Federal Aviation Administration

TM

U.S. Terminal Procedures Publication

Southwest (SW) Vol 3 of 4

Effective: 0901Z

09 JUL 2026

to: 0901Z

03 SEP 2026

Consult the Change Notice (CN) effective 06 AUG 2026 for revised Instrument Procedure Charts for this volume



Consult NOTAMs for latest information

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For inquiries regarding military charts, please contact:
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Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

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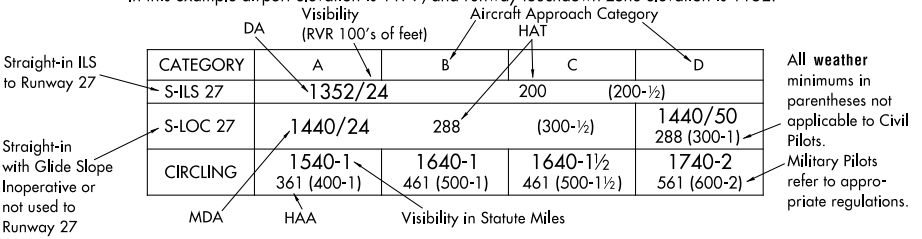
TERMS/LANDING MINIMA DATA

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.



COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude.

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

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

Comparable Values of RVR and Visibility

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

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	¼	2200	½	3200*	⅝	5000*	1
1600*	¼	2400*	½	3500	⅝	5500	1
1800	½	2600	½	4000*	¾	6000*	1¼
2000	½	3000	⅝	4500*	⅞		

*Values repeated from 14 CFR 91.175 and shall be used for takeoff or landing minima.

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a ⅛ mile adjustment, first convert 2000 RVR to ½ SM. Adding ⅛ SM results in ⅝ SM, which may then be converted to 3500 RVR.

RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

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

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

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

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

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

TERMS/LANDING MINIMA DATA

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GENERAL INFORMATION

This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse Vector Areas (DVAs), 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). For Textual ODPs and DVAs the organization is identified in parentheses after the Julian Date. SIAPs and ODPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, part 97. IFPs with the (FAA-O) designation have been developed by a service provider authorized by the FAA. See 14 CFR, part 91.175 (a) and the AIM for further details on civil airport operations. See 14 CFR, part 91.175 (g) and the Special Notices section of the Chart Supplement for information on civil operations at military airports.

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

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

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

MISCELLANEOUS

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

For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".

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

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

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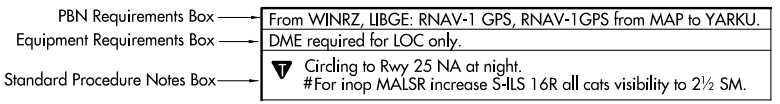
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

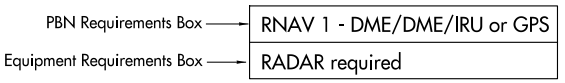
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box



RNAV STAR and DP PBN/Equipment Requirements Notes Box



PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot contolled lighting, e.g., (A1), (V)

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

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

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

ABBREVIATIONS

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

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IFR	Instrument Flight Rules	MSL	Mean Sea Level
ILS	Instrument Landing System	MSPEC	Management Specification
IM	Inner Marker	MUNI	Municipal
INC	Incorporated	N/A	Not Applicable
Inop	Inoperative	NA	Not Authorized
INT	Intersection	NAAS	Naval Auxiliary Air Station
INTCNTL	Intercontinental	NAF	Naval Air Facility
INTL	International	NALF	Naval Auxiliary Landing Field
JNGB	Joint National Guard Base	NAS	Naval Air Station
JRB	Joint Reserve Base	NDB	Nondirectional Radio Beacon
K	Knots	NM	Nautical Mile
KIAS	Knots Indicated Airspeed	NOLF	Naval Outlying Field
LAAS	Local Area Augmentation System	NoPT	No Procedure Turn
LDA	Localizer Type Directional Aid	NOTAM	Notice to Airmen
Ldg	Landing	NS	Naval Station
LIRL	Low Intensity Runway Lights	NTL	National
LNAV	Lateral Navigation	ODALS	Omnidirectional Approach Lighting System
LOA	Letter of Agreement/Authorization	ODP	Obstacle Departure Procedures
LOC	Localizer	OM	Outer Marker
LOM	Locator Outer Marker	OPSPEC	Operations Specification
LP	Localizer Performance	PAR	Precision Approach Radar
LPV	Localizer Performance with Vertical Guidance	PDC	Pre-Departure Clearance
LR	Lead Radial	PRM	Precision Runway Monitor
LRRS	Long Range RADAR Station	Pvt	Private
MAA	Maximum Authorized Altitude	R	Radial
MALS	Medium Intensity Approach Lighting System	RA	Radio Altimeter setting height
MALSF	Medium Approach Lighting System with Sequenced Flashers	RAIL	Runway Alignment Indicator Lights
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RCLS	Runway Centerline Light System
MAP	Missed Approach Point	REIL	Runway End Identifier Lights
MCAF	Marine Corps Air Facility	RF	Radius to Fix
MCALF	Marine Corps Auxiliary Landing Field	RGNL	Regional
MCAS	Marine Corps Air Station	RLLS	Runway Lead-in Light System
MCB	Marine Corps Base	RNAV	Area Navigation
MCOLF	Marine Corps Outlying Field	RNP	Required Navigation Performance
MDA	Minimum Descent Altitude	RPI	Runway Point of Interception
MEA	Minimum Enroute Altitude	RVR	Runway Visual Range
MEML	Memorial	RWY	Runway
METRO	Metropolitan	S	Straight-in
MIRL	Medium Intensity Runway Lights	SALS	Simplified Short Approach Lighting System
MM	Middle Marker	SALSF	Short Approach Lighting System with Sequenced Flashing Lights
MOCA	Minimum Obstruction Clearance Altitude	SDF	Simplified Directional Facility
MRA	Minimum Reception Altitude	SFB	Space Force Base

ABBREVIATIONS

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ABBREVIATIONS

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SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL/RCLS	Touchdown Zone Lights and Runway Centerline Lighting Systems
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USSF	United States Space Force
VASI	Visual Approach Slope Indicator
VCOA	Visual Climb Over Airport
VDA	Vertical Descent Angle
VDP	Visual Descent Point
VFR	Visual Flight Rules
VGF	Visual Guidance Fix
VGSI	Visual Glide Slope Indicator
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Directional Range
VORTAC	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS	Wide Area Augmentation System
WP/WPT	Waypoint

ABBREVIATIONS

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PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

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

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

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
HOLD 8000
090° 270°

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

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

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point

Waypoint

MAP WP (Flyby)

MAP WP (Flyover)

GLGHR INT Intersection

MYLES I-LVF 14.9 (Distance From Facility)

DME

Flyover Point

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

R-198 Radial line and value

LR-198 Lead Radial

LB-198 Lead Bearing

ALTITUDES

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

INDICATED AIRSPEED

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR VORTAC TACAN

VOR/DME DME

NDB NDB/DME

LOM (Compass locator at Outer Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

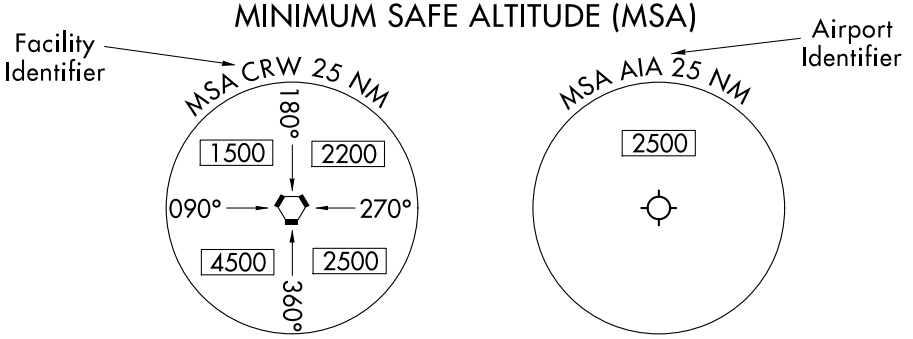
TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

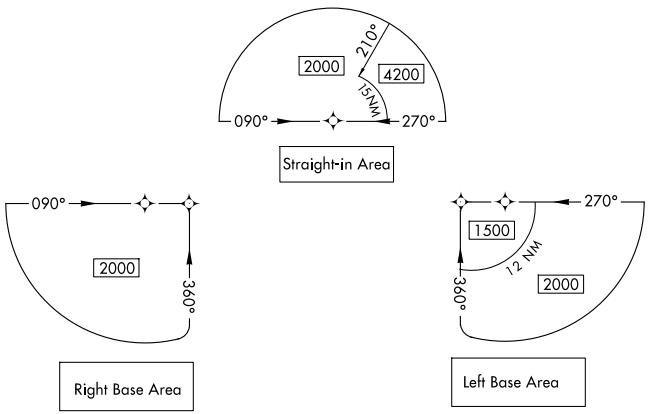
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

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

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

- Spot Elevation
- Highest Spot Elevation
- Obstacle
- Group of Obstacles
- Highest Obstacle
- ± Doubtful accuracy

PROFILE VIEW

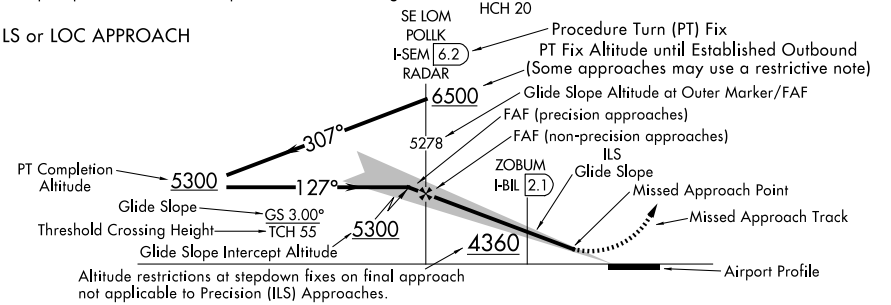
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

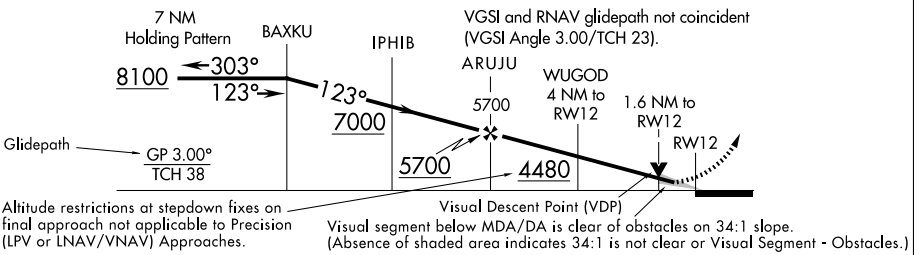
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

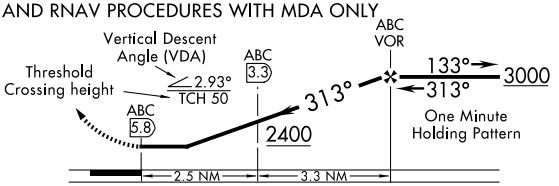
ILS or LOC APPROACH



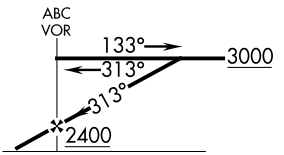
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



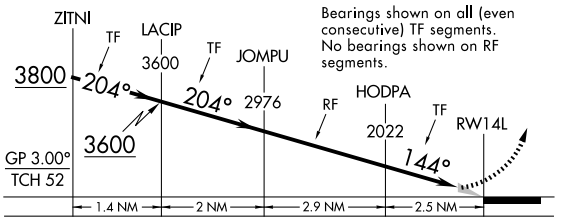
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



ALTITUDES

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

PROFILE SYMBOLS

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

▼ Visual Descent Point (VDP)

- - - ▶ Visual Flight Path

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

SW-3, 09 JUL 2026 to 03 SEP 2026

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

23334

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME
VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME
VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE
Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)
△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

ROUTES

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

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

23334

LEGEND

SW-3, 09 JUL 2026 to 03 SEP 2026

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

26190

RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Frequency Sectorization Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

AIRPORTS

Heliport

Civil · Military · Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

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

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

26190

LEGEND

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

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

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM [ ] (EMAS)

REFERENCE FEATURES

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

	Unlit	Lit
Wind Cone.....		
Landing Tee.....		
Tetrahedron.....		

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

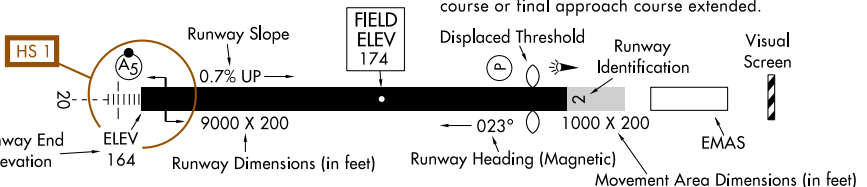
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



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.

LEGEND

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

25331

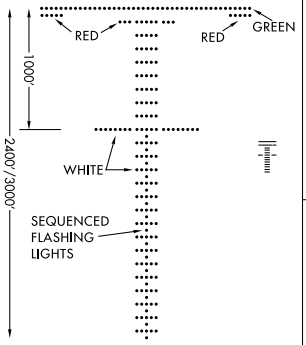
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

ALSF-1

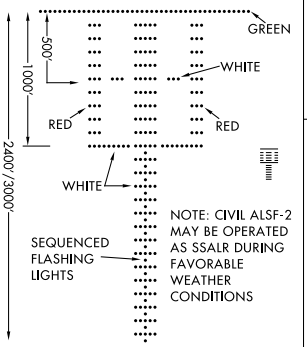


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

(A)

ALSF-2

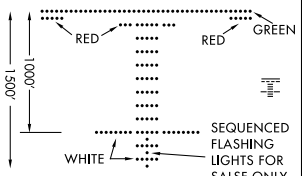


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

SALS/SALSF

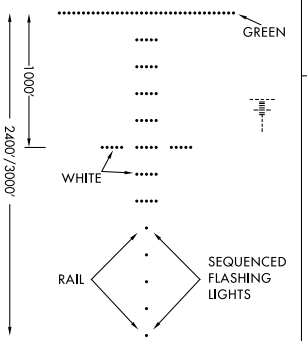


(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A3)

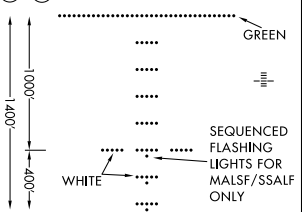
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)

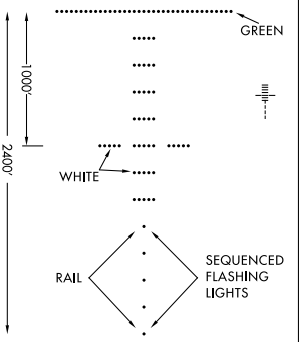


LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights

(A5)

MALSR

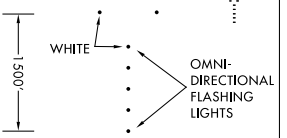


LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

(A)

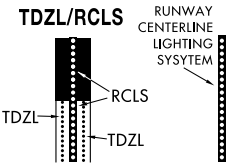
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE LIGHTS AND RUNWAY CENTERLINE LIGHTING SYSTEMS

TDZL/RCLS



AVAILABILITY of TDZL/RCLS will be shown by NOTE in SKETCH, e.g. "TDZL/RCLS Rwy 15".

LEGEND

25331

SW-3, 09 JUL 2026 to 03 SEP 2026

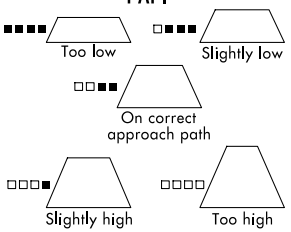
LEGEND

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

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

(P) PRECISION APPROACH PATH INDICATOR

PAPI



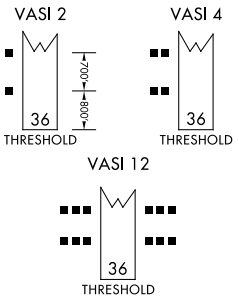
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

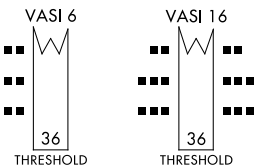
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

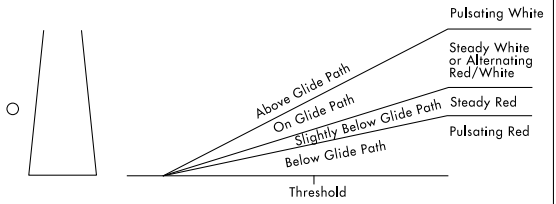
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

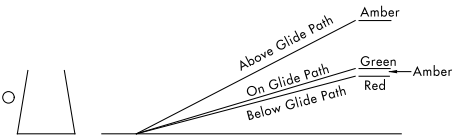
PVASI



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

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

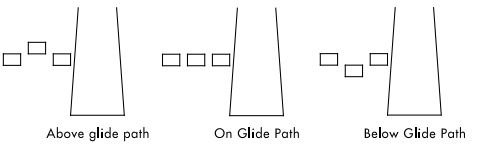
TRCV



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

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

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SUPPLEMENTAL TABLES

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

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

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

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SUPPLEMENTAL TABLES

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SUPPLEMENTAL TABLES

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

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

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

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CATALINA(AVX)
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Civil Airports and Selected Military Airports

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

The FAA redefined the initial climb area (ICA) criteria used to evaluate and identify the obstacles that penetrate the 40:1 OCS. The takeoff obstacle notes are published in a different manner and an additional minimums option is added for the departure. To ensure the pilot knows which evaluation was accomplished, the charting will be different by bolding certain headers and runway information to indicate the new ICA criteria has been used as indicated in (1) and (2) below. Until the FAA can amend all departures, the legacy obstacle notes will still be published.

(1) For textual departures, the headers Takeoff Minimums, Departure Procedure, and Takeoff Obstacle Notes will be bolded and underlined. The specific runway entries under each header will continue to be bolded.

(2) For graphic departure procedures, the headers Takeoff Minimums and Takeoff Obstacle Notes will be bolded and continue to be underlined. The specific runway entries for these headers will be bolded. In the Departure Route Description section of the graphic departure, the heading will be bolded and underlined, and the runway information will be bolded.

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

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

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APPLE VALLEY, CA

APPLE VALLEY (APV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 18, 26, NA - Environmental.

DEPARTURE PROCEDURE:

Rwy 36, use EXCON DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 36, vegetation 219' from DER, 283' left of centerline, 3069' MSL.
Vegetation 681' from DER, 415' right of centerline, 3084' MSL.
Rising terrain, fence beginning 718' from DER, 403' left of centerline, up to 3108' MSL.
Rising terrain, vegetation beginning 742' from DER, 222' left of centerline, up to 3109' MSL.

AVALON, CA

CATALINA (AVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR77 (22363) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

BAKERSFIELD, CA

BAKERSFIELD MUNI (L45)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06FEB14 (14037) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 16, light pole 168' from DER, 498' left of centerline, 26' AGL/400' MSL.
Tree 395' from DER, 491' left of centerline, 40' AGL/400' MSL.
Powerlines beginning 546' from DER, 608' right of centerline, 120' AGL/474' MSL.
Pole 644' from DER, 474' left of centerline, 30' AGL/403' MSL.
Trees beginning 1603' from DER, 196' right of centerline, up to 40' AGL/453' MSL.
Obstruction light on transmission tower 2464' from DER, 780' left of centerline, 106' AGL/477' MSL.
Catenary 2486' from DER, 484' left of centerline, 106' AGL/477' MSL.
Catenary 2529' from DER, 725' right of centerline, 111' AGL/483' MSL.
Obstruction light on transmission tower 2539' from DER, 214' right of centerline, 107' AGL/478' MSL.
Catenary 2540' from DER, 482' right of centerline, 111' AGL/482' MSL.
Rwy 34, trees beginning 604' from DER, 341' right of centerline, 40' AGL/419' MSL.
Tower 5100' from DER, 1646' right of centerline, 266' AGL/656' MSL.
Vehicles on road 764' from DER, 499' left of centerline, up to 15' AGL/399' MSL.
Hanger 372' from DER, 545' left of centerline, 20' AGL/404' MSL.

MEADOWS FLD (BFL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26MAY16 (21112) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 12L, trees beginning 2221' from DER, 684' left of centerline, up to 72' AGL/546' MSL.
Ground 146' from DER, 525' left of centerline, 479' MSL.
Rwy 12R, tree 2612' from DER, 1158' left of centerline, 69' AGL/533' MSL.
Trees beginning 456' from DER, 575' right of centerline, up to 46' AGL/510' MSL.
Fence 14' from DER, 215' right of centerline, 4' AGL/466' MSL.
Rwy 30R, pole 1248' from DER, 113' left of centerline, 31' AGL/543' MSL.
Transmission tower 3632' from DER, 1097' left of centerline, 94' AGL/602' MSL.
Poles beginning 2297' from DER, 925' right of centerline, up to 36' AGL/577' MSL.
Pump 529' from DER, 538' right of centerline, 5' AGL/523' MSL.
Building 373' from DER, 257' right of centerline, 10' AGL/524' MSL.
Towers beginning 4350' from DER, 499' right of centerline, up to 110' AGL/650' MSL.
NAVAID 388' from DER, 266' right of centerline, 21' AGL/535' MSL.
Tree 3252' from DER, 1072' right of centerline, 101' AGL/610' MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

BIG BEAR CITY, CA

BIG BEAR CITY (L35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20APR00 (00111) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Use OKACO RNAV DEPARTURE.
Rwy 26, NA.

BLYTHE, CA

BLYTHE (BLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

BORREGO SPRINGS, CA

BORREGO VALLEY (L08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10APR08 (08101) (FAA)

DEPARTURE PROCEDURE:

Use ZUNGU DEPARTURE (RNAV).

BRAWLEY, CA

BRAWLEY MUNI (BWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30MAR17 (17089) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, NA-Obstacles and noise abatement.

DEPARTURE PROCEDURES:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees, beginning 81' from DER, 314' left of centerline, up to -106' MSL.
Trees, beginning 274' from DER, 441' right of centerline, up to -124' MSL.
Vehicles on road, beginning 380' from DER, 348' right of centerline, up to -116' MSL.
Trees, beginning 457' from DER, 362' left of centerline, up to -96' MSL.
Tree 458' from DER, 406' left of centerline, -94' MSL.

BURBANK, CA

BOB HOPE (BUR)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 26MAY16 (16147) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 28JUL11 (11209) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwys 8, 15, climbing right turn direct VNY VOR/DME.
Rwy 26, climb direct VNY VOR/DME.
Rwy 33, Climbing left turn direct VNY VOR/DME.
All aircraft continue climb in VNY holding pattern (SE, left turns, 295° inbound) to cross VNY VOR/DME at or above 5100, then westbound on V326 to GINNA or eastbound on V186 to DARTS.

TAKEOFF OBSTACLE NOTES:

Rwy 8, multiple trees, poles, and buildings beginning 124' from DER, 42' right of centerline, up to 65' AGL/745' MSL.
Multiple trees, buildings and poles beginning 278' from DER, 73' left of centerline, up to 56' AGL/746' MSL.
Rwy 15, multiple trees, buildings, poles, and blast fence beginning 50' from DER, 2' right of centerline, up to 65' AGL/762' MSL.
Multiple trees, buildings, poles, blast fence beginning 185' from DER, 53' left of centerline, up to 108' AGL/777' MSL.
Rwy 26, multiple trees, poles, transmission towers, buildings, and roads, and terrain beginning 26' from DER, 4' right of centerline, up to 145' AGL/731' MSL.
Multiple trees, poles, transmission towers, railroad, and buildings beginning 302' from DER, 437' left of centerline, up to 117' AGL/846' MSL.
Rwy 33, multiple trees, poles, terrain, buildings, road beginning 33' from DER, 30' right of centerline, up to 100' AGL/1333' MSL.
Multiple trees, poles, buildings, antenna, railroad, and blast fence beginning 97' from DER, 11' left of centerline, up to 50' AGL/878' MSL.

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CALIFORNIA CITY, CA

CALIFORNIA CITY MUNI (L71)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17MAR05 (05076) (FAA)

DEPARTURE PROCEDURE:

Use CALIFORNIA CITY (RNAV) DEPARTURE.

CALIPATRIA, CA

CLIFF HATFIELD MEML (CLR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12OCT17 (21112) (FAA)

DEPARTURE PROCEDURE:

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

Rwy 26, climb runway heading to 400, then climbing left turn to 3000 via IPL R-336 to IPL VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 525' from DER, 140' right of centerline, 15' AGL/-166' MSL.
Poles beginning 616' from DER, 204' right of centerline, 15' AGL/-165' MSL.
Building, pole beginning 748' from DER, 307' right of centerline, 25' AGL/-155' MSL.
Transmission line 838' from DER, 150' right of centerline, 31' AGL/-150' MSL.

Rwy 26, pole 190' from DER, 329' right of centerline, -152 MSL.
Road 223' from DER, on centerline -170' MSL.
Tree 328' from DER, 484' left of centerline, -155' MSL.
Tree 541' from DER, 634' right of centerline, -125' MSL.
Pole 1103' from DER, 582' right of centerline, -140' MSL.
Antenna 1444' from DER, 565' left of centerline, -131' MSL.

CAMARILLO, CA

CAMARILLO (CMA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10NOV16 (16315) (FAA)

DEPARTURE PROCEDURE:

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

Rwy 26, climb to 2500 on CMA VOR/DME R-265 thence...
... Climbing left turn direct CMA VOR/DME before proceeding on course.

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

OCEANSIDE, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (USN)

DEPARTURE PROCEDURE:

Rwys 3, 21, diverse departures NA.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees 1918' to 2182' from DER, 651' to 1054' right of centerline, up to 210' MSL.
Palm trees 1981' to 2312' from DER, 468' to 939' right of centerline, up to 73' AGL/161' MSL.
Light poles in Vado Del Rio Road area 3251' to 3524' from DER, 843' to 1226' left of centerline, up to 195' MSL.
Terrain 1.7 NM from DER, 2945' right of centerline, 456' MSL.

Rwy 21, trees 841' to 1267' from DER, 253' to 710' left of centerline, up to 110' MSL.
Tree 1204' from DER, 90' right of centerline, 91' MSL.
Palm tree 2868' from DER, 94' left of centerline, 148' MSL.
Terrain 1.5 NM from DER, 2583' right of centerline, 659' MSL.
Pylon 2.4 NM from DER, 2349' left of centerline, 94' AGL/498' MSL.

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CARLSBAD, CA

MCCLELLAN-PALOMAR (CRQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 21JUL16 (22139) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

Rwy 24, climb heading 245° to 2400 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence beginning 6' from DER, 453' left of centerline, up to 1' AGL/328' MSL.
Obstruction light on blast fence beginning 96' from DER, 398' right of centerline, up to 18' AGL/332' MSL.
Tree 325' from DER, 508' left of centerline, 347' MSL.
Trees beginning 519' from DER, 504' left of centerline, up to 379' MSL.
Tree 3682' from DER, 945' left of centerline, 424' MSL.
Trees, equipment on building, obstruction light on flagpole beginning 3682' from DER, 333' left of centerline, up to 428' MSL.
Trees beginning 4032' from DER, 489' left of centerline, up to 439' MSL.
Trees, light poles beginning 4040' from DER, 318' right of centerline, up to 445' MSL.
Light poles beginning 4705' from DER, 485' right of centerline, up to 30' AGL/457' MSL.
Trees 4866' from DER, 988' left of centerline, 457' MSL.
Trees beginning 4944' from DER, 431' right of centerline, up to 465' MSL.
Light poles beginning 4985' from DER, 536' right of centerline, up to 42' AGL/468' MSL.
Tree, light poles beginning 5123' from DER, 576' right of centerline, up to 476' MSL.
Trees 5493' from DER, 753' right of centerline, 489' MSL.
Trees, light poles beginning 5663' from DER, 569' right of centerline, up to 502' MSL.
Trees 6015' from DER, 896' right of centerline, 507' MSL.
Tree 1.1 NM from DER, 1131' right of centerline, 506' MSL.
Rwy 24, terrain beginning 25' from DER, 287' right of centerline, up to 339' MSL.
Bush 36' from DER, 276' right of centerline, 340' MSL.
Tree 106' from DER, 520' left of centerline, 342' MSL.

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RIDGECREST, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

15JUL21 (21196) (USN)

DEPARTURE PROCEDURE:

Diverse departures NA, use published departure.

TAKEOFF OBSTACLE NOTES:

Rwy 14, pylon 2252' from DER, 1094' right of centerline, 49' AGL/2309' MSL.
Pylon 2519' from DER, 945' right of centerline, 49' AGL/2311' MSL.
Pylon 2681' from DER, 1182' left of centerline, 49' AGL/2289' MSL.
Pylon 2772' from DER, 807' right of centerline, 49' AGL/2312' MSL.
Pylon 2909' from DER, 1176' left of centerline, 49' AGL/2286' MSL.
Pylon 2952' from DER, 580' right of centerline, 49' AGL/2305' MSL.
Pylon 3128' from DER, 351' right of centerline, 49' AGL/2305' MSL.
Pylon 3131' from DER, 580' left of centerline, 49' AGL/2305' MSL.
Pylon 3131' from DER, 1177' left of centerline, 49' AGL/2298' MSL.
Pylon 3132' from DER, 264' left of centerline, 49' AGL/2295' MSL.
Pylon 3133' from DER, 52' right of centerline, 49' AGL/2289' MSL.
Pylon 3133' from DER, 1022' left of centerline, 49' AGL/2288' MSL.
Pylon 3134' from DER, 876' left of centerline, 49' AGL/2287' MSL.

CHINO, CA

CHINO (CNO)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 15OCT15 (15288) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 30NOV00 (00335) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. with a min. climb of 270' per NM to 4800.
Rwys 8L/R, std. with a min. climb of 270' per NM to 4800.
Rwy 21, Cat A/B std. with a min climb of 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.

CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

CHINO, CA (CON'T)

CHINO (CNO) (CON'T)

DEPARTURE PROCEDURE:

Rwys 3, 8L/R, climbing right turn direct PDZ VORTAC.

Rwys 21, 26L/R, climbing left turn direct PDZ VORTAC.

All aircraft climb in PDZ VORTAC holding pattern (Hold E, right turns, 258° inbound) to the appropriate MEA.

TAKEOFF OBSTACLE NOTES:

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

CORONA, CA

CORONA MUNI (AJO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, NA-Environmental.

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

DEPARTURE PROCEDURE:

Rwy 25, climbing right turn.

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

DAGGETT, CA

BARSTOW-DAGGETT (DAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Use DAGGETT DEPARTURE.

DELANO, CA

DELANO MUNI (DLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 15, light poles beginning 0' from DER, 27' left of centerline, up to 314' MSL.
Light poles beginning 1' from DER, 27' right of centerline, up to 314' MSL.
Tank 1373' from DER, 541' right of centerline, 37' AGL/352' MSL.
Water tower 1382' from DER, 541' right of centerline, 353' MSL.
Rwy 33, light poles 10' from DER, 27' right of centerline, 317' MSL.
Light poles 11' from DER, 27' left of centerline, 317' MSL.
Trees beginning 75' from DER, 158' left of centerline, up to 342' MSL.
Trees, traverse way, tank, poles, buildings beginning 163' from DER, 12' left of centerline, up to 360' MSL.
Building 568' from DER, 415' right of centerline, 338' MSL.
Tree 648' from DER, 334' right of centerline, 392' MSL.
Trees, pole beginning 674' from DER, 63' right of centerline, up to 411' MSL.
Tree 2235' from DER, 157' left of centerline, 385' MSL.
Tree 2332' from DER, 882' right of centerline, 432' MSL.

EDWARDS AFB (KEDW)

EDWARDS, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

06OCT22 (22279) (USAF)

DEPARTURE PROCEDURE:

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

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

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EL CENTRO NAF (VRACIU FLD) (KNJK)

EL CENTRO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13JUL23 (23194) (USN)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, road 182' from DER, 99' left of centerline, 10' AGL/-37' MSL.
Road 183' from DER, 3' right of centerline, 10' AGL/-37' MSL.
Road 183' from DER, 100' right of centerline, 10' AGL/-37' MSL.
Rwy 12, terrain 0' from DER, 500' left of centerline, -39' MSL.
Terrain 0' from DER, 500' right of centerline, -36' MSL.
Fence 200' from DER, 306' left of centerline, 8' AGL/-34' MSL.
Road 279' from DER, 101' left of centerline, 10' AGL/-35' MSL.
Fence 290' from DER, 214' left of centerline, 8' AGL/-34' MSL.
Rwy 26, terrain 0' from DER, 500' left of centerline, -45' MSL.

EL MONTE, CA

SAN GABRIEL VALLEY (EMT)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 22JUN17 (17173) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, sign 18' from DER, 124' right of centerline, 300' MSL.
Building 98' from DER, 269' left of centerline, 334' MSL.
Building 273' from DER, 299' right of centerline, 310' MSL.
Lighting 525' from DER, 257' left of centerline, 338' MSL.
Trees beginning 609' from DER, 277' left of centerline, up to 364' MSL.
Traverse way 662' from DER, on centerline, 322' MSL.
Tree 791' from DER, 205' right of centerline, 335' MSL.
Lighting 942' from DER, 221' right of centerline, 343' MSL.
Lighting 943' from DER, 446' right of centerline, 344' MSL.
Pole 1698' from DER, on centerline, 365' MSL.
Tree 2828' from DER, 23' right of centerline, 404' MSL.
Rwy 19, sign 16' from DER, 130' left of centerline, 285' MSL.
Trees beginning 74' from DER, 179' left of centerline, up to 317' MSL.
Tree, lighting, pole beginning 363' from DER, 86' left of centerline, up to 322' MSL.
Tower 1019' from DER, 692' left of centerline, 40' AGL/333' MSL.
Tree 1051' from DER, 370' right of centerline, 323' MSL.
Tree 1133' from DER, 206' left of centerline, 334' MSL.
Tree 1466' from DER, 382' left of centerline, 348' MSL.
Pole 1661' from DER, 548' left of centerline, 357' MSL.
Pole 1774' from DER, 87' right of centerline, 350' MSL.
Pole 2033' from DER, 370' right of centerline, 358' MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK (L18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

DEPARTURE PROCEDURE:

Use FALLBROOK DEPARTURE.

FULLERTON, CA

FULLERTON MUNI (FUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 03MAY12 (12124) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, windsock 58' from DER, 189' right of centerline, 12' AGL/109' MSL.
Obstruction light on pole 109' from DER, 116' left of centerline, 23' AGL/118' MSL.
Multiple poles beginning 115' from DER, left and right of centerline, up to 40' AGL/198' MSL.
Trains 221' from DER, left and right of centerline, up to 23' AGL/144' MSL.
Light standard 486' from DER, 133' right of centerline, 20' AGL/123' MSL.
Hopper on building 977' from DER, 468' left of centerline, 36' AGL/132' MSL.
Obstruction light on building 1002' from DER, 31' right of centerline, 25' AGL/128' MSL.
Light pole 1247' from DER, 143' left of centerline, 35' AGL/131' MSL.
Tree 1462' from DER, 35' left of centerline, 75' AGL/168' MSL.
Obstacle light on silo 1620' from DER, 317' right of centerline, 50' AGL/146' MSL.
Building 3206' from DER, 820' right of centerline, 112' AGL/217' MSL.
Obstruction light on building 3390' from DER, 913' right of centerline, 112' AGL/217' MSL.
Tower 6093' from DER, 1936' left of centerline, 94' AGL/267' MSL.
Rwy 24, vehicles on roadway 82' from DER, left and right of centerline, up to 15' AGL/114' MSL.
Light standard 85' from DER, 260' right of centerline, 25' AGL/110' MSL.
Light standard 217' from DER, 320' left of centerline, 104' AGL/122' MSL.
Antenna on building 272' from DER, 227' left of centerline, 31' AGL/116' MSL.
Trees beginning 352' from DER, 227' right of centerline, up to 60' AGL/155' MSL.
Pole 395' from DER, 279' left of centerline, 35' AGL/123' MSL.
Obstruction light on NAVAID 399' from DER, on centerline, 5' AGL/103' MSL.
Poles beginning 1335' from DER, right and left of centerline, up to 25' AGL/129' MSL.
Tree 1377' from DER, 159' left of centerline, 50' AGL/147' MSL.

HAWTHORNE, CA

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 07DEC17 (17341) (FAA)

Rwy 7, heading as assigned by ATC; requires minimum climb of 370' per NM to 400.
Rwy 25, heading as assigned by ATC; requires minimum climb of 290' per NM to 300.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20JUN19 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1¾ or std. w/min. climb of 365' per NM to 400.
Rwy 25, 300-1 or std. w/min. climb of 290' per NM to 300.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, wall, vehicles on road, fence, lighting, pole, signs, buildings beginning 23' from DER, 3' left of centerline, up to 52' AGL/114' MSL.
Pole 29' from DER, 395' right of centerline, 30' AGL/89' MSL.
Signs, poles, wall, fence, lighting, vehicles on road, tree, building beginning 78' from DER, on and right of centerline, up to 38' AGL/94' MSL.
Trees, poles, vehicles on road, buildings, signs beginning 476' from DER, 39' left of centerline, up to 136' MSL.
Buildings, pole beginning 759' from DER, 96' right of centerline, up to 42' AGL/102' MSL.
Pole 1465' from DER, 203' right of centerline, 38' AGL/103' MSL.
Poles beginning 1489' from DER, 20' right of centerline, up to 41' AGL/111' MSL.
Trees beginning 2120' from DER, 110' left of centerline, up to 63' AGL/137' MSL.
Trees, poles beginning 2163' from DER, 84' left of centerline, up to 66' AGL/147' MSL.
Buildings beginning 2168' from DER, 264' right of centerline, up to 36' AGL/116' MSL.
Trees, poles beginning 2704' from DER, 112' left of centerline, up to 72' AGL/161' MSL.
Poles, trees beginning 2799' from DER, 54' right of centerline, up to 61' AGL/148' MSL.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

HAWTHORNE, CA (CON'T)

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

Rwy 7 (CON'T), trees, poles beginning 2876' from DER, 27' left of centerline, up to 78' AGL/168' MSL.
Poles, trees beginning 2915' from DER, 277' right of centerline, up to 59' AGL/149' MSL.
Trees, poles beginning 2971' from DER, 94' right of centerline, up to 157' MSL.
Poles 3192' from DER, 172' right of centerline, 62' AGL/160' MSL.
Trees beginning 3207' from DER, 81' right of centerline, up to 67' AGL/167' MSL.
Trees, poles beginning 3304' from DER, 8' left of centerline, up to 170' MSL.
Trees, poles beginning 3497' from DER, 109' right of centerline, up to 71' AGL/178' MSL.
Trees, poles, antenna, building beginning 3712' from DER, 102' left of centerline, up to 65' AGL/179' MSL.
Trees, poles beginning 3719' from DER, 2' right of centerline, up to 74' AGL/188' MSL.
Tree 3850' from DER, 1301' left of centerline, 41' AGL/180' MSL.
Trees, poles beginning 3859' from DER, 23' left of centerline, up to 51' AGL/185' MSL.
Trees, poles beginning 4061' from DER, 28' left of centerline, up to 203' MSL.
Tree 4074' from DER, 291' right of centerline, 69' AGL/190' MSL.
Tree 4079' from DER, 411' right of centerline, 82' AGL/202' MSL.
Trees, poles beginning 4101' from DER, 17' right of centerline, up to 90' AGL/211' MSL.
Trees, poles beginning 4323' from DER, 32' left of centerline, up to 52' AGL/212' MSL.
Trees, poles, building beginning 4484' from DER, 3' left of centerline, up to 66' AGL/235' MSL.
Pole, tree beginning 4932' from DER, 31' left of centerline, up to 46' AGL/236' MSL.
Building, pole beginning 4949' from DER, 46' right of centerline, up to 66' AGL/214' MSL.
Tree, pole, building beginning 4989' from DER, 1' right of centerline, up to 220' MSL.
Tree, pole, building beginning 5058' from DER, 44' left of centerline, up to 241' MSL.
Antenna, trees, buildings, sign, fence, tower beginning 5140' from DER, 93' left of centerline, up to 55' AGL/243' MSL.
Trees, poles beginning 5202' from DER, on and right of centerline, up to 78' AGL/227' MSL.
Trees, sign beginning 5356' from DER, 55' left of centerline, up to 54' AGL/249' MSL.
Trees, poles beginning 5383' from DER, 62' right of centerline, up to 102' AGL/257' MSL.
Towers, transmission lines, poles, sign, buildings, trees, elevator beginning 5428' from DER, 35' left of centerline, up to 139' AGL/307' MSL.
Tower, tree beginning 1.2 NM from DER, 1711' left of centerline, up to 115' AGL/322' MSL.
Building, monument, trees, towers, antenna, transmission line, pole beginning 1.2 NM from DER, 205' left of centerline, up to 104' AGL/328' MSL.
Tree 1.3 NM from DER, 16' right of centerline, 76' AGL/278' MSL.
Tower 1.4 NM from DER, 824' right of centerline, 116' AGL/289' MSL.
Tower 1.4 NM from DER, 317' right of centerline, 119' AGL/302' MSL.
Rwy 25, sign 24' from DER, 100' left of centerline, 3' AGL/67' MSL.
Pole, building beginning 51' from DER, 302' right of centerline, up to 38' AGL/105' MSL.
NAVAID 72' from DER, 1' left of centerline, 8' AGL/73' MSL.
Building, poles, fence beginning 112' from DER, 183' left of centerline, up to 30' AGL/95' MSL.
Trees, lighting, fence, vehicles on road, poles, sign, building, antenna beginning 128' from DER, on and right of centerline, up to 48' AGL/114' MSL.
Pole, fence, tree, sign beginning 158' from DER, 5' left of centerline, up to 38' AGL/102' MSL.
Pole, vehicles on road, tree, signs beginning 206' from DER, 38' left of centerline, up to 39' AGL/103' MSL.
Tree, vehicles on road, signs, buildings, poles beginning 258' from DER, 5' left of centerline, up to 40' AGL/105' MSL.
Pole, antenna, building, trees beginning 423' from DER, 39' left of centerline, up to 41' AGL/107' MSL.
Tree, antennas, buildings, vehicles on road, poles beginning 449' from DER, 5' left of centerline, up to 122' MSL.
Poles, trees, antenna beginning 670' from DER, 7' right of centerline, up to 54' AGL/120' MSL.
Trees, poles beginning 1031' from DER, 27' left of centerline, up to 62' AGL/128' MSL.
Trees, poles beginning 1054' from DER, 12' right of centerline, up to 136' MSL.
Trees beginning 2208' from DER, 32' right of centerline, up to 78' AGL/144' MSL.
Trees beginning 2218' from DER, 41' left of centerline, up to 65' AGL/131' MSL.
Tree, building beginning 2222' from DER, 3' right of centerline, up to 79' AGL/145' MSL.
Trees beginning 2229' from DER, 152' left of centerline, up to 66' AGL/132' MSL.
Tree 2239' from DER, 344' left of centerline, 67' AGL/135' MSL.
Trees beginning 2249' from DER, 11' left of centerline, up to 80' AGL/147' MSL.
Buildings, fence, tree beginning 2423' from DER, 148' left of centerline, up to 83' AGL/154' MSL.
Pole, tree beginning 2740' from DER, 360' right of centerline, up to 77' AGL/149' MSL.
Trees beginning 3179' from DER, 207' right of centerline, up to 74' AGL/150' MSL.
Tree 3222' from DER, 228' right of centerline, 76' AGL/153' MSL.
Tank 4537' from DER, 1313' left of centerline, 137' AGL/227' MSL.
Water tower 4539' from DER, 1321' left of centerline, 132' AGL/229' MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

HEMET, CA

HEMET-RYAN (HMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10NOV16 (23334) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

Rwy 5, climbing left turn direct HDF VOR thence...

Rwy 23, climb heading 230° to 3000 then right turn direct HDF VOR thence…

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on roadway, 199' from DER, crossing centerline, up to 15' AGL/1534' MSL.

Rwy 23, trees beginning 1.1 NM from DER, 2166' right of centerline, up to 100' AGL/1859' MSL.

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

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

IMPERIAL, CA

IMPERIAL COUNTY (IPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwys 8, 32, turn right.

Rwy 14, climb runway heading.

Rwy 26, turn left.

All aircraft climb direct IPL VORTAC.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

IMPERIAL BEACH, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19FEB26 (26050) (USN)

DEPARTURE PROCEDURE:

Rwys 8, 9, 26, departures NA.

Rwy 27, diverse departure NA. Departures authorized for military rotorcraft only. Climb on hdg 274° to 2000 for vectors to assigned route w/min climb of 600'/NM to 2000 for noise abatement.

TAKEOFF OBSTACLE NOTES:

Rwy 27, low, close-in obstacles: obstacles 35' and below. Crossing DER 35' above DER elev clears low, close-in obstacles.

INYOKERN, CA

INYOKERN (IYK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04SEP03 (03247) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 20, use LAKE HUGHES RNAV DEPARTURE.

LA VERNE, CA

BRACKETT FLD (POC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03JAN19 (21112) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 8L, sign 24' from DER, 98' left of centerline, 1015' MSL.
Vehicles on road beginning 46' from DER, 479' left of centerline, up to 1030' MSL.
Vehicles on road 161' from DER, 477' left of centerline, 1031' MSL.
Vehicles on road, sign beginning 187' from DER, 462' left of centerline, up to 1032' MSL.
Vehicles on road beginning 327' from DER, 449' left of centerline, up to 1037' MSL.
Building, vehicles on road beginning 394' from DER, 418' left of centerline, up to 1061' MSL.
Building, tree beginning 561' from DER, 397' left of centerline, up to 1062' MSL.
Vehicles on road 602' from DER, 6' right of centerline, 1029' MSL.
Building, vehicles on road, pole beginning 683' from DER, 187' left of centerline, up to 1069' MSL.
Pole 1210' from DER, 518' right of centerline, 1047' MSL.
Transmission line 1299' from DER, 673' right of centerline, 55' AGL/1057' MSL.
Pole beginning 1401' from DER, 164' right of centerline, up to 1064' MSL.
Pole 1566' from DER, 294' right of centerline, 1065' MSL.
Pole beginning 1719' from DER, 24' right of centerline, up to 54' AGL/1067' MSL.
Pole beginning 1803' from DER, 148' left of centerline, up to 72' AGL/1094' MSL.
Tree, pole beginning 1806' from DER, 24' right of centerline, up to 1090' MSL.
Rwy 8R, sign 43' from DER, 239' right of centerline, 1016' MSL.
Vehicles on road 118' from DER, 463' right of centerline, 1017' MSL.
Vehicles on road 346' from DER, 7' right of centerline, 1021' MSL.
Vehicles on road 527' from DER, 294' left of centerline, 1029' MSL.
Vehicles on road 715' from DER, 641' left of centerline, 1034' MSL.
Pole 900' from DER, 515' left of centerline, 32' AGL/1049' MSL.
Pole beginning 1048' from DER, 217' right of centerline, up to 56' AGL/1052' MSL.
Transmission line 1223' from DER, 372' right of centerline, 55' AGL/1057' MSL.
Pole beginning 1326' from DER, 131' left of centerline, up to 1064' MSL.
Pole beginning 1347' from DER, 74' right of centerline, up to 1062' MSL.
Pole 1490' from DER, 5' left of centerline, 1065' MSL.
Pole beginning 1517' from DER, 275' left of centerline, up to 51' AGL/1067' MSL.
Pole, tree beginning 1727' from DER, 24' left of centerline, up to 72' AGL/1094' MSL.
Trees beginning 1730' from DER, 669' right of centerline, up to 1090' MSL.
Pole, transmission line beginning 3447' from DER, 982' left of centerline, up to 1100' MSL.
Tree 3586' from DER, 14' left of centerline, 1101' MSL.
Tree 4027' from DER, 403' left of centerline, 1114' MSL.
Rwy 26L, sign 46' from DER, 199' left of centerline, 967' MSL.
Tree 159' from DER, 477' left of centerline, 989' MSL.
Tree 191' from DER, 482' left of centerline, 1003' MSL.
Vegetation 359' from DER, 498' left of centerline, 1010' MSL.
Vegetation, terrain, tree, building beginning 359' from DER, 225' left of centerline, up to 1028' MSL.
Trees beginning 561' from DER, 231' left of centerline, up to 1037' MSL.
Tree 814' from DER, 96' right of centerline, 990' MSL.
Trees beginning 824' from DER, 217' right of centerline, up to 1017' MSL.
Tree 851' from DER, 271' right of centerline, 1018' MSL.
Trees beginning 889' from DER, 66' right of centerline, up to 1021' MSL.
Trees beginning 998' from DER, 85' left of centerline, up to 1041' MSL.
Trees beginning 1027' from DER, 114' right of centerline, up to 1022' MSL.
Tree 1100' from DER, 330' right of centerline, 1023' MSL.
Trees beginning 1158' from DER, 0' right of centerline, up to 1026' MSL.
Trees beginning 1428' from DER, 20' left of centerline, up to 1042' MSL.
Trees beginning 1495' from DER, 51' right of centerline, up to 1028' MSL.
Tree, building beginning 1767' from DER, 697' right of centerline, up to 1033' MSL.
Building, terrain beginning 2358' from DER, 897' right of centerline, up to 1131' MSL.

CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

LA VERNE, CA (CON'T)

BRACKETT FLD (POC) (CON'T)

Rwy 26L (CON'T), antenna, tree, vehicles on road, building, terrain, vegetation beginning 2404' from DER, 482' right of centerline, up to 1156' MSL.
Tree 2760' from DER, 1102' right of centerline, 1197' MSL.
Tree, vehicles on road, terrain, building beginning 2768' from DER, 483' right of centerline, up to 1212' MSL.
Tree, vehicles on road, terrain, building beginning 3147' from DER, 228' right of centerline, up to 1224' MSL.
Tank, vehicles on road, pole, tree, building, vegetation beginning 3429' from DER, 323' right of centerline, up to 50' AGL/1233' MSL.
Tree 3470' from DER, 10' left of centerline, 1065' MSL.
Rwy 26R, building beginning 7' from DER, 356' right of centerline, up to 1003' MSL.
Building 72' from DER, 488' right of centerline, 1004' MSL.
Building, sign beginning 72' from DER, 210' right of centerline, up to 1005' MSL.
Trees beginning 1405' from DER, 523' right of centerline, up to 1034' MSL.
Vegetation, terrain beginning 1463' from DER, 807' left of centerline, up to 1028' MSL.
Trees beginning 1526' from DER, 541' right of centerline, up to 1067' MSL.
Trees beginning 1664' from DER, 699' left of centerline, up to 1037' MSL.
Tree, vehicles on road beginning 1887' from DER, 942' right of centerline, up to 1068' MSL.
Trees beginning 2102' from DER, 716' left of centerline, up to 1041' MSL.
Trees beginning 2233' from DER, 723' right of centerline, up to 1100' MSL.
Trees beginning 2485' from DER, 987' right of centerline, up to 1109' MSL.
Tree, vehicles on road beginning 2974' from DER, 791' right of centerline, up to 1125' MSL.
Tree, vehicles on road beginning 3005' from DER, 796' right of centerline, up to 1133' MSL.
Tree, vehicles on road beginning 3256' from DER, 919' right of centerline, up to 1251' MSL.
Tree, vehicles on road, building, antenna, terrain, tank, pole, vegetation beginning 3300' from DER, 22' right of centerline, up to 1258' MSL.

LANCASTER, CA

GENERAL WM J FOX AIRFIELD (WJF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:
Use PALMDALE DEPARTURE.

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

LOMPOC, CA

LOMPOC (LPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 14JUL22 (22195) (FAA)

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

DEPARTURE PROCEDURE:
Rwy 7, climbing right turn.
Rwy 25, turn right heading 130°.
All aircraft climb to 6000 on GVO R-278 to GVO VORTAC. Aircraft departing GVO R-120 CW R-020 climb on course, all others climb in GVO holding pattern (northwest, right turn, 127° inbound) to depart GVO VORTAC at or above MEA for route of flight.

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

TAKEOFF OBSTACLE NOTES:
Rwy 7, building, vehicles on road, trees, transmission lines beginning 274' from DER, 111' right of centerline, up to 169' MSL.
Aircraft, vehicles on road beginning 395' from DER, 114' left of centerline, up to 139' MSL.
Transmission lines beginning 1997' from DER, 769' left of centerline, up to 67' AGL/149' MSL.

LONG BEACH, CA

LONG BEACH (DAUGHERTY FLD) (LGB)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 19JUL18 (18200) (FAA)

Rwys 8L/R, 12, 30 heading as assigned by ATC.
Rwy 26L, heading as assigned by ATC; requires minimum climb of 330' per NM to 700.
Rwy 26R, heading as assigned by ATC; requires minimum climb of 230' per NM to 1600.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6B 10SEP20 (21168) (FAA)

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

CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

LONG BEACH, CA (CON'T)

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

DEPARTURE PROCEDURE:

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

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 8L, vehicles on road 1' from DER, 272' left of centerline, 52' MSL.
Pole 10' from DER, 489' left of centerline, 27' AGL/66' MSL.
Building, tree, vehicles on road, and poles beginning 63' from DER, 15' left of centerline, up to 41' AGL/77' MSL.
Vehicles on road 121' from DER, 278' right of centerline, 52' MSL.
Buildings and vehicles on road beginning 193' from DER, 2' right of centerline, up to 53' MSL.
Buildings, vehicles on road, poles, and trees beginning 440' from DER, 13' left of centerline, up to 43' AGL/79' MSL.
Building and tree beginning 514' from DER, 13' right of centerline, up to 67' MSL.
Building, poles, and trees beginning 590' from DER, 47' right of centerline, up to 73' MSL.
Tree 716' from DER, 20' right of centerline, 34' AGL/76' MSL.
Trees beginning 769' from DER, 36' right of centerline, up to 80' AGL/116' MSL.
Building and trees beginning 1088' from DER, 22' left of centerline, up to 52' AGL/89' MSL.
Trees beginning 1789' from DER, 280' right of centerline, up to 83' AGL/118' MSL.
Trees beginning 2102' from DER, 180' left of centerline, up to 60' AGL/98' MSL.
Tree 2399' from DER, 612' left of centerline, 112' MSL.
Trees beginning 2427' from DER, 101' left of centerline, up to 123' MSL.
Trees beginning 2739' from DER, 711' right of centerline, up to 121' MSL.
Rwy 8R, wind indicator 715' from DER, 227' left of centerline, 21' AGL/54' MSL.
Tower 746' from DER, 566' right of centerline, 26' AGL/58' MSL.
Building 1038' from DER, 575' left of centerline, 39' AGL/73' MSL.
Buildings beginning 1126' from DER, 570' left of centerline, up to 76' MSL.
Buildings beginning 1528' from DER, 902' left of centerline, up to 58' AGL/90' MSL.
Tree 2755' from DER, 1058' right of centerline, 93' AGL/110' MSL.
Buildings beginning 2978' from DER, 803' right of centerline, up to 85' AGL/118' MSL.
Buildings beginning 3038' from DER, 903' right of centerline, up to 90' AGL/120' MSL.
Buildings beginning 3500' from DER, 1095' right of centerline, up to 133' AGL/162' MSL.
Buildings beginning 3651' from DER, 1203' right of centerline, up to 145' AGL/163' MSL.
Rwy 12, vehicles on road beginning 5' from DER, 432' right of centerline, up to 39' MSL.
Pole and trees beginning 474' from DER, 619' left of centerline, up to 53' MSL.
Tree 678' from DER, 659' right of centerline, 60' MSL.
Trees beginning 981' from DER, 127' right of centerline, up to 89' AGL/92' MSL.
General utility, poles, and trees beginning 990' from DER, 334' left of centerline, up to 71' MSL.
Trees beginning 1341' from DER, 361' left of centerline, up to 50' AGL/72' MSL.
Tree 2055' from DER, 890' left of centerline, 82' MSL.
Trees beginning 2332' from DER, 470' left of centerline, up to 81' AGL/101' MSL.
Tree 2553' from DER, 762' left of centerline, 83' AGL/103' MSL.
Tree 2918' from DER, 1249' right of centerline, 99' MSL.
Tree 3004' from DER, 1205' left of centerline, 109' MSL.
Spire 3095' from DER, 1181' right of centerline, 98' AGL/118' MSL.
Tree 3394' from DER, 1063' left of centerline, 95 ' AGL/121' MSL.
Rwy 26L, buildings beginning 110' from DER, 505' left of centerline, up to 81' MSL.
Pole 227' from DER, 554' left of centerline, 87' MSL.
Buildings beginning 261' from DER, 520' right of centerline, up to 73' MSL.
Trees and poles beginning 482' from DER, 369' left of centerline, up to 93' MSL.
Building 722' from DER, 672' right of centerline, 122' MSL.
Building and sign beginning 1040' from DER, 235' left of centerline, up to 118' MSL.
Building 1112 ' from DER, 745' left of centerline, 123' MSL.
Buildings, poles, stack, tower, and trees beginning 1149' from DER, 96' right of centerline, up to 105' AGL/163' MSL.
Trees, buildings, sign, poles, transmission line, and tower beginning 1161' from DER, 123' left of centerline, up to 88' AGL/153' MSL.
Tree 3909' from DER, 1450' left of centerline, 161' MSL.
Pole 4520' from DER, 1646' left of centerline, 175' MSL.
Rwy 26R, vehicles on road and pole beginning 9' from DER, 276' left of centerline, up to 72' MSL.
Vehicles on road beginning 95' from DER, 165' right of centerline, up to 78' MSL.
Vehicles on road 109' from DER, 467' left of centerline, 73' MSL.
Vehicles on road 192' from DER, 374' left of centerline, 76' MSL.
Vehicles on road beginning 237' from DER, 289' left of centerline, up to 77' MSL.
Trees, buildings, vehicles on road, and poles beginning 241' from DER, 5' right of centerline, up to 97' MSL.
Poles and vehicles on road beginning 320' from DER, 195' left of centerline, up to 34' AGL/95' MSL.
Poles and vehicles on road beginning 475' from DER, 15' left of centerline, up to 96 ' MSL.
Tree, poles, vehicles on road, and buildings beginning 612' from DER, 52' left of centerline, up to 97' MSL.
Trees, buildings, and poles beginning 622' from DER, on centerline, up to 59' AGL/122' MSL.
Signs, poles, and trees beginning 1151' from DER, 7' left of centerline, up to 77' AGL/139' MSL.
Trees and poles beginning 1262' from DER, on centerline, up to 65' AGL/124' MSL.
Trees and poles beginning 1306' from DER, 76' right of centerline, up to 84' AGL/144' MSL.
Trees beginning 1886' from DER, 33' right of centerline, up to 147' MSL.
Trees beginning 2604' from DER, 303' right of centerline, up to 78' AGL/150' MSL.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

LONG BEACH, CA (CON'T)

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

Rwy 26R (CON'T), trees beginning 2918' from DER, 7' right of centerline, up to 82 ' AGL/156' MSL.
Trees beginning 3536' from DER, 69' left of centerline, up to 73' AGL/154' MSL.
Building 3955' from DER, 1343' right of centerline, 173' MSL.
Building 1.0 NM from DER, 963' right of centerline, 154' AGL/243' MSL.
Buildings beginning 1.1 NM from DER, 935' right of centerline, up to 156' AGL/248' MSL.
Building 1.2 NM from DER, 651' right of centerline, 157' AGL/259' MSL.
Rwy 30, vehicles on road 15' from DER, 480' right of centerline, 74' MSL.
Vehicles on road 190' from DER, 456' right of centerline, 75' MSL.
Pole and vehicles on road beginning 193' from DER, on centerline, up to 34' AGL/93' MSL.
Building 350' from DER, 554' left of centerline, 18' AGL/82' MSL.
Building and vehicles on road beginning 440' from DER, 25' left of centerline, up to 21' AGL/86' MSL.
Pole, building, and vehicles on road beginning 678' from DER, 17' left of centerline, up to 22' AGL/89' MSL.
Tree and poles beginning 878' from DER, 122' left of centerline, up to 92' MSL.
Pole 953' from DER, 564' right of centerline, 94' MSL.
Poles beginning 983' from DER, 516' left of centerline, up to 25' AGL/93' MSL.
Pole and tree beginning 1009' from DER, 69' left of centerline, up to 33' AGL/101' MSL.
Terrain, tree, poles, and vehicles on road beginning 1024' from DER, 8' left of centerline, up to 33' AGL/102' MSL.
Poles and trees beginning 1057' from DER, 23' right of centerline, up to 102' MSL.
Terrain, building, poles, and trees beginning 1207' from DER, 63' left of centerline, up to 66' AGL/133' MSL.
Poles and buildings beginning 1302' from DER, 52' right of centerline, up to 35' AGL/103' MSL.
Poles beginning 1472' from DER, 294' right of centerline, up to 36' AGL/105' MSL.
Trees beginning 1614' from DER, 103' right of centerline, up to 44' AGL/112' MSL.
Tree 1701' from DER, 363' right of centerline, 121' MSL.
Trees beginning 1874' from DER, 196' right of centerline, up to 57' AGL/125' MSL.
Trees and poles beginning 2183' from DER, 169' left of centerline, up to 134' MSL.
Building 2520' from DER, 776' right of centerline, 128' MSL.
Building 2617' from DER, 802' right of centerline, 66' AGL/139' MSL.
Trees beginning 2738' from DER, 417' left of centerline, up to 142' MSL.
Poles beginning 2992' from DER, 311' right of centerline, up to 72' AGL/145' MSL.
Tree 3379' from DER, 839' right of centerline, 150' MSL.
Tree 3528' from DER, 1000' left of centerline, 160' MSL.
Tree 3643' from DER, 1074' left of centerline, 166' MSL.
Trees beginning 3769' from DER, 873' left of centerline, up to 174' MSL.
Tree 3779' from DER, 1222' right of centerline, 158' MSL.

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

LOS ALAMITOS, CA

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 20JUN19 (19171) (FAA)
Rwys 4L, 4R, 22L, 22R, heading as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 11JUL24 (25079) (USA)
DEPARTURE PROCEDURE:
Rwys 4L/R, turn right to intercept SLI VORTAC R-180 outbound and climb to 2000, then as assigned by ATC.
Rwys 22L/R, climb on heading between 120° CW to 300° from DER, as assigned by ATC.
TAKEOFF OBSTACLE NOTES:
Rwy 4R, bldg 2994' from DER, 1098' left of centerline, 57' AGL/112' MSL.
Trees 945' to 1619' from DER, 557' to 616' left of centerline, up to 99' MSL.
Trees 541' to 1783' from DER, 378' to 670' right centerline, up to 95' MSL.
Rwy 22L, trees 677' to 1728' from DER, 156' to 625' left of centerline, up to 76' MSL.

LOS ANGELES, CA

LOS ANGELES INTL (LAX)

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 6 14SEP17 (25191) (FAA)
Rwys 6L/R, 7L/R, 24L/R, **25L/R,** headings as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 14 17AUG17 (17229) (FAA)
DEPARTURE PROCEDURE:
Rwys 6L/R, 7L/R, climb to 2000 heading 071°, then climbing right turn, thence...
Rwys 24L/R, climb to 2000 heading 251°, then climbing left turn, thence...
Rwys 25L/R, turbojet climb to 2000 heading 251°, then climbing left turn, thence…
non-turbojet climb to 2000 heading 251°, at the SMO R-154 turn left heading 200°, thence…
...climb direct SLI VORTAC, then climb on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6L, runway light 7' from DER, 4' left of centerline, 1' AGL/120' MSL.
Vehicles on road beginning 12' from DER, 170' left of centerline, up to 131' MSL.
Buildings beginning 1761' from DER, 920' left of centerline, up to 92' AGL/203' MSL.
CON'T

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LOS ANGELES, CA (CON'T)

LOS ANGELES INTL (LAX) (CON'T)

Rwy 6R, NAVAID 79' from DER, 321' left of centerline, 20' AGL/123' MSL.
NAVAID 83' from DER, 1' right of centerline, 19' AGL/126' MSL.
Pole and light pole beginning 323' from DER, on centerline, up to 16' AGL/138' MSL.
Light poles beginning 528' from DER, 58' left of centerline, up to 30' AGL/137' MSL.
Pole 779' from DER, 1' right of centerline, 34' AGL/140' MSL.
Light pole 779' from DER, on centerline, 35' AGL/142' MSL.
Pole 793' from DER, 459' right of centerline, 39' AGL/145' MSL.
Approach light and light pole beginning 797' from DER, 305' left of centerline, up to 39' AGL/148' MSL.
Approach lights beginning 1006' from DER, 697' left of centerline, up to 42' AGL/149' MSL.
Tree 1057' from DER, 400' left of centerline, 41' AGL/150' MSL.
Trees beginning 1160' from DER, 320' left of centerline, up to 49' AGL/157' MSL.
Tree 1374' from DER, 309' left of centerline, 47' AGL/159' MSL.
Tree 1385' from DER, 317' left of centerline, 50' AGL/163' MSL.
Tree 1699' from DER, 101' right of centerline, 57' AGL/164' MSL.
Rwy 7L, fences beginning 168' from DER, 31' left of centerline, up to 14' AGL/107' MSL.
Fence and vehicles on road beginning 168' from DER, on centerline, up to 14' AGL/107' MSL.
Vehicles on road 182' from DER, 480' left of centerline, 109' MSL.
Vehicles on road, fence, tower, railroad, and pole beginning 197' from DER, 24' left of centerline, up to 24' AGL/118' MSL.
Railroad and vehicles on road beginning 309' from DER, 14' right of centerline, up to 117' MSL.
Runway light, NAVAID, vehicles on road, and pole beginning 444' from DER, on centerline, up to 29' AGL/121' MSL.
Sign 494' from DER, 478' left of centerline, 32' AGL/124' MSL.
Sign and light pole beginning 508' from DER, 263' left of centerline, up to 32' AGL/126' MSL.
Runway light, pole, and building beginning 700' from DER, 53' left of centerline, up to 58' AGL/152' MSL.
Rwy 7R, runway light 10' from DER, 5' right of centerline, 2' AGL/99' MSL.
Runway light 10' from DER, 5' left of centerline, 2' AGL/99' MSL.
Building 792' from DER, 701' right of centerline, 37' AGL/130' MSL.
Tree 1250' from DER, 746' right of centerline, 129' AGL/155' MSL.
Rwy 24L, vehicles on road 1927' from DER, 1010' right of centerline, 163' MSL.
Light pole 2163' from DER, 915' right of centerline, 32' AGL/169' MSL.
Rwy 24R, windsock 137' from DER, 400' left of centerline, 21' AGL/128' MSL.
Tower 211' from DER, 401' left of centerline, 66' AGL/151' MSL.
Tower 212' from DER, 402' left of centerline, 47' AGL/154' MSL.
Rwy 25L, vehicles on road 35' from DER, 422' left of centerline, 130' MSL.
Pole 2365' from DER, 766' left of centerline, 57' AGL/184' MSL.
Tree and transmission tower beginning 2488' from DER, 757' left of centerline, up to 66' AGL/200' MSL.
Rwy 25R, building 74' from DER, 364' left of centerline, 27' AGL/135' MSL.
Tree 2959' from DER, 569' left of centerline, 7' AGL/189' MSL.
Pole and antenna beginning 3073' from DER, 212' left of centerline, up to 30' AGL/203' MSL.

WHITEMAN (WHP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:
Use WHITEMAN DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 12, pole beginning 34' from DER, 276' right of centerline, up to 20' AGL/979' MSL.
Building 180' from DER, 9' left of centerline, 22' AGL/978' MSL.
Tower, pole beginning 489' from DER, 278' right of centerline, up to 60' AGL/1012' MSL.
Stack 1 NM from DER, 1131' left of centerline, 250' AGL/1183' MSL.
Rwy 30, pole 29' from DER, 277' left of centerline, 20' AGL/1024' MSL.
Pole 152' from DER, 282' left of centerline, 20' AGL/1025' MSL.
Pole 262' from DER, 282' left of centerline, 20' AGL/1027' MSL.
Pole 372' from DER, 283' left of centerline, 20' AGL/1028' MSL.
Pole beginning 482' from DER, 282' left of centerline, up to 20' AGL/1029' MSL.
Pole 703' from DER, 283' left of centerline, 20' AGL/1030' MSL.
Pole 812' from DER, 283' left of centerline, 20' AGL/1031' MSL.
Pole beginning 922' from DER, 283' left of centerline, up to 20' AGL/1032' MSL.
Pole 1141' from DER, 283' left of centerline, 20' AGL/1033' MSL.
Tower 1700' from DER, 511' right of centerline, 49' AGL/1075' MSL.
Tower 3532' from DER, 1118' right of centerline, 54' AGL/1098' MSL.

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MARCH ARB (KRIV)

RIVERSIDE, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 19MAY22 (22139) (USAF)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA.

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

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 2248' from DER, 1000' right of centerline, 150' AGL/1630' MSL.
Tree 1920' from DER, 1000' right of centerline, 150' AGL/1630' MSL.
Tree 1789' from DER, 1000' right of centerline, 150' AGL/1630' MSL.
Tree 2278' from DER, 1002' left of centerline, 150' AGL/1622' MSL.
Aircraft 28' inward of DER, 542' left of centerline, 65' AGL/1550' MSL.
Aircraft 31' inward of DER, 298' left of centerline, 30' AGL/1516' MSL.
Rwy 32, aircraft 30' from DER, 526' right of centerline, 65' AGL/1600' MSL.
Aircraft 5' from DER, 282' right of centerline, 30' AGL/1565' MSL.

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SAN DIEGO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

13SEP18 (18256)

TAKEOFF MINIMUMS:

Rwys 6L/R, 340° through 150° CW-Civil, std w/min climb of 300'/NM to 7600; Military, std w/min climb of 280'/NM to 7600.
Rwys 24L/R, 100° through 340° CW-Civil, std w/min climb of 290'/NM to 7600; Military, std w/min climb of 270'/NM to 7600.

TAKEOFF OBSTACLE NOTES:

Rwy 6L, building 2321' from DER, 1084' left of cntrln, 0' AGL/539' MSL.
Twr 2322' from DER, 1083' left of cntrln, 53' AGL/538' MSL.
Twr 2366' from DER, 1083' left of cntrln, 53' AGL/538' MSL.
Rwy 24L, terrain 0' from DER, 500' left of cntrln, 458' MSL.
Terrain 384' from DER, 549' right of cntrln, 459' MSL.
Terrain 50' from DER, 507' right of cntrln, 459' MSL.
Landfill 3091' from DER, 1243' left of cntrln, 40' AGL/525' MSL.
Landfill 3312' from DER, 1197' left of cntrln, 40' AGL/525' MSL.
Landfill 3388' from DER, 1023' left of cntrln, 40' AGL/525' MSL.
Landfill 3792' from DER, 1225' left of cntrln, 40' AGL/525' MSL.
Pylon 3978' from DER, 1295' left of cntrln, 50' AGL/498' MSL.
Pylon 4087' from DER, 1363' left of cntrln, 50' AGL/505' MSL.

MOJAVE, CA

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23FEB23 (23054) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 8, NA-Restricted Airspace.
Rwy 12, use GLAZY DEPARTURE.
Rwy 22, std. w/min. climb of 271' per NM to 3500 or 2800-3 for climb in visual conditions.
Rwy 26, std. w/min. climb of 440' per NM to 3900 or 2800-3 for climb in visual conditions.
Rwy 30, std. w/min. climb of 540' per NM to 4900 or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12, use GLAZY DEPARTURE.
Rwy 22, climb on heading 218° to 8000 and LHS R-023 to LHS VORTAC.
Rwy 26, climbing left turn heading 218° to 8000 and LHS R-023 to LHS VORTAC.
Rwy 30, climbing left turn heading 218° to 8000 and LHS R-023 to LHS VORTAC.

VCOA:

Rwy 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.
Rwy 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.
Rwy 30, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross WAVOR (LHS 023/29 DME) southwest bound at or above 5500, then climb to 8000 on LHS R-023 to LHS VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 22, terrain 9' from DER, 492' right of centerline, 2786' MSL.
Tower, antenna beginning 2517' from DER, 82' left of centerline, up to 93' AGL/2870' MSL.
Rwy 26, sign 31' from DER, 339' right of centerline, 5' AGL/2788' MSL.
Pole 494' from DER, 420' left of centerline, 33' AGL/2808' MSL.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

MOJAVE, CA (CON'T)

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV) (CON'T)

Rwy 26 (CON'T), tower 1796' from DER, 616' left of centerline, 52' AGL/2838' MSL.
Transmission lines beginning 1.8 NM from DER, 299' right of centerline, up to 178' AGL/3171' MSL.
Transmission lines beginning 1.9 NM from DER, 282' left of centerline, up to 178' AGL/3123' MSL.
Tower, windmills beginning 2.3 NM from DER, 1129' right of centerline, up to 413' AGL/3458' MSL.
Windmills beginning 2.3 NM from DER, 2308' left of centerline, up to 413' AGL/3371' MSL.
Windmills beginning 2.4 NM from DER, 30' right of centerline, up to 413' AGL/3538' MSL.
Windmills beginning 2.4 NM from DER, 3367' left of centerline, up to 412' AGL/3372' MSL.
Windmills beginning 2.5 NM from DER, 364' left of centerline, up to 414' AGL/3451' MSL.
Rwy 30, vegetation 304' from DER, 456' right of centerline, 2817' MSL.
Vehicles on road beginning 1241' from DER, 322' right of centerline, up to 2836' MSL.
Vehicles on road 1300' from DER, 464' left of centerline, 2834' MSL.
Vehicles on road 1413' from DER, 489' right of centerline, 2845' MSL.
Vehicles on road beginning 1441' from DER, 9' left of centerline, up to 2845' MSL.
Pole 3082' from DER, 305' right of centerline, 34' AGL/2889' MSL.
Poles beginning 3095' from DER, 552' right of centerline, up to 34' AGL/2892' MSL.
Terrain 1 NM from DER, 2233' right of centerline, 2966' MSL.
Terrain beginning 1.1 NM from DER, 2144' right of centerline, up to 2976' MSL.
Terrain 1.2 NM from DER, 2418' right of centerline, 2985' MSL.
Tower 1.3 NM from DER, 1658' left of centerline, 40' AGL/3013' MSL.
Transmission lines beginning 2 NM from DER, 1764' left of centerline, up to 188' AGL/3315' MSL.
Transmission lines beginning 2.1 NM from DER, 135' left of centerline, up to 196' AGL/3317' MSL.
Transmission line, towers beginning 2.1 NM from DER, 356' right of centerline, up to 188' AGL/3293' MSL.
Transmission line 2.4 NM from DER, 2850' left of centerline, 105' AGL/3324' MSL.
Windmill 2.5 NM from DER, 4200' left of centerline, 420' AGL/3670' MSL.

MURRIETA/TEMECULA, CA

FRENCH VALLEY (F70)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11SEP97 (97254) (FAA)

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

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

NEEDLES, CA

NEEDLES (EED)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09JAN14 (14009) (FAA)

TAKEOFF MINIMUMS:
Rwy 11, std. w/min. climb of 235' per NM to 2800, or 2600-3 for climb in visual conditions.
Rwy 20, std. w/min. climb of 420' per NM to 3700, or 2600-3 for climb in visual conditions.
Rwy 29, std. w/min. climb of 390' per NM to 2200, or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 2, climb heading 015° to 1700, then climbing right turn direct EED VORTAC, thence . . .
Rwys 11, 20, climbing left turn direct EED VORTAC, thence . . .
Rwy 29, climbing right turn direct EED VORTAC, thence . . .
. . . Climb in EED holding pattern (hold NW, right turns, 139° inbound) to cross EED VORTAC at or above MEA for route of flight before proceeding on course. Or for climb in visual conditions cross Needles airport at or above 3400 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 11, terrain 20' from DER, 301' right of centerline, 920' MSL.
Rwy 20, building 73' from DER, 451' left of centerline, 21' AGL/976' MSL.
Windsock 181' from DER, 409' left of centerline, 23' AGL/972' MSL.
Terrain beginning 295' from DER, 341' right of centerline up to 1079' MSL.
Rwy 29, terrain 92' from DER, 328' left of centerline 1000' MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

SAN DIEGO, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26DEC24 (24361) (USN)

DEPARTURE PROCEDURE:

Rwy 11, diverse departures authorized 131° CW 184°. Std w/min climb of 223' per NM to 500. Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the city of Coronado.
Rwy 18, diverse departures authorized 131° CW 184°.
Rwy 29, diverse departures NA. Use published departure procedure.
Rwy 36, departure NA.

TAKEOFF OBSTACLE NOTES:

Rwy 11, numerous trees left and right of rwy centerline from 9' prior to DER to 2018', 33' MSL to 95' MSL.
Golf ball fencing 2228' from DER, 1214' left of centerline, 74' AGL/88' MSL.
Tree 6' inward of DER, 429' right of centerline, 48' AGL/74' MSL.
Tree 12' from DER, 525' right of centerline, 46' AGL/73' MSL.
Multiple trees 161' from DER, 433' right of centerline, 43' AGL/71' MSL.
Tree 80' from DER, 371' right of centerline, 29' AGL/56' MSL.
Tree 93' from DER, 460' right of centerline, 28' AGL/55' MSL.
Palm 92' from DER, 468' right of centerline, 27' AGL/54' MSL.
Rwy 18, top of light pole 1031' from DER, 626' right of centerline, 40' MSL.
Top of light pole 1209' from DER, 614' right of centerline, 41' MSL.
Top of light pole 491' from DER, 626' right of centerline, 39' MSL.
Top of light pole 669' from DER, 625' right of centerline, 38' MSL.
Top of light pole 850' from DER, 626' right of centerline, 40' MSL.
Rwy 29, shipping channel accommodating vessels, starting 2577' from DER, on centerline, up to 200' AGL (206' MSL with tidal range).
Twin twrs 1.4 NM from DER, 2645' left of centerline, 145' AGL/534' MSL.
Twr 1.5 NM from DER, 1969' left of centerline, 479' MSL.
Twr 1.5 NM from DER, 2054' left of centerline, 100' AGL/455' MSL.
Twr 1139' from DER, 2.1 NM left of centerline, 120' AGL/544' MSL.

OCEANSIDE, CA

BOB MAXWELL MEML AIRFIELD (OKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Use OCEANSIDE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, vegetation beginning 71' from DER, 130' right of centerline, up to 50' AGL/83' MSL.
Trees beginning 177' from DER, 79' left of centerline, up to 50' AGL/83' MSL.
Trees, building beginning 322' from DER, 174' right of centerline, up to 50' AGL/87' MSL.
Tree 731' from DER, 378' left of centerline, 50' AGL/87' MSL.
Trees beginning 784' from DER, 34' left of centerline, up to 50' AGL/90' MSL.
Trees, pole beginning 1181' from DER, 9' right of centerline, up to 50' AGL/90' MSL.
Trees beginning 1432' from DER, 53' right of centerline, up to 50' AGL/96' MSL.
Trees beginning 1682' from DER, 98' right of centerline, up to 50' AGL/103' MSL.
Tree 1841' from DER, 797' left of centerline, 50' AGL/93' MSL.
Trees beginning 1933' from DER, 142' right of centerline, up to 50' AGL/106' MSL.
Trees beginning 1986' from DER, 155' left of centerline, up to 50' AGL/110' MSL.
Trees, transmission line beginning 2237' from DER, 111' left of centerline, up to 50' AGL/113' MSL.
Transmission line, pole beginning 2592' from DER, 3' left of centerline, up to 79' AGL/119' MSL.
Transmission line beginning 2781' from DER, 87' right of centerline, up to 70' AGL/106' MSL.
Transmission line, trees beginning 2825' from DER, 21' left of centerline, up to 85' AGL/123' MSL.
Transmission line 3442' from DER, 1068' right of centerline, 79' AGL/115' MSL.
Tree 3532' from DER, 1349' right of centerline, 50' AGL/142' MSL.
Trees beginning 3783' from DER, 1095' right of centerline, up to 50' AGL/198' MSL.
Trees beginning 4034' from DER, 243' right of centerline, up to 50' AGL/241' MSL.
Tree 4153' from DER, 696' left of centerline, 50' AGL/136' MSL.
Trees beginning 4285' from DER, 288' right of centerline, up to 50' AGL/280' MSL.
Trees beginning 4403' from DER, 651' left of centerline, up to 50' AGL/146' MSL.
Trees, pole, building beginning 4536' from DER, 33' right of centerline, up to 50' AGL/297' MSL.
Tree 4549' from DER, 10' left of centerline, 50' AGL/162' MSL.
Trees beginning 4602' from DER, 309' left of centerline, up to 50' AGL/172' MSL.
Trees beginning 4853' from DER, 264' left of centerline, up to 50' AGL/195' MSL.
Trees beginning 4892' from DER, 78' right of centerline, up to 50' AGL/306' MSL.
Trees beginning 5104' from DER, 220' left of centerline, up to 50' AGL/264' MSL.
Trees beginning 5289' from DER, 122' right of centerline, up to 50' AGL/320' MSL.
Trees, tower beginning 5355' from DER, 175' left of centerline, up to 50' AGL/267' MSL.
Trees beginning 5605' from DER, 87' left of centerline, up to 50' AGL/290' MSL.
Trees beginning 5791' from DER, 211' right of centerline, up to 50' AGL/339' MSL.
Trees, building beginning 1 NM from DER, 1' right of centerline, up to 50' AGL/375' MSL.
Trees, vegetation beginning 1.1 NM from DER, 30' left of centerline, up to 50' AGL/316' MSL.
Trees beginning 1.5 NM from DER, 1518' right of centerline, up to 50' AGL/274' MSL.
Trees beginning 1.6 NM from DER, 18' left of centerline, up to 50' AGL/342' MSL.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CA (CON'T)

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

Rwy 7 (CON'T), transmission line 2.4 NM from DER, 3256' right of centerline, up to 66' AGL/425' MSL.
Rwy 25, trees beginning 29' from DER, 105' left of centerline, up to 50' AGL/83' MSL.
Tree 126' from DER, 129' right of centerline, 58' MSL.
Trees, vehicle on road beginning 174' from DER, 90' right of centerline, up to 50' AGL/83' MSL.
Trees, vehicle on road beginning 425' from DER, 2' right of centerline, up to 50' AGL/90' MSL.
Trees beginning 980' from DER, 28' right of centerline, up to 50' AGL/93' MSL.
Trees beginning 1032' from DER, 60' left of centerline, up to 50' AGL/87' MSL.
Trees beginning 1283' from DER, 16' left of centerline, up to 50' AGL/90' MSL.
Trees, transmission line, pole beginning 1680' from DER, 15' right of centerline, up to 50' AGL/169' MSL.
Trees beginning 1931' from DER, 117' right of centerline, up to 50' AGL/234' MSL.
Monument 2092' from DER, 719' right of centerline, 42' AGL/259' MSL.
Trees beginning 2129' from DER, 161' right of centerline, up to 50' AGL/287' MSL.
Trees, pole beginning 2248' from DER, 92' left of centerline, up to 50' AGL/228' MSL.
Trees, pole, transmission line beginning 2380' from DER, 129' right of centerline, up to 50' AGL/290' MSL.
Tree, poles beginning 4431' from DER, 1114' left of centerline, up to 223' MSL.
Transmission lines, poles beginning 5498' from DER, 363' right of centerline, up to 97' AGL/263' MSL.
Transmission line 1.2 NM from DER, 458' right of centerline, 66' AGL/215' MSL.

ONTARIO, CA

ONTARIO INTL (ONT)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 26MAY16 (16147) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9A 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:
Rwys 8L/R std. w/min. climb of 285' per NM to 3000.
DEPARTURE PROCEDURE:
Rwys 8L/R, climb on heading 078° to 2600 then climbing right turn direct PDZ VORTAC thence…
Rwys 26L/R, climb on heading 258° to 2600 then climbing left turn direct PDZ VORTAC thence…
…climb in PDZ holding pattern (hold northeast, right turn, 210° inbound) to cross PDZ VORTAC at or above MEA for route of flight before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8L, vehicle on road 3' from DER, 196' left of centerline, 934' MSL.
Vehicle on road, sign beginning 4' from DER, 398' left of centerline, up to 937' MSL.
Sign, terrain beginning 65' from DER, 195' left of centerline, up to 2' AGL/939' MSL.
Building 1606' from DER, 846' left of centerline, 975' MSL.
Tree 2035' from DER, 248' left of centerline, 41' AGL/983' MSL.
Tree 2037' from DER, 303' left of centerline, 46' AGL/988' MSL.
Tree 2039' from DER, 514' left of centerline, 54' AGL/999' MSL.
Tree, pole beginning 2039' from DER, 483' left of centerline, up to 59' AGL/1005' MSL.
Rwy 8R, vehicle on road 11' from DER, 502' left of centerline, 928' MSL.
Trees beginning 2035' from DER, 948' left of centerline, up to 46' AGL/988' MSL.
Tree 2089' from DER, 334' right of centerline, 53' AGL/979' MSL.
Rwy 26L, vehicle on road 12' from DER, 392' right of centerline, 937' MSL.
Sign 87' from DER, 440' right of centerline, 4' AGL/943' MSL.
Tower, terrain beginning 124' from DER, 339' right of centerline, up to 46' AGL/982' MSL.
Pole 754' from DER, 670' left of centerline, 964' MSL.
Tree 1049' from DER, 708' left of centerline, 985' MSL.
Tree 1986' from DER, 329' left of centerline, 986' MSL.
Rwy 26R, terrain beginning 34' from DER, 393' right of centerline, up to 950' MSL.
Building 193' from DER, 397' left of centerline, 950' MSL.
Lighting 223' from DER, 5' right of centerline, 7' AGL/951' MSL.
NAVAID, lighting beginning 368' from DER, 2' left of centerline, up to 962' MSL.
NAVAID 380' from DER, on centerline, 953' MSL.
Pole, vehicle on road beginning 483' from DER, 265' left of centerline, up to 973' MSL.
Pole, lighting beginning 579' from DER, on centerline, up to 978' MSL.
Pole 1144' from DER, 210' right of centerline, 981' MSL.
Pole 1243' from DER, 215' right of centerline, 986' MSL.
Tree 1671' from DER, 695' right of centerline, 996' MSL.
Trees beginning 2881' from DER, 672' right of centerline, up to 1030' MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CA

OXNARD (OXR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15JUN00 (00167) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 7, climbing left turn.

Rwy 25, climb runway heading.

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

TAKEOFF OBSTACLE NOTES:

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

PALM SPRINGS, CA

BERMUDA DUNES (UDD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15SEP16 (16259) (FAA)

DEPARTURE PROCEDURE:

Use BERMUDA DUNES DEPARTURE.

JACQUELINE COCHRAN RGNL (TRM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

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

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

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

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

DEPARTURE PROCEDURE:

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

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

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 12, tree 52' from DER, 495' left of centerline, 14' AGL/-117' MSL.
Tree 131' from DER, 455' right of centerline, 20' AGL/-111' MSL.
Windsock 195' from DER, 444' left of centerline, 22' AGL/-109' MSL.
Tree 623' from DER, 403' right of centerline, 18' AGL/-113' MSL.
Tree 1427' from DER, 814' left of centerline, 60' AGL/- 71' MSL.

Rwy 17, tree 58' from DER, 491' right of centerline, 6' AGL/-129' MSL.
Tree 82' from DER, 188' right of centerline, 34' AGL/-101' MSL.
Tree 168' from DER, 432' left of centerline, 18' AGL/-117' MSL.
Tree 235' from DER, 429' left of centerline, 16' AGL/-119' MSL.

Rwy 30, bush 11' from DER, 150' left of centerline, 4' AGL/-112' MSL.
Tree 104' from DER, 496' right of centerline, 26' AGL/-112' MSL.
Tree 145' from DER, 458' left of centerline, 9' AGL/-107' MSL.
Tree 258' from DER, 281' left of centerline, 19' AGL/-97' MSL.
Tree 701' from DER, 278' right of centerline, 22' AGL/-94' MSL.
Tree 896' from DER, 223' left of centerline, 26' AGL/-90 MSL.

Rwy 35, windsock 54' from DER, 190' right of centerline, 8' AGL/-107' MSL.
Tree 102' from DER, 258' right of centerline, 19' AGL/-96' MSL.
Tree 196' from DER, 295' right of centerline, 18' AGL/-97' MSL.
Tree 318 ' from DER, 372' right of centerline, 31' AGL/-84' MSL.
Tree 445' from DER, 418' left of centerline, 18' AGL/- 97' MSL.
Tree 464' from DER, 337' left of centerline, 14' AGL/-101' MSL.
Tree 697' from DER, 265' right of centerline, 22' AGL/-93' MSL.
Tree 1778' from DER, 964' left of centerline, 93' AGL/-22' MSL.

PALM SPRINGS INTL (PSP)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 12NOV15 (15316) (FAA)

Rwy 13L, heading as assigned by ATC; requires minimum climb of 310' per NM to 4800.

Rwy 13R, heading as assigned by ATC; requires minimum climb of 340' per NM to 2700.

Rwy 31L, heading as assigned by ATC; requires minimum climb of 480' per NM to 7000.

Rwy 31R, heading as assigned by ATC; requires minimum climb of 490' per NM to 7000.

PALM SPRINGS, CA (CON'T)

PALM SPRINGS INTL (PSP) (CON'T)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 27JUN13 (13178) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwys 13L/R, climbing left turn heading 090° to intercept TRM R-304 to TRM VORTAC or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ...
Rwy's 31L/R, climbing right turn direct PSP VORTAC thence ..., or for climb in visual conditions cross Palm Springs Intl airport at or above 6300 then direct PSP VORTAC thence ...
... via PSP R-124 and TRM R-304 to TRM VORTAC.
All Rwys if not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern (hold E, right turns, 289° inbound) until reaching MEA/MCA for assigned route of flight. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

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

SW-3, 09 JUL 2026 to 03 SEP 2026

PALMDALE, CA

PALMDALE USAF PLANT 42 (PMD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwys 4, 7, climbing left turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.
Rwy 22, climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight, or for climb in visual conditions cross Palmdale Rgnl/USAF Plant 42 at or above 3700 then via PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route of flight, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.
Rwy 25, climbing right turn intercept PMD VORTAC R-298 to cross FISCH INT at or above MEA/MCA for route, if not at MEA/MCA continue climb in FISCH INT holding pattern (hold Southeast, left turns, 298° inbound) to cross FISCH INT at or above 6500 or MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

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

PASO ROBLES, CA

PASO ROBLES MUNI (PRB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 19MAY22 (22139) (FAA)

DEPARTURE PROCEDURE:

Use PASO ROBLES DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 1, lighting 9' from DER, 115' right of centerline, 804' MSL.
Lighting 10' from DER, 113' left of centerline, 805' MSL.
Tree 301' from DER, 425' left of centerline, 812' MSL.
Rwy 13, pole 34' from DER, 29' left of centerline, 840' MSL.
Trees, pole beginning 766' from DER, 395' left of centerline, up to 900' MSL.
Trees beginning 1656' from DER, 389' left of centerline, up to 906' MSL.
Trees beginning 1746' from DER, 13' left of centerline, up to 910' MSL.
Tree 1948' from DER, 1' right of centerline, 907' MSL.
Trees beginning 2045' from DER, 56' left of centerline, up to 911' MSL.
Trees beginning 2256' from DER, 409' left of centerline, up to 915' MSL.
Tree 2581' from DER, 511' left of centerline, 917' MSL.
Trees beginning 2601' from DER, 635' left of centerline, up to 923' MSL.
Tree 3261' from DER, 856' left of centerline, 932' MSL.
Tree 3860' from DER, 952' left of centerline, 944' MSL.
CON'T

PASO ROBLES, CA (CON'T)

PASO ROBLES MUNI (PRB) (CON'T)

Rwy 13 (CON'T), tree 3961' from DER, 784' left of centerline, 950' MSL.
Rwy 19, pole 10' from DER, 39' left of centerline, 815' MSL.
Tree 992' from DER, 705' left of centerline, 851' MSL.
Trees beginning 1098' from DER, 618' left of centerline, up to 876' MSL.
Rwy 31, wind indicator 78' from DER, 334' right of centerline, 823' MSL.

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

OXNARD, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31DEC20 (20366) (USN)

DEPARTURE PROCEDURE:
Rwy 3, diverse departures authorized 220° to 270° CW. Right turns on departure NA. Turn left to assigned hdg within 3 DME of NTD TACAN. Do not exceed 300K until established on assigned hdg.
Rwy 9, diverse departures NA.
Rwy 21, diverse departures authorized 140° to 290°.
Rwy 27, diverse departures authorized 140° to 290° CW. Right turns on departure NA. Turn left to assigned hdg. Do not exceed 310K until established on assigned hdg.
CAUTION: Mountainous terrain NW thru SE.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees 2921' from DER, 1197' left of cntrln, 90' MSL.
Twr 3006' from DER, 1235' left of cntrln, 90' MSL.
Rwy 27, DASR antenna 960' from DER, 983' right of cntrln, 56' AGL/66' MSL.
Pole 1318' from DER, 582' right of cntrln, 44' MSL.

RAMONA, CA

RAMONA (RNM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 25JUL13 (13206) (FAA)

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

REDLANDS, CA

REDLANDS MUNI (REI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:
Rwy 8, NA-Terrain.
Rwy 26, 1700-2 or std. w/min. climb of 300' per NM to 4000.
DEPARTURE PROCEDURE:
Rwy 26, climbing left turn direct PDZ VORTAC. Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue to PDZ VORTAC holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above, R-281 CW R-090, 7700 and continue climb on course; R-141 CW R-230, 4900 and continue climb on course.
TAKEOFF OBSTACLE NOTES:
Rwy 26, vegetation 16' from DER, 278' left of centerline, 1477' MSL.
Tree 1114' from DER, 229' left of centerline, 1502' MSL.
Tree 1268' from DER, 289' left of centerline, 1506' MSL.

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RIVERSIDE, CA

RIVERSIDE (RAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 31DEC20 (25331) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, NA - Terrain.

DEPARTURE PROCEDURE:

Rwys 9, 27, 34, use RIVERSIDE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain 4' from DER, 497' left of centerline, 836' MSL.
Fence, vegetation, terrain beginning 77' from DER, 496' left of centerline, up to 843' MSL.
Tree 604' from DER, 590' right of centerline, 856' MSL.
Trees beginning 989' from DER, 594' right of centerline, up to 867' MSL.
Rwy 27, tree 600' from DER, 548' right of centerline, 786' MSL.
Pole 609' from DER, 484' left of centerline, 40' AGL/783' MSL.
Pole 758' from DER, 680' right of centerline, 41' AGL/790' MSL.
Tree 1073' from DER, 650' left of centerline, 803' MSL.
Rwy 34, building 29' from DER, 306' right of centerline, 13' AGL/800' MSL.
Poles, trees, buildings beginning 62' from DER, 200' right of centerline, up to 811' MSL.
Building 62' from DER, 350' left of centerline, 35' AGL/796' MSL.
Pole 300' from DER, 287' left of centerline, 38' AGL/799' MSL.
Tree 543' from DER, 291' left of centerline, 814' MSL.
Tree, building beginning 829' from DER, 420' right of centerline, up to 854' MSL.
Building 1214' from DER, 376' left of centerline, 70' AGL/832' MSL.
Transmission line, pole beginning 1914' from DER, 134' left of centerline, up to 66' AGL/834' MSL.
Building 1.7 NM from DER, 1237' right of centerline, 23' AGL/1369' MSL.

RIVERSIDE/RUBIDOUX, CA

FLABOB (RIR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 670' per NM to 4000 or 400-2 w/min. climb of 480' per NM to 4000 or 2100-3 for climb in visual conditions.
Rwy 24, std. w/min. climb of 630' per NM to 3000 or 800-2¾ w/min. climb of 305' per NM to 4600 or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb via heading 064° to 4000 then right turn direct PDZ VORTAC, or for climb in visual conditions cross Flabob Airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC.
Rwy 24, climb via heading 244° and PDZ R-031 to PDZ VORTAC, or for climb in visual conditions cross Flabob airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC.
All aircraft climb in PDZ VORTAC holding pattern (hold East, right turns, 258° inbound) to cross PDZ VORTAC at or above MEA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 3763' from DER, 1152' right of centerline, up to 40' AGL/1119' MSL.
Rwy 24, antenna on tank 6193' from DER, 2057' right of centerline, 38' AGL/1237' MSL.
Trees beginning 2494' from DER, 434' right of centerline, up to 40' AGL/1519' MSL.
Pole 6261' from DER, 1950' right of centerline, 30' AGL/1230' MSL.
Building 1.52 NM from DER, 1154' right of centerline, up to 29' AGL/1369' MSL.
Antenna on tank 1.26 NM from DER, 2047' right of centerline, 54' AGL/1254' MSL.
Tank 4043' from DER, 794' right of centerline, 66' AGL/961' MSL.
Tree 1.79 NM from DER, 434' right of centerline, 58' AGL/1138' MSL.

SAN BERNARDINO, CA

SAN BERNARDINO INTL (SBD)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 23FEB23 (23054) (FAA)

Rwy 24, heading as assigned by ATC; requires min. climb of 310' to 2600.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09DEC93 (93343) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, CAT A, B 2100-2 or std. with a min. climb of 340' per NM to 3700. CAT C, D 3100-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE:

Rwy 6, climbing right turn.
Rwy 24, climbing left turn.
All aircraft climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

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

SAN CLEMENTE ISLAND, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

25APR19 (19115)

DEPARTURE PROCEDURE:

Rwy 6, diverse departures authorized 235° to 092° CW.

Rwy 24, diverse departures authorized 162° to 055° CW.

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain 958' from DER, 613' right of cntrln, 199' MSL.

SAN DIEGO, CA

BROWN FLD MUNI (SDM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 8L, std. w/min. climb of 570' per NM to 3100.

Rwys 8R, 26L, NA-ATC.

DEPARTURE PROCEDURE:

Rwy 8L, climbing left turn, thence…

Rwy 26R, climbing right turn, thence...

...via heading 280° to intercept MZB R-160 to MZB VORTAC.

TAKEOFF OBSTACLE NOTES:

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

MONTGOMERY-GIBBS EXEC (MYF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 08NOV18 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, NA-Environmental.

DEPARTURE PROCEDURE:

Rwys 10L/R, climbing right turn.

Rwys 28L/R, climbing left turn.

All aircraft, climb direct to MZB VORTAC. Aircraft departing MZB VORTAC R-090 CW R-360 climb on course. All others climb in MZB holding pattern (hold west, right turns, 075° inbound) to cross MZB VORTAC at or above 2300.

TAKEOFF OBSTACLE NOTES:

Rwy 23, trees beginning 958' from DER, 549' left of centerline, up to 456' MSL.
Tree 1070' from DER, 719' left of centerline, 458' MSL.
Tree 1093' from DER, 558' right of centerline, 62' AGL/468' MSL.
Tree 1152' from DER, 532' left of centerline, 459' MSL.
Trees beginning 1165' from DER, 531' left of centerline, up to 473' MSL.
Trees beginning 1255' from DER, 125' right of centerline, up to 472' MSL.
Trees, vehicles on road beginning 1560' from DER, 79' right of centerline, up to 81' AGL/483' MSL.
Tree 1824' from DER, 189' left of centerline, 87' AGL/485' MSL.
Tree, pole beginning 1854' from DER, 131' right of centerline, up to 86' AGL/485' MSL.
Trees beginning 1954' from DER, 22' right of centerline, up to 95' AGL/489' MSL.
Trees, antenna beginning 1955' from DER, 333' left of centerline, up to 493' MSL.
Tree 2400' from DER, 867' left of centerline, 500' MSL.
Transmission lines, trees beginning 2618' from DER, 414' left of centerline, up to 102' AGL/529' MSL.
Tree 2703' from DER, 831' right of centerline, 491' MSL.
Trees beginning 2732' from DER, 321' right of centerline, up to 74' AGL/495' MSL.
Transmission lines, poles, tree beginning 2786' from DER, 17' right of centerline, up to 106' AGL/535' MSL.
Transmission line, trees beginning 2996' from DER, 15' right of centerline, up to 114' AGL/548' MSL.
Rwy 10L, vegetation 48' from DER, 495' right of centerline, 430' MSL.
Vegetation beginning 68' from DER, 76' left of centerline, up to 7' AGL/434' MSL.
Trees beginning 209' from DER, 493' left of centerline, up to 8' AGL/439' MSL.
Tree 826' from DER, 680' left of centerline, 478' MSL.
Trees beginning 832' from DER, 632' right of centerline, up to 45' AGL/466' MSL.
Trees beginning 951' from DER, 671' left of centerline, up to 479' MSL.
Trees beginning 1063' from DER, 578' right of centerline, up to 55' AGL/472' MSL.
Trees beginning 1149' from DER, 492' right of centerline, up to 77' AGL/493' MSL.
Trees beginning 1610' from DER, 677' left of centerline, up to 69' AGL/498' MSL.
Trees beginning 1728' from DER, 664' left of centerline, up to 501' MSL.
Rwy 10R, lighting 39' from DER, 69' left of centerline, 3' AGL/423' MSL.
Electrical system 40' from DER, 65' left of centerline, 6' AGL/426' MSL.
Building, tree beginning 233' from DER, 106' right of centerline, up to 441' MSL.
Tree, vegetation beginning 284' from DER, 230' left of centerline, up to 433' MSL.
Tree 1039' from DER, 719' right of centerline, 462' MSL.
Tree 1135' from DER, 670' right of centerline, 465' MSL.
Tree 1183' from DER, 805' right of centerline, 476' MSL.
Trees beginning 1247' from DER, 582' right of centerline, up to 479' MSL.
Trees beginning 1536' from DER, 342' right of centerline, up to 482' MSL.
Trees beginning 1925' from DER, 86' right of centerline, up to 88' AGL/497' MSL.
Trees beginning 2808' from DER, 1185' left of centerline, up to 69' AGL/498' MSL.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CA (CON'T)

MONTGOMERY-GIBBS EXEC (MYF) (CON'T)

Rwy 28L, sign, vegetation beginning 11' from DER, 247' right of centerline, up to 2' AGL/415' MSL.
Sign beginning 12' from DER, 125' left of centerline, up to 2' AGL/418' MSL.
Vehicles on helicopter ramp 523' from DER, 523' left of centerline, up to 429' MSL.
Antenna 788' from DER, 570' left of centerline, 450' MSL.
Trees, sign beginning 903' from DER, 8' left of centerline, up to 461' MSL.
Trees, pole beginning 954' from DER, 263' right of centerline, up to 53' AGL/460' MSL.
Trees, building beginning 1265' from DER, 135' right of centerline, up to 59' AGL/470' MSL.
Tree 1349' from DER, 546' left of centerline, 464' MSL.
Tree 1405' from DER, 496' right of centerline, 62' AGL/473' MSL.
Tree 1513' from DER, 541' left of centerline, 467' MSL.
Trees, tower beginning 1676' from DER, 224' right of centerline, up to 474' MSL.
Tree 2034' from DER, 236' right of centerline, 67' AGL/475' MSL.
Trees beginning 2092' from DER, 174' right of centerline, up to 68' AGL/477' MSL.
Rwy 28R, sign 11' from DER, 251' left of centerline, 2' AGL/415' MSL.
Pole 594' from DER, 615' right of centerline, 449' MSL.
Pole, sign beginning 735' from DER, 323' right of centerline, up to 450' MSL.
Trees, poles beginning 862' from DER, 253' right of centerline, up to 469' MSL.
Trees beginning 988' from DER, 215' left of centerline, up to 33' AGL/444' MSL.
Tree 1006' from DER, 507' left of centerline, 451' MSL.
Poles, trees beginning 1206' from DER, 17' right of centerline, up to 64' AGL/475' MSL.
Trees beginning 1278' from DER, 12' left of centerline, up to 56' AGL/467' MSL.
Sign, tree, building beginning 1303' from DER, 26' right of centerline, up to 62' AGL/483' MSL.
Sign, trees beginning 1324' from DER, 12' right of centerline, up to 68' AGL/488' MSL.
Trees, tower beginning 1406' from DER, 2' left of centerline, up to 62' AGL/473' MSL.
Trees, pole beginning 1487' from DER, 319' right of centerline, up to 71' AGL/493' MSL.
Tree 2034' from DER, 263' left of centerline, 67' AGL/475' MSL.
Trees beginning 2092' from DER, 290' left of centerline, up to 68' AGL/477' MSL.

SAN DIEGO INTL (SAN)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20AUG15 (15232) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9A 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-1¾ w/min climb of 290'/NM to 900.
Rwy 27, 400-2½ or std w/min climb of 369'/NM to 500.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 095° to 900 then climbing left turn direct MZB VORTAC, thence...
Rwy 27, climb on heading 275° to 900, then climbing right turn direct MZB VORTAC, thence...
...aircraft departing MZB VORTAC R-180 CW R-360 climb on course. All others climb in MZB VORTAC holding pattern (hold w, right turn, 075° inbound) to cross MZB VORTAC at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain 13' from DER, 91' left of centerline, 17' MSL.
Fence 14' from DER, 269' left of centerline, 14' AGL/35' MSL.
Pole, building beginning 21' from DER, 415' right of centerline, up to 35' AGL/50' MSL.
Poles, fence, tree, light poles, traverse way beginning 32' from DER, 2' left of centerline, up to 33' AGL/55' MSL.
Trees, buildings, fence, traverse way, poles beginning 74' from DER, 7' right of centerline, up to 40' AGL/54' MSL.
Signs, traverse way, trees, poles, fence, buildings beginning 268' from DER, on and left of centerline, up to 57' AGL/80' MSL.
Trees, traverse way, buildings, poles, sign beginning 388' from DER, 10' right of centerline, up to 46' AGL/61' MSL.
Poles, signs, buildings, trees, traverse way, fence beginning 524' from DER, 2' left of centerline, up to 47' AGL/82' MSL.
Building, traverse way, poles, sign, tree beginning 660' from DER, 26' left of centerline, up to 40' AGL/86' MSL.
Trees, buildings, traverse way beginning 684' from DER, on centerline, up to 54' AGL/71' MSL.
Trees, poles, traverse way beginning 722' from DER, 77' left of centerline, up to 53' AGL/96' MSL.
Trees, traverse way, buildings, poles, signs, fence beginning 779' from DER, 5' right of centerline, up to 80' AGL/98' MSL.
Poles, tree, buildings beginning 816' from DER, 69' left of centerline, up to 107' MSL.
Trees, poles, tower, buildings, traverse way, signs, fence beginning 869' from DER, 5' left of centerline, up to 129' MSL.
Electrical system, trees, fence, buildings beginning 1394' from DER, 9' left of centerline, up to 44' AGL/138' MSL.
Trees, fence, sign, buildings, traverse way, poles beginning 1555' from DER, 7' left of centerline, up to 149' MSL.
Buildings, pole, trees, fence, sign beginning 1558' from DER, 5' right of centerline, up to 99' AGL/135' MSL.
Crane, trees, buildings, poles, fence, traverse way, signs beginning 1628' from DER, on centerline, up to 166' MSL.
Tree 1708' from DER, 771' left of centerline, 154' MSL.
Trees, traverse way, sign, buildings, fence, pole beginning 1714' from DER, 20' left of centerline, up to 180' MSL.
Trees, traverse way, building, fence, poles, transmission line, electrical system beginning 1904' from DER, 11' left of centerline, up to 196' MSL.
Trees, fence, buildings, poles beginning 2133' from DER, 5' left of centerline, up to 204' MSL.
Trees, poles, buildings, fence beginning 2314' from DER, 1' left of centerline, up to 231' MSL.
Trees, poles, fence, buildings, transmission line, electrical system, traverse way beginning 2577' from DER, 2' left of centerline, up to 281' MSL.
Trees, fence, poles, building beginning 2673' from DER, 46' right of centerline, up to 181' MSL.
CON'T

SAN DIEGO, CA (CON'T)

SAN DIEGO INTL (SAN) (CON'T)

Rwy 9 (CON'T), trees, signs, buildings, poles, fence, traverse way beginning 2723' from DER, on and right of centerline, up to 187' MSL.
Poles, trees, sign, fence, buildings beginning 2959' from DER, 6' right of centerline, up to 43' AGL/188' MSL.
Buildings, poles, fence, trees, traverse way beginning 3055' from DER, 14' right of centerline, up to 198' MSL.
Buildings, trees, fence beginning 3186' from DER, 22' right of centerline, up to 212' MSL.
Trees, buildings, fence, transmission line, poles, traverse way beginning 3212' from DER, 1' left of centerline, up to 286' MSL.
Transmission lines, buildings, trees, fence, poles, traverse way beginning 3233' from DER, 6' right of centerline, up to 54' AGL/218' MSL.
Trees, sign, poles, fence, buildings, transmission line, traverse way beginning 3439' from DER, 4' left of centerline, up to 292' MSL.
Trees, fence, poles, buildings, traverse way beginning 3550' from DER, 4' left of centerline, up to 297' MSL.
Trees, poles, buildings, fence beginning 3634' from DER, 43' right of centerline, up to 220' MSL.
Buildings, fence, trees beginning 3731' from DER, 67' right of centerline, up to 222' MSL.
Buildings, trees, fence, pole beginning 3757' from DER, 3' right of centerline, up to 48' AGL/224' MSL.
Trees, poles, buildings, fence, traverse way, transmission line, sign beginning 3765' from DER, 4' left of centerline, up to 299' MSL.
Trees, buildings, poles beginning 3841' from DER, 3' right of centerline, up to 230' MSL.
Trees, pole beginning 3915' from DER, 94' right of centerline, up to 235' MSL.
Trees, buildings, poles, sign, traverse way, transmission line beginning 3919' from DER, 9' right of centerline, up to 237' MSL.
Trees, buildings beginning 4060' from DER, 5' right of centerline, up to 253' MSL.
Buildings, traverse way, fence, poles, trees beginning 4070' from DER, 3' left of centerline, up to 303' MSL.
Trees, buildings, poles, fence, traverse way beginning 4071' from DER, 2' right of centerline, up to 264' MSL.
Buildings, poles, fence, traverse way, trees, sign beginning 4190' from DER, 7' left of centerline, up to 310' MSL.
Buildings, trees, fence, poles beginning 4376' from DER, 239' left of centerline, up to 117' AGL/364' MSL.
Buildings, trees, fence, traverse way, sign, poles, terrain beginning 4410' from DER, 2' left of centerline, up to 128' AGL/389' MSL.
Buildings, tree, pole beginning 4414' from DER, 114' right of centerline, up to 293' MSL.
Buildings, trees, fence, poles, traverse way, transmission line, tower beginning 4433' from DER, on centerline, up to 165' AGL/296' MSL.
Trees, sign, buildings, poles, traverse way beginning 5159' from DER, 3' right of centerline, up to 105' AGL/300' MSL.
Buildings beginning 6023' from DER, 1007' right of centerline, up to 224' AGL/370' MSL.
Buildings beginning 1 NM from DER, 1542' right of centerline, up to 287' AGL/401' MSL.
Trees, poles, buildings beginning 1.1 NM from DER, 159' left of centerline, up to 398' MSL.
Trees, buildings beginning 1.3 NM from DER, 532' left of centerline, up to 405' MSL.
Trees, tank, smokestack beginning 1.4 NM from DER, 1066' left of centerline, up to 351' MSL.
Rwy 27, traverse way, building beginning 8' from DER, 317' right of centerline, up to 28' MSL.
Poles, traverse way beginning 191' from DER, 321' right of centerline, up to 17' AGL/29' MSL.
NAVAID 284' from DER, 317' left of centerline, 19' AGL/28' MSL.
Fence 580' from DER, 547' left of centerline, 20' AGL/29' MSL.
Tree 599' from DER, 590' right of centerline, 19' AGL/31' MSL.
Trees, building beginning 614' from DER, 108' right of centerline, up to 37' AGL/47' MSL.
Trees beginning 812' from DER, 381' left of centerline, up to 43' MSL.
Tree 888' from DER, 446' right of centerline, 49' MSL.
Tree 915' from DER, 614' left of centerline, 44' MSL.
Tree 945' from DER, 717' left of centerline, 52' MSL.
Trees beginning 1019' from DER, 623' right of centerline, up to 74' MSL.
Tree 2225' from DER, 1030' right of centerline, 91' MSL.
Tree 2317' from DER, 925' right of centerline, 95' MSL.
Trees beginning 2320' from DER, 354' right of centerline, up to 113' MSL.
Tree 2456' from DER, 873' left of centerline, 81' MSL.
Pole, trees beginning 2515' from DER, 79' left of centerline, up to 103' AGL/118' MSL.
Trees beginning 2957' from DER, 897' right of centerline, up to 134' MSL.
Trees, pole beginning 3118' from DER, 258' right of centerline, up to 149' MSL.
Trees, poles, tower beginning 3495' from DER, 14' right of centerline, up to 175' MSL.
Trees beginning 3669' from DER, 124' left of centerline, up to 128' MSL.
Trees beginning 3686' from DER, 91' left of centerline, up to 135' MSL.
Tree 3728' from DER, 247' left of centerline, 136' MSL.
Trees beginning 3746' from DER, 190' left of centerline, up to 138' MSL.
Trees, poles beginning 4112' from DER, 5' right of centerline, up to 178' MSL.
Trees beginning 4248' from DER, 25' left of centerline, up to 75' AGL/150' MSL.
Trees, poles, buildings beginning 4440' from DER, 4' right of centerline, up to 111' AGL/199' MSL.
Trees, poles beginning 4516' from DER, 346' left of centerline, up to 153' MSL.
Trees, buildings, poles beginning 4631' from DER, 28' left of centerline, up to 167' MSL.
Trees, poles, buildings, fence beginning 4773' from DER, 24' left of centerline, up to 179' MSL.
Trees, poles, buildings, fence beginning 4965' from DER, 186' left of centerline, up to 184' MSL.
Trees, buildings, pole beginning 5016' from DER, 34' left of centerline, up to 192' MSL.
Trees, buildings, poles, fence, electrical system, transmission line, traverse way beginning 5048' from DER, 1' left of centerline, up to 237' MSL.
Trees, buildings beginning 5593' from DER, 57' right of centerline, up to 209' MSL.
Trees, pole, buildings beginning 5628' from DER, 17' right of centerline, up to 211' MSL.
Trees, buildings, poles beginning 5693' from DER, on centerline, up to 227' MSL.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CA (CON'T)

SAN DIEGO INTL (SAN) (CON'T)

Rwy 27 (CON'T), trees, buildings, poles beginning 5948' from DER, 76' right of centerline, up to 228' MSL.
Trees, poles beginning 6043' from DER, 148' left of centerline, up to 259' MSL.
Trees, poles, buildings, fence beginning 6055' from DER, 15' right of centerline, up to 230' MSL.
Trees, buildings, poles, utility building, fence, electrical system, transmission line beginning 1 NM from DER, 2' left of centerline, up to 260' MSL.
Trees, poles, transmission line, building beginning 1 NM from DER, 37' right of centerline, up to 248' MSL.
Trees, pole, building beginning 1.1 NM from DER, 17' right of centerline, up to 250' MSL.
Trees beginning 1.4 NM from DER, 1957' left of centerline, up to 292' MSL.
Trees, pole beginning 1.5 NM from DER, 2076' left of centerline, up to 302' MSL.
Trees beginning 1.7 NM from DER, 2448' left of centerline, up to 309' MSL.
Trees beginning 1.9 NM from DER, 2863' left of centerline, up to 333' MSL.

SAN DIEGO/EL CAJON, CA

GILLESPIE FLD (SEE)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 16OCT14 (14289) (FAA)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 22APR21 (21168) (FAA)

DEPARTURE PROCEDURE:
Use MISSION BAY DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 9L, terrain 11' from DER, 202' left of centerline, 395' MSL.
Terrain 189' from DER, 236' left of centerline, 398' MSL.
Vehicle on road beginning 604' from DER, 12' right of centerline, up to 428' MSL.
Sign, bridge, vehicle on road, pole beginning 739' from DER, on centerline, up to 42' AGL/448' MSL.
Building 916' from DER, 354' left of centerline, 24' AGL/448' MSL.
Tree, pole beginning 940' from DER, 314' left of centerline, up to 468' MSL.
Tree 1259' from DER, 676' right of centerline, 451' MSL.
Tree, pole, building, vehicle on road beginning 1287' from DER, 4' right of centerline, up to 480' MSL.
Tree, building, pole beginning 1413' from DER, 420' left of centerline, up to 486' MSL.
Tree, poles beginning 1423' from DER, 176' left of centerline, up to 499' MSL.
Tree 1630' from DER, 620' left of centerline, 519' MSL.
Tree, poles beginning 1634' from DER, 8' left of centerline, up to 522' MSL.
Poles beginning 2125' from DER, 39' right of centerline, up to 42' AGL/485' MSL.
Pole 2226' from DER, 19' right of centerline, 43' AGL/488' MSL.
Trees, poles beginning 2333' from DER, 55' right of centerline, up to 509' MSL.
Tree, poles, transmission line beginning 2601' from DER, 1' left of centerline, up to 530' MSL.
Trees, transmission line, poles, building beginning 2949' from DER, 88' left of centerline, up to 566' MSL.
Tree, poles beginning 3042' from DER, 26' right of centerline, up to 532' MSL.
Poles beginning 3611' from DER, 246' left of centerline, up to 44' AGL/575' MSL.
Poles, transmission line beginning 3802' from DER, 119' left of centerline, up to 43' AGL/583' MSL.
Poles, transmission line beginning 3920' from DER, 38' left of centerline, up to 43' AGL/589' MSL.
Transmission line, poles beginning 4371' from DER, 362' left of centerline, up to 62' AGL/594' MSL.
Poles beginning 4389' from DER, 131' right of centerline, up to 45' AGL/533' MSL.
Tree, poles beginning 4443' from DER, 14' left of centerline, up to 624' MSL.
Pole 4576' from DER, 53' right of centerline, 45' AGL/541' MSL.
Poles beginning 4720' from DER, 102' right of centerline, up to 50' AGL/545' MSL.
Transmission line, pole beginning 5111' from DER, 246' right of centerline, up to 55' AGL/548' MSL.
Poles beginning 5145' from DER, 340' left of centerline, up to 39' AGL/641' MSL.
Tree, poles beginning 5412' from DER, 5' left of centerline, up to 654' MSL.
Transmission line 5476' from DER, 374' right of centerline, 55' AGL/552' MSL.
Tree, poles beginning 5712' from DER, 23' left of centerline, up to 672' MSL.
Trees, poles, transmission line beginning 5782' from DER, 67' right of centerline, up to 628' MSL.
Pole 1.1 NM from DER, 2123' left of centerline, 40' AGL/1219' MSL.
Tower 1.1 NM from DER, 2086' left of centerline, 60' AGL/1236' MSL.
Tower, poles, trees, terrain, fence, vegetation, transmission lines beginning 1.1 NM from DER, 51' left of centerline, up to 63' AGL/1242' MSL.
Tree 1.1 NM from DER, 523' right of centerline, 672' MSL.
Pole 1.1 NM from DER, 2249' right of centerline, 37' AGL/689' MSL.
Transmission line 1.2 NM from DER, 1980' right of centerline, 38' AGL/771' MSL.
Poles beginning 1.2 NM from DER, 1962' right of centerline, up to 57' AGL/774' MSL.
Building, pole beginning 1.2 NM from DER, 517' right of centerline, up to 29' AGL/813 ' MSL.
Trees, poles, transmission lines beginning 1.2 NM from DER, 52' right of centerline, up to 824' MSL.
Rwy 9R, pole 921' from DER, 521' right of centerline, 42' AGL/432' MSL.
Vehicle on road 1544' from DER, 404' left of centerline, 428' MSL.
Transmission line, sign beginning 1669' from DER, 24' right of centerline, up to 51' AGL/452' MSL.
Vehicle on road 1827' from DER, 409' left of centerline, 430' MSL.
Building 1855' from DER, 772' left of centerline, 24' AGL/448' MSL.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

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

GILLESPIE FLD (SEE) (CON'T)

Rwy 9R (CON'T), trees, poles beginning 1879' from DER, 732' left of centerline, up to 468' MSL.
Poles beginning 1960' from DER, 67' right of centerline, up to 60' AGL/455' MSL.
Tower, tree beginning 2042' from DER, 258' right of centerline, up to 65' AGL/459' MSL.
Tree 2226' from DER, 173' left of centerline, 480' MSL.
Tree, pole, building beginning 2352' from DER, 264' left of centerline, up to 486' MSL.
Tree, pole beginning 2363' from DER, 594' left of centerline, up to 499' MSL.
Tree, poles beginning 2490' from DER, 41' right of centerline, up to 480' MSL.
Tree 2569' from DER, 1038' left of centerline, 519' MSL.
Trees, poles, vehicle on road beginning 2573' from DER, 92' left of centerline, up to 522' MSL.
Trees, poles, transmission line beginning 3540' from DER, 4' left of centerline, up to 530' MSL.
Tree, pole beginning 3633' from DER, 82' right of centerline, up to 505' MSL.
Trees, poles, transmission line beginning 3888' from DER, 45' left of centerline, up to 566' MSL.
Poles, transmission line beginning 4572' from DER, 259' left of centerline, up to 38' AGL/567' MSL.
Poles, transmission line beginning 4885' from DER, 116' left of centerline, up to 43' AGL/584' MSL.
Transmission line, poles beginning 5310' from DER, 288' left of centerline, up to 62' AGL/594' MSL.
Tree, poles, transmission line beginning 5382' from DER, 173' left of centerline, up to 624' MSL.
Poles beginning 1 NM from DER, 118' left of centerline, up to 39' AGL/641' MSL.
Tree, poles, transmission line beginning 1 NM from DER, 44' left of centerline, up to 654' MSL.
Trees, poles beginning 1 NM from DER, 51' left of centerline, up to 672' MSL.
Trees, poles, transmission line beginning 1.1 NM from DER, 16' right of centerline, up to 628' MSL.
Pole 1.2 NM from DER, 2543' left of centerline, 40' AGL/1219' MSL.
Tower 1.2 NM from DER, 2507' left of centerline, 60' AGL/1236' MSL.
Tower, trees, poles, terrain, fence, vegetation, transmission lines beginning 1.2 NM from DER, 11' left of centerline, up to 63' AGL/1242' MSL.
Tree 1.3 NM from DER, 103' right of centerline, 672' MSL.
Pole 1.3 NM from DER, 1829' right of centerline, 37' AGL/689' MSL.
Transmission line 1.3 NM from DER, 1559' right of centerline, 38' AGL/771' MSL.
Poles beginning 1.3 NM from DER, 1541' right of centerline, up to 57' AGL/774' MSL.
Building, pole beginning 1.3 NM from DER, 97' right of centerline, up to 29' AGL/813' MSL.
Trees, poles, beginning 1.3 NM from DER, 193' right of centerline, up to 824' MSL.
Rwy 17, fence 14' from DER, 43' right of centerline, 9' AGL/393' MSL.
Pole 36' from DER, 456' right of centerline, 40' AGL/424' MSL.
Poles, building beginning 50' from DER, 123' right of centerline, up to 45' AGL/428' MSL.
Poles, buildings beginning 266' from DER, 149' left of centerline, up to 42' AGL/429' MSL.
Trees, pole, building beginning 390' from DER, 33' right of centerline, up to 457' MSL.
Trees, pole, building beginning 970' from DER, 57' left of centerline, up to 470' MSL.
Tree, building beginning 1145' from DER, 377' right of centerline, up to 473' MSL.
Trees, building, poles beginning 1618' from DER, 54' left of centerline, up to 472' MSL.
Pole 1.4 NM from DER, 2367' right of centerline, 43' AGL/614' MSL.
Pole 1.5 NM from DER, 2346' right of centerline, 43' AGL/658' MSL.
Poles beginning 1.6 NM from DER, 2319' right of centerline, up to 38' AGL/746' MSL.
Rwy 27L, tree 1548' from DER, 765' right of centerline, 428' MSL.
Trees beginning 2189' from DER, 700' right of centerline, up to 453' MSL.
Tree 2943' from DER, 655' left of centerline, 441' MSL.
Tree, building beginning 3732' from DER, 464' left of centerline, up to 470' MSL.
Tree, pole beginning 5745' from DER, 827' left of centerline, up to 572' MSL.
Vegetation 1.4 NM from DER, 1507' left of centerline, 722' MSL.
Rwy 27R, tree, poles beginning 178' from DER, 235' right of centerline, up to 411' MSL.
Vehicle on road 510' from DER, 412' left of centerline, 379' MSL.
Trees, poles beginning 525' from DER, 38' right of centerline, up to 453' MSL.
Pole 799' from DER, 83' left of centerline, 41' AGL/390' MSL.
Trees, poles beginning 2068' from DER, 19' left of centerline, up to 470' MSL.
Tree, tower beginning 4080' from DER, 978' left of centerline, 572' MSL.
Vegetation 1.2 NM from DER, 1924' left of centerline, 722' MSL.
Rwy 35, pole 34' from DER, 202' right of centerline, 21' AGL/388' MSL.
Pole, building beginning 51' from DER, 248' right of centerline, up to 29' AGL/399' MSL.
Trees, building, poles beginning 231' from DER, 29' right of centerline, up to 447' MSL.
Poles beginning 381' from DER, 336' left of centerline, up to 42' AGL/405' MSL.
Tree 1107' from DER, 118' left of centerline, 408' MSL.
Tree 1145' from DER, 581' left of centerline, 427' MSL.
Tree 1486' from DER, 293' left of centerline, 438' MSL.
Trees beginning 1487' from DER, 344' left of centerline, up to 439' MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN LUIS OBISPO, CA

SAN LUIS OBISPO COUNTY RGNL (SBP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 25FEB21 (24081) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA-Obstacles.

Rwy 11, std w/min climb of 412' per NM to 2100 or 2800-3 for VCOA.

Rwy 29, std w/min climb of 460' per NM to 2000 or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

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

Rwy 29, climb on heading 290° to intercept MQO VORTAC R-050 to MQO VORTAC and hold, continue climb in MQO holding pattern (hold southeast, left turns, 306° inbound) to cross MQO VORTAC at or above 4000 or MEA for route of flight.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, fence 14' from DER, 492' left of centerline, 6' AGL/214' MSL.
Tree 295' from DER, 565' left of centerline, 27' AGL/235' MSL.
Vehicle on road 398' from DER, 389' right of centerline, 223' MSL.
Trees beginning 498' from DER, 383' left of centerline, up to 34' AGL/240' MSL.
Vehicle on road 591' from DER, 396' right of centerline, 231' MSL.
Vehicle on road 600' from DER, 507' right of centerline, 240' MSL.
Vehicle on road, building beginning 621' from DER, 269' right of centerline, up to 247' MSL.
Tree, terrain beginning 994' from DER, 596' right of centerline, up to 10' AGL/262' MSL.
Tree 1061' from DER, 751' right of centerline, 54' AGL/311' MSL.
Tree 1072' from DER, 80' left of centerline, 26' AGL/242' MSL.
Lighting 1090' from DER, 22' left of centerline, 34' AGL/252' MSL.
Pole, lighting, terrain beginning 1101' from DER, on centerline, up to 27' AGL/253' MSL.
Trees, pole, lighting, terrain, building, vehicle on road beginning 1107' from DER, 2' right of centerline, up to 56' AGL/316' MSL.
Terrain 1696' from DER, 96' left of centerline, 256' MSL.
Vehicle on road 1795' from DER, 488' left of centerline, 258' MSL.
Terrain 1798' from DER, 99' left of centerline, 259' MSL.
Terrain beginning 1883' from DER, 14' left of centerline, up to 261' MSL.
Vehicle on road 1980' from DER, 561' left of centerline, 264' MSL.
Trees, terrain beginning 1989' from DER, 3' left of centerline, up to 25' AGL/284' MSL.
Trees, terrain, buildings, poles, vehicle on road beginning 2099' from DER, 3' left of centerline, up to 35' AGL/290' MSL.
Building, vehicle on road beginning 2245' from DER, 592' left of centerline, up to 30' AGL/291' MSL.
Buildings, vehicle on road beginning 2267' from DER, 198' left of centerline, up to 31' AGL/293' MSL.
Buildings, vehicle on road beginning 2400' from DER, 54' left of centerline, up to 44' AGL/294' MSL.
Rwy 29, trees beginning 69' from DER, 463' right of centerline, up to 26' AGL/176' MSL.
Terrain 2 NM from DER, 2497' right of centerline, 507' MSL.
Terrain beginning 2 NM from DER, 2498' right of centerline, up to 514' MSL.
Terrain 2.1 NM from DER, 2713' right of centerline, 557' MSL.
Fence 2.1 NM from DER, 2691' right of centerline, 3' AGL/560' MSL.
Fence 2.1 NM from DER, 2698' right of centerline, 3' AGL/561' MSL.
Terrain 2.2 NM from DER, 2704' right of centerline, 564' MSL.
Fence, terrain beginning 2.2 NM from DER, 2481' right of centerline, up to 3' AGL/565' MSL.

SAN NICOLAS ISLAND NOLF (KNSI)

SAN NICOLAS ISLAND, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10JUL25 (25191) (USN)

DEPARTURE PROCEDURE:

Rwy 30, diverse departures authorized 300° to 120° CW.

SANTA ANA, CA

JOHN WAYNE/ORANGE COUNTY (SNA)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 16OCT14 (14289) (FAA)

Rwys 2L, 2R, headings as assigned by ATC.

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

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 18SEP14 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwys 2L/R, climbing left turn direct SLI VORTAC.

Rwys 20L/R, climbing right turn direct SLI VORTAC.

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

CON'T

SANTA ANA, CA (CON'T)

JOHN WAYNE/ORANGE COUNTY (SNA) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 2L, pole and trees beginning 94' from DER, 490' left of centerline, up to 26' AGL/63' MSL.
NAVAID 497' from DER, 625' right of centerline, 19' AGL/55' MSL.
Trees beginning 970' from DER, 608' left of centerline, up to 90' AGL/127' MSL.
Rwy 2R, NAVAID 497' from DER, 125' right of centerline, 19' AGL/55' MSL.
Pole 1104' from DER, 307' right of centerline, 33' AGL/68' MSL.
Building 1681' from DER, 671' right of centerline, 49' AGL/87' MSL.
Tree 1745' from DER, 309' right of centerline, 52' AGL/85' MSL.
Rwy 20R, pole and trees beginning 204' from DER, 490' right of centerline, up to 38' AGL/91' MSL.
Wsk on hangar 536' from DER, 605' left of centerline, 40' AGL/92' MSL.
Poles and trees beginning 808' from DER, 489' right of centerline, up to 58' AGL/108' MSL.
Tree 1574' from DER, 765' left of centerline, 60' AGL/113' MSL.

SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 26MAY16 (16147) (FAA)

Rwy 7, heading as assigned by ATC; requires minimum climb of 270' per NM to 1100.
Rwy 15L/R, heading as assigned by ATC.
Rwy 25, heading as assigned by ATC; requires minimum climb of 500' per NM to 4600.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwys 33L, 33R: NA- ATC.
Rwy 7, std. w/ min. climb of 260' per NM to 1100, or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climbing right turn heading 170°, thence . . .
Rwy 25, climbing left turn heading 155°, thence . . .
Rwys 15L, 15R, climb heading 152°, thence . . .
...on RZS R-185 to GOLET INT, Climb in GOLET INT holding pattern (SE, right turns, 307° inbound), to cross GOLET INT at or above MEA/MCA for route of flight, before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, vehicles on parking lot 88' from DER, 516' right of centerline, 25' MSL.
Pole 208' from DER, 243' left of centerline, 25' AGL/36' MSL.
Vehicles on parking lot beginning 255' from DER, 518' right of centerline, up to 26' MSL.
Poles and a tree beginning 715' from DER, 579' right of centerline, up to 47' MSL.
Trees beginning 1099' from DER, 631' left of centerline, up to 45' MSL.
Tree, building, tank, and a pole beginning 1225' from DER, 566' left of centerline, up to 52' MSL.
Poles beginning 1229' from DER, 569' right of centerline, up to 53' MSL.
Tree 1474' from DER, 752' right of centerline, 57' MSL.
Trees beginning 1606' from DER, 472' left of centerline, up to 57' MSL.
Trees beginning 1671' from DER, 365' right of centerline, up to 75' MSL.
Trees beginning 1686' from DER, 234' left of centerline, up to 65' MSL.
Tree 2628' from DER, 421' right of centerline, 79' MSL.
Trees beginning 2829' from DER, 594' left of centerline, up to 103' MSL.
Tree 2918' from DER, 152' right of centerline, 78' AGL/91' MSL.
Tree 3525' from DER, 838' left of centerline, 111' MSL.
Tree 4902' from DER, 1793' left of centerline, 145' MSL.
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.
CON'T

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA BARBARA, CA (CON'T)

SANTA BARBARA MUNI (SBA) (CON'T)

Rwy 25 (CON'T), 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.

SANTA MARIA, CA

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 03MAY12 (21112) (FAA)

TAKEOFF MINIMUMS:
Rwy 20, NA - Obstacles.
Rwy 12, 400-2¼ w/min. climb of 287' per NM to 1500 or std. w/min. climb of 388' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 2, climbing left turn;
Rwy 12, climbing left turn (do not exceed 230 KIAS until established northwest bound to GLJ VOR).
Rwy 30, climb heading 294°.
All aircraft: climb direct GLJ VOR, then continue climb to airway MEA via GLJ R-300 to intercept MQO R-137 to MQO VORTAC. Cross MQO VORTAC at or above MEA/MCA for assigned route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 541' from DER, 153' right of centerline, up to 108' AGL/332' MSL.
Tree 1018' from DER, 246' left of centerline, 34' AGL/254' MSL.
Rwy 12, trees beginning 988' from DER, 271' right of centerline, up to 83' AGL/402' MSL.
Trees beginning 54' from DER, 277' left of centerline, up to 84' AGL/409' MSL.

SANTA MONICA, CA

SANTA MONICA MUNI (SMO)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 3 15JUN23 (23166) (FAA)

Rwy 3, heading as assigned by ATC; requires min. climb of 339' per NM to 1100.
Rwy 21, heading as assigned by ATC; requires min. climb of 350' per NM to 3900.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 15JUN23 (23166) (FAA)

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

SANTA YNEZ, CA

SANTA YNEZ/KUNKLE FLD (IZA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 04FEB16 (22363) (FAA)

TAKEOFF MINIMUMS:
Rwy 8, 500-2¼ w/min. climb of 251' per NM to 1700 or std. w/min. climb of 317' per NM to 1300.
Rwy 26, 300-2 or std. w/min. climb of 226' per NM to 1100.
DEPARTURE PROCEDURE:
Rwy 8, climbing left turn heading 260° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME. Do not exceed 150 KIAS until established on GVO VORTAC R-307.
Rwy 26, climb heading 264° to 6000, intercept GVO VORTAC R-307 to ORCUT INT/MQO 30.00 DME.
TAKEOFF OBSTACLE NOTES:
Rwy 8, sign 23' from DER, 81' left of centerline, 28' AGL/675' MSL.
Building 384' from DER, 240' left of centerline, 7' AGL/684' MSL.
Tree 973' from DER, 592' right of centerline, 57' AGL/704' MSL.
Rwy 26, buildings and hangars beginning 9' from DER, 330' right of centerline, up to 27' AGL/693' MSL.
Tree 299' from DER, 415 right of centerline, 24' AGL/664' MSL.
Fence 315' from DER, 407' left of centerline, 2' AGL/666' MSL.
Building 353' from DER, 277' right of centerline, 20' AGL/684' MSL.
CON'T

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SANTA YNEZ, CA (CON'T)

SANTA YNEZ/KUNKLE FLD (IZA) (CON'T)

Rwy 26 (CON'T), trees 391' from DER, 233' left of centerline, 56' AGL/696' MSL.
Trees 435' from DER, 305' right of centerline, up to 58' AGL/698' MSL.
Fence 749' from DER, 273' right of centerline, 7' AGL/678' MSL.
Tree 859' from DER, 427' right of centerline, 54' AGL/688' MSL.
Tree 1271' from DER, 296' left of centerline, 47' AGL/687' MSL.

SHAFTER, CA

SHAFTER-MINTER FLD (MIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAY13 (21224) (FAA)

DEPARTURE PROCEDURE:
Rwys 12, 17, 26, climbing right turn heading 300° to 4000. Thence ...
Rwys 8, 30, 35, climbing left turn heading 240° to 4000. Thence ...
Westbound aircraft intercept V248 until reaching 4000, then proceed on course. Eastbound aircraft intercept V248 upon reaching 4000 turn right direct EHF VORTAC, then proceed on course.

TAKEOFF OBSTACLE NOTES:
Rwy 8, vehicles on road beginning 41' from DER, 7' left of centerline, up to 15' AGL/442' MSL.
Rwy 12, windsock 504' from DER, 397' left of centerline, 26' AGL/439' MSL.
Trees beginning 2476' from DER, 344' left of centerline, up to 75' AGL/488' MSL.
Trees beginning 862' from DER, 378' right of centerline, up to 31' AGL/441' MSL.
Rwy 17, vehicles on road 489' from DER, left and right of centerline,15' AGL/429' MSL.
Tree 1150' from DER, 724' left of centerline, 51' AGL/463' MSL.
Windsock 1340' from DER, 43' right of centerline, 46' AGL/455' MSL.
Rwy 30, vehicles on road 146' from DER, 273' left of centerline, 10' AGL/420' MSL.
Rwy 35, vehicles on road 461' from DER, 86' right of centerline to 386' right of centerline, 15' AGL/442' MSL.

TORRANCE, CA

ZAMPERINI FLD (TOA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29JUL10 (21168) (FAA)

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

DEPARTURE PROCEDURE:
Rwys 29L/R, climb runway heading.
Rwys 11L/R, climbing left turn to heading 290°.
Both departures climb to 3000, intercept LAX R-170 to LIMBO Int.

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TUSI AHP (KHGT)

HUNTER LIGGETT, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25SEP08 (08269)

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

TWENTYNINE PALMS, CA

TWENTYNINE PALMS (TNP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05OCT00 (00279) (FAA)

TAKEOFF MINIMUMS:
Rwy 17, NA.
Rwys 8, 26, 35, std. with a min. climb of 280' per NM to 5500.

DEPARTURE PROCEDURE:
Rwys 8, 26, 35, turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (E, left turns, 255° inbound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above 7900.

UPLAND, CA

CABLE (CCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, 300-1⅛ or std. w/min. climb of 332' per NM to 1900.

DEPARTURE PROCEDURE:
Rwy 6, climbing right turn.
Rwy 24, climbing left turn.
All aircraft climb direct PDZ VORTAC and hold (east, right turns, 258°, inbound), continue climb-in-hold to MEA for route of flight.

CON'T

UPLAND, CA (CON'T)

CABLE (CCB) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 6, pole, sign beginning 21' from DER, 99' right of centerline, up to 40' AGL/1464' MSL.
Sign 31' from DER, 100' left of centerline, 7' AGL/1451' MSL.
Pole, traverse way, tree, building beginning 87' from DER, 7' right of centerline, up to 41' AGL/1472' MSL.
Traverse way, fence beginning 94' from DER, 82' left of centerline, up to 1461' MSL.
Building, pole, traverse way, fence beginning 106' from DER, 100' left of centerline, up to 40' AGL/1495' MSL.
Tree, building, traverse way beginning 260' from DER, 6' right of centerline, up to 1484' MSL.
Pole 351' from DER, 410' left of centerline, 40' AGL/1498' MSL.
Pole, vertical point, building, fence, traverse way, vegetation, tree beginning 411' from DER, 193' left of centerline, up to 36' AGL/1499' MSL.
Pole, building, fence, tree, general utility, traverse way beginning 628' from DER, 34' left of centerline, up to 32' AGL/1500' MSL.
Pole, tree, general utility, tower, building beginning 961' from DER, 180' left of centerline, up to 57' AGL/1532' MSL.
Pole, building beginning 1228' from DER, 541' left of centerline, up to 76' AGL/1545' MSL.
Trees beginning 1271' from DER, 80' right of centerline, up to 1498' MSL.
Pole, building, traverse way, tree beginning 1289' from DER, 29' left of centerline, up to 75' AGL/1548' MSL.
Trees beginning 1860' from DER, 16' right of centerline, up to 1506' MSL.
Tree, building, traverse way beginning 933' from DER, 25' left of centerline, up to 1555' MSL.
Tree, building beginning 2152' from DER, 67' left of centerline, up to 1565' MSL.
Tree, building, pole beginning 2241' from DER, 58' left of centerline, up to 1573' MSL.
Trees beginning 2485' from DER, 104' right of centerline, up to 1511' MSL.
Trees beginning 2787' from DER, 0' right of centerline, up to 1524' MSL.
Tree, building, pole beginning 3512' from DER, 0' left of centerline, up to 1575' MSL.
Tree, pole, building, traverse way beginning 3782' from DER, 384' left of centerline, up to 1593' MSL.
Tree, building, pole, traverse way beginning 4075' from DER, 668' left of centerline, up to 1610' MSL.
Tree, building, traverse way, pole beginning 4235' from DER, 596' left of centerline, up to 1619' MSL.
Tree, pole beginning 5480' from DER, 949' left of centerline, up to 1620' MSL.
Tree 1 NM from DER, 1434' left of centerline, 1632' MSL.
Rwy 24, traverse way, tree beginning 15' from DER, 60' right of centerline, up to 1408' MSL.
Sign beginning 24' from DER, 97' left of centerline, up to 13' AGL/1396' MSL.
Traverse way, tree beginning 313' from DER, 383' right of centerline, up to 1412' MSL.
Tree 699' from DER, 682' right of centerline, 1416' MSL.
Pole 1296' from DER, 747' right of centerline, 47' AGL/1427' MSL.
Pole 1357' from DER, 583' right of centerline, 62' AGL/1436' MSL.

VAN NUYS, CA

VAN NUYS (VNY)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 21JUL16 (16203) (FAA)

Rwy 16L, heading as assigned by ATC; requires minimum climb of 380' per NM to 2600.
Rwy 16R, heading as assigned by ATC; requires minimum climb of 450' per NM to 2600.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwys 16L/R, std. w/min. climb of 370' per NM to 7100.
Rwys 34L/R, std. w/min. climb of 370' per NM to 7100.

DEPARTURE PROCEDURE:

Rwys 16L/R, climbing left turn on heading 053° and VNY R-095 to DARTS INT, thence…
Rwys 34L/R, climbing right turn on heading 143° and VNY R-095 to DARTS INT, thence…
...aircraft eastbound on V186 and southeast bound on V459 climb on course, all others climb in DARTS holding pattern (hold W, right turns, 095° inbound) to depart DARTS INT at or above 7100.

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.

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VANDENBERG SFB (KVBG)

LOMPOC, CA

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 09SEP21 (21336) (USSF)

Rwy 12, hdg as assigned by ATC; requires min. climb of 296'/NM to 3300.

Rwy 30, hdg as assigned by ATC; requires min. climb of 247'/NM to 3300.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10SEP20 (21336) (USSF)

TAKEOFF MINIMUMS:

Rwy 12, 300-1¼ w/min. climb of 310'/NM to 3300 or std. w/min. climb of 330'/NM to 3200.

DEPARTURE PROCEDURE:

Rwy 30, use VANDENBERG THREE DEPARTURE.

VCOA:

Rwys 12, 30, for climb in visual conditions 1700-2½. Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vandenberg airport at or above 1900 before proceeding on course. Remain within 4 NM of Vandenberg airport during climb in visual conditions.

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

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS (VCV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/ min. climb of 266' per NM to 3500 or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climbing left turn heading 220°, thence. . .

or for climb in visual conditions cross Southern California Logistics Airport at or above 8000 MSL before proceeding on course.

Rwys 17, 21, climbing right turn heading 325°, thence. . .

Rwy 35, climbing left turn heading 220°, thence. . .

. . .All aircraft climb via VCV VOR/DME R-269 to ETHER INT. Continue climb in ETHER holding pattern (NE PMD VORTAC, left turn, 247° inbound) to MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 3, pole 408' from DER, 511' right of centerline, 29' AGL/2873' MSL.

Terrain beginning 153' from DER, 41' right of centerline, up to 3196' MSL.

Terrain beginning 17' from DER, 104' left of centerline, up to 2855' MSL.

Tree 2.1 NM from DER, 3735' right of centerline, 50' AGL/3269' MSL.

Rwy 17, sign 248' from DER, 277' left of centerline, 14' AGL/2896' MSL.

Antenna on building 701' from DER, 203' left of centerline, 20' AGL/2902' MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ANA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the ANA designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
ANon-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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

NAME — ALTERNATE MINIMUMS

BAKERSFIELD, CA

MEADOWS FLD (BFL)……..**ILS or LOC Rwy 30R**[1]
RNAV (GPS) Rwy 12L
RNAV (GPS) Rwy 30R
NA when local weather not available.
[1]NA when control tower closed.

BIG BEAR CITY, CA

BIG BEAR CITY (L35)……**RNAV (GPS) Rwy 26**
Cat A, B 1600-2.

BLYTHE, CA

BLYTHE (BLH)……**RNAV (GPS) Rwy 26**[1]
VOR /DME-A[2]
[1]Cat A, B 1700-2, Cat C, D 1700-3.
[2]Cat D 900-2¾.

BORREGO SPRINGS, CA

BORREGO VALLEY (L08)…..**RNAV (GPS) Rwy 26**
NA when local weather not available.
Cat A, B 1200-2, Cat C 1400-3.

NAME — ALTERNATE MINIMUMS

BURBANK, CA

BOB HOPE (BUR)……**ILS Y or LOC Y Rwy 8**[1]
ILS Z or LOC Z Rwy 8[2]
RNAV (GPS) Z Rwy 8[3]
RNAV (RNP) Y Rwy 8[4]
VOR Rwy 8[3]
[1]ILS Cat A, B, C, D 900-2½; LOC Cat A, B 900-2, Cat C 1500-3, Cat D 1600-3.
[2]LOC Cat B 900-2, Cat C 1500-3, Cat D 1600-3.
[3]Cat A, B 900-2, Cat C 1500-3, Cat D 1600-3.
[4]Cat A, B, C, D 800-2½.

CAMARILLO, CA

CAMARILLO (CMA)……**RNAV (GPS) Rwy 8**[12]
RNAV (GPS) Y Rwy 26[13]
VOR Rwy 26[4]
[1]NA when local weather not available.
[2]Cat C 800-2½, Cat D 1100-3.
[3]Cat D 1100-3.
[4]Cat A, B 1100-2, Cat C 1100-3.

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NAME ALTERNATE MINIMUMS

CARLSBAD, CA

MC CLELLAN-PALOMAR (CRQ)……**ILS or LOC Rwy 24[12]**
RNAV (GPS) Y Rwy 6[34]
RNAV (GPS) Y Rwy 24[35]
VOR-A[36]

[1]NA when control tower closed.
[2]ILS Cat A, B 700-2, Cat C 1000-2¾; LOC Cat C 1000-2¾.
[3]NA when local weather not available.
[4]Cat C 1000-2¾, Cat D 800-2½.
[5]Cat C 1000-2¾.
[6]Cat A, B 1000-2, Cat C 1000-3.

CHINO, CA

CHINO (CNO)……**ILS or LOC Rwy 26R[12]**
RNAV (GPS) Rwy 26R[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat D 800-2¼.
[3]Cat D 800-2¼.

CORONA, CA

CORONA MUNI (AJO)……**RNAV (GPS)-B**
VOR-A

NA when local weather not available.
Cat A, B 1200-2.

DAGGETT, CA

BARSTOW-DAGGETT (DAG)……**RNAV (GPS) Rwy 22[1]**
RNAV (GPS) Rwy 26[3]
VOR or TACAN Rwy 22[2]

NA when local weather not available.
[1]Cat B 900-2, Cat C 1000-2¾, Cat D 1000-3.
[2]Cat A, B 1700-2, Cat C, D 1700-3.
[3]Cat B 1000-2, Cat C, D 1600-3.

DELANO, CA

DELANO MUNI (DLO)……**RNAV (GPS) Rwy 33**
VOR Rwy 33

NA when local weather not available.

EL MONTE, CA

SAN GABRIEL VALLEY (EMT)……**RNAV (GPS)-B[1]**
VOR-A[2]

NA when local weather not available.
[1]Cat C 900-2½, Cat D 1100-3.
[2]Cat A, B 1000-2, Cat C 1000-3, Cat D 1100-3.

FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK (L18)……**GPS Rwy 18**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

FULLERTON, CA

FULLERTON MUNI (FUL)……**LOC/DME Rwy 24[123]**
VOR-A[4]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Cat B 1000-2.
[4]Cat A, B 1500-2.

HAWTHORNE, CA

JACK NORTHROP FLD/ HAWTHORNE MUNI (HHR)……**LOC Rwy 25[1]**
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 25[2]
VOR Rwy 25

Cat D 800-2¼.
[1]NA when control tower closed.
[2]NA when local weather not available.

HEMET, CA

HEMET-RYAN (HMT)……**RNAV (GPS) Rwy 5**

Cat A, B 1100-2, Cat C 1300-3.
NA when local weather not available.

IMPERIAL, CA

IMPERIAL COUNTY (IPL)……**VOR-A**

NA when local weather not available.

LA VERNE, CA

BRACKETT FLD (POC)……**ILS Rwy 26L[12]**
LOC Rwy 26L[123]
RNAV (GPS) Rwy 26L[13]
VOR or GPS-A[23]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Cat C 800-2¼.

LANCASTER, CA

GENERAL WILLIAM J. FOX AIRFIELD (WJF)……**RNAV (GPS) Rwy 6[12]**
RNAV (GPS) Rwy 24[12]
VOR-B[3]

[1]NA when local weather not available.
[2]Cat C 800-2¼, Cat D 800-2½.
[3]Cat A, B 1000-2, Cat C, D 1000-3.

LOMPOC, CA

LOMPOC (LPC)……**RNAV (GPS) Rwy 25[12]**
VOR/DME-A[3]

[1]NA when local weather not available.
[2]Cat A, B 1000-2.
[3]Cat A, B 1300-2.

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NAME ALTERNATE MINIMUMS

LONG BEACH, CA

LONG BEACH
(DAUGHERTY FLD) (LGB)....**ILS or LOC Rwy 30[1]**
RNAV (RNP) Rwy 12
RNAV (RNP) Y Rwy 30
VOR or TACAN Rwy 30[2]

NA when control tower closed.
[1]LOC Cat C 800-2¼, Cat D 800-2½.
[2]Cat C 800-2¼, Cat D 800-2½.

LOS ANGELES, CA

WHITEMAN (WHP).....**VOR-A**
Cat B 900-2, Cat C 1200-3.

MOJAVE, CA

MOJAVE AIR AND SPACE PORT/
RUTAN FLD (MHV).....**RNAV (GPS) Rwy 4[12]**
RNAV (GPS) Rwy 22[12]
RNAV (GPS) Rwy 30[3]

[1]NA when local weather not available.
[2]Cat C 1400-3, Cat D 1700-3.
[3]Cat C, D 1000-4.

NEEDLES, CA

NEEDLES (EED).....**RNAV (GPS) Rwy 29**
VOR-A

NA when local weather not available.
Cat D 1000-3.

OCEANSIDE, CA

BOB MAXWELL MEML
AIRFIELD (OKB).....**RNAV (GPS) Rwy 25[1]**
VOR-A[23]

[1]Cat A, B 900-2.
[2]Cat A, B 1200-2.
[3]NA when local weather not available.

ONTARIO, CA

ONTARIO INTL (ONT).....**ILS or LOC Rwy 26L[1]**
ILS or LOC Rwy 26R[2]

[1]LOC Cat C, D 800-2½.
[2]LOC Cat C 800-2¼, Cat D 800-2½.

OXNARD, CA

OXNARD (OXR).....**ILS or LOC Rwy 25[1]**
RNAV (GPS) Rwy 7[23]
RNAV (GPS) Rwy 25[23]
VOR Rwy 25[23]

[1]LOC Cat D 800-2¼.
[2]NA when local weather not available.
[3]Cat D 800-2¼.

NAME ALTERNATE MINIMUMS

PALM SPRINGS, CA

JACQUELINE COCHRAN
RGNL (TRM).....**RNAV (GPS) Rwy 30[1]**
RNAV (GPS) Rwy 35[2]
VOR Rwy 30[1]
VOR-A[3]

[1]Cat D 900-3.
[2]Cat C, D 1100-3.
[3]Cat A, B 1600-2, Cat C, D 1600-3.

PALM SPRINGS
INTL (PSP).....**RNAV (GPS) Z Rwy 31L[1]**
VOR-B[2]

[1]Cat C 1100-3, Cat D 1300-3.
[2]Cat A, B 1700-2, Cat C, D 1700-3.

PALMDALE, CA

PALMDALE USAF
PLANT 42 (PMD).....**ILS Z or LOC Z Rwy 25[123]**
RNAV (GPS) Rwy 7[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 25[4]
VOR or TACAN Z Rwy 25[5]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]LOC Cat A, B 1000-2, Cat C 1000-3, Cat D 1200-3, Cat E 1300-3.
[4]Cat D 1200-3.
[5]Cat D 1200-3, Cat E 1300-3.

PASO ROBLES, CA

PASO ROBLES
MUNI (PRB).....**RNAV (GPS) Rwy 19[12]**
RNAV (GPS) Rwy 31[12]
VOR Rwy 19[12]
VOR-B[3]

[1]NA when local weather not available.
[2]Cat D 900-2¾.
[3]Cat D 900-3.

RAMONA, CA

RAMONA (RNM).....**RNAV (GPS)-B[1]**
RNAV (GPS) Rwy 9[2]
VOR/DME-A[3]

NA when local weather not available.
[1]Cat A, B 1400-2, Cat C 1800-3.
[2]Cat A, B 900-2, Cat C 1800-3.
[3]Cat A, B 1200-2, Cat C 1800-3.

RIVERSIDE, CA

RIVERSIDE (RAL).....**ILS or LOC Rwy 9[123]**
RNAV (GPS) Rwy 9[34]
RNAV (GPS) Rwy 27[5]
VOR-A[36]
VOR Rwy 9[35]

[1]NA when control tower closed.
[2]LOC Cat B 900-2, Cat C 1000-3, Cat D 1200-3.
[3]NA when local weather not available.
[4]Cat B 900-2, Cat C 1000-3, Cat D 1200-3.
[5]Cat A, B 1300-2, Cat C 1300-3.
[6]Cat A, B 1500-2, Cat C, D 1500-3.

NAME ALTERNATE MINIMUMS

SAN BERNARDINO, CA

SAN BERNARDINO
INTL (SBD)..... **ILS or LOC Z Rwy 6[12]**
LOC Y Rwy 6[13]
RNAV (GPS) Y Rwy 6[4]
RNAV (GPS) Z Rwy 6[5]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat D 1500-3.
[3]Cat A, B 1000-2, Cat C 1000-3, Cat D 1500-3.
[4]Cat A, B 1400-2, Cat C 1400-3, Cat D 1500-3.
[5]Cat D 1500-3.

SAN DIEGO, CA

BROWN FLD MUNI (SDM)... **RNAV (GPS) Rwy 8L[1]**
VOR or TACAN-A[2]

NA when local weather not available.
[1]Cat D 1800-3.
[2]Cat A, B, C 900-2¾, Cat D 1800-3.

MONTGOMERY-GIBBS
EXEC (MYF)..... **ILS or LOC Rwy 28R[1]**
RNAV (GPS) Rwy 28R

NA when local weather not available.
[1]NA when control tower closed.

SAN DIEGO INTL (SAN).... **ILS Y or LOC Y Rwy 9[1]**
ILS Z or LOC Z Rwy 9[2]
LOC Rwy 27[3]
RNAV (GPS) Rwy 9[4]
RNAV (GPS) Y Rwy 27[3]

[1]LOC Cat A, B 1000-2, Cat C 1000-2¾, Cat D 1000-3.
[2]LOC Cat B 900-2, Cat C 900-2¼, Cat D 1000-3.
[3]Cat A, B 900-2, Cat C 900-2½, Cat D 1000-3.
[4]Cat B 900-2, Cat C 900-2¼, Cat D 1000-3.

SAN DIEGO/EL CAJON, CA

GILLESPIE FLD (SEE)..... **LOC-D[12]**
RNAV (GPS) Rwy 9L[35]
RNAV (GPS) Rwy 17[45]

[1]NA when control tower closed.
[2]Cat A, B 1200-2, Cat C, D 1600-3.
[3]Cat A, B 1100-2½, Cat C 1600-3.
[4]Cat A, B 1100-2, Cat C, D 1100-3.
[5]NA when local weather not available.

SAN LUIS OBISPO, CA

SAN LUIS OBISPO
COUNTY RGNL (SBP)..... **ILS or LOC Rwy 11[12]**
RNAV (GPS) Rwy 11[34]
RNAV (GPS) Rwy 29[34]
VOR or TACAN-A[45]

[1]NA when control tower closed.
[2]LOC Cat A, B 1300-2, Cat C 1300-3, Cat D 1600-3.
[3]Cat B 1100-2, Cat C 1300-3, Cat D 1400-3.
[4]NA when local weather not available.
[5]Cat A, B 1500-2, Cat C, D 1500-3.

NAME ALTERNATE MINIMUMS

SANTA ANA, CA

JOHN WAYNE/ORANGE
COUNTY (SNA)..... **ILS or LOC Rwy 20R[13]**
LDA Rwy 20R[12]
LOC BC Rwy 2L[12]
RNAV (GPS) Y Rwy 2L[2]
RNAV (GPS) Y Rwy 20R[2]

NA when local weather not available.
[1]NA when control tower closed.
[2]Cat C 800-2¼, Cat D 1200-3.
[3]LOC Cat A, B 1000-2, Cat C 1000-3, Cat D 1200-3.

SANTA BARBARA, CA

SANTA BARBARA
MUNI (SBA)..... **ILS or LOC Rwy 7[12]**
RNAV (GPS) Rwy 7[3]
VOR Rwy 25[4]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC Cat B 900-2, Cat C 900-2½, Cat D 1000-3.
[3]Cat C 800-2¼, Cat D 900-3.
[4]Cat A, B 1000-2, Cat C 1000-2¾, Cat D 1000-3.

SANTA MARIA, CA

SANTA MARIA PUB/CAPT G ALLAN
HANCOCK FLD (SMX)..... **ILS or LOC Rwy 12[14]**
LOC/DME BC-A[24]
RNAV (GPS) Rwy 12[2]
RNAV (GPS) Rwy 30[3]
VOR Rwy 12[5]

NA when local weather not available.
[1]LOC Cat C 1200-3, Cat D 1300-3.
[2]Cat C 1200-3, Cat D 1300-3.
[3]Cat A, B 1400-2, Cat C 1400-3.
[4]NA when control tower closed.
[5]Cat C 1200-3.

SANTA MONICA, CA

SANTA MONICA
MUNI (SMO)..... **RNAV (GPS) Rwy 21[1]**
RNAV (GPS) Y Rwy 3[2]
RNAV (GPS) Z Rwy 3[3]

[1]Cat A, B 1000-2, Cat C, D 1000-2½.
[2]Cat A, B 900-2, Cat C, D 900-2½.
[3]Cat A, B 1200-2.

SANTA YNEZ, CA

SANTA YNEZ/
KUNKLE FLD (IZA)..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 8
VOR Rwy 8[1]

NA when local weather not available.
[1]Cat A, B 1400-2.

SW-3, 09 JUL 2026 to 03 SEP 2026

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

TORRANCE, CA

ZAMPERINI FLD (TOA)..... **ILS or LOC Rwy 29R**
RNAV (GPS) Rwy 11L
RNAV (GPS) Rwy 29R
VOR Rwy 11L[1]

NA when control tower closed, except for operators with approved weather reporting services.
[1]Cat A, B 900-2, Cat C 900-2½.

VAN NUYS, CA

VAN NUYS (VNY)..... **ILS Y Rwy 16R**[123]
ILS Z Rwy 16R[12]
LDA-C[45]
VOR-A[6]
VOR-B[7]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS Cat A, B, C, D 700-2.
[4]Cat D 1300-3.
[5]NA when KBUR control tower closed.
[6]Cat D 1000-3.
[7]Cat A, B 900-2, Cat C 900-2½, Cat D 1000-3.

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS (VCV)..... **RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 35[3]

NA when local weather not available.
[1]Cat A, B 1200-2, Cat C, D 1200-3.
[2]Cat D 900-3.
[3]Cat D 900-2¾.

SW-3, 09 JUL 2026 to 03 SEP 2026

RADAR INSTRUMENT APPROACH MINIMUMS

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

Oceanside, CA Amdt 6 14MAY26 (26134) (USN) ELEV **78**

RADAR - (E) 236.3 277.325 T A NA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR †	21[1 2 3 4 5]	3.6°/53/889	ABCD	**388**-¾	310	(400-¾)
ASR	21[6 7 8 9]		AB	**960**-1	882	(900-1)
			CD	**960**-2½	882	(900-2½)
CIR	All Rwy [10 11]		A	**1020**-1¼	942	(1000-1¼)
			B	**1260**-1½	1182	(1200-1½)
			CD	**1480**-3	1402	(1500-3)

†CAUTION: Missed Approach Minimum Climb Rate to 1500

Knots	60	120	180	240	300	360
V/V (fpm)	299	598	897	1196	1495	1794

[1]CAUTION - Trees penetrate 34:1 visual obstacle surfaces approximately 2300' from threshold, 500' left of cntrln. Pilots must have trees in sight prior to descending from DA/MDA.
[2]When ALS inop, increase CAT ABCD vis to ⅞ mile.
[3]No-NOTAM preventative maint sked: PAR 2100-0100Z++ Mon.
[4]Helicopter visibility reduction below ¾ NM not authorized.
[5]CAUTION: GP exceeds maximum for CAT D (3.5°)
[6]Step Down Fix altitude(s) are less than circling CAT BCD MDA.
[7]When ALS inop, increase CAT AB vis to 1¼ miles.
[8]Step Down Fix at 3NM from thld, 1240 min.
[9]Step Down Fix at 4.5NM from thld, 1800 min.
[10]Circling authorized from ASR only.
[11]Circling to Rwy 3 not authorized at night when PAPI OTS.

SW-3, 09 JUL 2026 to 03 SEP 2026

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26134

N1

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

San Diego, CA Amdt 3 22JAN26 (26022) (USN) ELEV **477**

RADAR[1] **- (E)** 133.625 134.3x 266.8x 270.35 307.9x 328.4x 348.75 350.275 371.9 379.125

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	24R[2]	3.2°/57/1130	ABCDE	**897**-¾	422	(500-¾)
	24L	3.2°/49/1022	ABCDE	**727**-¾	250	(300-¾)
PAR W/O GS	24R[3 4]		AB	**1000**-½	525	(600-½)
			CDE	**1000**-1	525	(600-1)
	24L[4]		AB	**1000**-1	523	(600-1)
			CDE	**1000**-1½	523	(600-1½)
ASR Z	6L[5]		AB	**820**-1	388	(400-1)
			CDE	**820**-1⅛	388	(400-1⅛)
ASR	24R[6 7]		AB	**960**-½	485	(500-½)
			CDE	**960**-1	485	(500-1)
	24L[7]		AB	**940**-1	463	(500-1)
			CDE	**940**-1⅜	463	(500-1⅜)
ASR Y	6L		AB	**1140**-1	708	(700-1)
			CDE	**1140**-2	708	(700-2)
CIR[8 9]	All Rwy		AB	**1120**-1	643	(700-1)
			C	**1300**-2½	823	(900-2½)
			DE	**1500**-3	1023	(1100-3)
CIR[8]	6L		AB	**1140**-1	663	(700-1)
(ASR Y)			C	**1300**-2½	823	(900-2½)
			DE	**1500**-3	1023	(1100-3)

[1]Other APP CON freq as assigned.
[2]When ALS inop, increase vis to 1¼ miles.
[3]When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles.
[4]Step Down Fix at 3 NM from RPI, 1500 min, Step Down Fix at 2 NM from RPI, 1160 min.
[5]Step Down Fix at 2 NM from thld, 1140 min.
[6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
[7]Step Down Fix at 3 NM from thld, 1600 min, Step Down Fix at 2 NM from thld, 1240 min.
[8]Circling not authorized SE of Rwy 6R-24L.
[9]All RADAR procedures except ASR Y Rwy 6L.

Missed Approach Minimum Climb Rate of 240 ft/NM to 3900

Rwy	Knots	60	120	180	240	300	360
ASR Z 6L	V/V (fpm)	240	480	720	960	1200	1440

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

San Diego, CA Amdt 2 04SEP25 (25247) (USN) ELEV **26**
RADAR - (E) 127.7x 133.175x 318.8x 360.8x 353.5x 382.0x 385.5x

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	36[2 3]	3.0°/46/856	ABCD	**119**-¼	100	(100-¼)
	29[4]	3.0°/46/944	ABCDE	**276**-½	250	(300-½)
PAR W/O GS[1]	36[5]		AB	**460**-¾	441	(500-¾)
			CDE	**460**-1	441	(500-1)
	29[6 7]		AB	**560**-⅝	534	(600-⅝)
			CDE	**560**-1	534	(600-1)
PAR SHORT OFFSET	29[1 8 9]	3.0°/46/944	A	**620**-2	594	(600-2)
PAR OFFSET	29[1 9]	3.0°/46/944	ABCDE	**620**-2	594	(600-2)
PAR WO GS OFFSET	29[1 7 9]		ABCDE	**620**-2	594	(600-2)
ASR	29[5 7]		AB	**540**-½	514	(600-½)
			CDE	**540**-1	514	(600-1)
	36[10]		A	**800**-¾	781	(800-¾)
			B	**800**-1	781	(800-1)
			CDE	**800**-2	781	(800-2)
ASR OFFSET	29[7 9]		ABCDE	**620**-2	594	(600-2)
CIR	29[7]		AB	**620**-2	594	(600-2)
			CDE	**NOT AUTHORIZED**		
	36		ABCDE	**NOT AUTHORIZED**		

[1]No-NOTAM MP sked 2000-2400Z++ Mon.
[2]When ALS inop, increase vis to ½ mile.
[3]CAT E aircraft NOT AUTHORIZED.
[4]When ALS inop, increase vis to ¾ mile.
[5]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1⅜ miles.
[6]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1½ miles.
[7]Cir auth to Rwy 18 only. Cir not auth W Rwy 18-36.
[8]Minima applicable for rotorcraft short offset approaches.
[9]Final apch crs 299° offset 8° from RCL 291°.
[10]When ALS inop, increase CAT A vis to 1 mile, CAT B to 1¼ miles, CAT CDE vis to 2½ miles.

SW-3, 09 JUL 2026 to 03 SEP 2026

RADAR INSTRUMENT APPROACH MINIMUMS

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

Oxnard, CA Amdt 3 04SEP25 (25247) (USN) ELEV **13**

RADAR[1] **- (E)** 123.75x 133.25 233.7x 269.225 350.25 353.925

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/HATh/ HAA	CEIL-VIS
PAR	3[2]	3.0°/46/873	ABCDE	**110**-¼	100	(100-¼)
	21	3.0°/47/892	ABCDE	**113**-½	100	(100-½)
ASR	3[3 4]		ABCDE	**380**-¾	370	(400-¾)
	21[5 6]		AB	**420**-½	407	(500-½)
			CDE	**420**-¾	407	(500-¾)
CIR[7 8]	3, 21		A	**420**-1	470	(500-1)
			B	**520**-1	507	(600-1)
			C	**520**-1½	507	(600-1½)
			D	**580**-2	567	(600-2)
			E	**NOT AUTHORIZED**		

Expanded RADAR svc-All flt conducted under positive ctl. Inbd acft not opr under ATC or PLEAD ctc APP CON 25 NM out on 307.275 or 128.65.

[1]No-NOTAM preventive maint 1500-2000Z++ Tue.
[2]When ALS inop, increase vis to ½ mile.
[3]When ALS inop, increase vis to 1 mile.
[4]Step down fix at 2 NM from thld, 700 min.
[5]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
[6]Step down fix at 4 NM from thld, 1400 min, 3 NM from thld, 1080 min.
[7]CAT A remain within 1.3 NM, CAT B remain within 1.5 NM, CAT C remain within 1.7 NM, CAT D remain within 2.3 NM.
[8]Circling not authorized SE of Rwy 3-21.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
26134

N4

21168

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
BURBANK, CA			
BOB HOPE (BUR)	15	08-26	4,250 feet
LONG BEACH, CA			
LONG BEACH (DAUGHERTY FLD) (LGB)	26R	12-30	3,400 feet
	30	08L-26R	5,850 feet

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25219

HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BURBANK,CA		
BOB HOPE (BUR)	HS 1	Runway incursion risk. Rwy 33-15. Non-typical location of runway holding position markings on ramp. Aircraft taxiing westbound from or maneuvering within terminal ramp cross Rwy 33–15 holding position markings without ATC authorization.
	HS 2	Runway incursion risk. Rwy 08–26. Non–typical location of runway holding position markings on ramp. Aircraft taxiing west bound from terminal ramp and instructed to hold short of Rwy 08-26 cross Rwy 08-26 holding position markings without ATC authorization.
CARLSBAD, CA		
MC CLELLAN-PALOMAR (CRQ)	HS 1	Large Jets may obscure twr visibility of small aircraft.
	HS 2	Exiting Rwy 24 at Twy A4
CHINO, CA		
CHINO (CNO)	HS 1	Twy D close proximity to Rwy 08L-26R.
	HS 2	Twy L close proximity to Rwy 03-21.
	HS 3	Twy L, Twy D, and Twy K complex int.
EL MONTE, CA		
SAN GABRIEL VALLEY (EMT)	HS 1	Twy A at Twy C.
	HS 2	Twy A at Twy D.
HAWTHORNE, CA		
JACK NORTHROP FLD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LA VERNE, CA		
BRACKETT FLD (POC)	HS 1	Twy A between the apch ends of Rwy 26R and Rwy 26L.
LOS ANGELES, CA		
LOS ANGELES INTL (LAX)	HS 1	Runway incursion risk. Rwy 24L at Twys V, W and Y. Short distance between parallel runways. After landing Rwy 24R, manage taxi speed and expect to hold short of Rwy 24L at the appropriate runway holding position markings.
	HS 2	Runway incursion risk. Rwy 25L at Twy F. Aircraft cross Rwy 25L holding position markings without authorization. Aircraft on Twy A instructed by ATC to turn onto Twy F, expect to hold short of Rwy 25L.
	HS 3	Surface Incident Risk. Twy F from Twy A. Aircraft are frequently instructed by ATC to hold short of Twy F at the intermediate holding position markings. Do not proceed onto Twy F without ATC clearance.
MOJAVE, CA		
MOJAVE AIR & SPACE PORT/ RUTAN FLD (MHV)	HS 1	Rwy 08 and Rwy 04 at Twy C and Twy F. Ensure clearance received for each rwy.
	HS 2	Twy A, Twy C, Twy D intersect. Limited tower visibility.
ONTARIO, CA		
ONTARIO-INTL (ONT)	HS 1	Twy F at Rwy 08R/26L frequent centerline confusion crossing rwy southbound.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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SW-3, 09 JUL 2026 to 03 SEP 2026

26022

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Int of Twy B and Twy C.
	HS 2	Twy B and Rwy 31R.
	HS 3	Twy C and Twy J.
RIVERSIDE, CA		
RIVERSIDE (RAL)	HS 1	Twy A and Rwy 34.
	HS 2	ATC non-vis area.
SAN DIEGO, CA		
MONTGOMERY-GIBBS EXEC (MYF)	HS 1	Rwy 28R and Rwy 28L, Twy M.
	HS 2	Rwy 28L-10R and Rwy 05-23.
	HS 3	Rwy 28L and Twy B.
SAN DIEGO INTL (SAN)	HS 1	Twy J at Twy H.
SAN LUIS OBISPO, CA		
SAN LUIS OBISPO COUNTY RGNL (SBP)	HS 1	Area directly below the Control Twr "not visible".
	HS 2	Twy A4, Rwy 29.
SANTA ANA, CA		
JOHN WAYNE/ORANGE COUNTY (SNA)	HS 1	Rwy 20L and Twy L.
	HS 2	Rwy 20L and Rwy 20R, Twy H.
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy Incursion Risk. Rwy 07-25 at Twy C. Rwy Holding Position Markings along ramp are angled and positioned far from rwy. Aircraft fail to hold short of the rwy. Also, aircraft fail to fully exit the rwy.
	HS 2	Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.
SANTA MARIA, CA		
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)	HS 1	Twy A, Twy A6, Twy A5, Twy R, and Twy S.
	HS 2	Rwy 20 and Twy A.
	HS 3	Rwy 12 and Twy B2 and Twy A2.
TORRANCE, CA		
ZAMPERINI FLD (TOA)	HS 1	Pilots exiting Rwy 11L-29R sometimes fail to hold short of the Rwy 11R-29L apch hold area on Twy H.

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

26022

SW-3, 09 JUL 2026 to 03 SEP 2026

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ANJLL FOUR ARRIVAL (RNAV)

(ANJLL.ANJLL4) 19JUL18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

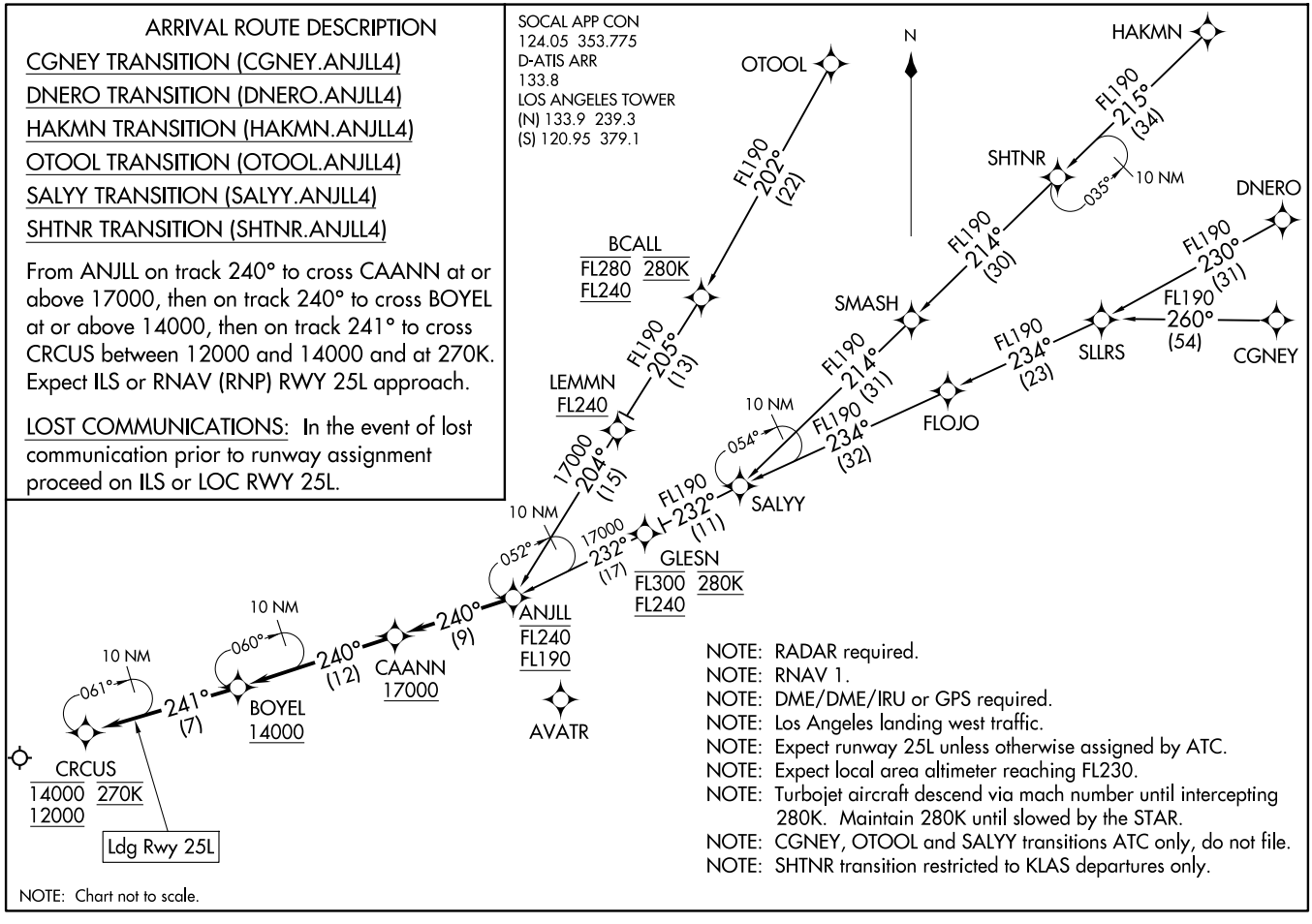
ARRIVAL ROUTE DESCRIPTION

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

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

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

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Los Angeles landing west traffic.
NOTE: Expect runway 25L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter reaching FL230.
NOTE: Turbojet aircraft descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: CGNEY, OTOOL and SALYY transitions ATC only, do not file.
NOTE: SHTNR transition restricted to KLAS departures only.

(ANJLL.ANJLL4) 18200
ANJLL FOUR ARRIVAL (RNAV)
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

AL-237 (FAA)

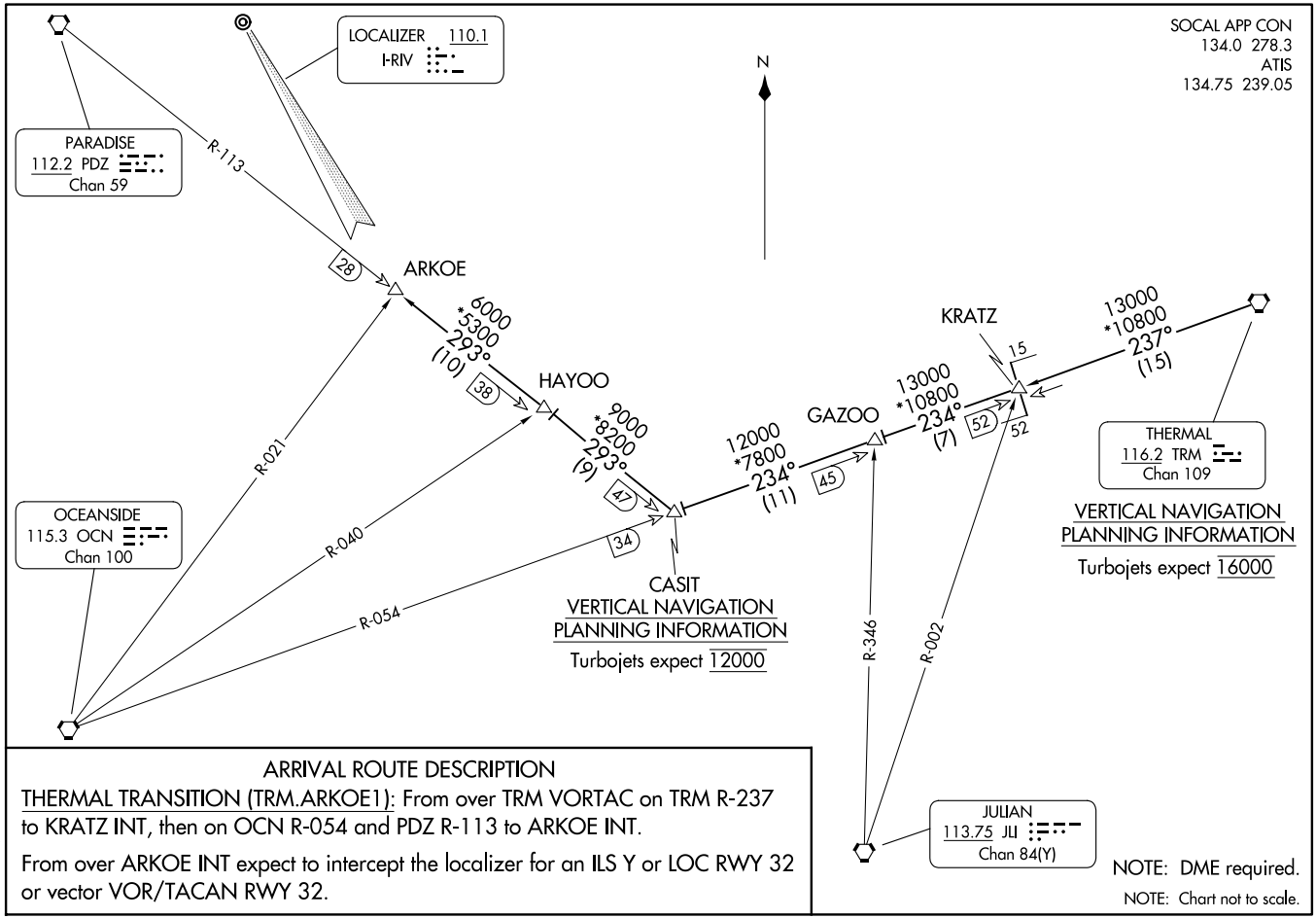
Z1

ARKOE ONE ARRIVAL

(ARKOE.ARKOE1) 05APR12

ARKOE ONE ARRIVAL

(ARKOE.ARKOE1) 25275



ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: DME required.

NOTE: Chart not to scale.

RIVERSIDE, CALIFORNIA
MARCH ARB (KRIV)

MARCH ARB (KRIV)
RIVERSIDE, CALIFORNIA

AL-348 (FAA)

Z2

BARET FIVE ARRIVAL

(BARET.BARET5) 08JAN15

SAN DIEGO, CALIFORNIA

BARET FIVE ARRIVAL

(BARET.BARET5) 25275

SAN DIEGO, CALIFORNIA

AL-373 (FAA)

Z3

SOCAL APP CON
124.35 279.625
KNZY ATIS ★
317.8
SAN D-ATIS
134.8

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

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

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
IPL Transition
expect 10000 at PILLO

TWENTYNINE PALMS 114.2 TNP Chan 89
NEEDLES 115.2 EED Chan 99
THERMAL 116.2 TRM Chan 109
OCEANSIDE 115.3 OCN Chan 100
JULIAN 113.75 JLI Chan 84(Y)
PARKER 117.9 PKE Chan 126
LOCALIZER 111.55 I-SAN Chan 52(Y)
MISSION BAY 117.8 MZB Chan 125
LOCALIZER 110.9 I-UBR Chan 46
IMPERIAL 115.9 IPL Chan 106
POGGI 116.45 PGY Chan 111(Y)
NORTH ISLAND NAS (HALSEY FLD)

SHADI
MOMAR
SALTN
CARUL
OCN R-099
BARET
SARGS
PILLO
KUMBA
VYDDA
IFHEJ
IFSOX
SAN DIEGO INTL
RWY 9
RWY 27

15000 *7000 179° (37)
17000 *7600 208° (94)
15000 *6500 227° (61)
12000 *5900 220° (11)
10 NM
040° 210K
220° 12000 *8600 (14)
207° 12000 *8700 (35)
177° 9000 *8700 (10)
256° 9000 *8400 (11)
10000 *8400 258° (21)
10000 *4700 258° (28)
222° 6000 (13)
342° 2400 (5)
275° 4800 (3)
270° 4000 *3000 (21)
R-043 (5)

R-078 R-109 R-171 R-040 R-177 R-332 R-162 R-255 R-076 R-027 R-150 R-115 JLI R-177 R-017

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

IMPERIAL TRANSITION (IPL.BARET5): From over IPL VORTAC on IPL R-258 and MZB R-076 to BARET INT. Thence . . . .
NEEDLES TRANSITION (EED.BARET5): From over EED VORTAC on EED R-208 to SHADI INT, then on JLI R-040 to SALTN INT, then on PGY R-027 to CARUL INT, then on JLI R-177 to BARET INT. Thence . . . .
PARKER TRANSITION (PKE.BARET5): From over PKE VORTAC on PKE R-227 to SHADI INT, then on JLI R-040 to SALTN INT, then on PGY R-027 to CARUL INT, then on JLI R-177 to BARET INT. Thence . . . .
TWENTYNINE PALMS TRANSITION (TNP.BARET5): From over TNP VORTAC on TNP R-179 to MOMAR INT, then on JLI R-040 to SALTN INT, then on PGY R-027 to CARUL INT, then on JLI R-177 to BARET INT. Thence . . . .

. . . .LANDING SAN RWY 9: From BARET INT on PGY R-043 to PGY VORTAC, then on PGY R-270 to IFSOX, then on OCN R-162 to SARGS INT.
Expect ILS Rwy 9 approach to SAN or LOC/DME-B to NZY.
. . . .LANDING SAN RWY 27 and NZY: From BARET INT on PGY R-043 to IFHEJ, then on I-UBR localizer to VYDDA INT. Expect LOC Rwy 27 approach to SAN or LOC/DME-A to NZY.

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

SW-3, 09 JUL 2026 to 03 SEP 2026

(BASET.BASET5) 25275

BASET FIVE ARRIVAL

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

(CONTINUED ON FOLLOWING PAGE)

SW-3, 09 JUL 2026 to 03 SEP 2026

BASET FIVE ARRIVAL
(BASET.BASET5) 07DEC17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

LOST COMMUNICATIONS

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

SW-3, 09 JUL 2026 to 03 SEP 2026

BAUBB THREE ARRIVAL (RNAV)

(BAUBB.BAUBB3) 26DEC24

LONG BEACH (DAUGHERTY FLD) (LGB)

LONG BEACH, CALIFORNIA

SOCAL APP CON
127.4 263.025
ATIS
127.75
LONG BEACH TOWER★
120.5 257.6 (Rwy 12)
119.4 257.6 (Rwy 30)

ARRIVAL ROUTE DESCRIPTION

TCUPS TRANSITION (TCUPS.BAUBB3)

TILLT TRANSITION (TILLT.BAUBB3)

From BAUBB on track 087° to cross STYFF between 7000 and 9000.

LANDING RUNWAY 12: From STYFF on track 078° to cross KAYNN between 5000 and 7000, then on track 015° to cross PADDR between 5000 and 6000 and at 200K, then on track 009° to QGATE, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

LANDING RUNWAYS 26R, 30: From STYFF on track 078° to cross KAYNN between 5000 and 7000, then on track 055° to cross LAXBB at or below 5000 and at 200K, then on track 055° to cross ALBAS at 4000, then on track 020° to cross EZKEL at 4000, then on track 020°. Expect RNAV (RNP) Y RWY 30 or RADAR vectors to final approach course.

LOST COMMUNICATIONS

RUNWAYS 26R, 30: After ALBAS proceed on the RNAV (RNP) Y RWY 30 or ILS or LOC RWY 30 approach.

RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach.

If unable approach to LGB, after ALBAS/BREKE climb to 4000 direct SLI VORTAC and hold.

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

TILLT
*16000
*5100
124°
(33)
ZIPRR
*6000
*5100
132°
(25)
WURLL
*6000
*5100
132°
(44)
TCUPS
FL260 280K
*6000
*4700
107°
(21)
RUKKI
FL210
*6000
*2200
106°
(22)
SCANN
*6000
*2200
107°
(16)
BAUBB
13000
11000
087°
(16)
STYFF
9000
7000
(7)
078°
KAYNN
7000
5000
015°
(5)
PADDR
6000 200K
5000
009°
(8)
QGATE
(3)
332°
BREKE
3000
Ldg Rwy 12
055°
(8)
LAXBB
5000 200K
055°
(5)
ALBAS
4000
020°
(2)
EZKEL
4000
020°
Ldg Rwys
26R, 30
SEAL BEACH
SLI
300°
120°
4 NM
N

NOTE: Jet and high performance turboprop aircraft only.
NOTE: Expect Rwy 30 unless otherwise assigned by ATC.
NOTE: Chart not to scale.

(BAUBB.BAUBB3) 24361

BAUBB THREE ARRIVAL (RNAV)

AL-236 (FAA)

LONG BEACH (DAUGHERTY FLD) (LGB)

LONG BEACH, CALIFORNIA

Z7

BAYST ONE ARRIVAL (RNAV) Transition Routes

(BAYST.BAYST1) 24MAY18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

Z8

BURGL TRANSITION (BURGL.BAYST1)
CERNL TRANSITION (CERNL.BAYST1)
FRASR TRANSITION (FRASR.BAYST1)
HUULL TRANSITION (HUULL.BAYST1)
MUPTT TRANSITION (MUPTT.BAYST1)
REBRG TRANSITION (REBRG.BAYST1)
RYDRR TRANSITION (RYDRR.BAYST1)
SNAXX TRANSITION (SNAXX.BAYST1)

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

SOCAL APP CON
124.5 235.975
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

N

REBRG
BURGL
STADD
DOUIT
CROWY
FL290
FL260
MUPTT
FL270 280K
FL230
MDOTS
FL240
FL200
GRIPR
FL230
FL190
BIKNG
FL200
16000
RUNNN
17000
14000
FRASR
IRNMN
16000
12000
SYMON
13000 250K
12000
SNAXX
SERCO
FL210
FL190
HUULL
FL200 280K
17000
GNZZO
14000
13000
RYDRR
11000 250K
KEVVI
10000
BAYST
9000 240K
GAASR
CERNL

17000 185° (20)
17000 136° (27)
17000 179° (23)
14000 130° (28)
14000 132° (12)
14000 132° (7)
10 NM 312°
14000 132° (6)
14000 132° (9)
14000 132° (7)
12000 160° (23)
12000 131° (7)
12000 131° (7)
9000 126° (11)
10 NM 306°
103° (5)
9000
FL190 072° (33)
064° (16) FL190
FL190 048° (103)
16 NM 255°
13000 075° (13)
13000 079° (35)
11000 079° (15)
10 NM 259°
10000 103° (17)

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Routes.

(BAYST.BAYST1) 18144

BAYST ONE ARRIVAL (RNAV) Transition Routes

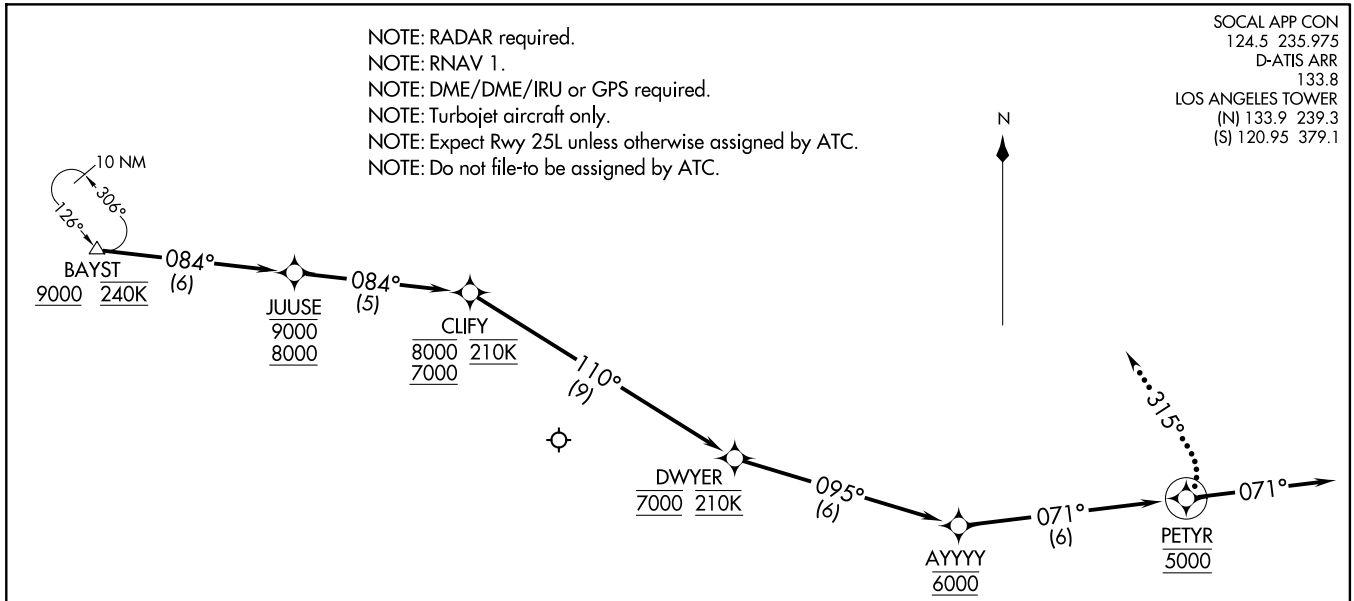
AL-237 (FAA)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

BAYST ONE ARRIVAL (RNAV) Arrival Route

(BAYST.BAYST1) 24MAY18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



ARRIVAL ROUTE DESCRIPTION

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

LOST COMMUNICATIONS

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

BAYST ONE ARRIVAL (RNAV) Arrival Route
(BAYST.BAYST1) 18144
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

AL-237 (FAA)

Z9

BIGBR THREE ARRIVAL (RNAV) Transition Routes

(ANJLL.BIGBR3) 24MAY18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

Z10

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

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

N

HAKMN
FL190
215°
(34)
SHTNR
035°
10 NM
FL190
214°
(30)
OTOOL
FL190
202°
(22)
DNERO
FL190
230°
(31)
SMASH
FL190
260°
(54)
CGNEY
SLLRS
FL190
234°
(23)
BCALL
FL280 280K
FL240
FL190
205°
(13)
FLOJO
10 NM
054°
FL190
214°
(31)
FL190
234°
(32)
LEMMN
FL190
232°
(11)
SALYY
FL290
17000
204°
(15)
17000
232°
(17)
GLESN
FL320
FL270
ANJLL
FL290 280K
FL240

See following page for Arrival Routes.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CGNEY TRANSITION (CGNEY.BIGBR3)
DNERO TRANSITION (DNERO.BIGBR3)
HAKMN TRANSITION (HAKMN.BIGBR3)
OTOOL TRANSITION (OTOOL.BIGBR3)
SHTNR TRANSITION (SHTNR.BIGBR3)

(ANJLL.BIGBR3) 18144

BIGBR THREE ARRIVAL (RNAV) Transition Routes

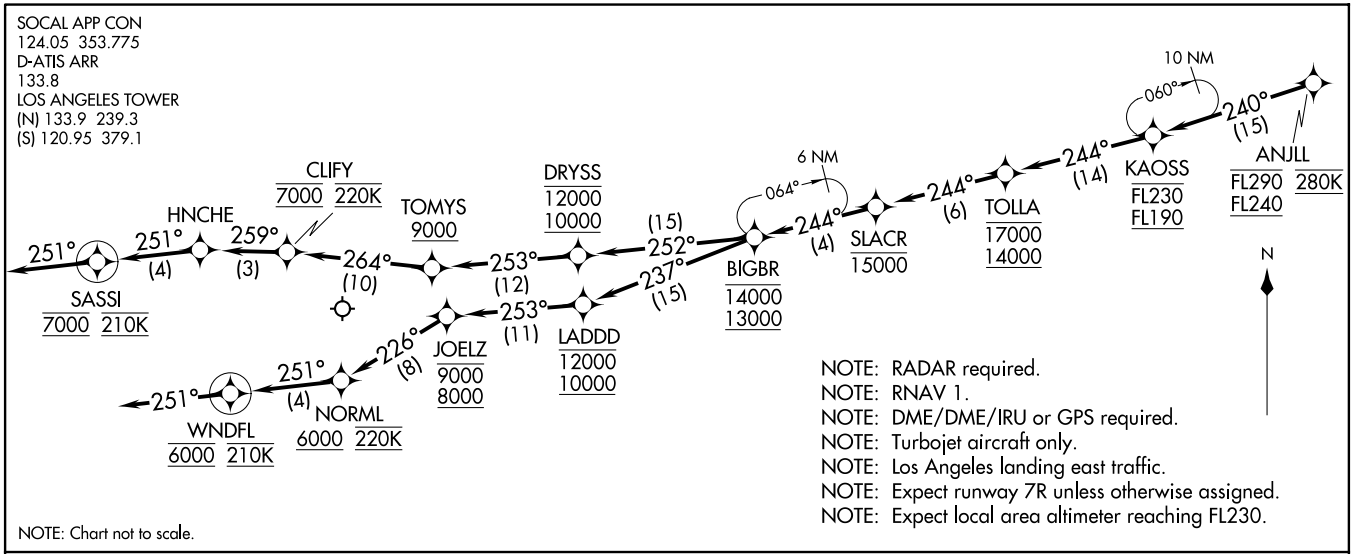
AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

BIGBR THREE ARRIVAL (RNAV) Arrival Routes

(ANJLL.BIGBR3) 24MAY18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

BIGBR THREE ARRIVAL (RNAV) Arrival Routes

(ANJLL.BIGBR3) 18144

AL-237 (FAA)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

Z11

BOGET TWO ARRIVAL (RNAV)

(BOGET.BOGET2) 19JUL18

BOGET TWO ARRIVAL (RNAV)

(BOGET.BOGET2) 20198

LOS ANGELES, CALIFORNIA

LOS ANGELES, CALIFORNIA

Z12

AL-237 (FAA)

SOCAL APP CON
135.05 317.5
LAX D-ATIS ARR
133.8
SMO ATIS
119.15
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
SANTA MONICA TOWER ★
120.1 257.8

N

PURSE
WELUM
WNCHL
NIPIY
GLAZD
KREME
FL240
COOOP
TAAAP
BUGGA
NEEDLES
EED
COWWS
SNTRA
FL190
KOPLE
14000
ROPEZ
13000
11000
DNUTT
FL230
JOEES
FL240
BASAL
JOHNN
FL220
DYVER
FL190
CHKNZ
BOGET
8000
MEETT
7500
WATSS
6900
UPDOC
6000
Ldg KLAX and KSMO
SANTA MONICA MUNI
LOS ANGELES INTL

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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

(ROKKR.BONJO3) 25051

AL-5023 (FAA)

BONJO THREE ARRIVAL (RNAV) Transition Routes

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SOCAL APP CON
128.75 381.55
ATIS
119.15

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

REBRG
17000
*11100
177°
(20)

MMTLY
17000
*11100
162°
(11)

CRUUE
FL290 280K
17000
*11100
155°
(15)

RDHOT
17000
*9800
127°
(24)

EEAZY
FL290 280K
FL240
17000
*11100
130°
(17)

IGGYY
FL240 280K
17000
*9800
128°
(14)

HIHWY
FL220 280K
FL200
17000
*11100
139°
(9)

HONZK
FL240 280K
17000
*9800
128°
(18)

MAIDD
FL190
17000
14000
*11100
139°
(12)

PRPLE
FL220 280K
FL200
17000
*9800
117°
(10)

PEPRZ
16000 270K
14000
11000
*9200
134°
(6)

XXELL
FL190
17000
14000
*9800
116°
(13)

HEVVY
11000
*9200
134°
(3)

YUTOO
16000 270K
14000
11000
*9800
109°
(9)

TRAVV
098°
11000
*9200
(4)

ROKKR
12000 250K
11000

(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

HIHWY TRANSITION (HIHWY.BONJO3)
HONZK TRANSITION (HONZK.BONJO3)
PRPLE TRANSITION (PRPLE.BONJO3)
RDHOT TRANSITION (RDHOT.BONJO3)
REBRG TRANSITION (REBRG.BONJO3)

See following page for arrival routes

NOTE: Chart not to scale.

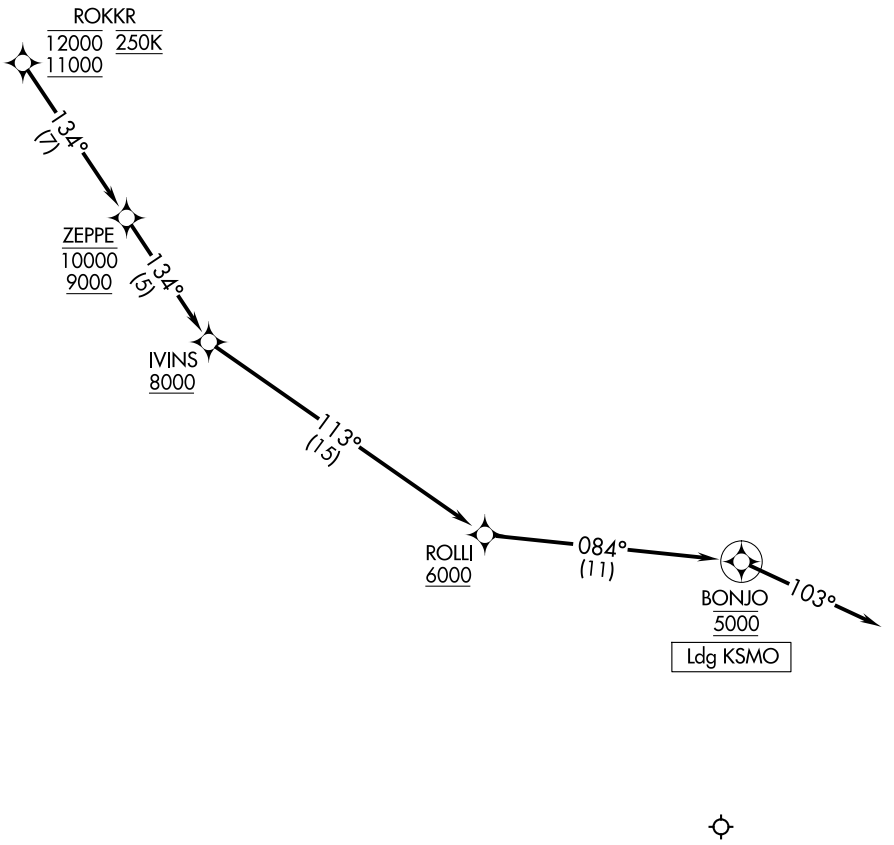
BONJO THREE ARRIVAL (RNAV) Transition Routes

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

(ROKKR.BONJO3) 20FEB25

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

SOCAL APP CON
128.75 381.55
ATIS
119.15



NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

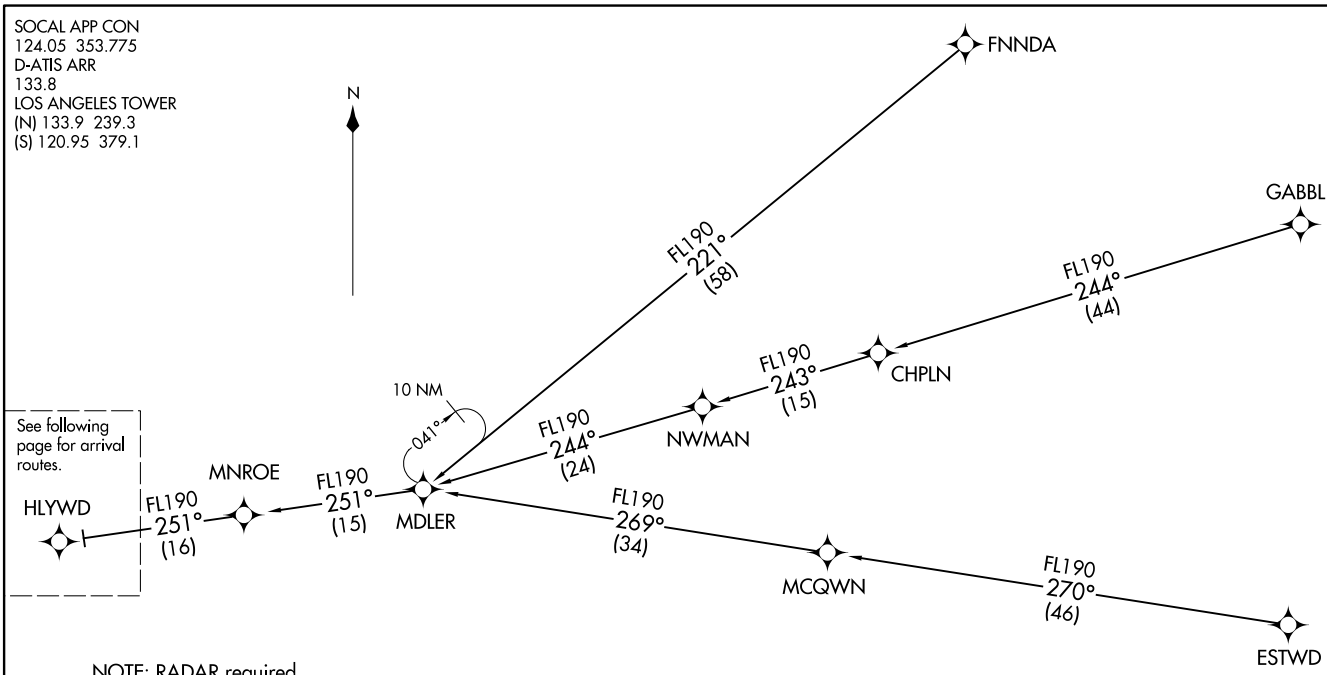
From ROKKR on track 134° to cross ZEPPE between 9000 and 10000, then on track 134° to cross IVINS at or above 8000, then on track 113° to cross ROLLI at or above 6000, then on track 084° to cross BONJO at 5000, then on track 103°. Expect RADAR vectors to final approach course.

BRUEN TWO ARRIVAL (RNAV) Transition Routes

(HLYWD.BRUEN2) 120CT17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



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

NOTE: Chart not to scale.

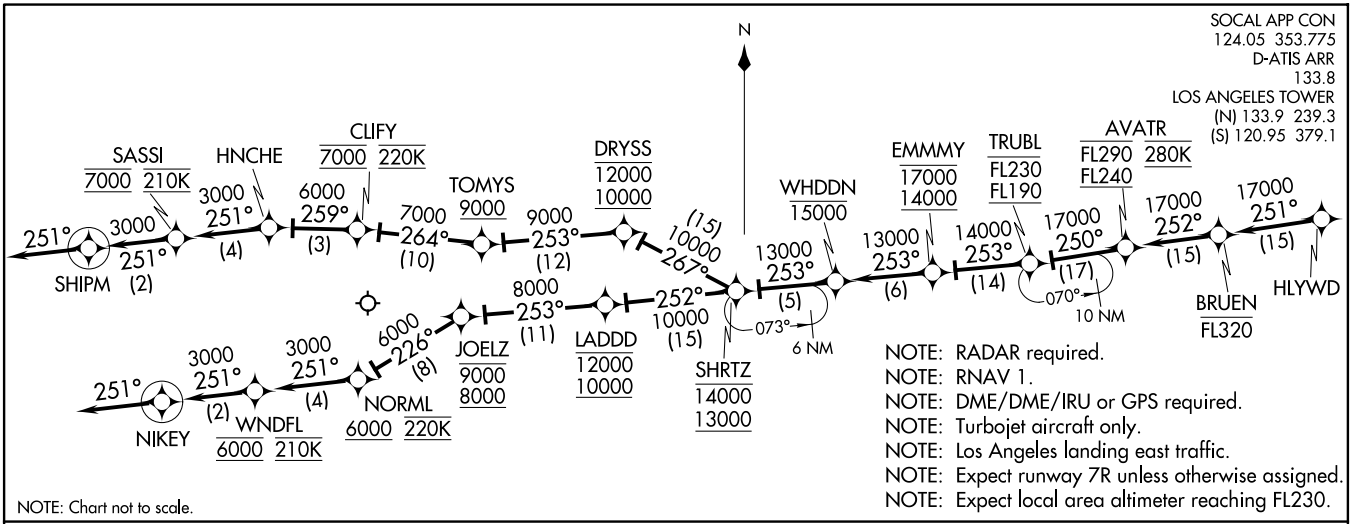
(CONTINTUED ON FOLLOWING PAGE)

ESTWD TRANSITION (ESTWD.BRUEN2)
FNNDA TRANSITION (FNNDA.BRUEN2)
GABBL TRANSITION (GABBL.BRUEN2)
MDLER TRANSITION (MDLER.BRUEN2)

(HLYWD.BRUEN2) 17285
BRUEN TWO ARRIVAL (RNAV) Transition Routes
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

BRUEN TWO ARRIVAL (RNAV) Arrival Routes

(HLYWD.BRUEN2) 120CT17



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(HLYWD.BRUEN2) 17285
BRUEN TWO ARRIVAL (RNAV) Arrival Routes
AL-237 (FAA)
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

CHASR TWO ARRIVAL (RNAV)

(TOPGN.CHASR2) 07DEC17

SAN DIEGO, CALIFORNIA

SOCAL APP CON
124.35 279.625
KNZY ATIS ★
317.8
SDM ATIS
132.35

ARRIVAL ROUTE DESCRIPTION

IMPERIAL TRANSITION (IPL.CHASR2)
MOMAR TRANSITION (MOMAR.CHASR2)
PARKER TRANSITION (PKE.CHASR2)
TTRUE TRANSITION (TTRUE.CHASR2)

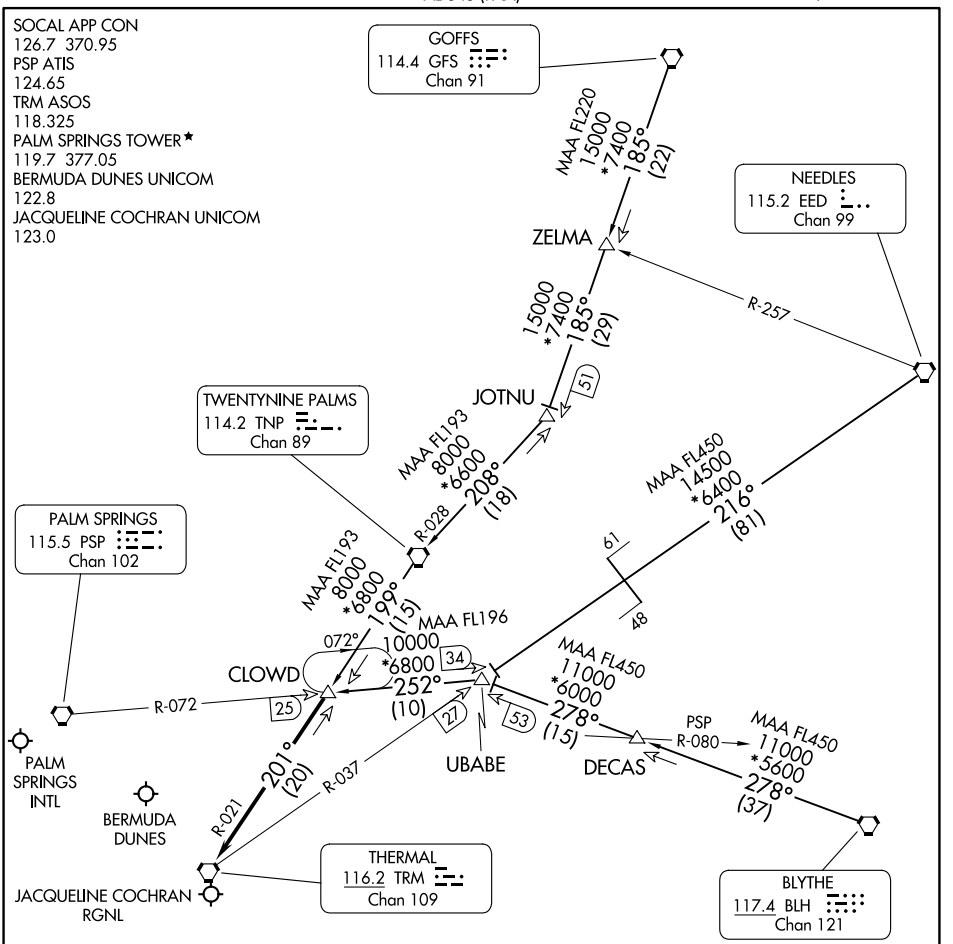
NZY/SDM: From TOPGN on track 249° to cross CHASR at 6400, then on track 250°. Expect RADAR vectors to final approach course.

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

TTRUE
FL190 215° (26)
LINNE
FL190 215° (33)
SRRFR
FL190 215° (25)
TRRSH
(8) FL190 214°
228° (13) FL190
WBERG
FL190 228° (30)
LNDON
FL190 228° (18)
PARKER PKE
LVELL
SHADI
FL190 221° (11)
MOMAR
FL260
FL240
FL190 221° (19)
DSURT
FL230
FL190
041° 10 NM
12000 192° (22)
TRIXI
14000 270K
12000
8500 183° (14)
RIPPL
8500
7300 183° (9)
HAILE
NORTH ISLAND NAS (HALSEY FLD)
CHASR
6400
LUGJA
BROWN FLD MUNI
250°
249° (9)
TOPGN
7300
6400 246° (8)
GUUSE
12000
10000
10000 250° (20)
BLUZE
FL190
17000
17000 250° (27)
10 NM
076°
256°
IMPERIAL
IPL
FL260
FL240
N
NOTE: Chart not to scale.

(TOPGN.CHASR2) 23334
CHASR TWO ARRIVAL (RNAV)
AL-5814 (FAA)
SAN DIEGO, CALIFORNIA

Z17



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

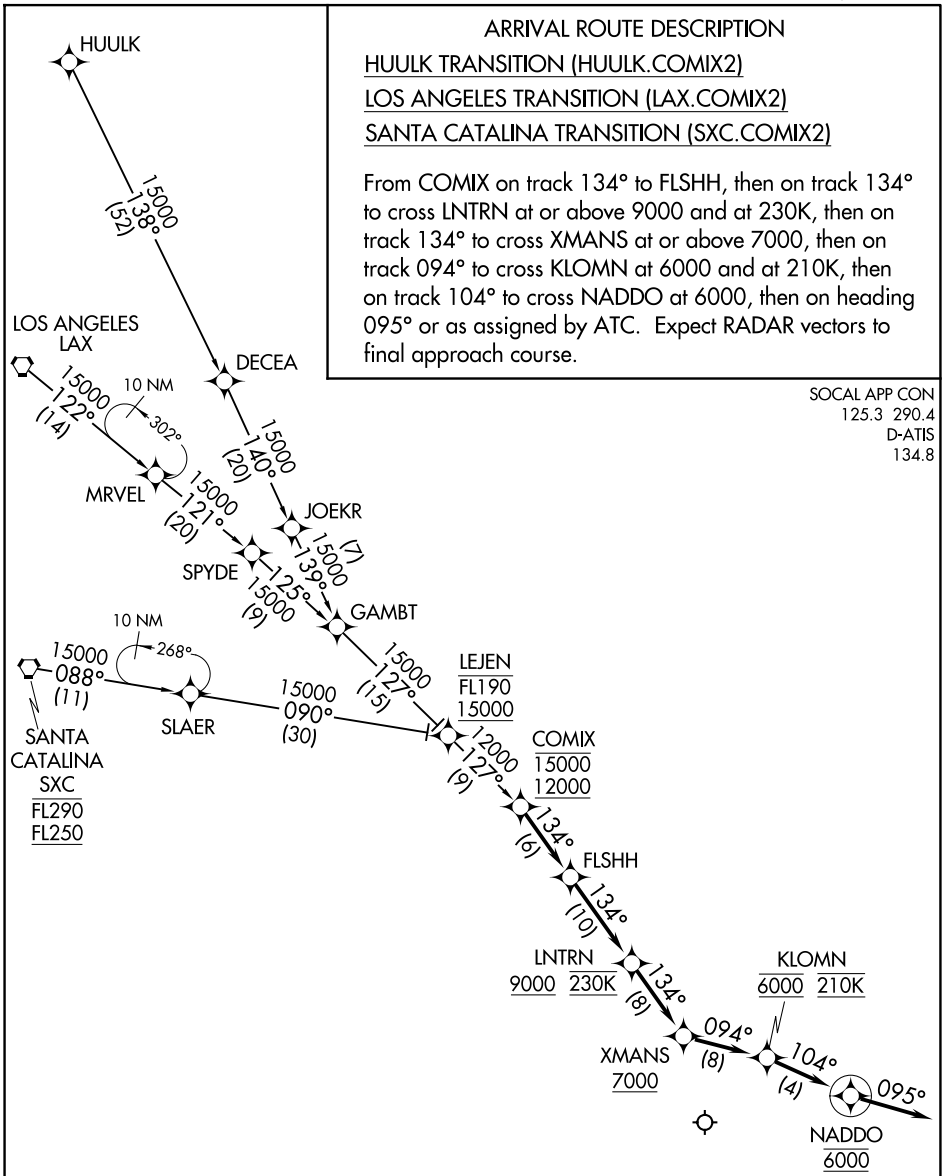
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(COMIX.COMIX2) 18144

COMIX TWO ARRIVAL (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet and turboprop aircraft only.

NOTE: Chart not to scale.

COMIX TWO ARRIVAL (RNAV)

(COMIX.COMIX2) 24MAY18

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 09 JUL 2026 to 03 SEP 2026

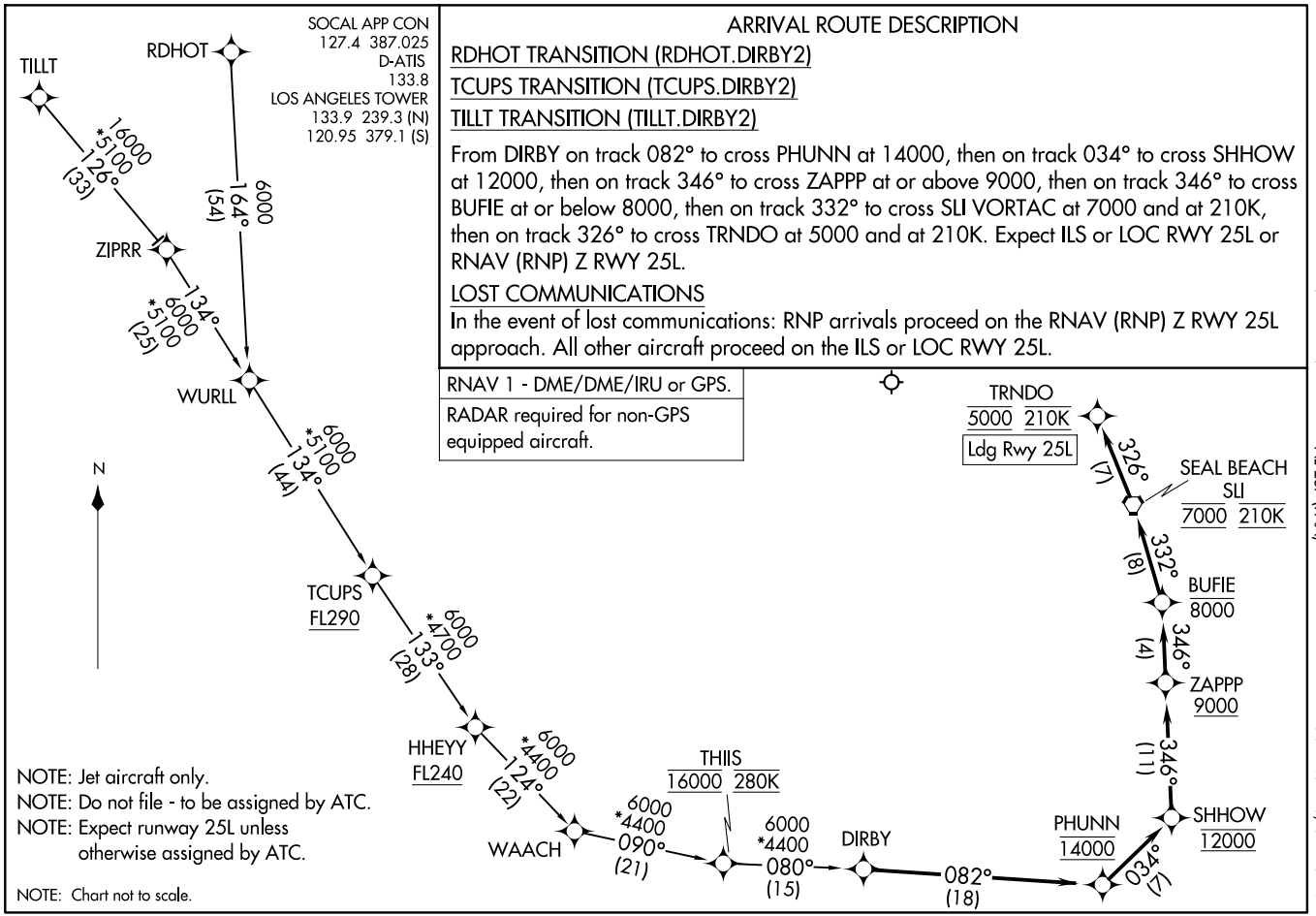
SW-3, 09 JUL 2026 to 03 SEP 2026

DIRBY TWO ARRIVAL (RNAV)

(DIRBY.DIRBY2) 26DEC24

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

Z20



(DIRBY.DIRBY2) 24361

DIRBY TWO ARRIVAL (RNAV)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

AL-237 (FAA)

DSNEE SIX ARRIVAL (RNAV) Transition Routes

(DSNEE.DSNEE6) 05SEP24

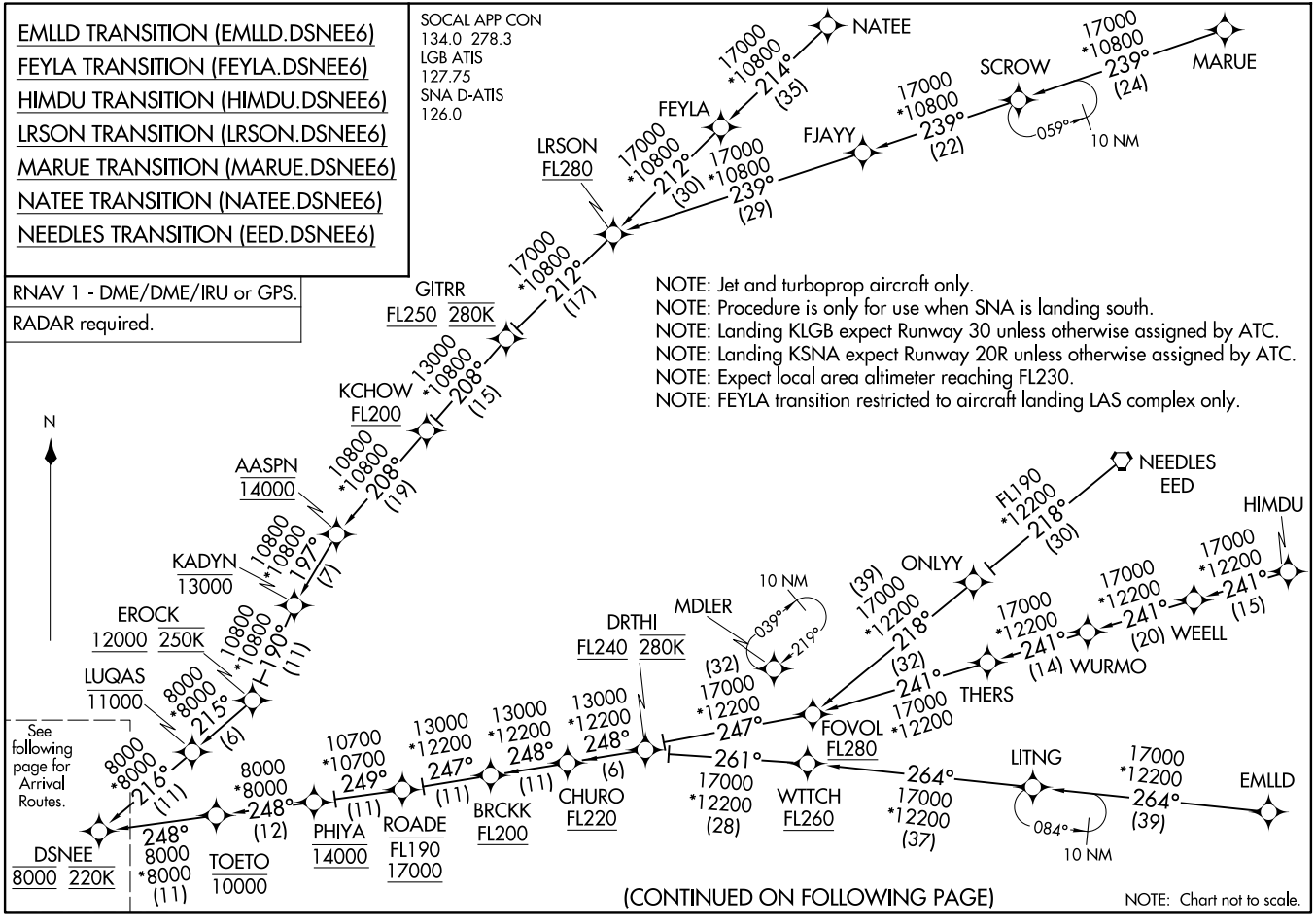
LONG BEAR, CALIFORNIA

EMLLD TRANSITION (EMLLD.DSNEE6)
FEYLA TRANSITION (FEYLA.DSNEE6)
HIMDU TRANSITION (HIMDU.DSNEE6)
LRSON TRANSITION (LRSON.DSNEE6)
MARUE TRANSITION (MARUE.DSNEE6)
NATEE TRANSITION (NATEE.DSNEE6)
NEEDLES TRANSITION (EED.DSNEE6)

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

SOCAL APP CON
134.0 278.3
LGB ATIS
127.75
SNA D-ATIS
126.0

NOTE: Jet and turboprop aircraft only.
NOTE: Procedure is only for use when SNA is landing south.
NOTE: Landing KLGB expect Runway 30 unless otherwise assigned by ATC.
NOTE: Landing KSNA expect Runway 20R unless otherwise assigned by ATC.
NOTE: Expect local area altimeter reaching FL230.
NOTE: FEYLA transition restricted to aircraft landing LAS complex only.



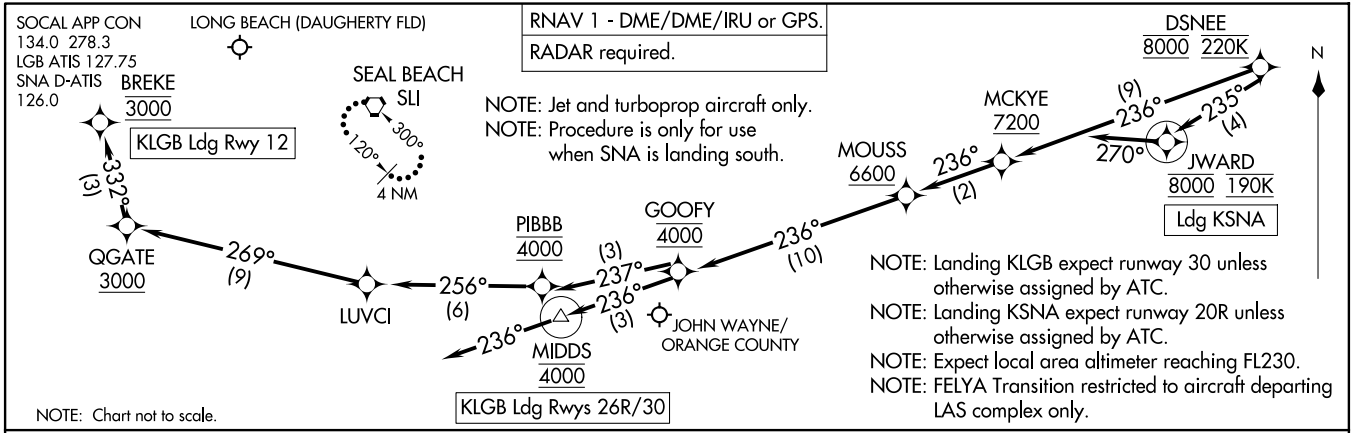
(DSNEE.DSNEE6) 24249

DSNEE SIX ARRIVAL (RNAV) Transition Routes

AL-236 (FAA)

LONG BEACH, CALIFORNIA

Z21



ARRIVAL ROUTE DESCRIPTION

LANDING KLGB RUNWAY 12: From DSNEE on track 236° to cross MCKYE at or above 7200, then on track 236° to cross MOUSS at or above 6600, then on track 236° to cross GOOFY at 4000, then on track 237° to cross PIBBB at 4000, then on track 256° to LUVCI, then on track 269° to cross QGATE at or above 3000, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

LANDING KLGB RUNWAYS 26R, 30: From DSNEE on track 236° to cross MCKYE at or above 7200, then on track 236° to cross MOUSS at or above 6600, then on track 236° to cross GOOFY at 4000, then on track 236° to cross MIDDS at 4000, then on track 236° Expect RADAR vectors for the ILS or RNAV RWY 26R, 30 approaches.

LANDING KSNA: From DSNEE on track 235° to cross JWARD at 8000 and at 190K, then on heading 270°. Expect RADAR vectors for ILS or RNAV RWY 20R approach.

LOST COMMUNICATIONS:

LANDING LGB RUNWAYS 26R/30: After MIDDS proceed on the RNAV (RNP) Y RWY 30 or ILS or LOC RWY 30 approach.

LANDING LGB RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach, if unable to conduct approach, after BREKE proceed to SLI VORTAC and hold.

LANDING SNA: After DSNEE proceed on the RNAV (RNP) Z RWY 20R approach. If unable to conduct approach, after DSNEE maintain 6000 proceed to SLI VORTAC and hold.

(APLES.EMMLN3) 26134

EMMLN THREE ARRIVAL

AL-236 (FAA)

LONG BEACH, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

EMMLN THREE ARRIVAL

(APLES.EMMLN3) 14MAY26

LONG BEACH, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.EMMLN3): From over DAG VORTAC on DAG R-214 to APLES. Thence. . . .
HECTOR TRANSITION (HEC.EMMLN3): From over HEC VORTAC on HEC R-232 to APLES. Thence. . . .

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

LANDING LGB: From over SLI VORTAC, fly heading 210°, expect RADAR vectors to final approach course.
LANDING FUL: From over SLI VORTAC, expect VOR-A approach.
LANDING SLI: From over SLI VORTAC, expect VOR or TACAN RWY 22L approach or RADAR vectors to final approach course.

LANDING HHR: From over APLES on PARADISE VORTAC (PDZ) R-012 to cross CAPTZ at 10000, then on PDZ R-012 to cross RRIZE at 8100, then on PDZ R-012 to cross PDZ VORTAC at 6000, then on PDZ R-270 to cross RNDAL at 6000, then fly heading 235°. Expect RADAR vectors to final approach course.

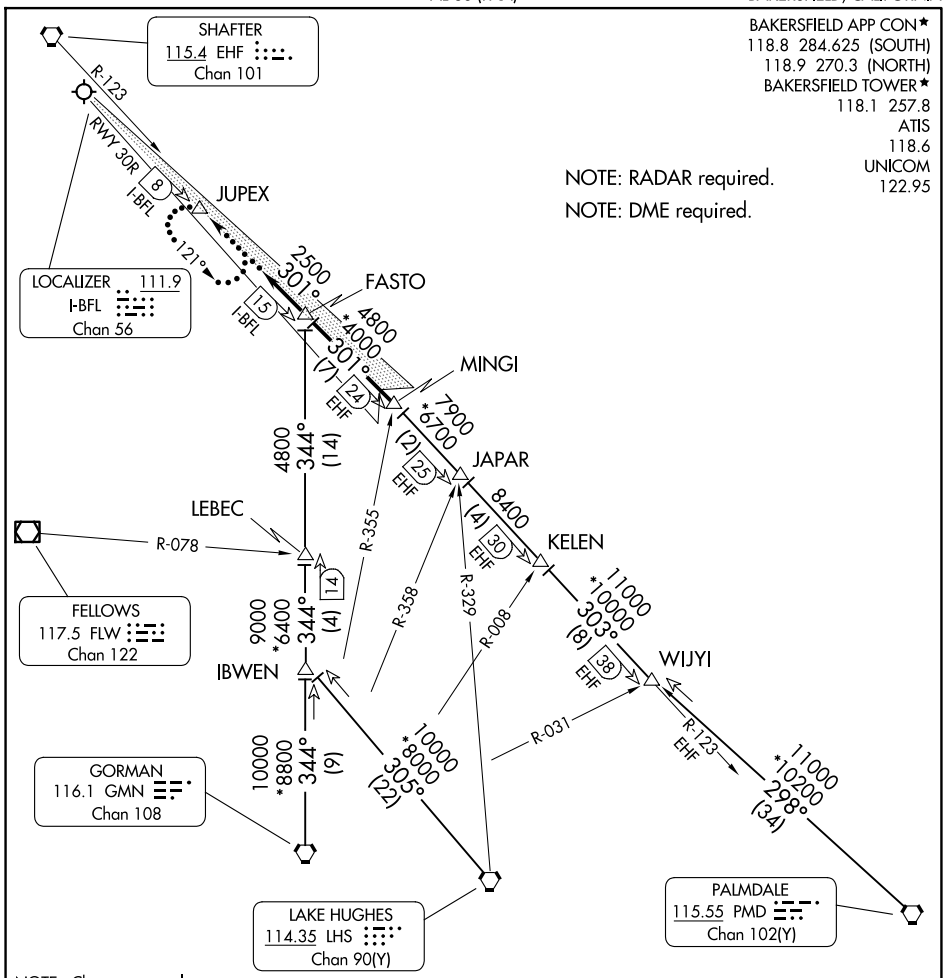
LANDING SNA: From over APLES on PARADISE VORTAC (PDZ) R-012 to cross CAPTZ at 10000, then on PDZ R-012 to cross RRIZE at 8100, then on PDZ R-012 to cross PDZ VORTAC at 6000, then on PDZ R-270 to cross RNDAL at 6000, then on POM R-164 to cross POXKU at 6000, then on SLI R-058 to cross SLI VORTAC at 6000.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

(FASTO.FASTO2) 23334

FASTO TWO ARRIVAL

AL-36 (FAA)

MEADOWS FLD (BFL)
BAKERSFIELD, CALIFORNIA



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

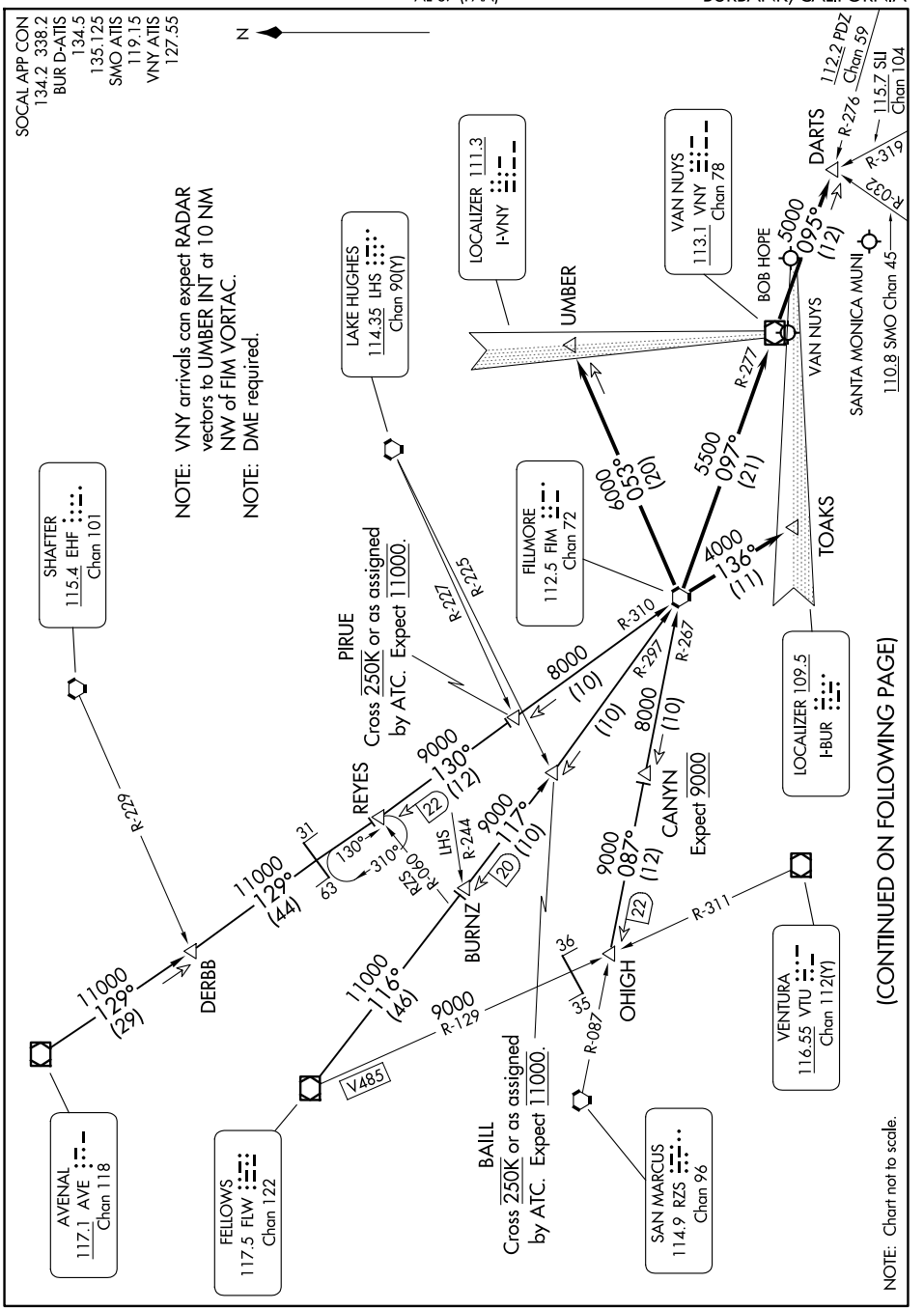
LOST COMMUNICATIONS: From FASTO INT direct to JUPEX INT maintain 2500; intercept and execute ILS or LOC RWY 30R approach. If unable, proceed to JUPEX INT and hold and maintain 2500.

FASTO TWO ARRIVAL

(FASTO.FASTO2) 05JAN17

BAKERSFIELD, CALIFORNIA
MEADOWS FLD (BFL)

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(FIM.FERN7) 17117

FERNANDO SEVEN ARRIVAL

AL-67 (FAA)

BURBANK, CALIFORNIA

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, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

GOATZ TWO ARRIVAL (RNAV)

SOCAL APP CON
127.4 263.025
LAX D-ATIS
133.8
LOS ANGELES TOWER
133.9 239.3 (N)
120.95 379.1 (S)

RNAV 1 - GPS.
RADAR required.

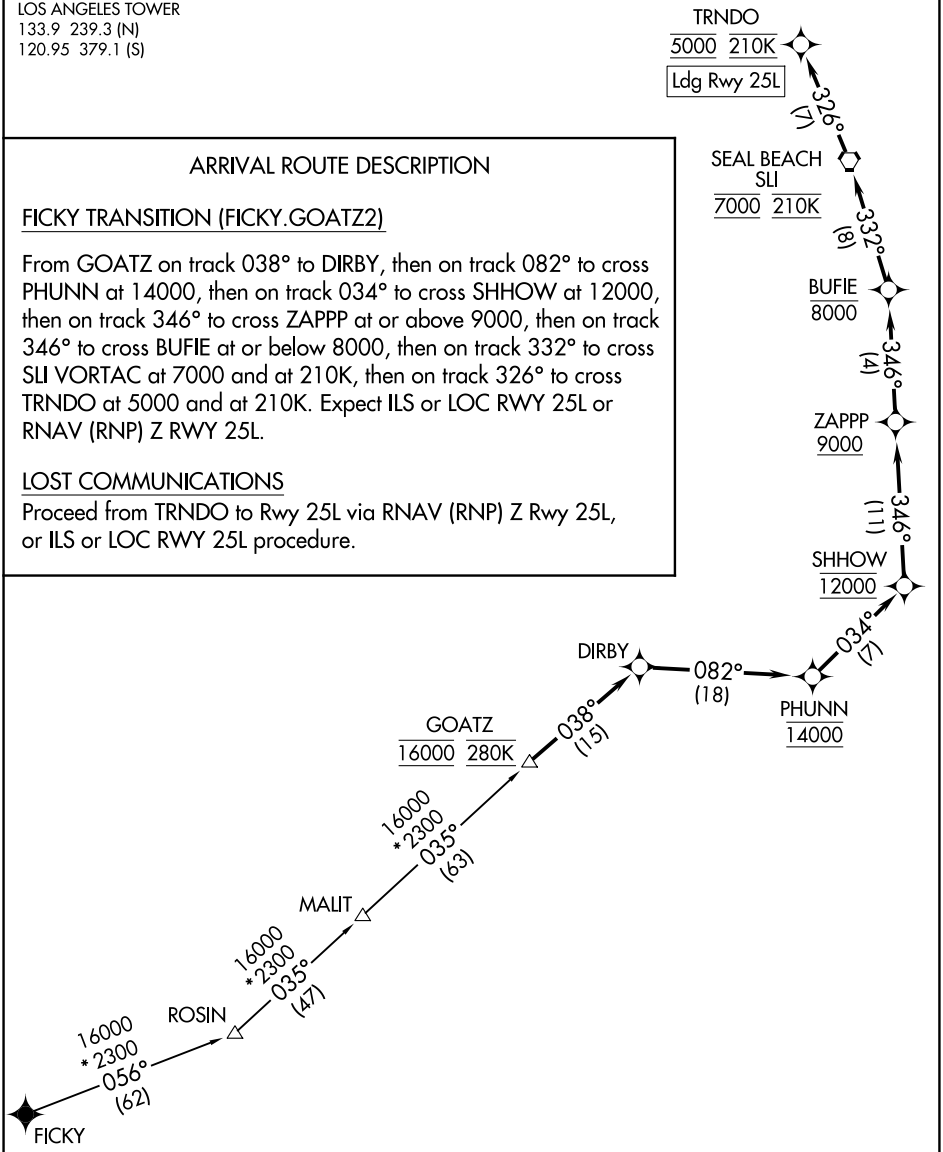
ARRIVAL ROUTE DESCRIPTION

FICKY TRANSITION (FICKY.GOATZ2)

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

LOST COMMUNICATIONS

Proceed from TRNDO to Rwy 25L via RNAV (RNP) Z Rwy 25L, or ILS or LOC RWY 25L procedure.



NOTE: Jet aircraft only.
NOTE: Expect Rwy 25L unless otherwise assigned by ATC.
NOTE: GPS required.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

GUERA TWO ARRIVAL (RNAV) Transition Routes

(GUERA.GUERA2) 19JUL18

OXNARD, CALIFORNIA

GUERA TWO ARRIVAL (RNAV) Transition Routes

(GUERA.GUERA2) 20198

OXNARD, CALIFORNIA

AL-674 (FAA)

229

SOCAL APP CON
120.4 360.6
CMA ATIS
126.025
KNTD ATIS★
125.55 363.05
OXR ATIS
118.05
CAMARILLO TOWER★
128.2 269.4
OXNARD TOWER★
134.95 257.8
POINT MUGU TOWER★
124.85 290.375 340.2

N

GUERA
5900
232°
(12)

ALYSN
7100
7100
232°
(7)

JANNY
8000
8000
243°
(15)

PALMDALE
PMD
13000
8000
251°
(10)

KOPLE
14000

CHKNZ
251°
13000
(12)

COWWS
(12)
13000
243°

SNTRA
FL190
(8)
13000
243°

DYVER
FL190
251°
13000
(8)

BASAL
251°
13000
(30)

JOHHN
FL220
13000
251°
(8)

DNUTT
FL230
13000
251°
(7)

JOEES
FL240
13000
256°
(16)

KREME
FL240
(18)
13000
233°

GLAZD
(58)
13000
244°

WNCHL
(7)
13000
244°

NIPIY
(24)
13000
226°

PURSE
(41)
16000
216°

WELUM
239°
16000
(46)

TAAAP
(21)
16000
259°
(42)

COOOP
16000
259°
(42)

NEEDLES
EED
16000
260°
(25)

BUGGA
269°
16000
(26)

13000 (38) 251°

For Needles Transition only

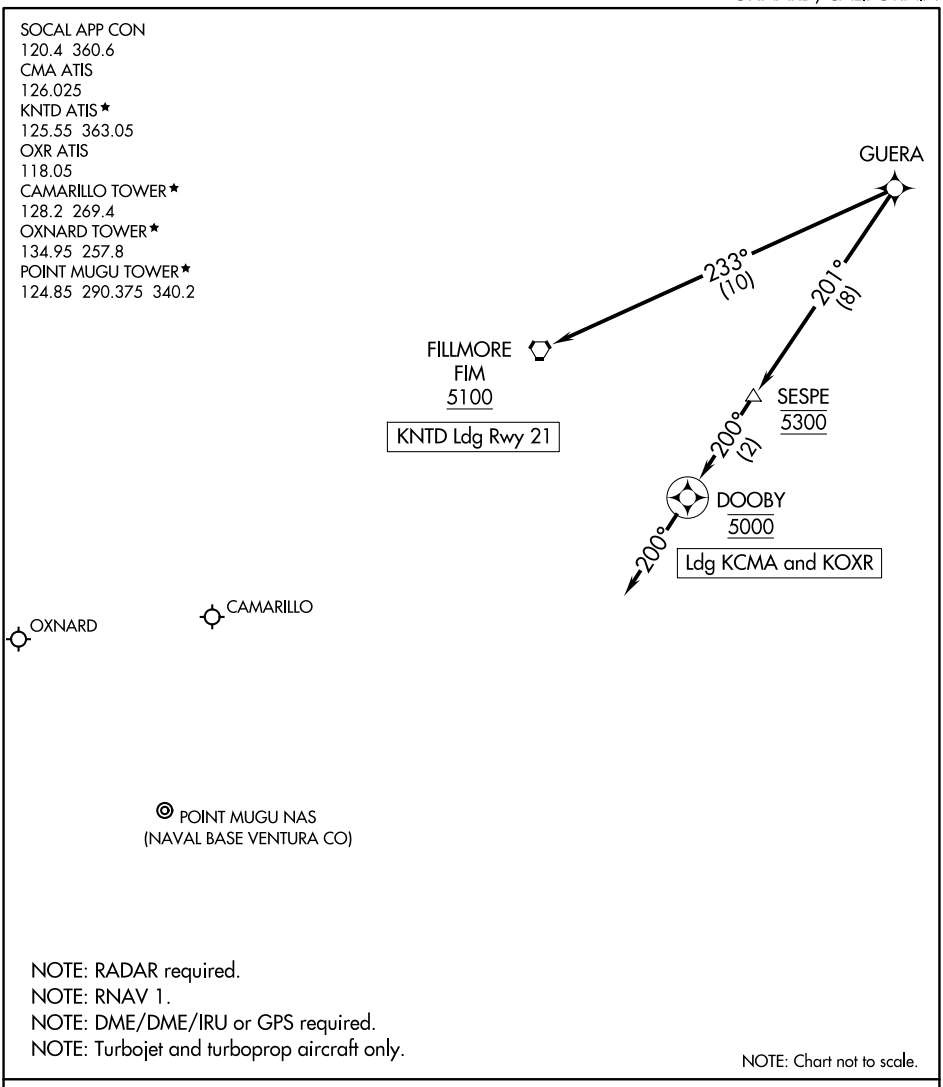
See following page for Arrival Routes.

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

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

BUGGA TRANSITION (BUGGA.GUERA2)
KREME TRANSITION (KREME.GUERA2)
NEEDLES TRANSITION (EED.GUERA2)
PURSE TRANSITION (PURSE.GUERA2)
WELUM TRANSITION (WELUM.GUERA2)
WNCHL TRANSITION (WNCHL.GUERA2)



SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

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

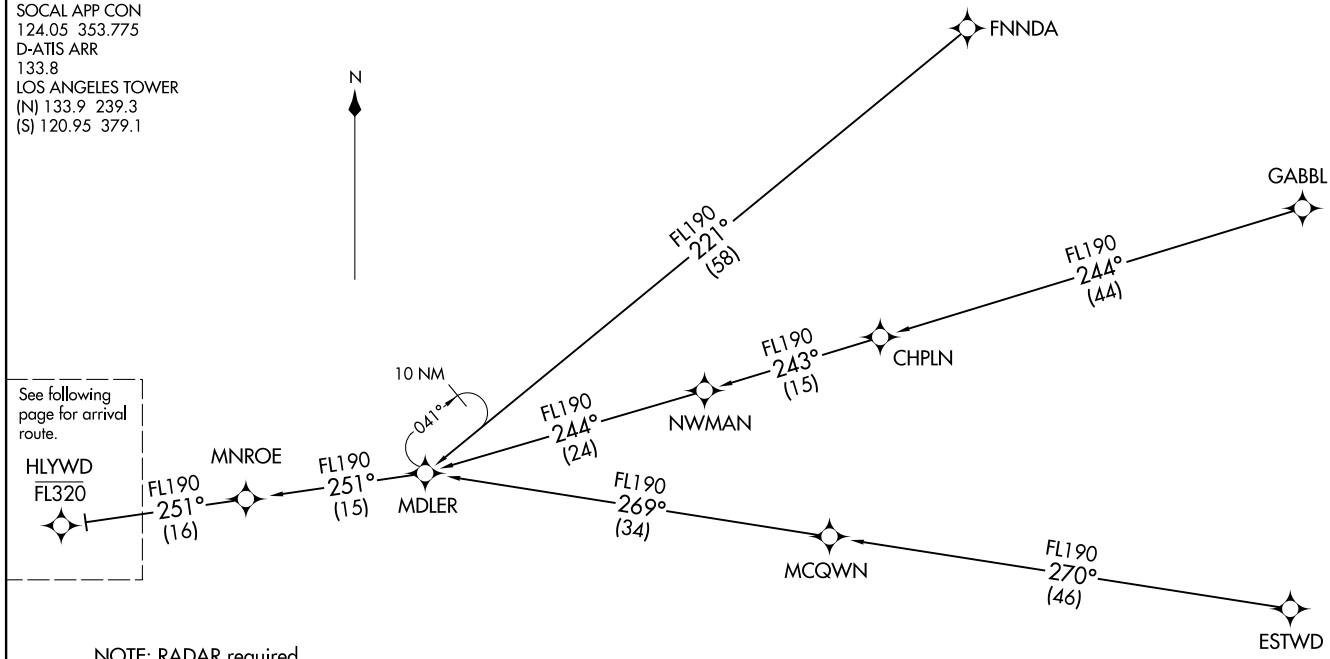
LANDING KOXR/KCMA: From GUERA on track 201° to cross SESPE at 5300, then on track 200° to cross DOOBY at 5000, then on track 200°. Expect RADAR vectors to final approach course.

HLYWD ONE ARRIVAL (RNAV) Transition Routes

(HLYWD.HLYWD1) 02MAR17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Los Angeles landing west traffic.
NOTE: Expect runway 25L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter reaching FL230.
NOTE: MDLER transition ATC only, do not file.

NOTE: Chart not to scale.

(CONTINTUED ON FOLLOWING PAGE)

ESTWD TRANSITION (ESTWD.HLYWD1)
FNNDA TRANSITION (FNNDA.HLYWD1)
GABBL TRANSITION (GABBL.HLYWD1)
MDLER TRANSITION (MDLER.HLYWD1)

(HLYWD.HLYWD1) 17117

HLYWD ONE ARRIVAL (RNAV) Transition Routes

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

AL-237 (FAA)

Z31

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Los Angeles landing west traffic.
NOTE: Expect runway 25L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter reaching FL230.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From HLYWD on track 251° to cross BRUEN between FL240 and FL300 and at 280K, then on track 252° to cross AVATR between FL190 and FL240, then on track 249° to cross DAAAY at or above 17000, then on track 250° to cross WADUP at or above 15000, then on track 250° to cross NEILE at or above 14000, then on track 250° to cross SEAVU between 12000 and 14000 and at 270K. Expect ILS or RNAV (RNP) RWY 25L approach.

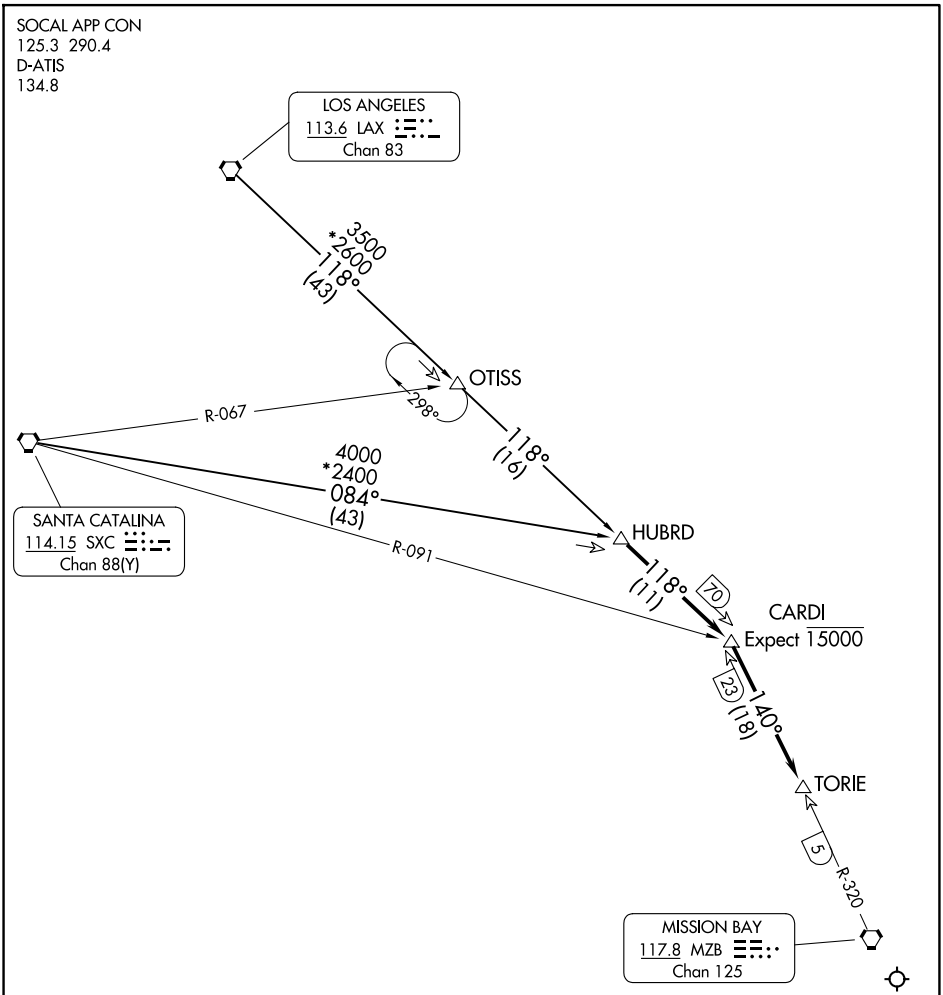
LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment proceed on ILS or LOC RWY 25L.

HLYWD ONE ARRIVAL (RNAV) Arrival Routes
(HLYWD.HLYWD1) 02MAR17
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(HUBRD.HUBRD1) 23334
HUBRD ONE ARRIVAL

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CAILFORNIA



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 onLAX 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.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

HUULL TWO ARRIVAL (RNAV)

(HUULL.HUULL2) 24MAY18

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

(HUULL.HUULL2) 18144

HUULL TWO ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

Z34

SOCAL APP CON
124.5 235.975
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

ARRIVAL ROUTE DESCRIPTION

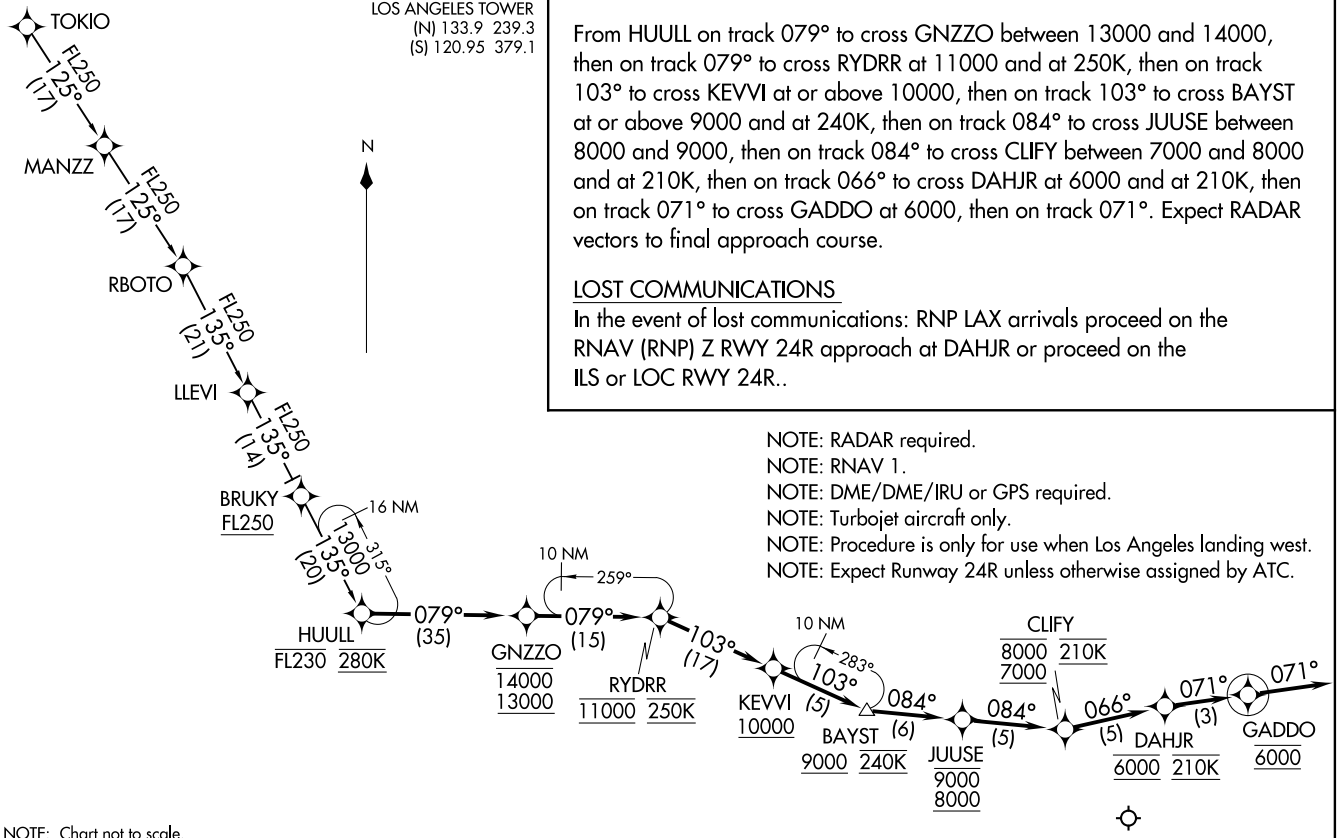
TOKIO TRANSITION (TOKIO.HUULL2)

From HUULL on track 079° to cross GNZZO between 13000 and 14000, then on track 079° to cross RYDRR at 11000 and at 250K, then on track 103° to cross KEVVI at or above 10000, then on track 103° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications: RNP LAX arrivals proceed on the RNAV (RNP) Z RWY 24R approach at DAHJR or proceed on the ILS or LOC RWY 24R..

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Procedure is only for use when Los Angeles landing west.
NOTE: Expect Runway 24R unless otherwise assigned by ATC.



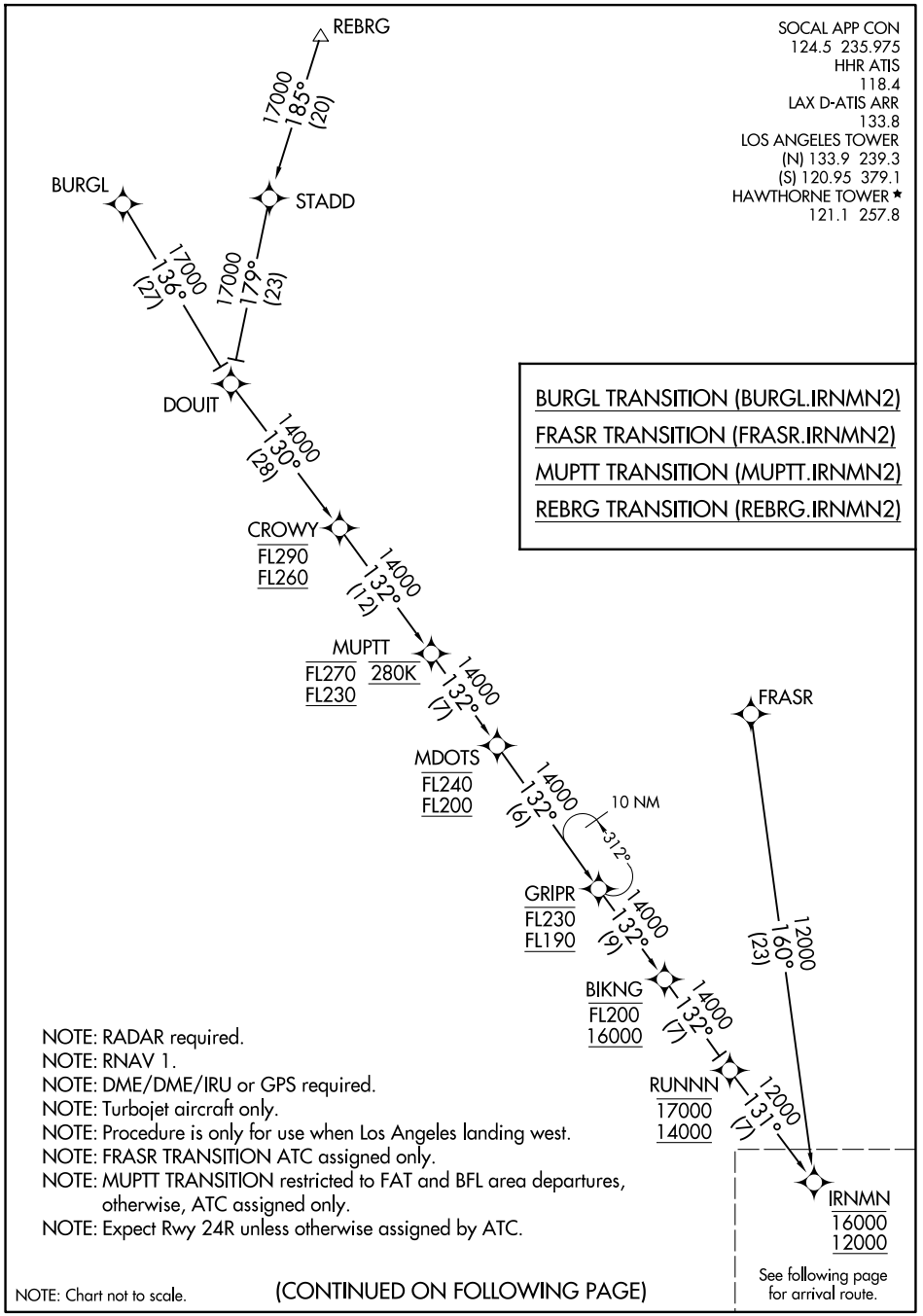
NOTE: Chart not to scale.

(IRNMN.IRNMN2) 20198

AL-237 (FAA)

IRNMN TWO ARRIVAL (RNAV) Transition Routes

LOS ANGELES, CALIFORNIA



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Procedure is only for use when Los Angeles landing west.
NOTE: FRASR TRANSITION ATC assigned only.
NOTE: MUPTT TRANSITION restricted to FAT and BFL area departures, otherwise, ATC assigned only.
NOTE: Expect Rwy 24R unless otherwise assigned by ATC.

NOTE: Chart not to scale.

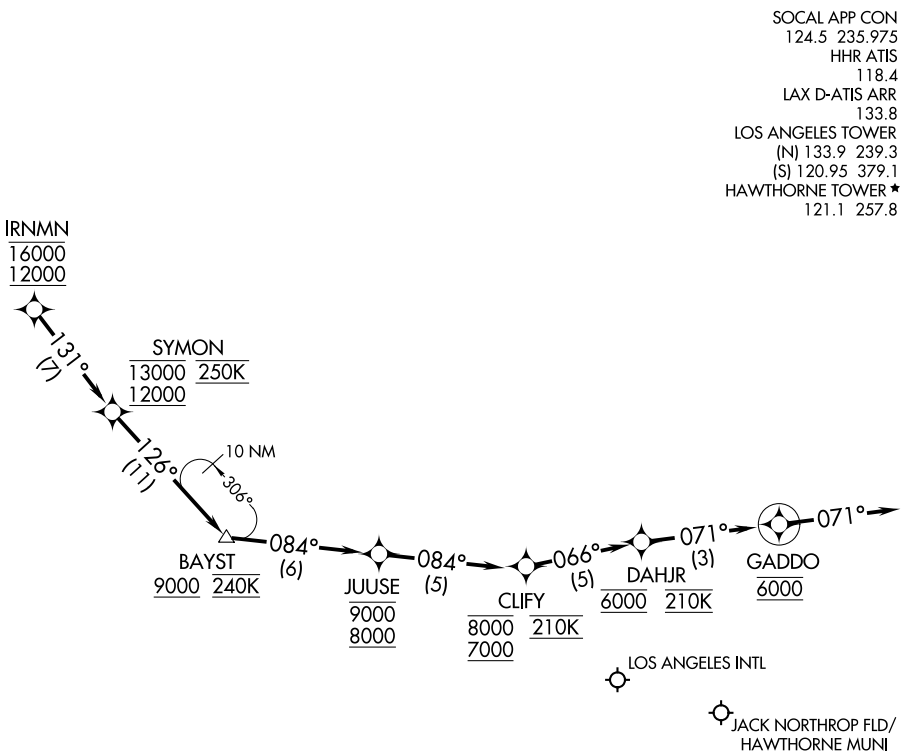
(CONTINUED ON FOLLOWING PAGE)

IRNMN TWO ARRIVAL (RNAV) Transition Routes

LOS ANGELES, CALIFORNIA

(IRNMN.IRNMN2) 24MAY18

SW-3, 09 JUL 2026 to 03 SEP 2026



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Procedure is only for use when Los Angeles landing west.
NOTE: Expect Rwy 24R unless otherwise assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING KLAX/KHHR: From IRNMN on track 131° to cross SYMON between 12000 and 13000 and at 250K, then on track 126° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications proceed on the RNAV (RNP) Z RWY 24R approach or the ILS or LOC RWY 24R.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(IVINS.IVINS2) 25051 AL-552 (FAA)

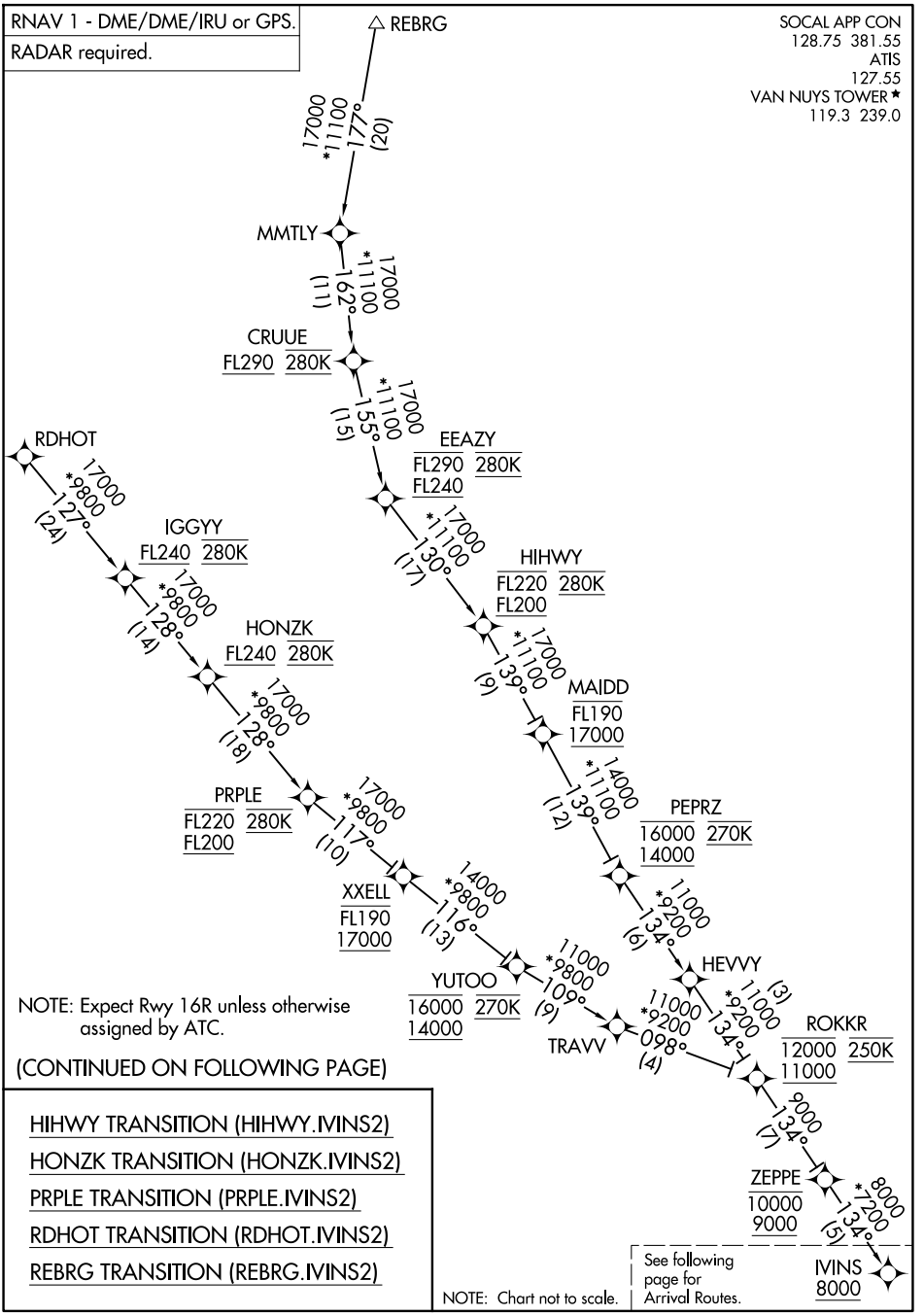
IVINS TWO ARRIVAL (RNAV) Transition Routes

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

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

SOCAL APP CON
128.75 381.55
ATIS
127.55
VAN NUYS TOWER ★
119.3 239.0



NOTE: Expect Rwy 16R unless otherwise assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)

HIHWY TRANSITION (HIHWY.IVINS2)
HONZK TRANSITION (HONZK.IVINS2)
PRPLE TRANSITION (PRPLE.IVINS2)
RDHOT TRANSITION (RDHOT.IVINS2)
REBRG TRANSITION (REBRG.IVINS2)

NOTE: Chart not to scale.

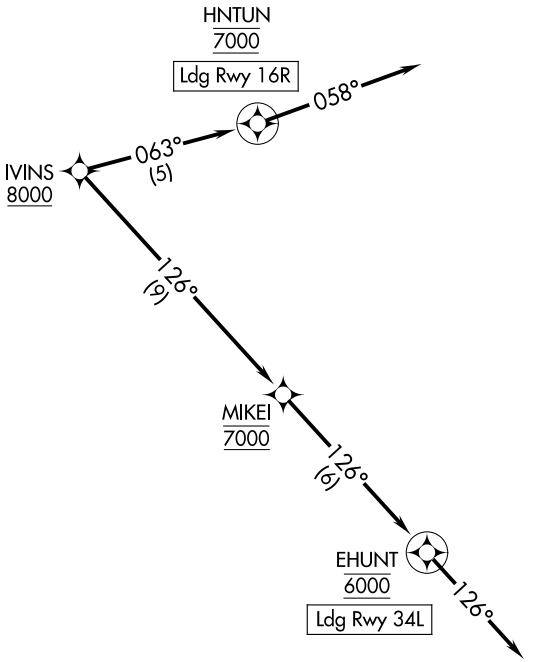
See following page for Arrival Routes.

