

List of pages in this Trip Kit

Trip Kit Index
Airport Information For KBAB
Terminal Charts For KBAB
Airport Information For KBFL
Terminal Charts For KBFL
Airport Information For KBIH
Terminal Charts For KBIH
Airport Information For KBLH
Terminal Charts For KBLH
Airport Information For KBUR
Terminal Charts For KBUR
Airport Information For KCIC
Terminal Charts For KCIC
Airport Information For KCNO
Terminal Charts For KCNO
Airport Information For KEDW
Terminal Charts For KEDW
Airport Information For KFAT
Terminal Charts For KFAT
Airport Information For KIYK
Terminal Charts For KIYK
Airport Information For KLAX
Terminal Charts For KLAX
Airport Information For KLGB
Terminal Charts For KLGB
Airport Information For KMCC
Terminal Charts For KMCC
Airport Information For KMER
Terminal Charts For KMER
Airport Information For KMHR
Terminal Charts For KMHR
Airport Information For KMHV
Terminal Charts For KMHV
Airport Information For KMMH
Terminal Charts For KMMH
Airport Information For KMRY
Terminal Charts For KMRY
Airport Information For KNID
Terminal Charts For KNID
Airport Information For KNJK
Terminal Charts For KNJK
Airport Information For KNKX
Terminal Charts For KNKX
Airport Information For KNLC
Terminal Charts For KNLC
Airport Information For KNSI
Terminal Charts For KNSI
Airport Information For KNTD
Terminal Charts For KNTD
Airport Information For KNUC
Terminal Charts For KNUC
Airport Information For KNUQ
Terminal Charts For KNUQ
Airport Information For KNXP
Terminal Charts For KNXP
Airport Information For KNZY
Terminal Charts For KNZY
Airport Information For KOAK

- Terminal Charts For KOAK
- Airport Information For KONT
- Terminal Charts For KONT
- Airport Information For KPMD
- Terminal Charts For KPMD
- Airport Information For KPSP
- Terminal Charts For KPSP
- Airport Information For KRDD
- Terminal Charts For KRDD
- Airport Information For KRIV
- Terminal Charts For KRIV
- Airport Information For KSAN
- Terminal Charts For KSAN
- Airport Information For KSBD
- Terminal Charts For KSBD
- Airport Information For KSCK
- Terminal Charts For KSCK
- Airport Information For KSDM
- Terminal Charts For KSDM
- Airport Information For KSFO
- Terminal Charts For KSFO
- Airport Information For KSIY
- Terminal Charts For KSIY
- Airport Information For KSJC
- Terminal Charts For KSJC
- Airport Information For KSLI
- Terminal Charts For KSLI
- Airport Information For KSMF
- Terminal Charts For KSMF
- Airport Information For KSUU
- Terminal Charts For KSUU
- Airport Information For KTRK
- Terminal Charts For KTRK
- Airport Information For KTRM
- Terminal Charts For KTRM
- Airport Information For KTVL
- Terminal Charts For KTVL
- Airport Information For KVBG
- Terminal Charts For KVBG
- Airport Information For KVCV
- Terminal Charts For KVCV
- Airport Information For KVIS
- Terminal Charts For KVIS
- Airport Information For KVNY
- Terminal Charts For KVNY
- Airport Information For KWJF
- Terminal Charts For KWJF
- Revision Letter For Cycle 04-2012
- Change Notices
- Notebook

General Information

Location: Marysville CA USA
IATA Code: BAB
Lat/Long: N39° 08.2' W121° 26.2'
Elevation: 113 ft

Airport Use: Military
Magnetic Variation: 14.3°E
Sectional Chart: San Francisco

Fuel Types: Jet 4
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1442 Z
Sunset: 0156 Z,

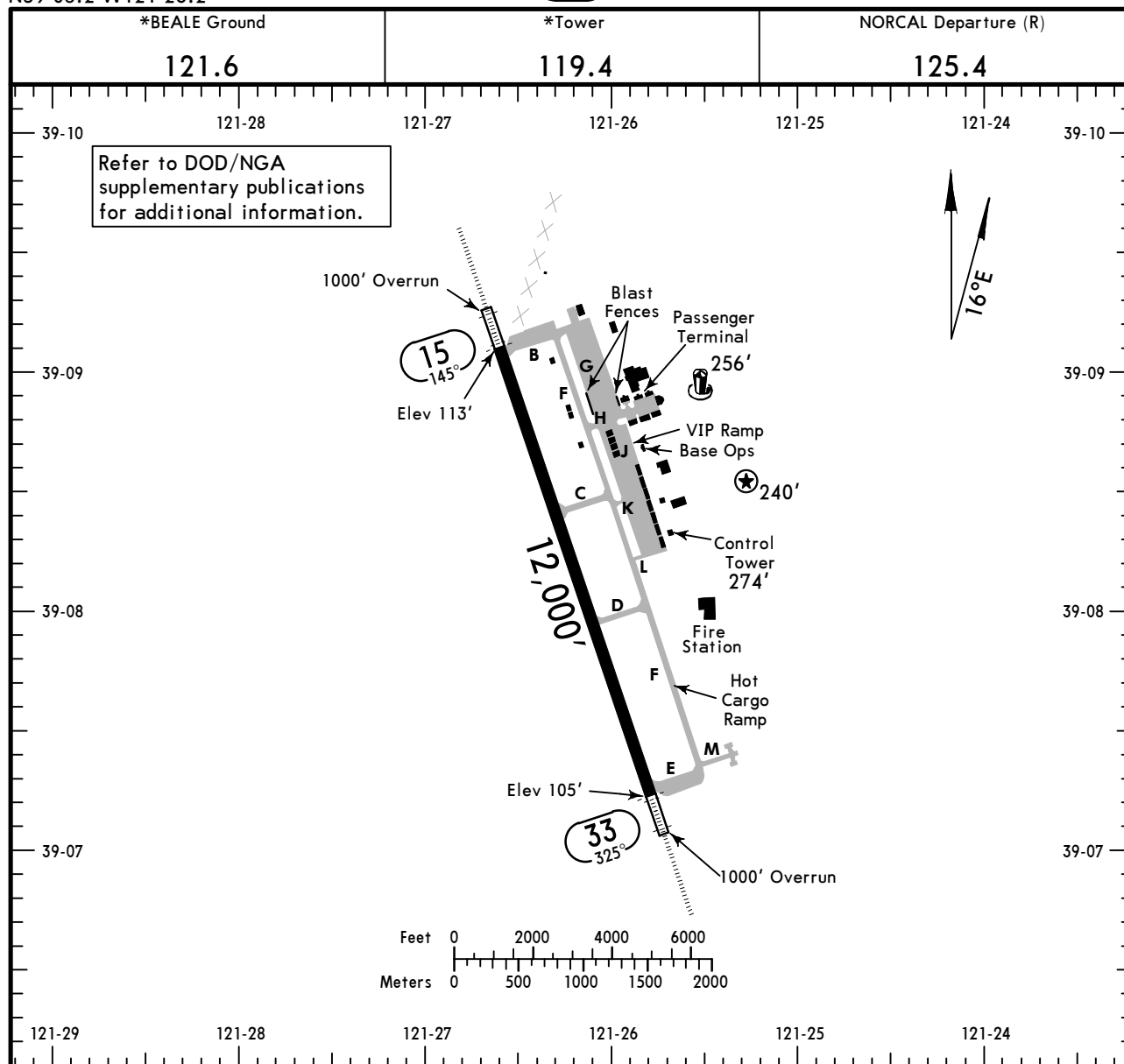
Runway Information

Runway: 15
Length x Width: 12000 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 113 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 33
Length x Width: 12000 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 105 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

Beale AFB Tower 119.4
Beale AFB Ground Control 121.6
Norcal Approach Control 125.4
Norcal ARSA 125.4
Norcal Departure Control 125.4
Rancho Flight Service Station 122.1 RCO
Rancho Flight Service Station 110.8 RCO



ADDITIONAL RUNWAY INFORMATION

						ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND		Threshold	Glide Slope				
RWY													
15 ① 33	HIRL	ALSF-I	PAPI-L	grooved	RVR			10,811'				300'	
	HIRL	ALSF-I	PAPI-R	grooved	RVR			10,903'					

① Closed 0700-1700 LT first Saturday monthly.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

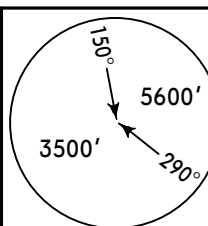
FOR FILING AS ALTERNATE

FARE OF 1/4 & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE	
All Rwys					
Adequate Vis Ref		STD		Precision	Non-Precision
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A	600-2	800-2
			B		
3 & 4 Eng		RVR 24 or 1/2	C		
			D		

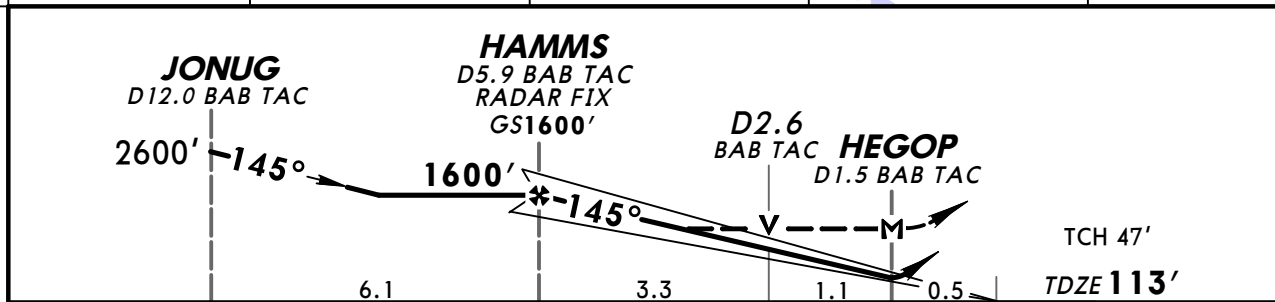
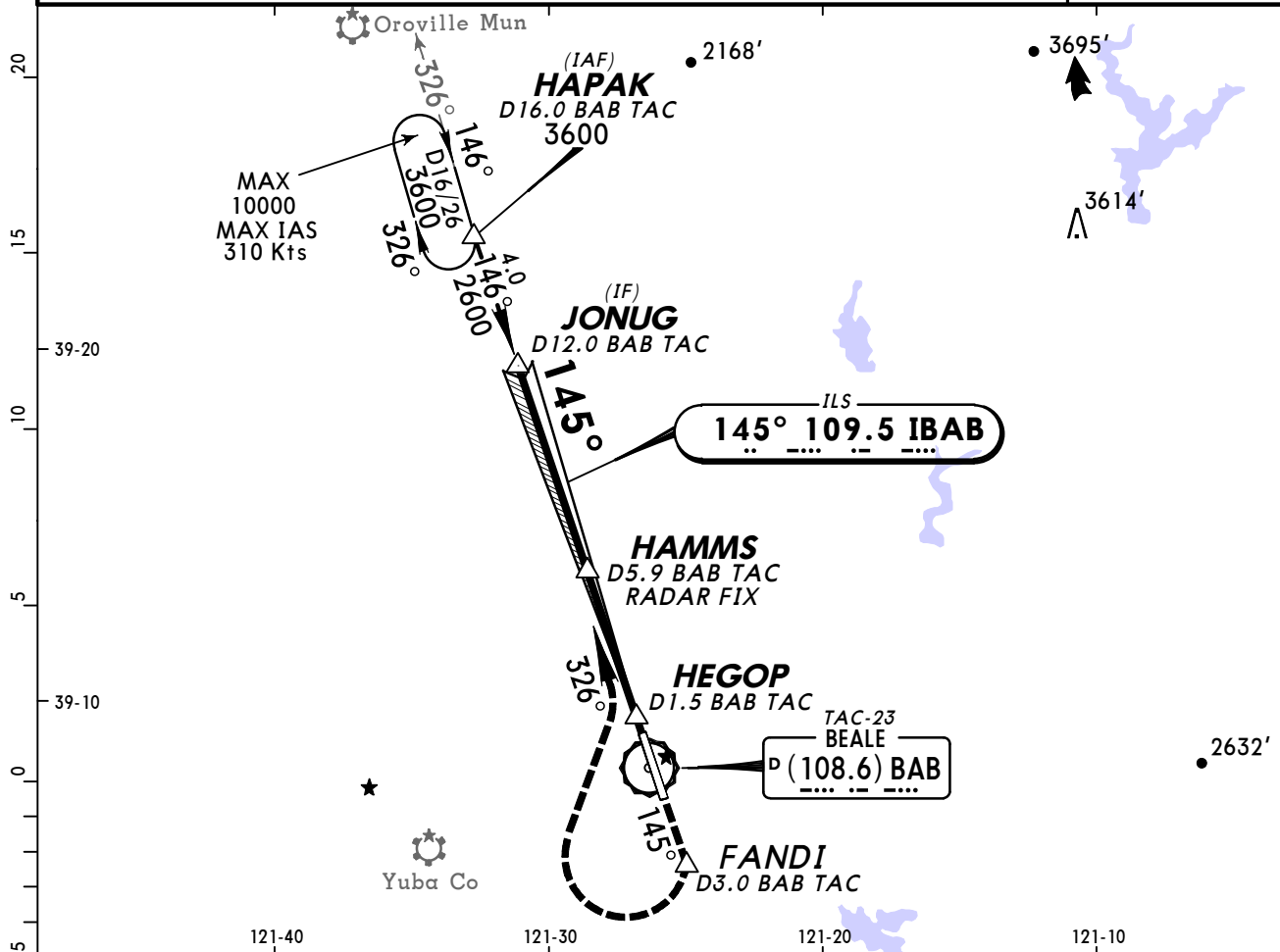
TAKE-OFF OBSTACLES: Rwy 33, terrain 118' MSL, 62' from DER, 500' right of centerline. Terrain 119' MSL, 190' from DER, 551' right of centerline.

OBSTACLE DP: Rwy 15, Climb on a heading between 100° clockwise to 325° from DER. Rwy 33, Climb on a heading between 146° clockwise to 344° from DER.

BRIEFING STRIP

NORCAL Approach (R)		*BEALE Tower		*Ground	
125.4		119.4		121.6	
LOC IBAB 109.5	Final Apch Crs 145°	GS HAMMS 1600' (1487')	ILS DA(H) 313' (200')	Apt Elev 113' TDZE 113'	
MISSED APCH: Climb to 3600' via BAB TAC R-145, at FANDI turn RIGHT, intercept BAB R-326 to HAPAK and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. EMERG SAFE ALT 100 NM 13,700'. 2. VGSI and glideslope not coincident.					

MSA BAB TAC

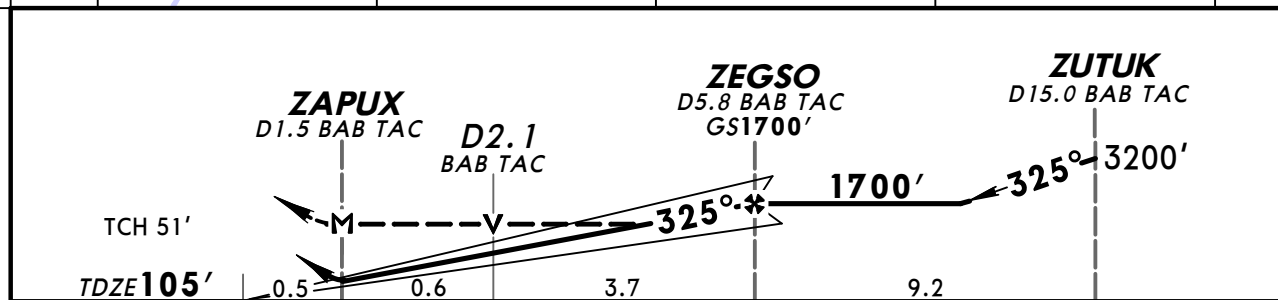
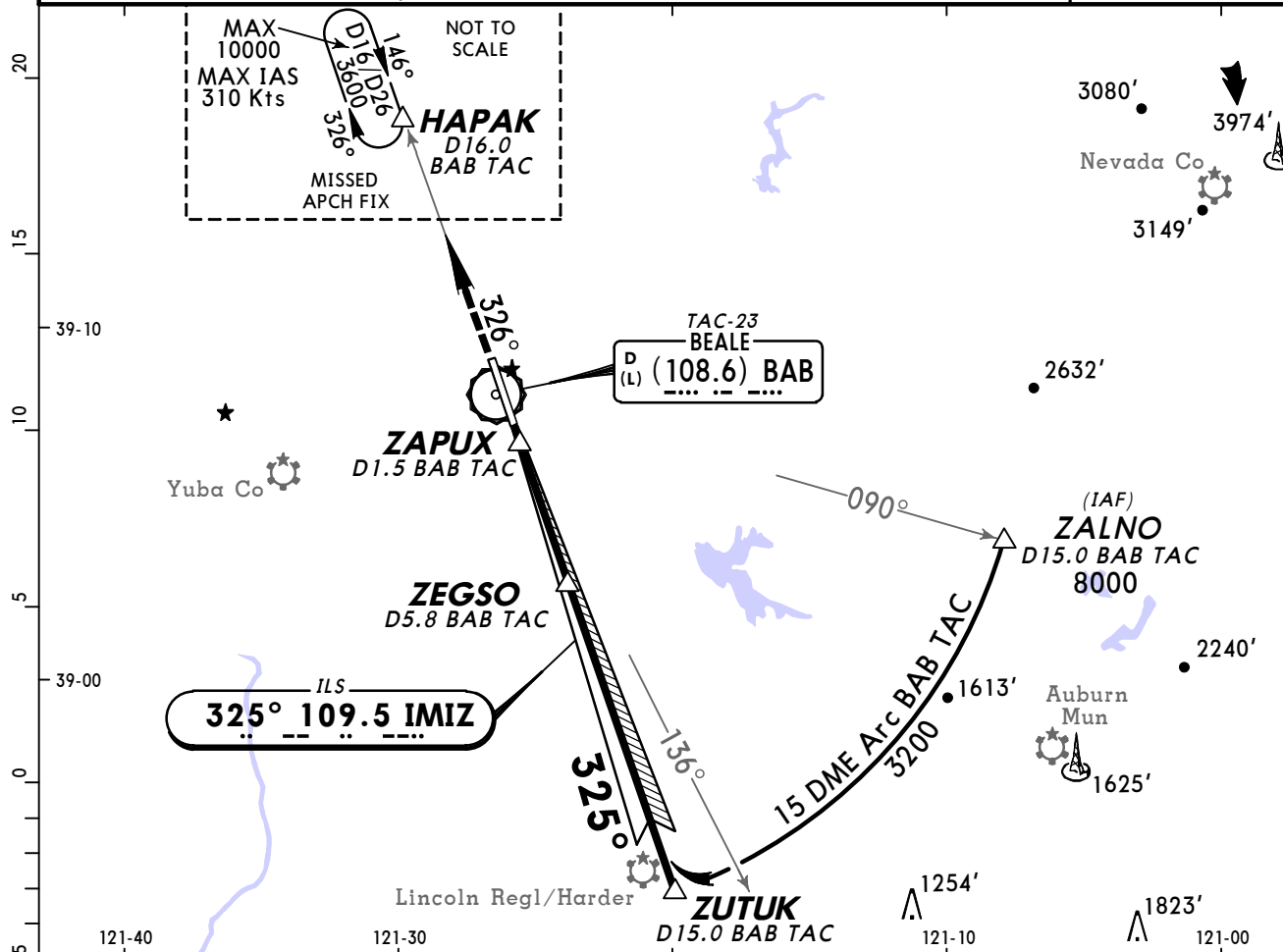


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	3600' via ↑	BAB TAC-23 (108.6) R-145	FANDI
GS	2.75°	341	438	486	584	681				
MAP at HEGOP										

Military				STRAIGHT-IN LANDING RWY15		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized East of Rwy 15-33		Max Kts	
DA(H) 313' (200')		MDA(H) 620' (507')				MDA(H)	
FULL	ALS out		ALS out			90	620' (507')-1
RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2		RVR 55 or 1		120	620' (507')-1
		RVR 55 or 1		1 3/8		140	620' (507')-1 1/2
						165	680' (567')-2

BRIEFING STRIP

NORCAL Approach (R)		*BEALE Tower		*Ground	
125.4		119.4		121.6	
LOC IMIZ 109.5	Final Apch Crs 325°	GS ZEGSO 1700' (1595')	ILS DA(H) 305' (200')	Apt Elev 113' TDZE 105'	 MSA BAB TAC
MISSED APCH: Climb to 3600' outbound via BAB TAC R-326 to HAPAK and hold.					
Alt Set: INCHES 1. EMERG SAFE ALT 100 NM 13,700'.					
Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160		BAB TAC-23 (108.6) R-326	HAPAK
GS	3.00°	377	484	538	646	753			
MAP at ZAPUX									

STRAIGHT-IN LANDING RWY33				CIRCLE-TO-LAND	
ILS DA(H) 305' (200')		LOC (GS out) MDA(H) 520' (415')		Not Authorized East of Rwy 15-33	
FULL	ALS out	ALS out		Max Kts	MDA(H)
RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	90	600' (487') - 1
				120	600' (487') - 1 1/2
		RVR 40 or 3/4	RVR 60 or 1 1/8	140	600' (487') - 1 1/2
				165	680' (567') - 2

General Information

Location: Bakersfield CA USA
IATA Code: BFL
Lat/Long: N35° 26.0' W119° 03.5'
Elevation: 510 ft

Airport Use: Public
Magnetic Variation: 13.0°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A, Jet 4
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1429 Z
Sunset: 0149 Z,

Runway Information

Runway: 12L
Length x Width: 10855 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 510 ft
Lighting: Edge, Pilot controlled

Runway: 12R
Length x Width: 7703 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 488 ft
Lighting: Edge

Runway: 30L
Length x Width: 7703 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 484 ft
Lighting: Edge
Displaced Threshold: 3382 ft

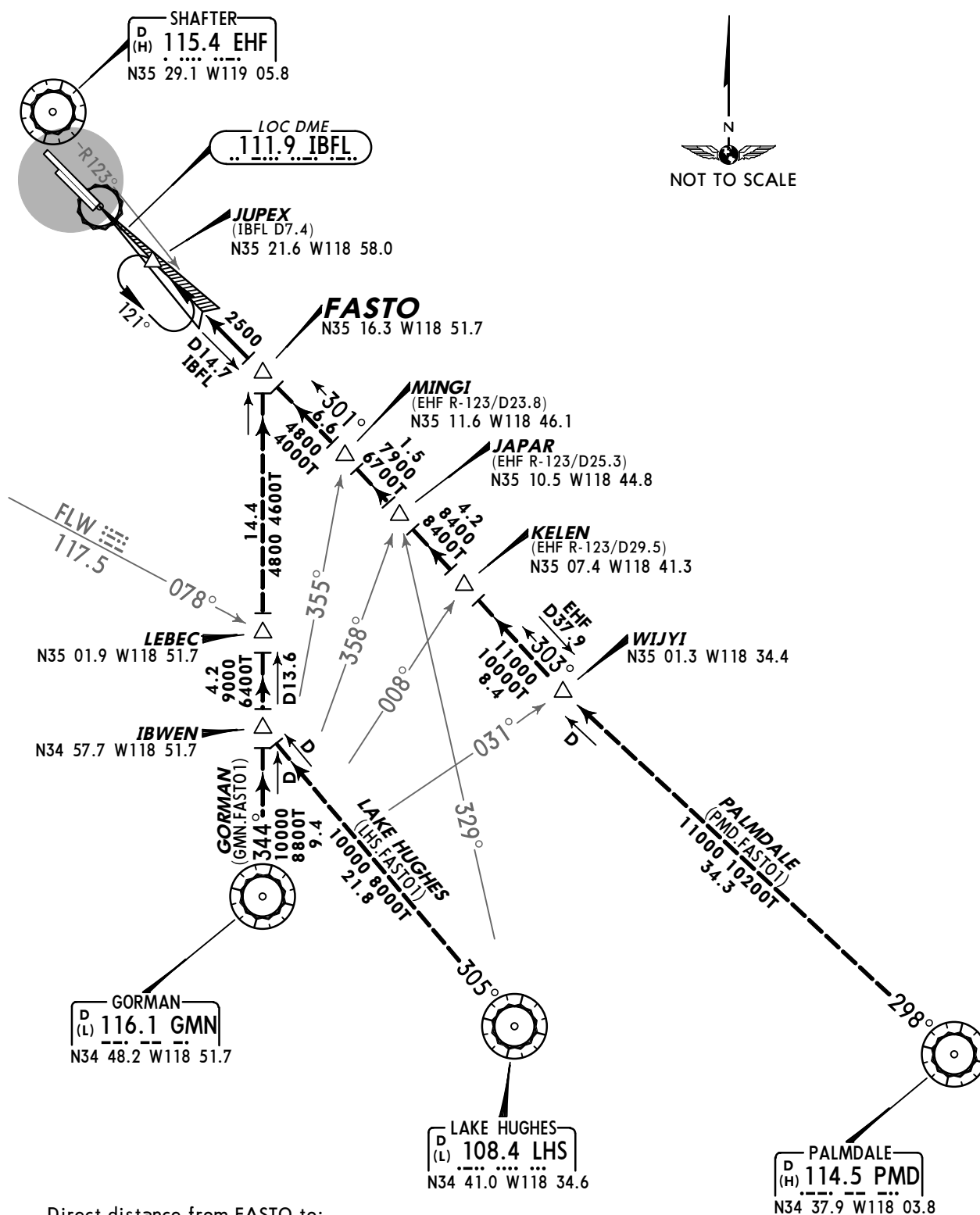
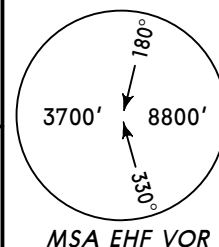
Runway: 30R
Length x Width: 10855 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 493 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled
Displaced Threshold: 3426 ft

Communication Information

ATIS 118.6
Bakersfield Tower 118.1 CTAF PCL
Bakersfield Ground Control 121.7
Bakersfield Approach Control 118.8 Initial Contact
Bakersfield Approach Control 118.9 Initial Contact
Bakersfield Departure Control 126.45
Meadows Unicom 122.95
Rancho Flight Service Station 122.45 RCO
Los Angeles Center 127.1 Remote Communications Air-Ground

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. DME required.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

From FASTO direct to JUPEX **MAINTAIN 2500'**,
intercept and execute ILS or LOC/DME RWY 30R approach.
If unable, procede to JUPEX and hold, **MAINTAIN 2500'**.

From over FASTO on the IBFL localizer for the ILS or LOC/DME RWY 30R procedure.

*BAKERSFIELD Departure (R) **126.45**
LOS ANGELES Center (R) **127.1** when Dep inop.

BAKERSFIELD, CALIF
MEADOWS

MARIC THREE DEPARTURE (MARIC3.MARIC)(PILOT NAV)

This DEPARTURE requires a minimum climb gradient of:

Gorman Transition: 220' per NM to 9500'.

Gnd speed-Kts	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100

TAKE-OFF

Rwys 12L/R: Turn RIGHT to a 240° heading.

Thence

Rwys 30L/R: Turn LEFT to a 240° heading.

Thence

DEPARTURE

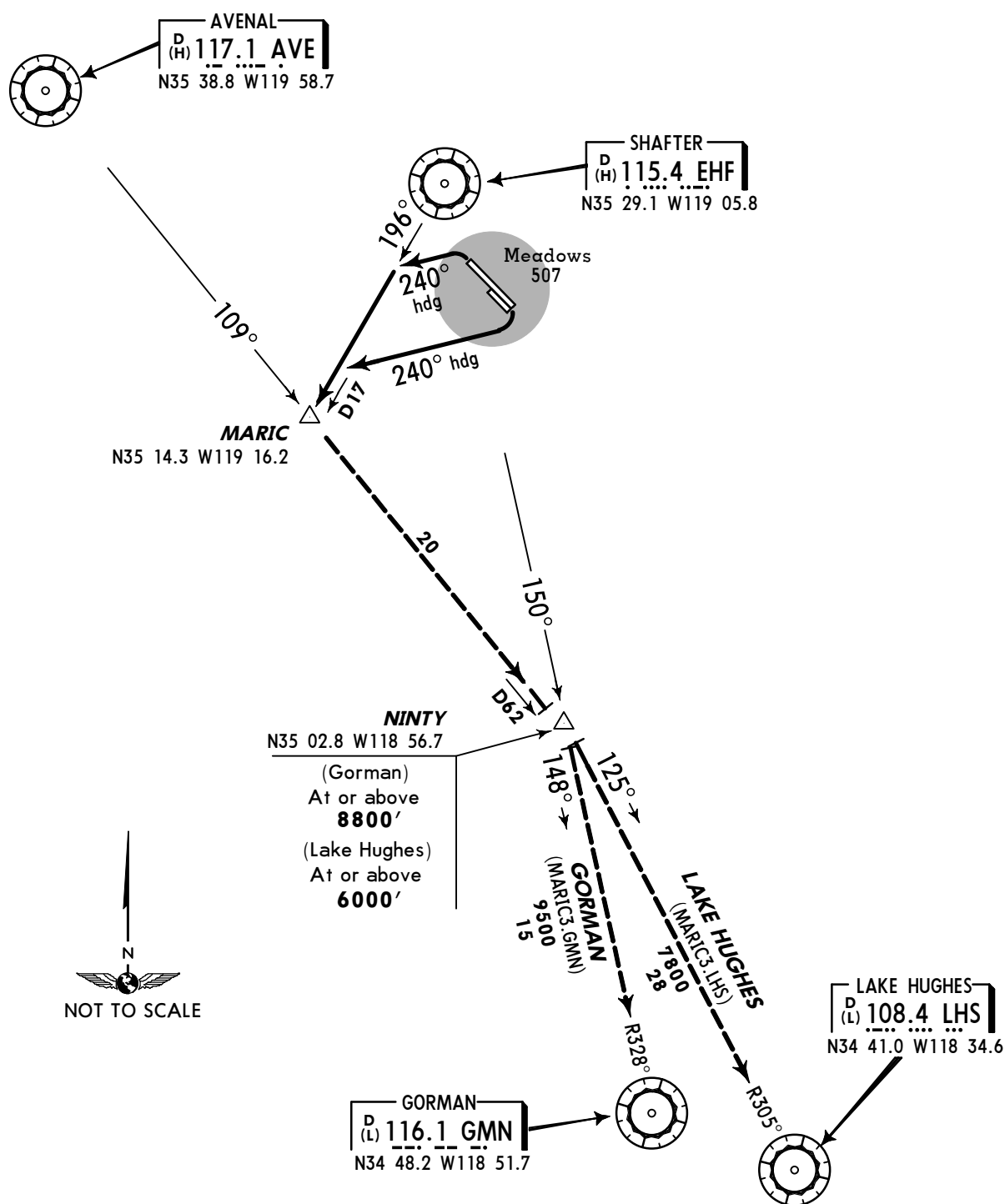
Intercept and proceed via the EHF R-196 to Maric Int. Thence via (transition) or (assigned route).

TRANSITIONS

GORMAN (MARIC3.GMN): From Maric Int to GMN VOR: Via AVE R-109 and GMN R-328. Cross Ninty Int at or above 8800'.

LAKE HUGHES (MARIC3.LHS): From Maric Int to LHS VOR: Via AVE R-109 and LHS R-305. Cross Ninty Int at or above 6000'.

Direct distance from Meadows Apt to:
Maric Int **16 NM**



BAKERSFIELD, CALIF MEADOWS

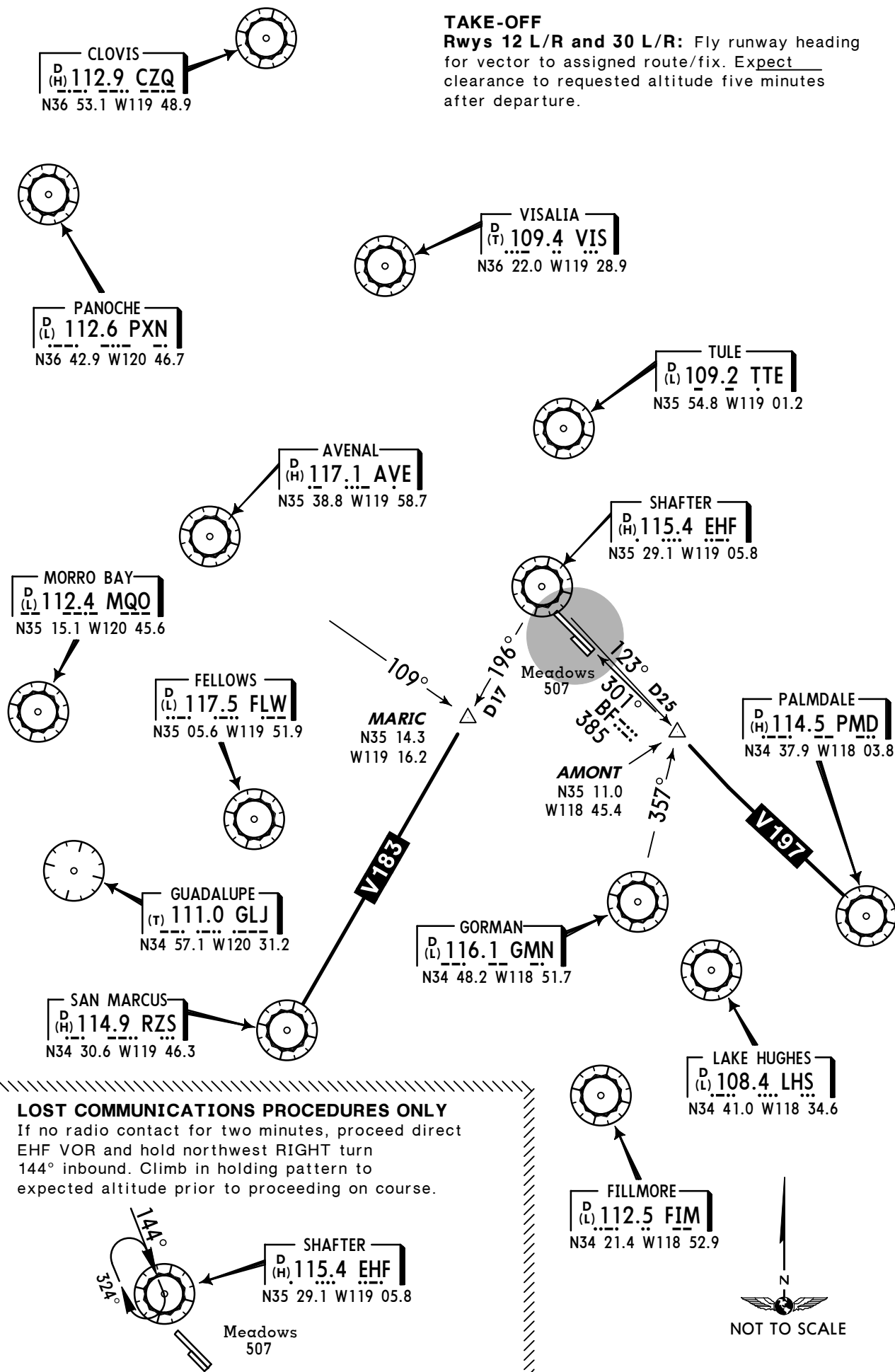
*BAKERSFIELD Departure (R) **126.45**

LOS ANGELES Center (R) **127.1** when Dep inop.

MEADOWS ONE DEPARTURE (VECTOR) (APPLICABLE ONLY WITH APPROACH CONTROL RADAR ENVIRONMENT)

TAKE-OFF

Rwys 12 L/R and 30 L/R: Fly runway heading for vector to assigned route/fix. Expect clearance to requested altitude five minutes after departure.



*BAKERSFIELD Departure (R) **126.45**
LOS ANGELES Center (R) **127.1** when Dep inop.

BAKERSFIELD, CALIF
MEADOWS

WRING THREE DEPARTURE (WRING3.WRING) (PILOT NAV)

This SID requires a minimum climb gradient of:
345' per NM to 5400'.

Gnd speed-Kts	75	100	150	200	250	300
345' per NM	431	575	863	1150	1438	1725

TAKE-OFF

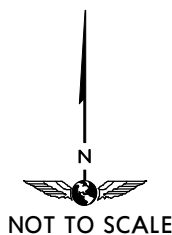
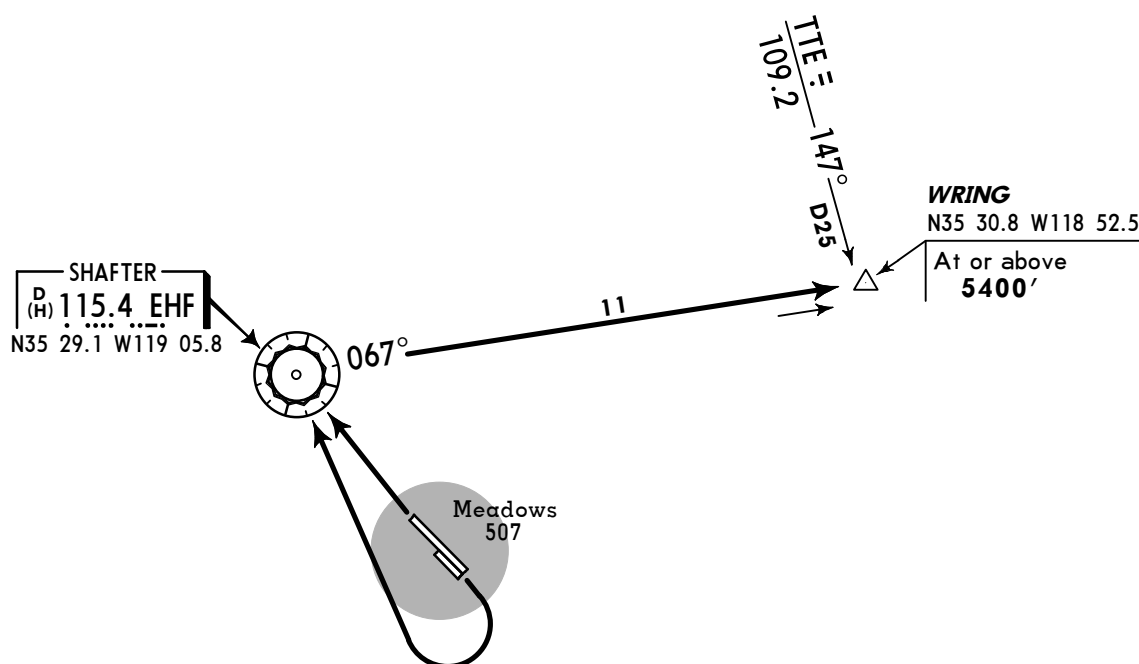
Rwys 12L/R: As soon as practical after take-off, make climbing RIGHT turn direct EHF VOR. Thence

Rwys 30L/R: Climb direct EHF VOR.

Thence
DEPARTURE

Via EHF R-067 to Wring Int. Cross Wring Int at or above 5400'. Thence via assigned route.

Direct distance from Meadows Apt to:
EHF VOR **4 NM**

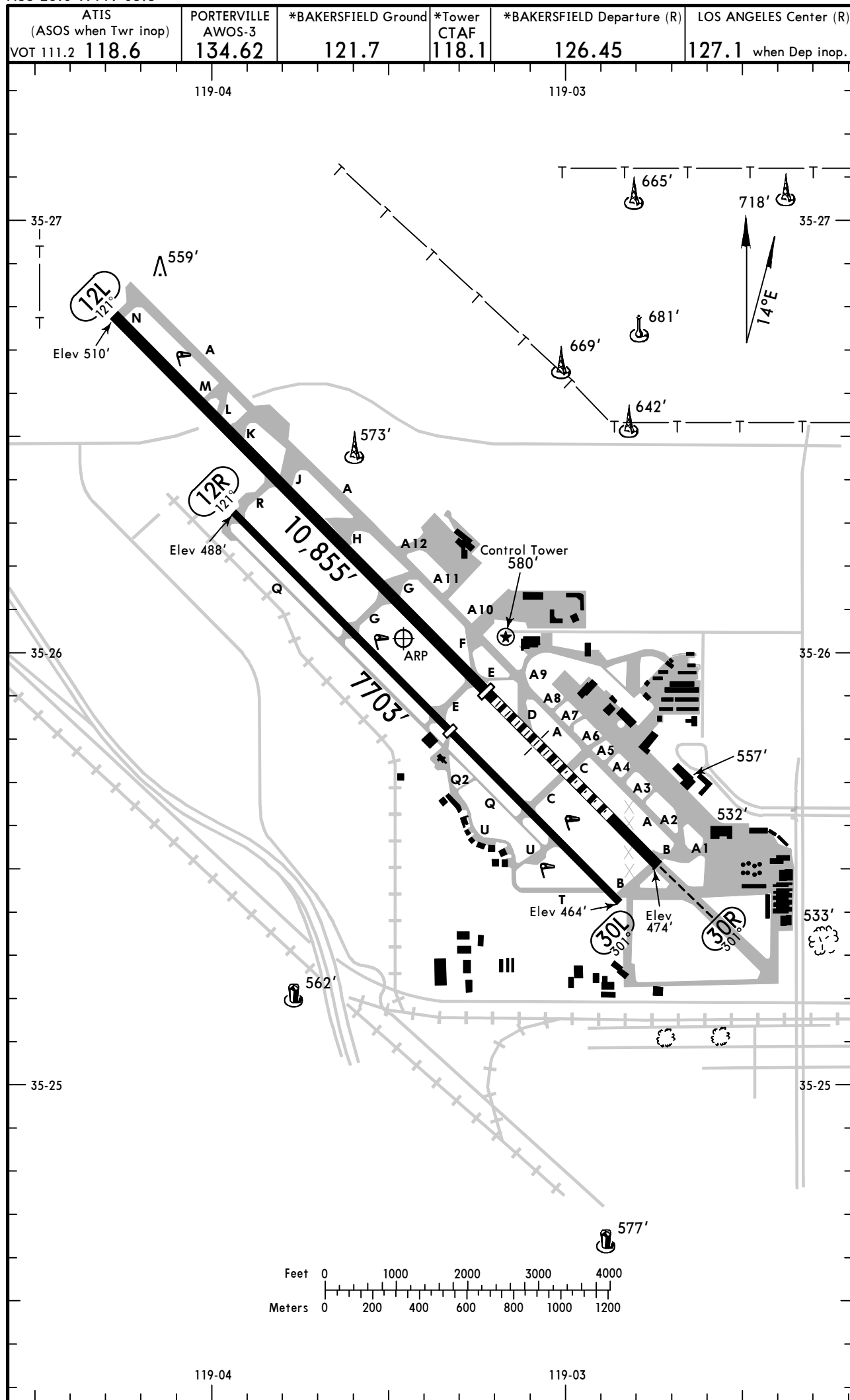


NOT TO SCALE

KBFL/BFL
Apt Elev **510'**
N35 26.0 W119 03.5

JEPPesen
23 JUL 10 **(10-9)** **Eff 29 Jul**

BAKERSFIELD, CALIF
MEADOWS



GENERAL					
Rwys 12R & 30R right traffic pattern.					
ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING	BEYOND —		
		Threshold	Glide Slope		
12R ① 30L	MIRL PAPI- L (angle 3.00°)	4321'			100'
① Closed when ATC closed.					
12L 30R	②HIRL VASI-L grooved ③RVR				150'
	②HIRL CL ②MALSR TDZ ②④PAPI-L grooved RVR	7429'	6506'		
② Activate on 118.1 when Twr inop. ③ Touch down only. ④ Angle 3.0°.					
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					
Rwy 30R					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Mid RVR 5	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10				
Rwys 12L, 12R, 30L					
Adequate Vis Ref		STD			
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1			
3 & 4 Eng		RVR 24 or 1/2			
OBSTACLE DP					
All aircraft climbing right turn direct EHF VOR. Aircraft departing EHF VOR R-180 clockwise R-350 climb on course. All others continue climb northwest-bound via EHF VOR R-324, then climbing left turn to cross EHF VOR at or above EHF VOR R-110 clockwise R-179, 3000'; EHF VOR R-351 clockwise R-109, 4000'.					
FOR FILING AS ALTERNATE					
Authorized Only When Twr Operating and When Local Weather Available		Authorized Only When Local Weather Available		VOR-A	Other
ILS DME Rwy 30R	LOC DME Rwy 30R VOR DME Rwy 30R	RNAV (GPS) Rwy 12L RNAV (GPS) Rwy 30R			
A	600-2	800-2	800-2	800-2	NA
B					
C					
D					

ATIS (ASOS when Twr inop)	PORTERVILLE AWOS-3	*BAKERSFIELD Ground	*Tower CTAF	*BAKERSFIELD Departure (R)	LOS ANGELES Center (R)
VOT 111.2 118.6	134.62	121.7	118.1	126.45	127.1 when Dep inop.

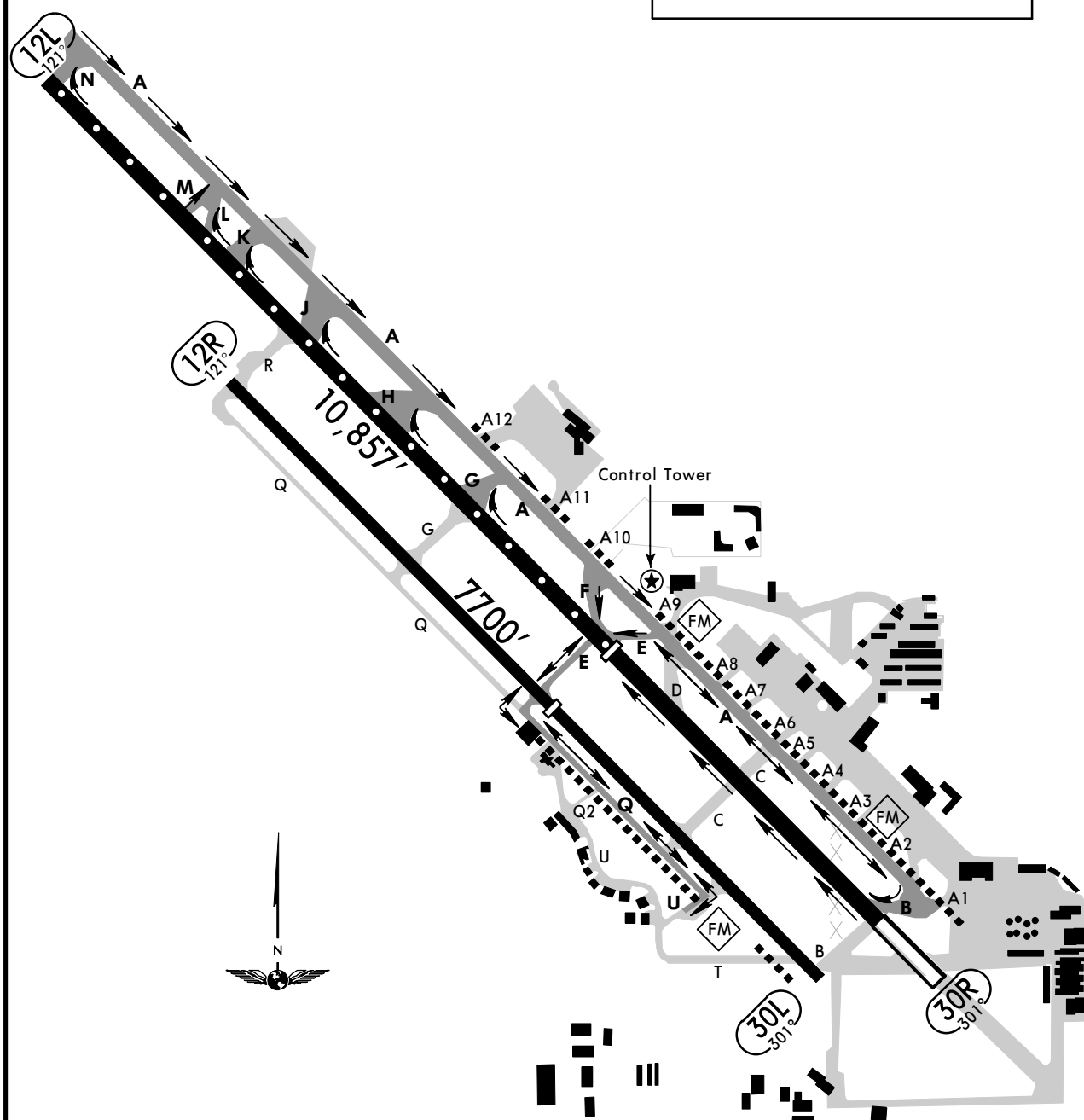
Movement on all taxiways require a Follow-me vehicle escort during SMGCS operations. Acknowledge all ATC instructions.

Landing Traffic: Taxi clear of runway and hold, contact ground and expect short delay for the arrival of a follow-me truck.

Departing Traffic: Contact Ground, Taxi to the movement area boundary and hold for a follow-me vehicle.

LEGEND

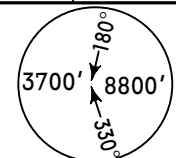
- ○ ○ ○ CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- — — — MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- ◇ FM JUDGEMENTAL/FOLLOW-ME-VEHICLE REQUIRED AT THIS POINT



KBFL/BFL MEADOWS

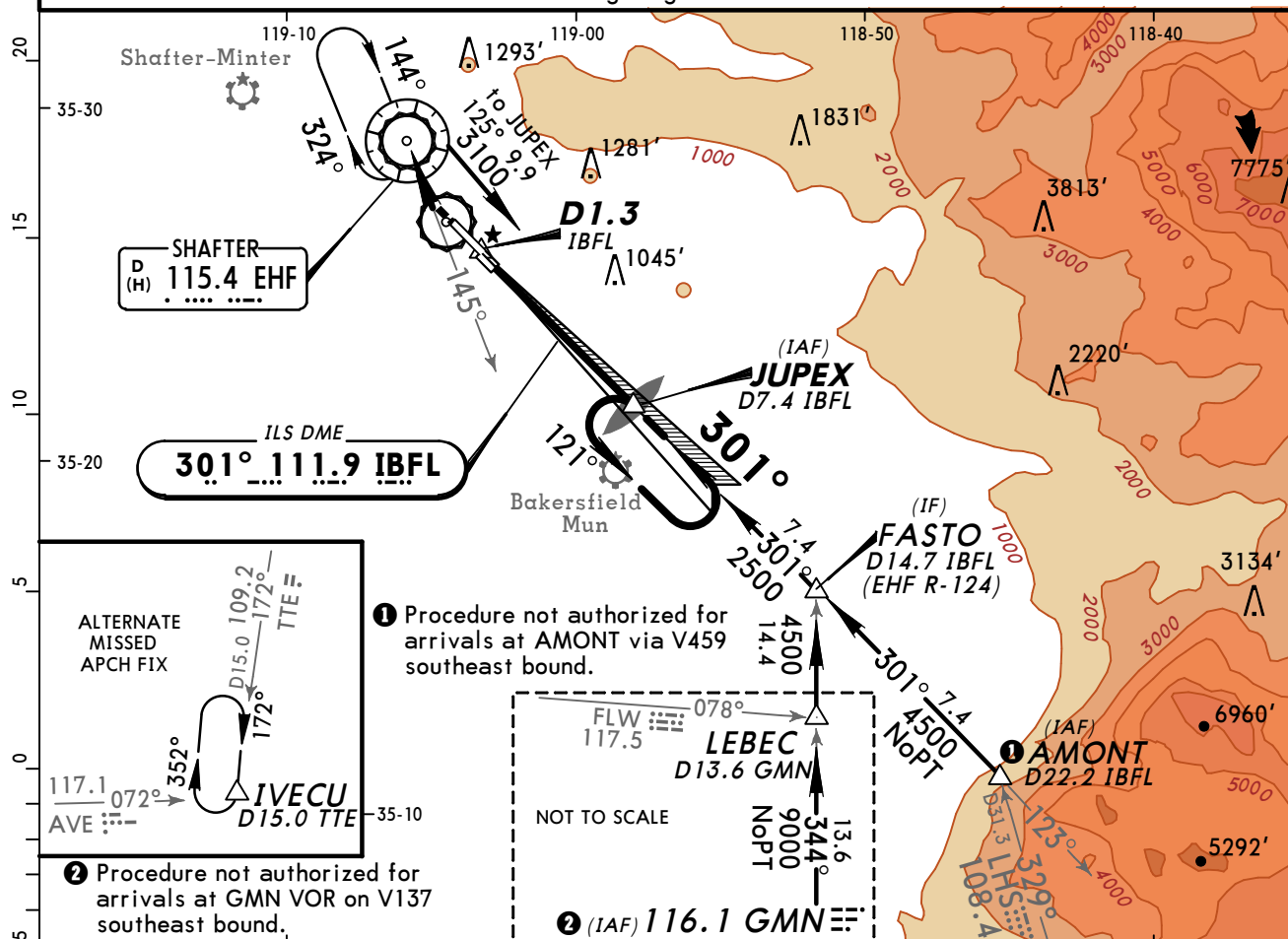
23 JUL 10
Eff 29 Jul 11-1

BAKERSFIELD, CALIF
ILS or LOC DME Rwy 30R

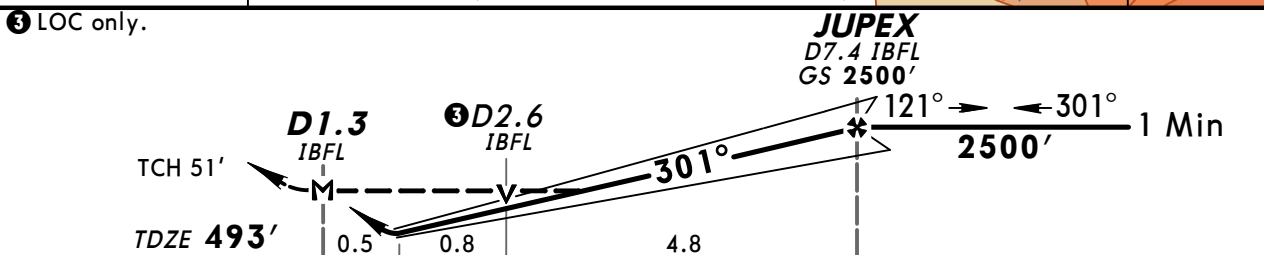
ATIS (ASOS when Twr inop) 118.6	*BAKERSFIELD Approach (R) North 118.9	South 118.8	LOS ANGELES Center (R) 127.1 when App inop.	*BAKERSFIELD Tower CTAF 118.1	*Ground 121.7
LOC IBFL 111.9	Final Apch Crs 301°	GS JUPEX 2500' (2007')	ILS DA(H) (CONDITIONAL) 693' (200')	Apt Elev 510' TDZE 493'	 MSA EHF VOR

MISSED APCH: Climb to 3000' via EHF VOR R-145 inbound to EHF VOR and hold, continue climb-in-hold to 3000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received use Porterville altimeter setting. 2. VDP not authorized when using Porterville altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Use IBFL DME when on localizer course. 5. Pilot controlled lighting 118.1.



③ LOC only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	EHF	EHF
GS	3.00°	377	484	538	646	753	PAPI	↑	via 115.4	115.4
MAP at D1.3 IBFL									R-145	

STRAIGHT-IN LANDING RWY 30R										CIRCLE-TO-LAND		
1 ILS				LOC (GS out)						Not Authorized Northeast of Rwy 12L-30R		
DA(H) 693'(200')				MDA(H) 960'(467')			MDA(H) 1060'(567')					
With Local Altimeter Setting				With Local Altimeter Setting			With Porterville Altimeter Setting					
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	With Local Altimeter Setting MDA(H)	With Porterville Altimeter Setting MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 40	RVR 50	RVR 24	RVR 40	RVR 50	90	960' (450')-1	1060' (550')-1
B				or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1	120		
C				or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2		140	960'-1 1/2 (450')	1060'-1 1/2 (550')
D				or 1	1 1/2		RVR 60 or 1 1/4	1 3/4		165	1060'-2 (550')	1160'-2 (650')

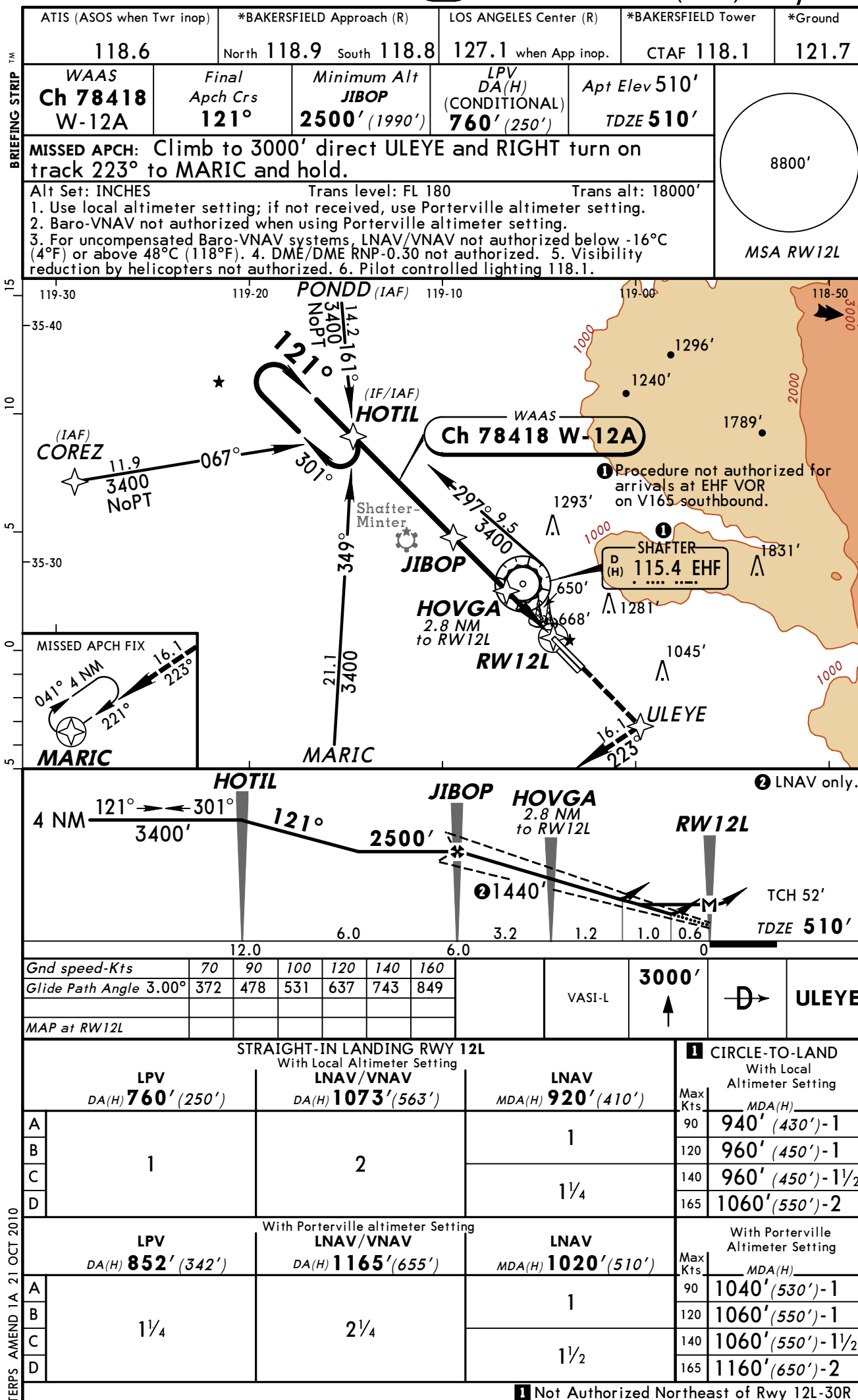
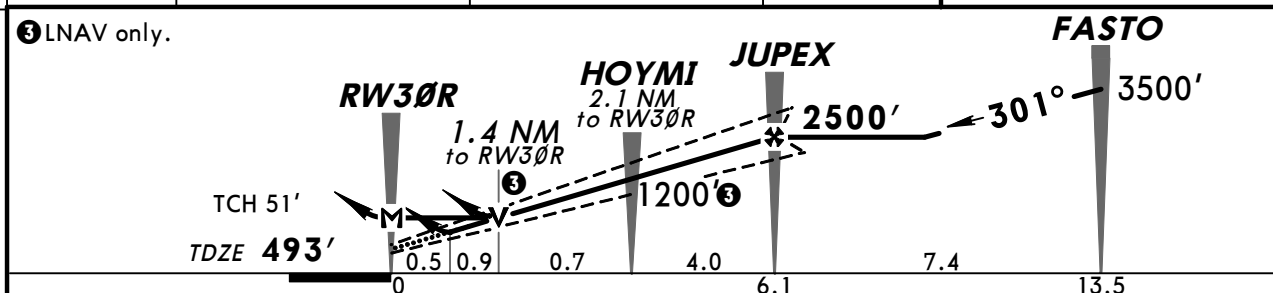
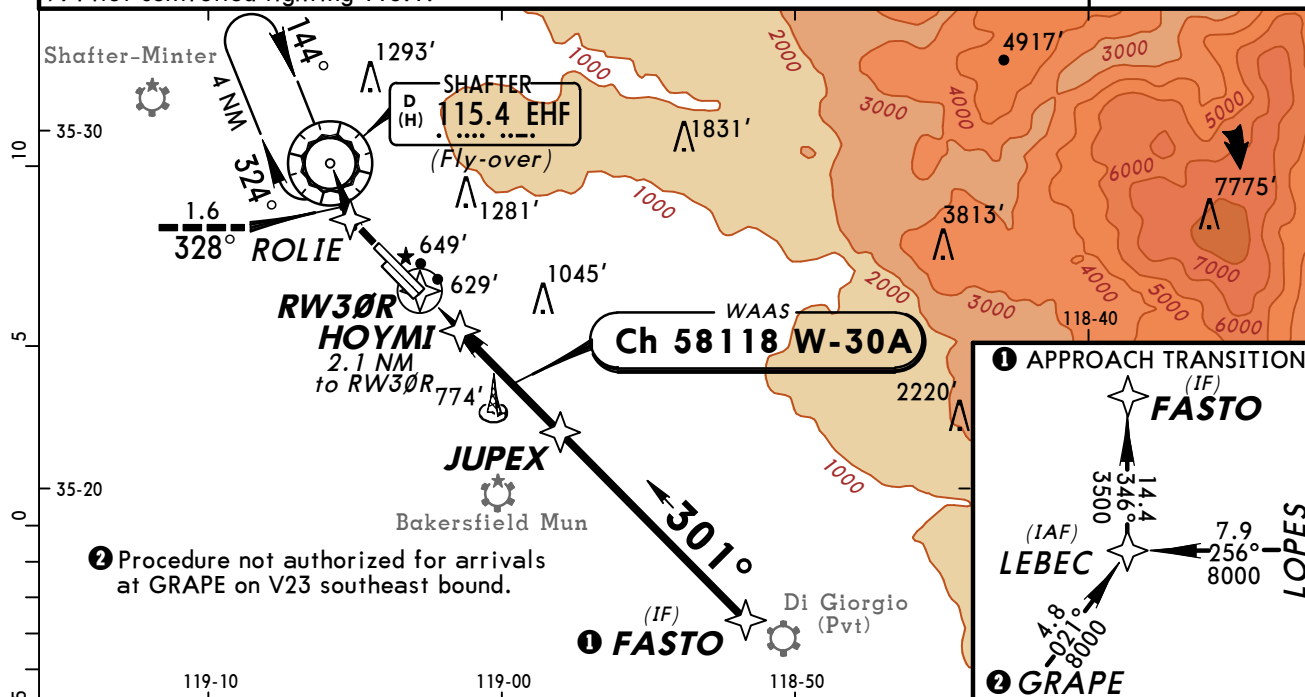


Figure 1 is a line graph showing the number of cases per 100,000 population for COVID-19 in the United States from March 2020 to March 2021. The y-axis is labeled 'Cases per 100,000 population' and ranges from 0 to 10. The x-axis is labeled 'Date' and shows months from March 2020 to March 2021. The line shows a sharp increase in March 2020, peaking at approximately 10 cases per 100,000 in April 2020, followed by a decline and then a second, smaller peak in March 2021.

ATIS (ASOS when Twr inop) 118.6		*BAKERSFIELD Approach (R) North 118.9 South 118.8		LOS ANGELES Center (R) 127.1 when App inop.		*BAKERSFIELD Tower CTAF 118.1		*Ground 121.7	
WAAS Ch 58118 W-30A		Final Apch Crs 301°		Minimum Alt JUPEX 2500' (2007')		LPV DA(H) (CONDITIONAL) 693' (200')		Apt Elev 510' TDZE 493'	
MISSED APCH: Climb to 3000' direct ROLIE and on track 328° to EHF VOR and hold. Continue climb-in-hold to 3000'.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Porterville altimeter setting. 2. VDP not authorized when using Porterville altimeter setting. 3. Baro-VNAV not authorized when using Porterville altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 118.1.									

8800'

MSA RW30R



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		3000' ↑		ROLIE
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW30R</i>										

STRAIGHT-IN LANDING RWY 30R With Local Altimeter Setting							1 CIRCLE-TO-LAND	
LPV DA(H) 693' (200')		LNAV/VNAV DA(H) 966' (473')		LNAV MDA(H) 1000' (507')			With Local Altimeter Setting	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1000' (490') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 50 or 1	1 1/2	120	1000' (490') - 1
C							140	1000' (490') - 1 1/2
D							165	1060' (550') - 2
With Porterville Altimeter Setting							With Porterville Altimeter Setting	
LPV DA(H) 785' (292')		LNAV/VNAV DA(H) 1058' (565')		LNAV MDA(H) 1100' (607')			With Porterville Altimeter Setting	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1100' (590') - 1
B	RVR 24 or 1/2	RVR 50 or 1	1 1/2	2	RVR 60 or 1 1/4	1 3/4	120	1100' (590') - 1
C							140	1100' (590') - 1 1/2
D							165	1160' (650') - 2

1 Not Authorized Northeast of Rwy 12L-30R

CHANGES: Missed approach.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

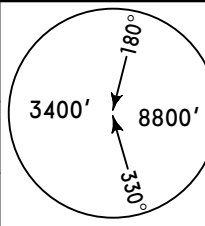
TERPS AMEND 1A 13 JAN 2011

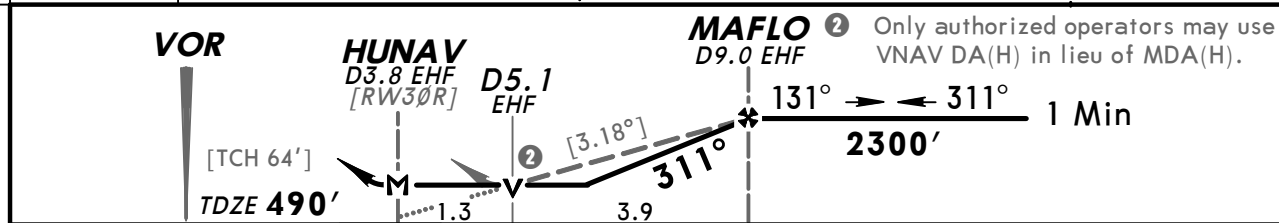
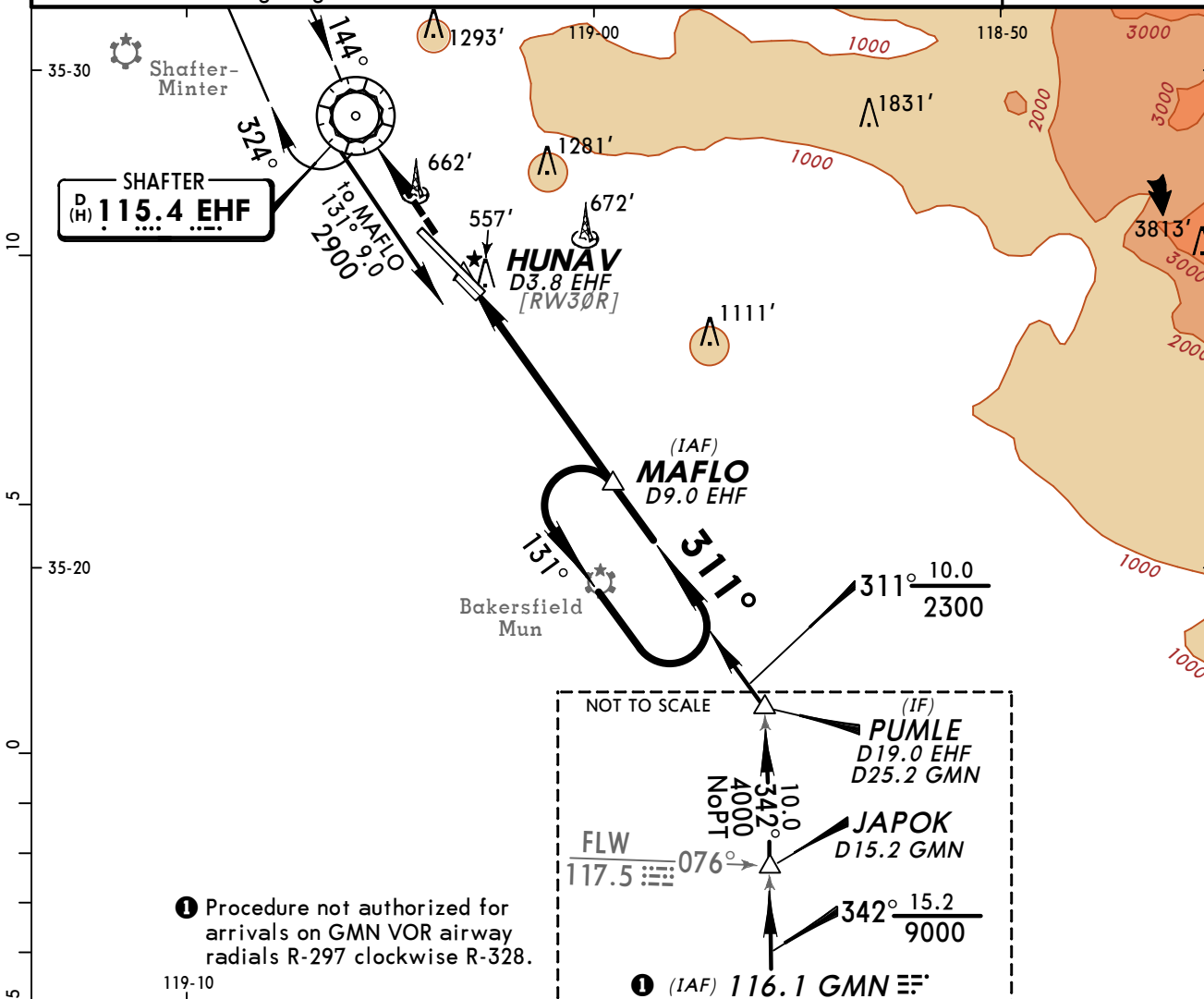
**KBFL/BFL
MEADOWS**

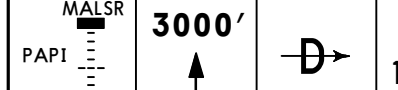
JEPPESEN
17 NOV 06 **(13-1)** **Eff 23 Nov**

**BAKERSFIELD, CALIF
VOR DME Rwy 30R**

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 118.6		PORTERVILLE AWOS-3 134.62	*BAKERSFIELD Approach (R) North 118.9 South 118.8		LOS ANGELES Center (R) 127.1 when App inop.	*BAKERSFIELD Tower CTAF 118.1	*Ground 121.7
VOR EHF 115.4	Final Apch Crs 311°		Minimum Alt MAFLO 2300' (1810')	MDA(H) (CONDITIONAL) 960' (470')		Apt Elev 507' TDZE 490'	 MSA EHF VOR
MISSED APCH: Climb to 3000' direct EHF VOR and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received use Porterville altimeter setting. 2. Pilot controlled lighting 118.1.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 
Descent angle [3.18°]	394	506	563	675	788	900	
MAP at HUNAV							

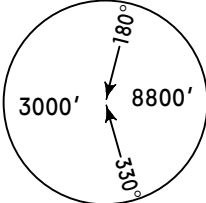
STRAIGHT-IN LANDING RWY30R				CIRCLE-TO-LAND		
① MDA(H) 960' (470')				Not Authorized Northeast of Rwy 12L-30R		
		RAIL out	ALS out	Max Kts	With Local Altimeter Setting MDA(H)	With Porterville Altimeter Setting MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	960'(453') - 1	1060'(553') - 1
B				120		
C	RVR 40 or 3/4	RVR 60 or 1 1/4		140	960'(453') - 1 1/2	1060'(553') - 1 1/2
D	RVR 50 or 1	1 1/2		165	1060'(553') - 2	1160'(653') - 2

① MDA (H) 1060' (570') with Porterville altimeter setting.

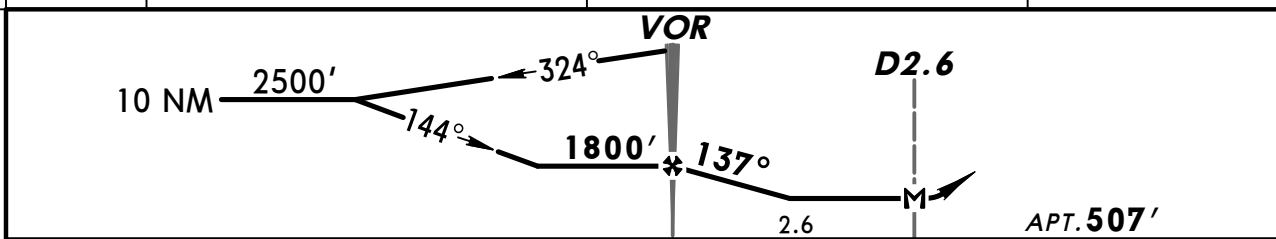
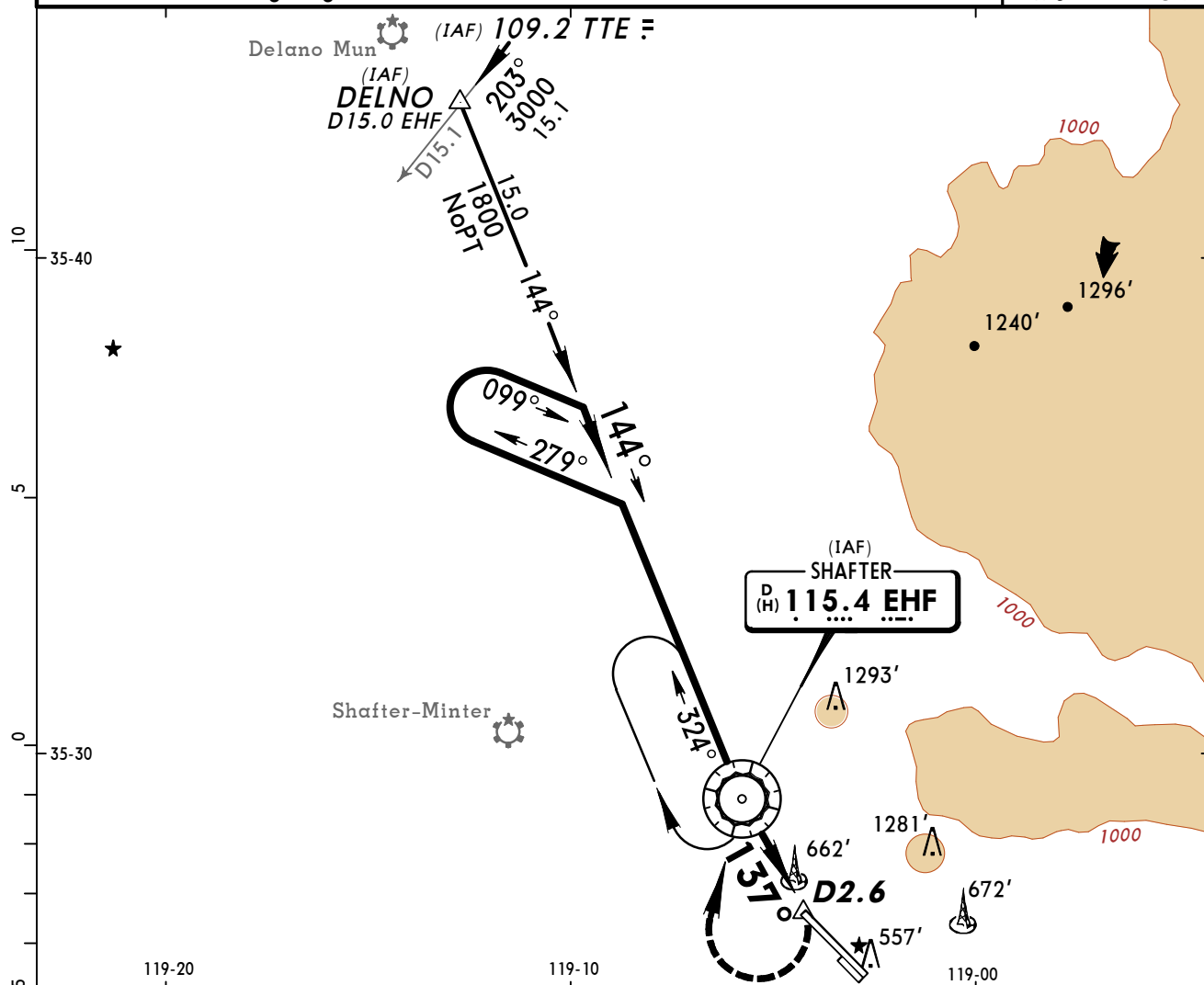
CHANGES: Procedure.

© JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

BRIEFING STRIP

ATIS (ASOS when Twr inop) 118.6		PORTERVILLE AWOS-3 134.62		*BAKERSFIELD Approach (R) North 118.9 South 118.8		LOS ANGELES Center (R) 127.1 when App inop.		*BAKERSFIELD Tower CTAF 118.1		*Ground 121.7	
VOR EHF 115.4		Final Apch Crs 137°		Minimum Alt VOR 1800' (1293')		MDA(H) Refer to Minimums		Apt Elev 507'			
MISSED APCH: Climbing RIGHT turn to 3000' direct EHF VOR and hold.											
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'			
1. Pilot controlled lighting 118.1.											

MSA EHF VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000' RT	EHF 115.4
MAP at D2.6 or									
VOR to MAP 2.6	2:14	1:44	1:34	1:18	1:07	0:59			

TERPS		CIRCLE-TO-LAND	
		Not Authorized Northeast of Rwy 12L-30R	
		MDA(H)	
A	90	1000' (493')-1	
B	120	1000' (493')-1½	
C	140	1060' (553')-2	
D	165		

General Information

Location: Bishop CA USA
IATA Code: BIH
Lat/Long: N37° 22.4' W118° 21.8'
Elevation: 4124 ft

Airport Use: Public
Magnetic Variation: 13.3°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1428 Z
Sunset: 0145 Z,

Runway Information

Runway: 07
Length x Width: 5567 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4124 ft
Lighting: Edge, Pilot controlled

Runway: 12
Length x Width: 7498 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4123 ft
Lighting: Edge, Pilot controlled

Runway: 16
Length x Width: 5600 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4113 ft
Lighting: Edge, Pilot controlled

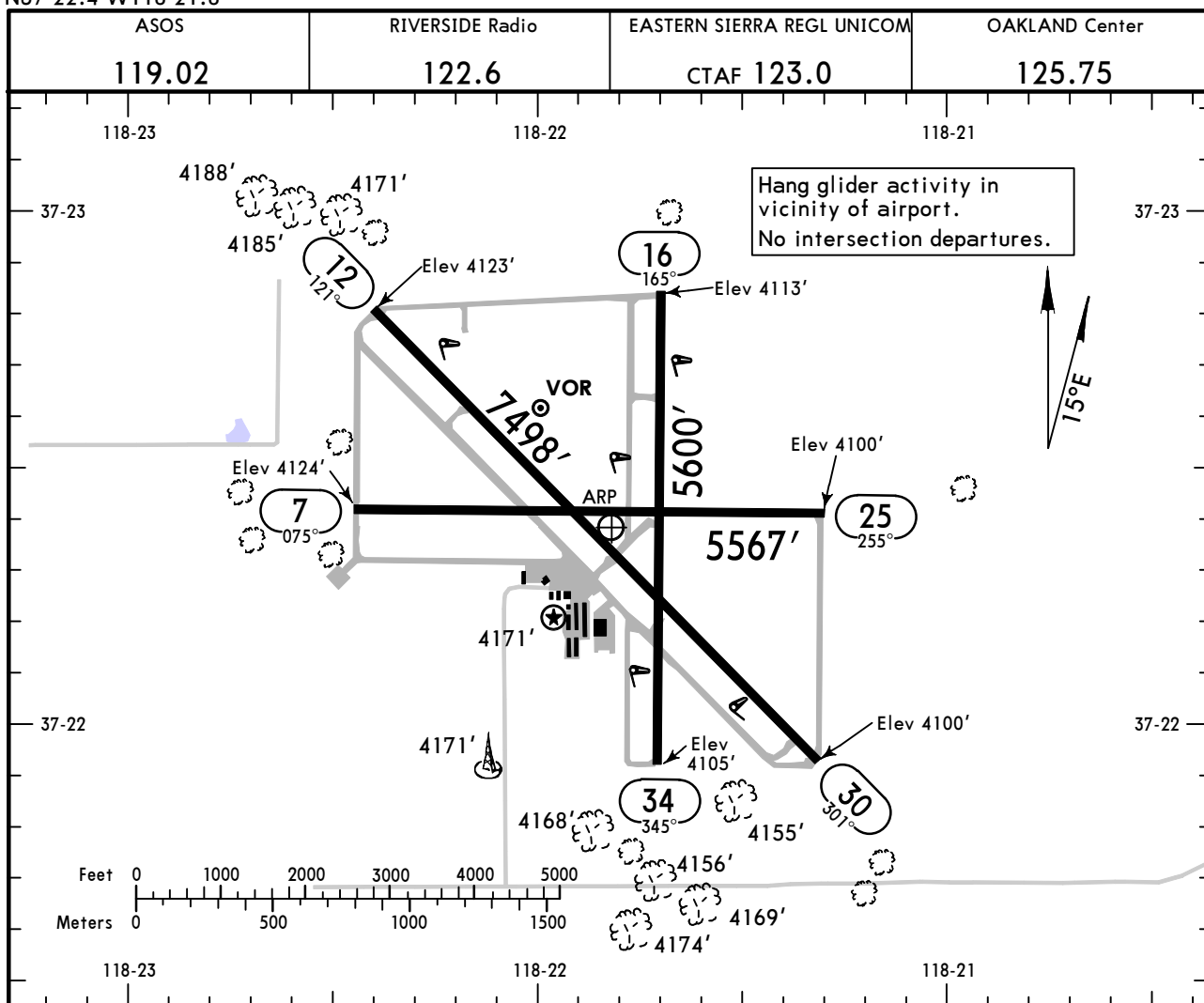
Runway: 25
Length x Width: 5567 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4115 ft
Lighting: Edge, Pilot controlled

Runway: 30
Length x Width: 7498 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4111 ft
Lighting: Edge, Pilot controlled

Runway: 34
Length x Width: 5600 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4111 ft
Lighting: Edge, Pilot controlled

Communication Information

ASOS 119.025
Eastern Sierra Regl Unicom 123.0 CTAF PCL
Riverside Flight Service Station 122.6 RCO
Oakland Center 125.75 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
7	① MIRL				100'
25					
12	① HIRL ① AVASI-L				100'
30	① HIRL ① ② AVASI-L (angle 3.5°) porous friction course overlay				
16	① HIRL ① ② AVASI-L porous friction course overlay				100'
34					

- ① Activate on 123.0.
② Unusable beyond 1NM.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

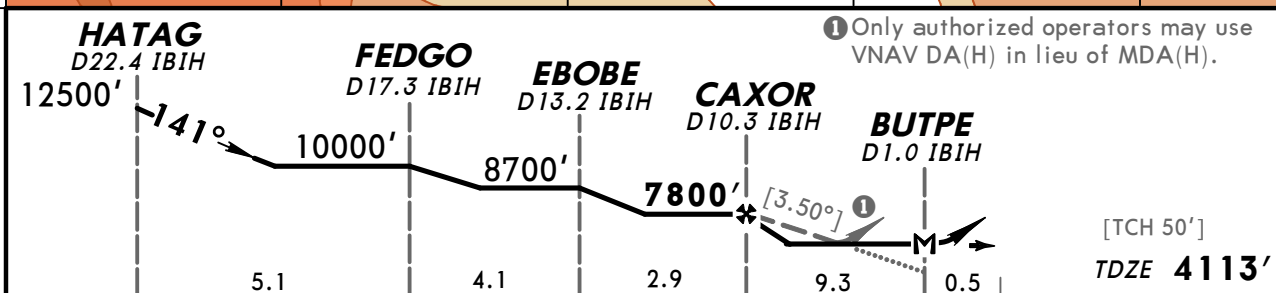
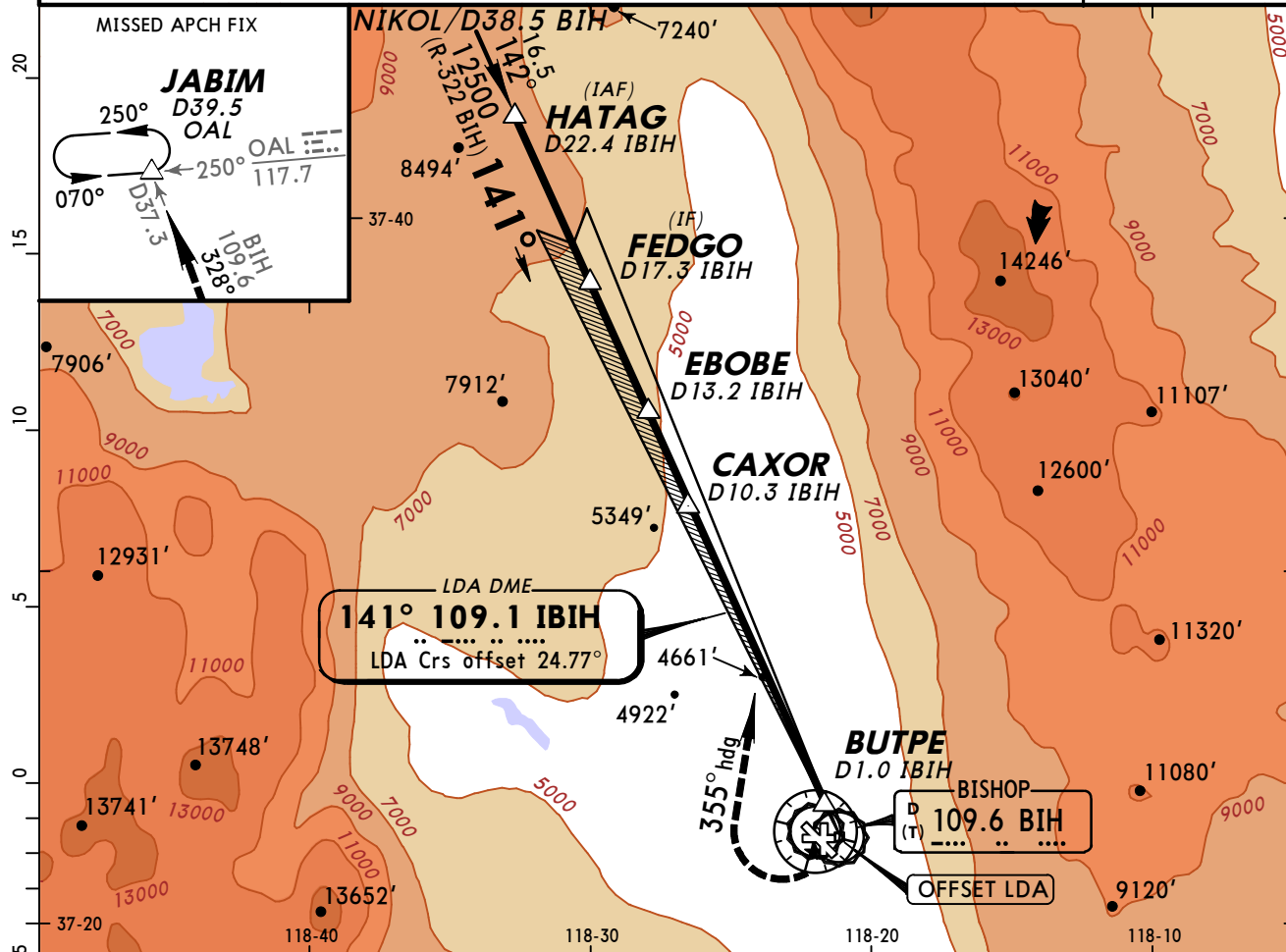
	Rwy 25		Rwys 30, 34		Rwys 7, 12, 16
	With Mim climb of 280'/NM to 10,300'		With Mim climb of 285'/NM to 10,300'		
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	NA
3 & 4 Eng		1/2		1/2	

OBSTACLE DP: Rwys 25 & 30, climbing right turn on heading 360°, thence... Rwy 34, climbing left turn on heading 290°, thence... All aircraft intercept BIH VOR R-322 to NIKOL INT/D38.5 BIH.

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available			Authorized Only When Eastern Sierra Regl Altimeter Setting Available	
	LDA DME Rwy 16	RNAV (GPS) Z Rwy 12	RNAV (GPS) Y Rwy 12	VOR DME-B	Other
A	2300-2	2300-2	2500-2	3200-2	3300-3 NA
B					
C	2300-3	2300-3	2500-3	3200-3	
D					

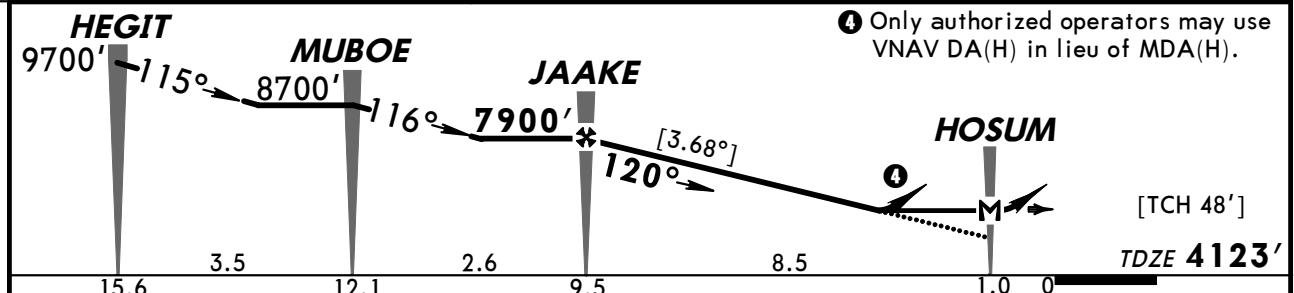
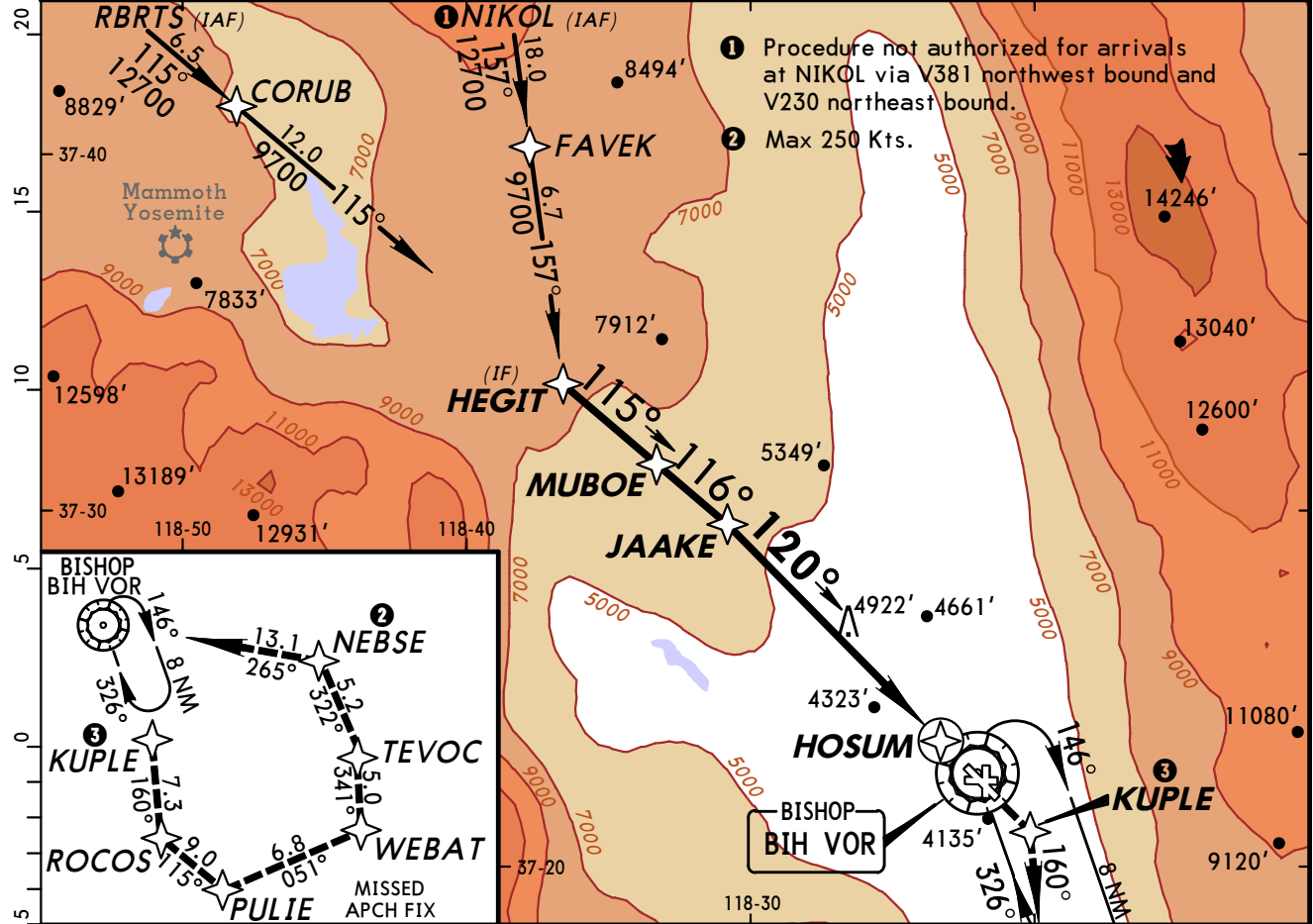
ASOS 119.02	OAKLAND Center 125.75	RIVERSIDE Radio 122.6	EASTERN SIERRA REGL UNICOM CTAF 123.0
LOC IBIH 109.1	Final Apch Crs 141°	Minimum Alt CAXOR 7800' (3687')	MDA(H) 6340' (2227')
Apt Elev 4124' TDZE 4113'			
MISSED APCH: Climbing RIGHT turn to 12500' via 355° heading and outbound via BIH VOR R-328 to JABIM/D39.5 OAL VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use IBIH DME when on the localizer course. 2. Final approach course crosses Rwy centerline extended 3001' from threshold. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.0.			
15,500' MSA BIH VOR			



Gnd Speed-Kts	70	90	100	120	140	160			
Descent angle [3.50°]	434	557	619	743	867	991			
MAP at BUTPE									

STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
MDA(H) 6340' (2227')				Max Kts.	MDA(H)		
A	1¼			90	6340' (2216')-1¼		
B	1½			120	6340' (2216')-1½		
C	3			140	6340' (2216')-3		
D				165			

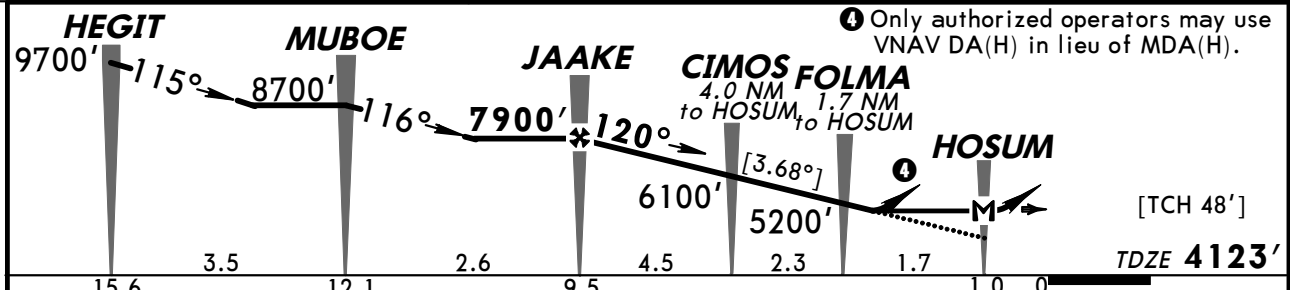
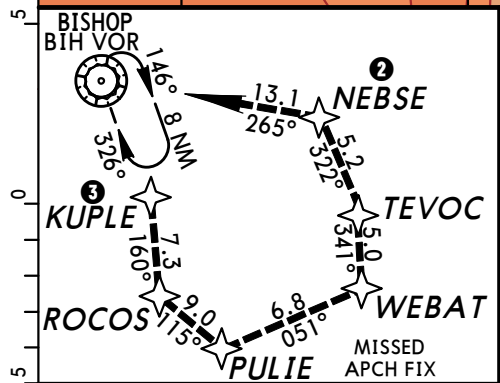
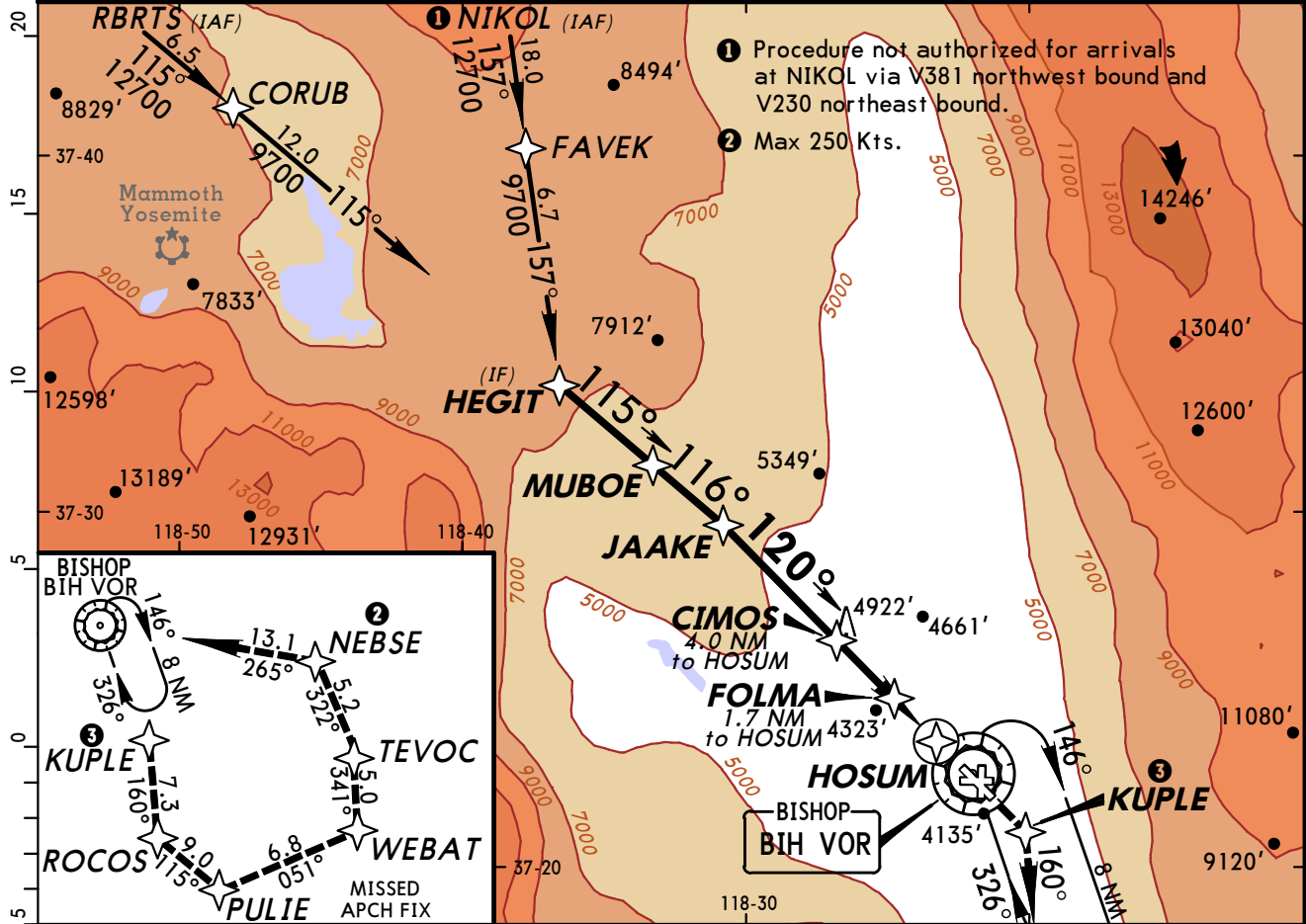
ASOS 119.02		OAKLAND Center 125.75		RIVERSIDE Radio 122.6		EASTERN SIERRA REGL UNICOM CTAF 123.0	
RNAV	Final Apch Crs 120°	Minimum Alt JAAKE 7900' (3777')	LNAV MDA(H) 6600' (2477')	Apt Elev 4124' TDZE 4123'		15,500' MSA HOSUM	
MISSED APCH: (Do not exceed 250 Kts until NEBSE) Climb to 13000' direct KUPLE, and 160° track to ROCOS, and 115° track to PULIE, and 051° track to WEBAT, and 341° track to TEVOC, and 322° track to NEBSE, and 265° track to BIH VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. When local altimeter setting not received, procedure not authorized. 2. DME/DME-RNP 0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.0.							



Gnd speed-Kts	70	90	100	120	140	160	AVASI-L		13000'	→	KUPLE
Descent angle [3.68°]	456	586	651	782	912	1042					
MAP at HOSUM											

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND		
LNAV					
MDA(H) 6600' (2477')			Max Kts	MDA(H)	
A	1¼		90	6600' (2476') - 1¼	
B	1½		120	6600' (2476') - 1½	
C	3		140	6600' (2476') - 3	
D	NA		D	NA	

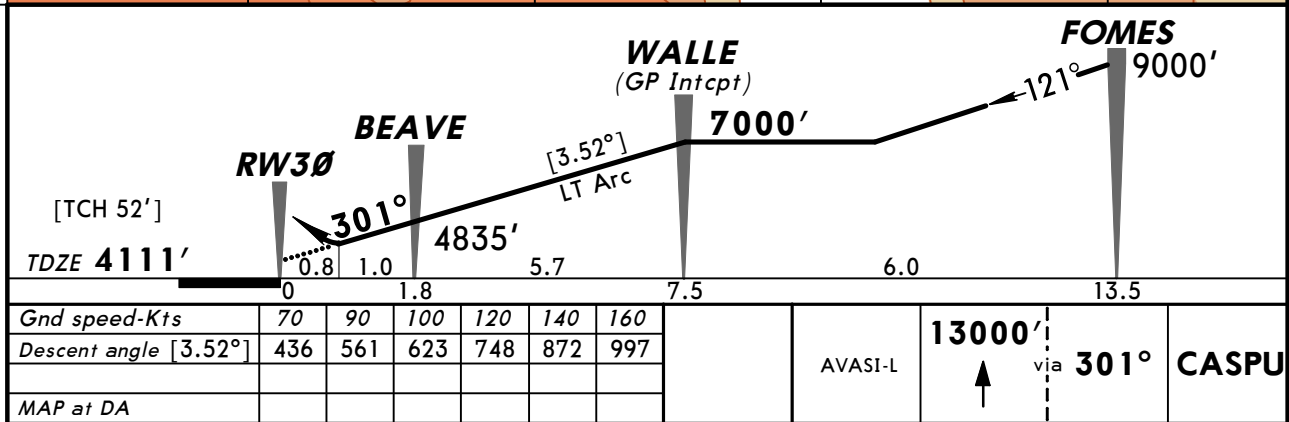
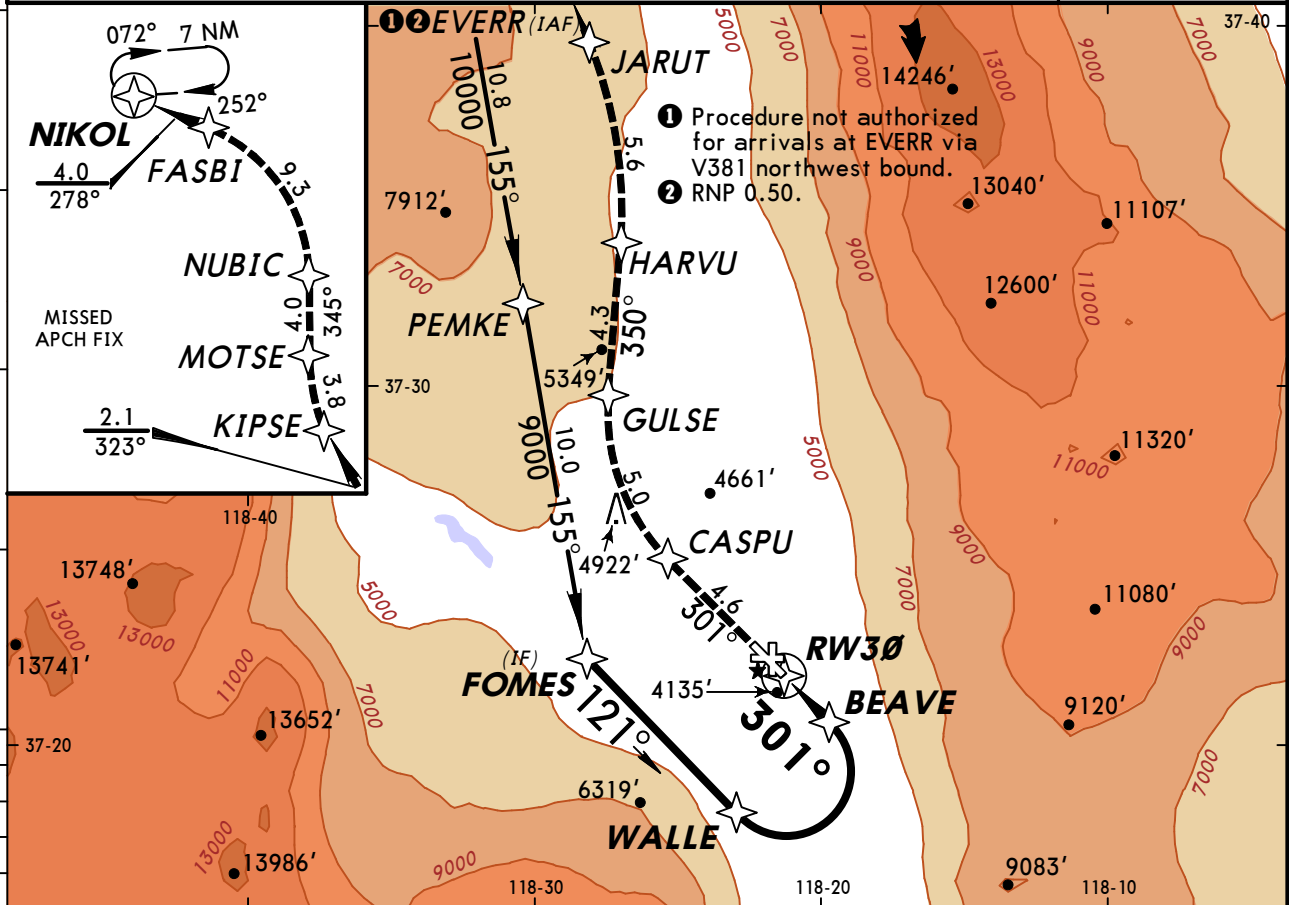
ASOS 119.02	OAKLAND Center 125.75	RIVERSIDE Radio 122.6	EASTERN SIERRA REGL UNICOM CTAF 123.0	
RNAV	Final Apch Crs 120°	Minimum Alt JAAKE 7900' (3777')	LNAV MDA(H) 4580' (457')	Apt Elev 4124' TDZE 4123'
MISSED APCH: (Do not exceed 250 Kts until NEBSE) Climb to 13000' direct KUPLE, and 160° track to ROCOS, and 115° track to PULIE, and 051° track to WEBAT, and 341° track to TEVOC, and 322° track to NEBSE, and 265° track to BIH VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When local altimeter setting not received, procedure not authorized. 2. DME/DME-RNP 0.3 not authorized. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.0.				
				15,500' MSA HOSUM



Gnd speed-Kts	70	90	100	120	140	160					
Descent angle [3.68°]	456	586	651	782	912	1042					
MAP at HOSUM											

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
1 LNAV							
MDA(H) 4580' (457')				Max Kts	MDA(H)		
A				90	6420' (2296') - 1¼		
B	1¼			120	6420' (2296') - 1½		
C				140	6420' (2296') - 3		
D	NA			D	NA		

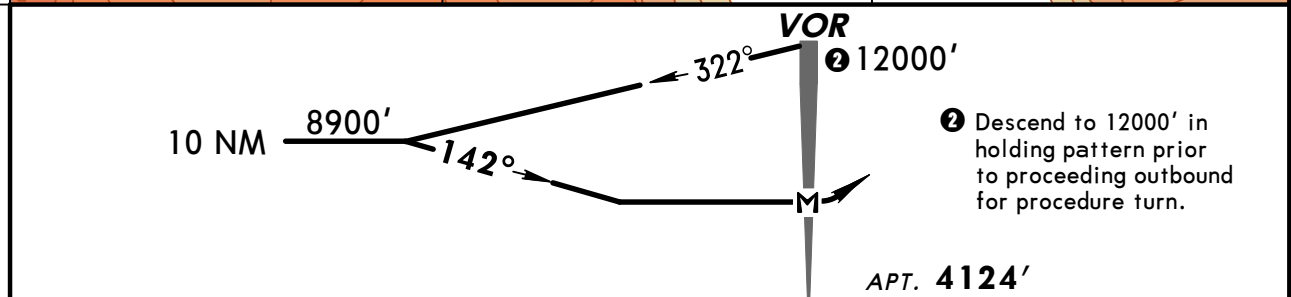
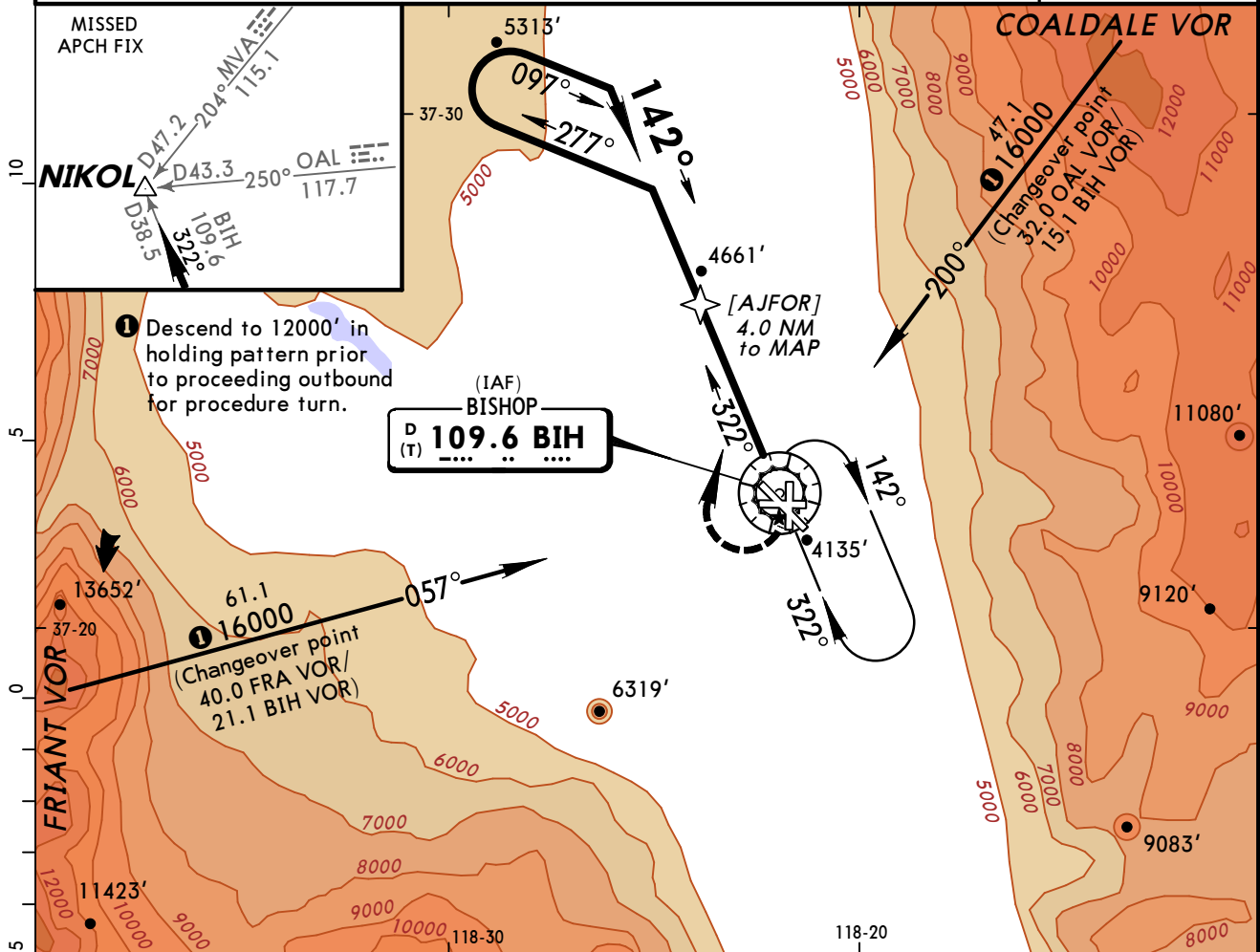
ASOS 119.02		OAKLAND Center 125.75		RIVERSIDE Radio 122.6		EASTERN SIERRA REGL UNICOM CTAF 123.0	
RNAV	Final Apch Crs 301°	Minimum Alt WALLE 7000' (2889')	RNP 0.30 DA(H) 4434' (323')	Apt Elev 4124' TDZE 4111'		15,500' MSA RW30	
MISSED APCH: Climb to 13000' via 301° track to CASPU, RIGHT turn to GULSE, 350° track to HARVU, LEFT turn to JARUT, 323° track to KIPSE, RIGHT turn to MOTSE, 345° track to NUBIC, LEFT turn to FASBI, 278° track to NIKOL and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. When local altimeter setting not received, procedure not authorized. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -12°C (11°F) or above 38°C (100°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.0.							



STRAIGHT-IN LANDING RWY 30									
RNP 0.30									
DA(H) 4434' (323')									
A									
B	1								
C									
D	NA								

BRIEFING STRIP™

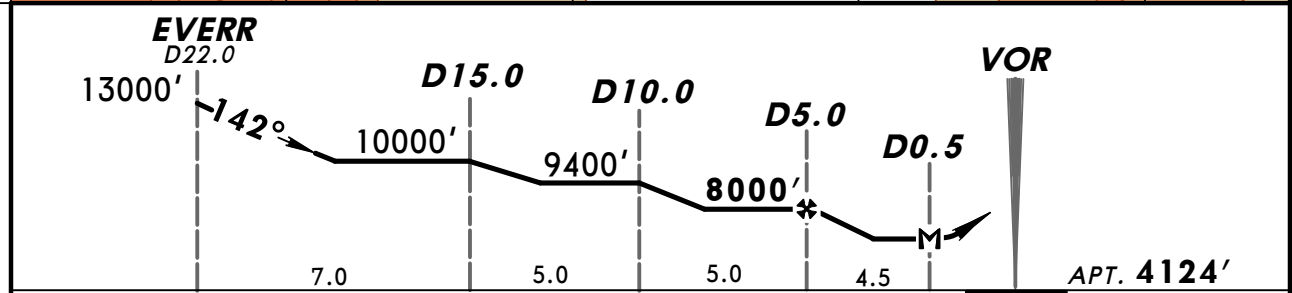
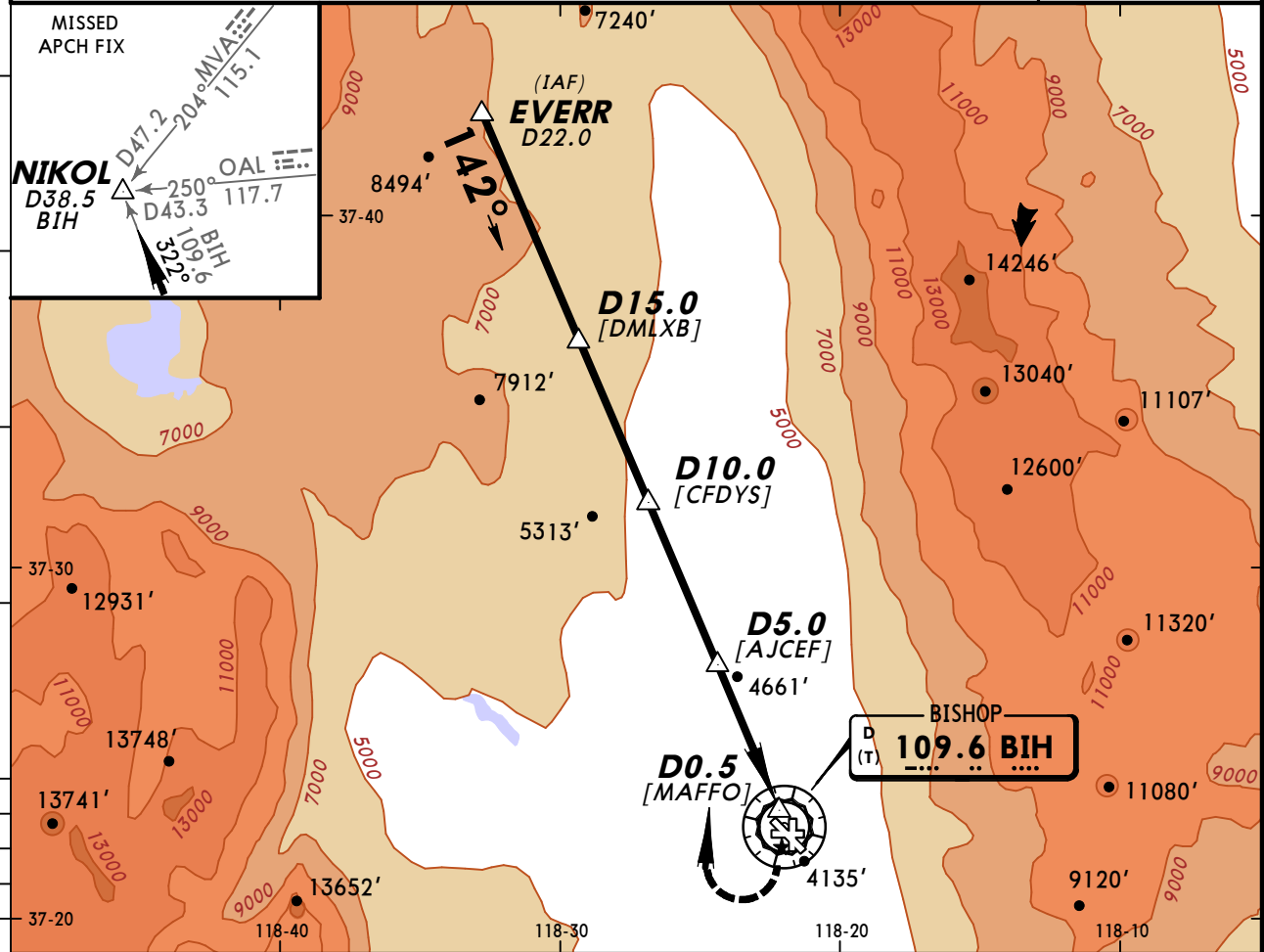
ASOS 119.02		OAKLAND Center 125.75		RIVERSIDE Radio 122.6		EASTERN SIERRA REGL UNICOM CTAF 123.0	
VOR BIH 109.6	Final Apch Crs 142°	No FAF		MDA(H) Refer to Minimums	Apt Elev 4124'		15,300' MSA BIH VOR
MISSED APCH: Climbing RIGHT turn to 13000' outbound via BIH VOR R-322 to NIKOL INT.							
Alt Set: INCHES 1. Use local altimeter setting; if not received, procedure not authorized. 2. Pilot controlled lighting 123.0.		Trans level: FL 180		Trans alt: 18000'			



						Lighting - Refer to Airport Chart	13000'	BIH	NIKOL
MAP at VOR							RT	via 109.6 R-322	

CIRCLE-TO-LAND		
Max Kts	MDA(H)	
A 90	7400' (3276') - 1 1/4	
B 120	7400' (3276') - 1 1/2	
C 140	7400' (3276') - 3	
D 165		

ASOS 119.02		OAKLAND Center 125.75		RIVERSIDE Radio 122.6		EASTERN SIERRA REGL UNICOM CTAF 123.0	
VOR BIH 109.6	Final Apch Crs 142°	Minimum Alt D5.0 8000' (3876')	MDA(H) Refer to Minimums	Apt Elev 4124'		15,300' MSA BIH VOR	
MISSED APCH: Climbing RIGHT turn to 13000' outbound via BIH VOR R-322 to NIKOL INT/D38.5 BIH.							
Alt Set: INCHES 1. Pilot controlled lighting 123.0.							



							Lighting - Refer to Airport Chart	13000' BIH RT via 109.6 R-322	NIKOL
MAP at D0.5									

	CIRCLE-TO-LAND		
		Max Kts.	MDA(H)
	A	90	7300' (3176') - 1 1/4
	B	120	7300' (3176') - 1 1/2
	C	140	7300' (3176') - 3
	D	165	

General Information

Location: Blythe CA USA
IATA Code: BLH
Lat/Long: N33° 37.1' W114° 43.0'
Elevation: 399 ft

Airport Use: Public
Magnetic Variation: 11.7°E
Sectional Chart: Phoenix

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1410 Z
Sunset: 0133 Z,

Runway Information

Runway: 08
Length x Width: 6543 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 397 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 5800 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 399 ft
Lighting: Edge, Pilot controlled

Runway: 26
Length x Width: 6543 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 396 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 5800 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 399 ft
Lighting: Edge, Pilot controlled

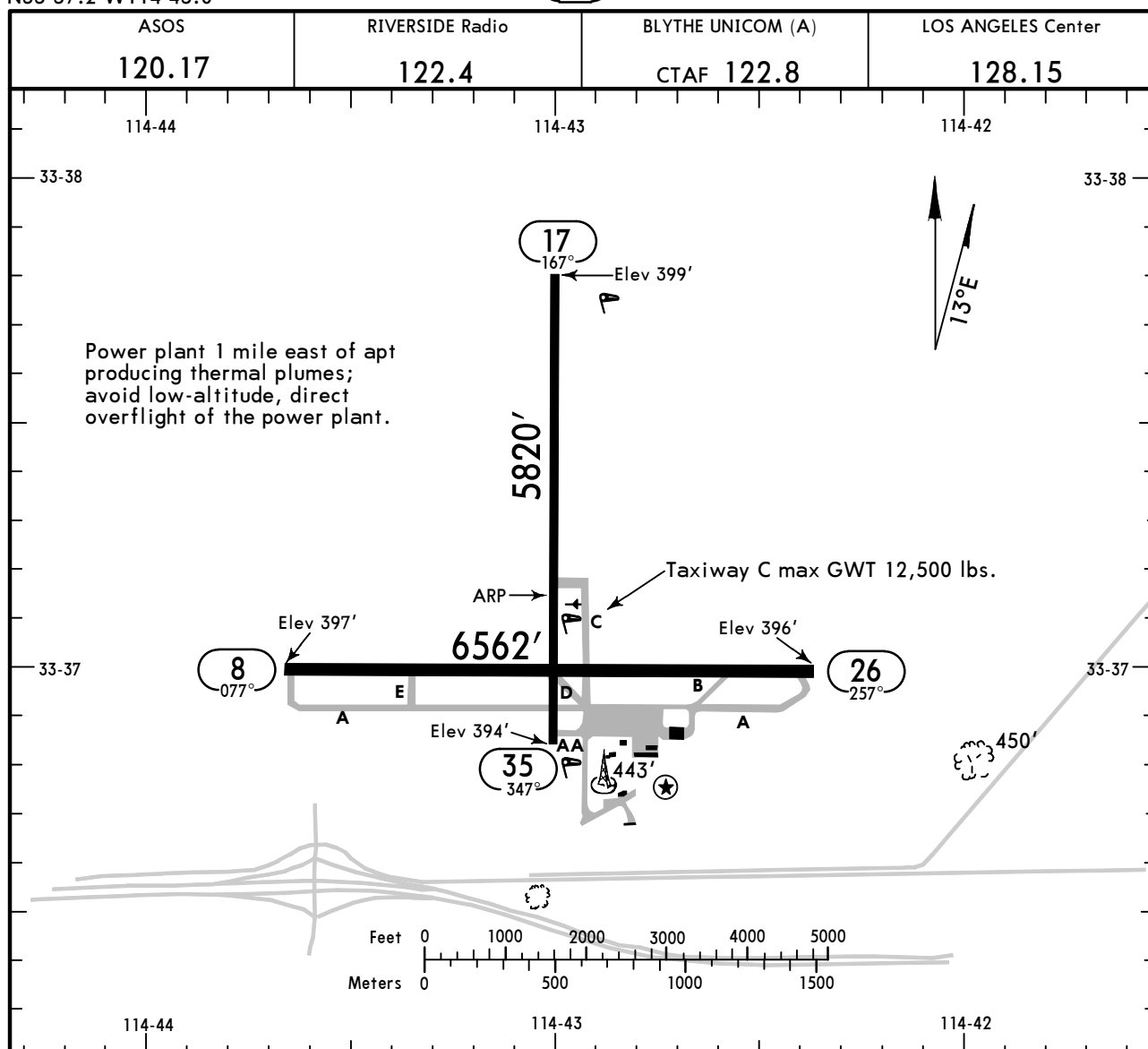
Communication Information

ASOS 120.175
Blythe Unicom 122.8 CTAF PCL
Riverside Flight Service Station 122.4 RCO
Los Angeles Center 128.15 Remote Communications Air-Ground

KBLH/BLH
Apt Elev **400'**
N33 37.2 W114 43.0

JEPPesen
9 DEC 11 **(10-9)** Eff 15 Dec

BLYTHE, CALIF
BLYTHE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond	Glide Slope	TAKE-OFF
8	1 MIRL				
26	1 MIRL 1 VASI-L				150'
17	1 MIRL 1 VASI-L				100'
35					

1 Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

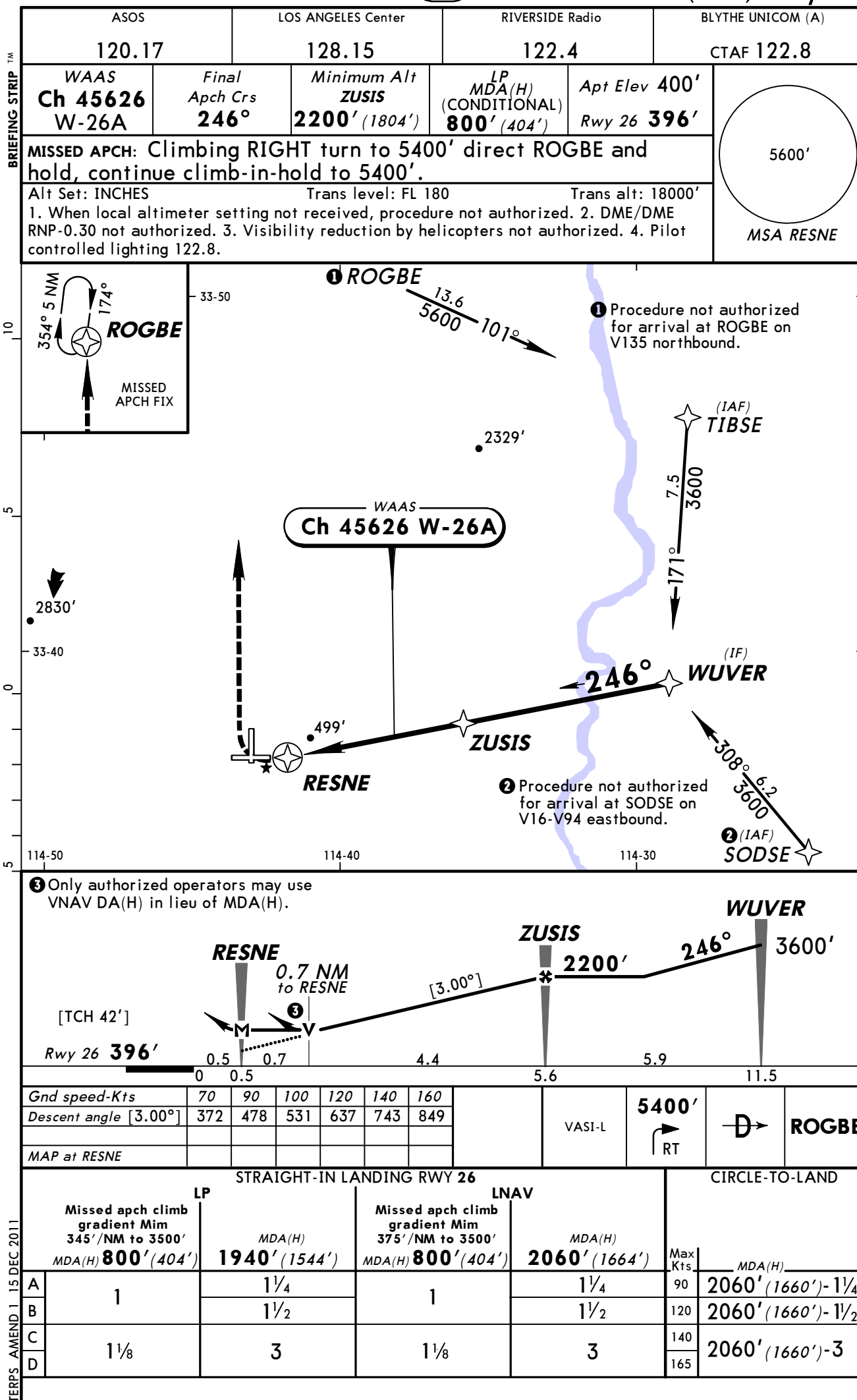
	Rwys 8, 17, 35		Rwy 26		Other	FOR FILING AS ALTERNATE	
	Adequate Vis Ref	STD	With Min climb of 330'/NM to 1100'	Adequate Vis Ref	STD	VOR DME 26 VOR-A	RNAV (GPS) 26
1 & 2 Eng	1/4	1	1/4	1	700-2	A 800-2	1700-2
3 & 4 Eng		1/2		1/2		C 900-2 3/4	1700-3

OBSTACLE DP: Rwys 8, 17 & 35 turn right; rwy 26, turn left, climb to 1500' via 180° heading and BLH VOR R-120, then climbing left turn direct BLH VOR; MCA 2000'.

KBLH/BLH
BLYTHE

JEPPESEN
9 DEC 11 **12-1**

Eff 15 Dec **RNAV (GPS) Rwy 26** **BLYTHE, CALIF**



KBLH/BLH
BLYTHE

JEPPesen
18 JUL 03 (13-1)

BLYTHE, CALIF
VOR DME Rwy 26

ASOS

120.17

LOS ANGELES Center

128.15

RIVERSIDE Radio

122.4

BLYTHE UNICOM

CTAF 122.8

VOR BLH

117.4

Final Apch Crs

232°

Minimum Alt ILREF

2200' (1806')

MDA(H)

760' (366')

Apt Elev

397'

TDZE

394'

MISSED APCH: Climb to 1200' then climbing LEFT turn to 4600' outbound via BLH VOR R-080 to JAROZ/D15.0 and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. VGSI and descent angle not coincident. 2. Pilot controlled lighting 122.8.

5600'

4600'

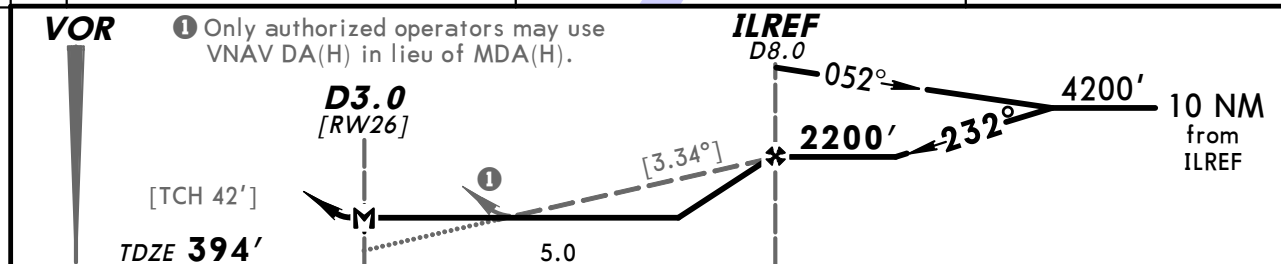
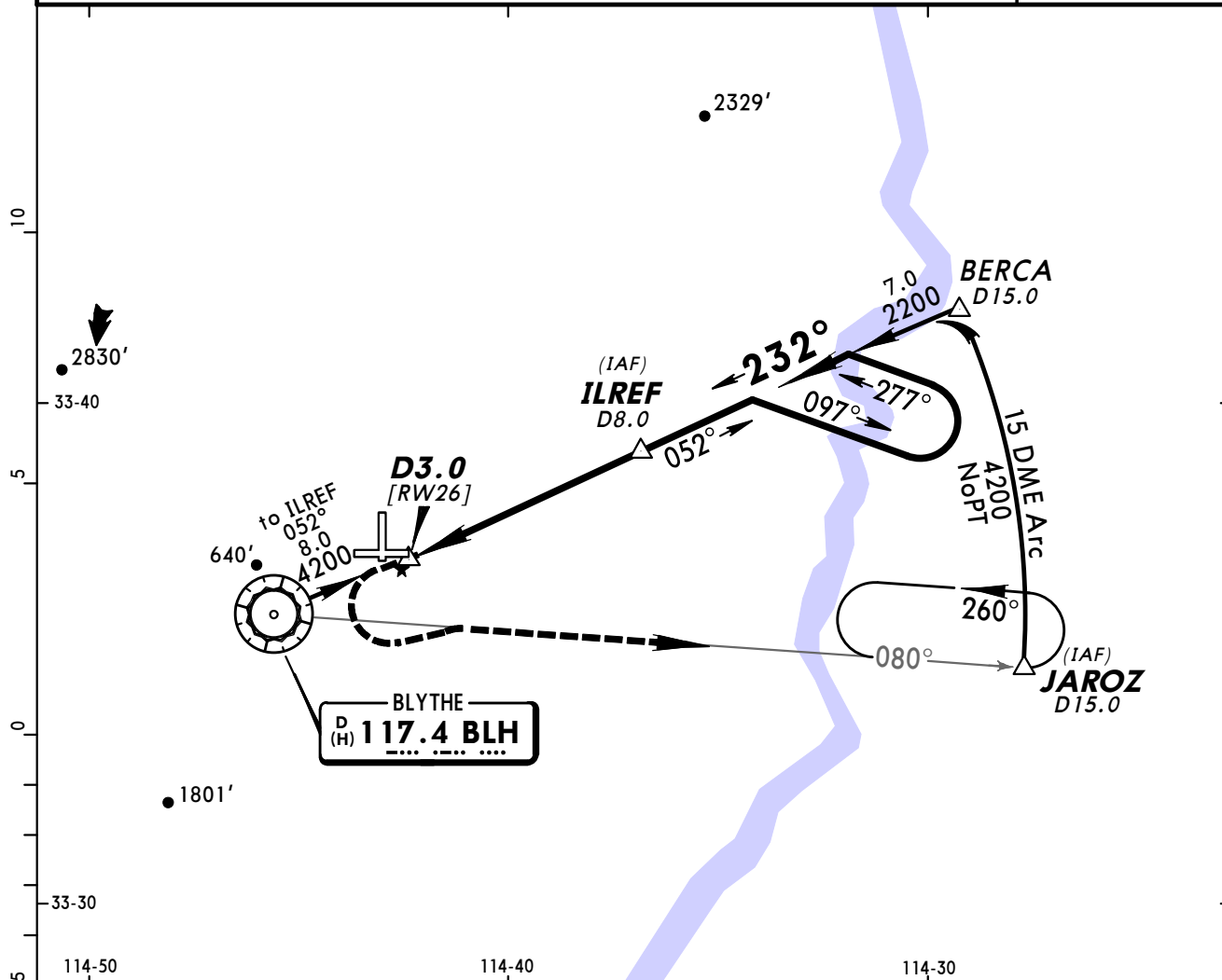
4000'

200°

290°

020°

MSA BLH VOR



Gnd speed-Kts	70	90	100	120	140	160	VASI-L	1200'	4600'	BLH	JAROZ
Descent angle [3.34°]	414	532	591	709	827	946		↑	←	via 117.4	
MAP at D3.0										R-080	

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
MDA(H) 760' (366')				Max Kts	MDA(H)		
A				90	840' (443') - 1		
B	1			120	860' (463') - 1		
C				140	960' (563') - 1½		
D	1¼			165	1260' (863') - 2¾		

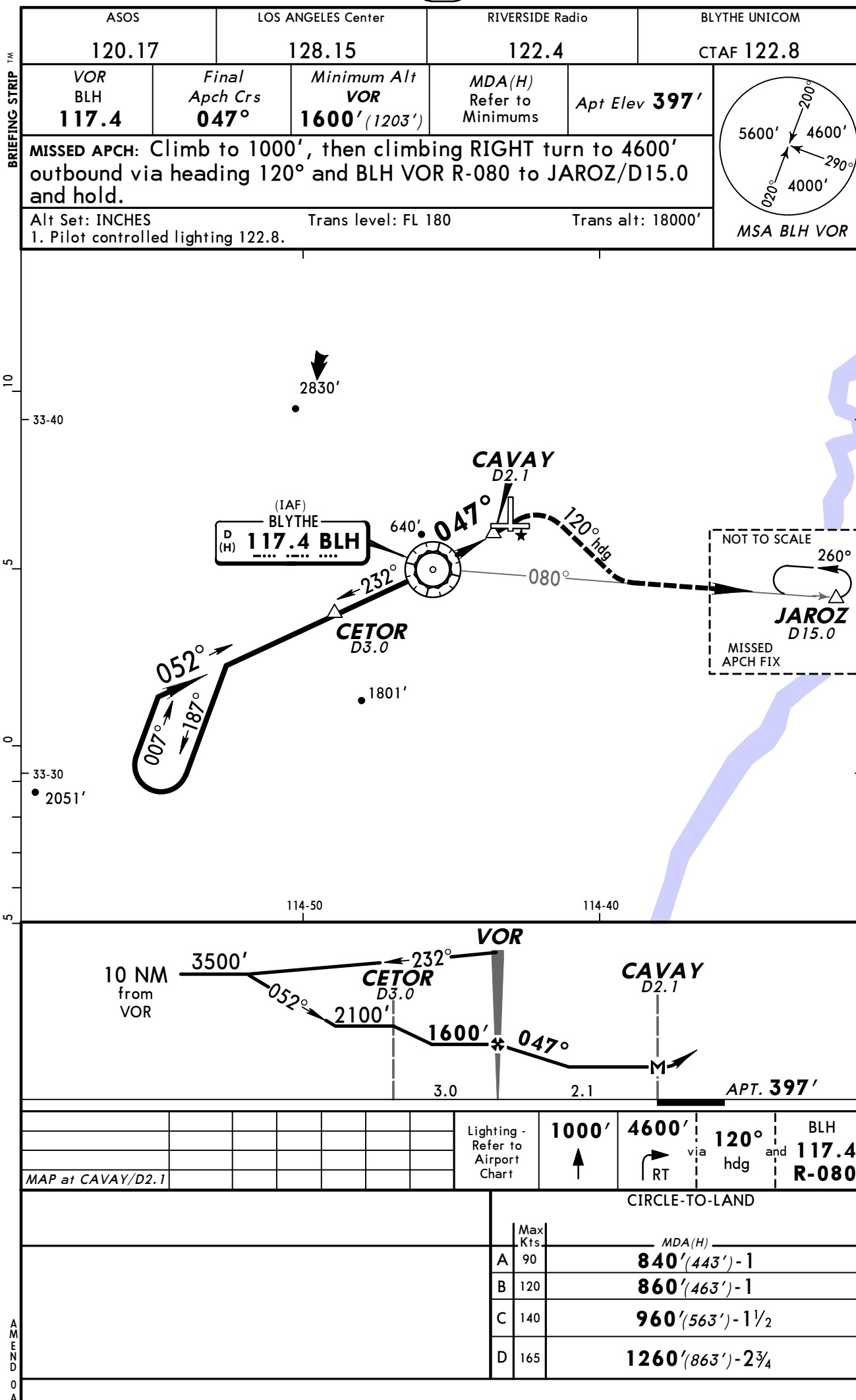
CHANGES: See other side.

© JEPPesen SANDERSON, INC., 2000, 2003. ALL RIGHTS RESERVED.

KBLH/BLH
BLYTHE

JEPPESSEN
18 JUL 03 **(13-2)**

BLYTHE, CALIF
VOR DME-A



CHANGES: Missed approach point.

© JEPPESSEN SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

General Information

Location: Burbank CA USA
IATA Code: BUR
Lat/Long: N34° 12.0' W118° 21.5'
Elevation: 778 ft

Airport Use: Public
Magnetic Variation: 12.6°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Mogas, Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1425 Z
Sunset: 0148 Z,

Runway Information

Runway: 08
Length x Width: 5802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 727 ft
Lighting: Edge, ALS

Runway: 15
Length x Width: 6885 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 768 ft
Lighting: Edge, REIL
Displaced Threshold: 909 ft

Runway: 26
Length x Width: 5802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 716 ft
Lighting: Edge, REIL

Runway: 33
Length x Width: 6885 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 736 ft
Lighting: Edge, REIL
Displaced Threshold: 350 ft

Communication Information

ATIS 135.125 Arrival Service

ATIS 134.5

Burbank Tower 118.7

Burbank Ground Control 123.9

Burbank Clearance Delivery 118.0

Burbank Pre-Taxi Clearance 118.0

Socal Approach Control 120.4

Socal Approach Control 135.05 (50°-150°)

Socal Approach Control 134.2 Initial Contact

Socal Approach Control 124.6

Socal App ARSA 134.2 (160°-280°)

Socal App ARSA 120.4

Socal App ARSA 124.6

Socal App ARSA 135.05 (50°-150°)

Socal Departure Control 120.4

Socal Departure Control 124.6

Socal Departure Control 135.05 (50°-150°)

Socal Departure Control 134.2

Bob Hope Unicom 122.95

Burbank Helicopter frequency 132.325

Hawthorne Flight Service Station 122.35 RCO

D-ATIS

Arrival via FIM/PMD only

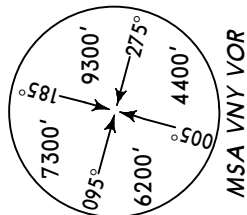
134.5

135.12

Apt
Elev
778'

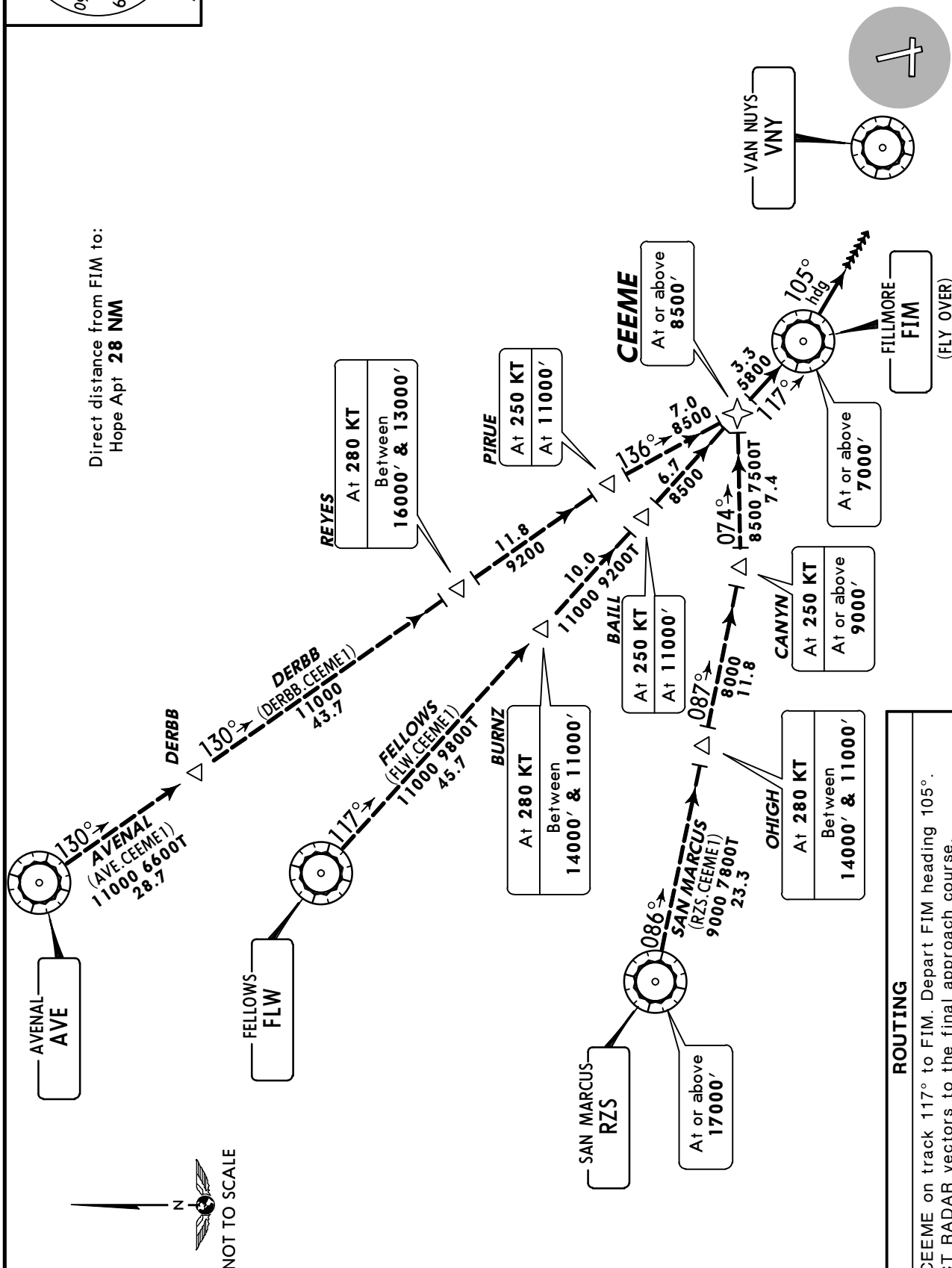
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.



CEEME ONE RNAV ARRIVAL (CEEME.CEEME1)

Direct distance from FIM to:
Hope Apt 28 NM



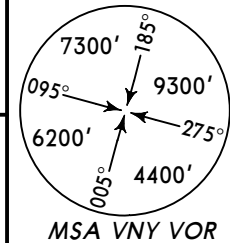
ROUTING

From CEEME on track 117° to FIM. Depart FIM heading 105°. EXPECT RADAR vectors to the final approach course.

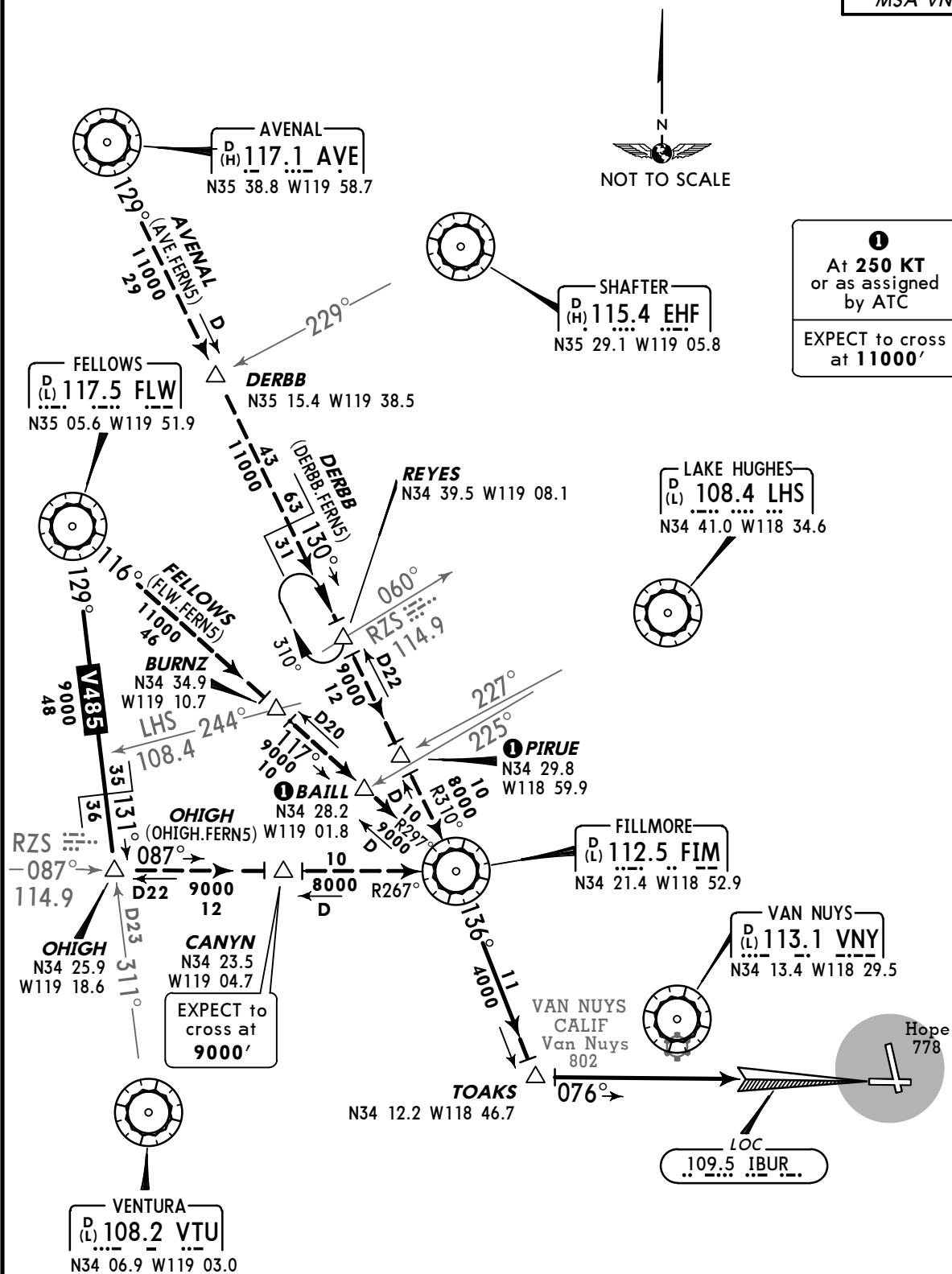
D-ATIS
Arrival via FIM/PMD only
134.5 135.12

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL180
Trans alt: 18000'
DME required.



FERNANDO FIVE ARRIVAL (FIM.FERN5)



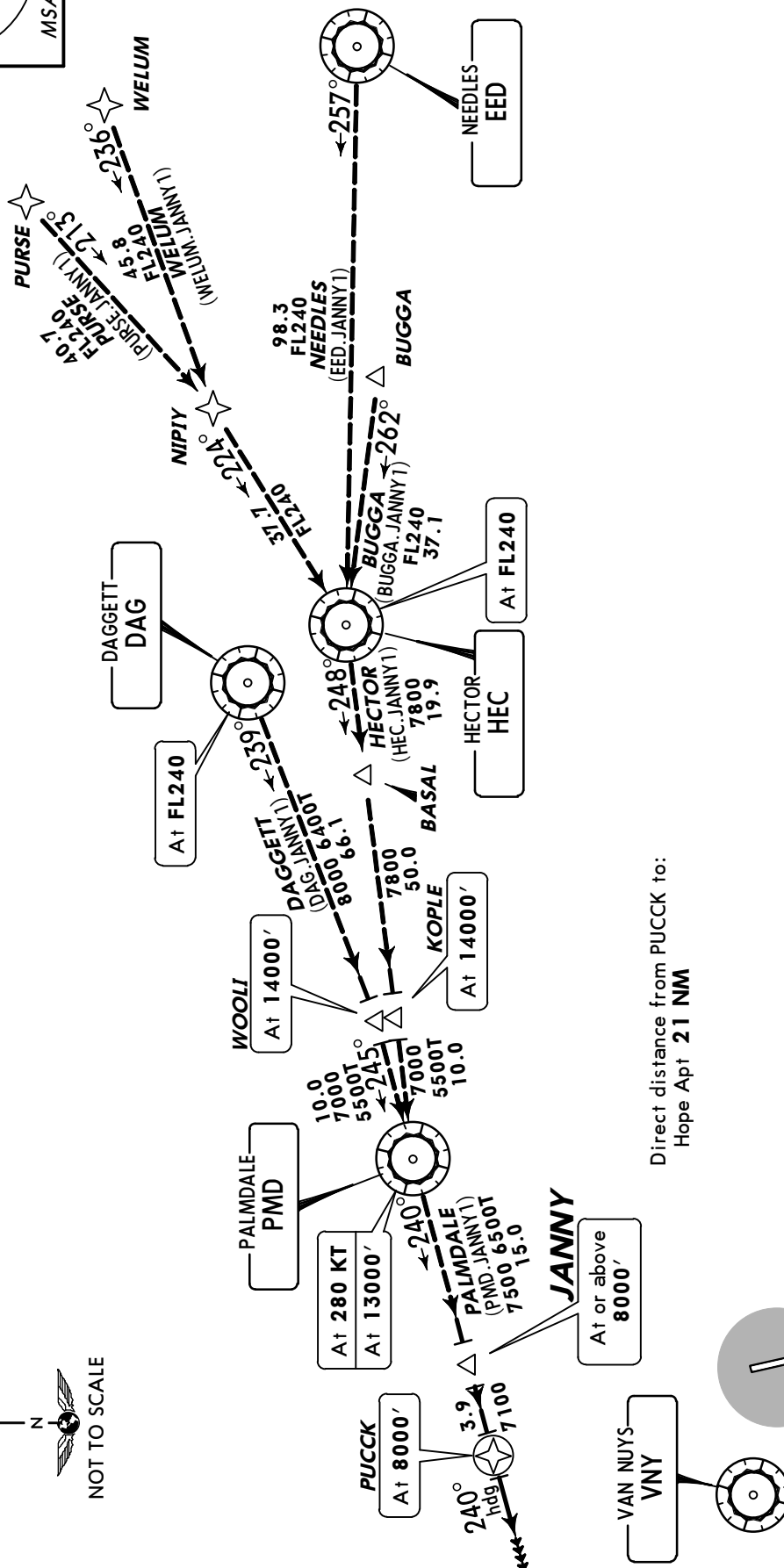
Direct distance from TOAKS to:
Hope Apt 21 NM

ROUTING

From over FIM via FIM R-136 to TOAKS, then via IBUR localizer. EXPECT ILS Rwy 8.

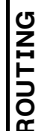
135.12

4. PURSE Transition: For non-GPS equipped aircraft, PMD and VCV DMEs must be operational.



From JANNY on track 240° to PUCCK. Depart PUCCK heading 240°. EXPECT RADAR vectors to the final approach course.

135.12

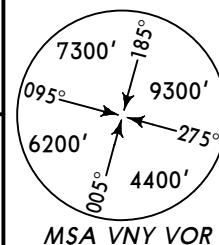


Direct distance from VNY to:
Hope Apt **7 NM**

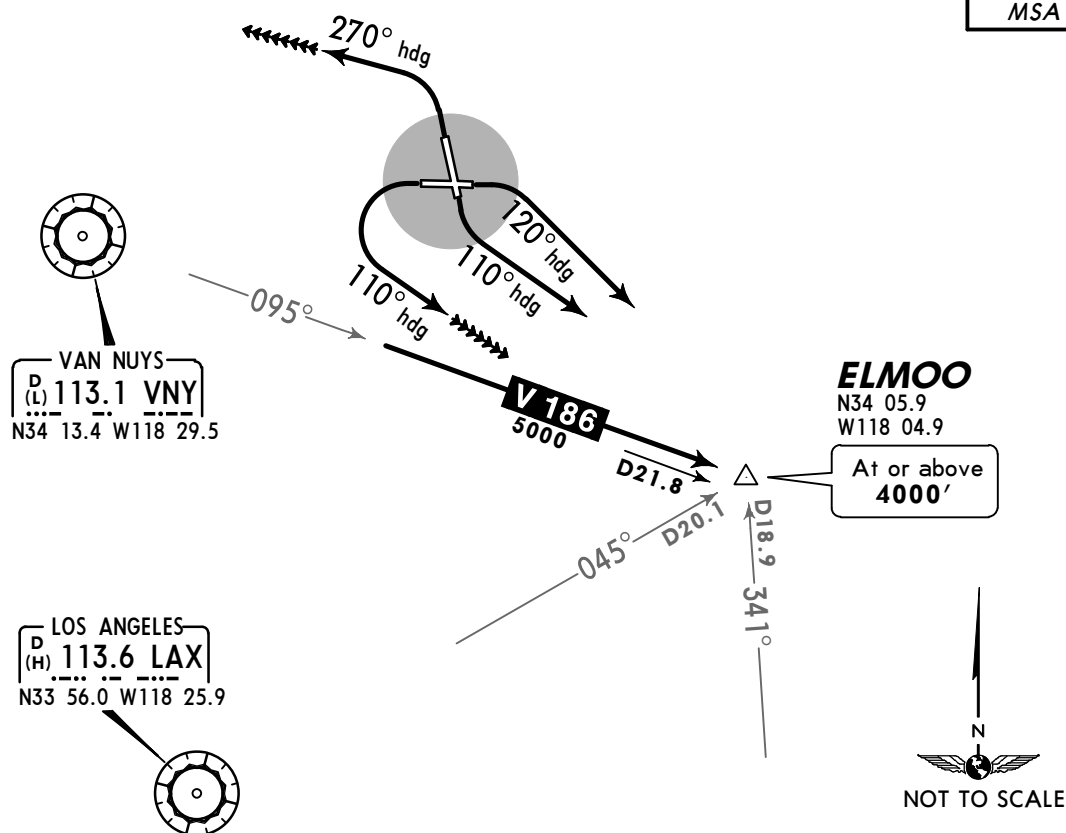
From over LYNXX via VNY R-329 to VNY. EXPECT RADAR vectors to final approach course after VNY.

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

SOCAL Departure (R)				Apt Elev 778'	Trans level: FL180 Trans alt: 18000'
VNY R-280 - Apt 050°	Apt 050° - Apt 150°	Apt 150° - VNY R-160	VNY R-160 - VNY R-280		
120.4	135.05	124.6	134.2		



ELMOO FIVE DEPARTURE (ELMOO5.ELMOO)



This SID requires the following minimum climb gradients of:

Rwy 8: Cats A, B: 480' per NM to MEA,
Cats C, D: 650' per NM to MEA.

Rwy 15: 340' per NM to MEA.

Rwy 26: 250' per NM to MEA.

Rwy 33: 390' per NM to MEA.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
340' per NM	425	567	850	1133	1417	1700
390' per NM	488	650	975	1300	1625	1950
480' per NM	600	800	1200	1600	2000	2400
650' per NM	813	1083	1625	2167	2708	3250

This SID requires the following take-off minimums:

Rwy 8: 2100' ceiling and 2 miles visibility.

Direct distance from Hope Apt to:
ELMOO 15 NM

RWY	INITIAL CLIMB
8	Turn RIGHT to a 120° heading as soon as practicable after take-off, intercept and proceed via VNY R-095 to ELMOO.
15	Turn LEFT to a 110° heading as soon as practicable after take-off, intercept and proceed via VNY R-095 to ELMOO.
26	Turn LEFT to a 110° heading as soon as practicable after take-off for vector to VNY R-095 to ELMOO.
33	Turn LEFT to a 270° heading as soon as practicable after take-off for vector to VNY R-095 to ELMOO.
ROUTING	
From ELMOO via assigned route.	

Trans level: FL180 Trans alt: 18000'

TAKEOFF OBSTACLE NOTES**VAN NUYS NINE DEPARTURE**

◦ RWY 8:

MULTIPLE TREES, POLES, BUILDINGS BEGINNING 124' FROM DER, 42' RIGHT OF CENTERLINE, UP TO 65' AGL/745' MSL. MULTIPLE TREES, BUILDINGS AND POLES BEGINNING 278' FROM DER, 73' LEFT OF CENTERLINE, UP TO 56' AGL/746' MSL.

◦ RWY 15:

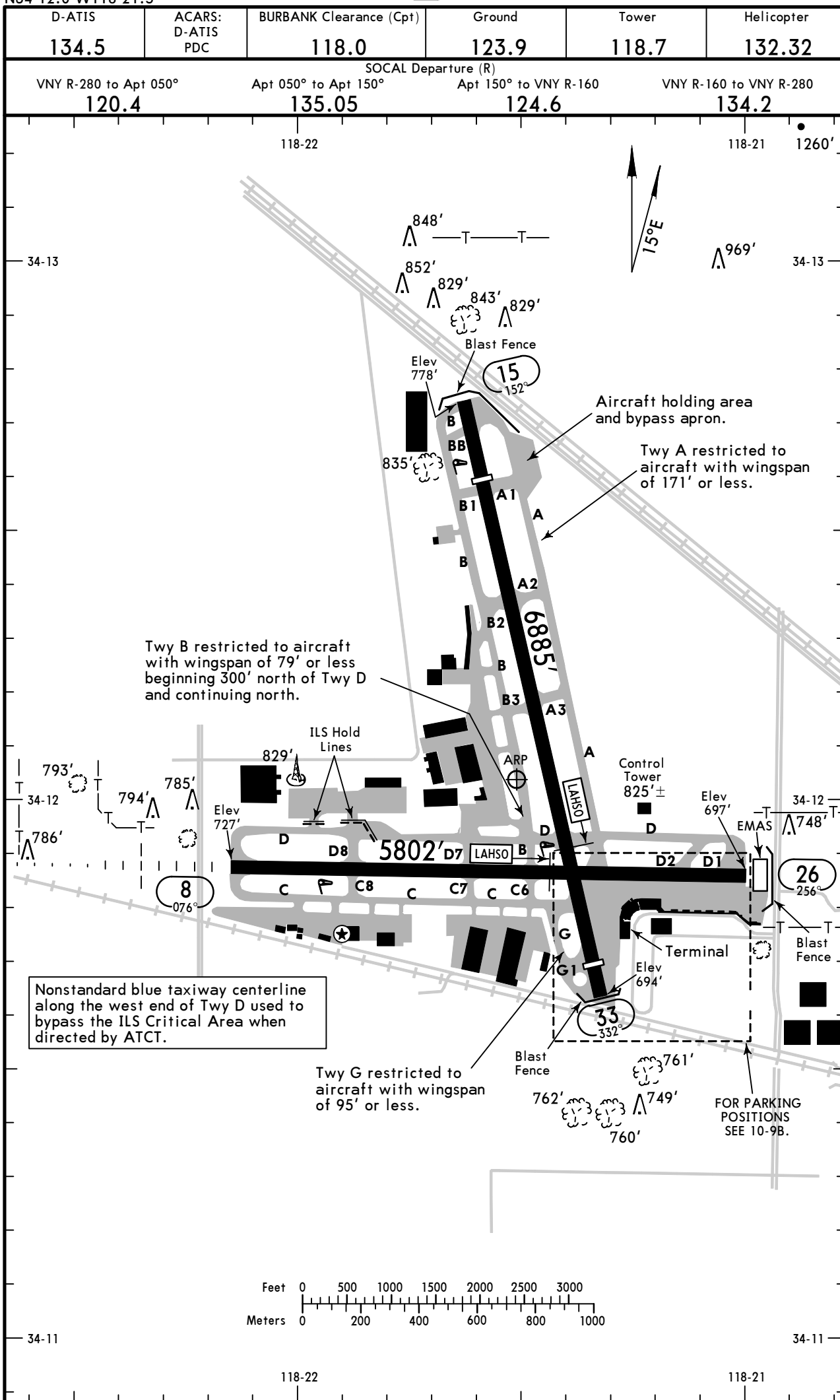
MULTIPLE TREES, BUILDINGS, POLES AND BLAST FENCE BEGINNING 50' FROM DER, 2' RIGHT OF CENTERLINE, UP TO 82' AGL/762' MSL. MULTIPLE TREES, BUILDINGS, POLES, BLAST FENCE BEGINNING 185' FROM DER, 53' LEFT OF CENTERLINE, UP TO 108' AGL/777' MSL.

◦ RWY 26:

MULTIPLE TREES, POLES, TRANSMISSION TOWERS, BUILDINGS, ROADS AND TERRAIN BEGINNING 26' FROM DER, 4' RIGHT OF CENTERLINE, UP TO 145' AGL/731' MSL. MULTIPLE TREES, POLES, TRANSMISSION TOWERS, RAILROAD AND BUILDINGS BEGINNING 302' FROM DER, 437' LEFT OF CENTERLINE, UP TO 117' AGL/846' MSL.

◦ RWY 33:

MULTIPLE TREES, POLES, TERRAIN, BUILDINGS, ROAD BEGINNING 33' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 100' AGL/1333' MSL. MULTIPLE TREES, POLES, BUILDINGS, ANTENNA, RAILROAD AND BLAST FENCE BEGINNING 97' FROM DER, 11' LEFT OF CENTERLINE, UP TO 50' AGL/878' MSL.



GENERAL

Restrictions and fines effective 0600-1500Z for Stage 2 jets, certain props, run-ups and flight training activities. Pilots should call ahead for airport noise rules.

Hang glider activity between 5 and 10 NM north of airport, 6000' AGL, SR-SS.

Helicopter arrivals restricted to Rwy 8/26 and Rwy 15/33.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS BEYOND Glide Slope	LAHSO Distance	TAKE- OFF	WIDTH
8 ① 26	HIRL MALSR PAPI-L (angle 3.0°) grooved RVR		4569'	15/33 3589'		150'
	HIRL REIL grooved					

① Closed for take-off to multi-engine aircraft 12,500 lbs and greater.

15 33	MIRL REIL ② VASI-L (angle 3.25°) grooved	5976'		8/26 4250'		150'
	MIRL REIL PAPI-L (angle 3.2°) grooved	6535'				

② Unusable beyond 5° of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 26		Rwy 15		Rwy 8	
	With Mim climb of 325'/NM to 5000'		With Mim climb of 335'/NM to 5000'		With Mim climb of 410'/NM to 5000'	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		1/2		1/2		RVR 24 or 1/2

	Rwy 33		
	With Mim climb of 550'/NM to 5000'		With Mim climb of 300'/NM to 5000'
	Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	600-2 1/4
3 & 4 Eng		1/2	

OBSTACLE DP

Rwys 8, 15; climbing right turn direct VNY VOR.

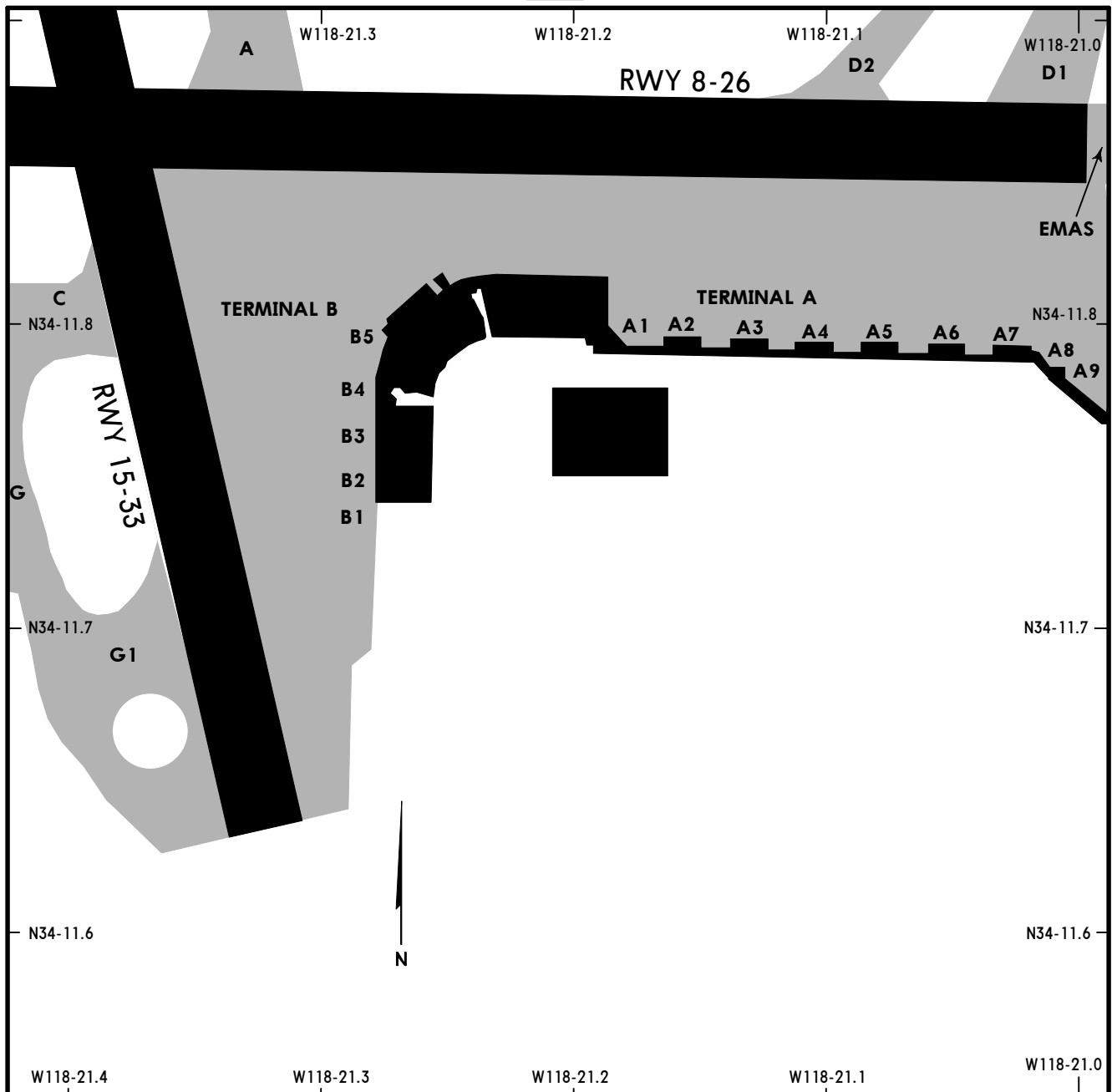
Rwy 26; Climb direct VNY VOR.

Rwy 33; climbing left turn direct VNY VOR.

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

FOR FILING AS ALTERNATE

	ILS Z Rwy 8	LOC Z Rwy 8 RNAV (RNP) Z Rwy 8	VOR Rwy 8	LOC Y Rwy 8 RNAV (GPS) Y Rwy 8	GPS-A
A	600-2	800-2	800-2	900-2	NA
B				900-2 1/2	
C			900-3	900-2 3/4	
D	700-2				

**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal A		Terminal B	
A1, A2	N34 11.8 W118 21.2	B1, B2	N34 11.7 W118 21.3
A3 thru A6	N34 11.8 W118 21.1	B3 thru B5	N34 11.8 W118 21.3
A7 thru A9	N34 11.8 W118 21.0		

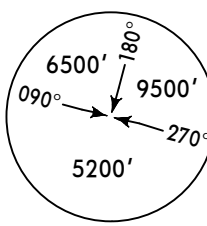
KBUR/BUR

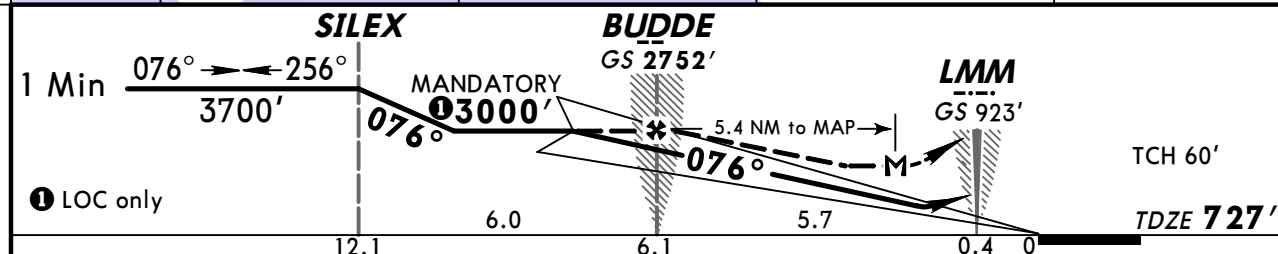
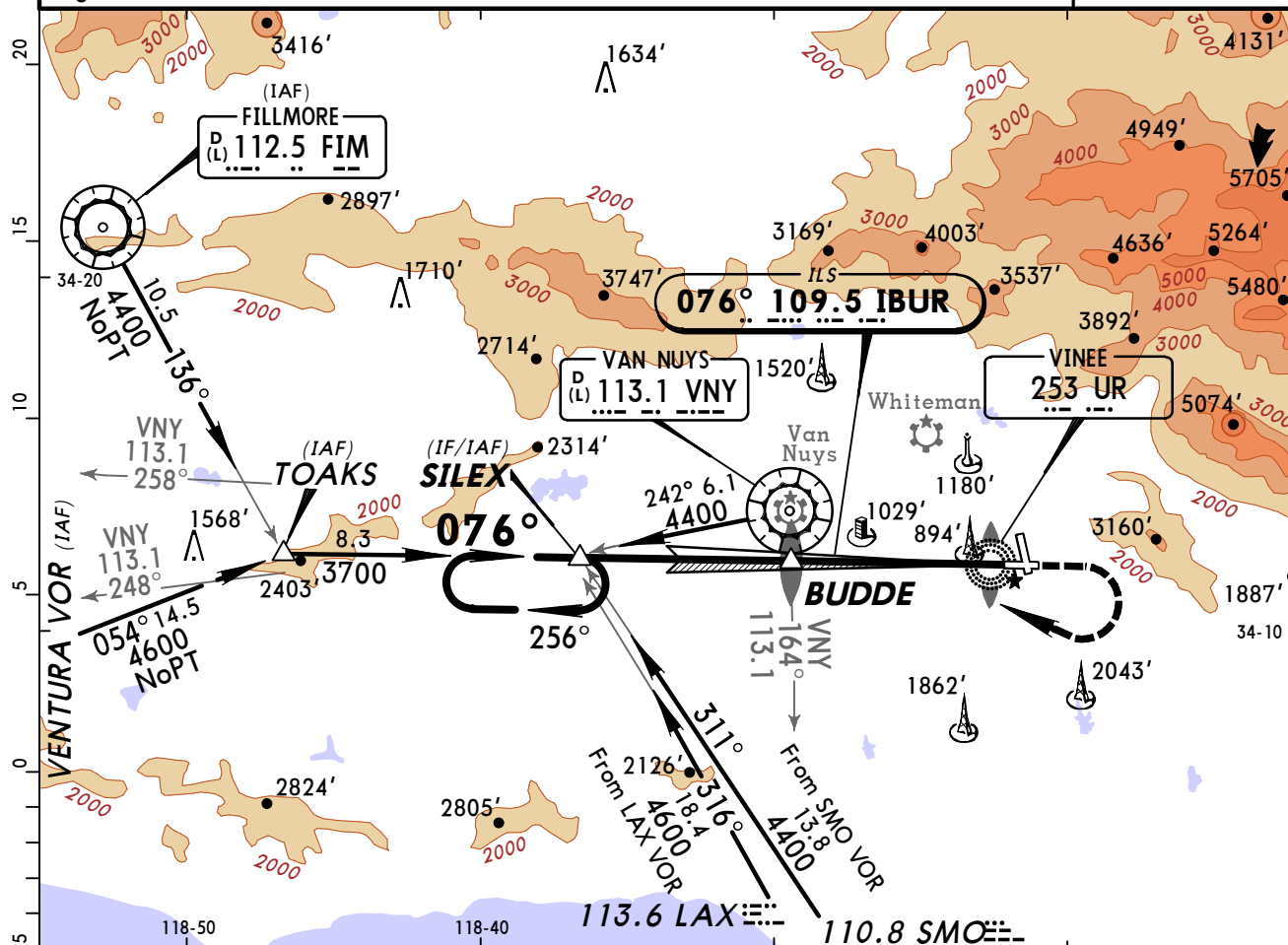
HOPE

14 MAY 10 (11-1)

JEPPesen

BURBANK, CALIF
ILS or LOC Z Rwy 8

D-ATIS Arrival via FIM/PMD VOR only		SOCAL Approach (R)	BURBANK Tower	Ground	Helicopter
134.5		135.12	134.2	118.7	123.9
LOC IBUR 109.5	Final Apch Crs 076°	GS BUDE 2752' (2025')	ILS DA(H) 977' (250')	Apt Elev 778' TDZE 727'	
MISSED APCH: Climb to 1300' then climbing RIGHT turn to 4000' direct VNY VOR then outbound via VNY VOR R-242 to SILEX INT and hold. Missed approach obstructions require a minimum climb gradient of 334'/NM; if unable to meet climb gradient, see LOC Y Rwy 8 (11-2). Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ILS unusable from VINEE LMM inbound. 2. Autopilot coupled approach not authorized below 977'. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident.					
					MSA UR LMM



Gnd speed-Kts	70	90	100	120	140	160					
GS	3.00°	377	484	538	646	753	861				
BUDE to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				

STRAIGHT-IN LANDING RWY 8					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized Northeast of Rwys 15 and 26.	
DA(H) 977' (250')			MDA(H) 1140' (413')		MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out	
A	RVR 50 or 1		RVR 50 or 1		Max Kts	
90					1240' (462') - 1	
B				120		
C			RVR 50 or 1	RVR 60 or 1 1/4	140	1280' (502') - 1 1/2
D				165	1440' (662') - 2	

KBUR/BUR

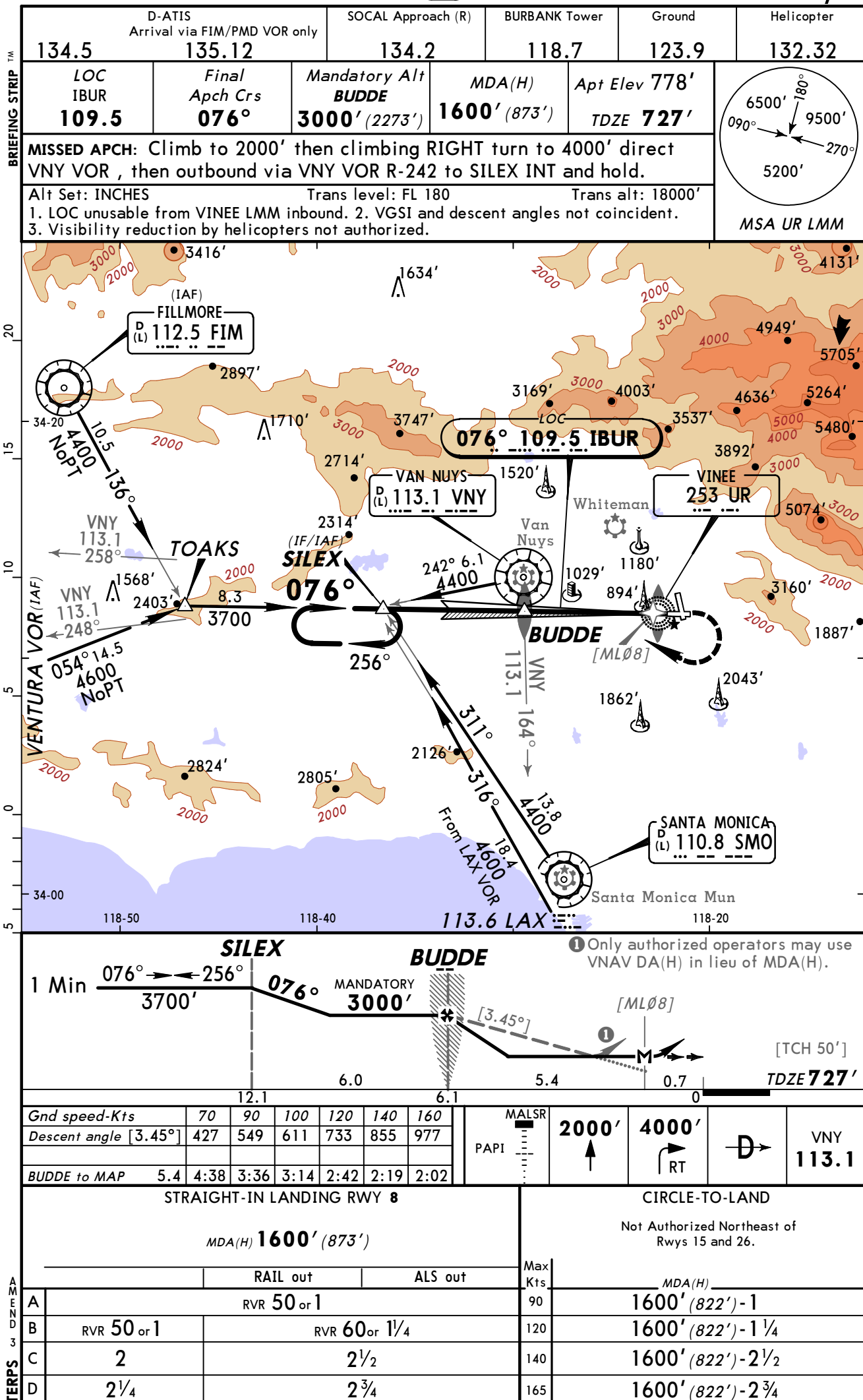
HOPE

JEPPesen

14 MAY 10 (11-2)

BURBANK, CALIF

LOC Y Rwy 8



KBUR/BUR

HOPE

19 AUG 11

Eff 25 Aug

(12-1)

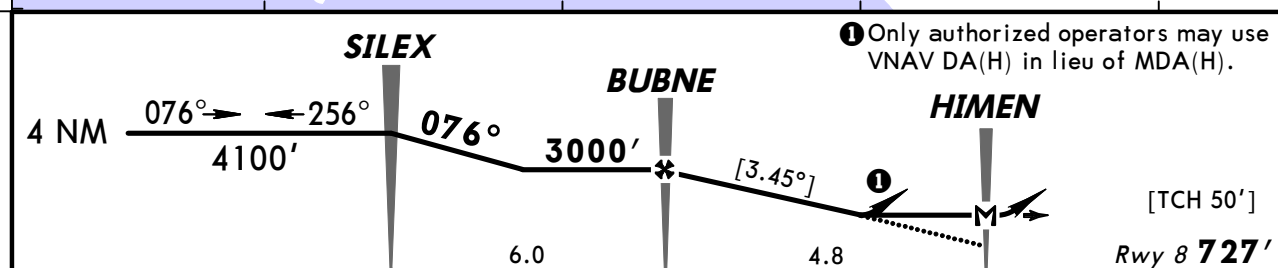
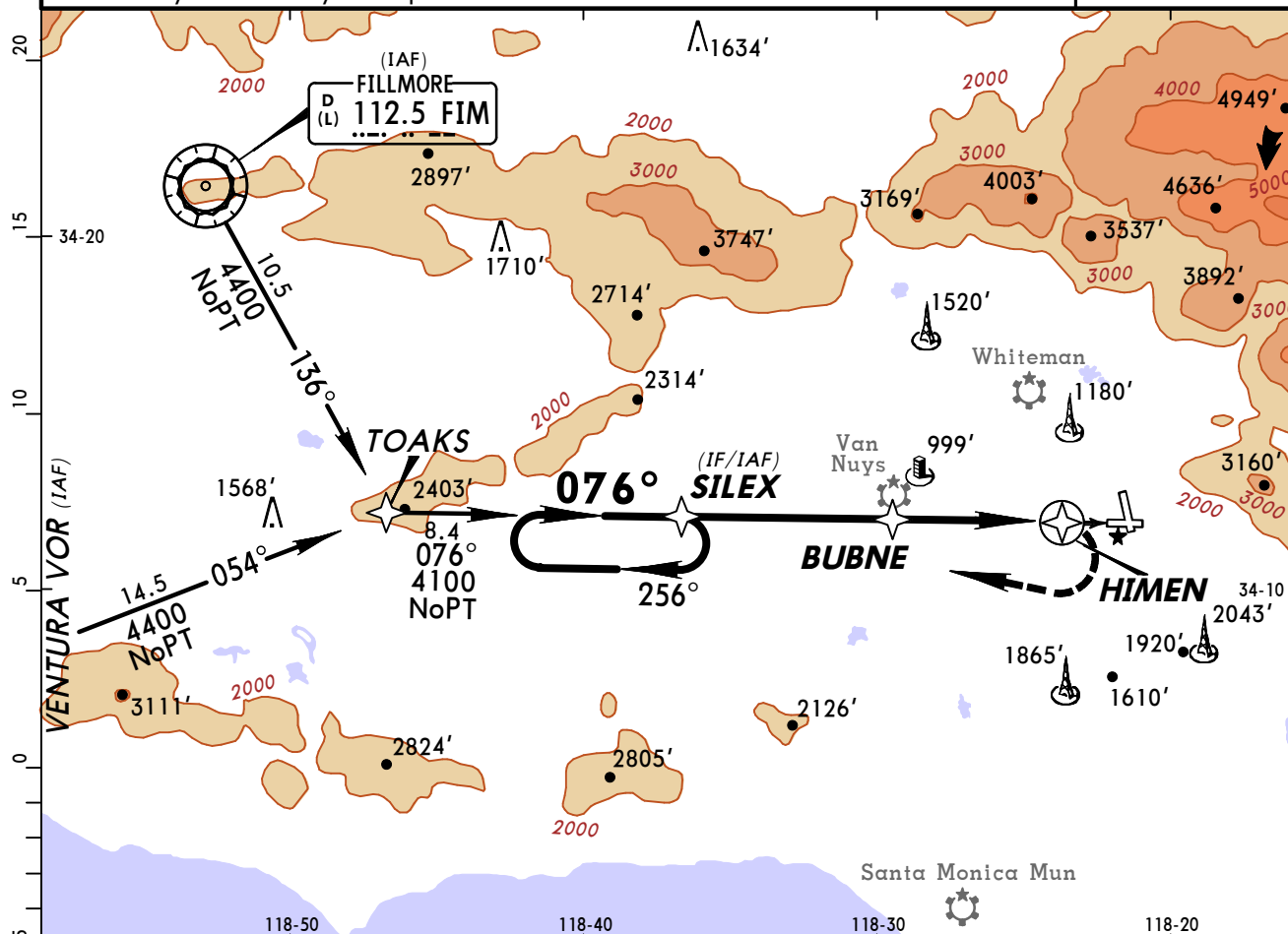
JEPPESEN

BURBANK, CALIF

RNAV (GPS) X Rwy 8

BRIEFING STRIP™

D-ATIS Arrival via FIM/PMD VOR only		SOCAL Approach (R)		BURBANK Tower		Ground		Helicopter			
134.5		135.12		134.2		118.7		123.9		132.32	
RNAV		Final Apch Crs 076°		Minimum Alt BUBNE 3000' (2273')		LNAV MDA(H) 1600' (873')		Apt Elev 778' Rwy 8 727'		9500' MSA HIMEN	
MISSED APCH: Climbing RIGHT turn to 4100' direct SILEX and hold.											
Alt Set: INCHES											



12.1							6.1		1.3		0	
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4100' RT	→	SILEX		
Descent angle [3.45°]	427	549	611	733	855	977						
MAP at HIMEN												

STRAIGHT-IN LANDING RWY 8						CIRCLE-TO-LAND					
RNAV						Not Authorized Northeast of Runways 15 & 26					
MDA(H) 1600' (873')						MDA(H)					
RAIL out			ALS out			Max Kts					
A	RVR 50 or 1		RVR 55 or 1			90	1600'(822') - 1½				
B	RVR 50 or 1		RVR 55 or 1			120	1600'(822') - 1½				
C	2					140	1600'(822') - 2½				
D	2¼		2½			165	1600'(822') - 2¾				

CHANGES: BUBNE waypoint, minimums.

