.

ADAMM TWO DEPARTURE

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
ASSIGNED BY ATC.**

ATIS
127.55
CLNC DEL
126.6 239.0
GND CON
121.7
SOCAL DEP CON
134.2 338.2

R-086

11000
*3700
266°
(25)

COREZ
N35°33.40'
W119°29.03'

AVENAL
117.1 AVE
Chan 118
N35°38.82'-W119°58.72'
L-3-7, H-4

R-142

11000
*3800
310°
(55)

GORMAN
116.1 GMN
Chan 108
N34°48.24'-W118°51.68'
L-3-4-7, H-4

NOTE: RADAR required.
NOTE: For all Rwy: Do not intercept any departure radial until advised by ATC.
NOTE: Approximate distance from takeoff area Rwys 16L/R to VNY 2.2 DME is 1.2 NM.

R-021

9500
322°
(18)

FILLMORE
112.5 FIM
Chan 72
N34°21.40'-W118°52.88'
L-3-4-7, H-4

CASTA
N34°31.97'
W118°43.60'
8300

R-120

5000
300°
(11)

SUANA
N34°13.39'
W118°43.24'

6000
323°
(20)

VAN NUYS
113.1 VNY
Chan 78

TAKEOFF MINIMUMS

- Rwy 16L: Standard with a minimum climb of 380' per NM to 8300. Fillmore Transition standard with a minimum climb of 380' per NM to 5000.
- Rwy 16R: Standard with a minimum climb of 445' per NM to 8300. Fillmore Transition standard with a minimum climb of 445' per NM to 5000.
- Rwy 34L/R: Standard with a minimum climb of 370' per NM to 8300. Fillmore Transition standard with a minimum climb of 370' per NM to 5000.

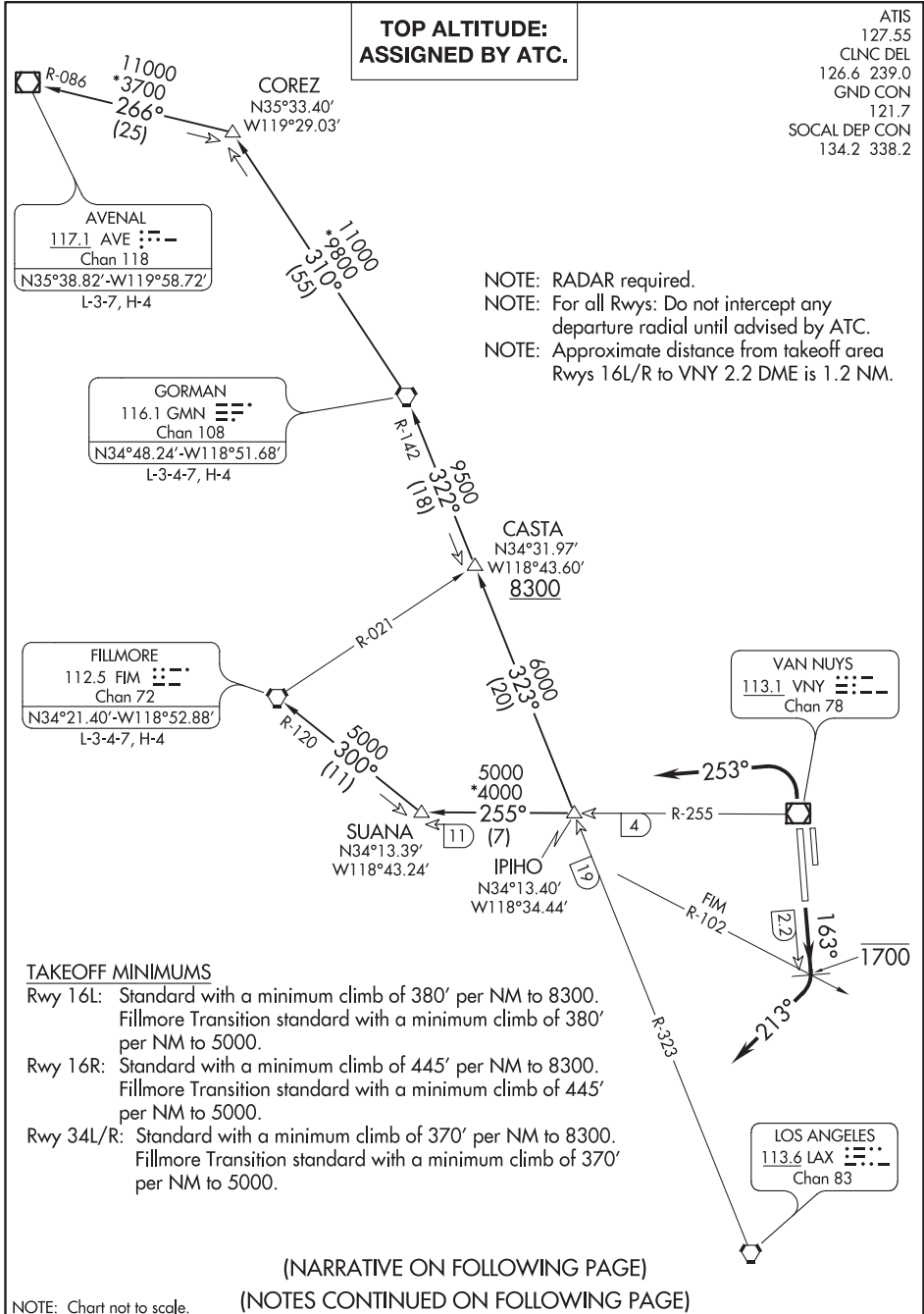
(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163°, cross FIM R-102 or VNY 2.2 DME at or below 1700. Then climbing right turn heading 213°, thence . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, thence . . .

. . . expect RADAR vectors to IPIHO INT. Then via (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 (CANOG2.AVE): From over IPIHO INT via LAX R-323 and GMN R-142 to cross CASTA INT at or above 8300', then via GMN R-142 to GMN VORTAC, then via GMN R-310 to COREZ INT, then via AVE R-086 to AVE VOR/DME.

FILLMORE TRANSITION (CANOG2.FIM): From over IPIHO INT via VNY R-255 to SUANA INT, then via FIM VORTAC R-120 to FIM VORTAC.

GORMAN TRANSITION (CANOG2.GMN): From over IPIHO INT via LAX R-323 and GMN R-142 to cross CASTA INT at or above 8300', then via GMN R-142 to GMN VORTAC.

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 72' AGL/821' MSL.
Rwy 34L: Blast fence 169' from DER, 405' left of centerline, 10' AGL/831' 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.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

HAYEZ FIVE DEPARTURE (RNAV)

SL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

7 10 11 20 1 01 01 20 1 05 05 JAN 2017

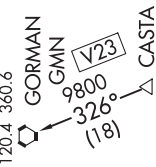
**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS 127.55
CLNC DEL
126.6 239.0
GND CON 121.7
VAN NUYS TOWER*
119.3 239.0
SOCAL DEP CON
120.4 360.6

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required for non-GPS equipped aircraft.