IVINS TWO ARRIVAL (RNAV) Transition Routes
(IVINS.IVINS2) 20FEB25
VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

IVINS TWO ARRIVAL (RNAV) Arrival Routes

SOCAL APP CON
128.75 381.55
ATIS
127.55
VAN NUYS TOWER★
119.3 239.0

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



NOTE: Expect Rwy 16R unless otherwise assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 16R: From IVINS on track 063° to cross HNTUN at 7000, then on track 058°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 34L: From IVINS on track 126° to cross MIKEI at 7000, then on track 126° to cross EHUNT at 6000, then on track 126°. Expect RADAR vectors to final approach course.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

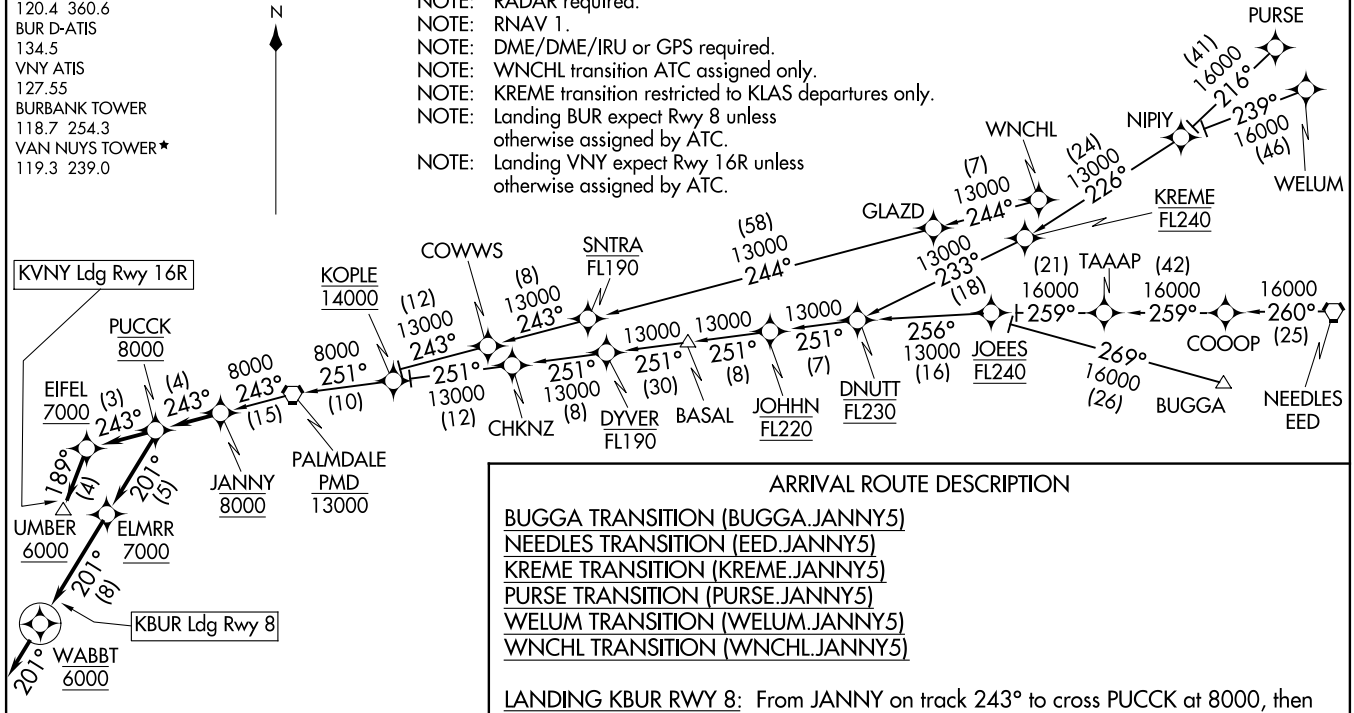
JANNY FIVE ARRIVAL (RNAV)

(JANNY.JANNY5) 19JUL18

BURBANK, CALIFORNIA

SOCAL APP CON
120.4 360.6
BUR D-ATIS
134.5
VNY ATIS
127.55
BURBANK TOWER
118.7 254.3
VAN NUYS TOWER*
119.3 239.0

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WNCHL transition ATC assigned only.
NOTE: KREME transition restricted to KLAS departures only.
NOTE: Landing BUR expect Rwy 8 unless otherwise assigned by ATC.
NOTE: Landing VNY expect Rwy 16R unless otherwise assigned by ATC.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BUGGA TRANSITION (BUGGA.JANNY5)
NEEDLES TRANSITION (EED.JANNY5)
KREME TRANSITION (KREME.JANNY5)
PURSE TRANSITION (PURSE.JANNY5)
WELUM TRANSITION (WELUM.JANNY5)
WNCHL TRANSITION (WNCHL.JANNY5)

LANDING KBUR RWY 8: From JANNY on track 243° to cross PUCCK at 8000, then on track 201° to cross ELMRR at or above 7000, then on track 201° to cross WABBT at 6000, then on track 201°. Expect RNAV (RNP) Y RWY 8 or RADAR vectors to final approach course.

LANDING KVNY: From JANNY on track 243° to cross PUCCK at 8000, then on track 243° to cross EIFEL at or above 7000, then on track 189° to cross UMBER at or above 6000. Expect ILS Y RWY 16R or ILS Z RWY 16R.

(JANNY.JANNY5) 20198

JANNY FIVE ARRIVAL (RNAV)

BURBANK, CALIFORNIA

AL-67 (FAA)

Z39

JCKIE TWO ARRIVAL (RNAV) Transition Routes

(JCKIE.JCKIE2) 05DEC19

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

SOCAL APP CON
127.0 318.2
D-ATIS
124.25
ONTARIO TOWER
120.6 360.775

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect Rwy 26L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter setting reaching FL200.
NOTE: HEYNG transition ATC assigned only.
NOTE: FEYLA transition Las Vegas area departures only.

NATEE
17000 216° (35)
FEYLA
17000 216° (20)
PEIRC
FL240 280K
17000 211° (10)
LRSON
FL220
FL210
(7) 17000 213°
JNBOY
FL210
17000 222° (12)
JCKIE
FL190
17000
17000 230° (11)
JAJEE
FL220
17000 230° (7)
GRNER
FL240 280K
17000 240° (18)
FJAYY
FL300
FL240
17000 241° (22)
SCROW
239°
059°
10 NM
17000 241° (24)
MARUE
17000 249° (22)
GUYRR
17000 243° (10)
HEYNG
FL240 280K

N

NOTE: Chart not to scale.

See following page for arrival route.

(CONTINUED ON FOLLOWING PAGE)

FEYLA TRANSITION (FEYLA.JCKIE2)
HEYNG TRANSITION (HEYNG.JCKIE2)
MARUE TRANSITION (MARUE.JCKIE2)
NATEE TRANSITION (NATEE.JCKIE2)

JCKIE TWO ARRIVAL (RNAV) Transition Routes

(JCKIE.JCKIE2) 19339

AL-965 (FAA)

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

Z40

(JCKIE.JCKIE2) 19339

JCKIE TWO ARRIVAL (RNAV) Arrival Routes

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

JCKIE TWO ARRIVAL (RNAV) Arrival Routes
(JCKIE.JCKIE2) 05DEC19

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

ARRIVAL ROUTE DESCRIPTION

From JCKIE on track 222° to cross GBNEY between 14000 and 16000, then on track 229° to cross GRRAY between 12000 and 14000, then on track 217° to cross HINOH between 11000 and 13000.

LANDING RUNWAY 8L/R: From HINOH on track 196° to cross ARRAN at or above 10000 and at or below 250K, then on track 218° to cross FIXUT at 9000, then on track 218° to cross ILONE at 8000, then on track 218° to cross ESAYE at 6000, then on track 211° to cross EFFXX at 6000 and at 210K then on track 267° to CASIE, then on heading 267° or as assigned by ATC. Expect RNAV (RNP) Z RWY 8L approach or RADAR vectors to final approach course.

LANDING RWY 26L/R: From HINOH on track 196° to cross RUMBL at 10000 and at 240K, then on heading 196° or as assigned by ATC. Expect RNAV (RNP) Z RWY 26L approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS
LANDING WEST: Proceed on the RNAV (RNP) Z RWY 26L approach or ILS or LOC RWY 26L approach.
LANDING EAST: Proceed on the RNAV (RNP) Z RWY 8L approach or ILS or LOC RWY 8L approach.

SW-3, 09 JUL 2026 to 03 SEP 2026

KARLB THREE ARRIVAL (RNAV)

(GOATZ.KARLB3) 20APR23

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

ARRIVAL ROUTE DESCRIPTION

ELKEY TRANSITION (ELKEY.KARLB3)

FICKY TRANSITION (FICKY.KARLB3)

ROSIN TRANSITION (ROSIN.KARLB3)

From GOATZ on track 038° to DIRBY, then on track 082° to cross PHUNN at or below 14000, then on track 034° to cross SHHOW at or below 12000, then on track 010° to cross OLLLY at or above 9000, then on track 010° to cross KARLB at or below 8000, then on track 010° to cross POXKU at 7000 and at 220K, then on track 061° to cross PDZ VORTAC at 7000, then on heading 049° or as assigned by ATC. Expect RNAV (RNP) Z or ILS Rwy 26L/R or RADAR vectors to final approach course.

RNAV 1 - GPS.

RADAR required.

SOCAL APP CON
127.4 263.025
D-ATIS
124.25
ONTARIO TOWER
120.6 360.775

ELKEY

16000
*2200
067°
(173)

FICKY

16000
*2200
056°
(62)

ROSIN

16000
*2200
035°
(47)

MALIT

16000
*2200
035°
(63)

GOATZ
16000 280K

038°
(15)

DIRBY

082°
(18)

PHUNN
14000

034°
(7)

SHHOW
12000

010°
(6)

OLLLY
9000

010°
(6)

KARLB
8000

010°
(17)

POXKU
7000 220K

061°
(13)

PARADISE
PDZ
7000

049°

Ldg Rwy 26L/R

N

NOTE: Jet aircraft only.

NOTE: ROSIN Transition ATC assigned only.

NOTE: Chart not to scale.

(GOATZ.KARLB3) 23110

KARLB THREE ARRIVAL (RNAV)

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

Z43

KAYOH EIGHT ARRIVAL

(KAYOH.KAYOH8) 24MAR22

LONG BEACH, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.KAYOH8): From over HEC VORTAC on HEC R-211 to BULGY then on R-211 and PDZ R-030 to DAWNA, then on HDF R-353 to HDF VOR, then on HDF R-257 to FRETS, then on HDF R-257 and SLI R-075 to KAYOH. Thence. . . .

PALM SPRINGS TRANSITION (PSP.KAYOH8): From over PSP VORTAC on PSP R-260 to BANDS, then on HDF R-054 to HDF VOR, then on HDF R-257 to FRETS, then on HDF R-257 and SLI R-075 to KAYOH. Thence. . . .

. . . .from over KAYOH on SLI R-075 to JOGIT, then on SLI R-075 to SLI VORTAC, expect RADAR vectors to final approach course.

SOCAL APP CON
133.85 346.35
FUL ATIS
125.05
LGB ATIS
127.75
KSLI ATIS
118.875 379.975
SNA D-ATIS
126.0
TOA ATIS
125.6

DAGGETT
113.2 DAG
Chan 79

BULGY
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL240

HECTOR
112.7 HEC
Chan 74

POMONA
110.4 POM
Chan 41

PARADISE
112.2 PDZ
Chan 59

DAWNA
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 13000

KAYOH
VERTICAL
NAVIGATION
PLANNING
INFORMATION
Expect 210K

FULLERTON
MUNI

LONG BEACH
(DAUGHERTY FLD)

LOS ALAMITOS AAF

ZAMPERINI
FLD

SEAL BEACH
115.7 SLI
Chan 104

JOHN WAYNE/
ORANGE COUNTY

JOGIT

HOMELAND
112.05 HDF

BANDS

AHLEX
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 16000

PALM SPRINGS
115.5 PSP
Chan 102

FRETS
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 8000

EL TORO
117.2(T) ELB
Chan 119

OCEANSIDE
115.3 OCN
Chan 100

R-172
10700
211°
(11)
V8-21-283
V8-21-283-587
10700
211°
(34)
31
44
29
R-030
V283-587
10700
173°
(29)
R-164
R-185
R-154
V283-372
6200
255°
(10)
19
23
24
(5)
V283-372
8000
257°
(16)
R-353
R-054
V372
10700
234°
(18)
BANDS
13000
260°
(8)
21
V16-370-372
13000
260°
(13)
R-075
4000
(14)
R-325
R-021

NOTE: RADAR required.
NOTE: HEC transition turbojet aircraft only.
NOTE: Chart not to scale.

N

KAYOH EIGHT ARRIVAL

(KAYOH.KAYOH8) 26078

AL-236 (FAA)

LONG BEACH, CALIFORNIA

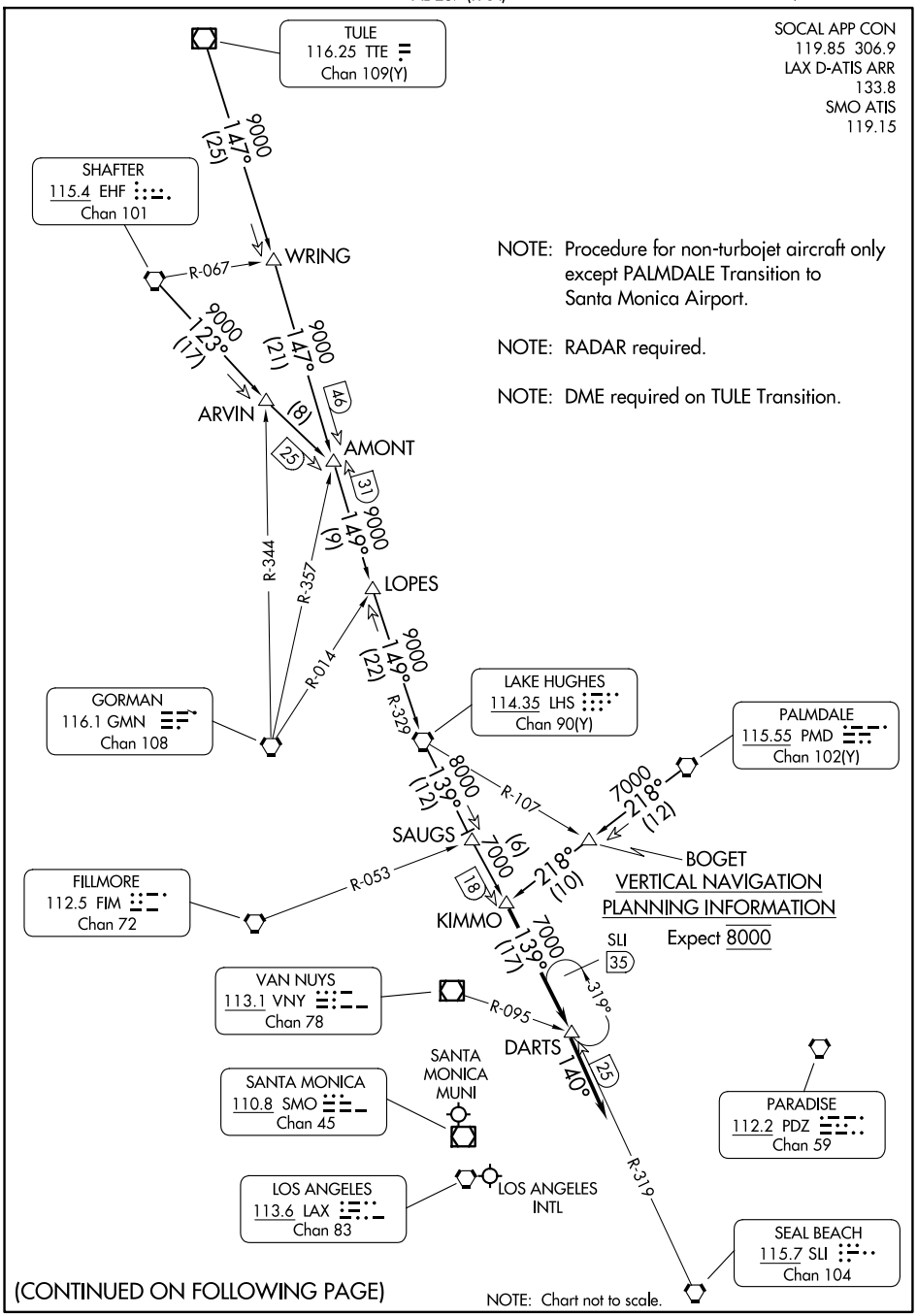
Z44

(KIMMO.KIMMO3) 23334

KIMMO THREE ARRIVAL

AL-237 (FAA)

LOS ANGELES, CALIFORNIA



(CONTINUED ON FOLLOWING PAGE)

KIMMO THREE ARRIVAL

LOS ANGELES, CALIFORNIA

(KIMMO.KIMMO3) 24JUL14

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

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, 09 JUL 2026 to 03 SEP 2026

(SXC.LEENA8) 23334

LEENA EIGHT ARRIVAL

AL-237 (FAA)

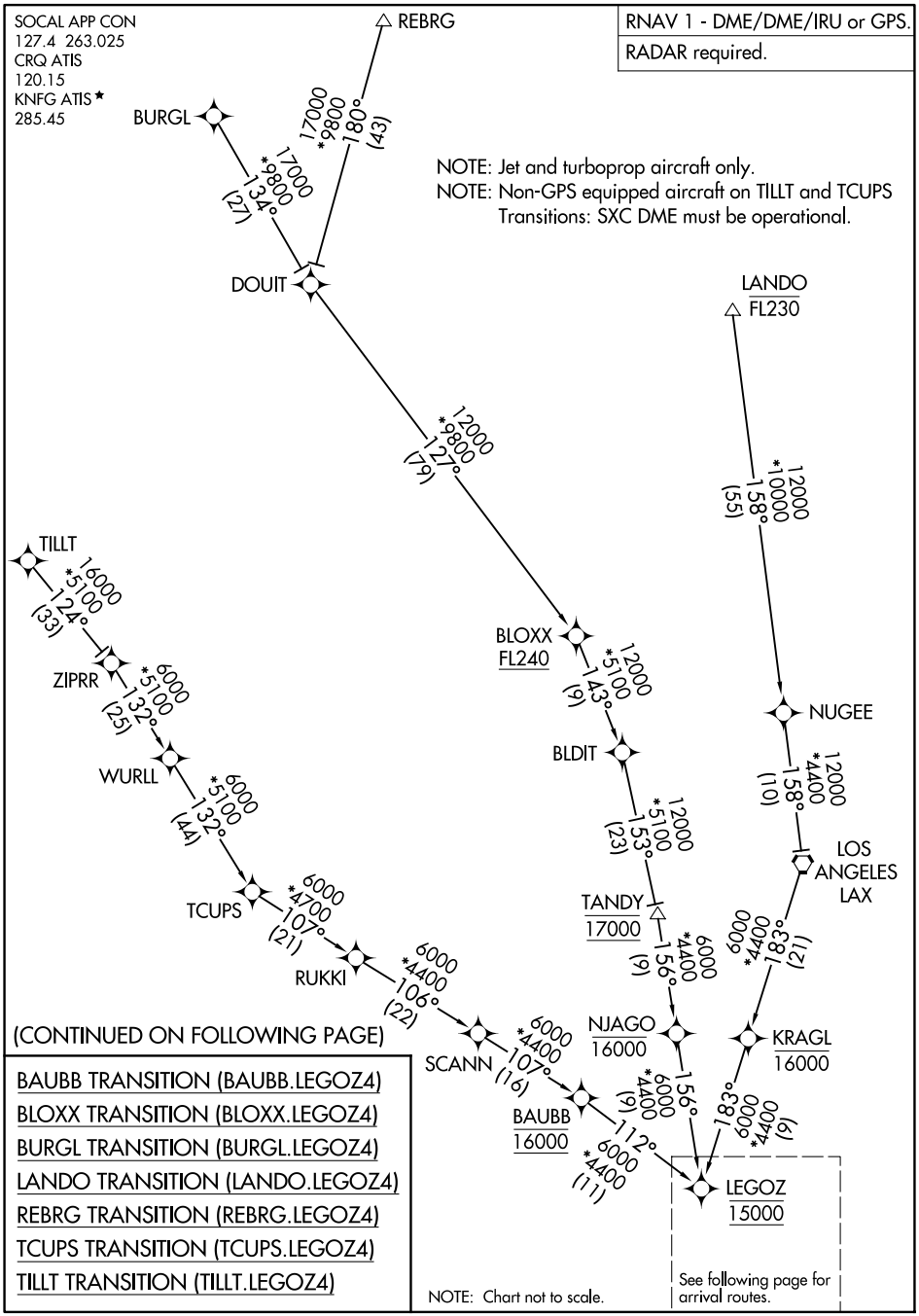
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

LEGOZ FOUR ARRIVAL (RNAV) Transition Routes

CARLSBAD, CALIFORNIA



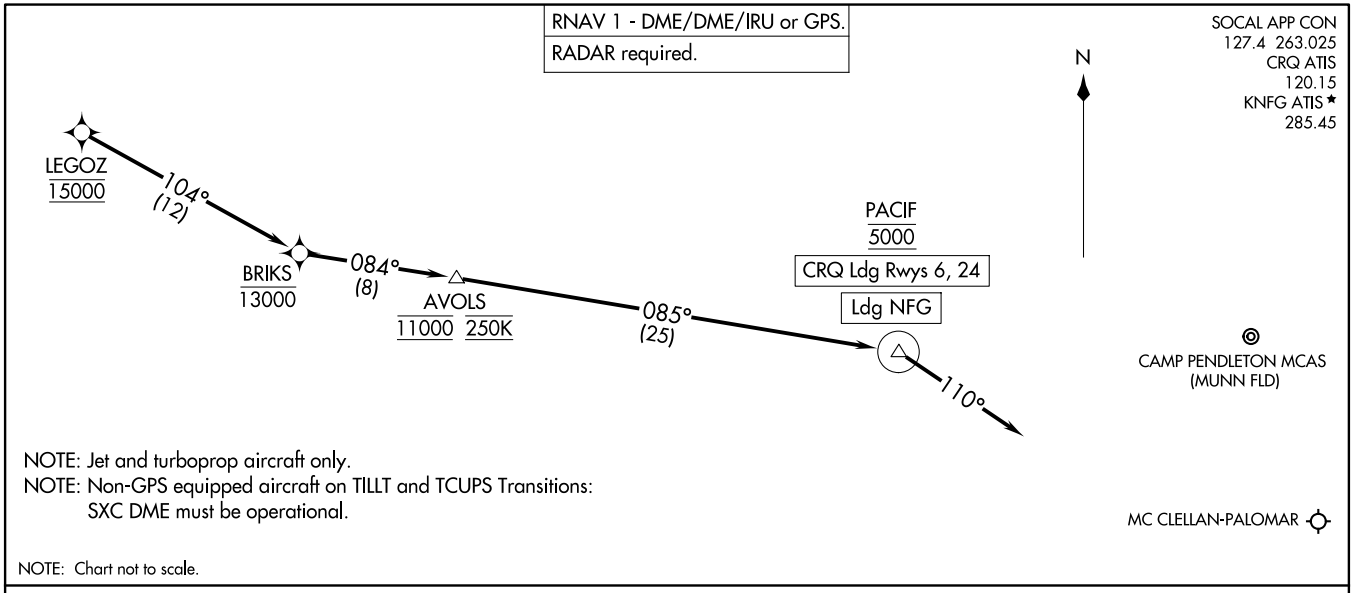
SW-3, 09 JUL 2026 to 03 SEP 2026

LEGOZ FOUR ARRIVAL (RNAV) Transition Routes CARLSBAD, CALIFORNIA

LEGOZ FOUR ARRIVAL (RNAV) Arrival Routes

(LEGOZ.LEGOZ4) 07AUG25

CARLSBAD, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

LANDING NFG: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 250K, then on track 085° to cross PACIF at 5000, then on track 110°. Expect RADAR vectors to final approach course.

LANDING CRQ RUNWAY 6: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 250K, then on track 085° to cross PACIF at 5000, then on track 110°. Expect RNAV (RNP) Z RWY 6 approach or RADAR vectors to final approach course.

LANDING CRQ RUNWAY 24: From LEGOZ on track 104° to cross BRIKS at or below 13000, then on track 084° to cross AVOLS at 11000 and at 250K, then on track 085° to cross PACIF at 5000, then on track 110°. Expect RADAR vectors to final approach course.

(LEGOZ.LEGOZ4) 25219
LEGOZ FOUR ARRIVAL (RNAV) Arrival Routes
CARLSBAD, CALIFORNIA

AL-5310 (FAA)

Z49

LUCKI ONE ARRIVAL (RNAV)

(LUCKI.LUCKI1) 10NOV16

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

Z50

ARRIVAL ROUTE DESCRIPTION

HOGGZ TRANSITION (HOGGZ.LUCKI1)

IMPERIAL TRANSITION (IPL.LUCKI1)

LVELL TRANSITION (LVELL.LUCKI1)

MOMAR TRANSITION (MOMAR.LUCKI1)

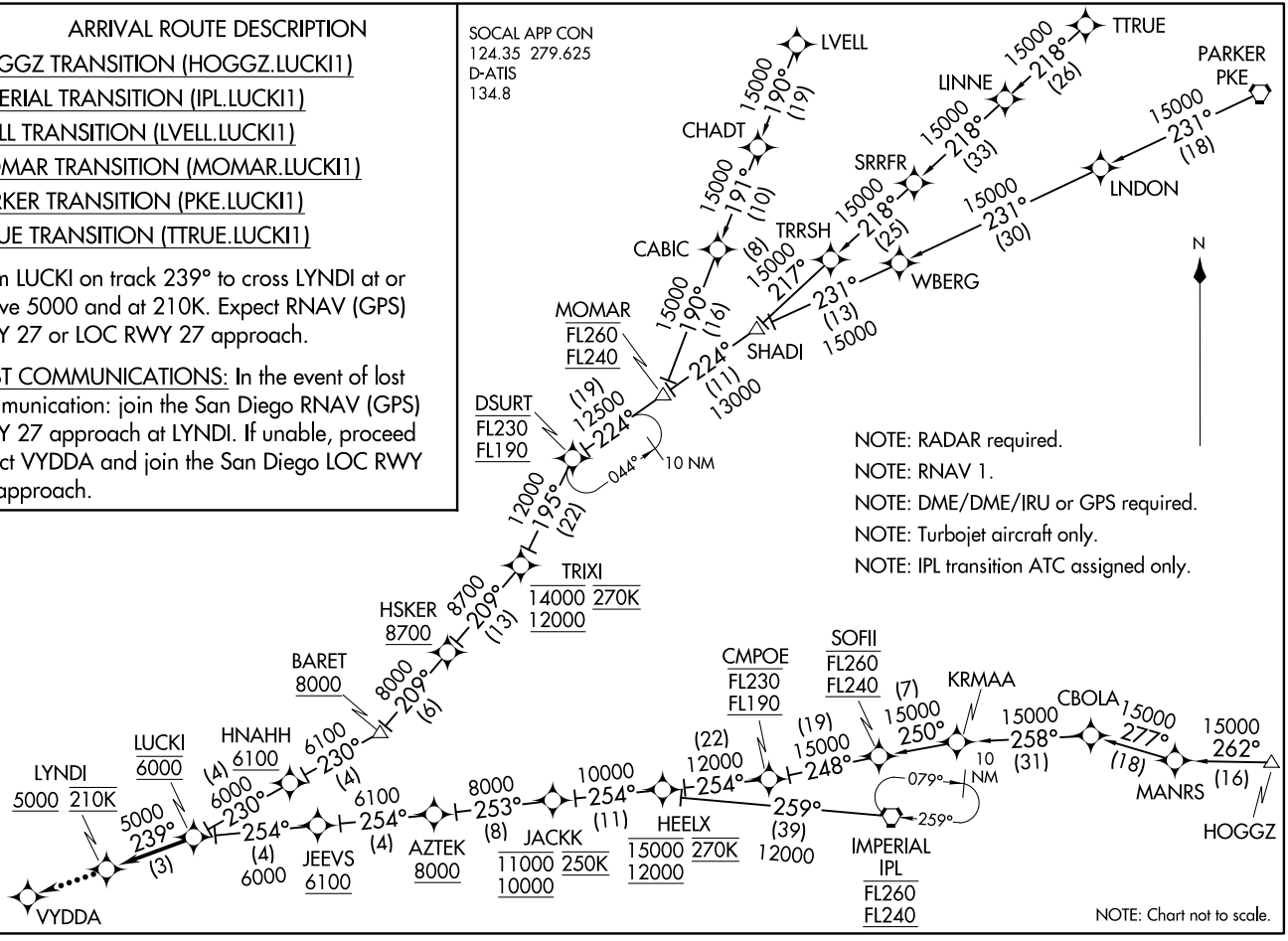
PARKER TRANSITION (PKE.LUCKI1)

TTRUE TRANSITION (TTRUE.LUCKI1)

From LUCKI on track 239° to cross LYNDI at or above 5000 and at 210K. Expect RNAV (GPS) RWY 27 or LOC RWY 27 approach.

LOST COMMUNICATIONS: In the event of lost communication: join the San Diego RNAV (GPS) RWY 27 approach at LYNDI. If unable, proceed direct VYDDA and join the San Diego LOC RWY 27 approach.

SOCAL APP CON
124.35 279.625
D-ATIS
134.8



LUCKI ONE ARRIVAL (RNAV)

(LUCKI.LUCKI1) 17173

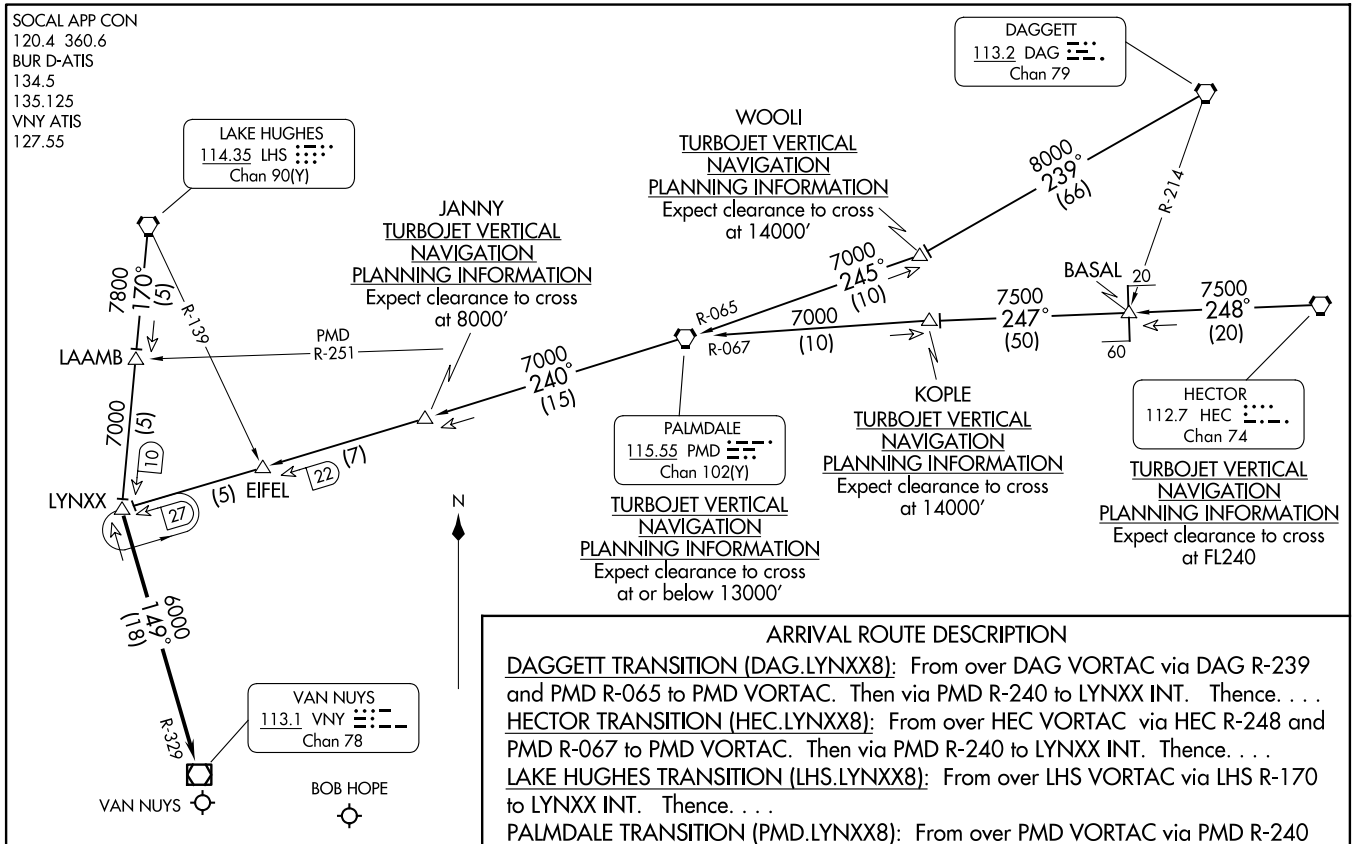
SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

AL-373 (FAA)

LYNXX EIGHT ARRIVAL

(LYNXX.LYNXX8) 03AUG06

BURBANK, CALIFORNIA



NOTE: DME required for DAGGETT, HECTOR, and PALMDALE Transitions.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.LYNXX8): From over DAG VORTAC via DAG R-239 and PMD R-065 to PMD VORTAC. Then via PMD R-240 to LYNXX INT. Thence. . . .

HECTOR TRANSITION (HEC.LYNXX8): From over HEC VORTAC via HEC R-248 and PMD R-067 to PMD VORTAC. Then via PMD R-240 to LYNXX INT. Thence. . . .

LAKE HUGHES TRANSITION (LHS.LYNXX8): From over LHS VORTAC via LHS R-170 to LYNXX INT. Thence. . . .

PALMDALE TRANSITION (PMD.LYNXX8): From over PMD VORTAC via PMD R-240 to LYNXX INT. Thence. . . .

. . . .From over LYNXX INT via VNY R-329 to VNY VOR/DME. Expect RADAR vectors to final approach course after VNY VOR/DME.

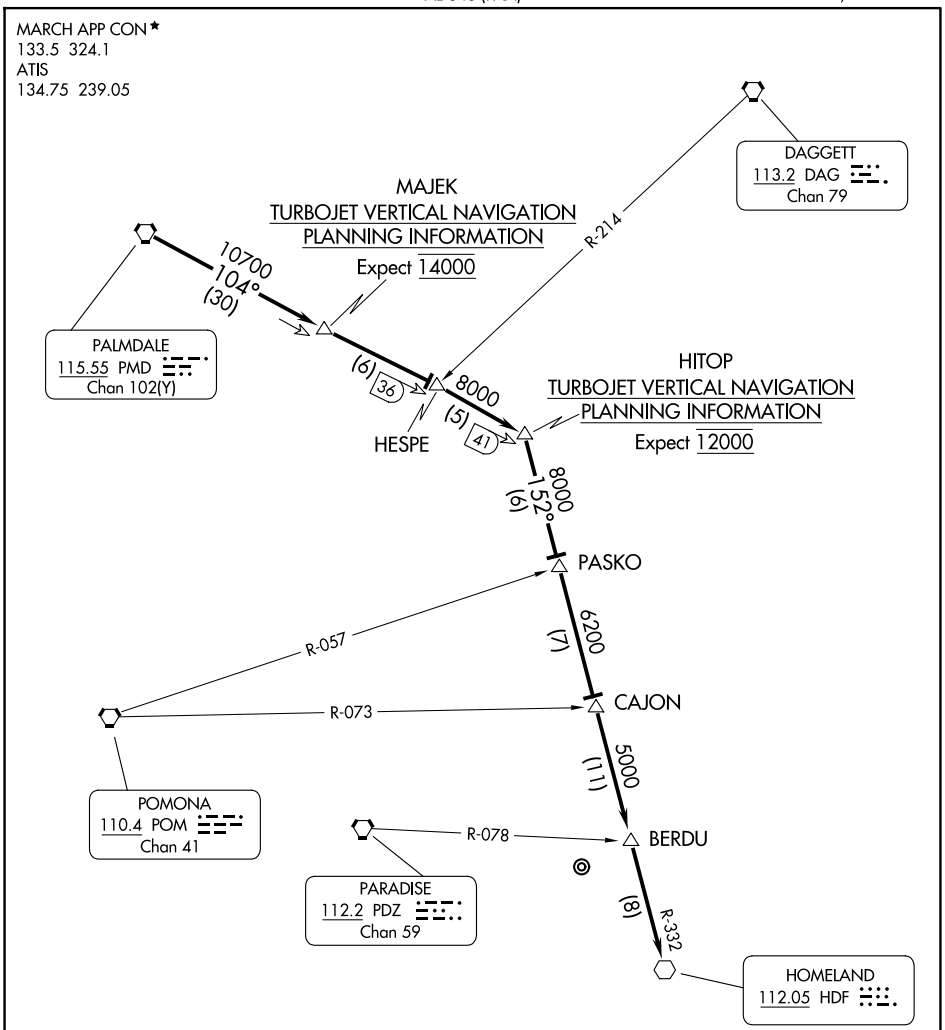
LYNXX EIGHT ARRIVAL

(LYNXX.LYNXX8) 23334

BURBANK, CALIFORNIA

AL-67 (FAA)

Z51



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, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

MDNYT TWO ARRIVAL (RNAV) Transition Routes

(MDNYT.MDNYT2) 12OCT17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

MDNYT TWO ARRIVAL (RNAV) Transition Routes
(MDNYT.MDNYT2) 17285
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

AL-237 (FAA)

Z53

AMMOR TRANSITION (AMMOR.MDNYT2)
CGNEY TRANSITION (CGNEY.MDNYT2)
DNERO TRANSITION (DNERO.MDNYT2)
ESTWD TRANSITION (ESTWD.MDNYT2)
FNNDA TRANSITION (FNNDA.MDNYT2)
GABBL TRANSITION (GABBL.MDNYT2)
HAKMN TRANSITION (HAKMN.MDNYT2)
MDLER TRANSITION (MDLER.MDNYT2)
OTOOL TRANSITION (OTOOL.MDNYT2)
SHTNR TRANSITION (SHTNR.MDNYT2)

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

HAKMN
OTOOL
SHTNR
DNERO
BCALL
FL280 280K
FL240
SLLRS
CGNEY
ANJLL
FL290 280K
FL240
LEMMN
SALYY
FL290
FNNDA
GABBL
TOLLA
17000
14000
KAOSS
FL230
FL190
GLESN
FL320
FL270
CHPLN
BIGBR
14000
13000
SLACR
15000
NWMAN
WHDDN
15000
HLYWD
MNROE
MDLER
MCQWN
ESTWD
BRUEN
FL320
EMMMY
17000
14000
TRUBL
FL230
FL190
AVATR
FL290 280K
FL240
MDNYT
13000
10000
SHRTZ
14000
13000
See following page for arrival route.
SNDDR
15000
LAAMP
17000 280K
15000
LAHVA
17000
SOLAY
FL190
SNSTT
FL260 280K
FL240
RNCHO
FL260
AMMOR

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This arrival for use only when noise abatement procedures are in effect.
NOTE: Expect runway 6R unless otherwise assigned.
NOTE: Expect local area altimeter reaching FL230.
NOTE: CGNEY, MDLER, and OTOOL transitions ATC assigned only, do not file.
NOTE: SHTNR transition restricted to LAS departures only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MDNYT TWO ARRIVAL (RNAV) Arrival Routes

(MDNYT.MDNYT2) 12OCT17

(MDNYT.MDNYT2) 17285

MDNYT TWO ARRIVAL (RNAV) Arrival Routes

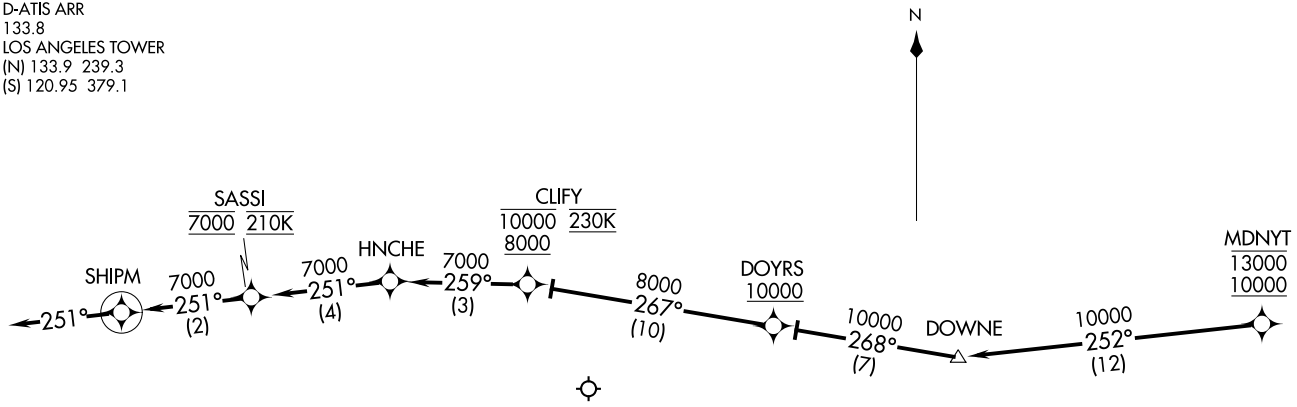
AL-237 (FAA)

Z54

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.05 353.775
D-ATIS ARR
133.8
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This arrival for use only when noise abatement procedures are in effect.
NOTE: Expect runway 6R unless otherwise assigned.
NOTE: Expect local area altimeter reaching FL230.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 6L/R: From MDNYT on track 252° to DOWNE, then on track 268° to cross DOYRS at or above 10000, then on track 267° to cross CLIFY between 8000 and 10000 and at 230K, then on track 259° to HNCHE, then on track 251° to cross SASSI at 7000 and at 210K, then on track 251° to SHIPM, then on track 251°. Expect RADAR vectors to ILS or RNAV (RNP) RWY 6R final approach course.

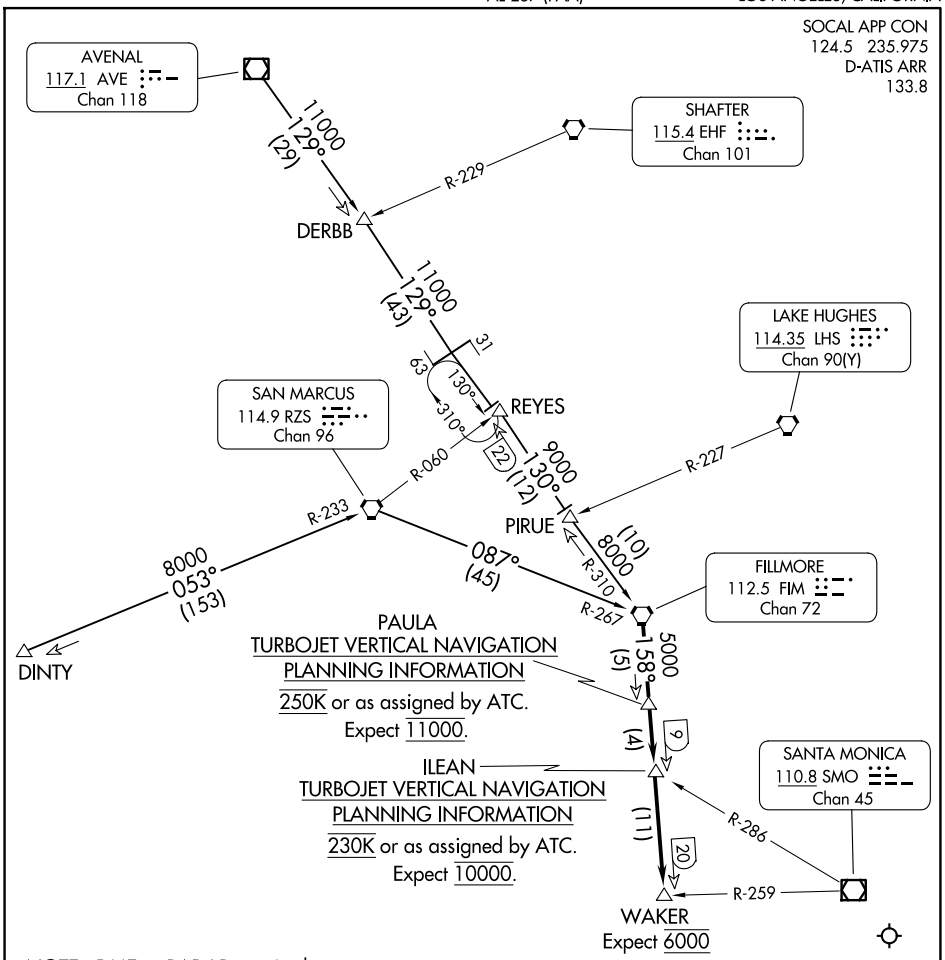
LOST COMMUNICATIONS: In the event of lost communication proceed on the RNAV (RNP) RWY 6R or ILS or LOC RWY 6R approach.

(FIM.MOOR4) 23334

MOORPARK FOUR ARRIVAL

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



NOTE: DME or RADAR required.

NOTE: Chart not to scale.

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.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

OCEAN THREE ARRIVAL

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

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

SOCAL APP CON
128.1 281.4
D-ATIS ARR
133.8

VENTURA
116.55 VTU
Chan 112(Y)

FILLMORE
112.5 FIM
Chan 72

SANTA MONICA
110.8 SMO
Chan 45

LOS ANGELES
113.6 LAX
Chan 83

SEAL BEACH
115.7 SLI
Chan 104

OCEANSIDE
115.3 OCN
Chan 100

MISSION BAY
117.8 MZB
Chan 125

SANTA CATALINA
114.15 SXC
Chan 88(Y)

JULIAN
113.75 JLI
Chan 84(Y)

EXERT
DOYLE
MERMA
SHILY
BIGJO
VISTA

R-129
R-114
R-148
R-233
R-246
R-205
R-251
R-157
R-083
R-344
R-310
R-108

17
21
14
34
34
9

2000
066°
(7)

5000
309°
(10)

5000
251°
(10)

6000
294°
(35)

6000
272°
(30)

6000
(5)

(4)

7700
263°
(33)

288°
108°

CYNDE
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect 14000

TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect FL240

NOTE: Chart not to scale.

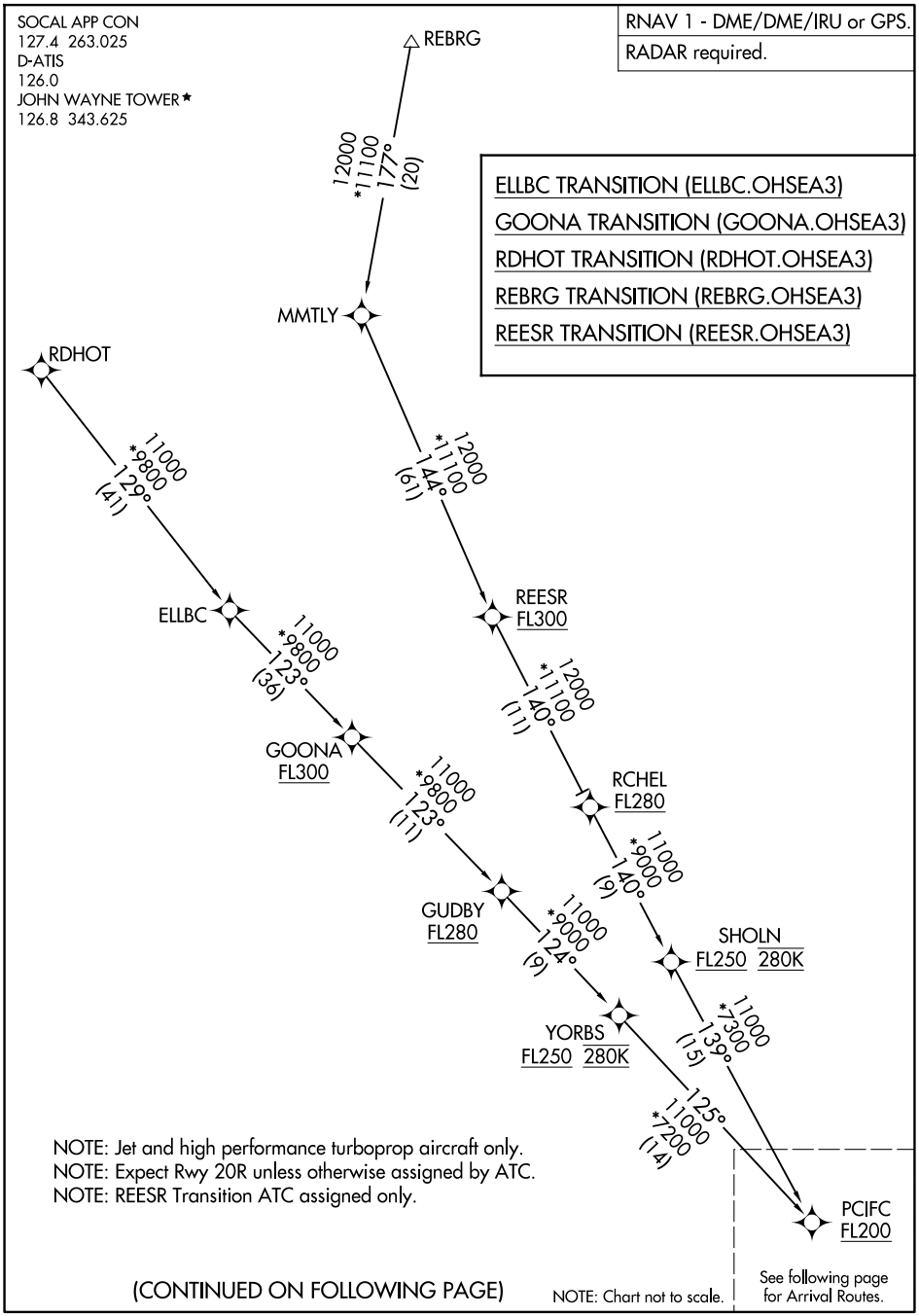
N

(PCIFC.OHSEA3) 24361 AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)

OHSEA THREE ARRIVAL (RNAV) Transition Routes

SANTA ANA, CALIFORNIA



OHSEA THREE ARRIVAL (RNAV) Transition Routes

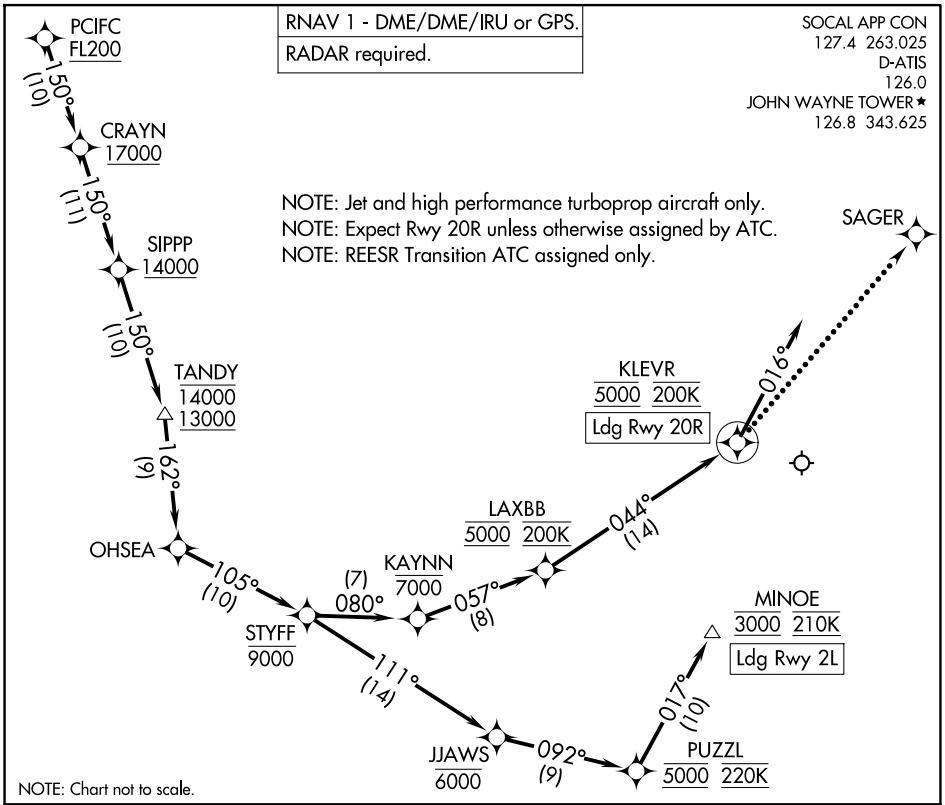
SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

(PCIFC.OHSEA3) 26DEC24

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



ARRIVAL ROUTE DESCRIPTION

From PCIFC on track 150° to cross CRAYN at or above 17000, then on track 150° to cross SIPPP at or above 14000, then on track 150° to cross TANDY between 13000 and 14000, then on track 162° to OHSEA.

LANDING RUNWAY 2L: From OHSEA on track 105° to cross STYFF at or below 9000, then on track 111° to cross JJAWS at or below 6000, then on track 092° to cross PUZZL at 5000 and at 220K, then on track 017° to cross MINOE at 3000 and at 210K. Expect RNAV (RNP) Z RWY 2L or RADAR vectors to final approach course.

LANDING RUNWAY 20R: From OHSEA on track 105° to cross STYFF at or below 9000, then on track 080° to cross KAYNN at or below 7000, then on track 057° to cross LAXBB at 5000 and at 200K, then on track 044° to cross KLEVR at 5000 and at 200K, then on track 016°. Expect RNAV (RNP) Z RWY 20R or RADAR vectors to final approach course.

LOST COMMUNICATIONS

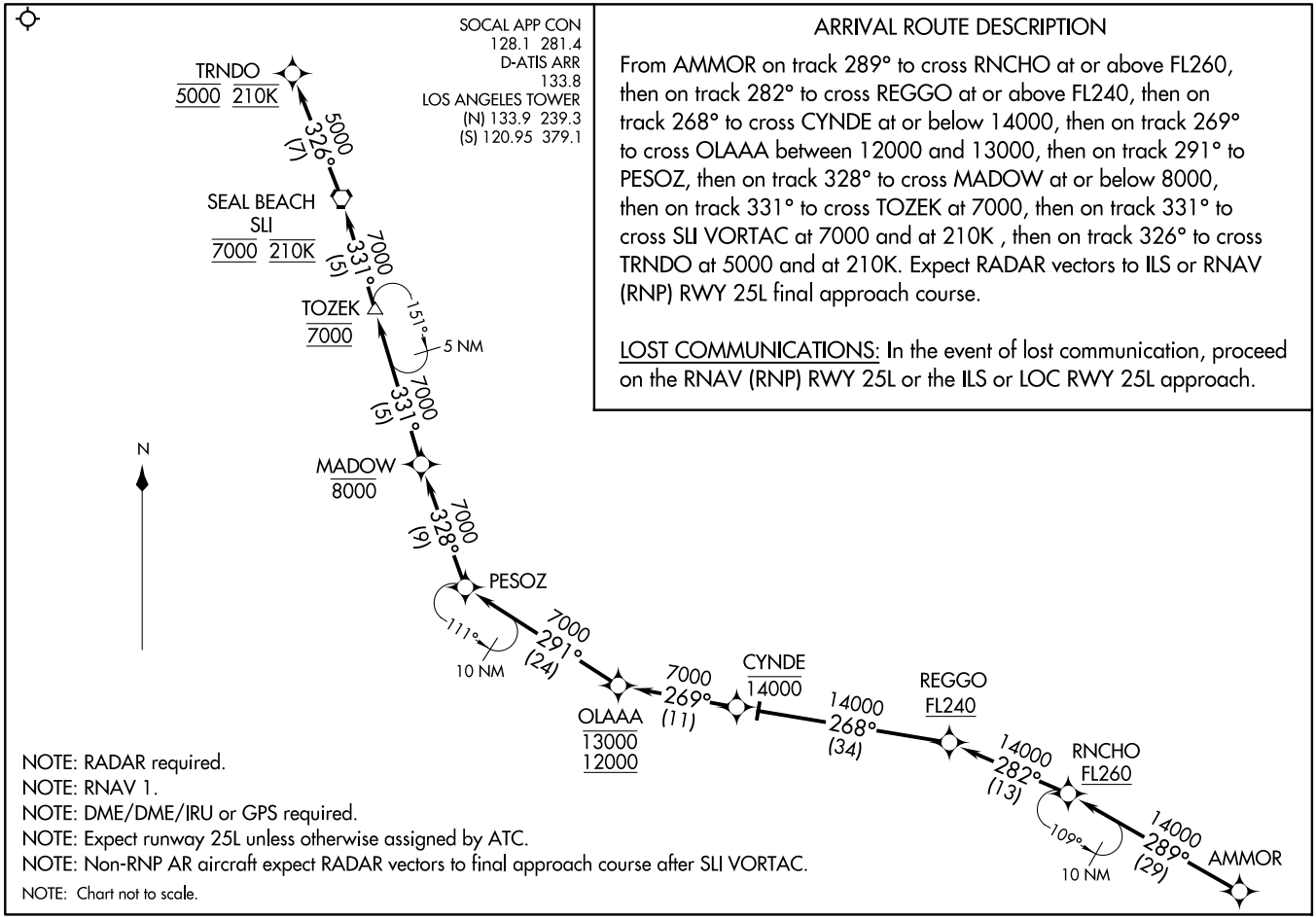
LANDING RUNWAY 20R: After KLEVR execute RNAV (RNP) Z RWY 20R approach or proceed to SAGER and execute the ILS or LOC RWY 20R approach.

LANDING RUNWAY 2L: Proceed on LOC BC RWY 2L, RNAV (GPS) Y RWY 2L, or RNAV (RNP) Z RWY 2L.

OLAAA TWO ARRIVAL (RNAV)

(AMMOR.OLAAA2) 05DEC19

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)



ARRIVAL ROUTE DESCRIPTION

From AMMOR on track 289° to cross RNCHO at or above FL260, then on track 282° to cross REGGO at or above FL240, then on track 268° to cross CYNDE at or below 14000, then on track 269° to cross OLAAA between 12000 and 13000, then on track 291° to PESOZ, then on track 328° to cross MADOW at or below 8000, then on track 331° to cross TOZEK at 7000, then on track 331° to cross SLI VORTAC at 7000 and at 210K , then on track 326° to cross TRNDO at 5000 and at 210K. Expect RADAR vectors to ILS or RNAV (RNP) RWY 25L final approach course.

LOST COMMUNICATIONS: In the event of lost communication, proceed on the RNAV (RNP) RWY 25L or the ILS or LOC RWY 25L approach.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect runway 25L unless otherwise assigned by ATC.
NOTE: Non-RNP AR aircraft expect RADAR vectors to final approach course after SLI VORTAC.
NOTE: Chart not to scale.

(AMMOR.OLAAA2) 19339

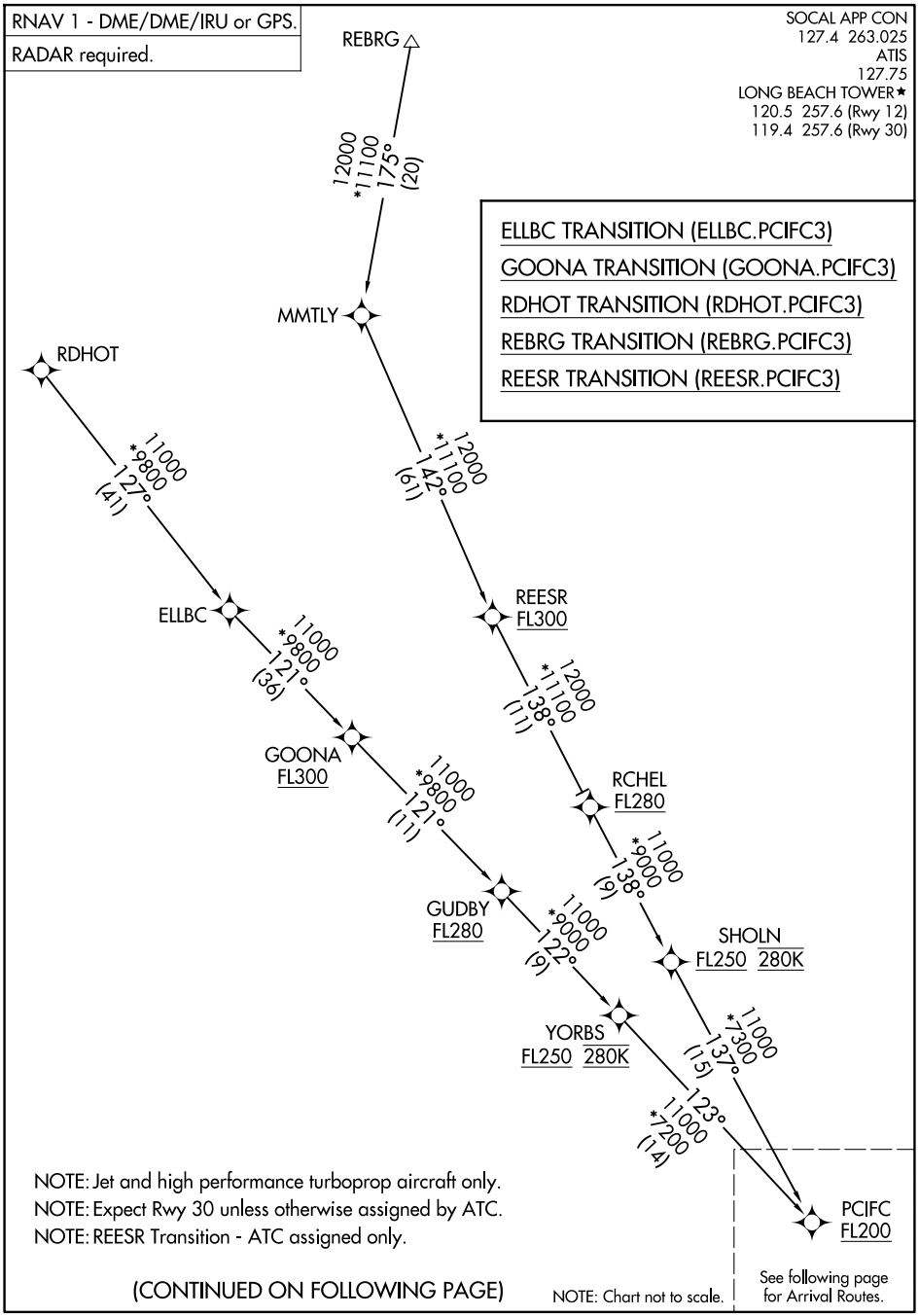
OLAAA TWO ARRIVAL (RNAV)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

AL-237 (FAA)

Z59

PCIFC THREE ARRIVAL (RNAV) Transition Routes



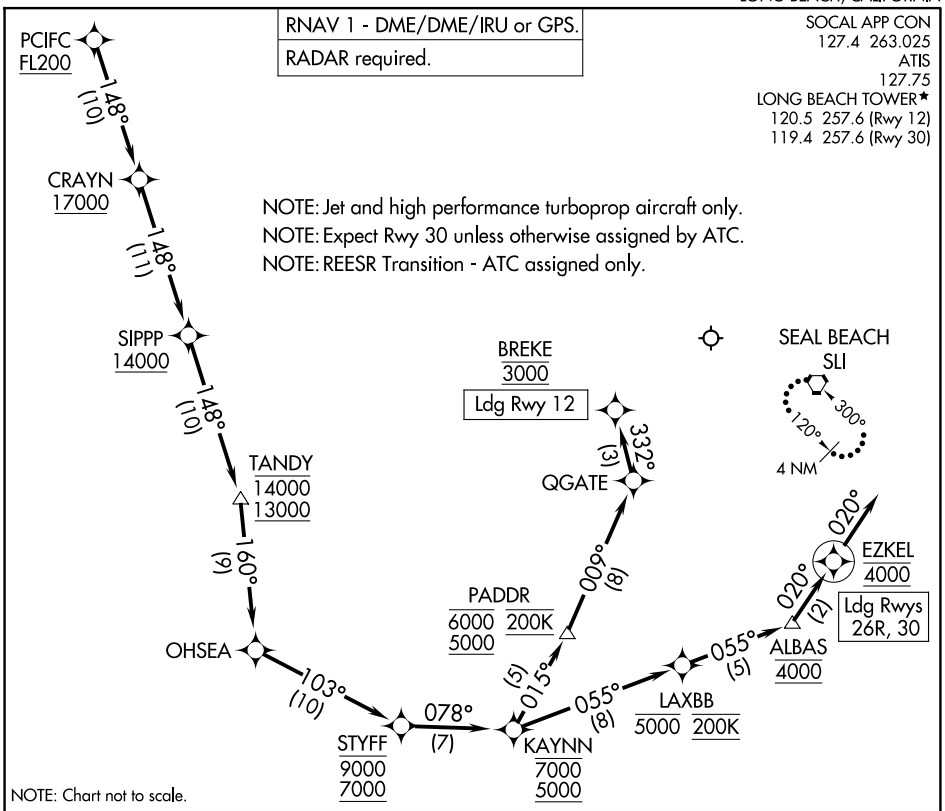
SW-3, 09 JUL 2026 to 03 SEP 2026

(PCIFC.PCIFC3) 24361

AL-236 (FAA)

PCIFC THREE ARRIVAL (RNAV) Arrival Routes

LONG BEACH (DAUGHERTY FLD) (LGB)
LONG BEACH, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

From PCIFC on track 148° to cross CRAYN at or above 17000, then on track 148° to cross SIPPP at or above 14000, then on track 148° to cross TANDY between 13000 and 14000, then on track 160° to OHSEA, then on track 103° to cross STYFF beween 7000 and 9000.

LANDING RUNWAY 12: From STYFF on track 078° to cross KAYNN beween 5000 and 7000, then on track 015° to cross PADDR beween 5000 and 6000 and at 200K, then on track 009° to QGATE, then on track 332° to cross BREKE at 3000. Expect RNAV (RNP) RWY 12 approach.

LANDING RUNWAYS 26R, 30: From STYFF on track 078° to cross KAYNN beween 5000 and 7000, then on track 055° to cross LAXBB at or below 5000 and at 200K, then on track 055° to cross ALBAS at 4000, then on track 020° to cross EZKEL at 4000, then on track 020°. Expect RNAV (RNP) Y RWY 30 or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 12: After BREKE proceed on the RNAV (RNP) RWY 12 approach.

LANDING RUNWAYS 26R, 30: After EZKEL proceed on the RNAV (RNP) Y RWY 30 or ILS or LOC RWY 30 approach.

If unable approach to LGB, after EZKEL/BREKE climb to 4000 direct SLI VORTAC and hold.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

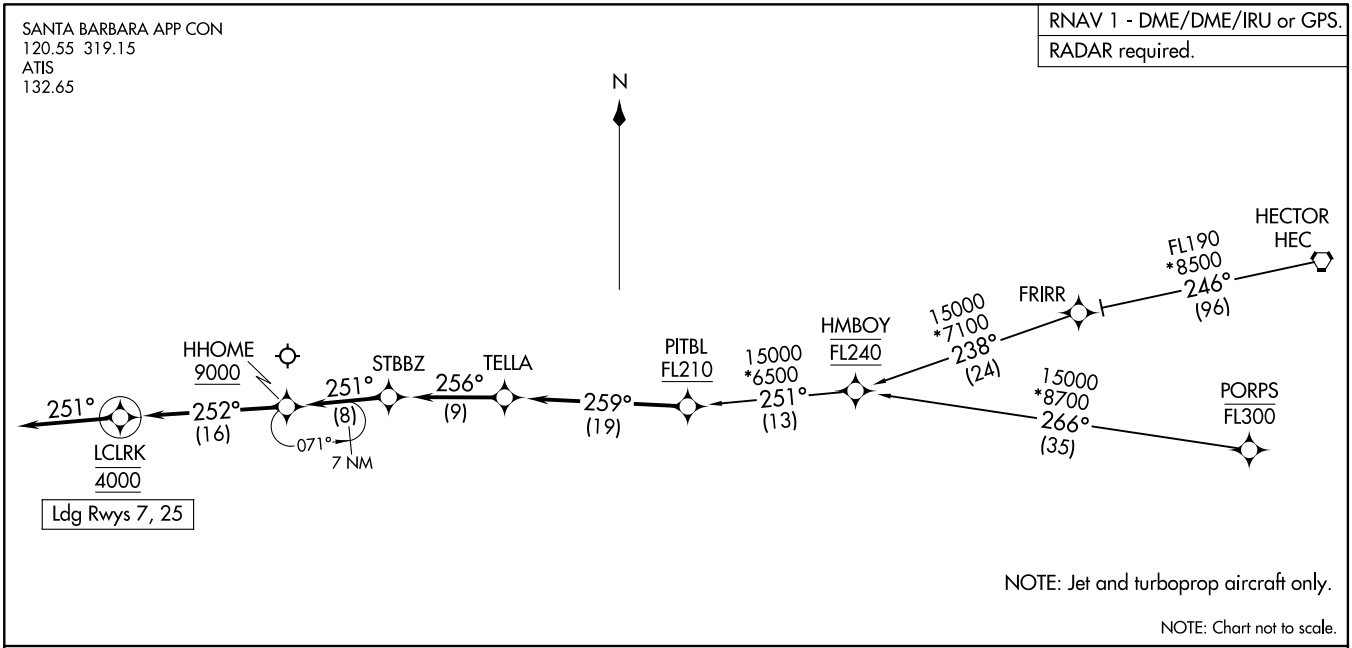
PITBL TWO ARRIVAL (RNAV)

(PITBL.PITBL2) 07AUG25

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)

Z62



ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.PITBL2)

PORPS TRANSITION (PORPS.PITBL2)

From PITBL on track 259° to TELLA.

LANDING RUNWAYS 7, 25: From TELLA on track 256° to STBBZ, then on track 251° to cross HHOME at or above 9000, then on track 252° to cross LCLRK at 4000, then on track 251°. Expect RADAR vectors to final approach course.

PITBL TWO ARRIVAL (RNAV)

(PITBL.PITBL2) 25219

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)

SANTA BARBARA, CALIFORNIA

(PLYYA.PLYYA2) 24305

PLYYA TWO ARRIVAL (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CAILFORNIA

PLYYA TWO ARRIVAL (RNAV)

(PLYYA.PLYYA2) 31OCT24

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RDBUL ONE ARRIVAL (RNAV)

(RDBUL.RDBUL1) 12JUN25

PALM SPRINGS, CALIFORNIA

RDBUL ONE ARRIVAL (RNAV)

(RDBUL.RDBUL1) 25163

AL-545 (FAA)

PALM SPRINGS, CALIFORNIA

Z64

ARRIVAL ROUTE DESCRIPTION

CURIV TRANSITION (CURIV.RDBUL1)

PARKER TRANSITION (PKE.RDBUL1)

YORRK TRANSITION (YORRK.RDBUL1)

ZELMA TRANSITION (ZELMA.RDBUL1)

LANDING PSP RUNWAYS 13L/R: From RDBUL on track 251° to cross YAGUS at 8000 and at 230K, then on track 259°. Expect RADAR vectors to final approach course.

LANDING PSP RUNWAYS 31L/R: From RDBUL on track 226° to cross MERCK at 8000 and at 230K, then on track 238°. Expect RADAR vectors to final approach course.

LANDING TRM/UDD: From RDBUL on track 226° to cross MERCK at 8000 and at 230K, then on track 238°. Expect RADAR vectors to final approach course.

RNAV 1 - GPS.

RADAR required.

SOCAL APP CON
126.7 370.95
PSP ATIS
124.65
PALM SPRINGS TOWER★
119.7 377.05

ZELMA

8000 *7000 187° (29)

JOTNU

8000 *7000 210° (18)

TWENTYNINE PALMS
TNP
15000
10000

8000 *7000 201° (17)

YAGUS
8000 230K

PSP Ldg Rwys 13L/R

(10) 251° 259°

8000 *7100 257° (17)

RDBUL
9000
8000

226° (7)

238°

MERCK
8000 230K

PSP Ldg Rwys 31L/R

Ldg TRM/UDD

PALM SPRINGS INTL

BERMUDA DUNES

JACQUELINE COCHRAN RGNL

10 NM 066°

BRRAP
15000
10000

8000 *7100 246° (25)

10 NM 066° 246°

TUUNE
FL230
17000

BURBL
FL230

8000 *7200 216° (19)

8000 *7200 236° (24)

PARKER
PKE

DYNAN
FL280

8000 *7300 216° (41)

YORRK

9400 *9400 210° (20)

8000 *7200 278° (31)

CURIV

N

NOTE: Jet and turboprop aircraft only.

NOTE: GPS required.

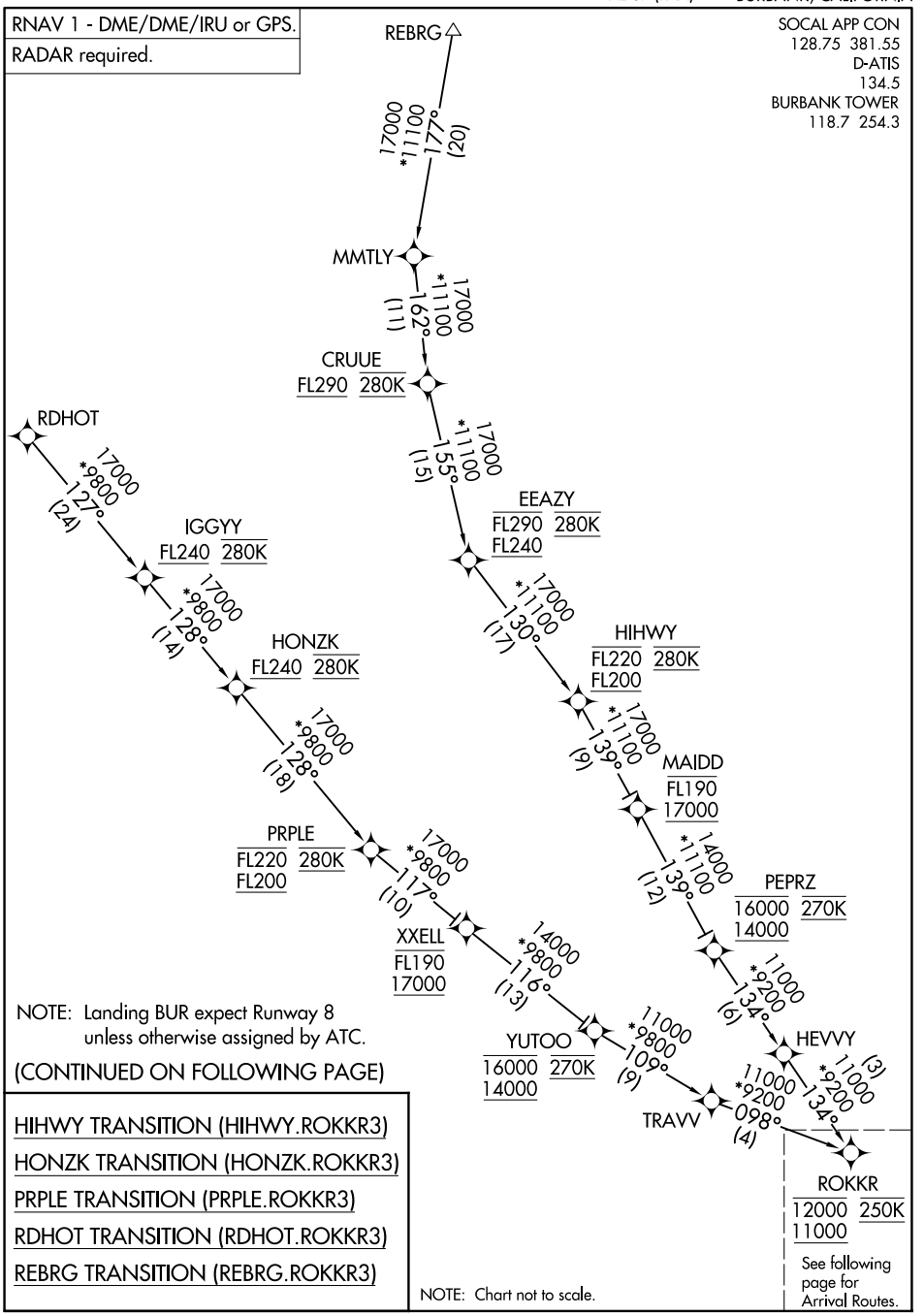
NOTE: Chart not to scale.

(ROKKR.ROKKR3) 25051

ROKKR THREE ARRIVAL (RNAV) Transition Routes

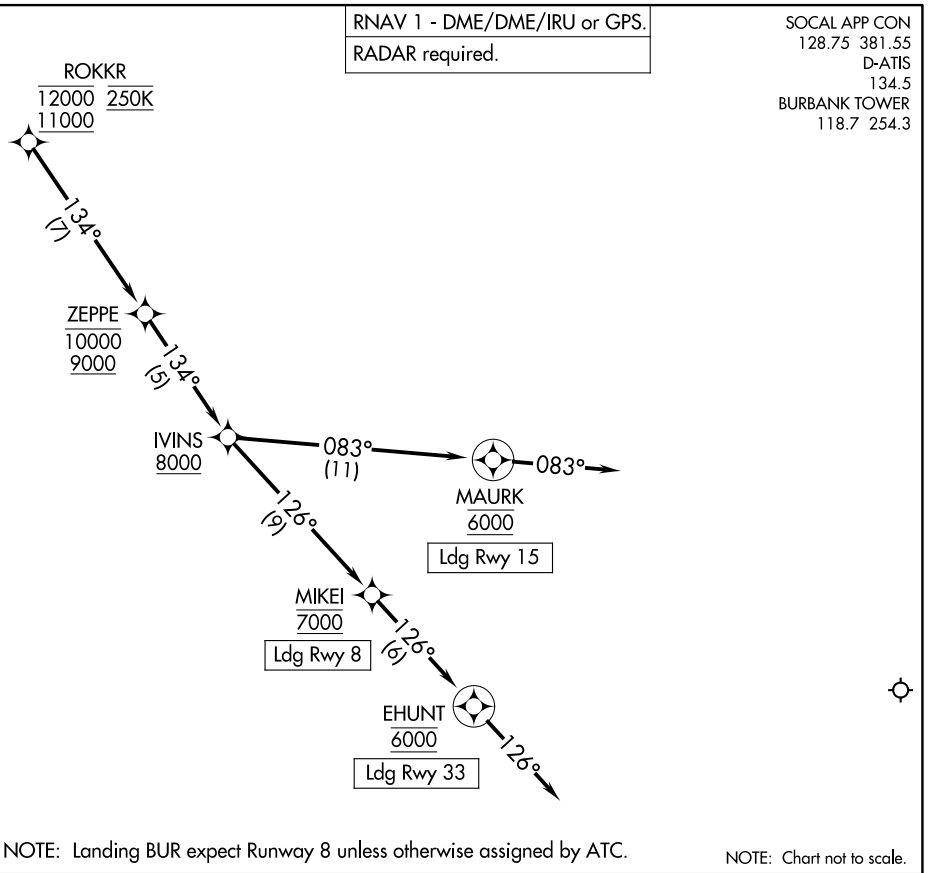
AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA



ROKKR THREE ARRIVAL (RNAV) Transition Routes
(ROKKR.ROKKR3) 20FEB25
BURBANK, CALIFORNIA
BOB HOPE (BUR)

SW-3, 09 JUL 2026 to 03 SEP 2026



NOTE: Landing BUR expect Runway 8 unless otherwise assigned by ATC.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

From ROKKR on track 134° to cross ZEPPE between 9000 and 10000, then on track 134° to cross IVINS at or above 8000.

LANDING RUNWAY 8: From IVINS on track 126° to cross MIKEI at 7000. Expect ILS or LOC RWY 8 approach.

LANDING RUNWAY 15: From IVINS on track 083° to cross MAURK at 6000, then on track 083°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 33: From IVINS on track 126° to cross MIKEI at 7000, then on track 126° to cross EHUNT at 6000, then on track 126°. Expect RADAR vectors to final approach course.

ROOBY THREE ARRIVAL (RNAV) Transition Routes

(ROOBY.ROOBY3) 01FEB18

LONG BEACH, CALIFORNIA

(ROOBY.ROOBY3) 21168

ROOBY THREE ARRIVAL (RNAV) Transition Routes

LONG BEACH, CALIFORNIA

AL-236 (FAA)

Z67

EMLLD TRANSITION (EMLLD.ROOBY3)
FEYLA TRANSITION (FEYLA.ROOBY3)
HIMDU TRANSITION (HIMDU.ROOBY3)
LRSON TRANSITION (LRSON.ROOBY3)
MARUE TRANSITION (MARUE.ROOBY3)
NATEE TRANSITION (NATEE.ROOBY3)
NEEDLES TRANSITION (EED.ROOBY3)

SOCAL APP CON
134.0 278.3
LGB ATIS
127.75
SNA D-ATIS
126.0

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Procedure is only for use when SNA is landing north.
NOTE: Landing LGB expect Runway 30 unless otherwise assigned by ATC.
NOTE: Landing SNA expect Runway 2L unless otherwise assigned by ATC.
NOTE: Expect local area altimeter reaching FL230.
NOTE: FEYLA transition restricted to LAS departures only.
NOTE: LRSON transition ATC assigned only.

N

ROOBY 10000

6100 249° (16)

PHIYA 14000 12000

10700 249° (11)

ROADE FL190 17000

13000 247° (11)

BRCKK FL210

13000 248° (11)

CHURO FL240 280K

13000 248° (6)

DRTHI

6000 190° (9)

JRDDN 12000

9000 192° (13)

KADYN 13000

10800 197° (7)

AASPN 14000

10800 210° (6)

CARZZ 15000

13000 210° (14)

DUUNN FL200

13000 205° (15)

GITRR FL250 280K

17000 212° (17)

LRSON FL280

17000 212° (30)

FEYLA

17000 214° (35)

NATEE

17000 239° (29)

FJAYY

17000 239° (22)

SCROW

059° 10 NM

17000 239° (24)

MARUE

17000 218° (30)

NEEDLES EED

17000 218° (39)

ONLYY

17000 241° (15)

HIMDU

17000 241° (20)

WEELL

17000 241° (14)

WURMO

17000 241° (32)

THERS

039° 219° 10 NM

MDLER

(32) 17000 247°

FOVOL

261° 17000 (28)

WTTCH FL300

17000 264° (37)

LITNG

084° 10 NM

17000 264° (39)

EMLLD

See following page for Arrival Routes.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

LANDING LGB: From ROOBY on track 192° to cross SLPPR at or above 8000, then on track 192° to cross WRSTL between 6000 and 8000, then on track 255° to cross JITSU at or above 5500 and at 220K, then on track 255° to cross FYTRR at 4000 and at 210K, then on heading 270° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING SNA: From ROOBY on track 192° to cross SLPPR at or above 8000, then on track 192° to cross WRSTL between 6000 and 8000, then on track 255° to cross JITSU at or above 5500 and at 220K, then on track 255° to cross FYTRR at 4000 and at 210K, then on heading 242° or as assigned by ATC. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

LANDING LGB RUNWAY 30: Intercept and proceed on the RNAV (RNP) RWY 30 or ILS RWY 30 approach.

LANDING LGB RUNWAY 12: Maintain 3000 and proceed direct BREKE then on the RNAV (RNP) RWY 12 approach. If unable approach to LGB climb to 4000 direct SLI VORTAC and hold.

LANDING SNA RUNWAY 2L: Proceed on the RNAV (RNP) RWY 2L approach or maintain 3000 and proceed direct MINOE then on the LOC BC RWY 2L approach. If unable approach to SNA climb to 5000 direct SLI VORTAC and hold.

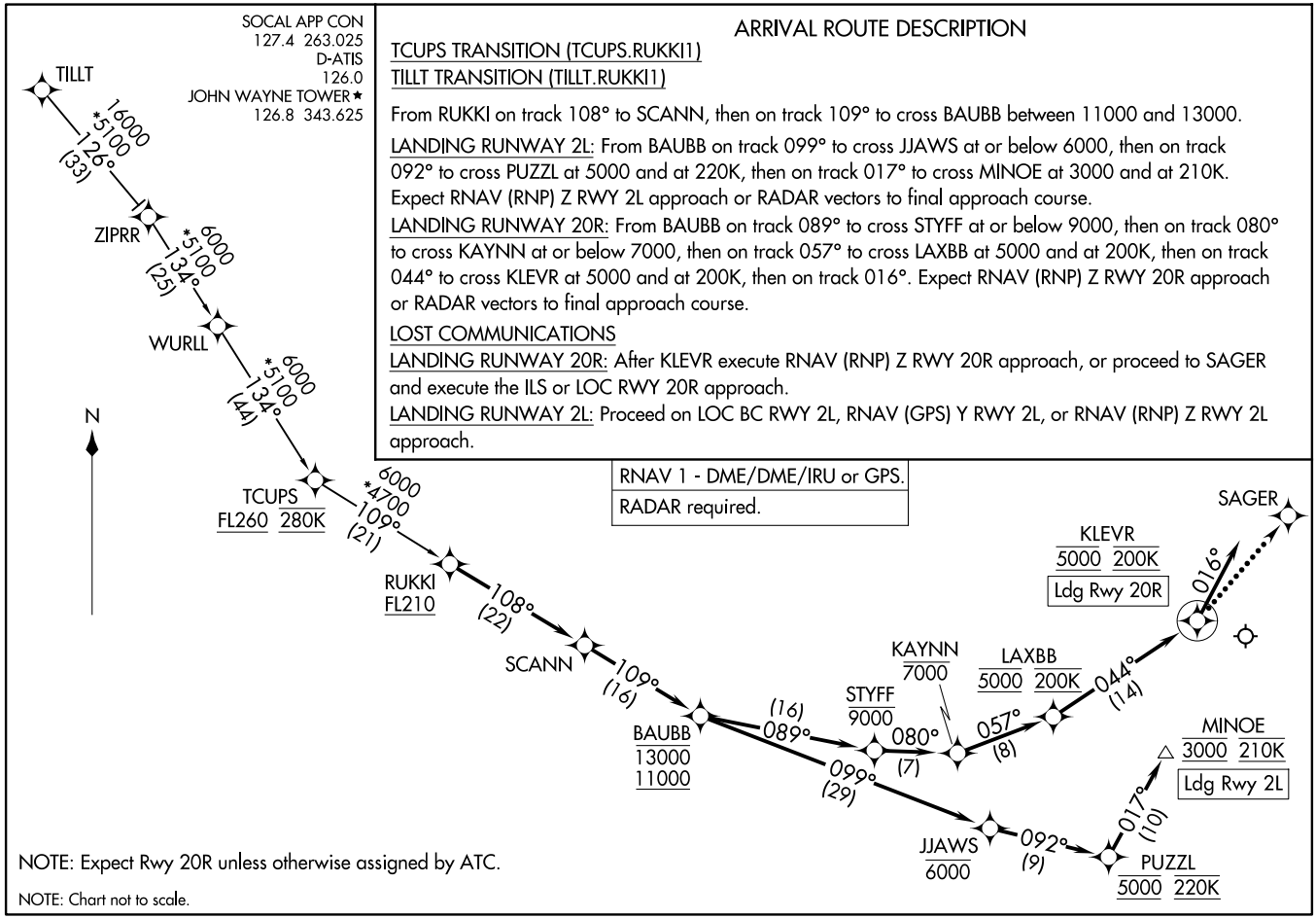
SW-3, 09 JUL 2026 to 03 SEP 2026

RUKKI ONE ARRIVAL (RNAV)

(RUKKI.RUKKI1) 26DEC24

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)



RUKKI ONE ARRIVAL (RNAV)

(RUKKI.RUKKI1) 24361

AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

Z69

RYDR TWO ARRIVAL (RNAV) Transition Routes

(RYDRR.RYDRR2) 24MAY18

LOS ANGELES, CALIFORNIA

SOCAL APP CON
124.5 235.975
LAX D-ATIS ARR
133.8
HHR ATIS
118.4
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
HAWTHORNE TOWER ★
121.1 257.8

CERNL TRANSITION (CERNL.RYDRR2)
EESSA TRANSITION (EESSA.RYDRR2)
ELKEY TRANSITION (ELKEY.RYDRR2)
SNAXX TRANSITION (SNAXX.RYDRR2)

CERNL
FL190
048°
(103)
GAASR
064°
FL190
(16)
SNAXX
FL190
072°
(33)
SERCO
FL210
FL190
13000
075°
(13)
16 NM
255°
HUULL
FL200 280K
17000
13000
079°
(35)
GNZZO
14000
13000
11000
079°
(15)
10 NM
259°
RYDRR
11000 250K
See following page for Arrival Routes.
11000
048°
(15)
GKNEE
13000
12000
12000
047°
(20)
16 NM
226°
EESSA
FL200 280K
17000
17000
046°
(141)
ELKEY

N

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojet and turboprop aircraft only.
NOTE: SNAXX and EESSA transitions DME/DME/IRU or GPS required.
NOTE: CERNL and ELKEY transitions GPS required.
NOTE: Procedure is only for use when Los Angeles landing west.
NOTE: LAX arrivals expect Rwy 24R unless otherwise assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(RYDRR.RYDRR2) 21168

RYDR TWO ARRIVAL (RNAV) Transition Routes

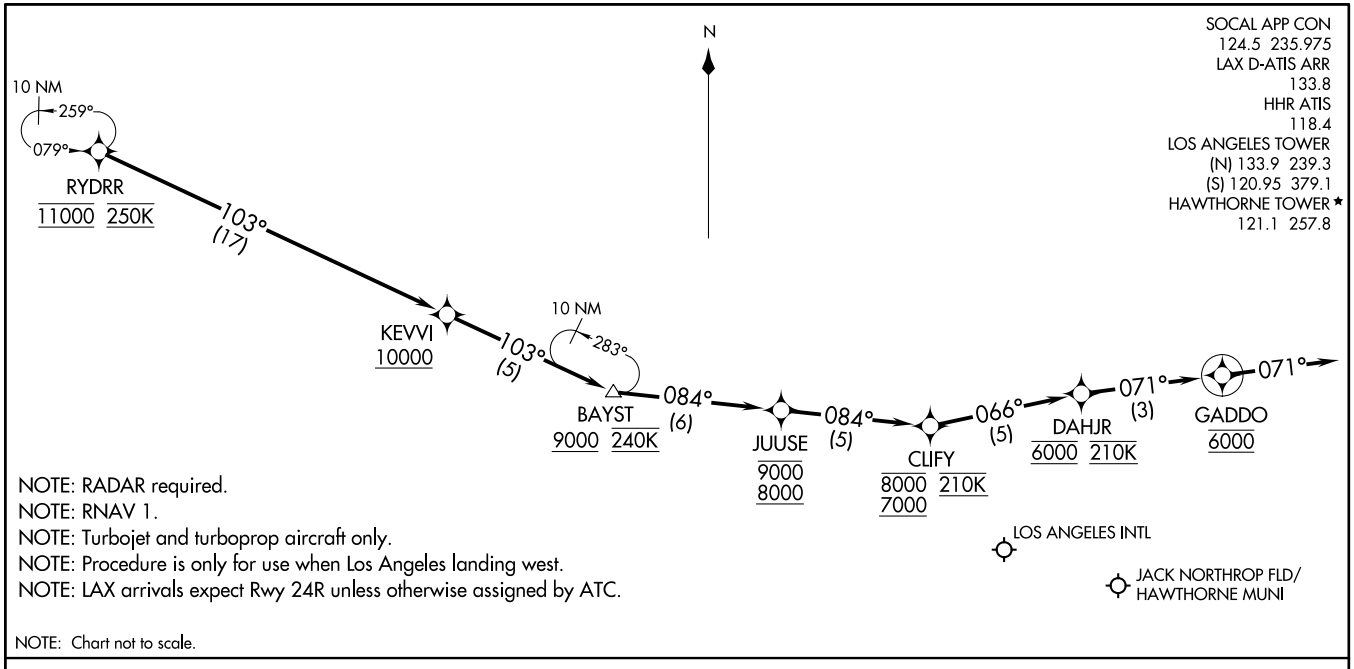
LOS ANGELES, CALIFORNIA

AL-237 (FAA)

Z70

RYDR TWO ARRIVAL (RNAV) Arrival Routes

(RYDRR.RYDRR2) 24MAY18



ARRIVAL ROUTE DESCRIPTION

LANDING KLAX/KHHR: From RYDRR on track 103° to cross KEVVI at or above 10000, then on track 103° to cross BAYST at or above 9000 and at 240K, then on track 084° to cross JUUSE between 8000 and 9000, then on track 084° to cross CLIFY between 7000 and 8000 and at 210K, then on track 066° to cross DAHJR at 6000 and at 210K, then on track 071° to cross GADDO at 6000, then on track 071°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications: RNP LAX arrivals proceed on the RNAV (RNP) Z RWY 24R approach at DAHJR or proceed on the ILS or LOC RWY 24R.

RYDR TWO ARRIVAL (RNAV) Arrival Routes

(RYDRR.RYDRR2) 21168

AL-237 (FAA)

Z71

LOS ANGELES, CALIFORNIA

LOS ANGELES, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.SADDE8): From over AVE VOR/DME on AVE R-129 and FIM R-310 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . . .

DERBB TRANSITION (DERBB.SADDE8): From over DERBB on AVE R-129 and FIM R-310 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . . .

DINTY TRANSITION (DINTY.SADDE8): From over DINTY on RZS R-233 to RZS VORTAC, then on RZS R-109 and VTU R-289 to VTU VOR/DME, then on VTU R-093 to SADDE. Thence. . . .

ELKEY TRANSITION (ELKEY.SADDE8): From over ELKEY on VTU R-226 to VTU VOR/DME then on VTU R-093 to SADDE. Thence. . . .

FILLMORE TRANSITION (FIM.SADDE8): From over FIM VORTAC on FIM R-148 to SADDE. Thence. . . .

PALMDALE TRANSITION (PMD.SADDE8): From over PMD VORTAC on PMD R-251 and FIM R-347 to FIM VORTAC, then on FIM R-148 to SADDE. Thence. . . .

SAN MARCUS TRANSITION (RZS.SADDE8): From over RZS VORTAC on RZS R-109 and VTU R-289 to VTU VOR/DME, then on VTU R-093 to SADDE. Thence. . . .

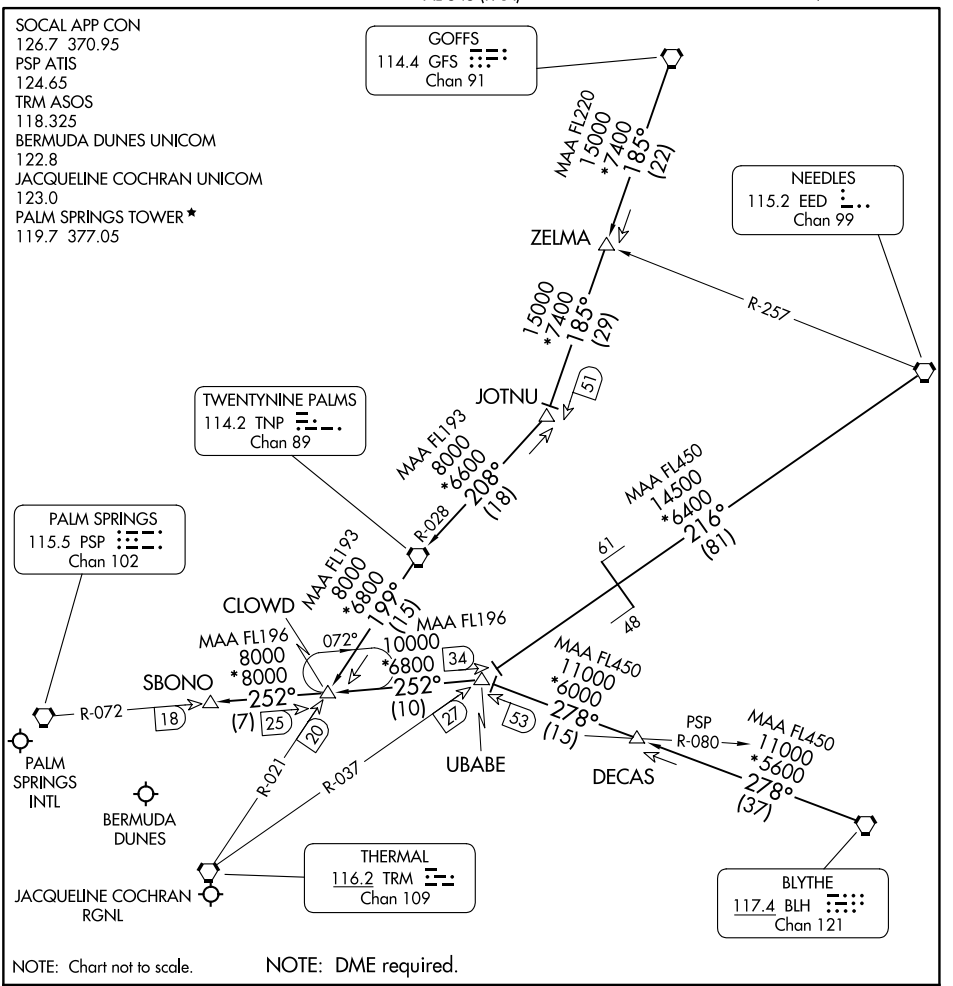
VENTURA TRANSITION (VTU.SADDE8): From over VTU VOR/DME on VTU R-093 to SADDE. Thence. . . .

. . . From SADDE on SMO VOR/DME R-261 to cross SMO VOR/DME at or above 7000. Then on heading 070°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications proceed on the ILS or LOC RWY 24R.

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

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

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

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

NEEDLES TRANSITION (EED.SBONO1): From over EED VORTAC on EED R-216 and TRM R-037 to UBABE DME, then on PSP R-072 to SBONO DME. Thence. . . .

. . . .From over SBONO DME expect RADAR vectors to final approach course.

SCBBY TWO ARRIVAL (RNAV) Transition Routes

(SCBBY.SCBBY2) 01FEB18

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

SOCAL APP CON
134.0 278.3 (SE)
126.7 370.95 (E)
D-ATIS
124.25
ONTARIO TOWER
120.6 360.775

N

See following page for Arrival Routes.

SCBBY
11000
9300

9300 256° (11)

DEWAY
14000
11000

11000 275° (11)

MCHNE
16000
15000

15000 275° (4)

MSTRY
FL190
16000

16000 265° (9)

ZOINK
FL200

17000 265° (8)

DEWWW
FL210

(27) 17000 247°

SCRPY
FL240

(10) 17000 226°

JEPRS
FL290

17000 221° (31)

CHPLN

17000 224° (32)

TTRUE

10 NM
041°
221°

MDLER

(17) 17000 243°

GHOUL
FL290

17000 243° (29)

GOBLN

17000 244° (24)

GOAST

17000 244° (11)

DAFNY

265° 17000 (26)

VLLMA
FL280
FL240

17000 265° (10)

QUTIP

17000 265° (12)

FOILD

LITNG

264°
084°
10 NM

17000 265° (53)

PHRED

9300 328° (27)

SOLAY
14000
12000

12000 328° (20)

SNSTT

12000 298° (14)

RNCHO

16000 289° (29)

AMMOR

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft, JLI DME must be operational.
NOTE: Turbojet and high performance turboprop aircraft only.
NOTE: Expect runway 26L unless otherwise advised by ATC.
NOTE: Expect local area altimeter setting reaching FL200.
NOTE: TTRUE transition ATC assigned only, do not file.

NOTE: Chart not to scale.

AMMOR TRANSITION (AMMOR.SCBBY2)
DAFNY TRANSITION (DAFNY.SCBBY2)
PHRED TRANSITION (PHRED.SCBBY2)
TTRUE TRANSITION (TTRUE.SCBBY2)

(CONTINUED ON FOLLOWING PAGE)

SCBBY TWO ARRIVAL (RNAV) Transition Routes

(SCBBY.SCBBY2) 18032

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

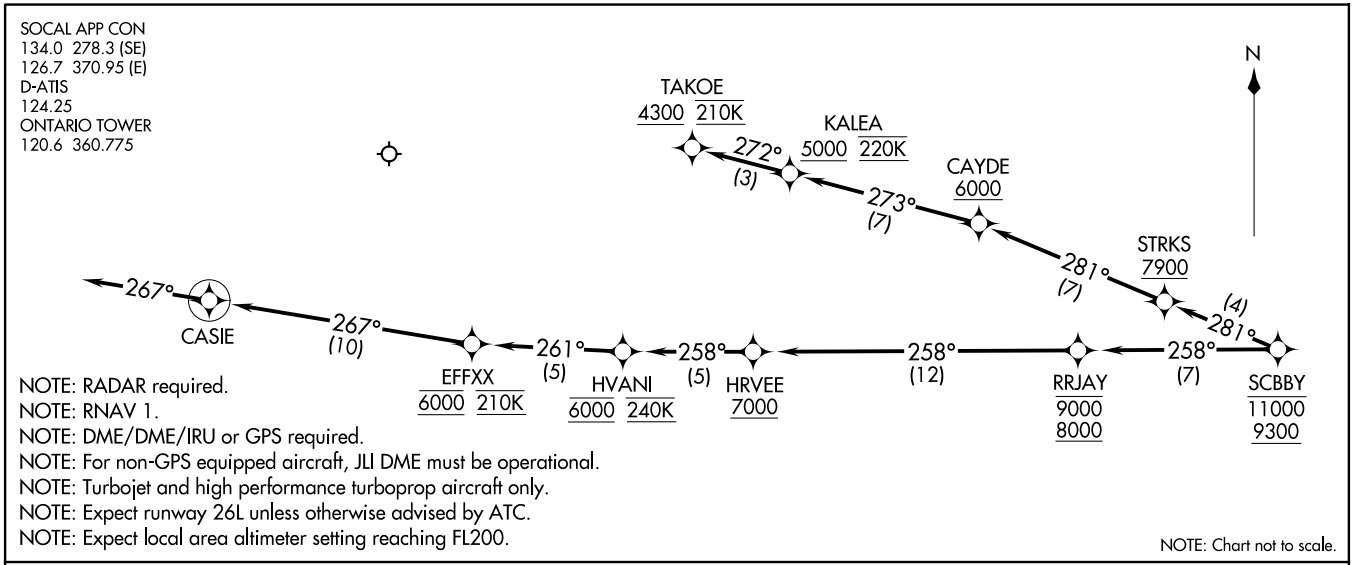
AL-965 (FAA)

Z75

SCBBY TWO ARRIVAL (RNAV) Arrival Routes

(SCBBY.SCBBY2) 01FEB18

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)



ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 8L/R: From SCBBY on track 258° to cross RRJAY between 8000 and 9000, then on track 258° to cross HRVEE at or above 7000, then on track 258° to cross HVANI at 6000 and at 240K, then on track 261° to cross EFFXX at 6000 and at 210K, then on track 267° to CASIE, then on track 267°. Expect RNAV (RNP) Z RWY 8L approach or RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From SCBBY on track 281° to cross STRKS at or above 7900, then on track 281° to cross CAYDE at or above 6000, then on track 273° to cross KALEA at or above 5000 and at 220K, then on track 272° to cross TAKOE at or above 4300 and at 210K. Expect assigned instrument approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING WEST: Proceed on the RNAV (RNP) Z RWY 26L approach or ILS or LOC RWY 26L approach.

LANDING EAST: Proceed on the RNAV (RNP) Z RWY 8L approach or ILS or LOC RWY 8L approach.

(SCBBY.SCBBY2) 18032
SCBBY TWO ARRIVAL (RNAV) Arrival Routes

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

(SEAVU.SEAVU2) 25275

SEAVU TWO ARRIVAL

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

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.

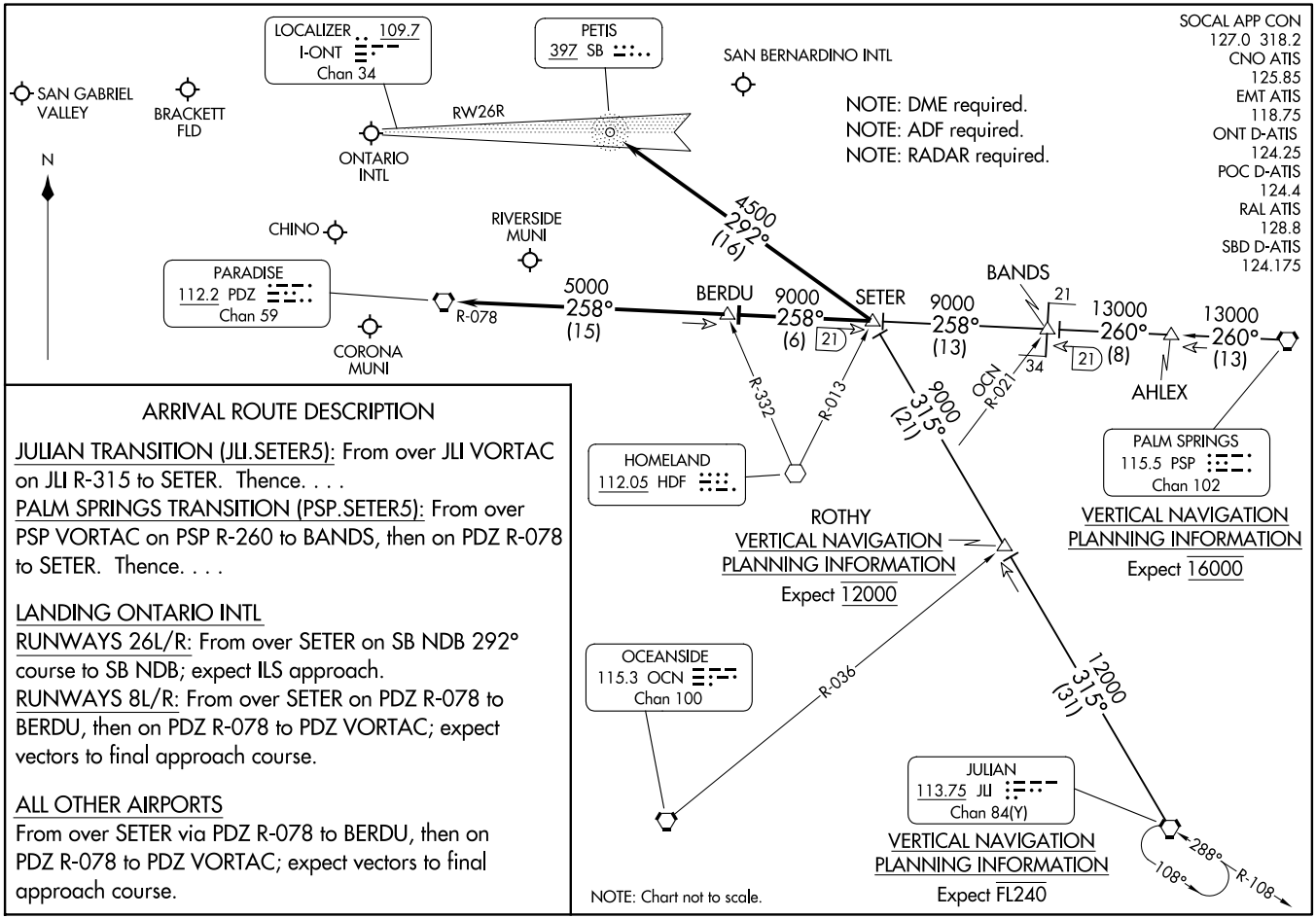
LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment proceed via ILS Rwy 25L.

SEAVU TWO ARRIVAL
(SEAVU.SEAVU2) 25SEP08
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)
SW-3, 09 JUL 2026 to 03 SEP 2026

SETER FIVE ARRIVAL

(SETER.SETER5) 17AUG17

ONTARIO, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

JULIAN TRANSITION (JLI.SETER5): From over JLI VORTAC on JLI R-315 to SETER. Thence. . . .

PALM SPRINGS TRANSITION (PSP.SETER5): From over PSP VORTAC on PSP R-260 to BANDS, then on PDZ R-078 to SETER. Thence. . . .

LANDING ONTARIO INTL

RUNWAYS 26L/R: From over SETER on SB NDB 292° course to SB NDB; expect ILS approach.

RUNWAYS 8L/R: From over SETER on PDZ R-078 to BERDU, then on PDZ R-078 to PDZ VORTAC; expect vectors to final approach course.

ALL OTHER AIRPORTS

From over SETER via PDZ R-078 to BERDU, then on PDZ R-078 to PDZ VORTAC; expect vectors to final approach course.

SETER FIVE ARRIVAL

(SETER.SETER5) 26078

ONTARIO, CALIFORNIA

AL-965 (FAA)

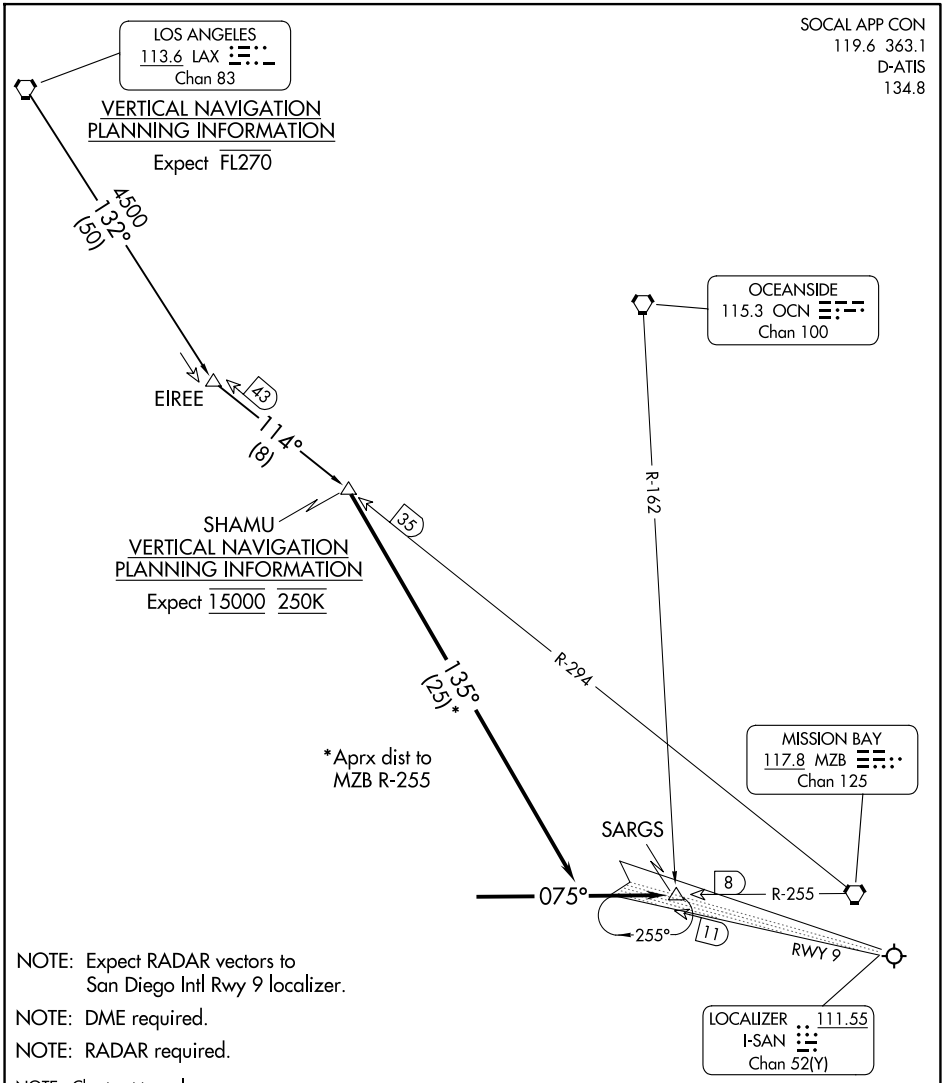
Z78

(SHAMU.SHAMU1) 23334

SHAMU ONE ARRIVAL

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



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, 09 JUL 2026 to 03 SEP 2026

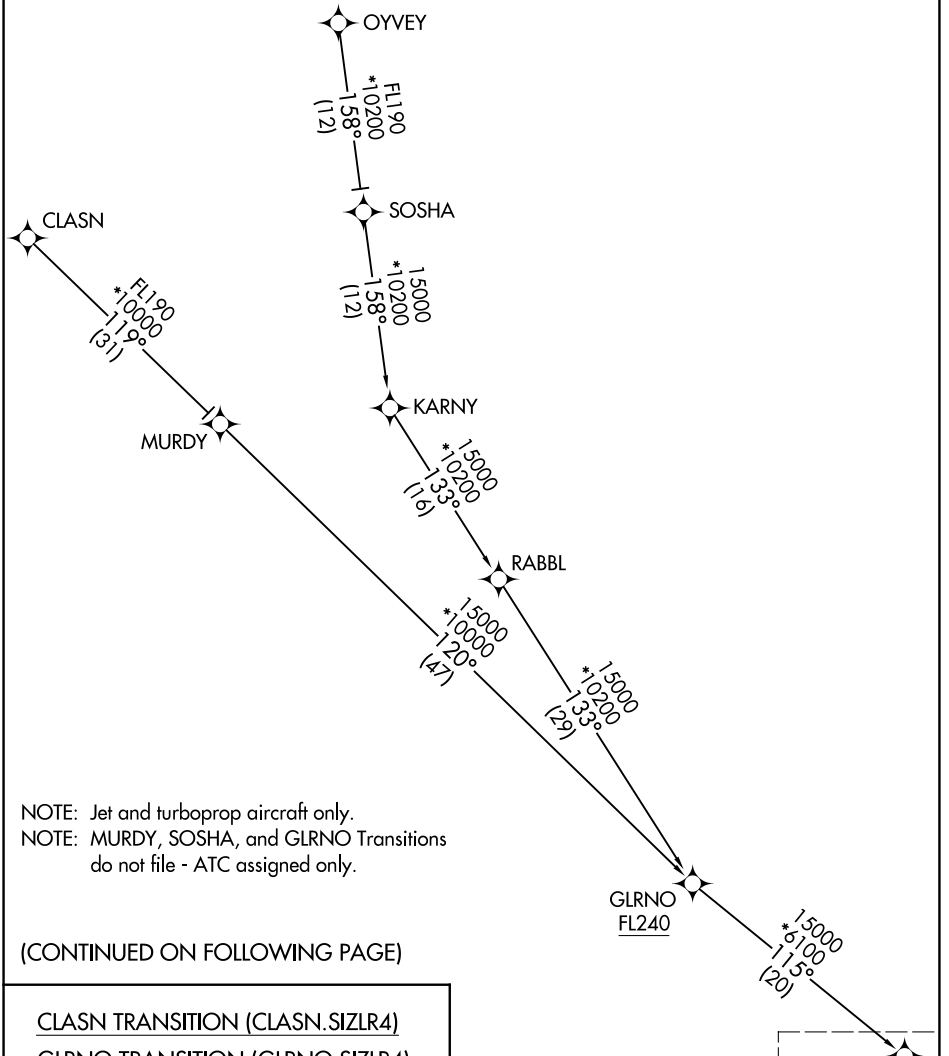
SW-3, 09 JUL 2026 to 03 SEP 2026

SIZLR FOUR ARRIVAL (RNAV) Transition Routes

PALM SPRINGS, CALIFORNIA

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

SOCAL APP CON
134.0 278.3
PSP ATIS
124.65
PALM SPRINGS TOWER★
119.7 377.05



NOTE: Jet and turboprop aircraft only.
NOTE: MURDY, SOSHA, and GLRNO Transitions do not file - ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

CLASN TRANSITION (CLASN.SIZLR4)
GLRNO TRANSITION (GLRNO.SIZLR4)
MURDY TRANSITION (MURDY.SIZLR4)
OYVEY TRANSITION (OYVEY.SIZLR4)
SOSHA TRANSITION (SOSHA.SIZLR4)

NOTE: Chart not to scale.

See following page for arrival routes

SW-3, 09 JUL 2026 to 03 SEP 2026

SIZLR FOUR ARRIVAL (RNAV) Transition Routes

PALM SPRINGS, CALIFORNIA

(SIZLR.SIZLR4) 12JUN25

SIZLR FOUR ARRIVAL (RNAV) Arrival Routes

(SIZLR.SIZLR4) 12JUN25

PALM SPRINGS, CALIFORNIA

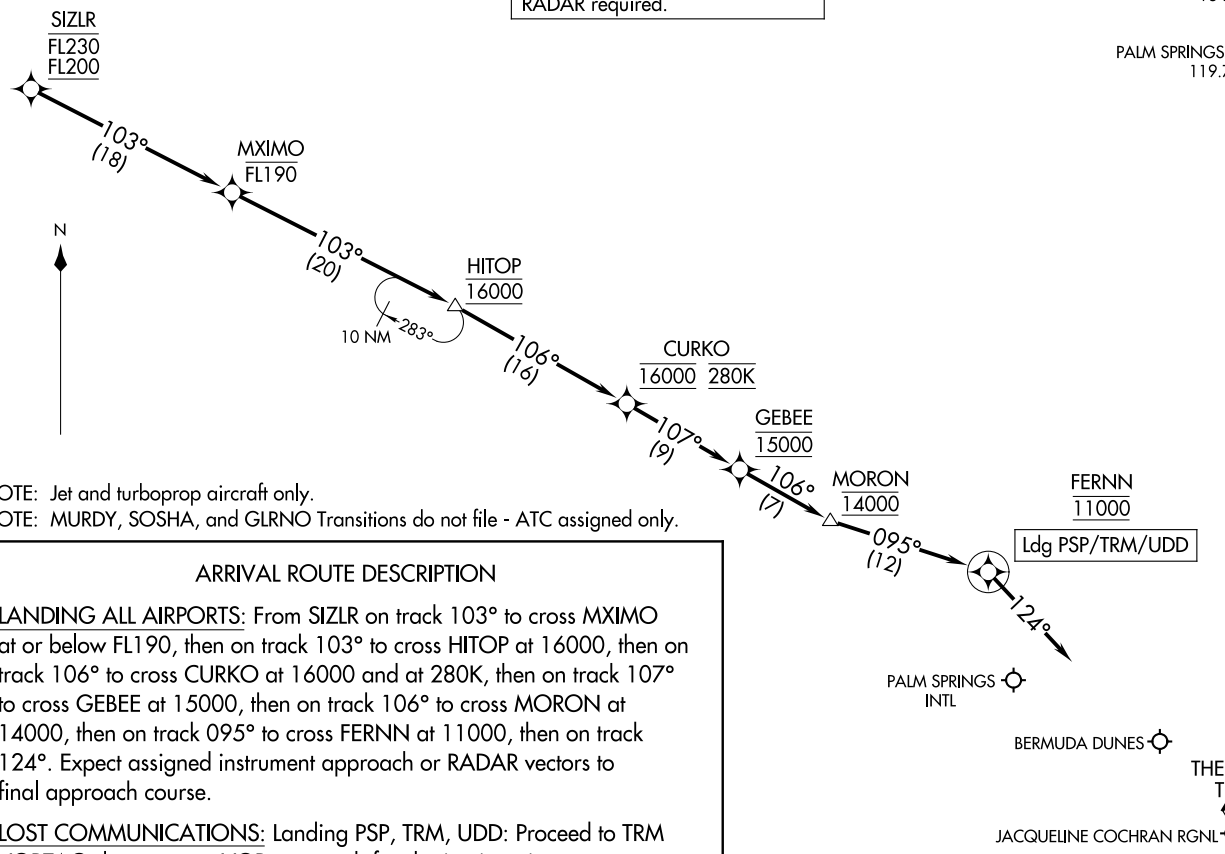
SIZLR FOUR ARRIVAL (RNAV) Arrival Routes

(SIZLR.SIZLR4) 12JUN25

PALM SPRINGS, CALIFORNIA

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

SOCAL APP CON
134.0 278.3
PSP ATIS
124.65
PALM SPRINGS TOWER★
119.7 377.05



NOTE: Jet and turboprop aircraft only.
NOTE: MURDY, SOSHA, and GLRNO Transitions do not file - ATC assigned only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ALL AIRPORTS: From SIZLR on track 103° to cross MXIMO at or below FL190, then on track 103° to cross HITOP at 16000, then on track 106° to cross CURKO at 16000 and at 280K, then on track 107° to cross GEBEE at 15000, then on track 106° to cross MORON at 14000, then on track 095° to cross FERNN at 11000, then on track 124°. Expect assigned instrument approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS: Landing PSP, TRM, UDD: Proceed to TRM VORTAC, then execute VOR approach for destination airport.

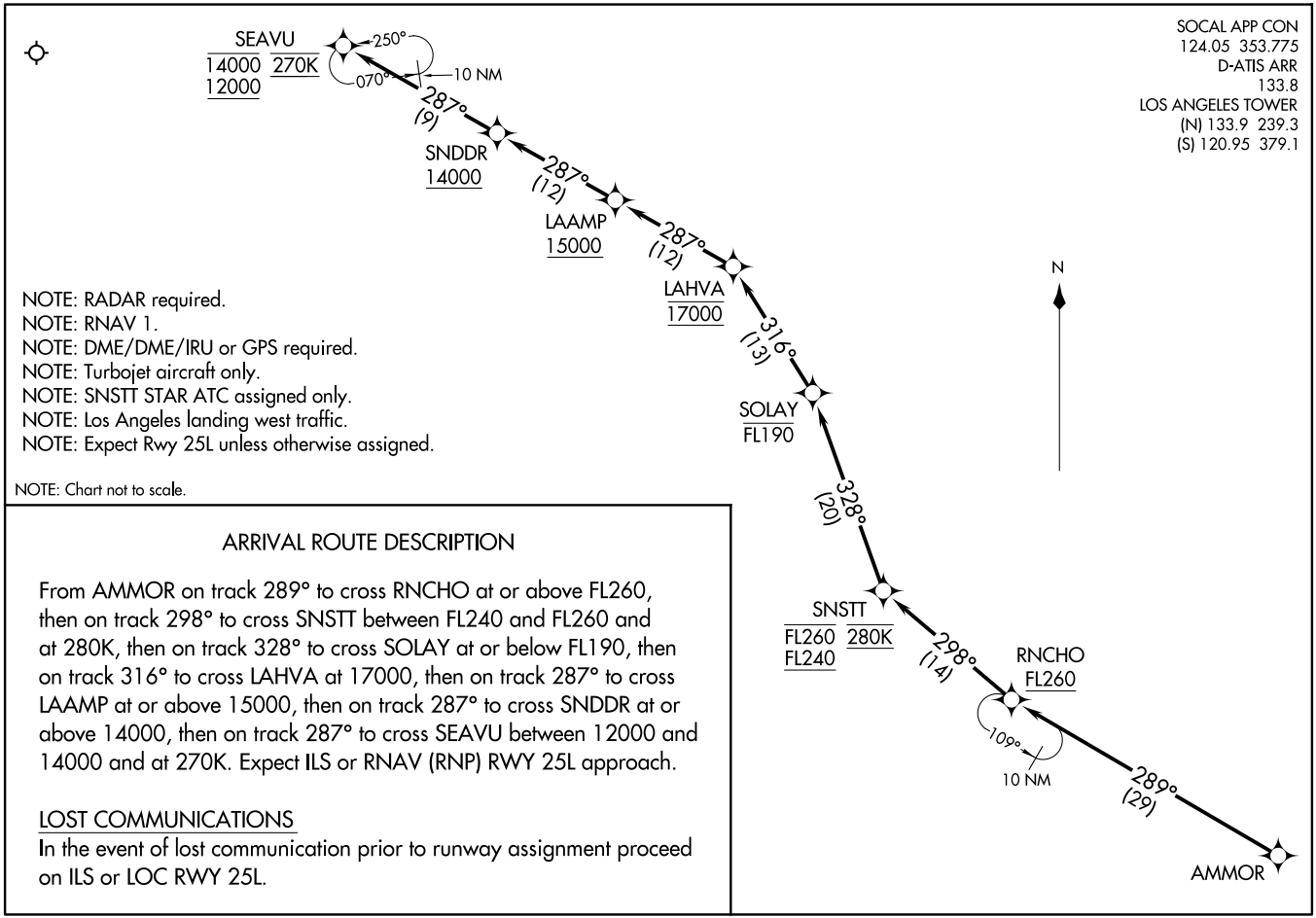
(SIZLR.SIZLR4) 25163
AL-545 (FAA)

SNSTT TWO ARRIVAL (RNAV)

(AMMOR.SNSTT2) 01FEB18

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

Z82



ARRIVAL ROUTE DESCRIPTION

From AMMOR on track 289° to cross RNCHO at or above FL260, then on track 298° to cross SNSTT between FL240 and FL260 and at 280K, then on track 328° to cross SOLAY at or below FL190, then on track 316° to cross LAHVA at 17000, then on track 287° to cross LAAMP at or above 15000, then on track 287° to cross SNDDR at or above 14000, then on track 287° to cross SEAVU between 12000 and 14000 and at 270K. Expect ILS or RNAV (RNP) RWY 25L approach.

LOST COMMUNICATIONS

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

SNSTT TWO ARRIVAL (RNAV)

(AMMOR.SNSTT2) 18032

AL-237 (FAA)

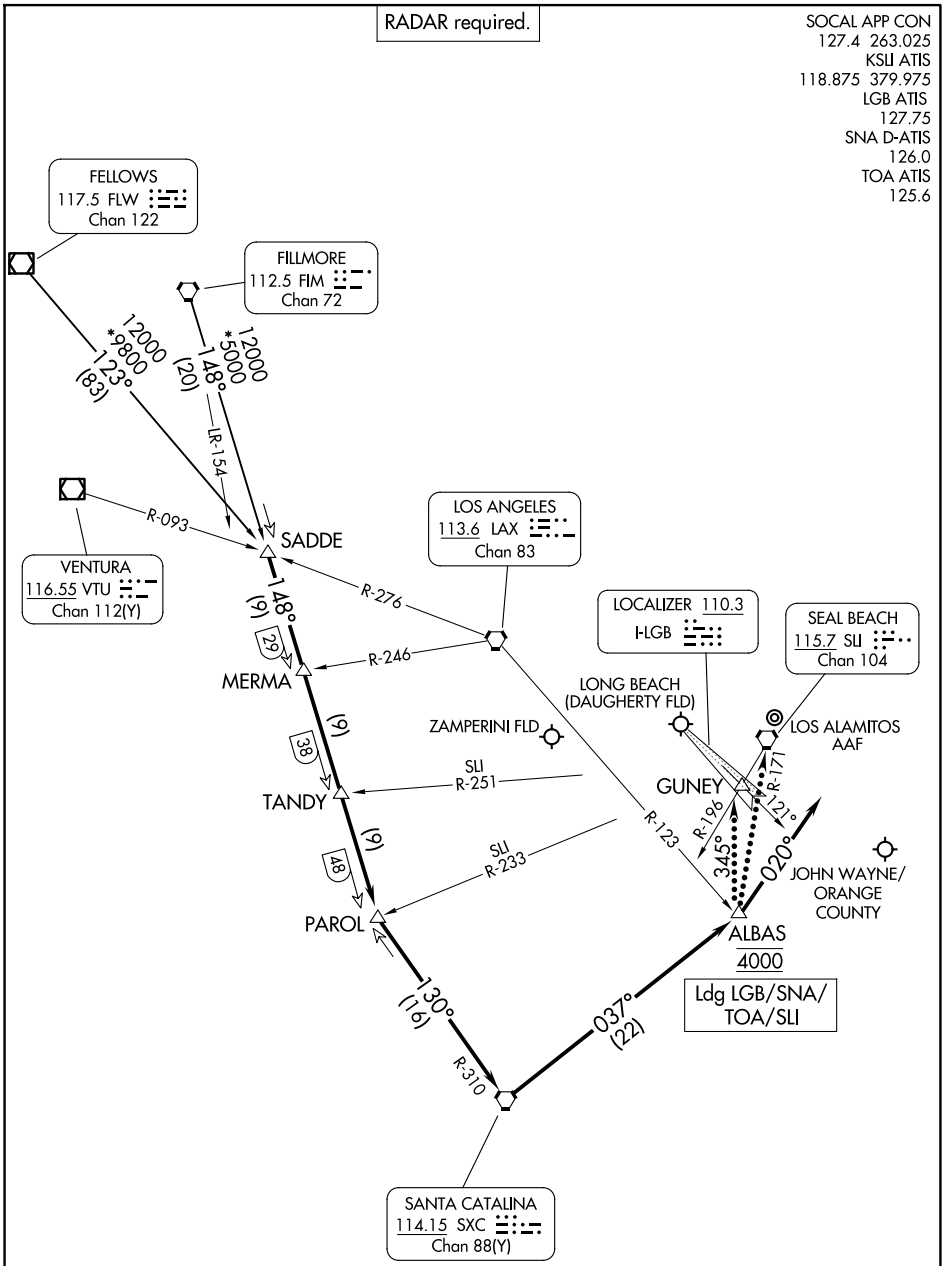
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

(SADDE.TANDY6) 26078

TANDY SIX ARRIVAL

AL-236 (FAA)

LONG BEACH, CALIFORNIA



NOTE: STAR has extended over-water flight operations.

NOTE: Chart not to scale

TANDY SIX ARRIVAL

LONG BEACH, CALIFORNIA

(SADDE.TANDY6) 19MAR26

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

FELLOWS TRANSITION (FLW.TANDY6): From over FLW VOR/DME on FLW R-123 to SADDE. Thence. . . .
FILLMORE TRANSITION (FIM.TANDY6): From over FIM VORTAC on FIM R-148 to SADDE. Thence. . . .

LANDING ALL AIRPORTS: From over SADDE on FIM R-148 to PAROL. From over PAROL on SXC R-310 to SXC VORTAC. Then from over SXC VORTAC on SXC R-037 to cross ALBAS at 4000, then fly heading 020°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LGB: From over ALBAS, maintain 4000 and turn left heading 345° to intercept the SLI R-196 to GUNEY INT, then proceed on ILS 30 approach or proceed on SLI R-171 to SLI VORTAC, then proceed on the VOR or TACAN RWY 30 approach.

TOA: Proceed on ILS RWY 29R approach.

SNA: After ALBAS, maintain 4000 and proceed on SLI R-171 to SLI VORTAC, then proceed on the ILS 20R approach.

SLI: After ALBAS, maintain 4000 and proceed on SLI R-171 to SLI VORTAC. Then proceed on the VOR or TACAN RWY 22L approach.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

THRNE FOUR ARRIVAL (RNAV) Transition Routes

(THRNE.THRNE4) 20FEB25

BURBANK, CALIFORNIA

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

See following page for arrival routes.

SOCAL APP CON
126.7 370.95
BUR D-ATIS
134.5
VNY ATIS
127.55
BURBANK TOWER
118.7 254.3
VAN NUYS TOWER★
119.3 239.0

THRNE 11000
(5) 11000 *5500 273°
293° (13) 11000 *5500
BRATH 11000
11000 *6900 273° (7)
IRONN 13000
13000 *12300 269° (16)
PHIYA
11000 *6300 322° (5)
ERTLE 11000
11000 *7900 322° (14)
COHEE 12000
11000 *7900 322° (4)
SOLAY
17000 *8100 328° (20)
SNSTT FL230 FL200
17000 *8100 298° (14)
RNCHO FL260 FL240
17000 *8100 289° (29)
AMMOR

YATZE 15000 14000
13000 *12300 269° (7)
ARRYA 16000
13000 *12300 265° (8)
DNERY FL200 FL180
13000 *12300 263° (12)
DEWWW FL210
17000 *12300 265° (15)
DROGO FL240
17000 *12300 265° (11)
VLLMA
17000 *12300 265° (10)
QUTIP FL290
17000 *12300 265° (12)
FOILD
17000 *12300 265° (53)
PHRED

LITNG
264°
084°
10 NM

N

NOTE: Jet and turboprop aircraft only.

NOTE: Expect local area altimeter setting reaching FL200.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

AMMOR TRANSITION (AMMOR.THRNE4)
PHRED TRANSITION (PHRED.THRNE4)

THRNE FOUR ARRIVAL (RNAV) Arrival Routes

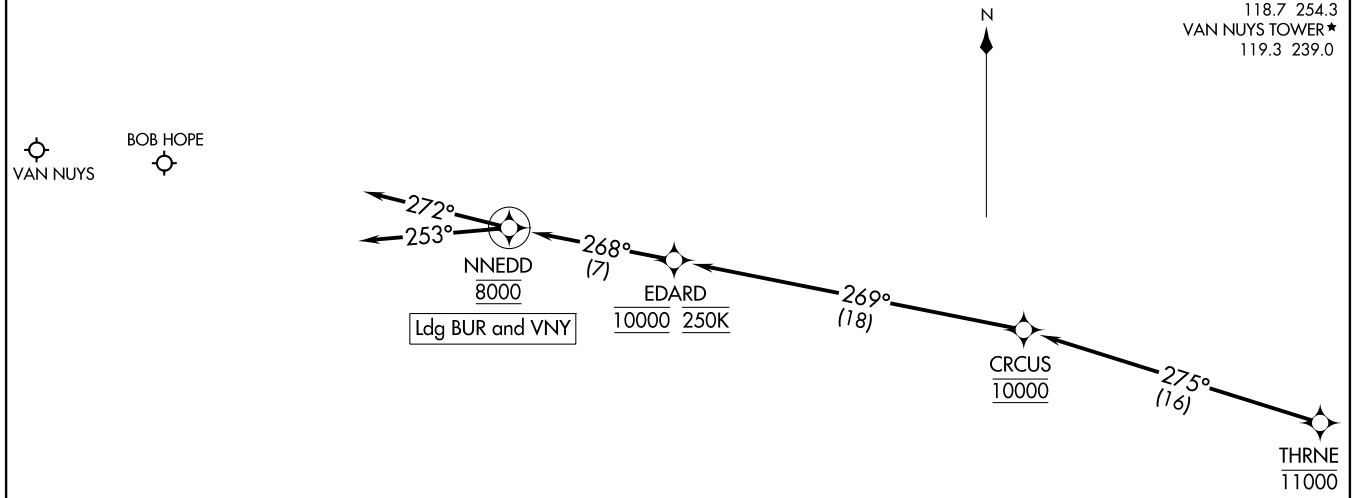
(THRNE.THRNE4) 20FEB25

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

NOTE: Jet and turboprop aircraft only.

NOTE: Expect local area altimeter setting reaching FL200.

SOCAL APP CON
126.7 370.95
BUR D-ATIS
134.5
VNY ATIS
127.55
BURBANK TOWER
118.7 254.3
VAN NUYS TOWER★
119.3 239.0



ARRIVAL ROUTE DESCRIPTION

LANDING BUR: From THRNE on track 275° to cross CRCUS at 10000, then on track 269° to cross EDARD at 10000 and at 250K, then on track 268° to cross NNEDD at 8000, then on track 253° . Expect RADAR vectors to final approach course.

LANDING VNY: From THRNE on track 275° to cross CRCUS at 10000, then on track 269° to cross EDARD at 10000 and at 250K, then on track 268° to cross NNEDD at 8000, then on track 272° . Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

BURBANK, CALIFORNIA

Z86

(THRNE.THRNE4) 25051

THRNE FOUR ARRIVAL (RNAV) Arrival Routes

AL-67 (FAA)

BURBANK, CALIFORNIA

(TOPGN.TOPGN2) 18144

TOPGN TWO ARRIVAL (RNAV)

SAN DIEGO INTL (SAN)
SAN DIEGO, CAILFORNIA

AL-373 (FAA)

SW-3, 09 JUL 2026 to 03 SEP 2026

TOPGN TWO ARRIVAL (RNAV)
(TOPGN.TOPGN2) 24MAY18
SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

SW-3, 09 JUL 2026 to 03 SEP 2026

VISTA THREE ARRIVAL

(VISTA.VISTA3) 02MAR17

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

VISTA THREE ARRIVAL

(VISTA.VISTA3) 25275

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

SOCAL APP CON
128.1 281.4
D-ATIS ARR
133.8

N

ARRIVAL ROUTE DESCRIPTION

JULIAN TRANSITION (JLI.VISTA3): From over JLI VORTAC on JLI R-263 and OCN R-083 to VISTA. Thence. . . .

. . . .from VISTA to CYNDE on OCN R-083. From CYNDE to OCN VORTAC on OCN R-083. From OCN VORTAC to SHIVE on OCN R-259 and SLI R-148. From SHIVE to CWARD on SLI R-148. From CWARD to BAYER on SLI R-148. From BAYER to MADOW on SLI R-148. From MADOW to TOZEK on SLI R-148. From TOZEK to SLI VORTAC on SLI R-148. Expect RADAR vectors to final approach course for Runways 24 or 25.

SEAL BEACH
115.7 SLI
Chan 104

R-148
(5)
TOZEK
148°
(5)
10

MADOW
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect 7000

4500
328°
(10)
20

BAYER
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect 10000

25
(5)
CWARD
148°
4500
328°
(7)
32
SHIVE

4000
259°
(23)

R-083

CYNDE
TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect 14000

OCEANSIDE
115.3 OCN
Chan 100

(5)
4000
263°
(4)
9
VISTA

R-344

MISSION BAY
117.8 MZB
Chan 125

7700
263°
(33)

JULIAN
113.75 JLI
Chan 84(Y)

288°
108°
R-108

TURBOJET VERTICAL
NAVIGATION
PLANNING INFORMATION
Expect FL240

NOTE: DME and RADAR required.

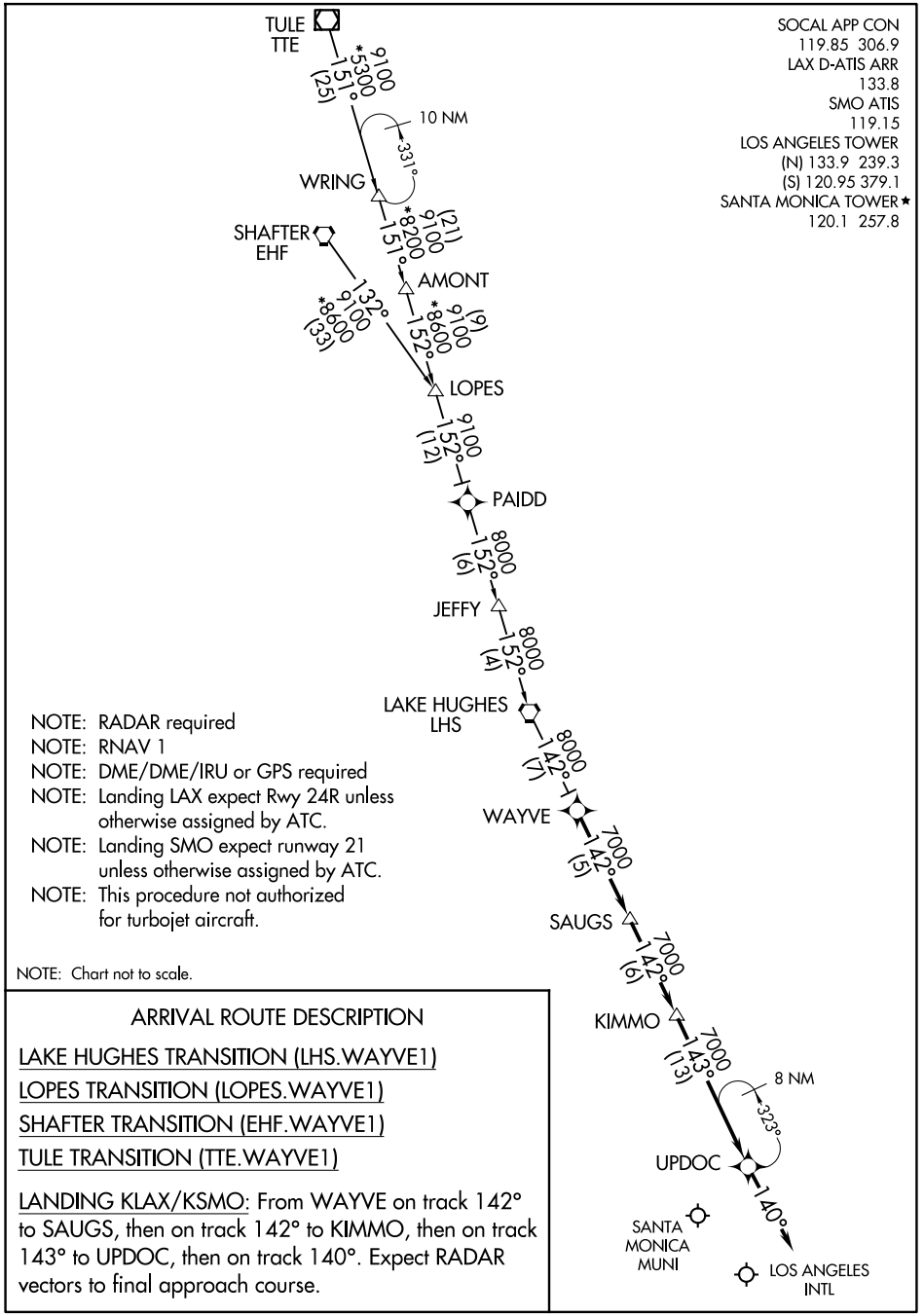
NOTE: Chart not to scale.

(WAYVE.WAYVE1) 21168

WAYVE ONE ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES, CALIFORNIA



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)

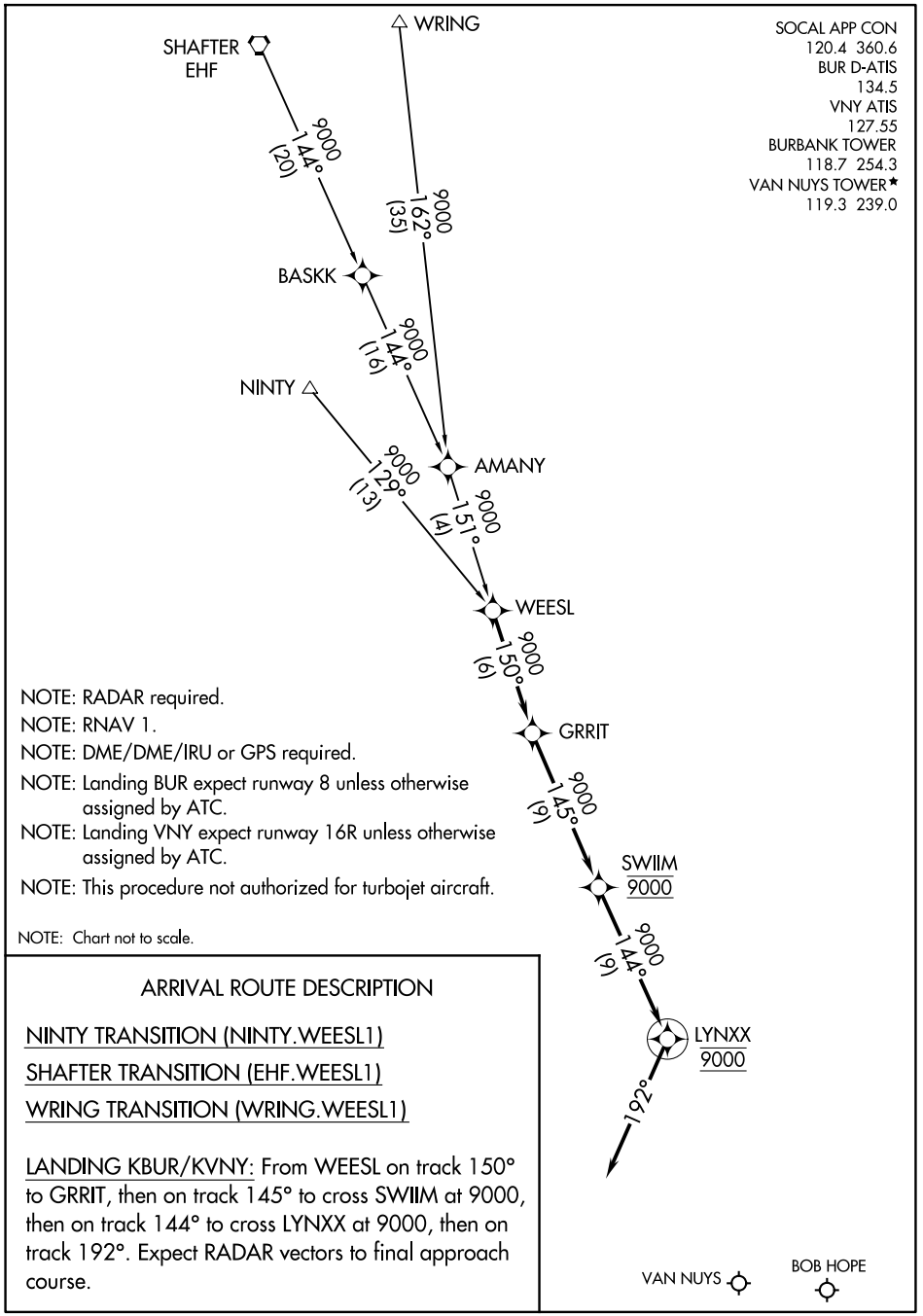
LANDING KLAX/KSMO: From WAYVE on track 142° to SAUGS, then on track 142° to KIMMO, then on track 143° to UPDOC, then on track 140°. Expect RADAR vectors to final approach course.

WAYVE ONE ARRIVAL (RNAV)

LOS ANGELES, CALIFORNIA

(WAYVE.WAYVE1) 10NOV16

SW-3, 09 JUL 2026 to 03 SEP 2026



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.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(ZIGGY.ZIGGY8) 26078

ZIGGY EIGHT ARRIVAL

AL-965 (FAA)

ONTARIO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

ARRIVAL ROUTE DESCRIPTION

HECTOR TRANSITION (HEC.ZIGGY8): From over HEC VORTAC on HEC R-211 to BULGY then on HEC R-211 and PDZ R-030 to DAWNA, then on PDZ R-030 to ZIGGY. Thence . . . .

PALMDALE TRANSITION (PMD.ZIGGY8): From over PMD VORTAC on PMD R-104 to HITOP then HDF R-332 to ZIGGY. Thence . . . .

SHAFTER TRANSITION (EHF.ZIGGY8): From over EHF VORTAC on EHF R-128 and PMD R-295 to PMD VORTAC, then on PMD R-104 to HITOP then HDF R-332 to ZIGGY. Thence . . . .

TULE TRANSITION (TTE.ZIGGY8): From over TTE VOR/DME on TTE R-147 and PMD R-295 to PMD VORTAC, then on PMD R-104 to HITOP and HDF R-332 to ZIGGY. Thence . . . .

LANDING ONTARIO INTL

RUNWAYS 8L/R: From over ZIGGY on PDZ R-030 to PDZ VORTAC. Expect RADAR vectors to final approach course.

RUNWAYS 26L/R: From over ZIGGY on PDZ R-030 to PETIS INT, expect RADAR vectors for ILS approach.

LANDING ALL SATELLITE AIRPORTS

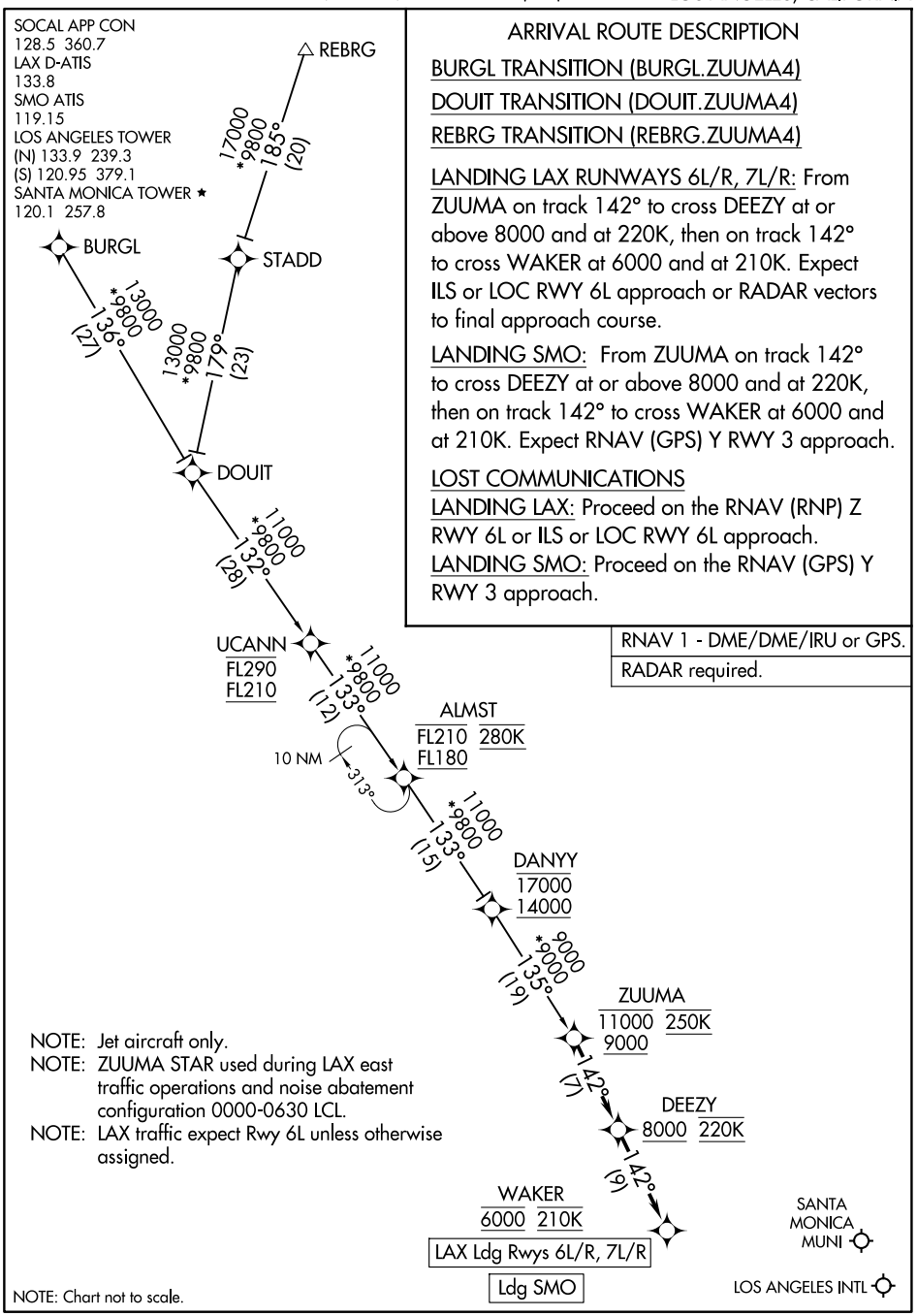
From over ZIGGY on PDZ R-030 to PDZ VORTAC. Expect RADAR vectors to final approach course.

(ZUUMA.ZUUMA4) 24361

ZUUMA FOUR ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES, CALIFORNIA



ZUUMA FOUR ARRIVAL (RNAV)

LOS ANGELES, CALIFORNIA

(ZUUMA.ZUUMA4) 26DEC24

SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS		
CH **63102**	**180°**	Rwy Ldg	**6498**
W18A		TDZE	**3062**
		Apt Elev	**3062**

RNAV (GPS) RWY 18

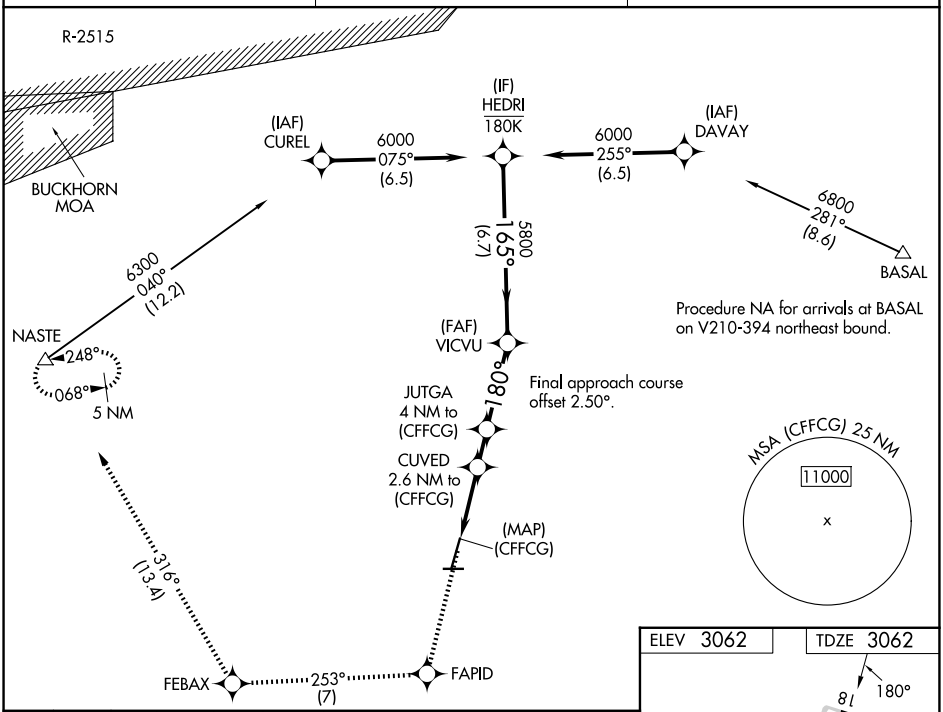
APPLE VALLEY (APV)

RNP APCH.

Circling NA to Rwys 8 and 26. Circling to Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Victorville altimeter setting; if not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct FAPID and track 253° to FEBAX and track 316° to NASTE and hold.

VCV AWOS-3	JOSHUA APP CON	AUNICOM
135.475	**124.55 363.0**	**122.8** (CTAF) L

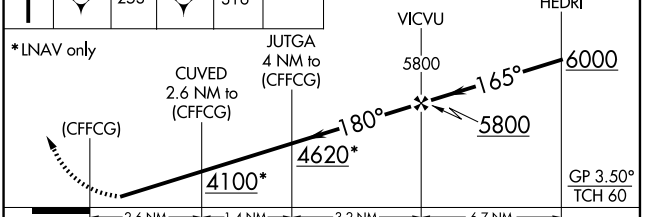


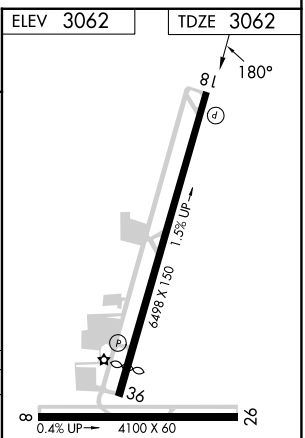
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

6000	FAPID	tr 253°	FEBAX	tr 316°	NASTE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 49).





CATEGORY	A	B	C	D
LPV DA	3380-⅞ 318 (400-⅞)			
LNAV MDA	3600-1 538 (600-1)		3600-1½ 538 (600-1½)	
CIRCLING	4220-1¼ 1158 (1200-1¼)	4440-1½ 1378 (1400-1½)	4740-3 1678 (1700-3)	

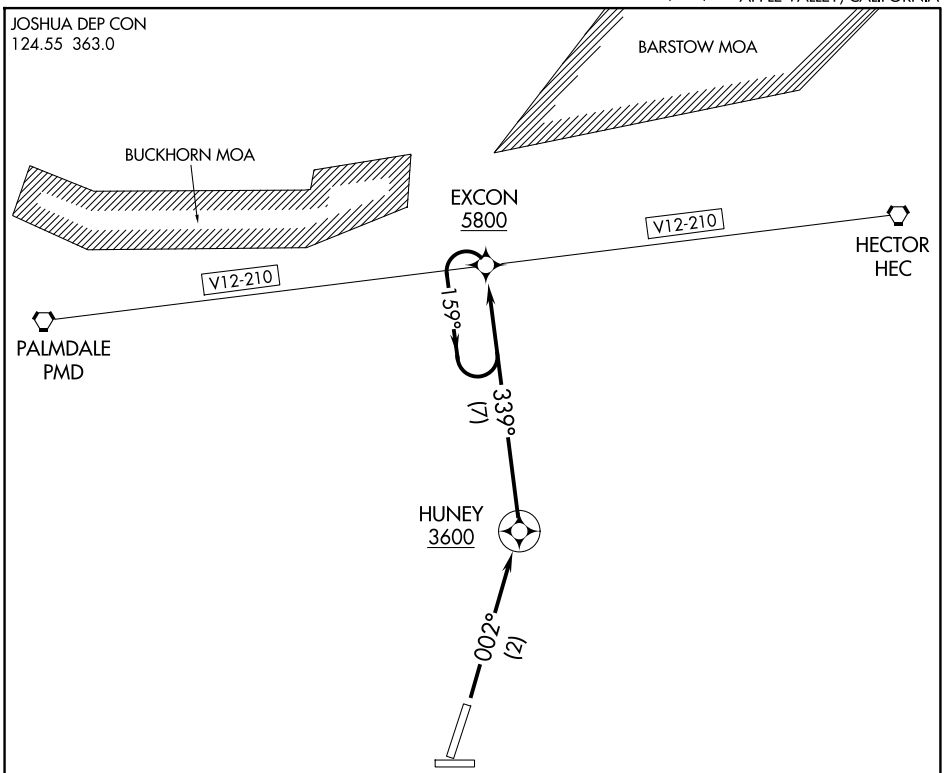
MIRL Rwy 18-36 L

(EXCON1.EXCON) 23082

EXCON ONE DEPARTURE (OBSTACLE) (RNAV)

AL-5822 (FAA)

APPLE VALLEY (APV)
APPLE VALLEY, CALIFORNIA



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 36: 300-1 or standard with a minimum climb gradient of 340′ per NM until 5800′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climb via 002° course to HUNEY WP, then 339° course to EXCON WP, then climb in EXCON WP holding pattern (hold S left turns 339° inbound) to 7500′ MSL then proceed on course.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC SXC 114.15 Chan 88(Y)	APP CRS 172°	Rwy Idg N/A TDZE N/A Apt Elev 1602

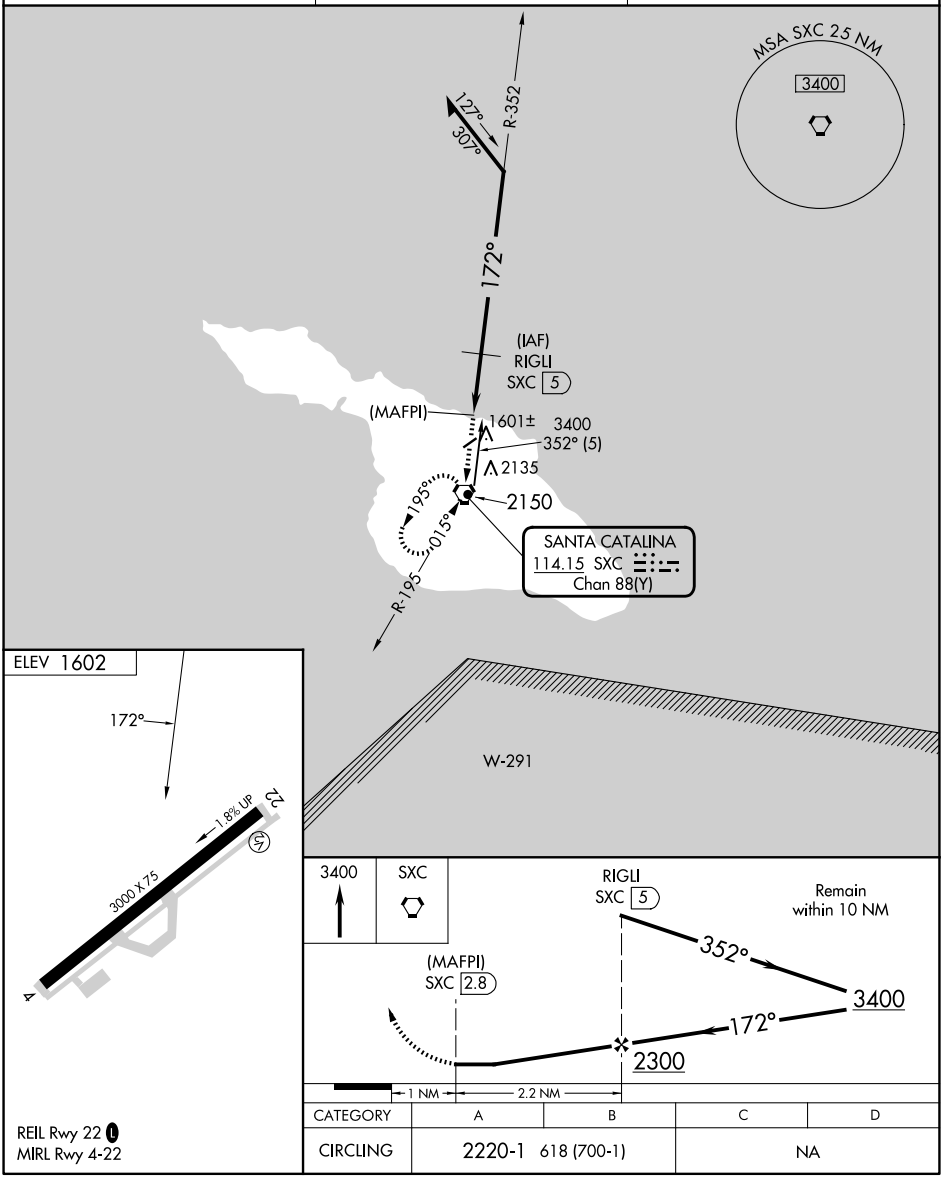
VOR/DME or GPS-B
CATALINA (AVX)

NA

Circling southeast runway 4-22 not authorized.

MISSED APPROACH: Climb to 3400 direct SXC VORTAC and hold.

ASOS	SOCAL APP CON	UNICOM
120.675	127.4 323.275	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2220-1	618 (700-1)	NA	

REIL Rwy 22 L
MIRL Rwy 4-22

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

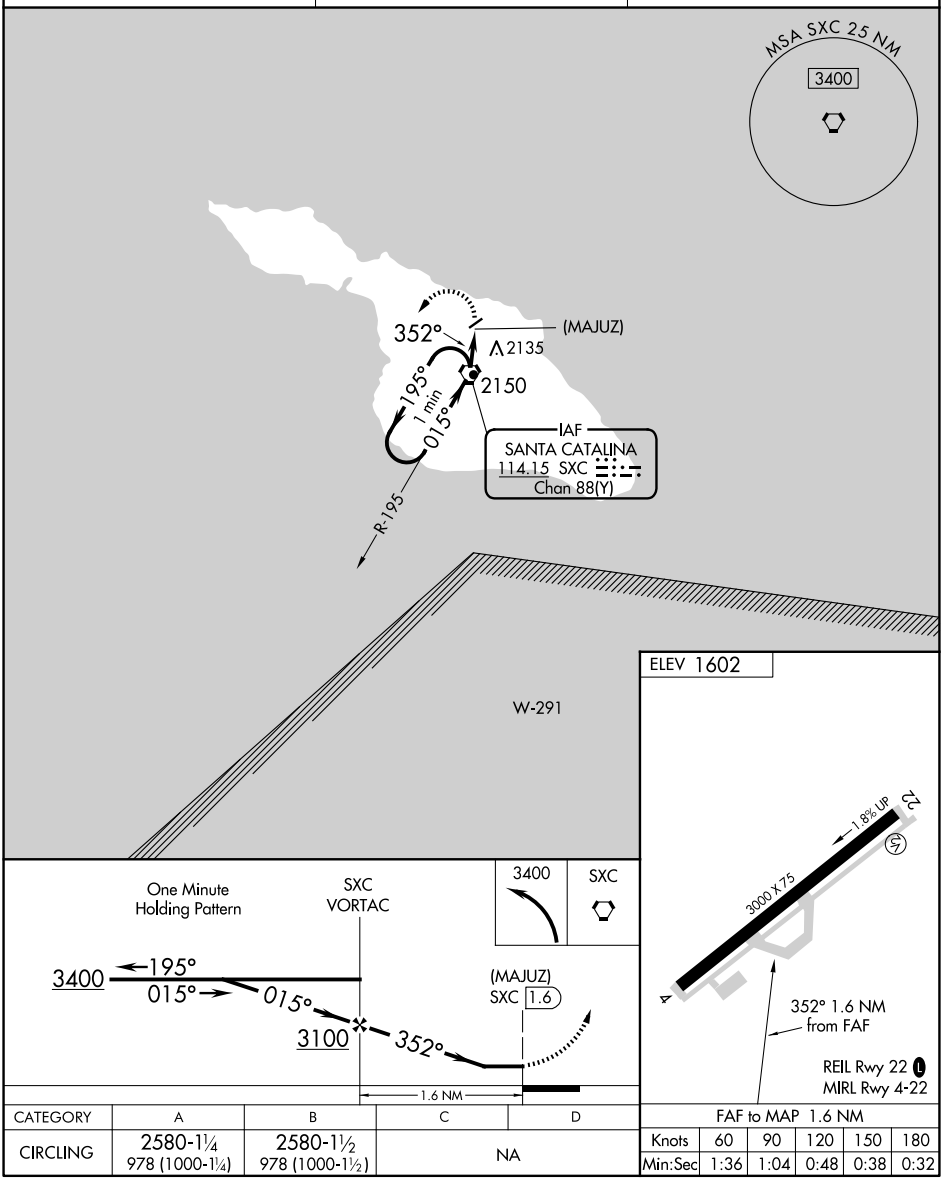
VORTAC SXC	APP CRS	Rwy Idg	N/A
114.15	352°	TDZE	N/A
Chan 88(Y)		Apt Elev	1602

VOR or GPS-A
CATALINA (AVX)

NA

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

ASOS	SOCAL APP CON	UNICOM
120.675	127.4 323.275	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 978 (1000-1¼)	2580-1½ 978 (1000-1½)	NA	

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

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

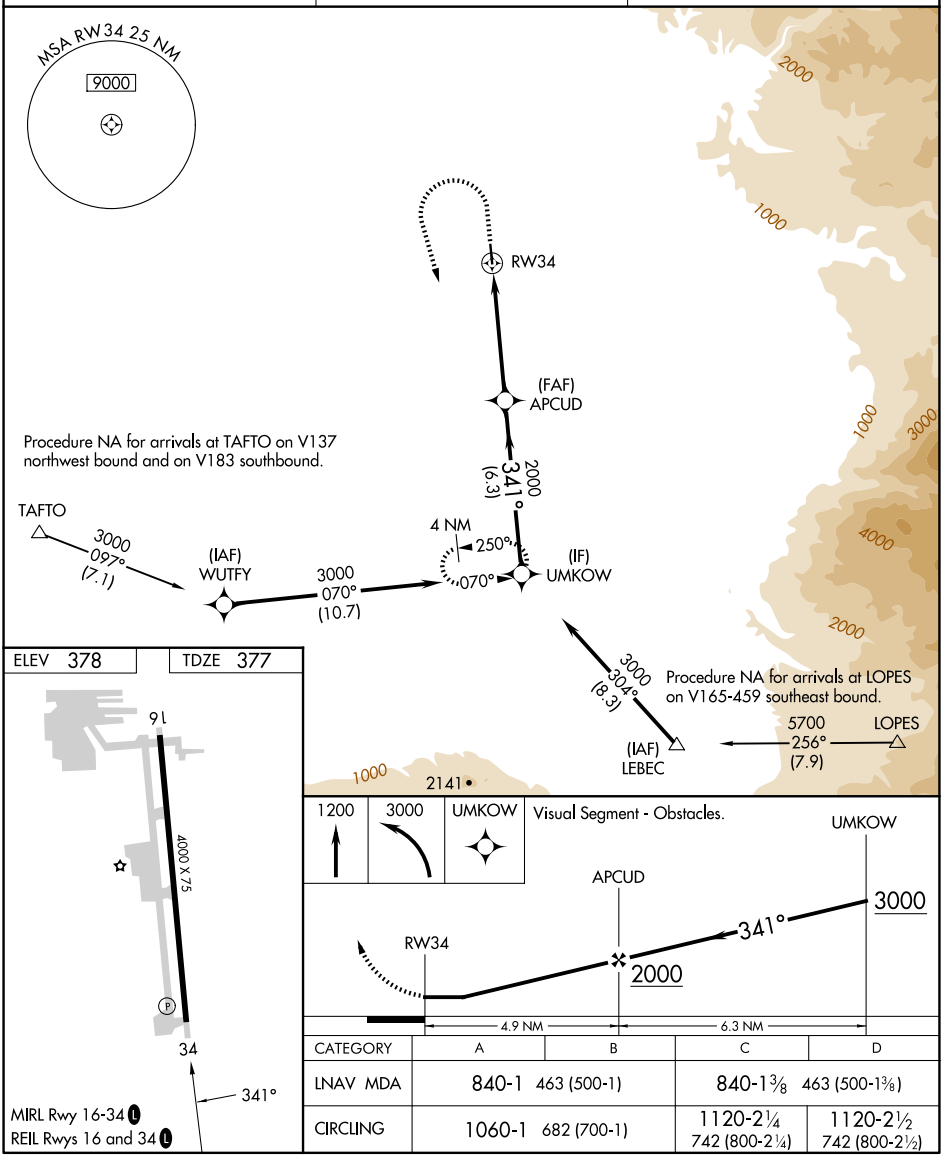
RNAV (GPS) RWY 34

BAKERSFIELD MUNI (L45)

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

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

BFL ASOS	BAKERSFIELD APP CON ★	UNICOM
118.6	126.45 270.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	840-1 463 (500-1)		840-1⅜ 463 (500-1⅜)	
CIRCLING	1060-1 682 (700-1)		1120-2¼ 742 (800-2¼)	1120-2½ 742 (800-2½)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VOR/DME RWY 34

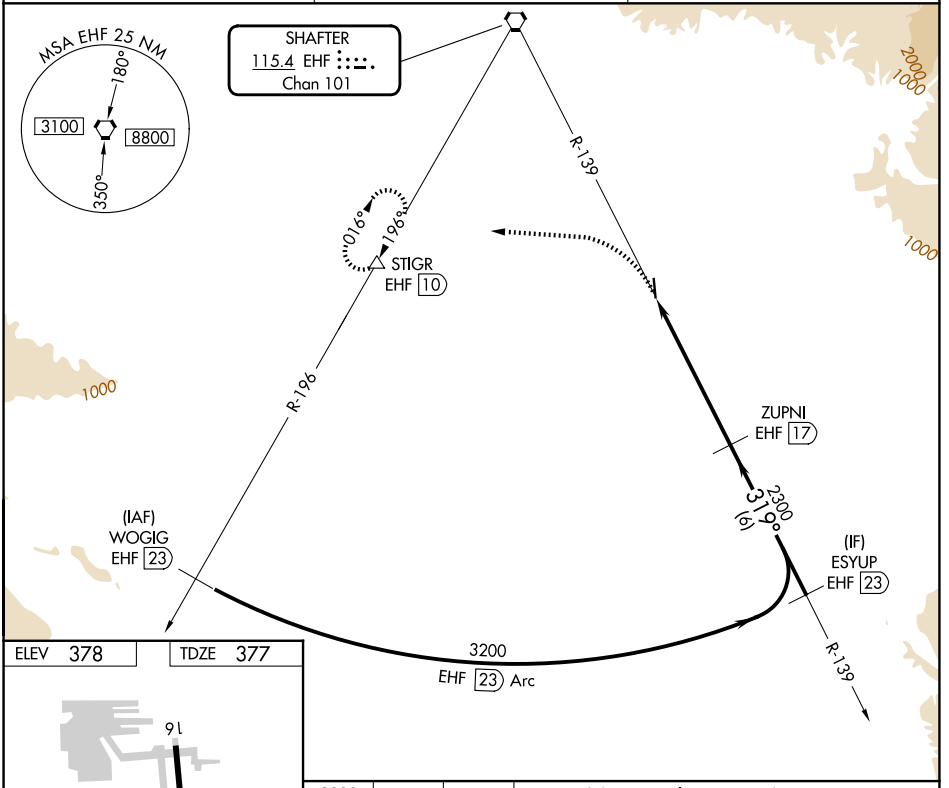
BAKERSFIELD MUNI (L45)

VORTAC EHF	APP CRS	Rwy Ldg	4000
115.4	319°	TDZE	377
Chan 101		Apt Elev	378

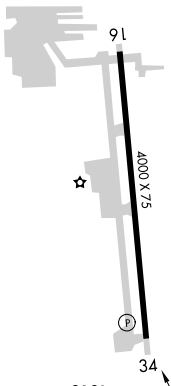
Use Meadows Fld altimeter setting. When Meadows Fld altimeter setting not received, use Porterville altimeter setting and increase all MDA 80 feet, increase S-34 and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters below ¾ SM NA. Night Landing Rwy 16 NA.

MISSED APPROACH: Climbing left turn to 3000 on heading 260° to EHF R-196 to STIGR/EHF 10 DME and hold, continue climb-in-hold to 3000.

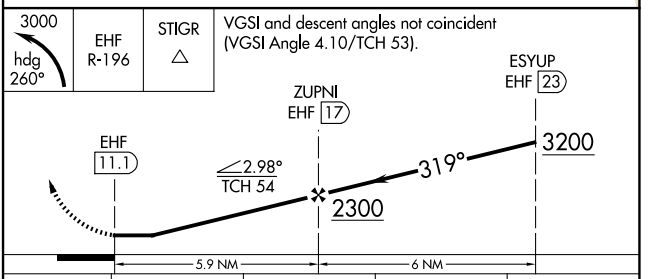
BFL ASOS	BAKERSFIELD APP CON★	UNICOM
118.6	126.45 270.3	122.8 (CTAF) L



ELEV 378 TDZE 377



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

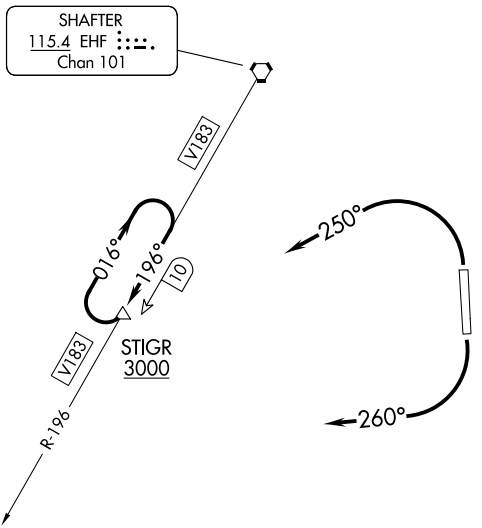


CATEGORY	A	B	C	D
S-34	900-1	523 (600-1)	900-1½	523 (600-1½)
CIRCLING	1060-1	682 (700-1)	1120-2¼ 742 (800-2¼)	1120-2½ 742 (800-2½)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES CENTER
127.1 317.7
BAKERSFIELD DEP CON ★
126.45 270.3

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS:
Rwy 16: Standard.
Rwy 34: 400-1¼ or standard with minimum climb of 555' per NM to 900.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn heading 260° to intercept V183, to STIGR/EHF 10 DME, thence . . . .
TAKEOFF RWY 34: Climbing left turn heading 250° to intercept V183, to STIGR/EHF 10 DME, thence . . . .

. . . . climb in STIGR holding pattern to cross STIGR/EHF 10 DME at or above 3000 or MEA for route of flight then proceed on course.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

BAKERSFIELD, CALIFORNIA | AL-36 (FAA) | 25219

ILS or LOC RWY 30R

MEADOWS FLD (BFL)

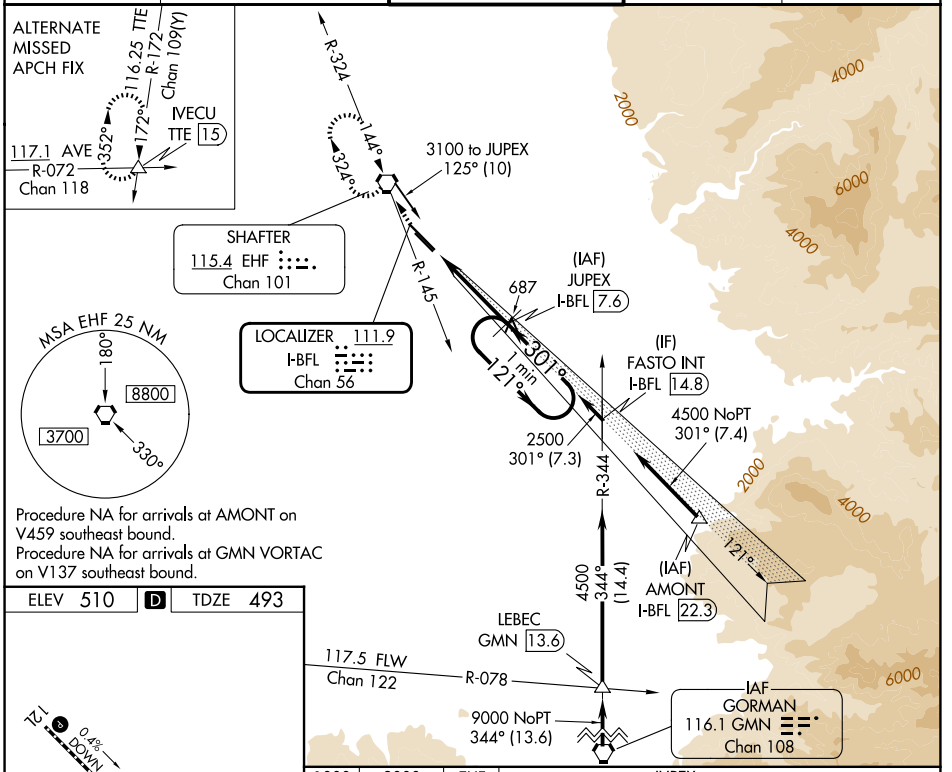
LOC/DME I-BFL	APP CRS	Rwy Ldg	7430
111.9	301°	TDZE	493
Chan 56		Apt Elev	510

Circling NA northeast of Rwy 12L-30R. DME Required. VDP NA with Porterville altimeter setting. When local altimeter setting not received, use Porterville altimeter setting: increase DA to 790 and all visibilities to RVR 2200; increase all MDA 100 feet and visibility Cats C and D to RVR 6000. For inop ALS, increase S-LOC 30R Cat A and B visibility to RVR 5000. For inop ALS when using Porterville altimeter setting, increase S-ILS 30R all Cats visibility to RVR 5000.

MALSR

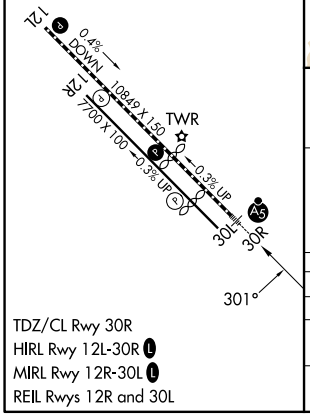
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on EHF VORTAC R-145 direct EHF VORTAC and hold, continue climb-in-hold to 3000.

ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.9 270.3 (N) 118.8 284.625 (S)	118.1 (CTAF) L 257.8	121.7	122.95

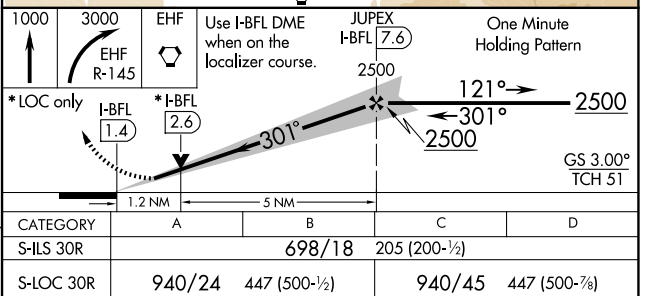


Procedure NA for arrivals at AMONT on V459 southeast bound.
Procedure NA for arrivals at GMN VORTAC on V137 southeast bound.

ELEV 510 | D | TDZE 493



TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L L
REIL Rwys 12R and 30L



CATEGORY	A	B	C	D
S-ILS 30R	698/18		205 (200-½)	
S-LOC 30R	940/24	447 (500-½)	940/45	447 (500-⅞)
CIRCLING	960-1	450 (500-1)	960-1½ 450 (500-1½)	1060-2 550 (600-2)

BAKERSFIELD, CALIFORNIA
Amdt 31A 19JUL18

35°26′N-119°03′W

MEADOWS FLD (BFL)

ILS or LOC RWY 30R

SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS CH 78418 W12A	APP CRS 121°	Rwy Ldg 10849 TDZE 510 Apt Elev 510

RNAV (GPS) RWY 12L

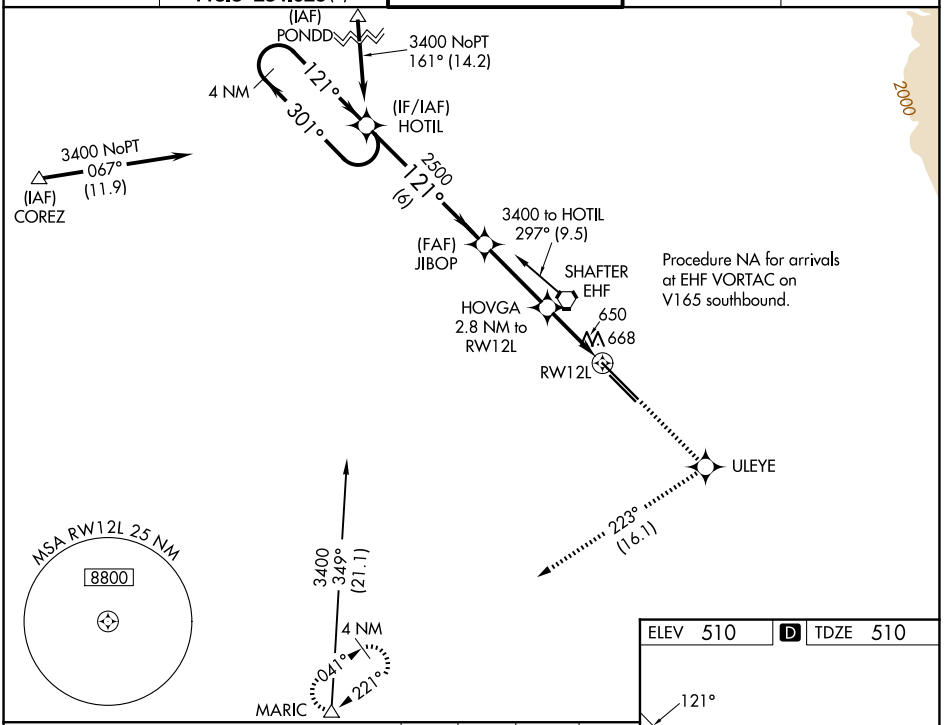
MEADOWS FLD (BFL)

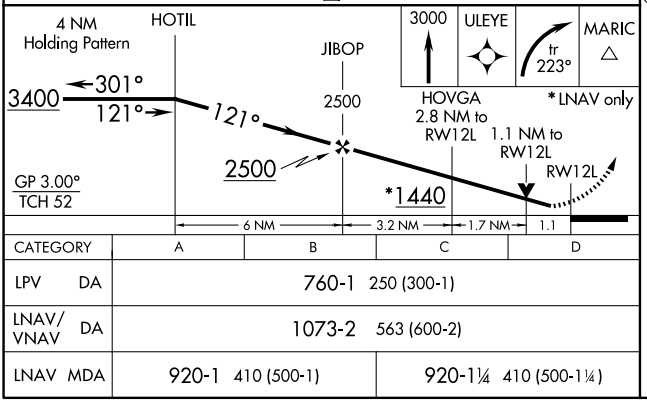
RNP APCH.

Baro-VNAV NA when using Porterville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 12L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Porterville altimeter setting and increase all DA 92 feet, all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

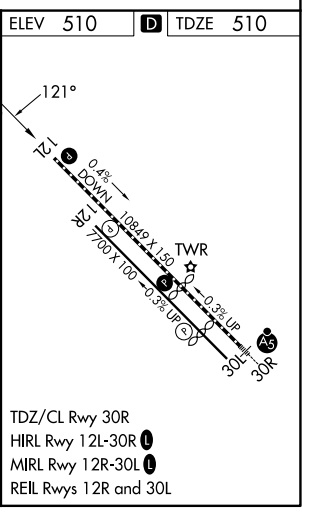
MISSED APPROACH: Climb to 3000 direct ULEYE and right turn on track 223° to MARIC and hold.

ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.9 270.3 (N) 118.8 284.625 (S)	118.1 (CTAF) L 257.8	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	760-1 250 (300-1)			
LNAV/VNAV DA	1073-2 563 (600-2)			
LNAV MDA	920-1 410 (500-1)		920-1¼ 410 (500-1¼)	



TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L L
REIL Rwys 12R and 30L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

BAKERSFIELD, CALIFORNIA | AL-36 (FAA) | 25219

RNAV (GPS) RWY 12R

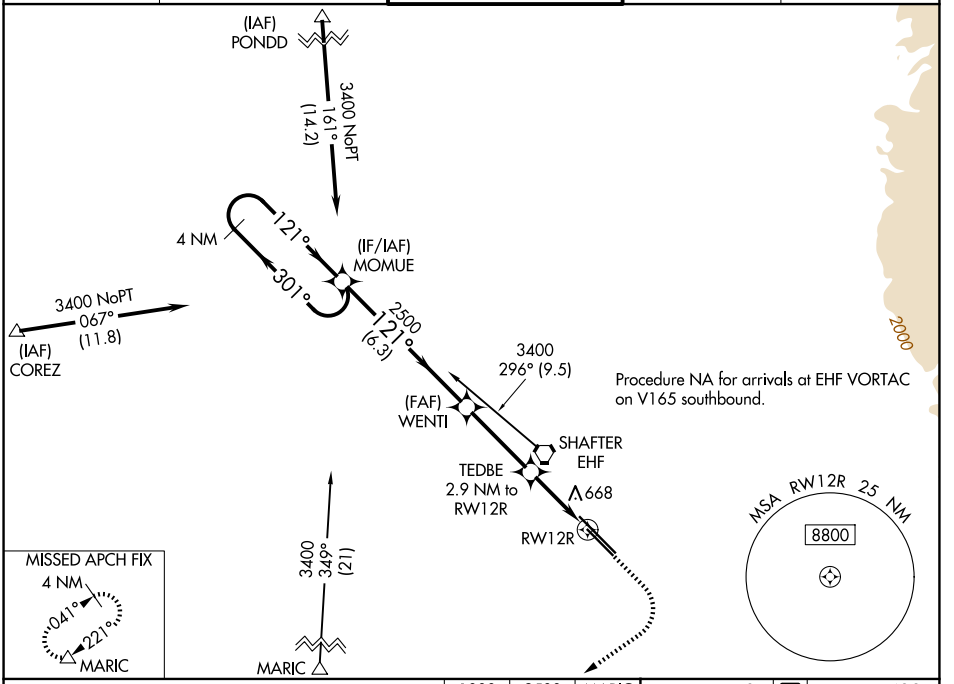
MEADOWS FLD (BFL)

WAAS	APP CRS	Rwy Ldg	7700
CH 61040	121°	TDZE	488
W12B		Apt Elev	510

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 direct MARIC and hold.

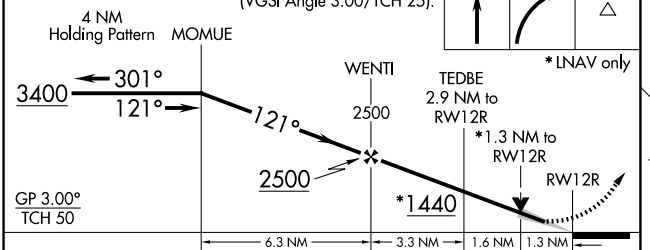
ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.9 270.3 (N) 118.8 284.625 (S)	118.1 (CTAF) L 257.8	121.7	122.95



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

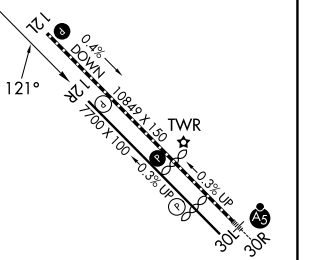
1000	3500	MARIC
		△

* LNAV only



CATEGORY	A	B	C	D
LPV DA	738-¾ 250 (300-¾)			
LNAV/VNAV DA	969-1⅝ 481 (500-1⅝)			
LNAV MDA	920-1 432 (500-1)		920-1¼ 432 (500-1¼)	
CIRCLING	960-1 450 (500-1)		960-1½ 450 (500-1½)	1060-2 550 (600-2)

ELEV 510 | D | TDZE 488



TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L L
REIL Rwys 12R and 30L

BAKERSFIELD, CALIFORNIA | MEADOWS FLD (BFL)

Orig 27APR17 | 35°26'N-119°03'W | RNAV (GPS) RWY 12R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 30L

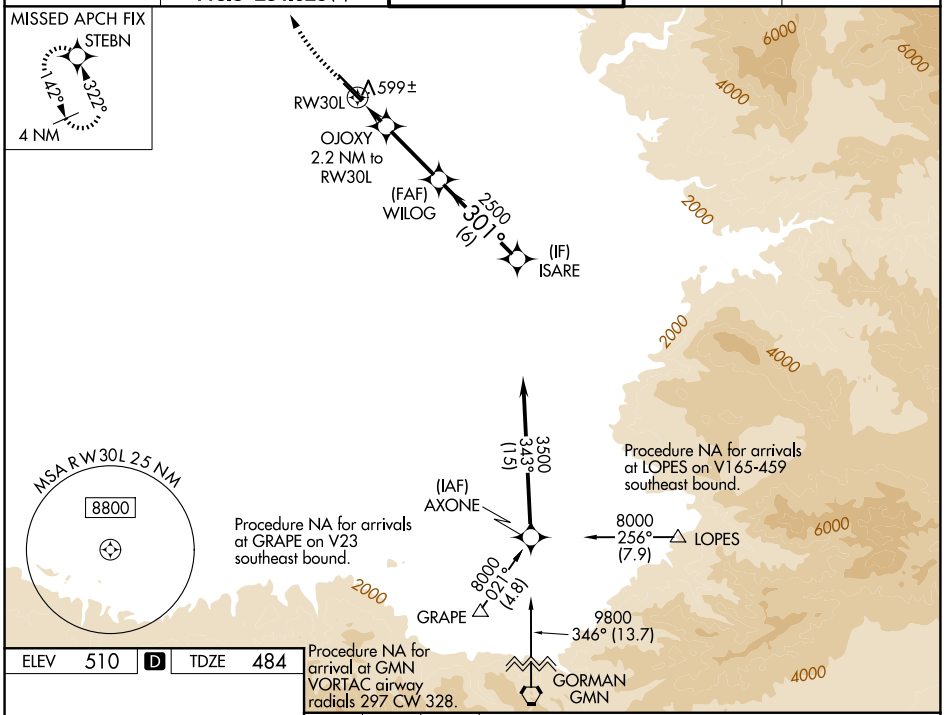
MEADOWS FLD (BFL)

WAAS	APP CRS		
CH 82440	301°	Rwy Ldg	6201
W30B		TDZE	484
		Apt Elev	510

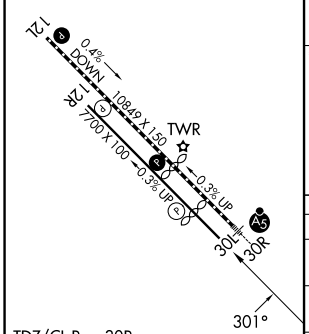
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. DME/DME RNP-0.3 NA.

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

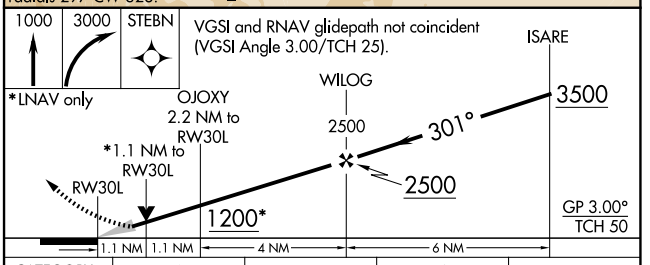
ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.9 270.3 (N) 118.8 284.625 (S)	118.1 (CTAF) L 257.8	121.7	122.95



ELEV	510	D	TDZE	484



TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L L
REIL Rwys 12R and 30L



CATEGORY	A	B	C	D
LPV DA	734-⅞ 250 (300-⅞)			
LNAV/VNAV DA	797-1⅛ 313 (300-1⅛)			
LNAV MDA	860-1 376 (400-1)			
CIRCLING	960-1 450 (500-1)		960-1½ 450 (500-1½)	1060-2 550 (600-2)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 30R

MEADOWS FLD (BFL)

WAAS	APP CRS	Rwy Ldg	7430
CH 58118	301°	TDZE	493
W30A		Apt Elev	510

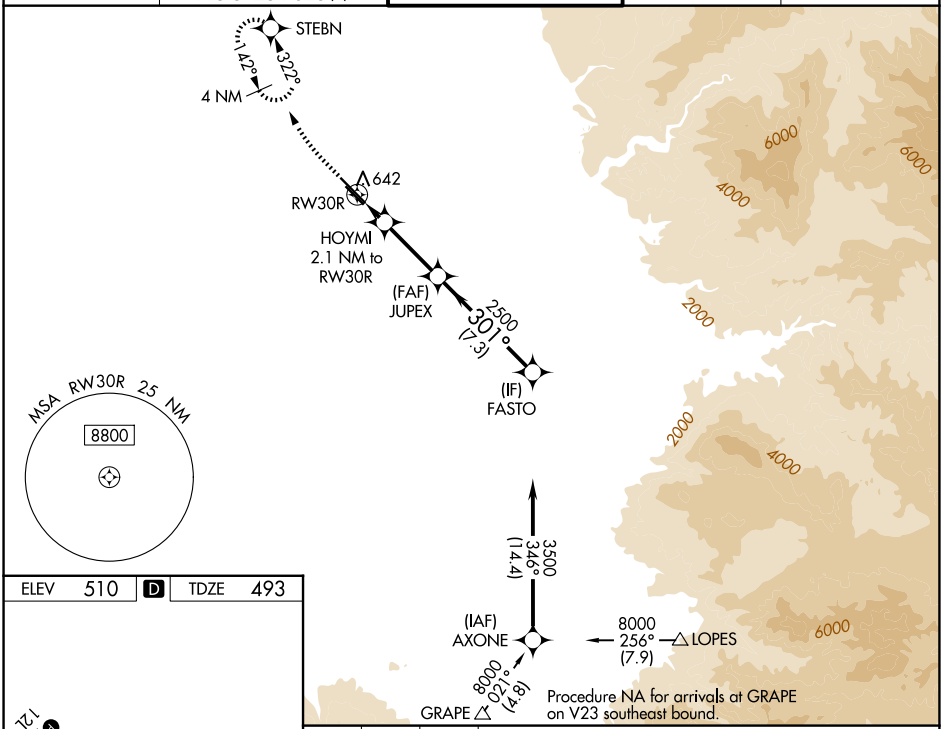
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). Circling NA northeast of Rwy 12L-30R. When local altimeter setting not received, use Porterville altimeter setting: increase LPV DA to 790, LNAV/VNAV DA to 990. Increase LNAV/VNAV all Cats visibilities to 1¼ mile; increase all MDA 100 feet and LNAV visibility Cats C and D to RVR 5000. VDP and Baro-VNAV NA when using Porterville altimeter setting. For inop ALS when using Porterville altimeter setting, increase LPV all Cats visibility to RVR 5000 and LNAV Cat C and D visibility to 1⅜. # RVR 2400 when using Porterville altimeter setting.

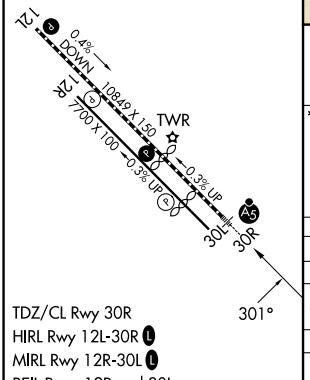
MALSR

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

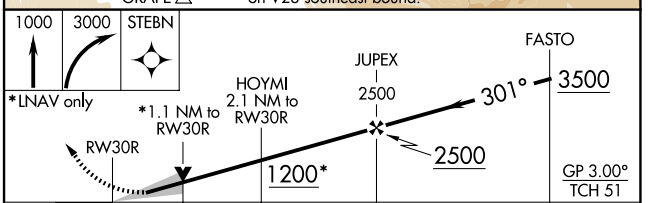
ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.9 270.3 (N) 118.8 284.625 (S)	118.1 (CTAF) L 257.8	121.7	122.95



ELEV 510 D TDZE 493



TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L L
REIL Rwys 12R and 30L



CATEGORY	A	B	C	D
LPV DA#	698/18 205 (200-½)			
LNAV/VNAV DA	898/45 405 (400-⅞)			
LNAV MDA	880/24 387 (400-½)		880/35 387 (400-⅝)	
CIRCLING	960-1 450 (500-1)		960-1½ 450 (500-1½)	1060-2 550 (600-2)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC EHF	APP CRS	Rwy Ldg	N/A
115.4	137°	TDZE	N/A
Chan 101		Apt Elev	507

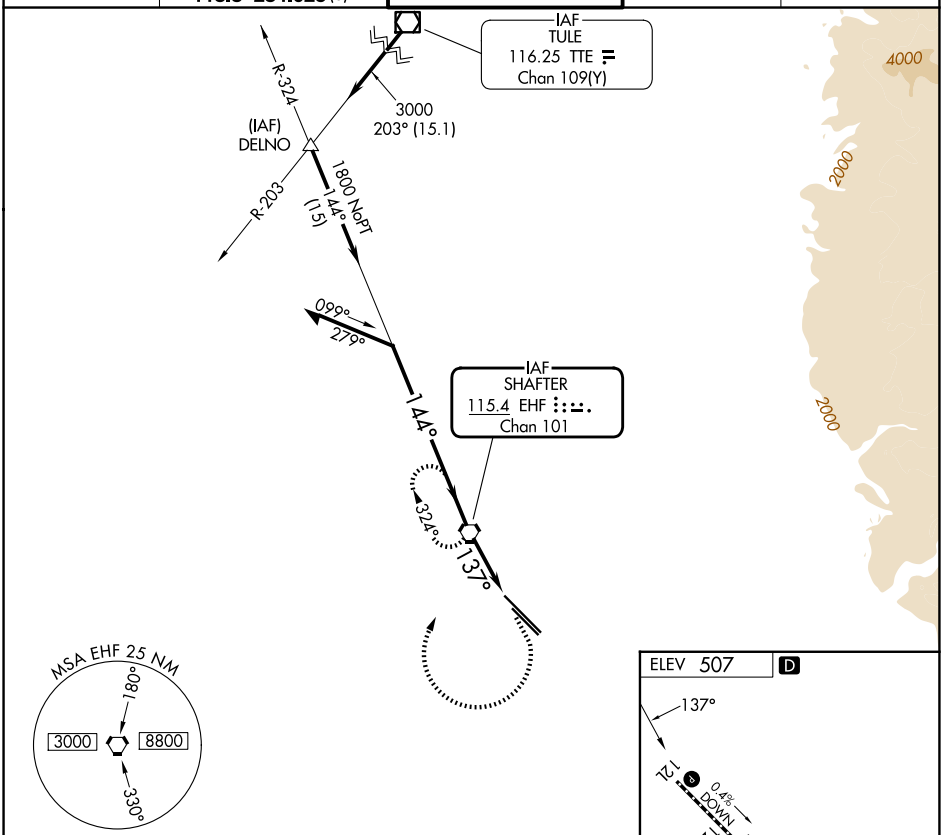
VOR-A

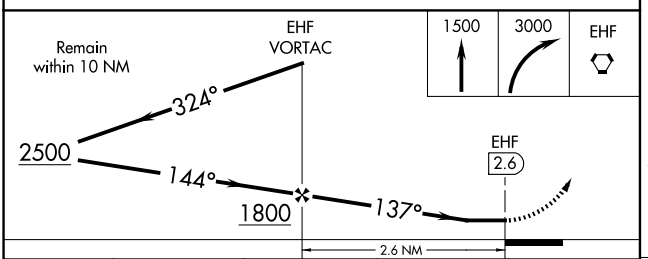
MEADOWS FLD (BFL)

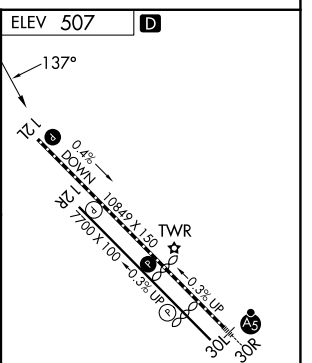
Circling not authorized northeast of Rwy 12L-30R.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct EHF VORTAC and hold, continue climb-in-hold to 3000.

ATIS	BAKERSFIELD APP CON ★	BAKERSFIELD TOWER ★	GND CON	UNICOM
118.6	118.9 270.3 (N) 118.8 284.625 (S)	118.1 (CTAF) L 257.8	121.7	122.95







TDZ/CL Rwy 30R
HIRL Rwy 12L-30R L
MIRL Rwy 12R-30L L
REIL Rwys 12R and 30L

CATEGORY	A	B	C	D
CIRCLING	1000-1	493 (500-1)	1000-1½ 493 (500-1½)	1060-2 553 (600-2)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

MEADOWS FLD (BFL)

BAKERSFIELD, CALIFORNIA

AL-36 (FAA)

AIRPORT DIAGRAM

26134

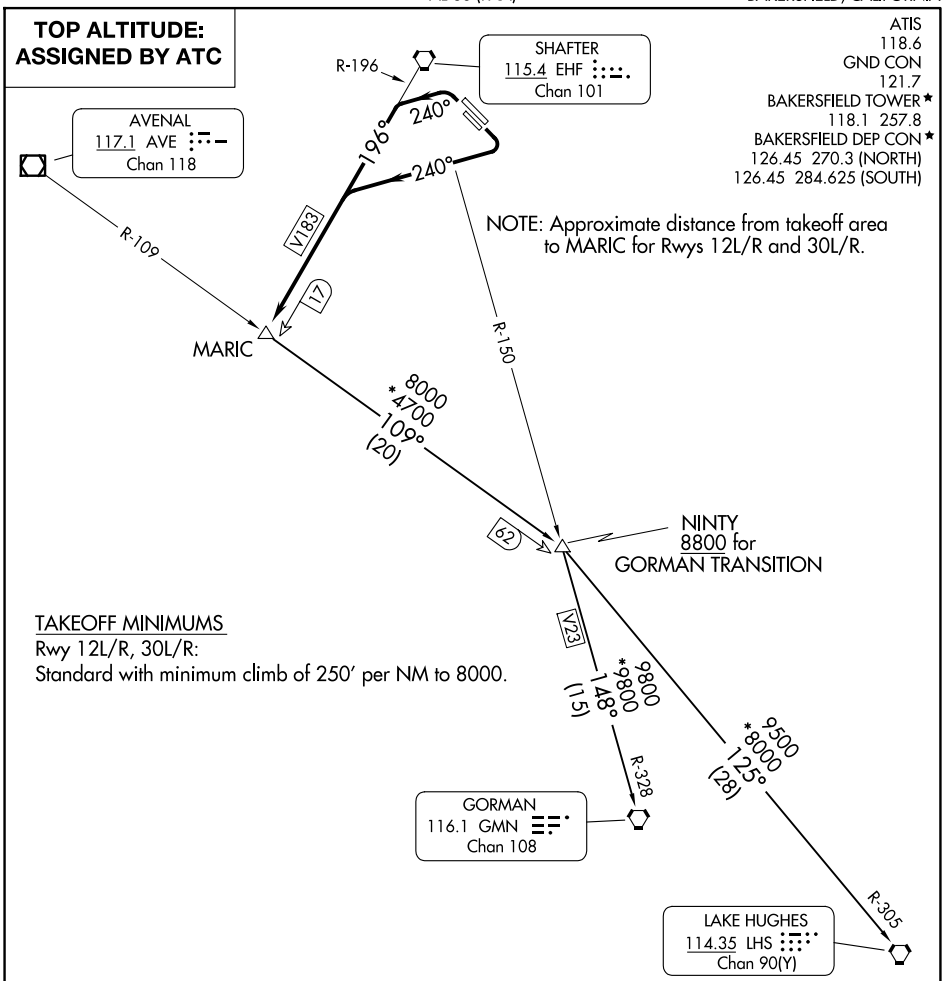
BAKERSFIELD, CALIFORNIA

MEADOWS FLD (BFL)

SW-3, 09 JUL 2026 to 03 SEP 2026

MARIC FOUR DEPARTURE

AL-36 (FAA)



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, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

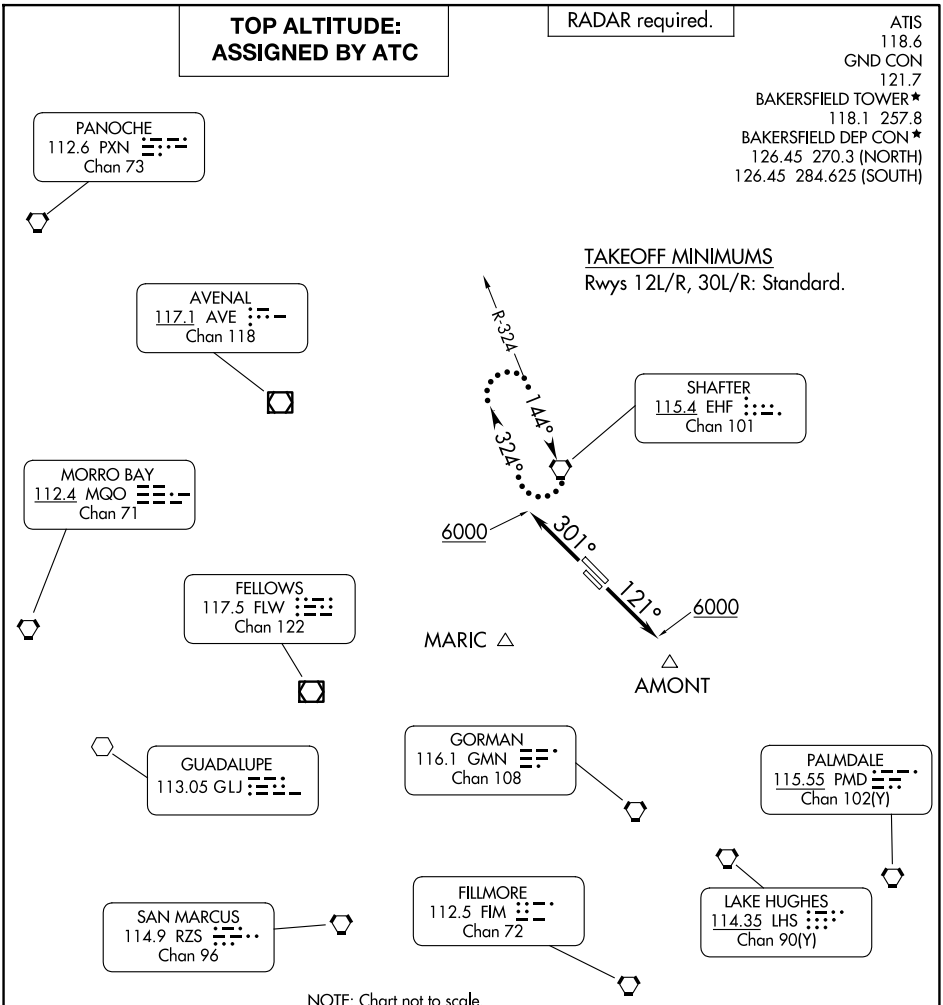
(OILDA1.OILDA) 23334

OILDALE ONE DEPARTURE

MEADOWS FLD (BFL)
BAKERSFIELD, CALIFORNIA

AL-36 (FAA)

SW-3, 09 JUL 2026 to 03 SEP 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on heading 121° to 6000 for vector to assigned route/fix. Thence. . . .

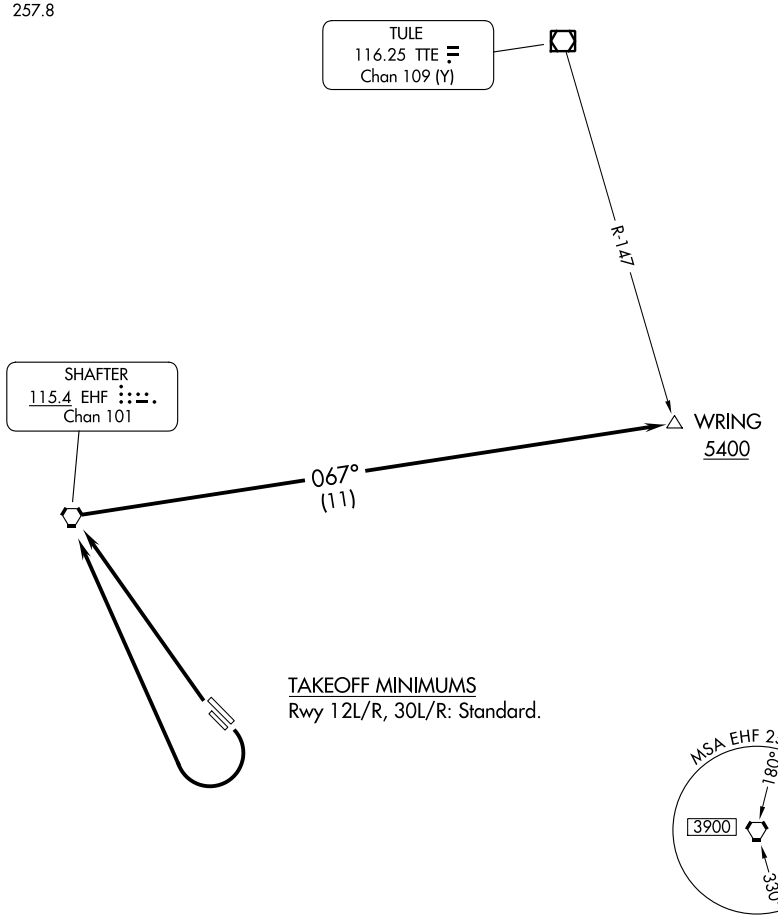
TAKEOFF RUNWAYS 30L/R: Climb on heading 301° to 6000 for vector to assigned route/fix. Thence. . . .

. . . .maintain ATC assigned altitude. Expect clearance to requested altitude five minutes after departure.

LOST COMMUNICATIONS: If no radio contact for two minutes, proceed direct SHAFTER VORTAC and hold. Climb in holding pattern to expected altitude prior to proceeding on course.

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

TOP ALTITUDE: ASSIGNED BY ATC



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. . . .

. . . .then right turn on EHF VORTAC R-067 to cross WRING at or above 5400, thence on assigned route.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

BIG BEAR CITY, CALIFORNIA AL-9469 (FAA) 26078

WAAS	APP CRS	Rwy Ldg	5250
CH 99434	256°	TDZE	6752
W26A		Apt Elev	6752

RNAV (GPS) RWY 26

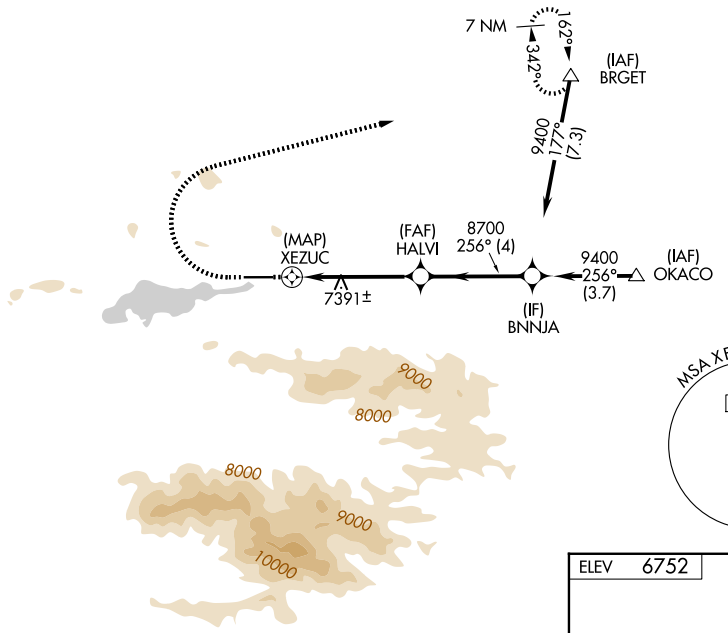
BIG BEAR CITY (L35)

RNP APCH.

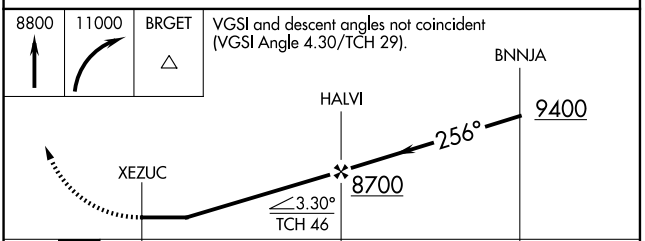
Straight-in Rwy 26 NA at night. Circling Rwy 26 NA at night. Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1 SM NA.

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

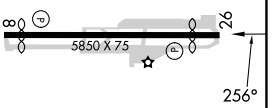
AWOS-3	LOS ANGELES CENTER	UNICOM
135.925	126.35 290.2	122.725 (CTAF) L



ELEV	6752	TDZE	6752



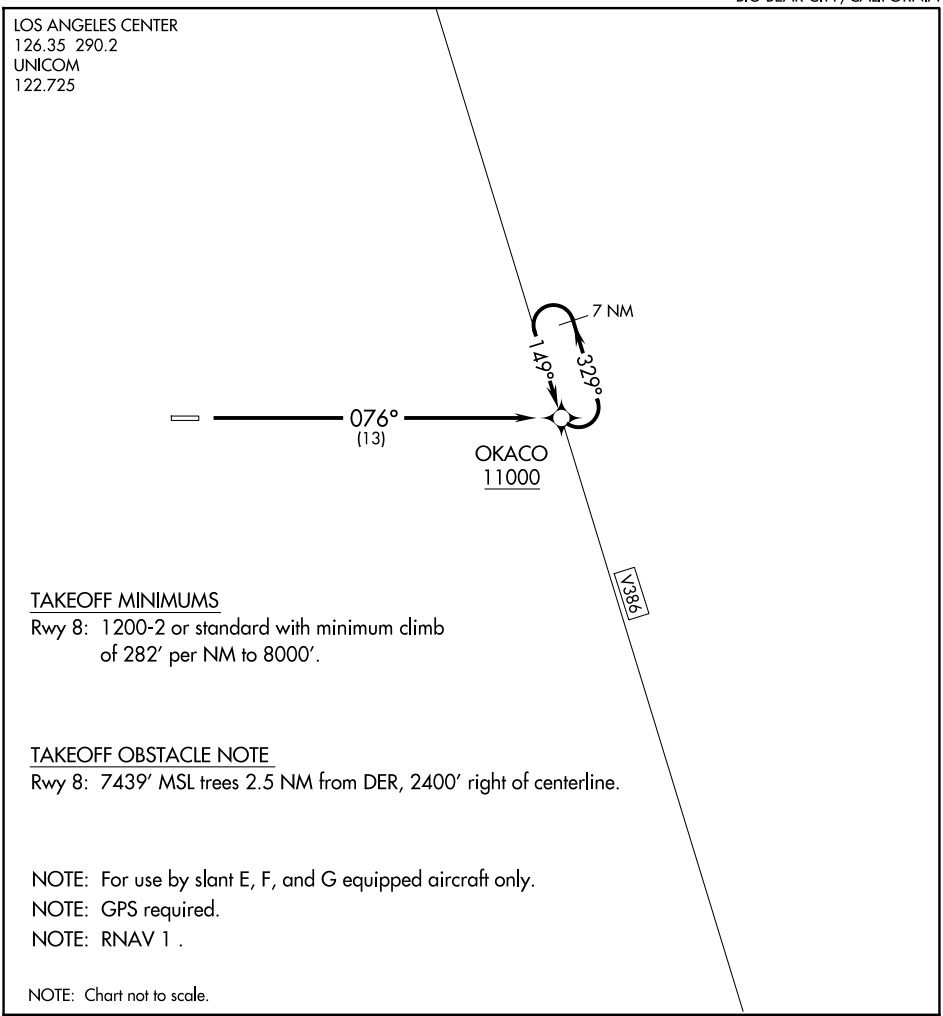
CATEGORY	A	B	C	D
LP MDA	8140-1¼ 1388 (1400-1¼)	8140-1½ 1388 (1400-1½)	NA	
LNAV MDA	8260-1¼ 1508 (1600-1¼)	8260-1½ 1508 (1600-1½)	NA	
CIRCLING	8260-1¼ 1508 (1600-1¼)	8260-1½ 1508 (1600-1½)	NA	



MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OKACO ONE DEPARTURE (OBSTACLE) (RNAV)



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

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.

BLYTHE, CALIFORNIA AL-53 (FAA) 24081

RNAV (GPS) RWY 26

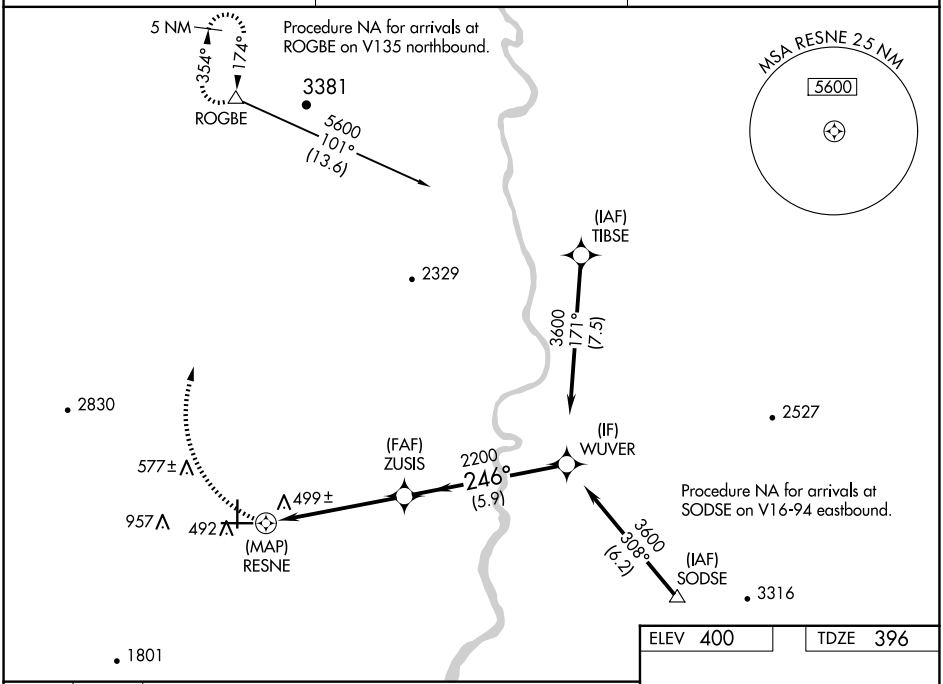
BLYTHE (BLH)

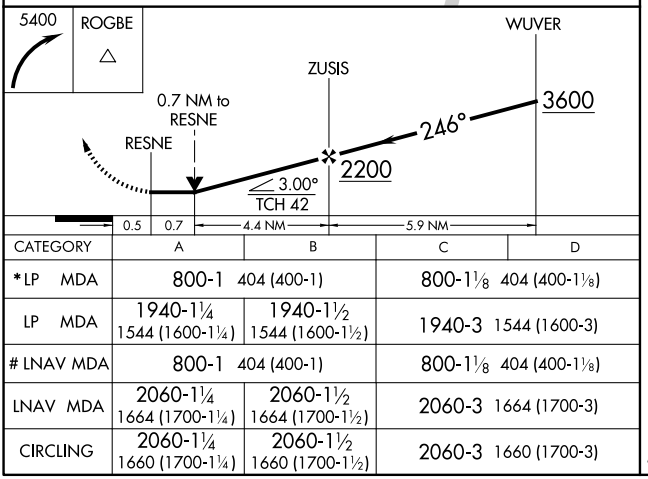
WAAS	APP CRS	Rwy Idg	6543
CH 45626	246°	TDZE	396
W26A		Apt Elev	400

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ 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.

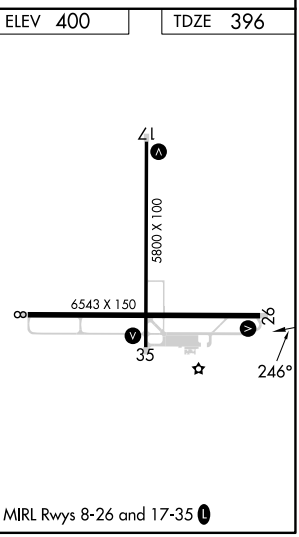
MISSED APPROACH: Climbing right turn to 5400 direct ROGBE and hold, continue climb-in-hold to 5400.

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





CATEGORY	A	B	C	D
*LP MDA	800-1 404 (400-1)		800-1⅛ 404 (400-1⅛)	
LP MDA	1940-1¼ 1544 (1600-1¼)	1940-1½ 1544 (1600-1½)	1940-3 1544 (1600-3)	
# LNAV MDA	800-1 404 (400-1)		800-1⅛ 404 (400-1⅛)	
LNAV MDA	2060-1¼ 1664 (1700-1¼)	2060-1½ 1664 (1700-1½)	2060-3 1664 (1700-3)	
CIRCLING	2060-1¼ 1660 (1700-1¼)	2060-1½ 1660 (1700-1½)	2060-3 1660 (1700-3)	



BLYTHE, CALIFORNIA 33°37'N-114°43'W BLYTHE (BLH)

Amdt 1A 31MAR16

RNAV (GPS) RWY 26

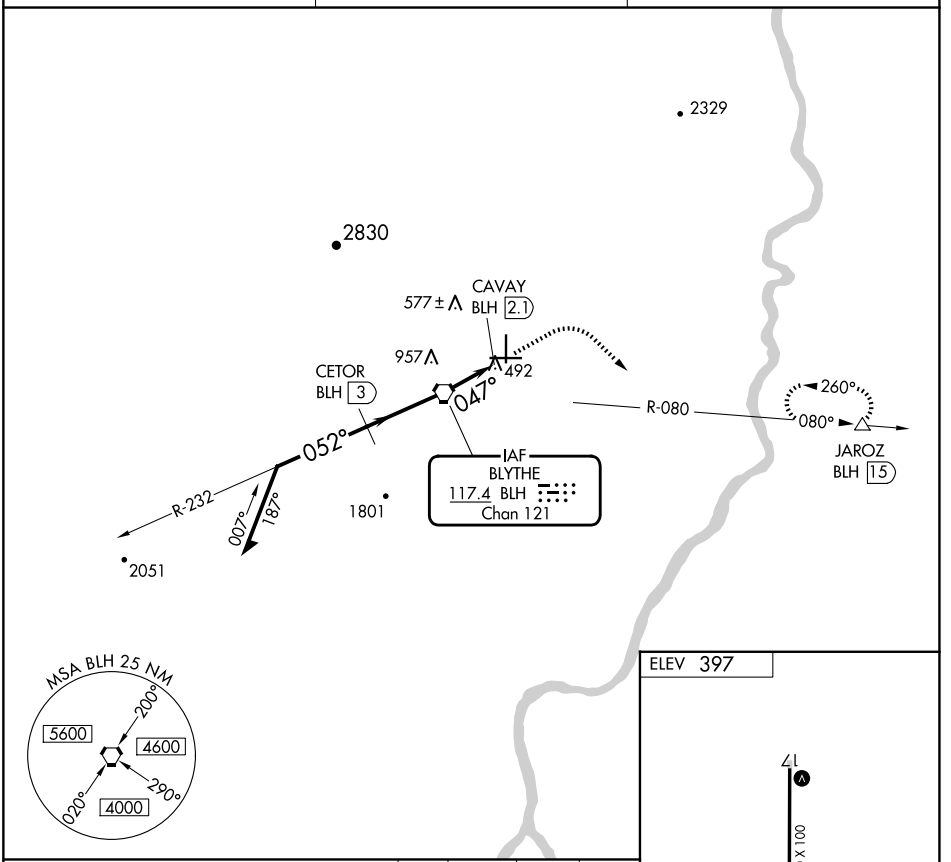
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

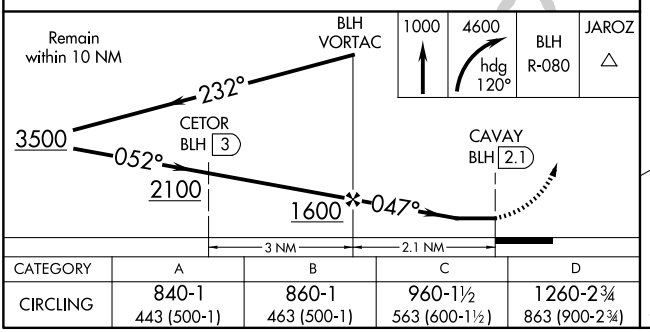
VORTAC BLH 117.4 Chan 121	APP CRS 047°	Rwy Idg N/A TDZE N/A Apt Elev 397

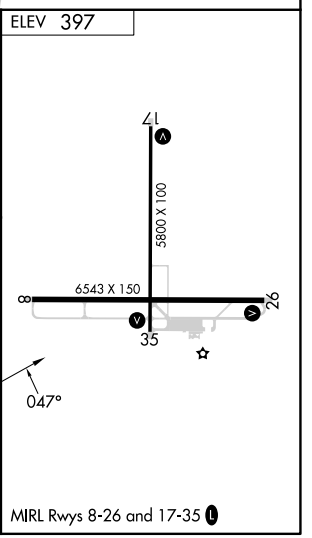
VOR/DME-A
BLYTHE (BLH)

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

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







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 Rwys 8-26 and 17-35 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

BORREGO SPRINGS, CALIFORNIA | AL-9287 (FAA) | 25163

RNAV (GPS) RWY 26

BORREGO VALLEY (L08)

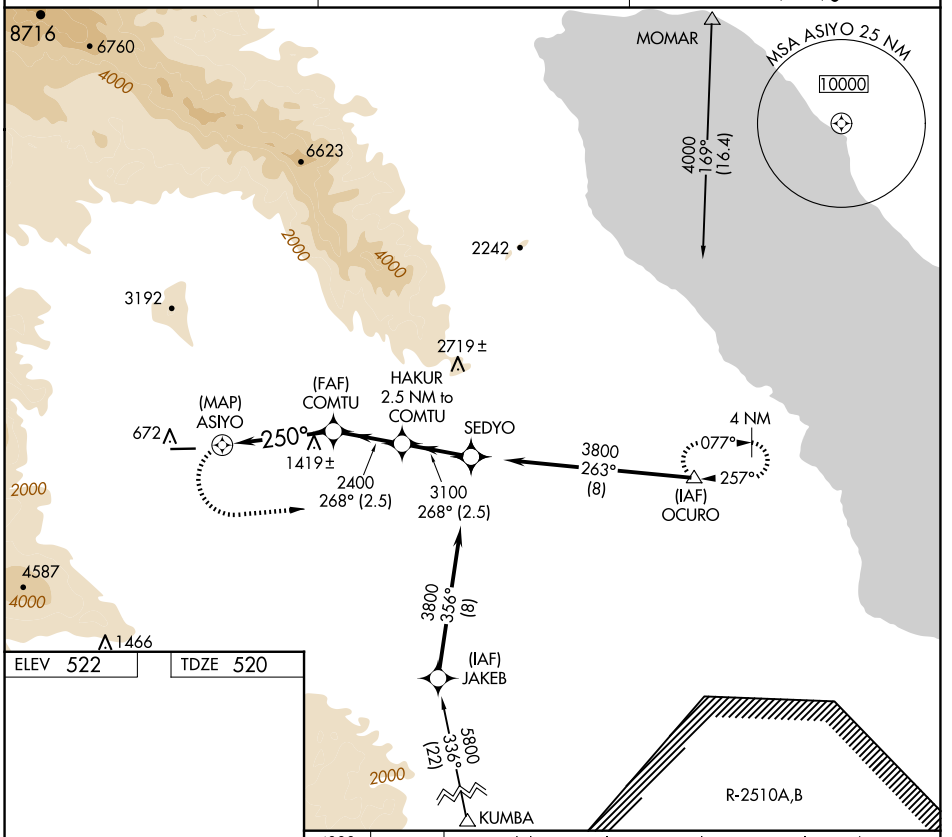
APP CRS	Rwy Ldg	5011
250°	TDZE	520
	Apt Elev	522

RNP APCH-GPS.

T A If local altimeter setting not received, use Imperial County altimeter setting and increase all MDAs 580 feet. Circling not authorized south of Rwy 8-26.

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

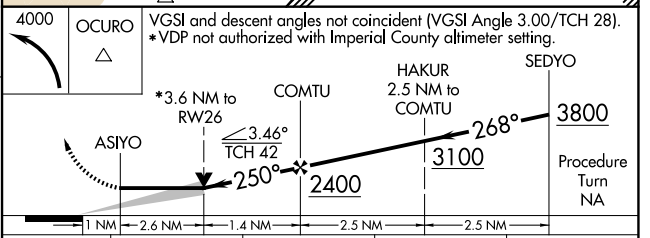
AWOS-3P	LOS ANGELES CENTER	UNICOM
126.575	128.6 291.7	122.8 (CTAF) L



ELEV 522 | TDZE 520



MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	1720-1¼ 1200 (1200-1¼)	1720-1½ 1200 (1200-1½)	1720-3 1200 (1200-3)	
CIRCLING	1720-1¼ 1198 (1200-1¼)	1720-1½ 1198 (1200-1½)	1840-3 1318 (1400-3)	NA

BORREGO SPRINGS, CALIFORNIA
Orig-A 09SEP21

33°16′N-116°19′W

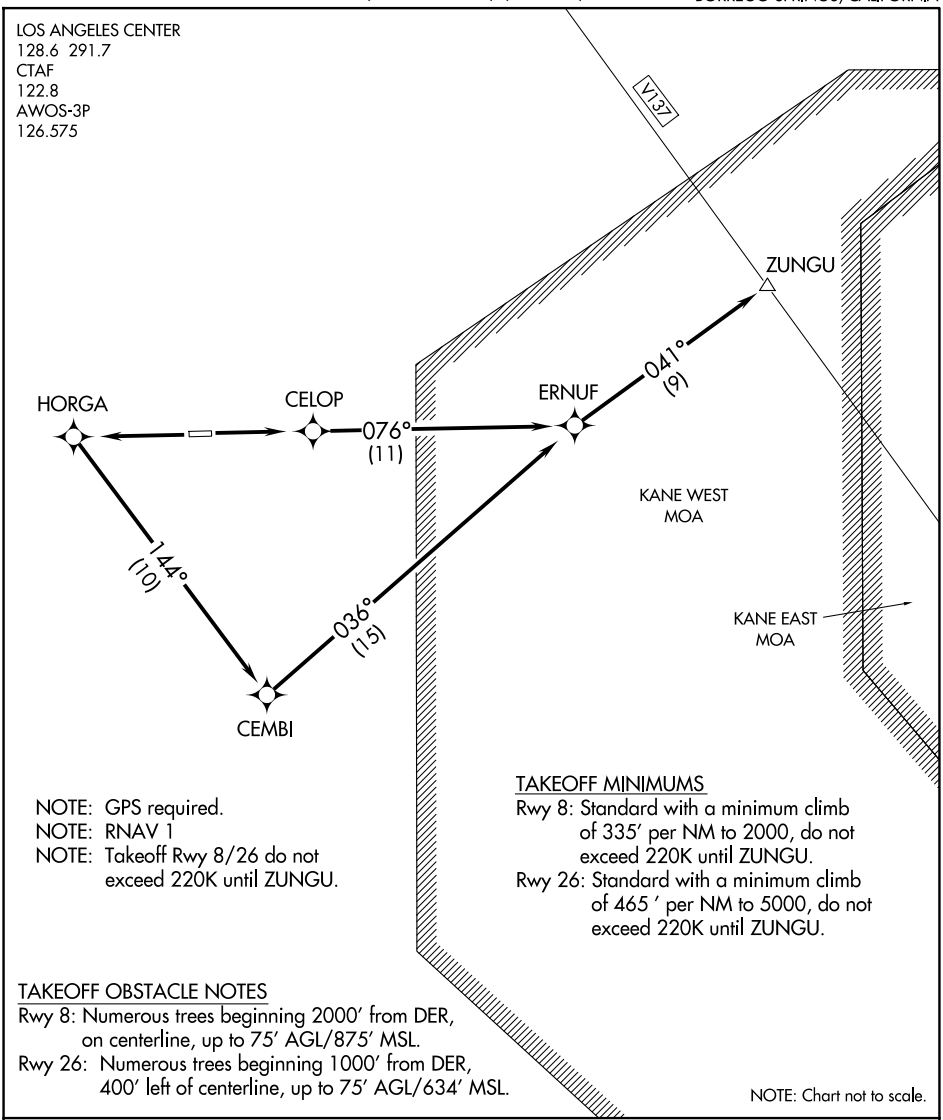
BORREGO VALLEY (L08)

RNAV (GPS) RWY 26

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

ZUNGU ONE DEPARTURE (OBSTACLE) (RNAV)



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb direct CELOP then via depicted route to ZUNGU.

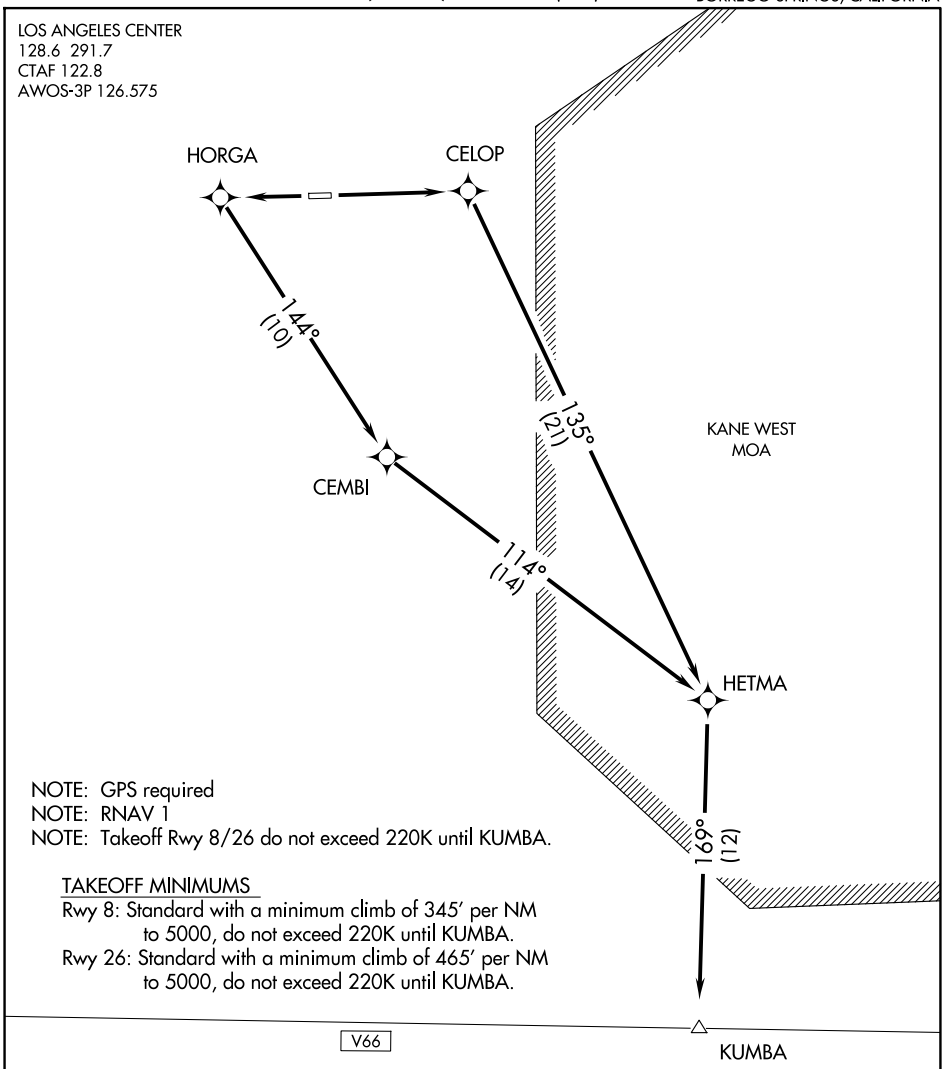
TAKEOFF RUNWAY 26: Climb direct HORGA, and left turn 144° track to CEMBI, then via depicted route to ZUNGU.

(KUMBA1.KUMBA) 18256

KUMBA ONE DEPARTURE (RNAV)

AL-9287 (FAA)

BORREGO VALLEY (LØ8)
BORREGO SPRINGS, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb direct CELOP then via depicted route to KUMBA.

TAKEOFF RUNWAY 26: Climb direct HORGA, and left turn 144° track to CEMBI, then via depicted route to KUMBA.

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	4006
272°	TDZE	-129
	Apt Elev	-128

RNAV (GPS) RWY 26

BRAWLEY MUNI (BWC)

RNP APCH - GPS.

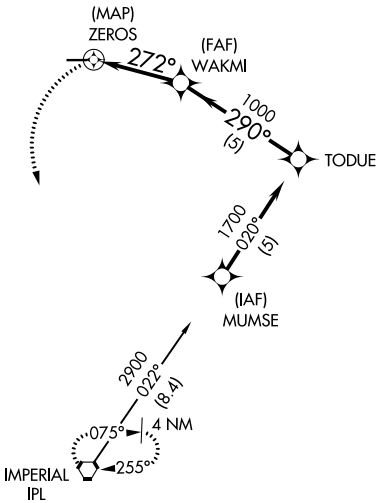
T Use IPL altimeter setting.

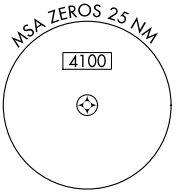
ANA Circling Rwy 8 NA at night.

MISSED APPROACH: Climbing left turn to 3600 direct IPL VORTAC and hold.

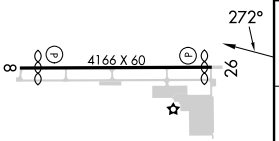
IPL ASOS	YUMA CERAP	CTAF
132.175	132.275 292.2	122.9 L

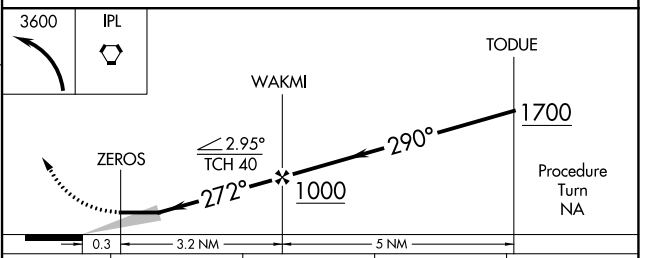
Final approach course offset 15.03°





ELEV -128 TDZE -129





CATEGORY	A	B	C	D
LNAV MDA	360-1 489 (500-1)		360-1⅜ 489 (500-1⅜)	NA
CIRCLING	560-1 688 (700-1)		560-2 688 (700-2)	NA

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

BRAWLEY, CALIFORNIA AL-6932 (FAA) 26022

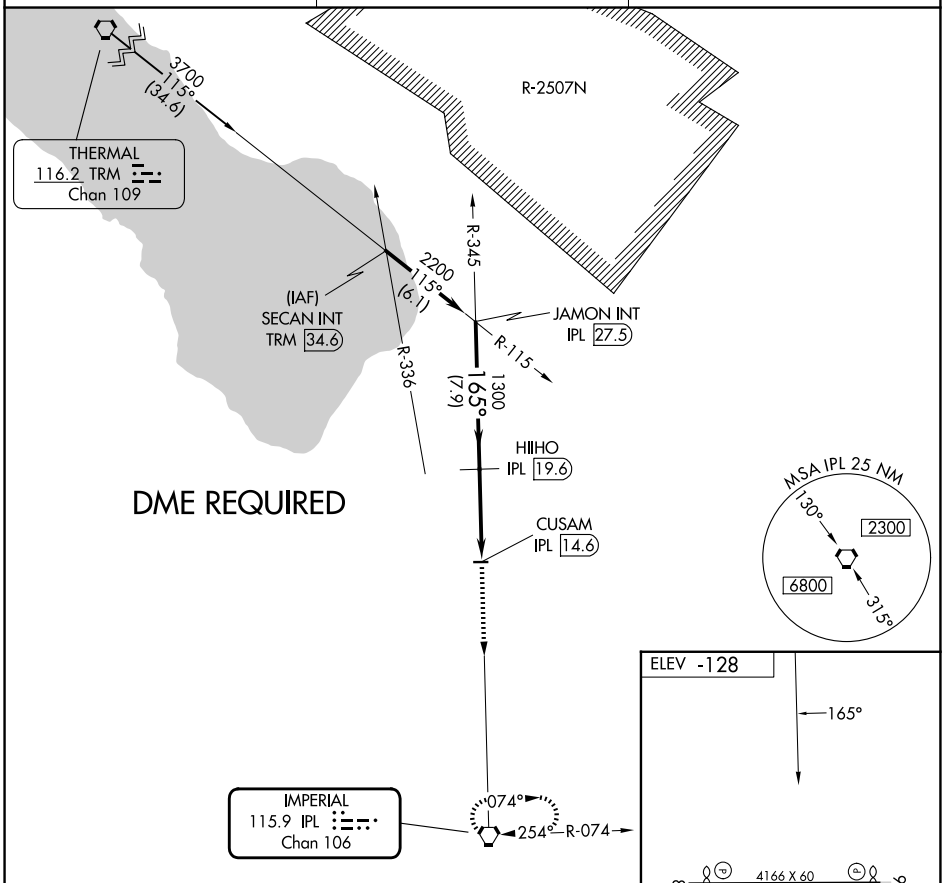
VORTAC IPL	APP CRS	Rwy Ldg	N/A
115.9	165°	TDZE	N/A
Chan 106		Apt Elev	-128

VOR-B
BRAWLEY MUNI (BWC)

Use IPL altimeter setting.
DME Required.
Circling Rwy 8 NA at night.

MISSED APPROACH: Climb to 3000 direct IPL VORTAC and hold.

IPL ASOS	YUMA CERAP	CTAF
132.175	132.275 292.2	122.9 L



CATEGORY	A	B	C	D
CIRCLING	560-1 688 (700-1)		NA	

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

AL-67 (FAA)

ILS Y or LOC Y RWY 8

BOB HOPE (BUR)

LOC I-BUR	APP CRS	Rwy Ldg	5801
109.5	079°	TDZE	727
		Apt Elev	778

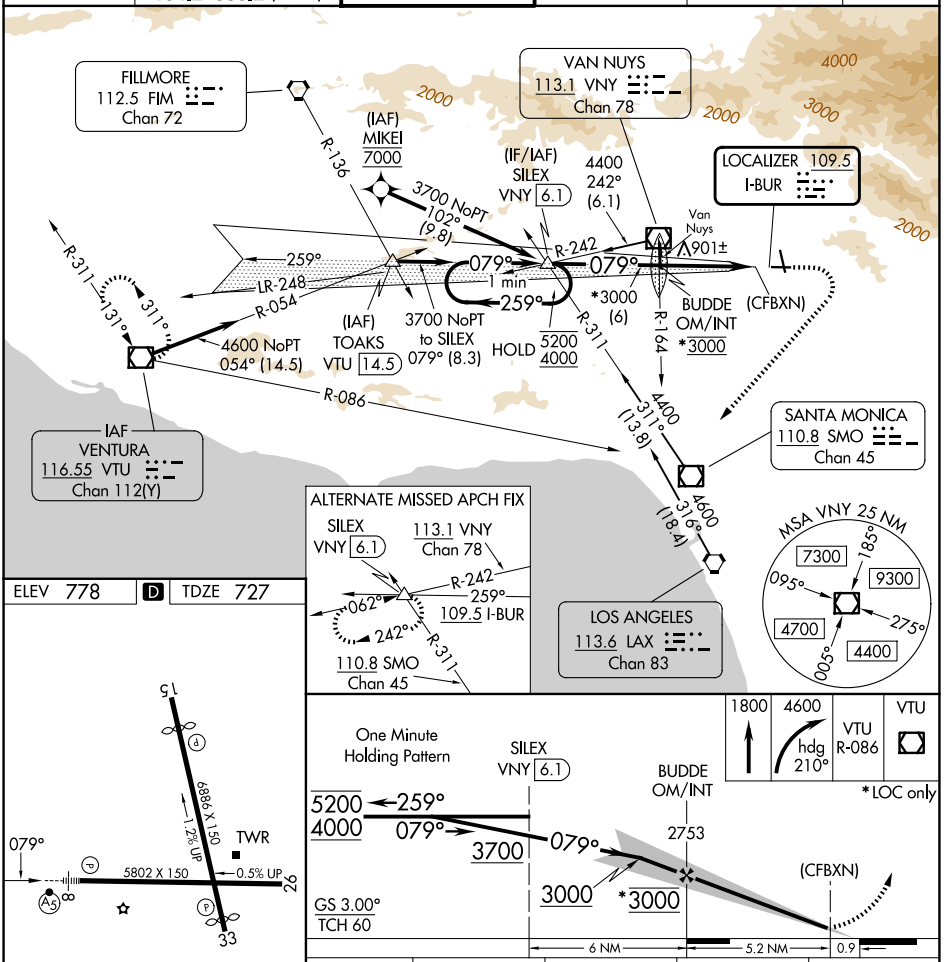
From MIKEI: RNAV 1-GPS required.

Localizer unusable within 0.9 NM to thld. Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply to S-ILS Rwy 8. For inop ALS, increase S-LOC 8 Cats A/B visibility to 1¼ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold.

D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	118.7 254.3	123.9 348.6	118.0 348.6	



ELEV 778	D	TDZE 727

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

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

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)	
CIRCLING	1620-1¼ 842 (900-1¼)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ILS Z or LOC Z RWY 8

BOB HOPE (BUR)

LOC I-BUR	APP CRS	Rwy Ldg	5801
109.5	079°	TDZE	727
		Apt Elev	778

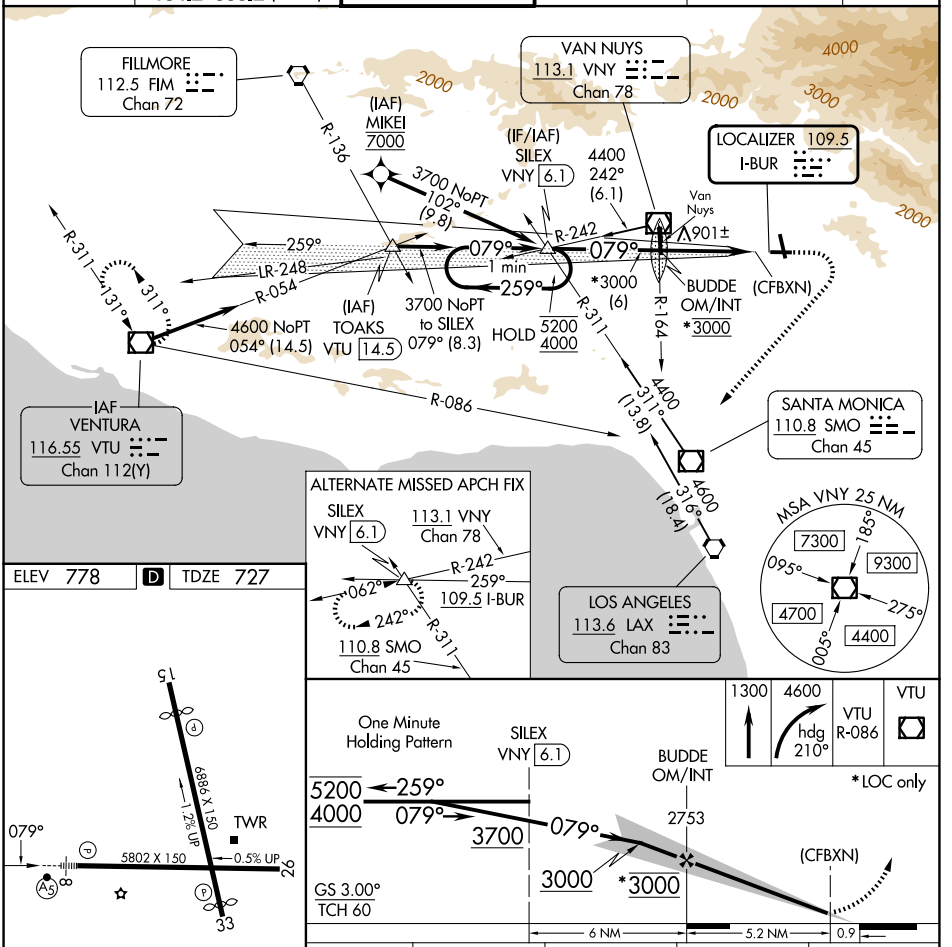
From MIKEI: RNAV 1-GPS required.

Localizer unusable within 0.9 NM to thld. Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply to S-ILS 8. For inop ALS, increase S-LOC 8 Cats A/B visibility to RVR 6000 and S-LOC 8 Cats C/D visibility to 1¼ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALSR

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

D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	118.7 254.3	123.9 348.6	118.0 348.6	



ELEV 778	D	TDZE 727

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

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 8#	1075/50 348 (300-1)			
S-LOC 8#	1160/50 433 (400-1)			
CIRCLING	1280-1⅛ 502 (600-1⅛)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (RNP) Y RWY 8

BOB HOPE (BUR)

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

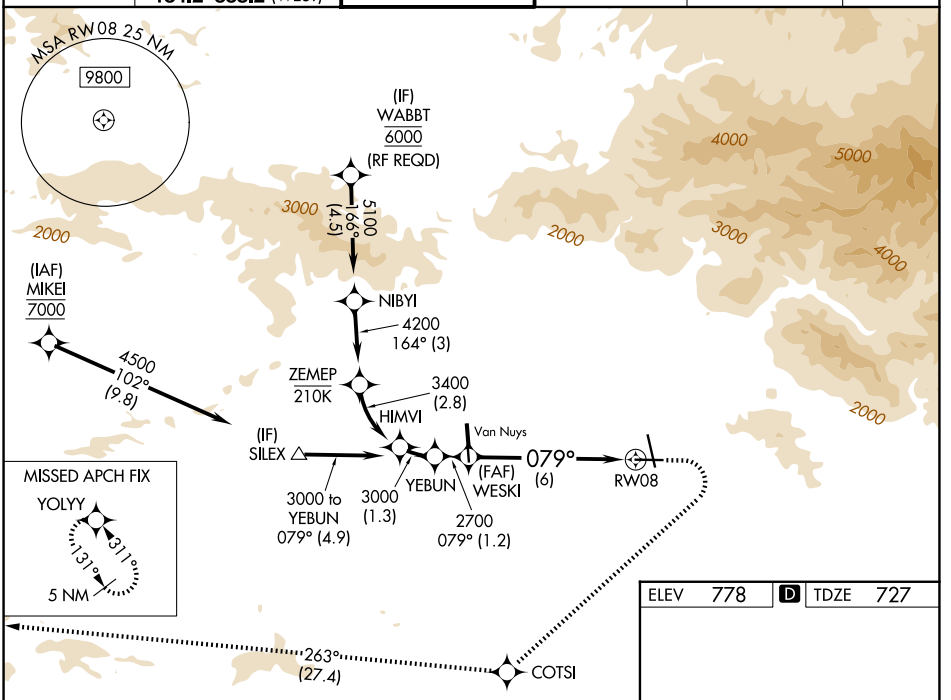
RNP AR APCH.

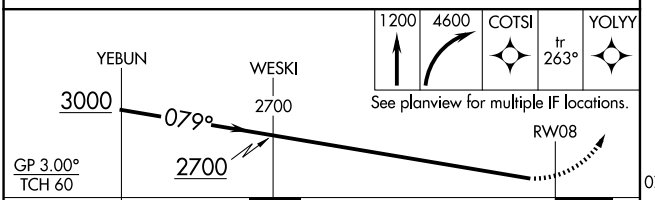
For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. Straight-in Rwy 8 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Inop table does not apply to RNP 0.20* and RNP 0.30. For inop ALS, increase RNP 0.30# all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4600 direct COTSI and on track 263° to YOLYY and hold.
*Missed approach requires minimum climb of 340 feet per NM to 2400.
#Missed approach requires minimum climb of 317 feet per NM to 2400.

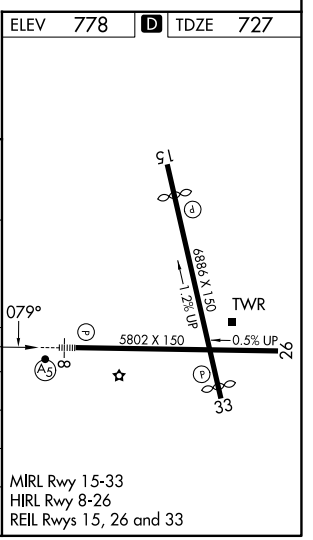
D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	118.7 254.3	123.9 348.6	118.0 348.6	





CATEGORY	A	B	C	D
RNP 0.20 DA*	1068/50 341 (300-1)			
RNP 0.30 DA#	1151/50 424 (400-1)			
RNP 0.30 DA	1485-2½ 758 (800-2½)			

AUTHORIZATION REQUIRED



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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

BURBANK, CALIFORNIA AL-67 (FAA) 25219

RNAV (GPS) Z RWY 8

BOB HOPE (BUR)

WAAS CH 53638 W08A	APP CRS 079°	Rwy Ldg 5801 / TDZE 727 / Apt Elev 778

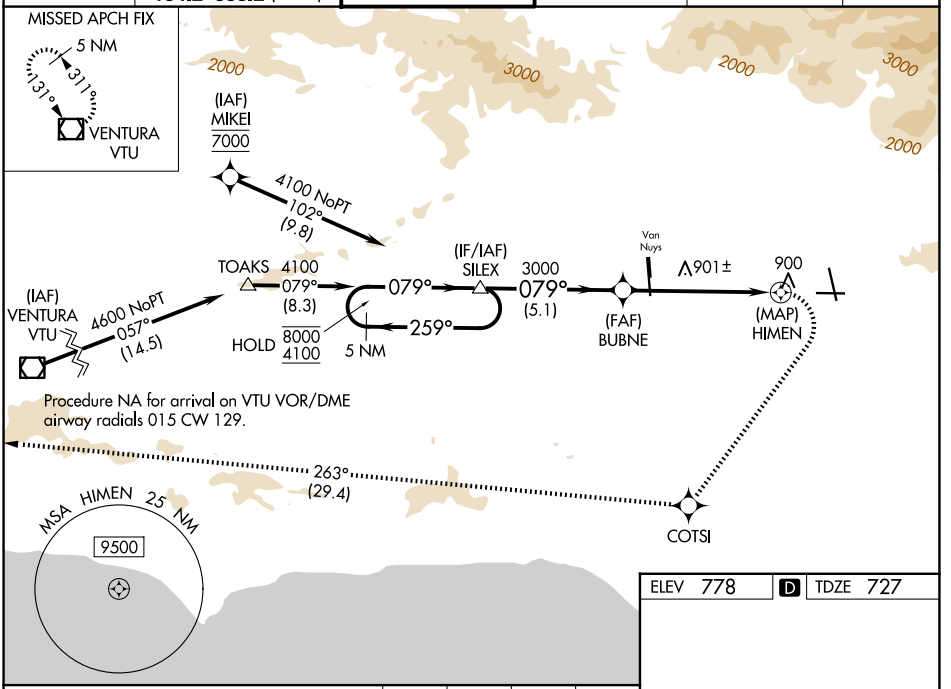
RNP APCH.

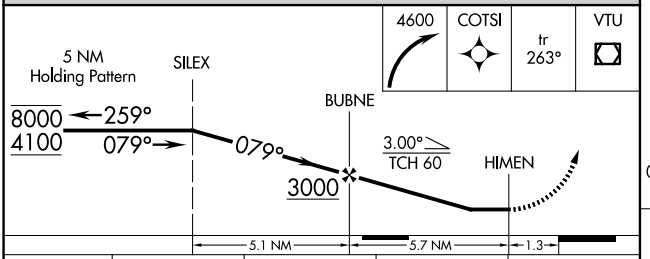
Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. For inop ALS, increase LP Cat A/B visibility to 1½ SM and LP Cat C/D visibility to 2½ SM. For inop ALS, increase LNAV Cat A/B visibility to 1½ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALSR (A5)

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

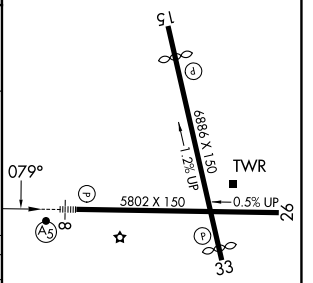
D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	118.7 254.3	123.9 348.6	118.0 348.6	





CATEGORY	A	B	C	D
LP MDA	1540/60	813 (800-1¼)	1540-1⅞	813 (800-1⅞)
LNAV MDA	1660/60	933 (900-1¼)	1660-2	933 (900-2)
CIRCLING	1660-1½	882 (900-1½)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

ELEV 778 D TDZE 727



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

BURBANK, CALIFORNIA
Amdt 2B 11JUL24

34°12′N-118°22′W

BOB HOPE (BUR)

RNAV (GPS) Z RWY 8

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

VOR RWY 8

BOB HOPE (BUR)

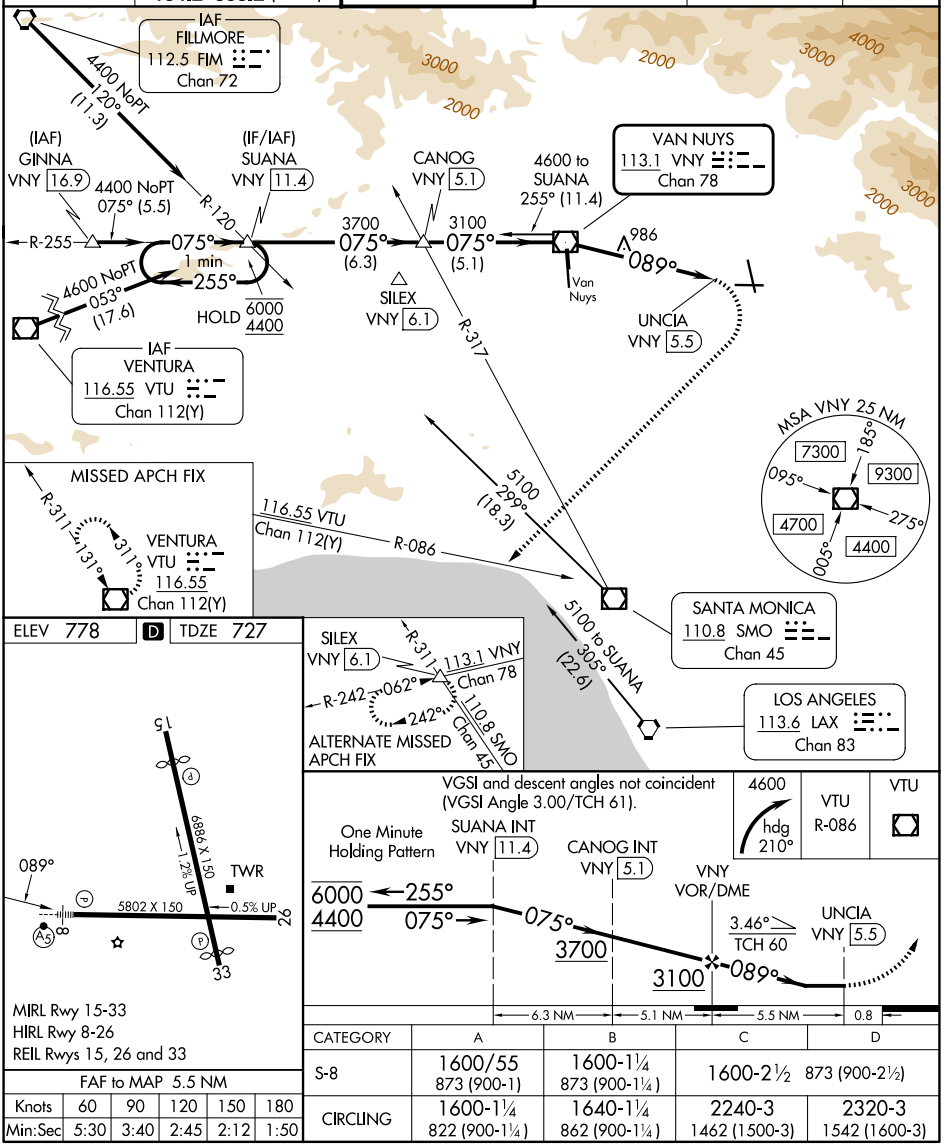
VOR/DME VNY	APP CRS	Rwy Ldg	5801
113.1	089°	TDZE	727
Chan 78		Apt Elev	778

Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALSR

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

D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON	CLNC DEL	CPDLC
134.5	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	118.7 254.3	123.9 348.6	118.0 348.6	



ELEV 778 | D | TDZE 727

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

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 61).

4600 hdg 210° | VTU R-086 | VTU

CATEGORY	A	B	C	D
S-8	1600/55 873 (900-1)	1600-1¼ 873 (900-1¼)	1600-2½ 873 (900-2½)	
CIRCLING	1600-1¼ 822 (900-1¼)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

FAF to MAP 5.5 NM

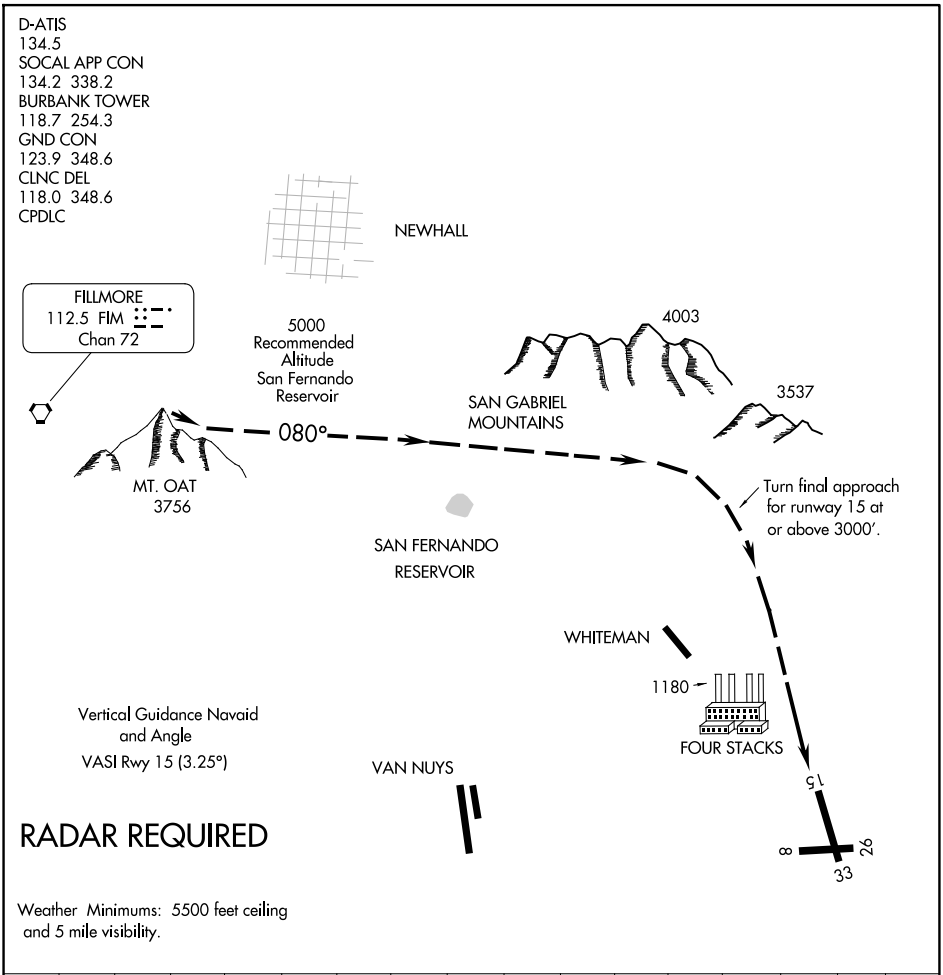
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

23334 AL-67 (FAA)

FOUR STACKS VISUAL RWY 15

BOB HOPE (BUR)
BURBANK, CALIFORNIA

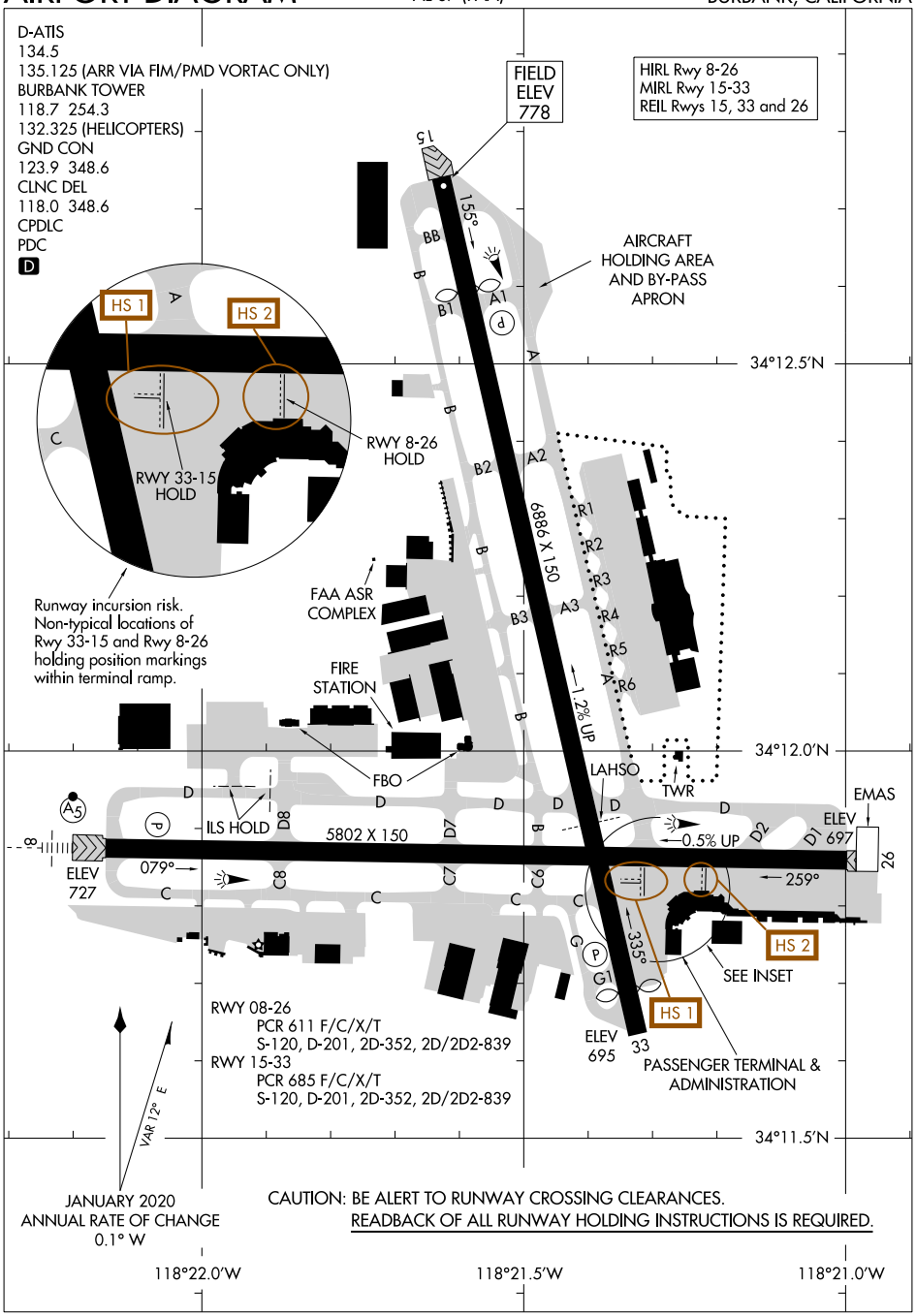


FOUR STACKS VISUAL APPROACH RWY 15

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."

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

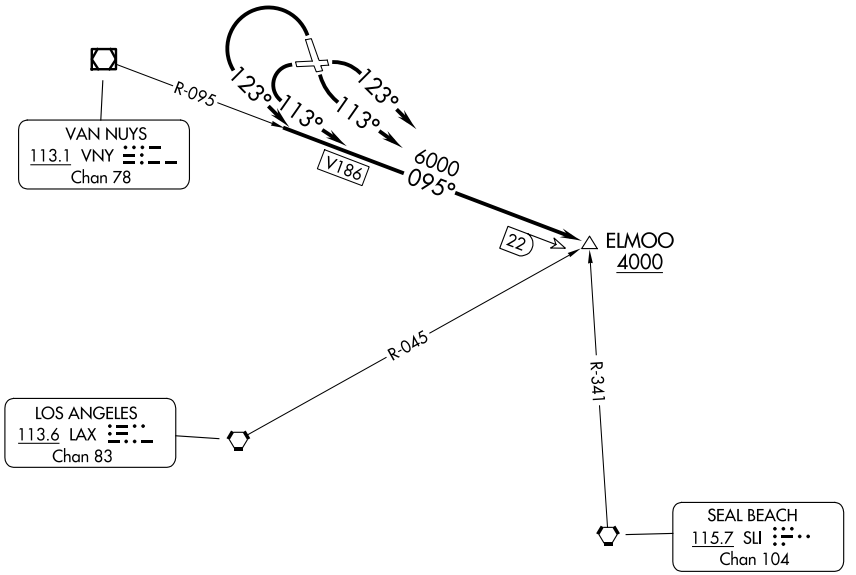
(ELMOO9.ELMOO) 23334
ELMOO NINE DEPARTURE

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

SOCAL DEP CON
135.05 317.5
CLNC DEL
118.0 348.6
CPDLC

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 380′ per NM to 2500.
Rwy 15: Standard with minimum climb of 450′ per NM to 3000.
Rwy 26: Standard with minimum climb of 305′ per NM to 2600.
Rwy 33: 600-2¼ with minimum climb of 210′ per NM to 4000
or standard with minimum climb of 450′ per NM to 2600.

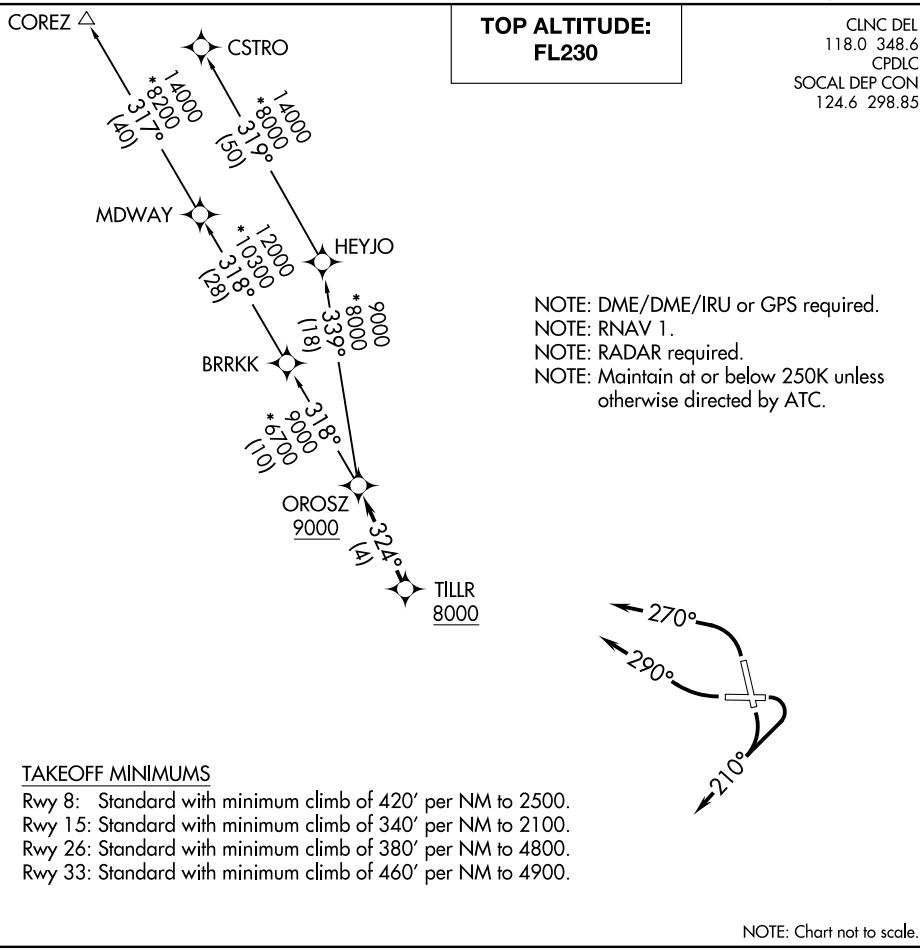
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

. . . .thence via assigned route. Maintain ATC assigned altitude.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026



TAKEOFF MINIMUMS

Rwy 8: Standard with minimum climb of 420′ per NM to 2500.
Rwy 15: Standard with minimum climb of 340′ per NM to 2100.
Rwy 26: Standard with minimum climb of 380′ per NM to 4800.
Rwy 33: Standard with minimum climb of 460′ per NM to 4900.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing right turn heading 210° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence. . . .