© JEPPESEN, 2001, 2011. ALL RIGHTS RESERVED.

TERPS AMEND OD 25 AUG 2011

KBUR/BUR

HOPE

2 SEP 11

12-20

JEPPSEN

BURBANK, CALIF

RNAV (RNP) Z Rwy 8

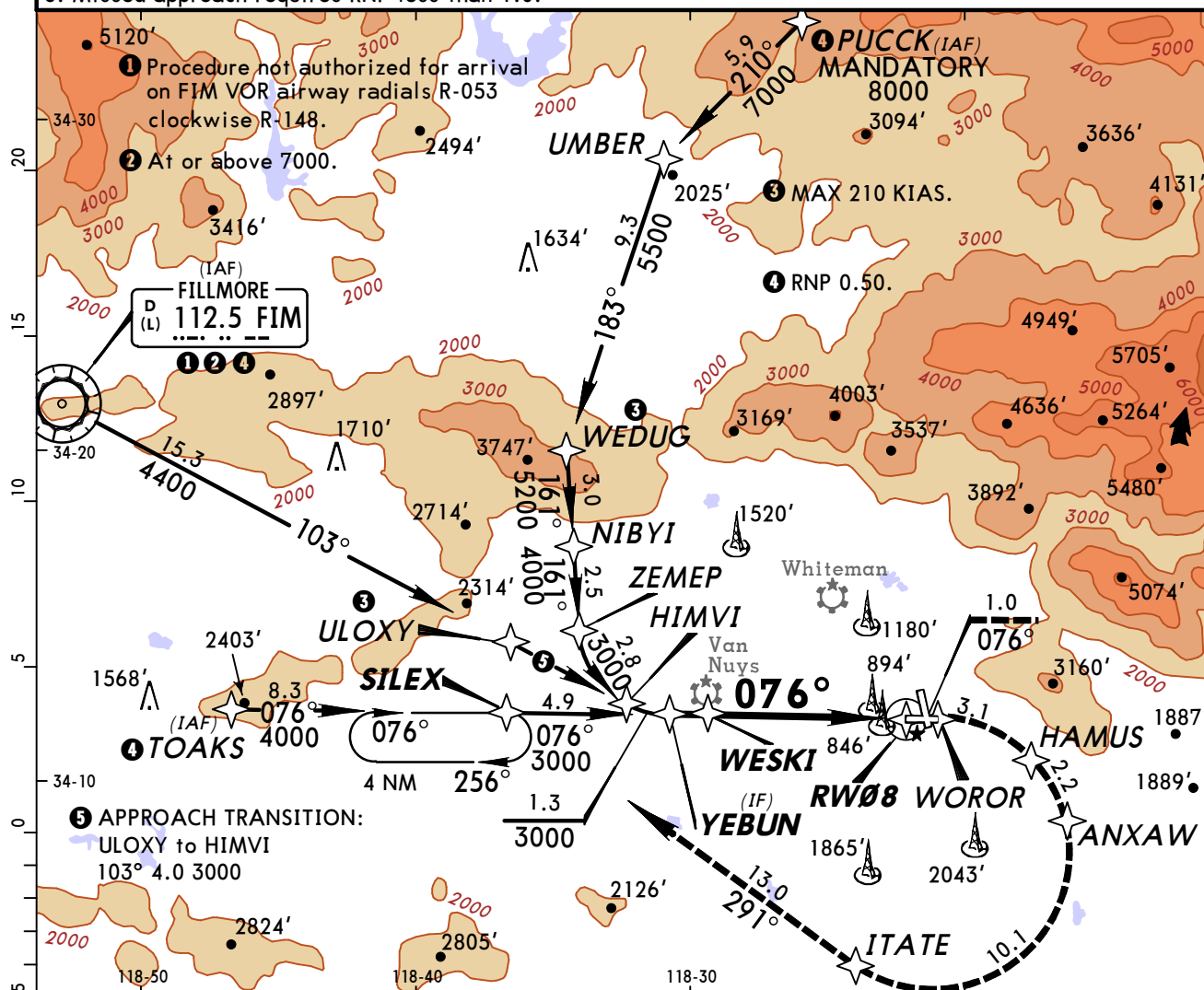
D-ATIS Arrival via FIM/PMD VOR only		SOCAL Approach (R)		BURBANK Tower	Ground	Helicopter
134.5	135.12	134.2	118.7	123.9	132.32	
RNAV	Final Apch Crs	Minimum Alt WESKI	RNP 0.20 DA(H)	Apt Elev 778' Rwy 8 727'	9900'	
	076°	2700' (1973')	1104' (377')			
MISSED APCH: Climb to 4000' on track 076° to WOROR, RIGHT turn to HAMUS, RIGHT turn to ANXAW, RIGHT turn to ITATE, and on track 291° to SILEX and hold.						MSA RW08

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. When VGSI inop, procedure not authorized at night. 6. Missed approach requires RNP less than 1.0.



YEBUN		WESKI (GP Intcpt)		RW08	
3000'	076°	2700'	[3.00°]		
7.2	1.2	6.0	5.0	1.0	
Gnd speed-Kts	70	90	100	120	140
Descent Angle [3.00°]	372	478	531	637	743
MAP at DA					

STRAIGHT-IN LANDING RWY 8

RNP 0.20 DA(H) 1104' (377')			RNP 0.30 DA(H) 1188' (461')		
RAIL out		ALS out	RAIL out		ALS out
A					
B	RVR 50 or 1	1 1/8	RVR 50 or 1	RVR 60 or 1 1/8	1 1/2
C					
D					

CHANGES: None.

© JEPPSEN, 2008, 2011. ALL RIGHTS RESERVED.

KBUR/BUR

HOPE

2 SEP 11

(12-21)

JEPPESEN

BURBANK, CALIF
RNAV (RNP) Y Rwy 8

BRIEFING STRIP™

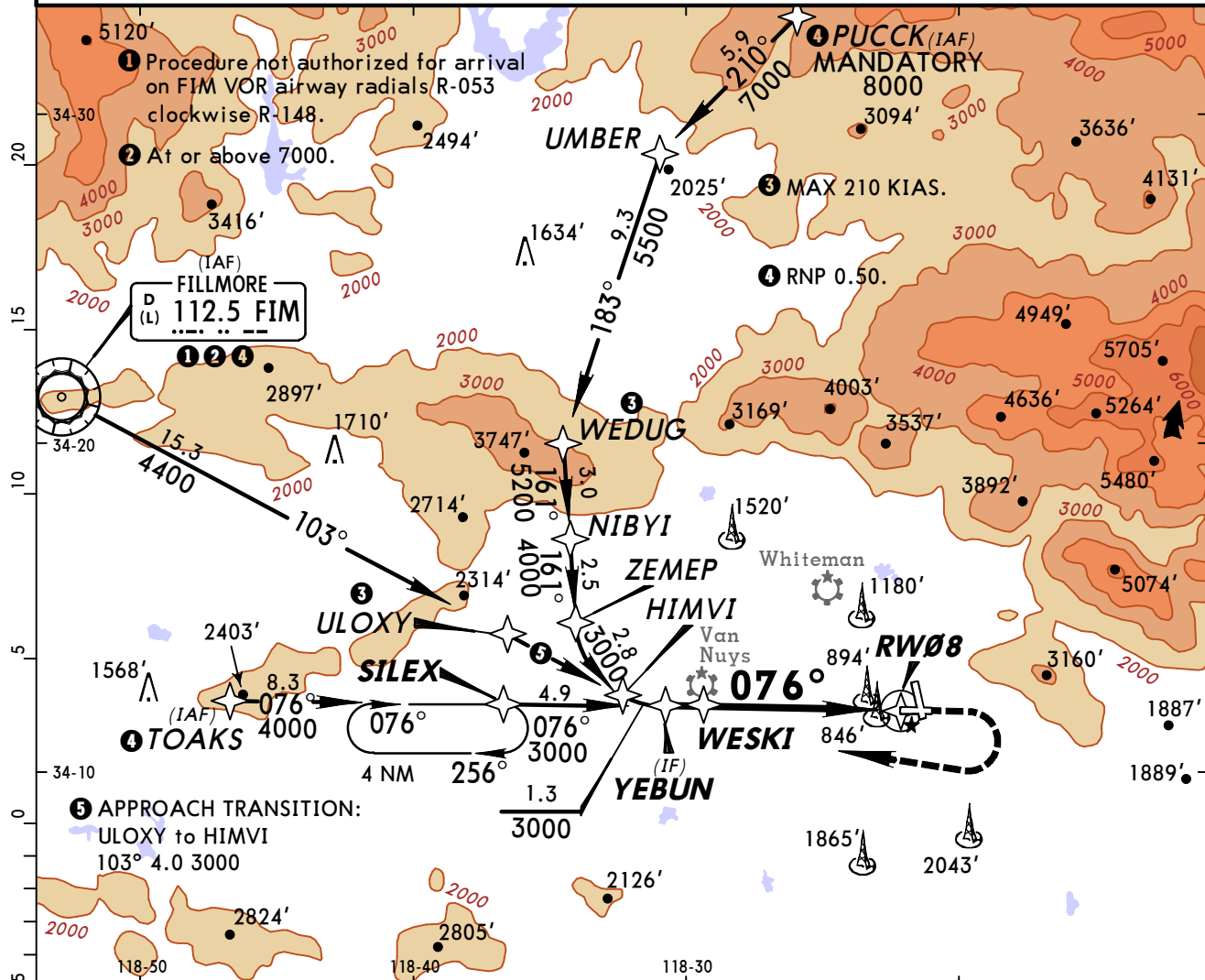
D-ATIS Arrival via FIM/PMD VOR only		SOCAL Approach (R)		BURBANK Tower		Ground		Helicopter			
134.5		135.12		134.2		118.7		123.9		132.32	
RNAV		Final Apch Crs 076°		Minimum Alt WESKI 2700' (1973')		RNP 0.20 DA(H) 1104' (377')		Apt Elev 778' Rwy 8 727'		9900' MSA RWØ8	
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4500' direct SILEX and hold, continue climb-in-hold to 4500'.											

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. When VGSI inop, procedure not authorized at night.



YEBUN 3000' WESKI (GP Intcpt) 2700' RWØ8 [TCH 68'] Rwy 8 727' 7.2 1.2 6.0 5.0 1.0 0 <table><tr><td>Gnd speed-Kts</td><td>70</td><td>90</td><td>100</td><td>120</td><td>140</td><td>160</td></tr><tr><td>Descent Angle [3.00°]</td><td>372</td><td>478</td><td>531</td><td>637</td><td>743</td><td>849</td></tr><tr><td>MAP at DA</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>								Gnd speed-Kts	70	90	100	120	140	160	Descent Angle [3.00°]	372	478	531	637	743	849	MAP at DA						
Gnd speed-Kts	70	90	100	120	140	160																						
Descent Angle [3.00°]	372	478	531	637	743	849																						
MAP at DA																												
MALSR			PAPI		1200'		4500'																					
							SILEX																					

1 RNP 0.20 DA(H) 1104' (377')		STRAIGHT-IN LANDING RWY 8		1 RNP 0.30 DA(H) 1188' (461')		RNP 0.30 DA(H) 1820' (1093')	
RAIL out		ALS out		RAIL out		ALS out	
A							
B	RVR 50			RVR 50	RVR 60		4
C	or 1			or 1	or 1 1/8		
D		1 1/8			1 1/2		

1 Missed approach requires minimum climb of 335'/NM to 2500'.

CHANGES: New procedure.

© JEPPESEN, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 0. 25 AUG 2011

KBUR/BUR

HOPE

JEPPESSEN

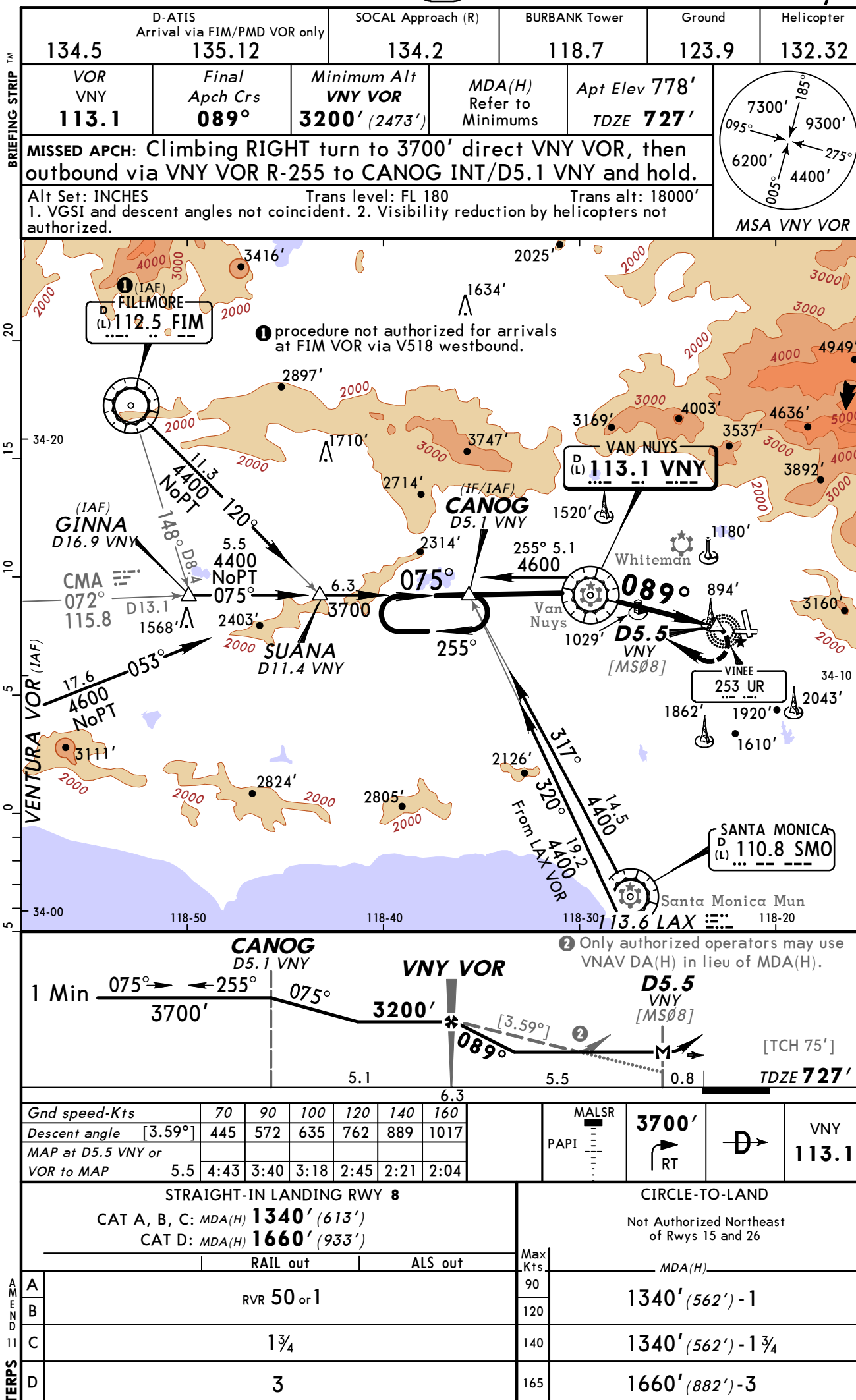
25 JUL 08

(13-1)

Eff 31 Jul

BURBANK, CALIF

VOR Rwy 8



KBUR/BUR

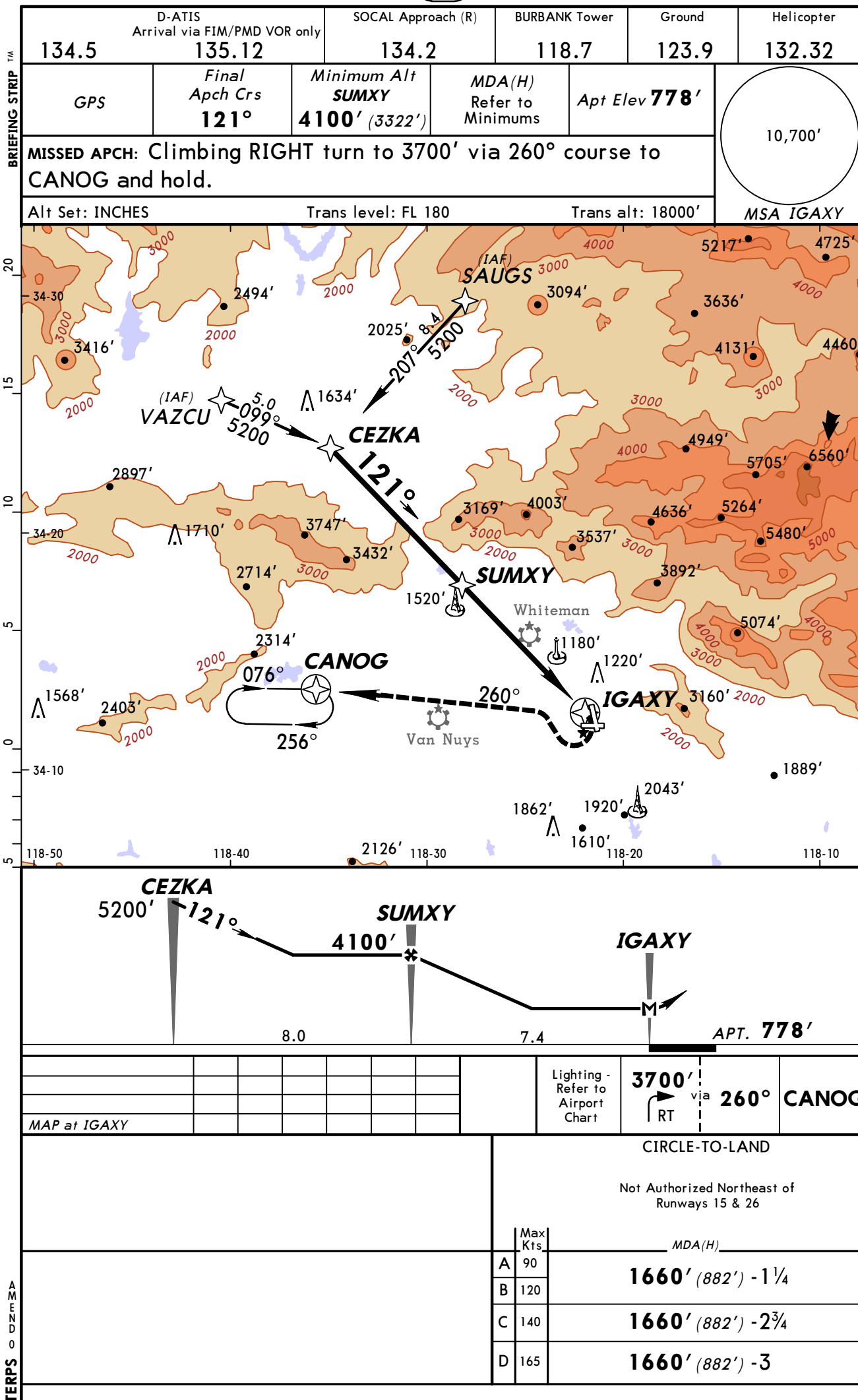
HOPE

JEPPESEN

3 JUN 05 (18-1)

BURBANK, CALIF

GPS-A



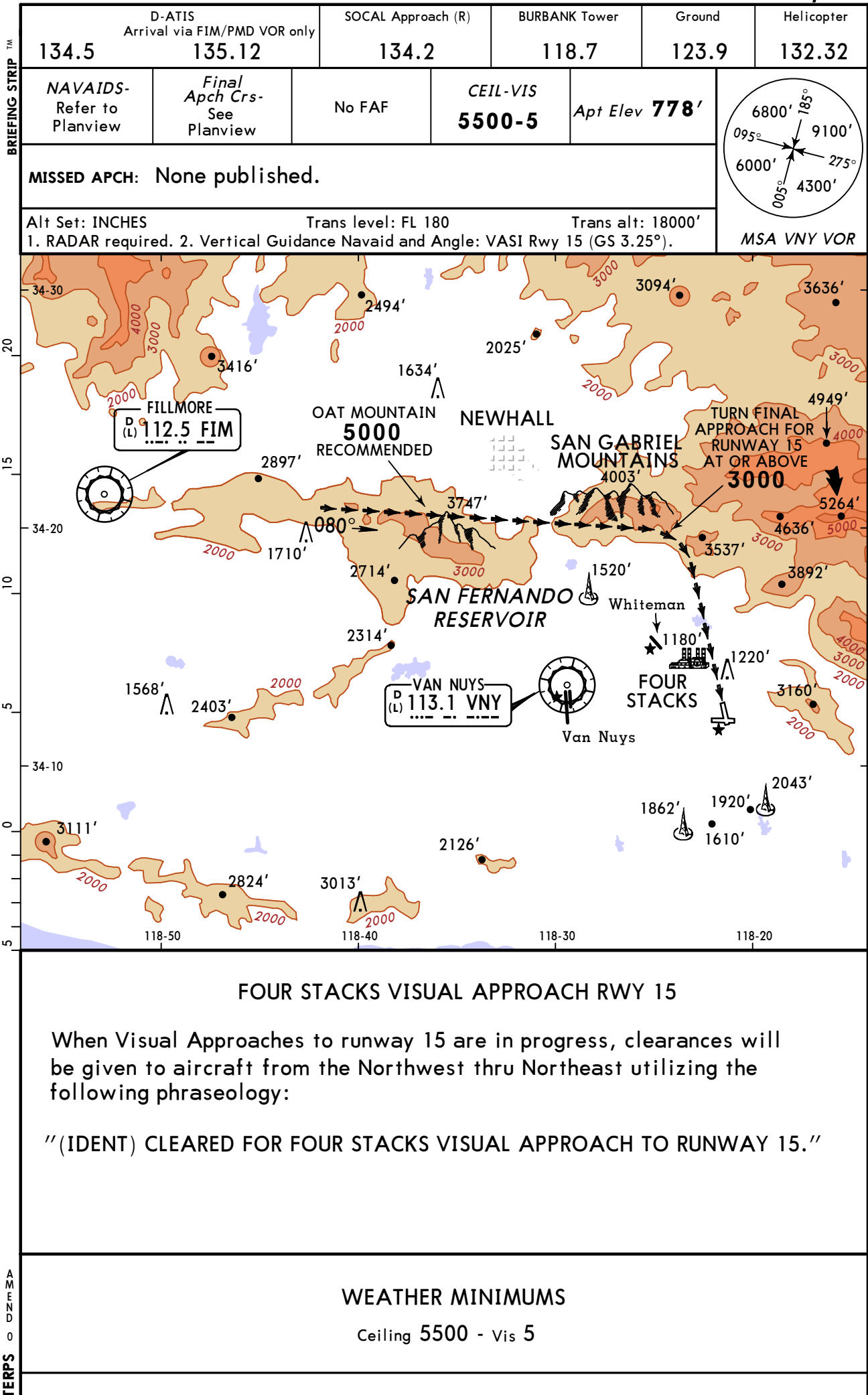
CHANGES: Charted obstructions.

© JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED.

KBUR/BUR
HOPE

JEPPESEN
3 JUN 05 (19-1)

BURBANK, CALIF
FOUR STACKS VISUAL
APPROACH Rwy 15



General Information

Location: Chico CA USA
IATA Code: CIC
Lat/Long: N39° 47.7' W121° 51.5'
Elevation: 240 ft

Airport Use: Public
Magnetic Variation: 14.5°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1444 Z
Sunset: 0157 Z,

Runway Information

Runway: 13L
Length x Width: 6724 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 240 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 13R
Length x Width: 3000 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 227 ft

Runway: 31L
Length x Width: 3000 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 227 ft

Runway: 31R
Length x Width: 6724 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 226 ft
Lighting: Edge, REIL, Pilot controlled

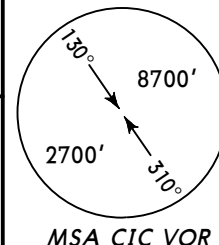
Communication Information

AWOS 119.675
Chico Tower 121.0 CTAF PCL
Chico Ground Control 121.9
Chico Mun Unicom 122.95
Rancho Flight Service Station 122.1 RCO
Rancho Flight Service Station 109.8 RCO
Oakland Center 132.2 Remote Communications Air-Ground

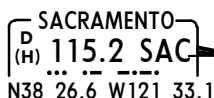
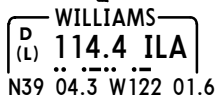
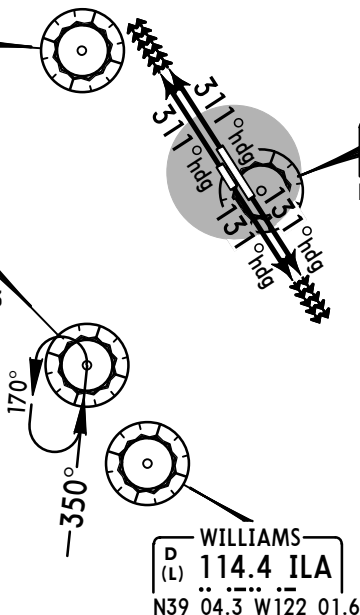
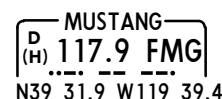
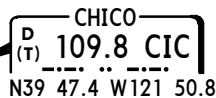
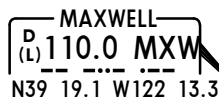
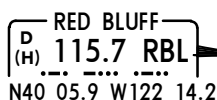
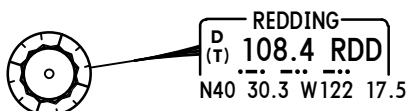
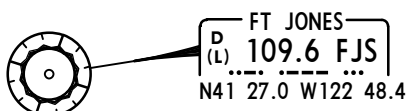
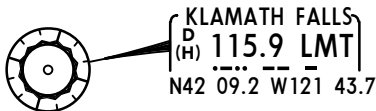
OAKLAND Center (R)
132.2

Apt Elev
240'

Trans level: FL180 Trans alt: 18000'



CHICO ONE DEPARTURE (CIC1.CIC)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L/R, 31 L/R: Standard (or lower than standard, if authorized).

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
If not in contact with OAKLAND Center after reaching **3000'**, proceed to MXW and hold.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

OBSTACLES

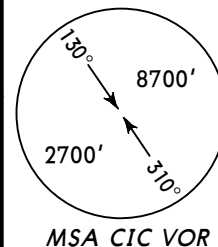
Rwy 13L: Terrain 298' from DER, 537' LEFT of centerline, 216' MSL. Pole 957' from DER, 735' LEFT of centerline, 35' AGL/232' MSL. Trees beginning 948' from DER, 559' LEFT of centerline, up to 51' AGL/241' MSL.
Rwy 13R: Plane on tarmac 582' from DER, 647' LEFT of centerline, up to 40' AGL/255' MSL.
Rwy 31L: Plane on tarmac 570' from DER, 647' RIGHT of centerline, up to 40' AGL/279' MSL.
Rwy 31R: Trees beginning 1124' from DER, RIGHT and LEFT of centerline, up to 60' AGL/282' MSL.

RWY	INITIAL CLIMB	ALTITUDE
13L/R	Climb heading 131° or assigned heading between 120° clockwise through 310° to assigned altitude.	MAINTAIN assigned altitude.
31L/R	Climb heading 311° or assigned heading between 320° counter-clockwise through 131° to assigned altitude.	
ROUTING		
EXPECT RADAR vectors to assigned route. EXPECT filed altitude/flight level 5 minutes after departure.		

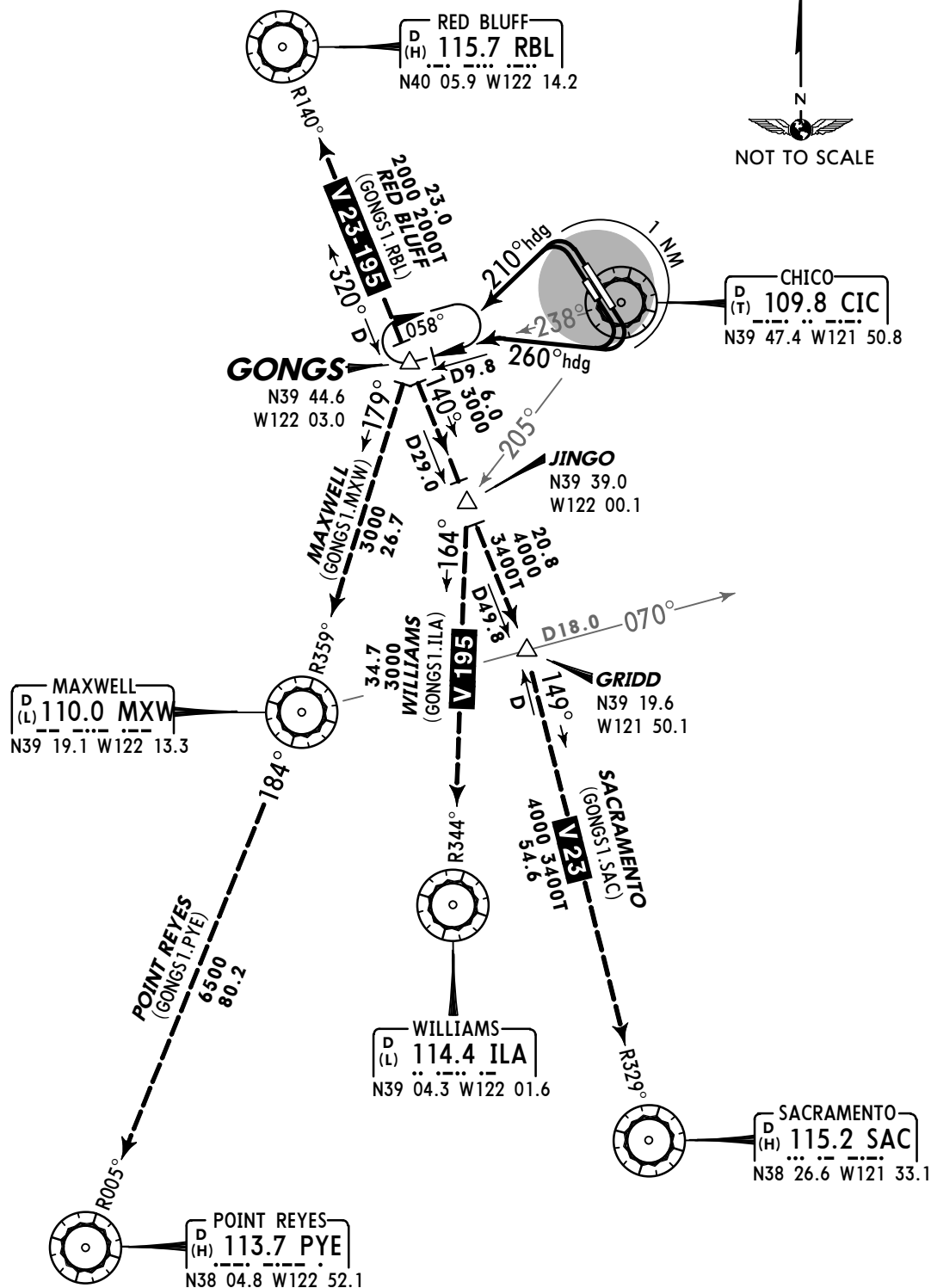
OAKLAND Center (R)
132.2

Apt Elev
240'

Trans level: FL180 Trans alt: 18000'



GONGS ONE DEPARTURE (GONGS1.GONGS)



RWY

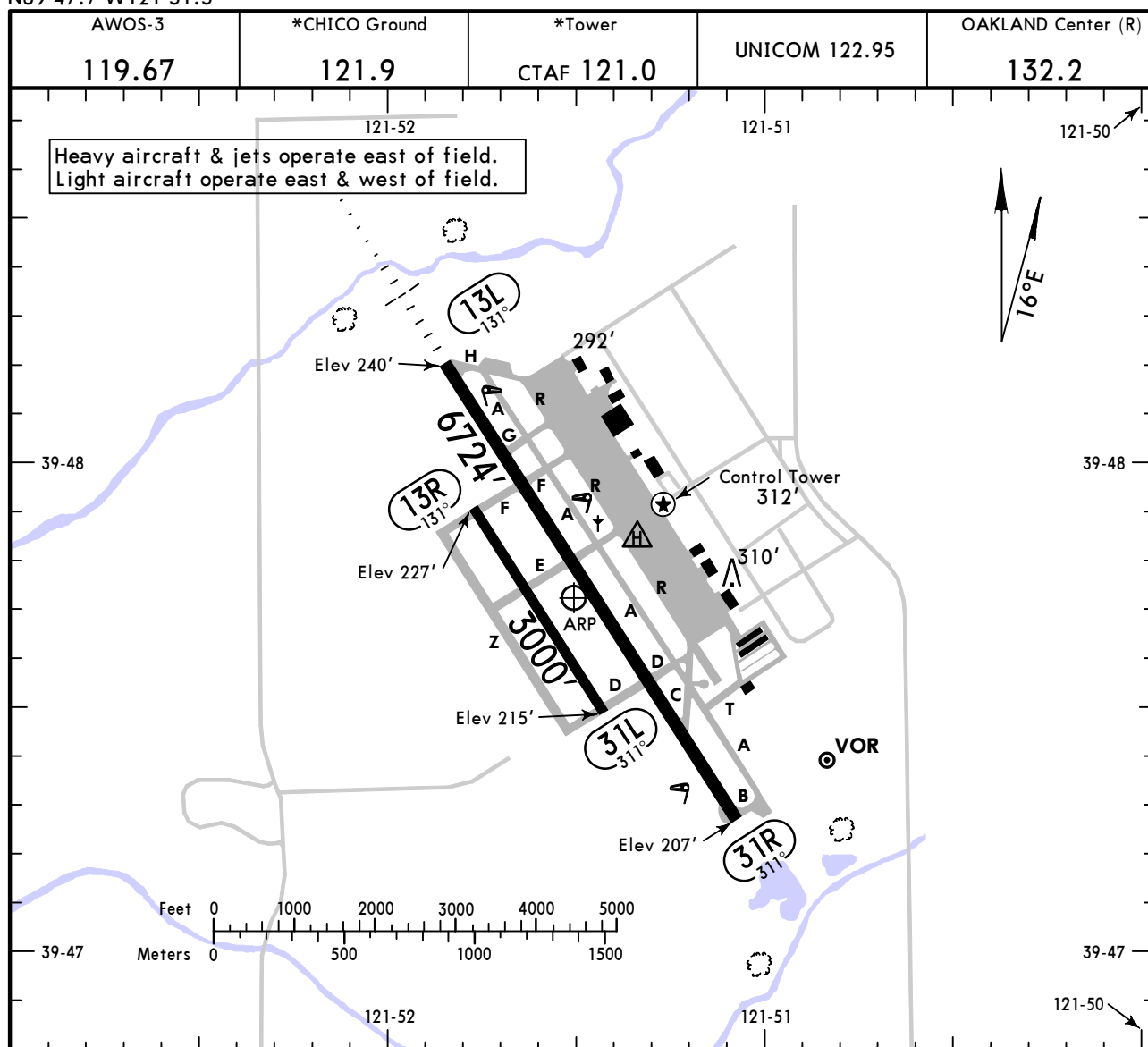
INITIAL CLIMB

13L/R Turn RIGHT heading 260° within 1 NM of take-off.

31L/R Turn LEFT heading 210° within 1 NM of take-off.

ROUTING

Intercept CIC R-238 to GONGS, then via transition or assigned route.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING	BEYOND	TAKE-OFF	WIDTH
13R 31L	VFR light aircraft only.				60'
13L 31R	① HIRL ① MALSR ① ② PAPI-L grooved ① HIRL REIL VASI-L grooved		5618'		150'

- ① Activate on 121.0 when Twr inop.
② Angle 3.0°.

TAKEOFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys

Adequate Vis Ref

STD

1/4

1/2

FOR FILING AS ALTERNATE

Authorized Only When
Twr Operating or With
Approved Weather Service
VOR DME Rwy 13L
VOR Rwy 13L
VOR DME Rwy 31R

Other

A
B
C
D

800-2

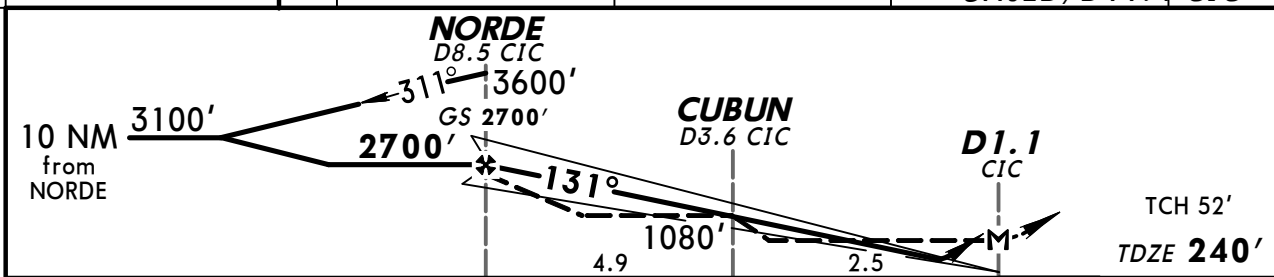
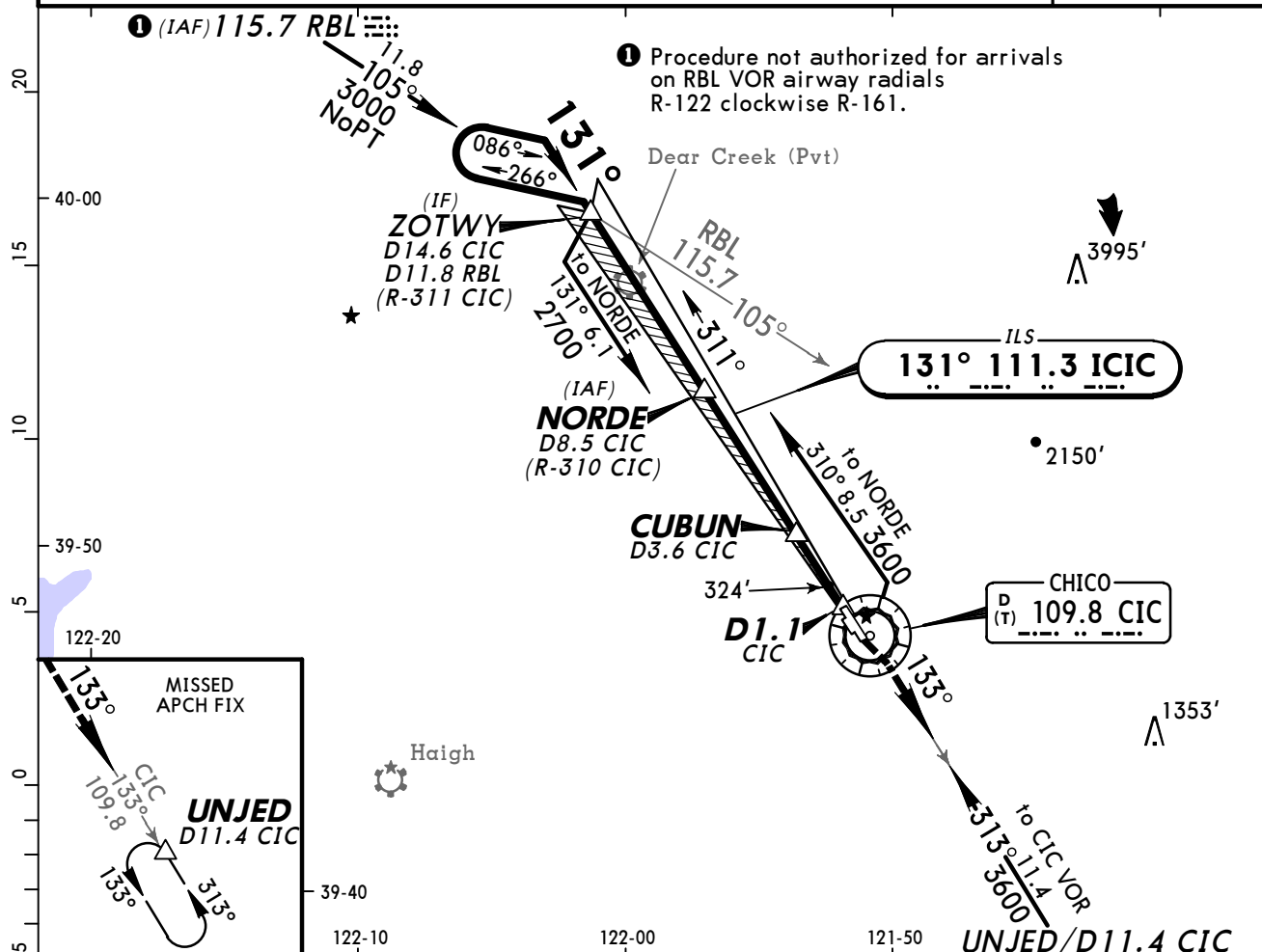
NA

OBSTACLE DP: Rwys 13L/R, climbing right turn to intercept CIC VOR R-205.
Rwys 31L/R, climbing left turn heading 140° to intercept CIC VOR R-205.

Thence, all aircraft climb via CIC VOR R-205 to Jingo Int. Aircraft departing Jingo Int 030° clockwise 345° climb on course. All others climb in Jingo Int holding pattern (hold southeast, right turns, 320° inbound) to depart Jingo Int at or above 3800'.

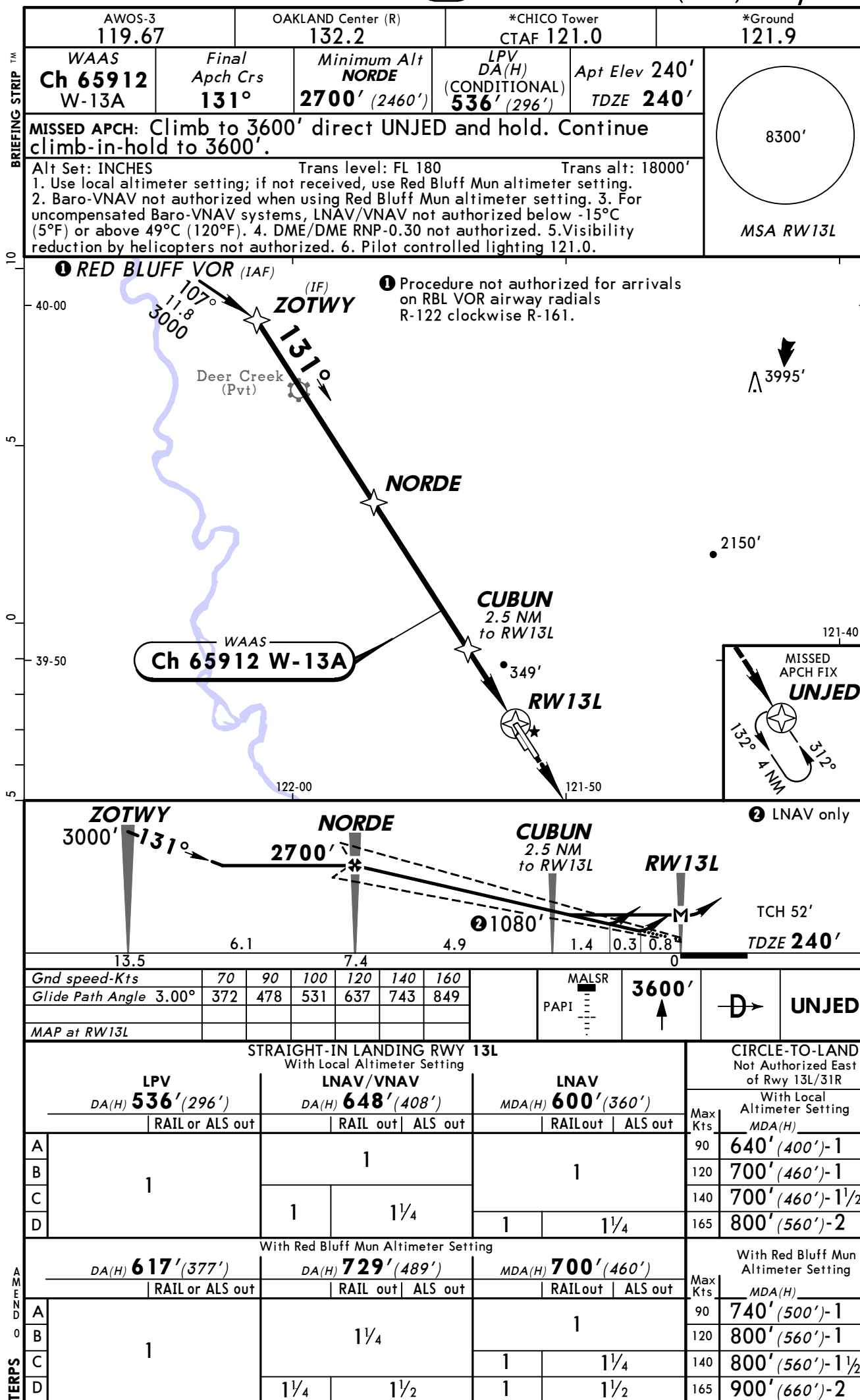
BRIEFING STRIP™

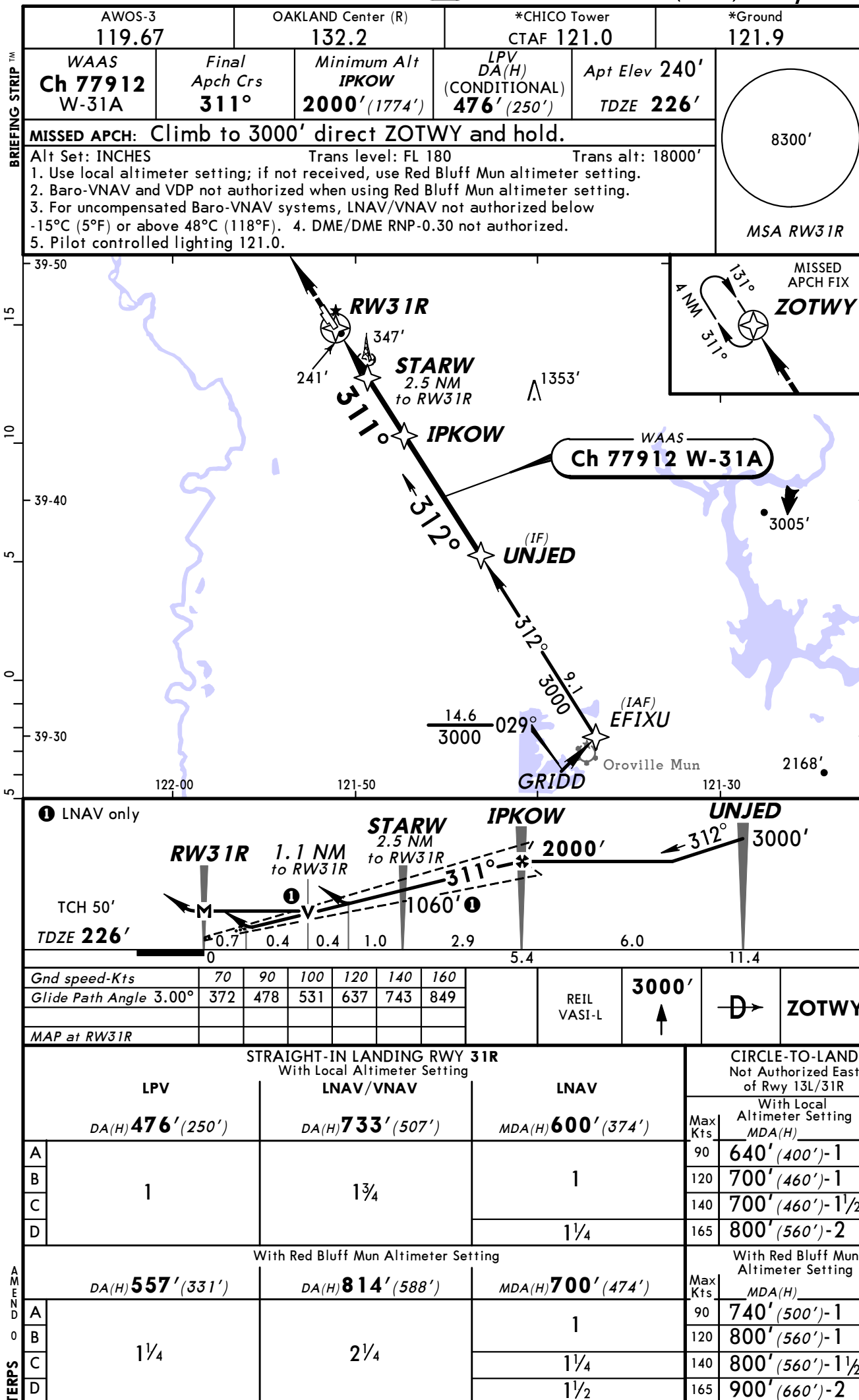
AWOS-3 119.67		OAKLAND Center (R) 132.2		*CHICO Tower CTAF 121.0		*Ground 121.9	
LOC ICIC 111.3	Final Apch Crs 131°	GS NORDE 2700' (2460')	ILS DA(H) (CONDITIONAL) 440' (200')	Apt Elev 240' TDZE 240'			
MISSED APCH: Climb to 3600 outbound via CIC VOR R-133 to UNJED/ D11.4 CIC and hold. Continue climb-in-hold to 3600.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA CIC VOR	
1. DME required. 2. Simultaneous reception of ICIC and CIC DME required.							
3. Use local altimeter setting; if not received, use Red Bluff Mun altimeter setting.							
4. DME from CIC VOR. 5. Pilot controlled lighting 121.0.							



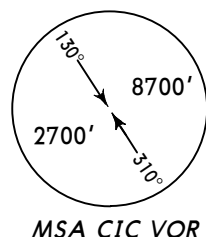
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3600' via 109.8 UNJED R-133	
GS	3.00°	372	478	531	637	743		
MAP at D1.1 CIC								

STRAIGHT-IN LANDING RWY13L										CIRCLE-TO-LAND			
With Local Altimeter Setting					With Red Bluff Mun Altimeter Setting					Not Authorized East of Rwy 13L/31R			
ILS DA(H) 440' (200')		LOC (GS out) MDA(H) 580' (340')			ILS DA(H) 521' (281')		LOC (GS out) MDA(H) 680' (440')			With Local Altimeter Setting		With Red Bluff Mun Altimeter Setting	
FULL	RAIL or ALS out	RAIL out	ALS out		FULL	RAIL or ALS out	RAIL out	ALS out		Max Kts	MDA(H)	MDA(H)	
A										90	640' (400')-1	740' (500')-1	
B										120	700' (460')-1	800' (560')-1	
C	1/2	3/4	1/2	3/4	1	1/2	1 1/4	3/4	1 1/4	140	700' (460')-1 1/2	800' (560')-1 1/2	
D			3/4	1 1/4				1	1 1/2	165	800' (560')-2	900' (660')-2	

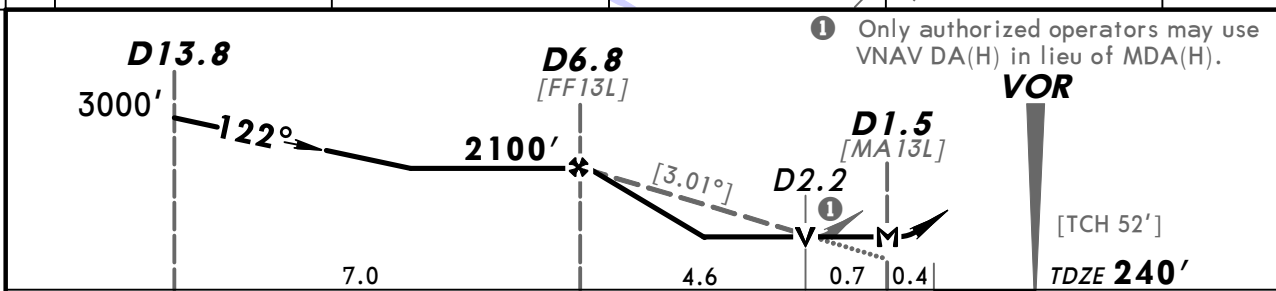
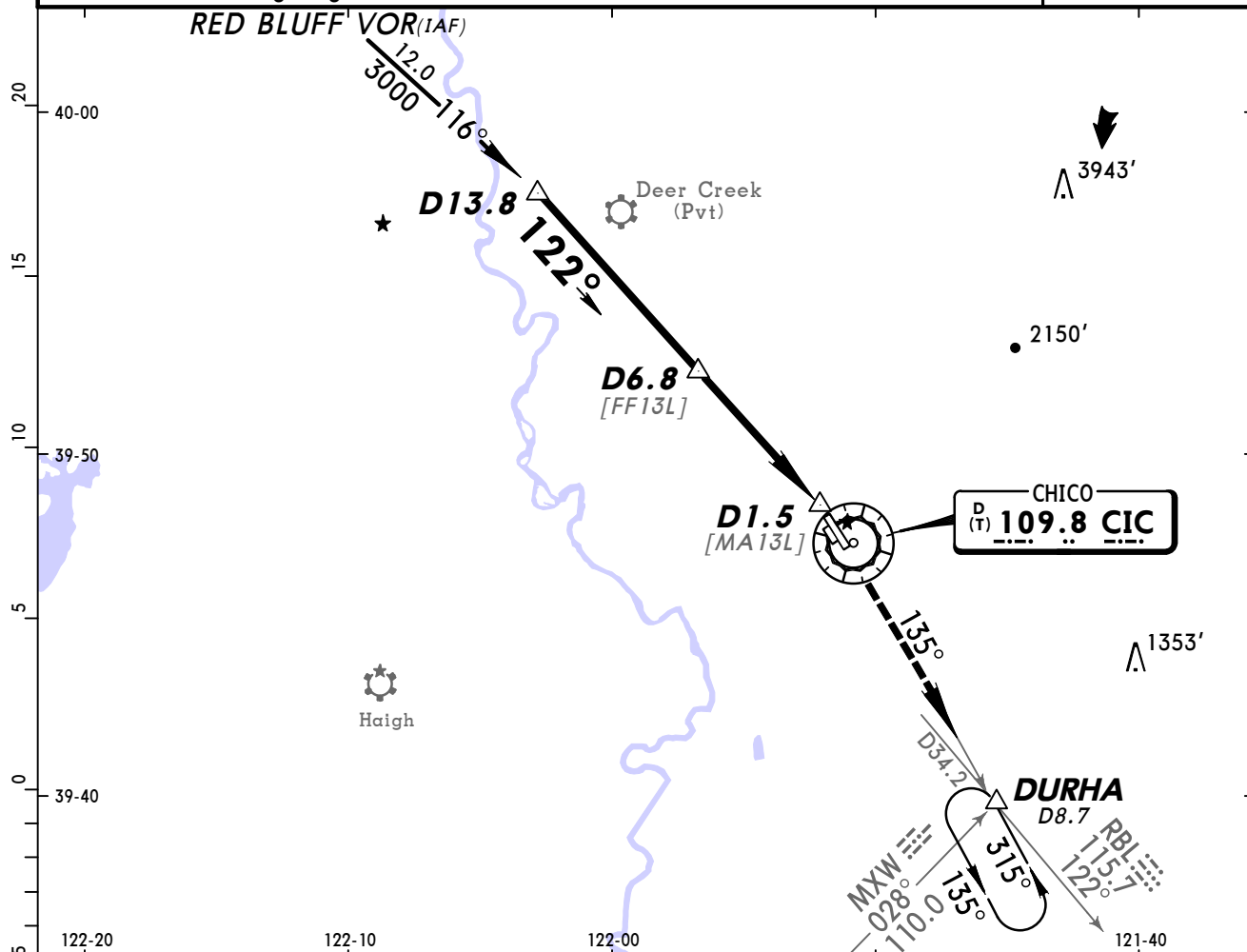




BRIEFING STRIP™

AWOS-3 119.67		OAKLAND Center (R) 132.2		*CHICO Tower CTAF 121.0		*Ground 121.9	
VOR CIC 109.8	Final Apch Crs 122°	Minimum Alt D6.8 2100' (1860')	MDA(H) (CONDITIONAL) 640' (400')	Apt Elev 240' TDZE 240'			
MISSED APCH: Climb to 2500' outbound via CIC VOR R-135 to DURHA INT/ D8.7 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. When Twr inop, except for operators with approved weather service, use Red Bluff altimeter setting. 2. VDP not authorized when using Red Bluff altimeter setting. 3. Pilot controlled lighting 121.0.							

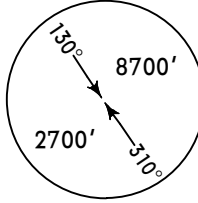
MSA CIC VOR

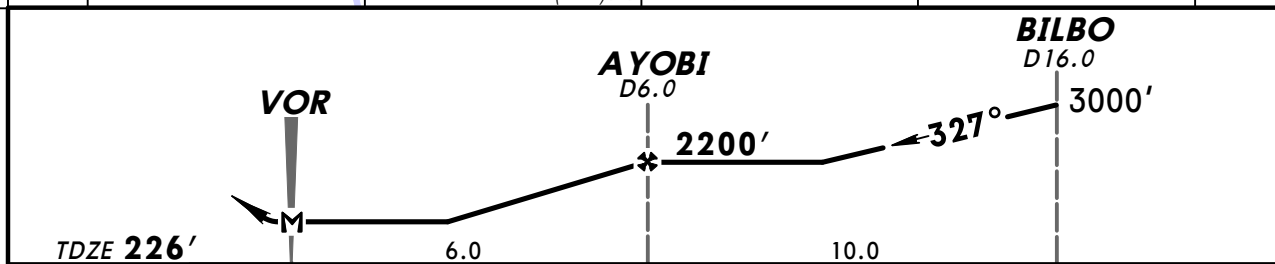
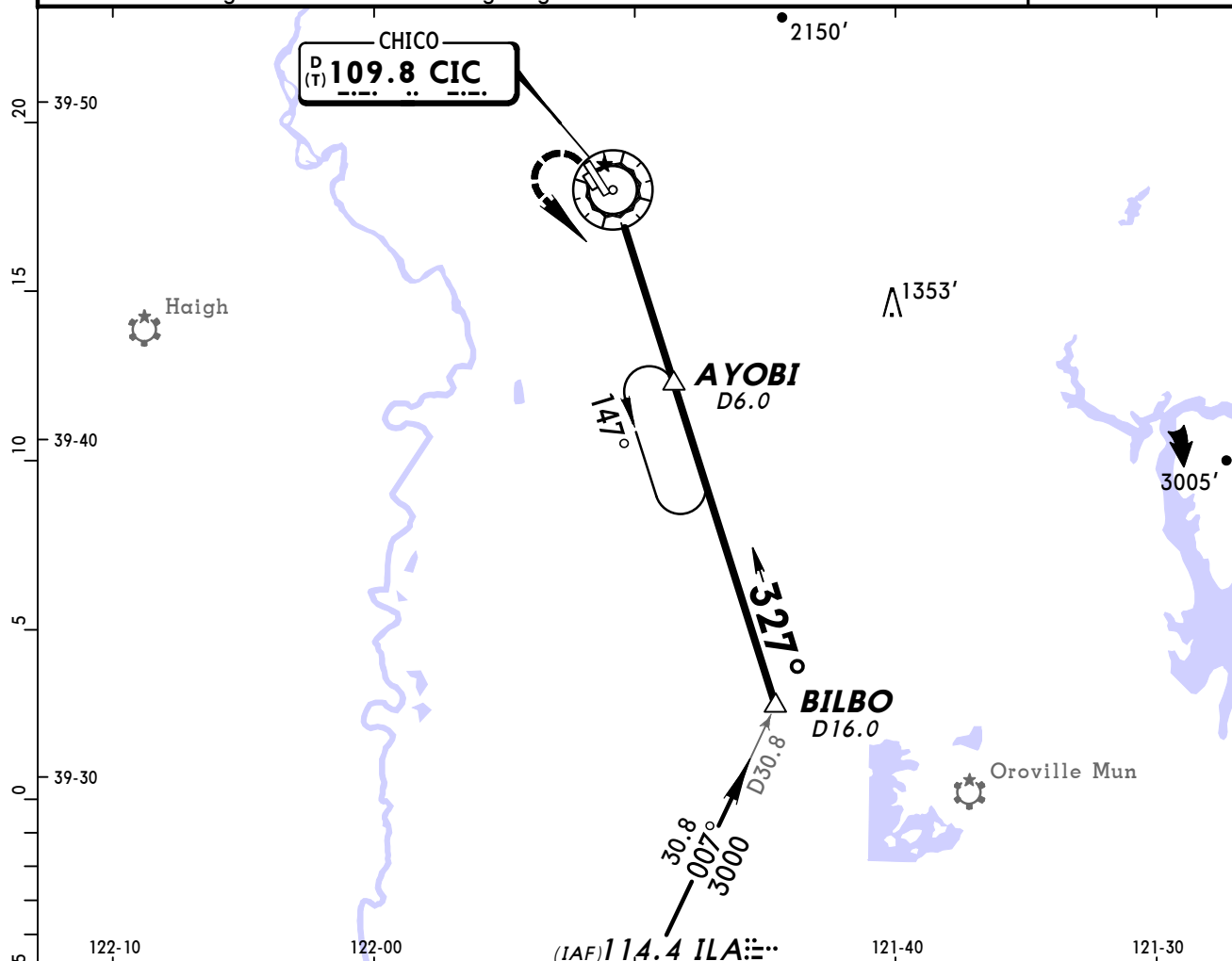


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2500' via CIC R-135 DURHA	109.8 R-135	DURHA
Descent angle [3.01°]	373	479	532	639	745	852				
MAP at D1.5										

STRAIGHT-IN LANDING RWY 13L						CIRCLE-TO-LAND			
MDA(H) 640' (400')			MDA(H) 780' (540')			Not Authorized East of Rwy 13L-31R			
With Twr Operating or With Approved Weather Service			With Red Bluff Altimeter Setting			With Twr Operating or With Approved Weather Service		With Red Bluff Altimeter Setting	
RAIL out			RAIL out			MDA(H)		MDA(H)	
A	B	C	D	A	B	90	120	140	165
1 1/2	3/4	1	1 1/2	3/4	1	640' (400') - 1	780' (540') - 1	700' (460') - 1 1/2	800' (560') - 2
3/4	1 1/4		1	1 1/2	1 3/4	700' (460') - 1 1/2	780' (540') - 1 1/2	700' (460') - 1 1/2	800' (560') - 2
1			1 1/4	1 3/4		800' (560') - 2	800' (560') - 2	800' (560') - 2	800' (560') - 2

BRIEFING STRIP™

AWOS-3 119.67		OAKLAND Center (R) 132.2		*CHICO Tower CTAF 121.0		*Ground 121.9	
VOR CIC 109.8	Final Apch Crs 327°	Minimum Alt AYOBI 2200' (1974')	MDA(H) (CONDITIONAL) 760' (534')	Apt Elev 240' TDZE 226'		 MSA CIC VOR	
MISSED APCH: Climbing LEFT turn to 2000' outbound via CIC VOR R-147 to AYOBI D6.0 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When Twr inop, except for operators with approved weather service, use Red Bluff altimeter setting. 2. Pilot controlled lighting 121.0.							



							REIL	2000'	CIC	AYOBI
							VASI-L	 LT	via 109.8	
MAP at VOR									R-147	

STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
MDA(H) 760' (534')		MDA(H) 840' (614')		Not Authorized East of Rwy 13L-31R			
When Twr Operating or With Approved Weather Service		With Red Bluff Altimeter Setting		When Twr Operating or With Approved Weather Service		With Red Bluff Altimeter Setting	
				Max Kts	MDA(H)	MDA(H)	
A	1	1		90	760' (520') - 1	840' (600') - 1	
B				120			
C	1½	1¾		140	760' (520') - 1½	840' (600') - 1¾	
D	1¾	2		165	800' (560') - 2	840' (600') - 2	

General Information

Location: Chino CA USA
IATA Code: CNO
Lat/Long: N33° 58.5' W117° 38.2'
Elevation: 650 ft

Airport Use: Public
Magnetic Variation: 12.4 °E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1422 Z
Sunset: 0145 Z,

Runway Information

Runway: 03
Length x Width: 4919 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 635 ft
Lighting: Edge, REIL

Runway: 08L
Length x Width: 4858 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 630 ft
Lighting: Edge

Runway: 08R
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 625 ft
Lighting: Edge

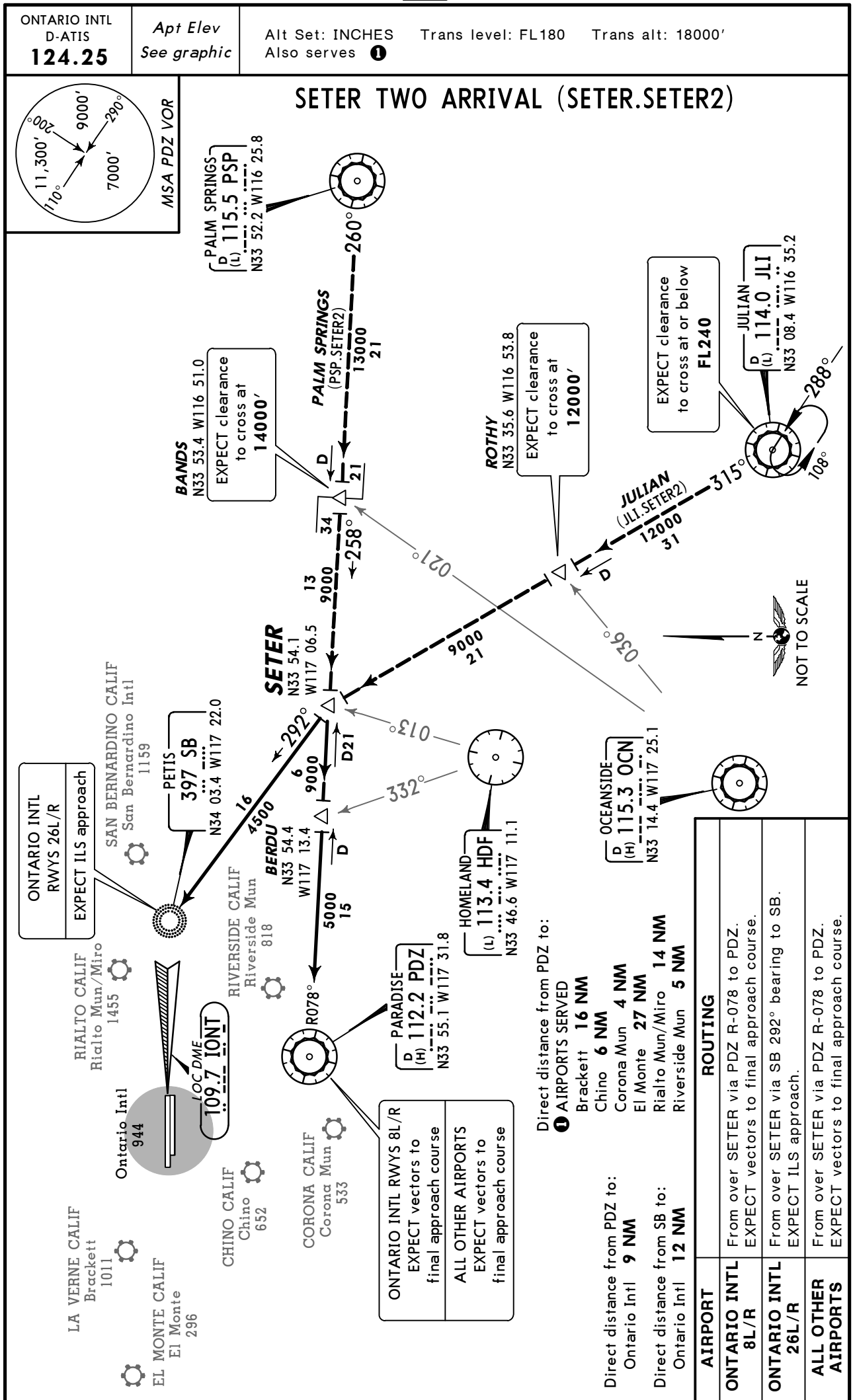
Runway: 21
Length x Width: 4919 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 650 ft
Lighting: Edge, REIL

Runway: 26L
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 637 ft
Lighting: Edge

Runway: 26R
Length x Width: 4858 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 636 ft
Lighting: Edge

Communication Information

ATIS 125.85
Chino Tower 118.5 CTAF
Chino Ground Control 121.6
Socal Approach Control 135.4
Socal Departure Control 135.4
Chino Unicom 122.95



GENERAL

For STARs see Ontario, Calif.

Radio controlled aircraft activity below 400' AGL 2.5 NM south of airport.

Rwys 3 & 8R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
3 21	MIRL REIL PAPI-L (angle 3.0°)				150'
8L 26R	HIRL PAPI-L (angle 3.0°)		3828'		150'
8R 26L	MIRL PAPI-L (angle 3.0°) grooved				150'

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 3, 8L/R		Rwy 21			
	With Mim climb of 270'/NM to 4800'		CAT A & B AIRCRAFT		CAT C & D AIRCRAFT	
			With Mim climb of 290'/NM to 4800'		With Mim climb of 400'/NM to 4800'	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1	1/4	1
3 & 4 Eng		1/2		1/2		1/2
	Rwys 26L/R					
	CAT A & B AIRCRAFT			CAT C & D AIRCRAFT		
	With Mim climb of 270'/NM to 4800'			With Mim climb of 410'/NM to 4800'		
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1	1/4	1
3 & 4 Eng		1/2		1/2		1/2

OBSTACLE DP

Rwys 3, 8L/R, Climbing right turn direct PDZ VOR.

Rwys 21, 26L/R, Climbing left turn direct PDZ VOR.

All aircraft climb in PDZ VOR holding pattern (hold east, right turns, 258° inbound) to the appropriate MEA.

NOTE: 108' AGL trees 1200' from departure end of Rwy 3, 600' left of centerline.

FOR FILING AS ALTERNATE

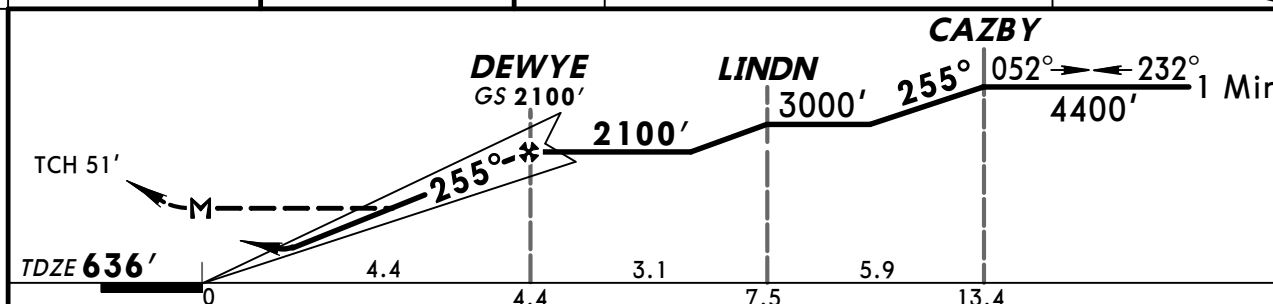
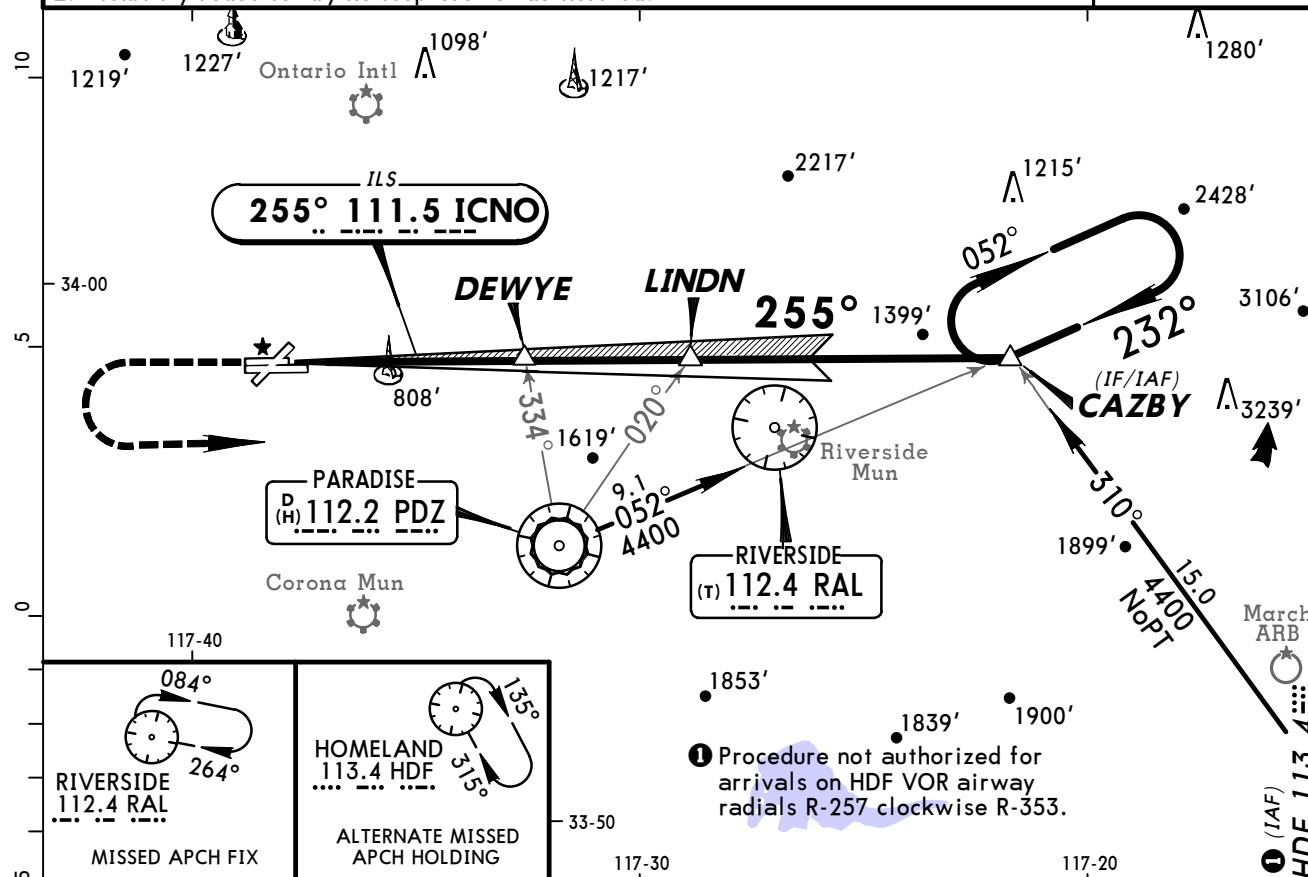
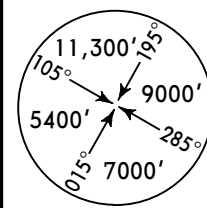
Authorized Only When Twr Operating

	ILS Rwy 26R	LOC Rwy 26R	RNAV (GPS) Rwy 26R	VOR Rwy 26R
A	600-2	800-2	800-2	NA
B				
C				
D				

CHANGES: Rwy 8L PAPI added.

© JEPPesen, 1998, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

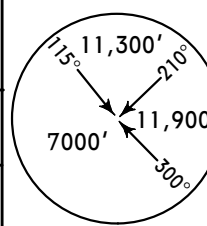


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-L	1100' ↑	4500' ← LT	D	RAL 112.4
<i>GS</i> 3.00°	377	484	538	646	753	861					
<i>DEWYE to MAP</i> 4.4	3:46	2:56	2:38	2:12	1:53	1:39					

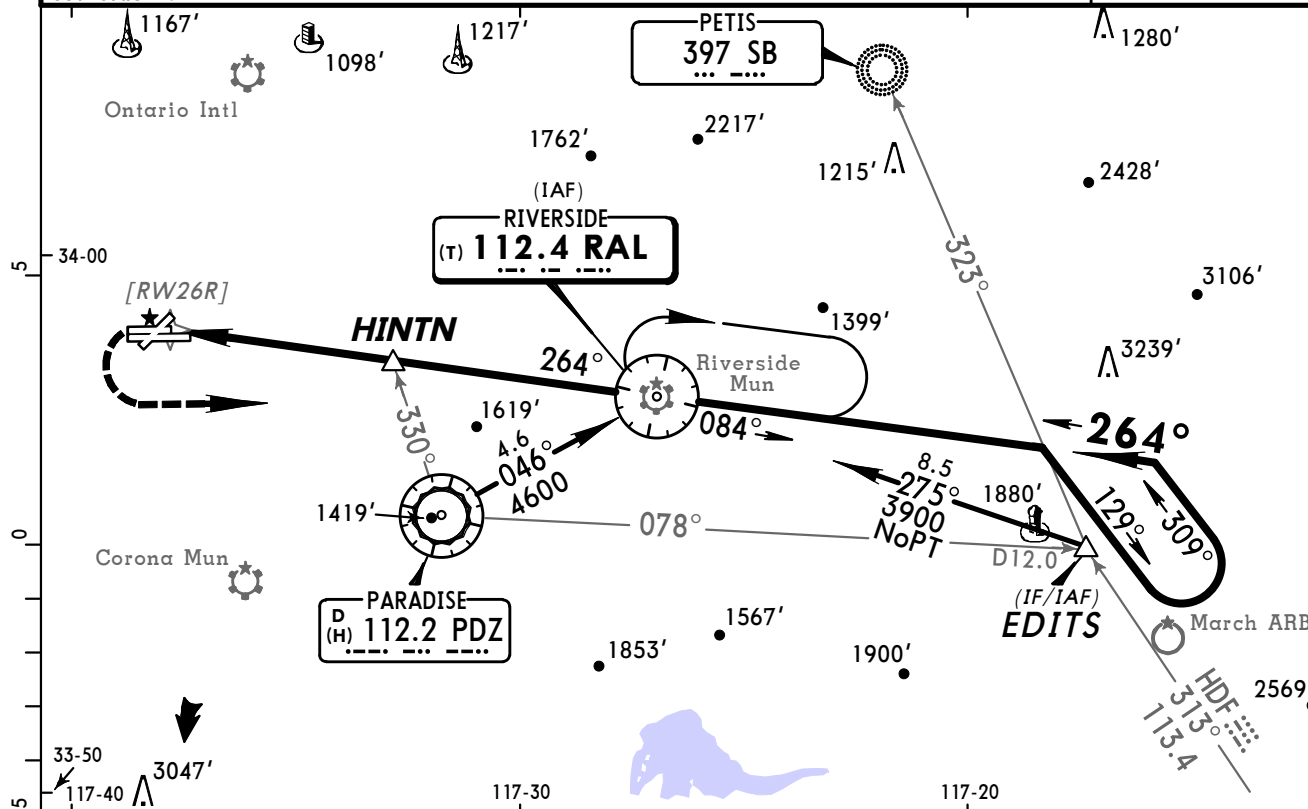
STRAIGHT-IN LANDING RWY 26R With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 886' (250')		LOC (GS out) MDA(H) 1060' (424')		Max Kts.	MDA(H)
A	3/4	1		90	1180' (530') - 1
B				120	
C		1 1/4		140	1180' (530') - 1 1/2
D				165	1200' (550') - 2
With Ontario Altimeter Setting				With Ontario Altimeter Setting	
ILS DA(H) 940' (304')		LOC (GS out) MDA(H) 1120' (484')		Max Kts.	MDA(H)
A	1	1		90	1240' (590') - 1
B				120	
C		1 1/4		140	1240' (590') - 1 1/2
D				165	1260' (610') - 2



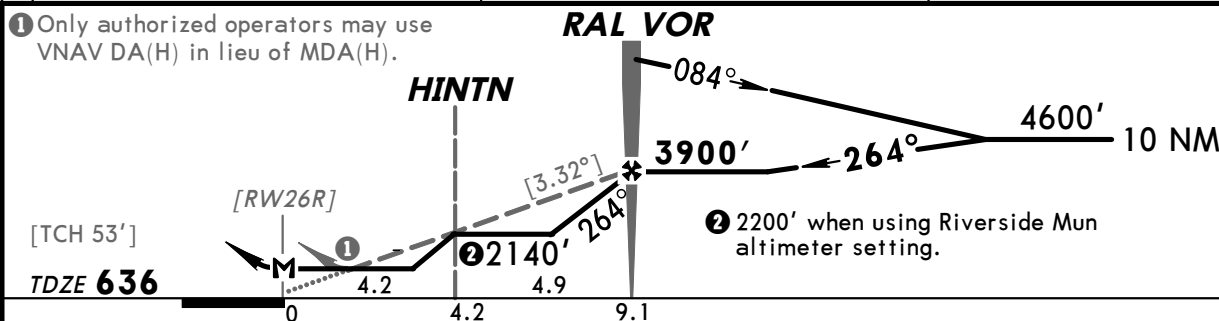
BRIEFING STRIP

ATIS (ASOS when Twr inop) 125.85		SOCAL Approach (R) 135.4		*CHINO Tower CTAF 118.5		*Ground 121.6				
VOR RAL 112.4		Final Apch Crs 264°		Minimum Alt RAL VOR 3900' (3264')		MDA(H) (CONDITIONAL) 1320' (684')		Apt Elev 650' TDZE 636'		
MISSED APCH: Climbing LEFT turn to 4500' direct RAL VOR and hold. Continue climb-in-hold to 4500'.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Riverside Mun altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident.										

MSA RAL VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.32°]	411	529	587	705	822	940
RAL VOR to MAP 9.1	7:48	6:04	5:28	4:33	3:54	3:25

PAPI-L	4500'		RAL 112.4

STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND			
With HINTN		Without HINTN		With HINTN		Without HINTN	
With Local Altimeter Setting				With Local Altimeter Setting			
MDA(H) 1320' (684')		MDA(H) 2140' (1504')		Max Kts	MDA(H)	MDA(H)	
A	1	1 1/4		90	1320' (670') - 1	2140' (1490') - 1 1/4	
B				120		2140' (1490') - 1 1/2	
C	2	3		140	1320' (670') - 2	2140' (1490') - 3	
D	2 1/4			165	1320' (670') - 2 1/4		
With Riverside Mun Altimeter Setting				With Riverside Mun Altimeter Setting			
MDA(H) 1380' (744')		MDA(H) 2200' (1564')		Max Kts	MDA(H)	MDA(H)	
A	1 1/4	1 1/4		90	1380' (730') - 1	2200' (1550') - 1 1/4	
B				120	1380' (730') - 1 1/4	2200' (1550') - 1 1/2	
C	2 1/4	3		140	1380' (730') - 2 1/4	2200' (1550') - 3	
D	2 1/2			165	1380' (730') - 2 1/2		

General Information

Location: Edwards CA USA
IATA Code: EDW
Lat/Long: N34° 55.1' W117° 52.7'
Elevation: 2312 ft

Airport Use: Military
Magnetic Variation: 12.6°E
Sectional Chart: Los Angeles

Fuel Types: 100-130 Octane, Jet 4, Jet 5
Oxygen Types: High Pressure, Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1424 Z
Sunset: 0145 Z,

Runway Information

Runway: 04L
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2312 ft

Runway: 04R
Length x Width: 15024 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 2303 ft
Lighting: Edge
Stopway: 1781 ft

Runway: 06
Length x Width: 8000 ft x 50 ft
Surface Type: concrete
TDZ-Elev: 2289 ft

Runway: 22L
Length x Width: 15024 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 2285 ft
Lighting: Edge, REIL
Stopway: 999 ft

Runway: 22R
Length x Width: 12000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2292 ft

Runway: 24
Length x Width: 8000 ft x 50 ft
Surface Type: concrete
TDZ-Elev: 2276 ft

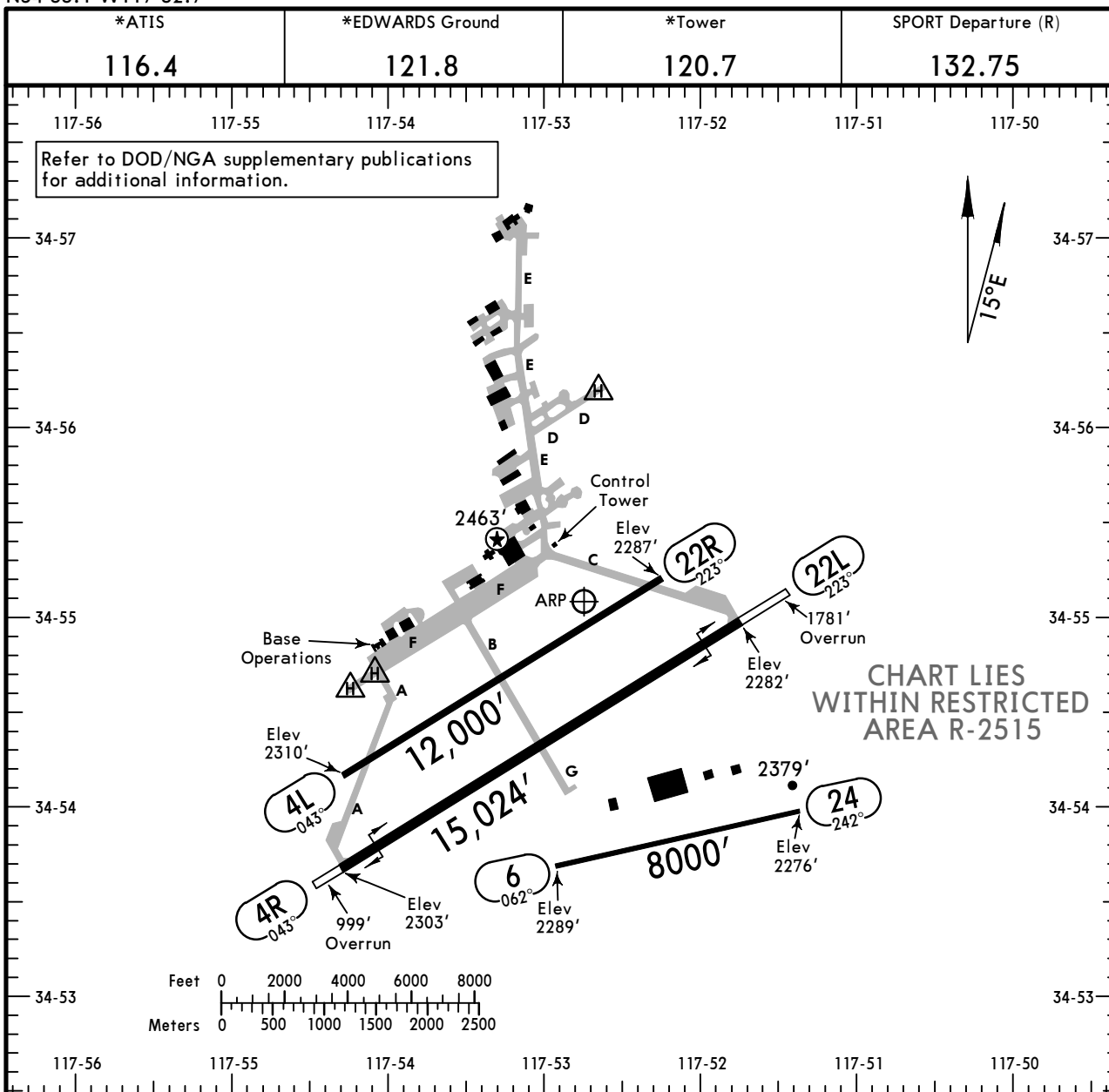
Communication Information

ATIS 116.4
Edwards Tower 120.7
Edwards Ground Control 121.8
Sport Approach Control 132.75
Joshua Approach Control 133.65
Joshua Approach Control 126.1
Joshua Approach Control 133.15
Sport Departure Control 132.75
Joshua Departure Control 133.65
Joshua Departure Control 126.1
Joshua Departure Control 133.15
Joshua Radar 127.8
Aria Dispatch Operations 123.325 Military

KEDW/EDW
Apt Elev 2312'
N34 55.1 W117 52.7

JEPPesen
20 JAN 12 (31-1)

EDWARDS AFB
EDWARDS, CALIF



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
4L ① 22R			Threshold	Glide Slope	200'
4R ② 22L	HIRL PAPI-L				300'
	HIRL REIL PAPI-L				
6 24					50'

- ① Daylight operations only.
② Non-standard markings on Runway: A perpendicular white line is painted on the runway 5000' from each threshold of Runway 04R/22L.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			
All Rwys			
Adequate Vis Ref		STD	
1 & 2 Eng	1/4	1	
3 & 4 Eng		1/2	

OBSTACLE DP: Rwy 4L/4R, RADAR required, climb 340'/NM to 5500', track inbound on EDW VOR R-223 to EDW VOR, then outbound on EDW VOR R-043. Climb as instructed, expect RADAR vectors after passing 4500' or climb on course, cross 15 NM from airport at or above 4500'. Rwy 22L/22R, RADAR and DME required. CAT A, B & C track outbound on EDW VOR R-223. At 12 DME turn right heading 020°, intercept EDW VOR R-247 to EDW VOR. Climb as

instructed, expect RADAR vectors after passing 4500' or climb on course, cross 15 NM from airport at or above 4500'. CAT D track outbound on EDW VOR R-223. At 12 DME turn right, intercept EDW VOR R-247 to EDW VOR. Climb as instructed, expect RADAR vectors after passing 4500' or climb on course, cross 15 NM from the airport at or above 4500'.

CHANGES: None.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

KEDW/EDW

EDWARDS, CALIF

20 JAN 12

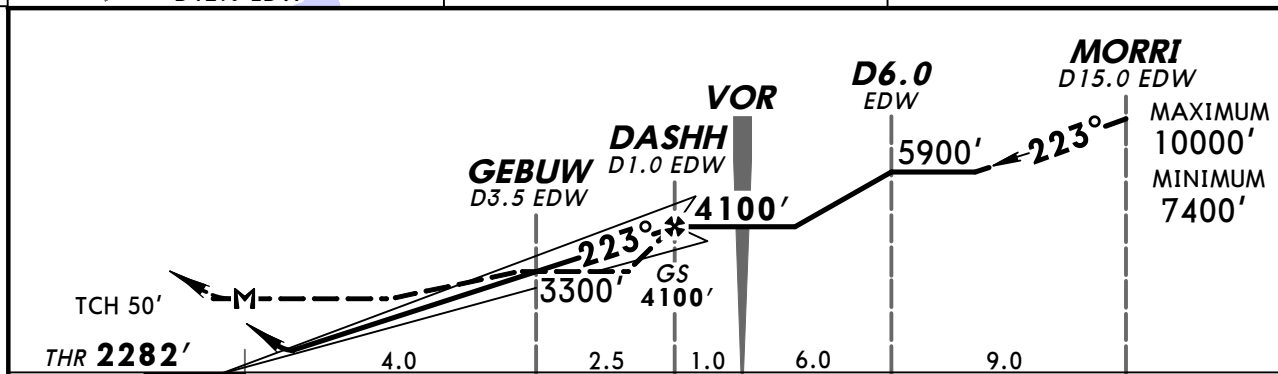
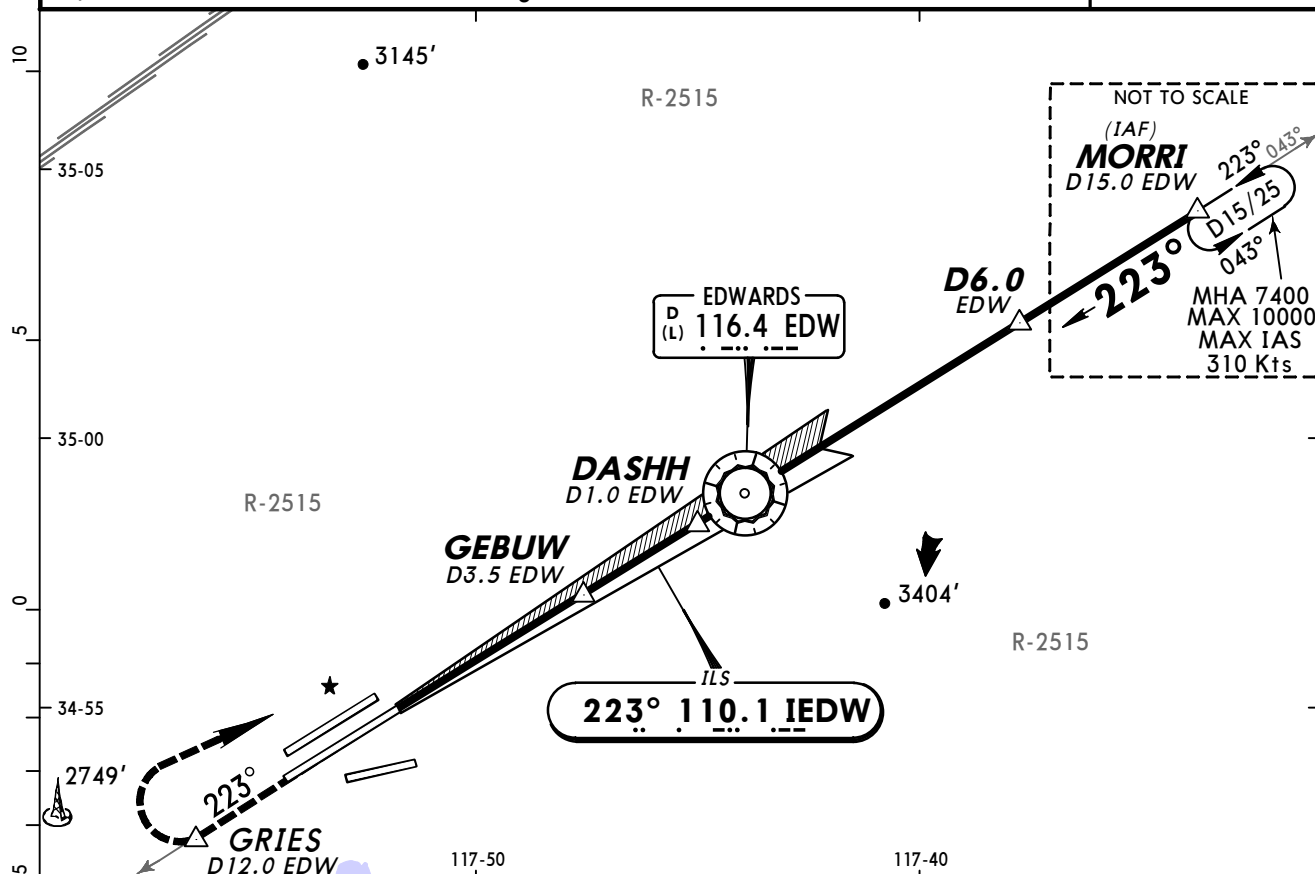
(31-1)

JEPPESEN

EDWARDS AFB

ILS or LOC DME Rwy 22L

*ATIS 116.4	SPORT Approach (R) 132.75		*EDWARDS Tower 120.7		*Ground 121.8
LOC IEDW 110.1	Final Apch Crs 223°	GS DASHH 4100' (1818')	ILS DA(H) 2482' (200')	Apt Elev 2312' THR 2282'	
MISSED APCH: Track EDW VOR R-223 outbound. At GRIES/D12.0 EDW VOR turn RIGHT direct MORRI INT/D15.0 EDW VOR R-043 and hold. Maintain 7400'. Missed Apch requires use of RNAV or ATC radar monitoring.					7800'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. CAUTION: Do not mistake South Base Rwy 24 for Rwy 22L. 3. CAUTION: Multiple DME fix locations exist for IEDW 223°/EDW D1.0 (DASHH) on the specified course, with potential for pilot confusion. 4. EMERG SAFE ALT 100 NM 16,800'. 5. VGS1 and vertical descent angle not coincident.					MSA EDW VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	EDW 116.4 R-223	GRIES	RT	MORRI
GS	2.50°	310	398	442	531	619					
DASHH to MAP	6.5	5:34	4:20	3:54	3:15	2:47					

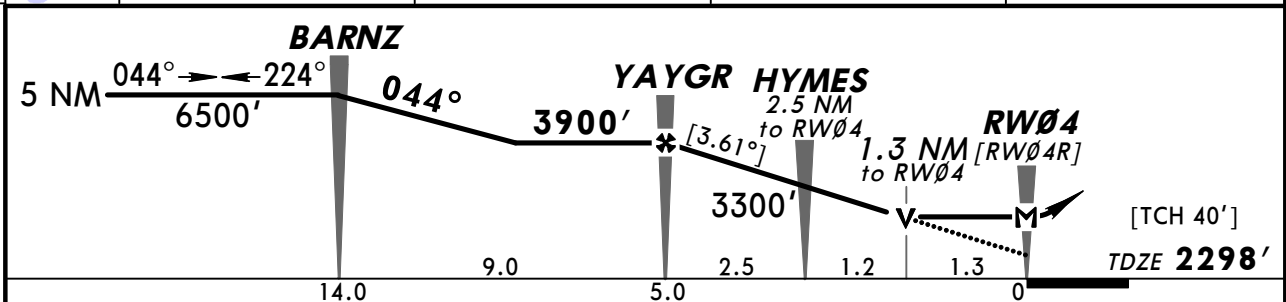
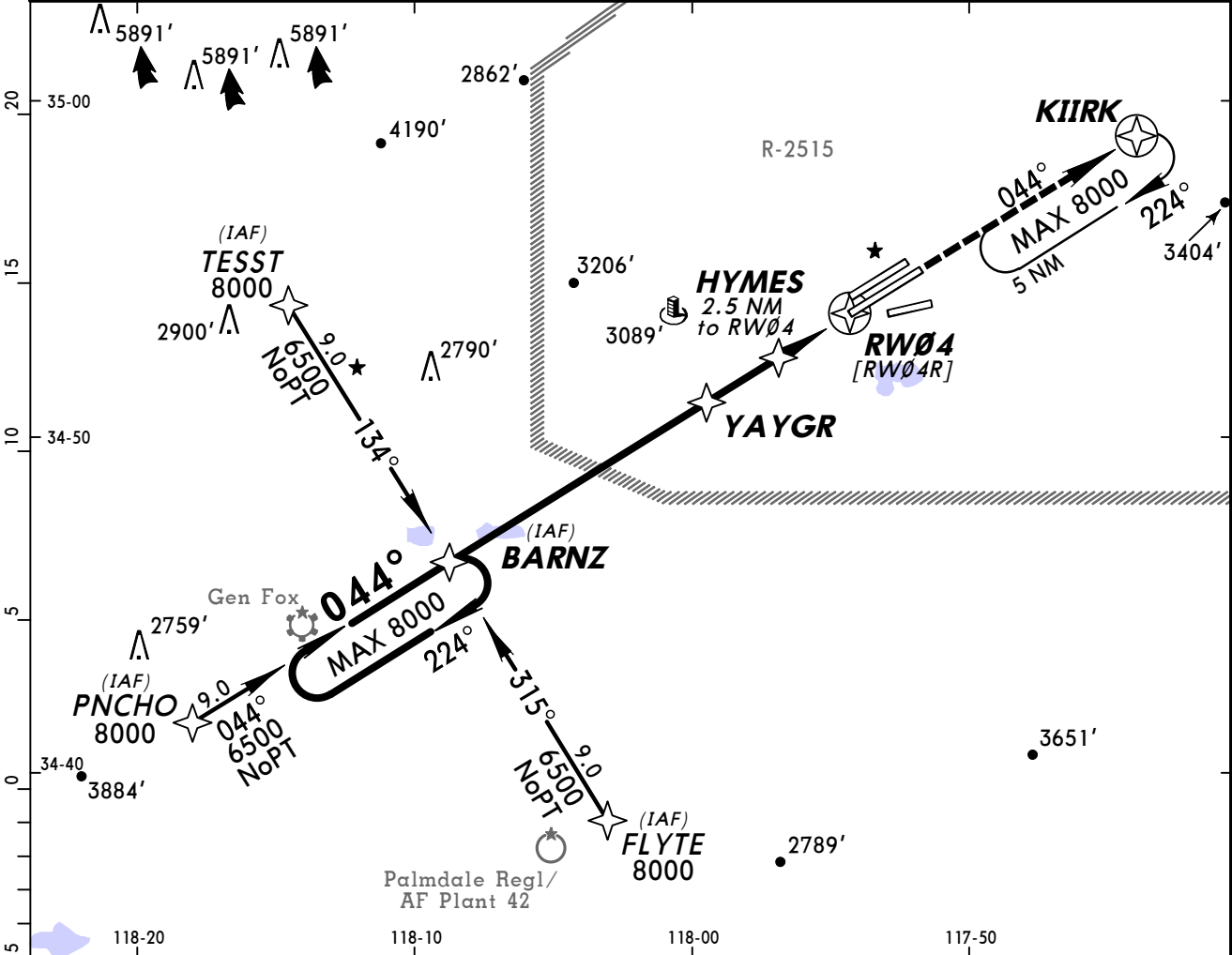
Military**STRAIGHT-IN LANDING RWY 22L**

TERPS	ILS		LOC (GS out)		Max Kts	CIRCLE-TO-LAND CAUTION: Not Authorized at Night to Rwy 6 Not Authorized North of Rwy 4R-22L MDA(H)
	DA(H) 2482' (200')	With GEBUW MDA(H) 2620' (338')	Without GEBUW MDA(H) 2820' (538')			
A	3/4	1	1	90		2880' (568') - 1
B				120		
C			1 1/2	140		2880' (568') - 1 1/2
D				165		

CHANGES: Procedure title.

© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™	*ATIS 116.4		SPORT Approach (R) 132.75		*EDWARDS Tower 120.7		*Ground 121.8	
	RNAV	Final Apch Crs 044°	Minimum Alt YAYGR 3900' (1602')	LNAV MDA(H) 2840' (542')	Apt Elev 2312' TDZE 2298'	9100' MSA RW04		
	MISSED APCH: Proceed direct to KIIRK and hold. Maintain 5700'.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. DME/DME RNP-0.30 not authorized.							

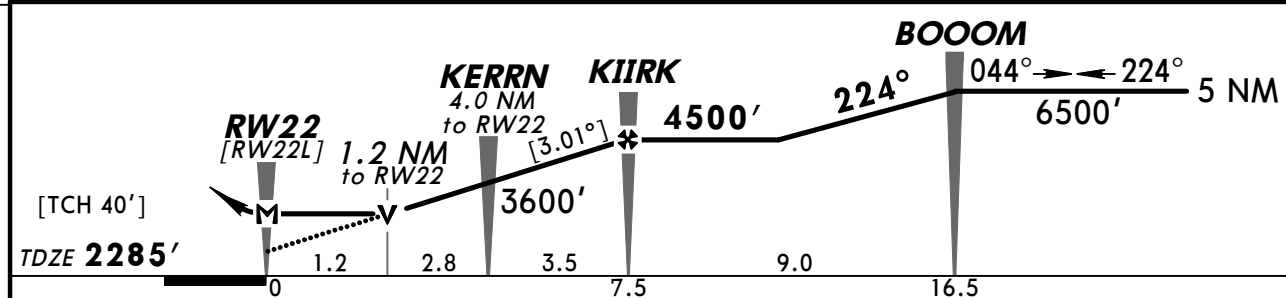
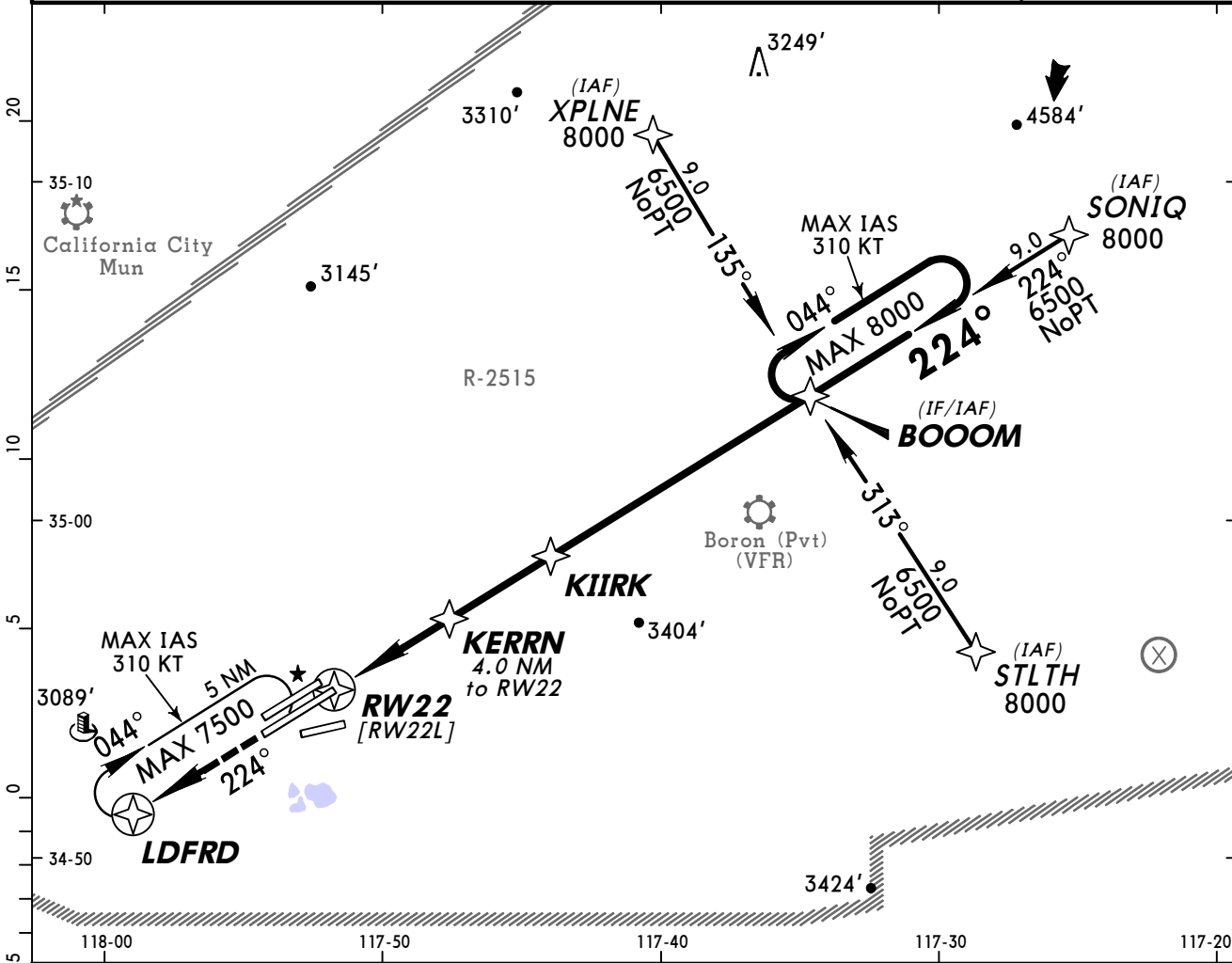


Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	5700'	→	KIIRK
Descent Angle [3.61°]	447	575	639	767	894	1022					
MAP at RW04											

Military STRAIGHT-IN LANDING RWY 4R						CIRCLE-TO-LAND					
LNAV						Not Authorized Northwest of Rwy 4R-22L					
MDA(H) 2840' (542')						MDA(H)					
A	1					Max Kts	2880' (568') - 1				
B						90					
C	1½					120	2880' (568') - 1½				
D	1¾					140	2880' (568') - 1¾				
						165	2880' (568') - 2				

BRIEFING STRIP™

*ATIS 116.4		SPORT Approach (R) 132.75		*EDWARDS Tower 120.7		*Ground 121.8	
RNAV	Final Apch Crs 224°	Minimum Alt KIIRK 4500' (2215')	LNAV MDA(H) 2680' (395')	Apt Elev 2312' TDZE 2285'		7900' MSA RW22	
MISSED APCH: Proceed direct to LDFRD and hold. Maintain 5700'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized.							

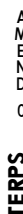


Gnd speed-Kts	70	90	100	120	140	160		REIL	5700'		LDFRD
Descent Angle [3.01°]	373	479	533	639	746	852		PAPI-L			
MAP at RW22											

Military STRAIGHT-IN LANDING RWY 22L						CIRCLE-TO-LAND					
LNAV						Not Authorized North of Rwy 4R-22L					
MDA(H) 2680' (395')						Max Kts					
A						90					
B						120					
C						140					
D						165					

VOR DME Rwy 4L

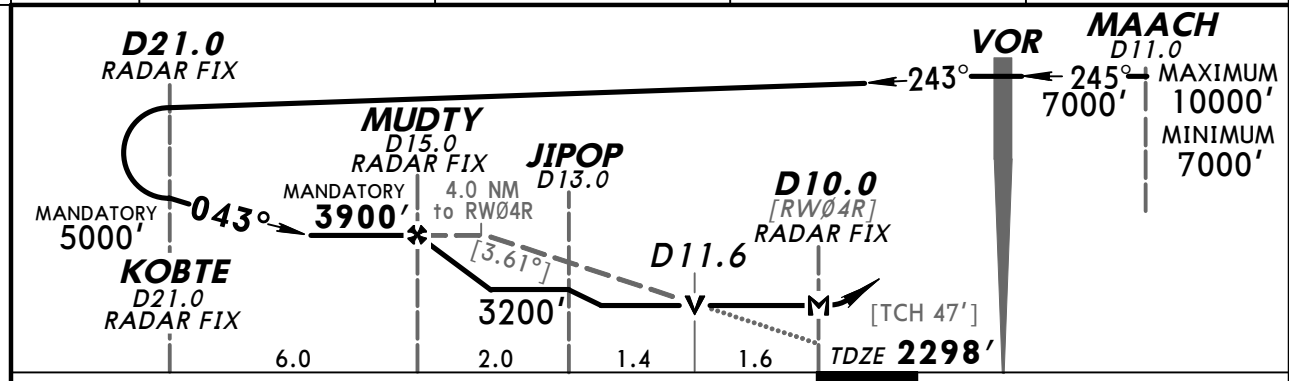
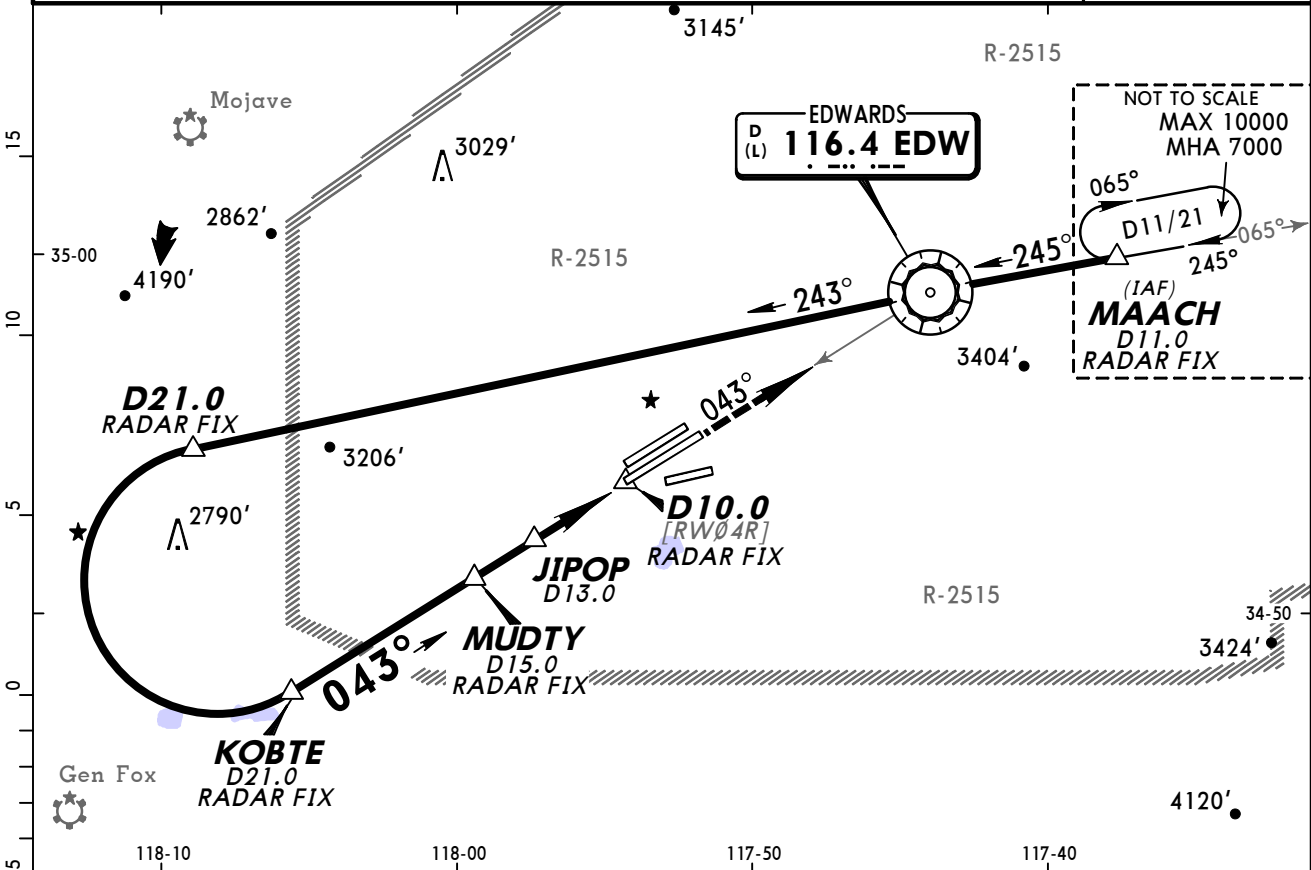
BRIEFING STRIP TM



STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND	
DAY		NIGHT	Not Authorized Northwest of Rwy 4L-22R Not Authorized at Night to Rwy 22R	
<i>MDA(H)</i> 2980' (668')			Max Kts	<i>MDA(H)</i>
A	1	NA	90	2980' (668') -1
B			120	
C			140	2980' (668') -2
D			165	2980' (668') -2¼

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

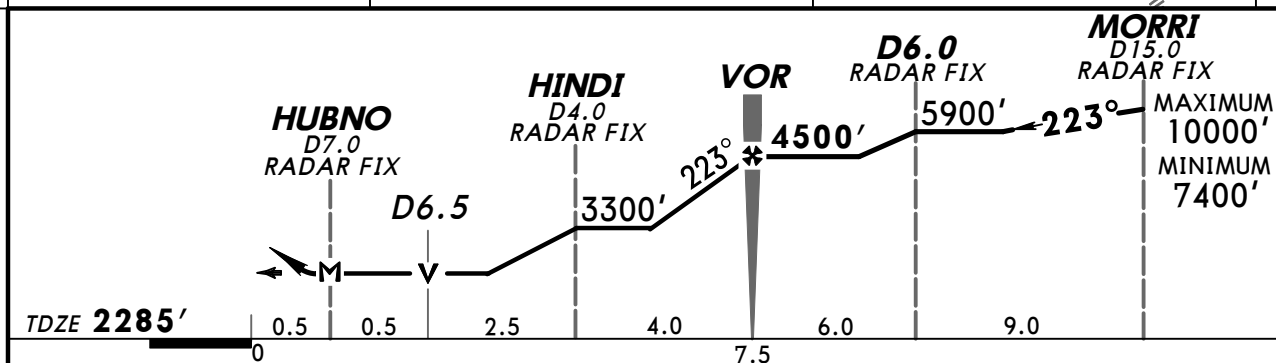
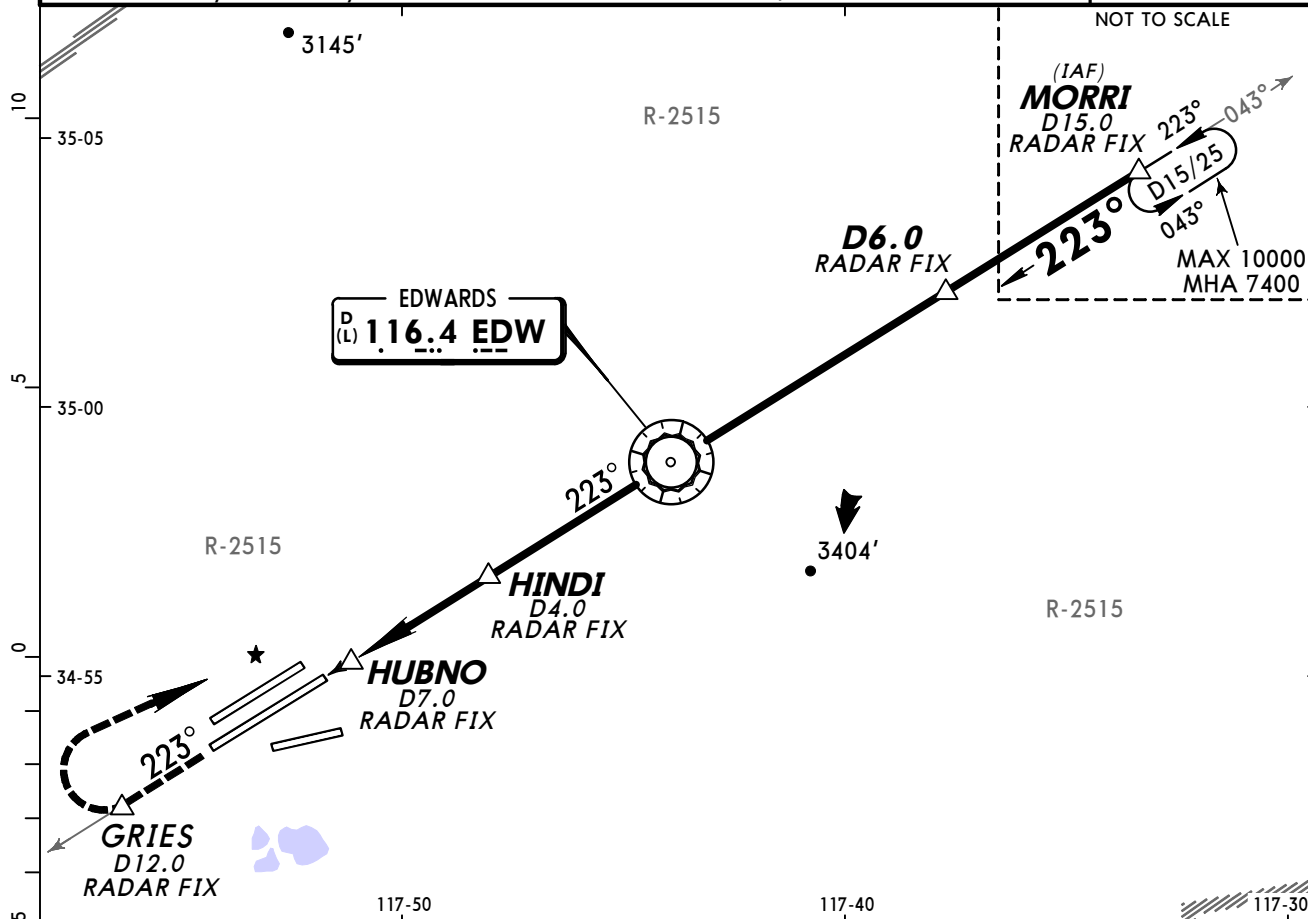
*ATIS 116.4	SPORT Approach (R) 132.75	*EDWARDS Tower 120.7	*Ground 121.8
VOR EDW 116.4	Final Apch Crs 043°	Mandatory Alt MUDTY 3900' (1602')	MDA(H) 2860' (562')
Apt Elev 2312' TDZE 2298'			
MISSED APCH: Track inbound on EDW VOR R-223 to EDW VOR. Intercept EDW VOR R-065 to MAACH/D11.0 EDW VOR and hold. Maintain 7000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required for holding. 2. CAUTION: Do not mistake South Base Rwy 6 for Rwy 4R. 3. EMERG SAFE ALT 100 NM 16,800'. 4. VGSI and vertical descent angle not coincident.			



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.61°]	447	575	639	767	894	1022			
MAP at D10.0									

STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
MDA(H) 2860' (562')				Not Authorized Northwest of Rwy 4R-22L			
				MDA(H)			
A	1			Max Kts	2880' (568') - 1		
B				90			
C	1½			120	2880' (568') - 1½		
D	1¾			140			
				165	2880' (568') - 2		

*ATIS 116.4	SPORT Approach (R) 132.75	*EDWARDS Tower 120.7	*Ground 121.8
VOR EDW 116.4	Final Apch Crs 223°	Minimum Alt VOR 4500' (2215')	MDA(H) 2640' (355')
Apt Elev 2312' TDZE 2285'			
MISSED APCH: Track EDW VOR R-223 outbound. At GRIES/D12.0 EDW VOR turn RIGHT direct MORRI INT/D15.0 EDW VOR R-043 and hold. Maintain 7400'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Radar required for holding. 3. CAUTION: Do not mistake South Base Rwy 24 for Rwy 22L. 4. EMERG SAFE ALT 100 NM 16,800'.			
7800' MSA EDW VOR			



REIL PAPI-L	EDW 116.4 R-223	GRIES	MORRI
MAP at HUBNO			

Military		STRAIGHT-IN LANDING RWY 22L		CIRCLE-TO-LAND	
		MDA(H) 2640' (355')		Not Authorized Northwest of Rwy 4R-22L	
A			Max Kts 90	MDA(H)	
B	1		120	2880' (568') - 1	
C			140	2880' (568') - 1½	
D	1¼		165	2880' (568') - 2	

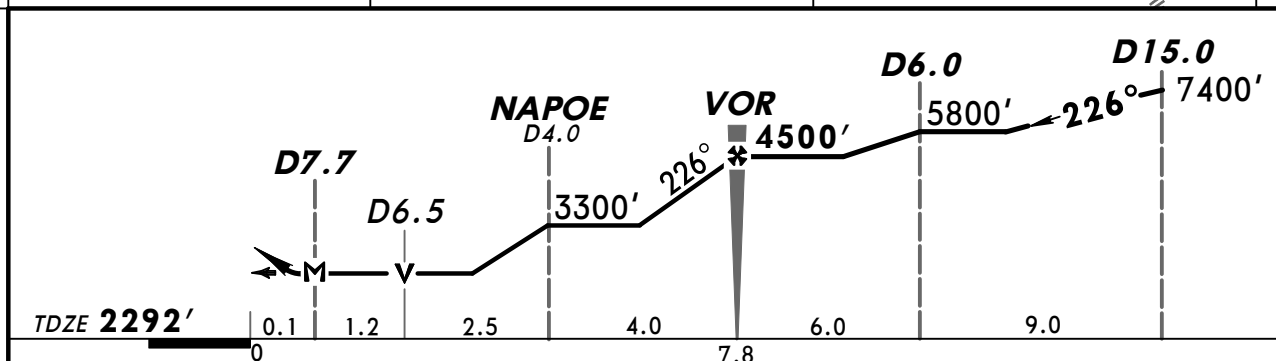
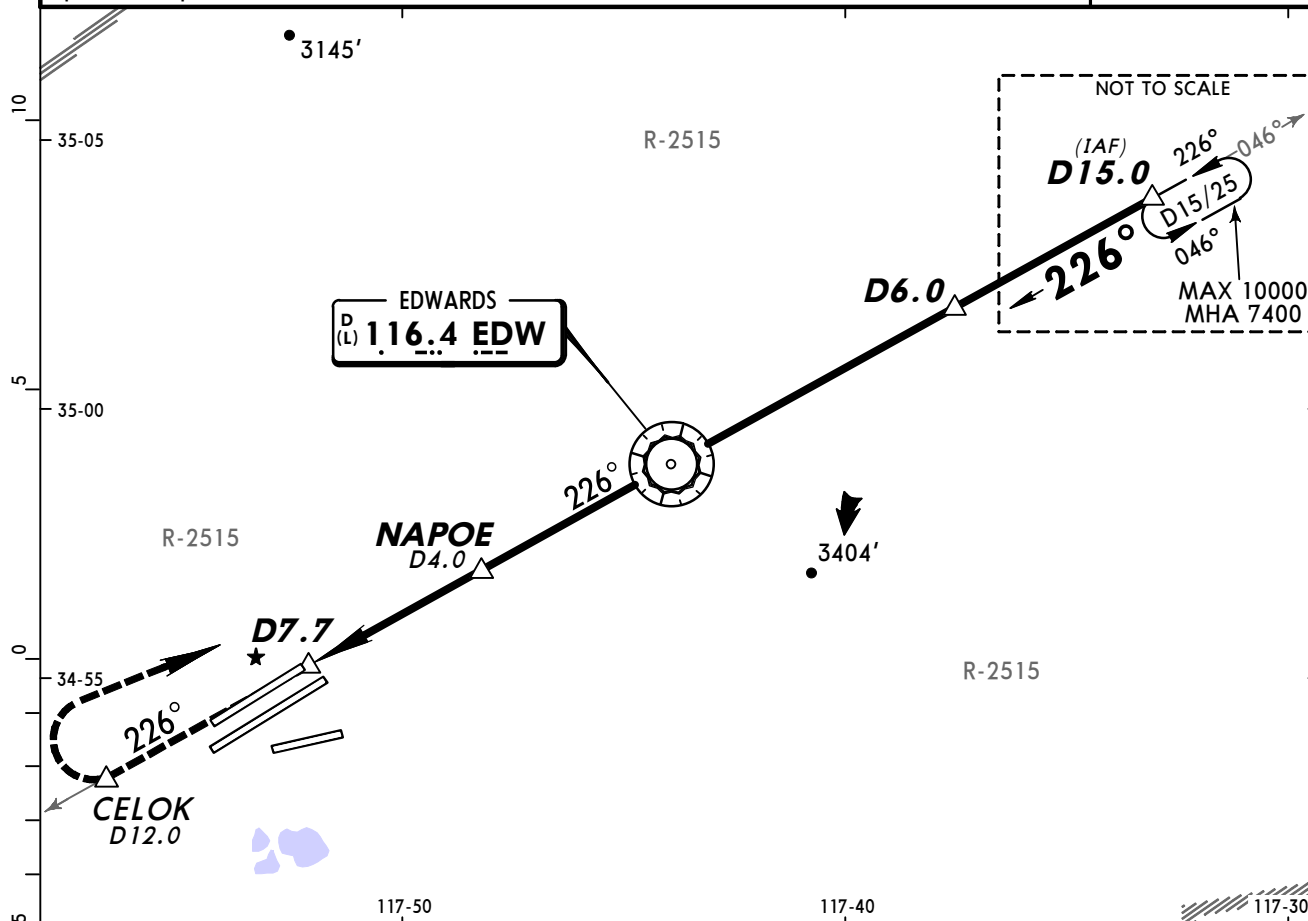
KEDW/EDW
EDWARDS, CALIF

JEPPESSEN
20 JAN 12 (33-4)

EDWARDS AFB
VOR DME Rwy 22R

BRIEFING STRIP™

*ATIS 116.4		SPORT Approach (R) 132.75		*EDWARDS Tower 120.7		*Ground 121.8			
VOR EDW 116.4		Final Apch Crs 226°		Minimum Alt VOR 4500' (2208')		MDA(H) (CONDITIONAL) 2740' (448')		Apt Elev 2312' TDZE 2292'	
MISSED APCH: Track EDW VOR R-226 outbound. At CELOK/D12.0 EDW VOR turn RIGHT direct D15.0 EDW VOR R-046 and hold. Maintain 7400'.								7800'	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Radar required. 2. EMERG SAFE ALT 100 NM 16,800'. 3. Unlighted runway, night operations prohibited.									
								MSA EDW VOR	



EDW 116.4 R-226	CELOK	RT	D15.0
MAP at D7.7			

Military		STRAIGHT-IN LANDING RWY 22R		CIRCLE-TO-LAND	
DAY		NIGHT		Not Authorized Northwest of Rwy 4L-22R Not Authorized at Night to Rwy 4L	
MDA(H) 2740' (448')				Max Kts	MDA(H)
A	1	NA		90	2880' (568') - 1
B				120	
C	1 1/4			140	2880' (568') - 1 1/2
D	1 1/2			165	2900' (588') - 2

CHANGES: None.

© JEPPESSEN, 2008, 2012. ALL RIGHTS RESERVED.

General Information

Location: Fresno CA USA
IATA Code: FAT
Lat/Long: N36° 46.6' W119° 43.1'
Elevation: 336 ft

Airport Use: Public
Magnetic Variation: 13.4 °E
Sectional Chart: San Francisco

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: High Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1433 Z
Sunset: 0151 Z,

Runway Information

Runway: 11L
Length x Width: 9227 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 336 ft
Lighting: Edge, Centerline, REIL

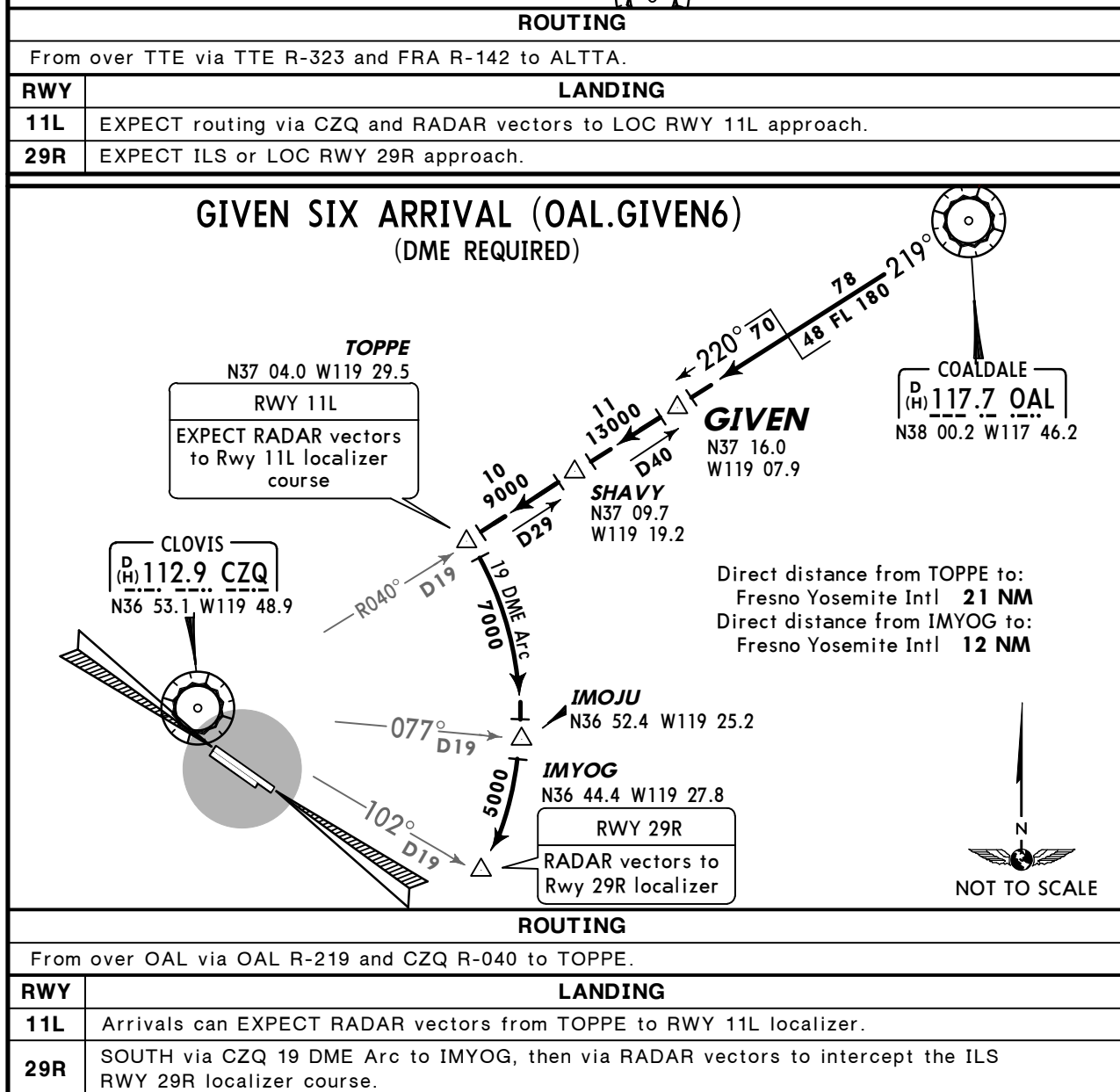
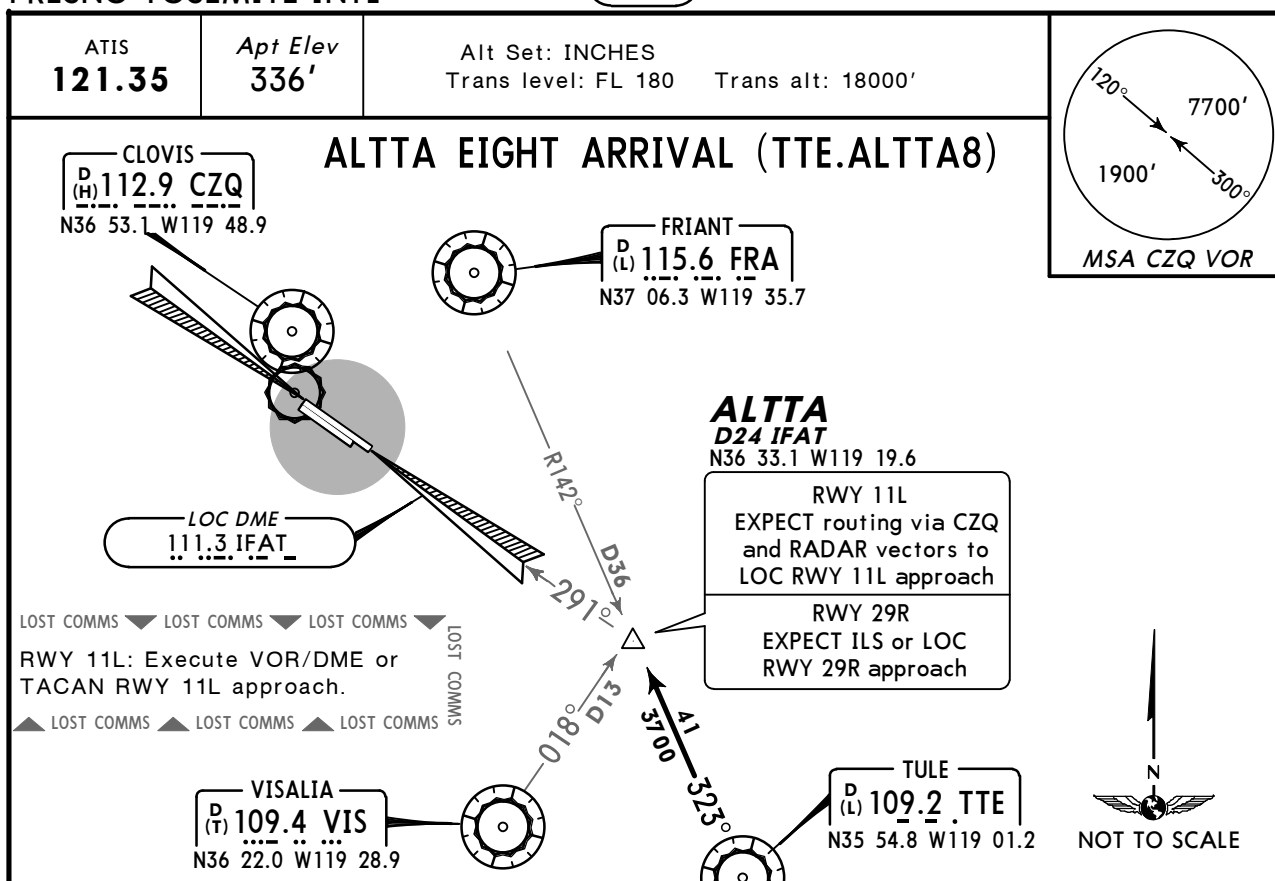
Runway: 11R
Length x Width: 7205 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 333 ft
Lighting: Edge, REIL
Displaced Threshold: 1448 ft

Runway: 29L
Length x Width: 7205 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 330 ft
Lighting: Edge

Runway: 29R
Length x Width: 9227 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 333 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 312 ft

Communication Information

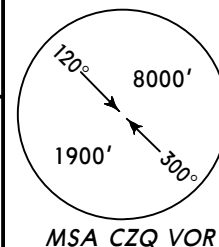
ATIS 121.35
Fresno Tower 118.2
Fresno Ground Control 121.7
Fresno Clearance Delivery 124.35
Fresno Approach Control 118.5
Fresno Approach Control 132.35 (91 °-239 °)
Fresno Approach Control 119.6 (240 °-90 °) Initial Contact
Fresno App ARSA 132.35 (91 °-239 °)
Fresno App ARSA 119.6 (240 °-90 °)
Fresno Departure Control 118.5
Fresno Departure Control 132.35 (91 °-239 °)
Fresno Departure Control 119.6 (240 °-90 °)
Fresno Yosemite Intl Unicom 122.95
Shark Operations 132.0 Military
Griffin Operations 138.15 Military
Rancho Flight Service Station 122.55 RCO
Rancho Flight Service Station 122.2 RCO



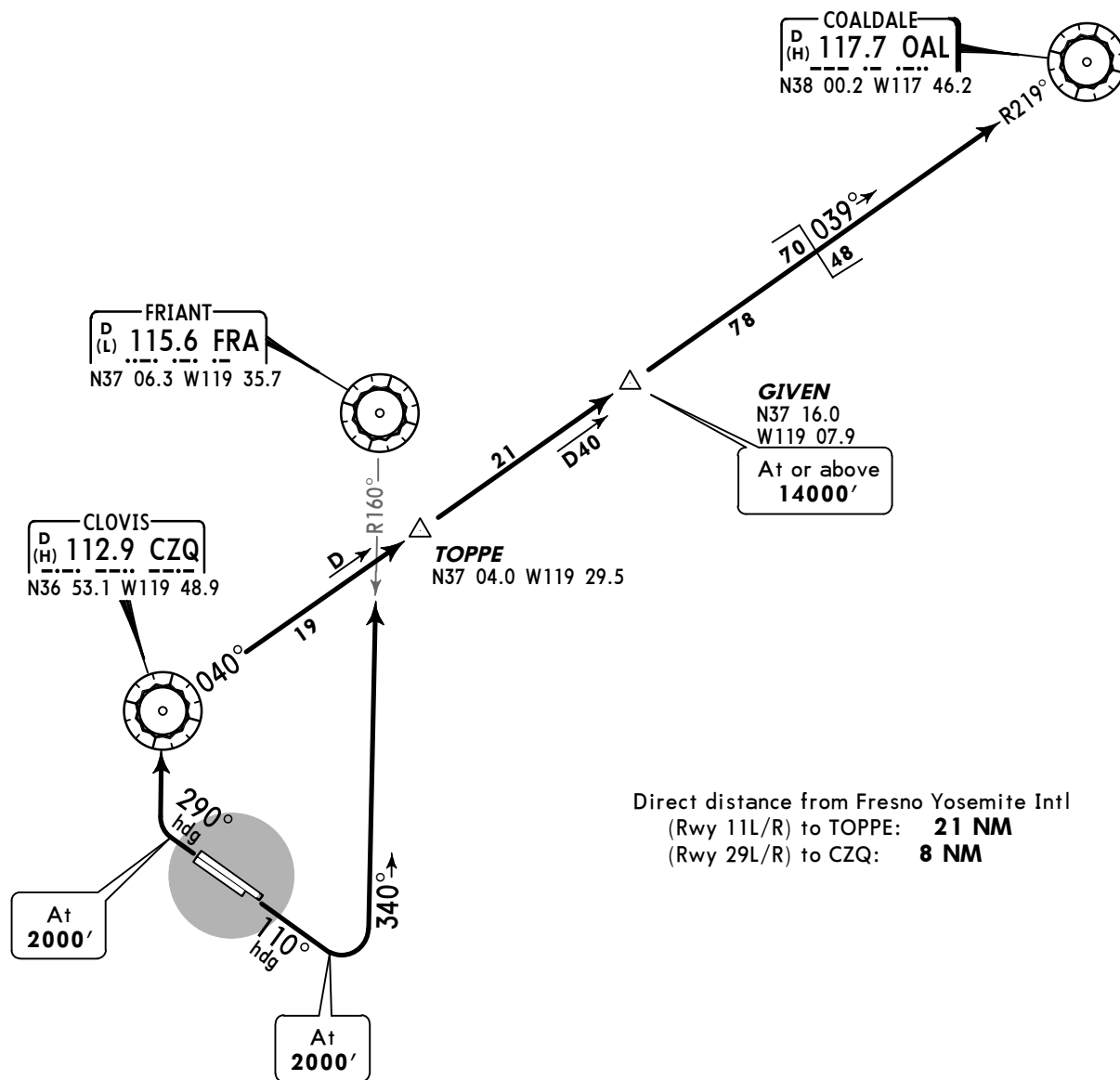
FRESNO Departure (R)
 240°-090° 091°-239°
119.6 132.35

Apt Elev
336'

Trans level: FL180 Trans alt: 18000'



COALDALE ONE DEPARTURE (OAL1.OAL)



Take-off minimums
 (for standard minimums, refer to airport chart):
 Rwy 11L/R, 29L/R: Standard with an ATC climb
 of 340' per NM to **14000'**.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	850	1133	1417	1700

OBSTACLE

Rwy 11L: Sign 1731' from DER, 864' RIGHT of centerline, 53' AGL/383' MSL.
 Rwy 11R: OL ON LT 1.5 NM from DER, 293' RIGHT of centerline, 386' MSL.
 Rwy 29L: Tree 2779' from DER on centerline, 63' AGL/392' MSL.
 Rwy 29R: Trees 1298' from DER, 775' RIGHT of centerline, 50' AGL/397' MSL.



RWY

INITIAL CLIMB

11L/R	Climb via 110° heading to 2000' , then climbing LEFT turn via FRA R-160 and CZQ R-040.
29L/R	Climb via 290° heading to 2000' , then climbing RIGHT turn direct CZQ.

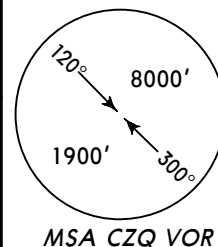
ROUTING

Intercept and proceed via CZQ R-040 and OAL R-219 to OAL. EXPECT clearance to filed altitude after GIVEN.

FOR DEPARTURE
CONTROL FREQ.
SEE GRAPHIC

Apt Elev
336'

Trans level: FL180 Trans alt: 18000'
NORTHWEST departures being vectored SOUTH,
use SOUTH departure control frequencies.



FRESNO FIVE DEPARTURE (FRES5.FAT)

(NORTH SECTOR)
FRESNO
DEPARTURE (R)
CONTROL
119.6

MUSTANG
D (H) **117.9 FMG**
N39 31.9 W119 39.4

MINA
D (H) **115.1 MVA**
N38 33.9 W118 02.0

COALDALE
D (H) **117.7 OAL**
N38 00.2 W117 46.2

MANTECA
D (H) **116.0 ECA**
N37 50.0 W121 10.3

EL NIDO
D (L) **114.2 HYP**
N37 13.2 W120 24.0

FRIANT
D (L) **115.6 FRA**
N37 06.3 W119 35.7

PANOCHÉ
D (L) **112.6 PXN**
N36 42.9 W120 46.7

CLOVIS
D (H) **112.9 CZQ**
N36 53.1 W119 48.9

TULE
D (L) **109.2 TTE**
N35 54.8 W119 01.2

SHAFTER
D (H) **115.4 EHF**
N35 29.1 W119 05.8

AVENAL
D (H) **117.1 AVE**
N35 38.8 W119 58.7

(SOUTH SECTOR)
FRESNO
DEPARTURE (R)
CONTROL
132.35



LOST COMMS

If no radio contact for two minutes,
aircraft enroute to FRA, FMG, MVA and
OAL proceed direct CZQ, then direct FRA,
cross FRA at or above **9000'**, then via
(assigned route) to filed altitude.

LOST COMMS

This SID requires a minimum climb gradient of
375' per NM to **9000'** for obstacle clearance.

Gnd speed-KT	75	100	150	200	250	300
375' per NM	469	625	938	1205	1563	1875

RWYS

INITIAL CLIMB

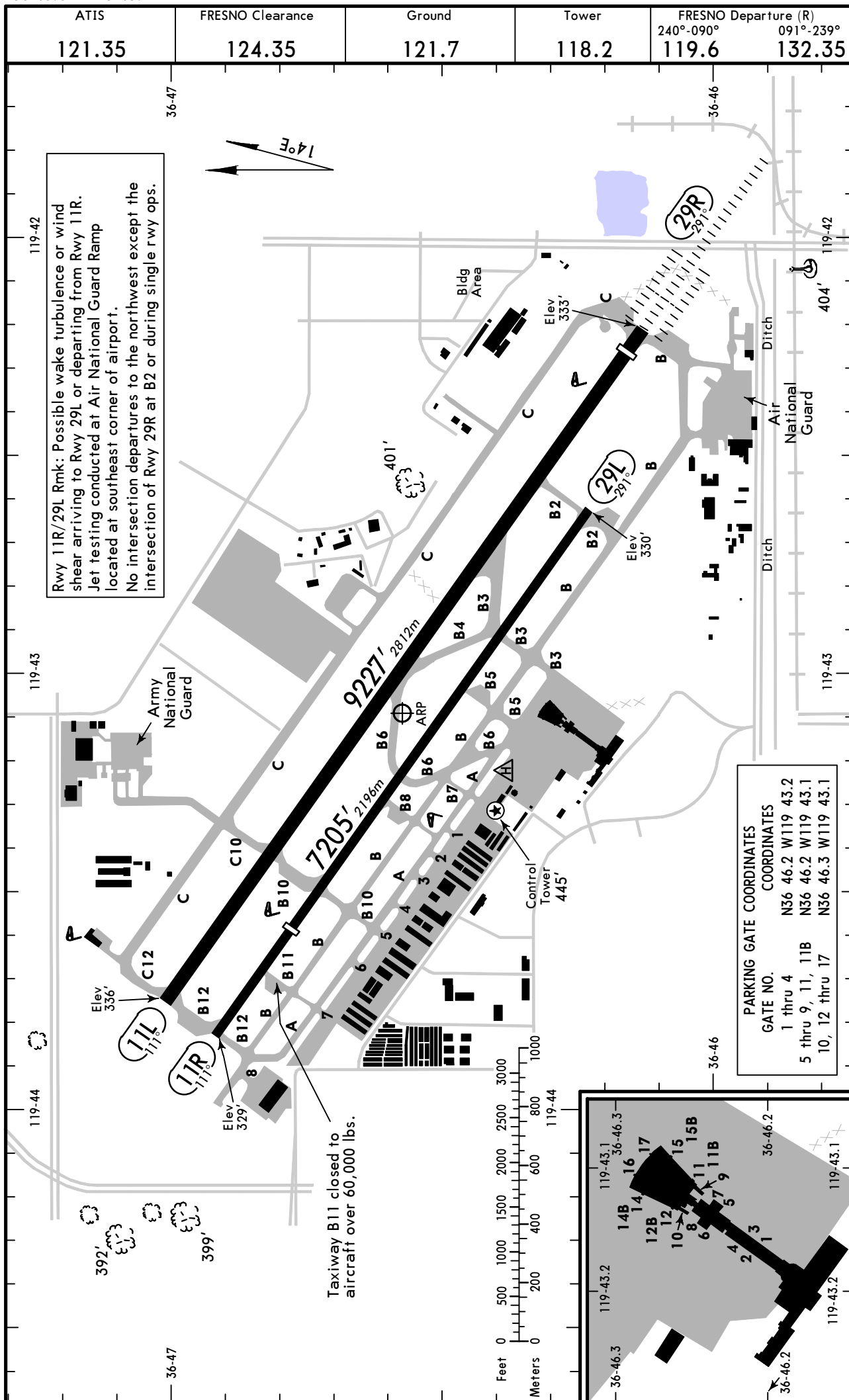
**11L/R &
29L/R**

Fly runway heading for vectors to assigned route/fix. EXPECT clearance to filed
altitude five minutes after departure.

KFAT/FAT
 Apt Elev **336'**
 N36 46.6 W119 43.1

JEPPESSEN
 22 JAN 10 **(10-9)**

FRESNO, CALIF
FRESNO YOSEMITE INTL



GENERAL

Numerous birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING	BEYOND		
				Threshold	Glide Slope		
11R	MIRL	REIL	PAPI-L (angle 3.0°)	5757'	1755m		100'
29L	MIRL	PAPI-L (angle 3.0°)					30m

11L	HIRL	CL	REIL	PAPI-L (angle 3.0°)	RVR			150'
29R	HIRL	CL	ALSF-II	TDZ	PAPI-L (angle 3.0°)	RVR	8915' 2717m	7865' 2397m

① Grooved.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 11L, 29R					Rwys 11R, 29L		
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
CL & RCLM	CL, or RCLM & HIRL						
TDZ RVR 5	TDZ RVR 10						
Mid RVR 5	Mid RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1
Rollout RVR 5	Rollout RVR 10						

OBSTACLE DP

Rwys 11L, 11R, climbing left turn direct CZQ VOR.

Rwys 29L, 29R, climbing right turn direct CZQ VOR.

All aircraft climb in CZQ VOR holding pattern (hold southeast, left turns, 322° inbound) to cross CZQ VOR at or above MEA/MCA for direction of flight before proceeding enroute.

FOR FILING AS ALTERNATE

Precision		Non-Precision	
A			
B			
C			
D	600-2	800-2	

CHANGES: None.

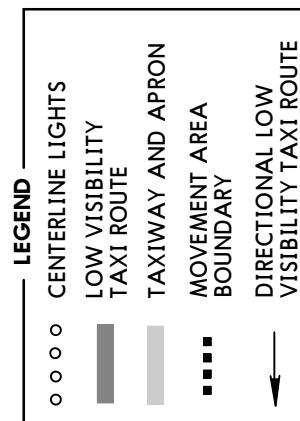
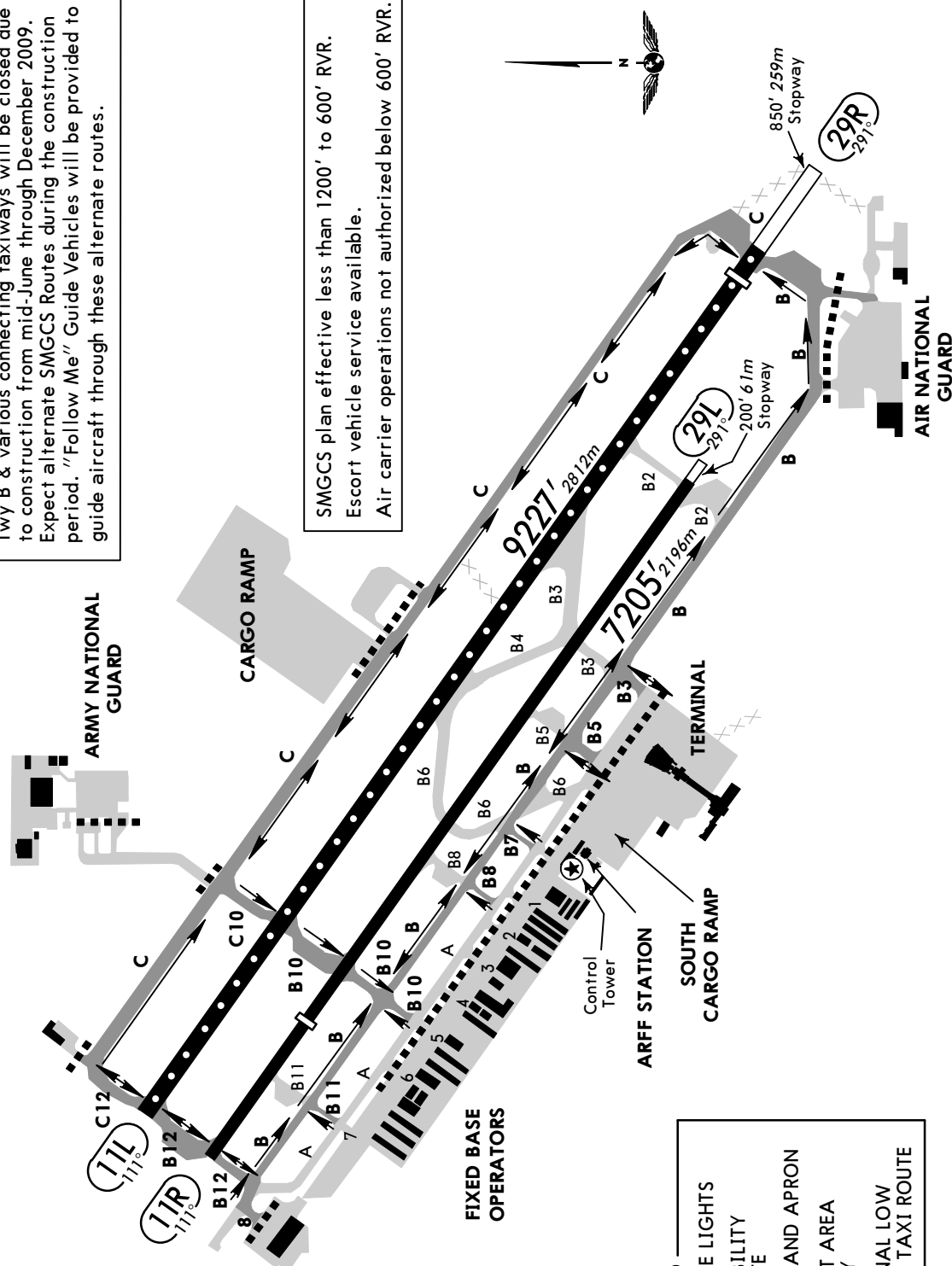
© JEPPESSEN, 2000, 2010. ALL RIGHTS RESERVED.

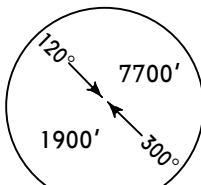
LOW VISIBILITY TAXI ROUTES

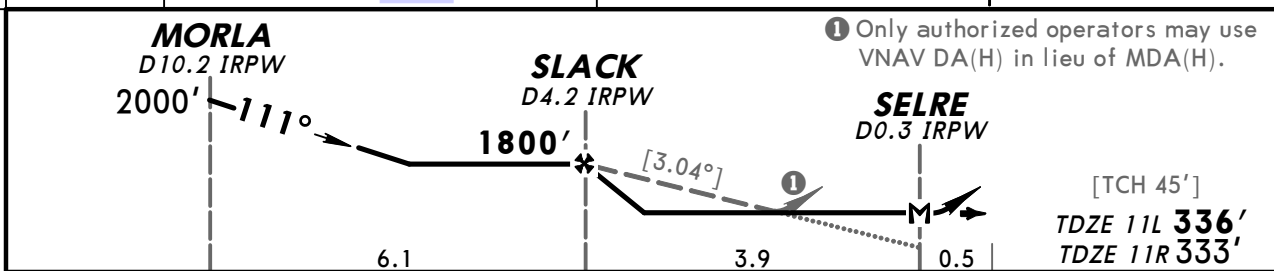
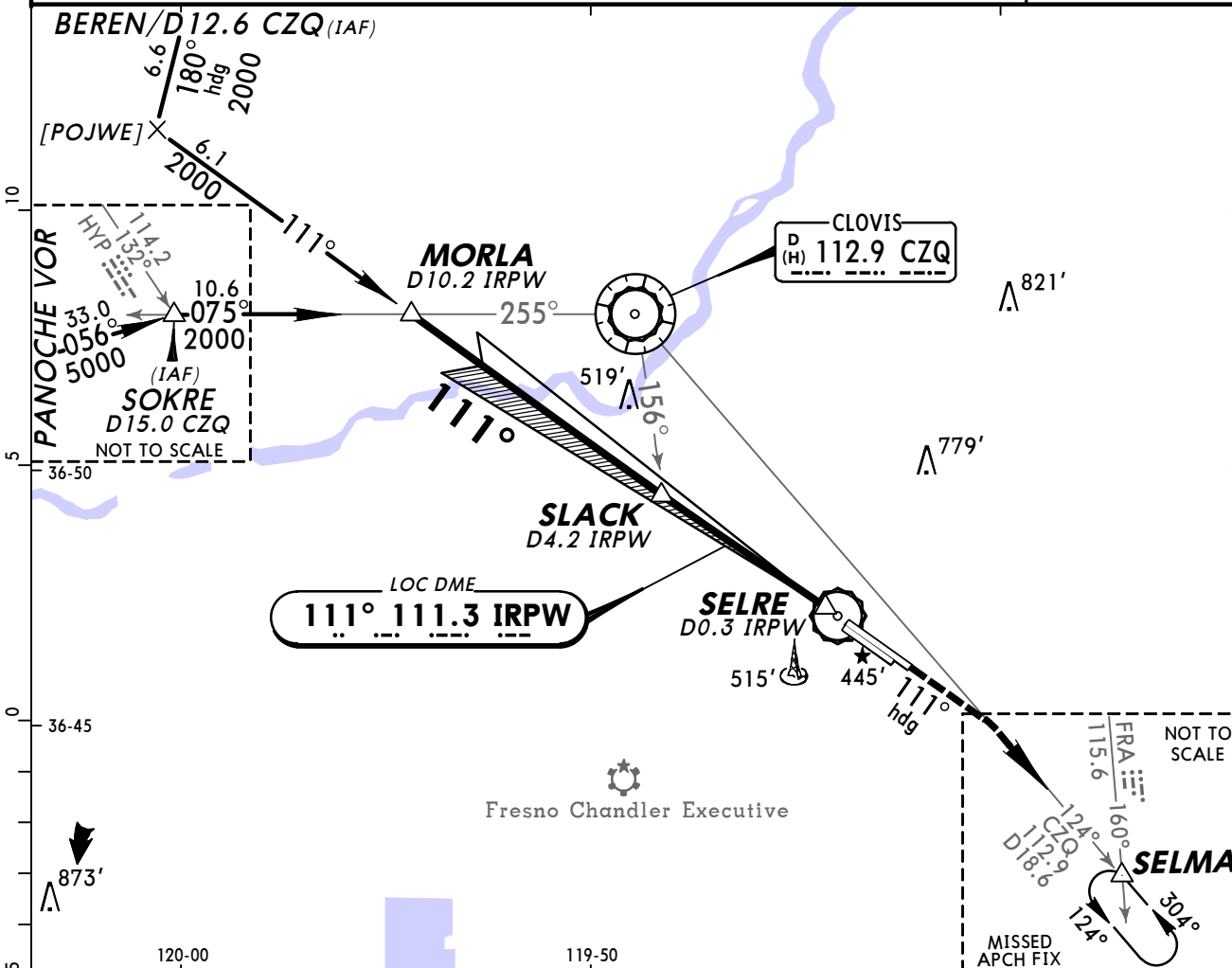
ATIS	FRESNO Clearance	Ground	Tower	FRESNO Departure (R)	
121.35	124.35	121.7	118.2	240°-090° 119.6	091°-239° 132.35

Twy B & various connecting taxiways will be closed due to construction from mid-June through December 2009. Expect alternate SMGCS Routes during the construction period. "Follow Me" Guide Vehicles will be provided to guide aircraft through these alternate routes.

SMGCS plan effective less than 1200' to 600' RVR.
Escort vehicle service available.
Air carrier operations not authorized below 600' RVR.

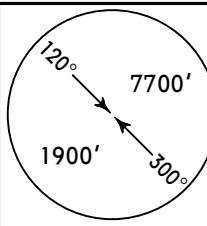


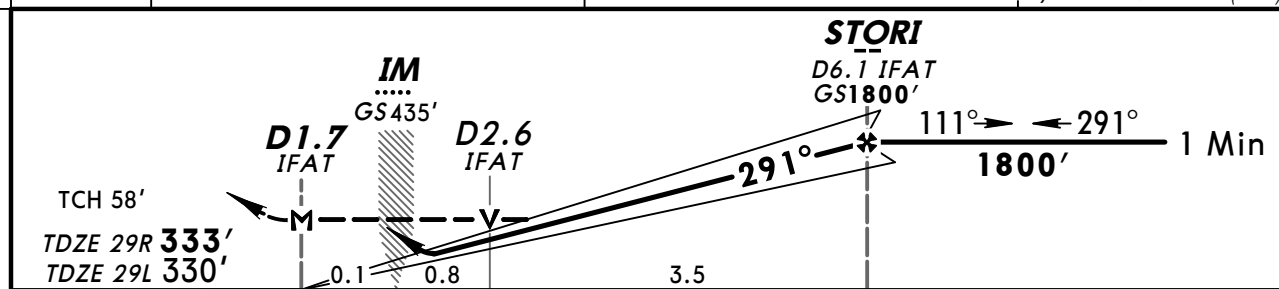
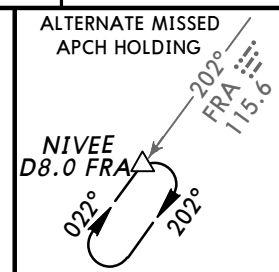
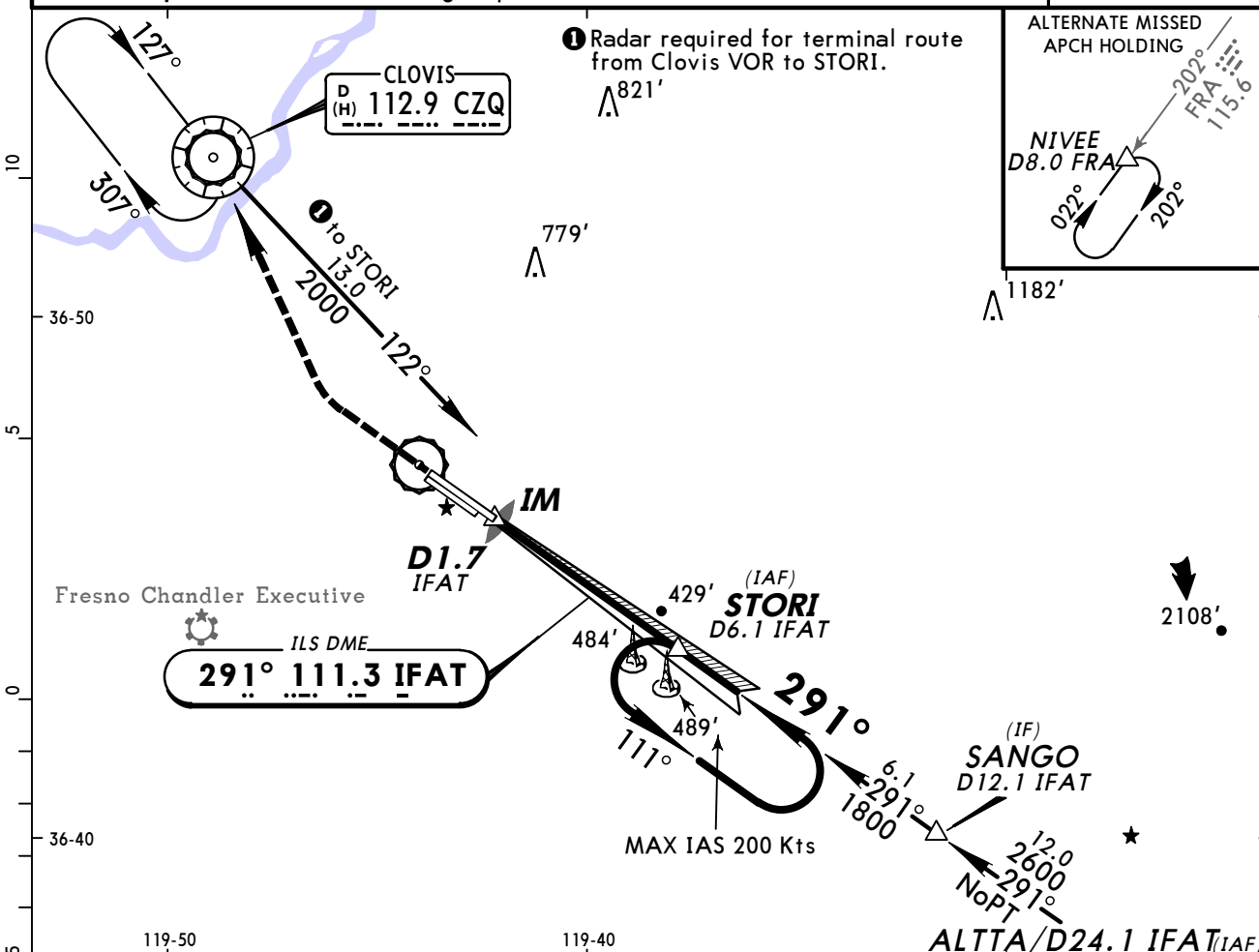
BRIEFING STRIP TM	ATIS 121.35		FRESNO Approach (R) 119.6		FRESNO Tower 118.2		Ground 121.7	
	LOC IRPW 111.3	Final Apch Crs 111°	Minimum Alt SLACK 1800' (1464')	MDA(H) 680' (344')		Apt Elev 336' TDZE 11L 336'		
	MISSED APCH: Climb to 2000' via heading 111° and outbound CZQ VOR R-124 to SELMA and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. VGSI and descent angles not coincident. 2. PAPI-L on Rwy 11R.							
MSA CZQ VOR								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' ↑ via 111° hdg and CZQ 112.9 R-124 SELMA
Descent angle [3.04°]	376	484	538	645	753	861		
MAP at SELRE or SLACK to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28		

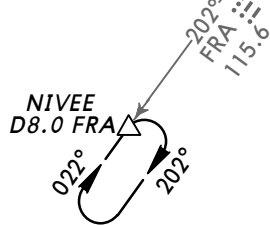
STRAIGHT-IN LANDING RWY 11L			SIDESTEP LANDING RWY 11R		CIRCLE-TO-LAND	
MDA(H) 680' (344')			MDA(H) 680' (347')		Max Kts	MDA(H)
A	RVR 50 or 1		1		90	820' (484')- 1
120						
C			RVR 60 or 1¼		1½	
D	2					

ATIS 121.35		FRESNO Approach (R) 119.6		FRESNO Tower 118.2		Ground 121.7
LOC IFAT 111.3	Final Aptch Crs 291°	GS STORI 1800' (1467')	ILS DA(H) 533' (200')	Apt Elev 336' TDZE 29R 333'		
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2000' direct CZQ VOR and hold.						
Alt Set: INCHES 1. DME required.		Trans level: FL 180 2. VGSI and ILS glidepath not coincident.		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI

STRAIGHT-IN LANDING RWY29R						SIDESTEP LANDING RWY 29L	CIRCLE-TO-LAND	
ILS DA(H) 533'(200')			LOC (GS out) MDA(H) 680'(347')			MDA(H) 740'(410')	Max Kts	MDA(H)
FULL		TDZ or CL out	ALS out	ALS out				
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	1	90	820'(484')-1
B						1 1/2	140	820'(484')-1 1/2
C				2	165	920'(584')-2		
D								

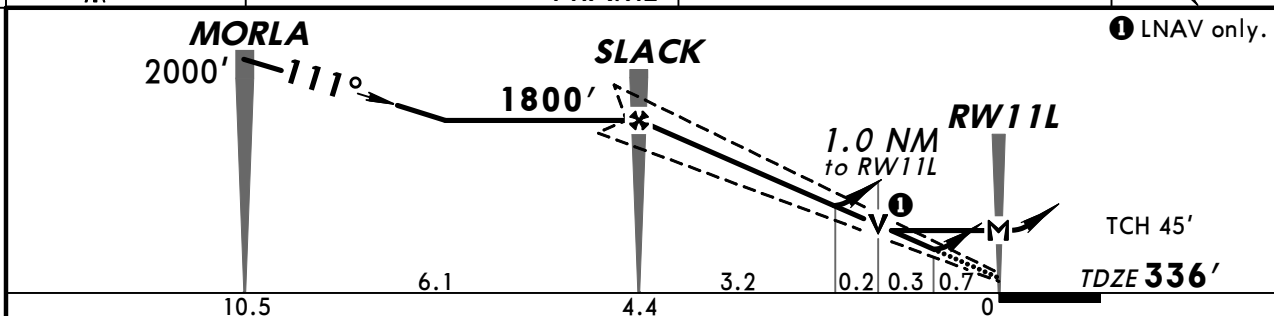
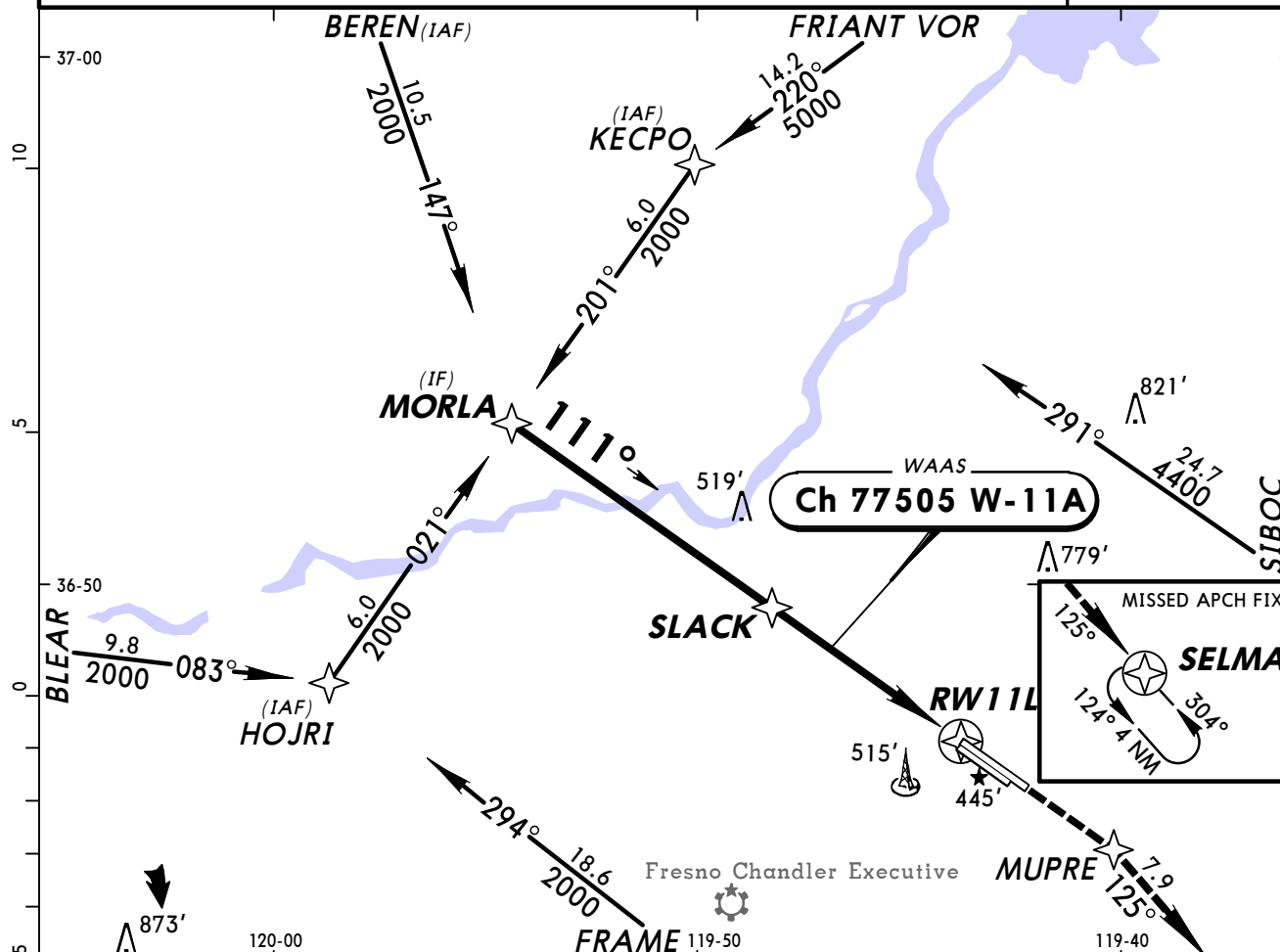
MSA CZQ VOR

•

RVR 12

BRIEFING STRIP TM

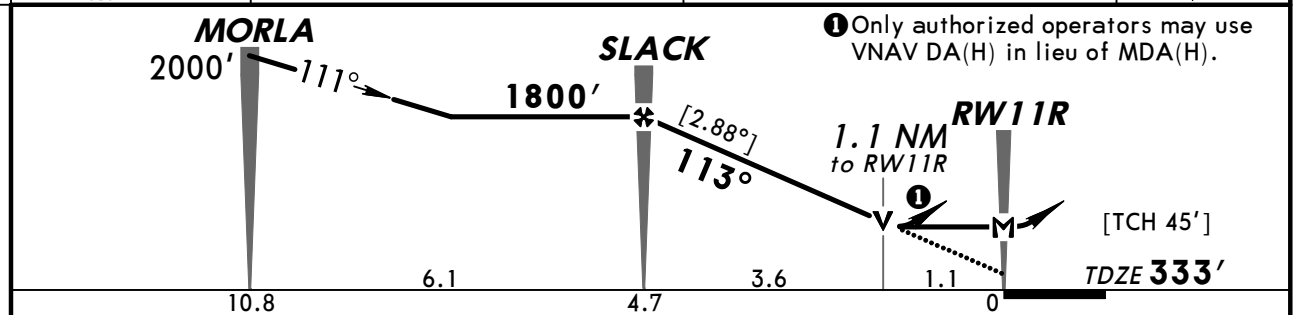
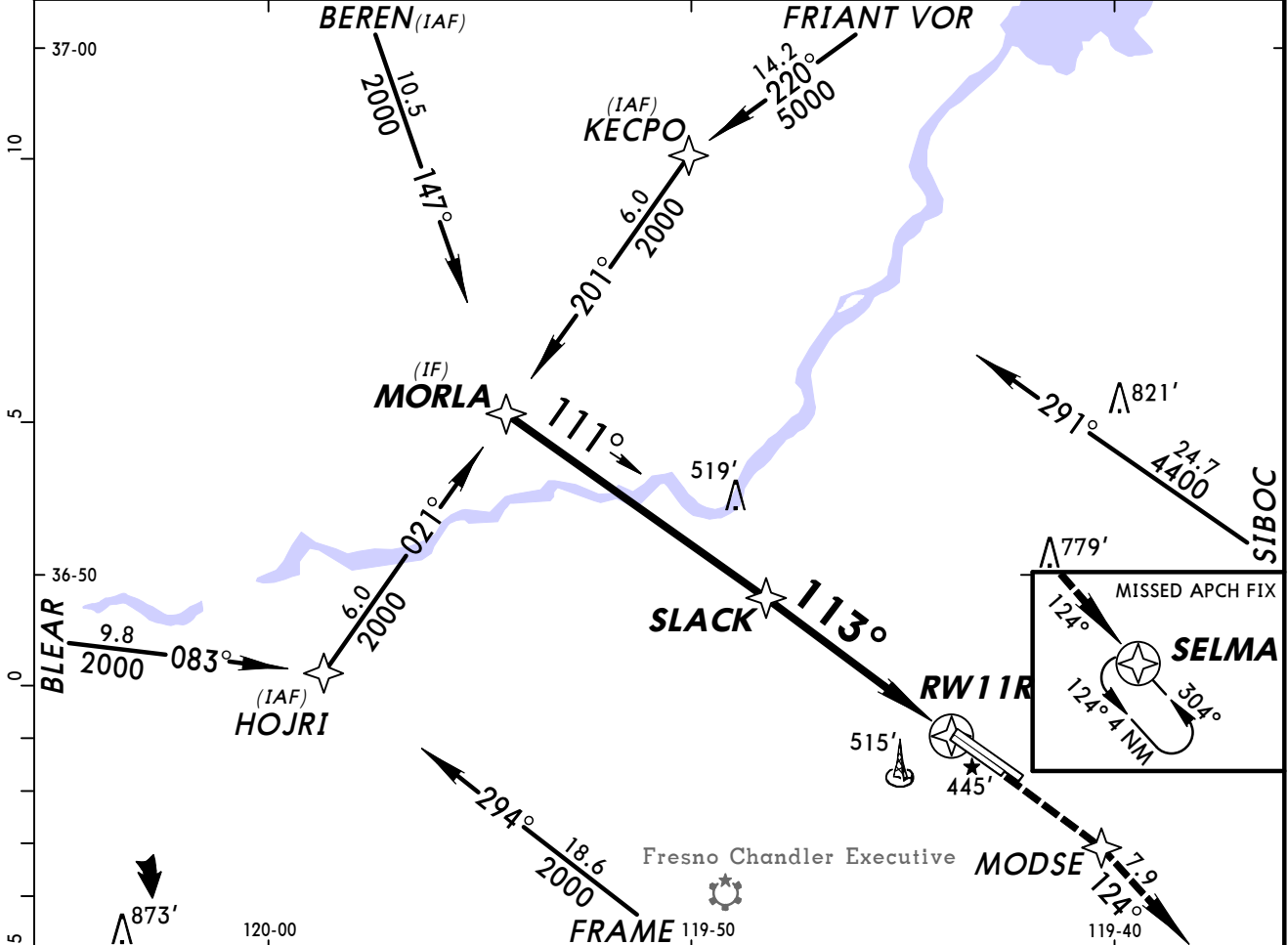
ATIS 121.35		FRESNO Approach (R) 119.6		FRESNO Tower 118.2		Ground 121.7				
WAAS Ch 77505 W-11A		Final Apch Crs 111°		Minimum Alt SLACK 1800' (1464')		LPV DA(H) 590' (254')		Apt Elev 336' TDZE 336'		7700' MSA RW11L
MISSED APCH: Climb to 2000' direct MUPRE and via 125° track to SELMA and hold.										
Alt Set: INCHES										



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L	2000' ↑	MUPRE
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849			
<i>MAP at RW11L</i>									

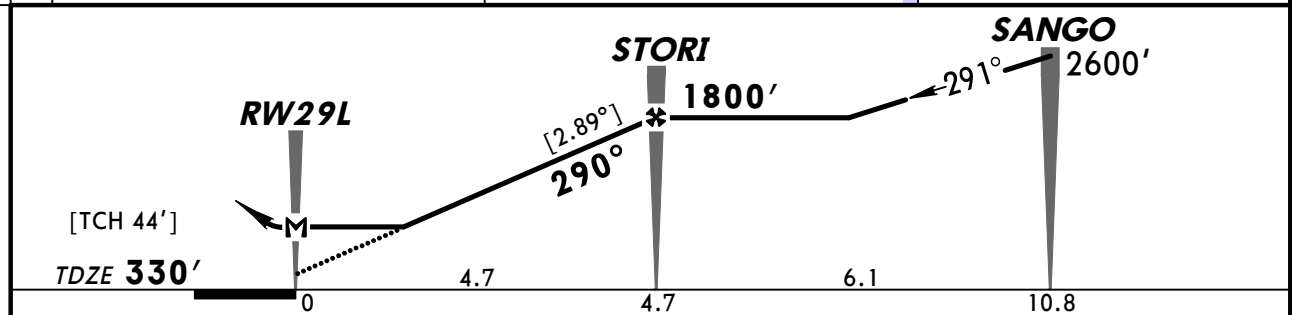
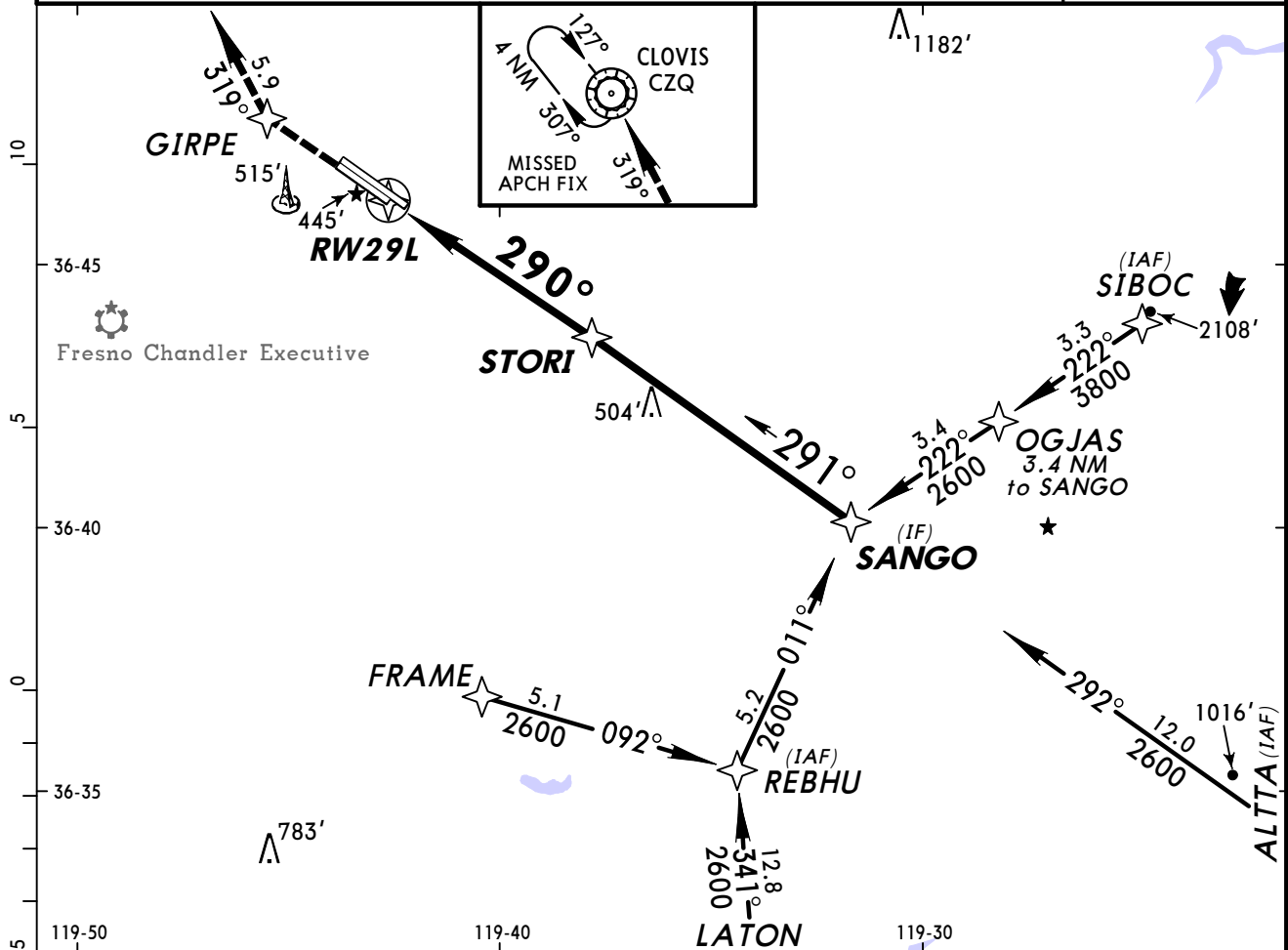
STRAIGHT-IN LANDING RWY 11L				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	
<i>DA(H)</i> 590' (254')		<i>DA(H)</i> 760' (424')		<i>MDA(H)</i> 680' (344')	
A	RVR 50 or 1	1½	RVR 50 or 1	Max Kts. 90	820' (484')-1
				120	820' (484')-1½
				140	820' (484')-1½
				165	920' (584')-2

ATIS 121.35		FRESNO Approach (R) 119.6		FRESNO Tower 118.2		Ground 121.7	
RNAV	Final Apch Crs 113°	Minimum Alt SLACK 1800' (1467')	LNAV MDA(H) (CONDITIONAL) 700' (367')	Apt Elev 336' TDZE 333'		7700' MSA RW11R	
MISSED APCH: Climb to 2000' direct MODSE and via 124° track to SELMA and hold.							
Alt Set: INCHES 1. DME/DME RNP-0.3 not authorized.		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts		70	90	100	120	140	160		REIL PAPI-L	2000' ↑	D➔	MODSE
Descent angle [2.88°]		357	459	509	611	713	815					
MAP at RW11R												
STRAIGHT-IN LANDING RWY 11R LNAV										CIRCLE-TO-LAND		
MDA(H) 700' (367')		NIGHT								Max Kts	MDA(H)	
A	1									90	820' (484')-1	
B										120	820' (484')-1½	
C										140	820' (484')-1½	
D										165	920' (584')-2	
1¼												

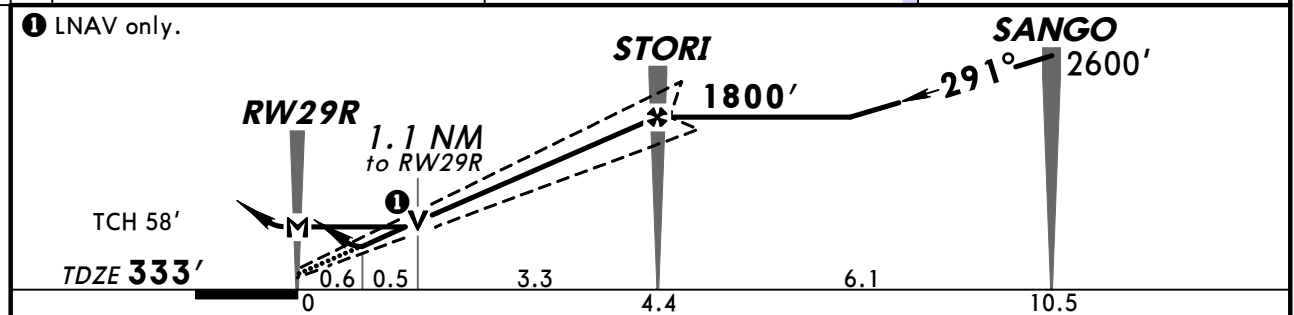
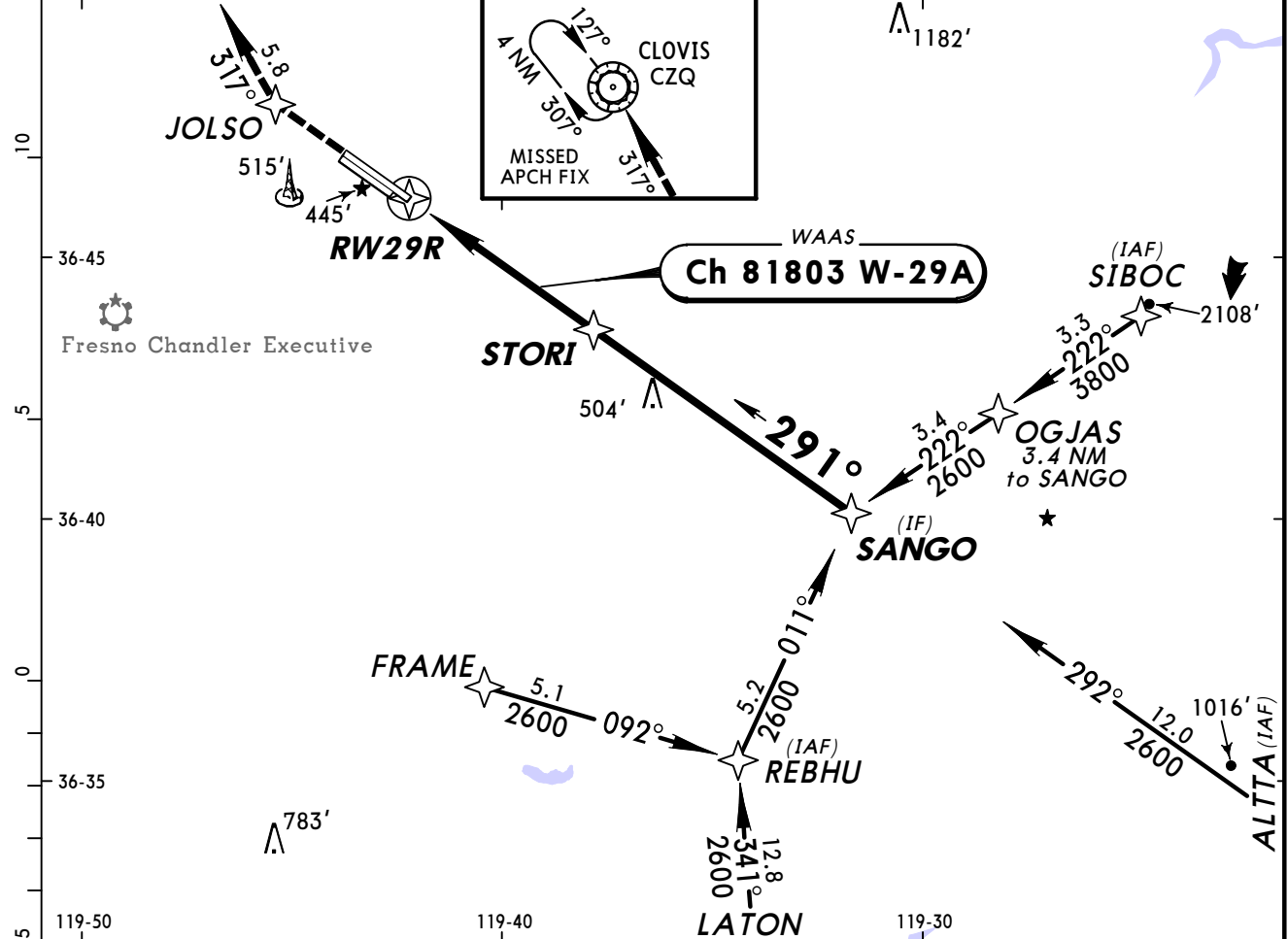
ATIS 121.35		FRESNO Approach (R) 119.6		FRESNO Tower 118.2		Ground 121.7	
RNAV	Final Apch Crs 290°	Minimum Alt STORI 1800' (1470')	LNAV (CONDITIONAL) MDA(H) 760' (430')	Apt Elev 336' TDZE 330'		7700' MSA RW29L	
MISSED APCH: Climb to 2000' direct GIRPE and via 319° track to CZQ VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME/DME RNP-0.3 not authorized.							