TAKEOFF OBSTACLE NOTES

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. Railroad 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. Multiple trees beginning 828' from DER, 15' left of centerline, 78' AGL/907' MSL.

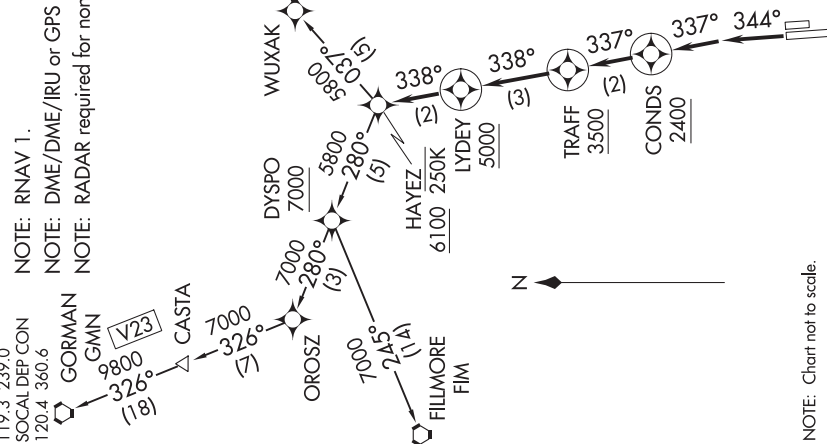
TAKEOFF MINIMUMS
Rwy 34L: Standard with minimum
climb of 555' per NM to 6100.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34L: Climb heading 344° to intercept course 337° 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

. (transition). Maintain assigned altitude. Expect filed altitude ten minutes after departure.

- DAGGETT TRANSITION (HAYEZ5.DAG)
- FILLMORE TRANSITION (HAYEZ5.FIM)
- GORMAN TRANSITION (HAYEZ5.GMN)
- PALMDALE TRANSITION (HAYEZ5.PMD)



NOTE: Chart not to scale.

HAYEZ FIVE DEPARTURE (RNAV)

SW-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163°, cross FIM R-102 or VNY VOR/DME 2.2 DME at or below 1700, then climbing left turn heading 113°. To assigned altitude, thence . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253° to assigned altitude, thence . . .

. . . expect RADAR vectors to IPIHO, then via (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 16 L/R; turn left heading 313° to intercept the LAX R-342; and continue the published procedure.

DAGGETT TRANSITION (NUAL9.DAG): From over IPIHO INT via LAX R-323 to TWINE INT, then via VTU R-046 to LANGE INT, then via PMD R-218 to PMD VORTAC, then via PMD R-067 to ETHER INT, then via DAG R-238 to DAG VORTAC.

PALMDALE TRANSITION (NUAL9.PMD): From over IPIHO INT via LAX R-323 to TWINE INT, then via VTU R-046 to LANGE INT, then via PMD R-218 to PMD VORTAC.

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.

SW-3, 10 NOV 2016 to 05 JAN 2017

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LOMPOC, CALIFORNIA

ILS or LOC/DME RWY 12

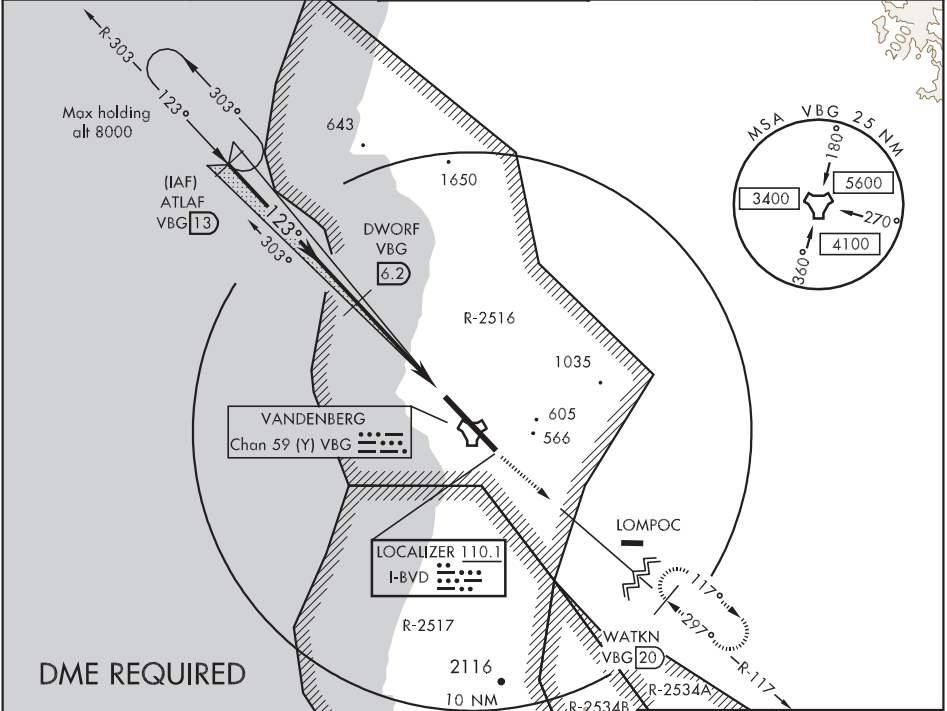
LOC I-BVD 110.1	APCH CRS 123°	Rwy Idg 15,000 TDZE 267 Arpt Elev 369
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AL-770 [USAF]

VANDENBERG AFB (KVBG)

<p>▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT C RVR to 60 and vis to 1½ mile, CAT DE vis to 1½.</p>	<p>ALS-2 A</p>	<p>MISSED APPROACH: Climb out VBG TACAN R-117 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.</p>
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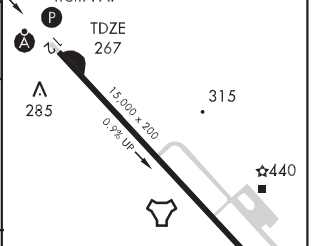
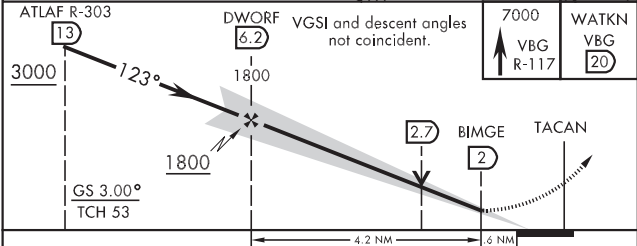
<p>ATIS 133.125 257.975</p>	<p>SANTA BARBARA APP/DEP CON 124.15 327.8</p>	<p>VANDENBERG TOWER ★ 124.95 (CTAF) 326.2</p>	<p>GND CON 121.75 275.8</p>	<p>CLNC DEL 121.75 275.8</p>
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SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 11,100	ELEV 369	123° from FAF
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CATEGORY	A	B	C	D	E
S-ILS 12 *	467/24		200	(100-½)	
S-LOC/DME 12 **	700/24	433 (400-½)	700/40 433 (400-¾)	700/50	433 (400-1)
CIRCLING	980-1 611 (700-1)	1000-1 631 (700-1)	1020-1¾ 651 (700-1¾)	1040-2¼ 671 (700-2¼)	1540-3 1171 (1200-3)