TAKEOFF RUNWAY 26: Climbing right turn heading 290° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence. . . .

TAKEOFF RUNWAY 33: Climbing left turn heading 270° or as assigned by ATC, expect vectors to cross TILLR at or above 8000, then on track 324° to cross OROSZ at or above 9000, thence. . .

. . . .on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

COREZ TRANSITION (OROSZ2.COREZ)

CSTRO TRANSITION (OROSZ2.CSTRO)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SLAPP TWO DEPARTURE (RNAV)

(SLAPP2.SLAPP) 10SEP20

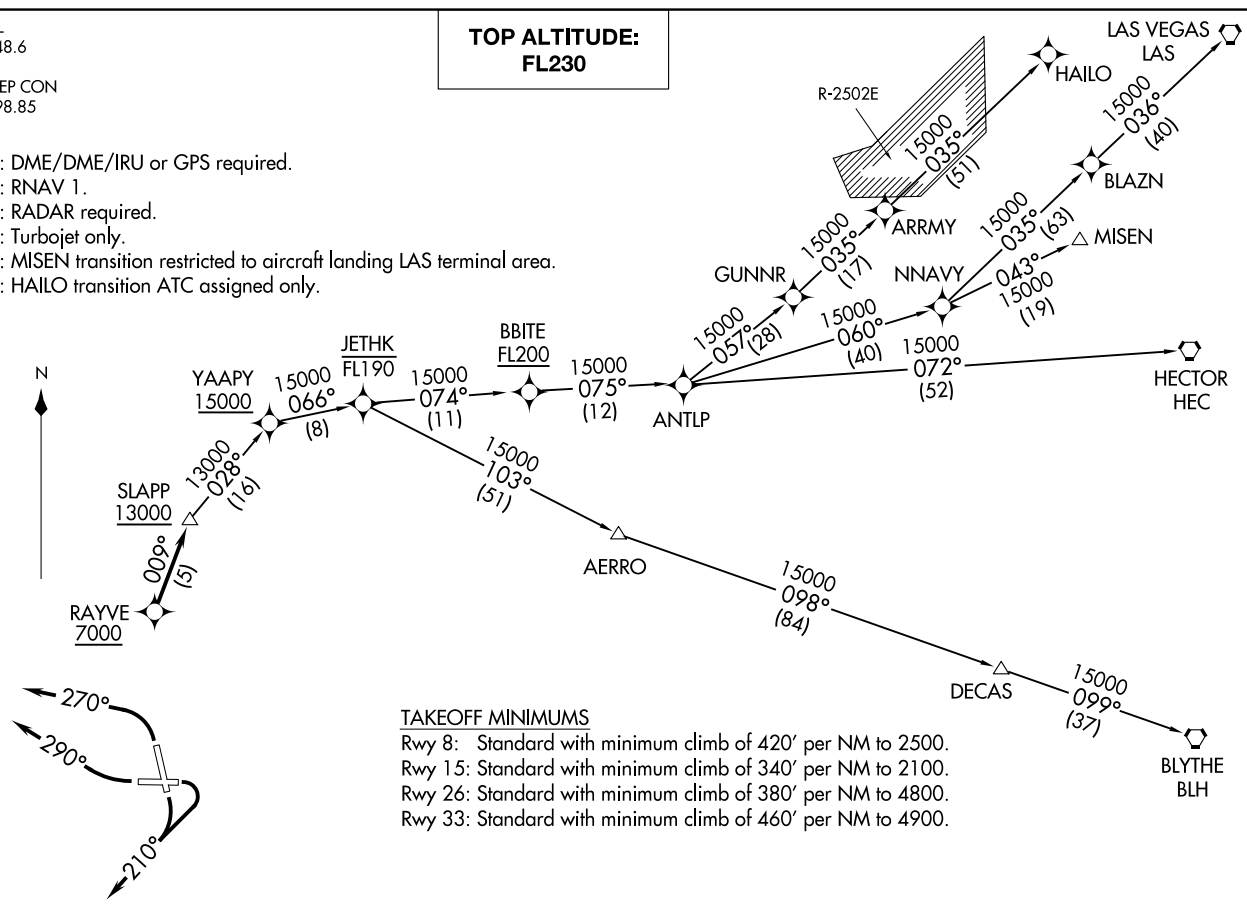
BURBANK, CALIFORNIA

BOB HOPE (BUR)

CLNC DEL
118.0 348.6
CPDLC
SOCAL DEP CON
124.6 298.85

TOP ALTITUDE: FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet only.
NOTE: MISEN transition restricted to aircraft landing LAS terminal area.
NOTE: HAILO transition ATC assigned only.



TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 420′ per NM to 2500.
Rwy 15: Standard with minimum climb of 340′ per NM to 2100.
Rwy 26: Standard with minimum climb of 380′ per NM to 4800.
Rwy 33: Standard with minimum climb of 460′ per NM to 4900.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(SLAPP2.SLAPP) 20254

SLAPP TWO DEPARTURE (RNAV)

AL-67 (FAA)

BOB HOPE (BUR)

BURBANK, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn to heading 210°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 15: Climbing right turn to heading 210°, or as assigned by ATC, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 26: Climbing right turn to heading 290°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

TAKEOFF RUNWAY 33: Climbing left turn to heading 270°, expect vectors to RAYVE, then on track 009° to cross SLAPP at or above 13000, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (SLAPP2.BLH)

HAILO TRANSITION (SLAPP2.HAILO)

HECTOR TRANSITION (SLAPP2.HEC)

LAS VEGAS TRANSITION (SLAPP2.LAS)

MISEN TRANSITION (SLAPP2.MISEN)

SW-3, 09 JUL 2026 to 03 SEP 2026

(VNY4.VNY) 26190

VAN NUYS FOUR DEPARTURE

AL-67 (FAA)

BOB HOPE (BUR)
BURBANK, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing right turn heading 213°, thence. . . .
TAKEOFF RUNWAY 26: Climbing right turn heading 293°, thence . . . .
TAKEOFF RUNWAY 33: Climbing left turn heading 273°, thence . . . .

. . . .For RADAR vector to VNY VOR/DME, then on transition or assigned route. Maintain ATC assigned altitude.

AVENAL TRANSITION (VNY4.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 (VNY4.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 (VNY4.FIM): From over VNY VOR/DME on VNY R-255 to SUANA, then on FIM R-120 to FIM VORTAC.
GORMAN TRANSITION (VNY4.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 (VNY4.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 (VNY4.TWINE): From over VNY VOR/DME on VNY R-255 and LAX R-323 to TWINE.

SW-3, 09 JUL 2026 to 03 SEP 2026

VVERA TWO DEPARTURE (RNAV)

(VVERA2.VVERA) 12OCT17

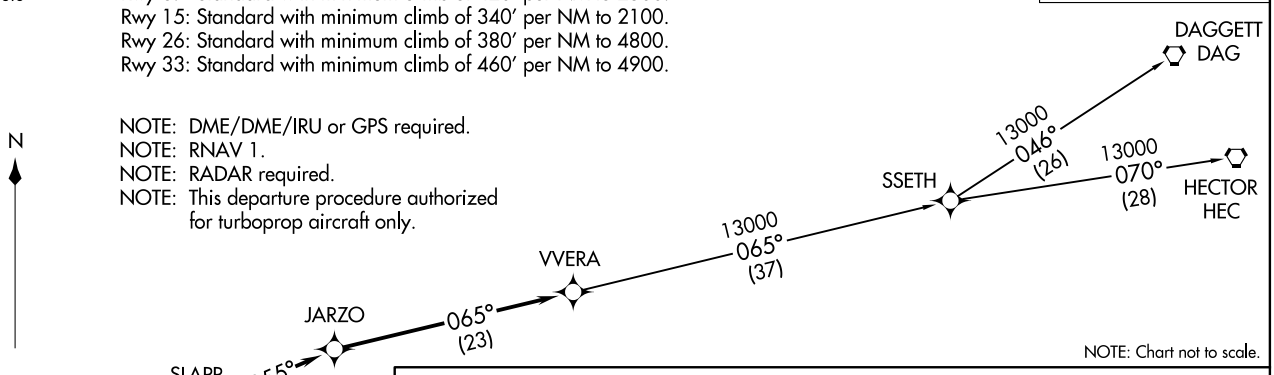
BURBANK, CALIFORNIA
BOB HOPE (BUR)

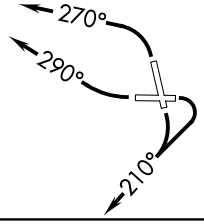
SOCAL DEP CON
124.6 298.85
CLNC DEL
118.0 348.6
CPDLC

TOP ALTITUDE: 13000

TAKEOFF MINIMUMS
Rwy 8: Standard with minimum climb of 420′ per NM to 2500.
Rwy 15: Standard with minimum climb of 340′ per NM to 2100.
Rwy 26: Standard with minimum climb of 380′ per NM to 4800.
Rwy 33: Standard with minimum climb of 460′ per NM to 4900.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: This departure procedure authorized for turboprop aircraft only.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 15: Climbing right turn heading 210° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

TAKEOFF RUNWAY 26: Climbing right turn heading 290° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

TAKEOFF RUNWAY 33: Climbing left turn heading 270° or as assigned by ATC, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

. . . . on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (VVERA2.DAG)
HECTOR TRANSITION (VVERA2.HEC)

VVERA TWO DEPARTURE (RNAV)

(VVERA2.VVERA) 17285

BURBANK, CALIFORNIA
BOB HOPE (BUR)

AL-67 (FAA)

APP CRS	Rwy Idg	6027
047°	TDZE	2454
	Apt Elev	2454

RNAV (GPS) RWY 6
CALIFORNIA CITY MUNI (L71)

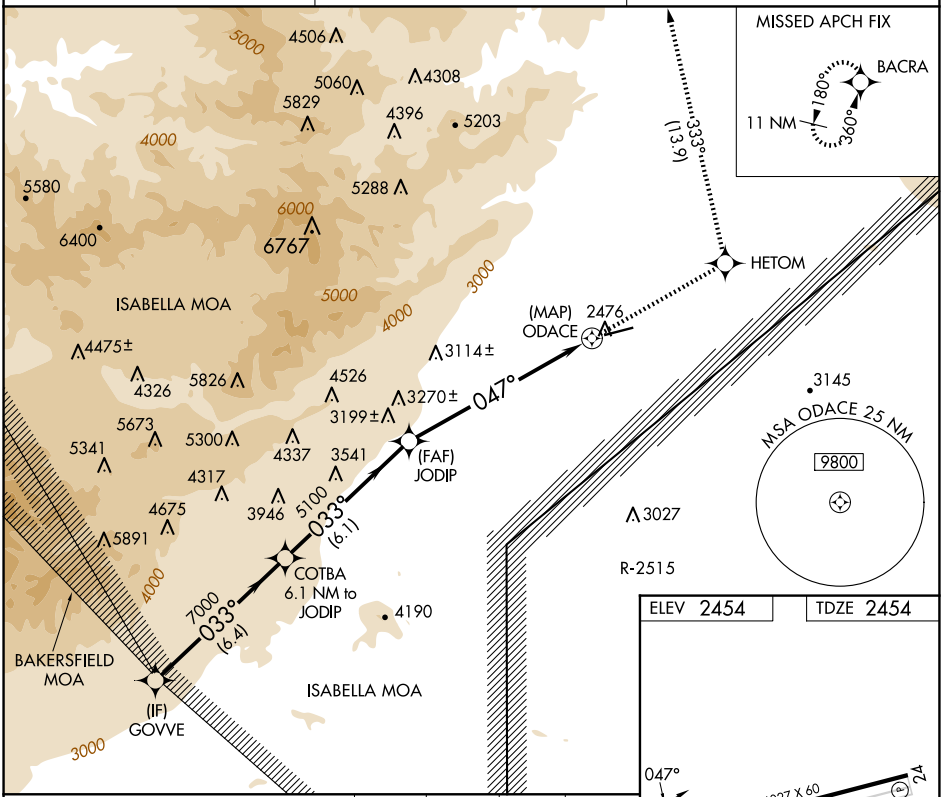
RNP APCH.

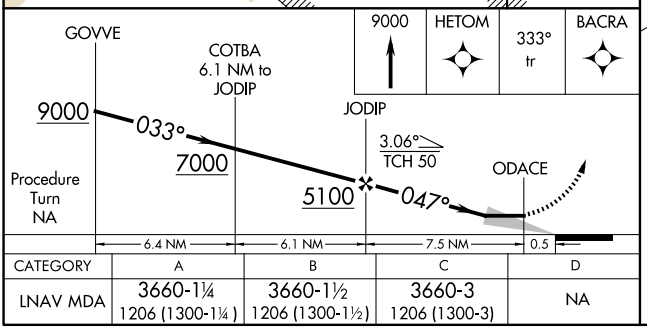
RADAR required.

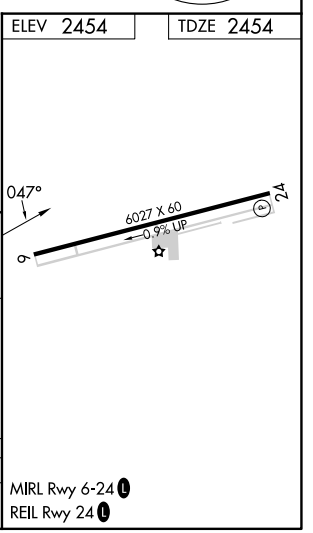
T A NA If local altimeter setting not received, use Edwards AFB altimeter setting and increase all MDAs 60 feet; if neither received, procedure not authorized.

MISSED APPROACH: Climb to 9000 direct HETOM and via 333° track to BACRA and hold, continue climb-in-hold to 9000.

AWOS-1	JOSHUA APP CON	UNICOM
120.875	133.65 348.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3660-1¼ 1206 (1300-1¼)	3660-1½ 1206 (1300-1½)	3660-3 1206 (1300-3)	NA

MIRL Rwy 6-24 L
REIL Rwy 24 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CALIFORNIA CITY, CALIFORNIA | AL-9440 (FAA) | 25051

RNAV (GPS) RWY 24
CALIFORNIA CITY MUNI (L71)

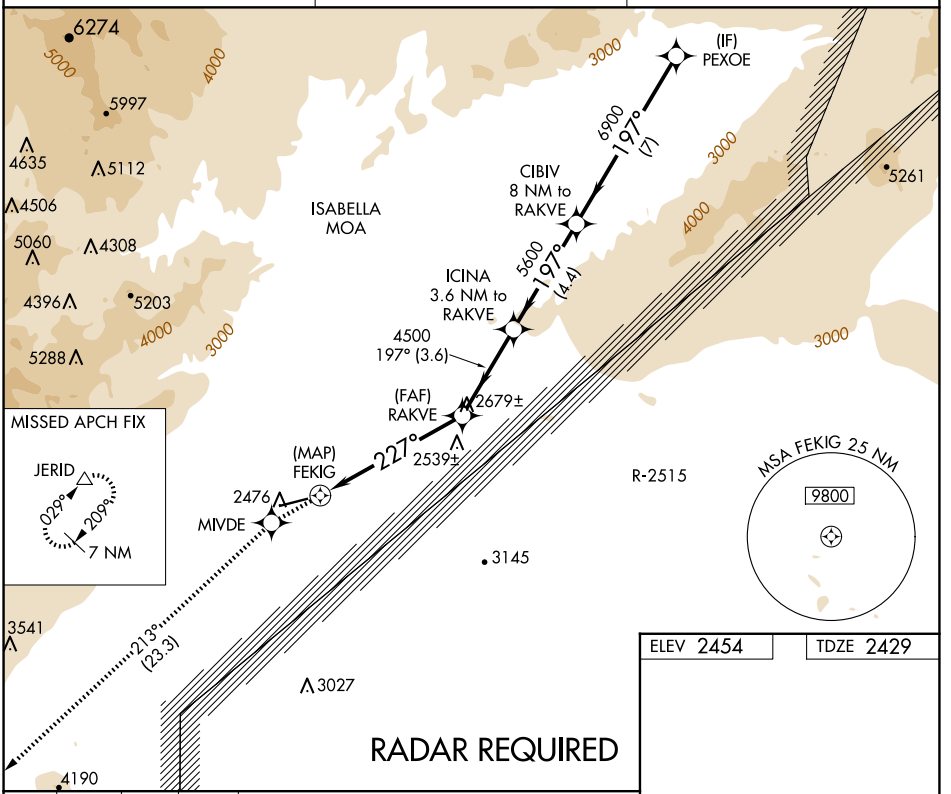
APP CRS	Rwy Idg	TDZE	Apt Elev
227°	6027	2429	2454

RNP APCH.

▼ 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	JOSHUA APP CON	UNICOM
120.875	133.65 348.7	122.7 (CTAF) L



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

MIRL Rwy 6-24 L
REIL Rwy 24 L

SW-3, 09 JUL 2026 to 03 SEP 2026

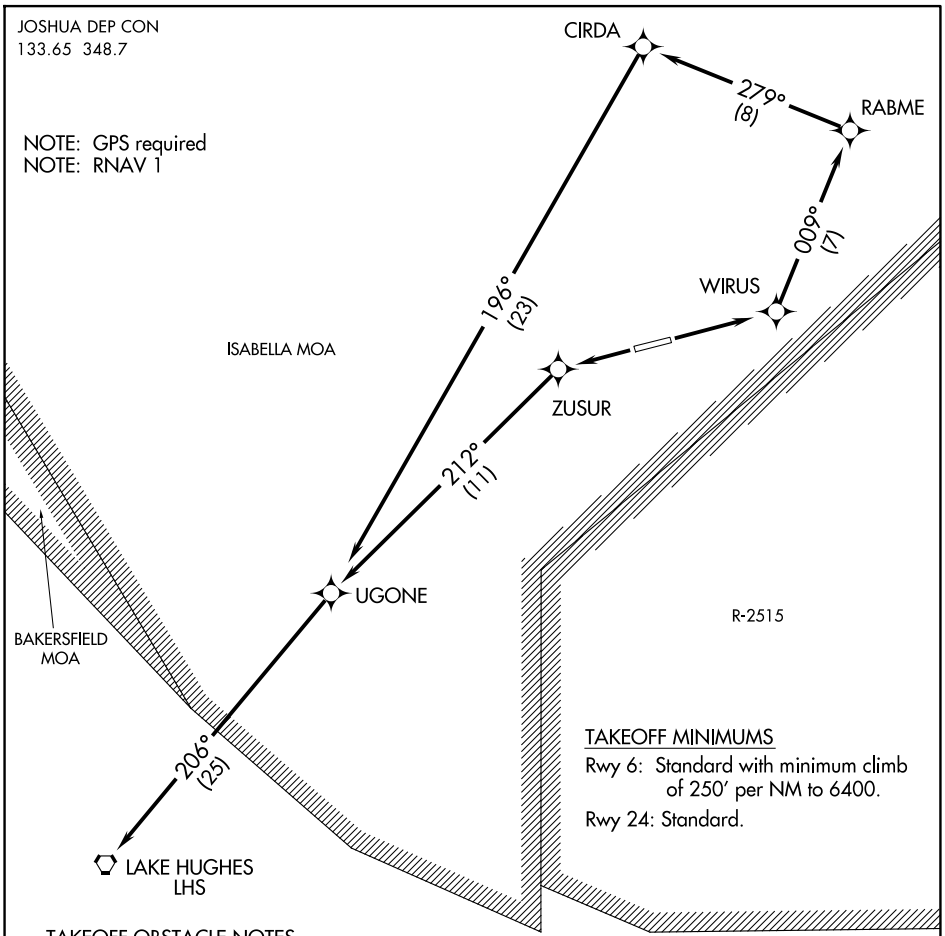
SW-3, 09 JUL 2026 to 03 SEP 2026

CALIFORNIA CITY, CALIFORNIA
Orig-C 15JUL21

35°09'N-118°01'W

CALIFORNIA CITY MUNI (L71)
RNAV (GPS) RWY 24

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



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, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CALIPATRIA, CALIFORNIA | AL-9486 (FAA) | 26190

APP CRS	Rwy Ldg	3303
078°	TDZE	-182
	Apt Elev	-182

RNAV (GPS) RWY 8

CLIFF HATFIELD MEML (CLR)

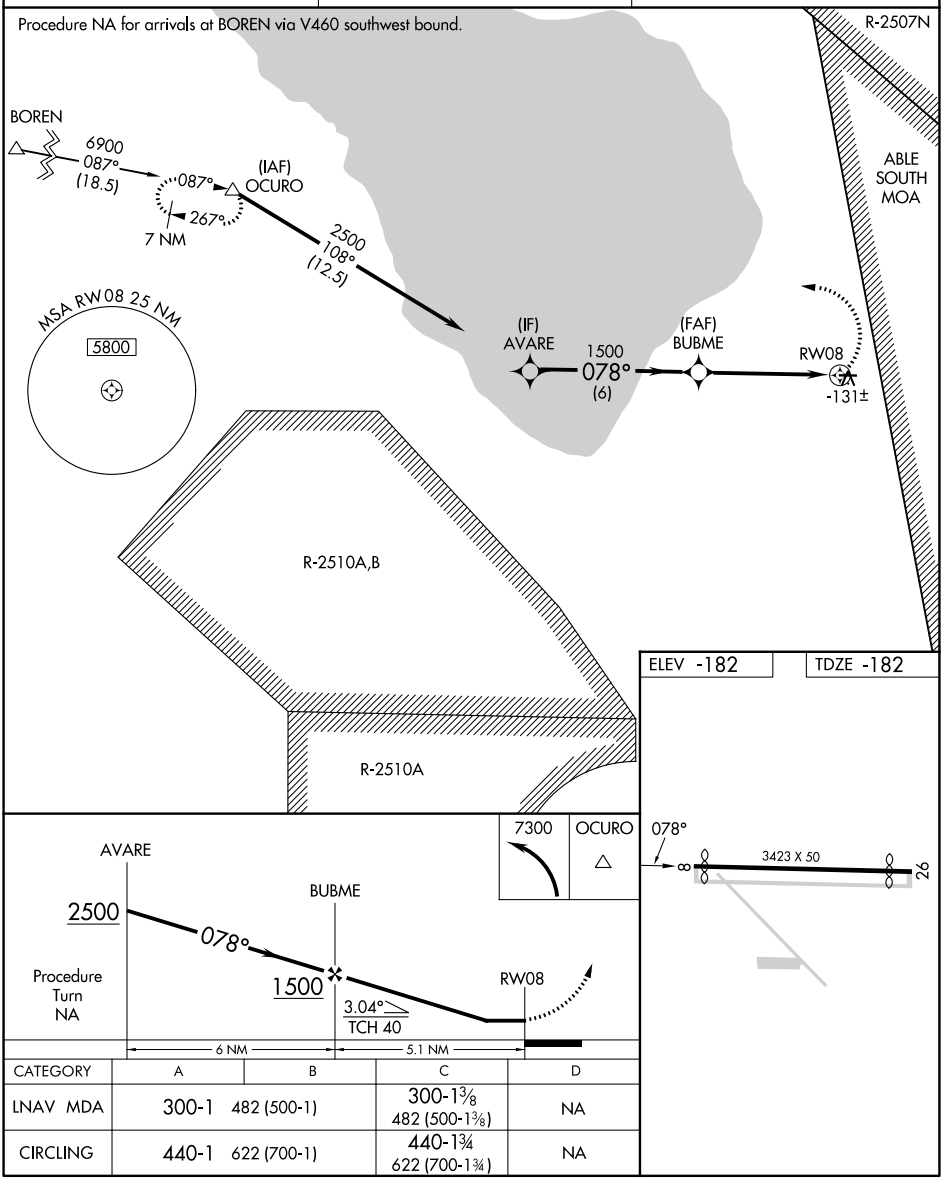
RNP APCH - GPS.

Procedure NA at night. Rwy 8 helicopter visibility reduction below 1 SM NA. Use IPL altimeter setting; when not received, procedure NA.

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

IPL ASOS	YUMA CERAP	CTAF
132.175	132.275 292.2	122.9

Procedure NA for arrivals at BOREN via V460 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	300-1 482 (500-1)		300-1⅜ 482 (500-1⅜)	NA
CIRCLING	440-1 622 (700-1)		440-1¾ 622 (700-1¾)	NA

CALIPATRIA, CALIFORNIA
Amdt 1A 09JUL26

33°08'N-115°31'W

CLIFF HATFIELD MEML (CLR)

RNAV (GPS) RWY 8

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 8

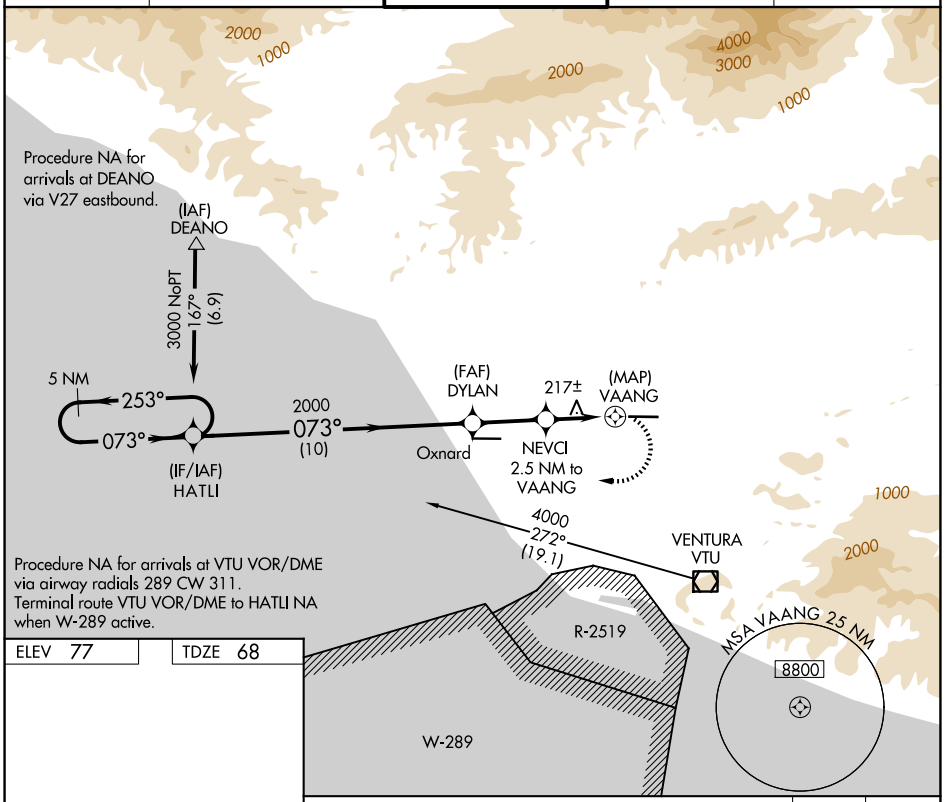
CAMARILLO (CMA)

APP CRS	Rwy Ldg	6013
073°	TDZE	68
	Apt Elev	77

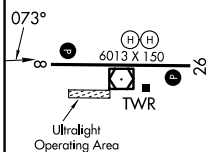
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Oxnard altimeter setting and increase all MDA 20 feet.

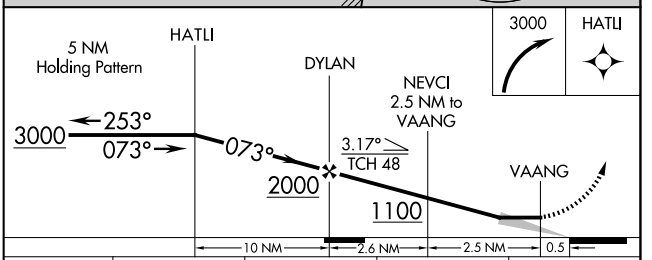
MISSED APPROACH: Climbing right turn to 3000 direct HATLI and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	UNICOM
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	122.95



ELEV 77	TDZE 68





CATEGORY	A	B	C	D
LNAV MDA	840-1 772 (800-1)	840-1¼ 772 (800-1¼)	840-2½ 772 (800-2½)	
CIRCLING	840-1 763 (800-1)	840-1¼ 763 (800-1¼)	840-2½ 763 (800-2½)	1100-3 1023 (1100-3)

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CAMARILLO, CALIFORNIA | AL-680 (FAA) | 26190

RNAV (GPS) Y RWY 26

CAMARILLO (CMA)

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

RNP APCH - GPS.

Circling NA north of Rwy 8-26. When local altimeter setting not received, use OXR altimeter setting and increase all MDAs 20 feet. VDP NA when using OXR altimeter setting.

MISSED APPROACH: Climb to 3000 direct LECIK and via 254° track to HATLI and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	UNICOM
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	122.95

MISSED APCH FIX

5 NM 253° 073° HATLI

Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

(IAF) SESPE

4000 177° (5.6)

(IF) NACIC

4000 262° (4.2) (IAF) SUANA

3300 252° (3.5)

AHIYI

(FAF) JEZZE

CUCAV 4 NM to WAVVS

(MAP) WAVVS

321

254° Oxnard

LECIK

1499 ± ∧

2800 252° (2.8)

Final approach course offset 5.01 degrees.

4000 341° (7.2)

(IAF) KITEC

5000 329° (4.5)

SADDE

MSA WAVVS 25 NM 8800

1000 2000 3000

R-2519

W-289

SW-3, 09 JUL 2026 to 03 SEP 2026

ELEV 77 | TDZE 77

6013 X 150

TWR

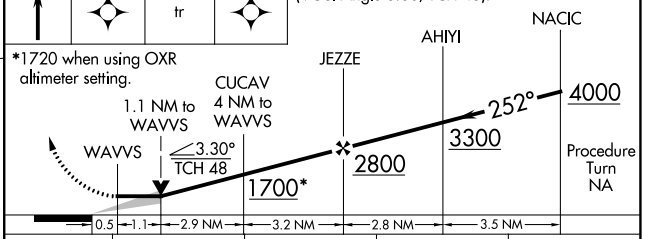
Ultralight Operating Area

252°

3000	LECIK	254° tr	HATLI

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

*1720 when using OXR altimeter setting.



CATEGORY	A	B	C	D
LNAV MDA	620-1	543 (600-1)	620-1⅝ 543 (600-1⅝)	620-1¾ 543 (600-1¾)
CIRCLING	620-1	543 (600-1)	640-1⅝ 563 (600-1⅝)	1100-3 1023 (1100-3)

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) Z RWY 26

CAMARILLO (CMA)

WAAS CH 58202 W26A	APP CRS 257°	Rwy Ldg 6013 TDZE 77 Apt Elev 77

T NA W DME/DME RNP -0.3 NA. If local altimeter setting not received, use Oxnard altimeter setting and increase DA 18 feet.

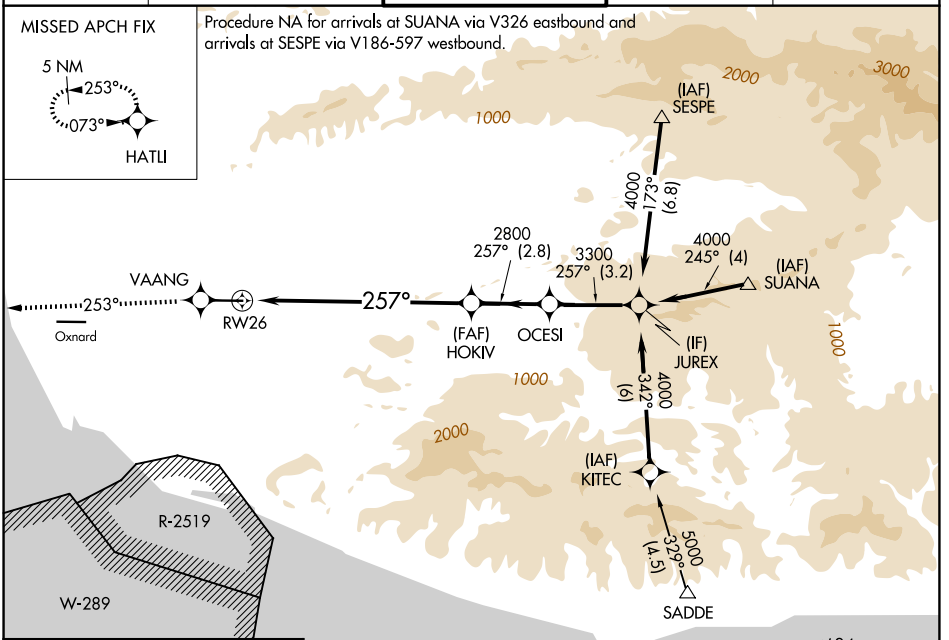
MISSED APPROACH: Climb to 3000 direct VAANG and via 253° track to HATLI and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	UNICOM
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	122.95

MISSED APCH FIX

5 NM 253° 073° HATLI

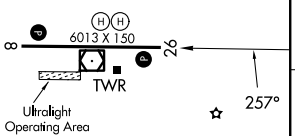
Procedure NA for arrivals at SUANA via V326 eastbound and arrivals at SESPE via V186-597 westbound.

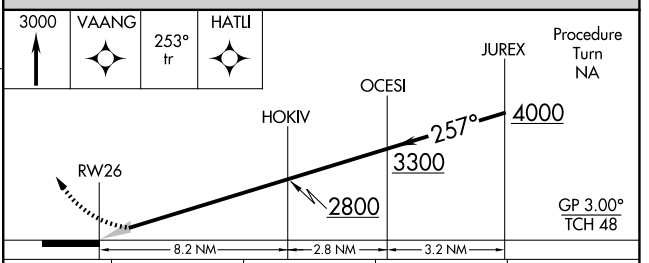


MSA RW 26 25 NM

8800

ELEV 77 TDZE 77





CATEGORY	A	B	C	D
LPV DA	327-¾ 250 (300-¾)			

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

CAMARILLO, CALIFORNIA | AL-680 (FAA) | 26022

VOR RWY 26

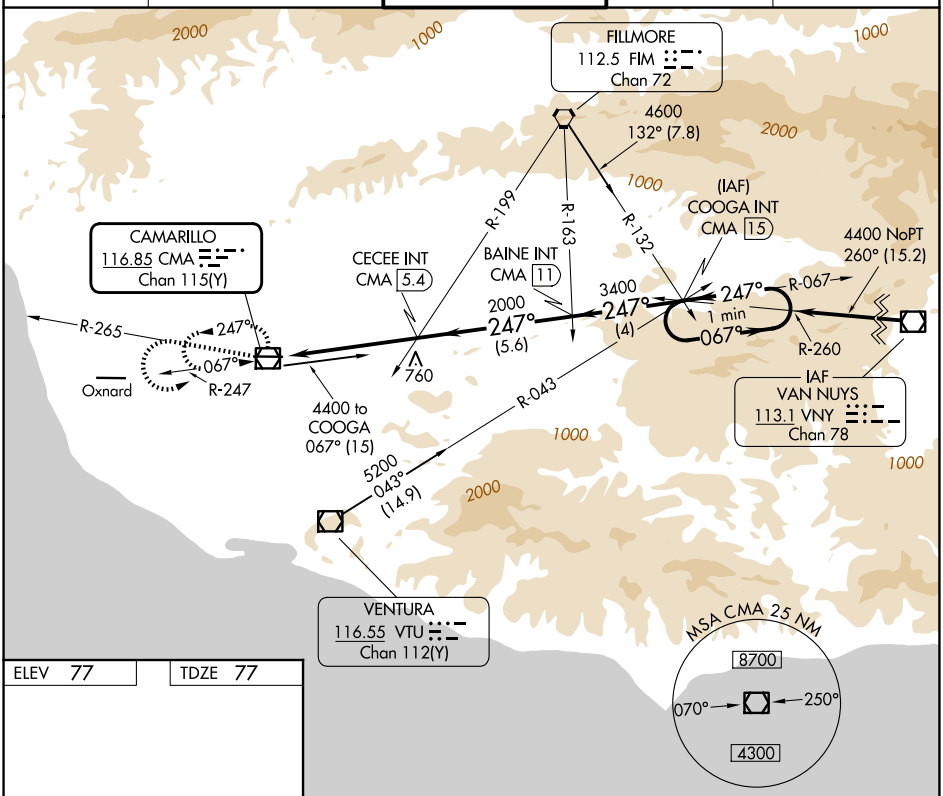
CAMARILLO (CMA)

VOR/DME CMA	APP CRS	Rwy Ldg	6013
116.85	247°	TDZE	77
Chan 115(Y)		Apt Elev	77

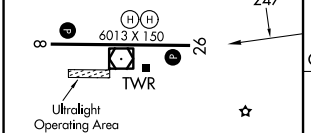
Circling not authorized north of Rwy 8/26.

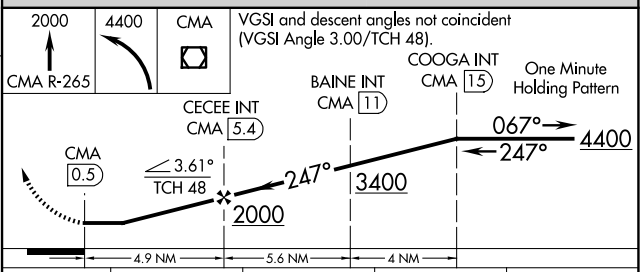
MISSED APPROACH: Climb to 2000 via CMA R-265 then climbing left turn to 4400 direct CMA VOR/DME and hold.

ATIS	POINT MUGU APP CON ★	CAMARILLO TOWER ★	GND CON	UNICOM
126.025	124.7 335.5	128.2 (CTAF) L 269.4	121.8	122.95



ELEV 77 | TDZE 77





MIRL Rwy 8-26 L

REIL Rwys 8 and 26 L

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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

AL-680 (FAA)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CALIFORNIA

RNAV (GPS) RWY 21

WAAS CH 91083 W21A	APCH CRS 211°	Rwy ldg 6005 TDZE 78 Arpt Elev 78

(USN) CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

RNP APCH-GPS

T * When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1 1/4 miles, CAT CD vis to 2 1/2 miles.
** Circling Rwy 3 not authorized at night.

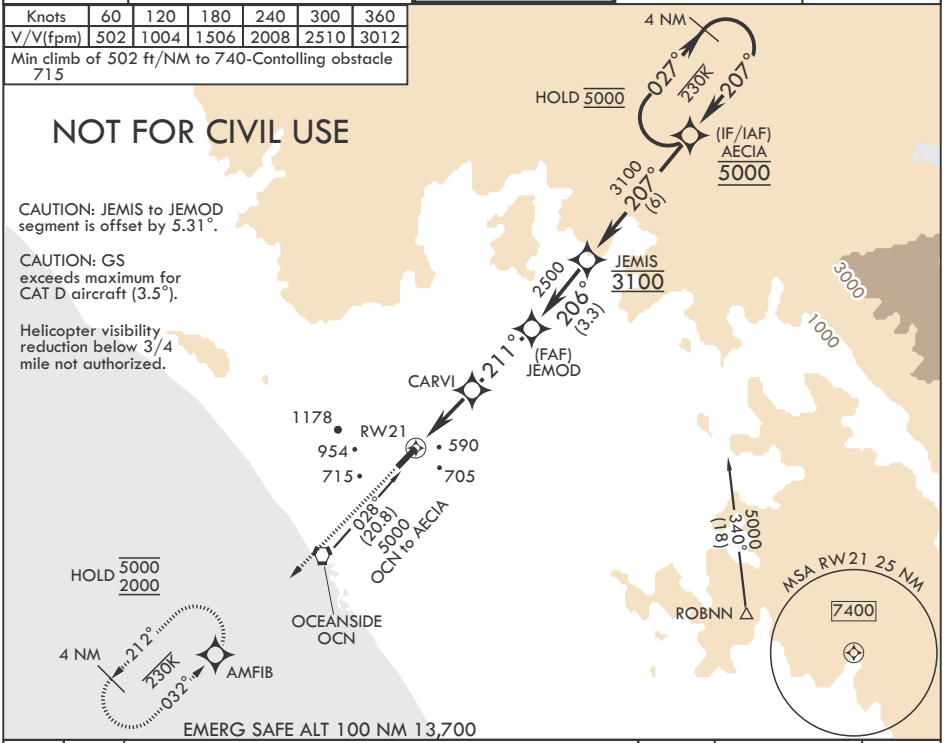
SALSF A2

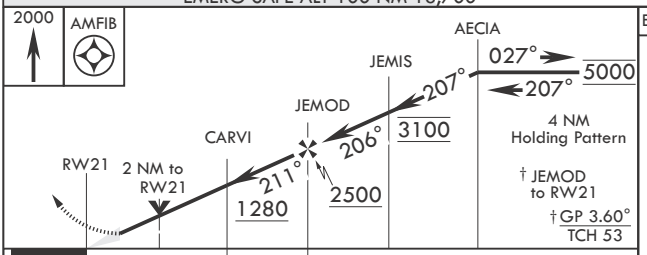
MISSED APPROACH: Climb to 2000 direct AMFIB and hold.

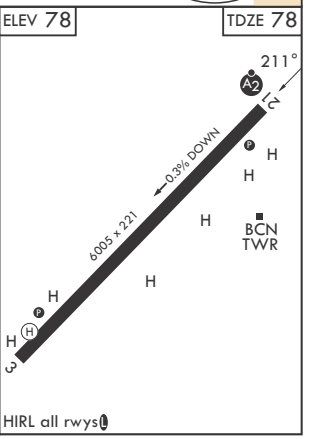
ATIS★	SOCAL APP CON/DEP CON	TOWER★	GND CON	ASR/PAR
285.45	127.3 323.0	128.775 L 340.2	134.675 360.2	

Knots	60	120	180	240	300	360
V/V(fpm)	502	1004	1506	2008	2510	3012

Min climb of 502 ft/NM to 740-Contolling obstacle 715







CATEGORY	A	B	C	D
LPV DA	329-¾ 251	(300-¾)	378-¾ 300	(300-¾)
LNAV MDA*	860-¾ 782 (800-¾)	860-1 782 (800-1)	860-2 782	(800-2)
CIRCLING**	1020-1¼ 942 (1000-1¼)	1260-1½ 1182 (1200-1½)	1480-3 1402	(1500-3)

OCEANSIDE, CALIFORNIA

33°18'N - 117°21'W CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

Amdt 7 25DEC25

RNAV (GPS) RWY 21

SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CALIFORNIA

VOR/DME or TACAN Y RWY 21

VORTAC OCN	APCH CRS	Rwy ldg 6005
115.3	206°	TDZE 78
Chan 100		Arpt Elev 78

[USN] CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

* When ALS inop, increase CAT A vis to 1¼ miles, CAT B vis to 1½ miles, CAT CD vis to 3 miles.
** Circling Rwy 3 not authorized at night when VGSI inop.

SALSF

MISSED APPROACH: Climb to 2500 direct OCN VORTAC then direct WIPAM and hold.

ATIS ★	APP CON	TOWER ★	GND CON	ASR\ PAR
285.45	127.3 323.0	128.775 L 340.2	134.675 360.2	

Visibility reduction by helicopters not authorized.

MSA OCN 2.5 NM
100° 6900
2100
350°

(IAF) TEMEC OCN 20 5000 R-026
(IF) JAPAP OCN 18
4200
206°
ANDUH OCN 15 3300 3600 (2) (11)
CUPIS OCN 16
HILKU OCN 11 2200 2700 (2)
CEGAB OCN 13
CEDVU OCN 6
CEBSI OCN 8.5
1181
948
688
R-042
2000
4000
WODOR OCN 20
OCN 20 6400 Arc

OCEANSIDE
115.3 OCN
Chan 100

8300
083°
(20)

HOLD 8300
OCN 24
083°
230K
263°
R-083
(IAF) RABRE OCN 20 8300
2309

HOLD 5000 2500
206°
230K
029°
OCN 13
WIPAM OCN 9
R-206
85

EMERG SAFE ALT 100 NM 13,700

ELEV 78 TDZE 78

2500
OCN
WIPAM OCN 9
JAPAP OCN 18
CUPIS OCN 16
ANDUH OCN 15
CEGAB OCN 13
HILKU OCN 11
OCN 7.9
CEBSI OCN 8.5
3.42°
TCH 53
CEDVU OCN 6
206°
4200
3600
3300
2700
2200
1200
0.7 2.5 NM 2.5 NM

206°
21
3
0.3% DOWN
6005 x 221
TWR

CATEGORY	A	B	C	D
S-21*	1120-1 1042 (1100-1)	1120-1¼ 1042 (1100-1¼)	1120-2½	1042 (1100-2½)
CIRCLING**	1120-1¼ 1042 (1100-1¼)	1260-1½ 1182 (1200-1½)	1500-3	1422 (1500-3)

L HIRL Rwy 3-21

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

Amdt 7 14MAY26

VOR/DME or TACAN Y RWY 21

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CALIFORNIA

TACAN RWY 3

VORTAC OCN	APCH CRS	Rwy Idg	6005
115.3	026°	TDZE	67
Chan 100		Arpt Elev	78

[USN] CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

Procedure not authorized at night when VGSI inop. Visibility reduction by helicopters not authorized.

MISSED APPROACH: Climb to 5200 and intercept the OCN VORTAC R-026 direct CUPIS and hold. Climb in hold.

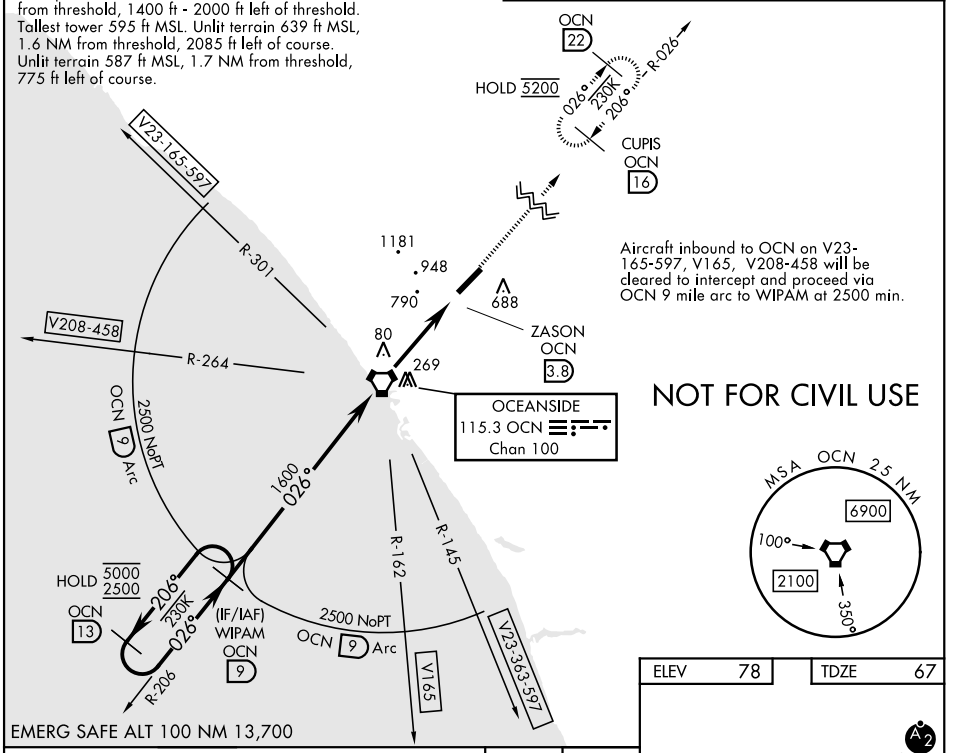
ATIS ★	SOCAL APP CON	TOWER ★	GND CON	CLNC DEL	ASR/PAR
285.45	127.3 323.0	128.775 L 340.2	134.675 360.2	134.675 271.6	

Knots	60	120	180	240	300	360
V/V(fpm)	275	550	825	1100	1375	1650

Min climb of 275 ft/NM to 3500 - Controlling Obstacle 2778

CAUTION: High terrain on final approach.

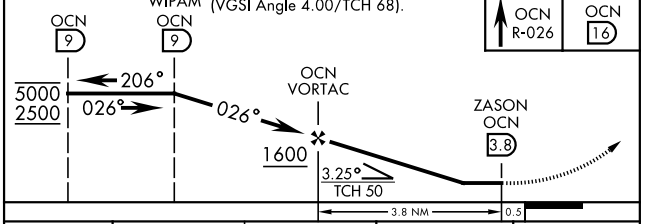
20:1 penetrations: Unlit towers 1.5 NM - 1.7 NM from threshold, 1400 ft - 2000 ft left of threshold. Tallest tower 595 ft MSL. Unlit terrain 639 ft MSL, 1.6 NM from threshold, 2085 ft left of course. Unlit terrain 587 ft MSL, 1.7 NM from threshold, 775 ft left of course.

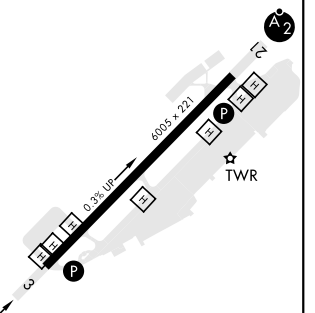


ELEV 78 | TDZE 67

VGSI and descent angle not coincident (VGSI Angle 4.00/TCH 68).

5200 OCN R-026 | CUPIS OCN 16





CATEGORY	A	B	C	D
S-3	1060-1¼ 993 (1000-1¼)	1060-1½ 993 (1000-1½)	1060-3 993 (1000-3)	
C CIRCLING	1060-1¼ 993 (1000-1¼)	1260-1½ 1182 (1200-1½)	1500-3 1422 (1500-3)	

L HIRL Rwy 3-21

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

Amdt 6 12JUN25

TACAN RWY 3

SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CALIFORNIA

TACAN Z RWY 21

TACAN	APCH CRS	Rwy ldg	6005
Chan 55	211°	TDZE	78
		Arpt Elev	78

[USN] CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

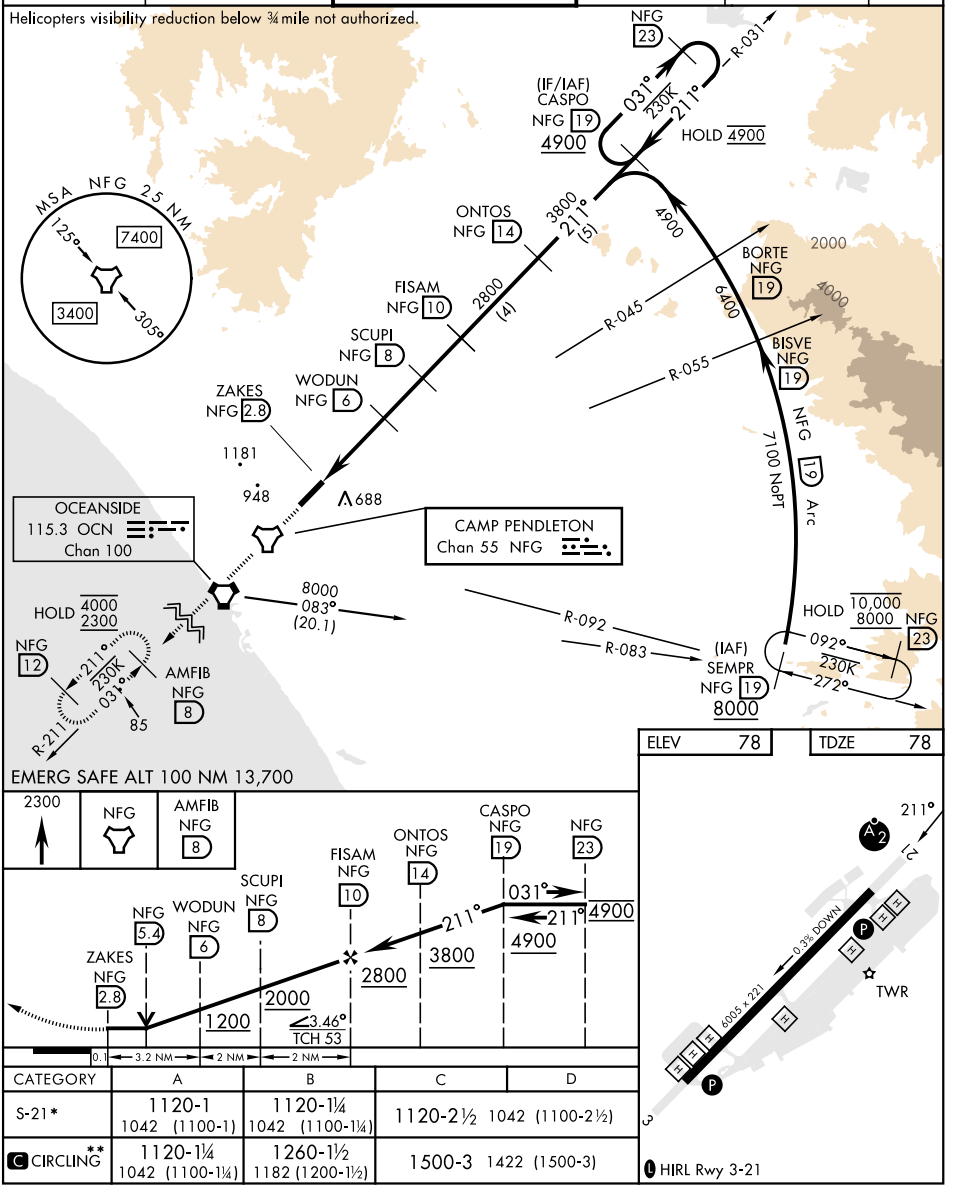
* When ALS inop, increase CAT A vis to 1¼ mile, CAT B vis to 1½ miles, CAT CD vis to 3 miles.
** Circling Rwy 3 not authorized at night when VGSI inop.

SALSF

MISSED APPROACH: Climb to 2300 direct NFG TACAN then direct AMFIB and hold.

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

Helicopters visibility reduction below ¾ mile not authorized.



CATEGORY	A	B	C	D
S-21*	1120-1 1042 (1100-1)	1120-1¼ 1042 (1100-1¼)	1120-2½ 1042 (1100-2½)	
C CIRCLING**	1120-1¼ 1042 (1100-1¼)	1260-1½ 1182 (1200-1½)	1500-3 1422 (1500-3)	

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

Amdt 7 12JUN25

TACAN Z RWY 21

SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CALIFORNIA

COPTER TACAN RWY 21

TACAN	APCH CRS	Rwy ldg	6005
NFG Chan 55	211°	TDZE	78
		Arpt Elev	78

[USN] CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

* When ALS inop, increase CAT A increase vis to 1¼ miles.

SALSF

MISSED APPROACH: Climb to 2200 direct NFG TACAN then direct AMFIB and hold.

ATIS ★	APP CON	TOWER ★	GND CON	ASR/PAR
285.45	127.3 323.0	128.775 L 340.2	134.675 360.2	

CAUTION: FAC 5' from rwy cntrln at 3000 from thld.

(IF) HONRA NFG 9

R-031

NFG 13

FORIM NFG 7.5

2500

211°

3100

047°

175K

227°

HOLD 5000 4200

HOPIL NFG 6

1900

211°

(IAF) CORRI NFG 9 4200

ZAKES NFG 2.8

R-047

NFG 9 Arc 4200

CAMP PENDLETON Chan 55 NFG

705

NFG 13

083°

200K

263°

R-083

HOLD 6000 4200

(IAF) GOZER NFG 9

R-211

4200

069°

(10.6)

NFG 12

211°

200K

031°

AMFIB NFG 8

HOLD 5000 2200

OCEANSIDE 115.3 OCN Chan 100

M.S.A NFG 2.5 NM

125°

7400

3400

305°

EMERG SAFE ALT 100 NM 13,700

ELEV 78 TDZE 78

2200 NFG AMFIB NFG 8

VGSI and descent angles not coincident (VGSI Angle 3.60/TCH 54)

HONRA NFG 9

FORIM NFG 7.5

HOPIL NFG 6

3100

211°

2500

1900

NFG 4.9

ZAKES NFG 2.8

5.10°

TCH 53

0.1 NM

3.2 NM

211°

21

0.3% DOWN

6005 x 221

TWR

CATEGORY	COPTER		
H-21*	960-1	882	(900-1)

L HIRL Rwy 3-21

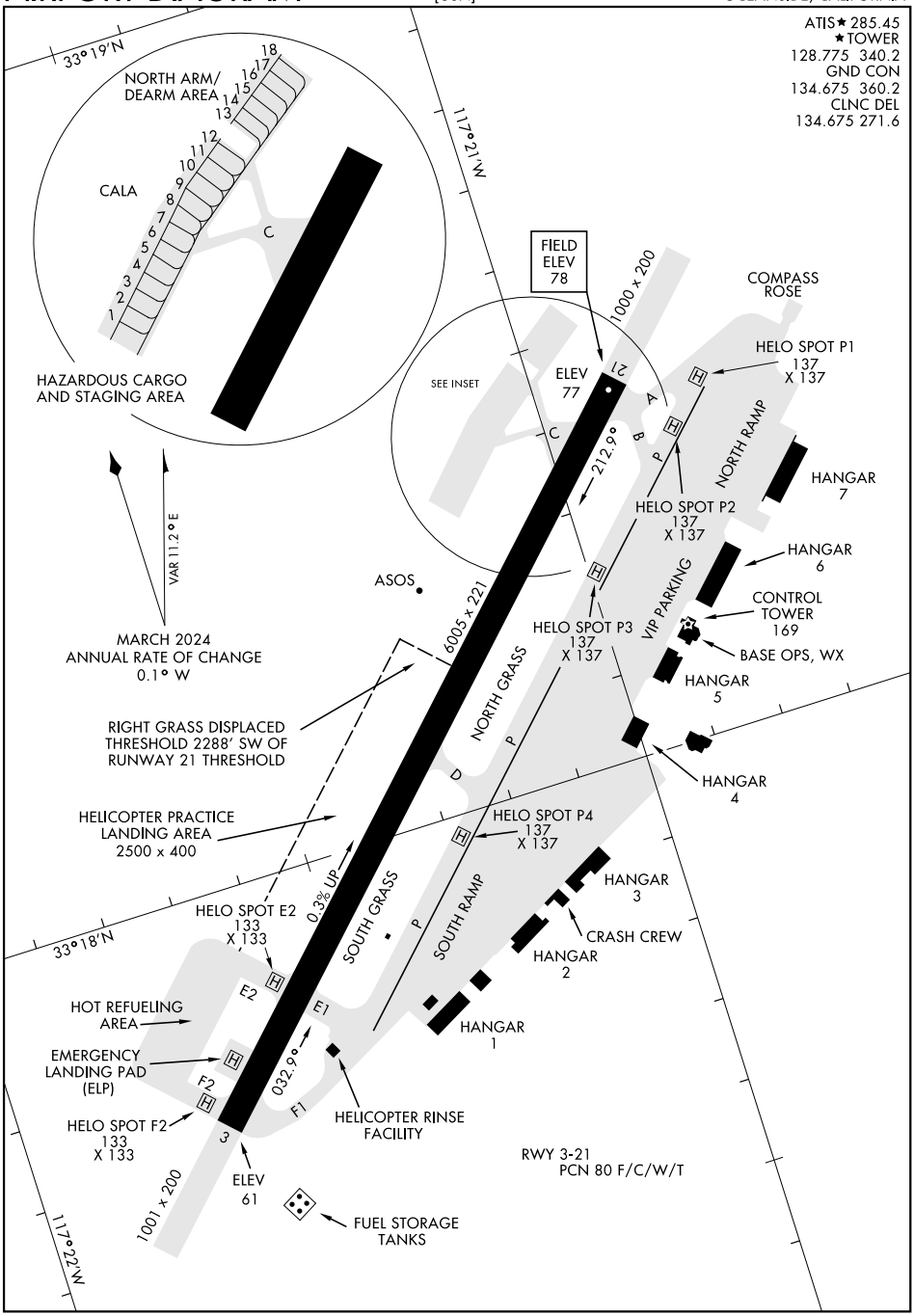
OCEANSIDE, CALIFORNIA 33°18'N-117°21'W CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

Amdt 7 14MAY26

COPTER TACAN RWY 21

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



AIRPORT DIAGRAM
OCEANSIDE, CALIFORNIA
CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

25163

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

BULLDOG THREE DEPARTURE (OBSTACLE) (BLDG 3.VISTA)

OCEANSIDE, CALIFORNIA

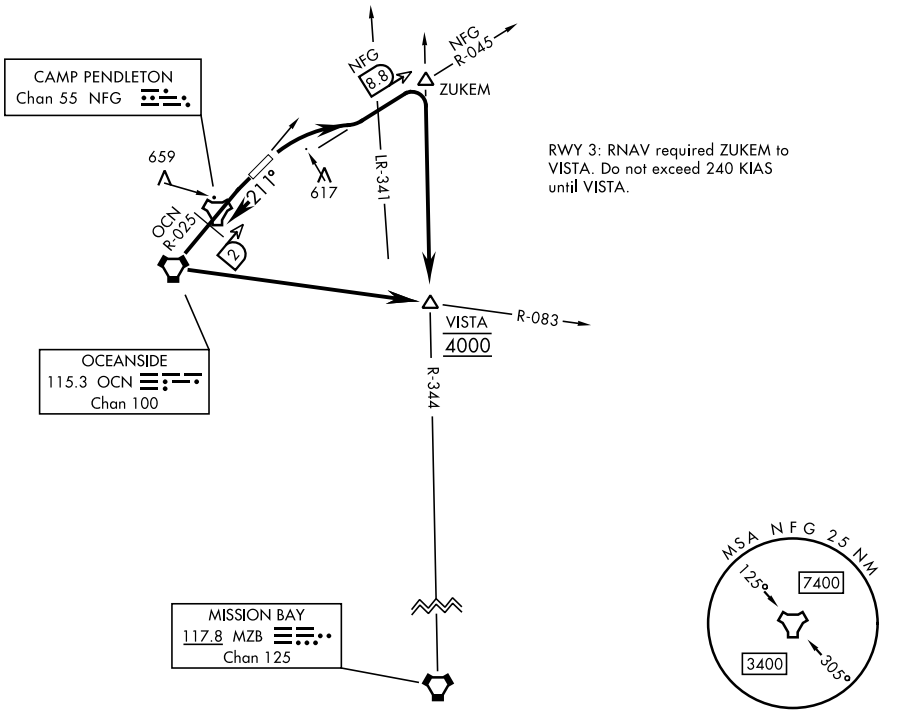
ATIS ★285.45
CLNC DEL
134.675 271.6
GND CON
134.675 360.2
TOWER ★
128.775 340.2
SOCAL DEP CON
127.3 323.0

[USN]

Rwy	Knots	60	120	180	240	300	360
3 ⓐ	V/V(fpm)	486	972	1458	1944	2430	2916
21 ⓑ	V/V(fpm)	442	884	1326	1768	2210	2652

Minimum Climb Rate
ⓐ to 800
ⓑ to 1300

NOT FOR CIVIL USE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climbing right turn to intercept NFG TACAN R-045 to ZUKEM then right turn direct VISTA. Cross VISTA at 4000 or assigned altitude.

TAKEOFF RWY 21: Climb on heading 211° to intercept OCN VORTAC R-025 then direct OCN then left turn to intercept OCN R-083 direct VISTA. Cross VISTA at 4000 or assigned altitude.

BULLDOG THREE DEPARTURE (OBSTACLE) (BLDG 3.VISTA)

OCEANSIDE, CALIFORNIA

Orig 12JUN25

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

SW-3, 09 JUL 2026 to 03 SEP 2026

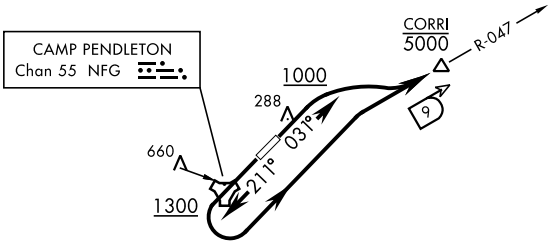
CORRI FOUR DEPARTURE (OBSTACLE) (CORRI4.CORRI)

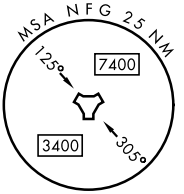
ATIS ★285.45
CLNC DEL
134.675 271.6
GND CON
134.675 360.2
TOWER★
128.775 340.2
SOCAL DEP CON
127.3 323.0

RADAR required

Rwy	Knots	60	120	180	240	300	360
3	V/V(fpm)	335	670	1005	1340	1675	2010
21	V/V(fpm)	442	884	1326	1768	2210	2652

Minimum Climb Rate to 1000





NOT FOR CIVIL USE
NOT FOR USE BY CAT D/E AIRCRAFT

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 031° to 1000 then climbing right turn to 3800 and intercept NFG TACAN R-047 to CORRI.

TAKEOFF RWY 21: Climb on heading 211° to 1300 then climbing left turn to 3800 and intercept NFG TACAN R-047 to CORRI.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

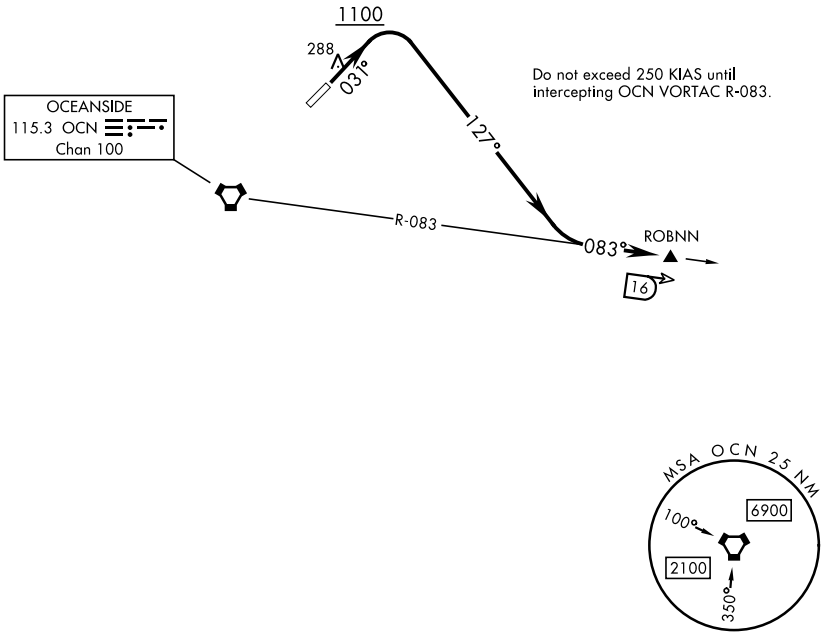
MUNN FOUR DEPARTURE (OBSTACLE) (MUNN 4.ROBNN)

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

[USN]

Rwy	Knots	60	120	180	240	300	360
3	V/V(fpm)	378	756	1134	1512	1890	2268

Minimum Climb Rate to 1000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 031° to 1100 then climbing right turn heading 127° to intercept OCN VORTAC R-083 to ROBNN. Cross ROBNN at 5000 or as directed by ATC.

SW-3, 09 JUL 2026 to 03 SEP 2026

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

QUNTN TWO DEPARTURE (OBSTACLE) (QUNTN2.OCN)

OCEANSIDE, CALIFORNIA

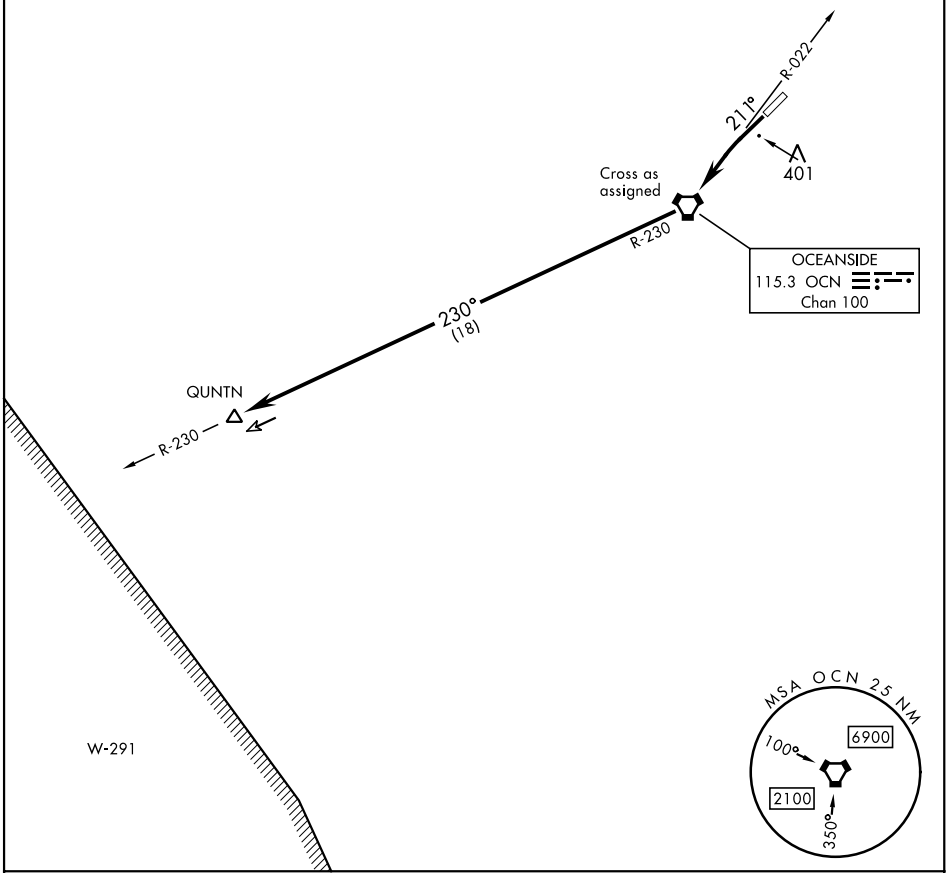
ATIS ★285.45
CLNC DEL
134.675 271.6
GND CON
134.675 360.2
TOWER ★
128.775 340.2
SOCAL DEP CON
127.3 323.0

[USN]

Rwy	Knots	60	120	180	240	300	360
21	V/V(fpm)	482	964	1446	1928	2410	2892

Minimum Climb Rate to 900

NOT FOR CIVIL USE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 21: Climb on heading 211° to intercept OCN VORTAC R-022 to OCN. Cross OCN at assigned altitude, then direct QUNTN.

QUNTN TWO DEPARTURE (OBSTACLE) (QUNTN2.OCN)

OCEANSIDE, CALIFORNIA

Orig 12JUN25

CAMP PENDLETON MCAS (MUNN FLD) (KNFG)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

CARLSBAD, CALIFORNIA | AL-5310 (FAA) | 25275

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

ILS or LOC RWY 24

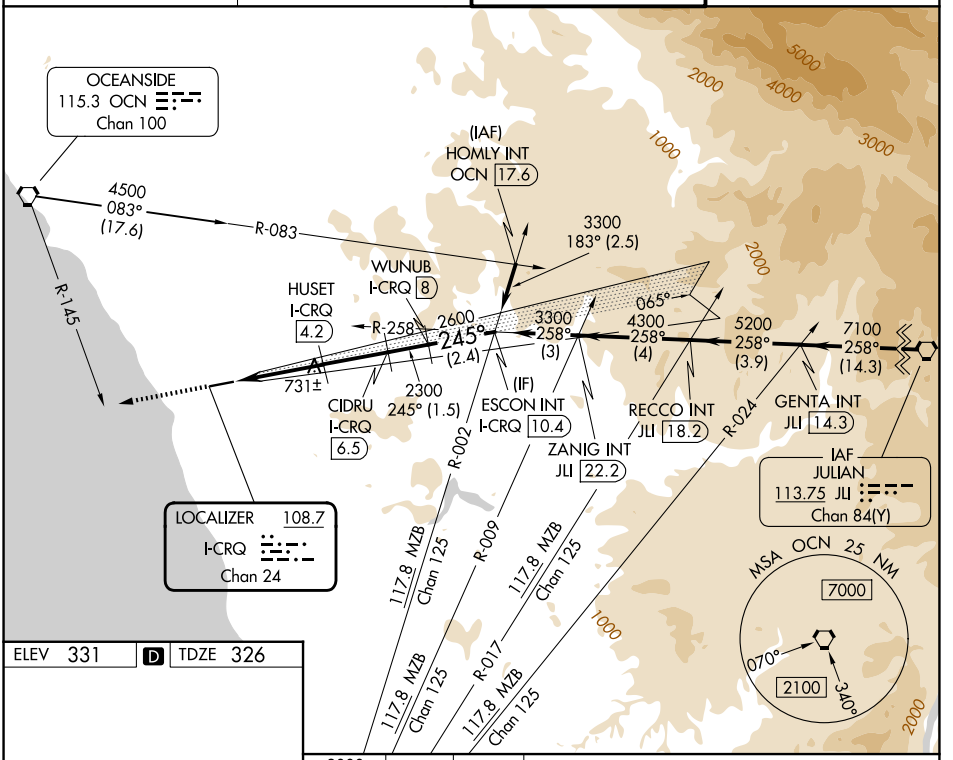
MC CLELLAN-PALOMAR (CRQ)

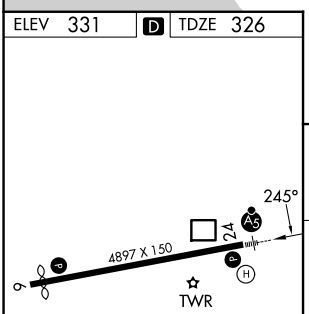
Inop table does not apply to S-ILS Rwy 24.
Autopilot coupled approach NA below 960. DME required.
Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 24 Cat A/B visibility to RVR 5500 and Cat C visibility to 1⅞ SM.

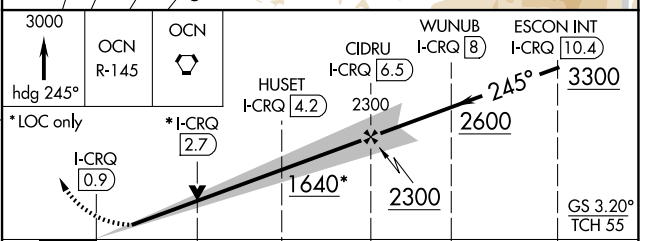
MALSR

MISSED APPROACH: Climb to 3000 on heading 245° and on OCN VORTAC R-145 to OCN VORTAC and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8







CATEGORY	A	B	C	D
S-ILS 24	527/40 201 (200-¾)		576/40 250 (300-¾)	NA
S-LOC 24	1000/40 674 (700-¾)		1000-1½ 674 (700-1½)	NA
CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA

HIRL Rwy 6-24 L

CARLSBAD, CALIFORNIA
Amdt 9D 10NOV16

33°08'N-117°17'W

MC CLELLAN-PALOMAR (CRQ)

ILS or LOC RWY 24

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (RNP) Z RWY 6

MC CLELLAN-PALOMAR (CRQ)

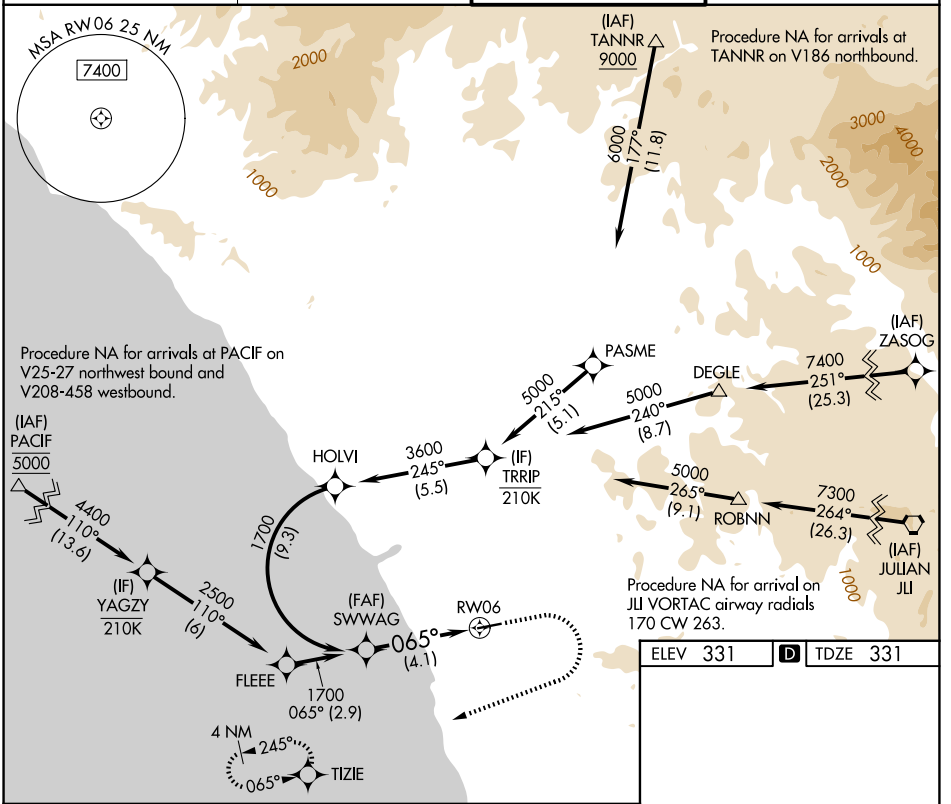
APP CRS	Rwy Ldg	4600
065°	TDZE	331
	Apt Elev	331

RNP AR APCH - GPS. Authorization required. From HOLVI: RF

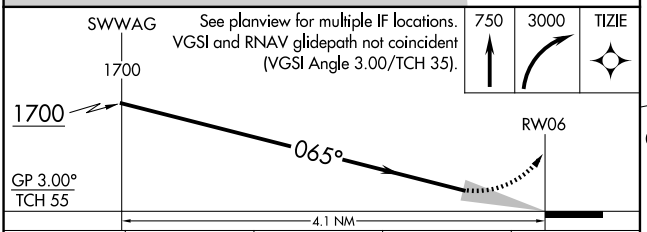
For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C.

MISSED APPROACH: Climb to 750 then climbing right turn to 3000 direct TIZIE and hold, continue climb-in-hold to 3000.
*Missed approach requires minimum climb of 280 feet per NM to 1800.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8

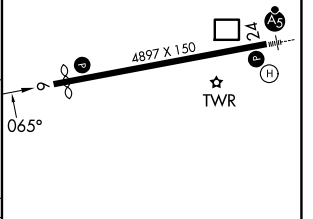


ELEV 331 D TDZE 331



See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

750	3000	TIZIE



CATEGORY	A	B	C	D
RNP 0.30 DA*	637-7/8 306 (400-7/8)			
RNP 0.30 DA	750-1 1/8 419 (500-1 1/8)			

AUTHORIZATION REQUIRED

HIRL Rwy 6-24 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CARLSBAD, CALIFORNIA | AL-5310 (FAA) | 25275

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

RNAV (RNP) Z RWY 24

MC CLELLAN-PALOMAR (CRQ)

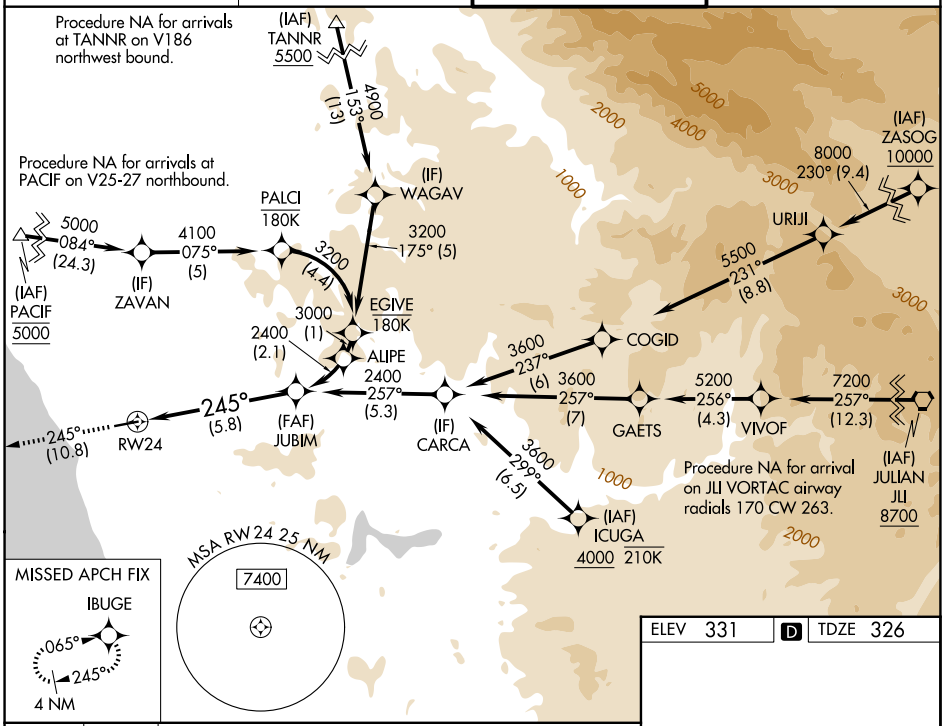
RNP AR APCH - GPS. Authorization required. From PALCI or EGIVE: RF, from CARCA, PALCI, URIJI, or WAGAV: min RNP 0.30. From JLI VORTAC: min RNP 0.60.

For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. For inop ALS increase RNP 0.10 visibility to RVR 6000 and RNP 0.30 visibility to 1¾ SM all Cats.

MALSR

MISSED APPROACH: Climb to 2000 on track 245° to IBUGE and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER★	GND CON
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8



MISSED APCH FIX

IBUGE

065° 245°

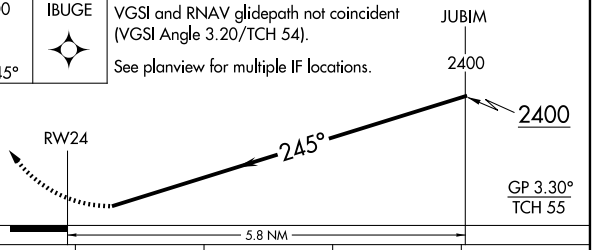
4 NM

2000 tr 245°

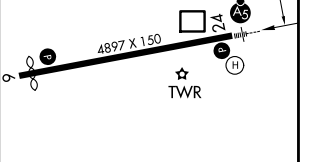
IBUGE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 54).

See planview for multiple IF locations.



ELEV 331 | D | TDZE 326



HIRL Rwy 6-24 L

CATEGORY	A	B	C	D
RNP 0.10 DA	745/40	419 (500-¾)		
RNP 0.30 DA	931-1⅜	605 (600-1⅜)		

AUTHORIZATION REQUIRED

CARLSBAD, CALIFORNIA
Amdt 1 17APR25

33°08′N-117°17′W

MC CLELLAN-PALOMAR (CRQ)

RNAV (RNP) Z RWY 24

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg	4600
CH 40239	065°	TDZE	331
W06A		Apt Elev	331

RNAV (GPS) Y RWY 6

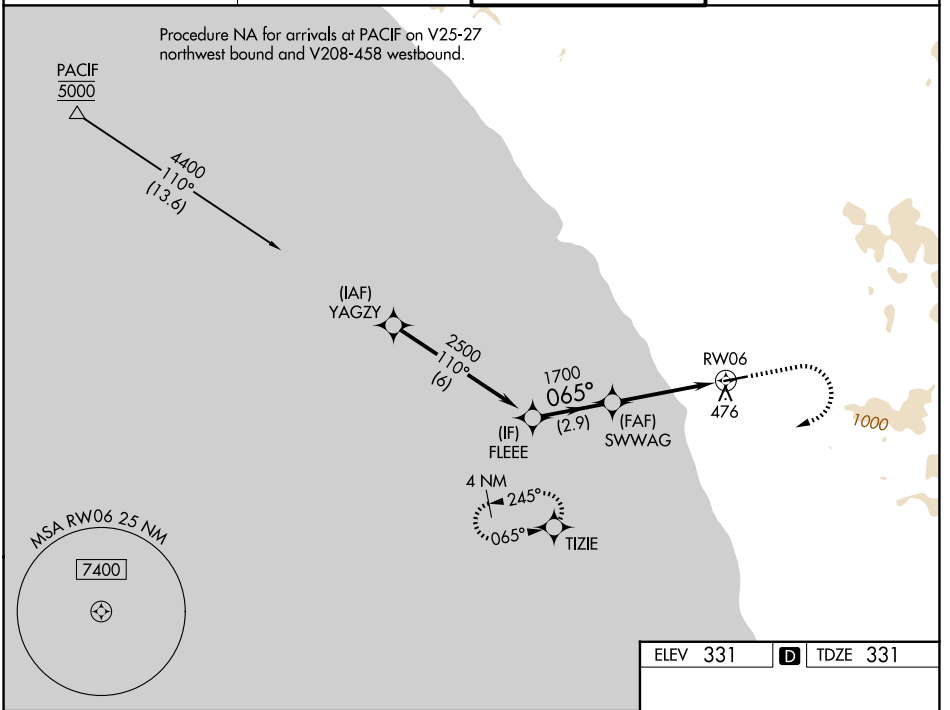
MC CLELLAN-PALOMAR (CRQ)

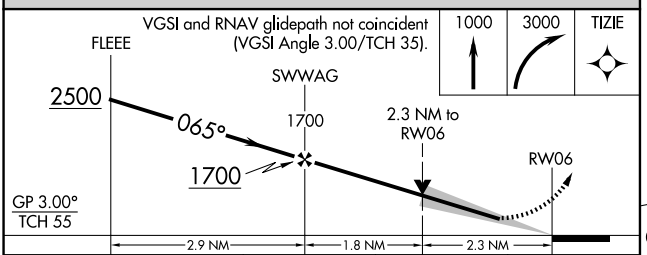
RNP APCH - GPS.

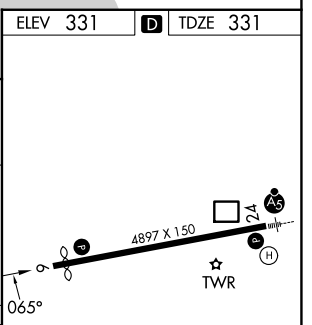
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct TIZIE and hold, continue climb-in-hold to 3000.

ATIS	SOCAL APP CON	PALOMAR TOWER★	GND CON
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8







CATEGORY	A	B	C	D
LPV DA	796-1⅜ 465 (500-1⅜)			
LNAV/VNAV DA	837-1⅜ 506 (600-1⅜)			
LNAV MDA	1100-1 769 (800-1)	1100-1¼ 769 (800-1¼)	1100-2½ 769 (800-2½)	
CIRCLING	1100-1 769 (800-1)	1100-1¼ 769 (800-1¼)	1260-2¾ 929 (1000-2¾)	NA

HIRL Rwy 6-24 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CARLSBAD, CALIFORNIA | AL-5310 (FAA) | 26022

RNAV (GPS) Y RWY 24

MC CLELLAN-PALOMAR (CRQ)

WAAS	APP CRS	Rwy Ldg	4897
CH 78129	245°	TDZE	326
W24A		Apt Elev	331

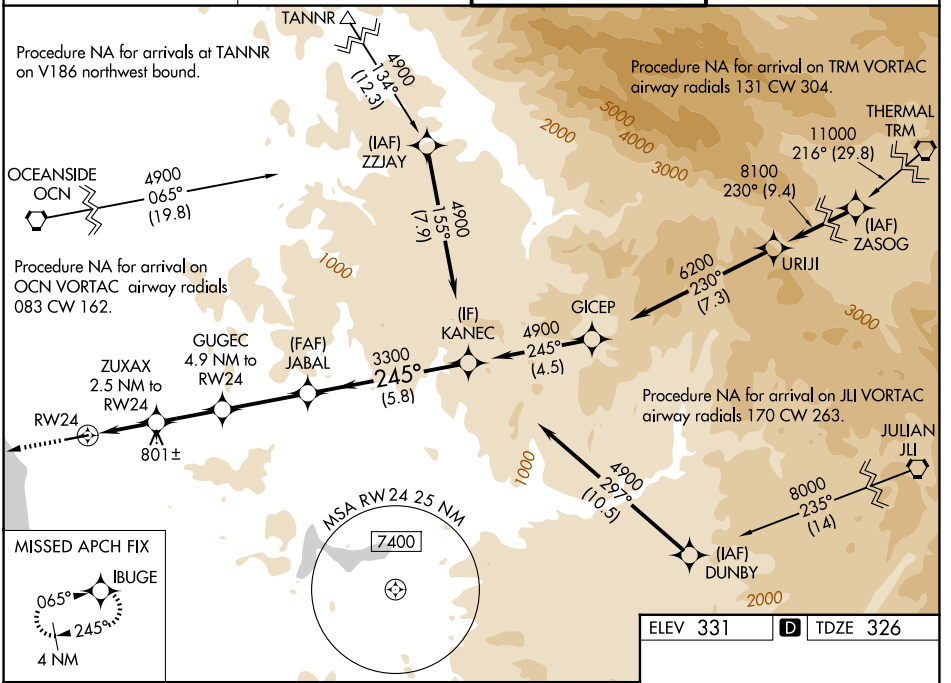
RNP APCH - GPS.

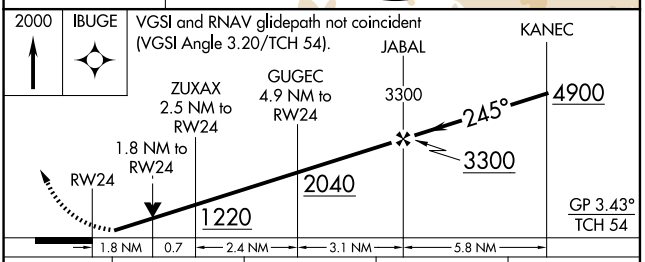
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Rwy 24 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV Cat C visibility to RVR 4500 and LNAV/VNAV all Cats to 1¾ SM and LNAV Cat A/B to RVR 5500 and Cat C to 1⅞ SM.

MALSR

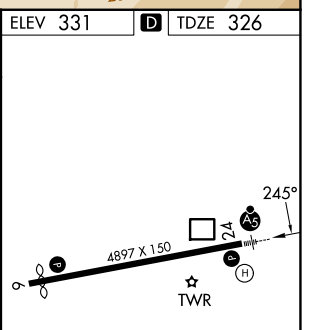
MISSED APPROACH: Climb to 2000 direct IBUGE and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER ★	GND CON
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8





CATEGORY	A	B	C	D
LPV DA	538/24 212 (300-½)		596/40 270 (300-¾)	NA
LNAV/VNAV DA	927-1⅜ 601 (600-1⅜)			NA
LNAV MDA	1000/40 674 (700-¾)		1000-1½ 674 (700-1½)	NA
CIRCLING	1000-1 669 (700-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA



CARLSBAD, CALIFORNIA
Amdt 4 22JAN26

33°08′N-117°17′W

MC CLELLAN-PALOMAR (CRQ)

RNAV (GPS) Y RWY 24

SW-3, 09 JUL 2026 to 03 SEP 2026

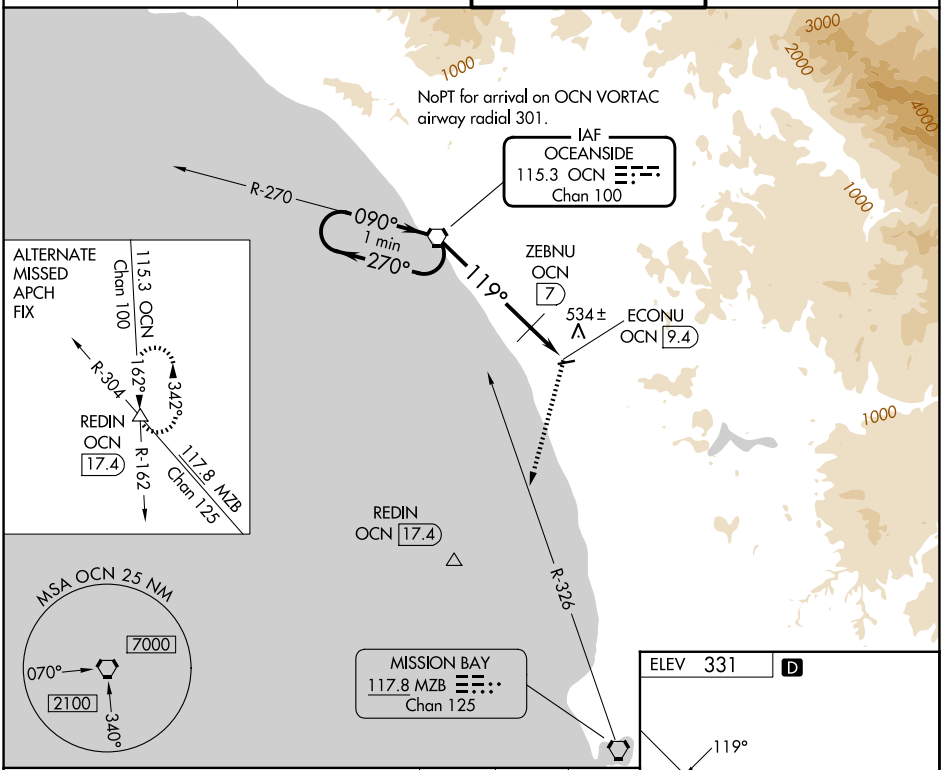
VORTAC OCN 115.3 Chan 100	APP CRS 119°	Rwy Ldg N/A TDZE N/A Apt Elev 331

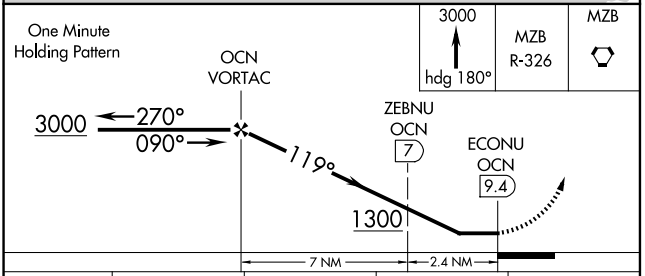
VOR-A

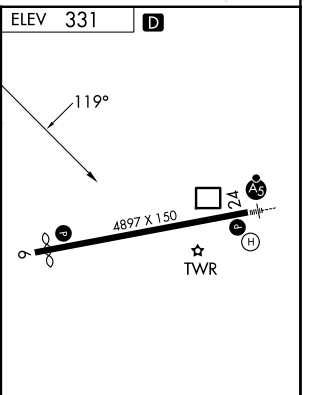
MC CLELLAN-PALOMAR (CRQ)

MISSED APPROACH: Climb to 3000 on heading 180° and on MZB R-326 to MZB VORTAC.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON
120.15	127.3 323.0	118.6 (CTAF) L 276.4	121.8







CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 969 (1000-1¼)	1300-1½ 969 (1000-1½)	1300-3 969 (1000-3)	NA
ZEBNU FIX MINIMUMS				
CIRCLING	920-1 589 (600-1)	1020-1 689 (700-1)	1260-2¾ 929 (1000-2¾)	NA

HIRL Rwy 6-24 L

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, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

AL-5310 (FAA)

MC CLELLAN-PALOMAR (CRQ)

CARLSBAD, CALIFORNIA

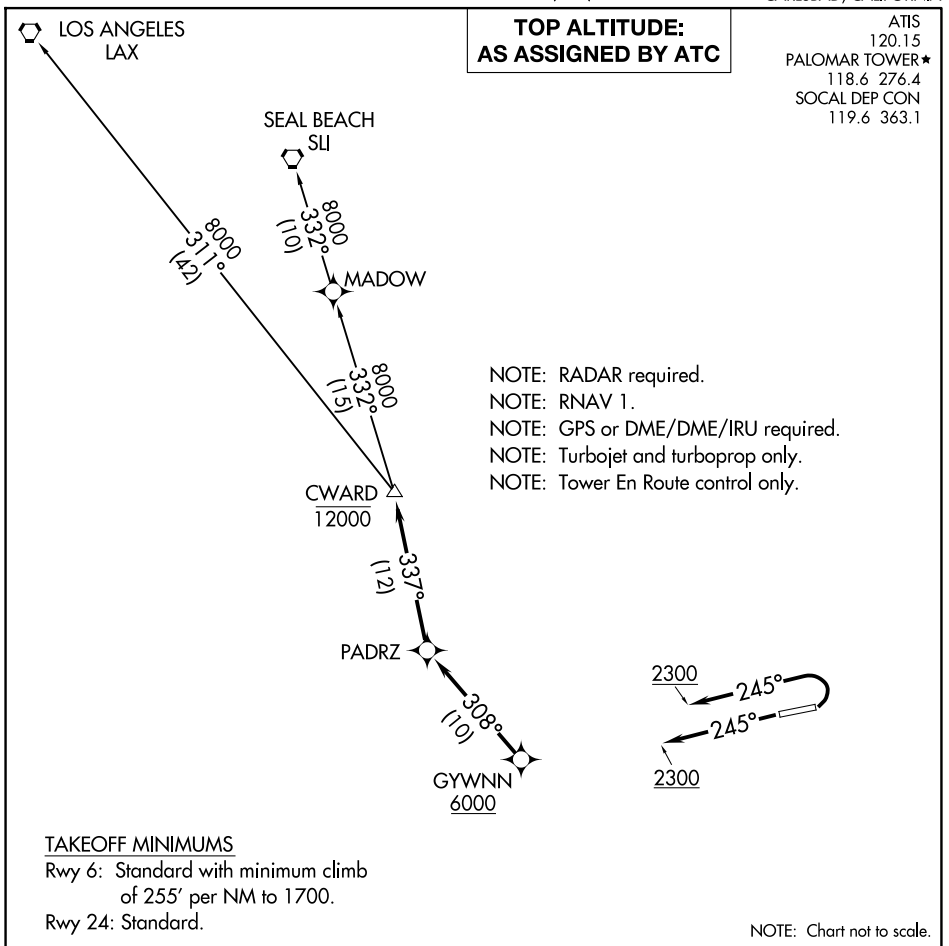
AIRPORT DIAGRAM

26134

CARLSBAD, CALIFORNIA

MC CLELLAN-PALOMAR (CRQ)

SW-3, 09 JUL 2026 to 03 SEP 2026



TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 255' per NM to 1700.
Rwy 24: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn heading 245° to 2300, do not exceed 210K until established on heading 245°, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .
TAKEOFF RUNWAY 24: Climb heading 245° to 2300, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . .on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)
SEAL BEACH TRANSITION (CWARD2.SLI)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(PADRZ2.PADRZ) 17341

PADRZ TWO DEPARTURE (RNAV)

AL-5310 (FAA)

MC CLELLAN-PALOMAR (CRQ)
CARLSBAD, CALIFORNIA

ATIS
120.15
PALOMAR TOWER ★
118.6 276.4
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE: 15000

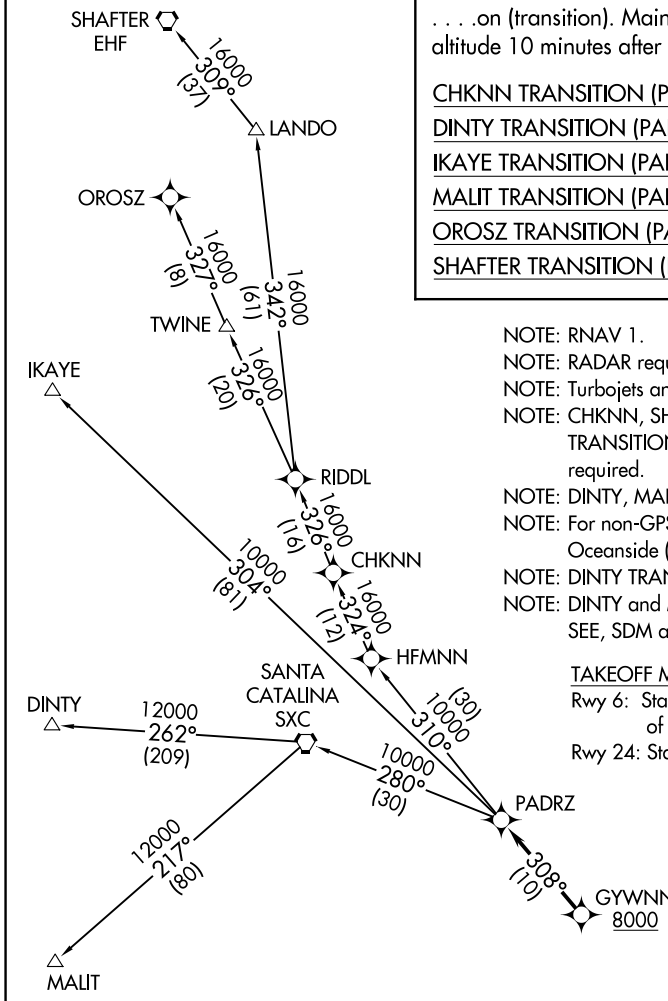
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing left turn heading 245° to 2300, do not exceed 210K until established on heading 245°, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 245° to 2300, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)
DINTY TRANSITION (PADRZ2.DINTY)
IKAYE TRANSITION (PADRZ2.IKAYE)
MALIT TRANSITION (PADRZ2.MALIT)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 255′ per NM to 1700.
Rwy 24: Standard.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

RIDGECREST, CALIFORNIA

RNAV (GPS) RWY 03

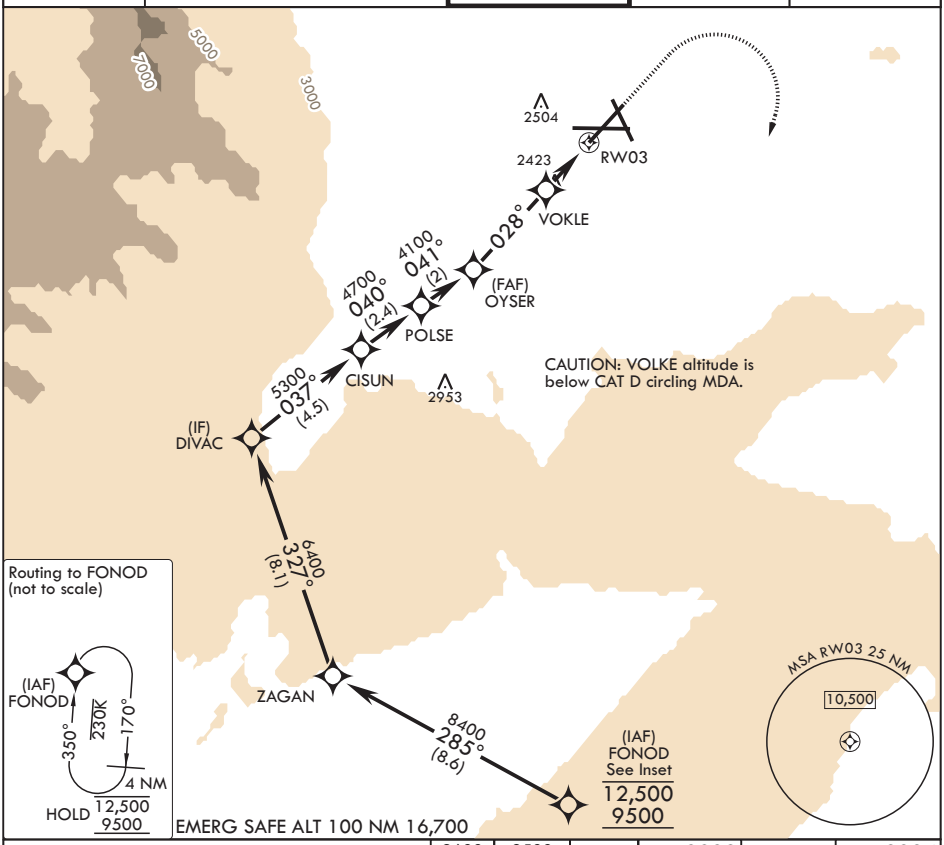
APCH CRS	Rwy ldg	10,000
028°	TDZE	2284
	Arpt Elev	2288

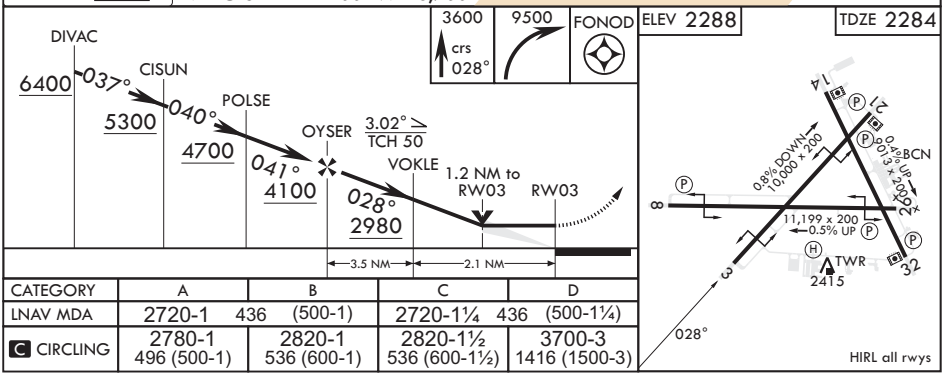
- (USN) CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RNP APCH-GPS

MISSED APPROACH: (Do not exceed 185 KIAS until initial turn completion.) Climb to 3600 then climbing right turn to 9500 direct FONOD and hold, continue climb-in-hold to 9500.

ATIS★	JOSHUA APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
322.375	133.65 348.7	120.15 340.2	350.3	254.25





CATEGORY	A	B	C	D
LNAV MDA	2720-1 436 (500-1)		2720-1¼ 436 (500-1¼)	
C CIRCLING	2780-1 496 (500-1)	2820-1 536 (600-1)	2820-1½ 536 (600-1½)	3700-3 1416 (1500-3)

RIDGECREST, CALIFORNIA

Amdt 1 12JUN25

35°41'N - 117°42'W

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RNAV (GPS) RWY 03

SW-3, 09 JUL 2026 to 03 SEP 2026

25163

RIDGECREST, CALIFORNIA

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	9013
321°	TDZE	2241
	Arpt Elev	2288

- (USN)

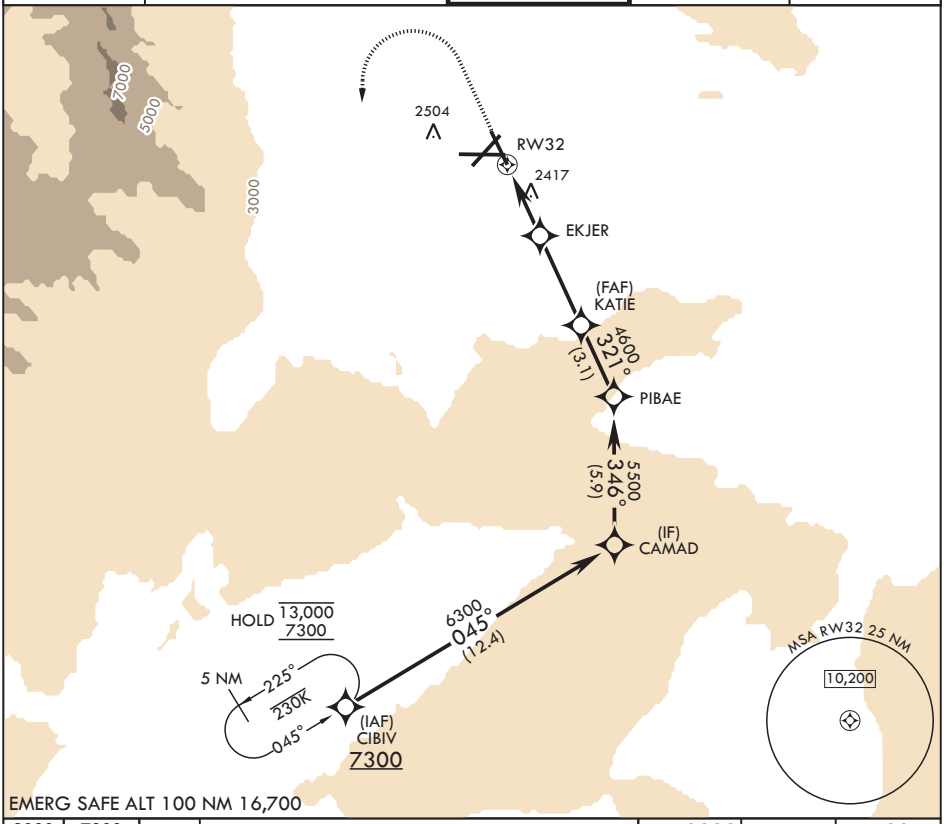
CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

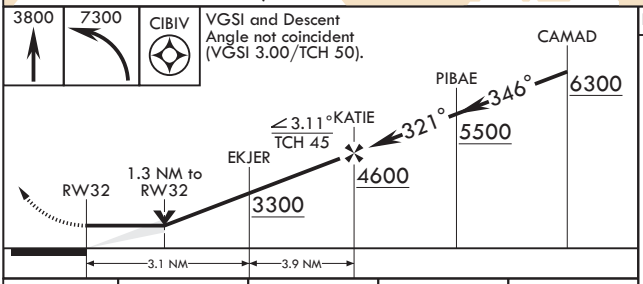
RNP APCH-GPS

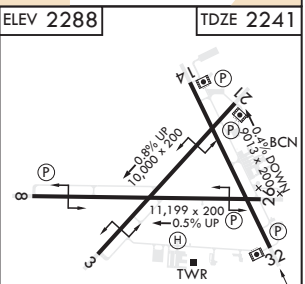
RADAR required

MISSED APPROACH: (Do not exceed 225 KIAS until initial turn completion) Climb to 3800 then climbing left turn to 7300 direct CIBIV and hold.

ATIS★	JOSHUA APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
322.375	133.65 348.7	120.15 340.2	350.3	254.25







CATEGORY	A	B	C	D
LNAV MDA	2700-1 459 (500-1)		2700-1⅜ 459 (500-1⅜)	
C CIRCLING	2780-1 496 (500-1)	2820-1 536 (600-1)	2820-1½ 536 (600-1½)	3700-3 1416 (1500-3)

HIRL all rwys

RIDGECREST, CALIFORNIA

35°41'N - 117°42'W

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

Amdt 6 12JUN25

RNAV (GPS) RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RIDGECREST, CALIFORNIA

TACAN Y RWY 03

TACAN NID Chan 53	APCH CRS 034°	Rwy ldg 10,000 TDZE 2284 Arpt Elev 2288

[USN] CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

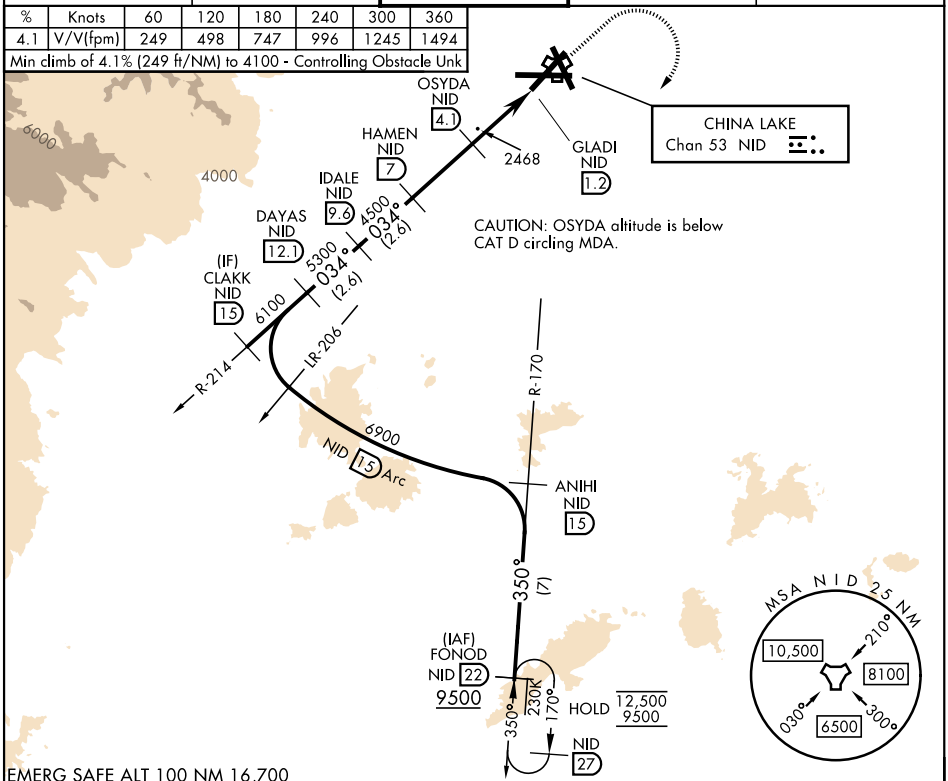
RADAR required

MISSED APPROACH: Climb to 3600 then climbing right turn to 9500 to intercept NID R-170 to FONOD and hold. Continue climb-in-hold to 9500.

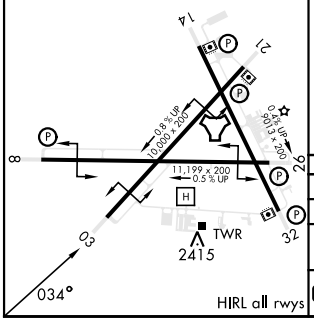
ATIS★	JOSHUA APP/DEP CON	TOWER★	GND CON	CLNC DEL
322.375	133.65 348.7	120.15 340.2	350.3	254.25

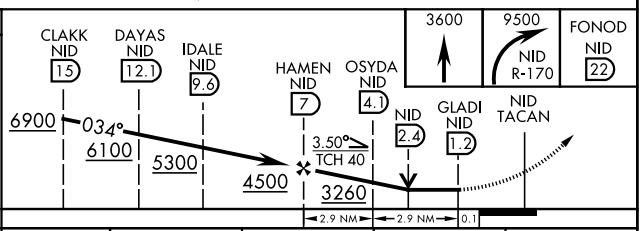
%	Knots	60	120	180	240	300	360
4.1	V/V(fpm)	249	498	747	996	1245	1494

Min climb of 4.1% (249 ft/NM) to 4100 - Controlling Obstacle Unk



ELEV 2288 TDZE 2284





CATEGORY	A	B	C	D
S-03 (4.1%)	2780-1 496 (500-1)		2780-1⅜ 496 (500-1⅜)	
S-03	3080-1 796 (800-1)	3080-1¼ 796 (800-1¼)	3080-2½ 796 (800-2½)	
C CIRCLING	3080-1 796 (800-1)	3080-1¼ 796 (800-1¼)	3080-2½ 796 (800-2½)	3700-3 1416 (1500-3)

RIDGECREST, CALIFORNIA 35° 41′N - 117° 42′W CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

Amdt 1 12JUN25

TACAN Y RWY 03

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

25163

RIDGECREST, CALIFORNIA

TACAN Y RWY 32

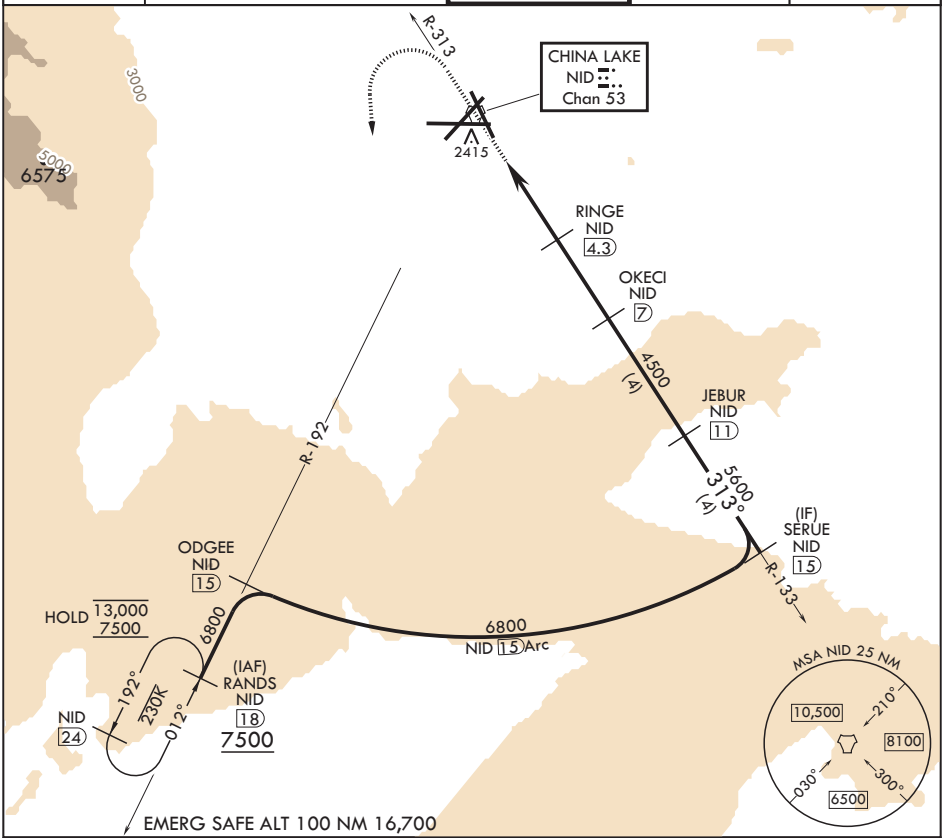
TACAN NID Chan 53	APCH CRS 313°	Rwy ldg 9013 TDZE 2241 Arpt Elev 2288

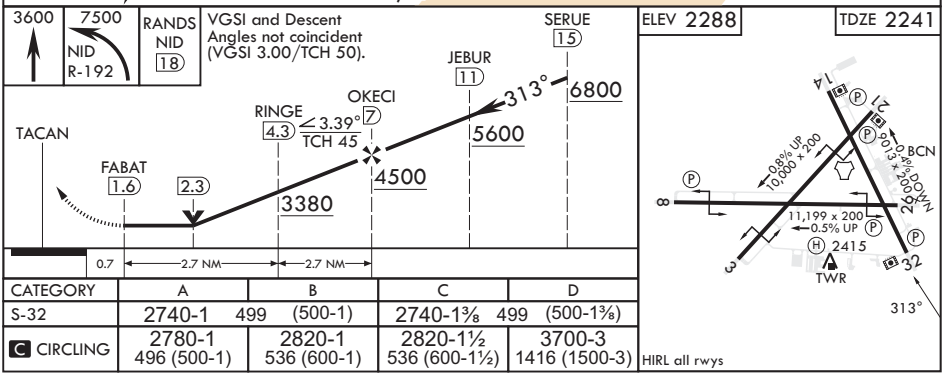
- (USN)

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RADAR required	MISSED APPROACH: Climb to 3600, then climbing left turn to 7500 to intercept NID TACAN R-192 to RANDS and hold. Continue climb-in-hold to 7500.

ATIS★	JOSHUA APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
322.375	133.65 348.7	120.15 340.2	350.3	254.25





ELEV 2288 TDZE 2241

CATEGORY	A	B	C	D
S-32	2740-1 499 (500-1)		2740-1⅜ 499 (500-1⅜)	
C CIRCLING	2780-1 496 (500-1)	2820-1 536 (600-1)	2820-1½ 536 (600-1½)	3700-3 1416 (1500-3)

HIRL all rwys

RIDGECREST, CALIFORNIA

35°41'N - 117°42'W

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

Amdt 6 12JUN25

TACAN Y RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026

RIDGECREST, CALIFORNIA

COPTER TACAN X RWY 32

TACAN	APCH CRS	Rwy ldg	9013
Chan 53	313 °	THRE	2241
		Arpt Elev	2288

[USN] CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

RADAR required

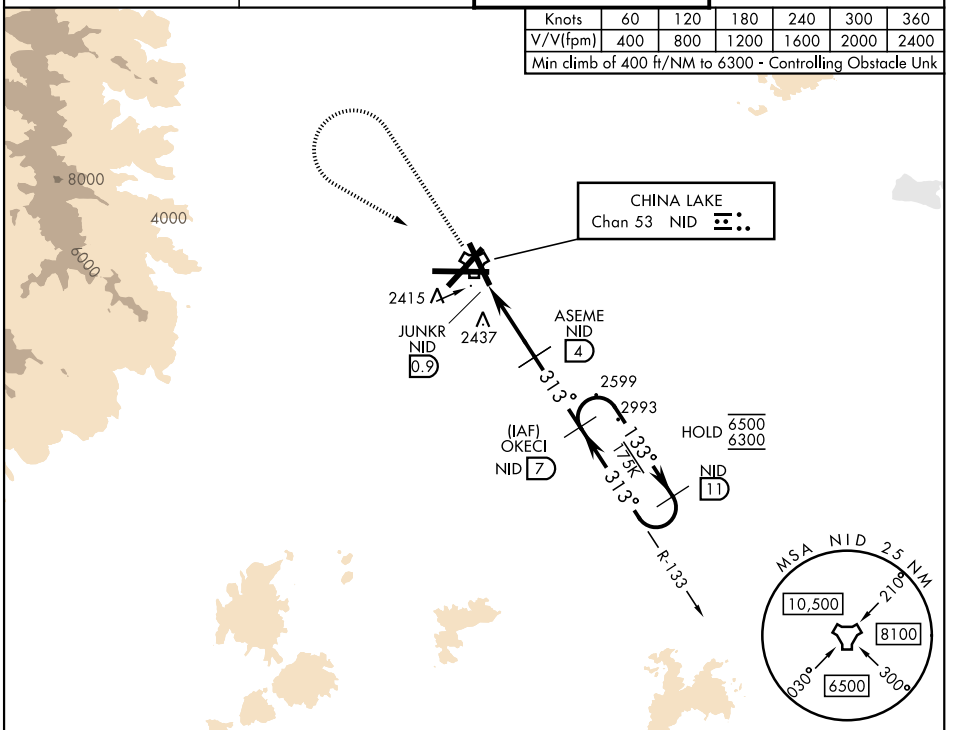
Limit final approach airspeed to 80 KIAS.

MISSED APPROACH: Climb to 3600, then climbing left turn to 6300, intercept NID TACAN R-133 to OKECI and hold.

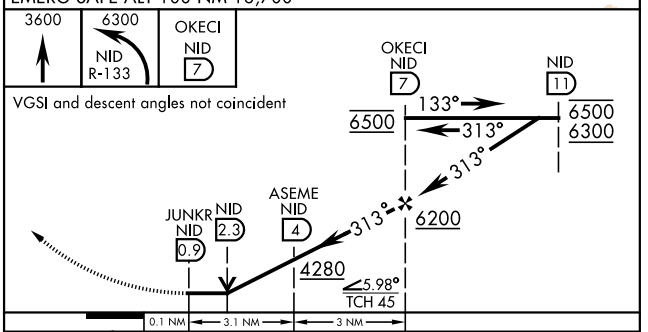
ATIS ★	JOSHUA APP CON/DEP CON	TOWER ★	GND CON
322.375	133.65 348.7	120.15 340.2	350.3

Knots	60	120	180	240	300	360
V/V(fpm)	400	800	1200	1600	2000	2400

Min climb of 400 ft/NM to 6300 - Controlling Obstacle Unk

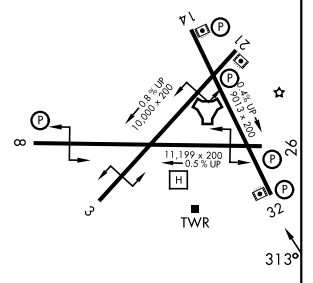


EMERG SAFE ALT 100 NM 16,700



CATEGORY	COPTER		
S-32	2740-1	499	(500-1)
CIRCLING	2780-1	496	(500-1)

ELEV 2288 THRE 2241



HIRL all rwys

RIDGECREST, CALIFORNIA 35° 41′N - 117° 42′W CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

Amdt 1 19FEB26

COPTER TACAN X RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

25163

AIRPORT DIAGRAM

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

[USN]

RIDGECREST, CALIFORNIA

AIRPORT DIAGRAM

RIDGECREST, CALIFORNIA

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

SW-3, 09 JUL 2026 to 03 SEP 2026

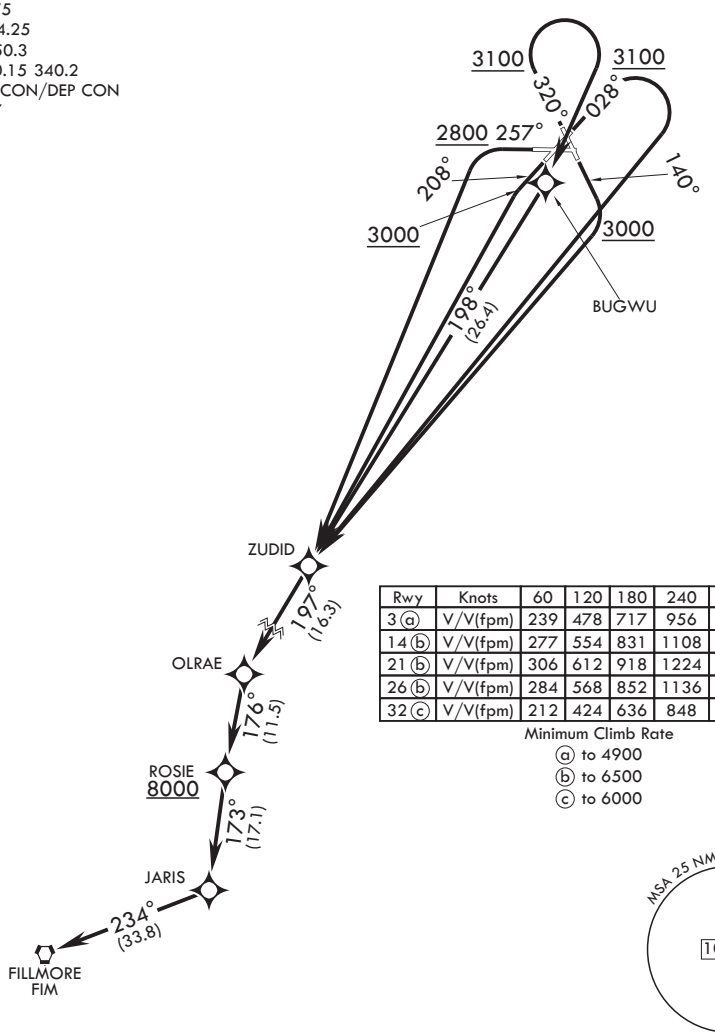
CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

ROSIE FIVE DEPARTURE (RNAV) (OBSTACLE) (ROSIE5.ROSIE) - (USN)

RIDGECRESTT, CALIFORNIA

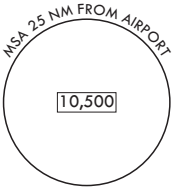
RNAV1

ATIS ★ 322.375
CLNC DEL 254.25
GND CON 350.3
TOWER ★ 120.15 340.2
JOSHUA APP CON/DEP CON
133.65 348.7



Rwy	Knots	60	120	180	240	300	360
3 ⓐ	V/V(fpm)	239	478	717	956	1195	1434
14 ⓑ	V/V(fpm)	277	554	831	1108	1385	1662
21 ⓑ	V/V(fpm)	306	612	918	1224	1530	1836
26 ⓑ	V/V(fpm)	284	568	852	1136	1420	1704
32 ⓒ	V/V(fpm)	212	424	636	848	1060	1272

Minimum Climb Rate
ⓐ to 4900
ⓑ to 6500
ⓒ to 6000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 028° to 3100, then climbing right turn direct ZUDID. Thence...

TAKEOFF RWY 14: Climb heading 140° to 3000, then climbing right turn direct ZUDID. Thence...

TAKEOFF RWY 21: Climb heading 208° to 3000, then climbing left turn direct ZUDID. Thence...

TAKEOFF RWY 26: Climb heading 257° to 2800, then climbing left turn direct ZUDID. Thence...

TAKEOFF RWY 32: Climb heading 320° to 3100, then climbing right turn direct BUGWU, then direct ZUDID. Thence...

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

ROSIE FIVE DEPARTURE (RNAV) (OBSTACLE) (ROSIE5.ROSIE)

RIDGECRESTT, CALIFORNIA

Orig 12JUN25

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

SW-3, 09 JUL 2026 to 03 SEP 2026

25163

CHINA LAKE NAWS (ARMITAGE FLD) (KNID)

SALTD EIGHT DEPARTURE (SALTD8.SALTD)

[USN] RIDGECREST, CALIFORNIA

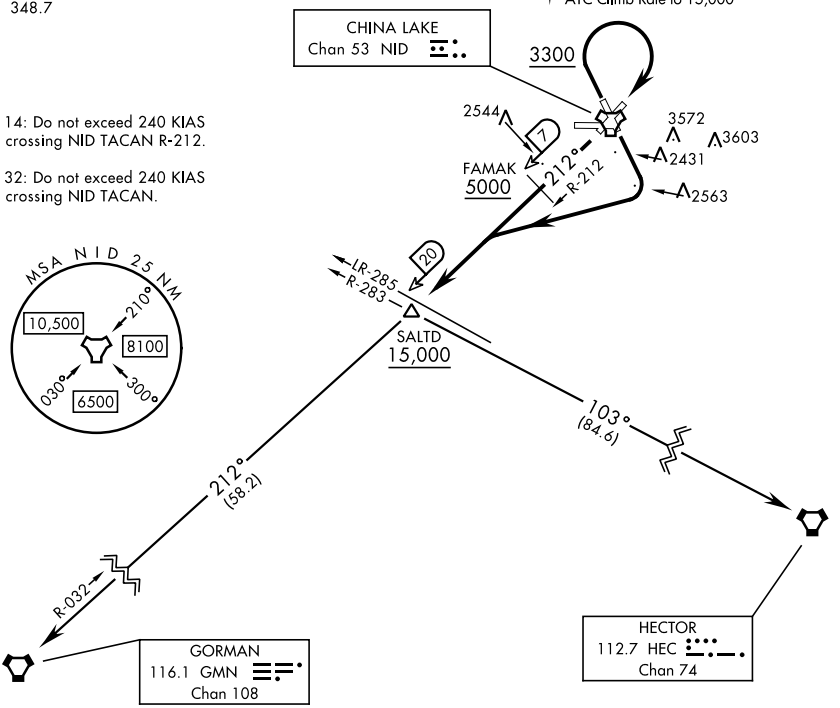
ATIS ★322.375
CLNC DEL
254.25
GND CON
350.3
CHINA LAKE TOWER ★
120.15 340.2
JOSHUA DEP CON
133.65 348.7

Rwy	Knots	60	120	180	240	300	360
∗14	V/V(fpm)	232	464	696	928	1160	1392
†14	V/V(fpm)	617	1234	1851	2468	3085	3702
†21	V/V(fpm)	675	1350	2025	2700	3375	4050
†32	V/V(fpm)	500	1000	1500	2000	2500	3000

∗ Minimum Climb Rate to 4000
† ATC Climb Rate to 15,000

Rwy 14: Do not exceed 240 KIAS until crossing NID TACAN R-212.

Rwy 32: Do not exceed 240 KIAS until crossing NID TACAN.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climbing right turn to intercept NID TACAN R-212, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross SALTD at or above 15,000. Thence...

TAKEOFF RUNWAY 21: Climb via NID TACAN R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross FAMAK at or above 5,000 and cross SALTD at or above 15,000. Thence...

TAKEOFF RUNWAY 32: Climb via NID TACAN R-322 to 3300 then climbing right turn direct NID , then via NID R-212 to FAMAK, then direct SALTD. From SALTD, proceed via assigned transition or RADAR vectors to join assigned route. Cross FAMAK at or above5000 and cross SALTD at or above 15,000. Thence...

GORMAN TRANSITION (SALTD8.GMN): Via GMN VORTAC R-032 to GMN.

HECTOR TRANSITION (SALTD8.HEC): Via HEC VORTAC R-283 to HEC.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ILS or LOC RWY 26R

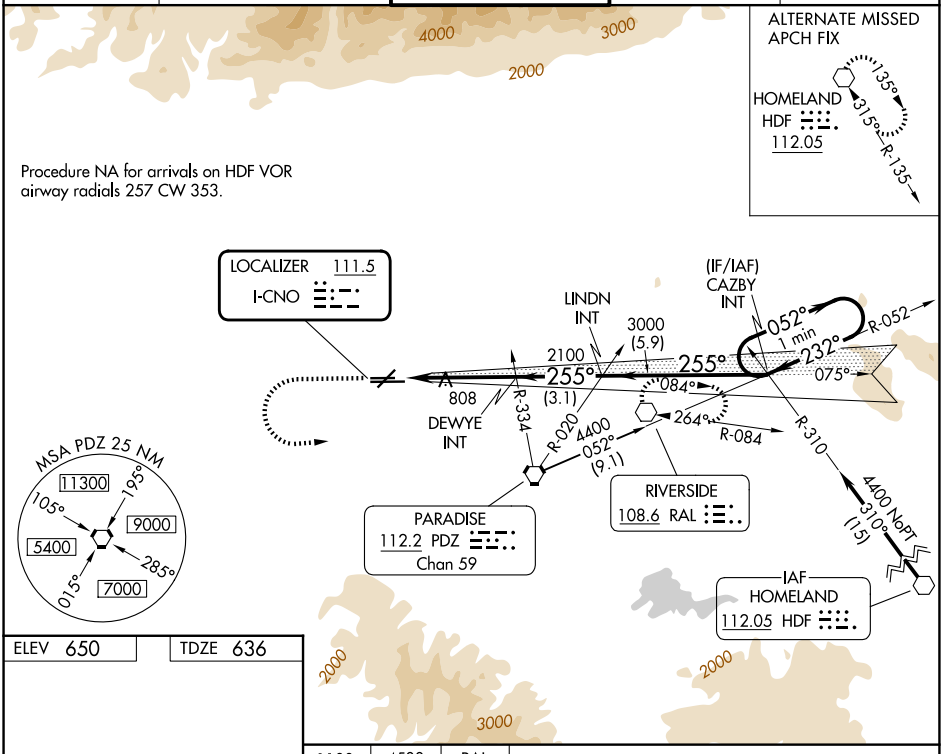
CHINO (CNO)

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

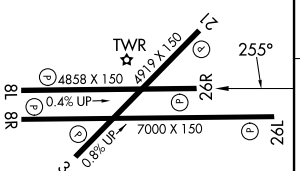
Helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Ontario altimeter setting and increase DA to 940 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility S-LOC 26R and Circling Cat C and D ¼ SM.

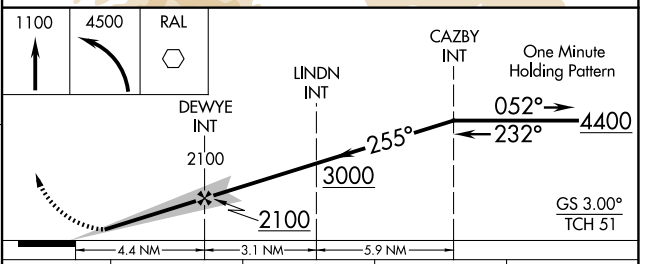
MISSED APPROACH: Climb to 1100 then climbing left turn to 4500 direct RAL VOR and hold, continue climb-in-hold to 4500.

ATIS	SOCAL APP CON	CHINO TOWER★	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF)	121.6	122.95



ELEV 650	TDZE 636





REIL Rwys 3 and 21
MIRL Rwys 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	886-¾ 250 (300-¾)			
S-LOC 26R	1060-1 424 (500-1)		1060-1¼ 424 (500-1¼)	
CIRCLING	1180-1 530 (600-1)	1200-1 550 (600-1)	1240-1½ 590 (600-1½)	1340-2¼ 690 (700-2¼)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CHINO, CALIFORNIA | AL-5599 (FAA) | 26078

RNAV (GPS) RWY 26R

CHINO (CNO)

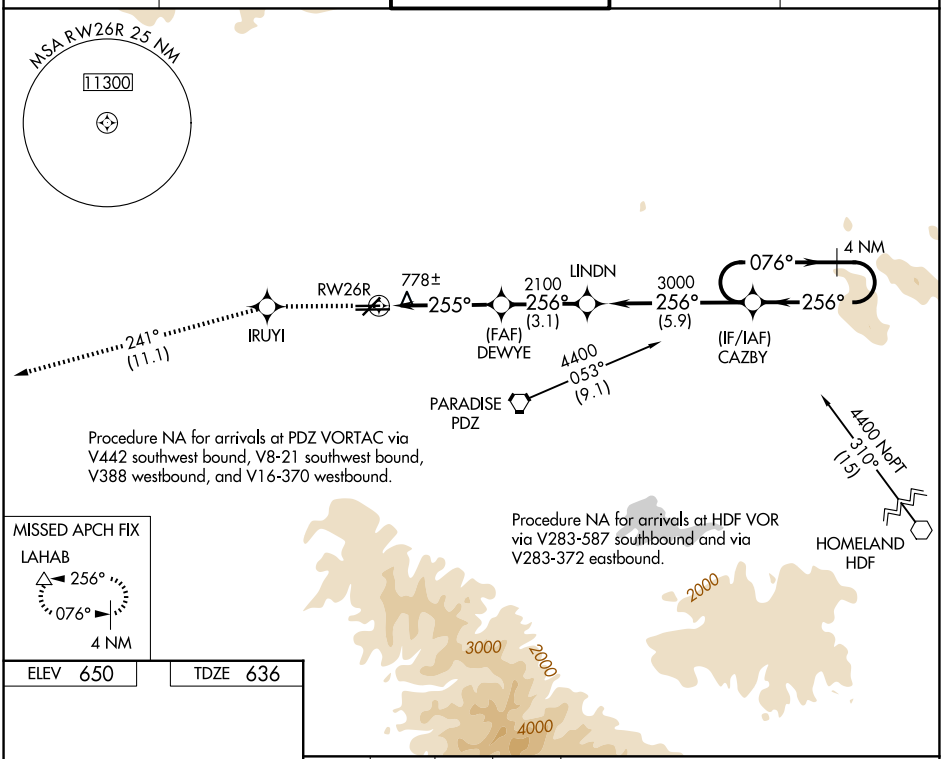
WAAS	APP CRS	Rwy Ldg	4858
CH 97320	255°	TDZE	636
W26A		Apt Elev	650

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Helicopter visibility reduction below ¾ SM NA.

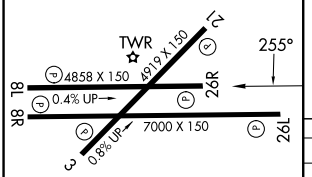
MISSED APPROACH: Climb to 4000 direct IRUYI and via 241° track to LAHAB and hold.

ATIS	SOCAL APP CON	CHINO TOWER★	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF)	121.6	122.95

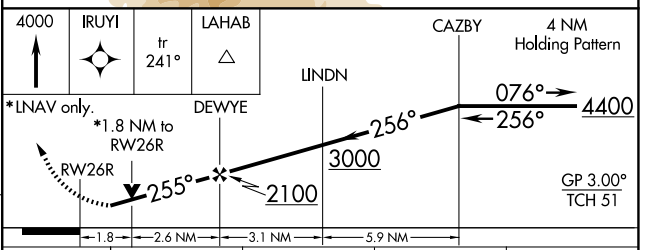


MISSED APCH FIX
LAHAB
256°
076°
4 NM

ELEV 650 | TDZE 636



REIL Rwys 3 and 21
MIRL Rwys 3-21 and 8R-26L
HIRL Rwy 8L-26R



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 610 (700-1¾)			1340-2¼ 690 (700-2¼)

CHINO, CALIFORNIA
Orig-E 07OCT21

33°58'N-117°38'W

CHINO (CNO)

RNAV (GPS) RWY 26R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VOR RWY 26R

CHINO (CNO)

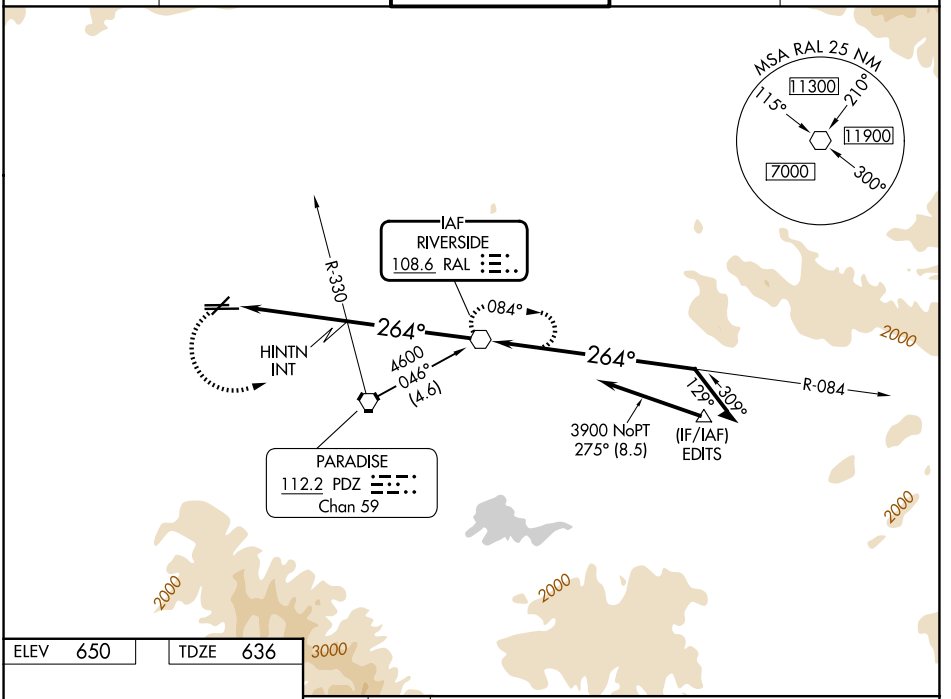
VOR RAL 108.6	APP CRS 264°	Rwy Ldg 4858 TDZE 636 Apt Elev 650

Rwy 26R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ontario altimeter setting and increase all MDAs 60 feet; increase HINTN fix minimums visibility S-26R and Circling Cat B, C, and D ¼ SM.

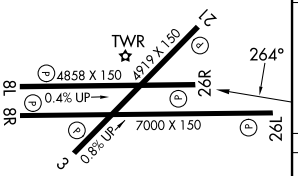
NA

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

ATIS	SOCAL APP CON	CHINO TOWER ★	GND CON	UNICOM
125.85	135.4 377.125	118.5 (CTAF)	121.6	122.95



ELEV 650 TDZE 636

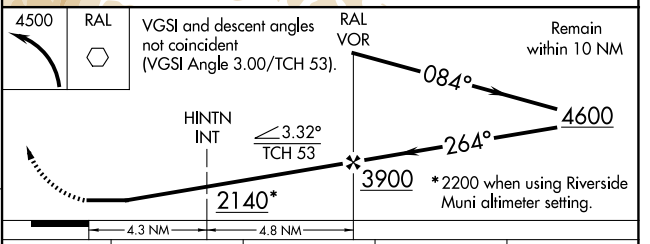


REIL Rwys 3 and 21
MIRL Rwys 3-21 and 8R-26L
HIRL Rwy 8L-26R

FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

4500 RAL

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 53).



*2200 when using Riverside Muni altimeter setting.

CATEGORY	A	B	C	D
S-26R	2140-1¼ 1504 (1500-1¼)	2140-1½ 1504 (1500-1½)	2140-3 1504 (1500-3)	
CIRCLING	2140-1¼ 1490 (1500-1¼)	2140-1½ 1490 (1500-1½)	2140-3 1490 (1500-3)	
HINTN FIX MINIMUMS				
S-26R	1320-1 684 (700-1)		1320-2 684 (700-2)	1320-2¼ 684 (700-2¼)
CIRCLING	1320-1 670 (700-1)		1320-2 670 (700-2)	1340-2¼ 690 (700-2¼)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26190

AIRPORT DIAGRAM

AL-5599 (FAA)

CHINO (CNO)
CHINO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26190

CHINO, CALIFORNIA
CHINO (CNO)

APP CRS		
237°	Rwy Idg	N/A
	TDZE	N/A
	Apt Elev	533

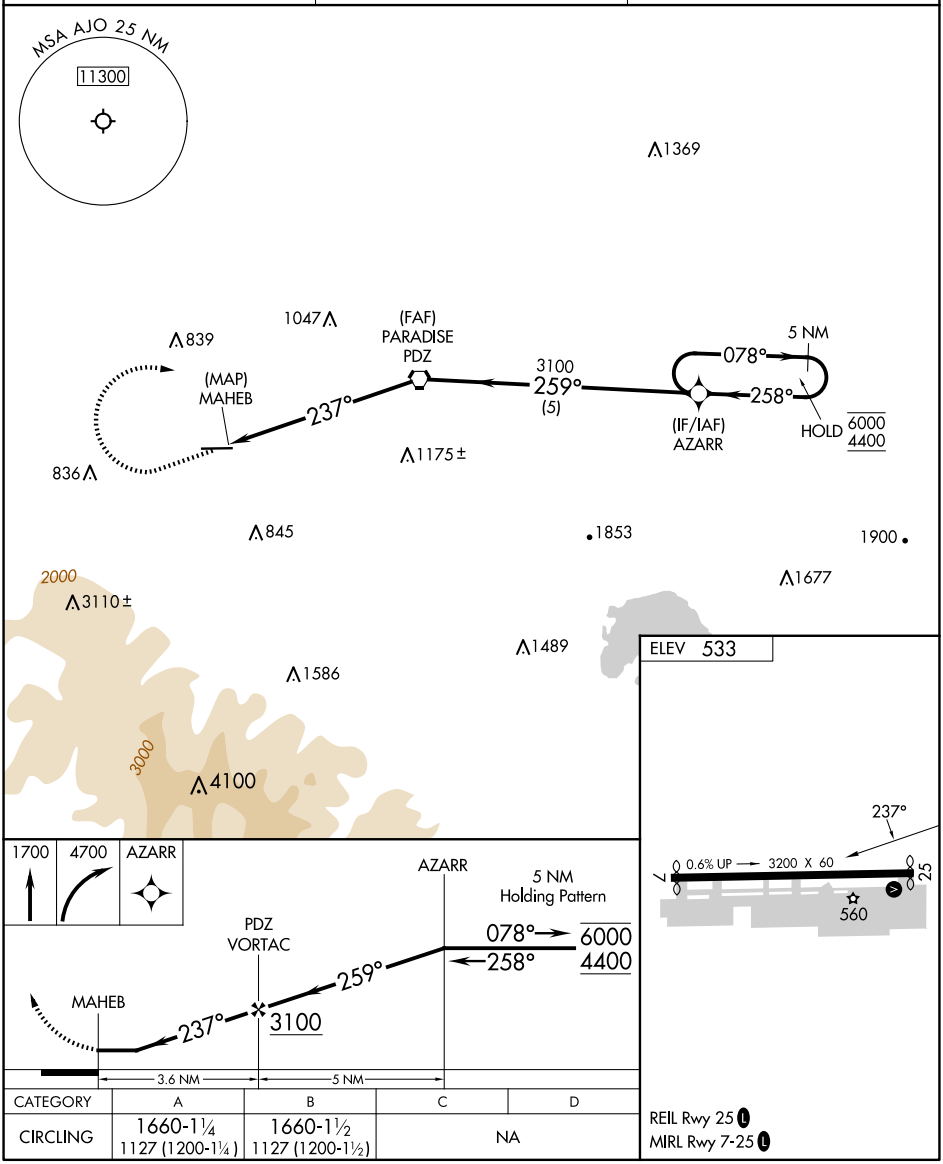
RNAV (GPS)-B
CORONA MUNI (AJO)

RNP APCH - GPS.

When local altimeter setting not received, use ONT altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4700 direct AZARR and hold, continue climb-in-hold to 4700.

AWOS-3PT	SOCAL APP CON	UNICOM
132.175	135.4 377.125	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 1127 (1200-1¼)	1660-1½ 1127 (1200-1½)	NA	

REIL Rwy 25 L
MIRL Rwy 7-25 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CORONA, CALIFORNIA AL-5987 (FAA) 25107

VORTAC PDZ	APP CRS	Rwy Idg	N/A
112.2	236°	TDZE	N/A
Chan 59		Apt Elev	533

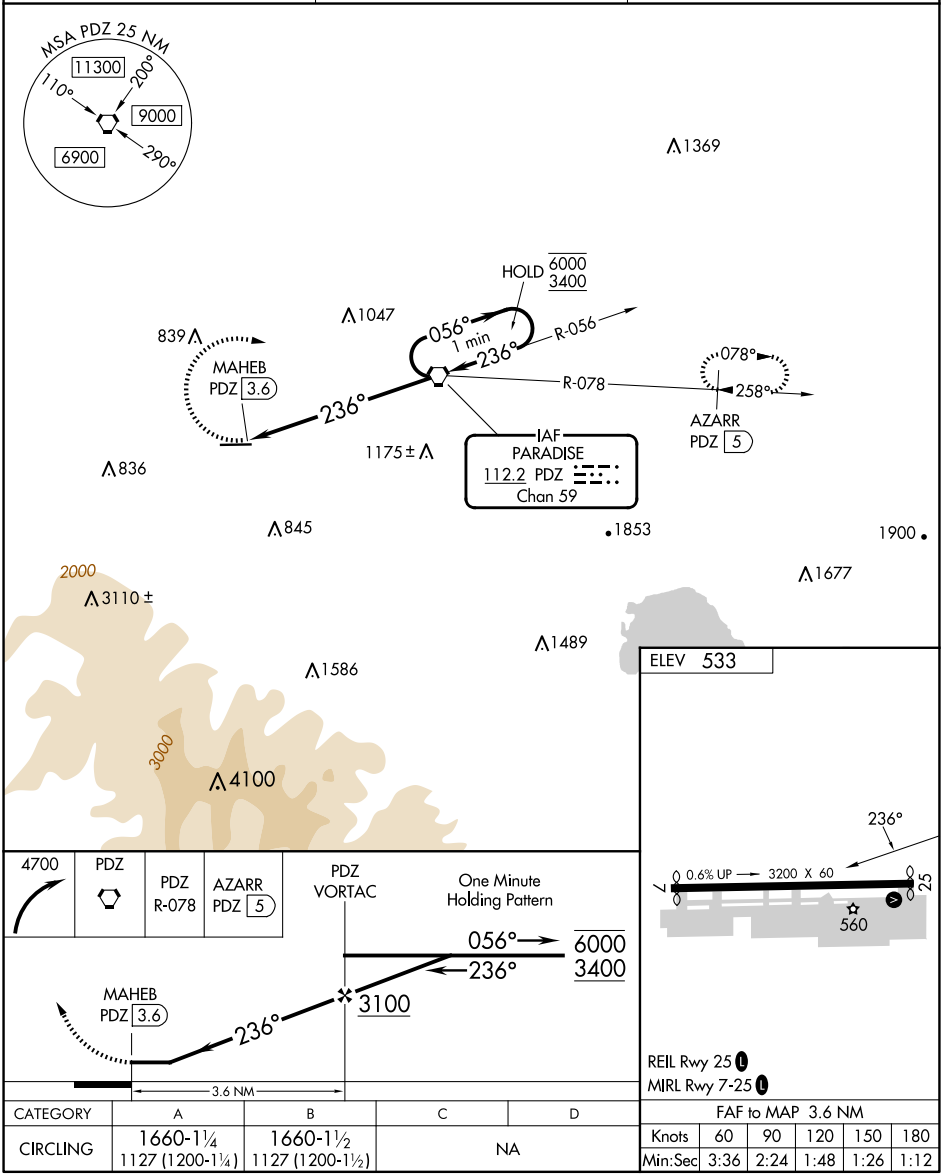
VOR-A

CORONA MUNI (AJO)

When local altimeter setting not received, use ONT altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 4700 direct PDZ VORTAC then on PDZ VORTAC R-078 to AZARR/5 DME and hold, continue climb-in-hold to 4700.

AWOS-3PT	SOCAL APP CON	UNICOM
132.175	135.4 377.125	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 1127 (1200-1¼)	1660-1½ 1127 (1200-1½)	NA	

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 22

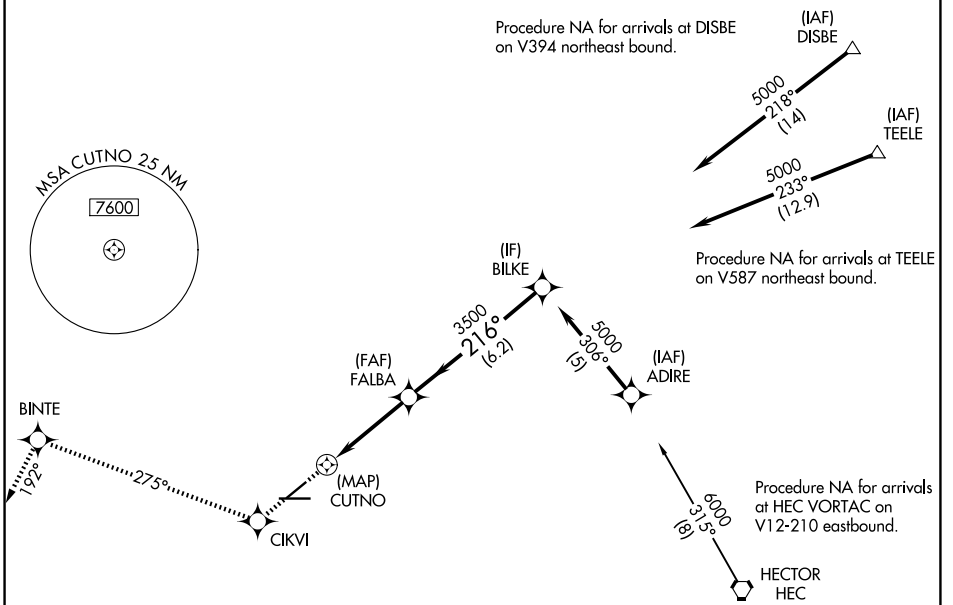
BARSTOW-DAGGETT (DAG)

APP CRS	Rwy Ldg	5123
216°	TDZE	1918
	Apt Elev	1930

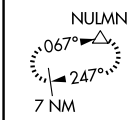
RNP APCH.

MISSED APPROACH: Climb to 8000 direct CIKVI and on track 275° to BINTE and on track 192° to NULMN and hold, continue climb-in-hold to 8000.

ASOS	LOS ANGELES CENTER	UNICOM
132.175	132.5 284.7	123.0 (CTAF) L

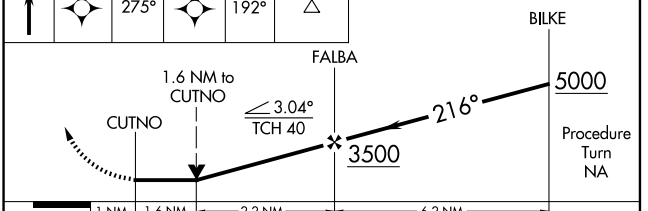


MISSED APCH FIX



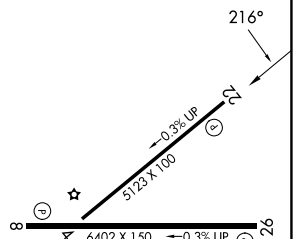
8000	CIKVI	tr 275°	BINTE	tr 192°	NULMN

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).



CATEGORY	A	B	C	D
LNAV MDA	2800-1¼ 882 (900-1¼)		2800-2¾ 882 (900-2¾)	2800-3 882 (900-3)

ELEV 1930 TDZE 1918



MIRL Rwys 4-22 and 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

DAGGETT, CALIFORNIA | AL-104 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	6402
CH 72813	255°	TDZE	1918
W26A		Apt Elev	1930

RNAV (GPS) RWY 26

BARSTOW-DAGGETT (DAG)

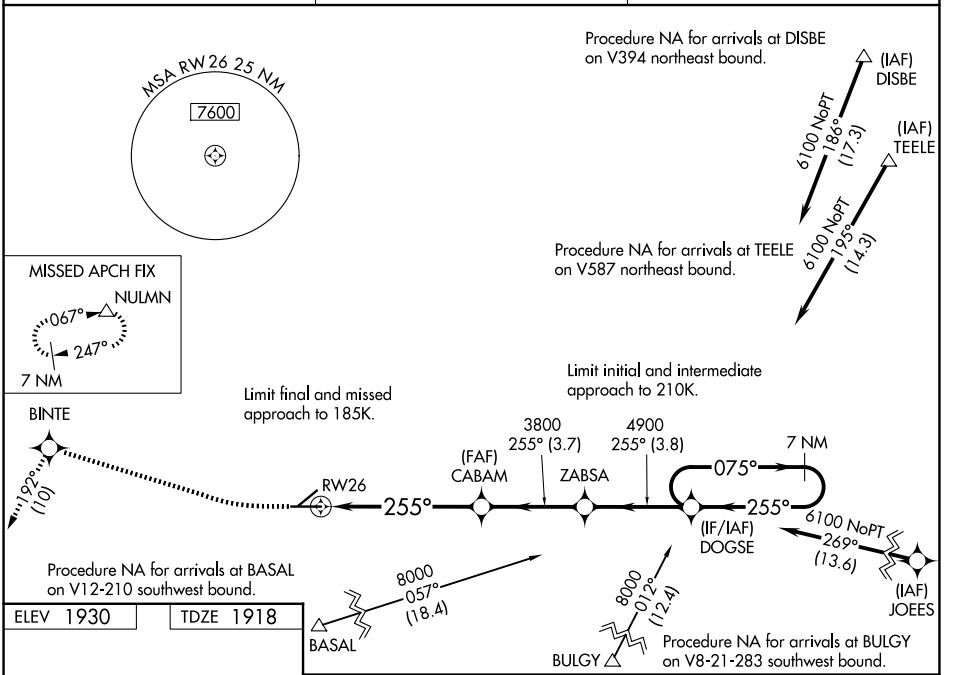
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Circling NA for Cat D south of Rwy 8-26. Rwy 26 helicopter visibility reduction below 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.

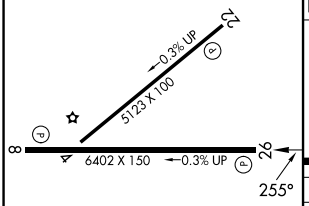
ASOS	LOS ANGELES CENTER	UNICOM
132.175	132.5 284.7	123.0 (CTAF) L



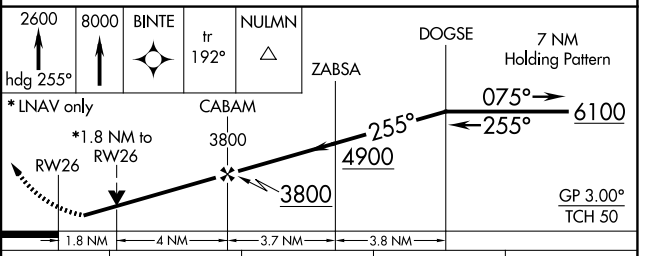
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

ELEV 1930 | TDZE 1918



MIRL Rwys 4-22 and 8-26 L



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)	
CIRCLING	2640-1 710 (800-1)	2860-1 1/4 930 (1000-1 1/4)	3500-3 1570 (1600-3)	

DAGGETT, CALIFORNIA
Amdt 3A 06DEC18

34°51′N-116°47′W

BARSTOW-DAGGETT (DAG)

RNAV (GPS) RWY 26

VOR or TACAN RWY 22

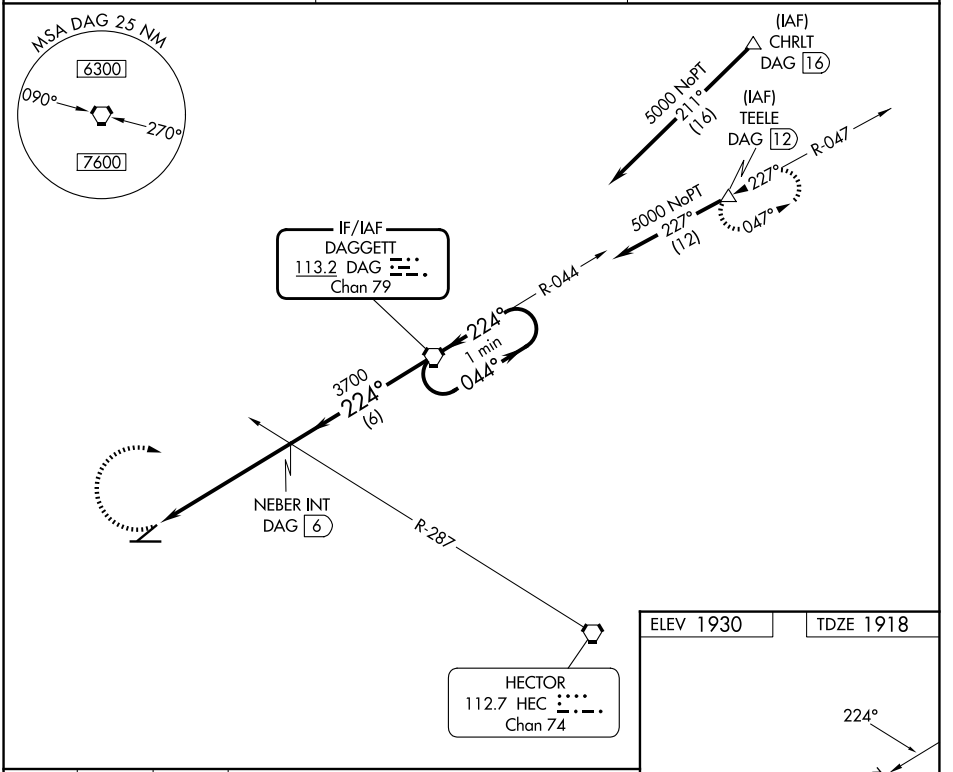
BARSTOW-DAGGETT (DAG)

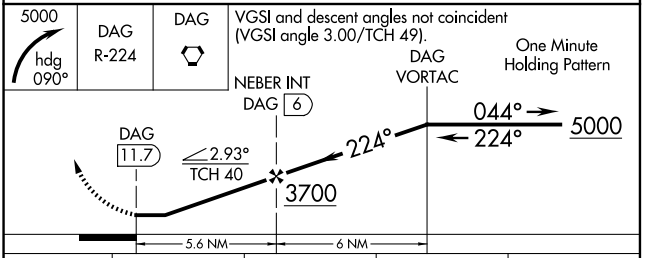
VORTAC DAG	APP CRS	Rwy Ldg	5123
113.2	224°	TDZE	1918
Chan 79		Apt Elev	1930

Circling NA for Cat D south of Rwy 8-26.

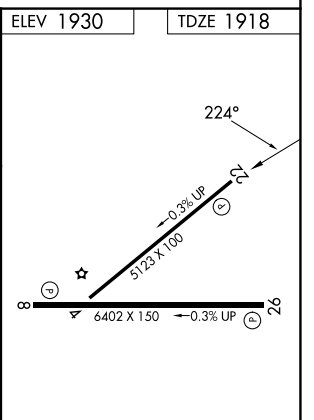
MISSED APPROACH: Climbing right turn to 5000 via heading 090° and via DAG VORTAC R-224 to DAG VORTAC and hold (TACAN aircraft climb to 6000 via DAG VORTAC R-047 to TEELE/DAG 12 DME and hold NE, LT 227° inbound).

ASOS	LOS ANGELES CENTER	UNICOM
132.175	132.5 284.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-22	3160-1¼ 1242 (1300-1¼)	3440-1½ 1522 (1600-1½)	3440-3 1522 (1600-3)	3540-3 1622 (1700-3)
CIRCLING	3160-1¼ 1230 (1300-1¼)	3440-1½ 1510 (1600-1½)	3500-3 1570 (1600-3)	3540-3 1610 (1700-3)



MIRL Rwys 4-22 and 8-26 L

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

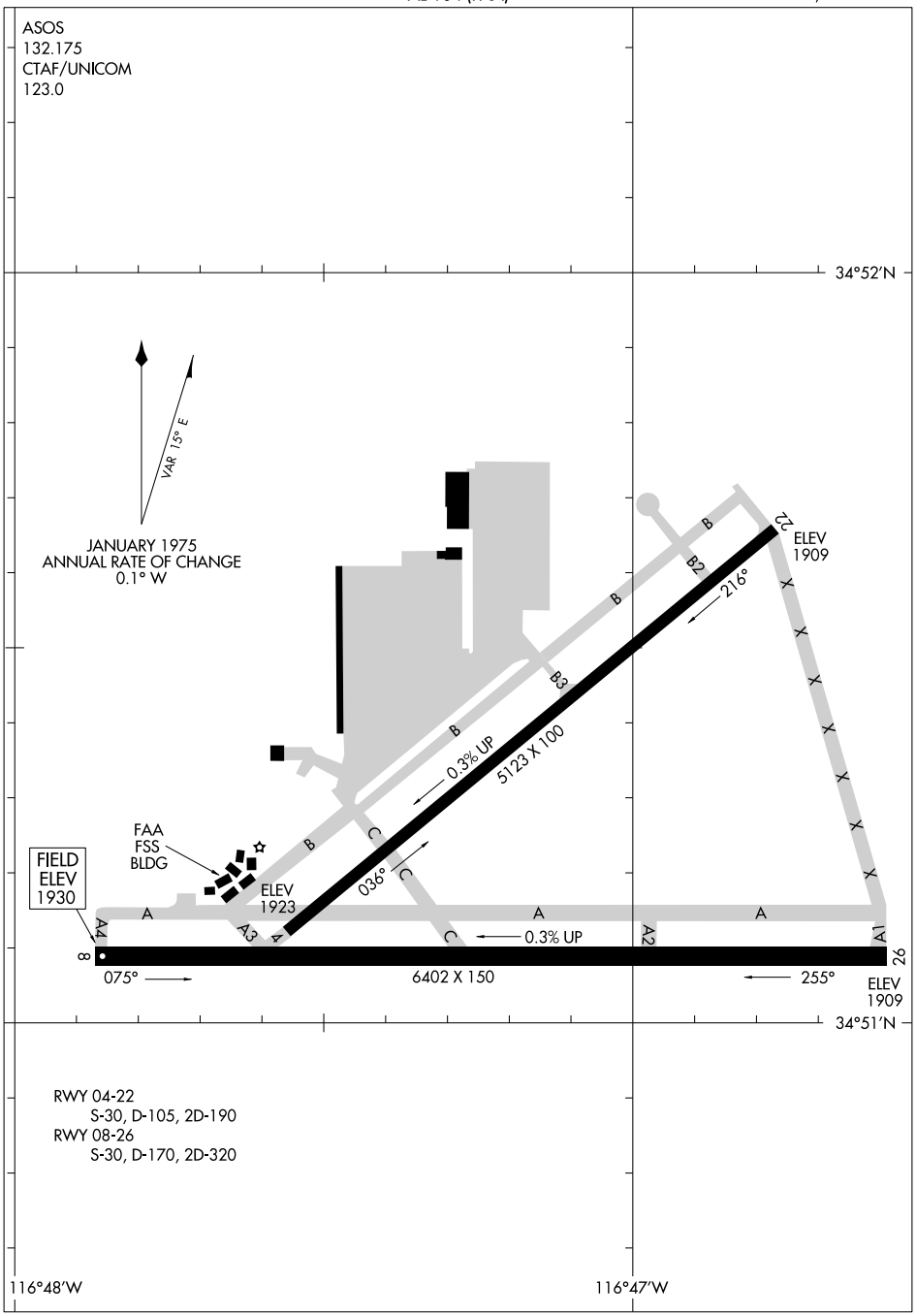
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26190

AIRPORT DIAGRAM

AL-104 (FAA)

BARSTOW-DAGGETT (DAG)
DAGGETT, CALIFORNIA



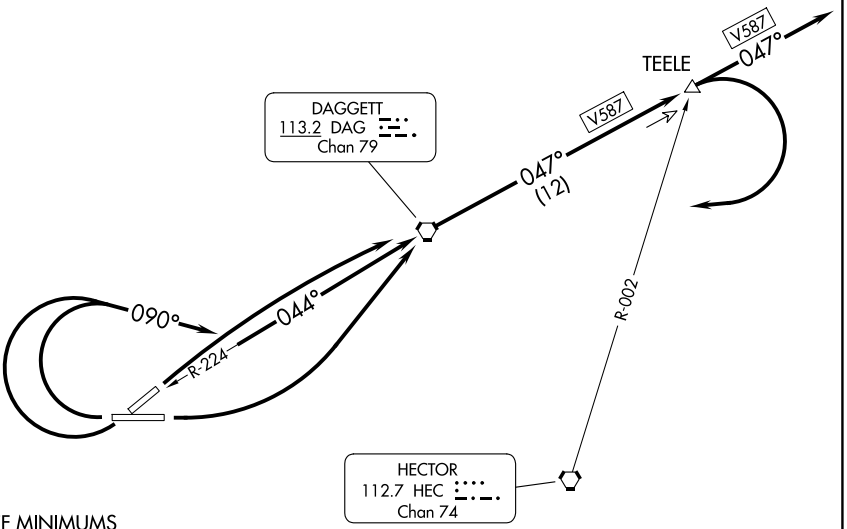
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DAGGETT ONE DEPARTURE (OBSTACLE)

AL-104 (FAA)

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.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

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.

RNAV (GPS) RWY 33

DELANO MUNI (DLO)

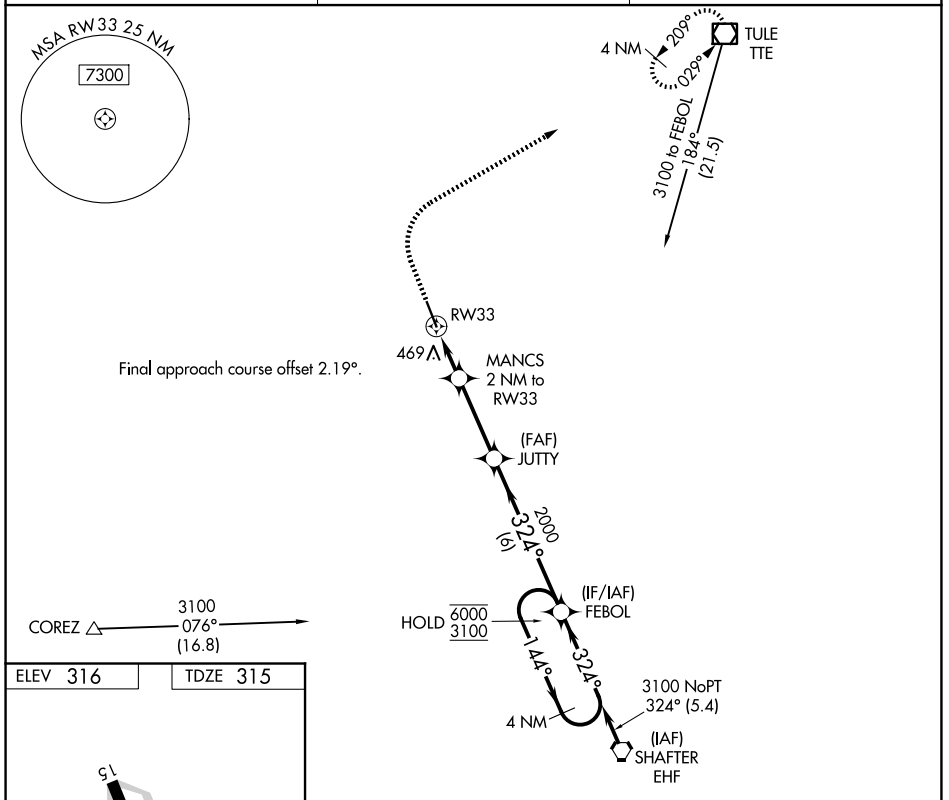
APP CRS	Rwy Ldg	5659
324°	TDZE	315
	Apt Elev	316

RNP APCH - GPS.

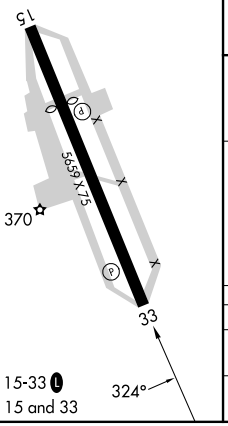
Circling NA southwest of Rwy 15-33.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 3100 direct TTE VOR/DME and hold.

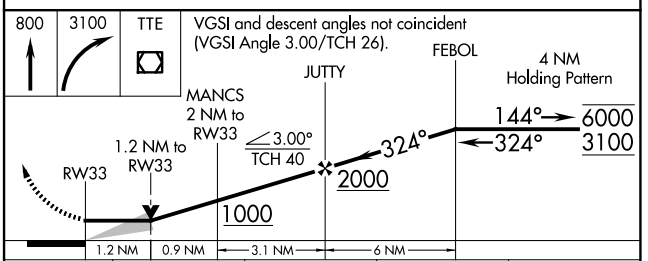
AWOS-3P	BAKERSFIELD APP CON ★	UNICOM
119.55	118.9	122.8 (CTAF) L



ELEV 316 | TDZE 315



MIRL Rwy 15-33 L
REIL Rwys 15 and 33



CATEGORY	A	B	C	D
LNAV MDA	720-1 405 (500-1)		720-1⅛ 405 (500-1⅛)	
CIRCLING	760-1 444 (500-1)	780-1 464 (500-1)	820-1½ 504 (600-1½)	960-2 644 (700-2)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC EHF	APP CRS	Rwy Ldg	5659
115.4	322°	TDZE	315
Chan 101		Apt Elev	316

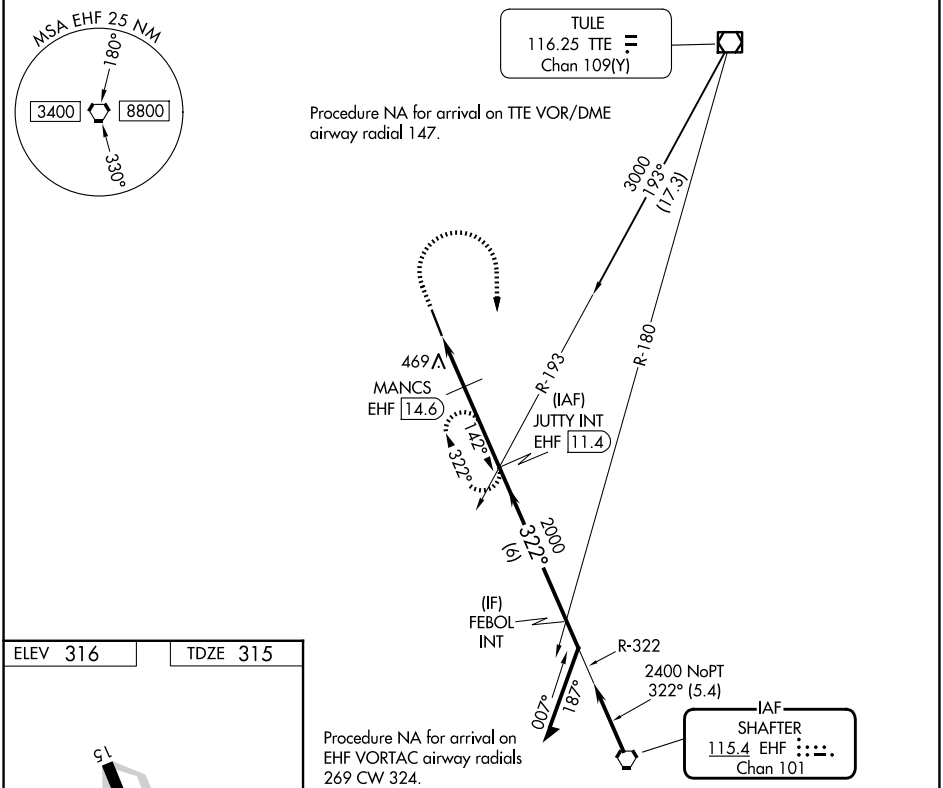
VOR RWY 33
DELANO MUNI (DLO)

DME required.

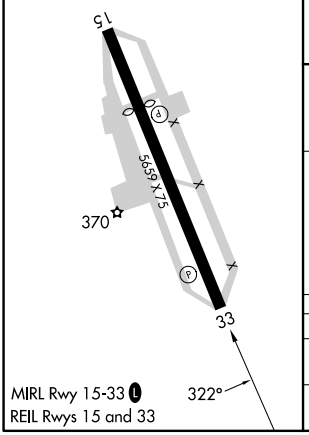
Circling NA southwest of Rwy 15-33.
When local altimeter setting not received, procedure NA.

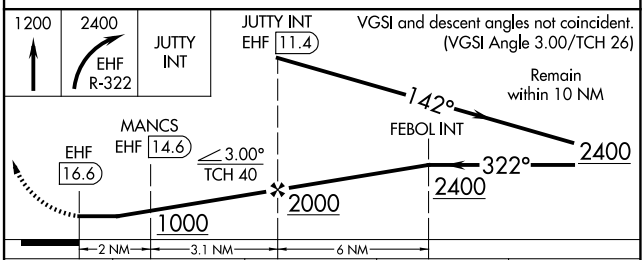
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 on EHF VORTAC R-322 to JUTTY INT/EHF 11.4 DME and hold, continue climb-in-hold to 2400.

AWOS-3P	BAKERSFIELD APP CON ★	UNICOM
119.55	118.9	122.8 (CTAF) L



ELEV 316 TDZE 315





CATEGORY	A	B	C	D
S-33	860-1 545 (600-1)		860-1⅝ 545 (600-1⅝)	
CIRCLING	860-1 544 (600-1)		860-1⅝ 544 (600-1⅝)	960-2 644 (700-2)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

EDWARDS, CALIFORNIA

ILS or LOC/DME Y RWY 23L

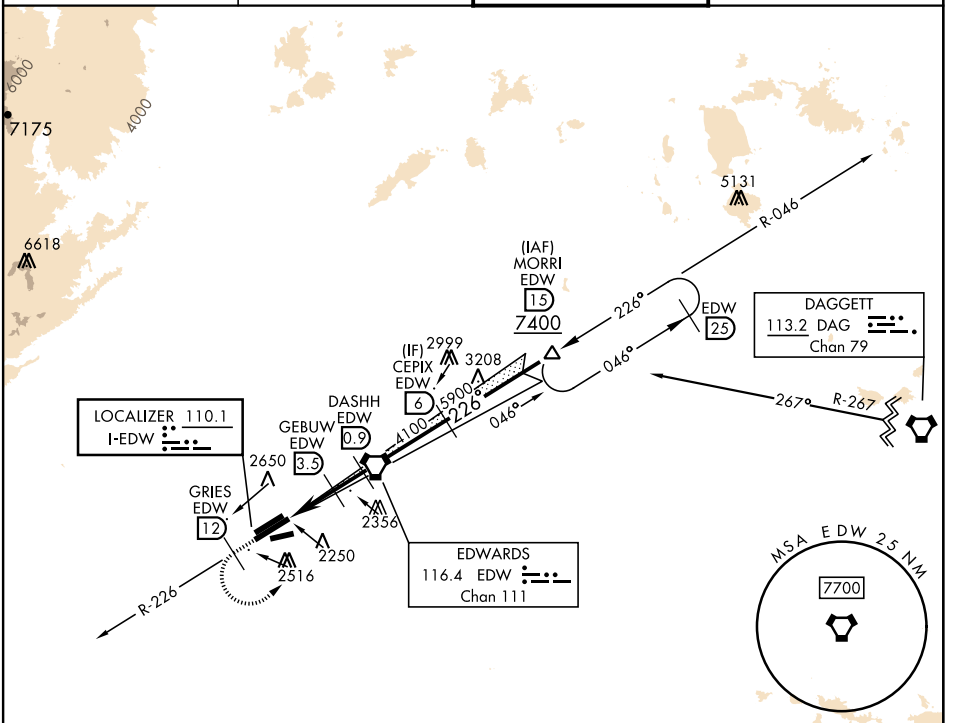
LOC I-EDW	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.1	226°	15,017 / 2286 / 2310

[USAF] EDWARDS AFB (KEDW)

*Circling not authorized NW of Rwy 5L-23R.
Circling not authorized at night to Rwy 5L-23R.

MISSED APPROACH: Climb to 7400. Track EDW R-226 outbound to GRIES, then turn left direct MORRI and hold.
Missed approach requires use of RNAV or ATC RADAR monitoring.

ATIS ★	JOSHUA APP CON	TOWER ★	GND CON
127.425 269.9	133.65 348.7	120.7 (CTAF) 318.1 (CTAF)	121.8 225.4

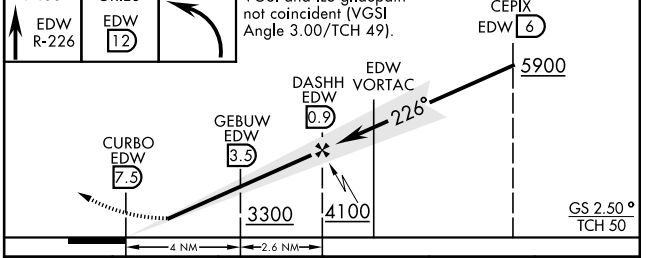


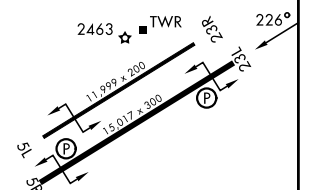
ELEV	2310	TDZE	2286

EMERG SAFE ALT 100 NM 16,500

7400	GRIES
EDW R-226	EDW 12

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).





CATEGORY	A	B	C	D	E
S-ILS 23L		2486-¾	200	(200-¾)	
S-LOC 23L		2540-1	254	(300-1)	
CIRCLING*	2880-1 569 (600-1)		2880-1½ 569 (600-1½)	2880-2 569 (600-2)	

HIRL Rwy 5R-23L
REIL Rwy 23L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

EDWARDS, CALIFORNIA

RNAV (GPS) RWY 5R

APCH CRS	Rwy ldg	15,017
046°	TDZE	2302
	Arpt Elev	2310

(USAF)

EDWARDS AFB (KEDW)

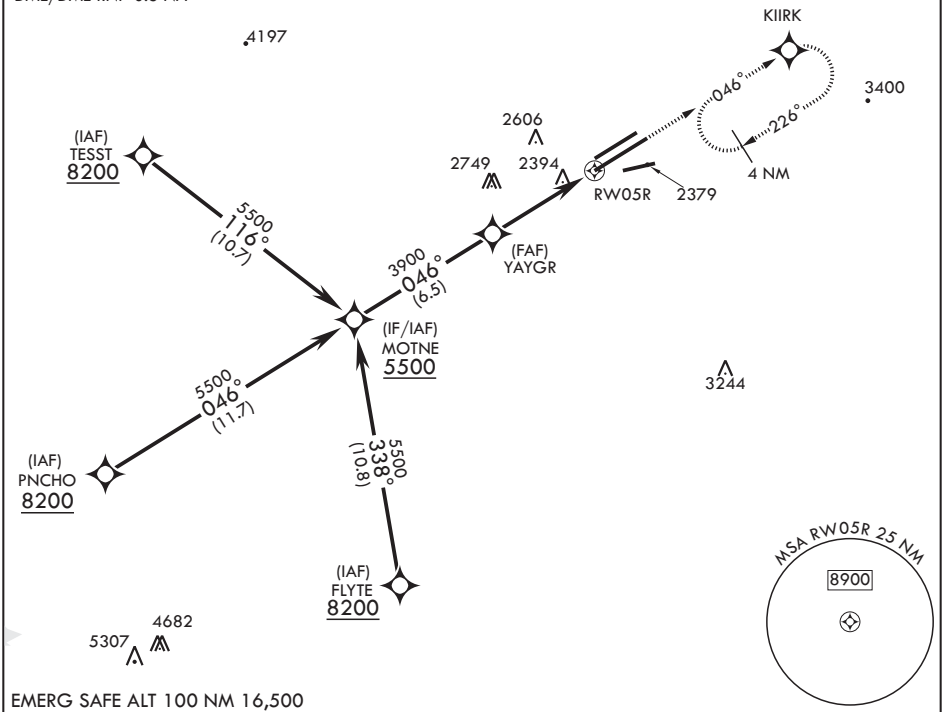
* Circling not authorized NW of Rwy 5L-23R.

MISSED APPROACH: Climb to 5700 direct KIIRK and hold, continue climb-in-hold to 5700.

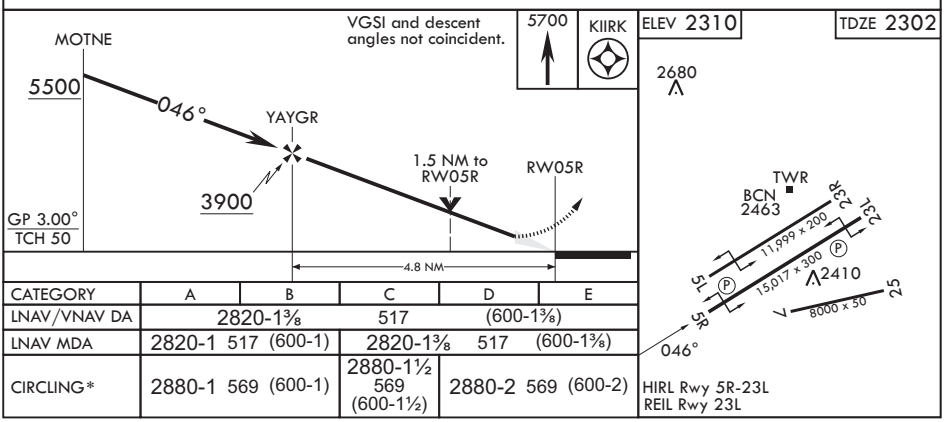
ATIS★	JOSHUA APP CON/DEP CON	TOWER★	GND CON
127.425 269.9	133.65 348.7	120.7 (CTAF) 318.1 (CTAF)	121.8 225.4

For uncompensated Baro VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F).

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	2820-1⅜		517	(600-1⅜)	
LNAV MDA	2820-1 517 (600-1)		2820-1⅜ 517 (600-1⅜)		
CIRCLING*	2880-1 569 (600-1)		2880-1½ 569 (600-1½)	2880-2 569 (600-2)	

HIRL Rwy 5R-23L
REIL Rwy 23L

EDWARDS, CALIFORNIA 34°54'N - 117°53'W EDWARDS AFB (KEDW)

Amdt 1 30JAN20

RNAV (GPS) RWY 5R

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

25275

EDWARDS, CALIFORNIA

RNAV (GPS) RWY 23L

APCH CRS	Rwy ldg	15,017
226°	TDZE	2286
	Arpt Elev	2310

(USAF)

EDWARDS AFB (KEDW)

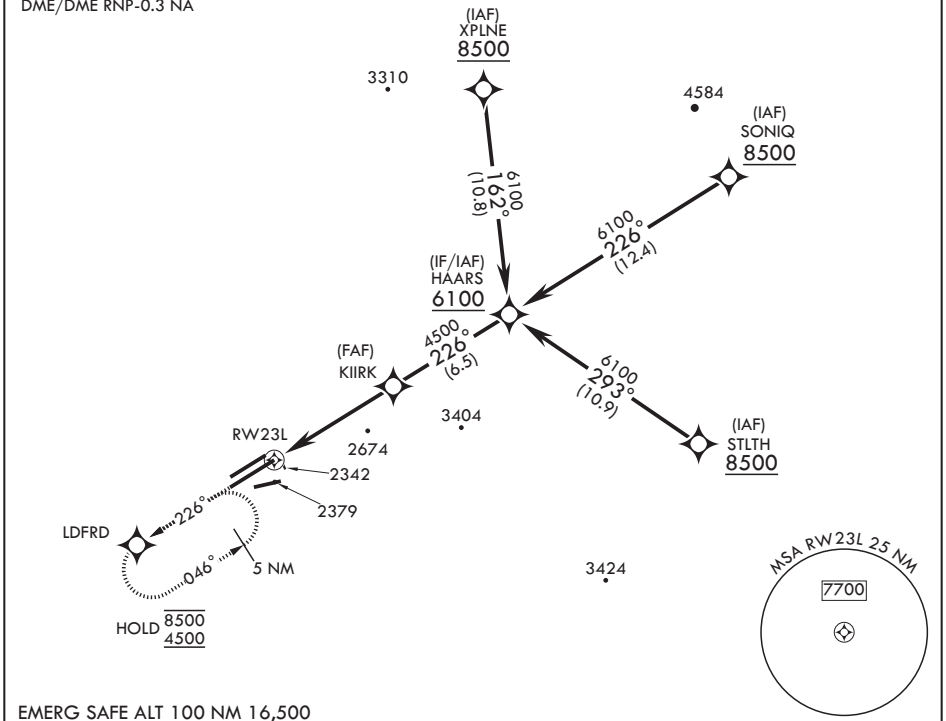
* Circling not authorized NW of Rwy 5L-23R.

MISSED APPROACH: Climb to 5700 direct LDFRD, continue climb-in-hold to 5700.

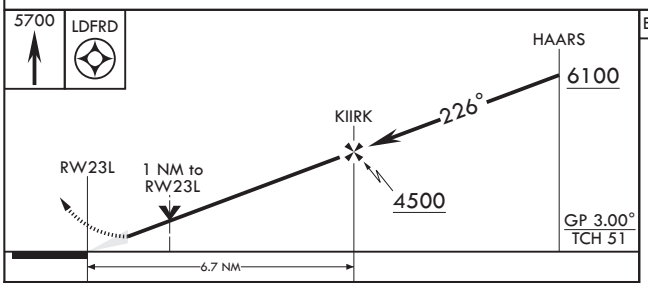
ATIS★	JOSHUA APP CON/DEP CON	TOWER★	GND CON
127.425 269.9	133.65 348.7	120.7 (CTAF) 318.1 (CTAF)	121.8 225.4

For uncompensated Baro-VNAV systems, Procedure NA below -19° C (-2°F) or above 54°C (130°F).

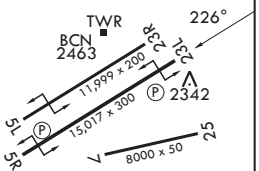
DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 16,500



ELEV 2310 TDZE 2286



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	2620-1		334	(400-1)	
LNAV MDA	2660-1		374	(400-1)	
CIRCLING*	2880-1 569 (600-1)		2880-1½ 569 (600-1½)	2880-2 569 (600-2)	

HIRL Rwy 5R-23L
REIL Rwy 23L

EDWARDS, CALIFORNIA

34°54'N - 117°53'W

EDWARDS AFB (KEDW)

Amdt 1 30JAN20

RNAV (GPS) RWY 23L

SW-3, 09 JUL 2026 to 03 SEP 2026

EDWARDS, CALIFORNIA

VOR/DME or TACAN Y RWY 5R

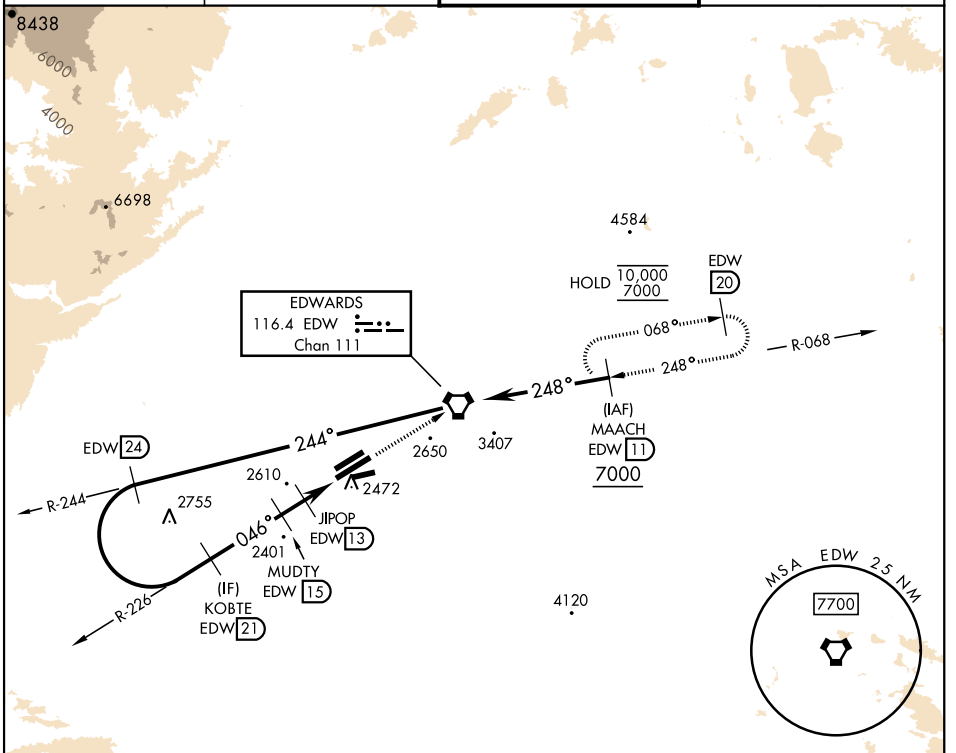
[USAF] EDWARDS AFB (KEDW)

VORTAC EDW 116.4 Chan 111	APCH CRS 046°	Rwy ldg 15,017 TDZE 2302 Arpt Elev 2310

*Circling not authorized NW of Rwy 5L-23R.
Circling not authorized at night to Rwy 5L-23R.

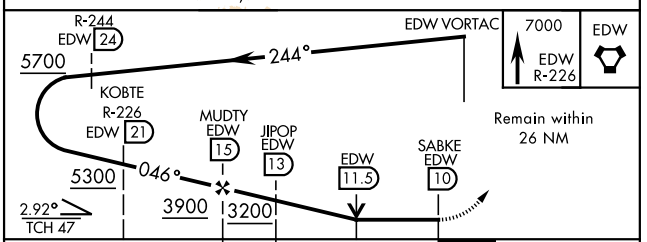
MISSED APPROACH: Track EDW VORTAC R-226 to EDW. Intercept EDW R-068 to MAACH and hold. Maintain 7000. Missed approach requires use of RNAV or ATC radar monitoring.

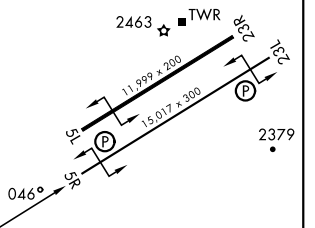
ATIS ★	JOSHUA APP/DEP CON	TOWER★	GND CON
127.425 269.9	133.65 348.7	120.7 (CTAF) 318.1 (CTAF)	121.8 225.4



ELEV 2310 TDZE 2302

EMERG SAFE ALT 100 NM 16,500





CATEGORY	A	B	C	D	E
S-5R	2820-1 517 (600-1)		2820-1⅜ 517		(600-1⅜)
CIRCLING*	2880-1 569 (600-1)		2880-1½ 569 (600-1½)	2880-2 569 (600-2)	

HIRL Rwy 5R-23L
REIL Rwy 23L

EDWARDS, CALIFORNIA 34°54′N-117°53′W EDWARDS AFB (KEDW)

Amdt 3 23APR20

VOR/DME or TACAN Y RWY 5R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

25275

EDWARDS, CALIFORNIA

VOR/DME or TACAN Y RWY 23L

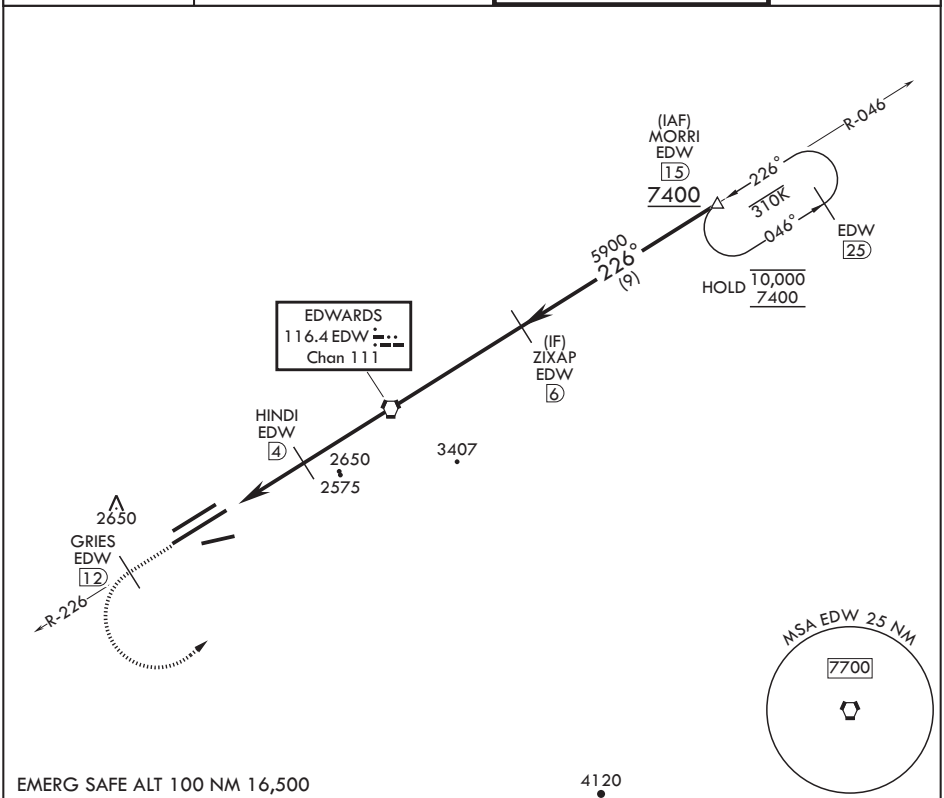
VORTAC EDW 116.4 Chan 111	APCH CRS 226°	Rwy ldg 15,017 TDZE 2286 Arpt Elev 2310

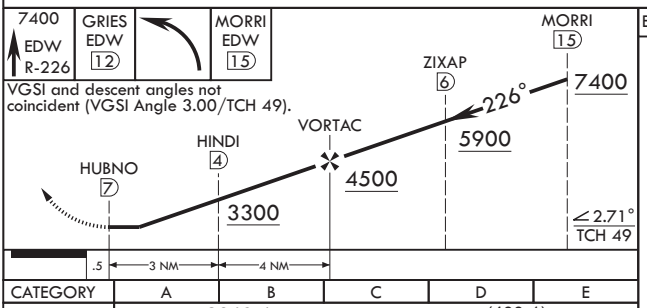
(USAF) EDWARDS AFB (KEDW)

* Circling not authorized NW of Rwy 5L-23R. Circling not authorized at night to Rwy 5L-23R.

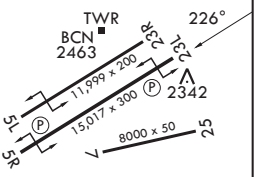
MISSED APPROACH: Climb to 7400. Track EDW VORTAC R-226 outbound to GRIES, then turn left direct MORRI and hold. Missed Approach requires use of RNAV or ATC RADAR monitoring.

ATIS★	JOSHUA APP CON/DEP CON	TOWER★	GND CON
127.425 269.9	133.65 348.7	120.7 (CTAF) 318.1 (CTAF)	121.8 225.4





ELEV 2310 TDZE 2286



CATEGORY	A	B	C	D	E
S-23L	2640-1		354	(400-1)	
CIRCLING*	2880-1 569 (600-1)		2880-1½ 569 (600-1½)	2880-2 569 (600-2)	

2516

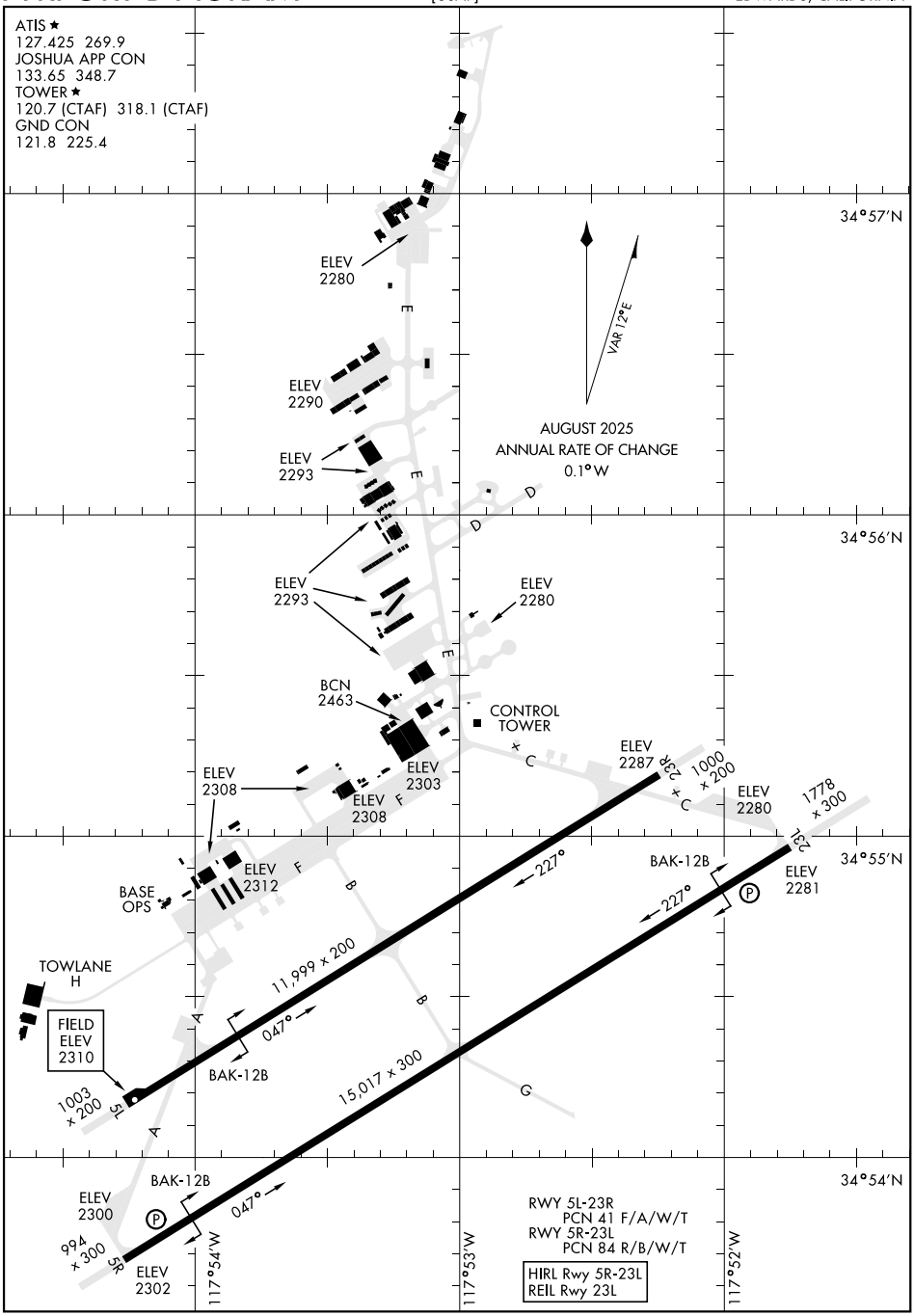
HIRL Rwy 5R-23L
REIL Rwy 23L

EDWARDS, CALIFORNIA 34°54'N - 117°53'W EDWARDS AFB (KEDW)

Amdt 2 23APR20

VOR/DME or TACAN Y RWY 23L

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

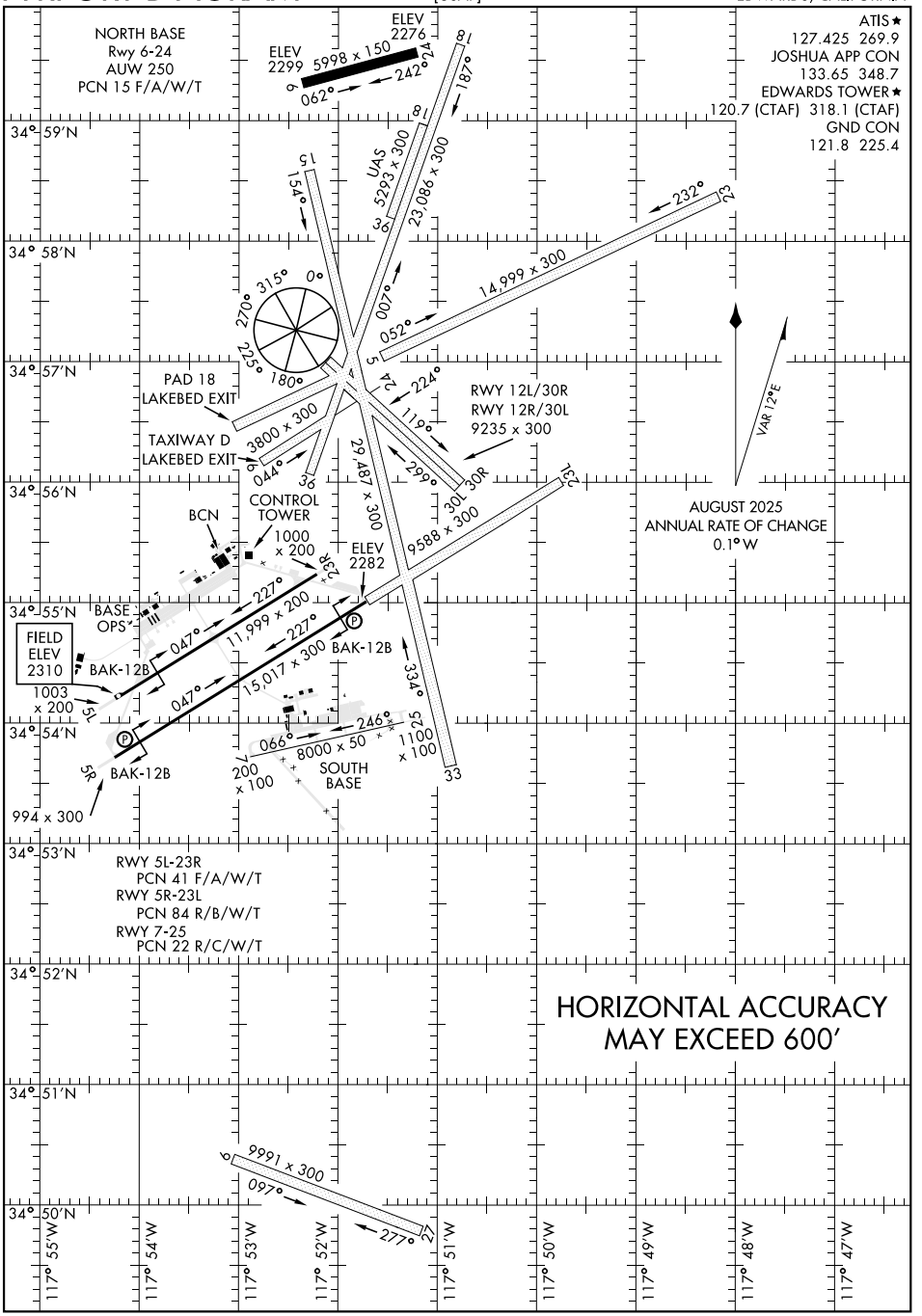
25331

AIRPORT DIAGRAM

EDWARDS/ROGERS LAKEBED (KEDW)

[USAF]

EDWARDS, CALIFORNIA



AIRPORT DIAGRAM

EDWARDS, CALIFORNIA

EDWARDS/ROGERS LAKEBED (KEDW)

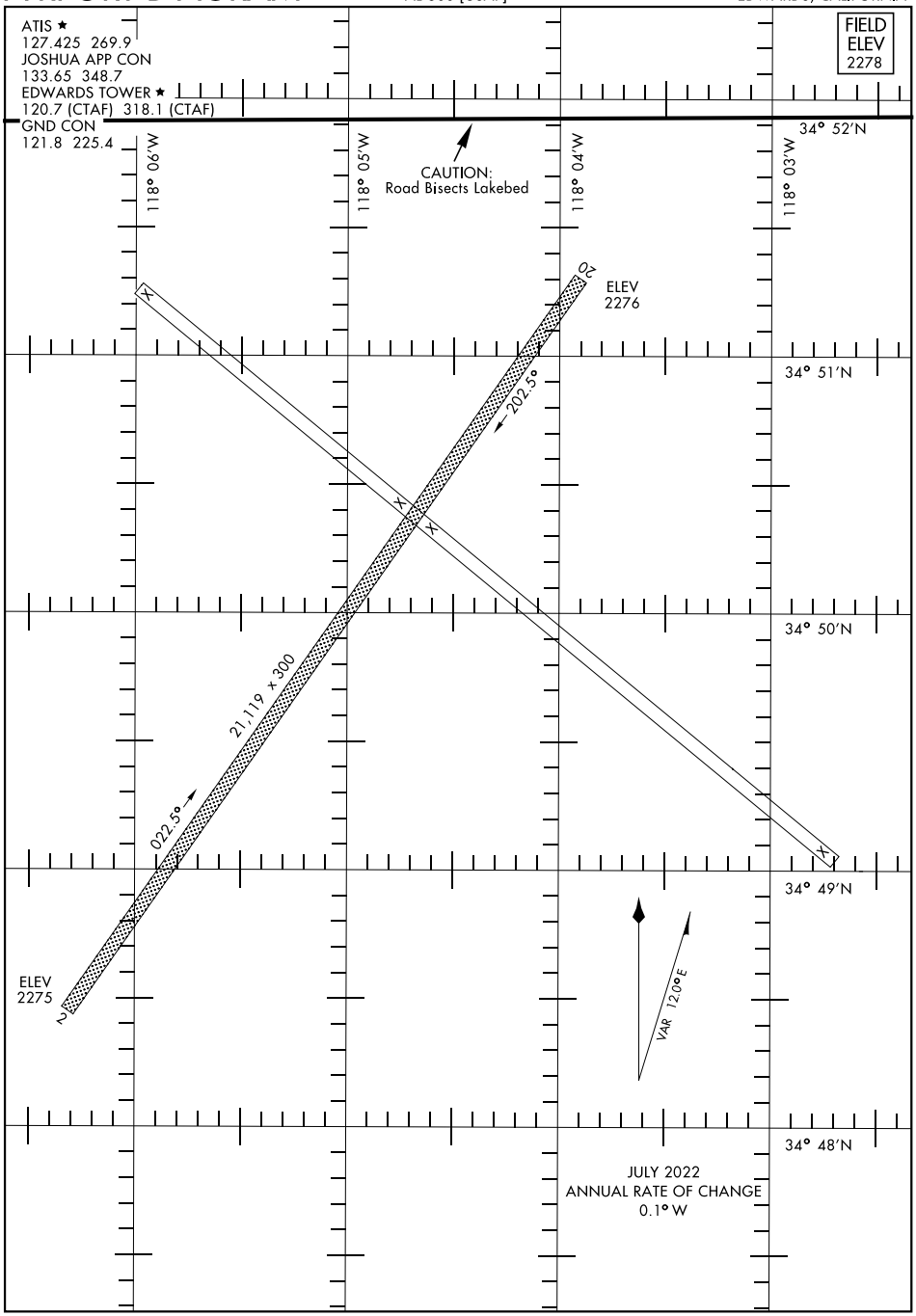
SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

EDWARDS/ROSAMOND LAKEBED (KEDW)

AL-500 [USAF]

EDWARDS, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

EDWARDS, CALIFORNIA

EDWARDS/ROSAMOND LAKEBED (KEDW)

26022

EL CENTRO, CALIFORNIA

RNAV (GPS) RWY 8

WAAS CH 89932 W08A	APCH CRS 079°	Rwy ldg 9503 TDZE -46 Arpt Elev -42

(USN) EL CENTRO NAF (VRACIU FLD) (KNJK)

RNP APCH

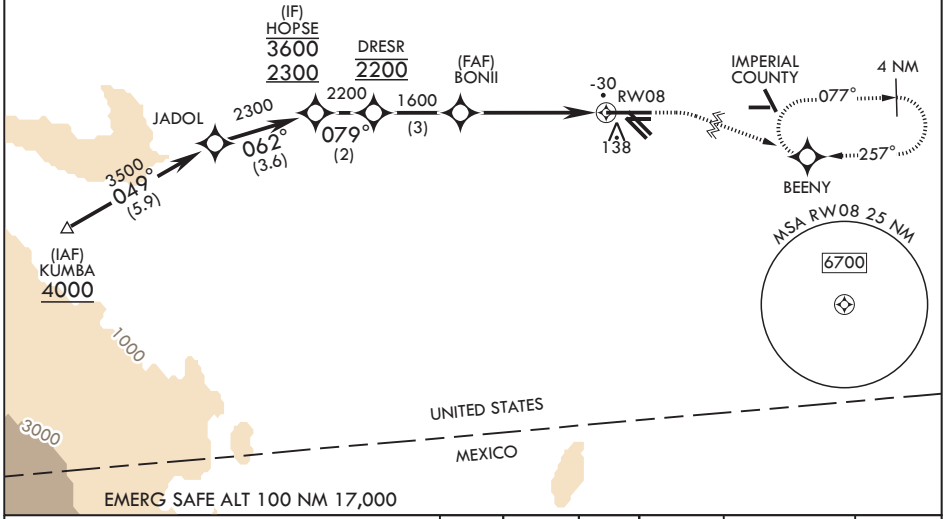
Circling visibility reduction by helicopters NA. When tower closed, increase visibility to 1 mile.

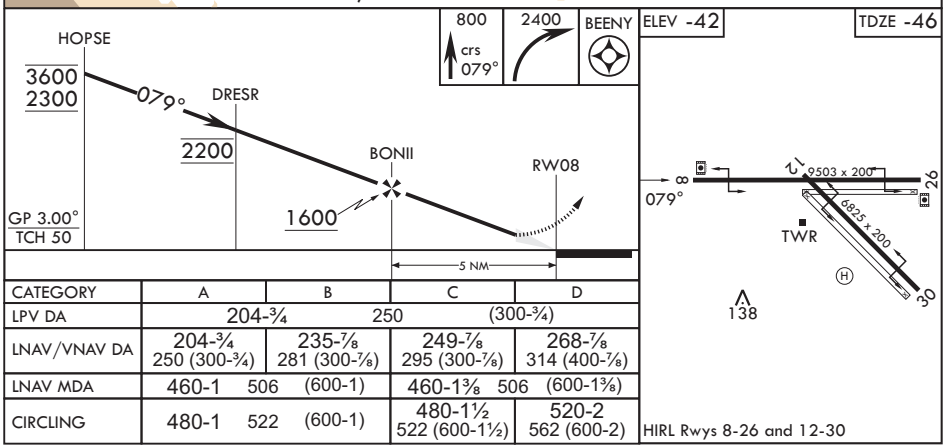
MISSED APPROACH: Climb to 800, then climbing right turn to 2400 direct BEENY and hold.

ATIS★	APP CON/DEP CON	TOWER★	GND CON
269.275	132.275 292.2	119.1 360.2	121.9 254.35

Circling to Rwy 30 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (129°F).





CATEGORY	A	B	C	D
LPV DA	204-¾		250	(300-¾)
LNAV/VNAV DA	204-¾ 250 (300-¾)	235-⅞ 281 (300-⅞)	249-⅞ 295 (300-⅞)	268-⅞ 314 (400-⅞)
LNAV MDA	460-1	506 (600-1)	460-1⅜	506 (600-1⅜)
CIRCLING	480-1	522 (600-1)	480-1½ 522 (600-1½)	520-2 562 (600-2)

HIRL Rwys 8-26 and 12-30

EL CENTRO, CALIFORNIA 32°50'N - 115°40'W EL CENTRO NAF (VRACIU FLD) (KNJK)

Orig 13JUL23

RNAV (GPS) RWY 8

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

EL CENTRO, CALIFORNIA

RNAV (GPS) RWY 26

WAAS	APCH CRS	Rwy Idg 9503
CH 95990 W26A	259°	TDZE -46
		Arpt Elev -42

[USN]

EL CENTRO NAF (VRACIU FLD) (KNJK)

RNP APCH

Circling to Rwy 30 not authorized at night.
When tower closed, increase visibility to 1 mile.

MISSED APPROACH: Climb to 500, then climbing left turn to 2300 direct BEENY and hold.

ATIS ★	APP CON	TOWER ★	GND CON
269.275	132.275 292.2	119.1 360.2	121.9 254.35

Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV system LNAV/VNAV NA below -14°C (7°F) or above 54°C (129°F)

CAUTION: Extensive civil aircraft operations at Imperial County airport.

R-2510

RW26

(FAF) CUNSA

1100

259°

(5)

BAGSE 1700

138

39

IMPERIAL COUNTY

294

1700

296°

(7.9)

4 NM

077°

230K

352

257°

CAUTION: Missed approach max 250 KIAS until 500.

2300

077°

(7)

(IF/IAF) BEENY

HOLD 4000 2300

IMPERIAL

115.9 IPL

Chan 106

UNITED STATES

MEXICO

CAUTION: Do not overfly the US-Mexican border.

MSA RW26 25 NM

6700

EMERG SAFE ALT 100 NM 17,000

500 | 2300 | BEENY

4 NM Holding Pattern

BEENY 077° 4000 2300 257°

BAGSE 296° 1700

0.9 NM to RW26 CUNSA 259° 1100

RW26

GP 3.00°

TCH 55

3.4 NM

ELEV -42 TDZE -46

8 12 9503 x 200 26 259°

TWR

H

6825 x 200

100 30

CATEGORY	A	B	C	D
LPV DA	206-¾	252	(300-¾)	
LNAV/VNAV DA	204-¾	250	(300-¾)	214-¾ 260 (300-¾)
LNAV MDA	300-1	346	(400-1)	
CIRCLING	480-1 522 (600-1)		480-1½ 522 (600-1½)	520-2 562 (600-2)

HIRL Rwys 8-26, 12-30

EL CENTRO, CALIFORNIA

32°50'N-115°40'W

EL CENTRO NAF (VRACIU FLD) (KNJK)

Amdt 6 13JUL23

RNAV (GPS) RWY 26

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

EL CENTRO, CALIFORNIA

RNAV (GPS) RWY 30

WAAS	APCH CRS	Rwy Idg	6825
CH 70955	304°	TDZE	-42
W30A		Arpt Elev	-42

[USN]

EL CENTRO NAF (VRACIU FLD) (KNJK)

RNP APCH

*Not authorized at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 500, then climbing left turn to 2300 direct BEENY and hold.

ATIS ★	APP CON	TOWER ★	GND CON
269.275	132.275 292.2	119.1 360.2	121.9 254.35

For uncompensated Baro-VNAV system LNAV/VNAV NA below -14° C (7° F) or above 54° C (129° F).

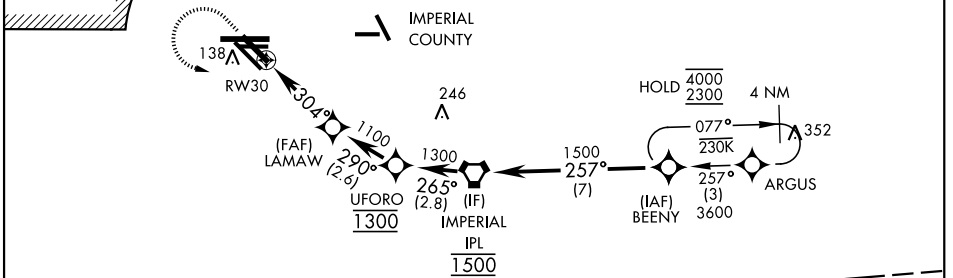
CAUTION:
Extensive civil aircraft operations at Imperial County airport.

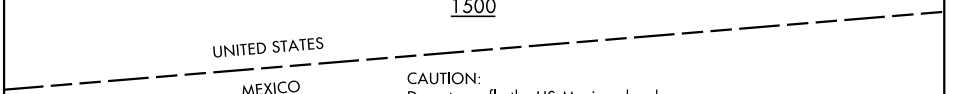
20:1 visual area penetrated by fence, lit, 289' from thld, 213' right of course, 8 AGL/-34 MSL ; 199' from thld, 305' right of course, 8 AGL/-34 MSL; 504' from thld, 3' right of course, 8 AGL/-34 MSL.

NOTE: Aircraft inbound from East use ARGUS straight-in. Aircraft inbound from West use BEENY, requires holding.

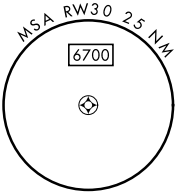
R-2510

CAUTION: Missed Approach max 250 KIAS until 500.

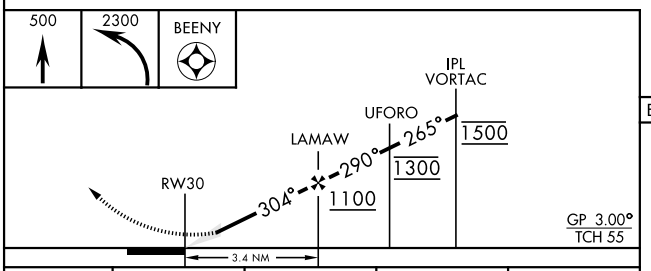




CAUTION:
Do not overfly the US-Mexican border.

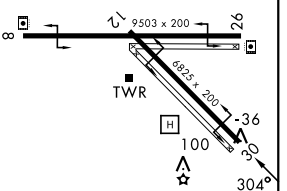


EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LPV DA*	208-1 250 (300-1)			
LNAV/VNAV DA*	231-1 273 (300-1)	242-1 284 (300-1)	250-1 292 (300-1)	261-1 303 (400-1)
LNAV MDA*	360-1 402 (500-1)		360-1⅛ 402 (500-1⅛)	
CIRCLING	480-1 522 (600-1)		480-1½ 522 (600-1½)	520-2 562 (600-2)

ELEV -42 TDZE -42



HIRL Rwys 8-26, 12-30

EL CENTRO, CALIFORNIA 32°50'N-115°40'W EL CENTRO NAF (VRACIU FLD) (KNJK)

Amdt 5 13JUL23

RNAV (GPS) RWY 30

SW-3, 09 JUL 2026 to 03 SEP 2026

EL CENTRO, CALIFORNIA

VOR/DME RWY 30

VORTAC IPL 115.9 Chan 106	APCH CRS 284°	Rwy ldg 6825 TDZE -42 Arpt Elev -42

[USN] EL CENTRO NAF (VRACIU FLD) (KNJK)

Visibility reduction by helicopters not authorized. Procedure not authorized at night.

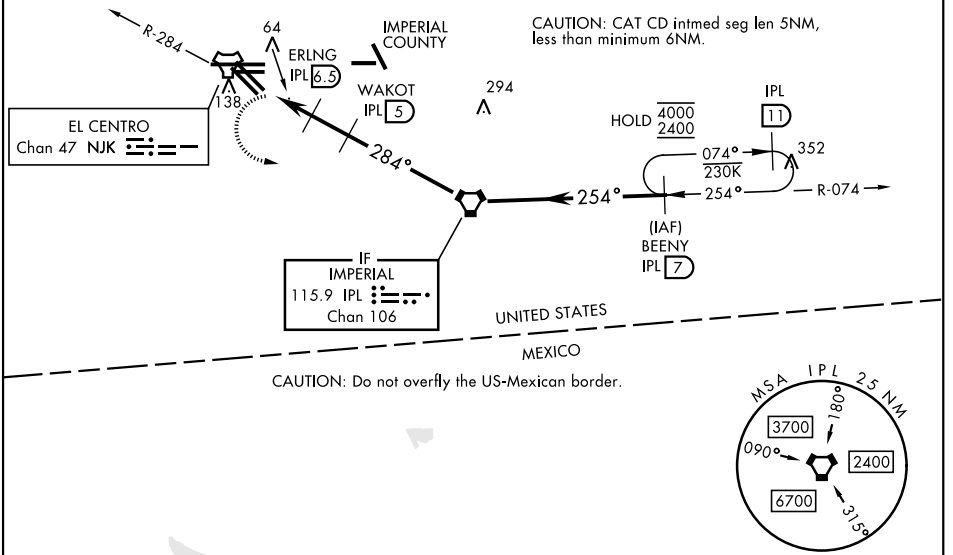
MISSED APPROACH: Climb to 600, then climbing left turn to 2400, intercept IPL VORTAC R-074 to BEENY and hold.

ATIS ★	APP CON	TOWER ★	GND CON
269.275	132.275 292.2	119.1 360.2	121.9 254.35

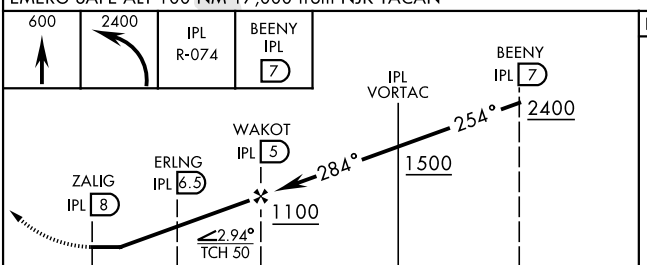
Rwy 30: 20:1 visual area penetrated by
Fence, lit, 289 ft from thld, 213 ft right of course, 8 AGL/-34 MSL
Fence, 199 ft from thld, 305 ft right of course, 8 AGL/-34 MSL,
Fence, 504 ft from thld, 3 ft right of course, 8 AGL/-34 MSL,

CAUTION: Extensive civil aircraft operations at Imperial County airport.

CAUTION: CAT CD intmed seg len 5NM, less than minimum 6NM.

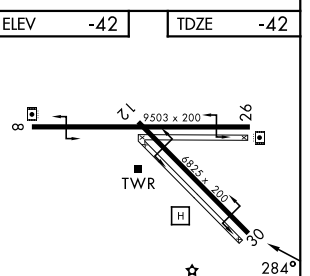


EMERG SAFE ALT 100 NM 17,000 from NJK TACAN



CATEGORY	A	B	C	D
S-30	380-1 422 (500-1)		380-1¼ 422 (500-1¼)	
CIRCLING	480-1 522 (600-1)		480-1½ 522 (600-1½)	520-2 562 (600-2)

ELEV -42 TDZE -42



HIRL Rwys 8-26, 12-30

EL CENTRO, CALIFORNIA 32°50'N-115°40'W EL CENTRO NAF (VRACIU FLD) (KNJK)

Amdt 5 13JUL23

VOR/DME RWY 30

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

EL CENTRO, CALIFORNIA

TACAN RWY 26

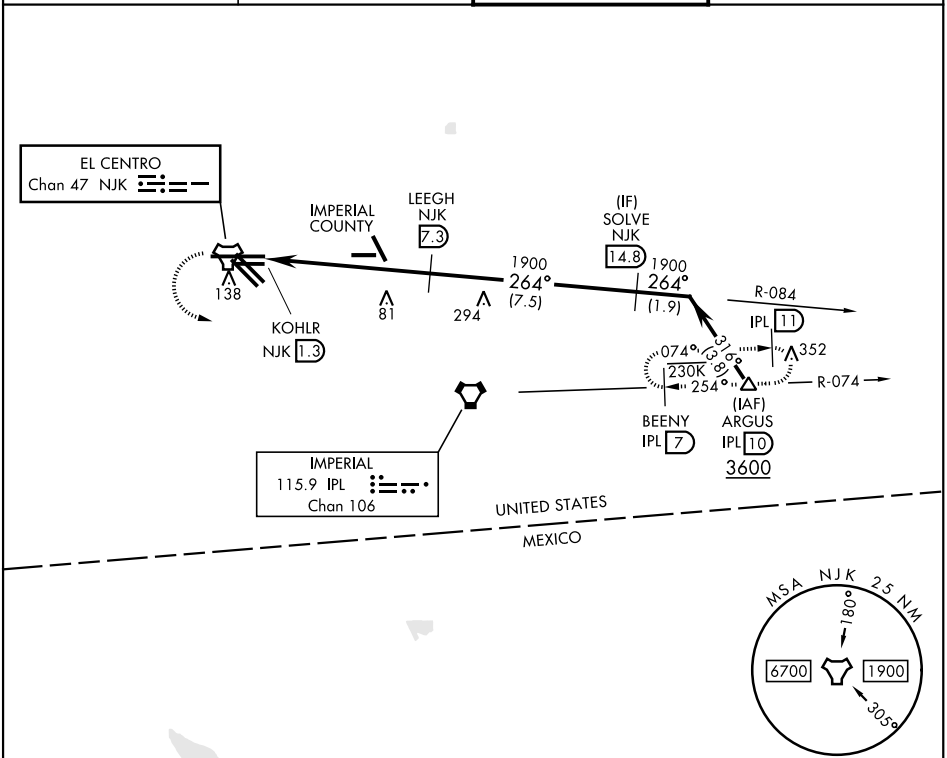
TACAN NJK Chan 47	APCH CRS 264°	Rwy ldg 9503 TDZE -46 Arpt Elev -42

[USN] EL CENTRO NAF (VRACIU FLD) (KNJK)

Circling to Rwy 30 not authorized at night.

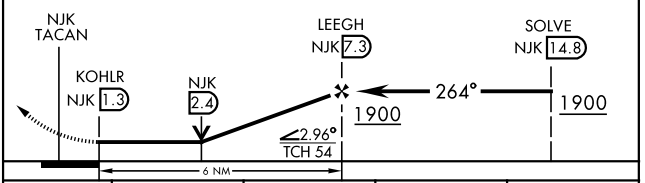
MISSED APPROACH: Climb to 500, then climbing left turn to 2400 direct IPL VORTAC. Then direct BEENY via IPL R-074 and hold.

ATIS ★	APP CON	TOWER ★	GND CON
269.275	132.275 292.2	119.1 360.2	121.9 254.35

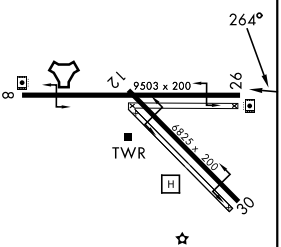


EMERG SAFE ALT 100 NM 17,000

500	2400	IPL R-074	BEENY IPL 7



ELEV -42 TDZE -46



CATEGORY	A	B	C	D
S-26	380-1 426 (500-1)		380-1¼ 426 (500-1¼)	
CIRCLING	480-1 522 (600-1)		480-1½ 522 (600-1½)	520-2 562 (600-2)

HIRL Rwys 8-26, 12-30

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

EL CENTRO, CALIFORNIA

TACAN-A

TACAN NJK Chan 47	APCH CRS 277°	Rwy ldg N/A TDZE N/A Arpt Elev -42

[USN] EL CENTRO NAF (VRACIU FLD) (KNJK)

Circling to Rwy 30 not authorized at night.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 direct ZONAS and hold.

ATIS ★	APP CON	TOWER ★	GND CON
269.275	132.275 292.2	119.1 360.2	121.9 254.35

R-2510A

Rwy 30: 20:1 visual area penetrated by
Fence, lit, 289 ft from thld, 213 ft right of course, 8 AGL/-34 MSL
Fence, 199 ft from thld, 305 ft right of course, 8 AGL/-34 MSL,
Fence, 504 ft from thld, 3 ft right of course, 8 AGL/-34 MSL,

EL CENTRO
Chan 47 NJK

138

HOLD 4000 2300
294
247
097°
NJK 11
176
230K
277°
(IAF)
ZONAS
NJK 7
2300
309°
(3.5)
R-097

IMPERIAL
115.9 IPL
Chan 106
3700

MSA NJK 25 NM
180°
6700
1900
305°

CAUTION:
Do not overfly the US-Mexican border.

UNITED STATES
MEXICO

EMERG SAFE ALT 100 NM 17,000

1000
2300
ZONAS

ZONAS
NJK 7
4 NM
Holding pattern
097°
277°
4000
2300

NJK
TACAN
277°
WASGA
NJK 2

5 NM

ELEV -42

8
12
9503 x 200
26
TWR
H
4825 x 200
277°
30

CATEGORY	A	B	C	D
CIRCLING	480-1 522 (600-1)		480-1½ 522 (600-1½)	520-2 562 (600-2)

HIRL Rwys 8-26, 12-30

EL CENTRO, CALIFORNIA 32°50'N-115°40'W EL CENTRO NAF (VRACIU FLD) (KNJK)

Amdt 3 13JUL23

TACAN-A

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

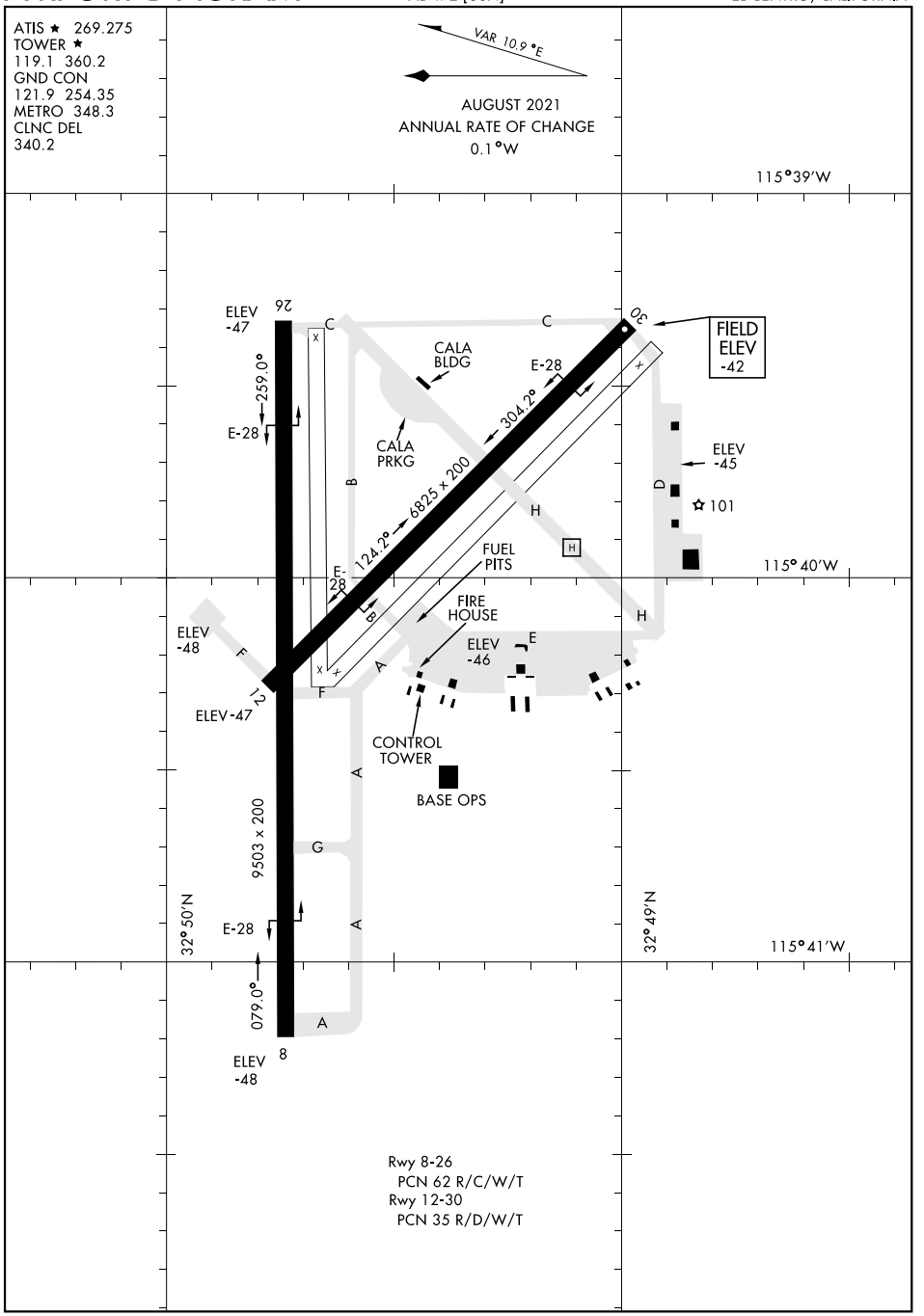
23194

AIRPORT DIAGRAM

EL CENTRO NAF (VRACIU FLD) (KNJK)

AL-472 [USN]

EL CENTRO, CALIFORNIA



AIRPORT DIAGRAM

EL CENTRO, CALIFORNIA

EL CENTRO NAF (VRACIU FLD) (KNJK)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	N/A
096°	TDZE	N/A
	Apt Elev	296

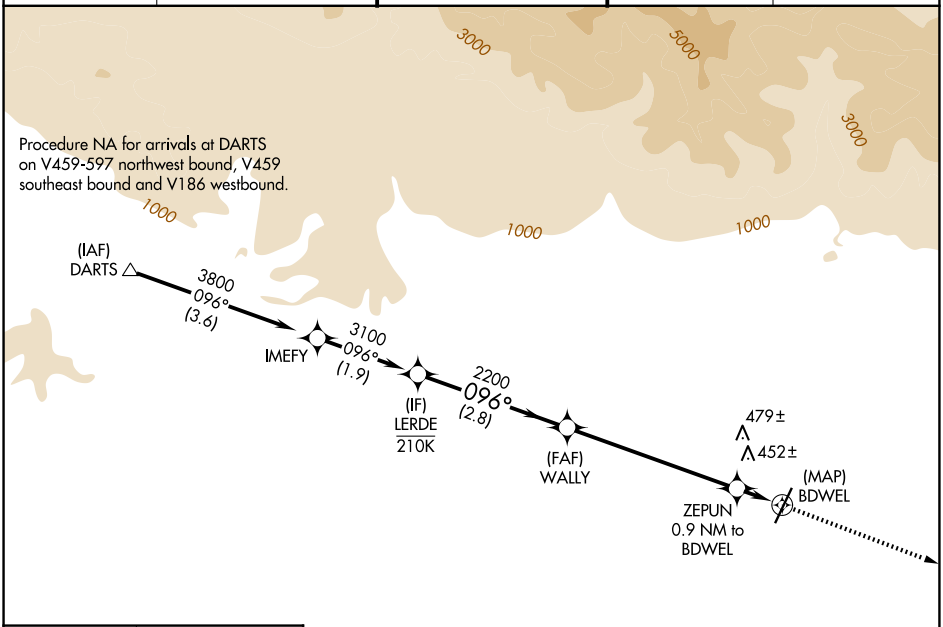
RNAV (GPS)-B
SAN GABRIEL VALLEY (EMT)

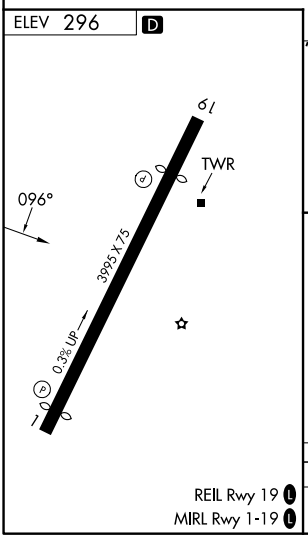
RNP APCH-GPS.

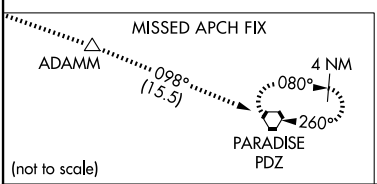
Circling Rwy 1 NA at night. Rwy 1, 19 helicopter visibility reduction below 1 SM NA.

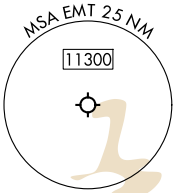
MISSED APPROACH: Climb to 4000 direct ADAMM and on track 098° to PDZ VORTAC and hold.

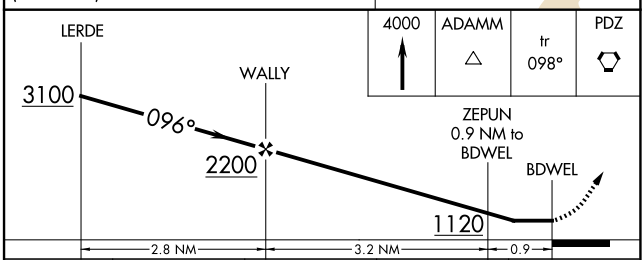
ATIS	SOCAL APP CON	EL MONTE TOWER ★	GND CON	UNICOM
118.75	125.5 349.0	121.2 (CTAF)	125.9	122.95











CATEGORY	A	B	C	D
CIRCLING	820-1 524 (600-1)	960-1 664 (700-1)	1140-2½ 844 (900-2½)	1300-3 1004 (1100-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

EL MONTE, CALIFORNIA | AL-5639 (FAA) | 26078

VOR-A

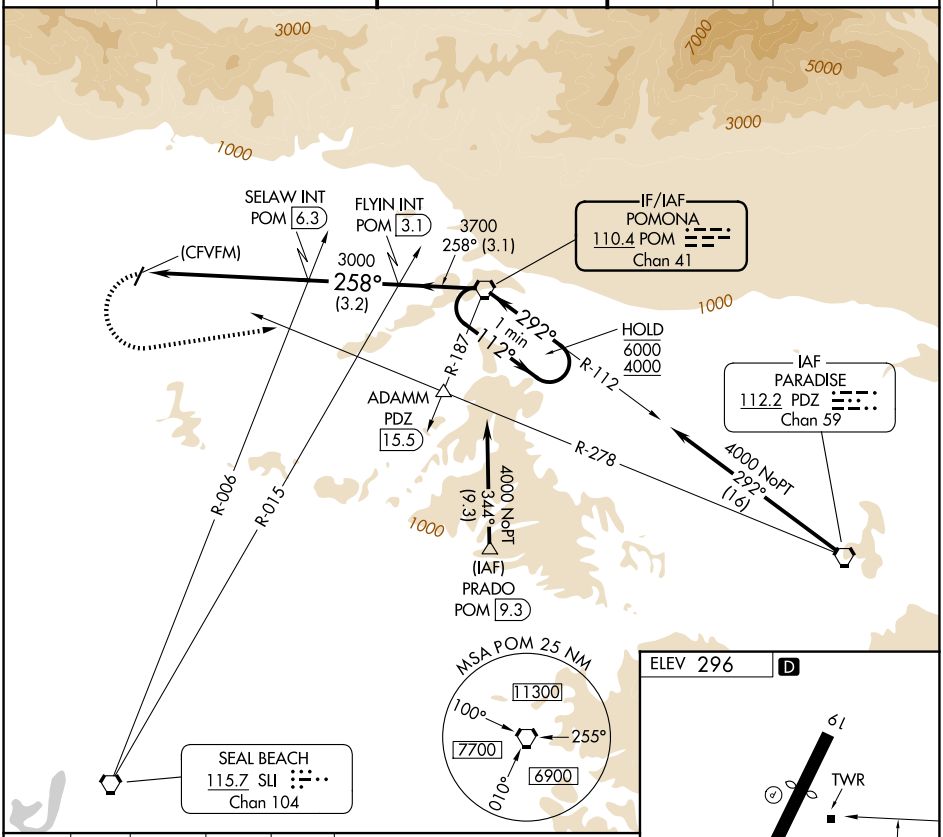
SAN GABRIEL VALLEY (EMT)

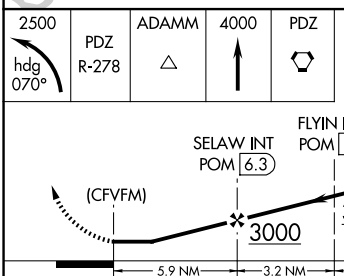
VORTAC POM	APP CRS	Rwy Ldg	N/A
110.4	258°	TDZE	N/A
Chan 41		Apt Elev	296

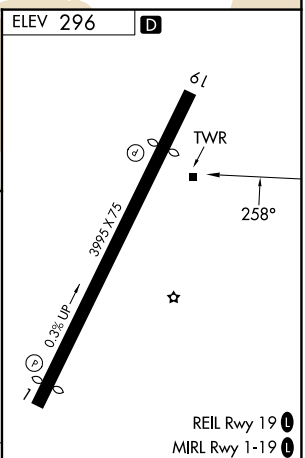
T A Circling Rwy 1 NA at night. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: Climbing left turn to 2500 on heading 070° and PDZ VORTAC R-278 to ADAMM INT/PDZ 15.5 DME then continue climb to 4000 to PDZ VORTAC.

ATIS	SOCAL APP CON	EL MONTE TOWER ★	GND CON	UNICOM
118.75	125.5 349.0	121.2 (CTAF) L	125.9	122.95







CATEGORY	A	B	C	D
CIRCLING	1280-1¼ 984 (1000-1¼)	1280-1½ 984 (1000-1½)	1280-3 984 (1000-3)	1320-3 1024 (1100-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

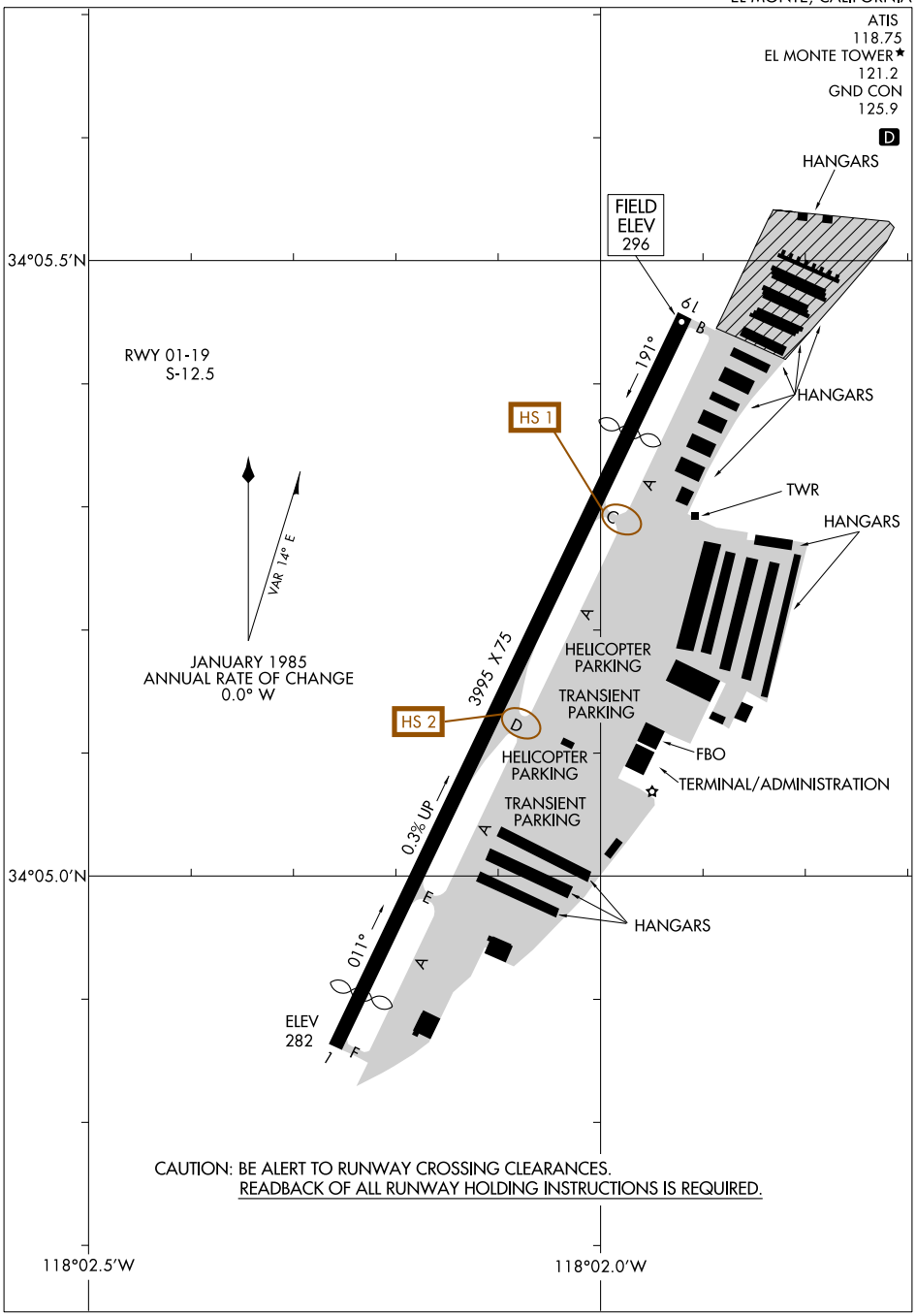
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

AL-5639 (FAA)

SAN GABRIEL VALLEY (EMT)

EL MONTE, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

EL MONTE, CALIFORNIA

SAN GABRIEL VALLEY (EMT)

26134

FALLBROOK, CALIFORNIA | AL-6879 (FAA) | 25163

APP CRS	Rwy Ldg	2150
181°	TDZE	708
	Apt Elev	708

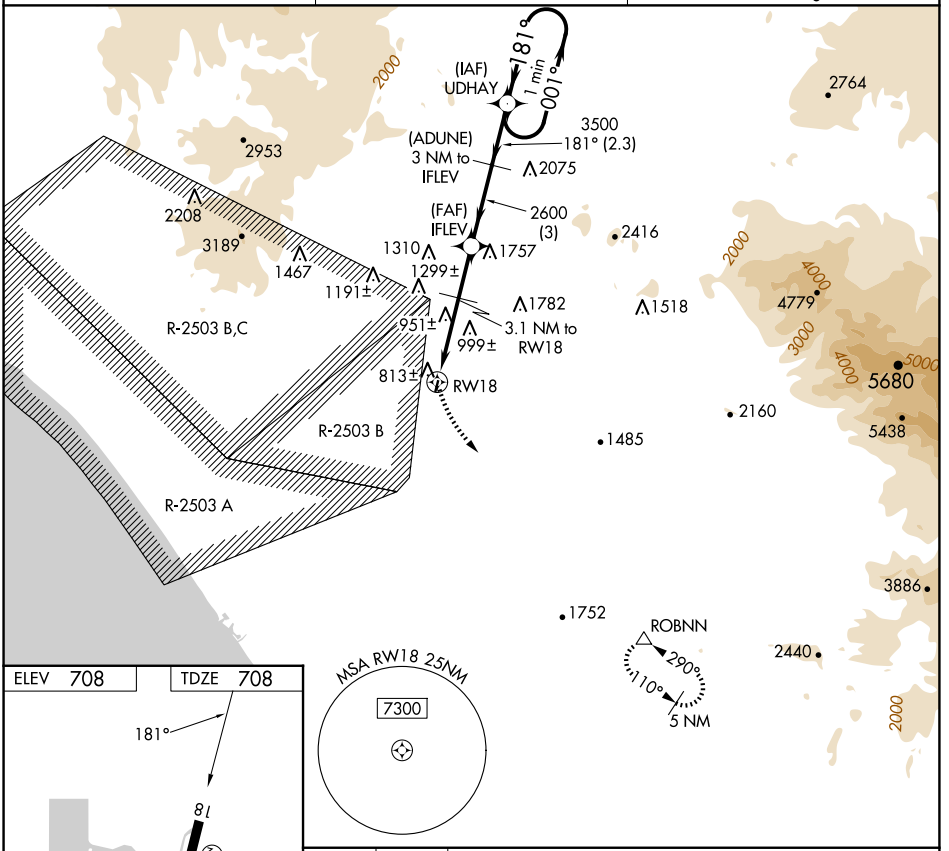
GPS RWY 18

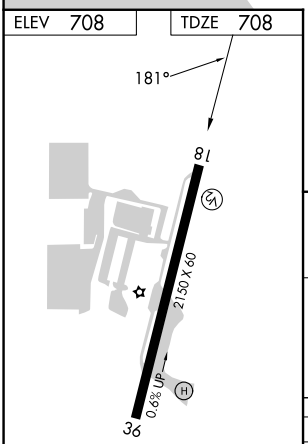
FALLBROOK COMMUNITY AIRPARK (L18)

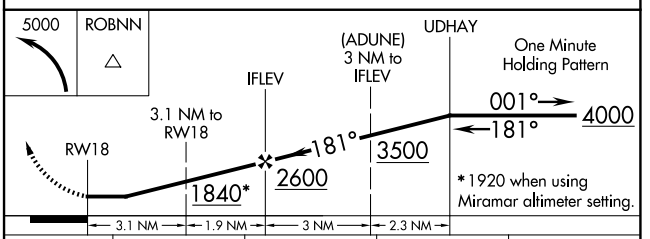
T A Circling NA west of Rwy 18-36. When local altimeter setting not received, use Miramar MCAS (Joe Foss Fld) altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 5000 direct ROBNN WP and hold.

AWOS-3P	SOCAL APP CON	CTAF
118.425	127.3 323.0	123.05 L







CATEGORY	A	B	C	D
S-18	1260-1 552 (600-1)		NA	
CIRCLING	1260-1 552 (600-1)	1380-1 672 (700-1)	NA	

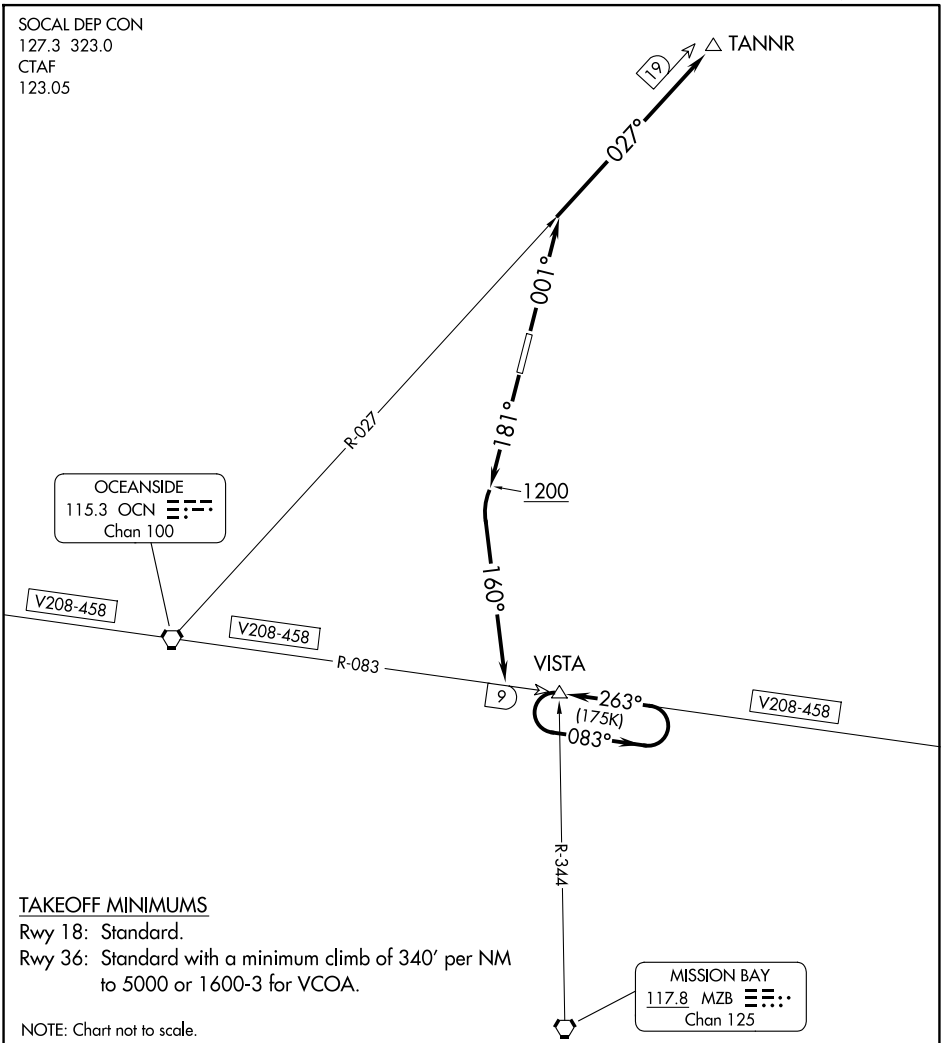
FALLBROOK, CALIFORNIA | FALLBROOK COMMUNITY AIRPARK (L18)

Orig-A 03NOV22 | 33°21'N-117°15'W | GPS RWY 18

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

FALLBROOK ONE DEPARTURE (OBSTACLE)



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

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.

FULLERTON, CALIFORNIA AL-5136 (FAA) 25275

RNAV (GPS) RWY 24

FULLERTON MUNI (FUL)

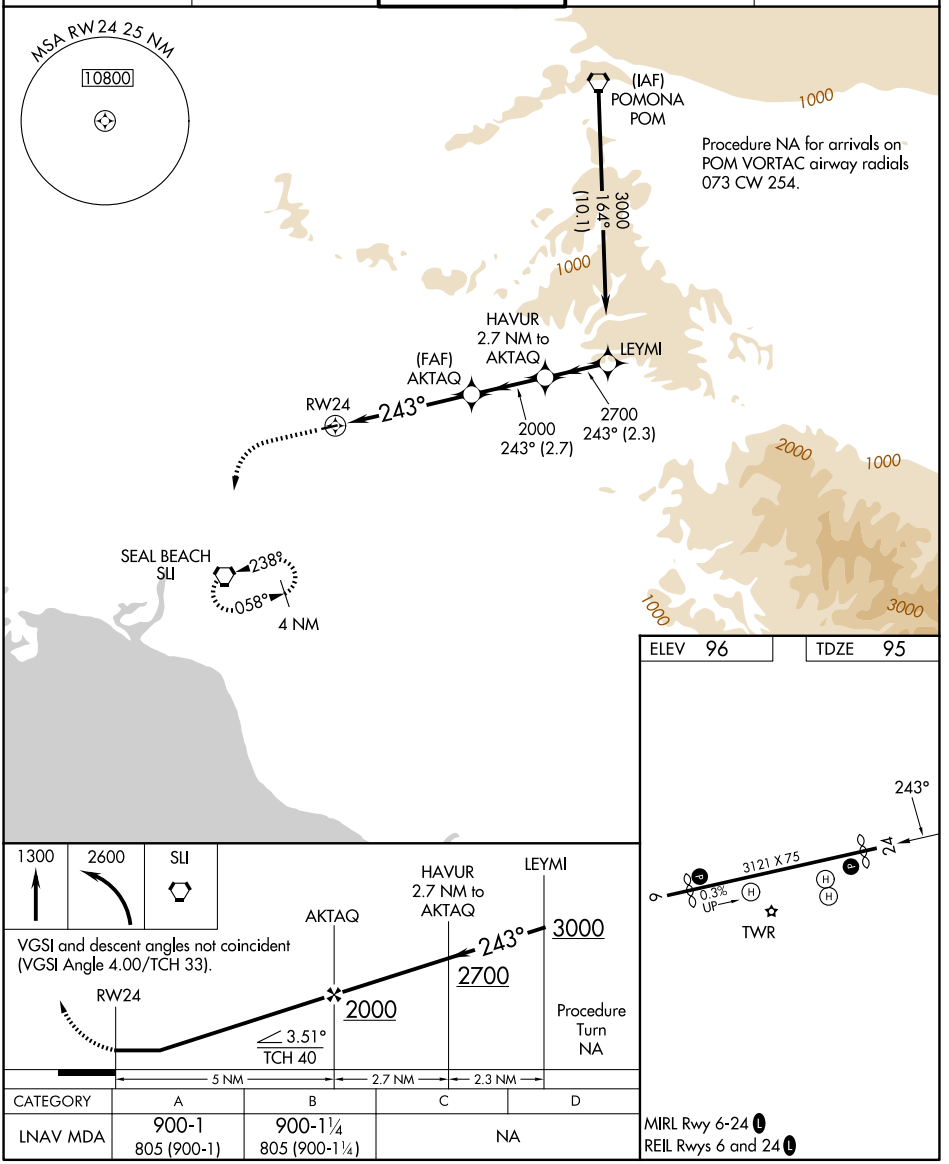
APP CRS	Rwy Ldg	2868
243°	TDZE	95
	Apt Elev	96

RNP APCH.

Inoperative table does not apply.
NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1300, then climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS	SOCAL APP CON	FULLERTON TOWER★	GND CON	UNICOM
125.05	125.35 316.125	119.1 (CTAF) L	121.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	900-1 805 (900-1)	900-1¼ 805 (900-1¼)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME RWY 24

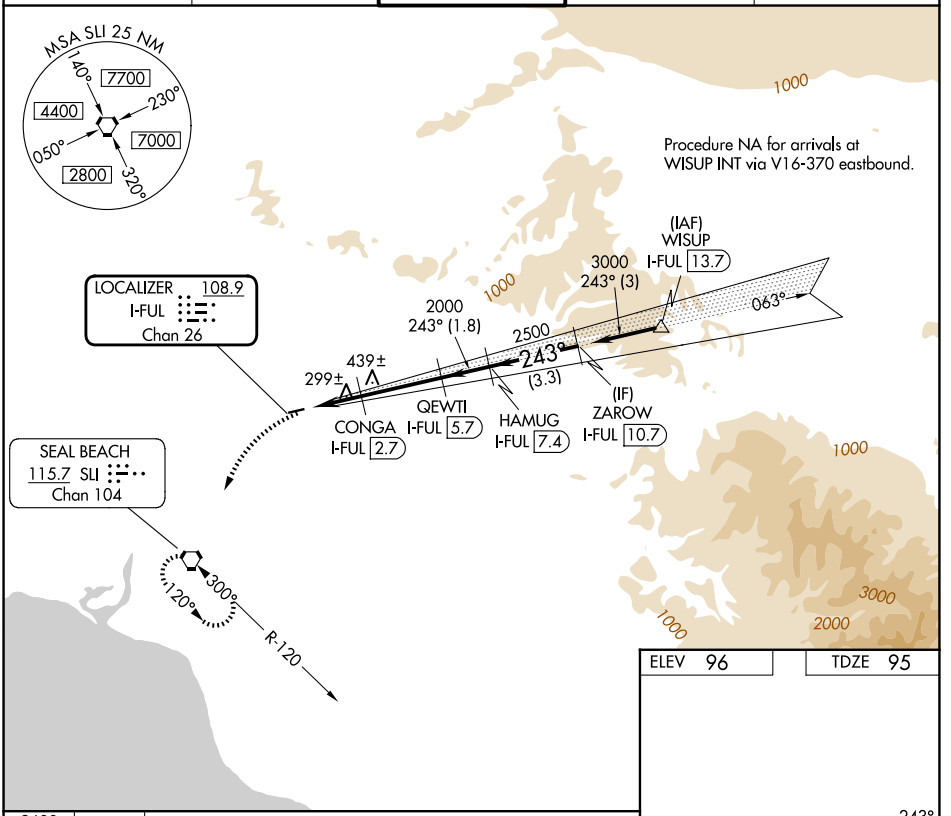
FULLERTON MUNI (FUL)

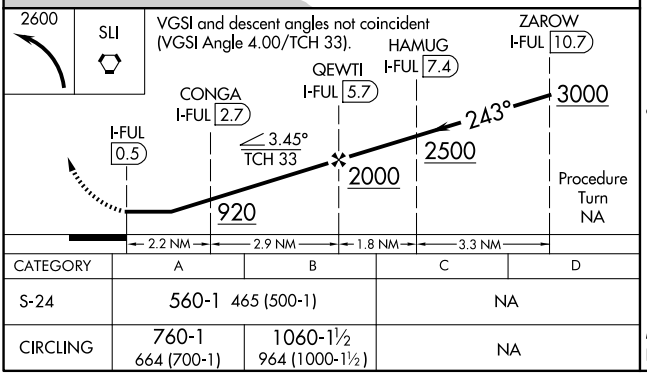
LOC/DME I-FUL	APP CRS	Rwy Ldg	2868
108.9	243°	TDZE	95
Chan 26		Apt Elev	96

T Inoperative table does not apply.
A Night landing: Rwy 6 NA.
Helicopter visibility reduction below 1 SM NA.

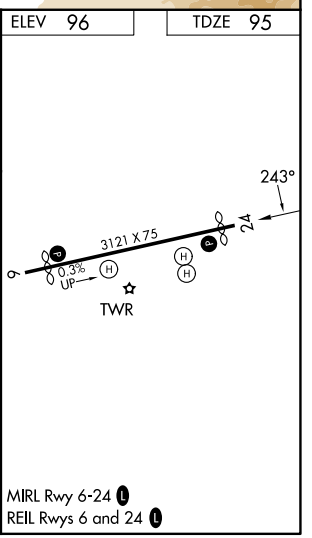
MISSED APPROACH: Climbing left turn to 2600 direct SLI VORTAC and hold.

ATIS	SOCAL APP CON	FULLERTON TOWER★	GND CON	UNICOM
125.05	125.35 316.125	119.1 (CTAF) L	121.8	122.95





CATEGORY	A	B	C	D
S-24	560-1 465 (500-1)		NA	
CIRCLING	760-1 664 (700-1)	1060-1½ 964 (1000-1½)	NA	



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

FULLERTON, CALIFORNIA | AL-5136 (FAA) | 25275

VOR-A

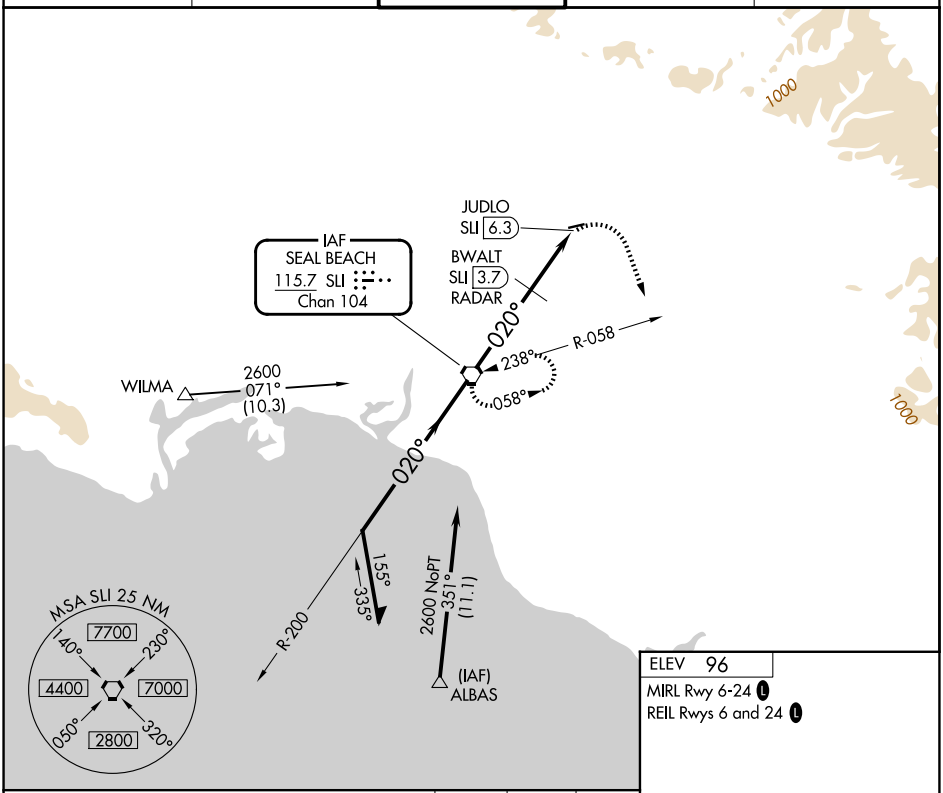
FULLERTON MUNI (FUL)

VORTAC SLI	APP CRS	Rwy Ldg	N/A
115.7	020°	TDZE	N/A
Chan 104		Apt Elev	96

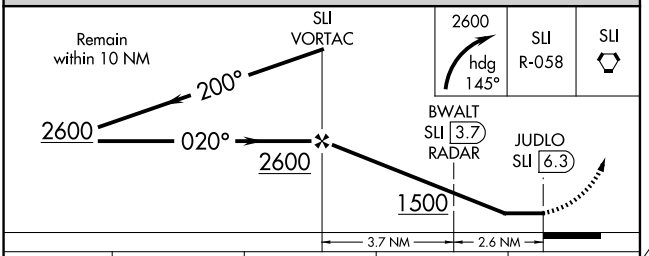
Maximum entry altitude 6000.
Night landing: Rwy 6 NA.
Helicopter visibility reduction below 1 SM NA.

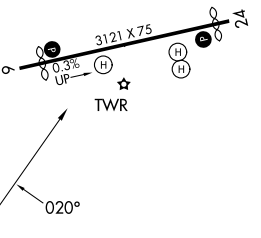
MISSED APPROACH: Climbing right turn to 2600 via heading 145° and SLI R-058 to SLI VORTAC and hold.