Gnd speed-Kts	70	90	100	120	140	160			PAPI-L	2000'	→	GIRPE
Descent angle [2.89°]	358	460	511	613	716	818						
MAP at RW29L												

STRAIGHT-IN LANDING RWY 29L				CIRCLE-TO-LAND			
MDA(H) 760' (430')		LNAV		NIGHT		Max Kts	MDA(H)
DAY						90	820' (484') - 1
A	1					120	
B						140	820' (484') - 1½
C	1¼					165	920' (584') - 2
D	1½						

ATIS 121.35	FRESNO Approach (R) 119.6	FRESNO Tower 118.2	Ground 121.7
WAAS Ch 81803 W-29A	Final Apch Crs 291°	Minimum Alt STORI 1800' (1467')	LPV (CONDITIONAL) DA(H) 590' (257')
Apt Elev 336' TDZE 333'			7700' MSA RW29R
MISSED APCH: Climb to 2000' direct JOLSO and via 317° track to CZQ VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Baro-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.			

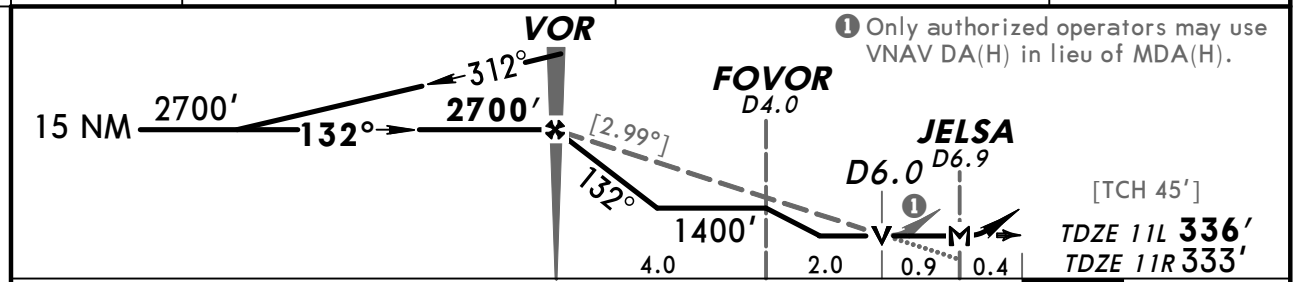
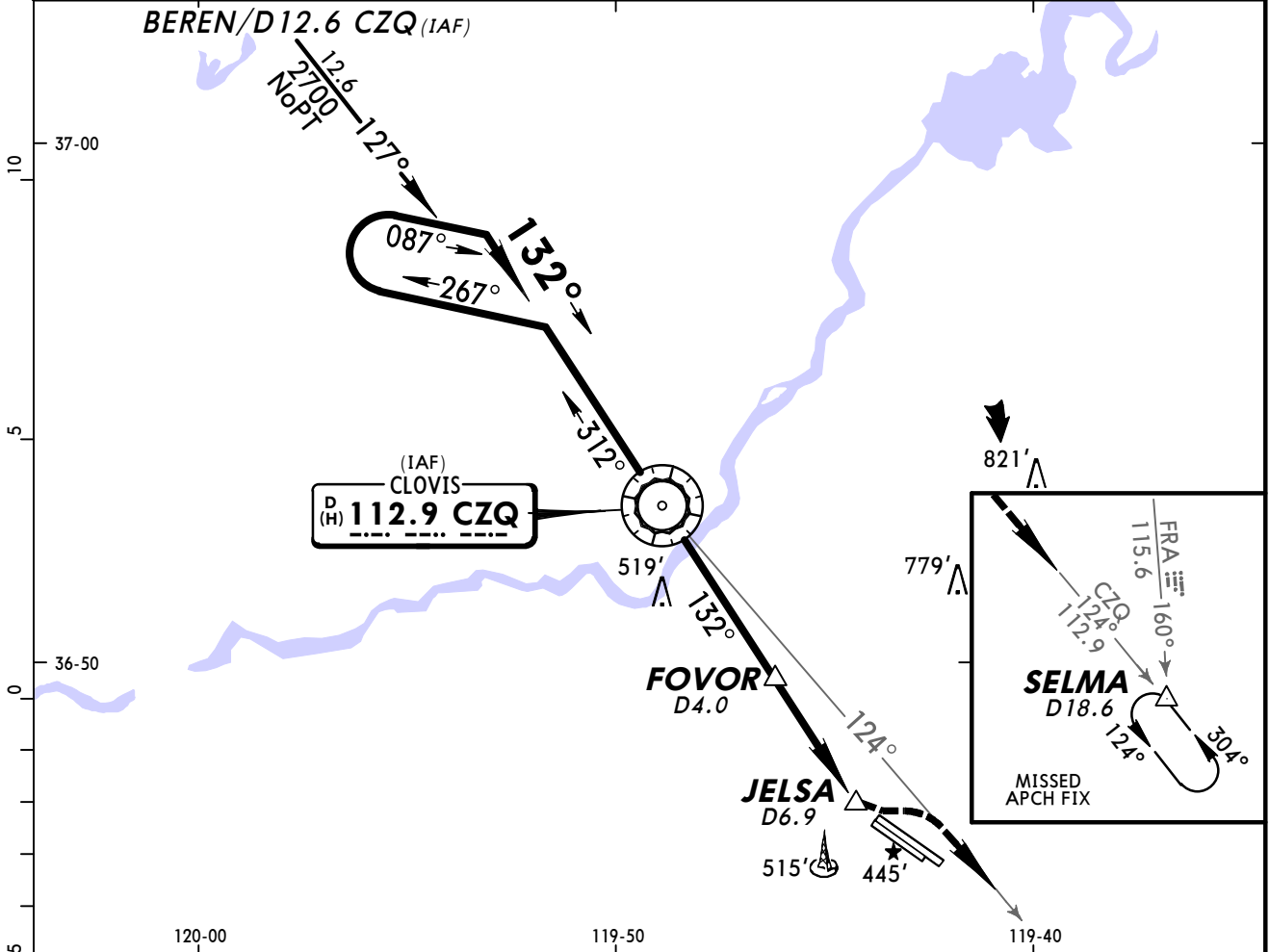


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 2000' JOLSO
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW29R							

STRAIGHT-IN LANDING RWY 29R						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 590' (257')		DA(H) 760' (427')		MDA(H) 760' (427')			
ALS out		ALS out		ALS out		90	820' (484') - 1½
A				RVR 24 or ½	RVR 50 or 1	120	
B	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 40 or ¾	140	
C					RVR 60 or 1¼	165	920' (584') - 2
D					RVR 50 or 1		

BRIEFING STRIP™

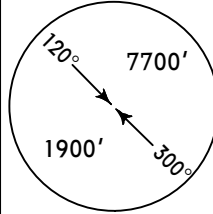
ATIS 121.35		FRESNO Approach (R) 119.6		FRESNO Tower 118.2		Ground 121.7	
VOR CZQ 112.9	Final Apch Crs 132°	Minimum Alt VOR 2700' (2364')	MDA(H) 800' (464')	Apt Elev 336' TDZE 11L 336'		 MSA CZQ VOR	
MISSED APCH: Climbing LEFT turn to 2000' outbound via CZQ VOR R-124 to SELMA/D18.6 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSI and descent angles not coincident. 2. PAPI-L on Rwy 11R.							

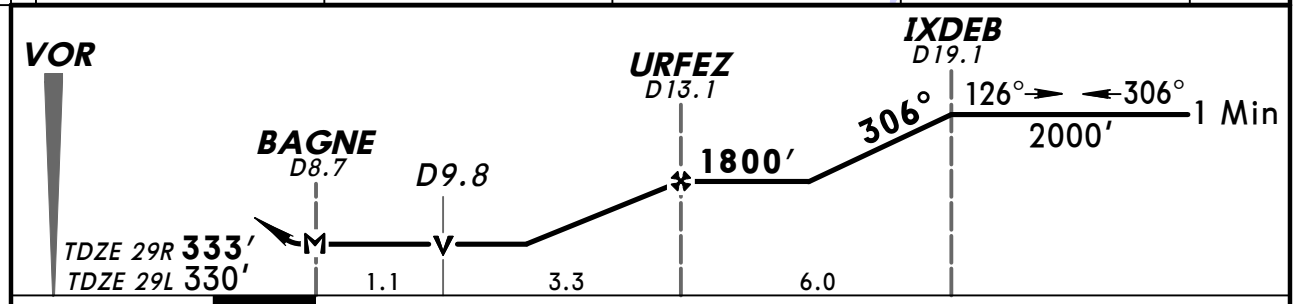
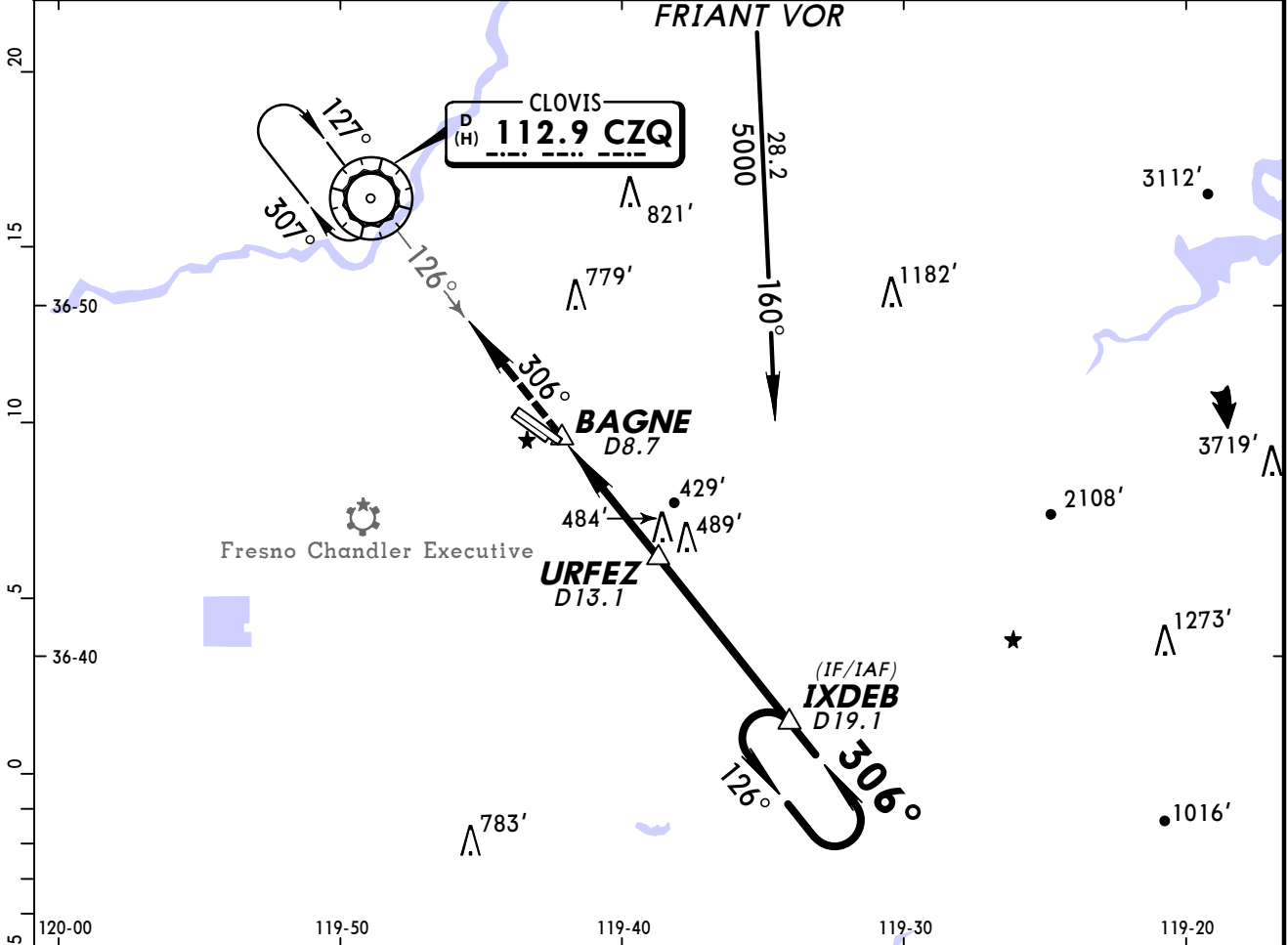


STRAIGHT-IN LANDING RWY 11L			SIDESTEP LANDING RWY 11R			CIRCLE-TO-LAND		
MDA(H) 800' (464')			MDA(H) 800' (467')			Max Kts	MDA(H)	
A	RVR 50 or 1		1			90	820' (484')-1	
B						120		
C	RVR 60 or 1 1/4		1 1/2			140	820' (484')-1 1/2	
D	1 1/2		2			165	920' (584')-2	

TERPS

BRIEFING STRIP™

ATIS 121.35		FRESNO Approach (R) 119.6		FRESNO Tower 118.2		Ground 121.7	
VOR CZQ 112.9	Final Apch Crs 306°	Minimum Alt URFEZ 1800' (1467')	MDA(H) 760' (427')	Apt Elev 336' TDZE 29R 333'			
MISSED APCH: Climb to 2000' inbound via CZQ VOR R-126 to CZQ VOR and hold.							
Alt Set: INCHES 1. PAPI-L on Rwy 29L.		Trans level: FL 180		Trans alt: 18000'			
MSA CZQ VOR							



						ALSFI-II	2000'	CZQ	CZQ
						PAPI	↑	via 112.9	112.9
MAP at BAGNE								R-126	

STRAIGHT-IN LANDING RWY 29R			SIDESTEP LANDING RWY 29L	CIRCLE-TO-LAND	
MDA(H) 760' (427')			MDA(H) 760' (430')	Max Kts	
ALS out				90	MDA(H)
A	RVR 24 or 1/2	RVR 50 or 1	1	120	820' (484')-1
B	RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/2	140	820' (484')-1 1/2
C	RVR 50 or 1	1 1/2	2	165	920' (584')-2

General Information

Location: Inyokern CA USA
IATA Code: IYK
Lat/Long: N35° 39.5' W117° 49.8'
Elevation: 2457 ft

Airport Use: Public
Magnetic Variation: 12.8°E
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1424 Z
Sunset: 0144 Z,

Runway Information

Runway: 02
Length x Width: 6275 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2442 ft
Lighting: Edge, Pilot controlled

Runway: 10
Length x Width: 4150 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2457 ft
Lighting: Edge, Pilot controlled

Runway: 15
Length x Width: 7100 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2455 ft
Lighting: Edge, Pilot controlled

Runway: 20
Length x Width: 6275 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2430 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 320 ft

Runway: 28
Length x Width: 4150 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2447 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 103 ft

Runway: 33
Length x Width: 7100 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 2446 ft
Lighting: Edge, Pilot controlled

Communication Information

Inyokern Unicom 122.8 CTAF PCL
Joshua Approach Control 133.65
Joshua Departure Control 133.65

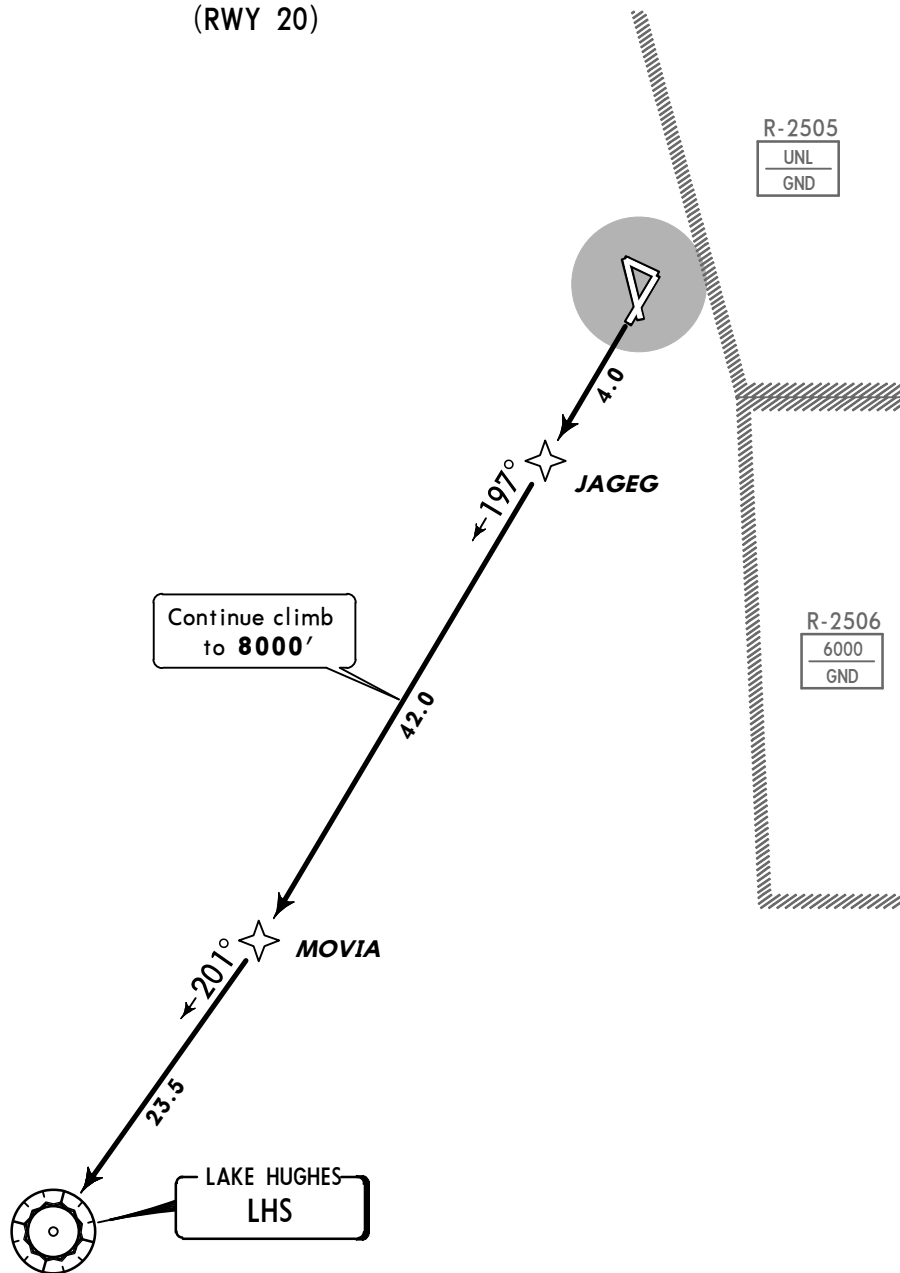
JOSHUA
 Departure (R)
133.65

Apt Elev
2457'

Trans level: FL180 Trans alt: 18000'
 1. GPS required.
 2. RNAV 1.
 3. Rwy 2, 10, 15, 28, 33: Not Authorized.

OBSTACLE

LAKE HUGHES TWO RNAV DEPARTURE (LHS2.LHS)
 (RWY 20)



This DP requires take-off minimums
 Rwy 2, 10, 15, 28, 33: Not Authorized -
 restricted airspace.
 Rwy 20: Standard (or lower than standard, if
 authorized) with a minimum climb of 240' per
 NM to **7000'**.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200



ROUTING

Climb direct JAGEG, then via 197° track to MOVIA and 201° track to LHS, thence via assigned
 route and altitude.

KIYK/IYK

Apt Elev **2457'**

338.3°/40.8 From EDW 116.4

JEPPESEN

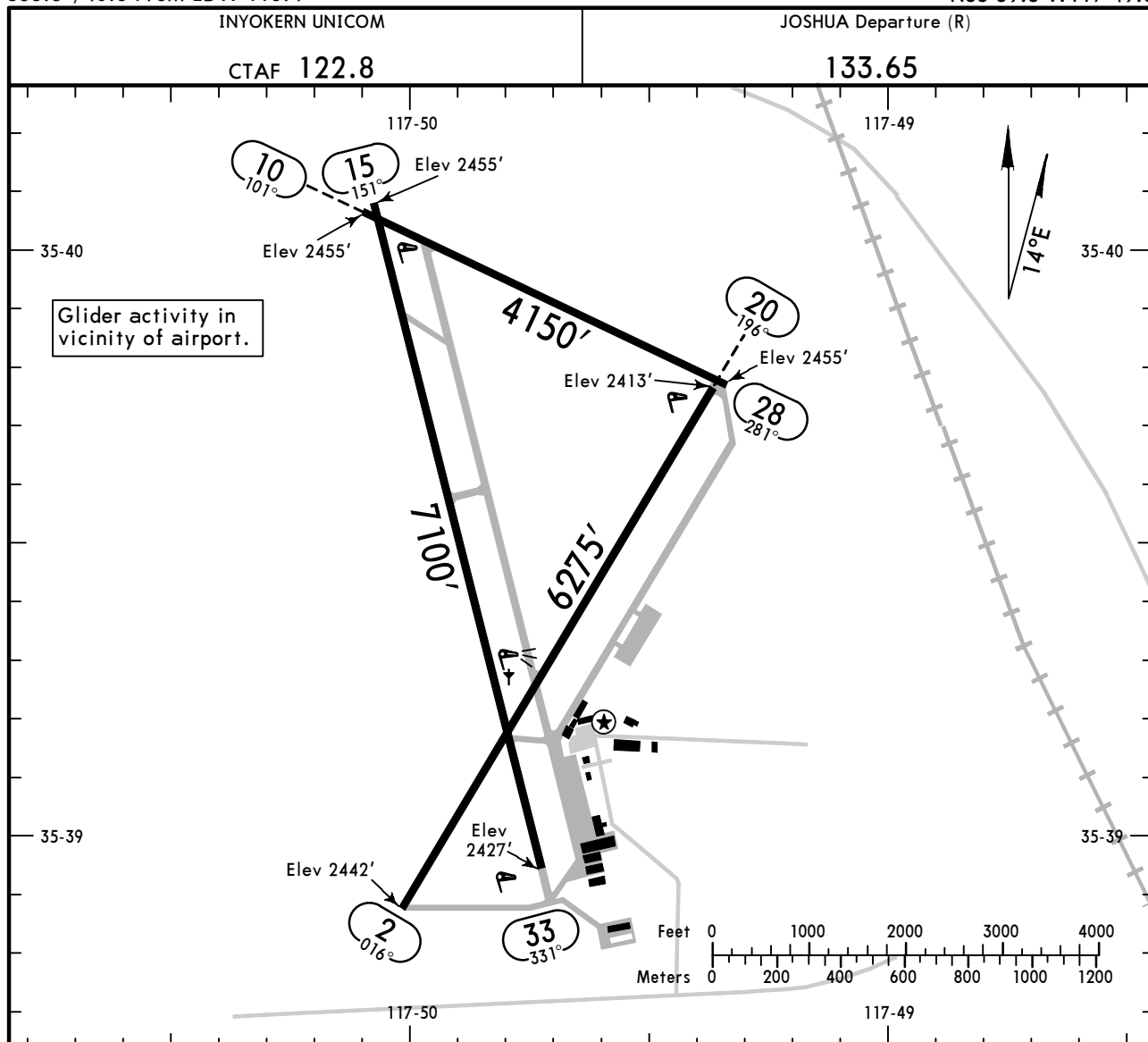
1 AUG 03

(10-9)

INYOKERN, CALIF

INYOKERN

N35 39.5 W117 49.8



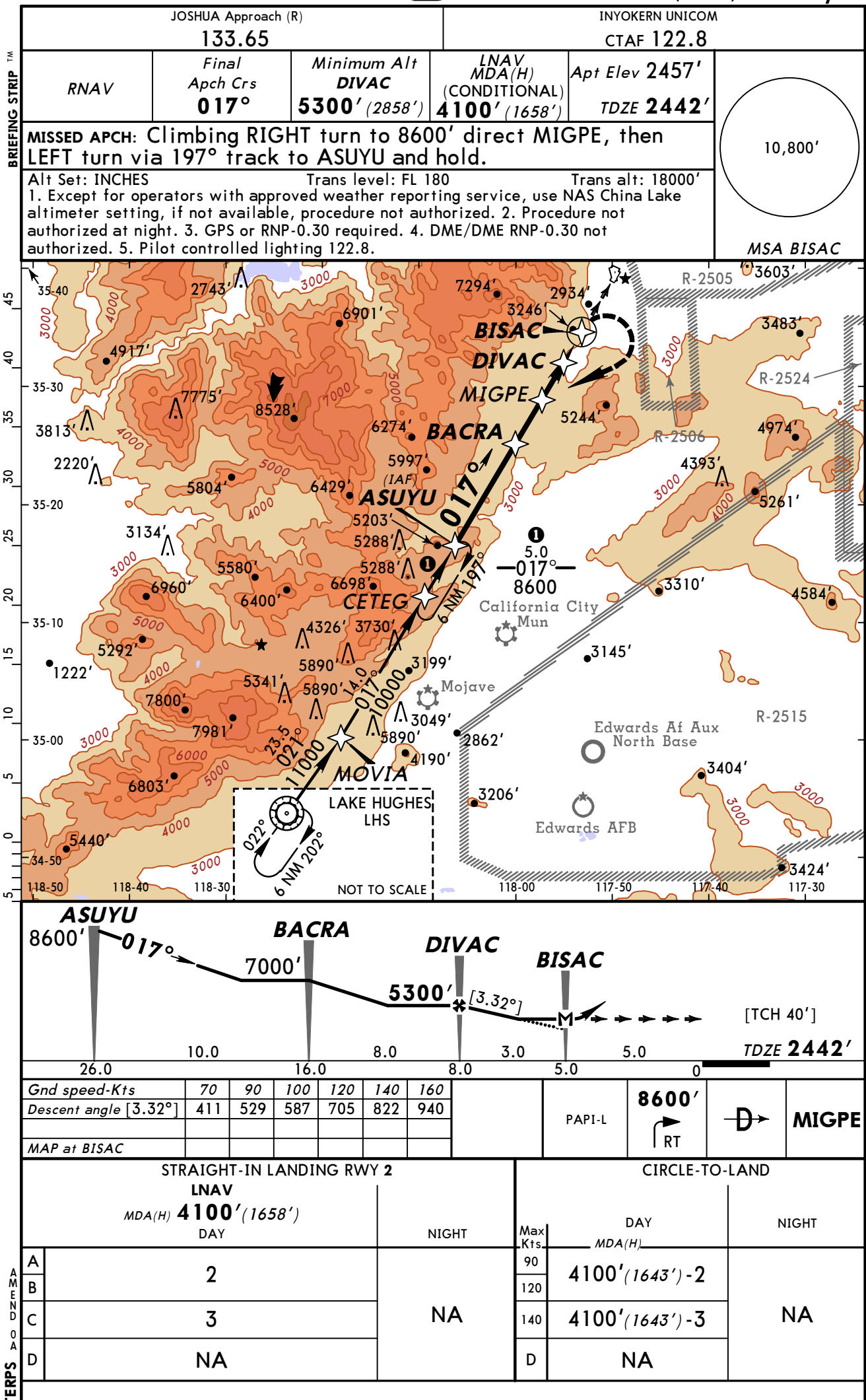
ADDITIONAL RUNWAY INFORMATION

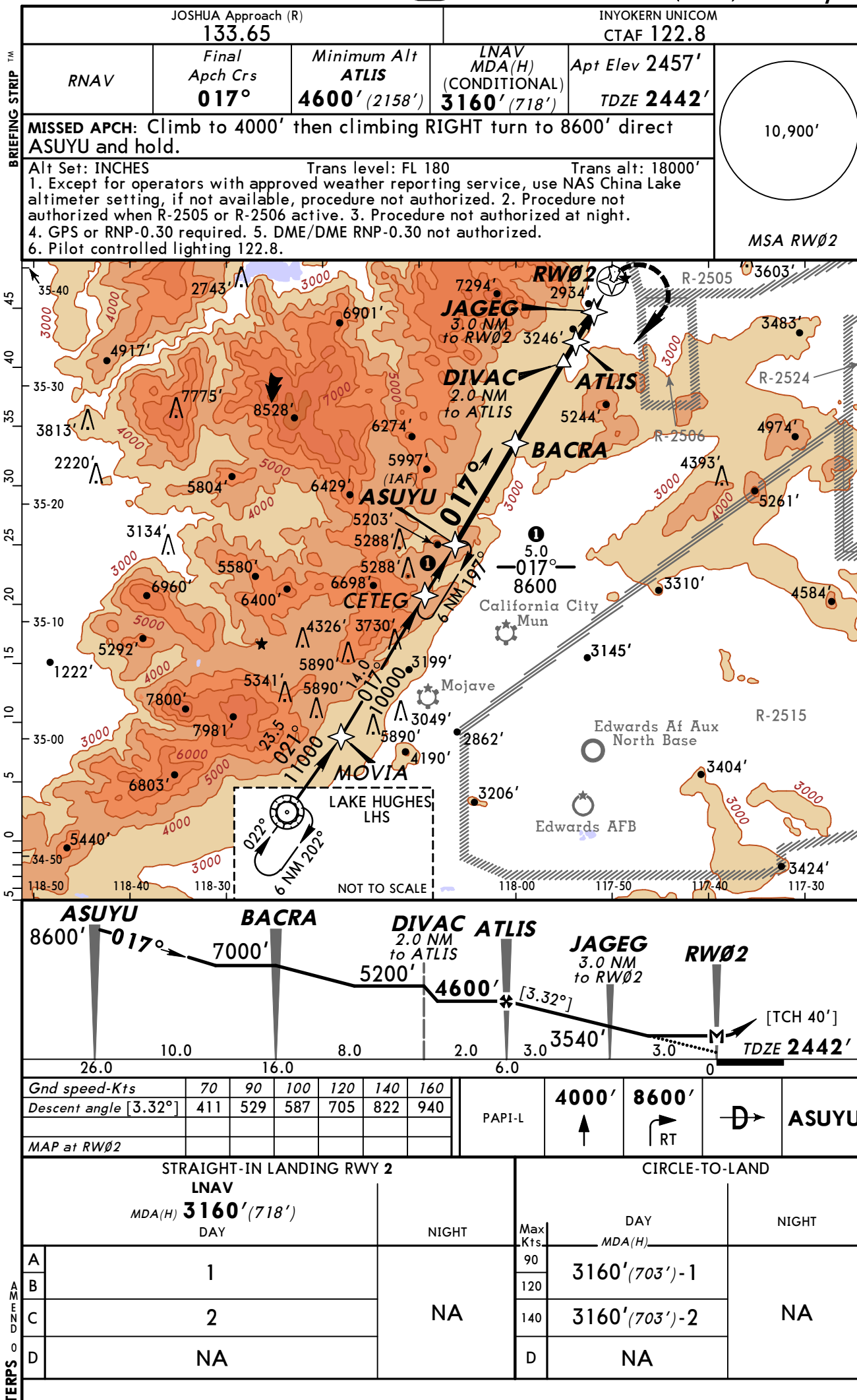
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
2	① MIRL ① PAPI-L (angle 3.3°)				75'
20	① MIRL VASI-L				75'
10	① MIRL				75'
15	① MIRL				75'
33	① MIRL ① PAPI-L (angle 3.3°)				75'

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
Rwys 2, 10, 15, 28, 33			
1 & 2 Eng	NA	A	NA
3 & 4 Eng		B	
		C	
		D	

OBSTACLE DP: Rwy 20, use Lake Hughes RNAV departure.





General Information

Location: Los Angeles CA USA
IATA Code: LAX
Lat/Long: N33° 56.5' W118° 24.5'
Elevation: 126 ft

Airport Use: Public
Magnetic Variation: 12.5°E
Sectional Chart: Los Angeles

Fuel Types: Jet A
Oxygen Types: High Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1425 Z
Sunset: 0148 Z,

Runway Information

Runway: 06L
Length x Width: 8925 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 117 ft
Lighting: Edge, ALS, Centerline

Runway: 06R
Length x Width: 10285 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 114 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 331 ft

Runway: 07L
Length x Width: 12091 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 126 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07R
Length x Width: 11095 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 125 ft
Lighting: Edge, ALS, Centerline

Runway: 24L
Length x Width: 10285 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 121 ft
Lighting: Edge, ALS, Centerline

Runway: 24R
Length x Width: 8925 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 120 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 11095 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 104 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 12091 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 102 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 957 ft

Communication Information

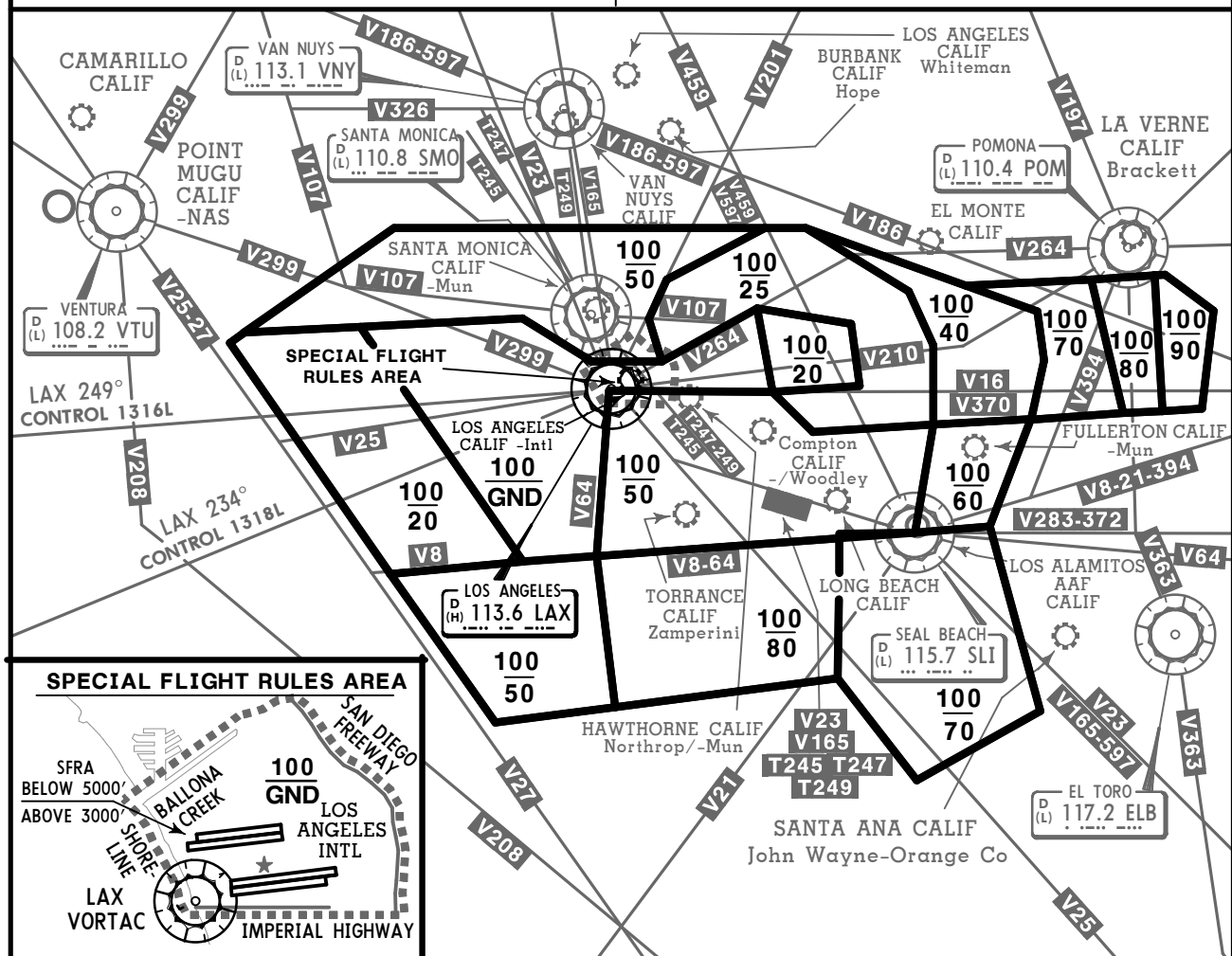
ATIS 135.65 Departure Service
ATIS 133.8 Arrival Service
Los Angeles Tower 120.95 Initial Contact
Los Angeles Tower 133.9 Initial Contact
Los Angeles Ground Control 121.75
Los Angeles Ground Control 121.65
Los Angeles Clearance Delivery 121.4
Socal Approach Control 124.3
Socal Approach Control 128.5 (45°-89°)
Socal Approach Control 128.1 Arrival Service
Socal Approach Control 124.9 (90°-244°)
Socal Approach Control 124.5 Arrival Service
Socal Approach Control 124.05 Arrival Service
Socal Approach Control 119.85 Arrival Service
Socal App TCA 134.9
Socal Departure Control 124.3 (45°-224°)
Socal Departure Control 125.2 (225°-44°)
Los Angeles Intl Unicom 122.95
Los Angeles AIR Radio 898.4 Military
Los Angeles AIR Radio 898.0 Military
Los Angeles AIR Radio 569.2 Military
Los Angeles AIR Radio 312.0 Military
Copter Control Helicopter frequency 119.8

LOS ANGELES CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Socal App 134.9

SPECIAL FLIGHT RULES AREA
Air-to-Air 128.55



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR FLIGHTS - Aircraft operating within the Los Angeles Class B airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B airspace must obtain an ATC clearance to enter the Class B airspace and will be handled on an ATC workload permitting basis.

SPECIAL FLIGHT RULES AREA-Within this area, VFR aircraft are allowed to transition over the Los Angeles Intl airport under specific conditions without obtaining an ATC clearance. Altitudes above 3000' and below 5000' MSL are reserved to accommodate SFRA operations.

D-ATIS Arrival
133.8

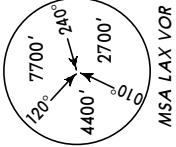
Apt Elev
126'

Alt Set: INCHES

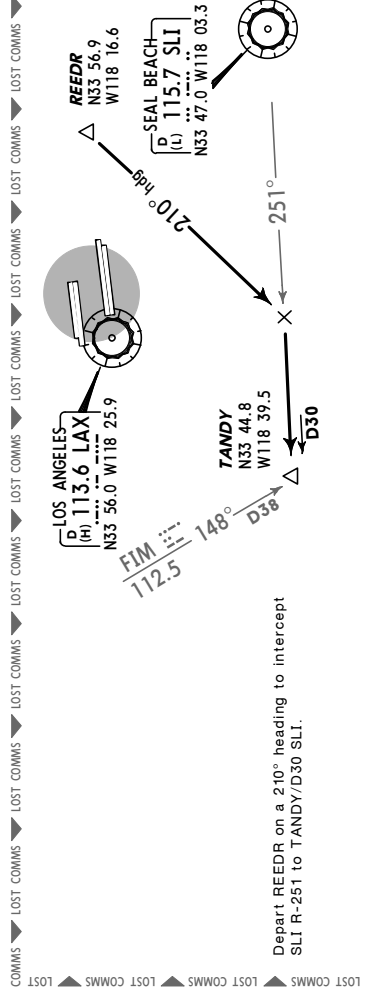
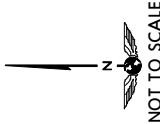
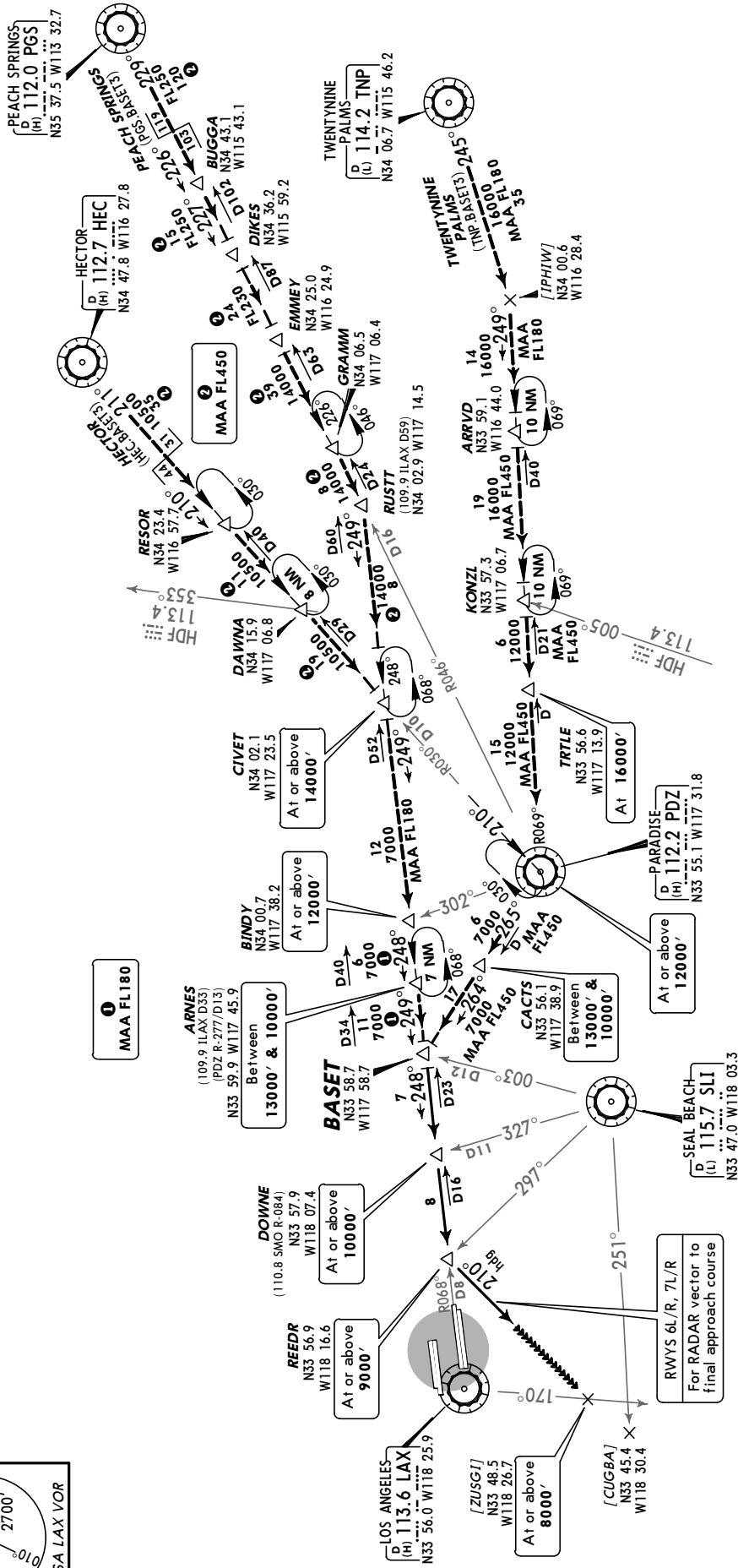
Trans level: FL180

Trans alt: 18000'

DME and RADAR required.



BASET THREE ARRIVAL
(BASET.BASET3)



ROUTING

From over BASET via LAX R-068 to REEDR, then via a 210° heading for RADAR vectors to final approach course for Rwy's 6L/R or 7L/R.

CHANGES: None.

D-ATIS
Arrival
133.8

Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

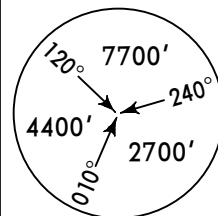
1. RADAR required. 2. GPS Required.

3. RNAV 1.

4. For Turbojets only.

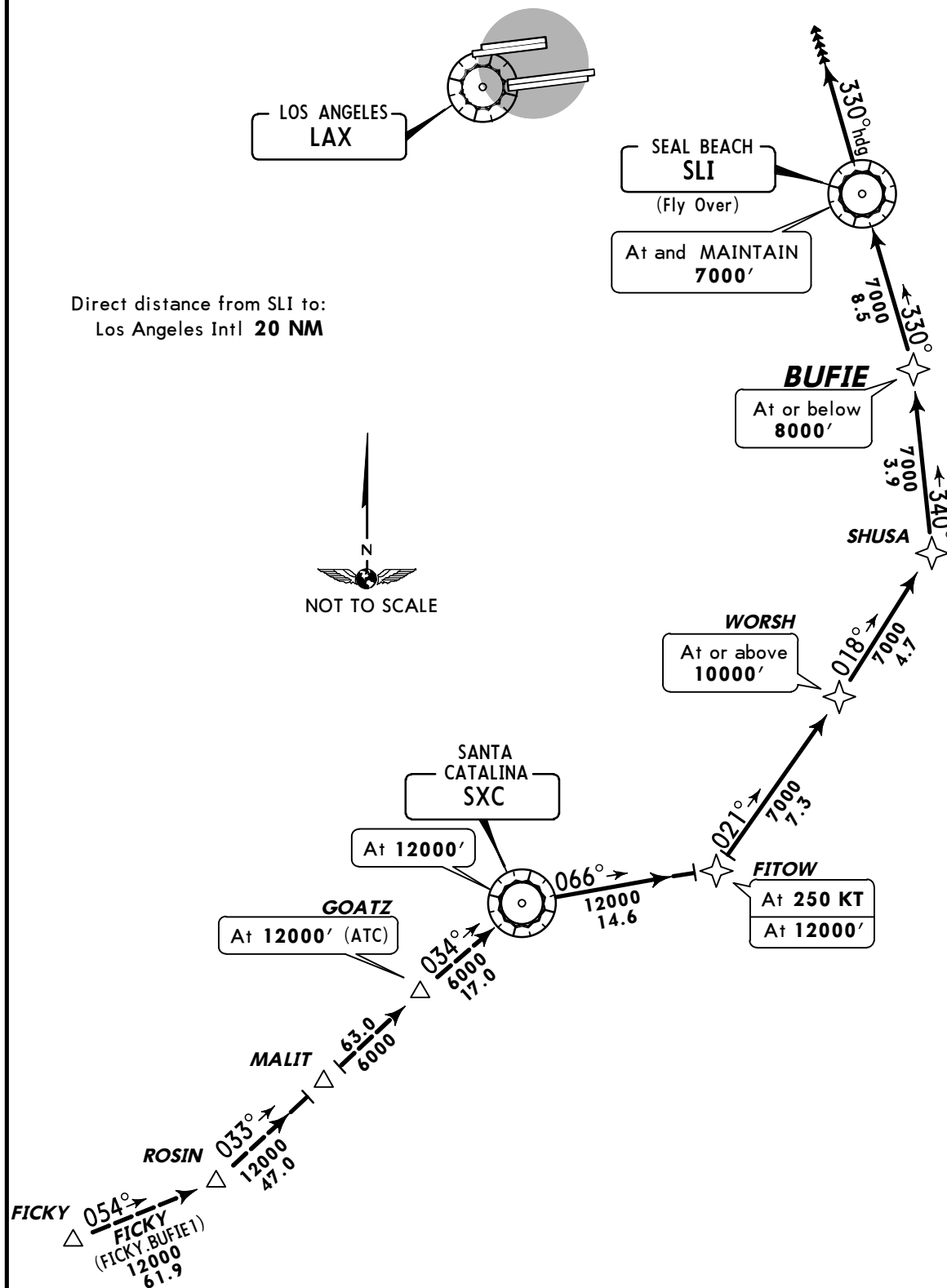
5. Program FMS to descend via a speed schedule of 280 KT until leaving 10000' MSL. Pilots are expected to program their FMS to pick up the speed schedule of 280 KT as the aircraft descends from the mach regime.

6. Rwy 24L/R and 25L/R EXPECT RADAR vectors to final approach course.



MSA LAX VOR

BUFIE ONE RNAV ARRIVAL (BUFIE.BUFIE1)



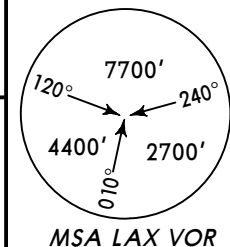
ROUTING

From over SXC on track 066° to FITOW, then as depicted to SLI. Depart SLI heading 330°. EXPECT RADAR vectors to final approach course.

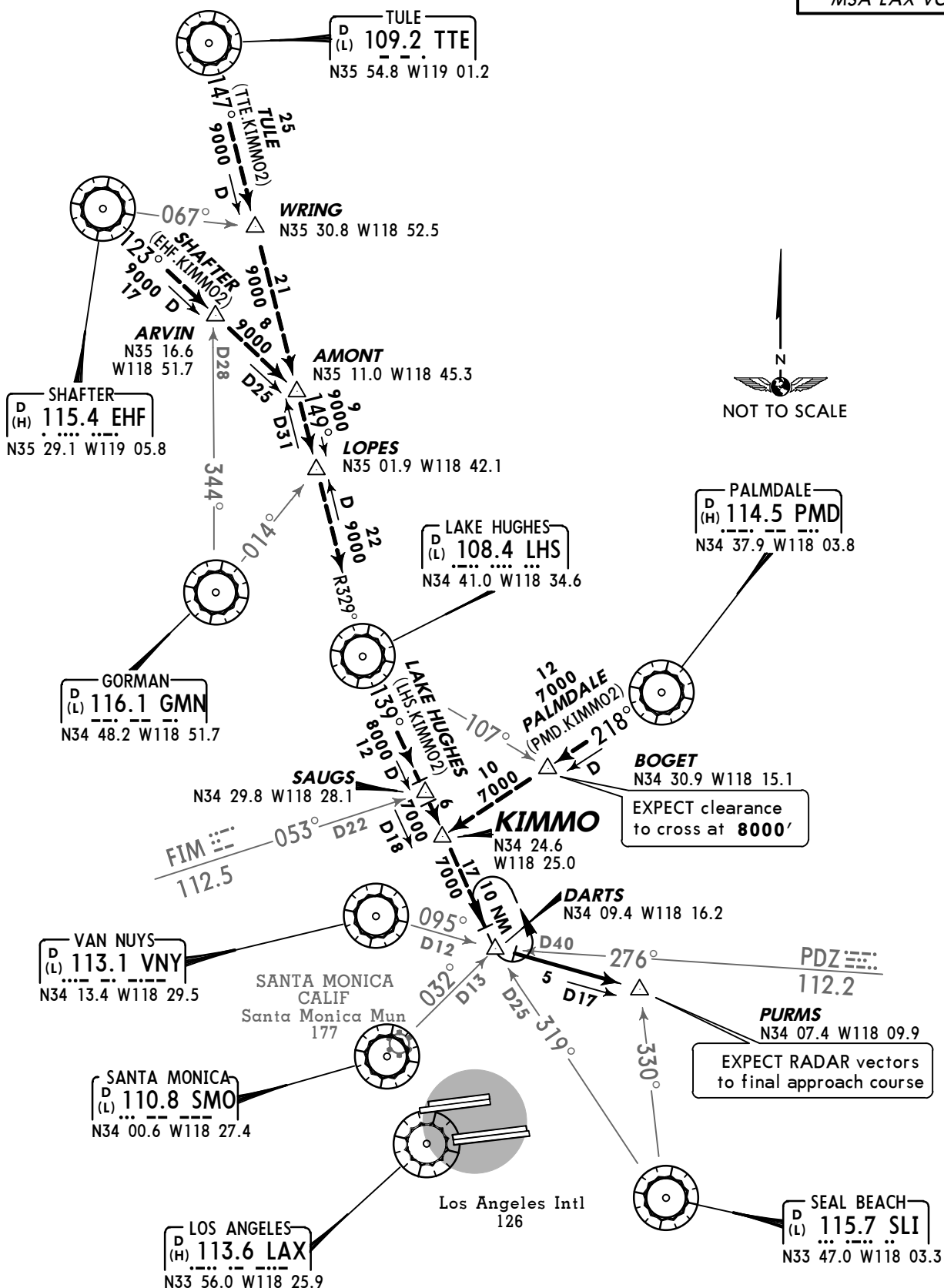
D-ATIS
Arrival
133.8

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
Procedure for non-turbojet aircraft only.



KIMMO TWO ARRIVAL (DARTS.KIMMO2)



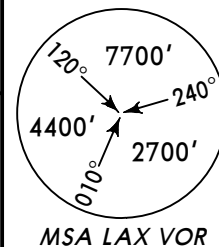
ROUTING

From over DARTS via VNY R-095 to PURMS. EXPECT RADAR vectors to final approach course.

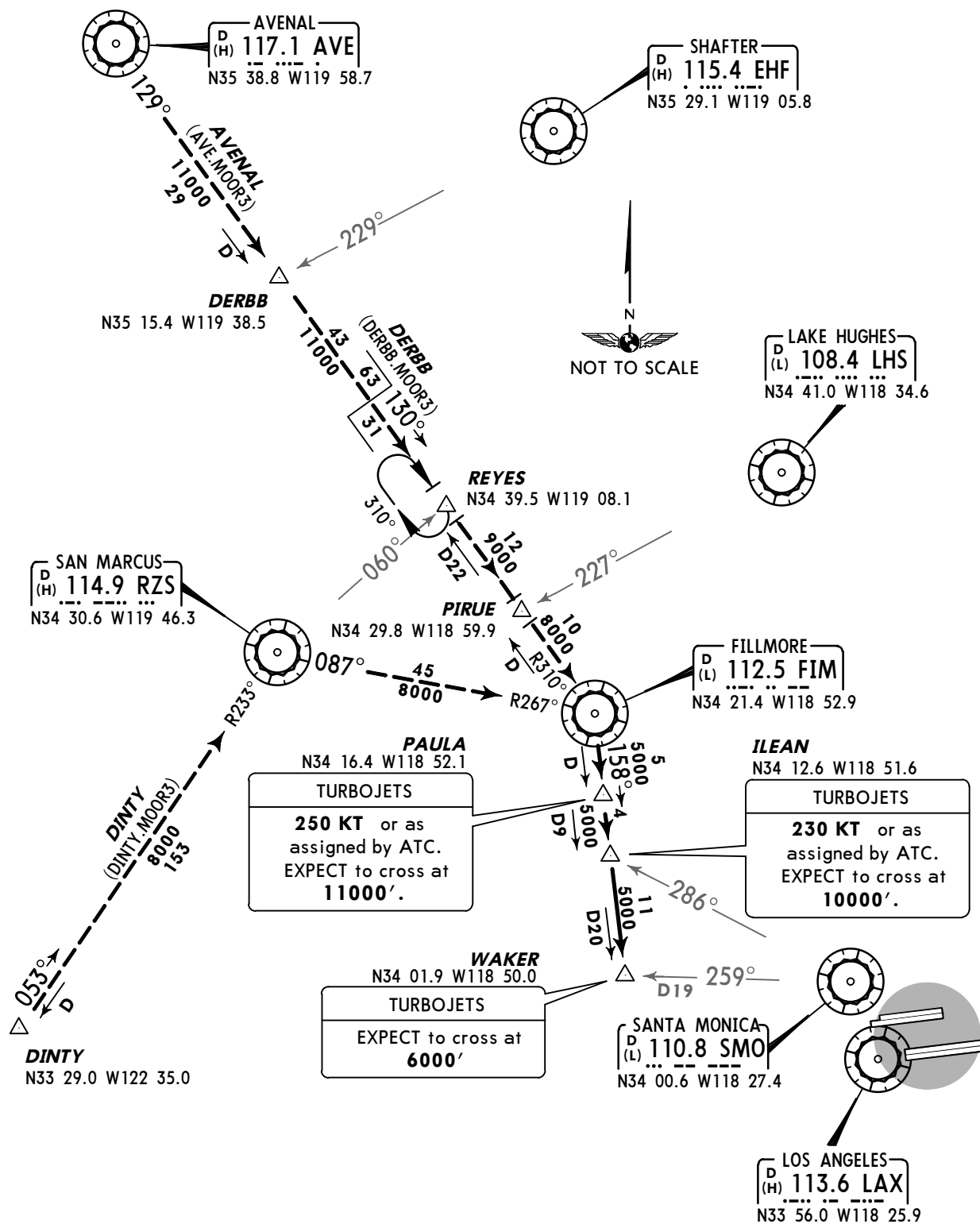
D-ATIS
Arrival
133.8

Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME or RADAR required.



MOORPARK THREE ARRIVAL (FIM.MOOR3)



Direct distance from WAKER to:
Los Angeles Intl **22 NM**

ROUTING

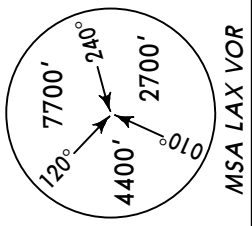
From over FIM via FIM R-158 to WAKER.

For Rwy 6L/R, 7L/R: From WAKER, EXPECT vector to final approach course.

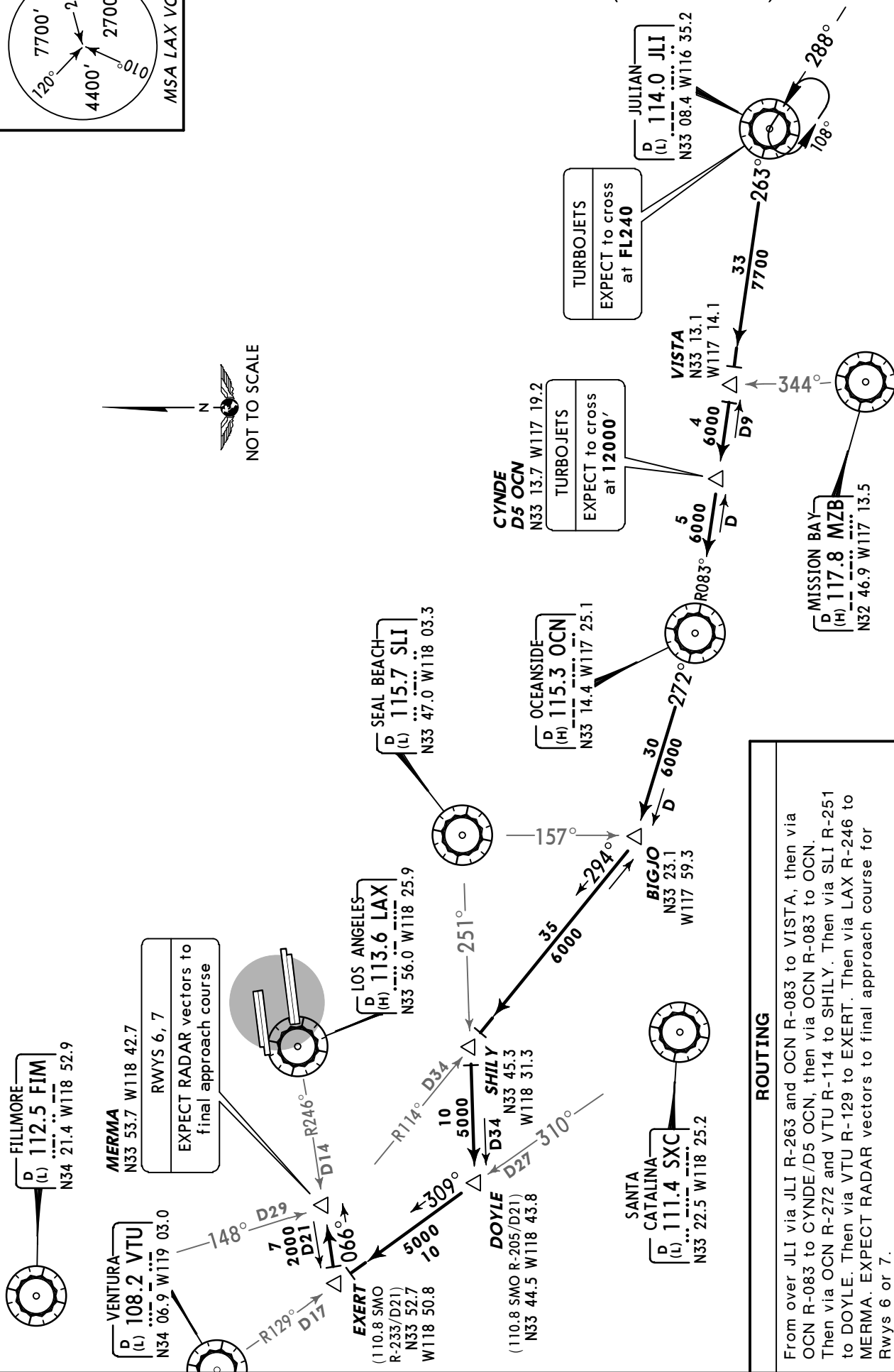
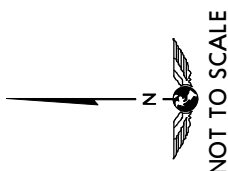
D-ATIS
Arrival
133.8

Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'



OCEAN TWO ARRIVAL (JLI.OCEAN2)



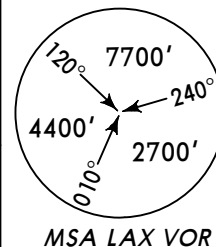
ROUTING

From over JLI via JLI R-263 and OCN R-083 to VISTA, then via OCN R-083 to CYNDE/D5 OCN, then via OCN R-083 to OCN. Then via OCN R-272 and VTU R-114 to SHILLY. Then via SLI R-251 to DOYLE. Then via VTU R-129 to EXERT. Then via LAX R-246 to MERMA. EXPECT RADAR vectors to final approach course for Rws 6 or 7.

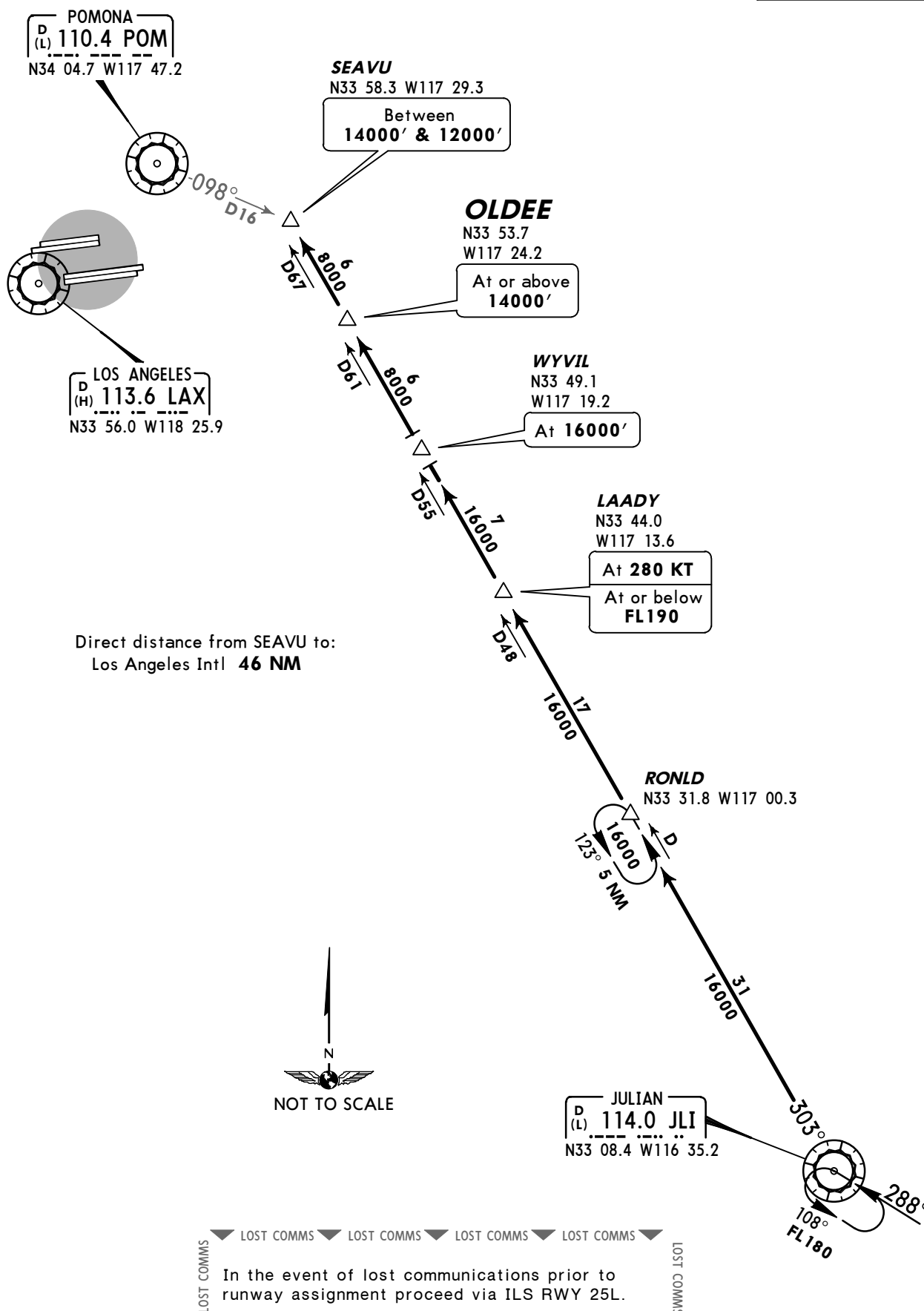
D-ATIS Arrival
133.8

Apt Elev
126'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME or RADAR required.
2. EXPECT runway assignment on initial contact with Southern California Tracon.



OLDEE ONE ARRIVAL (OLDEE.OLDEE1)



ROUTING

From JLI via JLI R-303 to WYVIL, then via JLI R-303 to SEAVU.

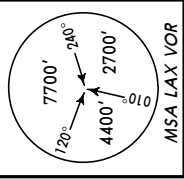
D-ATIS Arrival
133.8

Apt Elev
126'

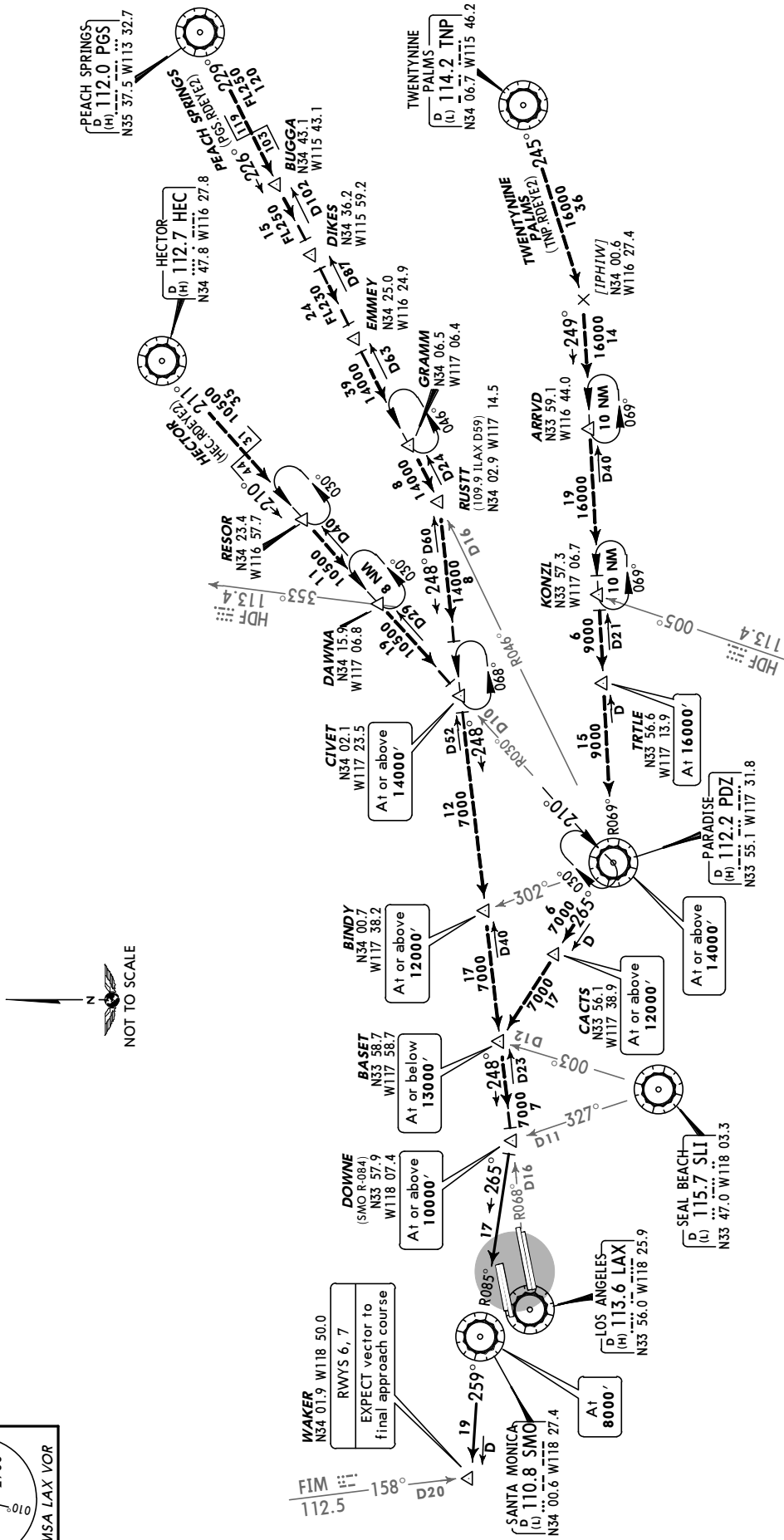
Alt Set: INCHES
Trans level: FL180

Trans alt: 18000'

1. Arrival utilized for noise abatement between 0000 LT and 0630 LT.
2. DME required.



REDEYE TWO ARRIVAL
(DOWNE.RDEYE2)

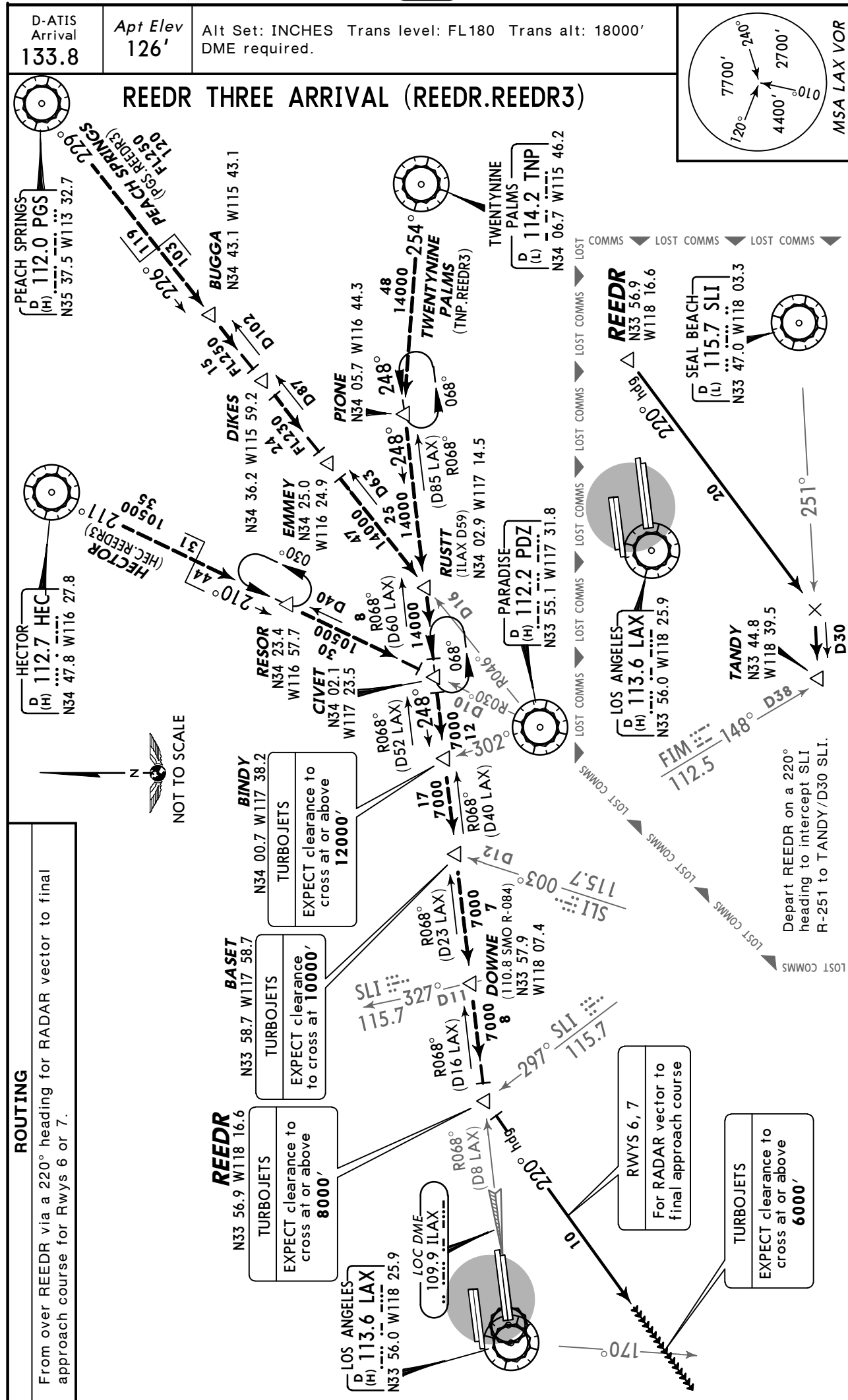


Direct distance from WAKER to:
Los Angeles Intl 22 NM

ROUTING

From over DOWNE via SMO R-085 to SMO, then via SMO R-259 to WAKER. EXPECT vector to final approach course for Rwy 6 and 7.

CHANGES: Chart reindexed, DOWNE coordinates and formation, DAWNA hold.

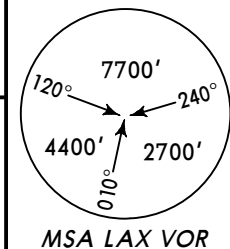


[illegible]

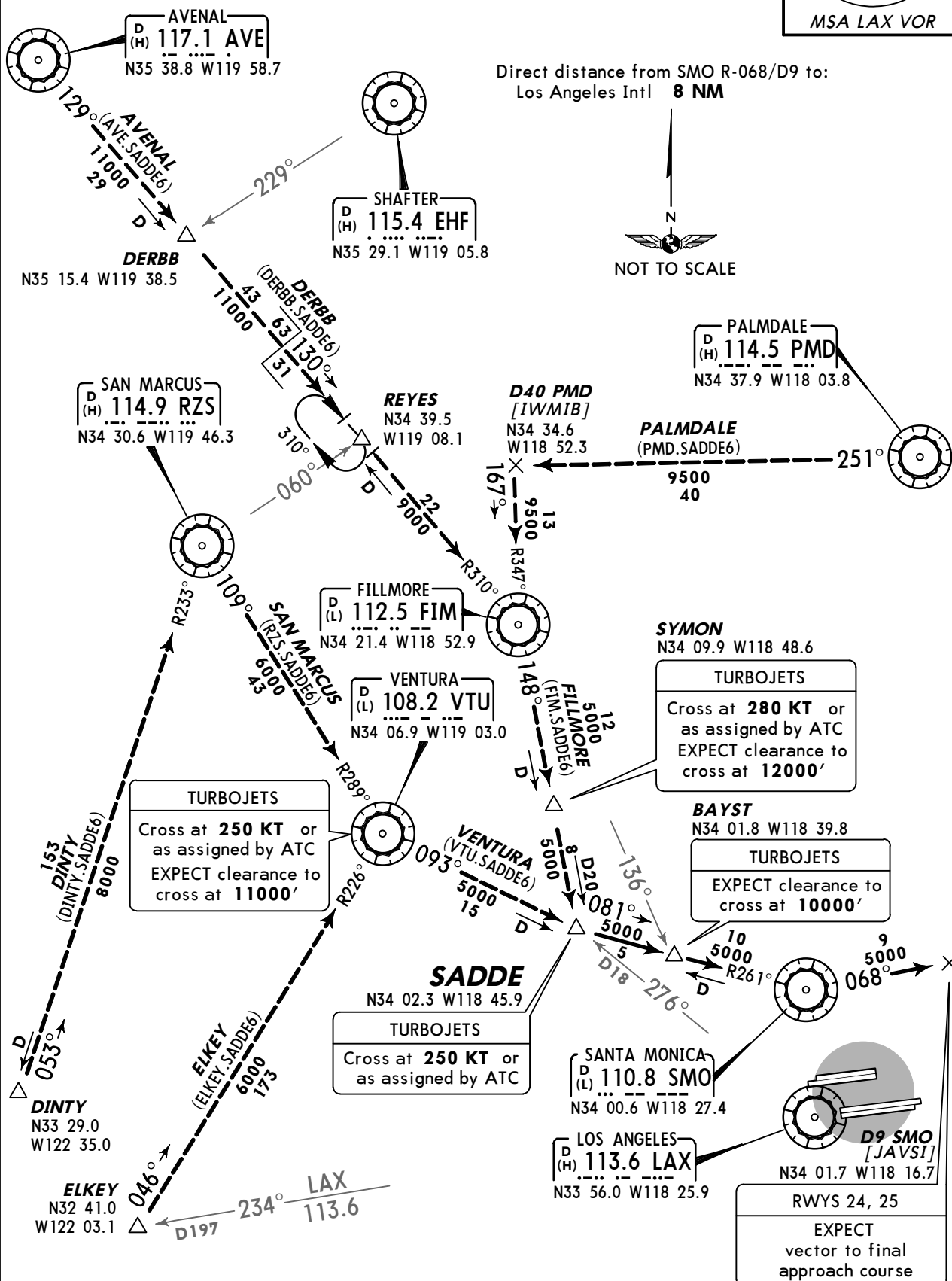
D-ATIS
Arrival
133.8

Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME or RADAR required.



SADDE SIX ARRIVAL (SADDE.SADDE6)



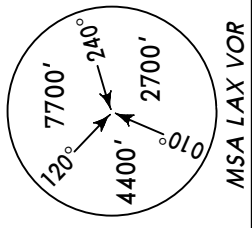
ROUTING

From over SADDE via SMO R-261 to SMO. Then via SMO R-068 to D9 SMO.
For Rwy 24 and 25: From D9 SMO EXPECT vector to final approach course for Los Angeles Intl airport.

D-ATIS Arrival
133.8

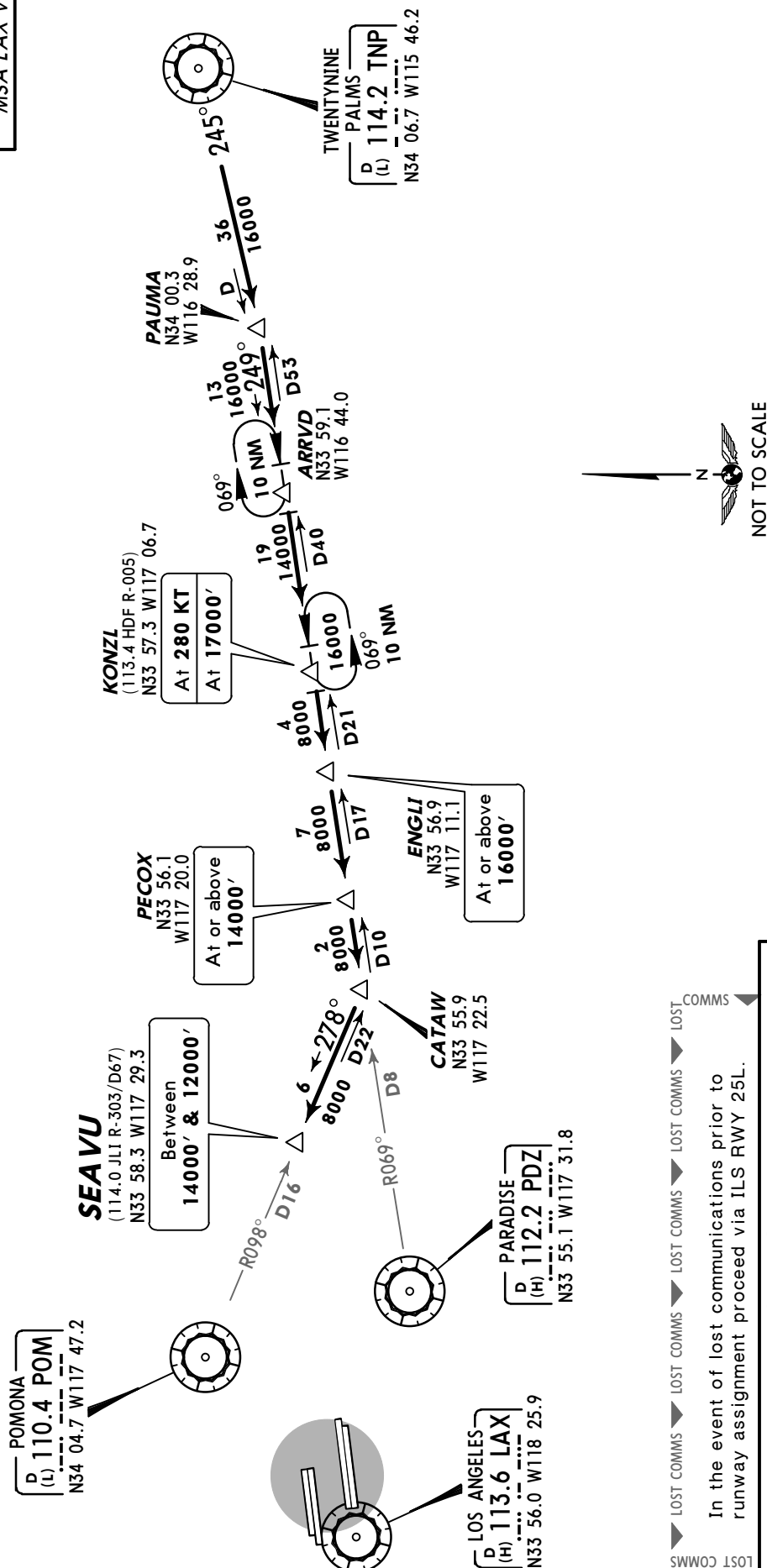
Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME or RADAR required.
2. EXPECT runway assignment on initial contact with Southern California Tracon.



SEAVU TWO ARRIVAL (SEAVU.SEAVU2)

Direct distance from SEAVU to:
Los Angeles Intl 46 NM

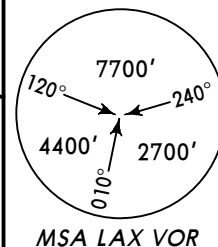


ROUTING

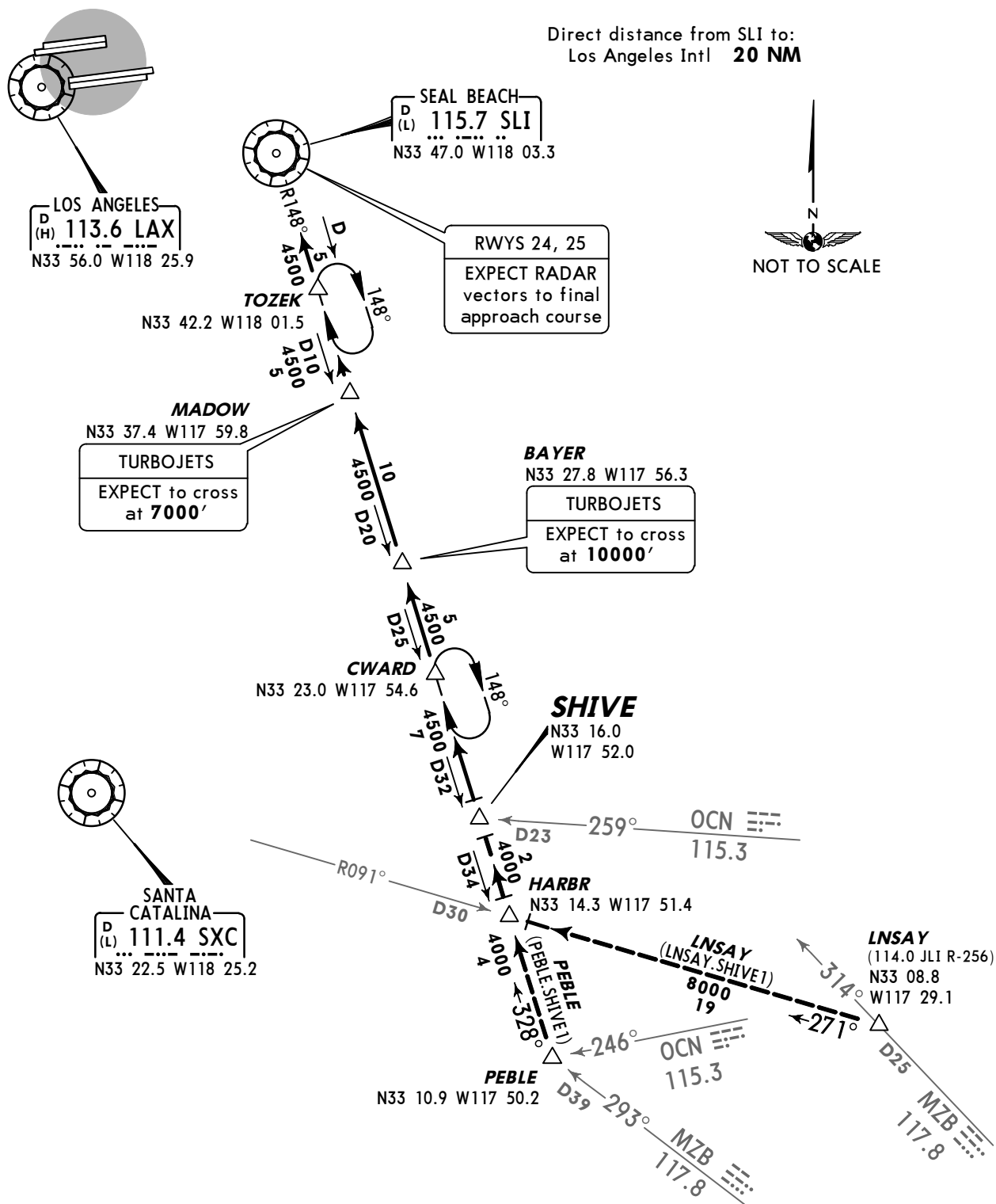
From TNP via TNP R-245 to PAUMA, then via PDZ R-069 to ARRVD, then via PDZ R-069 to KONZL, then via PDZ R-069 to CATAW, then via POM R-098 to SEAVU.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. DME required.
2. RADAR required.



Direct distance from SLI to:
Los Angeles Intl **20 NM**



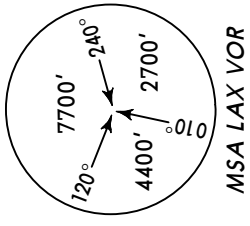
From SHIVE to CWARD via SLI R-148. From CWARD to BAYER via SLI R-148. From BAYER to MADOW via SLI R-148. From MADOW to TOZEK via SLI R-148. From TOZEK to SLI via SLI R-148. EXPECT RADAR vectors to final approach course for Rwy 24 or 25.

D-ATIS
Arrival
133.8

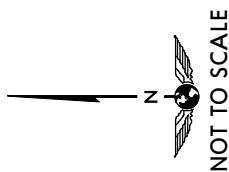
Apt Elev
126'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

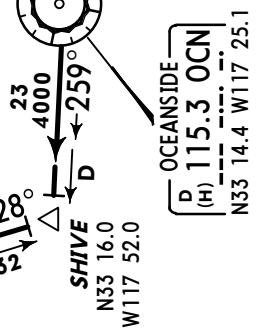
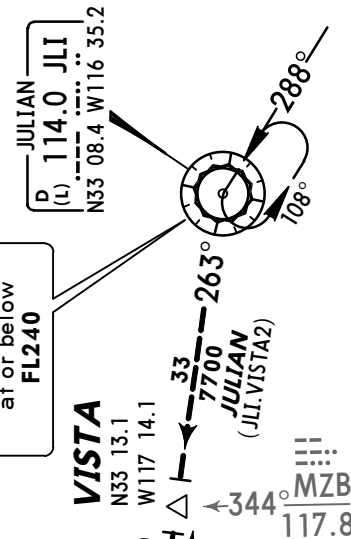
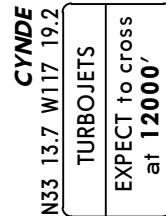
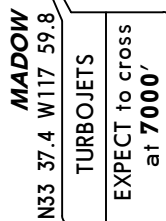
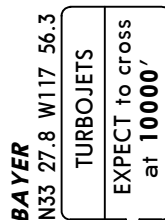
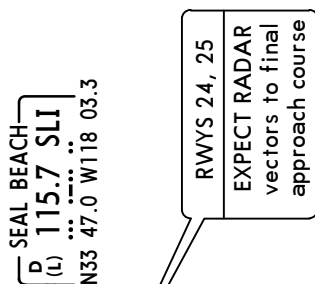
1. DME required.
2. RADAR required.



VISTA TWO ARRIVAL (VISTA.VISTA2)



Direct distance from SLI to:
Los Angeles Intl 20 NM



ROUTING

From VISTA to CYNDE via OCN R-083. From CYNDE to OCN via OCN R-083. From OCN to SHIVE via OCN R-259 and SLI R-148. From SHIVE to CWARD via SLI R-148. From CWARD to BAYER via SLI R-148. From BAYER to MADOW via SLI R-148. From MADOW to TOZEK via SLI R-148. From TOZEK to SLI via SLI R-148. EXPECT RADAR vectors to final approach course for Rws 24 or 25.

SOCAL Departure (R) **124.3**

CATALINA FIVE DEPARTURE (SXC5.SXC) (VECTOR) (RWYS 6 and 7)

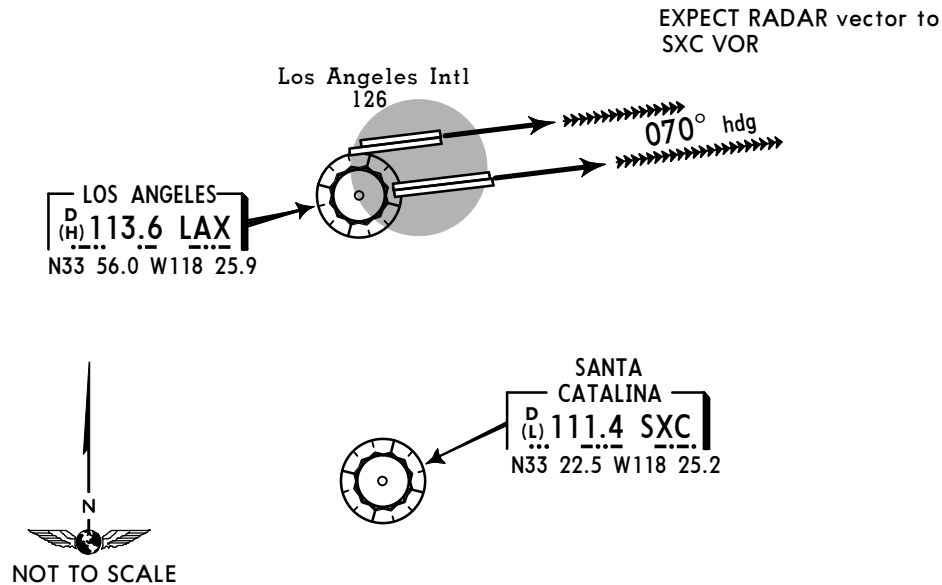
THIS IS A RADAR VECTOR DEPARTURE TO SXC VOR.

All aircraft EXPECT further clearance to filed altitude three minutes after departure.

TAKE-OFF

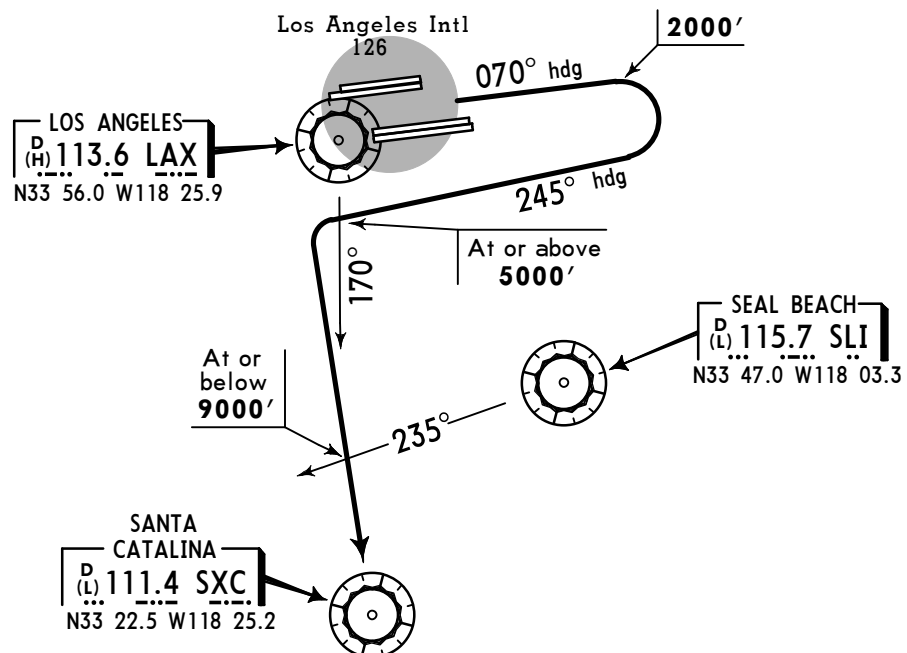
Rwys 6 and 7: Climb via a 070° heading for vector to SXC VOR. Then via (assigned route).

Direct distance from Los Angeles Intl to:
SXC VOR **34 NM**

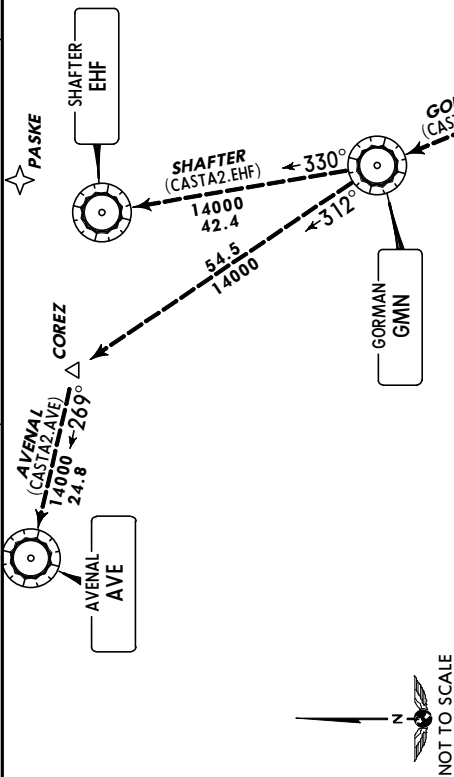
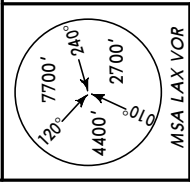


LOST COMMUNICATIONS PROCEDURE ONLY

Rwys 6 and 7: If not in contact with Departure Control after reaching 2000', turn RIGHT to a 245° heading. Cross LAX R-170 at or above 5000', then turn LEFT proceed direct SXC VOR. Cross SLI R-235 at or below 9000'. Thence via (assigned route).



SOCAL Departure (R) 125.2	Apt Elev 126'	Trans level: FL180 Trans alt: 18000'	1. DME/DME/IRU, or GPS required. 2. RADAR required. 3. RNAV 1. 4. Restricted to turbojet aircraft only.



OBSTACLES

Rwy 24L: Bush 957' from DER, 600' LEFT of centerline, 29' AGL/148' MSL. Multiple light poles beginning 274' from DER, 425' LEFT of centerline, up to 12' AGL/120' MSL. Antenna on pole 1358' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL. Bush 240' from DER, 508' RIGHT of centerline, 10' AGL/116' MSL. Light pole 296' from DER, 322' RIGHT of centerline, 8' AGL/116' MSL.

Rwy 24R: Obstacle lighting on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.

Rwy 25L: Bush 134' from DER, 397' LEFT of centerline, 5' AGL/123' MSL. Tree 2379' from DER, 777' LEFT of centerline, 79' AGL/197' MSL. Pole 2367' from DER, 764' LEFT of centerline, 55' AGL/184' MSL. T-L tower 2800' from DER, 992' LEFT of centerline, 82' AGL/192' MSL. Transmission tower 2856' from DER, 926' LEFT of centerline, 82' AGL/192' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-ATC.
Rwys 24L/R, 25L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1800'. ATC climb of 350' per NM to 6200'.

Grnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB

RWY	24L	24R	25L	25R
	Climb heading 249° to 620', then direct to DLREY, cross at or below 3000' (ATC)/ 1300' (MCA), then via track 254° to cross ENNEY at or below 5000' (ATC)/ 1300' (MCA), then via depicted route to CASTA.	Climb heading 249° to 620', then direct to FABRA, cross at or below 3000' (ATC)/ 1300' (MCA), then via track 251° to cross ENNEY at or below 5000' (ATC)/ 1300' (MCA), then via depicted route to CASTA.	Climb heading 249° to 620', then direct to HIIPR, cross at or below 3000' (ATC)/ 1300' (MCA), then via track 254° to cross EVOSE at or below 5000' (ATC)/ 1300' (MCA), then via depicted route to CASTA.	Climb heading 249° to 620', then direct to DOCKR, cross at or below 3000' (ATC)/ 1300' (MCA), then via track 250° to cross EVOSE at or below 5000' (ATC)/ 1300' (MCA), then via depicted route to CASTA.

ROUTING

Via transition. EXPECT further clearance to filed altitude three minutes after departure.

CHANGES: Departure frequency.

Direct distance from Los Angeles Intl
(Rwy 24L) to: DLREY 3 NM
(Rwy 24R) to: FABRA 3 NM
(Rwy 25L) to: HIIPR 2 NM
(Rwy 25R) to: DOCKR 2 NM

(NON-TURBOJET AIRCRAFT ONLY)
(RWYS 6L/R and 7L/R) (DME REQUIRED)

CHATY TWO DEPARTURE (CHATY2.CHATY)
(PILOT NAV)(NON-TURBOJET AIRCRAFT ONLY)
(RWYS 6L/R and 7L/R) (DME REQUIRED)

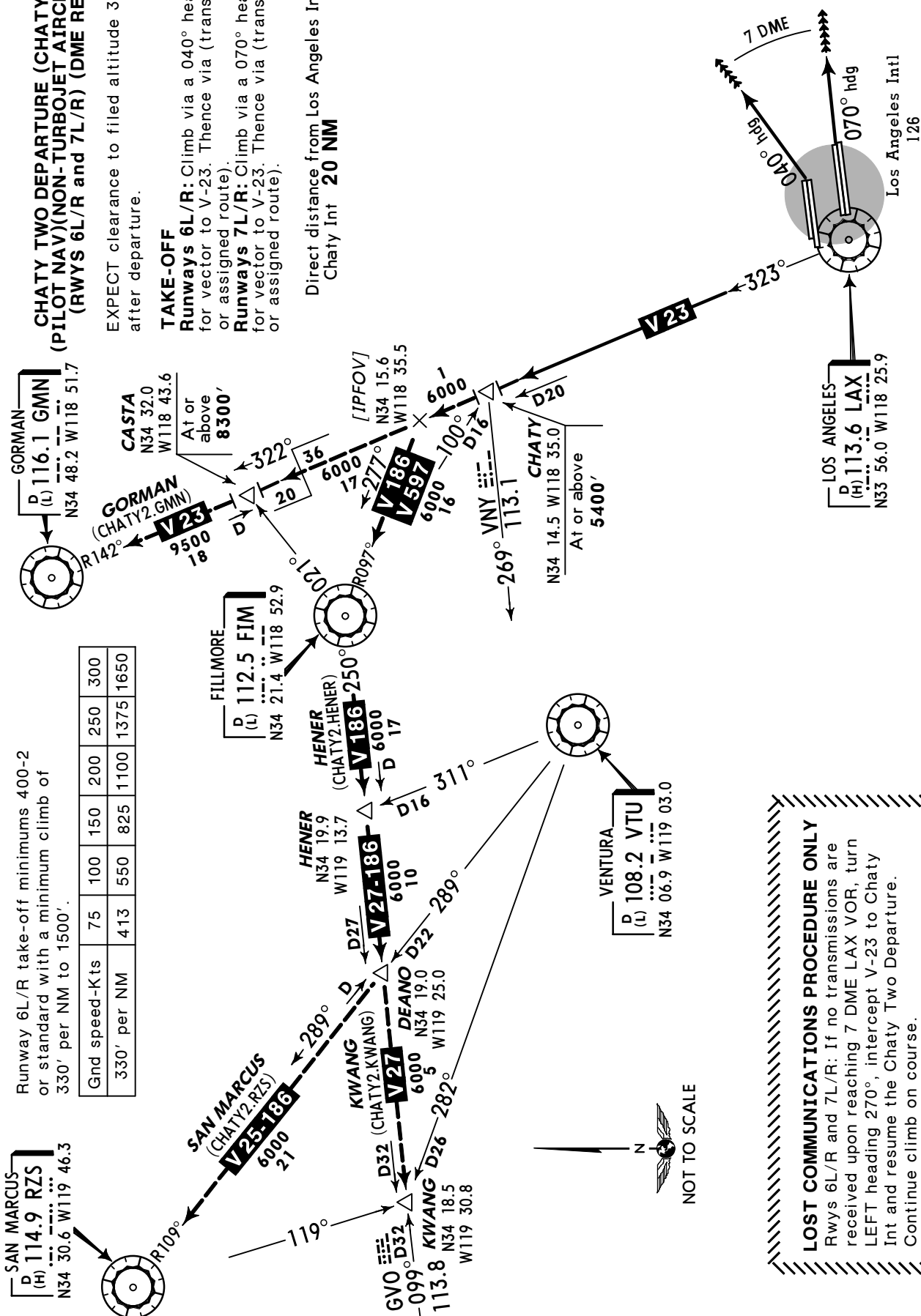
EXPECT clearance to filed altitude 3 minutes after departure.

TAKE-OFF

Runways 6L/R: Climb via a 040° heading for vector to V-23. Thence via (transition or assigned route).

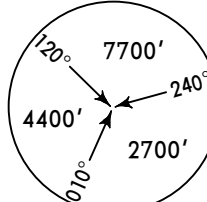
Runways 7L/R: Climb via a 070° heading for vector to V-23. Thence via (transition or assigned route).

Direct distance from Los Angeles Intl to:
 Chaty Int **20 NM**

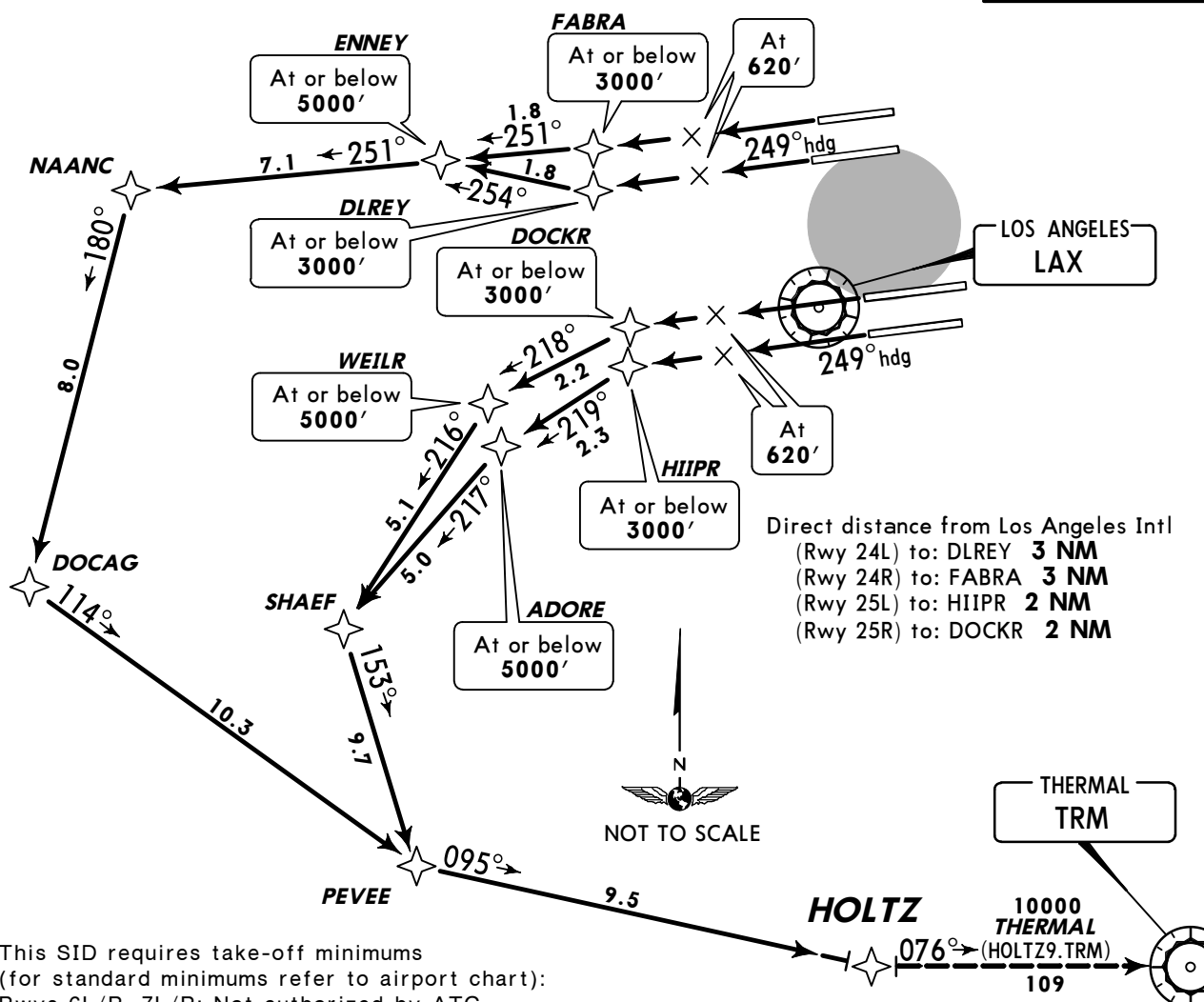


LOST COMMUNICATIONS PROCEDURE ONLY

RRWS 6L/R and 7L/R: If no transmissions are received upon reaching 7 DME LAX VOR, turn LEFT heading 270°, intercept V-23 to Chatty Int and resume the Chatty Two Departure. Continue climb on course.

SOCAL Departure (R) 124.3	Apt Elev 126'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU, or GPS required. 2. RADAR required. 3. RNAV 1. 4. For non-GPS equipped aircraft departing Rwy 25L/R, SLI must be operational. 5. Rwy 24L/R departures EXPECT RADAR vectors to PEVEE prior to NAANC.	 MSA LAX VOR

HOLTZ NINE RNAV DEPARTURE (HOLTZ9.HOLTZ)



This SID requires take-off minimums (for standard minimums refer to airport chart):
 Rwy 6L/R, 7L/R: Not authorized by ATC.
 Rwy 24L/R, 25L/R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **620'**.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLE

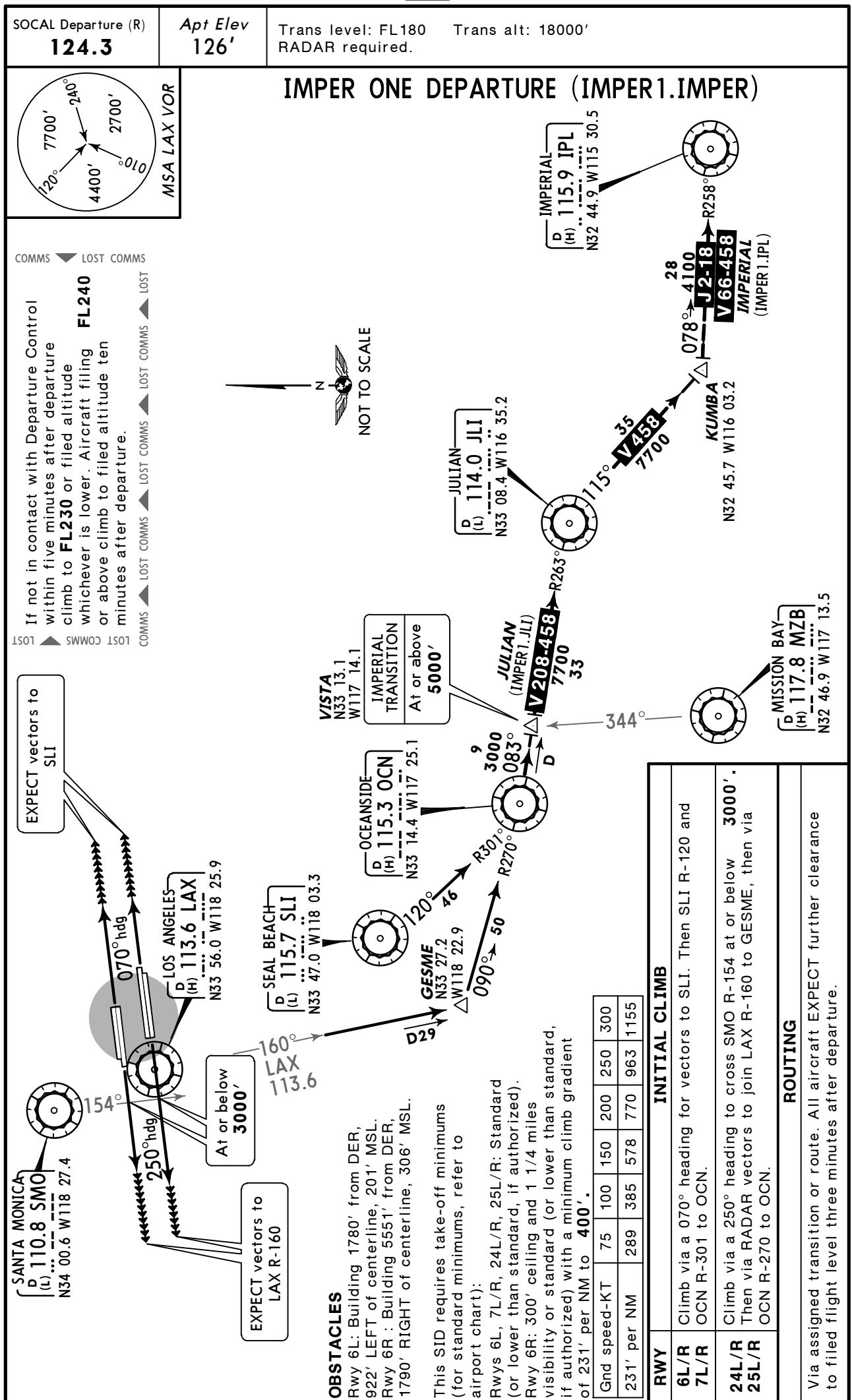
Rwy 24L: Bush 957' from DER, 601' LEFT of centerline, 29' AGL/148' MSL. Light pole 273' from DER, 547' LEFT of centerline, 12' AGL/120' MSL. Light pole 301' from DER, 425' LEFT of centerline, 10' AGL/118' MSL. Antenna on pole 1358' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL. Bush 240' from

DER, 508' RIGHT of centerline, 10' AGL/116' MSL. Light pole 296' from DER, 321' RIGHT of centerline, 8' AGL/116' MSL.
 Rwy 24R: Obstacle lighting on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.
 Rwy 25L: Pole 2366' from DER, 765' LEFT of centerline, 55' AGL/184' MSL. T-L tower 2800' from DER, 993' LEFT of centerline, 82' AGL/192' MSL. Transmission tower 2856' from DER, 927' LEFT of centerline, 82' AGL/192' MSL. Tree 2379' from DER, 778' LEFT of centerline, 79' AGL/197' MSL. Bush 134' from DER, 397' LEFT of centerline, 5' AGL/123' MSL.

RWY	INITIAL CLIMB
24L	Climb via 249° heading to 620' , then direct to DLREY, then via 254° track to ENNEY, then via depicted route to HOLTZ.
24R	Climb via 249° heading to 620' , then direct to FABRA, then via 251° track to ENNEY, then via depicted route to HOLTZ.
25L	Climb via 249° heading to 620' , then direct to HIIPR, then via 219° track to ADORE, then via depicted route to HOLTZ.
25R	Climb via 249° heading to 620' , then direct to DOCKR, then via 218° track to WEILR, then via depicted route to HOLTZ.

ROUTING

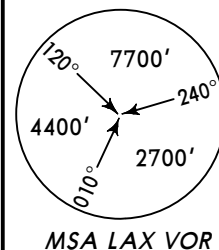
Via THERMAL transition. EXPECT further clearance to filed altitude three minutes after departure.



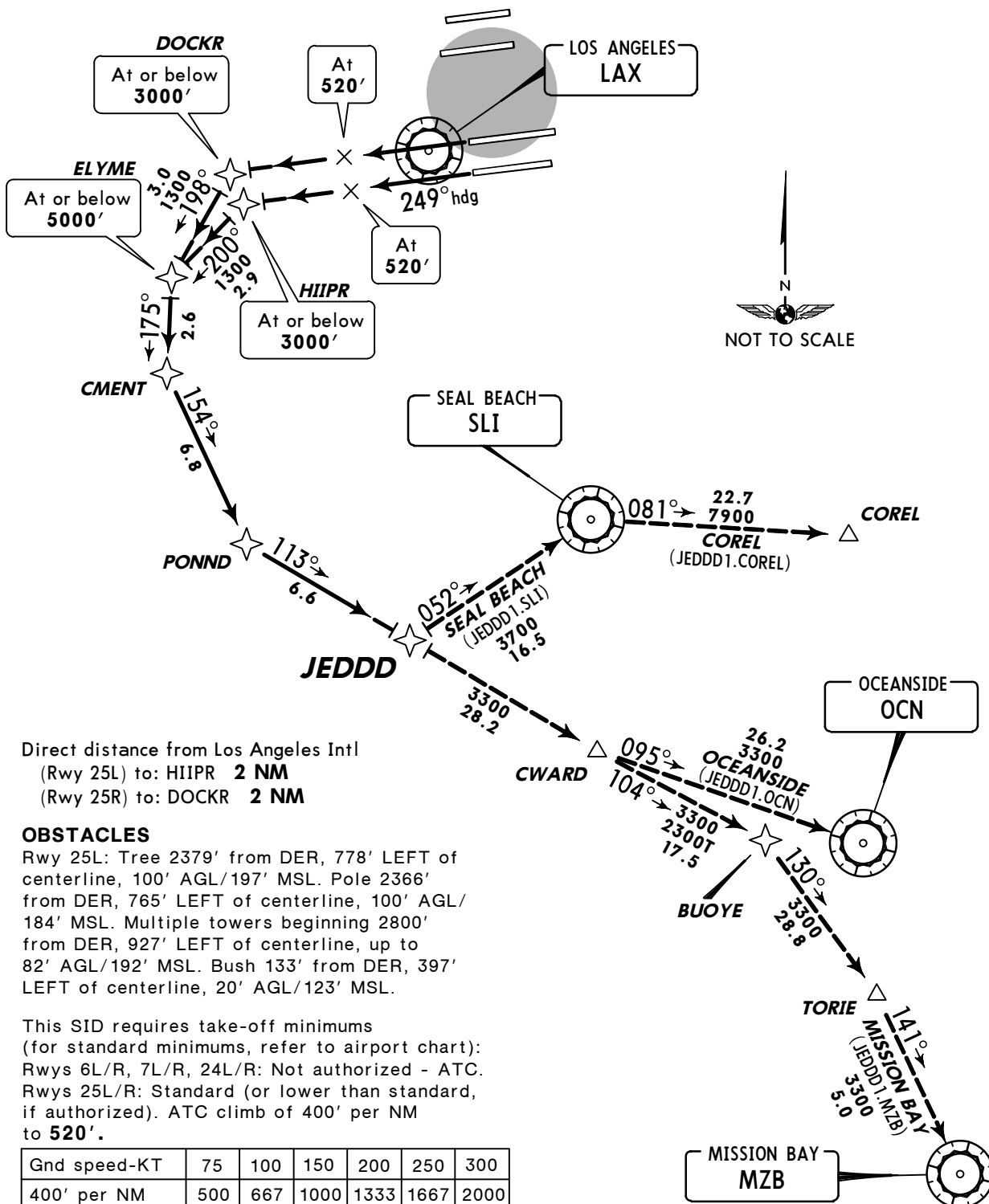
SOCAL Departure (R)
124.3

Apt Elev
125'

- Trans level: FL180 Trans alt: 18000'
1. Turboprop aircraft only.
 2. DME/DME/IRU or GPS required.
 3. RADAR required. 4. RNAV 1.
 5. MISSION BAY and OCEANSIDE transitions:
For non-GPS equipped aircraft departing
Rwys 25L/R SLI must be operational.
 6. Some departures can EXPECT RADAR vector
to BUOYE, JEDDD or SLI.



JEDDD ONE RNAV DEPARTURE (JEDDD1.JEDDD)



RWY

INITIAL CLIMB

25L

Climb heading 249° to **520'**, then direct to HIIPR, then via 200° track to ELYME, then via depicted route to JEDDD.

25R

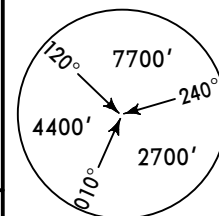
Climb heading 249° to **520'**, then direct to DOCKR, then via 198° track to ELYME, then via depicted route to JEDDD.

ROUTING

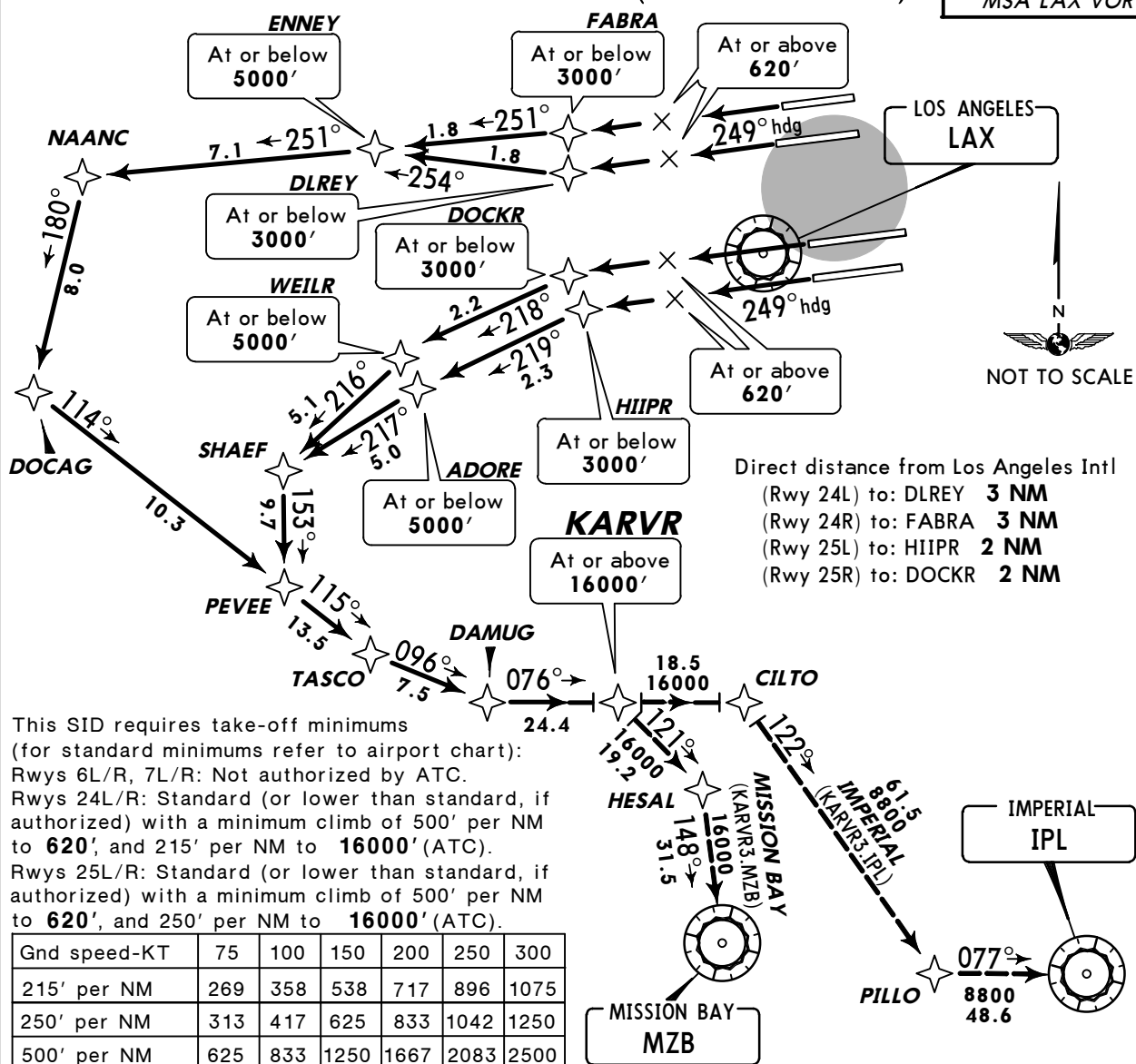
From JEDDD via transition. EXPECT further clearance to filed altitude three minutes after departure.

SOCAL Departure (R)
124.3Apt Elev
126'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU, or GPS required.
 2. RADAR required. 3. RNAV 1.
 4. For non-GPS equipped aircraft departing Rwy 25L/R, SLI must be operational.
 5. Rwy 24L/R departures EXPECT RADAR vectors to PEVEE prior to NAANC.



MSA LAX VOR

KARVR THREE RNAV DEPARTURE (KARVR3.KARVR)

This SID requires take-off minimums (for standard minimums refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized by ATC.
Rwys 24L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to **620'**, and 215' per NM to **16000'** (ATC).
Rwys 25L/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to **620'**, and 250' per NM to **16000'** (ATC).

OBSTACLE

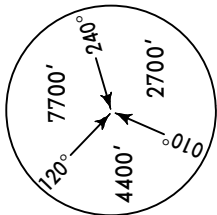
Rwy 24L: Bush 957' from DER, 601' LEFT of centerline, 29' AGL/148' MSL. Light pole 273' from DER, 547' LEFT of centerline, 12' AGL/120' MSL. Light pole 301' from DER, 425' LEFT of centerline, 10' AGL/118' MSL. Antenna on pole 1358' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL. Bush 240' from DER, 508' RIGHT of centerline, 10' AGL/116' MSL. Light pole 296' from DER, 321' RIGHT of centerline, 8' AGL/116' MSL.

Rwy 24R: Obstacle lighting on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.
Rwy 25L: Pole 2366' from DER, 765' LEFT of centerline, 55' AGL/184' MSL. T-L tower 2800' from DER, 993' LEFT of centerline, 82' AGL/192' MSL. Transmission tower 2856' from DER, 927' LEFT of centerline, 82' AGL/192' MSL. Tree 2379' from DER, 778' LEFT of centerline, 79' AGL/197' MSL. Bush 134' from DER, 397' LEFT of centerline, 5' AGL/123' MSL.

SOCAL Departure (R)
124.3

Apt Elev
126'

Trans level: FL180 Trans alt: 18000'
1. RADAR and DME required.
2. This departure is for turbojet aircraft only.



MSA LAX VOR

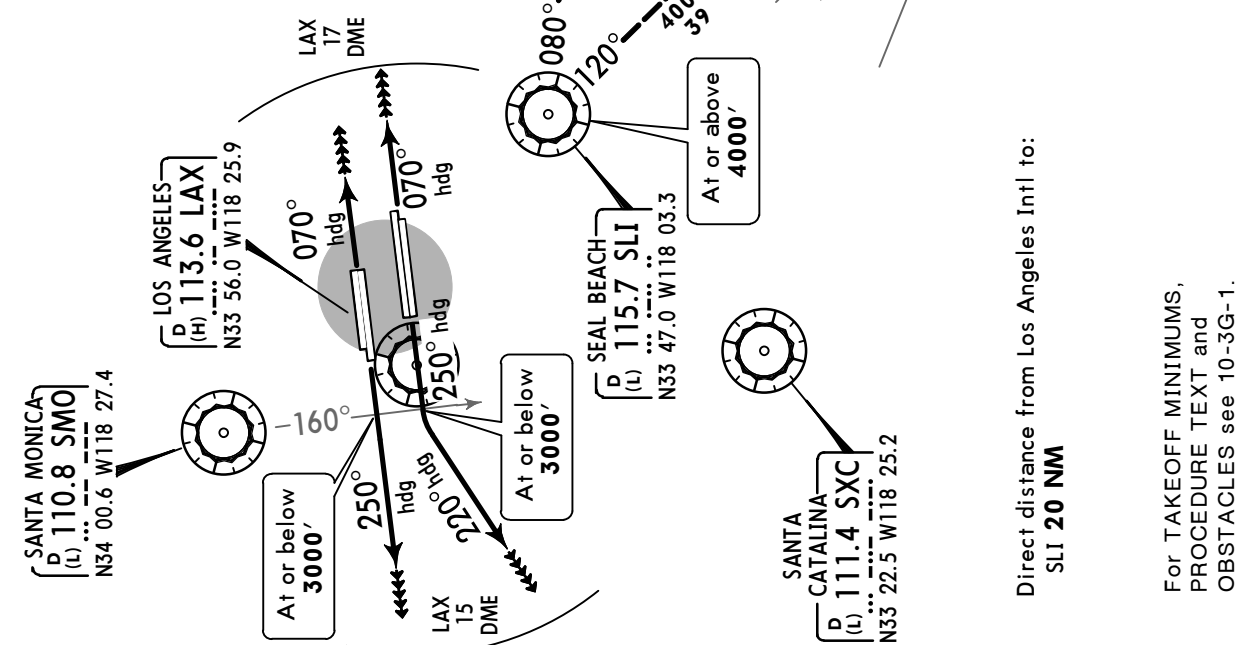
LAXX SIX DEPARTURE (LAXX6.LAX)

COMMS LOST COMMS LOST

Rwys 6L/R, 7L/R: If not in contact with departure control by LAX 17 DME EAST of LAX, climb to **FL 230** or filed altitude whichever is lower, turn RIGHT direct SLI and proceed via assigned route. Aircraft filed **FL 240** or above, **MAINTAIN FL 230** for 5 minutes then continue climb to filed altitude.

Rwys 24L/R, 25L/R: If not in contact with departure control by LAX 15 DME WEST of LAX, then turn LEFT heading 080°, climb to **FL 230** or filed altitude whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed **FL 240** or above, **MAINTAIN FL 230** for 5 minutes then continue climb to filed altitude.

COMMS LOST COMMS LOST



Direct distance from Los Angeles Intl to:
SLI 20 NM

For TAKEOFF MINIMUMS,
PROCEDURE TEXT and
OBSTACLES see 10-3G-1.

LAXX SIX DEPARTURE (LAXX6.LAX)
PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

Rwy 6L: Standard (or lower than standard, if
authorized) with ATC climb of 290' per NM to
5900'.

Rwy 6R: 200-1 1/4 or standard (or lower than
standard, if authorized) with minimum obstacle
climb of 275' per NM to **400'**. ATC climb of
295' per NM to **5900'**.

Rwys 7L/R: Standard (or lower than standard,
if authorized) with ATC climb of 315' per NM
to **5900'**.

Rwys 24L/R, 25L/R: Standard (or lower than
standard, if authorized) with ATC climb of
265' per NM to **5900'**.

Gnd speed-KT	75	100	150	200	250	300
265' per NM	331	442	663	883	1104	1325
275' per NM	344	458	688	917	1146	1375
290' per NM	363	483	725	967	1208	1450
295' per NM	369	492	738	983	1229	1475
315' per NM	394	525	788	1050	1313	1575

OBSTACLES

Rwy 6L: Buildings and signs beginning 1693'
from DER, 339' LEFT of centerline, up to
50' AGL/201' MSL.

Rwy 6R: Antenna on building 560' from DER,
479' RIGHT of centerline, 18' AGL/127'
MSL. Obstacle light on building 5550' from
DER, 1791' RIGHT of centerline, 202' AGL/
306' MSL. Obstacle light on sign and sign
beginning 1866' from DER, 920' LEFT of
centerline, up to 49' AGL/161' MSL.

Rwy 7L: Obstacle light on blast fence 168'
from DER, 33' LEFT of centerline, 14'
AGL/106' MSL. Poles beginning 1290' from
DER, 505' LEFT of centerline, up to 55'
AGL/147' MSL. Antenna on building 1576'
from DER, 315' LEFT of centerline, 55'
AGL/147' MSL. Sign and railroad beginning
351' from DER, 10' LEFT of centerline, up
to 29' AGL/124' MSL. Railroad 275' from
DER, 500' RIGHT of centerline, 23' AGL/
115' MSL. App light and obstacle light on
localizer beginning 979' from DER, on
runway centerline, up to 27' AGL/119' MSL.

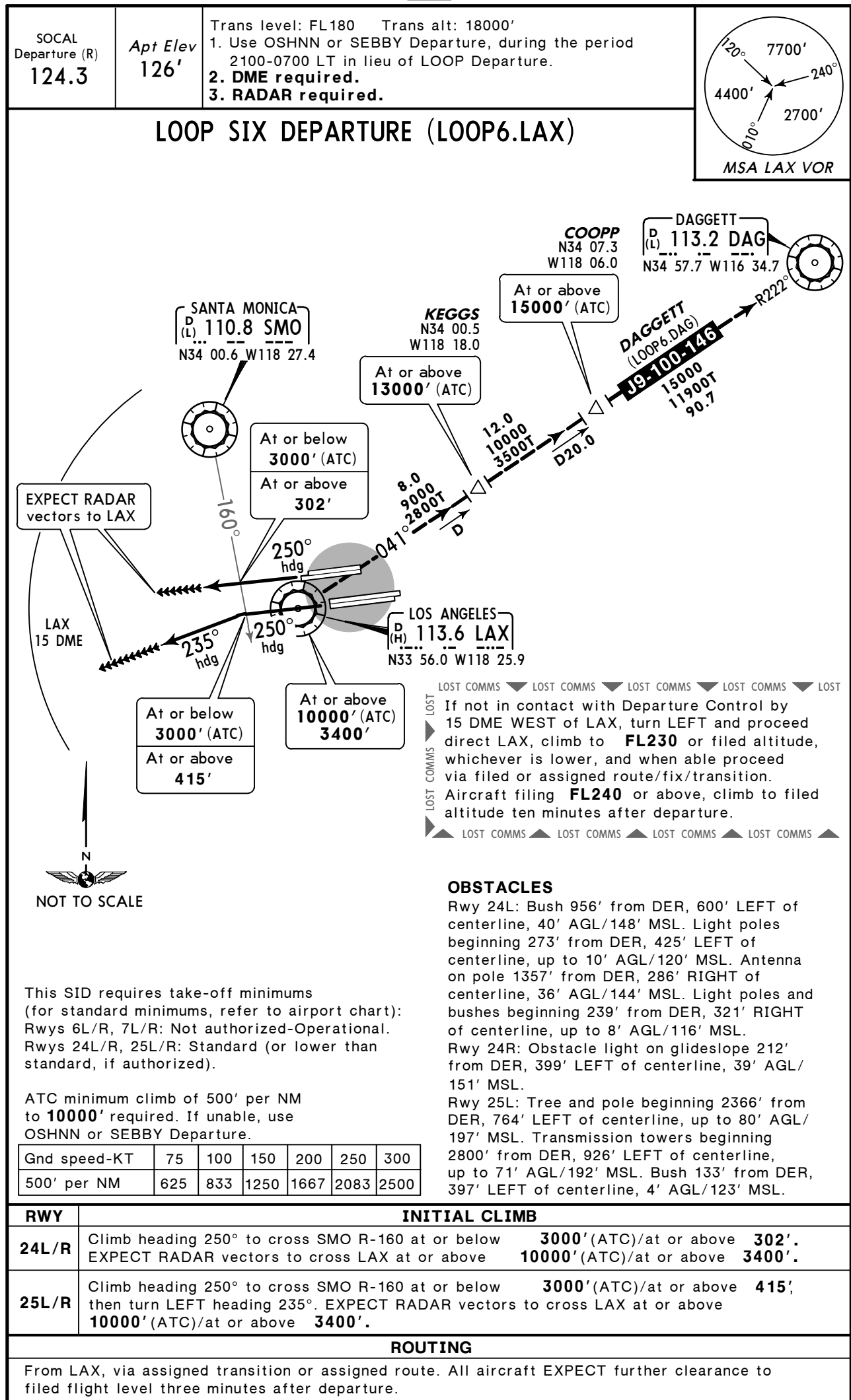
Rwy 7R: Trees and building beginning 790'
from DER, 606' RIGHT of centerline, up to
58' AGL/157' MSL.

Rwy 24L: Bush 956' from DER, 600' LEFT
of centerline, 40' AGL/148' MSL, light
poles beginning 273' from DER, 425' LEFT
of centerline, up to 10' AGL/120' MSL,
antenna on pole 1357' from DER, 286'
RIGHT of centerline, 36' AGL/144' MSL,
light poles and bushes beginning 239' from
DER, 321' RIGHT of centerline, up to 8'
AGL/116' MSL.

Rwy 24R: Obstacle light on glideslope
212' from DER, 399' LEFT of centerline,
39' AGL/151' MSL.

Rwy 25L: Tree and pole beginning 2366'
from DER, 764' LEFT of centerline, up to
80' AGL/197' MSL, transmission towers
beginning 2800' from DER, 926' LEFT of
centerline, up to 71' AGL/192' MSL, bush
133' from DER, 397' LEFT of centerline,
4' AGL/123' MSL.

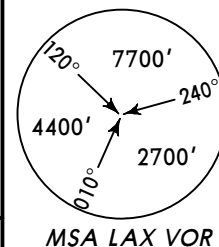
RWY	INITIAL CLIMB
6L/R 7L/R	Climb heading 070° for vectors to SLI.
24L/R	Climb heading 250° to cross SMO R-160 at or below 3000' , then via RADAR vectors to assigned route/fix/transition.
25L/R	Climb heading 250° to cross SMO R-160 at or below 3000' , then via heading 220° for RADAR vectors to assigned route/fix/transition.
ROUTING	
All aircraft EXPECT further clearance to filed flight level three minutes after departure.	



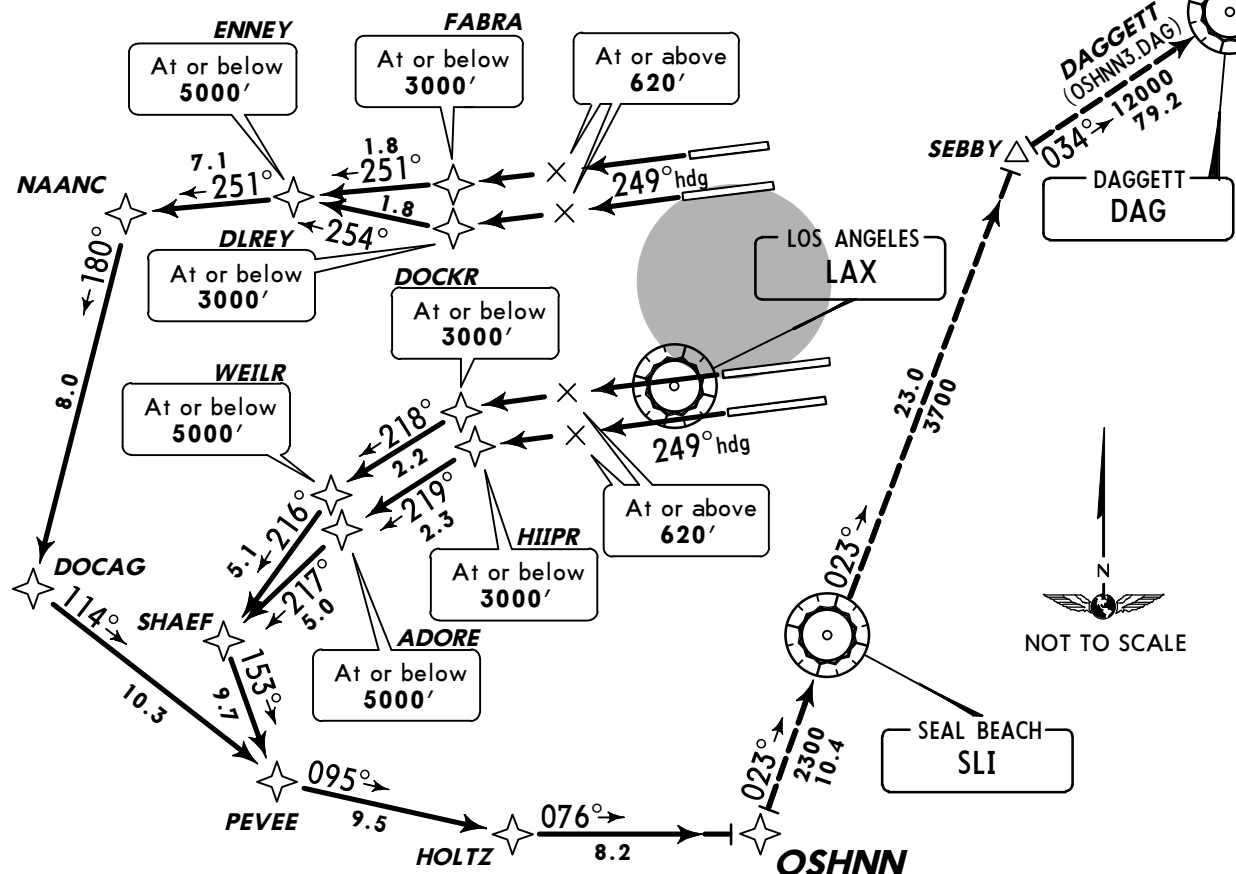
SOCAL Departure (R)
124.3

Apt Elev
126'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required.
 4. For non-GPS equipped aircraft departing
 Rwys 25L/R, SLI must be operational.
 5. Rwys 24L/R departures EXPECT RADAR
 vectors to PEVEE prior to NAANC.



OSHNN THREE RNAV DEPARTURE (OSHNN3.OSHNN)



This SID requires take-off minimums
 (for standard minimums, refer to airport chart):
 Rwy 6L/R, 7L/R: Not authorized by ATC.
 Rwy 24L/R, 25L/R: Standard (or lower than
 standard, if authorized) with minimum climb of
 500' per NM to **620'**.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 24L: Bush 957' from DER, 601' LEFT of
 centerline, 29' AGL/148' MSL. Light pole 273'
 from DER, 547' LEFT of centerline, 12' AGL/
 120' MSL. Light pole 301' from DER, 425' LEFT
 of centerline, 10' AGL/118' MSL. Antenna
 on pole 1358' from DER, 287' RIGHT of
 centerline, 25' AGL/144' MSL. Bush 240' from
 DER, 508' RIGHT of centerline, 10' AGL/116'
 MSL. Light pole 296' from DER, 321' RIGHT
 of centerline, 8' AGL/116' MSL.

Rwy 24R: Obstacle lighting on glideslope 213'
 from DER, 400' LEFT of centerline, 34' AGL/
 151' MSL.

Rwy 25L: Pole 2366' from DER, 765' LEFT of
 centerline, 55' AGL/184' MSL. T-L tower 2800'
 from DER, 993' LEFT of centerline, 82' AGL/
 192' MSL. Transmission tower 2856' from DER,
 927' LEFT of centerline, 82' AGL/192' MSL.
 Tree 2379' from DER, 778' LEFT of centerline,
 79' AGL/197' MSL. Bush 134' from DER, 397'
 LEFT of centerline, 5' AGL/123' MSL.

Direct distance from Los Angeles Intl
 (Rwy 24L) to: DLREY **3 NM**
 (Rwy 24R) to: FABRA **3 NM**
 (Rwy 25L) to: HIIPR **2 NM**
 (Rwy 25R) to: DOCKR **2 NM**

RWY

INITIAL CLIMB

24L	Climb via 249° heading to 620' , then direct to DLREY, then via 254° track to ENNEY, then via depicted route to OSHNN.
24R	Climb via 249° heading to 620' , then direct to FABRA, then via 251° track to ENNEY, then via depicted route to OSHNN.
25L	Climb via 249° heading to 620' , then direct to HIIPR, then via 219° track to ADORE, then via depicted route to OSHNN.
25R	Climb via 249° heading to 620' , then direct to DOCKR, then via 218° track to WEILR, then via depicted route to OSHNN.

ROUTING

From OSHNN, via DAGGETT transition. EXPECT further clearance to filed altitude five minutes after departure.

SANTA MONICA
D 110.8 SMO
(L) ...
N34 00.6 W118 27.4

LOS ANGELES
 (H) 113.6 LAX
 N33 56.0 W118 25.9

N33 29.0 W122 35.0
(MRA FL 310 LAX, RZS)
(MRA FL 260 RZS R-233/D153)

FICKY
N31 33.5
W121 23.5

Direct distance from Los Angeles Intl to:

DINTY	211 NM
FICKY	208 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Rwys 6L/R, 7L/R: If no contact with Departure Control upon reaching LAX 8 DME, 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 via LAX R-249 to PERCH

Rwys 24L/R, 25L/R: If not in contact with Departure Control within 5 minutes after departure, proceed to PERCH via 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.

VENTURA
D
(L) 108.2 VTU
.... ..
N34 06.9 W119 03.0

SANTA MONICA
D 110.8 SMO
(L) ... _ _
N34 00.6 W118 27.4

LOS ANGELES
(H) 113.6 LAX
N33 56.0 W118 25.9

PERCH
N33 52.1
W119 09.5

Leaving
10000'

At or above
5000'
and at or below
10000'

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

This SID requires take-off minimums
(for standard minimums refer to airport chart):

Rwys 6L, 7L/R, 24L/R, 25L/R: Standard (or lower than standard, if authorized).

Rwy 6R: 300-1 ¼ or standard (or lower than standard, if authorized) with minimum climb gradient of 231' per NM to **400'**.

OBSTACLES

Rwy 6L: Building 1813' from DER, 942' LEFT
of centerline. 201' MSL.

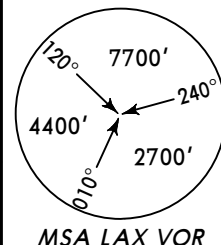
Rwy 6R: Building 5551' from DER, 1790'
RIGHT of centerline, 306' MSL.

CHANGES: None.

SOCAL Departure (R)
124.3

Apt Elev
126'

Trans level: FL180 Trans alt: 18000'
1. RADAR and DME required.
2. Rwy 24L/R and 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX departure.

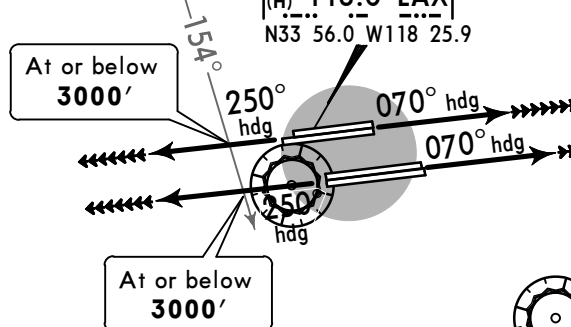


SAN DIEGO SIX DEPARTURE (SNG06.CARDI)

SANTA MONICA
(P) **110.8 SMO**
N34 00.6 W118 27.4

LOS ANGELES
(P) **113.6 LAX**
N33 56.0 W118 25.9

LOST COMMS
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.



Direct distance from Los Angeles Intl
(Rwys 6L/R and 7L/R) to:
SLI 20 NM
(Rwys 24L/R and 25L/R) to:
CARDI 69 NM

This SID requires take-off minimums
(for standard minimums, refer to
airport chart):
Rwys 6L, 7L/R, 24L/R, 25L/R: Standard
(or lower then standard, if authorized).
Rwy 6R: 300-1 1/4 or standard (or lower
then standard, if authorized) with
minimum climb gradient of 274' per NM to **400'**.

Gnd speed-KT	75	100	150	200	250	300
274' per NM	343	457	685	913	1142	1370

OBSTACLES

Rwy 6L: Multiple buildings 1780' from DER, 921' LEFT of centerline, up to 126' AGL/201' MSL. Sign 1693' from DER, 339' LEFT of centerline, 40' AGL/160' MSL.

Rwy 6R: Building 5551' from DER, 1791' RIGHT of centerline, 200' AGL/306' MSL. Antenna on building 560' from DER, 479' RIGHT of centerline, 17' AGL/127' MSL. SIGN 1894' from DER, 920' LEFT of centerline, 49' AGL/161' MSL.

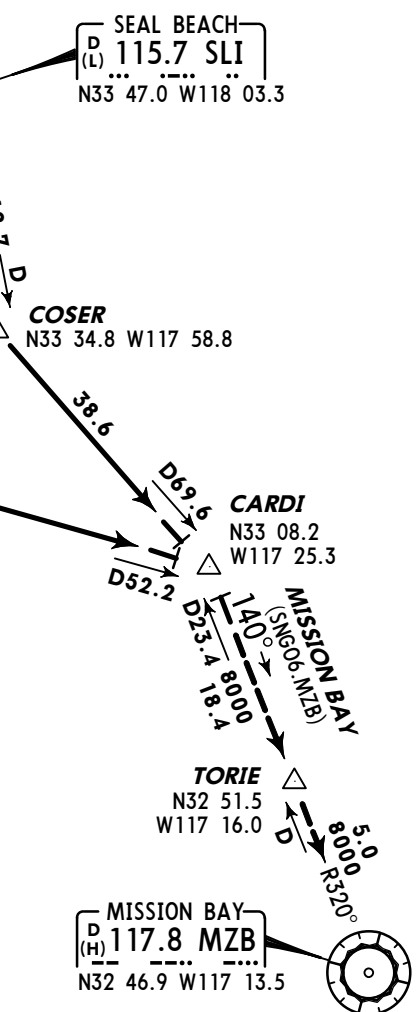
Rwy 7L: Multiple obstacles beginning 168' from DER, 10' LEFT of centerline, up to 45' AGL/147' MSL. Railroad beginning 275' from DER, 500' RIGHT of centerline, 23' AGL/117' MSL. Approach lights 443' from DER, on centerline, up to 18' AGL/ 119' MSL. Obstacle light on localizer 979' from DER, on centerline, up to 14' AGL/ 119' MSL.

Rwy 7R: Multiple obstacles 790' from DER, 606' RIGHT of centerline, up to 48' AGL/157' MSL.

Rwy 24L: Bush 956' from DER, 600' LEFT of centerline, 8' AGL/148' MSL. Light pole 300' from DER, 425' LEFT of centerline, 13' AGL/118' MSL. Light pole 295' from DER, 321' RIGHT of centerline, 15' AGL/116' MSL.

Rwy 24R: Obstacle lighting on glide slope 212' from DER, 399' LEFT of centerline, 17' AGL/ 151' MSL.

Rwy 25L: Multiple obstacles beginning 133' from DER, 397' LEFT of centerline, up to 82' AGL/ 197' MSL.



RWY

INITIAL CLIMB

6L/R
7L/R

Climb on heading 070° for vector to SLI. Then on SLI R-148 to COSER, then on LAX R-118 to CARDI.

24L/R
25L/R

Climb on heading 250° to cross SMO R-154 at or below **3000'**. Then via RADAR vector to join SXC R-091 to CARDI.

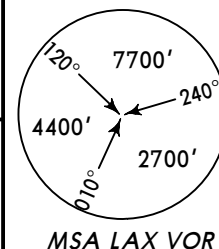
ROUTING

Via assigned transition or assigned route. All aircraft EXPECT further clearance to filed flight level three minutes after departure.

SOCAL
Departure (R)
124.3

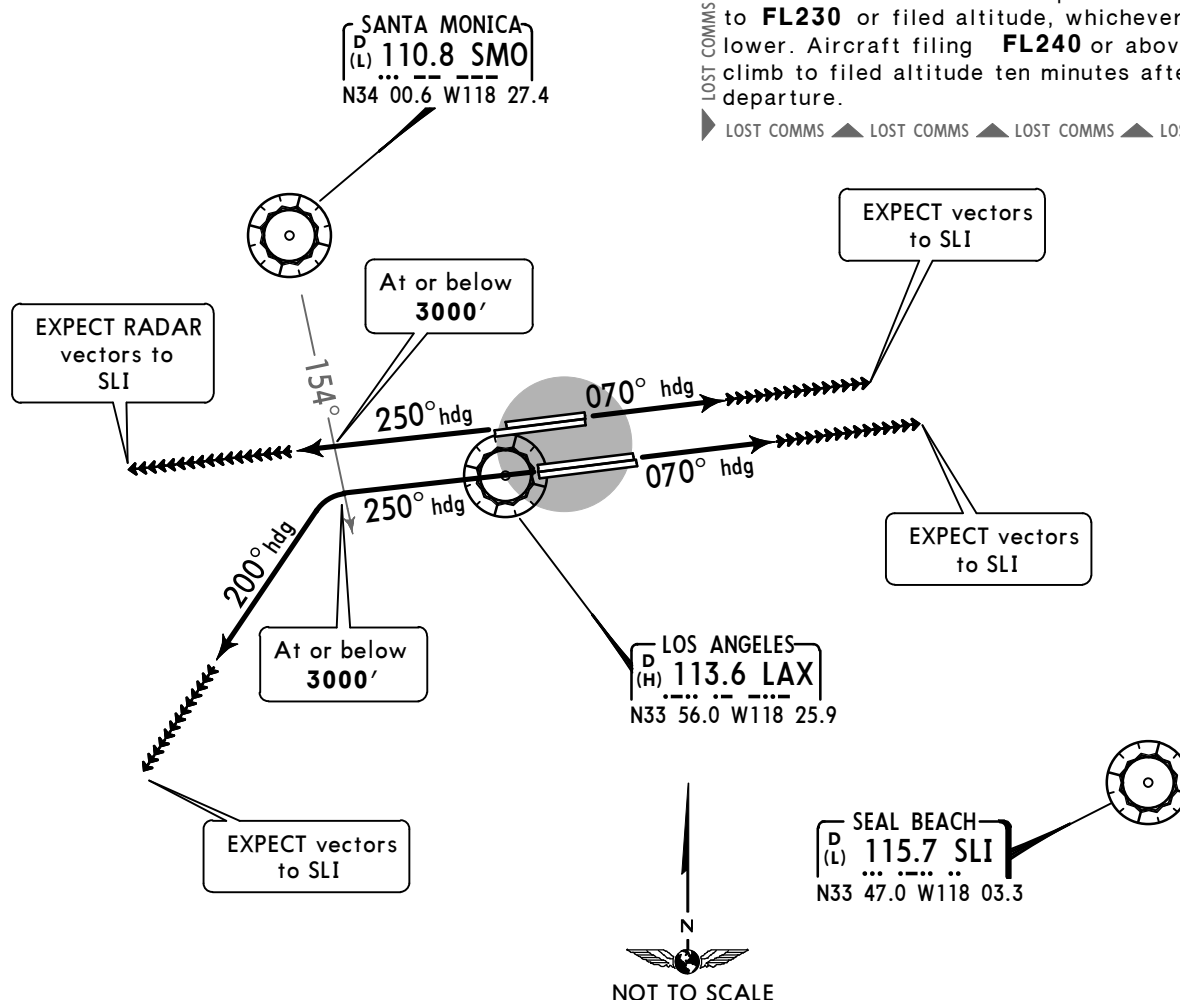
Apt Elev
126'

Trans level: FL180 Trans alt: 18000'
Rwys 24L/R and 25L/R: This departure
is for non-turbojet aircraft only. Turbojet
aircraft use the LAXX departure.



SEAL BEACH FIVE DEPARTURE (SLI5.SLI)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
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.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L, 7L/R, 24L/R: Standard (or lower then standard, if authorized).
Rwy 6R: 300-1 ¼ or standard (or lower then standard, if authorized) with a minimum climb gradient of 231' per NM to **400'**.
Rwys 25L/R: Minimum climb gradient of 410' per NM to **600'** required (ATC).

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	578	770	963	1155
410' per NM	513	683	1025	1367	1708	2050

Direct distance from Los Angeles Intl to:
SLI **20 NM**

OBSTACLES

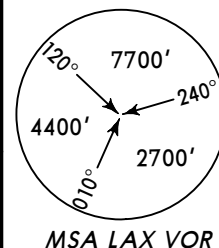
Rwy 6L: Building 1780' from DER, 922' LEFT of centerline, 201' MSL.
Rwy 6R: Building 5551' from DER, 1790' RIGHT of centerline, 306' MSL.

RWY	INITIAL CLIMB
6L/R 7L/R	Climb on a 070° heading for vectors to SLI.
24L/R	Climb on a 250° heading to cross SMO R-154 at or below 3000' , then RADAR vectors to SLI.
25L/R	Climb on a 250° heading to cross SMO R-154 at or below 3000' , then turn LEFT heading 200° for vectors to SLI.
ROUTING	
At SLI, via assigned route. All aircraft EXPECT further clearance to filed flight level three minutes after departure.	

SOCAL
Departure (R)
124.3Apt Elev
126'

Trans level: FL180 Trans alt: 18000'

1. This SID to be used only if unable to use LOOP Departure.
2. **DME required.**
3. **RADAR required.**

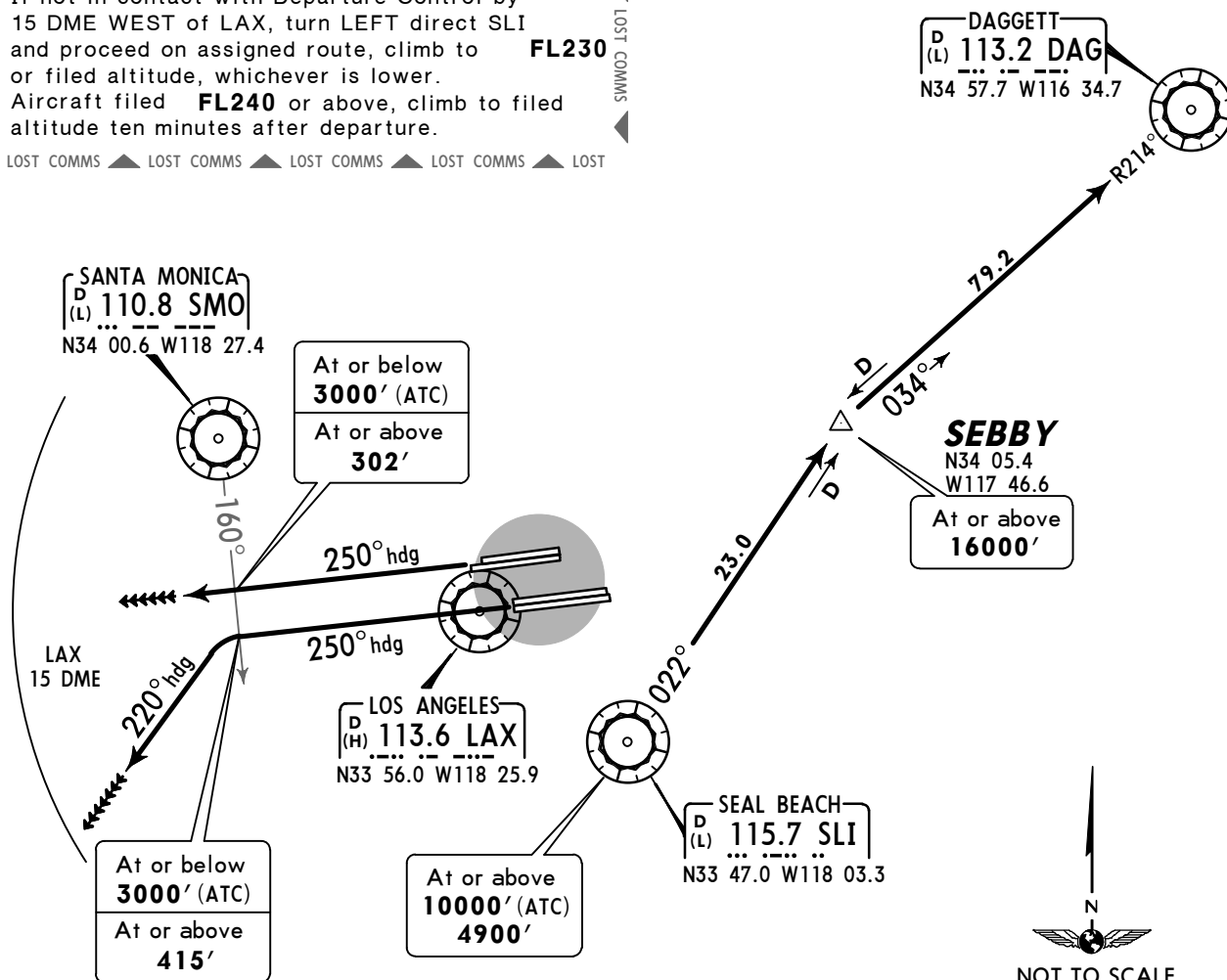
**SEBBY SEVEN DEPARTURE (SEBBY7.DAG)**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

If not in contact with Departure Control by 15 DME WEST of LAX, turn **LEFT** direct **SLI** and proceed on assigned route, climb to or filed altitude, whichever is lower.

Aircraft filed **FL240** or above, climb to filed altitude ten minutes after departure.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



Direct distance from Los Angeles Intl to:
SLI 20 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L/R, 7L/R: Not authorized-Operational.
Rwys 24L/R, 25L/R: Standard (or lower than standard, if authorized).

Rwys 25L/R: ATC minimum climb of 410' per NM to **600'** required.

Gnd speed-KT	75	100	150	200	250	300
410' per NM	513	683	1025	1367	1708	2050

OBSTACLES

Rwy 24L: Bush 956' from DER, 600' LEFT of centerline, 40' AGL/148' MSL. Light poles beginning 273' from DER, 425' LEFT of centerline, up to 10' AGL/120' MSL. Antenna on pole 1357' from DER, 286' RIGHT of centerline, 36' AGL/144' MSL. Light poles and bushes beginning 239' from DER, 321' RIGHT of centerline, up to 8' AGL/116' MSL.

Rwy 24R: Obstruction light on glideslope 212' from DER, 399' LEFT of centerline, 39' AGL/151' MSL.

Rwy 25L: Tree and pole beginning 2366' from DER, 764' LEFT of centerline, up to 80' AGL/197' MSL. Transmission towers beginning 2800' from DER, 926' LEFT of centerline, up to 71' AGL/192' MSL. Bush 133' from DER, 397' LEFT of centerline, 4' AGL/123' MSL.

RWY	INITIAL CLIMB
24L/R	Climb on heading 250° to cross SMO R-160 at or below 3000' (ATC)/at or above 302' .
25L/R	Climb on heading 250° to cross SMO R-160 at or below 3000' (ATC)/at or above 415' , then turn LEFT heading 220°.

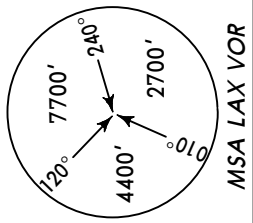
ROUTING

EXPECT RADAR vectors to cross SLI at or above **10000'**(ATC)/at or above **4900'**, then on SLI R-022 to cross SEBBY at or above **16000'**, then on DAG R-214 to DAG. All aircraft EXPECT further clearance to filed flight level three minutes after departure.

SOCAL Departure (R)
225°-044° 045°-224°
125.2 124.3

Apt Elev
126'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DINTY Transition: DME required.

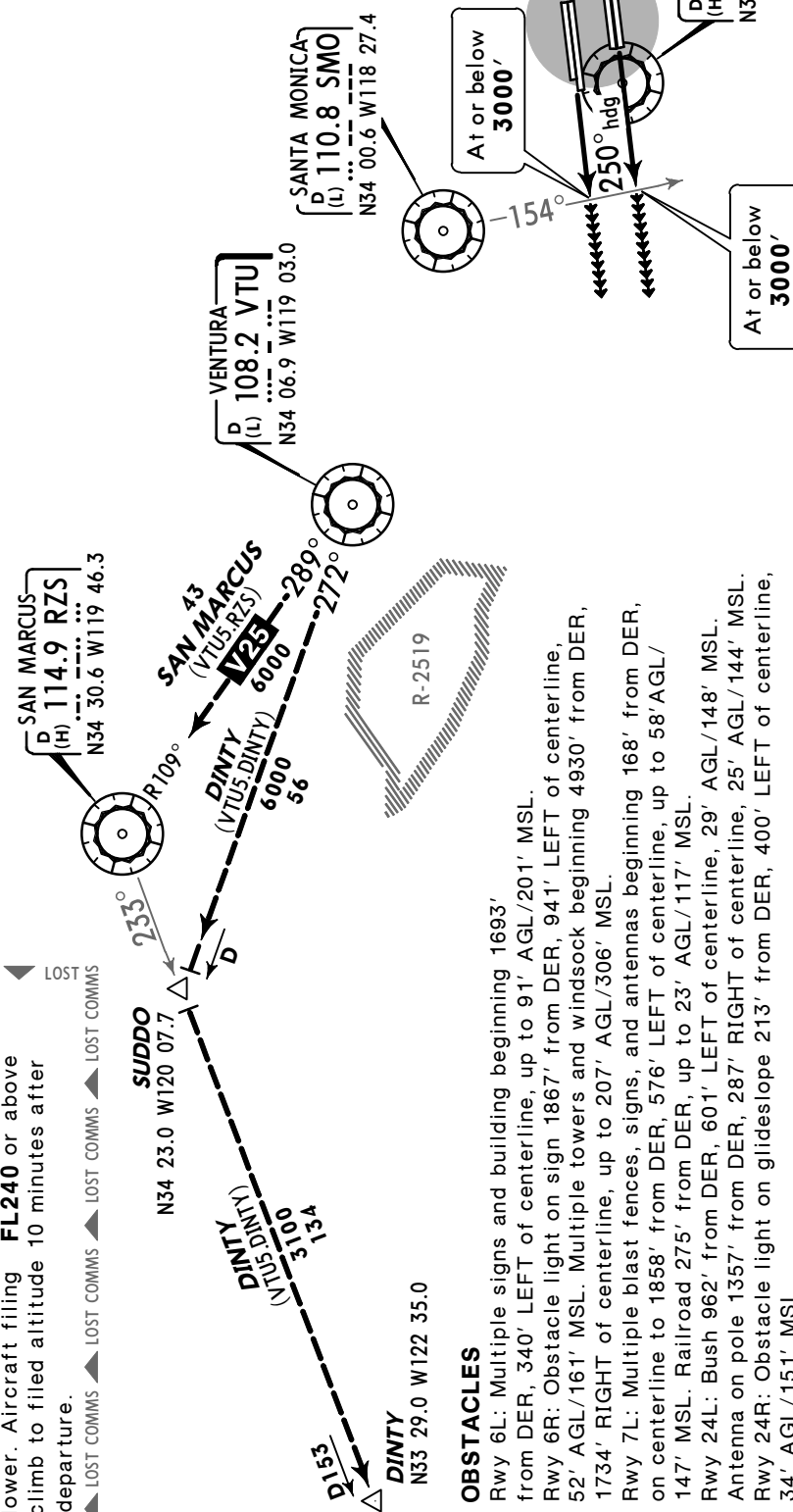
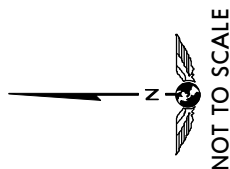


VENTURA FIVE DEPARTURE (VTU5.VTU)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 6L, 7L/R, 24L/R, 25L/R: Standard (or lower than standard, if authorized).
Rwy 6R: 200-1 ¼ or standard (or lower than standard, if authorized) with a minimum climb gradient of 281' per NM to 400'.

Gnd speed-KT	75	100	150	200	250	300
281' per NM	351	468	703	937	1171	1405

Direct distance from Los Angeles Intl to:
VTU 34 NM



OBSTACLES

Rwy 6L: Multiple signs and building beginning 1693' from DER, 340' LEFT of centerline, up to 91' AGL/201' MSL.
Rwy 6R: Obstacle light on sign 1867' from DER, 941' LEFT of centerline, 52' AGL/161' MSL. Multiple towers and windsock beginning 4930' from DER, 1734' RIGHT of centerline, up to 207' AGL/306' MSL.
Rwy 7L: Multiple blast fences, signs, and antennas beginning 168' from DER, on centerline to 1858' from DER, 576' LEFT of centerline, up to 58' AGL/147' MSL. Railroad 275' from DER, up to 23' AGL/117' MSL.
Rwy 24L: Bush 962' from DER, 601' LEFT of centerline, 29' AGL/148' MSL. Antenna on pole 1357' from DER, 287' RIGHT of centerline, 25' AGL/144' MSL.
Rwy 24R: Obstacle light on glideslope 213' from DER, 400' LEFT of centerline, 34' AGL/151' MSL.
Rwy 25L: Pole 2366' from DER, 820' LEFT of centerline, 55' AGL/184' MSL.

INITIAL CLIMB

6L/R, 7L/R: Climb via 070° heading for vectors to VTU.
24L/R, 25L/R: Climb via 250° heading for vectors to VTU, cross SMO R-154 at or below 3000'.

ROUTING

Via assigned transition or assigned route.
EXPECT further clearance to filed flight level 3 minutes after departure.

LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS
If not in contact with Departure Control within 5 minutes after departure climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.
► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS

STANDARD TAXI ROUTES

(includes Low Visibility Routes)

READ BACK RUNWAY AND HOLD SHORT INSTRUCTIONS

Route Ident	Routing via
NORTH	Taxi towards taxiway Sierra (S) taxi northbound on taxiway Sierra (S), and at check-point-1 contact Ground Control on frequency 121.65, hold short of taxiway Delta (D). Taxiway Sierra (S) is not visible from the Air Traffic Control Tower.

Route Ident	Routing via
SOUTH	Taxi towards taxiway Romeo (R) taxi southbound on taxiway Romeo (R), and at check-point-2 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C). Taxiway Romeo (R) is not visible from the Air Traffic Control Tower.

Route Ident	Routing via
WEST	Taxi westbound on taxiway Charlie (C) towards taxiway Alfa-Alfa (AA), hold short of taxiway Alfa-Alfa (AA), contact Ground Control on frequency 121.65 when number one approaching taxiway Alfa-Alfa (AA). Taxiway Alfa-Alfa (AA) is not visible from the Air Traffic Control Tower.

Route Ident	Routing via
BRIDGE	Taxi towards taxiway Alfa-Alfa (AA) taxi southbound on taxiway Alfa-Alfa (AA) and at check-point-3 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C). Taxiway Alfa-Alfa (AA) is not visible from the Air Traffic Control Tower.

PILOT GUIDE TO RUNWAY STATUS LIGHT SYSTEM (RWSL) LOS ANGELES INTERNATIONAL AIRPORT (LAX)

The FAA is implementing a Runway Status Lights (RWSL) system at LAX to reduce the frequency and severity of runway incursions. RWSL is a fully automatic, surveillance-driven lighting system that monitors runway usage and directly indicates runway occupancy status to pilots. Runway Entrance Lights (RELs) illuminate red when it is unsafe to cross or enter a runway and Takeoff Hold Lights (THLs) illuminate red to indicate when it is unsafe to depart from a runway. Runway Status Lights are not controlled by ATC and indicate **status** only, never clearance.

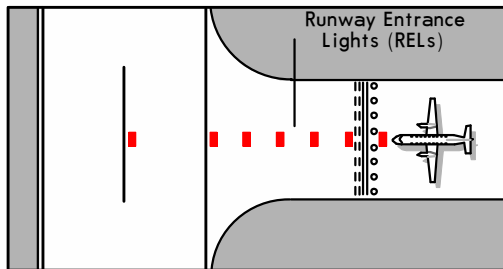


Figure 1. Runway Entrance Lights (RELs)

LAX Runway Entrance Lights (RELs)

RELs consist of a series of red in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One additional REL is located near the runway centerline. RELs are directed toward the taxiway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

RED MEANS STOP!

- When the RELs illuminate, you should remain clear of the runway.
- When cleared to either "cross the runway, position and hold, or immediate takeoff", and RELs are illuminated; stop the aircraft and indicate to ATC that you are stopped with red lights and wait for further clearance.
- If your aircraft crosses the hold line and you subsequently observe illuminated lights, stop the airplane and notify ATC that you are stopped across the hold line because of red lights.
- If remaining clear of the runway is impractical for safety reasons, you should proceed according to your best judgment of safety (understanding that the illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

RELs TURNING OFF DOES NOT CONSTITUTE CLEARANCE TO CROSS OR ENTER A RUNWAY!

Sixteen arrays of RELs have been installed on runways **24L/6R**, **25R/7L**, and **25L/7R**.



Not for Navigational Use

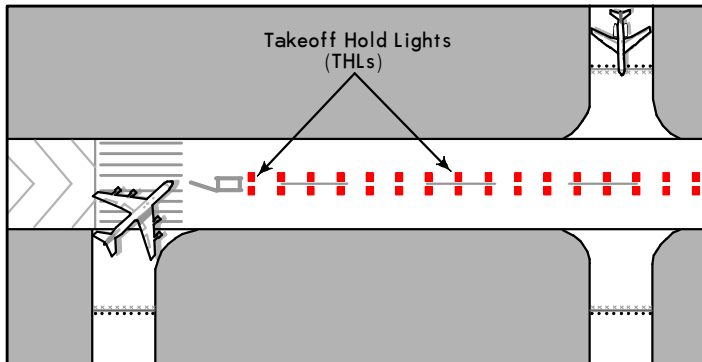
Figure 2. LAX REL locations (shown as red bars at selected intersections)

An ATIS message will broadcast the current operational status of RELs.

(CONTINUED ON REVERSE)

LAX Takeoff Hold Lights (THLs)

Illuminated Takeoff Hold Lights (THLs) indicate a runway is unsafe for departing aircraft!



THLs at LAX are comprised of two rows of 16 in-pavement red lights on either side of the centerline. THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, during initial takeoff roll, and on final approach to land.

Figure 3. Takeoff Hold Lights (THLs)

RED MEANS STOP!

- If in position and holding on the runway and THLs illuminate, remain in position for takeoff.
- If you begin your takeoff roll and subsequently observe illuminated THLs, then-if practical-stop the airplane and notify ATC that you are stopped because of red lights.
- If aborting the takeoff is impractical for safety reasons, proceed according to your best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for departure) and contact ATC at the earliest opportunity.
- If on short final and THLs illuminate, you should inform ATC you are going around because of red lights on the runway.

THLs TURNING OFF DOES NOT CONSTITUTE CLEARANCE TO DEPART FROM A RUNWAY!

Two overlapping arrays of THLs have been installed on runway **24L** at both the full-length and E8 intersection departure locations.

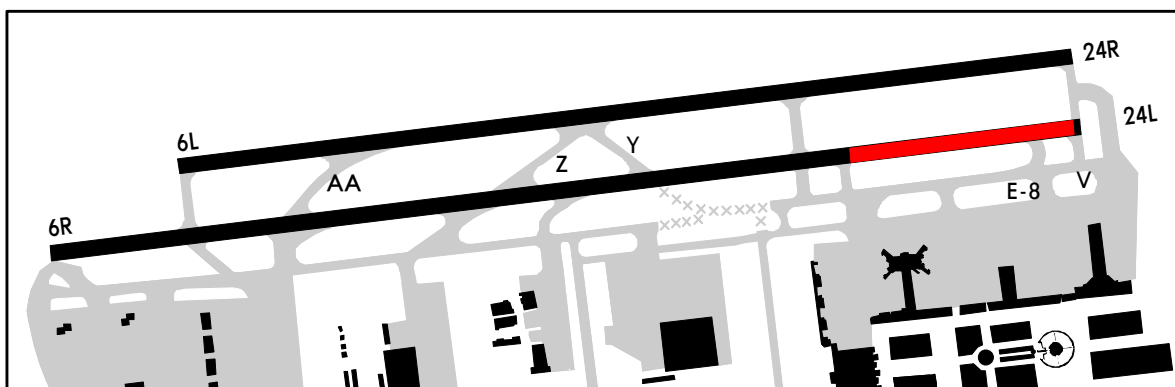


Figure 4. LAX north side with THL locations on 24L (shown as red bar)

An ATIS message will broadcast the current operational status of THLs.

An operational evaluation of THLs and RELs at LAX is scheduled to commence on or about April 20, 2009 and will last approximately 3 months with an option to extend it if successful. During this time, **pilot feedback is essential** to assess system acceptability. To participate, please visit: www.RWSL.net

TEMPORARY CONSTRUCTION AREAS

Check current NOTAMs for restrictions and other movement area closures.

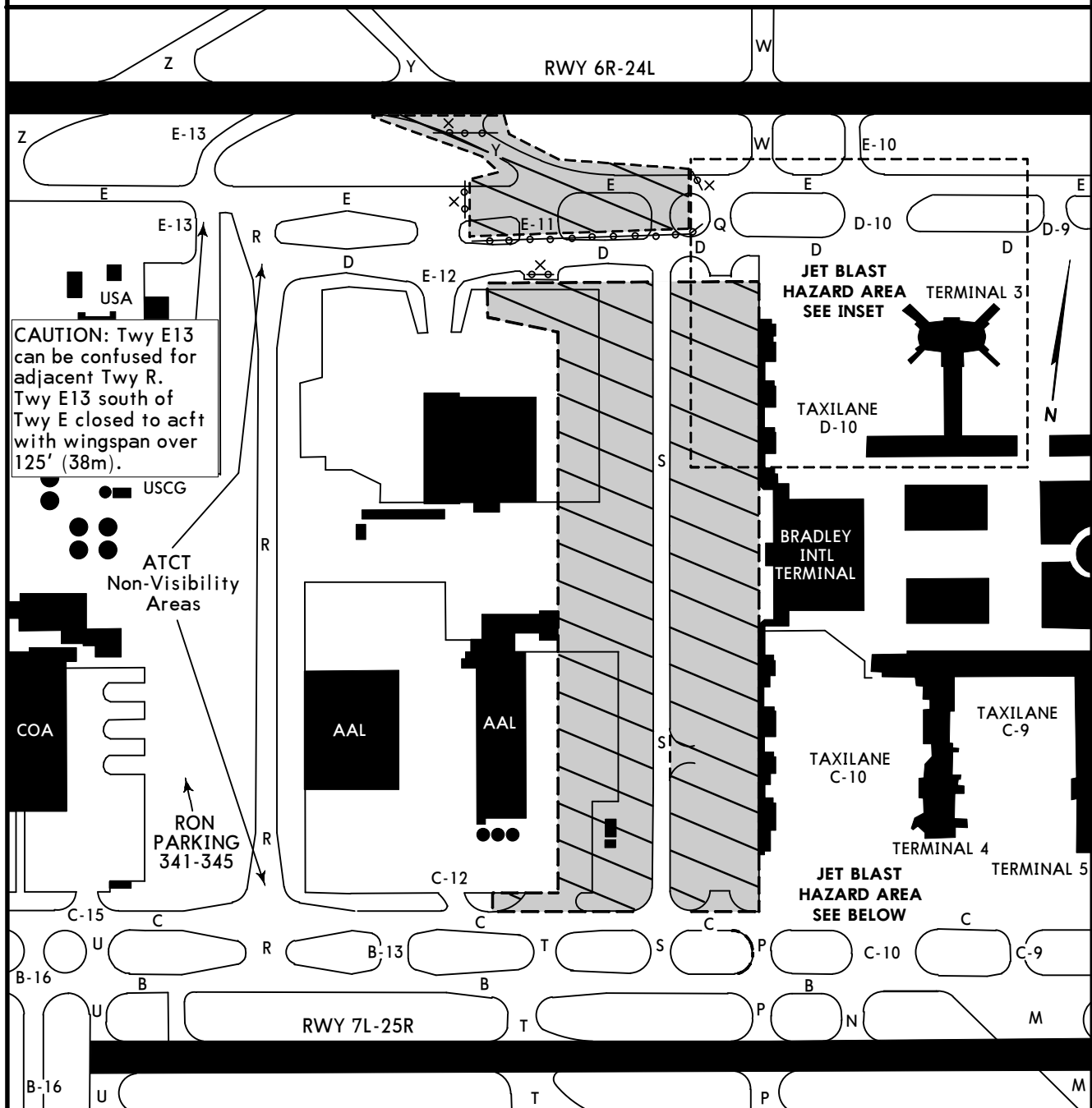


Construction Areas



Closed Markings

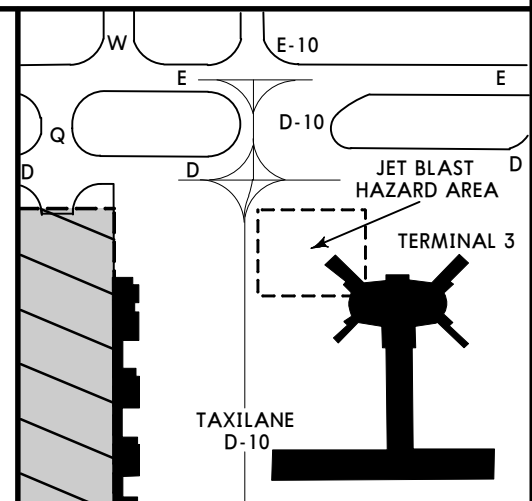
Barricades

**JET BLAST HAZARD AREA**

Twy D10 aircraft taxiing northbound Twy D are requested to use minimum power.

Twy C10 aircraft taxiing southbound to Twy B are requested to use minimum power.

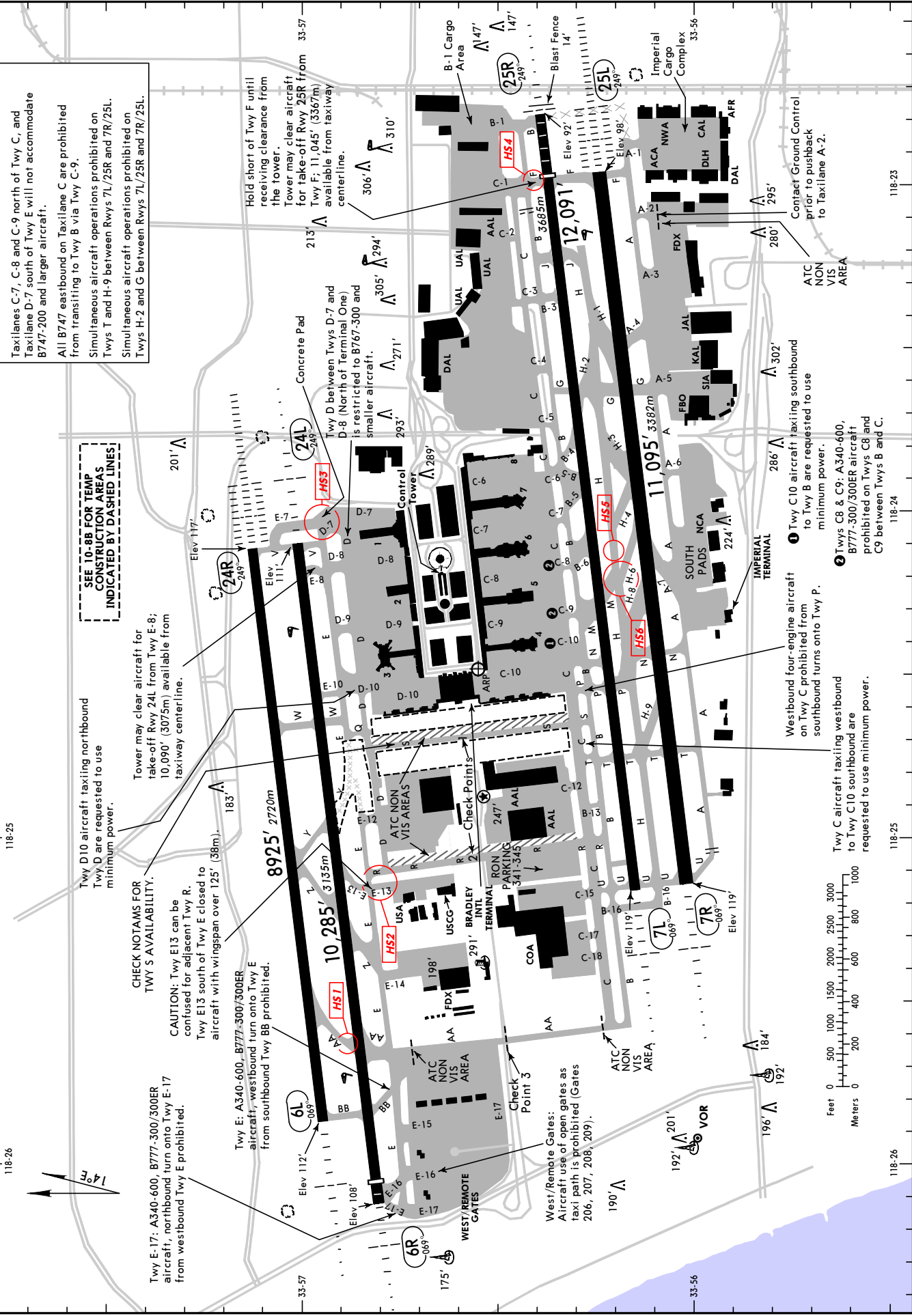
Twy C aircraft taxiing westbound to Twy C10 southbound are requested to use minimum power.



KLAX/LAX

Apt Elev 126'
N35 56.3 W118 24.5

ACARS:		LOS ANGELES Clearance	Ground	North Complex	South Complex	Helicopter
D-ATIS Departure	D-ATIS	121.4		121.65	121.75	120.35
	PDC					
Tower	D-ATIS (Limited)	133.9		121.75	121.75	119.8
	VOT	113.9				
North Complex		120.95	225° 04.4'	124.3	119.8	
South Complex		120.95	225° 04.4'	124.3	119.8	



GENERAL

ASDE-X Surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.

Taxiway closures throughout the airport. Consult current NOTAMs.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
6R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR	9954'	3034m	9138'	2785m	150'
24L	HIRL CL MALSR PAPI-R (angle 3.0°)	grooved RVR			9259'	2822m	46m
6L	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR			7920'	2414m	150'
24R	HIRL CL ① ALSF-II TDZ PAPI-L (angle 3.0°)	grooved RVR			7899'	2408m	46m
① Operates as SSALR until weather goes below VFR.							
7R	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR			10,020'	3054m	200'
25L	HIRL CL ② ALSF-II TDZ	grooved RVR			10,094'	3077m	61m
② Operates as SSALR until weather goes below VFR.							
7L	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)	grooved RVR			10,990'	3350m	150'
25R	HIRL CL MALSR	grooved RVR	11,134'	3394m	10,095'	3077m	46m

RUNWAY INCURSION HOT SPOTS **HS1**

For information only, not to be construed as ATC instructions.

- HS1** Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy AA.
- HS2** At night, Twy E13 is often mistaken for Twy R when eastbound on Twy E.
- HS3** Aircraft assigned Rwy 24L for departure sometimes get confused when taxiing via Twy D7 using Twy E7.
- HS4** Pilots sometimes cross Rwy 25L/R "Hold Bars" at Twy F, without authorization.
- HS5** Pilots sometimes fail to hold short of Twy M at Intermediate Holding Position Marking when taxiing westbound on Twy H.
- HS6** Aircraft exiting Rwy 25L onto Twy H6 sometimes mistakenly transition to Twy M.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 6L, 7L/R, 24L/R, 25L/R

2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16	RVR 24	RVR 50
Mid RVR 5	Mid RVR 10	or 1/4	or 1/2	or 1
Rollout RVR 5	Rollout RVR 10			

Rwy 6R

With Min climb of 275'/NM to 400'

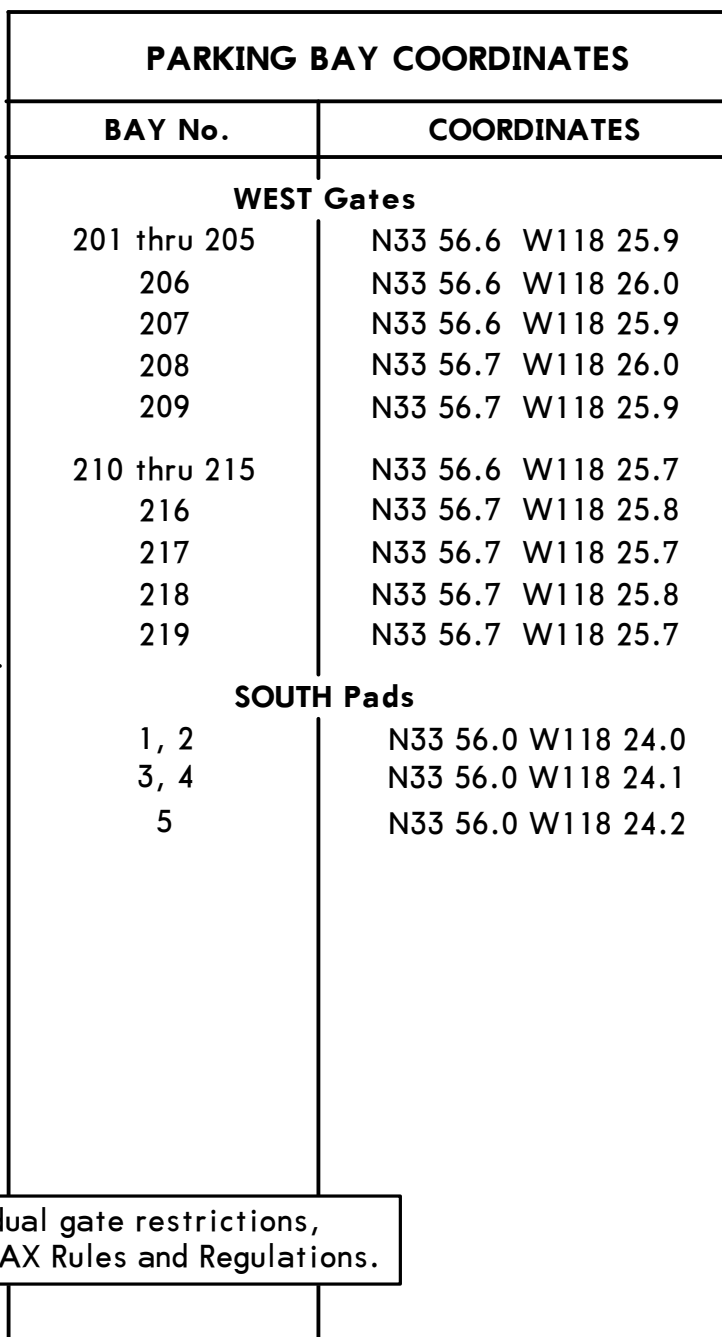
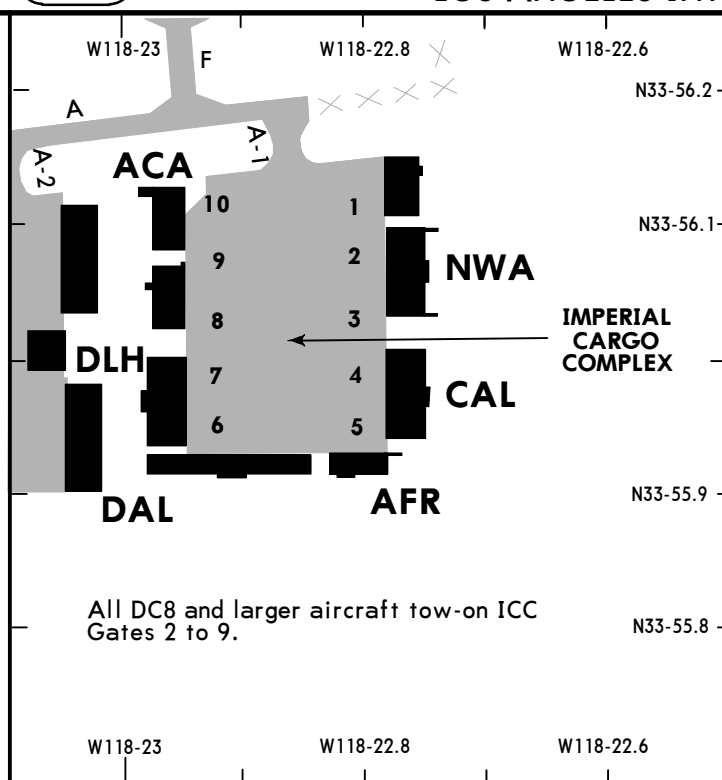
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16	RVR 24	RVR 50	200-
Mid RVR 5	Mid RVR 10	or 1/4	or 1/2	or 1	1 1/4
Rollout RVR 5	Rollout RVR 10				

OBSTACLE DP

Rwys 6L/R, 7L/R: Climb to 2000' heading 070°, then climbing right turn. Rwys 24 L/R: Climb to 2000' heading 250°, then climbing left turn. Rwys 25 L/R: Turbojet climb to 2000' heading 250°, then climbing left turn; Non-Turbojet climb to 2000' heading 250°, at the SMO VOR R-154 turn left heading 200°. Then all aircraft climb direct SLI VOR, then climb on course.