LOMPOC, CALIFORNIA
Amdt 3 11125

34°44'N-120° 35'W

VANDENBERG AFB (KVBG)

ILS or LOC/DME RWY 12

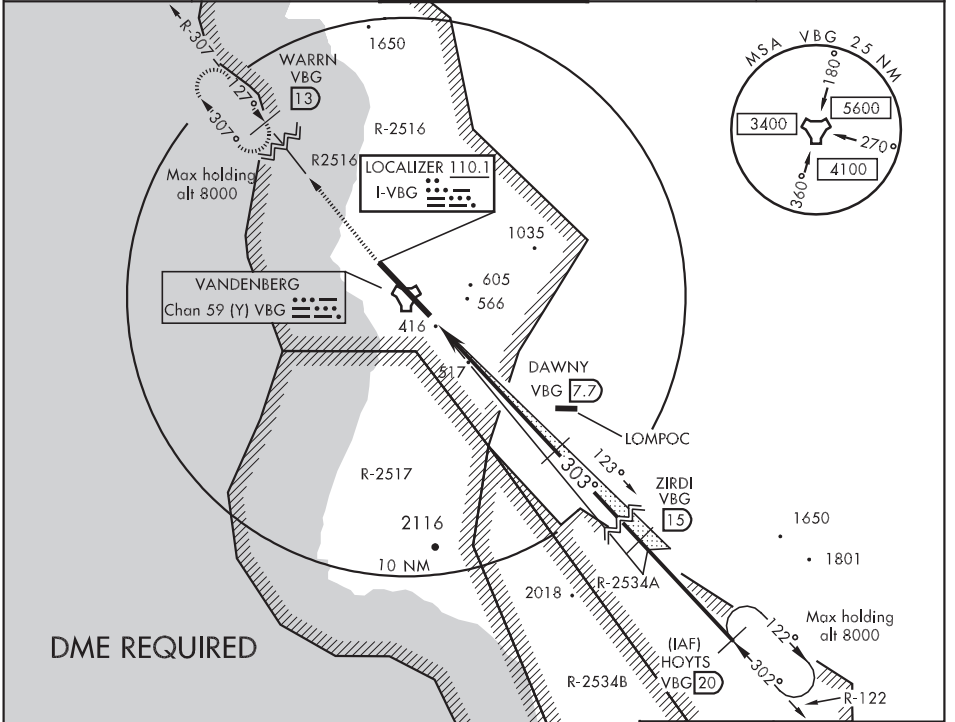
LOC I-VBG 110.1	APCH CRS 303°	Rwy Idg 15,000 TDZE 369 Arpt Elev 369
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AL-770 [USAF]

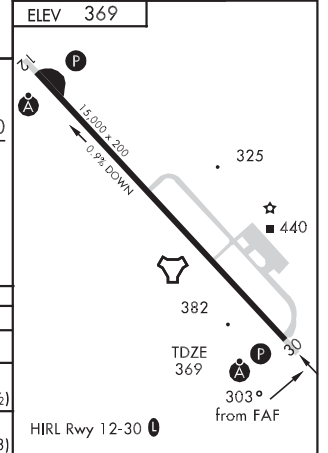
VANDENBERG AFB (KVBG)

<p>▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb out VBG TACAN R-307 to WARRN and hold. Continue climb in hold maintain 4000.</p>
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<p>ATIS 133.125 257.975</p>	<p>SANTA BARBARA APP/DEP CON 124.15 327.8</p>	<p>VANDENBERG TOWER ★ 124.95 0 (CTAF) 326.2</p>	<p>GND CON 121.75 275.8</p>	<p>CLNC DEL 121.75 275.8</p>
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<p>4000 VBG R-307</p> <p>WARRN VBG (13)</p> <p>TACAN</p> <p>FABUR (1.5)</p> <p>5 NM</p> <p>6.2 NM</p>	<p>DAWNY (7.7) 2600</p> <p>ZIRDI (15) 4800</p> <p>HOYTS R-122 (20) 6000</p> <p>GS 3.00° TCH 53</p>				
<p>CATEGORY</p>	<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>	<p>E</p>
S-ILS 30 *	569/24		200	(200-½)	
S-LOC/DME 30 **	940/24	571 (600-½)	940/50	940/60	940-1½
			571 (600-1)	571 (600-1¼)	571 (600-1½)
CIRCLING	980-1	1000-1	1020-1¾	1040-2¼	1540-3
	611 (700-1)	631 (700-1)	651 (700-1¾)	671 (700-2¼)	1171 (1200-3)



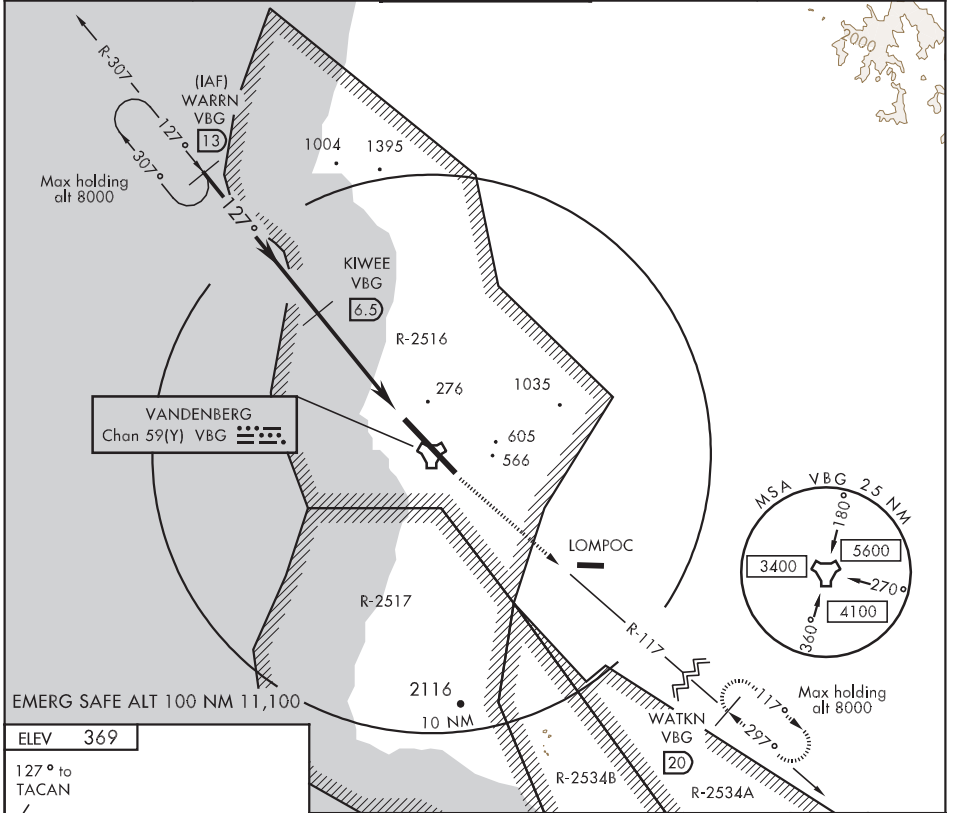
SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