ATIS	SOCAL APP CON	FULLERTON TOWER ★	GND CON	UNICOM
125.05	125.35 316.125	119.1 (CTAF) L	121.8	122.95



ELEV 96
MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L





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)	1060-1½ 964 (1000-1½)	NA

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

FULLERTON, CALIFORNIA
Amdt 7C 15JUL21

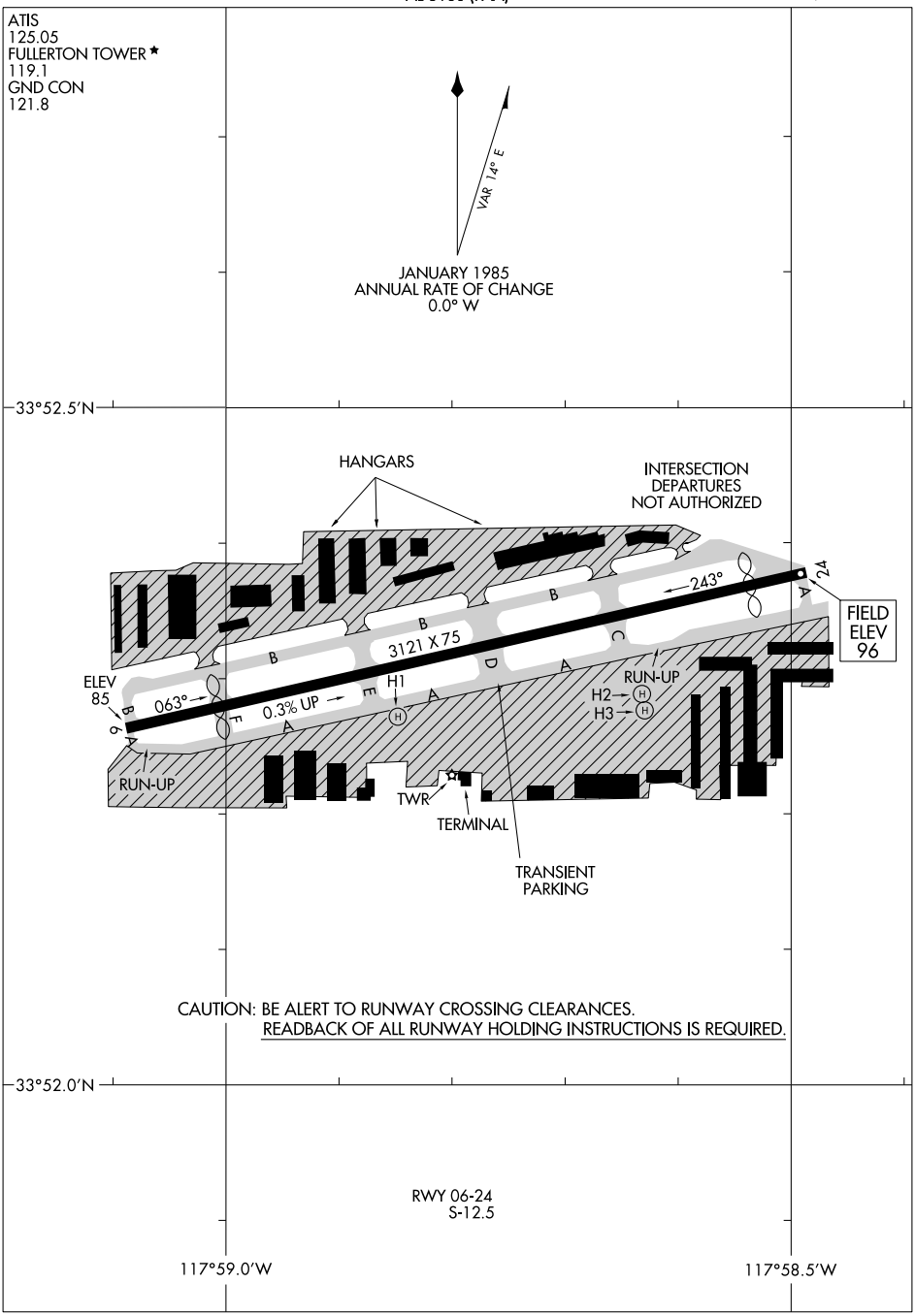
33°52′N-117°59′W

FULLERTON MUNI (FUL)

VOR-A

SW-3, 09 JUL 2026 to 03 SEP 2026

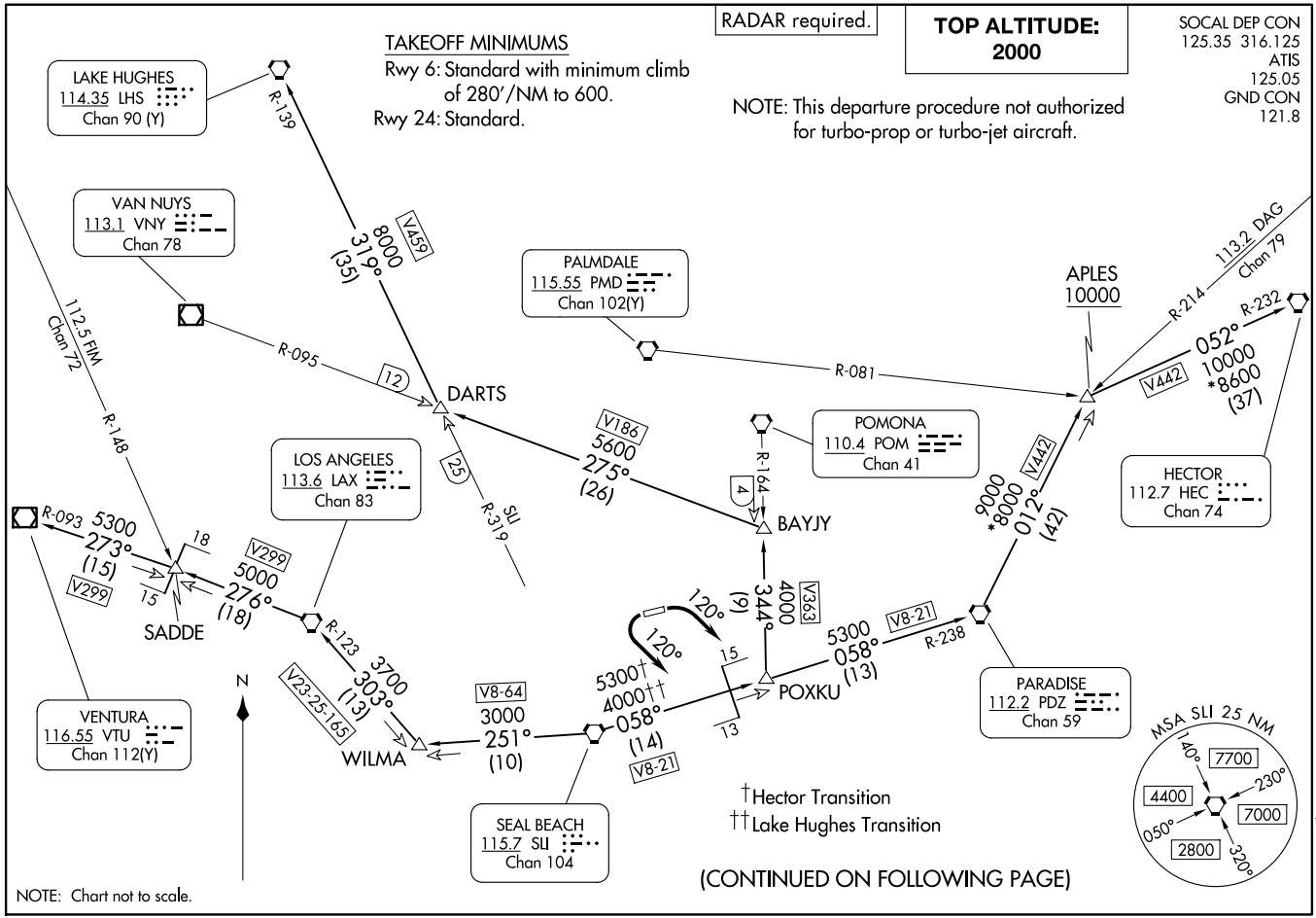
SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ANAHEIM TWO DEPARTURE (ANAHM2.SLI) 14MAY26

FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)



(ANAHM2.SLI) 26134 ANAHEIM TWO DEPARTURE

AL-5136 (FAA)

FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)

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 (ANAHM2.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 (ANAHM2.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 (ANAHM2.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

SW-3, 09 JUL 2026 to 03 SEP 2026

HAWWC THREE DEPARTURE (RNAV)

(HAWWC3.HAWWC) 19JUL18

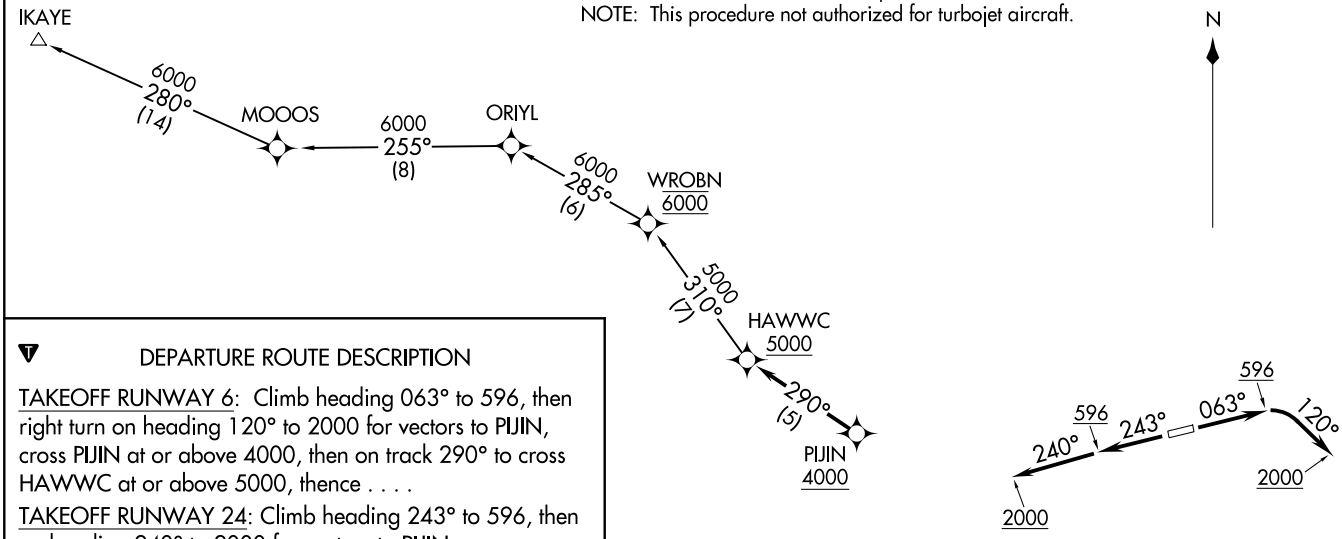
FULLERTON, CALIFORNIA

FULLERTON MUNI (FUL)

ATIS
125.05
GND CON
121.8
SOCAL DEP CON
125.35 316.125

TOP ALTITUDE: 6000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turbojet aircraft.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 063° to 596, then right turn on heading 120° to 2000 for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 24: Climb heading 243° to 596, then on heading 240° to 2000 for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

. . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

TAKEOFF MINIMUMS
Rwy 6: Standard with minimum climb of 280 feet per NM to 600.
Rwy 24: Standard.

NOTE: Chart not to scale.

(HAWWC3.HAWWC) 18200

HAWWC THREE DEPARTURE (RNAV)

AL-5136 (FAA)

FULLERTON MUNI (FUL)

FULLERTON, CALIFORNIA

WAAS	APP CRS	Rwy Ldg	3762
CH 40344	070°	TDZE	64
W07A		Apt Elev	66

RNAV (GPS) RWY 7

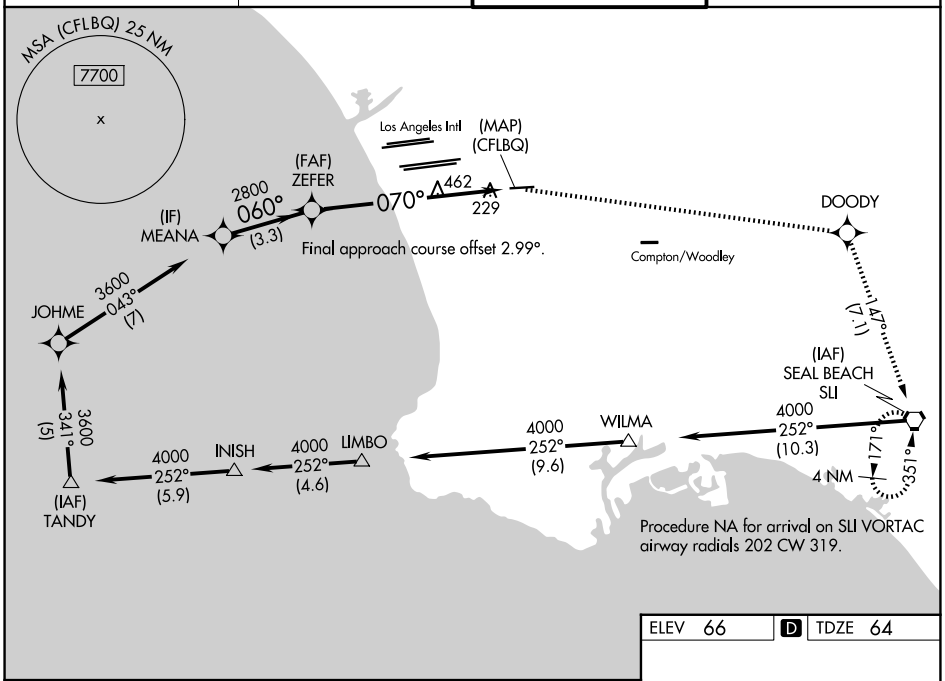
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

RNP APCH - GPS.

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 51°C. Circling NA north of Rwy 7-25.

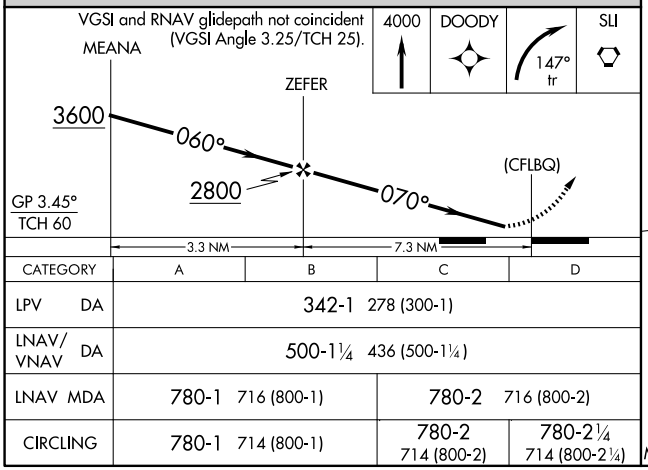
MISSED APPROACH: Climb to 4000 direct DOODY and right turn on 147° track to SLI VORTAC and hold, continue climb-in-hold to 4000.

ATIS	SOCAL APP CON	HAWTHORNE TOWER ★	GND CON
118.4	124.9 269.0	121.1 (CTAF) L 257.8	125.1

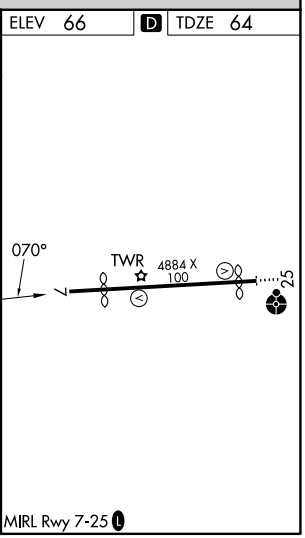


SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



CATEGORY	A	B	C	D
LPV DA	342-1 278 (300-1)			
LNAV/VNAV DA	500-1¼ 436 (500-1¼)			
LNAV MDA	780-1 716 (800-1)		780-2 716 (800-2)	
CIRCLING	780-1 714 (800-1)		780-2 714 (800-2)	780-2¼ 714 (800-2¼)



WAAS CH 65825 W25A	APP CRS 253°	Rwy Ldg 4194 TDZE 63 Apt Elev 66

RNAV (GPS) RWY 25

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

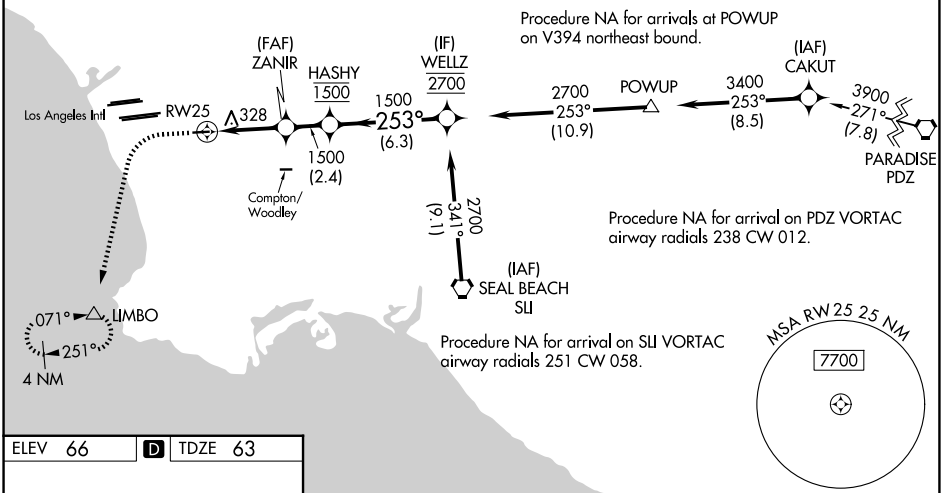
RNP APCH - GPS.

Circling NA north of Rwy 7-25. Rwy 25 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Inop table does not apply. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 7 NA at night.

ODALS

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct LIMBO and hold, continue climb-in-hold to 3000.

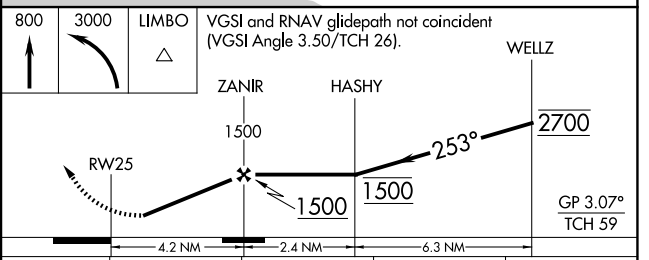
ATIS	SOCAL APP CON	HAWTHORNE TOWER ★	GND CON
118.4	124.9 269.0	121.1 (CTAF) L 257.8	125.1



ELEV 66 D TDZE 63



MIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	577-1⅜ 514 (600-1⅜)			
LNAV/ VNAV DA	580-1⅜ 517 (600-1⅜)			
LNAV MDA	580-1 517 (600-1)		580-1⅜ 517 (600-1⅜)	
CIRCLING	620-1 554 (600-1)		780-2 714 (800-2)	780-2¼ 714 (800-2¼)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOC I-HHR	APP CRS	Rwy Ldg	4194
109.1	253°	TDZE	63
		Apt Elev	66

LOC RWY 25

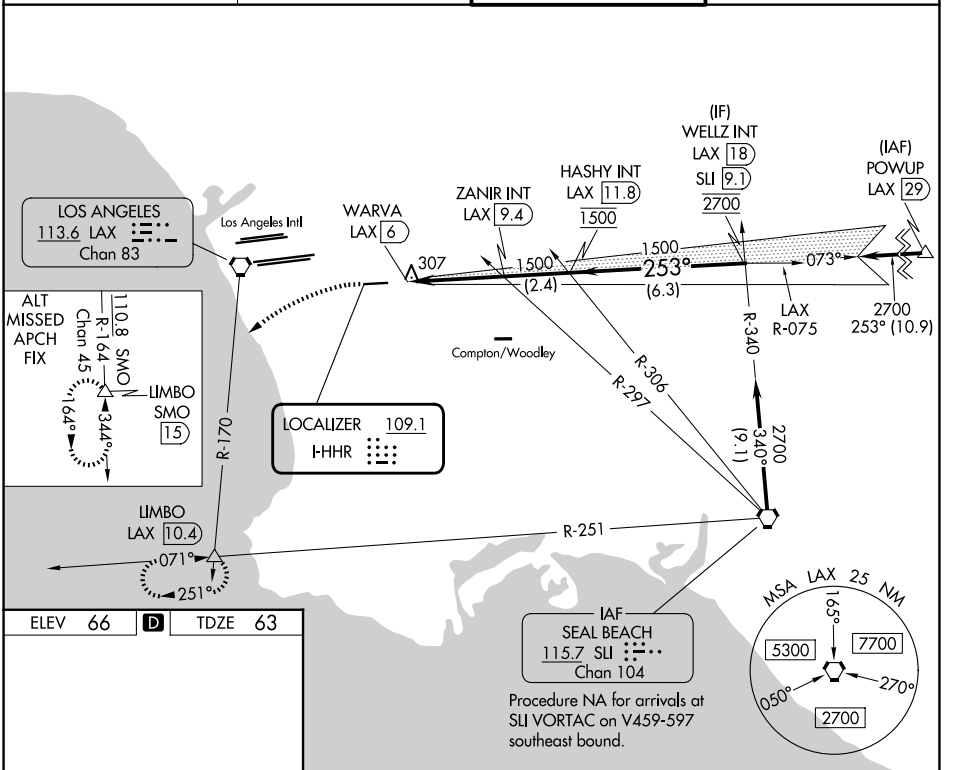
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

T Inop table does not apply. Rwy 25 helicopter visibility reduction below
A 1 SM NA. Circling Rwy 7 NA at night. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Simultaneous approach authorized with LAX 25L/R 24L/R. Circling NA north of Rwy 7-25. DME from LAX VORTAC. Simultaneous reception of I-HHR and LAX DME required.

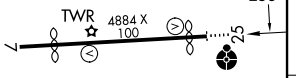
ODALS

MISSED APPROACH: Climbing left turn to 3000 on heading 210° and LAX VORTAC R-170 to LIMBO INT/LAX 10.4 DME and hold.

ATIS	SOCAL APP CON	HAWTHORNE TOWER★	GND CON
118.4	124.9 269.0	121.1(CTAF) L 257.8	125.1



ELEV 66 D TDZE 63



MIRL Rwy 7-25 L

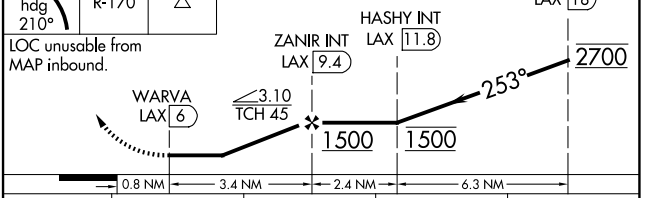
FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

3000	LAX	LIMBO
hdg 210°	R-170	△

LOC unusable from MAP inbound.

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).



CATEGORY	A	B	C	D
S-25	580-1 517 (600-1)		580-1⅜ 517 (600-1⅜)	
CIRCLING	620-1 554 (600-1)		780-2 714 (800-2)	780-2¼ 714 (800-2¼)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

HAWTHORNE, CALIFORNIA | AL-5120 (FAA) | 25219

VORTAC LAX	APP CRS	Rwy Ldg	4194
113.6	261°	TDZE	63
Chan 83		Apt Elev	66

VOR RWY 25

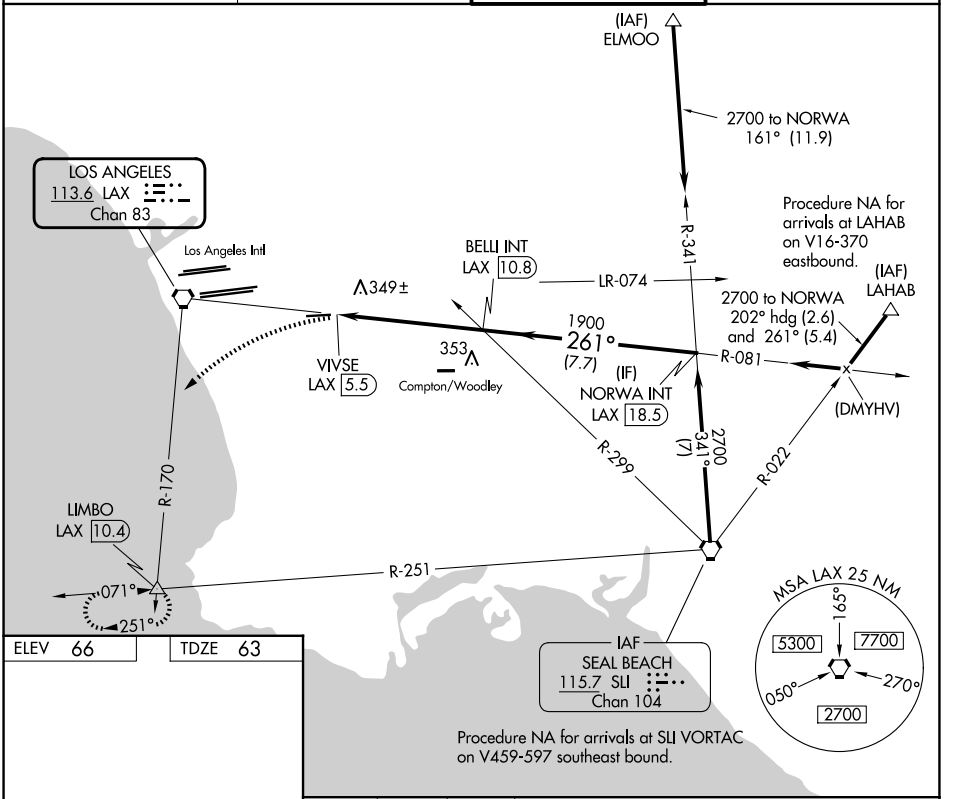
JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)

T Circling NA north of Rwy 7-25. Rwy 25 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Los Angeles Intl altimeter setting. Circling Rwy 7 NA at night. Inop table does not apply to S-25 Cats A and B. For inop ALS, increase S-25 Cats C/D visibility to 1⅝.

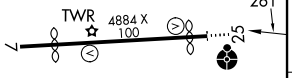
ODALS

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	SOCAL APP CON	HAWTHORNE TOWER★	GND CON
118.4	124.9 269.0	121.1 (CTAF) L 257.8	125.1

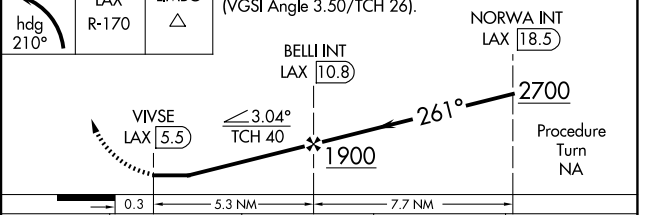


ELEV 66 | TDZE 63



3000 hdg 210°	LAX R-170	LIMBO

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).



MIRL Rwy 7-25 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-25	620-1 557 (600-1)		620-1⅜ 557 (600-1⅜)	
CIRCLING	620-1 554 (600-1)		780-2 714 (800-2)	780-2¼ 714 (800-2¼)

HAWTHORNE, CALIFORNIA
Amdt 16B 24MAR22

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)
33°55′N-118°20′W
VOR RWY 25

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

(SPACX2.SPACX) 21168

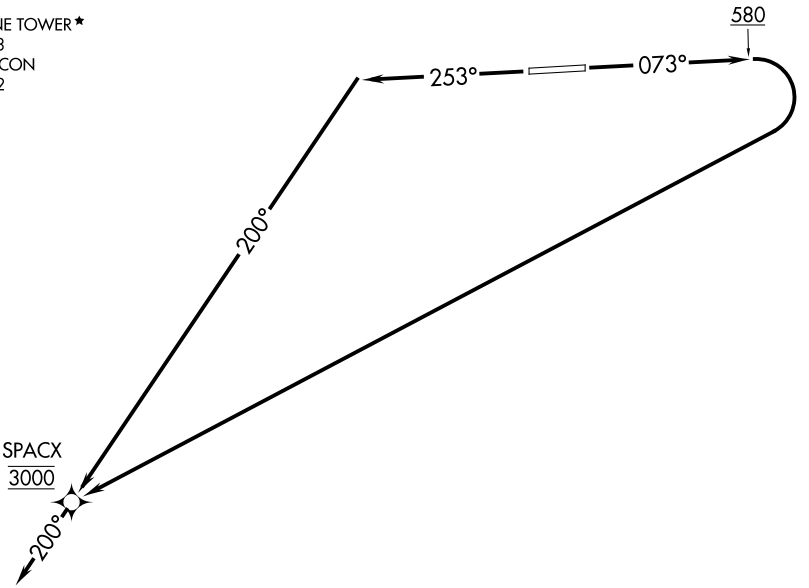
SPACX TWO DEPARTURE (RNAV)

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR)
AL-5120 (FAA)
HAWTHORNE, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

ATIS
118.4
GND CON
125.1
HAWTHORNE TOWER ★
121.1 257.8
SOCAL DEP CON
124.3 363.2

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwy 7: Standard with a minimum climb of 500′ per NM to 580.
Rwy 25: Standard with a minimum climb of 500′ per NM to 580.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: SLI turbojet/turboprop departures expect vectors/direct to SLI/V64/TRM.
NOTE: SLI prop departures expect left turn/vectors to LIMBO SLI/V64.
NOTE: LAX departures expect left turn/vectors/direct to LAX/LAX310R.
NOTE: EXERT departures expect vectors/direct to EXERT/V25/V27.
NOTE: VTU departures expect vectors/direct to VTU.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 580, then turn right direct to cross SPACX at 3000 then on track 200. Thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 253° to intercept course 200° to cross SPACX at 3000 then on track 200°. Thence . . . .

. . . . on assigned course/route. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

WAAS	APP CRS	Rwy Ldg 4315
CH 45645	035°	TDZE 1513
W05A		Apt Elev 1515

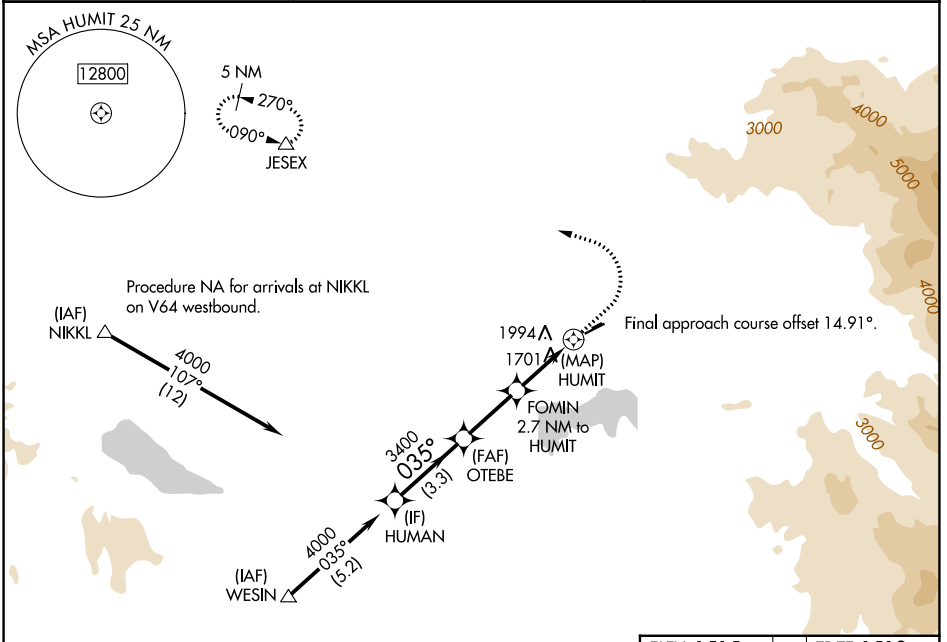
RNAV (GPS) RWY 5
HEMET-RYAN (HMT)

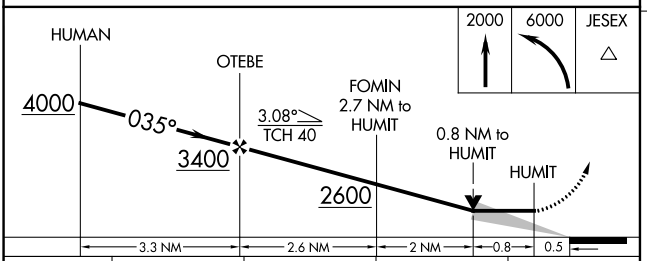
RNP APCH - GPS.

When local altimeter setting not received, procedure NA.

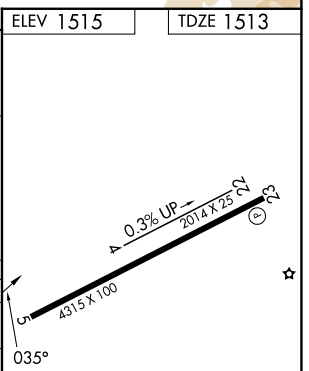
MISSED APPROACH: Climb to 2000 then climbing left turn to 6000 direct JESEX and hold, continue climb-in-hold to 6000.
*Missed approach requires minimum climb of 400 feet per NM to 3000.

AWOS-3PT	MARCH APP CON ★	UNICOM
118.375	133.5 306.975	123.0 (CTAF) L





CATEGORY	A	B	C	D
LP MDA*	1960-1 447 (500-1)		1960-1⅜ 447 (500-1⅜)	NA
LP MDA	2460-1¼ 947 (1000-1¼)		2460-2½ 947 (1000-2½)	NA
LNAV MDA*	2160-1 647 (700-1)		2160-1⅞ 647 (700-1⅞)	NA
LNAV MDA	2580-1¼ 1067 (1100-1¼)	2580-1½ 1067 (1100-1½)	2580-3 1067 (1100-3)	NA
CIRCLING	2580-1¼ 1065 (1100-1¼)	2580-1½ 1065 (1100-1½)	2800-3 1285 (1300-3)	NA



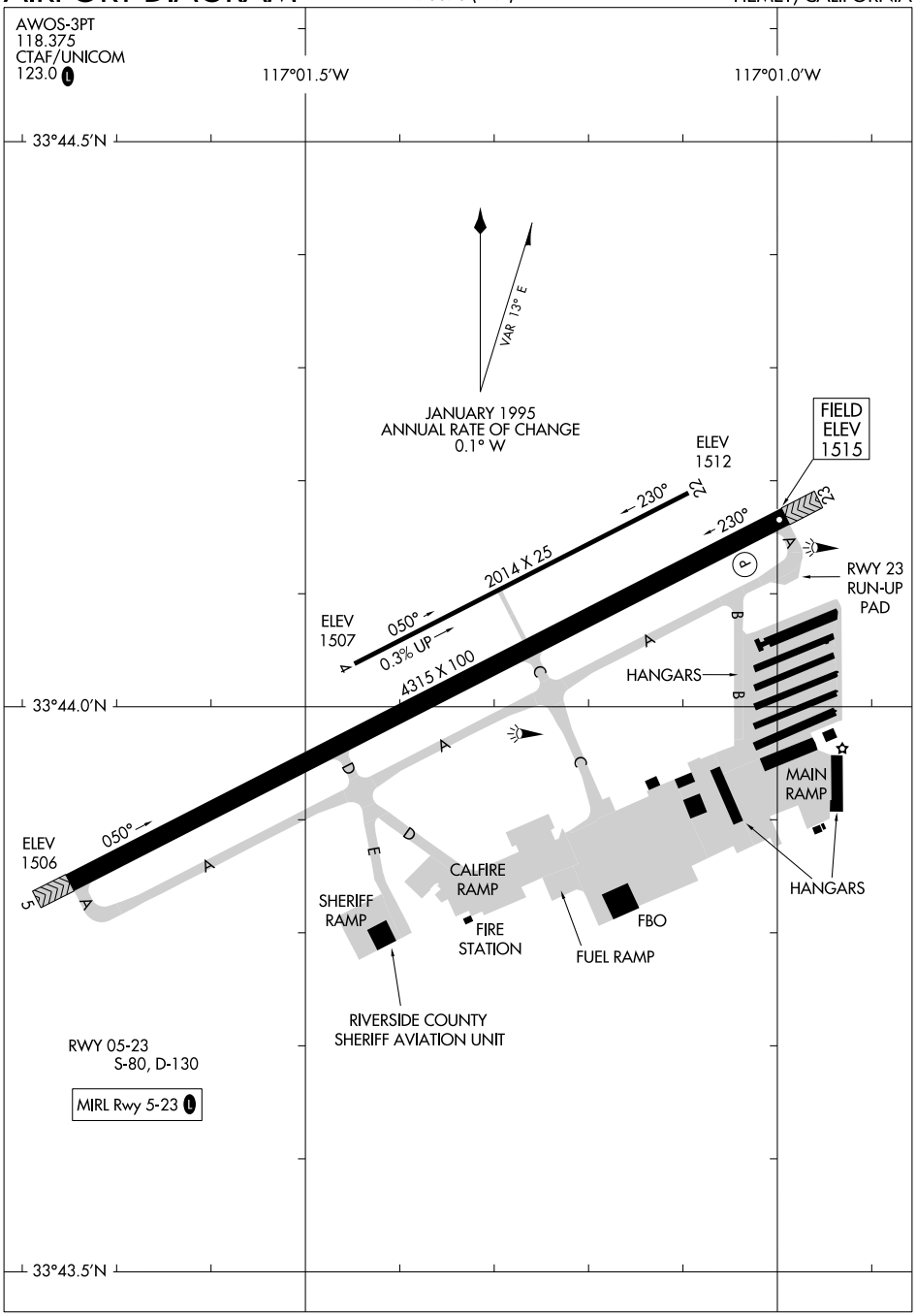
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26190

AIRPORT DIAGRAM

AL-6678 (FAA)

HEMET-RYAN (HMT)
HEMET, CALIFORNIA



AIRPORT DIAGRAM
26190

HEMET, CALIFORNIA
HEMET-RYAN (HMT)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	N/A
290°	TDZE	N/A
	Apt Elev	-54

RNAV (GPS)-B

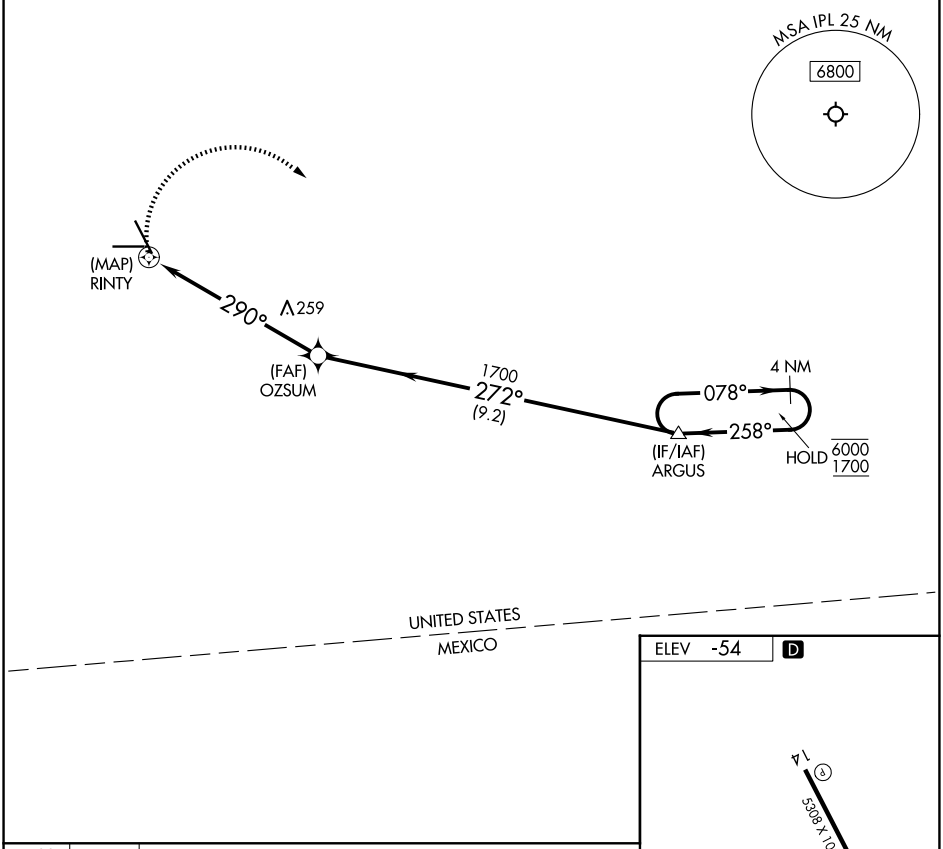
IMPERIAL COUNTY (IPL)

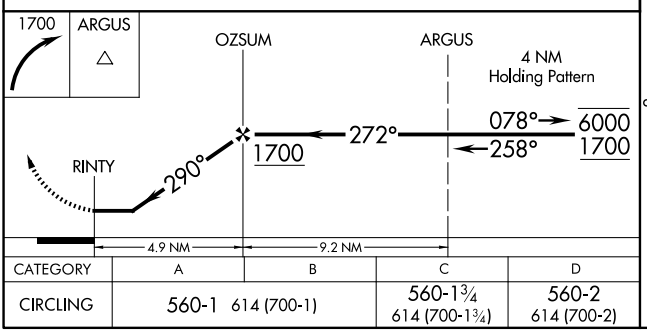
RNP APCH - GPS.

When local altimeter setting not received, procedure NA. Circling Rwy 32 NA at night.

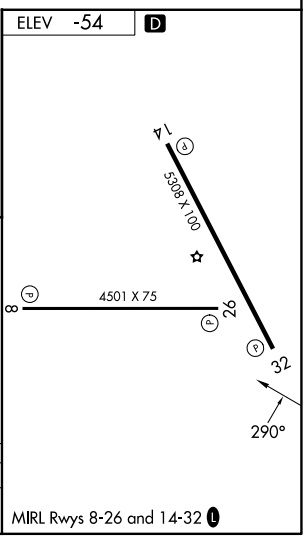
MISSED APPROACH: Climbing right turn to 1700 direct ARGUS and hold.

ASOS	YUMA CERAP	UNICOM
132.175	132.275 292.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	560-1	614 (700-1)	560-1¾ 614 (700-1¾)	560-2 614 (700-2)



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC IPL	APP CRS	Rwy Ldg	N/A
115.9	311°	TDZE	N/A
Chan 106		Apt Elev	-54

VOR-A

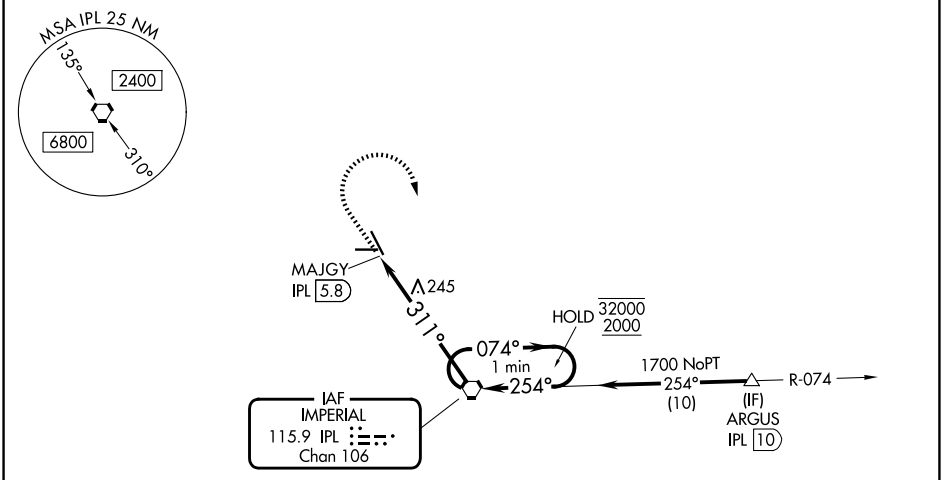
IMPERIAL COUNTY (IPL)

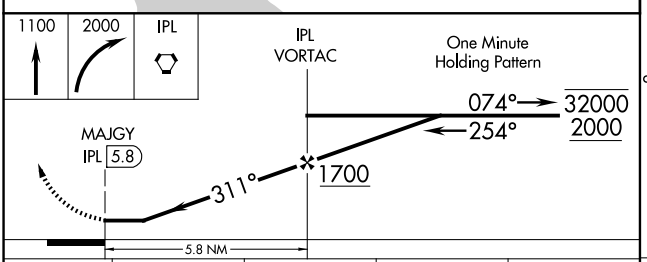
DME required for procedure entry at ARGUS.

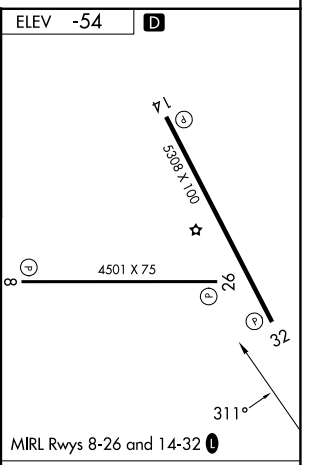
Circling to Rwy 32 NA at night. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct IPL VORTAC and hold.

ASOS	YUMA CERAP	UNICOM
132.175	132.275 292.2	122.7 (CTAF) L





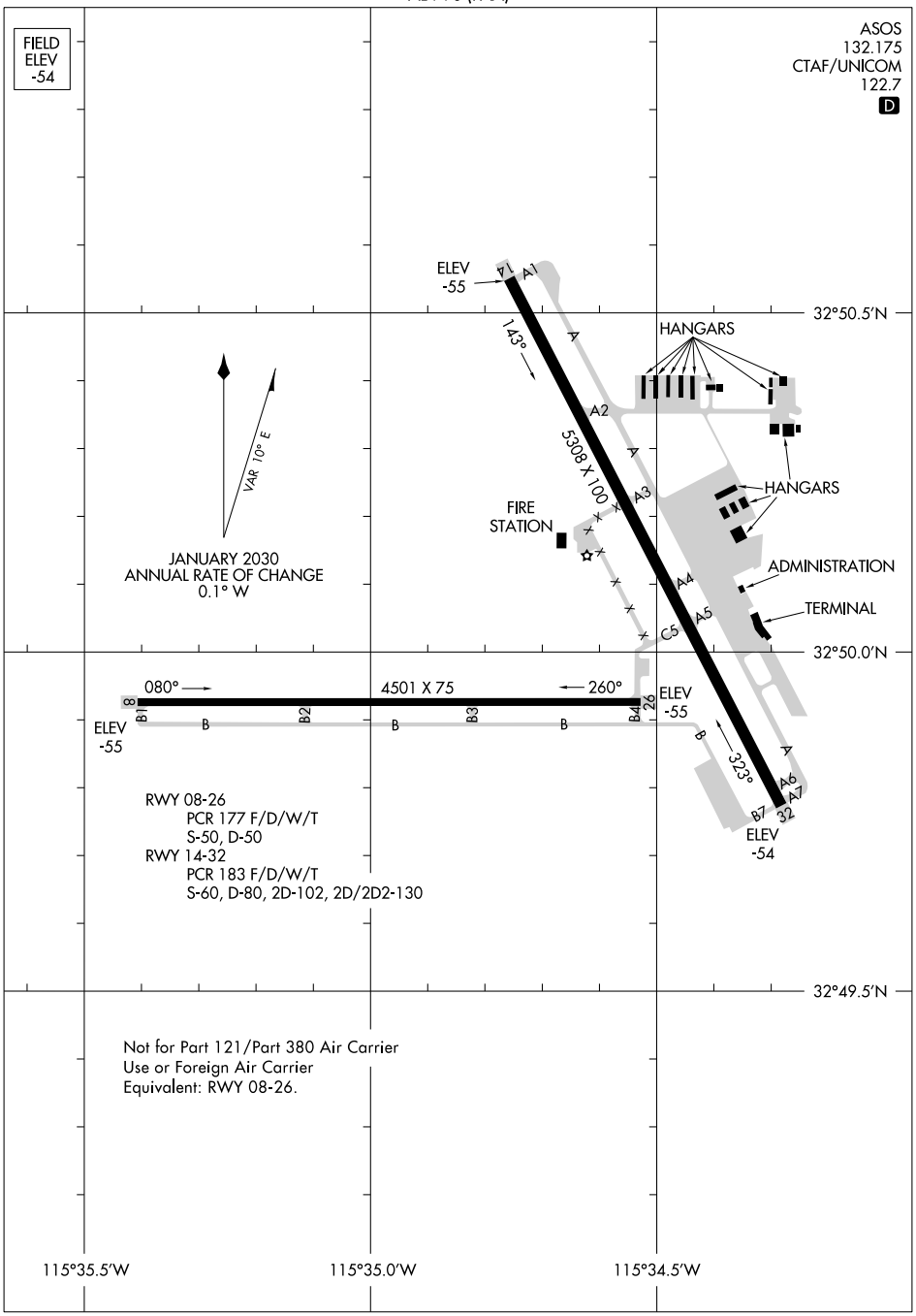


CATEGORY	A	B	C	D
CIRCLING	500-1 554 (600-1)		560-1¾ 614 (700-1¾)	560-2 614 (700-2)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026

IMPERIAL BEACH, CALIFORNIA

COPTER TACAN RWY 27

TACAN	APCH CRS	Rwy Idg	4998
NRS Chan 29	258°	TDZE	23
		Arpt Elev	23

[USN]

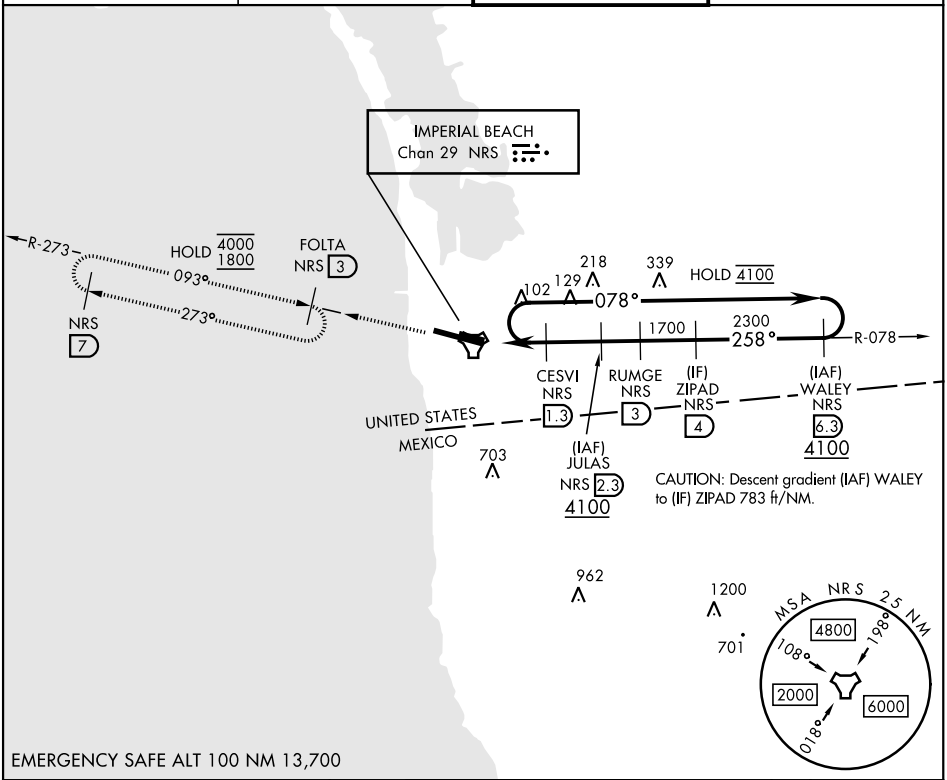
IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

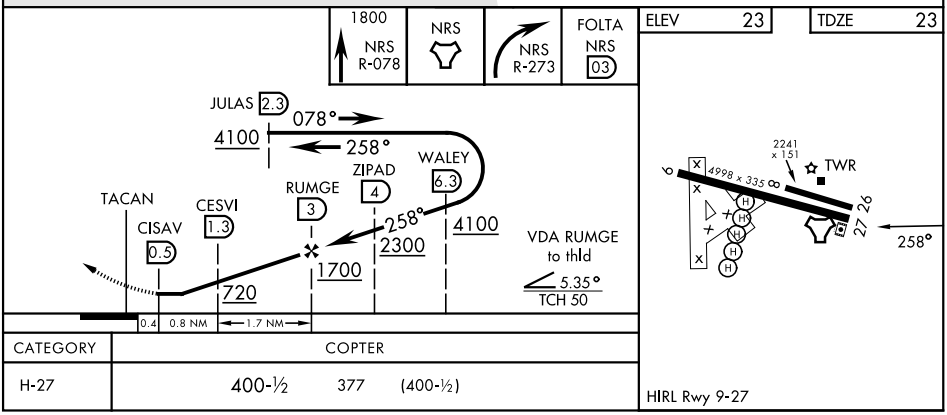
RADAR required

Limit all segments to 90 KIAS.

MISSED APPROACH: Climb to 1800 on NRS TACAN R-078 to NRS and R-273 to FOLTA. Continue climb-in-hold to 1800.

ATIS ★ /ASOS	SOCAL APP CON	IMPERIAL BEACH TOWER ★	GND CON
276.2	125.15 317.55	120.65 239.25	285.575





CATEGORY	COPTER		
H-27	400-½	377	(400-½)

IMPERIAL BEACH, CALIFORNIA

32°34'N-117°07'W

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

Amdt 7 19FEB26

COPTER TACAN RWY 27

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

[USN]

IMPERIAL BEACH, CALIFORNIA

AIRPORT DIAGRAM

IMPERIAL BEACH, CALIFORNIA

IMPERIAL BEACH NOLF (REAM FIELD) (KNRS)

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 2

INYOKERN (IYK)

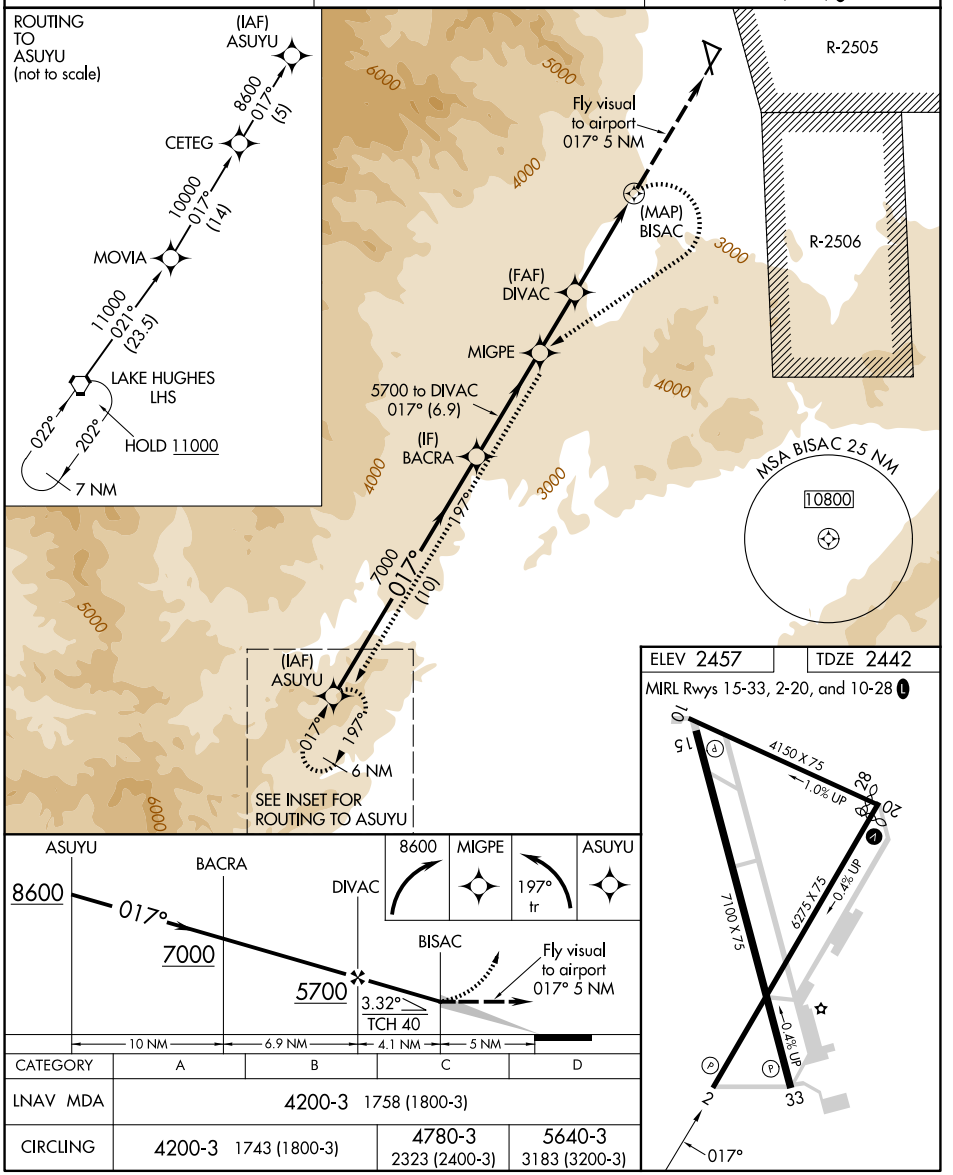
APP CRS	Rwy Ldg	6275
017°	TDZE	2442
	Apt Elev	2457

RNP APCH.

Circling Rwy 10, 33 NA at night. Circling NA east of Rwy 15-33. Circling NA at night west of Rwys 2 and 15. Except for operators with approved weather reporting service, use Mojave altimeter setting, if not available, procedure NA.

MISSED APPROACH: (Do not exceed 165K until SW bound) Climbing right turn to 8600 direct MIGPE then left turn on track 197° to ASUYU and hold.

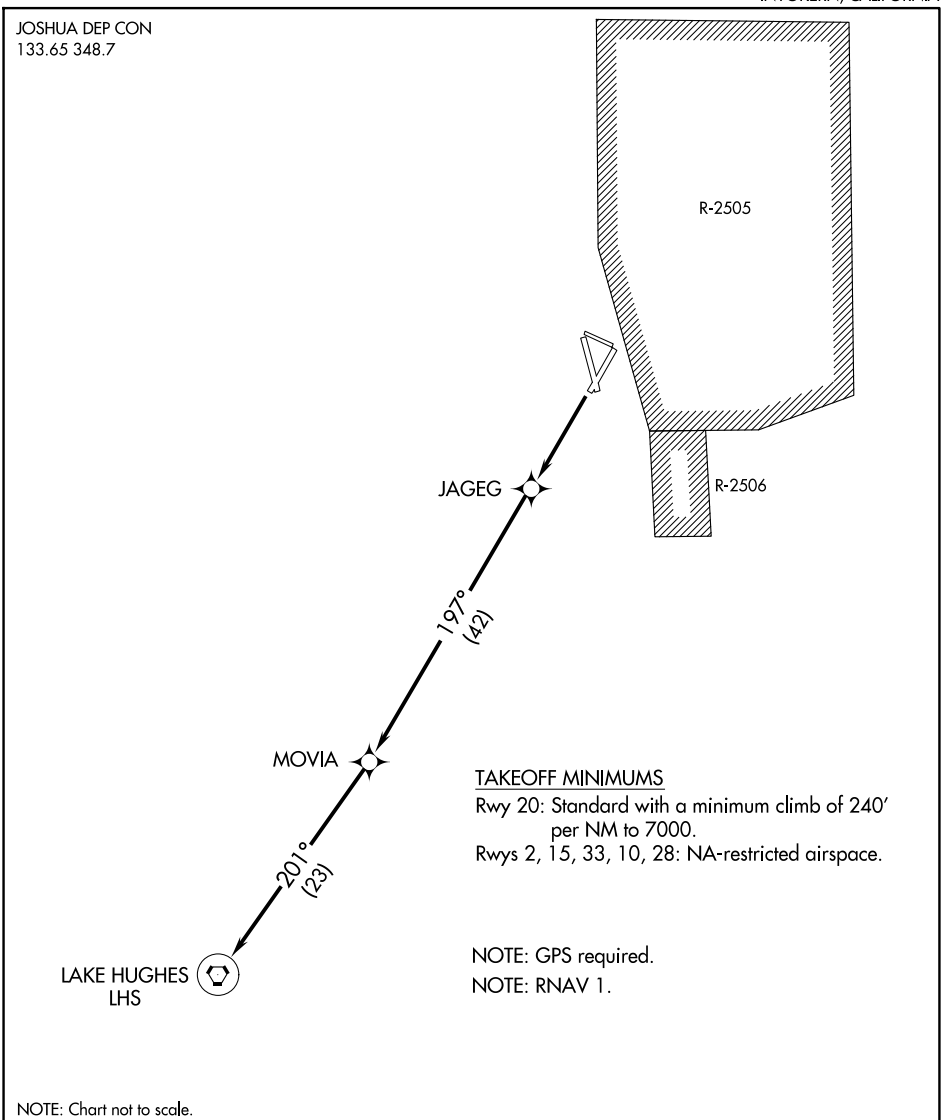
MHV AWOS-3PT	JOSHUA APP CON	AUNICOM
132.225	133.65 348.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4200-3 1758 (1800-3)			
CIRCLING	4200-3 1743 (1800-3)		4780-3 2323 (2400-3)	5640-3 3183 (3200-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LAKE HUGHES TWO DEPARTURE (OBSTACLE) (RNAV)



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.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(IYK2.LHS) 23334

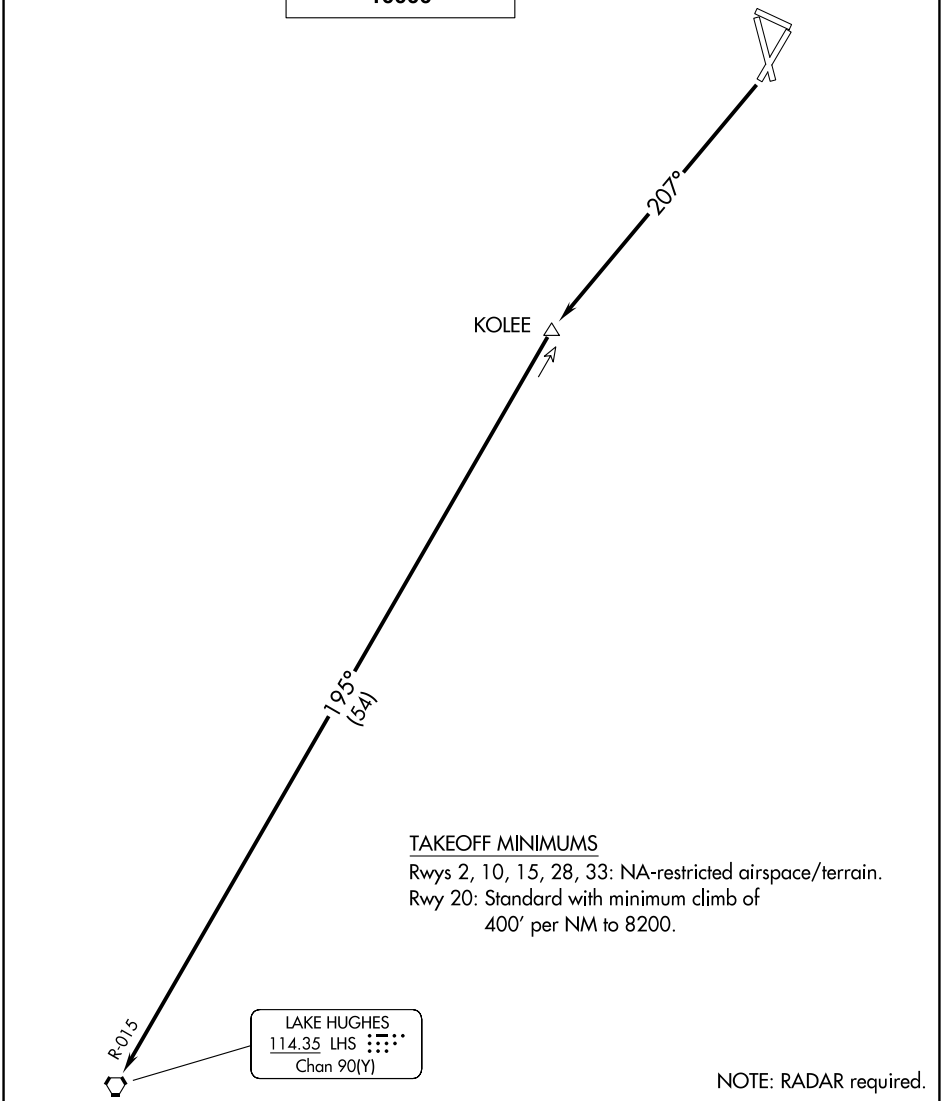
AL-5417 (FAA)

INYOKERN TWO DEPARTURE

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 RWY 20: Climb to 10000 on heading 207° and LHS VORTAC R-015 to LHS VORTAC, then proceed on course.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

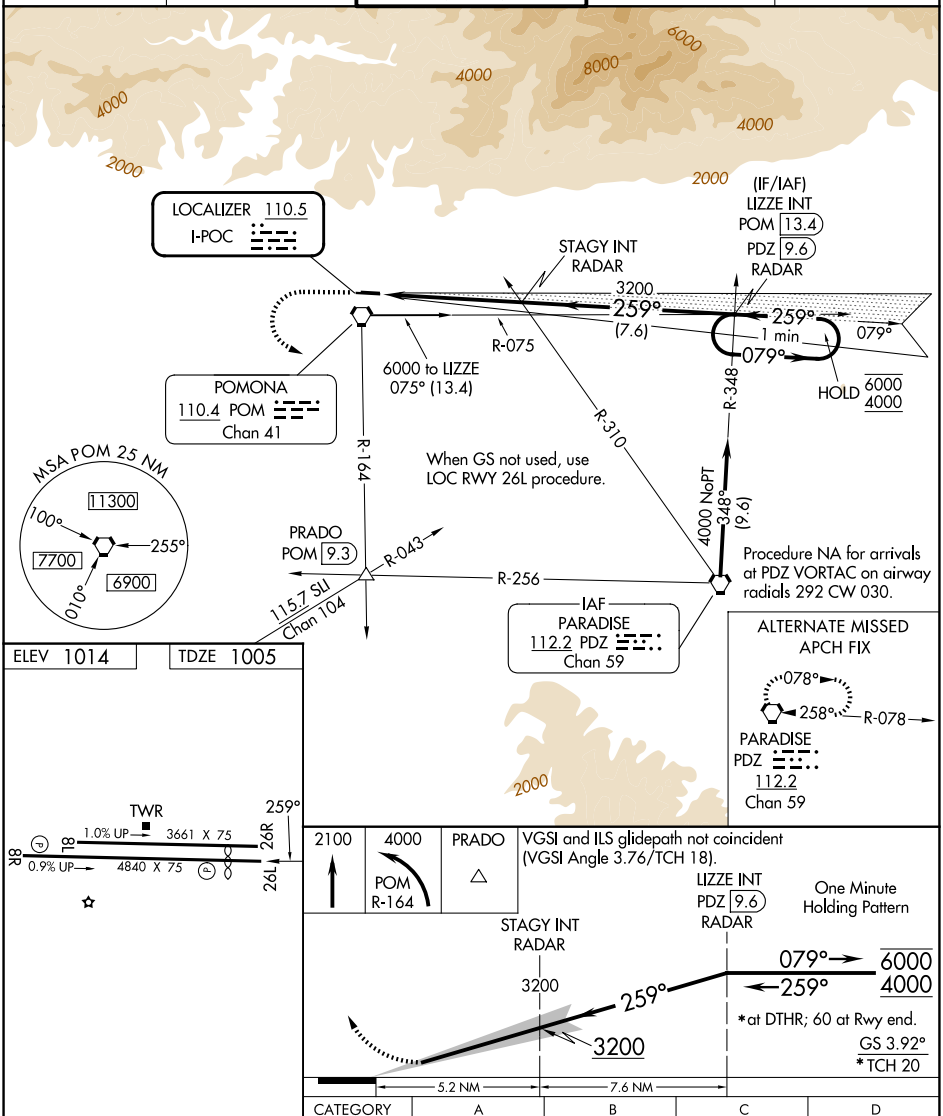
LOC I-POC	APP CRS	Rwy Ldg	4151
110.5	259°	TDZE	1005
		Apt Elev	1014

ILS RWY 26L
BRACKETT FLD (POC)

Rwy 26L helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Ontario Intl altimeter setting and increase DA to 1364.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on POM VORTAC R-164 to PRADO INT/POM 9.3 DME.

ATIS	SOCAL APP CON	BRACKETT TOWER*	GND CON	UNICOM
124.4	125.5 349.0	118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	125.0	122.95



CATEGORY	A	B	C	D
S-ILS 26L	1332-1	327 (400-1)		NA

REIL Rwys 8R and 26L
MIRL Rwy 8R-26L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LA VERNE, CALIFORNIA | AL-5218 (FAA) | 26078

RNAV (GPS) RWY 26L

BRACKETT FLD (POC)

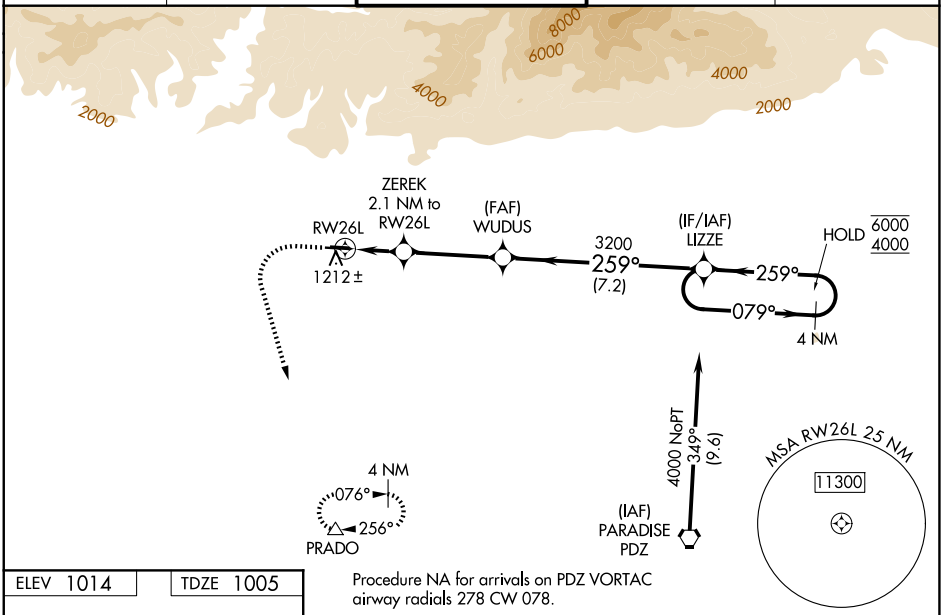
WAAS	APP CRS	Rwy Ldg	4151
CH 70624	259°	TDZE	1005
W26A		Apt Elev	1014

RNP APCH.

Baro-VNAV and VDP NA when using Ontario altimeter setting. Rwy 26L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ SM. Circling NA for Cat C north of Rwy 8L-26R. Circling to Rwy 8L NA at night. When Circling to Rwy 8R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

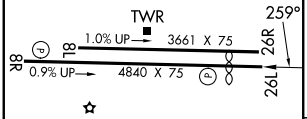
MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct PRADO and hold.

ATIS	SOCAL APP CON	BRACKETT TOWER★	GND CON	UNICOM
124.4	125.5 349.0	118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	125.0	122.95

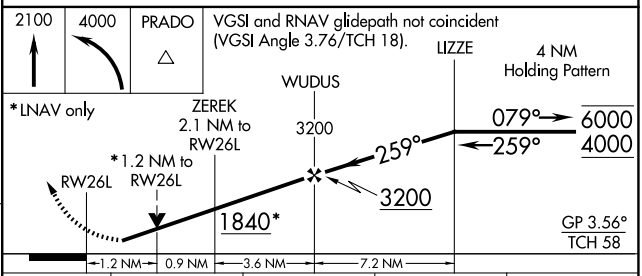


Procedure NA for arrivals on PDZ VORTAC airway radials 278 CW 078.

ELEV 1014 | TDZE 1005



REIL Rwys 8R and 26L
MIRL Rwy 8R-26L



CATEGORY	A	B	C	D
LPV DA	1305-⅞ 300 (300-⅞)			NA
LNAV/VNAV DA	1444-1¼ 439 (500-1¼)			NA
LNAV MDA	1500-1 495 (500-1)		1500-1⅜ 495 (500-1⅜)	NA
CIRCLING	1680-1 666 (700-1)		1760-2¼ 746 (800-2¼)	NA

LA VERNE, CALIFORNIA
Amdt 1 03JAN19

34°06′N-117°47′W

BRACKETT FLD (POC)

RNAV (GPS) RWY 26L

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

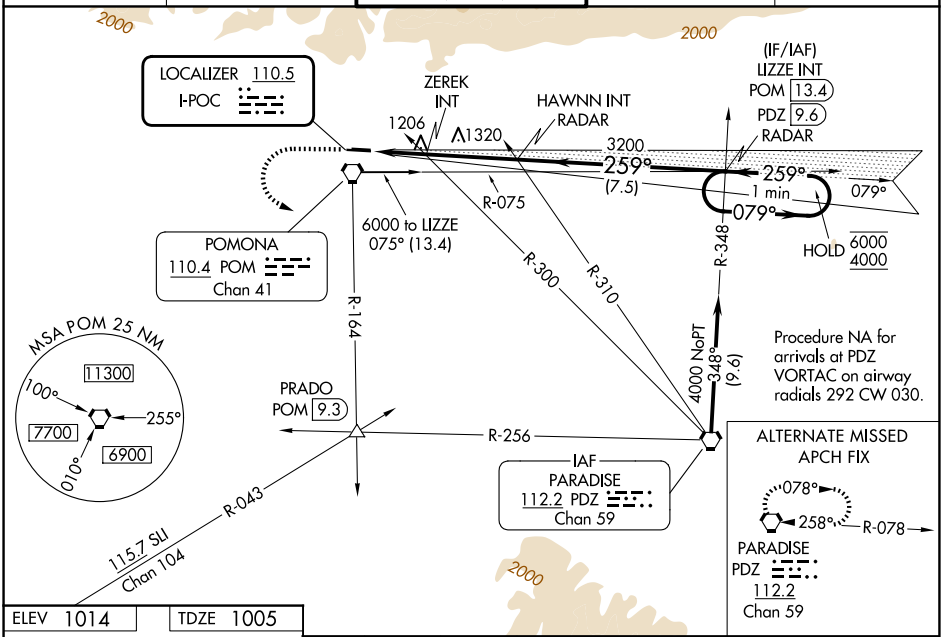
LOC I-POC	APP CRS	Rwy Ldg	4151
110.5	259°	TDZE	1005
		Apt Elev	1014

LOC RWY 26L
BRACKETT FLD (POC)

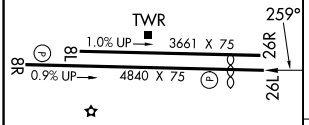
Circling to Rwy 8L NA at night. Circling NA for Cat C north of Rwy 8L-26R. When Circling to Rwy 8R at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 26L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on POM VORTAC R-164 to PRADO INT/POM 9.3 DME and hold.

ATIS	SOCAL APP CON	BRACKETT TOWER*	GND CON	UNICOM
124.4	125.5 349.0	118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	125.0	122.95



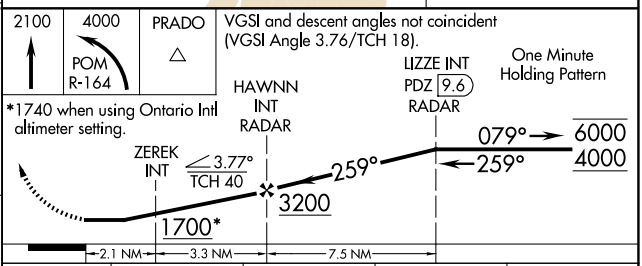
ELEV 1014 TDZE 1005



REIL Rwys 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



CATEGORY	A	B	C	D
S-LOC 26L	1700-1 695 (700-1)		1700-2 695 (700-2)	NA
CIRCLING	1700-1 686 (700-1)		1760-2¼ 746 (800-2¼)	NA
ZEREK MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 26L	1460-1 455 (500-1)		1460-1⅜ 455 (500-1⅜)	NA
CIRCLING	1680-1 666 (700-1)		1760-2¼ 746 (800-2¼)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC POM 110.4 Chan 41	APP CRS 344°	Rwy Ldg N/A TDZE N/A Apt Elev 1014

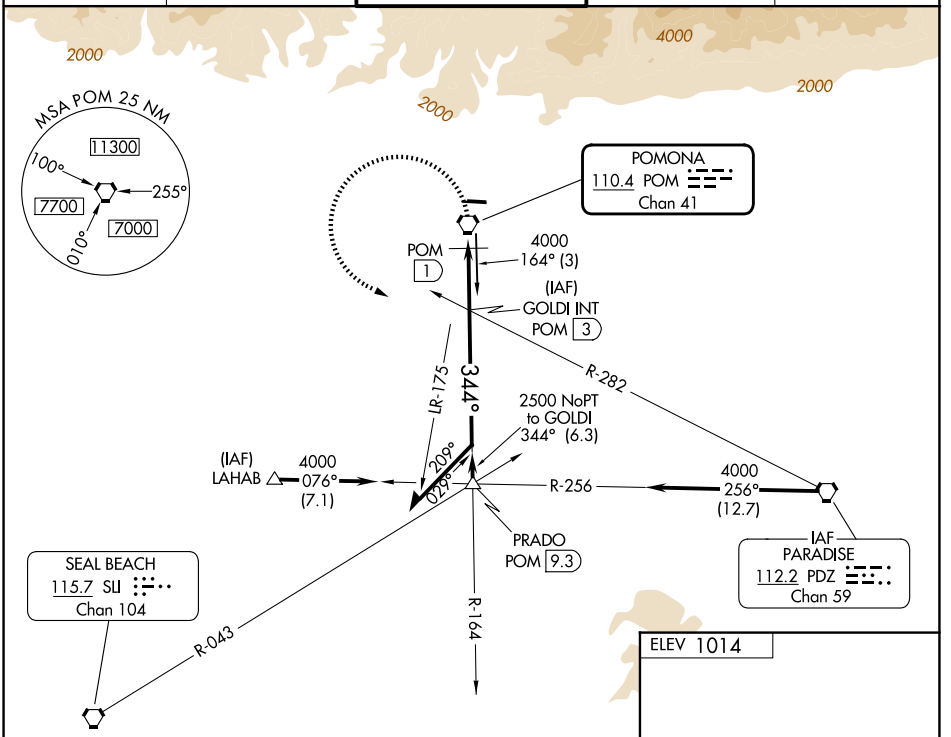
VOR or GPS-A

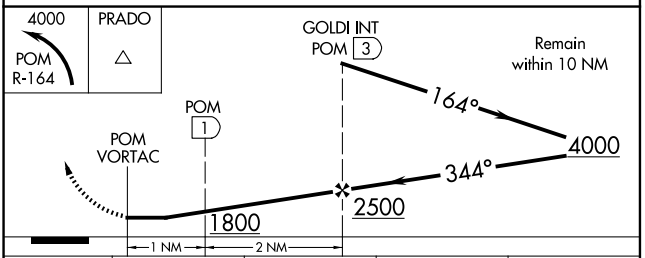
BRACKETT FLD (POC)

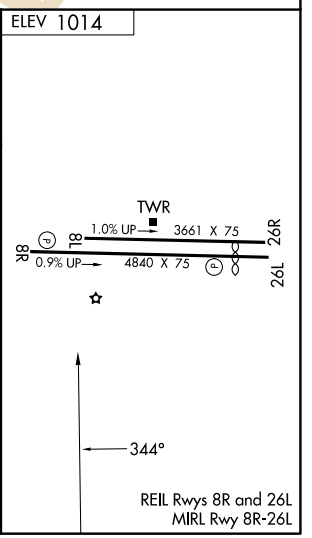
When local altimeter setting not received, use Ontario Intl altimeter setting and increase all MDA 40 feet and visibility Cat C ¼ mile. Night landing: Rwy 8L NA, Rwy 8R operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM not authorized. Circling NA for Cat C north of Rwy 8L-26R

MISSED APPROACH: Climbing left turn to 4000 via POM R-164 to PRADO INT.

ATIS	SOCAL APP CON	BRACKETT TOWER★	GND CON	UNICOM
124.4	125.5 349.0	118.2 (CTAF) (8R/26L) 133.3 (8L/26R)	125.0	122.95







CATEGORY	A	B	C	D
CIRCLING	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1680-1 666 (700-1)		1760-2¼ 746 (800-2¼)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

AL-5218 (FAA)

BRACKETT FLD (POC)

LA VERNE, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

LA VERNE, CALIFORNIA
BRACKETT FLD (POC)

26134

WAAS	APP CRS	Rwy Ldg	7201
CH 93702	057°	TDZE	2351
W06A		Apt Elev	2351

RNAV (GPS) RWY 6

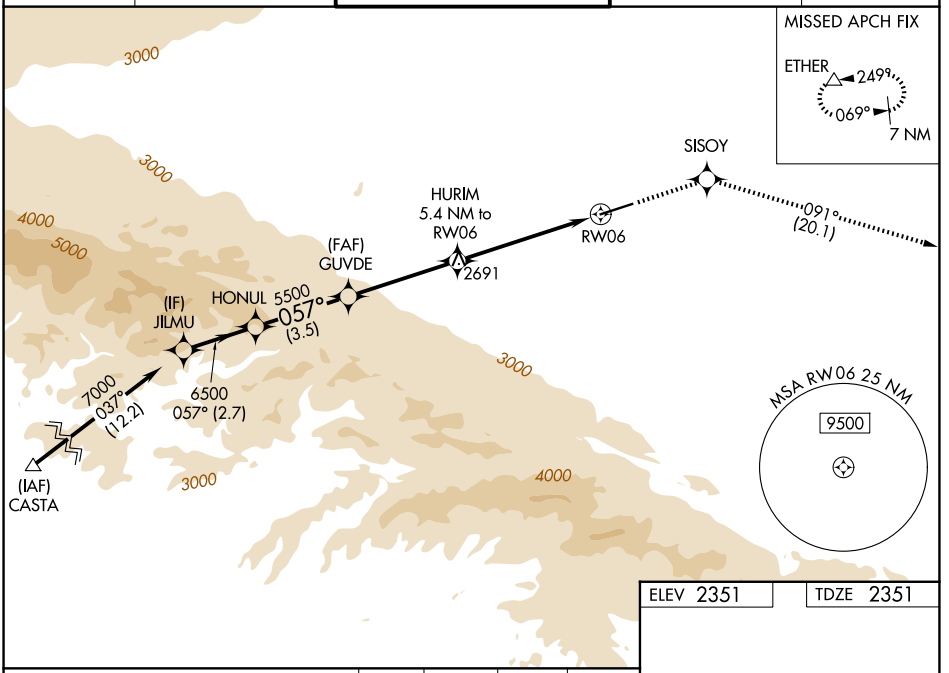
GENERAL WM J FOX AIRFIELD (WJF)

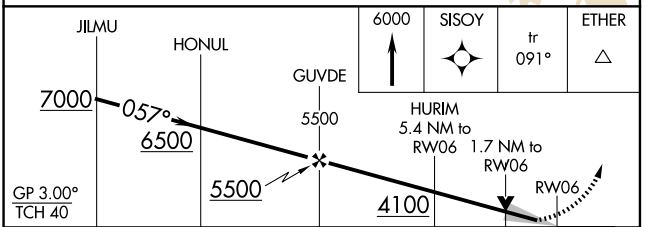
RNP APCH - GPS.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Baro-VNAV and VDP NA when using PMD altimeter setting. When local altimeter setting not received, use PMD altimeter setting and increase LPV DA to 2646 feet, increase LNAV/VNAV DA to 2694 feet, increase all MDAs 60 feet, and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C/D ¼ SM.

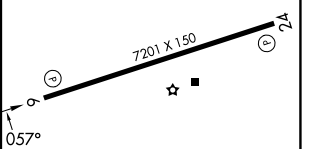
MISSED APPROACH: Climb to 6000 direct SISOY and on track 091° to ETHER and hold.

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





ELEV 2351 TDZE 2351



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)		2940-1¾ 589 (600-1¾)	
CIRCLING	2940-1 589 (600-1)		3120-2¼ 769 (800-2¼)	3120-2½ 769 (800-2½)

REIL Rwys 6 and 24
MIRL Rwy 6-24

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	7201
252°	TDZE	2341
	Apt Elev	2351

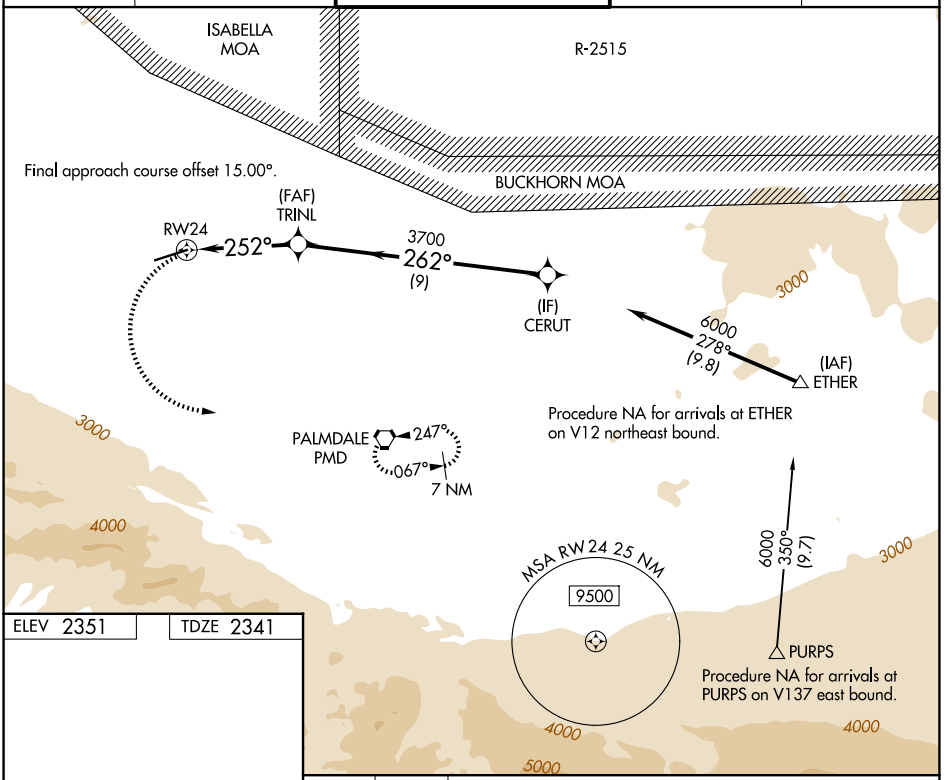
RNAV (GPS) RWY 24
GENERAL WM J FOX AIRFIELD (WJF)

RNP APCH - GPS.

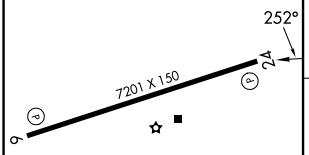
Rwy 24 helicopter visibility reduction below ¾ NA. VDP NA when using PMD altimeter setting. When local altimeter setting not received, use PMD altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat B/C/D ½ SM, and Circling visibility Cat B/C/D ¼ SM.

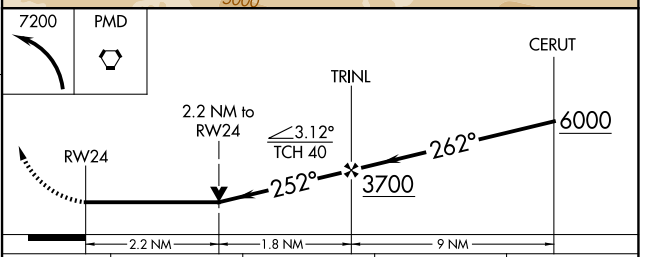
MISSED APPROACH: (Do not exceed 210K until PMD VORTAC) Climbing left turn to 7200 direct PMD VORTAC and hold, continue climb-in-hold to 7200.

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



ELEV 2351 | TDZE 2341





CATEGORY	A	B	C	D
LNAV MDA	3080-1	739 (800-1)	3080-2	739 (800-2)
CIRCLING	3080-1	729 (800-1)	3120-2¼	769 (800-2¼)
			3120-2½	769 (800-2½)

REIL Rwys 6 and 24
MIRL Rwy 6-24

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LANCASTER, CALIFORNIA

AL-5065 (FAA)

26134

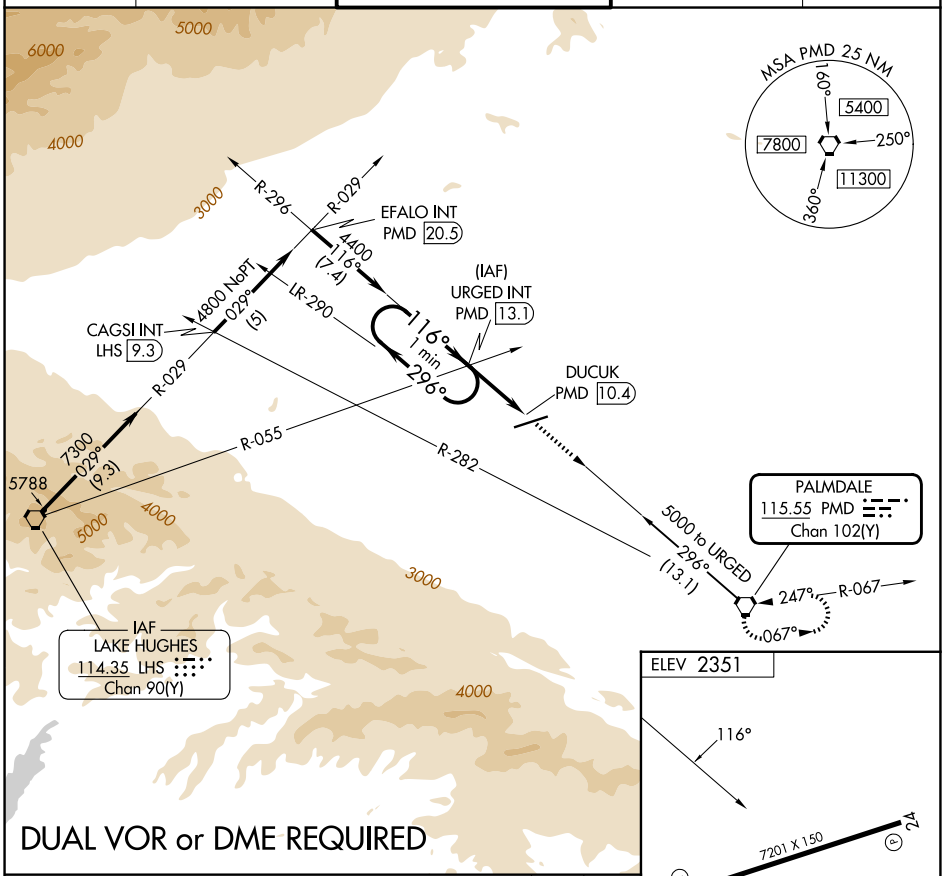
VORTAC PMD	APP CRS	Rwy Ldg	N/A
115.55	116°	TDZE	N/A
Chan 102 (Y)		Apt Elev	2351

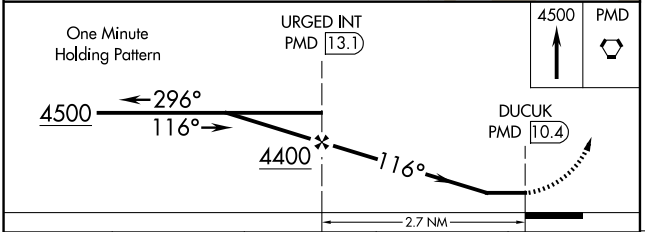
VOR-B

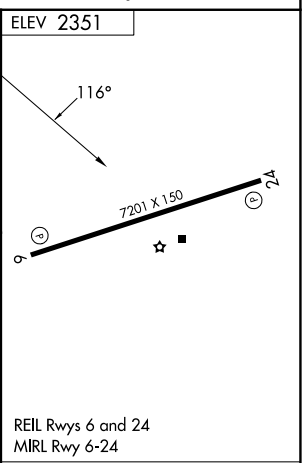
GENERAL WM J FOX AIRFIELD (WJF)

MISSED APPROACH: Climb to 4500 direct PMD VORTAC and hold.

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







CATEGORY	A	B	C	D
CIRCLING	3320-1¼ 969 (1000-1¼)	3320-1½ 969 (1000-1½)	3320-3 969 (1000-3)	

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

GENERAL WM J FOX AIRFIELD (WJF)

LANCASTER, CALIFORNIA

AL-5065 (FAA)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

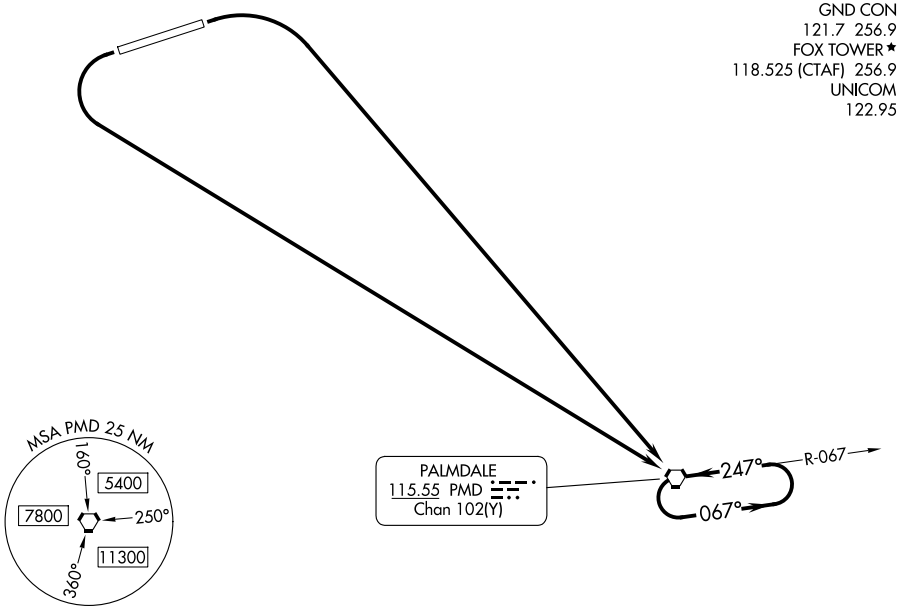
AIRPORT DIAGRAM
26190
LANCASTER, CALIFORNIA
GENERAL WM J FOX AIRFIELD (WJF)

(PMD1.PMD) 23278 AL-5065 (FAA)

PALMDALE ONE DEPARTURE (OBSTACLE)

GENERAL WM J FOX AIRFIELD (WJF)
LANCASTER, CALIFORNIA

JOSHUA DEP CON
126.1 290.3
WJF ATIS
126.3
PMD ATIS
118.275
GND CON
121.7 256.9
FOX TOWER ★
118.525 (CTAF) 256.9
UNICOM
122.95



TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 240′ per NM to 4800, or 3700-3 for climb in visual conditions.

Rwy 24: Standard with minimum climb of 351′ per NM to 4800, or 3700-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

Rwy 6: Trees beginning 1169′ from DER, 590′ right of centerline, up to 2374′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climbing right turn direct PMD VORTAC and hold, thence. . . .

TAKEOFF RUNWAY 24: Climbing left turn direct PMD VORTAC and hold, thence. . . .

. . . .continue climb-in-hold to cross PMD VORTAC at or above MCA/MEA for route of flight.

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross General WM J Fox Airfield at or above 5900 before proceeding on course.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	4482
256°	TDZE	88
	Apt Elev	88

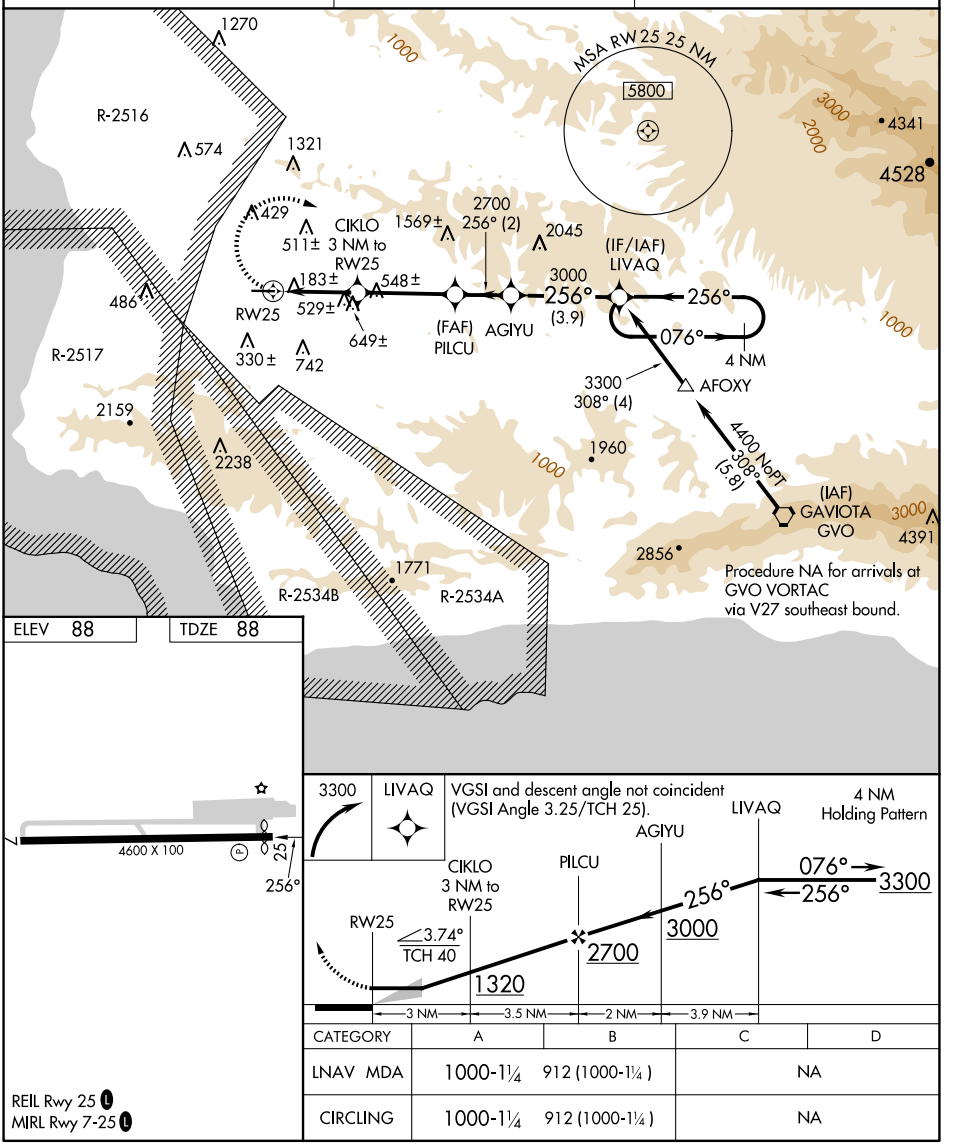
RNAV (GPS) RWY 25
LOMPOC (LPC)

RNP APCH.

When local altimeter setting not received, use Santa Maria Pub/Capt G Allan Hancock Fld altimeter setting and increase all MDA 60 feet, and increase LNAV and Circling Cat B visibility ¼ SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3300 direct LIVAQ and hold.

AWOS-3PT	SANTA BARBARA APP CON★	UNICOM
133.875	124.15 327.8	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1000-1¼	912 (1000-1¼)	NA	
CIRCLING	1000-1¼	912 (1000-1¼)	NA	

REIL Rwy 25
MIRL Rwy 7-25

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOMPOC, CALIFORNIA | AL-6346 (FAA) | 25163

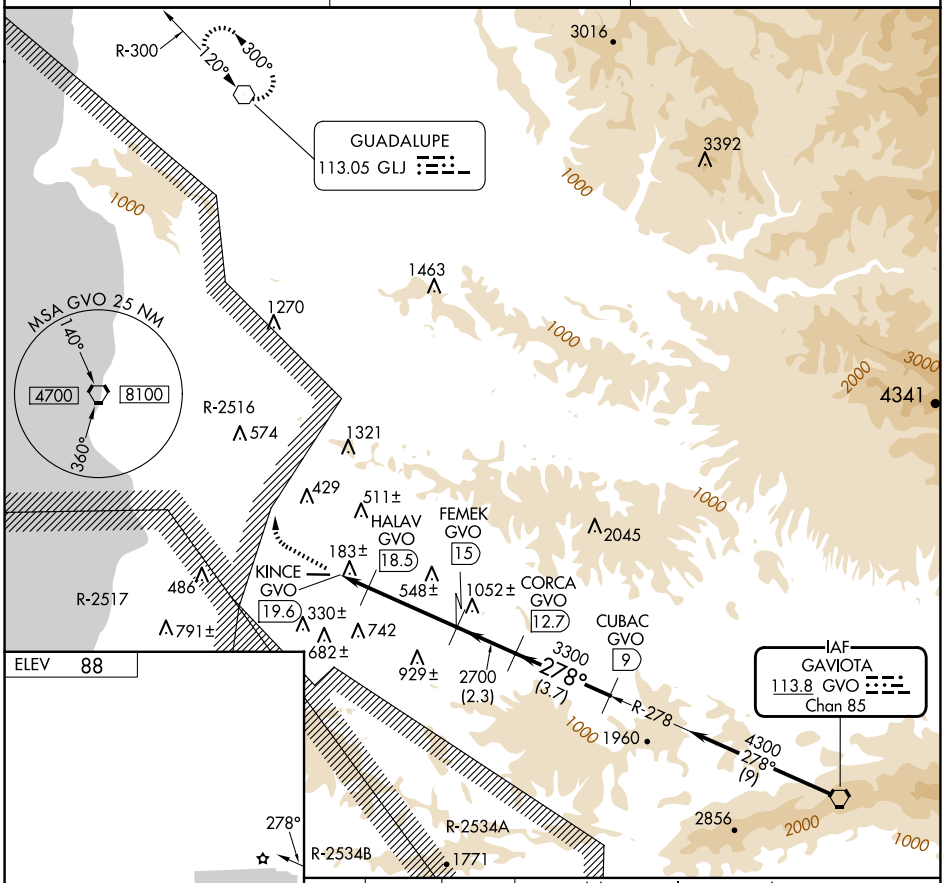
VORTAC GVO 113.8 Chan 85	APP CRS 278°	Rwy Ldg N/A TDZE N/A Apt Elev 88

VOR/DME-A
LOMPOC (LPC)

Procedure NA at night.

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) L



CATEGORY	A	B	C	D
CIRCLING	1340-1¼ 1252 (1300-1¼)	1340-1½ 1252 (1300-1½)	NA	

REIL Rwy 25 L
MIRL Rwy 7-25 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ILS or LOC RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

LOC I-LGB	APP CRS	Rwy Ldg	7414
110.3	301°	TDZE	38
		Apt Elev	60

From EZKEL: RNAV 1-GPS required.

For inop ALS, increase S-LOC 30 Cats C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER ★	GND CON	UNICOM
127.75	125.35 316.125	120.5 257.6 (12) 119.4 (CTAF) L 257.6 (30)	133.0 257.6	122.95

LOS ANGELES 113.6 LAX Chan 83

LOCALIZER 110.3 I-LGB

SEAL BEACH 115.7 SLI Chan 104

MSA SLI 25 NM
140° 7700
230° 4400
6900
050° 2800
320°

Procedure NA for arrival on SLI VORTAC airway radials 202 CW 251.

2000
196° (2)
(IAF) GUNEY INT
1600
301° (4.9)
(IF) LUCIG INT
ELB 13.8
R-261
117.2 ELB
Chan 119
R-196
R-145
R-210
HOLD 4500 1600
1 min
255°
121°
301°
3000 NoPT
017° (4.9)
(IAF) EZKEL 4000
(IAF) MIDDS
ELB 9.8
4000
3000 NoPT to LUCIG
255° hdg (2.6)
and 301° (2)
PADDR
LAX 21.8
145°
325°

ELEV 60 D TDZE 38

0.4% DOWN
12
0.3% UP
6192 X 150
26R
18
10000 X 200
8R
3918 X 100
0.5% UP
26L
TWR
0.3% UP
30
301°

TDZ/CL Rwy 30
HIRL Rwy 12-30
HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L
REIL Rwys 8R, 12, 26L, and 26R L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

800	3000 hdg 200°	LAX R-145	PADDR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

GUNEY INT
1600
One Minute Holding Pattern
121°
301°
4500
1600
1600
GS 3.00°
TCH 58
4.7 NM

CATEGORY	A	B	C	D
S-ILS 30	258/18	220 (200-½)		
S-LOC 30	520/24	482 (500-½)	520/50	482 (500-1)
CIRCLING	840-1	780 (800-1)	840-2¼ 780 (800-2¼)	840-2½ 780 (800-2½)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	8650
121°	TDZE	53
	Apt Elev	60

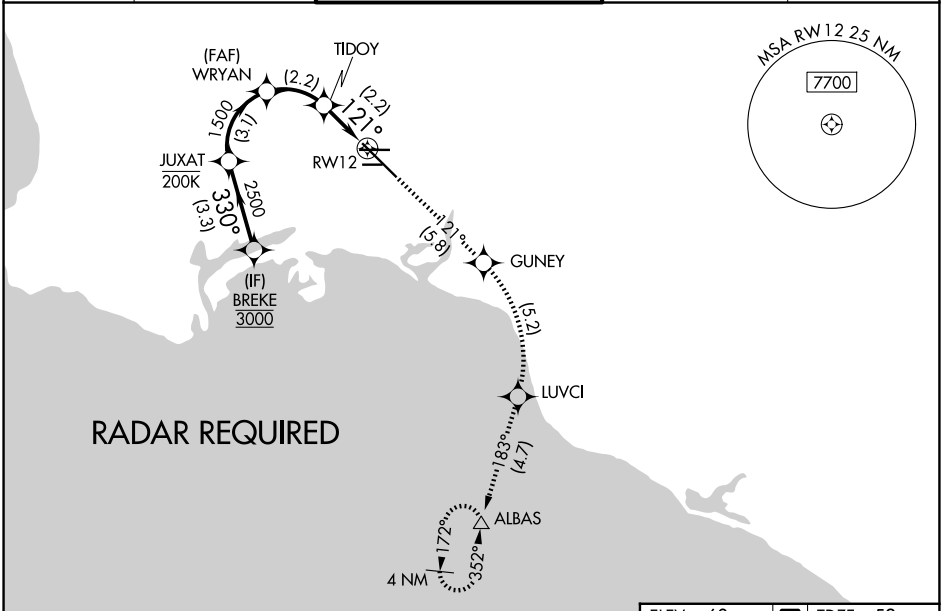
RNAV (RNP) RWY 12

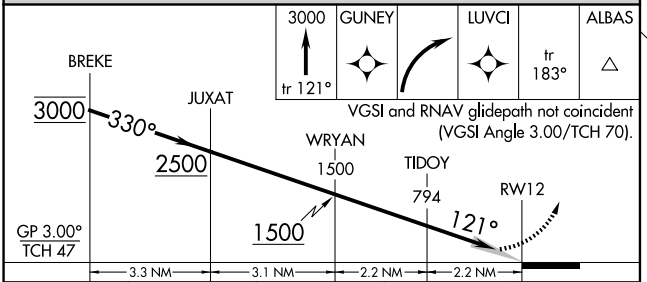
LONG BEACH (DAUGHERTY FLD) (LGB)

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.

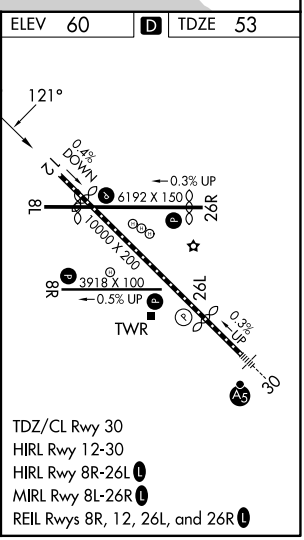
ATIS	SOCAL APP CON	LONG BEACH TOWER ★	GND CON	UNICOM
127.75	125.35 316.125	120.5 257.6 (12) 119.4 (CTAF) L 257.6 (30)	133.0 257.6	122.95





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



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	5660
256°	TDZE	48
	Apt Elev	60

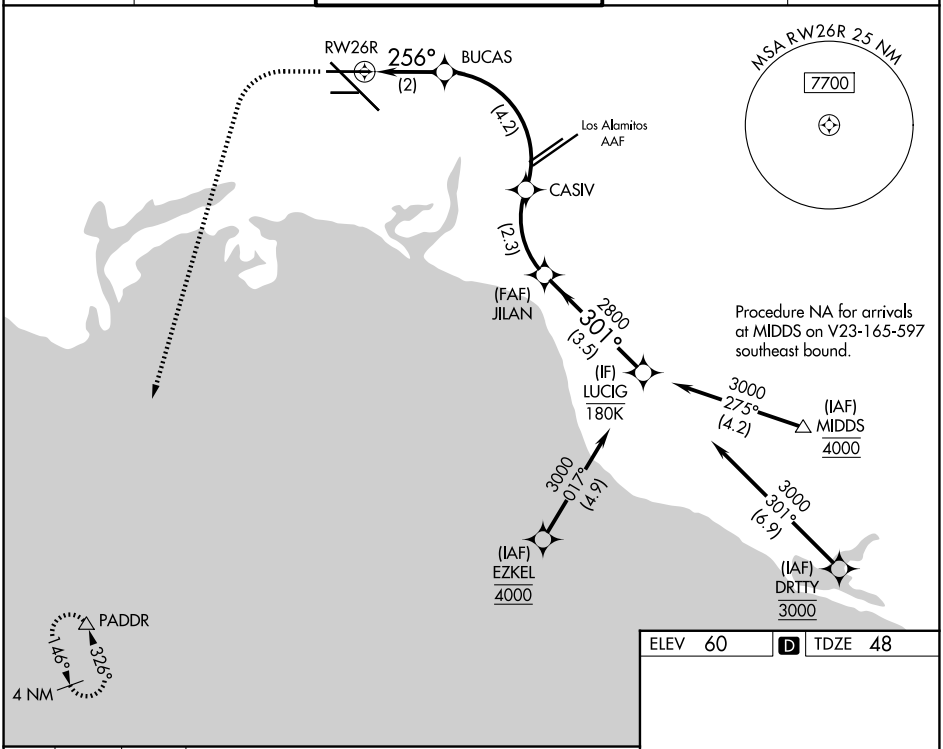
RNAV (RNP) RWY 26R
LONG BEACH (DAUGHERTY FLD) (LGB)

RNP AR APCH - GPS, RF. Authorization required.

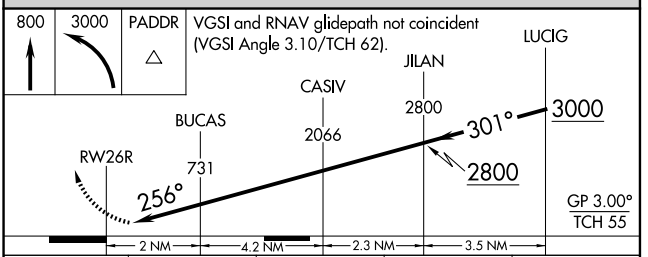
For uncompensated Baro-VNAV systems, procedure NA below 4°C or above 54°C.

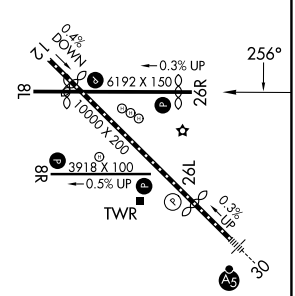
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold, continue climb-in-hold to 3000.

ATIS	SOCAL APP CON	LONG BEACH TOWER ★	GND CON	UNICOM
127.75	125.35 316.125	120.5 257.6 (12) 119.4 (CTAF) L 257.6 (30)	133.0 257.6	122.95



ELEV 60	D	TDZE 48





CATEGORY	A	B	C	D
RNP 0.15 DA	324-⅞ 276 (300-⅞)			
RNP 0.30 DA	415-1 367 (400-1)			

AUTHORIZATION REQUIRED

TDZ/CL Rwy 30
HIRL Rwy 12-30
HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L
REIL Rwys 8R, 12, 26L, and 26R L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (RNP) Y RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

APP CRS	Rwy Ldg	7414
301°	TDZE	38
	Apt Elev	60

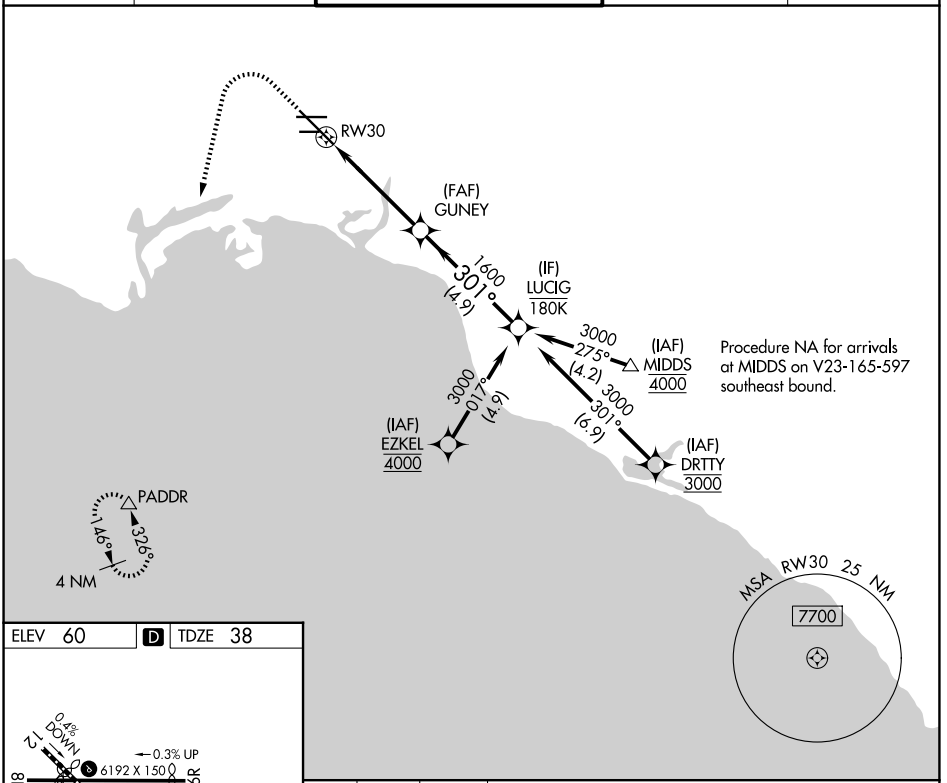
RNP AR APCH.

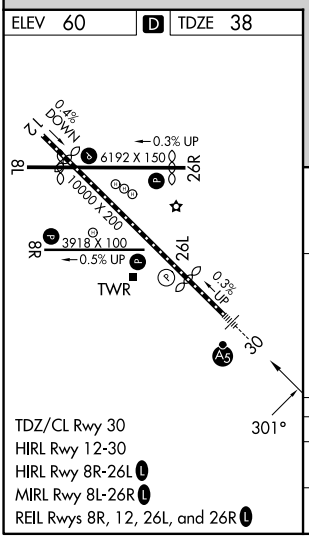
For uncompensated Baro-VNAV systems, procedure NA below 4° C or above 54° C.

MALSR

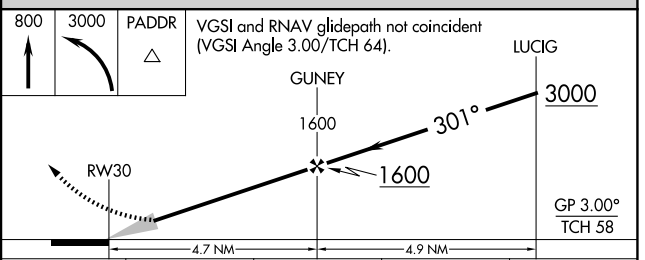
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER ★	GND CON	UNICOM
127.75	125.35 316.125	120.5 257.6 (12) 119.4 (CTAF) L 257.6 (30)	133.0 257.6	122.95





TDZ/CL Rwy 30
HIRL Rwy 12-30
HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L
REIL Rwy 8R, 12, 26L, and 26R L



CATEGORY	A	B	C	D
RNP 0.30 DA	384/30 346 (400-5/8)			

AUTHORIZATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) Z RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

WAAS CH 99521 W30A	APP CRS 301°	Rwy Ldg 7414 TDZE 38 Apt Elev 60

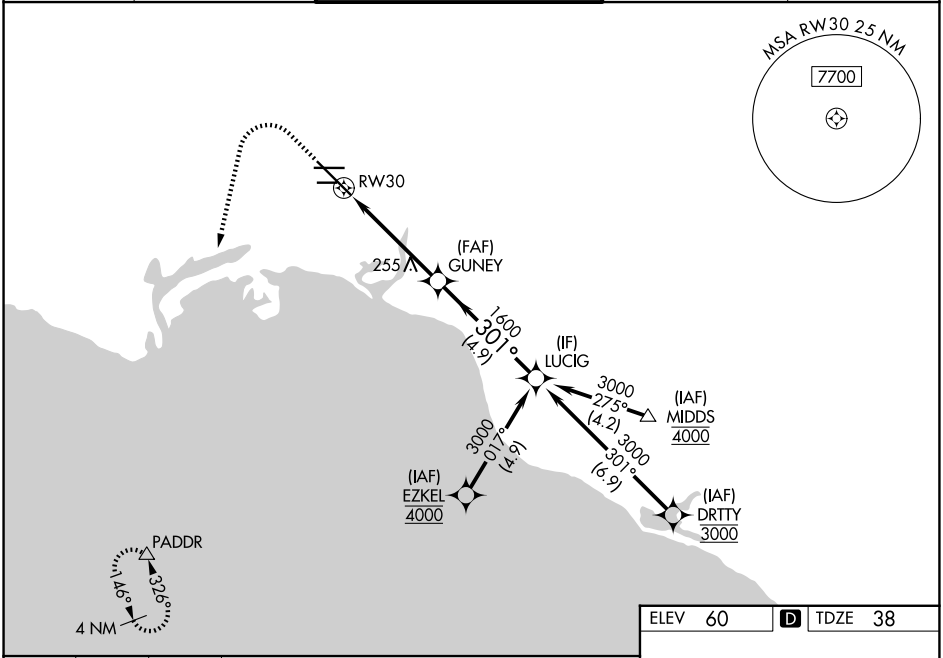
RNP APCH.

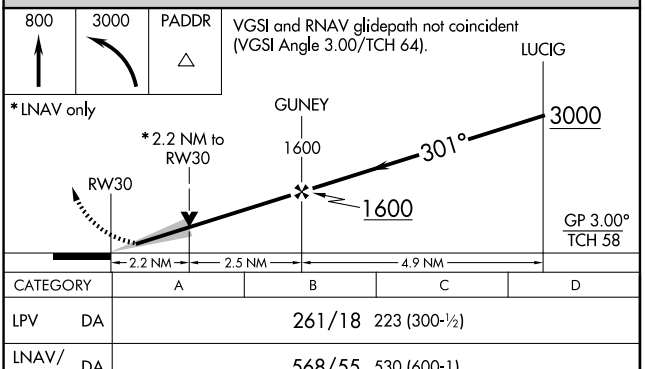
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1⅜ SM.

MALSR

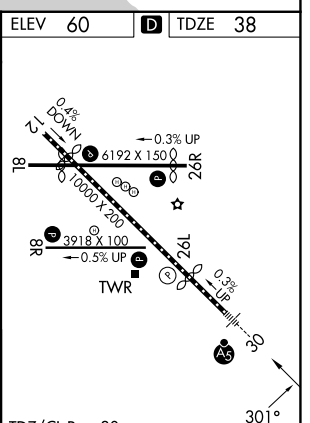
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PADDR and hold

ATIS	SOCAL APP CON	LONG BEACH TOWER ★	GND CON	UNICOM
127.75	125.35 316.125	120.5 257.6 (12) 119.4 (CTAF) L 257.6 (30)	133.0 257.6	122.95





CATEGORY	A	B	C	D
LPV DA	261/18 223 (300-½)			
LNAV/VNAV DA	568/55 530 (600-1)			
LNAV MDA	520/24 482 (500-½)		520/50 482 (500-1)	
CIRCLING	840-1 780 (800-1)		840-1⅜ 780 (800-1⅜)	



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VOR or TACAN RWY 30

LONG BEACH (DAUGHERTY FLD) (LGB)

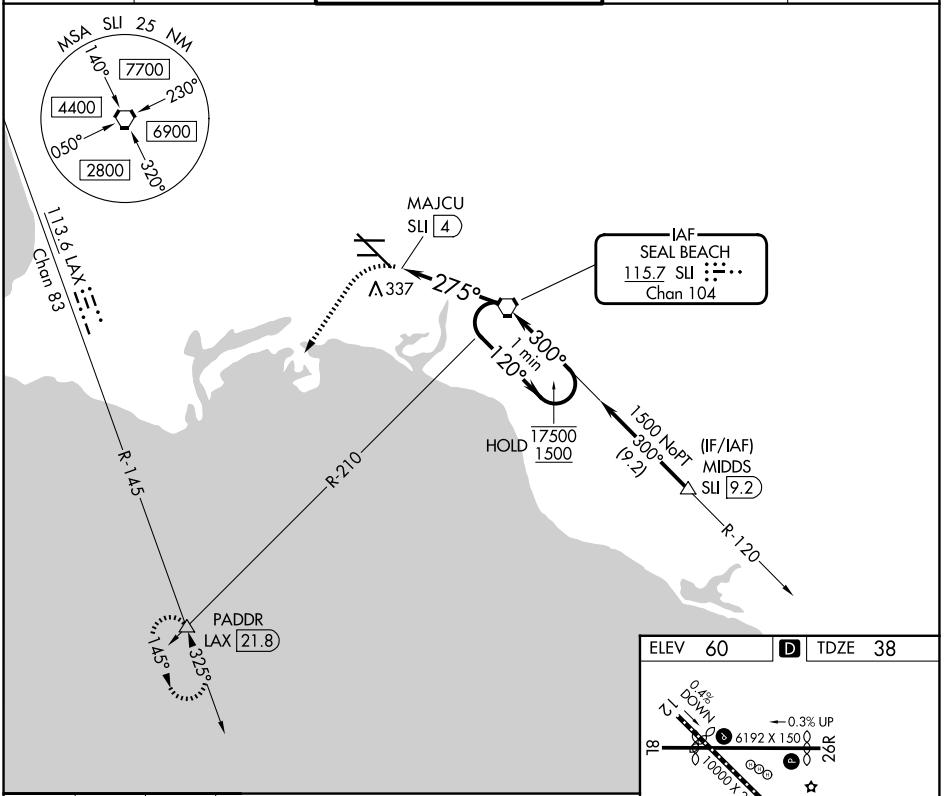
VORTAC SLI	APP CRS	Rwy Ldg	7414
115.7	275°	TDZE	38
Chan 104		Apt Elev	60

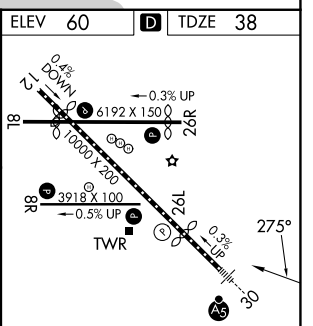
Rwy 30 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply.

MALSR

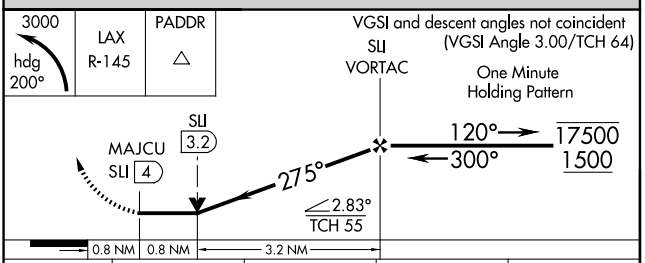
MISSED APPROACH: Climbing left turn to 3000 on heading 200° and LAX VORTAC R-145 to PADDR INT/LAX 21.8 DME and hold.

ATIS	SOCAL APP CON	LONG BEACH TOWER ★	GND CON	UNICOM
127.75	125.35 316.125	120.5 257.6 (12) 119.4 (CTAF) L 257.6 (30)	133.0 257.6	122.95





TDZ/CL Rwy 30
HIRL Rwy 12-30
HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L
REIL Rwys 8R, 12, 26L, and 26R L



CATEGORY	A	B	C	D
S-30	600/55 562 (600-1)		600-1⅝ 562 (600-1⅝)	
CIRCLING	840-1 780 (800-1)		840-2¼ 780 (800-2¼)	840-2½ 780 (800-2½)

FAF to MAP 4 NM

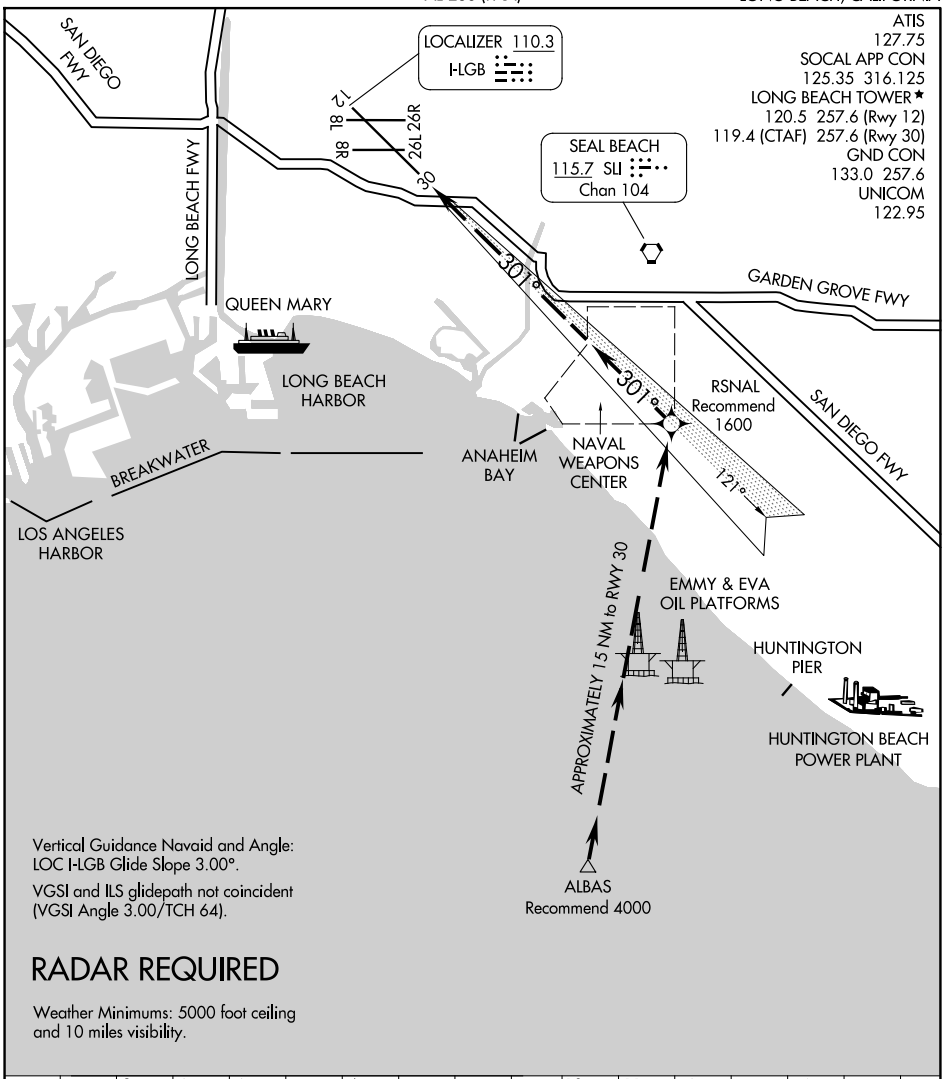
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ARSENAL VISUAL RWY 30

AL-236 (FAA)

LONG BEACH (DAUGHERTY FLD) (LGB)
LONG BEACH, CALIFORNIA



Vertical Guidance Navaid and Angle:
LOC I-LGB Glide Slope 3.00°.

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 64).

RADAR REQUIRED

Weather Minimums: 5000 foot ceiling and 10 miles visibility.

1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

ARSENAL VISUAL RWY 30

Orig-A 19JUL18

33°49′N-118°09′W

LONG BEACH, CALIFORNIA
LONG BEACH (DAUGHERTY FLD) (LGB)

SW-3, 09 JUL 2026 to 03 SEP 2026

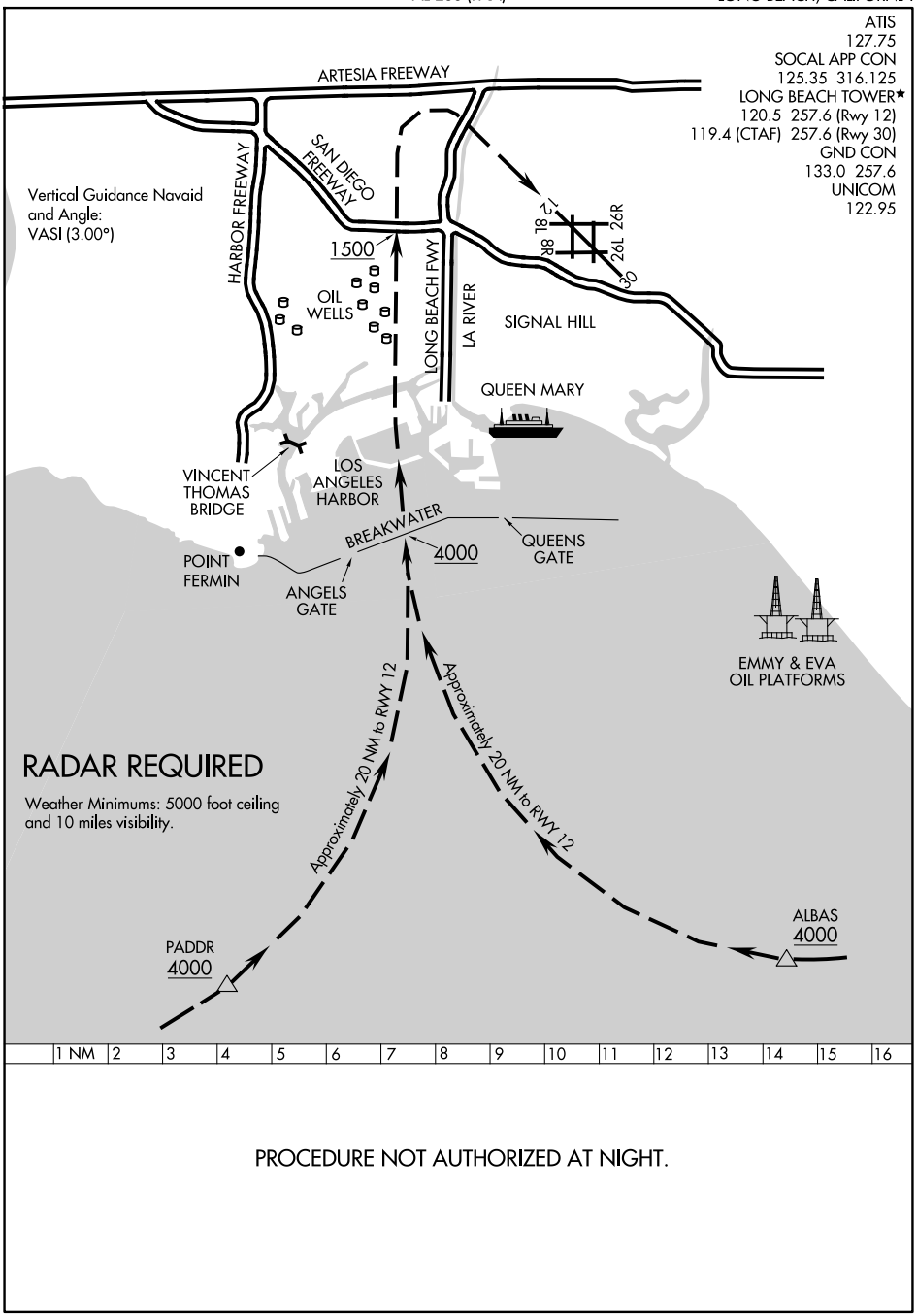
SW-3, 09 JUL 2026 to 03 SEP 2026

25275

LA RIVER VISUAL RWY 12

AL-236 (FAA)

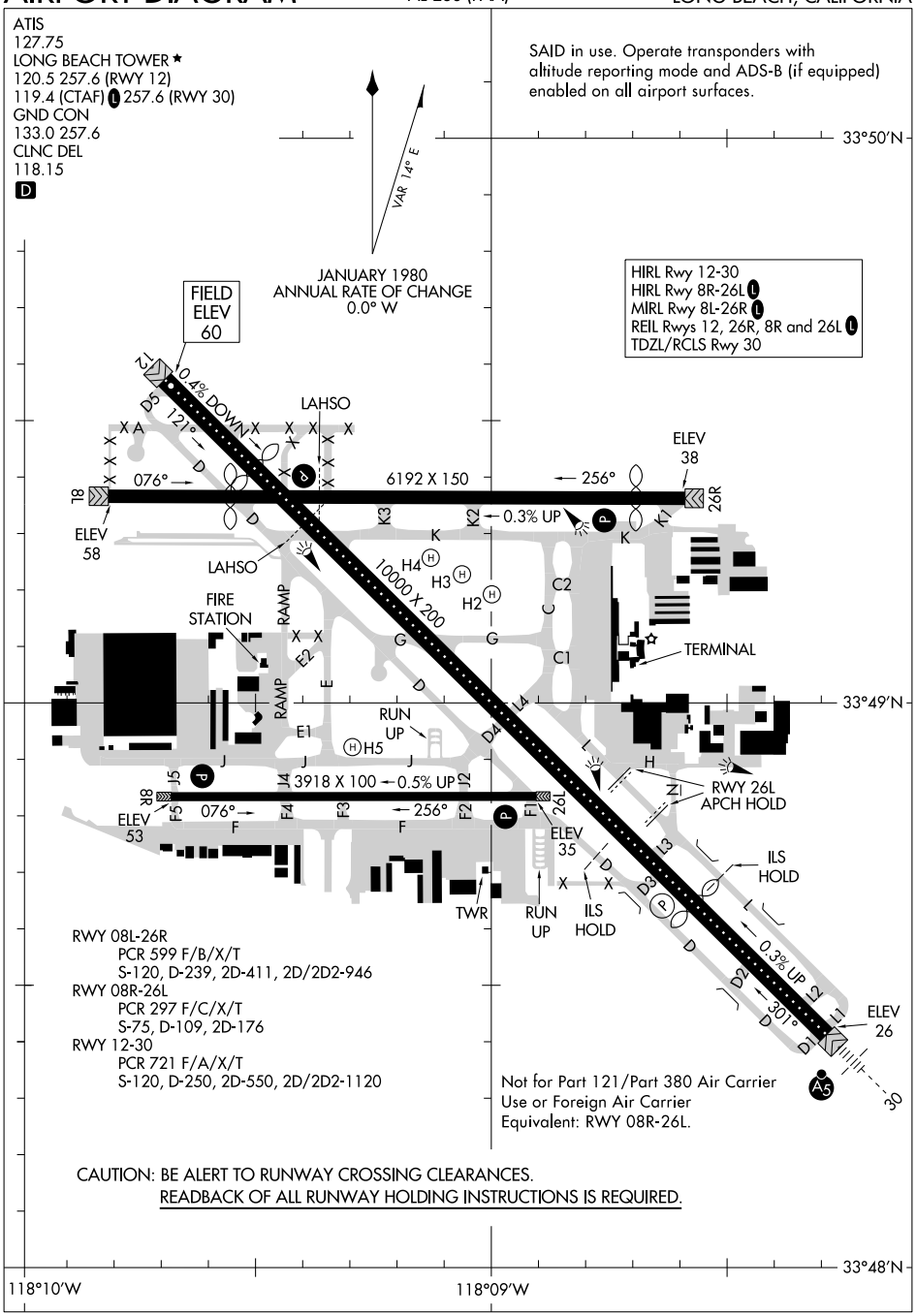
LONG BEACH (DAUGHERTY FLD) (LGB)
LONG BEACH, CALIFORNIA



PROCEDURE NOT AUTHORIZED AT NIGHT.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ANAHEIM TWO DEPARTURE

(ANAHM2.SLI) 14MAY26

LONG BEACH (DAUGHERTY FLD) (LGB)

LONG BEACH, CALIFORNIA

ANAHEIM TWO DEPARTURE

(ANAHM2.SLI) 26134

LONG BEACH (DAUGHERTY FLD) (LGB)

LONG BEACH, CALIFORNIA

AL-236 (FAA)

RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 127.75
CLNC DEL 118.15
GND CON 133.0 257.6
SOCAL DEP CON
125.35 316.125 (Rwys 8L/R, 12) HECTOR OR LAKE HUGHES TRANSITIONS
125.35 316.125 (Rwys 8L/R, 12) VENTURA TRANSITION
127.2 269.6 (Rwys 26L/R, 30) HECTOR OR LAKE HUGHES TRANSITIONS
134.9 360.7 (Rwys 26L/R, 30) VENTURA TRANSITION

TAKEOFF MINIMUMS
Rwys 8L/R, 12, 30: Standard.
Rwy 26L: Standard with minimum climb of 225'/NM to 2300.
Rwy 26R: Standard with minimum climb of 230'/NM to 2300.

LAKE HUGHES
114.35 LHS
Chan 90(Y)

VAN NUYS
113.1 VNY
Chan 78

PALMDALE
115.55 PMD
Chan 102(Y)

LOS ANGELES
113.6 LAX
Chan 83

POMONA
110.4 POM
Chan 41

HECTOR
112.7 HEC
Chan 74

PARADISE
112.2 PDZ
Chan 59

VENTURA
116.55 VTU
Chan 112(Y)

SEAL BEACH
115.7 SLI
Chan 104

112.5 FIM
Chan 72

113.2 DAG
Chan 79

R-139
319°
8000
(35)
V459

R-095
12
DARTS

R-081
APLES
10000

R-214
052°
10000
*8600
(37)
V442
R-232

R-148
R-093
5300
273°
(15)
V299
18
15
SADDE

V299
5000
276°
(18)
R-123
3700
303°
(13)
V23-25-165
WILMA

V186
5600
275°
(26)
25
SLI
R-319
4
R-164
BAYJY

9000
*8000
012°
(42)
V442

800
301°
256°
076°
256°
076°
121°
800
4000††
5300†
058°
(14)
POXKU

344°
4000
(9)
V363

5300
058°
(13)
V8-21
R-238

V8-64
3000
251°
(10)
V8-21

†Hector Transition
††Lake Hughes Transition

MSA SLI 25 NM
140°
7700
230°
4400
6900
050°
2800
320°

NOTE: Chart not to scale.

NOTE: This departure procedure not authorized for turbo-prop or turbo-jet aircraft.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb heading 076° to 800, thence. . . .
TAKEOFF RUNWAY 12: Climb heading 121° to 800, thence. . . .
TAKEOFF RUNWAYS 26L/R: Climb heading 256° to 800, thence. . . .
TAKEOFF RUNWAY 30: Climb heading 301° to 800, thence. . . .
HECTOR or LAKE HUGHES TRANSITION: Expect vectors to SLI VORTAC.
VENTURA TRANSITION: Expect vectors to LAX VORTAC.

. . . .on (transition) or (assigned route) maintain ATC assigned altitude and expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM2.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 (ANAHM2.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 (ANAHM2.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

SW-3, 09 JUL 2026 to 03 SEP 2026

FRITR THREE DEPARTURE (RNAV)

(FRITR3.DOTSS) 13SEP18

LONG BEACH (DAUGHERTY FLD) (LGB)

LONG BEACH, CALIFORNIA

ATIS
127.75
CLNC DEL
118.15
GND CON
133.0 257.6
LONG BEACH TOWER★
119.4 257.6 (Rwy 12)
120.5 257.6 (Rwy 30)
SOCAL DEP CON
125.35 316.125 (Rwy 12)
127.2 269.6 (Rwy 26R, 30)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb heading 121° to 600, then on heading 121° or as assigned by ATC for vectors to cross FRITR at or above 5000, then on track 076° to DOTSS, thence. . . .

TAKEOFF RUNWAY 26R: Climb heading 256° to 580, then on heading 180° or as assigned by ATC for vectors to cross FRITR at or above 5000, then on track 076° to DOTSS, thence. . . .

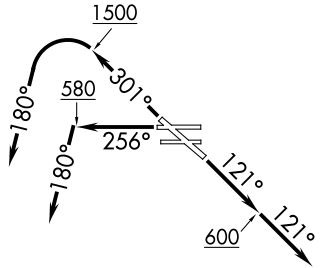
TAKEOFF RUNWAY 30: Climb heading 301° to 1500, then left turn heading 180° or as assigned by ATC for vectors to cross FRITR at or above 5000, then on track 076° to DOTSS, thence. . . .

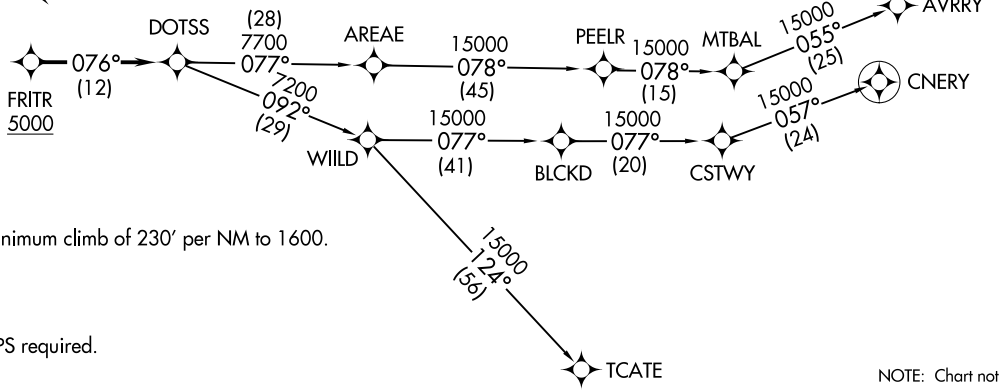
. . . .on (transition). Maintain 17000. Expect higher altitude 10 minutes after departure.

AVRRY TRANSITION (FRITR3.AVRRY)

CNERY TRANSITION (FRITR3.CNERY)

TCATE TRANSITION (FRITR3.TCATE)





TOP ALTITUDE: 17000

TAKEOFF MINIMUMS
Rwys 8L/R, 26L: NA-ATC.
Rwys 12, 30: Standard.
Rwy 26R: Standard with a minimum climb of 230′ per NM to 1600.

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

NOTE: Chart not to scale.

(FRITR3.DOTSS) 21168

FRITR THREE DEPARTURE (RNAV)

AL-236 (FAA)

LONG BEACH (DAUGHERTY FLD) (LGB)

LONG BEACH, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb heading 076° to 580, then on heading 076° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 12: Climb heading 121° to 580, then on heading 121° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 26L: Climb heading 256° to 800, then on heading 270° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 26R: Climb heading 256° to 580, then on heading 270° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 580, then on heading 270° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

. . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

TAKEOFF MINIMUMS

Rwys 8L/R, 12, 30: Standard.

Rwy 26L: Standard with minimum climb of 330' per NM to 700.

Rwy 26R: Standard with minimum climb of 230' per NM to 1600.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: This procedure not authorized for turbojet aircraft.

(TOPMM5.TOPMM) 24361

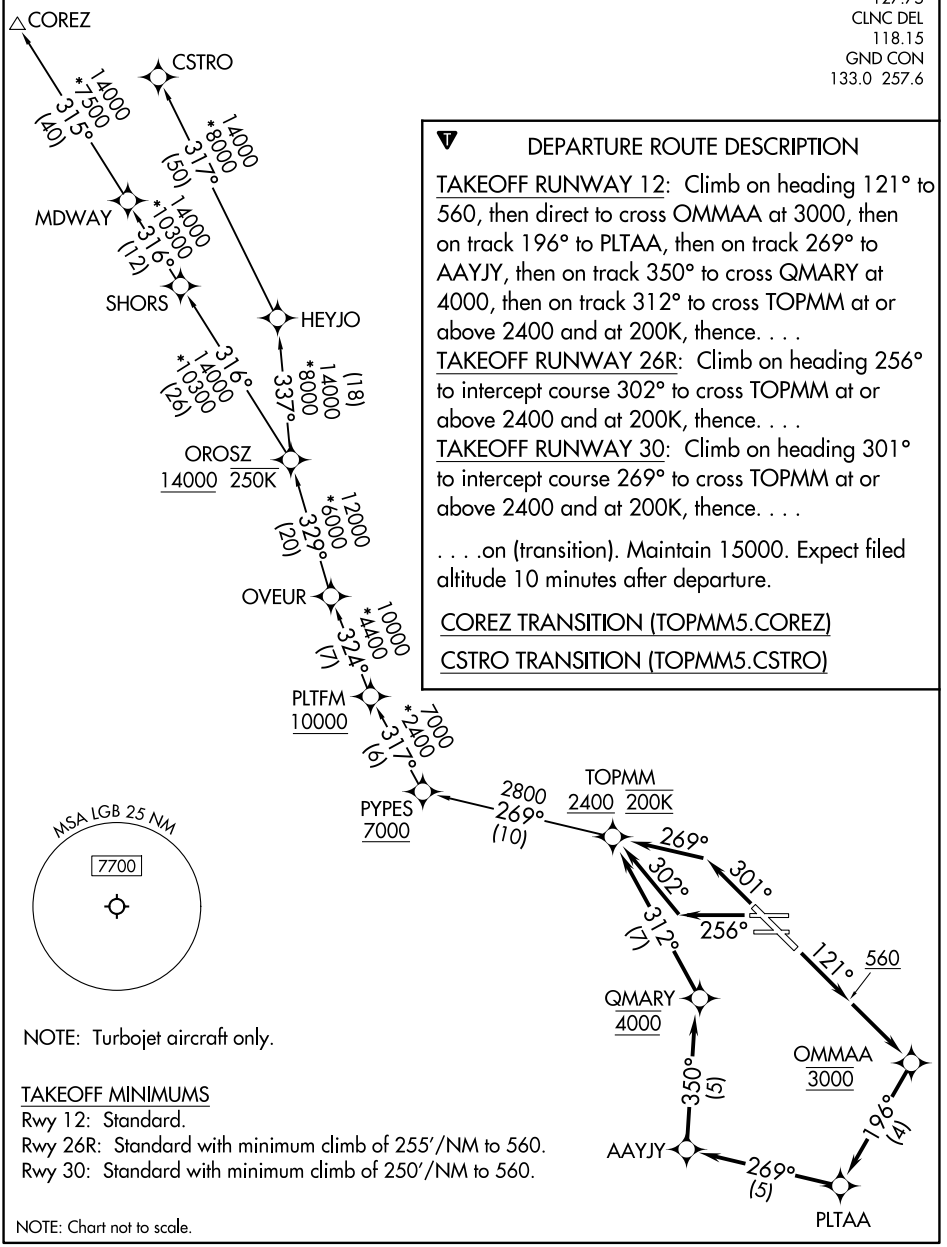
TOPMM FIVE DEPARTURE (RNAV)

LONG BEACH (DAUGHERTY FLD) (LGB)
AL-236 (FAA) LONG BEACH, CALIFORNIA

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

TOP ALTITUDE: 15000

SOCAL DEP CON
125.35 316.125 (Rwy 12)
134.9 360.7 (Rwys 26R, 30)
ATIS
127.75
CLNC DEL
118.15
GND CON
133.0 257.6



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb on heading 121° to 560, then direct to cross OMMAA at 3000, then on track 196° to PLTAA, then on track 269° to AAYJY, then on track 350° to cross QMARY at 4000, then on track 312° to cross TOPMM at or above 2400 and at 200K, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 256° to intercept course 302° to cross TOPMM at or above 2400 and at 200K, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 301° to intercept course 269° to cross TOPMM at or above 2400 and at 200K, thence. . . .

. . . .on (transition). Maintain 15000. Expect filed altitude 10 minutes after departure.

COREZ TRANSITION (TOPMM5.COREZ)

CSTRO TRANSITION (TOPMM5.CSTRO)

NOTE: Turbojet aircraft only.

TAKEOFF MINIMUMS
Rwy 12: Standard.
Rwy 26R: Standard with minimum climb of 255'/NM to 560.
Rwy 30: Standard with minimum climb of 250'/NM to 560.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

TOP ALTITUDE:
(TURBOJETS) 17000
ATIS 127.75
CLNC DEL 118.15
GND CON 133.0 257.6
SOCAL DEP CON 125.35 316.125 (Rwy 12) 127.2 269.6 (Rwys 26R, 30)
N
1500
580
301°
256°
121°
121°
600
180°
180°
LAS VEGAS LAS
BEALE
HAILO
BLAZN
WYZEE
MISEN
YELAH
ARRMY
NNAVY
ARCUS
GUNNR
PLAYY
SEBBY
ZOOMM 16000
CAHIL 15000
034° 15000 (4A)
034° 15000 (4D)
033° 15000 (5J)
033° 15000 (6J)
034° 15000 (7J)
025° 15000 (19)
033° 15000 (17)
030° 15000 (5Z)
036° 15000 (2G)
020° 15000 (4Z)
030° 15000 (2Z)
023° 12000 (10)
023° (3)
TAKEOFF MINIMUMS
Rwys 8L/R, 26L: NA-ATC.
Rwys 12, 30: Standard.
Rwy 26R: Standard with a minimum climb of 230′ per NM to 1600.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet only.
NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.
NOTE: HAILO/ LAS/ NNAVY transitions ATC only.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb on heading 121° to 600, then on heading 121° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .
TAKEOFF RUNWAY 26R: Climb on heading 256° to 580, then on heading 180° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .
TAKEOFF RUNWAY 30: Climb on heading 301° to 1500, then left turn heading 180° or as assigned by ATC for vectors to cross CAHIL at or above 15000, then on track 023° to cross ZOOMM at or above 16000, thence. . . .

. . . .on (transition) turbojets maintain 17000, expect filed altitude 10 minutes after departure.

BEALE TRANSITION (ZOOMM3.BEALE)
HAILO TRANSITION (ZOOMM3.HAILO)
LAS VEGAS TRANSITION (ZOOMM3.LAS)
MISEN TRANSITION (ZOOMM3.MISEN)
NNAVY TRANSITION (ZOOMM3.NNAVY)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ALAMITOS, CALIFORNIA

RNAV (GPS) RWY 22L

(USA)

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

APCH CRS	Rwy ldg	8001
223°	TDZE	36
	Arpt Elev	36

RNP APCH- GPS

* When ALS inop, increase CAT CD vis to 1 1/8 miles.
** When ALS inop, using John Wayne/Orange County altimeter setting, increase CAT CD vis to 1 1/4 miles.
*** Circling not authorized N of Rwy 4L-22R. Circling not authorized to Rwy 4R at night.

SALSF

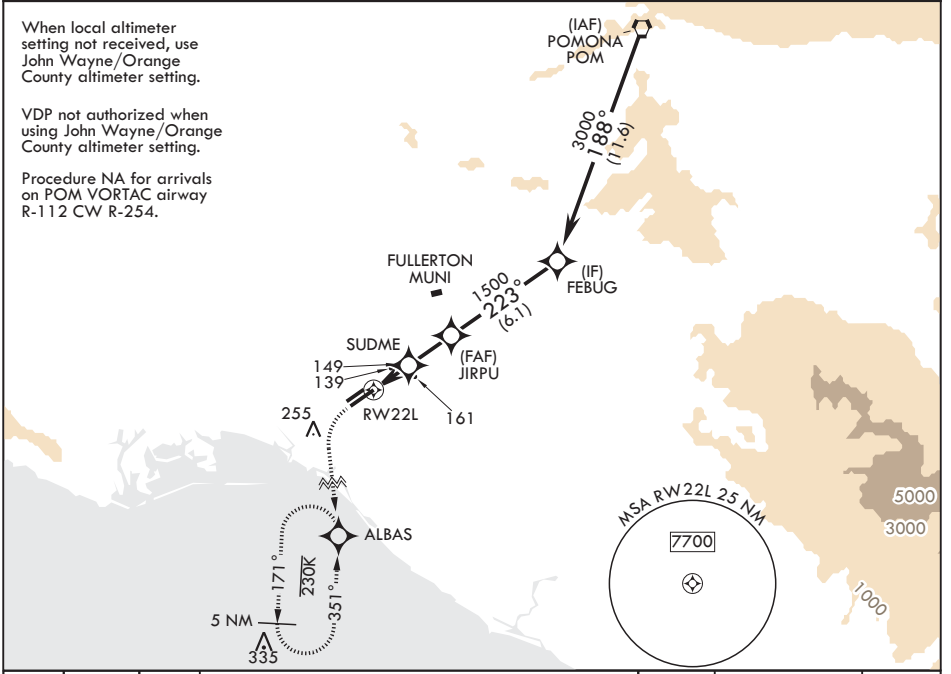
MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ALBAS and hold.

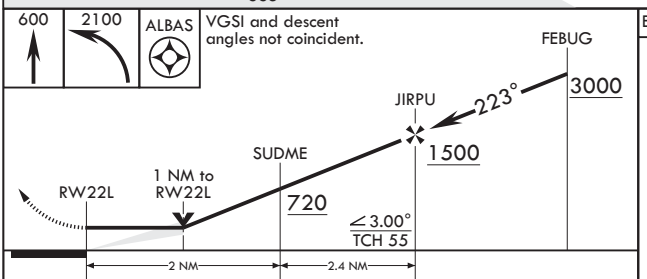
ATIS★	SOCAL APP CON/DEP CON	TOWER★	GND CON
118.875 379.975	125.35 316.125	123.85 (CTAF) 251.15	126.95 257.95

When local altimeter setting not received, use John Wayne/Orange County altimeter setting.

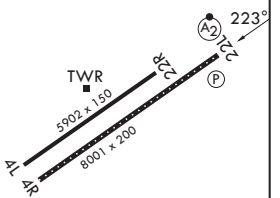
VDP not authorized when using John Wayne/Orange County altimeter setting.

Procedure NA for arrivals on POM VORTAC airway R-112 CW R-254.





ELEV 36 TDZE 36



CATEGORY	A	B	C	D
LNAV MDA*	420-1	384	(400-1)	
CIRCLING***	440-1 404 (500-1)	500-1 464 (500-1)	600-1½ 564 (600-1½)	600-2 564 (600-2)
JOHN WAYNE/ORANGE COUNTY ALTIMETER SETTING MINIMUMS				
LNAV MDA**	460-1	424	(500-1)	
CIRCLING***	480-1 444 (500-1)	540-1 504 (600-1)	640-1¾ 604 (700-1¾)	640-2 604 (700-2)

HIRL Rwy 4R-22L
MIRL Rwy 4L-22R
REIL Rwy 22L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

25275

LOS ALAMITOS, CALIFORNIA

VOR or TACAN RWY 22L

VORTAC SLI	APCH CRS	Rwy Idg	8001
115.7	214°	TDZE	36
Chan 104		Arpt Elev	36

[USA]
LOS ALAMITOS AAF (JOINT FORCES TRAINING BASE JFTB) (KSLI)

DME required

▼ * When ALS inop, increase CAT CD vis to 1⅜ miles.
** Circling not authorized N of Rwy 4L-22R. Circling to Rwy 4R not authorized at night.

SALSF A2

MISSED APPROACH: Climb to 1800, then climbing left turn to 3100 via SLI VORTAC R-058 to AHEIM INT and hold, continue climb-in-hold.

ATIS	SOCAL APP CON	TOWER	GND CON
118.875 379.975	125.35 316.125	123.85 251.15	126.95 257.95

When local altimeter setting not received, use John Wayne/Orange County altimeter setting.

POMONA
110.4 POM
Chan 41

Procedure NA for arrivals at PRADO via V16-370 Eastbound.

PARADISE
112.2 PDZ
Chan 59

3000 NoPT
256°
R-164
R-256
(IF)
ACELL
SLI 12.9
PDZ 16.5
R-034
REMPS
SLI 10
2700
NoPT
(2.9)
259°
079°
(IAF)
PRADO
Max entry alt 6000
(IAF)
KRUST
SLI 6
FULLERTON MUNI
755
1700 NoPT
214°
(4)
351
AHEIM
SLI 7.5
R-058
238°
200K
058°
3100
034°
(6)
LETVE
SLI 2.7
201
R-187
OYAVE
SLI 1.7
255
HOLD
6000
3100
MSA SLI 25 NM
140°
7700
230°
4400
6900
050°
2800
320°
2000
4000
5689
SEAL BEACH
115.7 SLI
Chan 104

ELEV	36	TDZE	36

1800
3100
SLI
R-058
AHEIM
SLI
7.5

VGSI and descent angles not coincident (Vgsi Angle 3.00/TCH 75).

KRUST
SLI 6
6000
3100
034°
Remain within 10 NM
LETVE
SLI 2.7
OYAVE
SLI 1.7
REMPS
SLI 10
214°
3100
2700
SLI
VORTAC
3.28°
TCH 55
1700
640
0.6
1 NM
3.3 NM

TWR
A2
22L
22R
P
214°
5902 x 150
8001 x 200
4L 4R

CATEGORY	A	B	C	D
S-22L*	500-1 464 (500-1)		500-1⅛ 464 (500-1⅛)	
CIRCLING**	500-1 464 (500-1)		600-1½ 564 (600-1½)	600-2 564 (600-2)
KSNA-SNA (JOHN WAYNE/ORANGE COUNTY) ALTIMETER SETTING MINIMUMS				
S-22L	540-1 504 (600-1)		540-1⅜ 504 (600-1⅜)	
CIRCLING**	540-1 504 (600-1)		640-1¾ 604 (700-1¾)	640-2 604 (700-2)

HIRL Rwy 4R-22L
MIRL Rwy 4L-22R
REIL Rwy 22L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

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

[USA]

LOS ALAMITOS, CALIFORNIA

AIRPORT DIAGRAM

LOS ALAMITOS, CALIFORNIA

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

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

HAWWC THREE DEPARTURE (RNAV)

(HAWWC3.HAWWC) 19JUL18

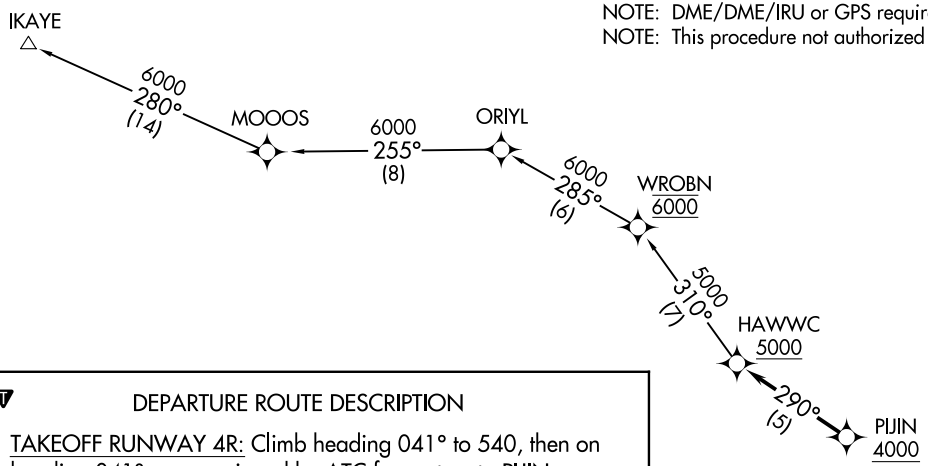
LOS ALAMITOS, CALIFORNIA

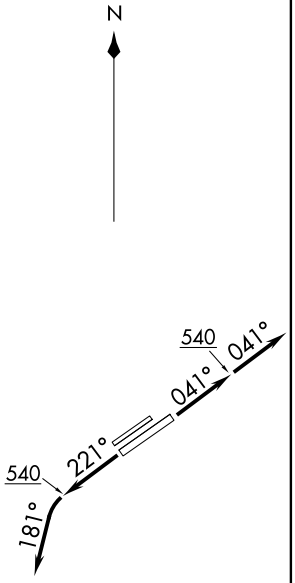
LOS ALAMITOS AAF (KSLI)

TOP ALTITUDE: 6000

GND CON
126.95 257.95
LOS ALAMITOS TOWER★
123.85 251.15
SOCAL DEP CON
125.35 316.125

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turbojet aircraft.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 041° to 540, then on heading 041° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 22L: Climb heading 221° to 540, then on heading 181° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

. . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA-ATC.
Rwys 4R, 22L: Standard.

NOTE: Chart not to scale.

(HAWWC3.HAWWC) 25219

HAWWC THREE DEPARTURE (RNAV) AL-953 (FAA)

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CALIFORNIA

ILS or LOC RWY 6L

LOS ANGELES INTL (LAX)

LOC/DME I-UWU	APP CRS		6L	6R
108.5	071°	Rwy Ldg	8566	9748
Chan 22		TDZE	119	116
		Apt Elev	128	128

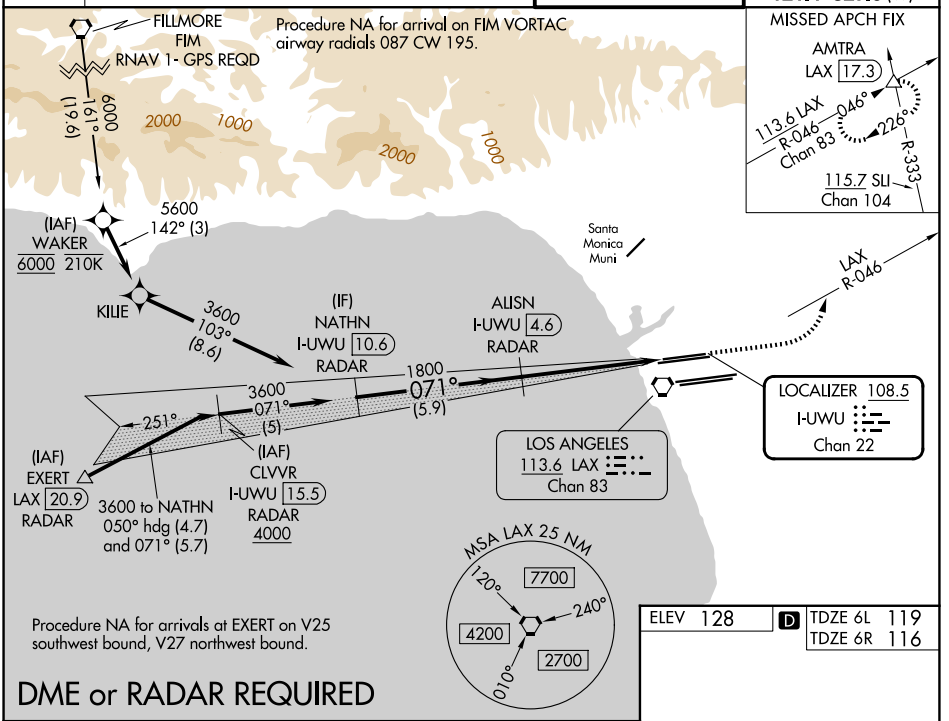
T Inop table does not apply to Sidestep 6R Cats A/B. For inop ALS, increase S-LOC 6L Cat C/D visibility to RVR 5500. Simultaneous approach authorized. Autopilot coupled approach NA below 503.

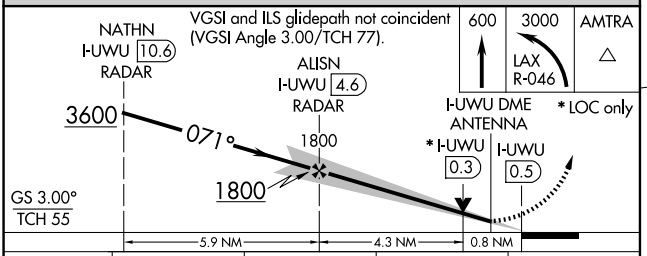
MALSR Rwy 6L (A5)

MALSR Rwy 6R (A5)

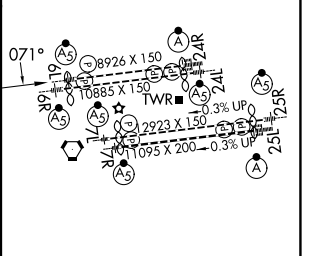
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/LAX 17.3 DME and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°)	133.9 239.3 (N)	121.65 327.0 (N)
	124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	120.95 379.1 (S)	121.75 327.0 (S)
			121.4 327.0 (W)





CATEGORY	A	B	C	D
S-ILS 6L	369/24 250 (300-½)			
S-LOC 6L	460/24 341 (400-½)		460/30 341 (400-⅝)	
SIDESTEP 6R	460/55 344 (400-1)			460-1½ 344 (400-1½)



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25275

ILS or LOC RWY 6R

LOS ANGELES INTL (LAX)

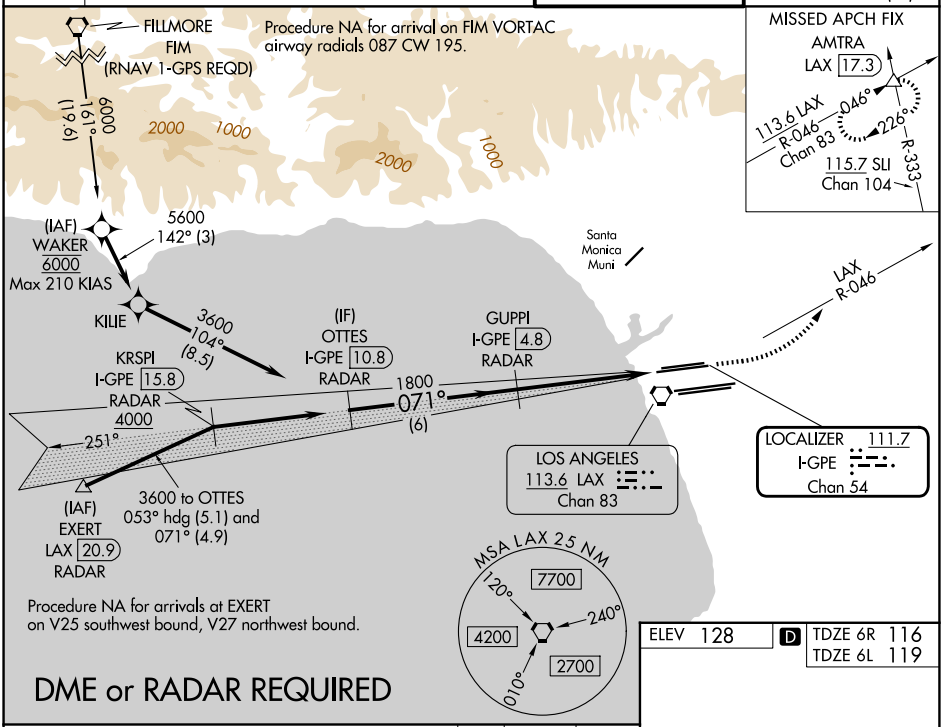
LOC/DME I-GPE	APP CRS		6R	6L
111.7	071°	Rwy Ldg	9748	8566
Chan 54		TDZE	116	119
		Apt Elev	128	128

Simultaneous approach authorized. For inop ALS, increase S-LOC 6R Cat C/D visibility to RVR 5500. Inop table does not apply to Sidestep 6L Cats A and B.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 6R (A5) | MALSR Rwy 6L (A5)

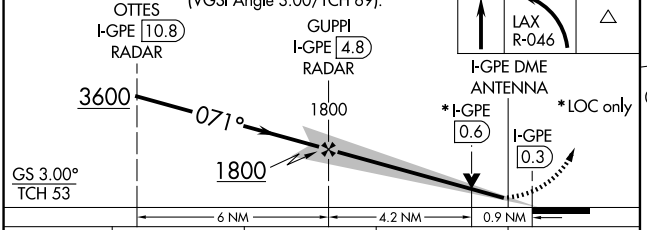
MISSED APPROACH: Climb to 600 then climb left turn to 3000 on LAX VORTAC R-046 to AMTRA INT/ LAX 17.3 DME and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



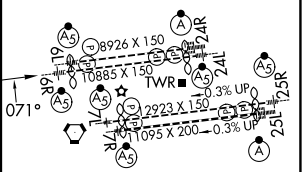
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

600	3000	AMTRA
	LAX R-046	△



CATEGORY	A	B	C	D
S-ILS 6R#	316/24 200 (200-½)			
S-LOC 6R	460/24 344 (400-½)		460/30 344 (400-⅝)	
SIDESTEP 6L	460/55 341 (400-1)			460-1½ 341 (400-1½)

ELEV 128 | D | TDZE 6R 116 | TDZE 6L 119



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ILS or LOC RWY 7L

LOS ANGELES INTL (LAX)

LOC/DME I-IAS	APP CRS		7L	7R
111.1	071°	Rwy Ldg	11259	11095
Chan 48		TDZE	128	128
		Apt Elev	128	128

From FIM VORTAC: RNAV 1-GPS required. DME or RADAR required.

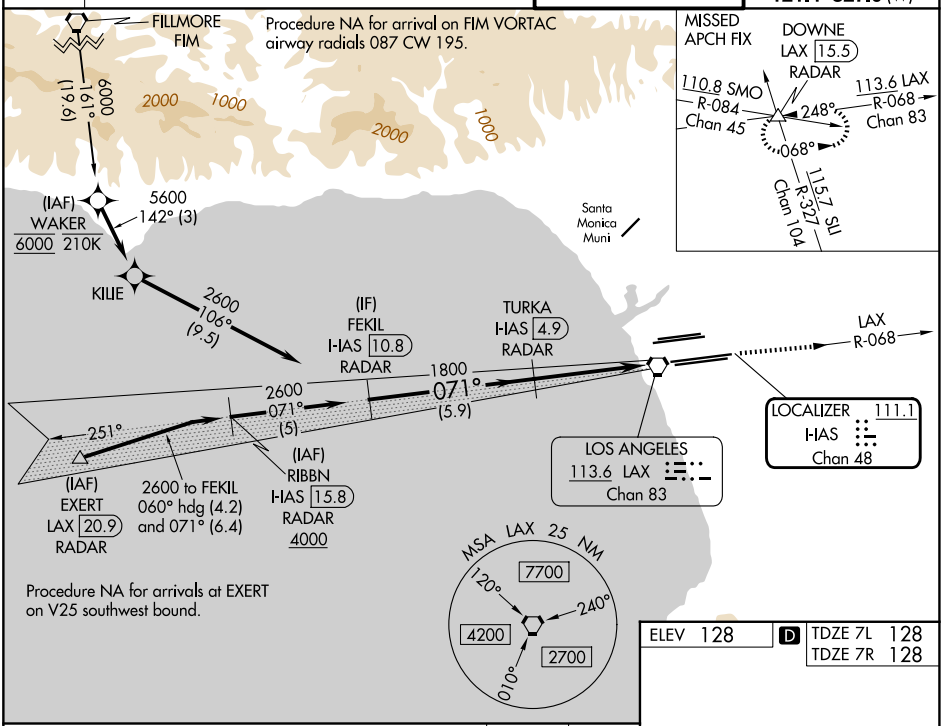
T Simultaneous approach authorized. Autopilot coupled approach NA below 925. Inop table does not apply to Sidestep Rwy 7R Cats A and B.

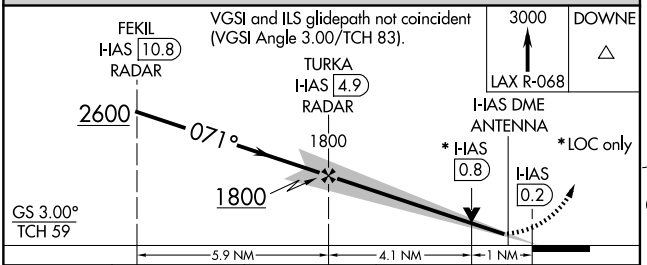
MALSR Rwy 7L

MALSR Rwy 7R

MISSED APPROACH: Climb to 3000 on LAX VORTAC R-068 to DOWNE INT/LAX 15.5 DME/RADAR and hold.

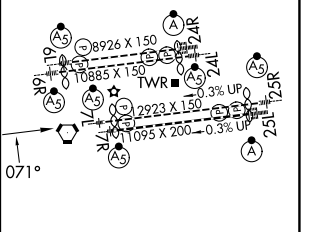
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)





CATEGORY	A	B	C	D
S-ILS 7L	336/18 208 (300-½)			
S-LOC 7L	520/24 392 (400-½)		520/35 392 (400-⅝)	
SIDESTEP 7R	520/55 392 (400-1)			520-1½ 392 (400-1½)

ELEV 128 D TDZE 7L 128
TDZE 7R 128



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

25275

ILS or LOC RWY 7R

LOS ANGELES INTL (LAX)

LOC/DME I-MKZ	APP CRS		7R	7L
109.9	071°	Rwy Ldg	11095	11259
Chan 36		TDZE	128	128
		Apt Elev	128	128

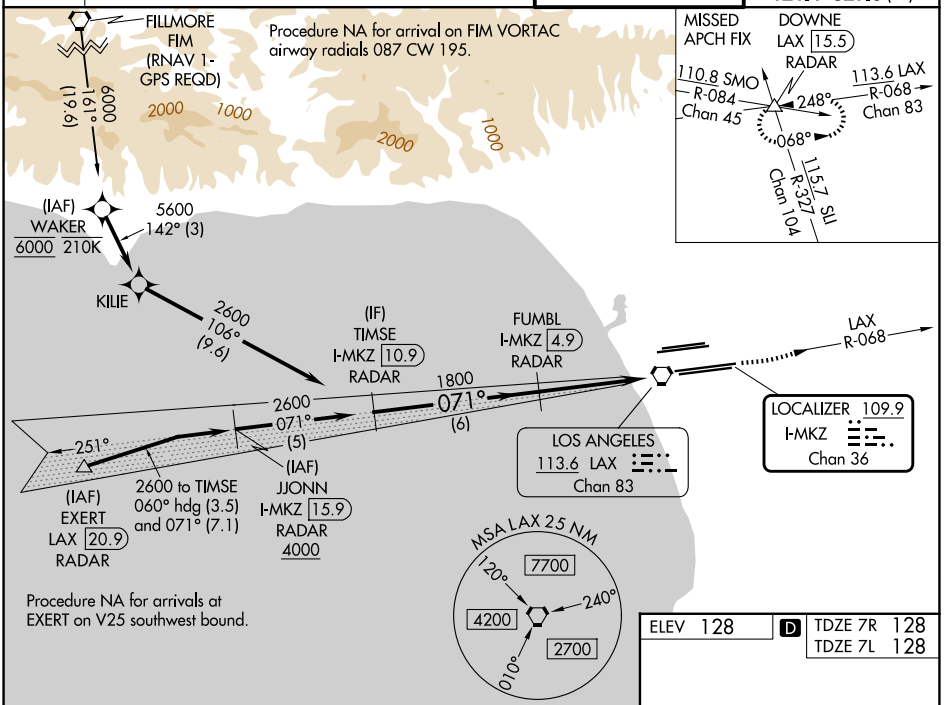
Simultaneous approach authorized. DME or RADAR required. Inop table does not apply to Sidestep Rwy 7L Cats A and B. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 7R

MALSR Rwy 7L

MISSED APPROACH: Climb to 3000 on LAX VORTAC R-068 to DOWNE INT/ LAX 15.5 DME/RADAR and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



CATEGORY	A	B	C	D
S-ILS 7R #	328/24 200 (200-½)			
S-LOC 7R	460/24 332 (400-½)		460/26 332 (400-½)	
SIDESTEP 7L	520/55 392 (400-1)			520-1½ 392 (400-1½)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

LOS ANGELES, CALIFORNIA

Amdt 8A 07DEC17

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

ILS or LOC RWY 7R

SW-3, 09 JUL 2026 to 03 SEP 2026

AL-237 (FAA)

25275

ILS or LOC RWY 24L

LOS ANGELES INTL (LAX)

LOC/DME I-HQB	APP CRS		24L	24R
111.7	251°	Rwy Ldg	9483	8926
Chan 54		TDZE	123	122
		Apt Elev	128	128

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
From CRCUS: RNAV 1-GPS required. From SEAVU: RNAV 1-GPS required.

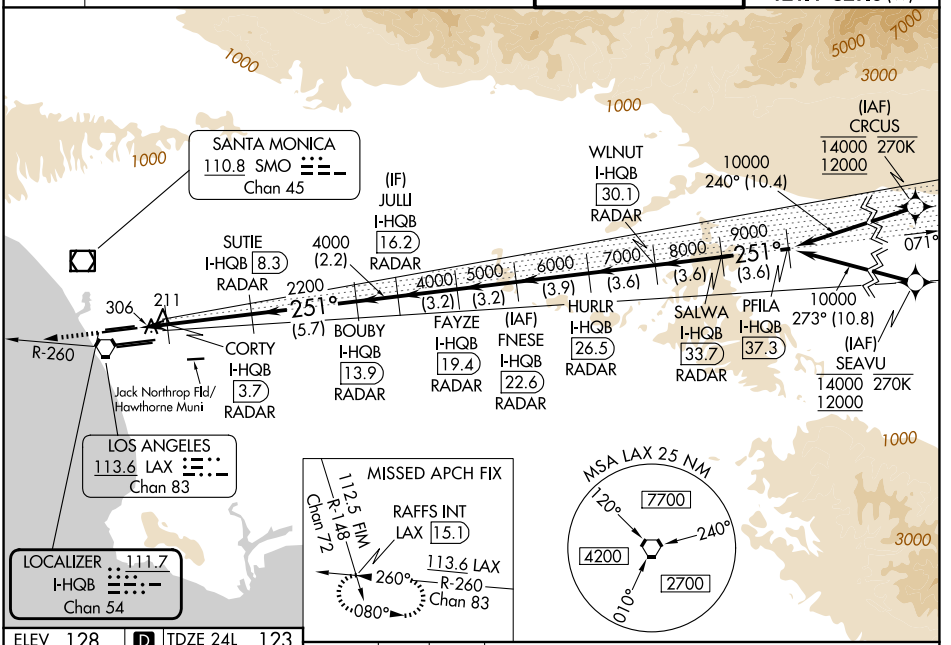
T Simultaneous approach authorized with HHR. Inop table does not apply to Sidestep Rwy 24R Cat A and B. Simultaneous approach authorized. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. For inop ALS, increase Sidestep 24R Cat C visibility to 1½SM. For inop ALS, increase S-LOC 24L Cat C/D visibility to RVR 5500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 24L (A5)

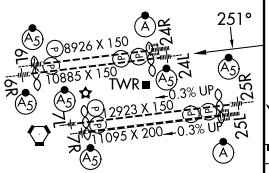
ALSF-2 Rwy 24R (A)

MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)

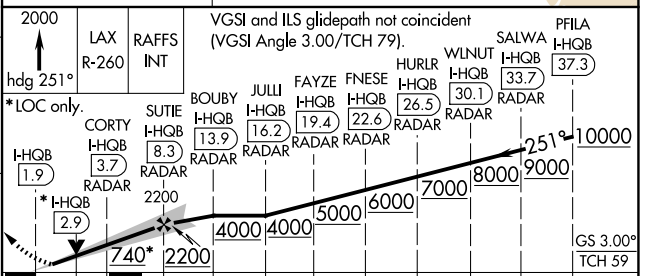


ELEV 128	D	TDZE 24L 123
		TDZE 24R 122



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08



CATEGORY	A	B	C	D
S-ILS 24L#	323/24 200 (200-½)			
S-LOC 24L	500/24 377 (400-½)		500/35 377 (400-⅝)	
SIDESTEP 24R	500/55 378 (400-1)			500-1½ 378 (400-1½)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

26134

ILS or LOC RWY 24R

LOS ANGELES INTL (LAX)

LOC/DME I-OSS	APP CRS		24R	24L
108.5	251°	Rwy Ldg	8926	9483
Chan 22		TDZE	122	123
		Apt Elev	128	128

From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

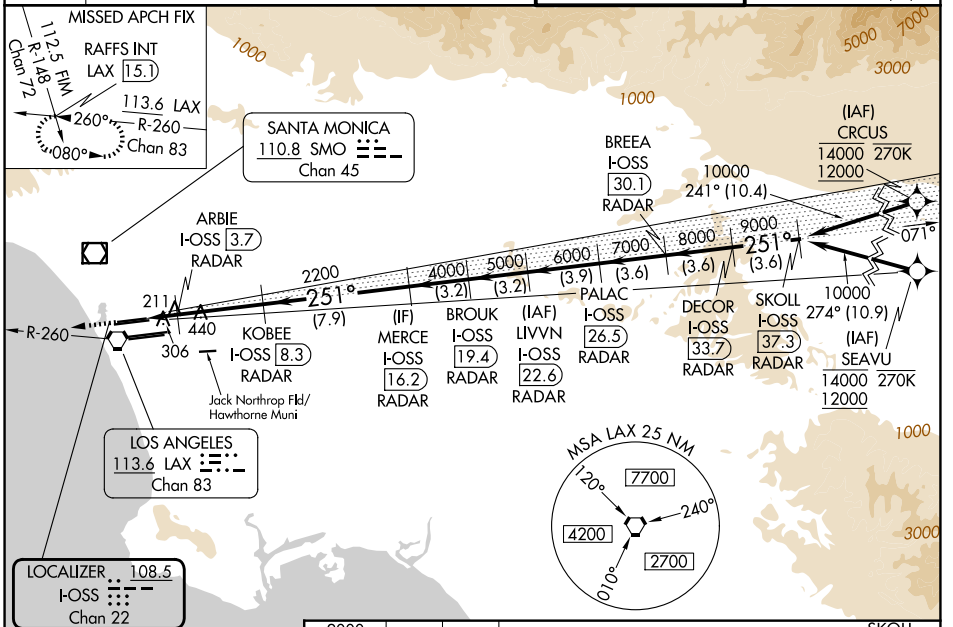
Simultaneous approach authorized with HHR. LOC procedure NA during simultaneous operations with HHR LOC RWY 25. Simultaneous approach authorized. For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 5500.

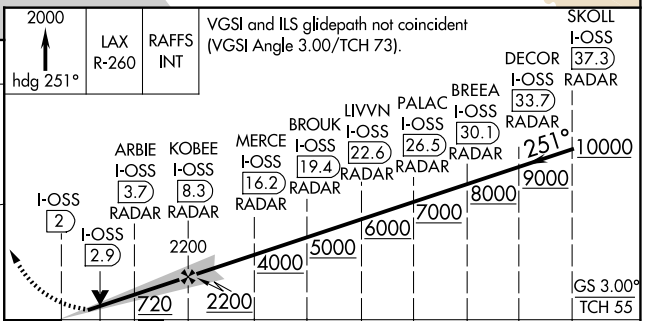
ALSF-2 Rwy 24R (A)

MALSR Rwy 24L (A5)

MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)

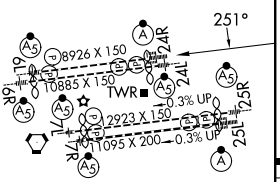




ELEV 128

D TDZE 24R 122

TDZE 24L 123



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

CATEGORY	A	B	C	D
S-ILS 24R	322/18 200 (200-½)			
S-LOC 24R	480/24 358 (400-½)		480/30 358 (400-⅝)	
SIDESTEP 24L	500/55 377 (400-1)			500-1½ 377 (400-1½)

LOS ANGELES, CALIFORNIA
Amdt 26C 14MAY26

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

ILS or LOC RWY 24R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ILS or LOC RWY 25L

LOS ANGELES INTL (LAX)

LOC/DME I-LAX	APP CRS		25L	25R
109.9	251°	Rwy Ldg	11095	11134
Chan 36		TDZE	104	104
		Apt Elev	128	128

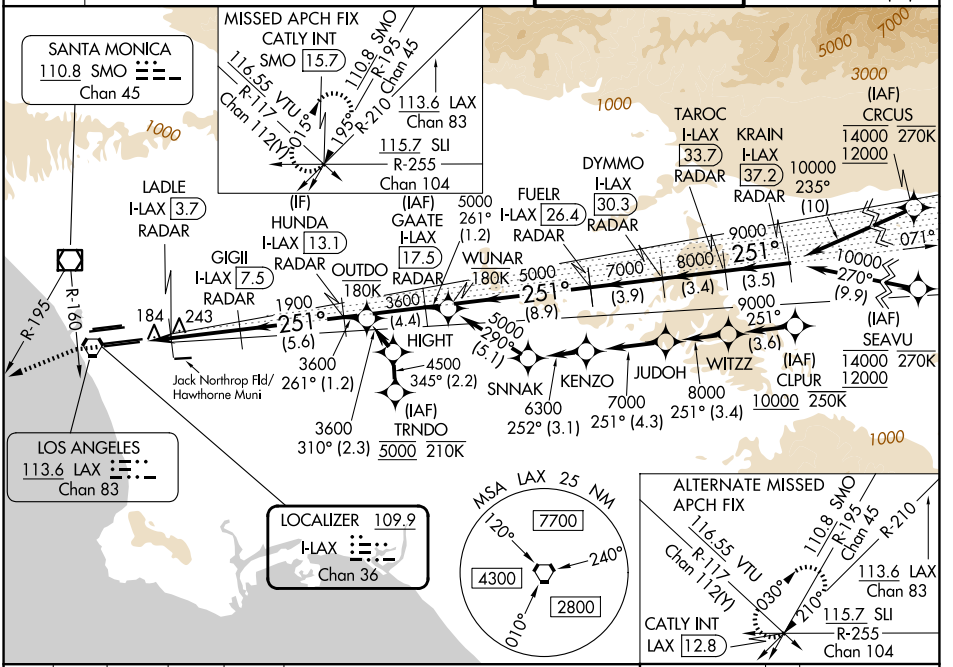
RNP APCH - GPS. From CLPUR or CRCUS or SEAVU or TRNDO. DME or RADAR required.

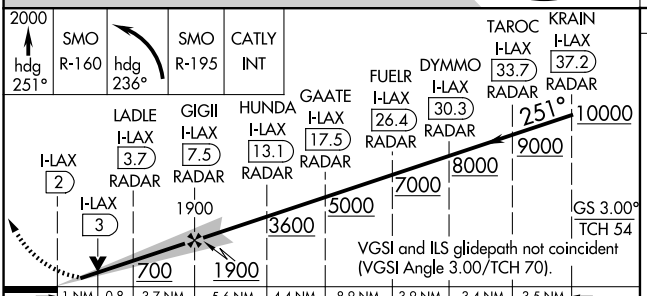
T Simultaneous approach authorized. Simultaneous approach authorized with HHR.

ALSF-2 Rwy 25L (A) MALSR Rwy 25R (A5)

MISSED APPROACH: Climb to 2000 on heading 251° until crossing the SMO R-160, then left turn on heading 236° and on the SMO R-195 to CATLY INT/ SMO 15.7 DME and hold.

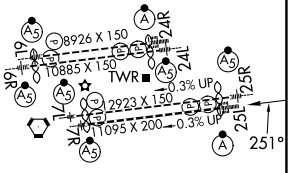
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)





CATEGORY	A	B	C	D
S-ILS 25L	304/18 200 (200-½)			
S-LOC 25L	480/24 376 (400-½)		480/35 376 (400-⅝)	
SIDESTEP 25R	480/55 376 (400-1)			480-1½ 376 (400-1½)

ELEV 128 D TDZE 25L 104 TDZ 25R 104



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

FAF to MAP 5.5 NM

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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA AL-237 (FAA) 25275

ILS or LOC RWY 25R

LOS ANGELES INTL (LAX)

LOC/DME I-CFN	APP CRS		25R	25L
111.1	251°	Rwy Ldg	11134	11095
Chan 48		TDZE	104	104
		Apt Elev	128	128

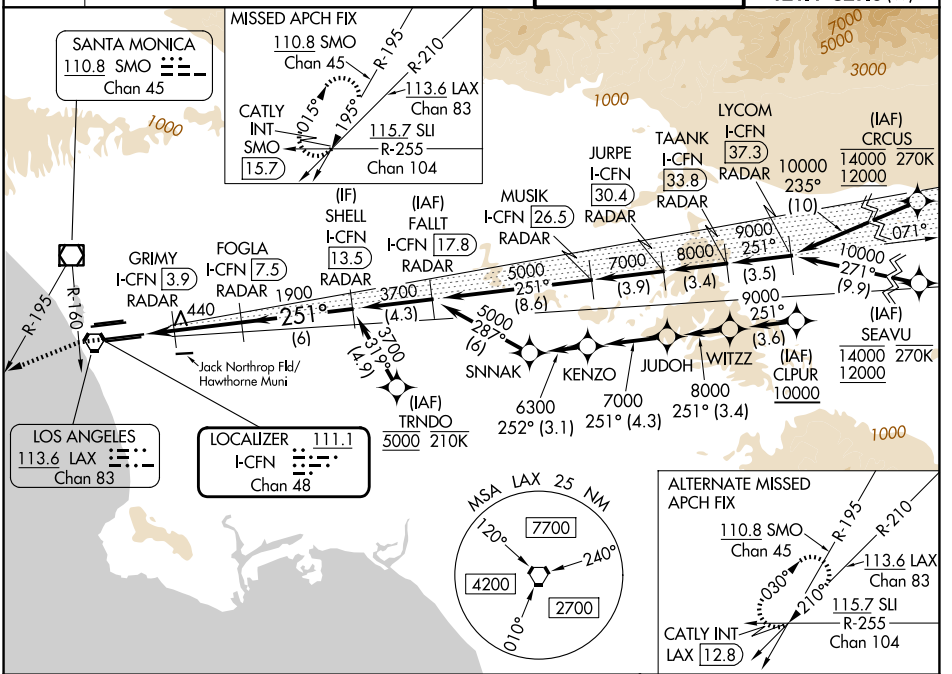
From CRCUS, SEAVU, TRNDO, CLPUR: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized. Simultaneous approach authorized with HHR. For inop ALS increase Sidestep 25L Cat C visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR Rwy 25R | ALSF-2 Rwy 25L

MISSED APPROACH: Climb to 2000 on heading 251° until crossing SMO R-160 then left turn on heading 236° and SMO VOR/DME R-195 to CATLY INT/SMO 15.7 DME and hold.

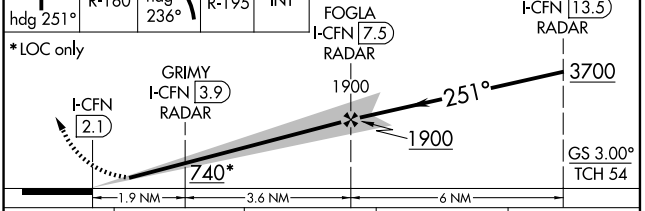
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°)	133.9 239.3 (N)	121.65 327.0 (N)
	124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	120.95 379.1 (S)	121.75 327.0 (S)
			121.4 327.0 (W)



2000 hdg 251°	SMO R-160	hdg 236°	SMO R-195	CATLY INT

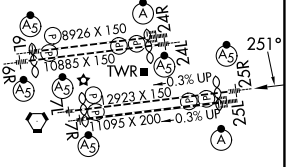
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

*LOC only



CATEGORY	A	B	C	D
S-ILS 25R#	304/24 200 (200-½)			
S-LOC 25R	700/24 596 (600-½)		700-1¼ 596 (600-1¼)	
SIDESTEP 25L	700/55 596 (600-1)		700-1¼ 596 (600-1¼)	700-1½ 596 (600-1½)

ELEV 128 D TDZE 25R 104 TDZE 25L 104



TDZ/CL Rwys 6R, 7L, 24R, and 25L HIRL all Rwys

FAF to MAP 5.5 NM

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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ILS RWY 24R (CAT II & III)

LOS ANGELES INTL (LAX)

LOC/DME I-OSS	APP CRS	Rwy Ldg	8926
108.5	251°	TDZE	122
Chan 22		Apt Elev	128

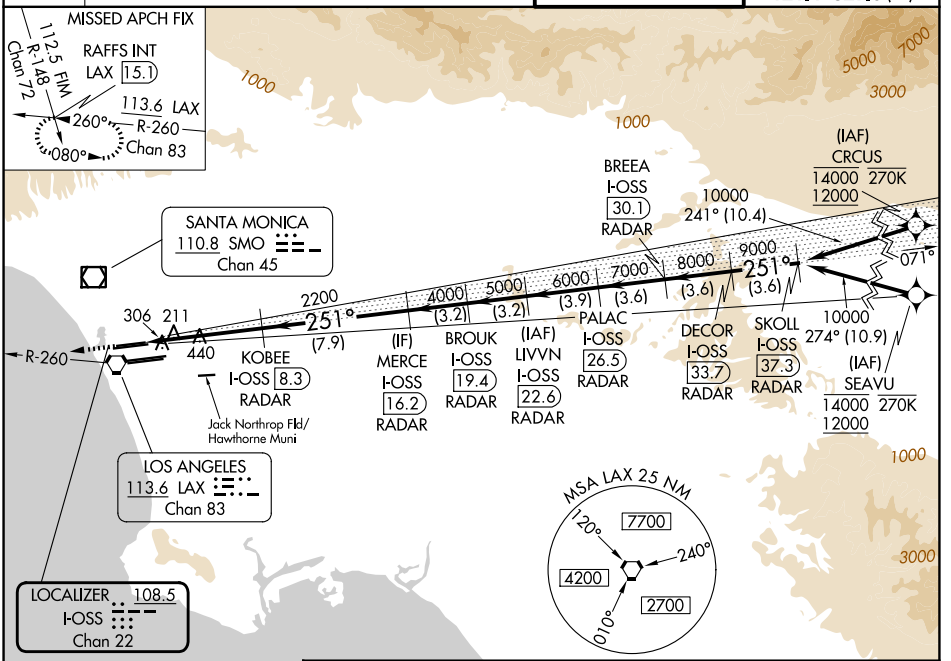
From CRCUS, SEAVU: RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized with HHR. Simultaneous approach authorized. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

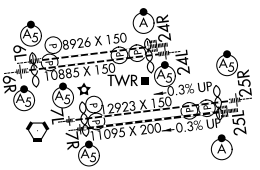
ALSF-2

MISSED APPROACH: Climb to 2000 on heading 251° and LAX VORTAC R-260 to RAFFS INT/LAX 15.1 DME and hold.

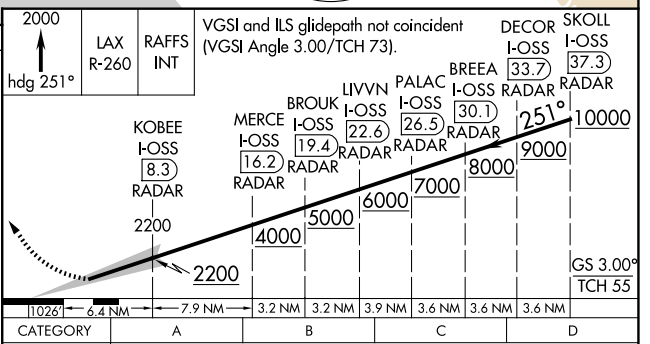
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



ELEV 128 | D | TDZE 122



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 24R	CAT II RA 118/10 100 DA 222			
S-ILS 24R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ILS RWY 25L (CAT II & III)

LOS ANGELES INTL (LAX)

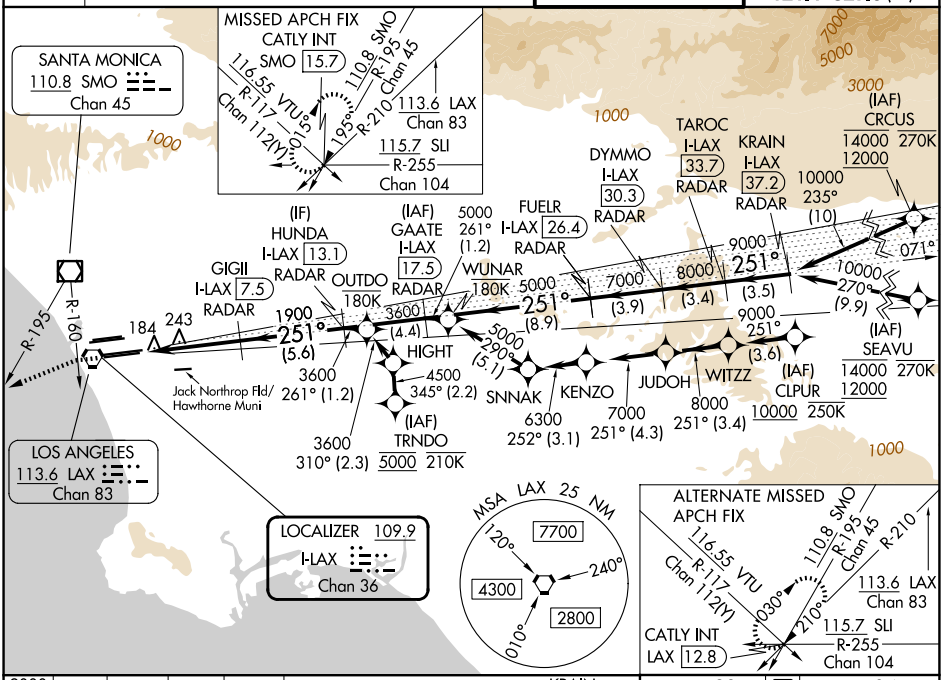
LOC/DME I-LAX	APP CRS	Rwy Ldg 11095
109.9	251°	TDZE 104
Chan 36		Apt Elev 128

RNP APCH - GPS. From CLPUR or CRCUS or SEAVU or TRNDO.
DME or RADAR required.
Simultaneous approach authorized with HHR. Simultaneous approach authorized. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

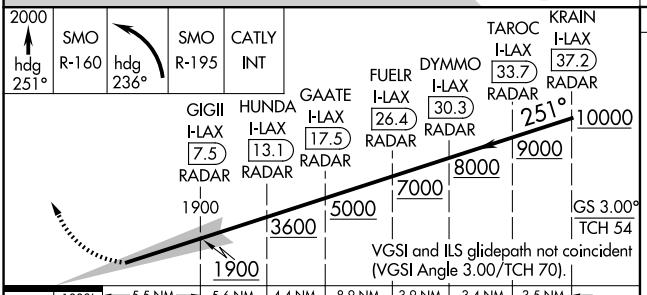
MISSED APPROACH: Climb to 2000 on heading 251° until crossing the SMO R-160 then left turn on heading 236° and on the SMO R-195 to CATLY INT/SMO 15.7 DME and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



SW-3, 09 JUL 2026 to 03 SEP 2026

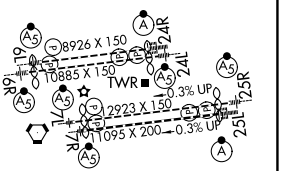
SW-3, 09 JUL 2026 to 03 SEP 2026



CATEGORY	A	B	C	D
S-ILS 25L	CAT II RA 107/10 100 DA 204			
S-ILS 25L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 128 D TDZE 104



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

APP CRS	Rwy Ldg	8566
071°	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 MALSR, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 on track 071° to ZANAV and on track 042° to AMTRA and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)

MISSED APCH FIX
AMTRA
049°
229°
4 NM

2000 1000 2000 1000

RADAR required for procedure entry at SASSI.

Santa Monica Muni

(IAF) WAKER 6000 210K
5600 142° (3)
JOLPO
5800 252° (3.8)
(IAF) SASSI 7000 210K (RF REQD)
KILIE
3600 103° (8.6)
3600 (6.7)
1800 071° (5.9)
071° (5.1)
RW06L
071° (5.9)
042° (11.5)
ZANAV
CLVVR
3600 071° (5)
(IF) NATHN
(FAF) ALISN
4000 052° (5.3)
(IAF) EXERT

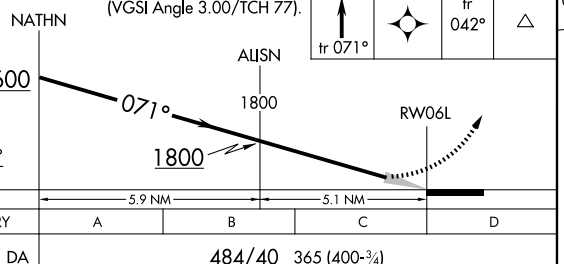
Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

MSA RW06L 25 NM
7700

ELEV 128 D TDZE 119

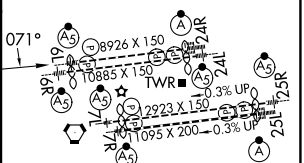
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

3000	ZANAV	tr	AMTRA
tr 071°		042°	



CATEGORY	A	B	C	D
RNP 0.30 DA	484/40 365 (400-¾)			

AUTHORIZATION REQUIRED



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA AL-237 (FAA) 25275

RNAV (RNP) Z RWY 6R

LOS ANGELES INTL (LAX)

APP CRS	Rwy Ldg	9748
071°	TDZE	116
	Apt Elev	128

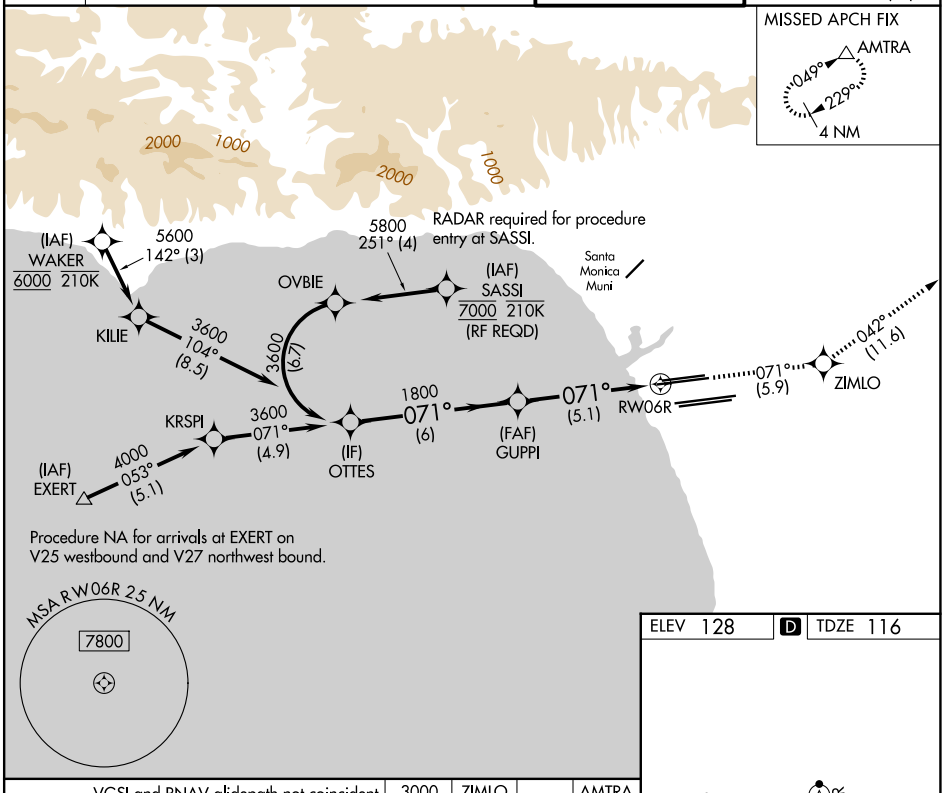
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR

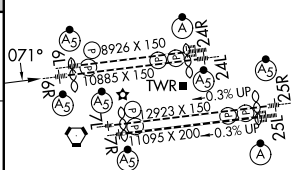
MISSED APPROACH: Climb to 3000 on track 071° to ZIMLO and on track 042° to AMTRA and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)

MISSED APCH FIX



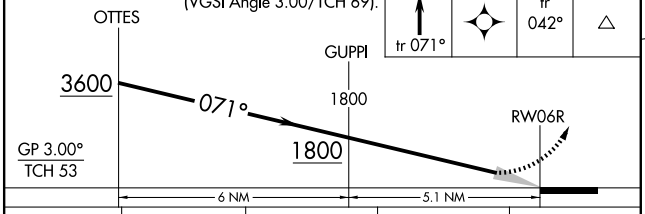
ELEV 128	D	TDZE 116



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

3000	ZIMLO	tr	AMTRA
tr 071°		042°	



CATEGORY	A	B	C	D
RNP 0.30 DA	471/40 355 (400-¾)			

AUTHORIZATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	11259
071°	TDZE	128
	Apt Elev	128

RNAV (RNP) Z RWY 7L

LOS ANGELES INTL (LAX)

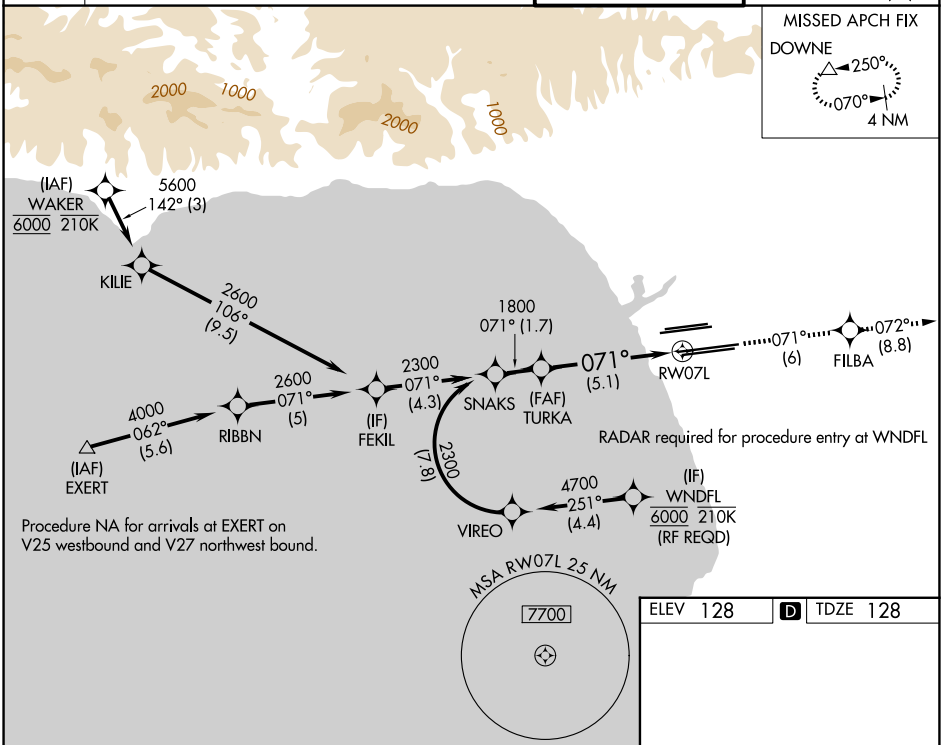
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000.

MALSR

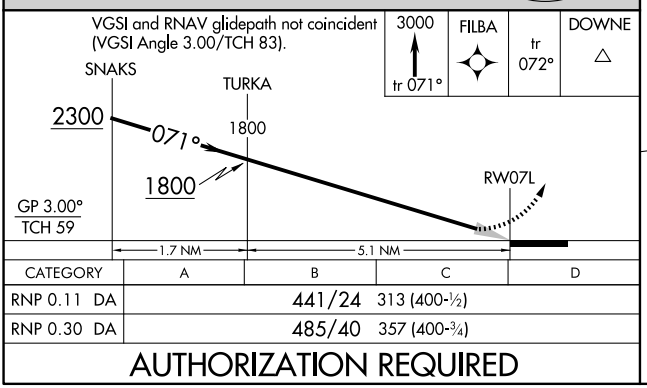
MISSED APPROACH: Climb to 3000 on track 071° to FILBA and on track 072° to DOWNE and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)

MISSED APCH FIX
DOWNE
250°
070°
4 NM

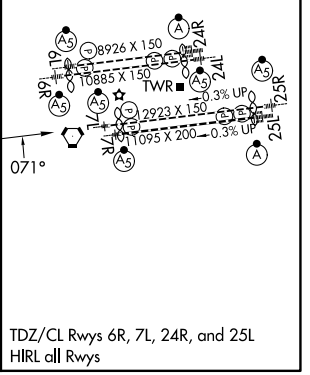


ELEV 128	D	TDZE 128



CATEGORY	A	B	C	D
RNP 0.11 DA	441/24	313 (400-½)		
RNP 0.30 DA	485/40	357 (400-¾)		

AUTHORIZATION REQUIRED



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (RNP) Z RWY 7R

LOS ANGELES INTL (LAX)

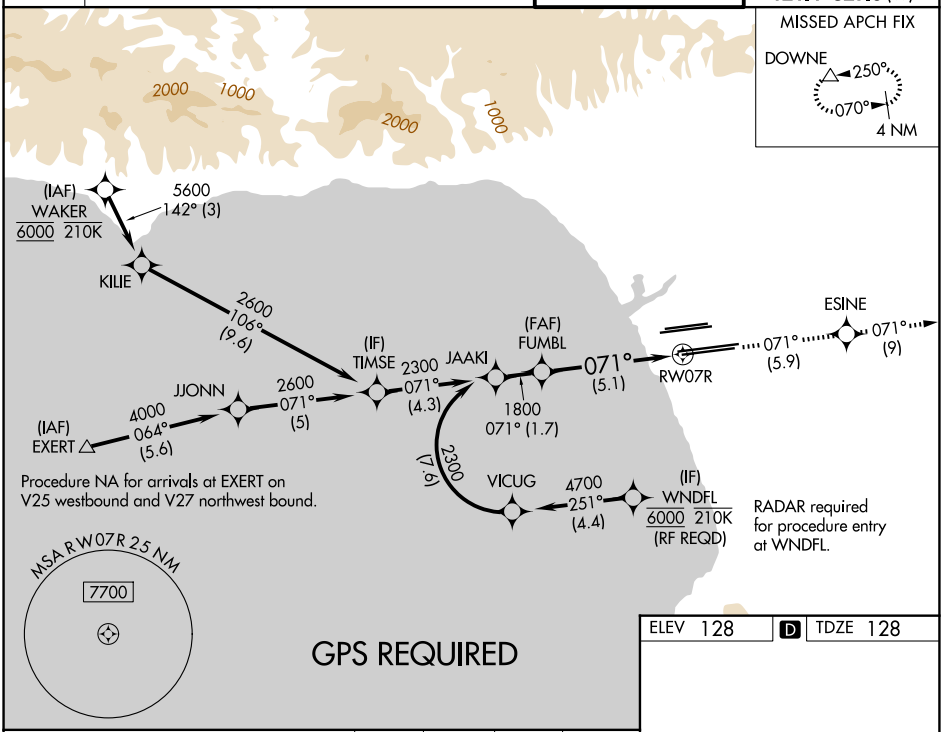
APP CRS	Rwy Ldg	11095
071°	TDZE	128
	Apt Elev	128

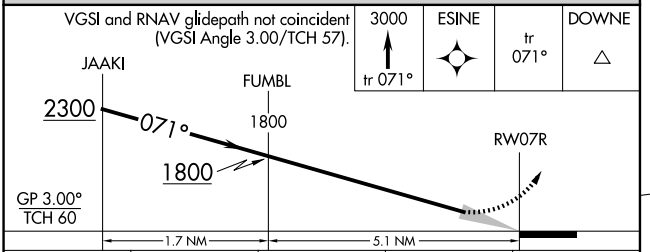
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 4500. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 3000 on track 071° to ESINE and on to DOWNE and hold.

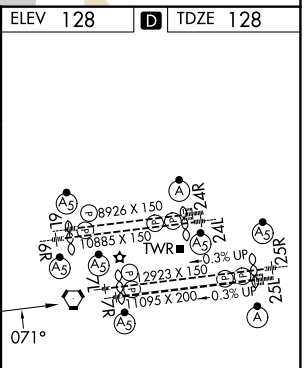
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)





CATEGORY	A	B	C	D
RNP 0.11 DA	414/24	286 (300-½)		
RNP 0.30 DA	538/45	410 (500-⅞)		

AUTHORIZATION REQUIRED



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS		
251°	Rwy Ldg	9483
	TDZE	123
	Apt Elev	128

RNAV (RNP) Z RWY 24L

LOS ANGELES INTL (LAX)

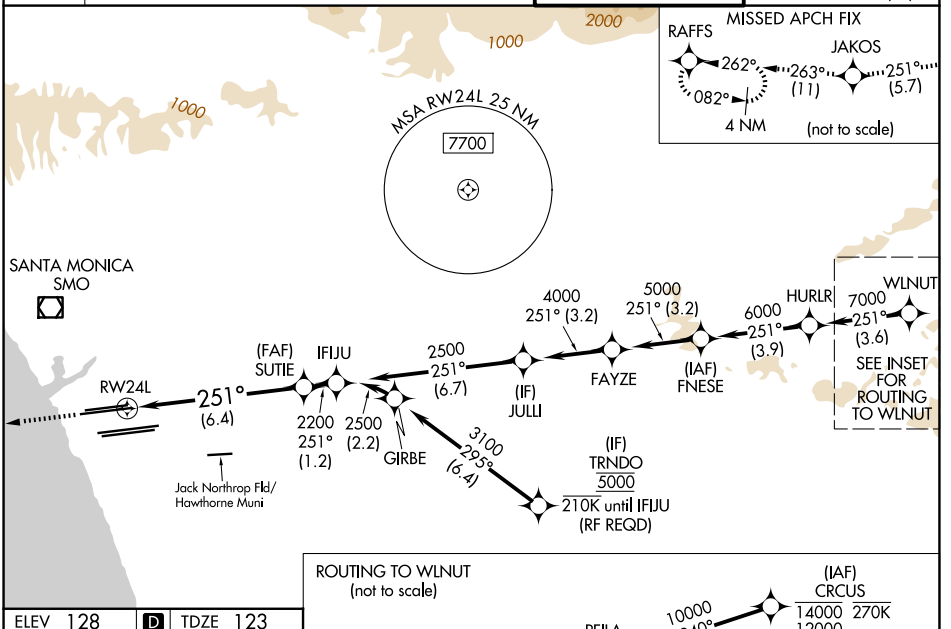
RNP AR APCH.

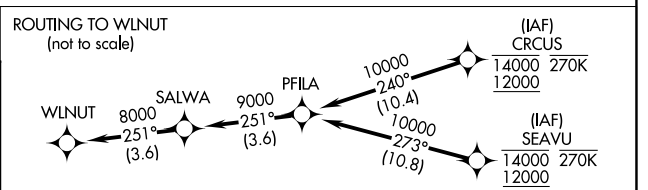
Simultaneous approach authorized. Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to 1⅜ SM.

MALSR

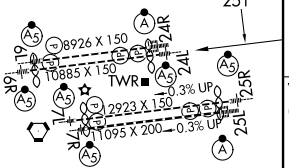
MISSED APPROACH: Climb to 2000 on track 251° to JAKOS and track 263° to RAFFS and hold.

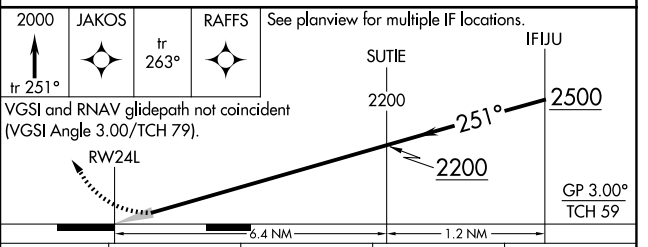
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)





ELEV 128	D	TDZE 123





CATEGORY	A	B	C	D
RNP 0.15 DA	545/35	422 (500-⅝)		
RNP 0.30 DA	592/45	469 (500-⅞)		

AUTHORIZATION REQUIRED

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA | AL-237 (FAA) | 25275

APP CRS	Rwy Ldg	8926
251°	TDZE	122
	Apt Elev	128

RNAV (RNP) Z RWY 24R

LOS ANGELES INTL (LAX)

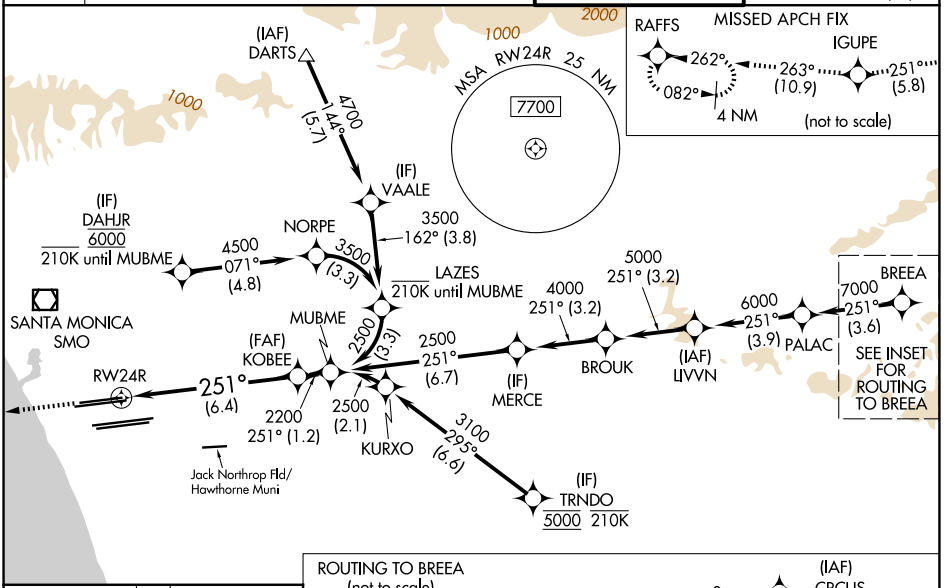
RNP AR APCH-GPS.

Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

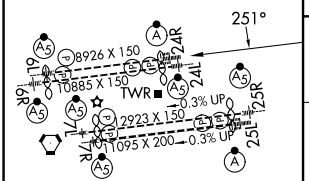
ALSF-2

MISSED APPROACH: Climb to 2000 on track 251° to IGUPE and track 263° to RAFFS and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)

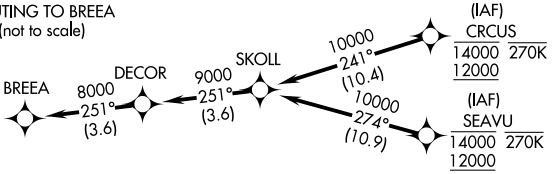


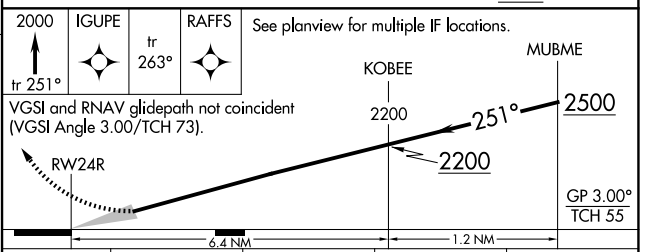
ELEV 128 | D | TDZE 122



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

ROUTING TO BREEA
(not to scale)





VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

CATEGORY	A	B	C	D
RNP 0.15 DA	484/40	362 (400-¾)		
RNP 0.30 DA	586/60	464 (500-1¼)		

AUTHORIZATION REQUIRED

LOS ANGELES, CALIFORNIA
Amdt 1D 07OCT21

33°57'N-118°24'W

LOS ANGELES INTL (LAX)

RNAV (RNP) Z RWY 24R

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	11095
251°	TDZE	104
	Apt Elev	128

RNAV (RNP) Z RWY 25L

LOS ANGELES INTL (LAX)

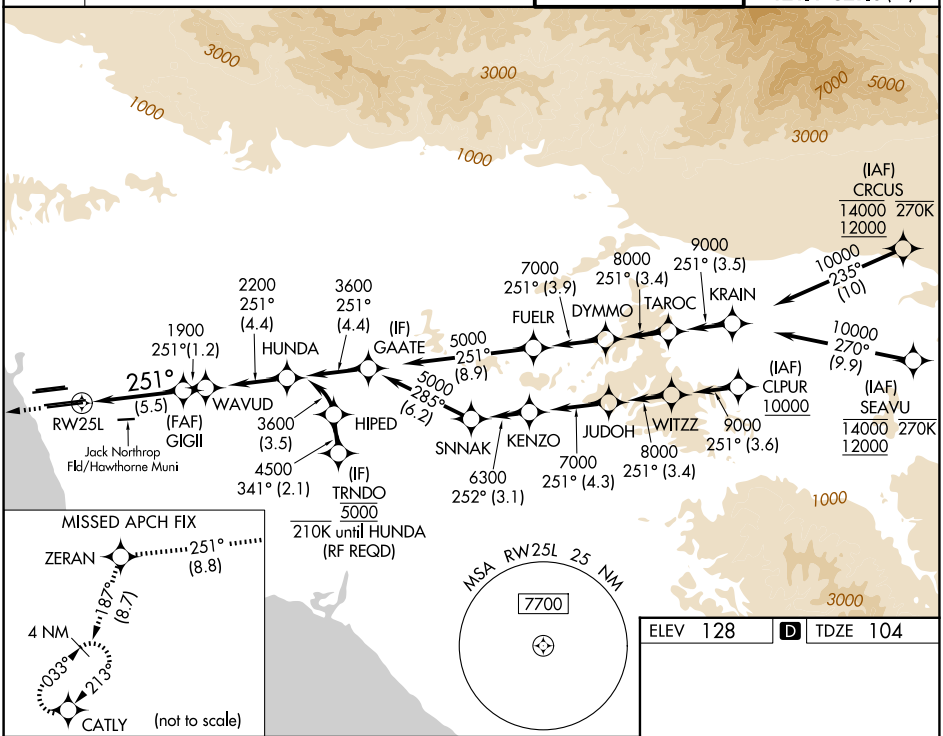
RNP AR APCH.

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR.

ALSF-2

MISSED APPROACH: Climb to 2000 on track 251° to ZERAN and on track 187° to CATLY and hold.

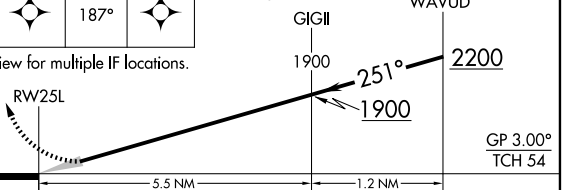
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



2000 ↑ tr 251°	ZERAN	tr 187°	CATLY

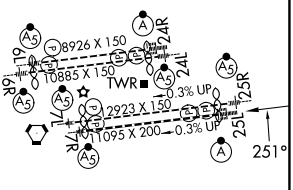
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.15 DA	445/30 341 (400-⅝)			
RNP 0.30 DA	543/50 439 (500-1)			

AUTHORIZATION REQUIRED



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA AL-237 (FAA) 25275

APP CRS	Rwy Ldg	11134
251°	TDZE	104
	Apt Elev	128

RNAV (RNP) Z RWY 25R

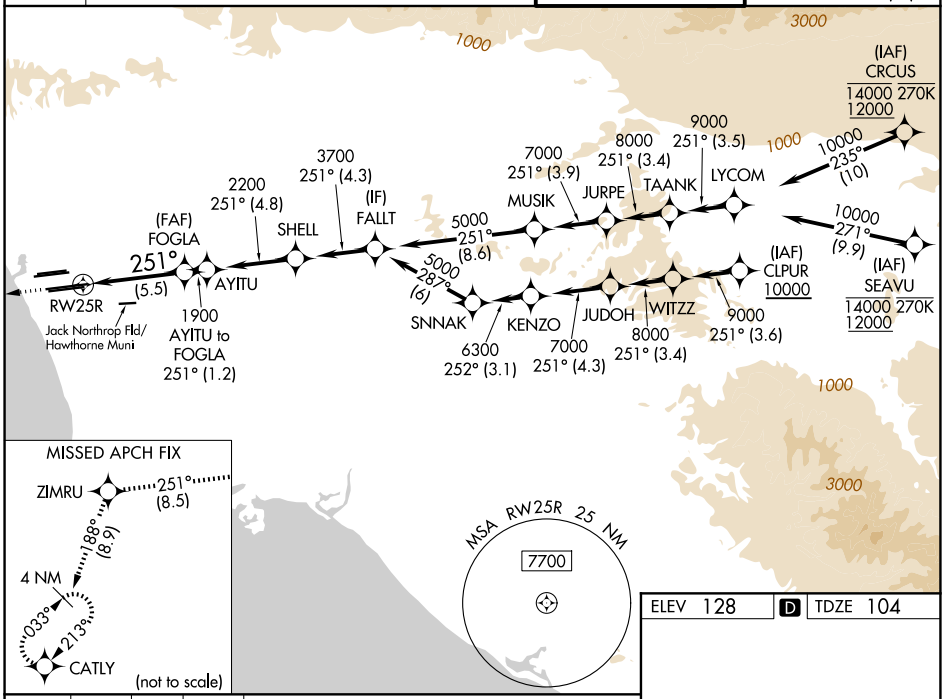
LOS ANGELES INTL (LAX)

For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized. Simultaneous approach authorized with HHR. GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 6000.

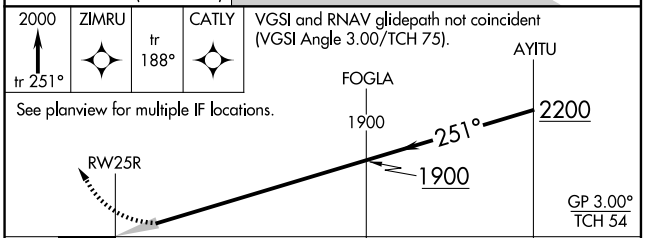
MALSR

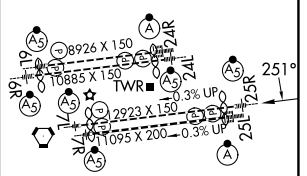
MISSED APPROACH: Climb to 2000 on track 251° to ZIMRU and track 188° to CATLY and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



ELEV 128	D	TDZE 104





CATEGORY	A	B	C	D
RNP 0.11 DA	453/40 349 (400-¾)			
RNP 0.30 DA	544/50 440 (500-1)			

AUTHORIZATION REQUIRED

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS CH **82507** **W06A** | APP CRS **071°** | Rwy Ldg **8566** TDZE **119** Apt Elev **128**

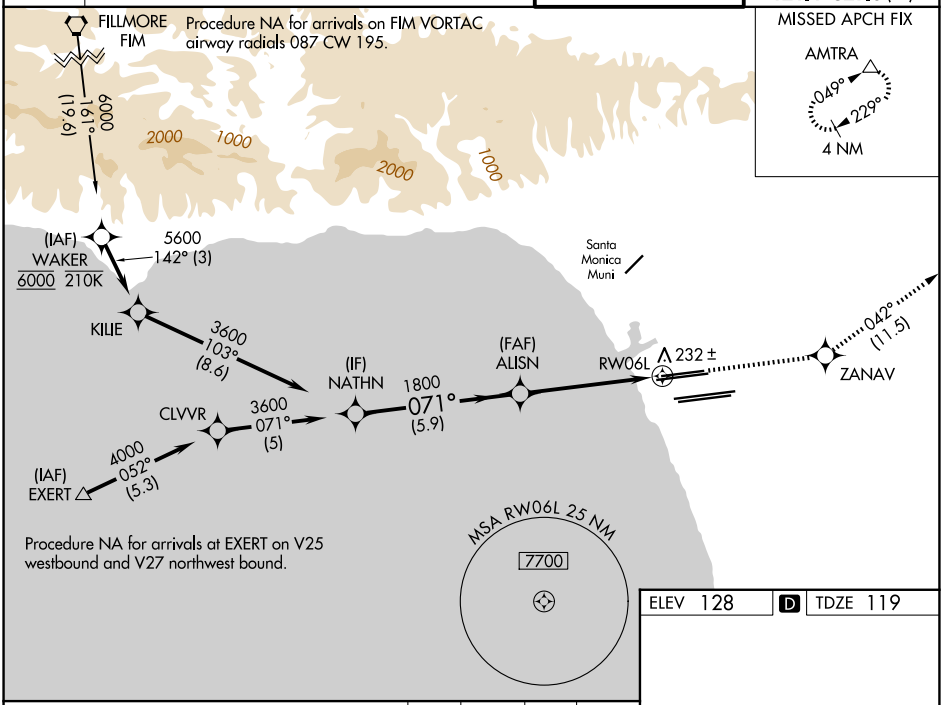
RNAV (GPS) Y RWY 6L
LOS ANGELES INTL (LAX)

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.

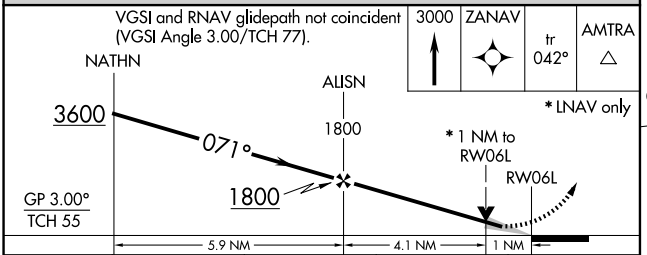
MALSR

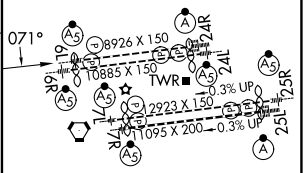
MISSED APPROACH: Climb to 3000 direct ZANAV and track 042° to AMTRA and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	**124.3 363.2** (APCH from W) **124.9 269.0** (090°-224°) **124.5 235.975** (225°-044°) **128.5 360.7** (045°-089°)	**133.9 239.3** (N) **120.95 379.1** (S)	**121.65 327.0** (N) **121.75 327.0** (S) **121.4 327.0** (W)



ELEV 128 | D | TDZE 119





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 (400-⅝)	

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA AL-237 (FAA) 25275

RNAV (GPS) Y RWY 6R

LOS ANGELES INTL (LAX)

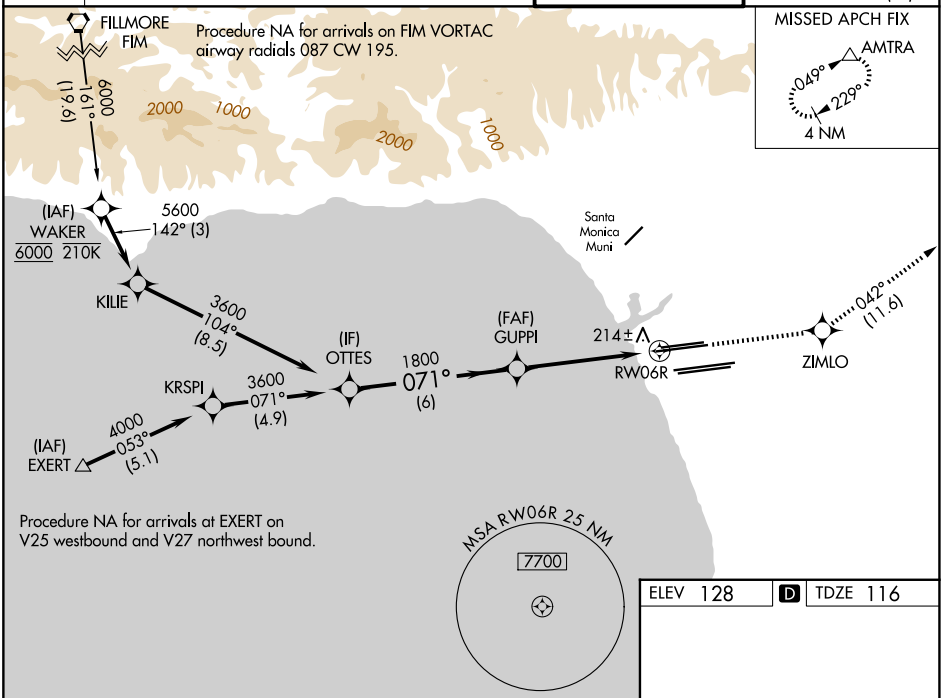
WAAS	APP CRS		
CH **61207**	**071°**	Rwy Ldg	**9748**
W06B		TDZE	**116**
		Apt Elev	**128**

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 Cats visibility to RVR 4500, LNAV Cat C and D visibility to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct ZIMLO and track 042° to AMTRA and hold.

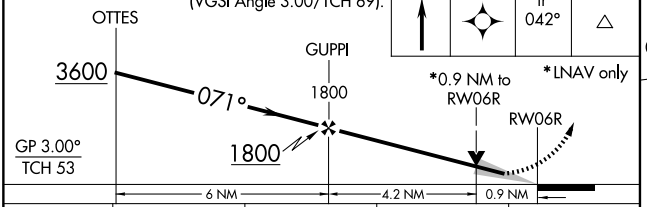
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	**124.3 363.2** (APCH from W) **124.9 269.0** (090°-224°)	**133.9 239.3** (N)	**121.65 327.0** (N)
	124.5 235.975 (225°-044°) **128.5 360.7** (045°-089°)	**120.95 379.1** (S)	**121.75 327.0** (S)
			121.4 327.0 (W)

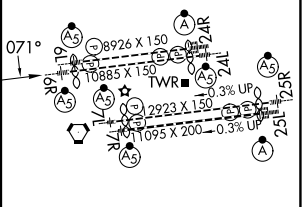


ELEV 128 D TDZE 116

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

3000	ZIMLO	tr 042°	AMTRA





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 (400-⅝)	

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

LOS ANGELES, CALIFORNIA
Amdt 2A 17AUG17

33°57′N-118°24′W

LOS ANGELES INTL (LAX)

RNAV (GPS) Y RWY 6R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) Y RWY 7L

LOS ANGELES INTL (LAX)

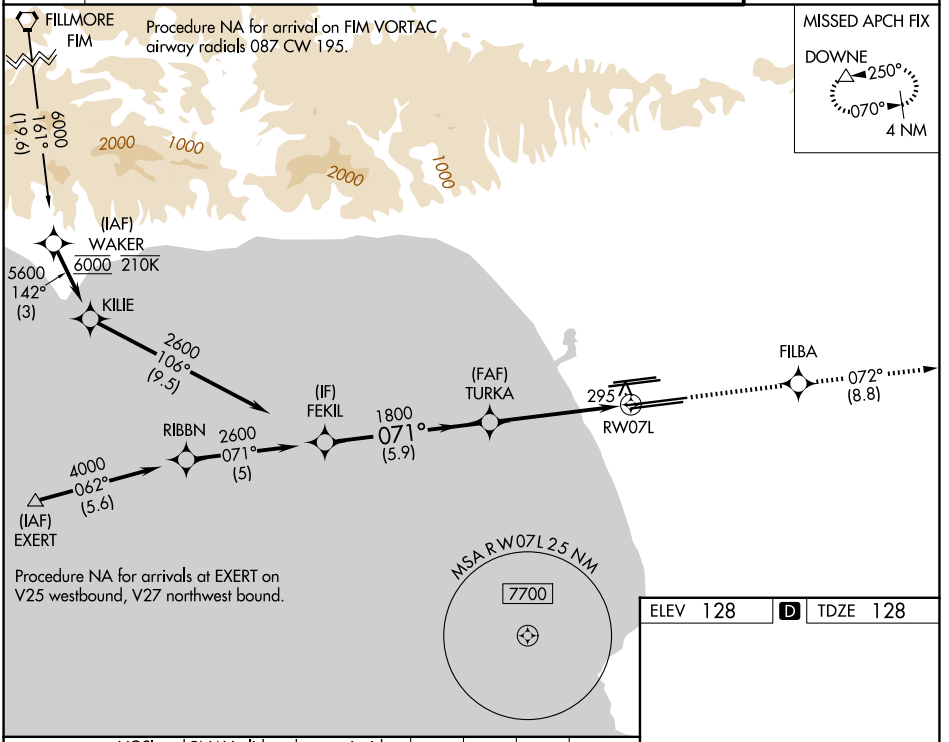
WAAS	APP CRS	Rwy Ldg	11259
CH 42504	071°	TDZE	128
W07A		Apt Elev	128

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

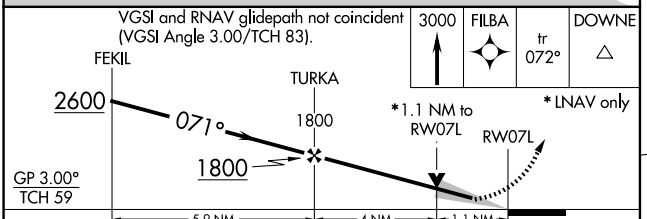
MALSR

MISSED APPROACH: Climb to 3000 direct FILBA and on track 072° to DOWNE and hold.

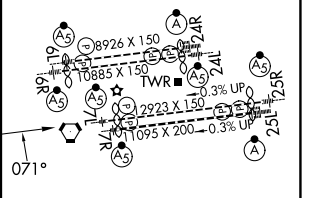
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



ELEV 128	D	TDZE 128



CATEGORY	A	B	C	D
LPV DA	344/18 216 (300-½)			
LNAV/VNAV DA	464/30 336 (400-⅝)			
LNAV MDA	560/24 432 (500-½)		560/40 432 (500-¾)	



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA AL-237 (FAA) 25275

RNAV (GPS) Y RWY 7R

LOS ANGELES INTL (LAX)

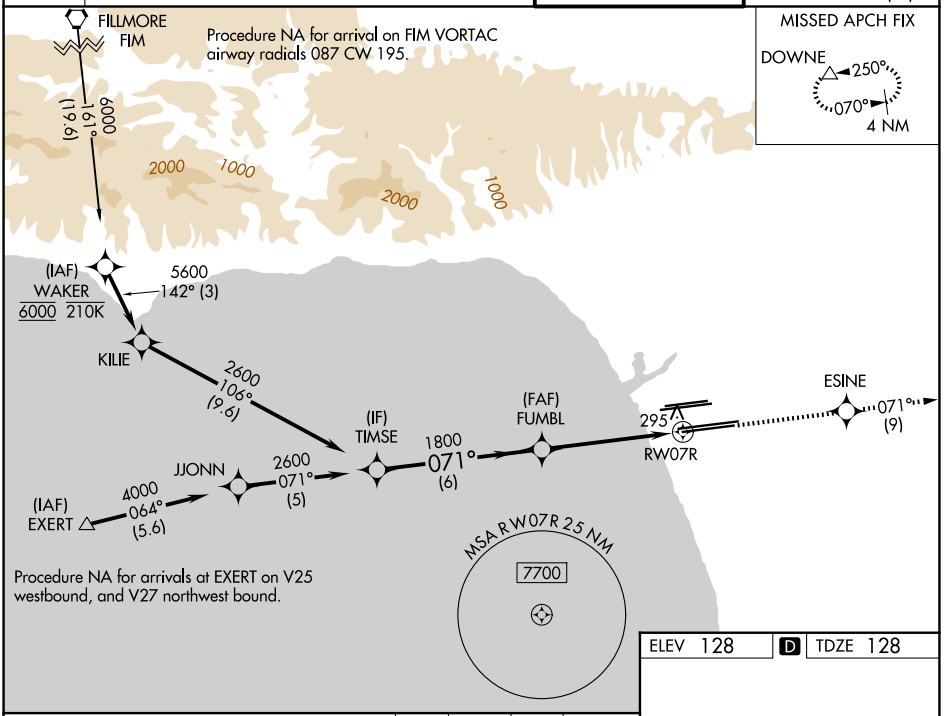
WAAS	APP CRS	Rwy Ldg 11095
CH 69603	071°	TDZE 128
W07B		Apt Elev 128

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

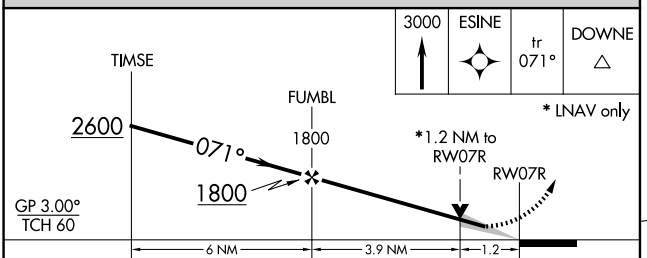
MISSED APPROACH: Climb to 3000 direct ESINE and on track 071° to DOWNE and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



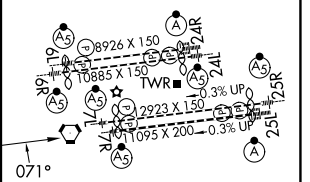
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



CATEGORY	A	B	C	D
LPV DA#	328/24 200 (200-½)			
LNAV/VNAV DA	462/30 334 (400-⅝)			
LNAV MDA	560/24 432 (500-½)		560/40 432 (500-¾)	

ELEV 128 D TDZE 128



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

LOS ANGELES, CALIFORNIA
Amdt 3A 07DEC17

33°57'N-118°24'W

LOS ANGELES INTL (LAX)
RNAV (GPS) Y RWY 7R

WAAS CH 56407 W24B	APP CRS 251°	Rwy Ldg 9483 TDZE 123 Apt Elev 128

RNAV (GPS) Y RWY 24L

LOS ANGELES INTL (LAX)

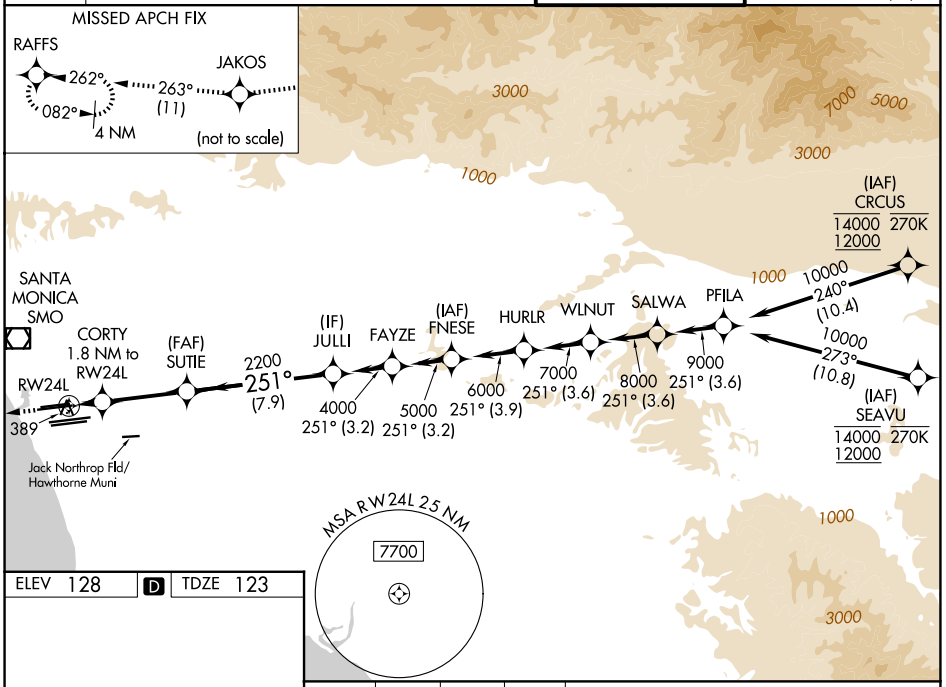
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 direct JAKOS and on track 263° to RAFFS and hold.

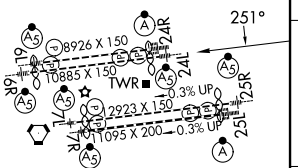
D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



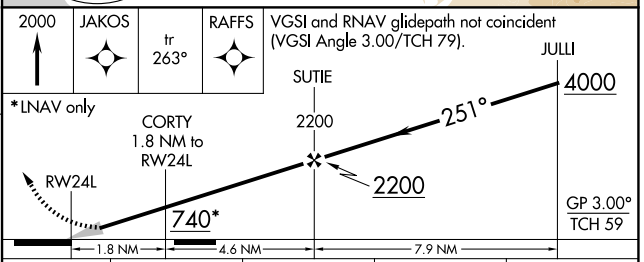
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

ELEV 128 D TDZE 123



TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA#	323/24 200 (200-½)			
LNAV/VNAV DA	608/50 485 (500-1)			
LNAV MDA	660/24 537 (600-½)		660/55 537 (600-1)	

LOS ANGELES, CALIFORNIA AL-237 (FAA) 25275

WAAS	APP CRS		
CH **69307**	**251°**	Rwy Ldg	**8926**
W24A		TDZE	**122**
		Apt Elev	**128**

RNAV (GPS) Y RWY 24R

LOS ANGELES INTL (LAX)

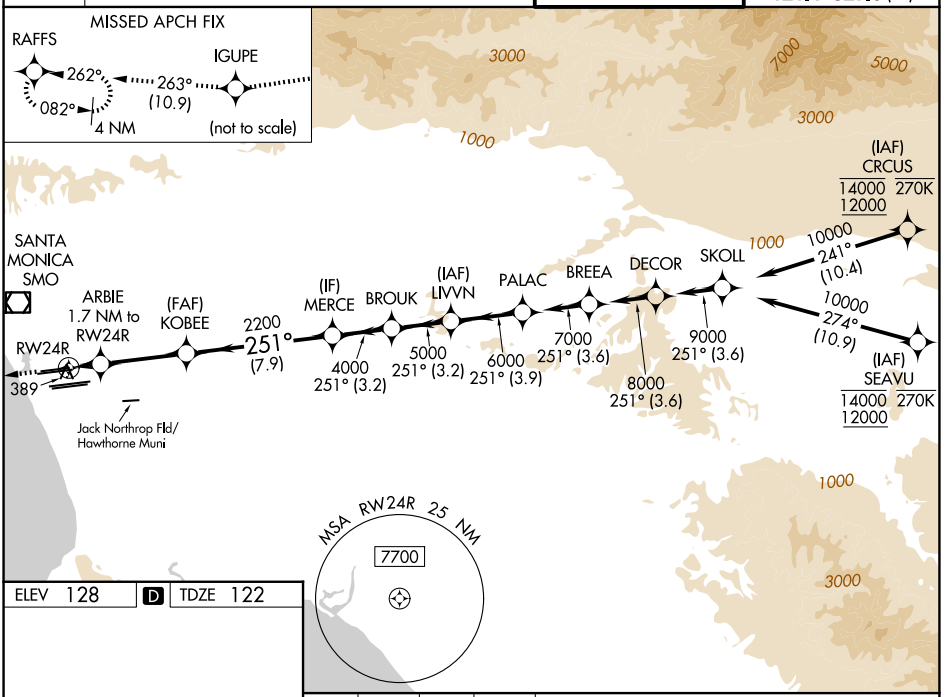
RNP APCH.

T LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with HHR. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, and LNAV Cat C/D visibility to 1⅜ SM.

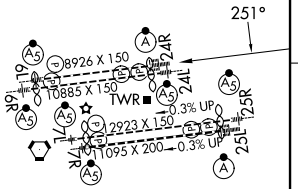
ALSF-2

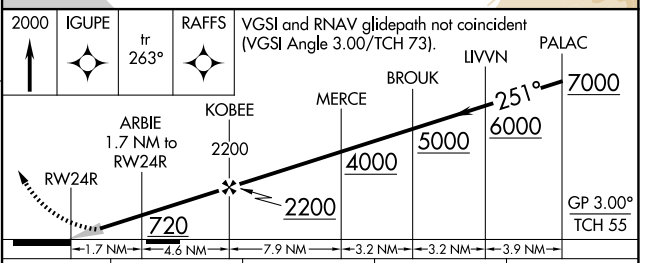
MISSED APPROACH: Climb to 2000 direct IGUPE and track 263° to RAFFS and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	**124.3 363.2** (APCH from W) **124.9 269.0** (090°-224°) **124.5 235.975** (225°-044°) **128.5 360.7** (045°-089°)	**133.9 239.3** (N) **120.95 379.1** (S)	**121.65 327.0** (N) **121.75 327.0** (S) **121.4 327.0** (W)



ELEV 128 D TDZE 122





CATEGORY		A	B	C	D
LPV	DA	322/18 200 (200-½)			
LNAV/ VNAV	DA	589/60 467 (500-1¼)			
LNAV	MDA	640/24 518 (600-½)		640/55 518 (600-1)	

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

LOS ANGELES, CALIFORNIA
Amdt 3B 20MAY21

33°57′N-118°24′W

LOS ANGELES INTL (LAX)

RNAV (GPS) Y RWY 24R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg 11095
CH 53507	251°	TDZE 104
W25A		Apt Elev 128

RNAV (GPS) Y RWY 25L
LOS ANGELES INTL (LAX)

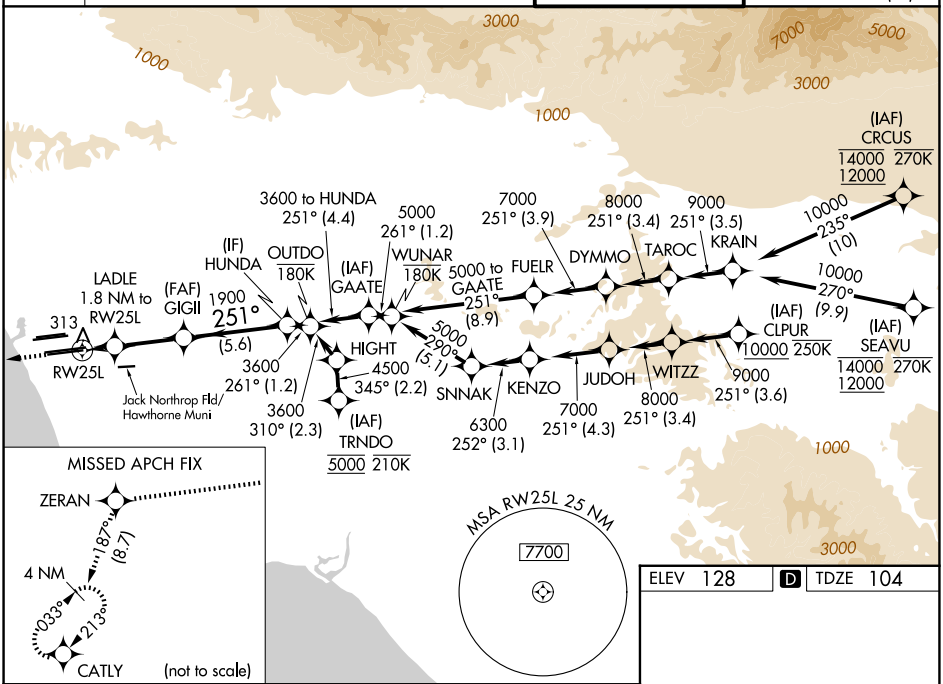
RNP APCH - GPS.

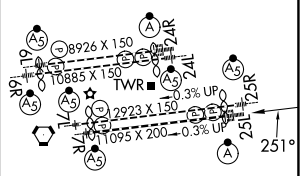
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR 25. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500, LNAV Cat C/D visibility to 1⅜ SM. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 2000 direct ZERAN and on track 187° to CATLY and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)





CATEGORY	A	B	C	D
LPV DA		304/18	200 (200-½)	
LNAV/VNAV DA		479/35	375 (400-⅝)	
LNAV MDA	580/24	476 (500-½)	580/50	476 (500-1)

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA AL-237 (FAA) 25275

RNAV (GPS) Y RWY 25R

LOS ANGELES INTL (LAX)

WAAS	APP CRS	Rwy Ldg	11134
CH 49007	251°	TDZE	104
W25B		Apt Elev	128

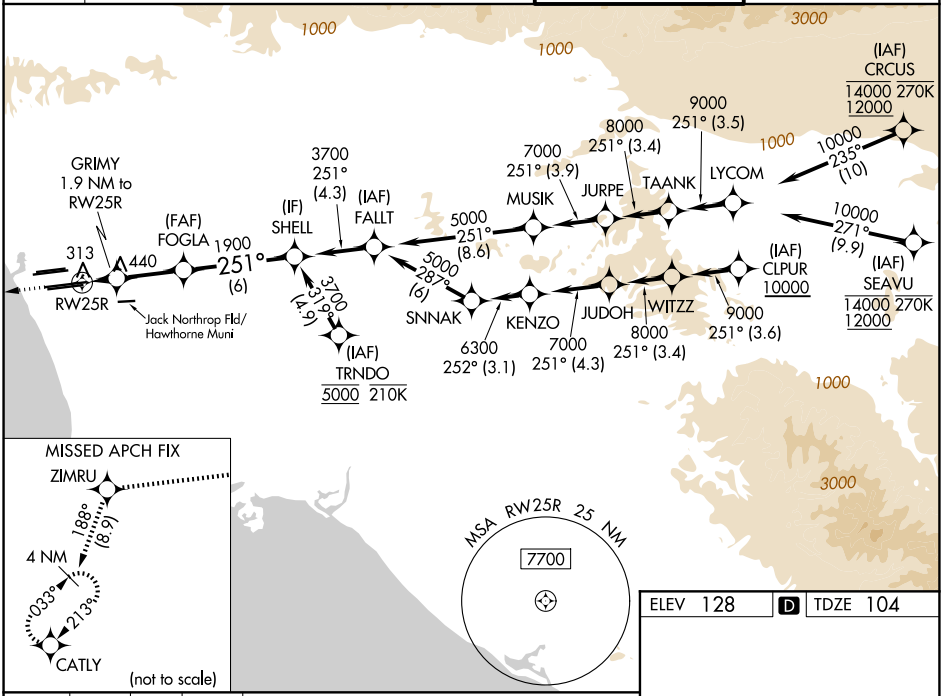
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Simultaneous approach authorized. Simultaneous approach authorized with HHR. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. #RVR 1800 authorized with use of FD or AP or HUD to DA.

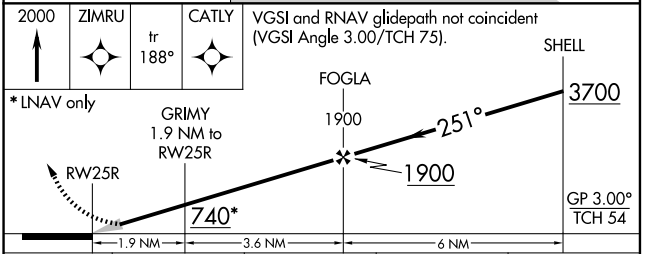
MALSR

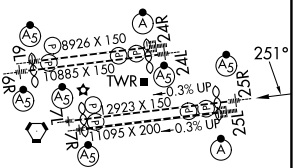
MISSED APPROACH: Climb to 2000 direct ZIMRU and track 188° to CATLY and hold.

D-ATIS	SOCAL APP CON	LOS ANGELES TOWER	GND CON
133.8	124.3 363.2 (APCH from W) 124.9 269.0 (090°-224°) 124.5 235.975 (225°-044°) 128.5 360.7 (045°-089°)	133.9 239.3 (N) 120.95 379.1 (S)	121.65 327.0 (N) 121.75 327.0 (S) 121.4 327.0 (W)



ELEV 128	D	TDZE 104





CATEGORY	A	B	C	D
LPV DA#	304/24 200 (200-½)			
LNAV/VNAV DA	578/60 474 (500-1¼)			
LNAV MDA	640/24 536 (600-½)		640/55 536 (600-1)	

TDZ/CL Rwys 6R, 7L, 24R, and 25L
HIRL all Rwys

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

(SXC8.SXC) 25331

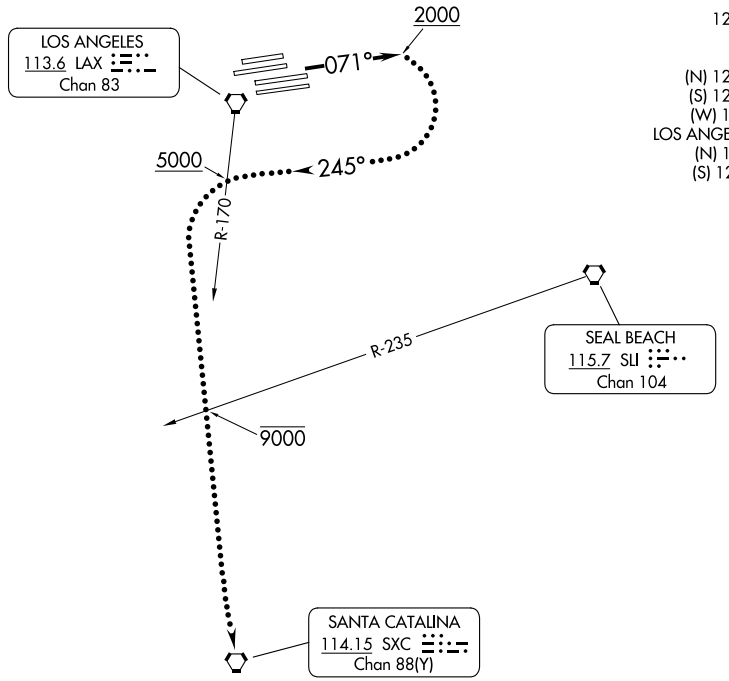
CATALINA EIGHT DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

TOP ALTITUDE: ASSIGNED BY ATC

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



TAKEOFF MINIMUMS
Rwys 24L/R, 25L/R: NA-Operational.
Rwys 6L/R, 7L/R: Standard.

NOTE: RADAR required.
NOTE: This is a RADAR vector departure to SXC VORTAC. Route depicted is a lost communication procedure only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SXC VORTAC. Then on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS:

TAKEOFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control after reaching 2000', turn right heading 245°. Cross LAX R-170 at or above 5000', then turn left and proceed direct SXC VORTAC. Cross SLI R-235 at or below 9000'.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb heading 041° for vector to V23, thence. . . .
TAKEOFF RUNWAYS 7L/R: Climb heading 071° for vector to V23, thence. . . .

. . . .then on (transition) or (assigned route). Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS
RUNWAYS 6L/R, 7L/R: If not in contact with departure control within 3 minutes after departure, turn left heading 270°, intercept V23 to CHATY INT and resume the CHATY FIVE DEPARTURE. Continue on course.

GORMAN TRANSITION (CHATY5.GMN): From over CHATY INT on LAX R-323 and GMN R-142 to GMN VORTAC.

HENER TRANSITION (CHATY5.HENER): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY5.KWANG): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to KWANG INT.

SAN MARCUS TRANSITION (CHATY5.RZS): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-267 to OHIGH INT, then on RZS R-087 to RZS VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SOCAL DEP CON 125.2 323.275
D-ATIS DEP 135.65
CLNC DEL 120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
TOP ALTITUDE: FL230
TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA - ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640'.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: STOKD, SCTRR and MCKEY transitions: DME/DME/IRU or GPS required.
NOTE: DINTY transitions: GPS only.
NOTE: Turbojet aircraft only.
NOTE: File the RIZIN TRANSITION in lieu of the LADYJ DEPARTURE during time periods 2100-0700 LCL. All other times RIZIN TRANSITION ATC assigned only.
N
STOKD
MCKEY
SCTRR
SPLNT
TESEA
RIZIN
OINGO
DINTY
IKAYE
FIXIT 12000
DARRK 12000
NAANC
ENNEY 5000
FABRA 3000
DLREY 3000
DOCKR 3000
MKGEE
EVOSE 5000
HIIPR 3000
12000 305° (32)
12000 311° (27)
12000 303° (58)
12000 303° (87)
12000 290° (31)
12000 253° (47)
12000 298° (100)
12000 235° (118)
123°
10 NM
(10) 12000 342°
8000 282° (8)
253° (9)
253° (7)
258° (10)
252° (6)
253° (2)
256° (2)
252° (2)
256° (2)
251°
640
W-289E
W-289W
W-289S
R-2519
W-537
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

DINTY TRANSITION (DARRK3.DINTY)

MCKEY TRANSITION (DARRK3.MCKEY)

RIZIN TRANSITION (DARRK3.RIZIN)

SCTRR TRANSITION (DARRK3.SCTRR)

STOKD TRANSITION (DARRK3.STOKD)

SW-3, 09 JUL 2026 to 03 SEP 2026

DOTSS TWO DEPARTURE (RNAV)

AL-237 (FAA)

SW-3, 09 JUL 2026 to 03 SEP 2026

(DOTSS2.DOTSS) 17229

DOTSS TWO DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .
TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .
TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .
TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence. . . .

. . . .on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

CLEEE TRANSITION (DOTSS2.CLEEE)

CNERY TRANSITION (DOTSS2.CNERY)

SW-3, 09 JUL 2026 to 03 SEP 2026

GARDY FOUR DEPARTURE (RNAV)

(GARDY4.GARDY) 10SEP20

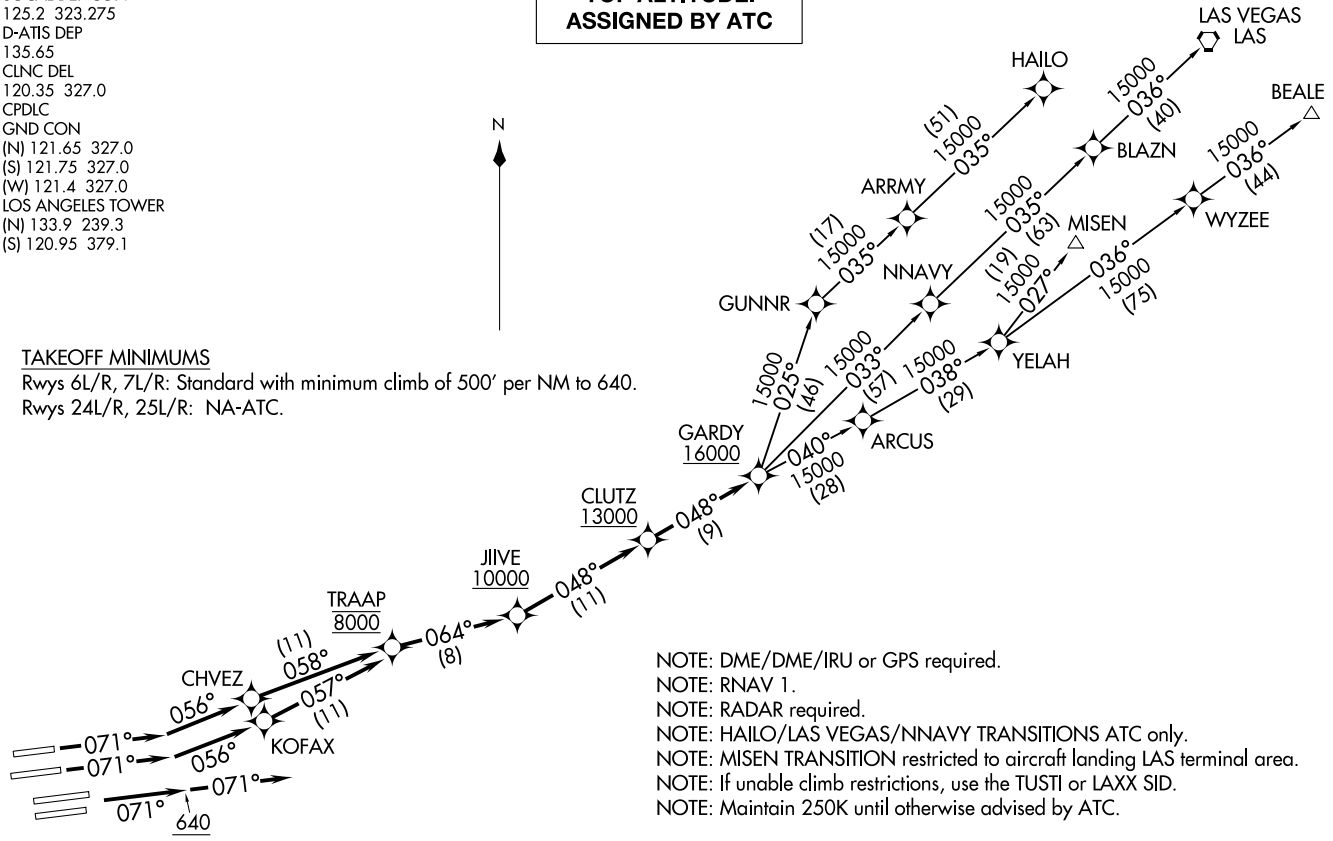
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SOCAL DEP CON
125.2 323.275
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TOP ALTITUDE: ASSIGNED BY ATC

N

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: Standard with minimum climb of 500' per NM to 640.
Rwys 24L/R, 25L/R: NA-ATC.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: HAILO/LAS VEGAS/NNAVY TRANSITIONS ATC only.
NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.
NOTE: If unable climb restrictions, use the TUSTI or LAXX SID.
NOTE: Maintain 250K until otherwise advised by ATC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GARDY FOUR DEPARTURE (RNAV)

(GARDY4.GARDY) 25331

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

AL-237 (FAA)

(GARDY4.GARDY) 20254

GARDY FOUR DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 071° to intercept course 056° to CHVEZ, then on track 058° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

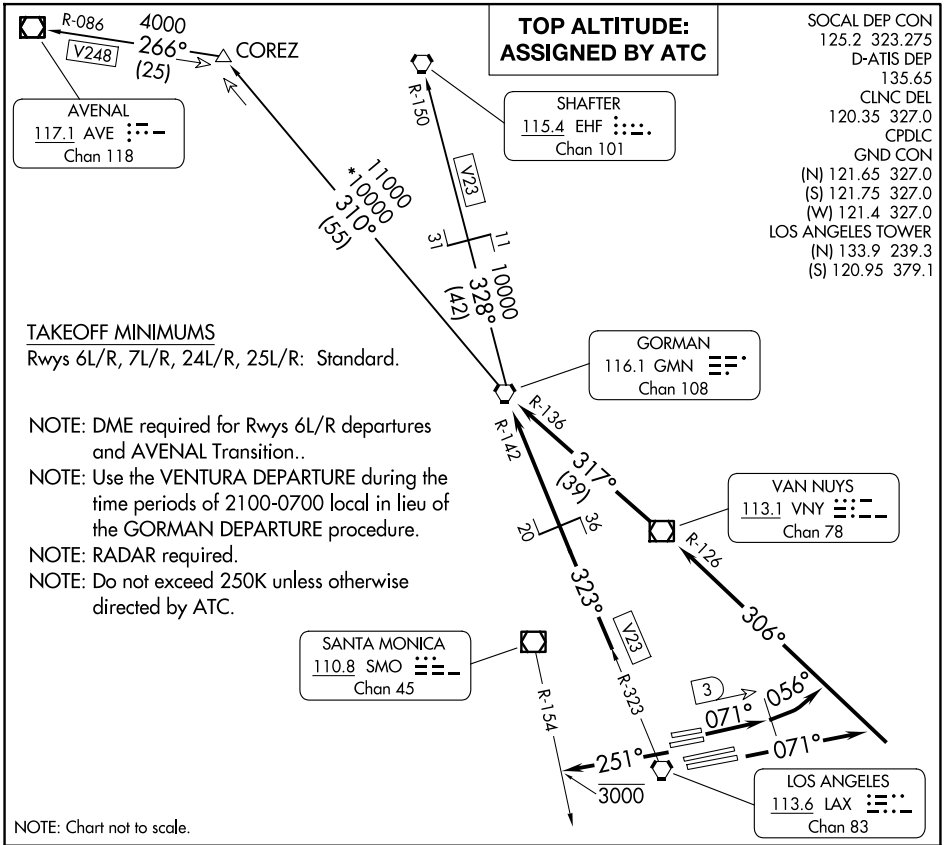
TAKEOFF RUNWAY 6R: Climb on heading 071° to intercept course 056° to KOFAX, then on track 057° to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° to 640, then on heading 071° or as assigned by ATC, expect vectors to cross TRAAP at 8000, then on track 064° to cross JIIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

BEALE TRANSITION (GARDY4.BEALE)
HAILO TRANSITION (GARDY4.HAILO)
LAS VEGAS TRANSITION (GARDY4.LAS)
MISEN TRANSITION (GARDY4.MISEN)
NNAVY TRANSITION (GARDY4.NNAVY)

SW-3, 09 JUL 2026 to 03 SEP 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 071° until LAX VORTAC 3 DME, then turn left heading 056° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence. . . .

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence. . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then on RADAR vector to LAX R-323 and GMN R-142 to GMN VORTAC, thence. . . .

. . . .on (transition) or (assigned route). All aircraft expect further clearance to filed flight level 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

AVENAL TRANSITION (GMN7.AVE): From over GMN VORTAC on GMN R-310 to COREZ then on AVE R-086 to AVE VOR/DME.

SHAFTER TRANSITION (GMN7.EHF): From over GMN VORTAC on GMN R-328 and EHF R-150 to EHF VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(KYLOW1.KYLOW) 25331

AL-237 (FAA)

KYLOW ONE DEPARTURE (RNAV) (Departure Routes)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

RNAV 1- DME/DME/IRU or GPS. From KYLOW on FICKY, GROGU and DINTY Transitions: GPS.

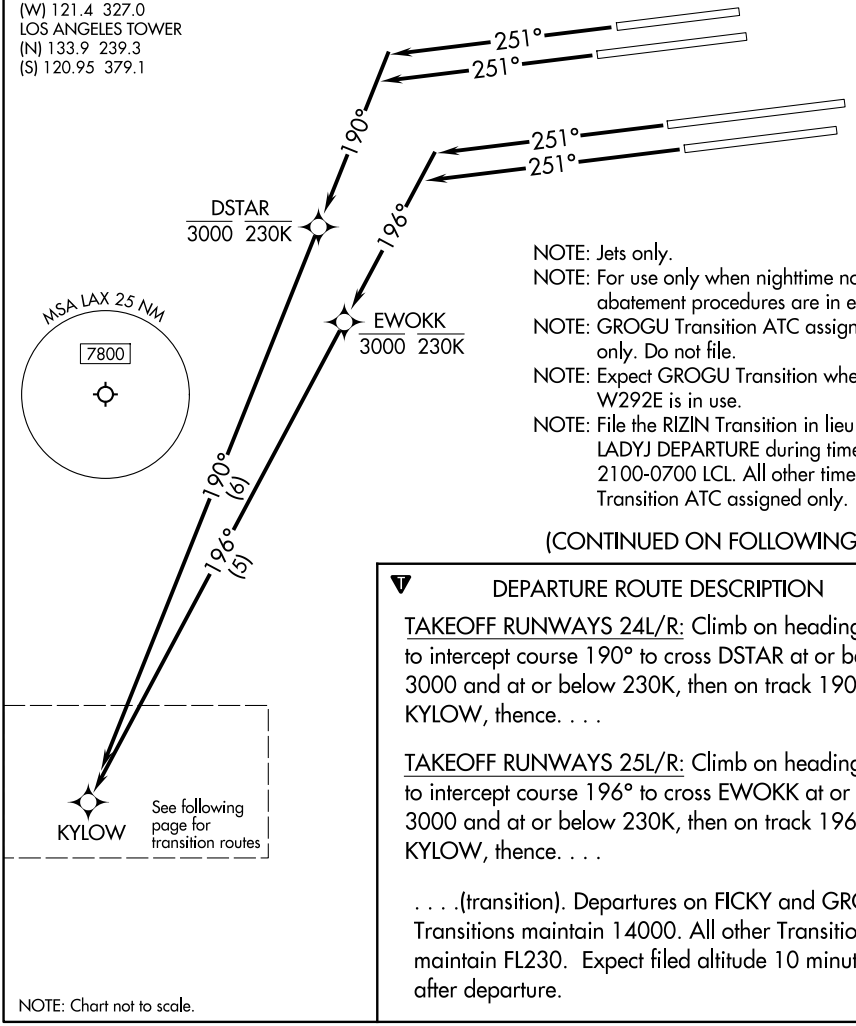
MCKEY, RIZIN, SCTRR and STOKD Transitions: RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
FICKY and GROGU TRANSITIONS: 14000;
SCTRR, STOKD, MCKEY, DINTY, and RIZIN TRANSITIONS: FL230

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TAKEOFF MINIMUMS

Rwy 24L: Standard with minimum climb of 280′ per NM to 628.
Rwy 24R: Standard with minimum climb of 260′ per NM to 628.
Rwy 25L: Standard with minimum climb of 230′ per NM to 628.
Rwy 25R: Standard with minimum climb of 260′ per NM to 628.



NOTE: Jets only.
NOTE: For use only when nighttime noise abatement procedures are in effect.
NOTE: GROGU Transition ATC assigned only. Do not file.
NOTE: Expect GROGU Transition when W292E is in use.
NOTE: File the RIZIN Transition in lieu of the LADYJ DEPARTURE during time periods 2100-0700 LCL. All other times RIZIN Transition ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to intercept course 190° to cross DSTAR at or below 3000 and at or below 230K, then on track 190° to KYLOW, thence. . . .

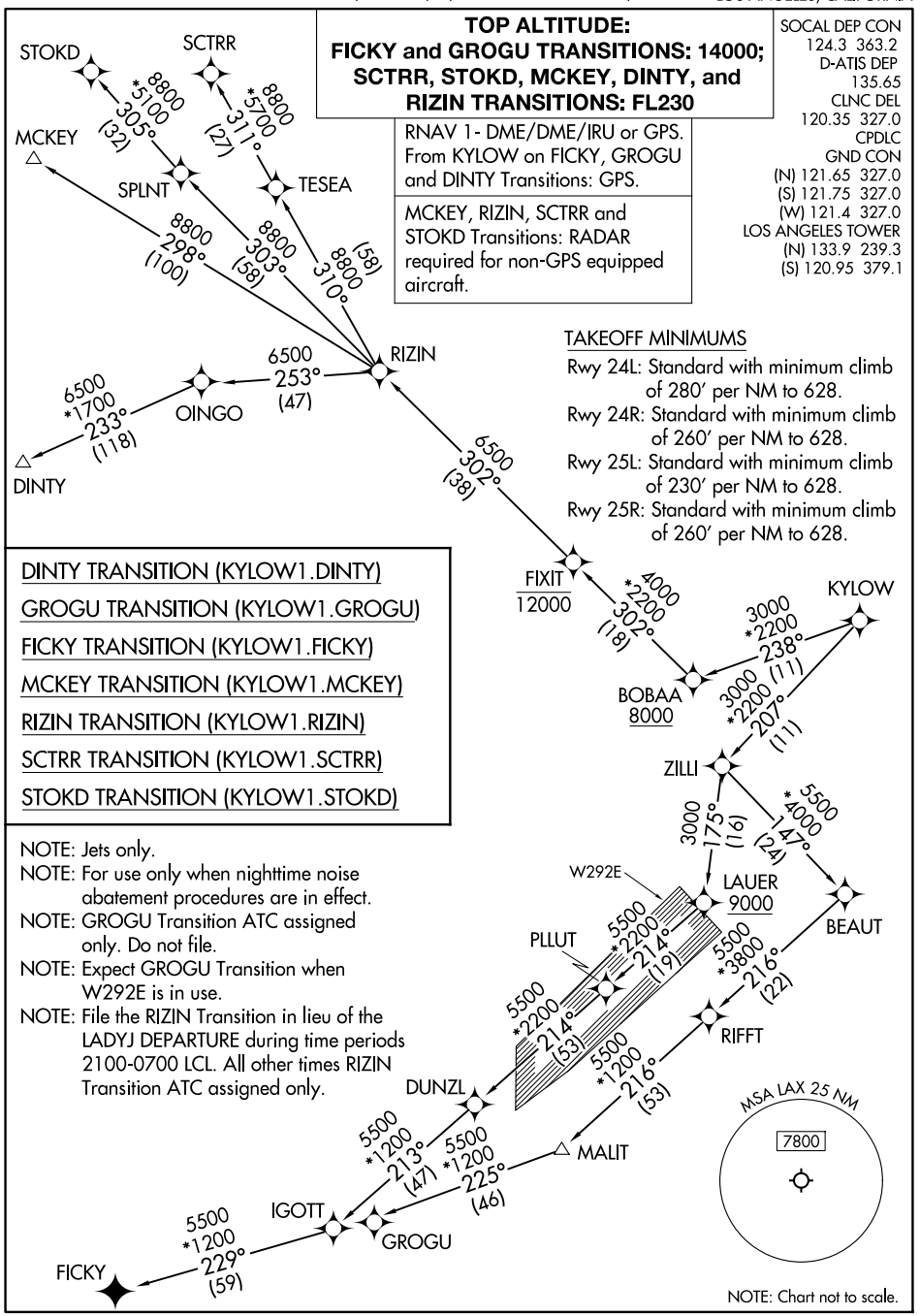
TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to intercept course 196° to cross EWOKK at or below 3000 and at or below 230K, then on track 196° to KYLOW, thence. . . .