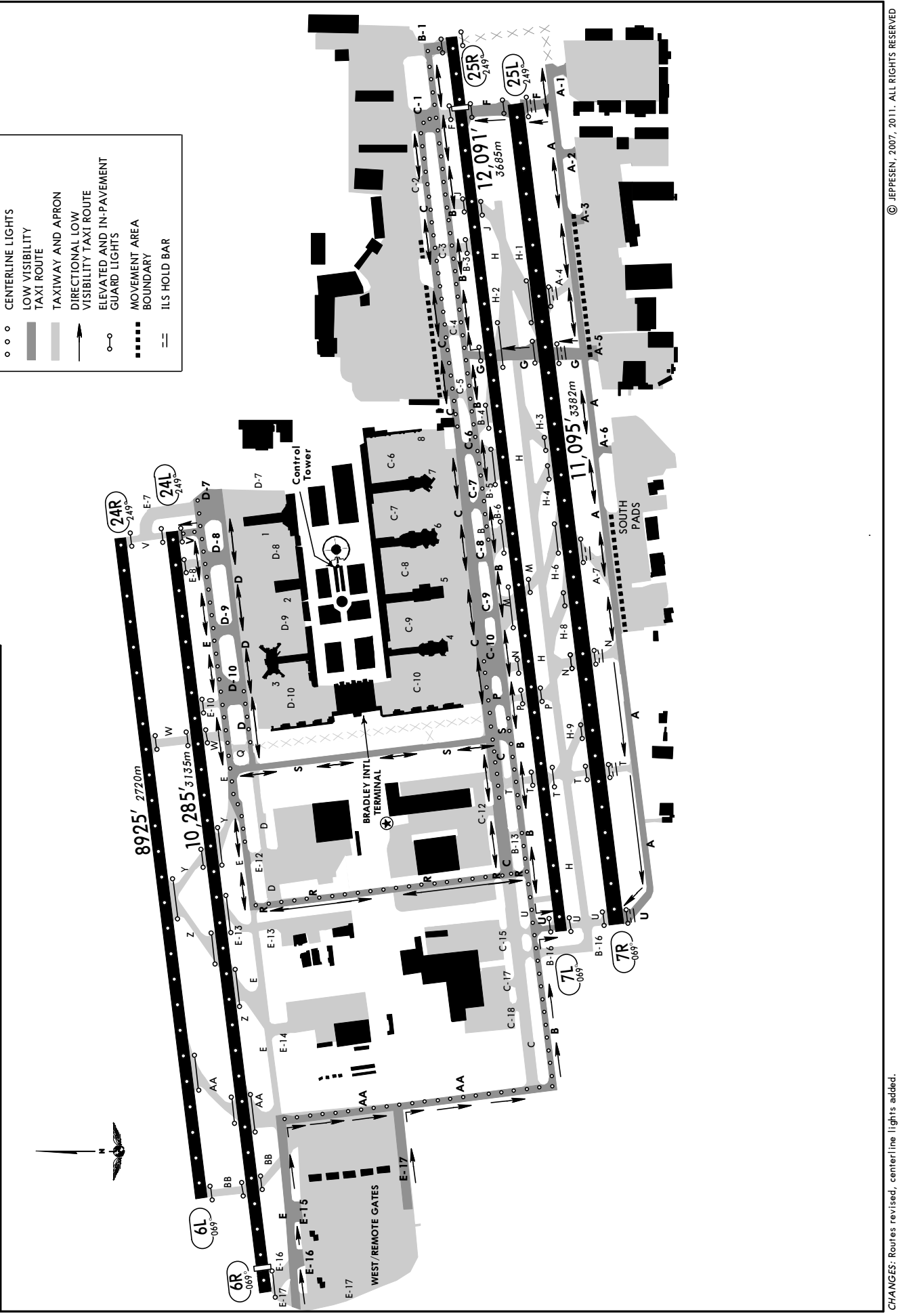
FOR FILING AS ALTERNATE

FOR FILING AS ALTERNATE					RNAV (RNP) Z Rwy 6L
		LOC Rwy 6L	LOC Rwy 25L		RNAV (RNP) Z Rwy 6R
		LOC Rwy 6R	LOC Rwy 25R		RNAV (RNP) Z Rwy 7L
ILS Rwy 6L	ILS Rwy 24L	LOC Rwy 7L	RNAV (GPS) Y Rwy 6L	RNAV (GPS) Y Rwy 24L	RNAV (RNP) Z Rwy 7R
ILS Rwy 6R	ILS Rwy 24R	LOC Rwy 7R	RNAV (GPS) Y Rwy 6R	RNAV (GPS) Y Rwy 24R	RNAV (RNP) Z Rwy 24L
ILS Rwy 7L	ILS Rwy 25L	LOC Rwy 24L	RNAV (GPS) Y Rwy 7L	RNAV (GPS) Y Rwy 25L	RNAV (RNP) Z Rwy 24R
ILS Rwy 7R	ILS Rwy 25R	LOC Rwy 24R	RNAV (GPS) Y Rwy 7R	RNAV (GPS) Rwy 25R	RNAV (RNP) Z Rwy 25L
A	600-2		800-2		
B					
C					
D					



For individual gate restrictions,
please check LAX Rules and Regulations.

D-ATIS Departure 135.65 (Limited) VOT 113.9	ACARS: D-ATIS PDC	LOS ANGELES Clearance 121.4	Ground		(Between 1100 and 1400 LT, departure aircraft contact Metering 120.35 prior to contacting South Complex Ground Control if directed to do so by ATIS or PDC.)
			North Complex 121.65	South Complex 121.75	
Tower			SOCAL Departure (R)		
North Complex 133.9	South Complex 120.95	225°-044° 125.2		045°-224° 124.3	
				Helicopter 119.8	



KLAX/LAX LOS ANGELES INTL

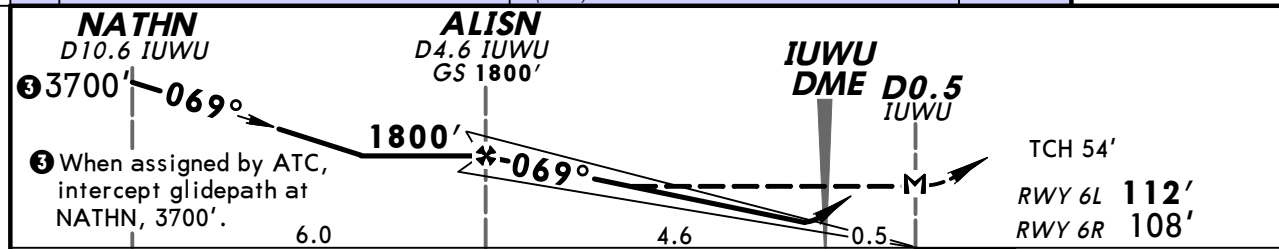
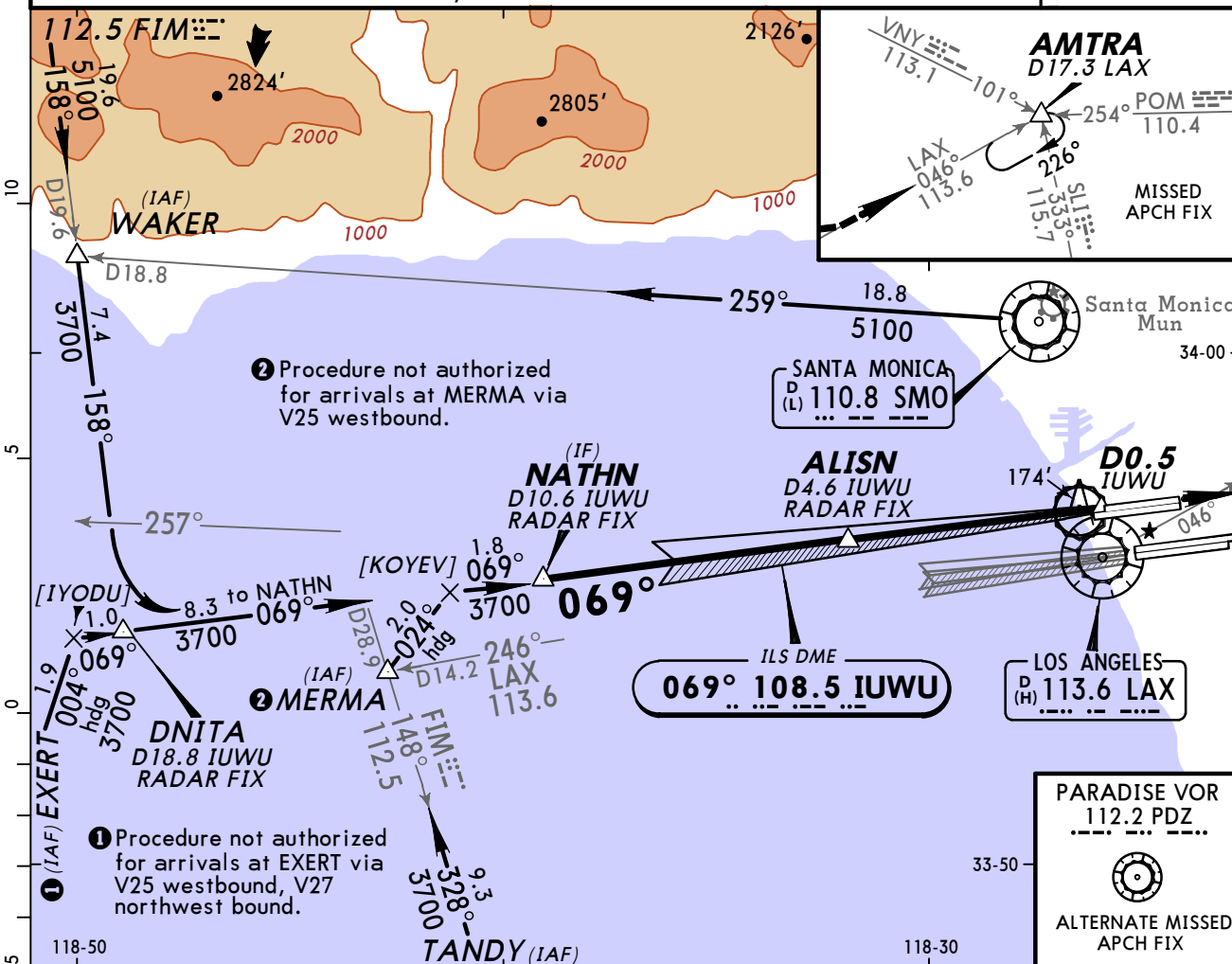
JEPPESSEN
5 AUG 11 (11-1)

LOS ANGELES, CALIF
ILS or LOC Rwy 6L

BRIEFING STRIP™

D-ATIS Arrival	225°-044°	SOCAL Approach (R) 045°-089° 090°-224°		LOS ANGELES Tower North Complex South Complex		Ground North Complex South Complex		Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8
LOC IUWU 108.5		Final Apch Crs 069°		GS ALISN 1800' (1688')		ILS DA(H) 362' (250')		Apt Elev 126' Rwy 6L 112'
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' outbound via LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 7L/R. 3. VGSI and ILS glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. MALSR & PAPI-L on Rwy 6R.								

MSA LAX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	PAPI	600'	3000'	LAX 113.6 R-046
GS	3.00°	372	478	531	637	743	849				
MAP at D0.5 IUWU or ALISN to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				

STRAIGHT-IN LANDING RWY 6L				SIDESTEP LANDING RWY 6R			
ILS		LOC (GS out)		ILS		LOC (GS out)	
DA(H) 362' (250')		MDA(H) 440' (328')		MDA(H) 440' (332')		MDA(H) 440' (332')	
FULL	RAIL or ALS out	RAIL out	ALS out	FULL	RAIL or ALS out	RAIL out	ALS out
A		RVR 50 or 1	RVR 55 or 1			RVR 50 or 1	RVR 55 or 1
B							
C	RVR 50 or 1			RVR 50 or 1			
D		RVR 50 or 1					

KLAX/LAX LOS ANGELES INTL

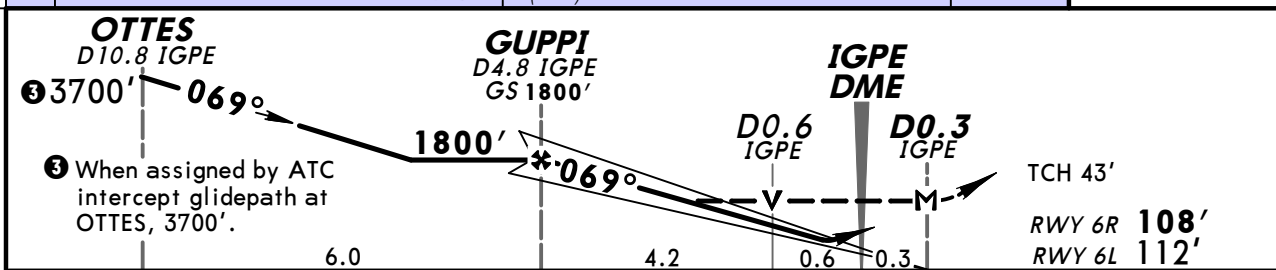
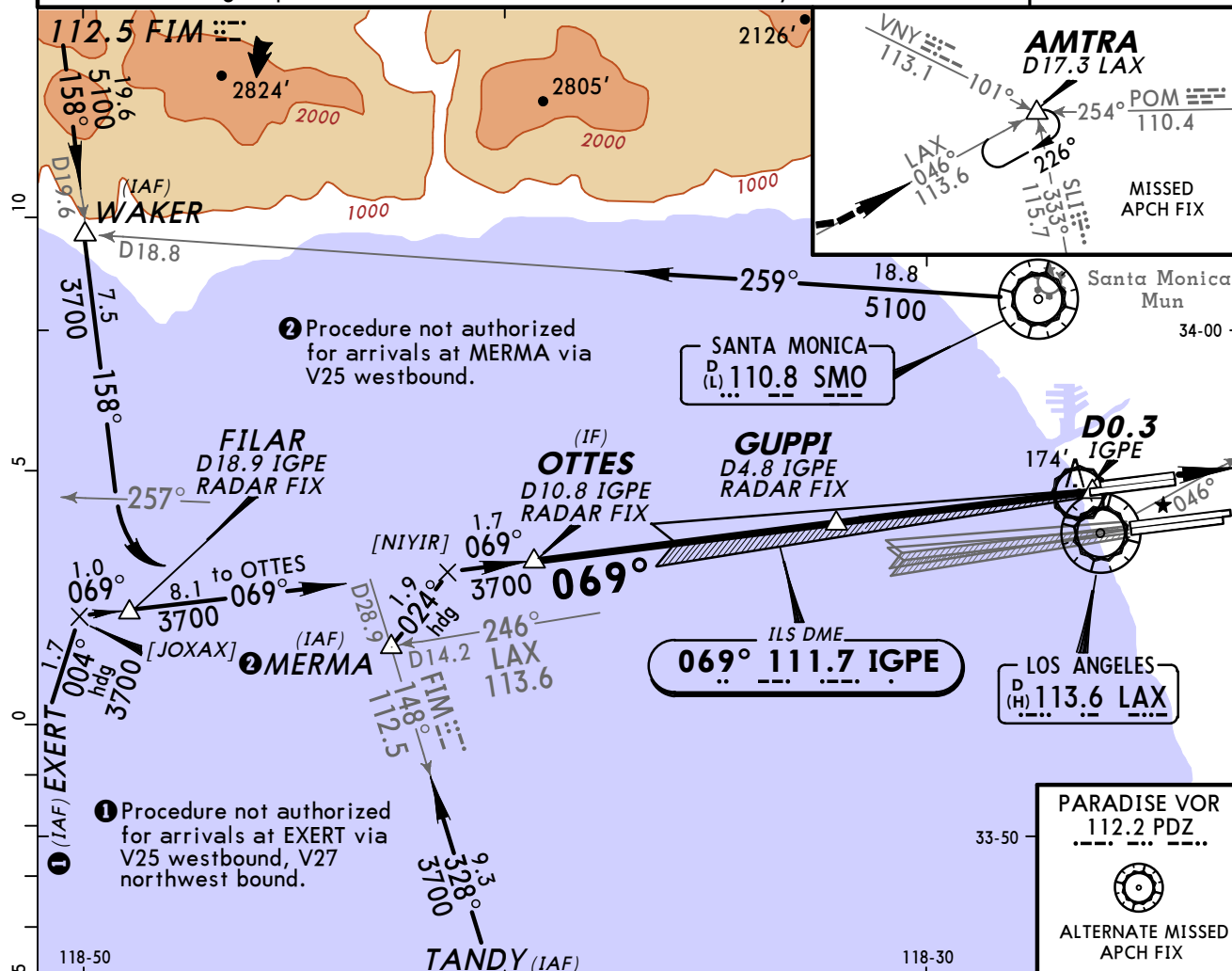
JEPPESSEN
5 AUG 11 (11-2)

LOS ANGELES, CALIF
ILS or LOC Rwy 6R

BRIEFING STRIP

TM

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground		Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8
LOC IGPE	Final Apch Crs	GS GUPPI	ILS DA(H)	Apt Elev 126'		120° 240° 300° 440° 7700' 2700' 4400' MSA LAX VOR		
111.7	069°	1800' (1692')	308' (200')	Rwy 6R 108'				
MISSED APCH: Climb to 600' then climbing LEFT turn to 3000' outbound via LAX VOR R-046 to AMTRA INT/D17.3 LAX and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 7L/R. 3. VGSI and ILS glidepath not coincident. 4. MALSR & PAPI-L on Rwy 6L.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR		600'	3000'	LAX
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	113.6
MAP at D0.3 IGPE or GUPPI to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				R-046

STRAIGHT-IN LANDING Rwy 6R				SIDESTEP LANDING Rwy 6L	
ILS				LOC (GS out)	
DA(H) 308' (200')				MDA(H) 460' (352')	
FULL	TDZ or CL out	RAIL out	ALS out	RAIL out	ALS out
A					
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C					
D					

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

CHANGES: TAC changed to IGPE DME in profile. © JEPPESSEN, 1998, 2011. ALL RIGHTS RESERVED.

KLAX/LAX

LOS ANGELES INTL

5 AUG 11

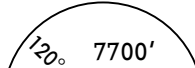
(11-3)

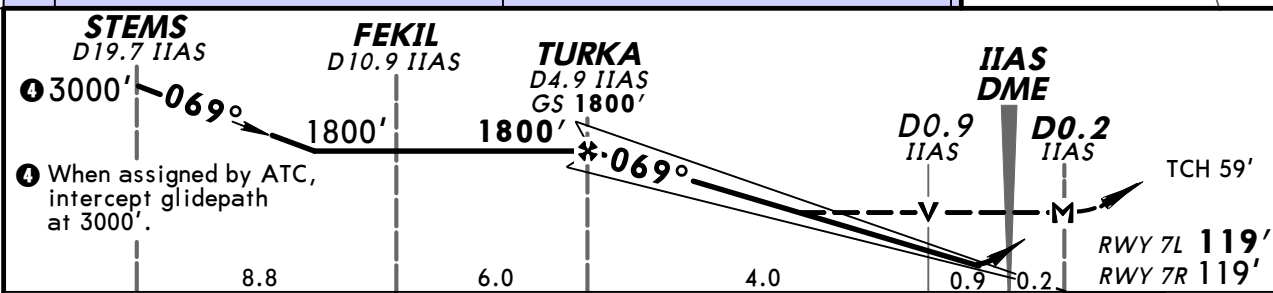
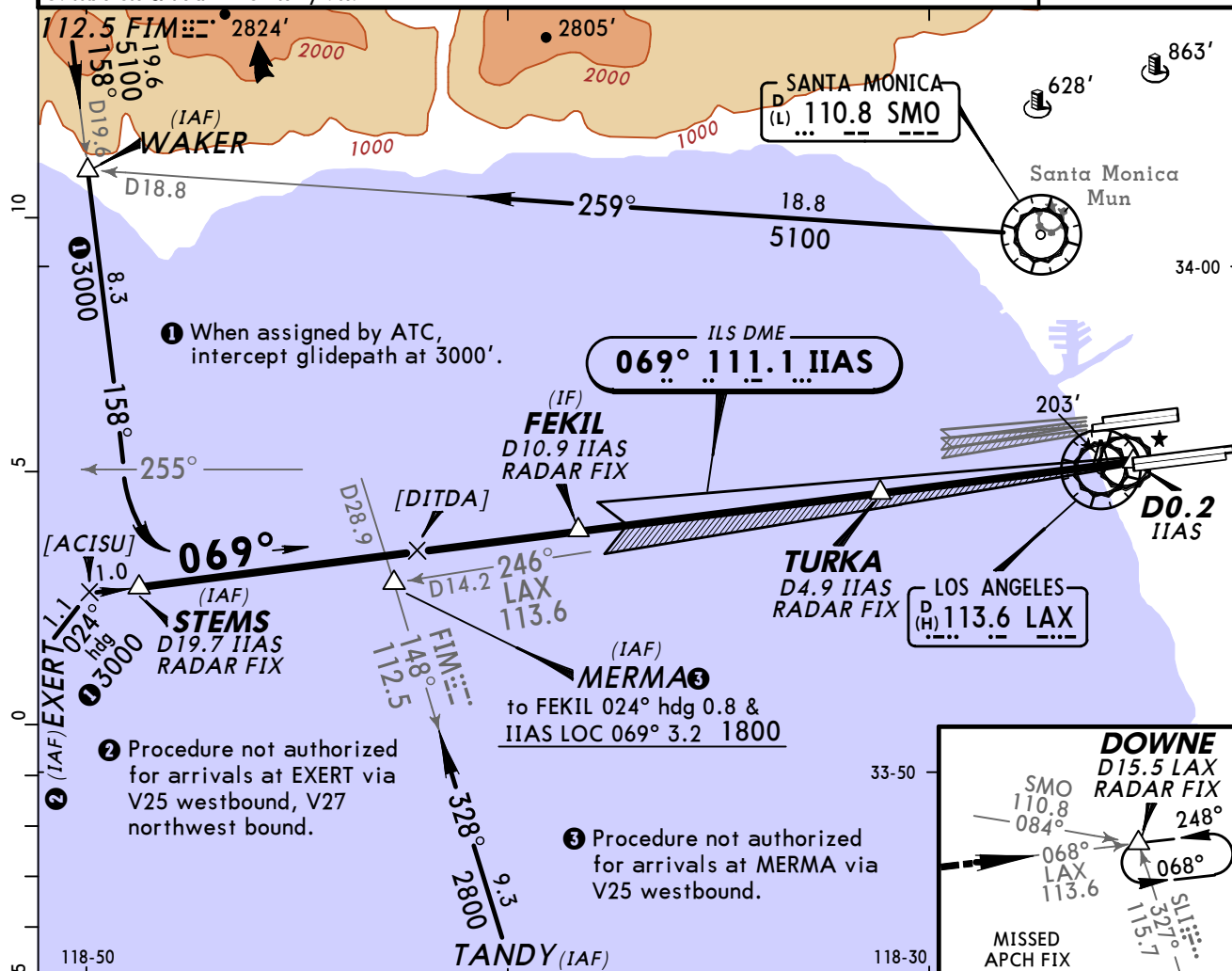
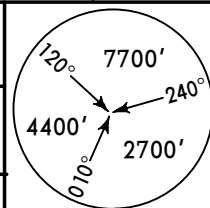
JEPPESSEN

LOS ANGELES, CALIF

ILS or LOC Rwy 7L

BRIEFING STRIP™

D-ATIS Arrival	SOCAL Approach (R)				LOS ANGELES Tower		Ground		Helicopter
	225°-044°	045°-089°	090°-224°		South Complex	North Complex	South Complex	North Complex	
133.8	124.5	128.5	124.9		120.95	133.9	121.75	121.65	119.8
LOC IAS 111.1	Final Apch Crs 069°		GS TURKA 1800' (1681')		ILS DA(H) 320' (201')		Apt Elev 126' Rwy 7L 119'		
MISSED APCH: Climb to 3000' outbound via LAX VOR R-068 to DOWNE INT/D15.5 LAX/RADAR FIX and hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	LAX	DOWNE
GS	3.00°	372	478	531	637	743	PAPI		↑	via 113.6	R-068
MAP at D0.2 IAS or TURKA to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 7L							SIDESTEP LANDING RWY 7R	
ILS DA(H) 320' (201')				2 LOC (GS out) MDA(H) 520' (401')			MDA(H) 520' (401')	
FULL	TDZ or CL out	RAIL out	ALS out	RAIL out	ALS out		RAIL or ALS out	
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1	RVR 55 or 1
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 26 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8		1 1/2
C							1 1/2	
D							2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Not authorized during simultaneous operations.

CHANGES: TAC changed to IAS DME in profile.

© JEPPESSEN, 1998, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 7A 30 JUN 2011

KLAX/LAX

JEPPESEN

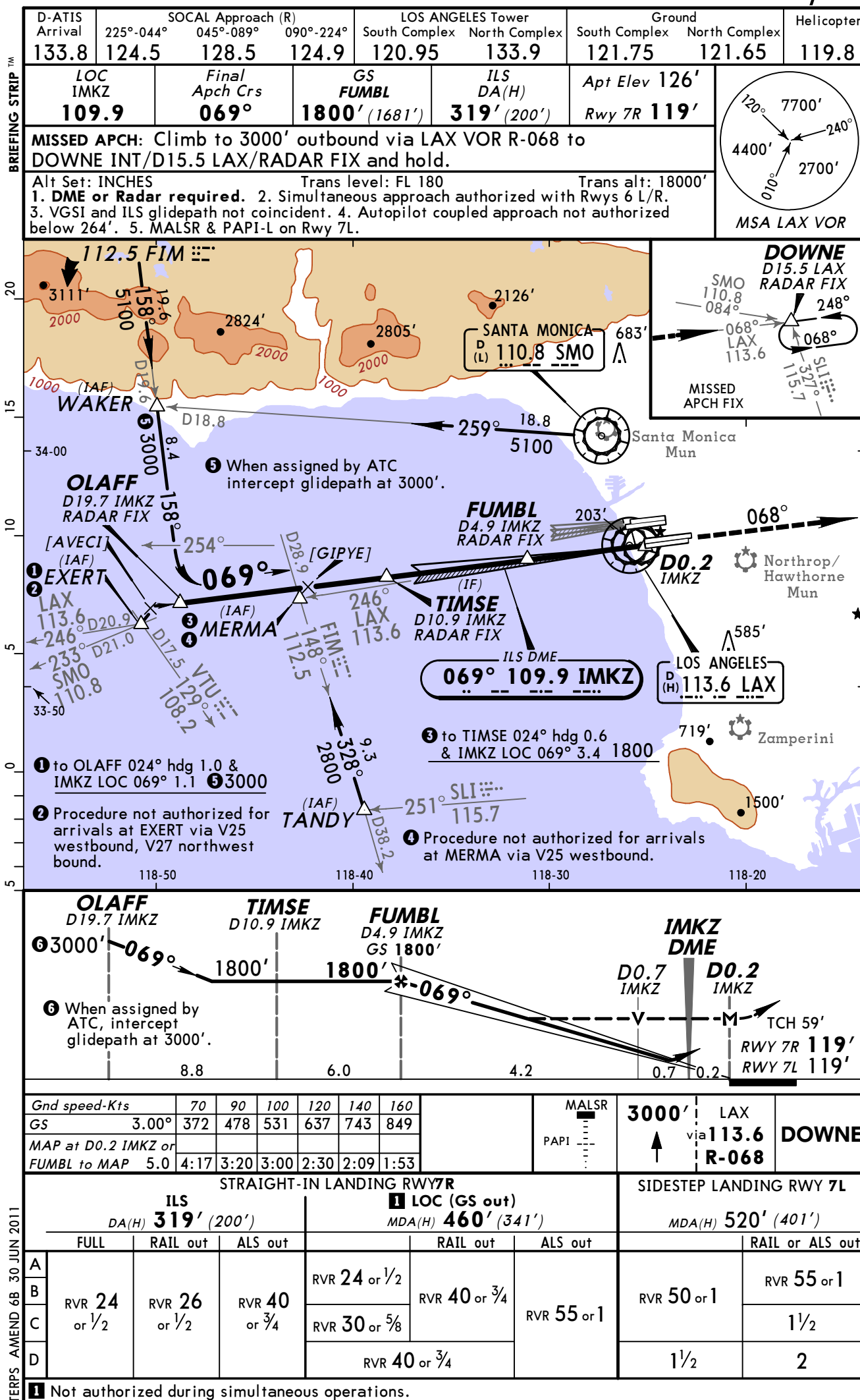
LOS ANGELES, CALIF

LOS ANGELES INTL

5 AUG 11

(11-4)

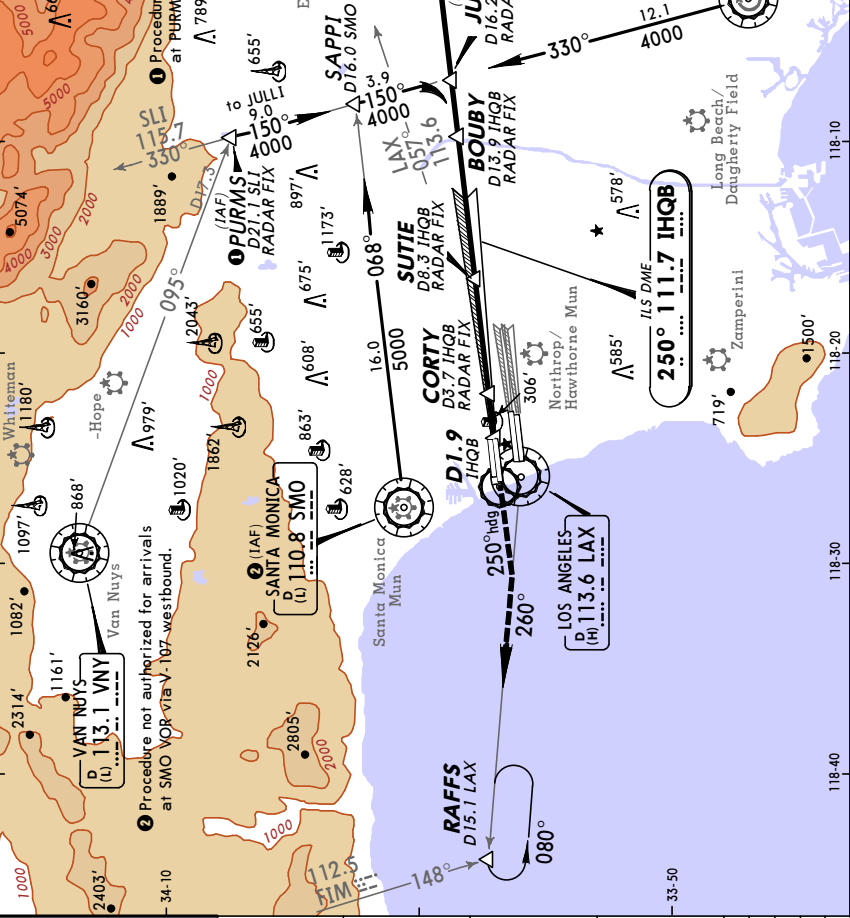
ILS or LOC Rwy 7R



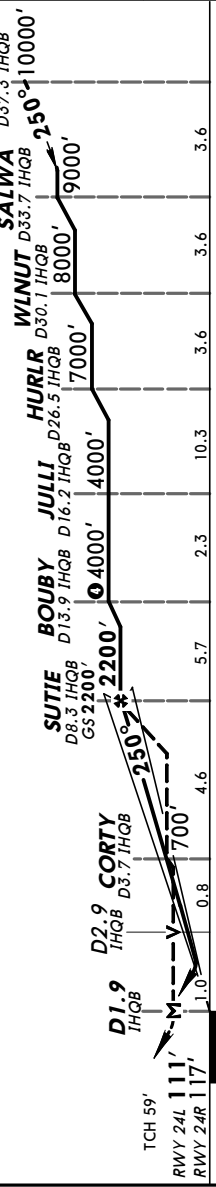
KLAX/LAX

LOS ANGELES INTL 24 JUN 11
Eff 30 Jun

D-ATIS Arrival 133.8	SOCAL Approach (R) 225°-044° 045°-089° 124.5 128.5 124.9		LOS ANGELES Tower North Complex 133.9 South Complex 120.95		Ground North Complex 121.65 South Complex 121.75		Helicopter 119.8
LOC 111.7	Final Apch Crs 250°	GS SUTIE 2200' (2089')	ILS DA(H) 311' (200')	Apt Elev 126' Rwy 24L 111'		 MSA LAX VOR	
MISSED APCH: Climb to 2000' on heading 250° and outbound on LAX VOR R-260 to RAFFS INT/D15.1 LAX and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 25L/R.							
3. VGS and ILS glidepath not coincident. 4. ALSF-II & PAPI-L on Rwy 24R.							



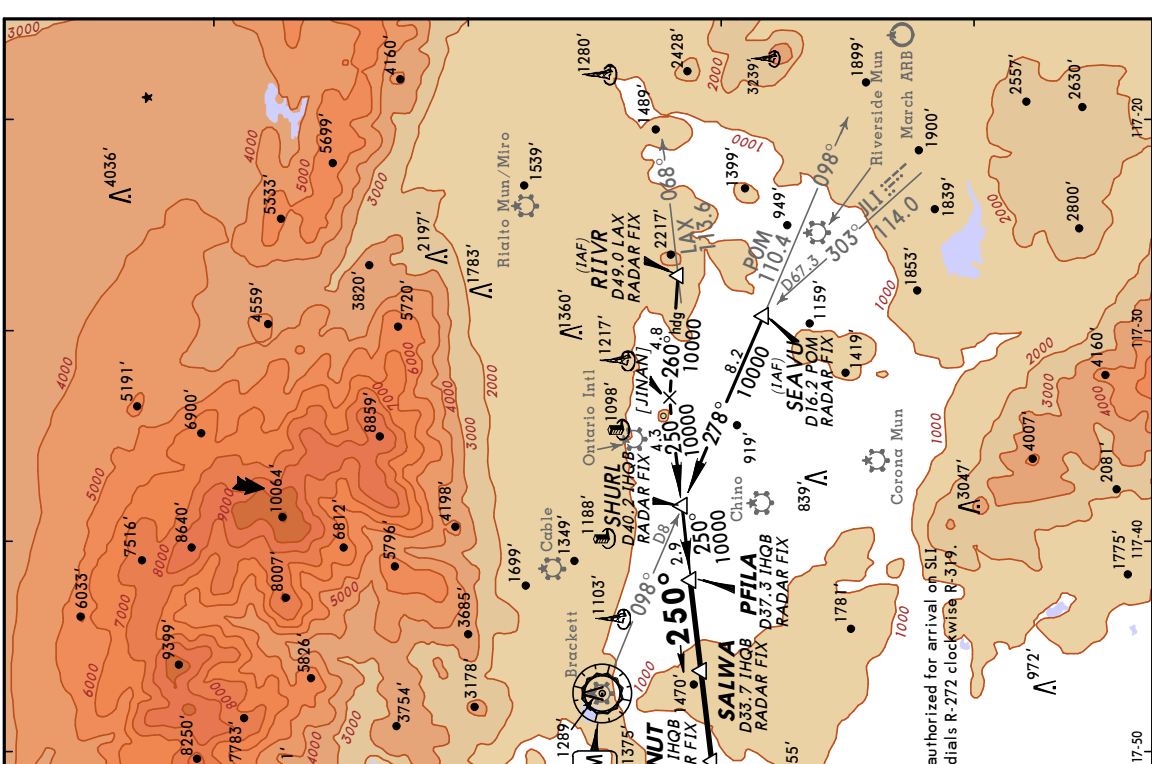
When assigned by ATC, intercept glidepath at 4000'.



End speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	849
MAP at D1.9 IQHB or						
SUTIE to MAP	6.4	5:29	4:16	3:50	3:12	2:45

CHANGES: Procedure.

JEPPESEN LOS ANGELES, CALIF
(1-5) ILS or LOC Rwy 24L



STRAIGHT-IN LANDING RWY 24L				SIDESTEP LANDING RWY 24R							
ILS				LOC (GS out)							
DA(H) 311' (200')				MDA(H) 500' (389')							
FULL		RAIL out		ALS out		RAIL out		ALS out			
A	RVR 24 or 1/2			RVR 26 or 1/2			RVR 24 or 1/2				
B	RVR 40 or 3/4			RVR 40 or 3/4			RVR 40 or 1				
C	RVR 35 or 3/8			RVR 45 or 7/8			RVR 60 or 1 1/8				
D	RVR 35 or 3/8			RVR 45 or 7/8			RVR 60 or 1 1/8				
1				1				2			
Not authorized during simultaneous operations.											

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

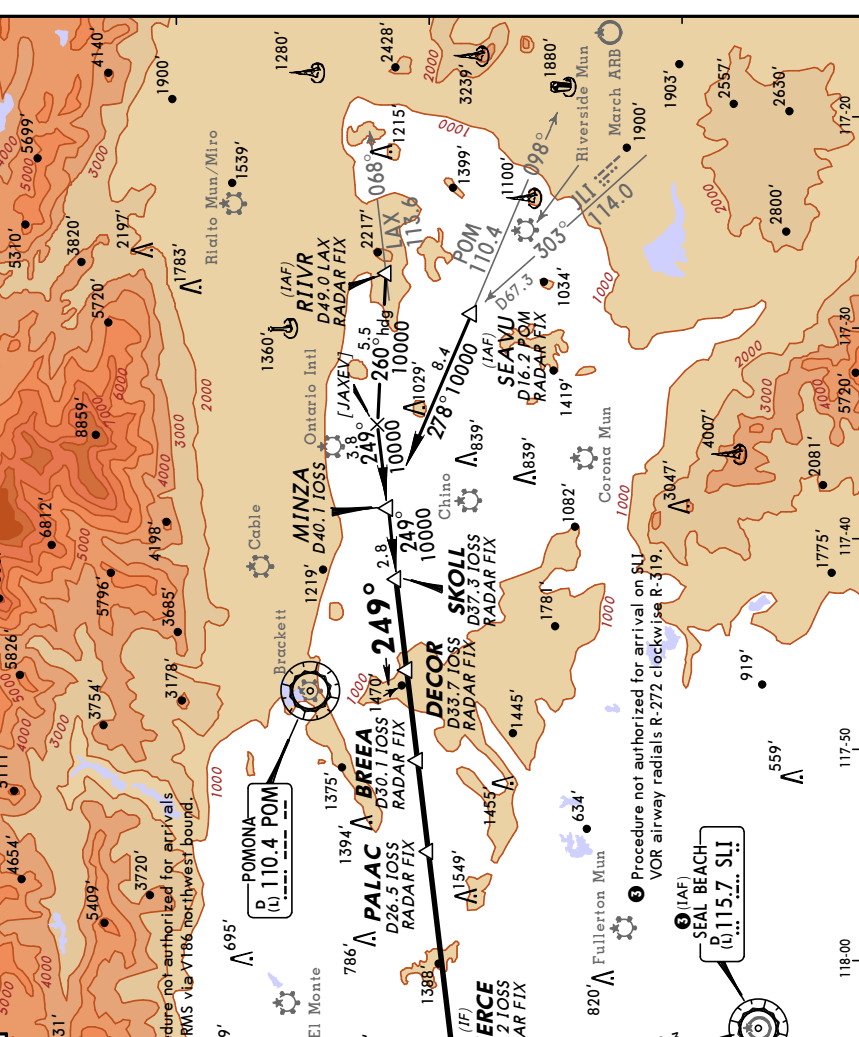
11-6
EPPESSEN LOS ANGELES, CALIF
ILS or LOC Rwy 24R

11-6

ILS or LOC Rwy 24R

A topographic map of the study area, showing elevation contours and sampling points. The map is oriented with North at the top. Elevation contours are marked at 2000, 3000, 4000, 5000, 6000, 7000, 8000, and 9000 meters. Sampling points are indicated by black dots with numerical labels: 4939', 7124', 6586', 7983', 8038', 8250', 7783', 6033', 7516', 5191', 6900', 8640', 10064', 8007', 5533', 4559', and 5908'. A star symbol is located near the 4036' contour. A scale bar at the bottom indicates distances of 0, 10, 20, and 30 kilometers. The map also shows the coastline and some water bodies.

Alt Set: INCHES	Trans level: FL 180	Trans alt: 1
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 25L/R. 3. LOC procedure not authorized during simultaneous operation. 4. MALSR on Rwy 24L.		

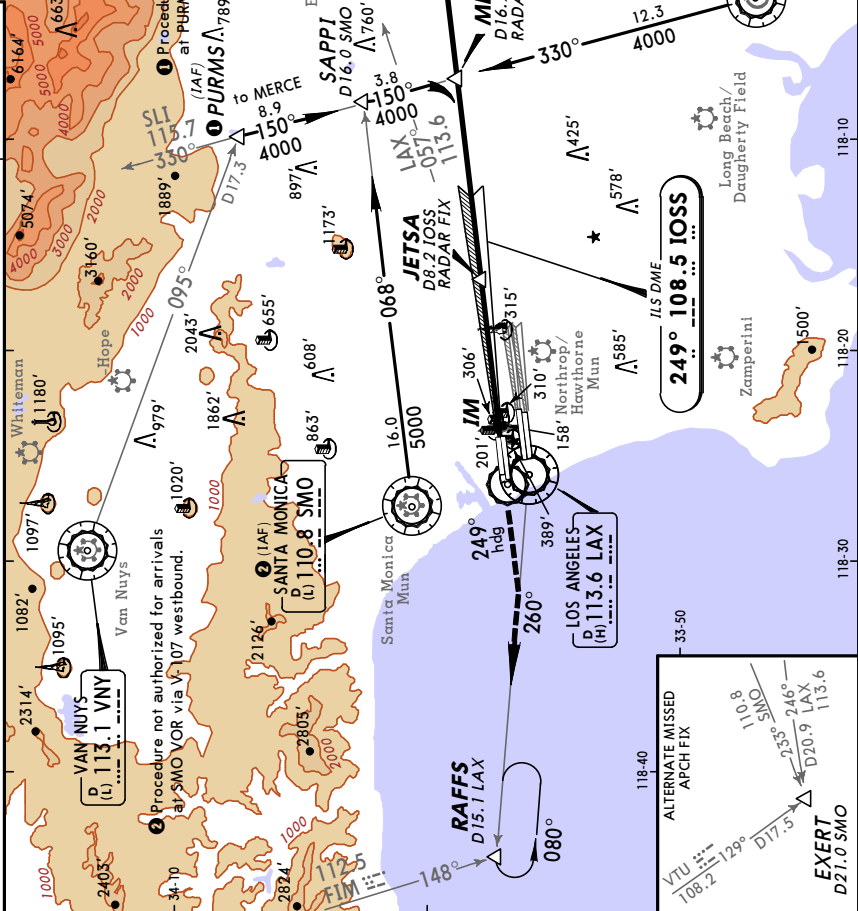


STRAIGHT-IN LANDING RWY 24R

FULL			TDBZ or CLout		ALS out		LOC (GS out)		SIDESTEP LANDING RWY 24L MDA(H) 580' (459')	
FULL			TDBZ or CLout		ALS out		ALS out		RAIL or ALS out	
A	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		RVR 50 or 1	
B										
C							RVR 40 or 3/4		RVR 50 or 1	
D									1 1/2	
2										

© JEPPESEN: 1998. 2008. ALL RIGHTS RESERVED.

D-ATIS		SOCAL Approach (R)		LOS ANGELES Tower		Ground		Helicopter	
Arrival		225°-044° 045°-089° 090°-224°		North Complex South Complex		North Complex South Complex		North Complex South Complex	
LOC		Final		CAT II ILS		CAT II ILS		CAT II ILS	
IOSS		GS		JETS		JETS		JETS	
108.5 249°		2200' (2080')		NA		Refer to Minimums		RA 115' DA(H) 220' (100')	
MISSED APCH:		Climb to 2000' via 249° heading and outbound LAX		VOR R-260 to RAFFS INT/D15.1 LAX VOR and hold.		Trans level: FL 180		Trans alt: 18000'	
Alt Set: INCHES		1. Special Aircraft & Acft Certification Required.		2. DME or Radar required.		3. Simultaneous approach authorized with Rwy 25L/R.		4. ALSF-II operates as SSALR until weather goes below VFR.	



When assigned by ATC, intercept glidepath at 4000'.		IM GS 225'		TCH 59'		TDZE 120'		RAFFS	
JETS		MERCE		PALAC		BREEA		DECOR	
D8.2 IOSS		D16.2 IOSS		D26.5 IOSS		D30.1 IOSS		D33.7 IOSS	
GS 2200'		GS 2200'		GS 2200'		GS 2200'		GS 2200'	
249°		249°		249°		249°		249°	
118-30		118-20		118-10		118-00		117-50	
0.2		0.2		0.2		0.2		0.2	
70		90		100		120		140	
3.00°		3.00°		3.00°		3.00°		3.00°	
377		484		538		646		753	
861		861		861		861		861	
RAFFS		RAFFS		RAFFS		RAFFS		RAFFS	
R-260		R-260		R-260		R-260		R-260	
249°		249°		249°		249°		249°	
113.6		113.6		113.6		113.6		113.6	
R-260		R-260		R-260		R-260		R-260	
249°		249°		249°		249°		249°	
113.6		113.6		113.6		113.6		113.6	
R-260		R-260		R-260		R-260		R-260	

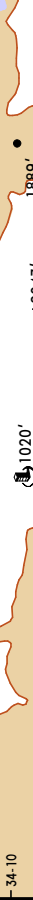
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		CAT IIIS	
NA		RVR 6		RVR 7		RA 115' DA(H) 220' (100')	
RVR 12		RVR 12		RVR 12		RVR 12	

KLAX/LAX

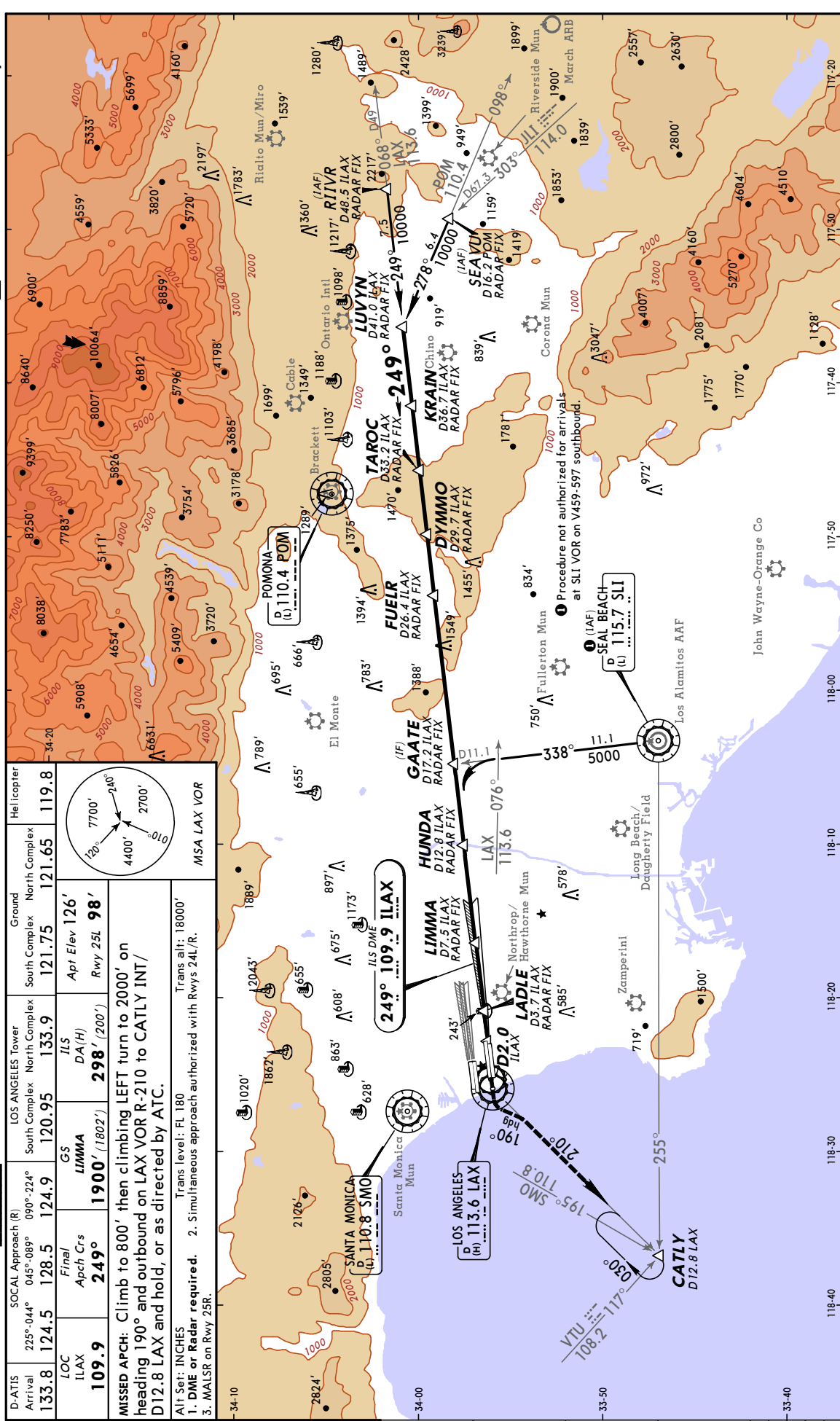
LOS ANGELES INTL **24 JUN 11**
Eff 30 Jun

D-ATIS Arrival	SOCAL Approach (R)	LOS ANGELES Tower	Ground	Helicopter
133.8	225°-044° 045°-089° 090°-224°	South Complex North Complex	South Complex North Complex	
LOC ILAX	Final	GS	ILS	
109.9	249°	LIMMA	DA(H)	
	Apch Crs	1900' (1802')	298' (200')	
MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' on heading 190° and outbound on LAX VOR R-210 to CATLY INT/D12.8 LAX and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 24L/R.				
3. MALSR on Rwy 25R.				

MSA LAX VOR



JEPPESSEN LOS ANGELES, CALIF
ILS or LOC Rwy 25L



When assigned by ATC, intercept glidepath at 3600' or 5000'.

STRAIGHT-IN LANDING Rwy 25L										SIDESTEP LANDING Rwy 25R	
ILS										LOC (GS out)	
DA(H) 298' (200')										MDA(H) 700' (606')	
FULL TDZ or CL out ALS out										ALS out	
A RVR 18 or 3/8										RVR 24 or 1/2	
B RVR 24 or 1/2										RVR 55 or 1	
C RVR 40 or 3/4										RVR 45 or 7/8	
D RVR 18 or 3/8										RVR 55 or 1	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.										2 Not authorized during simultaneous operations.	
2 Not authorized during simultaneous operations.										1 RVR 18 with Flight Director or Autopilot or HUD to DA.	

CHANGES: Procedure.

KLAX/LAX

LOS ANGELES INTL

JEPPESSEN
LOS ANGELES, CALIF
ILS RWY 25L CAT II & III

24 JUN 11
Eff 30 Jun

(11-7A)

D-ATIS Arrival	SOCAL Approach (R)		LOS ANGELES Tower		Ground	
	225°-044°	045°-099°	090°-224°		South Complex	North Complex
133.8	124.5	128.5	124.9	120.95	133.9	121.75
LOC	Final	GS	CAT IIIC	CAT IIIA	CAT II ILS	North Complex
ILAX	Apch Crs	LIMMA	Refer to Minimums	RA 107'	Apt Elev RWY 25L	98'
109.9	249°	1900' (1802')	NA			

MISSED APCH: Climb to 800' then climbing LEFT turn to 2000' on heading 190° and outbound on LAX VOR-R-210 to CATLY INT/D12.8 LAX and hold, or as directed by ATC.

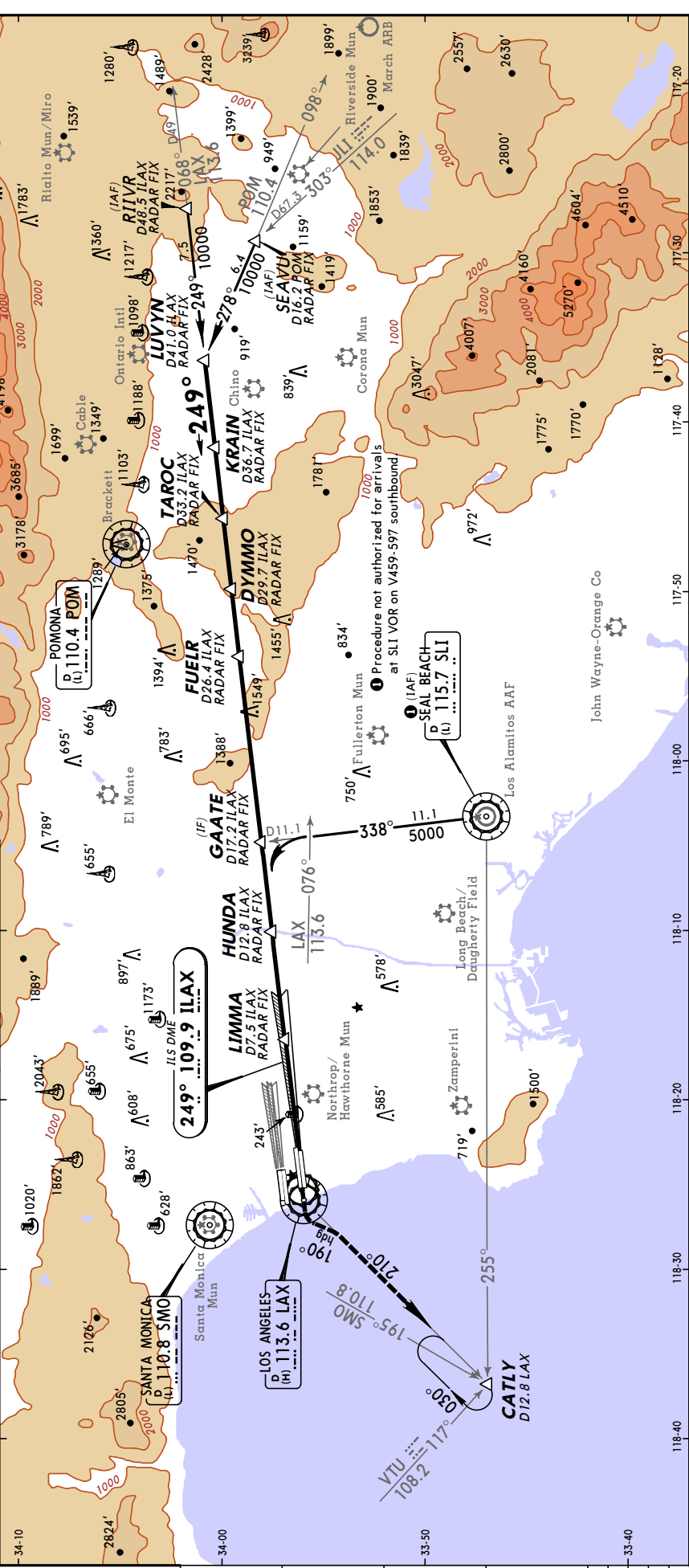
Alt Set: INCHES
Trans level: FL 180
Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 24L/R.

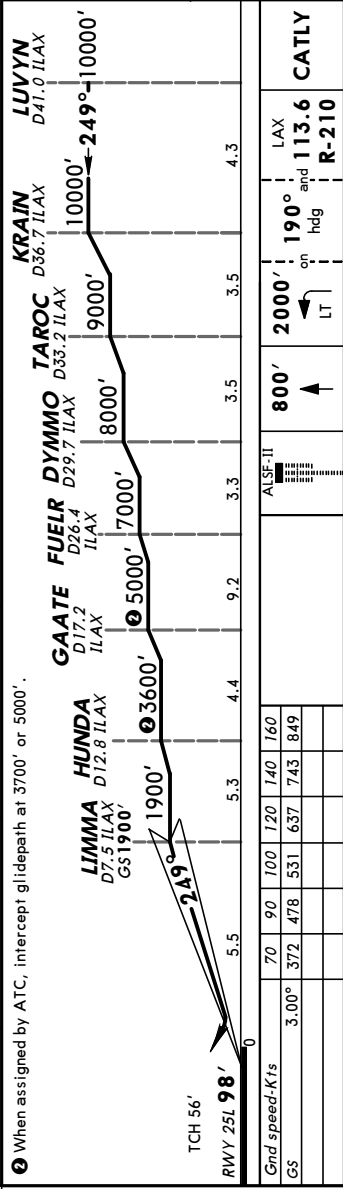
MSA LAX VOR

Helicopter

7700' 240° 2700' 010° 4400'



When assigned by ATC, intercept glidepath at 3700' or 5000'.



STRAIGHT-IN LANDING RWY 25L

CAT II ILS	CAT IIIA ILS	CAT IIIB ILS	CAT IIIC ILS
RA 107'	RA 107'	RA 107'	RA 107'
DA(H) 198' (100')	DA(H) 198' (100')	DA(H) 198' (100')	DA(H) 198' (100')
RVR 12	RVR 7	RVR 6	RVR 12

CHANGES: Procedure.

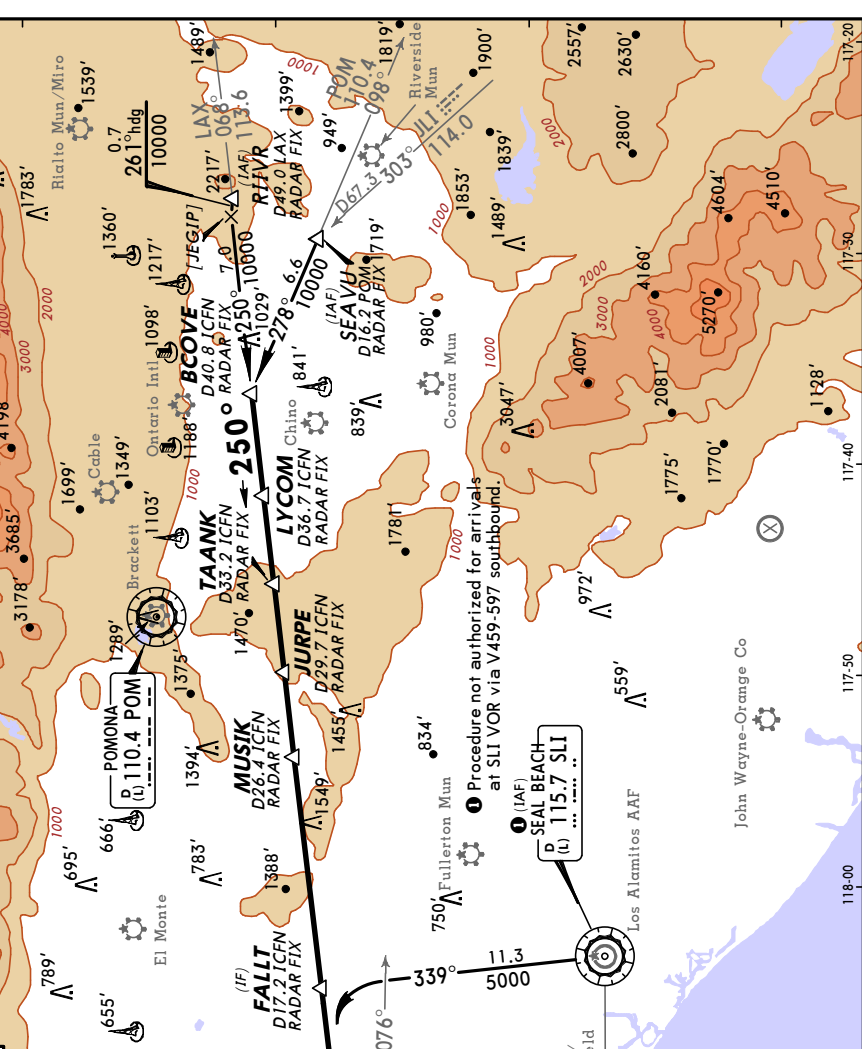
© JEPPESSEN, 2007. 2011. ALL RIGHTS RESERVED.

11-8
EPPESEN LOS ANGELES, CALIF
ILS or LOC Rwy 25R

11-8 ILS or LOC Rwy 25R

11-8 ILS or LOC Rwy 25R

Topographic map of the study area showing elevation contours and sampling points. The map includes a north arrow and a scale bar. Sampling points are marked with dots and labeled with elevations in feet. Contour lines are labeled with values such as 2000, 3000, 4000, 5000, and 6000. A river or stream is visible on the right side of the map.



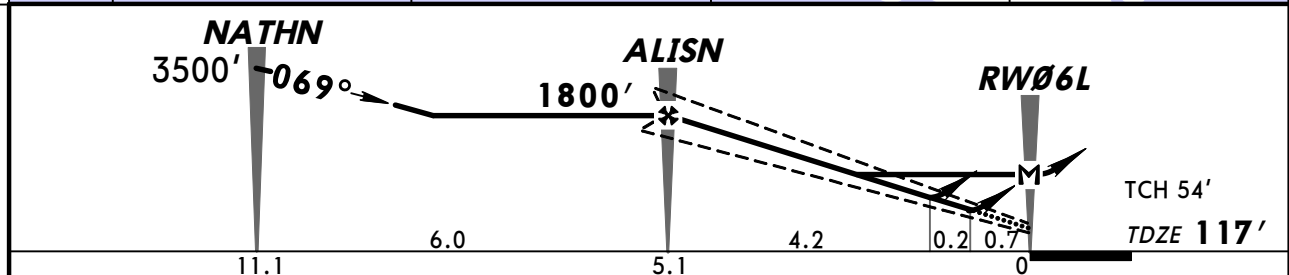
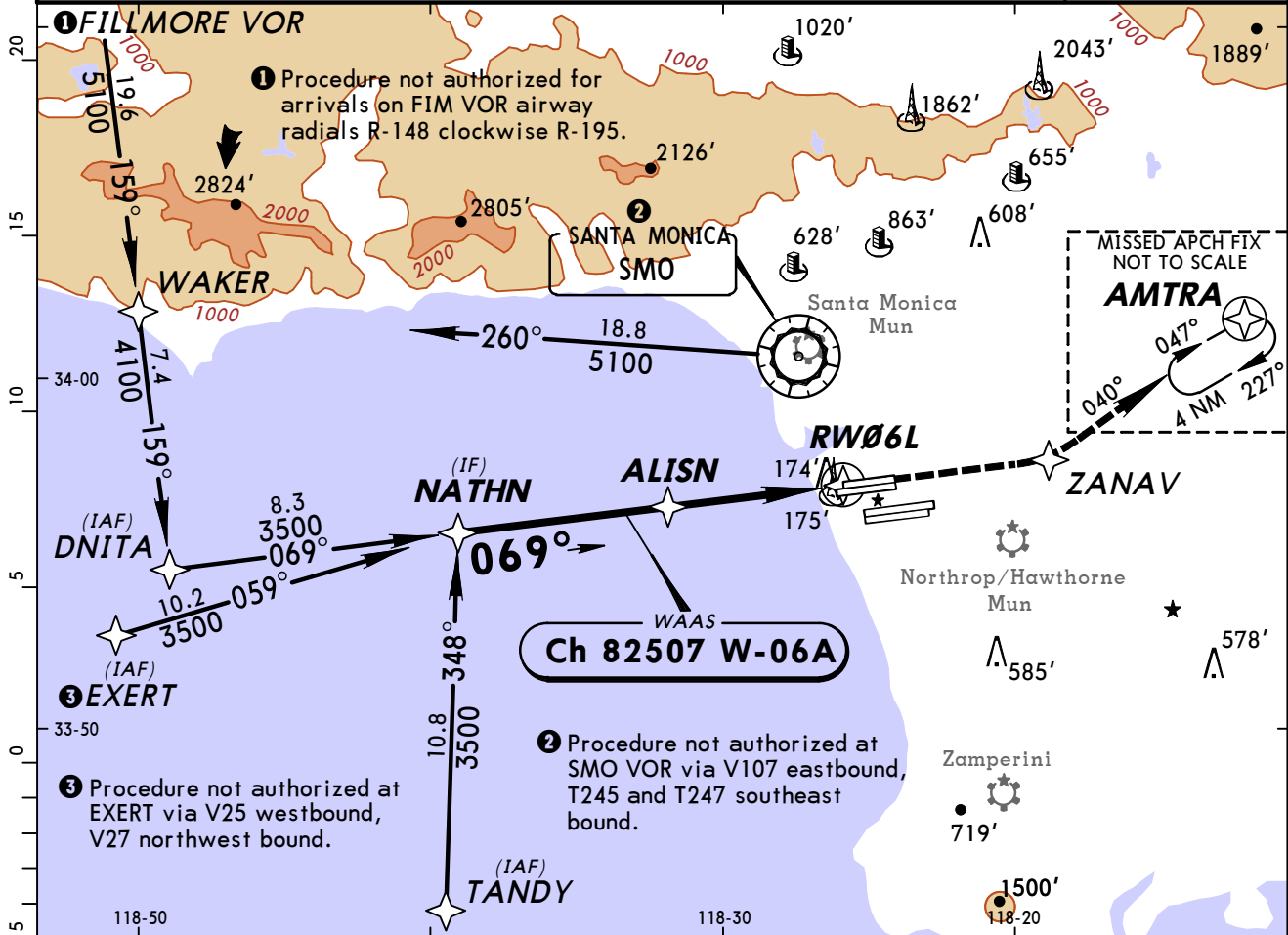
TERPS	STRAIGHT-IN LANDING RWY 25R	SIDESTEP
1 YCOM	BCOVE	

TERPS		STRAIGHT-IN LANDING RWY 25R				SIDESTEP LANDING RWY 25L	
ILS		DA(H) 294' (200')		Z LOC (GS out) MDA(H) 560' (466')		MDA(H) 720' (622')	
FULL		RAIL out		ALS out		ALS out	
A	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1
B							
C				RVR 50 or 1	RVR 60 or 1 1/8	1 3/8	1 3/4
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 DME or Radar required for LOC 25R mims.

© JEPPESEN, 1998, 2012. ALL RIGHTS RESERVED.

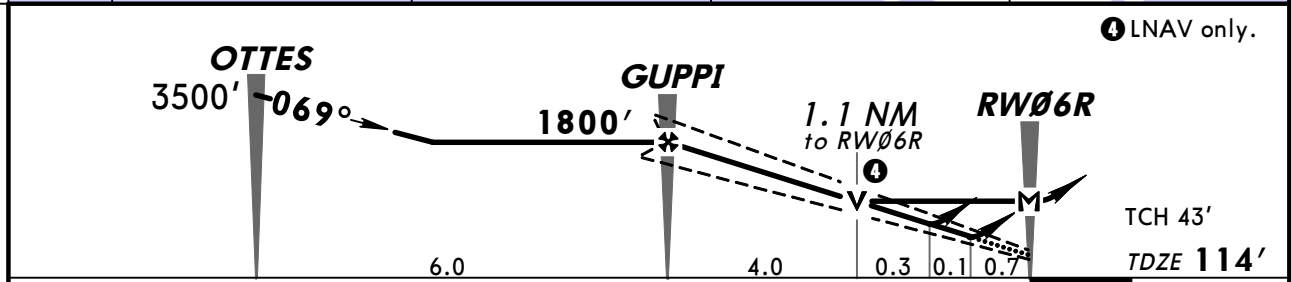
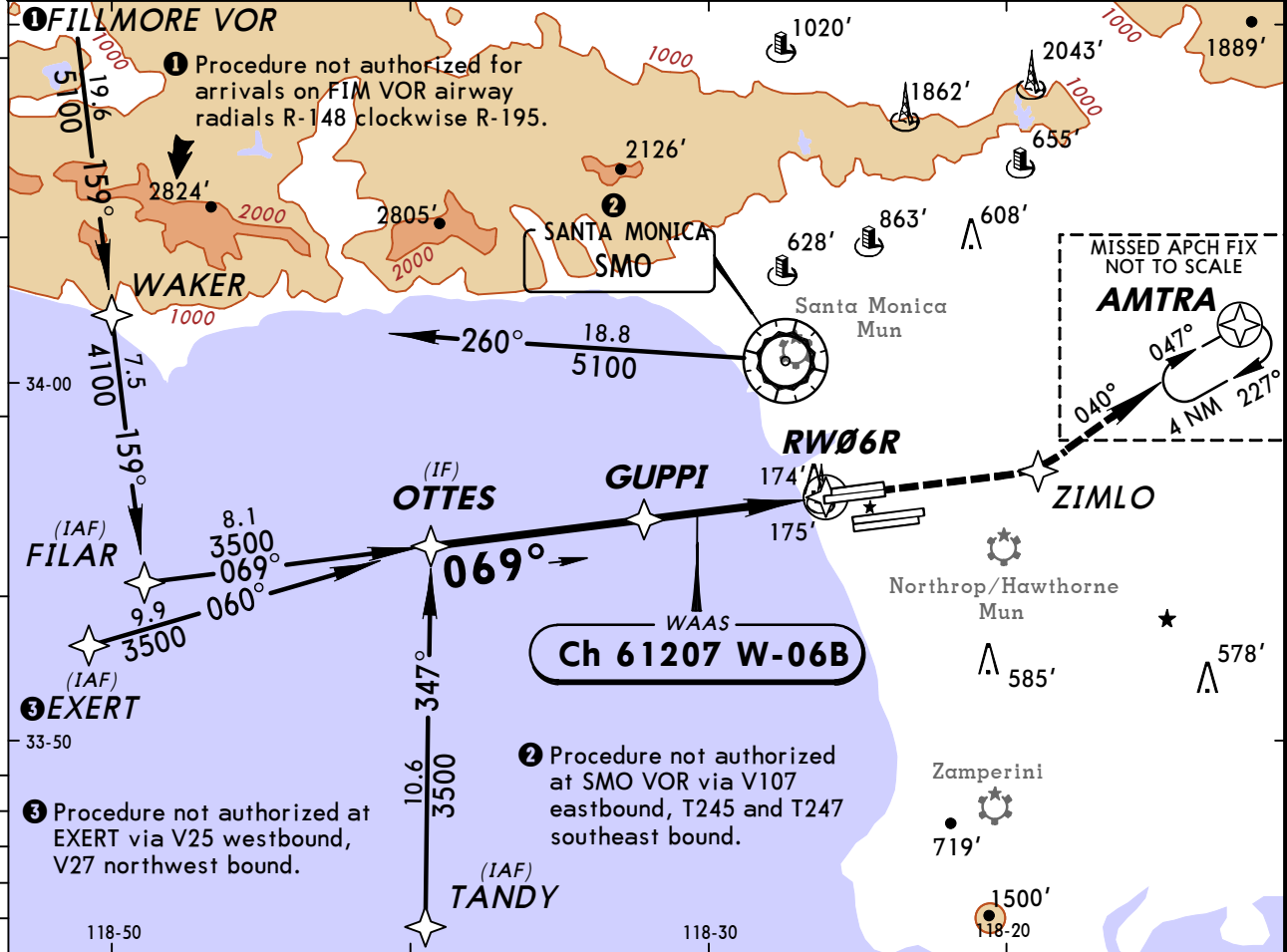
D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground		Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8
WAAS Ch 82507 W-06A		Final Apch Crs 069°	Minimum Alt ALISN 1800' (1683')	LPV DA(H) 390' (273')	Apt Elev 126' TDZE 117'		7800' RW06L	
MISSED APCH: Climb to 3000' direct ZANAV and via 040° track to AMTRA and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.3 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. 5. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	→	ZANAV
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑		
MAP at RW06L										

STRAIGHT-IN LANDING RWY 6L									
LPV			LNAV/VNAV			LNAV			
DA(H) 390' (273')			DA(H) 441' (324')			MDA(H) 540' (423')			
RAIL or ALS out			RAIL or ALS out			RAIL out		ALS out	
A	RVR 50 or 1		RVR 50 or 1		RVR 50 or 1				
B									
C					RVR 50 or 1				
D					RVR 50 or 1		RVR 60 or 1¼		

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground		Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8
WAAS Ch 61207 W-06B		Final Apch Crs 069°	Minimum Alt GUPPI 1800' (1686')	LPV DA(H) 364' (250')	Apt Elev 126' TDZE 114'		7800' MSA RW06R	
MISSED APCH: Climb to 3000' direct ZIMLO and via 040° track to AMTRA and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided.								



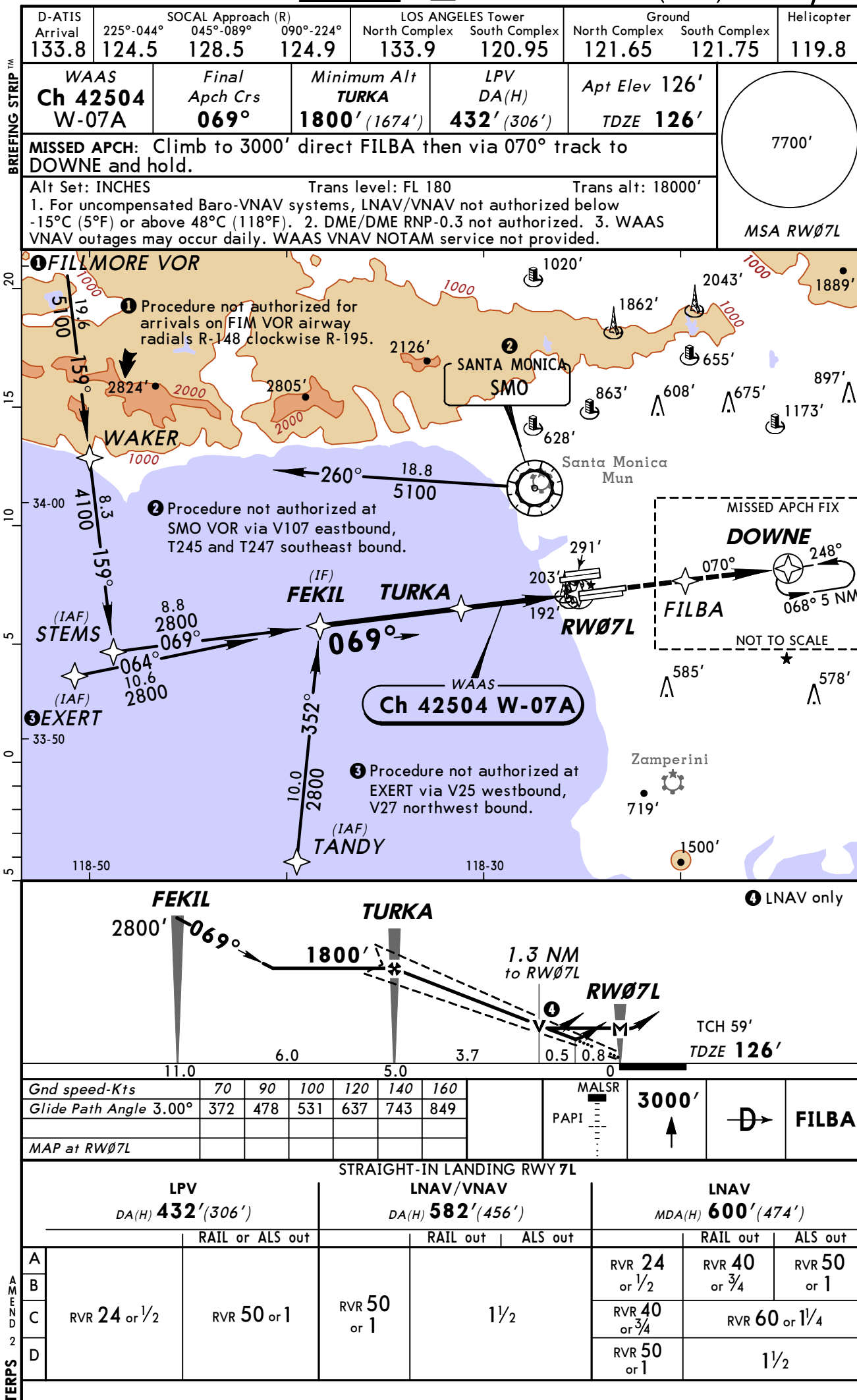
Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	D	ZIMLO
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		↑		
MAP at RW06R											

STRAIGHT-IN LANDING RWY 6R								
LPV		LNAV/VNAV			LNAV			
DA(H) 364' (250')		DA(H) 425' (311')			MDA(H) 520' (406')			
RAIL or ALS out		RAIL out		ALS out	RAIL out		ALS out	
A								
B								
C	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D			RVR 40 or 3/4			RVR 40 or 3/4	RVR 60 or 1/4	

KLAX/LAX LOS ANGELES INTL

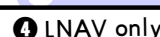
JEPPesen
25 JUL 08
Eff 31 JUL 12-3

LOS ANGELES, CALIF
RNAV (GPS) Y Rwy 7L



LOS ANGELES, CALIF
RNAV (GPS) Y Rwy 7R

BRIEFING STRIP™



Gnd speed-Kts
Glide Path Angle 3.00°
MAP at RW07R

TERPS
AMEND
2

© JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.

JEPPESEN LOS ANGELES, CALIF
(12-5) RNAV (GPS) Y Rwy 24L

12-5 RNAV (GPS) Y Rwy 24L

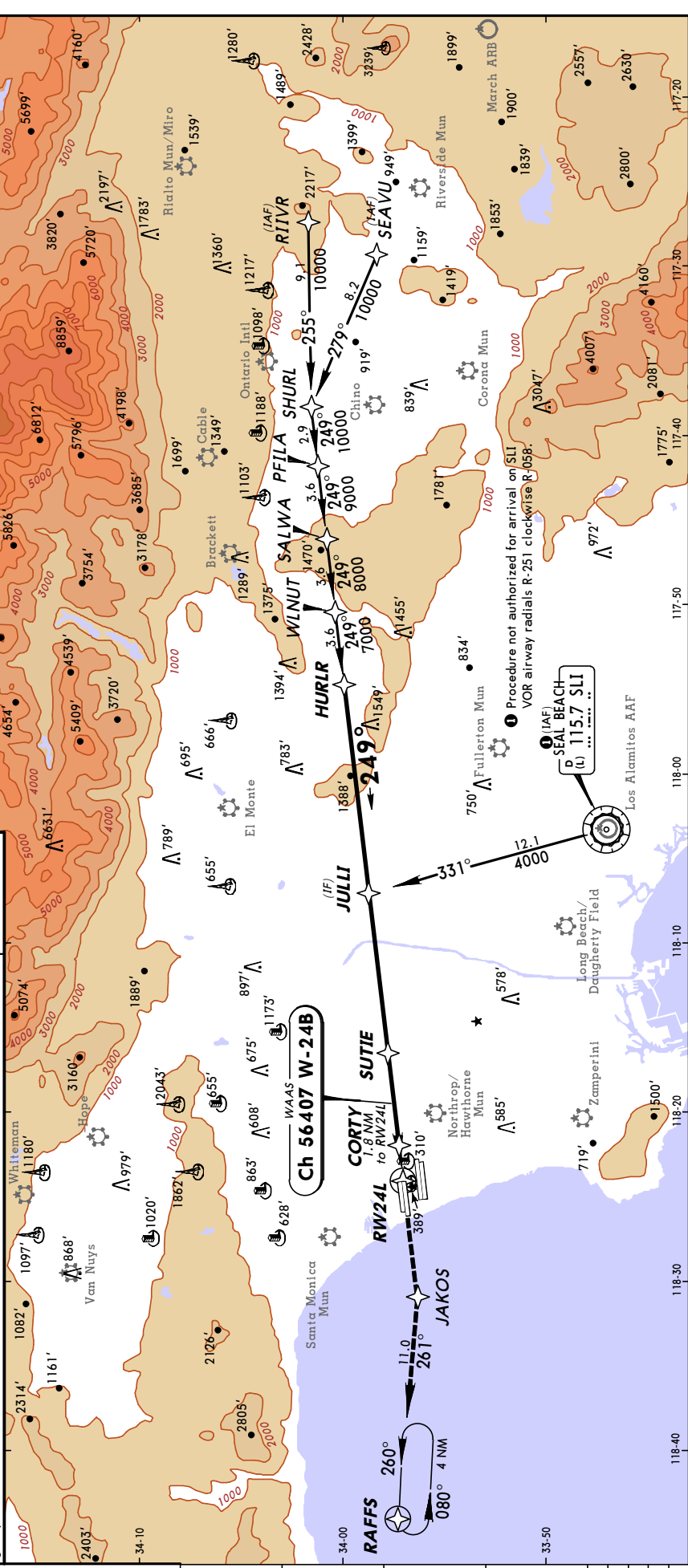
D-ATIS Arrival	225°-044° 133.8	045°-089° 124.5	090°-224° 124.9	SOCAL Approach (R)	LOS ANGELES Tower	Ground	Helicopter
	124.5	128.5	124.9	North Complex	South Complex	North Complex	South Complex
	133.8	124.5	124.9	133.9	120.95	121.65	121.75
Ch 56407 W-24B	Final 249°	Apch Crs 249°	Minimum Alt 2200' (2089')	LPV SUTIE	DA (H) 459' (348')	Apri Elev 126'	7800'
MISSED APCH: Climb to 2000' direct JAKOS and on track 261° to RAFFS and hold. Alt Set: INCHES Trans level: FL 180 1. For uncompensated Baro-VNAV systems. LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.							

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

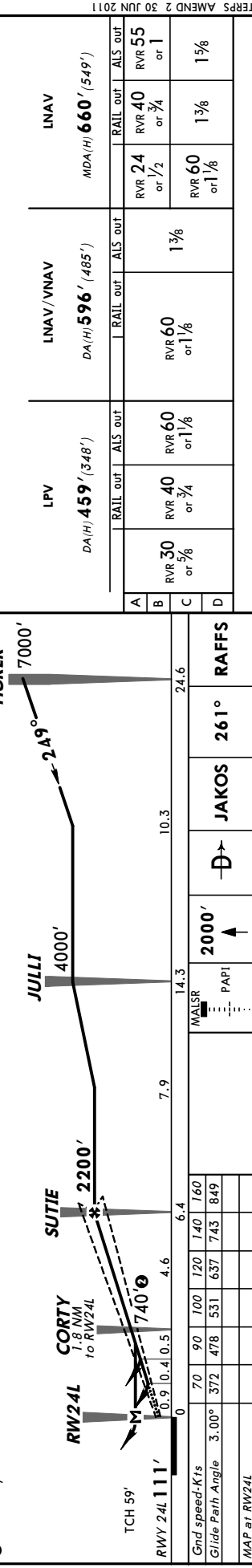
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F) 2. DME/DME RNP-0.30 not authorized 3. VGSI and RNAV

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F) 2. DME/DME RNP-0.30 not authorized 3. VGSI and RNAV



HURLER



© JEPPESEN. 2002. 2011. ALL RIGHTS RESERVED.

All Set: INCHES Trans level: FL 180 Trans alt: 18000
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service not provided.
4. VGS1 and RNAV glidepath not coincident.



© JEPPESEN. 2002 - 2011. ALL RIGHTS RESERVED.

KLAX/LAX

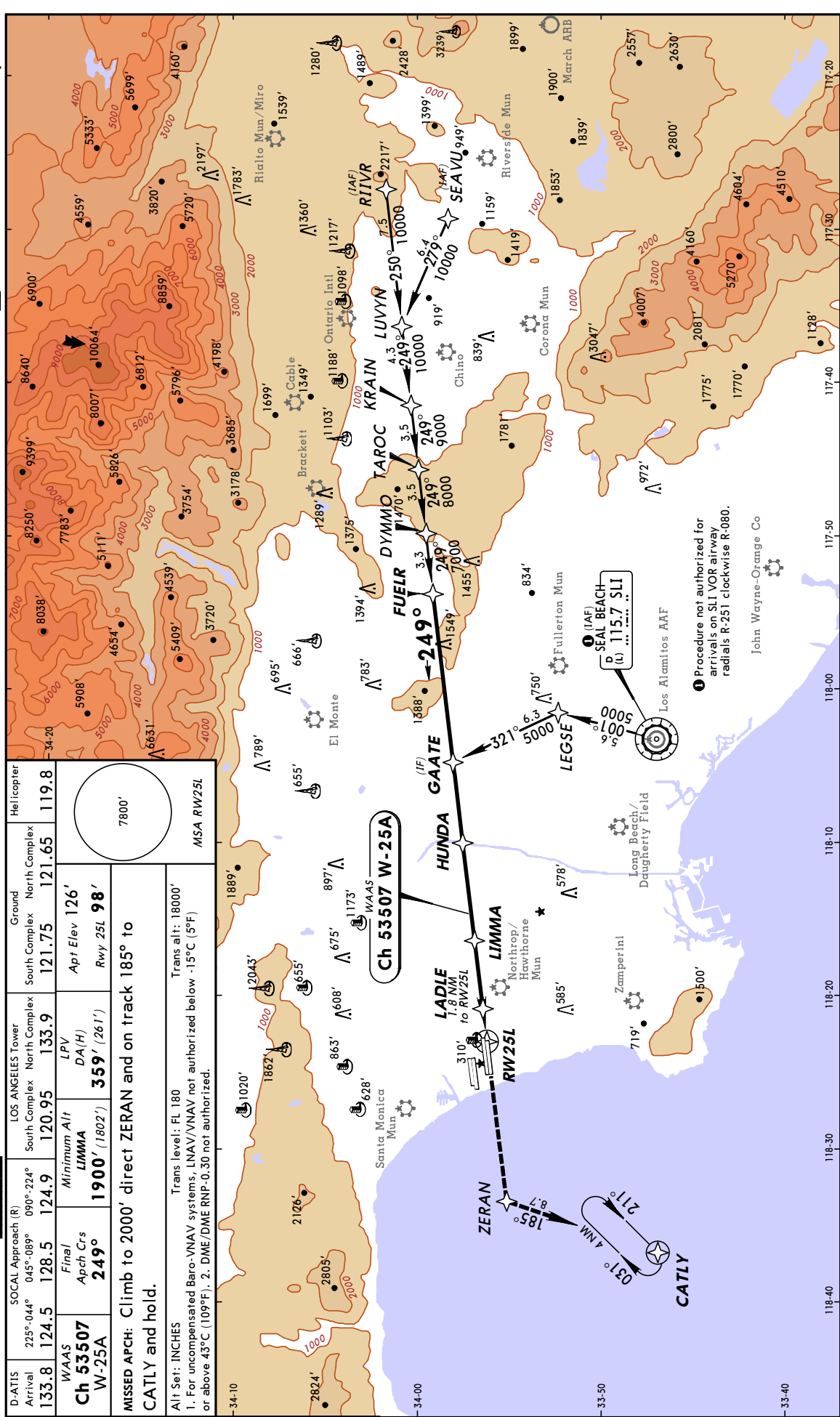
LOS ANGELES INTL

24 JUN 11
Eff 30 Jun

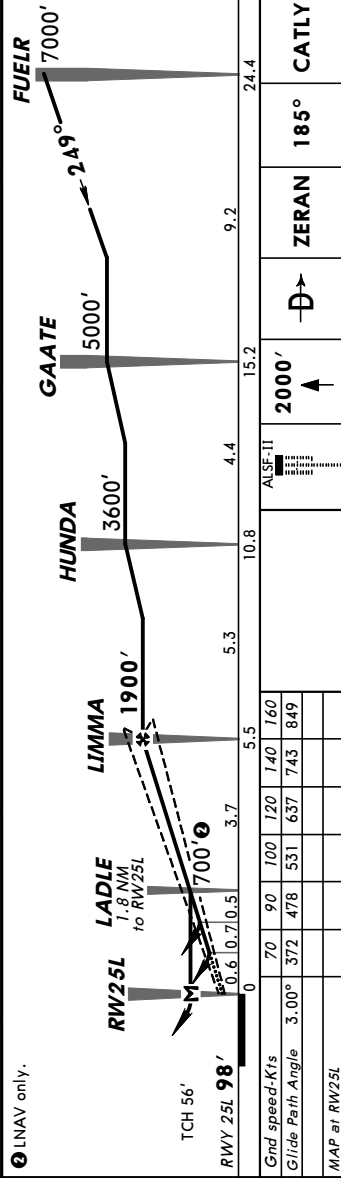
D-ATIS Arrival	SOCAL Approach (R)		LOS ANGELES Tower		Ground		Helicopter					
	225°-044°	045°-089°	090°-224°	South Complex	North Complex	North Complex						
133.8	124.5	128.5	124.9	120.95	133.9	121.75	121.65					
WAAS Ch 53507 W-25A	Final Apch Crs	249°	Minimum Alt	LPV	DA(H)	Apt Elev 126' Rwy 25L 98'						
			LIMMA	359' (261')								
1900' (1802')												
MISSED APCH: Climb to 2000' direct ZERAN and on track 185° to CATLY and hold.												
Alt Set: INCHES				Trans level: FL 180								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.				Trans alt: 18000'								
						MSA RW25L						

7800'

JEPPESEN LOS ANGELES, CALIF
(12-7) RNAV (GPS) Y RWY 25L



RNAV only.



STRAIGHT-IN LANDING RWY 25L

LPV		LNAV/VNAV		LNAV	
DA(H) 359' (261')		DA(H) 569' (471')		MDA(H) 640' (542')	
ALS out		ALS out		ALS out	
A	RVR 24 or 1/2	RVR 60 or 1/6		RVR 24 or 1/2	
B				RVR 60 or 1/8	
C					
D					

CHANGES: Procedure.

TERPS AMEND 3 30 JUN 2011

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KLAX/LAX

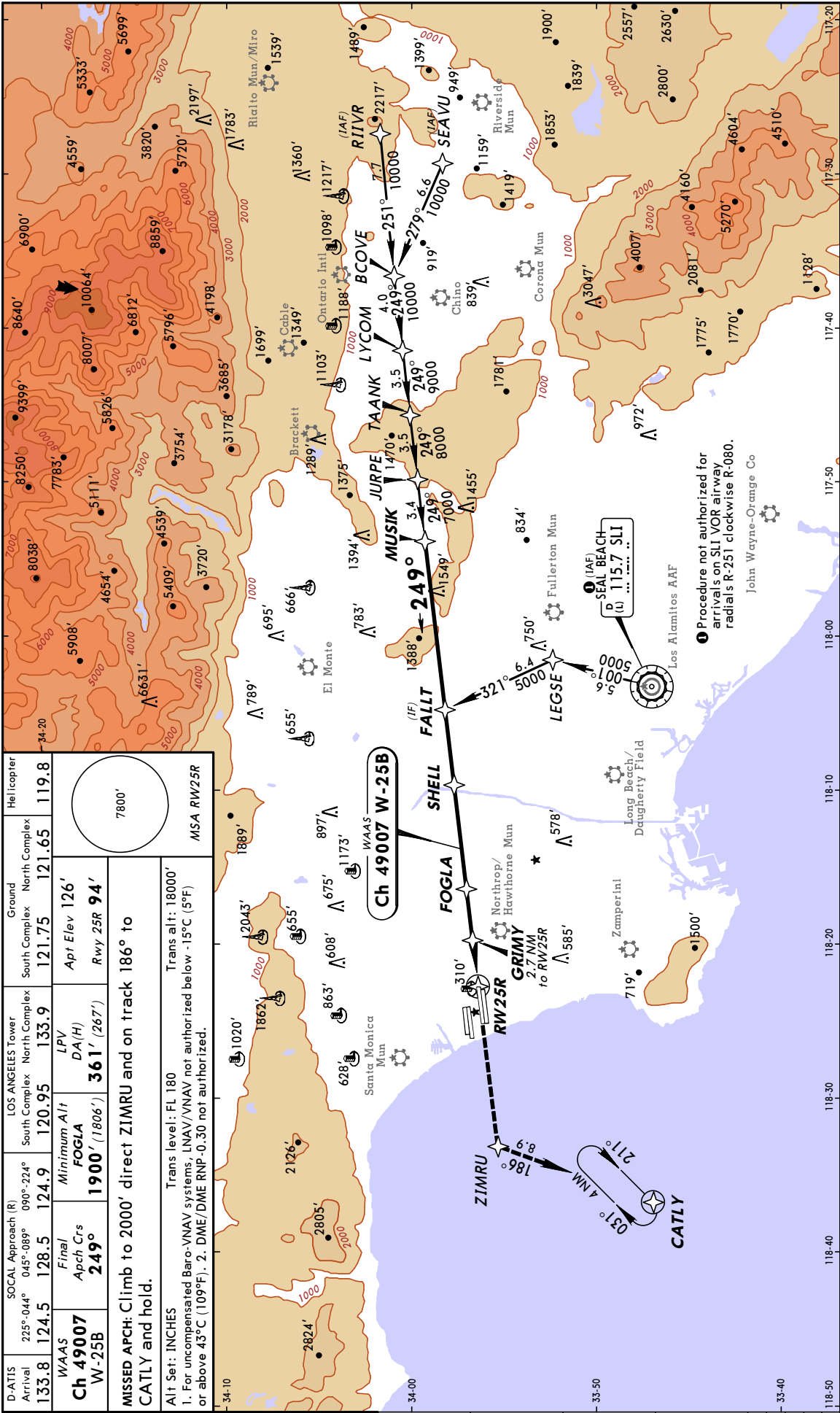
LOS ANGELES INTL

JEPPESSEN

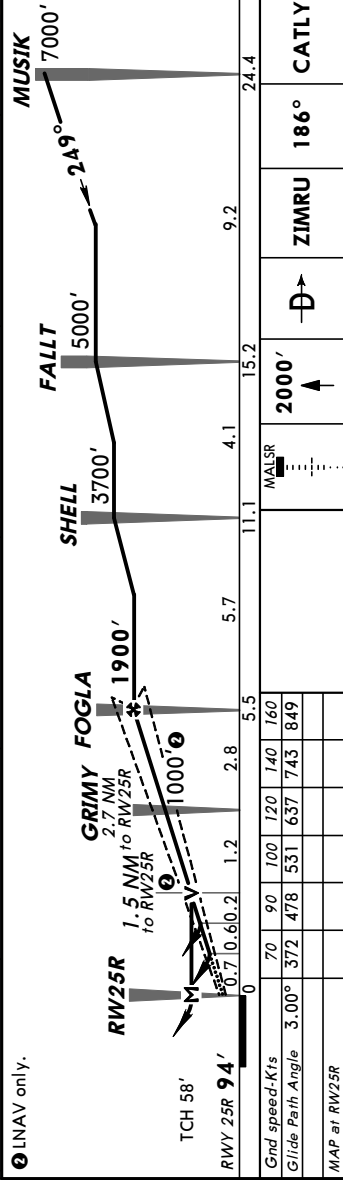
24 JUN 11
Eff 30 Jun 11
(12-8)

LOS ANGELES, CALIF
RNAV (GPS) Rwy 25R

D-ATIS 133.8	SOCAL Approach (R) Arrival 124.5	128.5	124.9	090°-224°	LOS ANGELES Tower South Complex North Complex	120.95	133.9	121.65	119.8	Helicopter
WAAS Ch 49007 W-25B	Final Apch Crs 249°	Minimum Alt FOGLA 1900' (1806')	LPV DA(H) 361' (267')	APt Elev 126' Rwy 25R 94'	Ground South Complex North Complex	121.75	121.65	119.8	7800'	MSA RW25R
MISSED APCH: Climb to 2000' direct ZIMRU and on track 186° to CATLY and hold.										
Alt Set: INCHES Trans level: FL 180 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.										



LNNAV only.



STRAIGHT-IN LANDING RWY 25R

LPV		LNAV/VNAV		LNAV	
DA(H) 361' (267')		DA(H) 568' (474')		MDA(H) 640' (546')	
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 30 or 5/8	RVR 45 or 7/8	RVR 24 or 1/2	RVR 55 or 1
B					
C					
D					

CHANGES: Procedure.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

D-ATIS	SOCAL Approach (R)			LOS ANGELES Tower		Ground		Helicopter
Arrival	225°-044°	045°-089°	090°-224°	North Complex	South Complex	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8

RNAV	Final Apt Crs 069°	Minimum Alt ALISN 1800' (1683')	RNP 0.30 DA(H) 436' (319')	Apt Elev 126' TDZE 117'	

MISSED APCH: Climb to 3000' via 069° track to ZANAV and via 040° track to AMTRA and hold.

Alt Set: INCHES

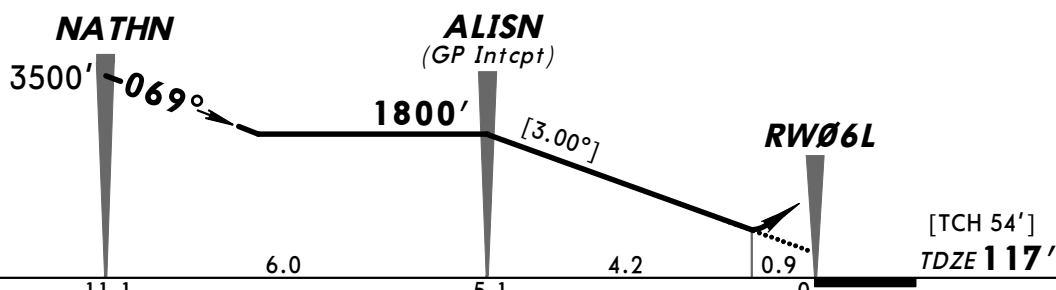
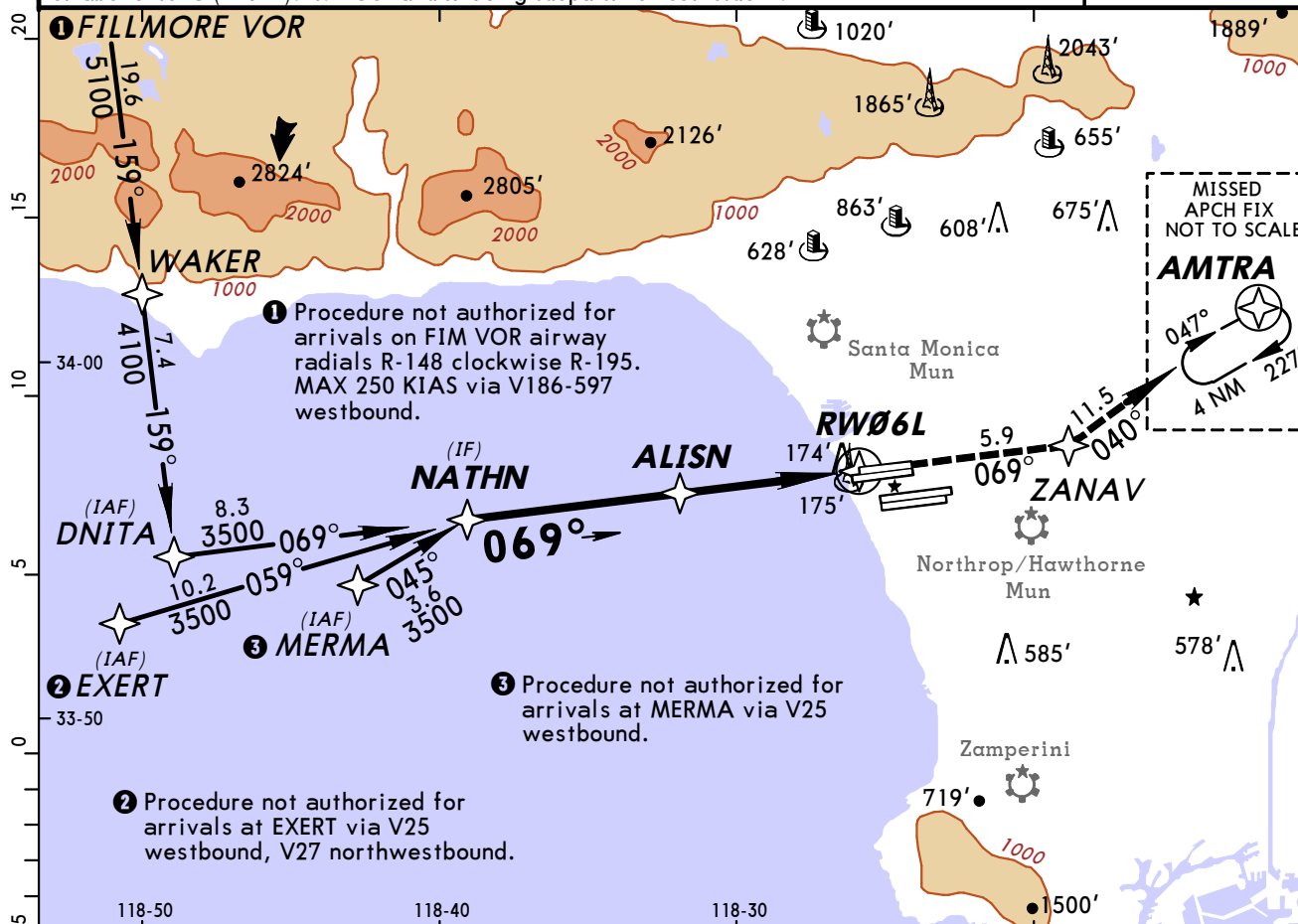
Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

MSA RW06L



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent angle</i> [3.00°]	372	478	531	637	743	849	
<i>MAP at DA</i>							

STRAIGHT-IN LANDING RWY 6L

RNP 0.30

$DA(H)$ **436'** (319')

RAIL out

ALS out

	A

B	

C

RVR 50 or 1

KLAX/LAX LOS ANGELES INTL

JEPPesen
11 NOV 11 12-21

LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 6R

D-ATIS Arrival	225°-044°	SOCAL Approach (R) 045°-089°	090°-224°	LOS ANGELES Tower North Complex	South Complex	Ground North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30	Apt Elev	TDZE
	069°	1800' (1686')	413' (299')	126'	114'

MISSED APCH: Climb to 3000' via 069° track to ZIMLO and 040° track to AMTRA and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

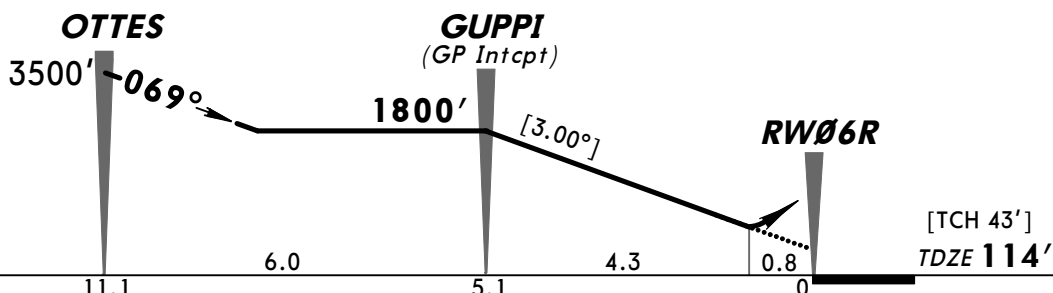
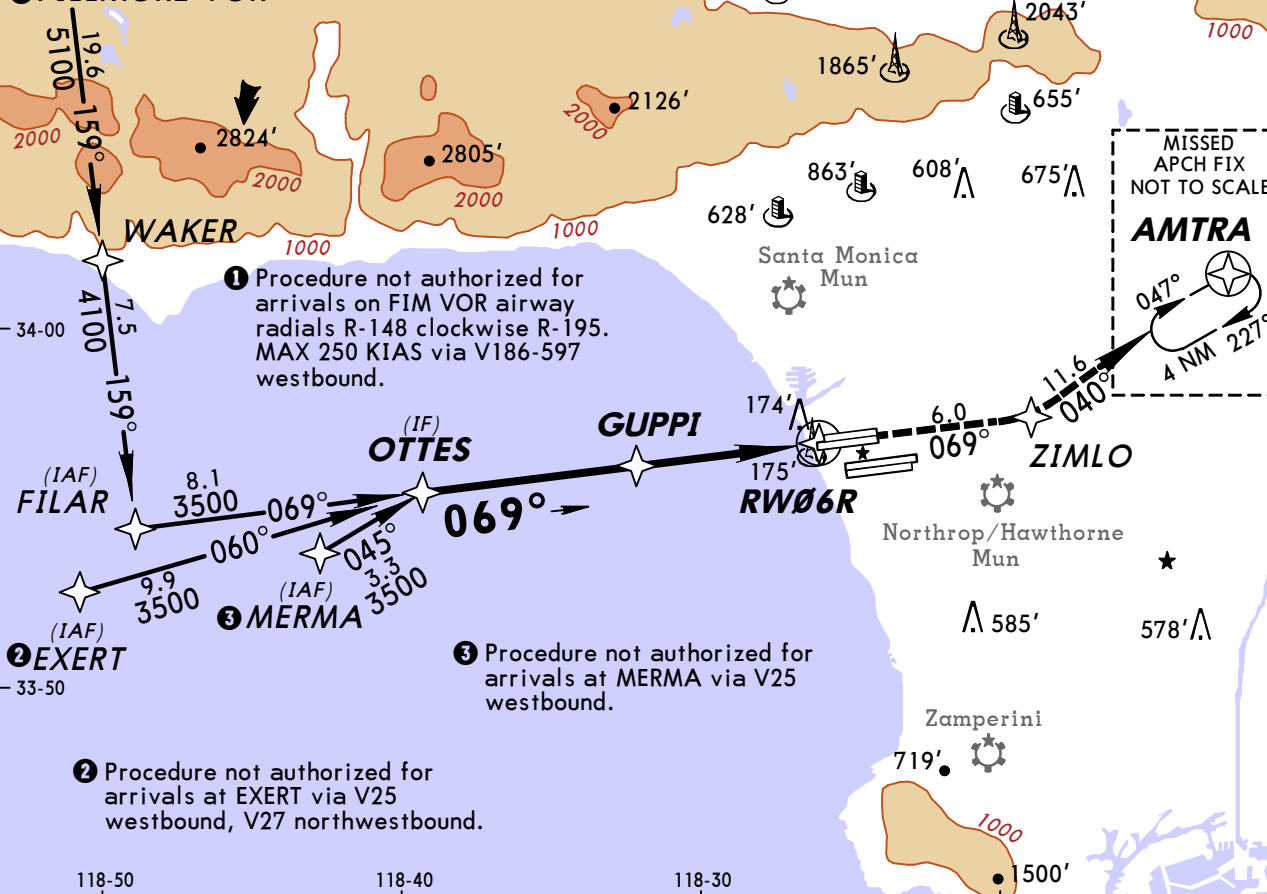
1. **AUTHORIZATION REQUIRED.** 2. **GPS required.**

3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.

MSA RW06R

7800'

1. FILLMORE VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	3000'	via 069°	ZIMLO
Descent angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at DA										

STRAIGHT-IN LANDING RWY 6R

RNP 0.30

DA(H) 413' (299')

RAIL out

ALS out

A		
B		
C	RVR 40 or 3/4	RVR 50 or 1
D		

CHANGES: Notes.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 0A 17 NOV 2011

KLAX/LAX LOS ANGELES INTL

JEPPesen
11 NOV 11 12-22

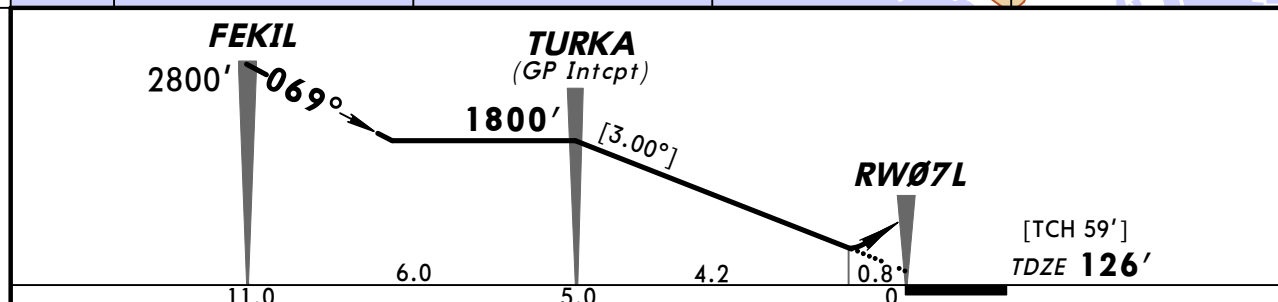
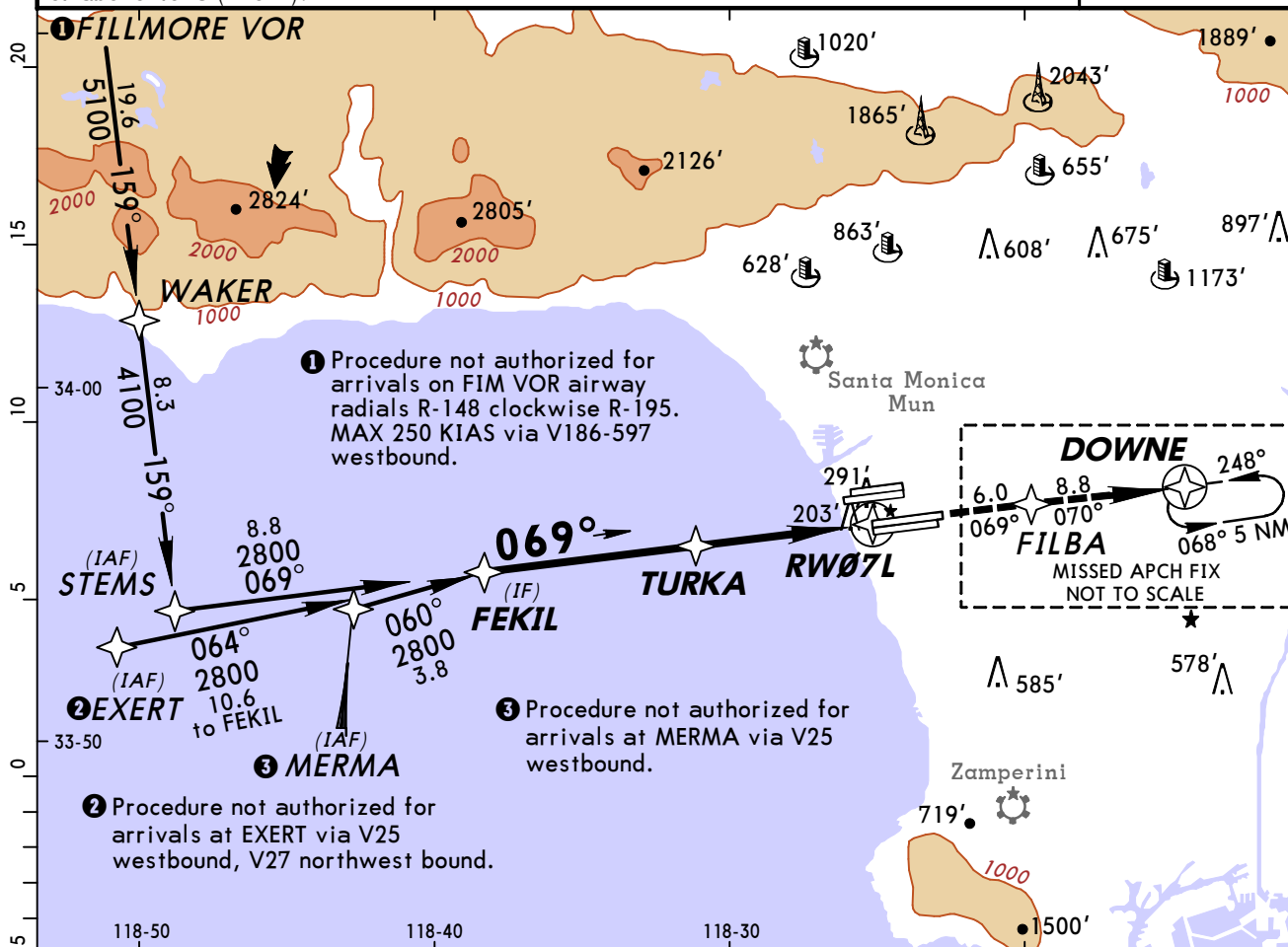
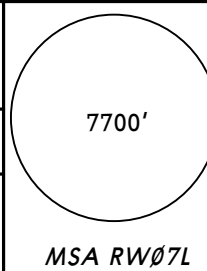
LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 7L

D-ATIS Arrival	225°-044°	SOCAL Approach (R) 045°-089°	090°-224°	LOS ANGELES Tower North Complex	South Complex	Ground North Complex	South Complex	Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8

RNAV	Final Aptch Crs 069°	Minimum Alt TURKA 1800' (1674')	RNP 0.12 DA(H) 440' (314')	Apt Elev 126' TDZE 126'	

MISSED APCH: Climb to 3000' via 069° track to FILBA and via 070° track to DOWNE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. **AUTHORIZATION REQUIRED.** 2. **GPS required.**
 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (118°F).



Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	via 069°	FILBA
Descent angle [3.00°]	372	478	531	637	743	849		PAPI			
MAP at DA											

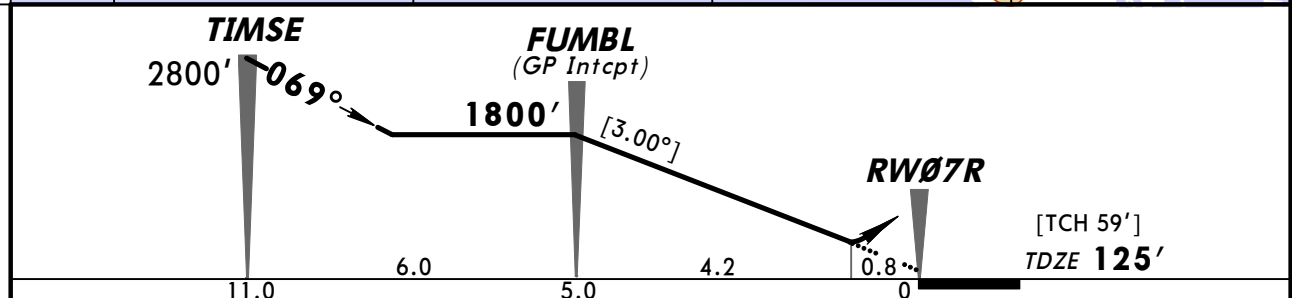
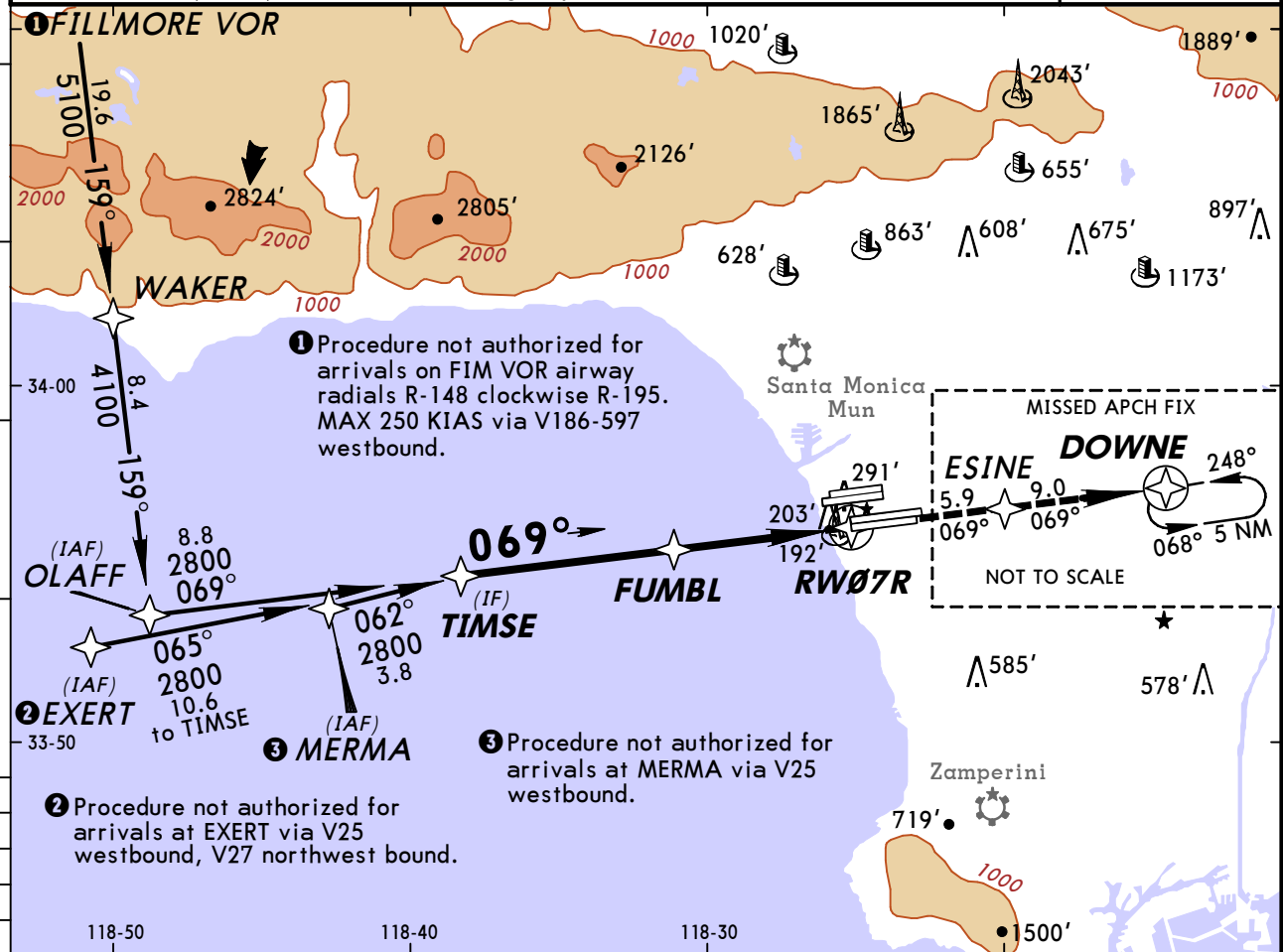
STRAIGHT-IN LANDING RWY 7L					
RNP 0.12 DA(H) 440' (314')			RNP 0.30 DA(H) 483' (357')		
RAIL out		ALS out	RAIL out		ALS out
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4
D					

CHANGES: Procedure authorization note.

© JEPPesen, 2008, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 0A 17 NOV 2011

D-ATIS Arrival	225°-044°	SOCAL Approach (R) 045°-089° 090°-224°		LOS ANGELES Tower North Complex South Complex		Ground North Complex South Complex		Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8
RNAV	Final Apch Crs 069°	Minimum Alt FUMBL 1800' (1675')	RNP 0.12 DA(H) 418' (293')	Apt Elev 126' TDZE 125'		7700' MSA RW07R		
MISSED APCH: Climb to 3000' via 069° track to ESINE and 069° track to DOWNE and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 5°C (41°F) or above 48°C (119°F) 4. VGSI and RNAV glidepath not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' via 069° ESINE		
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 7R					
RNP 0.12			RNP 0.30		
DA(H) 418' (293')			DA(H) 483' (358')		
RAIL out		ALS out	RAIL out		ALS out
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4
D					

KLAX/LAX LOS ANGELES INTL

11 NOV 11

12-24

LOS ANGELES, CALIF
RNAV (RNP) Z Rwy 24L

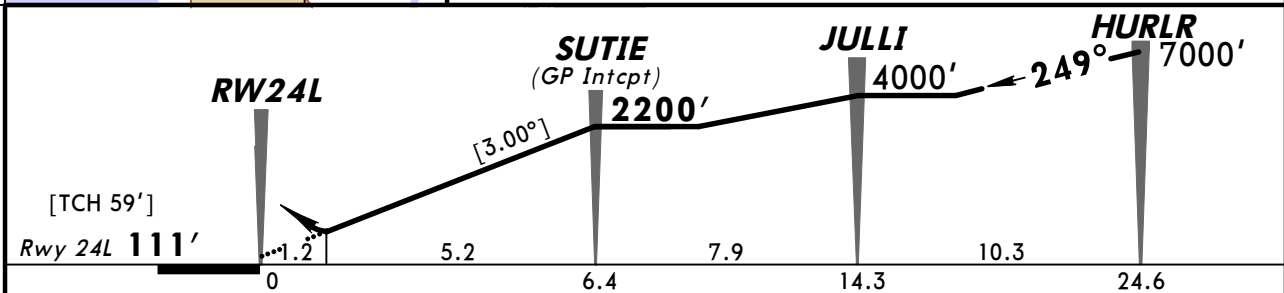
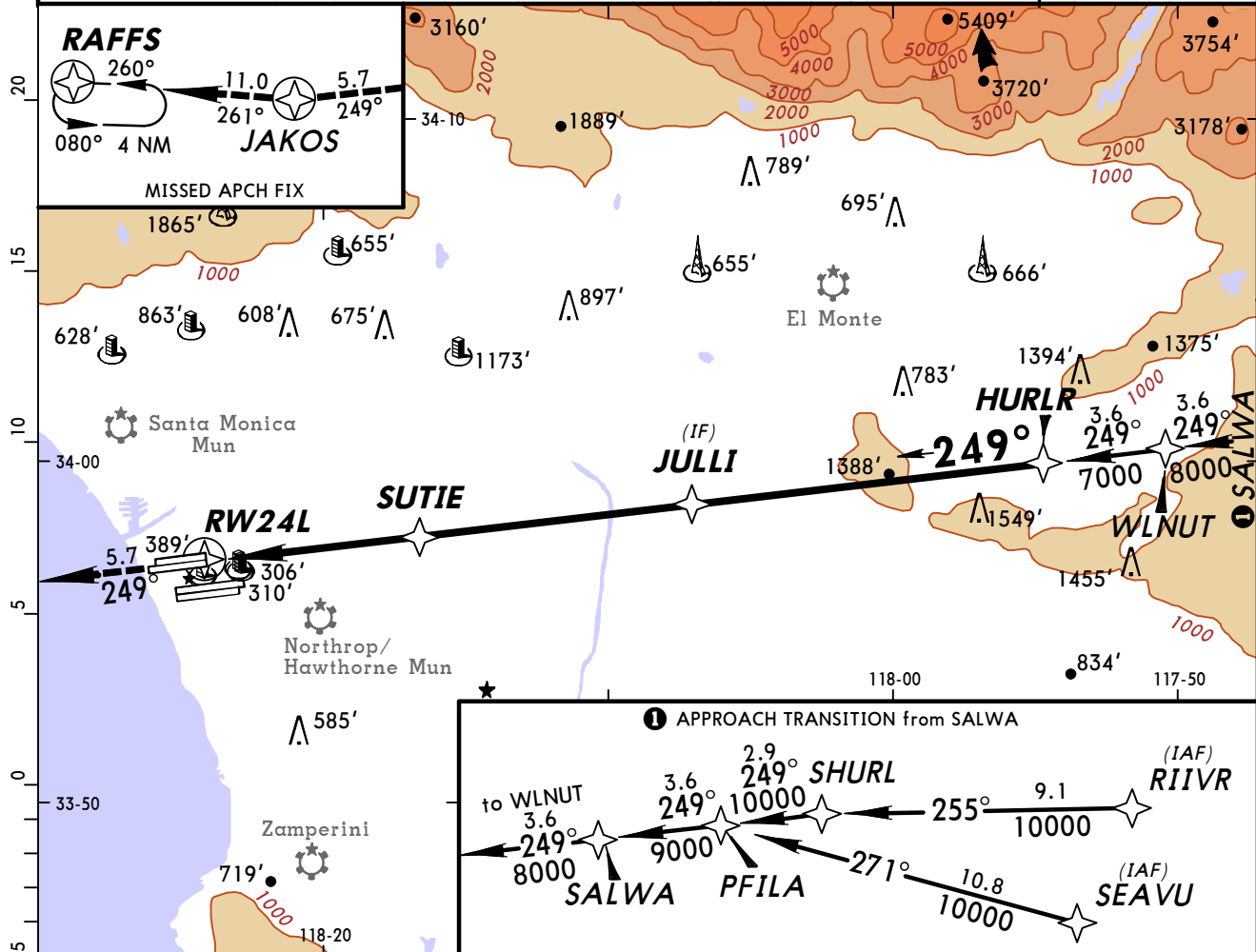
D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground		Helicopter
133.8	225°-044°	045°-089°	090°-224°	North Complex	South Complex	North Complex	South Complex	119.8
124.5	128.5	124.9	133.9	120.95	121.65	121.75		

RNAV	Final Apch Crs	Minimum Alt SUTIE	RNP 0.15 DA(H)	Apt Elev 126' Rwy 24L 111'
	249°	2200' (2089')	539' (428')	

MISSED APCH: Climb to 2000' on track 249° to JAKOS and on track 261° to RAFFS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. **AUTHORIZATION REQUIRED.** 2. **GPS required.** 3. For uncompensated Baro-VNAV systems, procedure not authorized below 4°C (40°F) or above 49°C (120°F).
 4. VGSI and RNAV glidepath not coincident.

MSA RW24L



Gnd speed-Kts	70	90	100	120	140	160		MALS	2000'	249°	JAKOS
Descent Angle [3.00°]	372	478	531	637	743	849		PAPI			
MAP at DA											

STRAIGHT-IN LANDING RWY 24L			
RNP 0.15 DA(H) 539' (428')		RNP 0.30 DA(H) 582' (471')	
RAIL out	ALS out	RAIL out	ALS out
A			
B			
C	RVR 50 or 1	1½	RVR 60 or 1½
D			

CHANGES: None.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

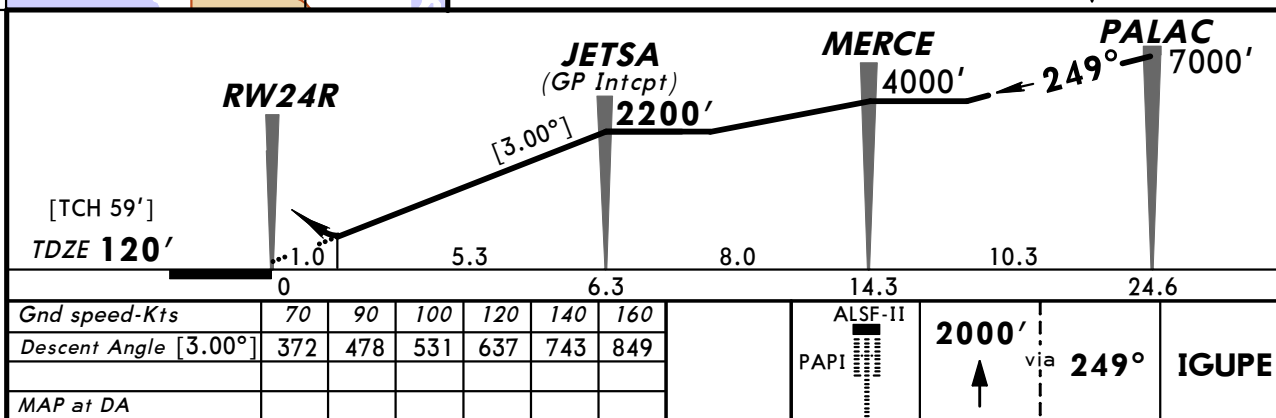
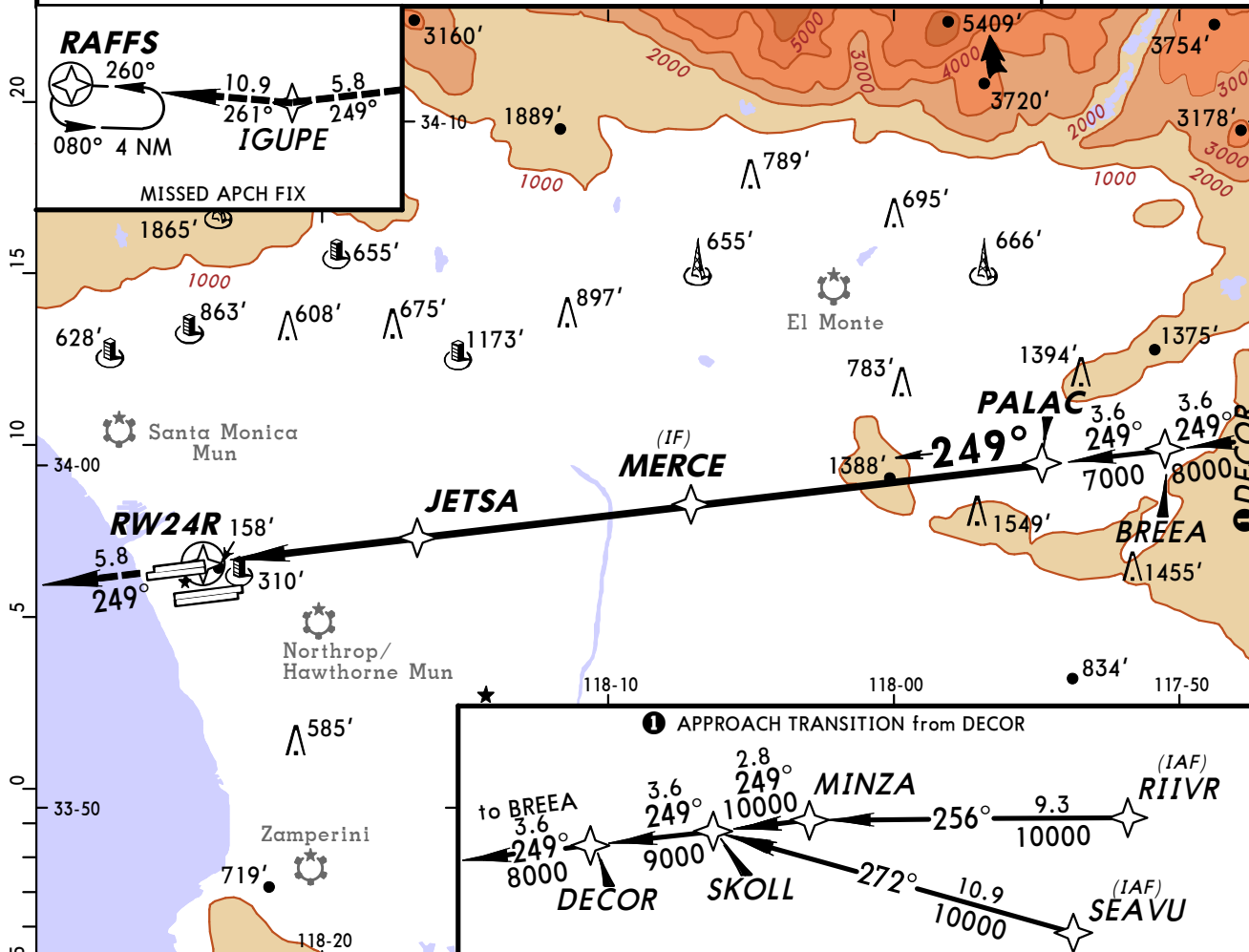
KLAX/LAX LOS ANGELES INTL

11 NOV 11

12-25

LOS ANGELES, CALIF RNAV (RNP) Z Rwy 24R

D-ATIS Arrival	SOCAL Approach (R)			LOS ANGELES Tower		Ground		Helicopter
	225°-044°	045°-089°	090°-224°	North Complex	South Complex	North Complex	South Complex	
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8
RNAV	Final Apch Crs 249°		Minimum Alt JETSA 2200' (2080')	RNP 0.16 DA(H) 485' (365')		Apt Elev 126' TDZE 120'		7800' MSA RW24R
MISSED APCH: Climb to 2000' via 249° track to IGUPE and via 261° track to RAFFS and hold.								
Alt Set: INCHES								



STRAIGHT-IN LANDING RWY 24R			
RNP 0.16 DA(H) 485' (365')		RNP 0.30 DA(H) 584' (464')	
ALS out		ALS out	
A			
B			
C	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D			1 1/2

CHANGES: Authorization note.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

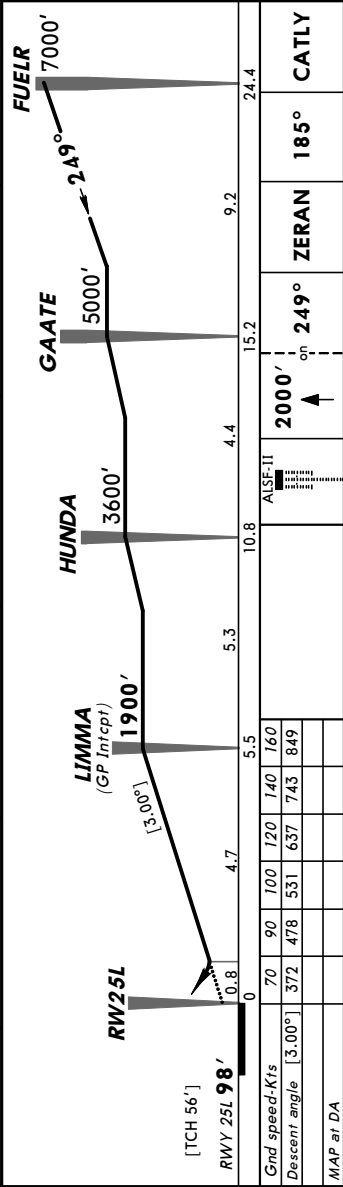
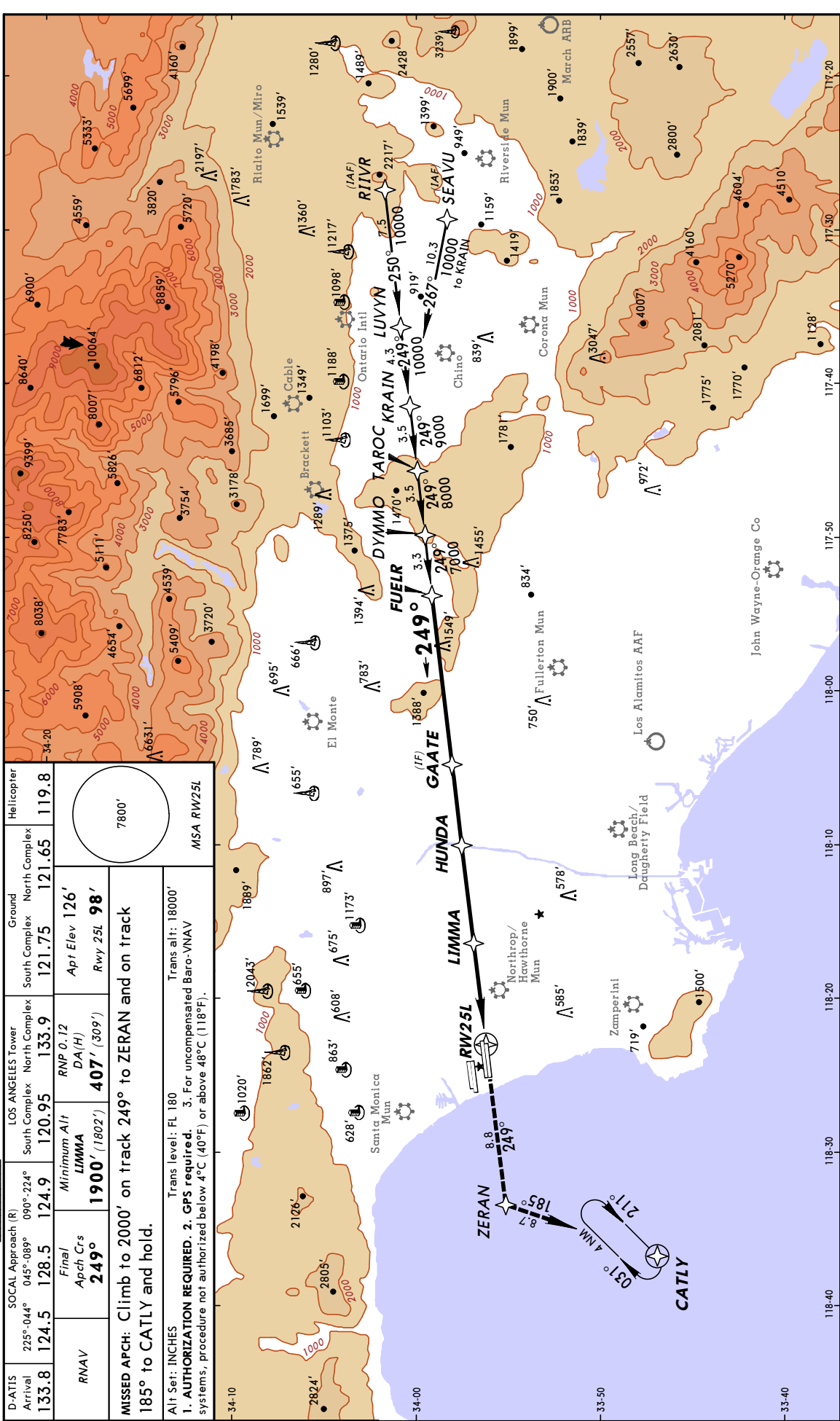
KLAX/LAX

LOS ANGELES INTL

24 JUN 11
Eff 30 Jun

JEPPESEN LOS ANGELES, CALIF
(12-26) RNAV (RNP) Z RWY 25L

D-ATIS Arrival 133.8	SOCAL Approach (R)		LOS ANGELES Tower		Ground		Helicopter
	225°-044°	045°-089°	090°-224°	South Complex	North Complex	North Complex	
RNAV	124.5	128.5	124.9	120.95	133.9	121.75	121.65
	Final Apch Crs	Minimum Alt LIMMA		RNP 0.12 DA(H)	Apt Elev		7800'
	249°	1900' (1802')		407' (309')	Rwy 25L		
MISSED APCH: Climb to 2000' on track 249° to ZERAN and on track 185° to CATLY and hold.							
Alt Set: INCHES							
Trans level: FL 180							
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 4°C (40°F) or above 48°C (118°F).							
MSA RW25L							



STRAIGHT-IN LANDING RWY 25L			
RNP 0.12		RNP 0.17	RNP 0.30
DA(H) 407' (309')		DA(H) 458' (360')	DA(H) 539' (441')
ALS out		ALS out	ALS out
A			
B			
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D			

CHANGES: Procedure.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

SANTA MONICA
D (L) 110.8 SMO

TCA Floor 5000'

At or above 5000'

D3.5 SMO

Oil Wells

D9.0 SMO

Coliseum

068°

084°

7000'

34-00

Vertical Guidance Navaid and Angle:
LOC IHQB (GS 3.00°)
LOC IOSS (GS 3.00°)

Dog leg minimum of 1 mile approximately 45° turn to final.

249° 108.5 IOSS

249°

249°

Günter Strobe

Hollywood Park Race Track

24R

24L

25R

25L

249° 111.7 IHQB

Turn final approach at or above 2000' east of Hollywood Park.

HARBOR FREEWAY

LOS ANGELES
D (H) 113.6 LAX

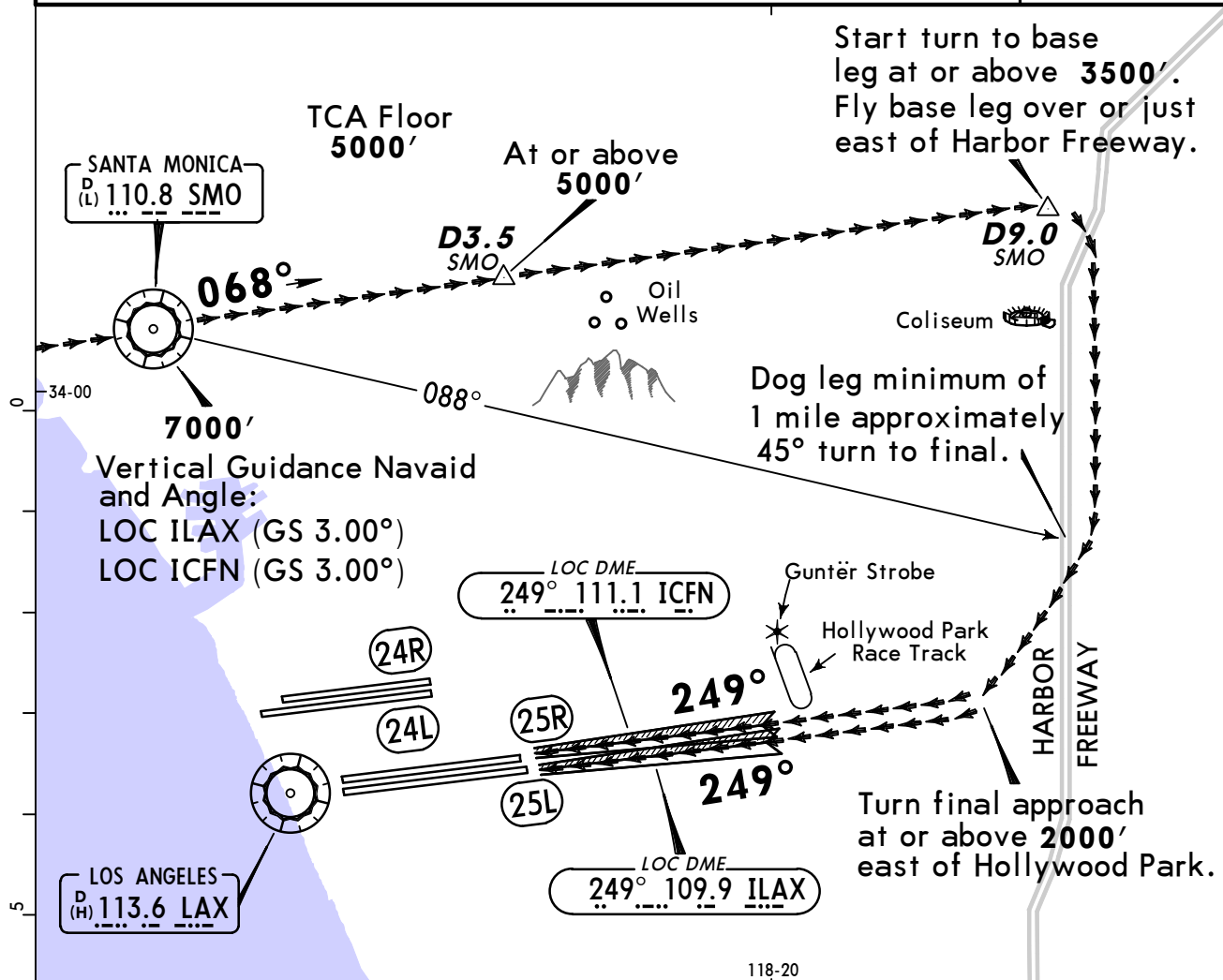
118-20

**A
M
E
N
D
4**

ATIS Arrival	SOCAL Approach (R) 225°-044° 045°-089° 090°-224°			LOS ANGELES Tower North Complex South Complex		Ground North Complex South Complex		Helicopter
133.8	124.5	128.5	124.9	133.9	120.95	121.65	121.75	119.8
Navajds- See Planview	Rwy 25L 249°	Rwy 25R 249°	No FAF	Ceiling-Vis 3000 - 3		Apt Elev 126' TDZE 25L 101' TDZE 25R 102'		

No missed approach procedure.

1. RADAR required. 2. ALSF-II Rwy 25L operates as SSALR until weather goes below VFR.



HARBOR VISUAL APPROACH

When visual approaches to Runway 25L/R are in progress, clearances to aircraft from the north and northwest will be given utilizing the following phraseology:

“(IDENT) CLEARED FOR HARBOR VISUAL RUNWAY
25 LEFT/RIGHT APPROACH.”

A descent profile of approximately 3° starting at 7000' over SMO VOR may be made with reference to the minimum altitudes above.

WEATHER MINIMUMS

Ceiling **3000** - Vis **3**

General Information

Location: Long Beach CA USA
IATA Code: LGB
Lat/Long: N33° 49.1' W118° 09.1'
Elevation: 60 ft

Airport Use: Public
Magnetic Variation: 12.5°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1424 Z
Sunset: 0147 Z,

Runway Information

Runway: 07L
Length x Width: 6192 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge, Part time
Displaced Threshold: 1305 ft

Runway: 07R
Length x Width: 5423 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge

Runway: 12
Length x Width: 10000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 53 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 1350 ft

Runway: 16L
Length x Width: 3975 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 40 ft
Displaced Threshold: 415 ft

Runway: 16R
Length x Width: 4470 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 50 ft
Displaced Threshold: 310 ft

Runway: 25L
Length x Width: 5423 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 37 ft
Lighting: Edge, REIL
Displaced Threshold: 1520 ft

Runway: 25R
Length x Width: 6192 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 48 ft
Lighting: Edge, REIL, Part time
Displaced Threshold: 531 ft

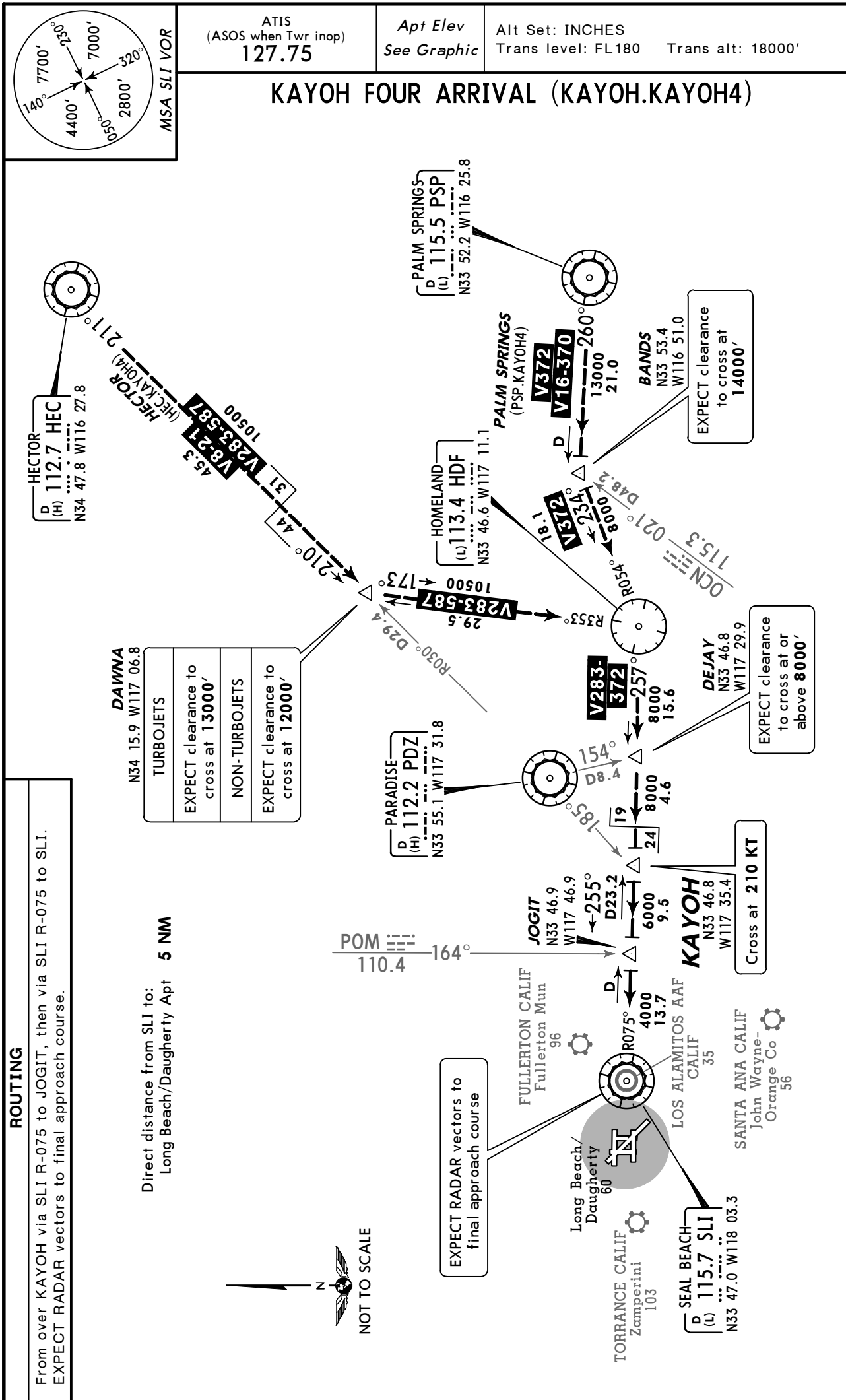
Runway: 30
Length x Width: 10000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 38 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 2000 ft

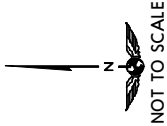
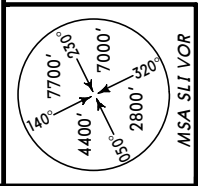
Runway: 34L
Length x Width: 4470 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 47 ft

Runway: 34R
Length x Width: 3975 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Displaced Threshold: 1406 ft

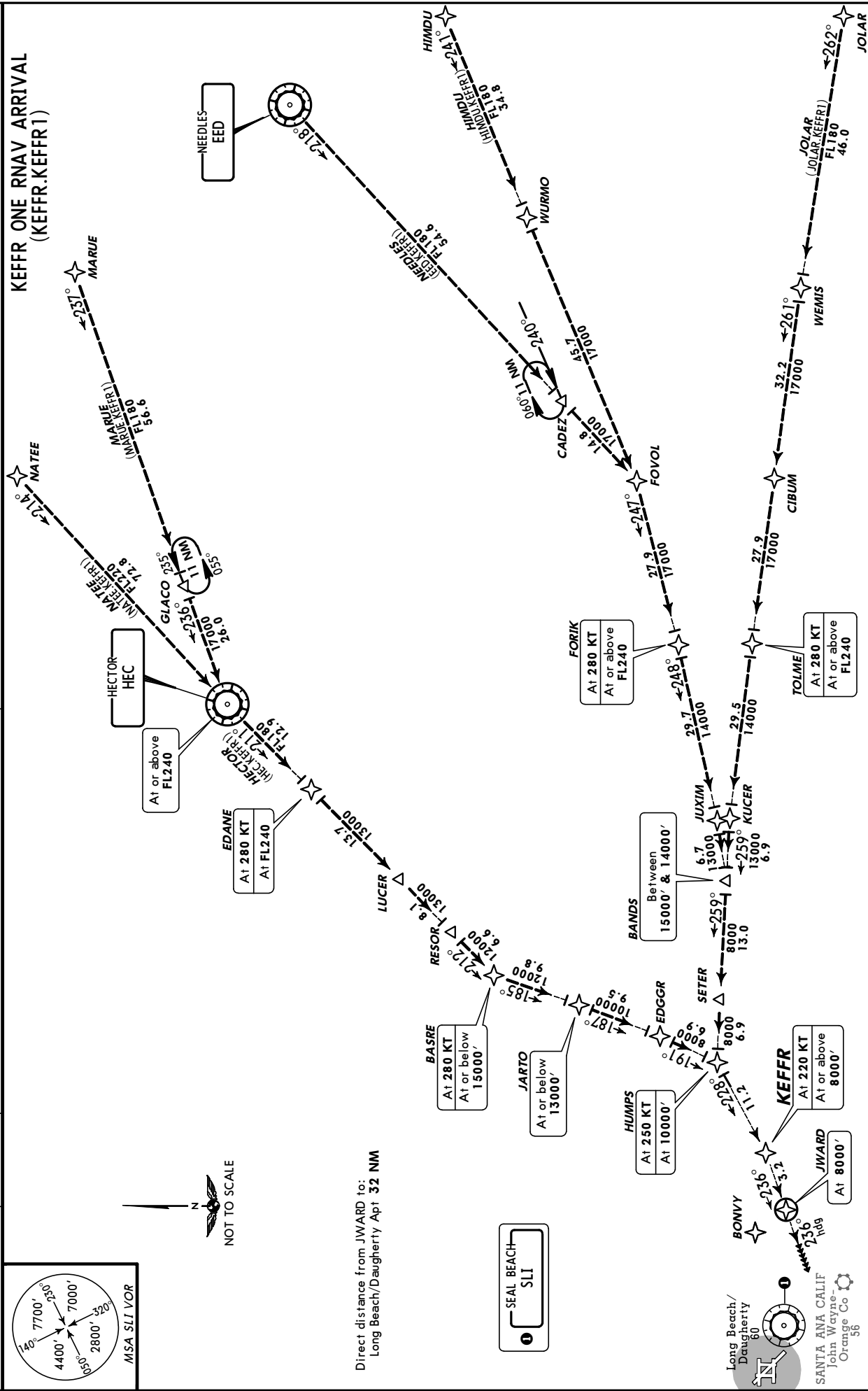
Communication Information

ATIS 127.75
Long Beach Tower 119.4 Initial Contact CTAF
Long Beach Tower 120.5 Initial Contact
Long Beach Ground Control 133.0
Long Beach Clearance Delivery 118.15
Socal Approach Control 124.65
Socal Departure Control 127.2
Long Beach/Daugherty Fiel Unicom 122.95
Long Beach Information 122.85





Direct distance from JWARD to:
Long Beach/Daugherty Apt 32 NM



ROUTING

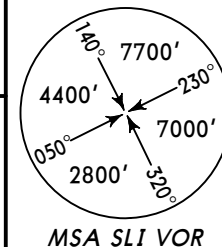
From HUMPS on track 228° to KEFFR. From KEFFR on track 236° to JWARD. Then on 236° heading. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

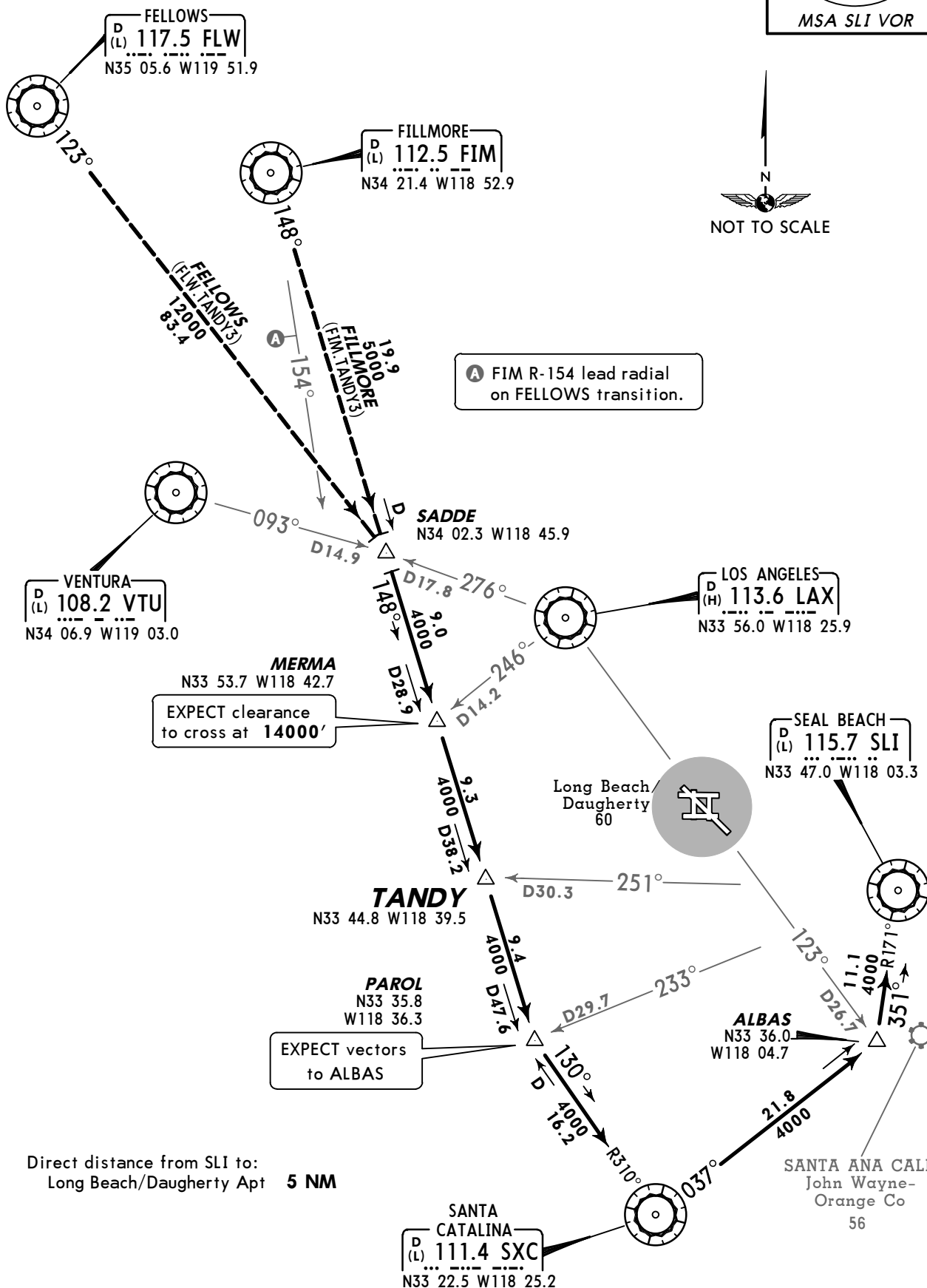
ATIS
(ASOS when Twr inop)
127.75

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'



TANDY THREE ARRIVAL (TANDY.TANDY3)



Direct distance from SLI to:
Long Beach/Daugherty Apt 5 NM

ROUTING

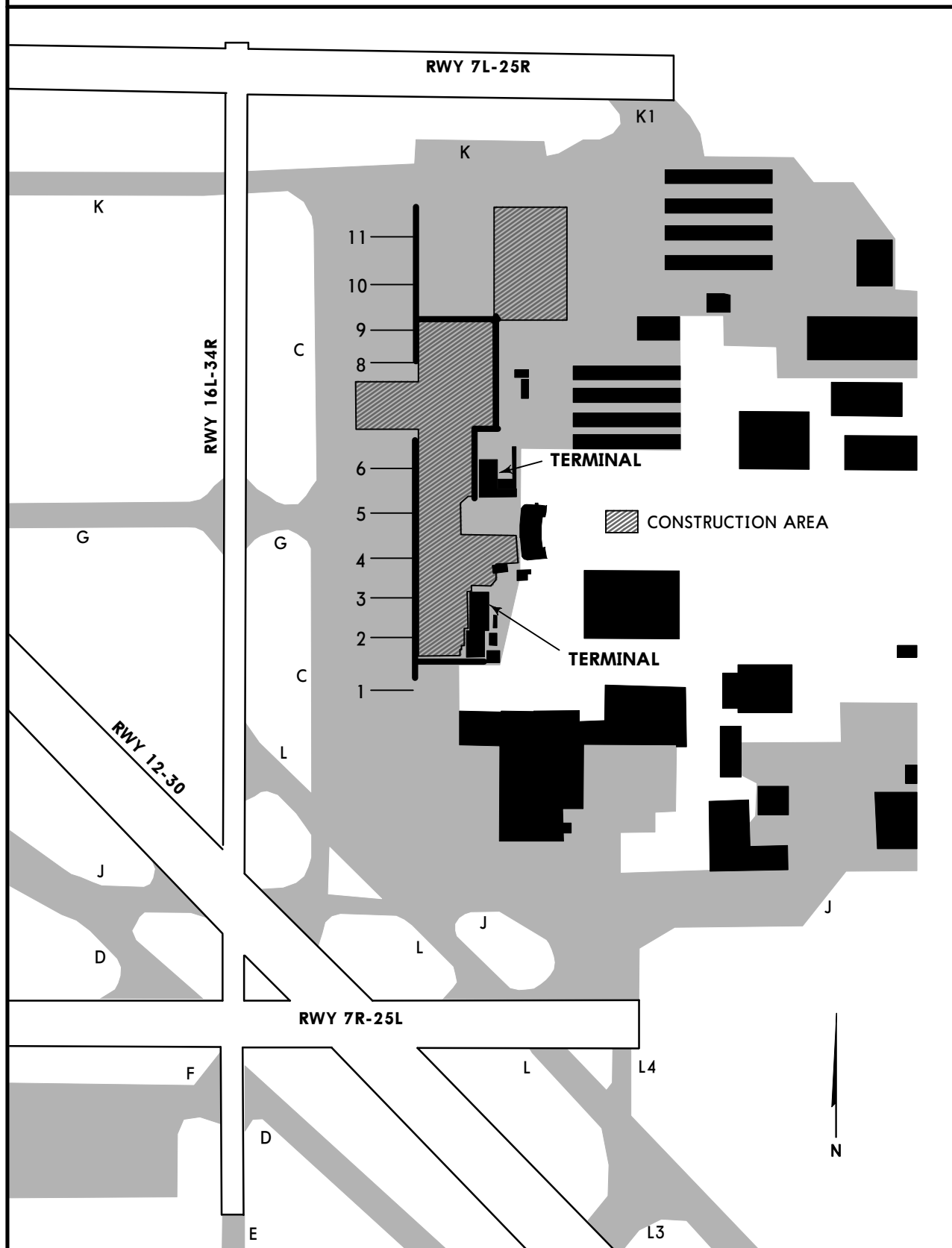
From over SADDE via FIM R-148 to PAROL. From over PAROL via SXC R-310 to SXC. Then from over SXC via SXC R-037 to ALBAS. Then from ALBAS via SLI R-171 to SLI.

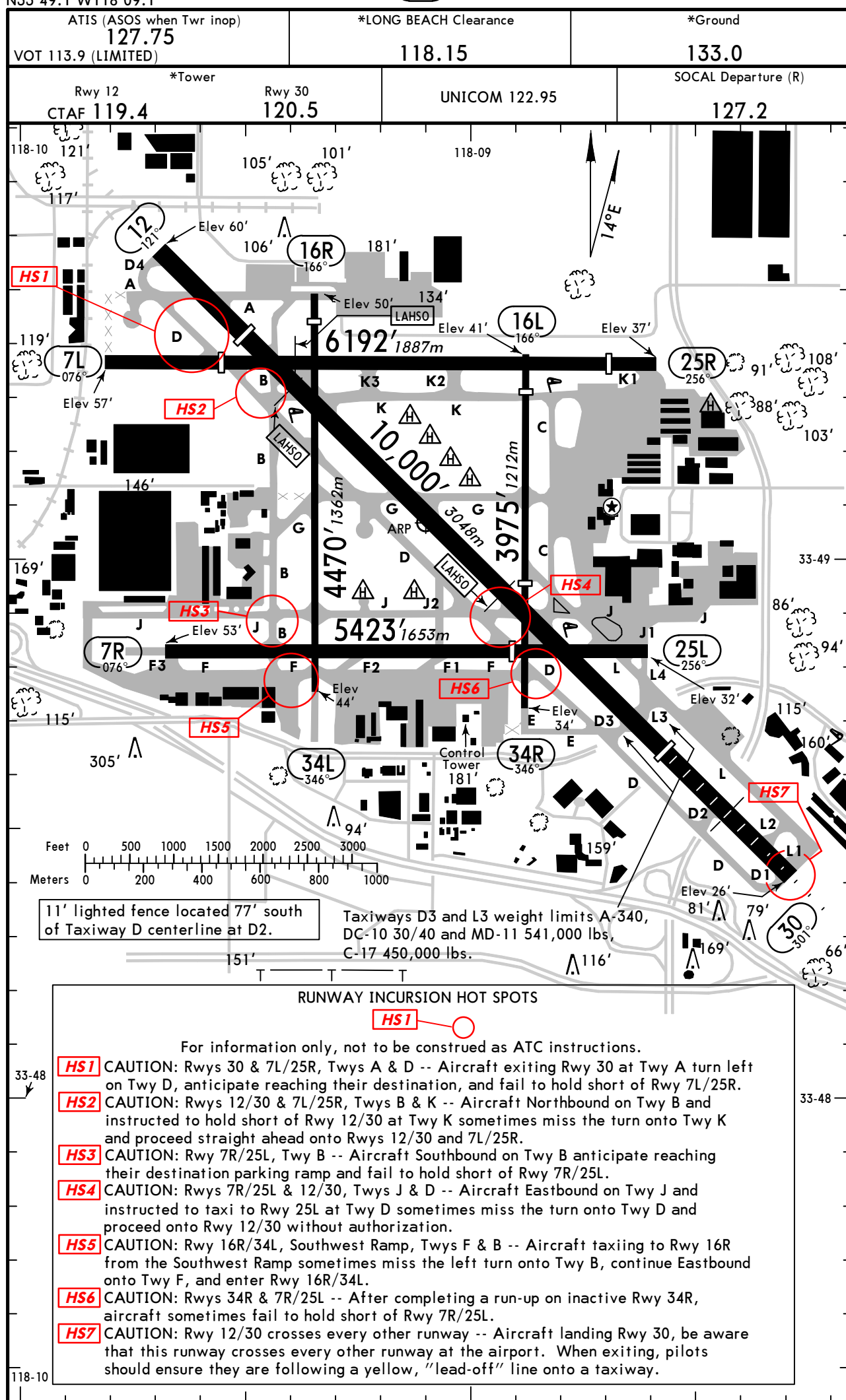
© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

TERMINAL RAMP RECONSTRUCTION-EFFECTIVE 25 NOV 11**(DURATION APPROXIMATELY 16 MONTHS)**

Runway 16L-34R unavailable for Take-offs or Landings.

Runway 25L threshold displaced 1520'.





GENERAL

Noise sensitive all quadrants. Contact noise abatement 0730-1630 LT Mon - Fri.

Noise abatement information on 122.85. Noise restriction for all aircraft strictly enforced.

Noise limits in effect. Prior notification requested for military jets and civilian non-stage III jets.

Birds on and in vicinity of airport especially during rain.

Airships in vicinity of airport.

Rwys 7R, 16R, 25R, 34R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		LAHSO Distance	WIDTH
		LANDING Threshold	BEYOND Glide Slope		
7R ① 25L	② HIRL ② HIRL ② REIL ③ PAPI-L (angle 4.0°)	3903' 1190m			150' 46m
① Closed 2200-0700 LT. ③ Operates 0700-2200 LT. ② Unavailable when Twr inop.					
7L ④ ⑤ 25R	⑥ MIRL ⑥ MIRL ⑥ REIL ⑦ VASI-L (angle 4.0°)	4887' 1490m 5661' 1725m		12/30 3400' 1036m	150' 46m
④ Porous friction coarse overlay. ⑤ Closed 2200-0700 LT. ⑥ Unavailable when Twr inop. ⑦ Operates 0700-2200 LT.					
12 ⑧ 30	HIRL ⑨ CL ⑨ REIL VASI-L grooved HIRL ⑨ CL ⑩ MALSR ⑨ TDZ ⑪ PAPI-L grooved RVR	8650' 2637m ⑫ 7424' 2263m		16L/34R 4100' 1250m ⑬ 6324' 1928m 7L/25R 5850' 1783m	200' 61m
⑧ Rwy 12-30 max ldg weights A-330 347,000 lbs; A-340 379,000 lbs; DC-10-10, DC-10 30/40 and MD-11 379,000 lbs; L-1011 354,000 lbs. Rwy 12-30 max take-off weights DC-10 30/40 and MD-11 588,000 lbs; C-17 538,600 lbs. Max ldg weight for C-17 at or beyond glide slope or rwy aiming point marking 538,600 lbs. Rwy 30 ldg prior to rwy aiming point marking 344,000 lbs. ⑨ Unavailable when Twr inop. ⑩ Activate on 119.4 when Twr inop. ⑪ Angle 3.0°. ⑫ Last 576' (176m) is unavailable for landing distance computations.					
16R ⑬ 34L	⑭ VASI-L (angle 4.0°)	4160' 1268m			75' 23m
⑬ Closed 2200-0700 LT. ⑭ Unavailable when Twr inop.					
16L ⑮ 34R		3560' 1085m 2569' 783m			75' 23m
⑮ Closed 2200-0700 LT.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 7L, 7R, 12, 30		Rwy 16L			Rwy 16R		
	Adequate Vis Ref	STD	With Mim climb of 321'/NM to 500'		Other	With Mim climb of 518'/NM to 500'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	400-1 1/2	1/4	1	400-1
3 & 4 Eng		RVR 24 or 1/2		1/2			1/2	

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	TARE OFF & OBSTACLE DEPARTURE PROCEDURE				
	Rwy 25L		Rwy 25R		Rwys 34L, 34R
	With Mim climb of 225'/NM to 2300'		With Mim climb of 223'/NM to 2200'		Environmental and Noise Abatement
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	NA
3 & 4 Eng		1/2		1/2	

OBSTACLE DP

Rwys 7L/R, climb heading 076° to 800', then climbing right turn direct SLI VOR and SLI R-210 to PADDR INT. Rwy 12, climb heading 121° to intercept SLI VOR R-210 to PADDR INT. Rwys 16L/R, climb heading 166° to 800', then climbing right turn heading 180° and SLI VOR R-210 to PADDR INT. Rwys 25L/R, climb heading 256° to 800', then climbing left turn heading 200° and LAX VOR R-145 to PADDR INT. Rwy 30, climb heading 301° to 800', then climbing left turn heading 200° and LAX VOR R-145 to PADDR INT.

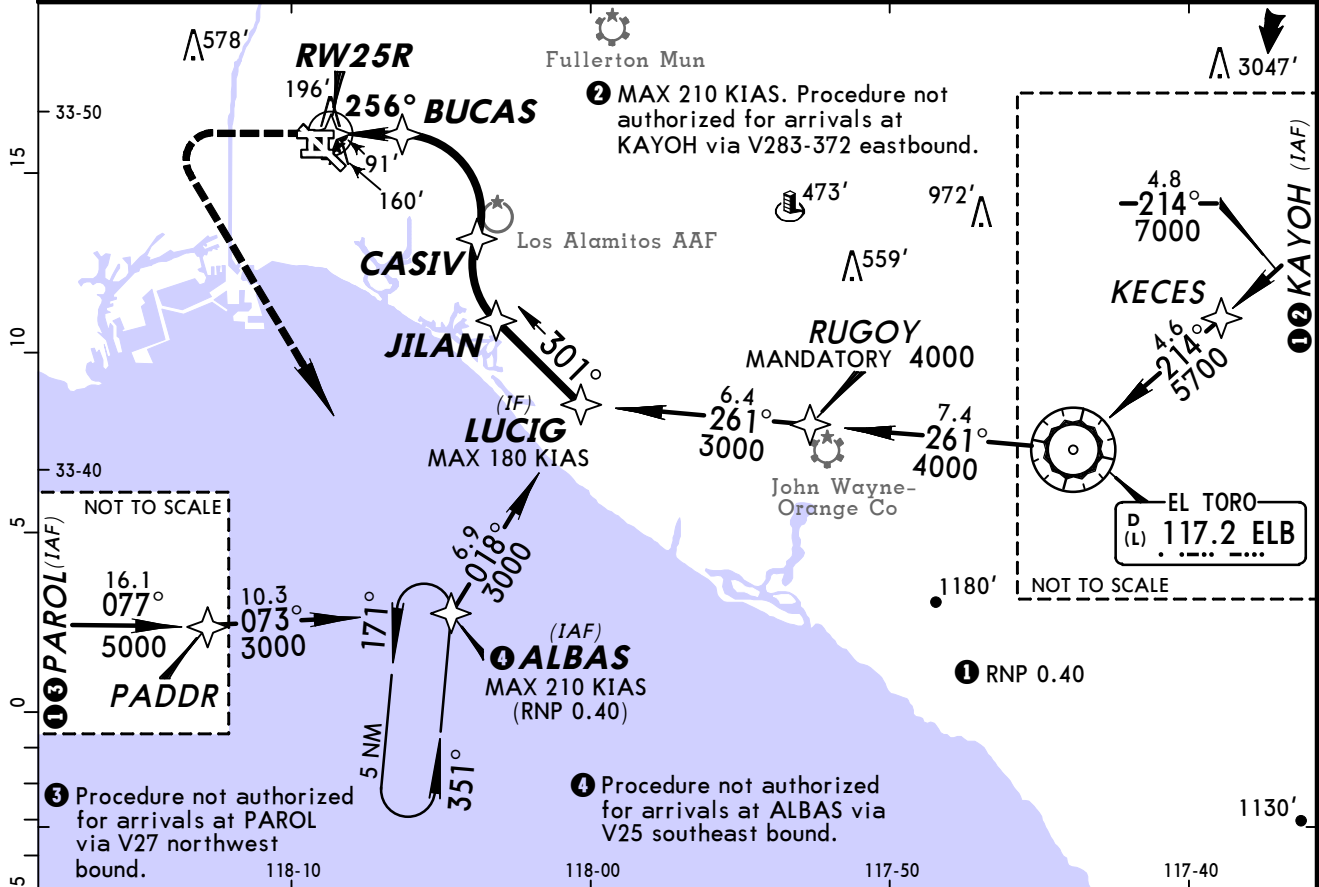
FOR FILING AS ALTERNATE

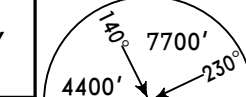
	Authorized Only When Twr Operating ILS Rwy 30 LOC Rwy 30 VOR Rwy 30	RNAV (GPS) Z Rwy 30	Other
A	900-2	900-2	NA
B	900-2 1/2	900-2 1/2	
C	900-2 3/4	900-2 3/4	
D			

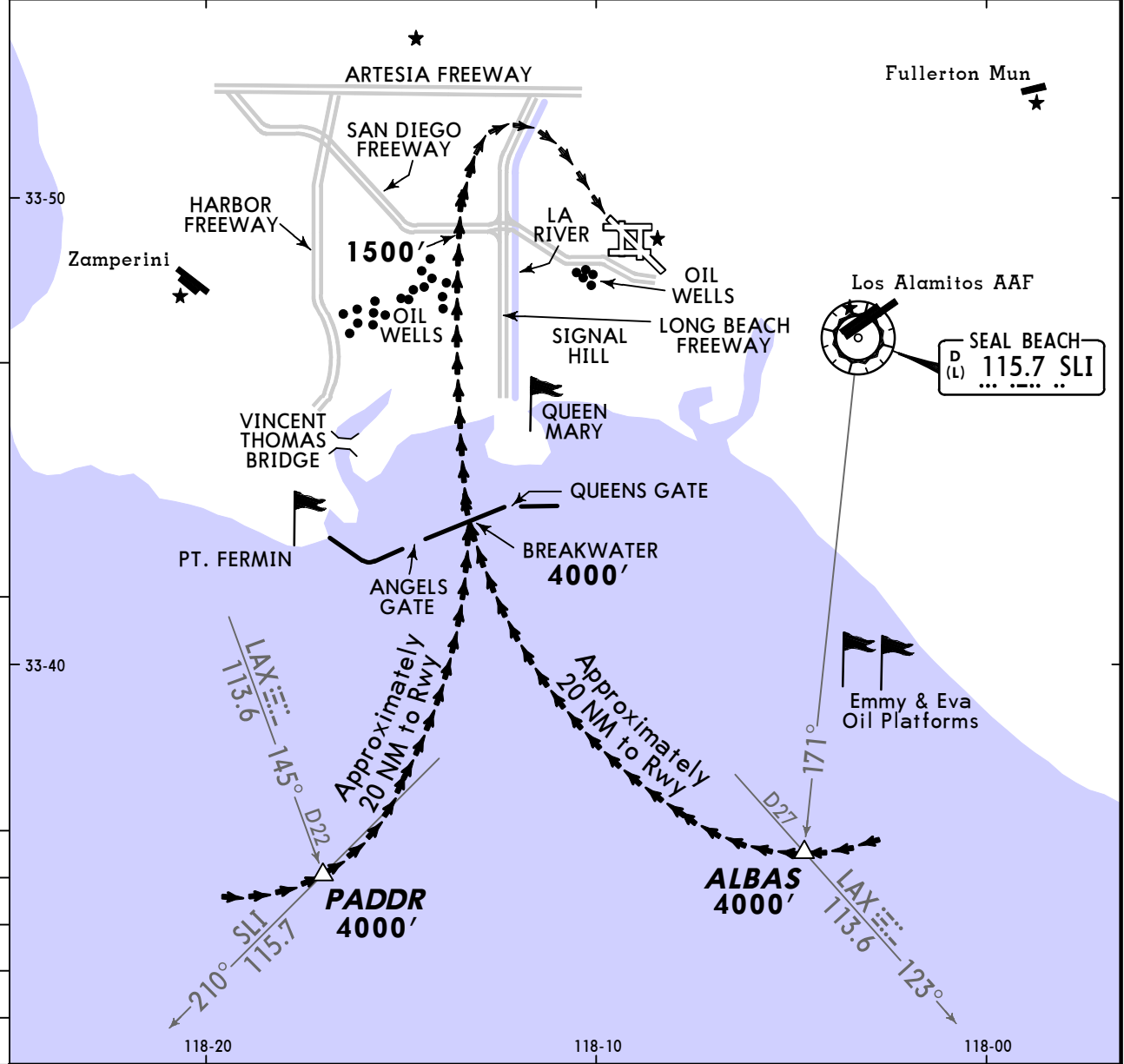
**PARKING GATE COORDINATES**

GATE No.	COORDINATES	
1 and 2	N33 49.0	W118 08.7
3 thru 6	N33 49.1	W118 08.7
8 thru 10	N33 49.2	W118 08.7
11	N33 49.3	W118 08.7

ATIS (ASOS when Twr inop)		SOCAL Approach (R)		*LONG BEACH Tower Rwy 30 Approach Rwy 12 Approach CTAF 119.4 120.5		*Ground	*Helicopter
127.75		124.65				133.0	135.8
RNAV	Final Apch Crs 256°	Mandatory Alt JILAN 3000' (2952')	RNP 0.15 DA(H) (CONDITIONAL) 352' (304')	Apt Elev 60' TDZE 48'		7700' MSA RW25R	
MISSED APCH: Climb to 1000', then climbing LEFT turn to 3000' direct ALBAS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. Procedure not authorized when tower inop. 4. For uncompensated Baro-VNAV systems, procedure not authorized below 3°C (38°F) or above 39°C (102°F). 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.4.							



ATIS (ASOS when Twr inop)		SOCAL Approach (R)		*LONG BEACH Tower Rwy 12 Approach Rwy 30 Approach 120.5 CTAF 119.4		*Ground	*Helicopter
127.75		124.65				133.0	135.8
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF		Ceiling-Vis 5000' - 10	Apt Elev 60'		
No Missed Approach procedure							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: VASI-L (angle 3.00°). 4. Pilot controlled lighting 119.4.							