LOMPOC, CALIFORNIA

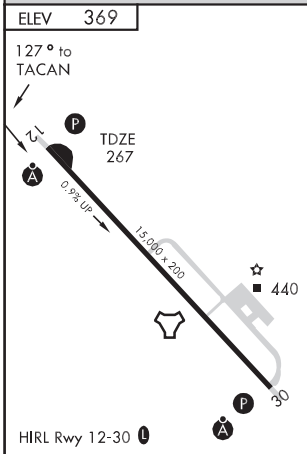
TACAN RWY 12

TACAN VBG Chan 59(Y)	APCH CRS 127°	Rwy Idg 15,000 TDZE 267 Arpt Elev 369	AL-770 [USAF]	VANDENBERG AFB (KVBG)
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis to 1½ miles.			ALSF-2	MISSED APPROACH: Climb out VBG TACAN R-117 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.
ATIS 133.125 257.975	SANTA BARBARA APP/DEF CON 124.15 327.8	VANDENBERG TOWER ★ 124.95 (CTAF) 326.2	GND CON 121.75 275.8	CLNC DEL 121.75 275.8



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



	WARRN 13	KIWEE 6.5	DOYEB 2	TACAN	
	3000	1900	7000	WATKN VBG R-117 20	
	4.5 NM .5 NM				
CATEGORY	A	B	C	D	E
S-12 *	740/24 473 (400-½)	740/40 473 (400-¾)	740/50 473 (400-1)	740/60 473 (400-1¼)	740/60 473 (400-1¼)
CIRCLING	980-1 611 (700-1)	1000-1 631 (700-1)	1020-1¼ 651 (700-1¾)	1040-2¼ 671 (700-2½)	1540-3 1171 (1200-3)

LOMPOC, CALIFORNIA
Amdt 3 11125

34° 44' N - 120° 35' W

VANDENBERG AFB (KVBG)
TACAN RWY 12

TACAN VBG Chan 59(Y)	APCH CRS 297°	Rwy Idg 15,000 TDZE 369 Arpt Elev 369
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AL-770 [USAF]

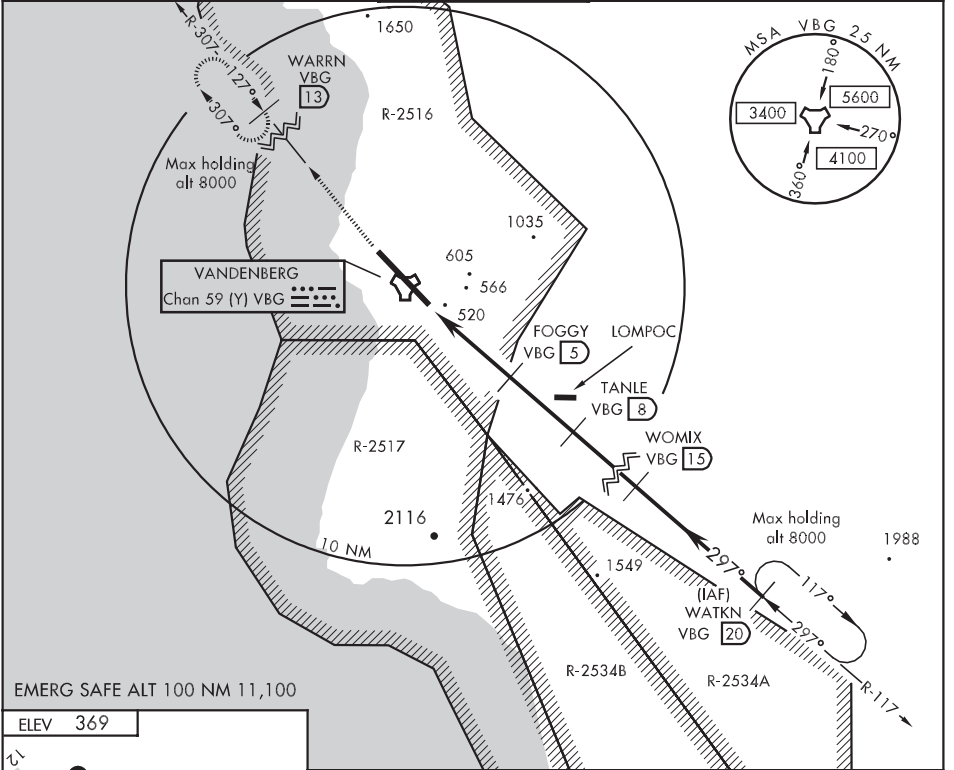
VANDENBERG AFB (KVBG)

T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles and CAT E vis to 2 miles.

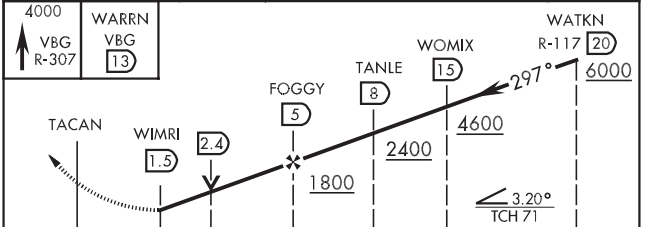
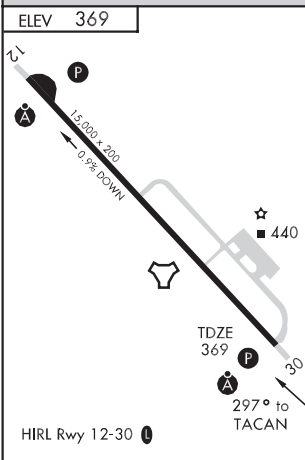
ALSIF-2

MISSED APPROACH: Climb out VBG TACAN R-307 to WARRN and hold. Continue climb in hold maintain 4000.

ATIS 133.125 257.975	SANTA BARBARA APP/DEP CON 124.15 327.8	VANDENBERG TOWER ★ 124.950 (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



CATEGORY	A	B	C	D	E
S-30*	920/24	551 (600-½)	920/50	920/60	920-1½
CIRCLING	980-1 611 (700-1)	1000-1 631 (700-1)	1020-1¾ 651(700-1¾)	1040-2¼ 671(700-2¼)	1540-3 1171(1200-3)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