. . . .(transition). Departures on FICKY and GROGU Transitions maintain 14000. All other Transitions maintain FL230. Expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

KYLOW ONE DEPARTURE (RNAV) (Transition Routes)



DINTY TRANSITION (KYLOW1.DINTY)
GROGU TRANSITION (KYLOW1.GROGU)
FICKY TRANSITION (KYLOW1.FICKY)
MCKEY TRANSITION (KYLOW1.MCKEY)
RIZIN TRANSITION (KYLOW1.RIZIN)
SCTRR TRANSITION (KYLOW1.SCTRR)
STOKD TRANSITION (KYLOW1.STOKD)

NOTE: Jets only.
NOTE: For use only when nighttime noise abatement procedures are in effect.
NOTE: GROGU Transition ATC assigned only. Do not file.
NOTE: Expect GROGU Transition when W292E is in use.
NOTE: File the RIZIN Transition in lieu of the LADYJ DEPARTURE during time periods 2100-0700 LCL. All other times RIZIN Transition ATC assigned only.

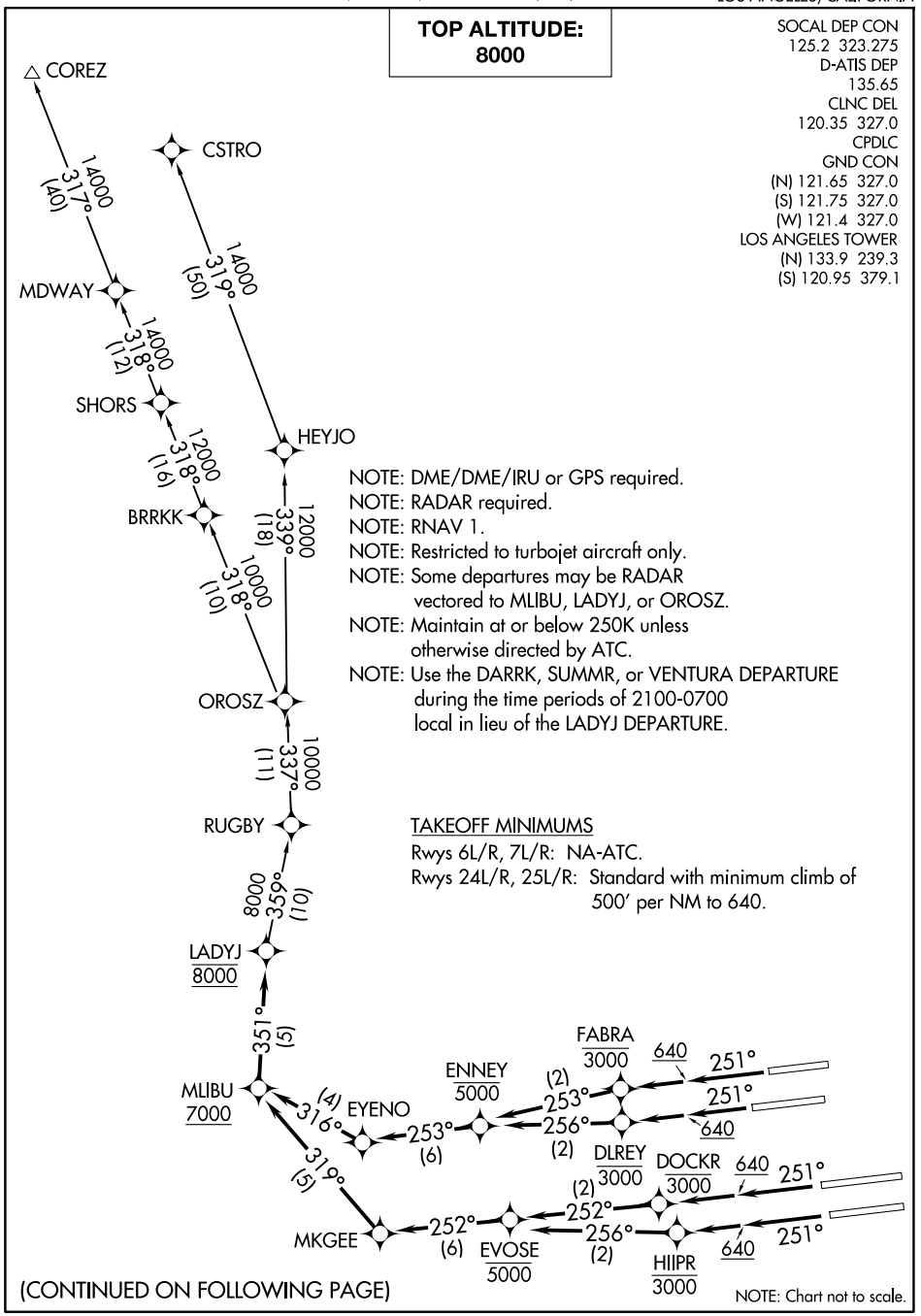
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(LADYJ4.LADYJ) 25331

LADYJ FOUR DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LADYJ FOUR DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(LADYJ4.LADYJ) 01FEB18

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MLIBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence. . . .

. . . .on (transition) maintain 8000. Expect filed altitude 5 minutes after departure.

COREZ TRANSITION (LADYJ4.COREZ)

CSTRO TRANSITION (LADYJ4.CSTRO)

SW-3, 09 JUL 2026 to 03 SEP 2026

LAXX ONE DEPARTURE

(LAXX1.SLI) 17AUG17

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 6L/R, 7L/R, 24L/R, 25L/R: Standard.

NOTE: This departure is for turbojet aircraft only.
NOTE: RADAR and DME required.

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

SANTA MONICA
110.8 SMO
Chan 45

LOS ANGELES
113.6 LAX
Chan 83

POMONA
110.4 POM
Chan 41

SEAL BEACH
115.7 SLI
Chan 104

EL TORO
117.2 ELB
Chan 119

SANTA CATALINA
114.15 SXC
Chan 88(Y)

OCEANSIDE
115.3 OCN
Chan 100

MISSION BAY
117.8 MZB
Chan 125

HEMET
11000

THERMAL
116.2 TRM
Chan 109

JULIAN
113.75 JLI
Chan 84(Y)

IMPERIAL
115.9 IPL
Chan 106

TUSTI
8000

DANAH

GOATZ

MALIT

CARIF

ROSIN

PILLO

FICKY

N

3000
R-160
251°
071°
221°
3000
080°

South complex turn at SMO R-160 to 221° is required for ATC separation.

V64
J78-134-169
3000
080°
(11)
R-173
11000
080°
(48)
V64
J78-134-169
11000
083°
(36)
R-263

4000
202°
(31)
V21
R-022
4000
120°
(25)
R-158
R-065
V23-165-597
J1
4000
121°
(20)
R-301
R-321

6000
213°
(17)

12000
213°
(63)

16000
213°
(47)
80
MZB
R-247
12

4000
(13)
145°
R-246
R-150

V23-383-597
J1
4000
146°
(16)
R-326

8500
105°
(56)

R-076

8500
076°
(49)
J2-18
V66-458
R-258

Expect clearance to FICKY then on assigned route.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LAXX ONE DEPARTURE
(LAXX1.SLI) 25331
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SLI VORTAC, thence. . . .
TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-160 at or below 3000, then on RADAR vectors to assigned route/fix/transition, thence. . . .
TAKEOFF RUNWAYS 25L/R: Climb on heading 251°, at the SMO R-160 turn left heading 221°, cross SMO R-160 at or below 3000, expect RADAR vectors to assigned route/fix/transition thence. . . .

. . . .all aircraft expect further clearance to filed flight level five minutes after departure.

IMPERIAL TRANSITION (LAXX1.IPL): From over SLI VORTAC on SLI R-120 to DANAH, then on OCN R-301 to OCN VORTAC, then on OCN R-105 to PILLO, then on MZB R-076 and IPL R-258 to IPL VORTAC.

MISSION BAY TRANSITION (LAXX1.MZB): From over SLI VORTAC on SLI R-120 to DANAH, then on OCN R-301 to OCN VORTAC, then on OCN R-145 to CARIF, then on MZB R-326 to MZB VORTAC.

OCEANSIDE TRANSITION (LAXX1.OCN): From over SLI VORTAC on SLI R-120 to DANAH, then on OCN R-301 to OCN VORTAC.

ROSIN TRANSITION (LAXX1.ROSIN): From over SLI VORTAC on SLI R-202 and SXC R-022 to SXC VORTAC, then on SXC R-213 to ROSIN.

THERMAL TRANSITION (LAXX1.TRM): From over SLI VORTAC on SLI R-080 to TUSTI, then on SLI R-080 and TRM R-263 to HEMET, then on TRM R-263 to TRM VORTAC.

LOST COMMUNICATIONS

RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower, turn right direct SLI VORTAC and proceed on assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.
RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after departure, turn left heading 080°, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.

SW-3, 09 JUL 2026 to 03 SEP 2026

MOOOS TWO DEPARTURE (RNAV)

(MOOOS2.MOOOS) 17AUG17

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

SOCAL DEP CON
125.2 323.275
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TOP ALTITUDE: 9000

N

IKAYE △

5400
282°
(14)

MOOOS
8000
4900

282°
(9)

DTAIL
3100

640
251°
251°
251°
251°
640

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500′ per NM to 640.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb heading 251° to 640, then on heading 251° or as assigned by ATC, expect vectors to cross DTAIL at or above 3100, then on track 282° to cross MOOOS at or above 4900 and at or below 8000, thence. . . .

. . . .on (transition). Maintain 9000. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, turn right and proceed direct MOOOS WP, climb to 9000′ or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 10000 or above, climb to filed altitude ten minutes after departure.

IKAYE TRANSITION (MOOOS2.IKAYE)

(MOOOS2.MOOOS) 25331

MOOOS TWO DEPARTURE (RNAV)

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

AL-237 (FAA)

MUELR FOUR DEPARTURE (RNAV)

(MUELR4.FIXIT) 17AUG17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

TOP ALTITUDE: 10000

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500′ per NM to 640.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.

SOCAL DEP CON
125.2 323.275
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

SAN MARCUS RZS
10000
288°
(24)
SCHOR
10000
288°
(9)
KWANG
10000
273°
(16)
WGGNR
10000
289°
(11)
IKAYE
10000
342°
(10)
FIXIT
10000 290K
289°
(7)
MUELR
253°
(11)
NAANC
253°
(7)
ENNEY
5000
1300
(2)
253°
256°
(2)
FABRA
3000
640
251°
251°
DLREY
3000
DOCKR
3000
251°
640
251°
257°
(12)
MKGEE
252°
(6)
EVOSE
5000
1300
252°
(2)
256°
(2)
HIIPR
3000
N

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(MUELR4.FIXIT) 25331
MUELR FOUR DEPARTURE (RNAV)
AL-237 (FAA)
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence. . . .

. . . .on (transition). Maintain 10000. Expect filed altitude five minutes after departure.

KWANG TRANSITION (MUELR4.KWANG)
SAN MARCUS TRANSITION (MUELR4.RZS)

SW-3, 09 JUL 2026 to 03 SEP 2026

ORCKA FIVE DEPARTURE (RNAV)

(ORCKA5.ORCKA) 10SEP20

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

ORCKA FIVE DEPARTURE (RNAV)

(ORCKA5.ORCKA) 25331

AL-237 (FAA)

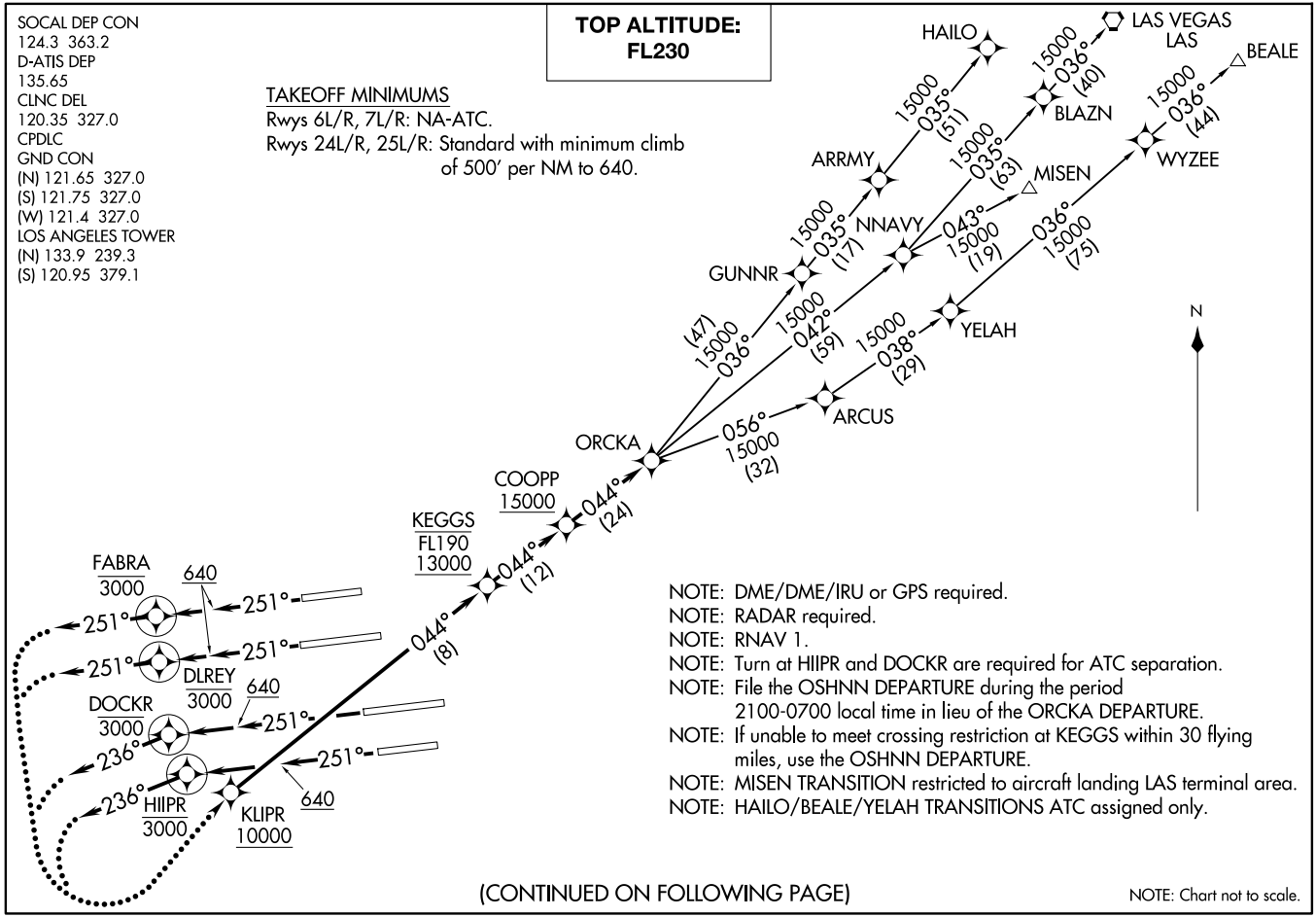
LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640.



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Turn at HIIPR and DOCKR are required for ATC separation.
NOTE: File the OSHNN DEPARTURE during the period 2100-0700 local time in lieu of the ORCKA DEPARTURE.
NOTE: If unable to meet crossing restriction at KEGGS within 30 flying miles, use the OSHNN DEPARTURE.
NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.
NOTE: HAILO/BEALE/YELAH TRANSITIONS ATC assigned only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLIPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence. . . .

. . . .on (transition). Maintain FL230. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, turn left and proceed direct KLIPR Waypoint, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

BEALE TRANSITION (ORCKA5.BEALE)
HAILO TRANSITION (ORCKA5.HAILO)
LAS VEGAS TRANSITION (ORCKA5.LAS)
MISEN TRANSITION (ORCKA5.MISEN)
YELAH TRANSITION (ORCKA5.YELAH)

OSHNN ONE DEPARTURE (RNAV)

(OSHNN1.OSHNN) 17JUN21

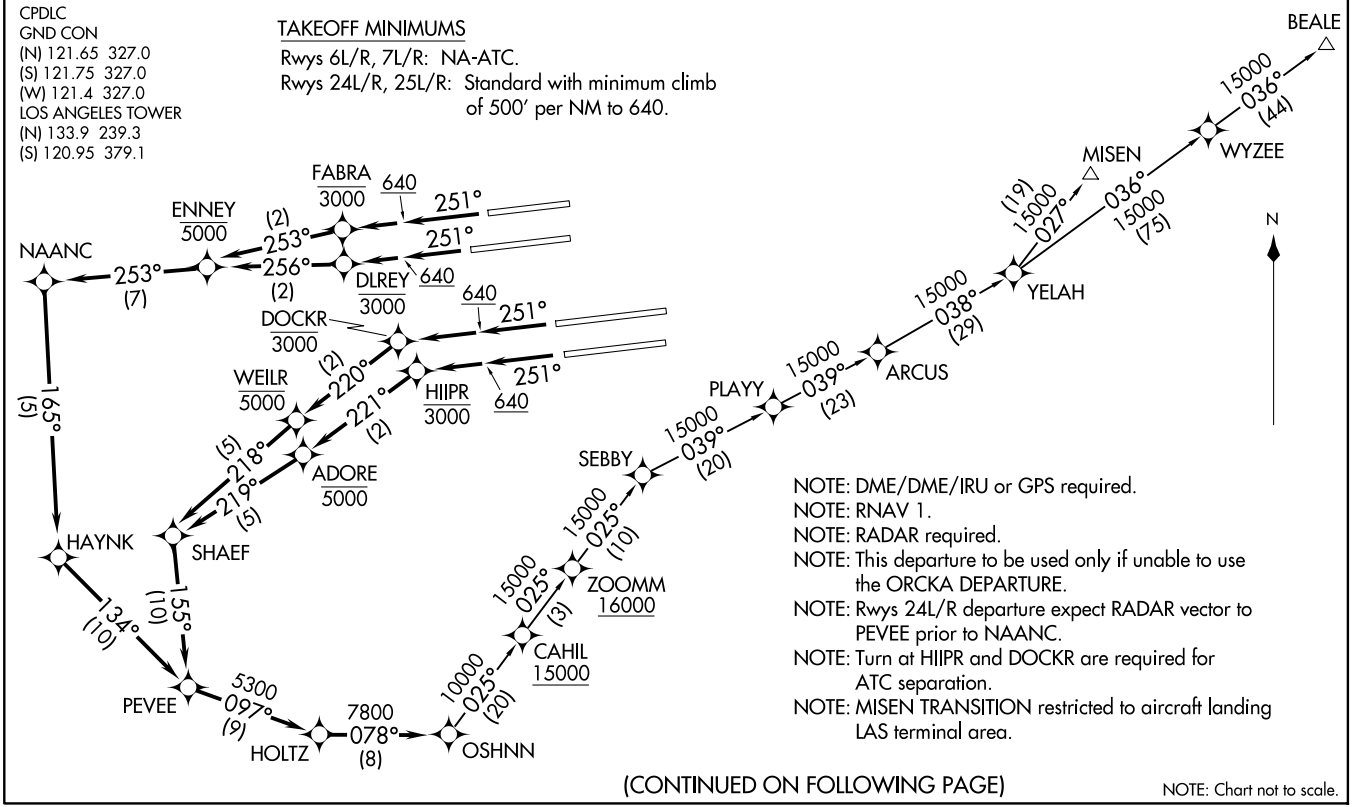
LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TOP ALTITUDE: 17000

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500′ per NM to 640.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: This departure to be used only if unable to use the ORCKA DEPARTURE.
NOTE: Rwys 24L/R departure expect RADAR vector to PEVEE prior to NAANC.
NOTE: Turn at HIIPR and DOCKR are required for ATC separation.
NOTE: MISEN TRANSITION restricted to aircraft landing LAS terminal area.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(OSHNN1.OSHNN) 25331

OSHNN ONE DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to OSHNN, thence. . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to OSHNN, thence. . . .

. . . .on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

BEALE TRANSITION (OSHNN1.BEALE)
MISEN TRANSITION (OSHNN1.MISEN)

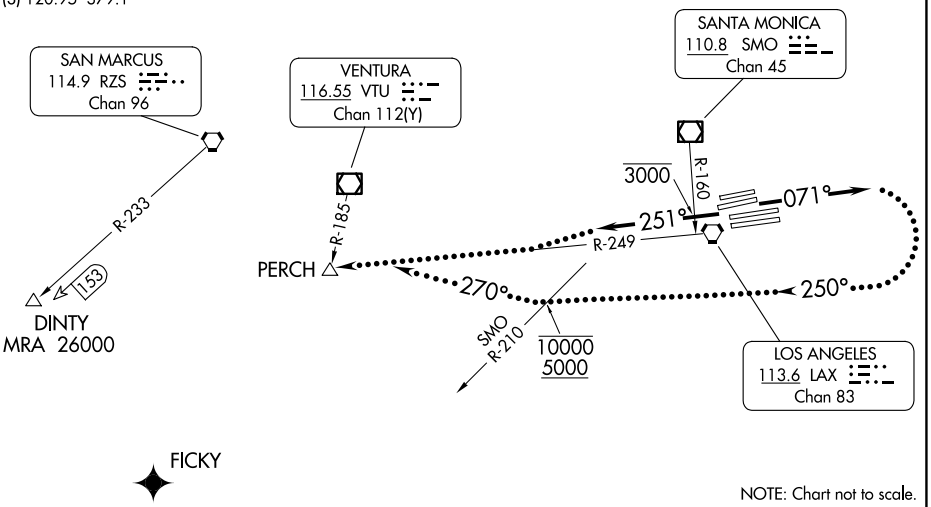
SW-3, 09 JUL 2026 to 03 SEP 2026

SOCAL DEP CON
125.2 323.275
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.

NOTE: RADAR and DME required.
NOTE: Route depicted is a LOST COMMUNICATION PROCEDURE only.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to DINTY or FICKY, thence. . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° to cross SMO R-160 at or below 3000, then on RADAR vectors to DINTY or FICKY, thence. . . .

. . . .on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS:

TAKEOFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control within 3 minutes after departure, turn right heading 250°, cross SMO R-210 at or above 5000 and at or below 10000. After leaving 10000, turn right heading 270° to intercept and proceed on LAX R-249 to PERCH INT. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within 5 minutes after departure, proceed to PERCH INT on LAX R-249. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

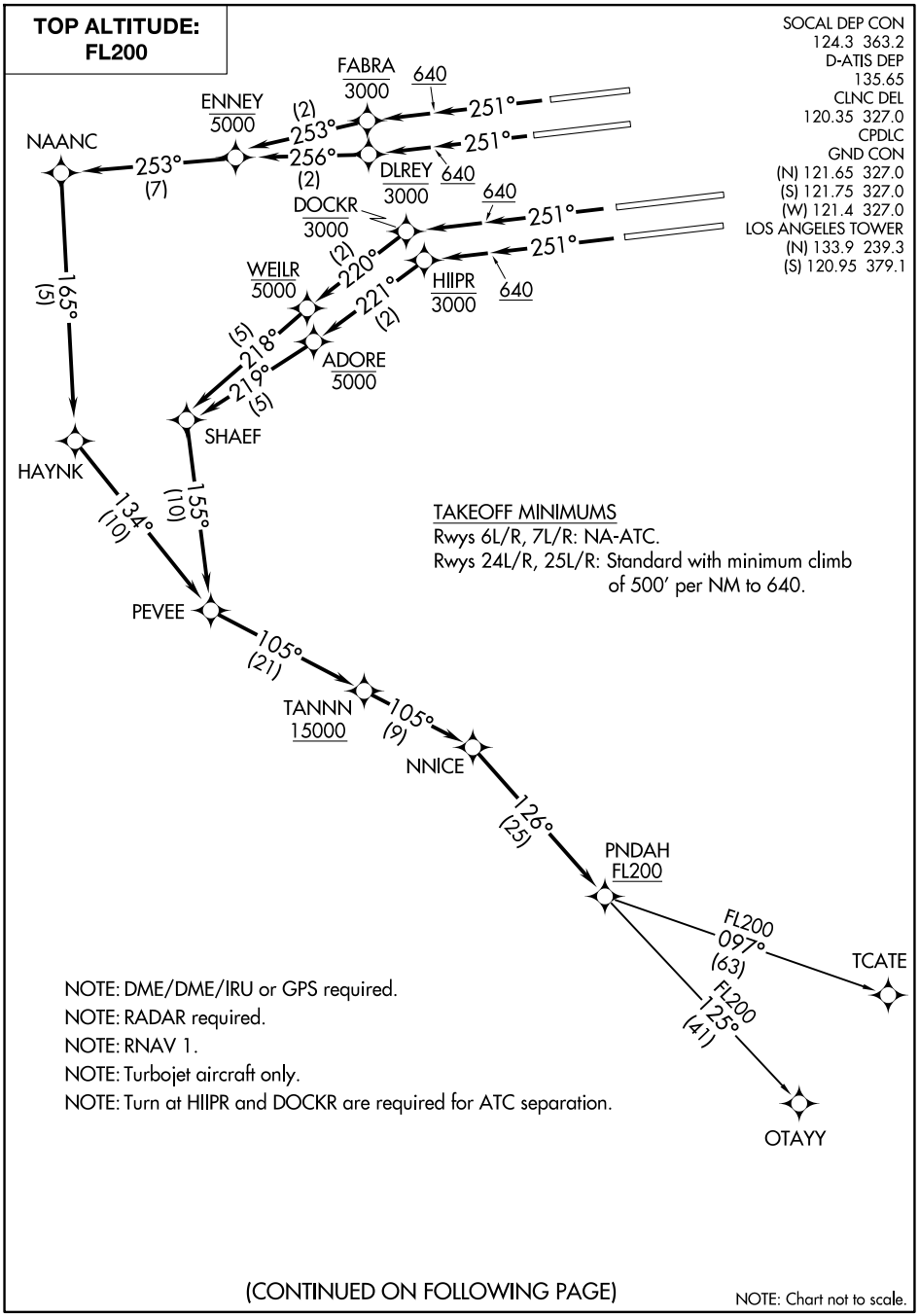
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(PNDAH2.PNDAH) 25331

PNDAH TWO DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PNDAH TWO DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(PNDAH2.PNDAH) 17AUG17

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to PNDAH, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to PNDAH, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to PNDAH, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to PNDAH, thence. . . .

. . . .on (transition). Maintain FL200. Expect filed altitude five minutes after departure.

OTAYY TRANSITION (PNDAH2.OTAYY)
TCATE TRANSITION (PNDAH2.TCATE)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(SLI8.SLI) 25331

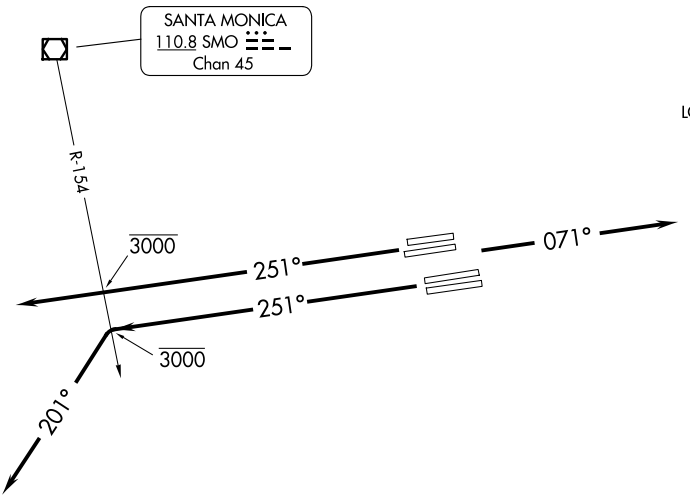
SEAL BEACH EIGHT DEPARTURE

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

TOP ALTITUDE: ASSIGNED BY ATC

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.

SEAL BEACH
115.7 SLI
Chan 104

NOTE: TAKEOFF RWYS 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.
NOTE: South Complex turn at SMO R-154 to 201° is required for ATC separation.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then RADAR vectors to SLI VORTAC, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then turn left heading 201° for RADAR vectors to SLI VORTAC, thence. . . .

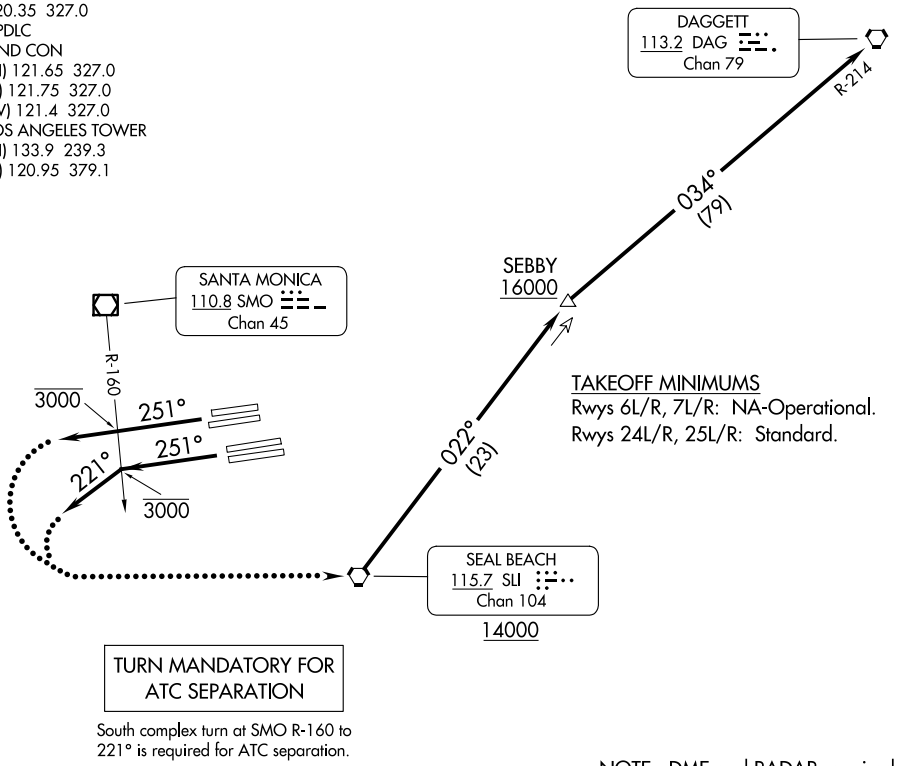
. . . .on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-Operational.
Rwys 24L/R, 25L/R: Standard.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO VOR/DME R-160 at or below 3000, thence. . . .
TAKEOFF RUNWAYS 25L/R: Climb on heading 251°, at the SMO VOR/DME R-160 turn left heading 221°, cross SMO R-160 at or below 3000, thence. . . .

. . . .on RADAR vectors to cross SLI VORTAC at or above 14000, then on SLI R-022 to cross SEBBY/23 DME FIX at or above 16000. Then on DAG R-214 to DAG VORTAC. All aircraft expect further clearance to filed flight level five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, turn left direct SLI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filed FL240 or above climb to filed altitude ten minutes after departure.

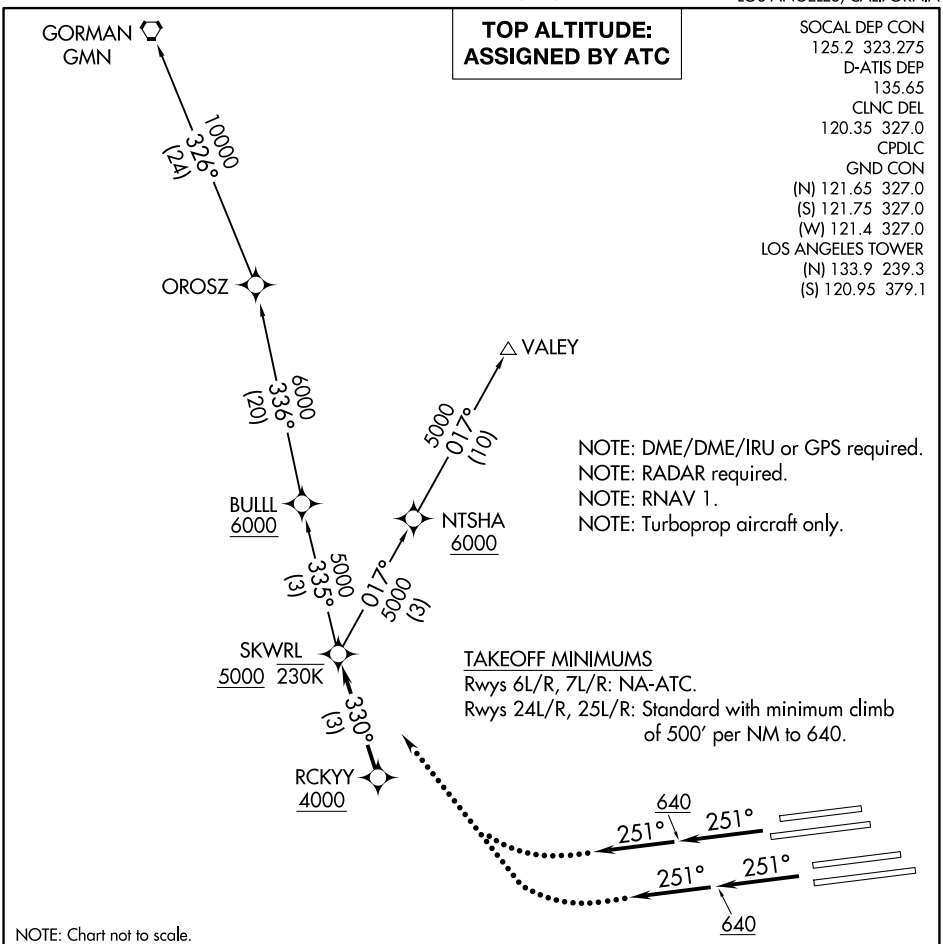
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(SKWRL2.SKWRL) 25331

SKWRL TWO DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R, 25 L/R: Climb heading 251° to 640, then on heading 251° or as assigned by ATC, expect vectors to cross RCKYY at or above 4000, then on track 330° to cross SKWRL at or above 5000, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, turn right and proceed direct SKWRL WP, climb to 7000 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 8000 or above, climb to filed altitude ten minutes after departure.

GORMAN TRANSITION (SKWRL2.GMN)
VALEY TRANSITION (SKWRL2.VALEY)

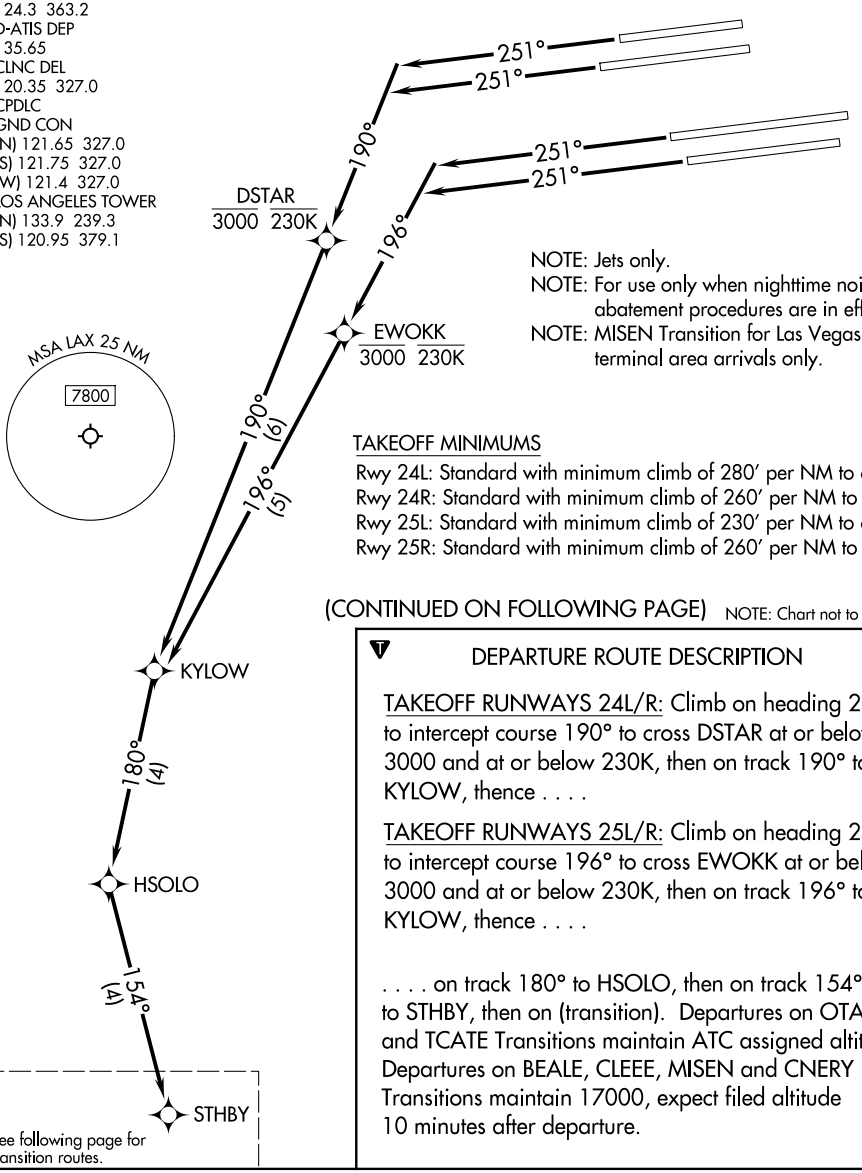
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

STHBY ONE DEPARTURE (RNAV) (Departure Routes)

TOP ALTITUDE:
OTAYY and TCATE TRANSITIONS: ASSIGNED BY ATC;
BEALE, CLEEE, MISEN AND CNERY TRANSITIONS: 17000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



NOTE: Jets only.
NOTE: For use only when nighttime noise abatement procedures are in effect.
NOTE: MISEN Transition for Las Vegas terminal area arrivals only.

TAKEOFF MINIMUMS

Rwy 24L: Standard with minimum climb of 280' per NM to 628.
Rwy 24R: Standard with minimum climb of 260' per NM to 628.
Rwy 25L: Standard with minimum climb of 230' per NM to 628.
Rwy 25R: Standard with minimum climb of 260' per NM to 628.

(CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to intercept course 190° to cross DSTAR at or below 3000 and at or below 230K, then on track 190° to KYLOW, thence . . . .

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to intercept course 196° to cross EWOKK at or below 3000 and at or below 230K, then on track 196° to KYLOW, thence . . . .

. . . . on track 180° to HSOLO, then on track 154° to STHBY, then on (transition). Departures on OTAYY and TCATE Transitions maintain ATC assigned altitude. Departures on BEALE, CLEEE, MISEN and CNERY Transitions maintain 17000, expect filed altitude 10 minutes after departure.

See following page for transition routes.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

STHBY ONE DEPARTURE (RNAV) (Transition Routes)

(STHBY1.STHBY) 11JUL24

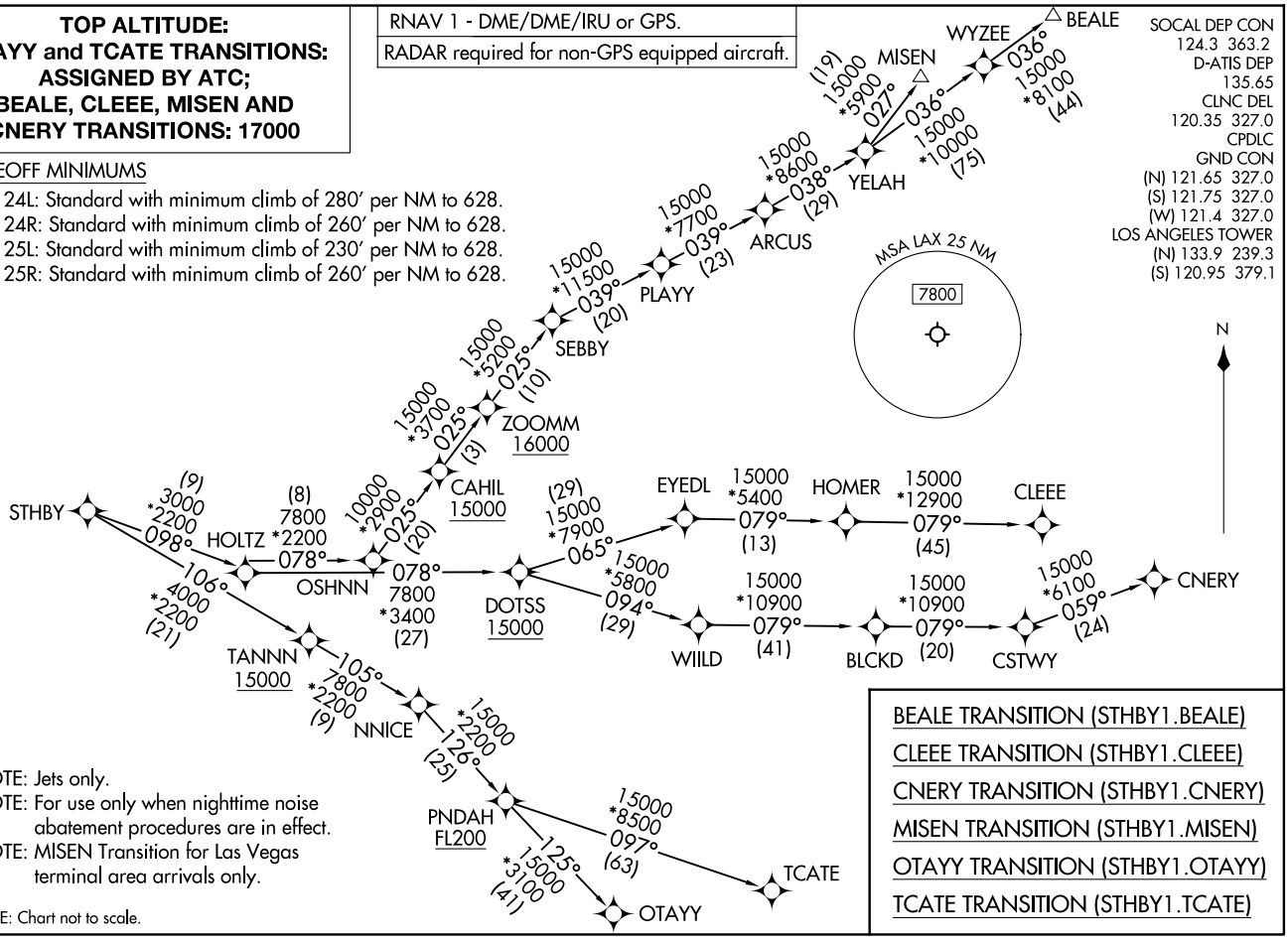
LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

TOP ALTITUDE:
OTAYY and TCATE TRANSITIONS: ASSIGNED BY ATC;
BEALE, CLEEE, MISEN AND CNERY TRANSITIONS: 17000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TAKEOFF MINIMUMS
Rwy 24L: Standard with minimum climb of 280′ per NM to 628.
Rwy 24R: Standard with minimum climb of 260′ per NM to 628.
Rwy 25L: Standard with minimum climb of 230′ per NM to 628.
Rwy 25R: Standard with minimum climb of 260′ per NM to 628.

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



NOTE: Jets only.
NOTE: For use only when nighttime noise abatement procedures are in effect.
NOTE: MISEN Transition for Las Vegas terminal area arrivals only.

NOTE: Chart not to scale.

BEALE TRANSITION (STHBY1.BEALE)
CLEEE TRANSITION (STHBY1.CLEEE)
CNERY TRANSITION (STHBY1.CNERY)
MISEN TRANSITION (STHBY1.MISEN)
OTAYY TRANSITION (STHBY1.OTAYY)
TCATE TRANSITION (STHBY1.TCATE)

STHBY ONE DEPARTURE (RNAV) (Transition Routes)
(STHBY1.STHBY) 25331
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SUMMR TWO DEPARTURE (RNAV)

(SUMMR2.SUMMR) 10OCT19

LOS ANGELES, CALIFORNIA

LOS ANGELES INTL (LAX)

(SUMMR2.SUMMR) 25331

SUMMR TWO DEPARTURE (RNAV) AL-237 (FAA)

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA

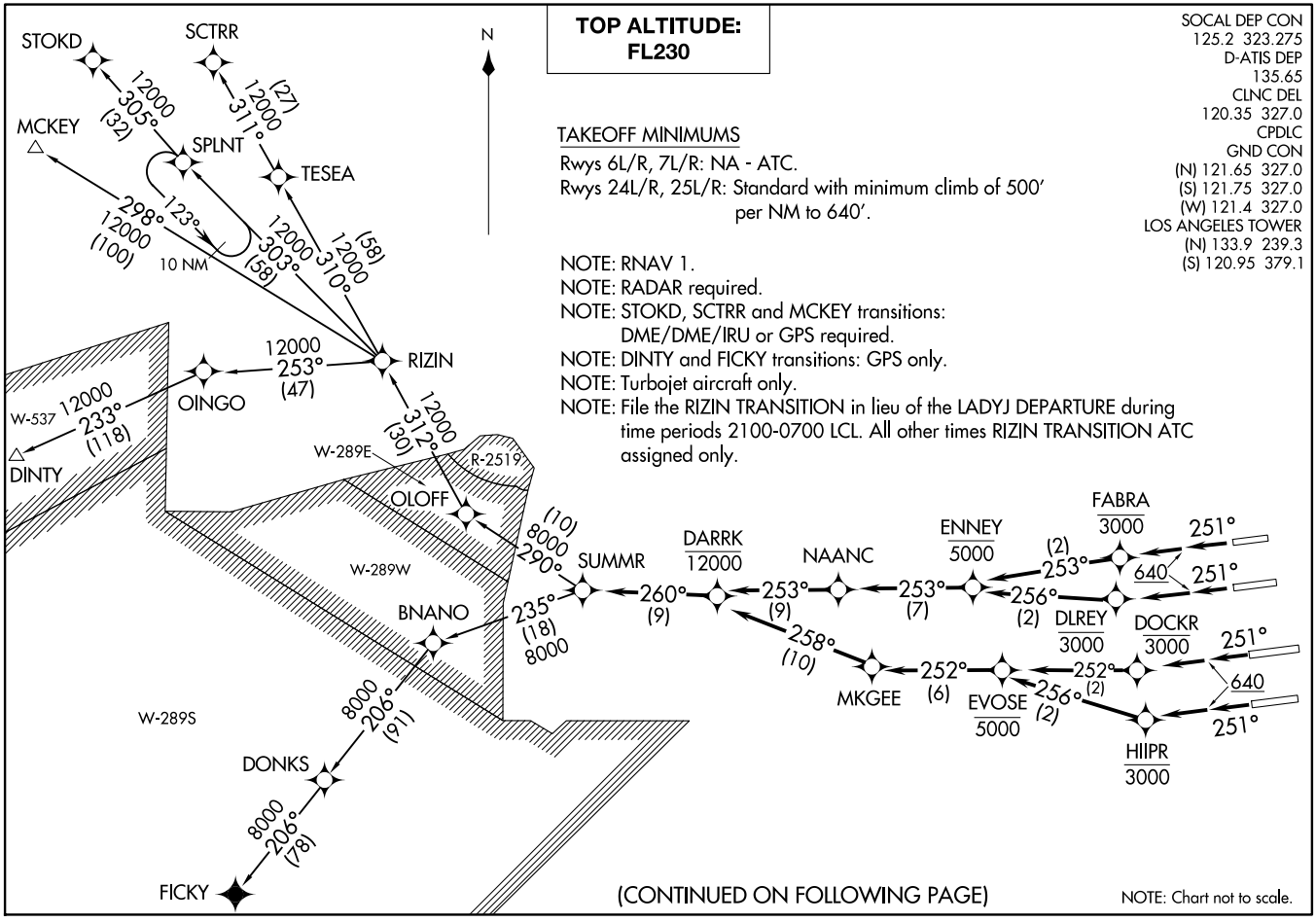
TOP ALTITUDE: FL230

SOCAL DEP CON
125.2 323.275
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

TAKEOFF MINIMUMS

Rwys 6L/R, 7L/R: NA - ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640'.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: STOKD, SCTRR and MCKEY transitions: DME/DME/IRU or GPS required.
NOTE: DINTY and FICKY transitions: GPS only.
NOTE: Turbojet aircraft only.
NOTE: File the RIZIN TRANSITION in lieu of the LADYJ DEPARTURE during time periods 2100-0700 LCL. All other times RIZIN TRANSITION ATC assigned only.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

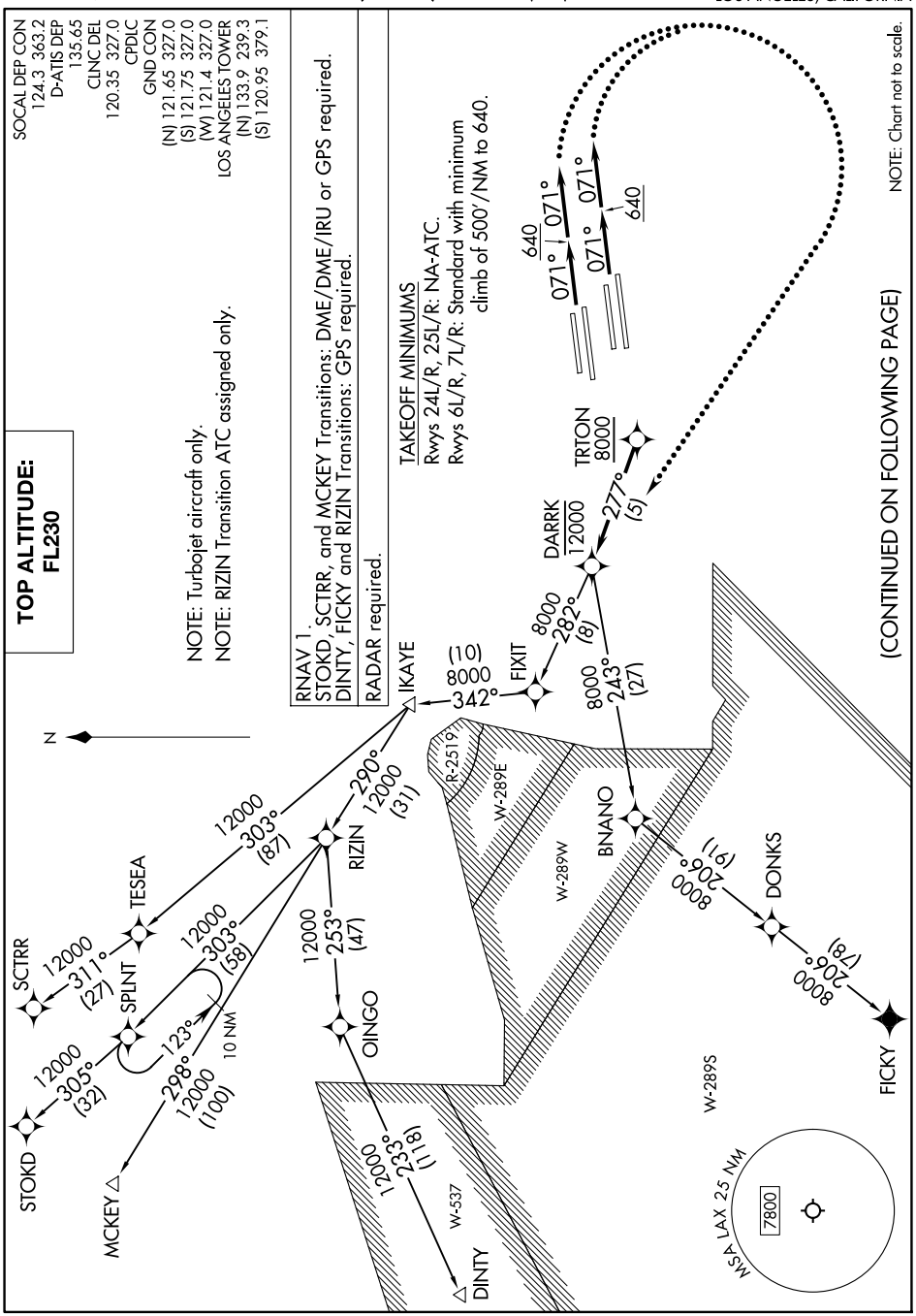
TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

DINTY TRANSITION (SUMMR2.DINTY)
FICKY TRANSITION (SUMMR2.FICKY)
MCKEY TRANSITION (SUMMR2.MCKEY)
RIZIN TRANSITION (SUMMR2.RIZIN)
SCTRR TRANSITION (SUMMR2.SCTRR)
STOKD TRANSITION (SUMMR2.STOKD)


TOP ALTITUDE: FL230
NOTE: Turbojet aircraft only.
NOTE: RIZIN Transition ATC assigned only.
RNAV 1.
STOKD, SCTRR, and MCKEY Transitions: DME/DME/IRU or GPS required.
DINTY, FICKY and RIZIN Transitions: GPS required.
RADAR required.
TAKEOFF MINIMUMS
Rwys 24L/R, 25L/R: NA-ATC.
Rwys 6L/R, 7L/R: Standard with minimum climb of 500'/NM to 640.
SOCAL DEP CON 124.3 363.2
D-ATIS DEP 135.65
CLNC DEL 120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1
N
STOKD
SCTRR
MCKEY
TESEA
SPLNT
RIZIN
OINGO
DINTY
IKAYE
FIXIT
DARRK
TRTON
BNANO
DONKS
FICKY
12000 305° (32)
12000 311° (27)
12000 303° (87)
12000 303° (58)
12000 298° (100)
12000 253° (47)
12000 233° (118)
290° 12000 (31)
(10) 8000 342°
8000 282° (8)
8000 243° (27)
8000 277° (5)
8000 206° (91)
8000 206° (78)
123°
10 NM
640
071° 071°
071° 071°
640
R-2519
W-289E
W-289W
W-289S
W-537
MSA LAX 25 NM
7800
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° to 640 then climb on heading 071°, or as assigned by ATC, for RADAR vectors to cross TRTON at or above 8000, thence . . . .

. . . . on track 277° to cross DARRK at or below 12000 then on transition. Maintain FL230. Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

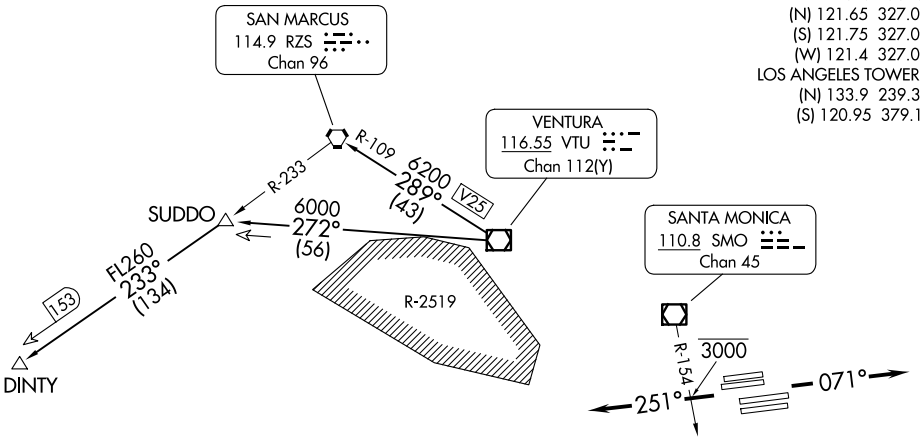
If not in contact with departure control within 5 minutes after departure, turn right and proceed direct DARRK waypoint, cross DARRK at or below 12000', climb to FL230 or filed altitude, whichever is lower, and when able proceed direct filed route or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

DINTY TRANSITION (TRTON3.DINTY)
FICKY TRANSITION (TRTON3.FICKY)
MCKEY TRANSITION (TRTON3.MCKEY)
RIZIN TRANSITION (TRTON3.RIZIN)
SCTRR TRANSITION (TRTON3.SCTRR)
STOKD TRANSITION (TRTON3.STOKD)

SW-3, 09 JUL 2026 to 03 SEP 2026

TOP ALTITUDE: ASSIGNED BY ATC

SOCAL DEP CON
125.2 323.275
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R, 24L/R, 25L/R: Standard.

NOTE: RADAR required.
NOTE: DINTY Transition: DME required.

NOTE: Chart not scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to VTU VOR/DME, thence. . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° for RADAR vectors to VTU VOR/DME, cross SMO R-154 at or below 3000, thence. . . .

. . . .on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

DINTY TRANSITION (VTU8.DINTY): From over VTU VOR/DME on VTU R-272 to SUDDO INT then on RZS R-233 to DINTY.

SAN MARCUS TRANSITION (VTU8.RZS): From over VTU VOR/DME on VTU R-289 and RZS R-109 to RZS VORTAC.

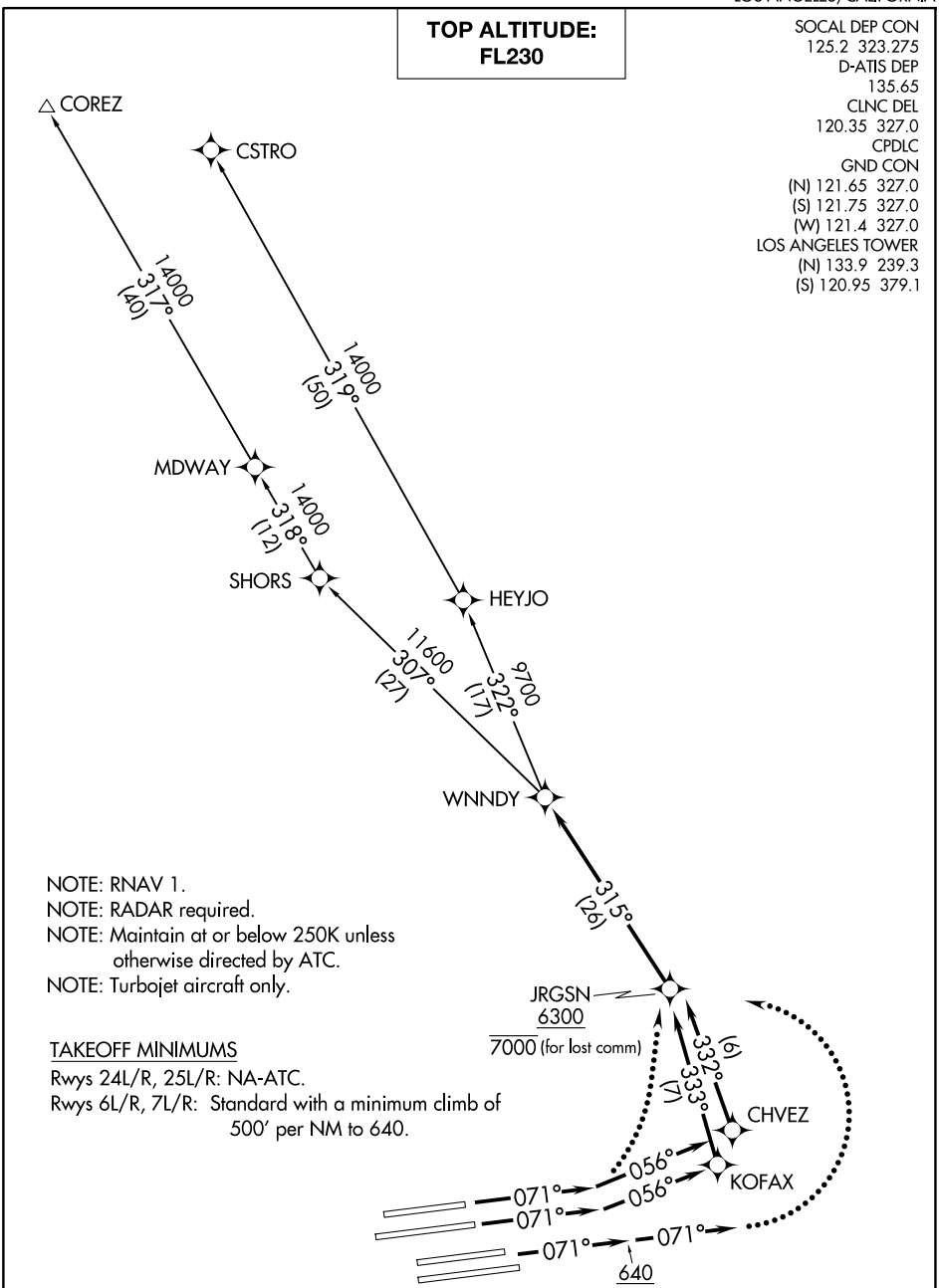
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(WNNDY3.WNNDY) 25331

WNNDY THREE DEPARTURE (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WNNDY THREE DEPARTURE (RNAV)

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

(WNNDY3.WNNDY) 03JAN19

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb heading 071° to intercept course 056° to CHVEZ, then on track 332° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

TAKEOFF RUNWAY 6R: Climb heading 071° to intercept course 056° to KOFAX, then on track 333° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

TAKEOFF RUNWAYS 7L/R: Climb heading 071° to 640, then on heading 071° or as assigned by ATC, for vectors to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence. . . .

. . . .on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

If not in contact with departure control within 5 minutes after departure, turn left and proceed direct JRGSN WP, cross JRGSN at or below 7000. Climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

COREZ TRANSITION (WNNDY3.COREZ)

CSTRO TRANSITION (WNNDY3.CSTRO)

SW-3, 09 JUL 2026 to 03 SEP 2026

ZILLI FIVE DEPARTURE (RNAV)

(ZILLI5.ZILLI) 23FEB23

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SOCAL DEP CON
124.3 363.2
D-ATIS DEP
135.65
CLNC DEL
120.35 327.0
CPDLC
GND CON
(N) 121.65 327.0
(S) 121.75 327.0
(W) 121.4 327.0
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1

RNAV 1- GPS.
RADAR required.

TOP ALTITUDE: 14000

N

FABRA 3000
ENNEY 5000
NAANC
DLREY 3000
DOCKR 3000
WEILR 5000
ADORE 5000
HIIPR 3000
TANDY
SHAEF
ZILLI
LAUER 9000
BEAUT
PLLUT
RIFFT
DUNZL
MALIT
IGOTT
GROGU
FICKY

251° 640 251°
(2) 253° 256° (2)
253° (7)
251° 640 251°
(5) 218° 220° (2)
172° (11)
203° (8) 219° (5) 221° (2)
175° (4)
5500 *2500 175° (16)
5500 *4100 147° (24)
5500 *2200 214° (19)
5500 *3800 216° (22)
5500 *2200 214° (53)
5500 *1200 216° (53)
5500 *1200 213° (47)
5500 *1200 225° (46)
5500 *1200 229° (59)

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: NA-ATC.
Rwys 24L/R, 25L/R: Standard with minimum climb of 500' per NM to 640.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.
NOTE: Rwy 24L/R Departures: Expect RADAR vector to TANDY, ZILLI, LAUER, or BEAUT prior to NAANC.
NOTE: Some aircraft may be RADAR vectored to TANDY, ZILLI, LAUER, or BEAUT.
NOTE: GROGU Transition ATC assigned only. Do not file.
NOTE: Expect GROGU Transition when W292E in use.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ZILLI FIVE DEPARTURE (RNAV)
(ZILLI5.ZILLI) 25331
LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence . . . .

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence . . . .

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to ZILLI, thence . . . .

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to ZILLI, thence . . . .

. . . . on (transition). Maintain 14000, expect filed altitude five minutes after departure.

FICKY TRANSITION (ZILLI5.FICKY)
GROGU TRANSITION (ZILLI5.GROGU)

SW-3, 09 JUL 2026 to 03 SEP 2026

LOS ANGELES, CALIFORNIA AL-9132 (FAA) 26078

APP CRS	Rwy Ldg	3181
109°	TDZE	998
	Apt Elev	1003

RNAV (GPS) RWY 12

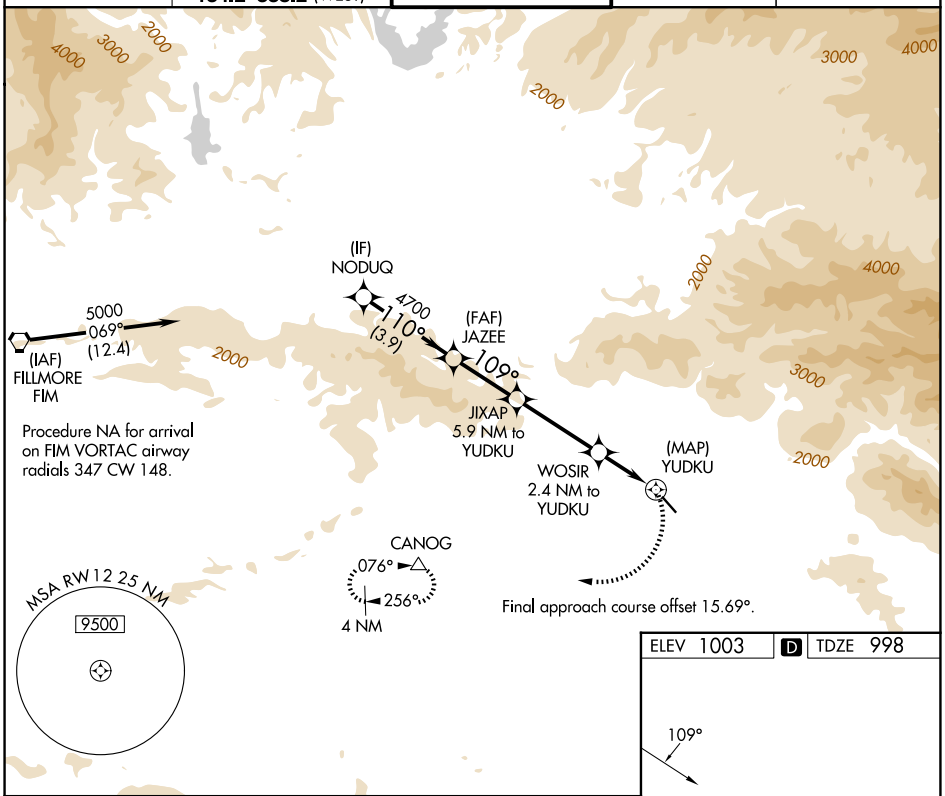
WHITEMAN (WHP)

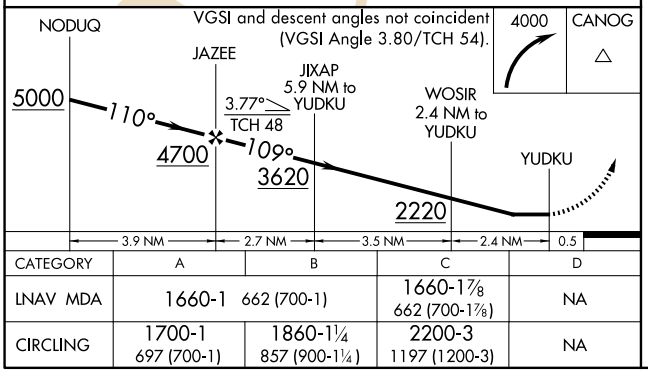
RNP APCH.

NA — Procedure NA at night. When local altimeter setting not received, use Burbank altimeter setting. Rwy 12 helicopter visibility reduction below 1 SM NA.

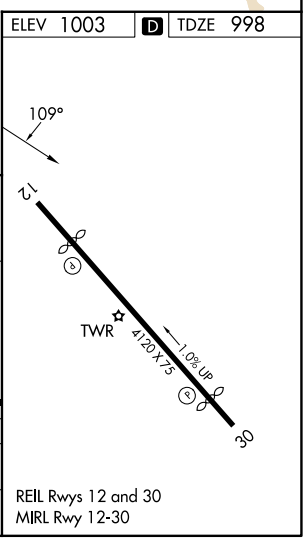
MISSED APPROACH: Climbing right turn to 4000 direct CANOG and hold.

ATIS	SOCAL APP CON	WHITEMAN TOWER ★	GND CON	UNICOM
132.1	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	135.0 (CTAF)	125.0	122.95





CATEGORY	A	B	C	D
LNAV MDA	1660-1	662 (700-1)	1660-1⅞ 662 (700-1⅞)	NA
CIRCLING	1700-1 697 (700-1)	1860-1¼ 857 (900-1¼)	2200-3 1197 (1200-3)	NA



LOS ANGELES, CALIFORNIA
Orig-A 30JAN20

34°16′N-118°25′W

WHITEMAN (WHP)

RNAV (GPS) RWY 12

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

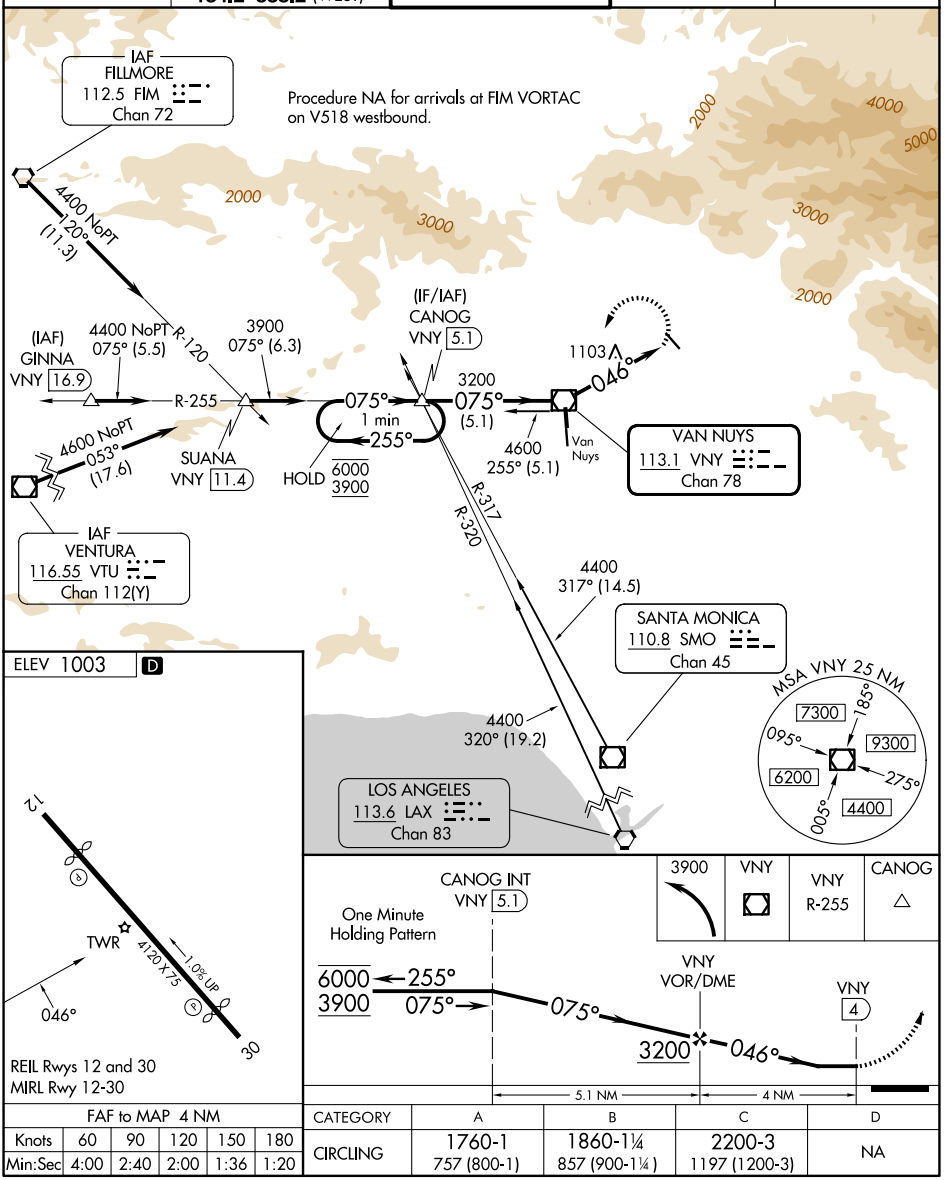
VOR/DME VNY	APP CRS	Rwy Ldg	N/A
113.1	046°	TDZE	N/A
Chan 78		Apt Elev	1003

VOR-A
WHITEMAN (WHP)

When local altimeter setting not received, use Burbank altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3900 direct VNY VOR/DME then on VNY VOR/DME R-255 to CANOG INT/ 5.1 DME and hold.

ATIS	SOCAL APP CON	WHITEMAN TOWER ★	GND CON	UNICOM
132.1	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	135.0 (CTAF)	125.0	122.95



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	1760-1 757 (800-1)	1860-1¼ 857 (900-1¼)	2200-3 1197 (1200-3)	NA

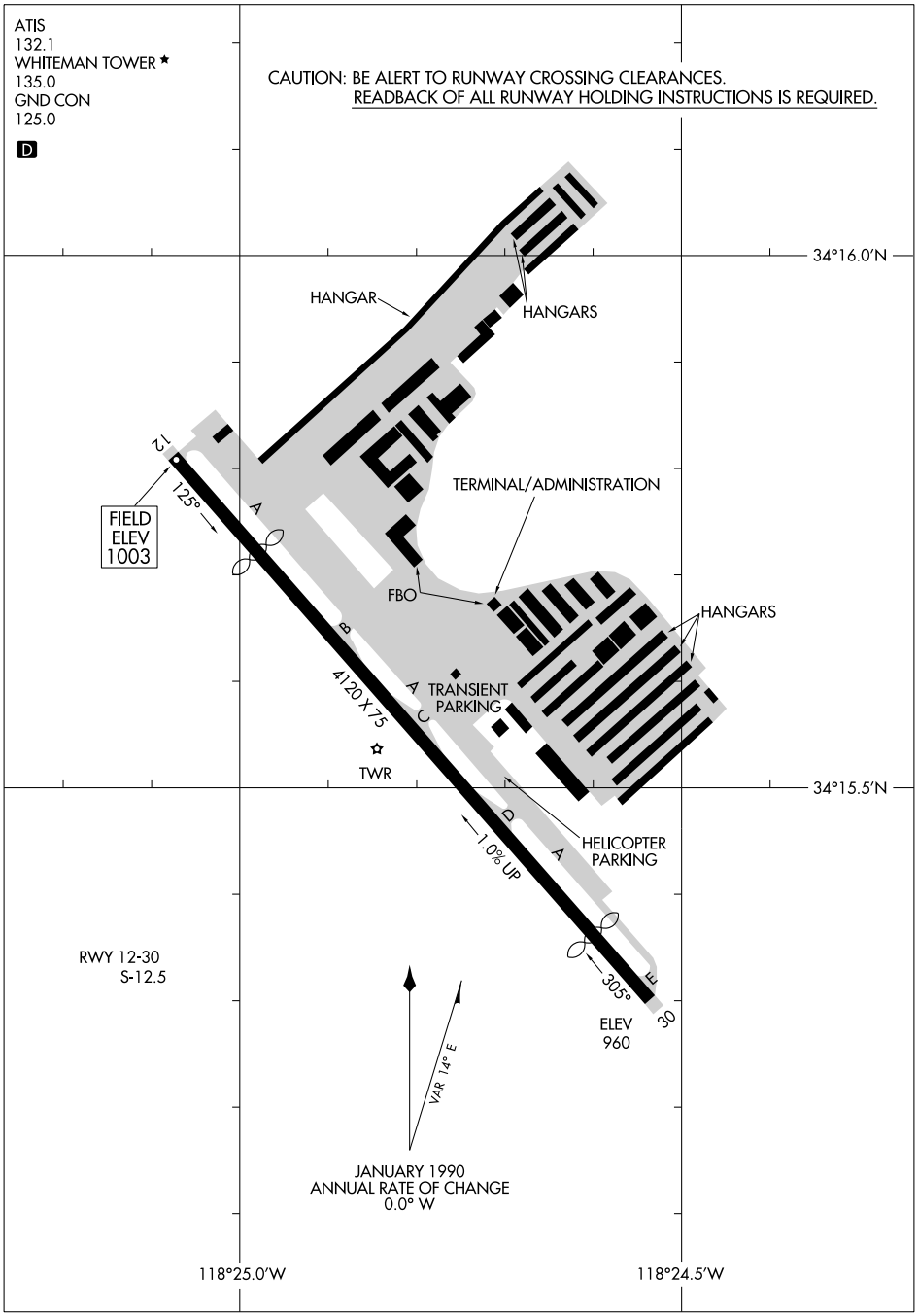
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

AL-9132 (FAA)

WHITEMAN (WHP)
LOS ANGELES, CALIFORNIA



AIRPORT DIAGRAM
26134

LOS ANGELES, CALIFORNIA
WHITEMAN (WHP)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

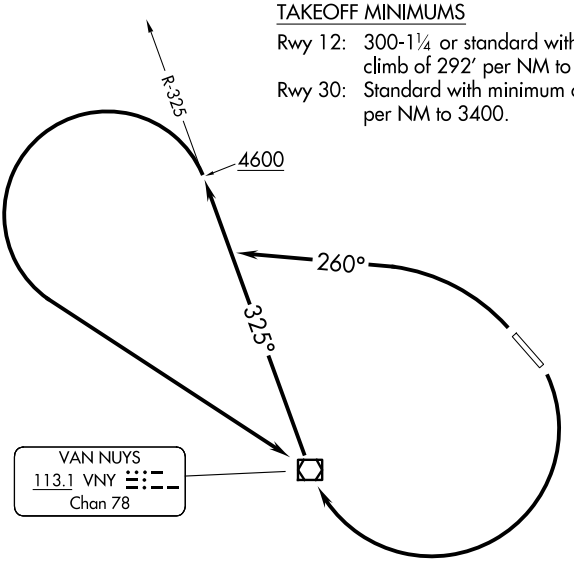
WHITEMAN ONE DEPARTURE (OBSTACLE)

AL-9132 (FAA)

ATIS
132.1
GND CON
125.0
WHITEMAN TOWER ★
135.0 (CTAF)
SOCAL APP CON
120.4 360.6 (NORTH)
134.2 338.2 (WEST)
UNICOM
122.95

TAKEOFF MINIMUMS

Rwy 12: 300-1¼ or standard with minimum climb of 292′ per NM to 1300.
Rwy 30: Standard with minimum climb of 366′ per NM to 3400.



TAKEOFF OBSTACLE NOTES

Rwy 12: Pole beginning 34′ from DER, 276′ right of centerline, up to 20′ AGL/979′ MSL.
Building 180′ from DER, 9′ left of centerline, 22′ AGL/978′ MSL.
Tower, pole beginning 489′ from DER, 278′ right of centerline, up to 60′ AGL/1012′ MSL.
Stack 1 NM from DER, 1131′ left of centerline, 250′ AGL/1183′ MSL.
Rwy 30: Pole 29′ from DER, 277′ left of centerline, 20′ AGL/1024′ MSL.
Pole 152′ from DER, 282′ left of centerline, 20′ AGL/1025′ MSL.
Pole 262′ from DER, 282′ left of centerline, 20′ AGL/1027′ MSL.
Pole 372′ from DER, 283′ left of centerline, 20′ AGL/1028′ MSL.
Pole beginning 482′ from DER, 282′ left of centerline, up to 20′ AGL/1029′ MSL.
Pole 703′ from DER, 283′ left of centerline, 20′ AGL/1030′ MSL.
Pole 812′ from DER, 283′ left of centerline, 20′ AGL/1031′ MSL.
Pole beginning 922′ from DER, 283′ left of centerline, up to 20′ AGL/1032′ MSL.
Pole 1141′ from DER, 283′ left of centerline, 20′ AGL/1033′ MSL.
Tower 1700′ from DER, 511′ right of centerline, 49′ AGL/1075′ MSL.
Tower 3532′ from DER, 1118′ right of centerline, 54′ AGL/1098′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn direct VNY VOR/DME, then on VNY R-325 to 4600, thence . . . .

TAKEOFF RUNWAY 30: Climbing left turn heading 260° and on VNY VOR/DME R-325 to 4600, thence . . . .

. . . . climbing left turn direct VNY VOR/DME to depart VNY VOR/DME at or above MEA for route of flight.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA

ILS or LOC X RWY 32

MARCH ARB (KRIV)

LOC I-RIV	APCH CRS	Rwy Idg / TDZE / Arpt Elev
110.1	315°	13,302 / 1497 / 1536

AL-348 [USAF]

ALSF-1

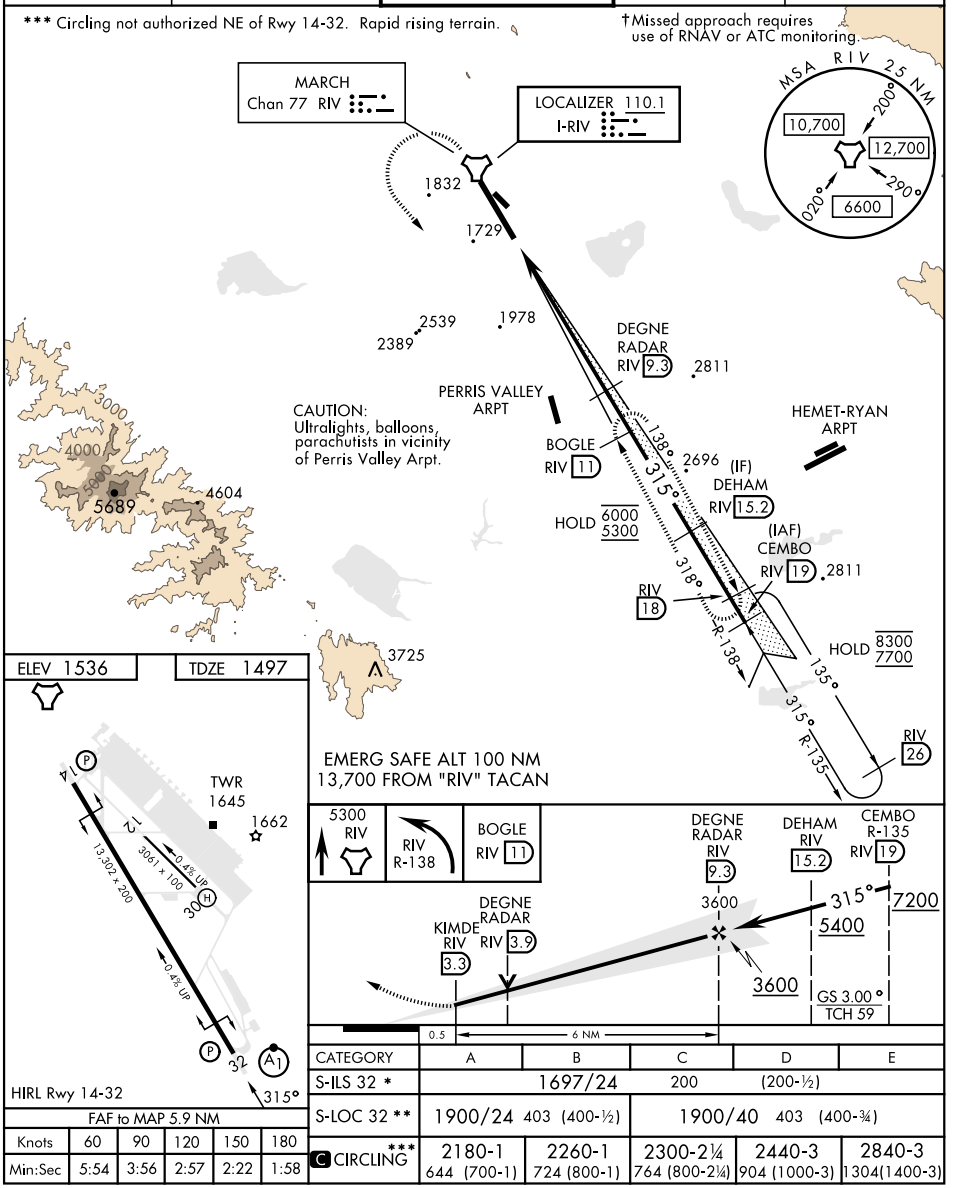
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile and CAT CDE RVR to 60 and vis to 1⅛ miles.

† MISSED APPROACH: Climb to 5300 direct RIV TACAN, then turn left to intercept RIV R-138 direct BOGLE, continue climb in hold to 5300.

ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7

*** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

†Missed approach requires use of RNAV or ATC monitoring.



HIRL Rwy 14-32

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	E
S-ILS 32 *	1697/24		200	(200-½)	
S-LOC 32 **	1900/24 403 (400-½)		1900/40 403 (400-¾)		
C CIRCLING ***	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2¼ 764 (800-2¼)	2440-3 904 (1000-3)	2840-3 1304(1400-3)

RIVERSIDE, CALIFORNIA
Amdt 10 08NOV18

33°53′N-117°16′W

MARCH ARB (KRIV)

ILS or LOC X RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA

ILS or LOC Y RWY 32

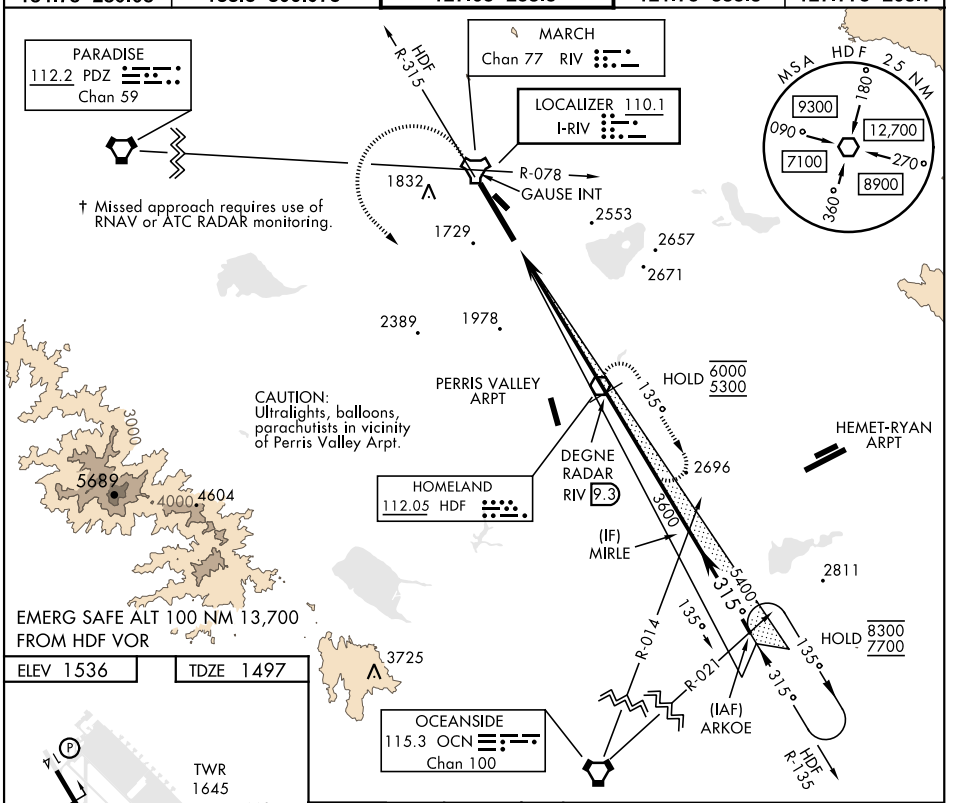
LOC I-RIV	APCH CRS	Rwy ldg 13,302 TDZE 1497 Arpt Elev 1536	AL-348 [USAF]	MARCH ARB (KRIV)
110.1	315°			

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
*** Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

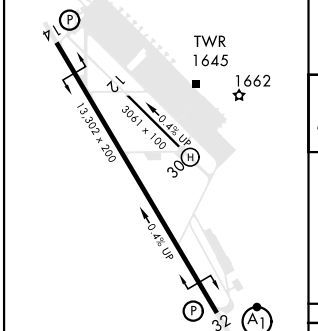
ALSF-1 (A1)

† MISSED APPROACH: Climb to 5300 on HDF VOR R-315 to GAUSE, turn left direct HDF continue climb in hold to 5300.

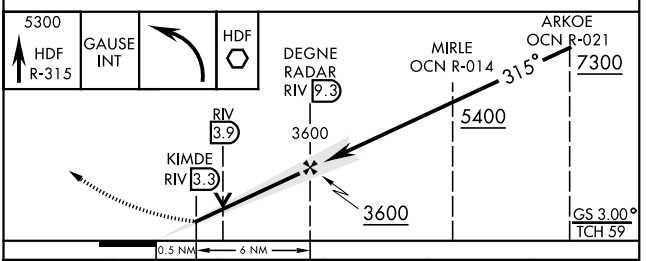
ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7



ELEV 1536 | TDZE 1497



HIRL Rwy 14-32



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	E
S-ILS 32 *	1697/24		200		(200-½)
S-LOC 32 **	1900/24 403 (400-½)		1900/40 403 (400-¾)		
C CIRCLING ***	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2¼ 764 (800-2¼)	2440-3 904 (1000-3)	2840-3 1304(1400-3)

RIVERSIDE, CALIFORNIA — 33°53'N-117°16'W — MARCH ARB (KRIV)

Amdt 9 23APR20

ILS or LOC Y RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

23110

RIVERSIDE, CALIFORNIA

RNAV (GPS) RWY 14

WAAS	APCH CRS	Rwy ldg	13,302
CH 91363	135°	TDZE	1536
W14A		Arpt Elev	1536

AL-348 (USAF)

MARCH ARB (KRIV)

RNP APCH

T * Circling NA NE of Rwy 14-32. Rapid rising terrain.

MISSED APPROACH: Climb to 2300 then climbing right turn direct ZALUR and hold, continue climb in hold to 7700.

ATIS	APP CON/DEP CON*	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7

For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 54°C (130°F).

1896 (IAF) TENRE 6000

4000 195° (7.2)

(IF) WUNKA

3200 135° (4.4)

1929 2028

(FAF) HIRVO

2213

1596 RW14

1832

1730

1834

1978

HOLD 8300 7700

138°

318°

7 NM

ZALUR

PERRIS VALLEY

CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

MSA RW14 25 NM

12,700

EMERG SAFE ALT 100 NM 13,700

7110

5000

3000

2300 7700 ZALUR

TENRE 6000 195° WUNKA 4000 135° HIRVO 3200 2.8 NM to RW14 RW14

GP 2.70° TCH 56

5.6 NM

ELEV 1536 TDZE 1536

135° 1565

BCN TWR

3061 x 100 0.4% UP

13,302 x 200 0.4% DOWN

14 32 H

HIRL Rwy 14-32

CATEGORY	A	B	C	D
LPV DA	1756/40		220	(300-¾)
LNAV/VNAV DA	2080-1⅞		544	(600-1⅞)
LNAV MDA	2380/55 844 (900-1)	2380-1¼ 844 (900-1¼)	2380-2½ 844 (900-2½)	
C CIRCLING*	2380-1¼ 844 (900-1¼)		2380-2½ 844 (900-2½)	2440-3 904 (1000-3)

RIVERSIDE, CALIFORNIA

33°53'N - 117°16'W

MARCH ARB (KRIV)

Amdt 7 24MAR22

TERPS

RNAV (GPS) RWY 14

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA

RNAV (GPS) RWY 32

WAAS CH 91364 W32A	APCH CRS 315°	Rwy ldg 13,302 TDZE 1497 Arpt Elev 1536

AL-348 (USAF)

MARCH ARB (KRIV)

RNP APCH

* When ALS inop increase CAT ABCD RVR to 40, vis to 3/4 mile.
** When ALS inop increase CAT ABCD RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2100 then climbing left turn to 5500 direct NOKDE and hold, continue climb in hold to 5500.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7

*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.

**** Circling NA NE of Rwy 14-32. Rapid rising terrain.

MSA RW32 25 NM
12,700

5 NM
086°
266°
NOKDE
HOLD 6100 5500

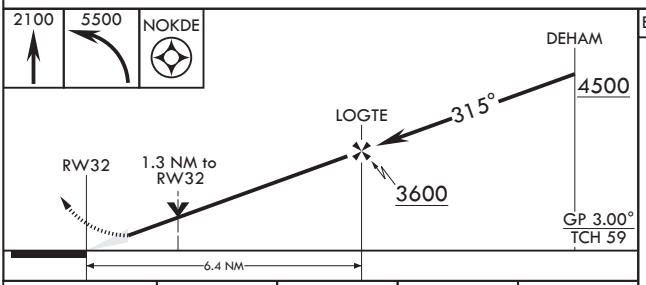
1832
RW32
1978
(FAF) LOGTE
1474
3600
315° (6)
2546
PERRIS VALLEY
HEMET RYAN
4500
253° (6.9)
(IF) DEHAM
(IAF) GUMSE 5000
2661
4500
017° (6.6)
2270
(IAF) GOOBR 5000

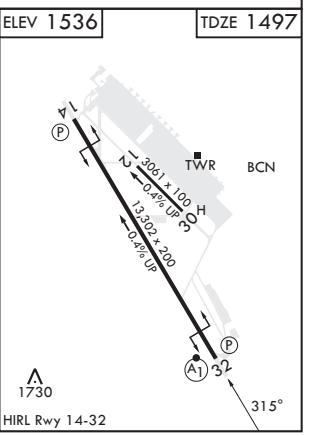
CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Arpt.

For uncompensated Baro-VNAV systems, Procedure NA below -18°C (0°F) or above 54°C (130°F).

3000
4000
5000
5630

EMERG SAFE ALT 100 NM 13,700





CATEGORY	A	B	C	D
LPV DA*	1697/24	200 (200-½)		
LNAV/VNAV DA**	1909/40	412 (400-¾)		
LNAV MDA***	1960/24 463 (500-½)		1960/50 463 (500-1)	
C CIRCLING****	2180-1 664 (700-1)	2260-1 724 (800-1)	2300-2¼ 764 (800-2¼)	2440-3 904 (1000-3)

RIVERSIDE, CALIFORNIA

Amdt 6 31JAN19

33°53'N - 117°16'W

MARCH ARB (KRIV)

RNAV (GPS) RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA

VOR Y RWY 32

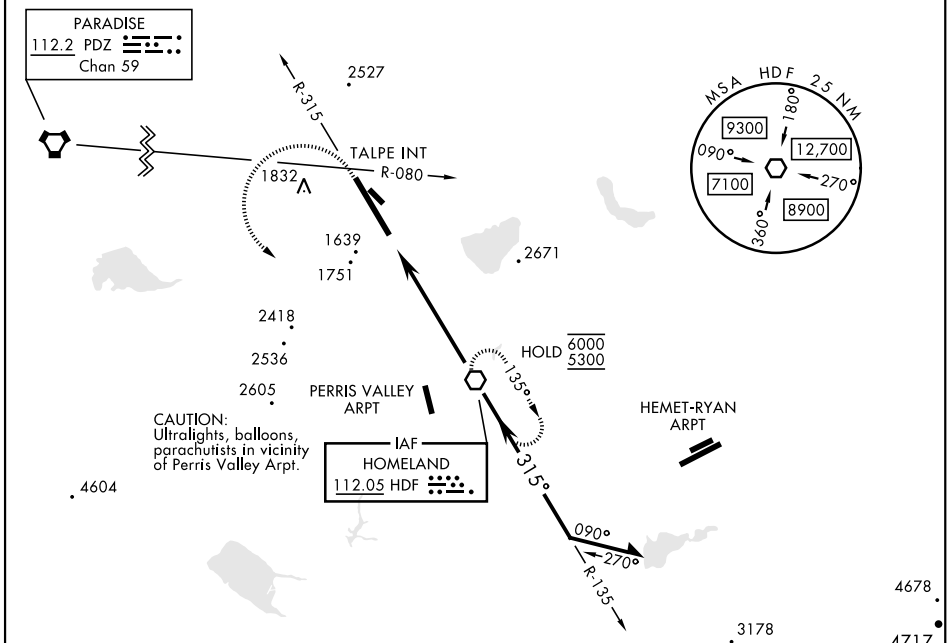
VOR HDF	APCH CRS	Rwy ldg 13,302 / TDZE 1497 / Arpt Elev 1536	AL-348 [USAF]	MARCH ARB (KRIV)
112.05	315°			

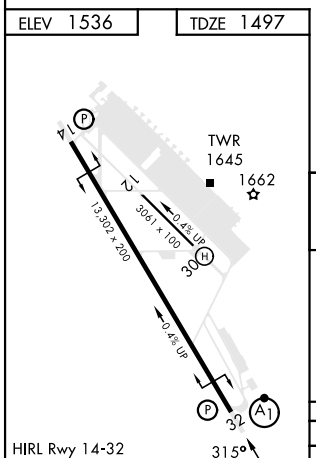
*When ALS inop, increase CAT AB RVR to 60 and vis to 1⅛ mile, CAT CDE vis to 1⅝ miles.
**Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

ALSF-1

MISSED APPROACH: Climb to 5300 on HDF VOR R-315 to TALPE, then turn left direct HDF continue climb-in-hold to 5300.

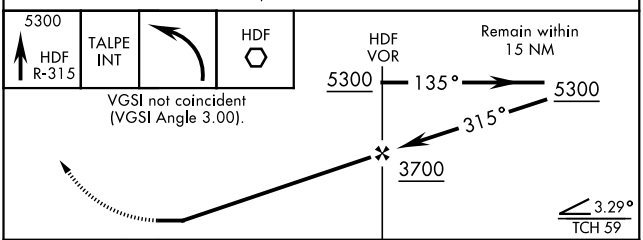
ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7





HIRL Rwy 14-32

EMERG SAFE ALT 100 NM 13,700



FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-32*	2040/40 543 (600-¾)		2040/60 543 (600-1⅛)		
C CIRCLING**	2180-1⅛ 644 (700-1⅛)	2260-1⅛ 724 (800-1⅛)	2300-2¼ 764 (800-2¼)	2440-3 904 (1000-3)	2840-3 1304(1400-3)

RIVERSIDE, CALIFORNIA — 33°53'N-117°16'W — MARCH ARB (KRIV)

Amdt 15 19MAY22

VOR Y RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA

TACAN Y RWY 14

TACAN	APCH CRS	Rwy ldg	13,302
Chan 77 RIV	106°	TDZE	1536
		Arpt Elev	1536

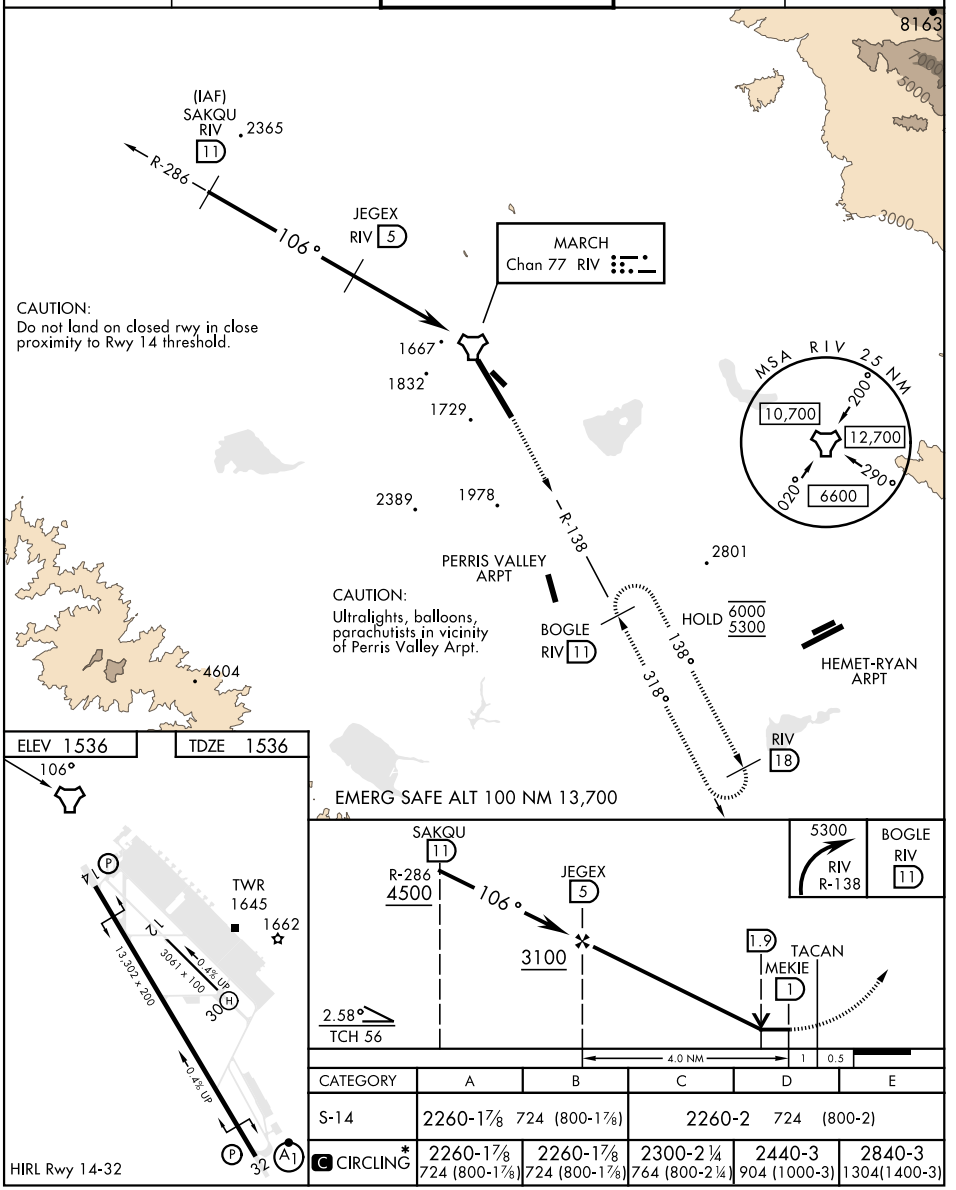
AL-348 [USAF]

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 to climb in hold to 5300.

ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7



CATEGORY	A	B	C	D	E
S-14	2260-1⅞ 724 (800-1⅞)		2260-2 724 (800-2)		
C CIRCLING *	2260-1⅞ 724 (800-1⅞)	2260-1⅞ 724 (800-1⅞)	2300-2¼ 764 (800-2¼)	2440-3 904 (1000-3)	2840-3 1304(1400-3)

RIVERSIDE, CALIFORNIA

33°53'N-117°16'W

MARCH ARB (KRIV)

Amdt 10 02FEB17

TACAN Y RWY 14

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA

TACAN Y RWY 32

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
RIV Chan 77	318°	13,302	1497	1536

AL-348 [USAF]

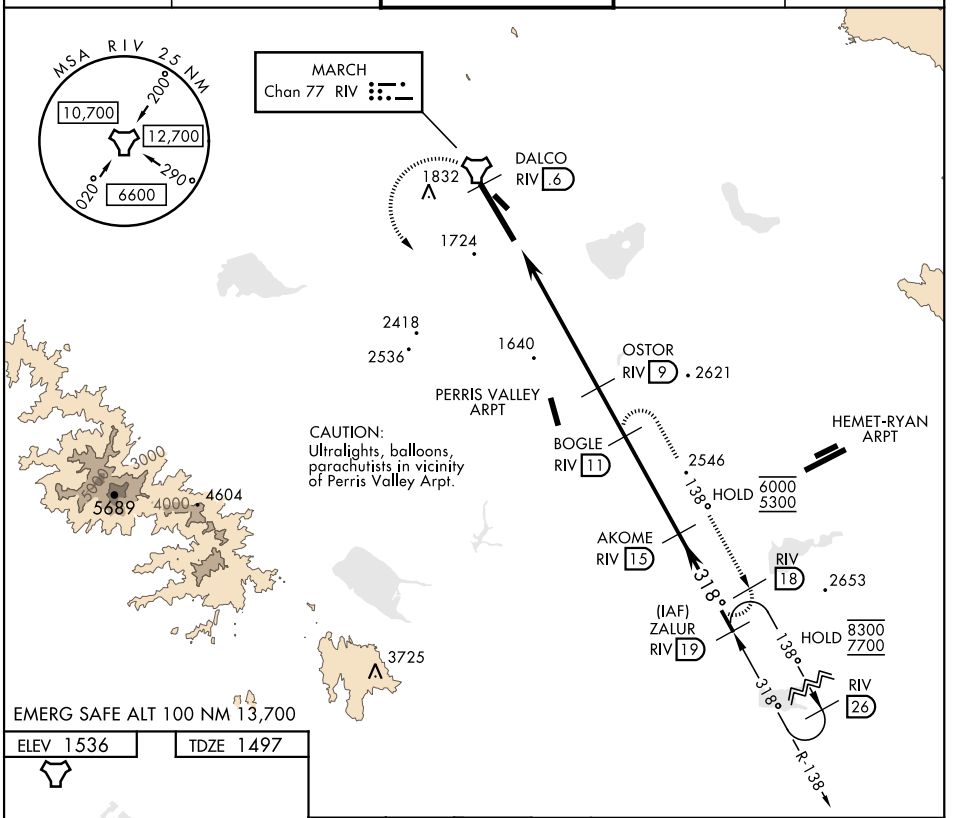
MARCH ARB (KRIV)

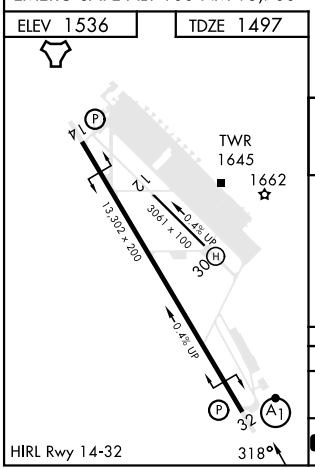
▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.
**Circling not authorized NE of Rwy 14-32. Rapid rising terrain.

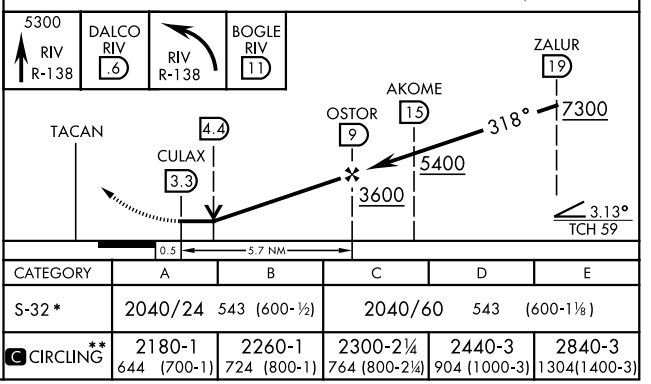
ALSF-1 (A1)

MISSED APPROACH: Climb to 5300 on RIV TACAN R-138 to DALCO, then turn left to intercept RIV R-138 direct BOGLE, continue climb in hold to 5300.

ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL
134.75 239.05	133.5 306.975	127.65 253.5	121.75 335.8	127.775 268.7







CATEGORY	A	B	C	D	E
S-32*	2040/24 543 (600-½)		2040/60 543 (600-1⅛)		
C CIRCLING**	2180-1 644 (700-1)	2260-1 724 (800-1)	2300-2¼ 764 (800-2¼)	2440-3 904 (1000-3)	2840-3 1304(1400-3)

RIVERSIDE, CALIFORNIA

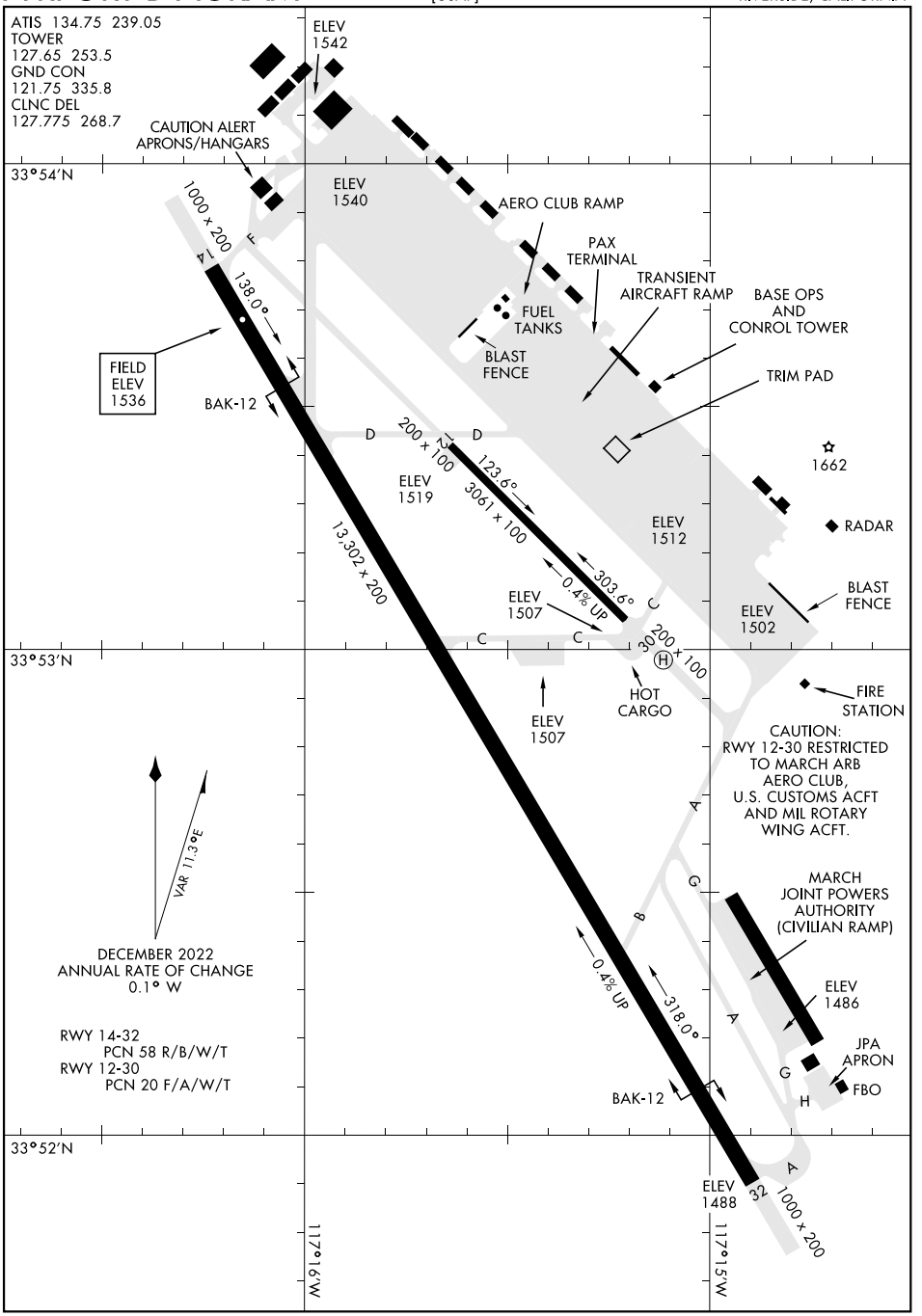
33°53′N-117°16′W

MARCH ARB (KRIV)

Amdt 14 02FEB17

TACAN Y RWY 32

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

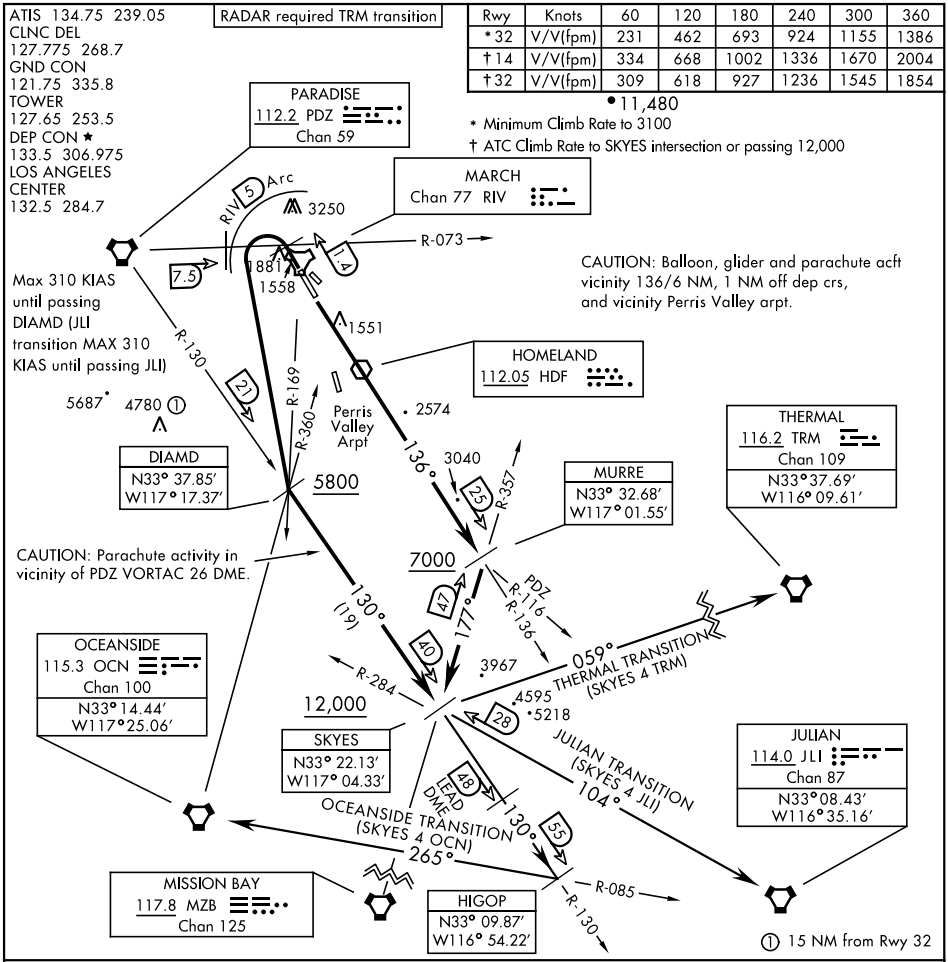
25079

MARCH ARB (KRIV)

SKYES-FOUR DEPARTURE (SKYES 4.SKYES)

[USAF]

RIVERSIDE, CALIFORNIA



Rwy	Knots	60	120	180	240	300	360
*32	V/V(fpm)	231	462	693	924	1155	1386
†14	V/V(fpm)	334	668	1002	1336	1670	2004
†32	V/V(fpm)	309	618	927	1236	1545	1854

•11,480

* Minimum Climb Rate to 3100

† ATC Climb Rate to SKYES intersection or passing 12,000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb via RIV TACAN R-136 or climb direct HDF VOR, then via HDF R-136 to MURRE, intercept MZB VORTAC R-357 to SKYES, cross MURRE at or above 7000, and SKYES at or above 12,000. Thence via transition or assigned route.

TAKEOFF RWY 32: Climb on track 315°, then turn left crossing PDZ VORTAC R-073/RIV TACAN 1.4 DME direct DIAMD, proceed no closer than 7.5 DME PDZ. Remain within 5 DME RIV. Cross DIAMD at or above 5800. Intercept PDZ R-130 to SKYES, cross SKYES at or above 12,000. Thence via transition or assigned route.

JULIAN TRANSITION (SKYES 4 JLI): From over SKYES via JLI VORTAC R-284 direct JLI. MAX 310 KIAS until passing JULIAN VORTAC.

OCEANSIDE TRANSITION (SKYES 4 OCN): From over SKYES via PDZ VORTAC R-130 direct HIGOP, intercept OCN VORTAC R-085 direct OCN.

THERMAL TRANSITION (SKYES 4 TRM): From over SKYES track 059° to TRM. (Radar required)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

ILS Y or LOC/DME Y RWY 24R

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

LOC/DME I-NKX	APCH CRS		24L	24R
111.15	243°	Rwy ldg	8001	12,000
Chan 48(Y)		TDZE	477	475
		Arpt Elev	477	477

[USN]

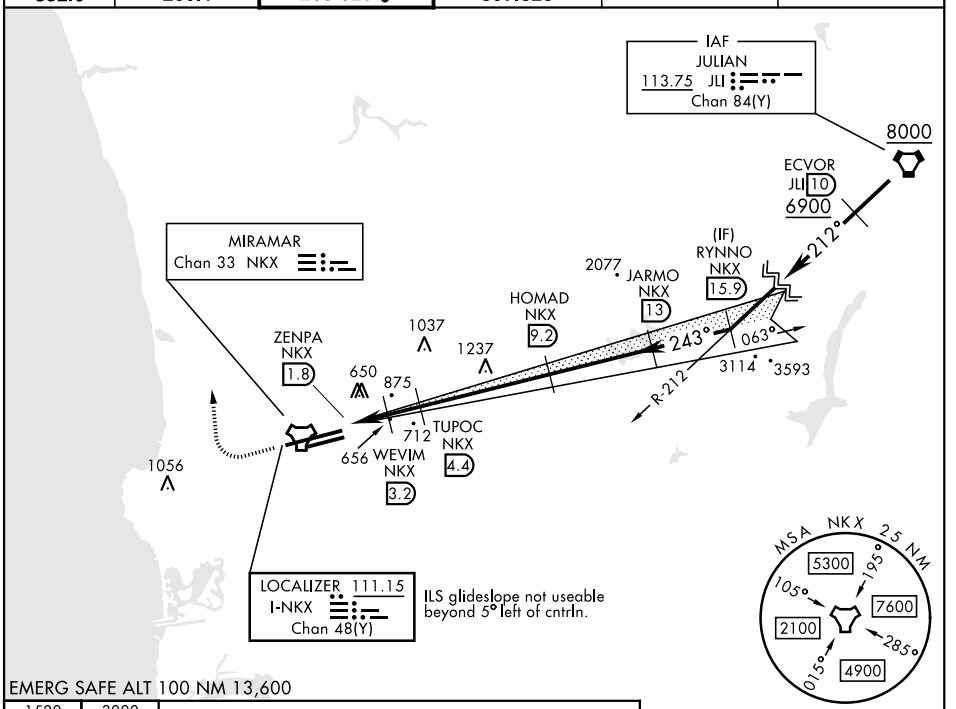
TACAN or RADAR required

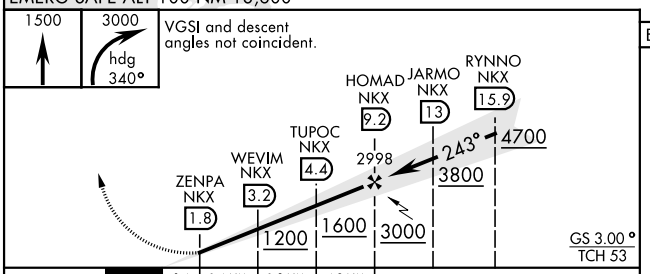
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** CAT E circling not authorized S of Rwy 6R-24L.

ALSF-1

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 340°. Expect radar vectors.

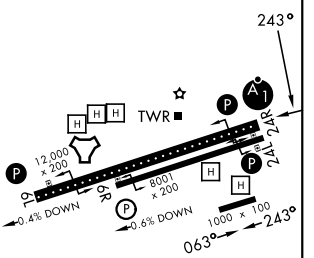
ATIS ★	SOCAL APP CON	FOSS TOWER ★	GND CON	LA CENTER	ASR/ PAR
133.475 352.0	132.2 269.1	135.2 298.925 (L)	128.625 307.325	291.7	





ELEV 477

TDZE 24L 477
TDZE 24R 475



CATEGORY	A	B	C	D	E
S-ILS 24R*	675 - ½		200 (200-½)		
S-LOC 24R**	920- ½ 445 (500-½)		920- ⅞ 445 (500- ⅞)		
SIDESTEP 24L	920-1 443 (500-1)		920-1½ 443 (500-1½)	920-2 443 (500-2)	
CIRCLING***	940-1 463 (500-1)	960-1 483 (500-1)	960-1½ 483 (500-1½)	1180-2¼ 703 (800-2¼)	1360-3 883 (900-3)

HIRL Rwy 6L-24R (L)
HIRL Rwy 6R-24L

SAN DIEGO, CALIFORNIA 32°52'N-117°09'W MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Orig 14JUL22

ILS Y or LOC/DME Y RWY 24R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

ILS Z or LOC/DME Z RWY 24R

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

[USN]

LOC/DME I-NKX	APCH CRS		24L	24R
111.15	243°	Rwy ldg	8001	12,000
Chan 48(Y)		TDZE	477	475
		Arpt Elev	477	477

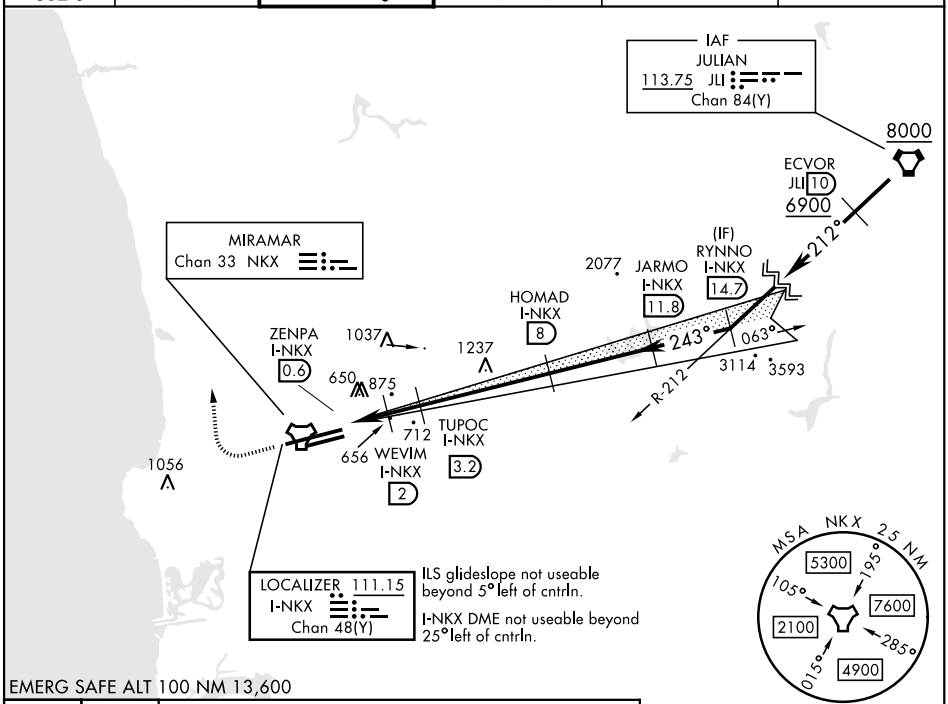
DME and RADAR required

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** CAT E circling not authorized S of Rwy 6R-24L.

ALSF-1

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 340°. Expect radar vectors.

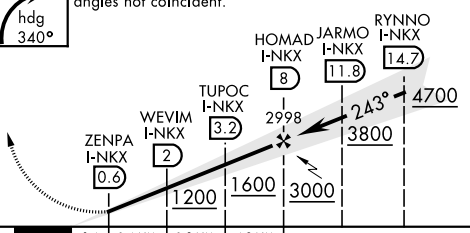
ATIS ★	SOCAL APP CON	FOSS TOWER ★	GND CON	LA CENTER	ASR/ PAR
133.475	132.2	135.2	128.625	291.7	
352.0	269.1	298.925 (L)	307.325		



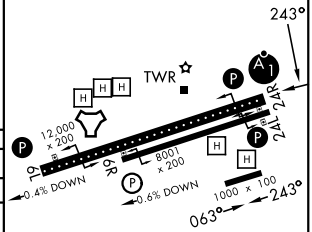
EMERG SAFE ALT 100 NM 13,600

1500 | 3000 hdg 340°

VGSI and descent angles not coincident.



ELEV	477
TDZE 24L	477
TDZE 24R	475



CATEGORY	A	B	C	D	E
S-ILS 24R*	675 - ½		200	(200-½)	
S-LOC 24R**	920- ½ 445 (500-½)		920- ⅞ 445 (500- ⅞)		
SIDESTEP 24L	920-1 443 (500-1)		920-1½ 443 (500-1½)	920-2 443 (500-2)	
CIRCLING***	940-1 463 (500-1)	960-1 483 (500-1)	960-1½ 483 (500-1½)	1180-2¼ 703 (800-2¼)	1360-3 883 (900-3)

HIRL Rwy 6L-24R (L)
HIRL Rwy 6R-24L

SAN DIEGO, CALIFORNIA 32°52′N-117°09′W MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Amdt 1 29DEC22

ILS Z or LOC/DME Z RWY 24R

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

RNAV (GPS) RWY 24L

WAAS	APCH CRS	Rwy Idg	8001
CH 54028	243°	TDZE	477
W24A		Arpt Elev	477

[USN] MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

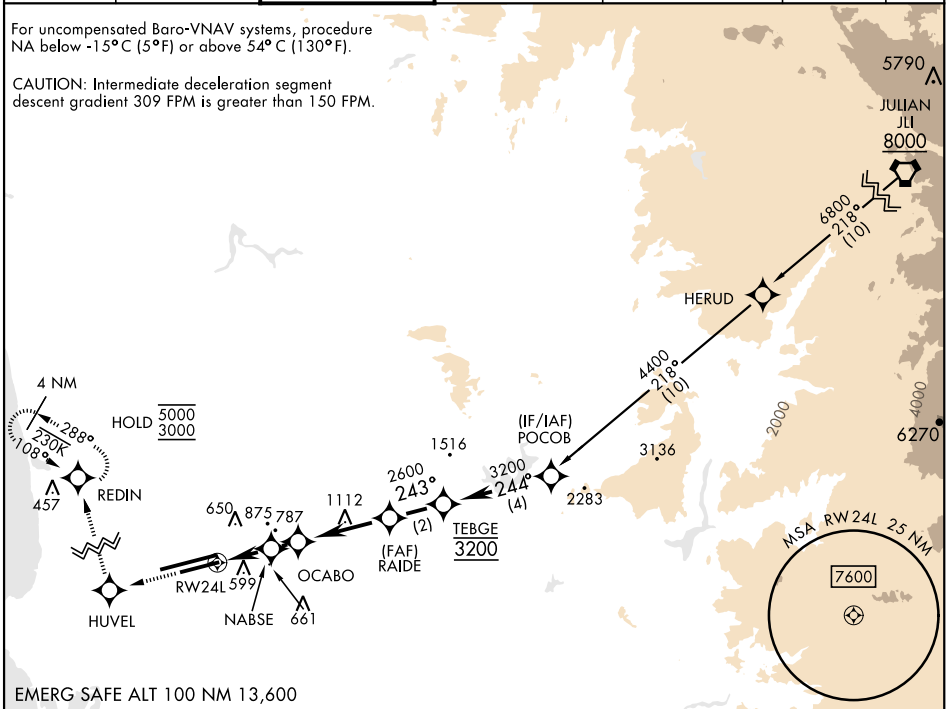
RNP APCH

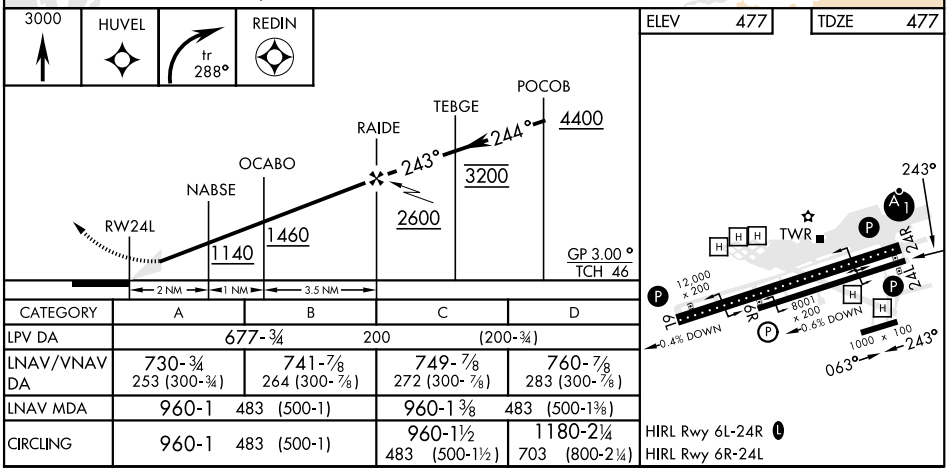
MISSED APPROACH: Climb to 3000 direct HUVEL, 288° track to REDIN and hold.

ATIS ★	SOCAL APP CON	FOSS TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/PAR
133.475 352.0	132.2 269.1	135.2 298.925 L	128.625 307.325	125.975 254.325	291.7	

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54° C (130°F).

CAUTION: Intermediate deceleration segment descent gradient 309 FPM is greater than 150 FPM.





ELEV 477 TDZE 477

CATEGORY	A	B	C	D
LPV DA	677-¾ 200 (200-¾)			
LNAV/VNAV DA	730-¾ 253 (300-¾)	741-⅞ 264 (300-⅞)	749-⅞ 272 (300-⅞)	760-⅞ 283 (300-⅞)
LNAV MDA	960-1 483 (500-1)		960-1⅜ 483 (500-1⅜)	
CIRCLING	960-1 483 (500-1)		960-1½ 483 (500-1½)	1180-2¼ 703 (800-2¼)

HIRL Rwy 6L-24R L
HIRL Rwy 6R-24L

SAN DIEGO, CALIFORNIA 32°52'N-117°09'W MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Amdt 4 27JAN22

RNAV (GPS) RWY 24L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

RNAV (GPS) RWY 24R

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

[USN]

WAAS	APCH CRS	Rwy ldg 12,000
CH 61450	243°	TDZE 475
W24B		Arpt Elev 477

RNP APCH

T *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase vis to ¾ mile.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¾ miles.

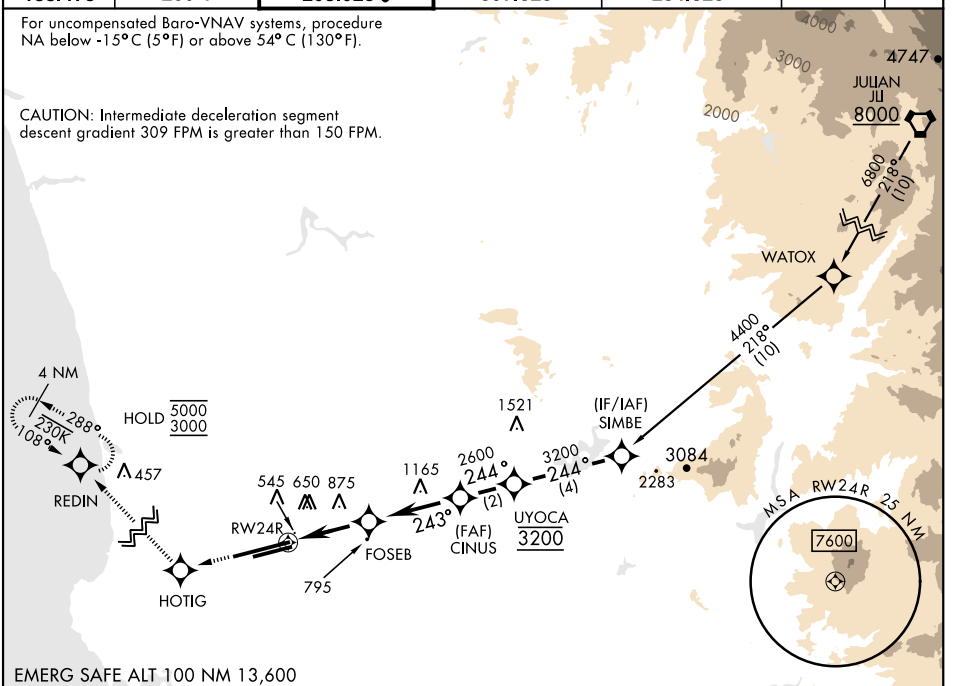
ALSF-1

MISSED APPROACH: Climb to 3000 direct HOTIG, 288° track to REDIN and hold.

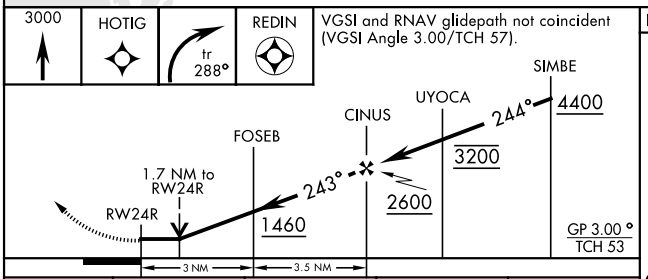
ATIS ★	SOCAL APP CON	FOSS TOWER ★	GND CON	CLNC DEL	LA CENTER	ASR/PAR
352.0 133.475	132.2 269.1	135.2 298.925 L	128.625 307.325	125.975 254.325	291.7	

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54° C (130°F).

CAUTION: Intermediate deceleration segment descent gradient 309 FPM is greater than 150 FPM.

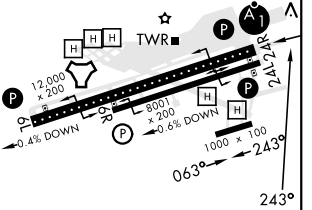


EMERG SAFE ALT 100 NM 13,600



CATEGORY	A	B	C	D
LPV DA *	675-½ 200 (200-½)			
LNAV/VNAV DA **	725-½ 250 (300-½)			
LNAV MDA ***	1060-½ 585 (600-½)		1060-1¼ 585 (600-1¼)	
CIRCLING	1060-1 583 (600-1)		1060-1¾ 583 (600-1¾)	1180-2¼ 703 (800-2¼)

ELEV 477 TDZE 475



HIRL Rwy 6L-24R L
HIRL Rwy 6R-24L

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

TACAN Y RWY 24R

[USN]

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

TACAN	APCH CRS	Rwy Idg	24R	12,000	24L	8001
Chan 33	247°	TDZE	24R	475	24L	477
		Arpt Elev		477		

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1⅞ miles.

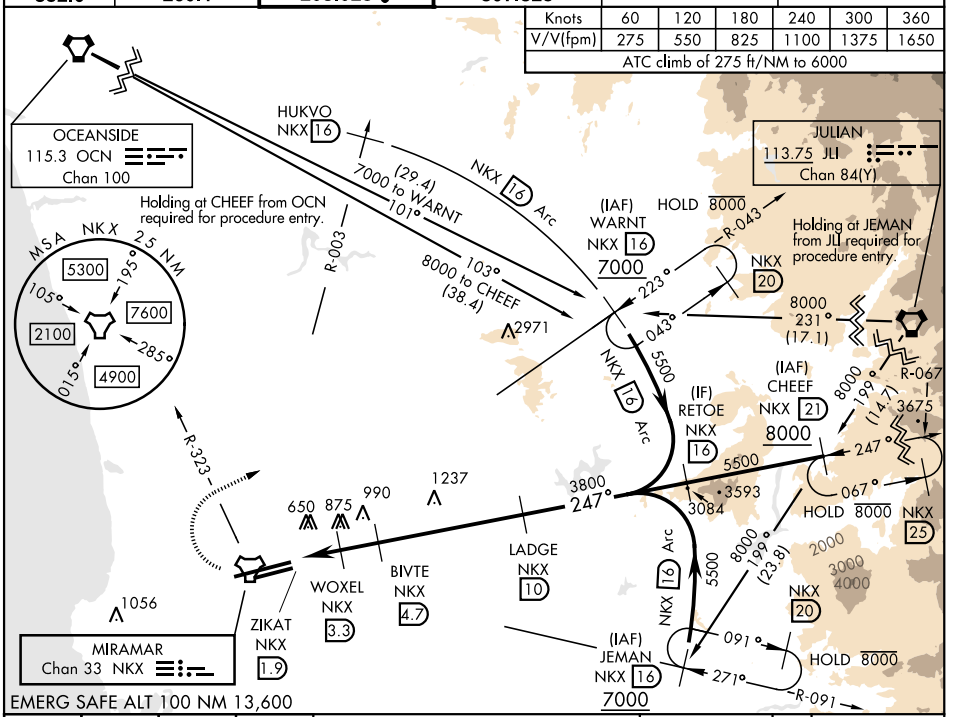
ALSF-1

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 WARNT and hold. Cross NKX R-323 at 3000 mandatory, cross HUKVO at 6000 mandatory.

ATIS ★	SOCAL APP CON	FOSS TOWER ★	GND CON	LA CENTER	ASR/PAR
133.475 352.0	132.2 269.1	135.2 298.925 L	128.625 307.325	291.7	

Knots	60	120	180	240	300	360
V/V(fpm)	275	550	825	1100	1375	1650

ATC climb of 275 ft/NM to 6000

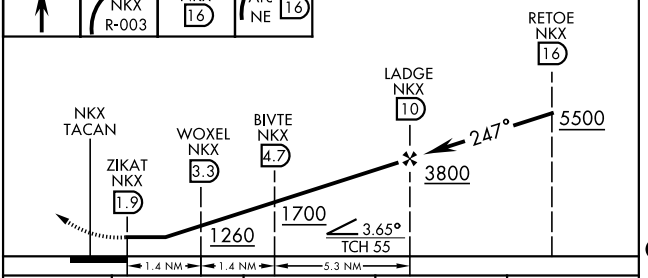


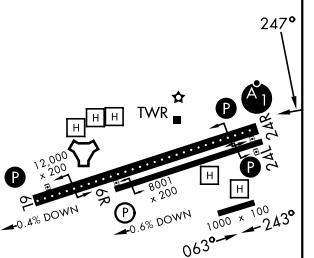
1500 | 7000 NKX R-003 | HUKVO NKX 16 | Arc NE 16

VGSI and descent angles not coincident.

ELEV 477

TDZE 24R 475
TDZE 24L 477





CATEGORY	A	B	C	D
S-24R *	1140- ½ 665 (700-½)		1140-1½ 665 (700-1½)	
SIDE-STEP 24L	1140-1 663 (700-1)		1140-1⅞ 663 (700-1⅞)	1140-2 663 (700-2)
CIRCLING	1140-1 663 (700-1)		1140-1⅞ 663 (700-1⅞)	1180-2¼ 703 (800-2¼)

HIRL Rwy 6L-24R L
HIRL Rwy 6R-24L

SAN DIEGO, CALIFORNIA 32°52'N-117°09'W MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

Orig 27JAN22

TACAN Y RWY 24R

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

[USN]

SAN DIEGO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA

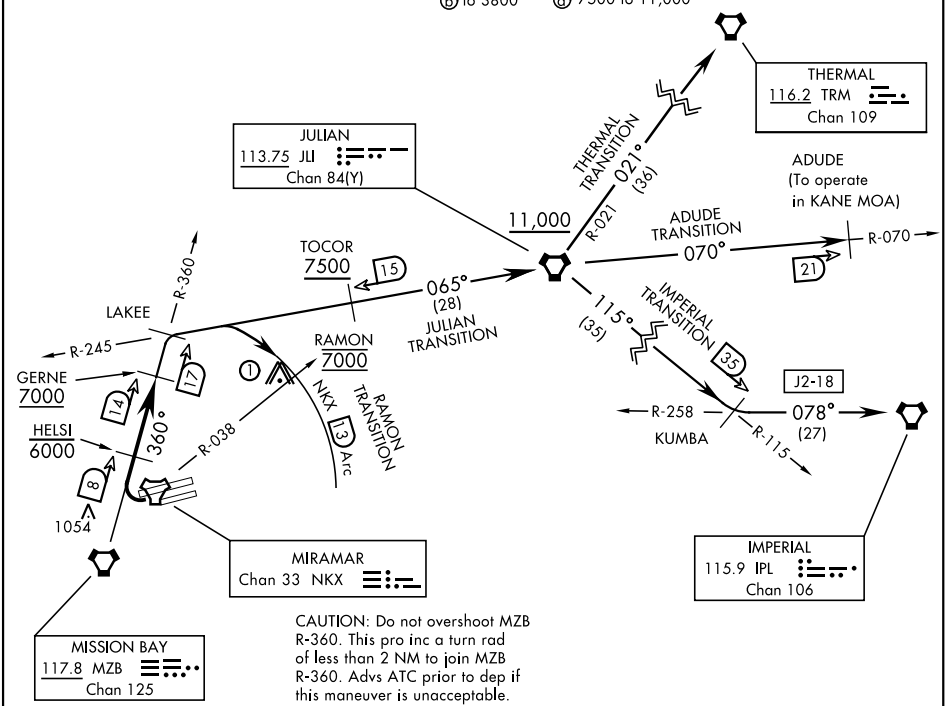
MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

LAKEE-THREE DEPARTURE (LAKEE3.LAKEE)

ATIS ★ 133.475 352.0 [USN]
FOSS TOWER ★
135.2 298.925
SOCAL DEP CON
132.2 269.1 E

Rwy	Knots	60	120	180	240	300	360
* 24L/R ⓐ	V/V(fpm)	260	520	780	1040	1300	1560
** 24L/R ⓑ	V/V(fpm)	280	560	840	1120	1400	1680
† 24L/R ⓒ	V/V(fpm)	678	1356	2034	2712	3390	4068
† 24L/R ⓓ	V/V(fpm)	235	470	705	940	1175	1410

* Military Minimum ** Civil Minimum † ATC Climb Rate
ⓐ to 3600 ⓒ to 7000
ⓑ to 3800 ⓓ 7500 to 11,000



① 3018' Twr 12.5 NM from DER.

EMERG SAFE ALT 100 NM 13,600

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 24L/R: Turn right to intercept and proceed via MZB VORTAC R-360 to LAKEE INT. Cross HELSI at or below 6000. Cross GERNE at or above 7000. Thence...

ADUDE TRANSITION (LAKEE3·ADUDE): ...Via JLI VORTAC R-245 to JLI. Then via JLI R-070 to ADUDE. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000. (To operate in KANE MOA.)

IMPERIAL TRANSITION (LAKEE3·IPL): ...Via JLI VORTAC R-245 to JLI. Then via JLI R-115 to KUMBA INT, then via IPL VORTAC R-258 to IPL. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

(CONTINUED ON FOLLOWING PAGE)

SW-3, 09 JUL 2026 to 03 SEP 2026

25275

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

LAKEE-THREE DEPARTURE (LAKEE3.LAKEE)

SAN DIEGO, CALIFORNIA

[USN]

DEPARTURE ROUTE DESCRIPTION

JULIAN TRANSITION (LAKEE3•JLI): ...Via JLI VORTAC R-245 to JLI. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

RAMON TRANSITION (LAKEE3•RAMON): ...Via JLI VORTAC R-245 to NKX TACAN 13 DME. Then arc NE of NKX via the 13 DME arc to RAMON. Cross RAMON at 7000 mandatory.

THERMAL TRANSITION (LAKEE3•TRM): ..Via JLI VORTAC R-245 to JLI. Then via JLI R-021 to TRM VORTAC. Cross TOCOR at or above 7500. Cross JLI VORTAC at or above 11,000.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

REDIN-FOUR DEPARTURE (REDIN4 • REDIN)

SAN DIEGO, CALIFORNIA

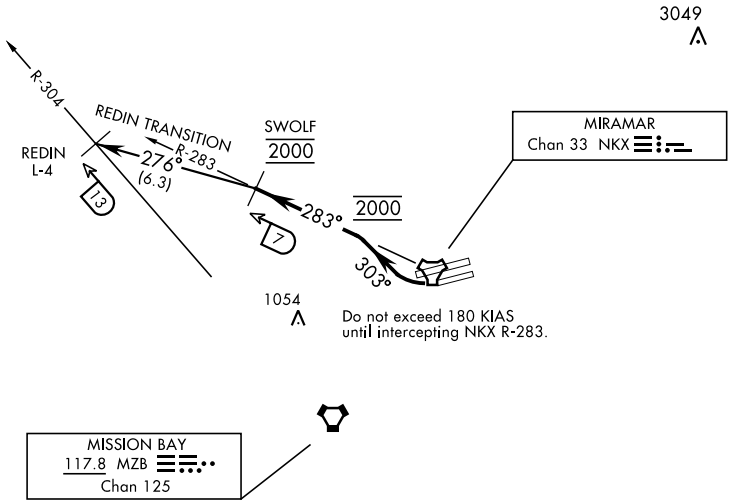
ATIS ★ 133.475 352.0
CLNC DEL
125.975 254.325
GND CON
128.625 307.325
FOSS TOWER ★
135.2 298.925
SOCAL DEP CON
119.6 363.1 W

SL-903 [USN]

Rwy	Knots	60	120	180	240	300	360
24L/R	V/V(fpm)	780	1560	2340	3120	3900	4680

ATC Climb Rate to 2000

RESTRICTED TO
CAT A & B ACFT ONLY



EMERG SAFE ALT 100 NM 13,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 303° to intercept and proceed via NKX TACAN R-283 to SWOLF. Complete turn within NKX 2 DME. Cross NKX R-283/3 DME at 2000 mandatory. Maintain 2000 at SWOLF mandatory.

REDIN TRANSITION (REDIN4•REDIN): Turn left heading 276° to intercept MZB VORTAC R-304 at REDIN.

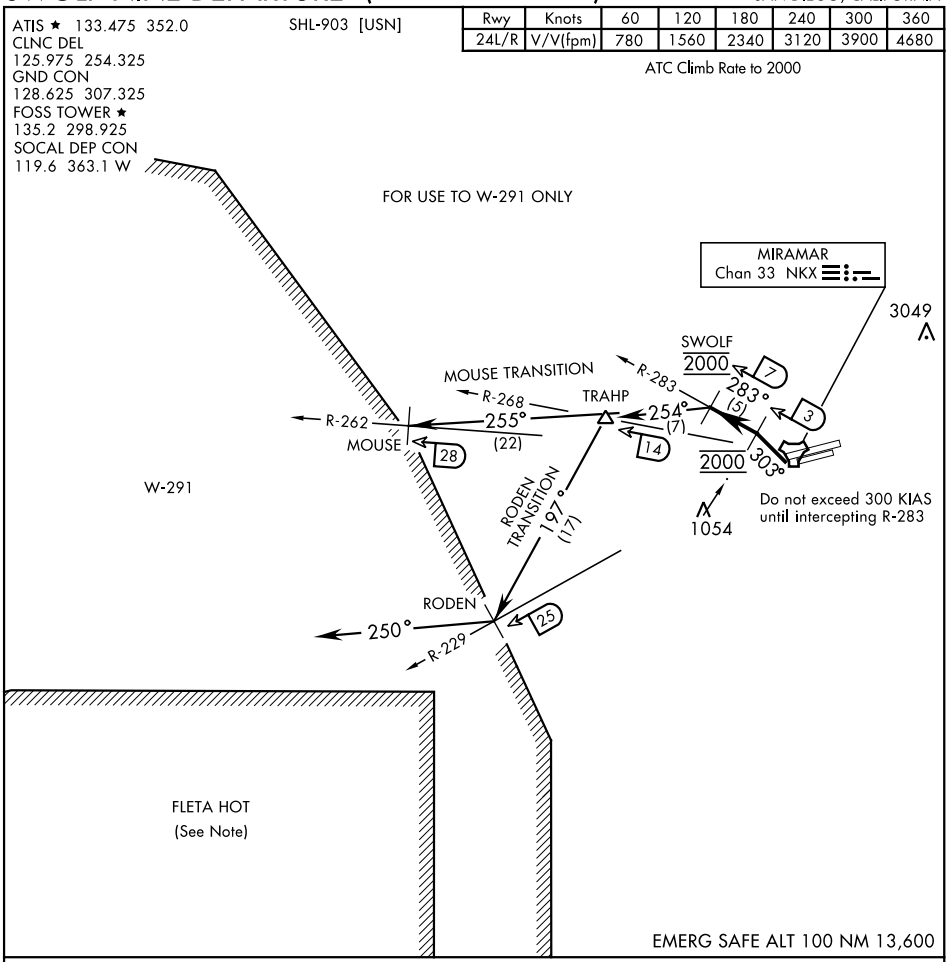
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

20310

MIRAMAR MCAS (JOE FOSS FLD) (KNKX)

SWOLF-NINE DEPARTURE (SWOLF9 • SWOLF)

SAN DIEGO, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 24L/R: Climbing right turn to 2000 via heading 303° to intercept and proceed via NKX TACAN R-283 to SWOLF. Complete turn within NKX 2 DME. Cross NKX R-283/3 DME at 2000 mandatory. Maintain 2000 at SWOLF mandatory. Thence...

MOUSE TRANSITION (SWOLF9 • MOUSE): Turn left heading 255° to intercept NKX R-262 at MOUSE. Maintain 2000 for entry into W-291.

(Continued on next page)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SHL-903 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

RODEN TRANSITION (SWOLF9 · RODEN): Turn left heading 254 °to intercept NKX R-268 at TRAHP. Then turn left heading 197° to intercept NKX R-229 at RODEN. Maintain 2000 for entry into W-291 via heading 250°.

NOTE:

(1) FLETA HOT-ACTIVE FIRING AREA (DANGER, REMAIN CLEAR).

(2) ALL AIRCRAFT SHOULD MAINTAIN LAST ASSIGNED HEADING/RADIAL AND ALTITUDE TO AVOID INBOUND MILITARY OR CIVIL AIRCRAFT AT HIGHER ALTITUDES!

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

MOJAVE, CALIFORNIA | AL-9353 (FAA) | 25331

WAAS	APP CRS	Rwy Ldg	4747
CH 77743	029°	TDZE	2780
W04A		Apt Elev	2801

RNAV (GPS) RWY 4

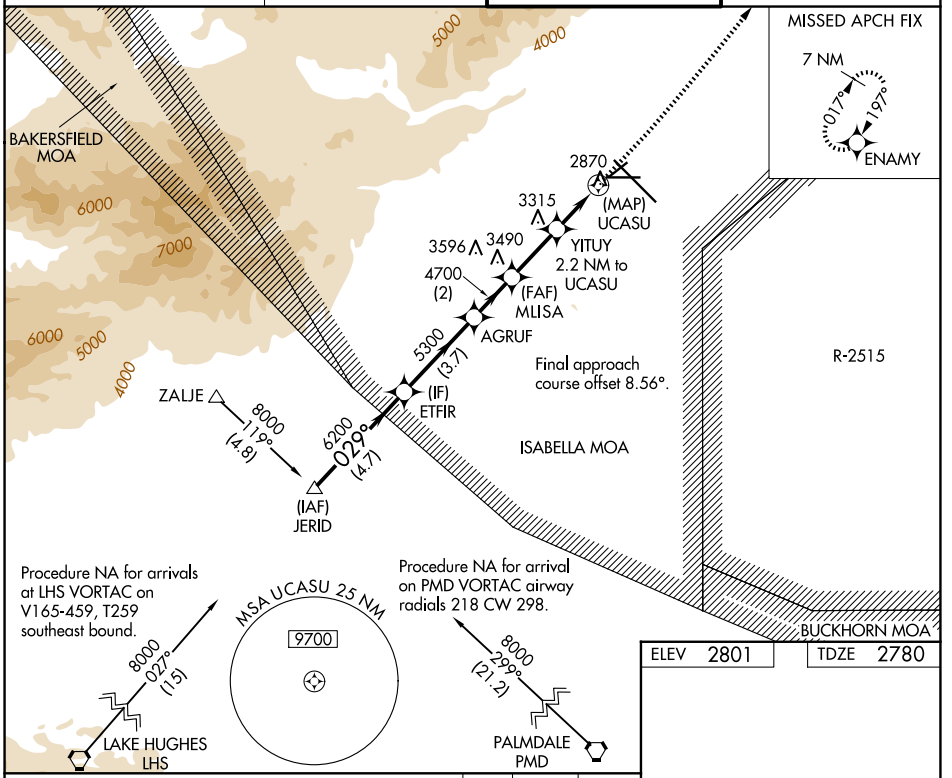
MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

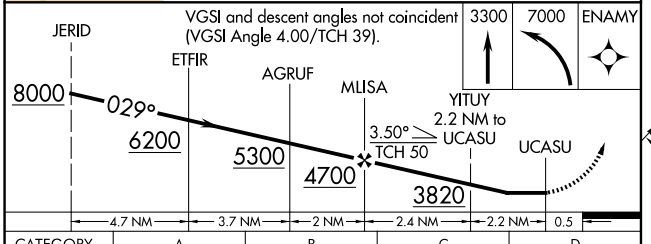
RNP APCH.

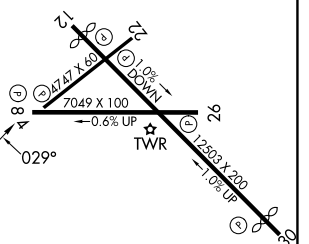
Circling NA southeast of Rwy 4 and south of Rwy 26 .
Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3300 then climbing left turn to 7000 direct ENAMY and hold, continue climb-in-hold to 7000.

AWOS-3PT	JOSHUA APP CON	MOJAVE TOWER★	GND CON
132.225	133.65 348.7	127.6 (CTAF) L 288.35	123.9







CATEGORY	A	B	C	D
LP MDA	3180-1 400 (400-1)		3180-1⅛ 400 (400-1⅛)	
LNAV MDA	3180-1 400 (400-1)		3180-1⅛ 400 (400-1⅛)	
CIRCLING	3300-1 499 (500-1)	3480-1 679 (700-1)	4140-3 1339 (1400-3)	4500-3 1699 (1700-3)

REIL Rwys 12 and 30 L
MIRL Rwys 8-26 and 4-22 L
HIRL Rwy 12-30 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	4747
218°	TDZE	2780
	Apt Elev	2801

RNAV (GPS) RWY 22

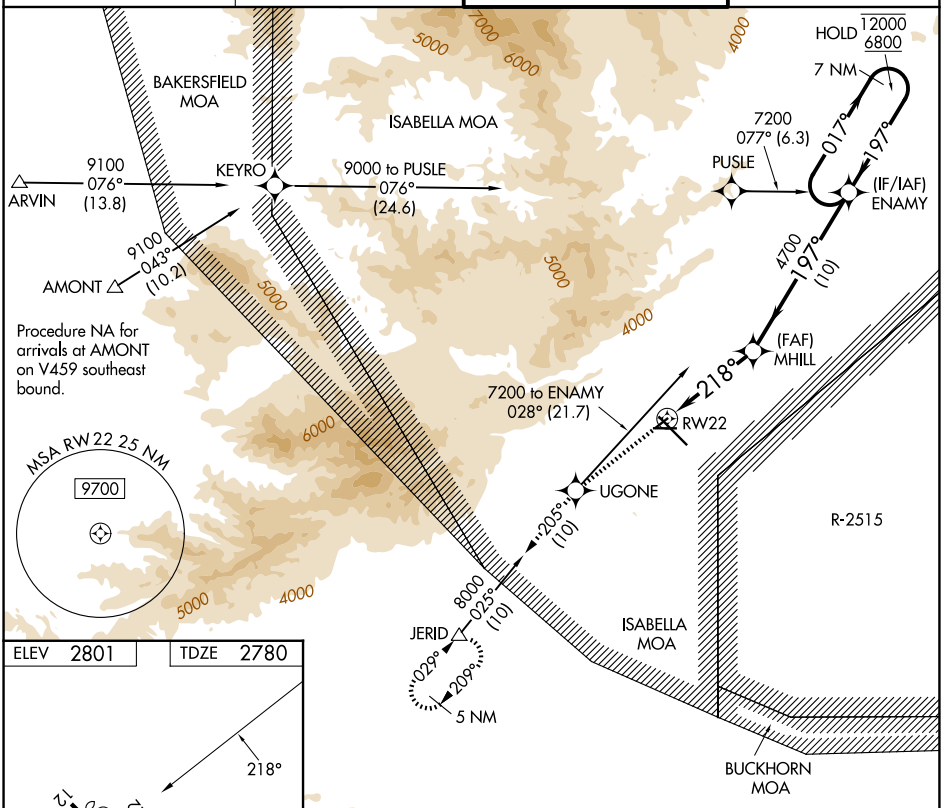
MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

RNP APCH.

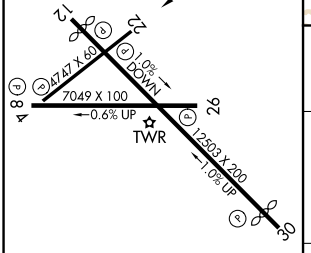
Circling NA southeast of runway 4 and south of Rwy 26.

MISSED APPROACH: Climb to 6000 direct UGONE and on track 205° to JERID and hold.

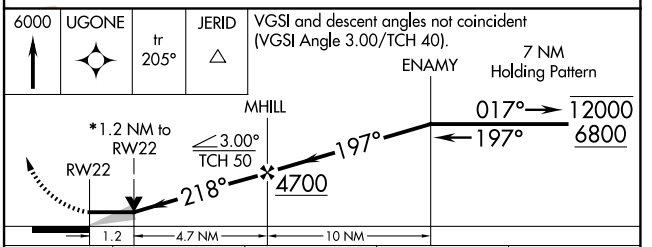
AWOS-3PT	JOSHUA APP CON	MOJAVE TOWER★	GND CON
132.225	133.65 348.7	127.6 (CTAF) L 288.35	123.9



ELEV 2801 TDZE 2780



REIL Rwys 12 and 30 L
MIRL Rwys 8-26 and 4-22 L
HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	3200-1 420 (400-1)		3200-1⅛	420 (400-1⅛)
CIRCLING	3300-1 499 (500-1)	3480-1 679 (700-1)	4140-3 1339 (1400-3)	4500-3 1699 (1700-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

MOJAVE, CALIFORNIA AL-9353 (FAA-O) 25331

WAAS CH 52823 W30A	APP CRS 301°	Rwy Ldg 11603 TDZE 2712 Apt Elev 2801

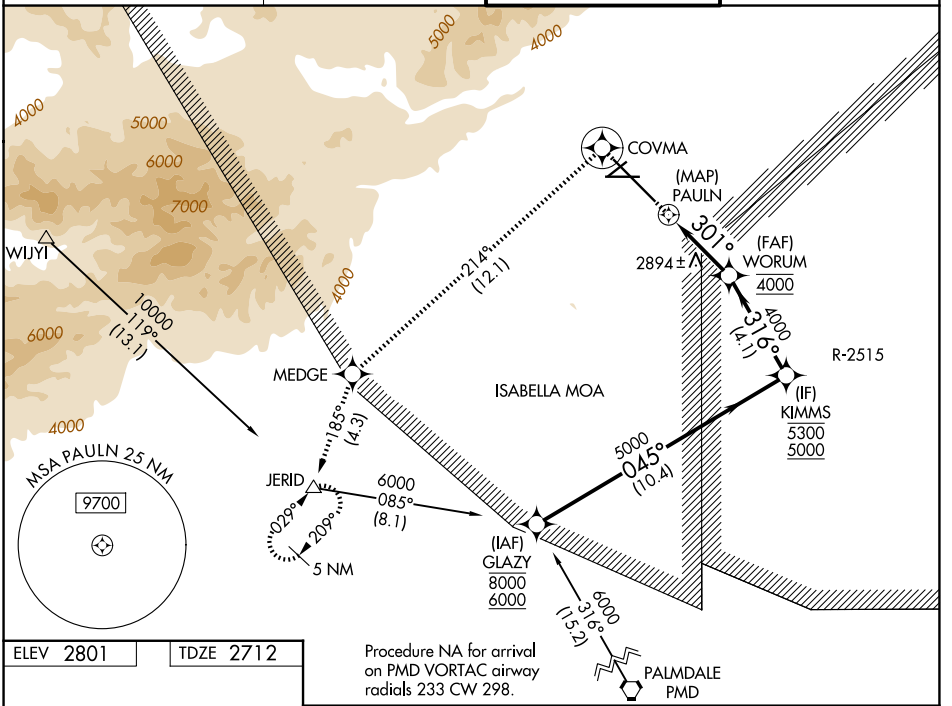
RNAV (GPS) RWY 30

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

RNP APCH - GPS.

MISSED APPROACH: (Do not exceed 200K until MEDGE) Climb direct COVMA, then climbing left turn to 6000 on track 214° to MEDGE and track 185° to JERID and hold. *Missed approach requires minimum climb of 350 feet per NM to 5000.

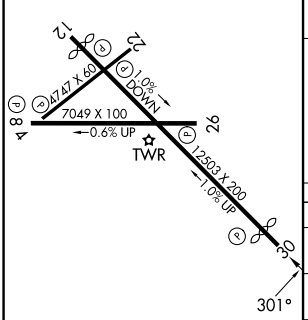
AWOS-3PT	JOSHUA APP CON	MOJAVE TOWER*	GND CON
132.225	133.65 348.7	127.6 (CTAF) L 288.35	123.9



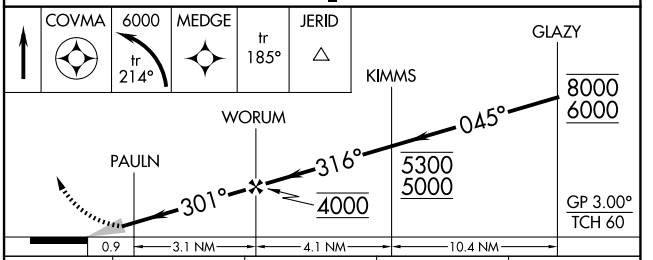
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

ELEV 2801 TDZE 2712



REIL Rwys 12 and 30 L
MIRL Rwys 8-26 and 4-22 L
HIRL Rwy 12-30 L



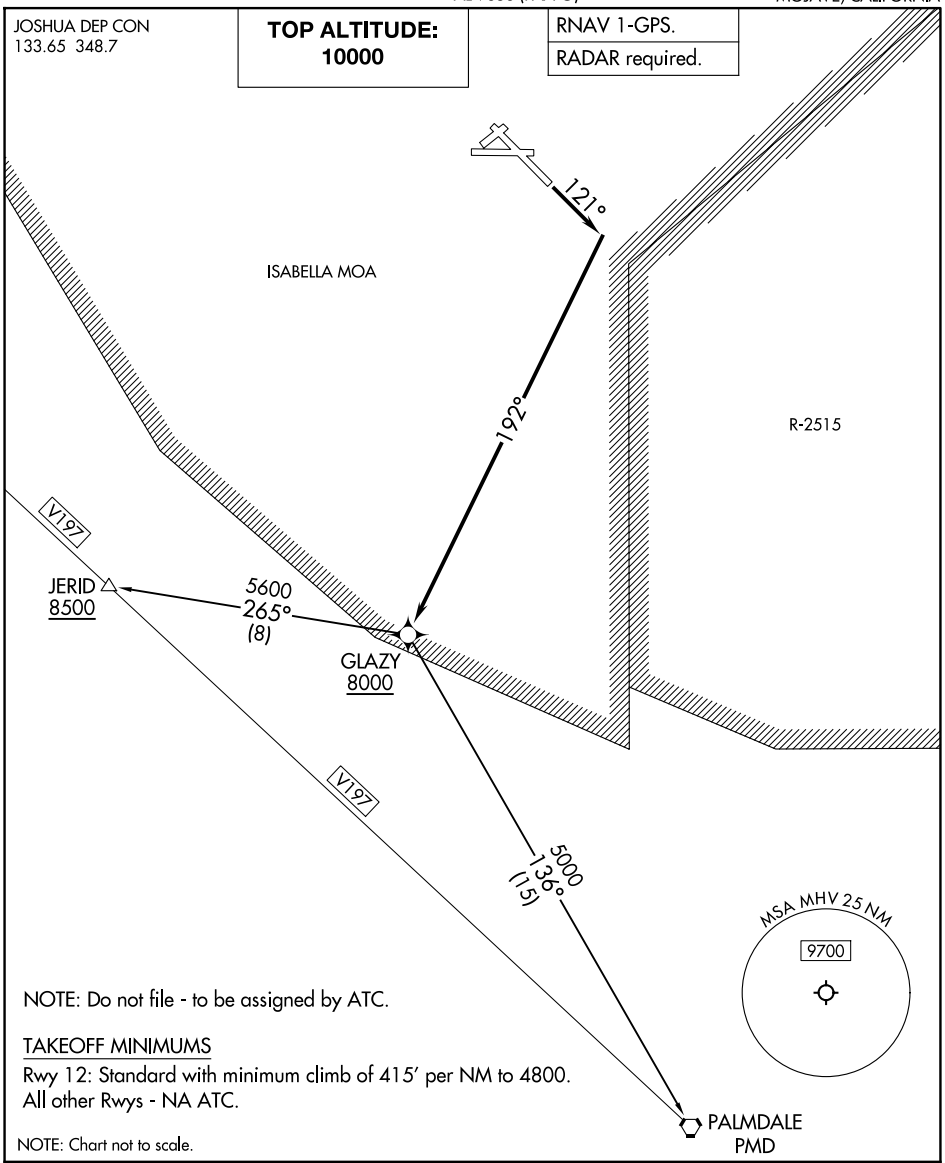
CATEGORY	A	B	C	D
LPV DA*	2962-¾ 250 (200-¾)			
LPV DA	3190-1⅜ 478 (400-1⅜)	3286-1⅝ 574 (500-1⅝)	3655-4 943 (900-4)	
LNAV MDA*	3160-1 448 (400-1)		3160-1⅜ 448 (400-1⅜)	
LNAV MDA	3220-1 508 (500-1)	3360-1 648 (600-1)	3740-3 1028 (1000-3)	

JANUARY 2000
ANNUAL RATE OF CHANGE
0.1° W
VAR 14° E
RWY 04-22
S-40, D-60, 2D-60
RWY 08-26
S-40, D-60, 2D-88
RWY 12-30
S-120, D-150, 2D-450
35°04'N
35°03'N
118°08'W
118°09'W
118°10'W
12503 X 200
7049 X 100
4747 X 60
1.0% UP
1.0% DOWN
0.6% UP
256°
301°
216°
121°
038°
076°
ELEV 2735
ELEV 2779
ELEV 2780
ELEV 2680
BLAST PAD 100 X 95
BLAST PAD 400 X 230
BLAST PAD 400 X 230
RUN UP PAD
FIELD ELEV 2801
FIRE STATION
TWR
HANGAR
ADMIN
HANGAR
WASH RACK
HS 1
HS 2
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AWOS-3PT
132.225
MOJAVE TOWER*
127.6 288.35
GND CON
123.9

(GLAZY1.GLAZY) 23054

GLAZY ONE DEPARTURE (RNAV)

MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)
AL-9353 (FAA-O)
MOJAVE, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

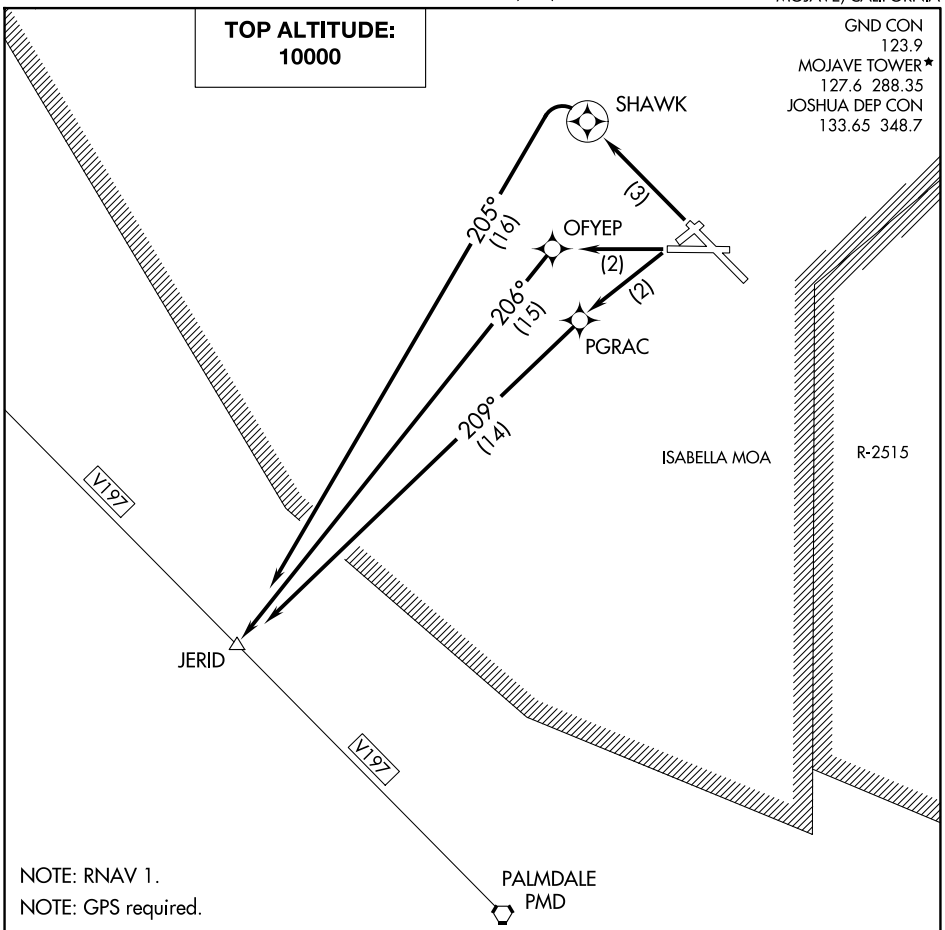
TAKEOFF RUNWAY 12: Climb on heading 121° to intercept course 192° to cross GLAZY at or above 8000, then on depicted route. Expect filed altitude 10 minutes after departure.

JERID TRANSITION (GLAZY1.JERID)

PALMDALE TRANSITION (GLAZY1.PMD)

GLAZY ONE DEPARTURE (RNAV)
(GLAZY1.GLAZY) 23FEB23
MOJAVE, CALIFORNIA
MOJAVE AIR & SPACE PORT/RUTAN FLD (MHV)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026



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.

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.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

MURRIETA/TEMECULA, CALIFORNIA AL-6941 (FAA) 26134

WAAS	APP CRS	Rwy Ldg	6000
CH 78135	179°	TDZE	1350
W18A		Apt Elev	1350

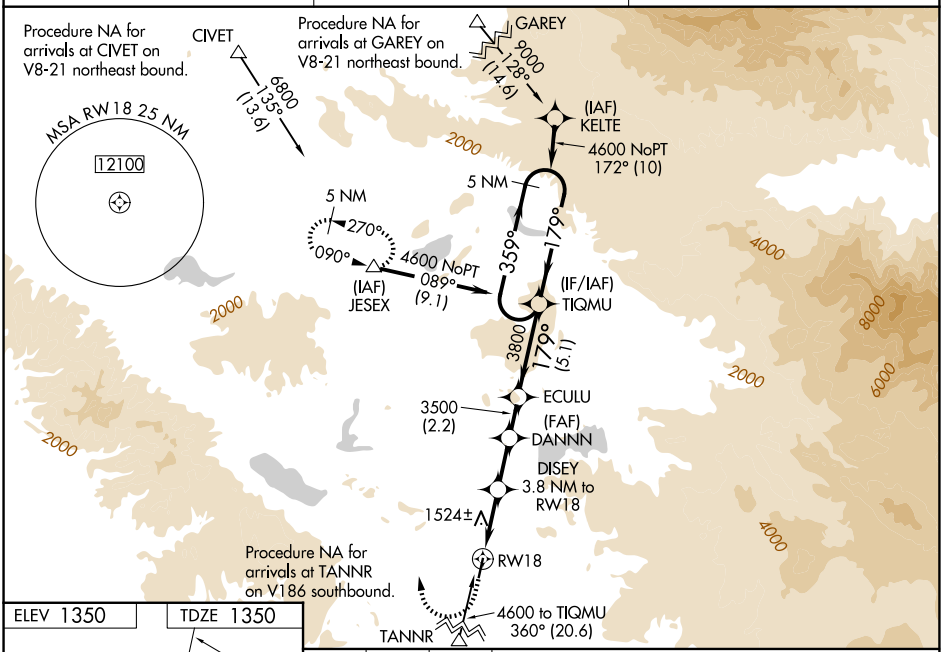
RNAV (GPS) RWY 18

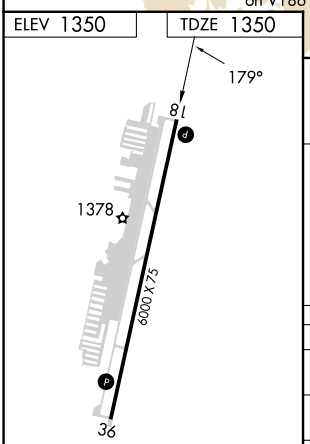
FRENCH VALLEY (F70)

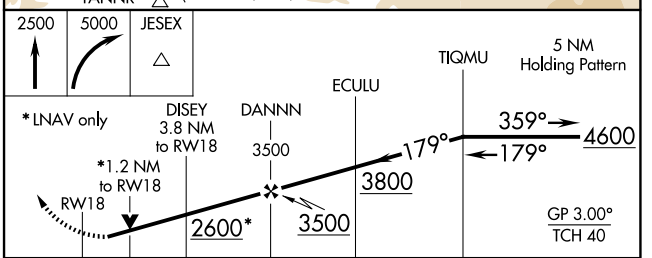
DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Ramona altimeter setting. Circling NA west of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received use Ramona altimeter setting: increase LPV DA to 1685 feet and all 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 ⅛ 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	MARCH APP CON ★	UNICOM
119.025	133.5 306.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1600-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	1871-1¾ 521 (600-1¾)			NA
LNAV MDA	1780-1 430 (500-1)		1780-1¼ 430 (500-1¼)	NA
CIRCLING	2020-1 670 (700-1)		2060-2 710 (800-2)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

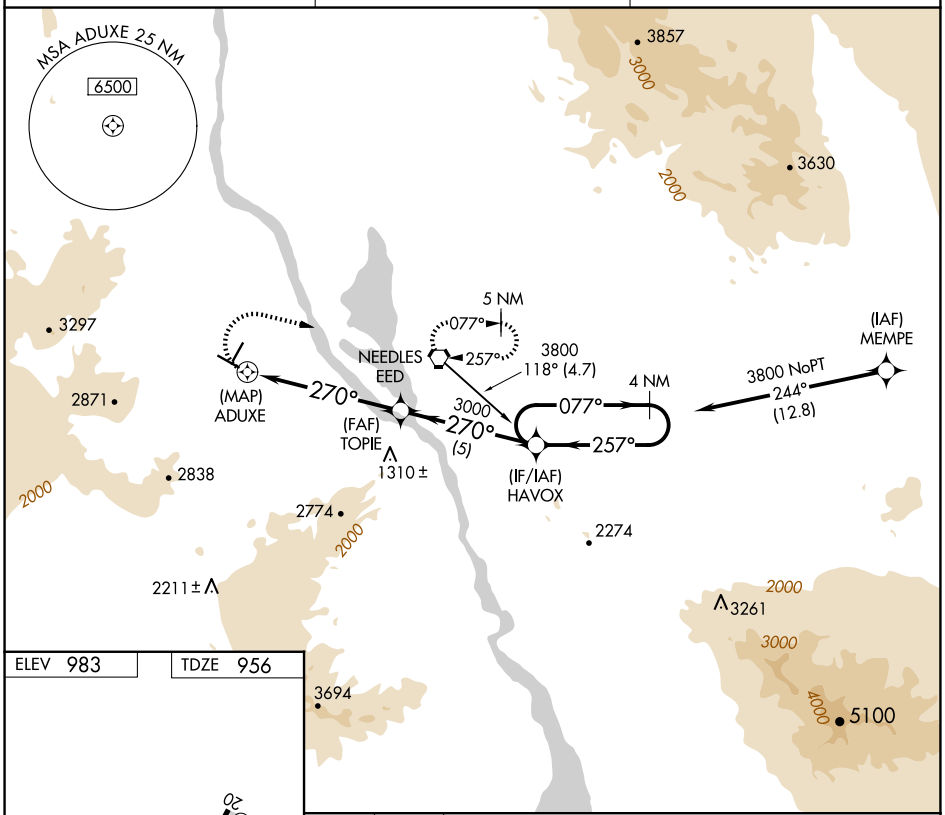
APP CRS	Rwy Idg	5005
270°	TDZE	956
	Apt Elev	983

RNAV (GPS) RWY 29
NEEDLES (EED)

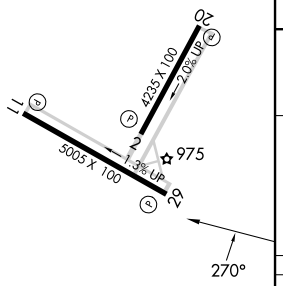
Straight-in minimums not authorized at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA for Cats C and D south of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 6000 direct to EED VORTAC and hold.

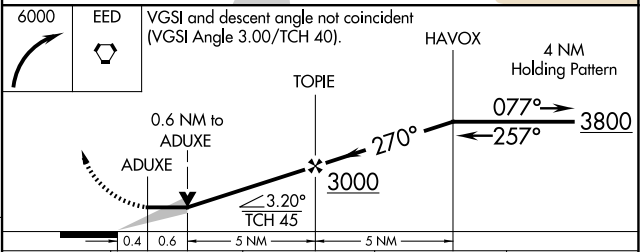
ASOS	LOS ANGELES CENTER	UNICOM
128.325	134.65 360.65	123.0 (CTAF)



ELEV 983	TDZE 956



MIRL Rwys 2-20 and 11-29
REIL Rwys 11 and 29



CATEGORY	A	B	C	D
LNAV MDA	1300-1 344 (400-1)			1300-1¼ 344 (400-1¼)
CIRCLING	1560-1 577 (600-1)	1680-1 697 (700-1)	1680-2 697 (700-2)	1960-3 977 (1000-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

NEEDLES, CALIFORNIA AL-543 (FAA) 25107

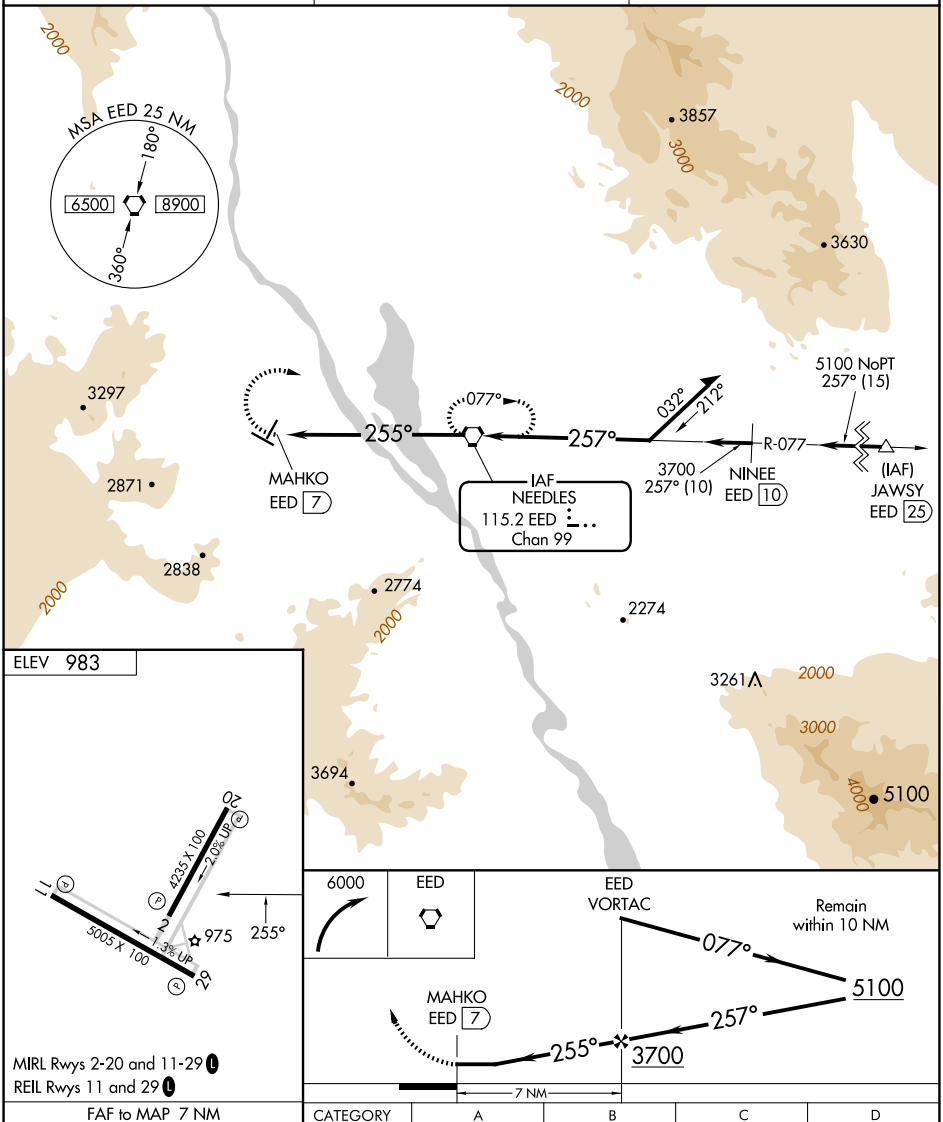
VORTAC EED	APP CRS	Rwy Idg	N/A
115.2	255°	TDZE	N/A
Chan 99		Apt Elev	983

VOR-A
NEEDLES (EED)

Circling NA for Cats C and D south of Rwy 11-29.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

ASOS	LOS ANGELES CENTER	UNICOM
128.325	134.65 360.65	123.0 (CTAF) L



MIRL Rwys 2-20 and 11-29 L
REIL Rwys 11 and 29 L

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)	1680-1 697 (700-1)	1680-2 697 (700-2)	1960-3 977 (1000-3)

NEEDLES, CALIFORNIA
Amdt 3A 07OCT21

34°46′N-114°37′W

NEEDLES (EED)
VOR-A

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

RNAV (RNP) RWY 29

APCH CRS	Rwy ldg	7501
291°	TDZE	26
	Arpt Elev	26

- (USN)

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

RNP AR APCH–GPS, RF.

▼ * When ALS inop, increase vis to 7/8 mile.

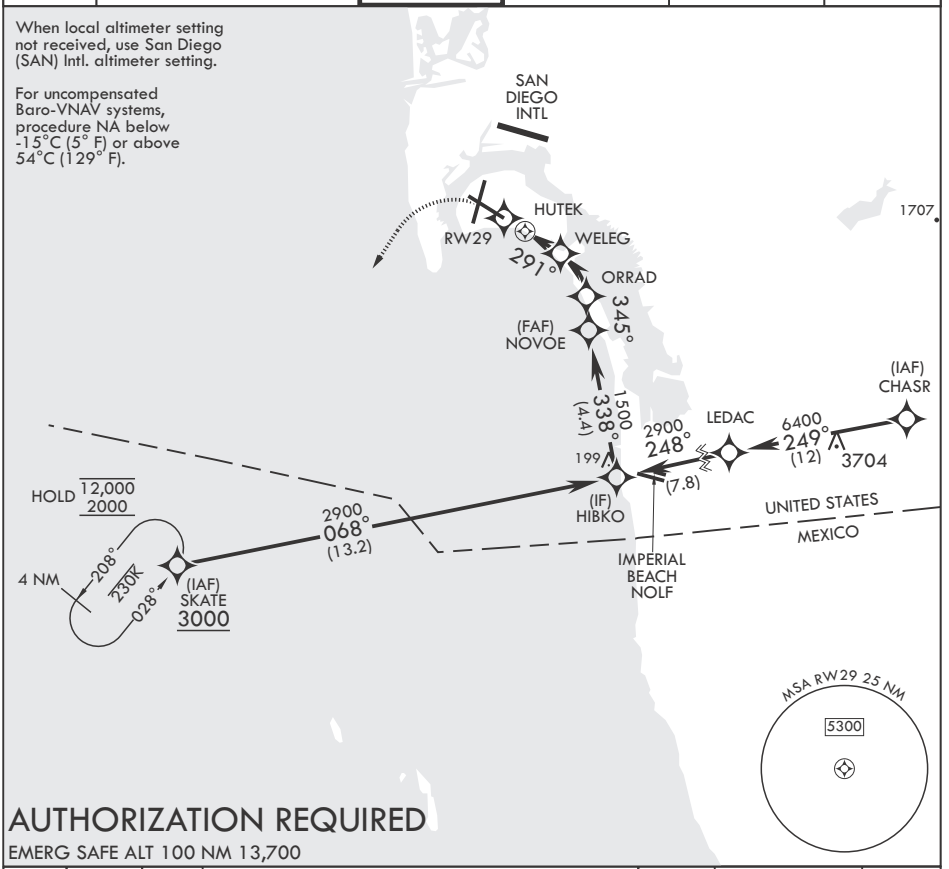
ALSF-1 (A1)

MISSED APPROACH: Climb to 700, then climbing left turn to 2000 direct SKATE and hold.

ATIS★	SOCAL APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25	

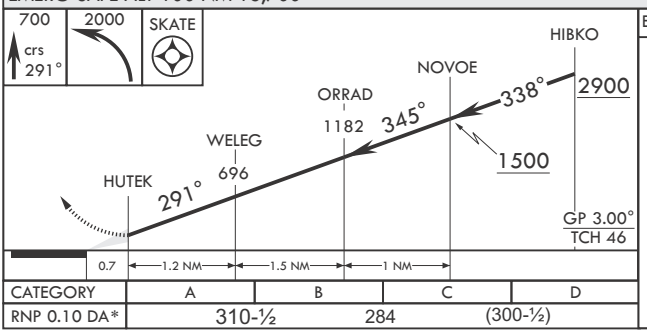
When local altimeter setting not received, use San Diego (SAN) Intl. altimeter setting.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5° F) or above 54°C (129° F).

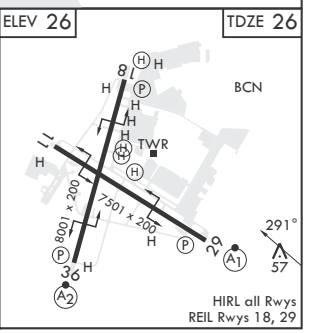


AUTHORIZATION REQUIRED

EMERG SAFE ALT 100 NM 13,700



CATEGORY	A	B	C	D
RNP 0.10 DA*	310-½	284	(300-½)	



SAN DIEGO, CALIFORNIA

Orig 28NOV24

32°42'N - 117°13'W

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

RNAV (RNP) RWY 29

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

RNAV (RNP) Z RWY 36

APCH CRS	Rwy ldg	8001
004°	TDZE	19
	Arpt Elev	26

(USN) NORTH ISLAND NAS (HALSEY FLD) (KNZY)

RNP AR APCH-GPS, RF.

* When ALS inop, increase vis to 7/8 mile.

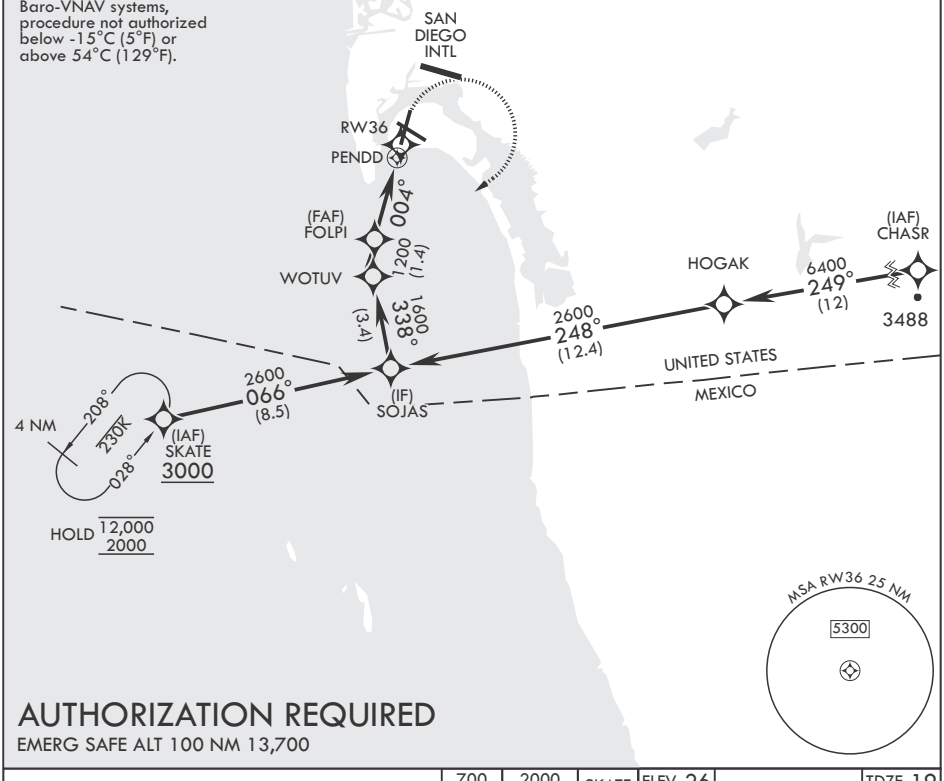
SALS (A2)

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 direct SKATE and hold.

ATIS★	SOCAL APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	ASR/PAR
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25	

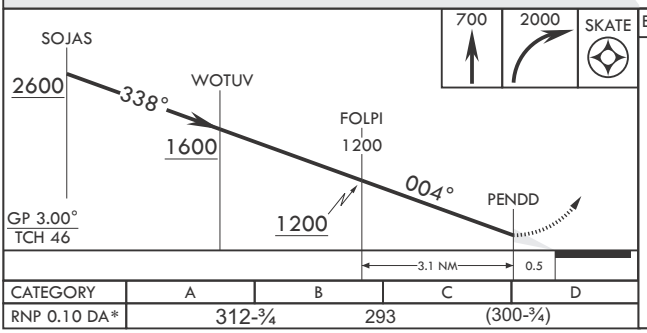
When local altimeter setting not received, use San Diego (SAN) Intl. altimeter setting.

For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 54°C (129°F).

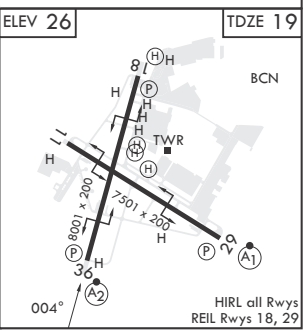


AUTHORIZATION REQUIRED

EMERG SAFE ALT 100 NM 13,700



CATEGORY	A	B	C	D
RNP 0.10 DA*	312-¾	293	(300-¾)	



SAN DIEGO, CALIFORNIA

Orig 28NOV24

32°42'N - 117°13'W

NORTH ISLAND NAS (HALSEY FLD) (KNZY)

RNAV (RNP) Z RWY 36

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

RNAV (GPS) Y RWY 36

APCH CRS	Rwy Idg	8001
357°	TDZE	19
	Arpt Elev	26

[USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

RNP APCH

▼ * When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1⅝ miles.

SALSF

MISSED APPROACH: Climbing right turn to 2000 direct SKATE and hold.

ATIS ★	SOCAL APP CON	TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25	

OCEANSIDE
115.3 OCN
Chan 100

MISSION BAY
117.8 MZB
Chan 125

POGGI
116.45 PGY
Chan 111(Y)

SAN DIEGO INTL

ZOBAN

CATCC

GASME

(IAF) SKATE

MSA RW36 25 NM
5300

3000 167° (43.1)

3000 197° (17.7)

3000 075° (6.3)

1600 008° (5.1)

357° (4.6)

3000 245° (21.5)

208° 230K 028°
4 NM
HOLD 12,000 2000

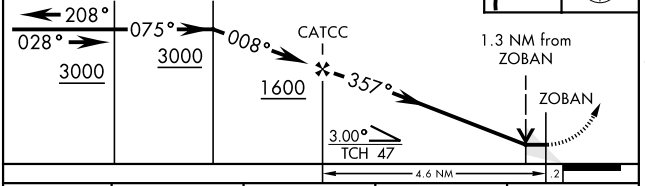
534 493 504

2562

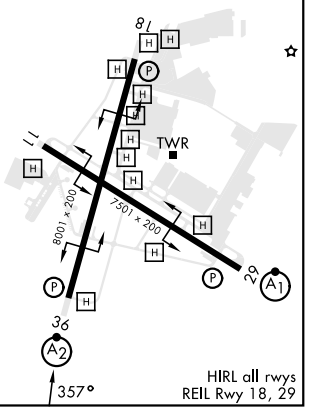
UNITED STATES
MEXICO

EMERG SAFE ALT 100 NM 13,700

4 NM Holding Pattern



2000 SKATE



CATEGORY	A	B	C	D
LNAV MDA *	560-¾ 541	(600-¾)	560-1⅜ 541	(600-1⅜)
CIRCLING	NOT AUTHORIZED			

HIRL all rwys
REIL Rwy 18, 29

SAN DIEGO, CALIFORNIA 32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 6 26DEC24

RNAV (GPS) Y RWY 36

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

LOC/DME-A

LOC/DME I-UBR	APCH CRS	Rwy Idg	N/A
110.9	275°	THRE	N/A
Chan 46		Arpt Elev	26

[USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

* CAUTION: Maneuvering for circling approach not authorized W of Rwy18-36 centerline. Approach authorized for Rwy 18 or left downwind approach to Rwy 29 after flying down Rwy 18.

†MISSED APPROACH: Climb and maintain 2000 via hdg 177°, intercept PGY VORTAC R-250 to HANIS and hold.

ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	LINDBERGH TOWER	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.3 338.225	118.0 360.675	128.4 288.25	

† CAUTION: Do not overfly Point Loma.

CAUTION: Aircraft executing missed approach after beginning circling maneuver do not return to missed approach point.

Procedure NA at night when VGSI inop at San Diego Intl.

Procedure NA for arrivals at RYAHH via V66-460-514 eastbound.

3632

1056

MISSION BAY 117.8 MZB Chan 125

LOCALIZER 110.9 I-UBR Chan 46

Fly visual 220° 2 NM

SAN DIEGO INTL

ZOLPA I-UBR 1.3

(IAF) RYAHH PGY 11.6

R-076 R-017

R-084

5000 197° (2.7)

CIJHI I-UBR 8.7

OKAIN I-UBR 12.2

DOUGA PGY 8.9

4000 197° (4.6)

2797

801

2000 2700 275° 3600

095°

202 520 508 254

REEBO I-UBR 6.5

R-304 R-315 R-350 R-017

(IF) VYDDA I-UBR 14.2

HANIS PGY 20

R-250 250° 230K 070°

POGGI 116.45 PGY Chan 111(Y)

UNITED STATES MEXICO

MSA MZ B 25 NM 130° 220° 340° 4200 2100 5300

ELEV 26

220°

18 36 11 29

TWR

8001 x 200 7501 x 200

A1 A2

HIRL all rwys

REIL Rwy 18, 29

EMERG SAFE ALT 100 NM 13,700

2000 hdg 177°

PGY R-250

HANIS PGY 20

REEBO I-UBR 6.5

CIJHI I-UBR 8.7

OKAIN I-UBR 12.2

VYDDA I-UBR 14.2

275° 4000 3600 2700 2000

Fly visual 220° 2 NM ZOLPA I-UBR 1.3

5.2 NM

FAF to MAP 5.2 NM					
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

Amdt 7 26DEC24

32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

LOC/DME-A

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

LOC/DME-B

LOC/DME I-SAN	APCH CRS	Rwy Idg	N/A
111.55	095°	THRE	N/A
Chan 52(Y)		Arpt Elev	26

[USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

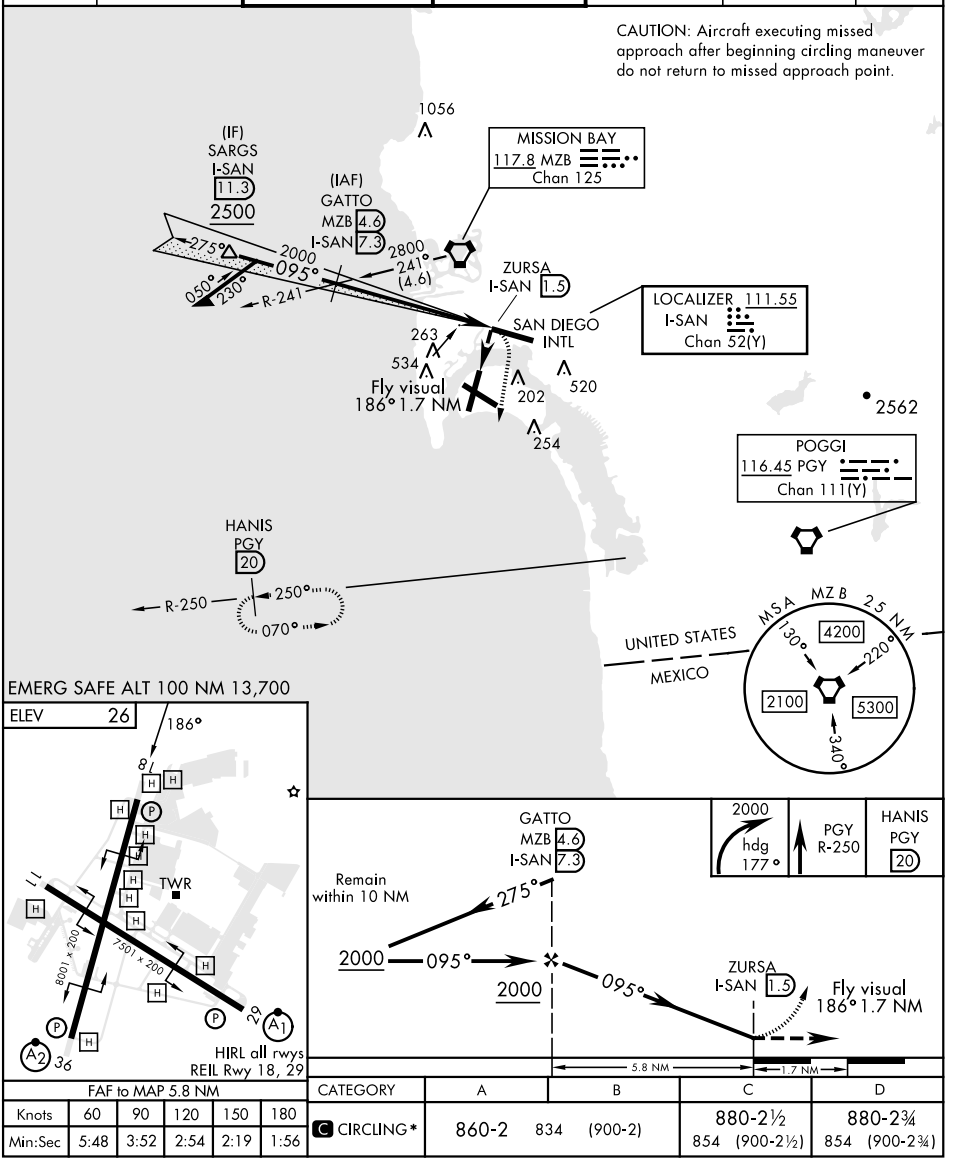
RADAR required at SARGS.

* CAUTION: Maneuvering for circling approach not authorized W of Rwy18-36 centerline. Approach authorized for Rwy 18 or left downwind approach to Rwy 29 after flying down Rwy 18.

MISSED APPROACH: Climb and maintain 2000 via hdg 177°, intercept PGY VORTAC R-250 to HANIS and hold.

ATIS ★	SOCAL APP CON	NORTH ISLAND TOWER ★	LINDBERGH TOWER	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.3 338.225	118.0 360.675	128.4 288.25	

CAUTION: Aircraft executing missed approach after beginning circling maneuver do not return to missed approach point.



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
C CIRCLING*	860-2	834 (900-2)	880-2½ 854 (900-2½)	880-2¾ 854 (900-2¾)

SAN DIEGO, CALIFORNIA 32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 8 26DEC24

LOC/DME-B

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

VOR/DME RWY 29

VORTAC PGY	APCH CRS	Rwy ldg 7501
116.45	279°	TDZE 26
Chan 111(Y)		Arpt Elev 26

[USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¾ miles.
** Circling not authorized W of Rwy 18-36. Circling authorized to Rwy 18 only.

ALSF-1

MISSED APPROACH: Climbing left turn to 2000 via hdg 177° intercept PGY VORTAC R-250 to HANIS and hold.

ATIS★	SOCAL APP CON	TOWER★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25	

Visibility reduction by helicopters not authorized.

CAUTION:
Final apch length 12.2 NM.
Final apch intersects RCL at 3733'.

SAN DIEGO INTL

R-279

199 202 409

ZAPUD PGY 7

ZOPEX PGY 12.2

189

2000 279° 3600 279°

ZEKIR PGY 3

615 662

IAF
POGGI
116.45 PGY
Chan 111(Y)

HOLD 6000 4900 069° 200K 249°

3704

HANIS PGY 20

250° 230K 070°

R-250

UNITED STATES
MEXICO

M.S.A PGY 2.5 NM
180°
4800
7700
090°
270°
2900
5600
360°

RADAR required for westbound V317 arrivals at PGY VORTAC.

EMERG SAFE ALT 100 NM 13,700

2000 hdg 177°

PGY R-250

HANIS PGY 20

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).

ZEKIR PGY 3 — PGY VORTAC — One Minute Holding Pattern

ZAPUD PGY 7

ZOPEX PGY 12.2

PGY 10.4

069° 6000 4900 249°

279° 3600 2000

3.72° TCH 46

0.1 — 5.2 NM — 4 NM — 3 NM

CATEGORY	A	B	C	D
S-29 *	660-¾ 634 (700-¾)		660-1⅜ 634 (700-1⅜)	
C CIRCLING **	660-1 634 (700-1)		NOT AUTHORIZED	

ELEV 26 TDZE 26

TWR

7501 x 200

8001 x 200

HIRL all rwys
REIL Rwy 18, 29

SAN DIEGO, CALIFORNIA 32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 9 26DEC24

VOR/DME RWY 29

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA

TACAN Y RWY 29

TACAN NZY Chan 117	APCH CRS 299°	Rwy ldg 7501 TDZE 26 Arpt Elev 26

[USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ mile.

ALSF-1 (A1)

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 ★	SOCAL APP CON	TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25	

** CAUTION: Maneuvering for circling approach not authorized W of Rwy 18-36 centerline. Circling approach authorized for Rwy 18 only.

CAUTION: Intmed seg descent gradient 350'/NM.

CAUTION: Intmed seg len 4 NM less than min 5 NM for CAT AB and 6 NM for CAT CD.

OCEANSIDE 115.3 OCN Chan 100

MISSION BAY 117.8 MZB Chan 125

NORTH ISLAND Chan 117 NZY

POGGI 116.45 PGY Chan 111(Y)

3000 to SKATE 163° (43.1)

3000 to SKATE 193° (17.7)

3000 to SKATE 242° (21.5)

SAN DIEGO INTL

202 534 264 254

ORTEE NZY 5

1600 299°

(IF) ORPUE NZY 9

2562

OBIME NZY 9

R-208

NZY 9 Arc 3000

R-119

R-178

IMPERIAL BEACH NOLF

UNITED STATES MEXICO

OCABI NZY 9

HOLD 12,000 2000 208° 230K 028°

3000 028°

(IAF) SKATE NZY 14

NZY 18

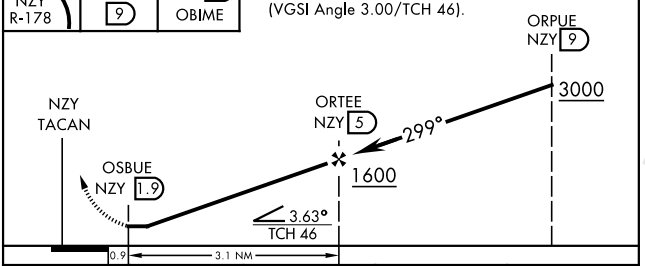
M.S.A NZY 25 NM

4000 203° 5300 293° 4100 023° 1600 113°

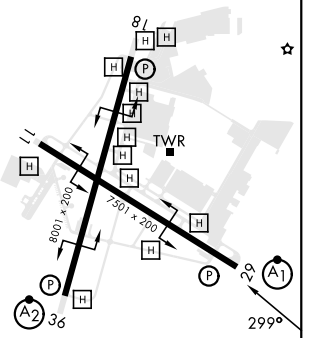
EMERG SAFE ALT 100 NM 13,700

2000 NZY R-178 | OCABI NZY 9 | Arc S NZY 9 OBIME

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).



ELEV 26 | TDZE 26



HIRL all rwys
REIL Rwy 18, 29

CATEGORY	A	B	C	D
S-29 *	520-¾ 494 (500-¾)		520-1 494 (500-1)	
C CIRCLING **	620-1 594 (600-1)		NOT AUTHORIZED	

SAN DIEGO, CALIFORNIA 32°42'N-117°13'W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

Amdt 5 26DEC24

TACAN Y RWY 29

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

24361

SAN DIEGO, CALIFORNIA

TACAN Y RWY 36

TACAN NZY Chan 117	APCH CRS 360°	Rwy ldg 8001 TDZE 19 Arpt Elev 26

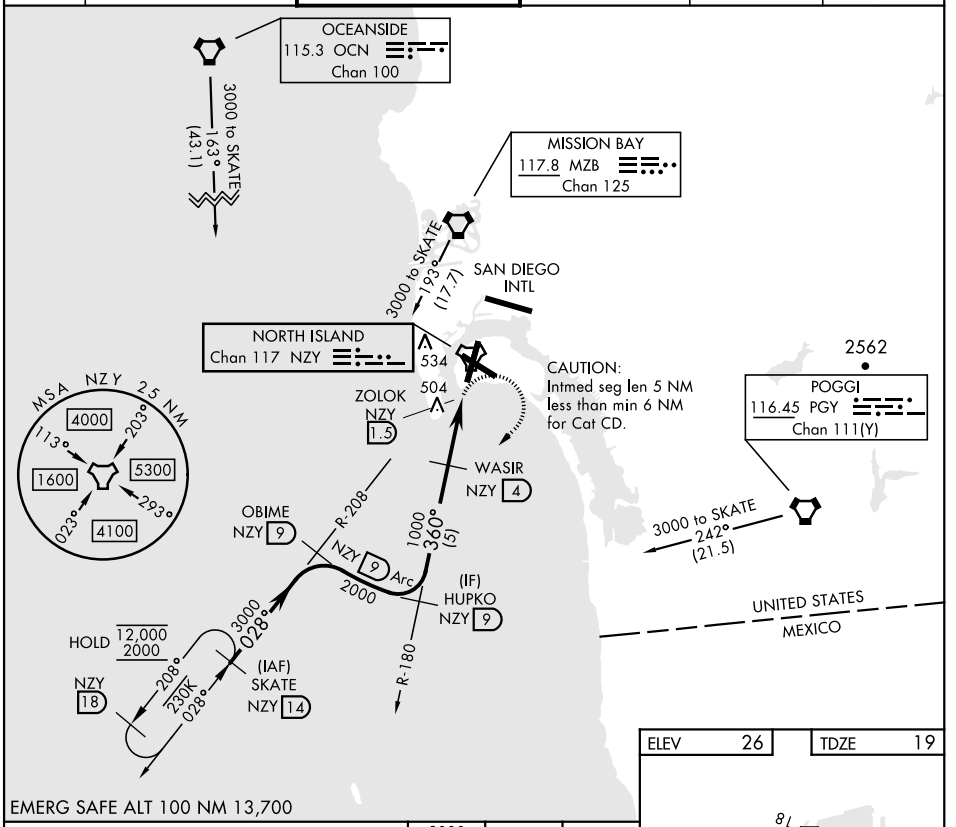
[USN] NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

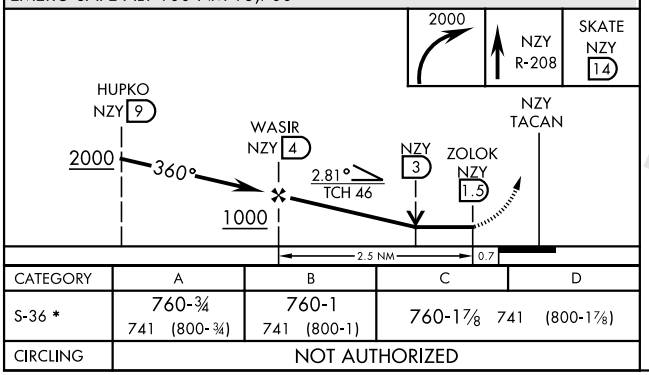
*When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT CD vis to 2 miles.

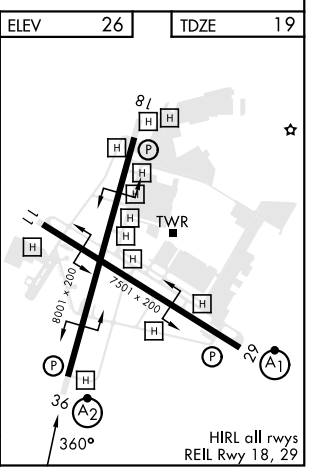
SALSF A2

MISSED APPROACH: Climbing right turn to 2000 intercept the NZY TACAN R-208 to SKATE and hold.

ATIS ★	SOCAL APP CON	TOWER ★	GND CON	CLNC DEL	PAR/ASR
317.8	125.15 317.55	135.1 336.4	118.0 360.675	128.4 288.25	







CATEGORY	A	B	C	D
S-36 *	760-¾ 741 (800-¾)	760-1 741 (800-1)	760-1⅞ 741 (800-1⅞)	
CIRCLING	NOT AUTHORIZED			

SAN DIEGO, CALIFORNIA
Amdt 5 26DEC24

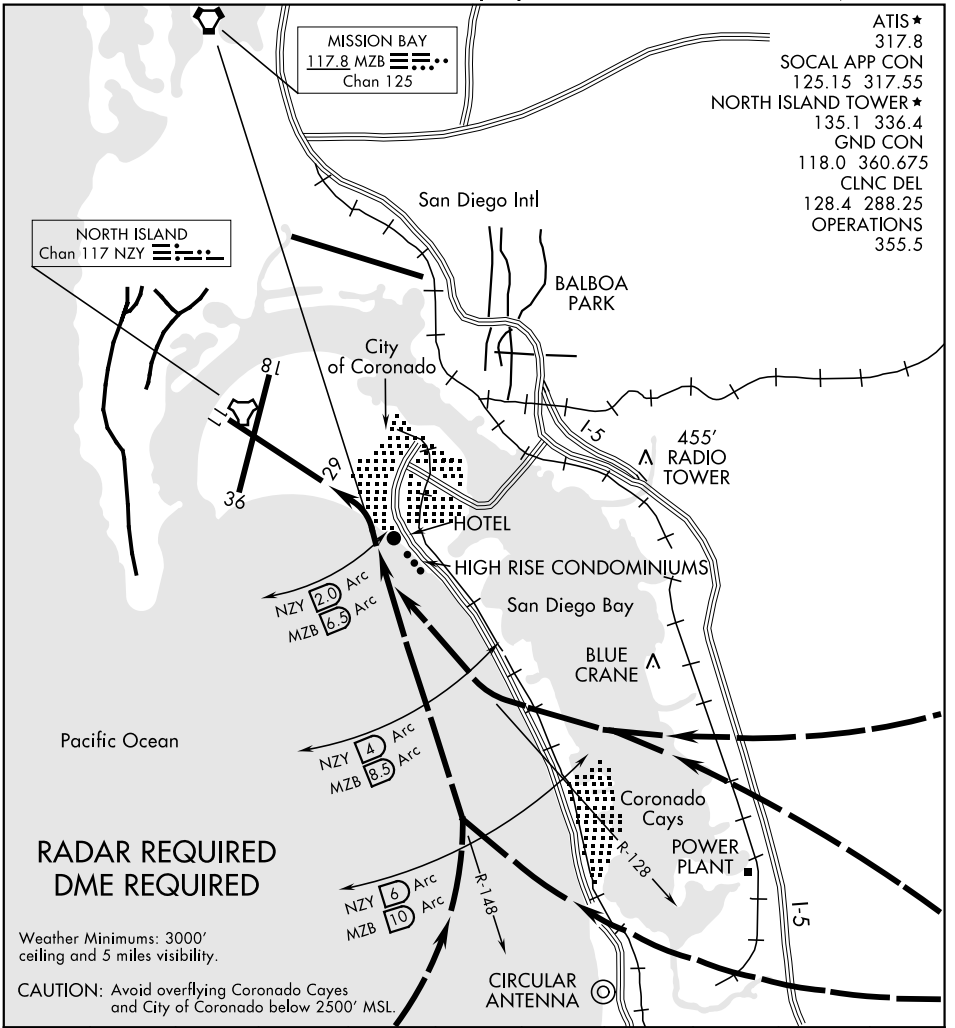
32°42′N-117°13′W NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

TACAN Y RWY 36

SW-3, 09 JUL 2026 to 03 SEP 2026

HOTEL VISUAL RWY 29

AL-374 [USN]



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.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

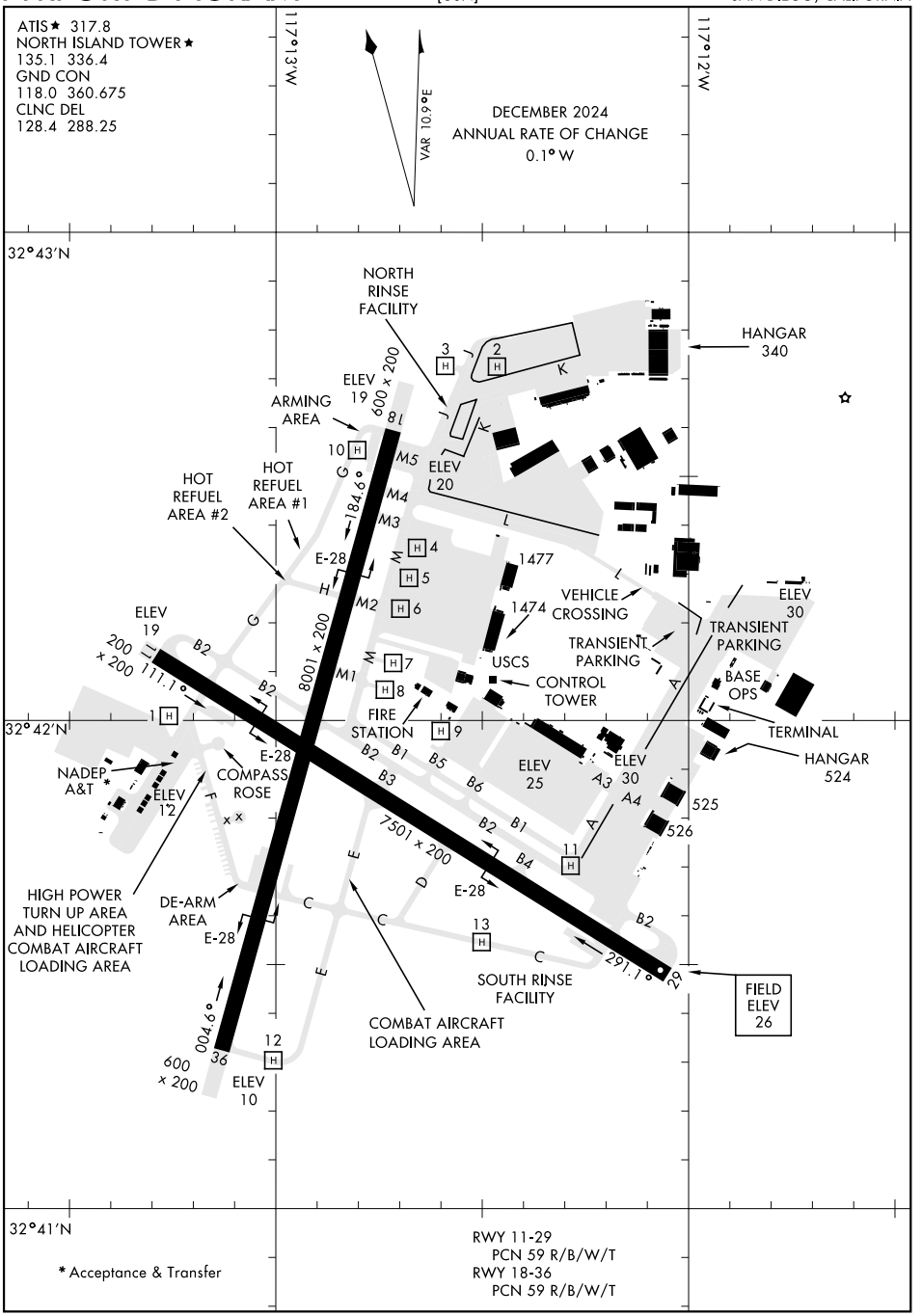
24361

AIRPORT DIAGRAM

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

[USN]

SAN DIEGO, CALIFORNIA



AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

NASNI ONE DEPARTURE (OBSTACLE) (NASNI 1.NASNI)

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

RADAR and DME required

Rwy	Knots	60	120	180	240	300	360
11 ⓐ	V/V(fpm)	275	550	825	1100	1375	1650
11 ⓑ	V/V(fpm)	290	580	870	1160	1450	1740
29 ⓒ	V/V(fpm)	420	840	1260	1680	2100	2520
29 ⓓ	V/V(fpm)	470	940	1410	1880	2350	2820

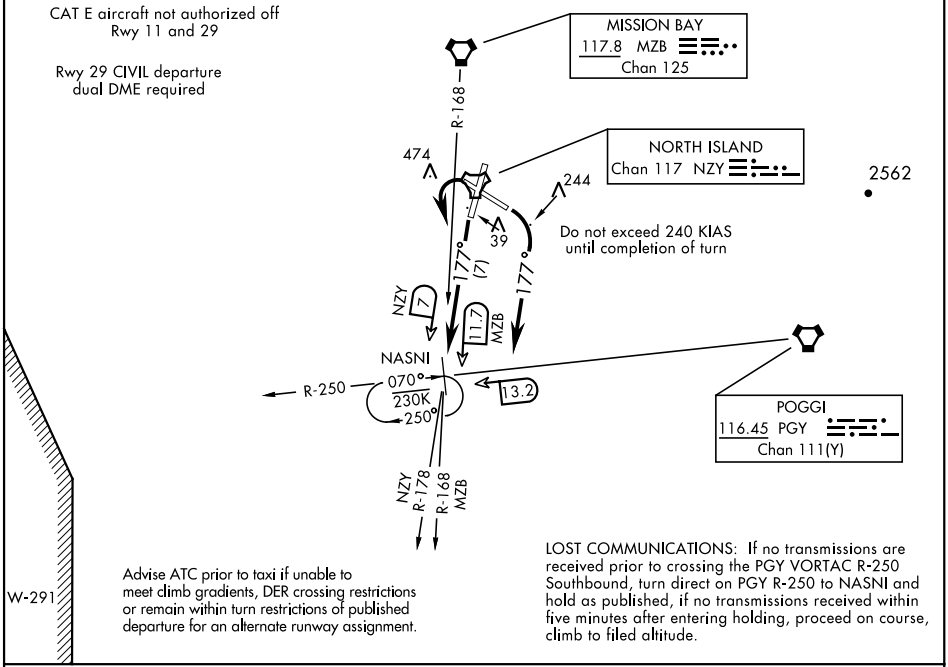
Minimum Climb Rate

ⓐ Military climb to 700 or 600-2¼ authorized in lieu of climb rate.
ⓑ Civil climb to 700 or 600-2¼ authorized in lieu of climb rate.
ⓒ Military climb to 700 or 600-2½ authorized in lieu of climb rate.
ⓓ 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 11 and 29

Rwy 29 CIVIL departure dual DME required



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 11: Turn right as soon as practicable climbing to 2000 via heading 177°, remain within NZY TACAN 1.4 DME to not overfly the City of Coronado, thence...

TAKEOFF RWY 18: Climbing left turn to 2000 intercept the NZY TACAN R-178 (MZB VORTAC R-168) to NASNI, thence...

TAKEOFF RWY 29 (CIVIL): Turn left as soon as practicable climbing to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the MZB VORTAC R-168 to NASNI, thence...

TAKEOFF RWY 29 (MILITARY): Turn left as soon as practicable climbing to 2000, remain within NZY TACAN 1 DME to not overfly Point Loma, intercept the NZY R-178 to NASNI, thence...

...Expect RADAR vectors to join assigned route.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CALIFORNIA | AL-5666 (FAA) | 26078

APP CRS	Rwy Ldg	2712
062°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 7

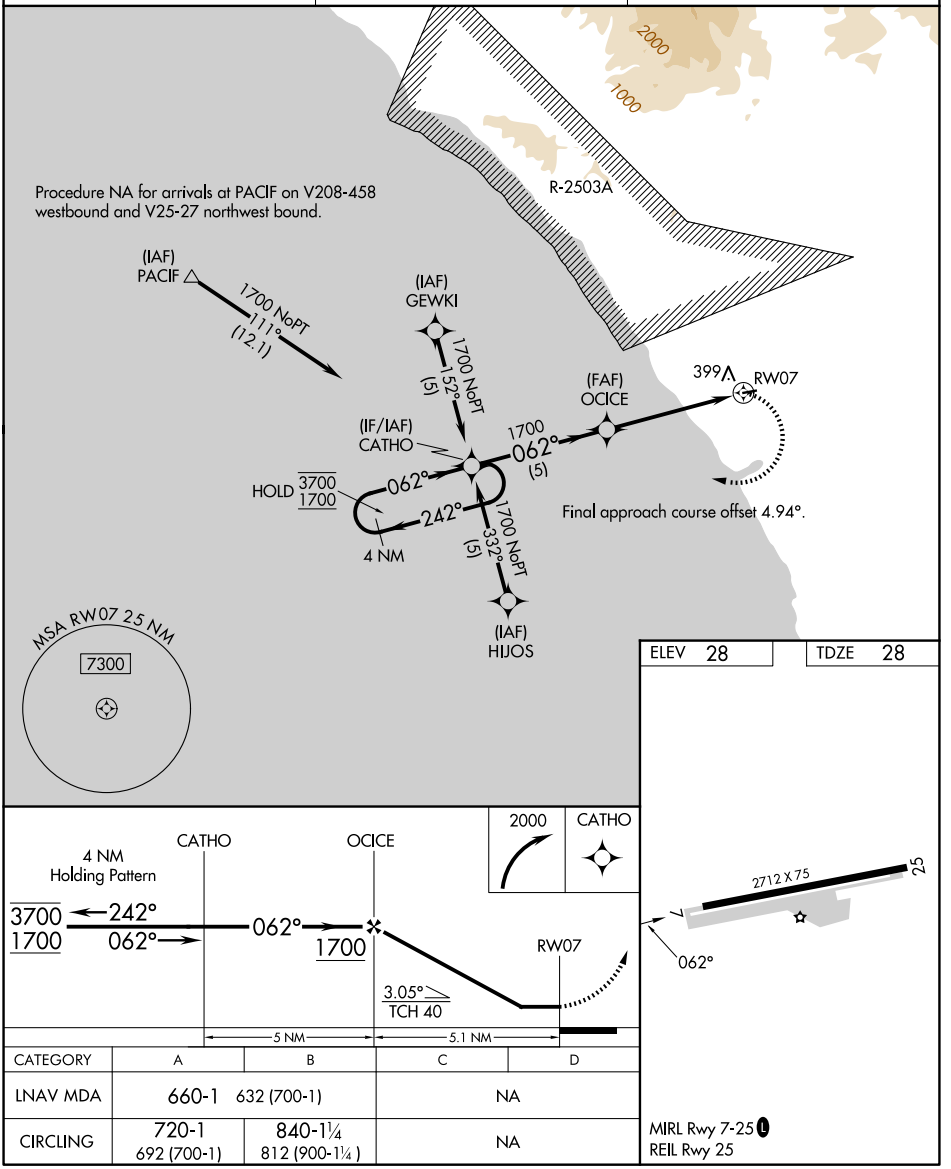
BOB MAXWELL MEML AIRFIELD (OKB)

RNP APCH-GPS.

Rwy 7 helicopter visibility reduction below 1 SM NA.
NA Rwy 7 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct CATHO and hold.

ASOS	SOCAL APP CON	UNICOM
127.8	127.3 323.0	122.725 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1	632 (700-1)	NA	
CIRCLING	720-1 692 (700-1)	840-1¼ 812 (900-1¼)	NA	

MIRL Rwy 7-25 L
REIL Rwy 25

OCEANSIDE, CALIFORNIA
Amdt 1 02DEC21

33°13'N-117°21'W

BOB MAXWELL MEML AIRFIELD (OKB)
RNAV (GPS) RWY 7

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	2712
247°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 25

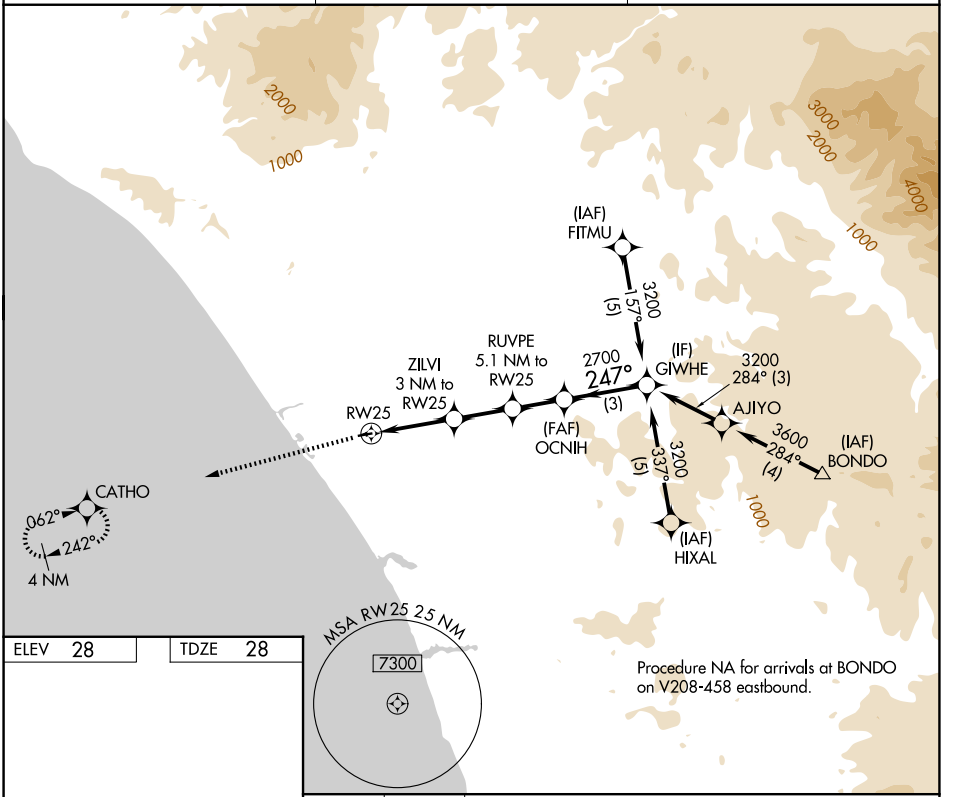
BOB MAXWELL MEML AIRFIELD (OKB)

RNP APCH-GPS.

Circling Rwy 7 NA at night.
Rwy 25 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct CATHO and hold.

ASOS	SOCAL APP CON	UNICOM
127.8	127.3 323.0	122.725 (CTAF) L

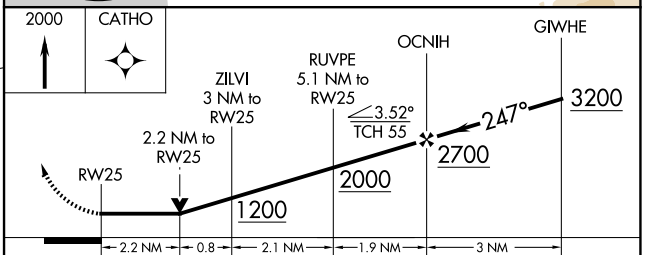


ELEV 28	TDZE 28

MSA RW25 2.5 NM
7300

Procedure NA for arrivals at BONDO on V208-458 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	920-1¼ 892 (900-1¼)		NA	
CIRCLING	920-1¼ 892 (900-1¼)		NA	

MIRL Rwy 7-25 L
REIL Rwy 25

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE, CALIFORNIA | AL-5666 (FAA) | 26078

VORTAC OCN 115.3 Chan 100	APP CRS 096°	Rwy Ldg N/A TDZE N/A Apt Elev 28

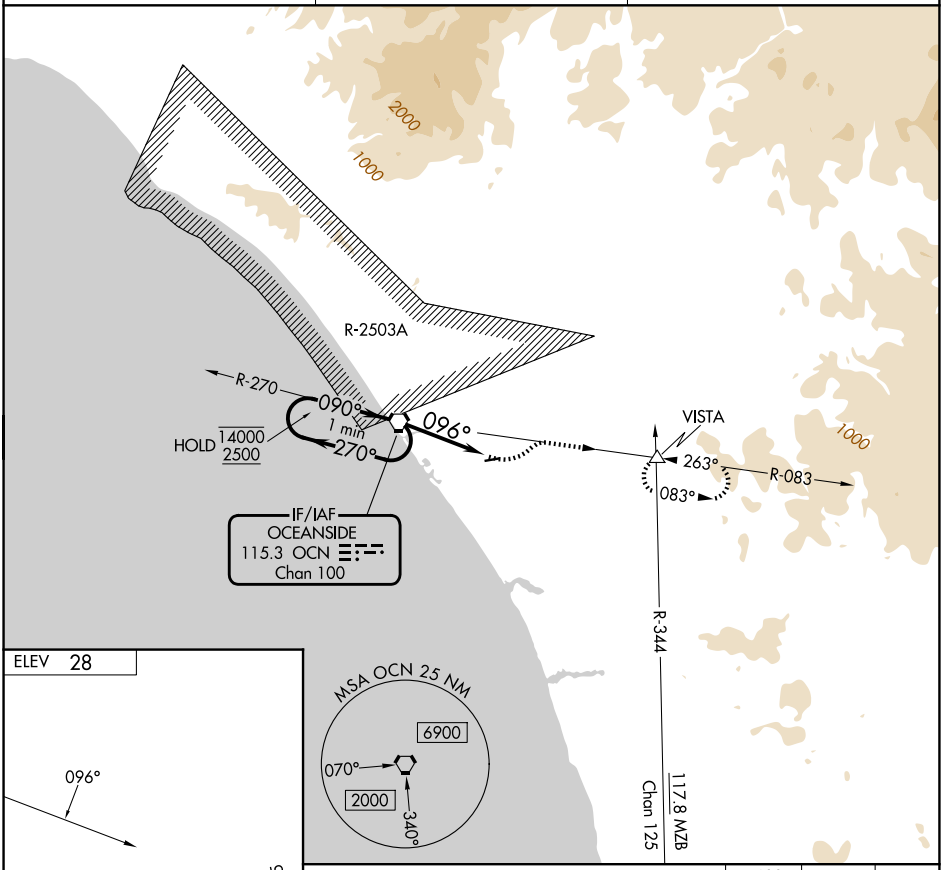
VOR-A

BOB MAXWELL MEML AIRFIELD (OKB)

Rwy 7 helicopter visibility reduction below 1 SM NA. Circling Rwy 7 NA at night. When local altimeter setting not received, use CRQ altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 5600 on heading 030° and on OCN VORTAC R-083 to VISTA INT and hold, continue climb-in-hold to 5600.

ASOS	SOCAL APP CON	UNICOM
127.8	127.3 323.0	122.725 (CTAF) L

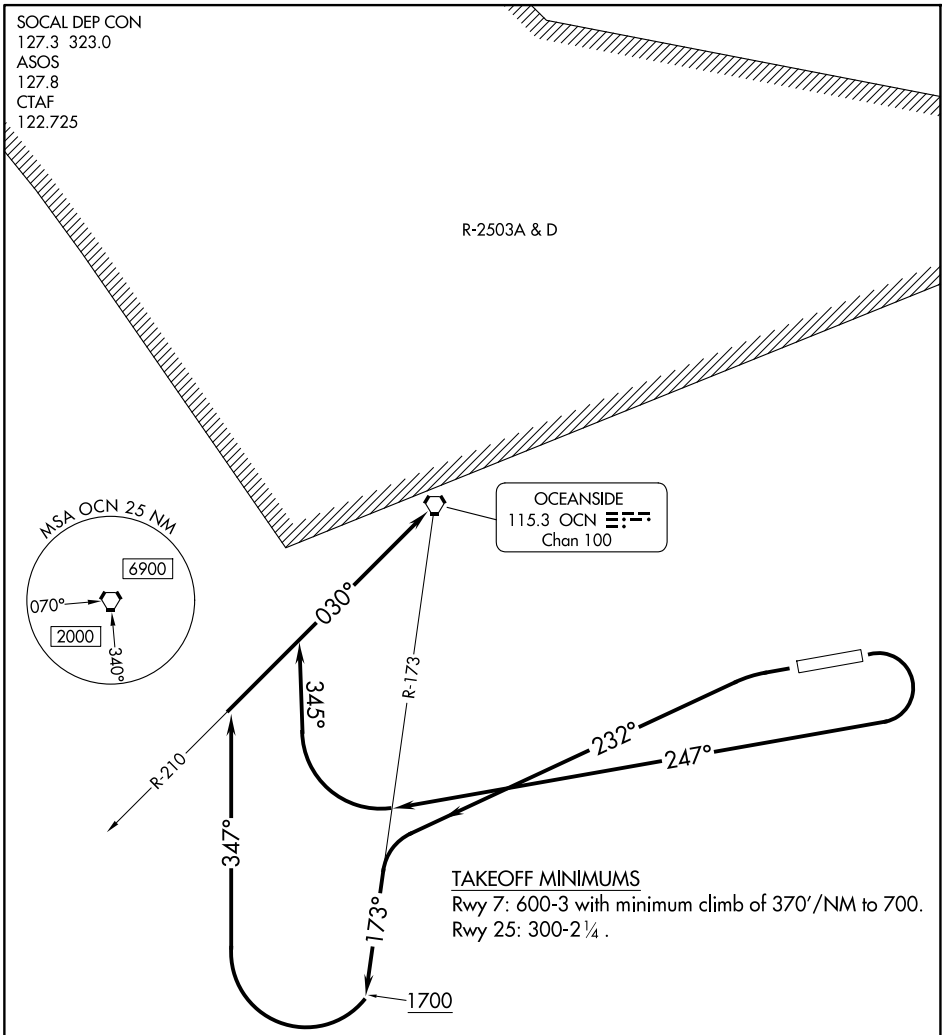


FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:21	1:08

CATEGORY	A	B	C	D
CIRCLING	980-1¼ 952 (1000-1¼)	980-1½ 952 (1000-1½)	NA	

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OCEANSIDE ONE DEPARTURE (OBSTACLE)



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn on heading 247° to cross OCN R-173, then climbing right turn on heading 345° to intercept OCN R-210 to OCN VORTAC, then proceed on course. Do not exceed 200K until OCN VORTAC.

TAKEOFF RUNWAY 25: Climbing left turn on heading 232° to intercept OCN R-173 to 1700, then climbing right turn on heading 347° to intercept OCN R-210 to OCN VORTAC, then proceed on course. Do not exceed 200K until OCN VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

TAKEOFF OBSTACLE NOTES

Rwy 7: Trees, vegetation beginning 71′ from DER, 130′ right of centerline, up to 50′ AGL/83′ MSL.
Trees beginning 177′ from DER, 79′ left of centerline, up to 50′ AGL/83′ MSL.
Trees, building beginning 322′ from DER, 174′ right of centerline, up to 50′ AGL/87′ MSL.
Tree 731′ from DER, 378′ left of centerline, 50′ AGL/87′ MSL.
Trees beginning 784′ from DER, 34′ left of centerline, up to 50′ AGL/90′ MSL.
Trees, pole beginning 1181′ from DER, 9′ right of centerline, up to 50′ AGL/90′ MSL.
Trees beginning 1432′ from DER, 53′ right of centerline, up to 50′ AGL/96′ MSL.
Trees beginning 1682′ from DER, 98′ right of centerline, up to 50′ AGL/103′ MSL.
Tree 1841′ from DER, 797′ left of centerline, 50′ AGL/93′ MSL.
Trees beginning 1933′ from DER, 142′ right of centerline, up to 50′ AGL/106′ MSL.
Trees beginning 1986′ from DER, 155′ left of centerline, up to 50′ AGL/110′ MSL.
Trees, transmission line beginning 2237′ from DER, 111′ left of centerline, up to 50′ AGL/113′ MSL.
Transmission line, pole beginning 2592′ from DER, 3′ left of centerline, up to 79′ AGL/119′ MSL.
Transmission line beginning 2781′ from DER, 87′ right of centerline, up to 70′ AGL/106′ MSL.
Transmission line, trees beginning 2825′ from DER, 21′ left of centerline, up to 85′ AGL/123′ MSL.
Transmission line 3442′ from DER, 1068′ right of centerline, 79′ AGL/115′ MSL.
Tree 3532′ from DER, 1349′ right of centerline, 50′ AGL/142′ MSL.
Trees beginning 3783′ from DER, 1095′ right of centerline, up to 50′ AGL/198′ MSL.
Trees beginning 4034′ from DER, 243′ right of centerline, up to 50′ AGL/241′ MSL.
Tree 4153′ from DER, 696′ left of centerline, 50′ AGL/136′ MSL.
Trees beginning 4285′ from DER, 288′ right of centerline, up to 50′ AGL/280′ MSL.
Trees beginning 4403′ from DER, 651′ left of centerline, up to 50′ AGL/146′ MSL.
Trees, pole, building beginning 4536′ from DER, 33′ right of centerline, up to 50′ AGL/297′ MSL.
Tree 4549′ from DER, 10′ left of centerline, 50′ AGL/162′ MSL.
Trees beginning 4602′ from DER, 309′ left of centerline, up to 50′ AGL/172′ MSL.
Trees beginning 4853′ from DER, 264′ left of centerline, up to 50′ AGL/195′ MSL.
Trees beginning 4892′ from DER, 78′ right of centerline, up to 50′ AGL/306′ MSL.
Trees beginning 5104′ from DER, 220′ left of centerline, up to 50′ AGL/264′ MSL.
Trees beginning 5289′ from DER, 122′ right of centerline, up to 50′ AGL/320′ MSL.
Trees, tower beginning 5355′ from DER, 175′ left of centerline, up to 50′ AGL/267′ MSL.
Trees beginning 5605′ from DER 87′ left of centerline, up to 50′ AGL/290′ MSL.
Trees beginning 5791′ from DER 211′ right of centerline, up to 50′ AGL/339′ MSL.
Trees, building beginning 1 NM from DER, 1′ right of centerline, up to 50′ AGL/375′ MSL.
Trees, vegetation beginning 1.1 NM from DER, 30′ left of centerline, up to 50′ AGL/316′ MSL.
Trees beginning 1.5 NM from DER, 1518′ right of centerline, up to 50′ AGL/274′ MSL.
Trees beginning 1.6 NM from DER, 18′ left of centerline, up to 50′ AGL/342′ MSL.
Transmission line 2.4 NM from DER, 3256′ right of centerline, up to 66′ AGL/425′ MSL.

Rwy 25: Trees beginning 29′ from DER, 105′ left of centerline, up to 50′ AGL/83′ MSL.
Tree 126′ from DER, 129′ right of centerline, 58′ MSL.
Trees, vehicle on road beginning 174′ from DER, 90′ right of centerline, up to 50′ AGL/83′ MSL.
Trees, vehicle on raod beginning 425′ from DER, 2′ right of centerline, up to 50′ AGL/90′ MSL.
Trees beginning 980′ from DER, 28′ right of centerline, up to 50′ AGL/93′ MSL.
Trees beginning 1032′ from DER, 60′ left of centerline, up to 50′ AGL/87′ MSL.
Trees beginning 1283′ from DER, 16′ left of centerline, up to 50′ AGL/90′ MSL.
Trees, transmission line, pole beginning 1680′ from DER, 15′ right of centerline, up to 50′ AGL/169′ MSL.
Trees beginning 1931′ from DER, 117′ right of centerline, up to 50′ AGL/234′ MSL.
Monument 2092′ from DER, 719′ right of centerline, 42′ AGL/259′ MSL.
Trees beginning 2129′ from DER, 161′ right of centerline, up to 50′ AGL/287′ MSL.
Trees, pole beginning 2248′ from DER, 92′ left of centerline, up to 50′ AGL/228′ MSL.
Trees, pole, transmission line beginning 2380′ from DER, 129′ right of centerline, up to 50′ AGL/290′ MSL.
Tree, poles beginning 4431′ from DER, 1114′ left of centerline, up to 223′ MSL.
Transmission lines, poles beginning 5498′ from DER, 363′ right of centerline, up to 97′ AGL/263′ MSL.
Transmission line 1.2 NM from DER, 458′ right of centerline, 66′ AGL/215′ MSL.

26134

ILS or LOC RWY 8L

ONTARIO INTL (ONT)

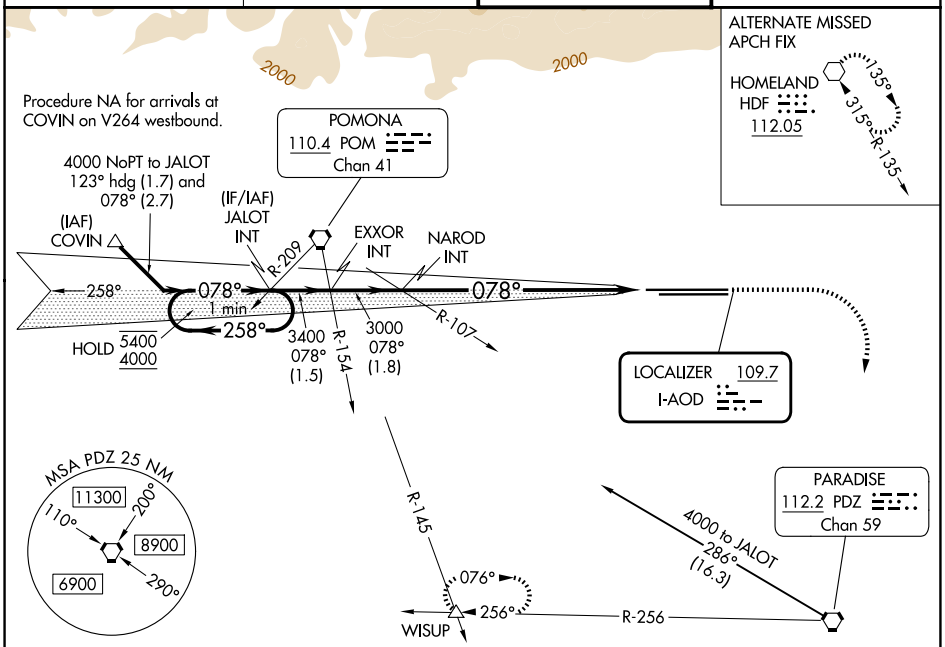
LOC I-AOD	APP CRS		8L	8R
109.7	078°	Rwy Ldg	11200	10200
		TDZE	944	936
		Apt Elev	944	944

Circling NA north of Rwy 8L-26R. For inop ALS, increase S-LOC 8L Cats C and D visibility to 1⅜ SM.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

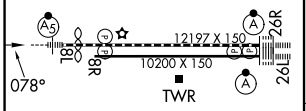
MALSR Rwy 8L

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct PDZ VORTAC and on PDZ VORTAC R-256 to WISUP INT and hold.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



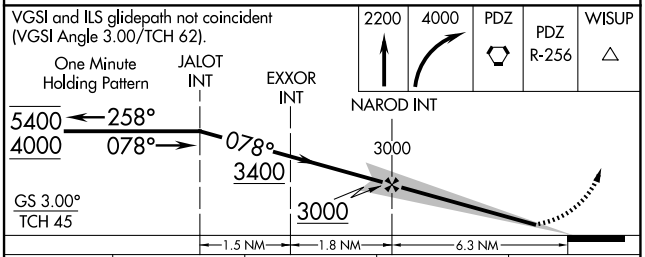
ELEV 944 D TDZE 8L 944 TDZE 8R 936



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

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 8L*	1144/24 200 (200-½)			
S-LOC 8L	1460/24 516 (600-½)		1460/55 516 (600-1)	
SIDESTEP 8R	1460/55 524 (600-1)		1460-1½ 524 (600-1½)	1460-2 524 (600-2)
CIRCLING	1460-1 516 (600-1)		1540-1½ 596 (600-1½)	1600-2 656 (700-2)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ONTARIO, CALIFORNIA

AL-965 (FAA)

26134

ILS or LOC RWY 26L

ONTARIO INTL (ONT)

LOC/DME I-TWO	APP CRS		26L	26R
111.35	258°	Rwy Ldg	10200	12197
Chan 50 (Y)		TDZE	926	932
		Apt Elev	944	944

RNP APCH - GPS. From TAKOE.

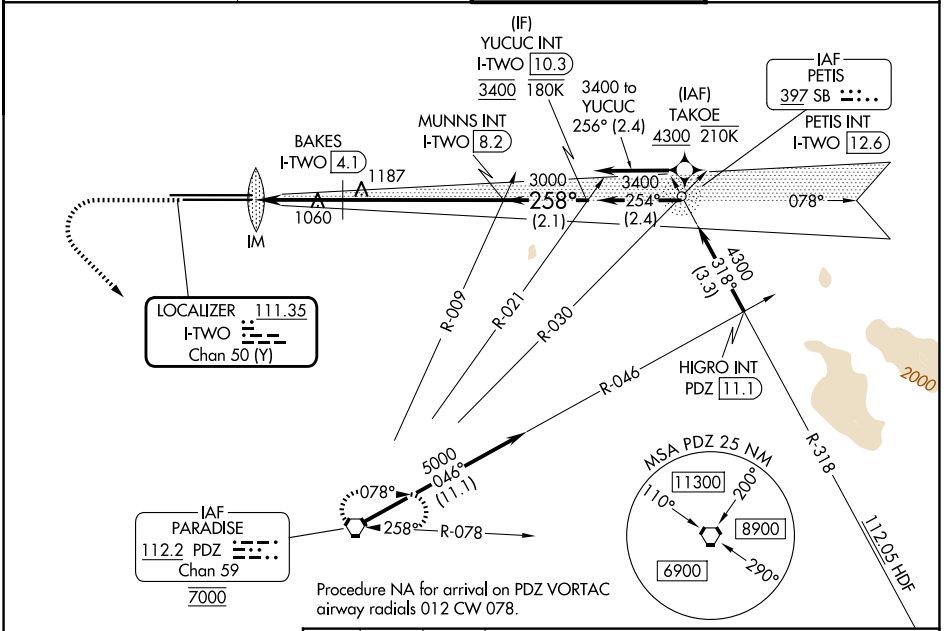
Circling NA north of Rwy 8L-26R. For inop ALS, increase S-LOC 26L Cat C and D visibility to 2½ SM.

ALSF-2 Rwy 26L

ALSF-2 Rwy 26R

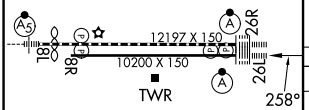
MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



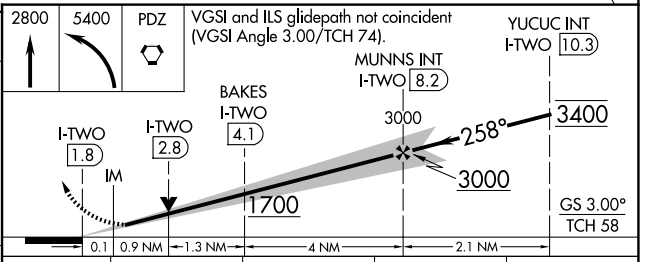
ELEV 944 D

TDZE 26L 926
TDZE 26R 932



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

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 26L	1126/18 200 (200-½)			
S-LOC 26L	1700/24 774 (800-½)	1700/40 774 (800-¾)	1700-1¾ 774 (800-1¾)	
SIDESTEP 26R	1700/55 768 (800-1)		1700-1¾ 768 (800-1¾)	1700-2 768 (800-2)
CIRCLING	1700-1 756 (800-1)	1700-1¼ 756 (800-1¼)	1700-2½ 756 (800-2½)	
BAKES FIX MINIMUMS (DME REQUIRED)				
S-LOC 26L	1320/24 394 (400-½)		1320/35 394 (400-⅝)	

ONTARIO, CALIFORNIA
Amdt 9 10AUG23

34°03'N-117°36'W

ONTARIO INTL (ONT)

ILS or LOC RWY 26L

SW-3, 09 JUL 2026 to 03 SEP 2026

ILS or LOC RWY 26R

ONTARIO INTL (ONT)

LOC/DME I-ONT	APP CRS		26R	26L
109.7	258°	Rwy Ldg	12197	10200
Chan 34		TDZE	932	926
		Apt Elev	944	944

RNP APCH - GPS. From TAKOE.

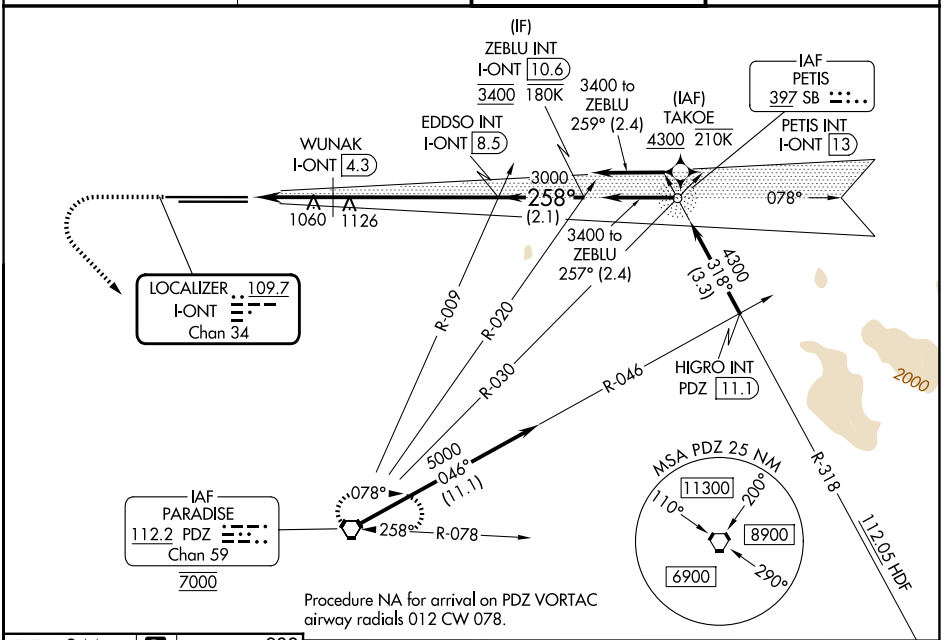
Circling NA north of Rwy 8L-26R. For inop ALS, increase S-LOC 26R Cat C and D visibility to 2 SM.

ALSF-2 Rwy 26R

ALSF-2 Rwy 26L

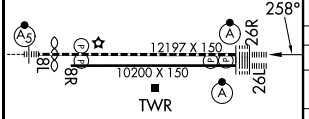
MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



ELEV 944 D

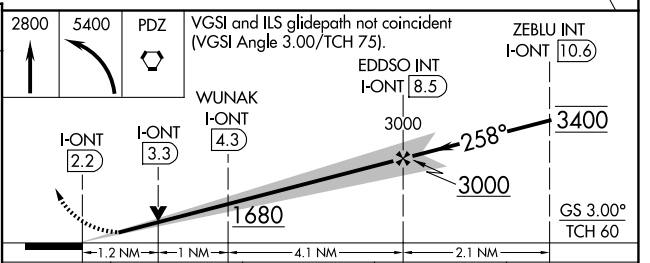
TDZE 26R 932
TDZE 26L 926



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

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 26R	1132/18 200 (200-½)			
S-LOC 26R	1680/24 748 (800-½)	1680/40 748 (800-¾)	1680-1¾ 748 (800-1¾)	
SIDESTEP 26L	1680/55 754 (800-1)		1680-1¾ 754 (800-1¾)	1680-2 754 (800-2)
CIRCLING	1680-1 736 (800-1)	1680-1¼ 736 (800-1¼)	1680-2¼ 736 (800-2¼)	1680-2½ 736 (800-2½)
	WUNAK FIX MINIMUMS (DME REQUIRED)			
S-LOC 26R	1320/24 388 (400-½)		1320/35 388 (400-⅝)	

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ONTARIO, CALIFORNIA

AL-965 (FAA)

26134

ILS RWY 26L (CAT II & III)

ONTARIO INTL (ONT)

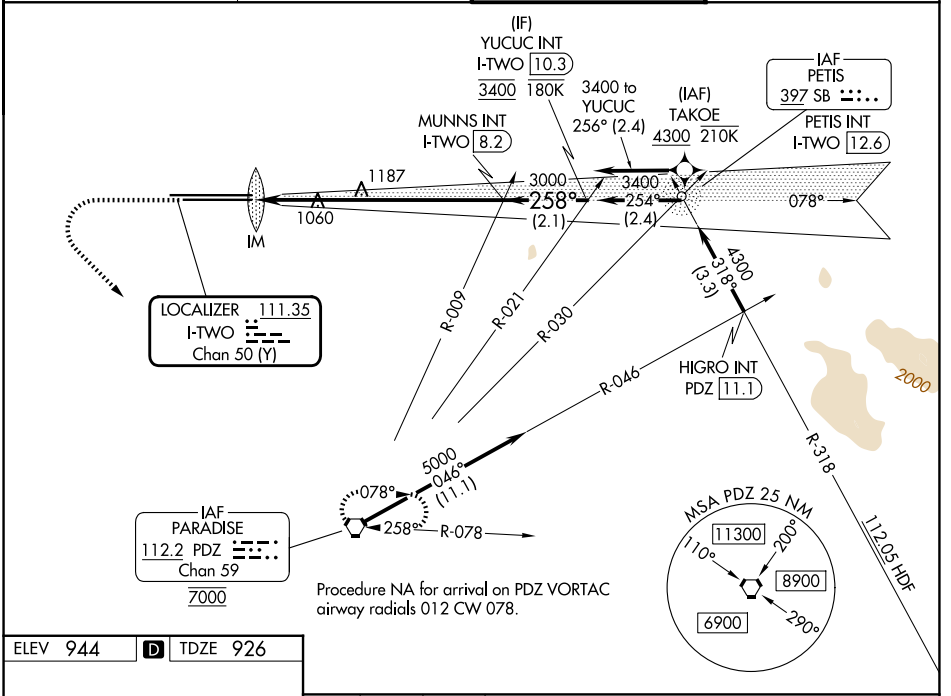
LOC/DME I-TWO	APP CRS	Rwy Ldg	10200
111.35	258°	TDZE	926
Chan 50(Y)		Apt Elev	944

RNP APCH - GPS. From TAKOE.

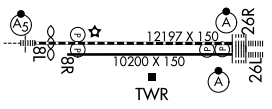
ALSF-2

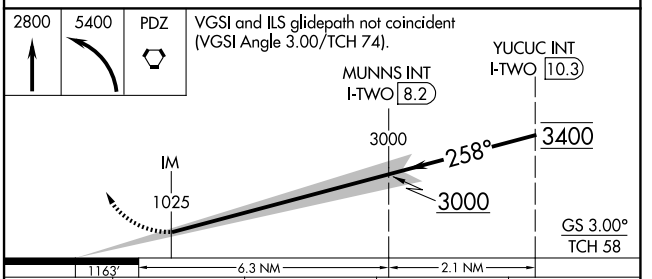
MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



ELEV 944 | D | TDZE 926





CATEGORY	A	B	C	D
S-ILS 26L	CAT II RA 103/12 100 DA 1026			
S-ILS 26L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

ONTARIO, CALIFORNIA
Amdt 9 10AUG23

34°03'N-117°36'W

ONTARIO INTL (ONT)

ILS RWY 26L (CAT II & III)

SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-ONT	APP CRS	Rwy Ldg	12197
109.7	258°	TDZE	932
Chan 34		Apt Elev	944

ILS RWY 26R (CAT II & III)

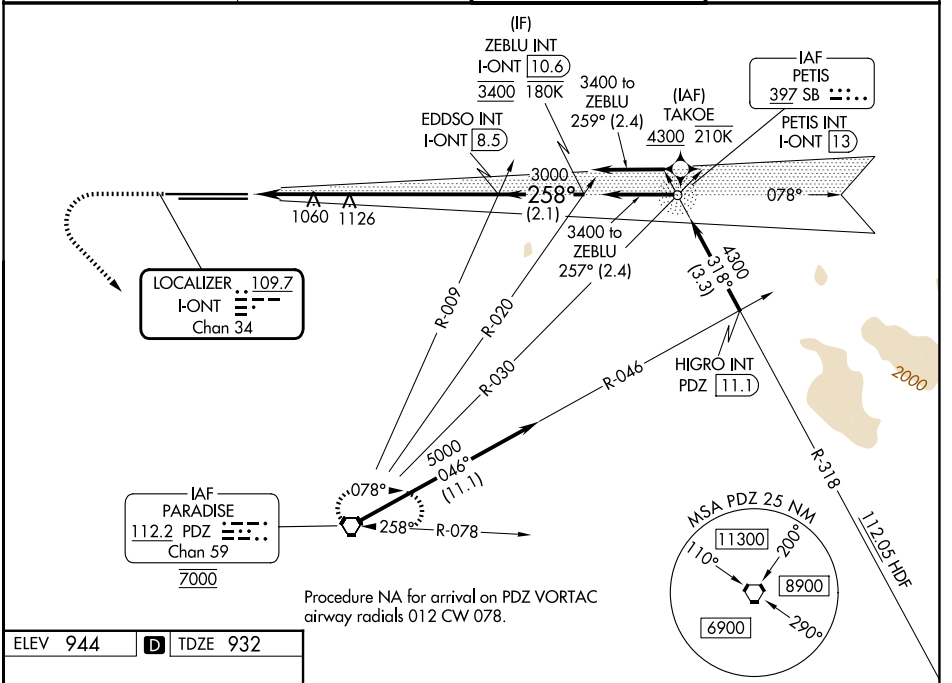
ONTARIO INTL (ONT)

RNP APCH - GPS. From TAKOE.

ALSF-2

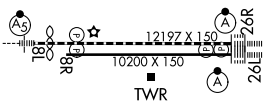
MISSED APPROACH: Climb to 2800 then climbing left turn to 5400 direct PDZ VORTAC and hold, continue climb-in-hold to 5400.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 078.

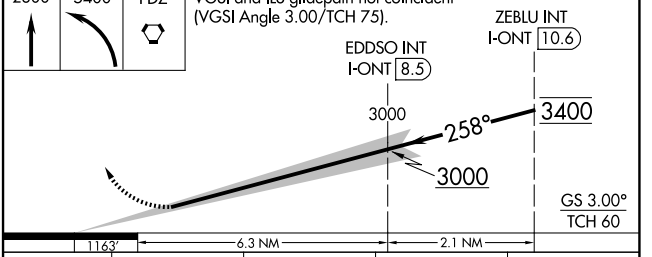
ELEV 944 D TDZE 932



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

2800 | 5400 | PDZ

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
S-ILS 26R	CAT II RA 100/12 100 DA 1032			
S-ILS 26R	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ONTARIO, CALIFORNIA AL-965 (FAA) 26134

APP CRS	Rwy Ldg	11200
078°	TDZE	944
	Apt Elev	944

RNAV (RNP) Z RWY 8L

ONTARIO INTL (ONT)

NA — For uncompensated Baro-VNAV systems, procedure NA below 2°C (36°F) or above 54°C (130°F).

MALSR

MISSED APPROACH: Climb to 5300 direct CABUB on track 161° to DLIUS and hold, continue climb-in-hold to 5300.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8

GPS REQUIRED

ICWEB 180K (RNP 0.30) 2000

3700 258° (3.2) PRMNT

4500 258° (3.9) (IF) OUTCH

5600 258° (6.6) (IAF) NUTZO 6000 (RF REQD)

2800 (3.6)

UGIVE

2000 078° (3) 2000 (2.5)

2900 078° (3.4) (IAF) JALOT (RNP 0.60)

(IF) LEAGE

2000 (3.4)

(FAF) LOGJM 078° (3.2) RW08L CABUB

IMANE 190K (RNP 0.30)

2900 348° (1.4)

UNLAY (RNP 0.70)

161° (8.4)

3300 (3.1)

4200 267° (3.5) COLTN

(IF) RUKKY

5100 267° (4) (IAF) EFFXX 6000 210K (RF REQD)

5 NM 080° 260° DLIUS

MSA RW08L 25 NM 11300

2000

ELEV 944 D TDZE 944

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).

5300	CABUB	tr 161°	DLIUS

LOGJM 2000

2000 078° RW08L

GP 3.00° TCH 45

See planview for multiple IF locations.

3.2 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1490-1⅜	546 (600-1⅜)		

AUTHORIZATION REQUIRED

078° 180 8R 12197 X 150 10200 X 150 TWR 26R 26L

TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	10200
078°	TDZE	936
	Apt Elev	944

RNAV (RNP) Z RWY 8R

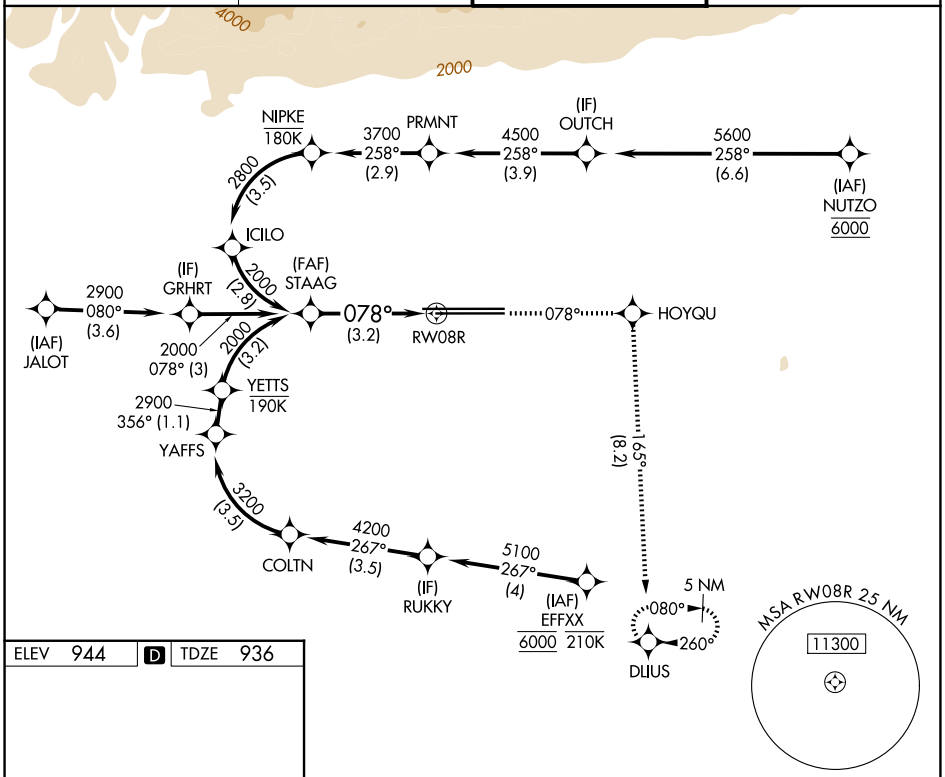
ONTARIO INTL (ONT)

RNP AR APCH - GPS. Authorization required. From JALOT: Min RNP 0.80. From GRHRT: Min RNP 0.50. From NIPKE or ICILO: RF, Min RNP 0.30. From COLTN: RF. From YETTS: RF, Min RNP 0.80.

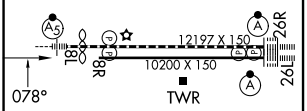
For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 5300 on track 078° to HOYQU and on track 165° to DLIUS and hold, continue climb-in-hold to 5300.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



ELEV 944 | D | TDZE 936

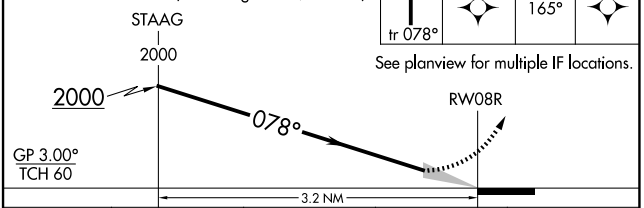


TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65).

5300 ↑ tr 078°	HOYQU	tr 165°	DLIUS

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	1388-1⅜ 452 (500-1⅜)			

AUTHORIZATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ONTARIO, CALIFORNIA | AL-965 (FAA) | 26134

APP CRS	Rwy Ldg	10200
258°	TDZE	926
	Apt Elev	944

RNAV (RNP) Z RWY 26L

ONTARIO INTL (ONT)

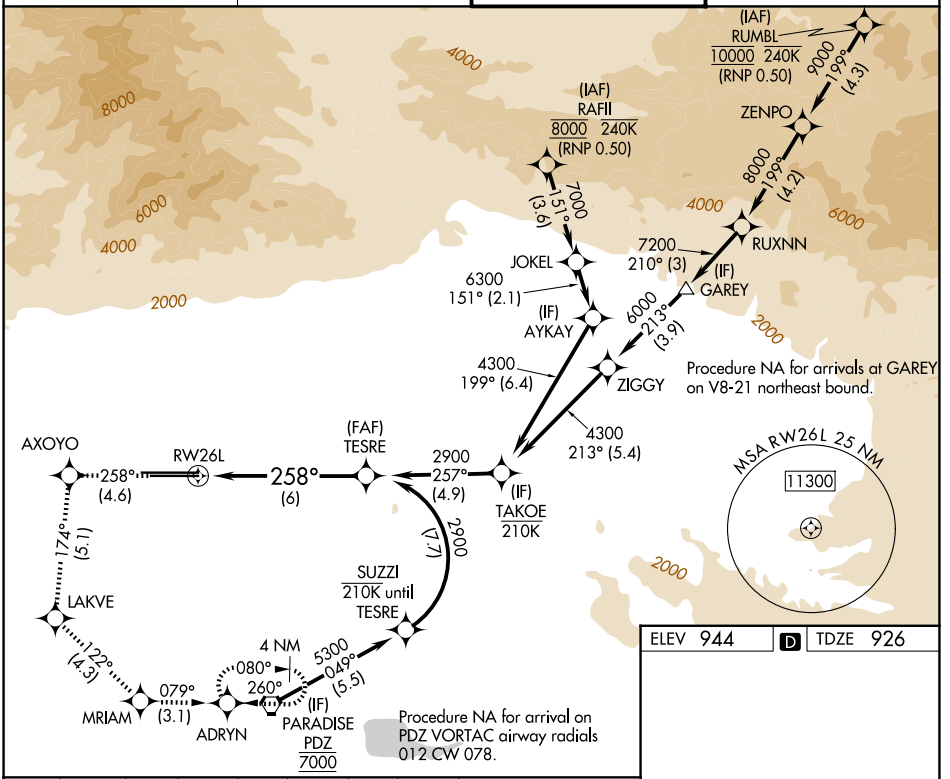
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. For inop ALS, increase RNP 0.10 visibility all Cats to RVR 4500, RNP 0.17 visibility all Cats to RVR 5000, RNP 0.30 visibility all Cats to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3400 on track 258° to AXOYO and track 174° to LAKVE and track 122° to MRIAM and track 079° to ADRYN and hold.

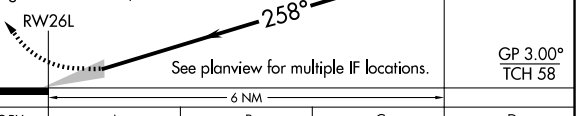
D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8

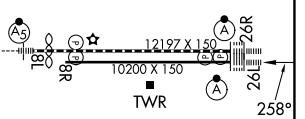


ELEV 944 | D | TDZE 926

3400 tr 258°	AXOYO	tr 174°	LAKVE	tr 122°	MRIAM	tr 079°	ADRYN	TESRE 2900

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).





CATEGORY	A	B	C	D
RNP 0.10 DA	1203/24	277 (300-½)		
RNP 0.17 DA	1245/24	319 (400-½)		
RNP 0.30 DA	1322/35	396 (400-⅝)		

AUTHORIZATION REQUIRED

TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	12197
258°	TDZE	932
	Apt Elev	944

RNAV (RNP) Z RWY 26R

ONTARIO INTL (ONT)

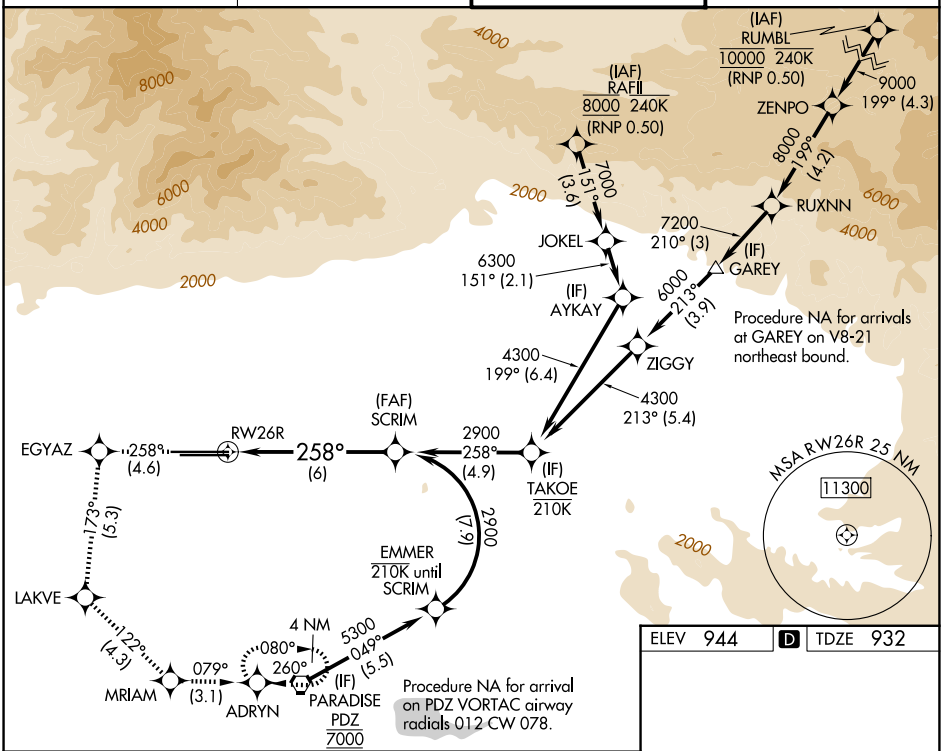
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C. For inop ALS, increase RNP 0.12 visibility all Cats to RVR 4500, RNP 0.21 visibility all Cats to RVR 5500, RNP 0.30 visibility all Cats to RVR 6000.

ALSF-2

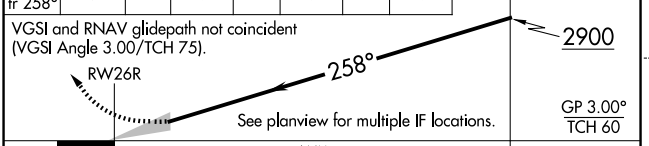
MISSED APPROACH: Climb to 3400 on track 258° to EGYAZ and track 173° to LAKVE and track 122° to MRIAM and on track 079° to ADRYN and hold.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



3400 tr 258°	EGYAZ	tr 173°	LAKVE	tr 122°	MRIAM	tr 079°	ADRYN

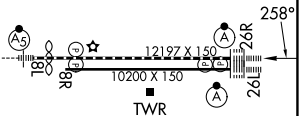
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
RNP 0.12 DA		1239/40	307 (300-¾)	
RNP 0.21 DA		1297/40	365 (400-¾)	
RNP 0.30 DA		1321/40	389 (400-¾)	

AUTHORIZATION REQUIRED

ELEV 944 D TDZE 932



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ONTARIO, CALIFORNIA AL-965 (FAA) 26134

WAAS	APP CRS	Rwy Ldg	11200
CH 45807	078°	TDZE	944
W08B		Apt Elev	944

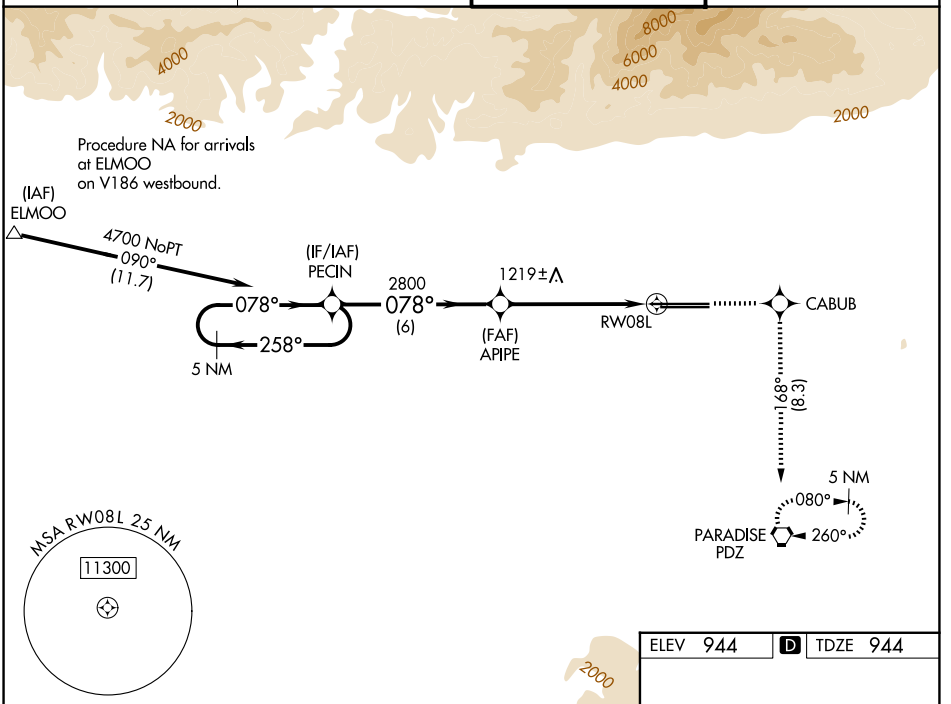
RNAV (GPS) Y RWY 8L
ONTARIO INTL (ONT)

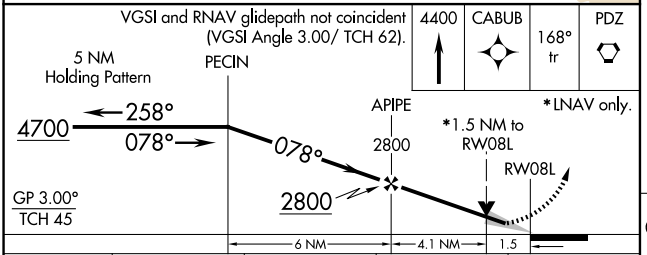
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling NA north of Rwy 8L-26R. DME/DME RNP -0.3 NA. For inoperative MALSR increase LPV visibility all Cats to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4400 direct CABUB and on track 168° to PDZ VORTAC and hold, continue climb-in-hold to 4700.