	VASI-L

WEATHER MINIMUMS	
Ceiling 5000' -vis 10	

General Information

Location: Sacramento CA USA
IATA Code: MCC
Lat/Long: N38° 40.1' W121° 24.0'
Elevation: 77 ft

Airport Use: Public
Magnetic Variation: 14.1 °E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1441 Z
Sunset: 0156 Z,

Runway Information

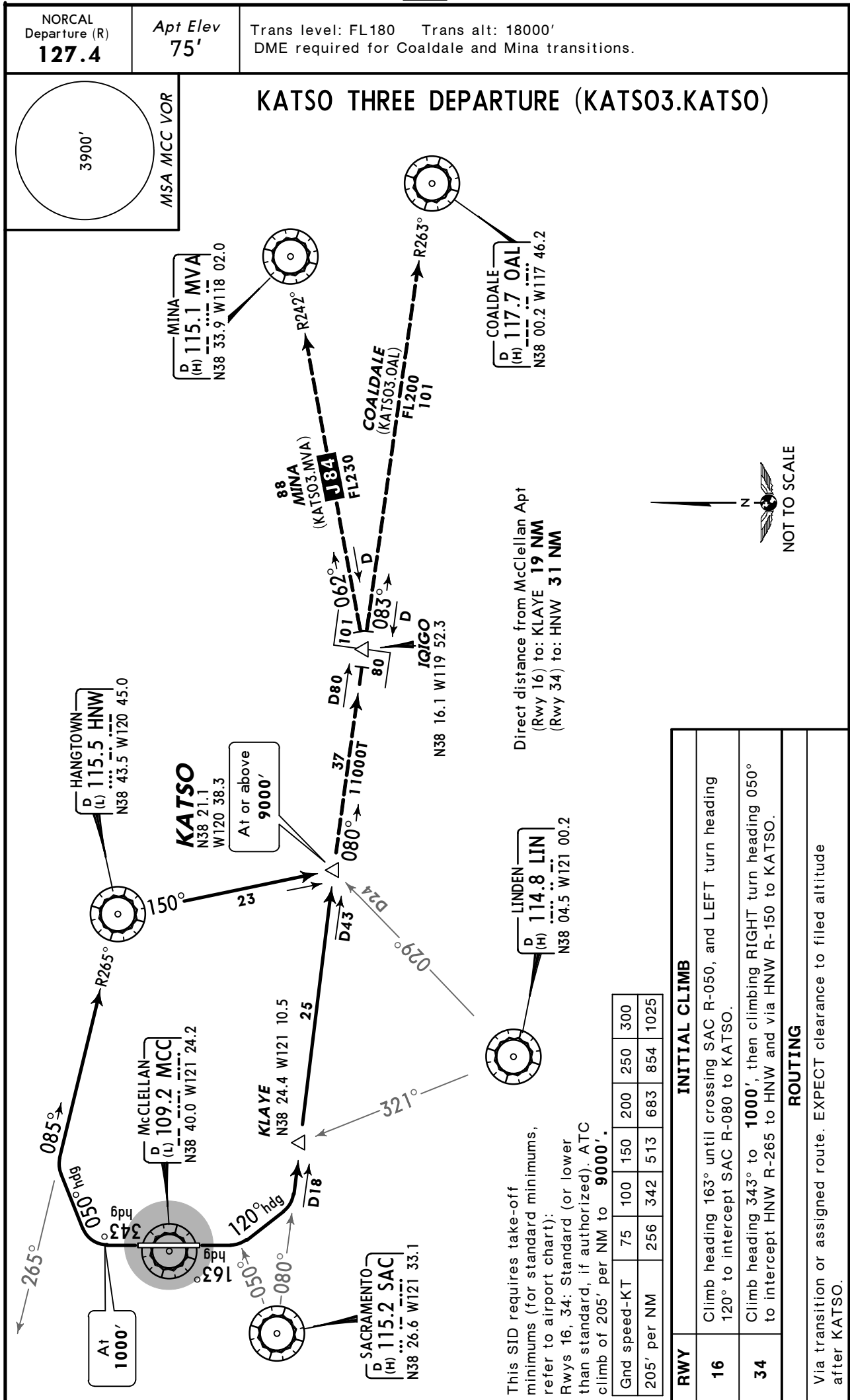
Runway: 16
Length x Width: 10600 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 77 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

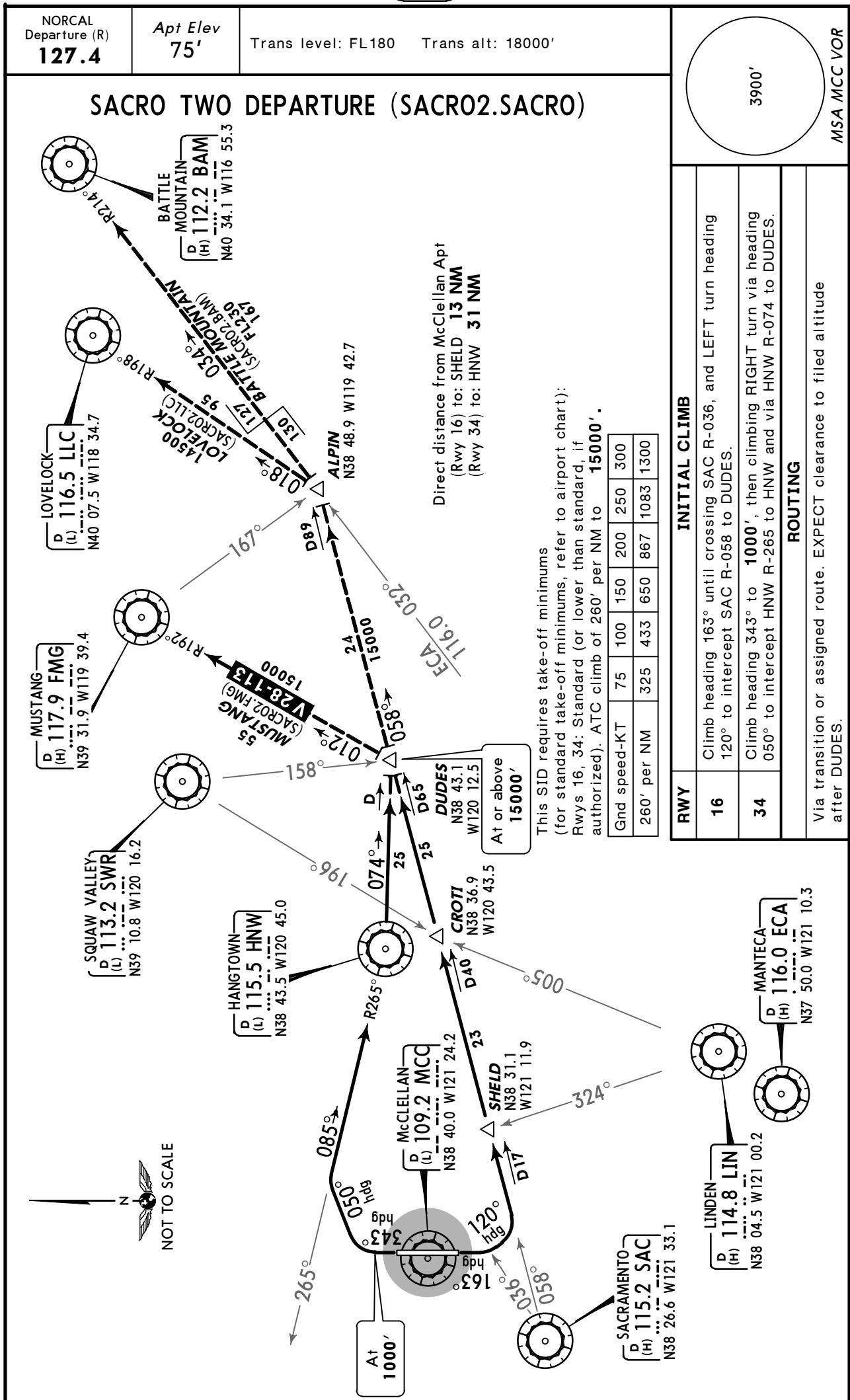
Runway: 34
Length x Width: 10600 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 72 ft
Lighting: Edge, Pilot controlled

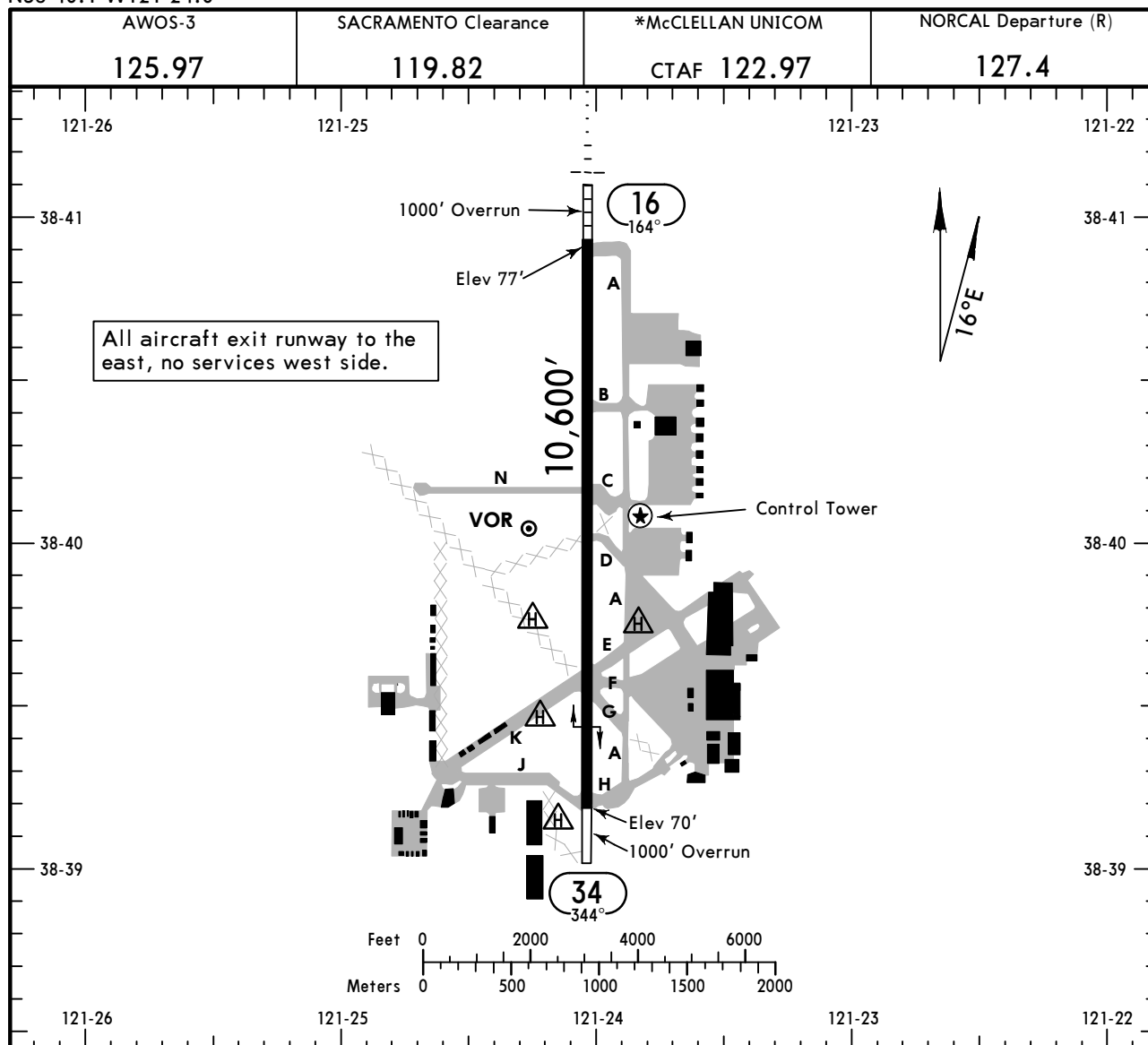
Communication Information

AWOS 125.975
MC Clellan Unicom 122.975 CTAF PCL
Norcal Clearance Delivery 119.825
Norcal Approach Control 127.4
Norcal Departure Control 127.4
USCG Comsta San Fran Radio 1120.1 Military
USCG Comsta San Fran Radio 898.4 Military
USCG Comsta San Fran Radio 569.6 Military
USCG Comsta San Fran Radio 312.3 Military

Sacramento AIR Radio 167.9





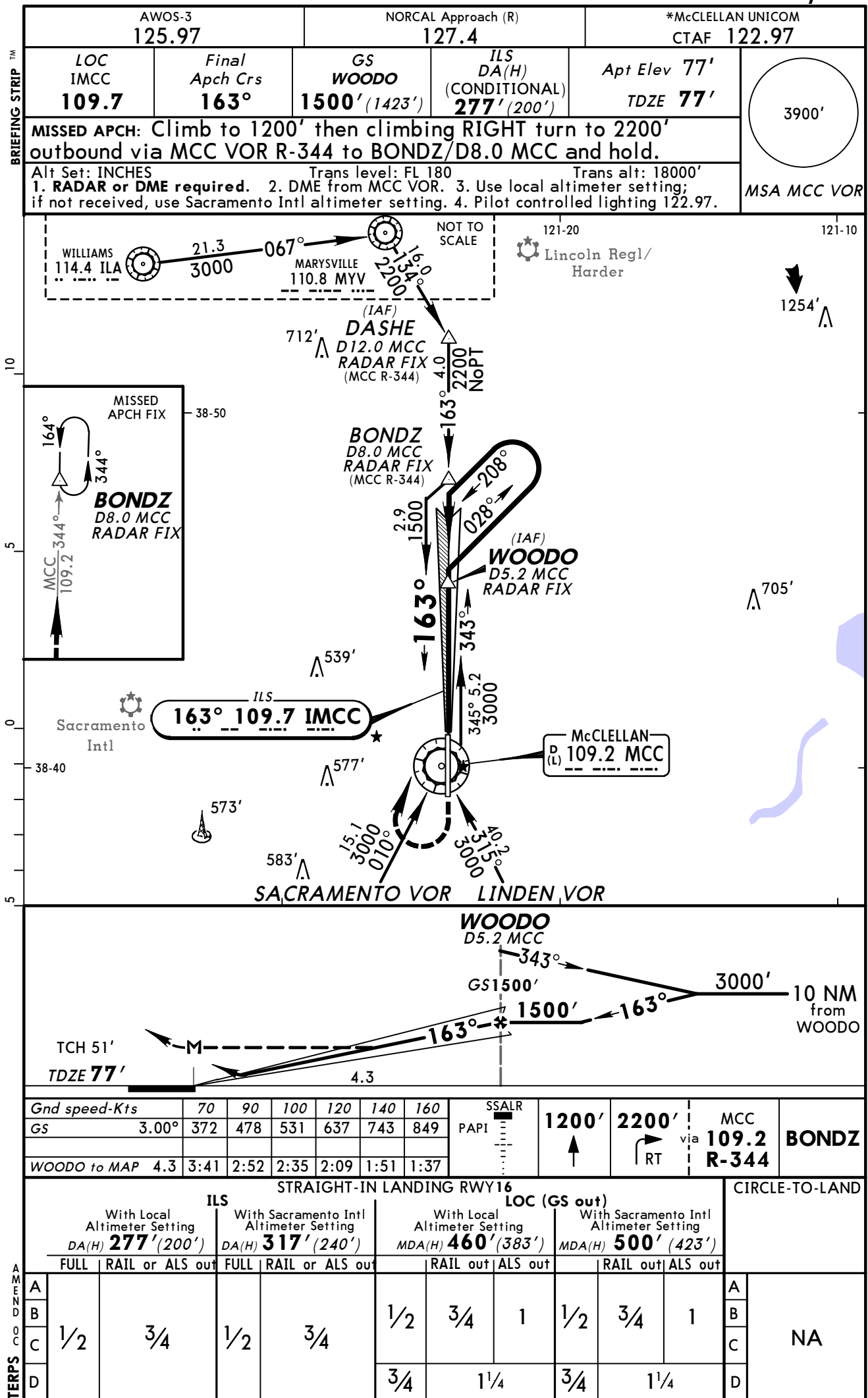


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
16 ①	③ HIRL ③ SSALR PAPI-L (angle 3.0)		9595'		150'
② 34	③ HIRL PAPI-R (angle 3.0)				

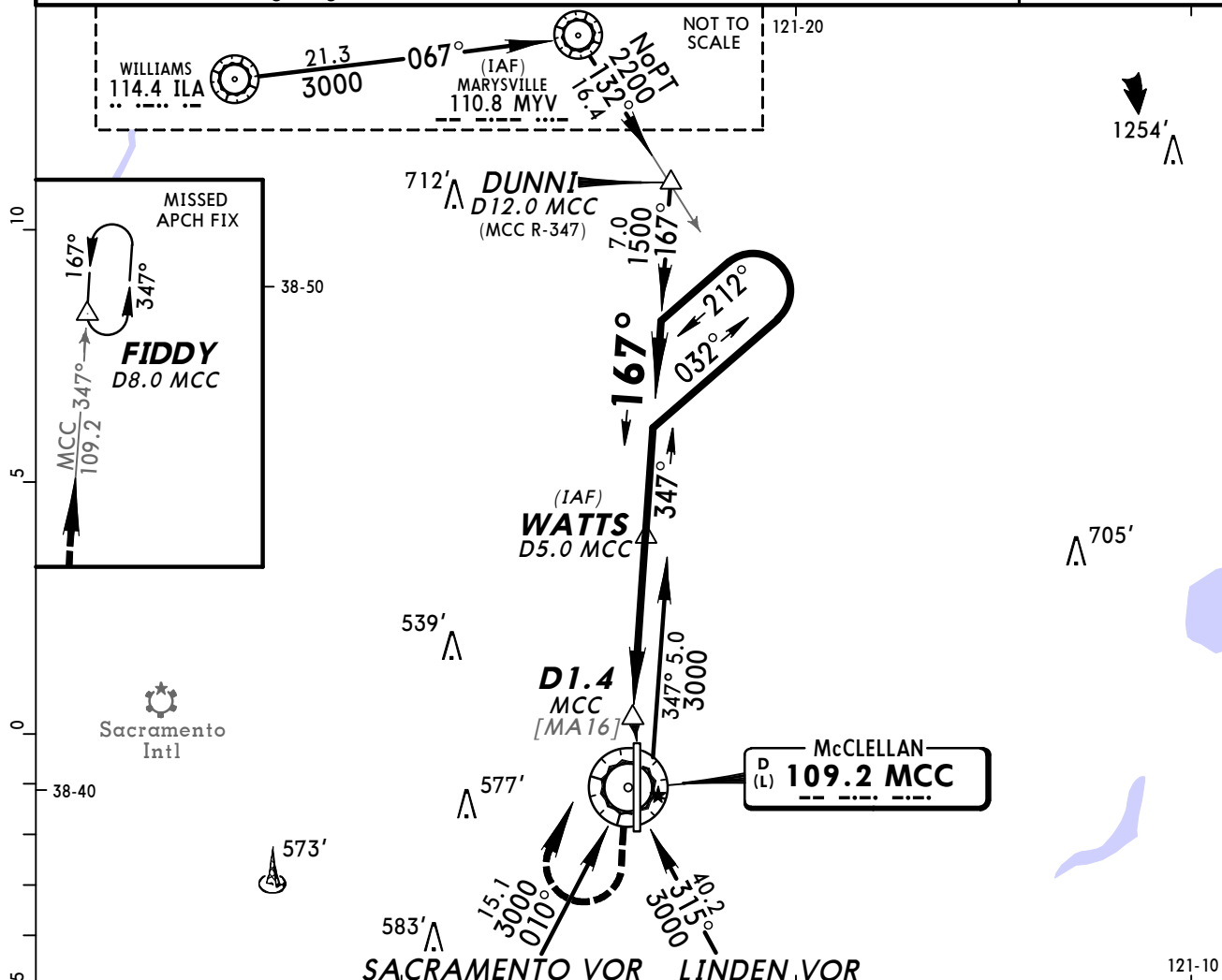
- ① Approximately 800' runway 16 grooved between 2500' and 1500' from departure end of runway.
- ② Runway 34 grooved between 3000' and 1500' from departure end of runway.
- ③ Activate on 122.97.

TAKE-OFF				FOR FILING AS ALTERNATE	
All Rwys					
Adequate Vis Ref		STD			
1 & 2 Eng	1/4	1		A	NA
3 & 4 Eng		1/2		B	
				C	
				D	

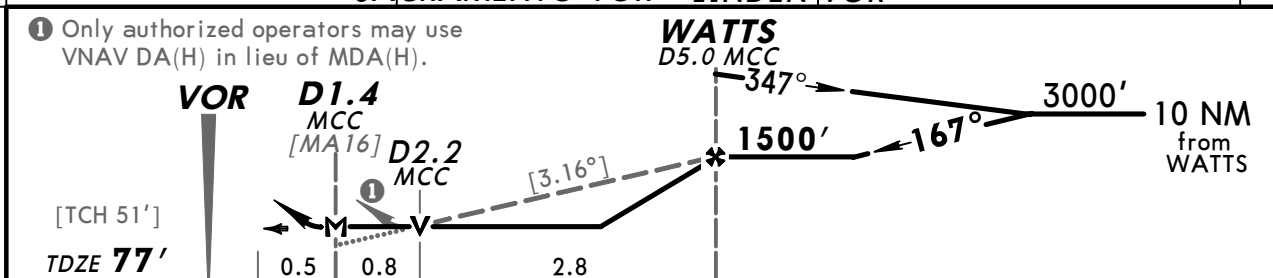


BRIEFING STRIP™

AWOS-3 125.97		NORCAL Approach (R) 127.4		*McCLELLAN UNICOM CTAF 122.97	
VOR MCC 109.2	Final Apch Crs 167°	Minimum Alt WATTS 1500' (1423')	MDA(H) (CONDITIONAL) 540' (463')	Apt Elev 77' TDZE 77'	3900' MSA MCC VOR
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 2200' outbound via MCC VOR R-347 to FIDDY/D8.0 MCC and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Sacramento Intl altimeter setting. 2. VDP not available with Sacramento Intl altimeter setting. 3. Pilot controlled lighting 122.97.					



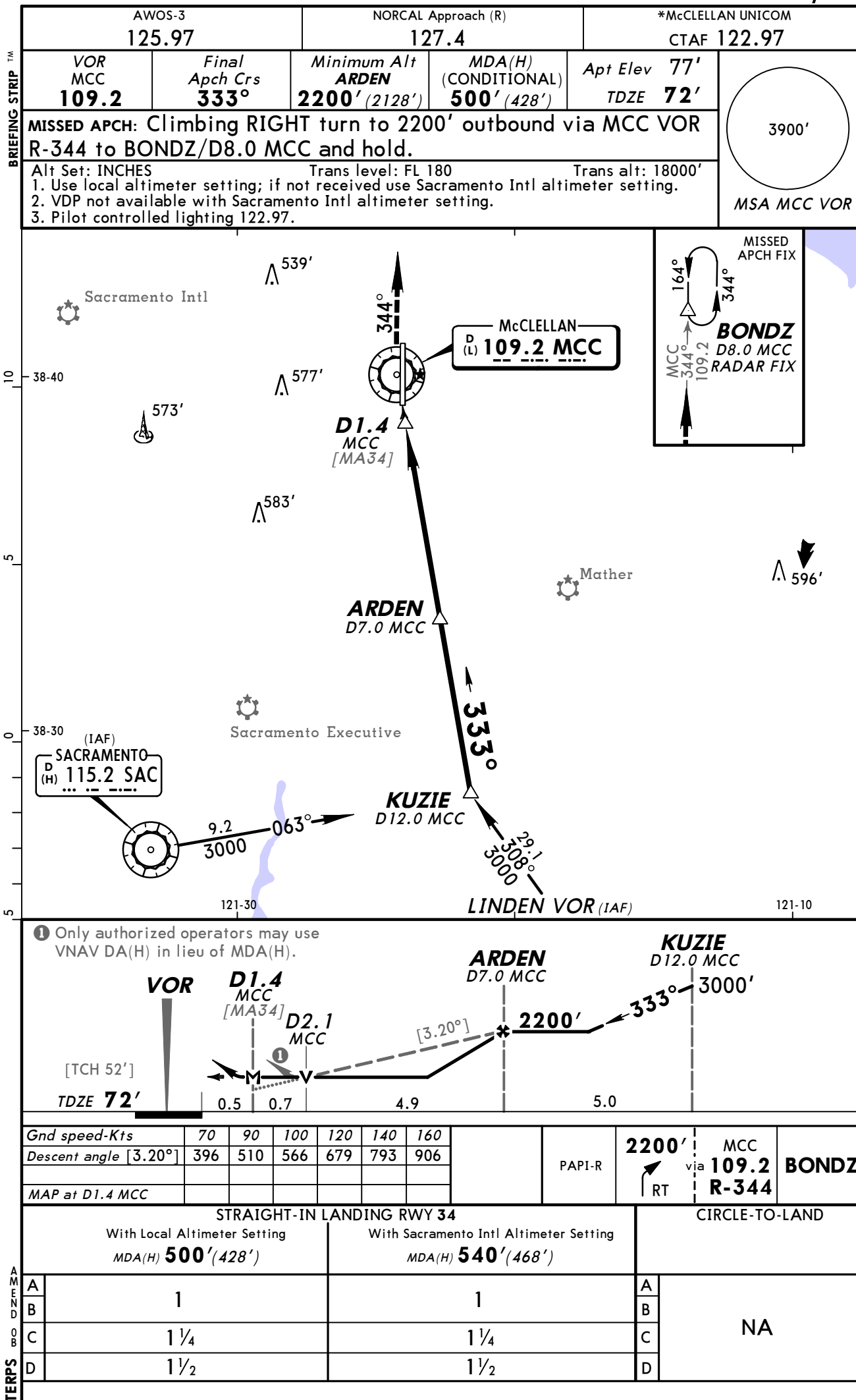
① Only authorized operators may use
 VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 	1200'	2200'	MCC	FIDDY 109.2 R-347
Descent angle [3.16°]	391	503	559	671	783	895		↑	RT	via	
MAP at D1.4 MCC											

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
With Local Altimeter Setting MDA(H) 540' (463')			With Sacramento Intl Altimeter Setting MDA(H) 580' (503')				
	RAIL out	ALS out		RAIL out	ALS out		
A	1/2	3/4	1	1/2	3/4	1	NA
B							
C	3/4	1 1/4		3/4	1 1/4		
D	1	1 1/2		1	1 1/2		

TERPS



General Information

Location: Atwater CA USA
IATA Code: MER
Lat/Long: N37° 22.8' W120° 34.1'
Elevation: 191 ft

Airport Use: Public
Magnetic Variation: 13.7°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1437 Z
Sunset: 0154 Z,

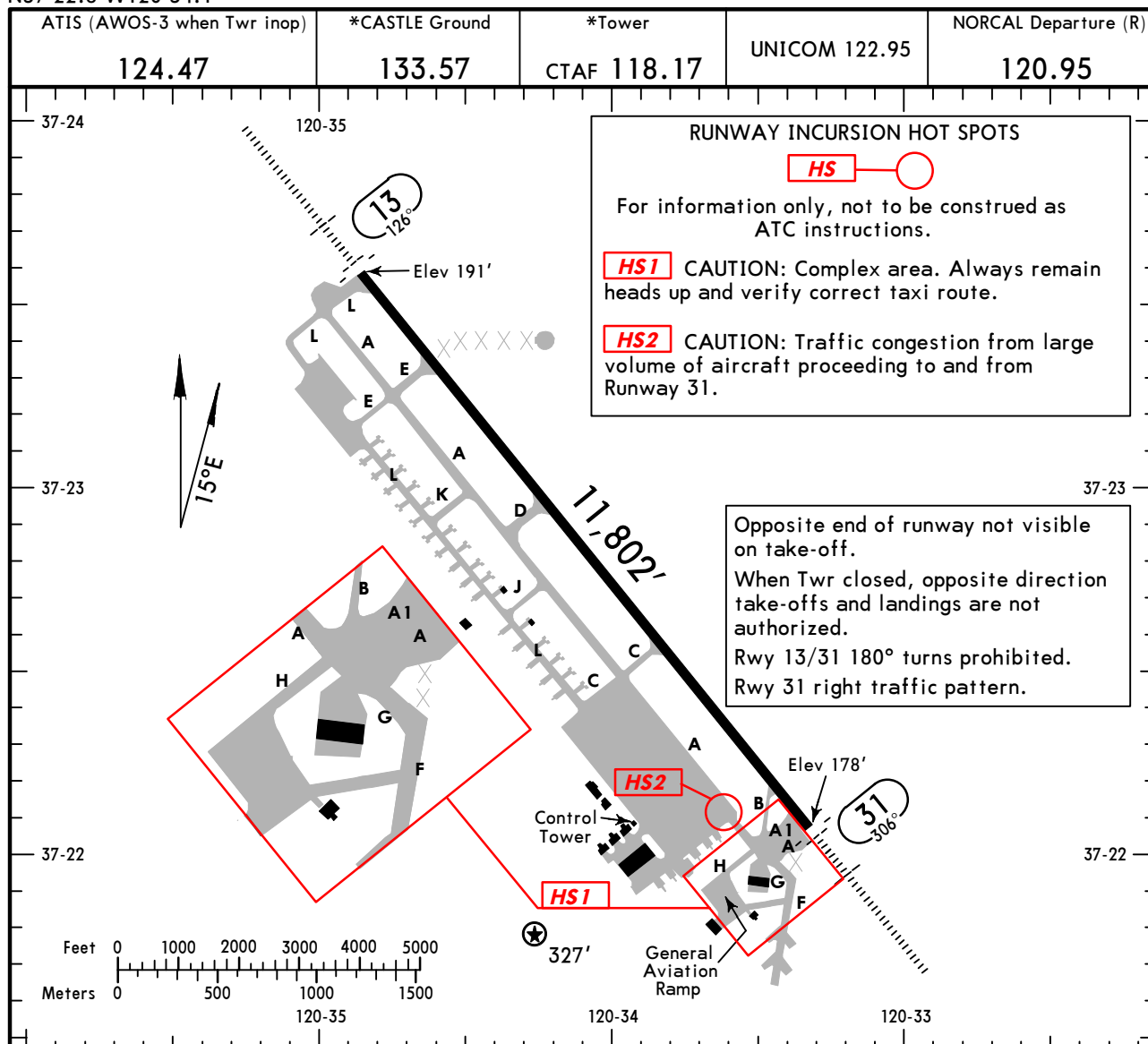
Runway Information

Runway: 13
Length x Width: 11802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 191 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 11802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 181 ft
Lighting: Edge, ALS

Communication Information

ATIS 124.475
AWOS 124.475
Castle Tower Tower 118.175 CTAF
Castle Ground Ground Control 133.575 Initial Contact
Norcal Approach Control 120.95
Norcal Departure Control 120.95
Castle Unicom Unicom 122.95
Activate Lights Only Multicom 123.0 PCL



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING	BEYOND	
			Threshold	Glide Slope	TAKE-OFF
13	31	① HIRL (non-std) ① ALSF-I PAPI-L (angle 3.0°)		10,754'	

① Activate on 123.0 when Twr inop (3 clicks on, 5 clicks increase intensity, 7 clicks off).

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE Authorized Only When Local Weather Available		
Rwy 31		Rwy 13						
Adequate Vis Ref	STD	With Min climb of 250' /NM to 2500'		For Climb In Visual Conditions				
		Adequate Vis Ref	STD					
1 & 2 Eng	1/4	1	1/4	1	2200 -3	A	ILS Rwy 31	RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 31 LOC DME Rwy 31 VOR DME Rwy 31
3 & 4 Eng	1/4	1/2	1/4	1/2				
OBSTACLE DP: Rwy 13, climb heading 126° to 2500' before turning LEFT. For climb in visual conditions: Cross Castle Airport at or above 2200' before proceeding on course.						Rwy 31, climb heading 306° to 1100' before turning RIGHT.		

KMER/MER CASTLE

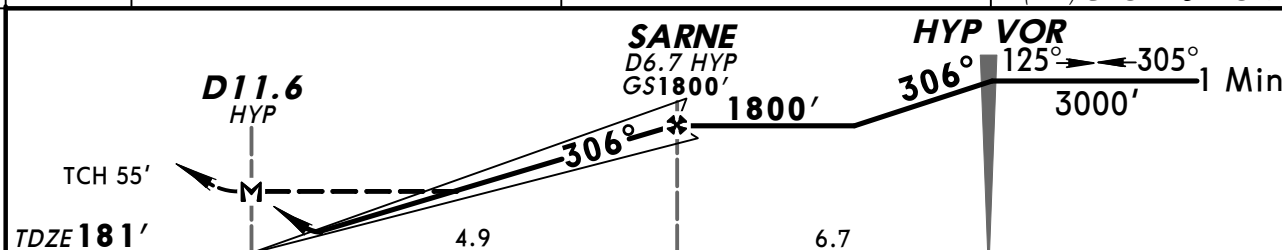
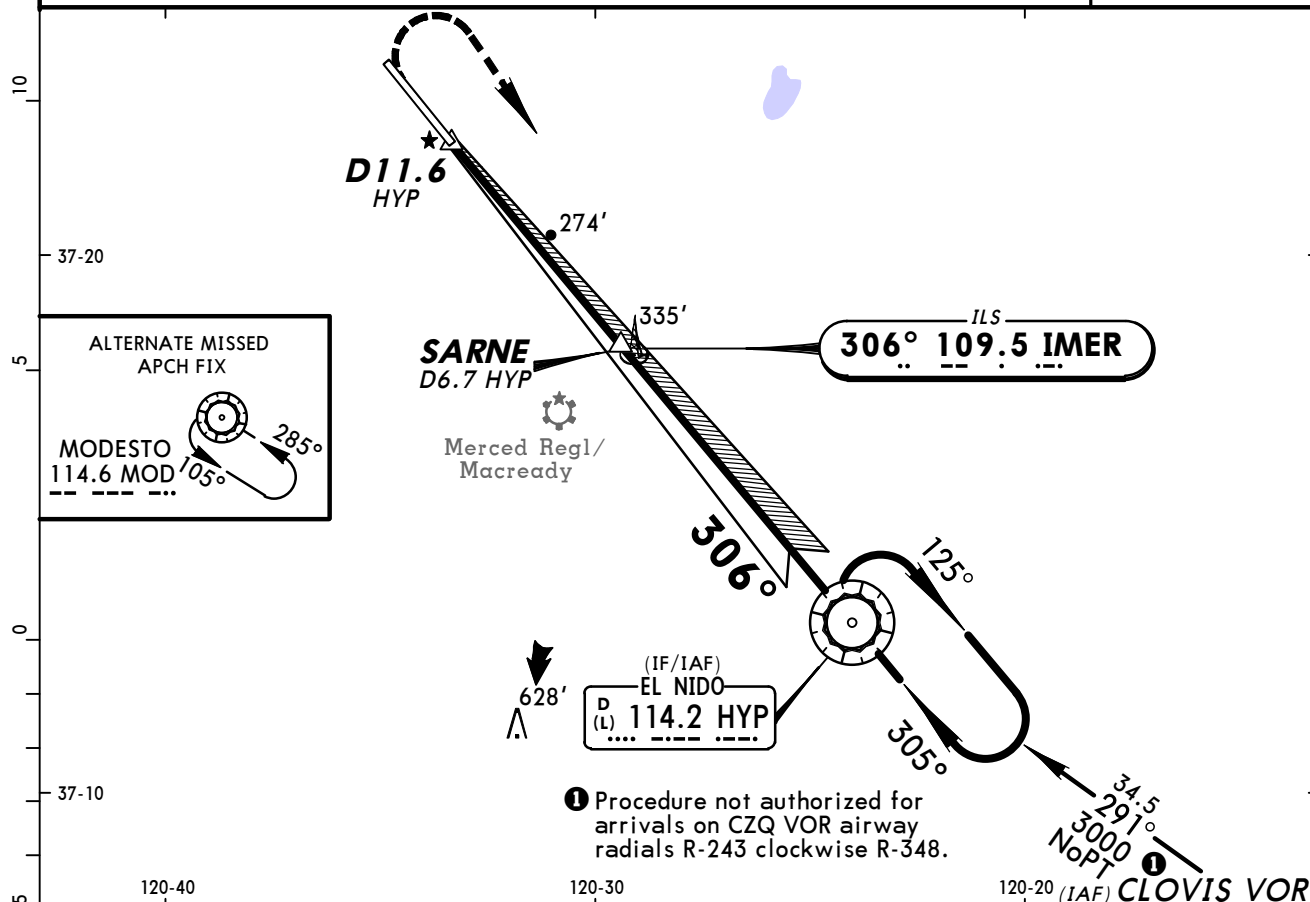
JEPPesen
9 DEC 11
Eff 15 Dec (11-1)

ATWATER, CALIF
ILS or LOC DME Rwy 31

BRIEFING STRIP

TH

ATIS (AWOS-3 when Twr inop)		NORCAL Approach (R)		*CASTLE Tower		*Ground	
124.47		120.95		CTAF 118.17		133.57	
LOC IMER 109.5	Final Apch Crs 306°	GS SARNE 1800' (1619')	ILS DA(H) (CONDITIONAL) 381' (200')	Apt Elev 191' TDZE 181'		5600' MSA HYP VOR	
MISSED APCH: Climb to 800', then climbing RIGHT turn to 3000' direct HYP VOR and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous reception of IMER and HYP DME required. 2. DME from HYP VOR. 3. Use local altimeter setting; when not received, use Merced Regl-Macready altimeter setting. 4. Pilot controlled lighting 123.0.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 800' 3000' → HYP 114.2
GS	3.00°	372	478	531	637	743	
MAP at D11.6 HYP							

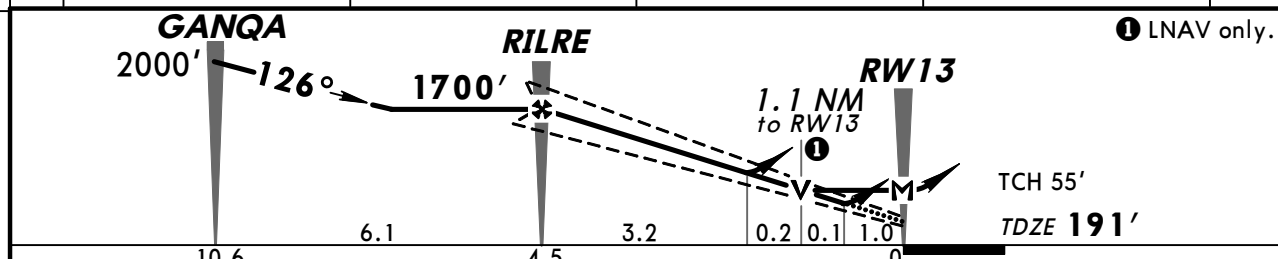
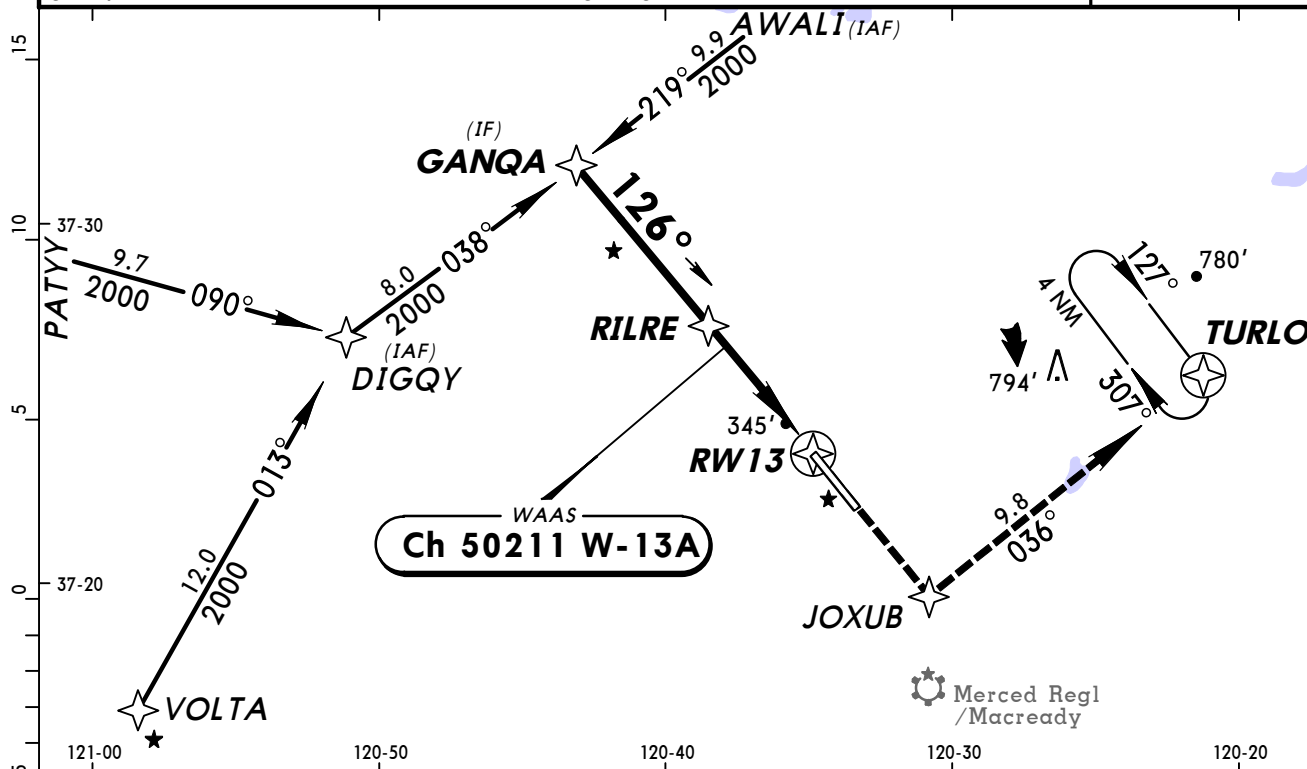
STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS 1 DA(H) 381' (200')		LOC (GS out) 2 MDA(H) 540' (359')		Not Authorized Southwest Of Rwy 13-31			
FULL		ALS out		With Local Altimeter Setting		With Merced Regl-Macready Altimeter Setting	
				Max Kts	MDA(H)	MDA(H)	
A				90	640' (449')-1	660' (469')-1	
B				120	660' (469')-1	680' (489')-1	
C	1/2	3/4	1/2	140	660' (469')-1 1/2	680' (489')-1 1/2	
D			3/4	165	760' (569')-2	780' (589')-2	

1 DA(H) 401' (220') with Merced Regl-Macready altimeter setting.
 2 MDA(H) 560' (379') with Merced Regl-Macready altimeter setting.

CHANGES: City name, chart reindexed, missed approach, rate of descent table.

© JEPPesen, 2003, 2011. ALL RIGHTS RESERVED.

ATIS (AWOS-3 when Twr inop) 124.47		NORCAL Approach (R) 120.95		*CASTLE Tower CTAF 118.17		*Ground 133.57	
WAAS Ch 50211 W-13A	Final Apch Crs 126°	Minimum Alt RILRE 1700' (1509')	LPV DA(H) (CONDITIONAL) 555' (364')	Apt Elev 191' TDZE 191'		5600' MSA RW13	
MISSED APCH: Climb to 4000' direct JOXUB and on track 036° to TURLO and hold, continue climb-in-hold to 4000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Merced Regl/Macready altimeter setting. 2. VDP not authorized when using Merced Regl/Macready altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. Baro-VNAV not authorized when using Merced Regl/Macready altimeter setting. 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 123.0.							

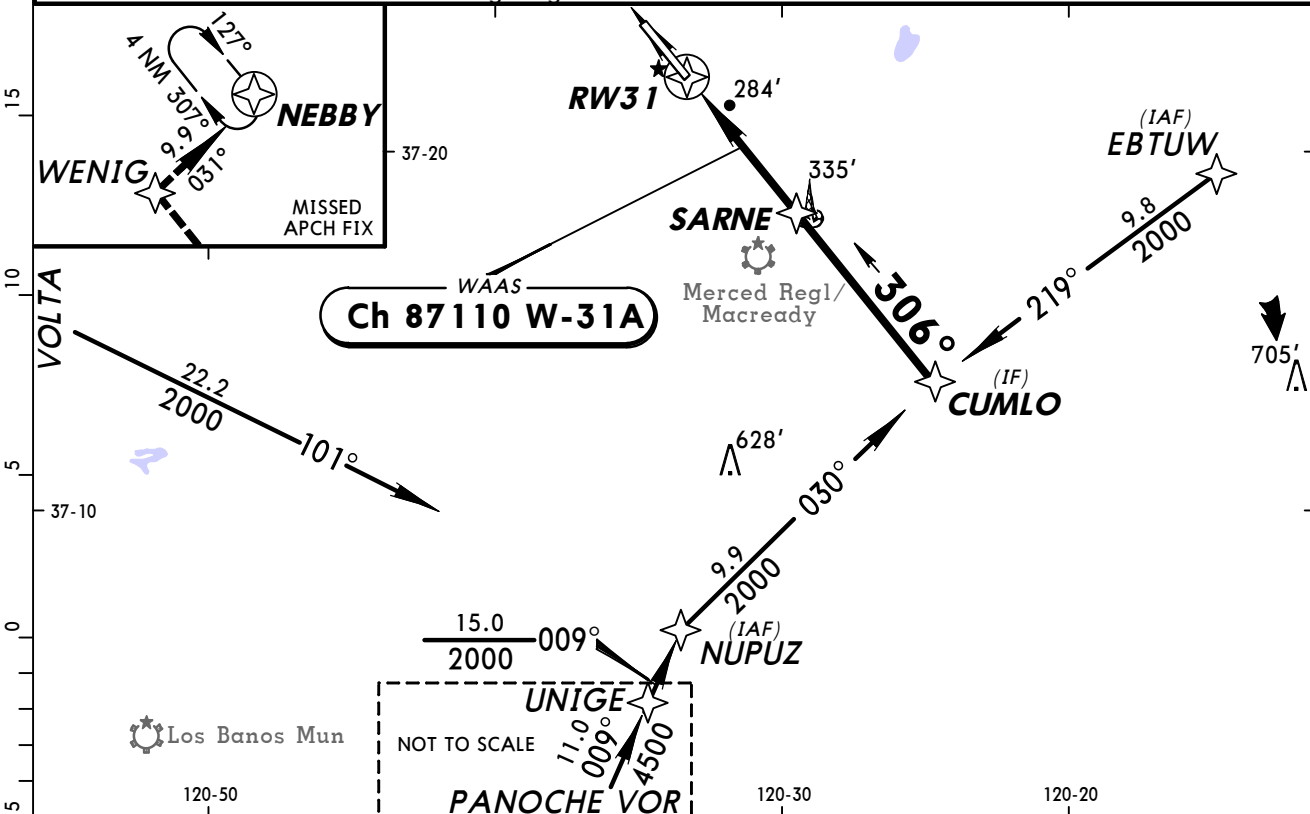


10.6		4.5					0		
Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	4000' ↑	→ JOXUB
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW13									

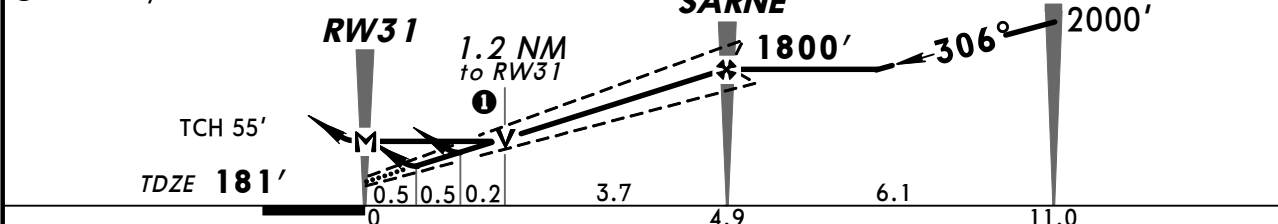
STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Not Authorized Southwest of Rwy 13-31	
DA(H) 555' (364')		With Local Altimeter Setting DA(H) 655' (464')		MDA(H) 600' (409')		With Local Altimeter Setting	
ALS out		ALS out		ALS out		MDA(H)	
A						Max Kts	
B	3/4	1 1/4	1	1 1/2	3/4	90	640' (449') - 1
C						120	660' (469') - 1
D					1	140	660' (469') - 1 1/2
						165	760' (569') - 2
With Merced Regl/Macready Altimeter Setting						With Merced Regl/Macready Altimeter Setting	
DA(H) 575' (384')		DA(H) 675' (484')		MDA(H) 620' (429')		MDA(H)	
ALS out		ALS out		ALS out			
A						Max Kts	
B	3/4	1 1/4	1 1/4	1 3/4	3/4	90	660' (469') - 1
C						120	680' (489') - 1
D					1	140	680' (489') - 1 1/2
						165	780' (589') - 2

BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop) 124.47		NORCAL Approach (R) 120.95		*CASTLE Tower CTAF 118.17		*Ground 133.57			
WAAS Ch 87110 W-31A		Final Apch Crs 306°		Minimum Alt SARNE 1800' (1619')		LPV DA(H) (CONDITIONAL) 381' (200')		Apt Elev 191' TDZE 181'	
MISSED APCH: Climb to 4000' direct WENIG and on track 031° to NEBBY and hold, continue climb-in-hold to 4000'.								5600' <	



① LNAV only.

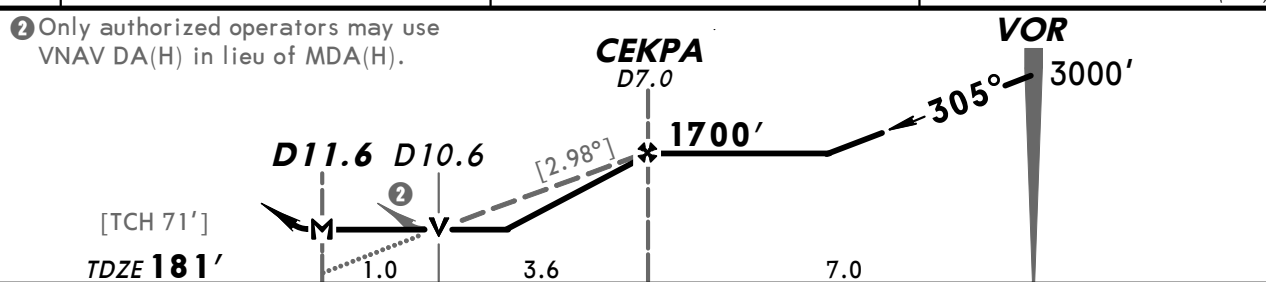
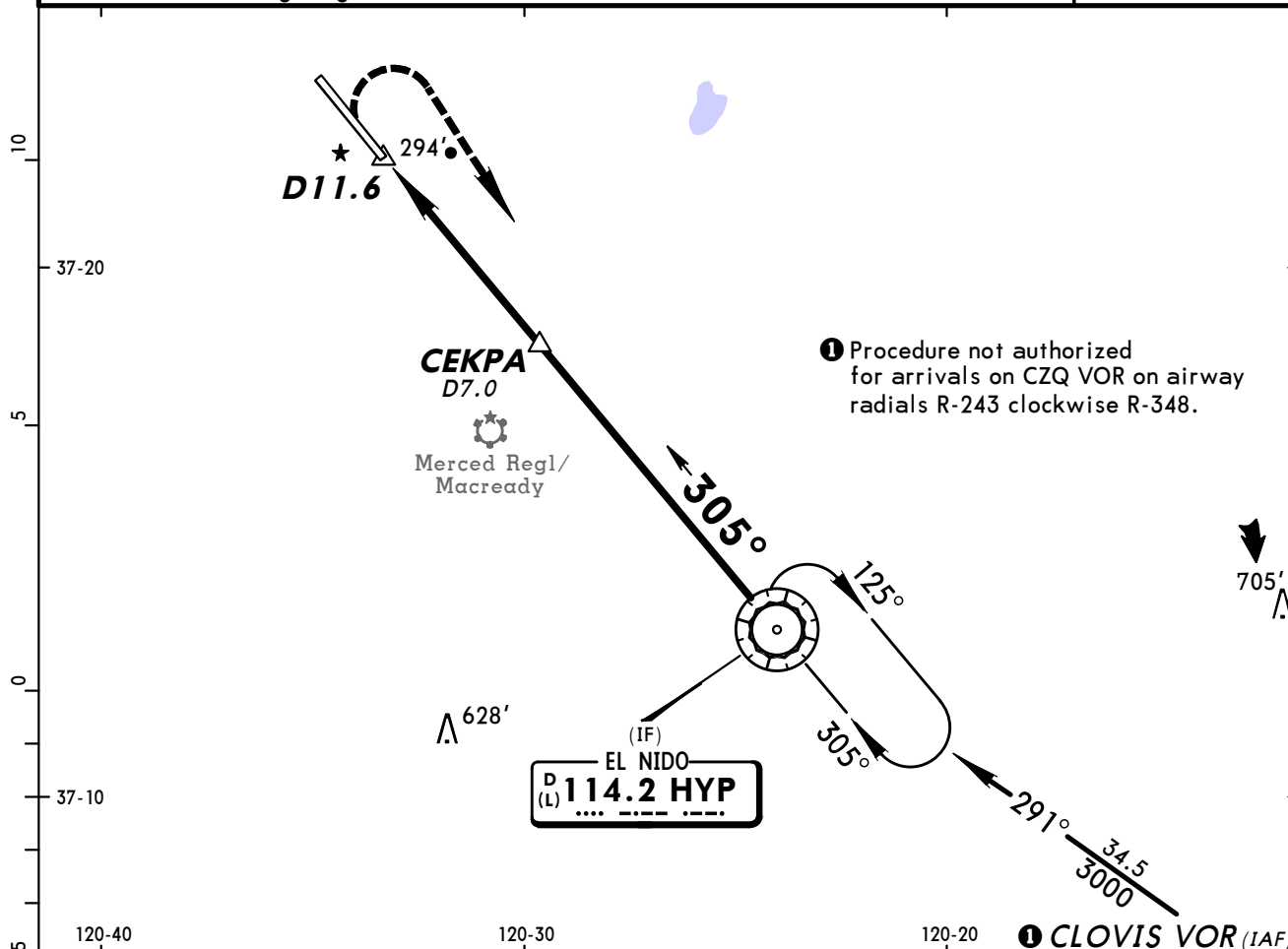


Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 4000' ↑ D→ WENIG
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW31							

STRAIGHT-IN LANDING RWY 31							CIRCLE-TO-LAND Not Authorized Southwest of Rwy 13-31	
LPV		LNAV/VNAV		LNAV				
DA(H) 381' (200')		With Local Altimeter Setting DA(H) 540' (359')		MDA(H) 640' (459')			Max Kts	With Local Altimeter Setting MDA(H)
ALS out		ALS out		ALS out				
A	1/2	3/4	3/4	1 1/4	1/2	1	90	640' (449')-1
B					3/4	1 1/4	120	660' (469')-1
C					1	1 1/2	140	660' (469')-1 1/2
D							165	760' (569')-2
With Merced Regl/Macready Altimeter Setting							Max Kts	With Merced Regl/ Macready Altimeter Setting MDA(H)
DA(H) 401' (220')		DA(H) 560' (379')		MDA(H) 660' (479')				
ALS out		ALS out		ALS out				
A	1/2	3/4	3/4	1 1/4	1/2	1	90	660' (469')-1
B					3/4	1 1/4	120	680' (489')-1
C					1	1 1/2	140	680' (489')-1 1/2
D							165	780' (589')-2

BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop) 124.47		NORCAL Approach (R) 120.95		*CASTLE Tower CTAF 118.17		*Ground 133.57	
VOR HYP 114.2	Final Apch Crs 305°	Minimum Alt CEKPA 1700' (1519')	MDA(H) (CONDITIONAL) 560' (379')	Apt Elev 191' TDZE 181'		5600' MSA HYP VOR	
MISSED APCH: Climb to 800', then climbing RIGHT turn to 3000' direct HYP VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Merced Regl/Macready altimeter setting. 2. VDP not authorized when using Merced Regl/Macready altimeter setting. 3. Pilot controlled lighting 123.0.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	800'	3000'	HYP	114.2
Descent Angle [2.98°]	369	474	527	633	738	843	PAPI	↑	RT		
MAP at D11.6											

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
MDA(H) 560' (379')		MDA(H) 580' (399')		Not Authorized Southwest of Rwy 13-31		With Local Altimeter Setting	
With Local Altimeter Setting		With Merced Regl/Macready Altimeter Setting		With Local Altimeter Setting		With Merced Regl/Macready Altimeter Setting	
ALS out		ALS out		ALS out		ALS out	
A				Max Kts			
B	1/2	1	1/2	90	640' (449')-1	660' (469')-1	
C				120	660' (469')-1	680' (489')-1	
D	1	1 1/4	1	140	660' (469')-1 1/2	680' (489')-1 1/2	
				165	760' (569')-2	780' (589')-2	

General Information

Location: Sacramento CA USA
IATA Code: MHR
Lat/Long: N38° 33.3' W121° 17.8'
Elevation: 99 ft

Airport Use: Public
Magnetic Variation: 14.1 °E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1440 Z
Sunset: 0156 Z,

Runway Information

Runway: 04L
Length x Width: 6040 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 86 ft
Lighting: Edge, Pilot controlled

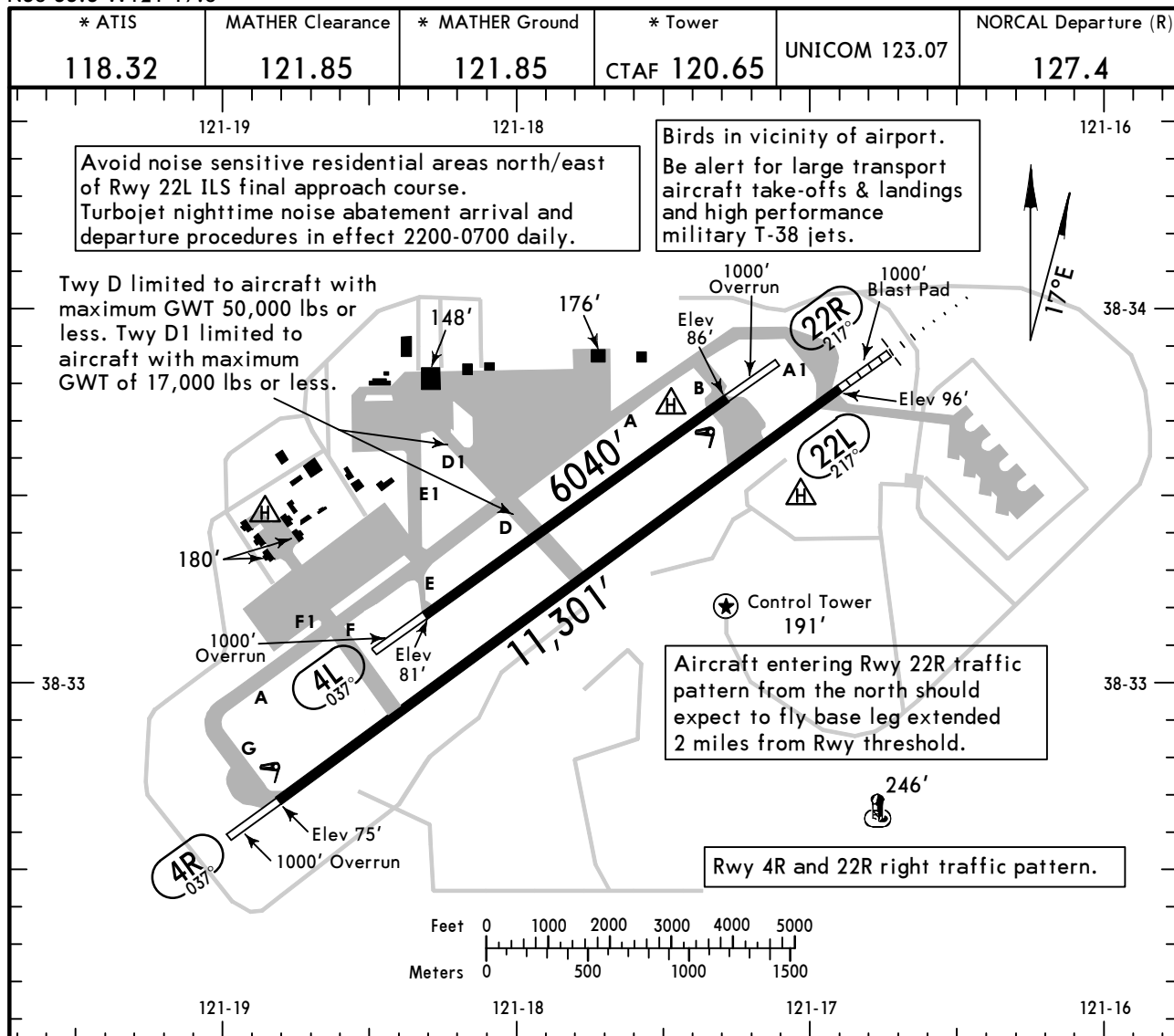
Runway: 04R
Length x Width: 11301 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 79 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

Runway: 22L
Length x Width: 11301 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 96 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 22R
Length x Width: 6040 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 94 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 118.325
Mather Tower 120.65 CTAF PCL
Mather Ground Control 121.85
Norcal Approach Control 127.4
Norcal Departure Control 127.4
Mather Unicom 123.075
Rancho Radio 122.05 RCO



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			WIDTH
	LANDING BEYOND	Threshold	TAKE-OFF	
4R ①	② HIRL (non-std) ② VASI-L			150'
22L	② HIRL (non-std) ② MALSR ② VASI-L		10,179'	
4L	② MIRL			150'
22R				

① Heavy rubber deposits first 3003' Rwy 22L; extremely slippery when wet.

② Activate on 120.65.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys	
Adequate Vis Ref	STD
1 & 2 Eng	1
3 & 4 Eng	1/2

OBSTACLE DP: Rwys 4L/R, climbing right turn direct SAC VOR. Rwys 22L/R, climb direct SAC VOR.

FOR FILING AS ALTERNATE

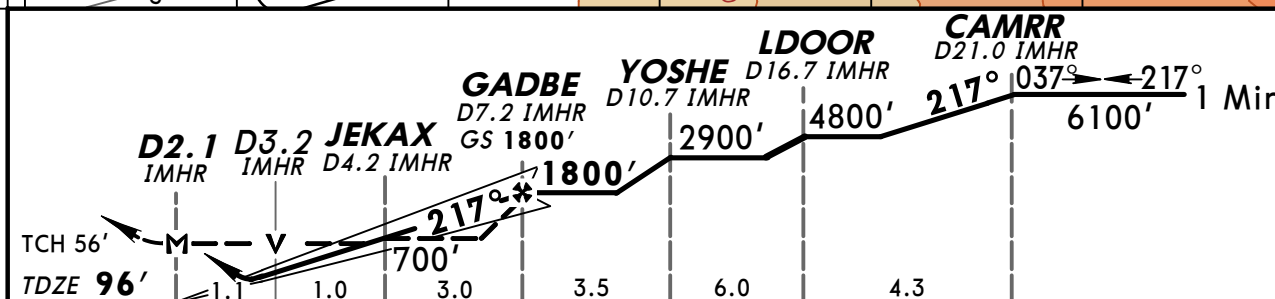
Authorized Only When Twr Operating		VOR Rwy 4R VOR DME Rwy 22L RNAV (GPS) Rwy 4R RNAV (GPS) Rwy 22L
ILS Rwy 22L	LOC DME Rwy 22L	
A		
B		
C		
D		

600-2

800-2

800-2

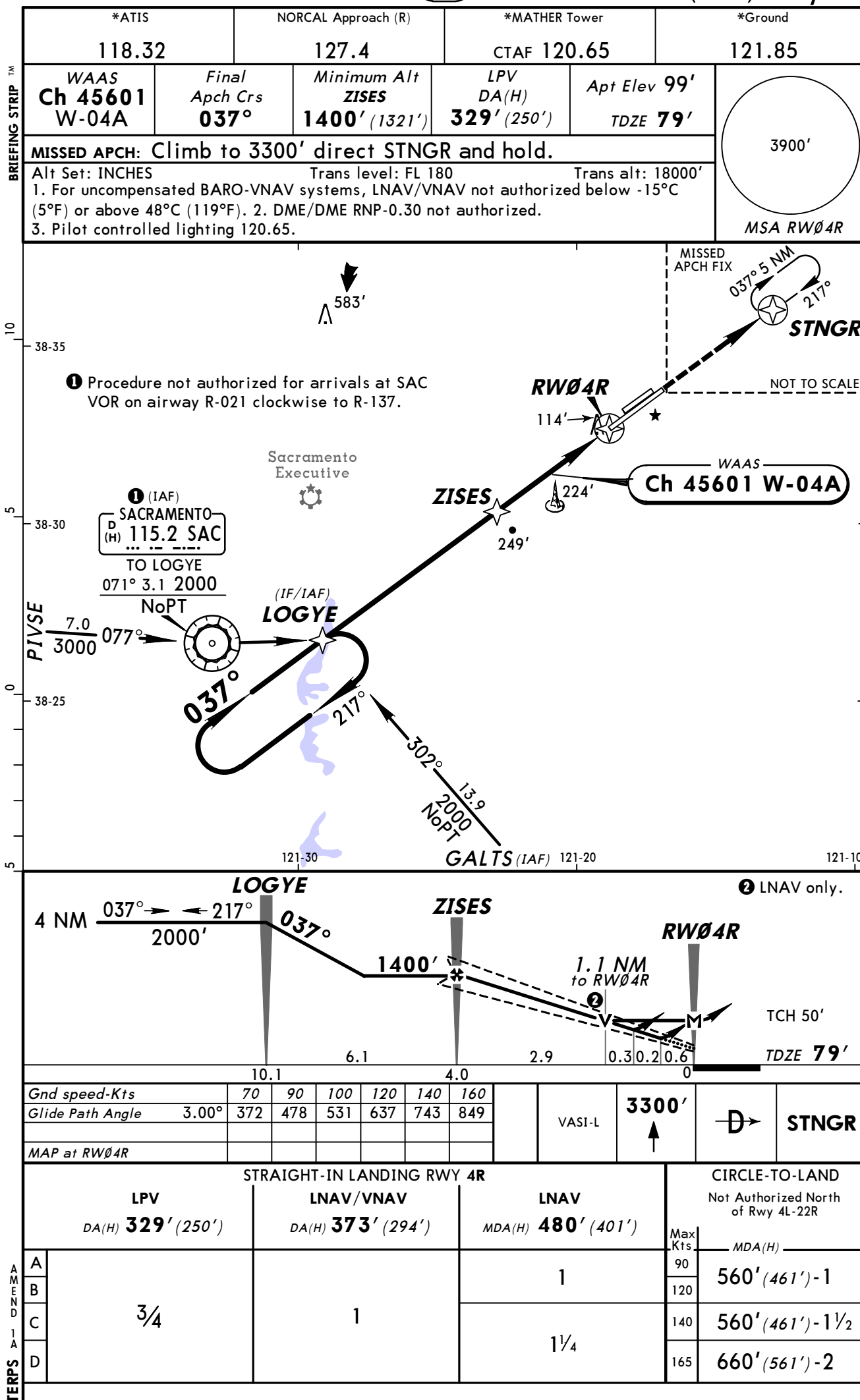
SACRAMENTO, CALIF
ILS or LOC DME Rwy 22L

[illegible]

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Gs</i> 3.00°	372	478	531	637	743	849	
<i>MAP at D2.1 IMHR</i>							

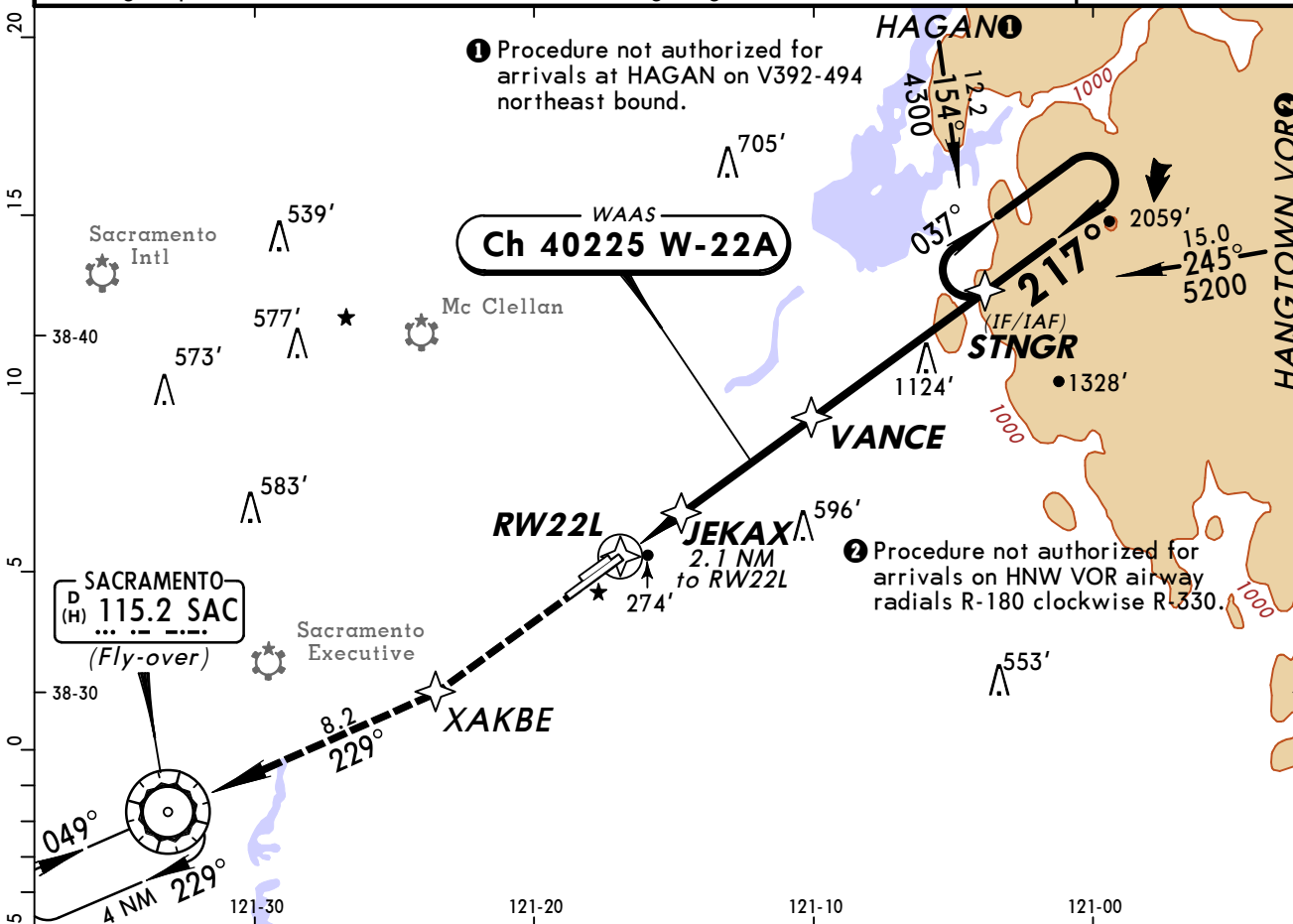
STRAIGHT-IN LANDING RWY 22L						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Not Authorized North of Rwy 4L-22R	
DA(H) 296' (200')			MDA(H) 500' (404')			MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts	
A	1/2	3/4	1/2	3/4	1	90	560' (461') - 1
B						120	
C			3/4	1 1/4	140	560' (461') - 1 1/2	
D					165		660' (561') - 2

© JEPPESEN, 1999, 2011. ALL RIGHTS RESERVED.

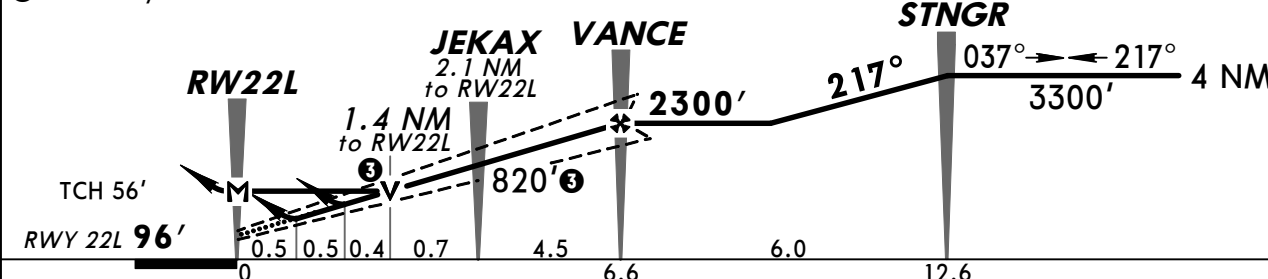


BRIEFING STRIP™

*ATIS 118.32		NORCAL Approach (R) 127.4		*MATHER Tower CTAF 120.65		*Ground 121.85
WAAS Ch 40225 W-22A	<i>Final Aptch Crs</i> 217°	<i>Minimum Alt</i> VANCE 2300' (2204')	<i>LPV DA(H)</i> 296' (200')	<i>Apt Elev</i> 99' <i>Rwy 22L</i> 96'	4200' MSA RW22L	
MISSED APCH: Climb to 3000' direct XAKBE and on track 229° to SAC VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 37°C (98°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 120.65.						



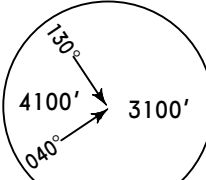
③ LNAV only.



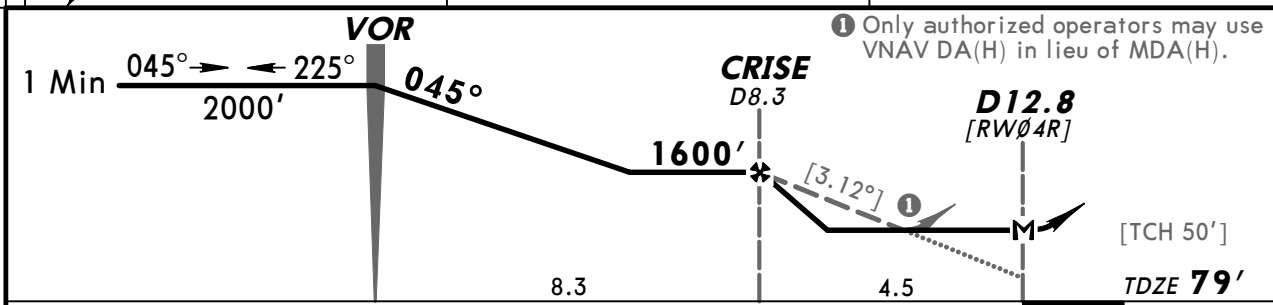
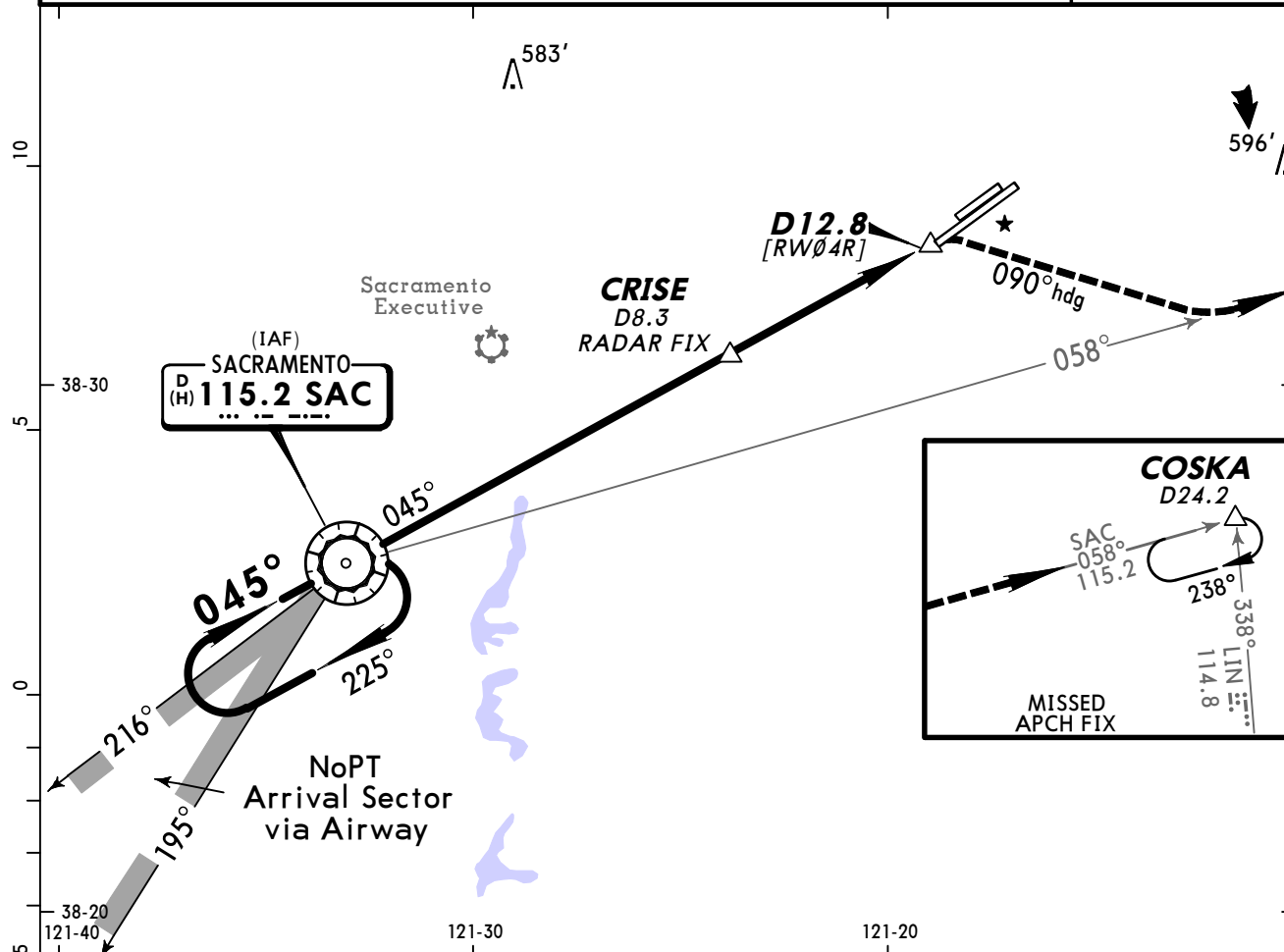
Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI 3000' ↑	D→ XAKBE
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW22L								

STRAIGHT-IN LANDING RWY 22L										CIRCLE-TO-LAND	
LPV DA(H) 296' (200')			LNAV/VNAV DA(H) 485' (389')			LNAV MDA(H) 580' (484')			Not Authorized North of Rwy 4L-22R		
RAIL out		ALS out		RAIL out	ALS out	RAIL out		ALS out	Max Kts	MDA(H)	
A	1/2	3/4	3/4	7/8	1 1/8	1/2	3/4	1	90	580' (481')-1	
B									120		
C						140	580' (481')-1 1/2				
D						165	660' (561')-2				

BRIEFING STRIP™

* ATIS		NORCAL Approach (R)		* MATHER Tower		* Ground	
118.32		127.4		CTAF 120.65		121.85	
VOR SAC 115.2	Final Apch Crs 045°	Minimum Alt CRISE 1600' (1521')	MDA(H) 560' (481')	Apt Elev 99' TDZE 79'			
MISSED APCH: Climbing RIGHT turn to 3000' via 090° heading and outbound on SAC VOR R-058 to COSKA INT/D24.2 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. Pilot controlled lighting 120.65.							

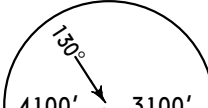
MSA SAC VOR

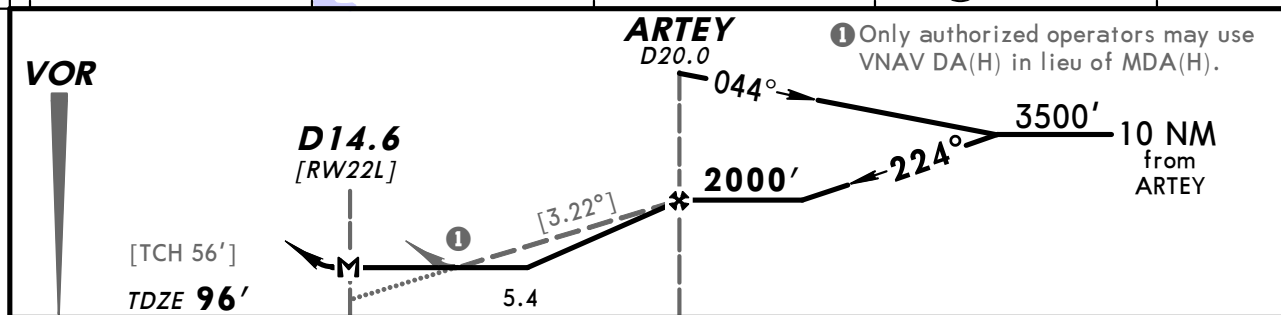
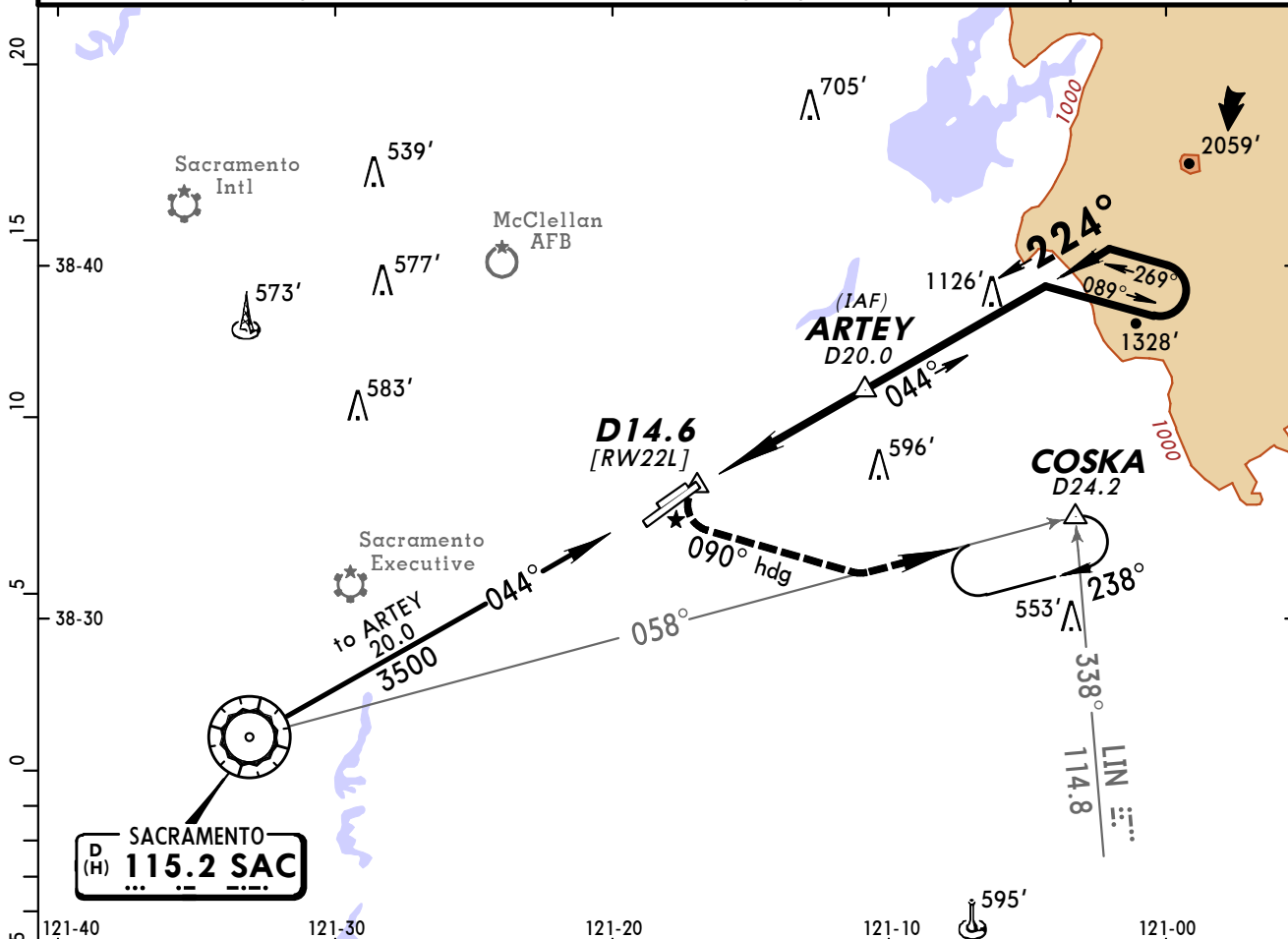


Gnd speed-Kts	70	90	100	120	140	160	VASI-L	3000' RT	via 090° hdg	SAC R-058	COSKA
Descent angle [3.12°]	386	497	552	662	773	883					
MAP at D12.8 or CRISE to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41					

STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
MDA(H) 560' (481')				Not Authorized North of Rwy 4L-22R			
A	1			Max Kts.	MDA(H)		
B				90	560' (461') - 1		
C	1 1/4			120	560' (461') - 1		
D				140	560' (461') - 1 1/2		
	1 1/2			165	660' (561') - 2		

BRIEFING STRIP™

* ATIS		NORCAL Approach (R)		* MATHER Tower		* Ground	
118.32		127.4		CTAF 120.65		121.85	
VOR SAC 115.2	Final Apch Crs 224°	Minimum Alt ARTEY 2000' (1904')	MDA(H) 740' (644')	Apt Elev 99' TDZE 96'			
MISSED APCH: Climbing LEFT turn to 3000' via 090° heading and outbound on SAC VOR R-058 to COSKA INT/D24.2 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting. 120.65.							
MSA SAC VOR							



Gnd Speed-Kts	70	90	100	120	140	160	MALSR		3000'	090°	SAC	COSKA
Descent angle [3.22°]	399	513	570	684	798	912	VASI		LT	hdg	115.2	
MAP at D14.6											R-058	

STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
MDA(H) 740' (644')				Not Authorized North of Rwy 4L-22R			
	RAIL out		ALS out	Max Kts	MDA(H)		
A	1/2		3/4	90	740' (641') - 1		
B	1/2		3/4	120	740' (641') - 1		
C	1 1/4		1 3/4	140	740' (641') - 1 3/4		
D	1 1/2		2	165	740' (641') - 2		

General Information

Location: Mojave CA USA
IATA Code: MHV
Lat/Long: N35° 03.5' W118° 09.0'
Elevation: 2801 ft

Airport Use: Public
Magnetic Variation: 12.7°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1425 Z
Sunset: 0146 Z,

Runway Information

Runway: 04
Length x Width: 3946 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 2780 ft
Stopway: 900 ft

Runway: 08
Length x Width: 7049 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2780 ft
Lighting: Edge, Pilot controlled
Stopway: 300 ft

Runway: 12
Length x Width: 12503 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2795 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 600 ft

Runway: 22
Length x Width: 3946 ft x 50 ft
Surface Type: asphalt
TDZ-Elev: 2780 ft
Stopway: 800 ft

Runway: 26
Length x Width: 7049 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2757 ft
Lighting: Edge, Pilot controlled
Stopway: 300 ft

Runway: 30
Length x Width: 12503 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2712 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 900 ft

Communication Information

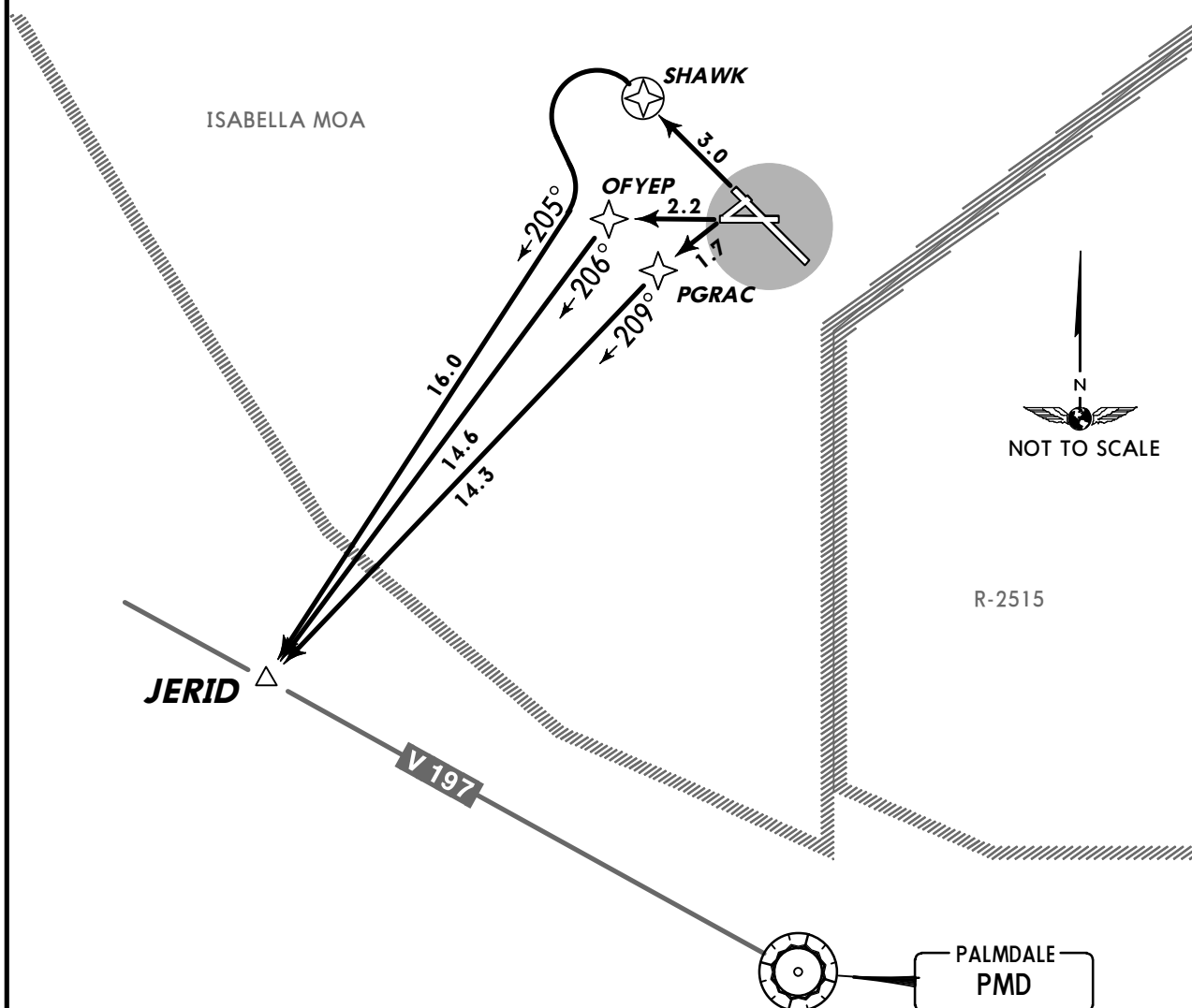
AWOS 132.225
Mojave Tower 127.6 CTAF PCL
Mojave Ground Control 123.9
Joshua Approach Control 133.65
Joshua Departure Control 133.65

JOSHUA
Departure (R)
133.65

Apt Elev
2801'

Trans level: FL 180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.

JERID FOUR RNAV DEPARTURE (JERID4.JERID)



This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 4, 8, 12: Not authorized-Restricted airspace.

Rwys 22, 26: Standard (or lower than standard, if authorized) with a minimum climb of 480' per NM to **7600'**.

Rwy 30: Standard (or lower than standard, if authorized) with a minimum climb of 497' per NM to **7000'**.

Gnd speed-KT	75	100	150	200	250	300
480' per NM	600	800	1200	1600	2000	2400
497' per NM	621	828	1243	1657	2071	2485

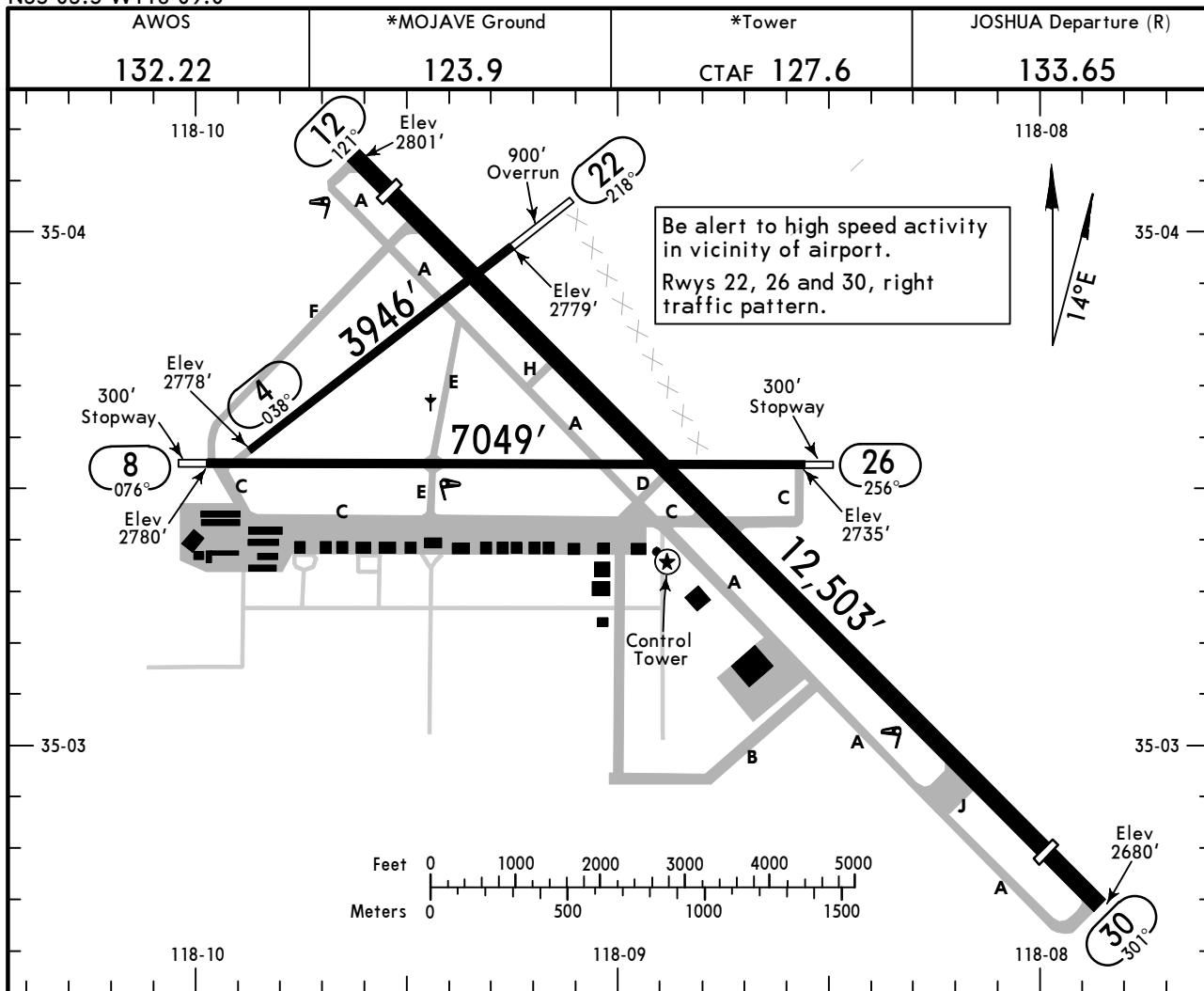
OBSTACLES

Rwy 22: Antenna on tower, 2260' from DER, 812' RIGHT of centerline, 60' AGL/2838' MSL. Sign 283' from DER, 466' RIGHT of centerline, 22' AGL/2788' MSL.

Rwy 26: Antenna on tower 1796' from DER, 614' LEFT of centerline, 59' AGL/2838' MSL. Sign 31' from DER, 340' RIGHT of centerline, 15' AGL/2788' MSL. Tree 258' from DER, 119' LEFT of centerline, 22' AGL/2788' MSL.

Rwy 30: Bush 305' from DER, 457' RIGHT of centerline 11' AGL/2817' MSL. Multiple poles 3082' from DER, 305' RIGHT of centerline, 34' AGL/2892' MSL. Trains on tracks 1413' from DER, 9' LEFT and RIGHT of centerline, 23' AGL/2845' MSL. Vehicles on road 1241' from DER, 323' LEFT and RIGHT of centerline. Terrain 91' from DER, 43' LEFT and RIGHT of centerline, 2959' MSL.

RWY	INITIAL CLIMB	ALTITUDE
22	Climb direct PGRAC, then via 209° track to JERID.	MAINTAIN 10000'
26	Climb direct OFYEP, then via 206° track to JERID.	
30	Climb direct SHAWK, then climbing LEFT turn on 205° track to JERID.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
4	22				50'
8	26	② MIRL PAPI-L (angle 3.00°)			100'
12	30	② HIRL ② REIL PAPI-L (angle 3.00°)			200'
		11,903'			
		11,603'			

① Surface: cracking, loose gravel and uneven sections. ② Activate on 127.6.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

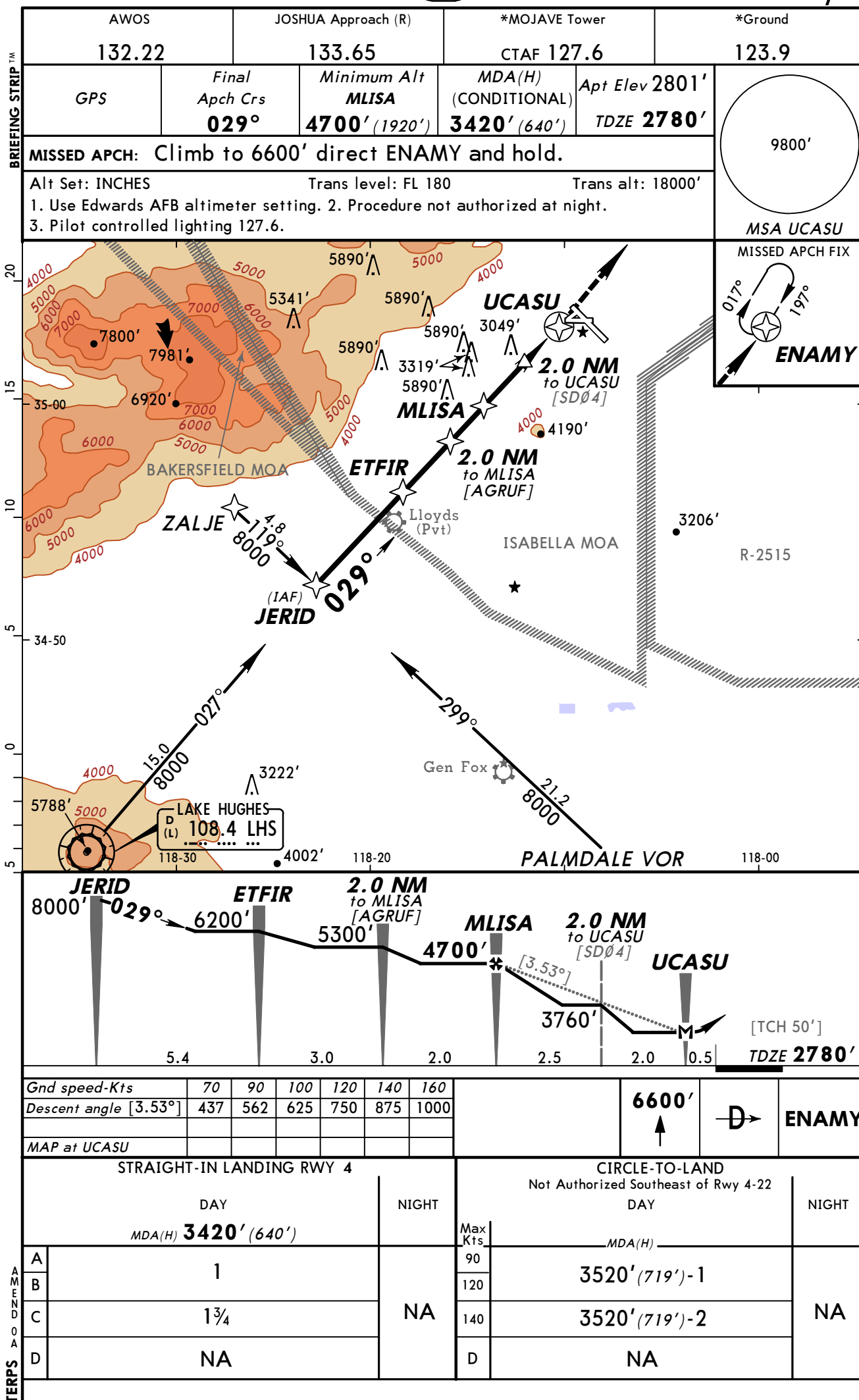
	Rwys 22, 26			Rwy 30		
	With Mim climb of 415' /NM to 6800'		For Climb in Visual Conditions	With Mim climb of 485' /NM to 6300'		For Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	4100-3	1/4	1	4100-3
3 & 4 Eng		1/2			1/2	
	Rwys 4, 8, 12				FOR FILING AS ALTERNATE	
1 & 2 Eng	NA				A	NA
					B	
					C	
					D	
3 & 4 Eng						

OBSTACLE DP: Rwy 22 - Climb to 8000' heading 218° and LHS VOR R-023 to LHS VOR, or for climb in visual conditions cross Mojave Airport southwest bound at or above 6800', then climb to 8000' on LHS VOR R-023 to LHS VOR.

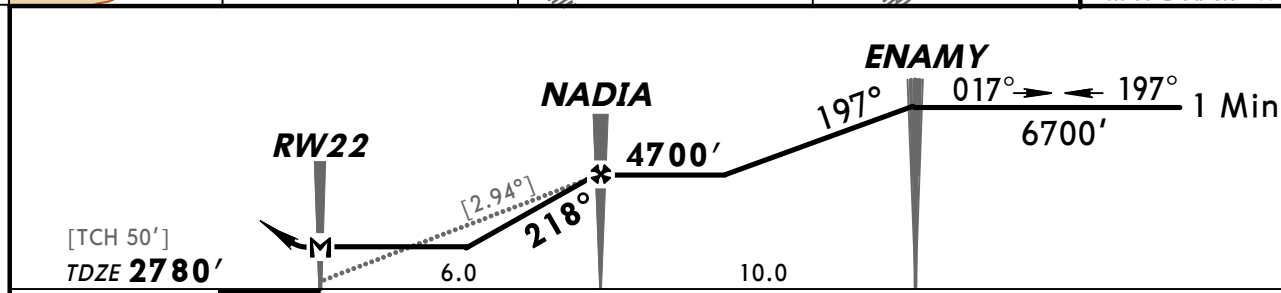
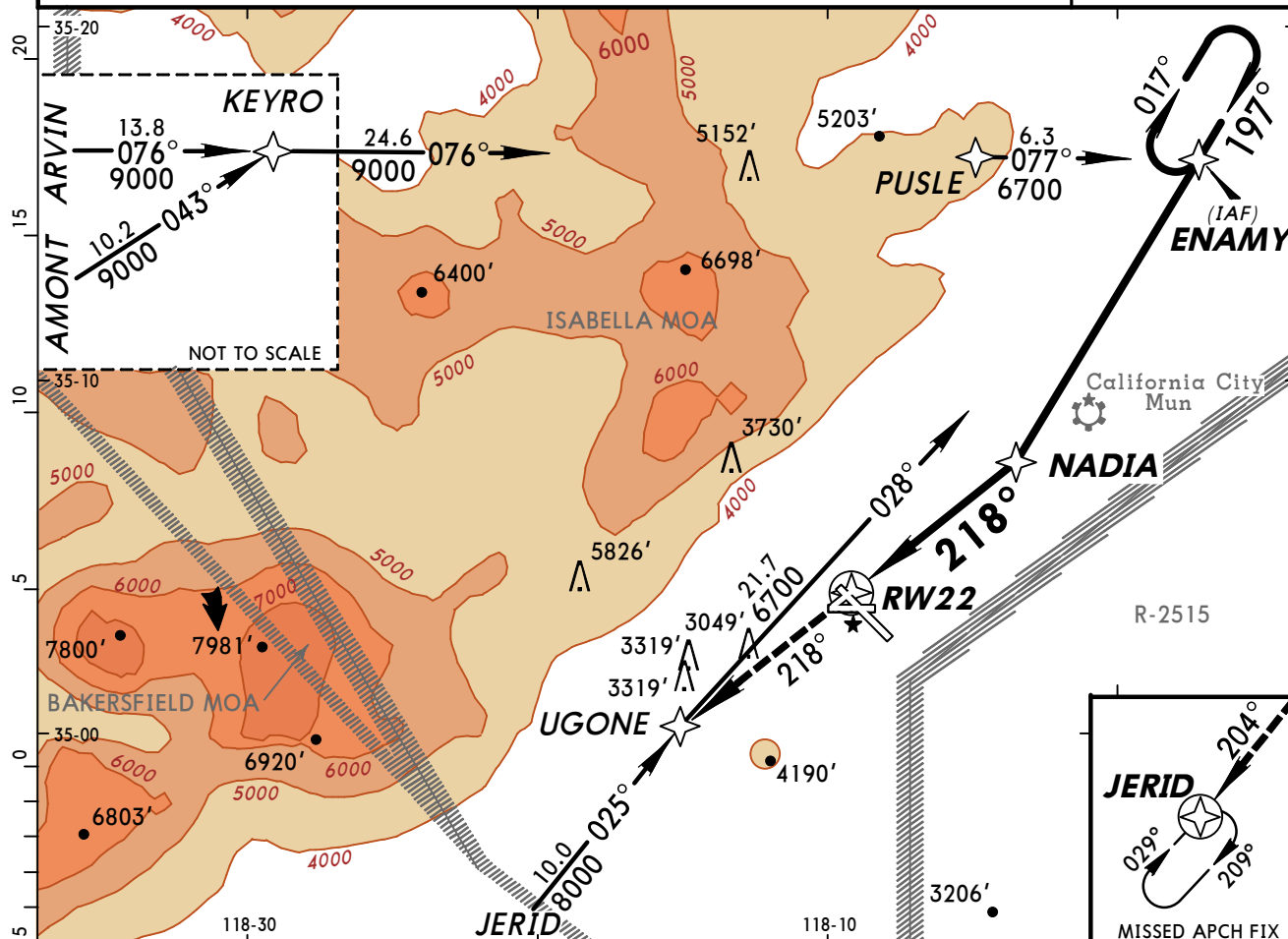
Rwy 26 - Climbing left turn to 8000' heading 218° and LHS VOR R-023 to LHS VOR, or for climb in visual

conditions cross Mojave Airport at or above 6800', then climb to 8000' on LHS VOR R-023 to LHS VOR.

Rwy 30 - Climbing left turn to 8000' heading 200° and LHS VOR R-023 to LHS VOR, or for climb in visual conditions cross Mojave Airport at or above 6800', then climb to 8000' on LHS VOR R-023 to LHS VOR.



AWOS 132.22	JOSHUA Approach (R) 133.65	*MOJAVE Tower CTAF 127.6	*Ground 123.9
GPS	Final Apch Crs 218°	Minimum Alt NADIA 4700' (1920')	MDA(H) (CONDITIONAL) 3820' (1040')
Apt Elev 2801' TDZE 2780'			
MISSED APCH: Climb to 8600' via course 218° to UGONE then via course 204° to JERID and hold.			
Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. Use Edwards AFB altimeter setting. 2. Procedure not authorized at night. 3. Pilot controlled lighting 127.6.			
9800' MSA RW22			



Gnd speed-Kts	70	90	100	120	140	160	8600' ↑ via 218° UGONE	
Descent angle [2.94°]	364	468	520	624	728	832		
MAP at RW22								

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
DAY			NIGHT	Not Authorized Southeast of Rwy 4-22			NIGHT
MDA(H) 3820' (1040')				DAY			
A	1 1/4			NA	Max Kts	MDA(H)	NA
B	1 1/2				90	3820' (1019')- 1 1/4	
C	3				120	3820' (1019')- 1 1/2	
D	NA				140	3820' (1019')- 3	
NA				D	NA		

General Information

Location: Mammoth Lakes CA USA

IATA Code: MMH

Lat/Long: N37° 37.4' W118° 50.3'

Elevation: 7135 ft

Airport Use: Public

Magnetic Variation: 13.4 °E

Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure

Repair Types: Minor Airframe

Customs: No

Airport Type: IFR

Landing Fee: Yes

Control Tower: No

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 872 ft AGL

Sunrise: 1430 Z

Sunset: 0147 Z,

Runway Information

Runway: 09

Length x Width: 7000 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 7135 ft

Lighting: Edge, Pilot controlled

Runway: 27

Length x Width: 7000 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 7097 ft

Lighting: Edge, REIL, Pilot controlled

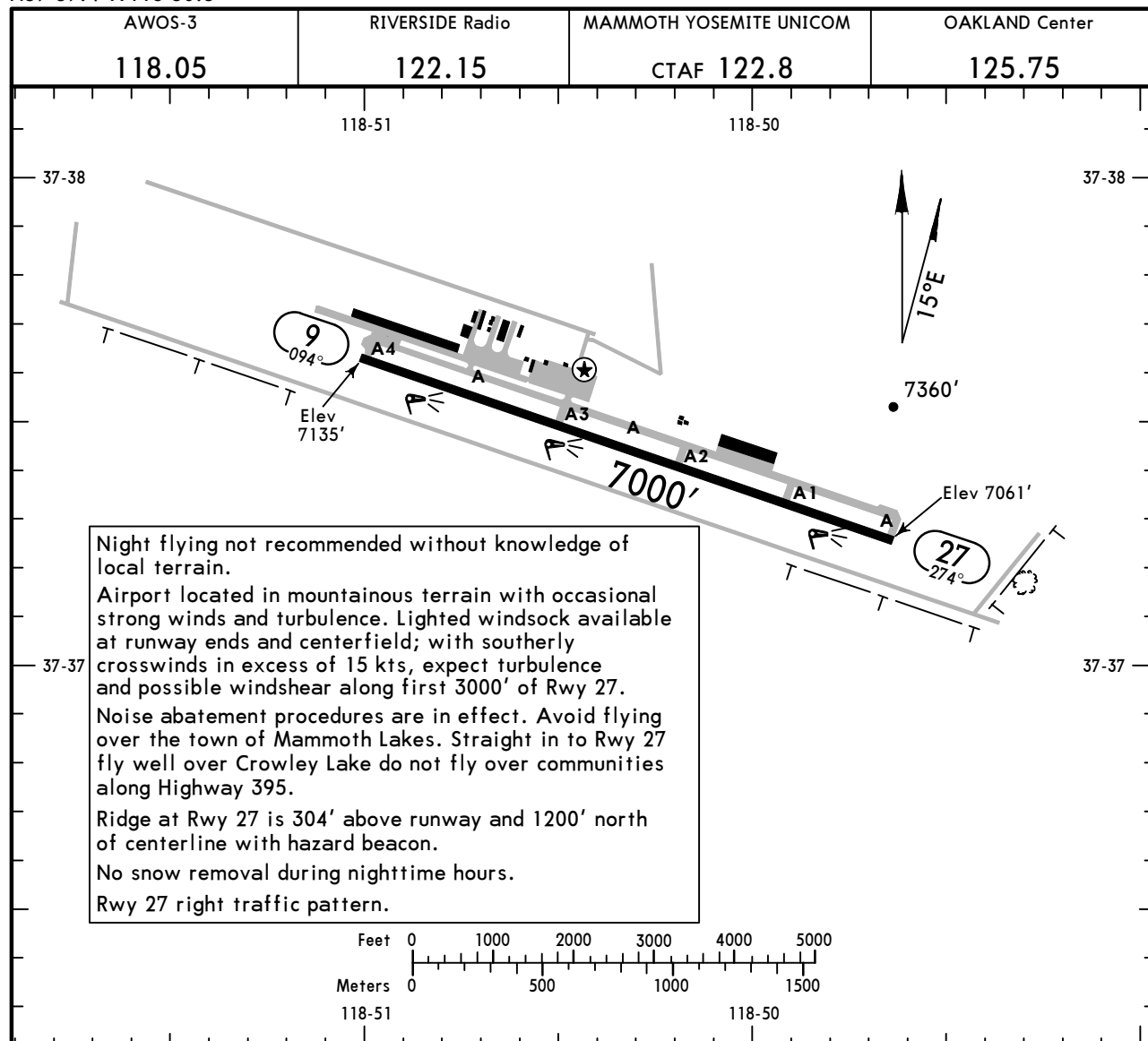
Communication Information

AWOS 118.05

Mammoth Yosemite Unicom 122.8 CTAF PCL

Riverside Flight Service Station 122.15 RCO

Oakland Center 125.75 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
9	① MIRL grooved				100'
27	① MIRL ① REIL PAPI-L (angle 3.00°) grooved				

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TIRE OFF & CLOWELL DEPARTURE PROCEDURE							AS ALTERNATE	
		Rwy 9		Rwy 27				
		With Mim climb of 400'/NM to 10700'		DAY		NIGHT		
				With Mim climb of 590'/NM to 12200'				
		Adequate Vis Ref	STD	Adequate Vis Ref	STD		RNAV (GPS) Rwy 27	
1 & 2 Eng	1/4	1	1/4	1	NA	A	1300-2	
3 & 4 Eng		1/2		1/2		B		
							C	1300-3
						D	NA	

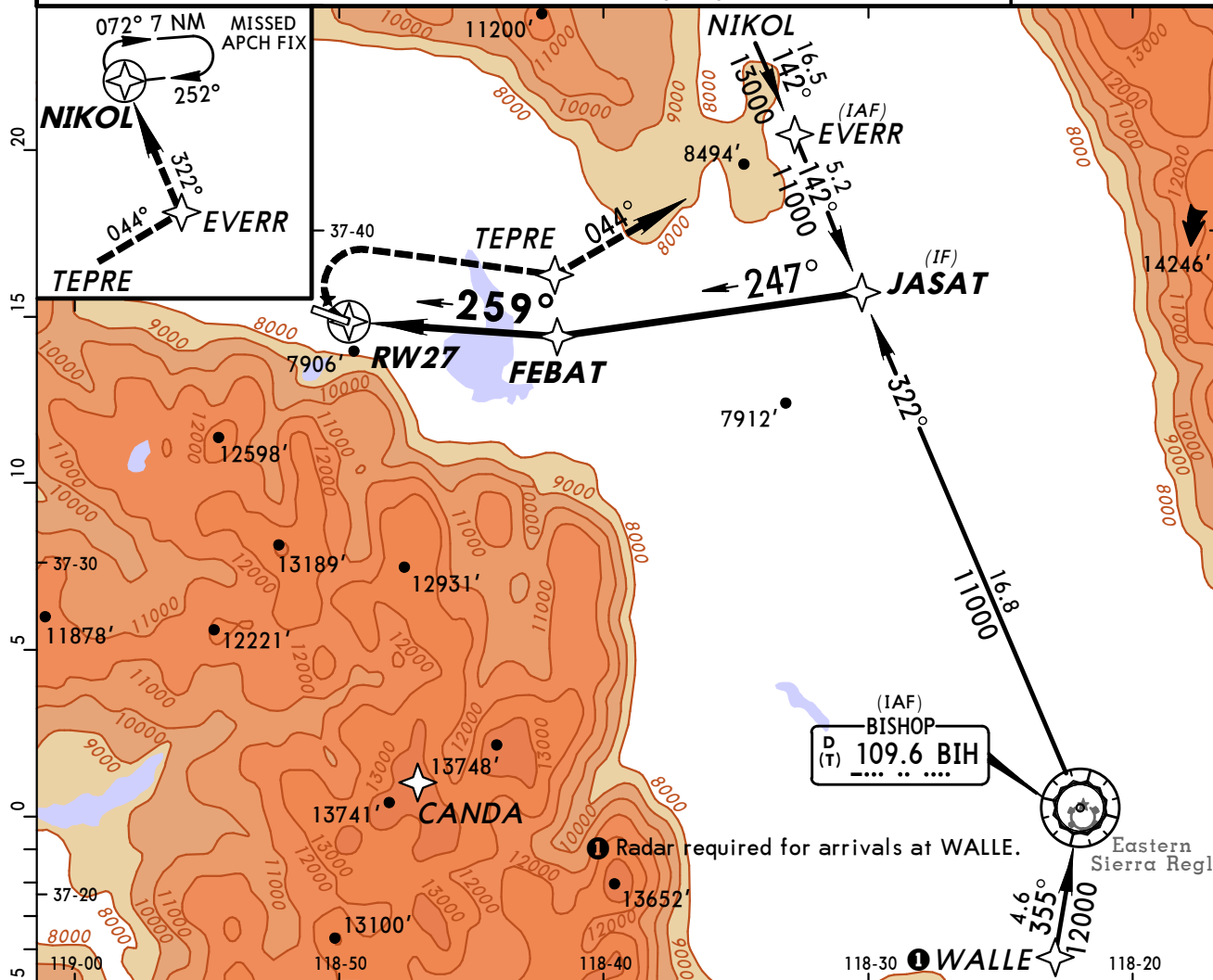
OBSTACLE DP: Rwy 9, climb heading 094° to 10700', then climbing left turn heading 052° to intercept BIH R-322 northwest bound to NIKOL INT before proceeding on course.

Rwy 27, climbing right turn heading 052° to intercept BIH R-322 northwest bound to NIKOL INT

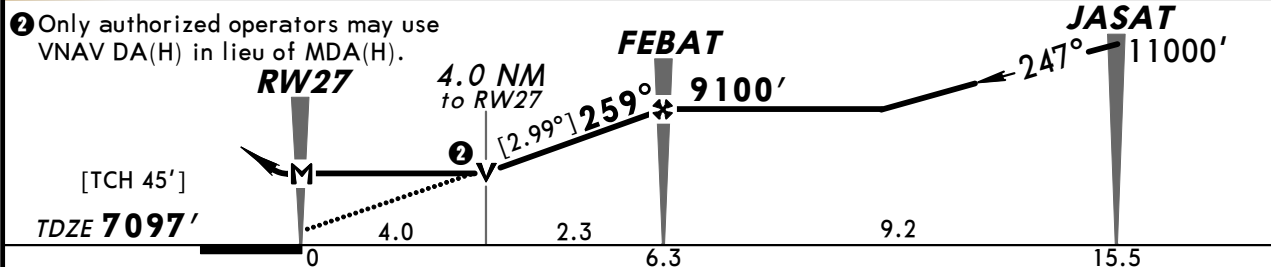
before proceeding on course.
Do not exceed 250 KIAS until established on 052° heading.

KMMH/MMH JEPPESEN MAMMOTH LAKES, CALIF MAMMOTH YOSEMITE 17 SEP 10 Eff 23 Sep 12-1 CAT A, B, & C RNAV (GPS) Rwy 27

AWOS-3 118.05	OAKLAND Center 125.75	RIVERSIDE Radio 122.15	MAMMOTH YOSEMITE UNICOM CTAF 122.8
RNAV	Final Apch Crs 259°	Minimum Alt FEBAT 9100' (2003')	LNAV MDA(H) 8380' (1283')
Apt Elev 7135' TDZE 7097'			15,500'
MISSED APCH: Climbing RIGHT turn to 13000' direct TEPRE and via track 044° to EVERR and via track 322° to NIKOL and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.			
			MSA RW27



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160						
Descent angle [2.99°]	370	476	529	635	741	846						
MAP at RW27												

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
LNAV				Not Authorized South of Rwy 9-27			
MDA(H) 8380' (1283')				Max Kts	DAY	NIGHT	
A	1 1/4	90	8380' (1245') - 1 1/4				
B	1 1/2	120	8380' (1245') - 1 1/2				NA
C	3	140	8380' (1245') - 3				
D	NA	D	NA				

CHANGES: None.

© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

TERPS AMEND 1 8 APR 2010

General Information

Location: Monterey CA USA
IATA Code: MRY
Lat/Long: N36° 35.2' W121° 50.6'
Elevation: 257 ft

Airport Use: Public
Magnetic Variation: 13.7°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1500 ft AGL

Sunrise: 1441 Z
Sunset: 0159 Z,

Runway Information

Runway: 10L
Length x Width: 3513 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 250 ft
Lighting: Edge, Part time

Runway: 10R
Length x Width: 7616 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 193 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 28L
Length x Width: 7616 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 247 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1000 ft
Stopway: 1000 ft

Runway: 28R
Length x Width: 3513 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 256 ft

Lighting: Edge, Part time

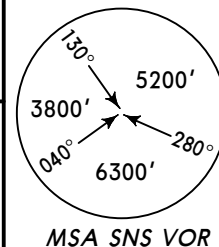
Communication Information

ATIS 119.25
ASOS 119.25
Monterey Tower 118.4 CTAF PCL
Monterey Ground Control 121.9
Monterey Clearance Delivery 135.45
Norcal Approach Control 133.0 (360°-150°) Initial Contact
Norcal Approach Control 127.15 (151°-359°) Initial Contact
Norcal ARSA 133.0 (360°-150°) Initial Contact
Norcal ARSA 127.15 (151°-359°) Initial Contact
Norcal Departure Control 133.0 (360°-150°)
Norcal Departure Control 127.15 (151°-359°)
Monterey Peninsula Unicom 122.95

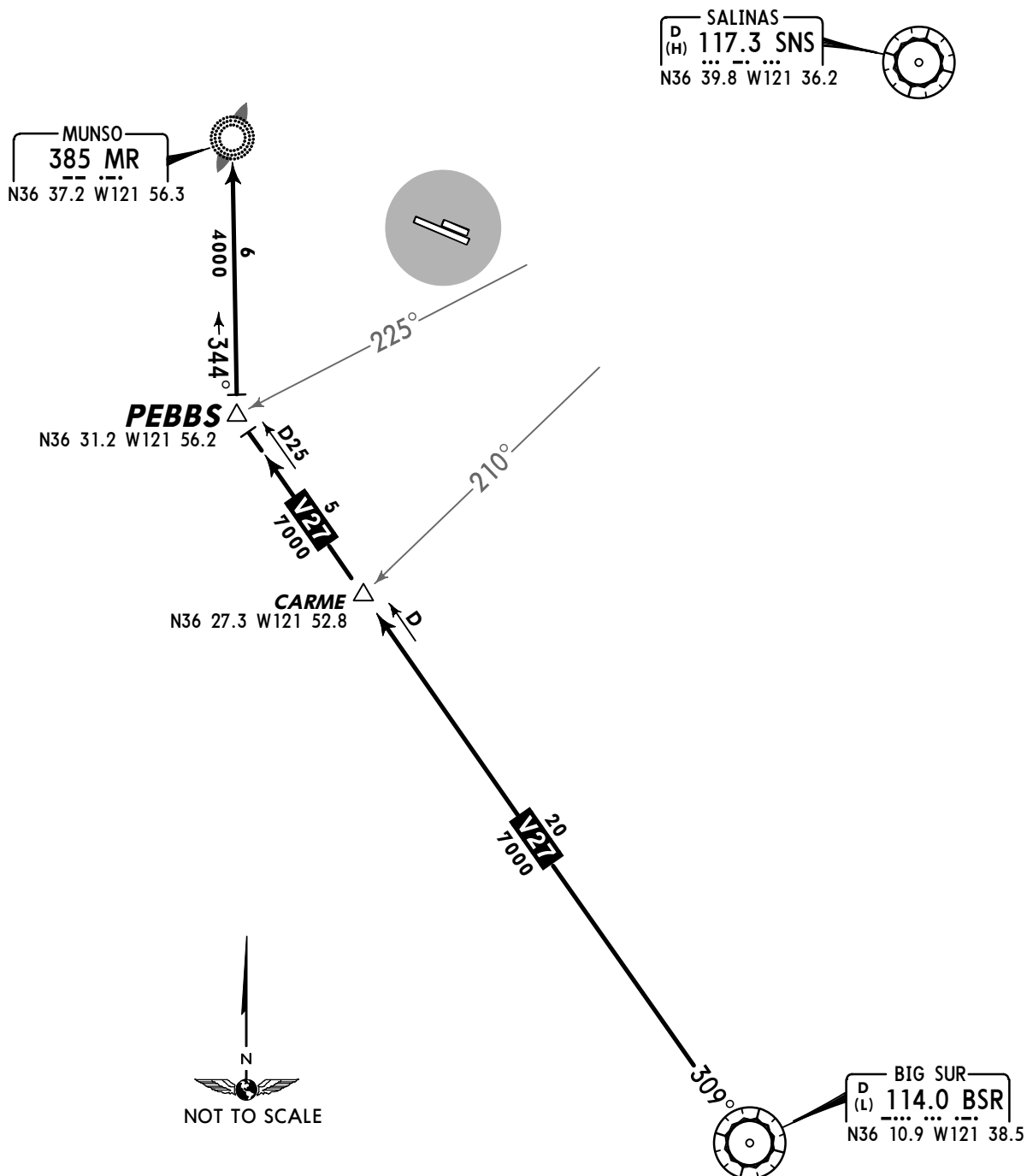
ATIS
(ASOS when Twr inop)
119.25

Apt Elev
257'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
ADF required.



PEBBS ONE ARRIVAL (BSR.PEBB1)



Direct distance from MR to:
Monterey Peninsula Apt **5 NM**

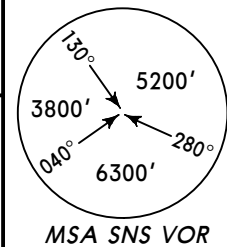
ROUTING

From over BSR via BSR R-309 to PEBBS, then via 344° course to MR.
EXPECT ILS Rwy 10R approach.

NORCAL Departure (R)
127.15

Apt Elev
257'

Trans level: FL180 Trans alt: 18000'



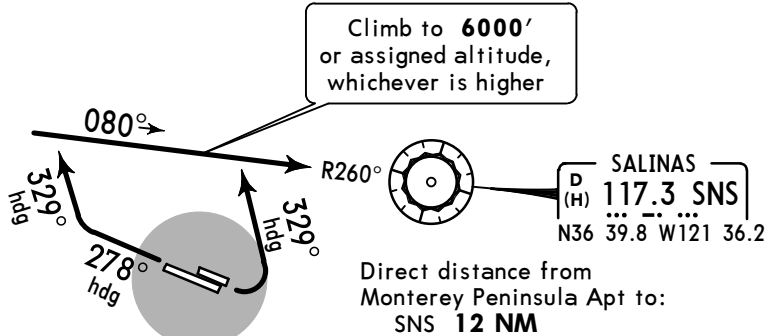
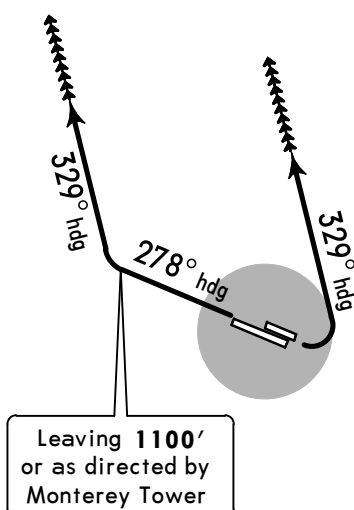
MONTEREY NINE DEPARTURE (MRY9.MRY)

WOODSIDE
D (L) 113.9 OSI
N37 23.6 W122 16.9

SAN JOSE
D (L) 114.1 SJC
N37 22.5 W121 56.7

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received for one minute after departure, proceed via SNS R-260 to SNS, then via assigned fix/route. Climb to **6000'** or assigned altitude, whichever is higher.



LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

SALINAS
D (H) 117.3 SNS
N36 39.8 W121 36.2



PANOCHÉ
D (L) 112.6 PXN
N36 42.9 W120 46.7

BIG SUR
D (L) 114.0 BSR
N36 10.9 W121 38.5

PASO ROBLES
D (L) 114.3 PRB
N35 40.3 W120 37.6

AVENAL
D (H) 117.1 AVE
N35 38.8 W119 58.7

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 10L: Standard (or lower than standard, if authorized) with minimum climb of 428' per NM to **1900'**.

Rwy 10R: Standard (or lower than standard, if authorized) with minimum climb of 451' per NM to **1900'**.

Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 310' per NM to **1100'**.

Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to **1100'**.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200
310' per NM	388	517	775	1033	1292	1550
428' per NM	535	713	1070	1427	1783	2140
451' per NM	564	752	1128	1503	1879	2255

OBSTACLES

Rwy 10L: Obstacle lighting on DME 555' from DER, 217' RIGHT of centerline, 12' AGL/272' MSL. Tree 1.8 NM from DER, 2817' RIGHT of centerline, up to 100' AGL/ 859' MSL.

Rwy 10R: Obstacle lighting on DME 64' from DER, 284' LEFT of centerline, 12' AGL/272' MSL. Tree 1.7 NM from DER, 2318' RIGHT of centerline, up to 100' AGL/ 859' MSL.

Rwy 28L: Tree 743' from DER, 619' LEFT of centerline, up to 100' AGL/240' MSL. Tree 2.9 NM from DER, 2298' LEFT of centerline, up to 100' AGL/640' MSL. Tree 2.9 NM from DER, 4578' LEFT of centerline 114' AGL/853' MSL.

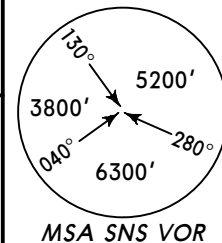
Rwy 28R: Airplane 6' from DER, 179' LEFT of centerline, 64' AGL/263' MSL.

RWY	INITIAL CLIMB	ALTITUDE
10L/R	Climbing LEFT turn heading 329°.	As assigned by ATC
28L/R	Climb heading 278° until leaving 1100' or as directed by Monterey Tower. Then climbing RIGHT turn heading 329°.	
ROUTING		
All aircraft EXPECT vectors to assigned route/fix. EXPECT clearance to filed altitude ten minutes after departure.		

NORCAL Departure (R)
127.15

Apt Elev
257'

Trans level: FL180 Trans alt: 18000'



MUNSO TWO DEPARTURE (MR2.MR) (RWYS 28L/R)

WOODSIDE
D (L) 113.9 OSI
N37 23.6 W122 16.9

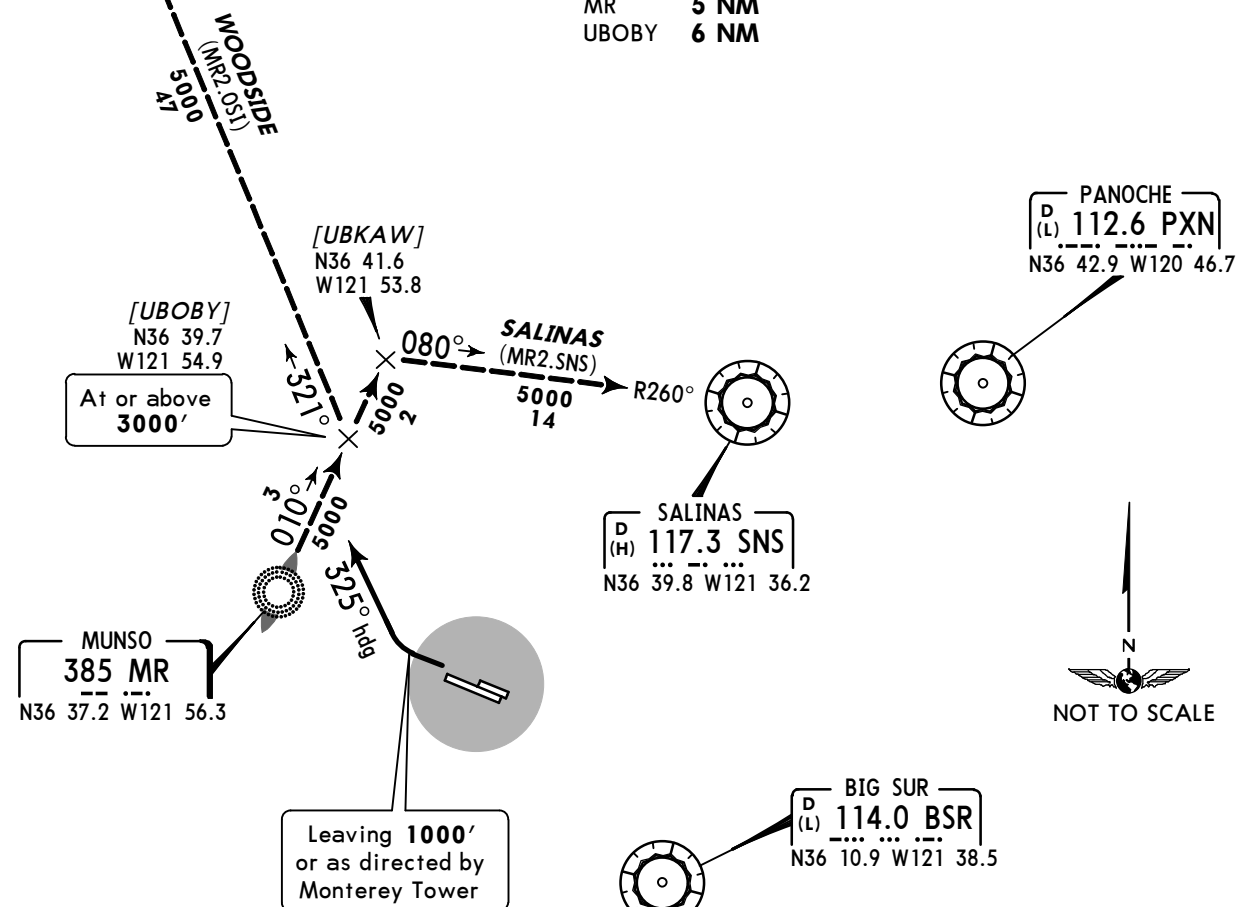


SAN JOSE
D (L) 114.1 SJC
N37 22.5 W121 56.7

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
If no transmissions are received for one minute after departure, proceed direct SNS, then via assigned fix/route.
Climb to **6000'** or assigned altitude, whichever is higher.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Direct distance from Monterey Peninsula Apt to:

MR **5 NM**
UBOBY **6 NM**



This SID requires a minimum climb gradient of 265' per NM to **1000'**.
WOODSIDE Transition requires a minimum climb gradient of 265' per NM to **3000'**.

Gnd speed-KT	75	100	150	200	250	300
265' per NM	331	442	663	883	1104	1325

INITIAL CLIMB

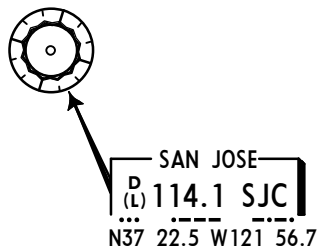
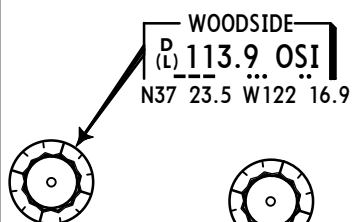
After leaving **1000'**, or as directed by Monterey Tower, turn RIGHT heading 325° and join the 010° bearing from MR.

ALTITUDE

MAINTAIN 6000'

ROUTING

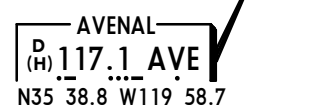
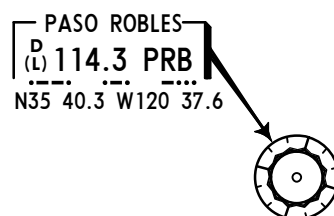
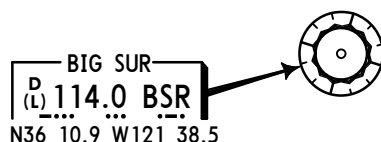
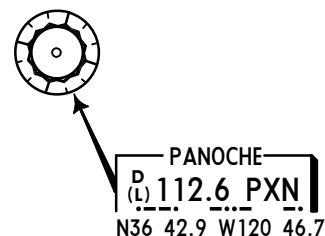
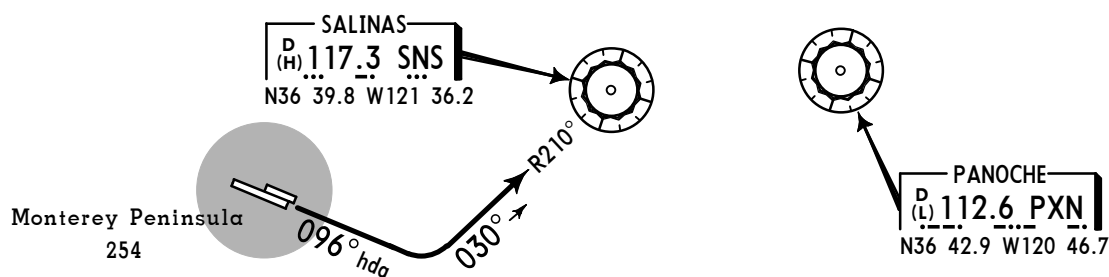
Via assigned route or transition. EXPECT clearance to filed altitude 5 minutes after departure.

NORCAL Departure (R) **133.0****SECA TWO DEPARTURE (SECA2.SNS) (PILOT NAV)**
(RWYS 10L/R)

This DP requires a minimum climb gradient of 405' per NM to 4000'.

Gnd speed-Kt	75	100	150	200	250	300
405' per NM	506	675	1013	1350	1688	2025

Minimum assignable altitude 6000'.

TAKE-OFF**Rwys 10L/R:** Climb via a 096° heading and intercept SNS R-210 to SNS VOR. Thence**DEPARTURE**Via assigned route, **MAINTAIN** 6000'. EXPECT clearance to filed altitude five minutes after departure.Direct distance from Monterey Peninsula Apt to:
SNS VOR **12 NM****LOST COMMUNICATIONS PROCEDURE ONLY**

If no transmissions received for one minute after departure, proceed to SNS VOR, then via assigned fix/route. Climb to 6000' or assigned altitude, whichever is higher.

NORCAL Departure (R) **133.0****TORO FIVE DEPARTURE (TOR05.TOR0) (VECTOR)**
(RWYS 10L/R)

This DP requires a minimum climb gradient of 400' per NM to 4000'.

Gnd speed-Kt	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000

TAKE-OFF

Rwys 10L/R: Climb runway heading to 1100', then climbing LEFT turn heading 060°. EXPECT vectors to filed route after passing SNS R-210. **MAINTAIN** 6000' or assigned higher altitude. EXPECT clearance to filed altitude ten minutes after departure.

WOODSIDE
D (L) 113.9 OSI
N37 23.5 W122 16.9

SAN JOSE
D (L) 114.1 SJC
N37 22.5 W121 56.7

SALINAS
D (H) 117.3 SNS
N36 39.8 W121 36.2

Monterey Peninsula
254

At 1100'

060°
hdg

096°
hdg

210°

PANOCHÉ
D (L) 112.6 PXN
N36 42.9 W120 46.7

BIG SUR
D (L) 114.0 BSR
N36 10.9 W121 38.5

PASO ROBLES
D (L) 114.3 PRB
N35 40.3 W120 37.6



NOT TO SCALE

AVENAL
D (H) 117.1 AVE
N35 38.8 W119 58.7

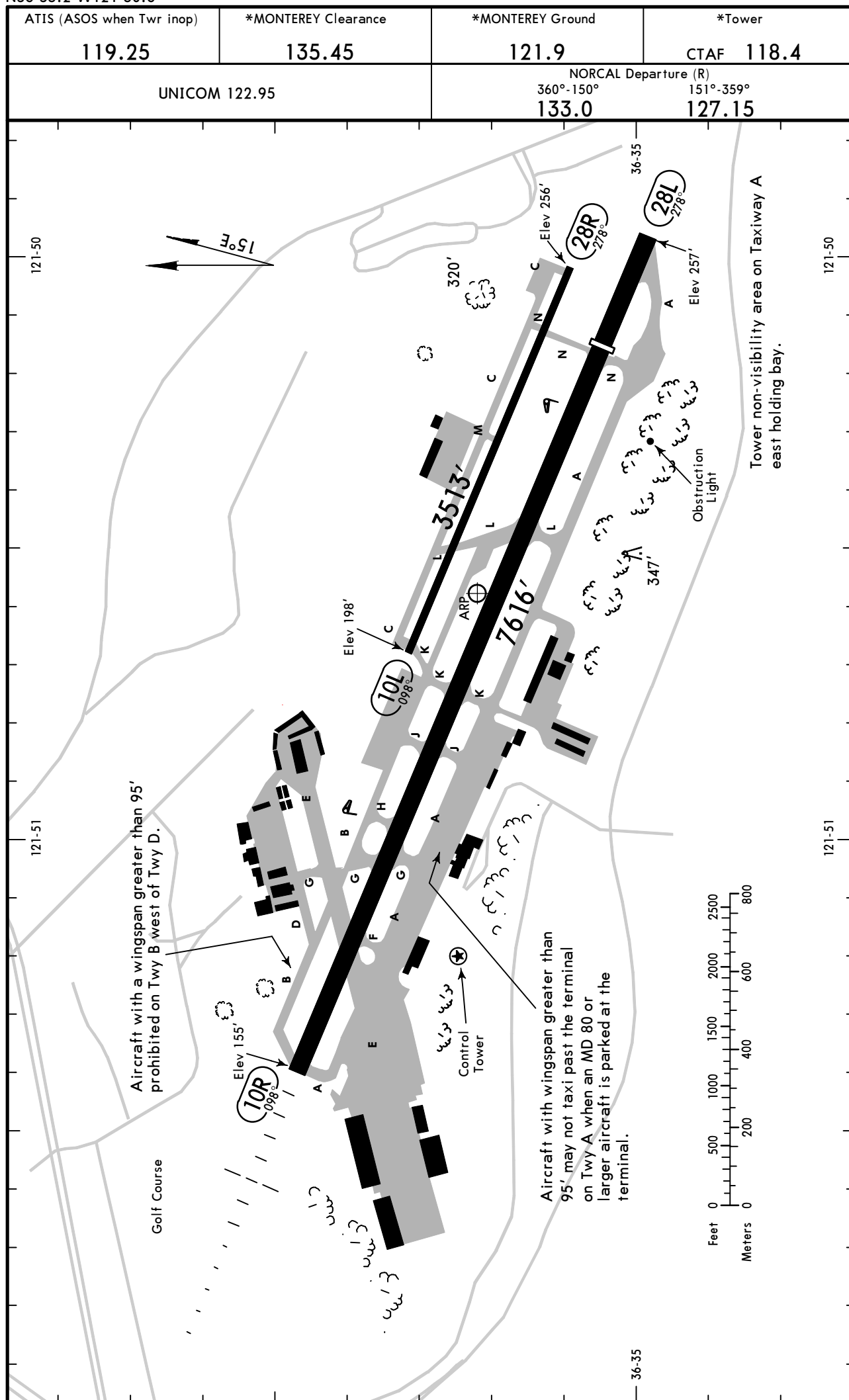
LOST COMMUNICATIONS PROCEDURE ONLY

If no transmissions are received within one minute after departure, climb direct to SNS VOR, then via assigned fix/route. **MAINTAIN** 6000' or assigned higher altitude.

KMRY/MRY
Apt Elev **257'**
N36 35.2 W121 50.6

JEPPesen
16 OCT 09 **10-9** Eff 22 Oct

MONTEREY, CALIF
MONTEREY PENINSULA



CHANGES: None.

© JEPPesen, 2002, 2009. ALL RIGHTS RESERVED.

GENERAL

Noise abatement procedures in effect 2300-0700.
 Phone airport operations for current noise abatement brief and PPR.
 Rwy 28L & 28R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
10R ① 28L	② HIRL ② MALSR ② PAPI-L (angle 3.00°)	RVR			6801'		150'
	② HIRL ② REIL VASI-L (angle 3.5°)	RVR	6616'				

- ① Porous friction course overlay. Grooved.
 ② Activate on 118.4 when Twr inop.

10L 28R	③ MIRL					60'

- ③ Off when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 28L					Rwy 10R				
With Mim climb of 218' /NM to 800'				For Climb in Visual Conditions	With Mim climb of 451' /NM to 1900'				For Climb in Visual Conditions
Both RVRs are required & controlling	Adequate Vis Ref	STD			Both RVRs are required & controlling	Adequate Vis Ref	STD		
		3 & 4 Eng	1 & 2 Eng				3 & 4 Eng	1 & 2 Eng	
RCLM & HIRL					RCLM & HIRL				
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1700- 2 1/2	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1700- 2 1/2

	Rwy 28R			Rwy 10L		
	Adequate Vis Ref	STD		With Mim climb of 428' /NM to 1900'		For Climb in Visual Conditions
				Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	1700- 2 1/2	
3 & 4 Eng		1/2		1/2		

OBSTACLE DP

Rwy 10R: Climbing left turn heading 020° and SNS VOR R-231 to SNS VOR before proceeding on course, or for climb in visual conditions cross Monterey Peninsula airport at or above 1800', then via SNS VOR R-231 to SNS VOR before proceeding on course.

Rwy 10L: Climbing left turn heading 020° and SNS VOR R-231 to SNS VOR before proceeding on course, or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800', then via SNS VOR R-231 to SNS VOR before proceeding on course.

Rwy 28L: Climbing right turn heading 045° and SNS VOR R-260 to SNS VOR before proceeding on course, or for climb in visual conditions, cross Monterey Peninsula airport at or above 1800', then via SNS VOR R-231 to SNS VOR before proceeding on course.

Rwy 28R: Climbing right heading 045° and SNS VOR R-260 to SNS VOR before proceeding on course.

FOR FILING AS ALTERNATE

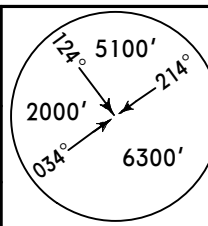
		RNAV (GPS) Z Rwy 10R	RNAV (GPS) Y Rwy 10R	Authorized Only When Twr Operating		RNAV (GPS) Rwy 10L	RNAV (GPS) Y Rwy 28L	Other
				ILS Rwy 10R LOC Rwy 10R	LOC DME Rwy 28L			
A	800-2	800-2	800-2	1500-2	1100-2	1400-2	NA	
B				1500-3	NA	1400-3		
C								
D						NA		

KMRY/MRY MONTEREY PENINSULA

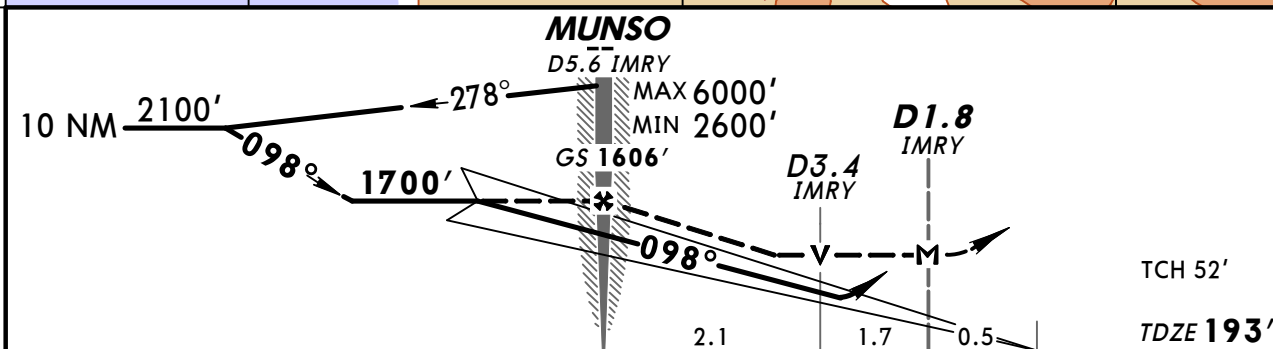
26 NOV 10 (11-1)

MONTEREY, CALIF
ILS or LOC Rwy 10R

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		NORCAL Approach (R) 360°-150° 151°-359°		*MONTEREY Tower	*Ground
119.25		133.0 127.15		CTAF 118.4	121.9
LOC IMRY 110.7	Final Apch Crs 098°	GS MUNSO 1606' (1413')	ILS DA(H) 480' (287')	Apt Elev 257' TDZE 193'	
MISSED APCH: Climb to 740', then climbing LEFT turn to 5000' via 030° heading and inbound on SNS VOR R-243 to SNS VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Autopilot coupled approach not authorized. 2. ILS unusable from IMRY 1.8 NM inbound. 3. Pilot controlled lighting 118.4.					

MSA MR LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR		740'	5000'	030°	SNS
GS	3.00°	377	484	538	646	753	PAPI		↑	LT	hdg	and 117.3
MAP at D1.8 IMRY or MUNSO to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26						R-243

STRAIGHT-IN LANDING RWY 10R						CIRCLE-TO-LAND	
ILS DA(H) 480' (287')			LOC (GS out) MDA(H) 900' (707')			Not Authorized South of Rwy 10R-28L	
FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A			RVR 24	RVR 40	90	900' (643')-1	
B			or 1/2	or 3/4	120		
C	RVR 24 or 1/2	RVR 50 or 1	1 1/2	2	140	900' (643')-2	
D			1 3/4	2 1/4	165	1080' (823')-2 3/4	

CHANGES: ILS usability note.

© JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.

TERPS AMEND 27B 18 NOV 2010

KMRY/MRY

MONTEREY PENINSULA

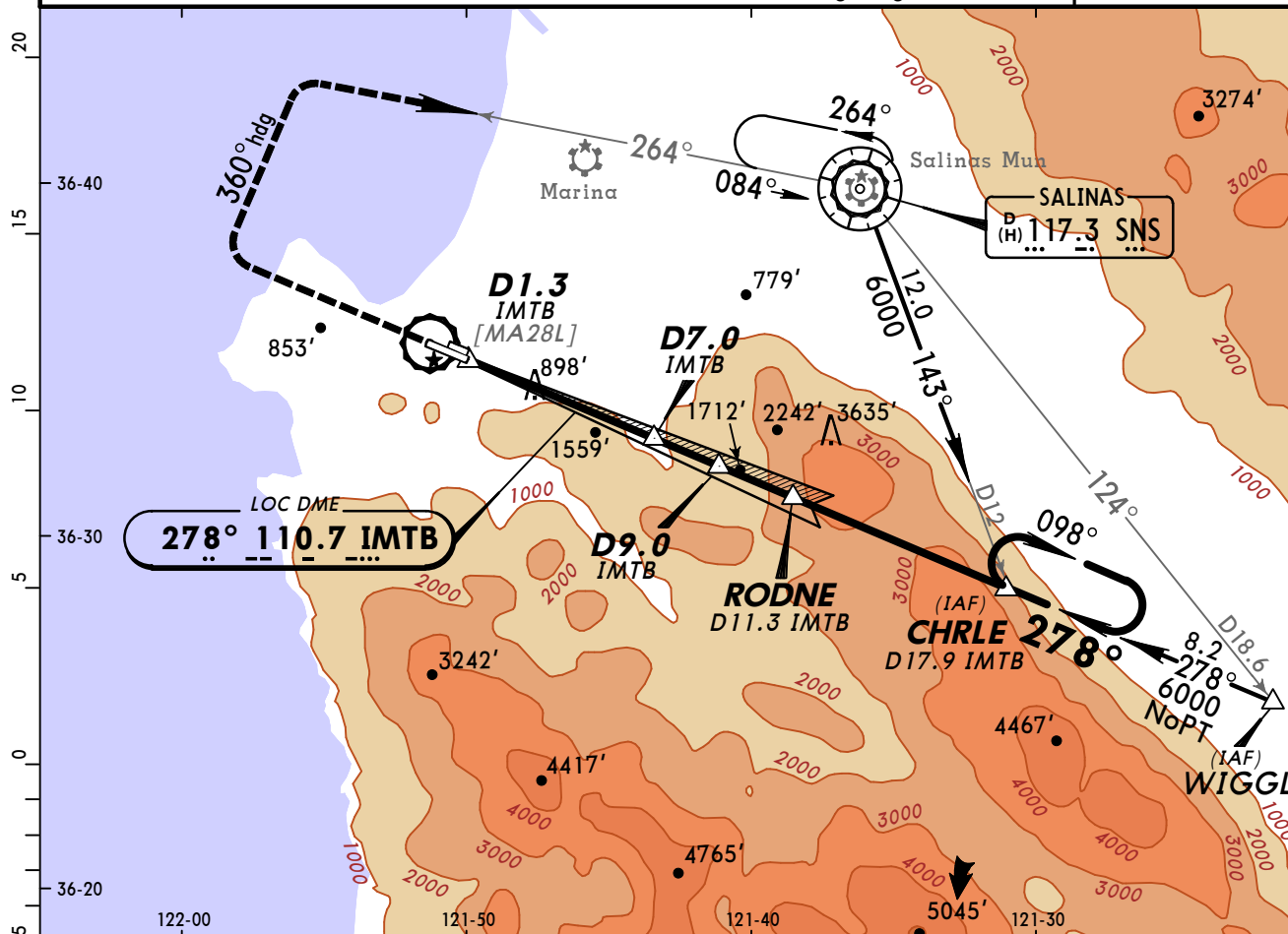
JEPPesen

26 NOV 10 11-2

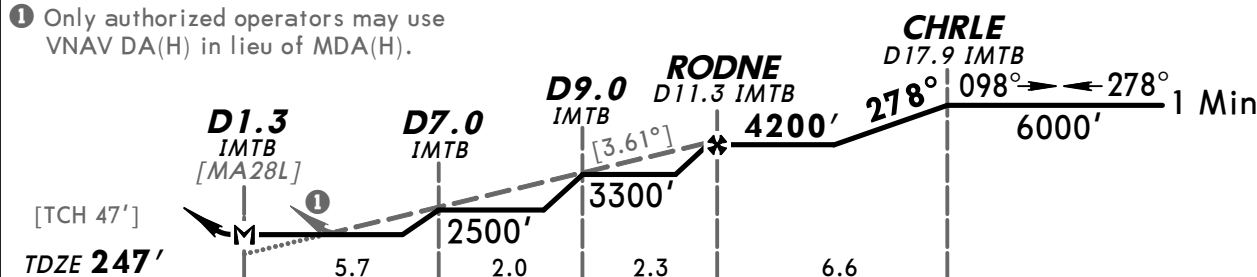
MONTEREY, CALIF

LOC DME Rwy 28L

ATIS (ASOS when Twr inop)		NORCAL Approach (R) 360°-150° 151°-359°		*MONTEREY Tower	*Ground
119.25		133.0 127.15		CTAF 118.4	121.9
LOC IMTB 110.7	Final Apch Crs 278°	Minimum Alt RODNE 4200' (3953')	MDA(H) 1660' (1413')	Apt Elev 257' TDZE 247'	MSA SNS VOR
MISSED APCH: Climb STRAIGHT AHEAD to 3000' then climbing RIGHT turn to 5000' via 360° heading and inbound on SNS VOR R-264 to SNS VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Procedure not authorized when Tower closed. 2. Pilot controlled lighting 118.4.					



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	3000'	5000'	360°	SNS
Descent angle [3.61°]	447	575	639	767	894	1022		↑	RT	hdg	117.3
MAP at D1.3 IMTB											R-264

STRAIGHT-IN LANDING RWY 28L				CIRCLE-TO-LAND			
MDA(H) 1660' (1413')				Not Authorized South of Rwy 10R-28L			
A	RVR 60 or 1¼			Max Kts	MDA(H)		
B	1½			90	1660' (1403')-1¼		
C				120	1660' (1403')-1½		
D	3			140	1660' (1403')-3		
				165			

CHANGES: None.

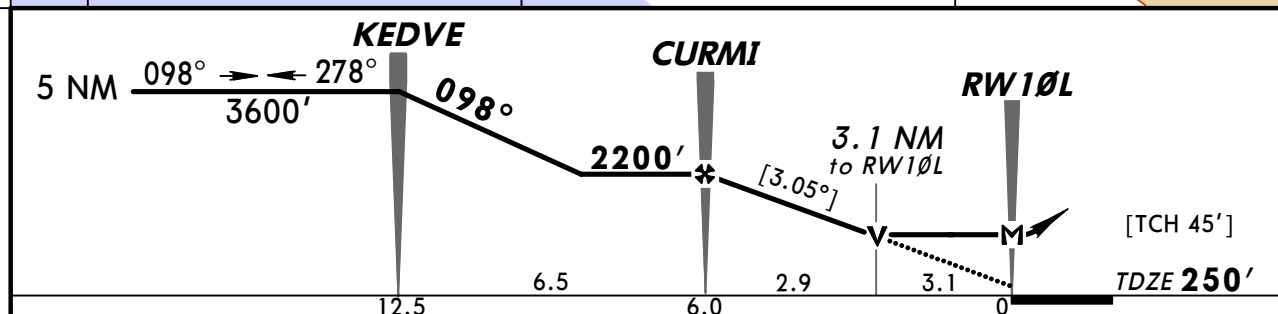
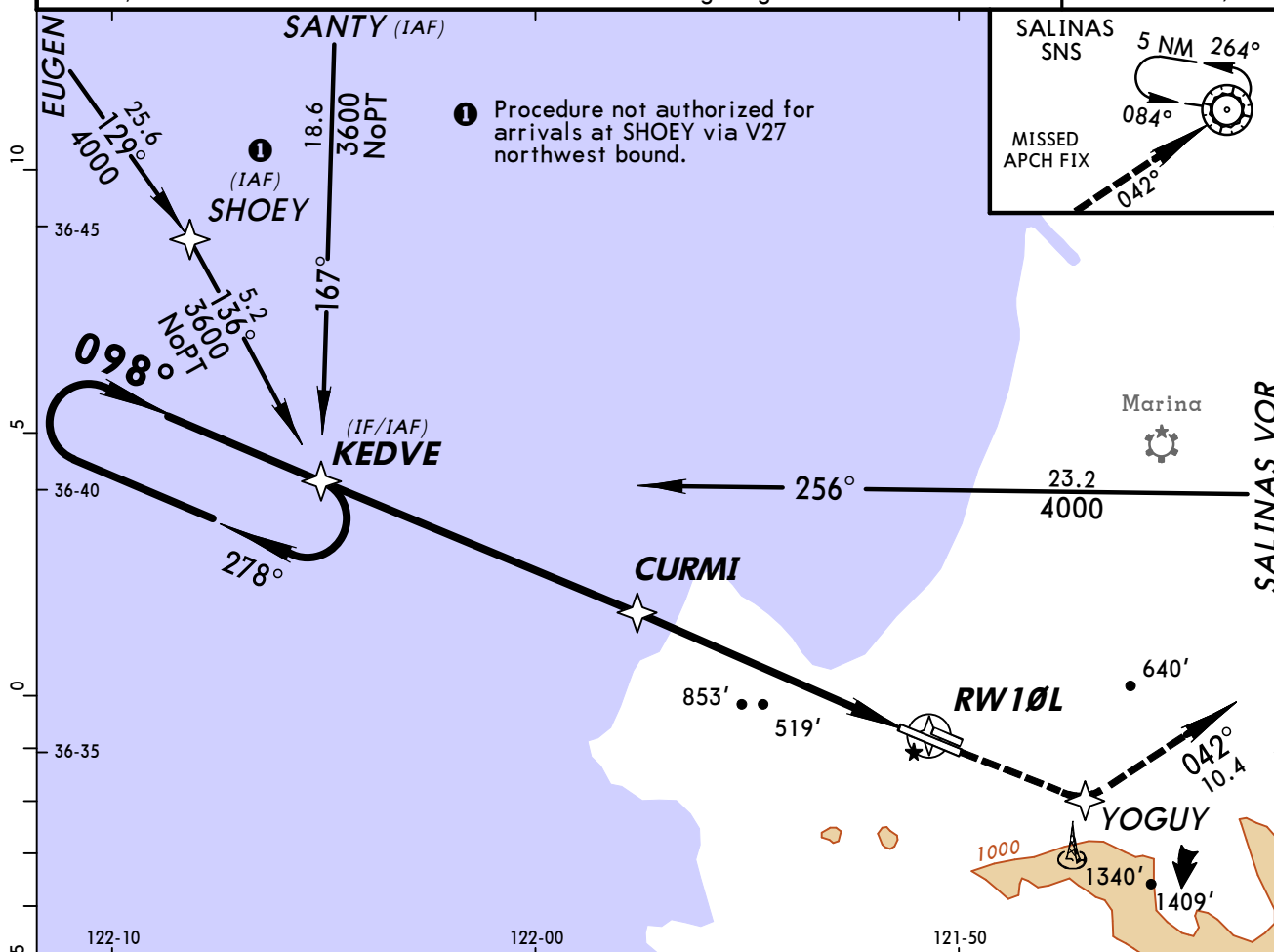
© JEPPesen, 2001, 2010. ALL RIGHTS RESERVED.

KMRY/MRY MONTEREY PENINSULA

29 DEC 06 (12-1)

MONTEREY, CALIF
RNAV (GPS) Rwy 10L

ATIS (ASOS when Twr inop)		NORCAL Approach (R) 360°-150° 151°-359°		*MONTEREY Tower	*Ground
119.25		133.0 127.15		CTAF 118.4	121.9
RNAV	Final Apch Crs 098°	Minimum Alt CURMI 2200' (1950')	LNAV MDA(H) 1260' (1010')	Apt Elev 257' TDZE 250'	6300' MSA RW10L
MISSED APCH: Climb to 5000' direct YOGUY and via 042° track to SNS VOR and hold, continue climb-in-hold to 5000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.3 not authorized. 2. Pilot controlled lighting 118.4.					



Gnd speed-Kts	70	90	100	120	140	160	5000' ↑ D → YOGUY
Descent angle [3.05°]	378	486	540	648	755	863	
MAP at RW10L							

STRAIGHT-IN LANDING RWY10L				CIRCLE-TO-LAND			
Authorized only when Twr Operating				Not Authorized			
LNAV				South of Rwy 10R-28L			
MDA(H) 1260' (1010')				MDA(H)			
A	1¼			Max Kts	90		
B	1½				1260' (1003') - 1¼		
C	NA				1260' (1003') - 1½		
D	NA			C	NA		
				D			

CHANGES: None.

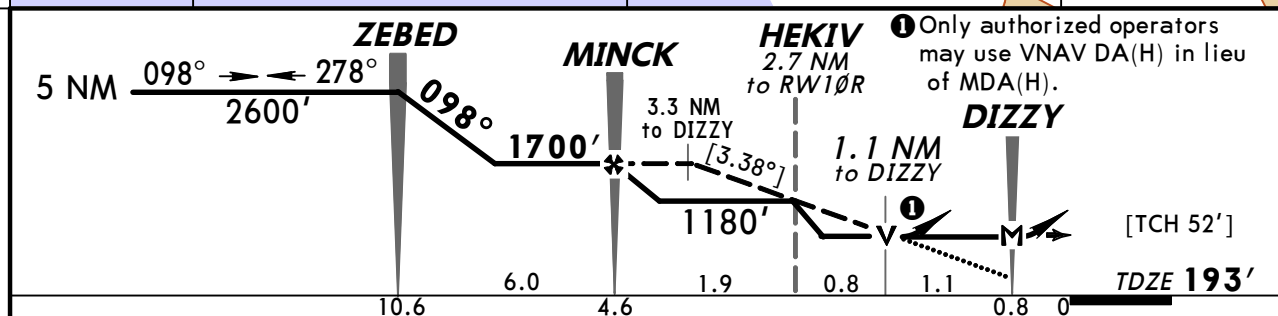
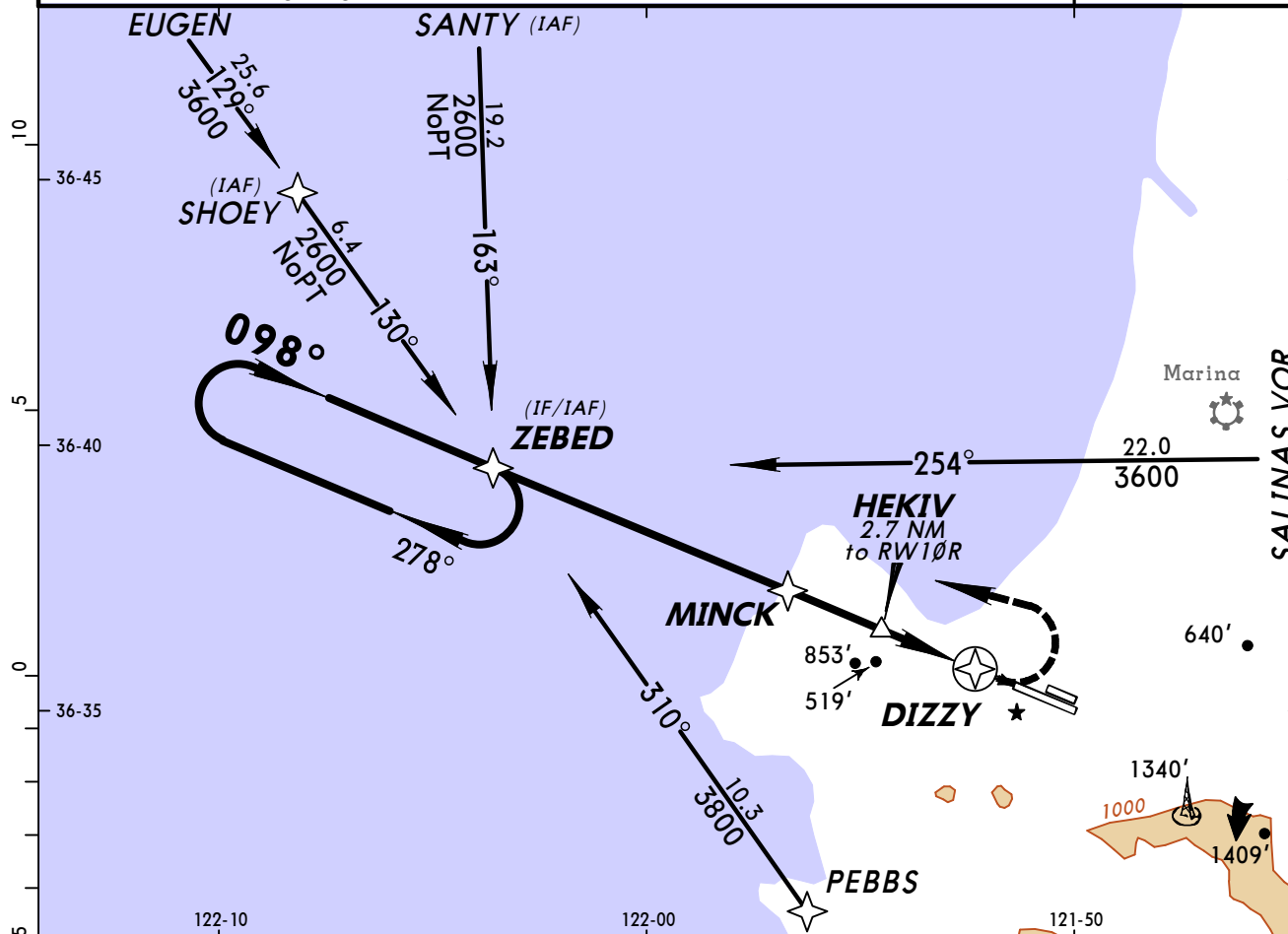
© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

KMRY/MRY MONTEREY PENINSULA

29 DEC 06 **12-2**

MONTEREY, CALIF
RNAV (GPS) Y Rwy 10R

ATIS (ASOS when Twr inop) 119.25		NORCAL Approach (R) 360°-150° 151°-359° 133.0 127.15		*MONTEREY Tower CTAF 118.4	*Ground 121.9
RNAV	<i>Final Apch Crs</i> 098°	<i>Minimum Alt</i> MINCK 1700' (1507')	<i>LNAV MDA(H)</i> 800' (607')	<i>Apt Elev 257'</i> TDZE 193'	6300' MSA DIZZY
MISSED APCH: Climbing LEFT turn to 2600' direct ZEBED and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.3 not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 118.4.					



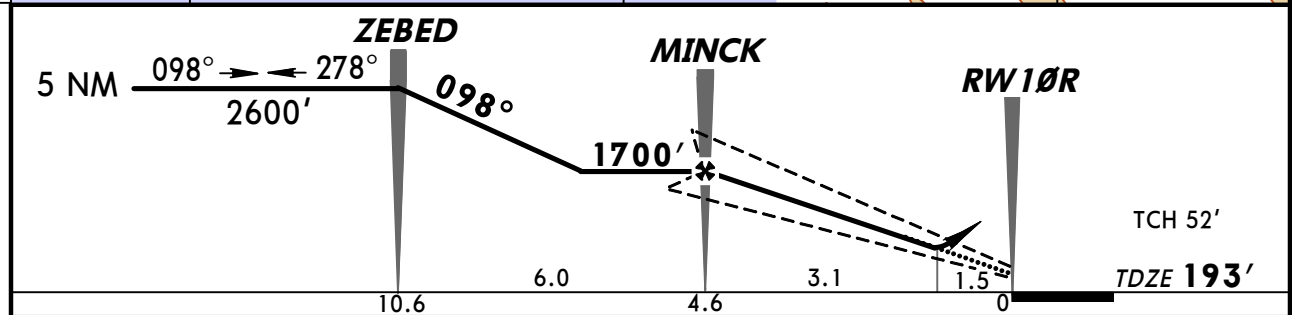
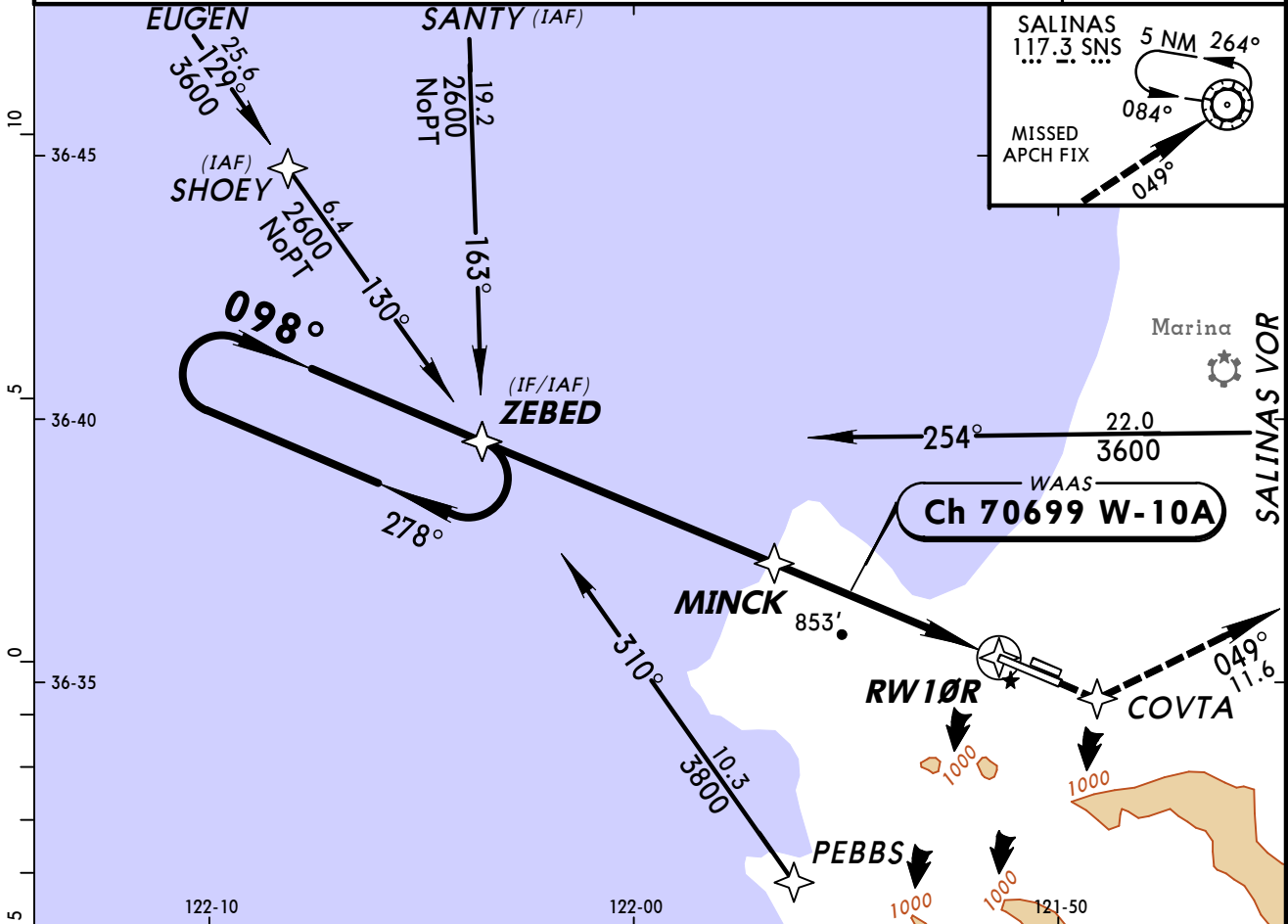
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2600' LT → ZEBED
Descent angle [3.38°]	419	538	598	718	837	957	
MAP at DIZZY							

STRAIGHT-IN LANDING RWY10R				CIRCLE-TO-LAND	
LNAV				Not Authorized	
MDA(H) 800' (607')				South of Rwy 10R-28L	
	RAIL out	ALS out	Max Kts	MDA(H)	
A			90	800'(543') - 1	
B	RVR 24 or 1/2	RVR 40 or 3/4	120	800'(543') - 1	
C	RVR 60 or 1 1/4	1 3/4	140	840'(583') - 1 3/4	
D	1 1/2	2	165	1080'(823') - 2 3/4	

CHANGES: Lighting.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

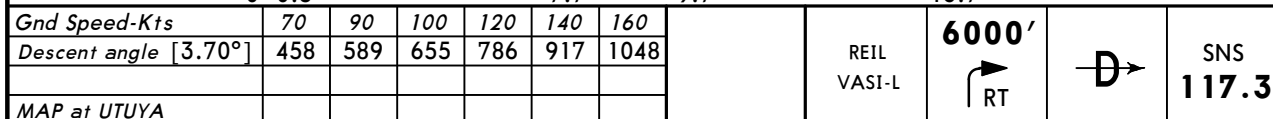
ATIS (ASOS when Twr inop)		NORCAL Approach (R)		*MONTEREY Tower	*Ground
119.25		360°-150° 151°-359°		CTAF 118.4	121.9
WAAS Ch 70699 W-10A	Final Apch Crs 098°	Minimum Alt MINCK 1700' (1507')	LPV DA(H) 679' (486')	Apt Elev 257' TDZE 193'	
MISSED APCH: Climb to 5000' direct COVTA and via 049° track to SNS VOR and hold, continue climb-in-hold to 5000'.					6300' MSA RW10R
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. WAAS VNAV outages may occur daily. WAAS VNAV NOTAM service is not provided. 3. Pilot controlled lighting 118.4.					



Gnd speed-Kts	70	90	100	120	140	160		5000'		COVTA
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW10R										

STRAIGHT-IN LANDING RWY10R						CIRCLE-TO-LAND				
LPV										
DA(H) 679' (486')										
RAIL or ALS out						Max Kts				
A						A				
B						B				
C						C				
D						D				

RNAV (GPS) Y Rwy 28L

BRIEFING STRIP™TERPS
AMEND
0

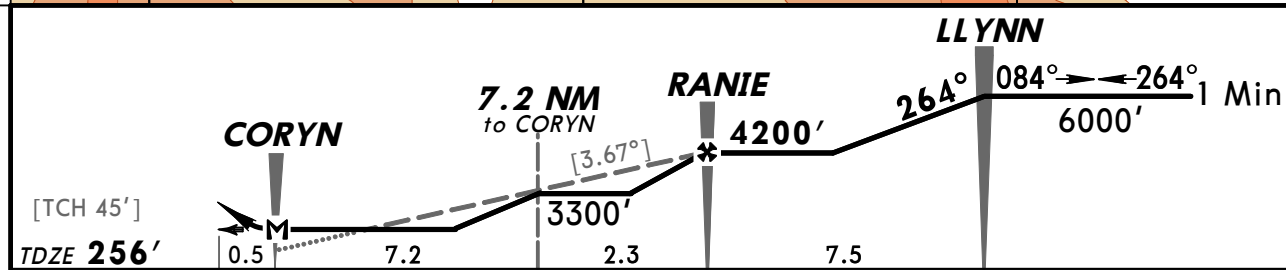
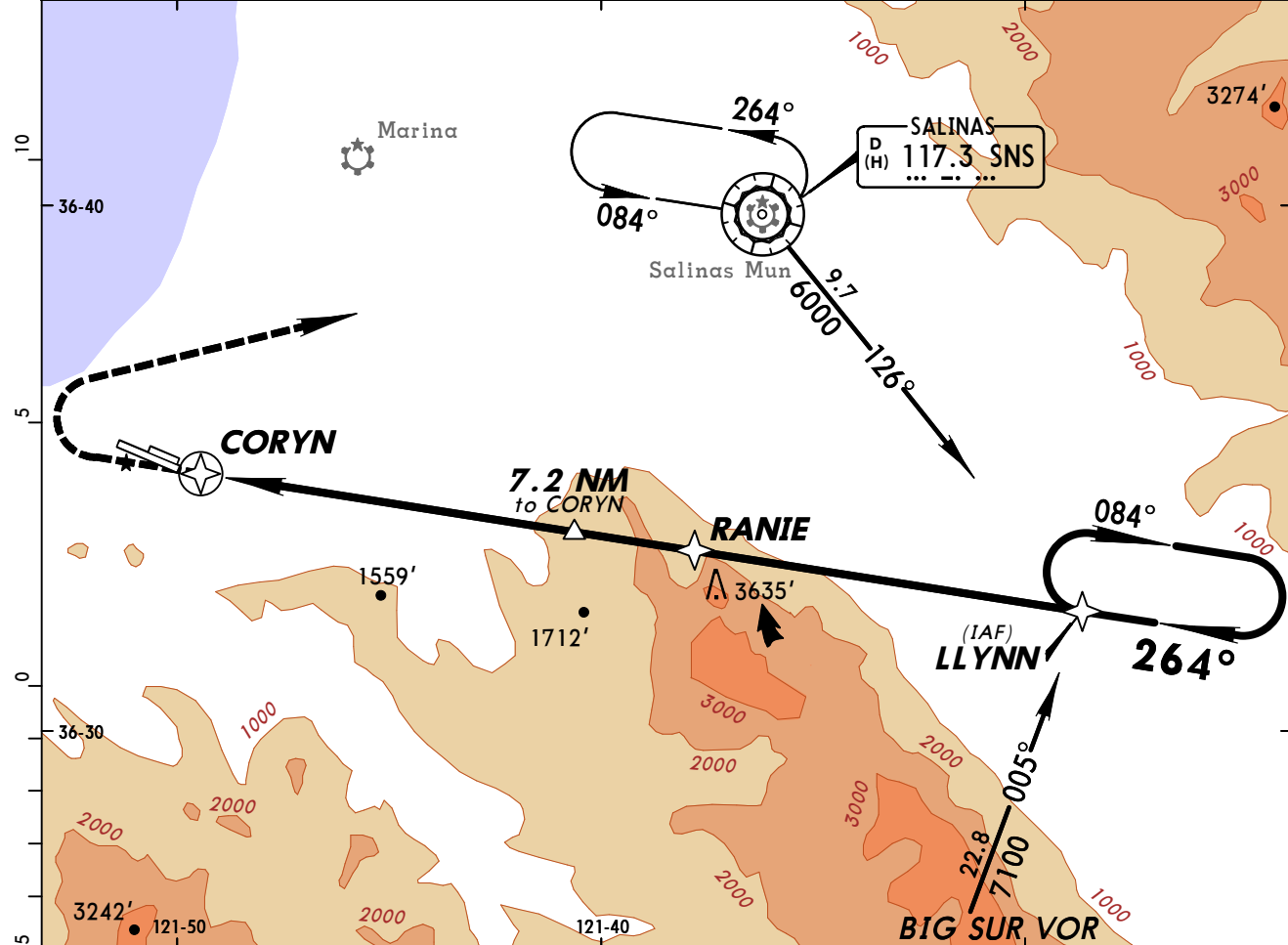
KMRY/MRY MONTEREY PENINSULA

JEPPESEN
1 MAY 09 18-1

Eff 7 May CAT A & B

MONTEREY, CALIF GPS Rwy 28R

ATIS (ASOS when Twr inop)		NORCAL Approach (R) 360°-150° 151°-359°		*MONTEREY Tower	*Ground
119.25		133.0 127.15		CTAF 118.4	121.9
GPS	Final Apch Crs 264°	Minimum Alt RANIE 4200' (3944')	MDA(H) (CONDITIONAL) 1560' (1304')	Apt Elev 257' TDZE 256'	6200' MSA CORYN
MISSED APCH: Climb to 1900', then climbing RIGHT turn to 6000' direct SNS VOR and hold.					
Alt Set: INCHES 1. Pilot controlled lighting 118.4.			Trans level: FL 180 Trans alt: 18000'		



Gnd Speed-Kts	70	90	100	120	140	160		1900'	6000'	↻	SNS 117.3
Descent angle	[3.67°]	455	585	650	779	909	1039				
MAP at CORYN											

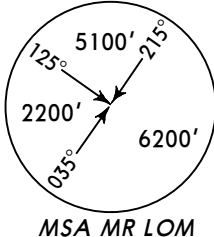
STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND			
Authorized Only When Twr Operating				Not Authorized South of Rwy 10R-28L			
MDA(H) 1560' (1304')							
A	1 1/4			Max Kts	MDA(H)		
B	1 1/2			90	1560' (1303') - 1 1/4		
C	NA			120	1560' (1303') - 1 1/2		
D	NA			C	NA		
				D			

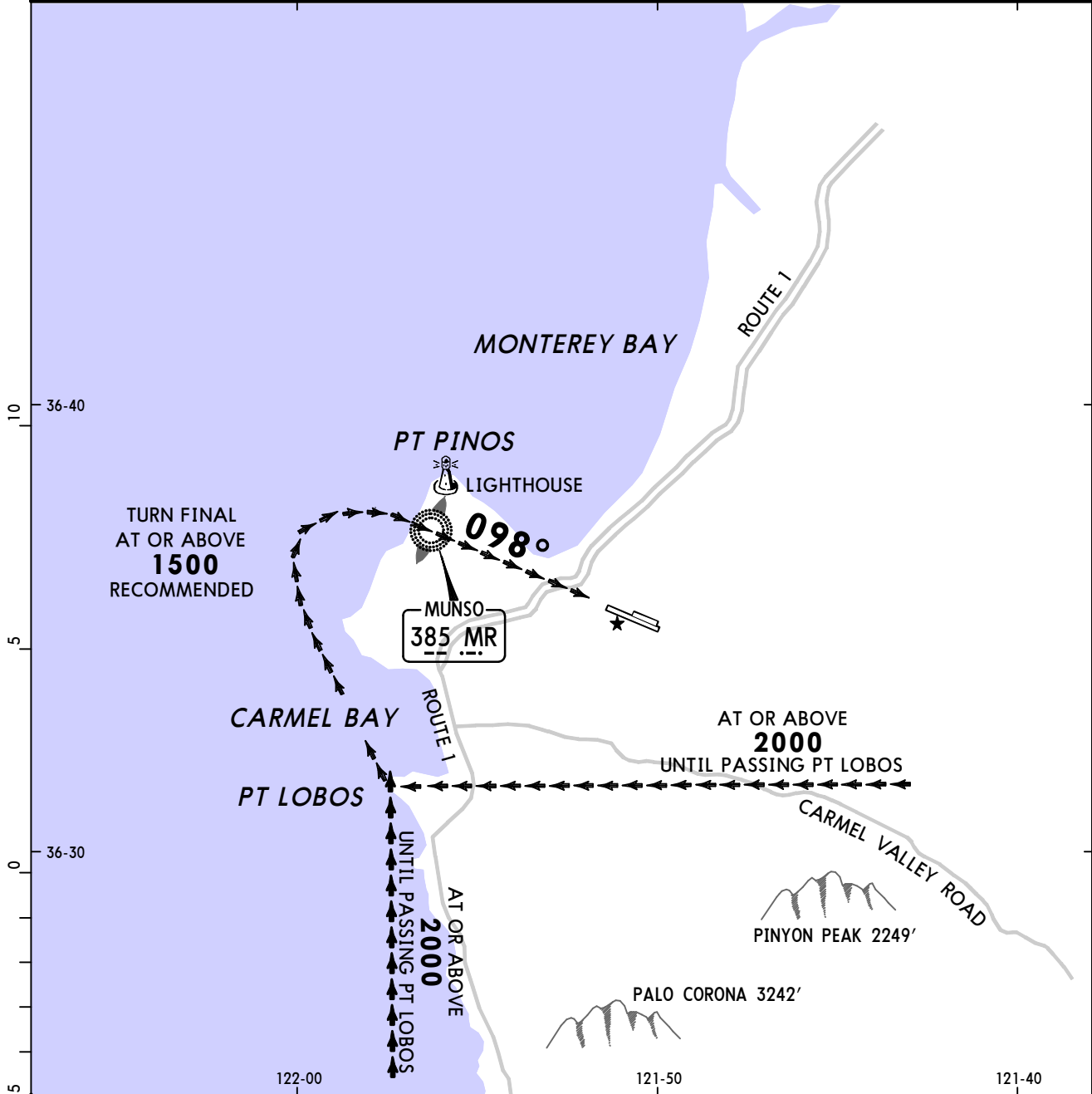
KMRY/MRY MONTEREY PENINSULA

JEPPESEN
29 DEC 06 (19-1)

MONTEREY, CALIF LOBOS VISUAL Rwy 10R

BRIEFING STRIP™

ATIS (ASOS when Twr Inop) 119.25		NORCAL Approach (R) 360°-150° 151°-359° 133.0 127.15		*MONTEREY Tower CTAF 118.4	*Ground 121.9
NAVAIDS- Refer to Planview	Final Apch Crs 098°	No FAF	Refer to Minimums	Apt Elev 257'	
MISSED APCH: No Missed Approach Procedure.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: LOC 110.7 IMRY (GS 3.00°). 4. Pilot controlled lighting 118.4.					



TERPS

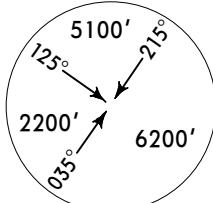
		MALSR PAPI
WEATHER MINIMUMS		
DAY	NIGHT	
Ceiling 3500' - VIS 5	NA	

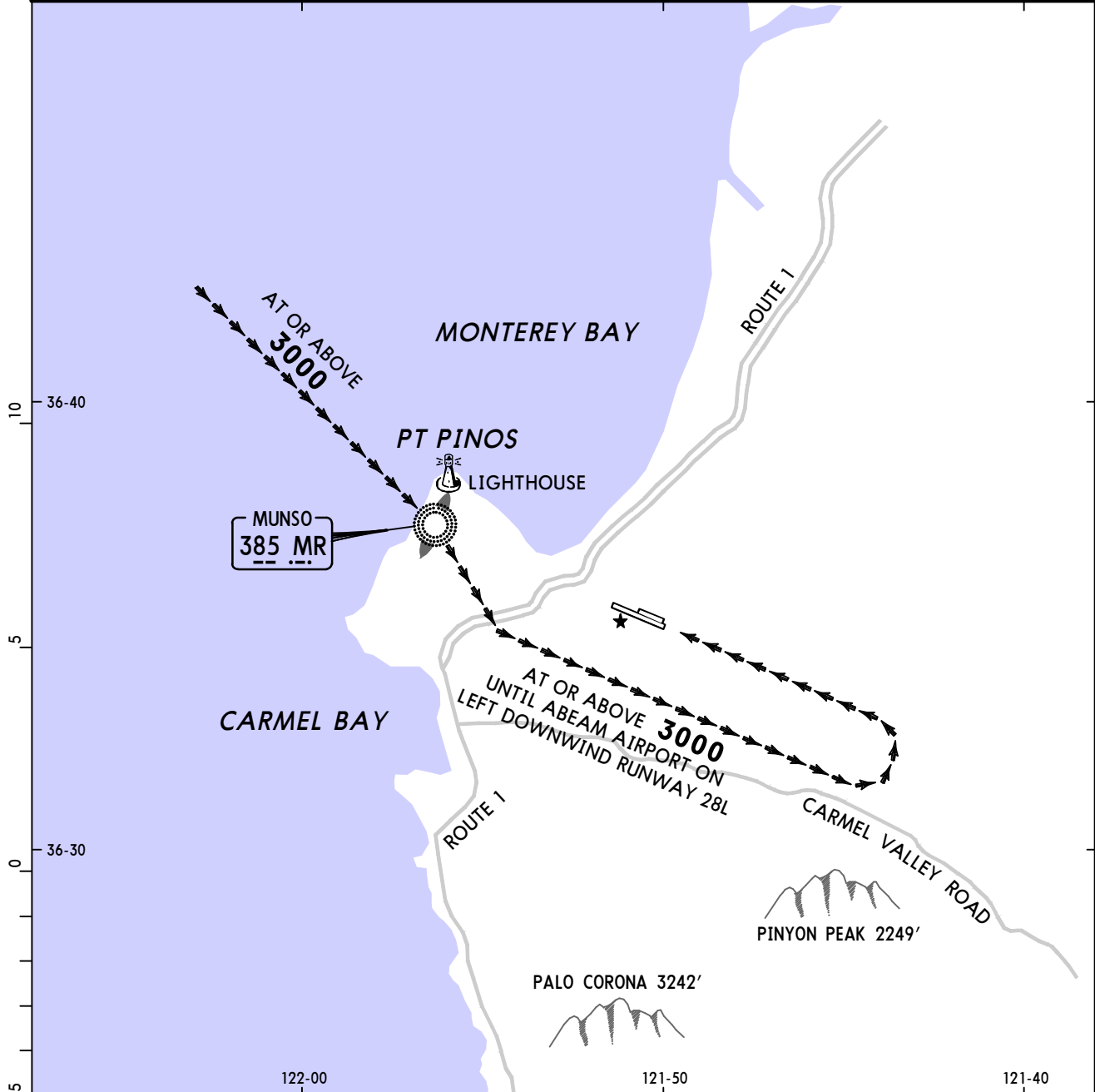
KMRY/MRY MONTEREY PENINSULA

JEPPESEN
29 DEC 06 (19-2)

MONTEREY, CALIF
CARMEL VISUAL Rwy 28L

BRIEFING STRIP™

ATIS (ASOS when Twr Inop)		NORCAL Approach (R) 360°-150° 151°-359°		*MONTEREY Tower	*Ground
119.25		133.0 127.15		CTAF 118.4	121.9
NAVAIDS- Refer to Planview	Final Apch Crs See Planview	No FAF	Refer to Minimums	Apt Elev 257'	 MSA MR LOM
MISSED APCH: No Missed Approach Procedure.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: VASI (V4L) 3.5°. 4. Pilot controlled lighting 118.4.					



		REIL VASI-L
WEATHER MINIMUMS		
DAY		NIGHT
Ceiling 3500' - VIS 5		NA

TERPS

CHANGES: None.

© JEPPESEN SANDERSON, INC., 1999, 2006. ALL RIGHTS RESERVED.

General Information

Location: Ridgecrest CA USA
IATA Code:
Lat/Long: N35° 41.1' W117° 41.5'
Elevation: 2283 ft

Airport Use: Military
Magnetic Variation: 12.8°E
Sectional Chart: Las Vegas

Fuel Types: 100 Octane (LL), Jet 4, Jet 5
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1424 Z
Sunset: 0144 Z,

Runway Information

Runway: 03
Length x Width: 9993 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2283 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 08
Length x Width: 7702 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2260 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 14
Length x Width: 9013 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2215 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 21
Length x Width: 9993 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2226 ft
Lighting: Edge
Stopway: 1000 ft

Runway: 26
Length x Width: 7702 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2245 ft
Lighting: Edge
Stopway: 1000 ft

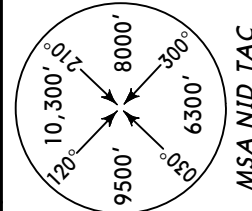
Runway: 32
Length x Width: 9013 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 2240 ft
Lighting: Edge
Stopway: 1000 ft

Communication Information

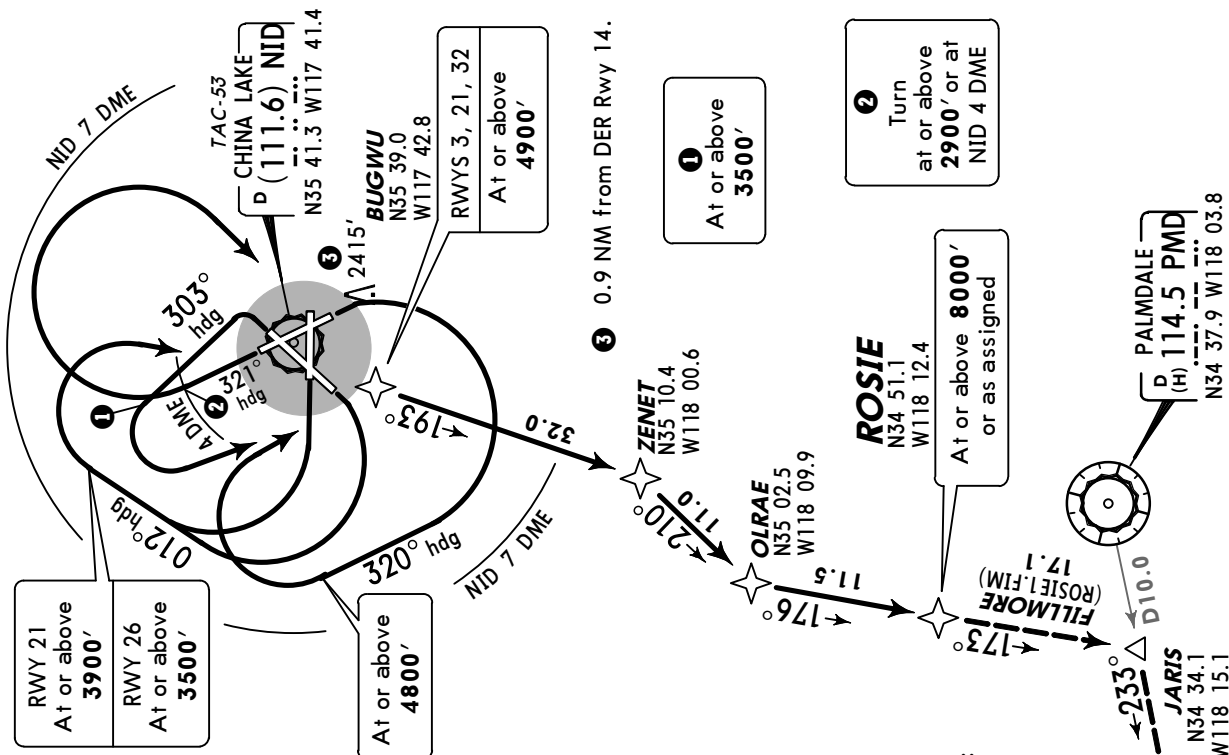
China Lake Tower 120.15
Joshua Approach Control 133.65
Joshua Departure Control 133.65
Joshua Approach Information 127.5 Military
Joshua Approach Information 126.55 Military

Trans level: FL 180 Trans alt: 18000'

1. RNAV 1.
2. GPS required.
3. DME/DME or DME/DME/IRU Not authorized.
4. Pilot of RNP capable aircraft use RNP 2.0.
5. DME required for take-off Rwy's 14, 21 and 32.
6. Use frequency 111.6 for Chan 53 DME only.



SPEED: MAX 160 KT UNTIL BUGWU

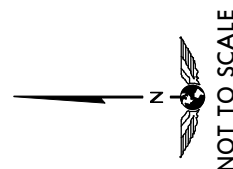


RWY	INITIAL CLIMB
3	Climbing LEFT turn to 3500' via heading 303°, then continue climbing LEFT turn direct BUGWU. Cross BUGWU at or above 4900' .
14	Climbing RIGHT turn to 4800' via heading 320°, then continue climbing RIGHT turn direct BUGWU. Remain within NID 7 DME until direct BUGWU.
21	Climbing RIGHT turn to 3900' via heading 012°, then continue climbing RIGHT turn direct BUGWU. Cross BUGWU at or above 4900' . Remain within NID 7 DME until direct BUGWU.
26	Climbing RIGHT turn to 3500' via heading 012°, then continue climbing RIGHT turn direct BUGWU. Cross BUGWU at or above 4900' .
32	Climb via heading 321° to 2900' or NID 4 DME. then climbing RIGHT turn direct BUGWU. Cross BUGWU at or above 4900' . Remain within NID 7 DME until direct BUGWU.
ROUTING	
From over BUGWU proceed via track 193° to ZENET, then via track 210° to OLRAE, then via track 176° to ROSIE climbing to 8000' or as assigned.	