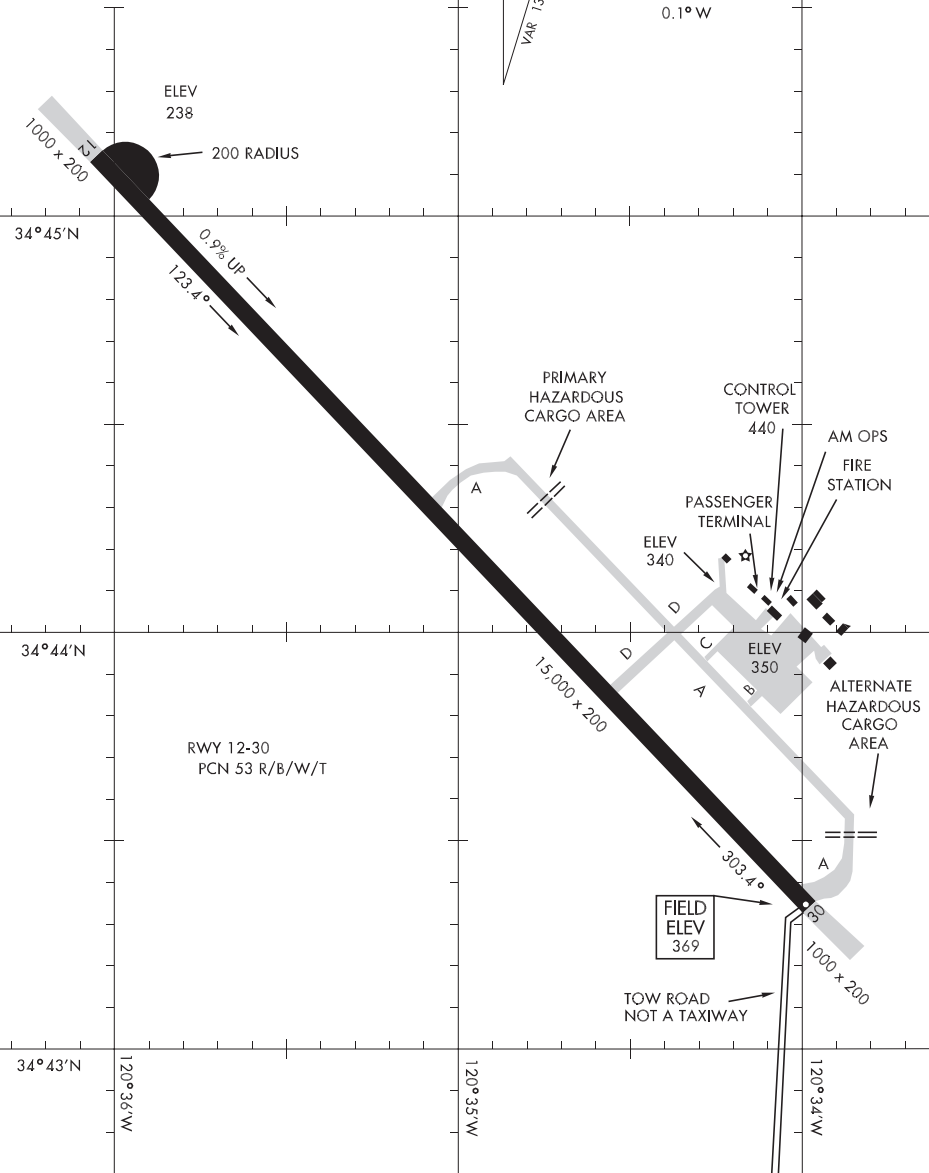
AFD-770 [USAF]

VANDENBERG AFB (KVBG)

LOMPOC, CALIFORNIA

ATIS
 133.125 257.975
 VANDENBERG TOWER ★
 124.95 326.2
 GND CON
 121.75 275.8
 CLNC DEL
 121.75 275.8

DECEMBER 2011
 ANNUAL RATE OF CHANGE
 0.1° W



SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LOMPOC, CALIFORNIA
VANDENBERG AFB (KVBG)

GAVIOTA TWO DEPARTURE (GVO2.GVO)

VANDENBERG AFB (KVBG)

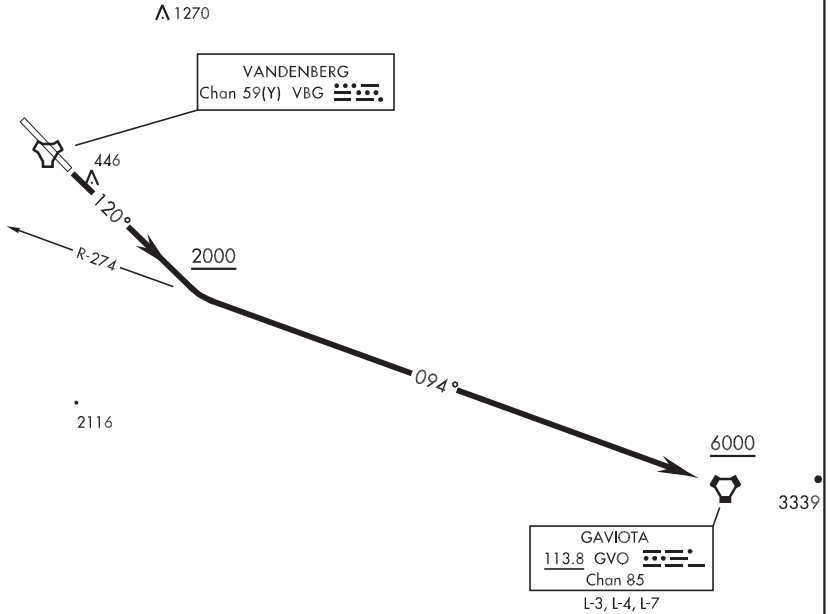
SL-770 [USAF]

LOMPOC, CALIFORNIA

ATIS
 133.125 257.975
 GND CON
 121.75 275.8
 CLNC DEL
 121.75 275.8
 VANDENBERG TOWER ★
 124.95 326.2
 SANTA BARBARA DEP CON
 124.15 327.8

Rwy	Knots	60	120	180	240
12	V/V(fpm)	330	660	990	1320

Minimum Climb Rate to 8800.



Use extreme caution for extensive UAS ops in the vicinity



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb on track 120° to 2000. Then climbing left turn to intercept the GVO VORTAC R-274 inbound to GVO. Cross GVO at or above 6000. Expect vectors to first filed fix/route prior to GVO.

GAVIOTA TWO DEPARTURE (GVO2.GVO)

LOMPOC, CALIFORNIA
VANDENBERG AFB (KVBG)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

11349

VANDENBERG AFB (KVBG)

VANDENBERG TWO DEPARTURE (VBG2.MQO)

LOMPOC, CALIFORNIA

ATIS
 133.125 257.975
 GND CON
 121.75 275.8
 CLNC DEL
 121.75 275.8
 VANDENBERG TOWER ★
 124.95 326.2
 SANTA BARBARA DEP CON
 124.15 327.8

SL-770 [USAF]

Rwy	Knots	60	120	180	240
30	V/V(fpm)	280	560	840	1120

● Minimum Climb Rate to 700.

2808

4000



MORRO BAY
 112.4 MQO
 Chan 71

L-3, L-7

334°

1300

VANDENBERG
 Chan 59(Y) VBG
 VBG

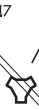
1377



R-154

303°

447



Use extreme caution for extensive UAS ops in the vicinity



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 30: Climb on track 303° 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.