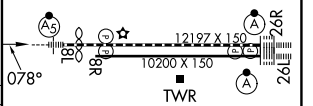
D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8





CATEGORY	A	B	C	D
LPV DA	1266/30 322 (400-⅝)			
LNAV/VNAV DA	1520-1½ 576 (600-1½)			
LNAV MDA	1480/24 536 (600-½)		1480/55 536 (600-1)	
CIRCLING	1480-1 536 (600-1)		1540-1½ 596 (600-1½)	1600-2 656 (700-2)

ELEV 944 D TDZE 944



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg	10200
CH 70329	078°	TDZE	936
W08A		Apt Elev	944

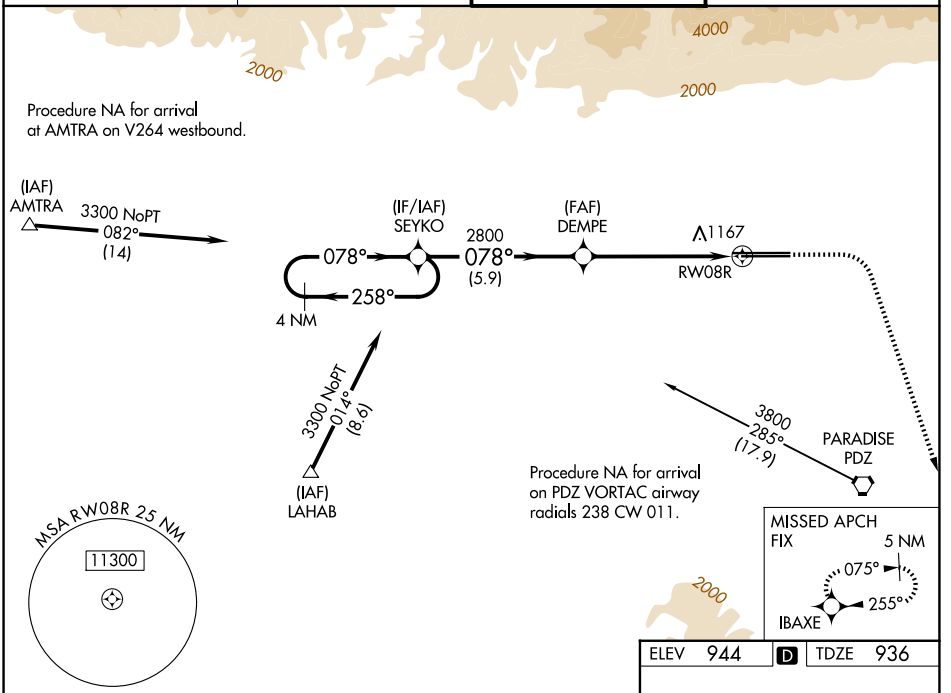
RNAV (GPS) Y RWY 8R

ONTARIO INTL (ONT)

For uncompensated Baro-VNAV systems, procedure NA below 2° C (36°F) or above 54°C (130°F). Circling NA north of Rwy 8L-26R. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct IBAXE and hold, continue climb-in-hold to 5000.

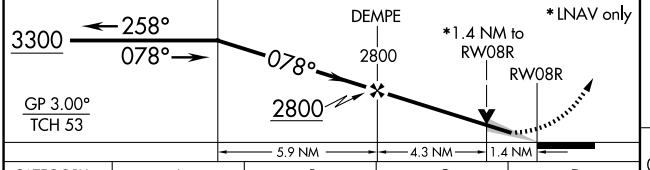
D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8

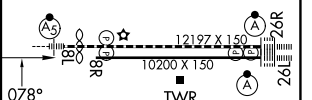


ELEV 944 D TDZE 936

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65)

1500 5000 IBAXE





CATEGORY	A	B	C	D
LPV DA	1220/45 284 (300-⅞)			
LNAV/VNAV DA	1494-1⅞ 558 (600-1⅞)			
LNAV MDA	1440/55 504 (500-1)		1440-1⅜ 504 (500-1⅜)	
CIRCLING	1440-1 496 (500-1)		1540-1½ 596 (600-1½)	1600-2 656 (700-2)

TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ONTARIO, CALIFORNIA AL-965 (FAA) 26134

WAAS	APP CRS	Rwy Ldg	10200
CH 90407	258°	TDZE	926
W26B		Apt Elev	944

RNAV (GPS) Y RWY 26L

ONTARIO INTL (ONT)

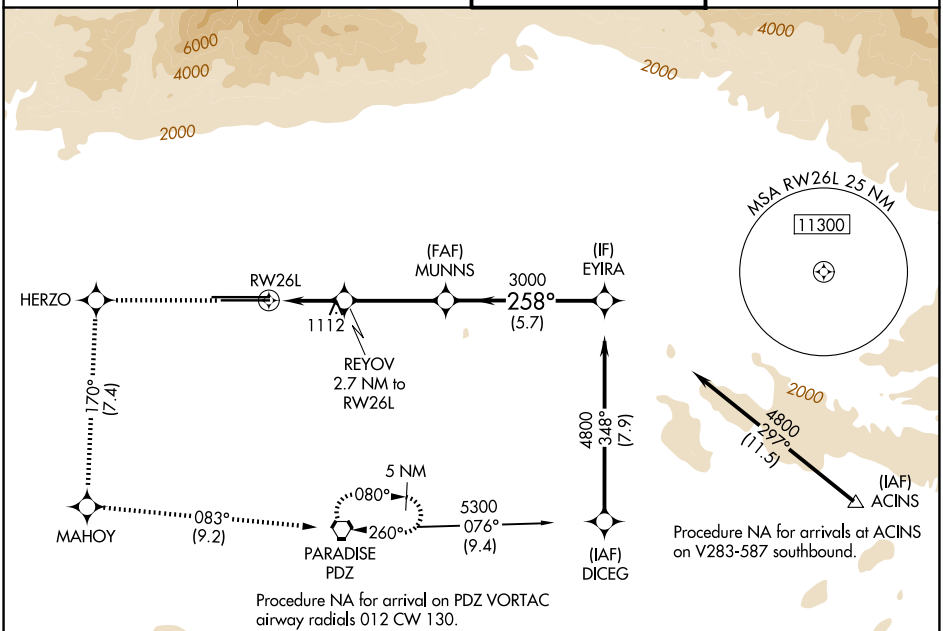
RNP APCH - GPS.

Circling NA north of Rwy 8L-26R. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase all Cats LNAV/VNAV visibility to RVR 5500.

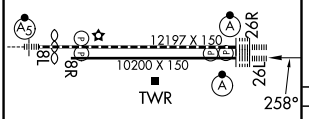
ALSF-2

MISSED APPROACH: Climb to 4700 direct HERZO and on track 170° to MAHOY and on track 083° to PDZ VORTAC, continue climb in hold to 4700.

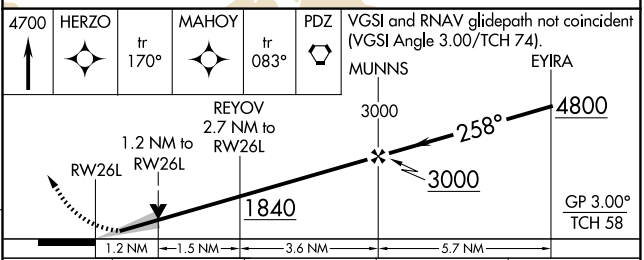
D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8



ELEV 944 D TDZE 926



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L



CATEGORY	A	B	C	D
LPV DA	1126/18 200 (200-½)			
LNAV/VNAV DA	1267/30 341 (400-⅝)			
LNAV MDA	1380/24 454 (500-½)		1380/45 454 (500-⅞)	
CIRCLING	1400-1 456 (500-1)		1500-1½ 556 (600-1½)	1540-2 596 (600-2)

ONTARIO, CALIFORNIA
Amdt 3 10AUG23

34°03′N-117°36′W

ONTARIO INTL (ONT)

RNAV (GPS) Y RWY 26L

SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS CH 53406 W26A	APP CRS 258°	Rwy Ldg 12197 TDZE 932 Apt Elev 944

RNAV (GPS) Y RWY 26R

ONTARIO INTL (ONT)

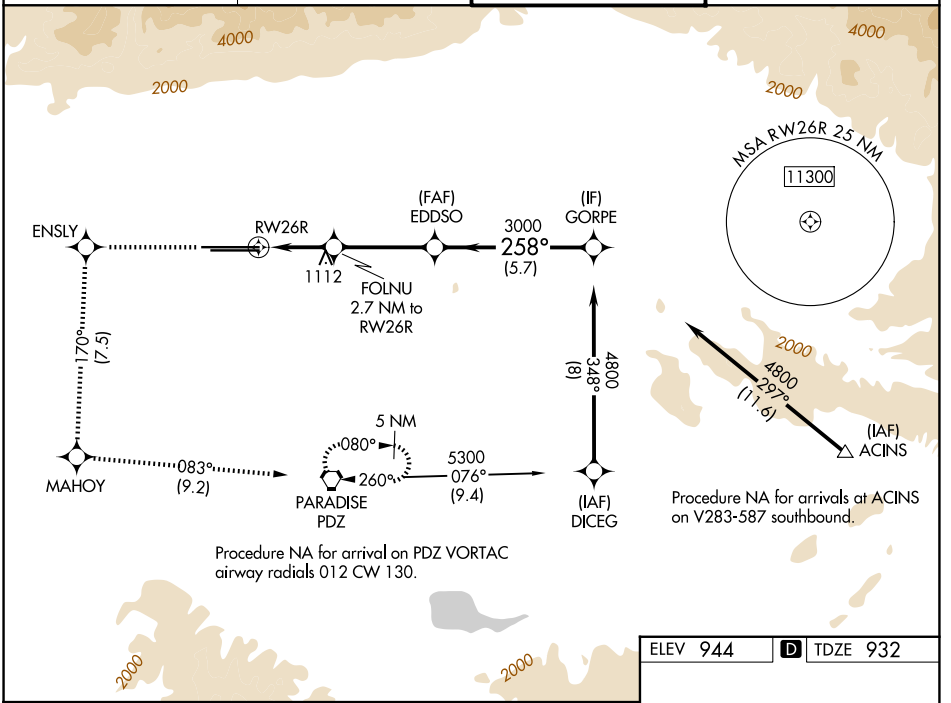
RNP APCH - GPS.

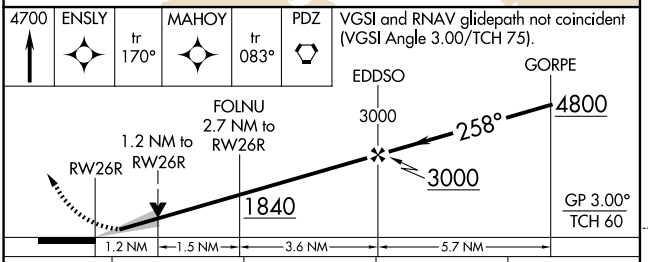
Circling NA north of Rwy 8L-26R. For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C .

ALSF-2

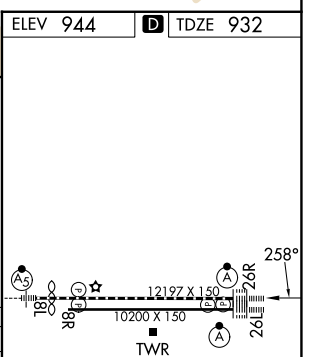
MISSED APPROACH: Climb to 4700 direct ENSLY and on track 170° to MAHOY and on track 083° to PDZ VORTAC and hold, continue climb-in-hold to 4700.

D-ATIS	SOCAL APP CON	ONTARIO TOWER	GND CON
124.25	127.0 318.2	120.6 360.775	121.9 257.8





CATEGORY	A	B	C	D
LPV DA	1132/18 200 (200-½)			
LNAV/VNAV DA	1267/55 335 (400-1)			
LNAV MDA	1380/24 448 (500-½)		1380/45 448 (500-⅞)	
CIRCLING	1400-1 456 (500-1)		1500-1½ 556 (600-1½)	1540-2 596 (600-2)



TDZL/RCLS Rwys 8L, 26L and 26R
HIRL Rwys 8L-26R and 8R-26L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

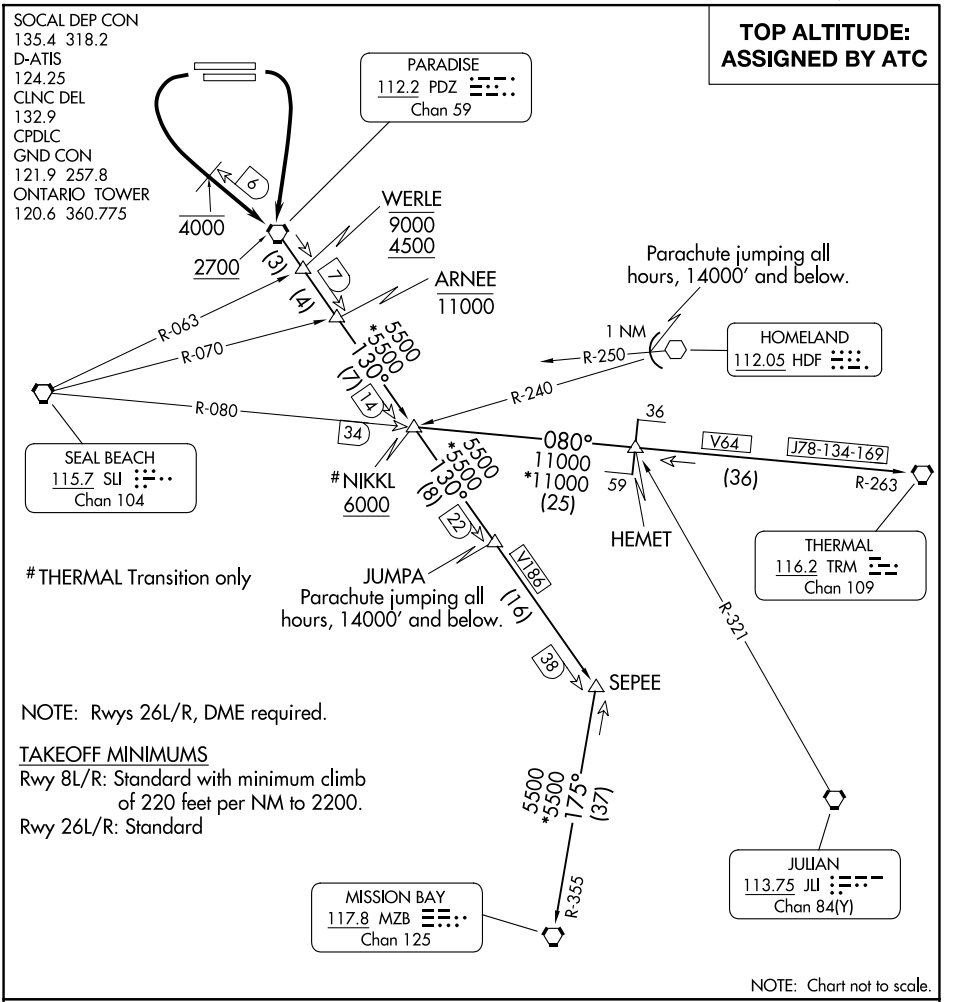
AL-965 (FAA)

ONTARIO INTL (ONT)

ONTARIO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26134
ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)



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.

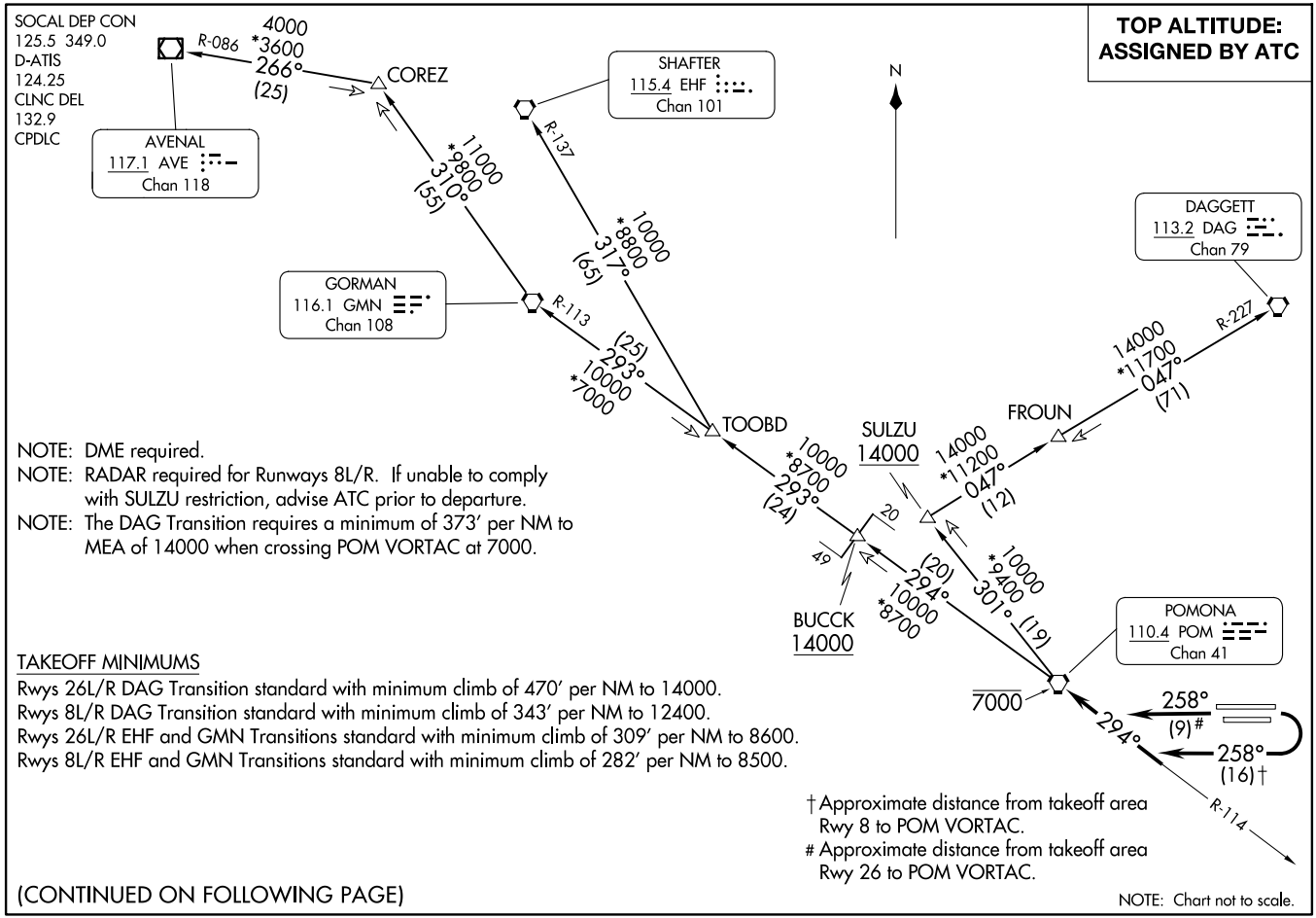
THERMAL TRANSITION (NIKKL1.TRM): From over PDZ VORTAC on PDZ R-130, SLI R-080 and TRM R-263 to TRM VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

POMONA ONE DEPARTURE

(POM1.POM) 03JAN19

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)



NOTE: DME required.

NOTE: RADAR required for Runways 8L/R. If unable to comply with SULZU restriction, advise ATC prior to departure.

NOTE: The DAG Transition requires a minimum of 373′ per NM to MEA of 14000 when crossing POM VORTAC at 7000.

TAKEOFF MINIMUMS

Rwys 26L/R DAG Transition standard with minimum climb of 470′ per NM to 14000.
Rwys 8L/R DAG Transition standard with minimum climb of 343′ per NM to 12400.
Rwys 26L/R EHF and GMN Transitions standard with minimum climb of 309′ per NM to 8600.
Rwys 8L/R EHF and GMN Transitions standard with minimum climb of 282′ per NM to 8500.

† Approximate distance from takeoff area Rwy 8 to POM VORTAC.

Approximate distance from takeoff area Rwy 26 to POM VORTAC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(POM1.POM) 24081

POMONA ONE DEPARTURE

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climbing right turn heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence. . . .
TAKEOFF RUNWAYS 26L/R: Climb heading 258° to intercept and proceed on POM R-114 to POM VORTAC, cross POM VORTAC at or below 7000. Thence. . . .

. . . .on (transition). Expect filed altitude ten minutes after departure.

AVENAL TRANSITION (POM1.AVE): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.
DAGGETT TRANSITION (POM1.DAG): From over POM VORTAC on POM R-301 to SULZU then on DAG R-227 to DAG VORTAC.
GORMAN TRANSITION (POM1.GMN): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to GMN VORTAC.
SHAFTER TRANSITION (POM1.EHF): From over POM VORTAC on POM R-294 to BUCCK, then on GMN R-113 to TOOBD, then on EHF R-137 to EHF VORTAC.

RAJEE FOUR DEPARTURE (RNAV)

(RAJEE4.RAJEE) 21MAR24

ONTARIO INTL (ONT)

ONTARIO, CALIFORNIA

SOCAL DEP CON
135.4 377.125
D-ATIS
124.25
CLNC DEL
132.9
GND CON
121.9 257.8
ONTARIO TOWER
120.6 360.775

RNAV 1 - DME/DME/IRU or GPS: OTAYY, MTBAL and AVRRY Transitions.
RNAV 1 - GPS: DINTY and MALIT Transitions.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE
DINTY AND MALIT TRANSITIONS: 15000
ALL OTHER TRANSITIONS: ASSIGNED BY ATC

MSA ONT 25 NM
11300

1460 258° 078° 1460
1460 258° 078° 1460

SOEHL
4000

RAJEE
7000

133° (9)

NOTE: Parachute jumping and ultralight activities over L65, 14500' and below, north of track between ELLBO and ARRDY.

TTRUE
WURMO
LVELL

ELLBO

NIKKL

ARRDY
13000

7600 *7600 084° (29)
13000 *10000 085° (22)
13000 *8800 080° (15)
13000 *7600 057° (25)

PEELR
MTBAL
AVRRY

TAKEOFF MINIMUMS
Rwys 8L/R, 26L/R: Standard with minimum climb of 500'/NM to 1460.

133° (6) 5000 *5000
133° 5000 *5000 (5)
193° 6800 *6800 (7)
133° 5800 *5800 (7)
139° 5800 *5800 (11)

SHAYL
ARIII
LANAA
13000
TUDOO
15000
SANTA CATALINA SXC

6800 *6800 248° (7)
6800 *3700 229° (11)
13000 *3300 240° (18)
15000 *4400 248° (16)
15000 *4400 261° (209)
15000 *4400 216° (80)

DINTY
MALIT

JUMPA
Parachute jumping all hours, 14000' and below.

RORBE
9000 *4700 165° (47)

OTAYY

N

NOTE: Turbojet and turboprop aircraft only.
NOTE: MALIT and DINTY Transitions available between 2200 and 0600 local only.
NOTE: DINTY Transition ATC assigned only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

(RAJEE4.RAJEE) 24081

RAJEE FOUR DEPARTURE (RNAV)

AL-965 (FAA)

ONTARIO INTL (ONT)

ONTARIO, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 078° to 1460, then right turn direct to cross SOEHL at or above 4000, then on track 133° to cross RAJEE at 7000, thence . . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 258° to 1460, then left turn direct to cross SOEHL at or above 4000, then on track 133° to cross RAJEE at 7000, thence . . . .

. . . . on transition. DINTY and MALIT Transitions: Maintain 15000. All other transitions: maintain ATC assigned altitude. Expect higher altitude 10 minutes after departure.

AVRRY TRANSITION (RAJEE4.AVRRY)

DINTY TRANSITION (RAJEE4.DINTY)

MALIT TRANSITION (RAJEE4.MALIT)

MTBAL TRANSITION (RAJEE4.MTBAL)

OTAYY TRANSITION (RAJEE4.OTAYY)

SW-3, 09 JUL 2026 to 03 SEP 2026

SNSHN FIVE DEPARTURE (RNAV)

(SNSHN5.SNSHN) 10SEP20

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

D-ATIS
124.25
CLNC DEL
132.9
CPDLC
GND CON
121.9 257.8
ONTARIO TOWER
120.6 360.775
SOCAL DEP CON
125.5 349.0

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: MISEN transition restricted to aircraft landing LAS terminal area.
NOTE: HAILO/BEALE/YELAH transition ATC only.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.

TOP ALTITUDE: FL230

COREZ
SHAFTER EHF
MDWAY
SHORS
TUNAY
LIVVI 14000
GUNNR
ARRMY
HAILO
NNAVY
MISEN
BLAZN
WYZEE
BEALE
YELAH
ARCUS
XBBOX 17000
BROOQ 12000
NLAND 14000
SNSHN
POMONA
POM 8000
DINNK
LEESI 5000
LAS VEGAS LAS

16000 317° (40)
16000 319° (64)
16000 318° (12)
14000 295° (51)
14000 300° (24)
10500 016° (8)
15000 073° (16)
15000 044° (55)
15000 035° (17)
15000 035° (51)
15000 042° (53)
15000 043° (19)
15000 035° (63)
15000 036° (40)
15000 036° (44)
15000 036° (75)
15000 038° (29)
15000 058° (26)
8900 307° (11)
8700 293° (17)
300° (4)
274° (4)
285° (8)
258°
078°
1460
1460 210K

TAKEOFF MINIMUMS
Rwys 8L/R, 26L/R: Standard with minimum climb of 500′ per NM to 1460, then a minimum climb of 400′ per NM to 11200.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

N

(SNSHN5.SNSHN) 24081

SNSHN FIVE DEPARTURE (RNAV)

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8L/R: Climb on heading 078° to 1460 at or below 210K, then right turn direct to cross LEESI at or above 5000, then on track 285° to cross POM VORTAC at or below 8000, then on track 300° to SNSHN, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 258° to 1460, then direct DINNK, then on track 274° to cross POM VORTAC at or below 8000, then on track 300° to SNSHN, thence. . . .

. . . .on (transition) maintain FL230, expect filed altitude 10 minutes after departure.

BEALE TRANSITION (SNSHN5.BEALE)

COREZ TRANSITION (SNSHN5.COREZ)

HAILO TRANSITION (SNSHN5.HAILO)

LAS VEGAS TRANSITION (SNSHN5.LAS)

MISEN TRANSITION (SNSHN5.MISEN)

SHAFTER TRANSITION (SNSHN5.EHF)

YELAH TRANSITION (SNSHN5.YELAH)

SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CALIFORNIA | AL-674 (FAA) | 26022

ILS or LOC RWY 25

OXNARD (OXR)

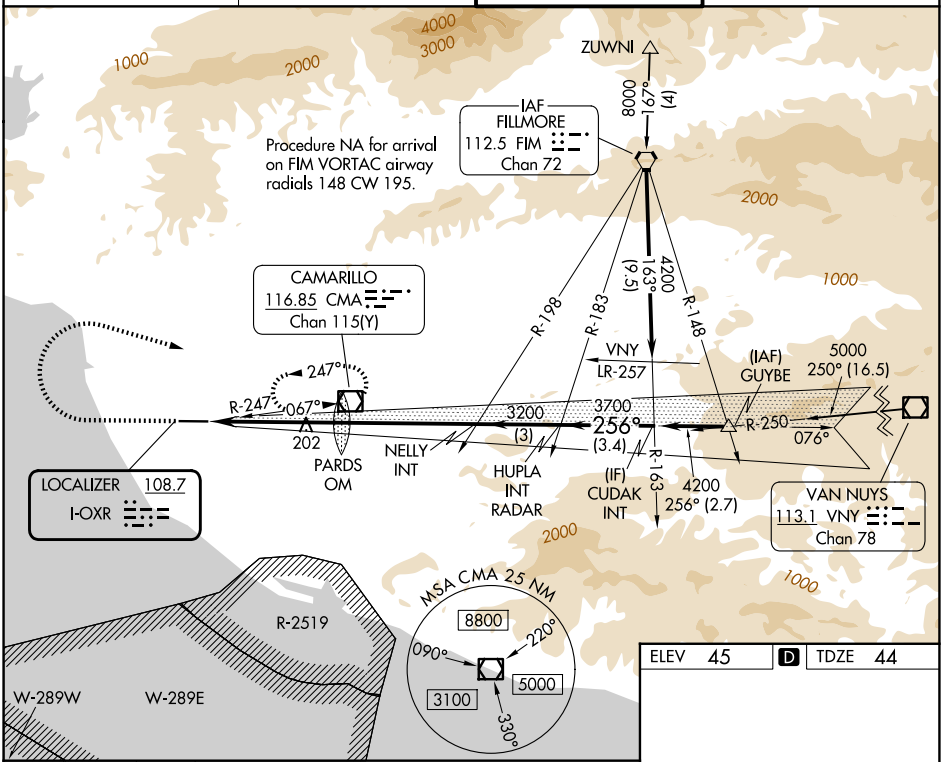
LOC I-OXR	APP CRS	Rwy Ldg	5500
108.7	256°	TDZE	44
		Apt Elev	45

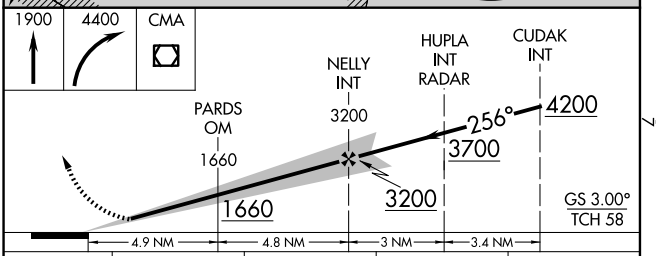
T A Rwy 25 helicopter visibility reduction below ¾ SM NA. Autopilot coupled approach NA below 1086. Inop table does not apply.

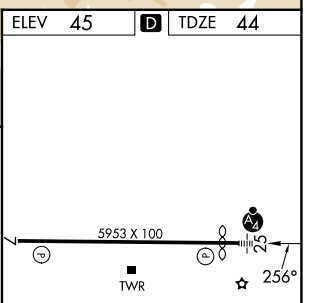
MALSF

MISSED APPROACH: Climb to 1900 then climbing right turn to 4400 direct CMA VOR/DME and hold, continue climb-in-hold to 4400.

ATIS	POINT MUGU APP CON ★	OXNARD TOWER ★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9







CATEGORY	A	B	C	D
S-ILS 25	424-1 380 (400-1)			
S-LOC 25	460-1 416 (500-1)			
CIRCLING	500-1 455 (600-1)	520-1 475 (500-1)	700-1¾ 655 (700-1¾)	720-2¼ 675 (700-2¼)

REIL Rwy 7 L
MIRL Rwy 7-25 L

FAF to MAP 9.7 NM

Knots	60	90	120	150	180
Min:Sec	9:42	6:28	4:51	3:53	3:14

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 7

OXNARD (OXR)

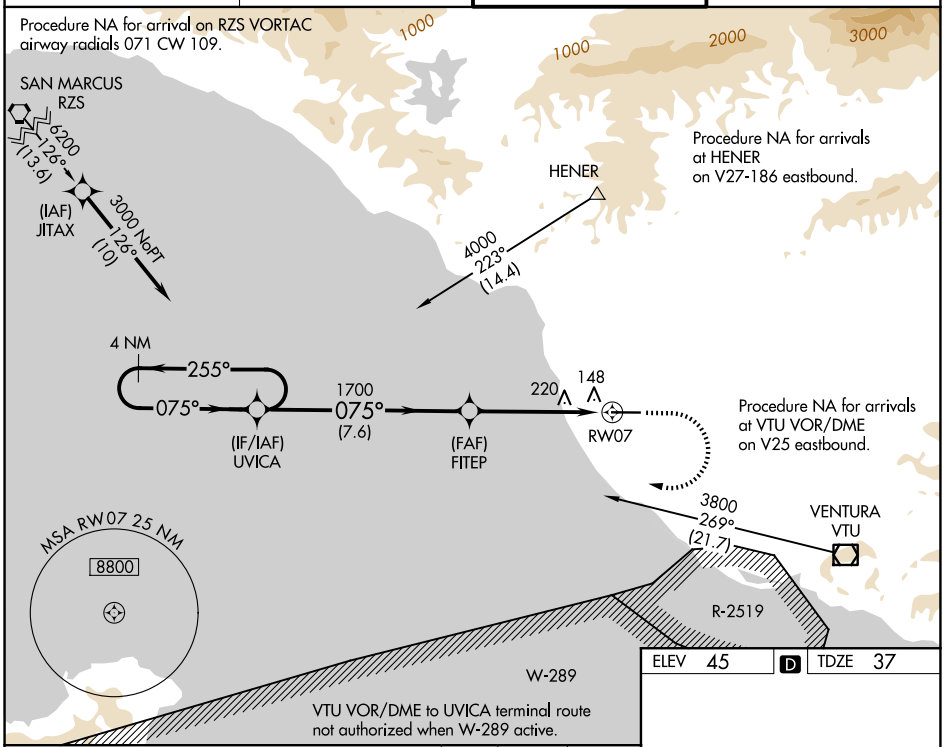
WAAS CH 72623 W07A	APP CRS 075°	Rwy Ldg 5654 TDZE 37 Apt Elev 45

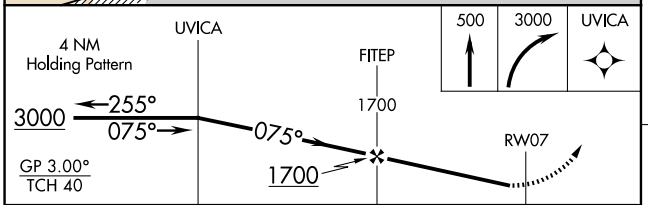
RNP APCH-GPS.

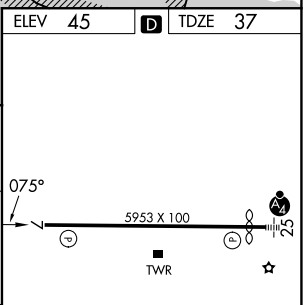
T A Baro-VNAV NA when using Camarillo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Camarillo altimeter setting and increase LPV DA to 305 feet, increase LNAV/VNAV DA to 337 feet; increase all MDAs 20 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 500, then climbing right turn to 3000 direct UVICA and hold.

ATIS	POINT MUGU APP CON★	OXNARD TOWER★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9







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)	480-1⅜	443 (500-1⅜)
CIRCLING	500-1 455 (500-1)	520-1 475 (500-1)	700-1¾ 655 (700-1¾)	760-2¼ 715 (800-2¼)

REIL Rwy 7 L
MIRL Rwy 7-25 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CALIFORNIA | AL-674 (FAA) | 26022

RNAV (GPS) RWY 25

OXNARD (OXR)

WAAS CH 86299 W25A	APP CRS 256°	Rwy Ldg 5500 / TDZE 44 / Apt Elev 45

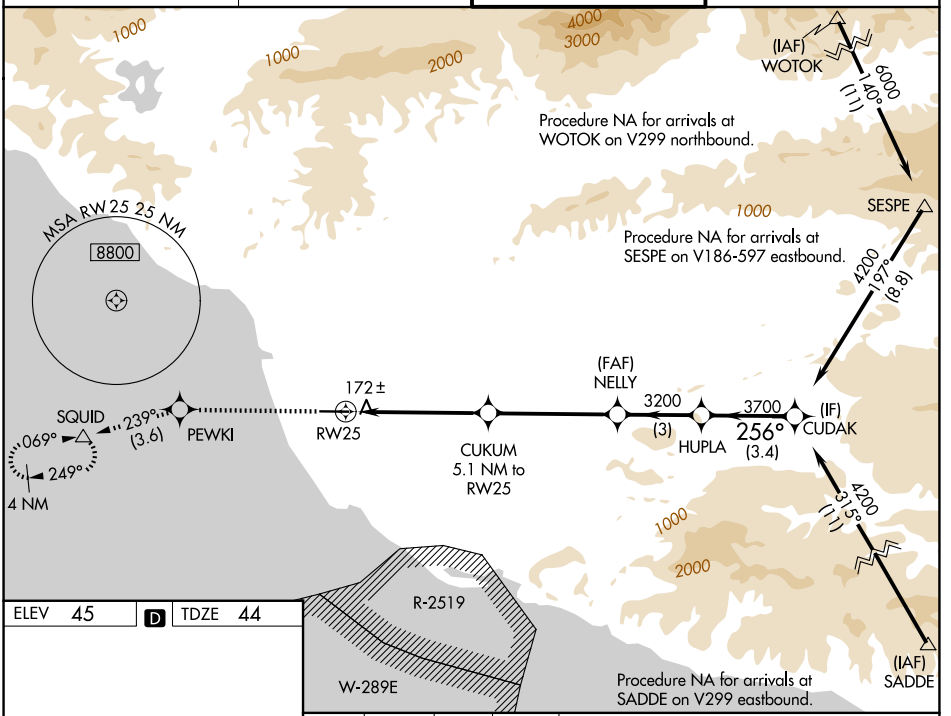
RNP APCH - GPS.

Inoperative table does not apply. Baro-VNAV NA when using Camarillo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Camarillo altimeter setting and increase LPV DA to 440 feet, LNAV/VNAV DA to 437 feet. Increase all MDAs 20 feet and Circling Cat C visibility ¼ SM.

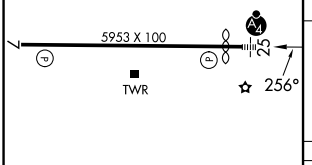
MALSF

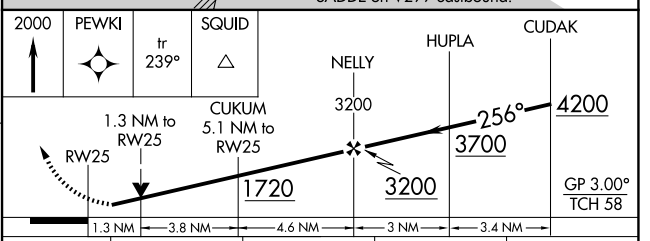
MISSED APPROACH: Climb to 2000 direct PEWKI and on track 239° to SQUID and hold.

ATIS	POINT MUGU APP CON★	OXNARD TOWER★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9



ELEV 45 | D | TDZE 44





CATEGORY	A	B	C	D
LPV DA	424-1 380 (400-1)			
LNAV/VNAV DA	421-1 377 (400-1)			
LNAV MDA	520-1 476 (500-1)		520-1⅜ 476 (500-1⅜)	
CIRCLING	520-1 475 (500-1)		700-1¾ 655 (700-1¾)	760-2¼ 715 (800-2¼)

REIL Rwy 7 L

MIRL Rwy 7-25 L

OXNARD, CALIFORNIA

Amdt 1D 05SEP24

34°12′N-119°12′W

OXNARD (OXR)

RNAV (GPS) RWY 25

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

VOR RWY 25

OXNARD (OXR)

VOR/DME CMA	APP CRS	Rwy Ldg 5500
116.85	247°	TDZE 44
Chan 115(Y)		Apt Elev 45

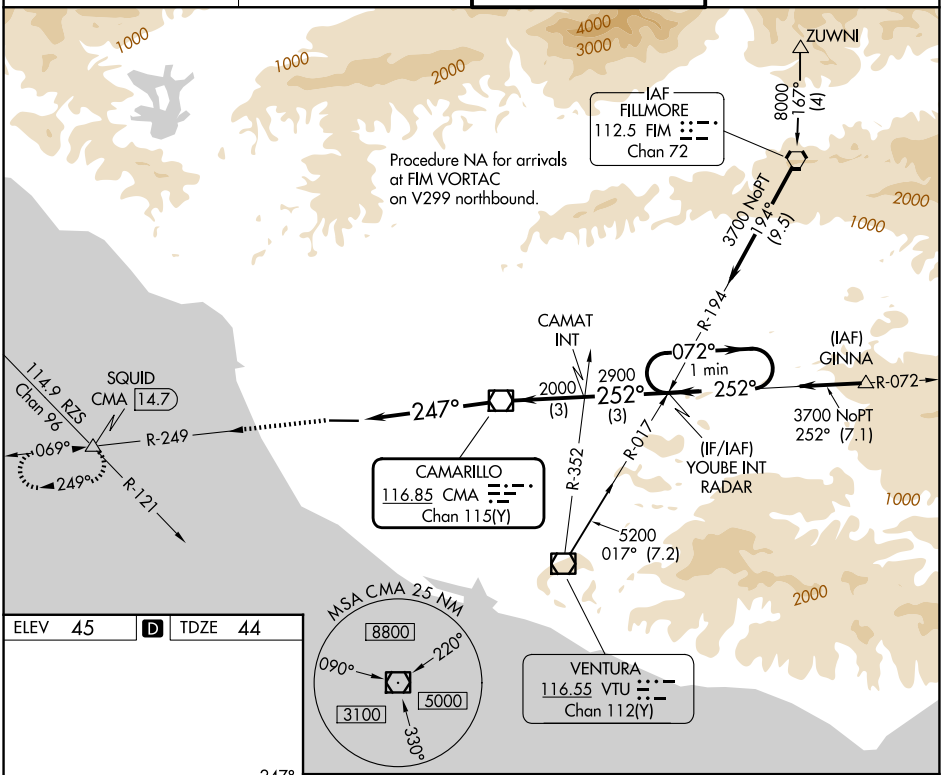
DME required.

For inop ALS, when using Camarillo altimeter setting, increase Cat C/D visibility to 1¾ SM. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use CMA altimeter setting and increase all MDAs 20 feet, increase Circling Cat C visibility ¼ SM.

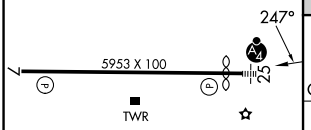
MALSF

MISSED APPROACH: Climb to 2000 on CMA R-249 to SQUID INT/ 14.7 DME and hold.

ATIS	POINT MUGU APP CON★	OXNARD TOWER★	GND CON
118.05	124.7 335.5	134.95 (CTAF) L 257.8	121.9



ELEV 45	D	TDZE 44



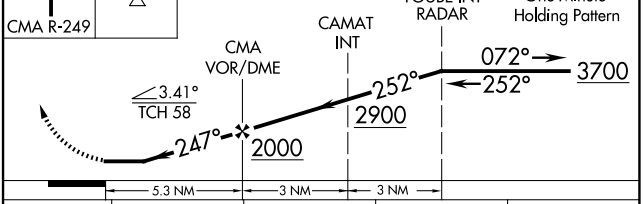
REIL Rwy 7 L

MIRL Rwy 7-25 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2000	SQUID
CMA R-249	△

VGSI and descent angles not conicident (VGSI Angle 3.00/TCH 59).



CATEGORY	A	B	C	D
S-25	620-1	576 (600-1)	620-1⅜	576 (600-1⅜)
CIRCLING	620-1	575 (600-1)	700-1¾ 655 (700-1¾)	760-2¼ 715 (800-2¼)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134
AIRPORT DIAGRAM
AL-674 (FAA)
OXNARD (OXR)
OXNARD, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26134
OXNARD, CALIFORNIA
OXNARD (OXR)

CAMARILLO SIX DEPARTURE

(CMA6.CMA) 15SEP16

CAMARILLO SIX DEPARTURE

(CMA6.CMA) 26022

OXNARD, CALIFORNIA
OXNARD (OXR)

OXNARD (OXR)
OXNARD, CALIFORNIA

TAKEOFF MINIMUMS

Rwy 7: 2000-5 or Standard with minimum climb of 320′ per NM to 4100.

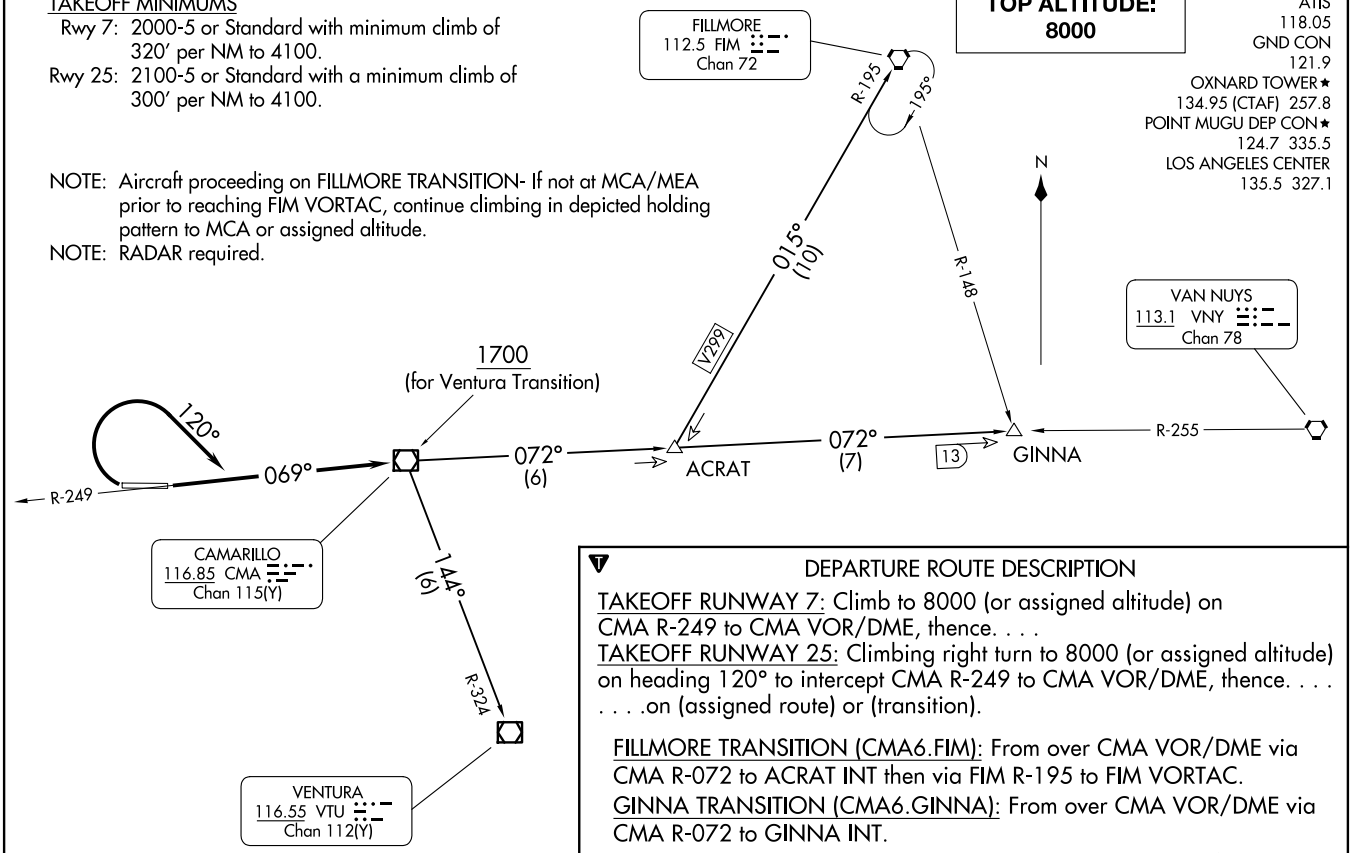
Rwy 25: 2100-5 or Standard with a minimum climb of 300′ per NM to 4100.

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



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: Climbing right turn to 8000 (or assigned altitude) on heading 120° to intercept CMA R-249 to CMA VOR/DME, thence. . . . . .on (assigned route) or (transition).

FILLMORE TRANSITION (CMA6.FIM): From over CMA VOR/DME via CMA R-072 to ACRAT INT then via FIM R-195 to FIM VORTAC.

GINNA TRANSITION (CMA6.GINNA): From over CMA VOR/DME via CMA R-072 to GINNA INT.

VENTURA TRANSITION (CMA6.VTU): From over CMA VOR/DME via VTU R-324 to VTU VOR/DME.

(SKIFF7.SKIFF) 26022

SKIFF SEVEN DEPARTURE

AL-674 (FAA)

OXNARD (OXR)
OXNARD, CALIFORNIA

POINT MUGU DEP CON★ 124.7 335.5
LOS ANGELES CENTER 135.5 327.1
ATIS 118.05
GND CON 121.9
OXNARD TOWER★ 134.95 (CTAF) 257.8

TOP ALTITUDE: 6000

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.

GAVIOTA 113.8 GVO Chan 85
SAN MARCUS 114.9 RZS Chan 96
FILLMORE 112.5 FIM Chan 72
CAMARILLO 116.85 CMA Chan 115(Y)
VENTURA 116.55 VTU Chan 112(Y)

R-127 19 GOLET 307° (10) (SUPNY)
R-119 KWANG 282° (15)
R-250
RZS R-185
RZS R-121 26
SQUID 249° (18)
15 VTU R-269 249° (7)
SKIFF 600 8
249° 2000 040° 090°
R-249 R-219 R-282
ROBOR 3000 090° (8)
R-270
R-2519
N

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.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 10

BERMUDA DUNES (UDD)

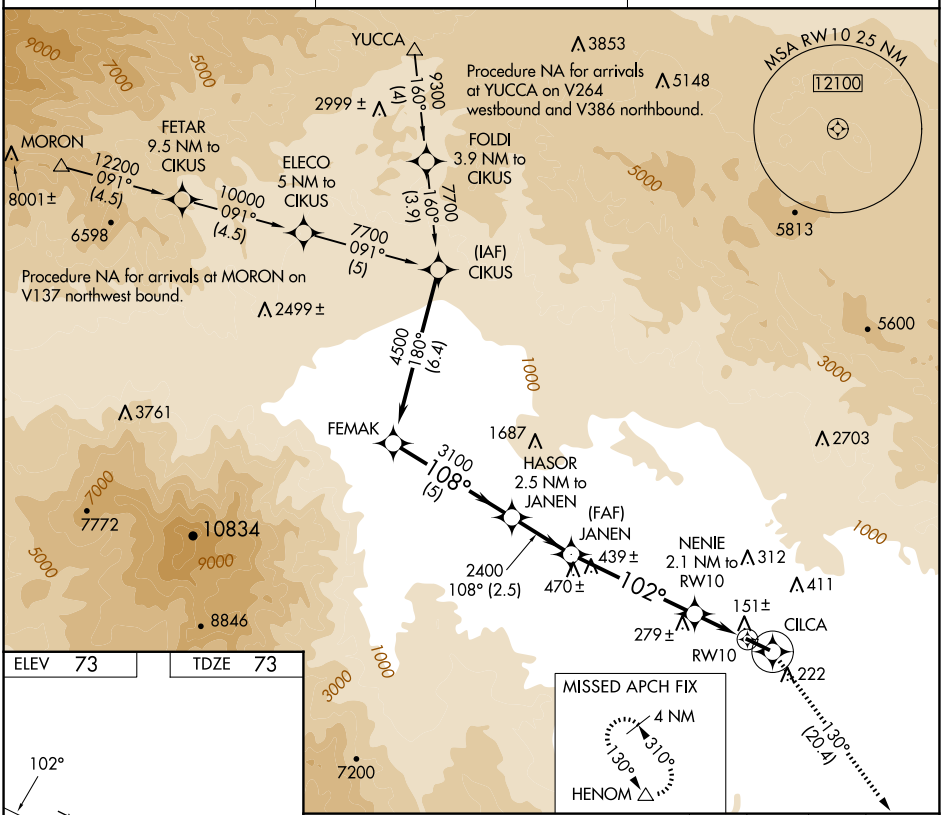
APP CRS	Rwy Ldg	5002
102°	TDZE	73
	Apt Elev	73

RNP APCH - GPS.

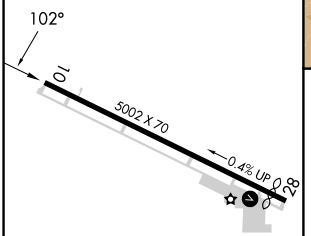
T NA — Use Jacqueline Cochran Rgnl altimeter setting. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 3700 direct CILCA and via 130° track to HENOM and hold.

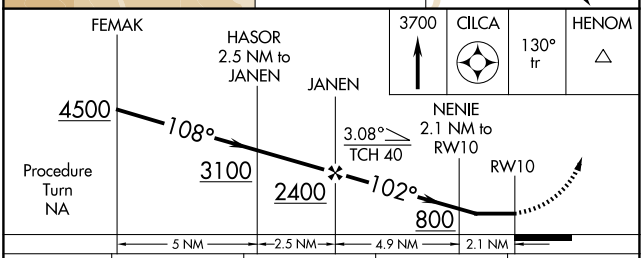
TRM ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	122.8 (CTAF) L



ELEV 73 TDZE 73



REIL Rwy 28
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LNAV MDA	480-1	407 (500-1)	480-1¼ 407 (500-1¼)	NA
CIRCLING	700-1	627 (700-1)	1100-3 1027 (1100-3)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PALM SPRINGS, CALIFORNIA | AL-5848 (FAA) | 25163

APP CRS	Rwy Ldg	4702
296°	TDZE	66
	Apt Elev	73

RNAV (GPS) RWY 28

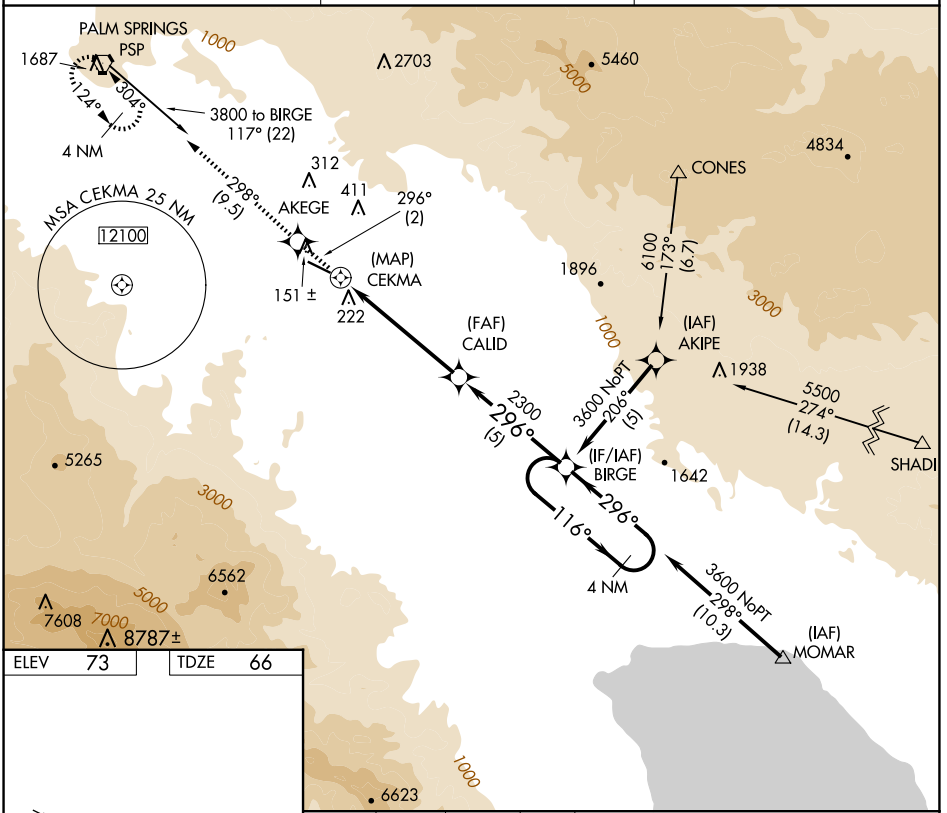
BERMUDA DUNES (UDD)

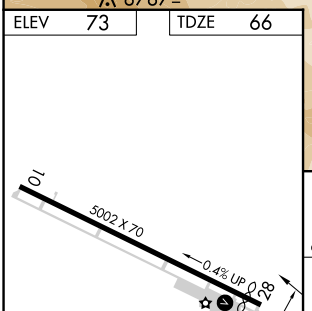
RNP APCH.

T NA — Use Jacqueline Cochran Rgnl altimeter setting. Rwy 28 Straight-in and Circling minimums NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

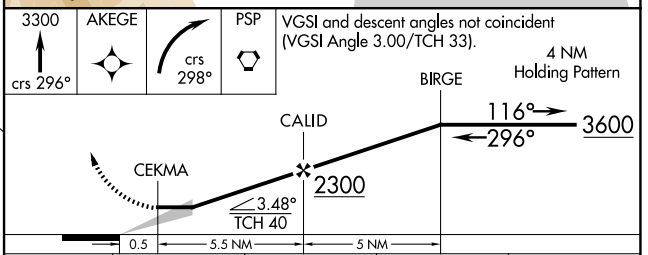
MISSED APPROACH: Climb to 3300 via course 296° to AKEGE WP then right turn via course 298° to PSP VORTAC and hold.

TRM ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	122.8 (CTAF) L





REIL Rwy 28
MIRL Rwy 10-28 L



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)	1100-3 1027 (1100-3)	NA

PALM SPRINGS, CALIFORNIA
Orig-B 17JUN21

33°45′N-116°16′W

BERMUDA DUNES (UDD)
RNAV (GPS) RWY 28

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC TRM	APP CRS	Rwy Ldg	N/A
116.2	310°	TDZE	N/A
Chan 109		Apt Elev	73

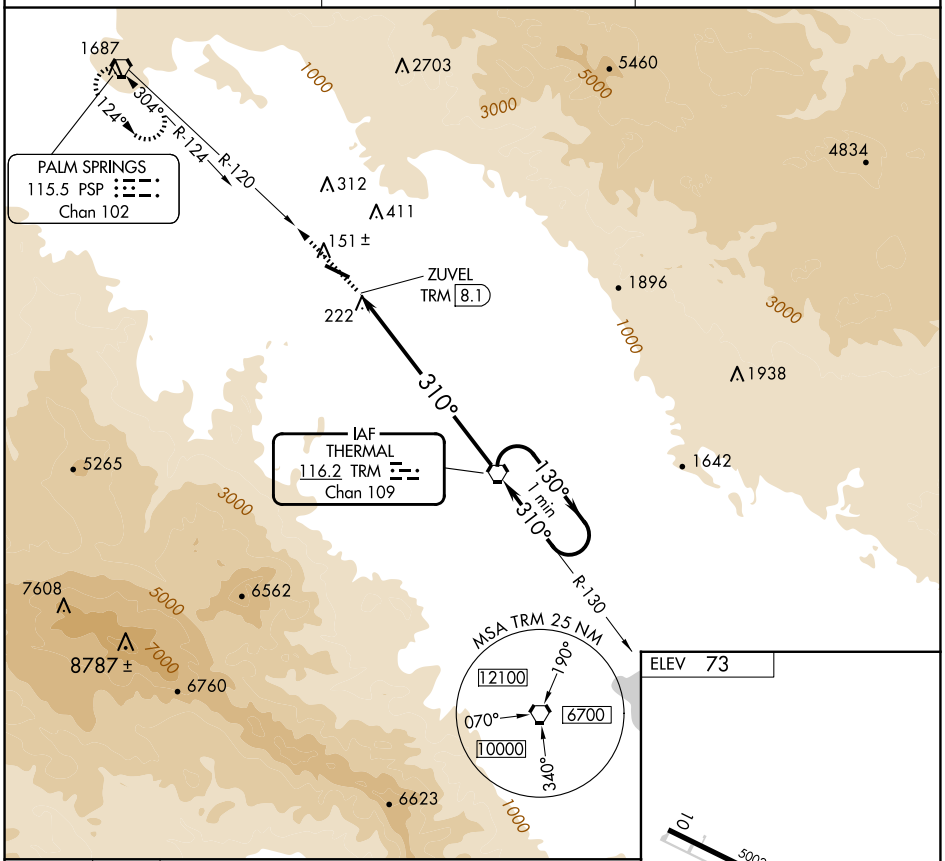
VOR-C

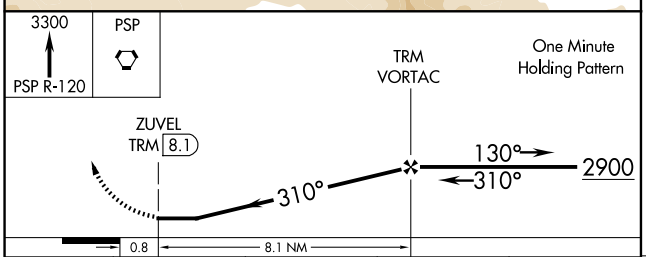
BERMUDA DUNES (UDD)

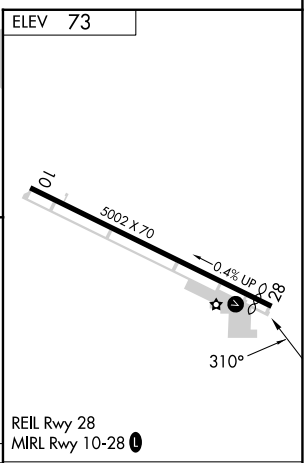
T NA — Use Jacqueline Cochran Rgnl altimeter setting. Circling to Rwy 28 NA at night.

MISSED APPROACH: Climb to 3300 via PSP R-120 to PSP VORTAC and hold.

TRM ASOS	SOCAL APP CON ★	UNICOM
118.325	135.275 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	960-1¼	887 (900-1¼)	1100-3 1027 (1100-3)	NA

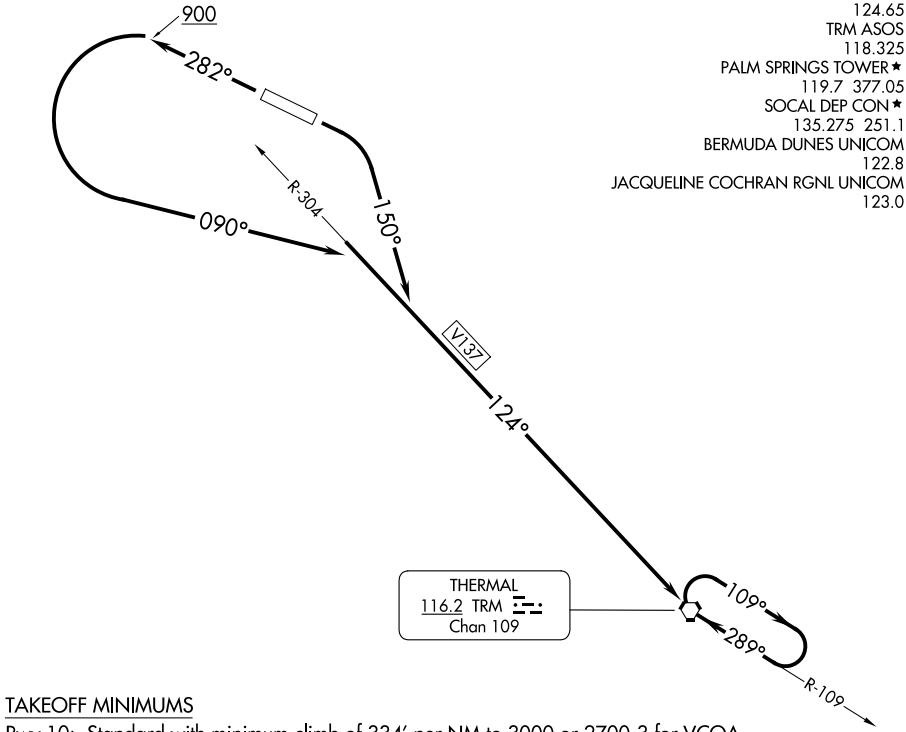
FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(KUDD1.KUDD) 23334 AL-5848 (FAA)

BERMUDA DUNES ONE DEPARTURE (OBSTACLE)

BERMUDA DUNES (UDD)
PALM SPRINGS, CALIFORNIA



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.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg	4995
CH 77941	302°	TDZE	-121
W30A		Apt Elev	-115

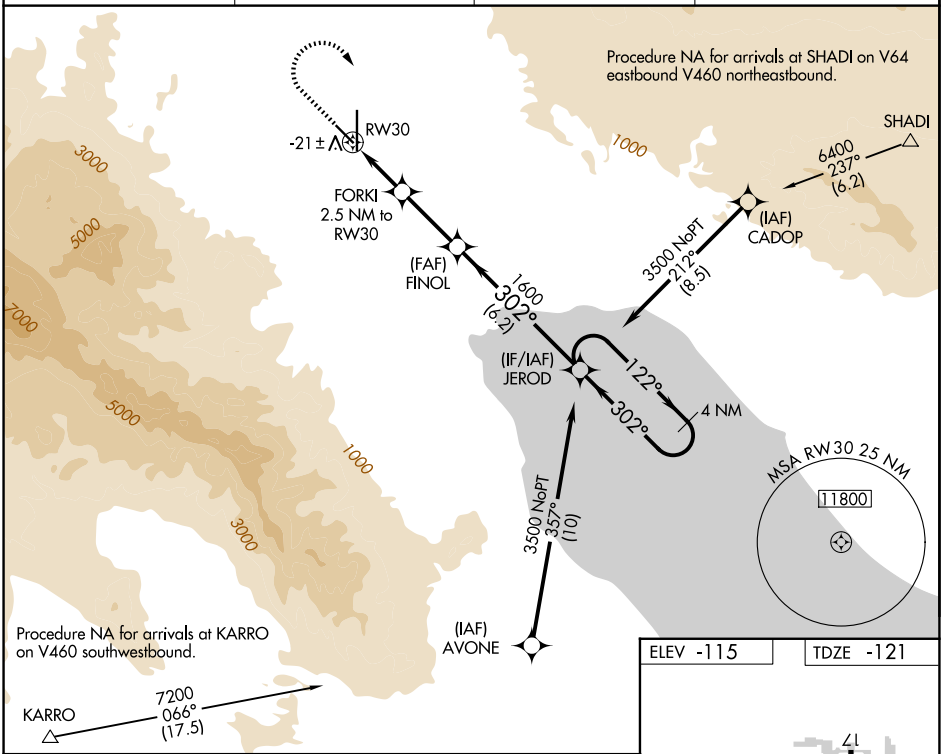
RNAV (GPS) RWY 30
JACQUELINE COCHRAN RGNL (TRM)

RNP APCH.

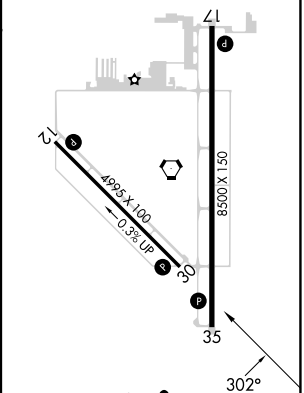
Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: (Do not exceed 230K until JEROD) Climb to 1200 then climbing right turn to 3500 direct JEROD and hold.

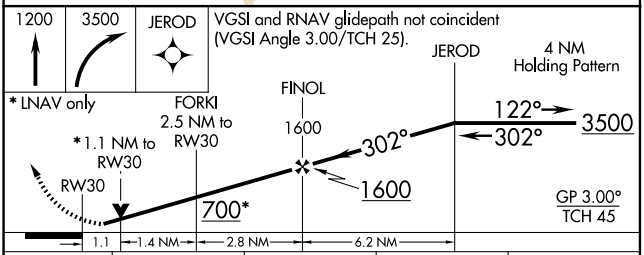
ASOS	SOCAL APP CON	CLNC DEL	UNICOM
118.325	135.275 251.1	120.225	123.0 (CTAF) L



ELEV -115 TDZE -121



REIL Rwys 17 and 35 L
MIRL Rwys 12-30 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	129-¾ 250 (300-¾)			
LNAV MDA	260-1 381 (400-1)		260-1⅛ 381 (400-1⅛)	
CIRCLING	320-1 435 (500-1)	340-1 455 (500-1)	460-1½ 575 (600-1½)	780-3 895 (900-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PALM SPRINGS, CALIFORNIA | AL-529 (FAA) | 25275

RNAV (GPS) RWY 35

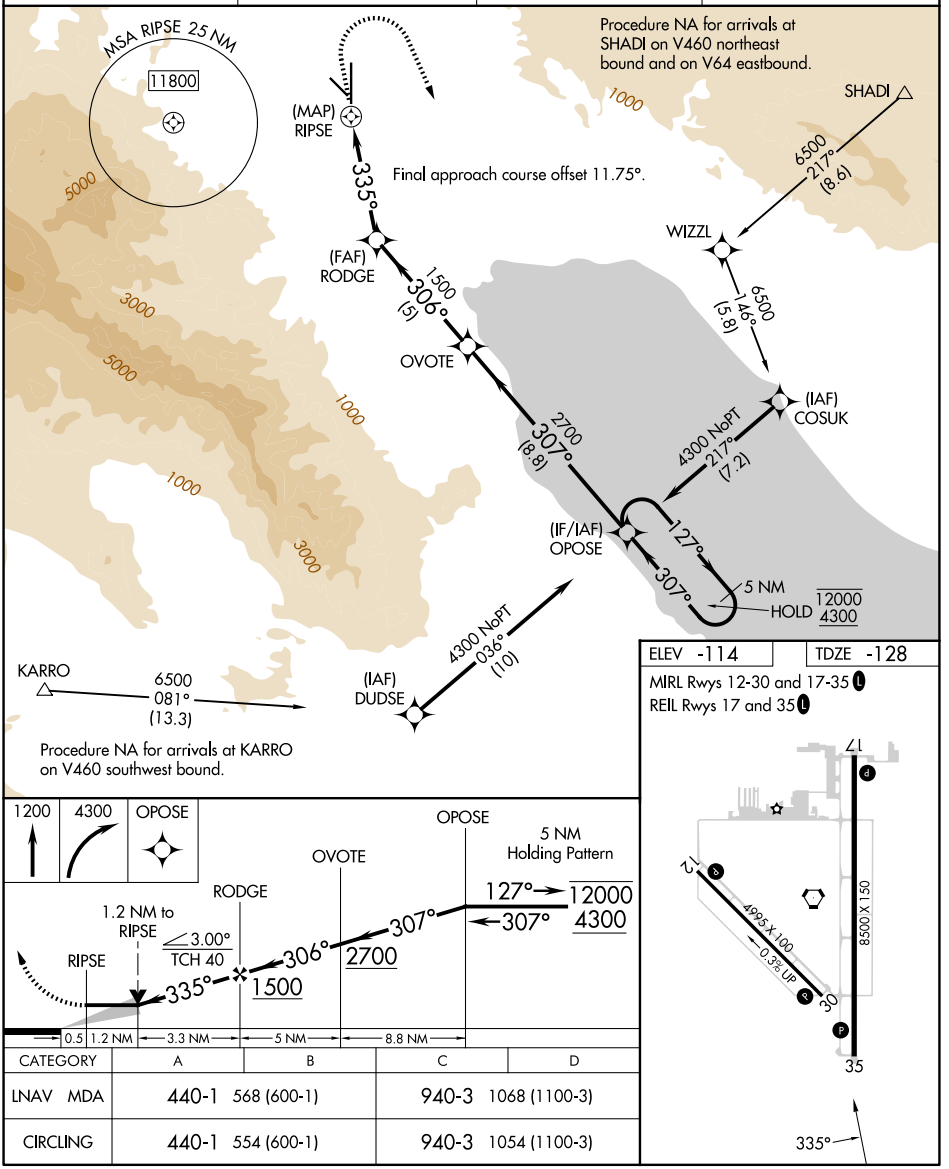
JACQUELINE COCHRAN RGNL (TRM)

APP CRS	Rwy Ldg	8500
335°	TDZE	-128
	Apt Elev	-114

RNP APCH-GPS.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4300 direct OPOSE and hold.

ASOS	SOCAL APP CON	CLNC DEL	UNICOM
118.325	135.275 251.1	120.225	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	440-1 568 (600-1)		940-3 1068 (1100-3)	
CIRCLING	440-1 554 (600-1)		940-3 1054 (1100-3)	

PALM SPRINGS, CALIFORNIA
Amdt 2 19MAY22

33°38′N-116°10′W

JACQUELINE COCHRAN RGNL (TRM)
RNAV (GPS) RWY 35

SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC TRM	APP CRS	Rwy Ldg	4995
116.2	316°	TDZE	-121
Chan 109		Apt Elev	-115

VOR RWY 30

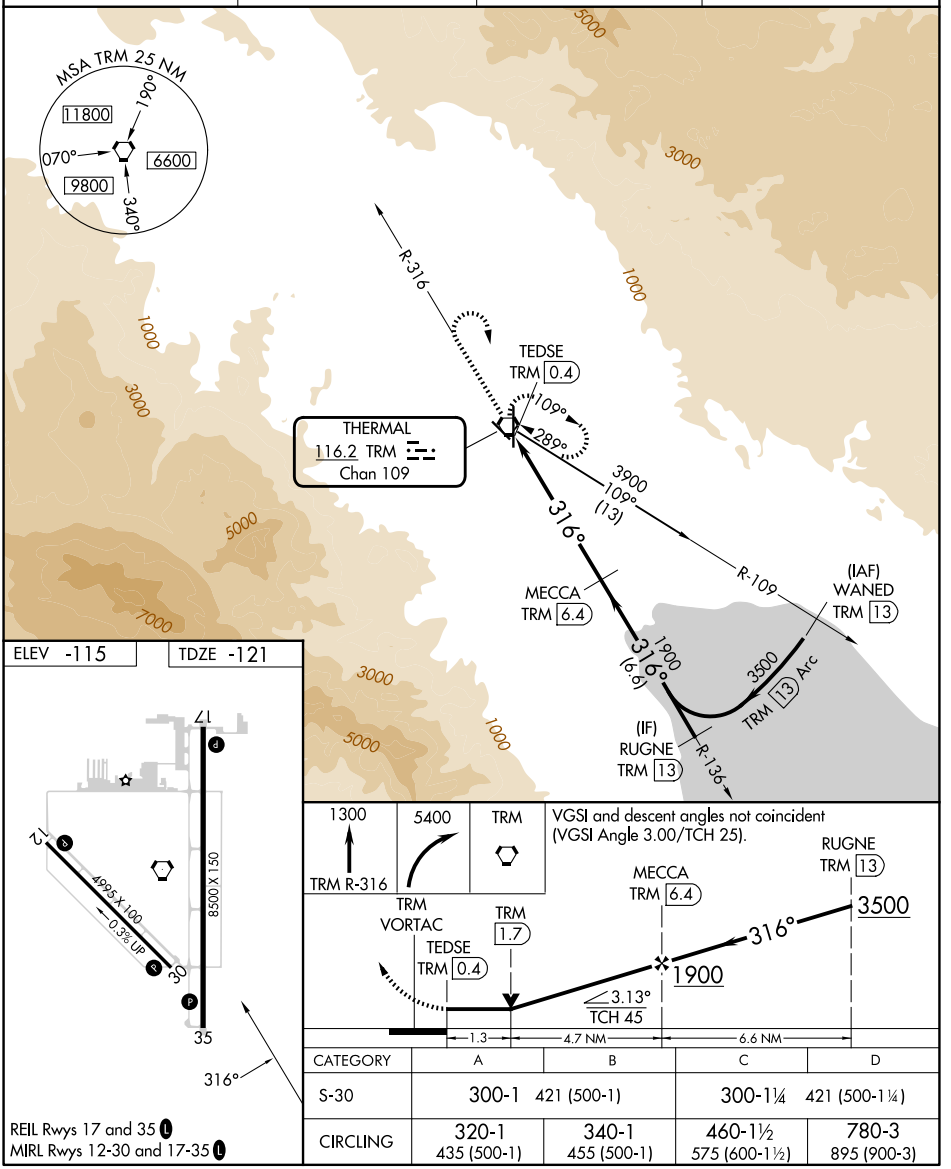
JACQUELINE COCHRAN RGNL (TRM)

DME required.

Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1300 on TRM VORTAC R-316 then climbing right turn to 5400 direct TRM VORTAC and hold, continue climb-in-hold to 5400.

ASOS	SOCAL APP CON	CLNC DEL	UNICOM
118.325	135.275 251.1	120.225	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-30	300-1 421 (500-1)		300-1¼ 421 (500-1¼)	
CIRCLING	320-1 435 (500-1)	340-1 455 (500-1)	460-1½ 575 (600-1½)	780-3 895 (900-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PALM SPRINGS, CALIFORNIA | AL-529 (FAA) | 25275

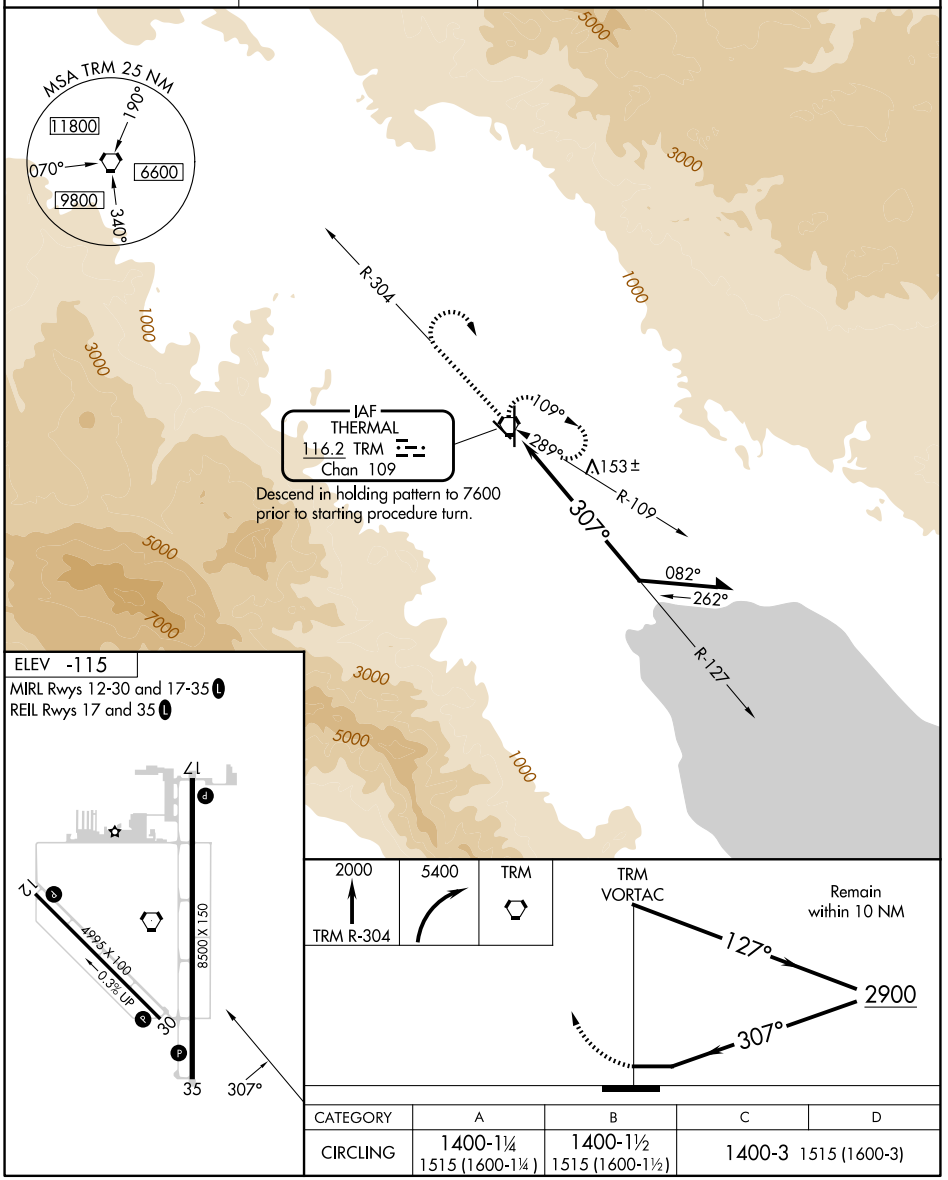
VORTAC TRM	APP CRS	Rwy Ldg	N/A
116.2	307°	TDZE	N/A
Chan 109		Apt Elev	-115

VOR-A

JACQUELINE COCHRAN RGNL (TRM)

MISSED APPROACH: Climb to 2000 on TRM VORTAC R-304 then climbing right turn to 5400 direct TRM VORTAC and hold, continue climb-in-hold to 5400.

ASOS	SOCAL APP CON	CLNC DEL	UNICOM
118.325	135.275 251.1	120.225	123.0 (CTAF) L



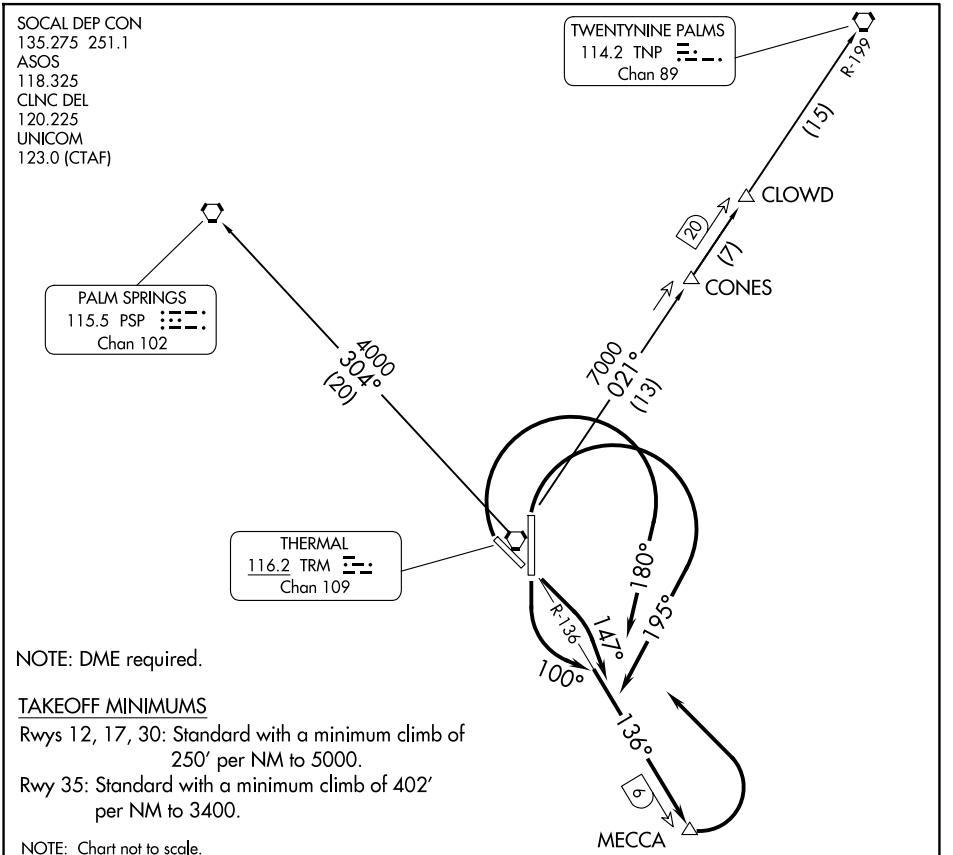
CATEGORY	A	B	C	D
CIRCLING	1400-1¼ 1515 (1600-1¼)	1400-1½ 1515 (1600-1½)	1400-3 1515 (1600-3)	

PALM SPRINGS, CALIFORNIA
Amdt 1 19JUL18

JACQUELINE COCHRAN RGNL (TRM)
33°38′N-116°10′W
VOR-A

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

MECCA ONE DEPARTURE



NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 12, 17, 30: Standard with a minimum climb of 250′ per NM to 5000.

Rwy 35: Standard with a minimum climb of 402′ per NM to 3400.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 147° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

TAKEOFF RUNWAY 17: Climbing left turn heading 100° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

TAKEOFF RUNWAY 30: Climbing right turn heading 180° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

TAKEOFF RUNWAY 35: Climbing right turn heading 195° to intercept TRM VORTAC R-136 to MECCA, then climbing left turn direct TRM VORTAC. Thence. . . .

. . . .then on (assigned transition). Expect filed altitude 10 minutes after departure.

PALM SPRINGS TRANSITION (MECCA1.PSP): From over TRM VORTAC on TRM R-304 to PSP VORTAC.

TWENTY NINE PALMS TRANSITION (MECCA1.TNP): From over TRM VORTAC on TRM R-021 and TNP R-199 to TNP VORTAC.

PALM SPRINGS, CALIFORNIA | AL-545 (FAA) | 26134

APP CRS	Rwy Ldg	8500
308°	TDZE	430
	Apt Elev	477

RNAV (RNP) Y RWY 31L

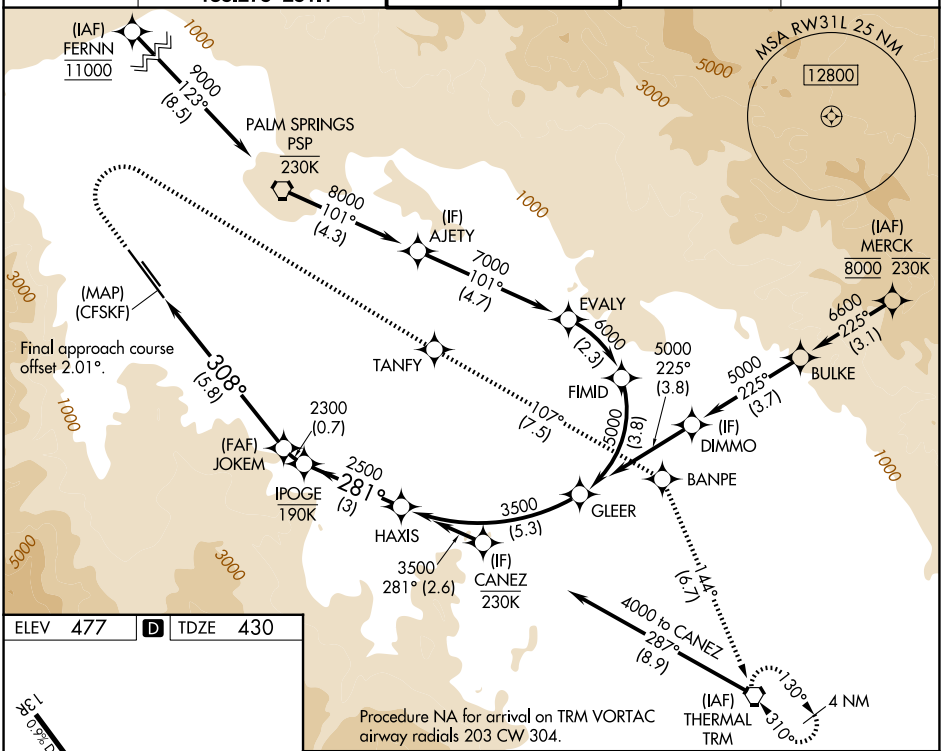
PALM SPRINGS INTL (PSP)

RNP AR APCH - GPS, RF, min RNP 0.30. Authorization required.

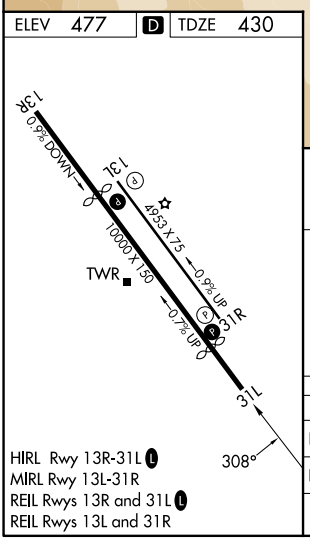
For uncompensated Baro-VNAV systems, procedure NA below 4°C or above 54°C.

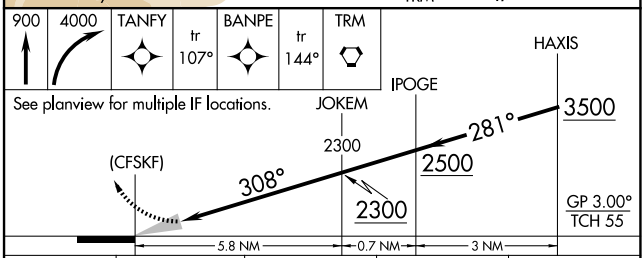
MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold. Missed approach requires minimum climb of 365 feet per NM to 2200; if unable to meet climb gradient, see RNAV (GPS) Z RWY 31L.

ATIS	SOCAL APP CON	PALM SPRINGS TOWER ★	GND CON	UNICOM
124.65	126.7 370.95 135.275 251.1	119.7 (CTAF) L 377.05	121.9	122.95



Procedure NA for arrival on TRM VORTAC airway radials 203 CW 304.





CATEGORY	A	B	C	D
RNP 0.13 DA	680-¾ 250 (300-¾)			
RNP 0.30 DA	718-⅞ 288 (300-⅞)			

AUTHORIZATION REQUIRED

PALM SPRINGS, CALIFORNIA
Amdt 2 12JUN25

33°50'N-116°30'W

PALM SPRINGS INTL (PSP)

RNAV (RNP) Y RWY 31L

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	6857
130°	TDZE	451
	Apt Elev	477

RNAV (RNP) Z RWY 13R

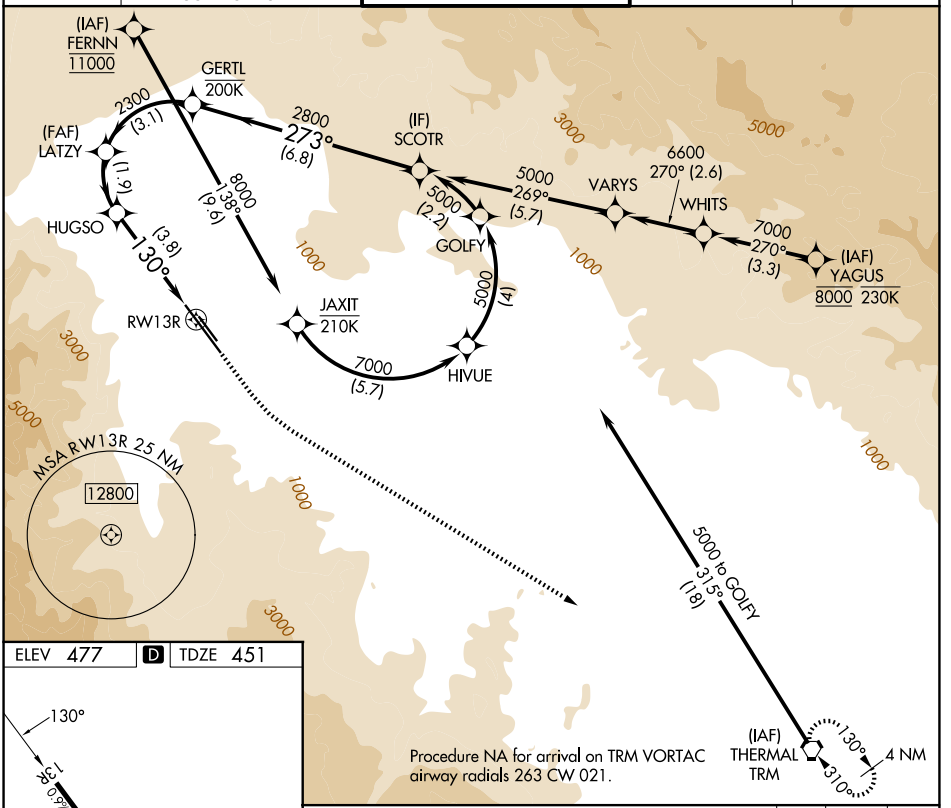
PALM SPRINGS INTL (PSP)

RNP AR APCH-GPS, RF, min RNP 0.50. Authorization required.

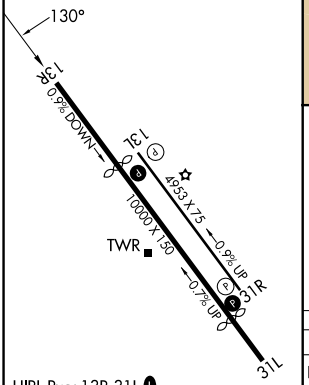
For uncompensated Baro-VNAV systems, procedure NA below 4°C or above 54°C.

MISSED APPROACH: Climb to 900 then climbing left turn to 4000 direct TRM VORTAC and hold.

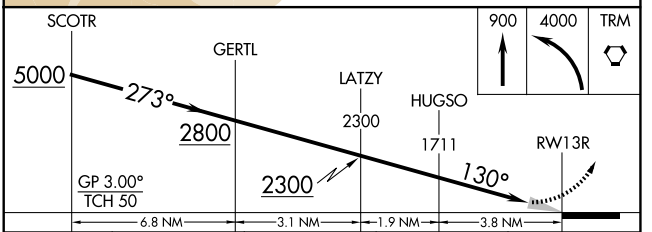
ATIS	SOCAL APP CON	PALM SPRINGS TOWER★	GND CON	UNICOM
124.65	126.7 370.95 135.275 251.1	119.7 (CTAF) Ⓛ 377.05	121.9	122.95



ELEV 477 Ⓓ TDZE 451



HIRL Rwy 13R-31L Ⓛ
MIRL Rwy 13L-31R
REIL Rwys 13R and 31L Ⓛ
REIL Rwys 13L and 31R



CATEGORY	A	B	C	D
RNP 0.10 DA	749-⅞ 298 (300-⅞)			
RNP 0.30 DA	882-1¼ 431 (500-1¼)			

AUTHORIZATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PALM SPRINGS, CALIFORNIA | AL-545 (FAA) | 26134

WAAS	APP CRS	Rwy Ldg	8500
CH 50244	300°	TDZE	429
W31A		Apt Elev	476

RNAV (GPS) Z RWY 31L

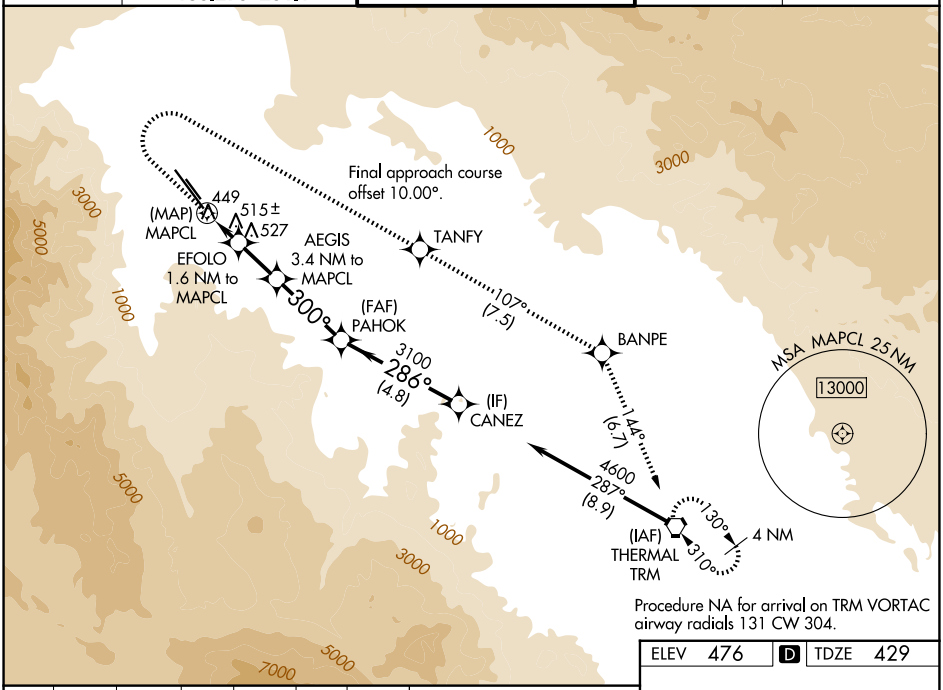
PALM SPRINGS INTL (PSP)

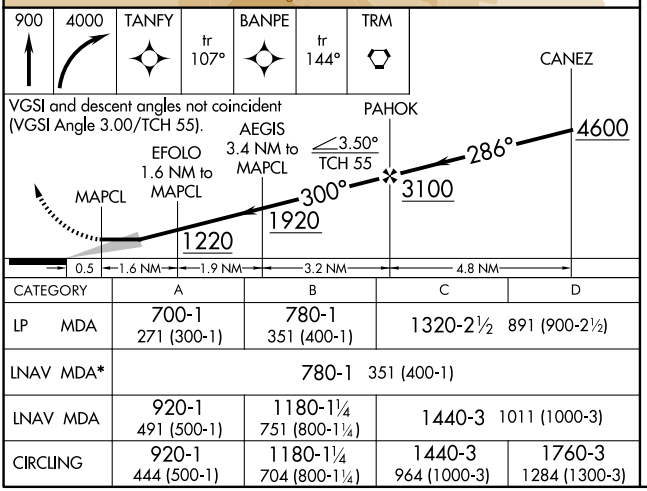
RNP APCH-GPS.

Circling NA southwest of Rwy 13R-31L.

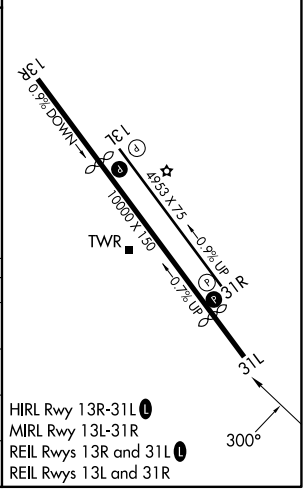
MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct TANFY and track 107° to BANPE and track 144° to TRM VORTAC and hold.
*Missed approach requires minimum climb of 355 feet per NM to 2100.

ATIS	SOCAL APP CON	PALM SPRINGS TOWER*	GND CON	UNICOM
124.65	126.7 370.95 135.275 251.1	119.7 (CTAF) L 377.05	121.9	122.95





CATEGORY	A	B	C	D
LP MDA	700-1 271 (300-1)	780-1 351 (400-1)	1320-2½ 891 (900-2½)	
LNAV MDA*	780-1 351 (400-1)			
LNAV MDA	920-1 491 (500-1)	1180-1¼ 751 (800-1¼)	1440-3 1011 (1000-3)	
CIRCLING	920-1 444 (500-1)	1180-1¼ 704 (800-1¼)	1440-3 964 (1000-3)	1760-3 1284 (1300-3)



PALM SPRINGS, CALIFORNIA
Orig 14JUL22

33°50'N-116°30'W

PALM SPRINGS INTL (PSP)

RNAV (GPS) Z RWY 31L

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

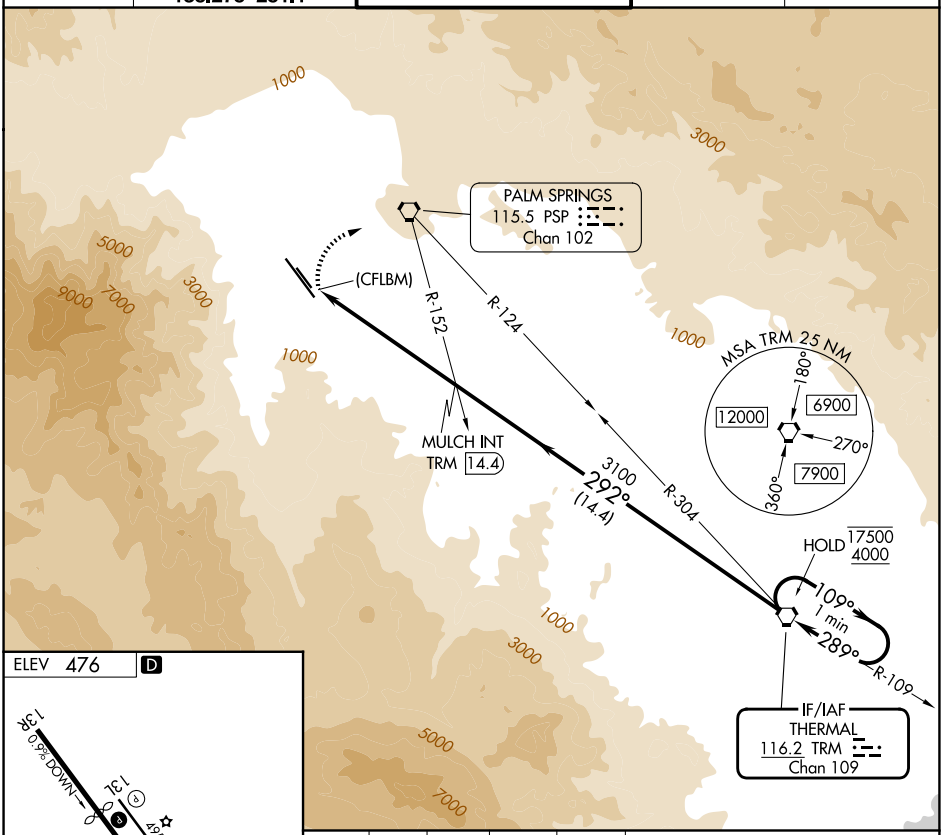
VORTAC TRM	APP CRS	Rwy Ldg	N/A
116.2	292°	TDZE	N/A
Chan 109		Apt Elev	476

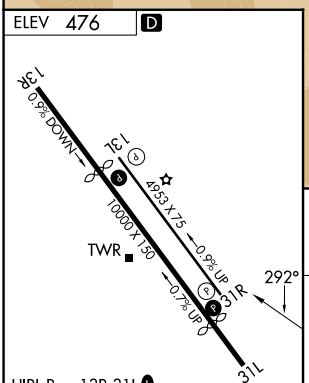
VOR-B
PALM SPRINGS INTL (PSP)

T A Circling NA southwest of Rwy 13R-31L.

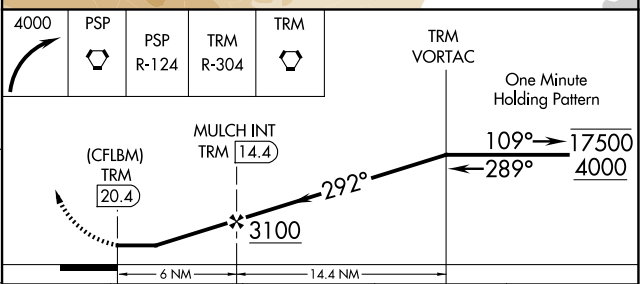
MISSED APPROACH: Climbing right turn to 4000 direct PSP VORTAC and on PSP R-124 and TRM R-304 to TRM VORTAC and hold.

ATIS	SOCAL APP CON	PALM SPRINGS TOWER★	GND CON	UNICOM
124.65	126.7 370.95 135.275 251.1	119.7 (CTAF) L 377.05	121.9	122.95





HIRL Rwy 13R-31L L
MIRL Rwy 13L-31R
REIL Rwys 13R and 31L L
REIL Rwys 13L and 31R



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	2100-1¼ 1624 (1700-1¼)	2100-1½ 1624 (1700-1½)	2100-3 1624 (1700-3)	

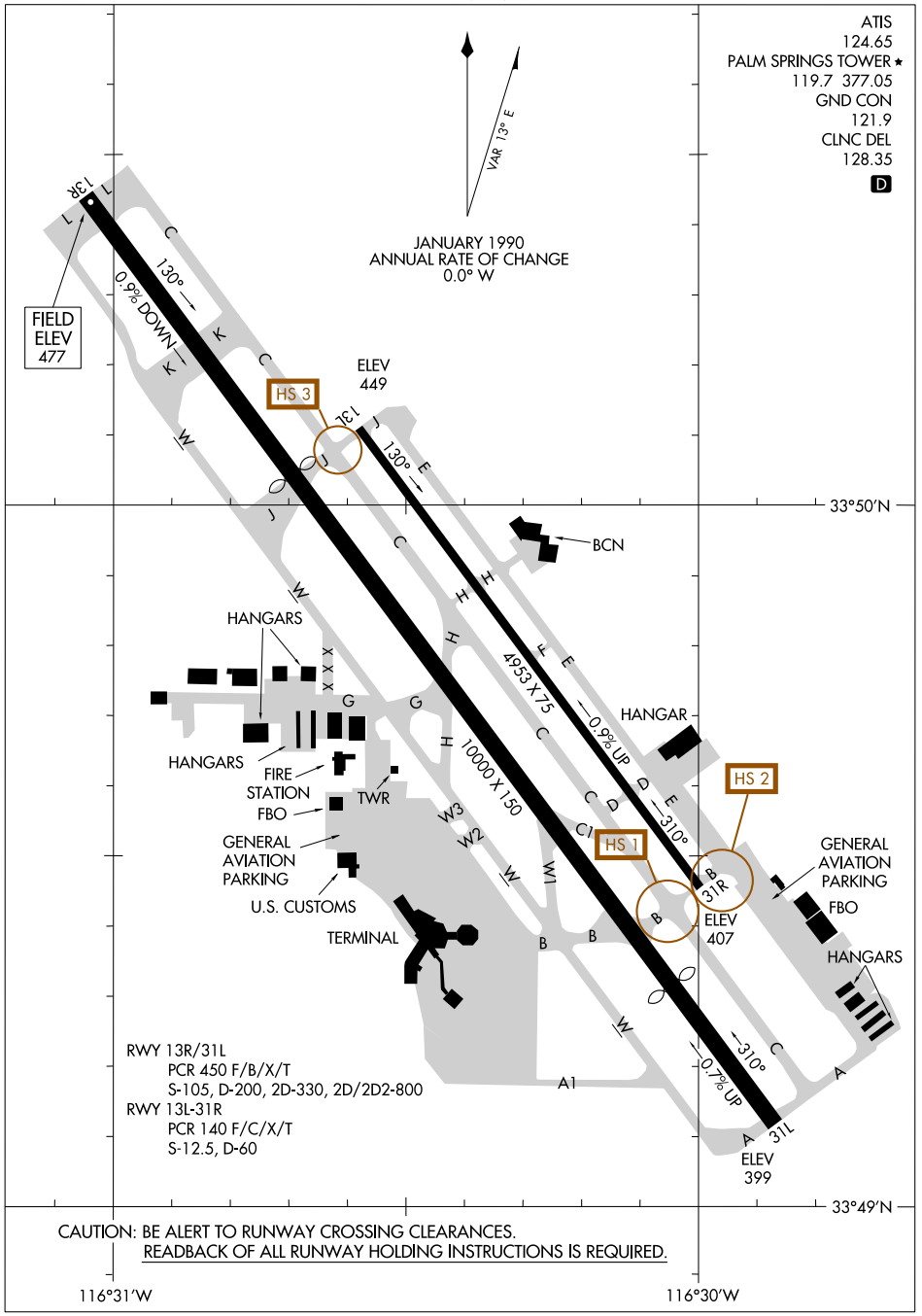
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

AL-545 (FAA)



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

AIRPORT DIAGRAM
26134
PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climbing left turn heading 100° to cross PSP VORTAC R-176, then turn left heading 040° to intercept PSP R-104, thence . . .

TAKEOFF RUNWAYS 31L/R: Climb heading 310° to cross PSP VORTAC R-268, then turn right direct PSP VORTAC, thence . . . .

. . . . climb via PSP R-104 to EMRUD INT/PSP 10 DME, then turn right direct PSP VORTAC. If not at MEA/MCA at PSP VORTAC, climb in PSP VORTAC holding pattern until reaching MEA/MCA for assigned route of flight.

ATIS 124.65
GND CON 121.9
PALM SPRINGS TOWER★
119.7 377.05
SOCAL DEP CON
126.7 370.95
135.275 251.1

N

MINIMUM CROSSING ALTITUDES
FOR PSP VORTAC
V16-370-372: 11600 W
V370: 6200 NE
V386: 7600 NW
V388: 6300 W
V137: 11200 NW

DAGGETT
113.2 DAG
Chan 79

PALMDALE
115.55 PMD
Chan 102(Y)

PARADISE
112.2 PDZ
Chan 59

HOMELAND
112.05 HDF

OCEANSIDE
115.3 OCN
Chan 100

PALM SPRINGS
115.5 PSP
Chan 102

TWENTYNINE PALMS
114.2 TNP
Chan 89

BLYTHE
117.4 BLH
Chan 121

THERMAL
116.2 TRM
Chan 109

SOGGI
YUCCA
DEWAY
BANDS
EMRUD

R-081 R-072 R-078 R-051 R-054 R-021 R-254 R-329 R-274 R-268 R-260 R-310 R-100 R-176 R-040 R-104 (10) R-124 R-304 R-124 R-053 R-231 R-088 R-268 R-322

V386 V388 V16-370 V372 V16-370-372 V370 V16-372 V137

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwy 13L, Standard with minimum climb of 440' per NM to 2300.
Rwy 13R, Standard with minimum climb of 422' per NM to 2300.
Rwy 31R, Standard with minimum climb of 405' per NM to 2700.
Rwy 31L, Standard with minimum climb of 386' per NM to 2700.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on heading 310° to 977, then direct FYTNN at or above 2600 at or below 230K, thence. . . .

. . . .on track 030° to cross EYRSH at or below 9000, then on track 091° to cross HWRRD at or above 7000, then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (HWRRD1.BLH)

FUSBL TRANSITION (HWRRD1.FUSBL)

NEEDLES TRANSITION (HWRRD1.EED)

THERMAL TRANSITION (HWRRD1.TRM)

ZELMA TRANSITION (HWRRD1.ZELMA)

SOCAL DEP CON 126.7 370.95
ATIS 124.65
CLNC DEL 128.35
GND CON 121.9
PALM SPRINGS TOWER★ 119.7 377.05

RNAV 1 - GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: FUSBL Transition restricted to aircraft landing LAS terminal area.

TAKEOFF MINIMUMS
Rwy 31L: Standard with minimum climb of 500'/NM to 977, then minimum climb of 386'/NM to 4800.
Rwy 31R: Standard with minimum climb of 500'/NM to 977, then minimum climb of 373'/NM to 4800.

NOTE: Chart not to scale.

IKONE ONE DEPARTURE (RNAV)

(IKONE1.IKONE) 12JUN25

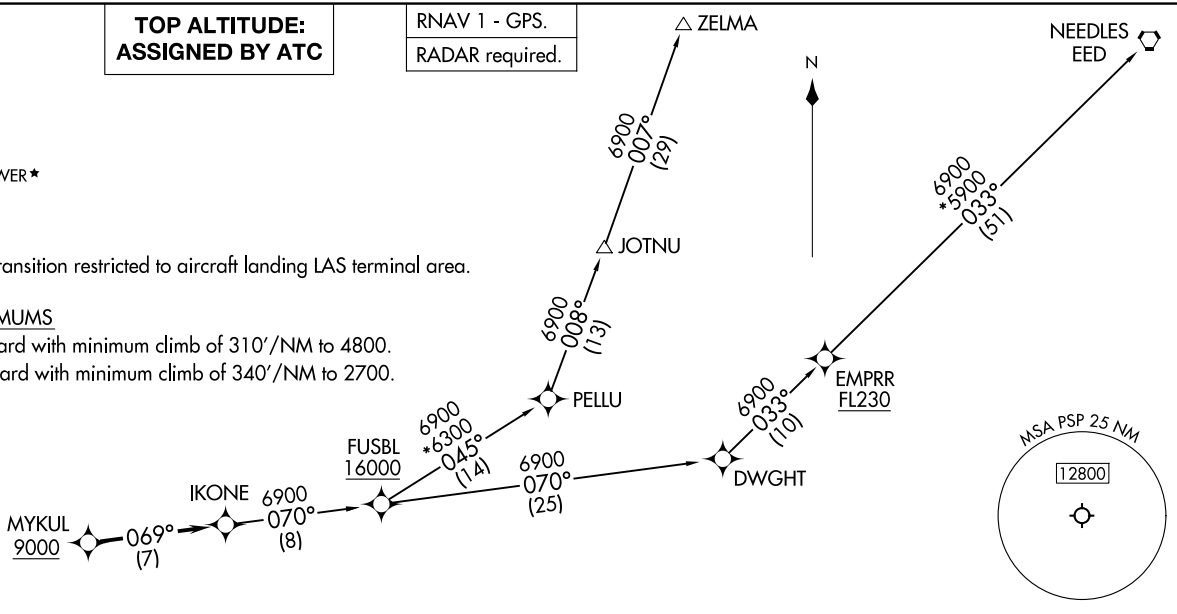
SOCAL DEP CON
135.275 370.95
ATIS
124.65
CLNC DEL
128.35
GND CON
121.9
PALM SPRINGS TOWER★
119.7 377.05

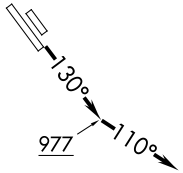
TOP ALTITUDE: ASSIGNED BY ATC

RNAV 1 - GPS.
RADAR required.

NOTE: FUSBL Transition restricted to aircraft landing LAS terminal area.

TAKEOFF MINIMUMS
Rwy 13L: Standard with minimum climb of 310'/NM to 4800.
Rwy 13R: Standard with minimum climb of 340'/NM to 2700.





NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 130° to 977, then on heading 110° or as assigned by ATC, for vectors to cross MYKUL at or above 9000, thence . . . .

. . . . on track 069° to IKONE, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FUSBL TRANSITION (IKONE1.FUSBL)
NEEDLES TRANSITION (IKONE1.EED)
ZELMA TRANSITION (IKONE1.ZELMA)

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

(IKONE1.IKONE) 25163

IKONE ONE DEPARTURE (RNAV)

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

JEEON ONE DEPARTURE (RNAV)

(JEEON1.JEEON) 12JUN25

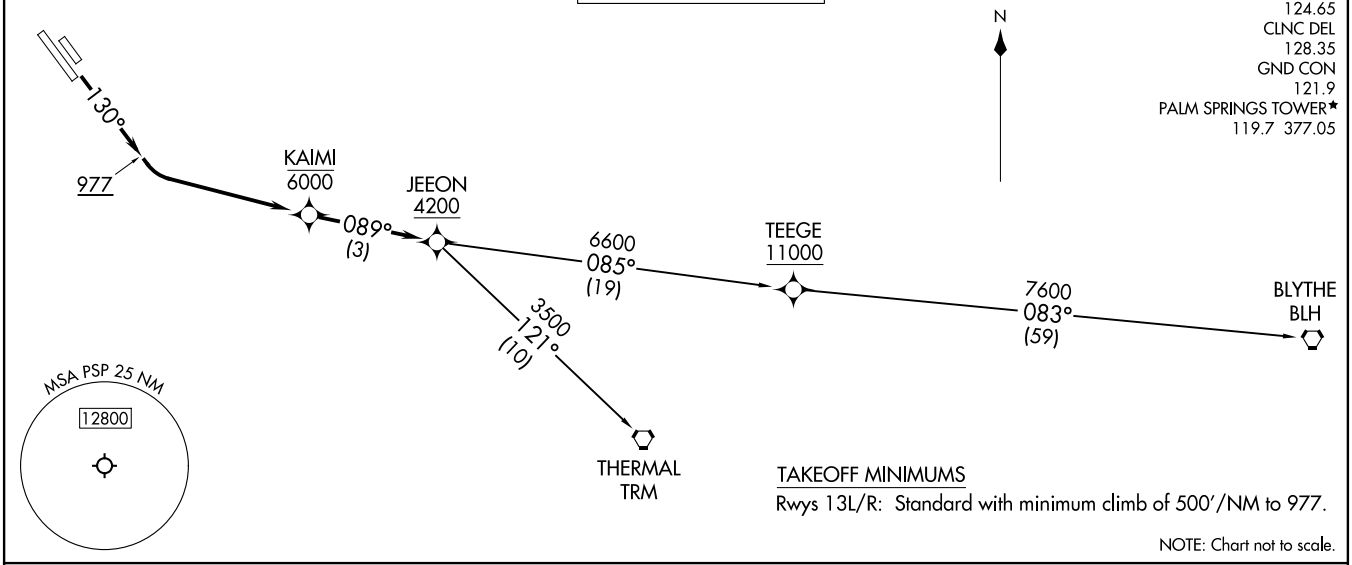
PALM SPRINGS, CALIFORNIA

PALM SPRINGS INTL (PSP)

RNAV 1 - GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

SOCAL DEP CON
126.7 370.95
ATIS
124.65
CLNC DEL
128.35
GND CON
121.9
PALM SPRINGS TOWER★
119.7 377.05



TAKEOFF MINIMUMS

Rwys 13L/R: Standard with minimum climb of 500'/NM to 977.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 130° to 977, then left turn direct KAIMI at or below 6000, thence . . . .

. . . . then on track 089° to cross JEEON at or above 4200, then on assigned (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (JEEON1.BLH)

THERMAL TRANSITION (JEEON1.TRM)

JEEON ONE DEPARTURE (RNAV)
(JEEON1.JEEON) 25163
AL-545 (FAA)
PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

TAKEOFF MINIMUMS

Rwy 13L: Standard with minimum climb of 310'/NM to 4800.
Rwy 13R: Standard with minimum climb of 340'/NM to 2700.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 130° to 977, then on heading 110° or as assigned by ATC, for vectors to cross YUCCA at or above 8000, thence . . . .

. . . . on track 329° to LGANN, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

PALMDALE TRANSITION (LGANN1.PMD)

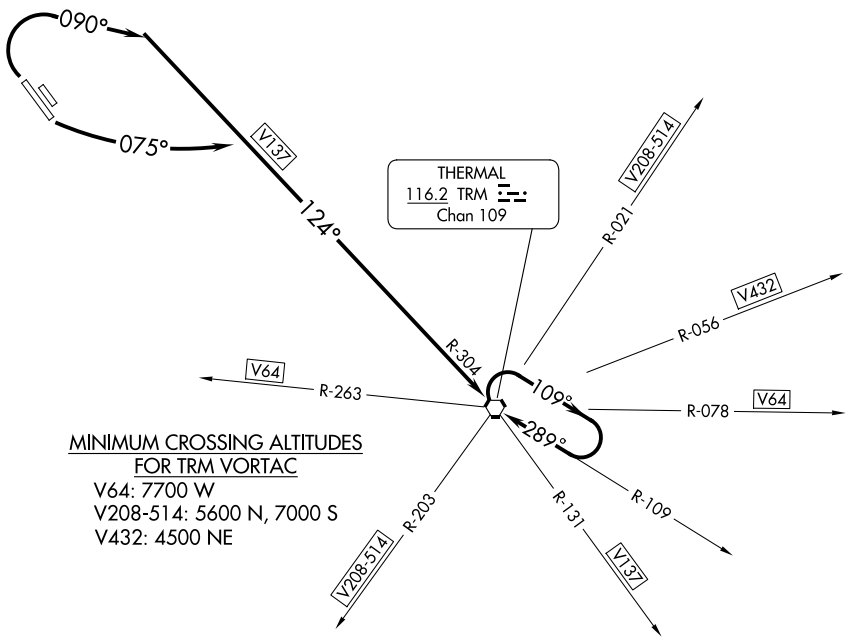
(TRM6.TRM) 24025

THERMAL SIX DEPARTURE

AL-545 (FAA)

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

SOCAL DEP CON
126.7 370.95
135.275 251.1
ATIS
124.65
GND CON
121.9



MINIMUM CROSSING ALTITUDES
FOR TRM VORTAC
V64: 7700 W
V208-514: 5600 N, 7000 S
V432: 4500 NE

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.

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 . . . .

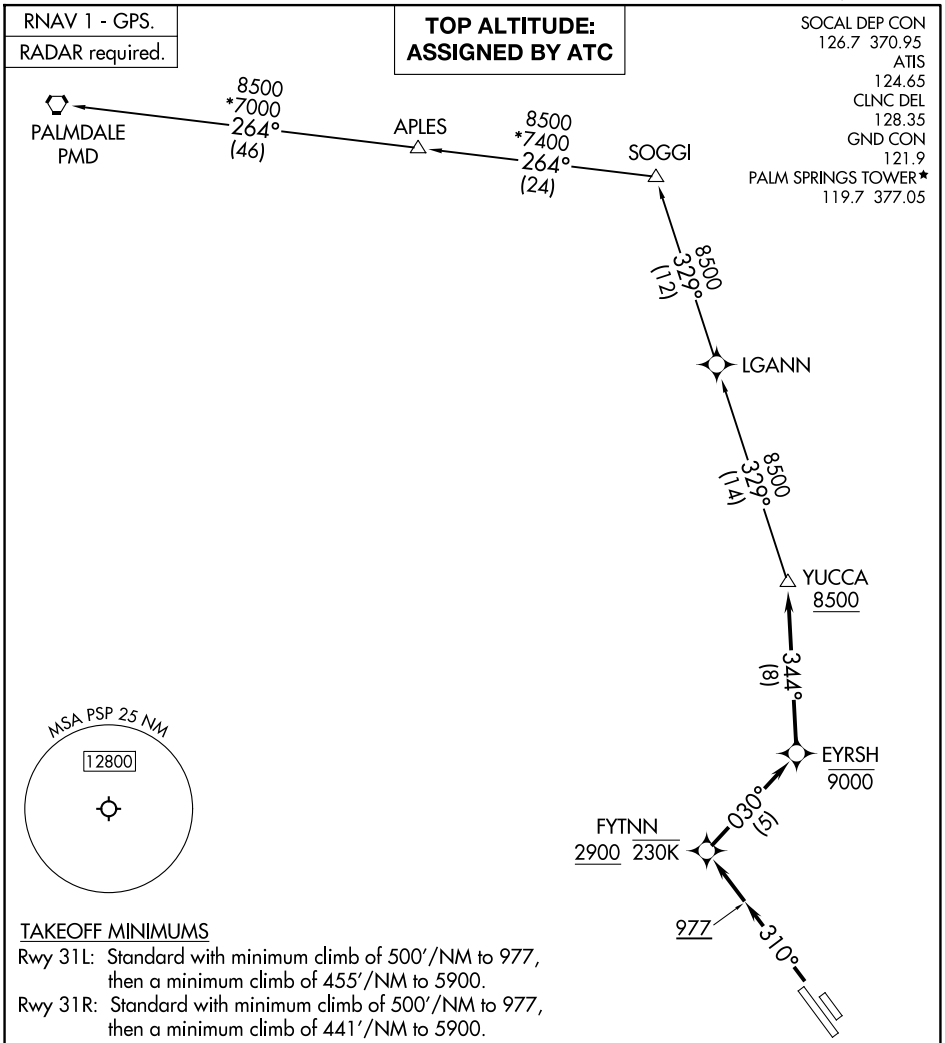
. . . .If not at MEA/MCA at TRM VORTAC, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.

THERMAL SIX DEPARTURE

(TRM6.TRM) 10APR08

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

SW-3, 09 JUL 2026 to 03 SEP 2026



TAKEOFF MINIMUMS

Rwy 31L: Standard with minimum climb of 500'/NM to 977, then a minimum climb of 455'/NM to 5900.

Rwy 31R: Standard with minimum climb of 500'/NM to 977, then a minimum climb of 441'/NM to 5900.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 31L/R: Climb on heading 310° to 977, then direct FYTNN at or above 2900 at or below 230K, thence . . . .

. . . .on track 030° to cross EYRSH at or below 9000, then on track 344° to cross YUCCA at or above 8500, then on assigned (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

PALMDALE TRANSITION (YUCCA1.PMD)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PALMDALE, CALIFORNIA AL-310 (FAA) 25275

LOC I-PMD	APP CRS	Rwy Ldg	12002
110.7	254°	TDZE	2503
		Apt Elev	2543

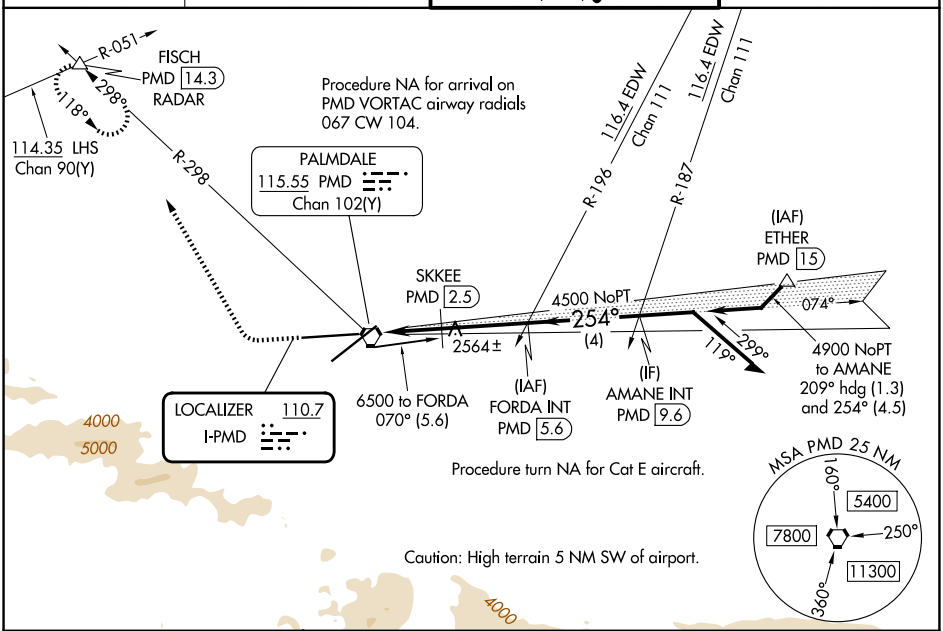
ILS Z or LOC Z RWY 25

PALMDALE USAF PLANT 42 (PMD)

Circling NA for Cats C, D, and E south of Rwys 4 and 25. DME from PMD VORTAC. Simultaneous reception of I-PMD and PMD DME required.

MISSED APPROACH: Climb to 3000 then climbing right turn to 6700 on heading 318° and on PMD VORTAC R-298 to FISCH INT/PMD 14.3 DME/RADAR and hold, continue climb-in-hold to 6700.

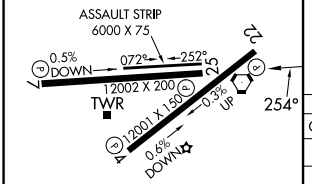
ATIS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) 317.6	121.9 317.6

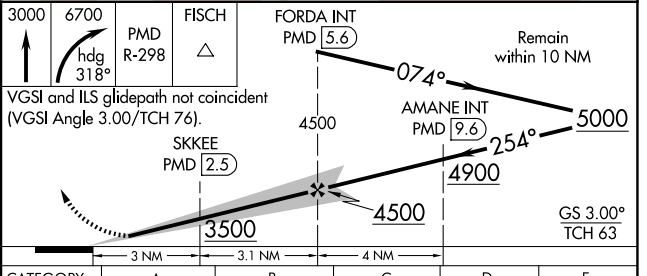


ELEV 2543 TDZE 2503

3000	6700 hdg 318°	PMD R-298	FISCH △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).





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)	3740-3 1197 (1200-3)	3760-3 1217 (1300-3)
SKKEE FIX MINIMUMS (DME REQUIRED)					
S-LOC 25	2820-1 317 (300-1)		2820-⅞ 317 (300-⅞)		
CIRCLING	3020-1 477 (500-1)	3060-1 517 (600-1)	3140-1½ 597 (600-1½)	3740-3 1197 (1200-3)	3760-3 1217 (1300-3)

HIRL Rwys 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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg 12002
CH 53441	077°	TDZE 2540
W07A		Apt Elev 2543

RNAV (GPS) RWY 7

PALMDALE USAF PLANT 42 (PMD)

RNP APCH.

Circling NA for Cats C and D south of Rwys 4 and 25.

MISSED APPROACH: Climbing right turn to 7000 direct IMSIJ and hold.

ATIS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) C 317.6	121.9 317.6

Procedure NA for arrivals at JEFFY on V165-459 and V137 northwest bound.

MSA RW07 25 NM 10600

(IAF) JEFFY 7100 107° (5.3) YUGKU 7000 107° (6.6) (IF) RGAMI RADAR 6200 092° (3) HIVYU 5500 (3) (FAF) JITLA 077° UWEJO 5 NM to RW07 ZENAB 1.6 NM to RW07 RW07 2659± 2629±

Final approach course offset 3.00°

4000 5000 4000

Caution: high terrain 5 NM southwest of airport.

MISSED APCH FIX IMSIJ 276° 096° 7 NM

ELEV 2543 TDZE 2540

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 78).

JEFFY 8000 107° 7100 YUGKU 7000 092° 6200 RGAMI 5500 HIVYU 077° 4440 JITLA 3180 UWEJO 5 NM to RW07 ZENAB 1.6 NM to RW07 0.8 NM to RW07 3.50° TCH 50 RW07 7000 IMSIJ

5.3 NM 6.6 NM 3 NM 3 NM 2.8 NM 3.4 NM 0.8 NM 0.8 NM

CATEGORY	A	B	C	D
LP MDA	2880-1 340 (400-1)			
LNAV MDA	2920-1 380 (400-1)			
CIRCLING	3020-1 477 (500-1)	3060-1 517 (600-1)	3140-1½ 597 (600-1½)	3740-3 1197 (1200-3)

ASSAULT STRIP 6000 X 75 077° 0.5% DOWN 072° 252° 12002 X 200 TWR 12001 X 150 0.5% UP 0.6% DOWN 22 25 4

HIRL Rwys 4-22 and 7-25

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PALMDALE, CALIFORNIA AL-310 (FAA) 25275

WAAS CH 45741 W22A	APP CRS 223°	Rwy Ldg 12001 TDZE 2498 Apt Elev 2543

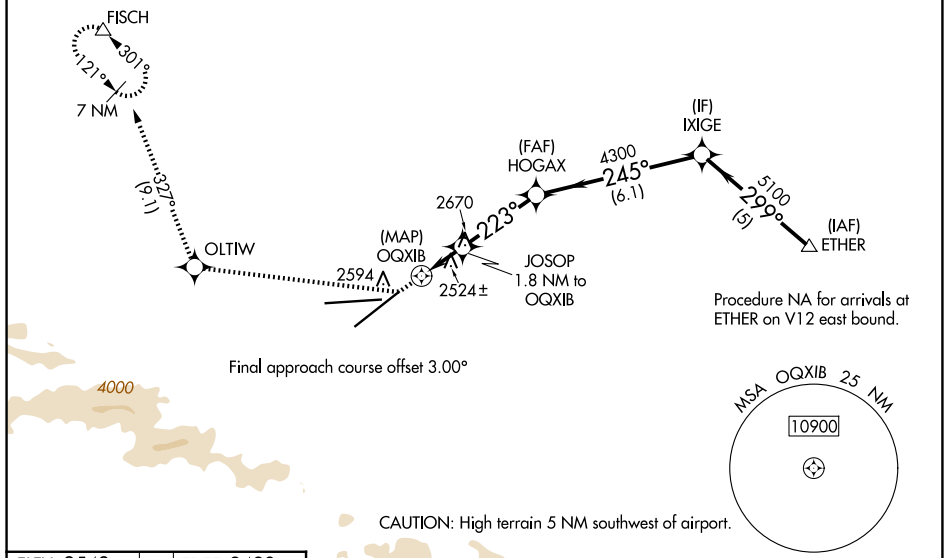
RNAV (GPS) RWY 22

PALMDALE USAF PLANT 42 (PMD)

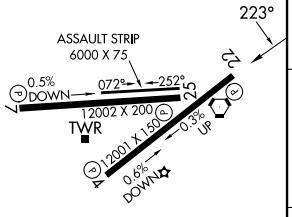
Circling NA for Cats C and D south of Rwys 4 and 25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 6700 direct OLTIW and on track 327° to FISCH and hold, continue climb-in-hold to 6700.

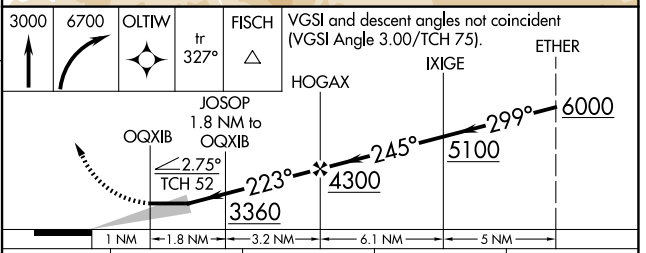
ATIS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) 317.6	121.9 317.6



ELEV 2543 TDZE 2498



HIRL Rwys 4-22 and 7-25



CATEGORY	A	B	C	D
LP MDA	2780-1¼ 282 (300-1¼)			
LNAV MDA	2860-1¼ 362 (400-1¼)			
CIRCLING	3020-1¼ 477 (500-1¼)	3060-1¼ 517 (600-1¼)	3140-1½ 597 (600-1½)	3740-3 1197 (1200-3)

PALMDALE, CALIFORNIA
Orig 24MAY18

34°38'N-118°05'W

PALMDALE USAF PLANT 42 (PMD)

RNAV (GPS) RWY 22

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 25

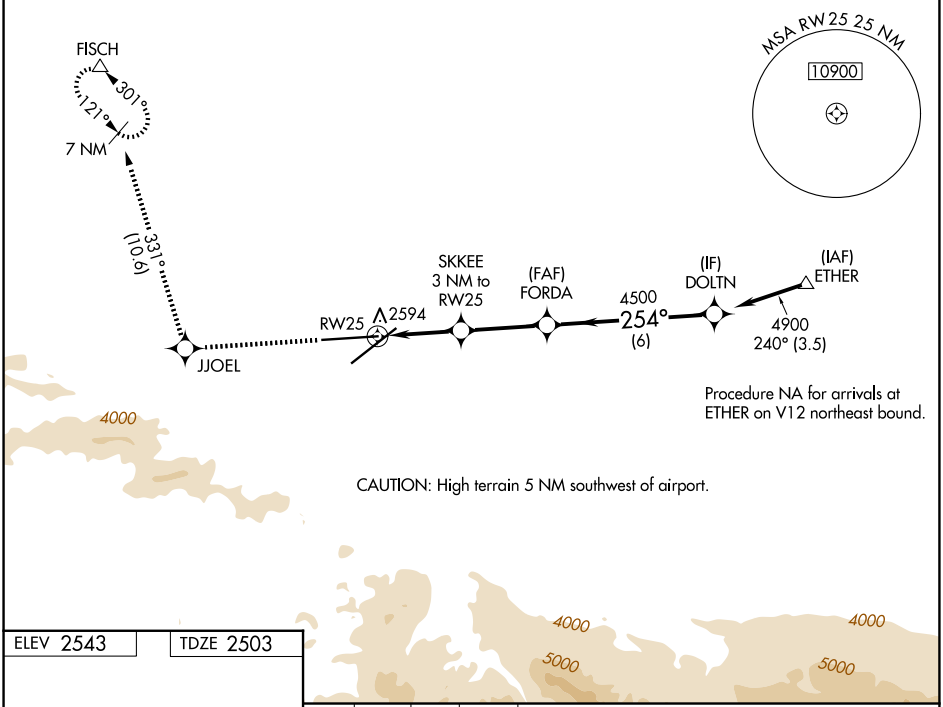
PALMDALE USAF PLANT 42 (PMD)

WAAS CH 86520 W25A	APP CRS 254°	Rwy Ldg 12002 TDZE 2503 Apt Elev 2543

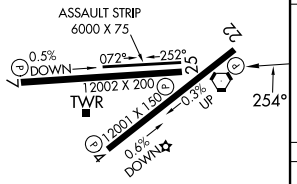
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 50°C (123°F). Circling NA for Cats C and D south of Rwys 4 and 25. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb 6700 direct JJOEL and on track 331° direct FISCH and hold, continue climb-in-hold to 6700.

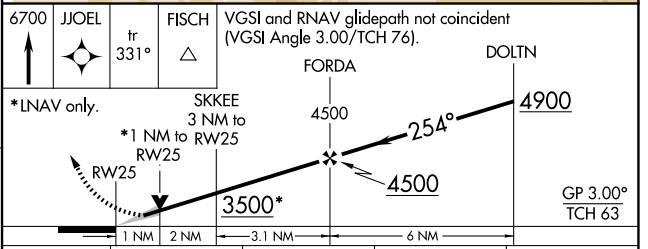
ATIS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) 317.6	121.9 317.6



ELEV 2543 TDZ 2503



HIRL Rwys 4-22 and 7-25



CATEGORY	A	B	C	D
LPV DA	2703-¾ 200 (200-¾)			
LNAV/VNAV DA	2806-1 303 (300-1)			
LNAV MDA	2880-1 377 (400-1)			
CIRCLING	3020-1 477 (500-1)	3060-1 517 (600-1)	3140-1½ 597 (600-1½)	3740-3 1197 (1200-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PALMDALE, CALIFORNIA | AL-310 (FAA) | 25275

VORTAC PMD	APP CRS	Rwy Ldg	12002
115.55	265°	TDZE	2503
Chan 102 (Y)		Apt Elev	2543

VOR or TACAN Z RWY 25

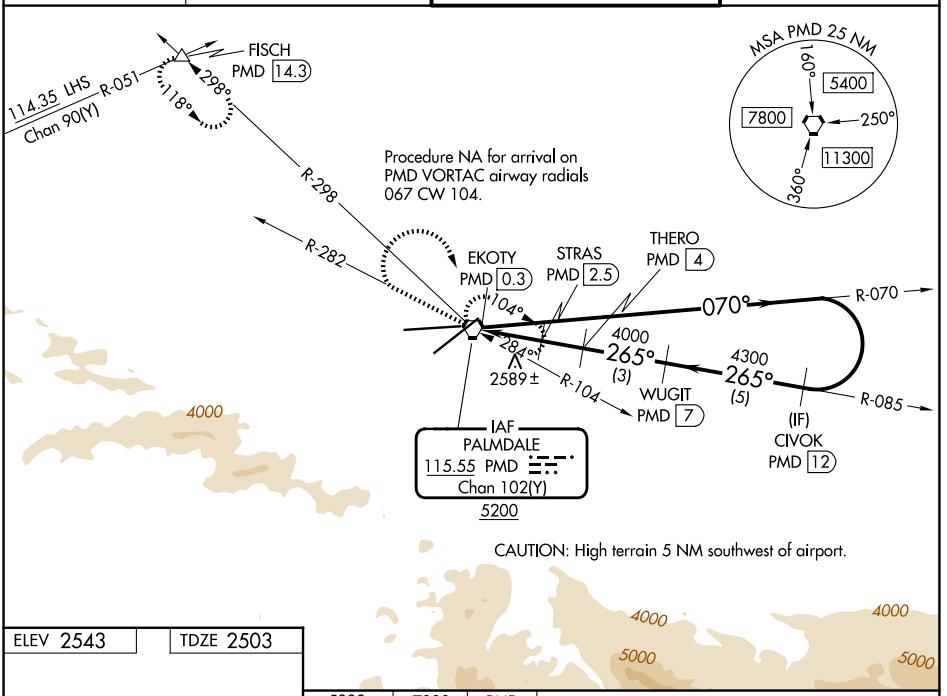
PALMDALE USAF PLANT 42 (PMD)

DME required.

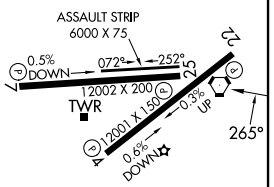
Circling NA for Cats C, D, and E south of Rwys 4 and 25.

MISSED APPROACH: Climb to 5000 on PMD VORTAC R-282 then climbing right turn to 7000 direct PMD VORTAC and hold. (TACAN aircraft climbing right turn to 6700 on PMD VORTAC R-298 to FISCH INT/ 14.3 DME and hold SE, left turn, 298° inbound, continue climb-in-hold to 6700).

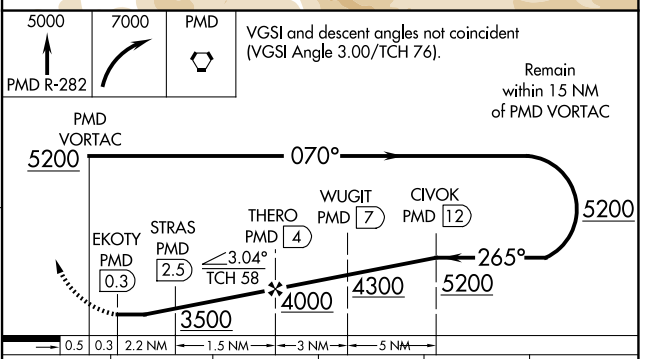
ATIS	JOSHUA APP CON	PALMDALE TOWER ★	GND CON
118.275	124.55 363.0	123.7 (CTAF) 317.6	121.9 317.6



ELEV 2543 | TDZE 2503



HIRL Rwys 4-22 and 7-25



CATEGORY	A	B	C	D	E
S-25	2840-1 337 (300-1)				
CIRCLING	3020-1 477 (500-1)	3060-1 517 (600-1)	3140-1½ 597 (600-1½)	3740-3 1197 (1200-3)	3760-3 1217 (1300-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

PASO ROBLES, CALIFORNIA | AL-858 (FAA) | 25219

WAAS	APP CRS	Rwy Ldg	6008
CH 93843	194°	TDZE	812
W19A		Apt Elev	839

RNAV (GPS) RWY 19

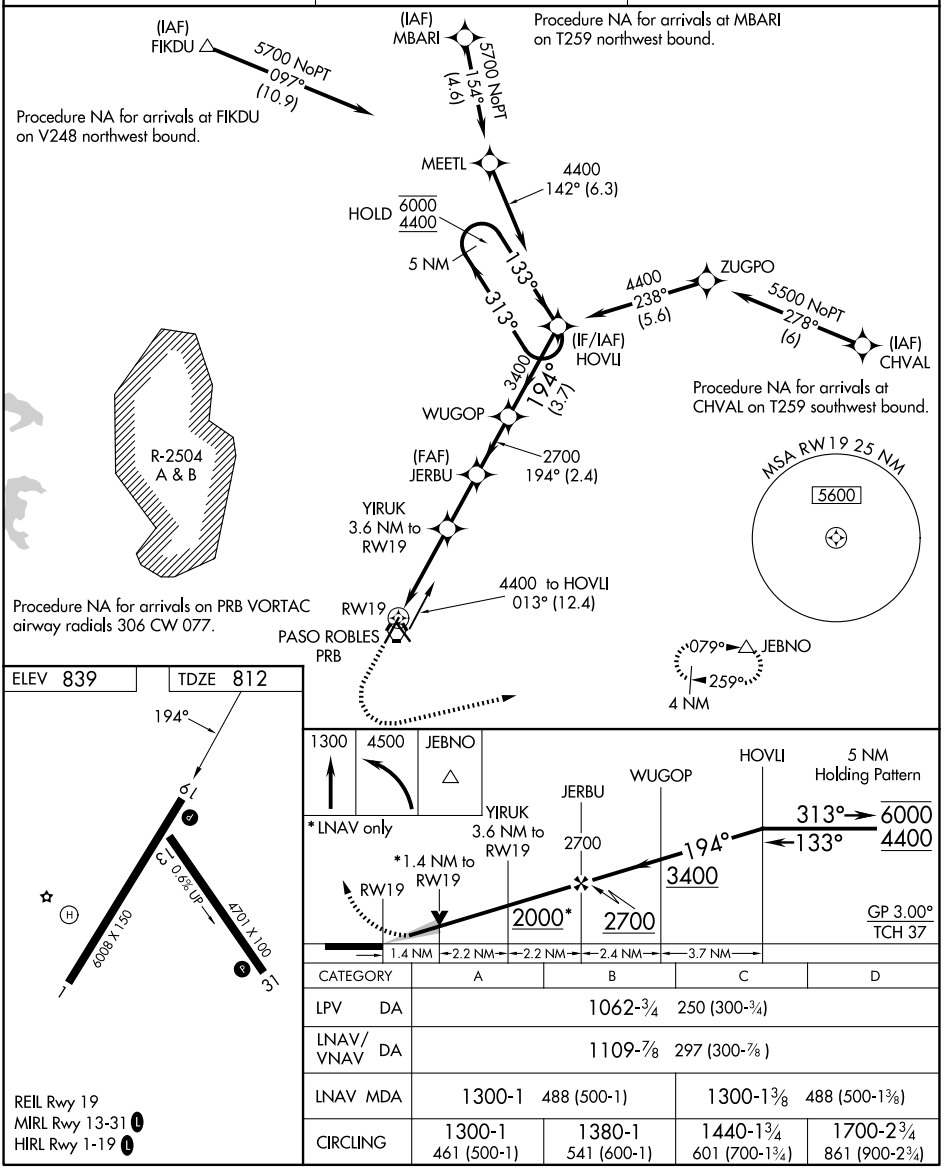
PASO ROBLES MUNI (PRB)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4500 direct JEBNO and hold, continue climb-in-hold to 4500.

ASOS	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1062-¾ 250 (300-¾)			
LNAV/VNAV DA	1109-⅞ 297 (300-⅞)			
LNAV MDA	1300-1 488 (500-1)		1300-1⅜ 488 (500-1⅜)	
CIRCLING	1300-1 461 (500-1)	1380-1 541 (600-1)	1440-1¾ 601 (700-1¾)	1700-2¾ 861 (900-2¾)

REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

PASO ROBLES, CALIFORNIA
Amdt 2 10SEP20

35°40′N-120°38′W

PASO ROBLES MUNI (PRB)
RNAV (GPS) RWY 19

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 31

PASO ROBLES MUNI (PRB)

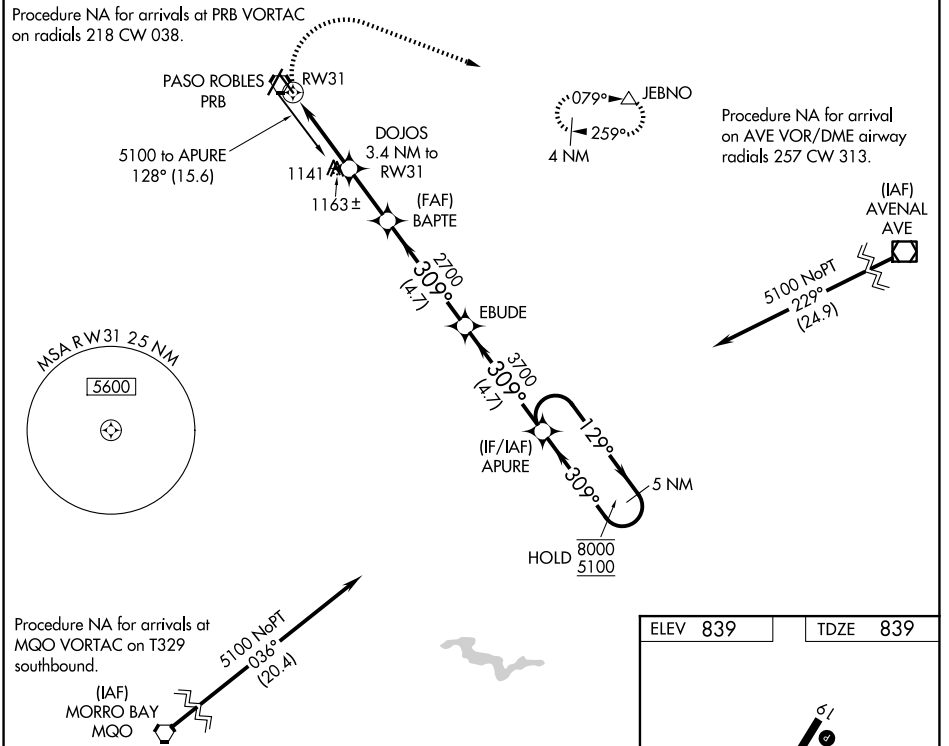
APP CRS	Rwy Ldg	4701
309°	TDZE	839
	Apt Elev	839

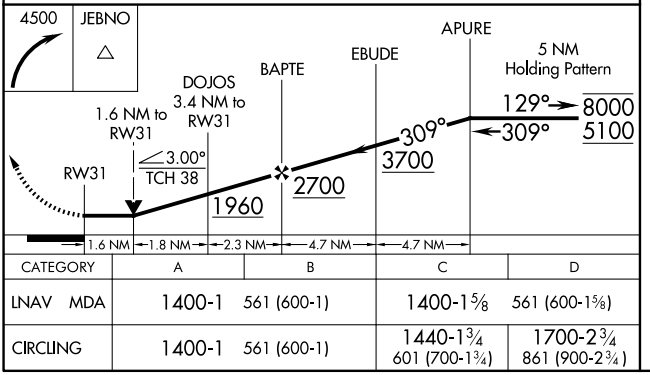
RNP APCH.

Rwy 31 helicopter visibility reduction below ¾ SM NA.

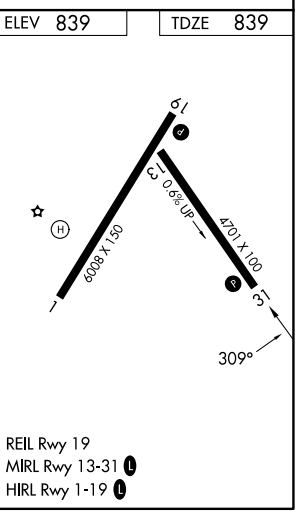
MISSED APPROACH: Climbing right turn to 4500 direct JEBNO and hold, continue to climb-in-hold to 4500.

ASOS	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1	561 (600-1)	1400-1⅝	561 (600-1⅝)
CIRCLING	1400-1	561 (600-1)	1440-1¾ 601 (700-1¾)	1700-2¾ 861 (900-2¾)



REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

PASO ROBLES, CALIFORNIA | AL-858 (FAA) | 25219

VORTAC PRB	APP CRS	Rwy Ldg	6008
114.3	172°	TDZE	812
Chan 90		Apt Elev	839

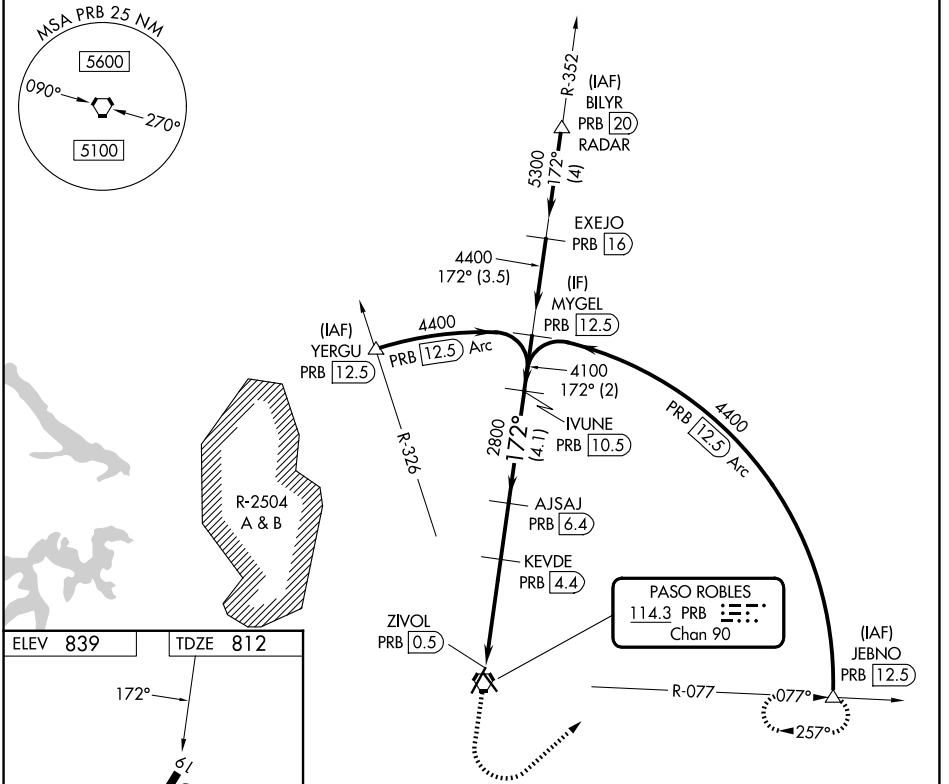
VOR RWY 19

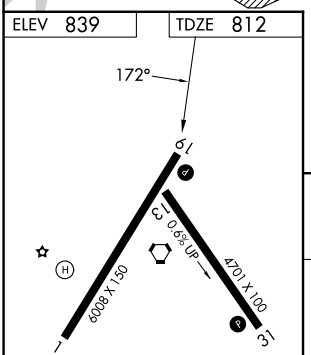
PASO ROBLES MUNI (PRB)

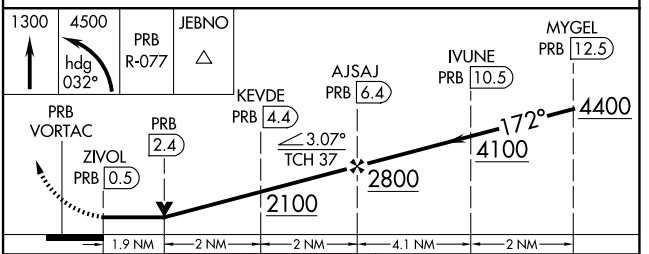
DME required.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4500 on heading 032° and PRB R-077 to JEBNO 12.5 DME and hold, continue climb-in-hold to 4500.

ASOS	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-19	1460-1 648 (700-1)		NA	
CIRCLING	1460-1 621 (700-1)		1460-1⅞ 621 (700-1⅞)	1700-2¾ 861 (900-2¾)

REIL Rwy 19
MIRL Rwy 13-31 L
HIRL Rwy 1-19 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC PRB	APP CRS	Rwy Ldg	N/A
114.3	313°	TDZE	N/A
Chan 90		Apt Elev	839

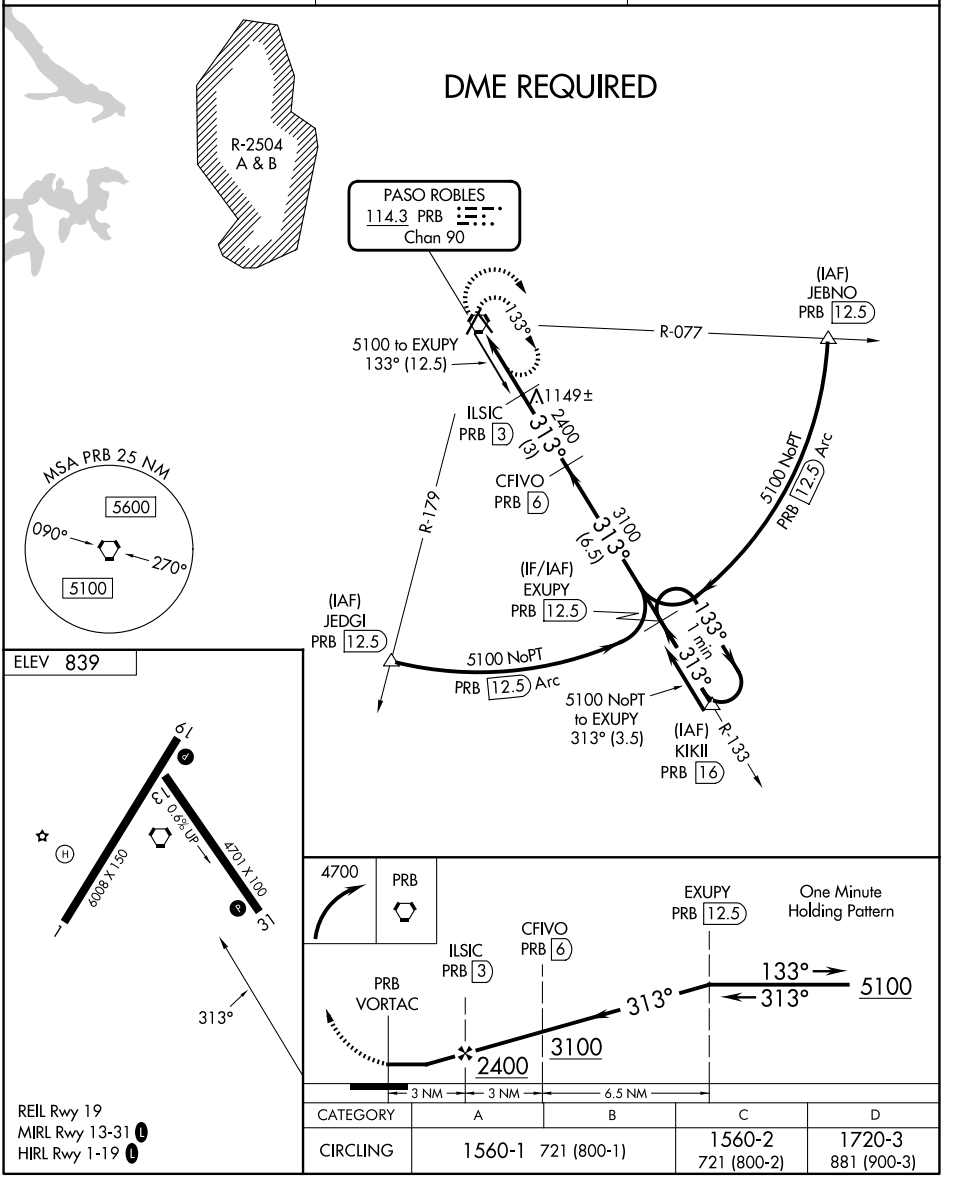
VOR-B

PASO ROBLES MUNI (PRB)

DME required.

MISSED APPROACH: Climbing right turn to 4700 in PRB VORTAC holding pattern, continue climb-in hold to 4700.

ASOS	OAKLAND CENTER	UNICOM
120.125	128.7 307.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1560-1	721 (800-1)	1560-2 721 (800-2)	1720-3 881 (900-3)

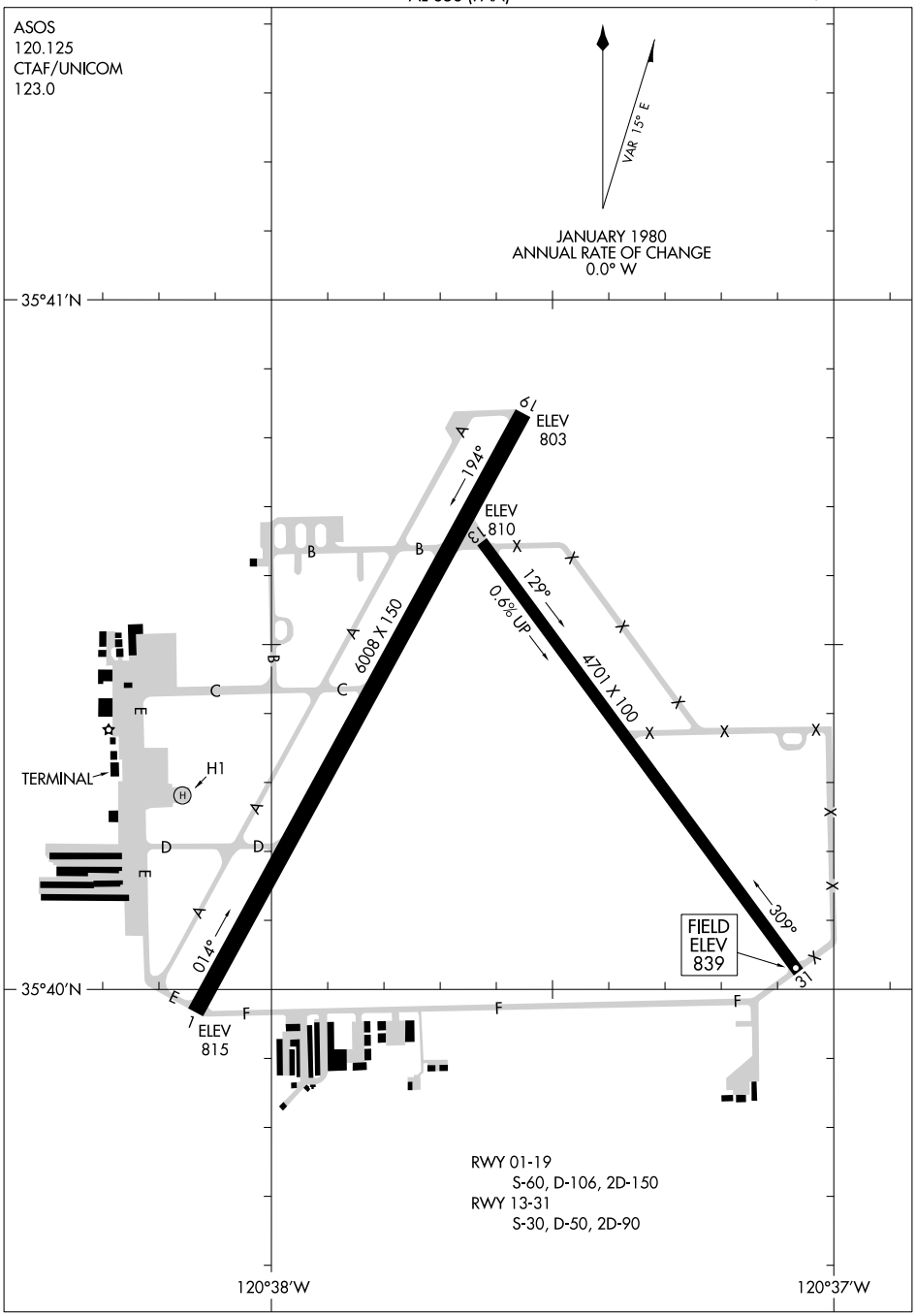
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26190

AIRPORT DIAGRAM

AL-858 (FAA)

PASO ROBLES MUNI (PRB)
PASO ROBLES, CALIFORNIA



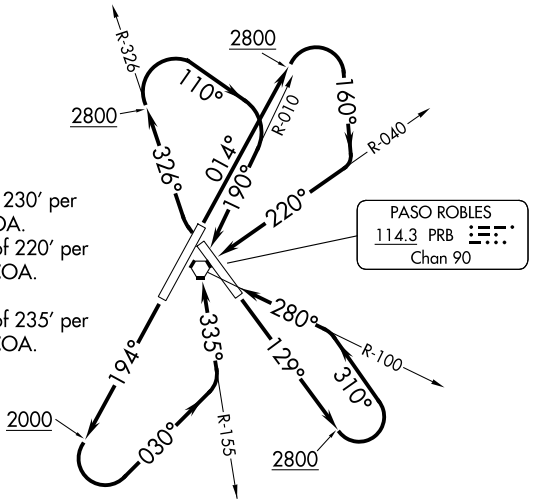
SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26190

PASO ROBLES, CALIFORNIA
PASO ROBLES MUNI (PRB)

PASO ROBLES TWO DEPARTURE (OBSTACLE)

OAKLAND CENTER
128.7 307.0



TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 230′ per NM to 2200, or 1500-3 for VCOA.
Rwy 13: Standard with minimum climb of 220′ per NM to 1700, or 1500-3 for VCOA.
Rwy 19: Standard.
Rwy 31: Standard with minimum climb of 235′ per NM to 2200, or 1500-3 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 1: Lighting 9′ from DER, 115′ right of centerline, 804′ MSL.
Lighting 10′ from DER, 113′ left of centerline, 805′ MSL.
Tree 301′ from DER, 425′ left of centerline, 812′ MSL.
Rwy 13: Pole 34′ from DER, 29′ left of centerline, 840′ MSL.
Trees, pole beginning 766′ from DER, 395′ left of centerline, up to 900′ MSL.
Trees beginning 1656′ from DER, 389′ left of centerline, up to 906′ MSL.
Trees beginning 1746′ from DER, 13′ left of centerline, up to 910′ MSL.
Tree 1948′ from DER, 1′ right of centerline, 907′ MSL.
Trees beginning 2045′ from DER, 56′ left of centerline, up to 911′ MSL.
Trees beginning 2256′ from DER, 409′ left of centerline, up to 915′ MSL.
Tree 2581′ from DER, 511′ left of centerline, 917′ MSL.
Trees beginning 2601′ from DER, 635′ left of centerline, up to 923′ MSL.
Tree 3261′ from DER, 856′ left of centerline, 932′ MSL.
Tree 3860′ from DER, 952′ left of centerline, 944′ MSL.
Tree 3961′ from DER, 784′ left of centerline, 950′ MSL.
Rwy 19: Pole 10′ from DER, 39′ left of centerline, 815′ MSL.
Tree 992′ from DER, 705′ left of centerline, 851′ MSL.
Trees beginning 1098′ from DER, 618′ left of centerline, up to 876′ MSL.
Rwy 31: Wind indicator 78′ from DER, 334′ right of centerline, 823′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 014° to 2800 then climbing right turn heading 160° to intercept PRB VORTAC R-040 to PRB VORTAC before proceeding on course.

TAKEOFF RUNWAY 13: Climb on heading 129° to 2800 then climbing left turn heading 310° to intercept PRB VORTAC R-100 to PRB VORTAC before proceeding on course.

TAKEOFF RUNWAY 19: Climb on heading 194° to 2000 then climbing left turn heading 030° to intercept PRB VORTAC R-155 to PRB VORTAC before proceeding on course.

TAKEOFF RUNWAY 31: Climbing right turn to intercept PRB VORTAC R-326 to 2800 then climbing right turn heading 110° to intercept PRB R-010 to PRB VORTAC before proceeding on course.

VCOA RUNWAYS 1, 13, 31: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross PRB VORTAC at or above 2200 before proceeding on course.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(BRALY1.BRALY) 23334

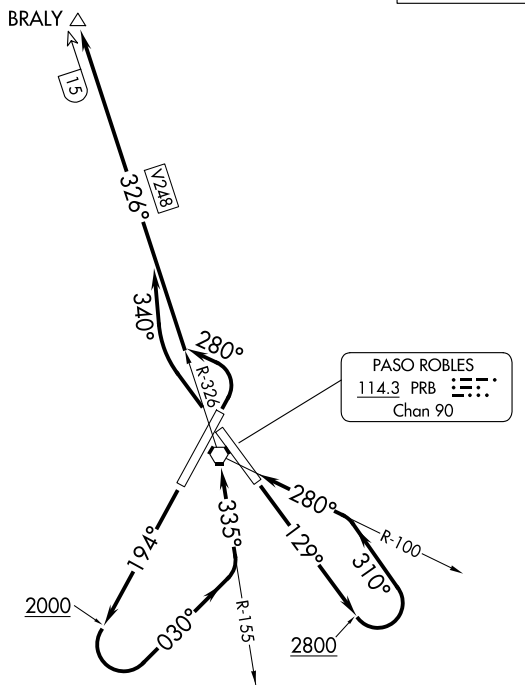
BRALY ONE DEPARTURE

AL-858 (FAA)

PASO ROBLES MUNI (PRB)
PASO ROBLES, CALIFORNIA

ASOS
120.125
OAKLAND CENTER
128.7 307.0
CTAF
123.0

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: DME required.

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 235′ per NM to 2200.
Rwy 13: Standard with minimum climb of 220′ per NM to 1700.
Rwy 19: Standard.
Rwy 31: Standard with minimum climb of 235′ per NM to 2200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn on heading 280° to intercept PRB VORTAC R-326 to BRALY/PRB 15 DME, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 129° to 2800 then climbing left turn heading 310° to intercept PRB VORTAC R-100 to PRB VORTAC, then on R-326 to BRALY/PRB 15 DME, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 194° to 2000 then climbing left turn heading 030° to intercept PRB VORTAC R-155 to PRB VORTAC, then on R-326 to BRALY/PRB 15 DME, thence . . . .

TAKEOFF RUNWAY 31: Climbing right turn heading 340° and PRB VORTAC R-326 to BRALY/PRB 15 DME, thence . . . .

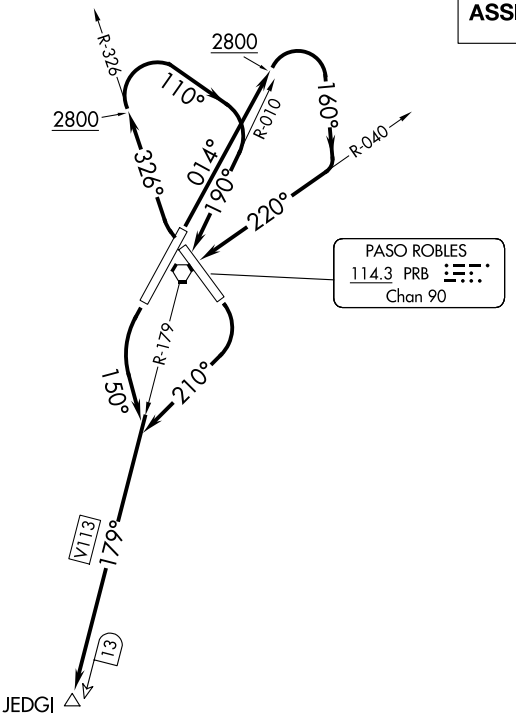
. . . . maintain ATC assigned altitude; expect clearance to filed altitude 10 minutes after departure.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OAKLAND CENTER
128.7 307.0

DME required.

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 230' per NM to 2200.
Rwy 13: Standard with minimum climb of 220' per NM to 1700.
Rwy 19: Standard.
Rwy 31: Standard with minimum climb of 235' per NM to 2200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 014° to 2800 then climbing right turn heading 160° to intercept PRB VORTAC R-040 to PRB VORTAC, then PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

TAKEOFF RUNWAY 13: Climbing right turn to heading 210° to intercept PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

TAKEOFF RUNWAY 19: Climbing left turn heading to 150° to intercept PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

TAKEOFF RUNWAY 31: Climbing right turn to intercept PRB VORTAC R-326 to 2800 then climbing right turn to heading 110° to intercept PRB VORTAC R-010 to PRB VORTAC, then PRB VORTAC R-179 to JEDGI/PRB 13 DME, thence. . . .

. . . .maintain ATC assigned altitude; expect clearance to filed altitude 10 minutes after departure.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CALIFORNIA

ILS or LOC RWY 3

LOC/DME I-NTD	APCH CRS	Rwy Idg 11,102
109.3	032°	TDZE 10
Chan 30		Arpt Elev 13

[USN] POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

DME or RADAR required.

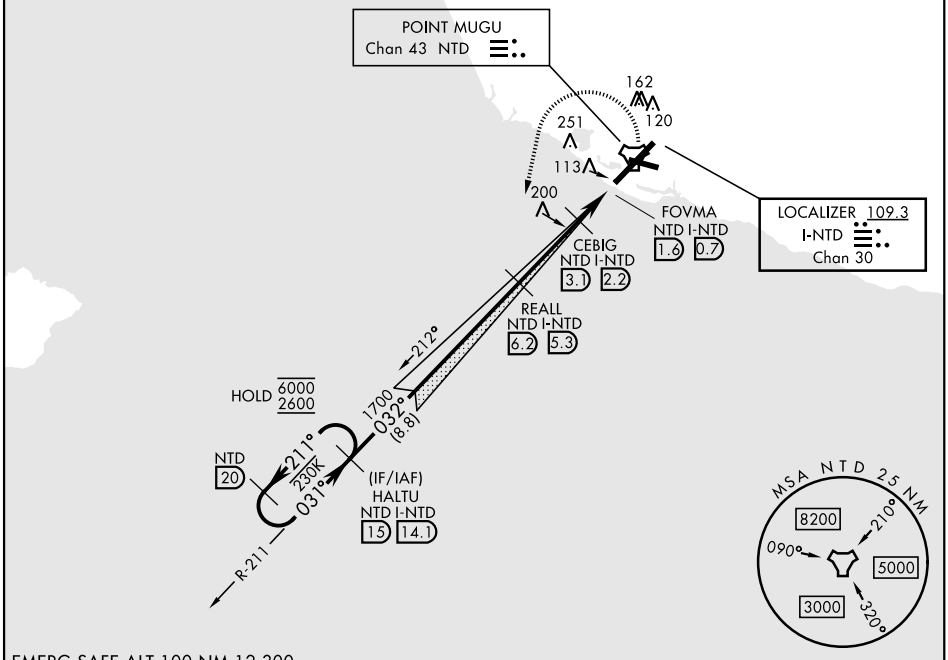
▼ * When ALS inop, increase vis to 1 mile.
** Circling not authorized SE of Rwy 3-21.
CAT A remain within 1.3 NM, CAT B remain within 1.5 NM, CAT C remain within 1.7 NM, CAT D remain within 2.3 NM.

SALSF A2

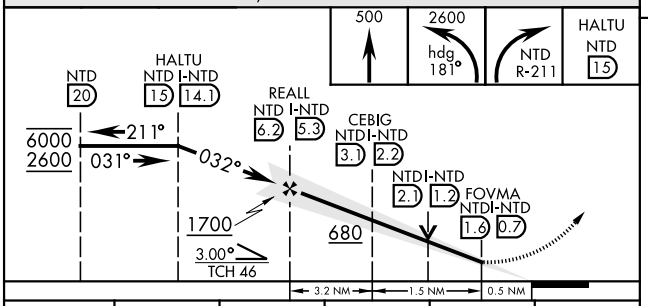
MISSED APPROACH: Climb to 500, then climbing left turn to 2600 on heading 181° and NTD TACAN R-211 to HALTU and hold.

ATIS ★	APP CON	TOWER ★	GND CON	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	

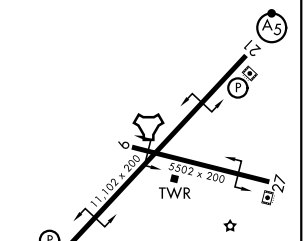
ILS glideslope not useable beyond 8 NM.



EMERG SAFE ALT 100 NM 12,300



ELEV 13 TDZE 10



HIRL all rwys

CATEGORY	A	B	C	D	E
S-ILS 3	210-¾		200	(200-¾)	
S-LOC 3*	380-¾		370	(400-¾)	
CIRCLING**	420-1 407 (500-1)	520-1 507 (600-1)	520-1½ 507 (600-1½)	580-2 567 (600-2)	NOT AUTHORIZED

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CALIFORNIA

ILS or LOC RWY 21

LOC/DME I-RRG	APCH CRS	Rwy Idg	11,102
109.3	212°	TDZE	13
Chan 30		Arpt Elev	13

[USN] POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

DME or RADAR required

*When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
***Circling not authorized SE of Rwy 3-21.

MALSR

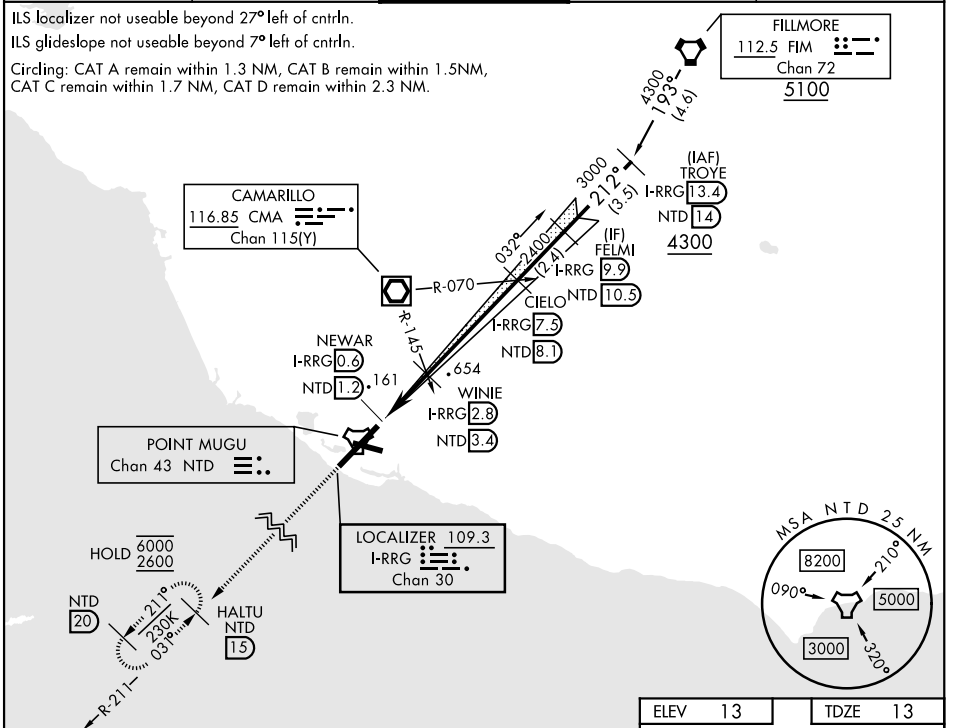
MISSED APPROACH: Climb to 2600 on NTD TACAN R-211 to HALTU and hold.

ATIS ★	APP CON ★	TOWER ★	GND CON	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	

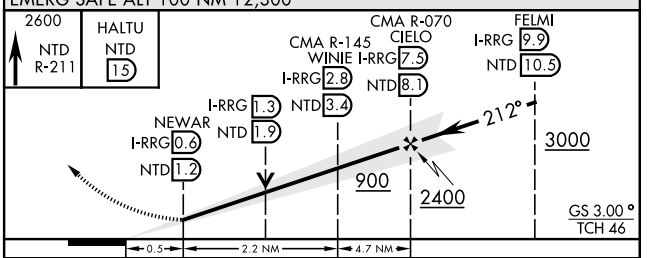
ILS localizer not useable beyond 27° left of cntrln.

ILS glideslope not useable beyond 7° left of cntrln.

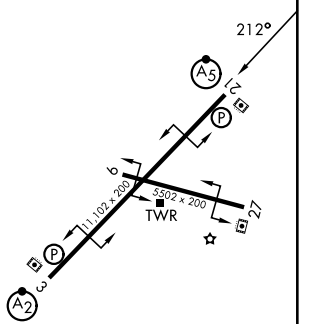
Circling: CAT A remain within 1.3 NM, CAT B remain within 1.5NM, CAT C remain within 1.7 NM, CAT D remain within 2.3 NM.



EMERG SAFE ALT 100 NM 12,300



ELEV 13 TDZE 13



CATEGORY	A	B	C	D	E
S-ILS 21 *	213 - ½		200 (200-½)		
S-LOC 21 **	420 -½	407 (500-½)	420-¾	407 (500-¾)	
CIRCLING***	420-1 407 (500-1)	520-1 507 (600-1)	520-1½ 507 (600-1½)	580-2 567 (600-2)	NOT AUTHORIZED

HIRL all rwys

OXNARD, CALIFORNIA 34° 07′N - 119° 07′W POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

Orig 27NOV25

ILS or LOC RWY 21

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

25359

OXNARD, CALIFORNIA

RNAV (GPS) RWY 3

(USN)

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

WAAS CH 61626 W03A	APCH CRS 032°	Rwy ldg 11,102 TDZE 10 Arpt Elev 13

RNP APCH - GPS

* When ALS inop, increase vis to 1 mile.
** Circling not authorized SE of Rwy 3-21.

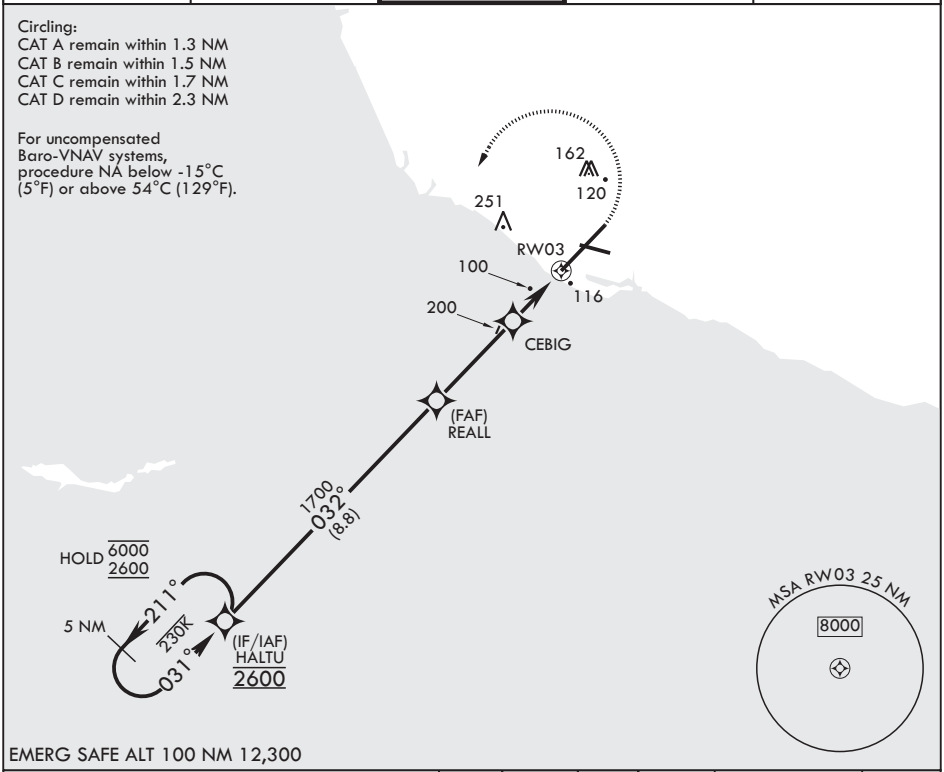
SALSF

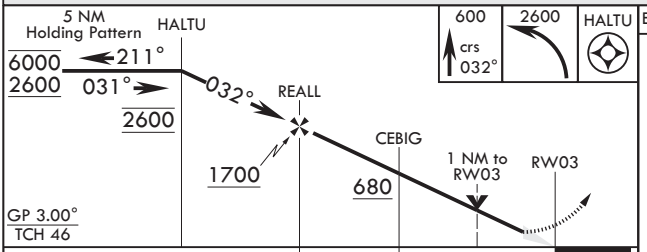
MISSED APPROACH: Climb to 600 then climbing left turn to 2600 direct HALTU and hold.

ATIS★	APP CON/DEP CON★	TOWER★	GND CON	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	

Circling:
CAT A remain within 1.3 NM
CAT B remain within 1.5 NM
CAT C remain within 1.7 NM
CAT D remain within 2.3 NM

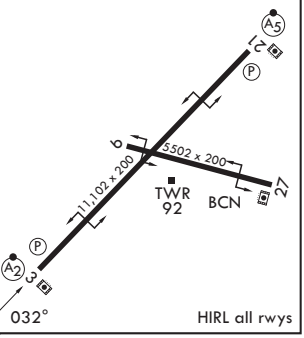
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (129°F).





ELEV 13

TDZE 10



HIRL all rwys

CATEGORY	A	B	C	D
LPV DA	210-¾	200	(200-¾)	
LNAV/VNAV DA*	371-¾	361	(400-¾)	
LNAV MDA*	380-¾	370	(400-¾)	
CIRCLING**	420-1 407 (500-1)	520-1 507 (600-1)	520-1½ 507 (600-1½)	580-2 567 (600-2)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CALIFORNIA

RNAV (GPS) RWY 21

(USN)

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

WAAS CH 95170 W21A	APCH CRS 212°	Rwy ldg 11,102 TDZE 13 Arpt Elev 13

RNP APCH

* When ALS inop, increase vis to 3/4 mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 1/8 miles.

MALSR (A5)

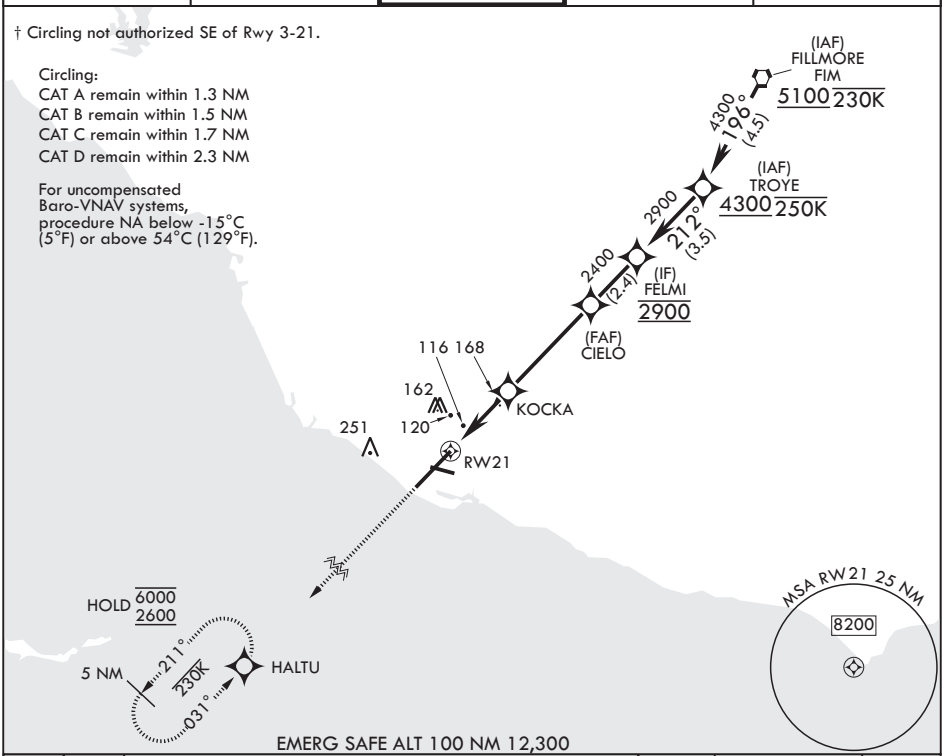
MISSED APPROACH: Climb to 2600 direct HALTU and hold.

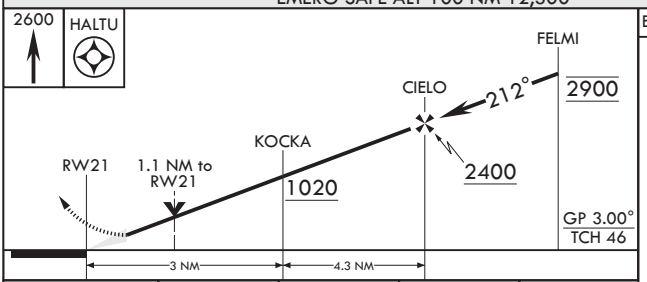
ATIS★	APP CON/DEP CON★	TOWER★	GND CON	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	

† Circling not authorized SE of Rwy 3-21.

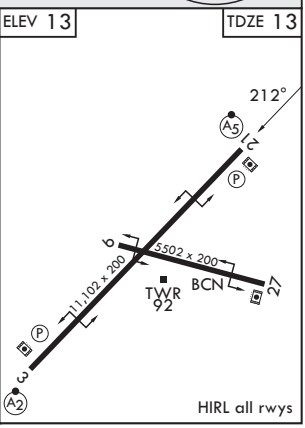
Circling:
CAT A remain within 1.3 NM
CAT B remain within 1.5 NM
CAT C remain within 1.7 NM
CAT D remain within 2.3 NM

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (129°F).





ELEV 13 TDZE 13



HIRL all rys

CATEGORY	A	B	C	D
LPV DA*	213-½	200	(200-½)	
LNAV/VNAV DA**	391-⅝	378	(400-⅝)	
LNAV MDA***	420-½ 407 (500-½)		420-¾ 407 (500-¾)	
CIRCLING†	420-1 407 (500-1)	520-1 507 (600-1)	520-1½ 507 (600-1½)	580-2 567 (600-2)

OXNARD, CALIFORNIA

Amdt 9 27NOV25

34°07'N - 119°07'W POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

RNAV (GPS) RWY 21

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CALIFORNIA

TACAN RWY 21

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

[USN]

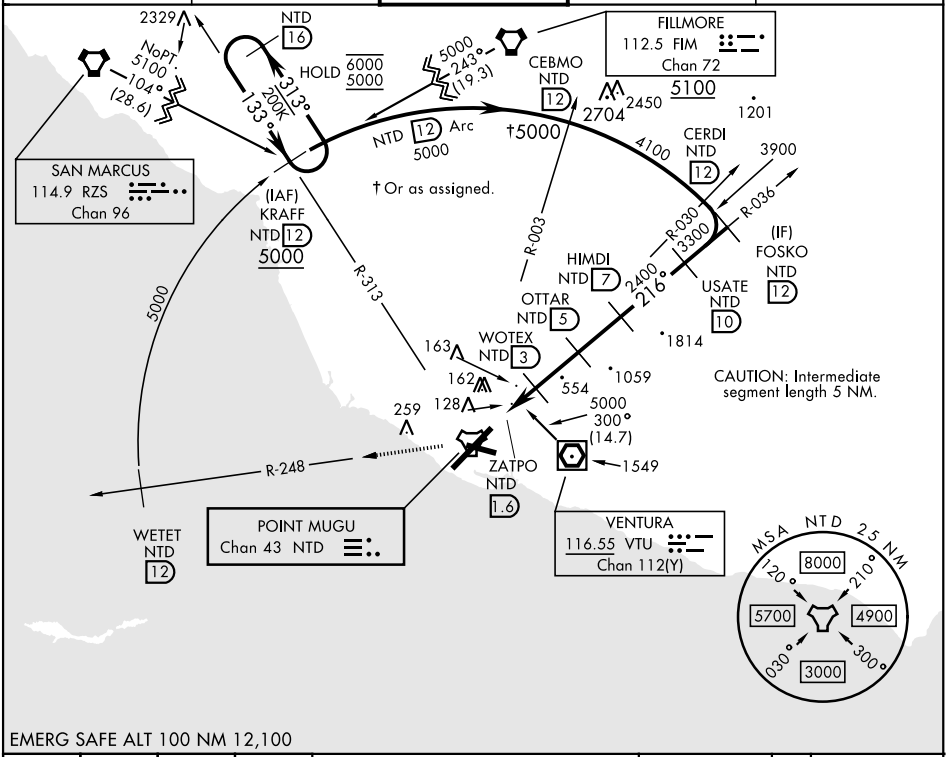
TACAN	APCH CRS	Rwy Idg	11,102
Chan 43	216°	TDZE	13
		Arpt Elev	13

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.
** Circling not authorized E of Rwy 3-21.

MALSR A5

MISSED APPROACH: Climb to 5000 via NTD TACAN R-036 to NTD, then via NTD R-248 to WETET. Arc NW on NTD 12 DME arc to KRAFF and hold.

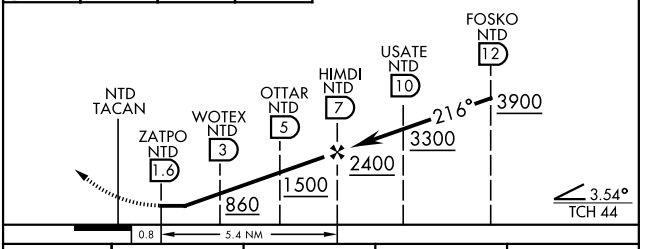
ATIS ★	APP CON ★	TOWER ★	GND CON	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	



EMERG SAFE ALT 100 NM 12,100

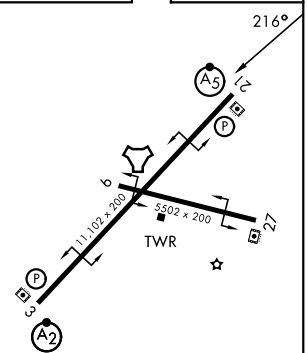
5000 NTD R-036	NTD	WETET NTD 12	Arc NW to KRAFF

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-21 *	460-⅝ 447 (500-⅝)		460-⅞ 447 (500-⅞)	
CIRCLING **	460-1 447 (500-1)	520-1 507 (600-1)	520-1½ 507 (600-1½)	600-2 587 (600-2)

ELEV	13	TDZE	13



HIRL all rwys

OXNARD, CALIFORNIA

34°07′N-119°07′W

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

Amdt 5 21APR22

TACAN RWY 21

SW-3, 09 JUL 2026 to 03 SEP 2026

OXNARD, CALIFORNIA

TACAN Z RWY 3

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

TACAN	APCH CRS	Rwy Idg	11,102
NTD Chan 43	026°	TDZE	10
		Arpt Elev	13

[USN]

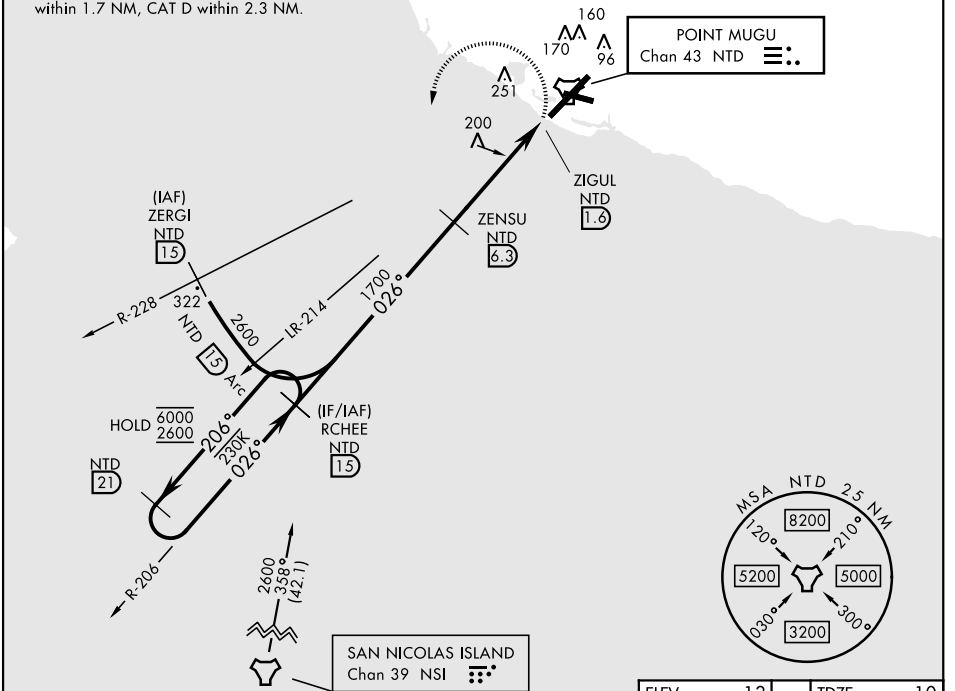
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.

SALSF

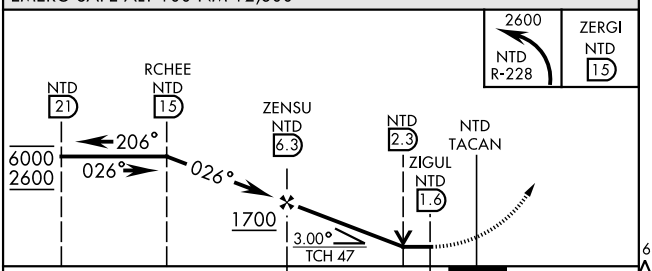
MISSED APPROACH: Climbing left turn to 2600 and intercept NTD TACAN R-228 to ZERGI, arc SW of NTD on the 15 DME arc to RCHEE and hold.

ATIS ★	APP CON ★	TOWER ★	GND CON	ASR/PAR
125.55 363.05	128.65 307.275	124.85 290.375	121.6 360.2	

**Circling not authorized SE of Rwy 3-21. Circling CAT A remain within 1.3 NM, CAT B within 1.5 NM, Cat C within 1.7 NM, CAT D within 2.3 NM.

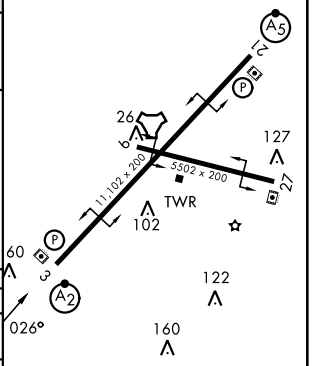


EMERG SAFE ALT 100 NM 12,300



CATEGORY	A	B	C	D	E
S-3 *	600-¾ 590 (600-¾)		600-1⅜ 590 (600-1⅜)		
CIRCLING **	600-1 587 (600-1)		600-1¾ 587 (600-1¾)	600-2 587 (600-2)	NA

ELEV 13 TDZE 10



HIRL all Rwy

OXNARD, CALIFORNIA
Amdt 4 04SEP25

34°07′N-119°07′W

POINT MUGU NAS (KNTD)
(NAVAL BASE VENTURA CO)
TACAN Z RWY 3

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

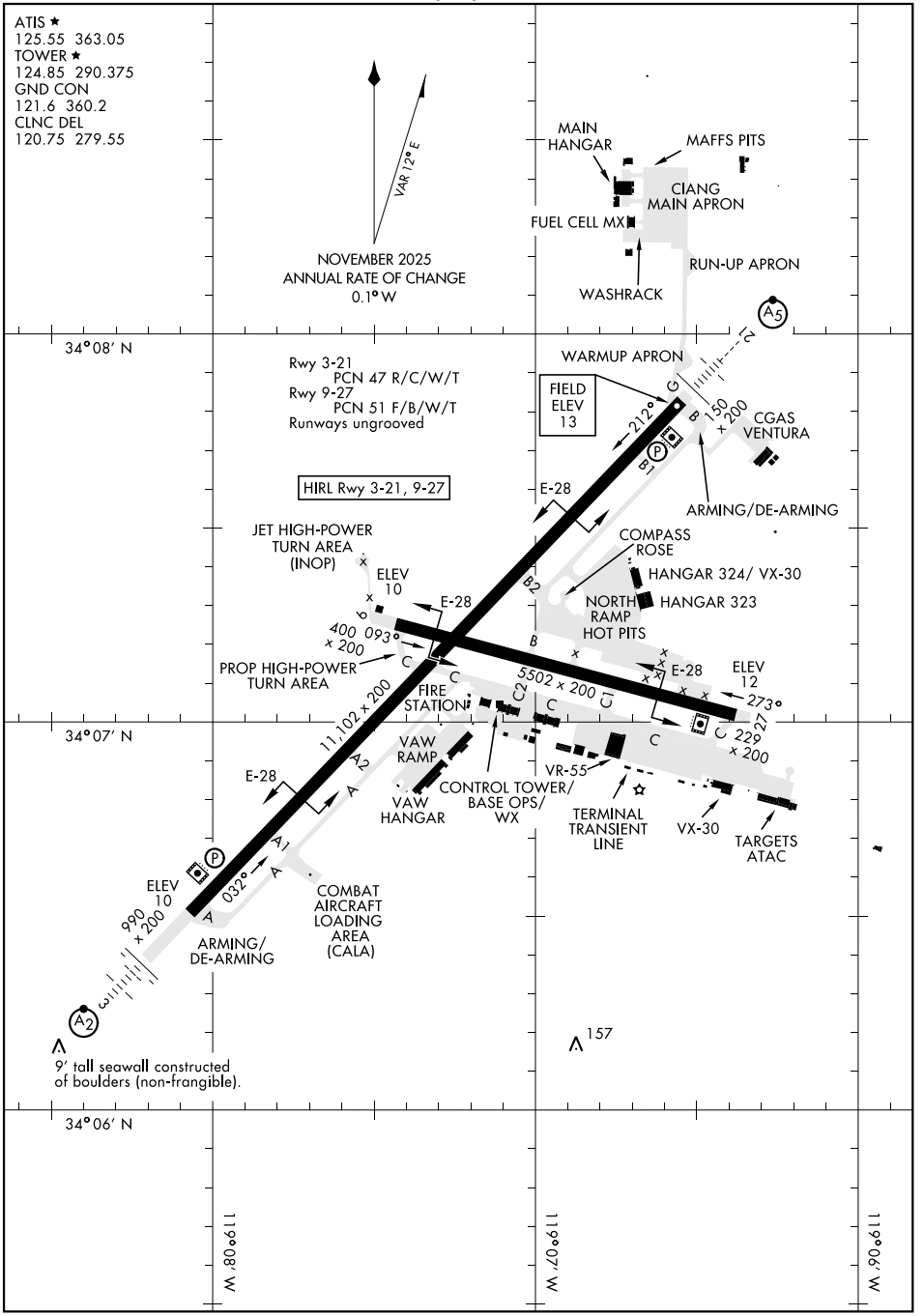
26022

AIRPORT DIAGRAM

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

[USN]

OXNARD, CALIFORNIA



AIRPORT DIAGRAM

OXNARD, CALIFORNIA

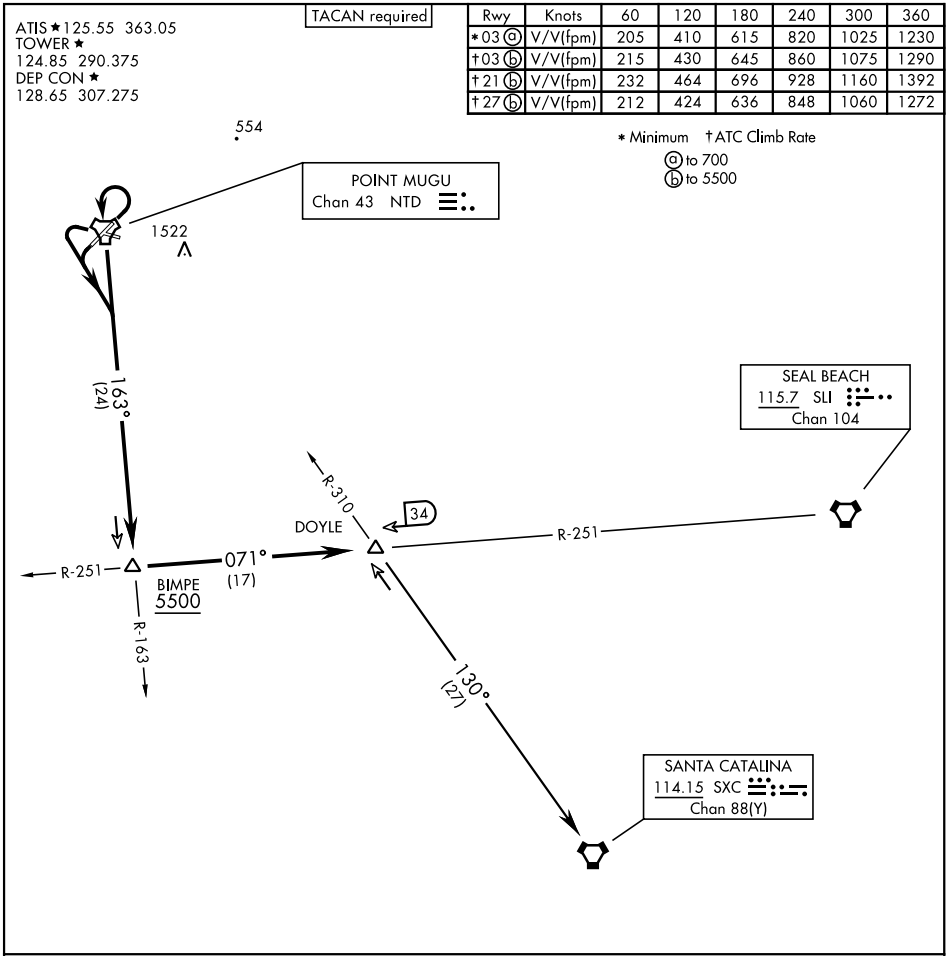
POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DOYLE-NINE DEPARTURE (DOYLE 9.DOYLE) [USN]

OXNARD, CALIFORNIA



Rwy	Knots	60	120	180	240	300	360
*03 ⓐ	V/V(fpm)	205	410	615	820	1025	1230
†03 ⓑ	V/V(fpm)	215	430	645	860	1075	1290
†21 ⓑ	V/V(fpm)	232	464	696	928	1160	1392
†27 ⓑ	V/V(fpm)	212	424	636	848	1060	1272

* Minimum † ATC Climb Rate
ⓐ to 700
ⓑ to 5500

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climbing left turn within 3 DME of NTD TACAN, direct NTD, thence...

TAKEOFF RWY 21, 27: Left turn, thence...

...intercept NTD R-163 and via NTD R-163 to BIMPE (NTD R-163/24 DME), then via SLI VORTAC R-251 to DOYLE, then via assigned routing. Cross BIMPE at or above 5500.

SANTA CATALINA TRANSITION (DOYLE 9.SXC): DOYLE (SLI R-251/34 DME) to SANTA CATALINA VORTAC via SXC R-310. Then as filed.

DOYLE-NINE DEPARTURE (DOYLE 9.DOYLE) OXNARD, CALIFORNIA
POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

25275

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

SAN MARCUS ONE DEPARTURE (RZS 1 • RZS)

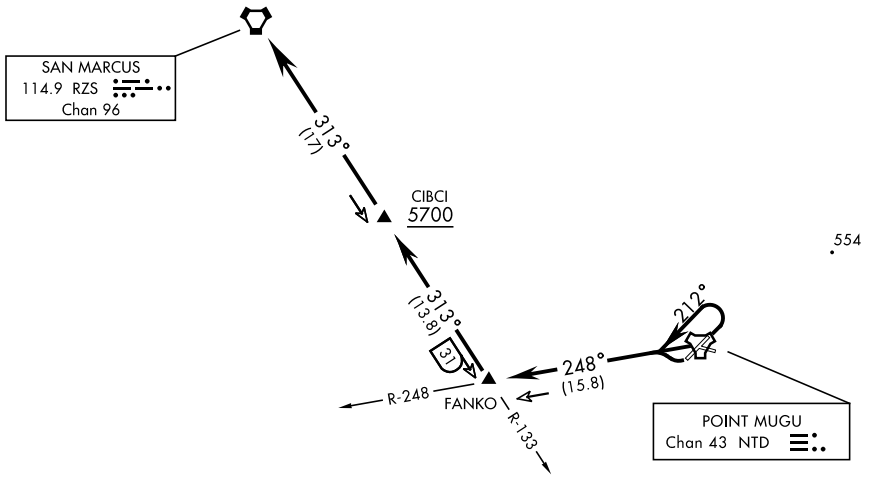
OXNARD, CALIFORNIA

ATIS ★125.55 363.05
TOWER ★
124.85 290.375
DEP CON ★
128.65 307.275

[USN] TACAN required

Rwy	Knots	60	120	180	240	300	360
* 03ⓐ	V/V(fpm)	205	410	615	820	1025	1230
† 21ⓑ	V/V(fpm)	216	432	648	864	1080	1296
† 27ⓑ	V/V(fpm)	214	428	642	856	1070	1284

* Minimum †ATC Climb Rate
ⓐ to 700
ⓑ to 8900



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climbing left turn to 212° within 3 DME of NTD TACAN, thence...

TAKEOFF RWY 21: Turn right, thence...

TAKEOFF RWY 27: Turn left, thence...

...intercept NTD R-248 and via NTD R-248 to FANKO (NTD R-248/16 DME), then via RZS VORTAC R-133 to RZS VORTAC, then via assigned routing.
Cross CIBCI (RZS R-133/17 DME) at or above 5700.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS		
088°	Rwy Ldg	5001
	TDZE	1389
	Apt Elev	1395

RNAV (GPS) RWY 9

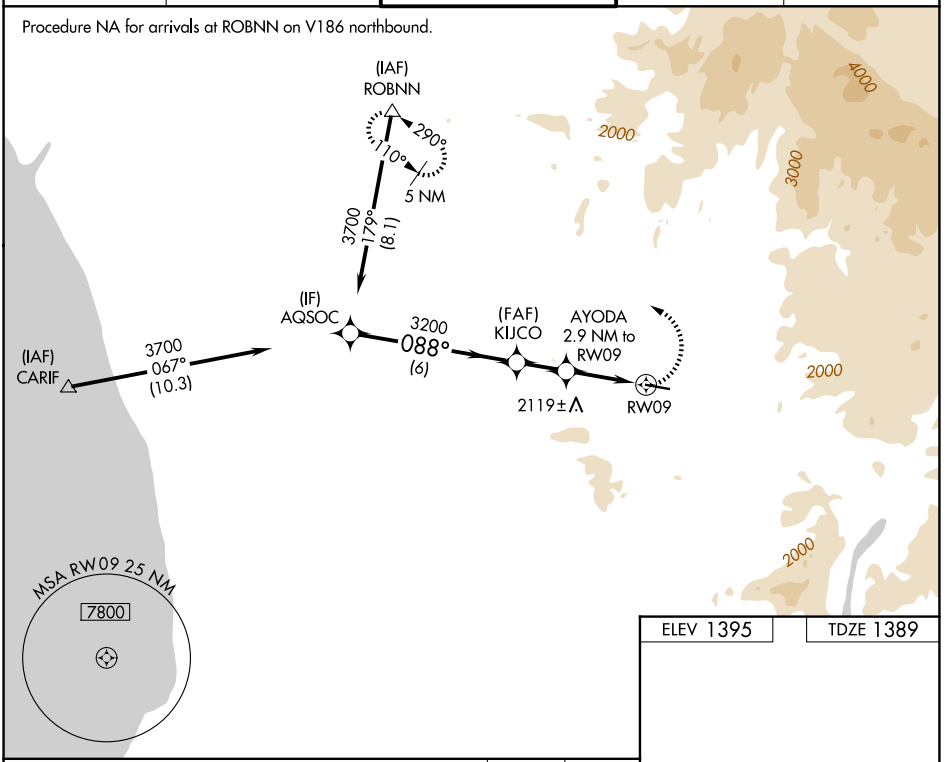
RAMONA (RNM)

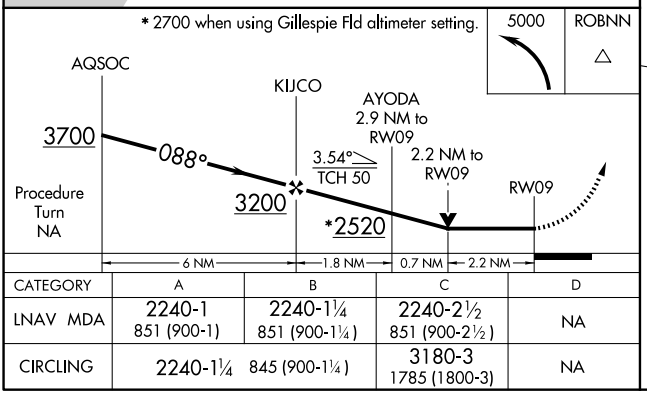
Circling NA north of Rwy 9-27. Circling NA for Cat C when using Gillespie Fld altimeter setting. DME/DME RNP -0.3 NA. LNAV minima NA when using Gillespie Fld altimeter setting. When local altimeter setting not received, use Gillespie Fld altimeter setting and increase all Circling MDA 180 feet and increase Circling visibility Cat B ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 5000 direct ROBNN and hold.

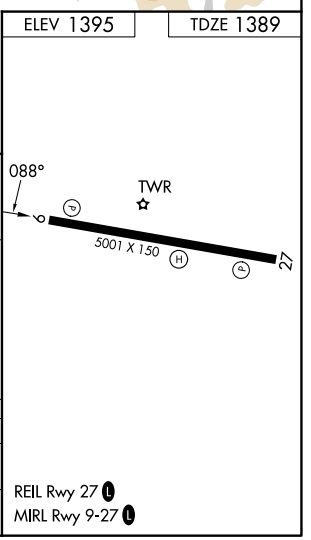
ATIS	SOCAL APP CON	RAMONA TOWER ★	GND CON	UNICOM
132.025	132.2 269.1	119.875 (CTAF) L	121.65	122.95

Procedure NA for arrivals at ROBNN on V186 northbound.





CATEGORY	A	B	C	D
LNAV MDA	2240-1 851 (900-1)	2240-1¼ 851 (900-1¼)	2240-2½ 851 (900-2½)	NA
CIRCLING	2240-1¼ 845 (900-1¼)		3180-3 1785 (1800-3)	NA



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RAMONA, CALIFORNIA | AL-6667 (FAA) | 25275

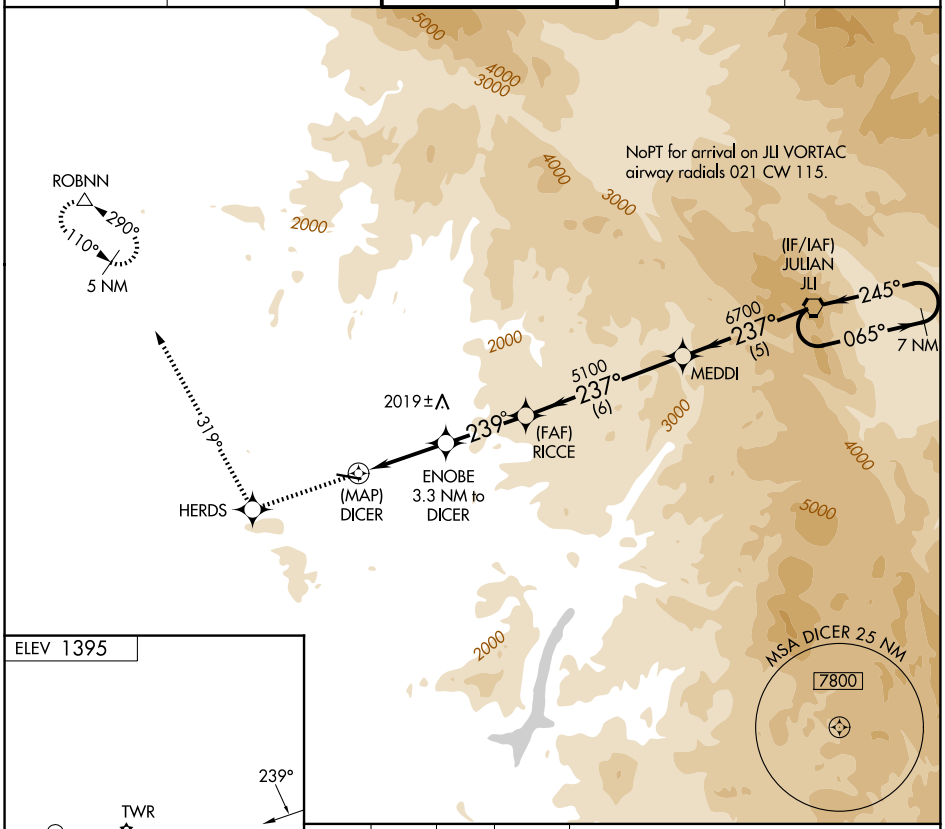
APP CRS	Rwy Ldg	N/A
239°	TDZE	N/A
	Apt Elev	1395

RNAV (GPS)-B
RAMONA (RNM)

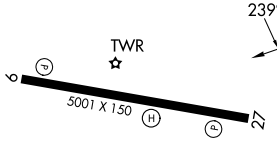
DME/DME RNP- 0.3 NA.
Circling NA north of Rwy 9-27.
When local altimeter setting not received, use Gillespie Fld altimeter setting and increase all MDA 180 feet.

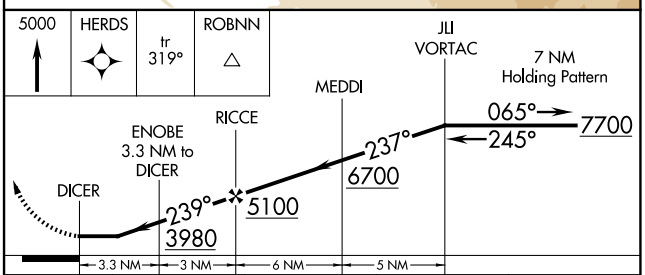
MISSED APPROACH: Climb to 5000 direct HERDS and via track 319° to ROBNN and hold.

ATIS	SOCAL APP CON	RAMONA TOWER ★	GND CON	UNICOM
132.025	132.2 269.1	119.875 (CTAF) L	121.65	122.95



ELEV 1395





CATEGORY	A	B	C	D
CIRCLING	2780-1¼ 1385 (1400-1¼)	2780-1½ 1385 (1400-1½)	3180-3 1785 (1800-3)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VOR/DME-A

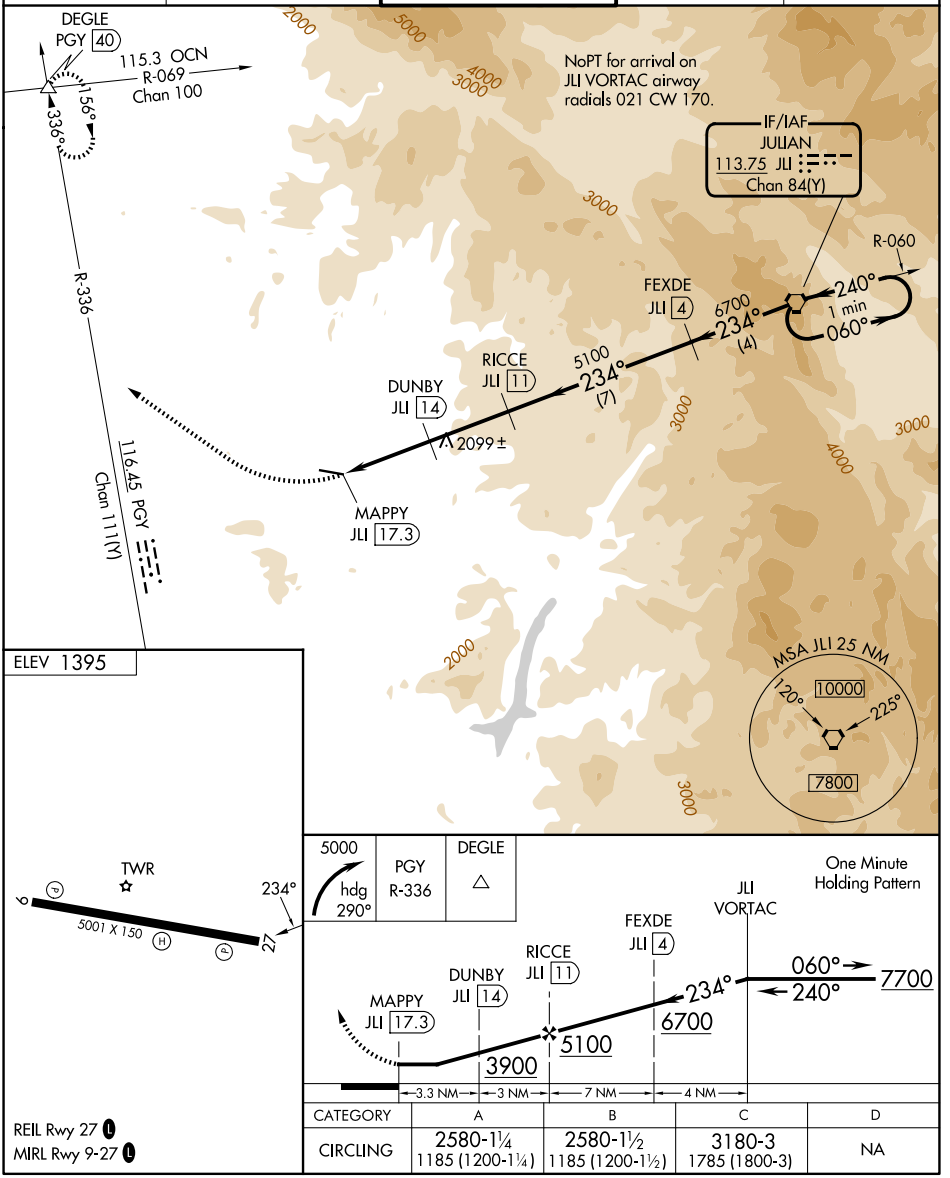
RAMONA (RNM)

VORTAC JLI	APP CRS	Rwy Ldg	N/A
113.75	234°	TDZE	N/A
Chan 84(Y)		Apt Elev	1395

Circling NA north of Rwy 9-27.
When local altimeter setting not received, use Gillespie Fld altimeter setting and increase all MDA 180 feet.

MISSED APPROACH: Climbing right turn to 5000 via heading 290° and PGY VORTAC R-336 to DEGLE/PGY 40 DME and hold.

ATIS	SOCAL APP CON	RAMONA TOWER ★	GND CON	UNICOM
132.025	132.2 269.1	119.875 (CTAF) L	121.65	122.95



ELEV 1395

CATEGORY	A	B	C	D
CIRCLING	2580-1¼ 1185 (1200-1¼)	2580-1½ 1185 (1200-1½)	3180-3 1785 (1800-3)	NA

REIL Rwy 27 L
MIRL Rwy 9-27 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

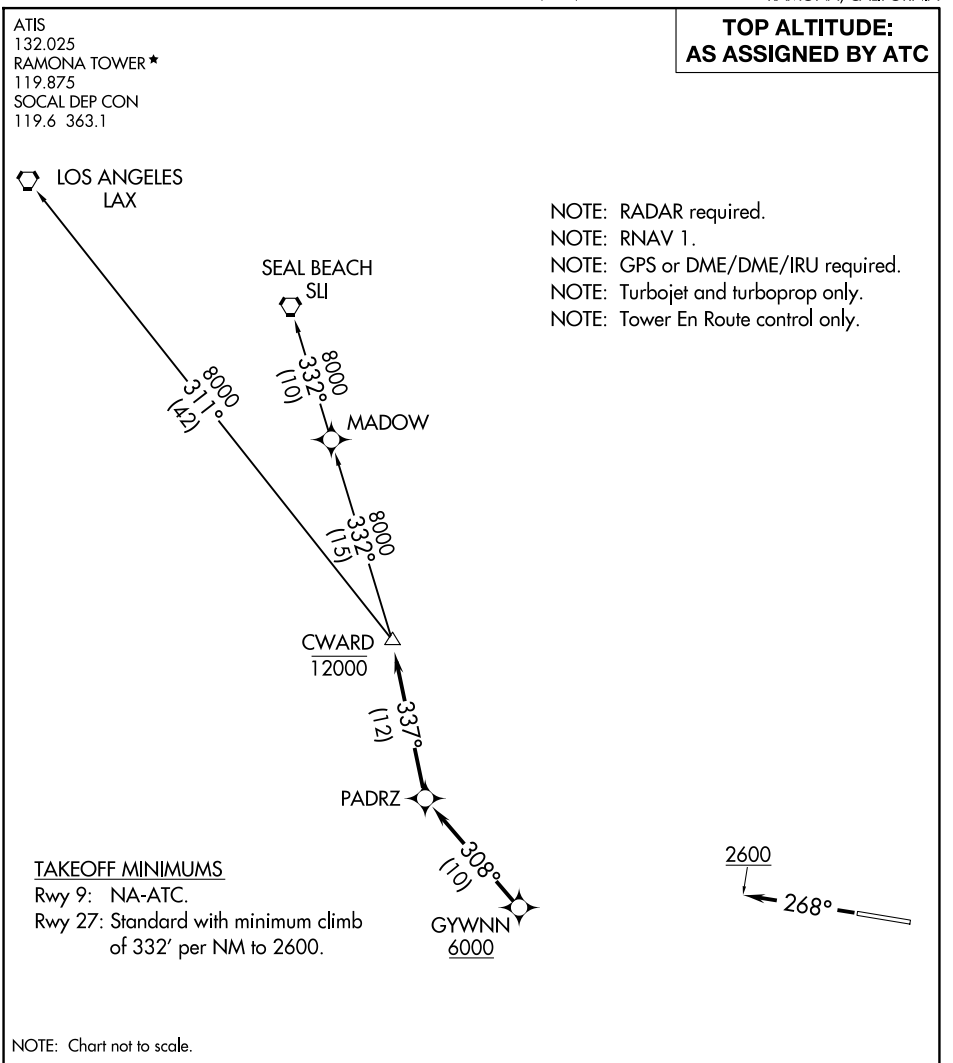
AIRPORT DIAGRAM

AL-6667 (FAA)

RAMONA (RNM)
RAMONA, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 268° to 2600, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . .on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)
SEAL BEACH TRANSITION (CWARD2.SLI)

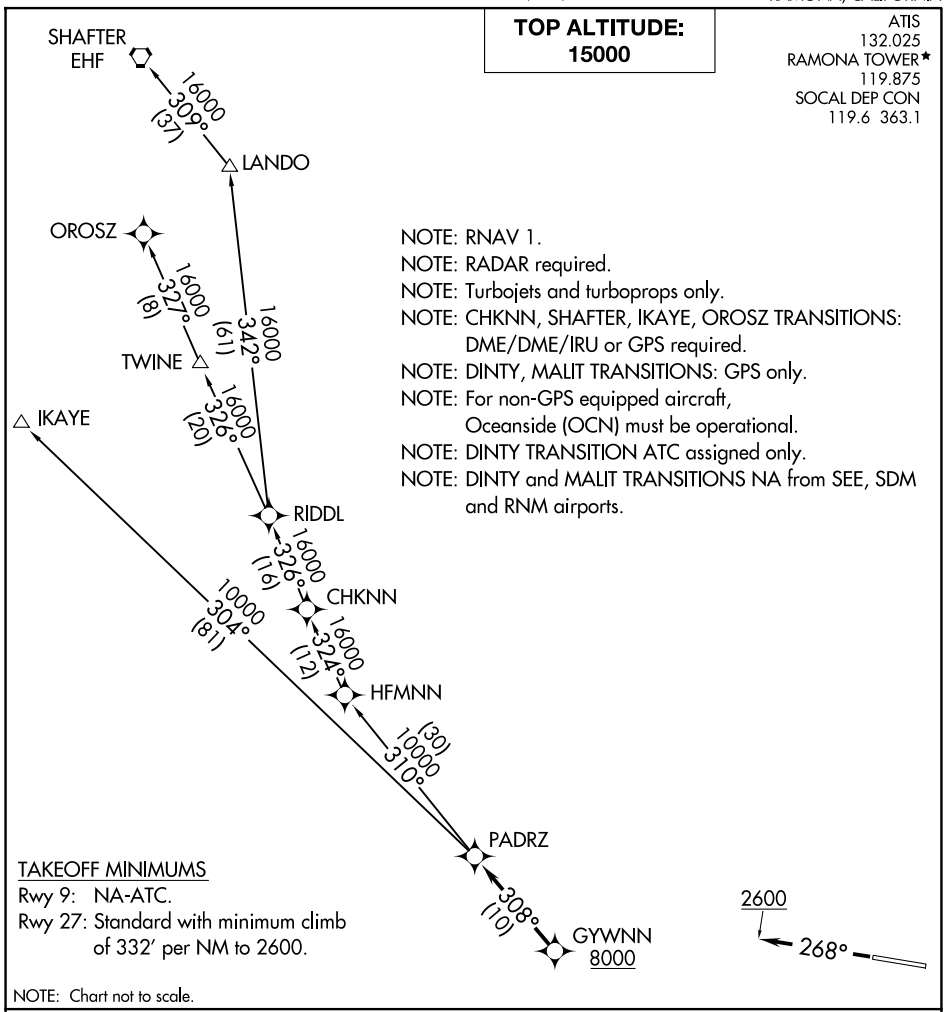
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(PADRZ2.PADRZ) 17341

PADRZ TWO DEPARTURE (RNAV)

AL-6667 (FAA)

RAMONA (RNM)
RAMONA, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 268° to 2600, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)
IKAYE TRANSITION (PADRZ2.IKAYE)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

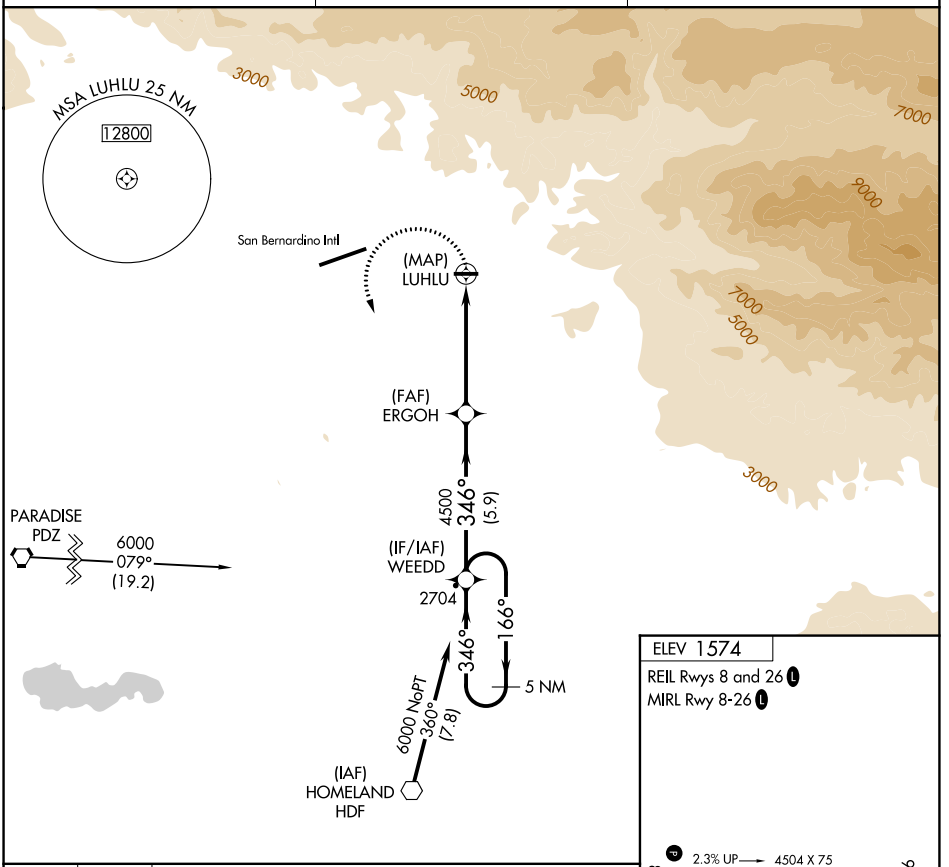
APP CRS	Rwy Ldg	N/A
346°	TDZE	N/A
	Apt Elev	1574

RNAV (GPS)-A
REDLANDS MUNI (REI)

T A NA — Circling Rwy 26 NA at night. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use San Bernardino altimeter setting; when not received, use Ontario altimeter setting and increase all MDA 160 feet.

MISSED APPROACH: (Do not exceed 230K until WEEDD) Climbing left turn to 7000 direct WEEDD and hold, continue climb-in-hold to 7000.

SBD AWOS-3	SOCAL APP CON	AUNICOM
124.175	127.0 318.2	123.05 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2740-1¼ 1166 (1200-1¼)	2740-1½ 1166 (1200-1½)	3820-3 2246 (2300-3)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA | AL-769 (FAA) | 26022

LOC I-RAL	APP CRS	Rwy Ldg	5401
110.9	089°	TDZE	795
		Apt Elev	819

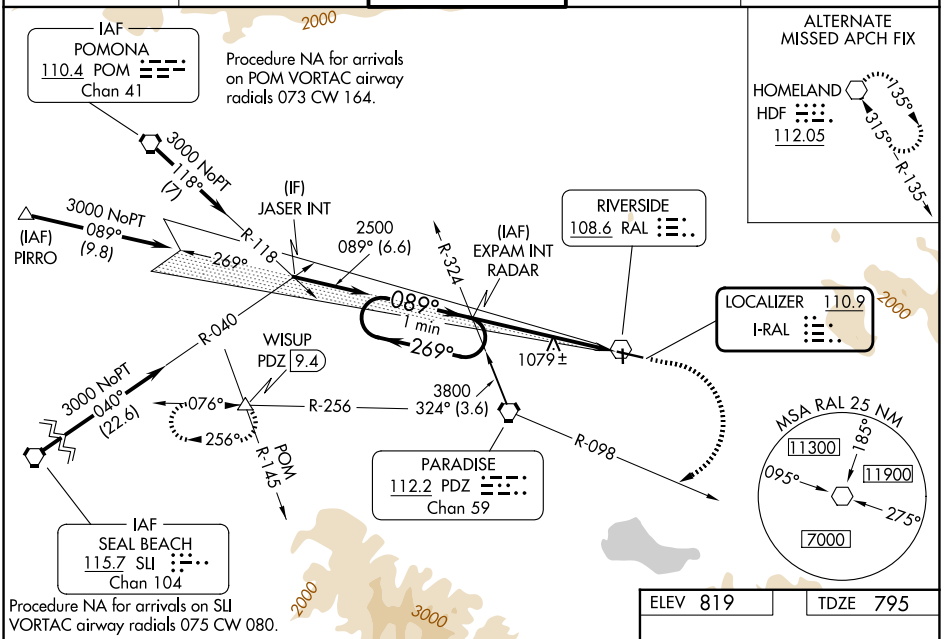
ILS or LOC RWY 9

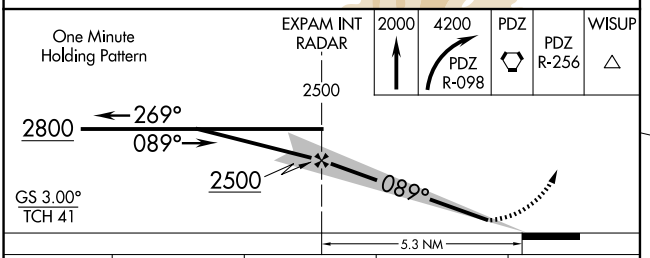
RIVERSIDE (RAL)

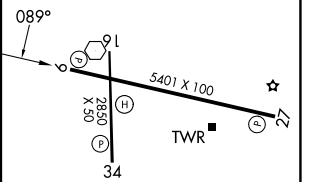
Circling NA north of Rwy 9-27 for Cat D. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase S-ILS 9 visibility ⅛ mile all Cats, S-LOC 9 Cat C/D visibility ⅛ mile. Autopilot coupled approach NA below 1192.
*Missed approach requires minimum climb of 270 feet per NM to 2500.

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	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	124.125	122.95







CATEGORY	A	B	C	D
S-ILS 9*	995-¾ 200 (200-¾)			
S-ILS 9	1131-1 336 (400-1)			
S-LOC 9*	1280-1 485 (500-1)		1280-1⅜ 485 (500-1⅜)	
S-LOC 9	1360-1 565 (600-1)		1360-1⅝ 565 (600-1⅝)	
CIRCLING	1360-1 541 (600-1)	1680-1¼ 861 (900-1¼)	1800-3 981 (1000-3)	1960-3 1141 (1200-3)

MIRL Rwys 9-27 and 16-34 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS CH 81921 W09A	APP CRS 089°	Rwy Ldg 5401 TDZE 795 Apt Elev 819

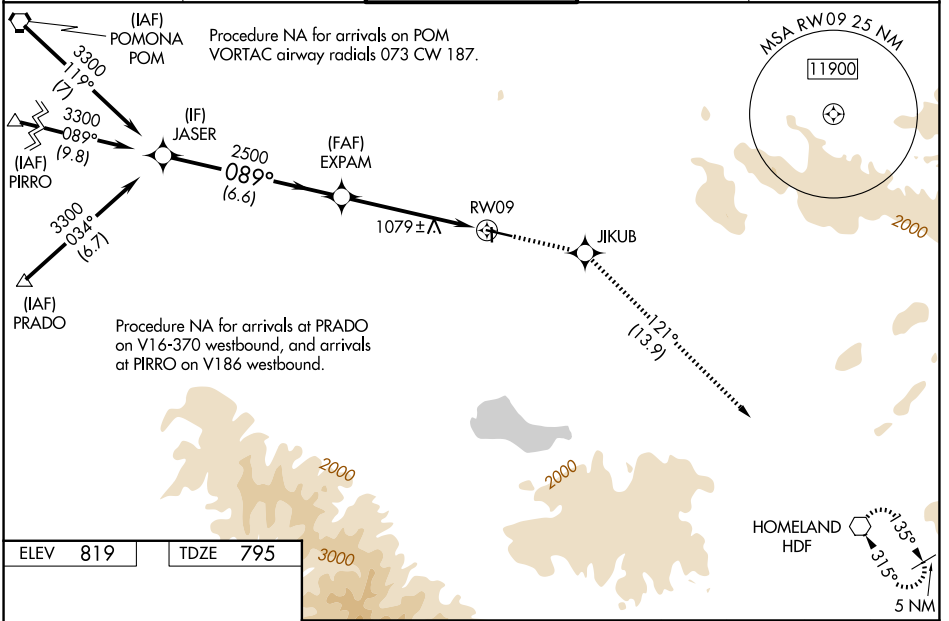
RNAV (GPS) RWY 9

RIVERSIDE (RAL)

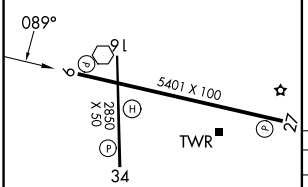
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chino altimeter setting and increase all DA 46 feet and all MDA 60 feet and increase LPV all Cats and Circling Cats C and D visibility ¼ mile and LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅛ mile. VDP and Baro-VNAV NA with Chino altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA for Cat D north of Rwy 9-27.

MISSED APPROACH: Climb to 6000 direct JIKUB and on track 121° to HDF VOR and hold, continue climb-in-hold to 6000.

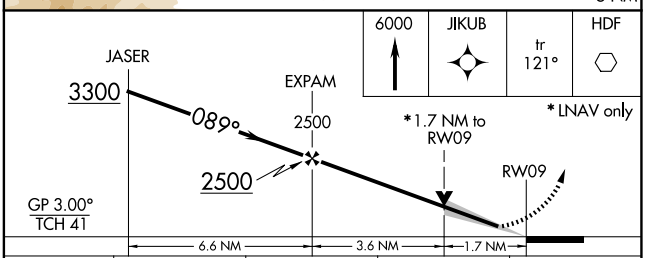
ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	124.125	122.95



ELEV 819 TDZE 795



MIRL Rwys 9-27 and 16-34 L



CATEGORY	A	B	C	D
LPV DA	1127-1⅛ 332 (400-1⅛)			
LNAV/VNAV DA	1461-2½ 666 (700-2½)			
LNAV MDA	1340-1 545 (600-1)		1340-1⅝ 545 (600-1⅝)	
CIRCLING	1340-1 521 (600-1)	1680-1¼ 861 (900-1¼)	1800-3 981 (1000-3)	1960-3 1141 (1200-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA AL-769 (FAA) 26022

RNAV (GPS) RWY 27

RIVERSIDE (RAL)

WAAS CH 82201 W27A	APP CRS 269°	Rwy Ldg 5401 / TDZE 818 / Apt Elev 818

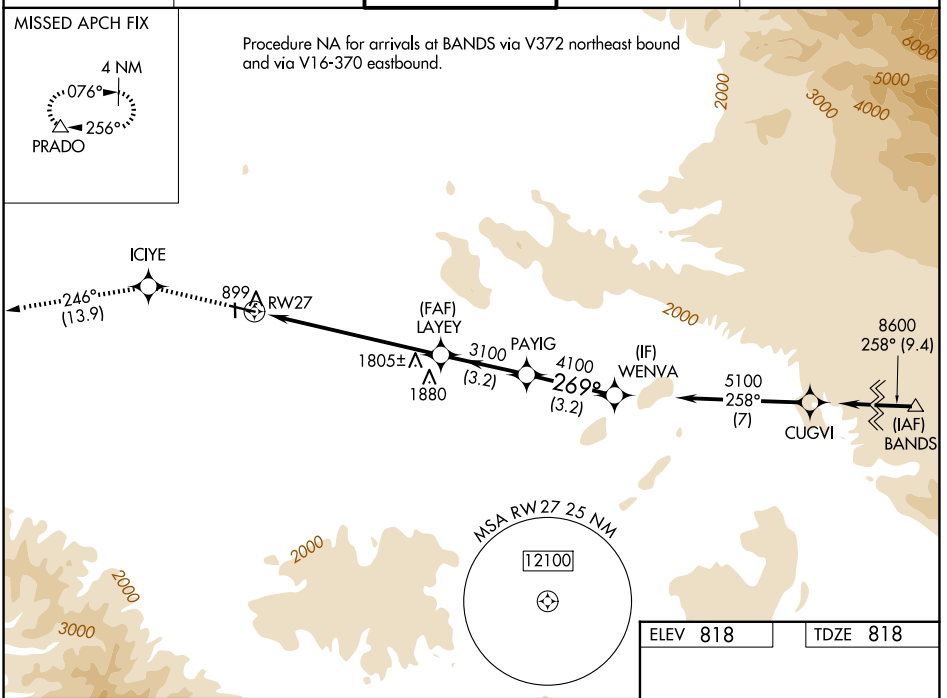
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (116°F).
Circling NA for Cat D north of Rwy 9-27.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct ICIYE and via 246° track to PRADO and hold.

ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	124.125	122.95

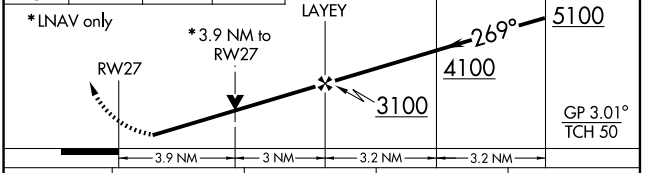
MISSED APCH FIX

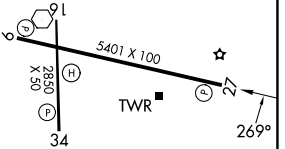
Procedure NA for arrivals at BANDS via V372 northeast bound and via V16-370 eastbound.



ELEV 818	TDZE 818

4000	ICIYE	tr 246°	PRADO





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)	

MIRL Rwys 9-27 and 16-34 L

RIVERSIDE, CALIFORNIA
Orig-A 03DEC20

33°57′N-117°27′W

RIVERSIDE (RAL)

RNAV (GPS) RWY 27

SW-3, 09 JUL 2026 to 03 SEP 2026

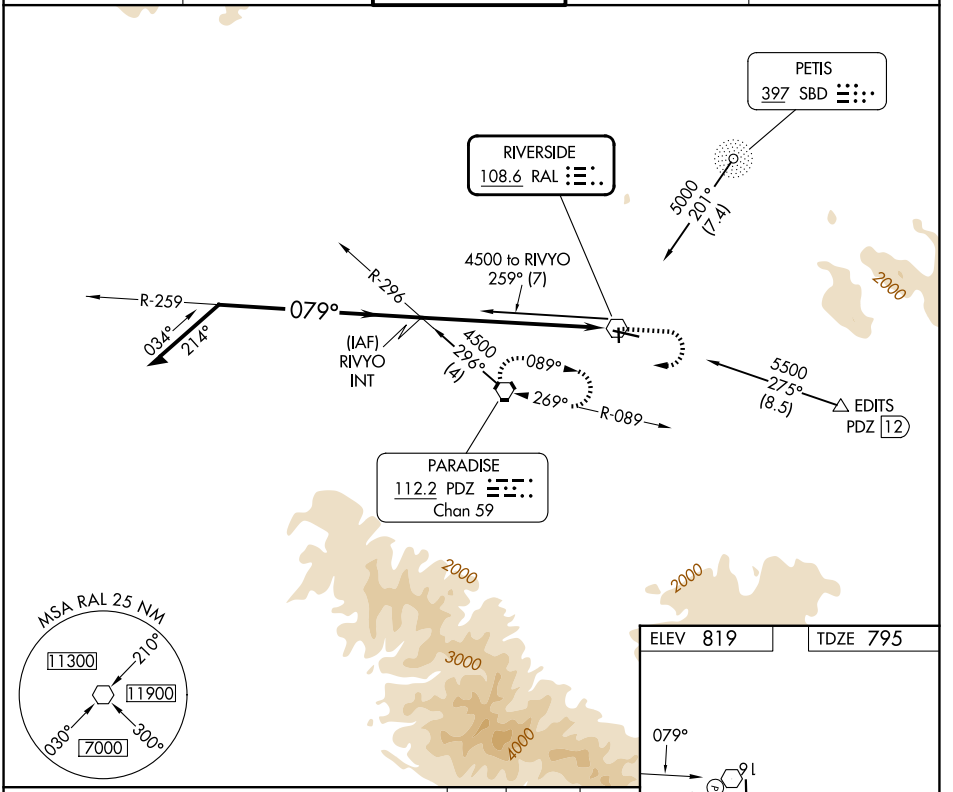
VOR RAL 108.6	APP CRS 079°	Rwy Ldg 5401 TDZE 795 Apt Elev 819

VOR RWY 9
RIVERSIDE (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	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	124.125	122.95



CATEGORY	A	B	C	D
S-9	2020-1¼ 1225 (1300-1¼)	2020-1½ 1225 (1300-1½)	2020-3 1225 (1300-3)	NA
CIRCLING	2020-1¼ 1201 (1300-1¼)	2020-1½ 1201 (1300-1½)	2020-3 1201 (1300-3)	NA

MIRL Rwys 9-27 and 16-34 L

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RIVERSIDE, CALIFORNIA | AL-769 (FAA) | 26022

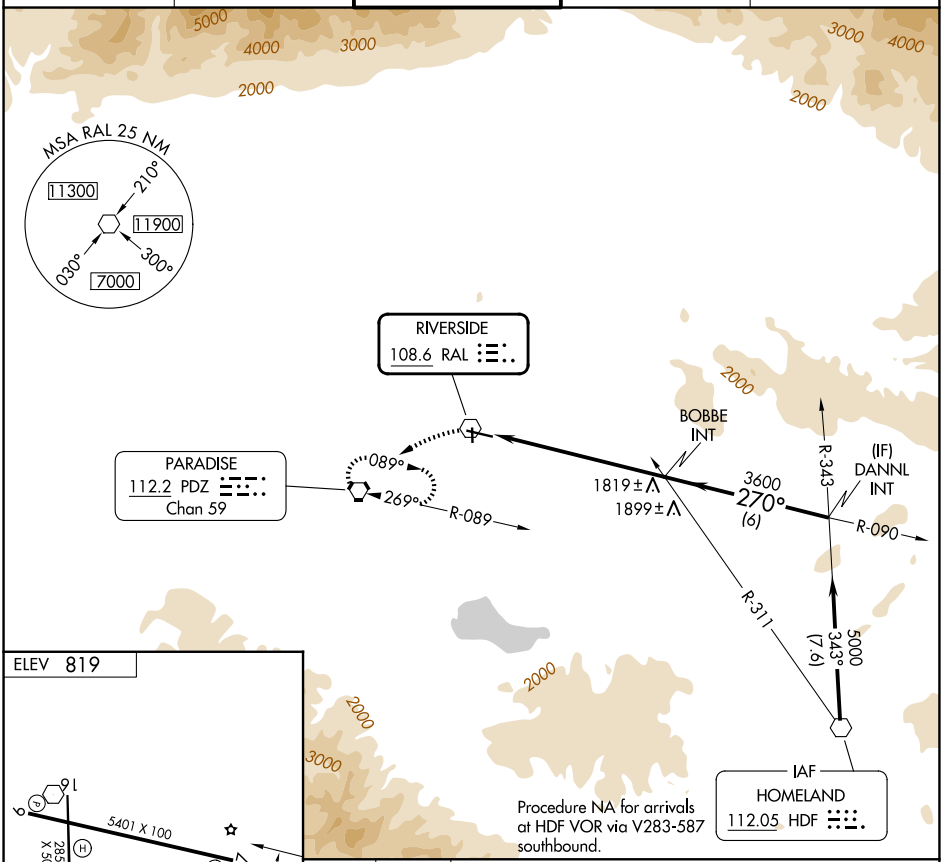
VOR RAL	APP CRS	Rwy Ldg	N/A
108.6	270°	TDZE	N/A
		Apt Elev	819

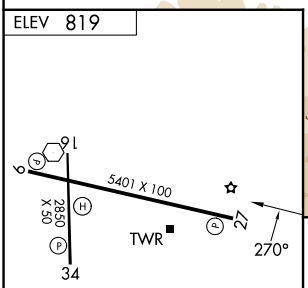
VOR-A
RIVERSIDE (RAL)

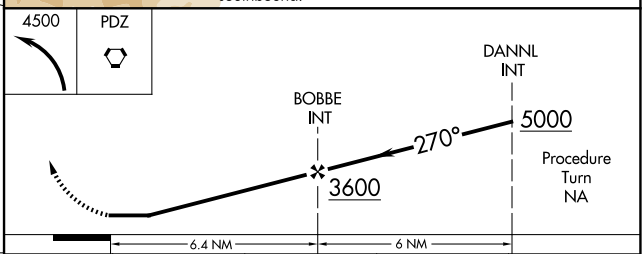
When local altimeter setting not received, use Chino altimeter setting and increase all MDAs 60 feet.

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

ATIS	SOCAL APP CON	RIVERSIDE TOWER ★	GND CON	UNICOM
128.8	135.4 377.125	121.0 (CTAF) L 257.8	124.125	122.95







MIRL Rwys 9-27 and 16-34 L

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

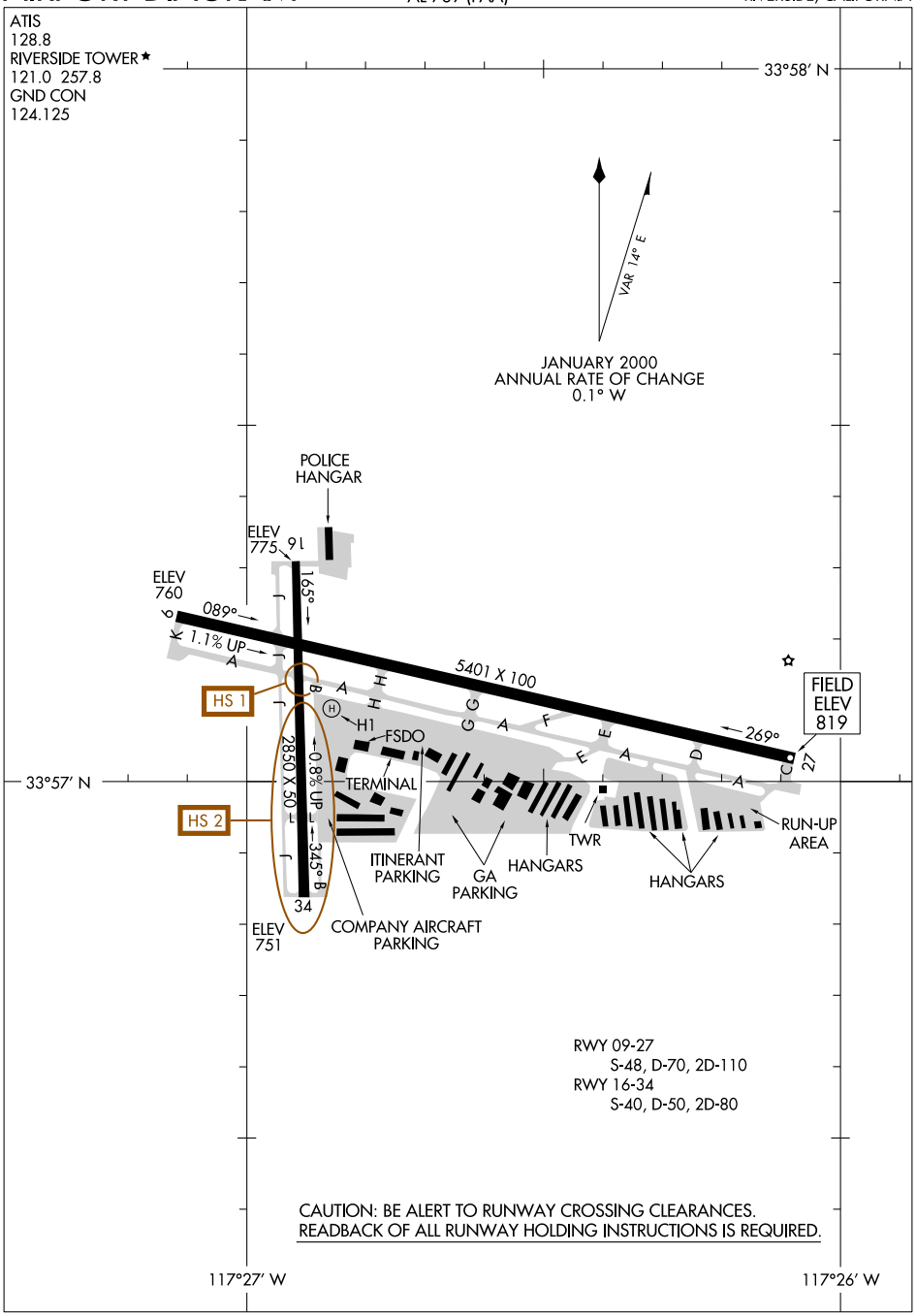
RIVERSIDE, CALIFORNIA
Orig-B 03DEC20

33°57'N-117°27'W

RIVERSIDE (RAL)
VOR-A

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026

(RAL2.PDZ) 26022

RIVERSIDE TWO DEPARTURE (OBSTACLE)

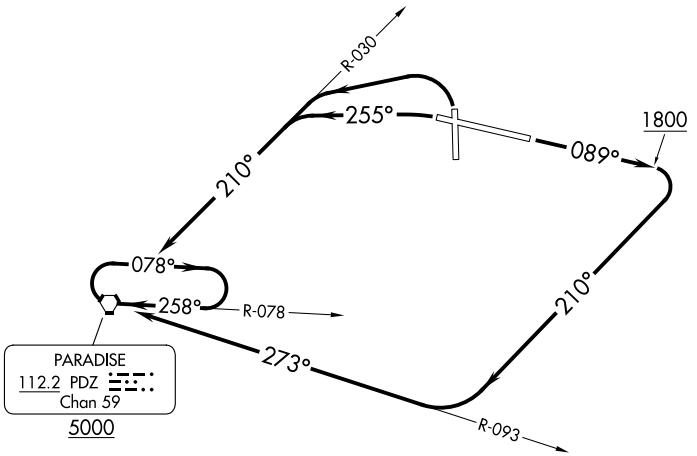
AL-769 (FAA)

RIVERSIDE (RAL)
RIVERSIDE, CALIFORNIA

SOCAL DEP CON
135.4 377.125
ATIS
128.8
GND CON
124.125
RIVERSIDE TOWER ★
121.0 257.8

TAKEOFF OBSTACLE NOTES

Rwy 9: Terrain 4' from DER, 497' left of centerline, 836' MSL.
Fence, vegetation, terrain beginning 77' from DER, 496' left of centerline, up to 843' MSL.
Tree 604' from DER, 590' right of centerline, 856' MSL.
Trees beginning 989' from DER, 594' right of centerline, up to 867' MSL.
Rwy 27: Tree 600' from DER, 548' right of centerline, 786' MSL.
Pole 609' from DER, 484' left of centerline, 40' AGL/783' MSL.
Pole 758' from DER, 680' right of centerline, 41' AGL/790' MSL.
Tree 1073' from DER, 650' left of centerline, 803' MSL.
Rwy 34: Building 29' from DER, 306' right of centerline, 13' AGL/800' MSL.
Poles, trees, buildings beginning 62' from DER, 200' right of centerline, up to 811' MSL.
Building 62' from DER, 350' left of centerline, 35' AGL/796' MSL.
Pole 300' from DER, 287' left of centerline, 38' AGL/799' MSL.
Tree 543' from DER, 291' left of centerline, 814' MSL.
Tree, building beginning 829' from DER, 420' right of centerline, up to 854' MSL.
Building 1214' from DER, 376' left of centerline, 70' AGL/832' MSL.
Transmission line, pole beginning 1914' from DER, 134' left of centerline, up to 66' AGL/834' MSL.
Building 1.7 NM from DER, 1237' right of centerline, 23' AGL/1369' MSL.



TAKEOFF MINIMUMS

Rwy 16: NA-terrain.
Rwy 9: Standard with minimum climb of 310' per NM to 2300.
Rwy 27: Standard with minimum climb of 470' per NM to 3000.
Rwy 34: Standard with minimum climb of 440' per NM to 2700.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 089° to 1800 then climbing right turn heading 210° to intercept PDZ VORTAC R-093 to PDZ VORTAC, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 255° to intercept PDZ R-030 to PDZ VORTAC thence. . . .
TAKEOFF RUNWAY 34: Climbing left turn to intercept PDZ VORTAC R-030 to PDZ VORTAC, thence. . . .

. . . . continue climb in PDZ holding pattern to cross PDZ VORTAC at or above 5000 or higher MEA for route of flight before proceeding on course.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	N/A
064°	TDZE	N/A
	Apt Elev	767

RNAV (GPS)-A

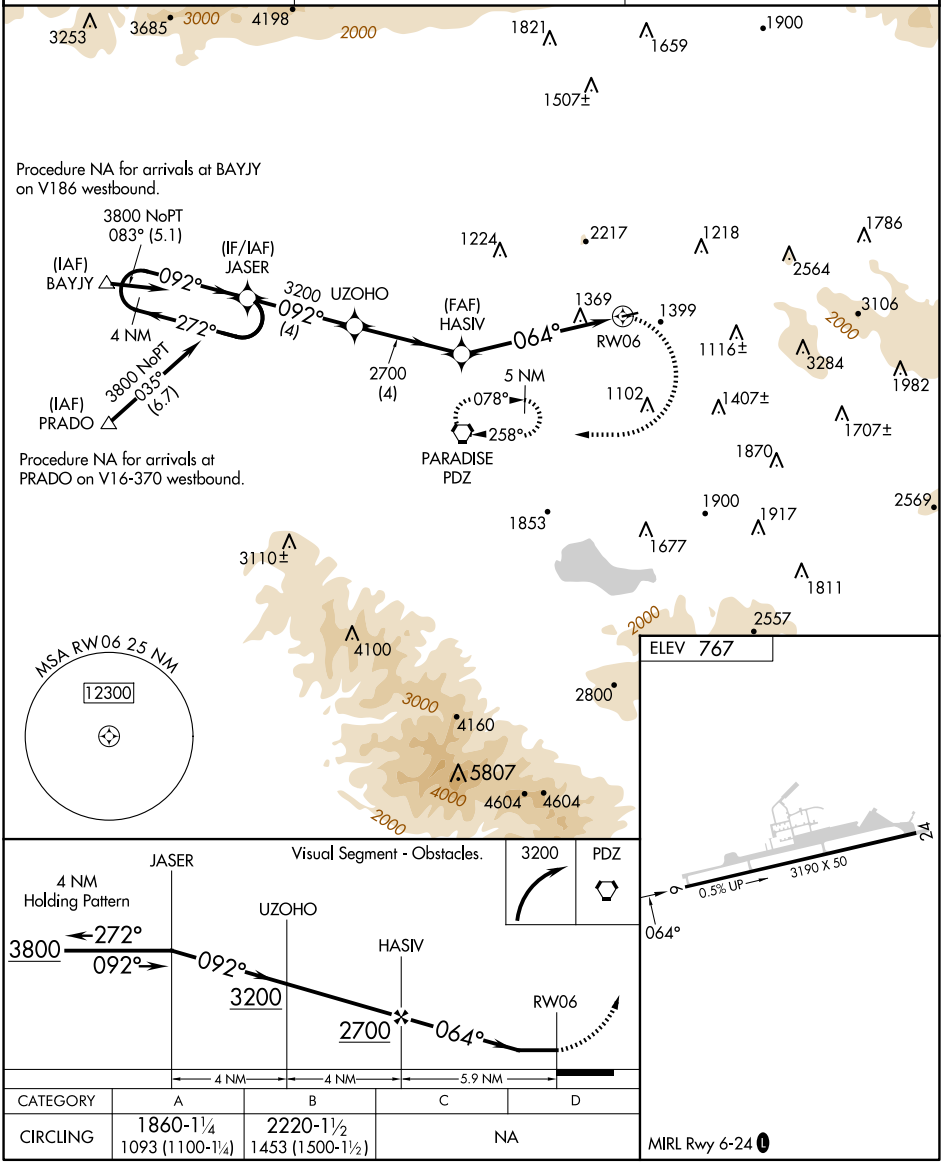
FLABOB (RIR)

RNP APCH.

Procedure NA at night. Use Riverside Muni altimeter setting; when not received, use Ontario altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 3200 direct PDZ VORTAC and hold.

RAL ASOS	SOCAL APP CON	UNICOM
128.8	135.4 377.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1860-1¼ 1093 (1100-1¼)	2220-1½ 1453 (1500-1½)	NA	

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN BERNARDINO, CALIFORNIA | AL-547 (FAA) | 25331

ILS or LOC Z RWY 6

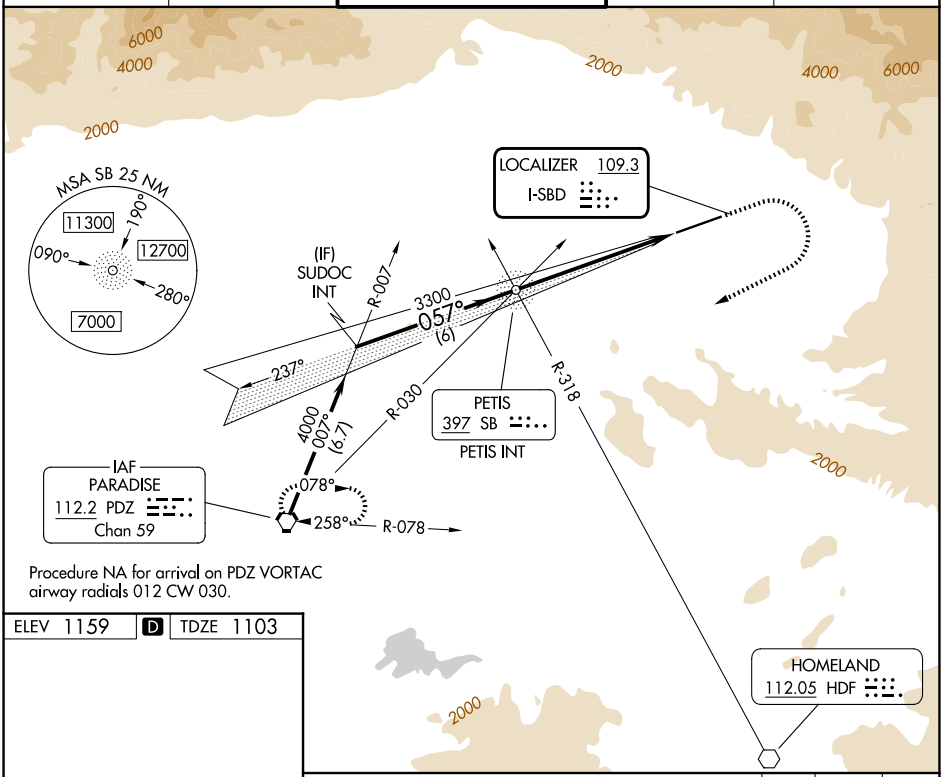
SAN BERNARDINO INTL (SBD)

LOC I-SBD	APP CRS	Rwy Ldg	10000
109.3	057°	TDZE	1103
		Apt Elev	1159

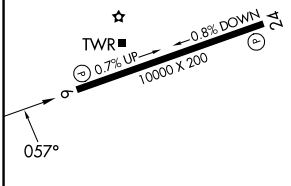
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase DA to 1426 feet and all visibilities ¼ SM; increase all MDA 80 feet and S-LOC Cats C/D and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.
* Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.

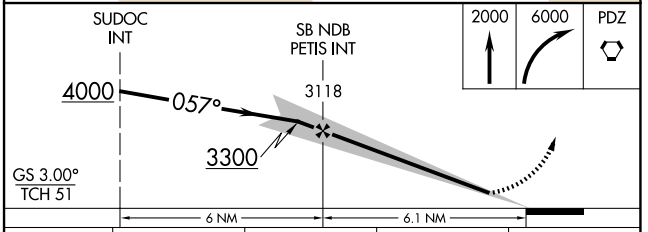
D-ATIS	SOCAL APP CON	SAN BERNARDINO TOWER *	GND CON	UNICOM
124.175	127.0 318.2	119.45 (CTAF) L	121.8	122.975



ELEV 1159 D TDZE 1103



HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



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-ILS 6*	1353-¾		250 (200-¾)	
S-LOC 6*	1740-1	637 (600-1)	1740-1¾	637 (600-1¾)
CIRCLING	1740-1	581 (600-1)	1760-1¾ 601 (700-1¾)	2640-3 1481 (1500-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	10000
240°	TDZE	1159
	Apt Elev	1159

RNAV (RNP) RWY 24

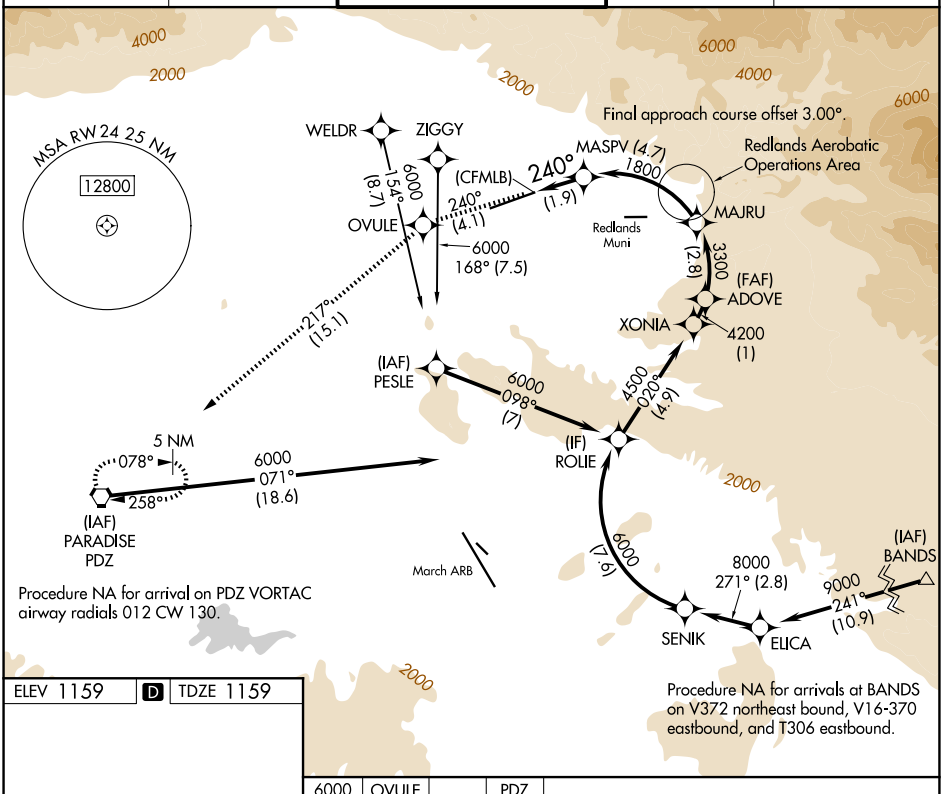
SAN BERNARDINO INTL (SBD)

RNP AR APCH - GPS, RF. Authorization required.

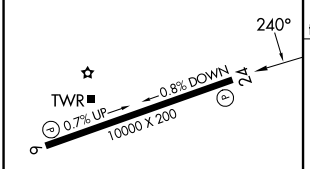
For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

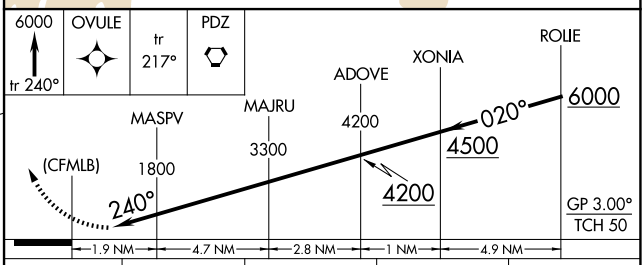
MISSED APPROACH: Climb to 6000 on track 240° to OVULE and track 217° to PDZ VORTAC and hold, continue climb-in-hold to 6000.

D-ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.0 318.2	119.45 (CTAF) L	121.8	122.975



ELEV 1159 D TDZE 1159





CATEGORY	A	B	C	D
RNP 0.15 DA	1520/55 361 (400-1)			

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

AUTHORIZATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN BERNARDINO, CALIFORNIA | AL-547 (FAA-O) | 25331

RNAV (RNP) X RWY 6

SAN BERNARDINO INTL (SBD)

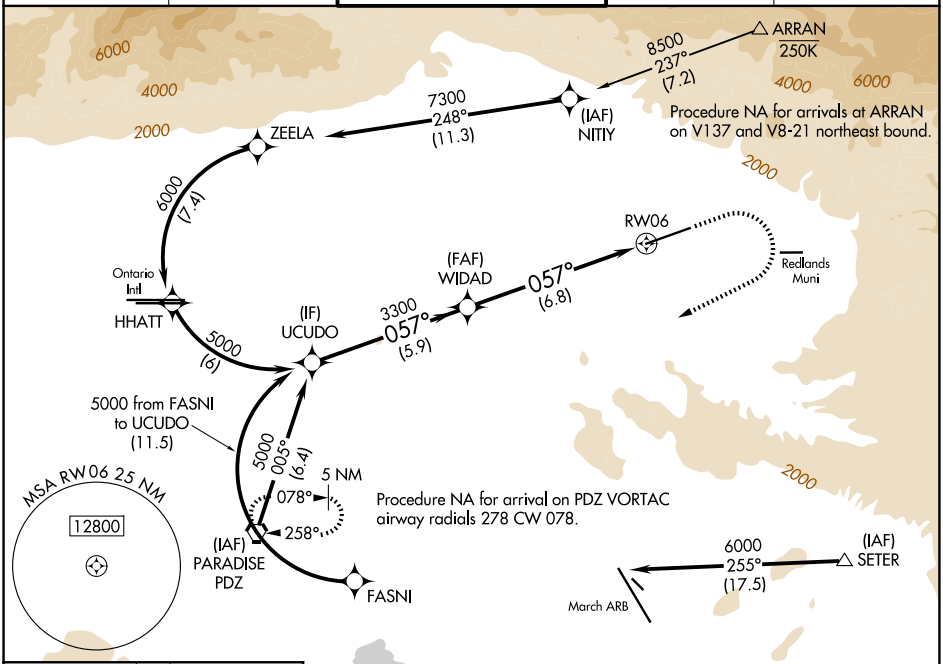
APP CRS	Rwy Ldg	10000
057°	TDZE	1103
	Apt Elev	1159

RNP AR APCH-GPS. Authorization required. From NITIY or SETER: RF.

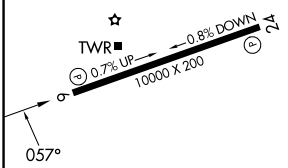
For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

MISSED APPROACH: Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold.
*Missed approach requires minimum climb of 350 feet per NM to 4000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 6.

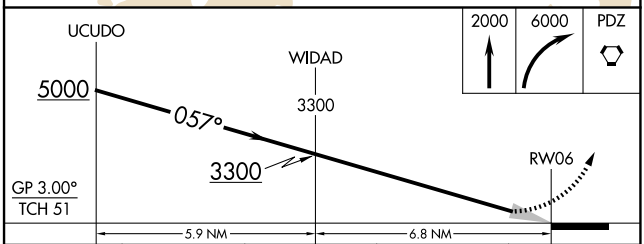
D-ATIS	SOCAL APP CON	SAN BERNARDINO TOWER*	GND CON	UNICOM
124.175	127.0 318.2	119.45 (CTAF) L	121.8	122.975



ELEV 1159 | D | TDZE 1103



HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
RNP 0.15 DA*	1353/40 250 (200-¾)			
RNP 0.30 DA*	1403/45 300 (300-⅞)			

AUTHORIZATION REQUIRED

SAN BERNARDINO, CALIFORNIA
Orig 16MAY24

34°06′N-117°14′W

SAN BERNARDINO INTL (SBD)
RNAV (RNP) X RWY 6

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	10000
057°	TDZE	1103
	Apt Elev	1159

RNAV (GPS) Y RWY 6

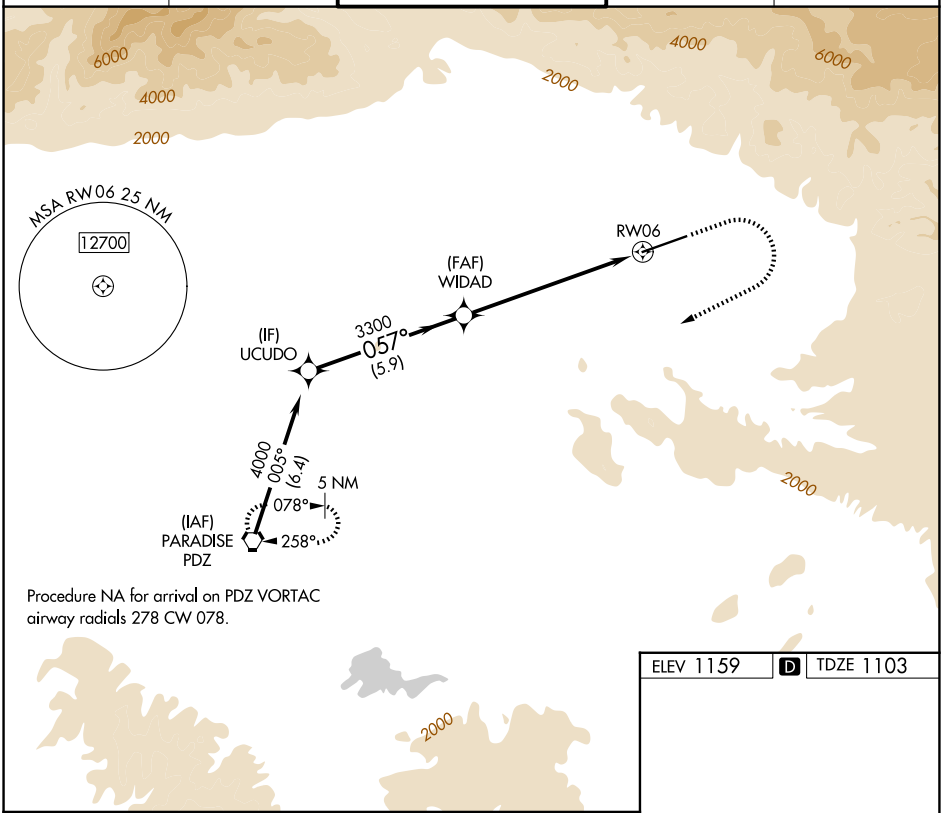
SAN BERNARDINO INTL (SBD)

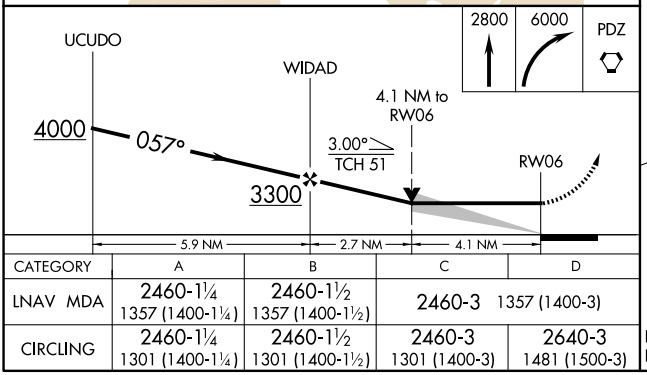
RNP APCH

Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 80 feet.