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 8: Not authorized.
Rwy 14: 300-1 1/4 or Standard (or lower than standard, if authorized) with minimum climb gradient of 260' per NM to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
260' per NM	325	433	650	867	1083	1300

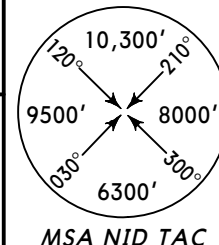
Direct distance from China Lake NAWS to:
BUGWU **2 NM**



JOSHUA
Departure (R)
133.65

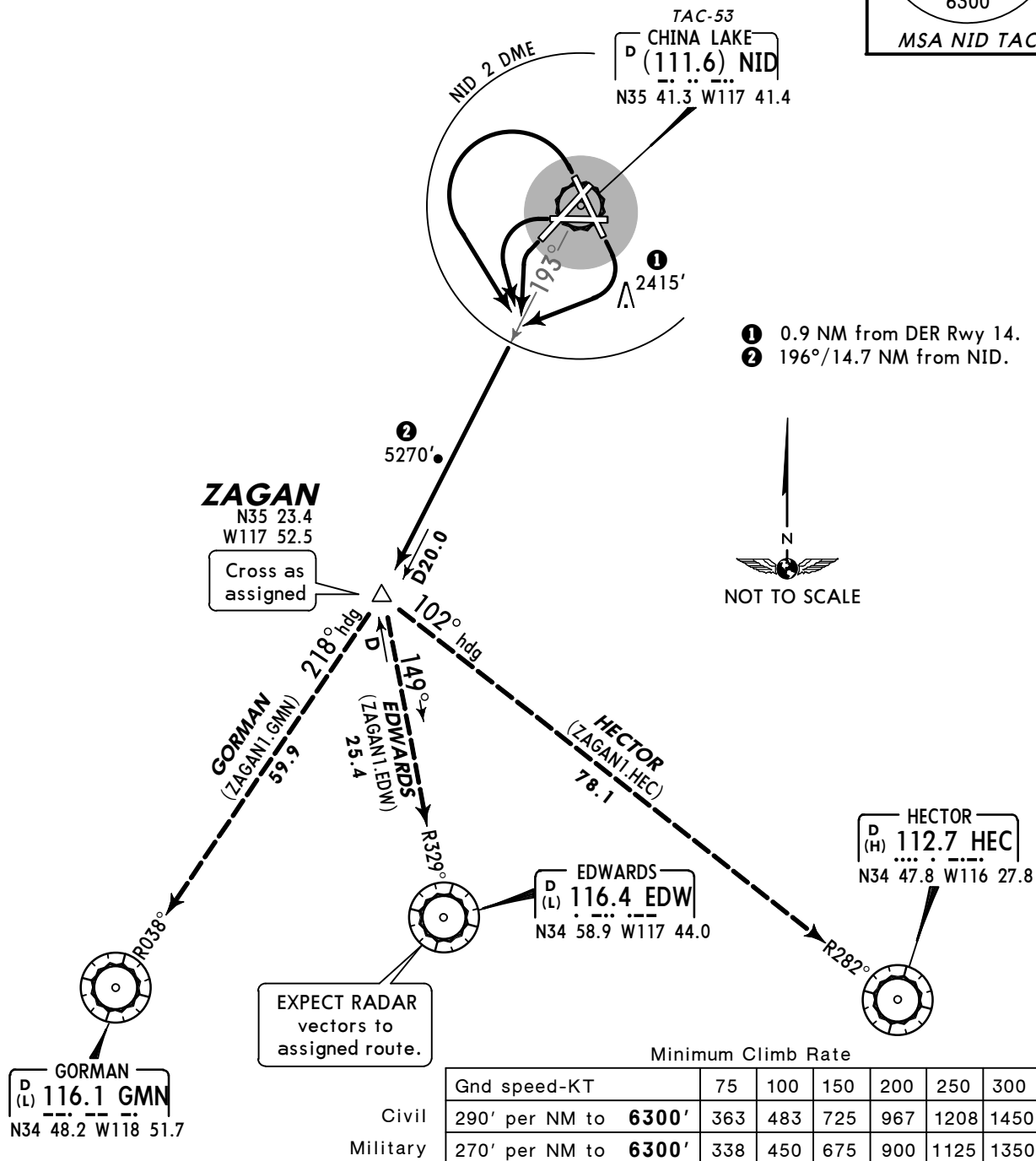
Apt Elev
2283'

Trans level: FL 180 Trans alt: 18000'
Departures Rwy 3, 8 : Not authorized.



ZAGAN ONE DEPARTURE (ZAGAN1.ZAGAN)

(TACAN AZIMUTH REQUIRED)



RWY

INITIAL CLIMB

14

Climbing RIGHT turn as soon as practical to intercept NID R-193. Remain within NID 2 DME until established on NID R-193.

21, 26, 32

Climbing LEFT turn as soon as practical to intercept NID R-193. Remain within NID 2 DME until established on NID R-193.

ROUTING

Climb on NID R-193 to ZAGAN (NID R-193/D20). Cross ZAGAN as assigned. From over ZAGAN proceed via assigned transition or route.

TRANSITIONS

EDWARDS

From over ZAGAN via EDW R-329 to EDW. EXPECT RADAR vectors to assigned route.

GORMAN

From over ZAGAN climb to 9000' or as assigned via heading 218° and EXPECT RADAR vectors to join GMN R-038 to GMN.

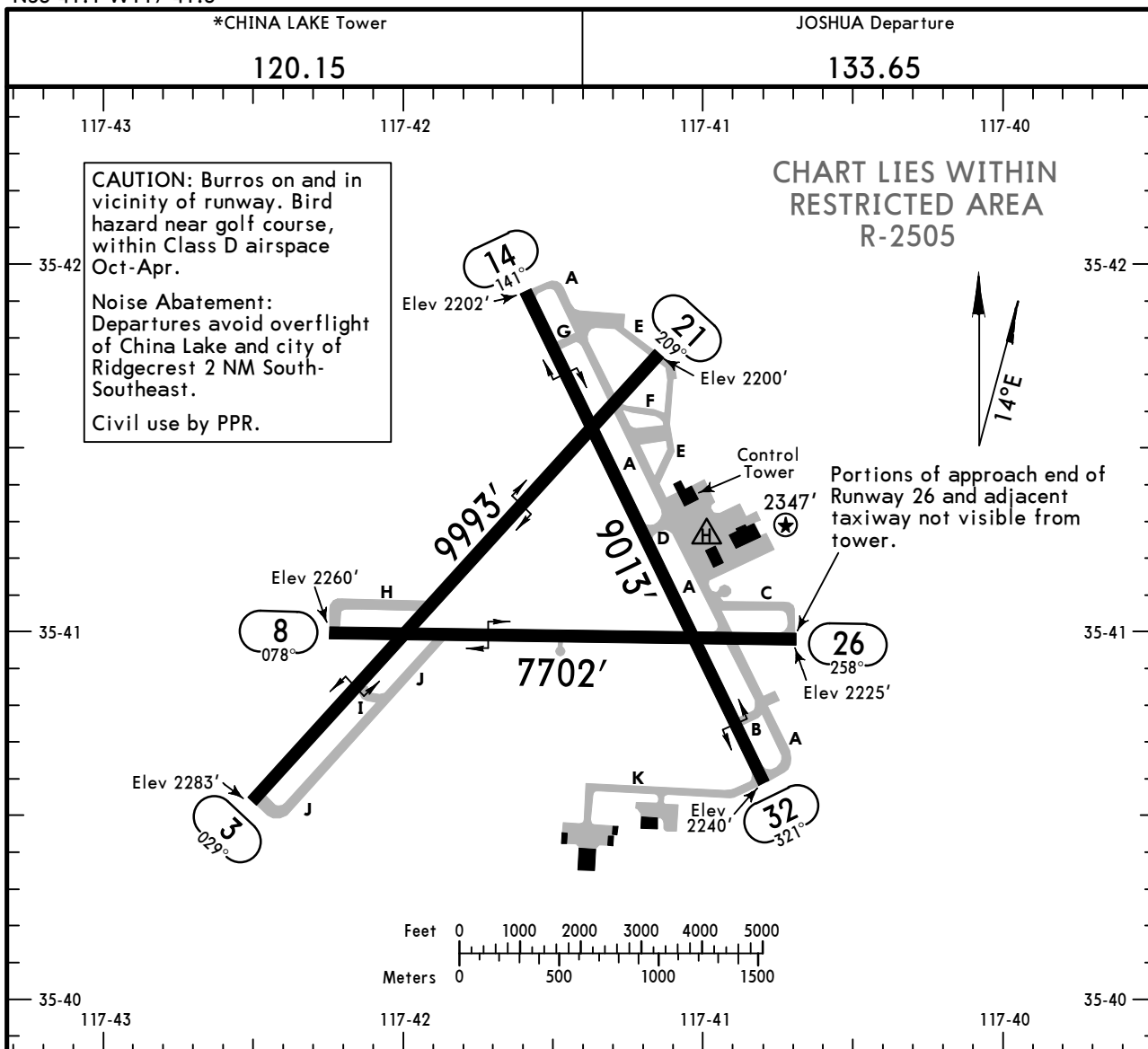
HECTOR

From over ZAGAN via heading 102° and EXPECT RADAR vectors to join HEC R-282 to HEC.

KNID
Apt Elev 2283'
N35 41.1 W117 41.5

JEPPesen
17 SEP 10 (32-1) Eff 23 Sep

CHINA LAKE NAWS
RIDGECREST, CALIF



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond	TAKE-OFF	
3	MIRL				150'
21	MIRL ① OLS				
8	MIRL PAPI-L (angle 3.0°)				150'
26	MIRL ① OLS PAPI-L (angle 3.0°)				
14	HIRL ① OLS				150'
32					

① OLS (Optical Landing System).

TAKE-OFF

Diverse departures not authorized, use published DP.

OBSTACLE DP

Rwys 3,8, Diverse departure not authorized. Rwy 14, Diverse departures authorized 071° to 141° CW with minimum civil climb of 450'/NM to 6900', minimum military climb of 390'/NM to 6300'. 141° to 211° CW with minimum civil climb of 310'/NM to 5400', minimum military climb of 290'/NM to 5100'. Rwy 21, Diverse departures authorized 143° to 208° CW with minimum civil climb of 310'/NM to 5900', minimum military climb of 280'/NM to 5600'. Rwy 26, Diverse departures authorized 143° to 200° CW with a minimum civil climb of 300'/NM to 5900', minimum military climb of 280'/NM to 5600'. Turn LEFT on departure to assigned heading. Maximum departure speed 250 KIAS until established on assigned heading. Rwy 32, Diverse departures authorized 126° to 175° CW with minimum civil climb of 350'/NM to 6300', minimum military climb of 310'/NM to 5900'. Turn LEFT on departure to assigned heading. Maximum departure speed 250 KIAS until established on assigned heading.

CHANGES: Airport revised, take-off minimums, obstacle departure procedure.

© JEPPesen, 1999, 2010. ALL RIGHTS RESERVED.

JOSHUA Approach

133.65

*CHINA LAKE Tower

120.15

RNAV	Final Aptch Crs	Minimum Alt KATIE	LNAV/VNAV DA(H)	Apt Elev 2283'
	320°	3800' (1560')	2576' (336')	TDZE 2240'

MISSED APCH: Climbing LEFT turn to 6500' direct FAMAK, then via track 212° to SALTD, then turn LEFT direct RANDS and hold.
Maximum missed approach speed 200 KIAS.

Alt Set: INCHES

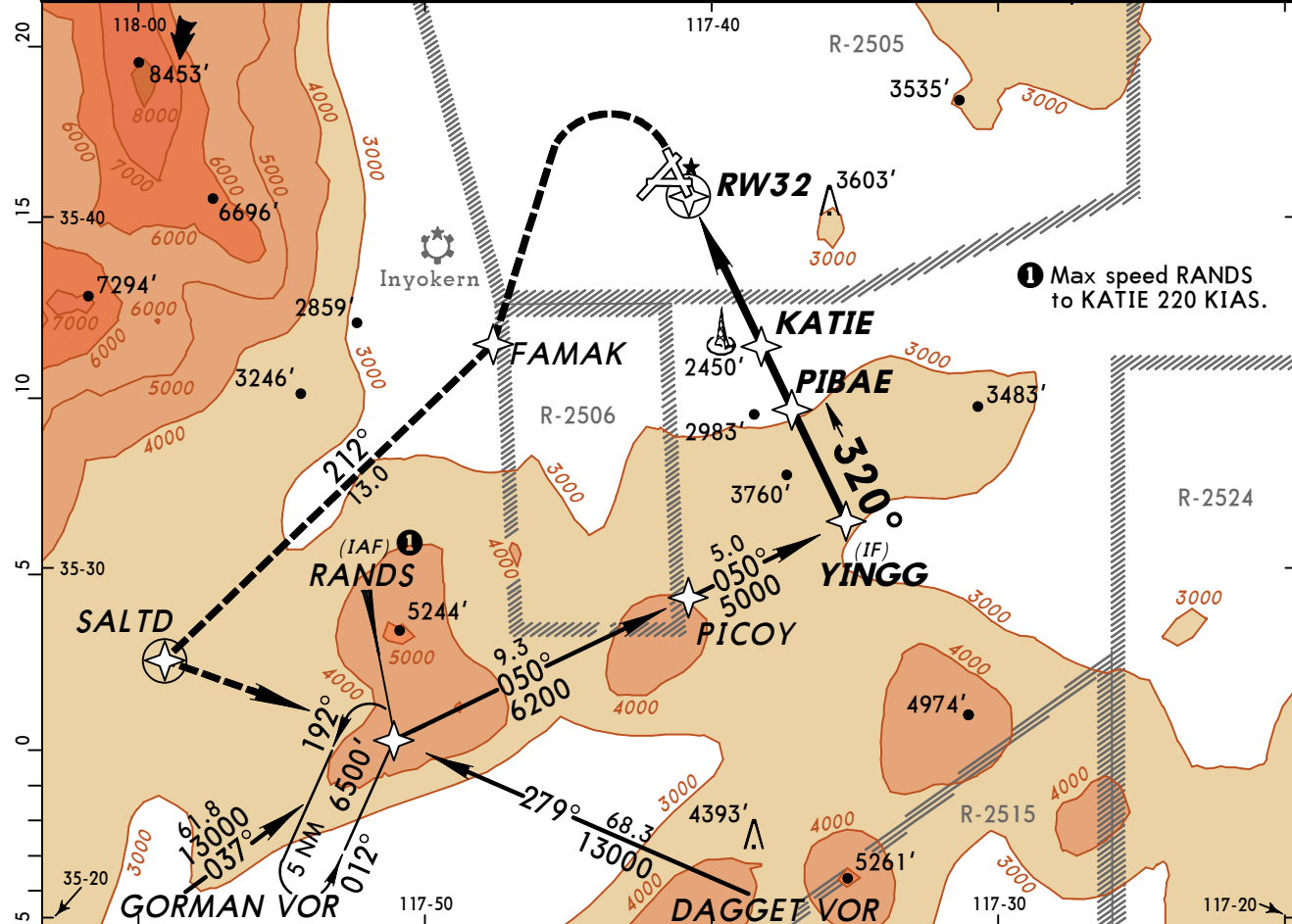
Trans level: FL 180

Trans alt: 18000'

1. CAUTION: Intermediate segment length 5.5 NM. 2. SAFE ALTITUDE WITHIN 100 NM 16,500'. 3. DME/DME RNP -0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-3°F) or above 29°C (85°F). 5. Magnetic variation of record: 14°E.

9500'

MSA RW32



RW32

KATIE

PIBAE

YINGG

TDZE 2240'

6500'

3800'

4300'

5000'

1.2 NM to RW32

[3.00°]

1.2

0.2

3.3

2.0

3.5

10.2

Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle[3.00°]	372	478	531	637	743	849				

MAP at RW32

OLS

6500'

LT

FAMAK

STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND	
LNAV/VNAV DA(H)	LNAV MDA(H)	Max Kts	MDA(H)	
1¼	2680' (440')	90	2720' (437') - 1¼	
		120	2740' (457') - 1¼	
		140	2740' (457') - 1½	
		165	2840' (557') - 2	

CHANGES: Procedure.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

General Information

Location: El Centro CA USA
IATA Code: NJK
Lat/Long: N32° 49.7' W115° 40.3'
Elevation: -42 ft

Airport Use: Military
Magnetic Variation: 11.7°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL)
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1413 Z
Sunset: 0138 Z,

Runway Information

Runway: 08
Length x Width: 9503 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: -47 ft
Lighting: Edge, REIL

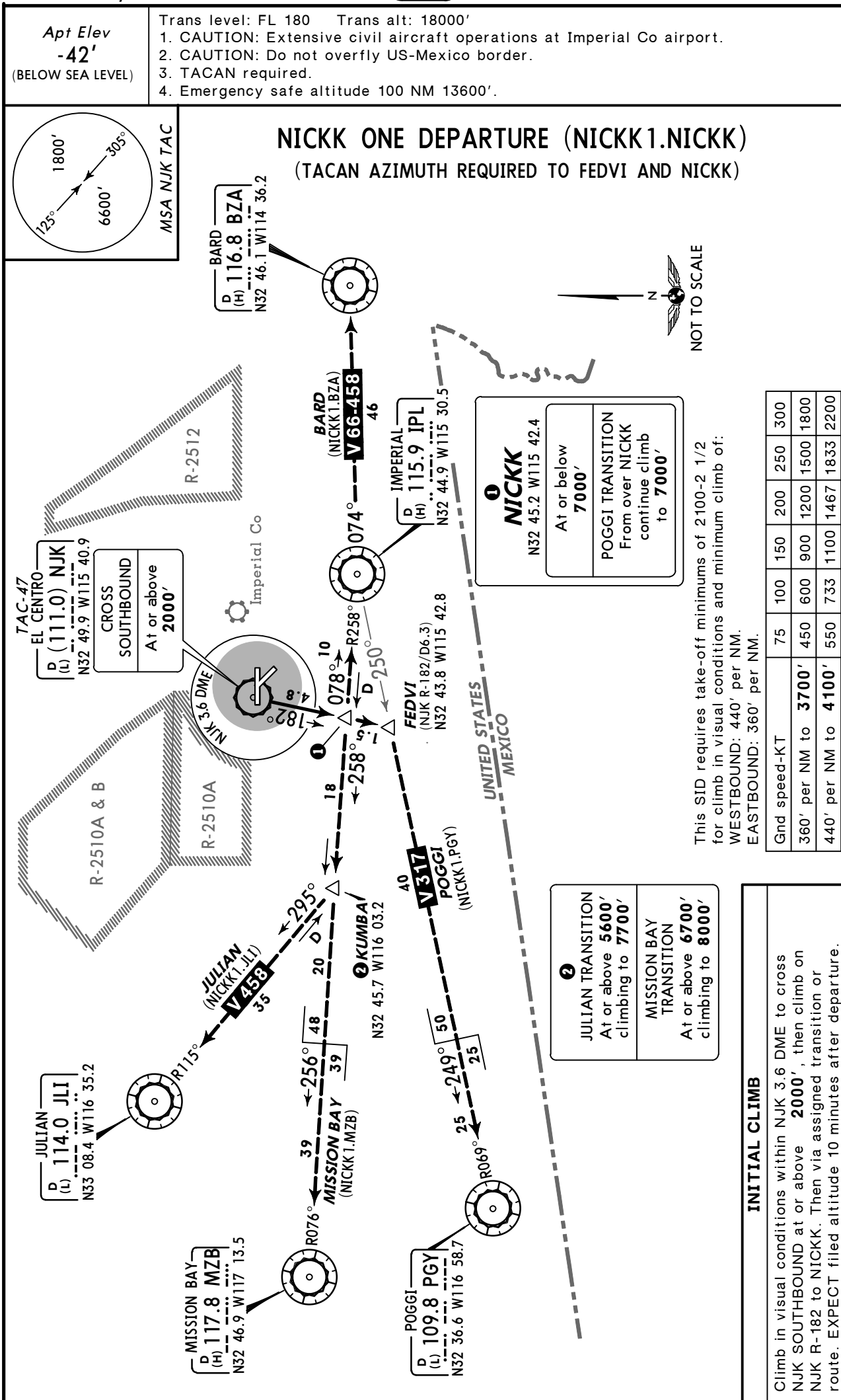
Runway: 12
Length x Width: 6824 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: -46 ft
Lighting: Edge, REIL

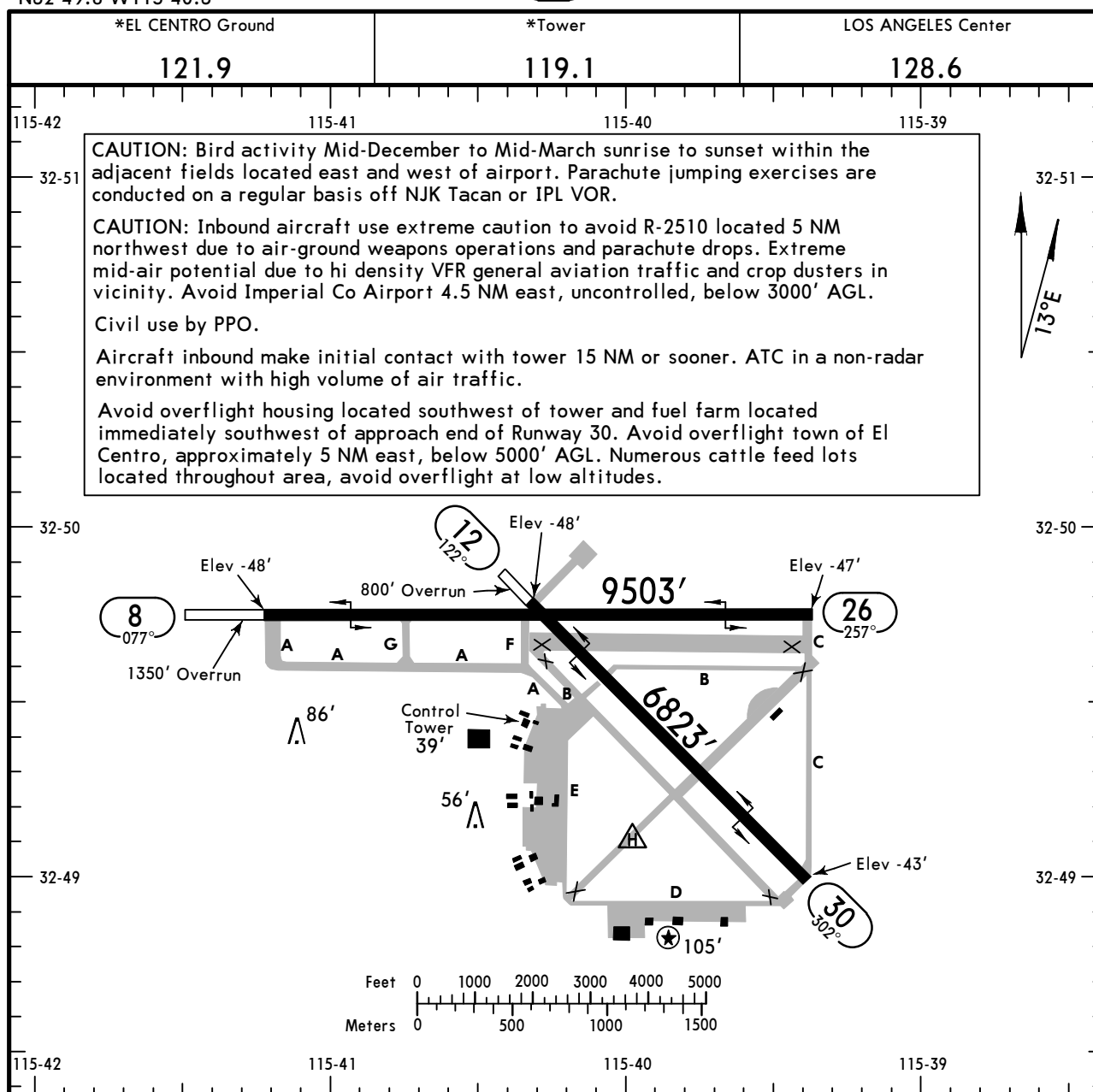
Runway: 26
Length x Width: 9503 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: -45 ft
Lighting: Edge, REIL
Stopway: 1350 ft

Runway: 30
Length x Width: 6824 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: -42 ft
Lighting: Edge, REIL
Stopway: 800 ft

Communication Information

El Centro Tower 119.1
El Centro Ground Control 121.9





ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
8	26	HIRL				200'
12	30	HIRL				200'

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

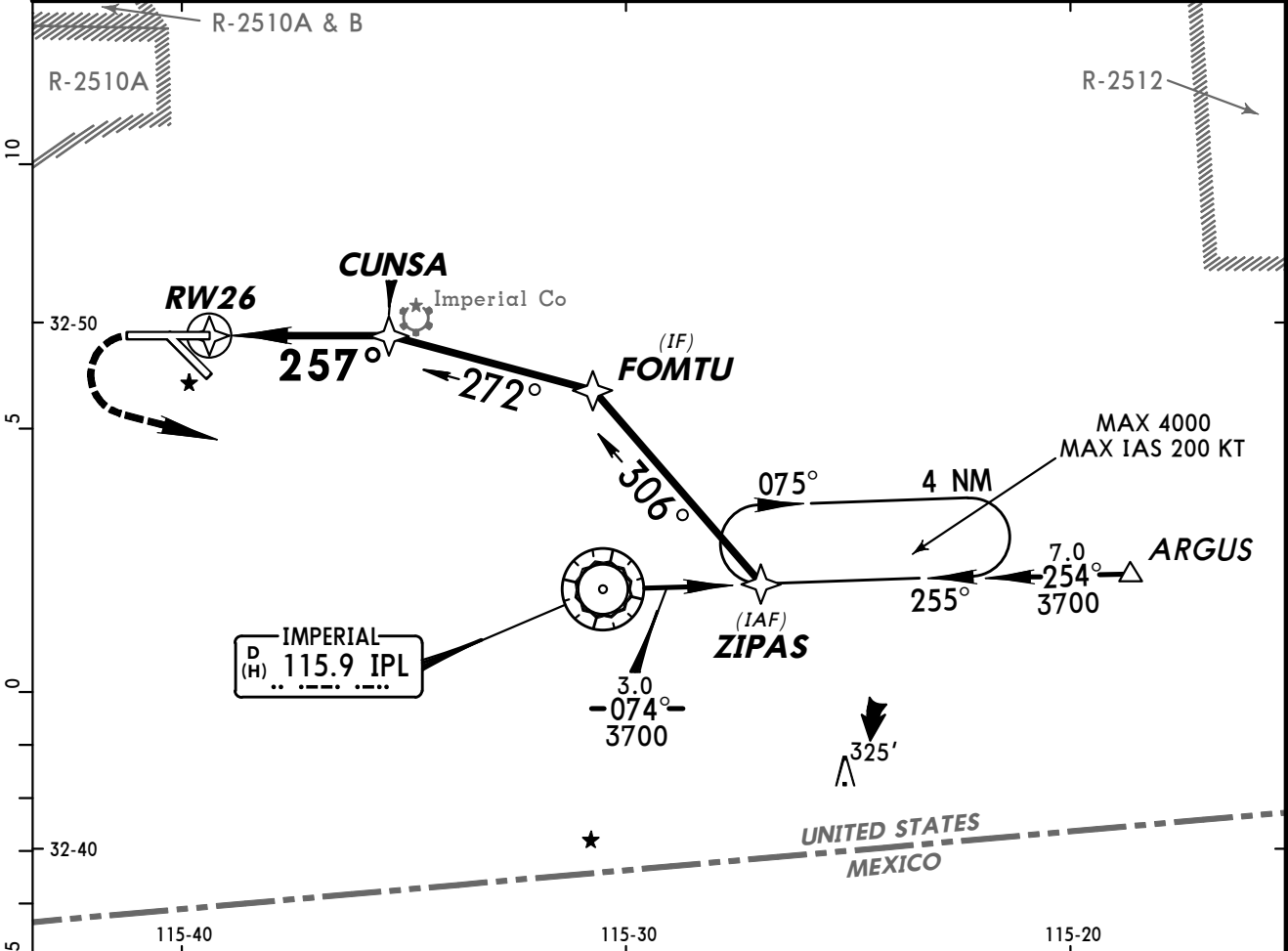
All Rwy's		
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Diverse departures not authorized.

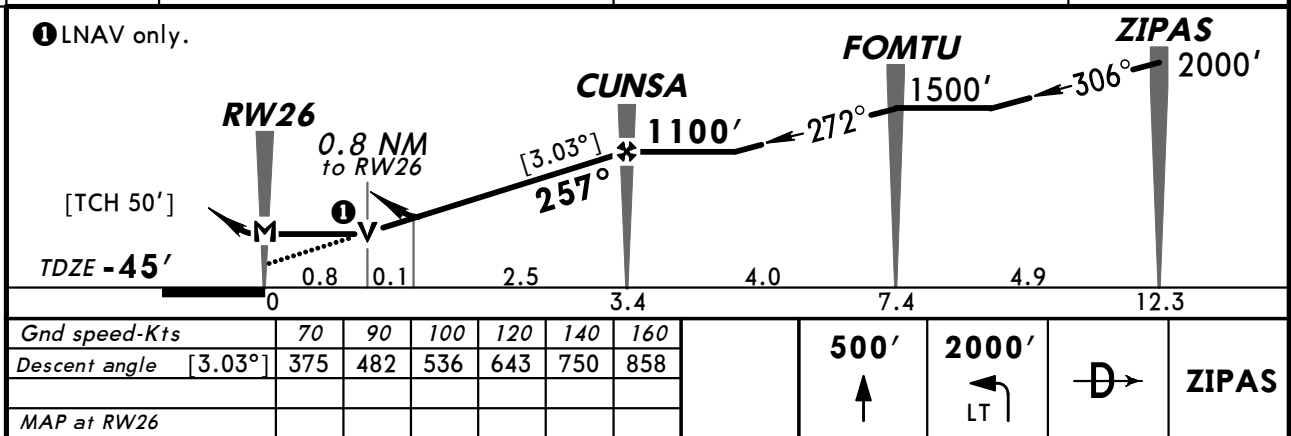
OBSTACLE DP: All Rwy's, Use published DP or if ceiling and vis is below 2100-2 1/2, make climbing turn direct IPL VOR within D3.6 NJK TAC and expect radar vectors to join assigned route. Expect filed altitude 10 minutes after departure. Cross IPL VOR at or below 7000.

BRIEFING STRIP™

LOS ANGELES Center 128.6		*EL CENTRO Tower 119.1		*Ground 121.9	
RNAV	Final Apch Crs 257°	Minimum Alt CUNSA 1100' (1145')	LNAV MDA(H) 260' (305')	Apt Elev -42' (BELOW SEA LEVEL) TDZE -45'	6600' MSA RW26
MISSED APCH: Climb to 500', then climbing LEFT turn to 2000' direct ZIPAS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. CAUTION: Extensive civil aircraft operations at Imperial Co Airport. 2. CAUTION: Do not overfly US-Mexico border. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 39°C (103°F). 4. DME/DME RNP-0.30 not authorized. 5. MAX speed all segments 200 KIAS.					



① LNAV only.



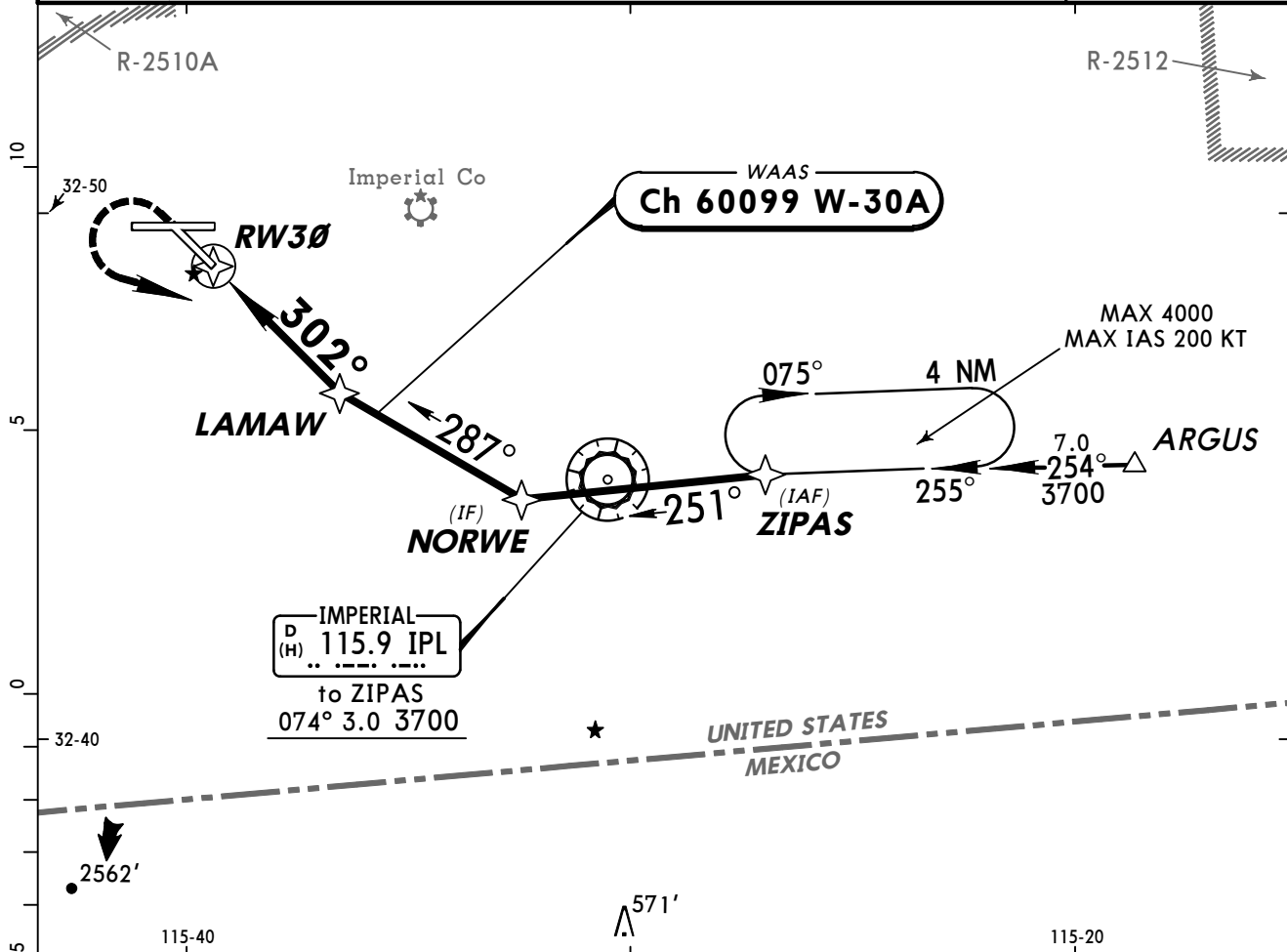
STRAIGHT-IN LANDING RWY 26

CIRCLE-TO-LAND

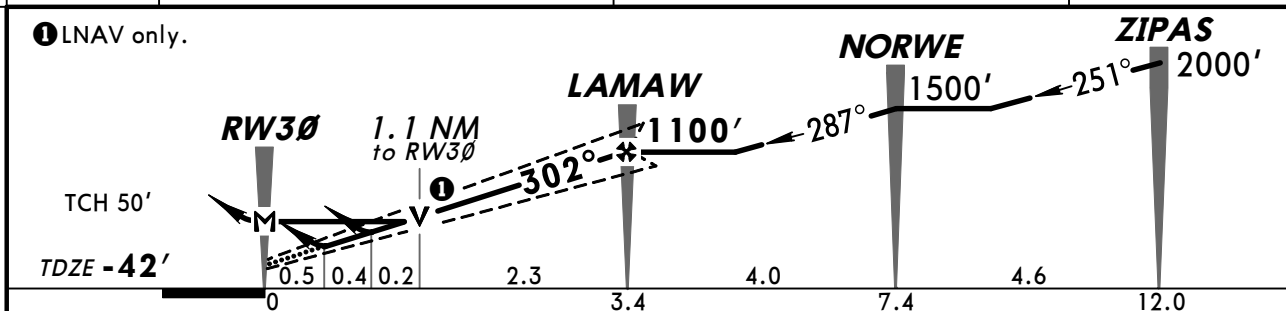
LNAV/VNAV DA(H) 280' (325')		LNAV MDA(H) 260' (305')		Max Kts	MDA(H)
A				90	420' (462') - 1
B				120	420' (462') - 1½
C	1	1		140	520' (562') - 2
D				165	

BRIEFING STRIP™

LOS ANGELES Center 128.6		*EL CENTRO Tower 119.1		*Ground 121.9	
WAAS Ch 60099 W-30A	Final Apch Crs 302°	Minimum Alt LAMAW 1100' (1142')	LPV DA(H) 158' (200')	Apt Elev -42' (BELOW SEA LEVEL) TDZE -42'	6600' MSA RW30
MISSED APCH: Climb to 500', then climbing LEFT turn to 2000' direct ZIPAS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. CAUTION: Extensive civil aircraft operations at Imperial Co Airport. 2. CAUTION: Do not overfly US-Mexico border. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (108°F). 4. DME/DME RNP-0.30 not authorized. 5. MAX speed all segments 200 KIAS.					



① LNAV only.

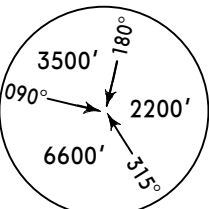


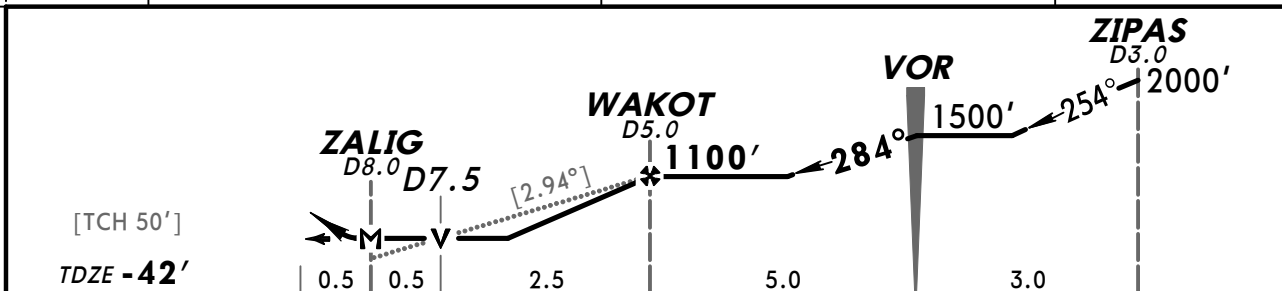
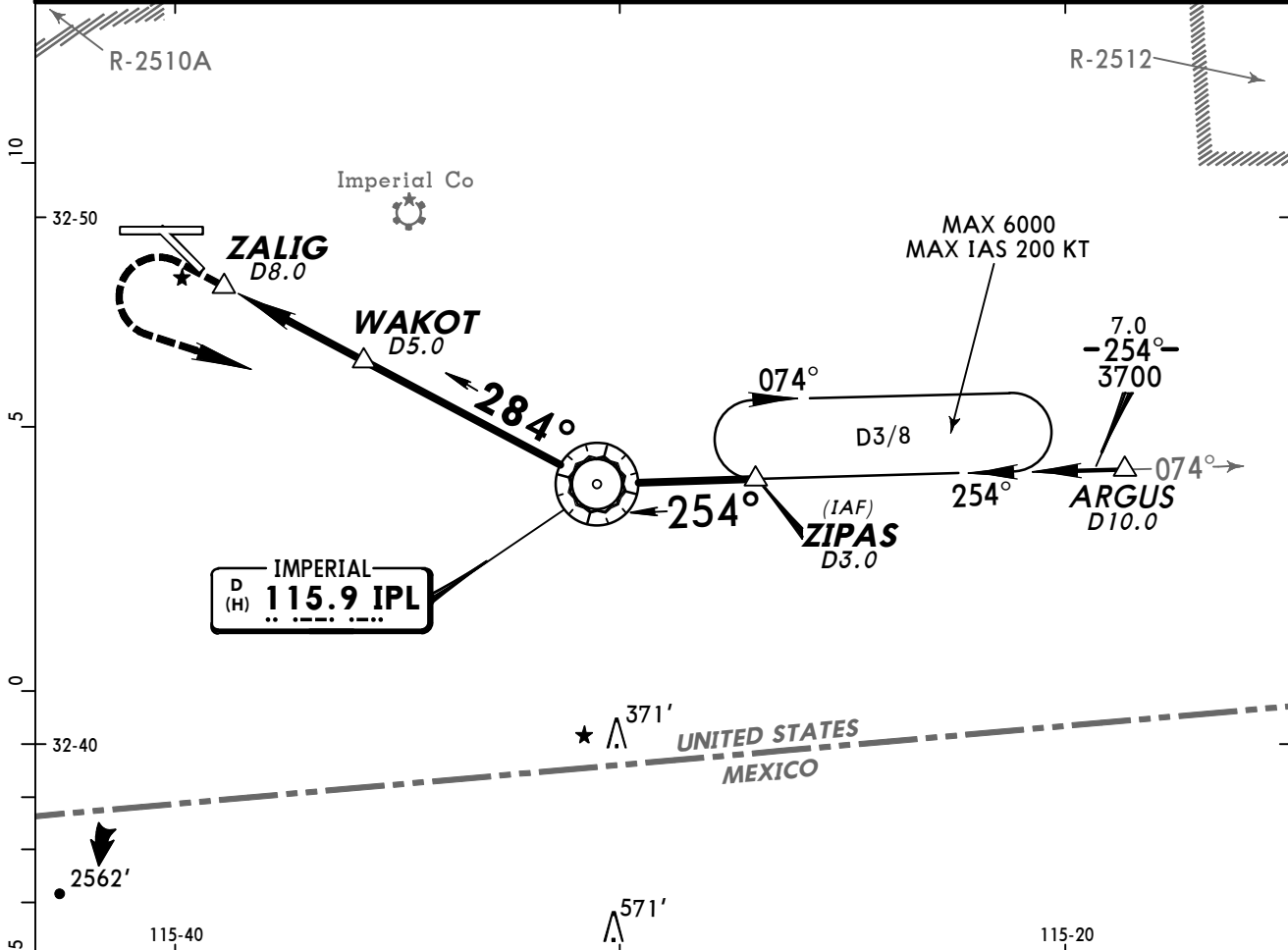
Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW30											

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND	
LPV DA(H) 158' (200')		LNAV/VNAV DA(H) 280' (322')		LNAV MDA(H) 360' (402')		Max Kts	MDA(H)
3/4		1		1		90	420' (462') - 1
						120	420' (462') - 1 1/2
						140	420' (462') - 1 1/2
						165	520' (562') - 2

TERPS

BRIEFING STRIP™

LOS ANGELES Center 128.6		*EL CENTRO Tower 119.1		*Ground 121.9	
VOR IPL 115.9	Final Apch Crs 284°	Minimum Alt WAKOT 1100' (1142')	MDA(H) 300' (342')	Apt Elev -42' (BELOW SEA LEVEL) TDZE -42'	 MSA IPL VOR
MISSED APCH: Climb to 500', then climbing LEFT turn to 2000' direct IPL VOR, then outbound via IPL VOR R-074 to ZIPAS and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. CAUTION: Extensive civil aircraft operations at Imperial Co Airport. 2. CAUTION: Intermediate segment length 5 NM.					



Gnd speed-Kts	70	90	100	120	140	160	500' ↑ 2000' ↶ LT D → IPL 115.9
Descent angle	23.4°	468	520	624	728	832	
MAP at ZALIG or FAF to MAP	3.0	2:34	2:00	1:48	1:30	1:08	

STRAIGHT-IN LANDING RWY30			CIRCLE-TO-LAND		
MDA(H) 300' (342')			Max Kts	MDA(H)	
A	1		90	420' (462') -1	
B			120		
C			140	420' (462') -1½	
D			165	520' (562') -2	

General Information

Location: San Diego CA USA
IATA Code: NKX
Lat/Long: N32° 52.1' W117° 08.5'
Elevation: 477 ft

Airport Use: Military
Magnetic Variation: 12.1 °E
Sectional Chart: Los Angeles

Fuel Types: 100-130 Octane, Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1419 Z
Sunset: 0144 Z,

Runway Information

Runway: 06L
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 432 ft
Lighting: Edge, Centerline, Pilot controlled

Runway: 06R
Length x Width: 8001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 447 ft
Lighting: Edge, Pilot controlled

Runway: 10
Length x Width: 2801 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 470 ft
Lighting: Edge, Pilot controlled

Runway: 24L
Length x Width: 8001 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 477 ft
Lighting: Edge, Pilot controlled
Stopway: 1600 ft

Runway: 24R
Length x Width: 12000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 475 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Stopway: 3000 ft

Runway: 28
Length x Width: 2801 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 470 ft
Lighting: Edge, Pilot controlled
Stopway: 3000 ft

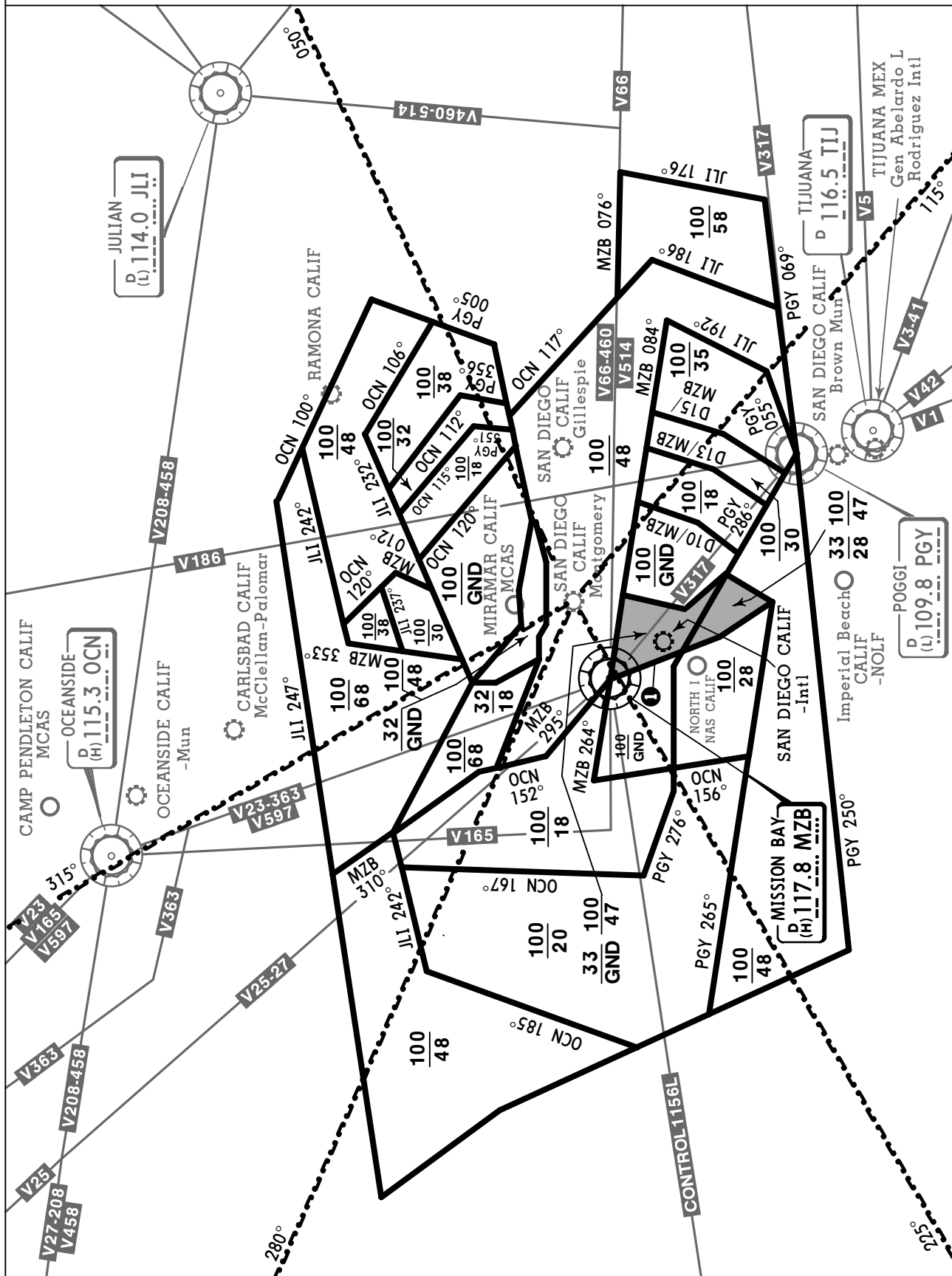
Communication Information

Miramar MCAS Tower 135.2
Miramar Ground Control 128.625 Military
Miramar Clearance Delivery 125.975 Military
Socal Approach Control 132.2
Socal Departure Control 119.6
Socal Departure Control 132.2
Miramar MCAS Multicom 133.475 PCL

SAN DIEGO CLASS (B) AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

Sectors	Social App	
(050°-115°)	124.35	(14000 and below)
(116°-224°)	125.15	(17000 and below)
(225°-280°)	119.6	(15000 and below)
(281°-314°)	127.3	(below 7000)
	125.3	(7000-15000)
(315°-049°)	120.05	(below 7000)
	132.2	(7000-16000)



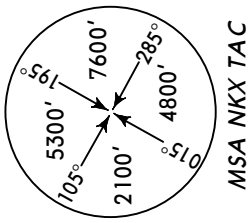
CHANGES: V-42 desig.

© JEPPESEN, 2007, 2010. ALL RIGHTS RESERVED.

SOCAL
Departure (R)
132.2

Apt Elev
477'

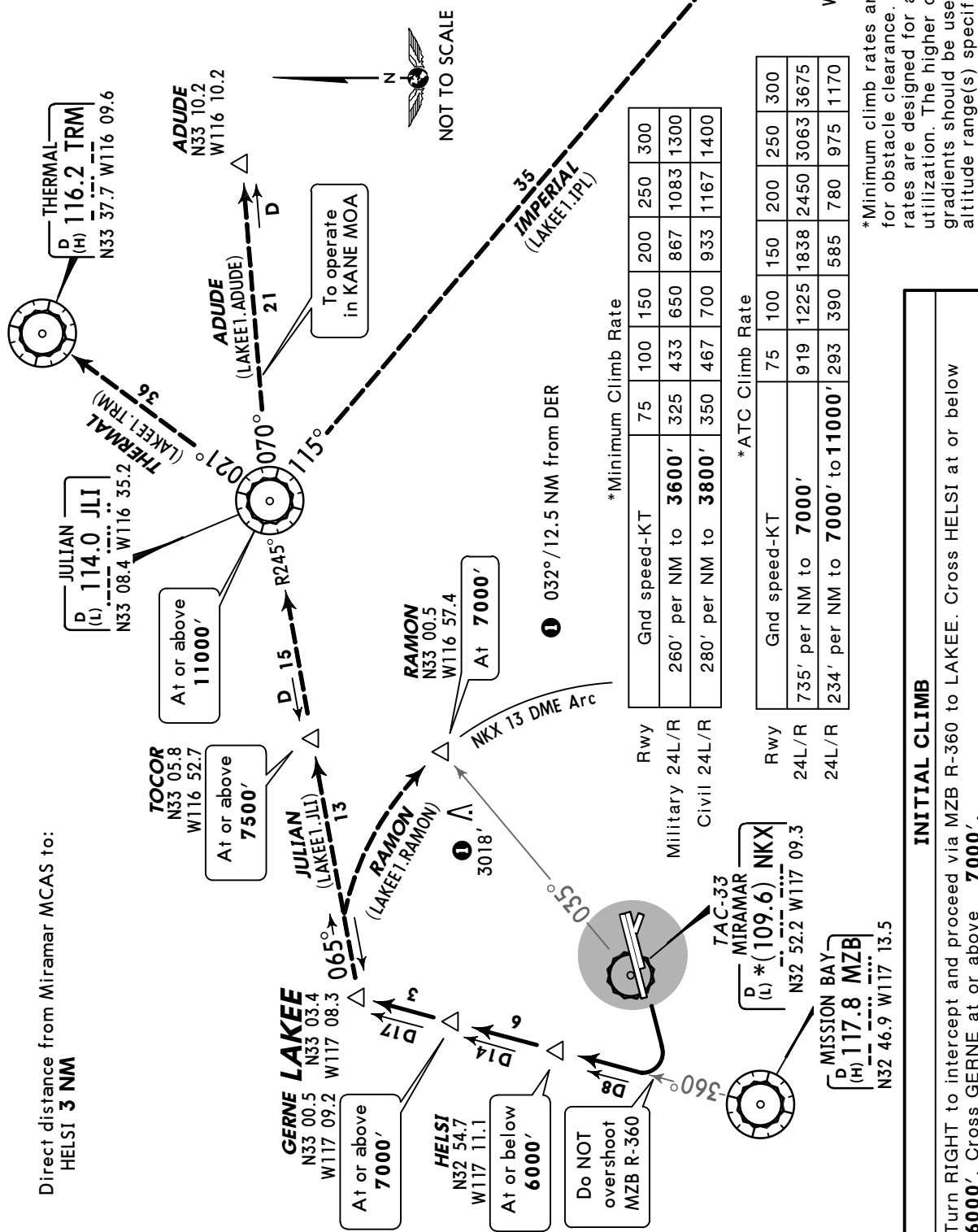
Trans level: FL 180 Trans alt: 18000'
CAUTION: Do not overshoot MZB R-360. This procedure includes a turn radius of less than 2 NM to join MZB R-360. Advise ATC prior to departure if this maneuver is unacceptable.



LAKEE ONE DEPARTURE (LAKEE1.LAKEE)

(RWYS 24L/R)

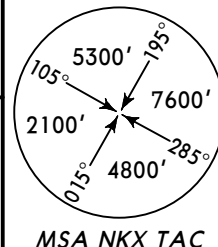
(TACAN AZIMUTH REQUIRED FOR RAMON TRANSITION)



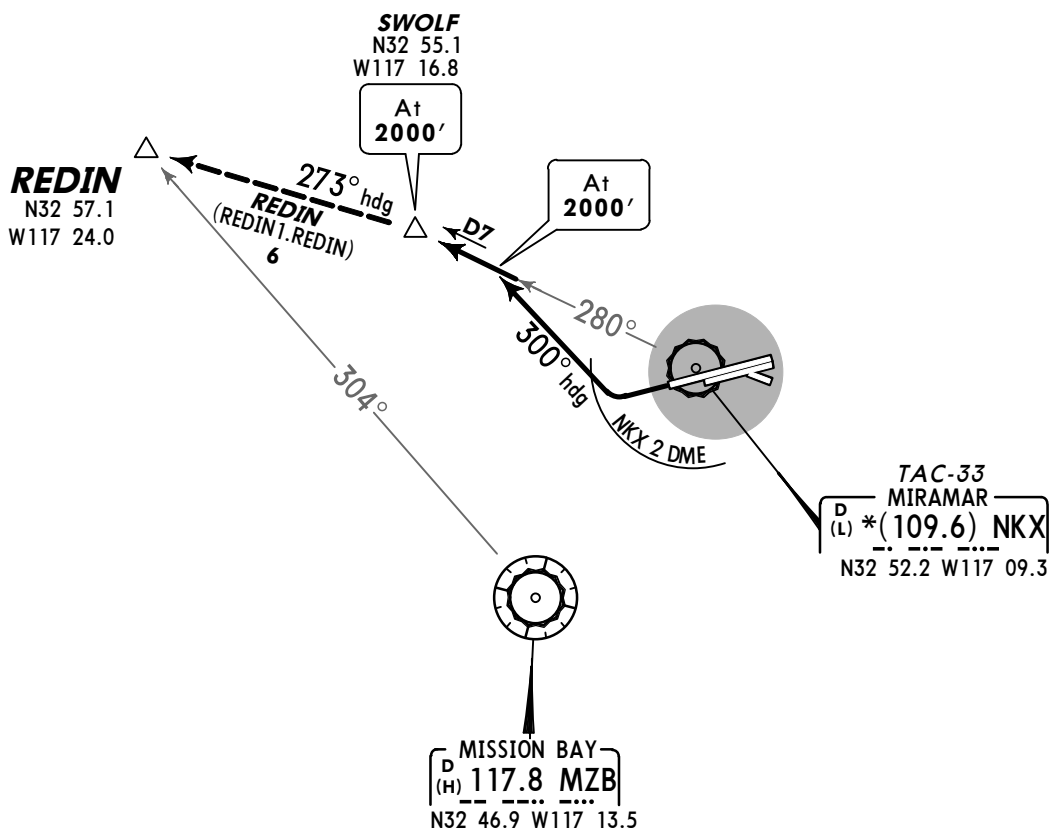
SOCAL
Departure (R)
119.6

Apt Elev
477'

Trans level: FL 180 Trans alt: 18000'
CAT A,B.



REDIN ONE DEPARTURE (REDIN1.REDIN)
(RWYS 24L/R)
(TACAN AZIMUTH REQUIRED TO SWOLF)



ATC Climb Rate to 2000'.

Rwy	Gnd speed-KT	75	100	150	200	250	300
24L/R	780' per NM	975	1300	1950	2600	3250	3900



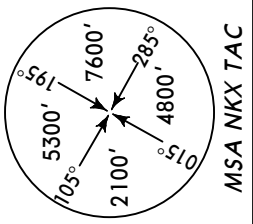
INITIAL CLIMB

Climbing RIGHT turn to 2000', fly heading 300° to intercept and proceed via NKX R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at 2000' mandatory. Cross SWOLF at 2000' mandatory.

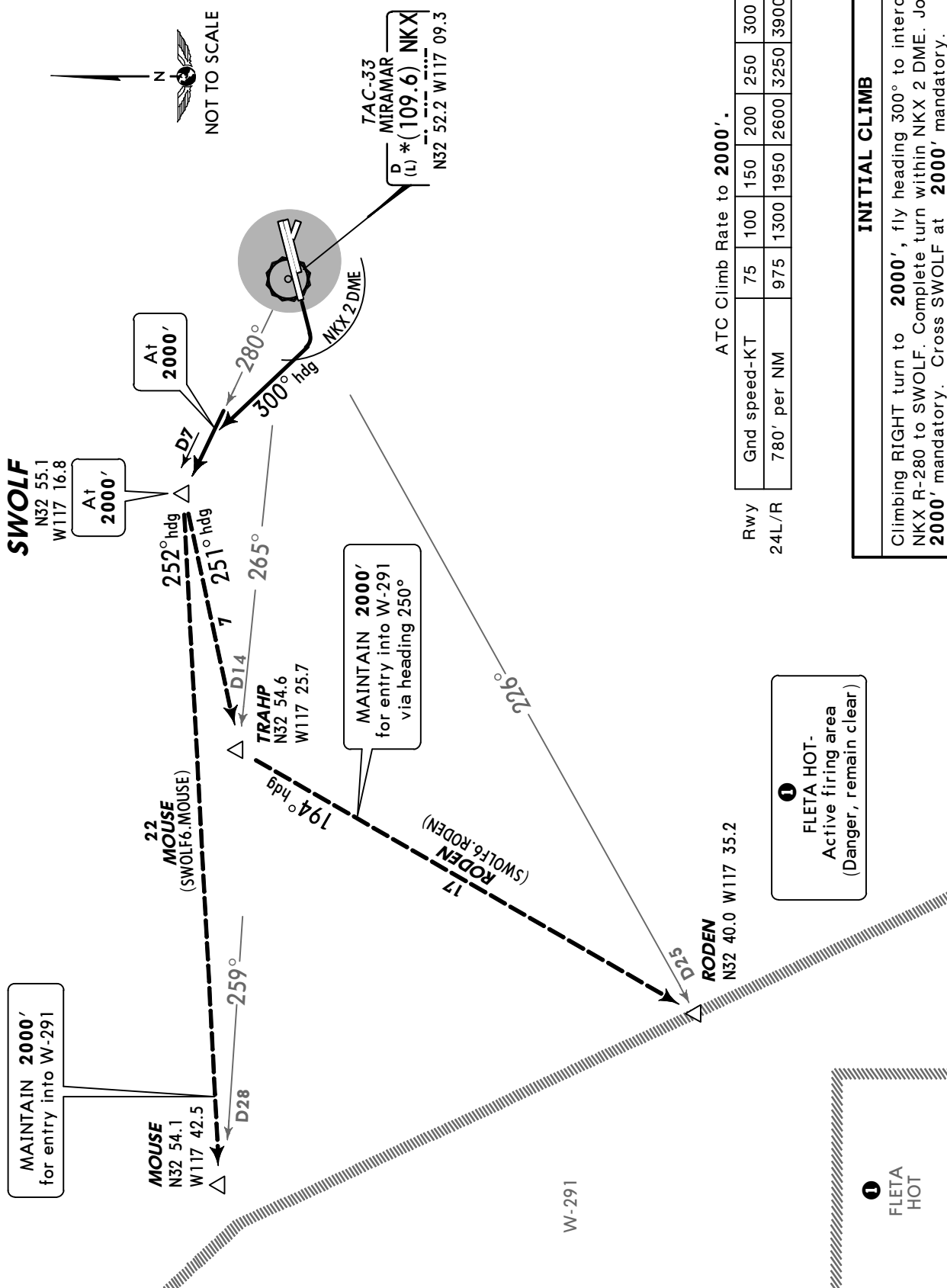
SOCAL
Departure (R)
119.6

Apt Elev
477'

Trans level: FL 180 Trans alt: 18000'
All aircraft should **MAINTAIN** last assigned heading/radial and altitude to avoid inbound military and civil aircraft at higher altitude.



SWOLF SIX DEPARTURE (SWOLF6.SWOLF) (RWYS 24L/R) (TACAN AZIMUTH REQUIRED)

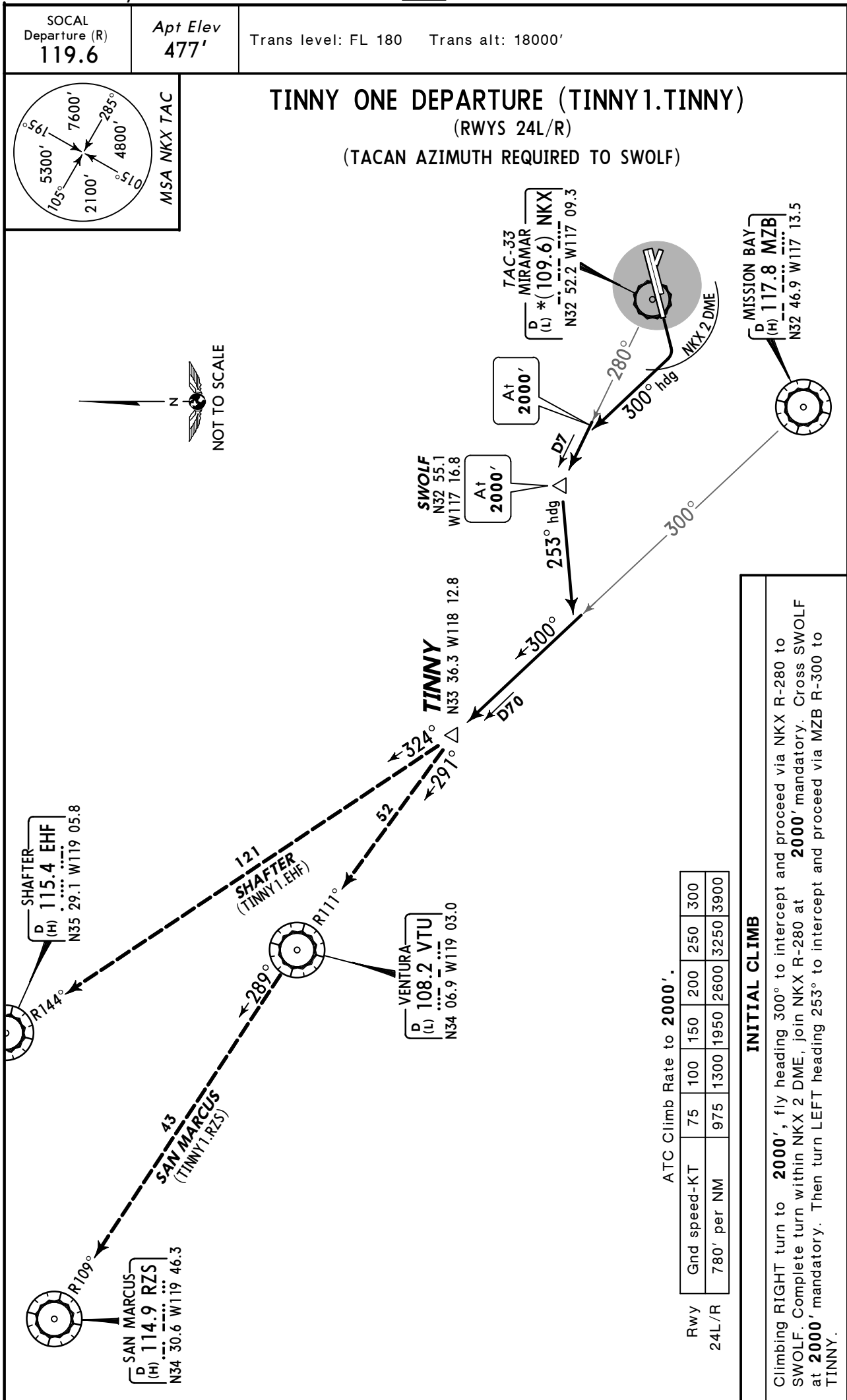


ATC Climb Rate to 2000'.

Rwy	Gnd speed-KT	75	100	150	200	250	300
24L/R	780' per NM	975	1300	1950	2600	3250	3900

INITIAL CLIMB

Climbing RIGHT turn to **2000'**, fly heading 300° to intercept and proceed via NKX R-280 to SWOLF. Complete turn within NKX 2 DME. Join NKX R-280 at **2000'** mandatory. Cross SWOLF at **2000'** mandatory.



SOCAL
Departure (R)
132.2

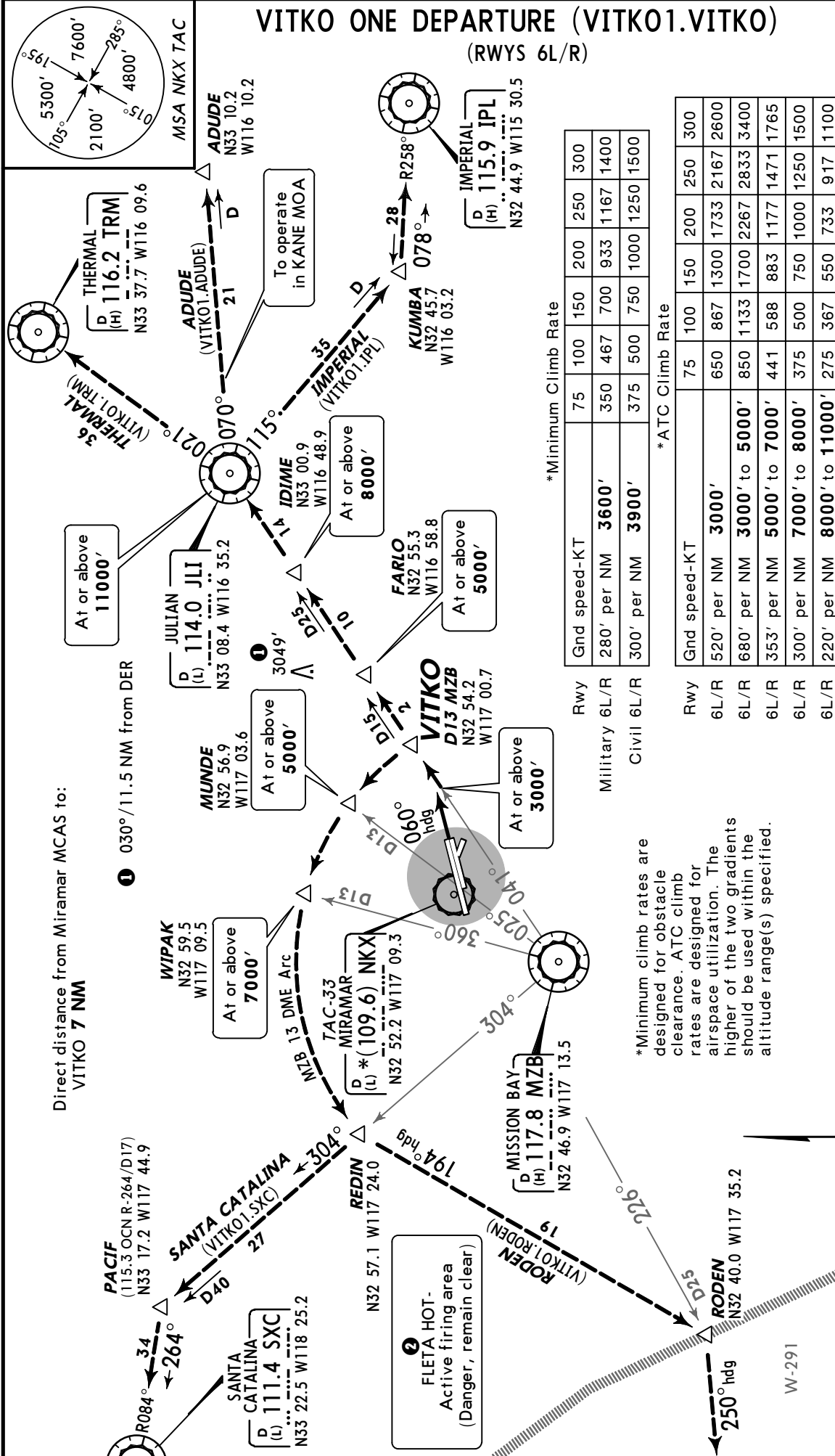
Apt Elev
477'

Trans level: FL 180 Trans alt: 18000'

All aircraft should **MAINTAIN** last assigned heading/radial and altitude to avoid inbound military and civil aircraft at higher altitudes.

VITKO ONE DEPARTURE (VITKO1.VITKO)

(RWYS 6L/R)



*Minimum Climb Rate

Rwy	75	100	150	200	250	300
Gnd speed-KT						
280' per NM	3600'					
300' per NM	3900'					

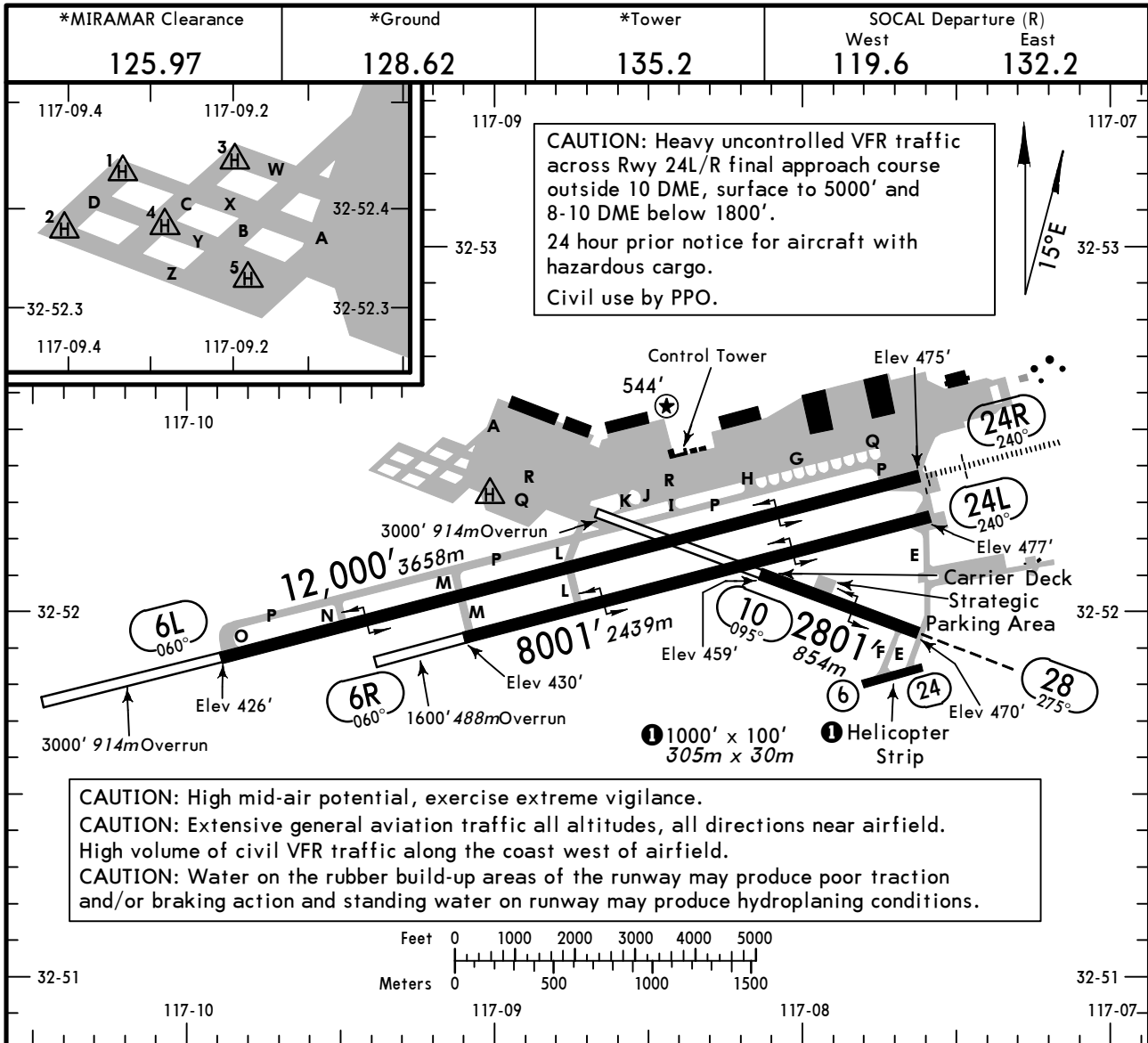
*ATC Climb Rate

Rwy	75	100	150	200	250	300
Gnd speed-KT						
520' per NM	3000'					
680' per NM	3000' to 5000'					
353' per NM	5000' to 7000'					
300' per NM	7000' to 8000'					
220' per NM	8000' to 11000'					

INITIAL CLIMB

Climb heading 060° to intercept and proceed via MZB R-041 to VITKO.
Join MZB R-041 at or above **3000'**.

*Minimum climb rates are designed for obstacle clearance. ATC climb rates are designed for airspace utilization. The higher of the two gradients should be used within the altitude range(s) specified.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
6R	HIRL PAPI-L	Threshold	Glide Slope		200' 61m
24L	② HIRL ② CL (White) PAPI-L				200' 61m
6L	② HIRL ② CL (White) ② ALSF-I ② PAPI-L		10,942' 3335m		200' 61m
24R	② HIRL ② CL (White) ② ALSF-I ② PAPI-L				200' 61m
10 ③	HIRL				200' 61m
④ 28					

- ② Activate on 133.47.
- ③ Not available.
- ④ Emergency use only.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Obstacle DP: Rwy 6L/R, 340° through 150° clockwise
-Civil, standard with minimum climb of 300'/NM to 7600', -Military standard with minimum climb of 280'/NM to 7600'.

BRIEFING STRIP™

SOCAL Approach (R) 132.2		*MIRAMAR Tower 135.2		*Ground 128.62	
LOC INKX 111.15	Final Apch Crs 240°	GS HOMAD 2998' (2523')	ILS DA(H) 675' (200')	Apt Elev 477' TDZE 475'	
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' via heading 340°. Expect radar vectors.					
Alt Set: INCHES 1. Pilot controlled lighting 133.47.		Trans level: FL 180		Trans alt: 18000'	

105°

5300'

195°

7600'

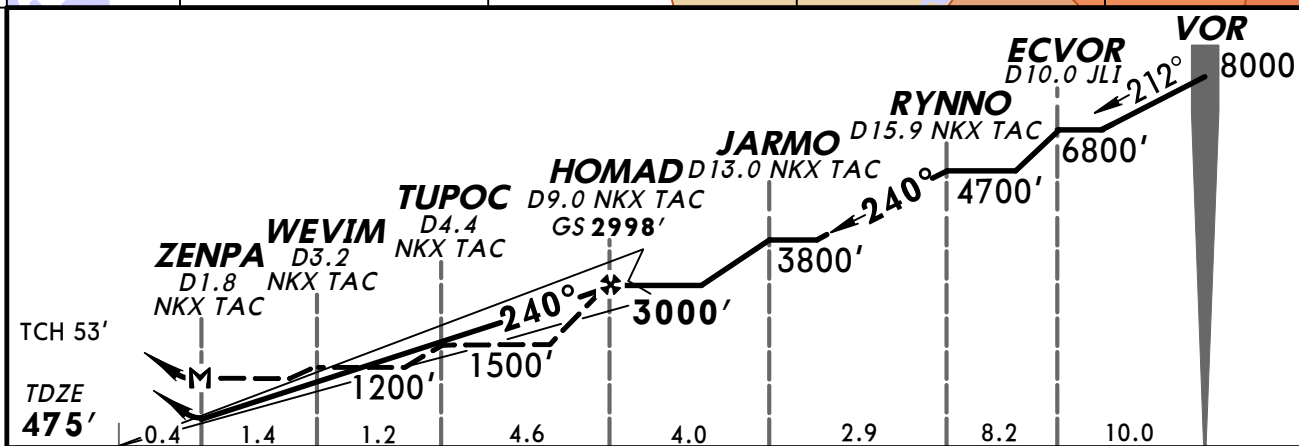
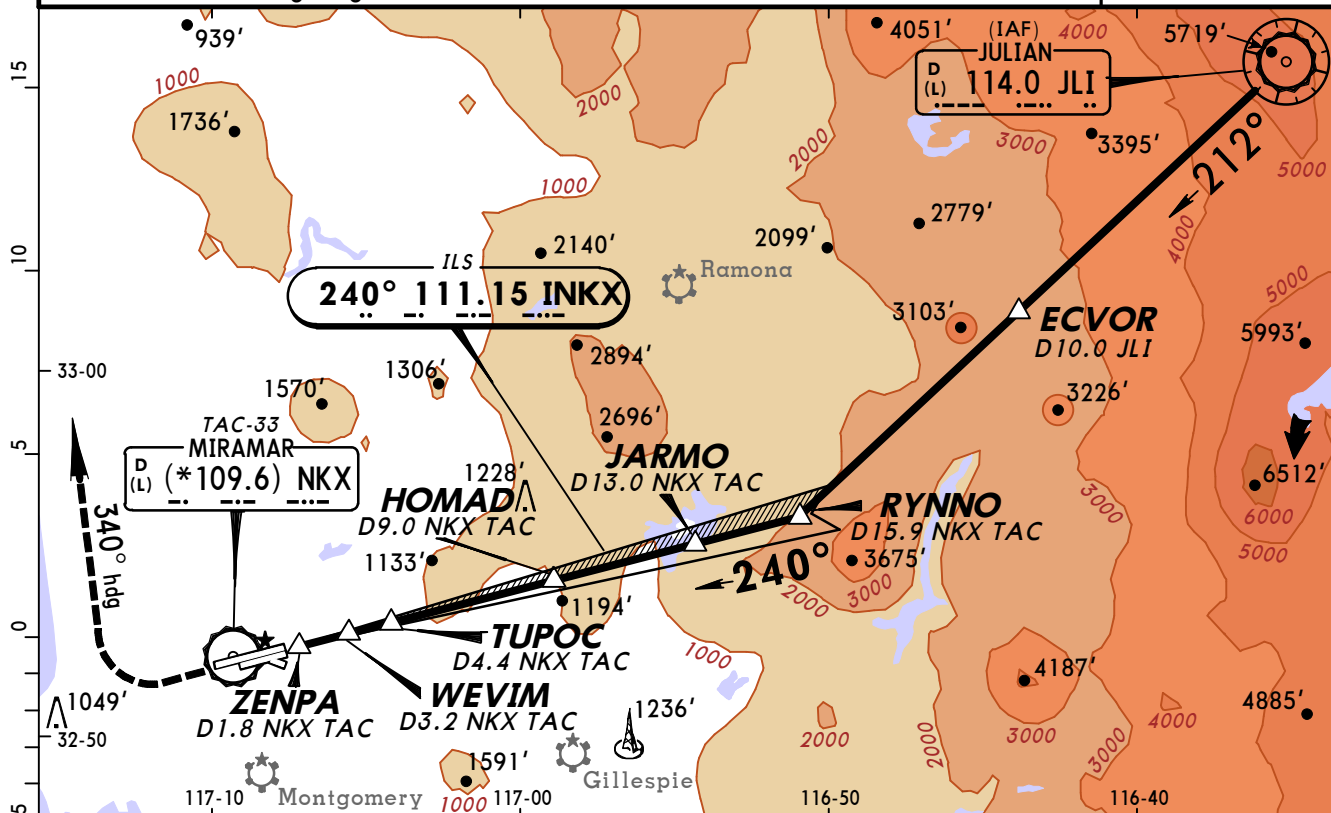
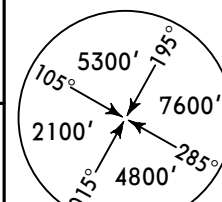
285°

4800'

015°

2100'

MSA NKX TAC

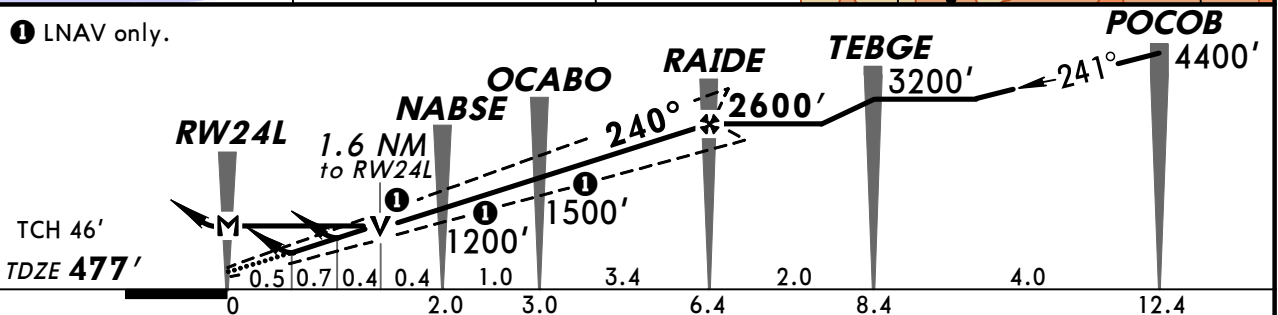
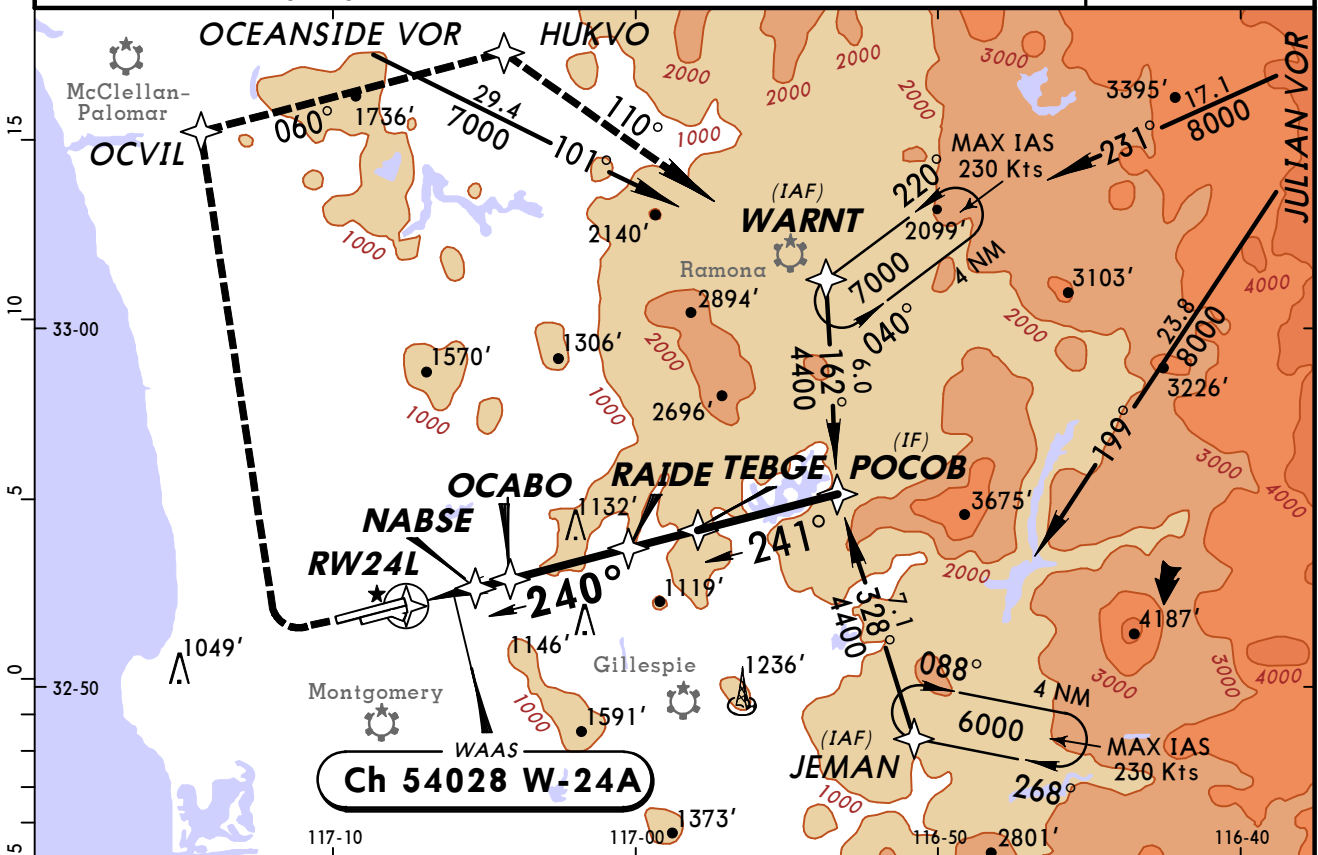


Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	1500'	3000'	340°
GS 3.00°	377	484	538	646	753	861		↑	↗ RT	via hdg
MAP at ZENPA										

STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized to Runway 10-28	
DA(H) 675' (200')		MDA(H) 1040' (565')		MDA(H)	
FULL	ALS out	ALS out		Max Kts	
A B C D	1/2	3/4	1/2	90	1040' (563') - 1
			1	120	
			1 1/2	140	1040' (563') - 1 1/2
			1 3/4	165	1160' (683') - 2 1/4

BRIEFING STRIP™

SOCAL Approach (R)		*MIRAMAR Tower		*Ground	
132.2		135.2		128.62	
WAAS Ch 54028 W-24A	<i>Final Apch Crs</i> 240°	<i>Minimum Alt</i> RAIDE 2600' (2123')	<i>LPV DA(H)</i> 677' (200')	<i>Apt Elev 477'</i> <i>TDZE 477'</i>	7600' MSA RW24L
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 7000' direct OCVIL, and RIGHT turn via 060° track to HUKVO, and RIGHT turn via 110° track to WARNT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (4°F) or above 35°C (95°F). 3. Pilot controlled lighting 133.47.					

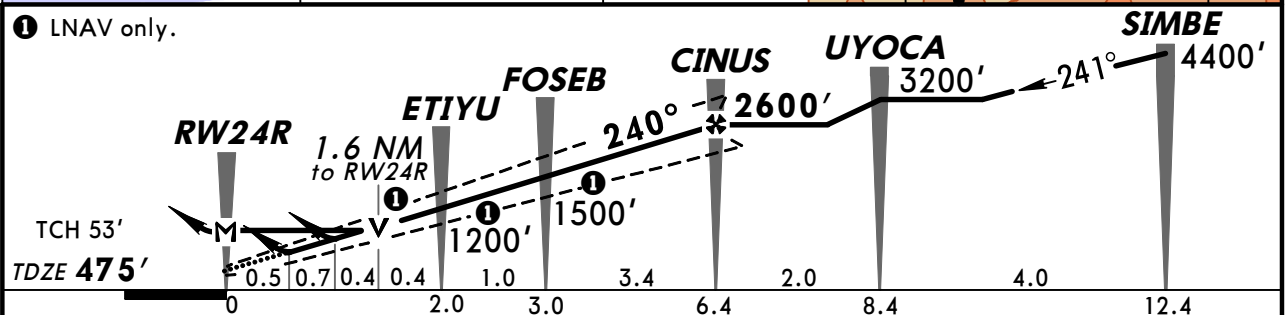
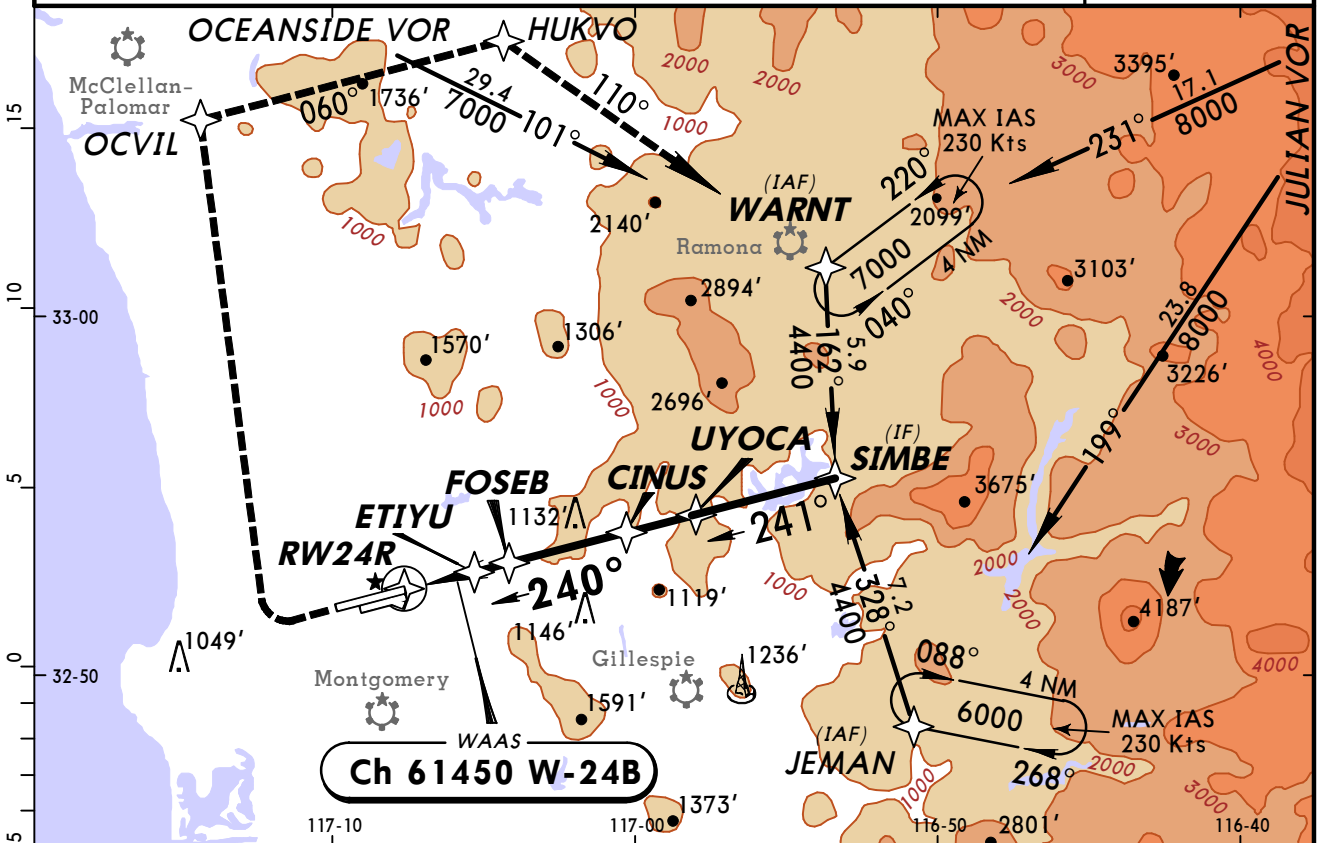


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		1500'		7000'		D → OCVIL	
Glide Path Angle 3.00°	372	478	531	637	743	849								
MAP at RW24L														

STRAIGHT-IN LANDING RWY 24L				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	
DA(H) 677' (200')		DA(H) 900' (423')		MDA(H) 1040' (563')	
A	1	1½	1	Max Kts	Not Authorized to Rwy 10-28
B				90	MDA(H) _____
C				120	1040' (563') - 1½
D				140	
			1¾	165	1160' (683') - 2¼

BRIEFING STRIP

SOCAL Approach (R)		*MIRAMAR Tower		*Ground	
132.2		135.2		128.62	
WAAS Ch 61450 W-24B	Final Apch Crs 240°	Minimum Alt CINUS 2600' (2125')	LPV DA(H) 675' (200')	Apt Elev 477' TDZE 475'	7600' MSA RW24R
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 7000' direct OCVIL, and RIGHT turn via 060° track to HUKVO, and RIGHT turn via 110° track to WARNT and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (4°F) or above 35°C (95°F). 3. Pilot controlled lighting 133.47.					



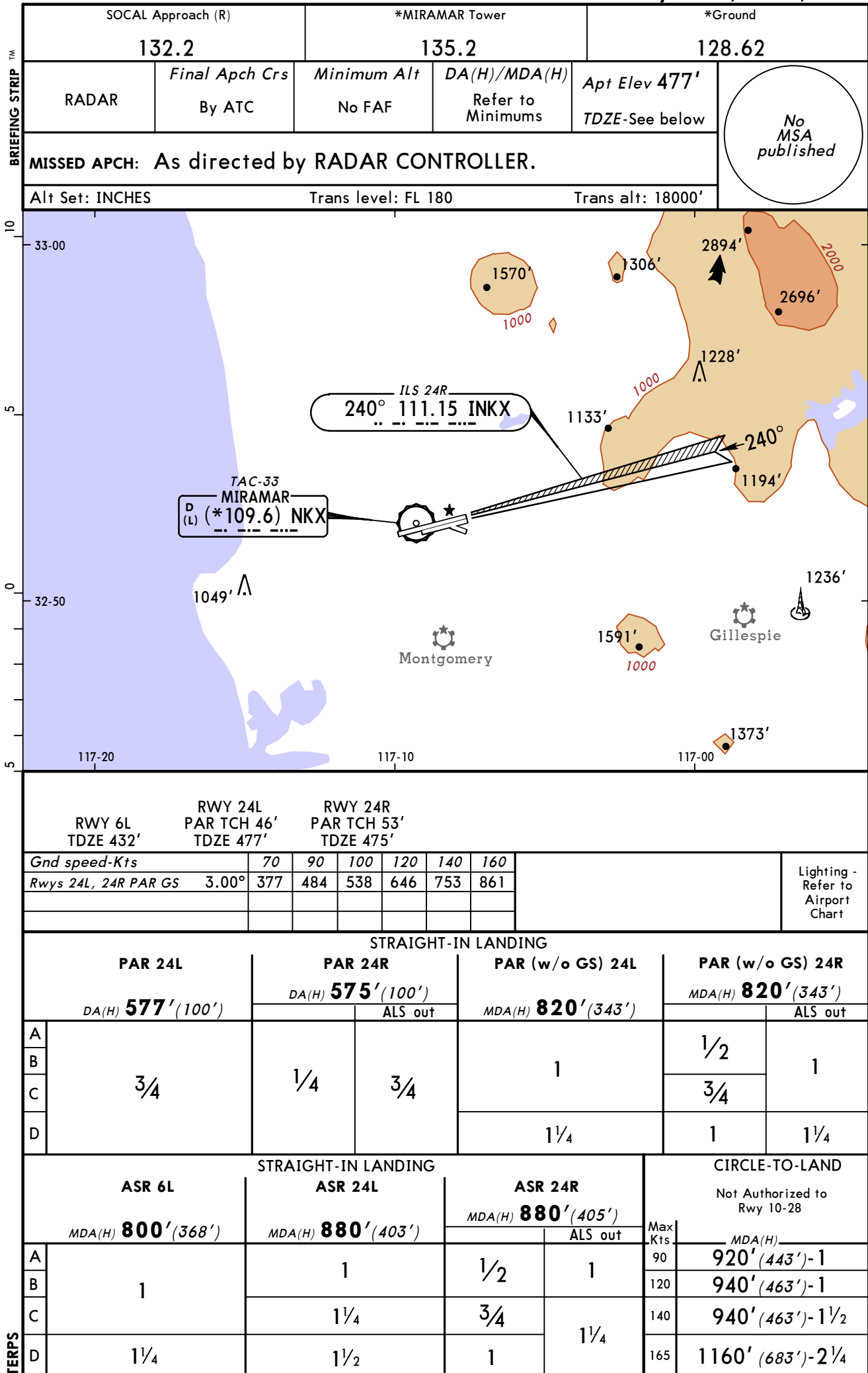
Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 1500' ↑ 7000' RT OCVIL
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW24R							

TERPS	STRAIGHT-IN LANDING RWY 24R				CIRCLE-TO-LAND	
	LPV DA(H) 675' (200')		LNAV/VNAV DA(H) 900' (425')		LNAV MDA(H) 1040' (565')	
	ALS out		ALS out		ALS out	
A					1/2	1
B						
C	1/2	1	1	1 1/2	1	1 1/2
D					1 1/4	1 3/4
						Max Kts
						90
						120
						140
						165
						1040' (563') - 1 1/2
						1160' (683') - 2 1/4

KNKX/NKX
SAN DIEGO, CALIF

11 DEC 09
Eff 17 Dec (38-1)

MIRAMAR MCAS
PAR RwyS 24L, 24R
ASR RwyS 6L, 24L, 24R



CHANGES: Minimums.

© JEPPESEN, 2008, 2009. ALL RIGHTS RESERVED.

General Information

Location: Lemoore CA USA
IATA Code: NLC
Lat/Long: N36° 20.0' W119° 57.1'
Elevation: 232 ft

Airport Use: Military
Magnetic Variation: 13.4 °E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1433 Z
Sunset: 0152 Z,

Runway Information

Runway: 14L
Length x Width: 13500 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 222 ft
Lighting: Edge, REIL
Stopway: 1000 ft

Runway: 14R
Length x Width: 13497 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 231 ft
Lighting: Edge, Centerline, REIL
Stopway: 1000 ft

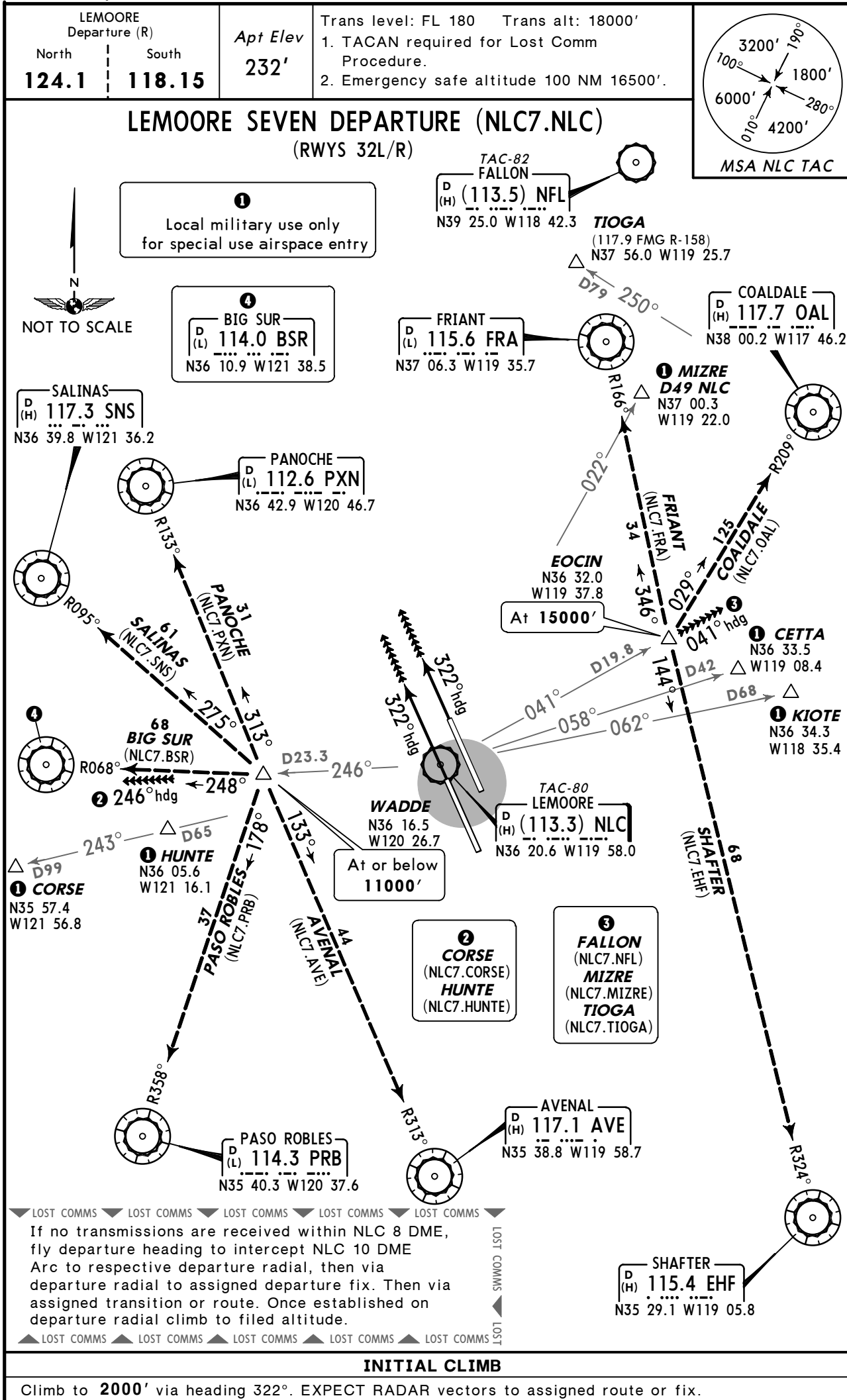
Runway: 32L
Length x Width: 13497 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 230 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 1000 ft

Runway: 32R
Length x Width: 13500 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 225 ft
Lighting: Edge, REIL

Stopway: 1000 ft

Communication Information

- ATIS 121.575
- Lemoore Tower 128.3
- Lemoore Ground Control 121.65
- Lemoore Clearance Delivery 124.1
- Lemoore Approach Control 118.15
- Lemoore Approach Control 124.1
- Lemoore Departure Control 124.1
- Lemoore Departure Control 118.15
- Lemoore Radar 125.95



1. If no transmissions are received within NLC 8 DME, fly departure heading to intercept NLC 10 DME Arc to respective departure radial, then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

2. If no transmissions are received within NLC 8 DME, fly departure heading to intercept NLC 10 DME Arc to respective departure radial, then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

3. If no transmissions are received within NLC 8 DME, fly departure heading to intercept NLC 10 DME Arc to respective departure radial, then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

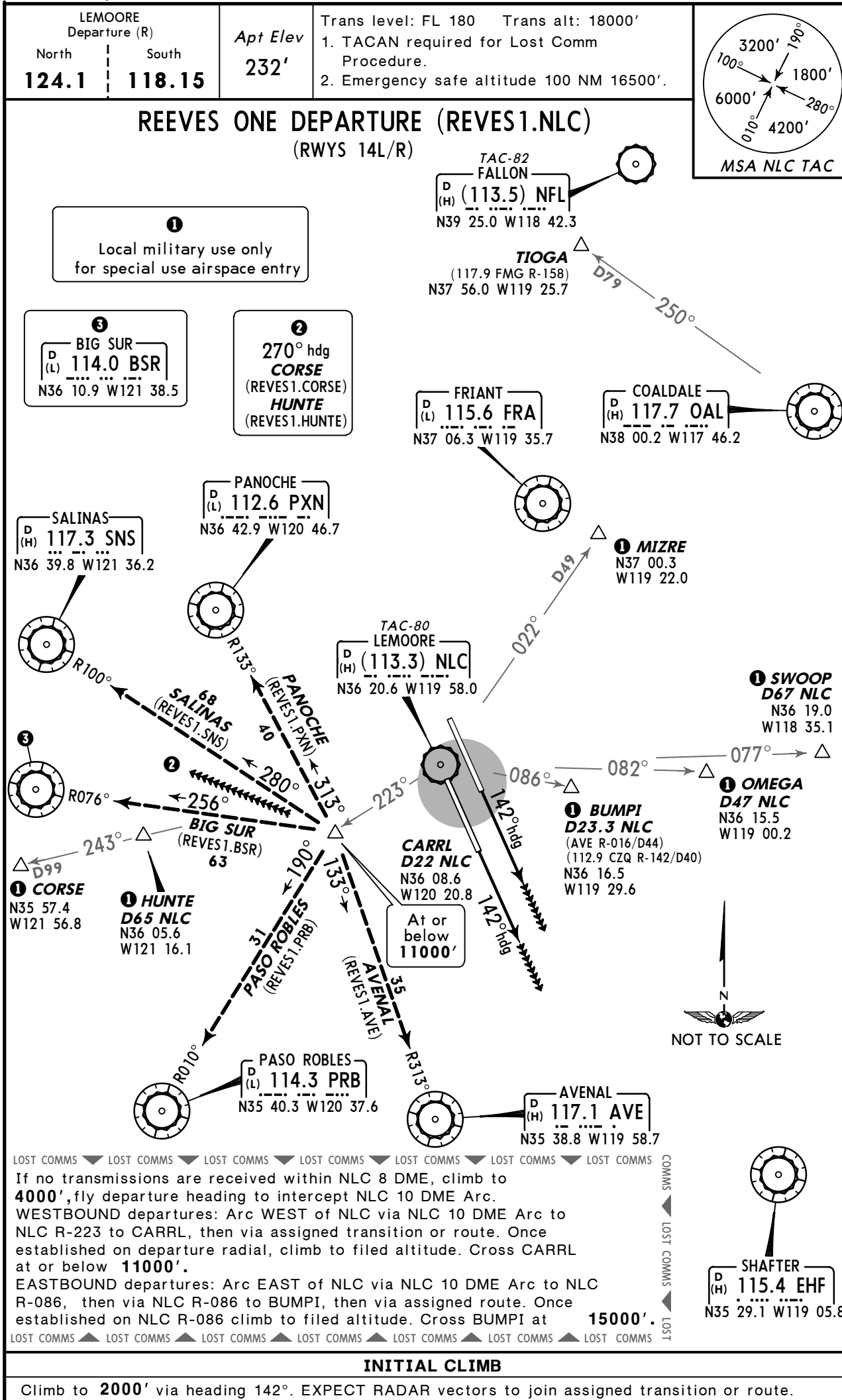
INITIAL CLIMB

Climb to **2000'** via heading 322°. EXPECT RADAR vectors to assigned route or fix.

MILITARY

CHANGES: Procedure renumbered, revised.

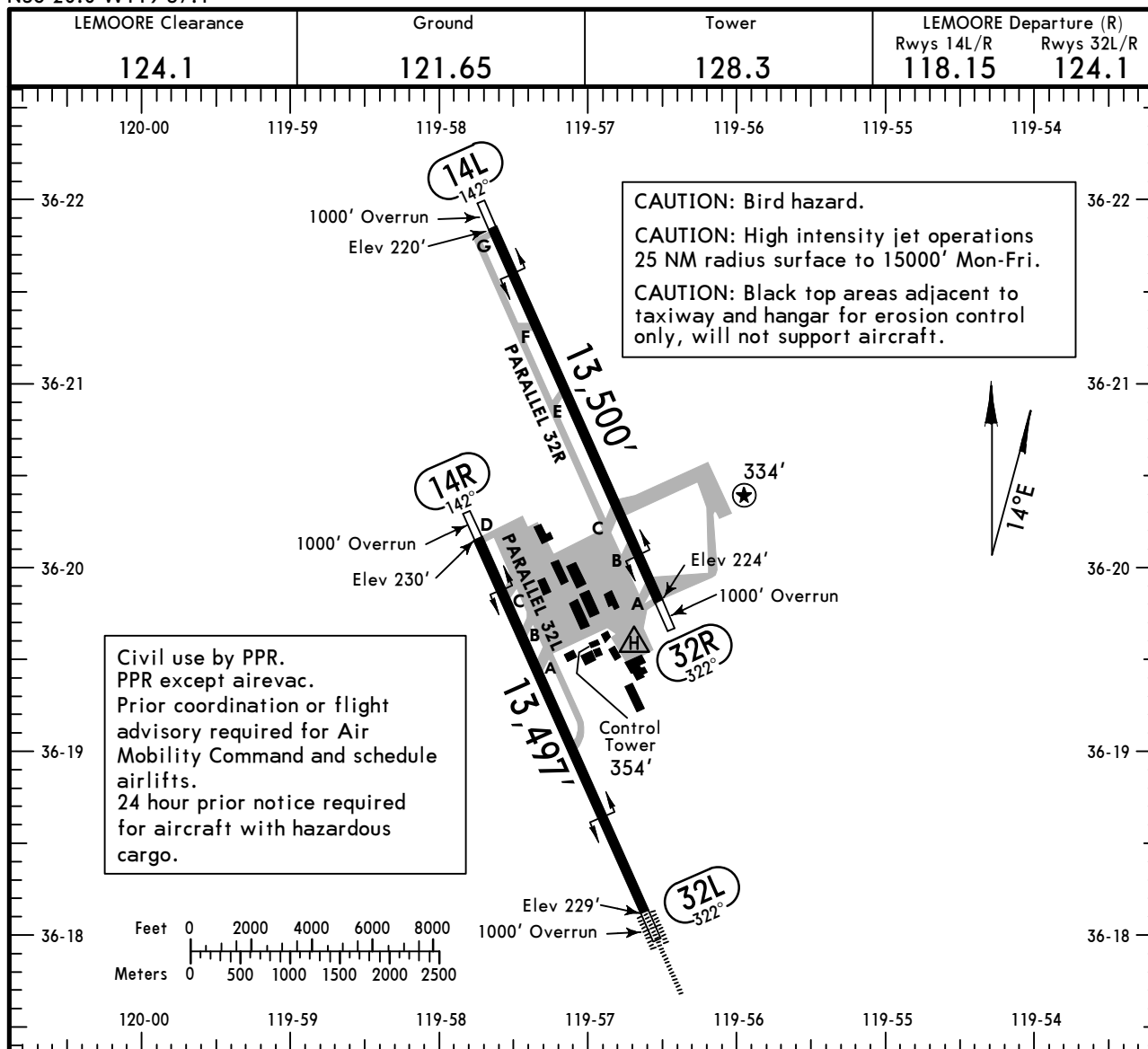
© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.



KNLC/NLC
Apt Elev 232'
N36 20.0 W119 57.1

JEPPESEN
21 MAR 08 (30-9)

LEMOORE NAS
LEMOORE, CALIF



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
14L ①	HIRL REIL		12,750'		200'
32R	HIRL REIL RVR				
14R	HIRL CL REIL		12,747'		200'
① 32L	HIRL CL REIL ALSF-II TDZ RVR		12,768'		

Circling guidance lights all runways.
Optical Lighting System all runways.

① Carrier Deck Lights.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

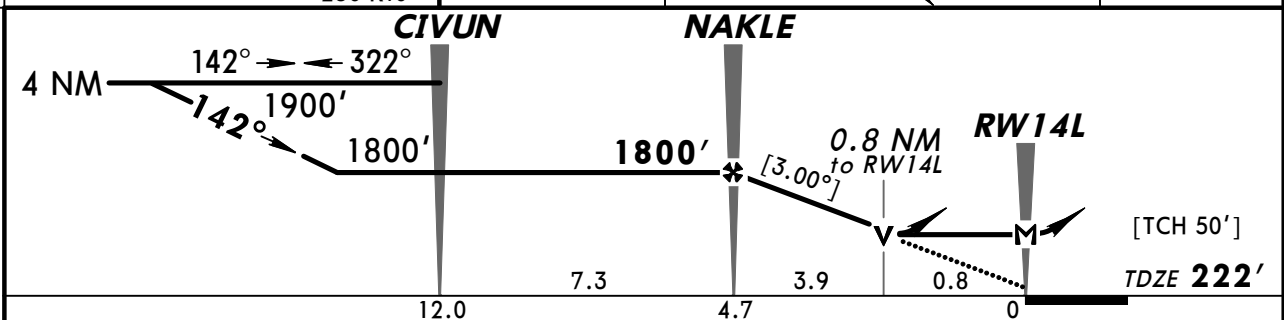
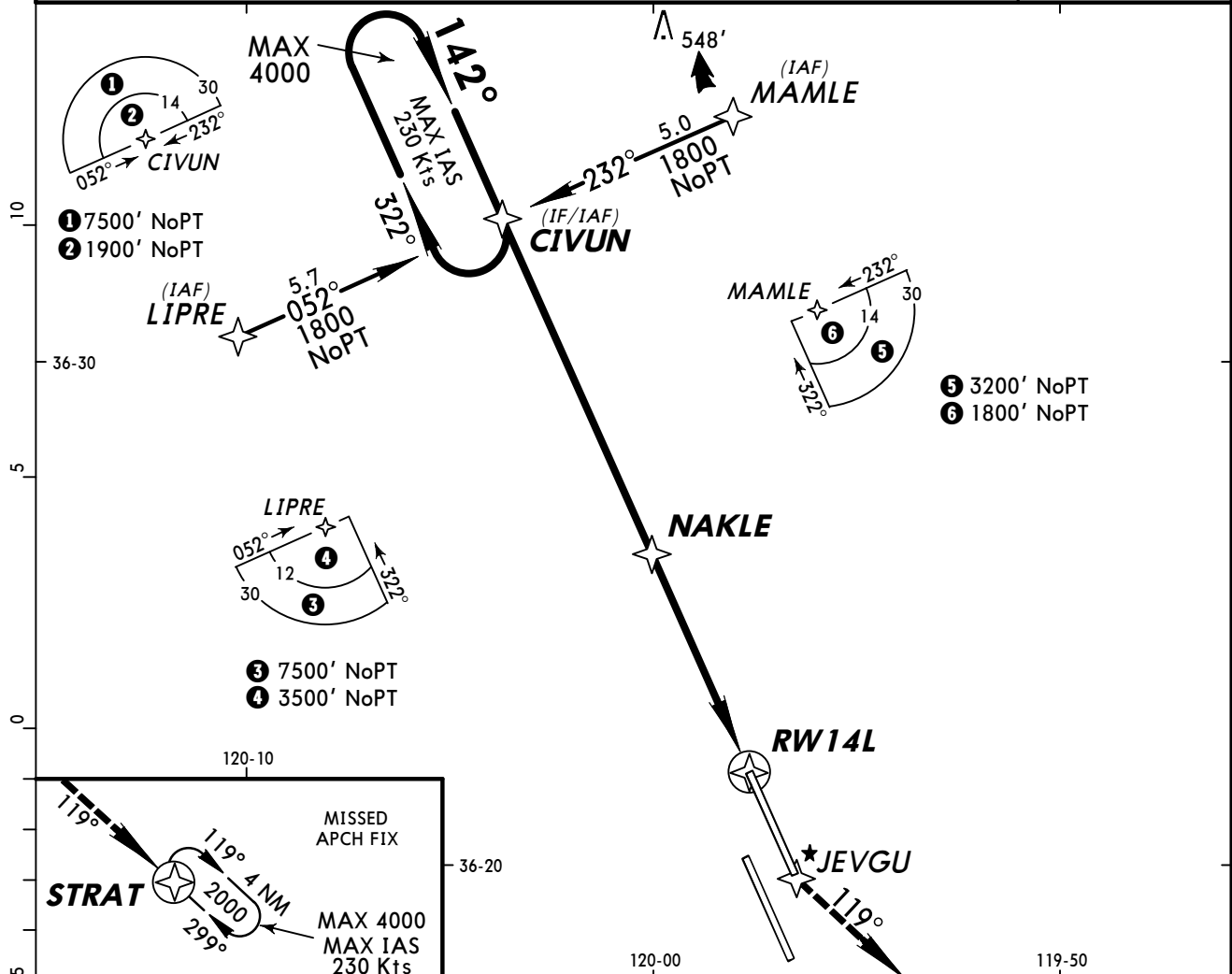
		All Rwys		
		Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4		RVR 50 or 1	
3 & 4 Eng			RVR 24 or 1/2	

OBSTACLE DP: Rwy 14L, cross DER at or above 15' AGL/235' MSL. Rwy 14R, cross DER at or above 15' AGL/245' MSL. Rwy 32L, cross DER at or above 15' AGL/234' MSL. Departure headings 142° clockwise 283°, minimum military climb 220'/NM to 6400', minimum civil climb 220'/NM to 6600'.

Rwy 32R, cross DER at or above 15' AGL/239' MSL, Departure headings 142° clockwise 281°, minimum military climb 220'/NM to 6400', minimum civil climb 220'/NM to 6600'.

BRIEFING STRIP™

LEMOORE Approach (R)		LEMOORE Tower		Ground	
North 124.1	South 118.15	128.3		121.65	
RNAV	Final Apch Crs 142°	Minimum Alt NAKLE 1800' (1578')	LNAV/VNAV DA(H) 520' (298')	Apt Elev 232' TDZE 222'	TAA 30 NM IAF
MISSED APCH: Climb to 2000' direct JEVGU, then via track 119° to STRAT and hold.					
Alt Set: INCHES 1. SAFE ALTITUDE WITHIN 100 NM 16,500'. 2. Baro-VNAV not authorized below -15°C (4°F). 3. DME/DME RNP-0.30 not authorized.					
Trans level: FL 180		Trans alt: 18000'			

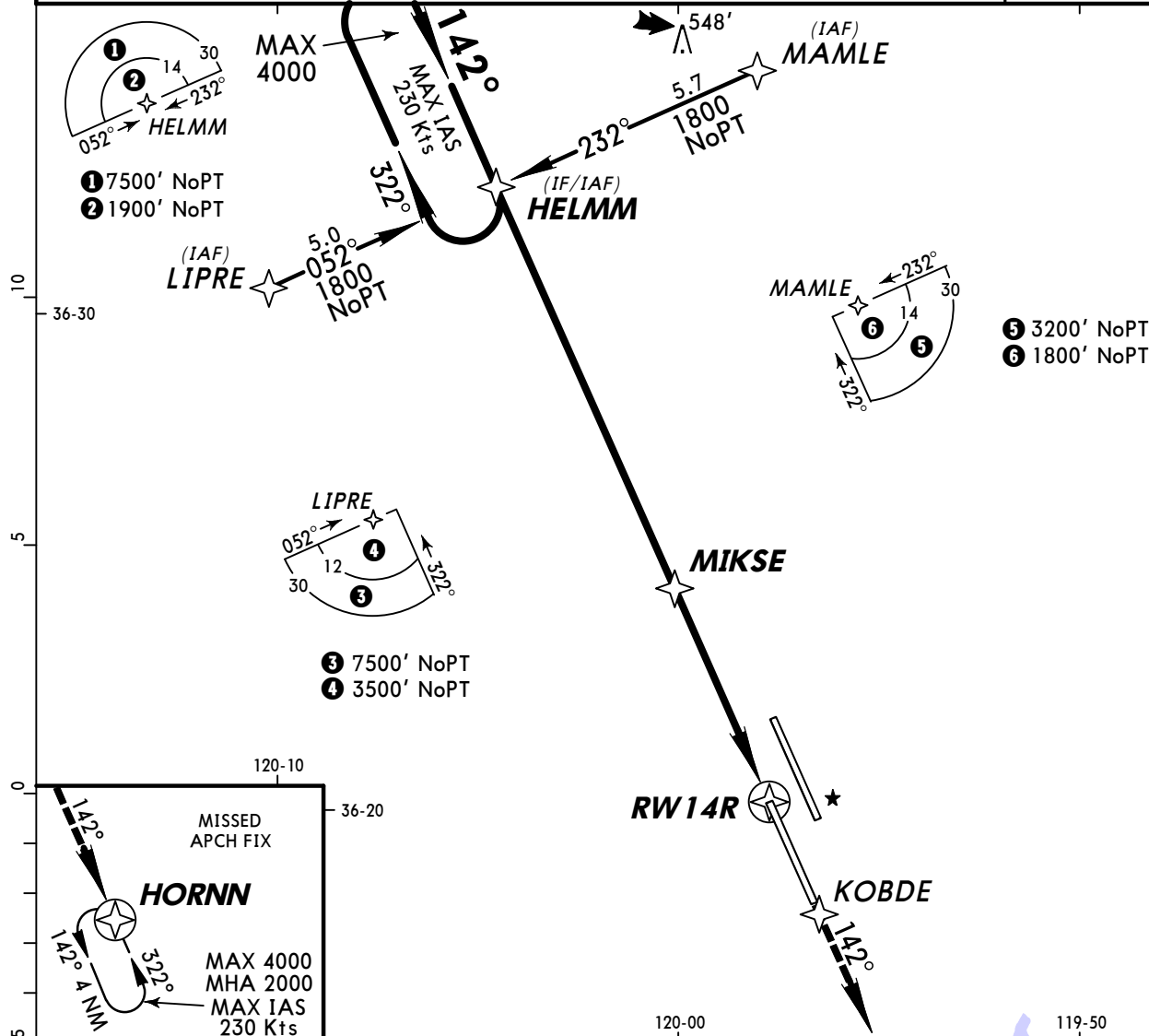


Gnd speed-Kts	70	90	100	120	140	160			2000'		
Descent angle [3.00°]	372	478	531	637	743	849			↑	→	JEVGU
MAP at RW14L											

STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV					
DA(H) 520' (298')		MDA(H) 520' (298')					
A				Max Kts	MDA(H)		
B				90	680' (448')-1		
C				120	700' (468')-1		
D				140	700' (468')-1½		
				165	800' (568')-2		

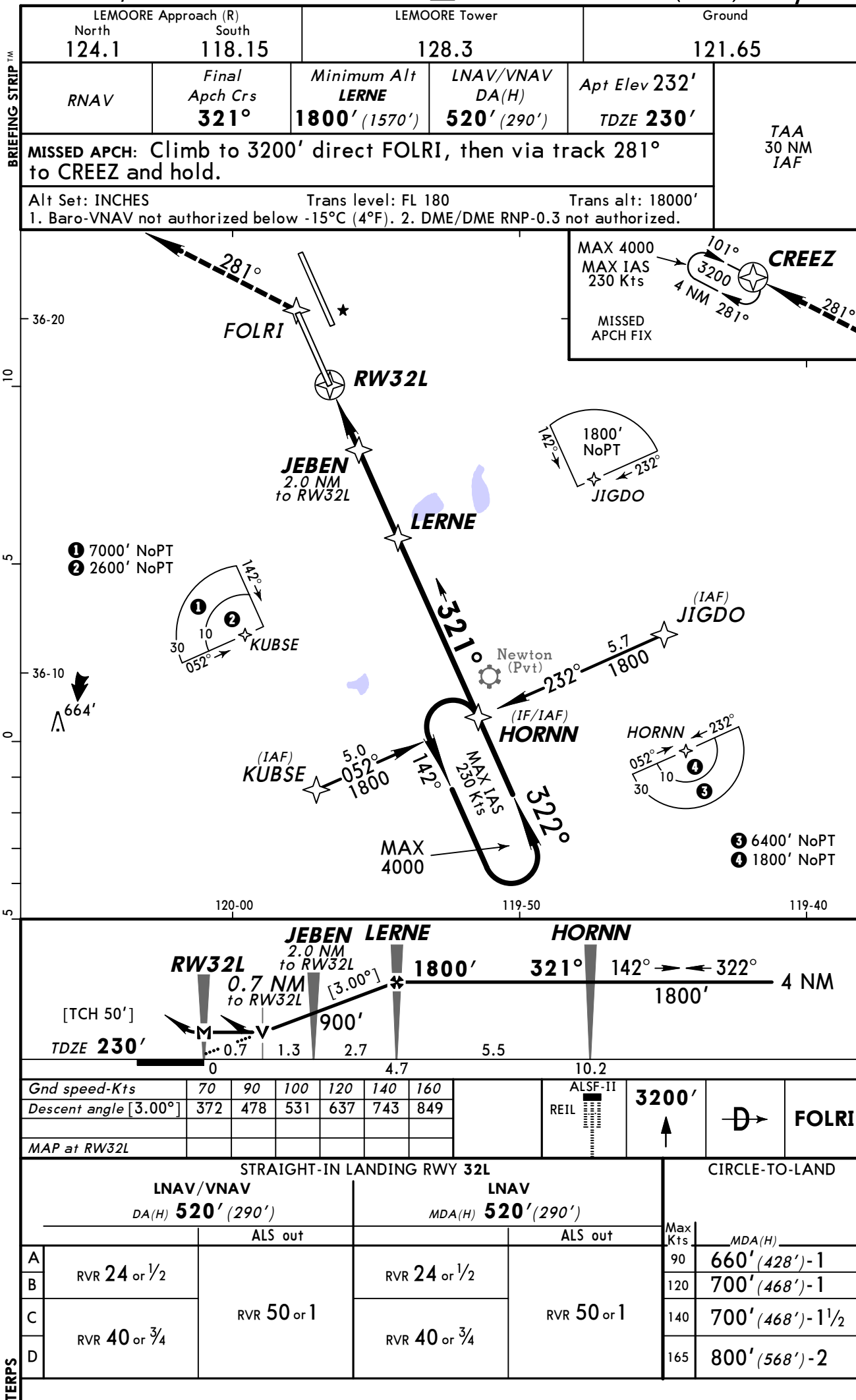
BRIEFING STRIP

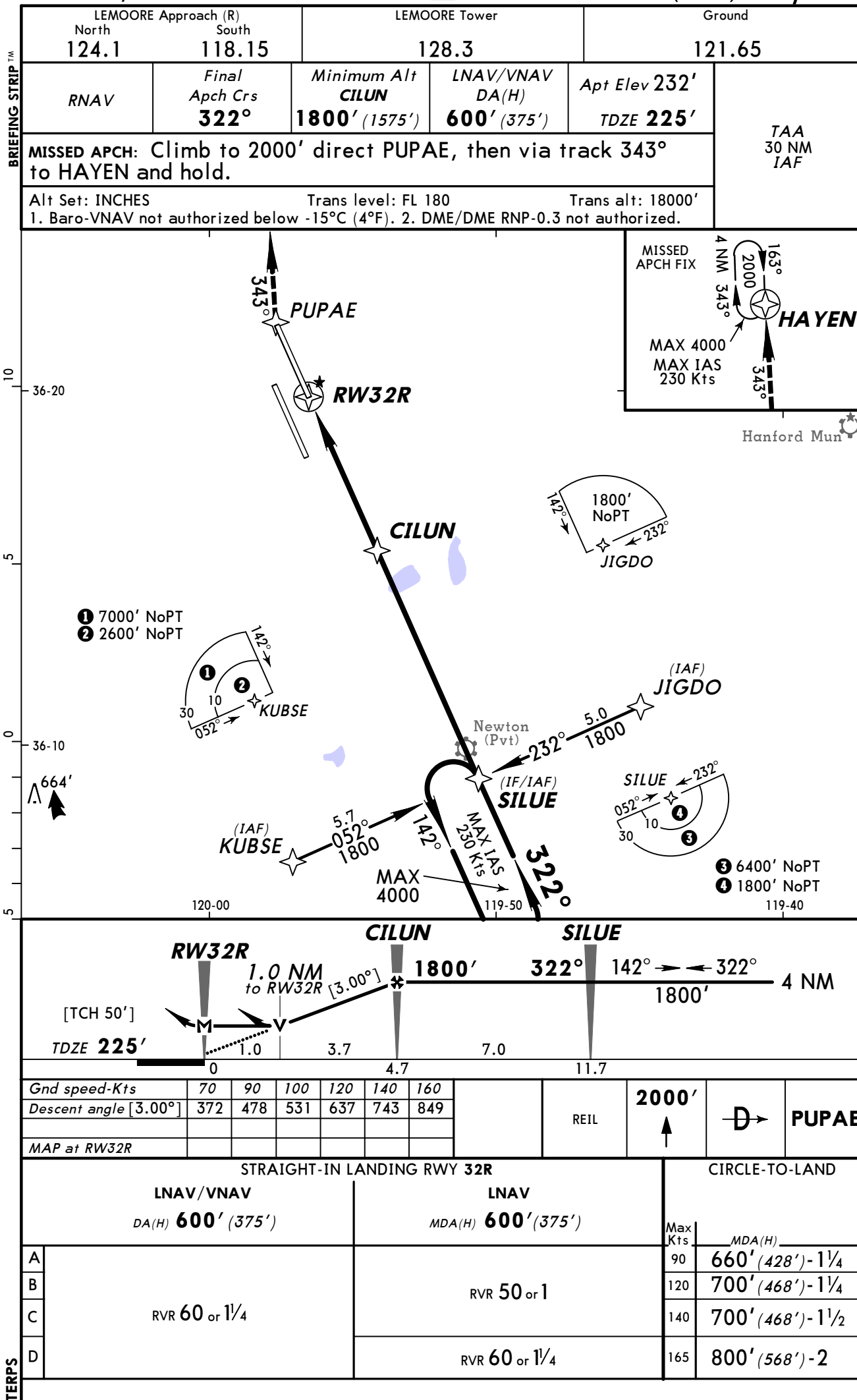
LEMOORE Approach (R)		LEMOORE Tower		Ground	
North 124.1	South 118.15	128.3		121.65	
RNAV	Final Apch Crs 142°	Minimum Alt MIKSE 1800' (1569')	LNAV/VNAV DA(H) 500' (269')	Apt Elev 232' TDZE 231'	TAA 30 NM IAF
MISSED APCH: Climb to 2000' direct KOBDE, then via track 142° to HORNN and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE WITHIN 100 NM 16,500'. 2. Baro-VNAV not authorized below -15°C (4°F). 3. DME/DME RNP-0.30 not authorized.					



HELMM		MIKSE		RW14R	
4 NM		1800'		0.9 NM to RW14R	
142°		142°		[3.00°]	
322°		1800'		[TCH 50']	
1800'		8.8		0.2	
13.5		4.7		0.7	
70		100		2000'	
Descent angle [3.00°]		531		↑	
372		637		D →	
90		743		KOBDE	
120		849			
140					
160					
MAP at RW14R					

STRAIGHT-IN LANDING RWY 14R		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV	
DA(H) 500' (269')		MDA(H) 560' (329')	
		Max Kts	
		MDA(H)	
		90	
		120	
		140	
		165	
		680' (448')-1	
		700' (468')-1	
		700' (468')-1½	
		800' (568')-2	





General Information

Location: San Nicolas I CA USA
IATA Code:
Lat/Long: N33° 14.4' W119° 27.5'
Elevation: 506 ft

Airport Use: Military
Magnetic Variation: 12.6°E
Sectional Chart: Los Angeles

Fuel Types: Jet 5
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1429 Z
Sunset: 0153 Z,

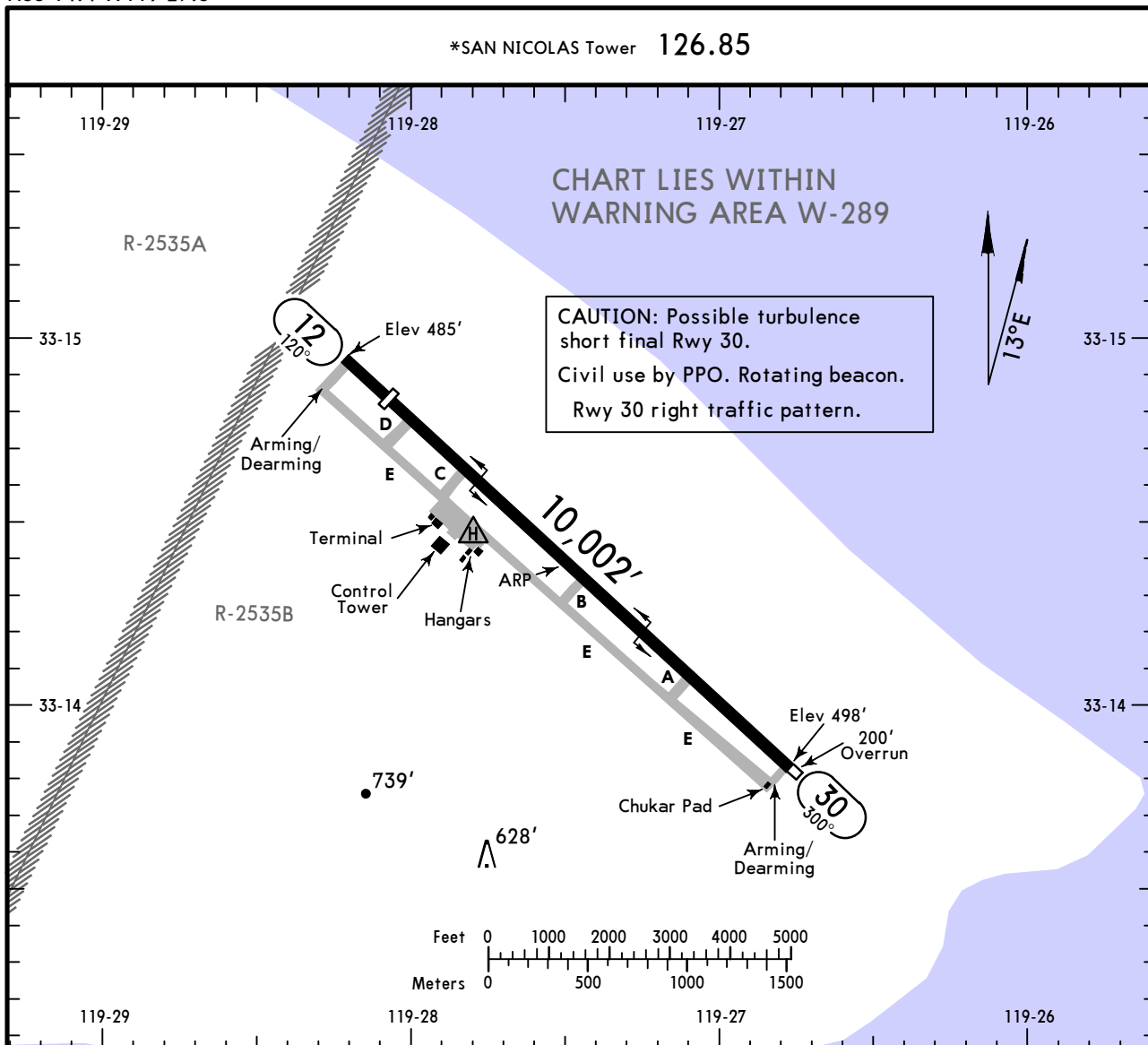
Runway Information

Runway: 12
Length x Width: 10000 ft x 194 ft
Surface Type: asphalt
TDZ-Elev: 485 ft
Lighting: Edge
Displaced Threshold: 988 ft
Stopway: 65 ft

Runway: 30
Length x Width: 10000 ft x 194 ft
Surface Type: asphalt
TDZ-Elev: 506 ft
Lighting: Edge

Communication Information

San Nicolas Tower 126.85
San Nicolas Radar 134.7
San Nicolas Radar 126.85
Plead Control 132.425



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
12	30	HRL	9012'	8998'	9012'	194'

1 TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys					
Adequate Vis Ref		STD	Precision	Non-Precision	
1 & 2 Eng	1/4	1	A	600-2	800-2
			B		
3 & 4 Eng		1/2	C		
		D			

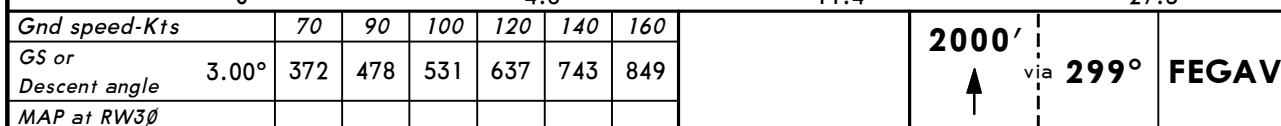
1 Rwy 12: Diverse departures authorized 300° to 120° clockwise. Rwy 30: Diverse departures not authorized. Rwy 30 climb heading 300° to 1300', then turn right to assigned heading. Rwy 12-30 Obstacle identification surface begins 10' above

departure end of runway. TAKE-OFF OBSTACLES:
Rwy 30: 1076' MSL (589' AGL) Tower, 2805' past
departure end of runway, 1882' left of centerline.

BRIEFING STRIP TM



Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. GPS required for ILS procedure. 2. EMERG SAFE ALT 100 NM 10,900'.



STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 706' (200')		LNAV <i>MDA(H)</i> 880' (374')	Max Kts	Not Authorized West of Rwy 12-30 <i>MDA(H)</i>
A	3/4	1	90	880' (374')-1
B			120	960' (454')-1
C			140	960' (454')-1 1/2
D		1 1/4	165	1060' (554')-2

General Information

Location: Point Mugu CA USA
IATA Code: NTD
Lat/Long: N34° 07.2' W119° 07.3'
Elevation: 13 ft

Airport Use: Military
Magnetic Variation: 12.7°E
Sectional Chart: Los Angeles

Fuel Types: 80-87 Octane, 100 Octane (LL), Jet 4, Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1428 Z
Sunset: 0151 Z,

Runway Information

Runway: 03
Length x Width: 11102 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS
Stopway: 150 ft

Runway: 09
Length x Width: 5504 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge
Stopway: 250 ft

Runway: 21
Length x Width: 11102 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS
Stopway: 900 ft

Runway: 27
Length x Width: 5504 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge

Stopway: 800 ft

Communication Information

ATIS 125.55

Point Mugu Tower 135.175 Secondary

Point Mugu Tower 126.2 Secondary

Point Mugu Tower 124.85

Point Mugu Ground Control 121.6

Point Mugu Clearance Delivery 120.75

Point Mugu Approach Control 128.65

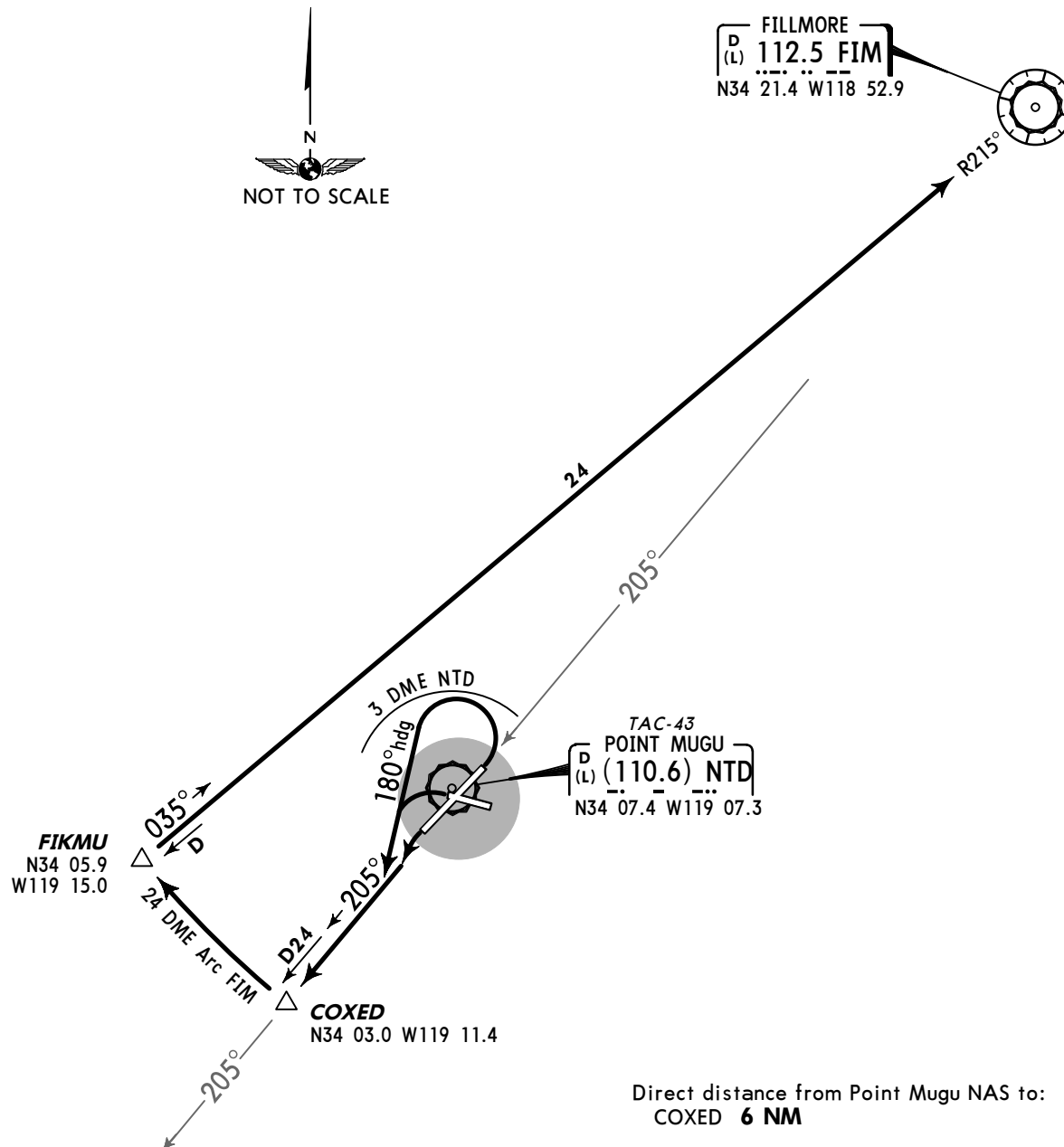
Point Mugu Departure Control 128.65

Point Mugu Radar 133.25

Point Mugu Radar 123.75

Los Angeles Center 135.5 Remote Communications Air-Ground

MSA NTD TAC

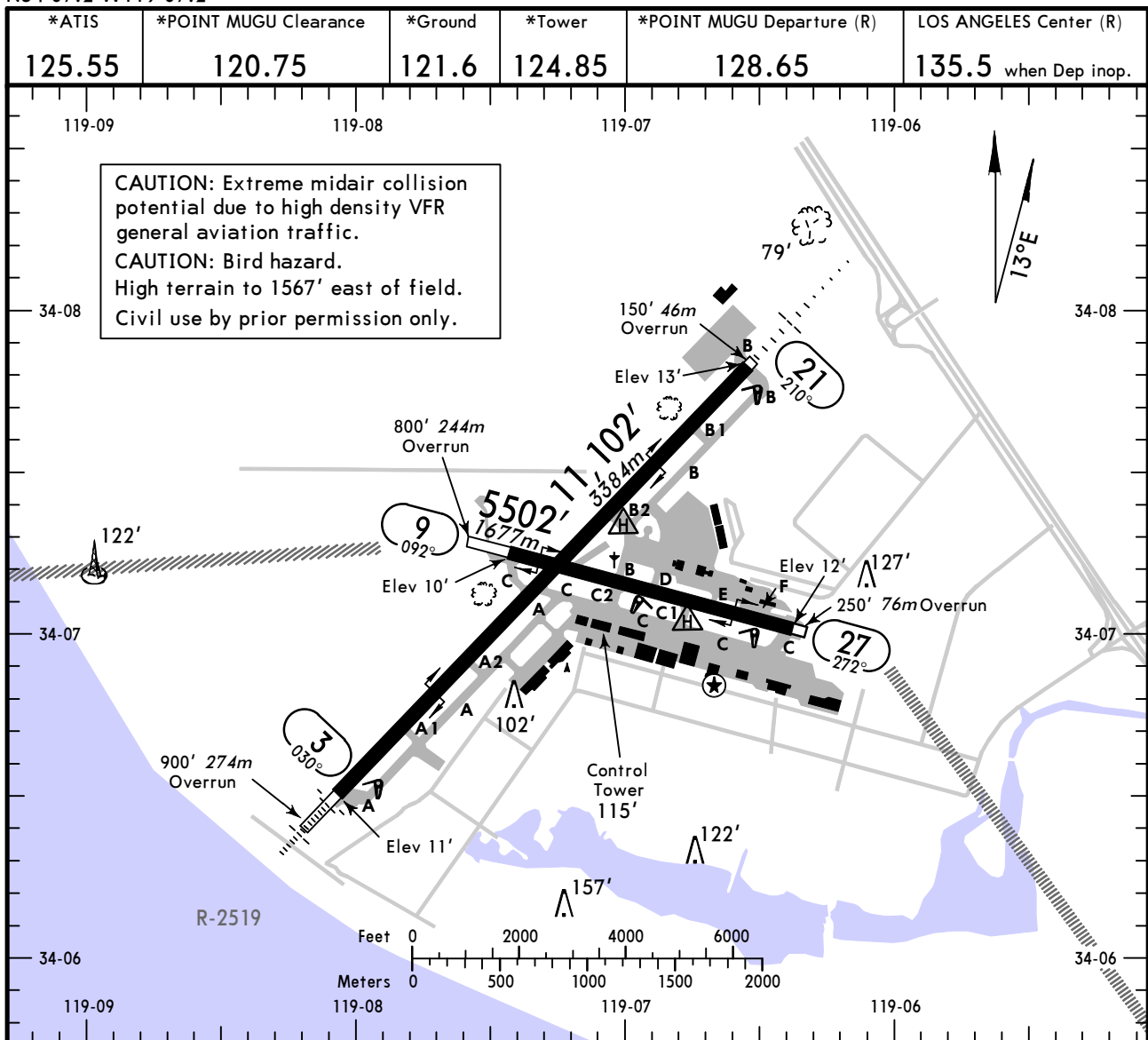


RWY	INITIAL CLIMB
3	Climbing LEFT turn to heading 180° within NTD 3 DME.
21, 27	Turn LEFT.
ROUTING	
Intercept FIM R-205 to COXED, arc SOUTHWEST of FIM to FIKMU via FIM 24 DME Arc then via FIM R-215 to FIM, then via assigned routing.	

KNTD/NTD
Apt Elev 13'
N34 07.2 W119 07.2

JEPPESEN
25 JUN 10 (31-1)

POINT MUGU NAS
OXNARD, CALIF



ADDITIONAL RUNWAY INFORMATION

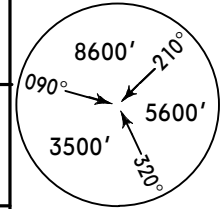
RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
3	HIRL SALSF VASI-L		PAR 10,181' 3103m		200' 61m
	HIRL MALSR VASI-R		10,232' 3119m		
9	27	HIRL			200' 61m

TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys					
Adequate Vis Ref		STD	Precision		Non-Precision
1 & 2 Eng	1/4	1	A	600-2	800-2
3 & 4 Eng			B		
			C		
	1/2	D			

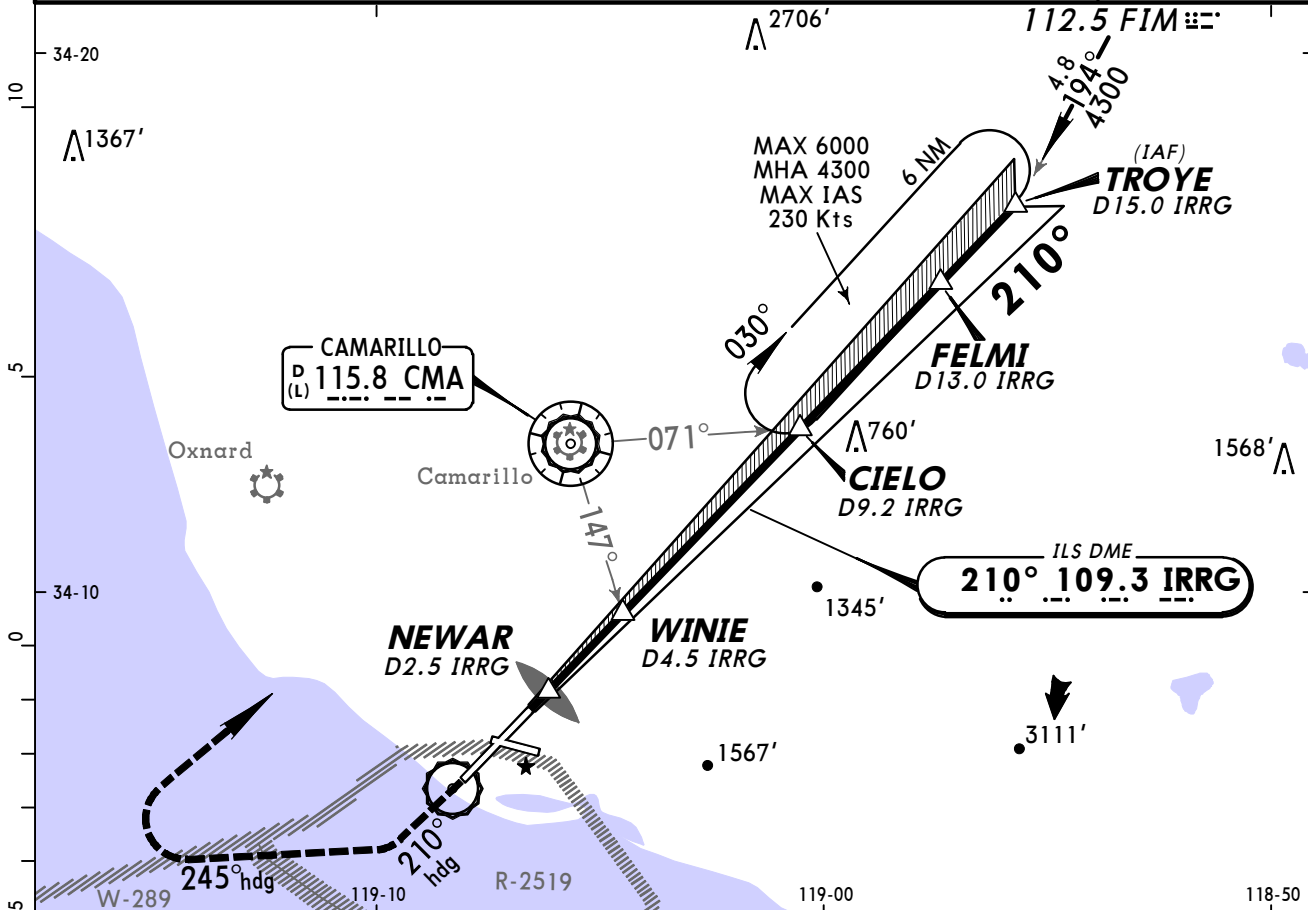
Rwy 3: Diverse departures authorized 210° clockwise to 250°. Right turns on departure not authorized. Turn left to assigned heading within D3.0 NTD TAC. Do not exceed 310 KIAS until established on assigned heading.
Rwy 27: Diverse departures authorized 150° clockwise to 250°. Right turns on departure not authorized. Turn left to assigned heading. Do not exceed 310 KIAS until established on assigned heading.

Rwy 21: Diverse departures authorized 150° clockwise to 250°.
Rwy 9: Diverse departures not authorized.
CAUTION: Mountainous terrain Northwest thru Southeast.
TAKE-OFF OBSTACLES: Rwy 3: Tower 90' MSL, 3005' from departure end of runway, 1238' left of centerline; Trees 90' MSL, 2920' from departure end of runway, 1199' left of centerline.

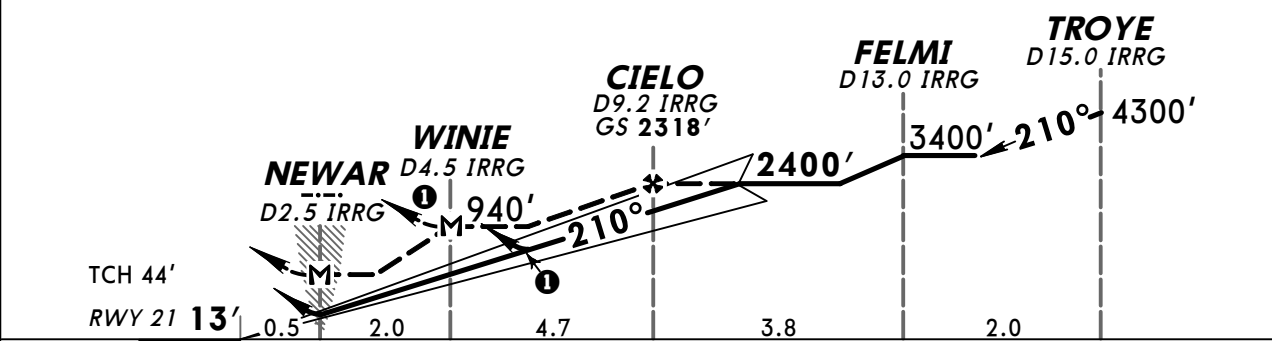
*ATIS 125.55	*POINT MUGU Approach (R) 128.65	LOS ANGELES Center (R) 135.5 when App inop.	*POINT MUGU Tower 124.85	*Ground 121.6
LOC IRRG 109.3	Final Apch Crs 210°	GS CIELO 2318' (2305')	ILS DA(H) (CONDITIONAL) 213' (200')	Apt Elev 13' Rwy 21 13'
MISSED APCH: Climb to 500' via heading 210°, then climbing RIGHT turn to 3000' via heading 245°, then climbing RIGHT turn to 5000' direct CMA VOR, then via CMA VOR R-071 to CIELO and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or DME required. 2. SAFE ALTITUDE WITHIN 100 NM 12,100'.				



MSA CMA VOR



① Alternate MAP, fly visual to apt.

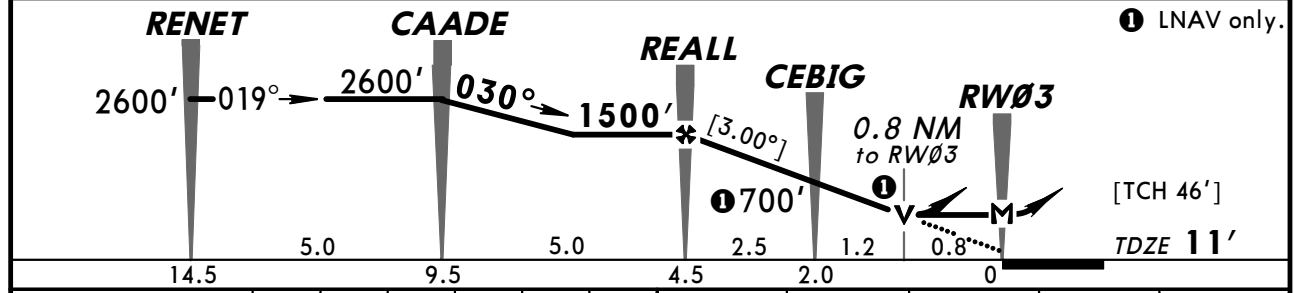
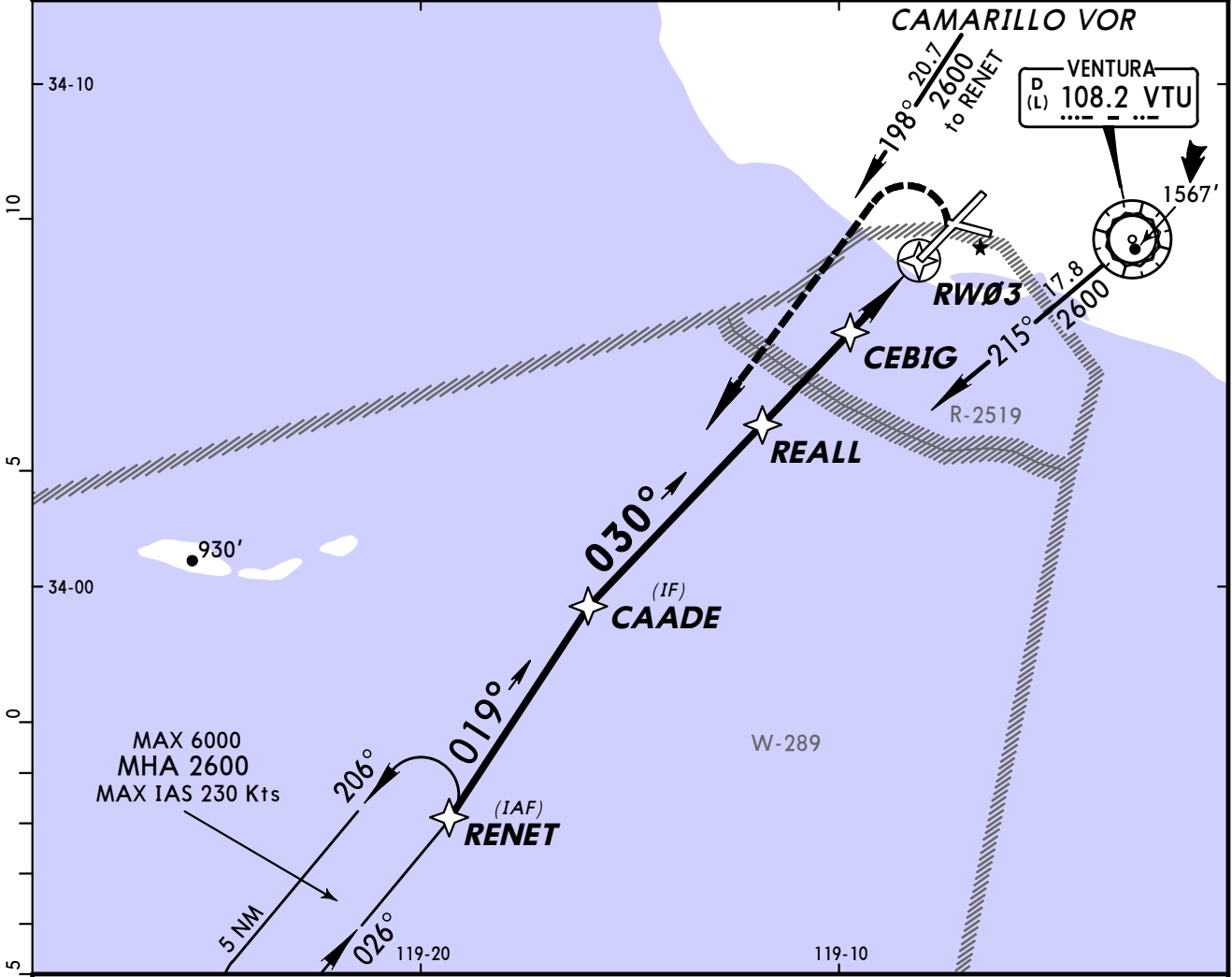


Gnd speed-Kts	70	90	100	120	140	160		MALS	500'	210°
GS	3.00°	377	484	538	646	753	861	VASI	↑	hdg
MAP at NEWAR or CIELO to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31			
Alt MAP at WINIE										

STRAIGHT-IN LANDING RWY21										CIRCLE-TO-LAND	
ILS		LOC (GS out)		LOC (GS out)		LOC (GS out)		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 213' (200')		With NEWAR MAP		With NEWAR MAP		With NEWAR MAP		With NEWAR MAP		Not Authorized East of Rwy 3-21 or When Alt MAP Rwy 21 in Use	
FULL		FULL		FULL		FULL		FULL		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out		RAIL out		RAIL out		MDA(H)	
A										90	420' (407') - 1
B	1/2	3/4	2	1/2	3/4	1	2			120	480' (467') - 1
C										140	480' (467') - 1 1/2
D				3/4	1 1/4					165	580' (567') - 2

BRIEFING STRIP™

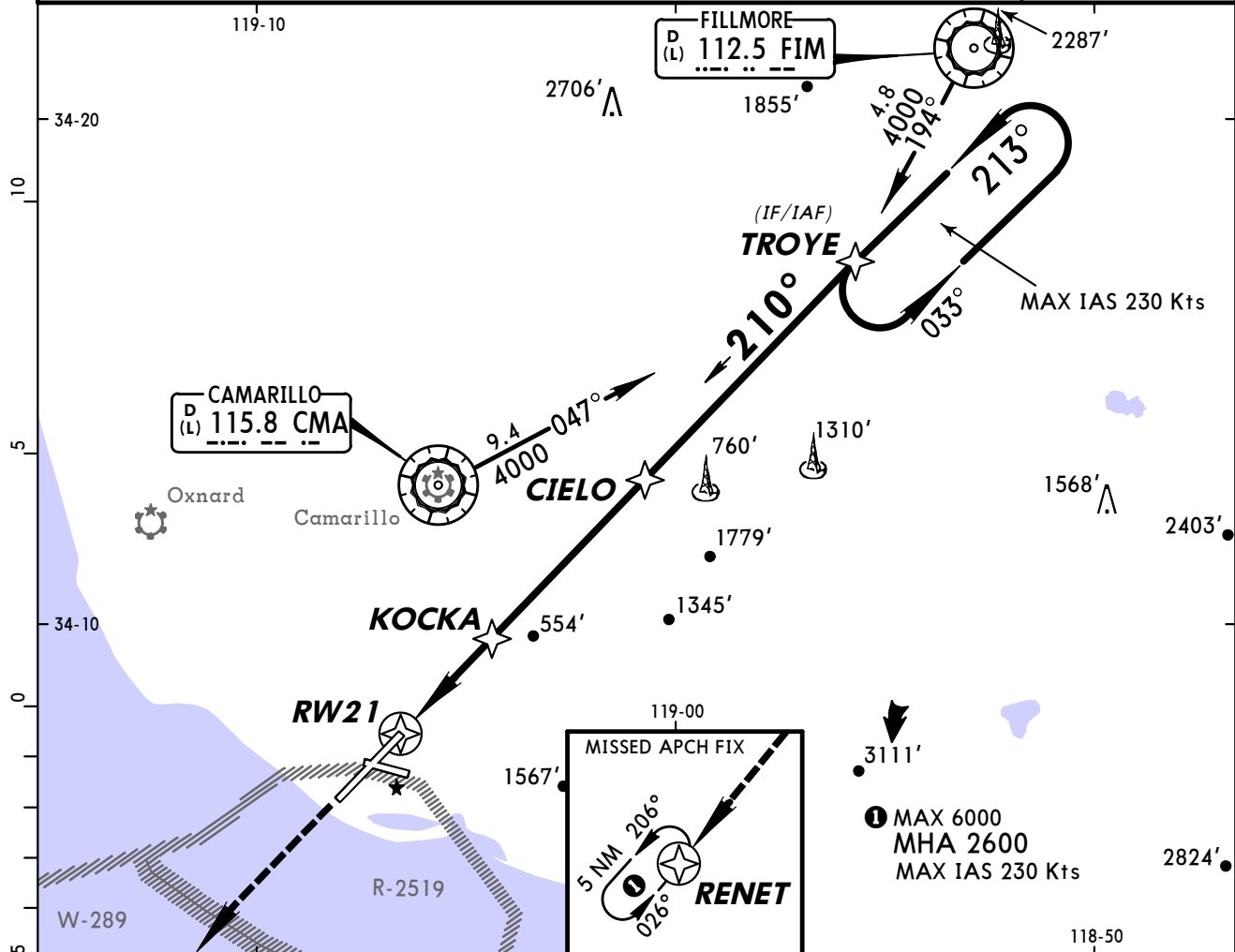
*ATIS 125.55	*POINT MUGU Approach (R) 128.65	LOS ANGELES Center (R) 135.5 when App inop.	*POINT MUGU Tower 124.85	*Ground 121.6
RNAV	Final Apch Crs 030°	Minimum Alt REALL 1500' (1489')	LNAV MDA(H) 320' (309')	Apt Elev 13' TDZE 11'
MISSED APCH: Climb to 500', then climbing LEFT turn to 2600', direct RENET and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (108°F). 2. DME/DME RNP-0.30 not authorized.				
				8000' MSA RW03



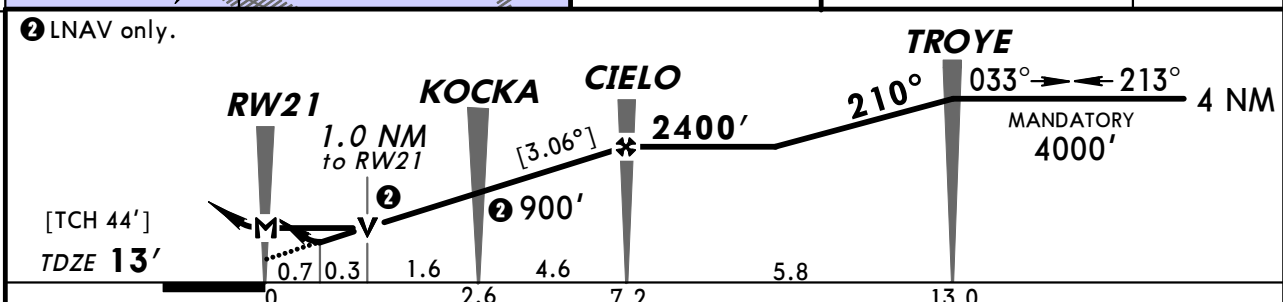
Gnd speed-Kts	70	90	100	120	140	160	SALS	500'	2600'	RENET
Descent angle [3.00°]	372	478	531	637	743	849	VASI	↑	LT	
MAP at RW03										

STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Not Authorized East of Rwy 3-21	
DA(H) 321' (310')		MDA(H) 320' (309')			
ALS out		ALS out		Max Kts	MDA(H)
A				90	420' (407') - 1
B				120	480' (467') - 1
C	3/4	1	3/4	140	480' (467') - 1 1/2
D			1	165	580' (567') - 2

*ATIS 125.55	*POINT MUGU Approach (R) 128.65	LOS ANGELES Center (R) 135.5 when App inop.	*POINT MUGU Tower 124.85	*Ground 121.6
RNAV	Final Apch Crs 210°	Minimum Alt CIELO 2400' (2387')	LNAV/VNAV DA(H) 286' (273')	Apt Elev 13' TDZE 13'
MISSED APCH: Climb to 2600' direct RENET and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 37°C (99°F). 2. DME/DME RNP-0.30 not authorized. 3. Max airspeed IAF to FAF 230 Kts.				
				8000' MSA RW21



② LNAV only.



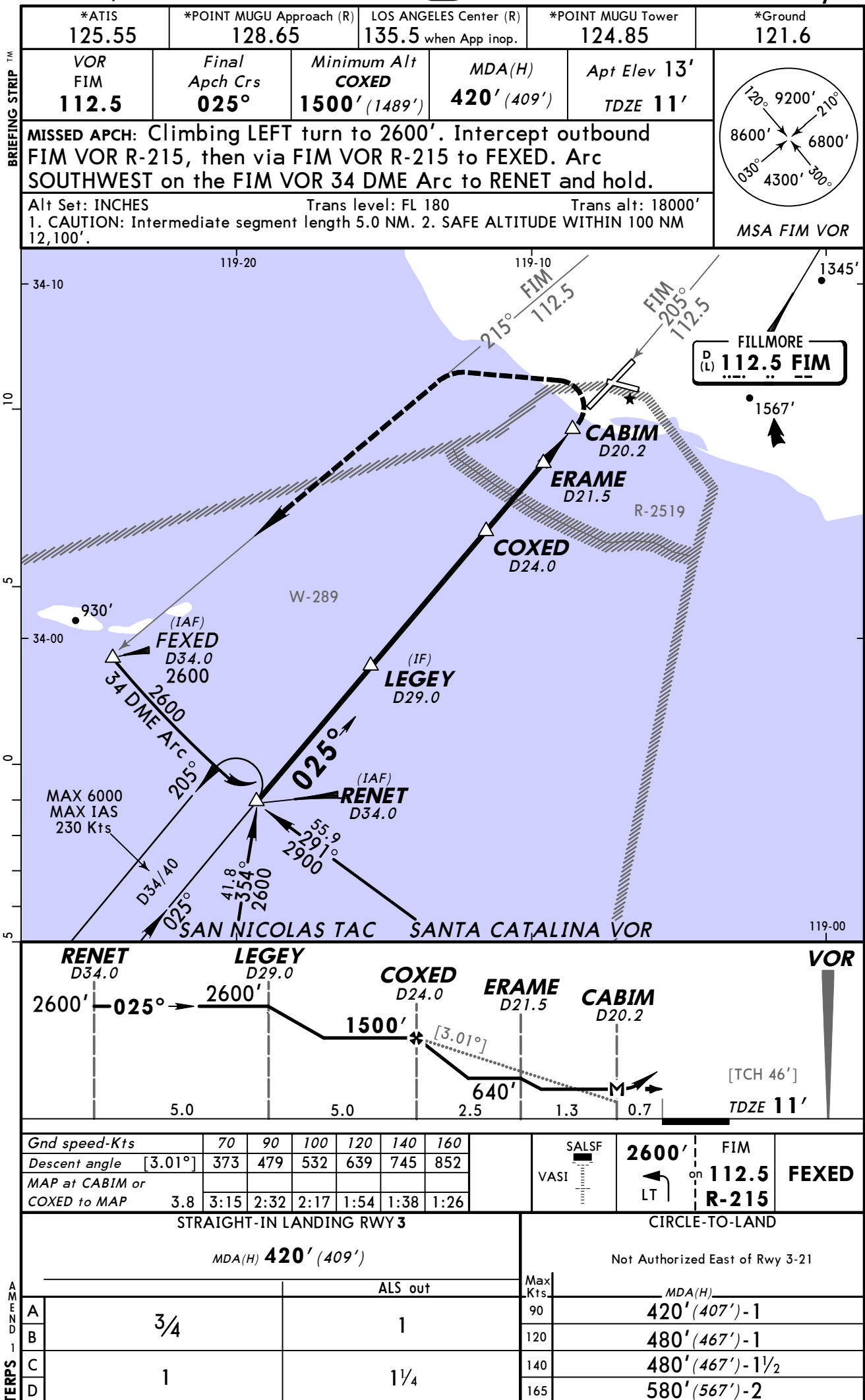
Gnd Speed-Kts	70	90	100	120	140	160		MALSR	2600'	→	RENET
Descent angle [3.06°]	379	487	541	650	758	866		VASI	↑		
MAP at RW21											

STRAIGHT-IN LANDING RWY 21						CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 286' (273')			LNAV MDA(H) 380' (367')			Not Authorized East of Rwy 3-21	
RAIL out		ALS out	RAIL out		ALS out	Max Kts	MDA(H)
A						90	420' (407') - 1
B						120	480' (467') - 1
C						140	480' (467') - 1½
D						165	580' (567') - 2

KNTD/NTD
OXNARD, CALIF

JEPPesen
23 JUL 10 (33-1)

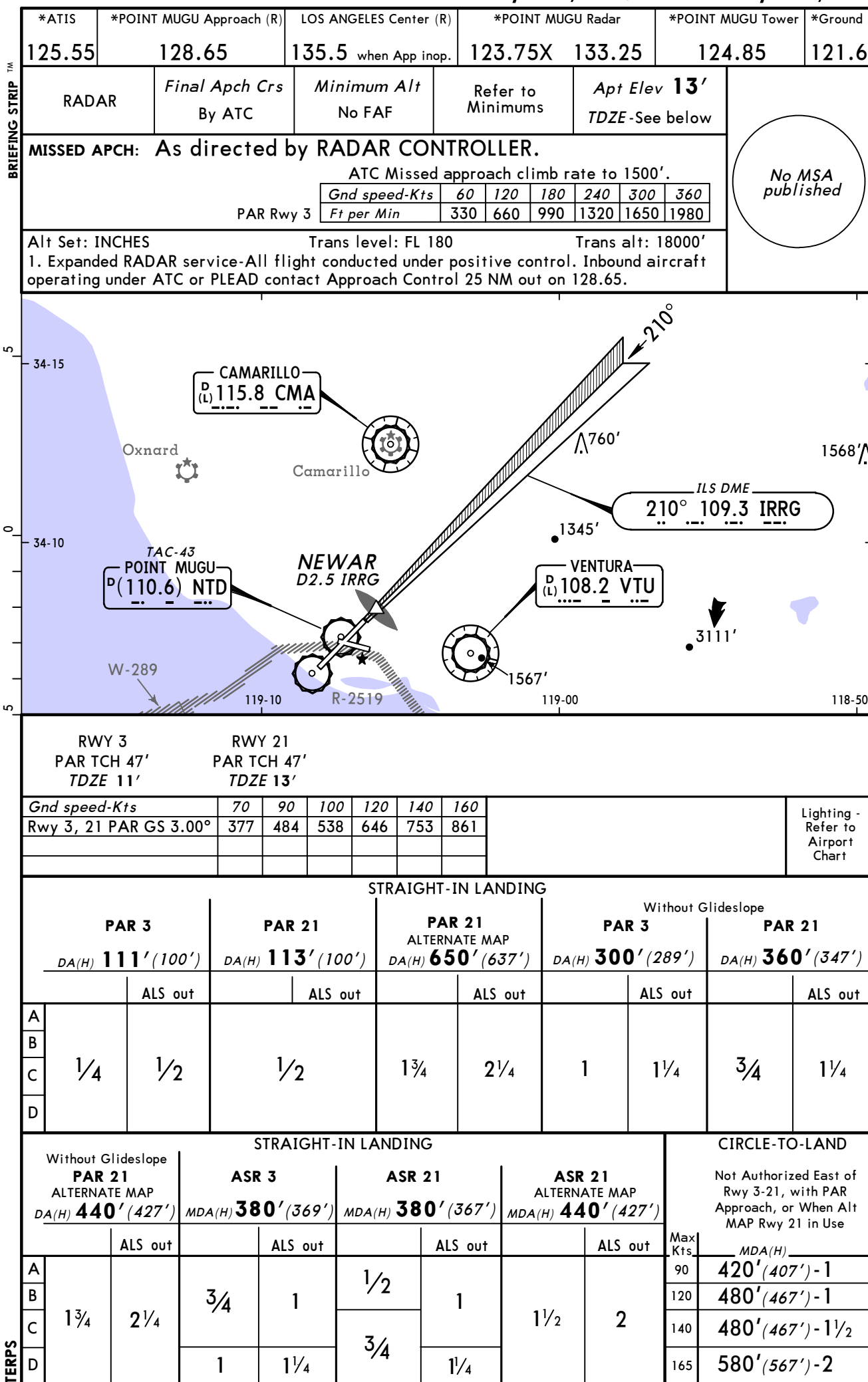
POINT MUGU NAS
VOR DME Rwy 3



KNTD/NTD
OXNARD, CALIF

JEPPesen
23 JUL 10 (38-1)

POINT MUGU NAS
RADAR
*PAR Rwy 3, 21/*ASR Rwy 3, 21



General Information

Location: San Clemente Island CA USA

IATA Code:

Lat/Long: N33° 01.4' W118° 35.3'

Elevation: 184 ft

Airport Use: Military

Magnetic Variation: 12.4 °E

Sectional Chart: Los Angeles

Fuel Types: Jet 5

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1425 Z

Sunset: 0149 Z,

Runway Information

Runway: 05

Length x Width: 9301 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 91 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 23

Length x Width: 9301 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 184 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

San Clemente Island NALF Tower 126.75

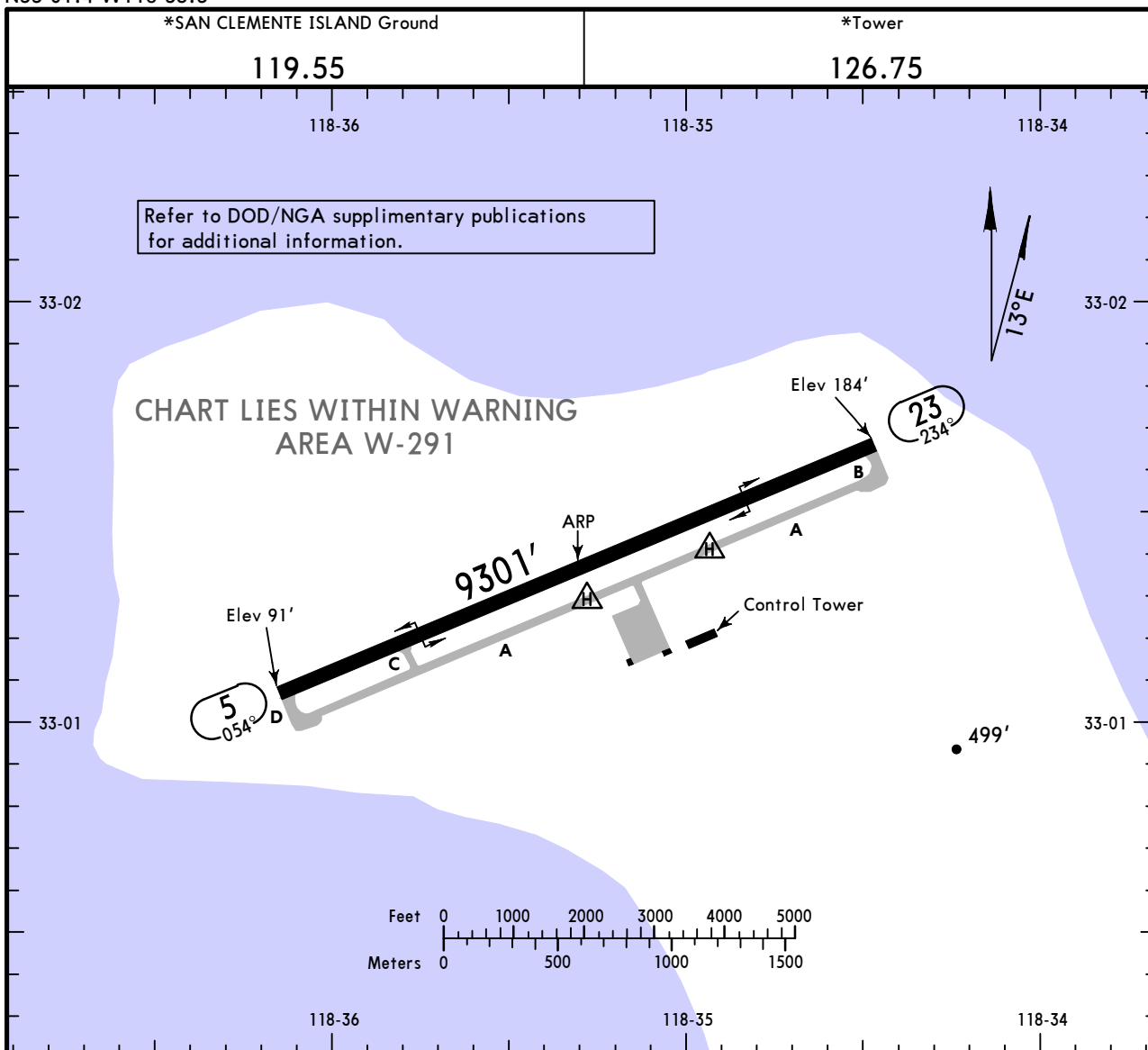
San Clemente Island NALF Ground Control 119.55

San Clemente Approach Control 127.05 Military

San Clemente Island NALF Radar 127.05

Activate Lights Multicom 119.55

Beaver Control 120.85 PCL



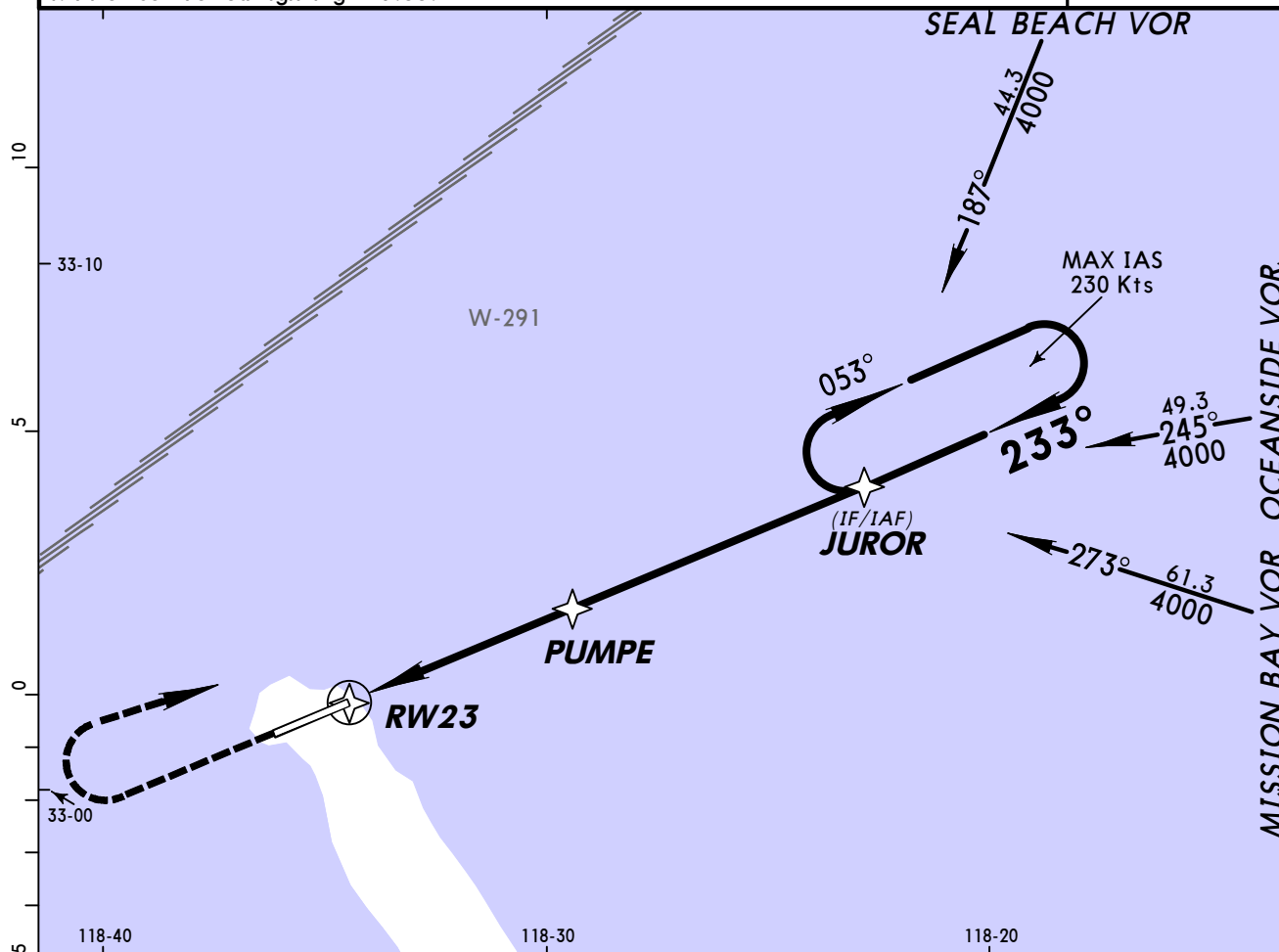
ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
5	23	① HIRL ① REIL	Threshold	Glide Slope	200'

① Activate on 119.55 for emergency use when Twr inop.

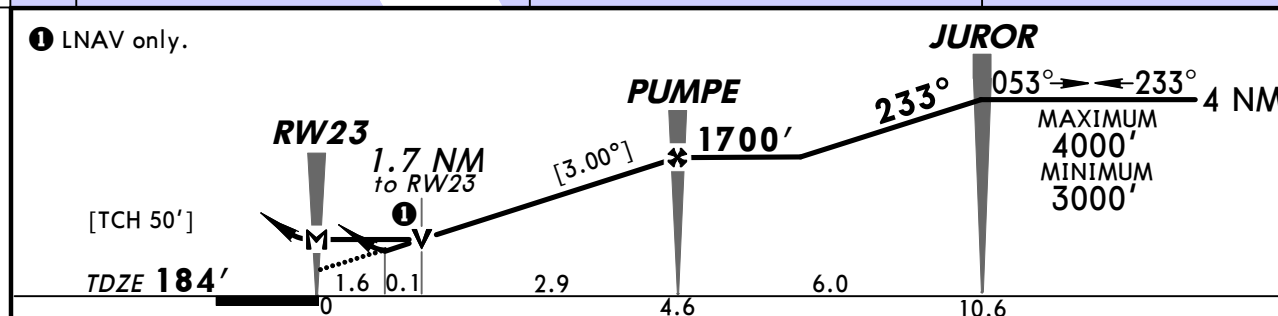
TAKE-OFF			
	All Rwys		
	Adequate Vis Ref	STD	
	1/4	1	
1 & 2 Eng	1/4	1	
3 & 4 Eng		1/2	

Rwy 5, diverse departures authorized 090° counterclockwise to 233°. Rwy 23, diverse departures authorized 160° clockwise to 053°.

SAN CLEMENTE ISLAND Approach		*Tower		*Ground	
127.05		126.75		119.55	
RNAV	Final Apch Crs 233°	Minimum Alt PUMPE 1700' (1516')	LNAV/VNAV DA(H) 740' (556')	Apt Elev 184' TDZE 184'	3200' MSA RW23
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' direct JUROR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. CAUTION: Procedure in uncontrolled airspace. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized below -15°C (4°F) or above 41°C (106°F). 4. Pilot controlled lighting 119.55.					