VANDENBERG TWO DEPARTURE (VBG2.MQO)

LOMPOC, CALIFORNIA
 VANDENBERG AFB (KVBG)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

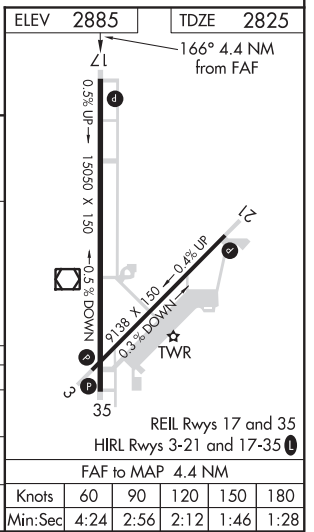
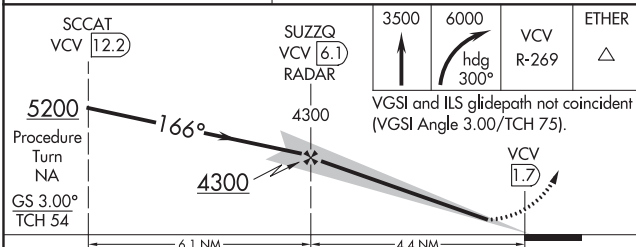
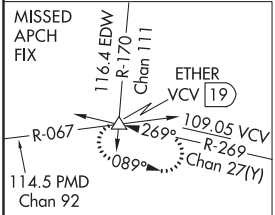
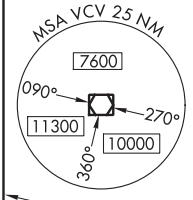
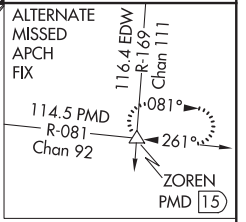
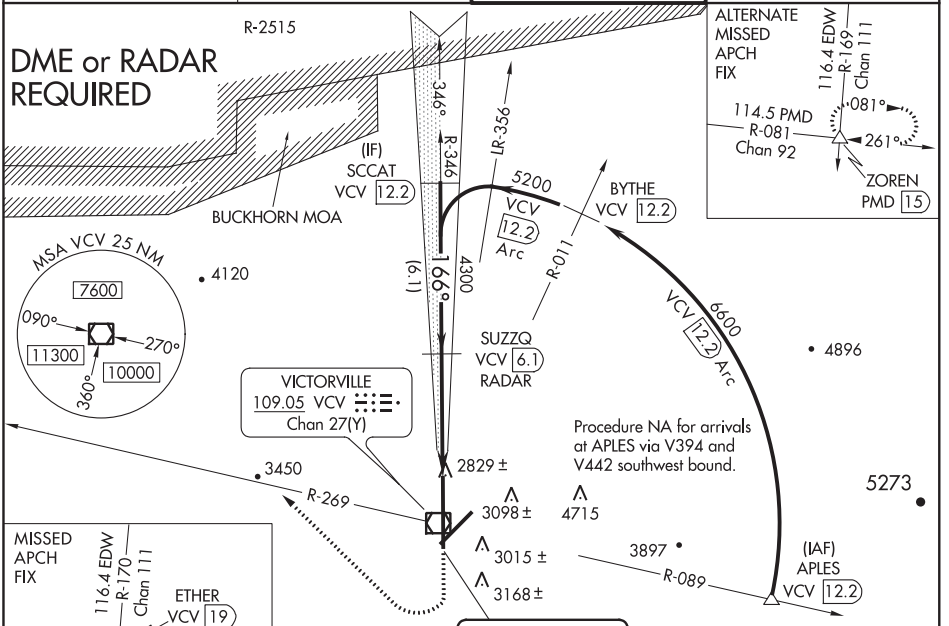
LOC I-VCV 108.75	APP CRS 166°	Rwy Idg 15050 TDZE 2825 Apt Elev 2885
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ILS or LOC RWY 17
SOUTHERN CALIFORNIA LOGISTICS (VCV)

⚠ When local altimeter setting not received, use Edwards AFB altimeter setting and increase all DA and MDA 160 feet. Increase all visibilities 1/2 mile.
⚠ DME from VCV VOR/DME. Simultaneous reception of I-VCV and VCV DME required.

MISSED APPROACH: Climb to 3500, then climbing right turn to 6000 via heading 300° and VCV VOR/DME R-269 to ETHER INT and hold.

ATIS * 135.475	JOSHUA APP CON 124.55 363.0	VICTORVILLE TOWER * 118.35 0 282.225	GND CON 124.45
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CATEGORY	A	B	C	D
S-ILS 17		3025/40	200 (200-3/4)	
S-LOC 17		3080/50	255 (200-1)	
CIRCLING	3360-1 475 (500-1)	3420-1 535 (600-1)	3420-1 1/2 535 (600-1 1/2)	3580-2 1/4 695 (700-2 1/4)

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77523 W17A	APP CRS 166°	Rwy Idg TDZE Apt Elev	15050 2825 2885
--	------------------------	-----------------------------	--

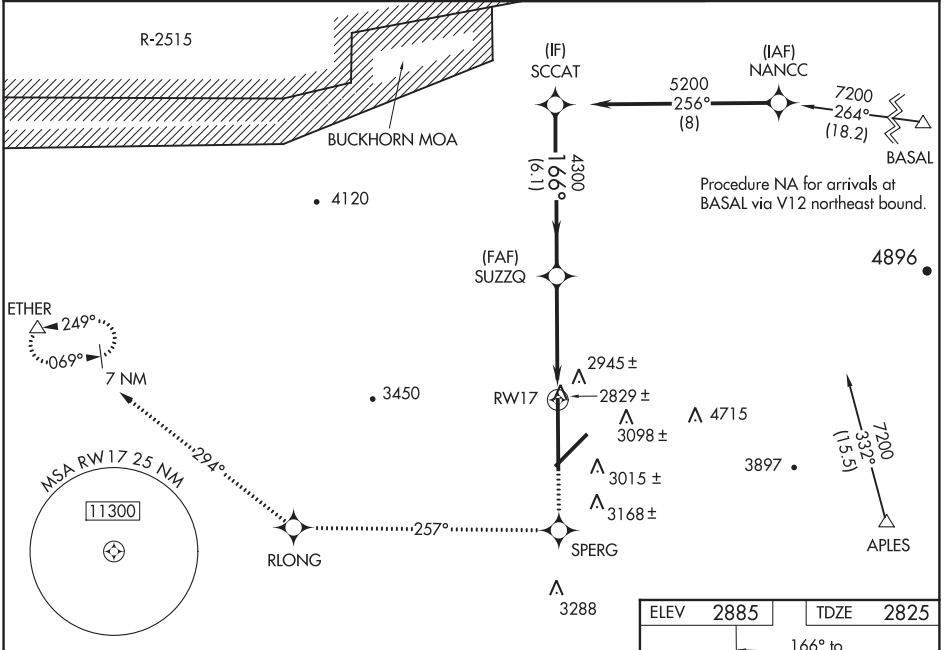
RNAV (GPS) RWY 17

SOUTHERN CALIFORNIA LOGISTICS (V'CV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F).
⚠ DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Edwards AFB altimeter setting and increase all DA and MDA 160 feet. Increase all visibilities ¾ mile.
 VDP and Baro-VNAV NA when using Edwards AFB altimeter setting.