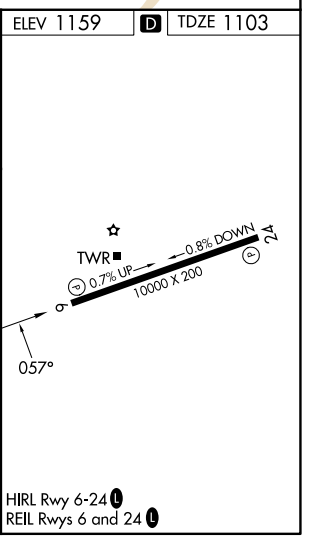
MISSED APPROACH: Climb to 2800 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

D-ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.0 318.2	119.45 (CTAF) L	121.8	122.975





CATEGORY	A	B	C	D
LNAV MDA	2460-1¼ 1357 (1400-1¼)	2460-1½ 1357 (1400-1½)	2460-3 1357 (1400-3)	
CIRCLING	2460-1¼ 1301 (1400-1¼)	2460-1½ 1301 (1400-1½)	2460-3 1301 (1400-3)	2640-3 1481 (1500-3)



HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN BERNARDINO, CALIFORNIA | AL-547 (FAA) | 25331

WAAS CH 66041 W06A	APP CRS 057°	Rwy Ldg 10000 TDZE 1103 Apt Elev 1159

RNAV (GPS) Z RWY 6

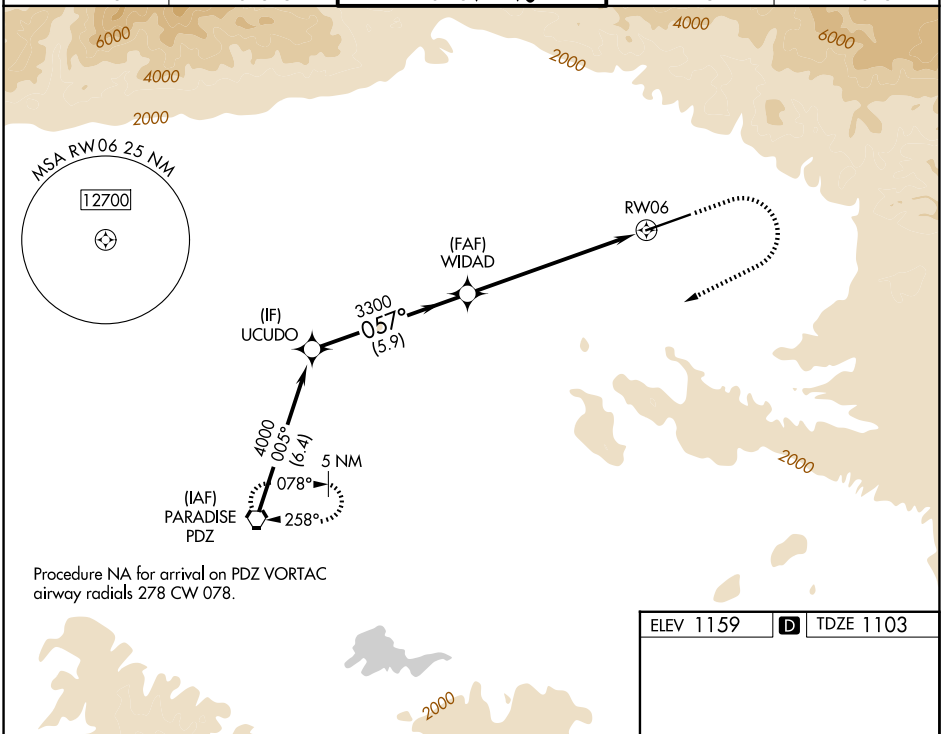
SAN BERNARDINO INTL (SBD)

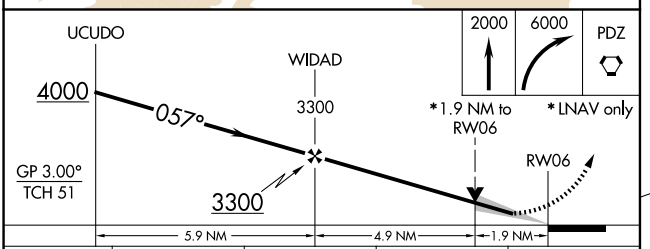
RNP APCH

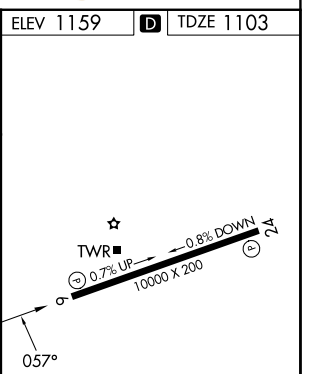
Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario altimeter setting and increase DA to 1426 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cats C/D and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.
Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 6.

D-ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.0 318.2	119.45 (CTAF) L	121.8	122.975







CATEGORY	A	B	C	D
LPV DA #	1353-¾ 250 (200-¾)			
LNAV MDA #	1740-1 637 (600-1)		1740-1¾ 637 (600-1¾)	
CIRCLING	1740-1 581 (600-1)		1760-1¾ 601 (700-1¾)	2640-3 1481 (1500-3)

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SAN BERNARDINO, CALIFORNIA
Amdt 1 13SEP18

34°06′N-117°14′W

SAN BERNARDINO INTL (SBD)
RNAV (GPS) Z RWY 6

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

LOC I-SBD	APP CRS	Rwy Ldg	10000
109.3	057°	TDZE	1103
		Apt Elev	1159

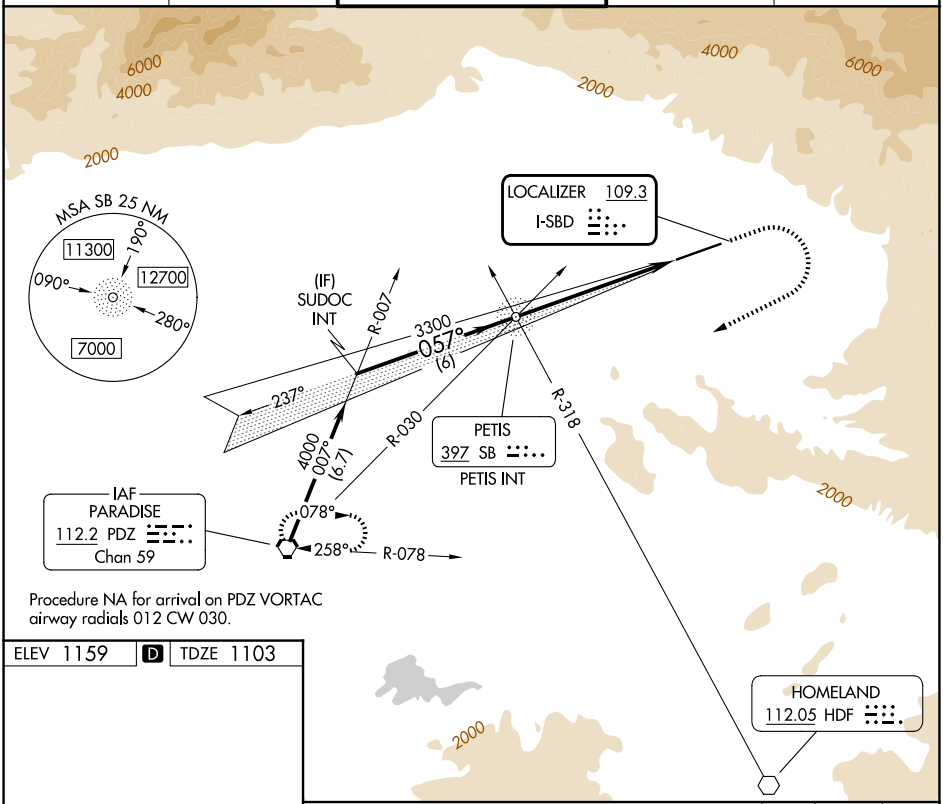
LOC Y RWY 6

SAN BERNARDINO INTL (SBD)

Circling NA northwest of Rwy 6-24. When local altimeter not received, use Ontario altimeter setting and increase all MDA 80 feet; increase S-LOC Cat B and Circling Cat B visibility ¼ SM.

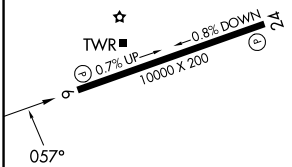
MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

D-ATIS	SOCAL APP CON	SAN BERNARDINO TOWER ★	GND CON	UNICOM
124.175	127.0 318.2	119.45 (CTAF) L	121.8	122.975



Procedure NA for arrival on PDZ VORTAC airway radials 012 CW 030.

ELEV 1159 D TDZE 1103

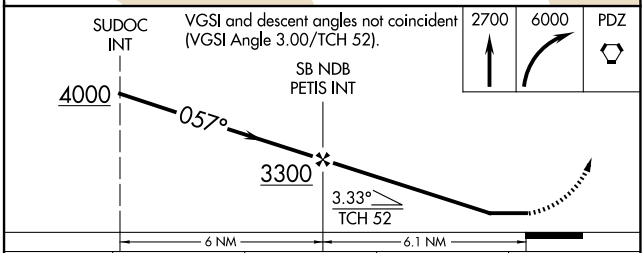


HIRL Rwy 6-24 L

REIL Rwys 6 and 24 L

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	2020-1¼	917 (900-1¼)	2060-3	957 (1000-3)
CIRCLING	2020-1¼	861 (900-1¼)	2060-3 901 (1000-3)	2640-3 1481 (1500-3)

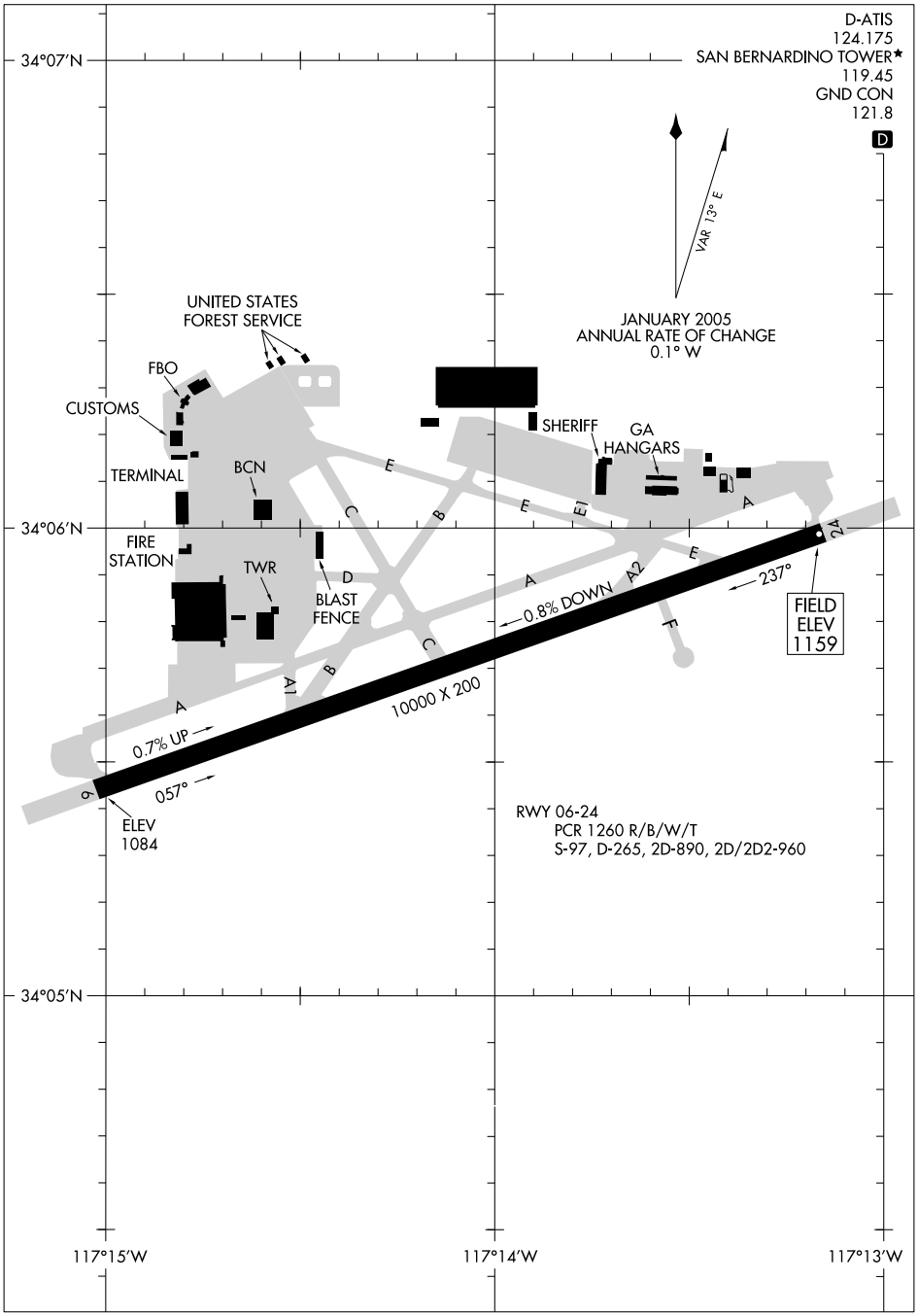
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

AL-547 (FAA)

SAN BERNARDINO INTL (SBD)
SAN BERNARDINO, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26134

SAN BERNARDINO, CALIFORNIA
SAN BERNARDINO INTL (SBD)

JADKO TWO DEPARTURE (RNAV)

(JADKO2.JADKO) 19MAR26

SAN BERNARDINO, CALIFORNIA

SAN BERNARDINO INTL (SBD)

(JADKO2.JADKO) 26078

JADKO TWO DEPARTURE (RNAV)

AL-547 (FAA-O)

SAN BERNARDINO INTL (SBD)

SAN BERNARDINO, CALIFORNIA

SOCAL DEP CON
127.0 318.2
D-ATIS
124.175
GND CON
121.8
SAN BERNARDINO TOWER★
119.45

RNAV 1 - GPS.
RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 057° to 2100, then climbing right turn direct LOSOM to cross LOSOM at or above 5500, then on track 155° to cross STRKS between 6100 and 6900, then on track 172° to ELICA, thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 237° to intercept course 153° to PESLE, then on track 098° to ROLIE, then on track 130° to ELICA, thence. . . .

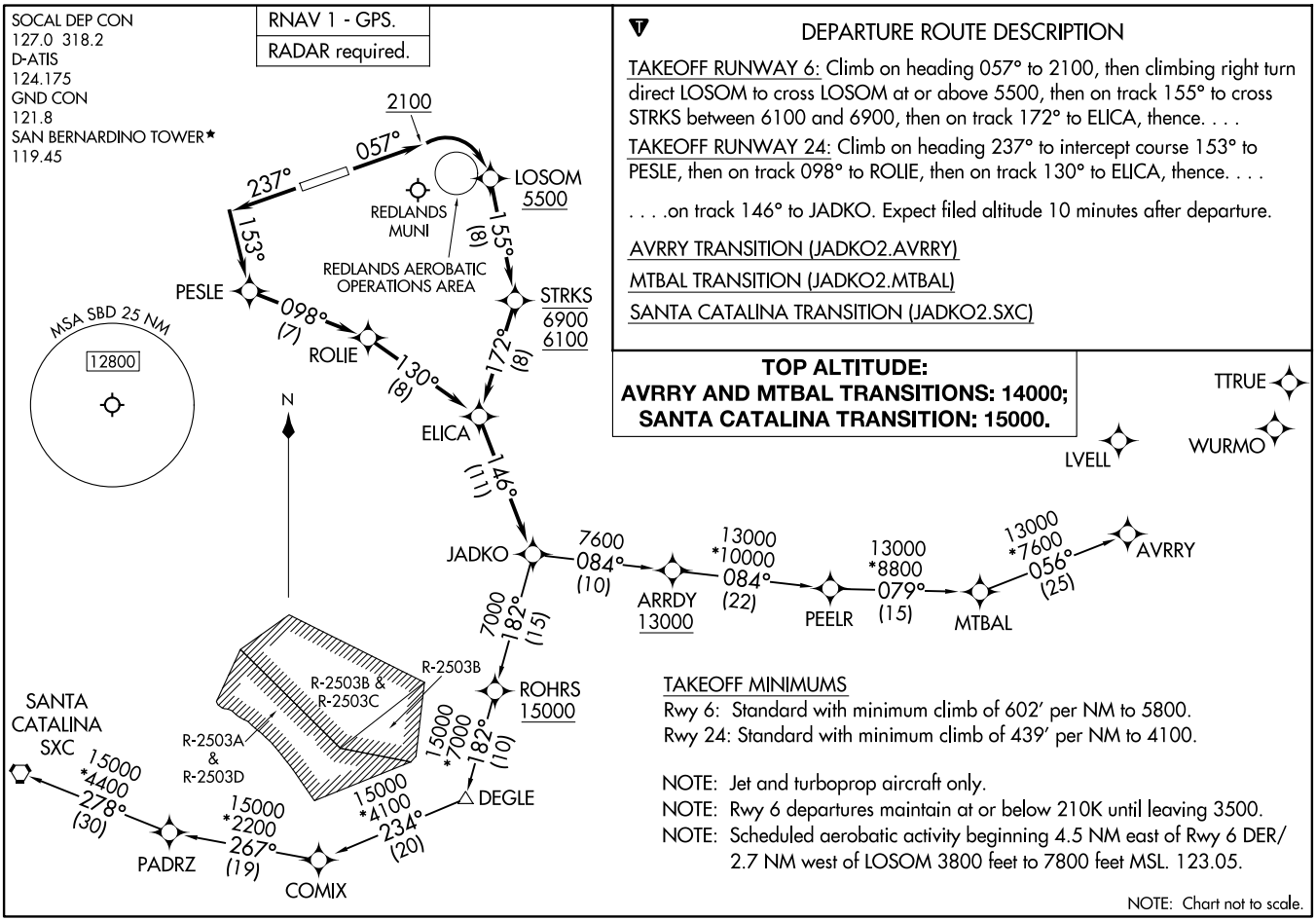
. . . .on track 146° to JADKO. Expect filed altitude 10 minutes after departure.

AVRRY TRANSITION (JADKO2.AVRRY)

MTBAL TRANSITION (JADKO2.MTBAL)

SANTA CATALINA TRANSITION (JADKO2.SXC)

TOP ALTITUDE:
AVRRY AND MTBAL TRANSITIONS: 14000;
SANTA CATALINA TRANSITION: 15000.



TAKEOFF MINIMUMS

Rwy 6: Standard with minimum climb of 602′ per NM to 5800.
Rwy 24: Standard with minimum climb of 439′ per NM to 4100.

NOTE: Jet and turboprop aircraft only.
NOTE: Rwy 6 departures maintain at or below 210K until leaving 3500.
NOTE: Scheduled aerobatic activity beginning 4.5 NM east of Rwy 6 DER/ 2.7 NM west of LOSOM 3800 feet to 7800 feet MSL. 123.05.

NOTE: Chart not to scale.

26106

SAN CLEMENTE ISLAND, CALIFORNIA

RNAV (GPS) RWY 24

WAAS	APCH CRS	Rwy ldg	9300
CH 87812	235°	TDZE	184
W24A		Arpt Elev	184

(USN)

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

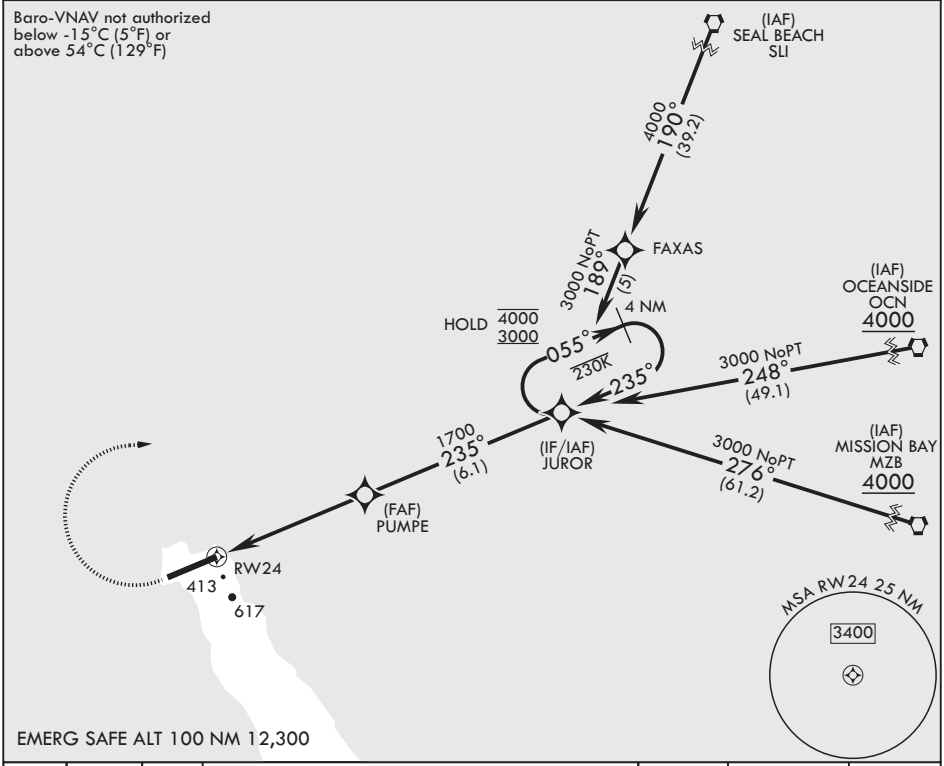
RNP APCH-GPS

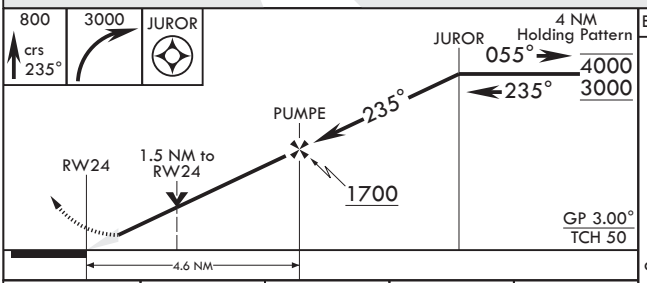
* Circling not authorized SE of Rwy 6-24.

MISSED APPROACH: Climb to 800, then climbing right turn to 3000 direct JUROR and hold.

ATIS★	SAN CLEMENTE APP CON	TOWER★	GND CON
268.6	127.05 292.15	126.75 278.8	119.55 251.05

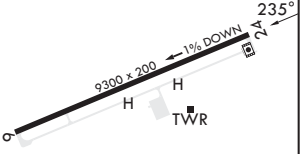
Baro-VNAV not authorized below -15°C (5°F) or above 54°C (129°F)





ELEV 184

TDZE 184



CATEGORY	A	B	C	D
LPV DA	384-¾	200	(200-¾)	
LNAV/VNAV DA	622-1¼ 438 (500-1¼)	645-1⅜ 461 (500-1⅜)	658-1⅜ 474 (500-1⅜)	676-1⅜ 492 (500-1⅜)
LNAV MDA	700-1 516 (600-1)		700-1⅜ 516 (600-1⅜)	
CIRCLING*	700-1 516 (600-1)		700-1½ 516 (600-1½)	740-2 556 (600-2)

HIRL all rwys

REIL Rwy 6

REIL Rwy 24

SAN CLEMENTE ISLAND, CALIFORNIA

Amdt 6 16APR26

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

33°01'N - 118°35'W

RNAV (GPS) RWY 24

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN CLEMENTE ISLAND, CALIFORNIA

TACAN RWY 24

TACAN	APCH CRS	Rwy Idg	9300
Chan 123	240°	TDZE	184
		Arpt Elev	184

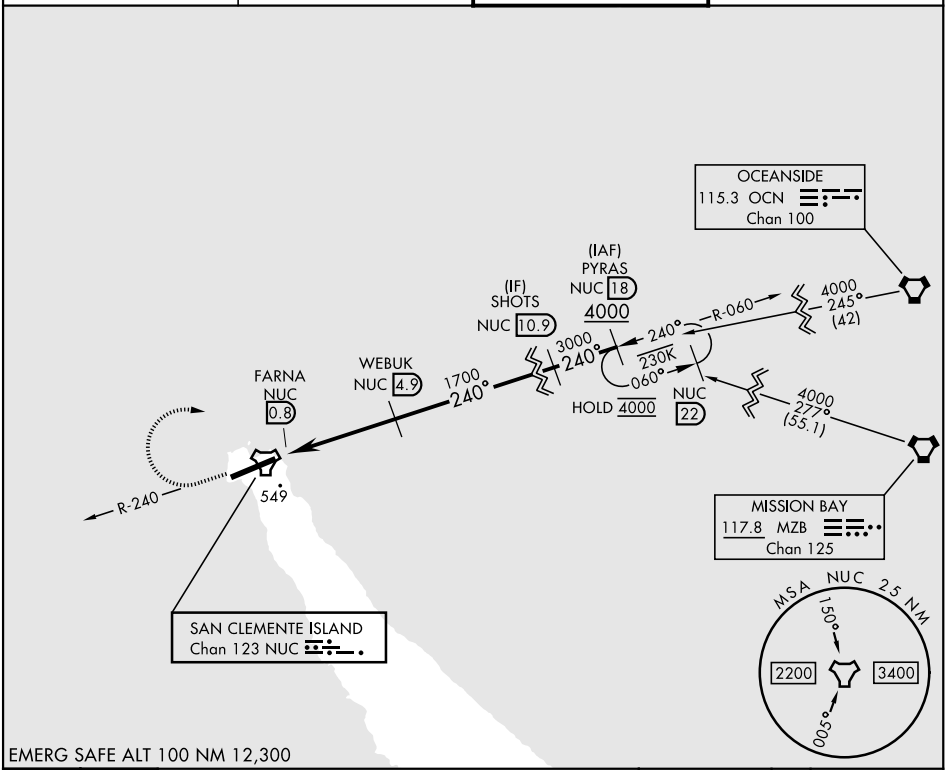
[USN]

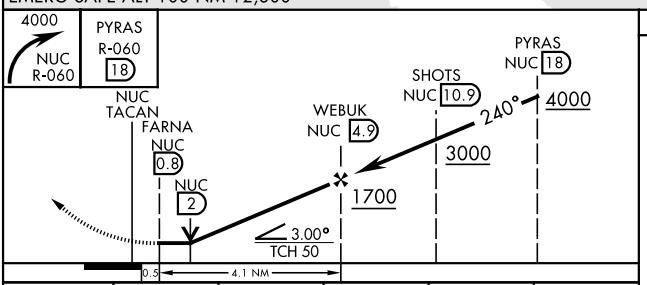
SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

* Circling not authorized SE of Rwy 6-24.

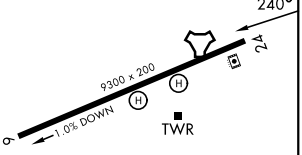
MISSED APPROACH: Climbing right turn to 4000 and intercept NUC TACAN R-060 to PYRAS and hold.

ATIS★	APP CON	TOWER★	GND CON
268.6	127.05 292.15	126.75 278.8	119.55 (L) 251.05





ELEV 184 TDZE 184



CATEGORY	A	B	C	D	E
S-24	800-1 616 (700-1)		800-1¾	616	(700-1¾)
CIRCLING*	800-1 616 (700-1)		800-1¾ 616 (700-1¾)	800-2 616 (700-2)	800-2¼ 616 (700-2¼)

REIL Rwy 6
REIL Rwy 24 (L)
HIRL Rwy 6-24 (L)

SAN CLEMENTE ISLAND, CALIFORNIA — SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

Amdt 2 14MAY26 — 33°01'N-118°35'W

TACAN RWY 24

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

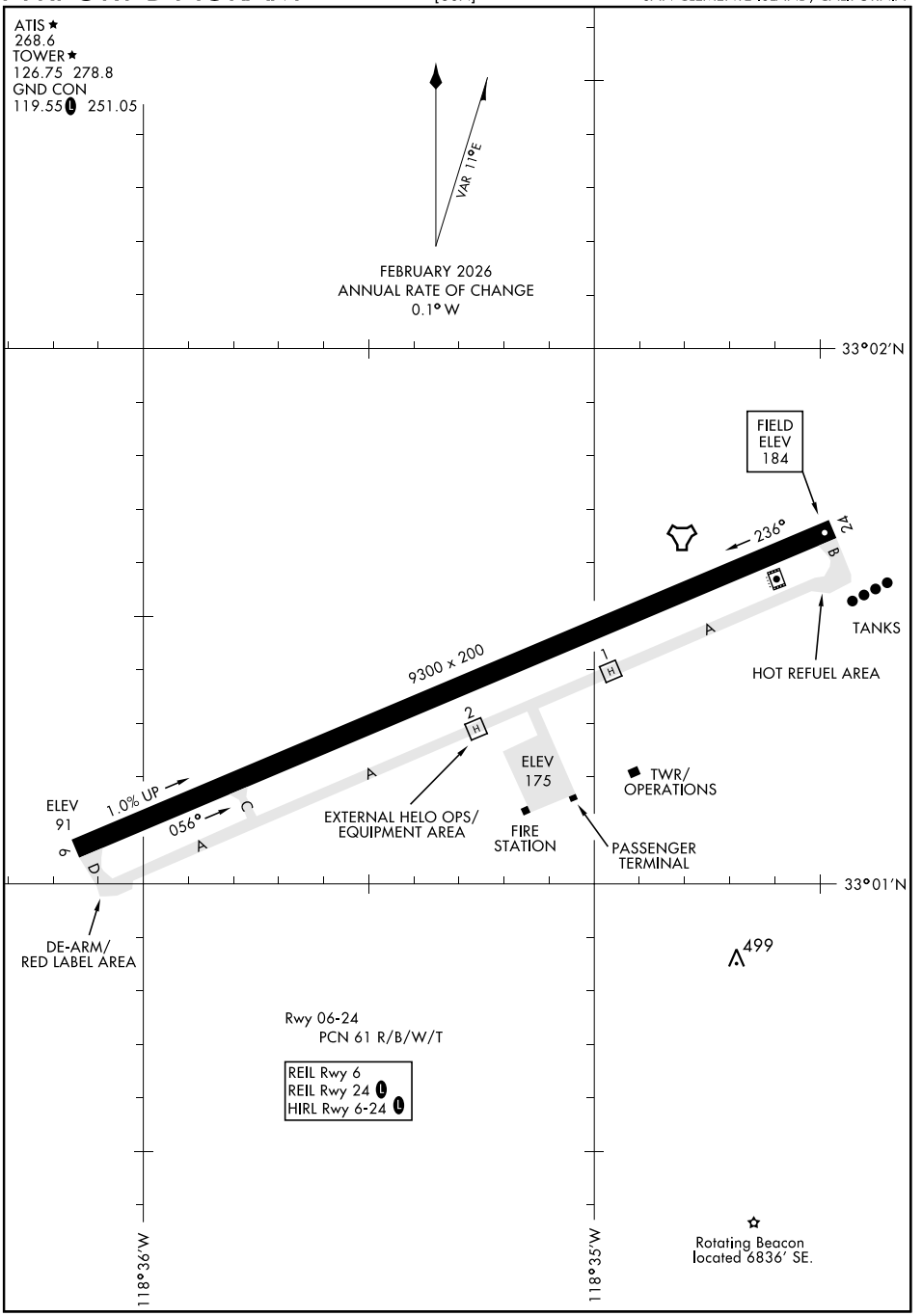
26078

AIRPORT DIAGRAM

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

[USN]

SAN CLEMENTE ISLAND, CALIFORNIA



AIRPORT DIAGRAM

SAN CLEMENTE ISLAND, CALIFORNIA

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

SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS CH 56534 W08A	APP CRS 082°	Rwy Ldg 7972 TDZE 526 Apt Elev 526

RNAV (GPS) RWY 8L

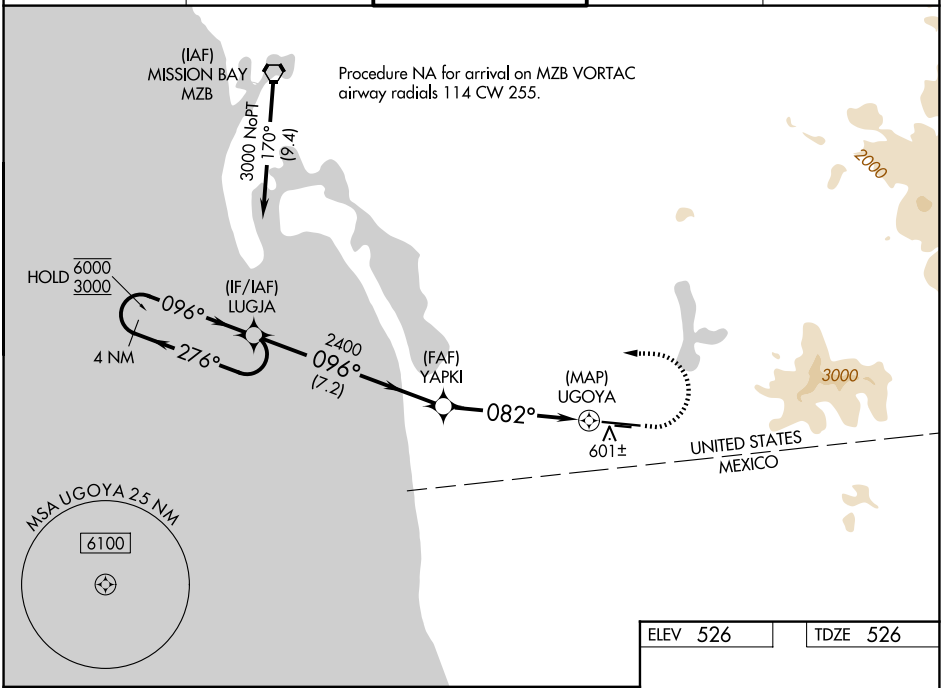
BROWN FLD MUNI (SDM)

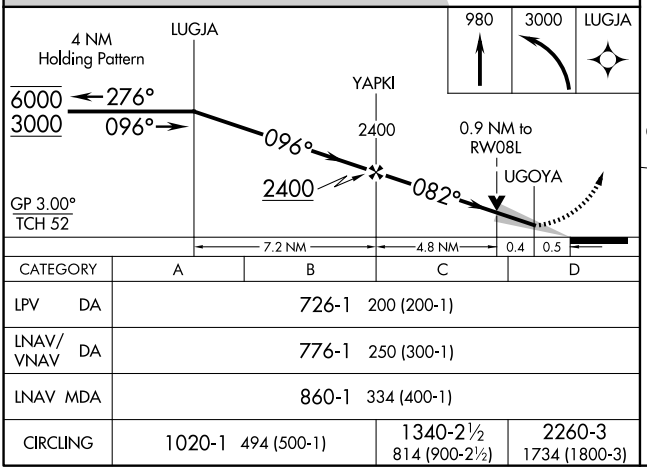
RNP APCH - GPS.

Circling NA south of Rwy 8R-26L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C.

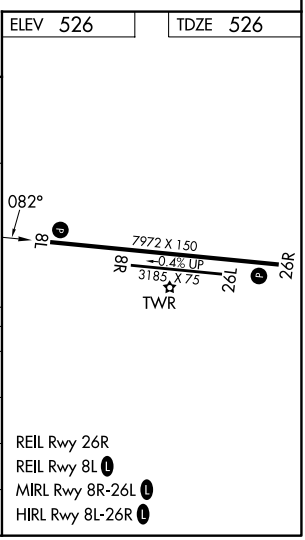
MISSED APPROACH: (Do not exceed 190K until LUGJA) Climb to 980 then climbing left turn to 3000 direct LUGJA and hold.

ATIS	SOCAL APP CON	BROWN TOWER *	GND CON	UNICOM
132.35	124.35 279.625	128.25 (CTAF) L 225.4	124.4	122.95





CATEGORY	A	B	C	D
LPV DA	726-1 200 (200-1)			
LNAV/VNAV DA	776-1 250 (300-1)			
LNAV MDA	860-1 334 (400-1)			
CIRCLING	1020-1 494 (500-1)		1340-2½ 814 (900-2½)	2260-3 1734 (1800-3)



REIL Rwy 26R
REIL Rwy 8L L
MIRL Rwy 8R-26L L
HIRL Rwy 8L-26R L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA | AL-5814 (FAA) | 25275

VORTAC PGY 116.45 Chan 111 (Y)	APP CRS 156°	Rwy Ldg N/A TDZE N/A Apt Elev 526

VOR or TACAN-A

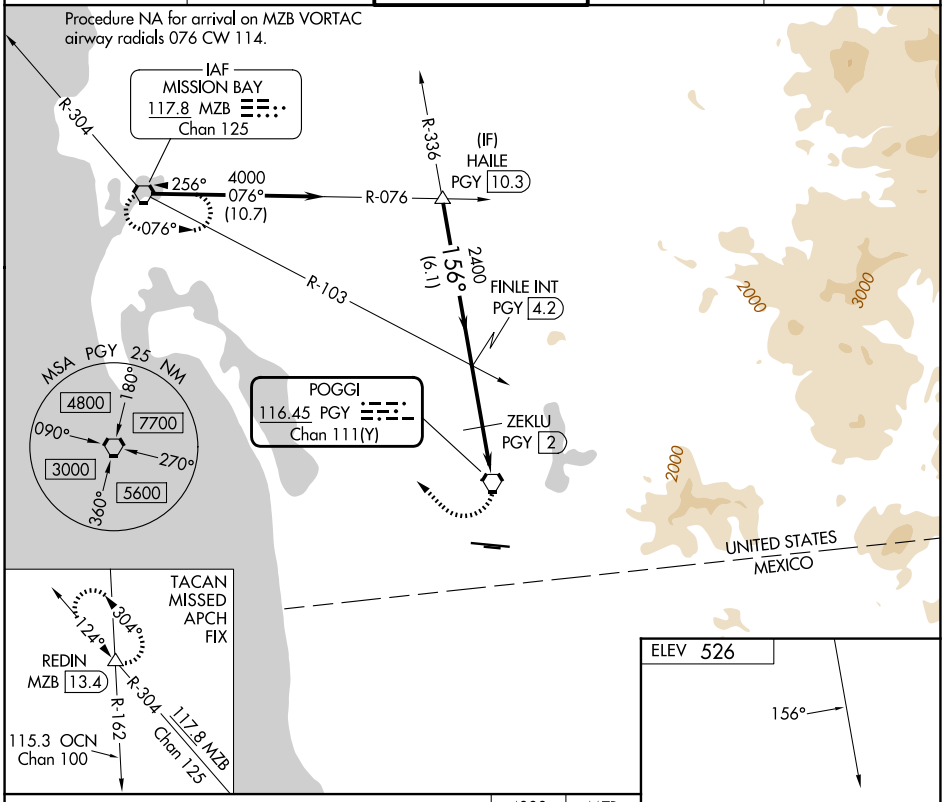
BROWN FLD MUNI (SDM)

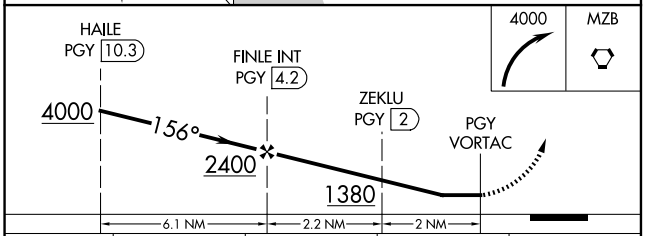
Circling NA south of Rwy 8R-26L.

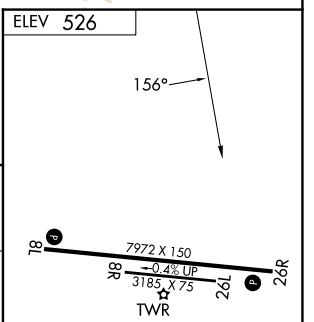
MISSED APPROACH: Climbing right turn 4000 to MZB VORTAC and hold. (TACAN aircraft continue on MZB VORTAC R-304 to REDIN INT/MZB VORTAC 13.4 DME and hold NW, LT, 124° inbound).

ATIS	SOCAL APP CON	BROWN TOWER ★	GND CON	UNICOM
132.35	124.35 279.625	128.25 (CTAF) L 225.4	124.4	122.95

Procedure NA for arrival on MZB VORTAC airway radials 076 CW 114.







CATEGORY	A	B	C	D
CIRCLING	1380-2¾ 854 (900-2¾)			2260-3 1734 (1800-3)
ZEKLU FIX MINIMUMS (DME REQUIRED)				
CIRCLING	1140-2¾ 614 (700-2¾)		1340-2¾ 814 (900-2¾)	2260-3 1734 (1800-3)

REIL Rwy 26R
REIL Rwy 8L L
MIRL Rwy 8R-26L L
HIRL Rwy 8L-26R L

SAN DIEGO, CALIFORNIA
Orig-A 23MAR23

32°34′N-116°59′W

BROWN FLD MUNI (SDM)
VOR or TACAN-A

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

AL-5814 (FAA)

BROWN FLD MUNI (SDM)
SAN DIEGO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

26134

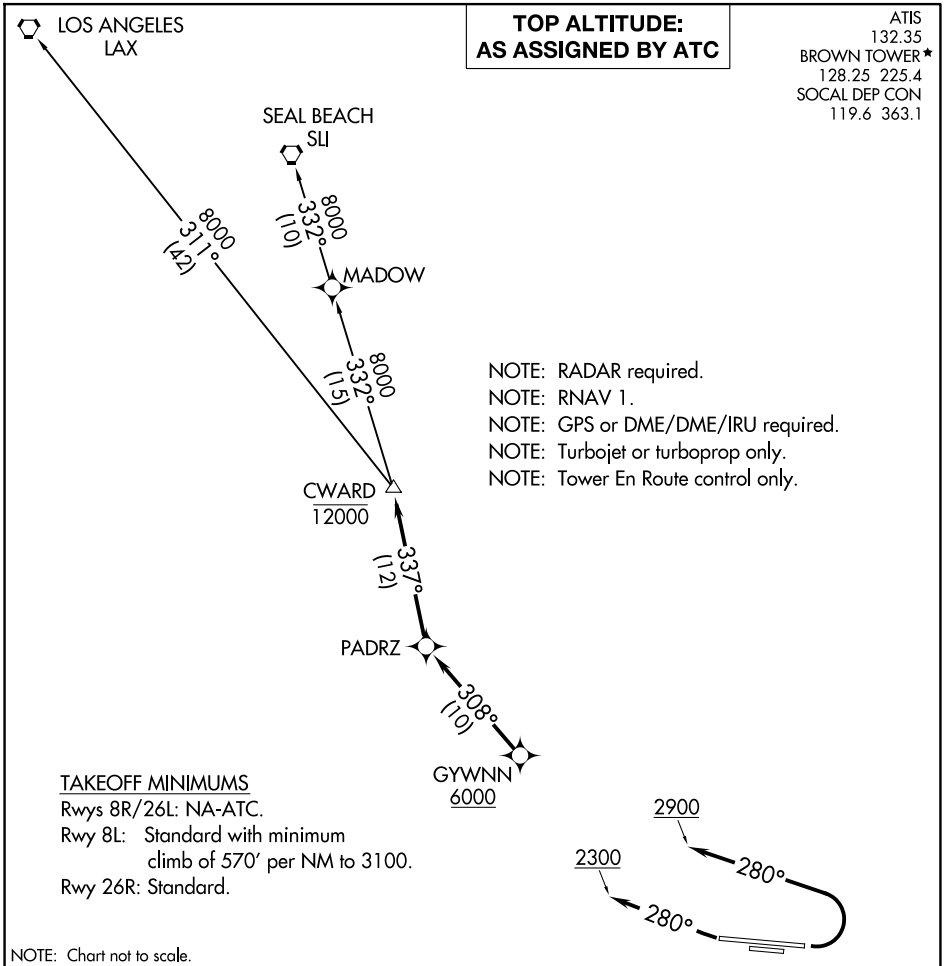
SAN DIEGO, CALIFORNIA
BROWN FLD MUNI (SDM)

(CWARD2.CWARD) 21168

CWARD TWO DEPARTURE (RNAV)

AL-5814 (FAA)

BROWN FLD MUNI (SDM)
SAN DIEGO, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8L: Climbing left turn heading 280° to 2900, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 26R: Climbing right turn heading 280° to 2300, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . .on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)

SW-3, 09 JUL 2026 to 03 SEP 2026

PADRZ TWO DEPARTURE (RNAV)

AL-5814 (FAA)

ATIS
132.35
BROWN TOWER ★
128.25 225.4
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE: 15000

DEPARTURE ROUTE DESCRIPTION

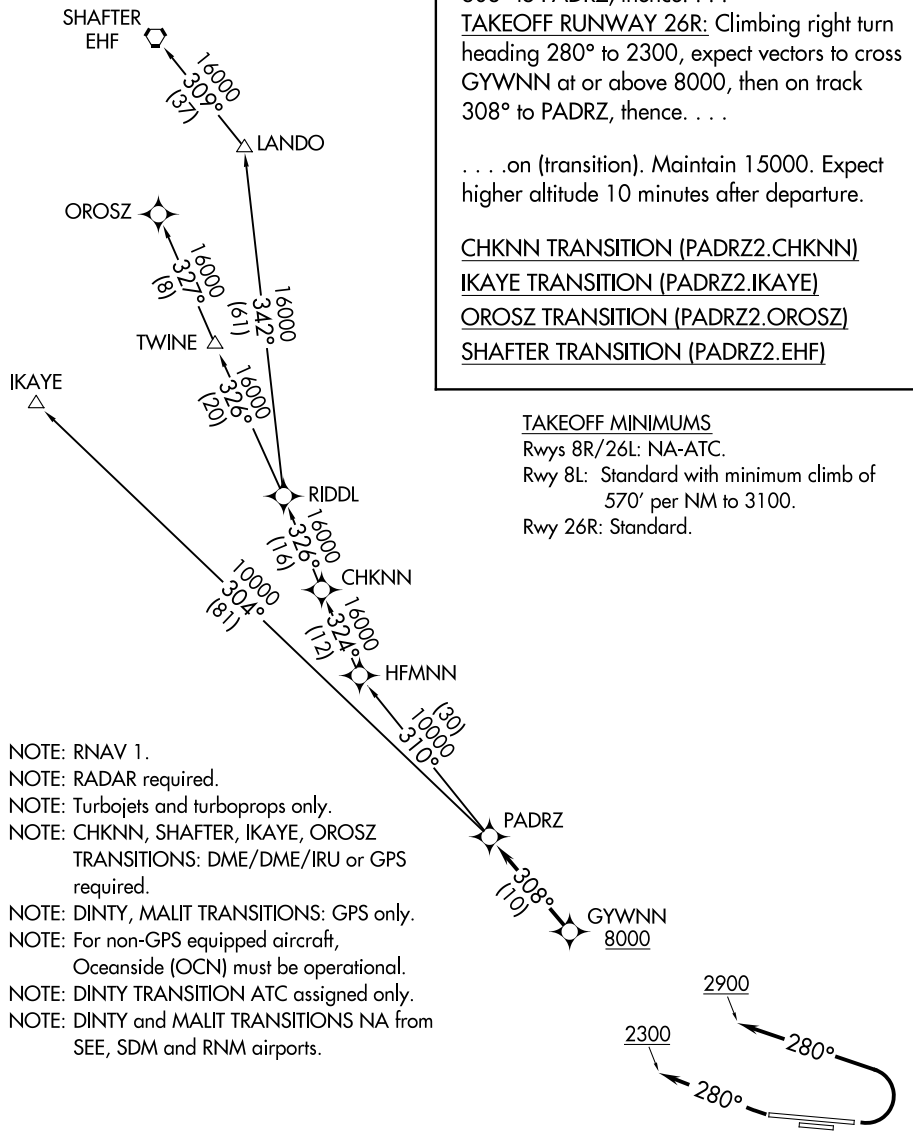
TAKEOFF RUNWAY 8L: Climbing left turn heading 280° to 2900, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 26R: Climbing right turn heading 280° to 2300, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)
IKAYE TRANSITION (PADRZ2.IKAYE)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)

TAKEOFF MINIMUMS
Rwys 8R/26L: NA-ATC.
Rwy 8L: Standard with minimum climb of 570' per NM to 3100.
Rwy 26R: Standard.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA | AL-5401 (FAA) | 25275

LOC/DME I-MYF	APP CRS	Rwy Ldg	3399
111.95	281°	TDZE	423
Chan 56(Y)		Apt Elev	427

ILS or LOC RWY 28R

MONTGOMERY-GIBBS EXEC (MYF)

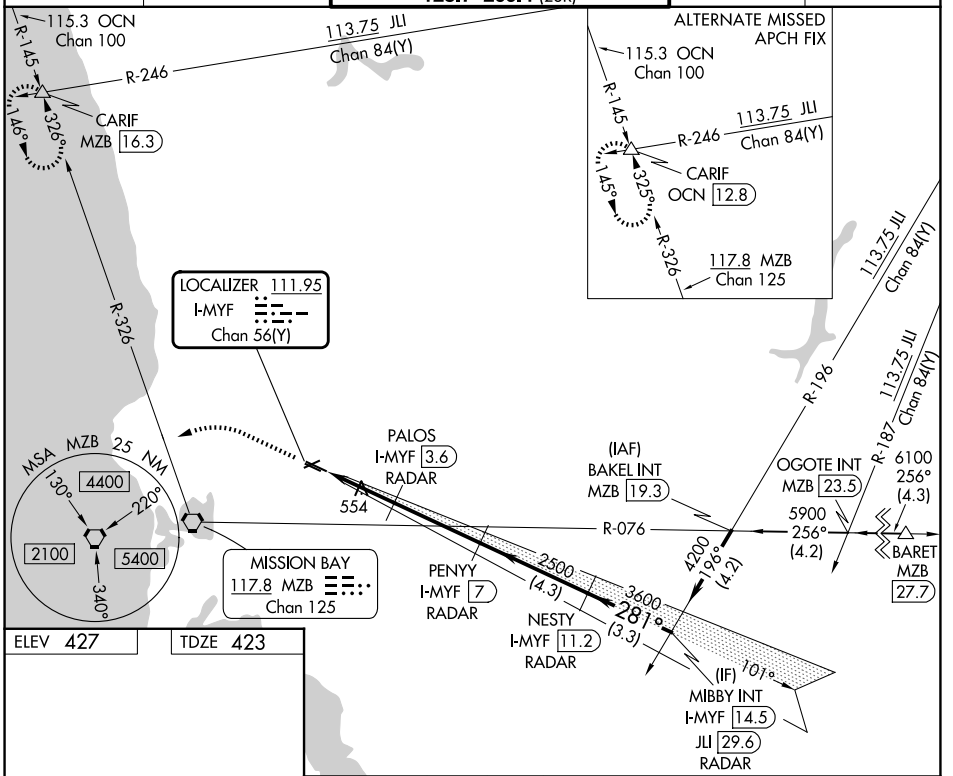
DME or RADAR required.

Circling Rwy 10L, 23, 28L NA at night. Rwy 28R helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS all Cats. For inop ALS, increase S-LOC 28R all Cats visibility to 1 SM.

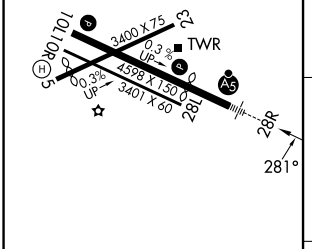
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on heading 270° and MZB VORTAC R-326 to CARIF INT/MZB 16.3 DME and hold.

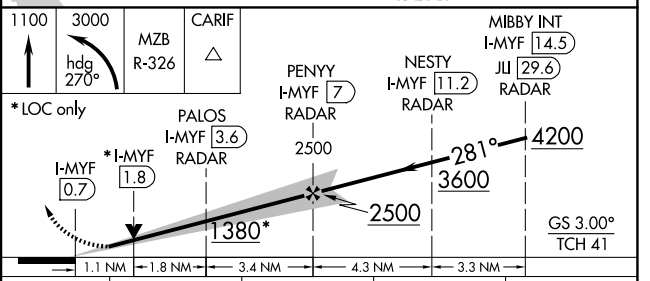
ATIS	SOCAL APP CON	MONTGOMERY TOWER ★	GND CON	UNICOM
126.9	124.35 279.625	119.2 (CTAF) L 269.4 (5, 10L/R, 23, 28L) 125.7 269.4 (28R)	118.225	123.075



ELEV 427 | TDZE 423



REIL Rwy 28L
MIRL Rwy 10L-28R



CATEGORY	A	B	C	D
S-ILS 28R	673-¾ 250 (300-¾)		NA	
S-LOC 28R	820-¾ 397 (400-¾)		NA	
CIRCLING	920-1 493 (500-1)		NA	

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SAN DIEGO, CALIFORNIA
Amdt 4D 22APR21

32°49′N-117°08′W

MONTGOMERY-GIBBS EXEC (MYF)

ILS or LOC RWY 28R

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg	3399
CH 45710	281°	TDZE	423
W28A		Apt Elev	427

RNAV (GPS) RWY 28R

MONTGOMERY-GIBBS EXEC (MYF)

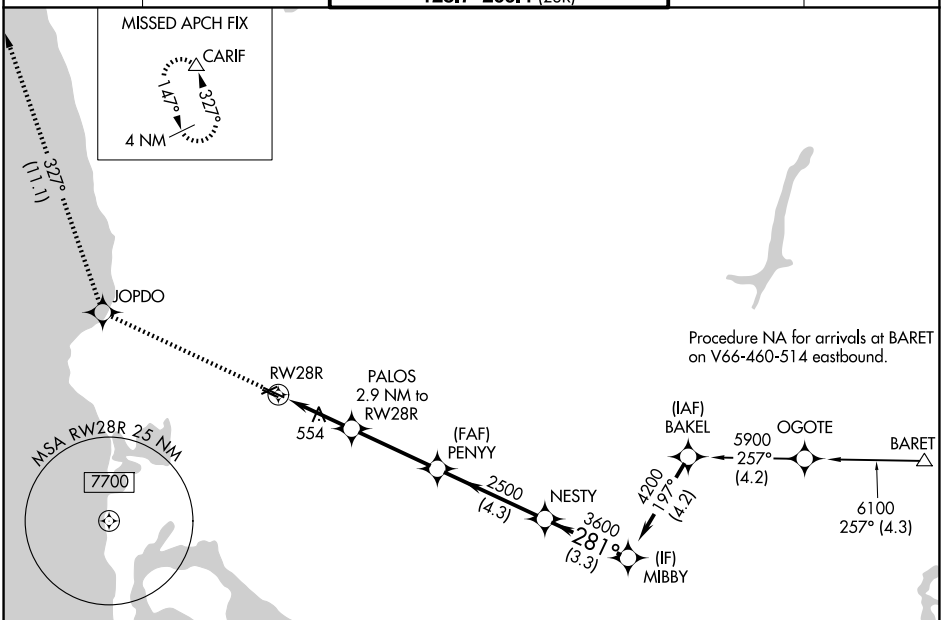
RNP APCH - GPS.

Rwy 28R helicopter visibility reduction below ¾ SM NA. Circling Rwy 10L, 23, 28L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

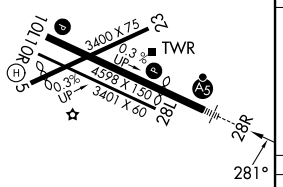
MALSR

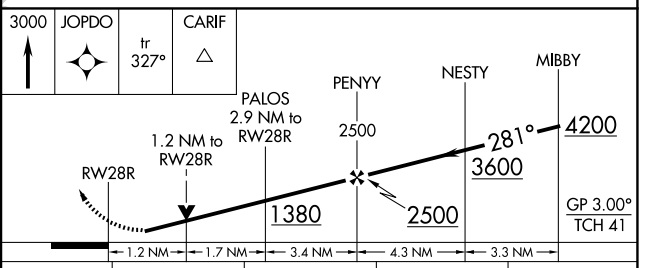
MISSED APPROACH: Climb to 3000 direct JOPDO and on track 327° to CARIF and hold.

ATIS	SOCAL APP CON	MONTGOMERY TOWER ★	GND CON	UNICOM
126.9	124.35 279.625	119.2 (CTAF) L 269.4 (5, 10L/R, 23, 28L) 125.7 269.4 (28R)	118.225	123.075



ELEV 427 TDZE 423





CATEGORY	A	B	C	D
LPV DA	673-¾	250 (300-¾)	NA	
LNAV/VNAV DA	750-¾	327 (400-¾)	NA	
LNAV MDA	840-¾	417 (500-¾)	NA	
CIRCLING	920-1	493 (500-1)	NA	

REIL Rwy 28L
MIRL Rwy 10L-28R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

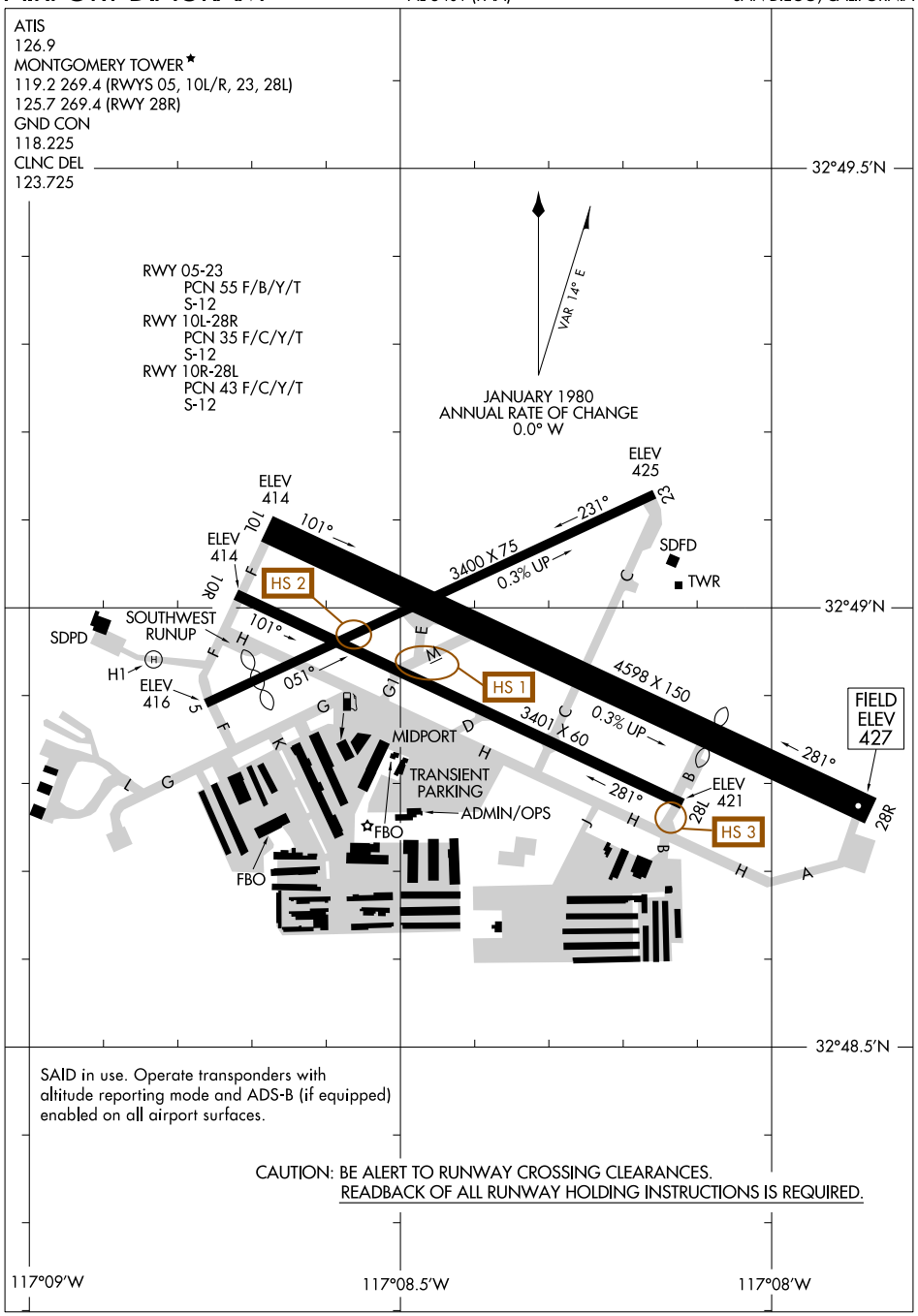
26134

AIRPORT DIAGRAM

MONTGOMERY-GIBBS EXEC (MYF)

AL-5401 (FAA)

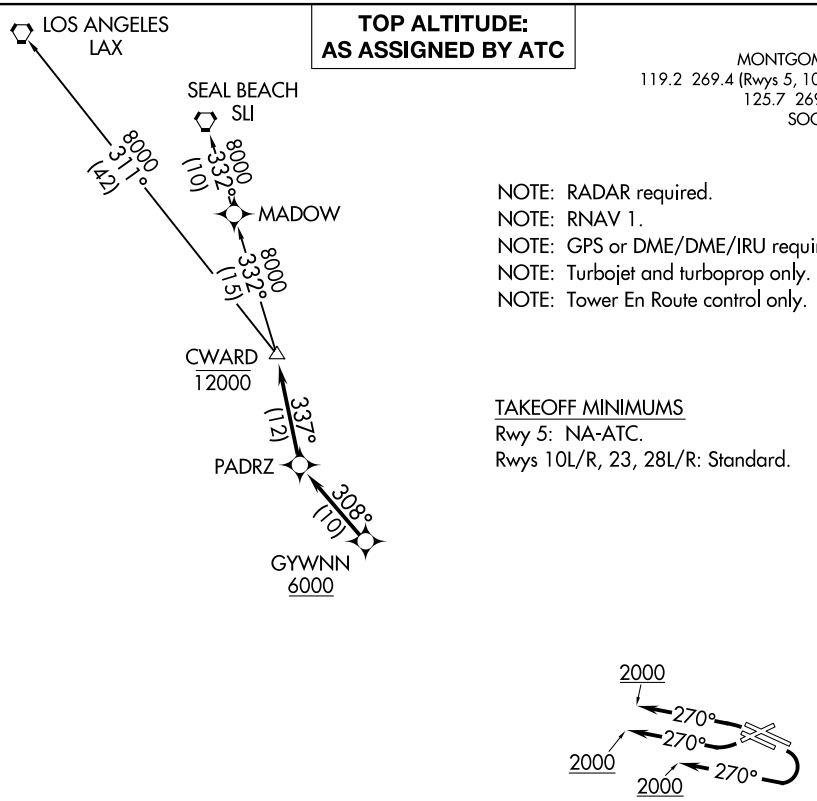
SAN DIEGO, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26134
SAN DIEGO, CALIFORNIA
MONTGOMERY-GIBBS EXEC (MYF)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 23: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAYS 28L/R: Climbing left turn heading 270° to 2000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . .on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)
SEAL BEACH TRANSITION (CWARD2.SLI)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(PADRZ2.PADRZ) 22027

PADRZ TWO DEPARTURE (RNAV)

AL-5401 (FAA)

MONTGOMERY-GIBBS EXEC (MYF)
SAN DIEGO, CALIFORNIA

ATIS
126.9
MONTGOMERY TOWER ★
119.2 269.4 (Rwys 5, 10L/R, 23, 28L)
125.7 269.4 (Rwy 28R)
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE: 15000

DEPARTURE ROUTE DESCRIPTION

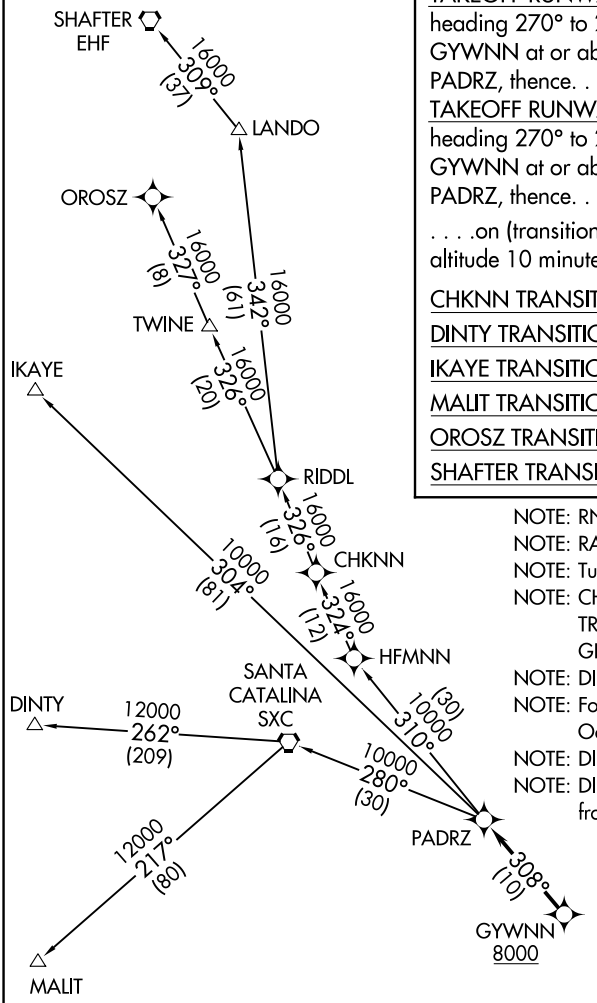
TAKEOFF RUNWAYS 10L/10R: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 23: Climbing right turn heading 270° to 2000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAYS 28L/28R: Climbing left turn heading 270° to 2000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

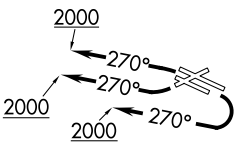
CHKNN TRANSITION (PADRZ2.CHKNN)
DINTY TRANSITION (PADRZ2.DINTY)
IKAYE TRANSITION (PADRZ2.IKAYE)
MALIT TRANSITION (PADRZ2.MALIT)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

TAKEOFF MINIMUMS
Rwy 5: NA-ATC.
Rwys 10L/10R, 23, 28L/R: Standard.

NOTE: Chart not to scale.



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-SAN	APP CRS	Rwy Ldg	7280
111.55	095°	TDZE	17
Chan 52 (Y)		Apt Elev	17

ILS Y or LOC Y RWY 9

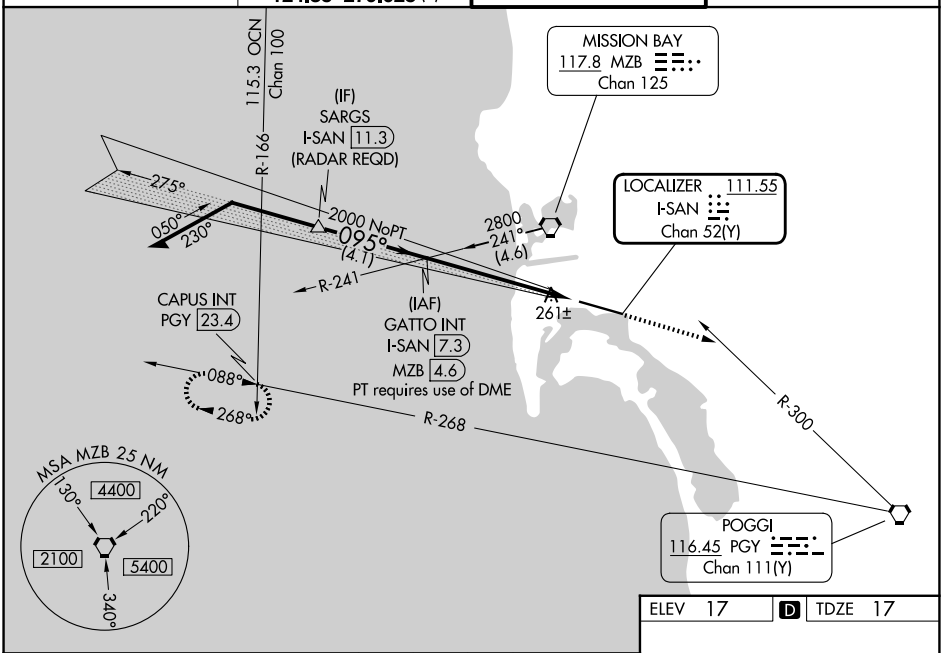
SAN DIEGO INTL (SAN)

T A Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-ILS 9 all Cats visibility to 2½ SM. Rwy 9 helicopter visibility reduction below RVR 4000 NA.
#Inop table does not apply to S-ILS 9.

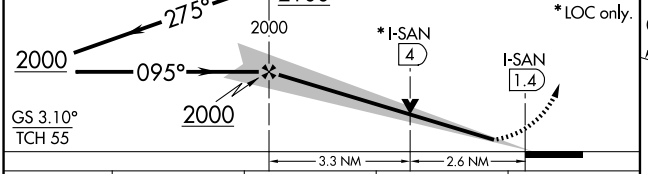
MALSR (A5)

MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT/23.4 DME and hold.
#Missed approach requires minimum climb of 270 feet per NM to 4000.

D-ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON
134.8	119.6 363.1 (W) 124.35 279.625 (E)	118.3 338.225	123.9



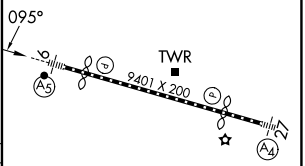
VGSI and ILS glidepath not coincident (VGSI Angle 3.30/TCH 76).



5000 hdg 095°	PGY R-300	PGY	PGY R-268	CAPUS INT

*LOC only.

ELEV 17	D	TDZE 17



TDZL/RCLS Rwys 9 and 27
HIRL Rwy 9-27

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)	
CIRCLING	960-1¼ 943 (1000-1¼)		960-2¾ 943 (1000-2¾)	960-3 943 (1000-3)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA AL-373 (FAA) 26022

LOC/DME I-SAN	APP CRS	Rwy Ldg	7280
111.55	095°	TDZE	17
Chan 52 (Y)		Apt Elev	17

ILS Z or LOC Z RWY 9

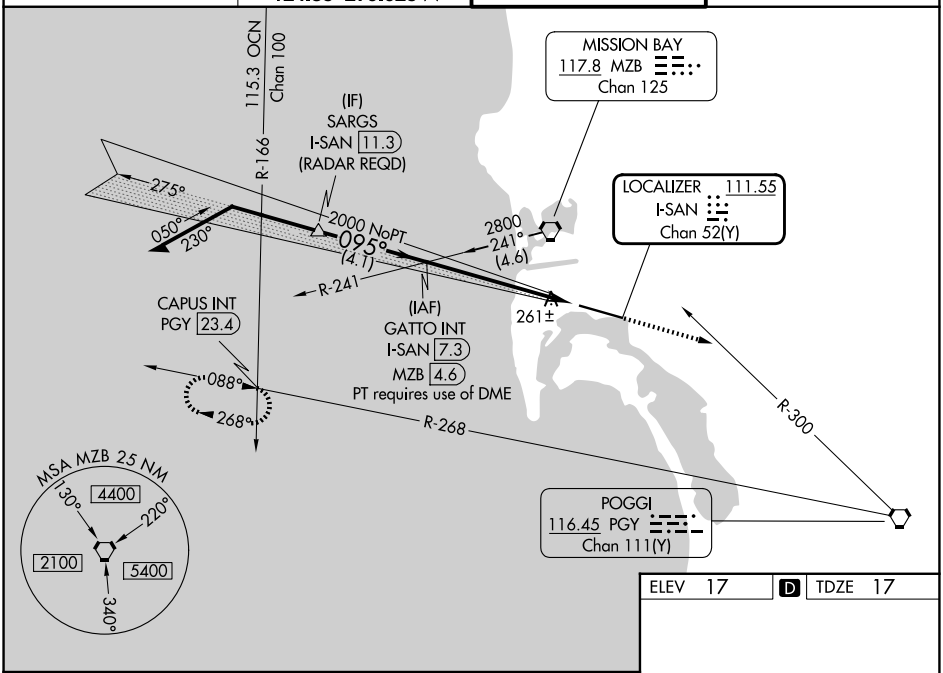
SAN DIEGO INTL (SAN)

Circling NA north of Rwy 9-27. Autopilot coupled approach NA below 530. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. For inop ALS, increase S-LOC Cat A/B visibility to RVR 5500, and Cat C/D to 1⅜ SM. LOC only: Rwy 9 helicopter visibility reduction below RVR 4000 NA.

MALSR

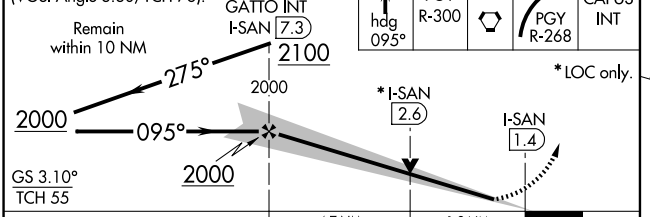
MISSED APPROACH: Climb to 5000 on heading 095° and on PGY VORTAC R-300 to PGY VORTAC, then right turn on PGY VORTAC R-268 to CAPUS INT/23.4 DME and hold.
#Missed approach requires minimum climb of 280 feet per NM to 3800; if unable to meet climb gradient, see ILS Y or LOC Y RWY 9.

D-ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON
134.8	119.6 363.1 (W) 124.35 279.625 (E)	118.3 338.225	123.9



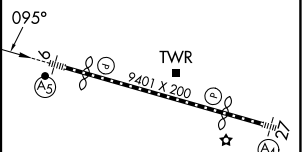
ELEV 17 D TDZE 17

VGSI and ILS glidepath not coincident (VGSI Angle 3.30/TCH 76).



5000 hdg 095°	PGY R-300	PGY	PGY R-268	CAPUS INT

*LOC only.



TDZL/RCLS Rwys 9 and 27
HIRL Rwy 9-27

CATEGORY	A	B	C	D
S-ILS 9 #	217/18 200 (200-½)			
S-LOC 9	520/40 503 (600-¾)		520/55 503 (600-1)	
CIRCLING	800-1 783 (800-1)	820-1 803 (900-1)	820-2¼ 803 (900-2¼)	940-3 923 (1000-3)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SAN DIEGO, CALIFORNIA
Orig-A 15AUG19

32°44'N-117°11'W

SAN DIEGO INTL (SAN)

ILS Z or LOC Z RWY 9

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

APP CRS	Rwy Ldg	7591
275°	TDZE	17
	Apt Elev	17

RNAV (RNP) Z RWY 27

SAN DIEGO INTL (SAN)

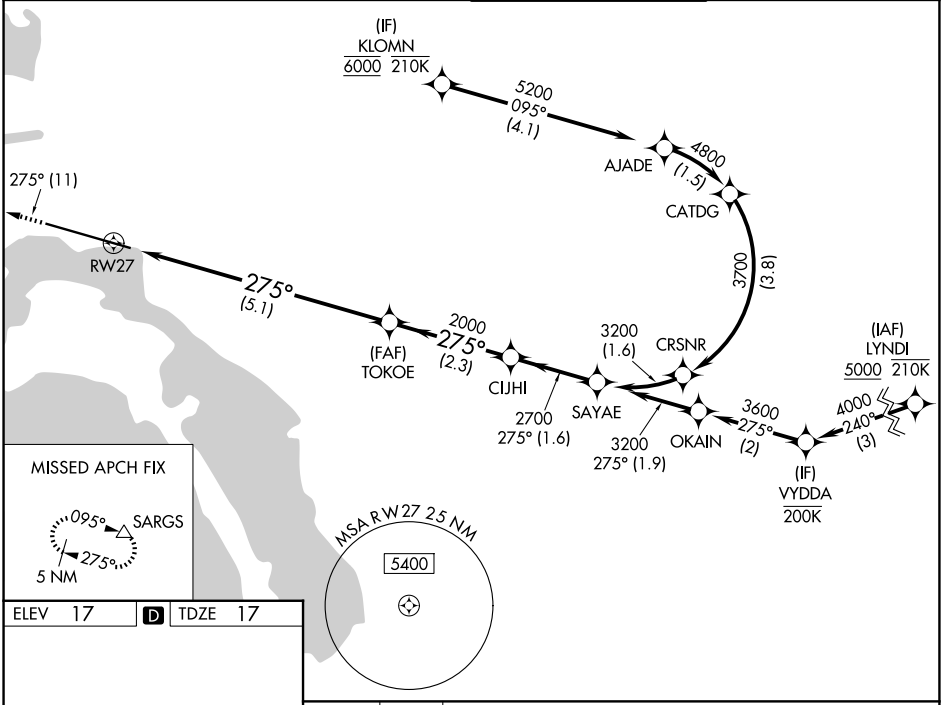
RNP AR APCH - GPS. Authorization required. From KLOMN: RF.

For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 44°C. For inop ALS, increase RNP 0.30 all Cats visibility to 2½ SM. Straight-in Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

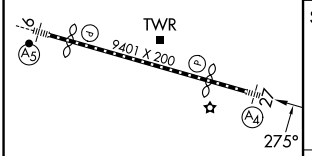
MALS

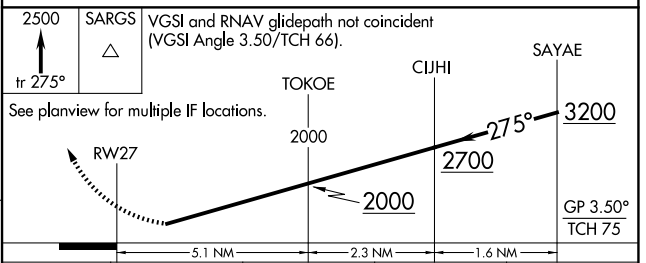
MISSED APPROACH: Climb to 2500 on track 275° to SARGS and hold.

D-ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON
134.8	119.6 363.1 (W) 124.35 279.625 (E)	118.3 338.225	123.9



ELEV 17 | D | TDZE 17





CATEGORY	A	B	C	D
RNP 0.11 DA	624-1½ 607 (700-1½)			
RNP 0.30 DA	789-2 772 (800-2)			

TDZL/RCLS Rwys 9 and 27
HIRL Rwy 9-27

AUTHORIZATION REQUIRED

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA | AL-373 (FAA) | 26022

WAAS	APP CRS	Rwy Ldg	7280
CH 49237	095°	TDZE	17
W09A		Apt Elev	17

RNAV (GPS) RWY 9

SAN DIEGO INTL (SAN)

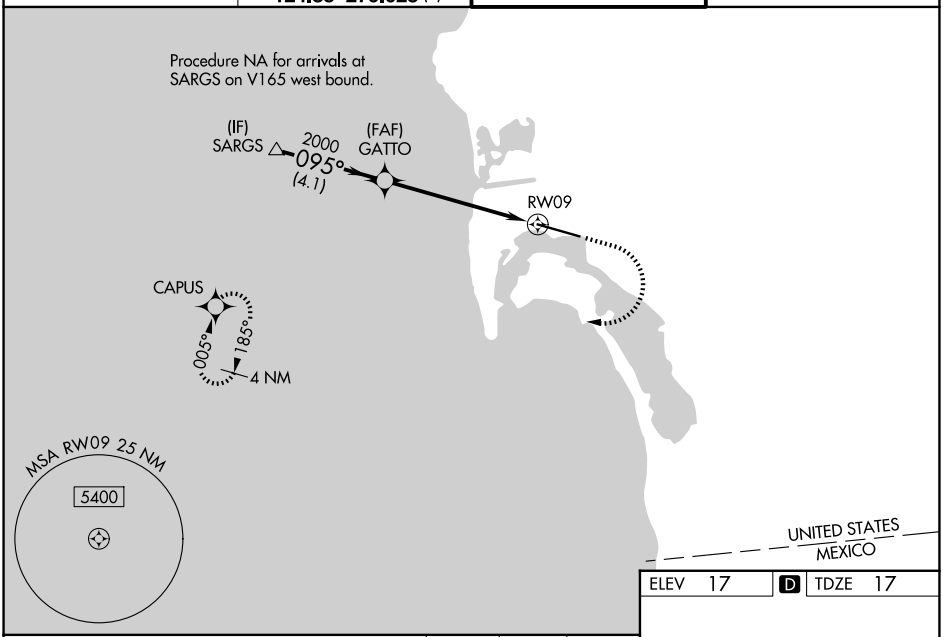
RNP APCH.

Circling NA north of Rwy 9-27. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 6°C or above 47°C. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 9 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cats A/B visibility to RVR 5500.

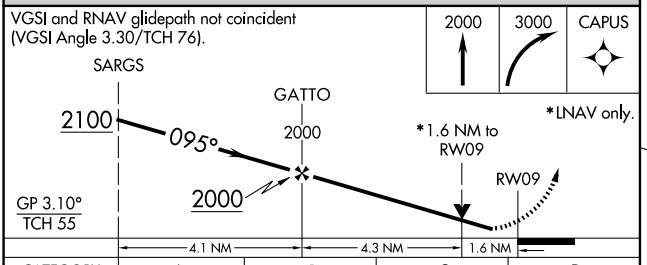
MALSR

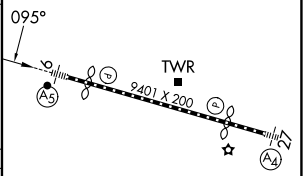
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CAPUS and hold.

D-ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON
134.8	119.6 363.1 (W) 124.35 279.625 (E)	118.3 338.225	123.9



ELEV 17 | D | TDZE 17





CATEGORY	A	B	C	D
LPV DA	262/40 245 (300-¾)			
LNAV/VNAV DA	621-1½ 604 (700-1½)			
LNAV MDA	600/40 583 (600-¾)		600-1¼ 583 (600-1¼)	
CIRCLING	800-1 783 (800-1)	820-1 803 (900-1)	820-2¼ 803 (900-2¼)	940-3 923 (1000-3)

TDZL/RCLS Rwys 9 and 27
HIRL Rwy 9-27

SAN DIEGO, CALIFORNIA
Amdt 1B 15AUG19

32°44'N-117°11'W

SAN DIEGO INTL (SAN)

RNAV (GPS) RWY 9

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg	7591
CH 82527	275°	TDZE	17
W27A		Apt Elev	17

RNAV (GPS) Y RWY 27

SAN DIEGO INTL (SAN)

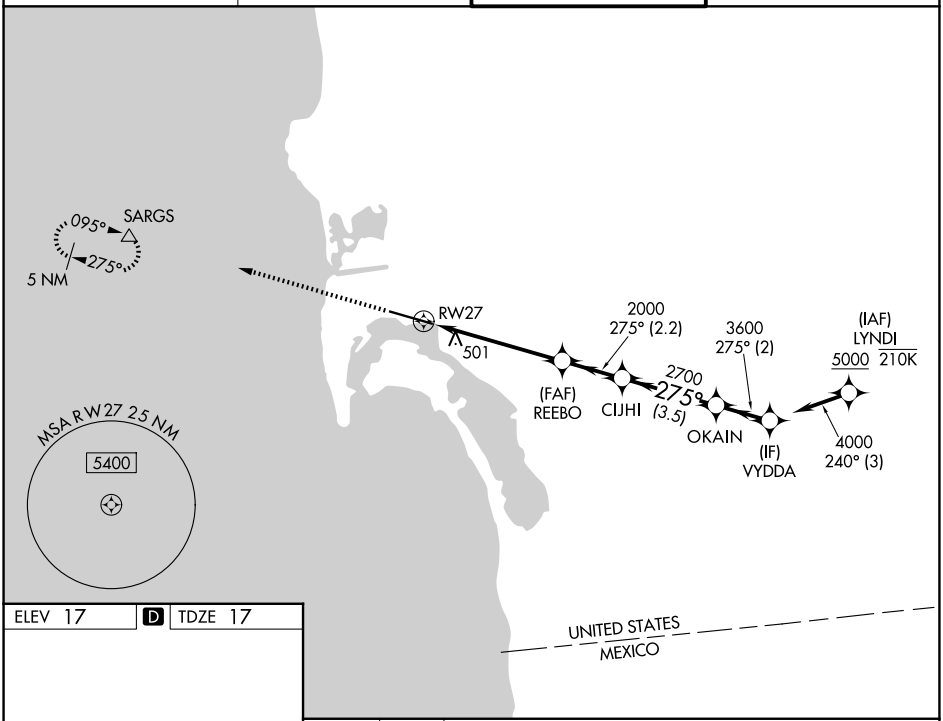
RNP APCH.

Rwy 27 helicopter visibility reduction below RVR 5000 NA. Straight-in Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling NA north of Rwy 9-27. For inop ALS, increase LNAV Cats C/D visibility to 2 SM. Inop table does not apply to LP Cats A/B and LNAV Cat A.

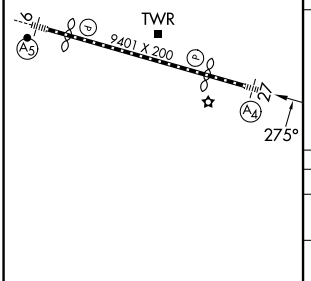
MALS

MISSED APPROACH: Climb to 2500 direct SARGS and hold.

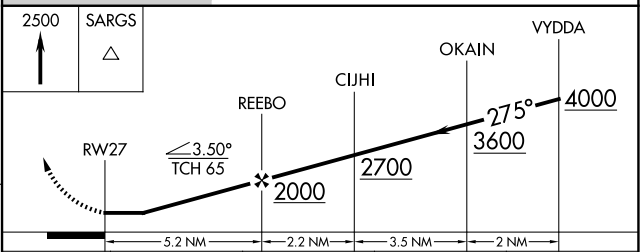
D-ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON
134.8	119.6 363.1 (W) 124.35 279.625 (E)	118.3 338.225	123.9



ELEV 17 | D | TDZE 17



TDZL/RCLS Rwys 9 and 27
HIRL Rwy 9-27



CATEGORY	A	B	C	D
LP MDA	680/50 663 (700-1)		680-1¾ 663 (700-1¾)	
LNAV MDA	760/50 743 (800-1)	760/55 743 (800-1)	760-1⅞ 743 (800-1⅞)	
CIRCLING	820-1 803 (900-1)	820-1¼ 803 (900-1¼)	820-2½ 803 (900-2½)	940-3 923 (1000-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO, CALIFORNIA | AL-373 (FAA) | 26022

LOC RWY 27

SAN DIEGO INTL (SAN)

LOC/DME I-UBR	APP CRS	Rwy Ldg	7591
110.9	275°	TDZE	17
Chan 46		Apt Elev	17

From LYNDI: RNAV 1-DME/DME/IRU or GPS required.

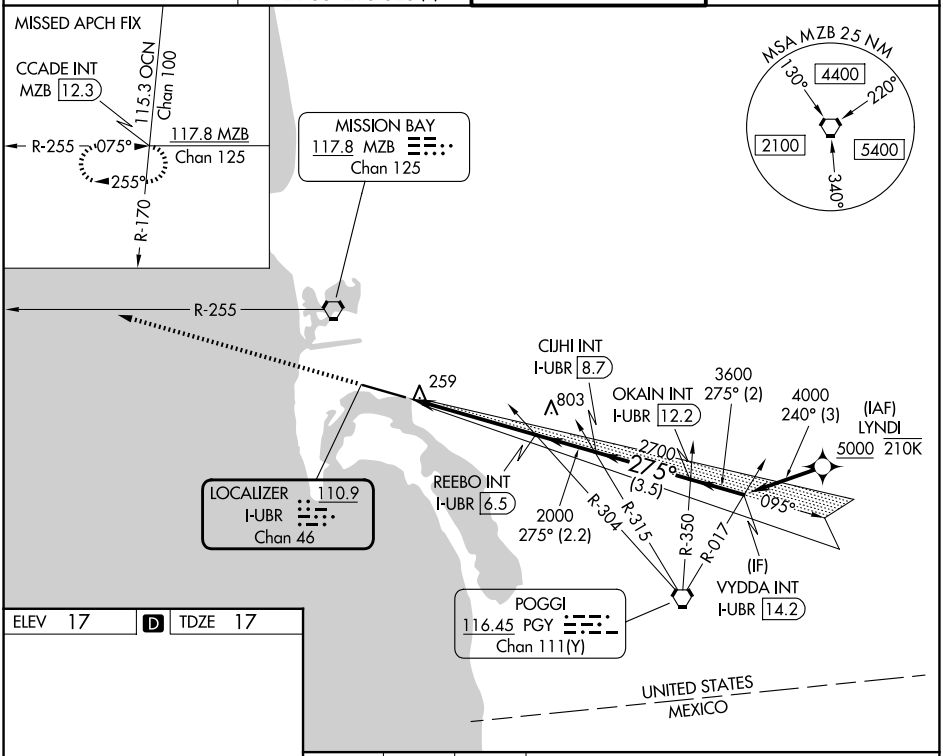
RNAV 1-DME/DME/IRU or GPS required for procedure entry.

Rwy 27 helicopter visibility reduction below 1 SM NA. Circling NA north of Rwy 9-27. Inop table does not apply to Cats A and B. For inop ALS, increase S-27 Cats C and D visibility to 1⅞ SM.

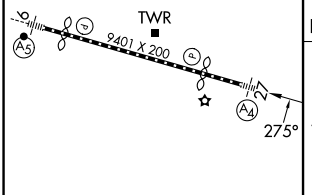
MALS (A4)

MISSED APPROACH: Climb to 2500 on heading 275° and on MZB VORTAC R-255 to CCADE INT/MZB 12.3 DME and hold.

D-ATIS	SOCAL APP CON	LINDBERGH TOWER	GND CON
134.8	119.6 363.1 (W) 124.35 279.625 (E)	118.3 338.225	123.9



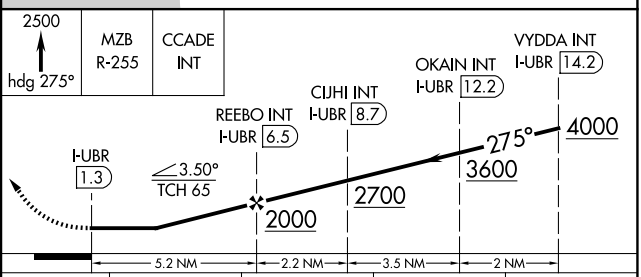
ELEV 17 | D | TDZE 17



TDZL/RCLS Rwys 9 and 27
HIRL Rwy 9-27

FAF to MAP 5.2 NM

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	680-1	663 (700-1)	680-1¾	663 (700-1¾)
CIRCLING	820-1	803 (900-1)	840-2½ 823 (900-2½)	940-3 923 (1000-3)

SAN DIEGO, CALIFORNIA | 32°44'N-117°11'W | SAN DIEGO INTL (SAN)

Amdt 6A 15AUG19 | LOC RWY 27

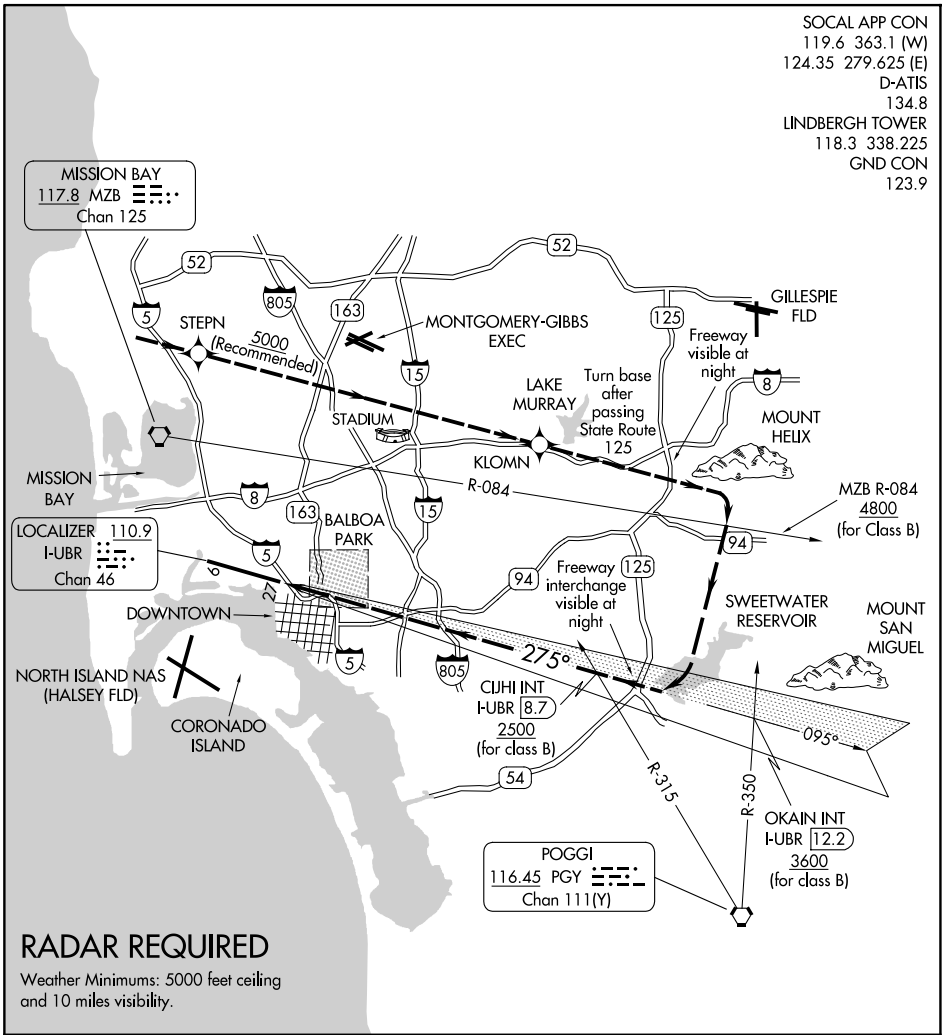
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SWEETWATER VISUAL RWY 27

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



	1 NM	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

SWEETWATER VISUAL APPROACH RWY 27

SWEETWATER VISUAL RWY 27

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

Amdt 1 31MAR16

32°44'N-117°11'W

26134

AIRPORT DIAGRAM

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26134
SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

BORDER SEVEN DEPARTURE

(BRDR7.BROWS) 20AUG15

SAN DIEGO, CALIFORNIA

SAN DIEGO INTL (SAN)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to intercept MZB VORTAC R-096 to BROWS INT. Thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 278° until PGY 19 DME, then left turn on heading 123° to intercept PGY VORTAC R-260 and R-069 to BROWS INT. Thence. . . .

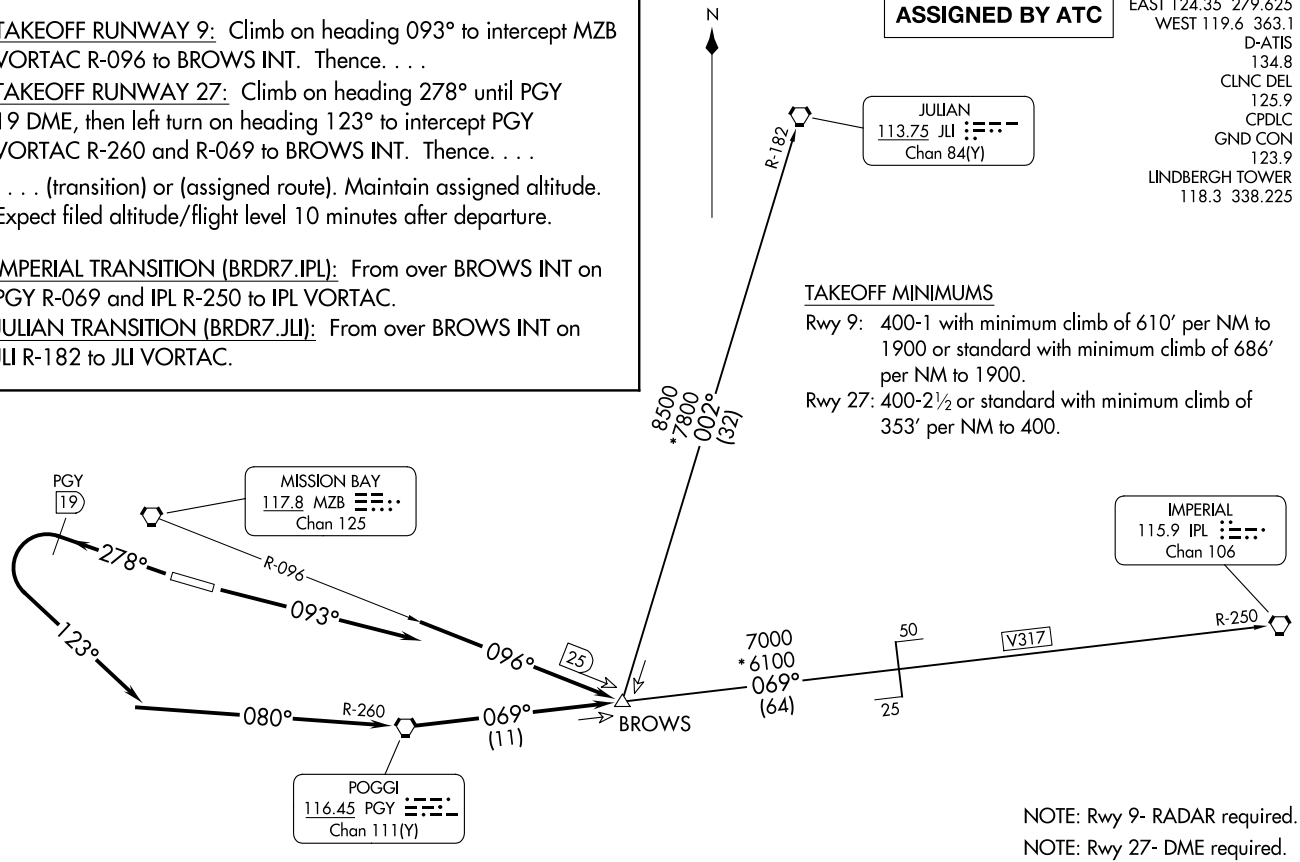
. . . . (transition) or (assigned route). Maintain assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

IMPERIAL TRANSITION (BRDR7.IPL): From over BROWS INT on PGY R-069 and IPL R-250 to IPL VORTAC.

JULIAN TRANSITION (BRDR7.JLI): From over BROWS INT on JLI R-182 to JLI VORTAC.

TOP ALTITUDE: ASSIGNED BY ATC

SOCAL DEP CON
EAST 124.35 279.625
WEST 119.6 363.1
D-ATIS
134.8
CLNC DEL
125.9
CPDLC
GND CON
123.9
LINDBERGH TOWER
118.3 338.225



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.

NOTE: Rwy 9- RADAR required.

NOTE: Rwy 27- DME required.

NOTE: Chart not to scale.

(BRDR7.BROWS) 25275

BORDER SEVEN DEPARTURE

AL-373 (FAA)

SAN DIEGO INTL (SAN)

SAN DIEGO, CALIFORNIA

CLSSY THREE DEPARTURE (RNAV)

(CLSSY3.CLSSY) 22JAN26

SAN DIEGO, CALIFORNIA

SAN DIEGO INTL (SAN)

SOCAL DEP CON
119.6 363.1
D-ATIS
134.8
CLNC DEL
125.9
GND CON
123.9
LINDBERGH TOWER
118.3 338.225

RNAV 1- DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS) FL230/
(TURBOPROPS) 15000

N

MTBAL
15000 *8900 043° (21)
NSHEE
15000 *8400 013° (26)
PIEZZ
15000 *8700 011° (22)
15000 *6400 080° (17)
GRIDR
7000 *6000 077° (10)
JORRJ 11000
7000 *4200 058° (8)
ANRMN (7)
7000 *2600 085°
4000 *2600 099° (8)
CENZA
CLSSY 4000 230K
4000 *2600 107° (6)
ZZOOO
FL230 250K
6000
LLAMP
138° (3)
188° (3)
BRGDY
237° (4)
RRONN
517
275°
15000 *7000 073° (20)
GUUSE
15000 *5700 073° (27)
BLUZE
15000 *3800 077° (46)
IMPERIAL IPL
15000 *4200 078° (27)
BARD BZA
15000 *3200 078° (5)
HOGGZ
15000 *4100 069° (15)
MOHAK
JUDTH
(52) 15000 *4600 058°
TGOLD
069° 15000 *3700 (52)
GILA BEND GBN

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb on heading 275° to 517, then climbing right turn direct RRONN, then on depicted route to cross CLSSY at or above 4000 and at or below 230K, then on transition. Jets maintain FL230, turbo-props maintain 15000, expect filed altitude 10 minutes after departure.

CENZA TRANSITION (CLSSY3.CENZA)

GILA BEND TRANSITION (CLSSY3.GBN)

HOGGZ TRANSITION (CLSSY3.HOGGZ)

MTBAL TRANSITION (CLSSY3.MTBAL)

TGOLD TRANSITION (CLSSY3.TGOLD)

MSA SAN 25 NM
5400

TAKEOFF MINIMUMS

Rwy 27: Standard with minimum climb of 500'/NM to 517.

NOTE: Jets/turbo-props only.

NOTE: HOGGZ Transition for PHX terminal area arrivals only.

NOTE: Chart not to scale.

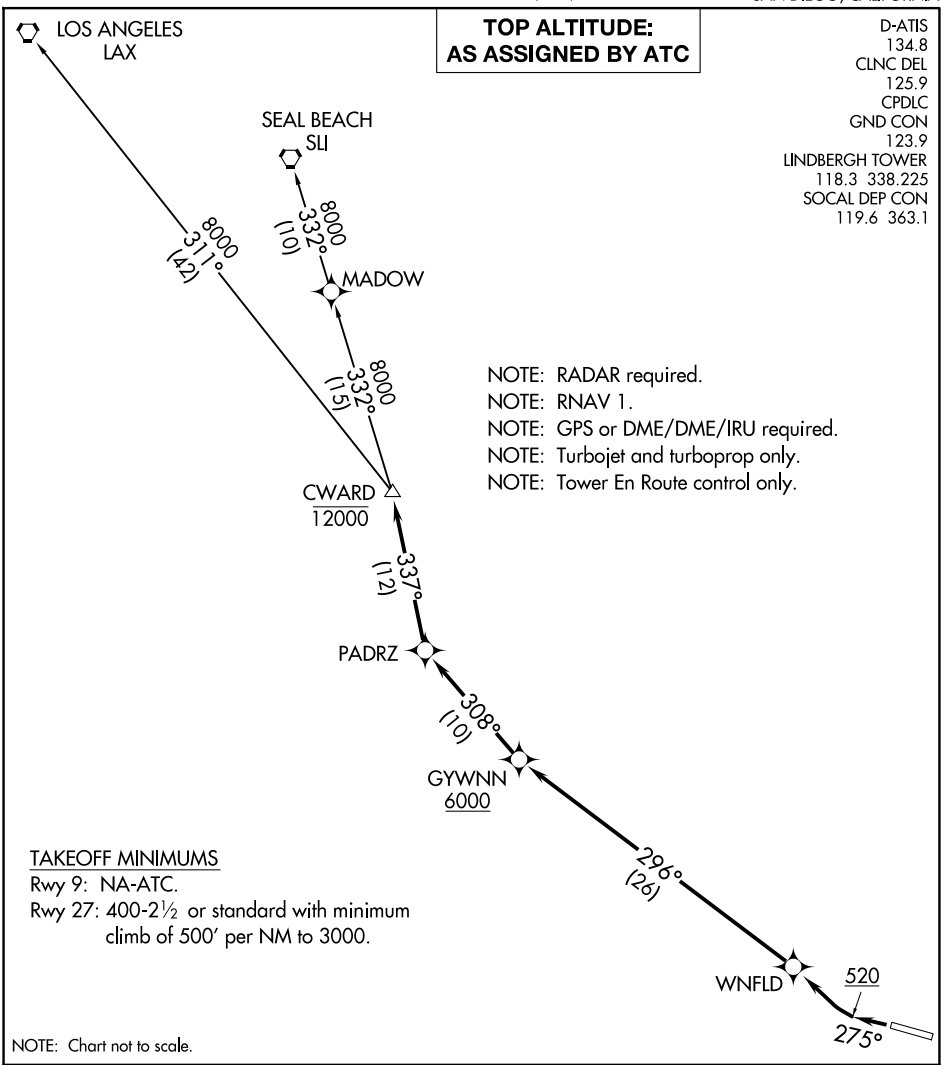
(CLSSY3.CLSSY) 26022

CLSSY THREE DEPARTURE (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)

SAN DIEGO, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct WNFLD, then on track 296° to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

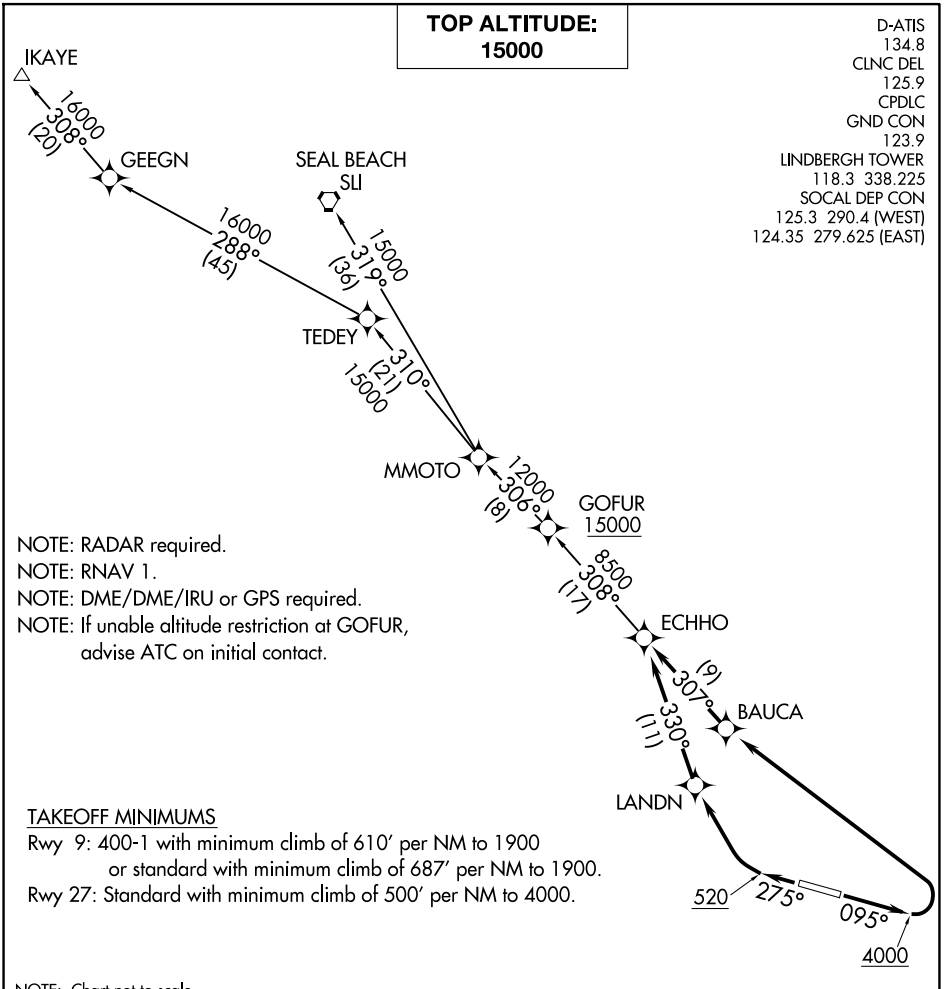
. . . .on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)
SEAL BEACH TRANSITION (CWARD2.SLI)

(ECHHO2.ECHHO) 17285

ECHHO TWO DEPARTURE (RNAV) AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 4000, then left turn direct BAUCA, then on track 307° to ECHHO, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct LANDN, then on track 330° to ECHHO, thence. . . .

. . . .on (transition), maintain 15000. Expect filed altitude 10 minutes after departure.

IKAYE TRANSITION (ECHHO2.IKAYE)

SEAL BEACH TRANSITION (ECHHO2.SLI)

FALCC ONE DEPARTURE

AL-373 (FAA)

SW-3, 09 JUL 2026 to 03 SEP 2026

SOCAL DEP CON
EAST 124.35 279.625
WEST 125.3 290.4
D-ATIS 134.8
CLNC DEL 125.9
CPDLC
GND CON 123.9
LINDBERGH TOWER 118.3 338.225

JUJAN 113.75 JU Chan 84(Y)

OCEANSIDE 115.3 OCN Chan 100

SEAL BEACH 115.7 SLI Chan 104

SANTA CATALINA 114.15 SXC Chan 88(Y)

MISSION BAY 117.8 MZB Chan 125

TOP ALTITUDE: ASSIGNED BY ATC

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.

NOTE: RADAR required.

NOTE: Aircraft filed at or below 13000 expect clearance via SLI or SXC Transition.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 4000, then left turn on heading 278° to intercept MZB R-314 to MAFAN INT. Thence. . . .

TAKEOFF RUNWAY 27: Climbing right turn on heading 293° to intercept OCN R-155 to CLSTR INT. Cross CLSTR INT at or below 4000, then on OCN R-155 and MZB R-314 to MAFAN INT. Thence. . . .

. . . .cross MAFAN INT at or above 8000, then on MZB R-314 to FALCC INT. Then (transition) or (assigned route). Maintain assigned altitude.

SANTA CATALINA TRANSITION (FALCC1.SXC): From over FALCC INT on SXC R-084 to SXC VORTAC.

SEAL BEACH TRANSITION (FALCC1.SLI): From over FALCC INT on SLI R-127 to SLI VORTAC.

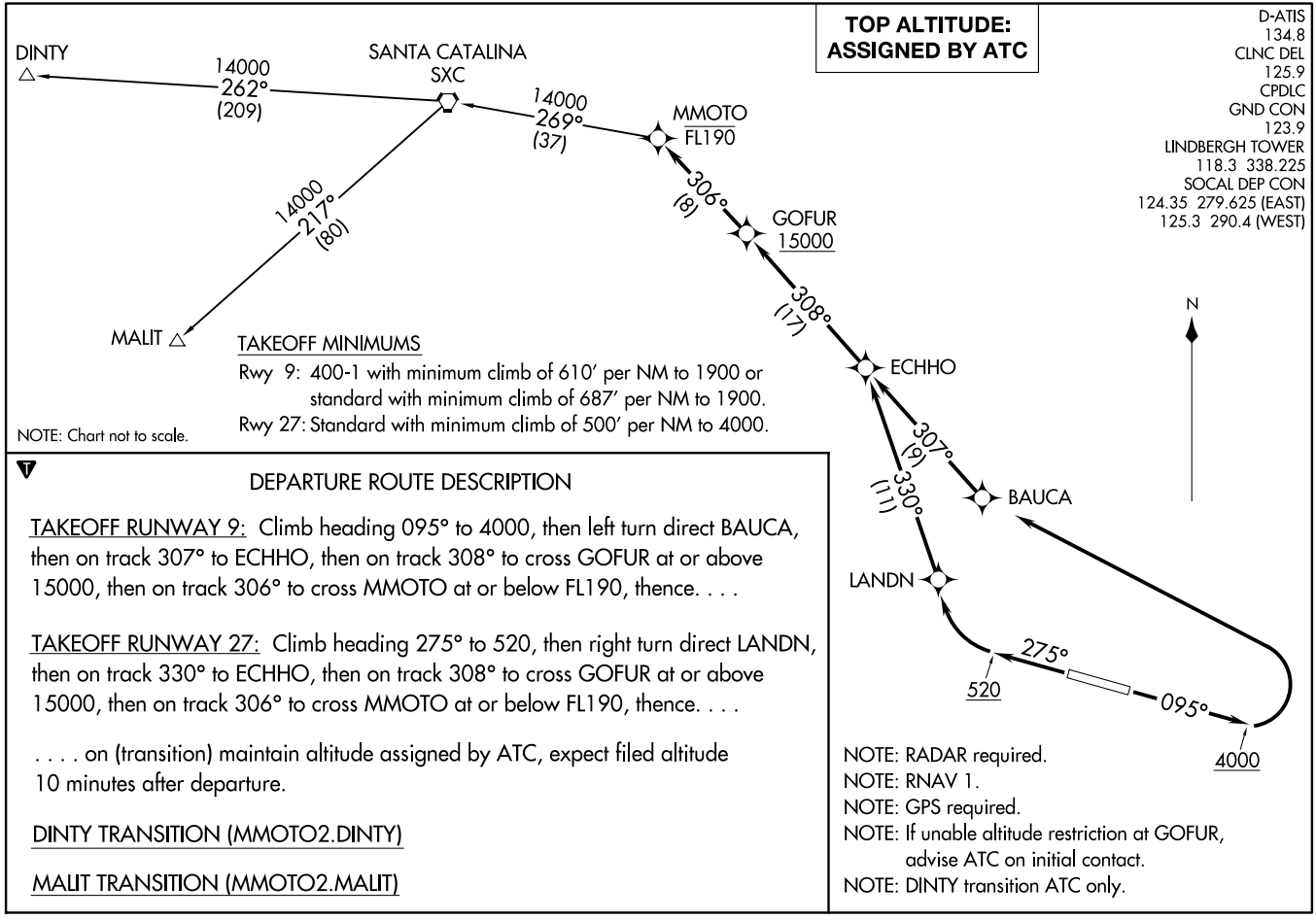
NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026

MMOTO TWO DEPARTURE (RNAV)

(MMOTO2.MMOTO) 12OCT17

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 4000, then left turn direct BAUCA, then on track 307° to ECHHO, then on track 308° to cross GOFUR at or above 15000, then on track 306° to cross MMOTO at or below FL190, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct LANDN, then on track 330° to ECHHO, then on track 308° to cross GOFUR at or above 15000, then on track 306° to cross MMOTO at or below FL190, thence. . . .

. . . . on (transition) maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

DINTY TRANSITION (MMOTO2.DINTY)

MALIT TRANSITION (MMOTO2.MALIT)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: If unable altitude restriction at GOFUR, advise ATC on initial contact.
NOTE: DINTY transition ATC only.

(MMOTO2.MMOTO) 17285

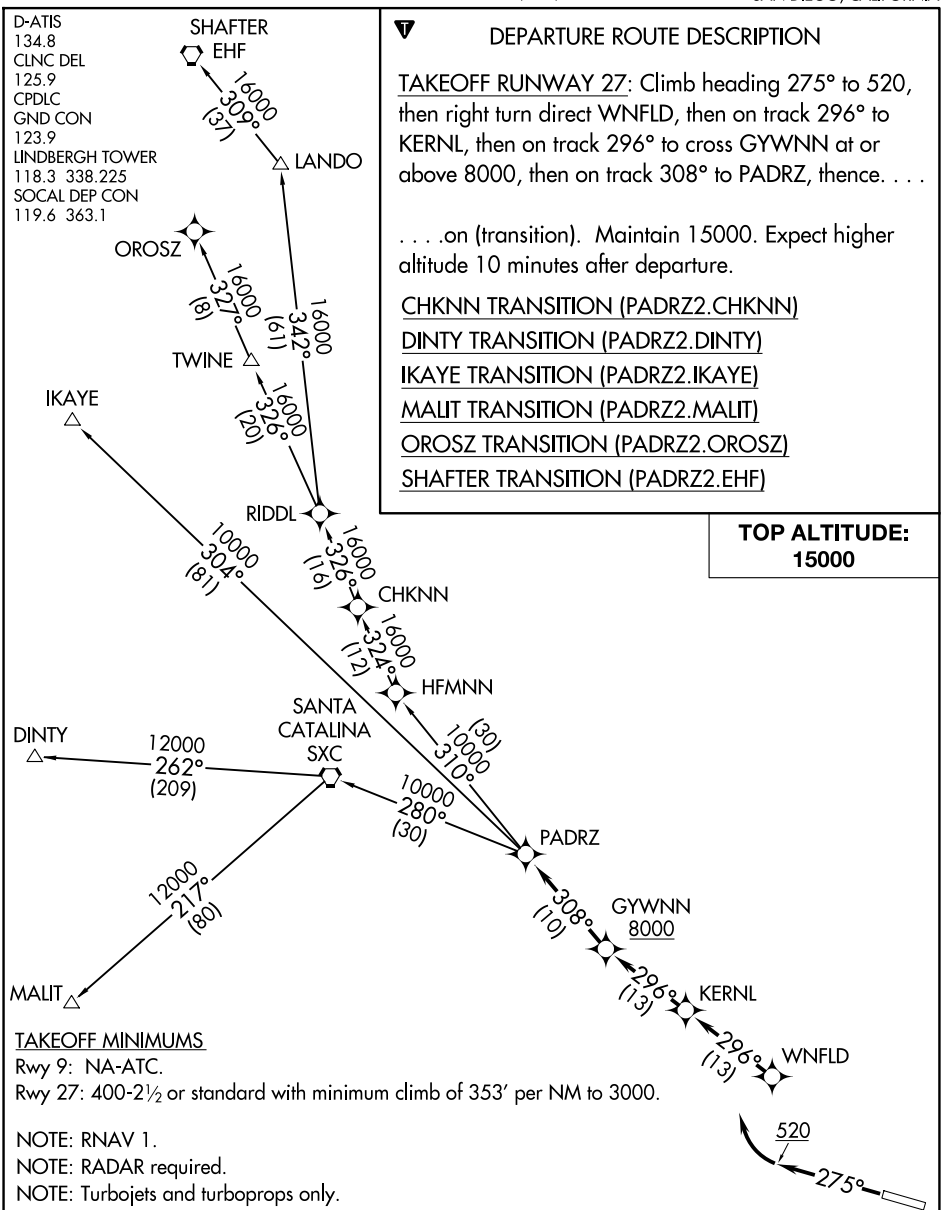
MMOTO TWO DEPARTURE (RNAV)

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA

PADRZ TWO DEPARTURE (RNAV)

AL-373 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 275° to 520, then right turn direct WNFLD, then on track 296° to KERNL, then on track 296° to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)
DINTY TRANSITION (PADRZ2.DINTY)
IKAYE TRANSITION (PADRZ2.IKAYE)
MALIT TRANSITION (PADRZ2.MALIT)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)

TOP ALTITUDE: 15000

TAKEOFF MINIMUMS
Rwy 9: NA-ATC.
Rwy 27: 400-2½ or standard with minimum climb of 353' per NM to 3000.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

NOTE: Chart not to scale.

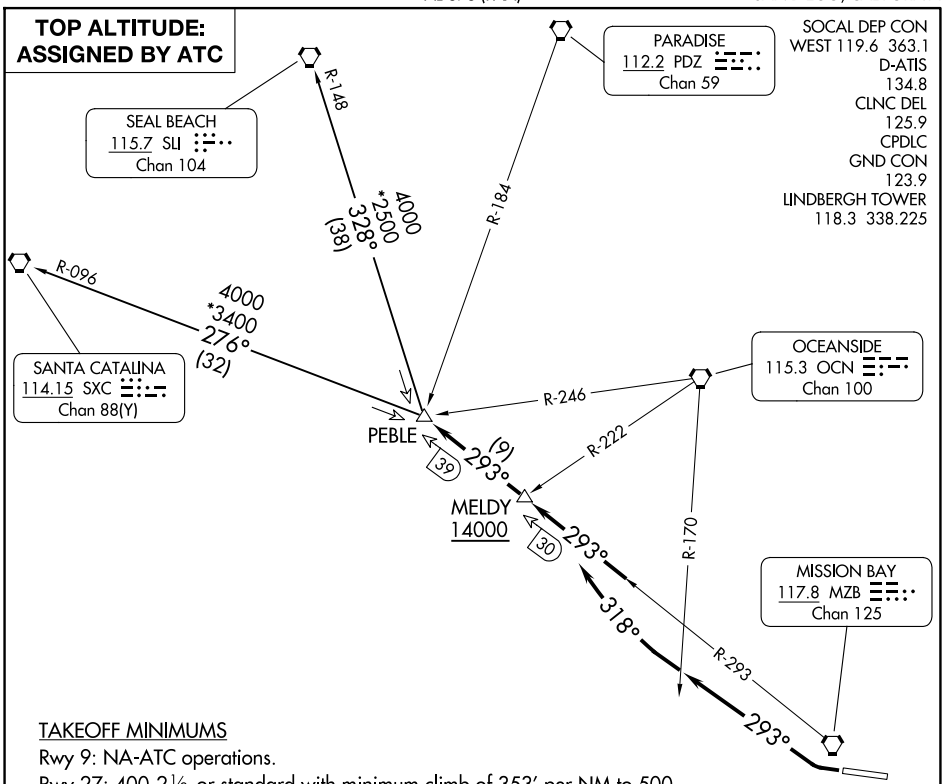
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(PEBLE6.PEBLE) 23334

PEBLE SIX DEPARTURE

AL-373 (FAA)

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



TAKEOFF MINIMUMS
Rwy 9: NA-ATC operations.
Rwy 27: 400-2½ or standard with minimum climb of 353' per NM to 500.

NOTE: RADAR required.
NOTE: Aircraft climbing above 13000 expect RADAR vectors northwest bound prior to PEBLE INT.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

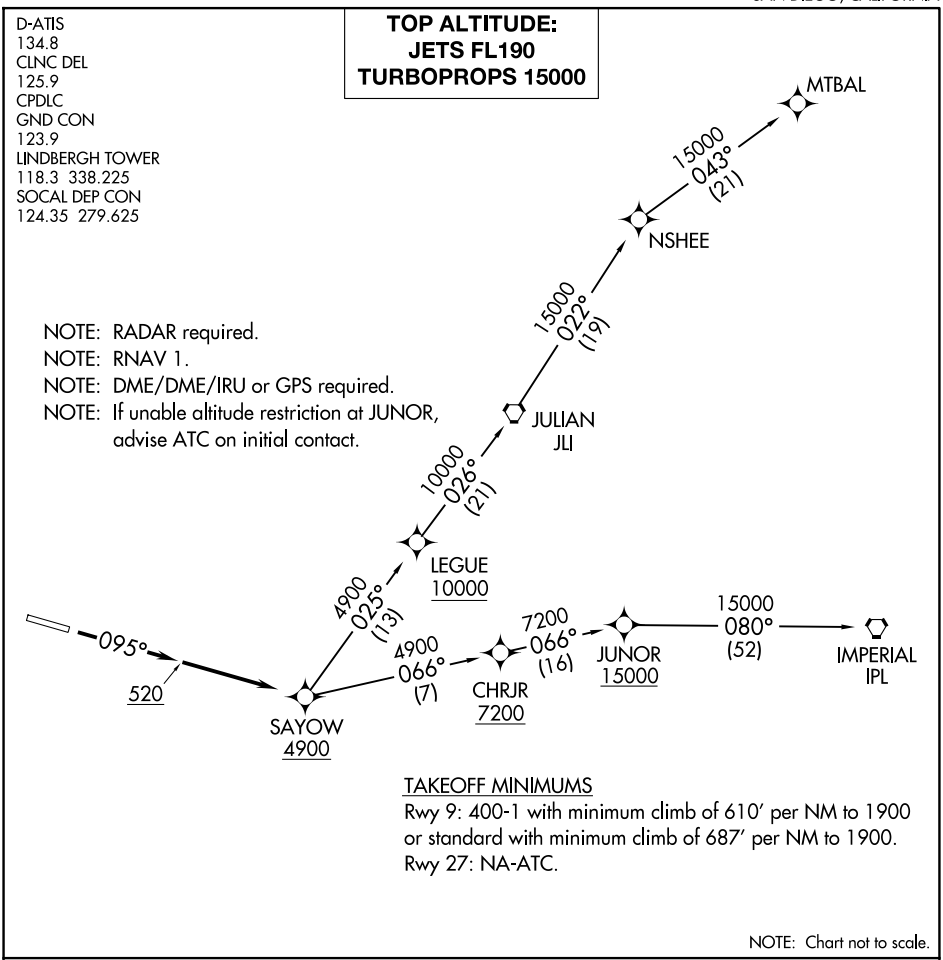
TAKEOFF RUNWAY 27: Climbing right turn heading 293° until crossing OCN VORTAC R-170, then turn right heading 318° to intercept MZB VORTAC R-293 to cross MELDY INT/MZB 30 DME at or above 14000 (or lower ATC assigned altitude) then on MZB R-293 to PEBLE INT/MZB 39 DME, thence. . . .

. . . . via (transition) or (assigned route). Maintain assigned altitude.

SANTA CATALINA TRANSITION (PEBLE6.SXC): From over PEBLE INT on SXC R-096 to SXC VORTAC.

SEAL BEACH TRANSITION (PEBLE6.SLI): From over PEBLE INT on SLI R-148 to SLI VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 095° to 520, then direct to cross SAYOW at or above 4900, thence . . . .

. . . . on (transition) jets maintain FL190, turboprops maintain 15000, expect filed altitude 10 minutes after departure.

IMPERIAL TRANSITION (SAYOW2.IPL)

MTBAL TRANSITION (SAYOW2.MTBAL)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ZZOOO FOUR DEPARTURE (RNAV)

(ZZOOO4.ZZOOO) 31OCT24

SAN DIEGO, CALIFORNIA

SAN DIEGO INTL (SAN)

SOCAL DEP CON
125.15 317.55
D-ATIS
134.8
CLNC DEL
125.9
GND CON
123.9
LINDBERGH TOWER
118.3 338.225

RNAV 1- DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft. For non-GPS equipped aircraft using TGOLD or GBN transitions, BLH DME must be operational.

TOP ALTITUDE: JETS FL230/ TURBOPROPS 15000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb direct JETTI, then left turn direct to cross ZZOOO between 6000 and FL230 and at or below 230K, then on transition. Jets maintain FL230, turbo-props maintain 15000, expect filed altitude 10 minutes after departure.

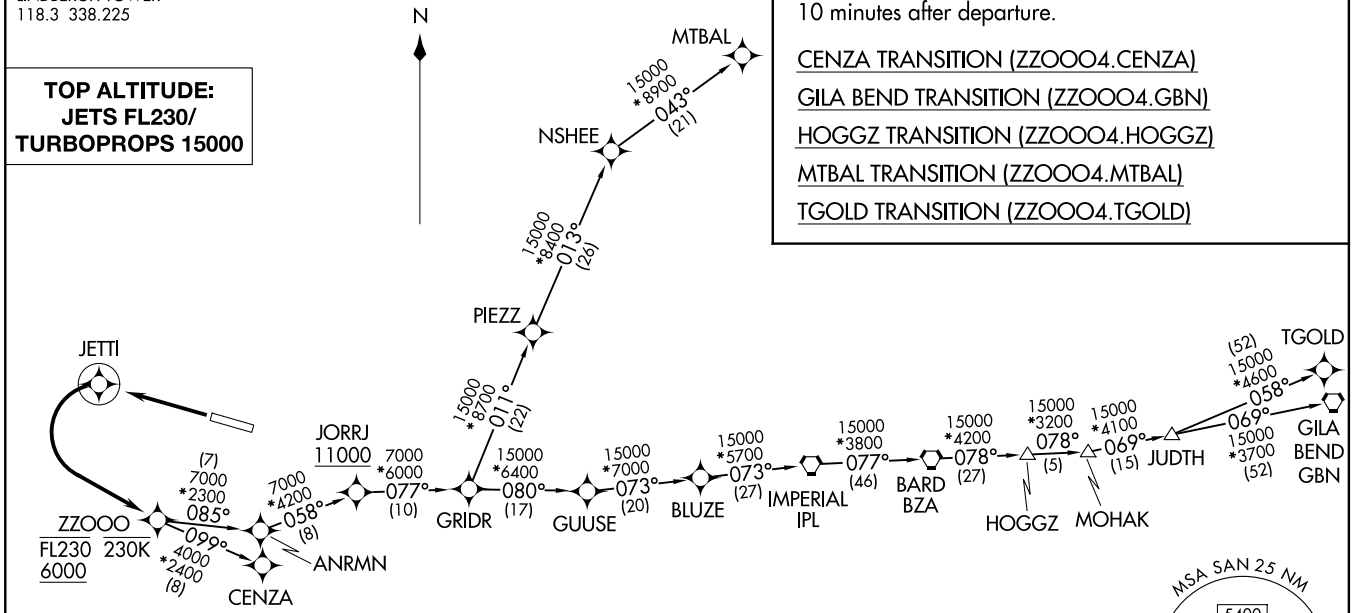
CENZA TRANSITION (ZZOOO4.CENZA)

GILA BEND TRANSITION (ZZOOO4.GBN)

HOGGZ TRANSITION (ZZOOO4.HOGGZ)

MTBAL TRANSITION (ZZOOO4.MTBAL)

TGOLD TRANSITION (ZZOOO4.TGOLD)



TAKEOFF MINIMUMS

Rwy 27: 400-2½ or standard with minimum climb of 370'/NM to 300.

NOTE: Jets/turbo-props only.

NOTE: HOGGZ Transition for PHX terminal area arrivals only.

MSA SAN 25 NM
5400

NOTE: Chart not to scale.

ZZOOO FOUR DEPARTURE (RNAV)

(ZZOOO4.ZZOOO) 24305

AL-373 (FAA)

SAN DIEGO INTL (SAN)

SAN DIEGO, CALIFORNIA

RNAV (GPS) RWY 9L

GILLESPIE FLD (SEE)

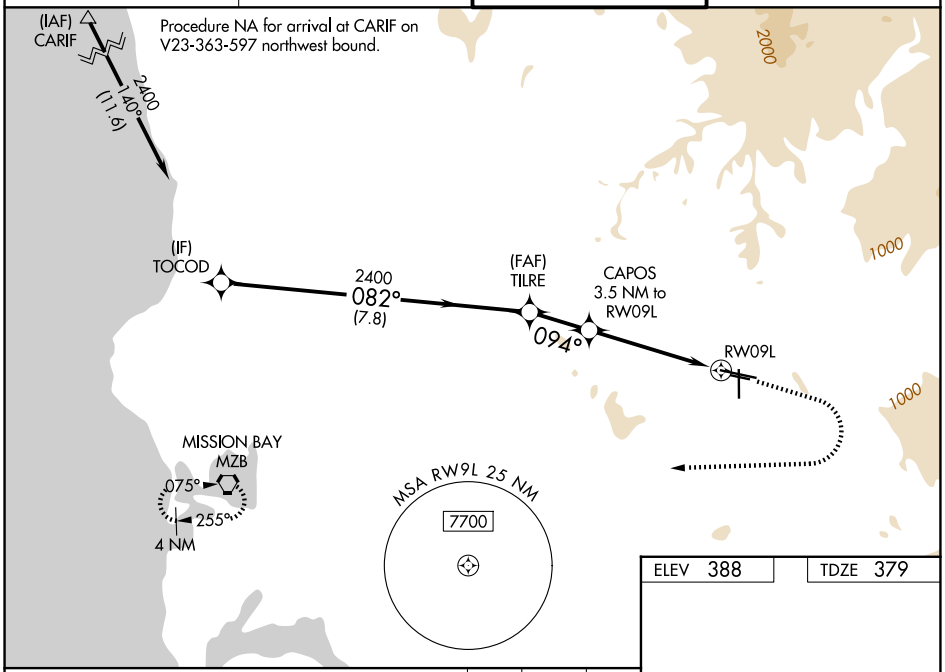
APP CRS	Rwy Ldg	5342
094°	TDZE	379
	Apt Elev	388

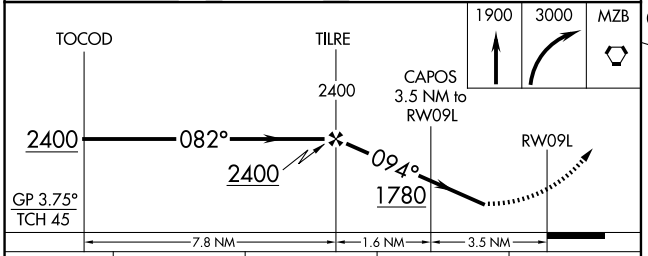
RNP APCH - GPS.

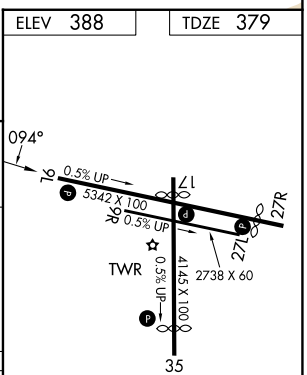
Rwy 9L helicopter visibility reduction below 1 SM NA. Circling NA northeast of Rwys 17 and 27R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° or above 54°C. Circling Rwy 9L, 27L/R, 35 NA at night. Rwy 9L Straight-in minimums NA at night. When local altimeter setting not received, use NKX altimeter setting and increase LNAV/VNAV DA to 1306 feet. Increase all MDAs 40 feet.

MISSED APPROACH: (Do not exceed 180K until MZB) Climb to 1900 then climbing right turn to 3000 direct MZB VORTAC and hold.

ATIS	SOCAL APP CON	GILLESPIE TOWER★	GND CON
125.45	124.35 279.625	120.7 (CTAF) L 257.8	121.7







CATEGORY	A	B	C	D
LNAV/VNAV DA	1272-2½ 893 (900-2½)			NA
LNAV MDA	1480-1¼ 1101 (1100-1¼)	1480-1½ 1101 (1100-1½)	1480-3 1101 (1100-3)	NA
CIRCLING	1480-1¼ 1092 (1100-1¼)	1480-1½ 1092 (1100-1½)	1940-3 1552 (1600-3)	NA

MIRL Rwys 9L-27R and 17-35 L

REIL Rwy 27R L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN DIEGO/EL CAJON, CALIFORNIA AL-5402 (FAA) 25275

RNAV (GPS) RWY 17

GILLESPIE FLD (SEE)

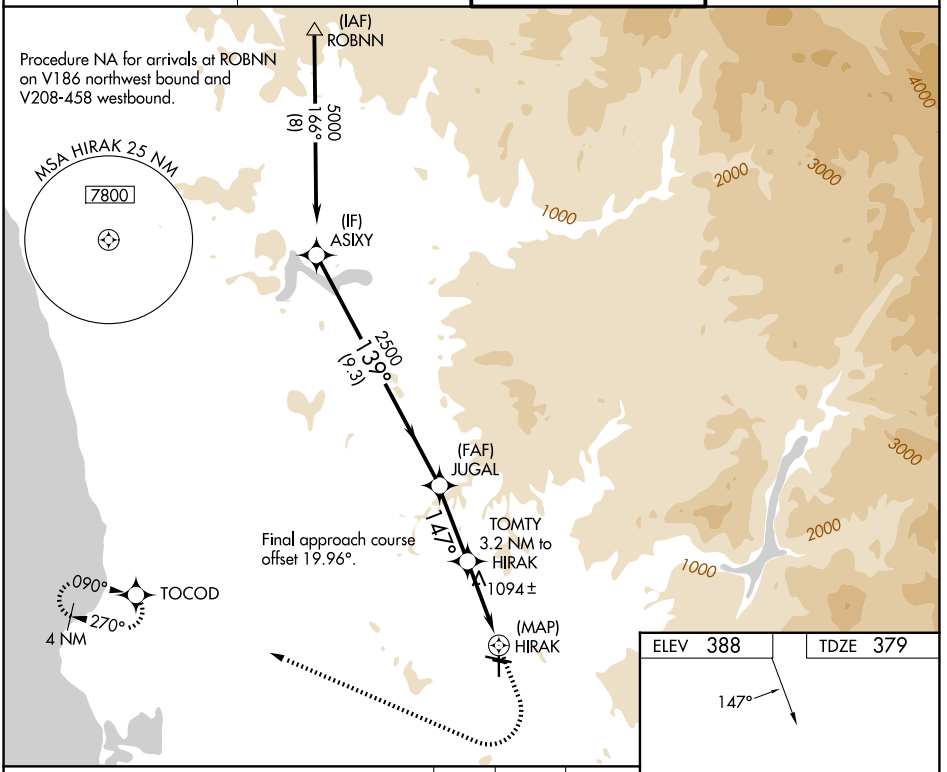
WAAS CH 86928 W17A	APP CRS 147°	Rwy Ldg 3695 TDZE 379 Apt Elev 388

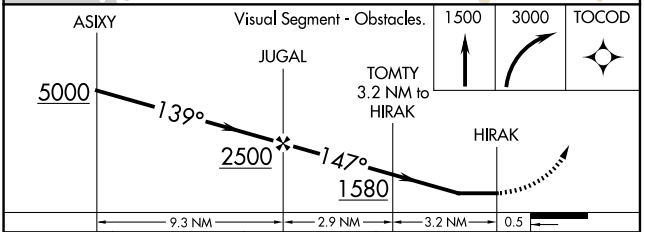
RNP APCH - GPS.

Circling NA northeast of Rwys 17 and 27R. When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 27R, 35 NA at night.

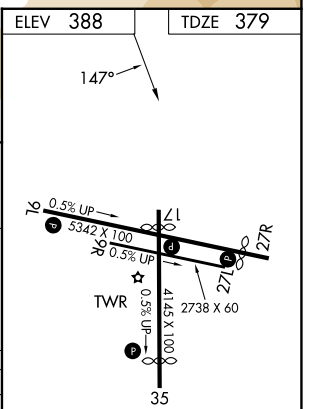
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct TOCOD and hold.

ATIS	SOCAL APP CON	GILLESPIE TOWER★	GND CON
125.45	124.35 279.625	120.7 (CTAF) L 257.8	121.7





CATEGORY	A	B	C	D
LP MDA	1360-1¼ 981 (1000-1¼)	1360-1½ 981 (1000-1½)	1360-3	981 (1000-3)
LNAV MDA	1380-1¼ 1001 (1000-1¼)	1380-1½ 1001 (1000-1½)	1380-3	1001 (1000-3)
CIRCLING	1440-1¼ 1052 (1100-1¼)	1440-1½ 1052 (1100-1½)	1940-3	1552 (1600-3)



MIRL Rwys 9L-27R and 17-35 L

REIL Rwy 27R L

SAN DIEGO/EL CAJON, CALIFORNIA GILLESPIE FLD (SEE)

Amdt 2G 06OCT22 32°50'N-116°58'W

RNAV (GPS) RWY 17

SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-SEE	APP CRS	Rwy Ldg	N/A
110.5	269°	TDZE	N/A
Chan 42		Apt Elev	388

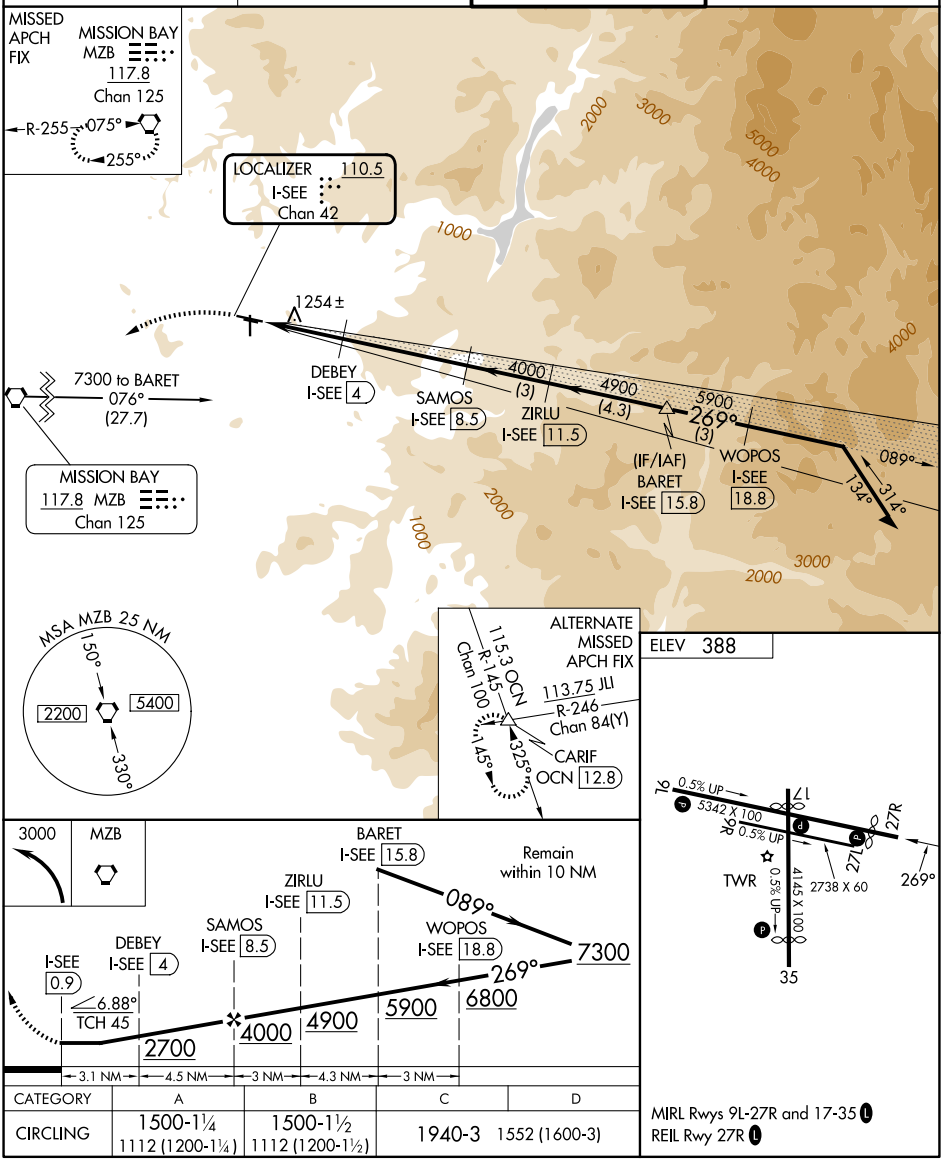
LOC-D
GILLESPIE FLD (SEE)

DME required.

When local altimeter setting not received, use Miramar MCAS altimeter setting and increase all MDA 40 feet. Circling NA northeast of Rwy 27R-17. Circling Rwy 27R, 35 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct to MZB VORTAC and hold.

ATIS	SOCAL APP CON	GILLESPIE TOWER★	GND CON
125.45	124.35 279.625	120.7 (CTAF) L 257.8	121.7



CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1112 (1200-1¼)	1500-1½ 1112 (1200-1½)	1940-3	1552 (1600-3)

MIRL Rwys 9L-27R and 17-35 L
REIL Rwy 27R L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

AL-5402 (FAA)

GILLESPIE FLD (SEE)
SAN DIEGO/EL CAJON, CALIFORNIA

AIRPORT DIAGRAM

26134

SAN DIEGO/EL CAJON, CALIFORNIA
GILLESPIE FLD (SEE)

SW-3, 09 JUL 2026 to 03 SEP 2026

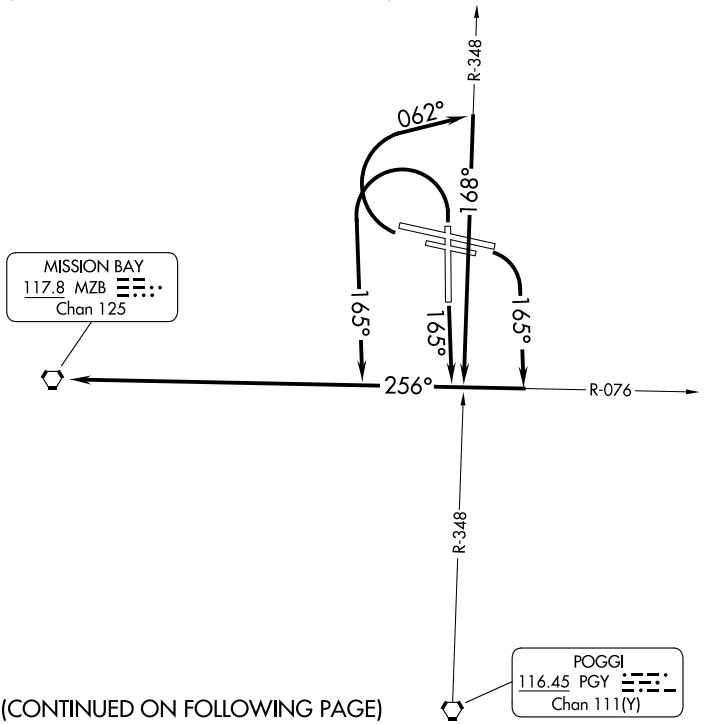
SW-3, 09 JUL 2026 to 03 SEP 2026

MISSION BAY TWO DEPARTURE (OBSTACLE)

SOCAL DEP CON
124.35 279.625
GILLESPIE TOWER★
120.7 257.8

TAKEOFF MINIMUMS

Rwy 9L: 900-2¾ with minimum climb of 400′ per NM to 3600, or 4400-3 for VCOA.
Rwy 9R: 900-2 ¾ with minimum climb of 405′ per NM to 3600, or 4400-3 for VCOA.
Rwy 17: Standard with minimum climb of 440′ per NM to 1800, or 4400-3 for VCOA.
Rwys 27L/R: Standard with minimum climb of 500′ per NM to 2000, or 4400-3 for VCOA.
Rwy 35: Standard with minimum climb of 360′ per NM to 1900, or 4400-3 for VCOA.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climbing right turn on heading 165°, thence . . . .
TAKEOFF RUNWAY 17: Climb on heading 165°, thence . . . .
TAKEOFF RUNWAYS 27L/R: Climbing right turn on heading 062° and on PGY R-348, thence . . . .
TAKEOFF RUNWAY 35: Climbing left turn on heading 165°, thence . . . .

. . . . on MZB R-076 to MZB VORTAC.

ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gillespie Fld at or above 4600 before proceeding on assigned route of flight.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

MISSION BAY TWO DEPARTURE (OBSTACLE)

SW-3, 09 JUL 2026 to 03 SEP 2026

TAKEOFF OBSTACLE NOTES

Rwy 9L: Terrain 11′ from DER, 202′ left of centerline, 395′ MSL. Terrain 189′ from DER, 236′ left of centerline, 398′ MSL. Vehicle on road beginning 604′ from DER, 12′ right of centerline, 428′ MSL. Sign, bridge, vehicle on road, pole beginning 739′ from DER, on centerline, up to 42′ AGL/448′ MSL. Building 916′ from DER, 354′ left of centerline, 24′ AGL/448′ MSL. Tree, pole beginning 940′ from DER, 314′ left of centerline, up to 468′ MSL. Tree 1259′ from DER, 676′ right of centerline, 451′ MSL. Tree, pole, building, vehicle on road beginning 1287′ from DER, 4′ right of centerline, up to 480′ MSL. Tree, building, pole beginning 1413′ from DER, 420′ left of centerline, up to 486′ MSL. Tree, poles beginning 1423′ from DER, 176′ left of centerline, up to 499′ MSL. Tree 1630′ from DER, 620′ left of centerline, 519′ MSL. Tree, poles beginning 1634′ from DER, 8′ left of centerline, up to 522′ MSL. Poles beginning 2125′ from DER, 39′ right of centerline, up to 42′ AGL/485′ MSL. Pole 2226′ from DER, 19′ right of centerline, 43′ AGL/488′ MSL. Trees, poles beginning 2333′ from DER, 55′ right of centerline, up to 509′ MSL. Tree, poles, transmission line beginning 2601′ from DER, 1′ left of centerline, up to 530′ MSL. Trees, transmission line, poles, building beginning 2949′ from DER, 88′ left of centerline, up to 566′ MSL. Tree, poles beginning 3042′ from DER, 26′ right of centerline, up to 532′ MSL. Poles beginning 3611′ from DER, 246′ left of centerline, up to 44′ AGL/575′ MSL. Poles, transmission line beginning 3802′ from DER, 119′ left of centerline, up to 43′ AGL/583′ MSL. Poles, transmission line beginning 3920′ from DER, 38′ left of centerline, up to 43′ AGL/589′ MSL. Transmission line, poles beginning 4371′ from DER, 362′ left of centerline, up to 62′ AGL/594′ MSL. Poles beginning 4389′ from DER, 131′ right of centerline, up to 45′ AGL/533′ MSL. Tree, poles beginning 4443′ from DER, 14′ left of centerline, up to 624′ MSL. Pole 4576′ from DER, 53′ right of centerline, 45′ AGL/541′ MSL. Poles beginning 4720′ from DER, 102′ right of centerline, up to 50′ AGL/545′ MSL. Transmission line, pole beginning 5111′ from DER, 246′ right of centerline, up to 55′ AGL/548′ MSL. Poles beginning 5145′ from DER, 340′ left of centerline, up to 39′ AGL/641′ MSL. Tree, poles beginning 5412′ from DER, 5′ left of centerline, up to 654′ MSL. Transmission line 5476′ from DER, 374′ right of centerline, 55′ AGL/552′ MSL. Tree, poles beginning 5712′ from DER, 23′ left of centerline, up to 672′ MSL. Trees, poles, transmission line beginning 5782′ from DER, 67′ right of centerline, up to 628′ MSL. Pole 1.1 NM from DER, 2123′ left of centerline, 40′ AGL/1219′ MSL. Tower 1.1 NM from DER, 2086′ left of centerline, 60′ AGL/1236′ MSL. Tower, poles, trees, terrain, fence, vegetation, transmission lines beginning 1.1 NM from DER, 51′ left of centerline, up to 63′ AGL/1242′ MSL. Tree 1.1 NM from DER, 523′ right of centerline, 672′ MSL. Pole 1.1 NM from DER, 2249′ right of centerline, 37′ AGL/689′ MSL. Transmission line 1.2 NM from DER, 1980′ right of centerline, 38′ AGL/771′ MSL. Poles beginning 1.2 NM from DER, 1962′ right of centerline, up to 57′ AGL/774′ MSL. Building, pole beginning 1.2 NM from DER, 517′ right of centerline, up to 29′ AGL/813′ MSL. Trees, poles, transmission lines beginning 1.2 NM from DER, 52′ right of centerline, up to 824′ MSL.

Rwy 9R: Pole 921′ from DER, 521′ right of centerline, 42′ AGL/432′ MSL. Vehicle on road 1544′ from DER, 404′ left of centerline, 428′ MSL. Transmission line, sign beginning 1669′ from DER, 24′ right of centerline, up to 51′ AGL/452′ MSL. Vehicle on road 1827′ from DER, 409′ left of centerline, 430′ MSL. Building 1855′ from DER, 772′ left of centerline, 24′ AGL/448′ MSL. Trees, poles beginning 1879′ from DER, 732′ left of centerline, up to 468′ MSL. Poles beginning 1960′ from DER, 67′ right of centerline, up to 60′ AGL/455′ MSL. Tower, tree beginning 2042′ from DER, 258′ right of centerline, up to 65′ AGL/459′ MSL. Tree 2226′ from DER, 173′ left of centerline, 480′ MSL. Tree, pole, building beginning 2352′ from DER, 264′ left of centerline, up to 486′ MSL. Tree, pole beginning 2363′ from DER, 594′ left of centerline, up to 499′ MSL. Tree, poles beginning 2490′ from DER, 41′ right of centerline, up to 480′ MSL. Tree 2569′ from DER, 1038′ left of centerline, 519′ MSL. Trees, poles, vehicle on road beginning 2573′ from DER, 92′ left of centerline, up to 522′ MSL. Trees, poles, transmission line beginning 3540′ from DER, 4′ left of centerline, up to 530′ MSL. Tree, pole beginning 3633′ from DER, 82′ right of centerline, up to 505′ MSL. Trees, poles, transmission line beginning 3888′ from DER, 45′ left of centerline, up to 566′ MSL. Poles, transmission line beginning 4572′ from DER, 259′ left of centerline, up to 38′ AGL/567′ MSL. Poles, transmission line beginning 4885′ from DER, 116′ left of centerline, up to 43′ AGL/584′ MSL. Transmission line, poles beginning 5310′ from DER, 288′ left of centerline, up to 62′ AGL/594′ MSL. Tree, poles, transmission line beginning 5382′ from DER, 173′ left of centerline, up to 624′ MSL. Poles beginning 1 NM from DER, 118′ left of centerline, up to 39′ AGL/641′ MSL. Tree, poles, transmission line beginning 1 NM from DER, 44′ left of centerline, up to 654′ MSL. Trees, poles beginning 1 NM from DER, 51′ left of centerline, up to 672′ MSL. Trees, poles, transmission line beginning 1.1 NM from DER, 16′ right of centerline, up to 628′ MSL. Pole 1.2 NM from DER, 2543′ left of centerline, 40′ AGL/1219′ MSL. Tower 1.2 NM from DER, 2507′ left of centerline, 60′ AGL/1236′ MSL. Tower, trees, poles, terrain, fence, vegetation, transmission lines beginning 1.2 NM from DER, 11′ left of centerline, up to 63′ AGL/1242′ MSL. Tree 1.3 NM from DER, 103′ right of centerline, 672′ MSL. Pole 1.3 NM from DER, 1829′ right of centerline, 37′ AGL/689′ MSL. Transmission line 1.3 NM from DER, 1559′ right of centerline, 38′ AGL/771′ MSL. Poles beginning 1.3 NM from DER, 1541′ right of centerline, up to 57′ AGL/774′ MSL. Building, pole beginning 1.3 NM from DER, 97′ right of centerline, up to 29′ AGL/813′ MSL. Trees, poles, beginning 1.3 NM from DER, 193′ right of centerline, up to 824′ MSL.

(CONTINUED ON FOLLOWING PAGE)

(NOTES CONTINUED)

TAKEOFF OBSTACLE NOTES

Rwy 17: Fence 14′ from DER, 43′ right of centerline, 9′ AGL/393′ MSL.
Pole 36′ from DER, 456′ right of centerline, 40′ AGL/424′ MSL.
Poles, building beginning 50′ from DER, 123′ right of centerline, up to 45′ AGL/428′ MSL.
Poles, buildings beginning 266′ from DER, 149′ left of centerline, up to 42′ AGL/429′ MSL.
Trees, pole, building beginning 390′ from DER, 33′ right of centerline, up to 457′ MSL.
Trees, pole, building beginning 970′ from DER, 57 left of centerline, up to 470′ MSL.
Tree, building beginning 1145′ from DER, 377′ right of centerline, up to 473′ MSL.
Trees, building, poles beginning 1618′ from DER, 54′ left of centerline, up to 472′ MSL.
Pole 1.4 NM from DER, 2367′ right of centerline, 43′ AGL/614′ MSL.
Pole 1.5 NM from DER, 2346′ right of centerline, 43′ AGL/658′ MSL.
Poles beginning 1.6 NM from DER, 2319′ right of centerline, up to 38′ AGL/746′ MSL.

Rwy 27L: Tree 1548′ from DER, 765′ right of centerline, 428′ MSL.
Trees beginning 2189′ from DER, 700′ right of centerline, up to 453′ MSL.
Tree 2943′ from DER, 655′ left of centerline, 441′ MSL.
Tree, building beginning 3732′ from DER, 464′ left of centerline, up to 470′ MSL.
Tree, pole beginning 5745′ from DER, 827′ left of centerline, up to 572′ MSL.
Vegetation 1.4 NM from DER, 1507′ left of centerline, 722′ MSL.

Rwy 27R: Tree, poles beginning 178′ from DER, 235′ right of centerline, up to 411′ MSL.
Vehicle on road 510′ from DER, 412′ left of centerline, 379′ MSL.
Trees, poles beginning 525′ from DER, 38′ right of centerline, up to 453′ MSL.
Pole 799′ from DER, 83′ left of centerline, 41′ AGL/390′ MSL.
Trees, poles beginning 2068′ from DER, 19′ left of centerline, up to 470′ MSL.
Tree, tower beginning 4080′ from DER, 978′ left of centerline, 572′ MSL.
Vegetation 1.2 NM from DER, 1924′ left of centerline, 722′ MSL.

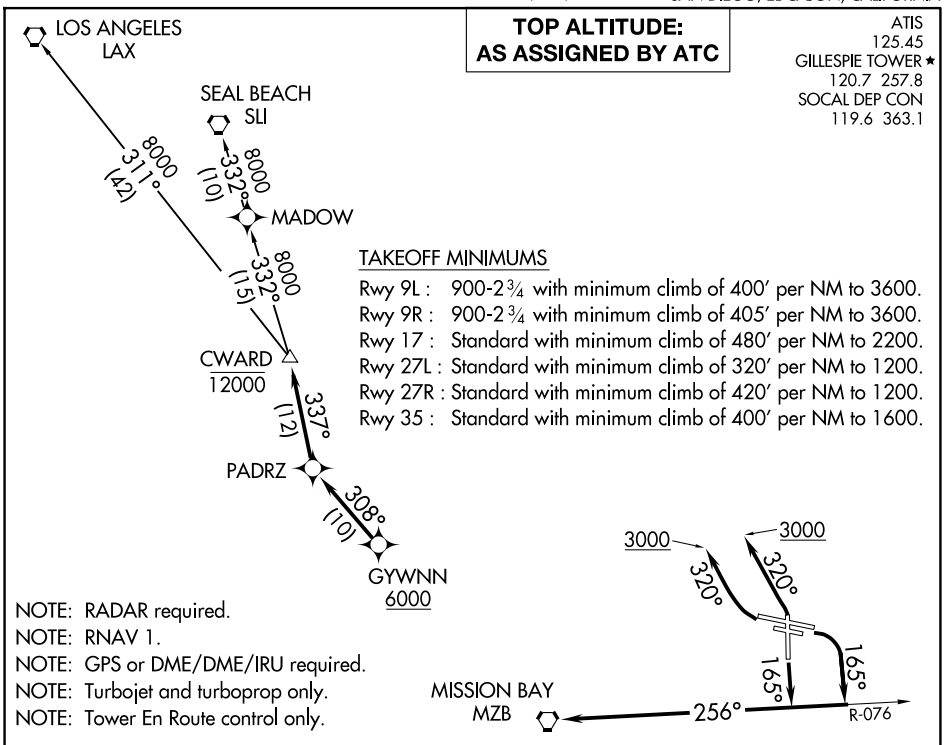
Rwy 35: Pole 34′ from DER, 202′ right of centerline, 21′ AGL/388′ MSL.
Pole, building beginning 51′ from DER, 248′ right of centerline, up to 29′ AGL/399′ MSL.
Trees, building, poles beginning 231′ from DER, 29′ right of centerline, up to 447′ MSL.
Poles beginning 381′ from DER, 336′ left of centerline, up to 42′ AGL/405′ MSL.
Tree 1107′ from DER, 118′ left of centerline, 408′ MSL.
Tree 1145′ from DER, 581′ left of centerline, 427′ MSL.
Tree 1486′ from DER, 293′ left of centerline, 438′ MSL.
Trees beginning 1487′ from DER, 344′ left of centerline, up to 439′ MSL.

SW-3, 09 JUL 2026 to 03 SEP 2026

(CWARD2.CWARD) 21168

CWARD TWO DEPARTURE (RNAV) AL-5402 (FAA)

GILLESPIE FLD (SEE)
SAN DIEGO/EL CAJON, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 165° and MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 35: Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . .on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)

SW-3, 09 JUL 2026 to 03 SEP 2026

ATIS
125.45
GILLESPIE TOWER*
120.7 257.8
SOCAL DEP CON
119.6 363.1

TOP ALTITUDE: 15000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/9R: Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above, 8000, then on track 308° to PADRZ, thence. . . .

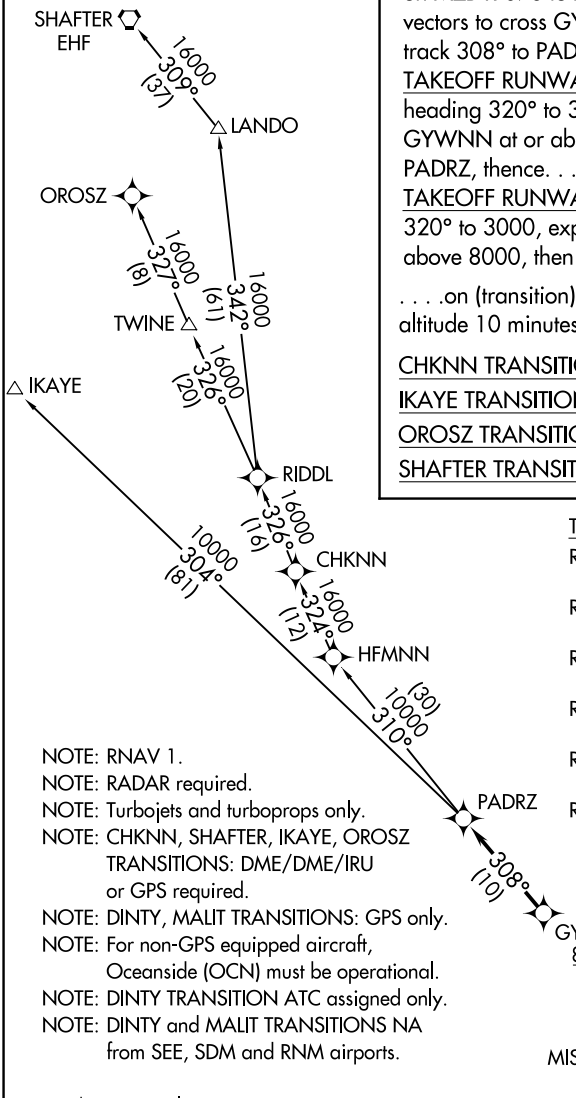
TAKEOFF RUNWAY 17: Climb heading 165° and on MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

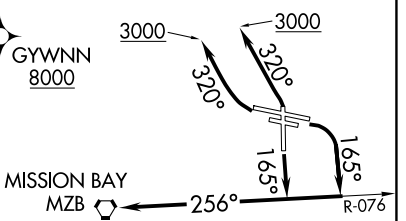
TAKEOFF RUNWAYS 27L/27R: Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 35: Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)
IKAYE TRANSITION (PADRZ2.IKAYE)
OROSZ TRANSITION (PADRZ2.OROSZ)
SHAFTER TRANSITION (PADRZ2.EHF)





TAKEOFF MINIMUMS

Rwy 9L: 900-2¾ with minimum climb of 400′ per NM to 3600.
Rwy 9R: 900-2¾ with minimum climb of 405′ per NM to 3600.
Rwy 17: Standard with minimum climb of 480′ per NM to 2200.
Rwy 27L: Standard with minimum climb of 320′ per NM to 1200
Rwy 27R: Standard with minimum climb of 420′ per NM to 1200
Rwy 35: Standard with minimum climb of 400′ per NM to 1600.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
NOTE: DINTY, MALIT TRANSITIONS: GPS only.
NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
NOTE: DINTY TRANSITION ATC assigned only.
NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN LUIS OBISPO, CALIFORNIA | AL-989 (FAA) | 25275

LOC I-SBP	APP CRS	Rwy Ldg	5300
109.7	110°	TDZE	198
		Apt Elev	212

ILS or LOC RWY 11

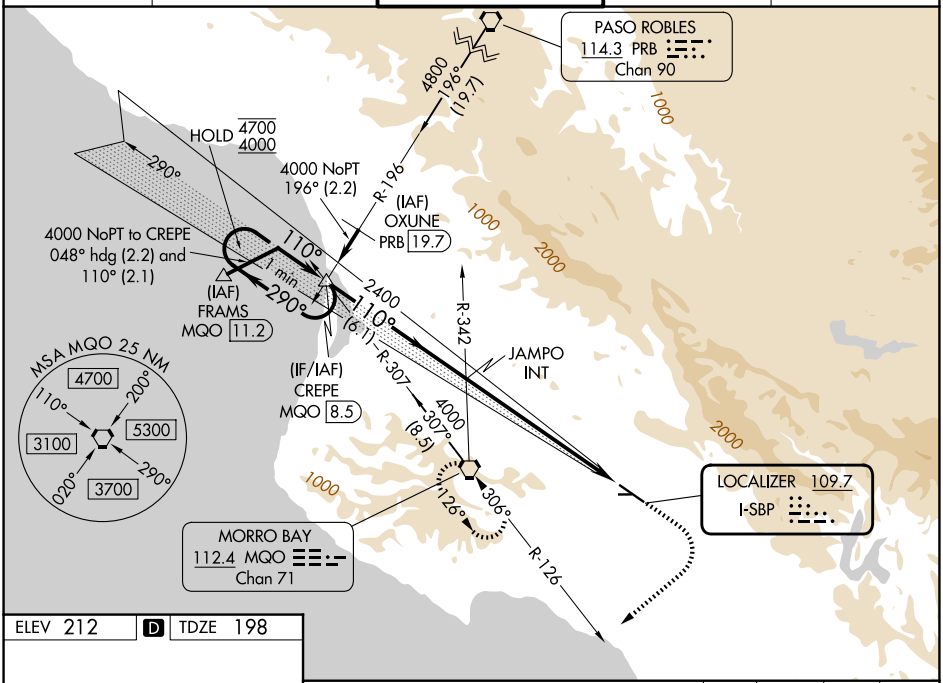
SAN LUIS OBISPO COUNTY RGNL (SBP)

T A Circling Rwy 25 NA at night. Circling NA north of Rwy 11-29. Autopilot coupled approach NA below 677. For inop ALS, increase S-ILS 11 all Cats visibility to ⅞ SM, S-LOC 11 Cat A visibility to 1¼ SM, Cat B visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 on heading 215° and MQO VORTAC R-126 to MQO VORTAC and hold, continue climb-in-hold to 3300. S-ILS 11* missed approach requires minimum climb of 210 feet per NM to 1160.

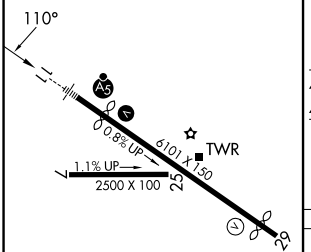
ATIS	SANTA BARBARA APP CON*	SAN LUIS TOWER*	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

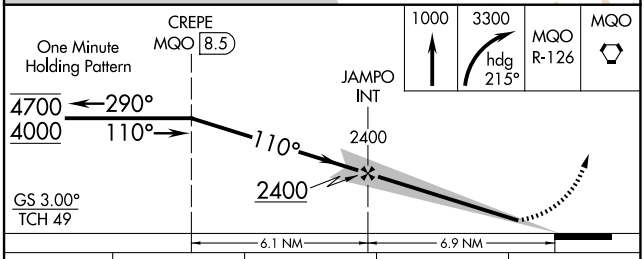
ELEV 212 | D | TDZE 198



REIL Rwy 29 L
HIRL Rwy 11-29 L

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 11*	398-½ 200 (200-½)			
S-ILS 11	495-½ 297 (300-½)			
S-LOC 11	1420-¾ 1222 (1300-¾)	1420-1 1222 (1300-1)	1420-3 1222 (1300-3)	
CIRCLING	1420-1¼ 1208 (1300-1¼)	1420-1½ 1208 (1300-1½)	1500-3 1288 (1300-3)	1760-3 1548 (1600-3)

WAAS	APP CRS	Rwy Ldg	5300
CH 50328	110°	TDZE	198
W11A		Apt Elev	212

RNAV (GPS) RWY 11

SAN LUIS OBISPO COUNTY RGNL (SBP)

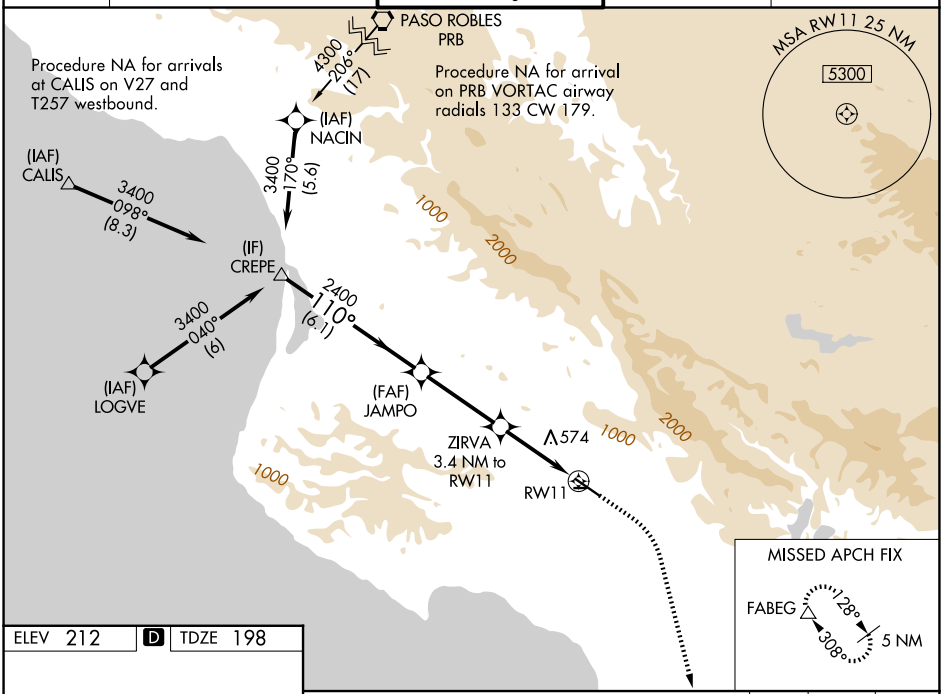
RNP APCH - GPS.

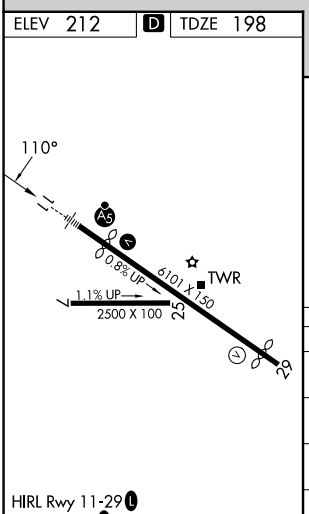
T A Circling NA north of Rwy 11-29. Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 2 SM.

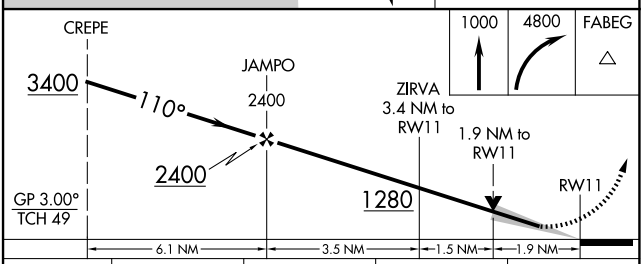
MALSR A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 4800 direct FABEG and hold, continue climb-in-hold to 4800.

ATIS	SANTA BARBARA APP CON★	SAN LUIS TOWER★	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	398-½ 200 (200-½)			
LNAV/VNAV DA	946-1¾ 748 (800-1¾)			
LNAV MDA	840-½ 642 (700-½)		840-1⅜ 642 (700-1⅜)	
CIRCLING	840-1 628 (700-1)	1220-1½ 1008 (1100-1½)	1500-3 1288 (1300-3)	1760-3 1548 (1600-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN LUIS OBISPO, CALIFORNIA | AL-989 (FAA) | 26134

WAAS	APP CRS	Rwy Ldg	5600
CH 53443	290°	TDZE	212
W29A		Apt Elev	212

RNAV (GPS) RWY 29

SAN LUIS OBISPO COUNTY RGNL (SBP)

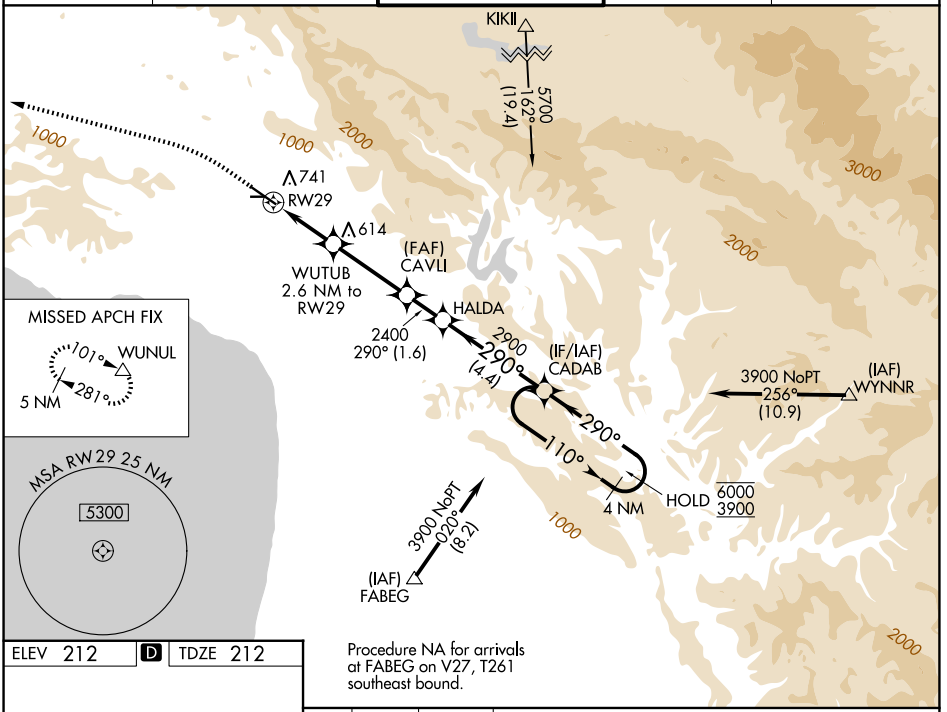
RNP APCH - GPS.

T Circling to Rwy 25 NA at night. Circling NA north of Rwy 11-29.

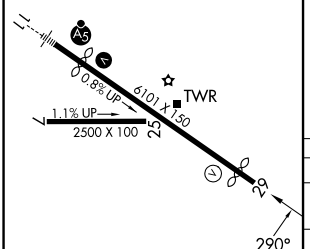
A Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0° C or above 52° C.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4100 direct WUNUL and hold, continue climb-in-hold to 4100.

ATIS	SANTA BARBARA APP CON★	SAN LUIS TOWER★	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95

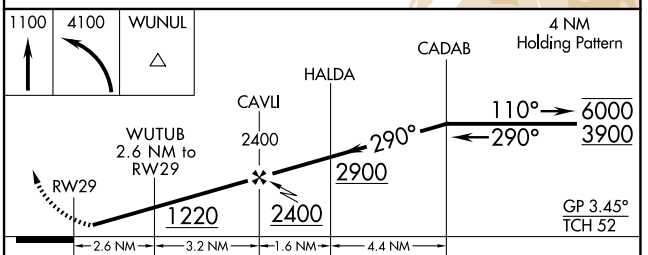


ELEV 212 | D | TDZE 212



HIRL Rwy 11-29 L

REIL Rwy 29 L



CATEGORY	A	B	C	D
LPV DA	831-1¾ 619 (700-1¾)			
LNAV/VNAV DA	835-1¾ 623 (700-1¾)			
LNAV MDA	1000-1 788 (800-1)	1000-1¼ 788 (800-1¼)	1000-2½ 788 (800-2½)	
CIRCLING	1000-1 788 (800-1)	1220-1½ 1008 (1100-1½)	1500-3 1288 (1300-3)	1760-3 1548 (1600-3)

SAN LUIS OBISPO, CALIFORNIA

Amdt 1A 14MAY26

35°14'N-120°39'W

SAN LUIS OBISPO COUNTY RGNL (SBP)

RNAV (GPS) RWY 29

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC MQO	APP CRS	Rwy Ldg	N/A
112.4	084°	TDZE	N/A
Chan 71		Apt Elev	212

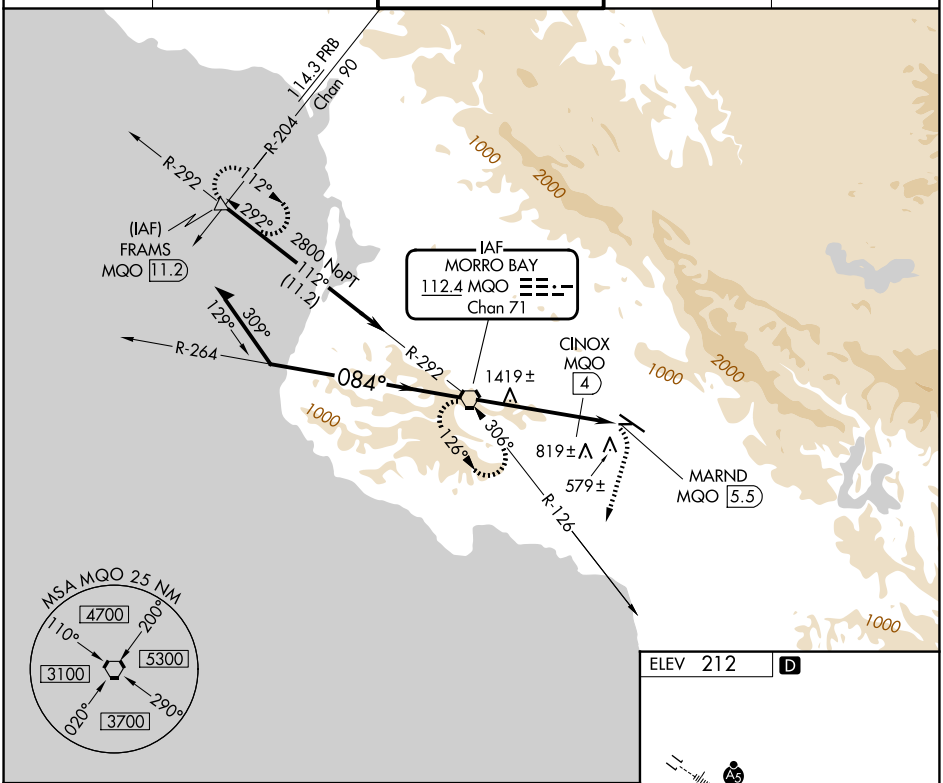
VOR or TACAN-A

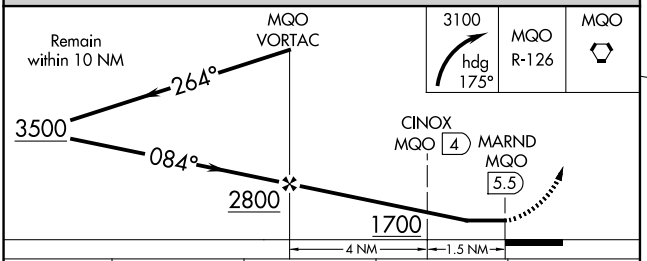
SAN LUIS OBISPO COUNTY RGNL (SBP)

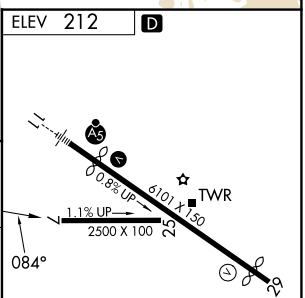
T A Circling NA north of Rwy 11-29.
Circling Rwy 25 NA at night.

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	SANTA BARBARA APP CON ★	SAN LUIS TOWER ★	GND CON	UNICOM
120.6	127.725 244.575	124.0 (CTAF) L 379.9	121.6	122.95







CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 1488 (1500-1¼)	1700-1½ 1488 (1500-1½)	1700-3 1488 (1500-3)	1760-3 1548 (1600-3)
TACAN OR DME MINIMA				
CIRCLING	1120-1¼ 908 (1000-1¼)	1220-1½ 1008 (1100-1½)	1500-3 1288 (1300-3)	1760-3 1548 (1600-3)

HIRL Rwy 11-29 L
REIL Rwy 29 L

FAF to MAP 5.5 NM

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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

SAN LUIS OBISPO COUNTY RGNL (SBP)

SAN LUIS OBISPO, CALIFORNIA

AL-989 (FAA)

AIRPORT DIAGRAM

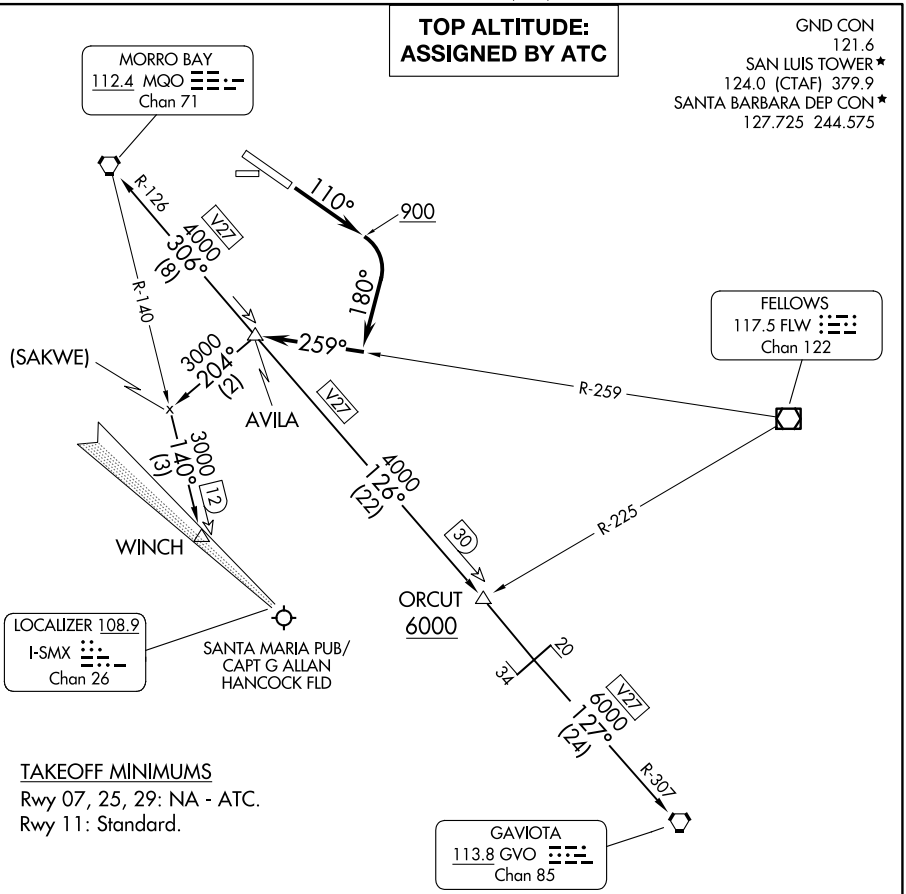
SAN LUIS OBISPO, CALIFORNIA

SAN LUIS OBISPO COUNTY RGNL (SBP)

26134

SW-3, 09 JUL 2026 to 03 SEP 2026

AVILA FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 110° to 900, then climbing right turn heading 180° to intercept the FLW VOR/DME R-259 to AVILA INT, then on assigned transition or assigned route. Maintain ATC assigned altitude.

GAVIOTA TRANSITION (AVILA4.GVO): From over AVILA on MQO R-126 to ORCUT , then on MQO R-126 and GVO R-307 to GVO VORTAC.

MORRO BAY TRANSITION (AVILA4.MQO): From over AVILA on MQO R-126 to MQO VORTAC.

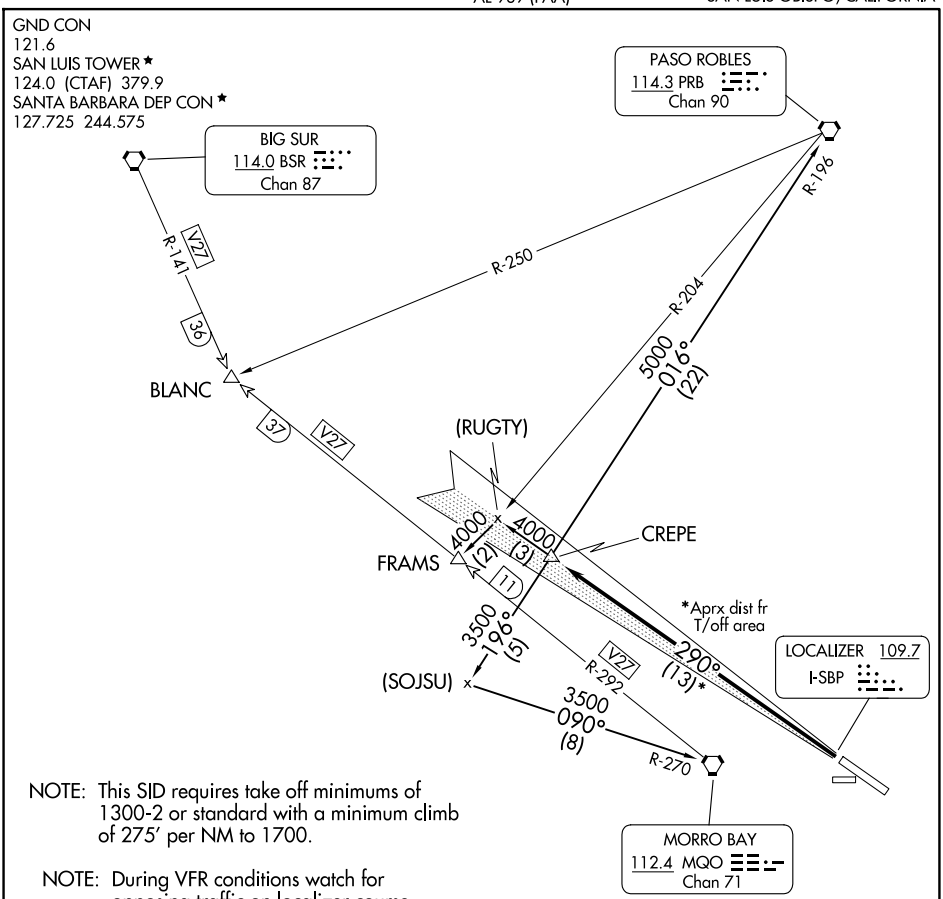
WINCH TRANSITION (AVILA4.WINCH): From over AVILA on heading 204° to SAKWE, then on MQO R-140 to WINCH.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(CREPE3.CREPE) 24081

CREPE THREE DEPARTURE

SAN LUIS OBISPO COUNTY RGNL (SBP)
AL-989 (FAA) SAN LUIS OBISPO, CALIFORNIA



NOTE: This SID requires take off minimums of 1300-2 or standard with a minimum climb of 275' per NM to 1700.

NOTE: During VFR conditions watch for opposing traffic on localizer course.

NOTE: This procedure applicable to Runway 29 departures only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

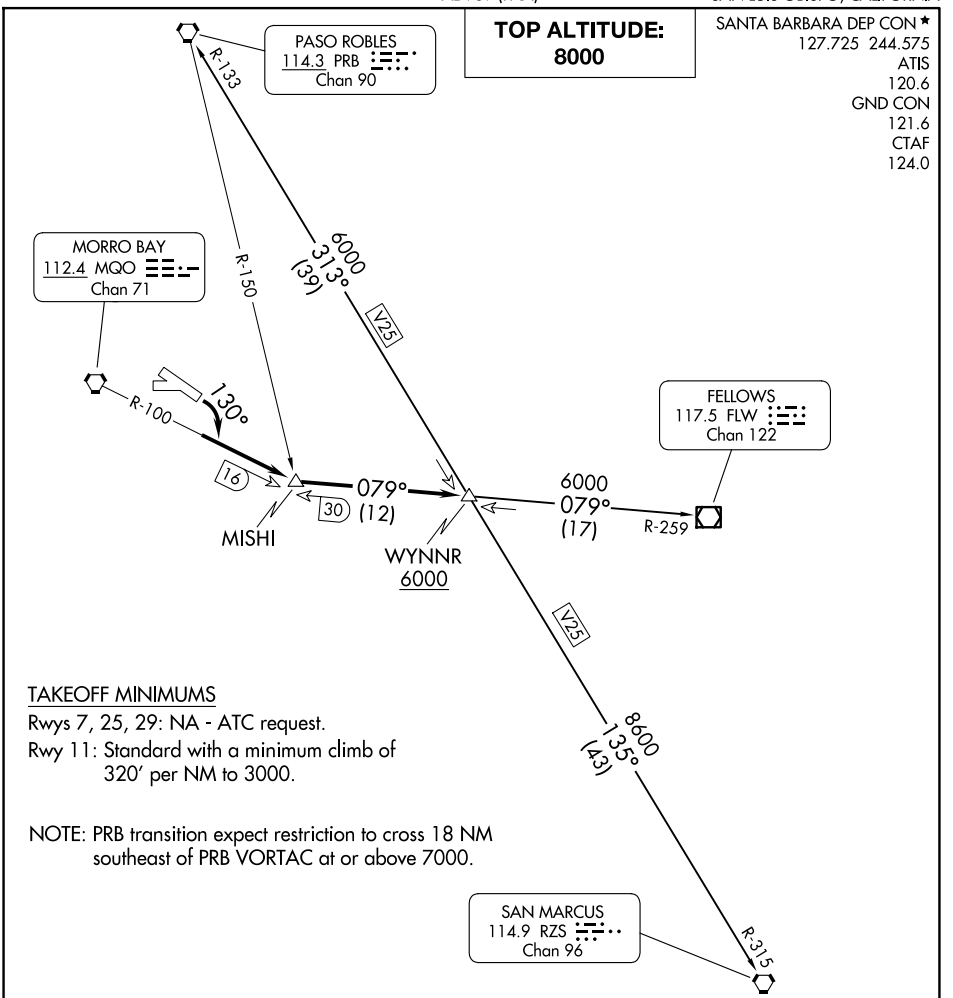
TAKEOFF RUNWAY 29: Climb via San Luis Obispo localizer I-SBP west course to CREPE INT; thence via (transition) or (assigned route).

FRAMS TRANSITION (CREPE3.FRAMS): From over CREPE INT via I-SBP LOC west course and PRB R-204 to FRAMS INT.

MORRO BAY TRANSITION (CREPE3.MQO): From over CREPE INT via PRB R-196 and MQO R-270 to MQO VORTAC.

PASO ROBLES TRANSITION (CREPE3.PRB): From over CREPE INT via PRB R-196 to PRB VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026



TAKEOFF MINIMUMS

Rwys 7, 25, 29: NA - ATC request.

Rwy 11: Standard with a minimum climb of 320′ per NM to 3000.

NOTE: PRB transition expect restriction to cross 18 NM southeast of PRB VORTAC at or above 7000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Turn right heading 130° to intercept and proceed on MQO R-100 to MISHI INT, then on FLW R-259 to WYNNR INT; thence on (transition) or (assigned route.)

FELLOWS TRANSITION (WYNNR4.FLW): From over WYNNR INT on FLW R-259 to FLW VOR/DME.

PASO ROBLES TRANSITION (WYNNR4.PRB): From over WYNNR INT on PRB R-133 to PRB VORTAC.

SAN MARCUS TRANSITION (WYNNR4.RZS): From over WYNNR INT on RZS R-315 to RZS VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SAN NICOLAS ISLAND, CALIFORNIA

RNAV (GPS) RWY 30

WAAS CH **47673** **W30A**	APCH CRS **301°**	Rwy ldg **10,002** TDZE **506** Arpt Elev **506**

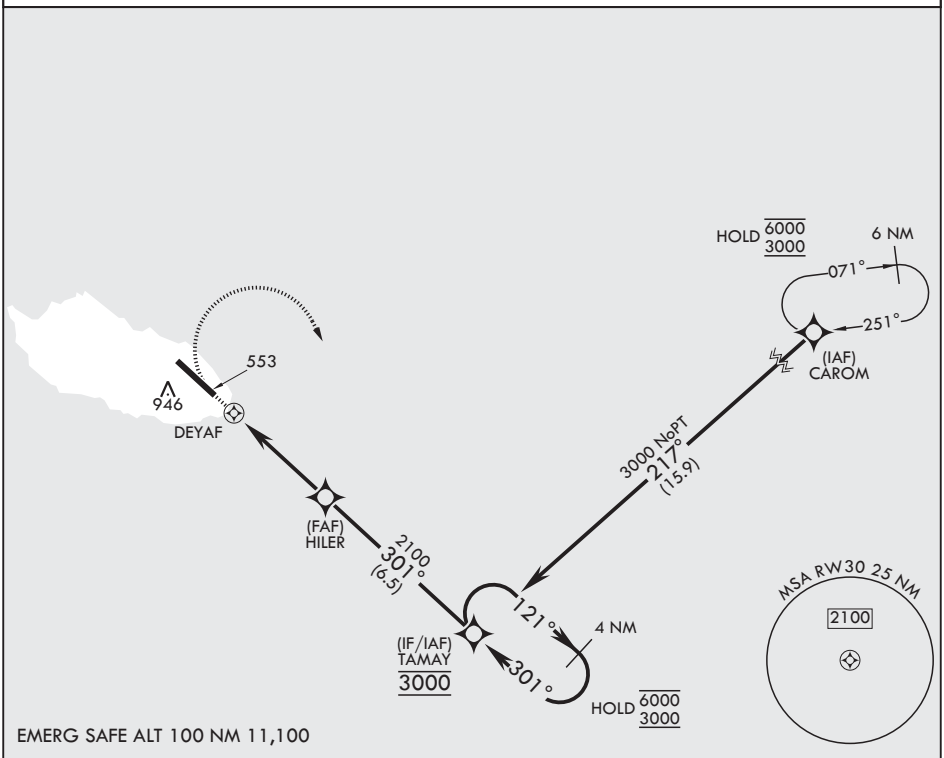
(USN) SAN NICOLAS ISLAND NOLF (KNSI)

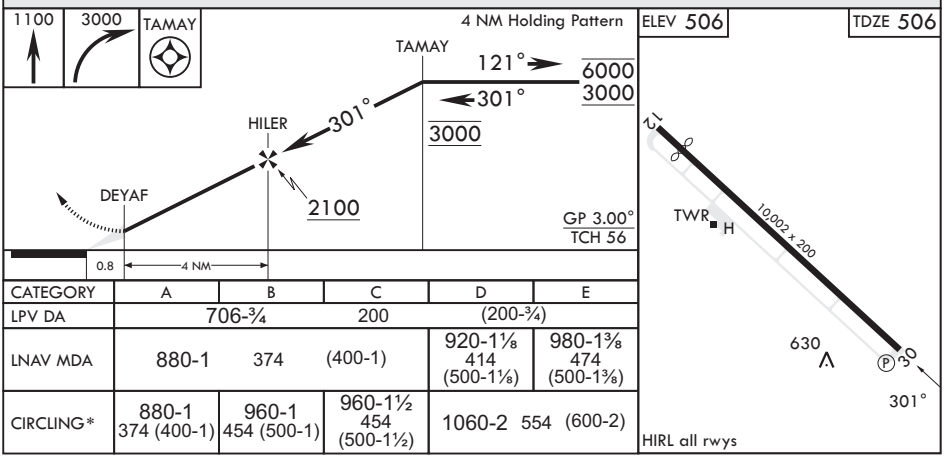
RNP APCH-GPS

* Circling not authorized SW of Rwy 12-30.

MISSED APPROACH: Climb to 1100, then climbing right to 3000 direct TAMAY and hold.

CTAF
126.85 379.3





CATEGORY	A	B	C	D	E
LPV DA	706-¾		200	(200-¾)	
LNAV MDA	880-1	374	(400-1)	920-1⅛ 414 (500-1⅛)	980-1⅜ 474 (500-1⅜)
CIRCLING*	880-1 374 (400-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

SAN NICOLAS ISLAND, CALIFORNIA 33°14'N - 119°27'W SAN NICOLAS ISLAND NOLF (KNSI)

Amdt 1 10JUL25

RNAV (GPS) RWY 30

SW-3, 09 JUL 2026 to 03 SEP 2026

SAN NICOLAS ISLAND, CALIFORNIA

TACAN RWY 30

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NSI Chan 39	290°	10,002	506	506

[USN] SAN NICOLAS ISLAND NOLF (KNSI)

RADAR required

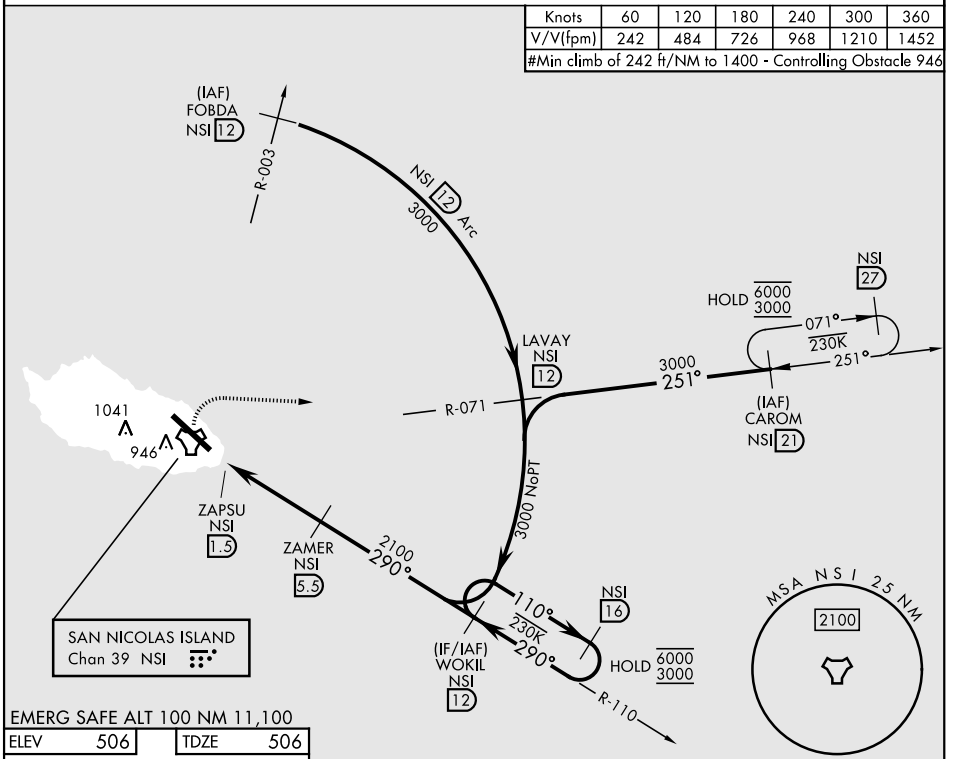
* Circling not authorized SW of Rwy 12-30.

MISSED APPROACH: Climb to 1000, then climbing right turn to 3000, intercept NSI TACAN R-071 to LAVAY. Arc south on 12 DME arc to WOKIL.

CTAF
126.85 379.3

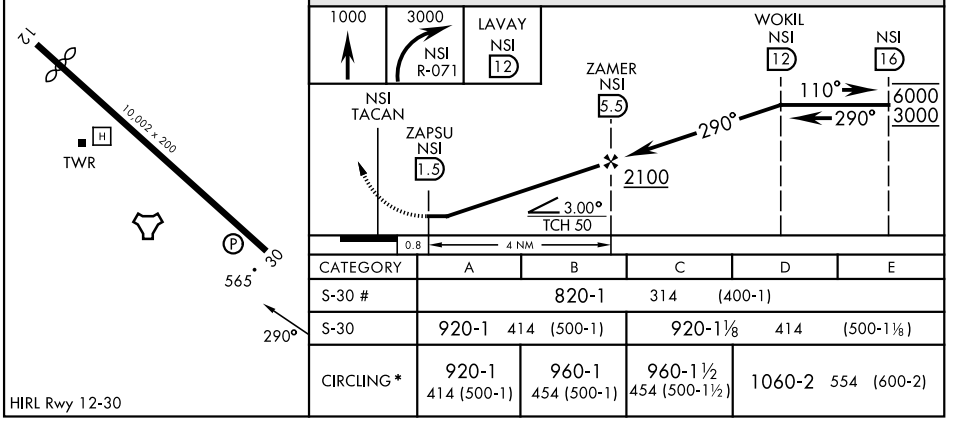
Knots	60	120	180	240	300	360
V/V(fpm)	242	484	726	968	1210	1452

#Min climb of 242 ft/NM to 1400 - Controlling Obstacle 946



EMERG SAFE ALT 100 NM 11,100

ELEV	TDZE
506	506



CATEGORY	A	B	C	D	E
S-30 #	820-1		314 (400-1)		
S-30	920-1 414 (500-1)		920-1⅛ 414 (500-1⅛)		
CIRCLING *	920-1 414 (500-1)	960-1 454 (500-1)	960-1½ 454 (500-1½)	1060-2 554 (600-2)	

HIRL Rwy 12-30

SAN NICOLAS ISLAND, CALIFORNIA 33°14'N-119°27'W SAN NICOLAS ISLAND NOLF (KNSI)

Amdt 6 04SEP25

TACAN RWY 30

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

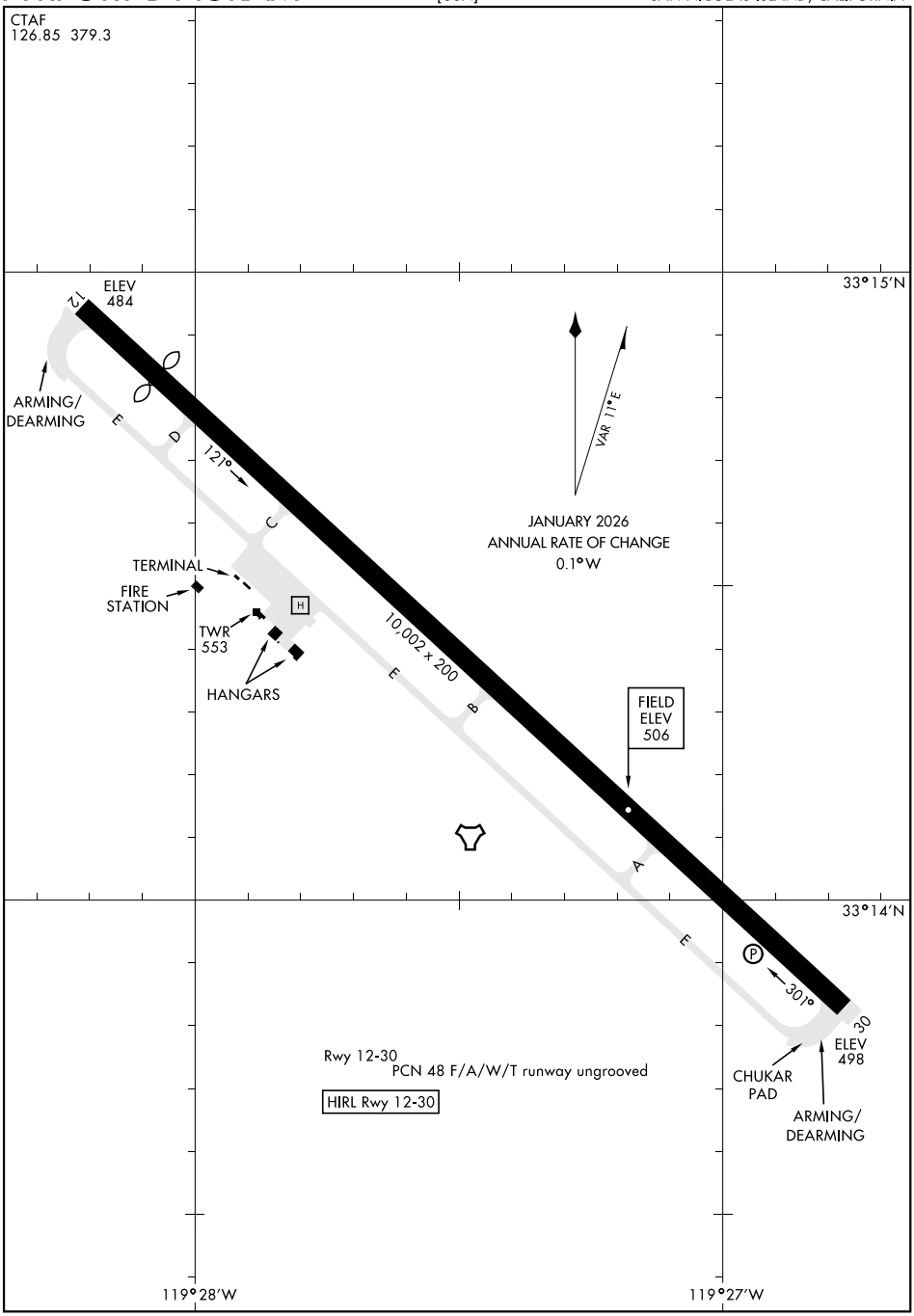
26078

AIRPORT DIAGRAM

SAN NICOLAS ISLAND NOLF (KNSI)

[USN]

SAN NICOLAS ISLAND, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

SAN NICOLAS ISLAND, CALIFORNIA

SAN NICOLAS ISLAND NOLF (KNSI)

ILS or LOC RWY 20R

JOHN WAYNE/ORANGE COUNTY (SNA)

LOC/DME I-SNA	APP CRS	Rwy Ldg	5700
111.75	196°	TDZE	54
Chan 54(Y)		Apt Elev	56

Circling Rwy 20L NA at night.
*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.

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER*	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95

ALTERNATE MISSED APCH FIX
SEAL BEACH SLI 115.7 Chan 104
300° R-120 120°

Procedure NA for arrival on SLI VORTAC airway radials 058 CW 080.

SEAL BEACH SLI 115.7 Chan 104

MISSED APCH FIX
113.6 LAX R-123 Chan 83
111.75 I-SNA 196° Chan 54(Y)
MINOE I-SNA 10.9

110.4 POM Chan 41
016° 1 min 196°
HOLD 4500 3500
PARADISE 112.2 PDZ Chan 59
R-256
(IF/IAF) SAGER INT I-SNA 17.3
MSA SLI 25 NM
140° 7700 230° 4400 7000 050° 2900 320°
R-049 4000 049° (18.9)
3400 196° (4.9)
R-144
R-060 2800 (2.4)
SNAKE INT I-SNA 12.4
R-068 2200 (2.2)
HUKEM INT I-SNA 10
R-076
R-093
LEMON INT I-SNA 7.8
196°
DYERS INT I-SNA 4.1
LOCALIZER 111.75 I-SNA Chan 54(Y)
1781
1000 2000 3000 4000

ELEV 56 D TDZE 54

196°
20R 20L 2R 2L TWR
0.3% UP 0.4% UP
5700 X 150
2886 X 75

REIL Rwy 20L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

3000 I-SNA S crs (196°) MINOE

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

SAGER INT I-SNA 17.3
SNAKE INT I-SNA 12.4
HUKEM INT I-SNA 10
LEMON INT I-SNA 7.8
DYERS INT I-SNA 4.1
I-SNA 1.1
I-SNA 2.4
I-SNA 4.1
2200
2800
3400
1040
2200
One Minute Holding Pattern
016° 4500
196° 3500
GS 3.00°
TCH 51
1.3 NM 1.7 NM 3.7 NM 2.2 NM 2.4 NM 4.9 NM

CATEGORY	A	B	C	D
S-ILS 20R*	255/24 201 (200-½)			
S-LOC 20R	1040/40 986 (1000-¾)	1040/55 986 (1000-1)	1040-2½ 986 (1000-2½)	
CIRCLING	1040-1¼ 984 (1000-1¼)	1040-1½ 984 (1000-1½)	1040-3 984 (1000-3)	1180-3 1124 (1200-3)
DYERS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 20R	460/24 406 (500-½)		460/40 406 (500-¾)	
CIRCLING	640-1 584 (600-1)		840-2¼ 784 (800-2¼)	1180-3 1124 (1200-3)

FAF to MAP 6.6 NM

Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA ANA, CALIFORNIA | AL-377 (FAA) | 25275

ILS RWY 20R (SA CAT I)

JOHN WAYNE/ORANGE COUNTY (SNA)

LOC/DME I-SNA	APP CRS	Rwy Ldg	5700
111.75	196°	TDZE	54
Chan 54(Y)		Apt Elev	56

Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.

MALSR

MISSED APPROACH: Climb to 3000 on I-SNA LOC south course (196°) to MINOE INT/I-SNA 10.9 DME.

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95

ALTERNATE MISSED APCH FIX
SEAL BEACH SLI 115.7 Chan 104
120° 300° R-120

Procedure NA for arrival on SLI VORTAC airway radials 058 CW 080.

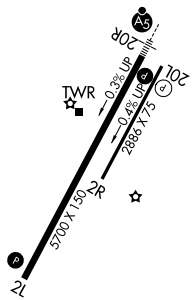
SEAL BEACH 115.7 SLI Chan 104

MISSED APCH FIX
113.6 LAX R-123 Chan 83
111.75 I-SNA 196° Chan 54(Y)
MINOE I-SNA 10.9

110.4 POM Chan 41
016° 1 min 196°
HOLD 4500 3500
PARADISE 112.2 PDZ Chan 59
R-256
(IF/IAF) SAGER INT I-SNA 17.3
R-144
R-049
4000 049° (18.9)
R-060
2800 (2.4)
SNAKE INT I-SNA 12.4
R-068
2200 (2.2)
HUKEM INT I-SNA 10
R-076
LEMON INT I-SNA 7.8
1781
3400 196° (4.9)
1000
2000
3000
4000
LOCALIZER 111.75 I-SNA Chan 54(Y)

MSA SLI 25 NM
140° 7700
230° 4400
050° 7000
320° 2900
2000

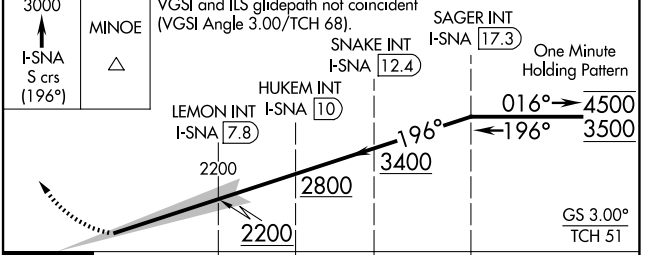
ELEV 56 D TDZE 54



REIL Rwy 20L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

3000 ↑ I-SNA S crs (196°) | MINOE △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
S-ILS 20R	RA 201/14 167 DA 221			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SANTA ANA, CALIFORNIA
Amdt 14C 12JUN25

33°41'N-117°52'W

JOHN WAYNE/ORANGE COUNTY (SNA)

ILS RWY 20R (SA CAT I)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (RNP) Z RWY 2L

JOHN WAYNE/ORANGE COUNTY (SNA)

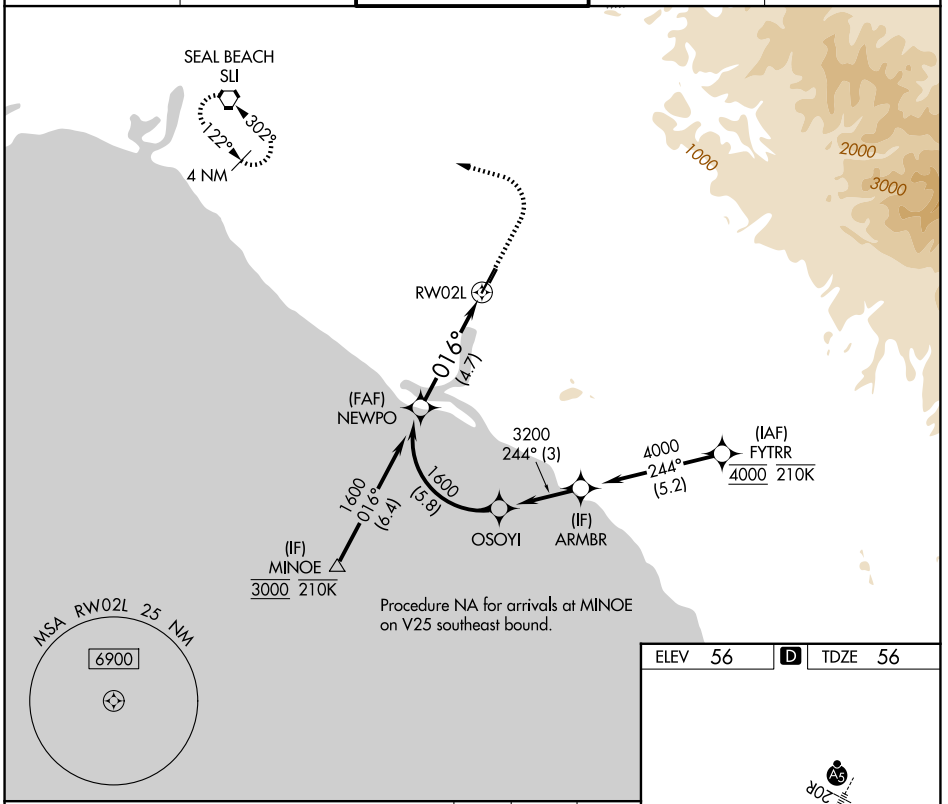
APP CRS	Rwy Ldg	5700
016°	TDZE	56
	Apt Elev	56

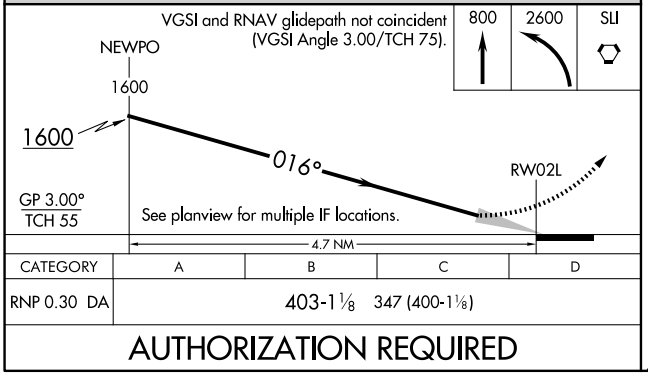
RNP AR APCH - GPS. Authorization required. From OSOYI: RF.

For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C.

MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

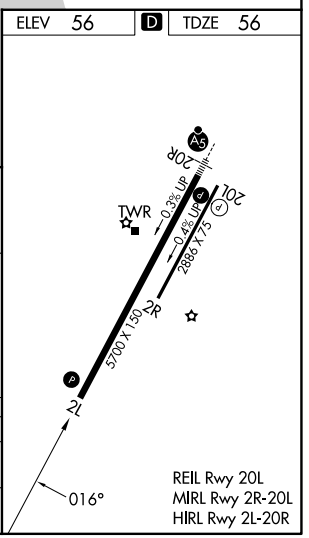
D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95





CATEGORY	A	B	C	D
RNP 0.30 DA	403-1⅛	347 (400-1⅛)		

AUTHORIZATION REQUIRED



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA ANA, CALIFORNIA | AL-377 (FAA) | 25275

RNAV (RNP) Z RWY 20R

JOHN WAYNE/ORANGE COUNTY (SNA)

APP CRS	Rwy Ldg	5700
196°	TDZE	54
	Apt Elev	56

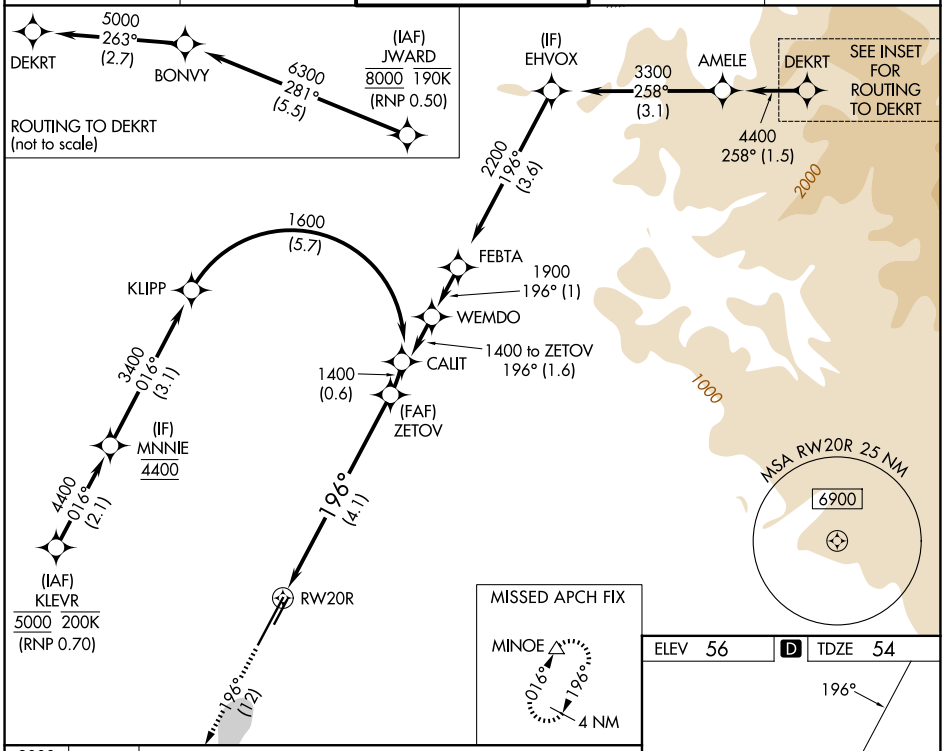
RNP AR APCH - GPS. Authorization required. From JWARD: min RNP 0.50. From KLEVR, RF, min RNP 0.70.

For uncompensated Baro-VNAV systems, procedure NA below 5°C or above 54°C.

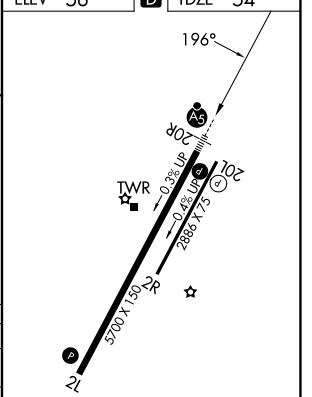
MALSR

MISSED APPROACH: Climb to 3000 on track 196° to MINOE and hold, continue climb-in-hold.

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95



ELEV 56 | D | TDZE 54

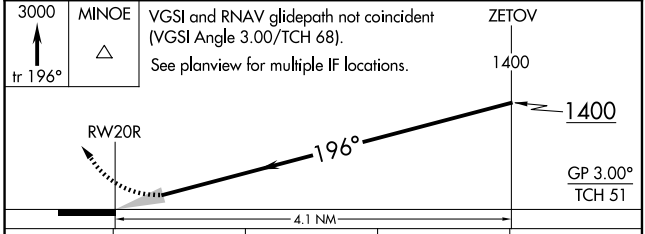


REIL Rwy 20L
HIRL Rwy 2L-20R
MIRL Rwy 2R-20L

3000
tr 196°
MINOE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA		376/26	322 (400-½)	
RNP 0.15 DA		562/55	508 (600-1)	
RNP 0.30 DA		618-1¼	564 (600-1¼)	

AUTHORIZATION REQUIRED

SANTA ANA, CALIFORNIA
Amdt 3 05SEP24

33°41′N-117°52′W

JOHN WAYNE/ORANGE COUNTY (SNA)

RNAV (RNP) Z RWY 20R

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) Y RWY 2L

JOHN WAYNE/ORANGE COUNTY (SNA)

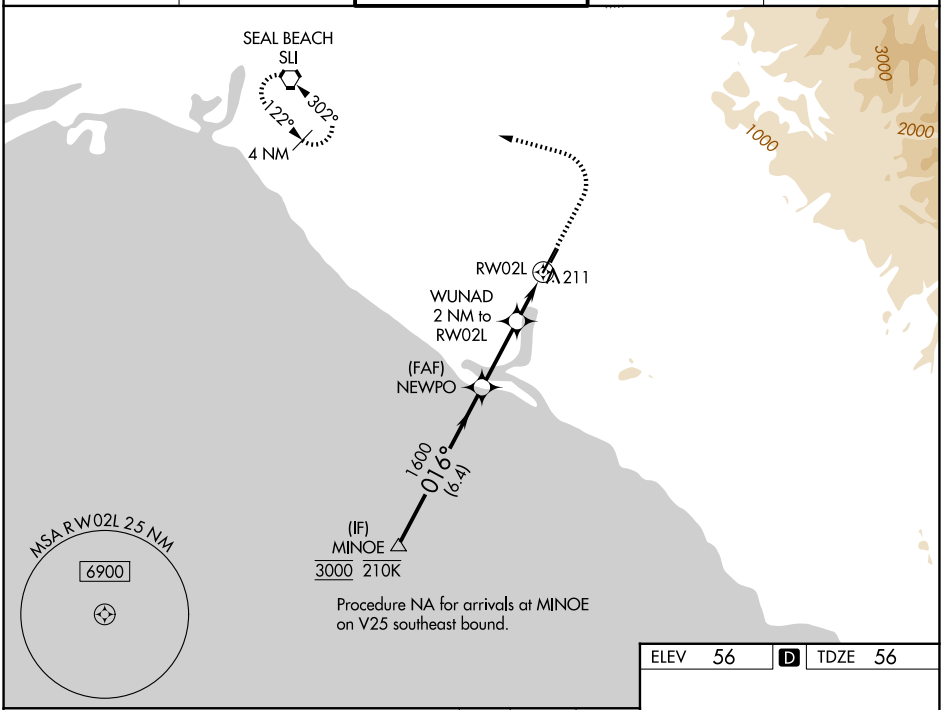
WAAS CH 93847 W02A	APP CRS 016°	Rwy Ldg 5700 TDZE 56 Apt Elev 56

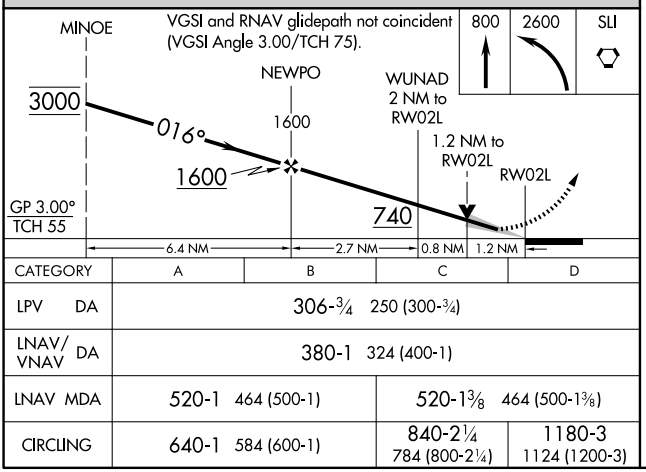
RNP APCH - GPS.

Circling Rwy 20L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C.

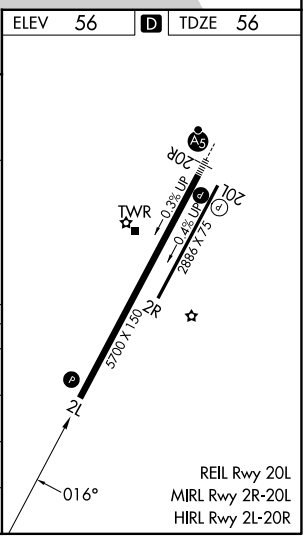
MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95





CATEGORY	A	B	C	D
LPV DA	306-¾ 250 (300-¾)			
LNAV/VNAV DA	380-1 324 (400-1)			
LNAV MDA	520-1 464 (500-1)		520-1⅜ 464 (500-1⅜)	
CIRCLING	640-1 584 (600-1)		840-2¼ 784 (800-2¼)	1180-3 1124 (1200-3)



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA ANA, CALIFORNIA | AL-377 (FAA) | 25275

WAAS	APP CRS	Rwy Ldg	5700
CH 99502	196°	TDZE	54
W20A		Apt Elev	56

RNAV (GPS) Y RWY 20R
JOHN WAYNE/ORANGE COUNTY (SNA)

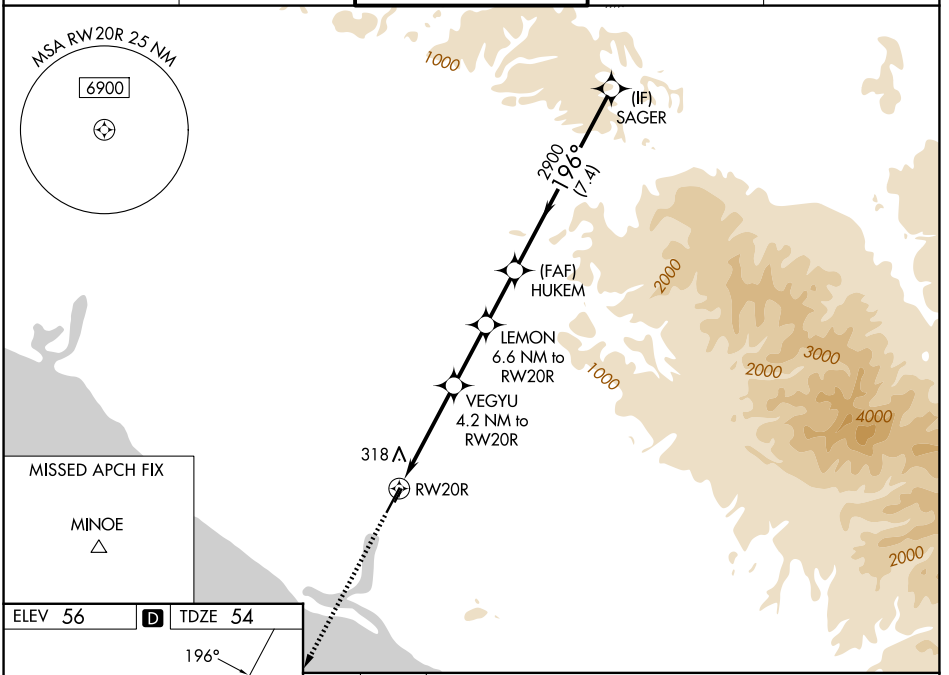
RNP APCH - GPS. RADAR required.

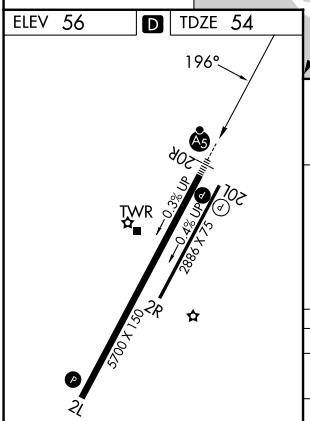
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C. Circling Rwy 20L NA at night. For inop ALS increase LNAV/VNAV visibility to 1⅜ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

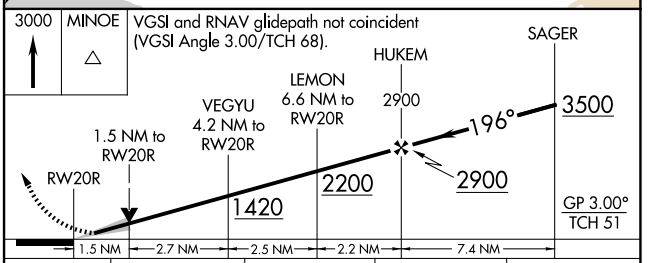
MALSR

MISSED APPROACH: Climb to 3000 direct MINOE.

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER*	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95







CATEGORY	A	B	C	D
LPV DA*	255/24 201 (200-½)			
LNAV/VNAV DA	516/50 462 (500-1)			
LNAV MDA	580/24 526 (600-½)		580/55 526 (600-1)	
CIRCLING	640-1 584 (600-1)		840-2¼ 784 (800-2¼)	1180-3 1124 (1200-3)

REIL Rwy 20L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

SANTA ANA, CALIFORNIA
Amdt 4 26DEC24

33°41′N-117°52′W

JOHN WAYNE/ORANGE COUNTY (SNA)
RNAV (GPS) Y RWY 20R

SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-SNA	APP CRS	Rwy Ldg	5700
111.75	016°	TDZE	56
Chan 54 (Y)		Apt Elev	56

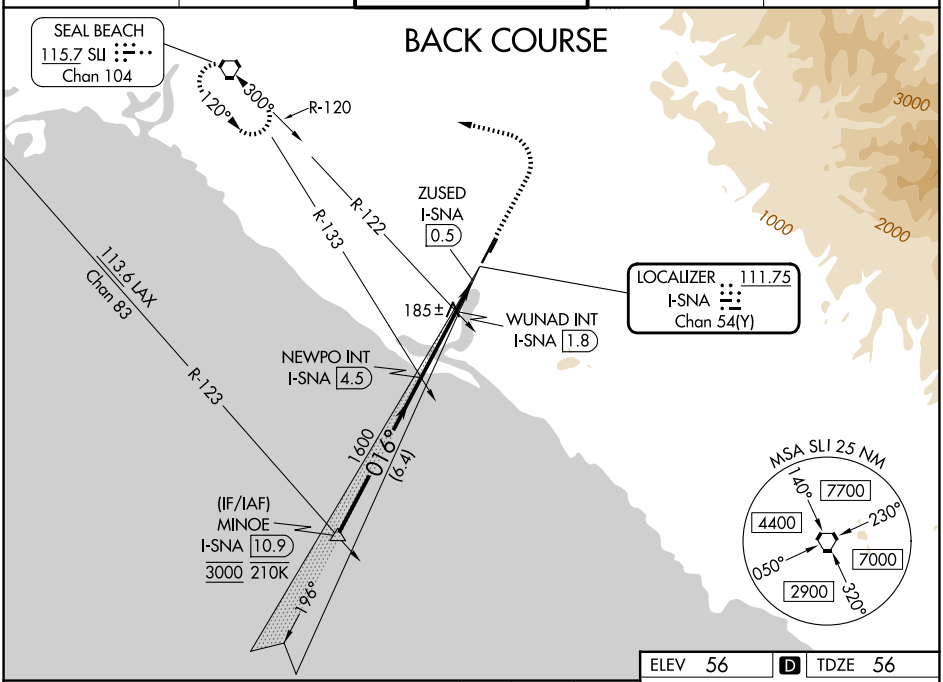
LOC BC RWY 2L

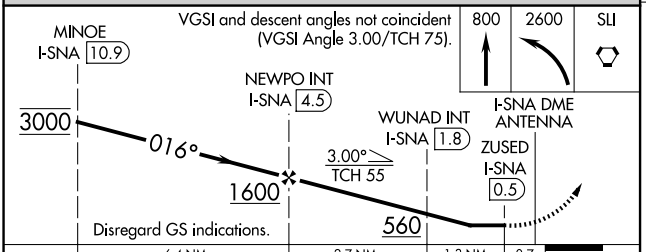
JOHN WAYNE/ORANGE COUNTY (SNA)

Circling Rwy 20L NA at night.

MISSED APPROACH: Climb to 800 then climbing left turn to 2600 direct SLI VORTAC and hold.

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95

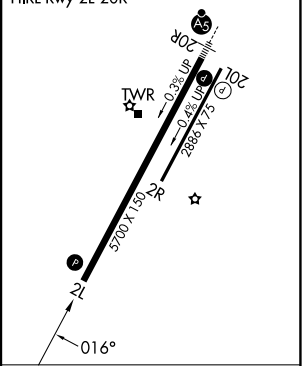




CATEGORY	A	B	C	D
S-LOC 2L	560-1	504 (600-1)	560-1⅜	504 (600-1⅜)
CIRCLING	640-1	584 (600-1)	840-2¼ 784 (800-2¼)	1180-3 1124 (1200-3)
WUNAD FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 2L	480-1	424 (500-1)	480-1¼	424 (500-1¼)
CIRCLING	640-1	584 (600-1)	840-2¼ 784 (800-2¼)	1180-3 1124 (1200-3)

ELEV 56 D TDZE 56

REIL Rwy 20L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R



FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-OJW	APP CRS	Rwy Ldg 5700
108.3	183°	TDZE 54
Chan 20		Apt Elev 56

LDA RWY 20R

JOHN WAYNE/ORANGE COUNTY (SNA)

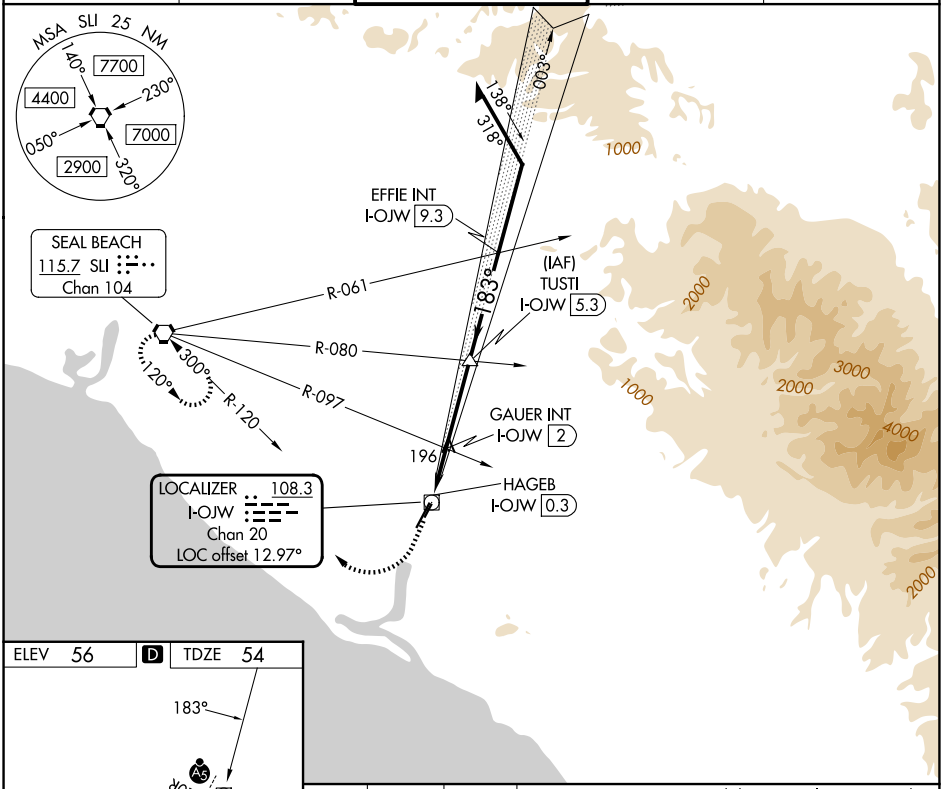
DME required.

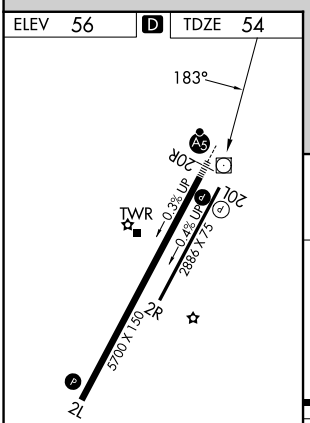
T Circling Rwy 20L NA at night. For inop ALS, increase
A S-LDA 20R Cat C/D visibility to RVR 6000.

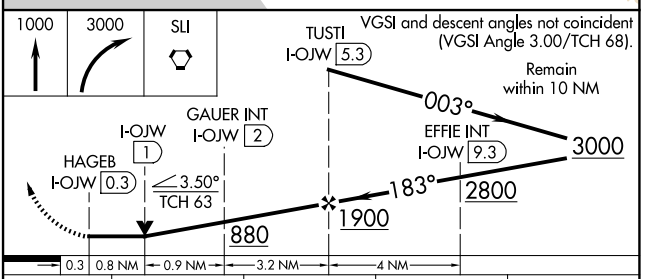
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct SLI VORTAC and hold.

D-ATIS	SOCAL APP CON	JOHN WAYNE TOWER★	GND CON	UNICOM
126.0	121.3 263.1	126.8 (CTAF) L 343.625	120.8	122.95



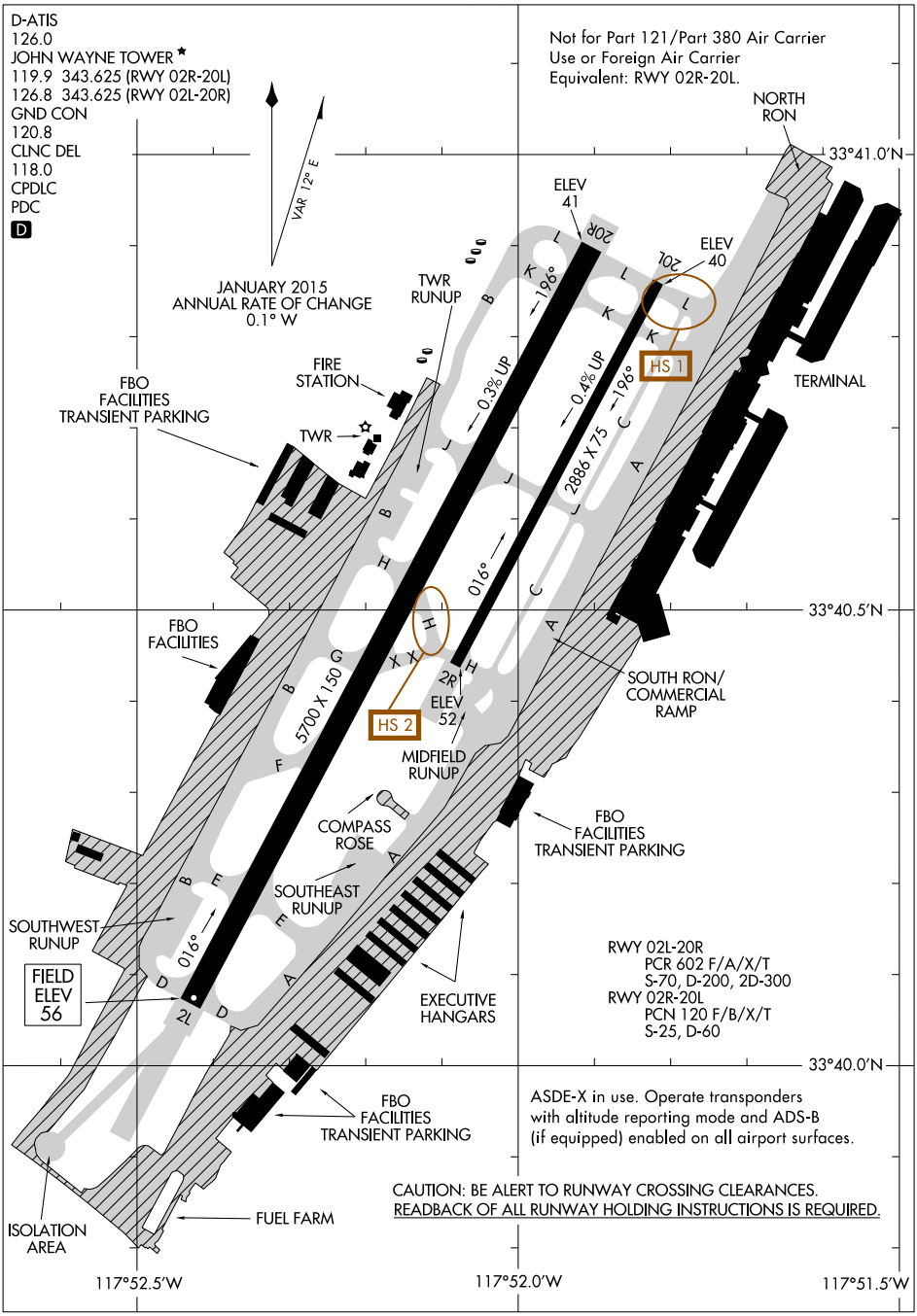




CATEGORY	A	B	C	D
S-LDA 20R	460/24	406 (500-½)	460/40	406 (500-¾)
CIRCLING	640-1	584 (600-1)	840-2¼ 784 (800-2¼)	1180-3 1124 (1200-3)

REIL Rwy 20L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026



AIRPORT DIAGRAM
26134
SANTA ANA, CALIFORNIA
JOHN WAYNE/ORANGE COUNTY (SNA)

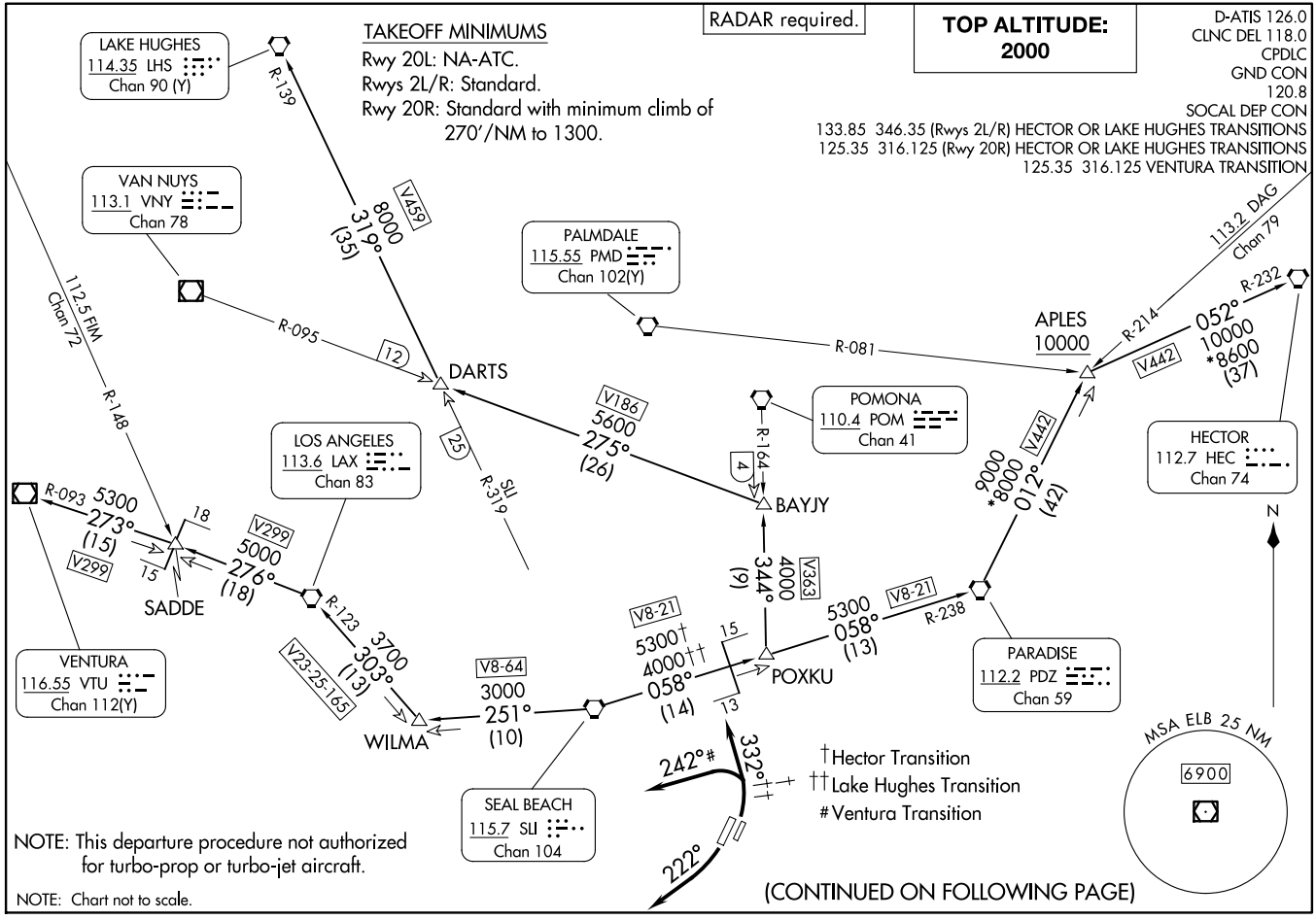
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

ANAHEIM TWO DEPARTURE

(ANAHM2.SLI) 14MAY26

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)



ANAHEIM TWO DEPARTURE

(ANAHM2.SLI) 26134

SANTA ANA, CALIFORNIA

JOHN WAYNE/ORANGE COUNTY (SNA)

AL-377 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Turn right heading 222° for vectors to SLI VORTAC, thence. . . .
TAKEOFF RUNWAYS 2L/R (HECTOR or LAKE HUGHES TRANSITION): Turn left heading 332° for vectors to SLI VORTAC, thence. . . .
TAKEOFF RUNWAYS 2L/R (VENTURA TRANSITION): Turn left heading 242° for vectors to LAX VORTAC, thence. . . .

. . . .on (transition) or (assigned route) maintain 2000 and expect filed altitude 10 minutes after departure.

HECTOR TRANSITION (ANAHM2.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 (ANAHM2.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 (ANAHM2.VTU): From over SLI VORTAC on SLI R-251 to WILMA, then on LAX R-123 to LAX VORTAC, then on LAX R-276 to SADDE, then on VTU R-093 to VTU VOR/DME.

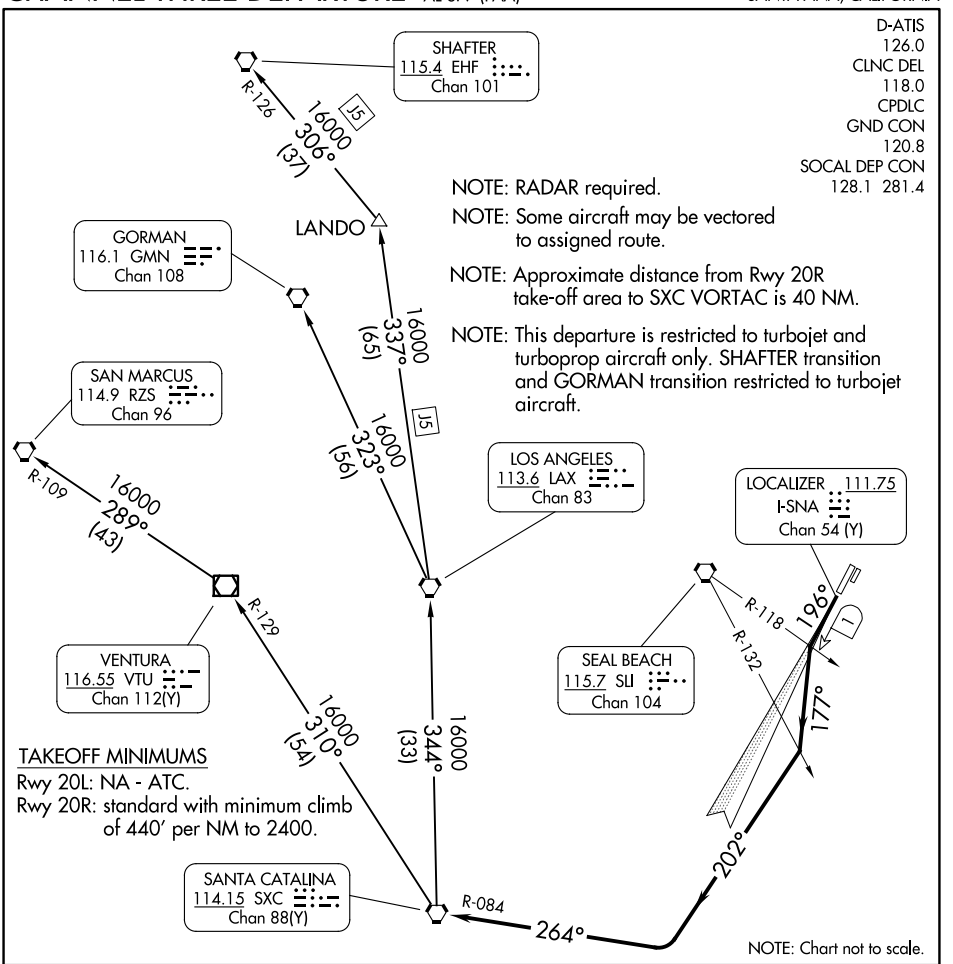
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(CHANL3.SXC) 23334

CHANNEL THREE DEPARTURE

AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)
SANTA ANA, CALIFORNIA



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.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

TOP ALTITUDE:
ASSIGNED BY ATC
RADAR required.
DME required for IMPERIAL and THERMAL transitions.
N
SOCAL DEP CON
133.85 346.35
D-ATIS
126.0
CLNC DEL
118.0
GND CON
120.8
EL TORO
117.2 ELB
Chan 119
PARADISE
112.2 PDZ
Chan 59
RIVERSIDE
108.6 RAL
PALM SPRINGS
115.5 PSP
Chan 102
SANTA CATALINA
114.15 SXC
Chan 88(Y)
OCEANSIDE
115.3 OCN
Chan 100
MISSION BAY
117.8 MZB
Chan 125
JULIAN
113.75 JIL
Chan 84(Y)
THERMAL
116.2 TRM
Chan 109
IMPERIAL
115.9 IPL
Chan 106
MSA ELB 25 NM
6900
016°
R-332
MANBY
12000
*4800
095°
(5)
MISIE
(5)
12000
*7100
(8)
12000
*6800
ZENAP
12000
14000
*4000
165°
(18)
SUBMR
14000
*3400
102°
(17)
R-061
R-083
R-282
R-135
R-160
PUNIE
12000
*7300°
061°
(23)
12000
*5800
061°
(5)
12000
*6800
095°
(7)
JARDO
12000
*5100
135°
(24)
BONDO
12000
*6400
135°
(29)
WODON
R-076
R-108
R-323
TEYKI
13100
*12000
083°
(10)
HAPPE
13100
*11100
(8)
BALDI
13100
*8000
(11)
CORLA
13100
*5900
(6)
R-263
R-138
R-182
R-211
V64
J2-18
12000
*8500
076°
(42)
GWIRE
12000
*2800
078°
(20)
R-258
TAKEOFF MINIMUMS
Rwy 2L: Standard with minimum climb of
385′ per NM to 5600.
NOTE: Restricted to turbojet and turboprop aircraft only.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

(ELB5.ELB) 24137

EL TORO FIVE DEPARTURE

AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)
SANTA ANA, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 016° for RADAR vectors to ELB VOR/DME, thence . . . .

. . . .(transition) or (assigned route). Maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

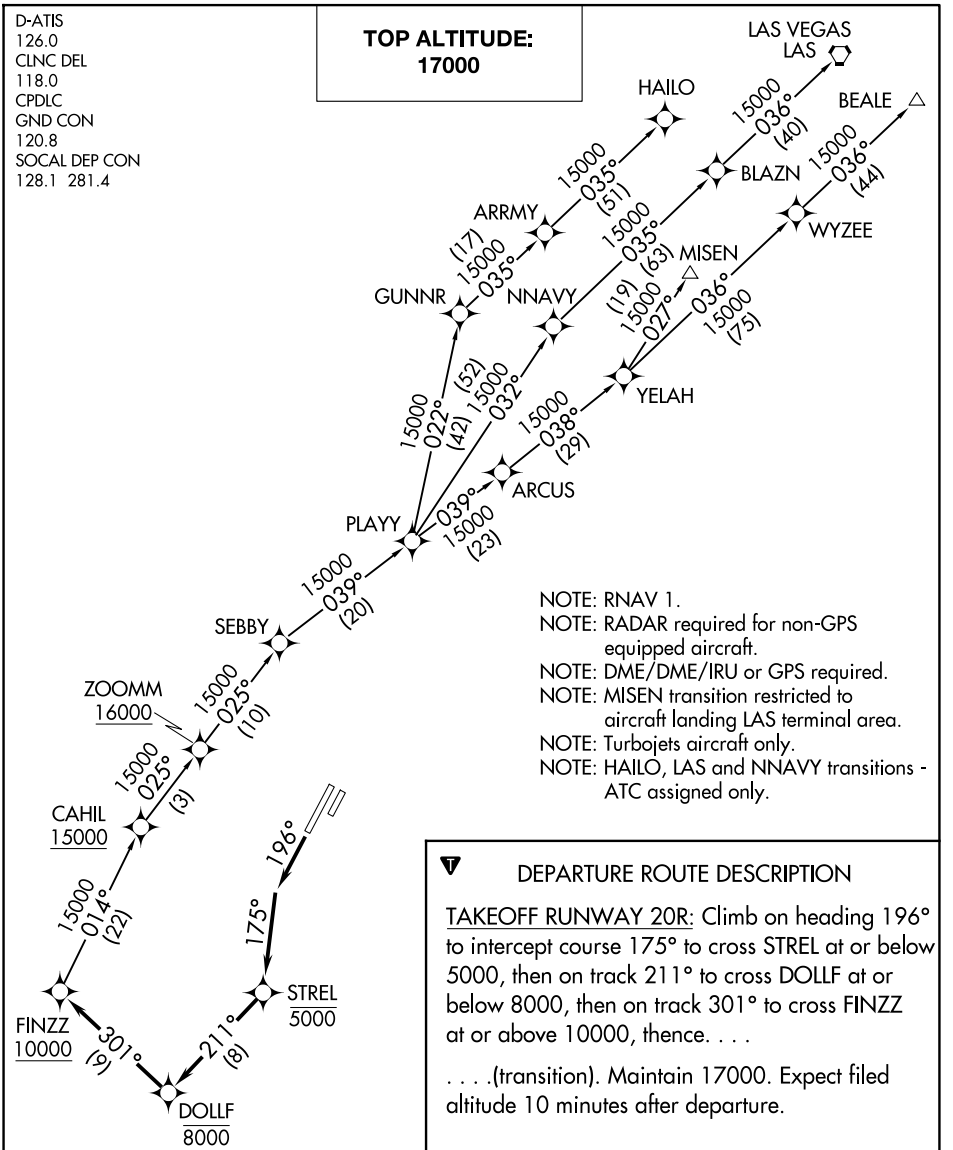
LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed on assigned transition or route. Climb to filed altitude ten minutes after departure.

IMPERIAL TRANSITION (ELB5.IPL): From over ELB VOR/DME on ELB R-095 to JARDO, then on PDZ R-135 to WODON, then on MZB R-076 and IPL R-258 to GWIRE, then on IPL R-258 to IPL VORTAC.

OCEANSIDE TRANSITION (ELB5.OCN): From over ELB VOR/DME on ELB R-165 to SUBMR, then on OCN R-282 to OCN VORTAC.

THERMAL TRANSITION (ELB5.TRM): From over ELB VOR/DME on ELB R-095 to ZENAP, then on SXC R-061 to TEYKI, then on TRM R-263 to TRM VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026



NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS required.
NOTE: MISEN transition restricted to aircraft landing LAS terminal area.
NOTE: Turbojets aircraft only.
NOTE: HAILO, LAS and NNAVY transitions - ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb on heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 211° to cross DOLLF at or below 8000, then on track 301° to cross FINZZ at or above 10000, thence. . . .

. . . .(transition). Maintain 17000. Expect filed altitude 10 minutes after departure.

BEALE TRANSITION (FINZZ3.BEALE)
HAILO TRANSITION (FINZZ3.HAILO)
LAS VEGAS TRANSITION (FINZZ3.LAS)
MISEN TRANSITION (FINZZ3.MISEN)
NNAVY TRANSITION (FINZZ3.NNAVY)

TAKEOFF MINIMUMS
Rwy 20R: Standard with a minimum climb of 320′ per NM to 560.

NOTE: Chart not to scale.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

HAWWC THREE DEPARTURE (RNAV)

(HAWWC3.HAWWC) 19JUL18

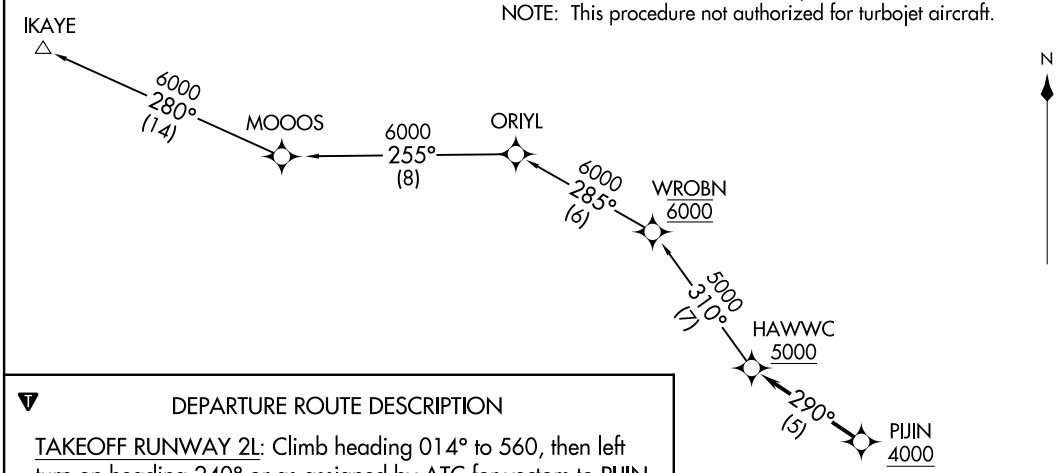
SANTA ANA, CALIFORNIA

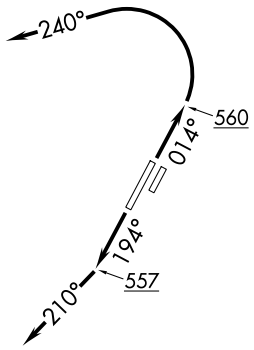
JOHN WAYNE/ORANGE COUNTY (SNA)

TOP ALTITUDE: 6000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turbojet aircraft.

D-ATIS 126.0
CLNC DEL 118.0
CPDLC
GND CON 120.8
JOHN WAYNE TOWER★ 126.8 343.625
SOCAL DEP CON 125.35 316.125





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 014° to 560, then left turn on heading 240° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

TAKEOFF RUNWAY 20R: Climb heading 194° to 557, then on heading 210° or as assigned by ATC for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

. . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

TAKEOFF MINIMUMS
Rwys 2R, 20L: NA-ATC.
Rwy 2L: Standard.
Rwy 20R: Standard with minimum climb of 270′ per NM to 1300.

NOTE: Chart not to scale.

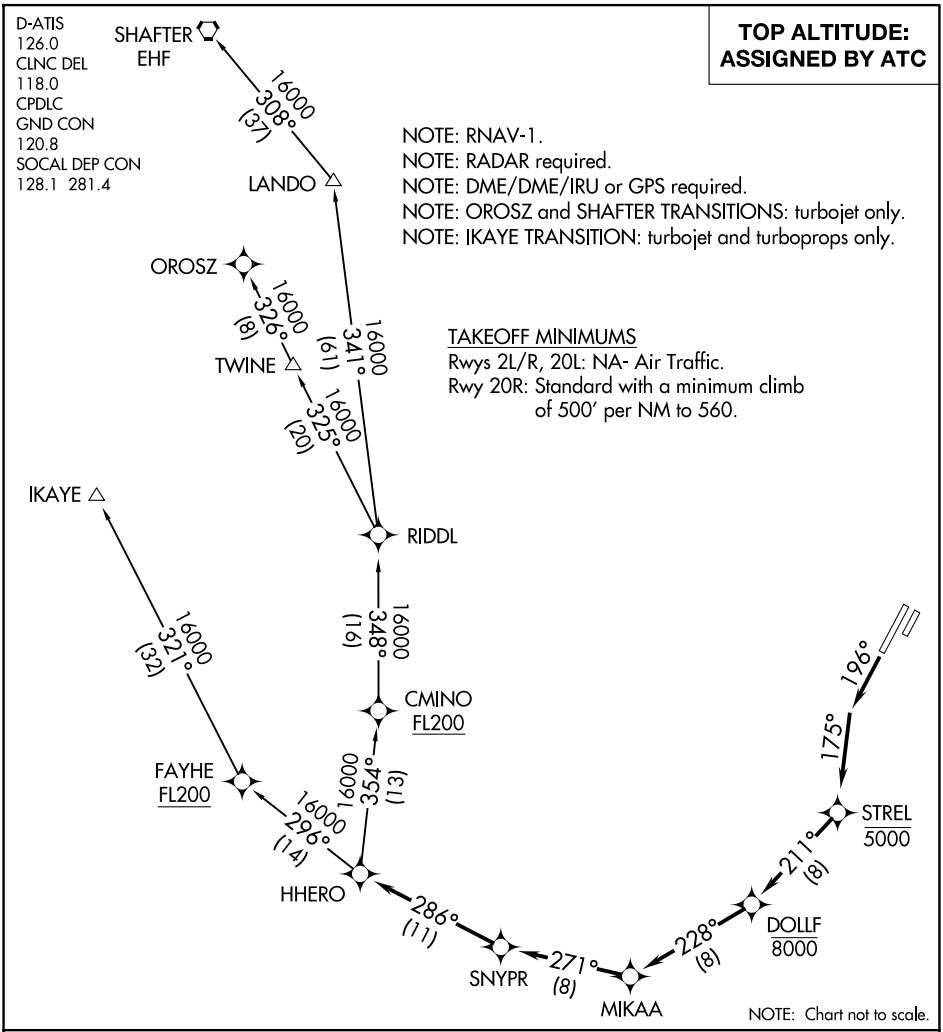
HAWWC THREE DEPARTURE (RNAV)

(HAWWC3.HAWWC) 22251

AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 211° to cross DOLLF at or below 8000, then on depicted route to HHERO, thence. . . .

. . . .(transition). Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

IKAYE TRANSITION (HHERO3.IKAYE)

OROSZ TRANSITION (HHERO3.OROSZ)

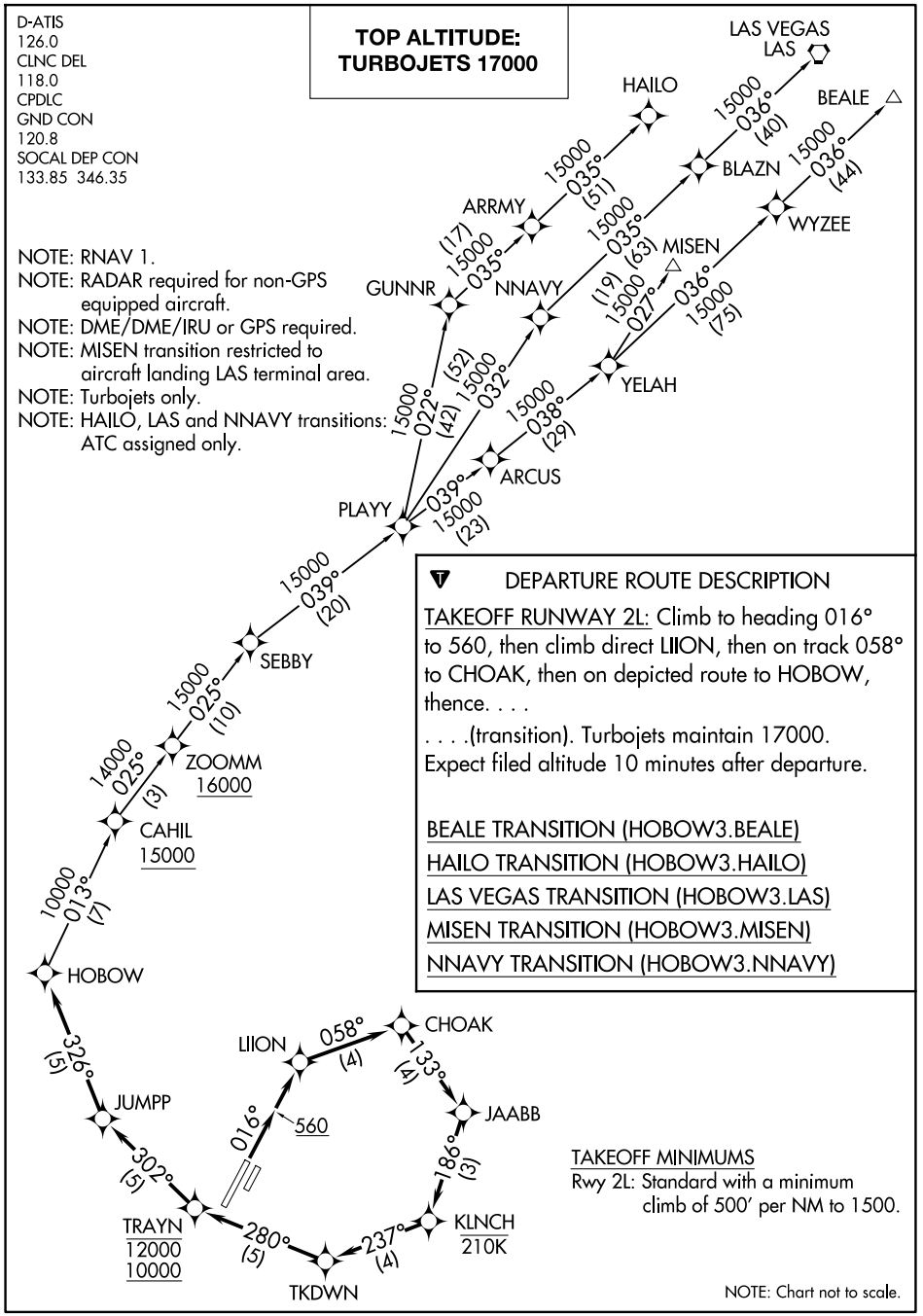
SHAFTER TRANSITION (HHERO3.EHF)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

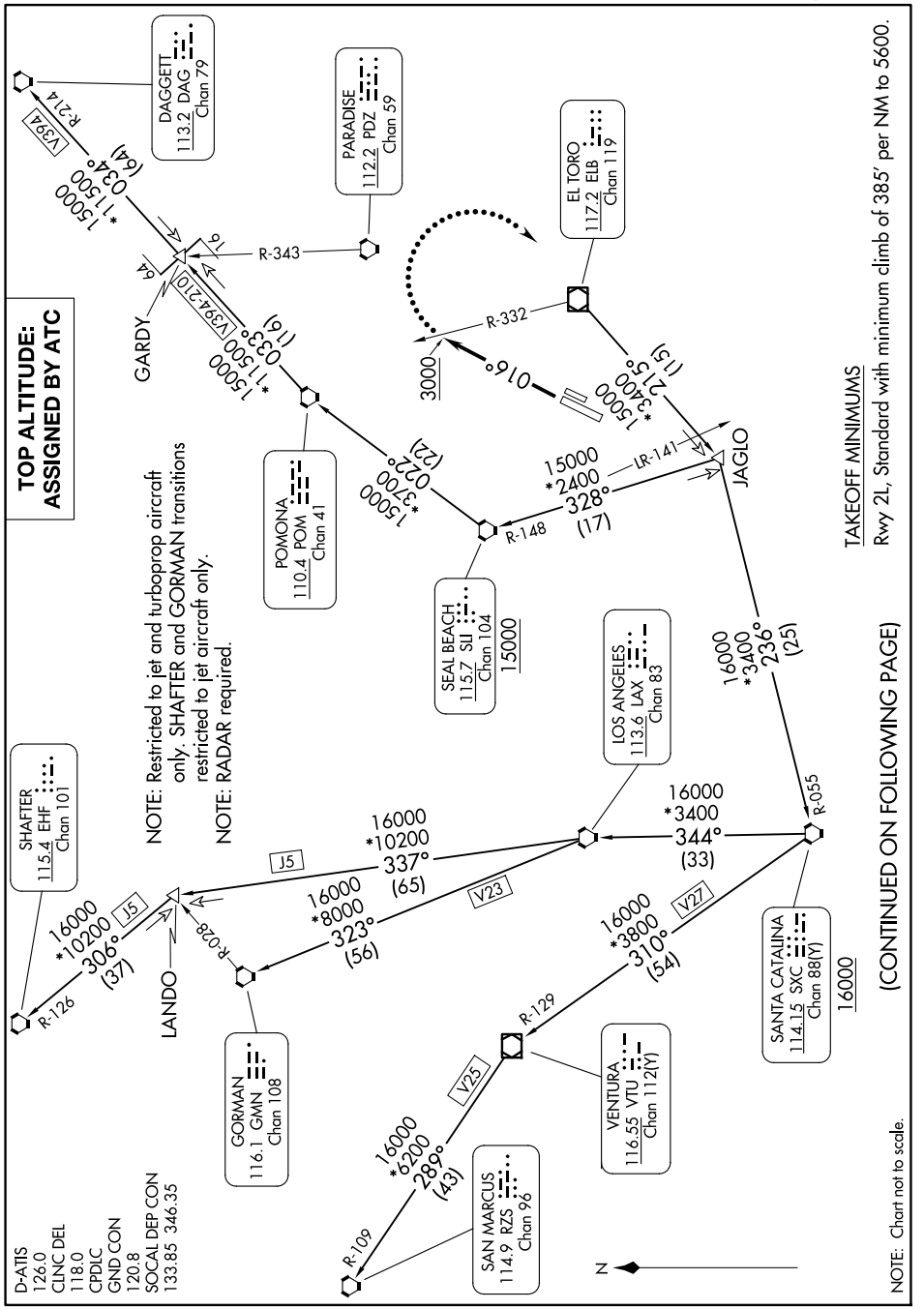
(HOBOW3.HOBOW) 22251

HOBOW THREE DEPARTURE (RNAV) AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)
SANTA ANA, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026


TOP ALTITUDE: ASSIGNED BY ATC
NOTE: Restricted to jet and turboprop aircraft only. SHAFTER and GORMAN transitions restricted to jet aircraft only.
NOTE: RADAR required.
DAGGETT 113.2 DAG Chan 79
PARADISE 112.2 PDZ Chan 59
EL TORO 117.2 ELB Chan 119
GARDY
POMONA 110.4 POM Chan 41
SEAL BEACH 115.7 SLI Chan 104
15000
JAGLO
LOS ANGELES 113.6 LAX Chan 83
SHAFTER 115.4 EHF Chan 101
LANDO
GORMAN 116.1 GMN Chan 108
SAN MARCUS 114.9 RZS Chan 96
VENTURA 116.55 VTU Chan 112(Y)
SANTA CATALINA 114.15 SXC Chan 88(Y)
16000
TAKEOFF MINIMUMS
Rwy 2L, Standard with minimum climb of 385' per NM to 5600.
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.
D-ATIS 126.0
CLNC DEL 118.0
CPDLC
GND CON 120.8
SOCAL DEP CON 133.85 346.35
N

(IRV5.IRV) 21168

IRVINE FIVE DEPARTURE

JOHN WAYNE/ORANGE COUNTY (SNA)
AL-377 (FAA)
SANTA ANA, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 016° to 3000, continue climb to assigned altitude on assigned heading for RADAR vectors to ELB VOR/DME R-215. Thence . . . .

. . . . on (transition) or assigned route. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control by ELB R-332, turn right direct ELB VOR/DME, climb to 7000 and proceed via assigned transition or route. Climb to filed altitude ten minutes after departure.

DAGGETT TRANSITION (IRV5.DAG): From over ELB VOR/DME on ELB R-215 and SLI R-148 to SLI VORTAC, then on SLI R-022 to POM VORTAC, then on POM R-033 and DAG R-214 to DAG VORTAC.

GORMAN TRANSITION (IRV5.GMN): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-323 to GMN VORTAC.

SAN MARCUS TRANSITION (IRV5.RZS): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-310 and VTU R-129 to VTU VOR/DME, then on VTU R-289 and RZS R-109 to RZS VORTAC.

SEAL BEACH TRANSITION (IRV5.SLI): From over ELB VOR/DME on ELB R-215 and on SLI R-148 to SLI VORTAC.

SHAFTER TRANSITION (IRV5.EHF): From over ELB VOR/DME on ELB R-215 and SXC R-055 to SXC VORTAC, then on SXC R-344 to LAX VORTAC, then on LAX R-337 and EHF R-126 to EHF VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026

MIKAA ONE DEPARTURE (RNAV)

(MIKAA1.MIKAA) 27APR17

JOHN WAYNE/ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

(MIKAA1.MIKAA) 22251

MIKAA ONE DEPARTURE (RNAV)

JOHN WAYNE/ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

AL-377 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb heading 016° to 560, then direct LIION, then on track 058° to CHOAK, then on depicted route to MIKAA thence. . . .

. . . . (transition). Maintain 14000, expect filed altitude within 10 minutes of departure.