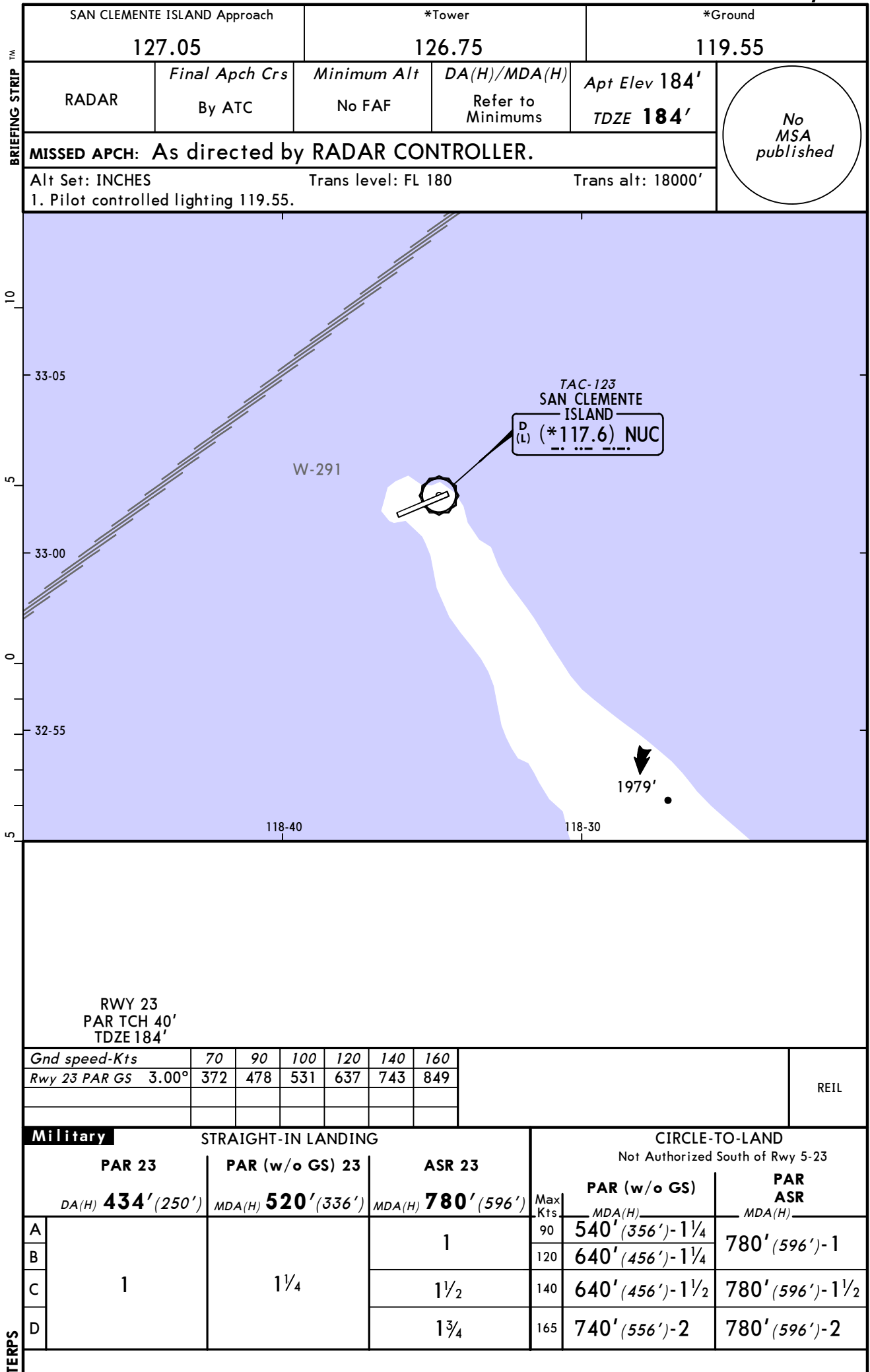


① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	REIL	1500'	3000'	D➔	JUROR
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at RW23											

Military		STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			Not Authorized South of Runway 5-23	
DA(H) 740' (556')		MDA(H) 760' (576')			Max Kts	MDA(H)
A	2	1			90	760'(576')-2
B					120	
C		1½			140	
D		1¾			165	



General Information

Location: Mountain View CA USA

IATA Code:

Lat/Long: N37° 25.0' W122° 02.9'

Elevation: 37 ft

Airport Use: Public

Magnetic Variation: 14.0°E

Sectional Chart: San Francisco

Fuel Types: Jet

Customs: Restricted

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1442 Z

Sunset: 0200 Z,

Runway Information

Runway: 14L

Length x Width: 9197 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 5 ft

Lighting: Edge, Centerline, TDZ, Pilot controlled

Runway: 14R

Length x Width: 8122 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 14 ft

Lighting: Edge

Runway: 32L

Length x Width: 8122 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 36 ft

Lighting: Edge

Displaced Threshold: 602 ft

Runway: 32R

Length x Width: 9197 ft x 200 ft

Surface Type: concrete

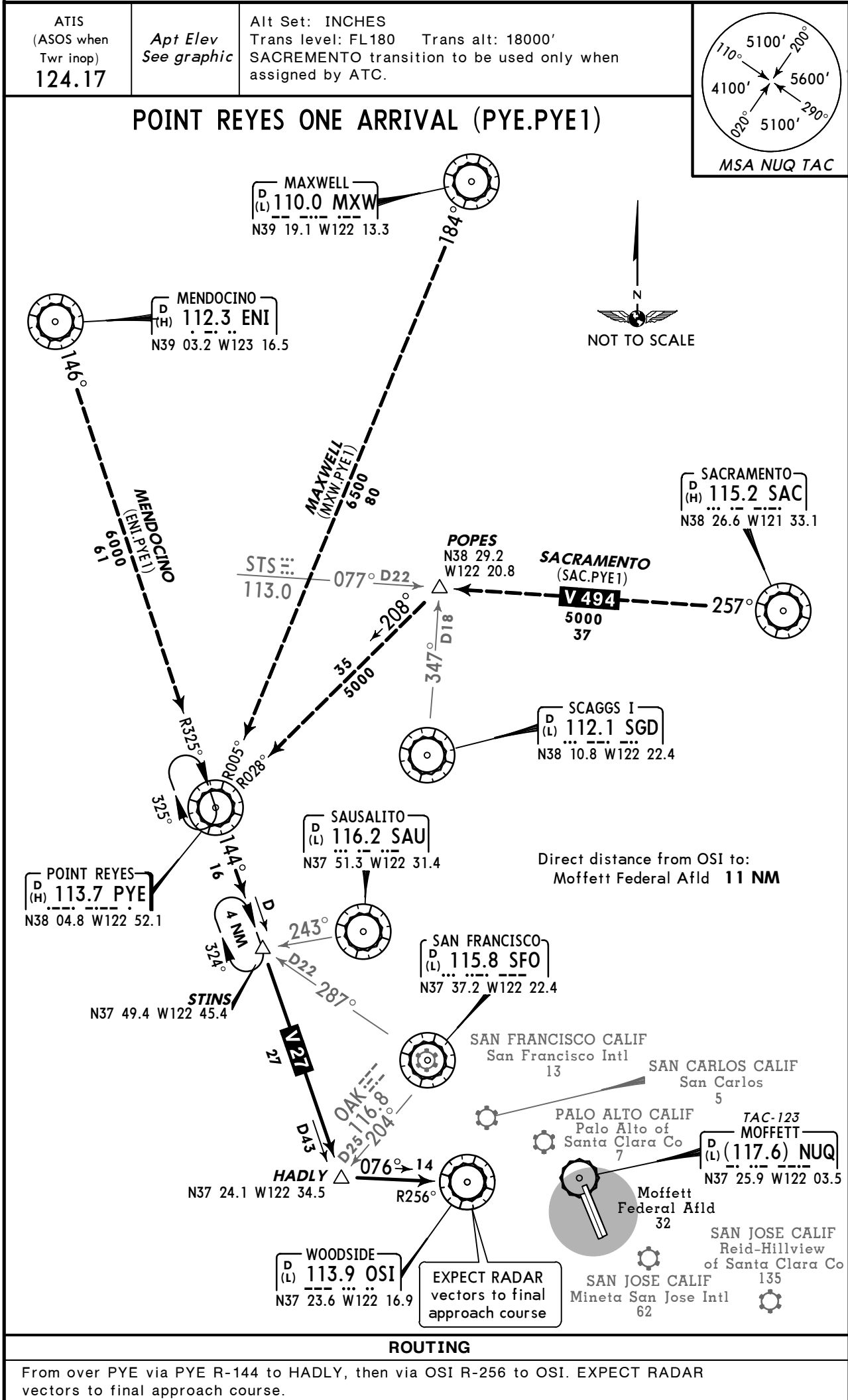
TDZ-Elev: 31 ft

Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Stopway: 137 ft

Communication Information

ATIS 124.175
ASOS 124.175
Moffett Tower 119.55 CTAF PCL
Moffett Ground Control 121.85
Norcal Approach Control 135.2
Norcal Approach Control 134.5 Secondary
Norcal Approach Control 133.95 Secondary
Norcal Approach Control 120.1 Initial Contact
Norcal Departure Control 121.3
Norcal Departure Control 120.1
AIR Guard Operations 571.1 Military

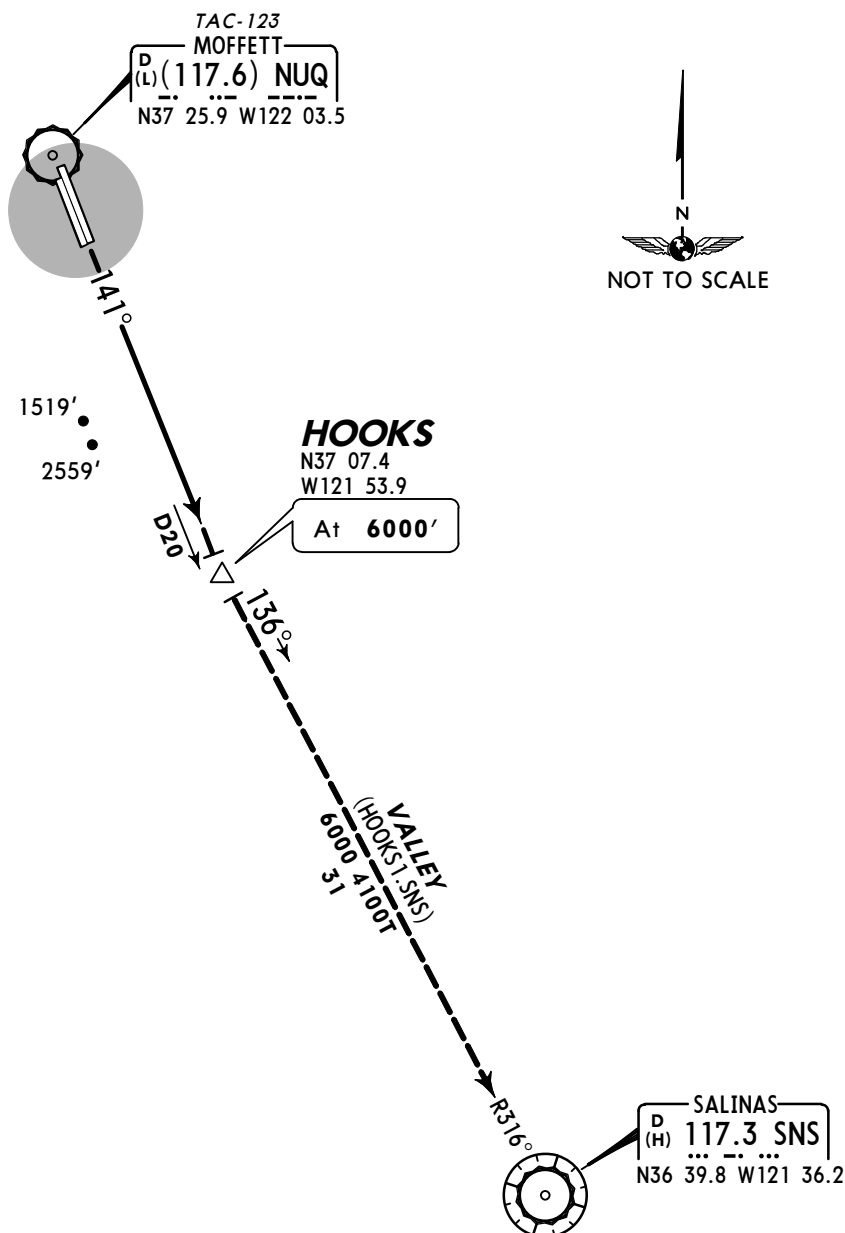


A diagram of a four-way road intersection. The roads are labeled with bearings and distances from the center intersection point:

- North: 5100', 200°
- South: 5100', 290°
- East: 5600', 020°
- West: 4100', 110°

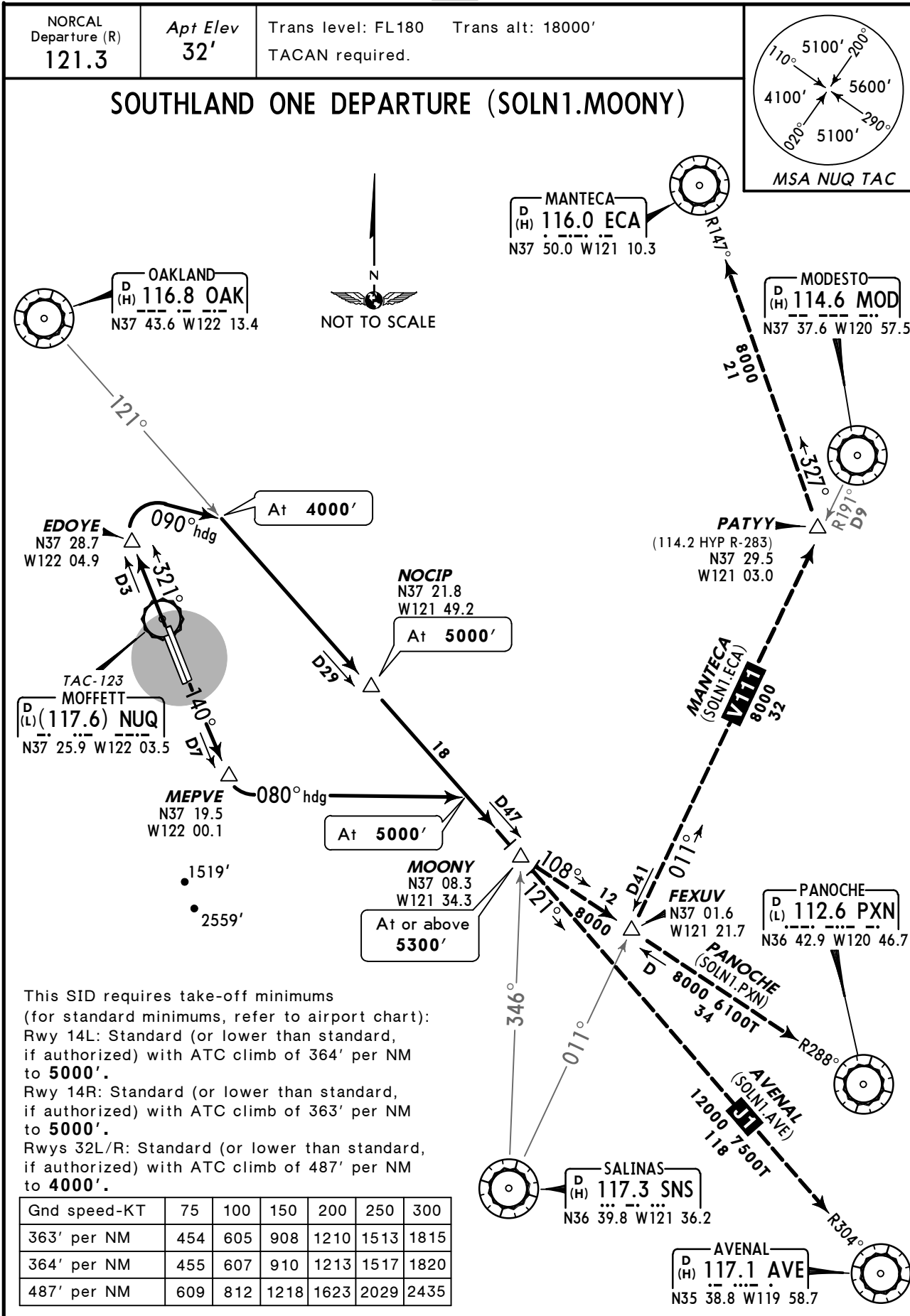
MSA NUQ TAC

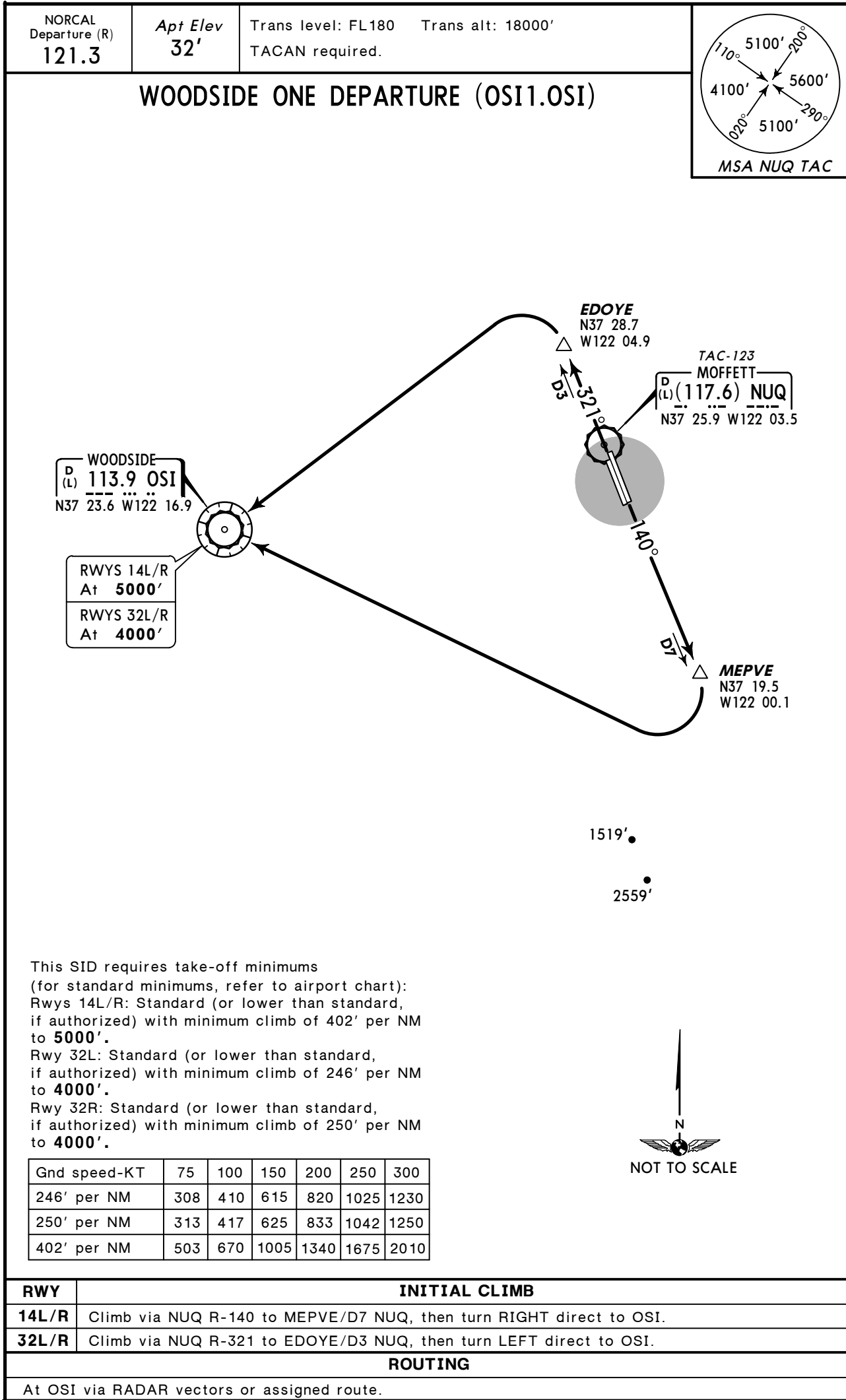
MSA NUQ TAC

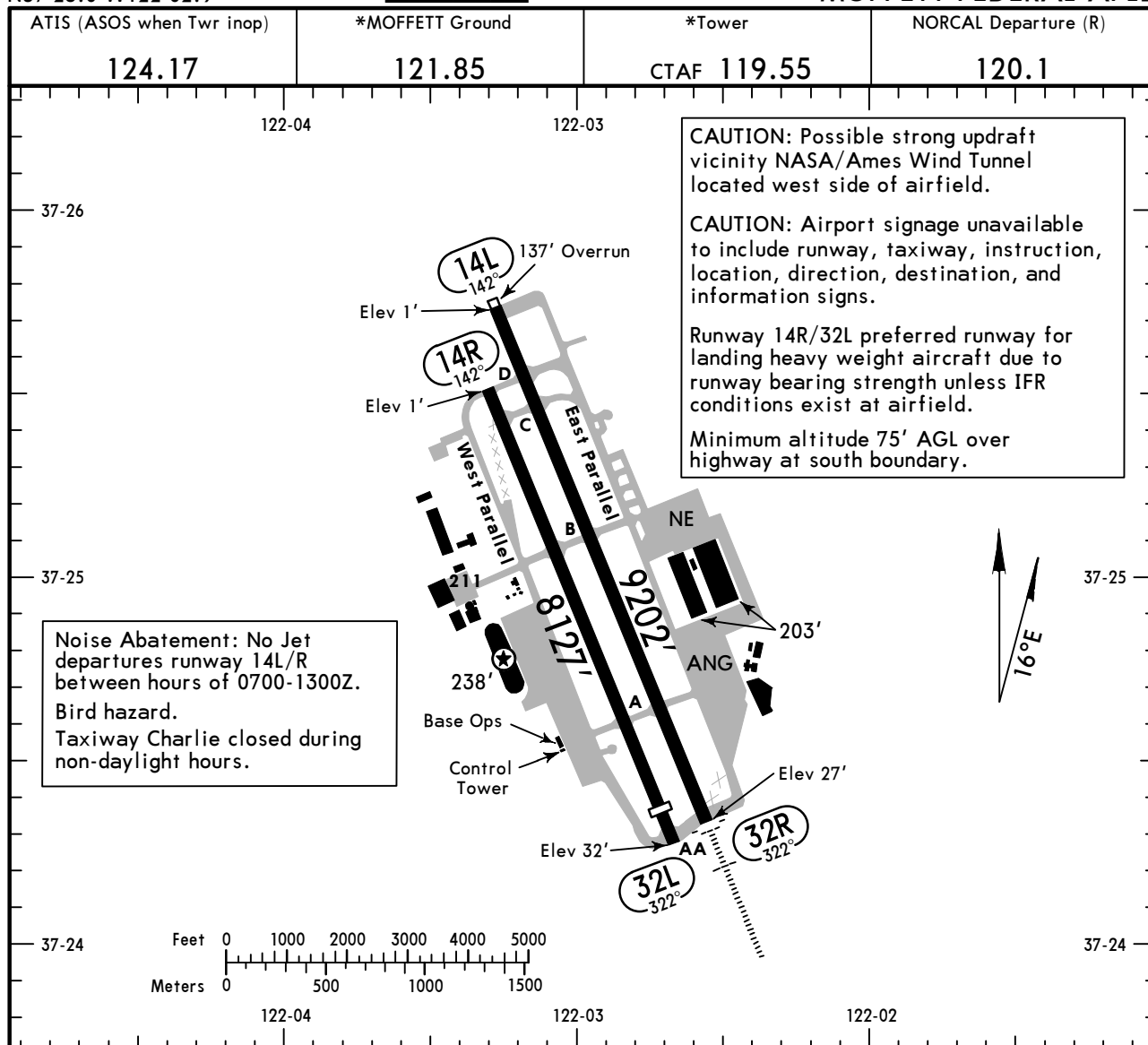


Gnd speed-KT	75	100	150	200	250	300
314' per NM	393	523	785	1047	1308	1570
328' per NM	410	547	820	1093	1367	1640
332' per NM	415	553	830	1107	1383	1660

© JEPPESEN, 2005, 2010. ALL RIGHTS RESERVED.







ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
14R	HIRL				200'
32L		7522'			
14L	① HIRL CL TDZ PAPI-L (angle 3.00°)				200'
32R	① HIRL CL TDZ ① ALSF-I ② PAPI-L RVR		8071'		

① Activate on 119.55 when Twr inop.

② Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

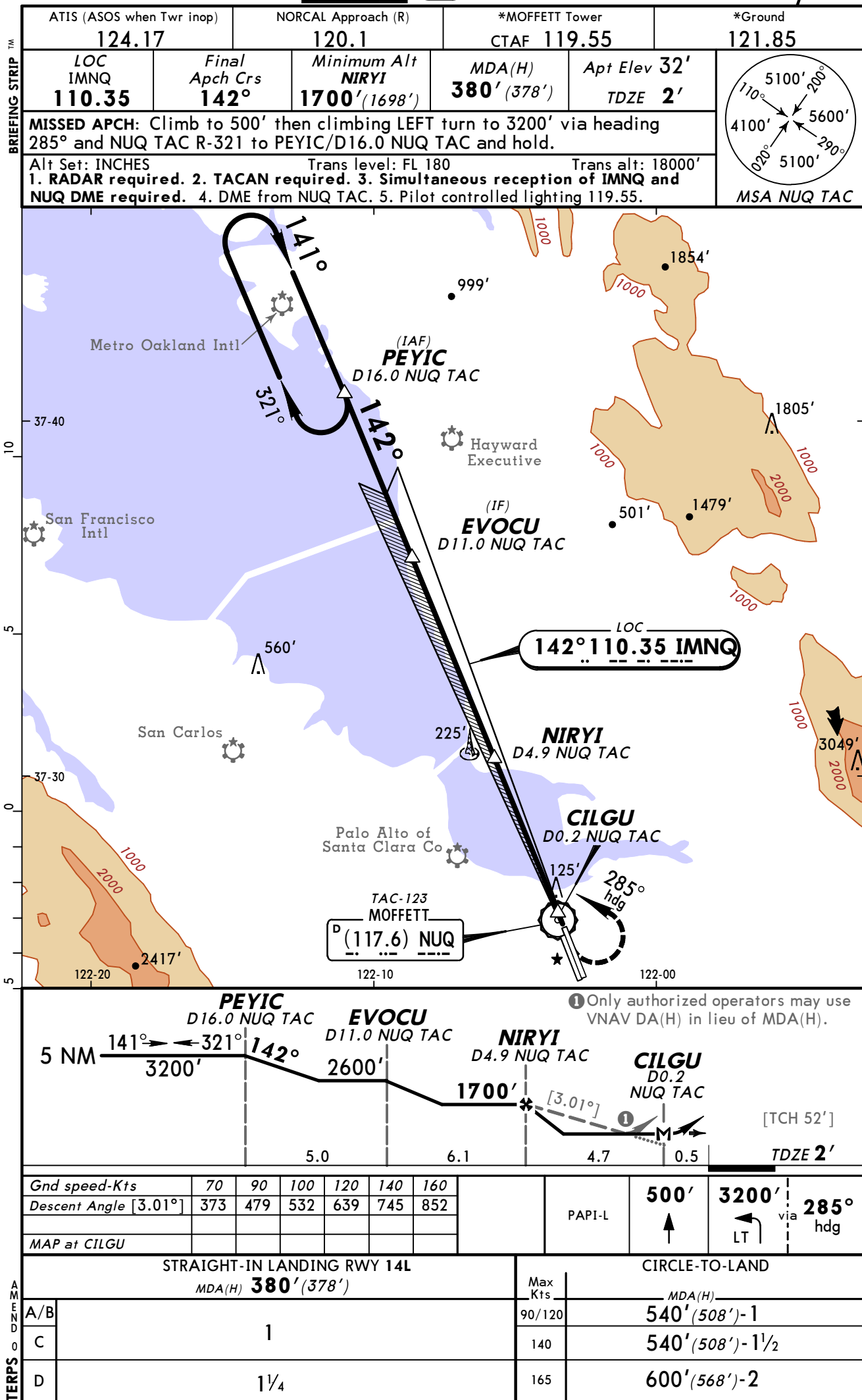
Rwy 32L/R				Rwy 14L/R				AS ALTERNATE	
With Mim climb of 285' /NM to 3500'			For Climb In Visual Conditions	With Mim climb of 550' /NM to 4000'			For Climb In Visual Conditions		
Adequate Vis Ref	STD			Adequate Vis Ref	STD				
	3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng			
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	2800 -3	1/4	1/2	1	2800 -3	A	NA
								B	
								C	
								D	

OBSTACLE DP

Rwy 14L/R: Climbing RIGHT turn direct OSI VOR, thence... Or for climb in visual conditions cross Moffett Federal AFLD at or above 1600' then via OSI R-066 to OSI VOR, thence...

Rwy 32L/R: Climb heading 322° to 700', then climbing LEFT turn heading 230° until receiving OSI VOR, then direct OSI, thence... Or for climb in visual conditions cross Moffett Federal AFLD at or above 1600' then via OSI R-066 to OSI VOR, thence...

...continue climb in OSI VOR holding pattern (SE, LEFT turns, 321° inbound) to cross OSI VOR at or above MEA for route of flight.



MISSED APCH: Climb to 500' then climbing LEFT turn to 3200' via heading 285° and NUQ TAC R-321 to PEYIC/D16.0 NUQ TAC and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. RADAR required. 2. TACAN required. 3. Simultaneous reception of IMNQ and NUQ DME required. 4. DME from NUQ TAC. 5. Pilot controlled lighting 119.55.

MSA NUQ TAC

PEYIC D16.0 NUQ TAC

EVOCU D11.0 NUQ TAC

NIRYI D4.9 NUQ TAC

CILGU D0.2 NUQ TAC

MOFFETT (117.6) NUQ

LOC 142° 110.35 IMNQ

141° 321° 142°

5 NM

3200'

2600'

1700'

500'

3200'

285° hdg

TDZE 2'

Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

MAP at CILGU

STRAIGHT-IN LANDING RWY 14L

MDA(H) 380' (378')

CIRCLE-TO-LAND

Max Kts

MDA(H)

90/120

140

165

540' (508')-1

540' (508')-1½

600' (568')-2

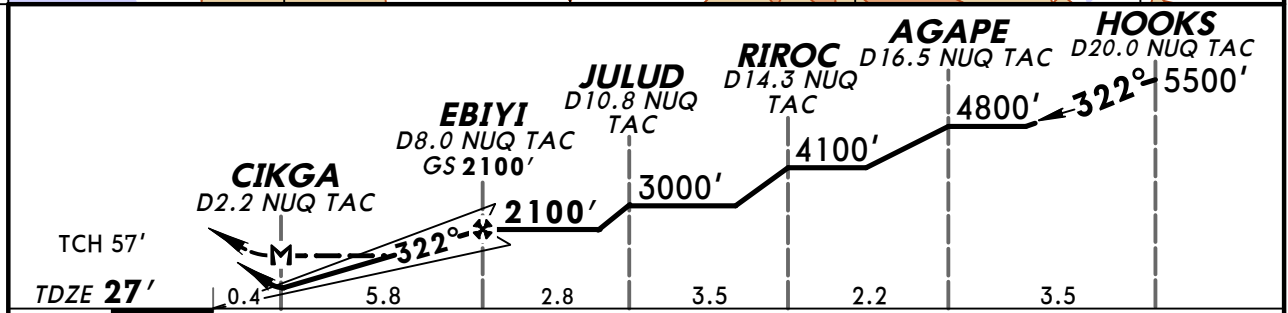
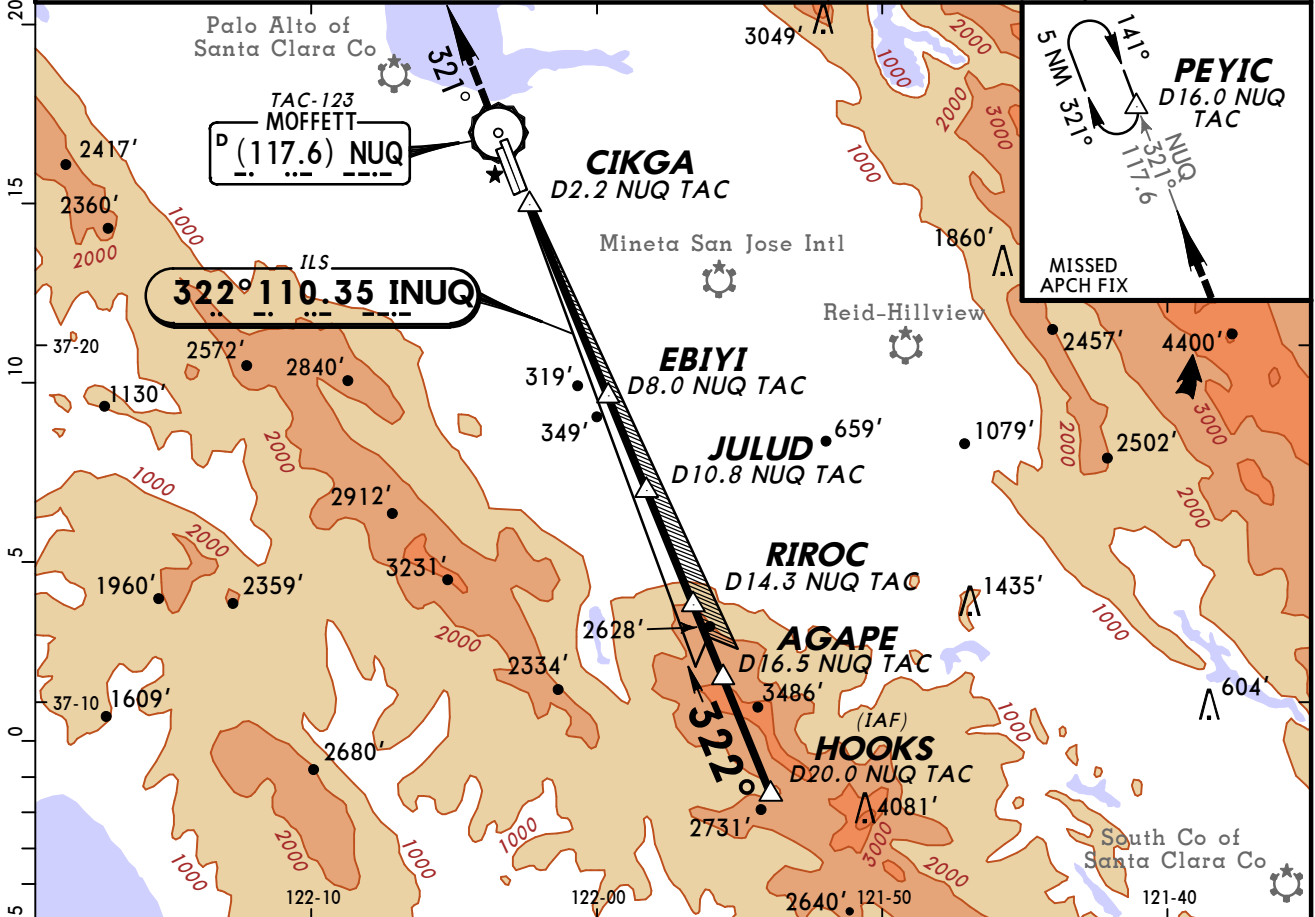
TERPS

CHANGES: Chart re-indexed.

© JEPPESEN, 2001, 2010. ALL RIGHTS RESERVED.

KNUQ MOFFETT FEDERAL AFLD JEPPesen 12 NOV 10 Eff 18 Nov (11-2) MOUNTAIN VIEW, CALIF ILS or LOC DME Rwy 32R

ATIS (ASOS when Twr inop)		NORCAL Approach (R)		*MOFFETT Tower		*Ground	
124.17		120.1		CTAF 119.55		121.85	
LOC INUQ 110.35	Final Apch Crs 322°	GS EBIYI 2100'(2073')	ILS DA(H) 227'(200')	Apt Elev 32' TDZE 27'		 MSA NUQ TAC	
MISSED APCH: Climb to 3200' via NUQ TAC and outbound on NUQ TAC R-321 to PEYIC/D16.0 NUQ TAC and hold.							
Alt Set: INCHES 1. DME and RADAR required. 2. TACAN required. 3. Simultaneous reception of INUQ and NUQ DME required. 4. DME from NUQ DME. 5. VGSI and ILS glidepath not coincident. 6. Pilot controlled lighting 119.55.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	3200' ↑ via TAC-123 and (117.6)	NUQ TAC-123 (117.6)	NUQ TAC-123 (117.6)	R-321
GS	3.00°	377	484	538	646	753					
MAP at CIKGA											

STRAIGHT-IN LANDING RWY 32R						CIRCLE-TO-LAND		
ILS			LOC (GS out)					
DA(H) 227' (200')			MDA(H) 580' (553')					
FULL	TDZ or CL out	ALS out				Max Kts	MDA(H)	
TERPS	RVR 40 or 3/4		RVR 40 or 3/4			90	580' (548')-1	
						120		
						140	580' (548')-1 1/2	
						165	600' (568')-2	

General Information

Location: Twentynine Palms CA USA

IATA Code: NXP

Lat/Long: N34° 17.8' W116° 09.7'

Elevation: 2051 ft

Airport Use: Military

Magnetic Variation: 12.1 °E

Sectional Chart: Los Angeles

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1416 Z

Sunset: 0139 Z,

Runway Information

Runway: 10

Length x Width: 8015 ft x 150 ft

Surface Type: plng

TDZ-Elev: 2051 ft

Lighting: Edge, ALS, Centerline, REIL, Part time

Runway: 28

Length x Width: 8015 ft x 150 ft

Surface Type: plng

TDZ-Elev: 2022 ft

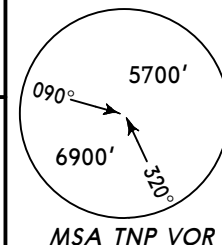
Lighting: Edge, ALS, Centerline, REIL, Part time

Communication Information

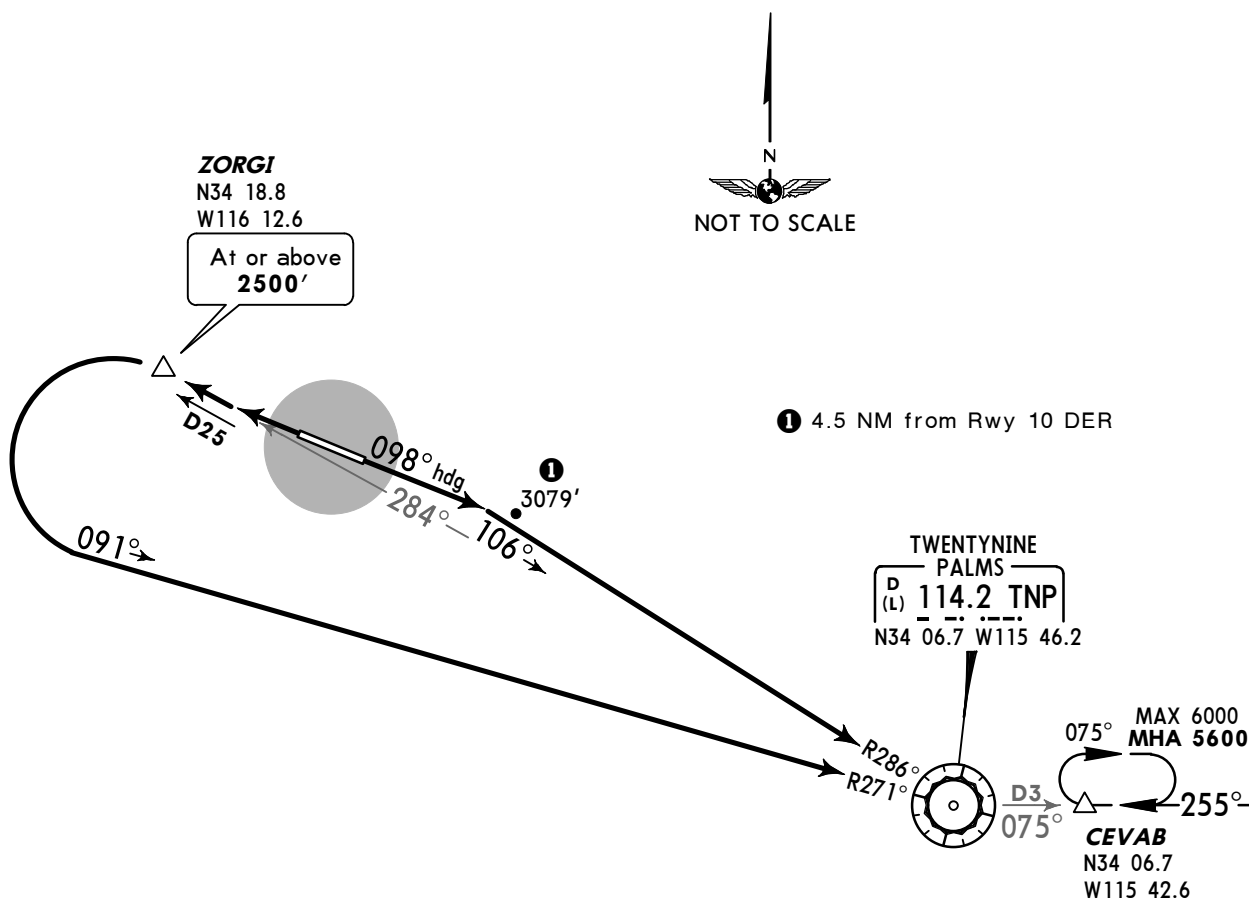
Twentynine Palms Tower 135.525

Apt Elev
2051'

Trans level: FL 180 Trans alt: 18000'
NOTE: Turns in holding at CEVAB may be required.



CACTI FIVE DEPARTURE (CACTI5.TNP)



Direct distance from Twentynine Palms SELF
(Rwy 10) to: TNP **22 NM**
(Rwy 28) to: ZORGI **3 NM**

*Minimum Climb Rate

Rwy	Gnd speed-Kts	75	100	150	200	250	300
A 10	V/V (fpm) to 3300'	356	475	713	950	1188	1425
B 10	V/V (fpm) to 3400'	394	525	788	1050	1313	1575

A Military **B** Civilian

*ATC Climb Rate

Rwy	Gnd speed-Kts	75	100	150	200	250	300
28	V/V (fpm) to 2500'	294	392	588	783	979	1175

*Minimum climb rates are designed for obstacle clearance. ATC climb rates are designed for airspace utilization. The higher of the two gradients should be used within the altitude range(s) specified.

RWY

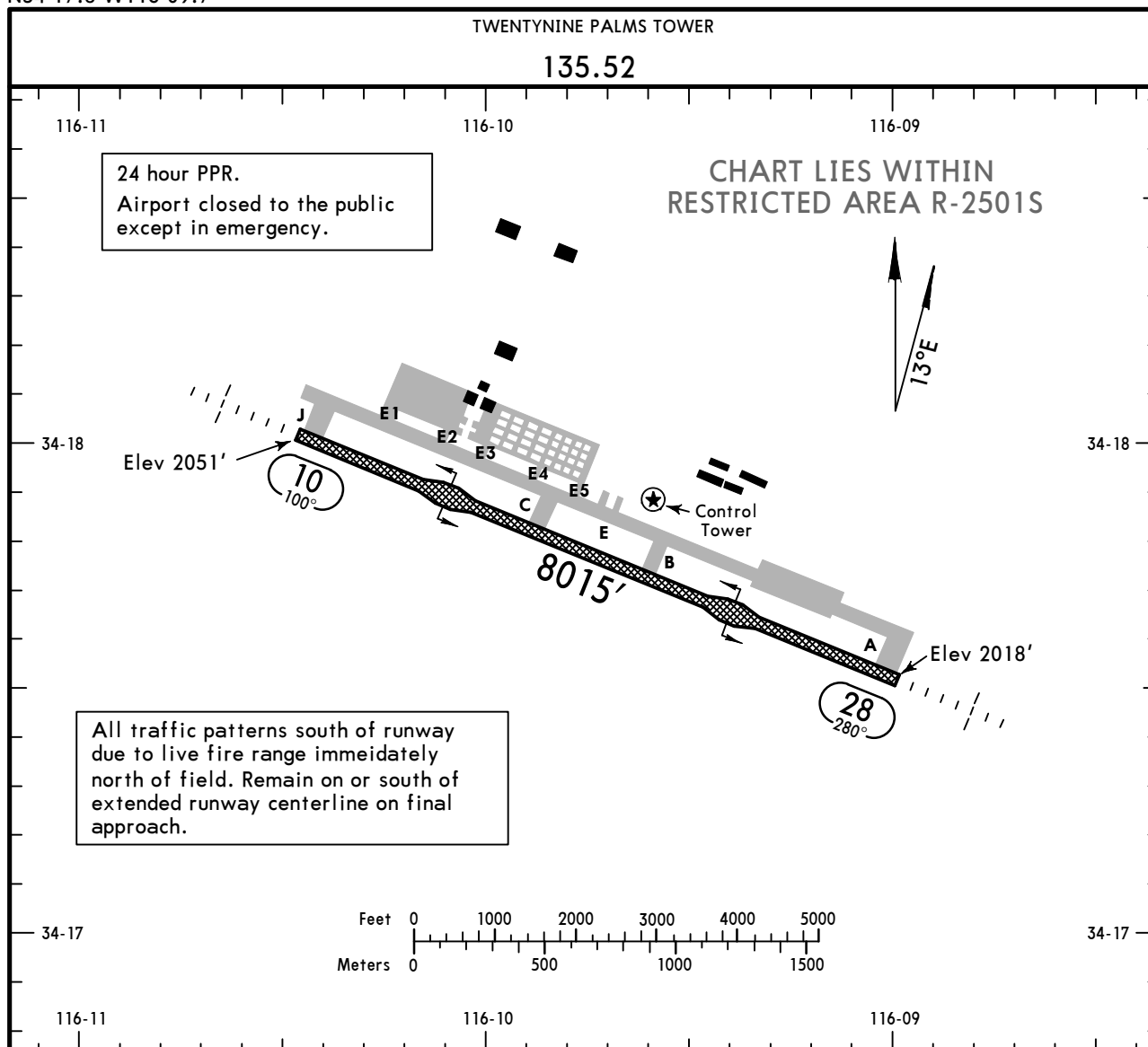
INITIAL CLIMB

10

Climb via heading 098° to intercept and proceed via TNP R-286 to TNP.

28

Climb via TNP R-284 to ZORGI. Then turn LEFT to join and proceed via TNP R-271 to TNP.



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
10			Threshold	Glide Slope	
28	① HIRL ① SALSF ①②③ OLS-L				150'

- ① By prior approval.
 ② Portable
 ③ Optical Landing System

1 TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwys				
Adequate Vis Ref		STD		
1 & 2 Eng	1/4	1	A	800-2
3 & 4 Eng		1/2	B	
			C	
			D	

① Diverse departures not authorized.

General Information

Location: San Diego CA USA
IATA Code: NZY
Lat/Long: N32° 41.9' W117° 12.9'
Elevation: 26 ft

Airport Use: Military
Magnetic Variation: 12.1 °E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet 5
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1419 Z
Sunset: 0144 Z,

Runway Information

Runway: 11
Length x Width: 7500 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, Centerline

Runway: 18
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, Centerline, REIL
Stopway: 600 ft

Runway: 29
Length x Width: 7500 ft x 300 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline
Stopway: 200 ft

Runway: 36
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS, Centerline, REIL
Stopway: 600 ft

Communication Information

North Island Tower 135.1
North Island Ground Control 118.0
North Island Clearance Delivery 128.4
Socal Approach Control 125.15
Socal Departure Control 125.15
North Island Radar 133.175
North Island Radar 127.7
Raid Operations 149.95 Military

1 VFR CORRIDOR PROCEDURES

When transiting the VFR corridor overlying San Diego Intl above **3300 feet** and **below 4700 feet**, pilots are encouraged to remain right of a northwest/southeast line extending across the San Diego Intl Rwy 27 approach end.

No communications or clearances with ATC are required while transiting through the VFR corridor; however, frequency 126.050 is provided for exchange of information between those pilots using the corridor.

Heavy traffic south at 3000 feet and below inbound to North I NAS, pilots transiting the VFR corridor are cautioned against premature descent. Occasional parachute jump activity allowed in this area, check NOTAMs.

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

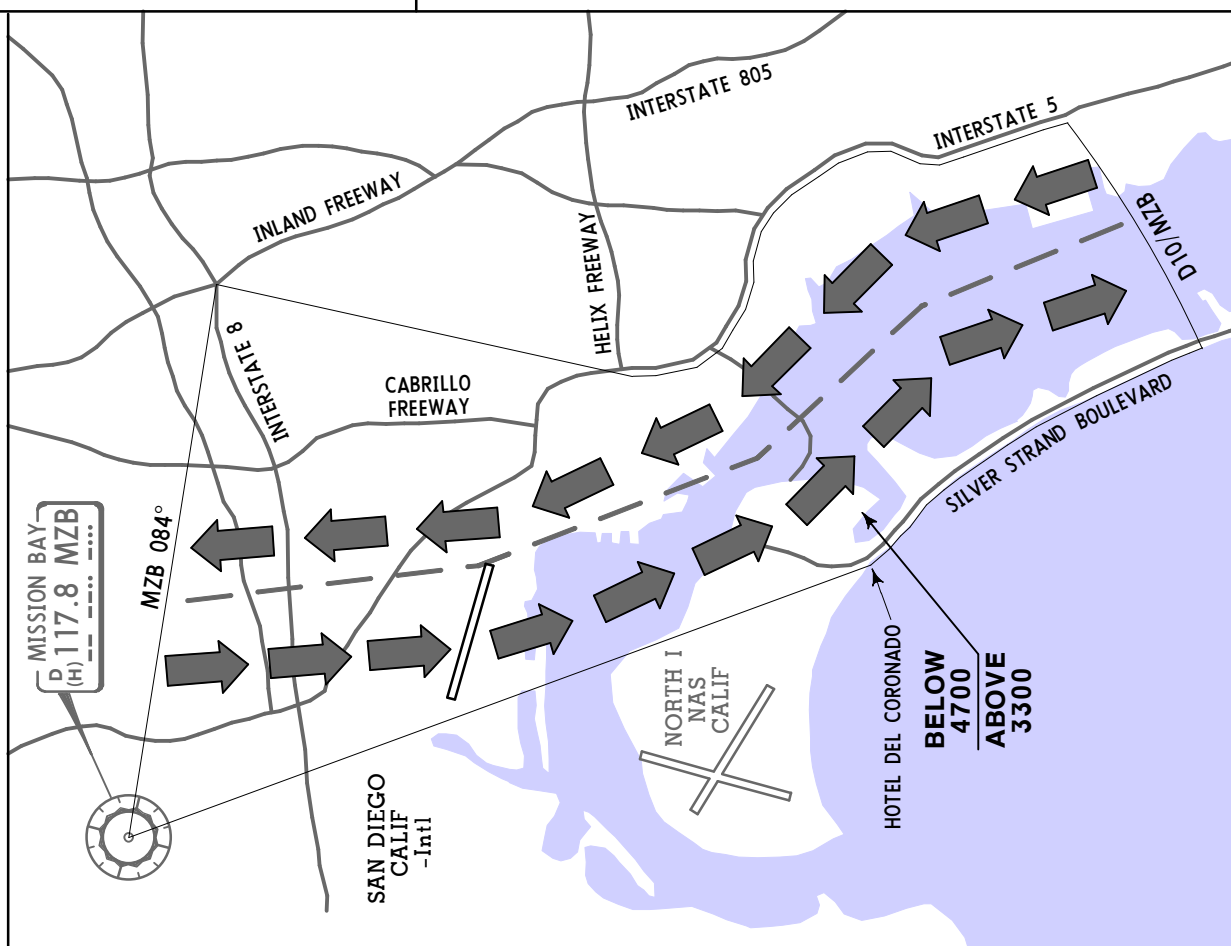
FLIGHT PROCEDURES

IFR Flights-Aircraft within the Class (B) are required to operate in accordance with current IFR procedures.

VFR Flights-

- Arriving aircraft, or aircraft desiring to transit the Class (B), should contact San Diego Approach control on the frequency depicted for the sector of flight with reference to the geographical center of the airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- Aircraft departing the primary airports are requested to advise the San Diego clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airports should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class (B).
- Aircraft desiring to transit the Class (B) will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

1 VFR CORRIDOR

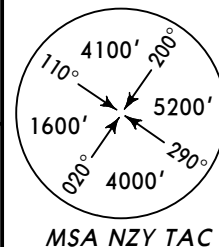


© JEPPESEN, 2009. ALL RIGHTS RESERVED.

SOCAL
Departure (R)
125.15

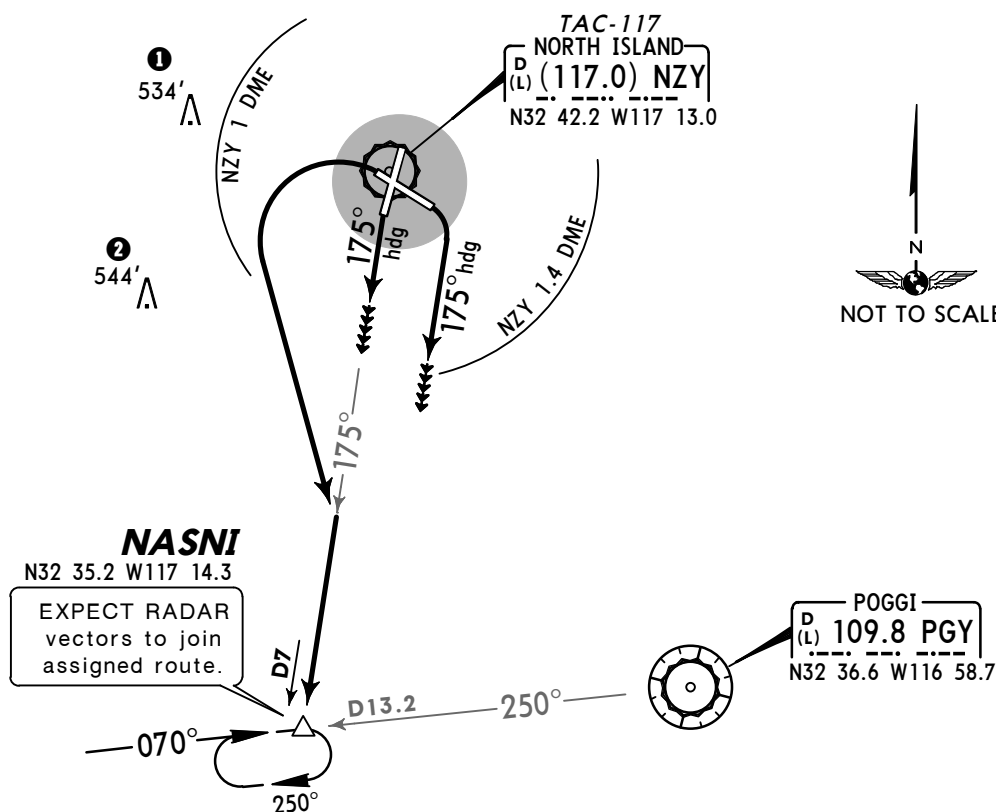
Apt Elev
26'

Trans level: FL 180 Trans alt: 18000'
1. Rwy 29 departure TACAN required.
2. RADAR and DME required.
3. Emergency safe altitude within 100 NM 13600'.



NASNI FIVE DEPARTURE (NASNI5.NASNI)

- ① 1.4 NM from DER Rwy 29
- ② 2.4 NM from DER Rwy 11



		Minimum Climb Rate						
Rwy	Gnd speed-KT	75	100	150	200	250	300	
A 11	V/V(fpm) to 700'	331	442	663	883	1104	1325	
B 11	V/V(fpm) to 700'	363	483	725	967	1208	1450	
C 29	V/V(fpm) to 400'	513	683	1025	1367	1708	2050	
D 29	V/V(fpm) to 500'	600	800	1200	1600	2000	2400	

- A** Military: 600-2 1/4 authorized in lieu of climb rate.
- B** Civil: 600-2 1/4 authorized in lieu of climb rate.
- C** Military: 600-2 1/2 authorized in lieu of climb rate.
- D** Civil: 600-2 1/2 authorized in lieu of climb rate.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received prior to crossing the PGY R-250 SOUTHBOUND, turn direct on the PGY R-250 to NASNI and hold as published, if no transmissions received within five minutes after entering holding, proceed on course, climb to filed altitude.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

RWY	INITIAL CLIMB
11	Immediate climbing RIGHT turn to 2000' via heading 175°, remain within NZY 1.4 DME to avoid overflying the city of Coronado.
18	Climb to 2000' via heading 175°.
29	Immediate climbing LEFT turn to 2000' , remain within NZY 1 DME to avoid overflying Point Loma, intercept NZY R-175 to NASNI.

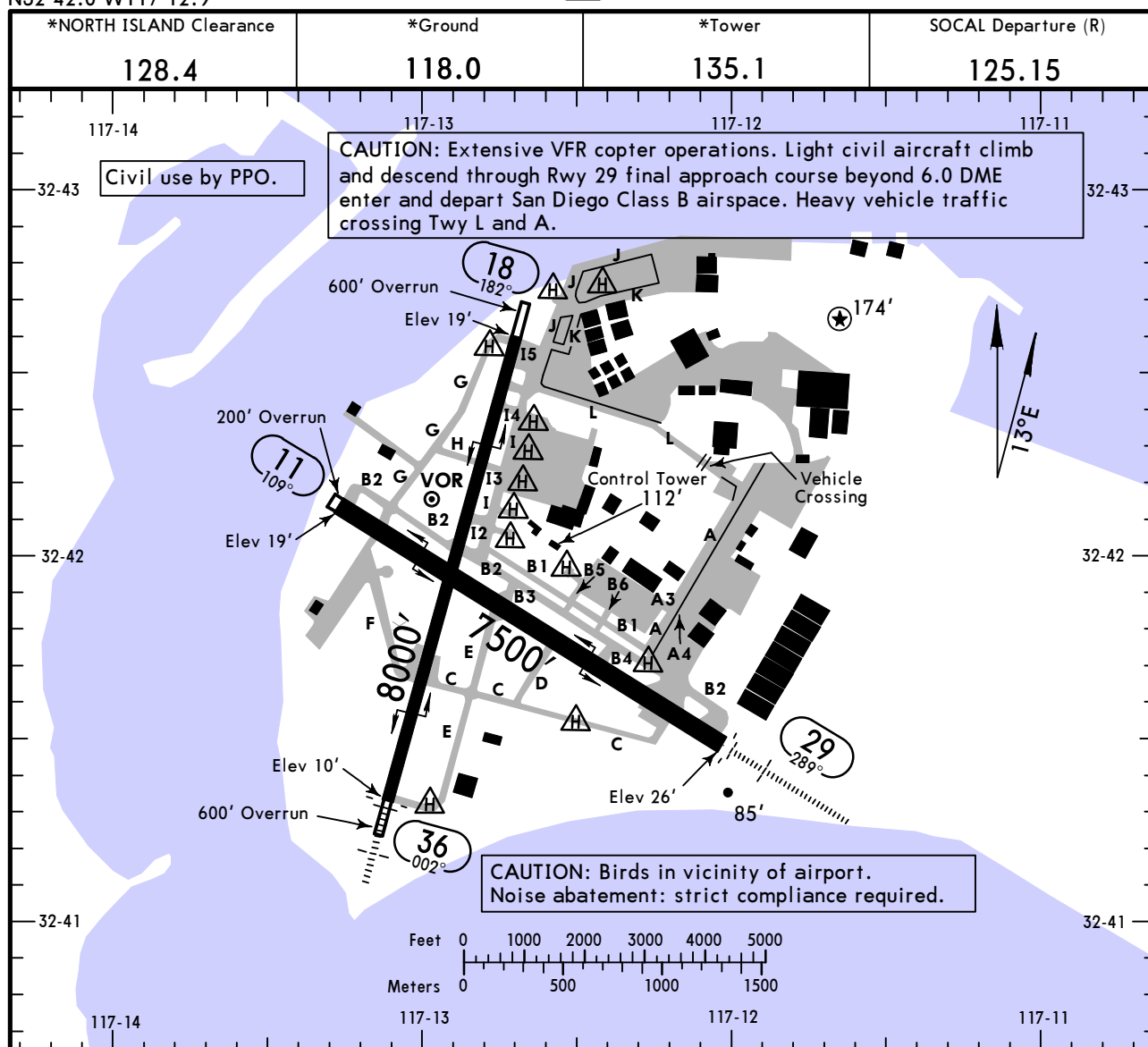
ROUTING

EXPECT RADAR vectors to join assigned route.

KNZY/NZY
Apt Elev **26'**
N32 42.0 W117 12.9

JEPPESEN
10 JUL 09 **(41-1)**

NORTH ISLAND NAS
SAN DIEGO, CALIF



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
11	HIRL CL (White)				
29	HIRL CL (White) ALSF-I PAPI-L		PAR 6816'		300'
18	HIRL CL REIL PAPI-L				
36	HIRL CL SALSF REIL PAPI-L		PAR 7174'		200'

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

	Rwys 11, 18		Rwy 29		For Climb in Visual Conditions	Rwy 36	Precision Non-Precision	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1/4	1	800-2 1/4	NA	A	600-2 800-2
3 & 4 Eng		1/2		1/2			B C D	

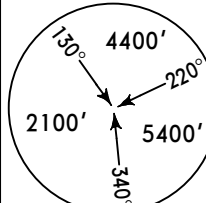
OBSTACLE DP: Rwy 11: Diverse departures authorized 129° clockwise 182°. Make immediate right turn to assigned heading within 1.4 DME of NZY TACAN to avoid over flying the City of Coronado.
Rwy 18: Diverse departures authorized 129° clockwise 175°.
Rwy 29: Diverse departures not authorized. Use published DP or for climb in visual conditions via immediate climbing left turn to cross North Island airport at or above 800' MSL, during visual climb do not overfly Point Loma and remain south of Rwy 11-29, then climb to 2000' via heading 175°, expect radar vectors to join assigned route. Cross

departure end of rwy at or above 54' MSL.
TAKE-OFF OBSTACLES: Rwy 11: 78' MSL Trees 108' past departure end of rwy, 336' right of centerline; 54' MSL Trees 994' past departure end of rwy, 733' left of centerline. Rwy 29: Shipping Channel accommodating vessels up to 206' MSL (with tidal range) starting 2577' from departure end of rwy on centerline; 534' MSL Twin Towers 1.4 NM past departure end of rwy, 2645' left of centerline; 479' MSL Tower, 1.5 NM past departure end of rwy, 1969' left of centerline; 455' MSL Tower, 1.5 NM past departure end of rwy, 2054' left of centerline; 544' MSL Tower 1139' from departure end of rwy, 2.1 NM left of centerline.

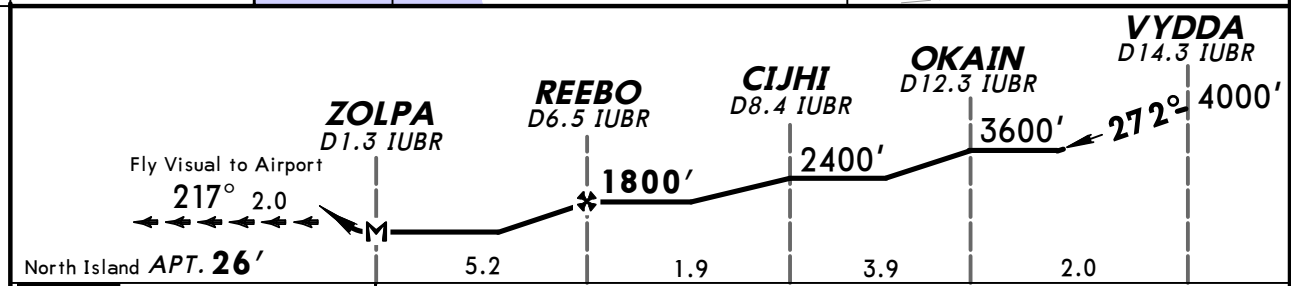
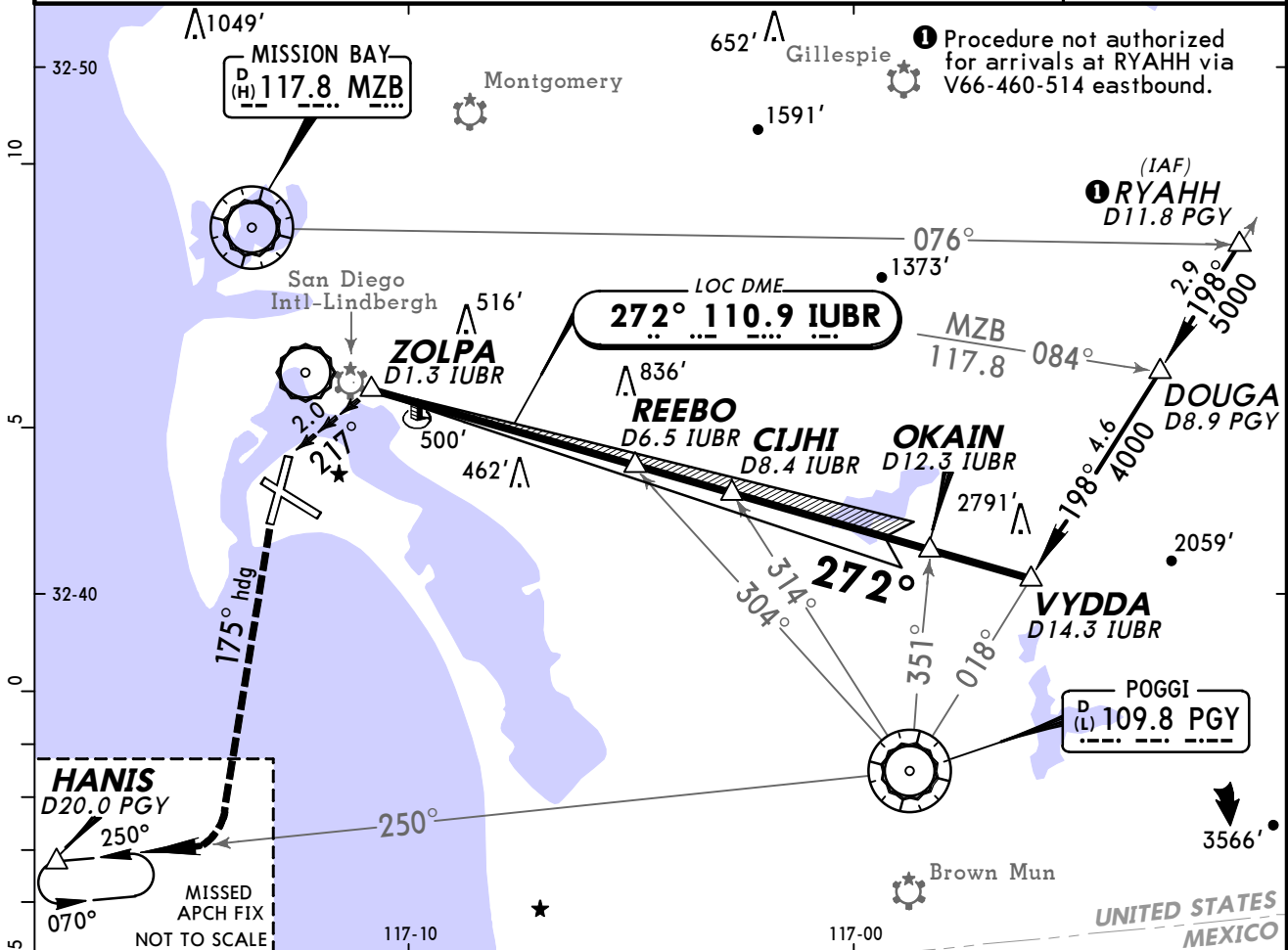
CHANGES: None.

© JEPPESEN, 2001, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP

SOCAL Approach (R)		*NORTH ISLAND Tower		LINDBERGH Tower		*Ground	
125.15		135.1		118.3		118.0	
LOC IUBR 110.9	Final Apch Crs 272°	Minimum Alt REEBO 1800' (1774')	MDA(H) Refer to Minimums	Apt Elev 26'			
MISSED APCH: Climb to 2000' via heading 175°, intercept PGY VOR R-250 to HANIS INT/D20.0 PGY and hold.							
CAUTION: Aircraft executing missed approach after beginning circling maneuver DO NOT return to missed approach point.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			

MSA MZB VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2000' ↑ via 175° hdg	PGY 109.8 R-250	HANIS
MAP at ZOLPA or REEBO to MAP	5.2	4:27	3:28	3:07	2:36	2:14				

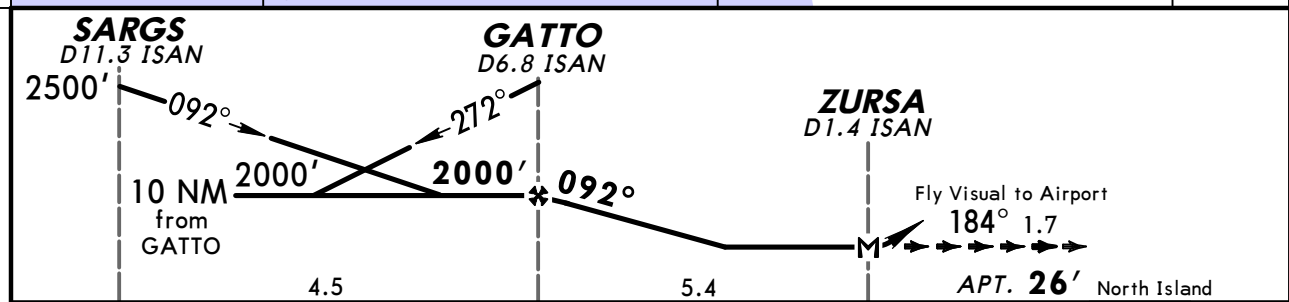
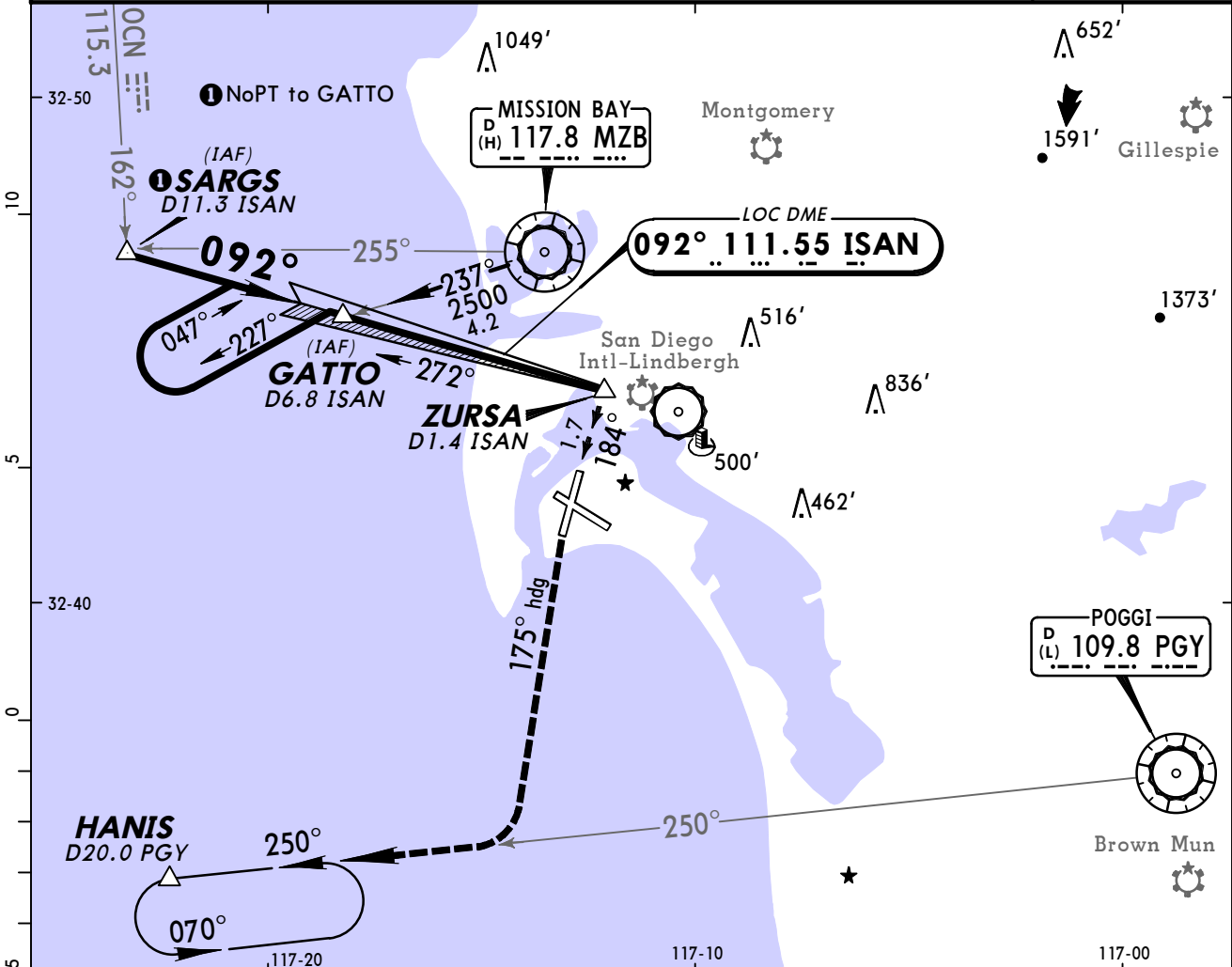
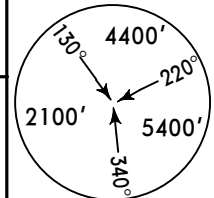
CIRCLE-TO-LAND

Circling not authorized West of Rwy 18-36. Approach authorized only to Rwy 18; or left hand downwind pattern to Rwy 29 after clearing the Rwy 18/29 intersection.

TERPS	Max Kts	MDA(H)
	A 90	
	B 120	860' (834')-2 1/2
	C 140	
D 165		860' (834')-2 3/4

BRIEFING STRIP

SOCAL Approach (R) 125.15	*NORTH ISLAND Tower 135.1	LINDBERGH Tower 118.3	*Ground 118.0
LOC ISAN 111.55	Final Apch Crs 092°	Minimum Alt GATTO 2000' (1974')	MDA(H) Refer to Minimums
Apt Elev 26'			
MISSED APCH: Climb to 2000' via heading 175°, intercept PGY VOR R-250 to HANIS INT/D20.0 PGY and hold. CAUTION: Aircraft executing missed approach after beginning circling maneuver DO NOT return to missed approach point.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
MSA MZB VOR			



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2000'	175° hdg	PGY 109.8 R-250	HANIS
MAP at ZURSA or GATTO to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02	↑			

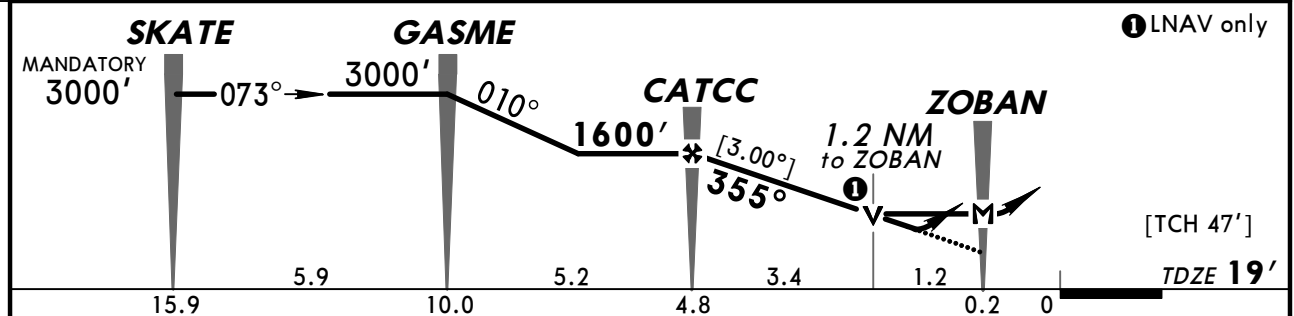
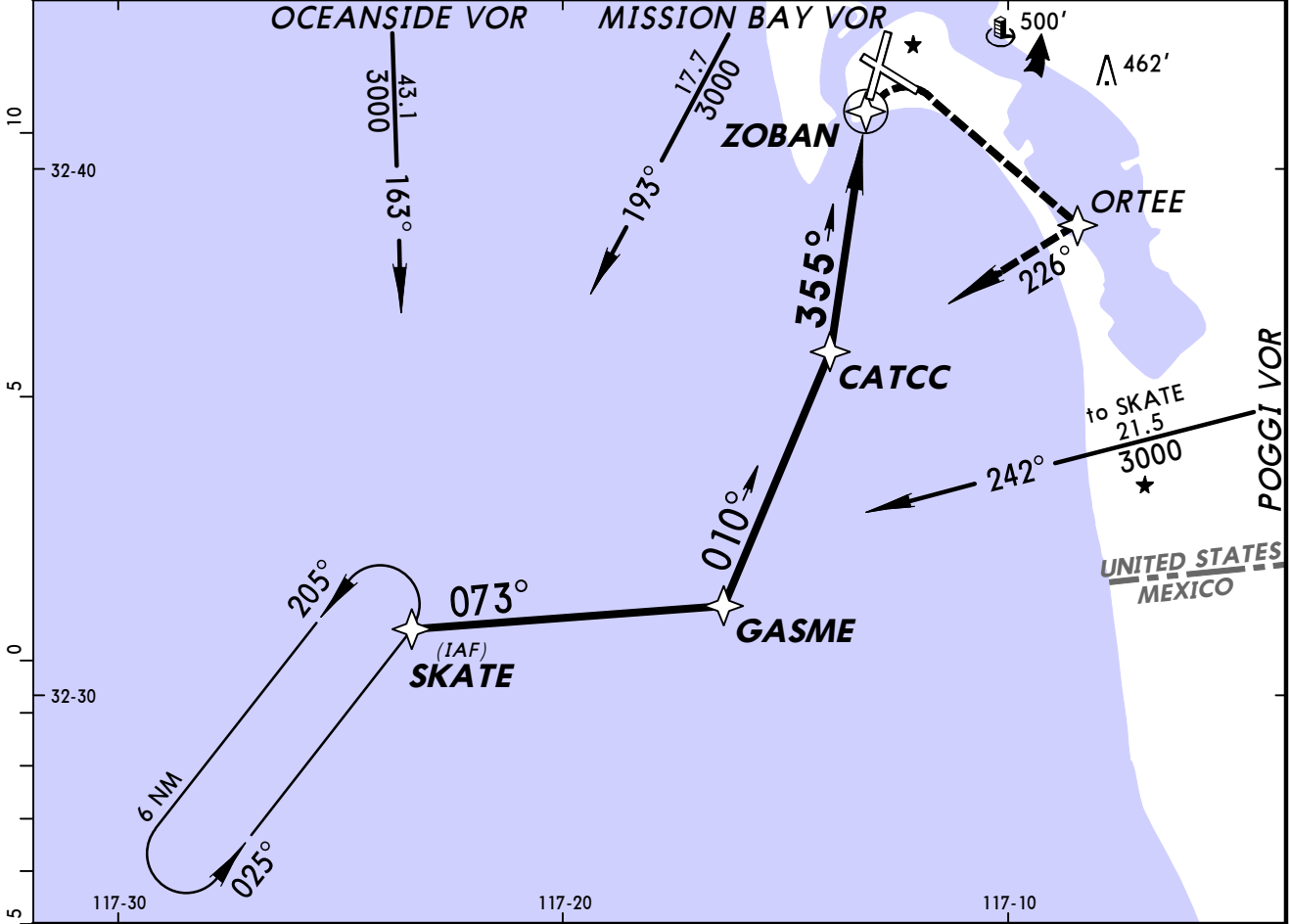
CIRCLE-TO-LAND

Circling not authorized West of Rwy 18-36. Approach authorized only to Rwy 18;
or left downwind pattern to Rwy 29 after flying down Rwy 18.

TERPS	Max Kts	MDA(H)
A	90	860' (834') - 2
B	120	860' (834') - 2 1/2
C	140	860' (834') - 2 3/4
D	165	860' (834') - 2 3/4

BRIEFING STRIP™

SOCAL Approach (R)		*NORTH ISLAND Tower		*Ground	
125.15		135.1		118.0	
RNAV	Final Apch Crs 355°	Minimum Alt CATCC 1600' (1581')	LNAV/VNAV DA(H) 380' (361')	Apt Elev 26' TDZE 19'	5200' MSA RW36
MISSED APCH: Climbing RIGHT turn to 2000' direct ORTEE, then turn RIGHT via track 226° to SKATE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. CAUTION: DAFIF users - SKATE duplicate waypoint name. 2. CAUTION: Intermediate segment length 5 NM. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (108°F). 5. Maximum approach IAS: 200 Kts.					



Gnd speed-Kts	70	90	100	120	140	160	SSALF REIL PAPI 2000' RT	ORTEE
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at ZOBAN								

STRAIGHT-IN LANDING RWY 36					CIRCLE-TO-LAND	
LNAV/VNAV			LNAV		NA	
DA(H) 380' (361')			MDA(H) 460' (441')			
ALS out			ALS out			
A	1	1¼	¾	1	A	
B					B	
C			1	1¼	C	
D			1¼	1½	D	

BRIEFING STRIP™

TERPS

A
B
C
D

A
B
C
D

A
B
C
D

2 PAR and ASR 36 - NA.

General Information

Location: Oakland CA USA
IATA Code: OAK
Lat/Long: N37° 43.3' W122° 13.2'
Elevation: 9 ft

Airport Use: Public
Magnetic Variation: 14.1 °E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1443 Z
Sunset: 0200 Z,

Runway Information

Runway: 09L
Length x Width: 5454 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6 ft
Lighting: Edge

Runway: 09R
Length x Width: 6213 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, REIL

Runway: 11
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline

Runway: 15
Length x Width: 3372 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5 ft
Lighting: Edge

Runway: 27L
Length x Width: 6213 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge

Runway: 27R
Length x Width: 5454 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 9 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33
Length x Width: 3372 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4 ft
Lighting: Edge

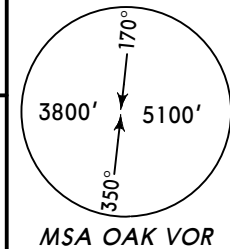
Communication Information

ATIS 133.775
Oakland Tower 127.2
Oakland Tower 118.3
Oakland Tower 124.9 Secondary
Oakland Ground Control 121.75
Oakland Ground Control 121.9
Oakland Clearance Delivery 121.1
Oakland Pre-Taxi Clearance 121.1 Pre-Departure Clearance
Norcal Approach Control 135.1 (226°-270°)
Norcal Approach Control 125.35 (46°-135°)
Norcal Approach Control 134.5 Secondary
Norcal Approach Control 133.95 Secondary
Norcal ARSA 135.1 (226°-270°)
Norcal ARSA 135.65 (136°-225°)
Norcal ARSA 120.9 (271°-315°)
Norcal ARSA 127.0 (316°-45°)
Norcal ARSA 125.35 (46°-135°)
Norcal Departure Control 135.1 (226°-270°)
Norcal Departure Control 120.9 (271°-315°)
Norcal Departure Control 127.0
Metro Oakland Intl Unicom 122.95

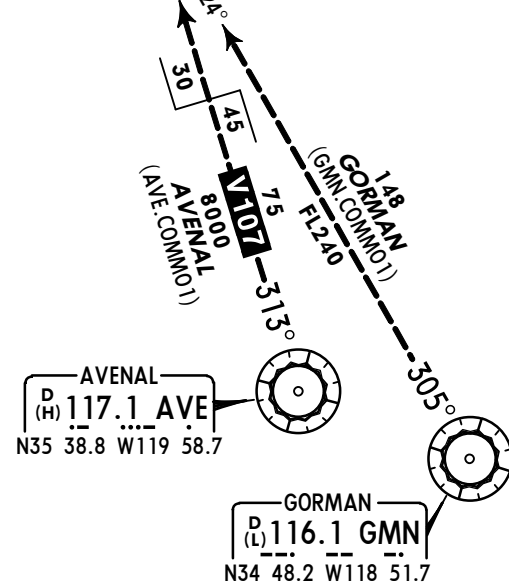
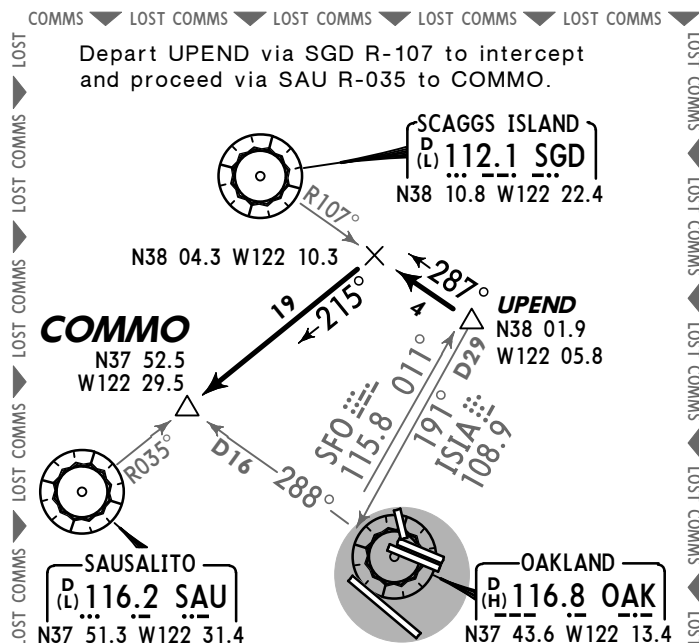
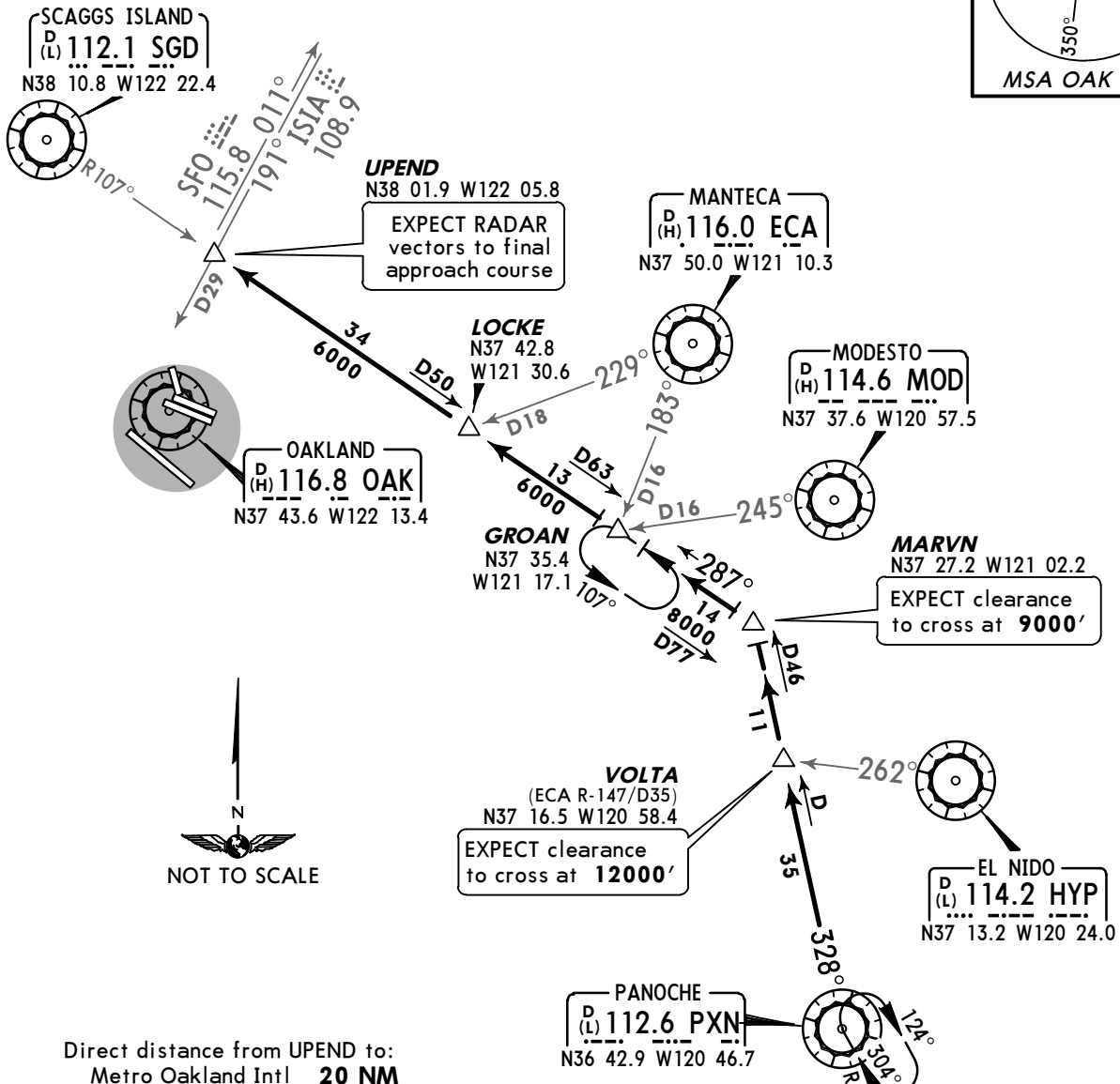
D-ATIS
133.77

Apt Elev
9'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
RADAR and DME required.



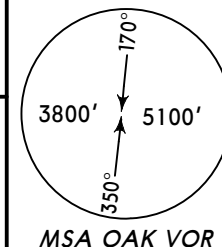
COMMO ONE ARRIVAL (PXN.COMMO1)



ROUTING

From over PXN via PXN R-328 to MARVN, then via SGD R-107 to UPEND. EXPECT RADAR vectors to final approach course.

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'



BIG SUR
D (L) 114.0 BSR
 N36 10.9 W121 38.5

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

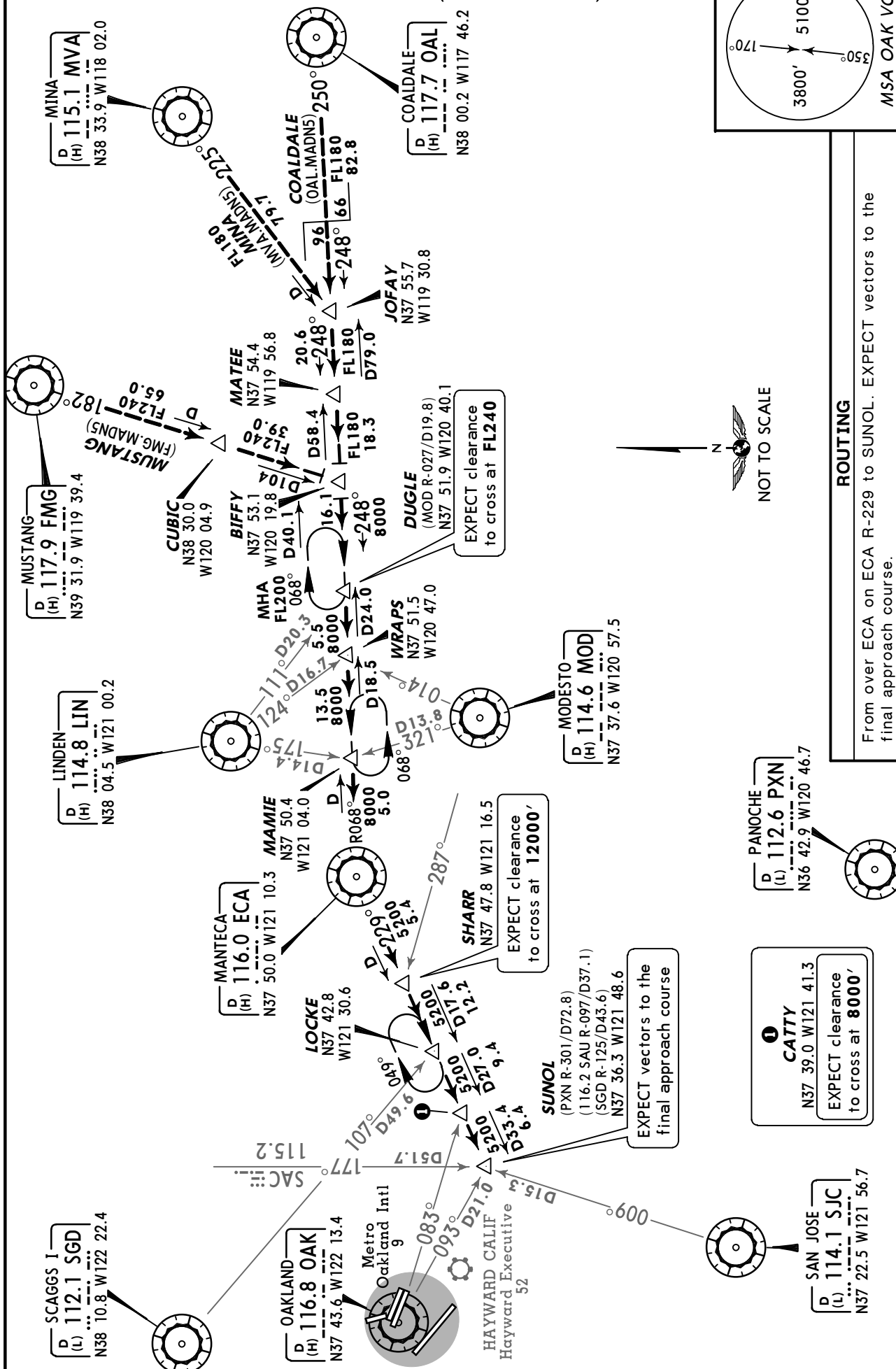
© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.

D-ATIS
133.77

Apt Elev
 See
 graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
 1. **RADAR or DME required.**
 2. **DME required for holding at DUGLE.**

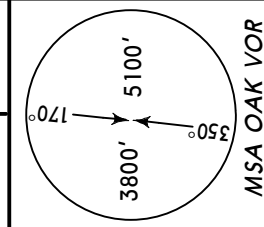
MADWIN FIVE ARRIVAL (ECA.MADN5)



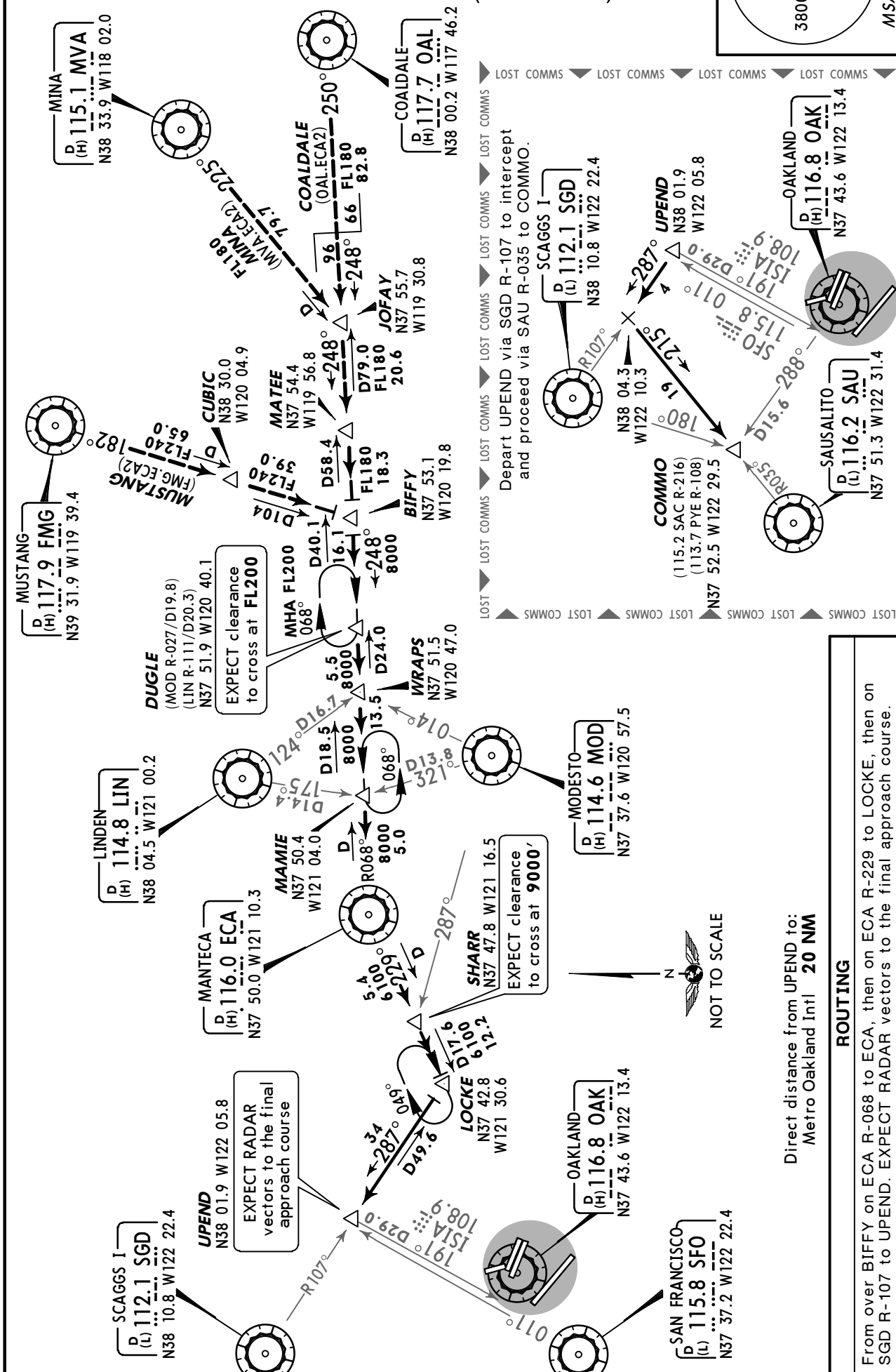
D-ATIS
133.77

Apt Elev
9'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR or DME required.
2. DME required for holding at DUGLE.



MANTECA TWO ARRIVAL (ECA.ECA2)



Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
RADAR and DME required.

SCAGGS I
D(L) 112.1 SGD
N38 10.8 W122 22.4

SACRAMENTO
D(H) 115.2 SAC
N38 26.6 W121 33.1

OAKLAND
D(H) 116.8 OAK
N37 43.6 W122 13.4

MANTECA
D(H) 116.0 ECA
N37 50.0 W121 10.3

LOCKE
N37 42.8 W121 30.6

GROAN
(203 TCY 294° bearing to)
N37 35.4 W121 17.1

MODESTO
D(H) 114.6 MOD
N37 37.6 W120 57.5

MARVN
N37 27.2 W121 02.2
EXPECT clearance to cross at 10000'

SUNOL
(PXN R-301/D72.8)
(116.2 SAU R-097/D37.1)
(SGD R-125/D43.6)
N37 36.3 W121 48.6
EXPECT RADAR vectors to final approach course

VOLTA
N37 16.5 W120 58.4
EXPECT clearance to cross at 13000'

EL NIDO
D(L) 114.2 HYP
N37 13.2 W120 24.0

PANOCHÉ
D(L) 112.6 PXN
N36 42.9 W120 46.7

AVENAL
D(H) 117.1 AVE
N35 38.8 W119 58.7

GORMAN
D(L) 116.1 GMN
N34 48.2 W118 51.7

CATTY
N37 39.0 W121 41.3
EXPECT clearance to cross at 8000'

HAYWARD CALIF
Hayward Executive 52

Metro Oakland Intl
9

SAN JOSE
D(L) 114.1 SJC
N37 22.5 W121 56.7

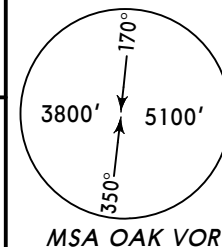
NOT TO SCALE

From over PXN via PXN R-328 to MARVN, then via SGD R-107 to LOCKE, then via ECA R-229 to SUNOL. EXPECT RADAR vectors to final approach course.

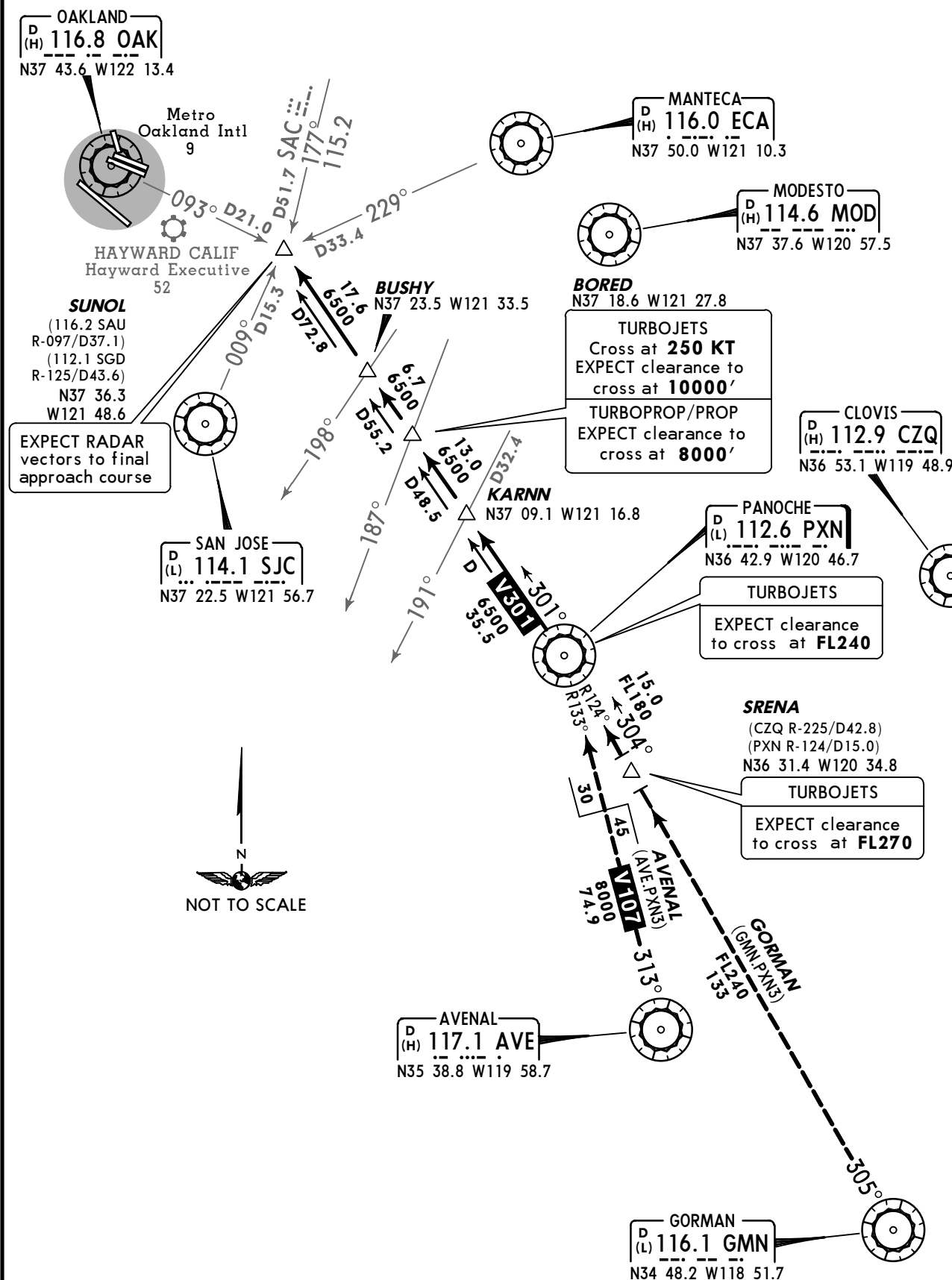
D-ATIS
133.77

Apt Elev
See
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required.



PANOCHÉ THREE ARRIVAL (PXN.PXN3)



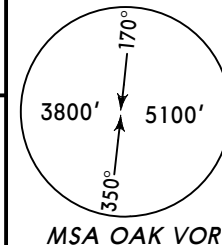
ROUTING

From PXN via PXN R-301 to SUNOL. EXPECT RADAR vectors to the final approach course.

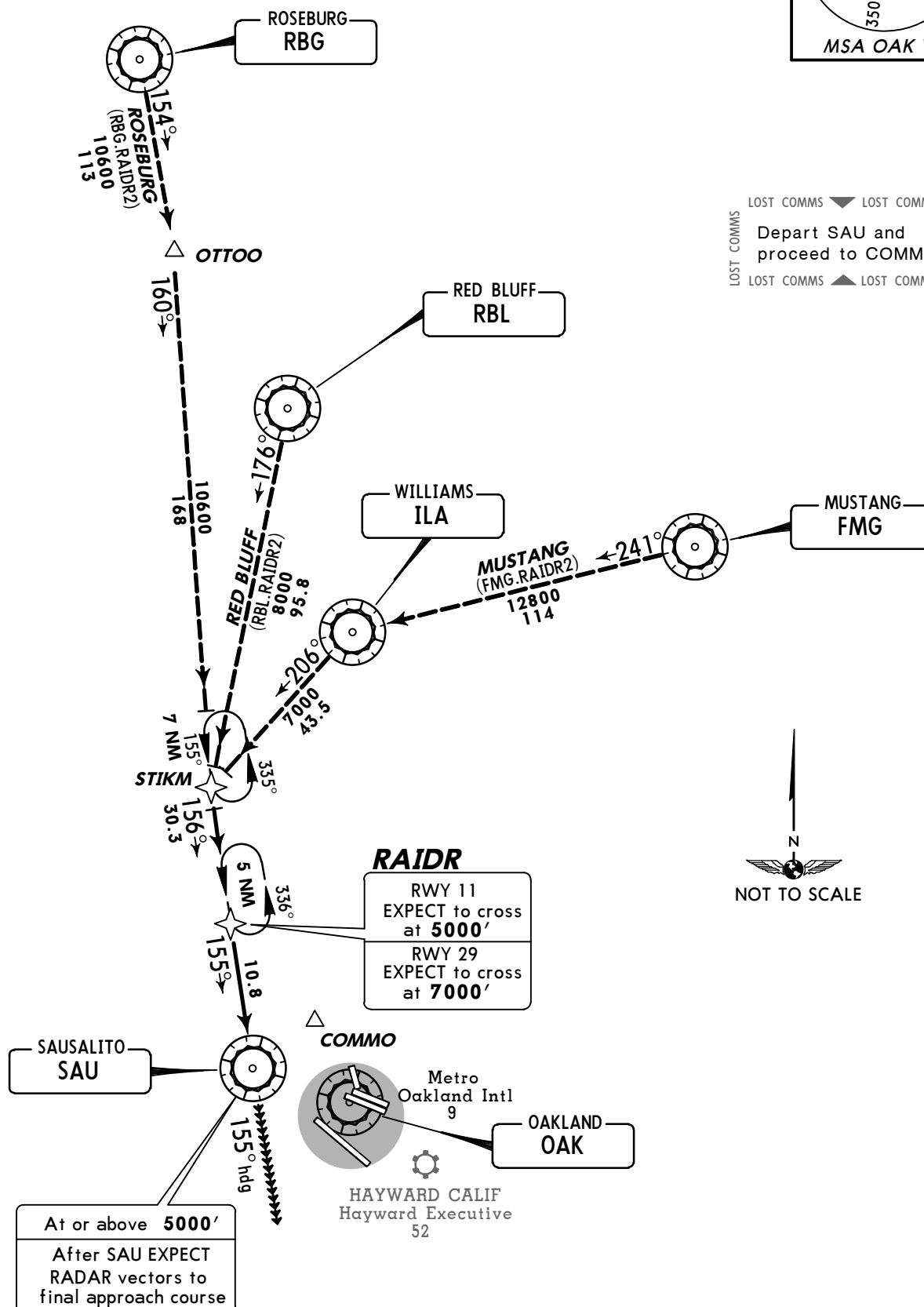
D-ATIS
133.77

Apt Elev
See
Graphic

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
2. RNAV 1.



RAIDR TWO RNAV ARRIVAL (RAIDR.RAIDR2)



Direct distance from SAU to:
Metro Oakland Intl 16 NM

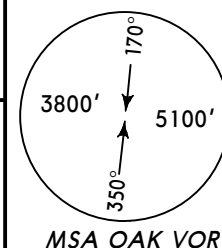
ROUTING

From over STIKM, via 156° track to RAIDR, thence as depicted to SAU. EXPECT RADAR vectors to final approach course.

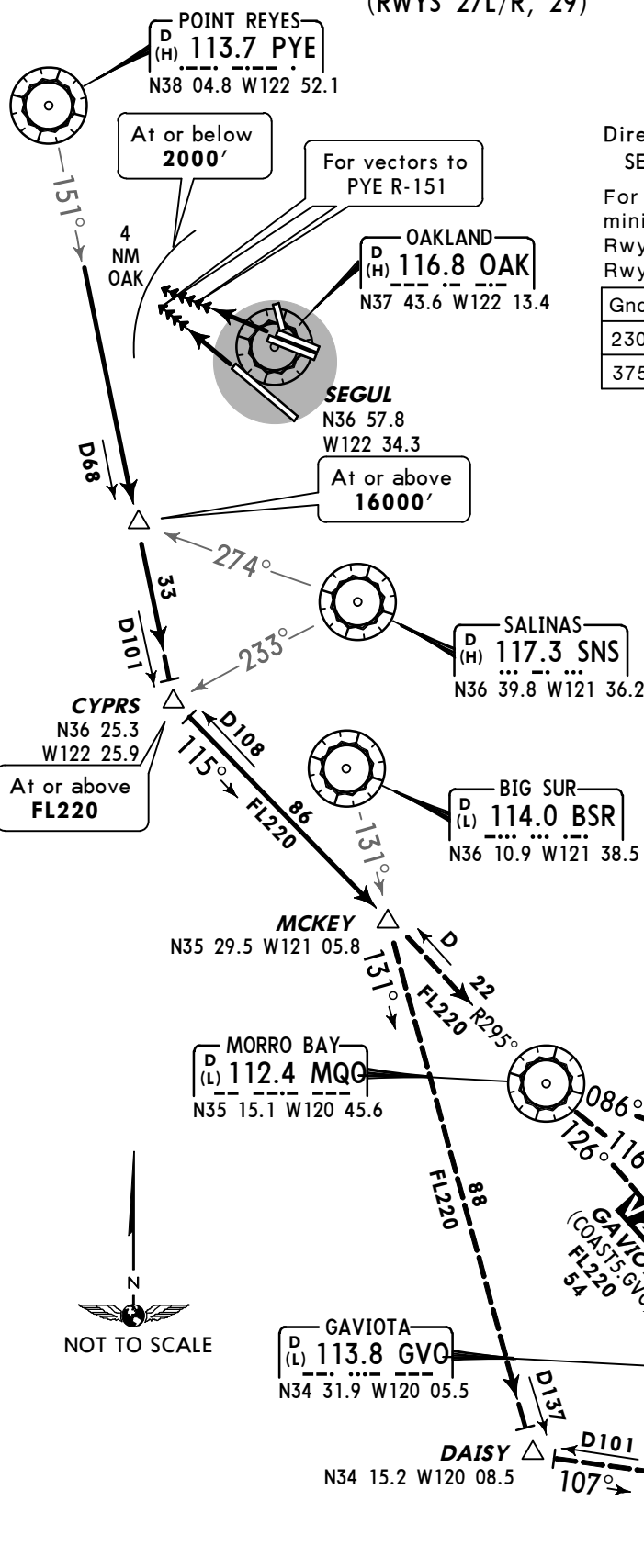
NORCAL
Departure (R)
135.1

Apt Elev
9'

Trans level: FL 180 Trans alt: 18000'
1. RADAR required.
2. DME required.



COAST FIVE DEPARTURE (COAST5.MCKEY) (RWYS 27L/R, 29)



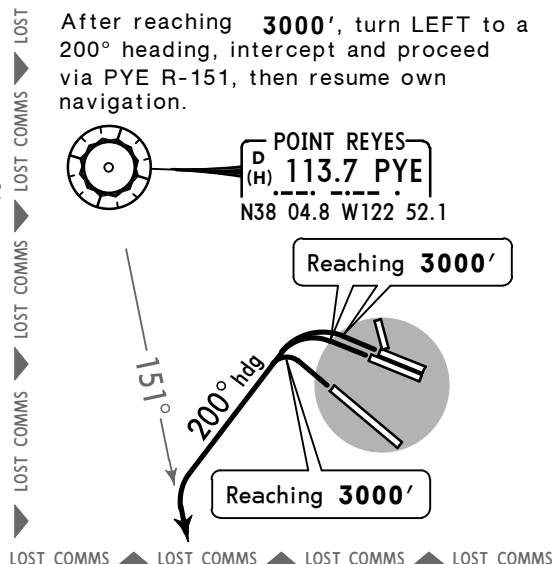
Direct distance from Metro Oakland Intl to:
SEGUL 48 NM

For obstacle clearance this SID requires
minimum climb gradients of:
Rwys 27L/R: 375' per NM to 2000'.
Rwy 29: 230' per NM to 2000'.

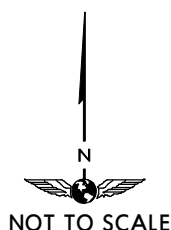
Gnd speed-KT	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150
375' per NM	469	625	938	1250	1563	1875

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

After reaching 3000', turn LEFT to a
200° heading, intercept and proceed
via PYE R-151, then resume own
navigation.



LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



INITIAL CLIMB

MAINTAIN runway heading for vectors to PYE R-151.

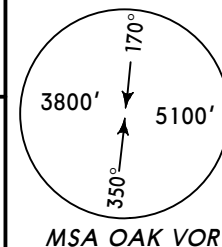
ROUTING

Intercept and proceed via PYE R-151 to SEGUL, then to CYPRS. Then via MQO R-295 to MCKEY, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.

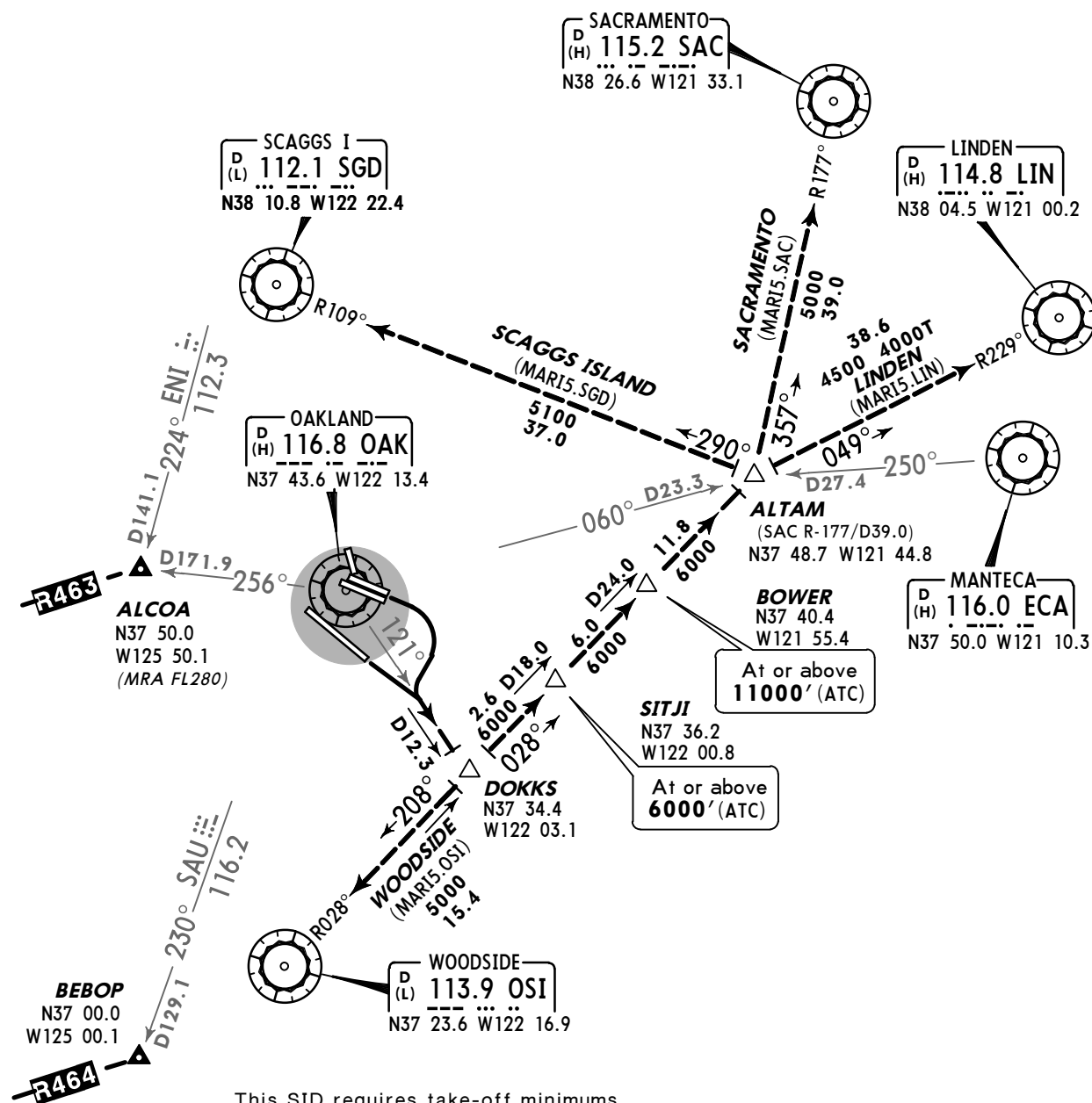
NORCAL
Departure (R)
120.9

Apt Elev
9'

Trans level: FL 180 Trans alt: 18000'



MARINA FIVE DEPARTURE (MARI5.DOKKS)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 9L/R, 11: Standard (or lower than standard,
if authorized).
Rwys 15, 27L/R, 29, 33: Not authorized-Air Traffic.
LINDEN, SACRAMENTO and SCAGGS ISLAND transitions
require a minimum climb of **610'** per NM to **11000'**.
If unable advice ATC prior departure.

Gnd speed-KT	75	100	150	200	250	300
610' per NM	763	1017	1525	2033	2542	3050



RWY

INITIAL CLIMB

9L/R

Turn RIGHT and climb on OAK R-121 to DOKKS.

11

Climb heading 114° to intercept and proceed on the OAK R-121 to DOKKS.

ROUTING

At DOKKS on transition or assigned route/fix. EXPECT clearance to filed altitude 10 minutes after departure.

NIMITZ TWO DEPARTURE (NIMI2.OAK)(VECTOR)

(RWYS 27L/R and 29)

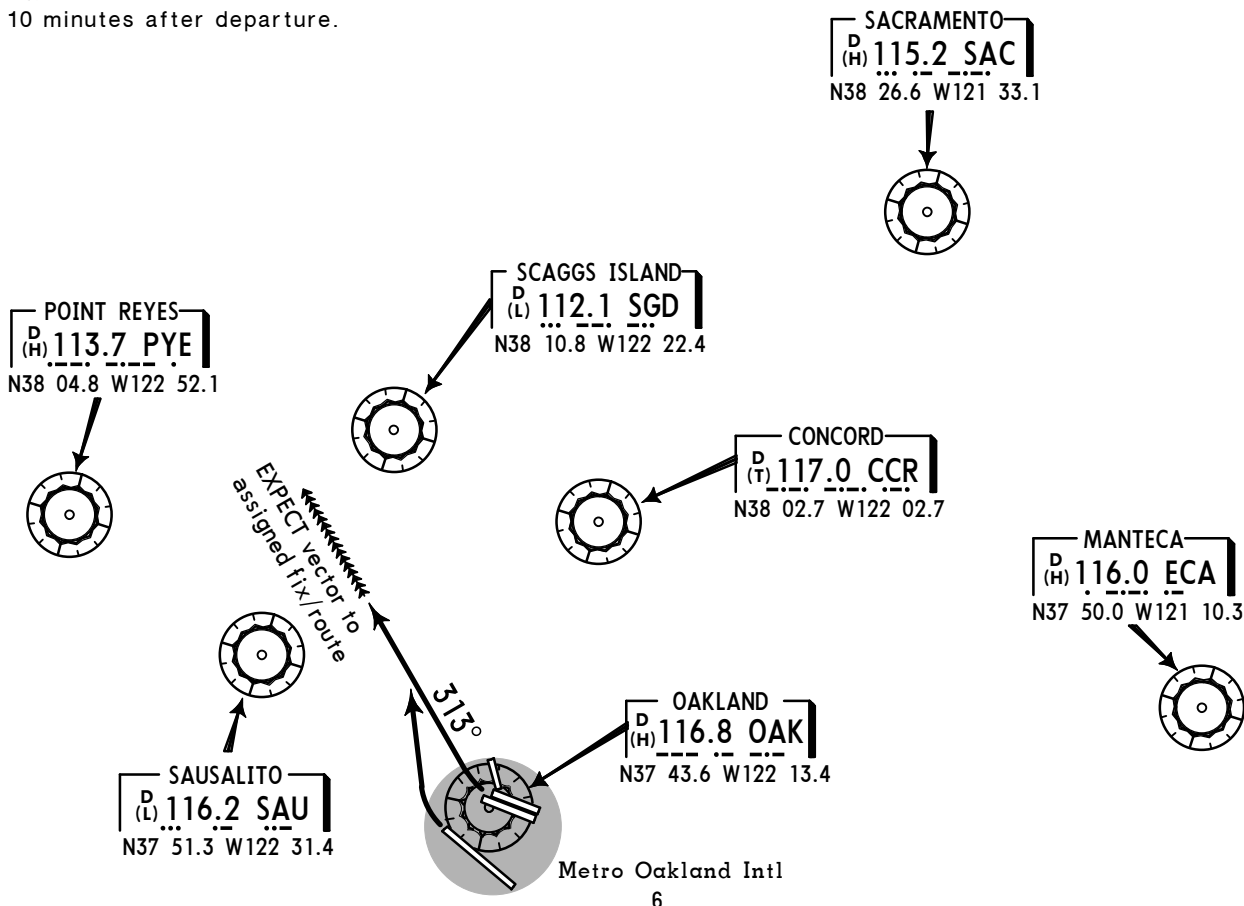
(RADAR REQUIRED)

This SID requires a minimum climb gradient of:
Rwys 27L/R: 375' per NM to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
375' per NM	469	625	938	1250	1563	1875

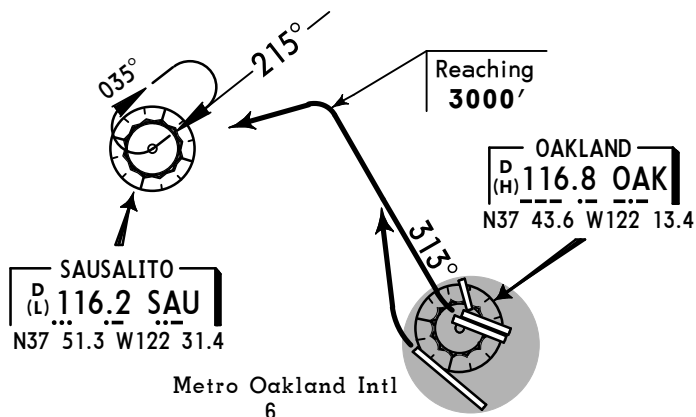
TAKE-OFF

Rwys 27 L/R and 29: Turn RIGHT, intercept and proceed via the OAK R-313 for vectors to assigned fix/route. EXPECT clearance to filed altitude 10 minutes after departure.



LOST COMMUNICATIONS PROCEDURE ONLY

If not in contact with departure after reaching 3000', proceed direct to SAU VOR and hold. Climb in holding pattern to assigned altitude, then proceed to assigned fix/route.



NORCAL Departure (R) **135.1**

OAKLAND, CALIF
METRO OAKLAND INTL

NUEVO FIVE DEPARTURE (NUEVO5.EUGEN) (PILOT NAV)

(RWYS 27L/R and 29)

(DME REQUIRED)

This SID requires minimum climb gradients of:

Rwys 27L/R: 375' per NM to 2000'.

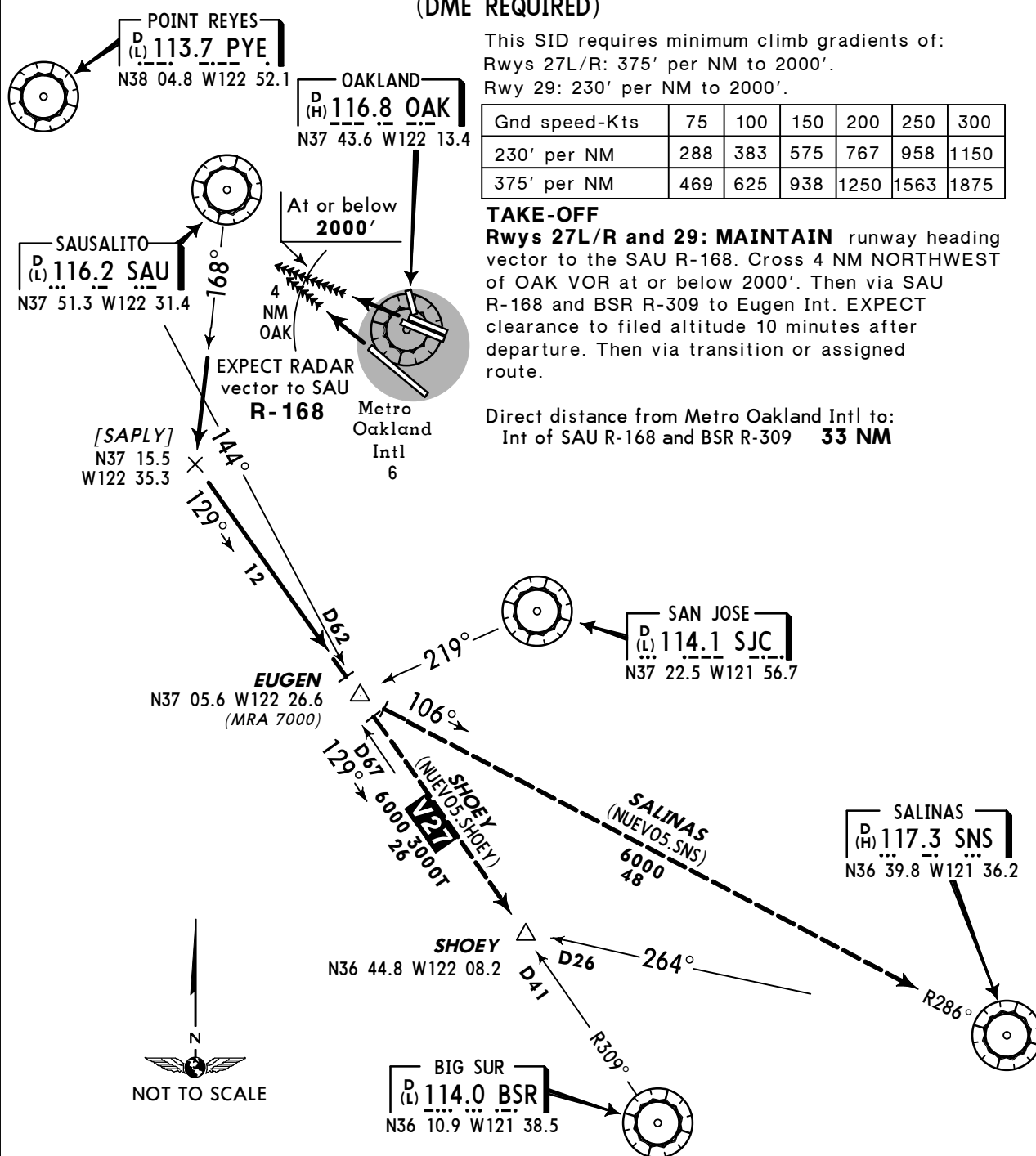
Rwy 29: 230' per NM to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150
375' per NM	469	625	938	1250	1563	1875

TAKE-OFF

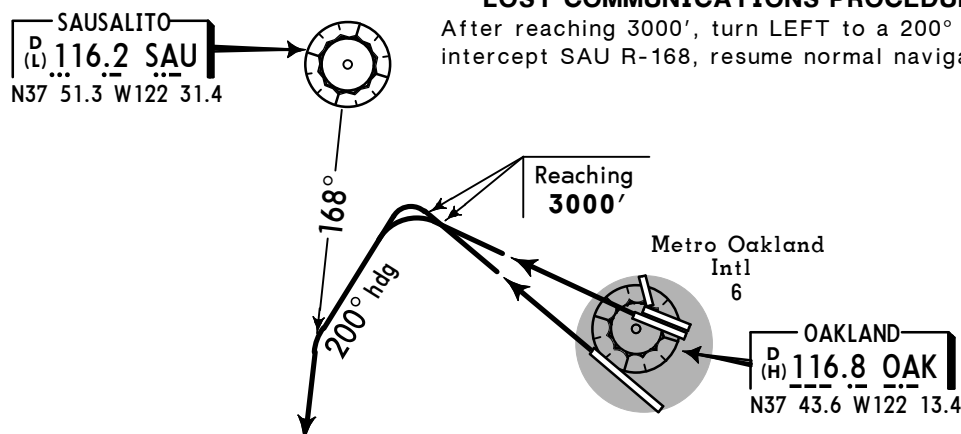
Runways 27L/R and 29: MAINTAIN runway heading vector to the SAU R-168. Cross 4 NM NORTHWEST of OAK VOR at or below 2000'. Then via SAU R-168 and BSR R-309 to Eugen Int. EXPECT clearance to filed altitude 10 minutes after departure. Then via transition or assigned route.

Direct distance from Metro Oakland Intl to:
Int of SAU R-168 and BSR R-309 **33 NM**



LOST COMMUNICATIONS PROCEDURE ONLY

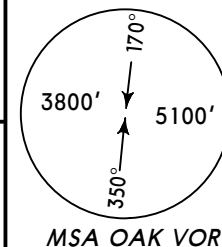
After reaching 3000', turn LEFT to a 200° heading, intercept SAU R-168, resume normal navigation.



NORCAL
Departure (R)
120.9

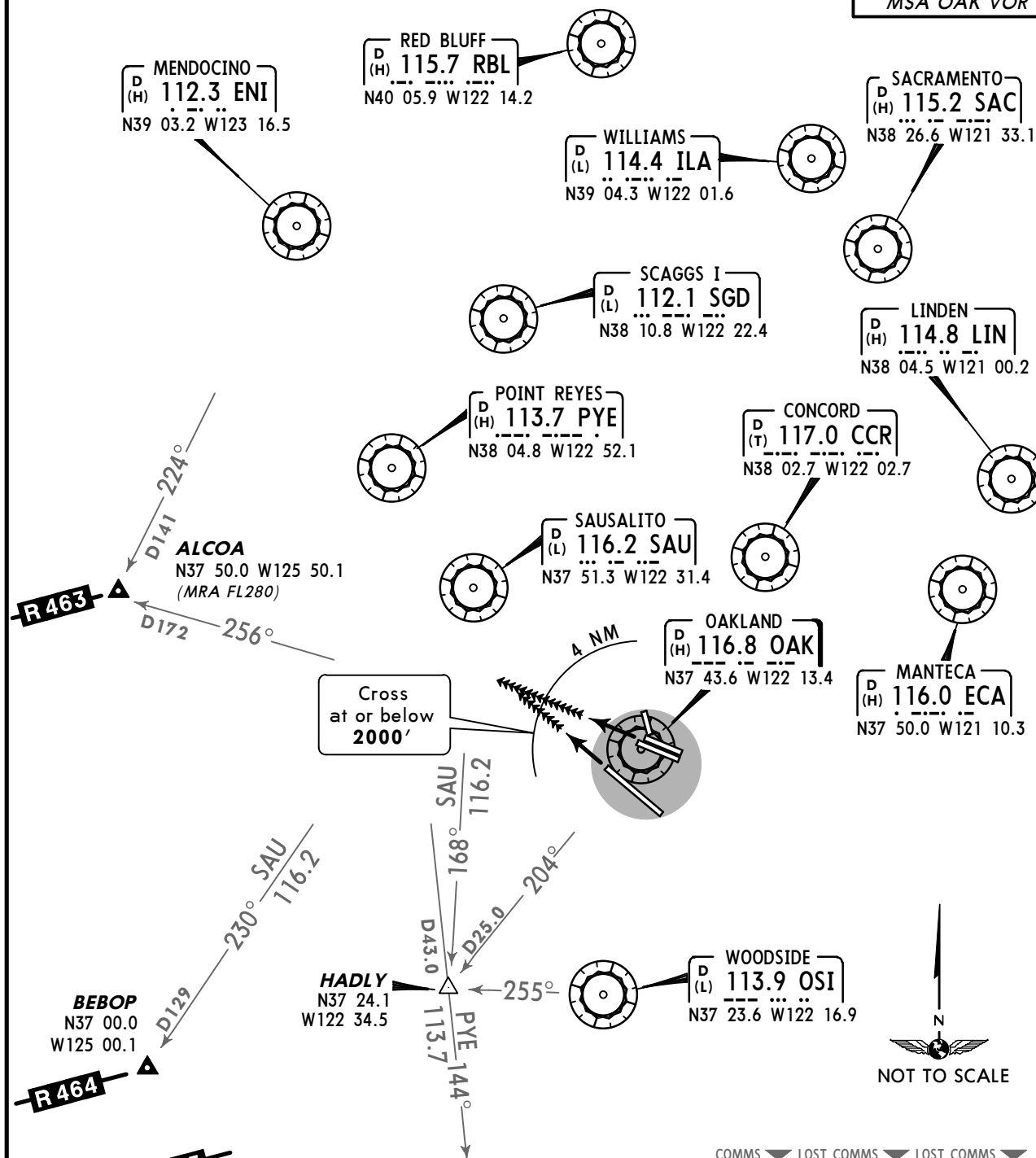
Apt Elev
9'

Trans level: FL 180 Trans alt: 18000'
1. Use the SILENT Departure during the time periods of
2200-0700 local in lieu of the OAKLAND Departure.
2. DME required.



OAKLAND FIVE DEPARTURE (OAK5.OAK)

(RWYS 27L/R, 29)



This SID requires minimum climb gradients of:
Rwys 27L/R: 375' per NM to **2000'**.
Rwy 29: 230' per NM to **2000'**.

Gnd speed-KT	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150
375' per NM	469	625	938	1250	1563	1875

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
If not in contact with
Departure Control after
reaching **3000'**, continue
climb to assigned altitude
and proceed direct to
assigned route/fix.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

INITIAL CLIMB

Climb via runway heading or as assigned for vector to assigned route/fix.
Cross 4 NM NORTHWEST of OAK at or below **2000'**.

ALTITUDE

MAINTAIN
assigned altitude.

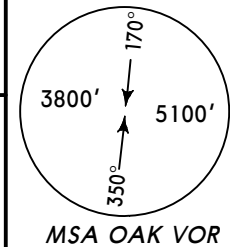
ROUTING

EXPECT clearance to filed altitude 10 minutes after departure.

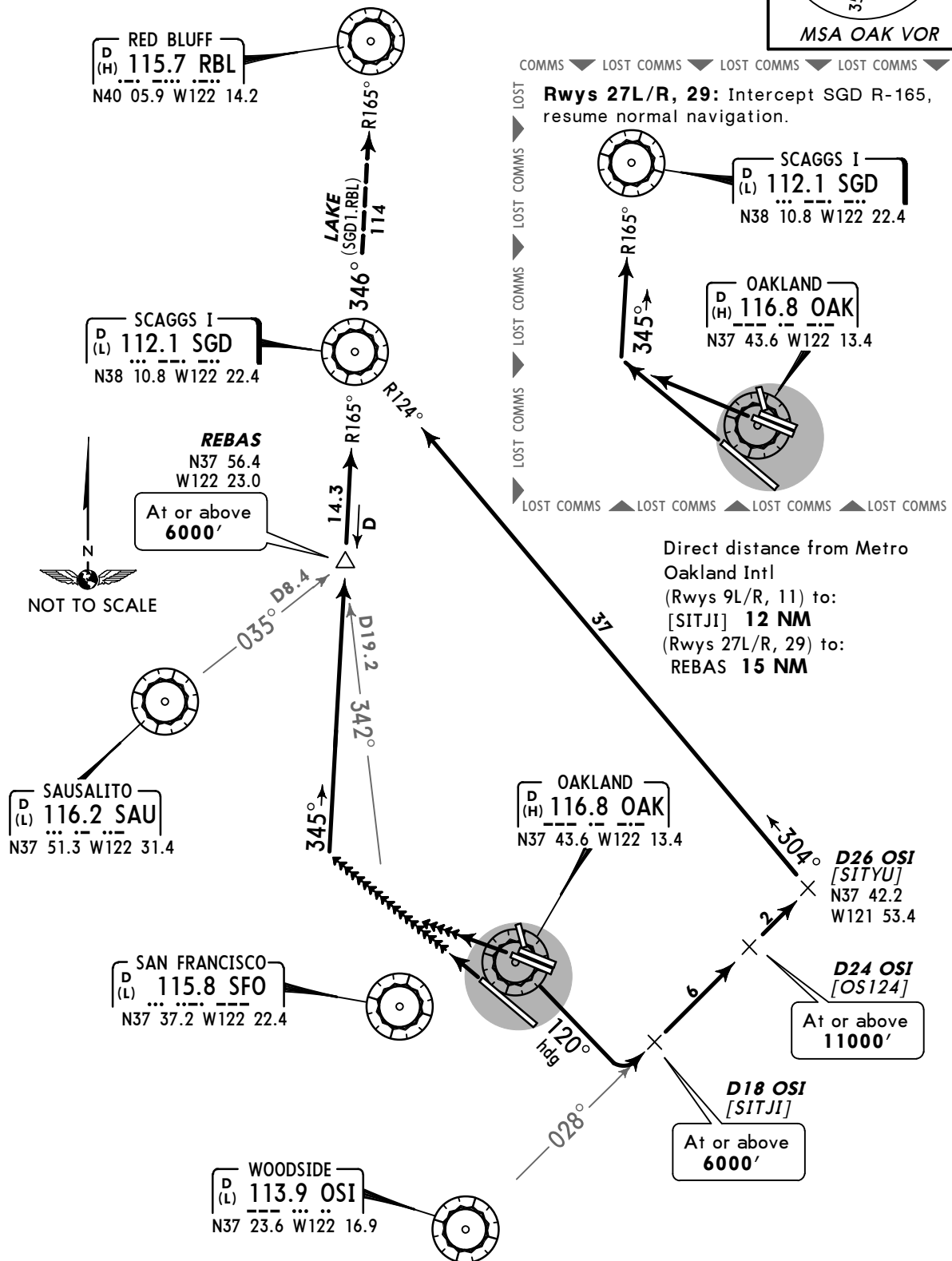
NORCAL
Departure (R)
120.9

Apt Elev
9'

Trans level: FL 180 Trans alt: 18000'



SCAGGS ISLAND ONE DEPARTURE (SGD1.SGD)



RWY	INITIAL CLIMB
9L/R, 11	Turn RIGHT to a 120° heading to intercept OSI R-028. Proceed via OSI R-028 and SGD R-124 to SGD. Cross D18 OSI at or above 6000', cross D24 OSI at or above 11000'.
27L/R, 29	MAINTAIN runway heading for vector to SGD R-165 to SGD. Cross REBAS at or above 6000'.
ROUTING	
Then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.	

NORCAL Departure (R)

120.9

OAKLAND, CALIF
METRO OAKLAND INTLSILENT SEVEN DEPARTURE (SLNT7.REBAS) (PILOT NAV)
(RWY 29)

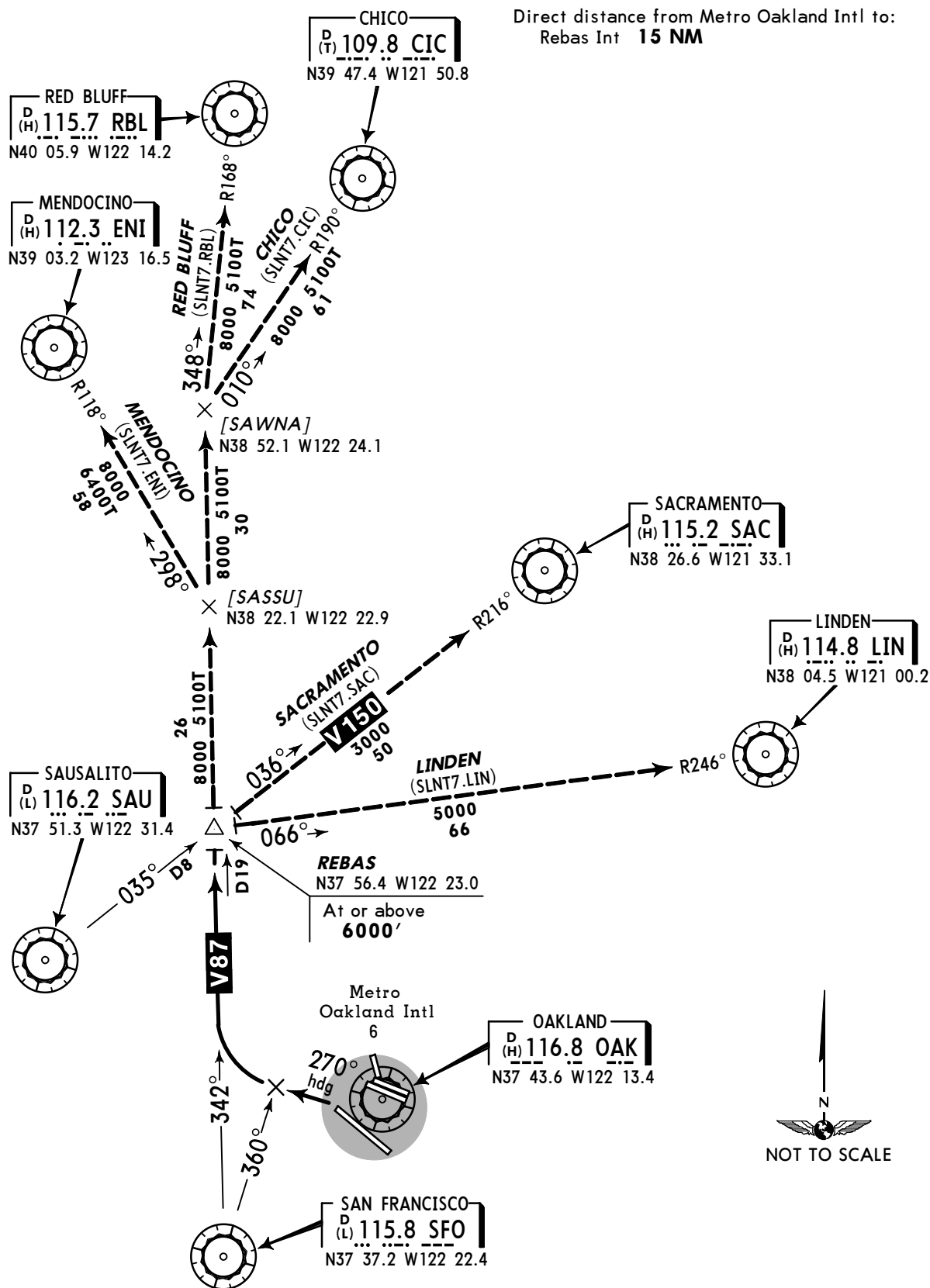
This SID requires a minimum climb gradient of 230' per NM to 2000' for obstacle clearance.

Gnd speed-Kts	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150

TAKE-OFF

Rwy 29: Turn LEFT to a 270° heading to intercept and proceed via SFO R-342 (commence RIGHT turn at the SFO R-360) to Rebas Int. Cross Rebas Int at or above 6000'. Thence via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.

Direct distance from Metro Oakland Intl to:
Rebas Int **15 NM**



OAKLAND, CALIF METRO OAKLAND INTL

NORCAL Departure (R) **135.1**

SKYLINE THREE DEPARTURE (SKYL3.WAGES) (PILOT NAV) (RADAR REQUIRED FOR RWY 27L/R and RWY 29 DEPARTURES) (DME REQUIRED)

This SID requires minimum climb gradients of: Rwy 27L/R: 375' per NM to 2000'.
Rwy 29: 230' per NM to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150
375' per NM	469	625	938	1250	1563	1875

TAKE-OFF

Rwys 9L/R: Turn RIGHT to intercept and proceed via OAK R-125, cross the R-125 D6 fix at or below 3000', then turn RIGHT to intercept and proceed via OAK R-135 to Wages Int. Cross the OAK R-135 D15 fix at or above 5000'. Cross the OAK R-135 D25 fix at or above 9000'. Cross Wages Int at or above FL 200 or at assigned

lower altitude/flight level. Thence via transition or assigned route.

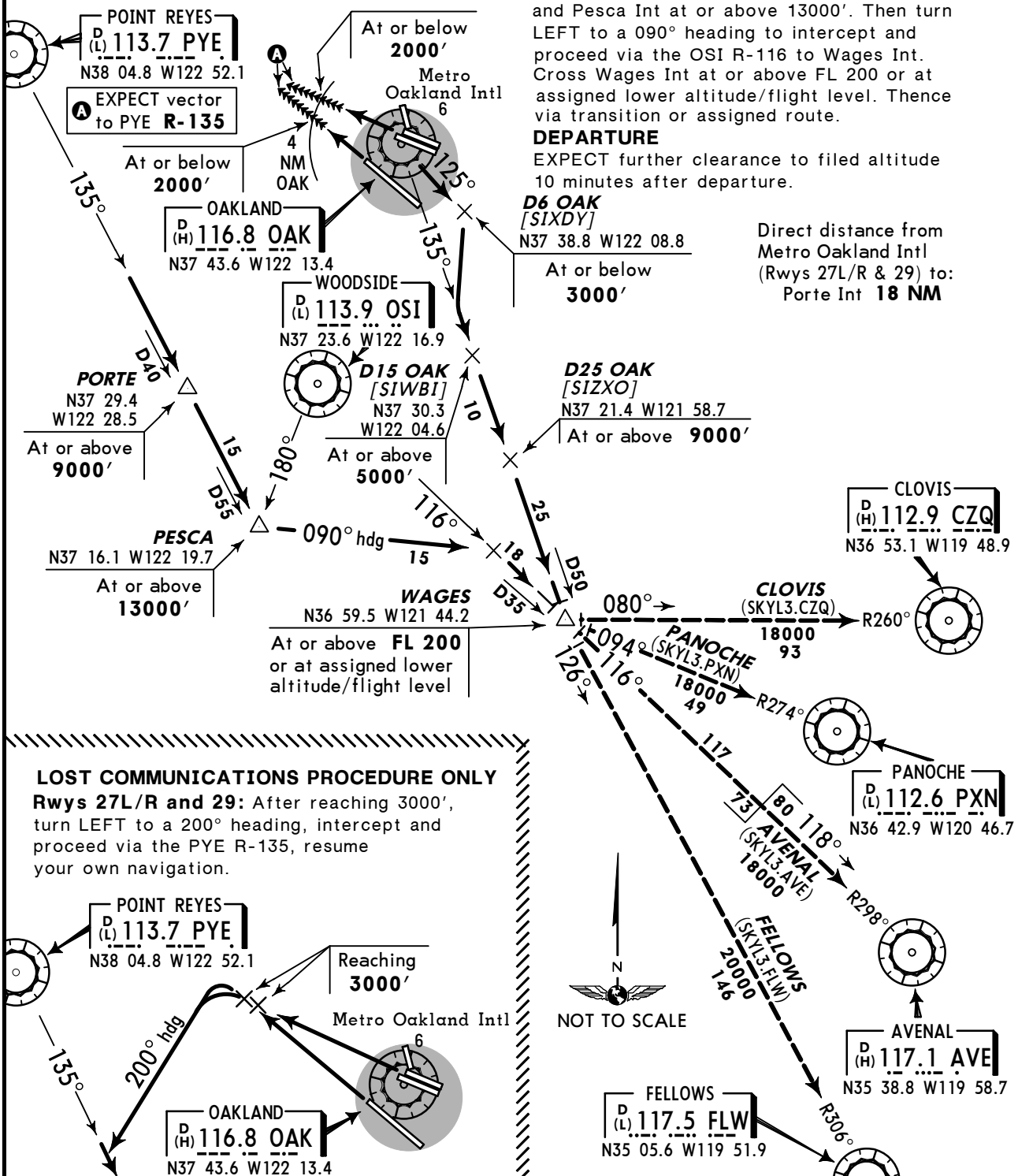
Rwy 11: MAINTAIN runway heading to intercept and proceed via OAK R-125, cross OAK R-125 D6 fix at or below 3000', then turn RIGHT to intercept and proceed via OAK R-135 to Wages Int. Cross the OAK R-135 D15 fix at or above 5000'. Cross the OAK R-135 D25 fix at or above 9000'. Cross Wages Int at or above FL 200 or at assigned lower altitude/flight level. Thence via transition or assigned route.

Rwys 27L/R and 29: MAINTAIN runway heading for vector to the PYE R-135, then via the PYE R-135 to Pesca Int. Cross a point 4 NM NORTHWEST of OAK VOR at or below 2000'. Cross Porte Int at or above 9000' and Pesca Int at or above 13000'. Then turn LEFT to a 090° heading to intercept and proceed via the OSI R-116 to Wages Int. Cross Wages Int at or above FL 200 or at assigned lower altitude/flight level. Thence via transition or assigned route.

DEPARTURE

EXPECT further clearance to filed altitude 10 minutes after departure.

Direct distance from Metro Oakland Intl (Rwys 27L/R & 29) to: Porte Int **18 NM**



SALAD ONE DEPARTURE (SALAD1.ALTAM) (PILOT NAV)

(RWYS 27L/R)

(FOR CAT A/B PROP AIRCRAFT ONLY)

(FOR USE 2200-0600L)

SALAD ONE DEPARTURE (SALAD1.ALTAM) (PILOT NAV)
(RWYS 27L/R) (FOR CAT A/B PROP AIRCRAFT ONLY)
(FOR USE 2200-0600L)

Take-off minimums:

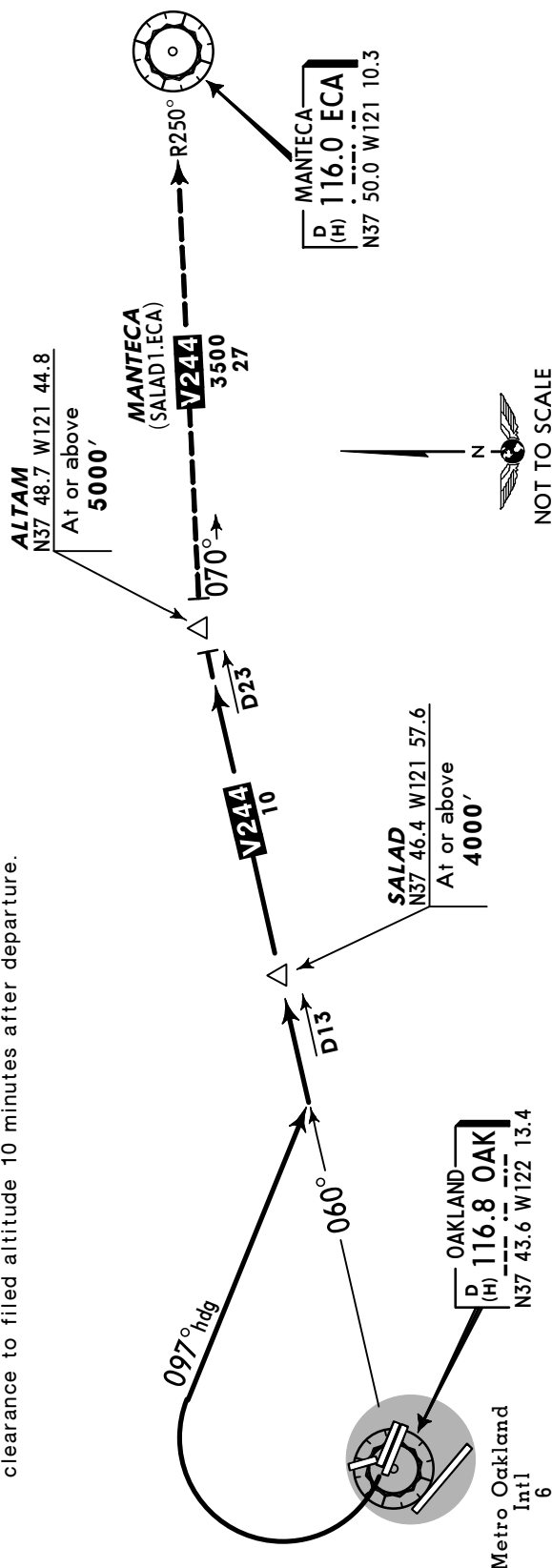
(for standard minimums, refer to airport chart):
2100-3 or standard with a minimum climb
gradient of 270' per NM to 2000'.

Gnd speed-Kts	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350

TAKE-OFF

Rwys 09L/R, 11, 15, 29 and 33: N/A.

Rwys 27L/R: Climbing RIGHT turn heading 097° to intercept and proceed via OAK R-060 (V-244) to Altam Int. Cross Salad Int at or above 4000', cross Altam Int at or above 5000', then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.



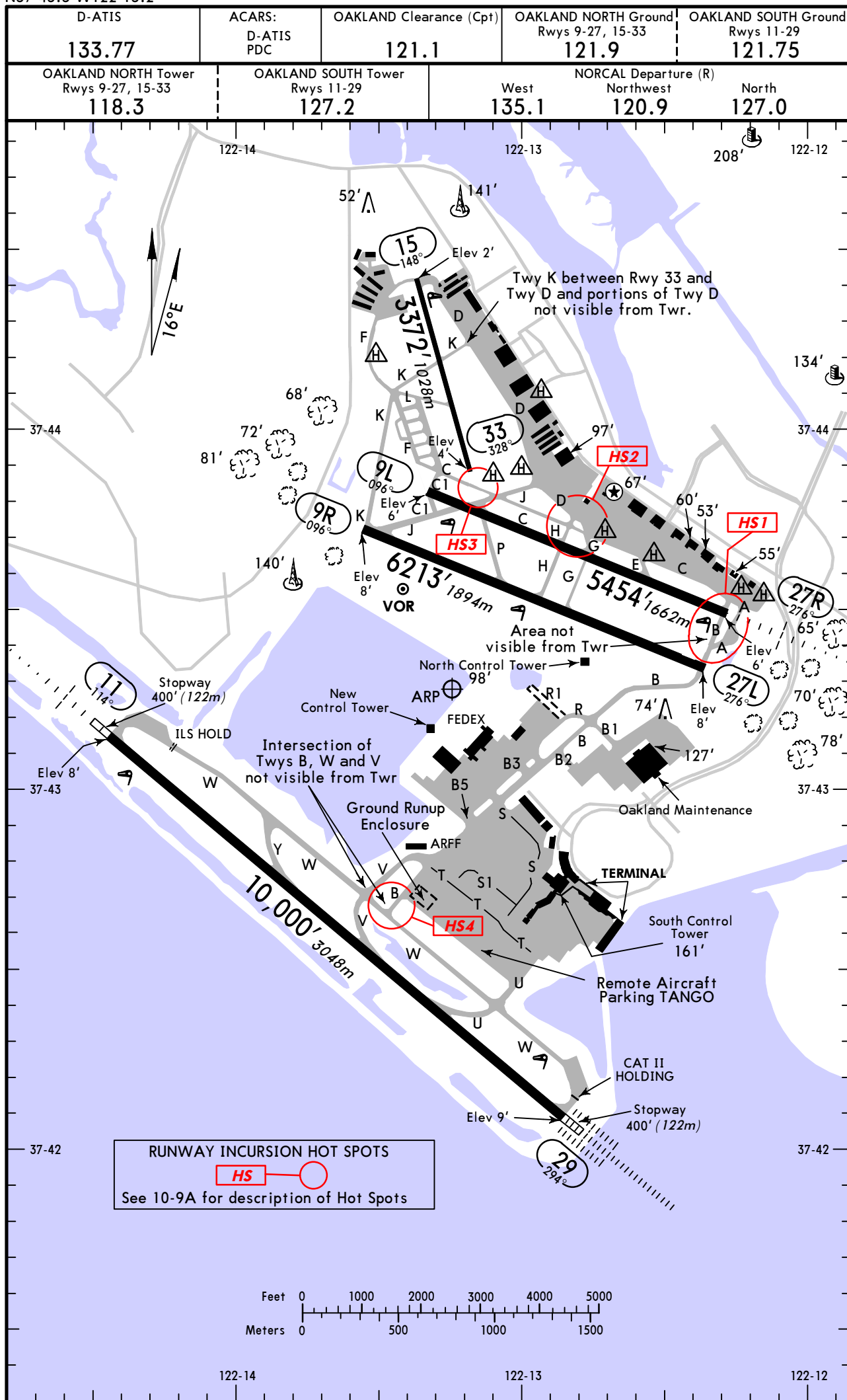
See NOTAMs for phasing and intersection closure details. ATIS as required.



KOAK/OAK
Apt Elev **9'**
N37 43.3 W122 13.2

JEPPesen
25 NOV 11 **(10-9)**

OAKLAND, CALIF
METRO OAKLAND INTL



GENERAL

For noise abatement information, contact the Noise Abatement Office.

24 hour noise abatement procedure - Turbojet and turbofan powered aircraft, turboprops over 17,000 lbs, four-engine reciprocating powered aircraft, and surplus military aircraft over 12,500 lbs should not depart Rwy 27R and 27L or land on Rwy 9R and 9L.

Preferential Rwy use program in effect 2200 to 0600LT. All aircraft preferred North Field arrival Rwy 27L; all aircraft preferred North Field departure Rwy 9R and 27R. If these rwys unacceptable for safety or ATC instructions, then Rwy 11/29 must be used.

Noise prohibitions not applicable in an emergency or whenever Rwy 11/29 is closed due to maintenance, safety, wind or weather. Rwy 15/33 closed to Air Carrier aircraft except for taxiing with airport operations permission.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
RWY			— LANDING BEYOND —	Threshold	Glide Slope		
9R	HIRL REIL PAPI-R (angle 3.00°)	grooved					150'
27L	HIRL PAPI-L (angle 3.00°)	grooved RVR					46m
9L	HIRL PAPI-R (angle 3.00°)	grooved					150'
27R	HIRL MALSR PAPI-L (angle 2.90°)	grooved RVR			4465' 1361m		46m
❶ Closed to 4-engine wide-bodied aircraft, take-off and landing.							
11	HIRL CL MALSR PAPI-L (angle 2.75°)	grooved RVR			8949' 2728m		150'
29	HIRL CL ALSF-II TDZ PAPI-L (angle 3.00°)	grooved RVR			8946' 2727m		46m
15	MIRL						75'
33							23m

② Air Carrier operations not authorized. Max GWT 12,500 lbs, except for taxiing with airport operations permission.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS1** Taxiways A and B both cross Rwy 27R. Pilots sometimes mistake Taxiway A for Taxiway B and vice versa. Verify correct taxi route.
- HS2** Aircraft departing the ramp sometimes miss their turn onto Taxiway C or Taxiway D, mistakenly proceeding onto Taxiway H or Taxiway G and ultimately Runway 9L/27R.
- HS3** Complex intersection. Pilots sometimes taxi onto Runways 9L or 33 by mistake.
- HS4** Area not visible from the South Tower.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

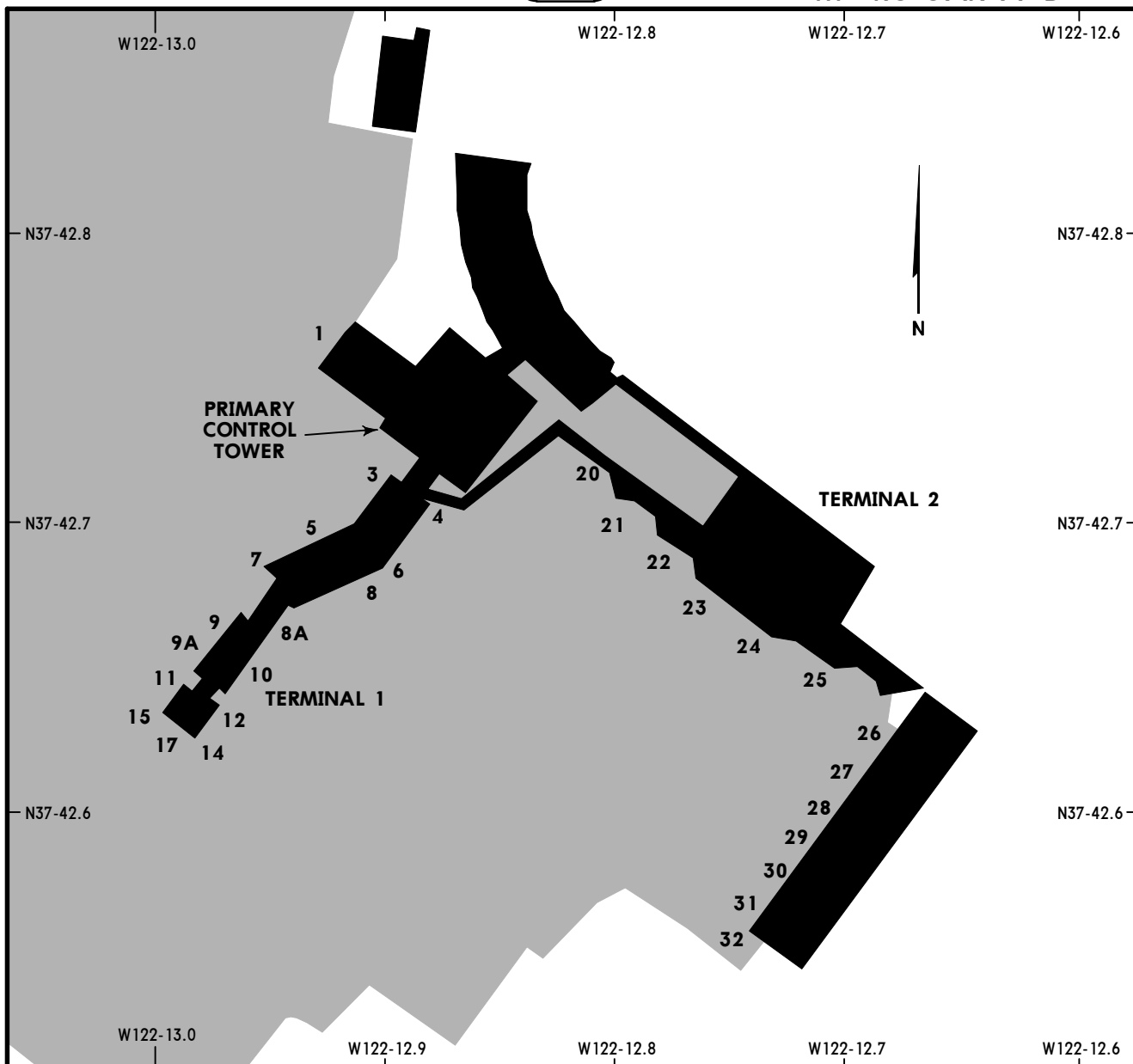
Rwys 11, 29					Rwys 9R, 9L, 15, 33			Rwys 27R, 27L		
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL, or RCLM & HIRL									
TDZ RVR 5	TDZ RVR 10	RVR 16	RVR 24	RVR 50	1/4	1/2	1	RVR 16	RVR 24	RVR 50
Mid RVR 5	Mid RVR 10	or 1/4	or 1/2	or 1				or 1/4	or 1/2	or 1
Rollout RVR 5	Rollout RVR 10									

OBSTACLE DP

Rwys 9L, 9R, 11, 15, 29 turn right, Rwy 33 turn left, Rwy 27L, 27R maintain runway heading; all aircraft climb to 4000' or above via V107 to COMMO Int. If not at 4000' at COMMO Int, climb in holding pattern (hold east, right turns, 288° inbound) before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 11 ILS Rwy 27R ILS Rwy 29	LOC Rwy 11 LOC DME Rwy 27R LOC Rwy 29 RNAV (GPS) Y Rwy 11	RNAV (GPS) Y Rwy 27L RNAV (GPS) Y Rwy 27R RNAV (GPS) Y Rwy 29 VOR Rwy 9R	VOR DME Rwy 27L	Other
A	600-2	800-2	800-2	800-2	NA
B					
C					
D				800-2 1/4	



PARKING GATE COORDINATES

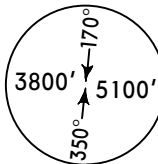
GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal 1		Terminal 2	
1	N37 42.8 W122 12.9	20 thru 23	N37 42.7 W122 12.8
3 thru 6	N37 42.7 W122 12.9	24	N37 42.7 W122 12.7
7	N37 42.7 W122 13.0	25 thru 32	N37 42.6 W122 12.7
8, 8A	N37 42.7 W122 12.9		
9, 9A	N37 42.7 W122 13.0		
10 thru 12	N37 42.6 W122 13.0		
14, 15, 17	N37 42.6 W122 13.0		

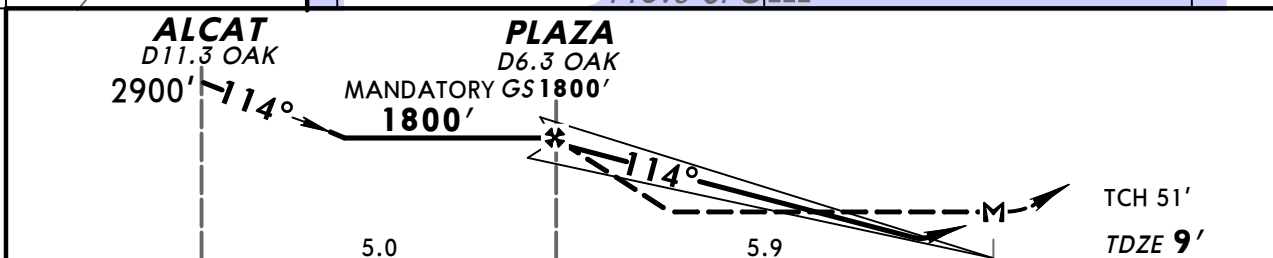
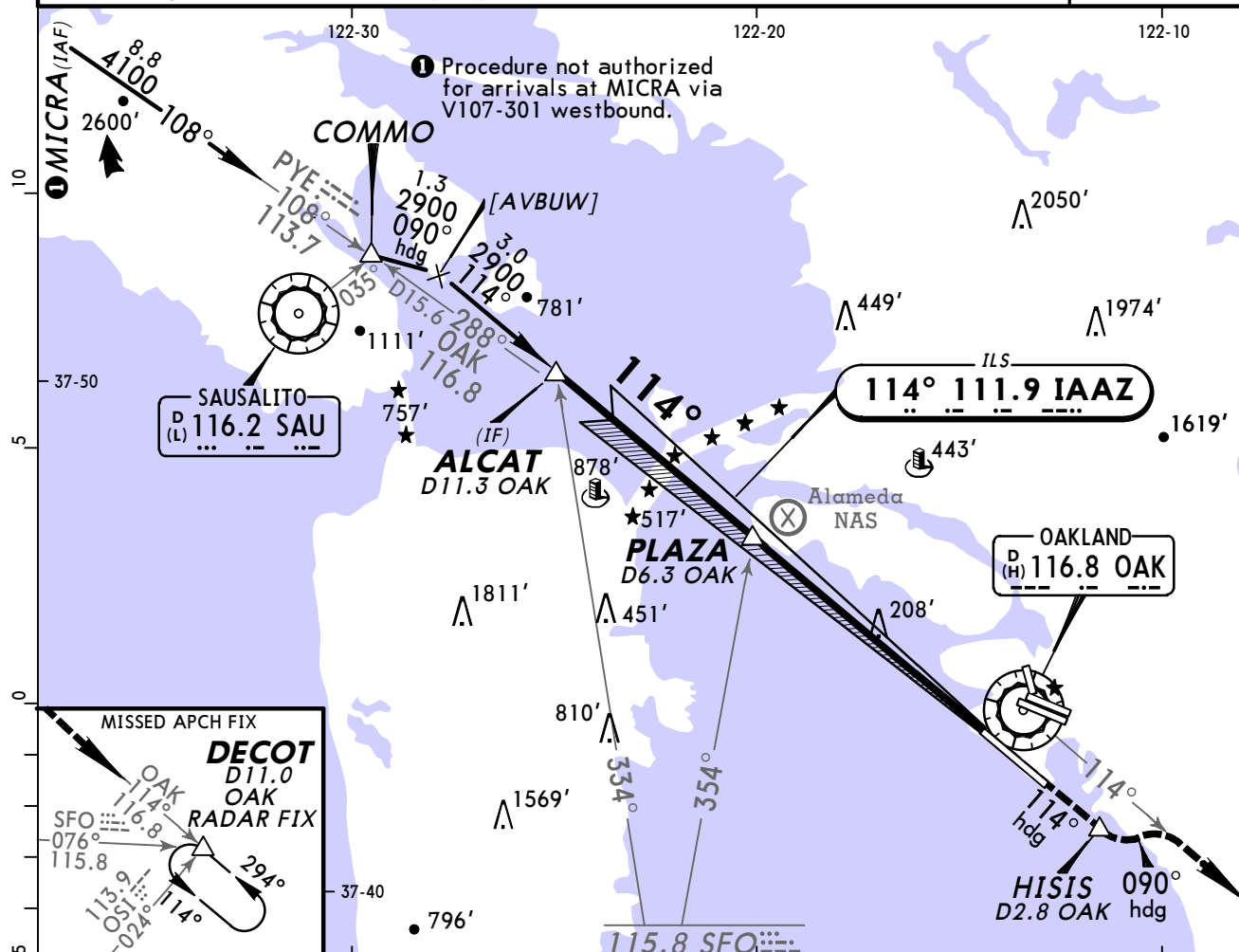
KOAK/OAK METRO OAKLAND INTL

JEPPESSEN
17 SEP 10 (11-1) Eff 23 Sep

OAKLAND, CALIF ILS or LOC Rwy 11

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)	OAKLAND SOUTH Tower Rwys 11-29	OAKLAND NORTH Tower Rwys 9-27, 15-33	OAKLAND SOUTH Ground Rwys 11-29	OAKLAND NORTH Ground Rwys 9-27, 15-33	
133.77	125.35	127.2	118.3	121.75	121.9	
LOC IAAZ 111.9	Final Apch Crs 114°	GS PLAZA 1800' (1791')	ILS DA(H) 209' (200')	Apt Elev 9' TDZE 9'		
MISSED APCH: Climb via heading 114° to cross HISIS/D2.8 OAK at or below 1600' then climb to 5000' via heading 090° and outbound via OAK VOR R-114 to DECOT INT/D11.0 OAK/RADAR and hold. Continue climb-in-hold to 5000'.						
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'
1. DME required. 2. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR	At or below 1600' via	114° hdg	HISIS
GS	2.75°	346	444	494	593	691	PAPI			
PLAZA to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13				

STRAIGHT-IN LANDING RWY 11					CIRCLE-TO-LAND	
ILS DA(H) 209' (200')		LOC (GS out) MDA(H) 460' (451')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out		90	520' (511')-1
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	540' (531')-1
B					140	540' (531')-1 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	165	560' (551')-2
D			RVR 50 or 1	1 1/2		

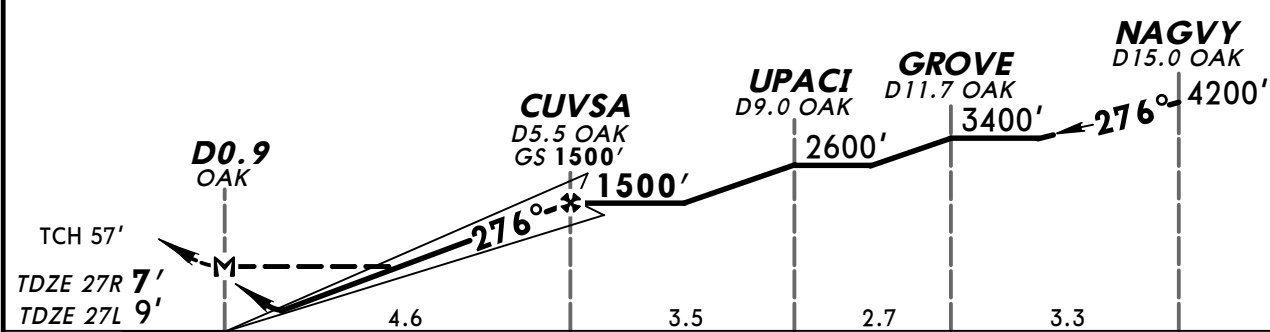
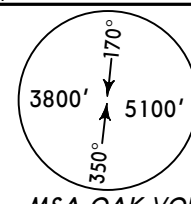
CHANGES: Procedure.

© JEPPESSEN, 1999, 2010. ALL RIGHTS RESERVED.

TERPS AMEND 6 23 SEP 2010

OAKLAND, CALIF
ILS or LOC DME Rwy 27R

BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		OAK	SGD	REBAS
<i>GS</i> 2.90°	364	468	520	624	729	833		116.8	112.1	
								R-285	R-165	
<i>MAP at D0.9 OAK</i>										

STRAIGHT-IN LANDING RWY 27R						SIDESTEP LANDING RWY 27L	CIRCLE-TO-LAND	
ILS			LOC (GS out)					
DA(H) 207' (200')			MDA(H) 400' (393')			MDA(H) 420' (411')		
FULL		RAIL or ALS out		RAIL out	ALS out		Max Kts	MDA(H)
A	I RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	90	520' (511') - 1
B							120	540' (531') - 1
C			140	540' (531') - 1 1/2				
D			RVR 40 or 3/4	RVR 60 or 1 1/4	2	165	560' (551') - 2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

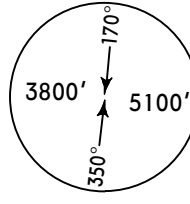
© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.

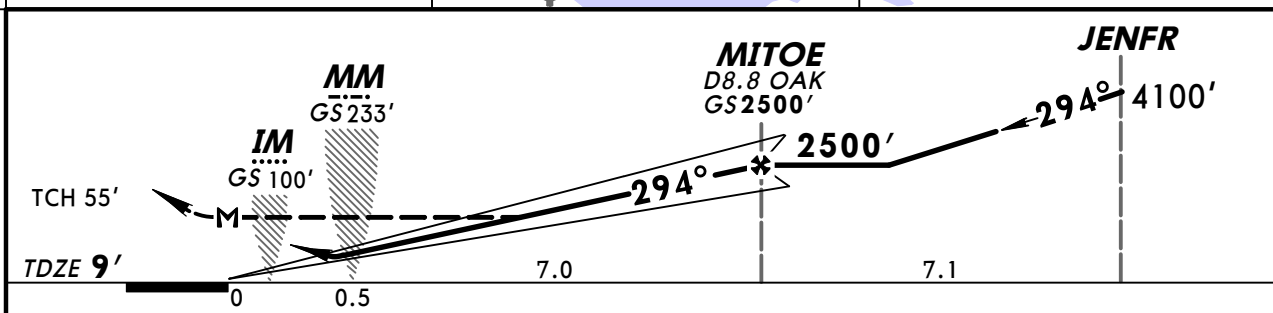
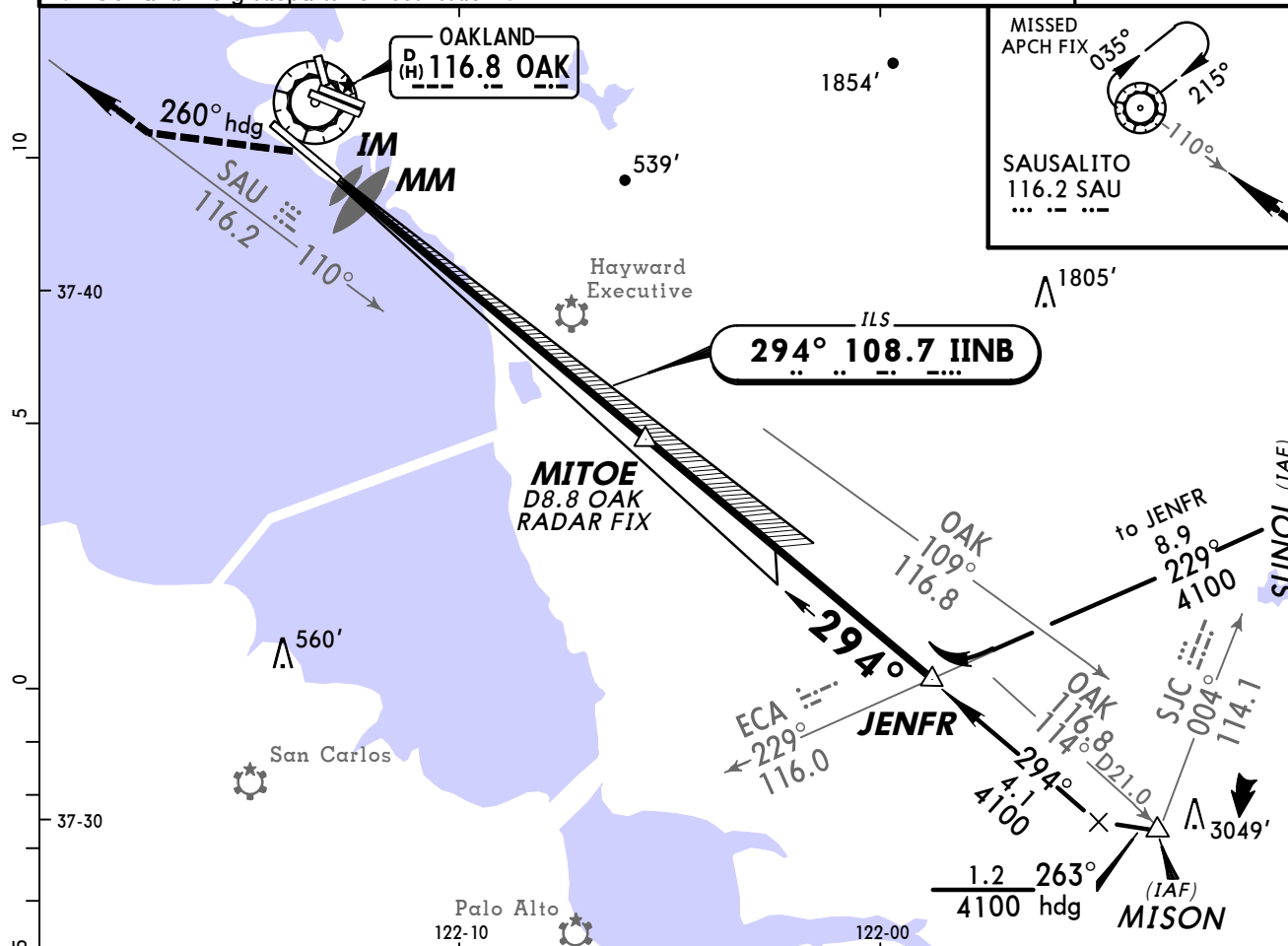
KOAK/OAK METRO OAKLAND INTL

JEPPESSEN
11 JUN 10 (11-3)

OAKLAND, CALIF
ILS Rwy 29

BRIEFING STRIP™

D-ATIS 133.77	NORCAL Approach (R) 125.35	OAKLAND SOUTH Tower Rwys 11-29 127.2	OAKLAND NORTH Tower Rwys 9-27, 15-33 118.3	OAKLAND SOUTH Ground Rwys 11-29 121.75	OAKLAND NORTH Ground Rwys 9-27, 15-33 121.9
LOC IINB 108.7	Final Apch Crs 294°	GS MITOE 2500' (2491')	ILS DA(H) 209' (200')	Apt Elev 9' TDZE 9'	 MSA OAK VOR
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' via 260° heading and inbound on SAU VOR R-110 to SAU VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	600'	4000'	SAU	SAU
GS	3.00°	377	484	538	646	753		then	via	260° and	116.2
MITOE to MAP 7.5	6:26	5:00	4:30	3:45	3:13	2:49		LT		hdg	R-110

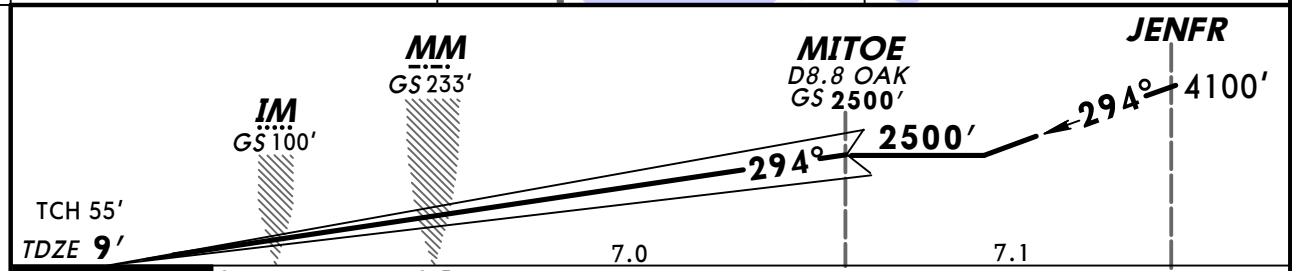
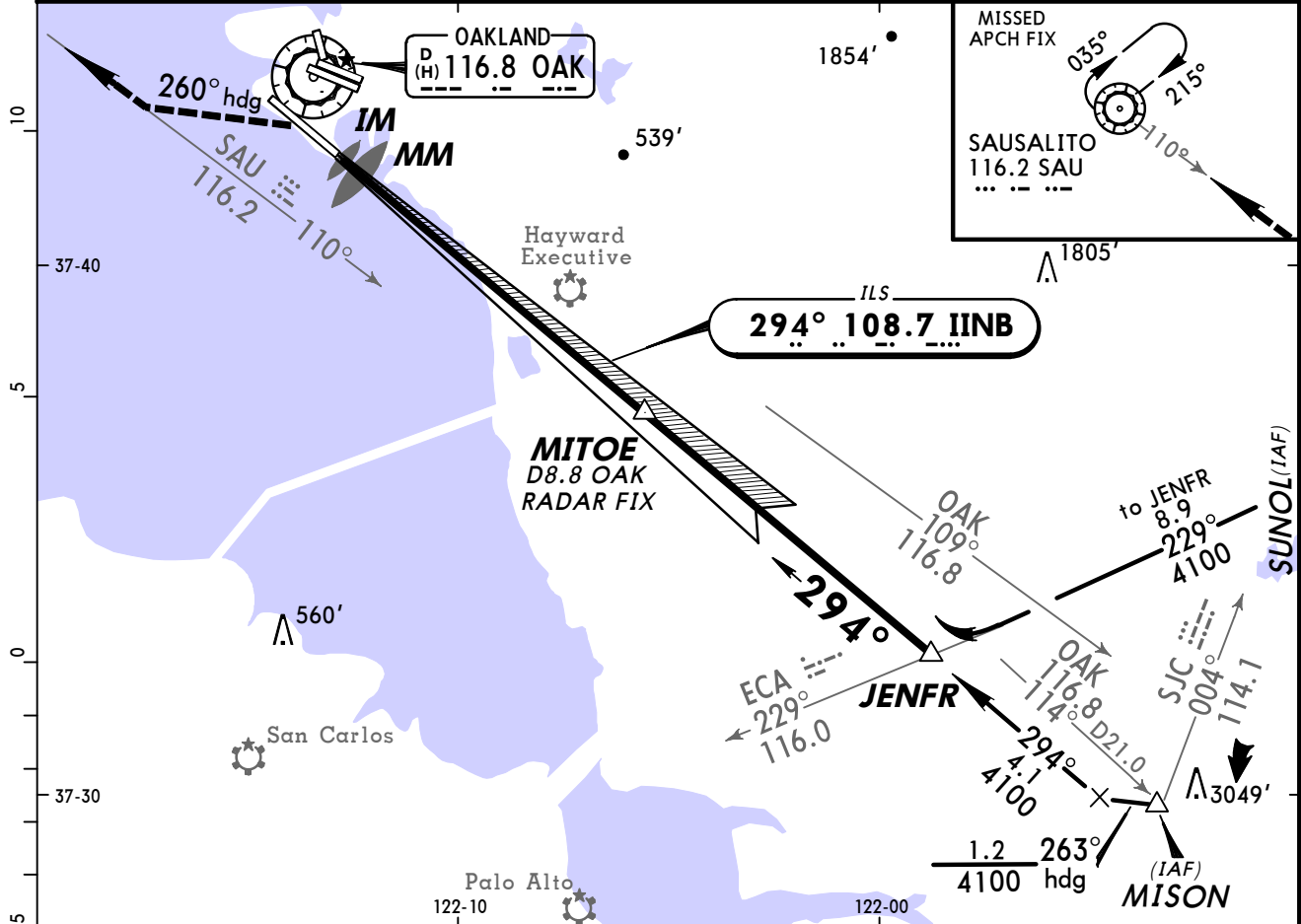
STRAIGHT-IN LANDING RWY29						CIRCLE-TO-LAND		
ILS <i>DA(H)</i> 209' (200')				I LOC (GS out) <i>MDA(H)</i> 560' (551')		Max Kts	<i>MDA(H)</i>	
FULL		TDZ or CL out	ALS out		ALS out			
A	RVR 18 or 1½	RVR 24 or 1½	RVR 40 or ¾	RVR 24 or 1½	RVR 50 or 1	90	560' (551')- 1	
B						120		
C				RVR 50 or 1	1 ½	140		560' (551')- 1½
D				RVR 60 or 1¼	1 ¾	165		560' (551')- 2

1 DME or RADAR required.

CHANGES: OM decommissioned.

© JEPPESSEN, 1999, 2010. ALL RIGHTS RESERVED.

D-ATIS	NORCAL Approach (R)		OAKLAND SOUTH Tower Rwys 11-29	OAKLAND NORTH Tower Rwys 9-27, 15-33	OAKLAND SOUTH Ground Rwys 11-29	OAKLAND NORTH Ground Rwys 9-27, 15-33
133.77	125.35		127.2	118.3	121.75	121.9
LOC IINB 108.7	Final Apch Crs 294°	GS MITOE 2500' (2491')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT II ILS RA 105' DA(H) 109'(100')	Apt Elev 9' TDZE 9'
MISSED APCH: Climb to 600' then climbing LEFT turn to 4000' via 260° heading and inbound on SAU VOR R-110 to SAU VOR and hold. NOTE: Obstructions in the missed approach area require a rate of climb of at least 300 fpm/100kt; 450 fpm/150 kt; 600 fpm/200 kt to 600'; no wind conditions.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glidepath not coincident.						MSA OAK VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600'	4000'	260°	SAU	SAU
GS	3.00°	377	484	538	646	753	PAPI	then	LT	hdg	116.2	116.2
											R-110	

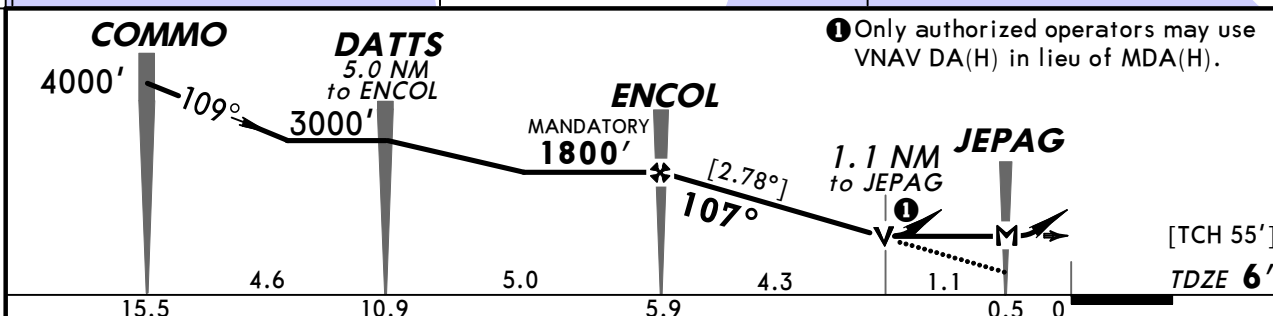
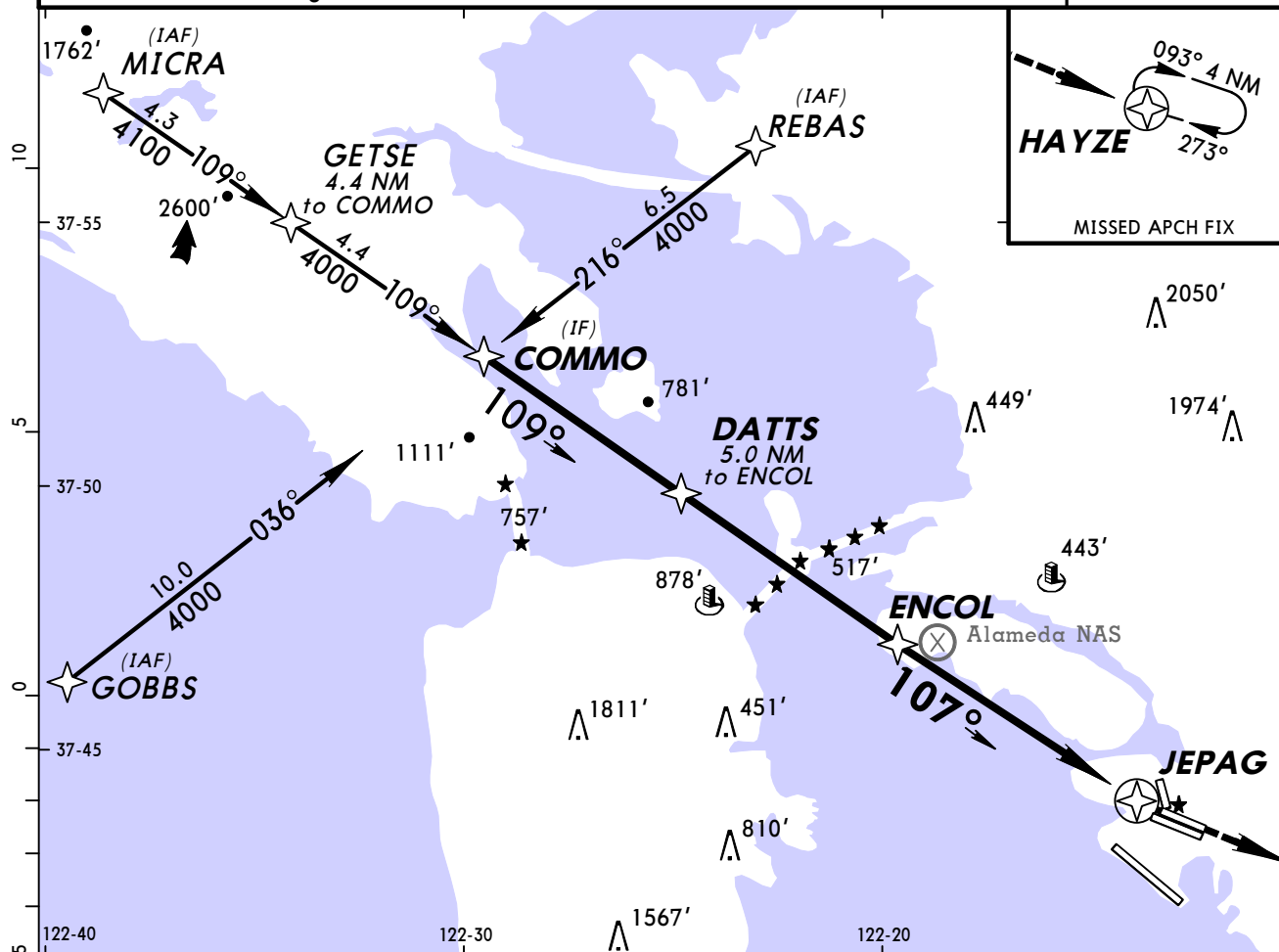
STRAIGHT-IN LANDING RWY 29			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 105' DA(H) 109'(100')
NA	RVR 6	RVR 7	RVR 12

KOAK/OAK METRO OAKLAND INTL

JEPPesen
15 MAY 09 **(12-1)**

OAKLAND, CALIF
RNAV (GPS) Rwy 9L

D-ATIS 133.77	NORCAL Approach (R) 125.35	OAKLAND NORTH Tower Rwys 9-27, 15-33 118.3	OAKLAND SOUTH Tower Rwys 11-29 127.2	OAKLAND NORTH Ground Rwys 9-27, 15-33 121.9	OAKLAND SOUTH Ground Rwys 11-29 121.75
RNAV	Final Apch Crs 107°	Mandatory Alt ENCOL 1800' (1794')	RNAV MDA(H) 540' (534')	Apt Elev 9' TDZE 6'	5100' MSA JEPAG
MISSED APCH: Climbing LEFT turn to 4000' direct HAYZE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.					