MISSED APPROACH: Climb to 6000 direct SPERG and via 257° track to RLONG and via 294° track to ETHER and hold.

ATIS ★ 135.475	JOSHUA APP CON 124.55 363.0	VICTORVILLE TOWER ★ 118.35 0 282.225	GND CON 124.45
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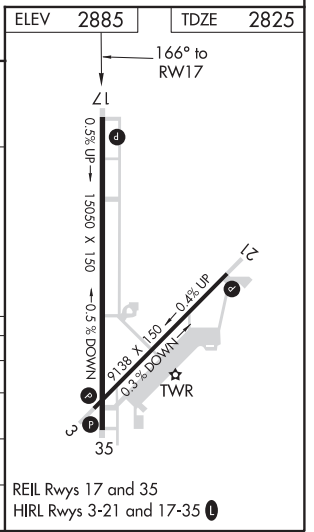


SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

	ELEV 2885	TDZE 2825
	166° to RWY 17	
	Z1	
	0.5% UP → 15050 X 150 → 0.5% DOWN ←	
	9.188 X 150 → 0.4% UP →	
	0.3% DOWN ←	
	TWR	
	35	

	6000	SPERG	fr 257°	RLONG	fr 294°	ETHER
	5200	SUZZQ				
	4300					
	3168					
	*LNAV only.					
	*0.8 NM to RWY 17					
	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75).					
	6.1 NM		3.6 NM		0.8	
CATEGORY	A	B	C	D		
LPV DA		3075/40	250 (200-¾)			
LNAV/VNAV DA		3240-1½	415 (400-1½)			
LNAV MDA		3140/50	315 (300-1)			
CIRCLING	3360-1 475 (500-1)	3420-1 535 (600-1)	3420-1½ 535 (600-1½)	3580-2¼ 695 (700-2¼)		



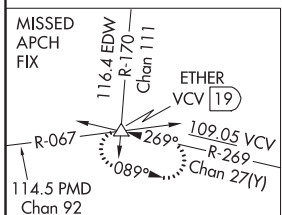
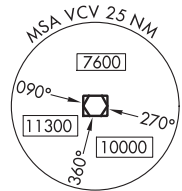
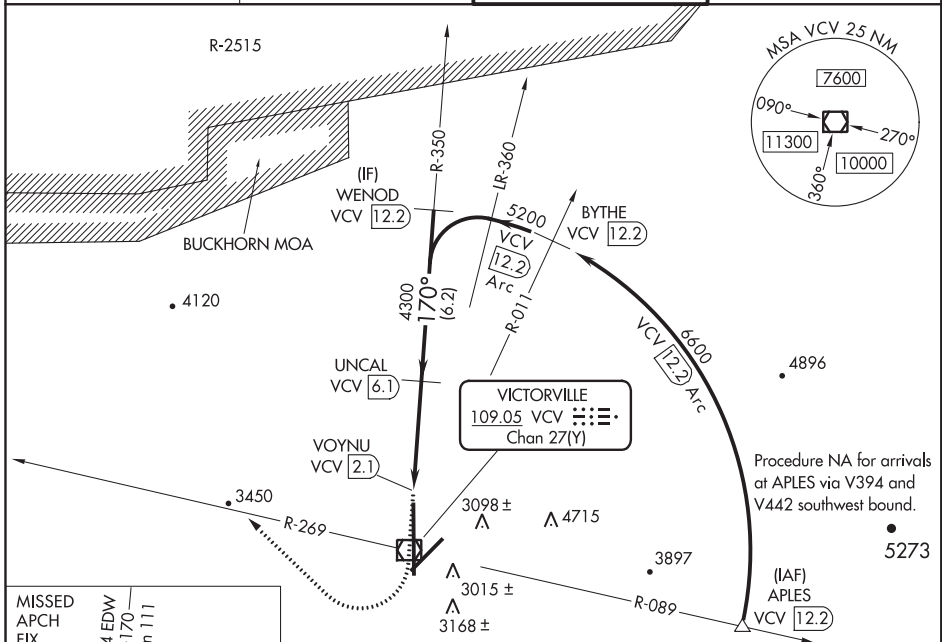
REIL Rwy 17 and 35
 HIRL Rwy 3-21 and 17-35

VOR/DME VCV	APP CRS	Rwy Idg TDZE	15050
109.05	170°	2825	2885
Chan 27(Y)		Apt Elev	

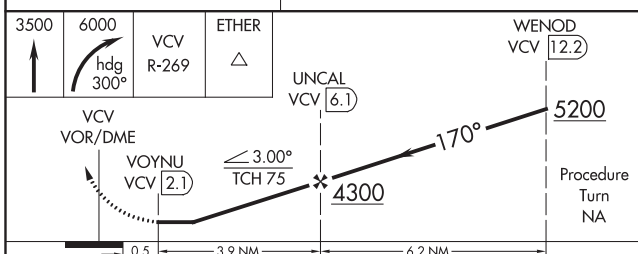
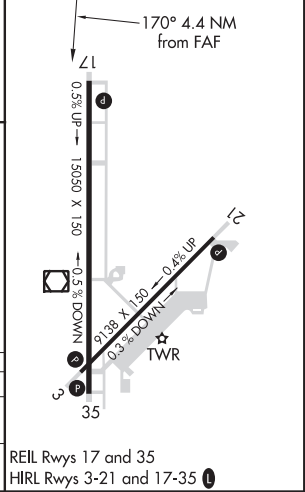
VOR/DME RWY 17

SOUTHERN CALIFORNIA LOGISTICS (VCV)

<p>▽ When local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDA 160 feet. Increase all visibilities ½ mile.</p>	<p>MISSED APPROACH: Climb to 3500, then climbing right turn to 6000 via heading 300° and VCV R-269 to ETHER INT and hold.</p>	
<p>ATIS ★</p> <p>135.475</p>	<p>JOSHUA APP CON</p> <p>124.55 363.0</p>	<p>VICTORVILLE TOWER ★</p> <p>118.35 0 282.225</p>
		<p>GND CON</p> <p>124.45</p>



ELEV	2885	TDZE	2825
------	------	------	------



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)	3420-1½ 535 (600-½)	3580-2¼ 695 (700-2¼)