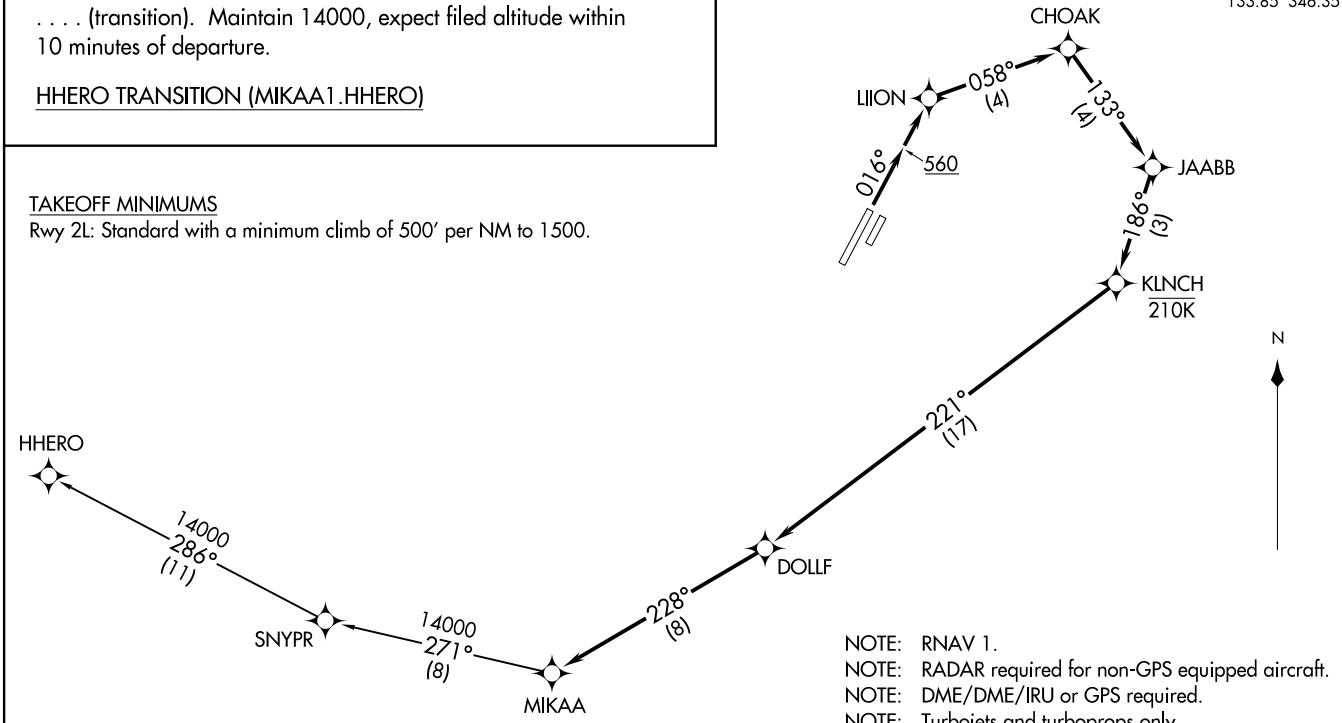
HHERO TRANSITION (MIKAA1.HHERO)

TOP ALTITUDE: 14000

D-ATIS 126.0
CLNC DEL 118.0
CPDLC
GND CON 120.8
SOCAL DEP CON 133.85 346.35

TAKEOFF MINIMUMS

Rwy 2L: Standard with a minimum climb of 500′ per NM to 1500.



NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets and turboprops only.

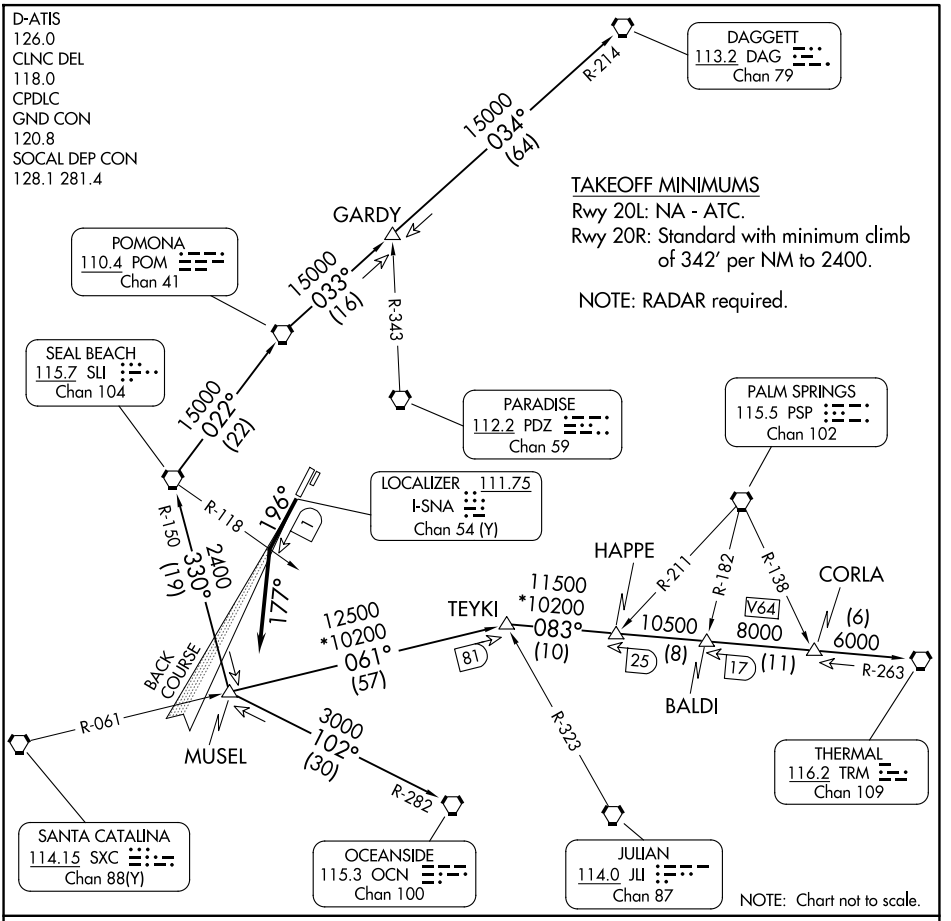
NOTE: Chart not to scale.

(MUSEL8.MUSEL) 23334

MUSEL EIGHT DEPARTURE

AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)
SANTA ANA, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

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.

D-ATIS 126.0
CLNC DEL 118.0
CPDLC
GND CON 120.8
JOHN WAYNE TOWER★ 126.8 343.625
SOCAL DEP CON 133.85 346.35 (Rwy 2L) 128.1 281.4 (Rwy 20R)
NOTE: RADAR required.
NOTE: RNAV-1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop only.
NOTE: Parachute jumping all hours, 14000' and below, north of route between PIGGN and FNCHH.
NOTE: Aircraft may be RADAR vectored to DANAH or PIGGN.
TAKEOFF MINIMUMS
Rwy 2L: Standard with minimum climb of 500 feet per NM to 1300.
Rwy 20R: Standard.
TOP ALTITUDE: 13000
CHOAK
LION 058° (4)
016° 560
196°
175°
STREL 5000
140° (4)
TANGL
103° (5)
SHIRR 7000
073° (4)
DANAH
048° (12)
PIGGN 9000
105° (9)
MANBY 7000
120° (5)
JAABB 4100 210K
133° (4)
(12) 9000 080°
098° 9000 (13)
WIILD
FNCHH 10000 064° (13)
10000 079° (17)
144° 10000 (16)
TBERD 15000 080° (33)
FLWRZ 15000 079° (24)
PEELR 15000 080° (15)
BLCKD 15000 079° (20)
MTBAL 15000 057° (25)
CSTWY 15000 059° (24)
LVELL
AVRRY
CNERY
TTRUE
WURMO
WAGAV
15000 169° (36)
15000 126° (56)
TCATE
OTAYY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 016° to 560, then direct LIION, then on track 058° to CHOAK, then on track 133° to cross JAABB at or above 4100 and at or below 210K, then on track 120° to cross MANBY at or above 7000, then on track 105° to cross PIGGN at or above 9000, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 140° to TANGL, then on track 103° to cross SHIRR at or above 7000, then on track 073° to DANAH, then on track 048° to cross PIGGN at or above 9000, thence. . . .

. . . . on (transition) maintain 13000. Expect filed altitude 10 minutes after departure.

AVRRY TRANSITION (PIGGN3.AVRRY)

CNERY TRANSITION (PIGGN3.CNERY)

OTAYY TRANSITION (PIGGN3.OTAYY)

TCATE TRANSITION (PIGGN3.TCATE)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

STAYY FOUR DEPARTURE (RNAV)

(STAYY4.STAYY) 24MAR22

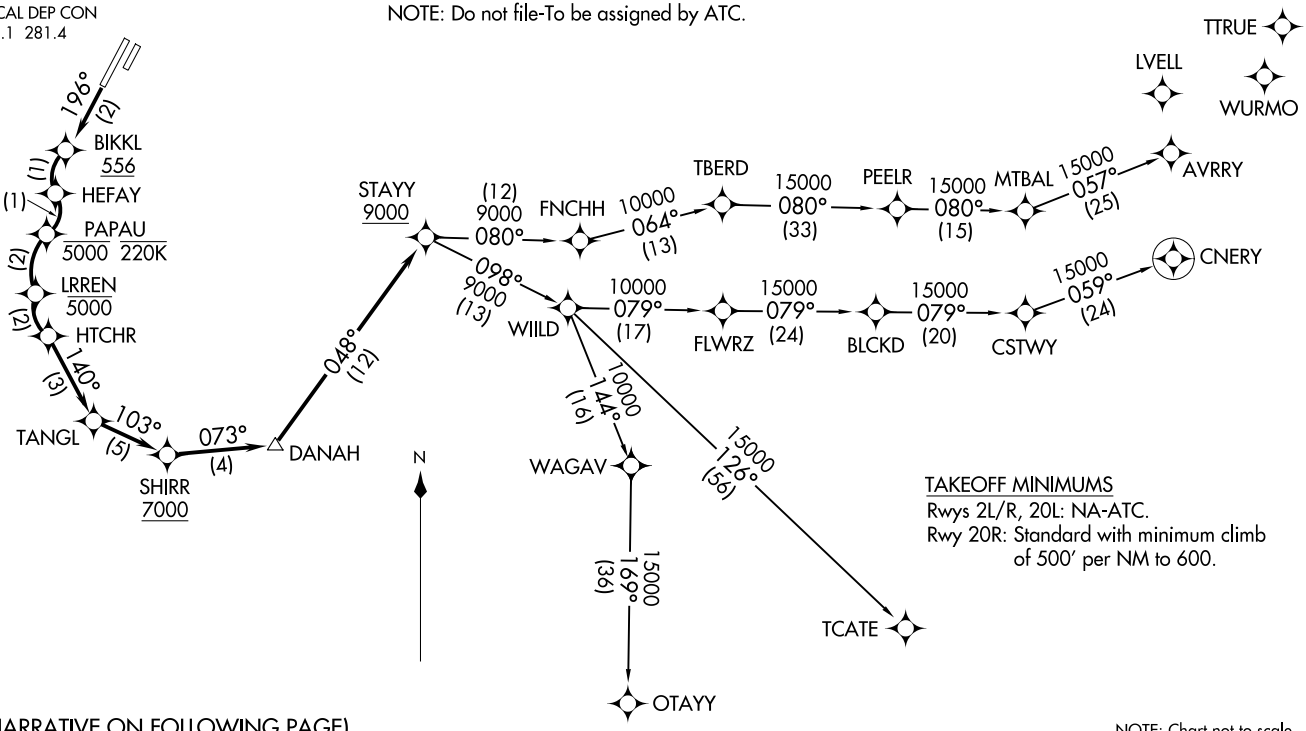
JOHN WAYNE/ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

D-ATIS
126.0
CLNC DEL
118.0
CPDLC
GND CON
120.8
JOHN WAYNE TOWER ★
126.8 343.625
SOCAL DEP CON
128.1 281.4

NOTE: RNP 1.
NOTE: RF required.
NOTE: GPS required.
NOTE: RADAR required.
NOTE: Turbojet only.
NOTE: Parachute jumping all hours, 14000 and below, north of route between STAYY and FNCHH.
NOTE: Do not file-To be assigned by ATC.

TOP ALTITUDE: 13000



TAKEOFF MINIMUMS
Rwys 2L/R, 20L: NA-ATC.
Rwy 20R: Standard with minimum climb of 500′ per NM to 600.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(STAYY4.STAYY) 22251

STAYY FOUR DEPARTURE (RNAV)

AL-377 (FAA)

JOHN WAYNE/ORANGE COUNTY (SNA)

SANTA ANA, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb on course 196° to cross BIKKL at or above 556, then left turn to HEFAY, then right turn to cross PAPAU at or below 5000 and at or below 220K, then left turn to cross LRREN at or below 5000, then left turn to HTCHR, then on track 140° to TANGL, then on track 103° to cross SHIRR at or above 7000, then on track 073° to DANAH, then on track 048° to cross STAYY at or above 9000, thence. . . .

. . . .on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

AVRRY TRANSITION (STAYY4.AVRRY)

CNERY TRANSITION (STAYY4.CNERY)

OTAYY TRANSITION (STAYY4.OTAYY)

TCATE TRANSITION (STAYY4.TCATE)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-SBA	APP CRS	Rwy Ldg	6052
110.3	075°	TDZE	13
Chan 40		Apt Elev	14

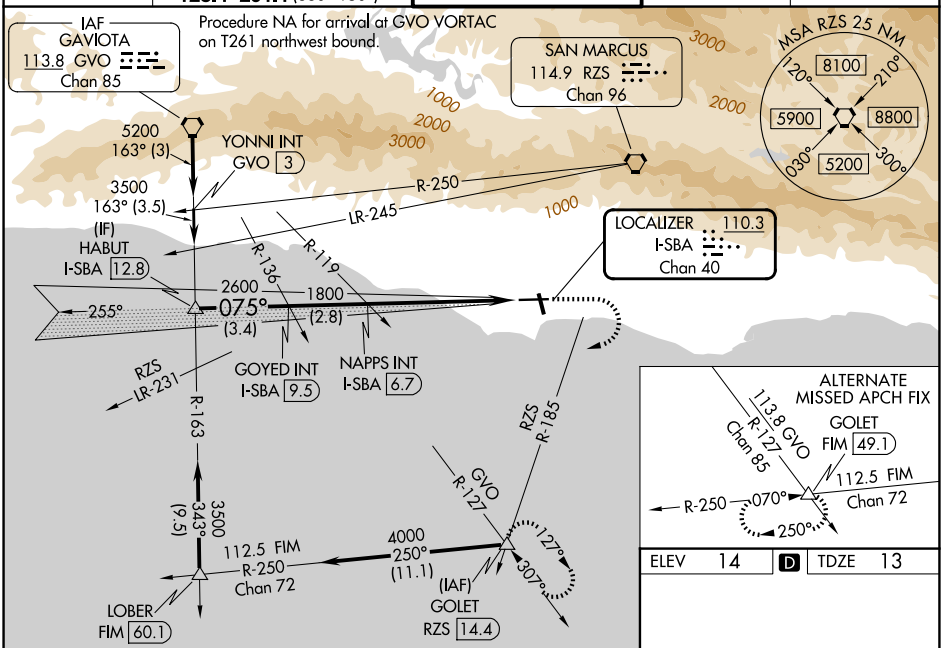
ILS or LOC RWY 7
SANTA BARBARA MUNI (SBA)

VDP NA when using OXR altimeter setting. Circling Rwy 15L/R and 33L/R NA at night. When local altimeter setting not received, use OXR altimeter setting: increase DA to 296 feet; increase all MDAs 100 feet and S-LOC 7 visibility Cats C and D to 1⅜ SM, Circling Cat A visibility to 1¼ SM and Circling visibility Cat C to 2¾ SM. For inop ALS, when using OXR altimeter setting, increase S-ILS 7 all Cats visibility to RVR 4500 and S-LOC 7 Cats C and D visibility to 1⅞ SM. Circling NA for Cats C and D north of Rwy 7-25.
*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using OXR altimeter setting).

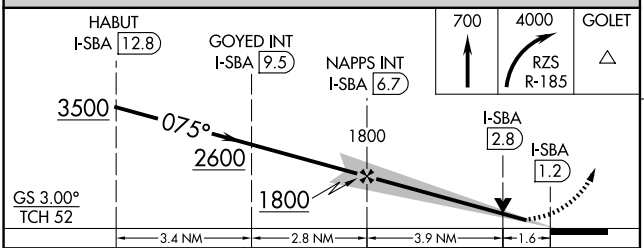
MALSR

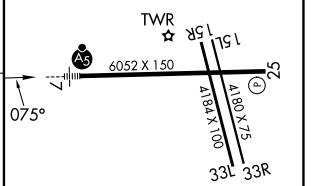
MISSED APPROACH: Climb to 700 then climbing right turn to 4000 on RZS VORTAC R-185 to GOLET INT/RZS 14.4 DME and hold, continue climb-in-hold to 4000.

ATIS	SANTA BARBARA APP CON*	SANTA BARBARA TOWER*	GND CON	UNICOM
132.65	120.55 319.15 (151°-329°) 125.4 291.1 (330°-150°)	119.7 (CTAF) L 254.35	121.7	122.95



ELEV	14	D	TDZE	13





CATEGORY	A	B	C	D
S-ILS 7*	213/24 200 (200-½)			
S-LOC 7	560/24 547 (600-½)		560/60 547 (600-1¼)	
CIRCLING	800-1 786 (800-1)	840-1¼ 826 (900-1¼)	840-2½ 826 (900-2½)	1000-3 986 (1000-3)

HIRL Rwy 7-25 L
MIRL Rwy 15R-33L L
REIL Rwys 15R and 25 L

FAF to MAP 5.5 NM

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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 7

SANTA BARBARA MUNI (SBA)

WAAS	APP CRS	Rwy Ldg	6052
CH 78306	074°	TDZE	13
W07A		Apt Elev	14

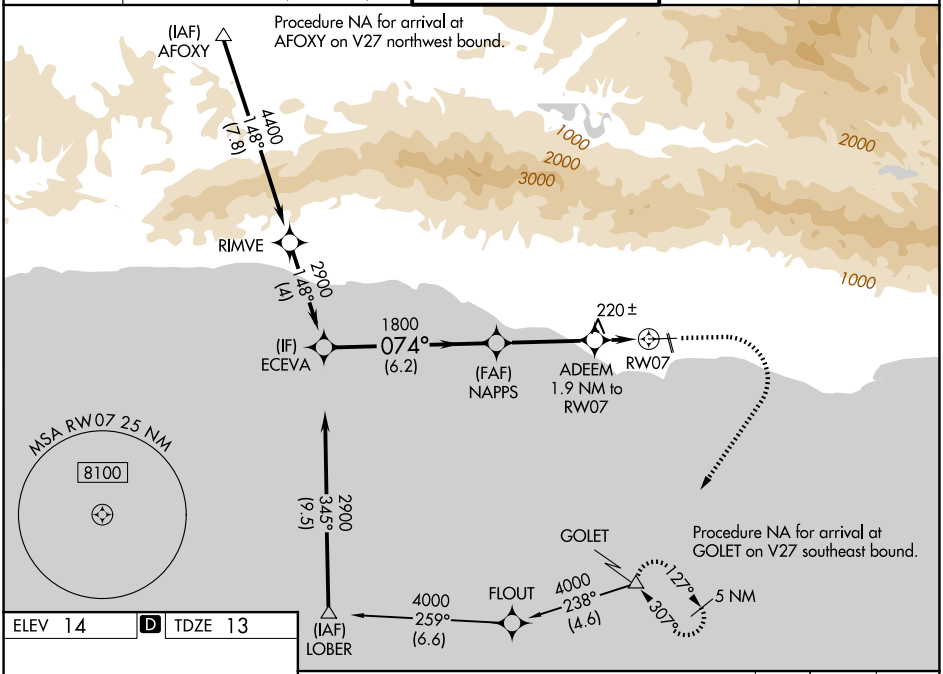
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. Circling Rwy 15L/R and 33L/R NA at night. Circling NA for Cats C and D north of Rwy 7-25. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cats C and D increase visibility to 1⅜ SM.

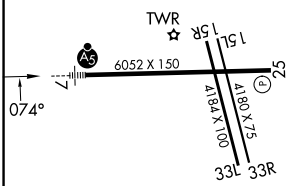
MALSR

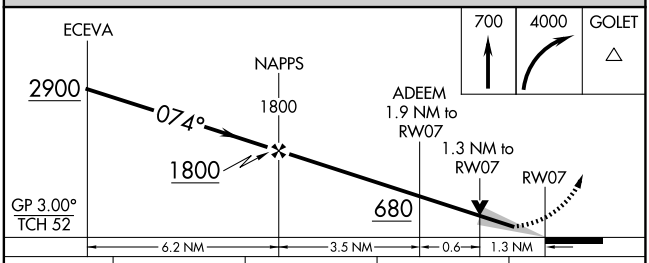
MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct GOLET and hold, continue climb-in-hold to 4000.

ATIS	SANTA BARBARA APP CON★	SANTA BARBARA TOWER★	GND CON	UNICOM
132.65	120.55 319.15 (151°-329°) 125.4 291.1 (330°-150°)	119.7 (CTAF) L 254.35	121.7	122.95



ELEV 14 D TDZE 13





CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/VNAV DA	480/50 467 (500-1)			
LNAV MDA	480/24 467 (500-½)		480/50 467 (500-1)	
CIRCLING	700-1 686 (700-1)	760-1 746 (800-1)	760-2¼ 746 (800-2¼)	900-3 886 (900-3)

HIRL Rwy 7-25 L
MIRL Rwy 15R-33L L
REIL Rwys 15R and 25 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VORTAC GVO	APP CRS	Rwy Ldg 6052
113.8	280°	TDZE 14
Chan 85		Apt Elev 14

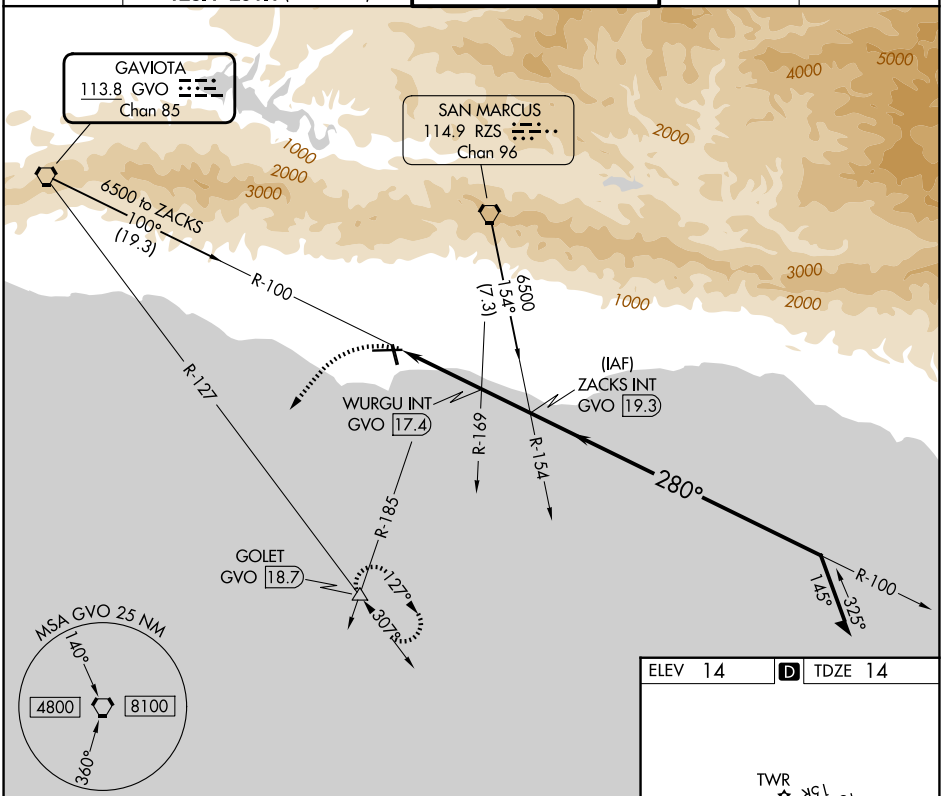
VOR RWY 25

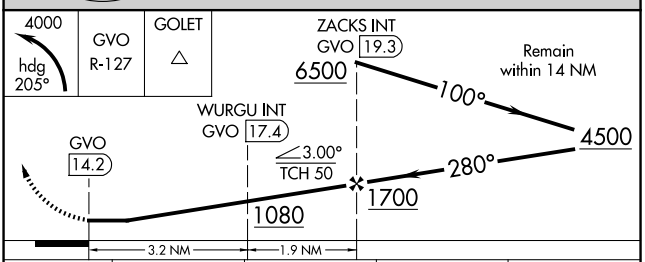
SANTA BARBARA MUNI (SBA)

Circling Rwy 15L/R and 33L/R NA at night.
Rwy 25 helicopter visibility reduction below 1 SM NA.
Circling NA for Cats C and D north of Rwy 7-25.

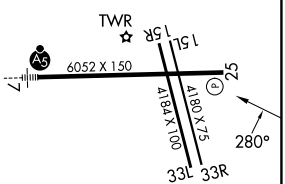
MISSED APPROACH: Climbing left turn to 4000 on heading 205° and GVO VORTAC R-127 to GOLET INT/18.7 DME and hold, continue climb-in-hold to 4000.

ATIS	SANTA BARBARA APP CON★	SANTA BARBARA TOWER★	GND CON	UNICOM
132.65	120.55 319.15 (151°-329°) 125.4 291.1 (330°-150°)	119.7 (CTAF) L 254.35	121.7	122.95





ELEV 14 D TDZE 14



HIRL Rwy 7-25 L
MIRL Rwy 15R-33L L
REIL Rwys 15R and 25 L

CATEGORY	A	B	C	D
S-25	920-1¼ 906 (1000-1¼)		920-2½ 906 (1000-2½)	
CIRCLING	920-1¼ 906 (1000-1¼)		920-2¾ 906 (1000-2¾)	920-3 906 (1000-3)

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, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

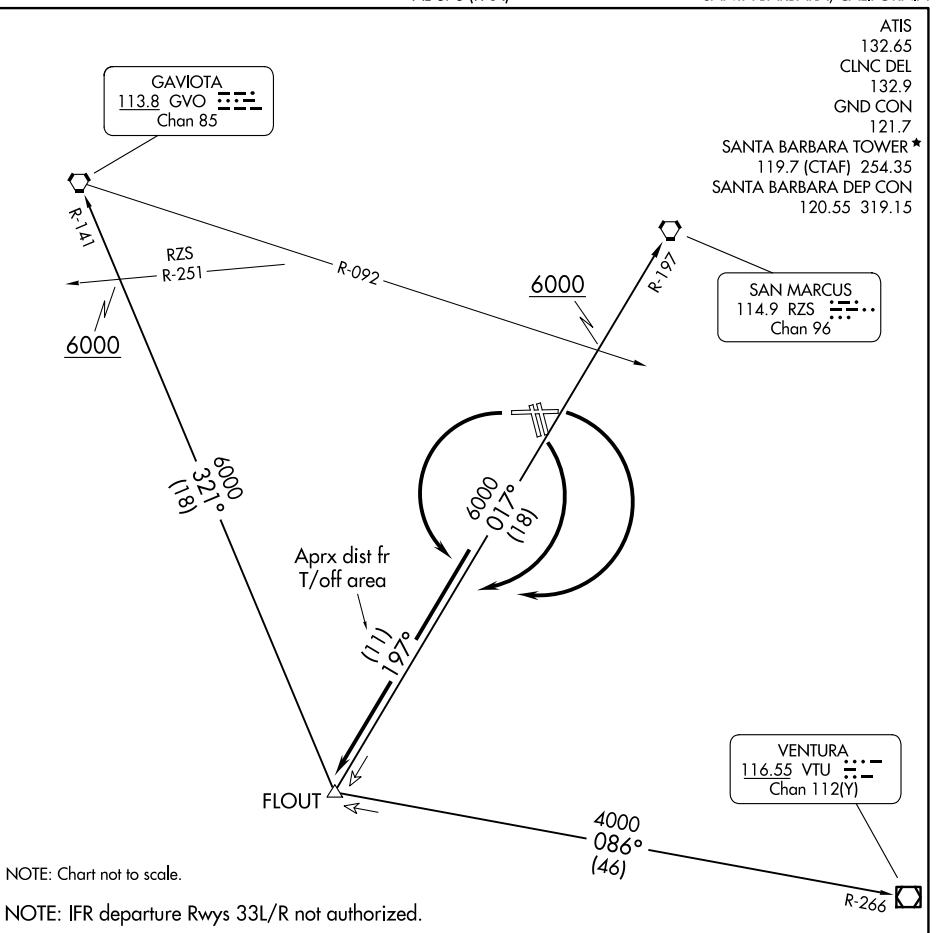
AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

FLOUT FIVE DEPARTURE



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, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

GAUCH THREE DEPARTURE (RNAV)

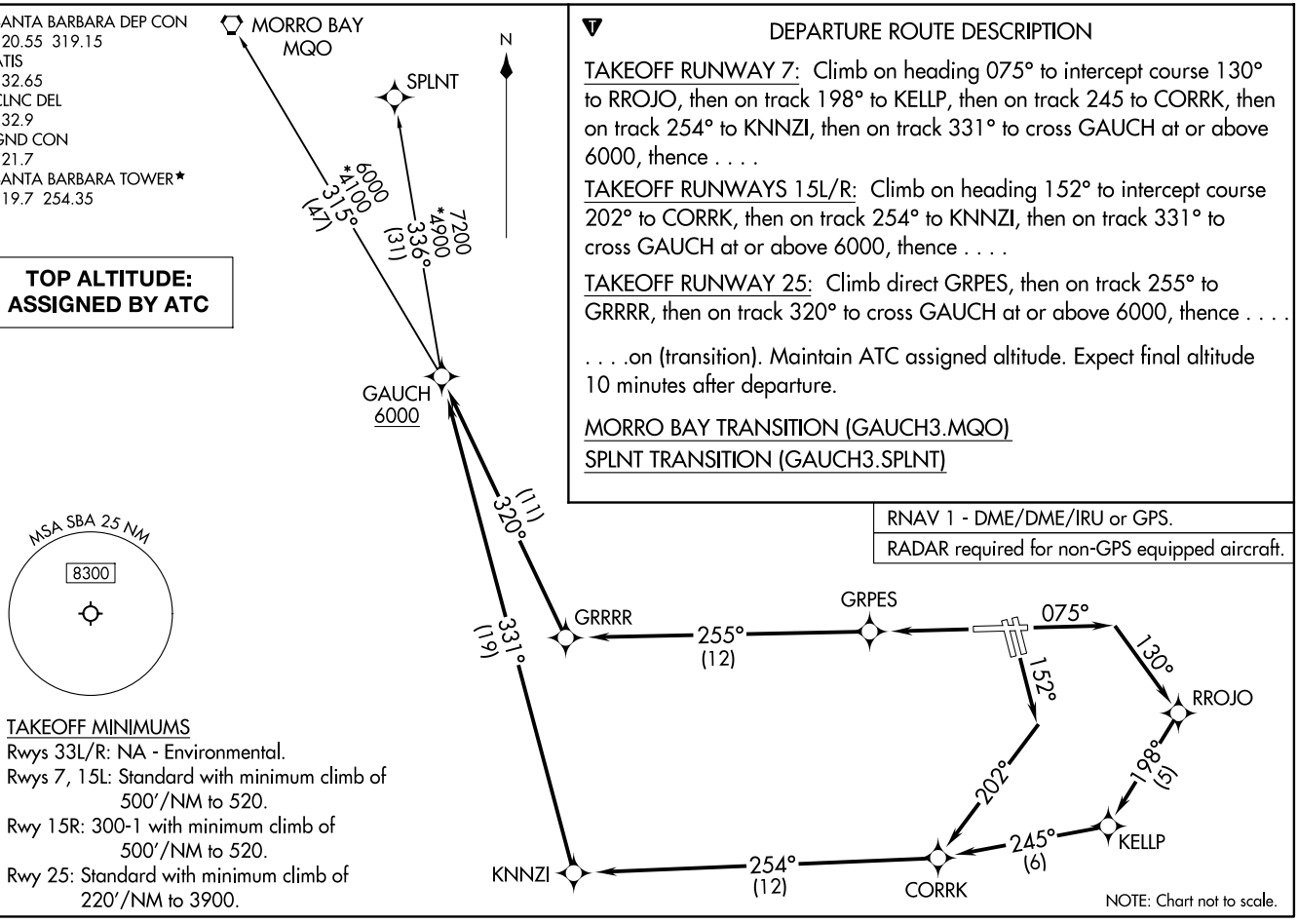
(GAUCH3.GAUCH) 26DEC24

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)

SANTA BARBARA DEP CON
120.55 319.15
ATIS
132.65
CLNC DEL
132.9
GND CON
121.7
SANTA BARBARA TOWER★
119.7 254.35

TOP ALTITUDE: ASSIGNED BY ATC



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 075° to intercept course 130° to RROJO, then on track 198° to KELLP, then on track 245 to CORRK, then on track 254° to KNNZI, then on track 331° to cross GAUCH at or above 6000, thence . . . .

TAKEOFF RUNWAYS 15L/R: Climb on heading 152° to intercept course 202° to CORRK, then on track 254° to KNNZI, then on track 331° to cross GAUCH at or above 6000, thence . . . .

TAKEOFF RUNWAY 25: Climb direct GRPES, then on track 255° to GRRRR, then on track 320° to cross GAUCH at or above 6000, thence . . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect final altitude 10 minutes after departure.

MORRO BAY TRANSITION (GAUCH3.MQO)

SPLNT TRANSITION (GAUCH3.SPLNT)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TAKEOFF MINIMUMS

Rwys 33L/R: NA - Environmental.

Rwys 7, 15L: Standard with minimum climb of 500′/NM to 520.

Rwy 15R: 300-1 with minimum climb of 500′/NM to 520.

Rwy 25: Standard with minimum climb of 220′/NM to 3900.

NOTE: Chart not to scale.

(GAUCH3.GAUCH) 24361

GAUCH THREE DEPARTURE (RNAV)

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)

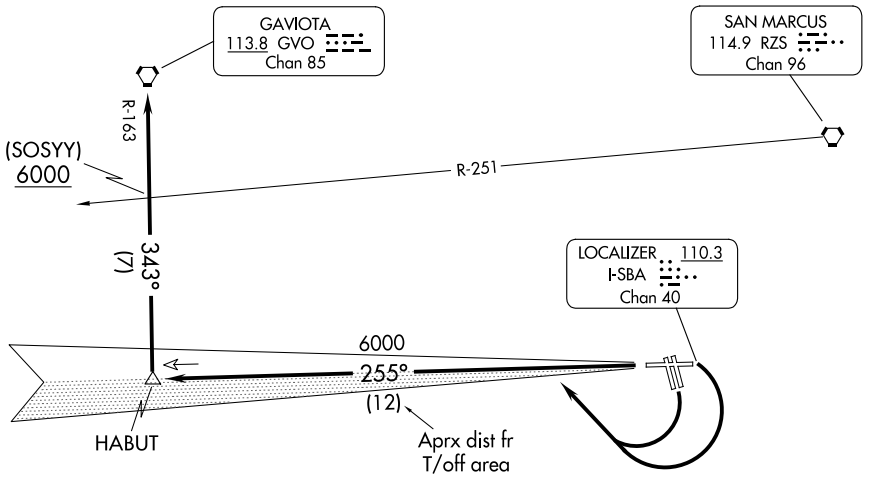
SANTA BARBARA, CALIFORNIA

458

HABUT FOUR DEPARTURE

AL-378 (FAA)

ATIS
132.65
CLNC DEL
132.9
GND CON
121.7
SANTA BARBARA TOWER ★
119.7 (CTAF) 254.35
SANTA BARBARA DEP CON
120.55 319.15



NOTE: IFR departure Rwys 33L/R not authorized.

NOTE: Minimum (ATC) climb of 385′ per NM to 6000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7 and 15L/R: Turn right, intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000′.

TAKEOFF RUNWAY 25: Intercept I-SBA west course to HABUT INT, thence via GVO R-163 to GVO VORTAC. Cross RZS R-251 at or above 6000′.

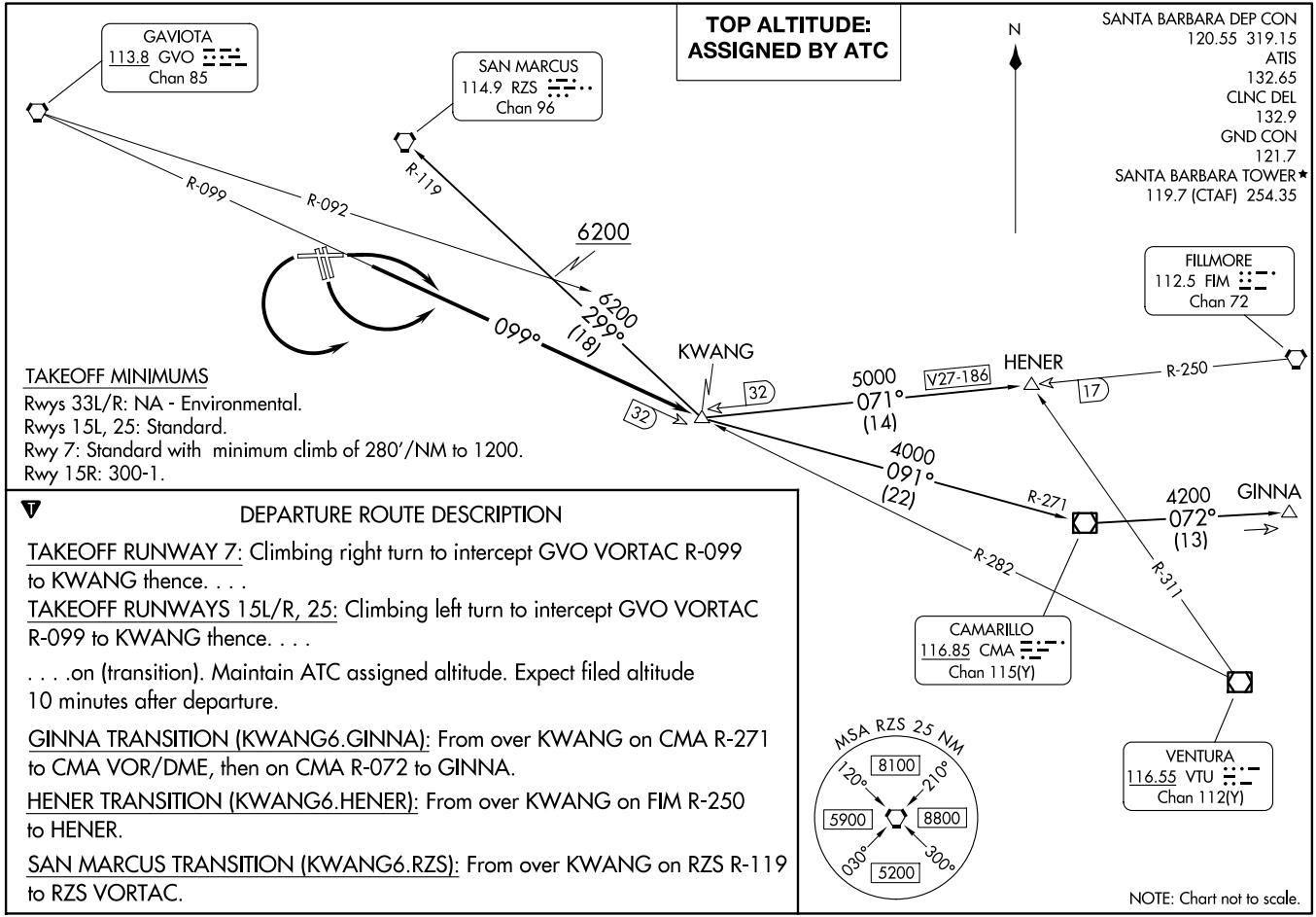
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

KWANG SIX DEPARTURE

(KWANG6.KWANG) 17APR25

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)



TAKEOFF MINIMUMS

Rwys 33L/R: NA - Environmental.
Rwys 15L, 25: Standard.
Rwy 7: Standard with minimum climb of 280'/NM to 1200.
Rwy 15R: 300-1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climbing right turn to intercept GVO VORTAC R-099 to KWANG thence. . . .

TAKEOFF RUNWAYS 15L/R, 25: Climbing left turn to intercept GVO VORTAC R-099 to KWANG thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

GINNA TRANSITION (KWANG6.GINNA): From over KWANG on CMA R-271 to CMA VOR/DME, then on CMA R-072 to GINNA.

HENER TRANSITION (KWANG6.HENER): From over KWANG on FIM R-250 to HENER.

SAN MARCUS TRANSITION (KWANG6.RZS): From over KWANG on RZS R-119 to RZS VORTAC.

KWANG SIX DEPARTURE

(KWANG6.KWANG) 26022

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)

AL-378 (FAA)

460

MISHN FIVE DEPARTURE (RNAV)

(MISHN5.MISHN) 27NOV25

SANTA BARBARA, CALIFORNIA

SANTA BARBARA MUNI (SBA)

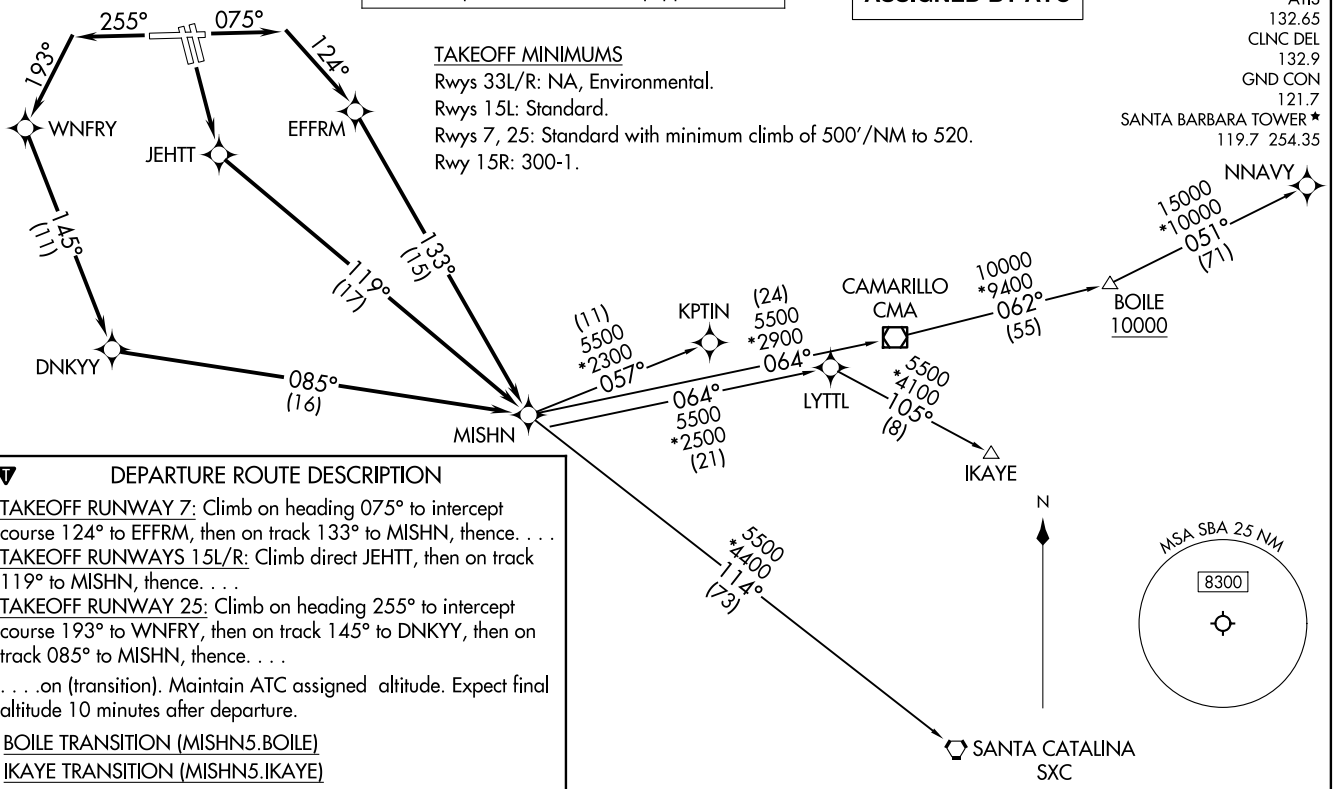
RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: ASSIGNED BY ATC

SANTA BARBARA DEP CON
120.55 319.15
ATIS
132.65
CLNC DEL
132.9
GND CON
121.7
SANTA BARBARA TOWER ★
119.7 254.35

TAKEOFF MINIMUMS
Rwys 33L/R: NA, Environmental.
Rwys 15L: Standard.
Rwys 7, 25: Standard with minimum climb of 500'/NM to 520.
Rwy 15R: 300-1.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 075° to intercept course 124° to EFFRM, then on track 133° to MISHN, thence. . . .

TAKEOFF RUNWAYS 15L/R: Climb direct JEHTT, then on track 119° to MISHN, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 255° to intercept course 193° to WNFRY, then on track 145° to DNKYY, then on track 085° to MISHN, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect final altitude 10 minutes after departure.

BOILE TRANSITION (MISHN5.BOILE)
IKAYE TRANSITION (MISHN5.IKAYE)
KPTIN TRANSITION (MISHN5.KPTIN)
NNAVY TRANSITION (MISHN5.NNAVY)
SANTA CATALINA TRANSITION (MISHN5.SXC)

NOTE: Turbojets and turboprops only.
NOTE: KPTIN Transition restricted to aircraft landing KLAX and KHHR.
NOTE: IKAYE Transition is ATC assigned only.

NOTE: Chart not to scale.

(MISHN5.MISHN) 25331

MISHN FIVE DEPARTURE (RNAV)

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)

SANTA BARBARA, CALIFORNIA

(SBA5.SBA) 26022

SANTA BARBARA FIVE DEPARTURE

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA

SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA BARBARA FIVE DEPARTURE

(SBA5.SBA) 08NOV18

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

DEPARTURE ROUTE DESCRIPTION

SOUTH OR EAST ROUTE OF FLIGHT:

TAKEOFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn on heading 120°. Thence. . . .

TAKEOFF RUNWAYS 15L/15R: Climb heading 152°. Thence. . . .

TAKEOFF RUNWAY 25: Climb heading 255°. Thence. . . .

. . . .On RADAR vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

NORTH OR WEST ROUTE OF FLIGHT:

TAKEOFF RUNWAY 7: Climb heading 075° to 500, then climbing right turn on heading 200°. Thence. . . .

TAKEOFF RUNWAYS 15L/R: Climb heading 152° to 500, then climbing right turn on heading 200°. Thence. . . .

TAKEOFF RUNWAY 25: Climb heading 255°. Thence. . . .

. . . .On RADAR vectors, maintain 3000. Expect further clearance to filed altitude 5 minutes after departure.

SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA MARIA, CALIFORNIA | AL-379 (FAA) | 25275

LOC/DME I-SMX	APP CRS	Rwy Ldg 8004
108.9 Chan 26	120°	TDZE 230
		Apt Elev 261

ILS or LOC RWY 12

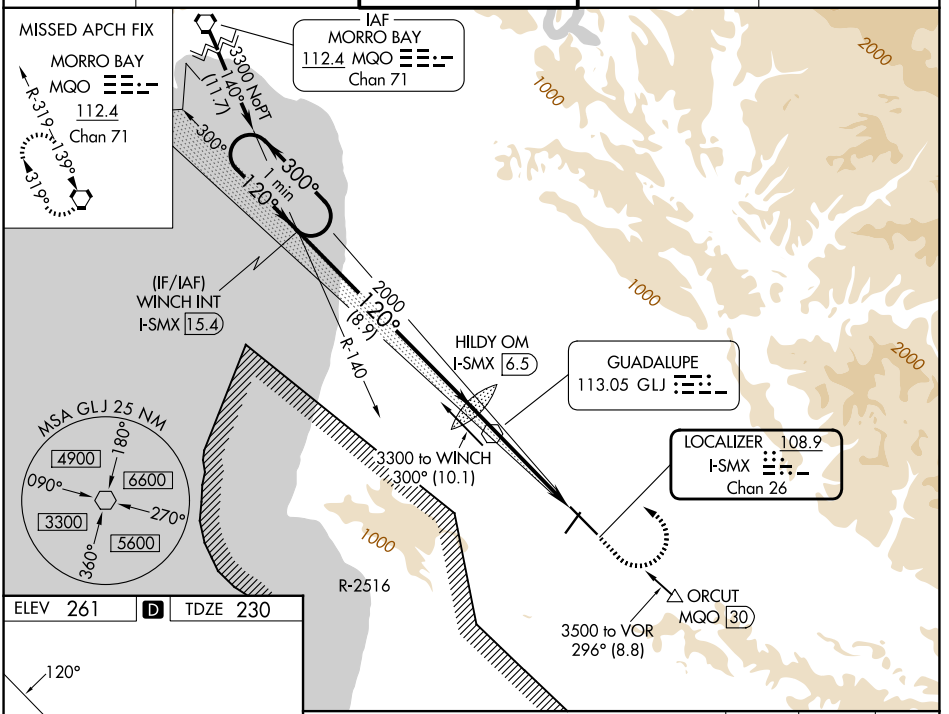
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

T A Night Landing: Rwy 2 NA. VDP NA when using San Luis Obispo altimeter setting. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase DA to 489 feet; increase all MDA 60 feet and S-LOC visibility Cat C and D to RVR 5500. For inop MALSR, increase S-LOC 12 Cat C/D visibility to 1⅜ mile.
RVR 1800 authorized with use of FD or AP or HUD to DA; NA when using San Luis Obispo altimeter setting.

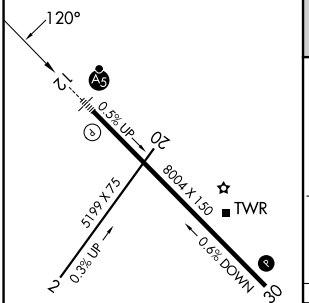
MALSR (AS)

MISSED APPROACH: Climb to 800, then climbing left turn to 5000 direct MQO VORTAC and hold.

ATIS	SANTA BARBARA APP CON*	SANTA MARIA TOWER*	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 239.25	121.9	122.95



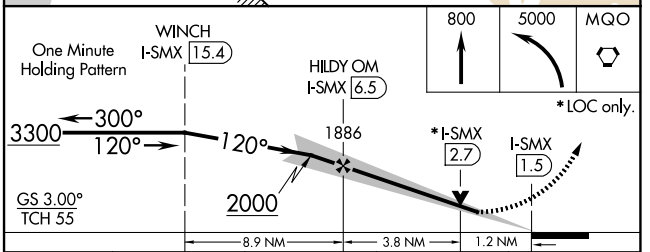
ELEV 261 | D | TDZE 230



HIRL Rwy 12-30 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 12#	430/24 200 (200-½)			
S-LOC 12	680/24 450 (500-½)		680/50 450 (500-1)	
CIRCLING	860-1 599 (600-1)	1000-1 739 (800-1)	1420-3 1159 (1200-3)	1520-3 1259 (1300-3)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Ldg	8004
CH 77927	121°	TDZE	230
W12A		Apt Elev	261

RNAV (GPS) RWY 12

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

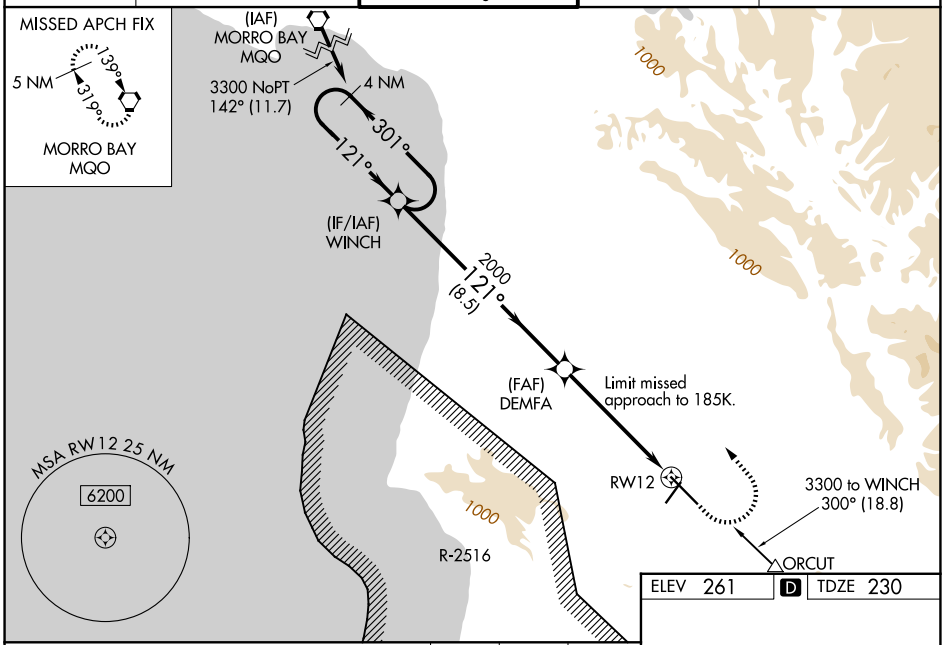
T Circling Rwy 2 NA at night. Baro-VNAV and VDP NA when using San Luis Obispo altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase LPV DA to 489 feet; increase LNAV/VNAV DA to 622 feet and all visibilities to RVR 3500; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 5500. For inop MALSR, increase LNAV Cat C/D visibility to 1⅜ mile.

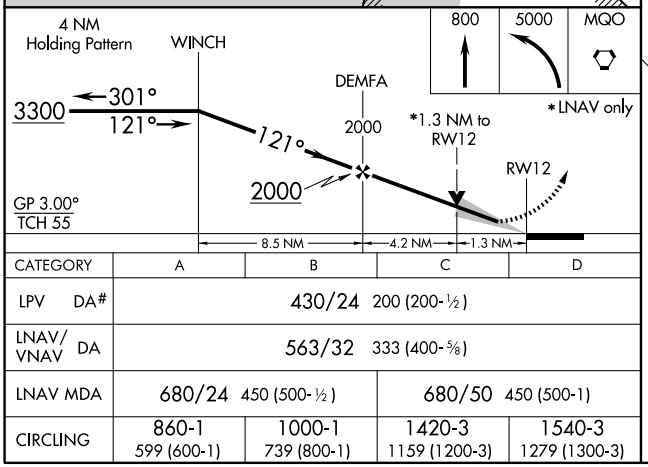
A # RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Vandenberg altimeter setting.

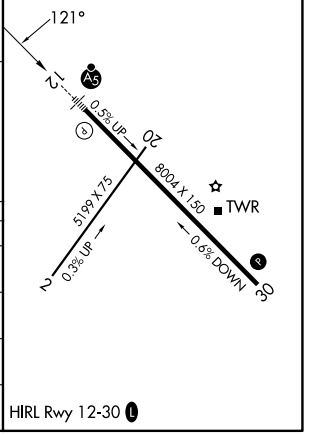
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 direct MQO VORTAC and hold.

ATIS	SANTA BARBARA APP CON★	SANTA MARIA TOWER★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) 239.25	121.9	122.95







CATEGORY	A	B	C	D
LPV DA#	430/24 200 (200-½)			
LNAV/VNAV DA	563/32 333 (400-⅝)			
LNAV MDA	680/24 450 (500-½)		680/50 450 (500-1)	
CIRCLING	860-1 599 (600-1)	1000-1 739 (800-1)	1420-3 1159 (1200-3)	1540-3 1279 (1300-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA MARIA, CALIFORNIA | AL-379 (FAA) | 25275

APP CRS	Rwy Ldg	8004
316°	TDZE	261
	Apt Elev	261

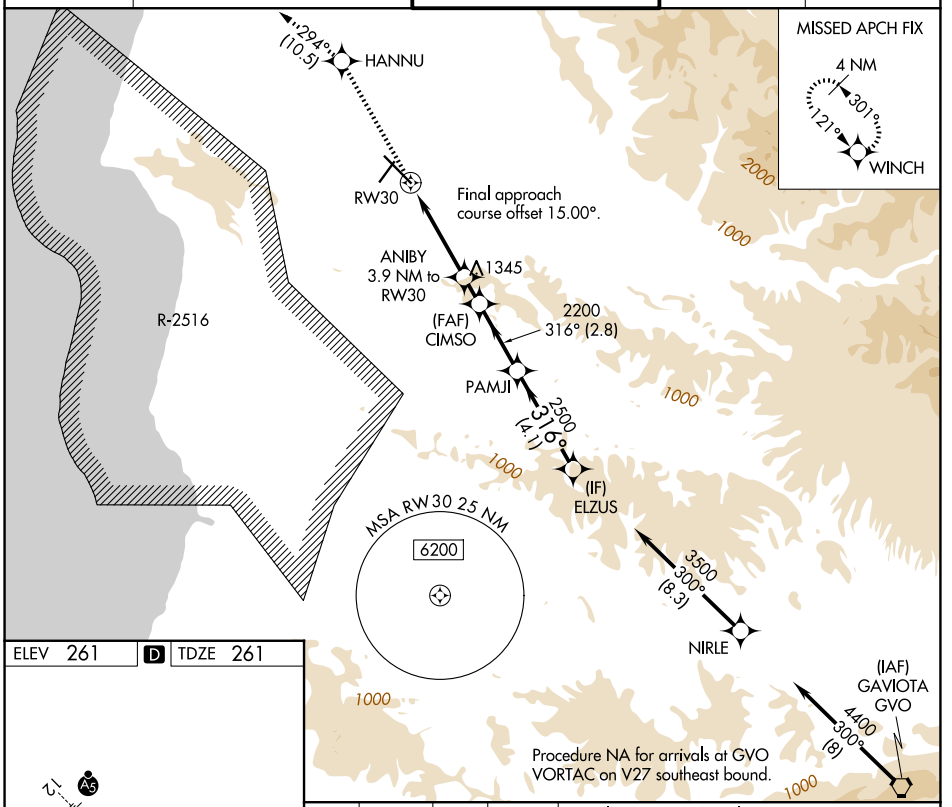
RNAV (GPS) RWY 30

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

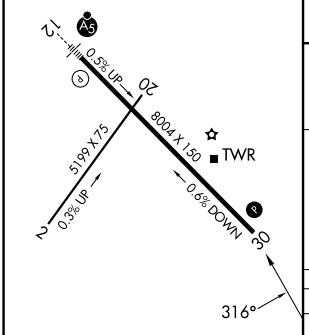
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Luis Obispo County Rgnl altimeter setting and increase all MDA 60 feet. Rwy 30 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 30 NA at night, Circling Rwy 2, 30 NA at night.

MISSED APPROACH: Climb to 4000 direct HANNU and on track 294° to WINCH and hold.

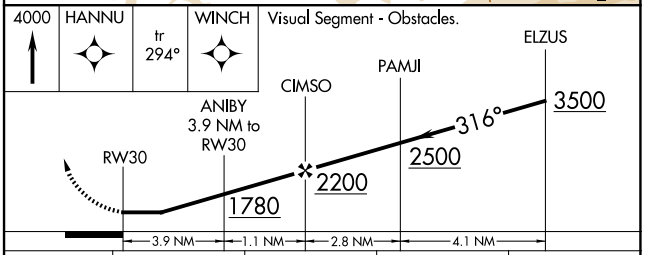
ATIS	SANTA BARBARA APP CON ★	SANTA MARIA TOWER ★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 239.25	121.9	122.95



ELEV 261 | D | TDZE 261



HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1600-1¼ 1339 (1400-1¼)	1600-1½ 1339 (1400-1½)	1600-3 1339 (1400-3)	NA
CIRCLING	1600-1¼ 1339 (1400-1¼)	1600-1½ 1339 (1400-1½)	1600-3 1339 (1400-3)	NA

SANTA MARIA, CALIFORNIA | SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

Orig-E 07DEC17 | 34°54'N-120°27'W | RNAV (GPS) RWY 30

SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-SMX	APP CRS	Rwy Ldg	N/A
108.9	300°	TDZE	N/A
Chan 26		Apt Elev	261

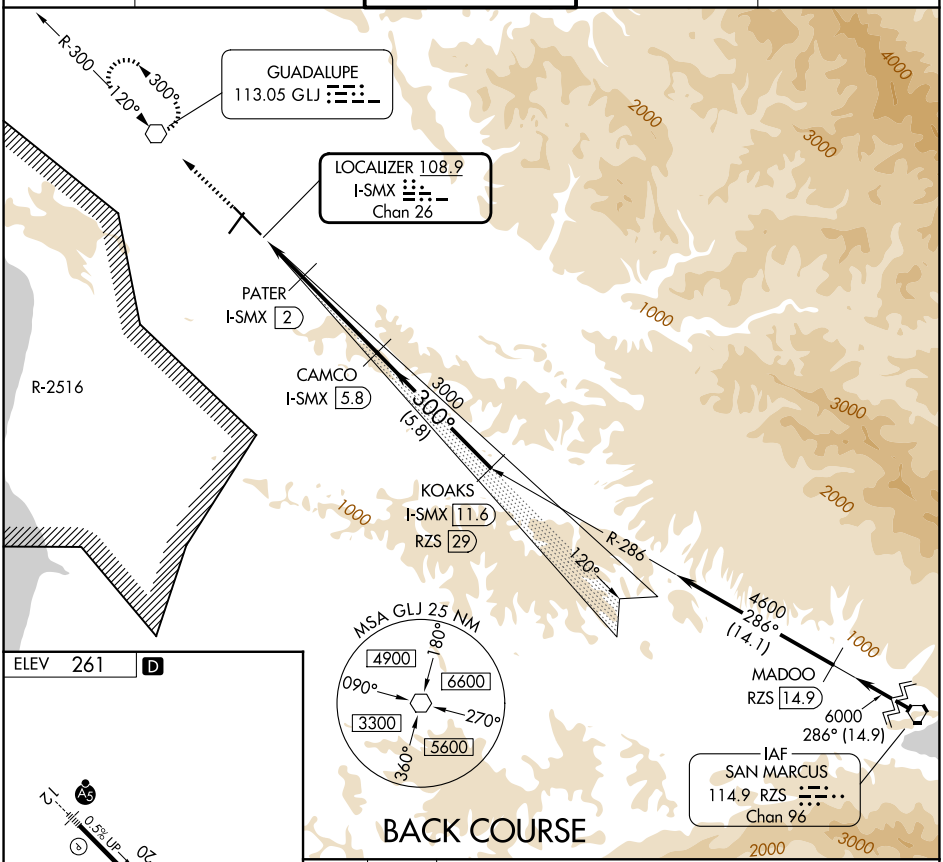
LOC/DME BC-A

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

T A Circling to Rwy 2 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use San Luis Obispo altimeter setting and increase all MDA 60 feet.

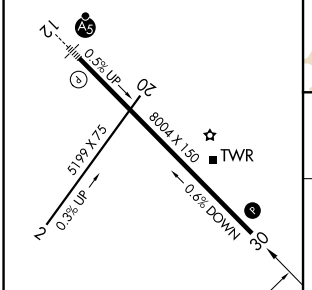
MISSED APPROACH: Climb to 2100 direct GLJ VOR and hold.

ATIS	SANTA BARBARA APP CON★	SANTA MARIA TOWER★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 239.25	121.9	122.95

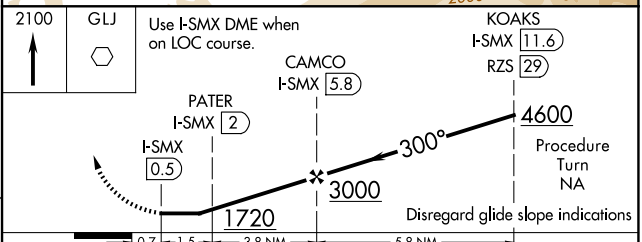


BACK COURSE

ELEV 261 D



HIRL Rwy 12-30 L



CATEGORY	A	B	C	D
CIRCLING	1100-1¼	839 (900-1¼)	1420-3 1159 (1200-3)	1540-3 1279 (1300-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA MARIA, CALIFORNIA | AL-379 (FAA) | 25275

VOR GLJ	APP CRS	Rwy Ldg	8004
113.05	117°	TDZE	230
		Apt Elev	261

VOR RWY 12

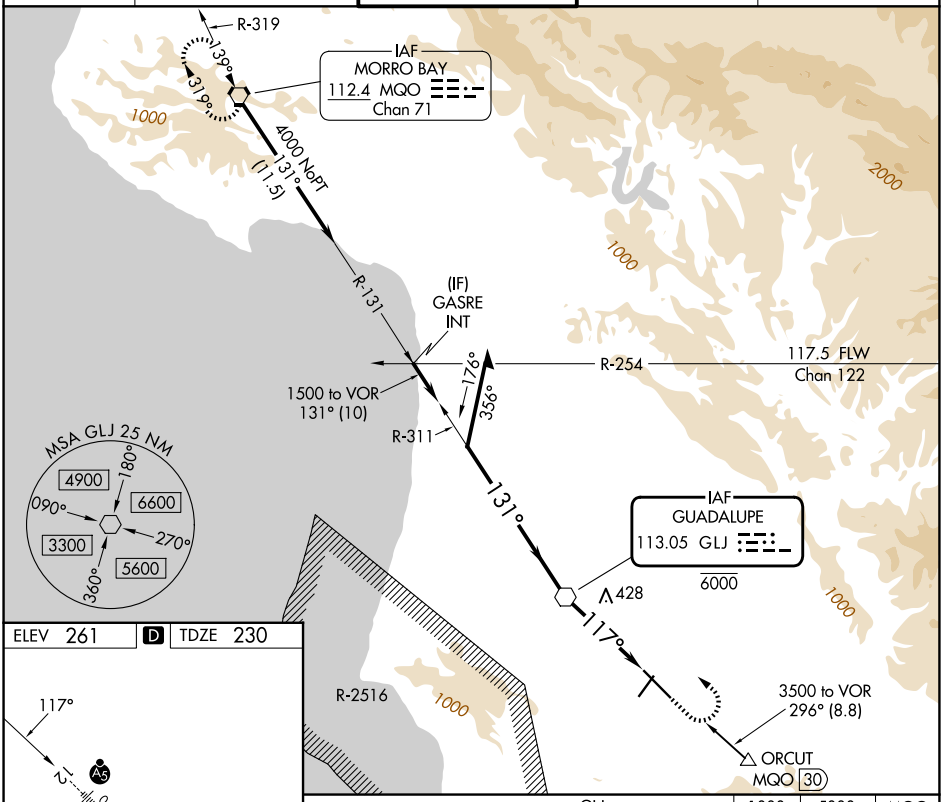
SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

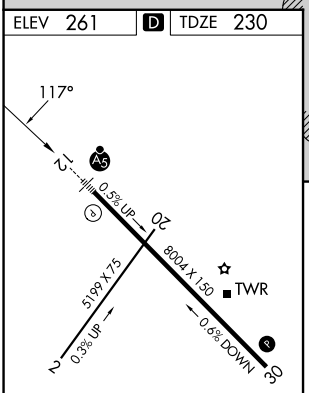
T A Circling Rwy 2 NA at night. When local altimeter setting not received, use SBP altimeter setting and increase all MDAs 60 feet and S-12 visibility Cat C/D to 1¼ SM. For inop ALS when using SBP altimeter setting, increase S-12 Cat C/D visibility to 1⅝ SM. For inop ALS, increase S-12 Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 direct MQO VORTAC and hold.

ATIS	SANTA BARBARA APP CON★	SANTA MARIA TOWER★	GND CON	UNICOM
121.15	124.15 327.8	118.3 (CTAF) L 239.25	121.9	122.95

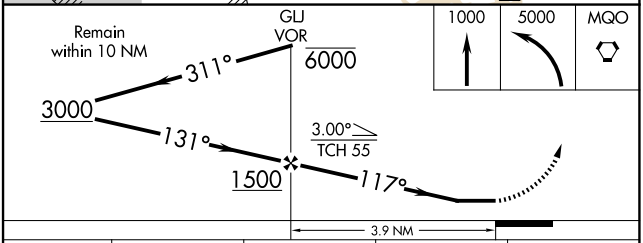




HIRL Rwy 12-30 L

FAF to MAP 3.9 NM

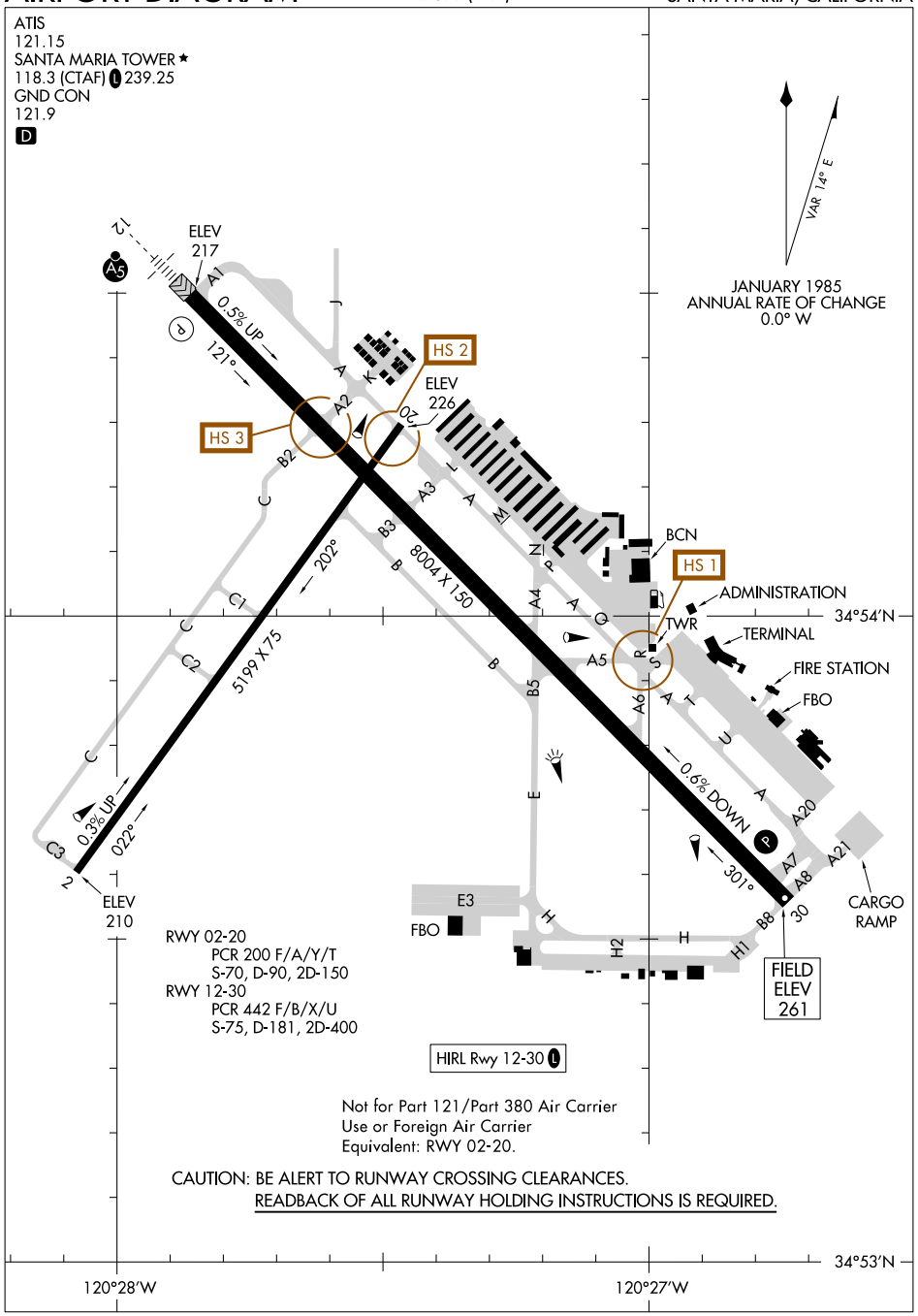
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-12	740/24	510 (500-½)	740/55	510 (500-1)
CIRCLING	860-1 599 (600-1)	1000-1 739 (800-1)	1420-3 1159 (1200-3)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

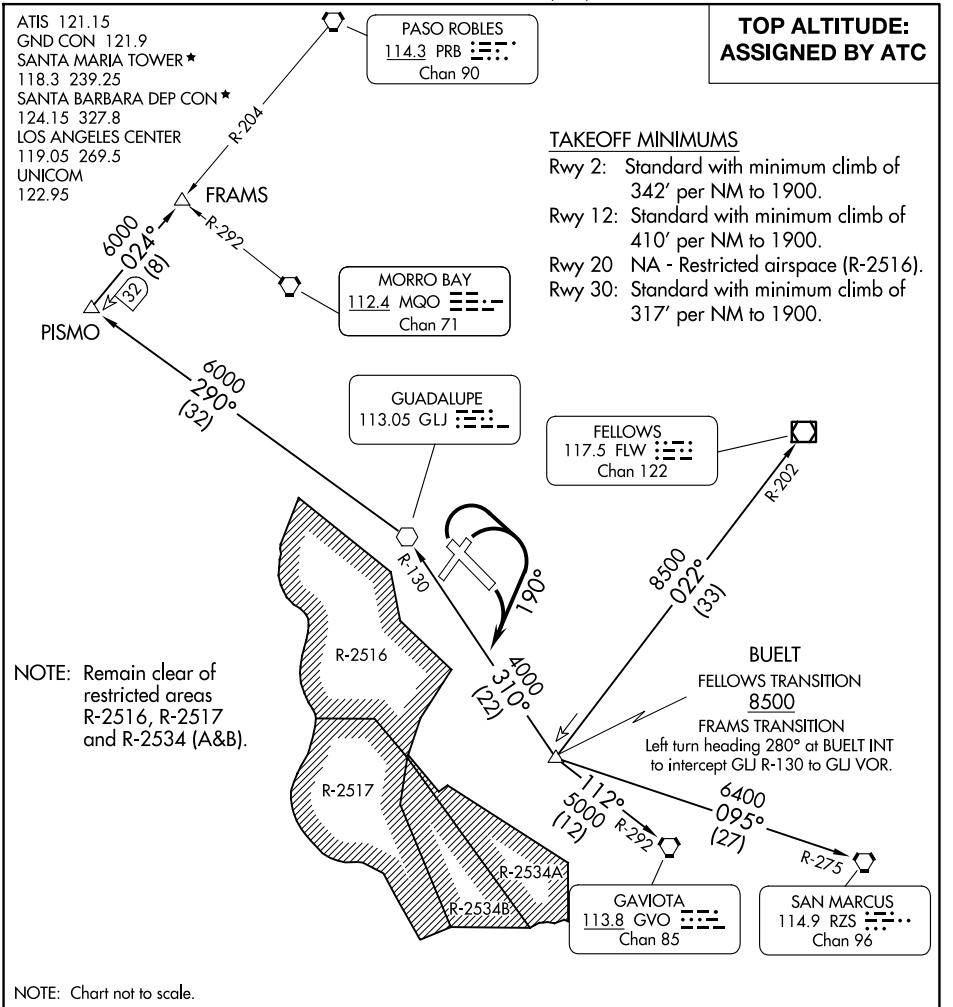
(BUELT4.BUELT) 23334

BUELT FOUR DEPARTURE

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX)

AL-379 (FAA)

SANTA MARIA, CALIFORNIA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 12, 30: Climbing right turn heading 190° to intercept GLJ R-130 to BUELT.

FELLOWS TRANSITION (BUELT4.FLW): From over BUELT INT on FLW R-202 to FLW VOR/DME.

FRAMS TRANSITION (BUELT4.FRAMS): Left turn heading 280° at BUELT INT to intercept GLJ R-130 to GLJ VOR, then on GLJ R-290 to PISMO INT, then on PRB R-204 to FRAMS INT.

GAVIOTA TRANSITION (BUELT4.GVO): From over BUELT INT on GVO R-292 to GVO VORTAC.

SAN MARCUS TRANSITION (BUELT4.RZS): From over BUELT INT on RZS R-275 to RZS VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 21

SANTA MONICA MUNI (SMO)

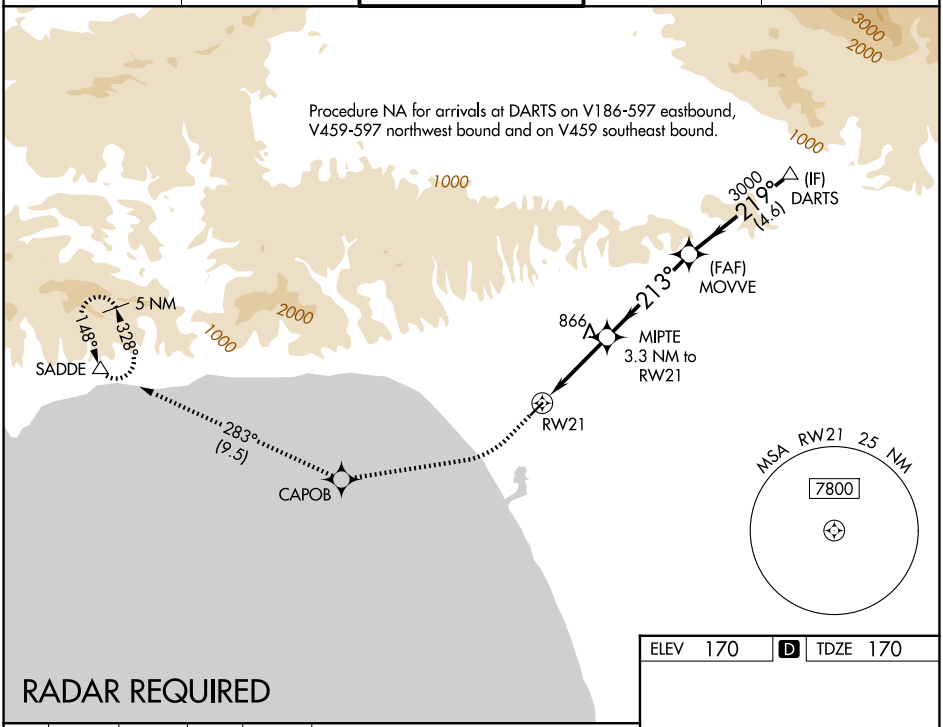
WAAS	APP CRS	Rwy Ldg	3500
CH 90339	213°	TDZE	170
W21A		Apt Elev	170

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 14°C (58°F). Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 5000 direct CAPOB and on track 283° to SADDE and hold, continue climb-in-hold to 5000.

ATIS	SOCAL APP CON	SANTA MONICA TOWER*	GND CON	UNICOM
119.15	135.05 317.5	120.1 (CTAF) L 257.8	121.9	122.95

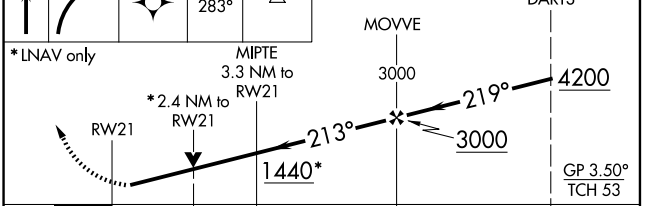


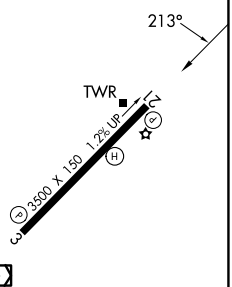
ELEV 170 D TDZE 170

600 5000 CAPOB tr 283° SADDE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 45).

*LNAV only





CATEGORY	A	B	C	D
LPV DA	440-1 270 (300-1)			
LNAV/VNAV DA	685-1⅜ 515 (600-1⅜)			
LNAV MDA	1120-1¼ 950 (1000-1¼)		1120-2½ 950 (1000-2½)	

MIRL Rwy 3-21 L

REIL Rwy 21 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA MONICA, CALIFORNIA AL-5023 (FAA) 26078

RNAV (GPS) Y RWY 3

SANTA MONICA MUNI (SMO)

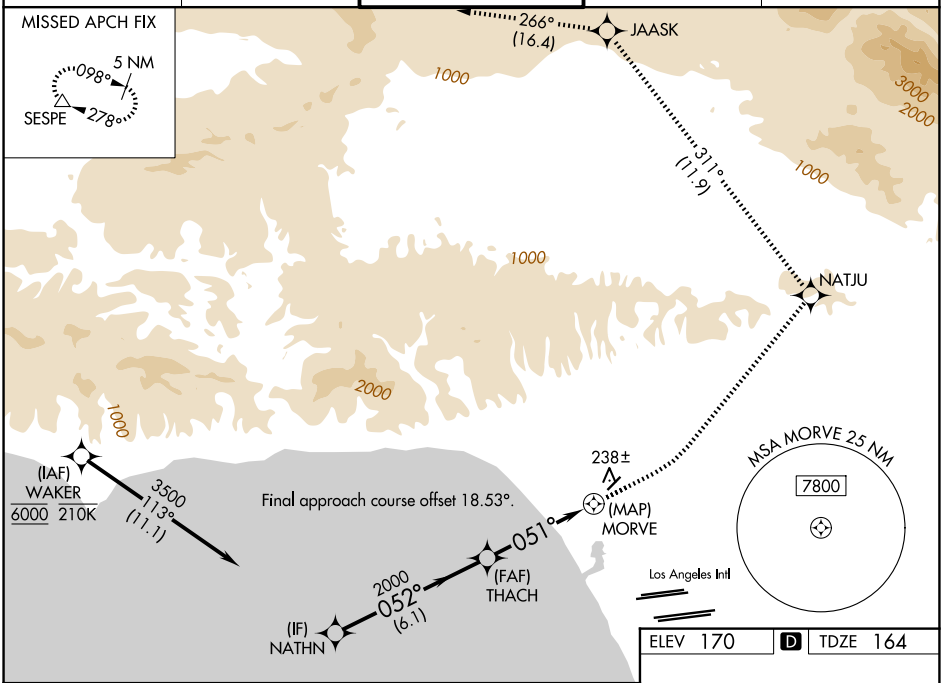
WAAS CH 50339 W03A	APP CRS 051°	Rwy Ldg 3500 TDZE 164 Apt Elev 170

RNP APCH - GPS.

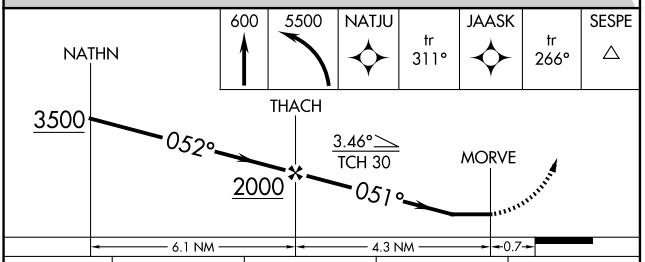
Rwy 3 helicopter visibility reduction below ¾ SM NA.

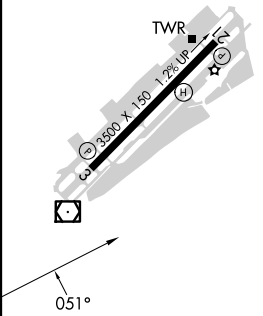
MISSED APPROACH: Climb to 600 then climbing left turn to 5500 direct NATJU and track 311° to JAASK and track 266° to SESPE and hold.
*Missed approach requires minimum climb of 280 feet per NM to 2300.

ATIS	SOCAL APP CON	SANTA MONICA TOWER*	GND CON	UNICOM
119.15	135.05 317.5	120.1 (CTAF) L 257.8	121.9	122.95



ELEV 170 D TDZE 164





CATEGORY	A	B	C	D
LP MDA*	480-1 316 (400-1)			
LNAV MDA*	500-1 336 (400-1)			
LP MDA	820-1 656 (700-1)		820-1⅞ 656 (700-1⅞)	
LNAV MDA	1000-1 836 (900-1)	1000-1¼ 836 (900-1¼)	1000-2½ 836 (900-2½)	

MIRL Rwy 3-21 L
REIL Rwy 21 L

SANTA MONICA, CALIFORNIA
Amdt 2 20FEB25

34°01′N-118°27′W

SANTA MONICA MUNI (SMO)

RNAV (GPS) Y RWY 3

SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) Z RWY 3

SANTA MONICA MUNI (SMO)

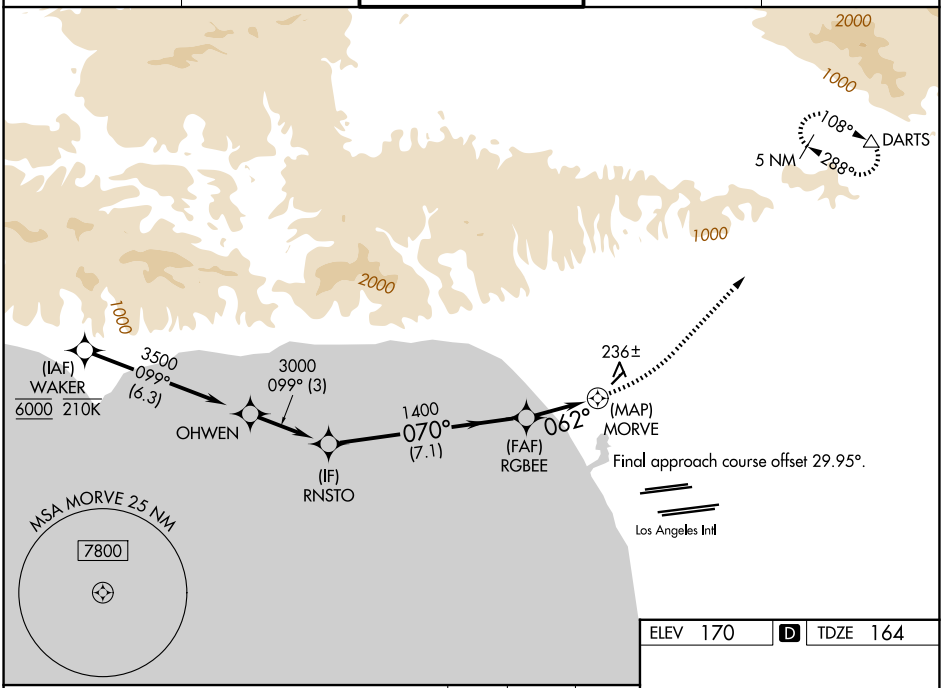
WAAS	APP CRS	Rwy Ldg	3500
CH 77839	062°	TDZE	164
W03B		Apt Elev	170

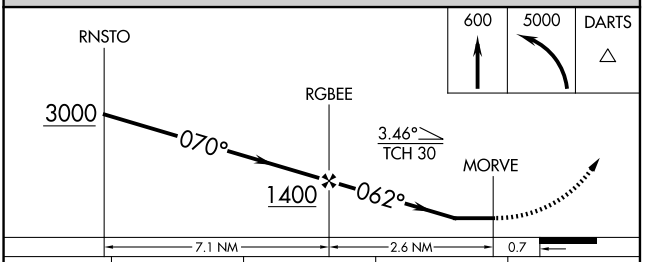
RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 5000 direct DARTS and hold, do not exceed 175K when continuing climb-in-hold to 5000.
*Missed approach requires minimum climb of 290 feet per NM to 3800.

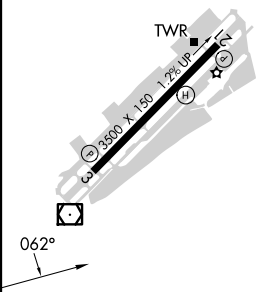
ATIS	SOCAL APP CON	SANTA MONICA TOWER*	GND CON	UNICOM
119.15	135.05 317.5	120.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LP MDA*	460-1 296 (300-1)		NA	
LNAV MDA*	500-1 336 (400-1)		NA	
LP MDA	1240-1¼ 1076 (1100-1¼)	1240-1½ 1076 (1100-1½)	NA	
LNAV MDA	1360-1¼ 1196 (1200-1¼)	1360-1½ 1196 (1200-1½)	NA	

ELEV 170 D TDZE 164



MIRL Rwy 3-21 L
REIL Rwy 21 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA MONICA, CALIFORNIA | AL-5023 (FAA) | 26078

VOR/DME SMO	APP CRS	Rwy Ldg	N/A
110.8	212°	TDZE	N/A
Chan 45		Apt Elev	170

VOR-A

SANTA MONICA MUNI (SMO)

T
NA Circling NA northwest of Rwy 3-21.

MISSED APPROACH: Climb to 5000 on SMO VOR/DME R-250 and on FIM VORTAC R-148 to SADDE INT/19.9 DME and hold, continue climb-in-hold to 5000.

ATIS	SOCAL APP CON	SANTA MONICA TOWER★	GND CON	UNICOM
119.15	135.05 317.5	120.1 (CTAF) L 257.8	121.9	122.95

MISSED APPROACH FIX
112.5 FIM R-148 Chan 72
148°
328°
116.55 VTU R-093 Chan 112(Y)
113.6 LAX R-276 Chan 83
SADDE
FIM 19.9

VAN NUYS
113.1 VNY
Chan 78

(IF) DARTS VNY 11.8

R-095
R-032
R-114
R-126
R-046 SMO

3200
212° (3.8)
4400
275° (4)
4700
275° (6)

ZISDI VNY 15.8
(IAF) ELMOO

WAGBI INT SMO 9

2500
212° (2.3)

866

BEVEY INT SMO 6.7 RADAR

WURUD SMO 3.4 RADAR

R-250

Procedure NA for arrivals at ELMOO on V186 southeast bound.

SANTA MONICA
110.8 SMO
Chan 45

3000
2000
5000
4000
1000
2000
1000

MSA SMO 25 NM
7800
080° 250°
4100

ELEV 170 D

212°

TWR

3500 X 150 1.2% UP

5000	FIM	SADDE
SMO R-250	R-148	△

SMO VOR/DME
WURUD SMO 3.4 RADAR
BEVEY INT SMO 6.7 RADAR
WAGBI INT SMO 9
DARTS VNY 11.8

1540
2500
3200
212° 4400

3.4 NM | 3.2 NM | 2.3 NM | 3.8 NM

CATEGORY	A	B	C	D
CIRCLING	1540-1¼ 1370 (1400-1¼)	1540-1½ 1370 (1400-1½)	1540-3 1370 (1400-3)	
WURUD FIX MINIMUMS				
CIRCLING	1120-1¼ 950 (1000-1¼)		1180-3 1010 (1100-3)	

MIRL Rwy 3-21 L
REIL Rwy 21 L

SANTA MONICA, CALIFORNIA
Amdt 11B 10AUG23

34°01′N-118°27′W

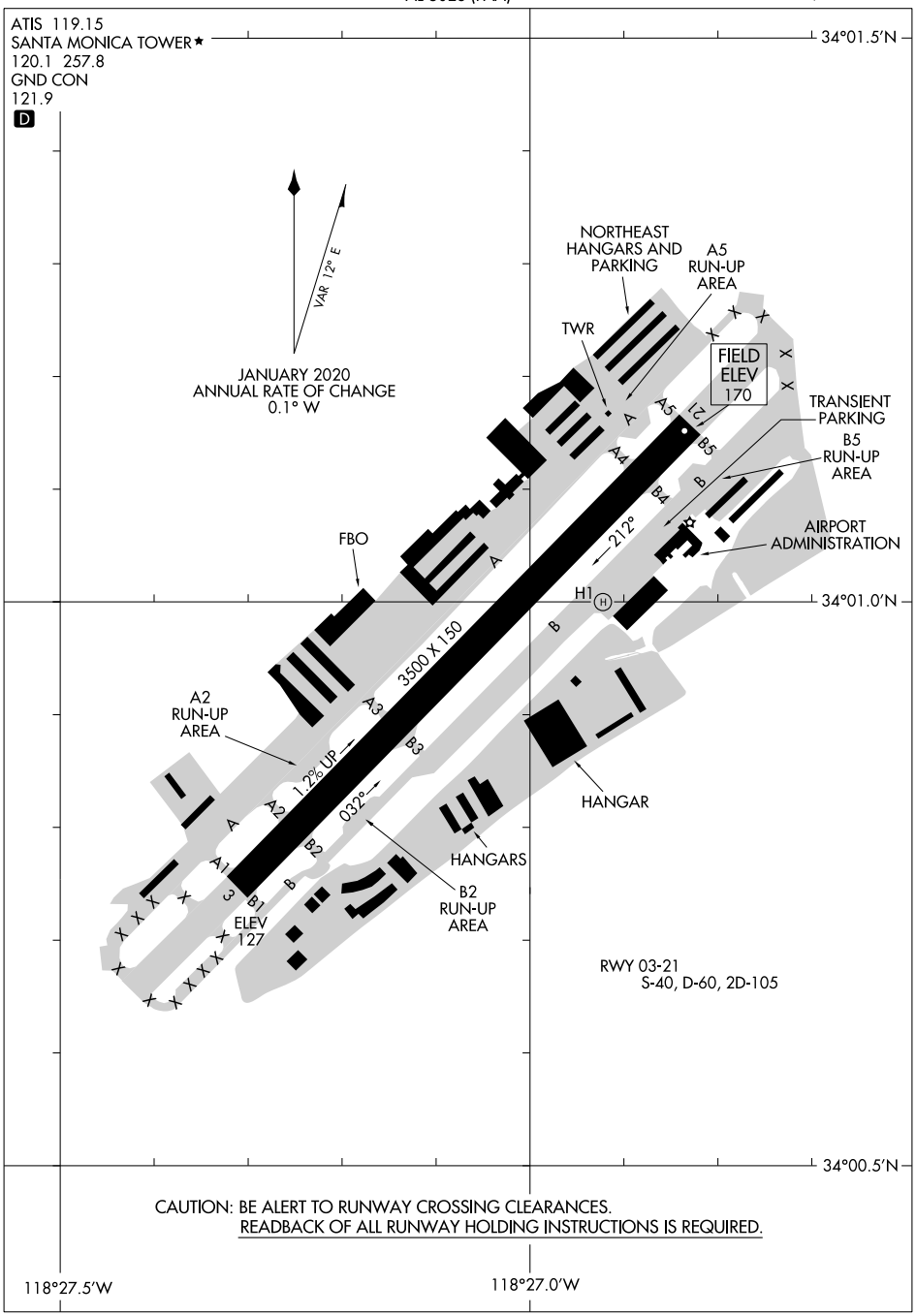
SANTA MONICA MUNI (SMO)
VOR-A

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

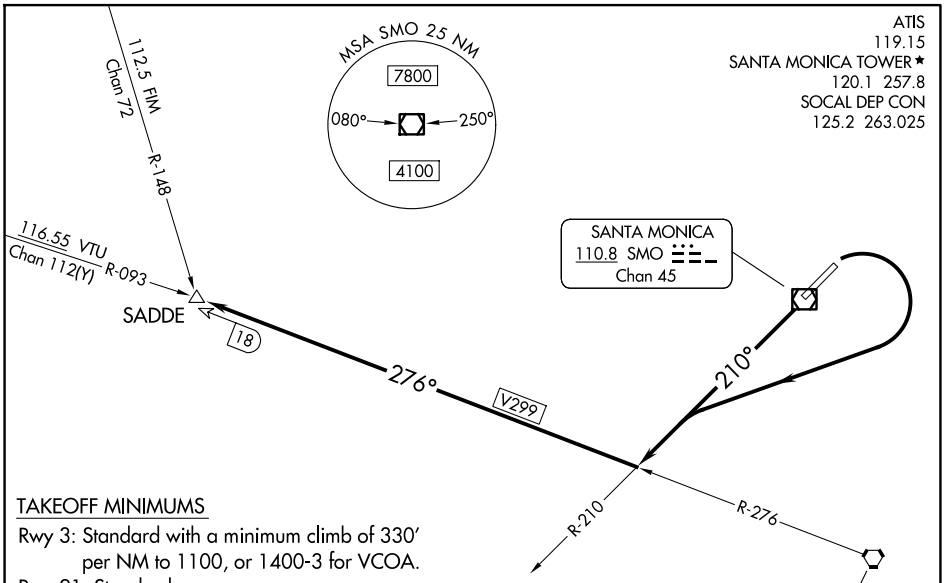
AIRPORT DIAGRAM
26134

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

(TPNGA3.SADDE) 23334 AL-5023 (FAA)

TOPANGA THREE DEPARTURE (OBSTACLE)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA



TAKEOFF MINIMUMS

Rwy 3: Standard with a minimum climb of 330' per NM to 1100, or 1400-3 for VCOA.
Rwy 21: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 3: Wall 8' from DER, 352' right of centerline, 188' MSL.
Wall 15' from DER, 337' left of centerline, 191' MSL.
Fence, light poles, vertical structures beginning 15' from DER, 290' right of centerline, up to 189' MSL.
Walls beginning 45' from DER, 337' left of centerline, up to 192' MSL.
Fence, light pole beginnning 112' from DER, 308' left of centerline, up to 194' MSL.
Trees beginning 764' from DER, 478' right of centerline, up to 213' MSL.
Tree 995' from DER, 619' right of centerline, 217' MSL.
Tree 1063' from DER, 236' left of centerline, 206' MSL.
Tree 1102' from DER, 289' left of centerline, 207' MSL.
Trees beginning 1126' from DER, 402' left of centerline, up to 214' MSL.
Rwy 21: Pole, tree beginning 39' from DER, 358' right of centerline, up to 13' AGL/154' MSL.
Pole 213' from DER, 437' right of centerline, 30' AGL/174' MSL.
Trees, pole beginning 409' from DER, 390' right of centerline, up to 191' MSL.
Trees, poles, transmission line beginning 1328' from DER, 507' right of centerline, up to 215' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing right turn to 5000 on SMO R-210 and on LAX R-276 to SADDE INT.

TAKEOFF RUNWAY 21: Climb to 5000 on SMO R-210 and on LAX R-276 to SADDE INT.

VCOA RUNWAY 3: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross SMO VOR/DME at or above 1400, then continue climb to 5000 on SMO R-210 and LAX R-276 to SADDE INT.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

TOP ALTITUDE:
FL230
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: MISEN transition restricted to aircraft landing Las Vegas terminal area.
NOTE: HAILO transition ATC assigned only.
NOTE: CSTRO, COREZ transitions: Maintain at or below 250K unless otherwise directed by ATC.
ATIS 119.15
SANTA MONICA TOWER★ 120.1 257.8
SOCAL DEP CON 135.05 317.5
LAS VEGAS LAS
BLYTHE BLH
HECTOR HEC
HAILO
MISEN
BLAZN
ARRMY
NNAVY
GUNNR
DECAS
AERRO
ANTLP
BBITE FL200
JETHK FL190
YAAPY
SLAPP
CHOII 7100
DARTS
TREKK 4000
HEYJO
YUMMI
SHORS
MDWAY
COREZ
CSTRO
FILLMORE FIM
N
TAKEOFF MINIMUMS
Rwy 3: Standard with a minimum climb of 500' per NM to 680, then 275' per NM to 4300.
Rwy 21: NA - ATC.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 033° to 680, then direct to cross TREKK at or above 4000, then on track 036° to DARTS, then on track 329° to cross CHOII at or above 7100, thence. . . .

. . . .on assigned transition, maintain FL230. Expect filed altitude 10 minutes after departure.

BLYTHE TRANSITION (CHOII3.BLH)
COREZ TRANSITION (CHOII3.COREZ)
CSTRO TRANSITION (CHOII3.CSTRO)
FILLMORE TRANSITION (CHOII3.FIM)
HAILO TRANSITION (CHOII3.HAILO)
HECTOR TRANSITION (CHOII3.HEC)
LAS VEGAS TRANSITION (CHOII3.LAS)
MISEN TRANSITION (CHOII3.MISEN)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

CTRUS FOUR DEPARTURE (RNAV)

(CTRUS4.CTRUS) 10SEP20

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

CTRUS FOUR DEPARTURE (RNAV)
(CTRUS4.CTRUS) 20254
SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

AL-5023 (FAA)

TOP ALTITUDE:
IKAYE TRANSITION: AS ASSIGNED BY ATC;
ALL OTHER TRANSITIONS: FL230

ATIS
119.15
SANTA MONICA TOWER★
120.1 257.8
SOCAL DEP CON
125.2 323.275

TAKEOFF MINIMUMS
Rwy 3: NA-ATC.
Rwy 21: Standard with a minimum climb of 500′ per NM to 680, then 310′per NM to 3800

COREZ △
CSTRO
MDWAY
STOKD
SCTRR
TESEA
SPLNT
10 NM
RIZIN
IKAYE
SHORS
HEYJO
OROSZ
DZINE
250K
SEAEM
SLAPP
13000
YAAPY
15000
JETHK
FL190
BBITE
FL200
ANTLP
GUNNR
ARRMY
HAILO
BLAZN
MISEN △
NNAVY
LAS VEGAS
LAS
HECTOR
HEC
WOPPR
WRASH
FIXIT
12000
DARRK
12000
CTRUS
5000

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: Turbojets only on HEC, MISEN, and LAS transitions.
NOTE: HAILO transition ATC assigned only.
NOTE: CSTRO, COREZ transitions: Maintain at or below 250K unless otherwise directed by ATC.
NOTE: Turboprop only on IKAYE transition. (CTRUS-WOPPR-IKAYE).
NOTE: Turbojet only on STOKD and SCTRR transitions. (CTRUS-DARRK-FIXIT-IKAYE. . .)
NOTE: MISEN TRANSITION restricted to aircraft landing Las Vegas terminal area.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to intercept course 260° to WRASH, then on track 262° to cross CTRUS at or above 5000, thence . . . .

. . . . on assigned transition, IKAYE transition maintain altitude as assigned by ATC, all other transitions maintain FL230. Expect filed altitude 10 minutes after departure.

COREZ TRANSITION (CTRUS4.COREZ)
CSTRO TRANSITION (CTRUS4.CSTRO)
HAILO TRANSITION (CTRUS4.HAILO)
HECTOR TRANSITION (CTRUS4.HEC)
IKAYE TRANSITION (CTRUS4.IKAYE)
LAS VEGAS TRANSITION (CTRUS4.LAS)
MISEN TRANSITION (CTRUS4.MISEN)
SCTRR TRANSITION (CTRUS4.SCTRR)
STOKD TRANSITION (CTRUS4.STOKD)

SW-3, 09 JUL 2026 to 03 SEP 2026

PEVEE SIX DEPARTURE (RNAV)

(PEVEE6.PEVEE) 01FEB18

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

(PEVEE6.PEVEE) 18032
PEVEE SIX DEPARTURE (RNAV)
AL-5023 (FAA)
SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

SANTA MONICA TOWER★
120.1 257.8
SOCAL DEP CON
125.2 323.275

TOP ALTITUDE:
CLEEE and CNERY TRANSITIONS: 17000;
OTAYY and TCATE TRANSITIONS: FL200

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: All aircraft expect RADAR vectors to PEVEE prior to PEEER.

TAKEOFF MINIMUMS
Rwy 3: NA - ATC.
Rwy 21: Standard with a minimum climb of 500′ per NM to 680.

PEEER
WRASH
213°
255° (5)
260°
181° (9)
SPRRW
130° (16)
PEVEE
(9) 9000 097°
HOLTZ
10000 078° (27)
DOTSS 15000
15000 065° (29)
EYEDL
15000 079° (13)
HOMER
15000 079° (45)
CLEEE
LVELL
TTRUE
WURMO
15000 094° (29)
WIILD
15000 079° (41)
BLCKD
15000 079° (20)
CSTWY
15000 059° (24)
CNERY
105° (21) 9000
TANNN 15000
15000 105° (9)
NNICE
15000 126° (25)
PNDAH FL200
15000 097° (63)
TCATE
15000 125° (41)
OTAYY
N

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 213° to intercept course 260° to WRASH, then on track 255° to PEEER, then on track 181° to SPRRW, then on track 130° to PEVEE, thence. . . .

. . . .on assigned transitions CLEEE and CNERY maintain 17000, OTAYY and TCATE transitions maintain FL200, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: In the event of lost communications, proceed via assigned transition.

CLEEE TRANSITION (PEVEE6.CLEEE)
CNERY TRANSITION (PEVEE6.CNERY)
OTAYY TRANSITION (PEVEE6.OTAYY)
TCATE TRANSITION (PEVEE6.TCATE)

SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA MONICA THREE DEPARTURE (RNAV)

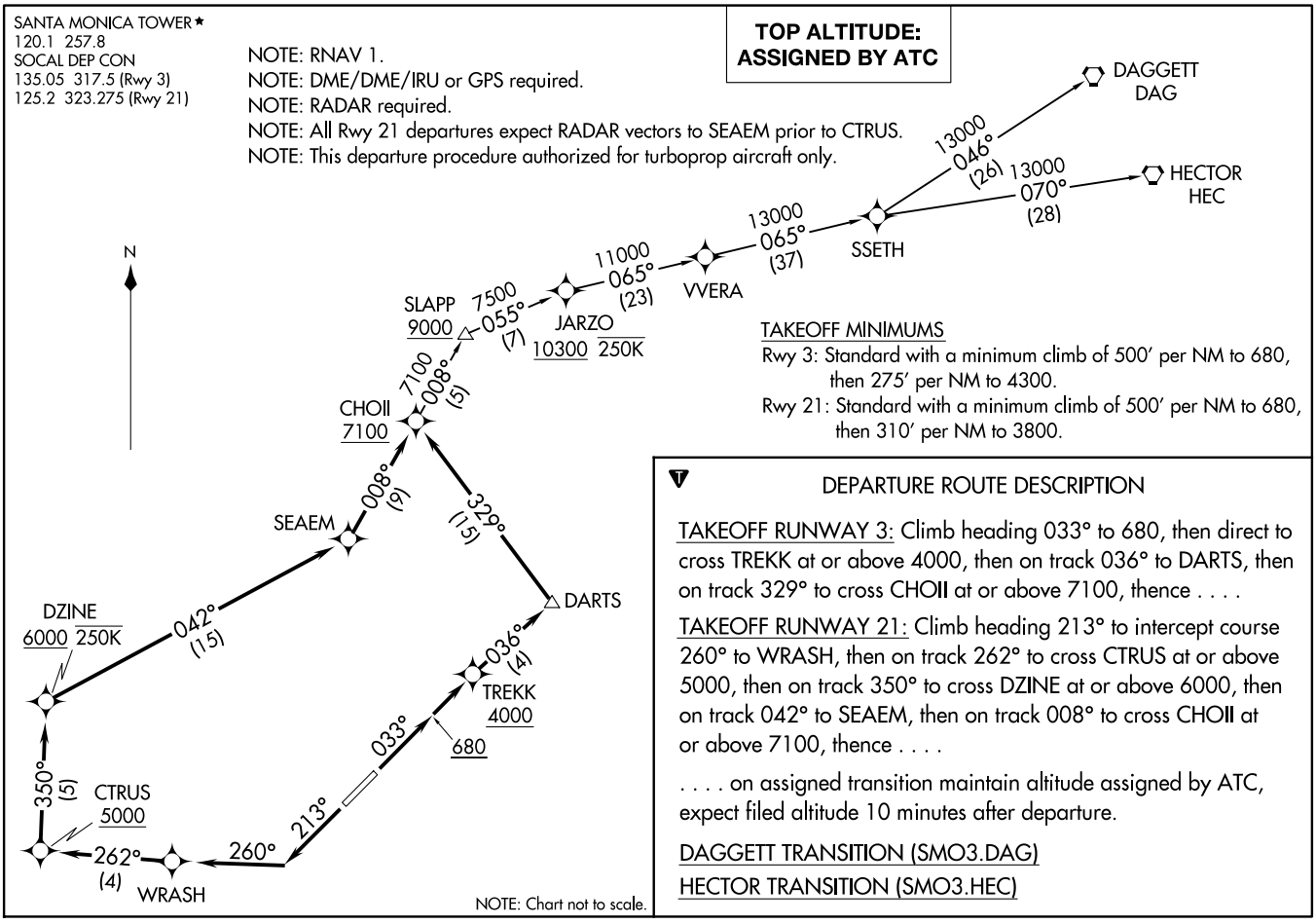
(SMO3.CHOII) 01FEB18

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

SANTA MONICA TOWER ★
120.1 257.8
SOCAL DEP CON
135.05 317.5 (Rwy 3)
125.2 323.275 (Rwy 21)

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: All Rwy 21 departures expect RADAR vectors to SEAEM prior to CTRUS.
NOTE: This departure procedure authorized for turboprop aircraft only.

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwy 3: Standard with a minimum climb of 500′ per NM to 680, then 275′ per NM to 4300.

Rwy 21: Standard with a minimum climb of 500′ per NM to 680, then 310′ per NM to 3800.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 033° to 680, then direct to cross TREKK at or above 4000, then on track 036° to DARTS, then on track 329° to cross CHOII at or above 7100, thence . . . .

TAKEOFF RUNWAY 21: Climb heading 213° to intercept course 260° to WRASH, then on track 262° to cross CTRUS at or above 5000, then on track 350° to cross DZINE at or above 6000, then on track 042° to SEAEM, then on track 008° to cross CHOII at or above 7100, thence . . . .

. . . . on assigned transition maintain altitude assigned by ATC, expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (SMO3.DAG)

HECTOR TRANSITION (SMO3.HEC)

SANTA MONICA THREE DEPARTURE (RNAV)
(SMO3.CHOII) 18032
SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

AL-5023 (FAA)

SANTA YNEZ, CALIFORNIA | AL-5730 (FAA) | 26134

APP CRS	Rwy Ldg	2803
084°	TDZE	674
	Apt Elev	674

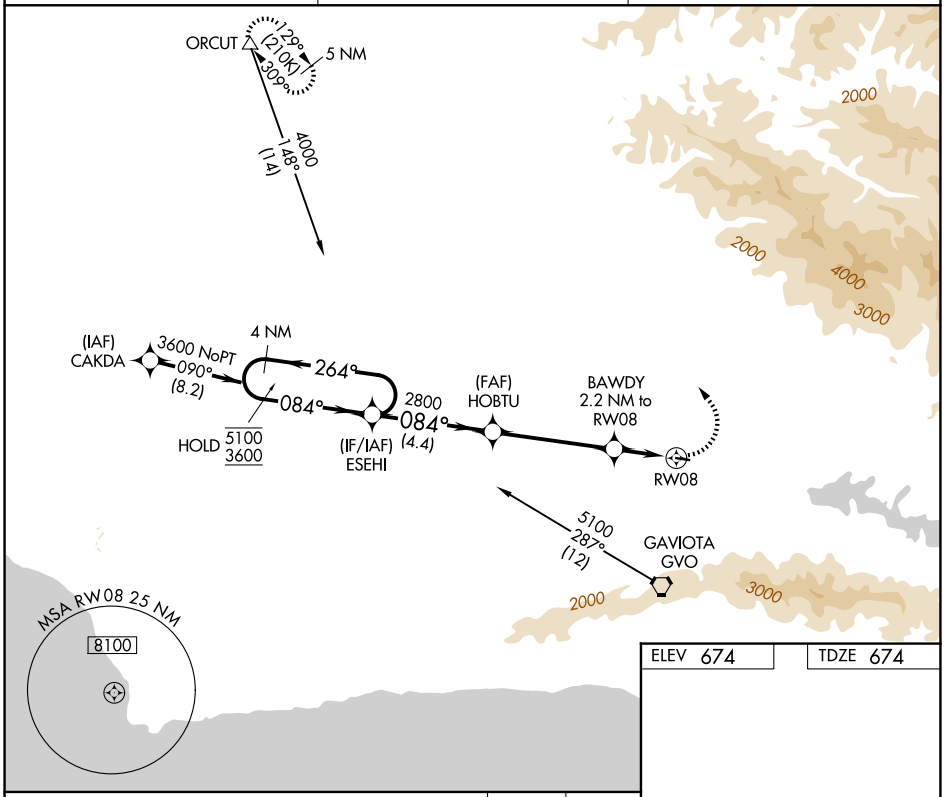
RNAV (GPS) RWY 8
SANTA YNEZ/KUNKLE FLD (IZA)

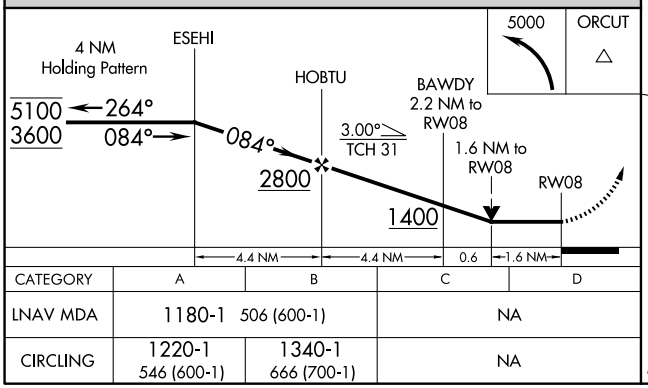
RNP APCH-GPS.

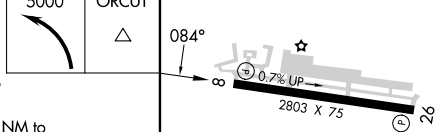
Rwy 8 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 8 NA at night.

MISSED APPROACH: Climbing left turn to 5000 direct ORCUT and hold.

AWOS-3PT	SANTA BARBARA APP CON ★	UNICOM
118.075	124.15 327.8	122.8 (CTAF) L







ELEV 674 | TDZE 674

CATEGORY	A	B	C	D
LNAV MDA	1180-1	506 (600-1)	NA	
CIRCLING	1220-1 546 (600-1)	1340-1 666 (700-1)	NA	

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA YNEZ, CALIFORNIA
Amdt 1 24MAR22

34°36′N-120°05′W

SANTA YNEZ/KUNKLE FLD (IZA)
RNAV (GPS) RWY 8

APP CRS	Rwy Ldg	N/A
264°	TDZE	N/A
	Apt Elev	674

RNAV (GPS)-A

SANTA YNEZ/KUNKLE FLD (IZA)

RNP APCH-GPS.

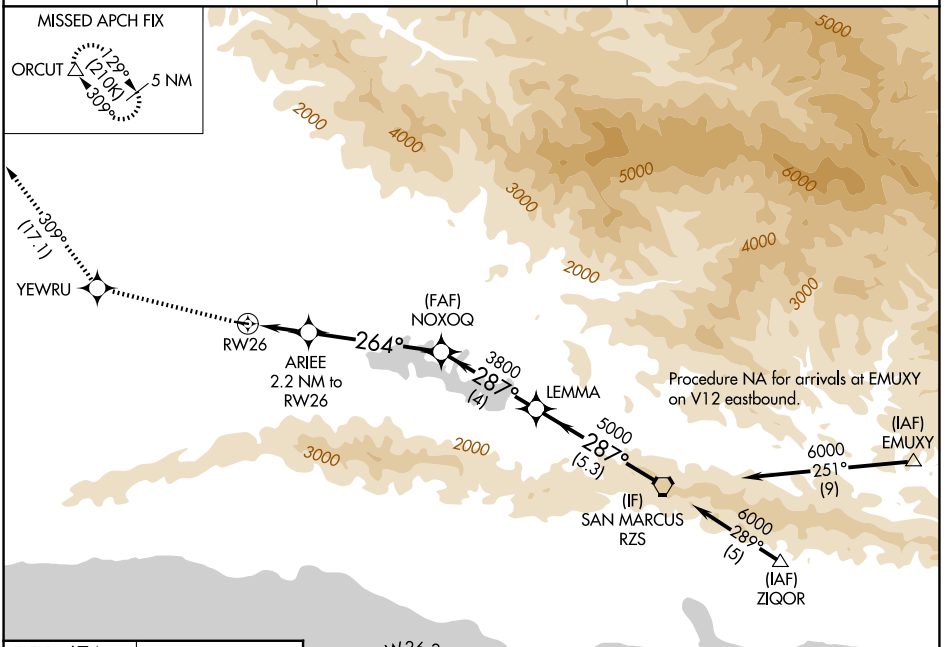
Circling Rwy 8 NA at night.

MISSED APPROACH: Climb to 5000 direct YEWRU and track 309° to ORCUT and hold.

AWOS-3PT	SANTA BARBARA APP CON★	UNICOM
118.075	124.15 327.8	122.8 (CTAF) L

MISSED APCH FIX

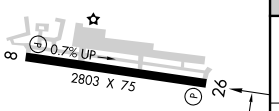
ORCUT 129° (210K) 309° 5 NM

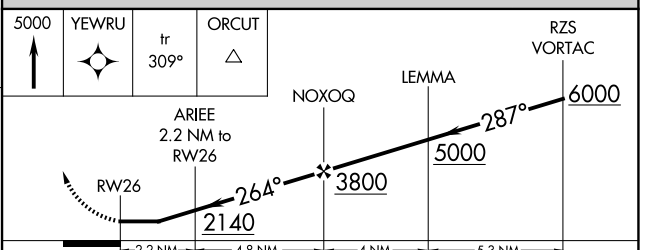


ELEV 674

MSA RW26 25 NM 8100

Procedure NA for arrivals at ZIQOR on V25-186 and T257 southeast bound.





CATEGORY	A	B	C	D
CIRCLING	1380-1 706 (800-1)		NA	

REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SANTA YNEZ, CALIFORNIA | AL-5730 (FAA) | 26134

VOR RWY 8

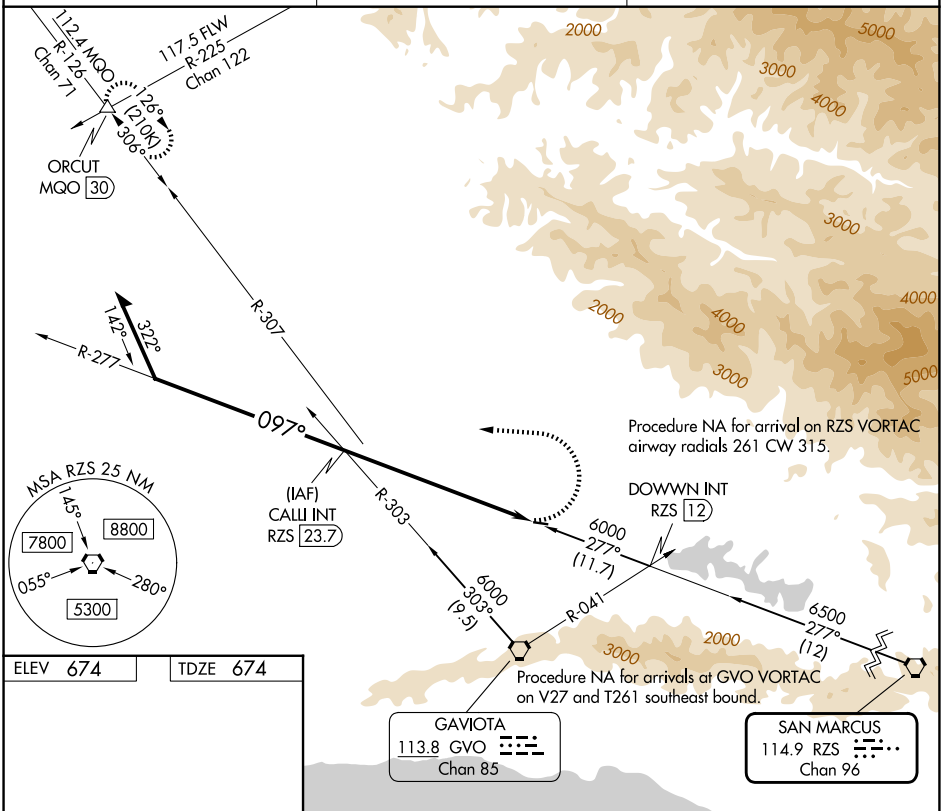
SANTA YNEZ/KUNKLE FLD (IZA)

VORTAC RZS	APP CRS	Rwy Ldg	2803
114.9	097°	TDZE	674
Chan 96		Apt Elev	674

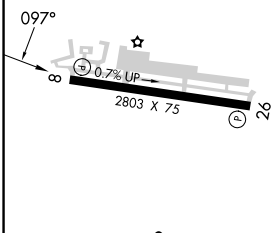
Straight-in Rwy 8 NA at night. Circling Rwy 8 NA at night.
Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 on heading 285° and on GVO VORTAC R-307 and MQO VORTAC R-126 to ORCUT INT and hold.

AWOS-3PT	SANTA BARBARA APP CON★	UNICOM
118.075	124.15 327.8	122.8 (CTAF) L



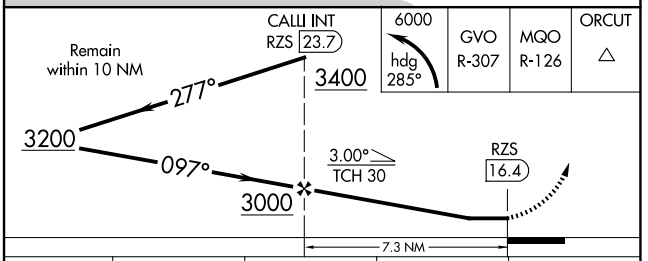
ELEV 674 | TDZE 674



REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-8	2040-1¼ 1366 (1400-1¼)	2040-1½ 1366 (1400-1½)	NA	
CIRCLING	2040-1¼ 1366 (1400-1¼)	2040-1½ 1366 (1400-1½)	NA	

SANTA YNEZ, CALIFORNIA
Orig 24MAR22

34°36′N-120°05′W

SANTA YNEZ/KUNKLE FLD (IZA)

VOR RWY 8

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS	Rwy Idg	4501
CH 82517	120°	TDZE	413
W12A		Apt Elev	425

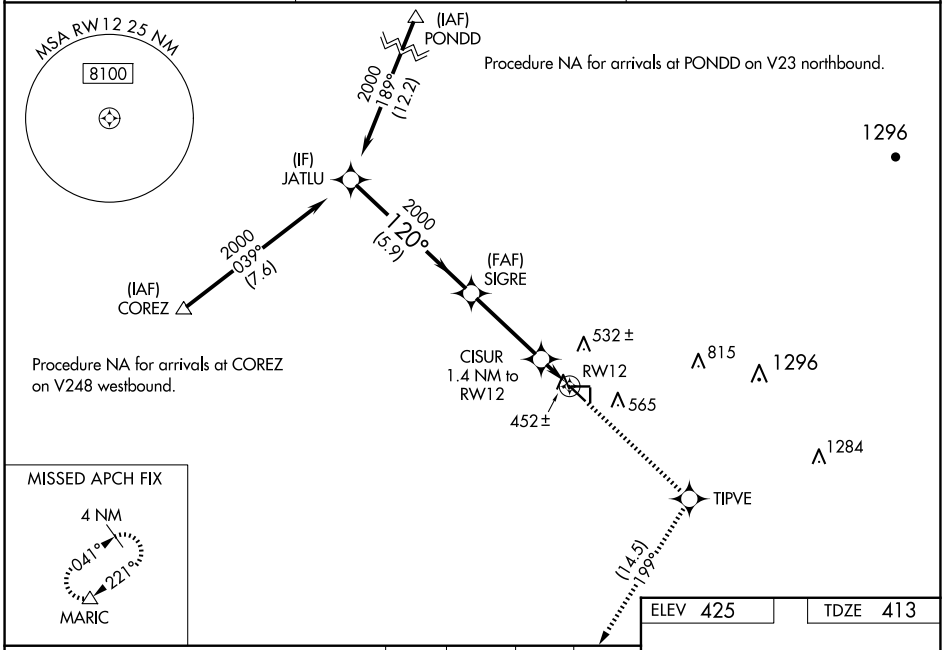
RNAV (GPS) RWY 12

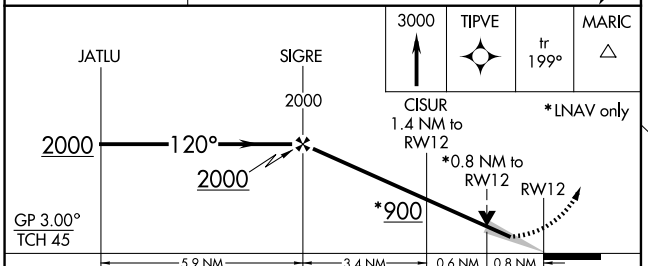
SHAFTER-MINTER FLD (MIT)

Baro-VNAV NA when using Bakersfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Bakersfield altimeter setting and increase LPV and LNAV/VNAV DA to 694 feet and LNAV/VNAV visibility to ⅞ all Cats; increase all MDA 40 feet. DME/DME RNP-0.3 NA. Night Landing Rwy 17, 35, 8, 26 NA.

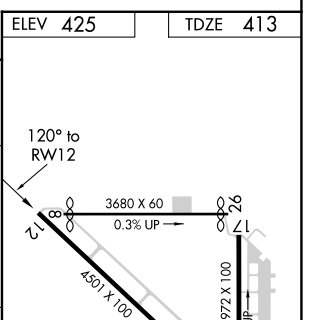
MISSED APPROACH: Climb to 3000 direct TIPVE and on track 199° to MARIC and hold.

AWOS-3	BAKERSFIELD APP CON ★	CTAF
121.125	126.45 270.3	122.9 (L)





CATEGORY	A	B	C	D
LPV DA	663-¾ 250 (300-¾)			NA
LNAV/VNAV DA	663-¾ 250 (300-¾)			NA
LNAV MDA	740-1 327 (300-1)			NA
CIRCLING	900-1 475 (500-1)		940-1½ 515 (600-1½)	NA



MIRL Rwy 12-30 (L)
REIL Rwys 12 and 30 (L)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SHAFTER, CALIFORNIA | AL-6926 (FAA) | 22083

VORTAC EHF	APP CRS	Rwy Idg	N/A
115.4	269°	TDZE	N/A
Chan 101		Apt Elev	425

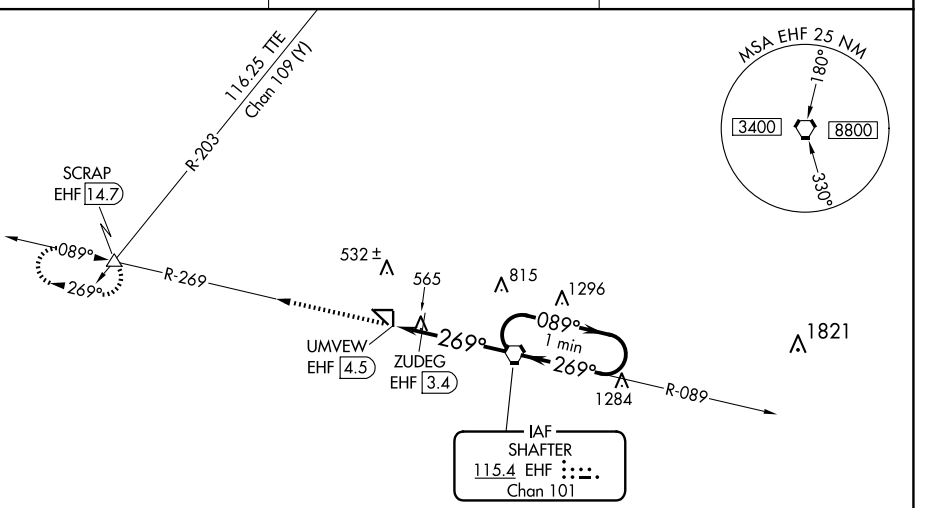
VOR-A

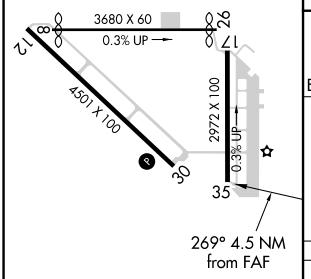
SHAFTER-MINTER FLD (MIT)

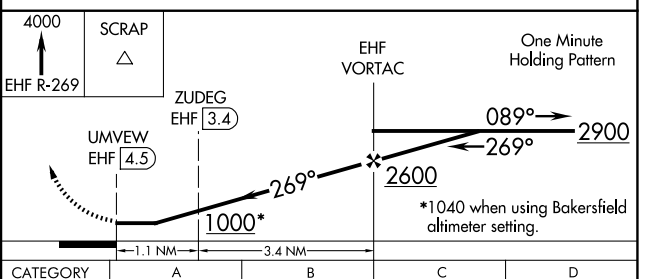
T NA — Circling to Rwy 17, 35, 8 and 26 NA at night. When local altimeter setting not received, use Bakersfield altimeter setting and increase all MDAS 40 feet and increase Cat C visibility to 1¾.

MISSED APPROACH: Climb to 4000 on EHF VORTAC R-269 to SCRAP INT/EHF 14.7 DME and hold, continue climb-in-hold to 4000.

AWOS-3	BAKERSFIELD APP CON ★	CTAF
121.125	126.45 270.3	122.9 L







MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1000-1 575 (600-1)		1000-1½ 575 (600-1½)	NA

ZUDEG FIX MINIMUMS				
CIRCLING	900-1 475 (500-1)		940-1½ 515 (600-1½)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

LOC/DME I-TOA	APP CRS	Rwy Ldg	4461
111.9	294°	TDZE	97
Chan 56		Apt Elev	103

ILS or LOC RWY 29R

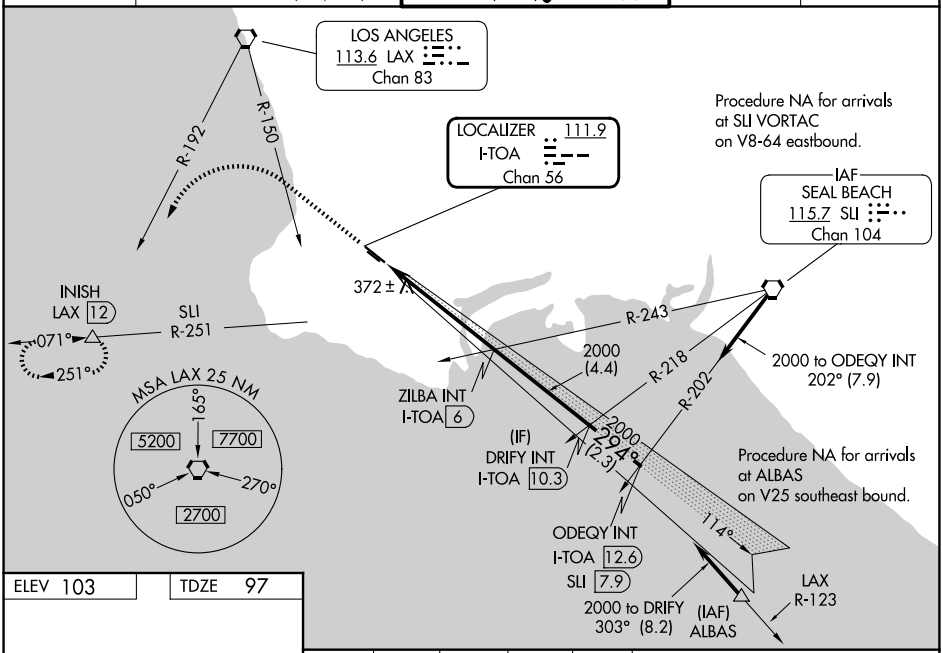
ZAMPERINI FLD (TOA)

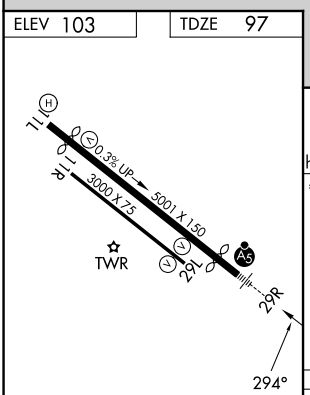
Circling NA SW of Rwy 11R-29L. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting and increase all DA to 405 feet and increase all MDA 40 feet; increase S-LOC 29R and Circling Cat C visibility ⅛ SM. For inop ALS, increase S-ILS 29R all Cats visibility to ⅞ SM. For inop ALS when using Los Angeles Intl altimeter setting increase S-ILS 29R all Cats visibility to ⅞ SM. VDP NA when using Los Angeles altimeter setting.

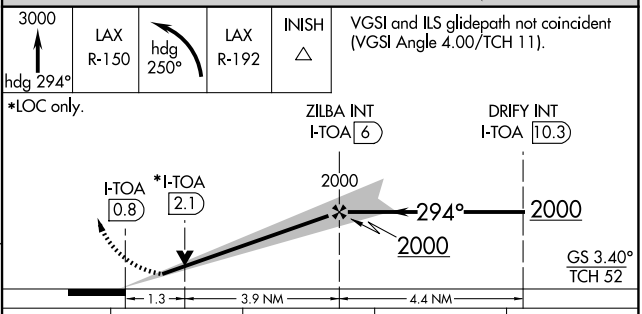
MALSR

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	SOCAL APP CON	TORRANCE TOWER*	GND CON	UNICOM
125.6	124.3 363.2 (11L, 11R) 127.2 269.6 (29L, 29R)	133.075 257.8 (N) 124.0 (CTAF) 257.8 (S)	120.9	122.95







REIL Rwy 29L
MIRL Rwys 11L-29R and 11R-29L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:08	3:25	2:34	2:03	1:43

CATEGORY	A	B	C	D
S-ILS 29R	381-½ 284 (300-½)			NA
S-LOC 29R	640-½ 543 (600-½)		640-1⅛ 543 (600-1⅛)	NA
CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-1⅝ 577 (600-1⅝)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

TORRANCE, CALIFORNIA AL-5179 (FAA) 25331

WAAS	APP CRS	Rwy Ldg	4460
CH 61125	114°	TDZE	96
W11A		Apt Elev	103

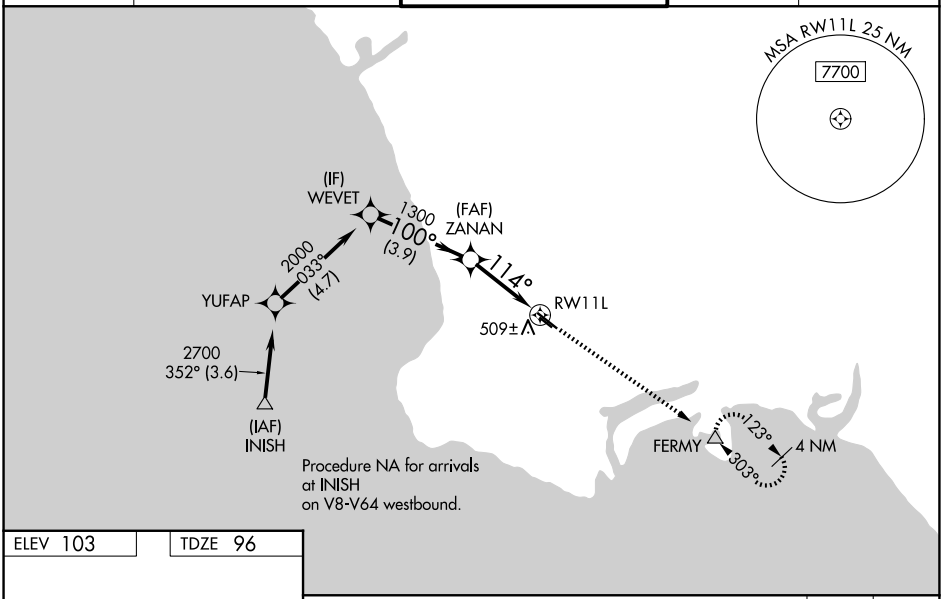
RNAV (GPS) RWY 11L

ZAMPERINI FLD (TOA)

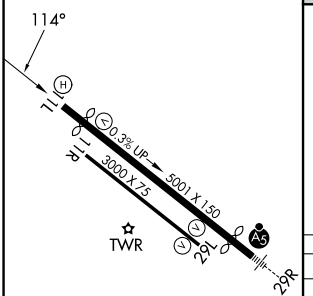
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling NA southwest of Rwy 11R-29L. Baro-VNAV and VDP NA when using Los Angeles Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting: increase LPV DA to 390 feet and LNAV/VNAV DA to 714 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility, LNAV Cat C visibility and Circling Cat C visibility 1/8 SM. Rwy 11L helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2700 direct FERMY and hold, continue climb-in-hold to 2700.

ATIS	SOCAL APP CON	TORRANCE TOWER*	GND CON	UNICOM
125.6	124.3 363.2 (11L, 11R) 127.2 269.6 (29L, 29R)	133.075 257.8 (N) 124.0 (CTAF) L 257.8 (S)	120.9	122.95

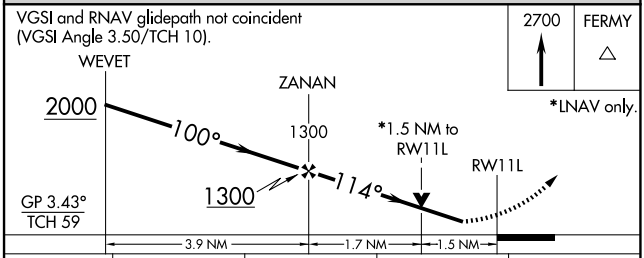


ELEV 103 TDZE 96



REIL Rwy 29L
MIRL Rwys 11L-29R and 11R-29L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 10).



CATEGORY	A	B	C	D
LPV DA	366-7/8 270 (300-7/8)			NA
LNAV/VNAV DA	690-1 3/4 594 (600-1 3/4)			NA
LNAV MDA	640-1 544 (600-1)		640-1 5/8 544 (600-1 5/8)	NA
CIRCLING	640-1 537 (600-1)	680-1 577 (600-1)	680-1 5/8 577 (600-1 5/8)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS	APP CRS		
CH **56425**	**294°**	Rwy Ldg	**4461**
W29A		TDZE	**97**
		Apt Elev	**103**

RNAV (GPS) RWY 29R

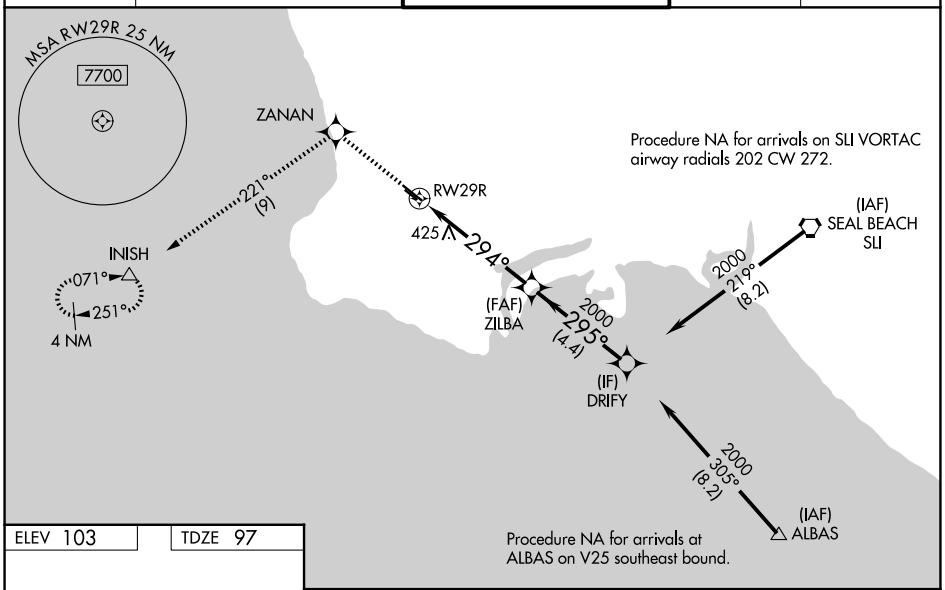
ZAMPERINI FLD (TOA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C (38°F) or above 54°C (130°F). Circling NA southwest of Rwy 11R-29L. DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to ⅞ SM. For inop ALS when using Los Angeles Intl altimeter setting, increase LPV all Cats visibility to ⅞ 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 ⅛ SM.

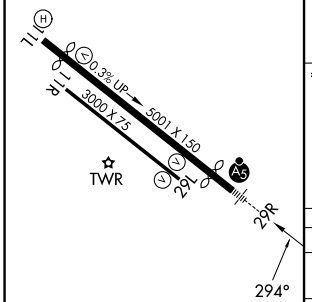
MALSR

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.

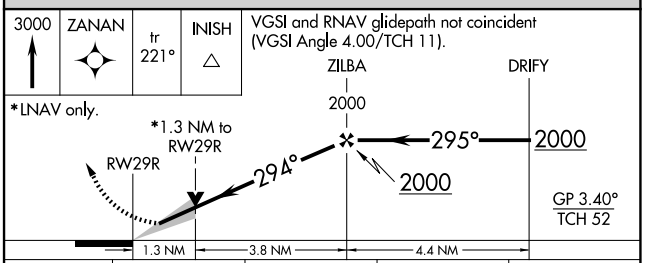
ATIS	SOCAL APP CON	TORRANCE TOWER*	GND CON	UNICOM
125.6	**124.3 363.2** (11L, 11R) **127.2 269.6** (29L, 29R)	**133.075 257.8** (N) **124.0** (CTAF) **L** **257.8** (S)	**120.9**	**122.95**



ELEV 103 | TDZE 97



REIL Rwy 29L
MIRL Rwys 11L-29R and 11R-29L



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
CIRCLING	680-1 577 (600-1)		680-1¾ 577 (600-1¾)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VOR RWY 11L

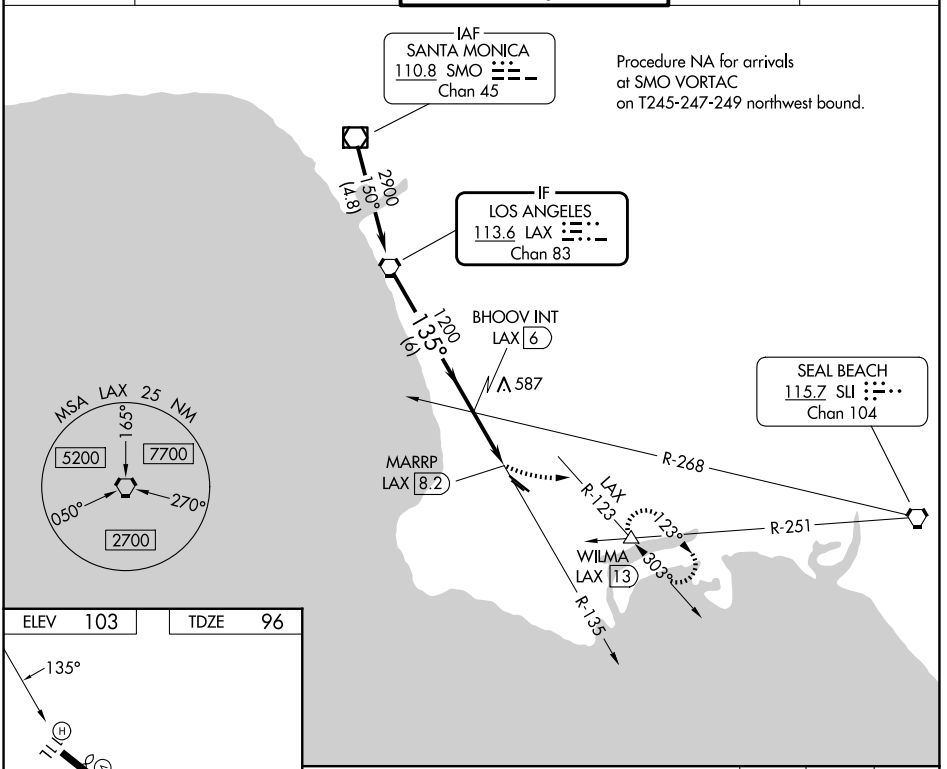
ZAMPERINI FLD (TOA)

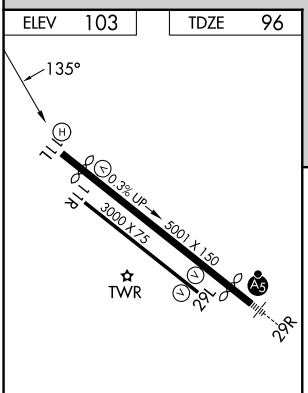
VORTAC LAX	APP CRS	Rwy Ldg	4460
113.6	135°	TDZE	96
Chan 83		Apt Elev	103

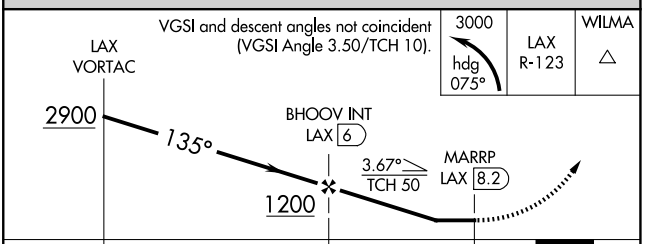
Circling NA southwest of Rwy 11R-29L. When local altimeter setting not received, except for operators with approved weather reporting service, use Los Angeles Intl altimeter setting and increase all MDA 40 feet and increase S-11L Cat A visibility and Circling Cat C visibility ¼ SM. Rwy 11L helicopter 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	SOCAL APP CON	TORRANCE TOWER*	GND CON	UNICOM
125.6	124.3 363.2 (11L, 11R) 127.2 269.6 (29L, 29R)	133.075 257.8 (N) 124.0 (CTAF) L 257.8 (S)	120.9	122.95







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

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

(HAWWC3.HAWWC) 21168

HAWWC THREE DEPARTURE (RNAV)

AL-5179 (FAA)

ZAMPERINI FLD (TOA)
TORRANCE, CALIFORNIA

GND CON 120.9
TORRANCE TOWER★ 133.075 257.8 (NORTH) 124.0 257.8 (SOUTH)
SOCAL DEP CON 127.2 269.6 (11L/R) 134.9 360.7 (29L/R)

N

IKAYE

6000 280° (14)

MOOOS

6000 255° (8)

ORIYL

6000 285° (6)

WROBN 6000

5000 310° (7)

HAWWC 5000

290° (5)

PIJIN 4000

114° 2700

NOTE: Chart not to scale.

TOP ALTITUDE: 6000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: This procedure not authorized for turbojet aircraft.

TAKEOFF MINIMUMS
Rwys 11L/R: Standard with minimum climb of 325 feet per NM to 1600.
Rwys 29L/R: NA-ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb heading 114° to 2700 for vectors to PIJIN, cross PIJIN at or above 4000, then on track 290° to cross HAWWC at or above 5000, thence . . . .

. . . . on (transition). Maintain 6000. Expect higher altitude 10 minutes after departure.

IKAYE TRANSITION (HAWWC3.IKAYE)

SW-3, 09 JUL 2026 to 03 SEP 2026

HUNTER LIGGETT, CALIFORNIA

COPTER RNAV (GPS) RWY 32

APCH CRS	Rwy Idg	570
301°	TDZE	1017
	Arpt Elev	1017

[USA]

TUSI AHP (KHGT)

Procedure not authorized when Fort Hunter-Liggett altimeter setting not available.

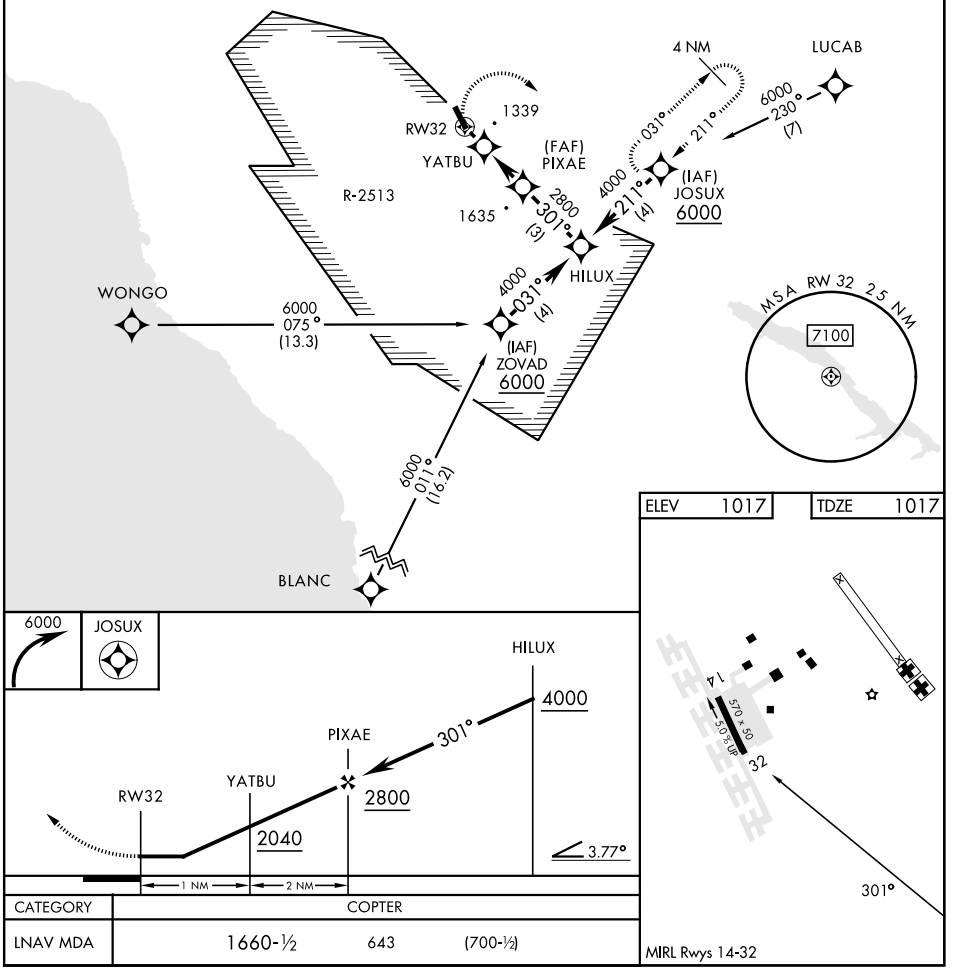
NA Limit final and missed approach to 90 KIAS.

MISSED APPROACH: Climbing right turn to 6000 direct JOSUX and hold.

OAKLAND CENTER	RANGE CON/OPS
128.7 307.0	41.05 126.2 229.5

NOT FOR CIVIL USE

DME/DME RNP-0.3 NA



CATEGORY	COPTER		
LNAV MDA	1660-½	643	(700-½)

SW-3, 09 JUL 2026 to 03 SEP 2026

TWENTYNINE PALMS, CALIFORNIA | AL-6489 (FAA) | 25275

WAAS	APP CRS	Rwy Ldg	5531
CH 70634	265°	TDZE	1835
W26A		Apt Elev	1888

RNAV (GPS) RWY 26

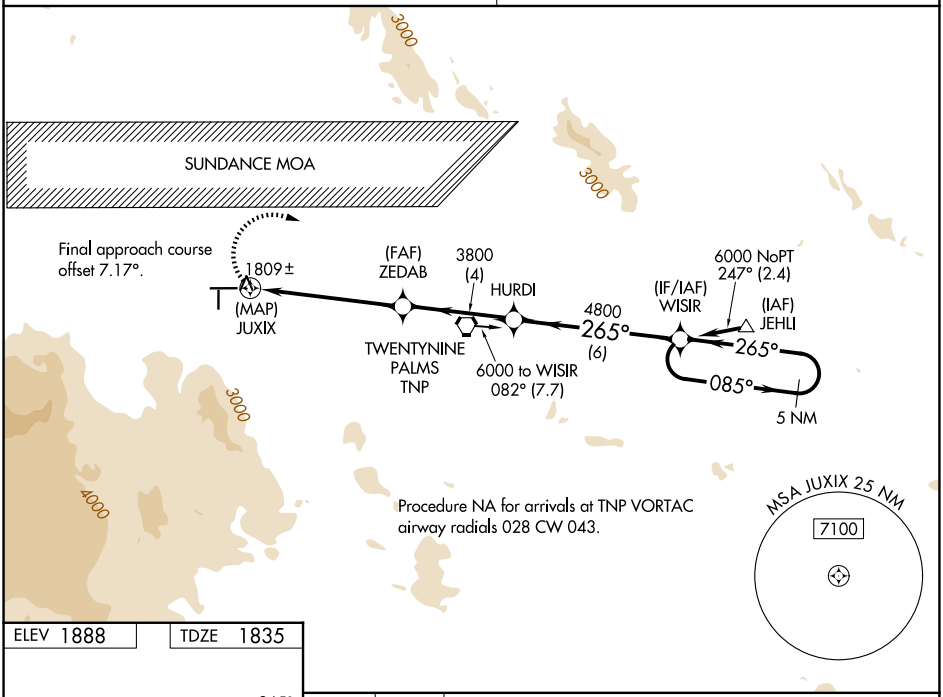
TWENTYNINE PALMS (TNP)

RNP APCH - GPS.

T NA Use PSP altimeter setting; when not received, procedure NA. Circling NA south of Rwy 8-26. Circling Rwy 8, 17 NA at night.
*Missed approach requires minimum climb of 425 feet per NM to 3900.

MISSED APPROACH: Climbing right turn to 6000 direct WISIR and hold.

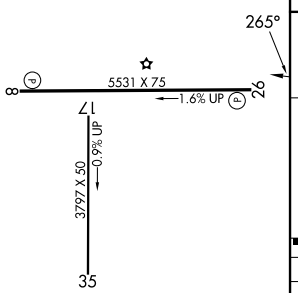
LOS ANGELES CENTER	AUNICOM
128.15 285.6	122.8 (CTAF) L



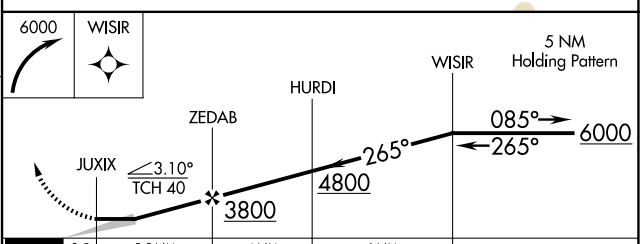
SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

ELEV 1888 | TDZE 1835



REIL Rwys 8 and 26 L
MIRL Rwys 8-26 and 17-35 L



CATEGORY	A	B	C	D
LP MDA	2940-1¼ 1105 (1100-1¼)	2940-1½ 1105 (1100-1½)	NA	
*LNAV MDA	3080-1¼ 1245 (1200-1¼)	3080-1½ 1245 (1200-1½)	NA	
LNAV MDA	3180-1¼ 1345 (1300-1¼)	3180-1½ 1345 (1300-1½)	NA	
CIRCLING	3300-1¼ 1412 (1500-1¼)	3340-1½ 1452 (1500-1½)	NA	

VORTAC TNP	APP CRS	Rwy Ldg	5531
114.2	264°	TDZE	1835
Chan 89		Apt Elev	1888

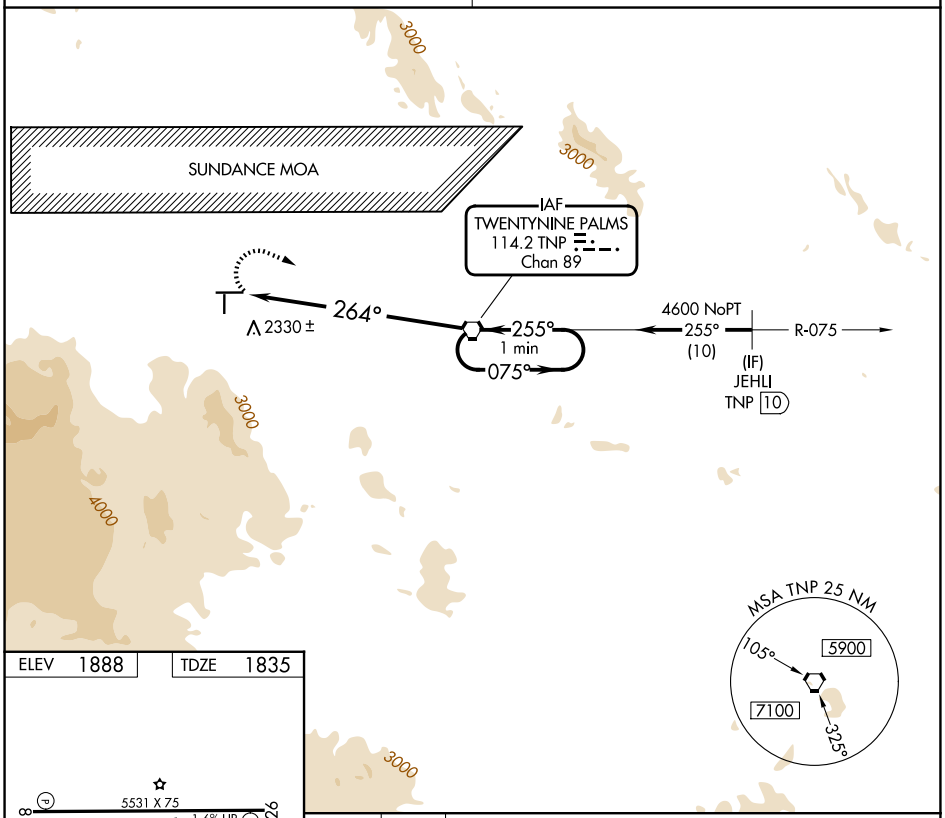
VOR RWY 26
TWENTYNINE PALMS (TNP)

NA

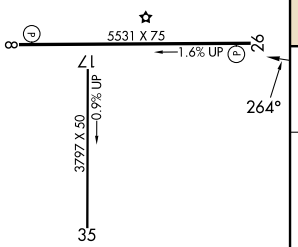
Use PSP altimeter setting; when not received, procedure NA.
Circling NA south of Rwy 8-26. Circling Rwy 8, 17 NA at night.

MISSED APPROACH: Climbing right turn to 5900 direct TNP VORTAC and hold, continue climb-in-hold to 5900.

LOS ANGELES CENTER	AUNICOM
128.15 285.6	122.8 (CTAF) L

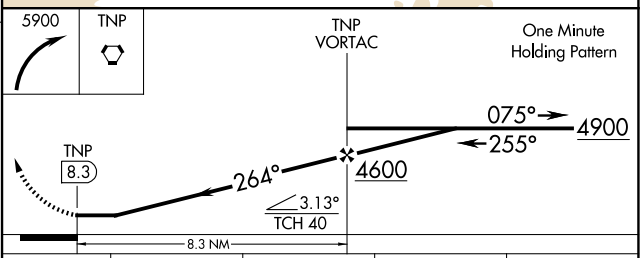


ELEV 1888	TDZE 1835



REIL Rwys 8 and 26 L
MIRL Rwys 8-26 and 17-35 L

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46



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	

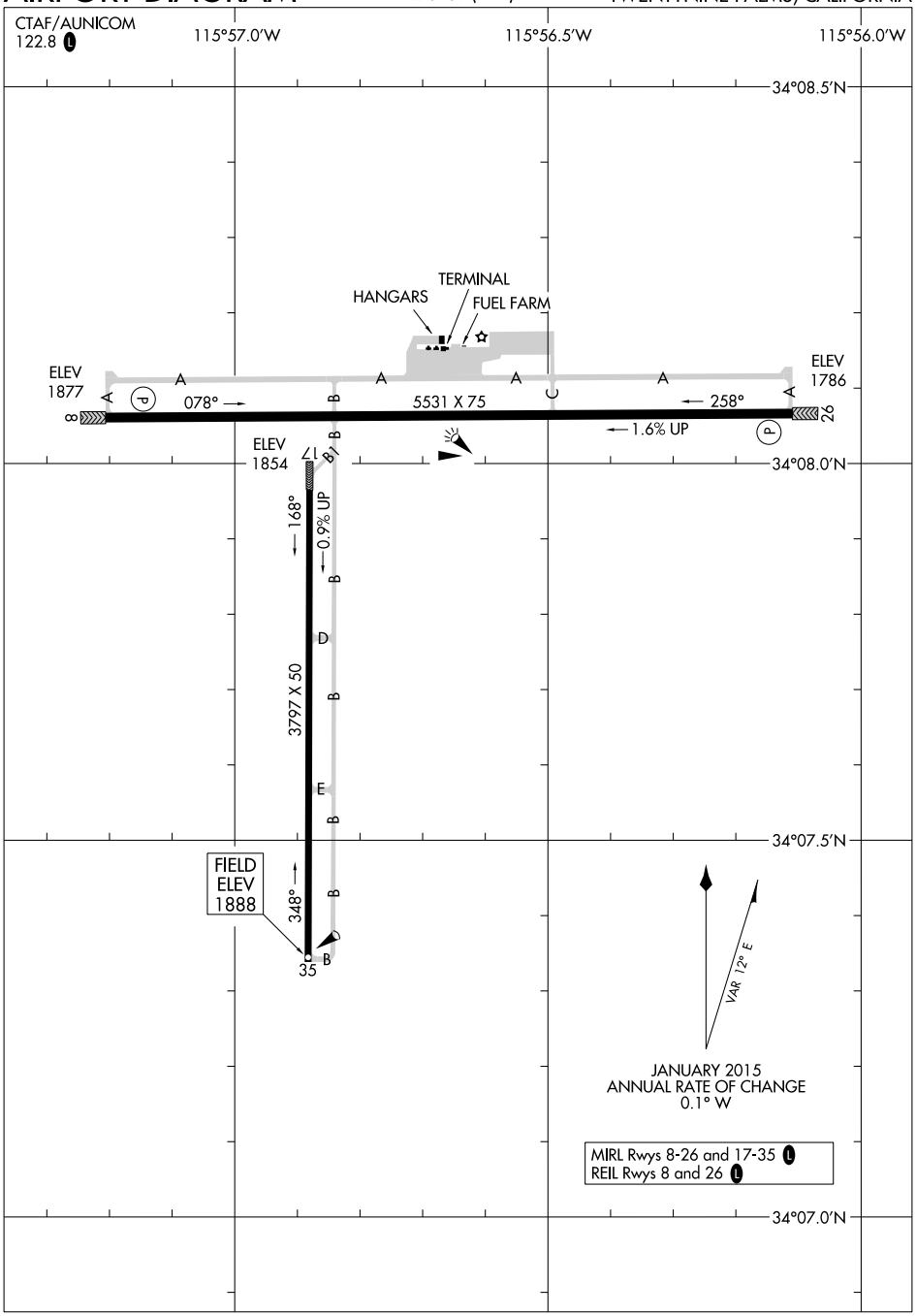
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

26134

AIRPORT DIAGRAM

AL-6489 (FAA)

TWENTYNINE PALMS (TNP)
TWENTYNINE PALMS, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

AIRPORT DIAGRAM
26134

TWENTYNINE PALMS, CALIFORNIA
TWENTYNINE PALMS (TNP)

RNAV (GPS) RWY 6

CABLE (CCB)

WAAS	APP CRS	Rwy Ldg	3757
CH 45934	054°	TDZE	1430
W06A		Apt Elev	1444

RNP APCH.

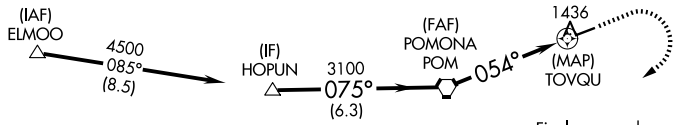
Circling NA northwest of Rwy 6-24. Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling Rwy 24 NA at night. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 1900 then climbing right turn to 5500 direct ADAMM and hold, continue climb-in-hold to 5500.

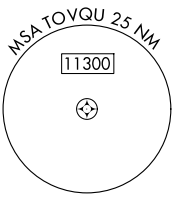
AWOS-3P	SOCAL APP CON	UNICOM
119.525	125.5 349.0	123.0 (CTAF)



Procedure NA for arrivals at ELMOO on V186 westbound.

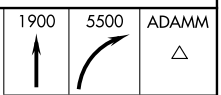


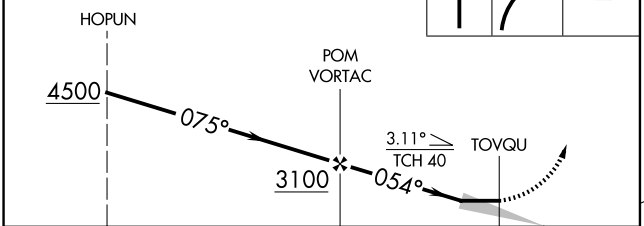
Final approach course offset 1.02°





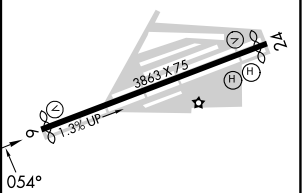
VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 34).





CATEGORY	A	B	C	D
LP MDA	1780-1	350 (400-1)	1780-1⅛ 350 (400-1⅛)	NA
LNAV MDA	1940-1	510 (500-1)	1940-1⅝ 510 (500-1⅝)	NA
CIRCLING	2020-1	576 (600-1)	2140-2 696 (700-2)	NA

ELEV 1444 TDZE 1430



MIRL Rwy 6-24

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

UPLAND, CALIFORNIA | AL-5203 (FAA) | 26022

VORTAC POM	APP CRS	Rwy Ldg	N/A
110.4	053°	TDZE	N/A
Chan 41		Apt Elev	1444

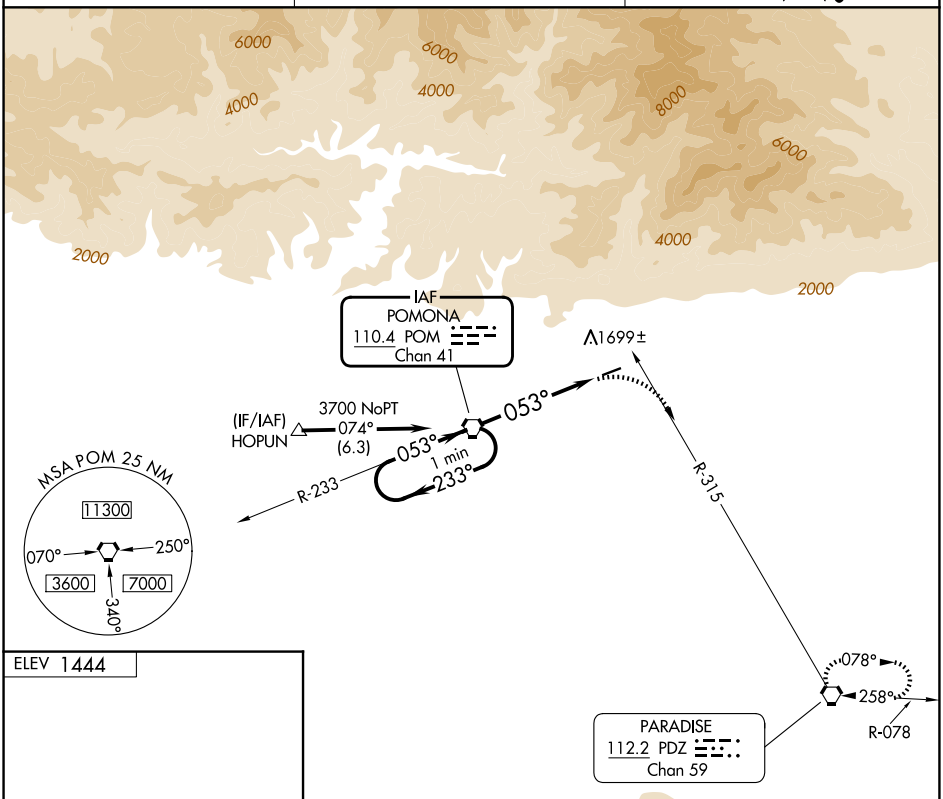
VOR-A
CABLE (CCB)

T NA

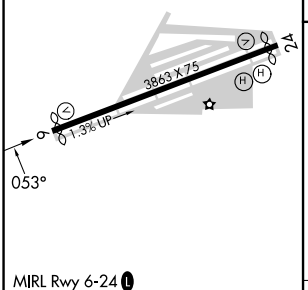
Circling NA northwest of Rwy 6-24. Procedure NA at night. When local altimeter setting not received, use Ontario altimeter setting and increase all MDA 100 feet and all visibilities ½ SM. Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 via heading 105° and PDZ R-315 to PDZ VORTAC and hold.

AWOS-3P	SOCAL APP CON	UNICOM
119.525	125.5 349.0	123.0 (CTAF) L



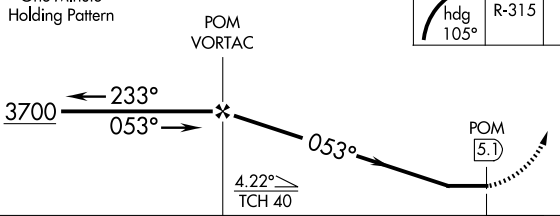
ELEV 1444



MIRL Rwy 6-24 L

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 34).

One Minute Holding Pattern



4000 hdg 105°	PDZ R-315	PDZ

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)		2240-2¼ 796 (800-2¼)	NA

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

ILS Y RWY 16R
VAN NUYS (VNY)

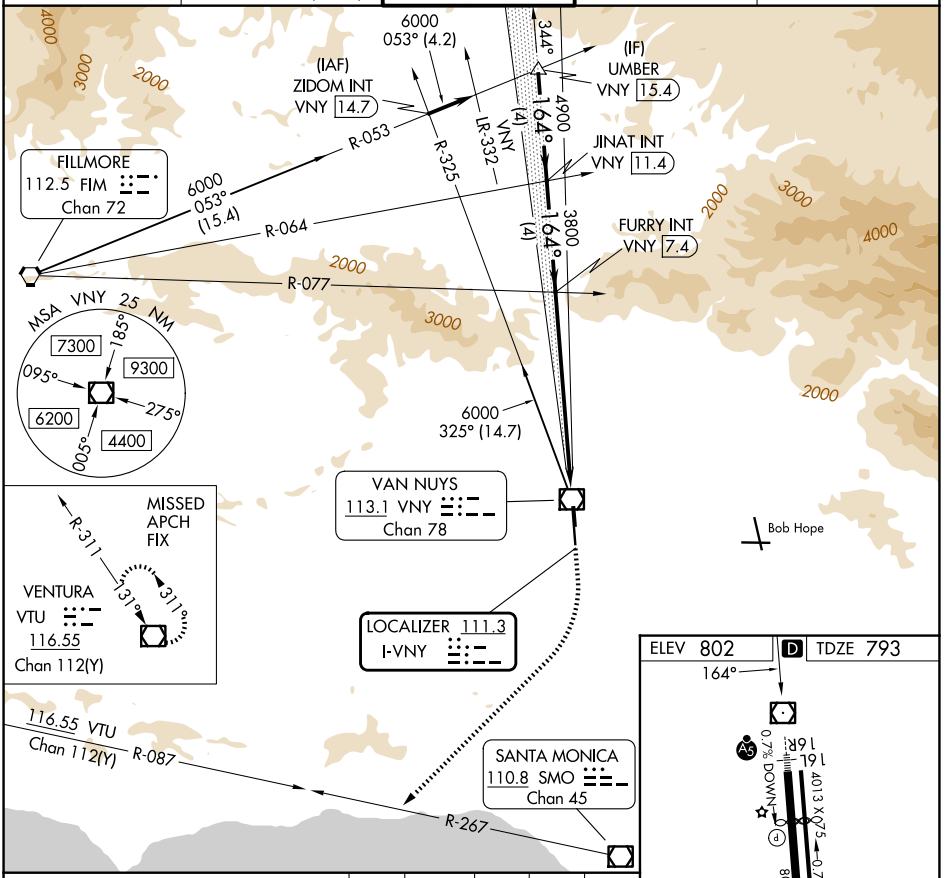
LOC I-VNY	APP CRS	Rwy Ldg	6569
111.3	164°	TDZE	793
		Apt Elev	802

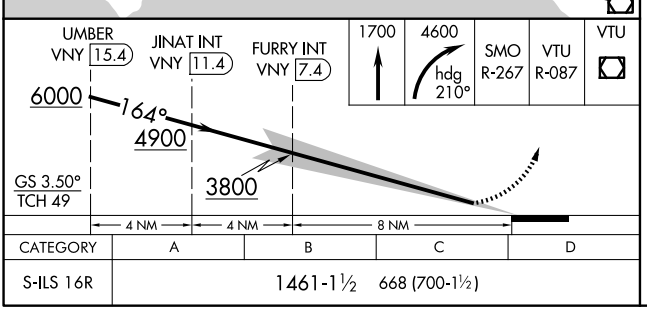
For inop MALSR, increase S-ILS all Cats visibility to 2 SM. When local altimeter setting not received, use Burbank altimeter setting and increase DA to 1480 feet and all Cats visibility to 1⅝ SM.

MALSR

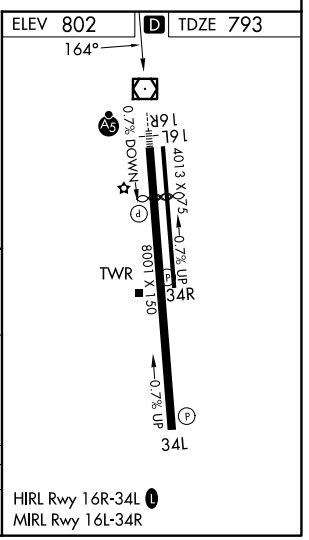
MISSED APPROACH: Climb to 1700 then climbing right turn to 4600 on heading 210° and on SMO VOR/DME R-267 and on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS	SOCAL APP CON	VAN NUYS TOWER★	GND CON	UNICOM
127.55	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	122.95





CATEGORY	A	B	C	D
S-ILS 16R	1461-1½	668 (700-1½)		



HIRL Rwy 16R-34L L
MIRL Rwy 16L-34R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VAN NUYS, CALIFORNIA | AL-552 (FAA) | 25275

ILS Z RWY 16R

VAN NUYS (VNY)

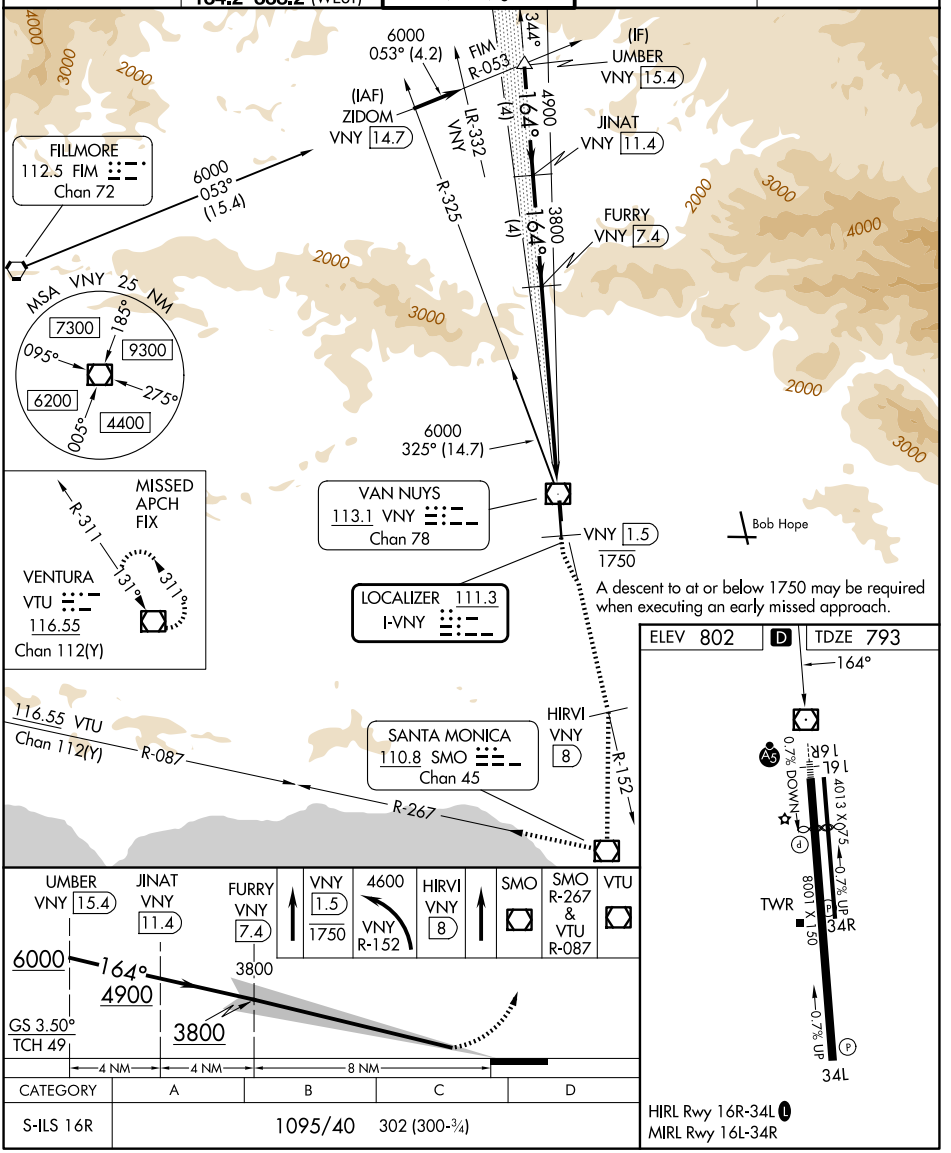
LOC I-VNY	APP CRS	Rwy Ldg	6569
111.3	164°	TDZE	793
		Apt Elev	802

DME required. RADAR required for monitoring of missed approach. When local altimeter setting not received, use Burbank altimeter setting and increase DA to 1114. Rwy 16R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 16R all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to cross VNY 1.5 DME south of VNY VOR/DME at or below 1750 then climbing left turn to 4600 on VNY VOR/DME R-152 to HIRVI/VNY VOR/DME 8 DME, direct SMO VOR/DME then on SMO VOR/DME R-267 then on VTU VOR/DME R-087 to VTU VOR/DME and hold.

ATIS	SOCAL APP CON	VAN NUYS TOWER ★	GND CON	UNICOM
127.55	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	122.95



CATEGORY	A	B	C	D
S-ILS 16R	1095/40	302 (300-¾)		

HIRL Rwy 16R-34L L
MIRL Rwy 16L-34R

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

VAN NUYS, CALIFORNIA
Amdt 1 15SEP16

34°13′N-118°29′W

VAN NUYS (VNY)
ILS Z RWY 16R

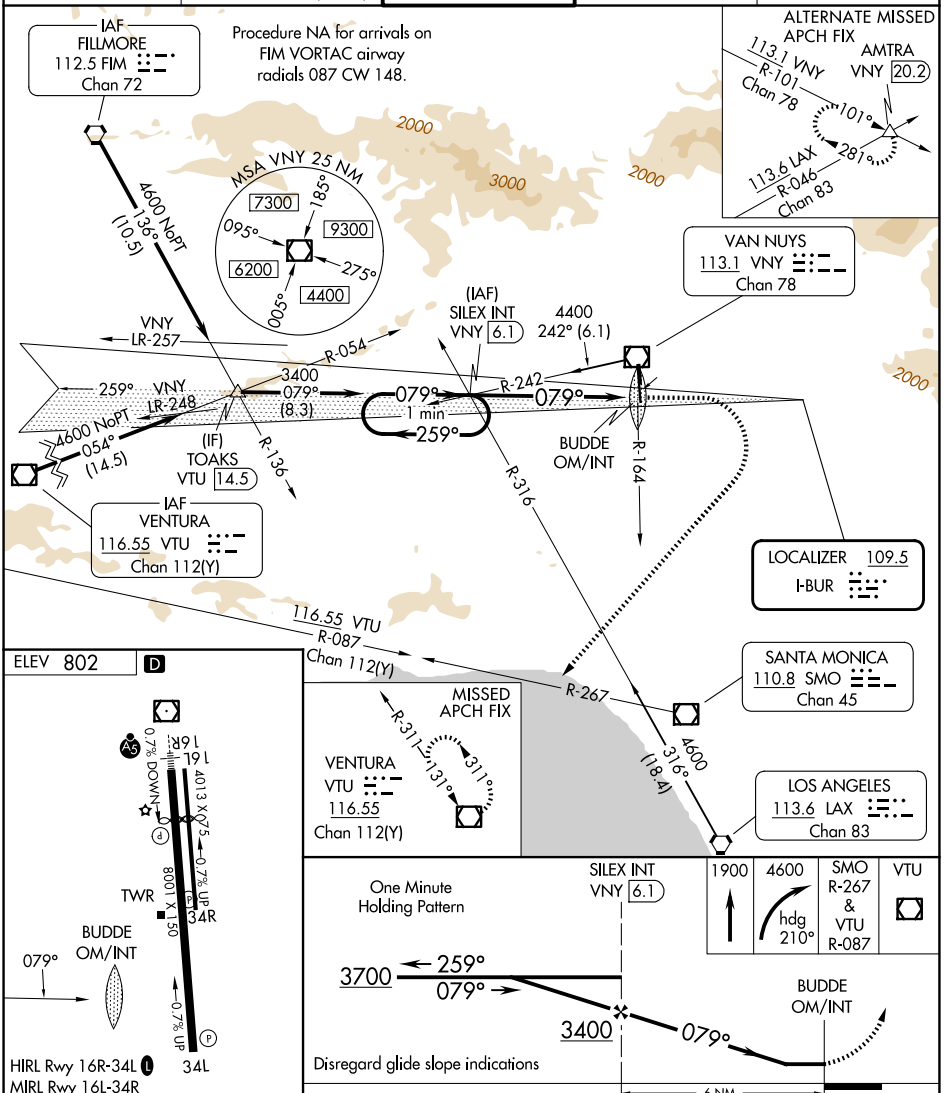
LOC I-BUR	APP CRS	Rwy Ldg	N/A
109.5	079°	TDZE	N/A
		Apt Elev	802

LDA-C
VAN NUYS (VNY)

T A Circling Rwy 16L NA at night.

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	SOCAL APP CON	VAN NUYS TOWER ★	GND CON	UNICOM
127.55	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	122.95



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	1500-1	698 (700-1)	1500-2 698 (700-2)	2060-3 1258 (1300-3)

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VAN NUYS, CALIFORNIA | AL-552 (FAA) | 25275

VOR-A

VAN NUYS (VNY)

VOR/DME VNY	APP CRS	Rwy Ldg	N/A
113.1 Chan 78	075°	TDZE	N/A
		Apt Elev	802

Circling Rwy 16L NA at night.

MISSED APPROACH: Climbing right turn to 4000 on VNY VOR/DME R-101 to AMTRA INT/20.2 DME and hold.

ATIS	SOCAL APP CON	VAN NUYS TOWER ★	GND CON	UNICOM
127.55	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	122.95

IAF FILLMORE 112.5 FIM Chan 72

Procedure NA for arrivals at FIM VORTAC on V518 westbound.

4400 NoPT 120° (11.3)

(IAF) GINNA VNY 16.9

4400 NoPT 075° (5.5)

R-120

3400 075° (6.3)

1249± 1161±

(IAF) CANOG VNY 5.1

VAN NUYS 113.1 VNY Chan 78

R-255

075° 1 min 255°

4600 255° (5.1)

R-101

4600 NoPT 053° (17.6)

(IF) SUANA VNY 11.4

IAF VENTURA 116.55 VTU Chan 112(Y)

R-317

4400 317° (14.5)

MISSED APCH FIX

AMTRA VNY 20.2

113.1 VNY R-101 Chan 78

101°

281°

113.6 LAX R-046 Chan 83

4400 320° (19.2)

MSA VNY 25 NM

7300 095° 185° 9300 275° 6200 005° 4400

LOS ANGELES 113.6 LAX Chan 83

SANTA MONICA 110.8 SMO Chan 45

ELEV 802 D

075°

16L 7162 0.7% DOWN 4013 X 75 0.7% UP

TWR

34R 8001 X 150 0.7% UP

34L

One Minute Holding Pattern

CANOG VNY 5.1

3700 255° 075°

3400 075°

VNY VOR/DME

5.1 NM

4000 VNY R-101 AMTRA

CATEGORY	A	B	C	D
CIRCLING	1500-1	698 (700-1)	1500-2 698 (700-2)	2060-3 1258 (1300-3)

HIRL Rwy 16R-34L L
MIRL Rwy 16L-34R

VAN NUYS, CALIFORNIA
Amdt 4D 20JUN19

34°13′N-118°29′W

VAN NUYS (VNY)
VOR-A

SW-3, 09 JUL 2026 to 03 SEP 2026

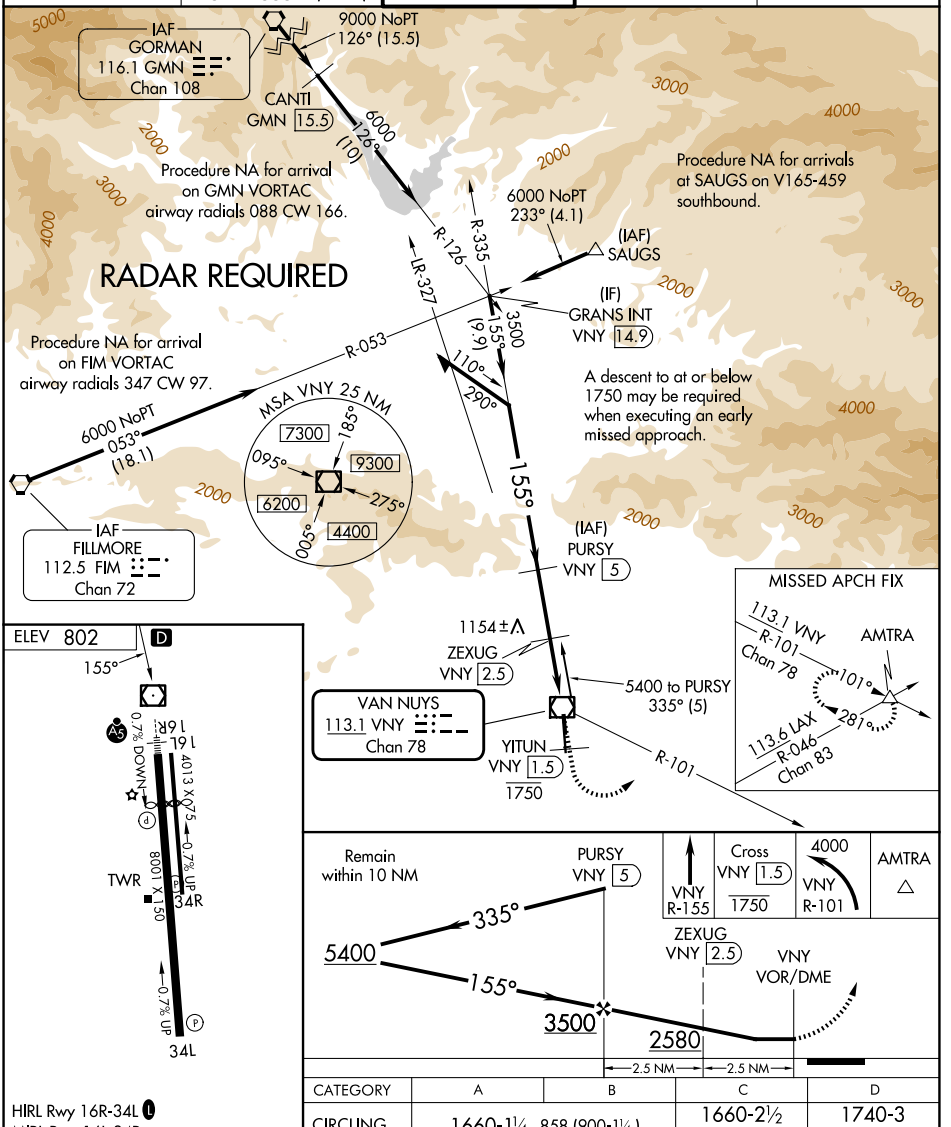
VOR/DME VNY	APP CRS	Rwy Ldg	N/A
113.1	155°	TDZE	N/A
Chan 78		Apt Elev	802

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. 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	SOCAL APP CON	VAN NUYS TOWER★	GND CON	UNICOM
127.55	120.4 360.6 (NORTH) 134.2 338.2 (WEST)	119.3 (CTAF) L 239.0	121.7	122.95



CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 858 (900-1¼)		1660-2½ 858 (900-2½)	1740-3 938 (1000-3)

HIRL Rwy 16R-34L L
MIRL Rwy 16L-34R

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

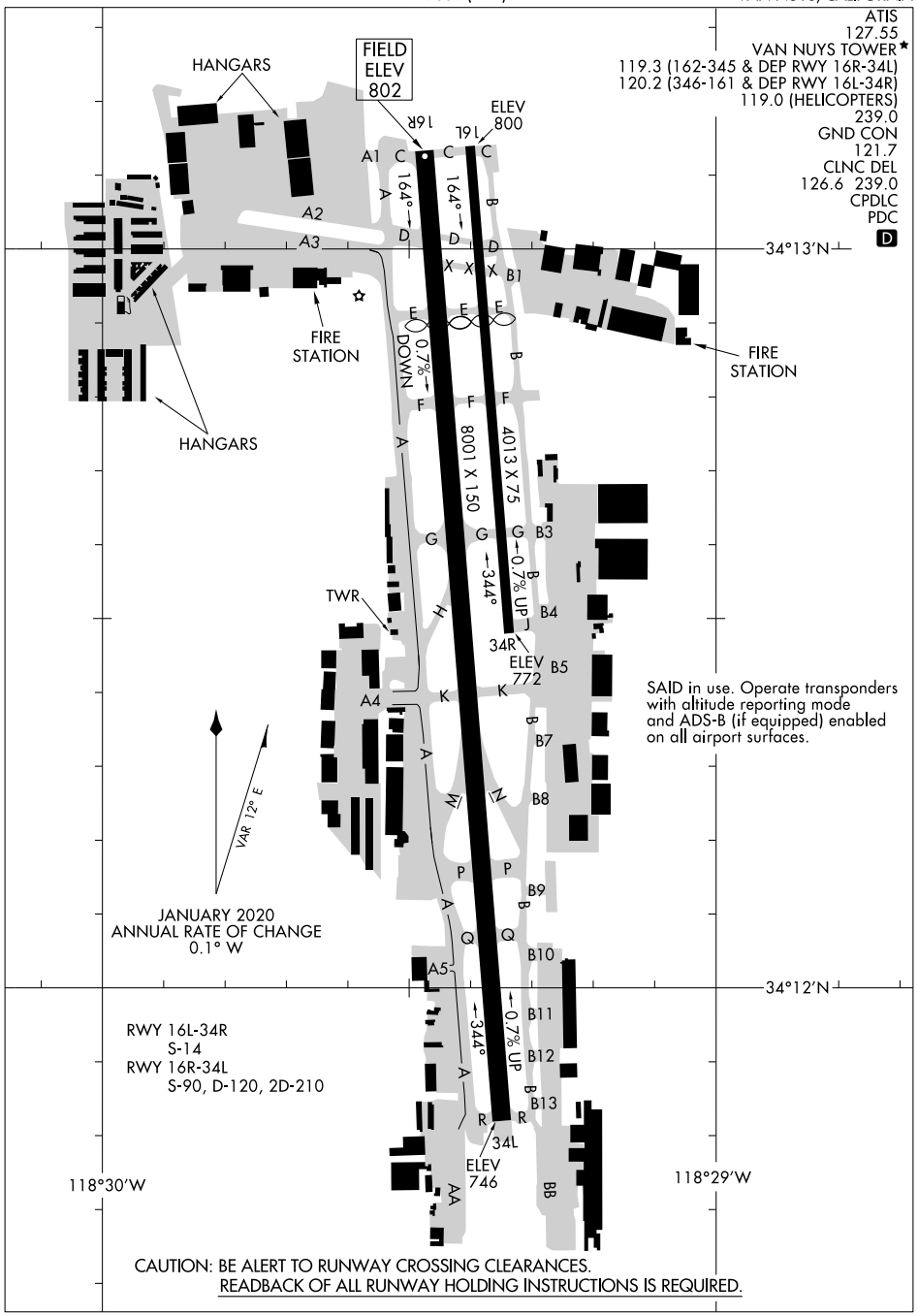
26134

AIRPORT DIAGRAM

AL-552 (FAA)

VAN NUYS (VNY)

VAN NUYS, CALIFORNIA



SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

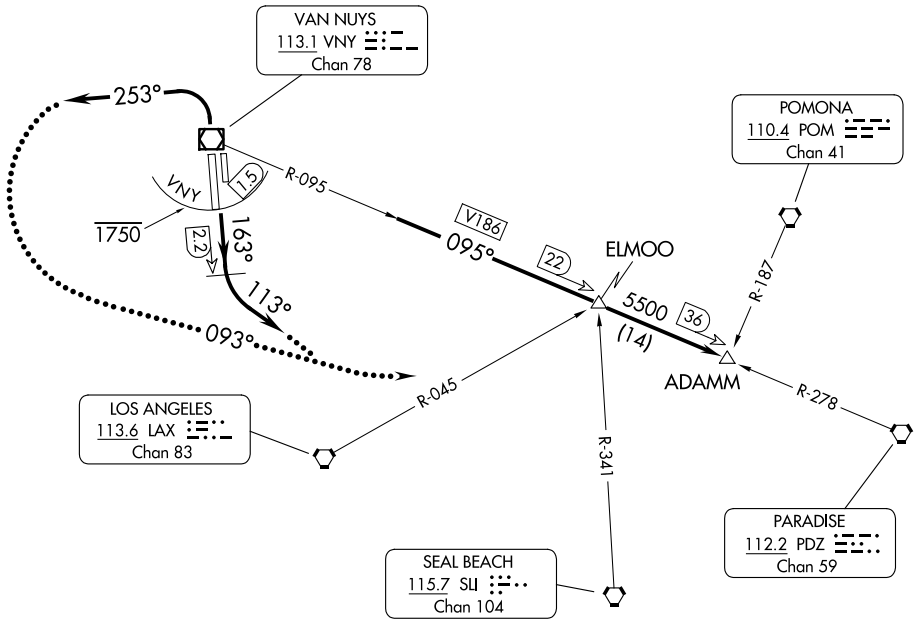
ADAMM THREE DEPARTURE

AL-552 (FAA)

ATIS
127.55
CLNC DEL
126.6 239.0
CPDLC
GND CON
121.7
SOCAL DEP CON
124.6 298.85

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 16L: Standard with minimum climb of 380′ per NM to 2600.
Rwy 16R: Standard with minimum climb of 450′ per NM to 2600.
Rwys 34L/R: Standard with minimum climb of 480′ per NM to 4200.



NOTE: RADAR required.
NOTE: DME required.
NOTE: Cross VNY DME 1.5 DME south at or below 1750.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing left turn heading 113°, FOR RADAR VECTORS to VNY R-095 to ADAMM, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to VNY R-095 to ADAMM, thence. . . .

. . . .on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM, turn left heading 093° to intercept VNY R-095 to ADAMM INT maintain 5500′ or as assigned.

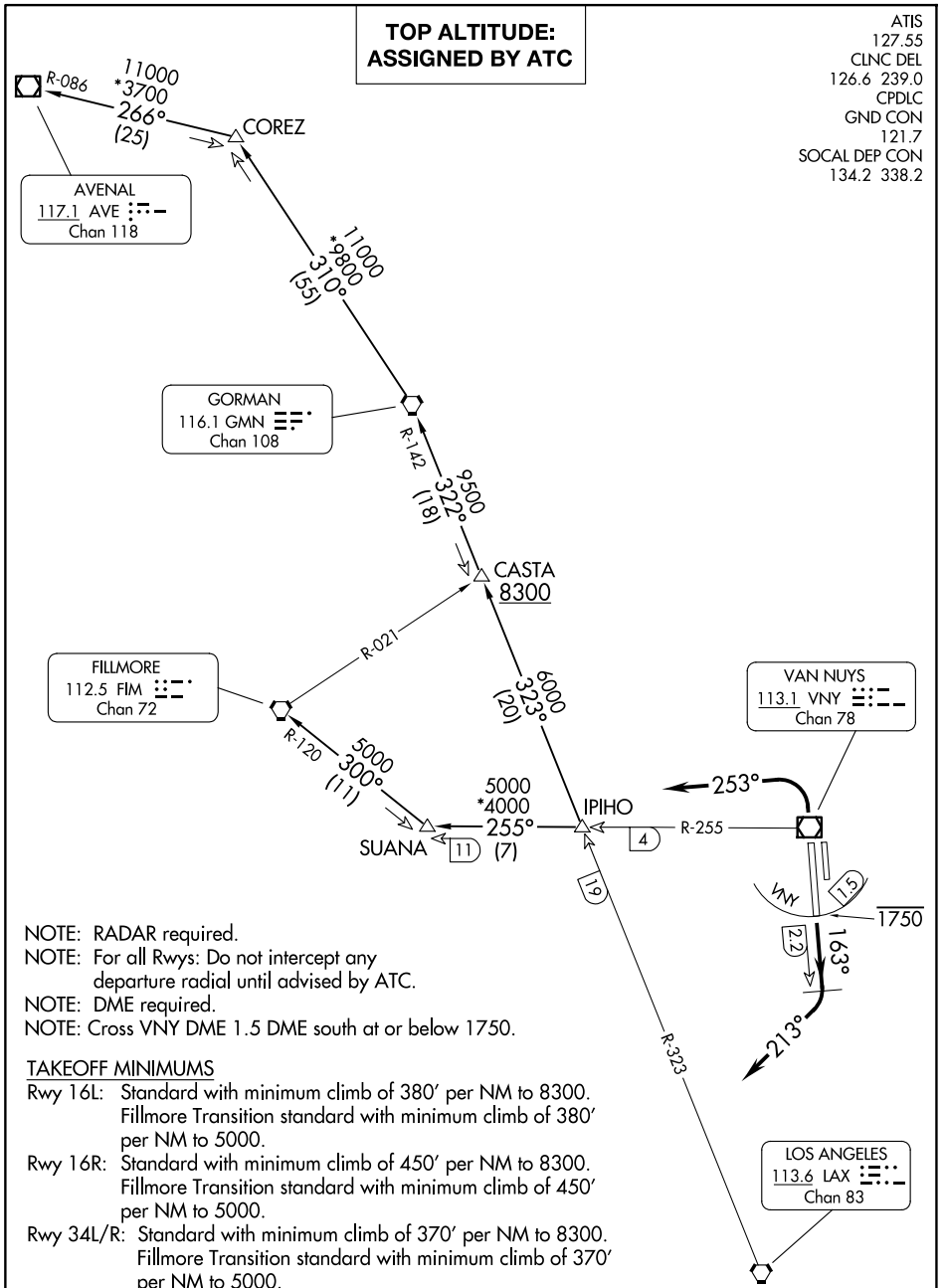
SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

(CANOG3.IPIHO) 24025

CANOGA THREE DEPARTURE

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA



NOTE: RADAR required.
NOTE: For all Rwys: Do not intercept any departure radial until advised by ATC.
NOTE: DME required.
NOTE: Cross VNY DME 1.5 DME south at or below 1750.

TAKEOFF MINIMUMS

Rwy 16L: Standard with minimum climb of 380′ per NM to 8300. Fillmore Transition standard with minimum climb of 380′ per NM to 5000.

Rwy 16R: Standard with minimum climb of 450′ per NM to 8300. Fillmore Transition standard with minimum climb of 450′ per NM to 5000.

Rwy 34L/R: Standard with minimum climb of 370′ per NM to 8300. Fillmore Transition standard with minimum climb of 370′ per NM to 5000.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

CANOGA THREE DEPARTURE

(CANOG3.IPIHO) 30JAN20

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

SW-3, 09 JUL 2026 to 03 SEP 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing right turn heading 213°, FOR RADAR VECTORS to IPIHO, thence . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to IPIHO, thence . . .

. . . on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 3 NM:
Rwys 16L/R intercept the LAX R-323 and GMN R-142. Then as assigned.
Rwys 34L/R intercept VNY R-255. Then as assigned.

AVENAL TRANSITION (CANOG3.AVE): From over IPIHO on LAX R-323 and GMN R-142 to CASTA, then on GMN R-142 to GMN VORTAC, then on GMN R-310 to COREZ, then on AVE R-086 to AVE VOR/DME.

FILLMORE TRANSITION (CANOG3.FIM): From over IPIHO on VNY R-255 to SUANA, then on FIM VORTAC R-120 to FIM VORTAC.

GORMAN TRANSITION (CANOG3.GMN): From over IPIHO on LAX R-323 and GMN R-142 to CASTA, then on GMN R-142 to GMN VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026

HARYS FIVE DEPARTURE (RNAV)

(HARYS5.HARYS) 20FEB25

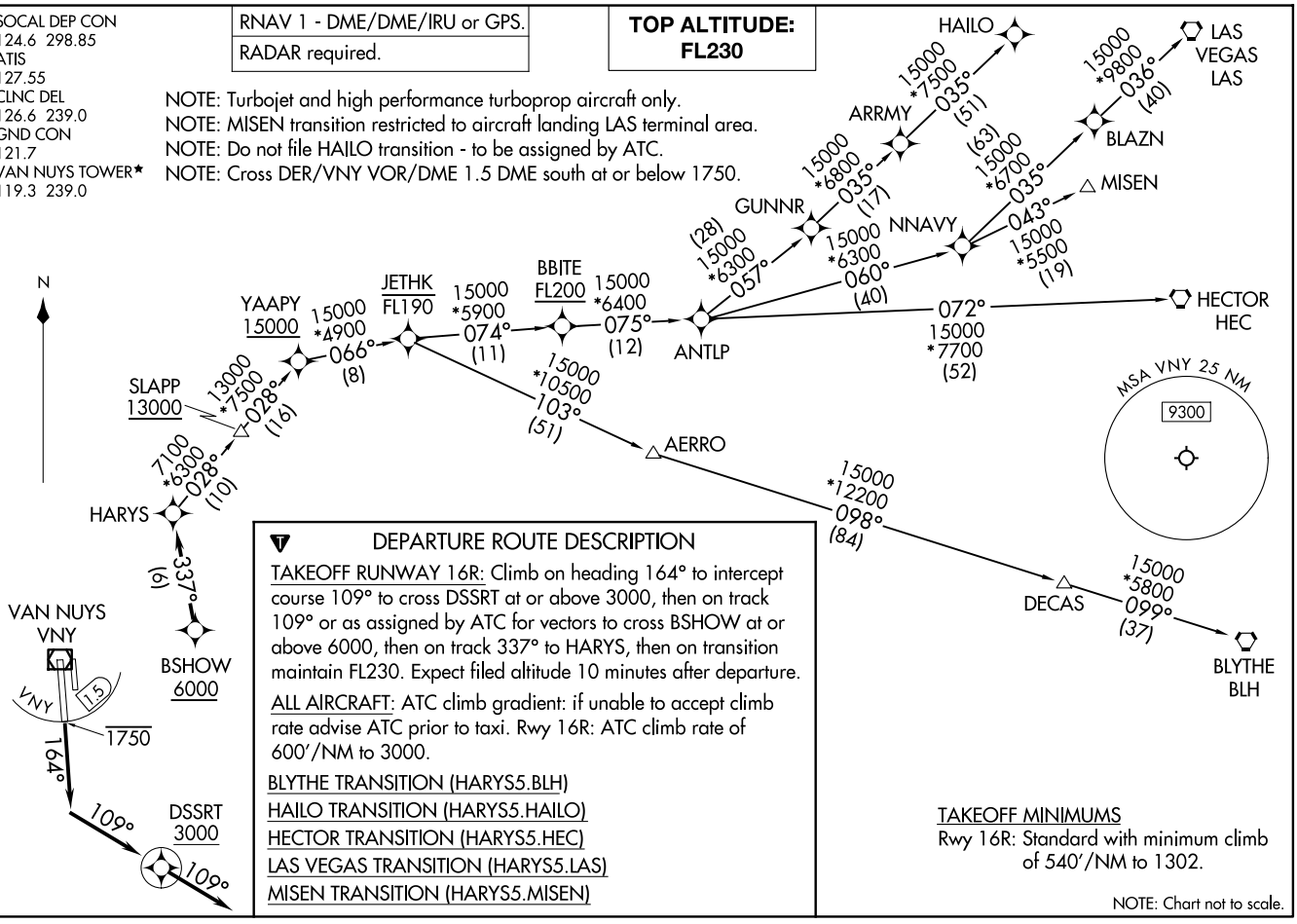
VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

SOCAL DEP CON
124.6 298.85
ATIS
127.55
CLNC DEL
126.6 239.0
GND CON
121.7
VAN NUYS TOWER*
119.3 239.0

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

TOP ALTITUDE: FL230

NOTE: Turbojet and high performance turboprop aircraft only.
NOTE: MISEN transition restricted to aircraft landing LAS terminal area.
NOTE: Do not file HAILO transition - to be assigned by ATC.
NOTE: Cross DER/VNY VOR/DME 1.5 DME south at or below 1750.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 164° to intercept course 109° to cross DSSRT at or above 3000, then on track 109° or as assigned by ATC for vectors to cross BSHOW at or above 6000, then on track 337° to HARYS, then on transition maintain FL230. Expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradient: if unable to accept climb rate advise ATC prior to taxi. Rwy 16R: ATC climb rate of 600'/NM to 3000.

BLYTHE TRANSITION (HARYS5.BLH)
HAILO TRANSITION (HARYS5.HAILO)
HECTOR TRANSITION (HARYS5.HEC)
LAS VEGAS TRANSITION (HARYS5.LAS)
MISEN TRANSITION (HARYS5.MISEN)

TAKEOFF MINIMUMS
Rwy 16R: Standard with minimum climb of 540'/NM to 1302.

NOTE: Chart not to scale.

(HARYS5.HARYS) 25051

HARYS FIVE DEPARTURE (RNAV)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

AL-552 (FAA)

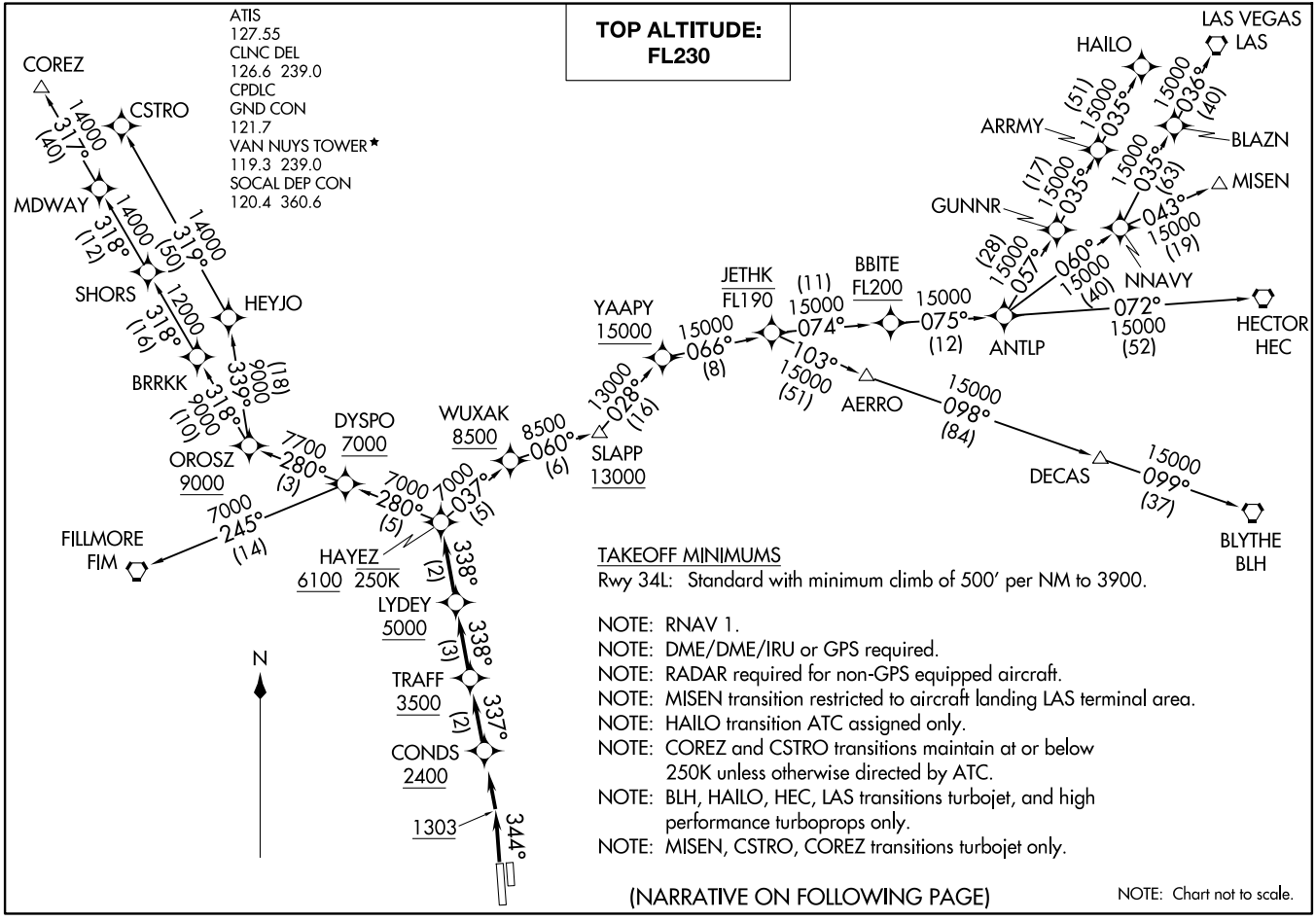
510

HAYEZ NINE DEPARTURE (RNAV)

(HAYEZ9.HAYEZ) 10SEP20

VAN NUYS, CALIFORNIA

VAN NUYS (VNY)



(HAYEZ9.HAYEZ) 20254

HAYEZ NINE DEPARTURE (RNAV)

AL-552 (FAA)

VAN NUYS (VNY)

VAN NUYS, CALIFORNIA

(HAYEZ9.HAYEZ) 20254

HAYEZ NINE DEPARTURE (RNAV)

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34L: Climb on heading 344° to 1303, then climb direct to cross CONDS at or above 2400, then on track 337° to cross TRAFF at or above 3500, then on track 338° to cross LYDEY at or above 5000, then on track 338° to cross HAYEZ at or above 6100 and at or below 250K, thence . . . .

. . . . on (transition) maintain FL230. Expect filed altitude ten minutes after departure.

BLYTHE TRANSITION (HAYEZ9.BLH)

COREZ TRANSITION (HAYEZ9.COREZ)

CSTRO TRANSITION (HAYEZ9.CSTRO)

FILLMORE TRANSITION (HAYEZ9.FIM)

HAILO TRANSITION (HAYEZ9.HAILO)

HECTOR TRANSITION (HAYEZ9.HEC)

LAS VEGAS TRANSITION (HAYEZ9.LAS)

MISEN TRANSITION (HAYEZ9.MISEN)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

NEWHALL TWO DEPARTURE

(NUAL2.IPIHO) 14MAY26

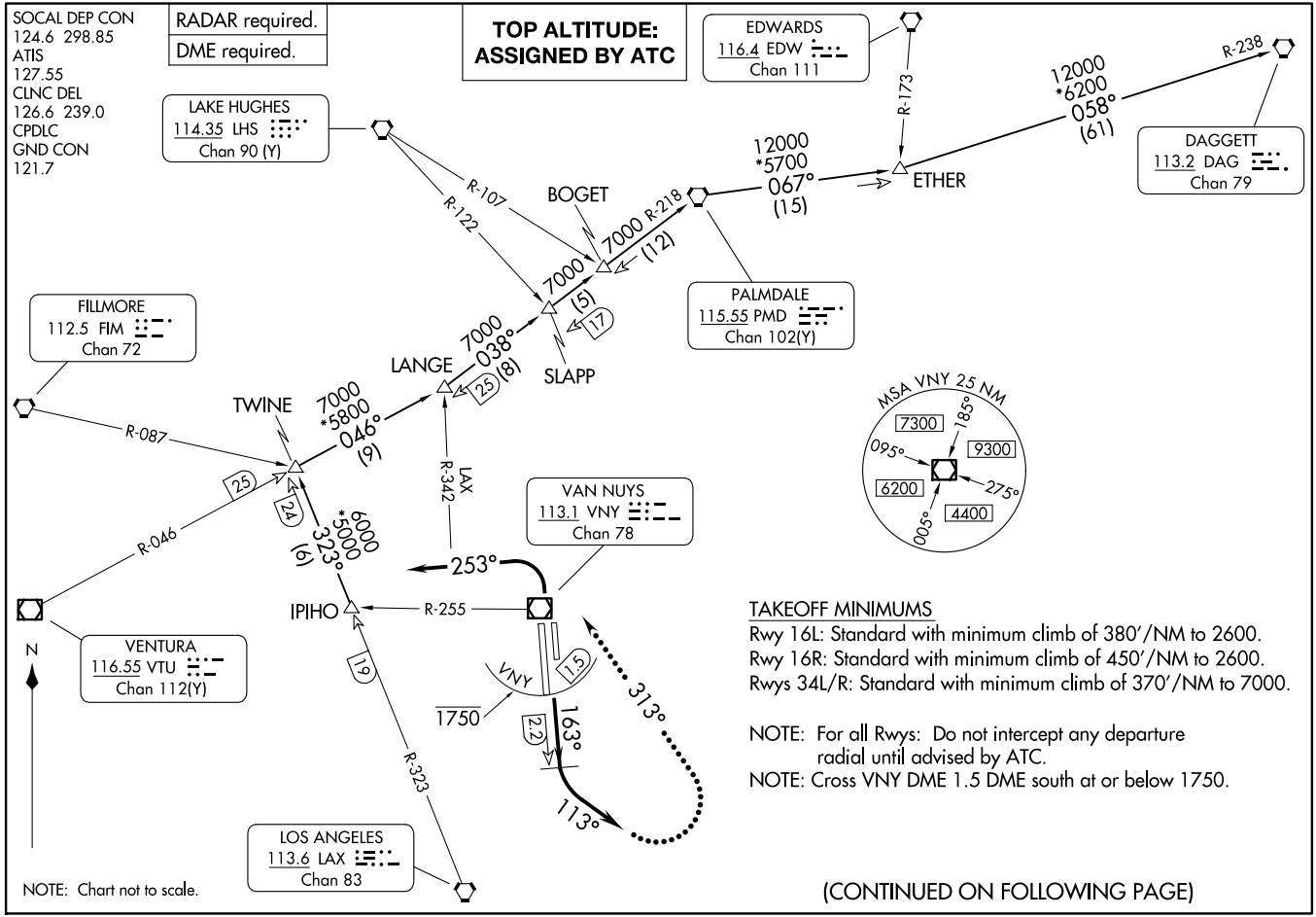
VAN NUYS, CALIFORNIA

VAN NUYS (VNY)

SOCAL DEP CON
124.6 298.85
ATIS
127.55
CLNC DEL
126.6 239.0
CPDLC
GND CON
121.7

RADAR required.
DME required.

TOP ALTITUDE: ASSIGNED BY ATC



(CONTINUED ON FOLLOWING PAGE)

NEWHALL TWO DEPARTURE

(NUAL2.IPIHO) 26134

VAN NUYS (VNY)

VAN NUYS, CALIFORNIA

AL-552 (FAA)

513

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb on heading 163° until VNY 2.2 DME, then climbing left turn heading 113°, FOR RADAR VECTORS to IPIHO, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climbing left turn heading 253°, FOR RADAR VECTORS to IPIHO thence. . . .

. . . .on (transition) or (assigned route). Maintain ATC assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 5 DME from VNY VOR/DME, Rwys 16L/R; turn left heading 313° to intercept the LAX R-342; and continue the published procedure.

DAGGETT TRANSITION (NUAL2.DAG): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC, then on PMD R-067 to ETHER, then on DAG R-238 to DAG VORTAC.

PALMDALE TRANSITION (NUAL2.PMD): From over IPIHO on LAX R-323 to TWINE, then on VTU R-046 to LANGE, then on PMD R-218 to PMD VORTAC.

SW-3, 09 JUL 2026 to 03 SEP 2026

ROSCOE FOUR DEPARTURE (RNAV)

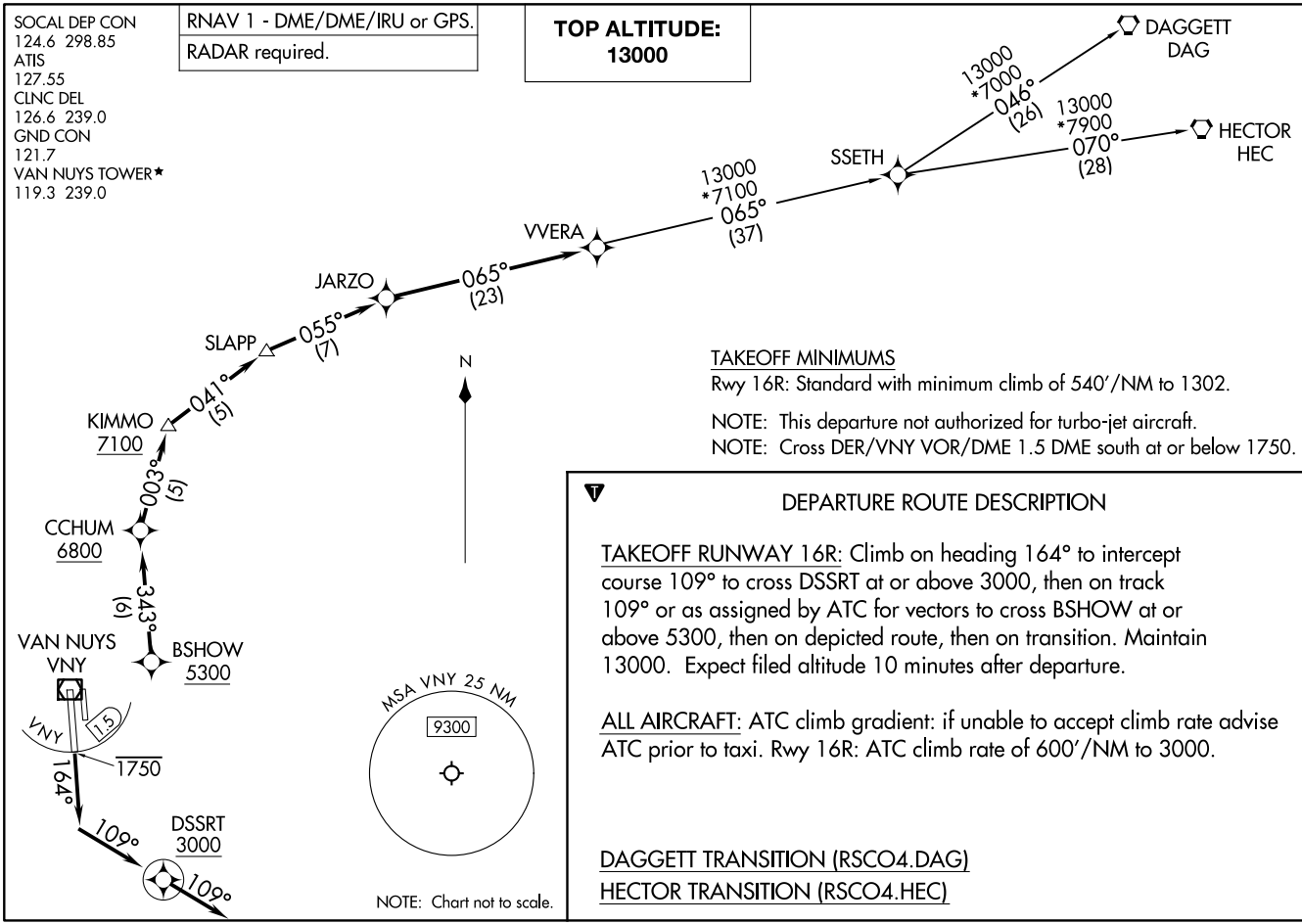
(RSCO4.VVERA) 20FEB25

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

SOCAL DEP CON
124.6 298.85
ATIS
127.55
CLNC DEL
126.6 239.0
GND CON
121.7
VAN NUYS TOWER*
119.3 239.0

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

TOP ALTITUDE: 13000



TAKEOFF MINIMUMS
Rwy 16R: Standard with minimum climb of 540'/NM to 1302.

NOTE: This departure not authorized for turbo-jet aircraft.
NOTE: Cross DER/VNY VOR/DME 1.5 DME south at or below 1750.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 164° to intercept course 109° to cross DSSRT at or above 3000, then on track 109° or as assigned by ATC for vectors to cross BSHOW at or above 5300, then on depicted route, then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradient: if unable to accept climb rate advise ATC prior to taxi. Rwy 16R: ATC climb rate of 600'/NM to 3000.

DAGGETT TRANSITION (RSCO4.DAG)
HECTOR TRANSITION (RSCO4.HEC)

(RSCO4.VVERA) 25051
ROSCOE FOUR DEPARTURE (RNAV)

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

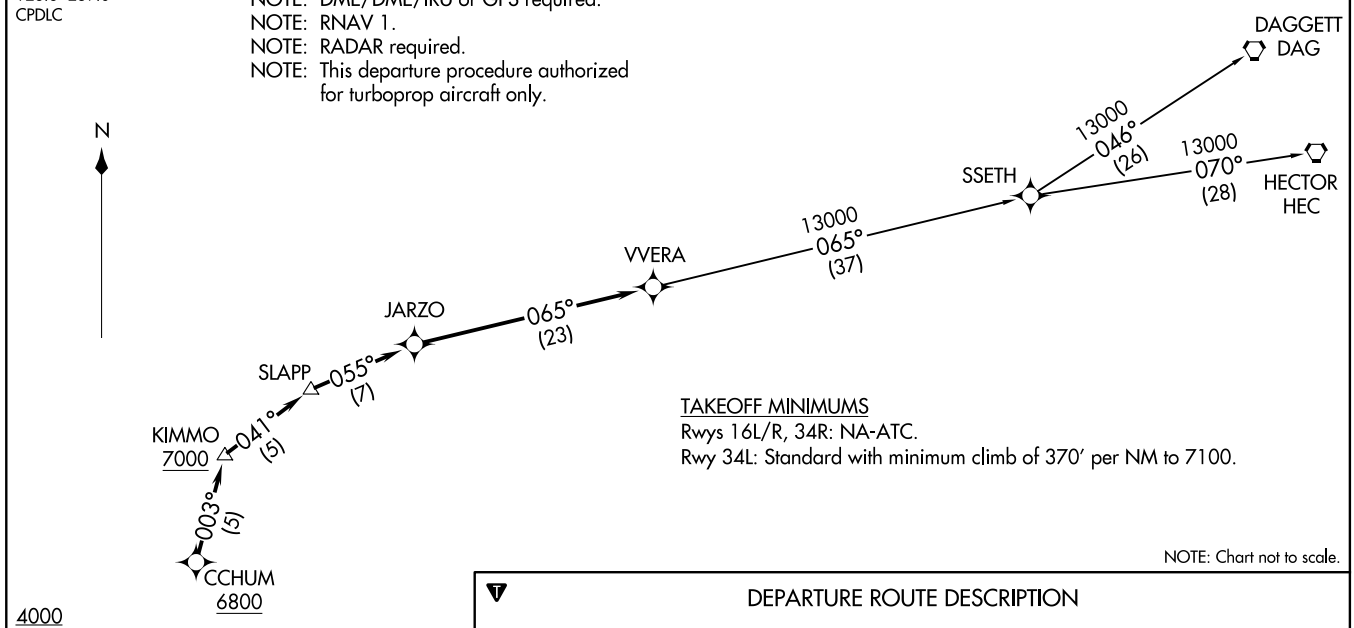
VVERA TWO DEPARTURE (RNAV)

(VVERA2.VVERA) 12OCT17

SOCAL DEP CON
134.2 338.2
CLNC DEL
126.6 239.0
CPDLC

TOP ALTITUDE: 13000

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: This departure procedure authorized for turboprop aircraft only.



TAKEOFF MINIMUMS
Rwys 16L/R, 34R: NA-ATC.
Rwy 34L: Standard with minimum climb of 370' per NM to 7100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34L: Climbing left turn heading 250° to 4000, expect vectors to cross CCHUM at or above 6800, then on track 003° to cross KIMMO at or above 7000, then on depicted route to VVERA, thence . . . .

. . . . on (transition). Maintain 13000. Expect filed altitude 10 minutes after departure.

DAGGETT TRANSITION (VVERA2.DAG)
HECTOR TRANSITION (VVERA2.HEC)

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

VVERA TWO DEPARTURE (RNAV)
(VVERA2.VVERA) 19339
VAN NUYS (VNY)
VAN NUYS, CALIFORNIA

AL-552 (FAA)

WLKKR FIVE DEPARTURE (RNAV)

AL-552 (FAA)

SOCAL DEP CON
134.2 338.2
ATIS
127.55
CLNC DEL
126.6 239.0
GND CON
121.7
VAN NUYS TOWER★
119.3 239.0

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

TOP ALTITUDE: FL230

COREZ
CSTRO
MDWAY
SHORS
BRRKK
HEYJO
OROSZ
9000
WLKKR
8000
LUVVY
6000

14000
*7500
317°
(40)

14000
*8000
319°
(50)

12000
*10300
318°
(12)

12000
*10300
318°
(16)

*8000
9000
339°
(18)

318°
9000
*6400
(10)

8000
*5300
325°
(3)

331°
(6)

TAKEOFF MINIMUMS
Rwy 16R: Standard with minimum climb of 500′/NM to 1302 then minimum climb of 420′/NM to 2600.

MSA VNY 25 NM
9300

NOTE: Maintain at or below 250K unless otherwise directed by ATC.
NOTE: Turbojet only.
NOTE: Cross DER/VNY VOR/DME 1.5 DME south at or below 1750.
NOTE: OROSZ Transition for Bakersfield area arrivals only.

NOTE: Chart not to scale.

VAN NUYS
VNY
VNY
1.5
1750
164°
213°
213°
BOOGY
3300

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16R: Climb on heading 164° to intercept course 213° to cross BOOGY at or above 3300, then on track 213° or as assigned by ATC for vectors to cross LUVVY at or above 6000, then on track 331° to cross WLKKR at or above 8000 then on transition. Maintain FL230. Expect filed altitude 10 minutes after departure.

ALL AIRCRAFT: ATC climb gradient: if unable to accept climb rate advise ATC prior to taxi. Rwy 16R: ATC climb rate of 600′/NM to 3000.

COREZ TRANSITION (WLKKR5.COREZ)

CSTRO TRANSITION (WLKKR5.CSTRO)

OROSZ TRANSITION (WLKKR5.OROSZ)

LOMPOC, CALIFORNIA

ILS or LOC/DME RWY 12

VANDENBERG SFB (KVBG)

LOC I-BVD	APCH CRS	Rwy Idg 15,000 TDZE 265 Arpt Elev 368
110.1	125°	[USSF]

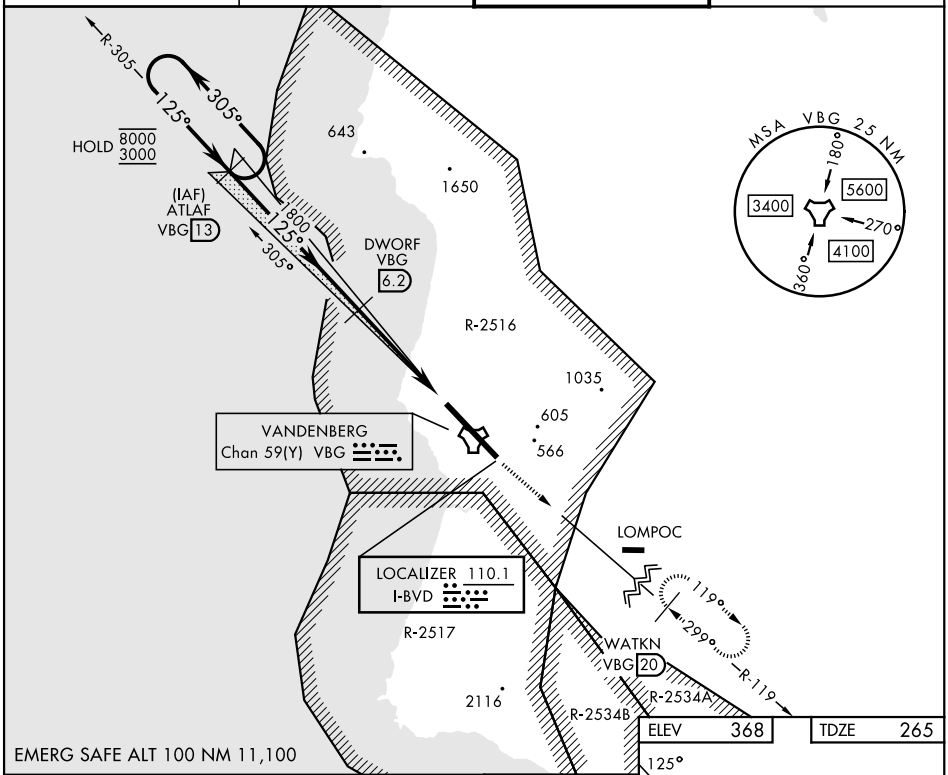
DME required

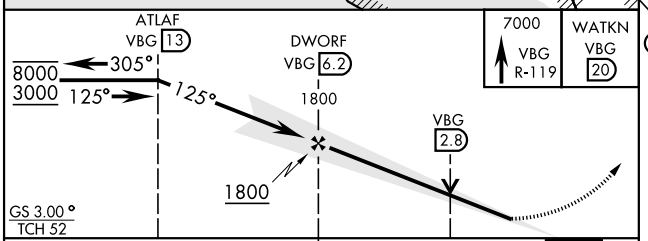
T *When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-119 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.

ATIS	SANTA BARBARA APP CON★	TOWER★	GND CON
133.125 257.975	124.15 327.8	124.95 L (CTAF) 326.2	121.75 275.8





CATEGORY	A	B	C	D	E
S-ILS 12*	465/24 200 (100-½)				
S-LOC 12**	700/24 435 (400-½)		700/40 435 (400-¾)		
CIRCLING	980-1 612 (700-1)	1000-1 632 (700-1)	1020-1¾ 652 (700-1¾)	1180-2¾ 812 (900-2¾)	1560-3 1192(1200-3)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

LOMPOC, CALIFORNIA

ILS or LOC/DME RWY 30

LOC I-VBG	APCH CRS	Rwy ldg 15,000 TDZE 368 Arpt Elev 368
110.1	305°	

[USSF] VANDENBERG SFB (KVBG)

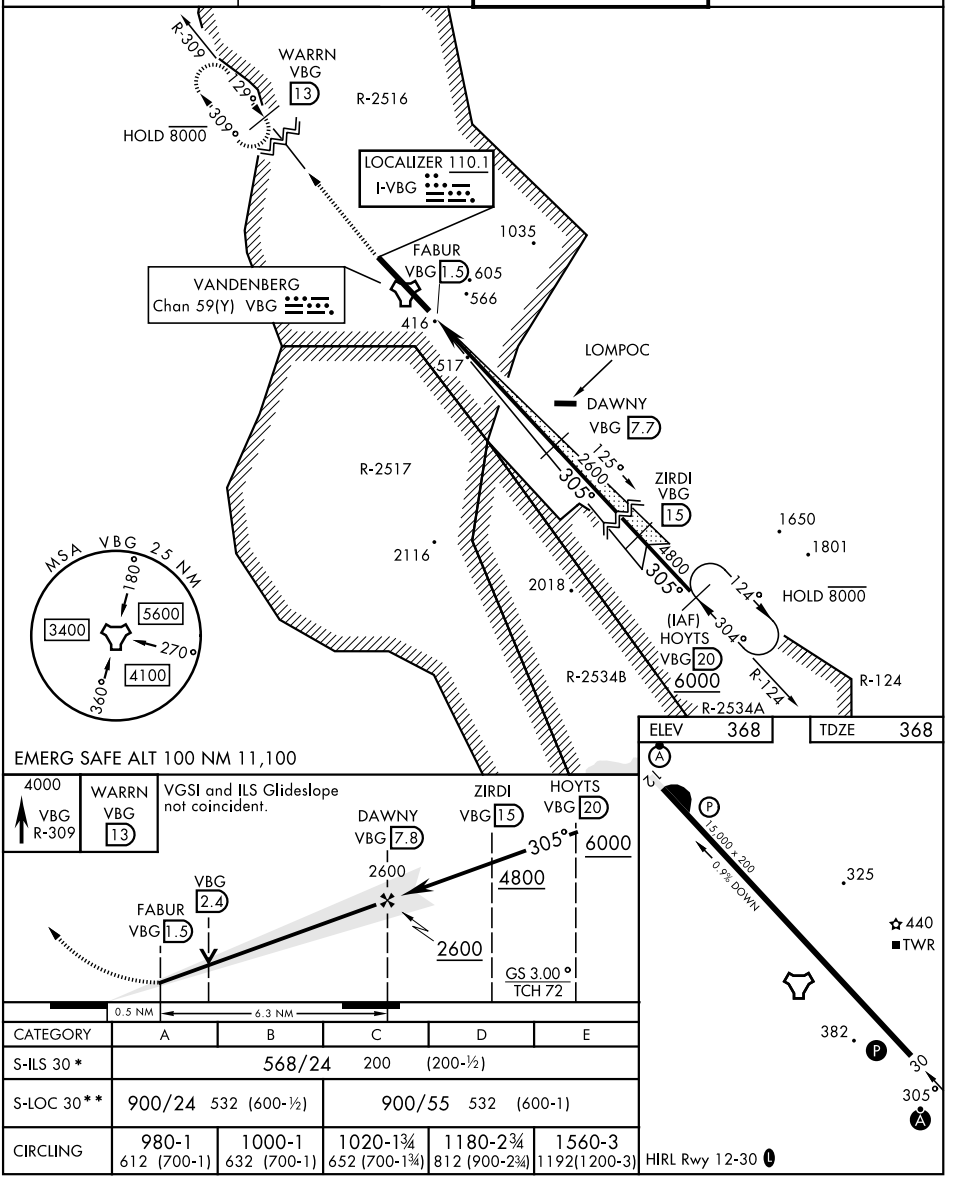
DME required

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-309 to WARRN and hold. Continue climb in hold maintain 4000.

ATIS	SANTA BARBARA APP CON★	TOWER★	GND CON
133.125 257.975	124.15 327.8	124.95 L (CTAF) 326.2	121.75 275.8



CATEGORY	A	B	C	D	E
S-ILS 30 *	568/24 200 (200-½)				
S-LOC 30**	900/24 532 (600-½)		900/55 532 (600-1)		
CIRCLING	980-1 612 (700-1)	1000-1 632 (700-1)	1020-1¾ 652 (700-1¾)	1180-2¾ 812 (900-2¾)	1560-3 1192(1200-3)

HIRL Rwy 12-30 L

LOMPOC, CALIFORNIA

34°44'N-120° 35'W

VANDENBERG SFB (KVBG)

Amdt 3 13JUN24

ILS or LOC/DME RWY 30

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

LOMPOC, CALIFORNIA

TACAN RWY 12

TACAN	APCH CRS	Rwy ldg	15,000
VBG		TDZE	265
Chan 59(Y)	129°	Arpt Elev	368

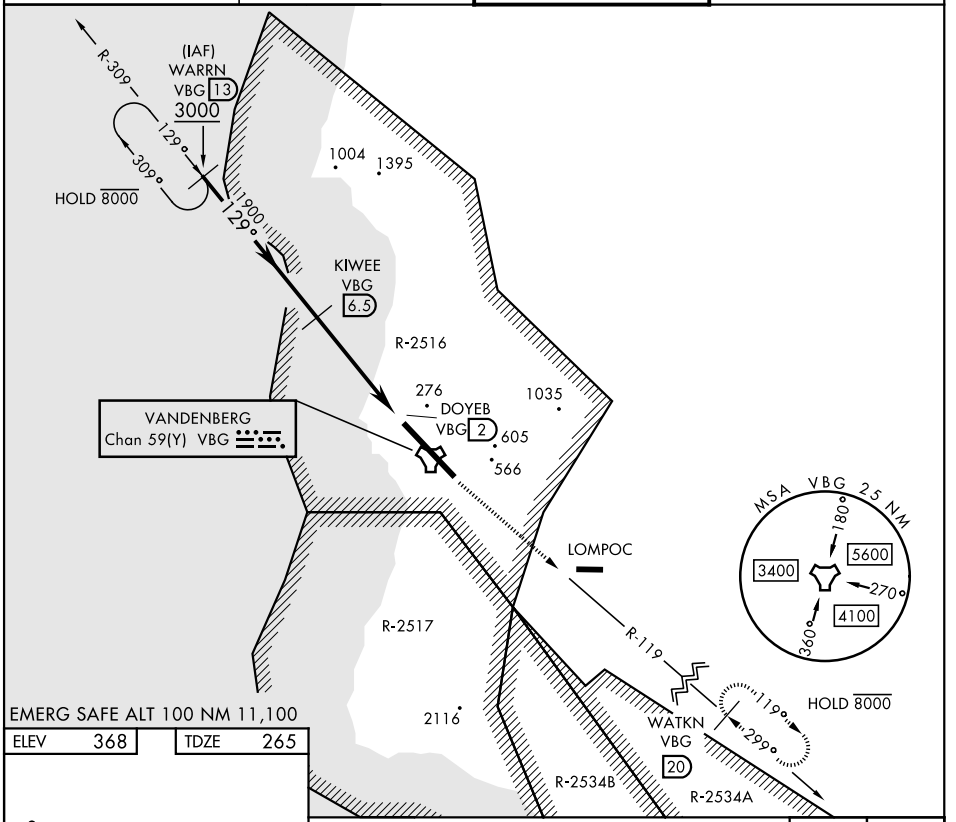
[USSF] VANDENBERG SFB (KVBG)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to 1⅜ miles.

ALSF-2

MISSED APPROACH: Climb out VBG TACAN R-119 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7000.

ATIS	SANTA BARBARA APP CON★	TOWER★	GND CON
133.125 257.975	124.15 327.8	124.95 (L) (CTAF) 326.2	121.75 275.8



CATEGORY	A	B	C	D	E
S-12 *	740/24 475 (400-½)		740/50 475 (400-1)		
CIRCLING	980-1 612 (700-1)	1000-1 632 (700-1)	1020-1¾ 652 (700-1¾)	1180-2¾ 812 (900-2¾)	1560-3 1192(1200-3)

LOMPOC, CALIFORNIA 34°44'N-120°35'W VANDENBERG SFB (KVBG)

Amdt 4 13JUN24

TACAN RWY 12

SW-3, 09 JUL 2026 to 03 SEP 2026

LOMPOC, CALIFORNIA

TACAN RWY 30

VANDENBERG SFB (KVBG)

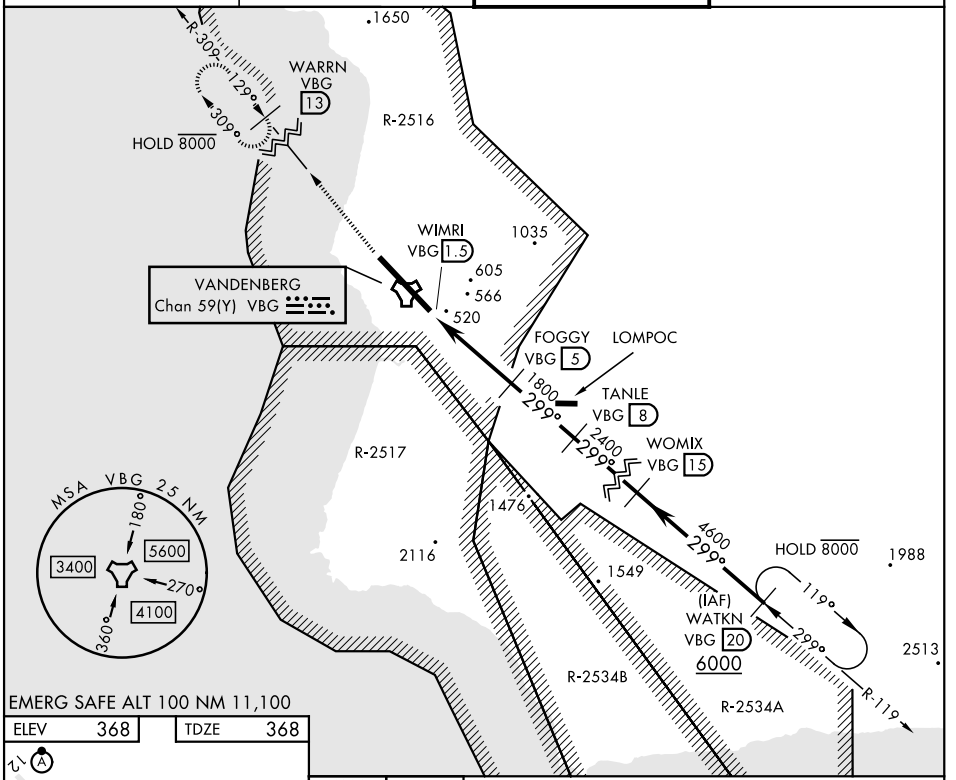
TACAN VBG Chan 59(Y)	APCH CRS 299°	Rwy Idg 15,000 TDZE 368 Arpt Elev 368	[USSF]

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-2

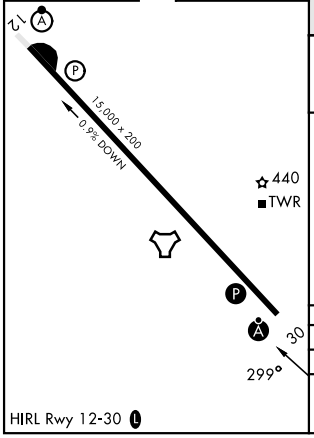
MISSED APPROACH: Climb out VBG TACAN R-309 to WARRN and hold. Continue climb in hold maintain 4000.

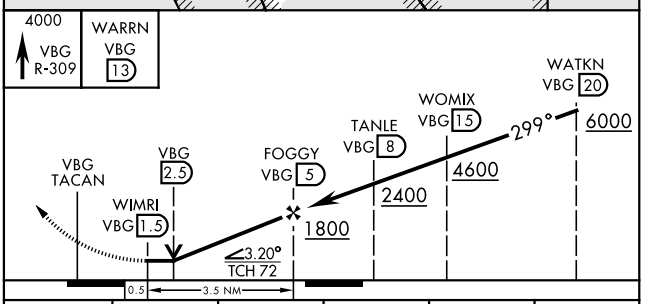
ATIS	SANTA BARBARA APP CON★	TOWER★	GND CON
133.125 257.975	124.15 327.8	124.95 (L) (CTAF) 326.2	121.75 275.8



EMERG SAFE ALT 100 NM 11,100

ELEV 368	TDZE 368





CATEGORY	A	B	C	D	E
S-30*	920/24 552 (600-½)		920/60 552 (600-1⅛)		
CIRCLING	980-1 612 (700-1)	1000-1 632 (700-1)	1020-1¾ 652(700-1¾)	1180-2¾ 812(900-2¾)	1560-3 1192(1200-3)

HIRL Rwy 12-30 (L)

LOMPOC, CALIFORNIA
Amdt 4 13JUN24

34°44'N-120°35'W

VANDENBERG SFB (KVBG)

TACAN RWY 30

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

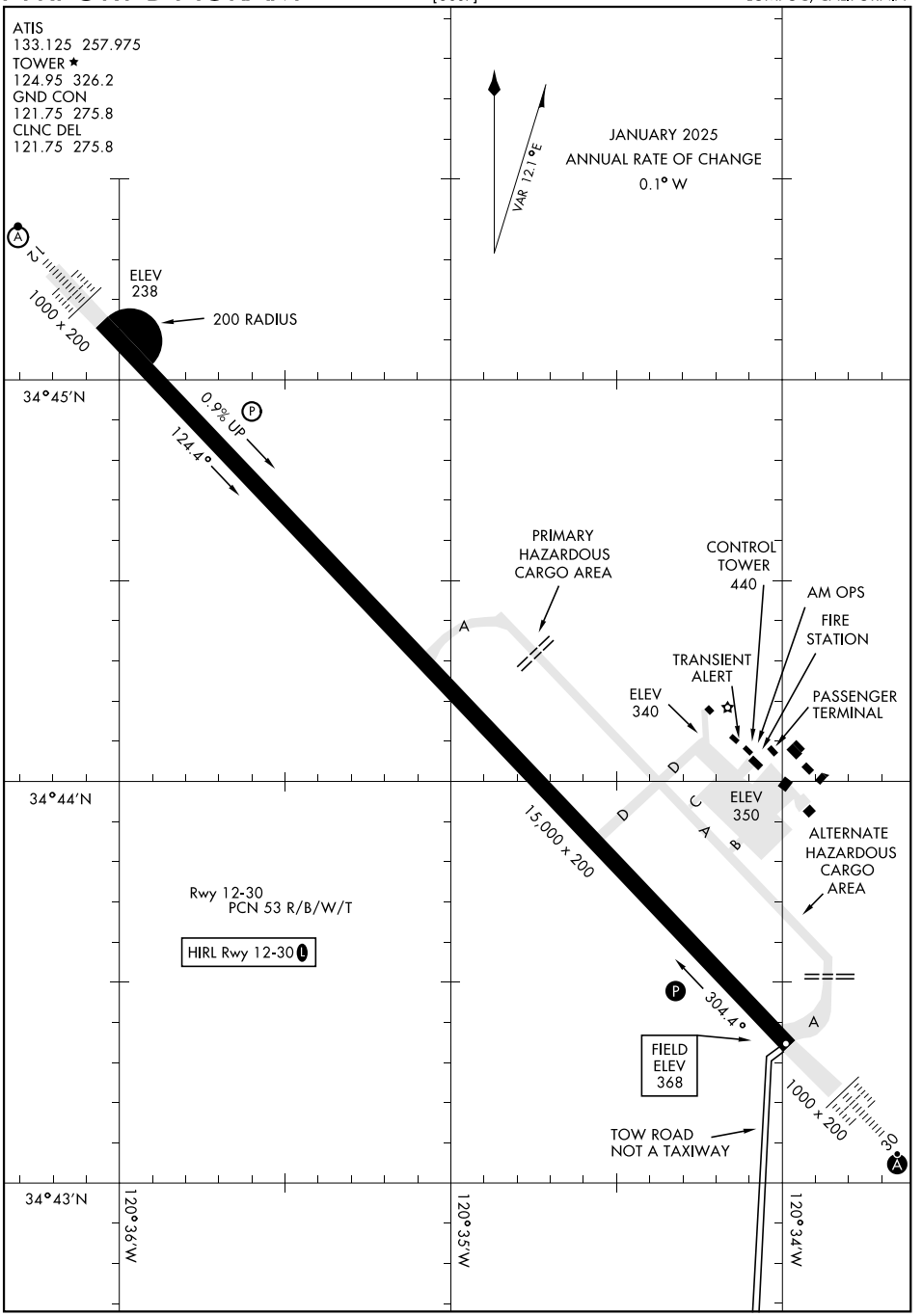
25303

AIRPORT DIAGRAM

VANDENBERG SFB (KVBG)

[USSF]

LOMPOC, CALIFORNIA



AIRPORT DIAGRAM

LOMPOC, CALIFORNIA

VANDENBERG SFB (KVBG)

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

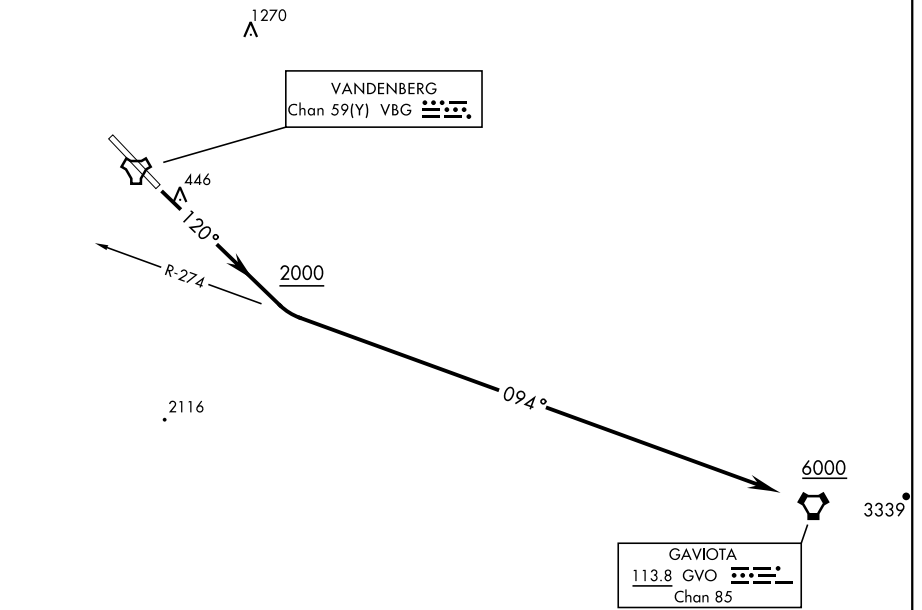
GAVIOTA THREE DEPARTURE (GVO3.GVO)

LOMPOC, CALIFORNIA

ATIS [USSF]
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	300	360
12	V/V(fpm)	330	660	990	1320	1650	1980

Minimum Climb Rate to 1500



Use extreme caution for extensive UAS ops in the vicinity

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climb on track 120° to 2000. Then climbing left turn to intercept the GVO VORTAC R-274 inbound to GVO. Cross GVO at or above 6000. Expect vectors to first filed fix/route prior to GVO.

SW-3, 09 JUL 2026 to 03 SEP 2026

25163

VANDENBERG SFB (KVBG)

VANDENBERG THREE DEPARTURE (VBG3.MQO)

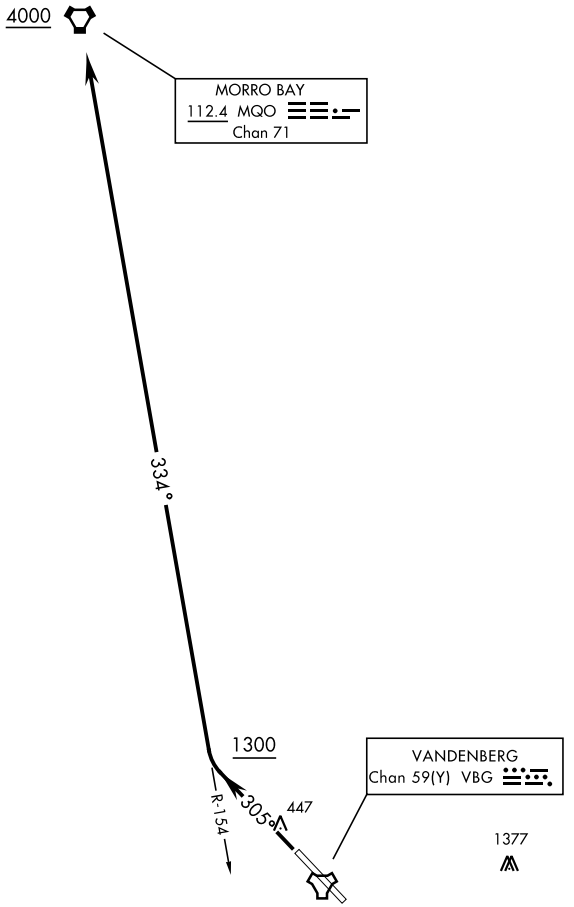
LOMPOC, CALIFORNIA

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

[USSF]

Rwy	Knots	60	120	180	240	300	360
30	V/V(fpm)	280	560	840	1120	1400	1680

Minimum Climb Rate to 700



Use extreme caution for extensive UAS ops in the vicinity

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 30: Climb on track 305° to intercept MQO VORTAC R-154 at or above 1300 direct to MQO. Cross MQO at or above 4000. Expect vectors to first filed fix/route prior to MQO.

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

WAAS CH 42946 W03A	APP CRS 030°	Rwy Ldg 9138 TDZE 2878 Apt Elev 2885

RNAV (GPS) RWY 3

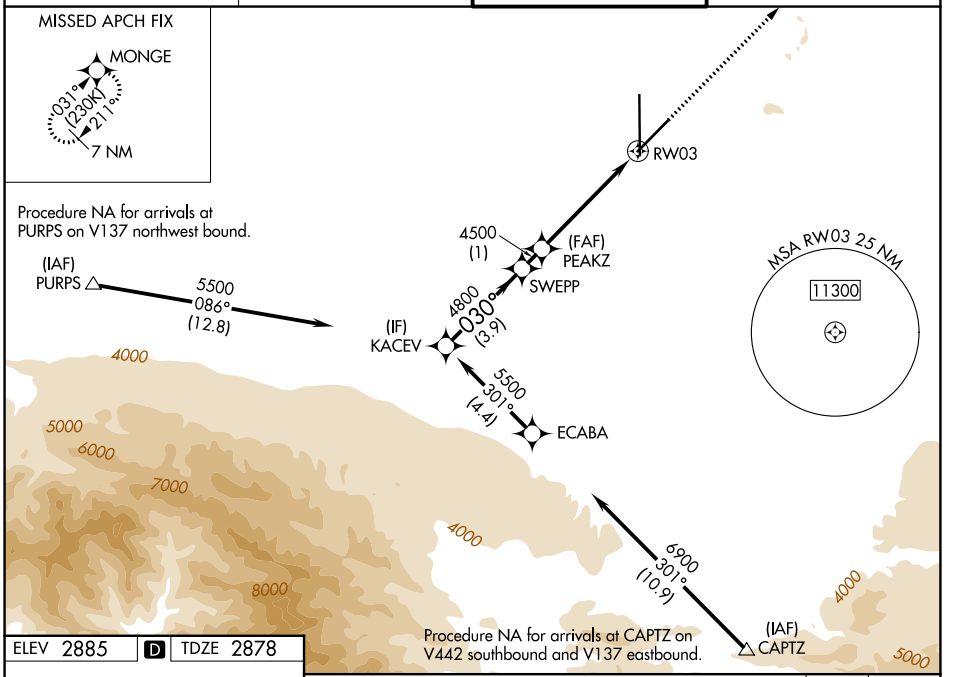
SOUTHERN CALIFORNIA LOGISTICS (VCV)

RNP APCH - GPS.

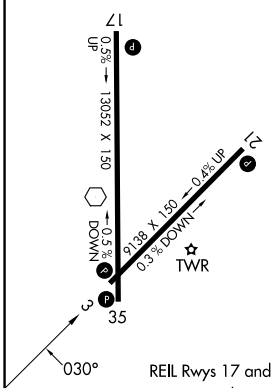
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling NA for Cats C and D southeast of Rwys 35 and 21.

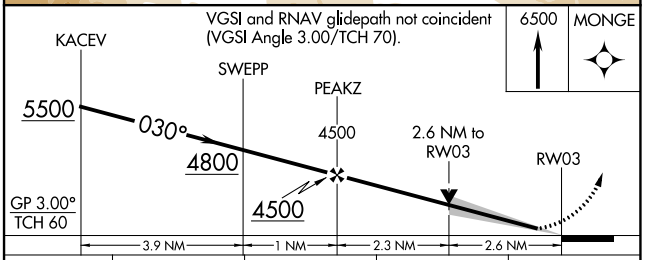
MISSED APPROACH: Climb to 6500 direct MONGE and hold.
*Missed approach requires minimum climb of 290 feet per NM to 4800.
#Missed approach requires minimum climb of 261 feet per NM to 5400.

ATIS	JOSHUA APP CON	VICTORVILLE TOWER*	GND CON
135.475	124.55 363.0	118.35 (CTAF) L 282.225	124.45



ELEV 2885 D TDZE 2878





CATEGORY		A	B	C	D
LPV	DA*	3128-1 250 (300-1)			
LPV	DA	3567-2 689 (700-2)			
LNAV/VNAV	DA#	3628-2 750 (800-2)			
LNAV	MDA	3980-1¼ 1102 (1100-1¼)	3980-1½ 1102 (1100-1½)	3980-3 1102 (1100-3)	
CIRCLING		3980-1¼ 1095 (1100-1¼)	3980-1½ 1095 (1100-1½)	3980-3 1095 (1100-3)	

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VICTORVILLE, CALIFORNIA | AL-794 (FAA) | 26190

WAAS	APP CRS	Rwy Ldg	13052
CH 77523	166°	TDZE	2830
W17A		Apt Elev	2885

RNAV (GPS) RWY 17

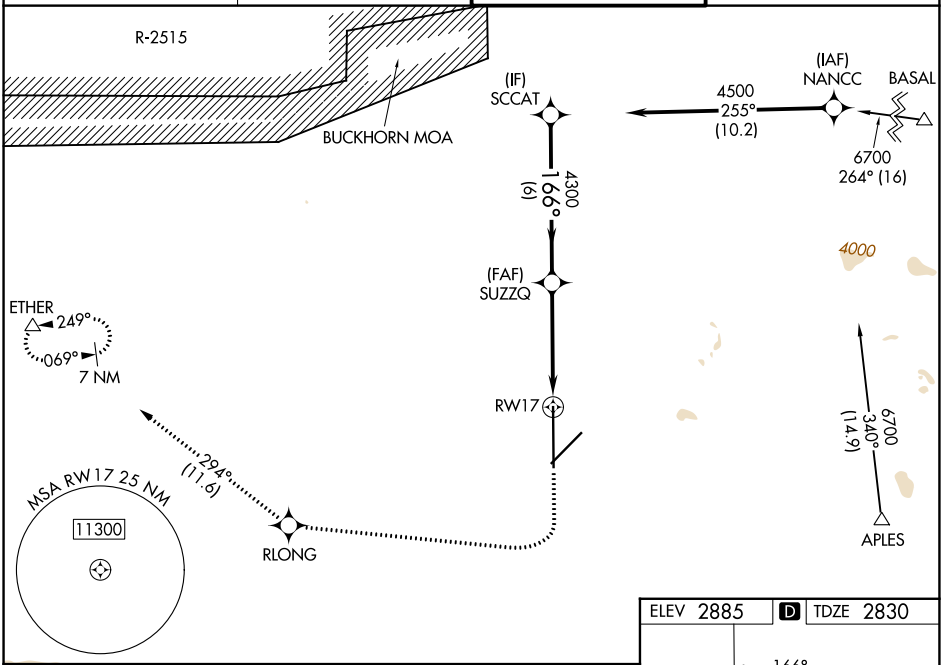
SOUTHERN CALIFORNIA LOGISTICS (VCV)

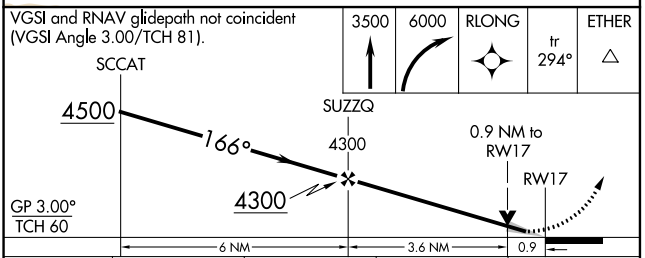
RNP APCH - GPS.

Circling NA for Cats C and D southeast of Rwy 35-21. Baro-VNAV and VDP NA when using Edwards AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Edwards AFB altimeter setting: increase LPV DA to 3183 feet and all visibilities to RVR 5500; increase LNAV/VNAV DA to 3233 feet and all visibilities to RVR 6000. Increase all MDAs 160 feet and Circling visibility Cat C ½ SM.

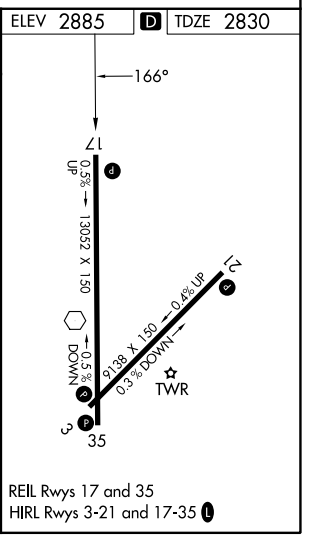
MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct RLONG and on track 294° to ETHER and hold.

ATIS	JOSHUA APP CON	VICTORVILLE TOWER*	GND CON
135.475	124.55 363.0	118.35 (CTAF) L 282.225	124.45





CATEGORY	A	B	C	D
LPV DA	3030/40	200 (200-¾)		
LNAV/VNAV DA	3080/40	250 (200-¾)		
LNAV MDA	3180/55	350 (300-1)		
CIRCLING	3380-1 495 (500-1)	3420-1 535 (600-1)	3460-1½ 575 (600-1½)	3780-3 895 (900-3)



VICTORVILLE, CALIFORNIA
Amdt 1 25JAN24

34°36'N-117°23'W

SOUTHERN CALIFORNIA LOGISTICS (VCV)
RNAV (GPS) RWY 17

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

RNAV (GPS) RWY 21

SOUTHERN CALIFORNIA LOGISTICS (VCV)

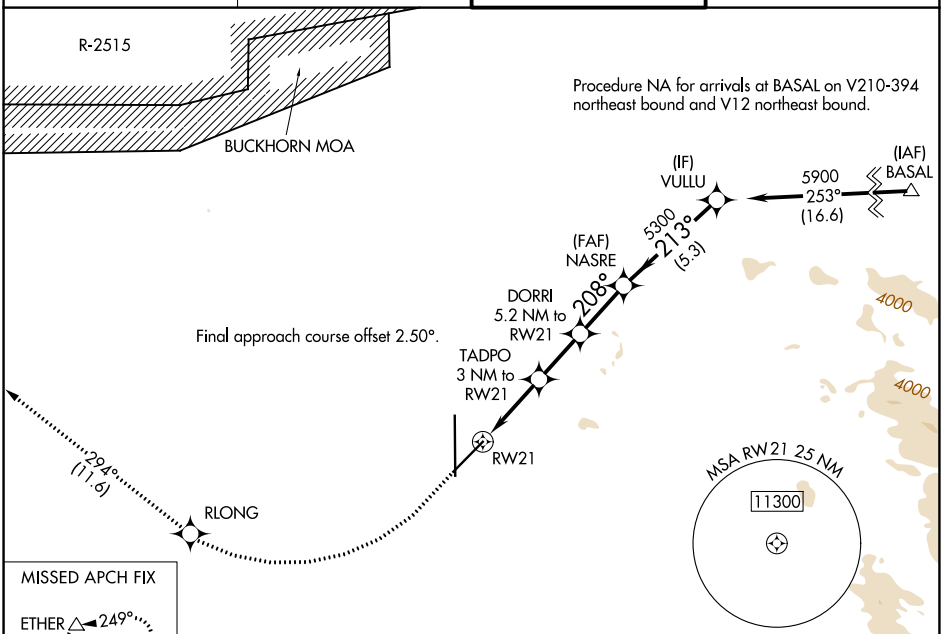
WAAS CH 82246 W21A	APP CRS 208°	Rwy Ldg 9138 / TDZE 2858 / Apt Elev 2885

RNP APCH - GPS.

Circling NA for C and D southeast of Rwys 35 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

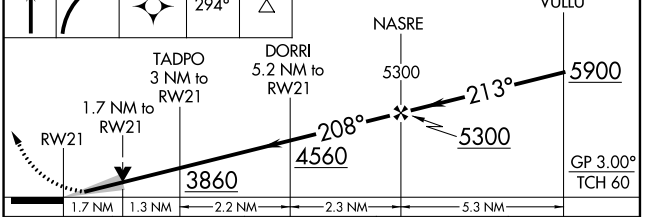
MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct RLONG and on track 294° to ETHER and hold.

ATIS	JOSHUA APP CON	VICTORVILLE TOWER*	GND CON
135.475	124.55 363.0	118.35 (CTAF) L 282.225	124.45

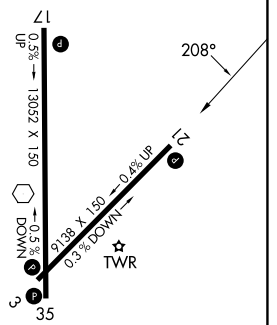


3500	6000	RLONG	tr 294°	ETHER

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 85).



ELEV 2885 D TDZE 2858



CATEGORY	A	B	C	D
LPV DA	3108-1 250 (300-1)			
LNAV/VNAV DA	3153-1 295 (300-1)			
LNAV MDA	3480-1 622 (600-1)		3480-1¾ 622 (600-1¾)	
CIRCLING	3480-1 595 (600-1)		3480-1¾ 595 (600-1¾)	3760-2¾ 875 (900-2¾)

REIL Rwys 17 and 35
HIRL Rwys 3-21 and 17-35 L

SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

VICTORVILLE, CALIFORNIA | AL-794 (FAA) | 26190

WAAS	APP CRS	Rwy Ldg	13052
CH 97746	346°	TDZE	2885
W35A		Apt Elev	2885

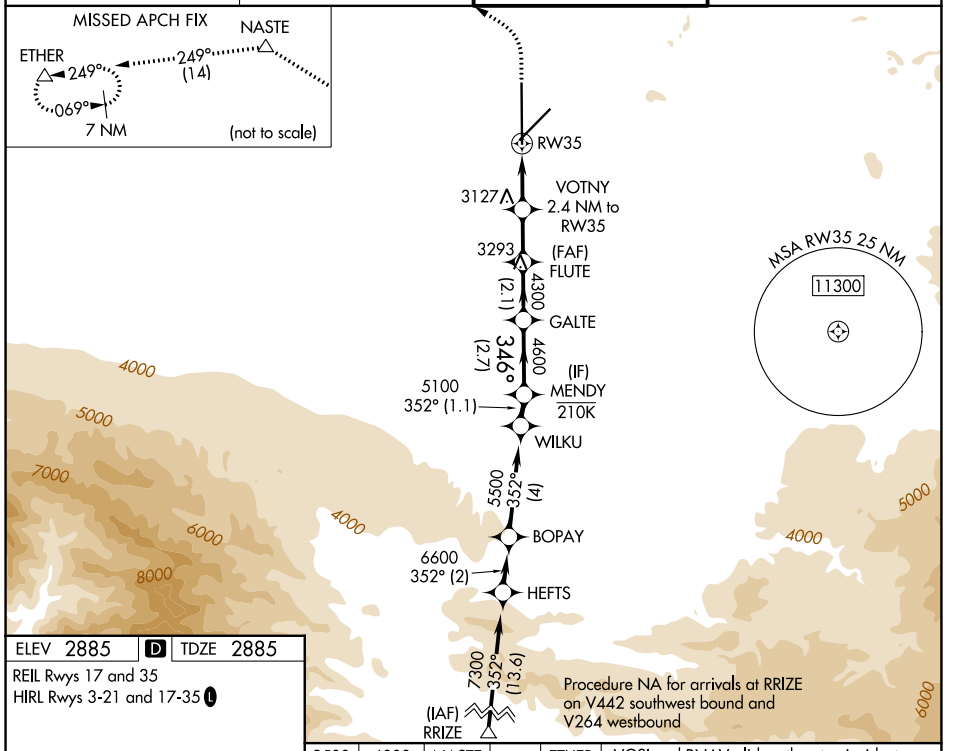
RNAV (GPS) RWY 35
SOUTHERN CALIFORNIA LOGISTICS (VCV)

RNP APCH - GPS.

Circling NA for C and D southeast of Rwys 35 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct NASTE and on track 249° to ETHER and hold.

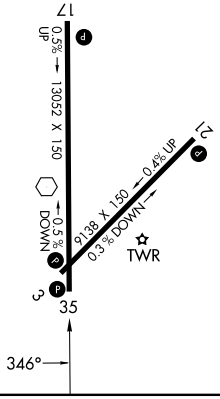
ATIS	JOSHUA APP CON	VICTORVILLE TOWER ★	GND CON
135.475	124.55 363.0	118.35 (CTAF) L 282.225	124.45

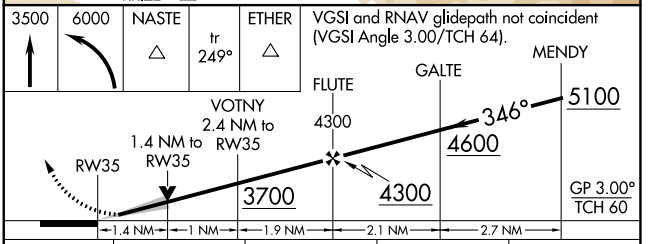


ELEV 2885 | D | TDZE 2885

REIL Rwys 17 and 35

HIRL Rwys 3-21 and 17-35 L



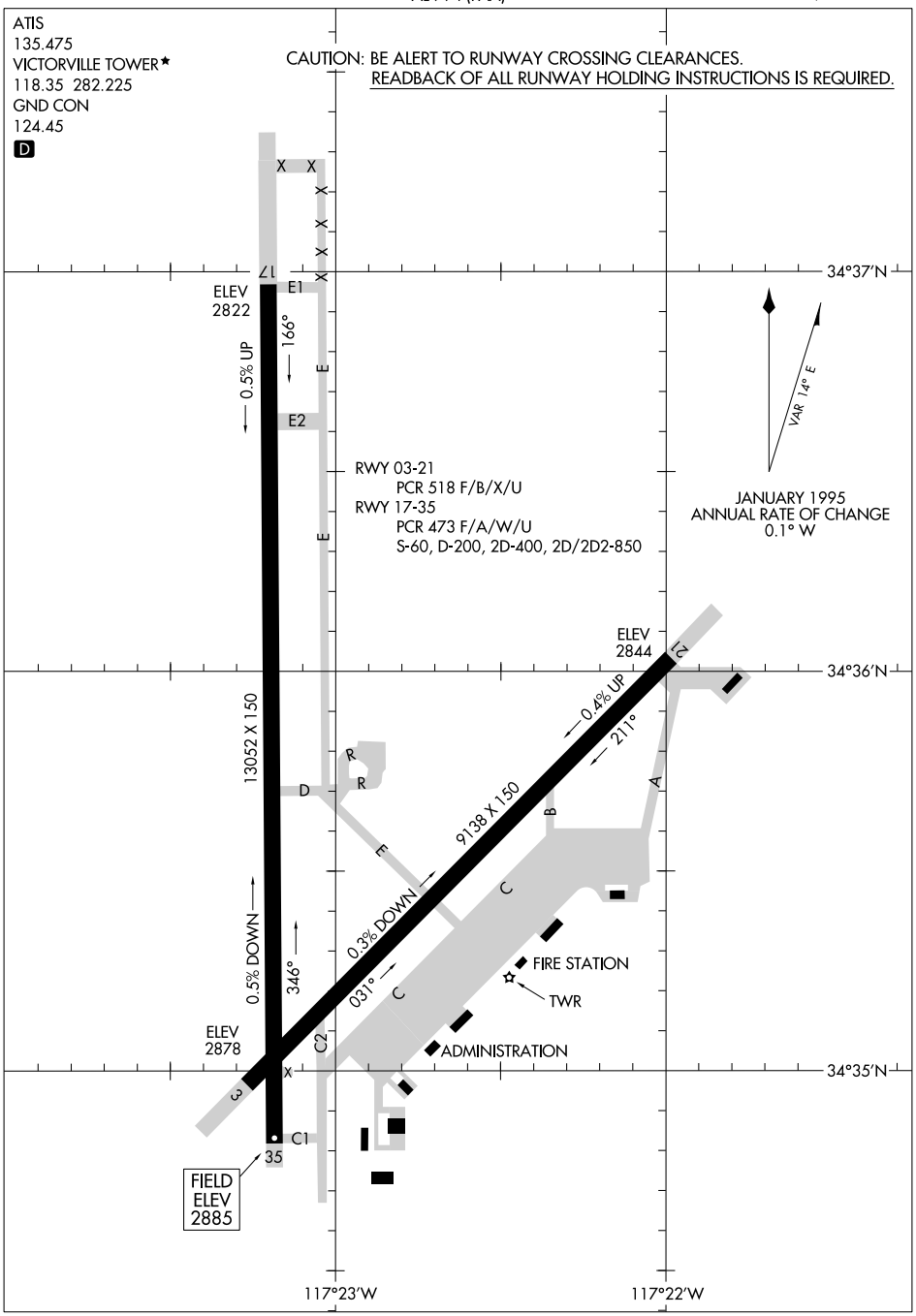


CATEGORY	A	B	C	D
LPV DA	3085-1 200 (200-1)			
LNAV/VNAV DA	3411-1½ 526 (600-1½)			
LNAV MDA	3380-1 495 (500-1)		3380-1⅜ 495 (500-1⅜)	
CIRCLING	3380-1 495 (500-1)	3420-1 535 (600-1)	3460-1½ 575 (600-1½)	3760-2¾ 875 (900-2¾)

VICTORVILLE, CALIFORNIA
Orig 25JAN24

SOUTHERN CALIFORNIA LOGISTICS (VCV)
34°36′N-117°23′W
RNAV (GPS) RWY 35

SW-3, 09 JUL 2026 to 03 SEP 2026



SW-3, 09 JUL 2026 to 03 SEP 2026
SW-3, 09 JUL 2026 to 03 SEP 2026

INTENTIONALLY

LEFT

BLANK

SW-3, 09 JUL 2026 to 03 SEP 2026

SW-3, 09 JUL 2026 to 03 SEP 2026

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES

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EFF. DATE 26190