REIL Rwy 17 and 35
HIRL Rwy 3-21 and 17-35

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SOUTHERN CALIFORNIA LOGISTICS (VCTV)
VICTORVILLE, CALIFORNIA

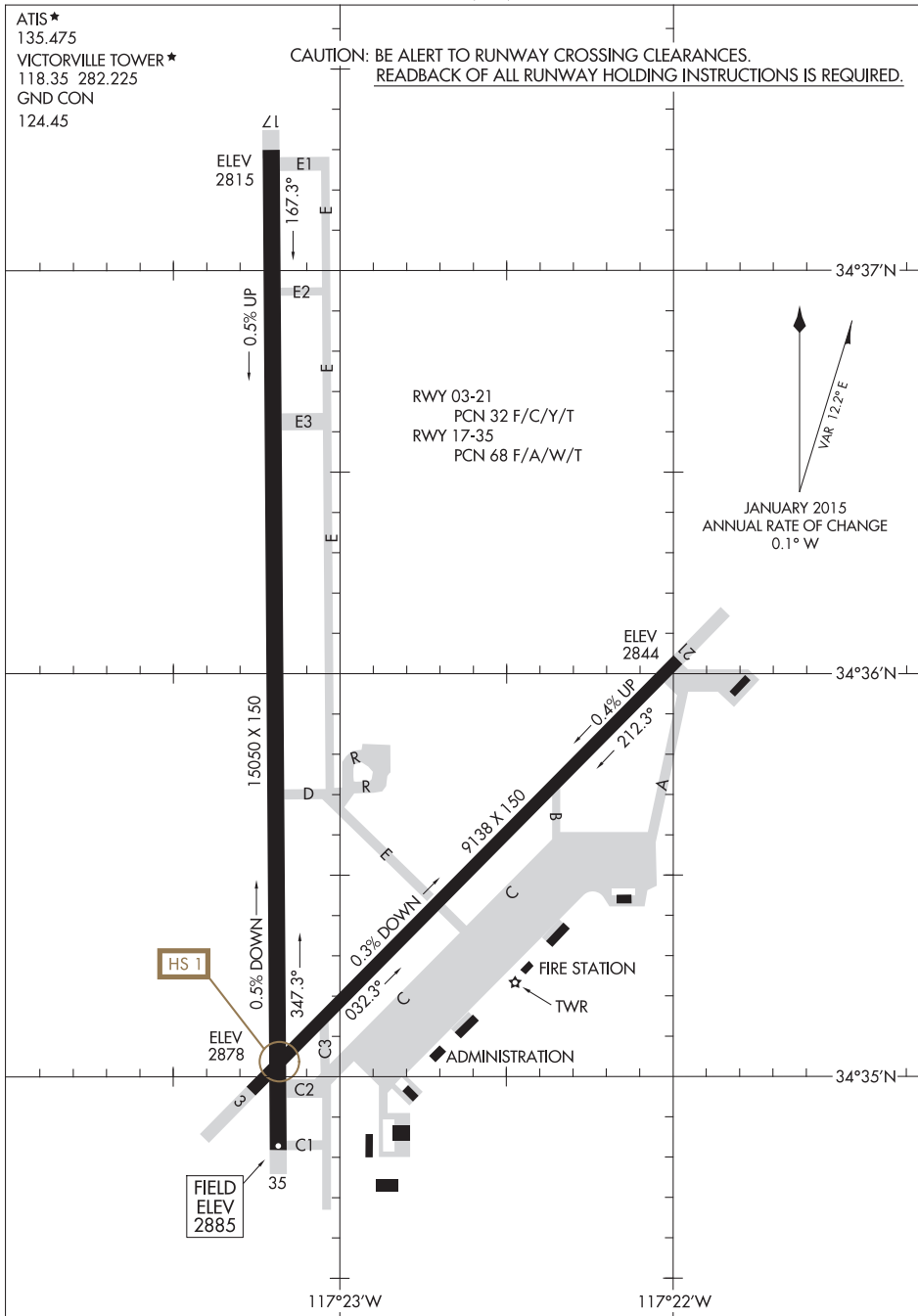
AL-794 (FAA)

ATIS ★
135.475
VICTORVILLE TOWER ★
118.35 282.225
GND CON
124.45

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-3, 10 NOV 2016 to 05 JAN 2017

SW-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

VICTORVILLE, CALIFORNIA
SOUTHERN CALIFORNIA LOGISTICS (VCTV)

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

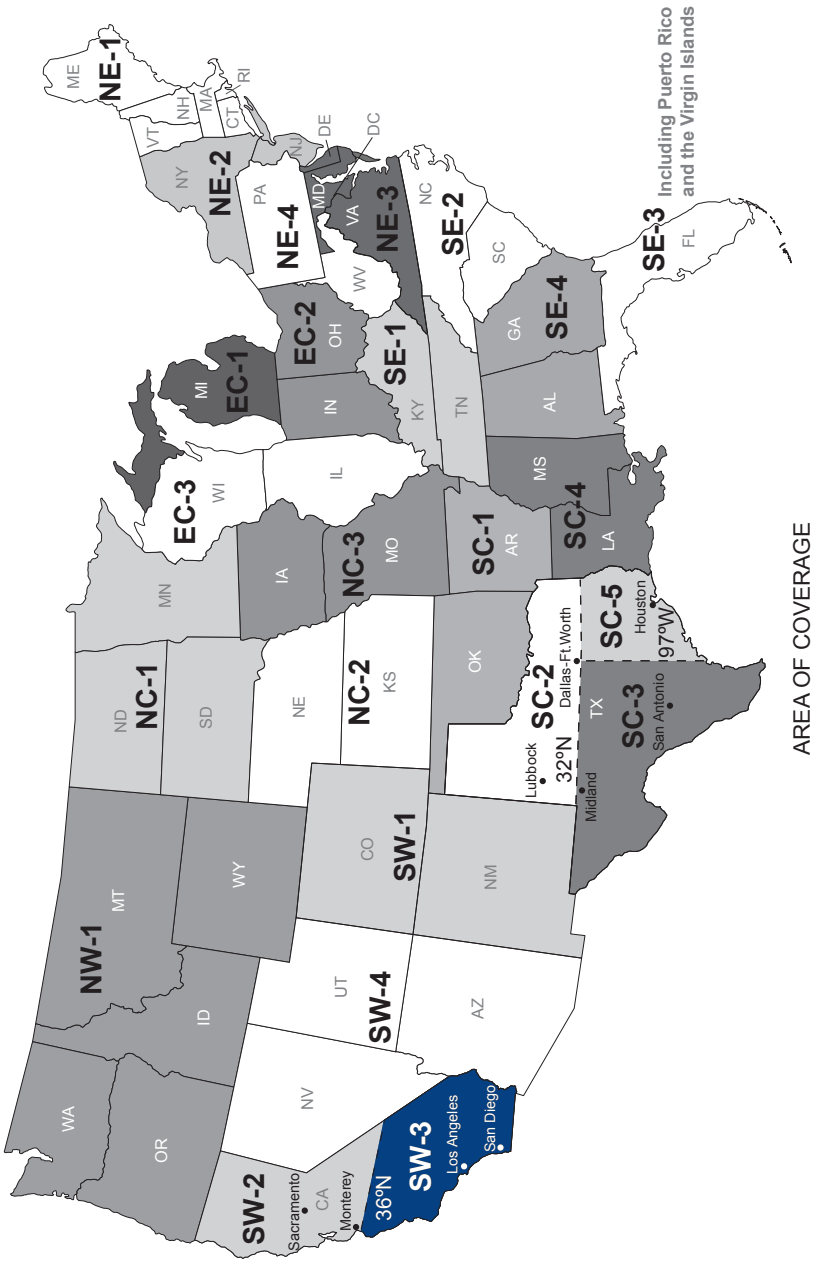
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPSW3



NSN 7641015059599

NGA REF. NO. OK-10-2859 TERMXFAABTTPPSW3



EFF. DATE 16315