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [2.78°]	344	443	492	590	688	787				
MAP at JEPAG										

STRAIGHT-IN LANDING RWY 9L				CIRCLE-TO-LAND			
RNAV							
MDA(H) 540' (534')							
A	1			Max Kts	MDA(H)		
B				90	540' (531')-1		
C	1½			120	540' (531')-1½		
D	1¾			140	540' (531')-1¾		
				165	560' (551')-2		

CHANGES: Approach frequency.

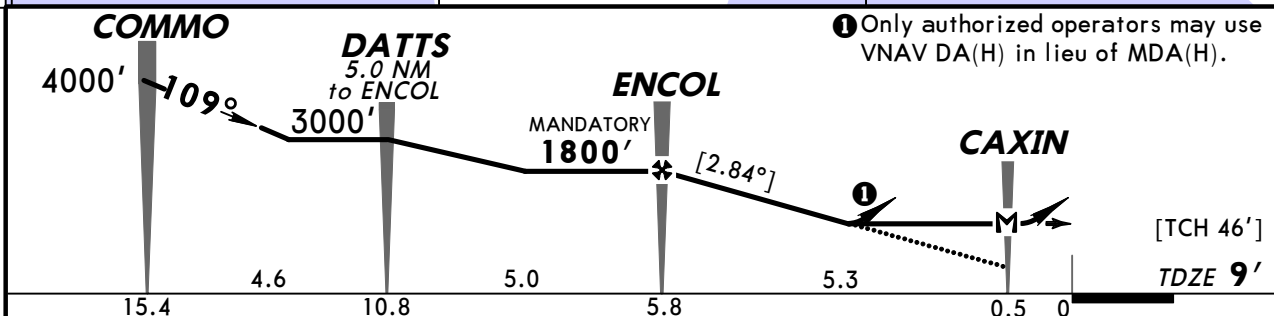
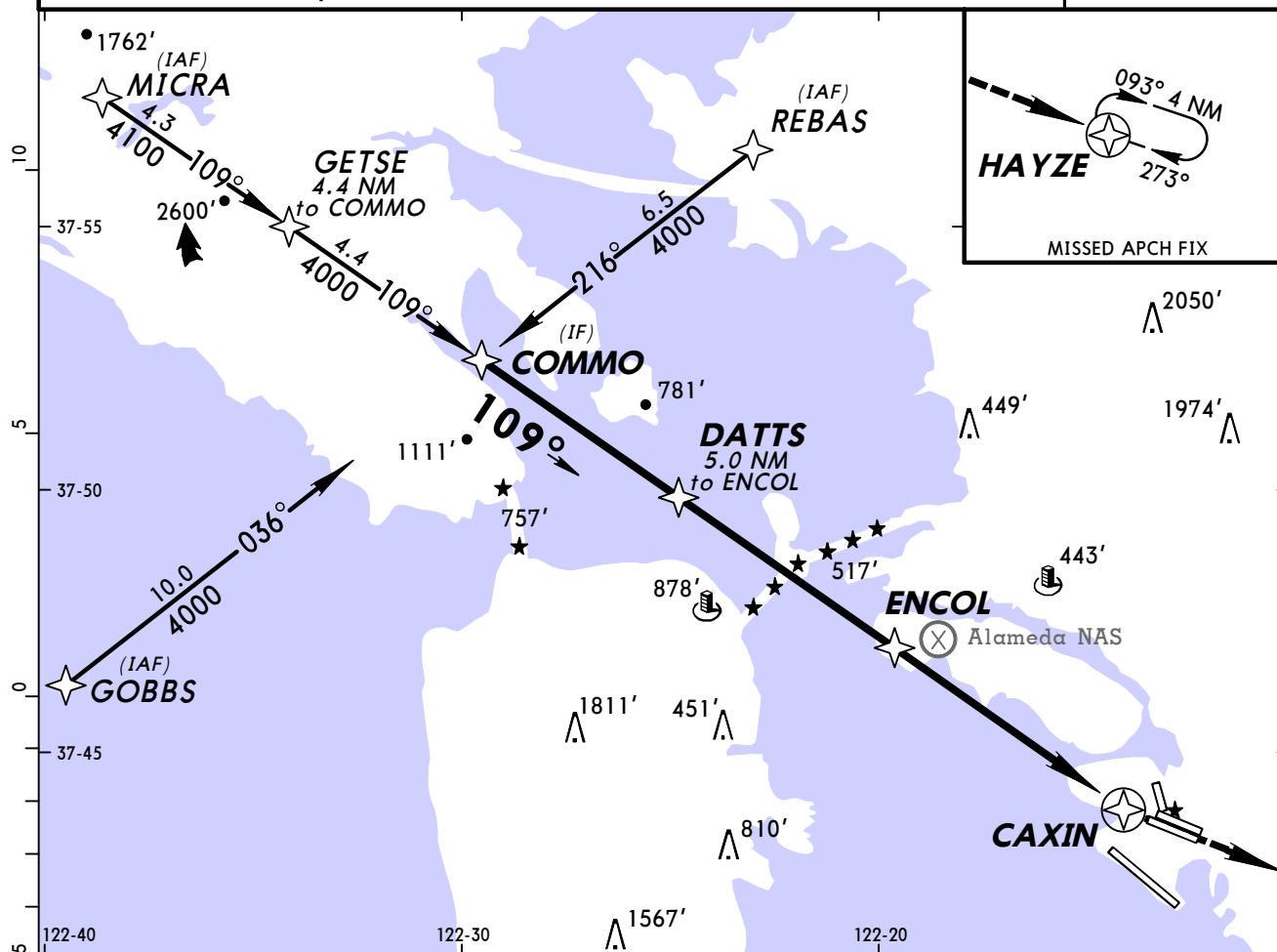
© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

KOAK/OAK METRO OAKLAND INTL

JEPPesen
15 MAY 09 **(12-2)**

OAKLAND, CALIF
RNAV (GPS) Rwy 9R

BRIEFING STRIP™	D-ATIS	NORCAL Approach (R)	OAKLAND NORTH Tower Rwys 9-27, 15-33	OAKLAND SOUTH Tower Rwys 11-29	OAKLAND NORTH Ground Rwys 9-27, 15-33	OAKLAND SOUTH Ground Rwys 11-29
	133.77	125.35	118.3	127.2	121.9	121.75
	RNAV	Final Apch Crs 109°	Mandatory Alt ENCOL 1800' (1791')	LNAV MDA(H) 520' (511')	Apt Elev 9' TDZE 9'	5100' MSA CAXIN
	MISSED APCH: Climbing LEFT turn to 4000' direct HAYZE and hold.					
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.						



Gnd speed-Kts	70	90	100	120	140	160		REIL	4000'		HAYZE
Descent angle [2.84°]	352	452	502	603	703	804		PAPI-L	LT		
MAP at CAXIN											

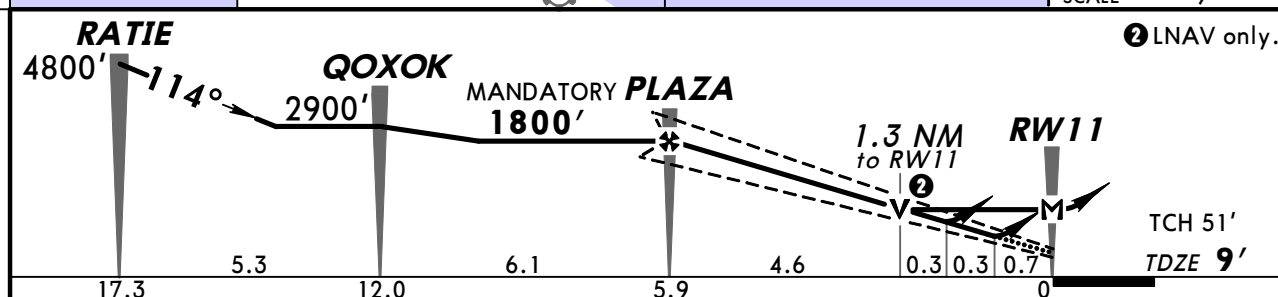
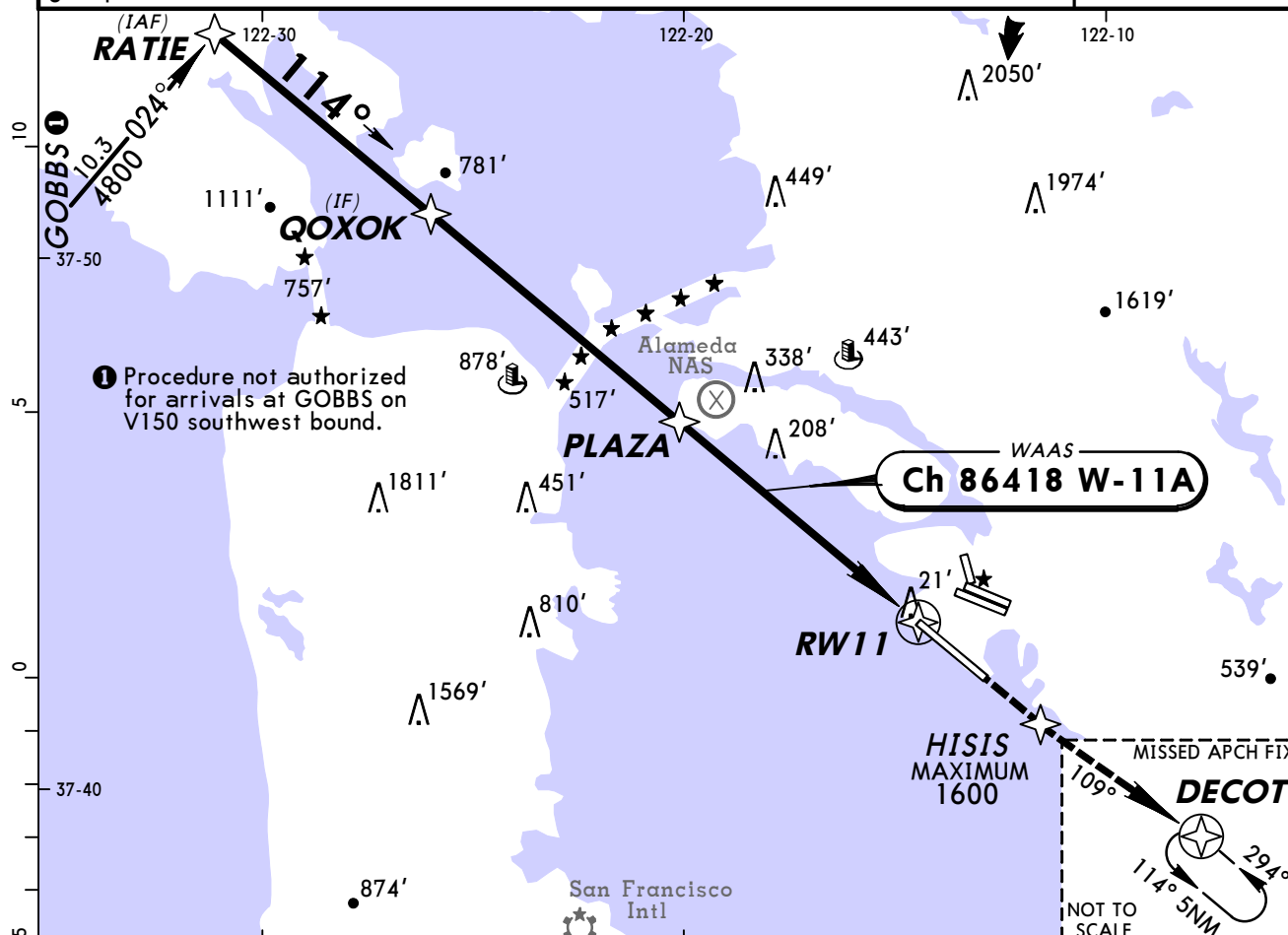
STRAIGHT-IN LANDING RWY 9R						CIRCLE-TO-LAND					
RNAV						MDA(H)					
MDA(H) 520' (511')						Max Kts					
A	1					90	520' (511')-1				
B						120	540' (531')-1				
C	1½					140	540' (531')-1½				
D	1¾					165	560' (551')-2				

CHANGES: Approach frequency.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

OAKLAND, CALIF
RNAV (GPS) Y Rwy 11

BRIEFING STRIP TM



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		At or below 1600'		HISIS
<i>Glide Path Angle 2.75°</i>	340	438	486	584	681	778				
<i>MAP at RW11</i>										

STRAIGHT-IN LANDING RWY 11										CIRCLE-TO-LAND	
LPV DA(H) 259' (250')			LNAV/VNAV DA(H) 367' (358')		LNAV MDA(H) 460' (451')			Max Kts	MDA(H)		
RAIL or ALS out			RAIL or ALS out		RAIL out	ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	520' (511')-1		
B								120	540' (531')-1		
C								140	540' (531')-1 1/2		
D								165	560' (551')-2		

© JEPPESEN, 2002, 2010. ALL RIGHTS RESERVED.

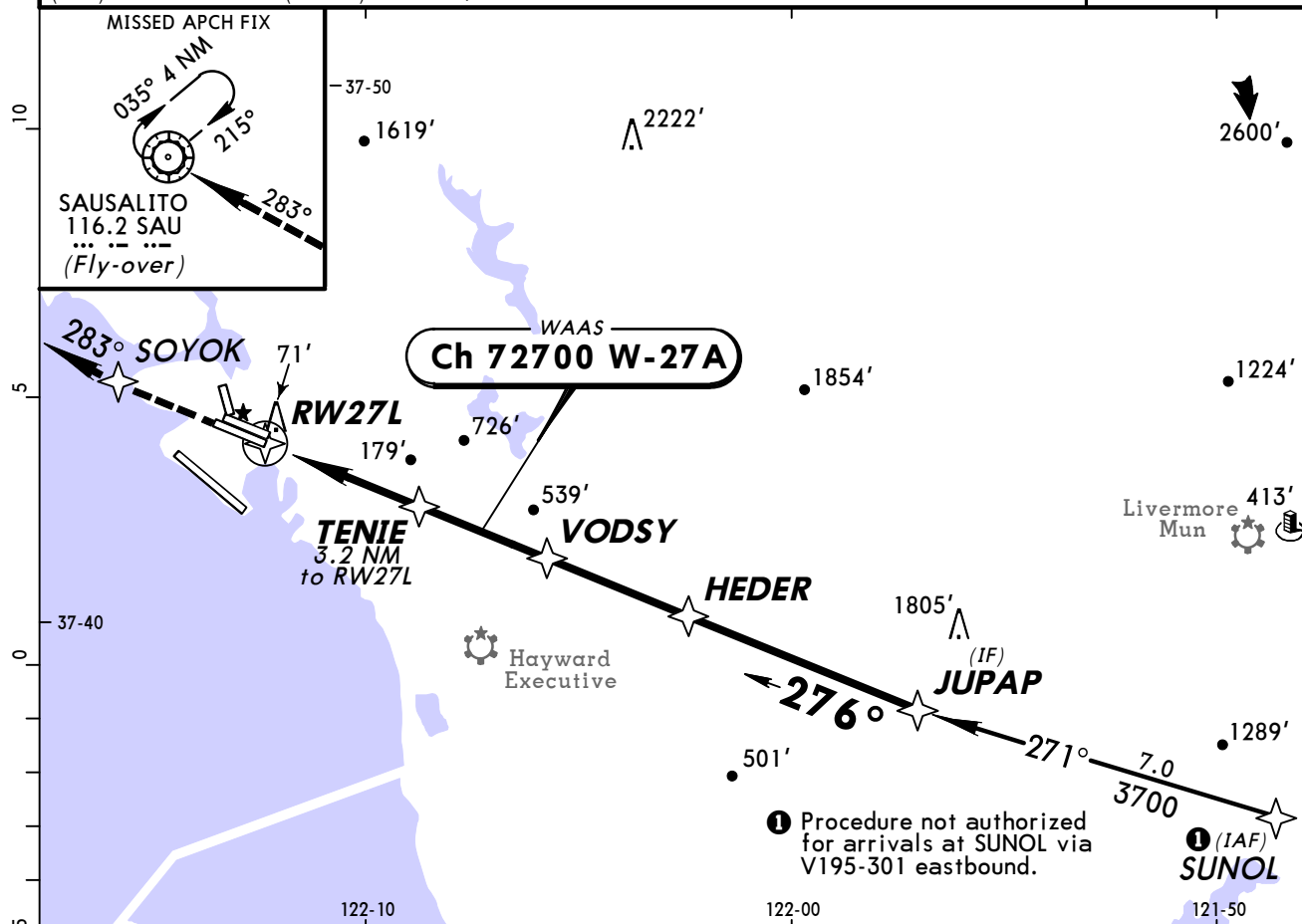
TERPS AMEND 1 23 SEP 2010

OAKLAND, CALIF
RNAV (GPS) Y Rwy 27L

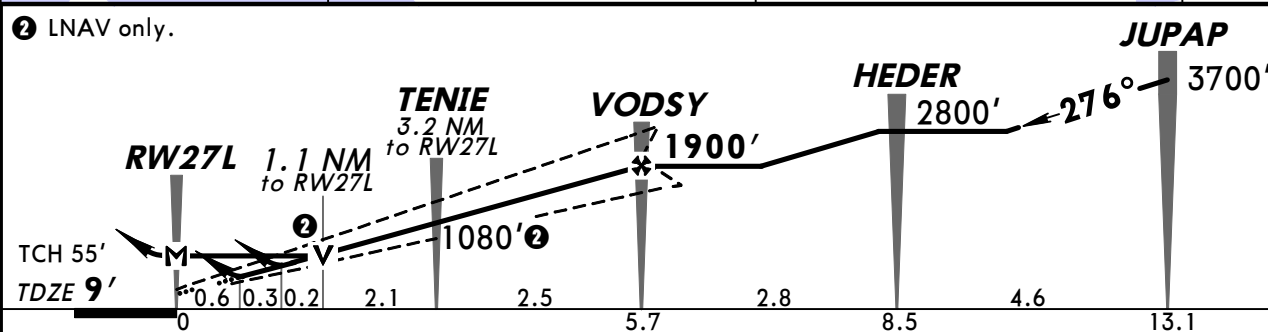
BRIEFING STRIP TM

A diagram showing a circle representing a pond. The circle is inscribed within a square. A horizontal line segment passes through the center of the circle, representing its diameter. The text "5100'" is written below this line segment, indicating the diameter of the pond.

MSA RW27L



② LNAV only.

MAP at RW27L

STRAIGHT-IN LANDING RWY 27L					CIRCLE-TO-LAND	
LPV <i>DA(H)</i> 259' (250')		LNAV/VNAV <i>DA(H)</i> 359' (350')		LNAV <i>MDA(H)</i> 440' (431')		
A	RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$	RVR 50 or 1	Max Kts	<i>MDA(H)</i>	
B				90	520' (511')-1	
C				120	540' (531')-1	
D				140	540' (531')-1 $\frac{1}{2}$	
			$1\frac{1}{2}$	165	560' (551')-2	

TERPS AMEND 2 23 SEP 2010

© JEPPESEN, 2002, 2010. ALL RIGHTS RESERVED.

OAKLAND, CALIF
RNAV (GPS) Y Rwy 27R

BRIEFING STRIP™



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

RW27R 1.2 NM to RW27R
[TCH 57']
TDZE **7'**

JAPSO 3.4 NM to RW27R
1120'

CUVSA 1500'

NIXDE 1900'

URZAF 2500'

GROVE 3400'

276°

2.94°

1.2 2.2 1.2 1.3 2.0 2.8

0 1.2 2.2 4.6 5.9 7.9 10.7

STRAIGHT-IN LANDING RWY 27R			CIRCLE-TO-LAND	
LNAV				
MDA(H) 440' (433')				
	RAIL out	ALS out	Max Kts	MDA(H)

A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	520'(511')-1
B				120	540'(531')-1
C	RVR 40 or 3/4	RVR 60 or 1 1/4		140	540'(531')-1 1/2
D	RVR 50 or 1	1 1/2		165	560'(551')-2

© JEPPESEN, 2002, 2010. ALL RIGHTS RESERVED.

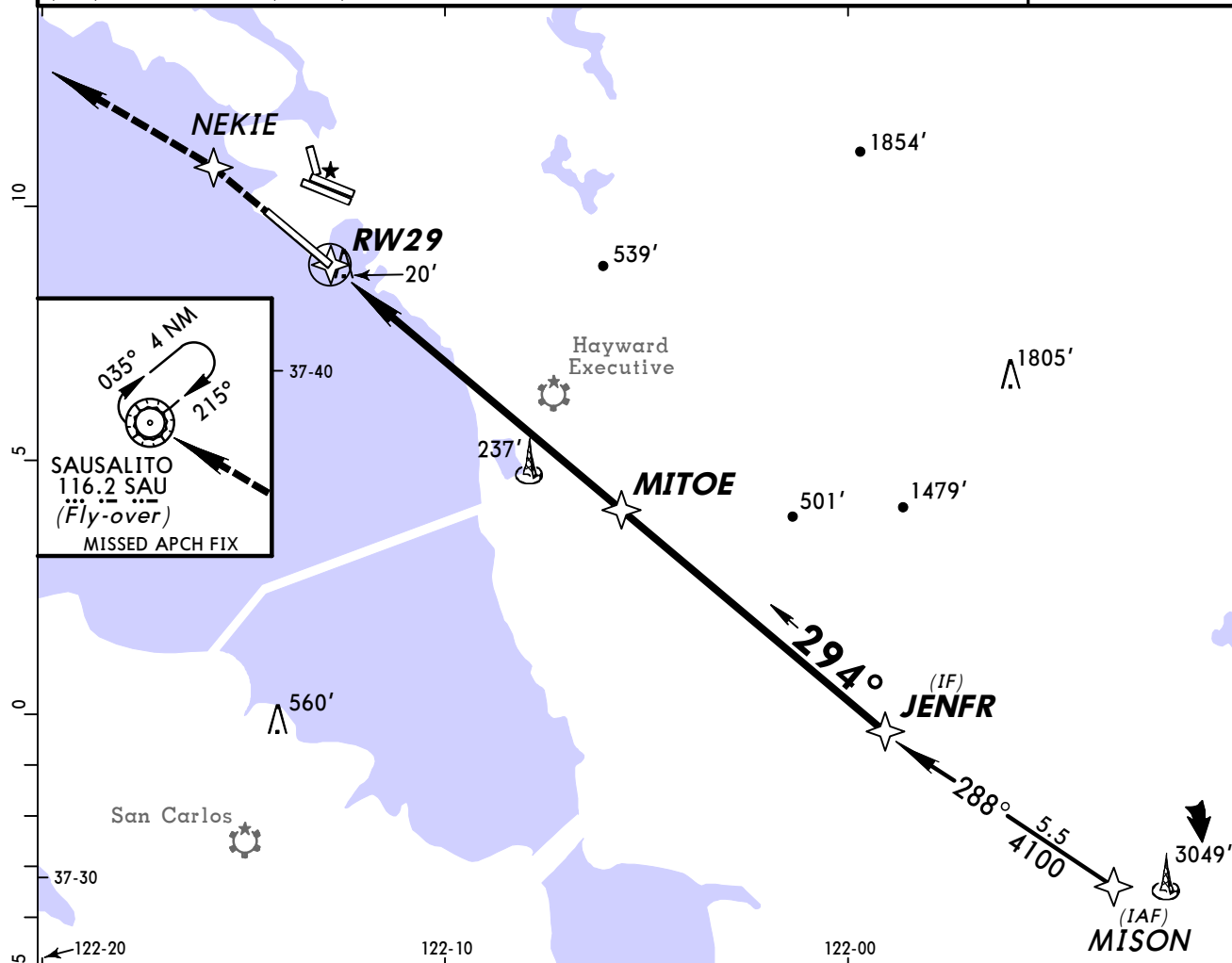
TERPS AMEND 1 23 SEP 2010

KOAK/OAK METRO OAKLAND INTL

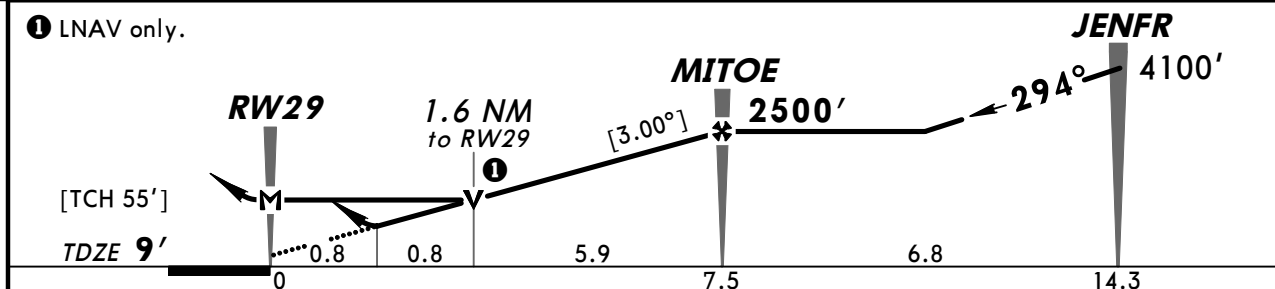
JEPPESSEN
17 SEP 10
Eff 23 Sep 12-6

OAKLAND, CALIF RNAV (GPS) Y Rwy 29

D-ATIS 133.77	NORCAL Approach (R) 125.35	OAKLAND SOUTH Tower Rwys 11-29 127.2	OAKLAND NORTH Tower Rwys 9-27, 15-33 118.3	OAKLAND SOUTH Ground Rwys 11-29 121.75	OAKLAND NORTH Ground Rwys 9-27, 15-33 121.9
RNAV	Final Aptch Crs 294°	Minimum Alt MITOE 2500' (2491')	LNAV/VNAV DA(H) 308' (299')	Apt Elev 9' TDZE 9'	5300'
MISSED APCH: Climb to 4000' direct NEKIE and LEFT turn direct SAU VOR and hold.					MSA RW29
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized.					



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	NEKIE
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		
MAP at RW29									

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 308' (299')		MDA(H) 580' (571')		Max Kts	MDA(H)
ALS out		ALS out		90	580' (571') - 1
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	120	580' (571') - 1 1/2
B			RVR 50 or 1	140	
C			RVR 60 or 1 1/4	165	580' (571') - 2
D	RVR 40 or 3/4				

CHANGES: Procedure.

© JEPPESSEN, 2002, 2010. ALL RIGHTS RESERVED.

TERP'S AMEND 1 23 SEP 2010

D-ATIS

133.77

NORCAL Approach (R)

125.35

OAKLAND SOUTH Tower
Rwys 11-29

127.2

OAKLAND NORTH Tower
Rwys 9-27, 15-33

118.3

OAKLAND SOUTH Ground
Rwys 11-29

121.75

OAKLAND NORTH Ground
Rwys 9-27, 15-33

121.9

RNAV

Final
Apch Crs
114°

Mandatory Alt
PLAZA
1800' (1791')

RNP 0.20
DA(H)
259' (250')

Apt Elev 9'
TDZE 9'

5100'

MSA RW11

MISSED APCH: Climb on track 114° to HISIS at or below 1600', then climb to 5000' on track 114° to MITOE then on track 097° to DECOT and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.

D-ATIS

133.77

NORCAL Approach (R)

125.35

OAKLAND SOUTH Tower
Rwys 11-29

127.2

OAKLAND NORTH Tower
Rwys 9-27, 15-33

118.3

OAKLAND SOUTH Ground
Rwys 11-29

121.75

OAKLAND NORTH Ground
Rwys 9-27, 15-33

121.9

RNAV

Final
Apch Crs
114°

Mandatory Alt
PLAZA
1800' (1791')

RNP 0.20
DA(H)
259' (250')

Apt Elev 9'
TDZE 9'

5100'

MSA RW11

MISSED APCH: Climb on track 114° to HISIS at or below 1600', then climb to 5000' on track 114° to MITOE then on track 097° to DECOT and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.

D-ATIS

133.77

NORCAL Approach (R)

125.35

OAKLAND SOUTH Tower
Rwys 11-29

127.2

OAKLAND NORTH Tower
Rwys 9-27, 15-33

118.3

OAKLAND SOUTH Ground
Rwys 11-29

121.75

OAKLAND NORTH Ground
Rwys 9-27, 15-33

121.9

RNAV

Final
Apch Crs
114°

Mandatory Alt
PLAZA
1800' (1791')

RNP 0.20
DA(H)
259' (250')

Apt Elev 9'
TDZE 9'

5100'

MSA RW11

MISSED APCH: Climb on track 114° to HISIS at or below 1600', then climb to 5000' on track 114° to MITOE then on track 097° to DECOT and hold, continue climb-in-hold to 5000'.

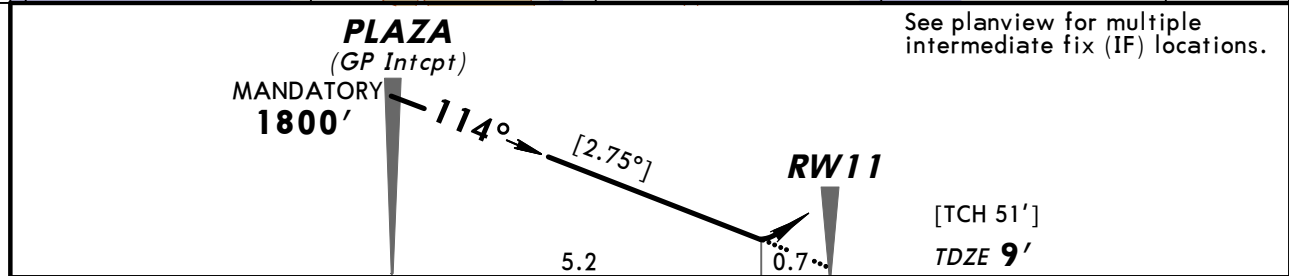
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.

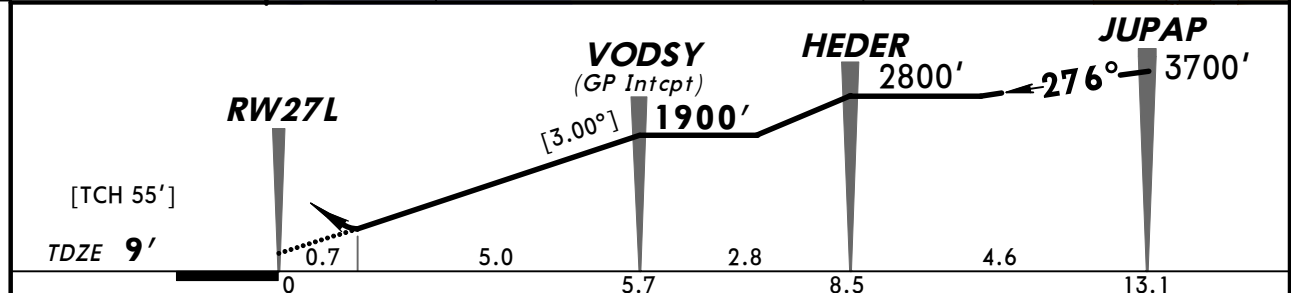
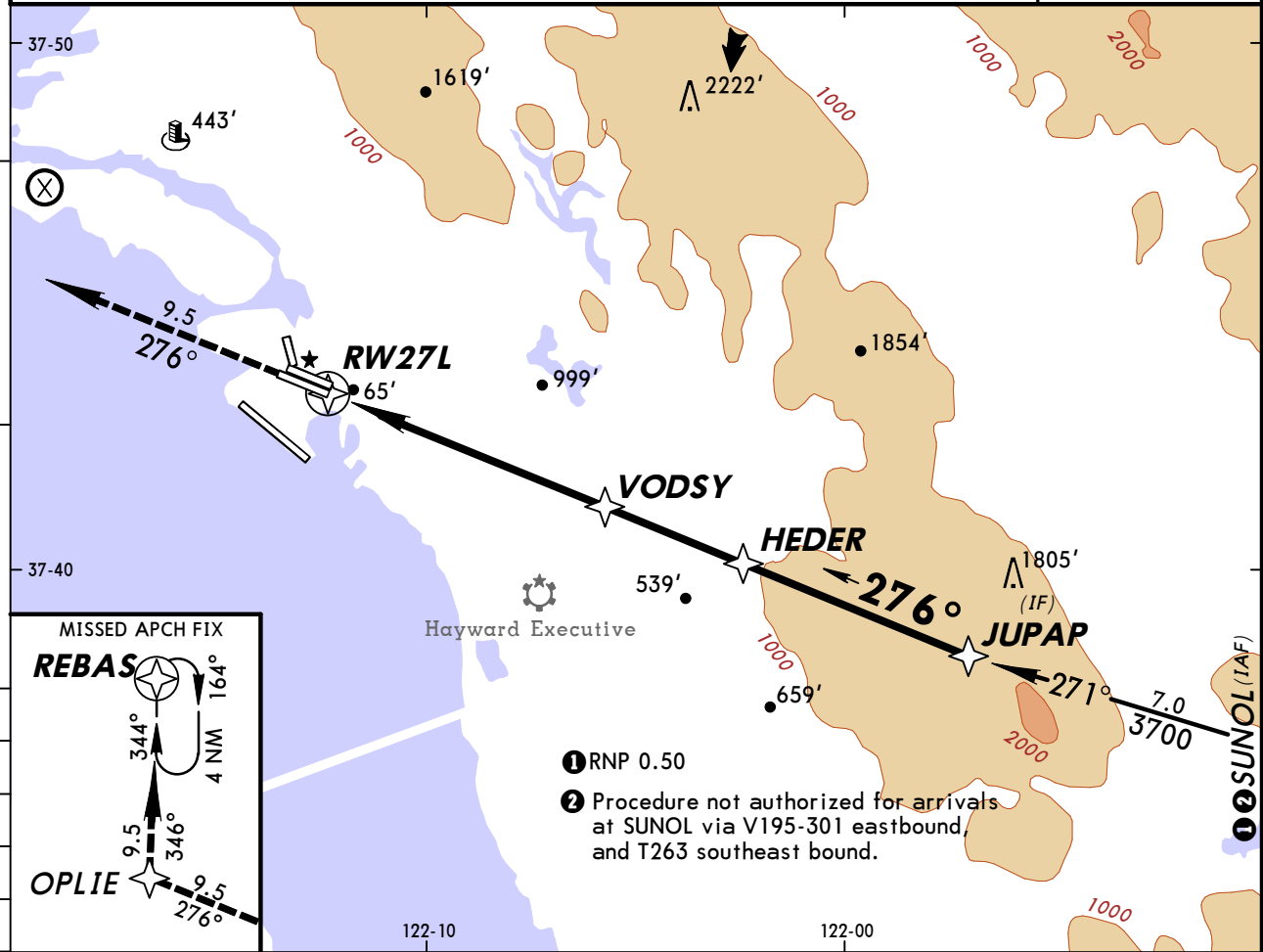


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI At or below 1600' on 114° ↑	HISIS
Descent Angle [2.75°]	340	438	486	584	681	778		
MAP at DA								

RNP 0.20 DA(H) 259' (250')				STRAIGHT-IN LANDING RWY 11				RNP 0.30 DA(H) 316' (307')	
RAIL out		ALS out		RAIL out		ALS out			
A									
B									
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		RVR 40 or 3/4		RVR 60 or 1/4		
D		RVR 50 or 1							

KOAK/OAK METRO OAKLAND INTL 9 DEC 11 12-21 OAKLAND, CALIF RNAV (RNP) Z Rwy 27L

D-ATIS	NORCAL Approach (R)	OAKLAND NORTH Tower Rwys 9-27, 15-33	OAKLAND SOUTH Tower Rwys 11-29	OAKLAND NORTH Ground Rwys 9-27, 15-33	OAKLAND SOUTH Ground Rwys 11-29
133.77	125.35	118.3	127.2	121.9	121.75
RNAV	Final Apch Crs 276°	Minimum Alt VODSY 1900' (1891')	RNP 0.20 DA(H) 296' (287')	Apt Elev 9' TDZE 9'	5100' MSA RW27L
MISSED APCH: Climb to 3000' via track 276° to OPLIE and via track 346° to REBAS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS Required. 3. Procedure not authorized below 0°C (32°F) or above 49°C (120°F). 4. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' ↑ via 276°	OPLIE
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 27L									
RNP 0.20 DA(H) 296' (287')					RNP 0.30 DA(H) 330' (321')				
A	RVR 50 or 1				RVR 50 or 1				
B									
C									
D									

D-ATIS

NORCAL Approach (R)

OAKLAND SOUTH Tower
Rwys 11-29

OAKLAND NORTH Tower
Rwys 9-27, 15-33

OAKLAND SOUTH Ground
Rwys 11-29

OAKLAND NORTH Ground
Rwys 9-27, 15-33

133.77

125.35

127.2

118.3

121.75

121.9

RNAV

Final
Apch Crs
294°

Minimum Alt
MITOE
2500' (2491')

RNP 0.11
DA(H)
259' (250')

Apt Elev 9'
TDZE 9'

MISSED APCH: Climb to 4000' via track 294° to PLAZA and via track 280° to SAU VOR and hold.

Alt Set: INCHES

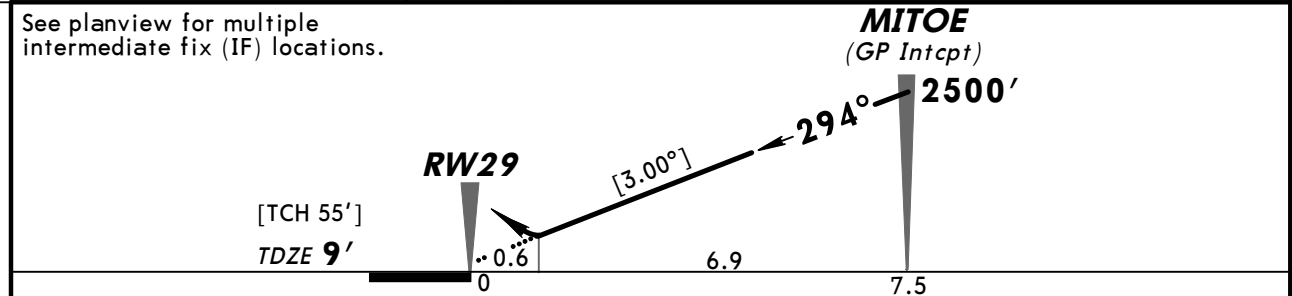
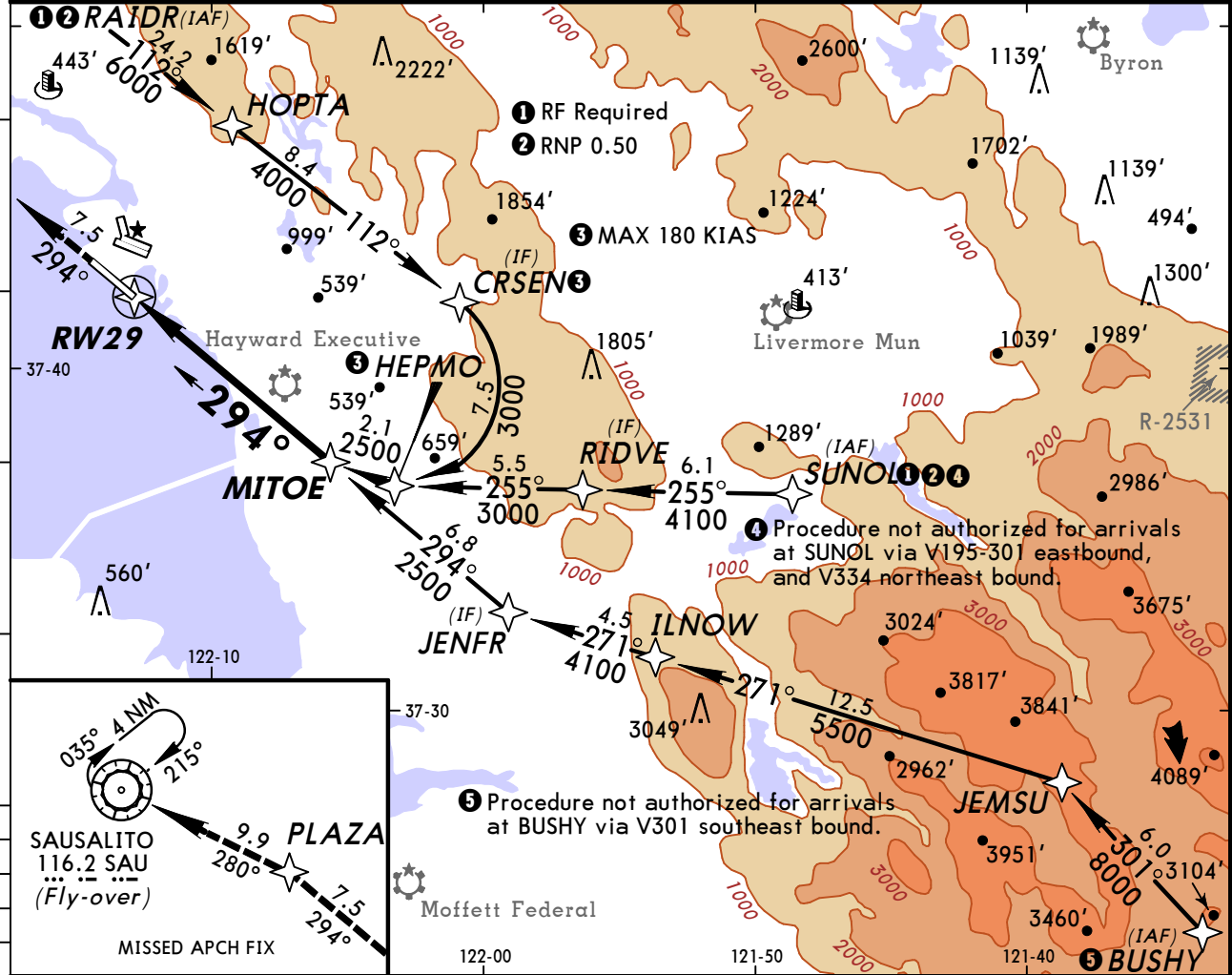
Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS Required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident.

5300'

MSA RW29



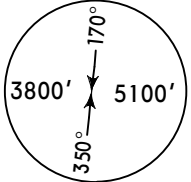
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000' via 294° PLAZA	
Descent Angle [3.00°]	372	478	531	637	743	849		
MAP at DA								

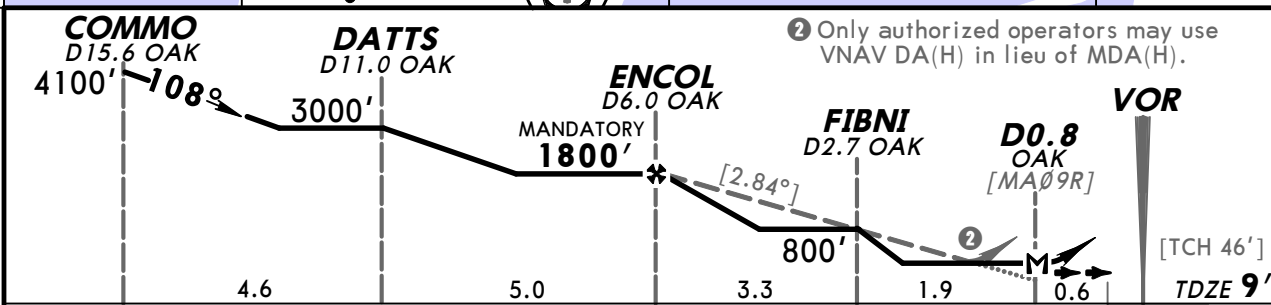
RNP 0.11		STRAIGHT-IN LANDING RWY 29		RNP 0.30	
DA(H) 259' (250')				DA(H) 300' (291')	
ALS out				ALS out	
A					
B					
C	RVR 40 or 3/4	RVR 50 or 1		RVR 40 or 3/4	RVR 50 or 1
D					

KOAK/OAK METRO OAKLAND INTL

JEPPesen
15 MAY 09 **13-1**

OAKLAND, CALIF
VOR Rwy 9R

D-ATIS 133.77	NORCAL Approach (R) 125.35	OAKLAND NORTH Tower Rwys 9-27, 15-33 118.3	OAKLAND SOUTH Tower Rwys 11-29 127.2	OAKLAND NORTH Ground Rwys 9-27, 15-33 121.9	OAKLAND SOUTH Ground Rwys 11-29 121.75
VOR OAK 116.8	Final Apch Crs 108°	Mandatory Alt ENCOL 1800' (1791')	MDA(H) 460' (451')	Apt Elev 9' TDZE 9'	
MISSED APCH: Climb to 4800' outbound via OAK VOR R-093 to HAYZE INT/D9.0 OAK and hold.					MSA OAK VOR
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	4800' via 116.8 OAK R-093	HAYZE
Descent angle [2.84°]	352	452	502	603	703	804			
MAP at D0.8 OAK or ENCOL to MAP	5.2	4:27	3:28	3:07	2:36	2:14			

STRAIGHT-IN LANDING RWY9R

CIRCLE-TO-LAND

MDA(H) **460'** (451')

TERPS	A B C D	1 1 1/4 1 1/2	Max Kts. 90 120 140 165	MDA(H)	
				520' (511') - 1	
				540' (531') - 1	
				540' (531') - 1 1/2	
				560' (551') - 2	

CHANGES: Approach frequency.

© JEPPesen, 1999, 2009. ALL RIGHTS RESERVED.

KOAK/OAK METRO OAKLAND INTL

JEPPESSEN
15 MAY 09 (13-2)

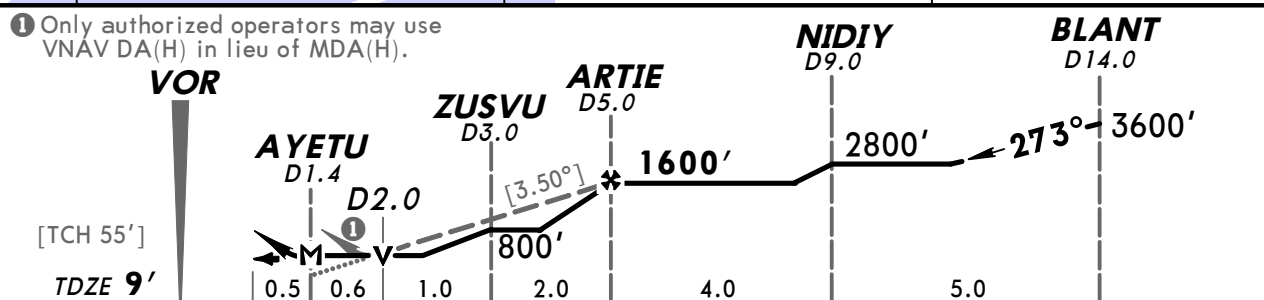
OAKLAND, CALIF
VOR DME Rwy 27L

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)	OAKLAND NORTH Tower Rwys 9-27, 15-33	OAKLAND SOUTH Tower Rwys 11-29	OAKLAND NORTH Ground Rwys 9-27, 15-33	OAKLAND SOUTH Ground Rwys 11-29
133.77	125.35	118.3	127.2	121.9	121.75
VOR OAK 116.8	Final Apch Crs 273°	Minimum Alt ARTIE 1600' (1591')	MDA(H) 420' (411')	Apt Elev 9' TDZE 9'	 MSA OAK VOR
MISSED APCH: Climb to 3100' outbound via OAK VOR R-313 to PEERE INT/D9.1 and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and descent angles not coincident.					



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3100' ↑ via 116.8 R-313	PEERE
Descent angle [3.50°]	434	557	619	743	867	991			
MAP at AYETU									

STRAIGHT-IN LANDING RWY 27L

MDA(H) **420'** (411')

CIRCLE-TO-LAND

		$MDA_{(H)}$ 420' (411')	Max Kts	$MDA_{(H)}$
PS 11 B D Z E M A	A	RVR 50 or 1	90	520' (511') - 1
	B		120	540' (531') - 1
	C	RVR 60 or 1 1/4	140	540' (531') - 1 1/2
	D		165	560' (551') - 2

CHANGES: Approach frequency.

© JEPPESSEN, 1999, 2009. ALL RIGHTS RESERVED.

General Information

Location: Ontario CA USA
IATA Code: ONT
Lat/Long: N34° 03.4' W117° 36.1'
Elevation: 944 ft

Airport Use: Public
Magnetic Variation: 12.4 °E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1422 Z
Sunset: 0145 Z,

Runway Information

Runway: 08L
Length x Width: 12197 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 944 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 997 ft

Runway: 08R
Length x Width: 10200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 936 ft
Lighting: Edge, Centerline

Runway: 26L
Length x Width: 10200 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 926 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26R
Length x Width: 12197 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 932 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 124.25

Ontario Tower 120.6

Ontario Ground Control 121.9

Ontario Clearance Delivery 118.1

Socal Approach Control 135.4

Socal Approach Control 134.0

Socal Approach Control 127.25 Initial Contact

Socal Approach Control 125.5

Socal Approach Control 119.65

Socal App ARSA 135.4 (136°-225°)

Socal App ARSA 125.5 (226°-360°)

Socal App ARSA 127.25 (316°-90°)

Socal App ARSA 119.65 (46°-135°)

Socal App ARSA 134.0 (91°-225°)

Socal Departure Control 135.4

Socal Departure Control 134.0

Socal Departure Control 127.25

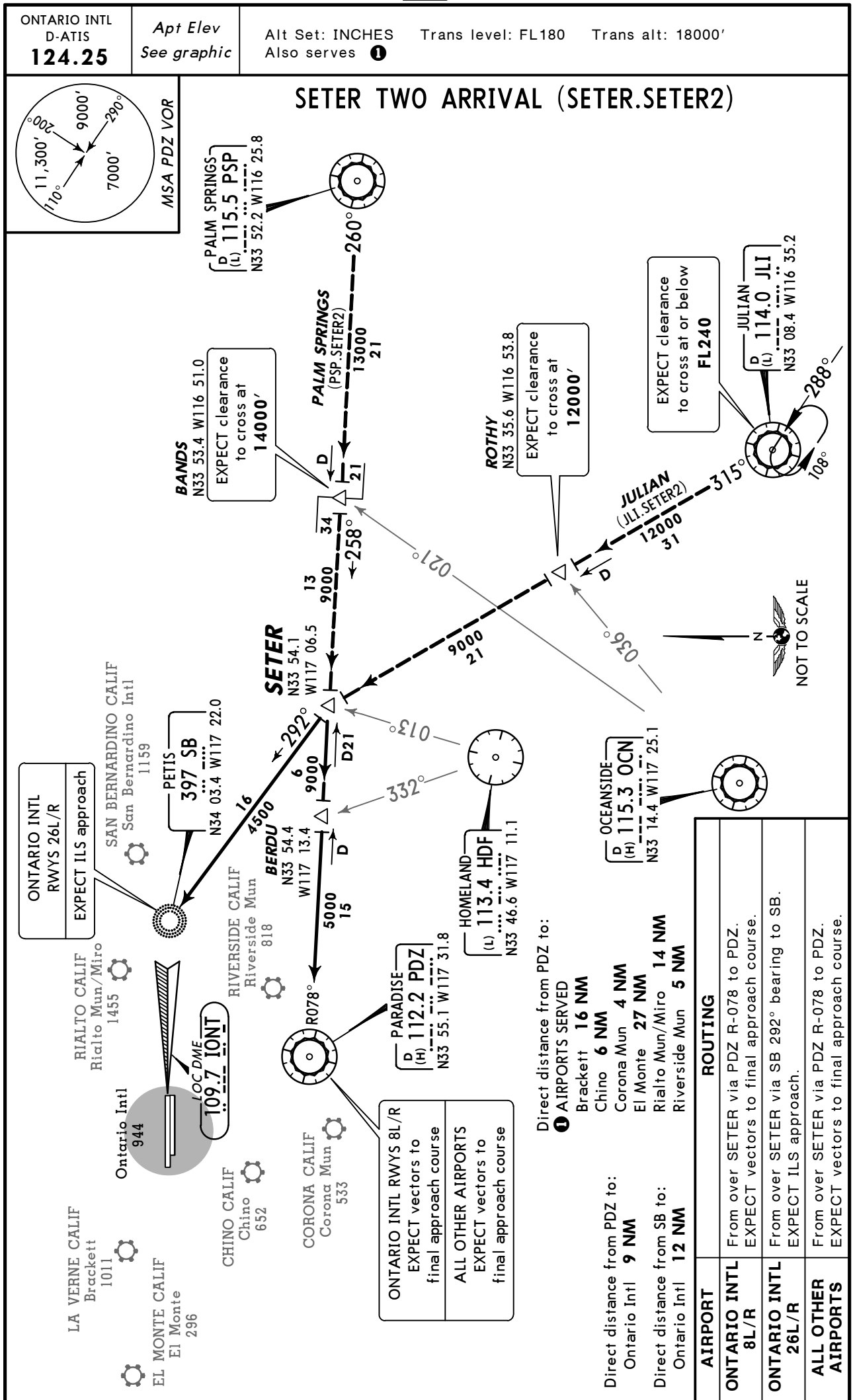
Socal Departure Control 125.5

Socal Departure Control 119.65

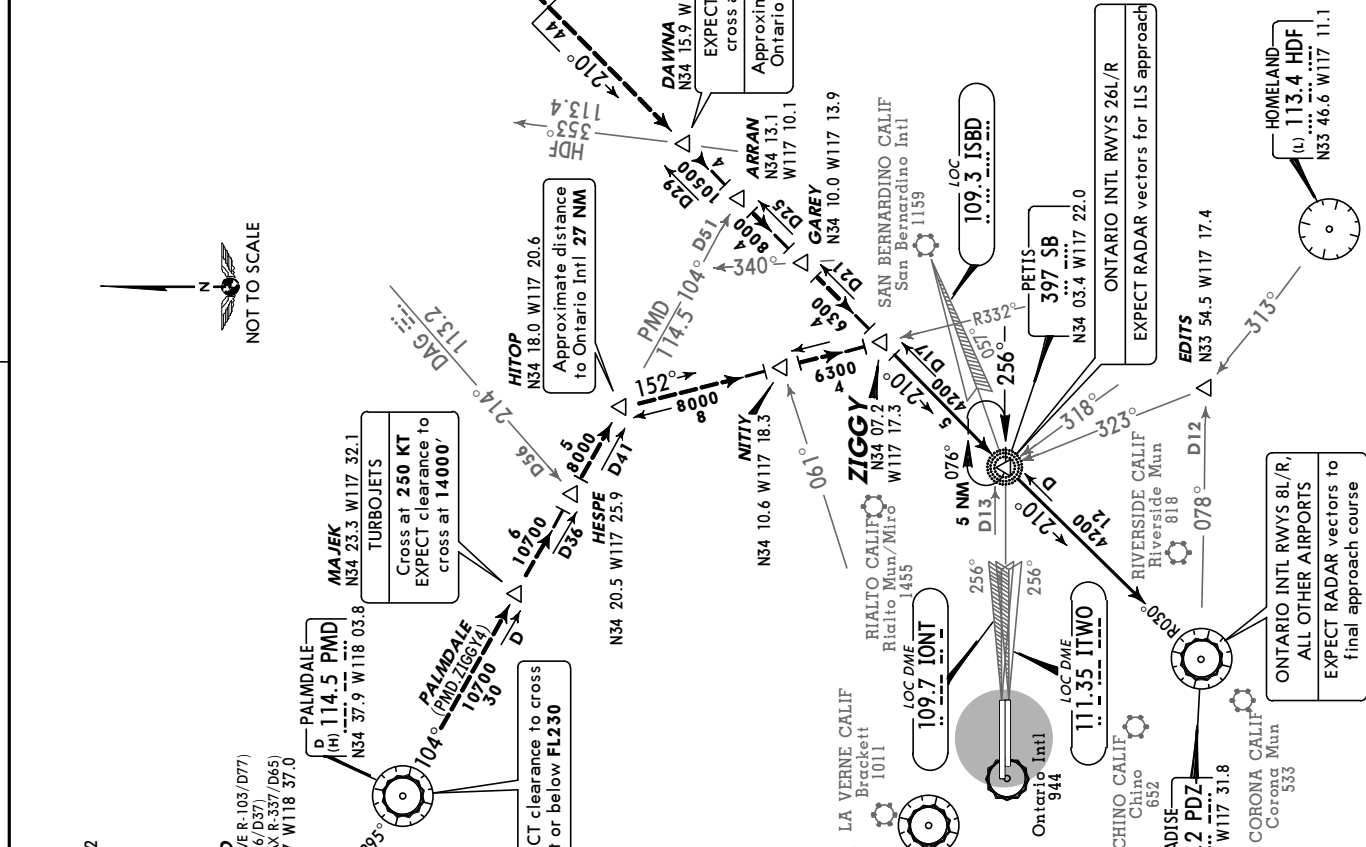
Ontario Intl Operations 131.6

Flite Operations 1121.55 Military

Flite Operations 138.4 Military

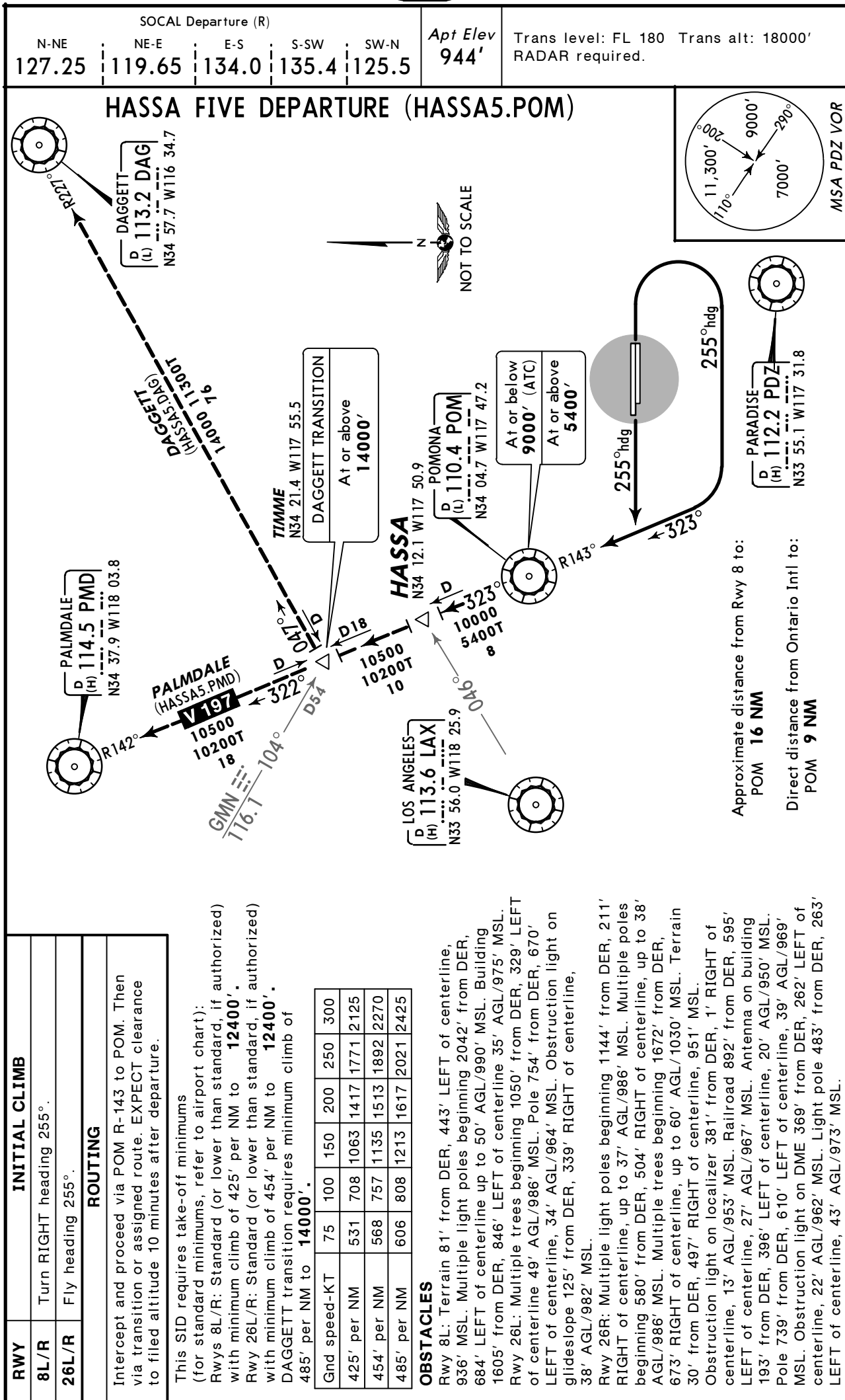


1. DME required
2. Also serves **1**



For Rialto Calif NDB-A approach:
Proceed from PDZ via PDZ R-078
to EDITS. **MAINTAIN 4200'.**

AIRPORT	ROUTING
ONTARIO INTL RWYS 8L/R	From over ZIGGY via PDZ R-030 to PDZ. EXPECT RADAR vectors to final approach course.
ONTARIO INTL RWYS 26L/R	From over ZIGGY direct to SB or via PDZ R-030 to PETIS. EXPECT RADAR vectors for ILS approach.
ALL OTHER AIRPORTS	From over ZIGGY via PDZ R-030 to PDZ. EXPECT RADAR vectors to final approach course.



SOCAL Departure (R)

N-NE	NE-E	E-S	S-SW	SW-N
127.25	119.65	134.0	135.4	125.5

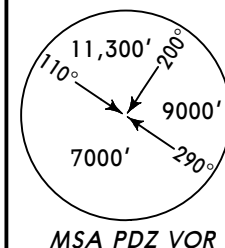
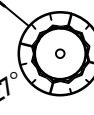
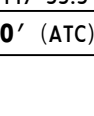
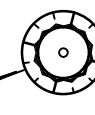
Apt Elev
944'

Trans level: FL 180 Trans alt: 18000'

1. RADAR required.
2. DME required.

ONTARIO THREE DEPARTURE (ONT3.POM)

(RWYS 8L/R)

Approximate distance from Rwy 8 to:
POM 16 NMDirect distance from Ontario Intl to:
POM 9 NMAVENAL
D (H) 117.1 AVE
N35 38.8 W119 58.7COREZ
N35 33.4
W119 29.0SHAFTER
D (H) 115.4 EHF
N35 29.1 W119 05.8PALMDALE
D (H) 114.5 PMD
N34 37.9 W118 03.8DAGGETT
D (L) 113.2 DAG
N34 57.7 W116 34.7GORMAN
D (L) 116.1 GMN
N34 48.2 W118 51.7GORMAN
(ONT3.GMN)
12000
10500T
23SUGZI
N34 36.8
W118 27.5TIMME
N34 21.4 W117 55.5
At 14000' (ATC)DAGGETT
(ONT3.DAG)
14000
11600T
76KELSE
N34 16.7 W117 53.2
At or above
13000' (ATC)GASKI
N34 06.6 W117 48.1
At or below
9000' (ATC)
At or above
7400'POMONA
D (L) 110.4 POM
N34 04.7 W117 47.2PARADISE
D (H) 112.2 PDZ
N33 55.1 W117 31.8

OBSTACLES

Rwy 8L: Terrain 81' from DER, 443' LEFT of centerline, 936' MSL. Multiple light poles beginning 2042' from DER, 684' LEFT of centerline, 50' AGL/990' MSL. Building 1605' from DER, 846' LEFT of centerline 35' AGL/975' MSL.

Rwy 26L: Multiple trees beginning 1050' from DER, 329' LEFT of centerline, up to 49' AGL/986' MSL. Pole 754' from DER, 670' LEFT of centerline, 34' AGL/964' MSL. Obstruction light on glideslope 125' from DER, 339' RIGHT of centerline, 38' AGL/982' MSL.

Rwy 26R: Multiple light poles beginning 1144' from DER, 211' RIGHT of centerline, up to 37' AGL/986' MSL. Multiple poles beginning 580' from DER, 504' RIGHT of centerline, up to 38' AGL/986' MSL. Multiple trees beginning 1672' from DER, 673' RIGHT of centerline, up to 60' AGL/1030' MSL. Terrain 30' from DER, 497' RIGHT of centerline, 951' MSL. Obstruction light on localizer 381' from DER, 1' RIGHT of centerline, 13' AGL/953' MSL. Railroad 892' from DER, 595' LEFT of centerline, 27' AGL/967' MSL. Antenna on building 193' from DER, 396' LEFT of centerline, 20' AGL/950' MSL. Pole 739' from DER, 610' LEFT of centerline, 39' AGL/969' MSL. Obstruction light on DME 369' from DER, 262' LEFT of centerline, 22' AGL/962' MSL. Light pole 483' from DER, 263' LEFT of centerline, 43' AGL/973' MSL.



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R: Standard (or lower than standard, if authorized) with minimum climb of 425' per NM to 14000'.
Rwys 26L/R: Not authorized-ATC.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	531	708	1063	1417	1771	2125

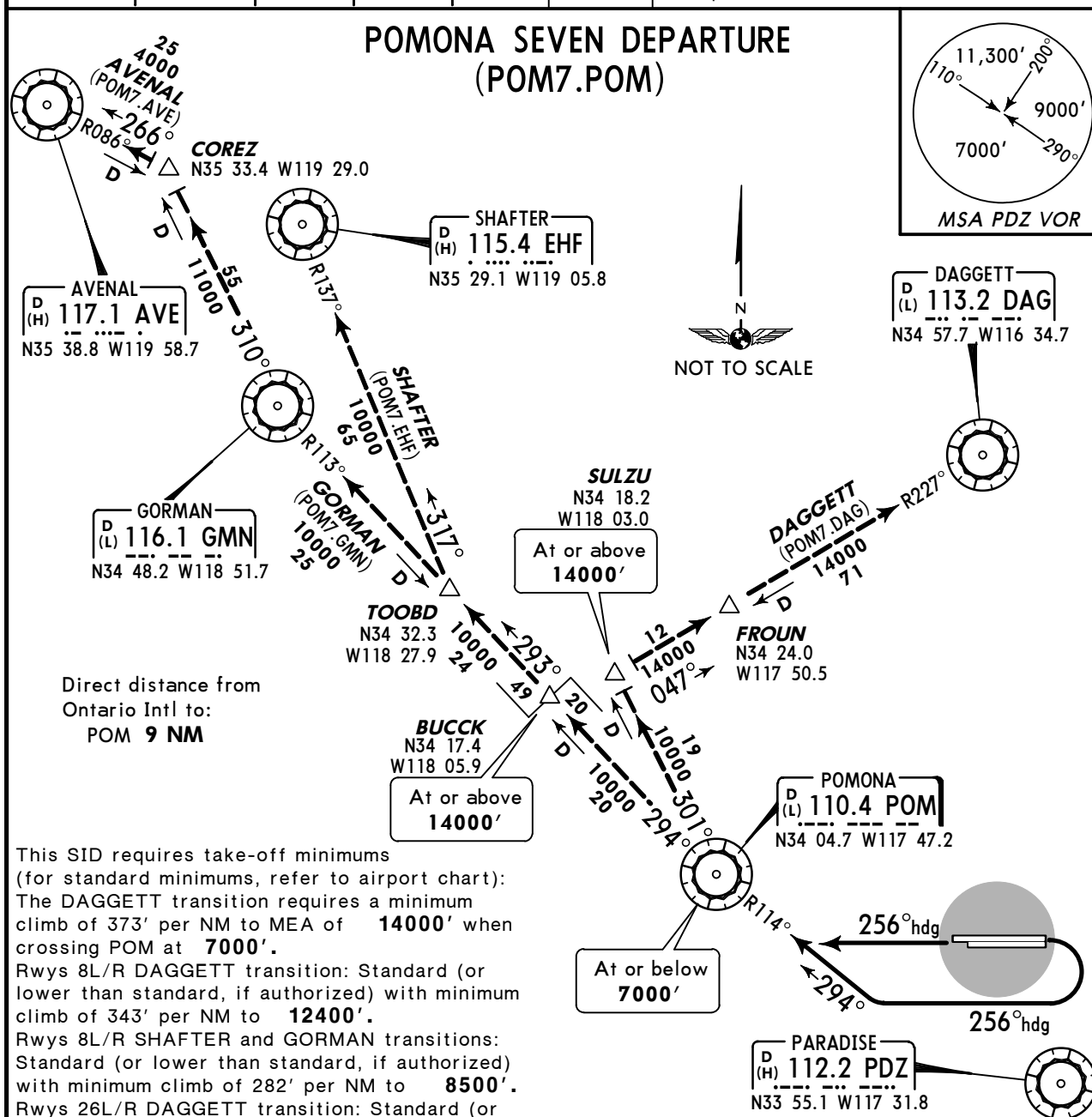
INITIAL CLIMB

Turn RIGHT heading 250°, to intercept and proceed via POM R-143 to POM. Cross GASKI at or below 9000' (ATC)/at or above 7400', cross KELSE at or above 13000' (ATC), cross TIMME at 14000' (ATC).

ROUTING

Then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.

SOCAL Departure (R)					Apt Elev 944'	Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Rwy 8L/R RADAR required. 3. If unable to comply with the SULZU restriction, advise ATC prior to departure.
N-NE	NE-E	E-S	S-SW	SW-N		
127.25	119.65	134.0	135.4	125.5		



Gnd speed-KT	75	100	150	200	250	300
282' per NM	353	470	705	940	1175	1410
309' per NM	386	515	773	1030	1288	1545
343' per NM	429	572	858	1143	1429	1715
373' per NM	466	622	933	1243	1554	1865
470' per NM	588	783	1175	1567	1958	2350

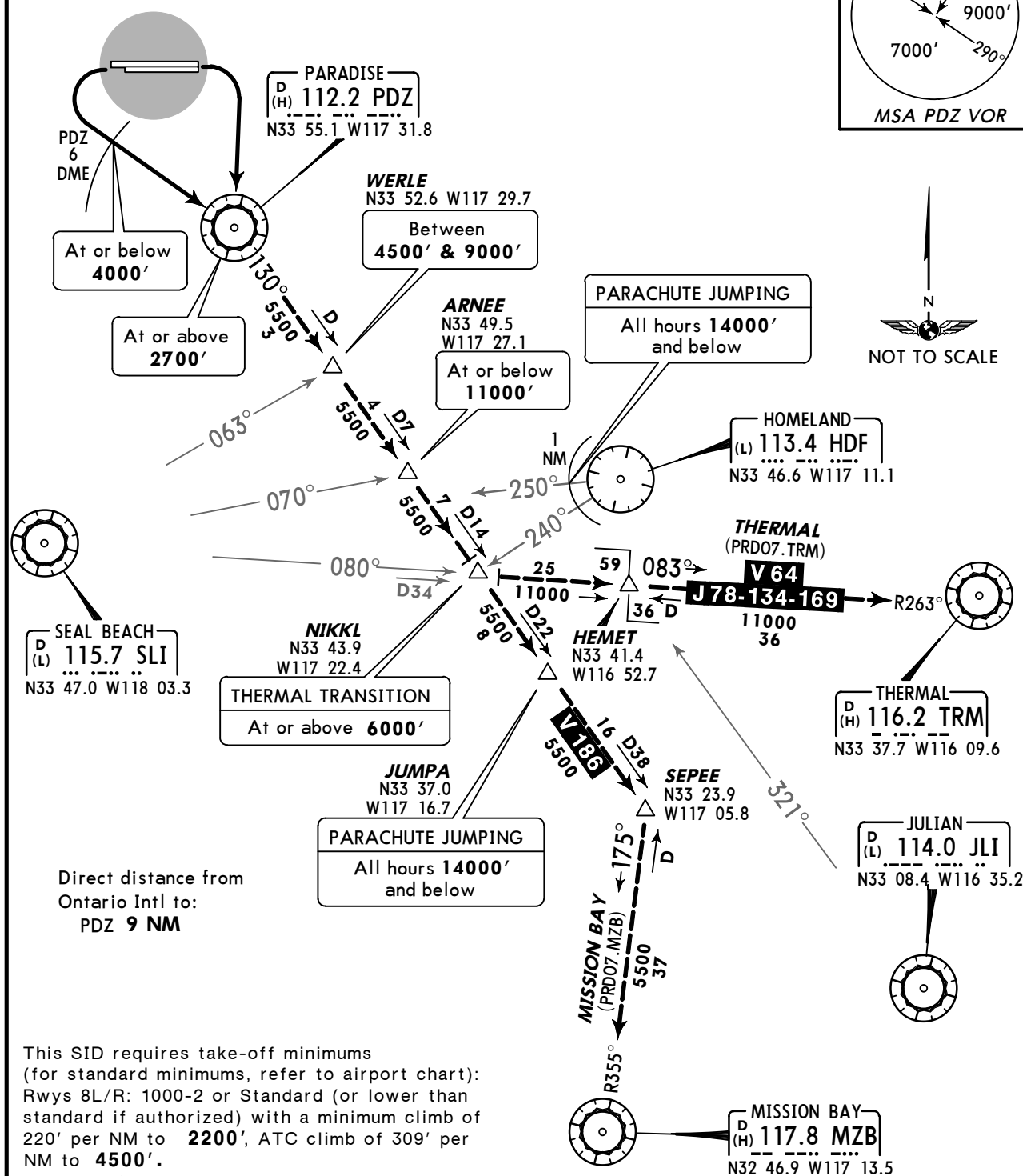
RWY	INITIAL CLIMB
8L/R	Climbing RIGHT turn to 256° heading to intercept and proceed via POM R-114 to POM, cross POM at or below 7000' .
26L/R	Climb on 256° heading to intercept and proceed via POM R-114 to POM, cross POM at or below 7000' .
ROUTING	
Then via transition. EXPECT filed altitude 10 minutes after departure.	

SOCAL Departure (R)

N-NE	NE-E	E-S	S-SW	SW-N
127.25	119.65	134.0	135.4	125.5

Apt Elev
944'Trans level: FL 180 Trans alt: 18000'
1. Rwy 26L/R DME required.
2. Parachute jumping all hours, 14000'
and below at JUMPA and HDF
R-250/1 NM.

PRADO SEVEN DEPARTURE (PRD07.PDZ)



This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 8L/R: 1000-2 or Standard (or lower than
standard if authorized) with a minimum climb of
220' per NM to 2200', ATC climb of 309' per
NM to 4500'.
Rwys 26L/R: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
309' per NM	386	515	773	1030	1288	1545

OBSTACLE

Rwys 8L/R: Terrain 5.5 NM from DER, 1.5 NM
RIGHT of centerline, 1762' MSL.

RWY

INITIAL CLIMB

8L/R

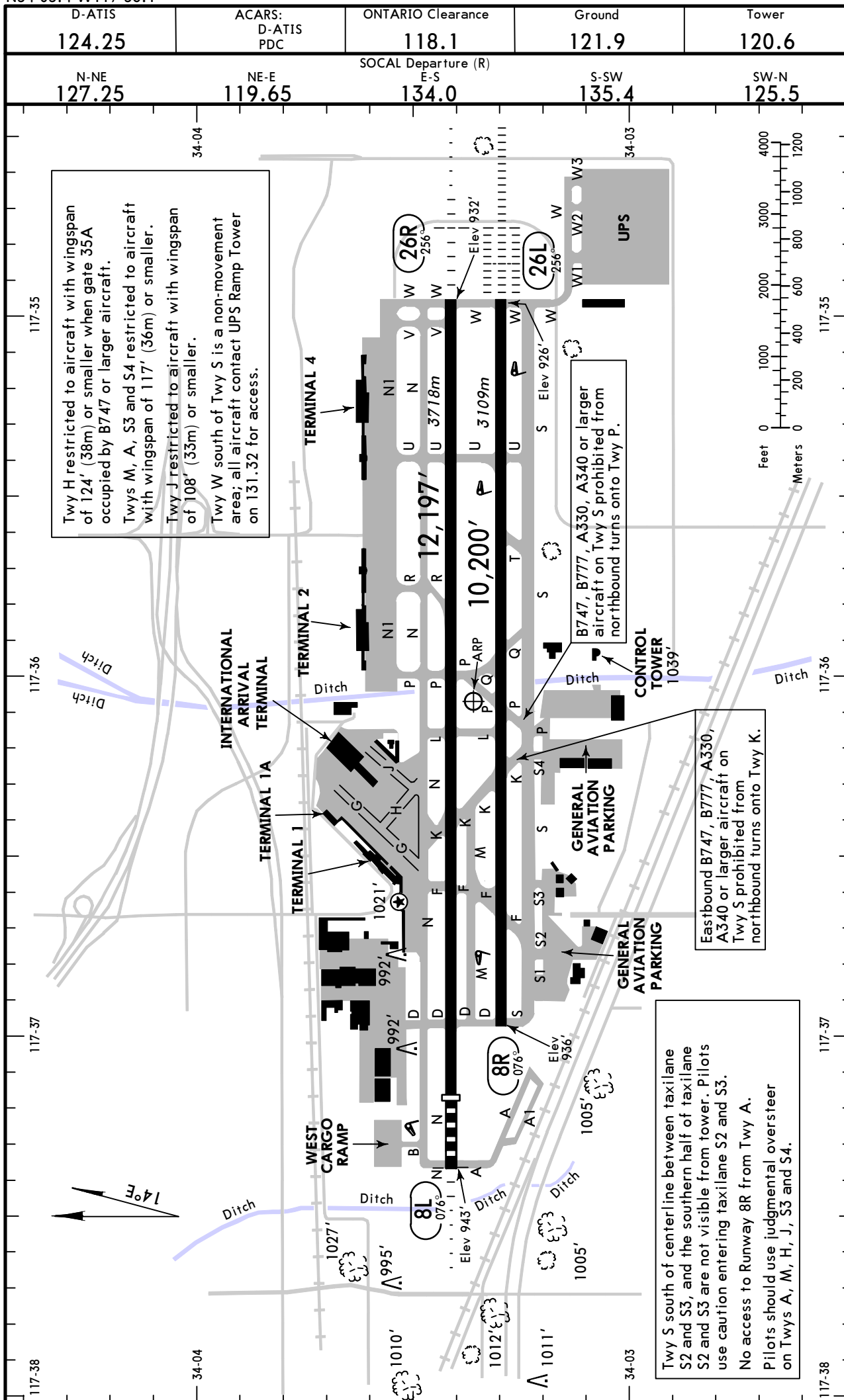
Climbing RIGHT turn direct to PDZ.

26L/R

Climbing LEFT turn direct to PDZ.

ROUTING

Proceed via assigned transition or assigned route. EXPECT filed altitude 10 minutes after
departure.



GENERAL

CAUTION: Birds in vicinity of airport.

Aircraft parking and contract ground services are limited for alternate aircraft ops.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS BEYOND		TAKE-OFF	WIDTH
		—LANDING	Threshold		
8L	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	11,200'	3414m	10,325'	3147m
26R	HIRL CL MALSR ① PAPI-L grooved RVR			11,037'	3364m

① Angle 3.0°.

8R	HIRL CL ③ PAPI-L	RVR			150'
② 26L	HIRL CL ALSF-II TDZ ③ PAPI-R	RVR		9040'	2755m

② Grooved.

③ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 26L					Rwy 26R				
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Both RVRs are required and controlling.		Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng				3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL or RCLM & HIRL				CL & HIRL	CL or RCLM & HIRL			
TDZ RVR 5	TDZ RVR 10				TDZ RVR 5	TDZ RVR 10			
Mid RVR 5	Mid RVR 10				Rollout RVR 5	Rollout RVR 10			
Rollout RVR 5	Rollout RVR 10								
		RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1			RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 8R					Rwy 8L				
With Min climb of 285'/NM to 3000'					With Min climb of 285'/NM to 3000'				
2 operating RVRs are required. All operating RVRs are controlling.		Adequate Vis Ref	STD		Both RVRs are required and controlling.		Adequate Vis Ref	STD	
			3 & 4 Eng	1 & 2 Eng				3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL or RCLM & HIRL				CL & HIRL	CL or RCLM & HIRL			
TDZ RVR 5	TDZ RVR 10				TDZ RVR 5	TDZ RVR 10			
Mid RVR 5	Mid RVR 10				Rollout RVR 5	Rollout RVR 10			
Rollout RVR 5	Rollout RVR 10								
		RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1			RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

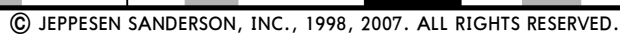
OBSTACLE DP

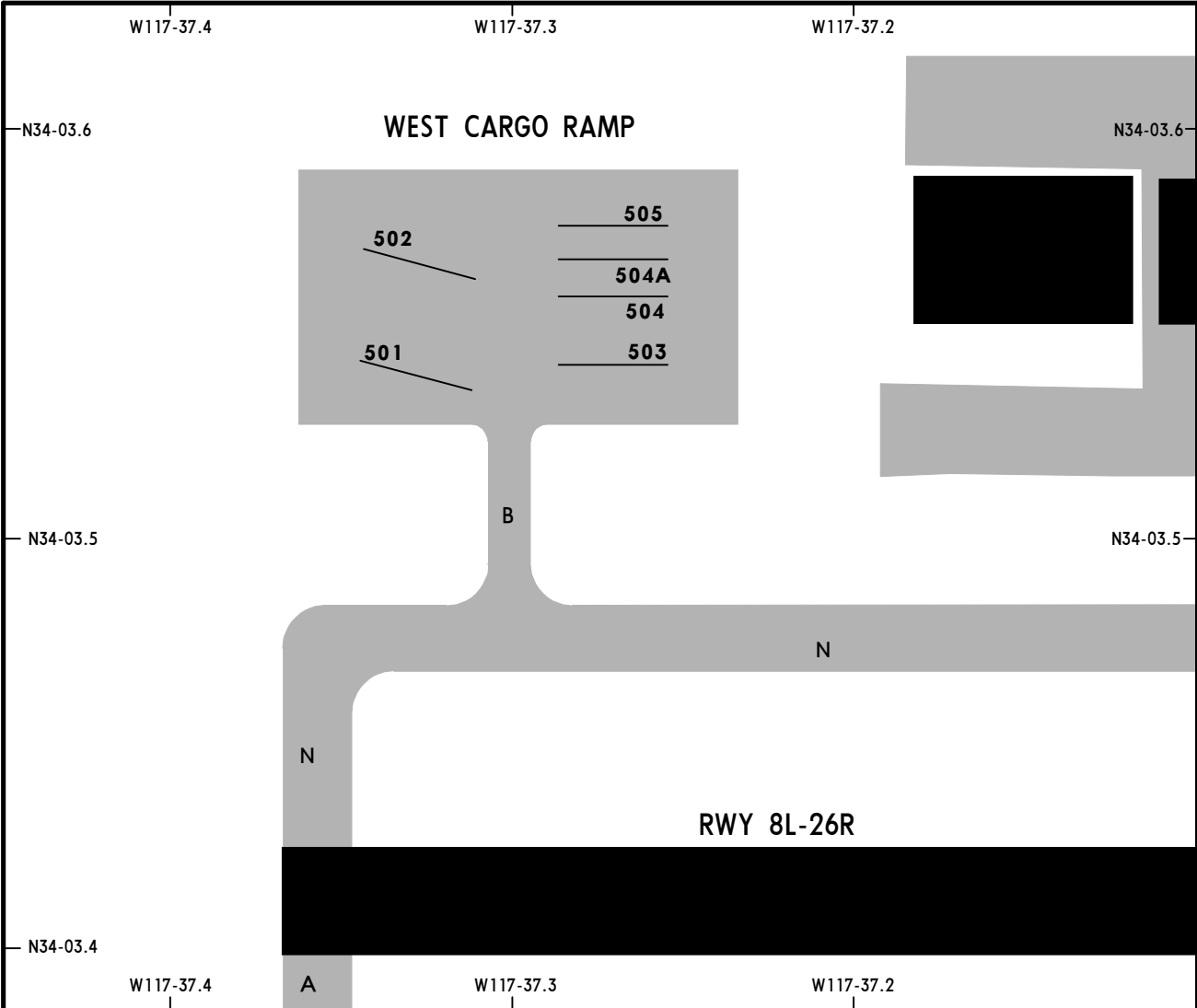
Rwys 8L/R: Climb heading 076° to 2600' then climbing RIGHT turn direct PDZ VOR, thence climb in PDZ VOR holding pattern (hold northeast, RIGHT turns, 210° inbound) to cross PDZ VOR at or above MEA for route of flight before proceeding on course.

Rwys 26L/R: Climb heading 256° to 2200' then climbing LEFT turn direct PDZ VOR, thence climb in PDZ VOR holding pattern (hold northeast, RIGHT turns, 210° inbound) to cross PDZ VOR at or above MEA for route of flight before proceeding on course.

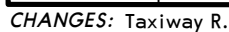
FOR FILING AS ALTERNATE

			Authorized Only When Local Weather Available
ILS Rwy 8L ILS Rwy 26L ILS Rwy 26R	LOC Rwy 8L LOC Rwy 26L LOC Rwy 26R RNAV (GPS) Rwy 8R	RNAV (RNP) Z Rwy 8L RNAV (RNP) Z Rwy 26L RNAV (RNP) Z Rwy 26R VOR DME Rwy 8R	RNAV (GPS) Y Rwy 8L RNAV (GPS) Y Rwy 26L RNAV (GPS) Y Rwy 26R
A	600-2	800-2	800-2
B			
C			
D			



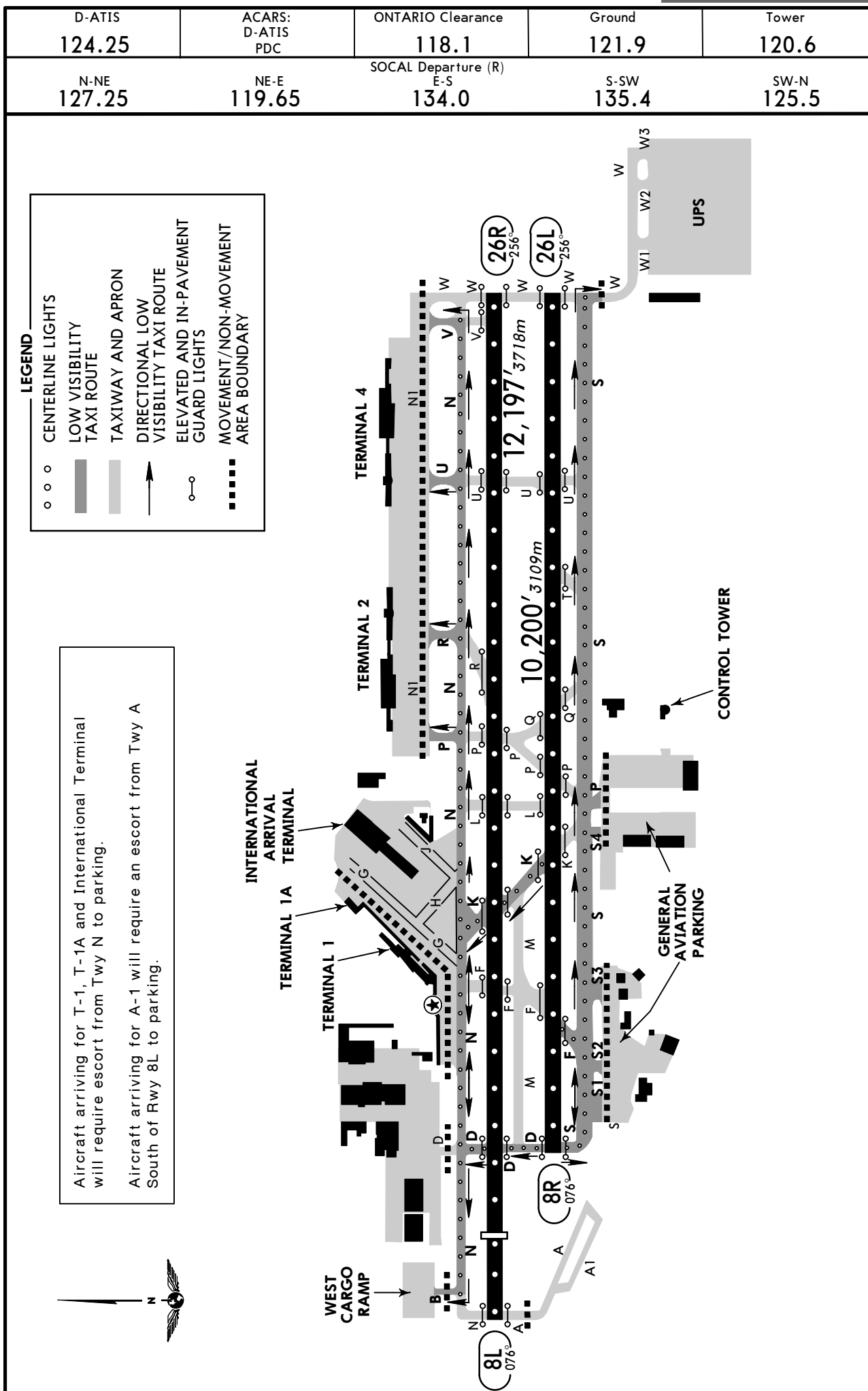


PARKING GATE COORDINATES	
GATE/SPOT NO.	COORDINATES
1	N34 03.7 W117 36.4
2 thru 4	N34 03.6 W117 36.4
5 thru 7	N34 03.6 W117 36.5
8	N34 03.5 W117 36.5
20, 21	N34 03.7 W117 36.4
31 thru 34	N34 03.6 W117 36.3
35	N34 03.6 W117 36.4
36 thru 38	N34 03.6 W117 36.3
39	N34 03.6 W117 36.2
41	N34 03.5 W117 36.4
501	N34 03.5 W117 37.3
502	N34 03.6 W117 37.3
503	N34 03.5 W117 37.3
504 thru 505	N34 03.6 W117 37.3



RVR 1200 to 600

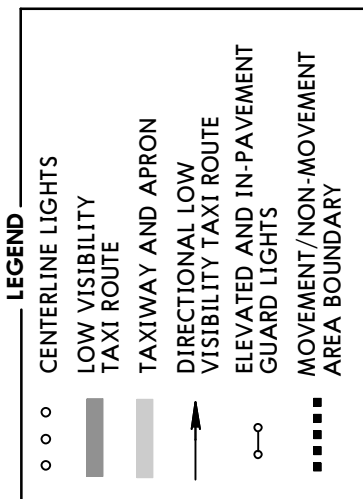
RWY 26L ARRIVALS



RVR 1200 to 600

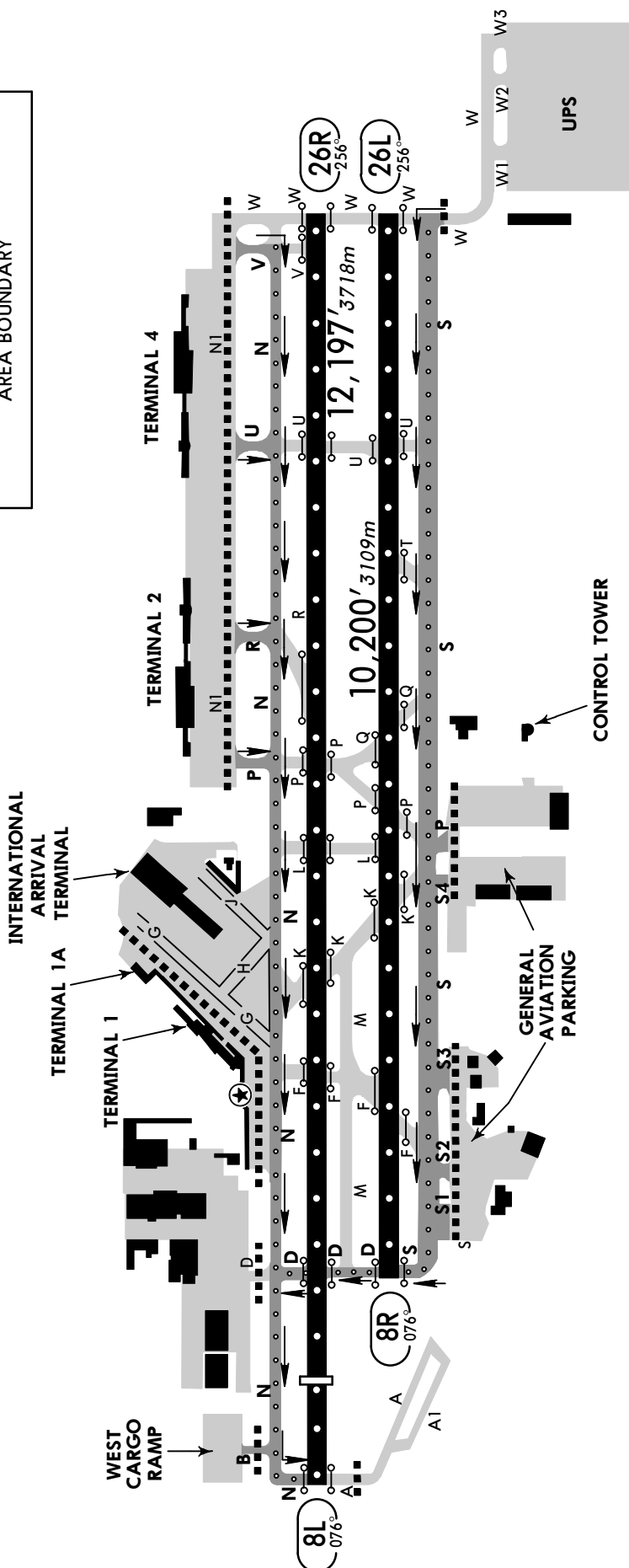
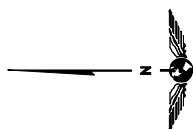
RWY 8L/R DEPARTURES

D-ATIS 124.25	ACARS: D-ATIS PDC	ONTARIO Clearance 118.1	Ground 121.9	Tower 120.6
N-NE 127.25	NE-E 119.65	SOCAL Departure (R) E-S 134.0	S-SW 135.4	SW-N 125.5



Aircraft departing from T-1, T-1A and International Terminal will require escort to Twy N.

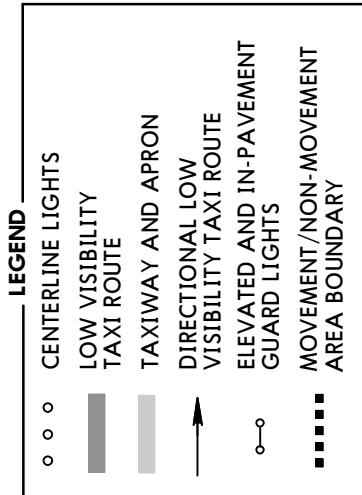
Aircraft departing from A-1 will require escort to Rwy 8L.



RVR 1200 to 600

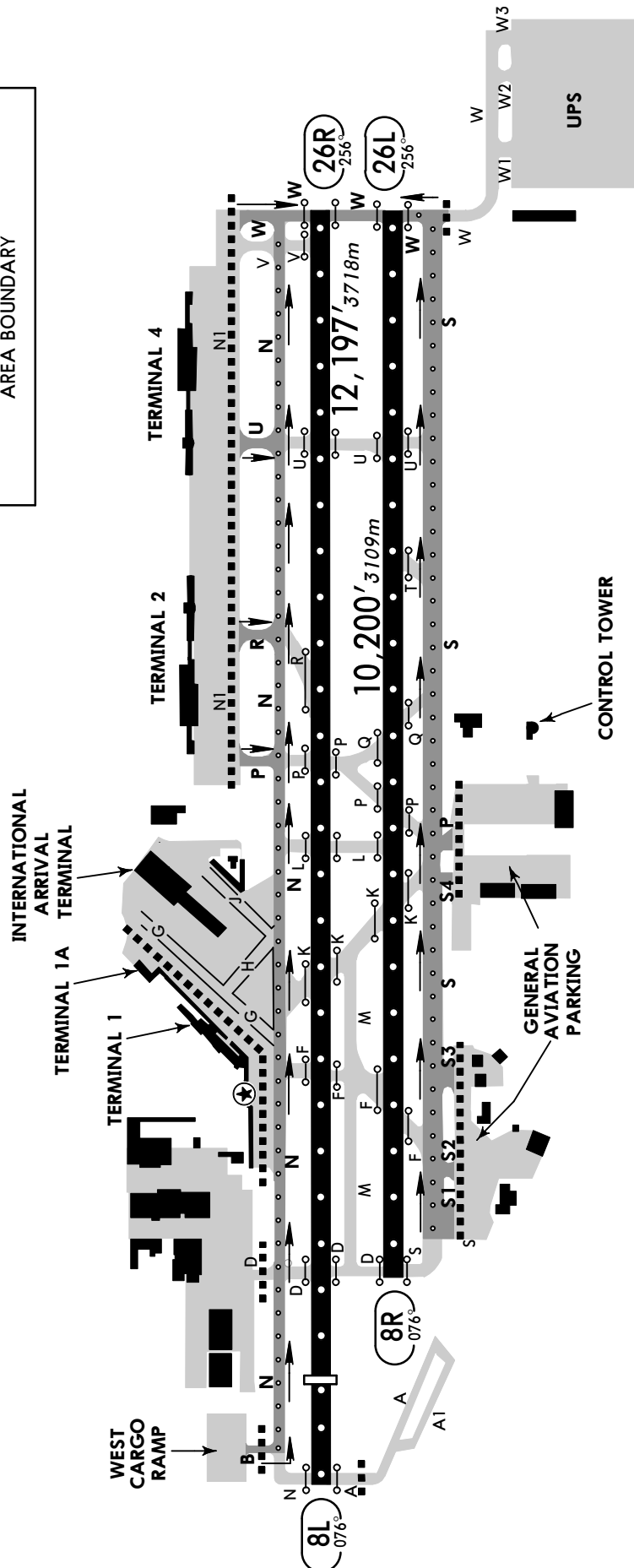
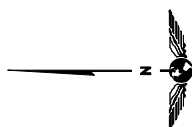
RWY 26L/R DEPARTURES

D-ATIS 124.25	ACARS: D-ATIS PDC	ONTARIO Clearance 118.1	Ground 121.9	Tower 120.6
N-NE 127.25	NE-E 119.65	SOCAL Departure (R) E-S 134.0	S-SW 135.4	SW-N 125.5

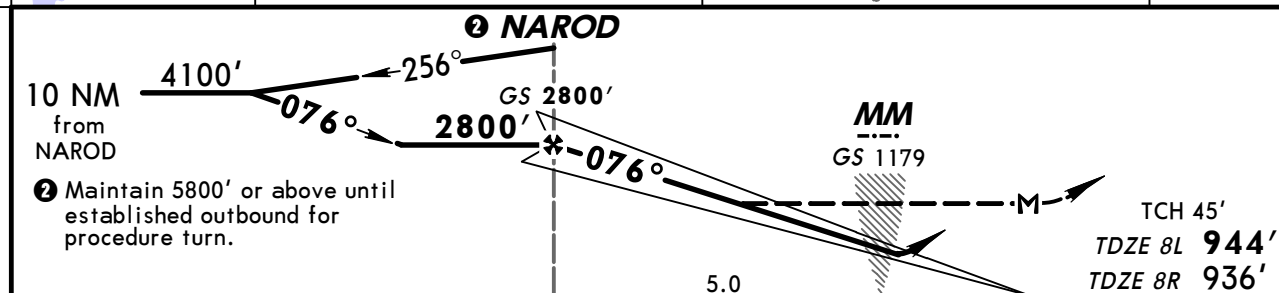
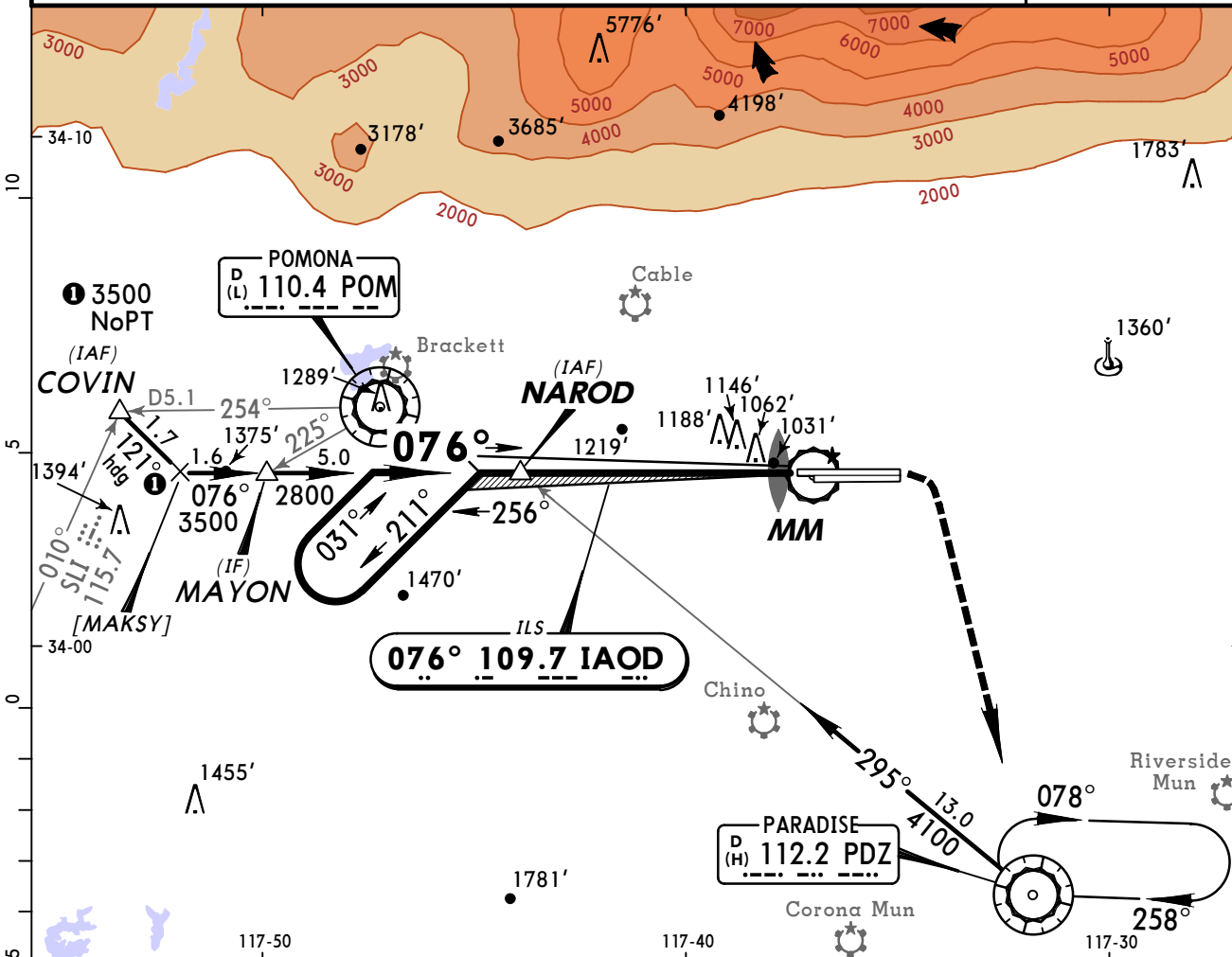


Aircraft departing from T-1, T-1A and International Terminal will require escort to Twy N.

Aircraft departing from A-1 will require escort to Twy A and Rwy 8L.



BRIEFING STRIP™	D-ATIS 124.25		SOCAL Approach (R) 127.25		ONTARIO Tower 120.6		Ground 121.9	
	LOC IAOD 109.7	Final Apch Crs 076°	GS NAROD 2800' (1856')	ILS DA(H) 1144' (200')	Apt Elev 944' TDZE 8L 944'		 11,300' 200° 9000' 7000' 290°	
	MISSED APCH: Climb to 1600' then climbing RIGHT turn to 4100' direct PDZ VOR and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. PLASI-L on Rwy 8R.						MSA PDZ VOR	



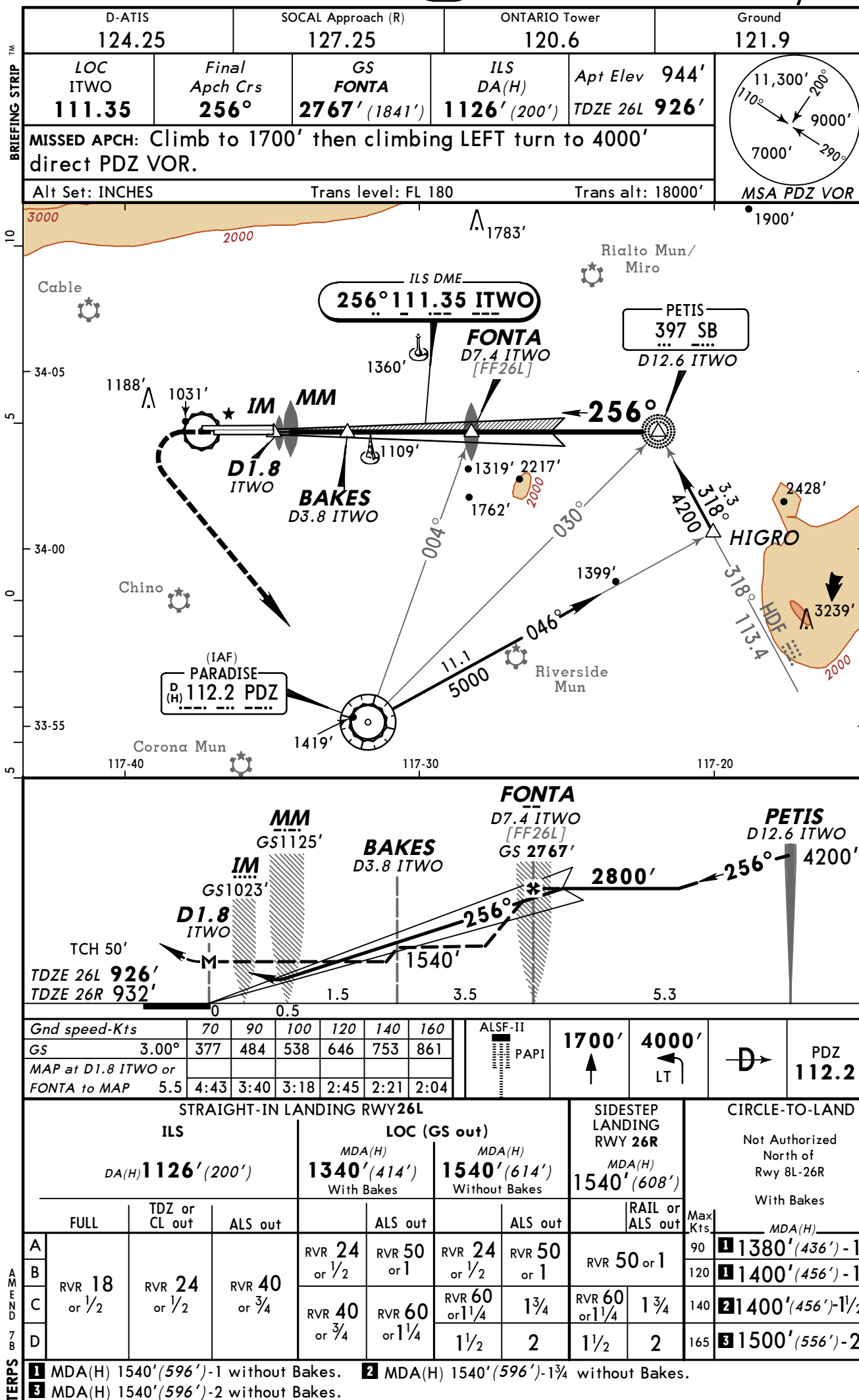
TO DISPLACED THRESHOLD 5.6						MALSR		1600'	4100'	PDZ 112.2
Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	377	484	538	646	753	861			
NAROD to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06			

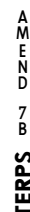
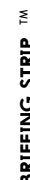
STRAIGHT-IN LANDING RWY 8L			SIDESTEP LANDING RWY 8R			CIRCLE-TO-LAND	
ILS			LOC (GS out)			Not Authorized North of Rwy 8L-26R	
DA(H) 1144' (200')			MDA(H) 1340' (396')			MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts	
A						90	1380' (436') -1
B						120	1400' (456') -1
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	1400' (456') -1 1/2
D			RVR 40 or 3/4	RVR 60 or 1 1/4	2	165	1500' (556') -2

1 RVR 18 with the use of Flight Director or Autopilot or HUD to DA.

CHANGES: Minimums note.

© JEPPesen, 1999, 2008. ALL RIGHTS RESERVED.





STRAIGHT-IN LANDING RWY**26L**

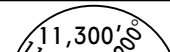
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
			RA 103' DA(H) 1026' (100')	RA 147' DA(H) 1076' (150')
NA	RVR 6	RVR 7	RVR 12	RVR 16

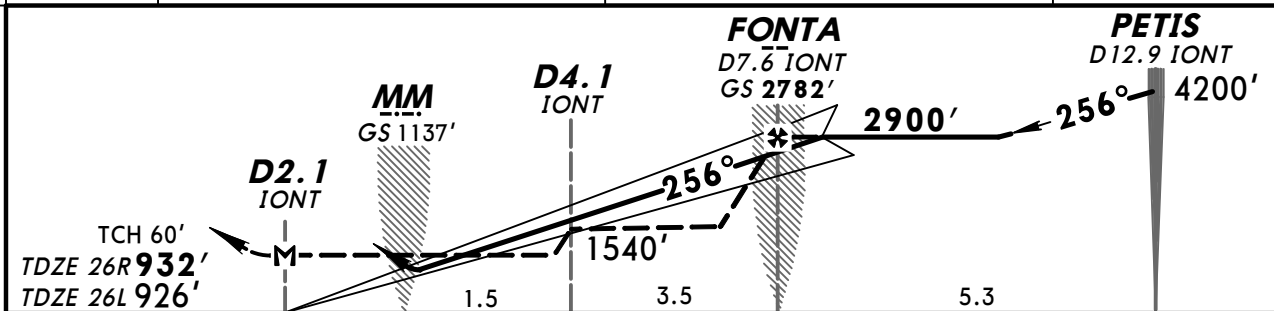
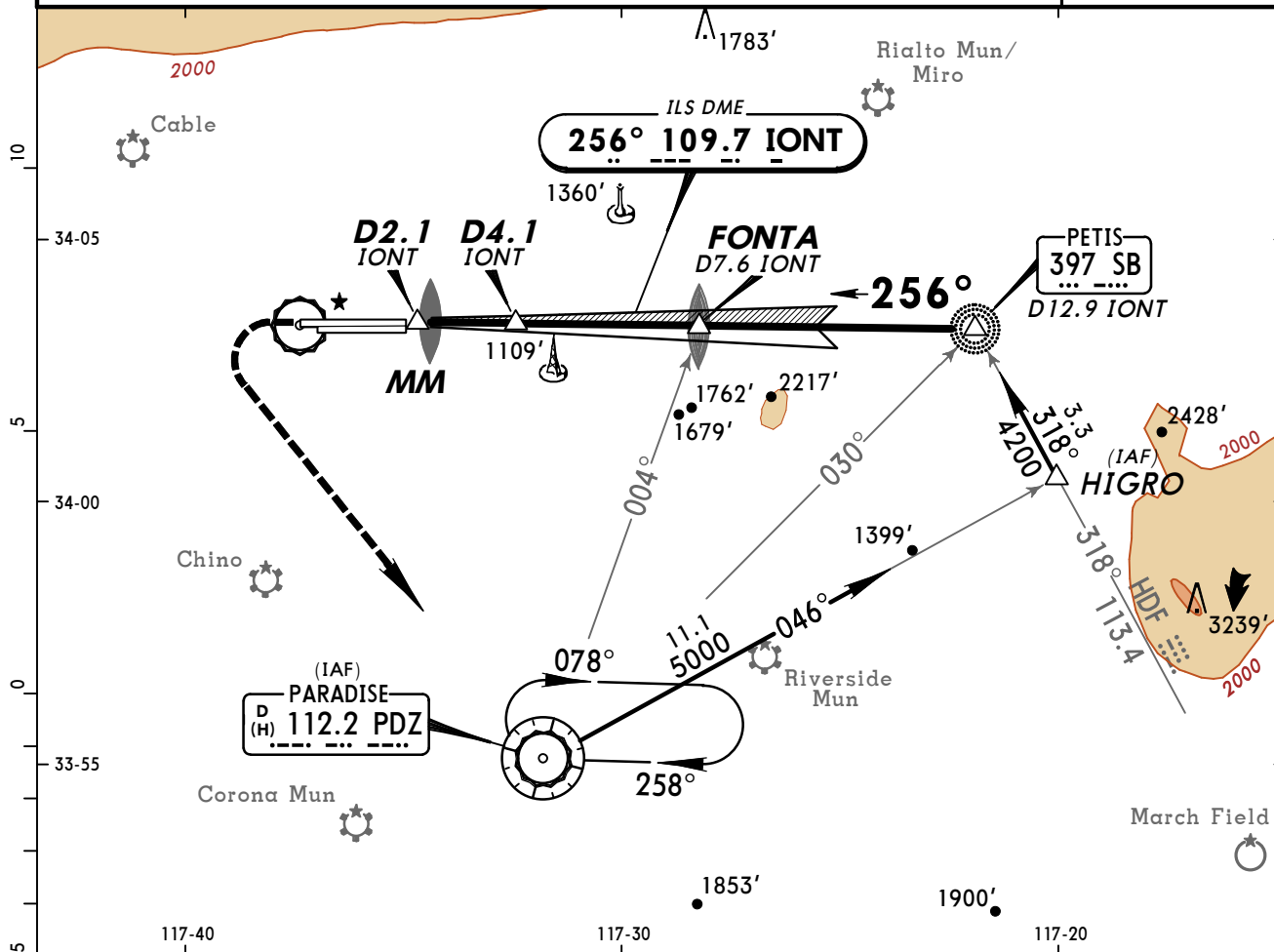
KONT/ONT ONTARIO INTL

JEPPesen
15 MAY 09 **(11-3)**

ONTARIO, CALIF
ILS or LOC Rwy 26R

BRIEFING STRIP™

D-ATIS 124.25		SOCAL Approach (R) 127.25		ONTARIO Tower 120.6		Ground 121.9			
LOC IONT 109.7		Final Apch Crs 256°		GS FONTA 2782'(1850')		ILS DA(H) 1132'(200')		Apt Elev 944' TDZE 26R 932'	
MISSED APCH: Climb to 1700' then climbing LEFT turn to 4000' direct PDZ VOR and hold.									
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'			
								MSA PDZ VOR	

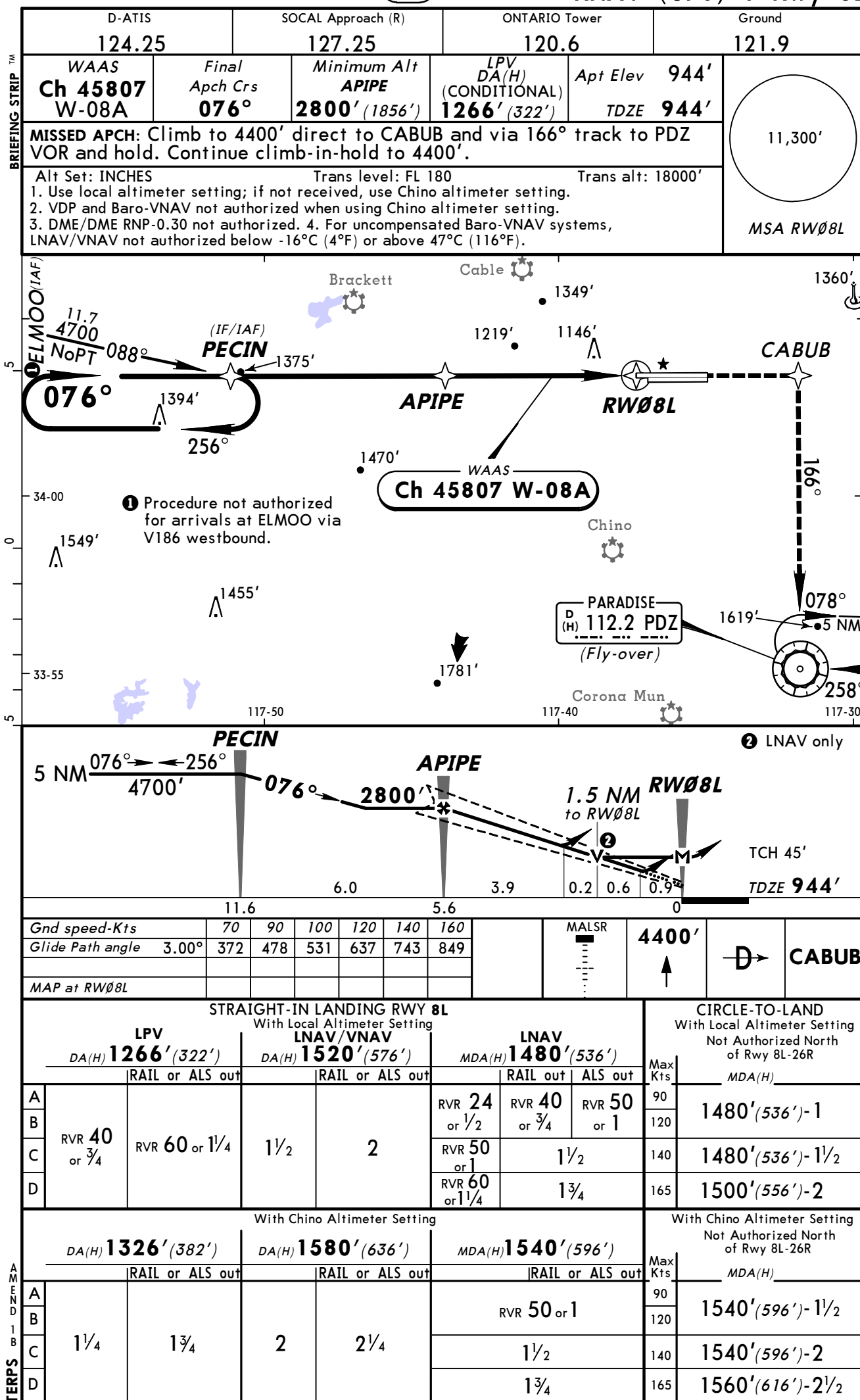


Gnd speed-Kts	70	90	100	120	140	160	MALSR	1700'	4000'	PDZ	112.2
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	
MAP at D2.1 IONT or FONTA to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04				

STRAIGHT-IN LANDING RWY 26R										SIDESTEP LANDING RWY 26L		CIRCLE-TO-LAND	
ILS			LOC (GS out)						RWY 26L		Not Authorized North of Rwy 8L-26R		
DA(H) 1132' (200')			MDA(H) 1340' (408') With D4.1 IONT			MDA(H) 1540' (608') Without D4.1 IONT			MDA(H) 1540' (614')				
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out		ALS out	Max Kts.	MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 40	RVR 50	RVR 24	RVR 40	RVR 50	RVR 50 or 1		90	1 1380' (436') -1	
B			or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1			120	1 1400' (456') -1	
C			RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4	1 3/4		RVR 60 or 1 1/4	1 3/4	140	1 2 1400' (456') -1 1/2		
D					1 1/2	2		1 1/2	2	165	1 1500' (556') -2		
1 MDA(H) 1540' (596') Without D4.1 IONT										2 VIS 1 3/4 Without D4.1 IONT			

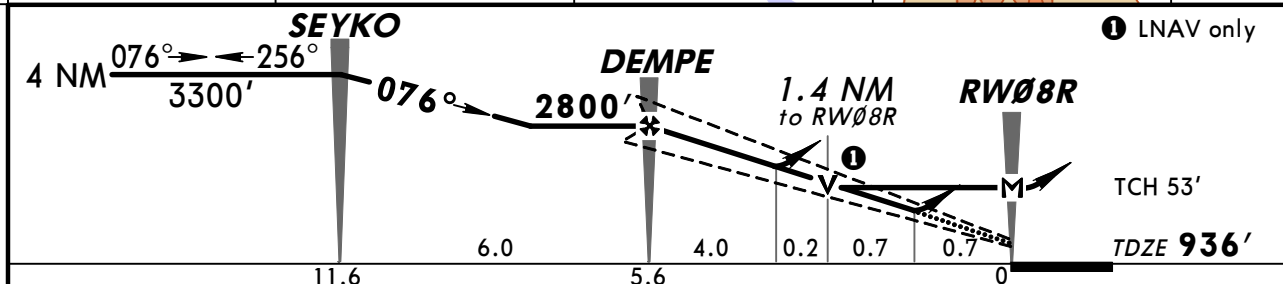
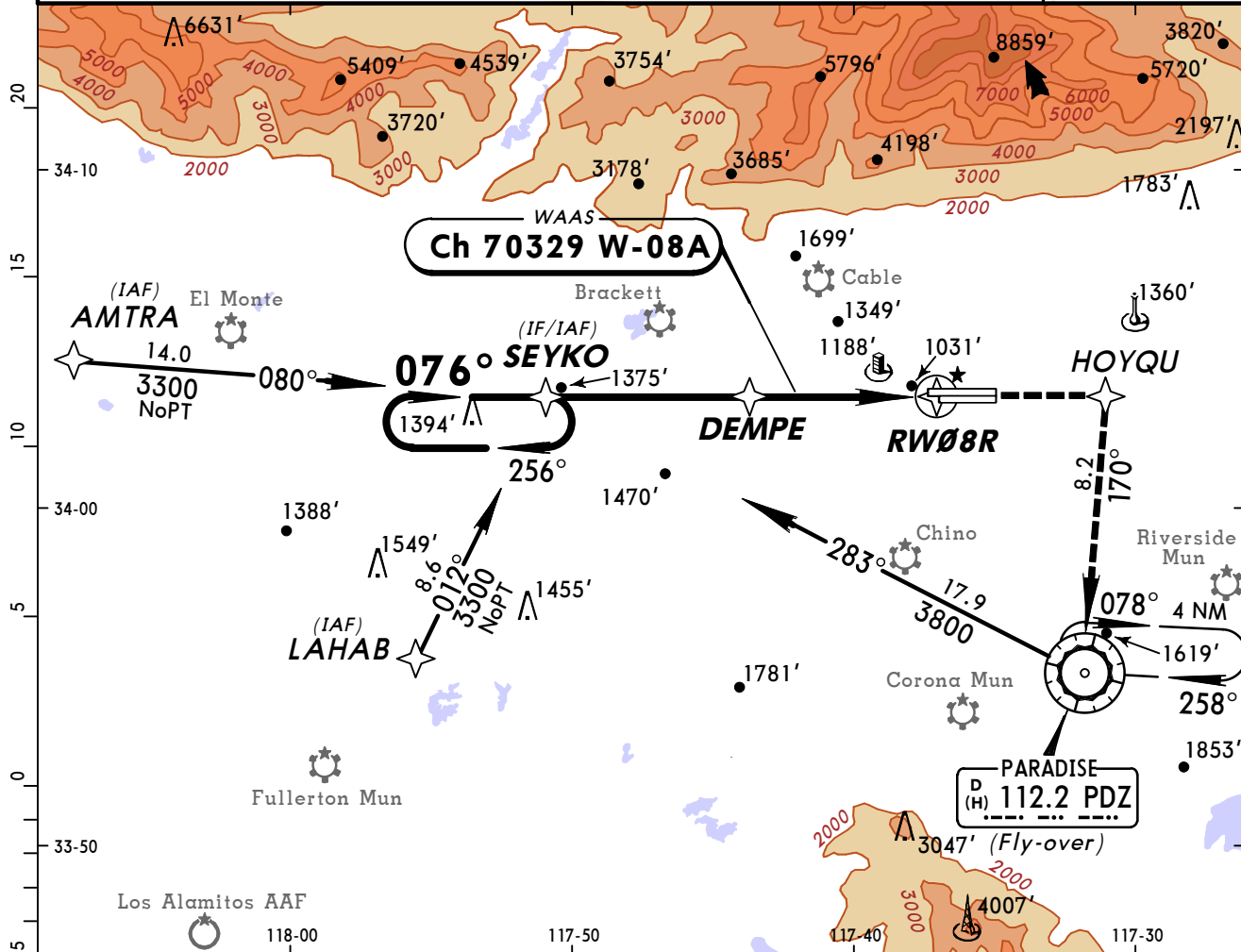
CHANGES: Procedure title, minimums.

© JEPPESEN, 1999, 2009. ALL RIGHTS RESERVED.



BRIEFING STRIP™

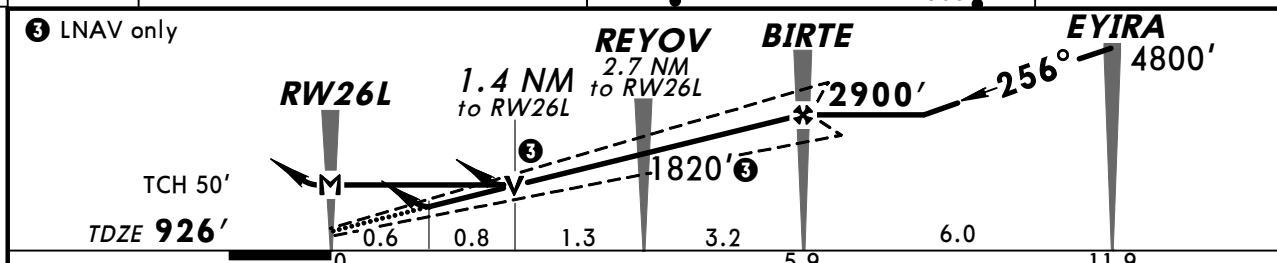
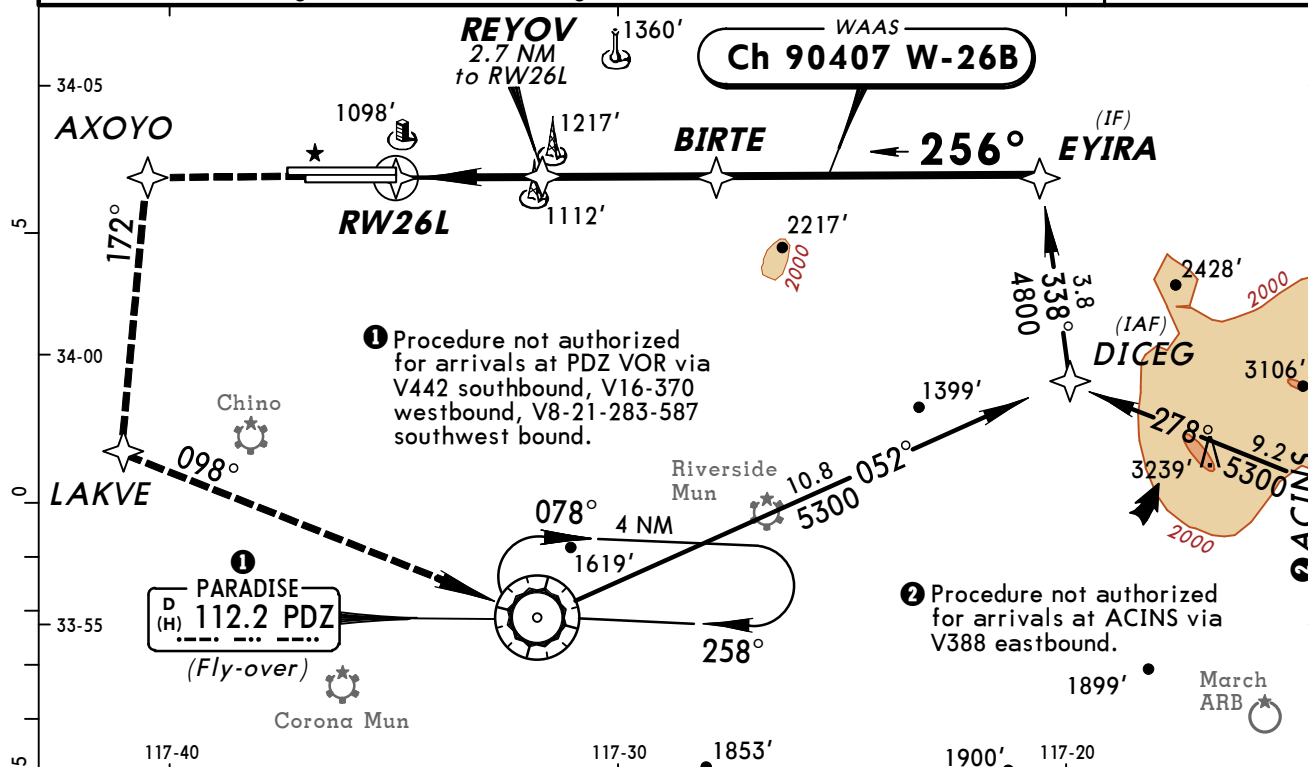
D-ATIS 124.25		SOCAL Approach (R) 127.25		ONTARIO Tower 120.6		Ground 121.9
WAAS Ch 70329 W-08A		Final Apch Crs 076°	Minimum Alt DEMPE 2800' (1864')	LPV DA(H) 1220' (284')	Apt Elev 944' TDZE 936'	11,300' MSA RW08R
MISSED APCH: Climb to 3300' direct HOYQU and RIGHT turn via 170° track to PDZ VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F).						



Gnd speed-Kts	70	90	100	120	140	160	PLASI-L	3300'		HOYQU
Glide path angle 3.00°	372	478	531	637	743	849		↑		
MAP at RW08R										

STRAIGHT-IN LANDING RWY 8R				CIRCLE-TO-LAND			
LPV DA(H) 1220' (284')		LNAV/VNAV DA(H) 1494' (558')		LNAV MDA(H) 1440' (504')		Not Authorized North of Rwy 8L-26R MDA(H)	
A B C D	RVR 50 or 1	2		RVR 50 or 1	90 120	1440' (496') - 1	
						1440' (496') - 1½	
				1½	140	1440' (496') - 1½	
					165	1500' (556') - 2	

D-ATIS 124.25	SOCAL Approach (R) 127.25	ONTARIO Tower 120.6	Ground 121.9
WAAS Ch 90407 W-26B	Final Apch Crs 256°	Minimum Alt BIRTE 2900' (1974')	LPV DA(H) (CONDITIONAL) 1176' (250')
Apt Elev 944' TDZE 926'			11,300'
MISSED APCH: Climb to 4000' direct to AXOYO and via 172° track to LAKVE and via 098° track to PDZ VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Chino altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. Baro-VNAV and VDP not authorized when using Chino altimeter setting.			MSA RW26L



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	AXOYO
Glide Path angle 3.00°	372	478	531	637	743	849	PAPI	↑	
MAP at RW26L									

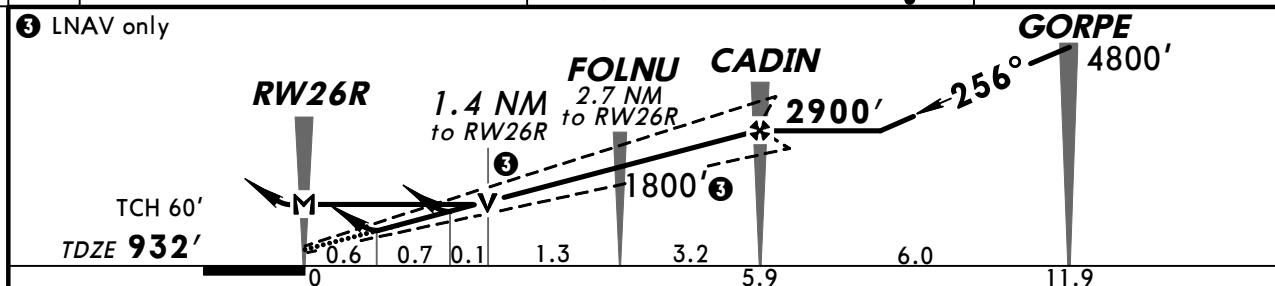
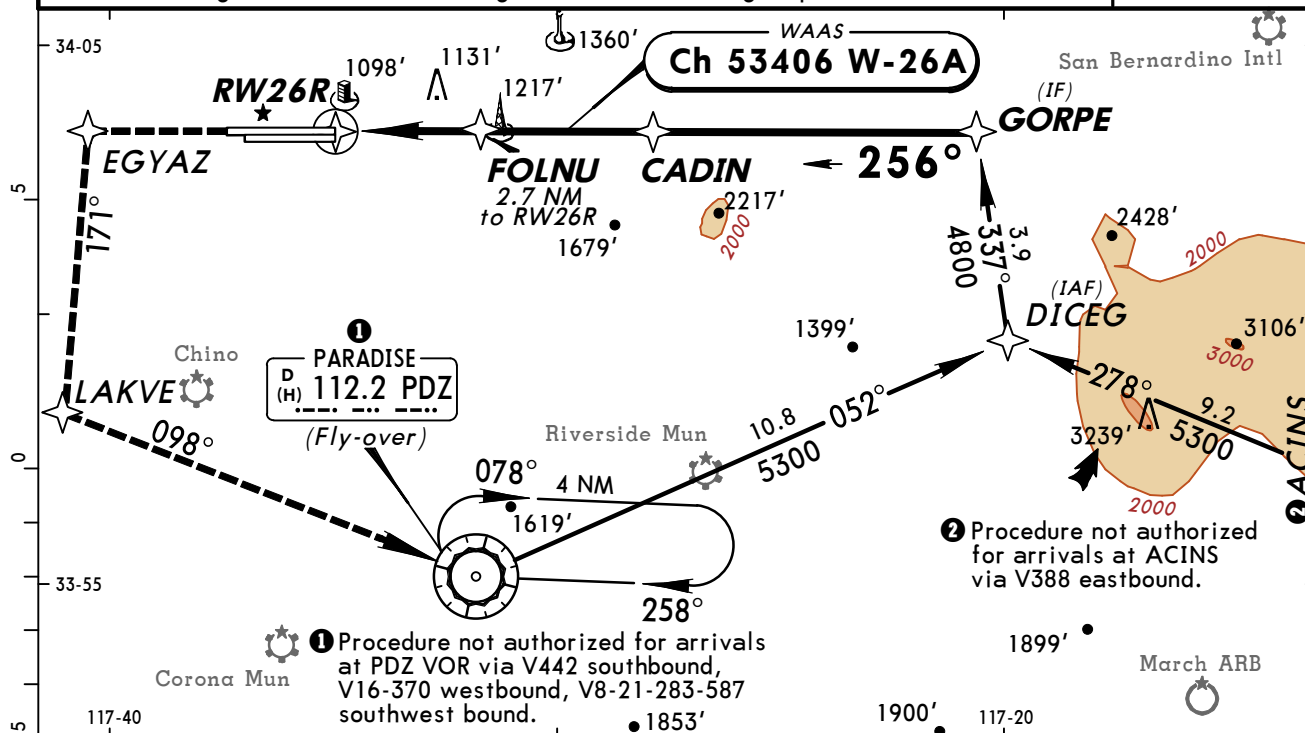
STRAIGHT-IN LANDING RWY 26L With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting Not Authorized North of Rwy 8L-26R	
LPV DA(H) 1176' (250')		LNAV/VNAV DA(H) 1405' (479')		LNAV MDA(H) 1420' (494')		Max Kts	MDA(H)	
ALS out		ALS out		ALS out		90	1420' (476') - 1	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	RVR 24 or 1/2	RVR 50 or 1	120	1420' (476') - 1 1/2
B					RVR 40 or 3/4	RVR 60 or 1 1/4	140	
C					RVR 50 or 1	1 1/2	165	
D								
With Chino Altimeter Setting							With Chino Altimeter Setting Not Authorized North of Rwy 8L-26R	
DA(H) 1236' (310')		DA(H) 1465' (539')		MDA(H) 1480' (554')		Max Kts	MDA(H)	
ALS out		ALS out		ALS out		90	1480' (536') - 1 1/2	
A	RVR 50 or 1	1 3/4	2	RVR 50 or 1		120	1480' (536') - 2	
B				RVR 60 or 1 1/4	1 1/2	140		
C				1 1/2	1 3/4	165		1560' (616') - 2 1/2
D								

D-ATIS 124.25		SOCAL Approach (R) 127.25		ONTARIO Tower 120.6		Ground 121.9	
WAAS Ch 53406 W-26A		<i>Final</i> <i>Apch Crs</i> 256°		<i>Minimum Alt</i> CADIN 2900' (1968')		<i>LPV</i> <i>DA(H)</i> (CONDITIONAL) 1182' (250')	
						<i>Apt Elev</i> 944' <i>TDZE</i> 932'	
MISSED APCH: Climb to 4000' direct EGYAZ and via 171° track to LAKVE and via 098° track to PDZ VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Chino altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Chino altimeter setting. 5. VGSI and RNAV glidepath not coincident.							



11,300'

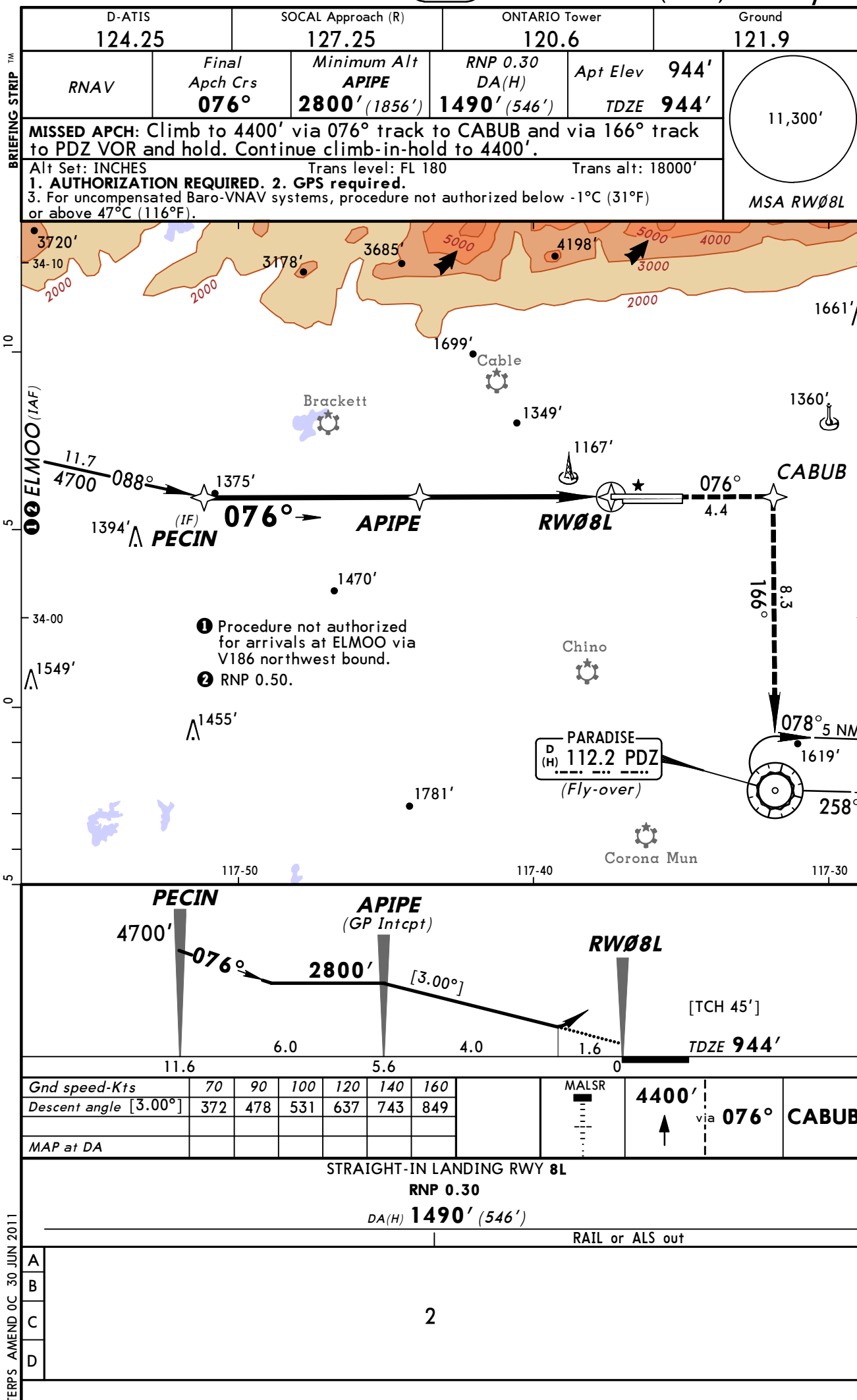
MSA RW26R



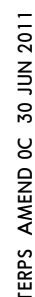
<i>Gnd speed-Kts</i>	70	90	100	120	140	160			EGYAZ
<i>Glide Path angle 3.00°</i>	372	478	531	637	743	849			
<i>MAP at RW26R</i>									

STRAIGHT-IN LANDING RWY 26R								CIRCLE-TO-LAND	
With Local Altimeter Setting								With Local Altimeter Setting	
LPV			LNAV/VNAV		LNAV			Max Kts	Not Authorized North of Rwy 8L-26R MDA(H) _____
DA(H) 1182' (250')			DA(H) 1406' (474')		MDA(H) 1440' (508')				
RAIL or ALS out			RAIL or ALS out		RAIL out ALS out				
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1440' (496') - 1
B								120	
C								140	
D								165	

With Chino Altimeter Setting						With Chino Altimeter Setting	
<i>DA(H)</i> 1242' (310')		<i>DA(H)</i> 1466' (534')		<i>MDA(H)</i> 1500' (568')		Max Kts	Not Authorized North of Rwy 8L-26R <i>MDA(H)</i>
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			
A	RVR 50 or 1	1½	1¾	RVR 50 or 1		90	1500'(556')- 1½
B						120	
C				1½		140	1500'(556')-2
D				1½	1¾	165	1560'(616')-2½



BRIEFING STRIP™

TERPS AMEND 0C 30 JUN 2011

TERPS AMEND 0C 30 JUN 2011

TERPS AMEND 0C 30 JUN 2011

TERPS AMEND 0C 30 JUN 2011

TERPS AMEND 0C 30 JUN 2011

TERPS AMEND 0C 30 JUN 2011

KONT/ONT ONTARIO INTL

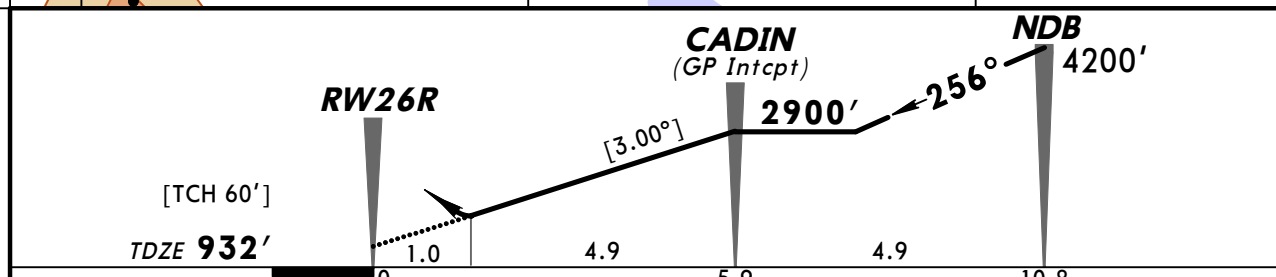
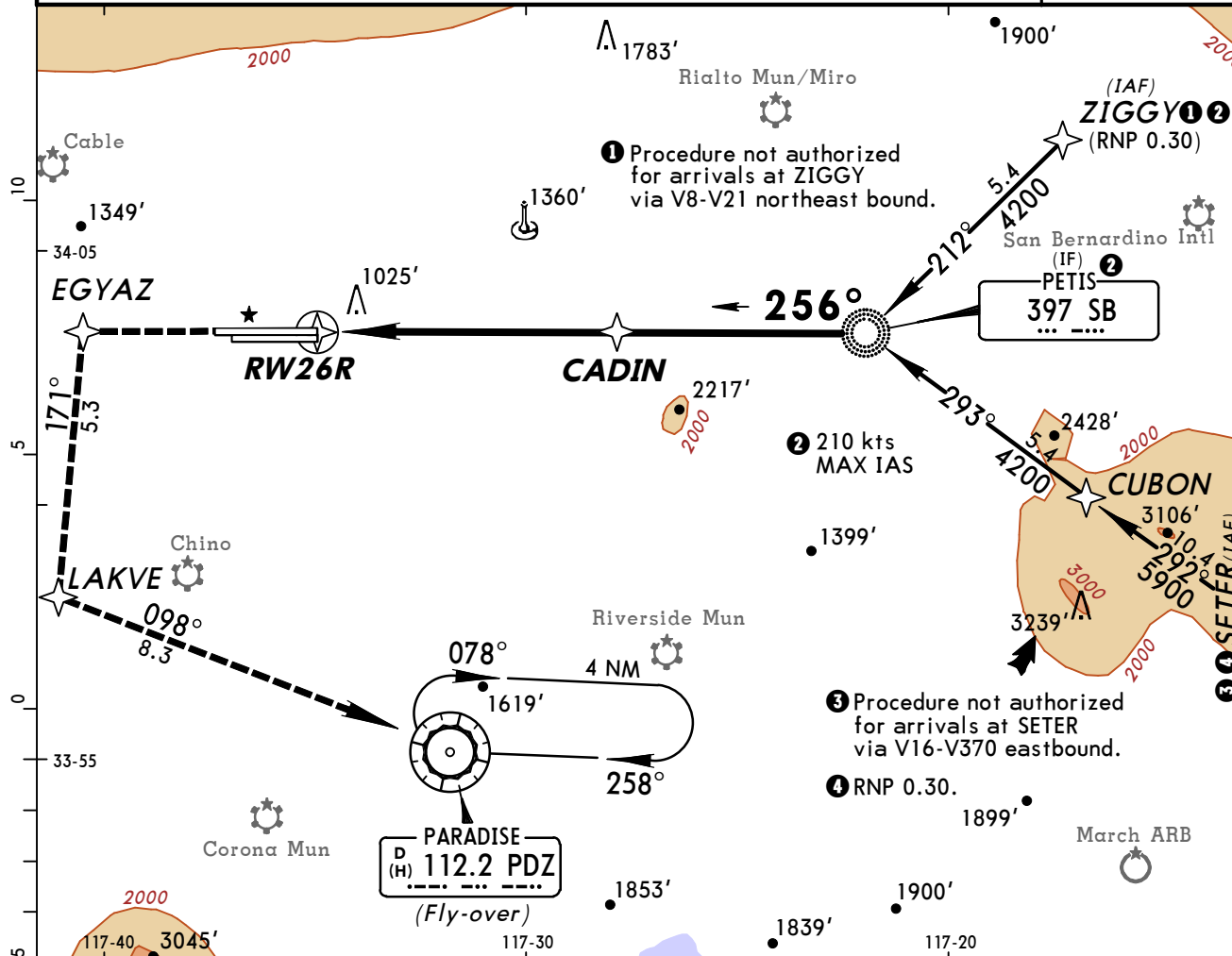
24 JUN 11

12-22

ONTARIO, CALIF RNAV (RNP) Z Rwy 26R

BRIEFING STRIP™

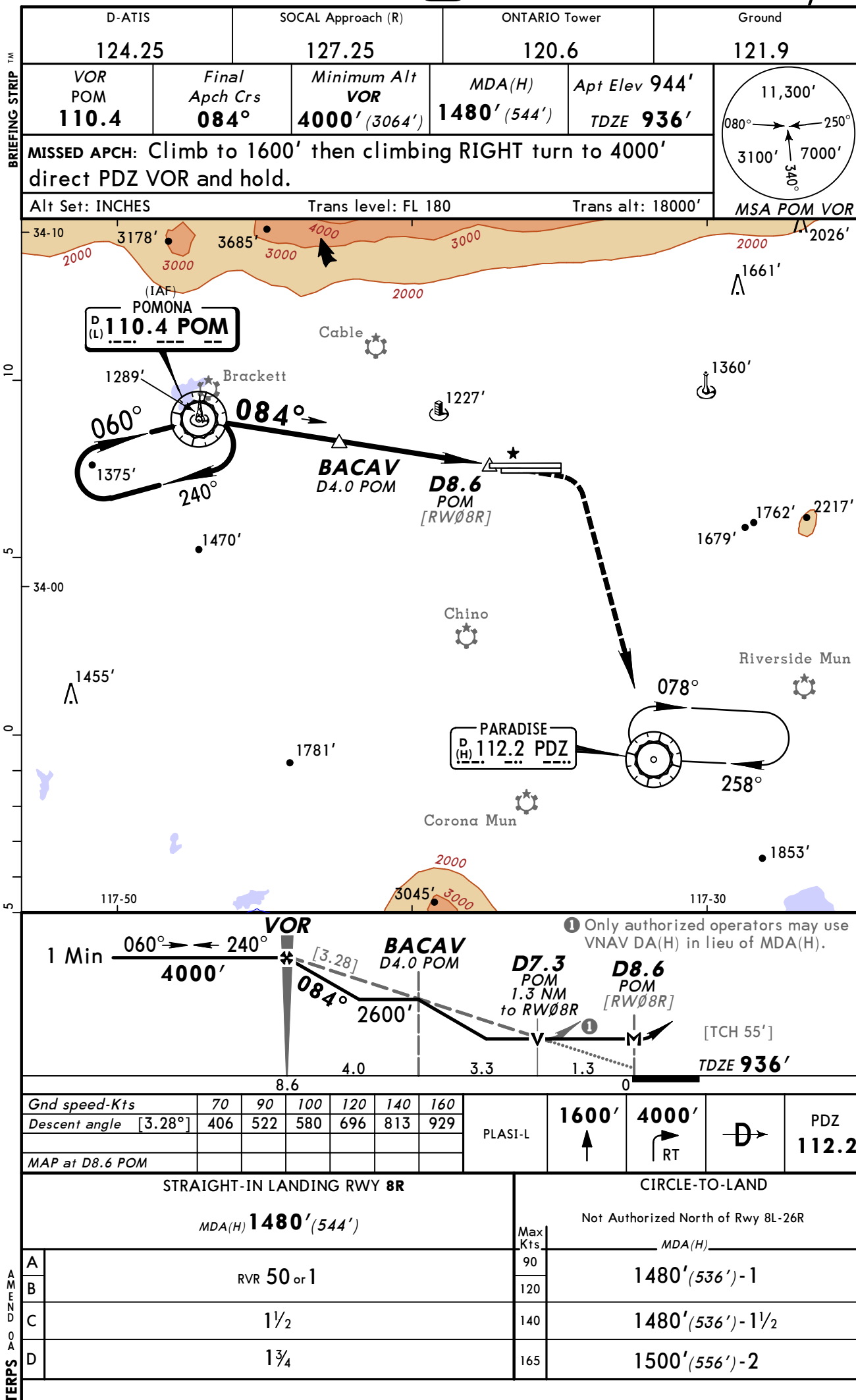
D-ATIS 124.25	SOCAL Approach (R) 127.25	ONTARIO Tower 120.6	Ground 121.9
RNAV	Final Apch Crs 256°	Minimum Alt CADIN 2900' (1968')	RNP 0.30 DA(H) 1324' (392')
		Apt Elev 944' TDZE 932'	
MISSED APCH: Climb to 4000' direct EGYAZ and via 171° track to LAKVE and via 098° track to PDZ VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -1°C (28°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.			
			11,300' MSA RW26R



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	EGYAZ
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		
MAP at DA									

STRAIGHT-IN LANDING RWY 26R
RNP 0.30
DA(H) 1324' (392')

	RAIL or ALS out
A	
B	
C	RVR 45 or 7/8
D	RVR 60 or 1/4



General Information

Location: Palmdale CA USA
IATA Code: PMD
Lat/Long: N34° 37.8' W118° 05.1'
Elevation: 2543 ft

Airport Use: Joint
Magnetic Variation: 12.6°E
Sectional Chart: Los Angeles

Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1424 Z
Sunset: 0146 Z,

Runway Information

Runway: 04
Length x Width: 12001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2543 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

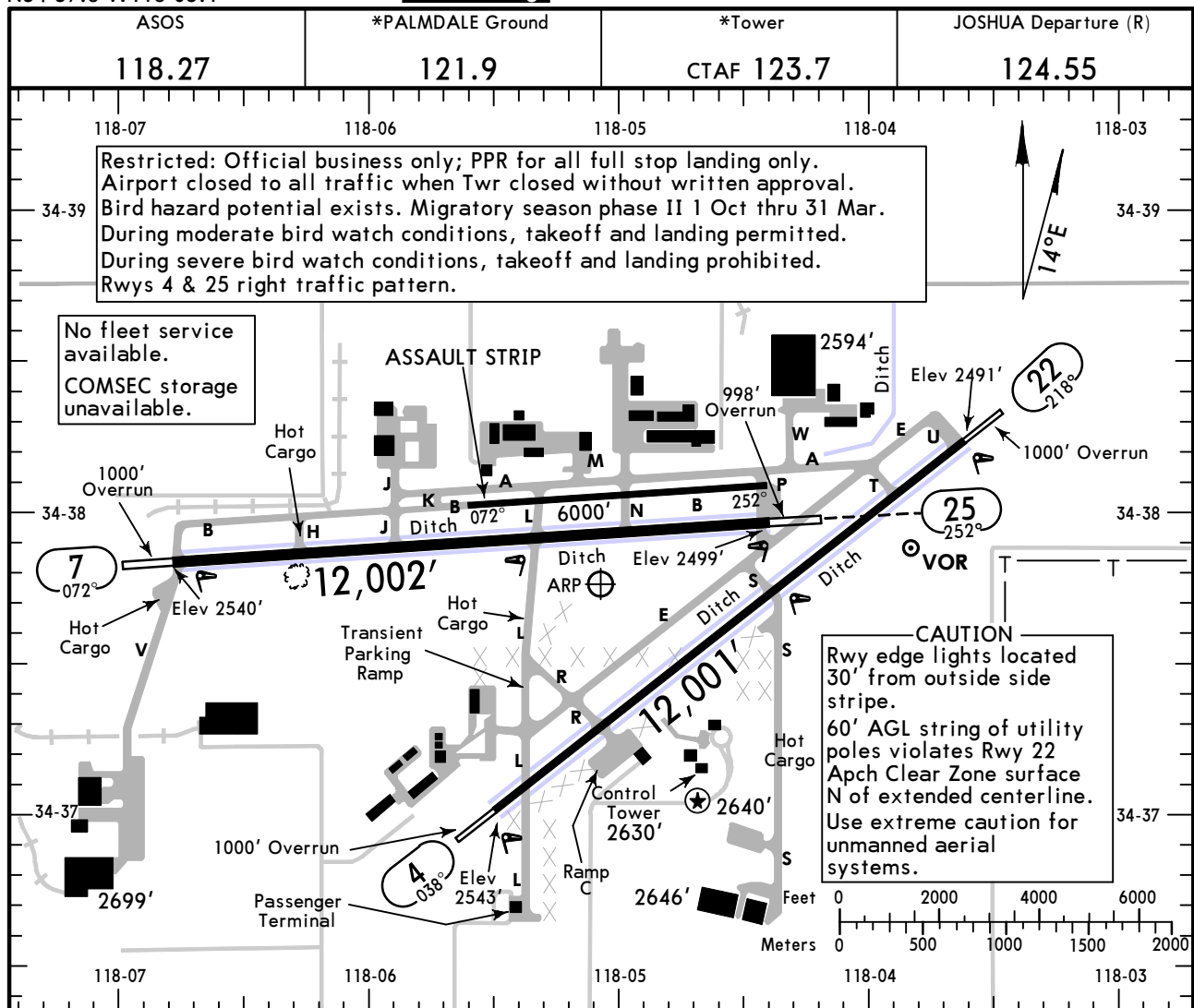
Runway: 07
Length x Width: 12002 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 2540 ft
Lighting: Edge, Pilot controlled
Stopway: 998 ft

Runway: 22
Length x Width: 12001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2491 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

Runway: 25
Length x Width: 12002 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 2503 ft
Lighting: Edge, Pilot controlled
Stopway: 1000 ft

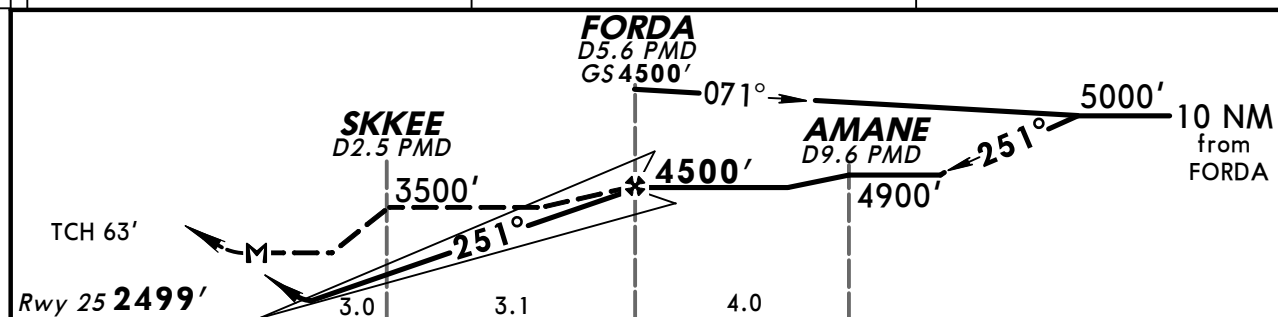
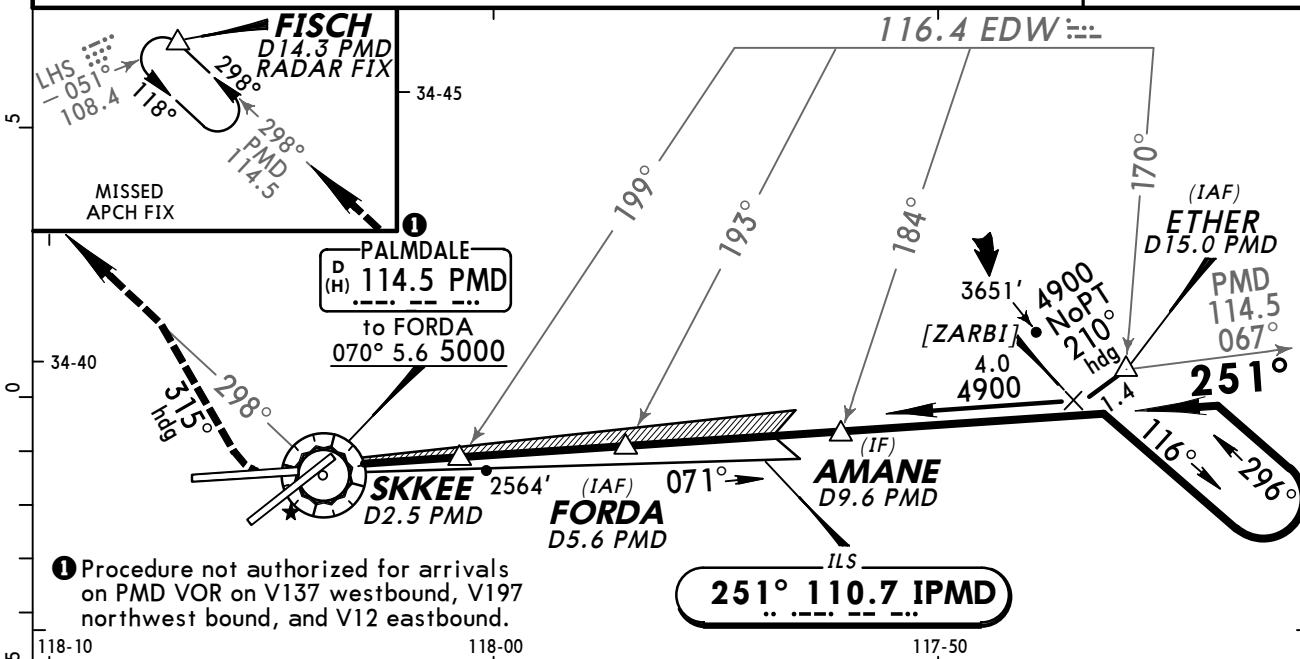
Communication Information

ASOS 118.275
Palmdale Tower 123.7 CTAF PCL
Palmdale Ground Control 121.9
Joshua Approach Control 124.55
Joshua Departure Control 124.55



BRIEFING STRIP™

ASOS 118.27		JOSHUA Approach (R) 124.55		*PALMDALE Tower CTAF 123.7		*Ground 121.9	
LOC IPMD 110.7	Final Apch Crs 251°	GS FORDA 4500' (2001')	ILS DA(H) (CONDITIONAL) 2699' (200')	Apt Elev 2543' Rwy 25 2499'		160° 5400' 250° 11,300' 360° 7800' MSA PMD VOR	
MISSED APCH: Climb to 3000' then climbing RIGHT turn to 6700' on heading 315° and outbound on PMD VOR R-298 to FISCH INT/D14.3 PMD/RADAR and hold, continue climb-in-hold to 6700'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lancaster altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 123.7.							

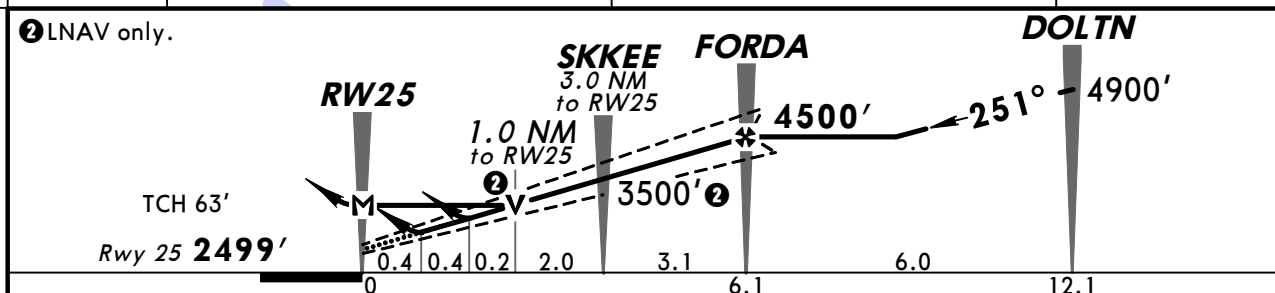
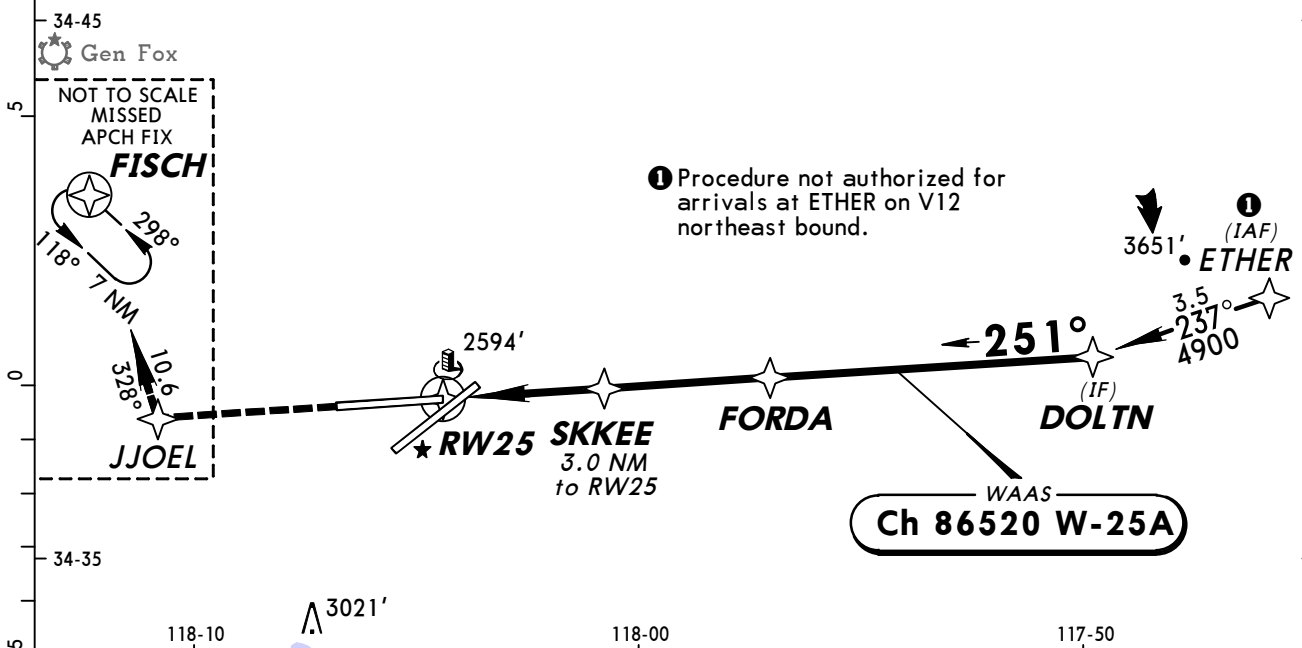


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		3000' ↑ 6700' on RT 315° and 114.5 hdg PMD R-298	
GS	3.00°	372	478	531	637	743				
FORDA to MAP	6.1	5:14	4:04	3:40	3:03	2:37				

STRAIGHT-IN LANDING RWY 25 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting Not Authorized to Rwy 7 at Night					
ILS		LOC (GS out)				1 With SKKEE		Without SKKEE			
DA(H) 2699'(200')		MDA(H) 2900'(401') With SKKEE		MDA(H) 3500'(1001') Without SKKEE		Max Kts	MDA(H)		MDA(H)		
A	3/4	1		1 1/4		90	3000'(457')- 1		3500'(957')- 1 1/4		
B				1 1/2		120			3500'(957')- 1 1/2		
C		1 1/8		3		140	3000'(457')- 1 1/2		3500'(957')- 3		
D						165	3100'(557')- 2				
ILS		With Lancaster Altimeter Setting LOC (GS out)				With Lancaster Altimeter Setting Not Authorized to Rwy 7 at Night					
DA(H) 2748'(249')		MDA(H) 2960'(461') With SKKEE		MDA(H) 3560'(1061') Without SKKEE		Max Kts	1 With SKKEE MDA(H)		Without SKKEE MDA(H)		
A	3/4	1		1 1/4		90	3060'(517')- 1		3560'(1017')- 1 1/4		
B				1 1/2		120			3560'(1017')- 1 1/2		
C		1 3/8		3		140	3060'(517')- 1 1/2		3560'(1017')- 3		
D						165	3160'(617')- 2				
1 Dual VOR receivers or DME required.											

BRIEFING STRIP™

ASOS 118.27	JOSHUA Approach (R) 124.55	*PALMDALE Tower CTAF 123.7	*Ground 121.9
WAAS Ch 86520 W-25A	Final Apch Crs 251°	Minimum Alt FORDA 4500' (2001')	LPV DA(H) (CONDITIONAL) 2699' (200')
MISSED APCH: Climb to 6700' direct JJOEL and on track 328° to FISCH and hold, continue climb-in-hold to 6700'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Lancaster altimeter setting. 2. Baro-VNAV not authorized when using Lancaster altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 28°C (82°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. VDP not authorized with Lancaster altimeter setting. 7. Pilot controlled lighting 123.7.			
10,900'			
MSA RW25			



Gnd speed-Kts	70	90	100	120	140	160			6700'		JJOEL
Glide Path Angle	3.00°	372	478	531	637	743	849		PAPI-L	↗	
MAP at RW25											

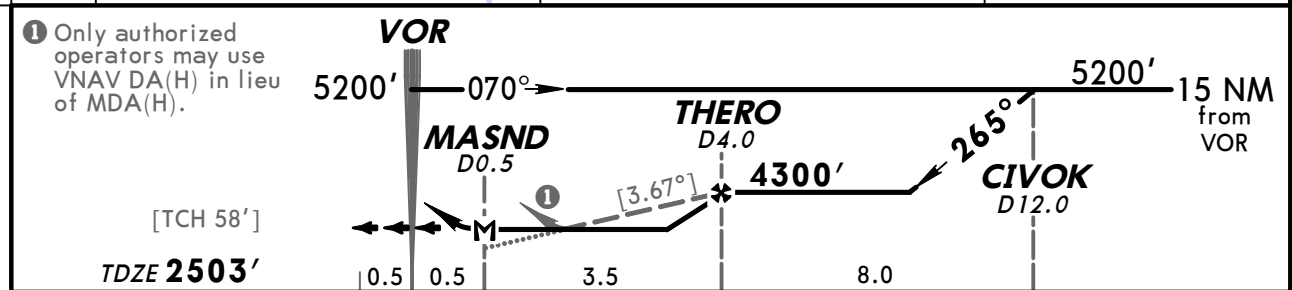
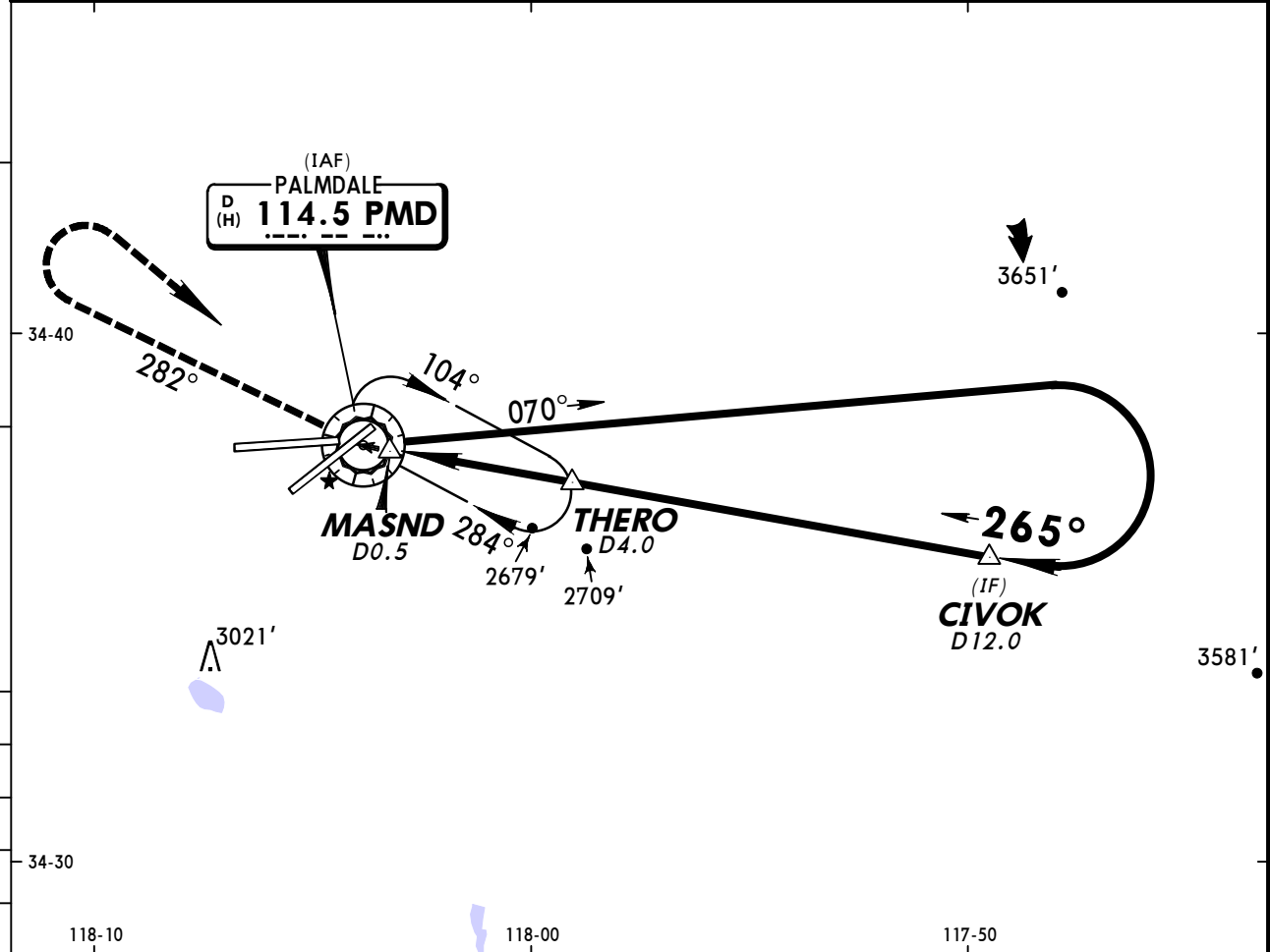
STRAIGHT-IN LANDING RWY 25							CIRCLE-TO-LAND	
With Local Altimeter Setting							Not Authorized to Rwy 7 at Night	
LPV DA(H) 2699' (200')		LNAV/VNAV DA(H) 2803' (304')		LNAV MDA(H) 2880' (381')		Max Kts	With Local Altimeter Setting MDA(H)	
A	3/4	7/8	1	90	3000' (457')-1			
B				120				
C			1 1/8	140		3000' (457')-1 1/2		
D				165			3100' (557')-2	
With Lancaster Altimeter Setting							Not Authorized to Rwy 7 at Night	
LPV DA(H) 2748' (249')		LNAV/VNAV DA(H) 2852' (353')		LNAV MDA(H) 2940' (441')		Max Kts	With Lancaster Altimeter Setting MDA(H)	
A	3/4	1 1/8	1	90	3060' (517')-1			
B				120				
C			1 3/8	140		3060' (517')-1 1/2		
D				165			3160' (617')-2	

CHANGES: Procedure.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 1 25 AUG 2011

ASOS 118.27		JOSHUA Approach (R) 124.55		*PALMDALE Tower CTAF 123.7		*Ground 121.9	
VOR PMD 114.5	Final Apch Crs 265°	Minimum Alt THERO 4300' (1797')	MDA(H) (CONDITIONAL) 2940' (437')	Apt Elev 2543' TDZE 2503'		11,300' MSA PMD VOR	
MISSED APCH: Climb to 5000' outbound via PMD VOR R-282, then climbing RIGHT turn to 7000' direct PMD VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lancaster altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 123.7.							



							PAPI-L	5000'		PMD	7000'			PMD
Gnd speed-Kts	70	90	100	120	140	160			vja	114.5		RT		114.5
Descent angle [3.67°]	455	585	650	779	909	1039			R-282					
MAP at MASND														

STRAIGHT-IN LANDING RWY25				CIRCLE-TO-LAND			
With Local Altimeter Setting		With Lancaster Altimeter Setting		Not Authorized to Rwy 7 at Night		With Local Altimeter Setting	
MDA(H) 2940' (437')		MDA(H) 3000' (497')		Max Kts		MDA(H)	
A				90		3000' (457')-1 1/4	
B		1 1/4		120		3060' (517')-1 1/4	
C				140		3060' (517')-1 1/2	
D		1 1/2		165		3160' (617')-2	

General Information

Location: Palm Springs CA USA
IATA Code: PSP
Lat/Long: N33° 49.8' W116° 30.4'
Elevation: 477 ft

Airport Use: Public
Magnetic Variation: 12.1 °E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1417 Z
Sunset: 0140 Z,

Runway Information

Runway: 13L
Length x Width: 4952 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 449 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 13R
Length x Width: 10001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 451 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 3000 ft

Runway: 31L
Length x Width: 10001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 430 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 1500 ft

Runway: 31R
Length x Width: 4952 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 432 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Communication Information

ATIS 118.25

ASOS 118.25

Palm Springs Tower 119.7 CTAF PCL

Palm Springs Ground Control 121.9

Palm Springs Clearance Delivery 128.35

Socal Approach Control 126.7

Socal Approach Control 135.275

Palm Springs Approach TRSA 135.275

Palm Springs Approach TRSA 126.7

Socal Departure Control 126.7

Socal Departure Control 135.275

Palm Springs Intl Unicom 122.95

Riverside Flight Service Station 122.1 RCO

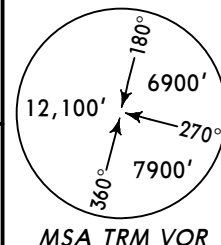
Riverside Flight Service Station 115.5 RCO

Los Angeles Center 128.15 Remote Communications Air-Ground

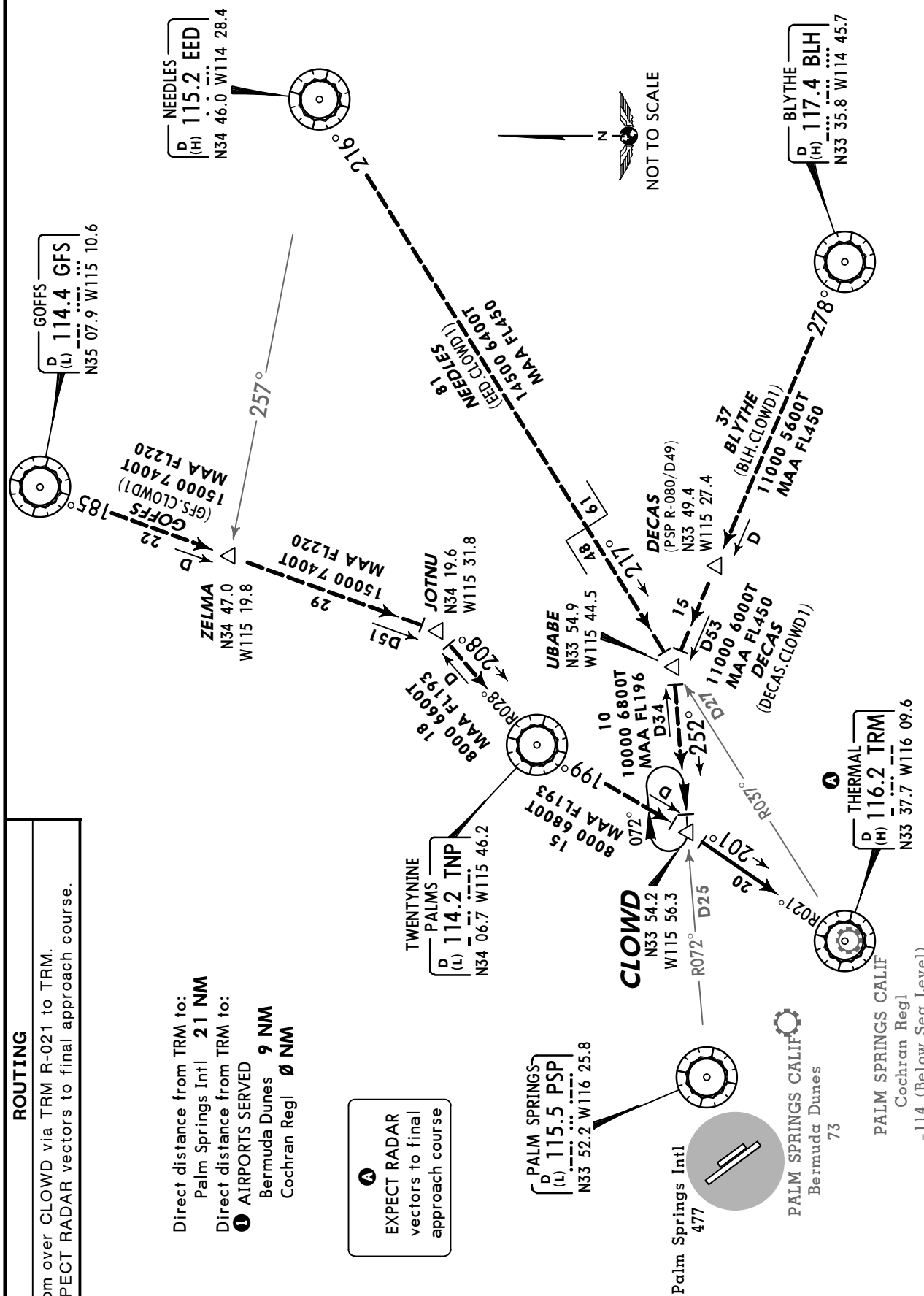
PALM SPRINGS INTL
*ATIS (ASOS O/T)
118.25

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
1. DME required.
2. Also serves **1**



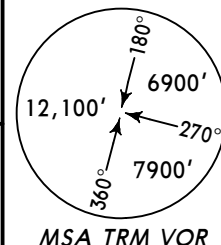
CLOUD ONE ARRIVAL (CLOUD.CLOWD1)



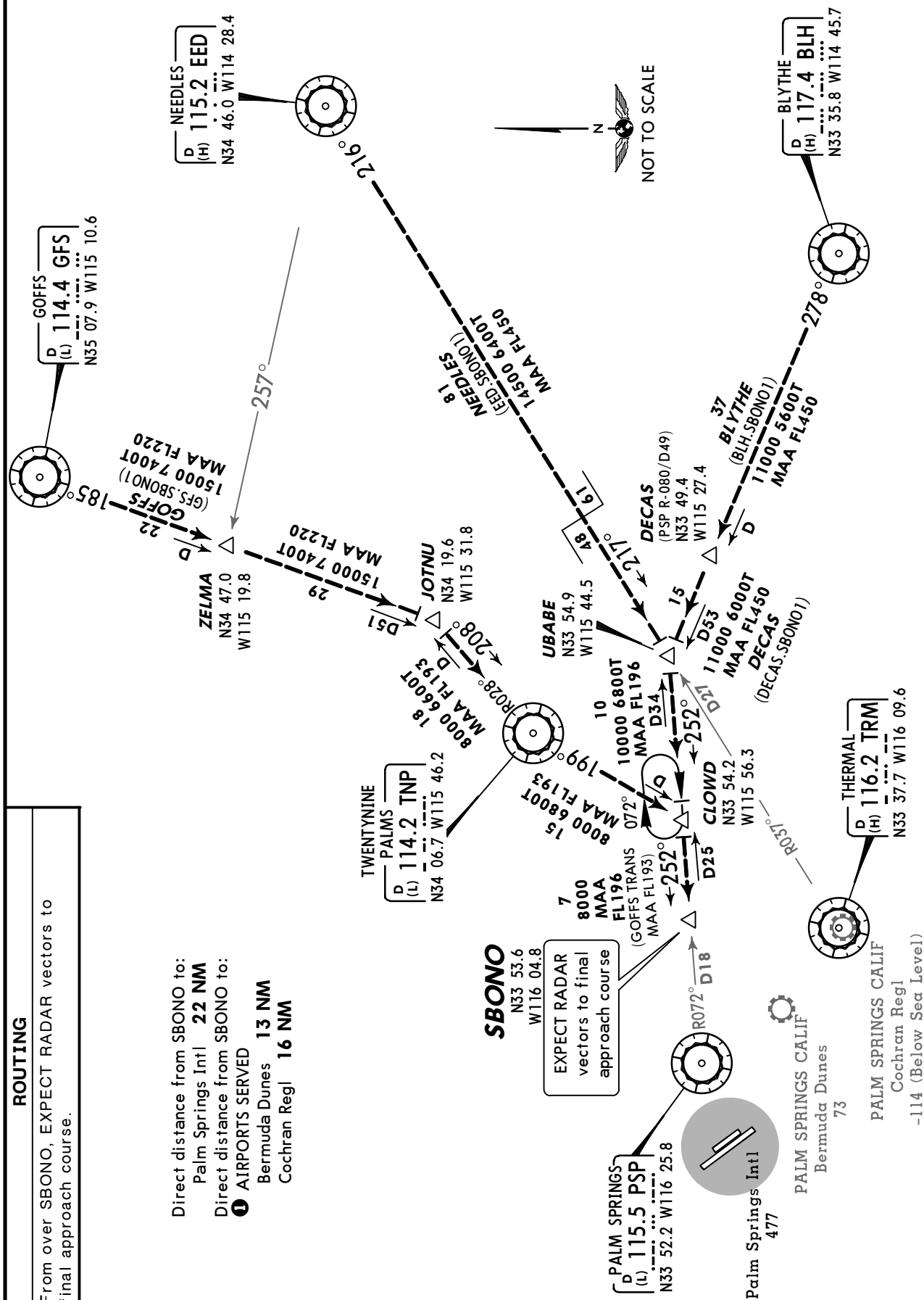
PALM SPRINGS INTL
*ATIS (ASOS O/T)
118.25

Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
1. DME required.
2. Also serves **1**



SBONO ONE ARRIVAL (SBONO.SBONO1)



*SOCAL Departure (R)

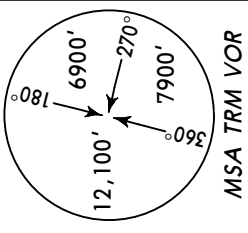
West-North
126.7

Northeast-Southwest
135.27

LOS ANGELES
Center (R)
128.15
when Dep. inop

Apt Elev
477'

Trans level: FL 180 Trans alt: 18000'



CATHEDRAL ONE DEPARTURE (CATH1.PSP)

OBSTACLES

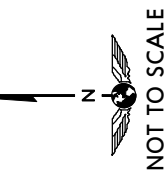
For TAKEOFF OBSTACLE NOTES see 10-30B1.

MINIMUM CROSSING ALTITUDE	
V-16-370-372	W 11600'
V-137	W 11200'
V-370	NE 6200'
V-386	NW 7600'
V-388	W 6300'

Direct distance from Palm Springs Intl
(Rwys 13L/R) to: EMRUD 13 NM
(Rwys 31L/R) to: PSP 5 NM

TWENTYNINE
PALMS

D 114.2 TNP
(L) N34 06.7 W115 46.2



BLTYHE
D 117.4 BLH
(H) N33 35.8 W114 45.7

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 13L/R, 31L/R: Standard (or lower than standard, if authorized) with a minimum climb of:
Rwy 13L: 440' per NM to 2300'.
Rwy 13R: 422' per NM to 2300'.
Rwy 31L: 386' per NM to 2700'.
Rwy 31R: 405' per NM to 2700'.

Gnd speed-KT	75	100	150	200	250	300
386' per NM	483	643	965	1287	1608	1930
405' per NM	506	675	1013	1350	1688	2025
422' per NM	528	703	1055	1407	1758	2110
440' per NM	550	733	1100	1467	1833	2200

THERMAL
D 116.2 TRM
(H) N33 37.7 W116 09.6



DAGGETT
D 113.2 DAG
(L) N34 57.7 W116 34.7



SOGGI
N34 30.2 W116 40.7



YUCCA
N34 06.2 W116 31.3

PARADISE
D 112.2 PDZ
(H) N33 55.1 W117 31.8

DEWAY
N33 56.9 W116 44.4

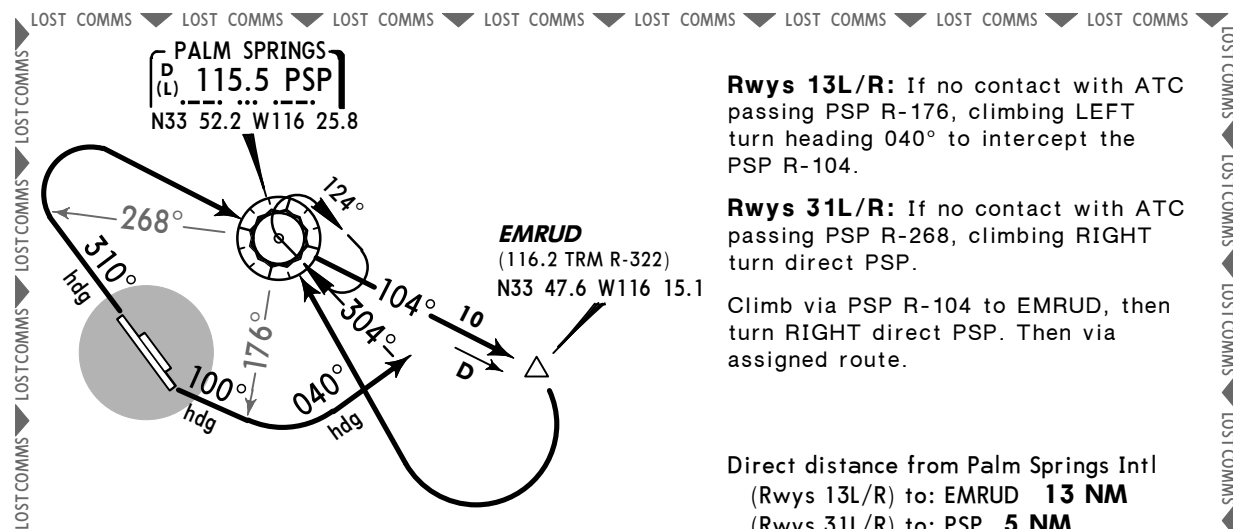
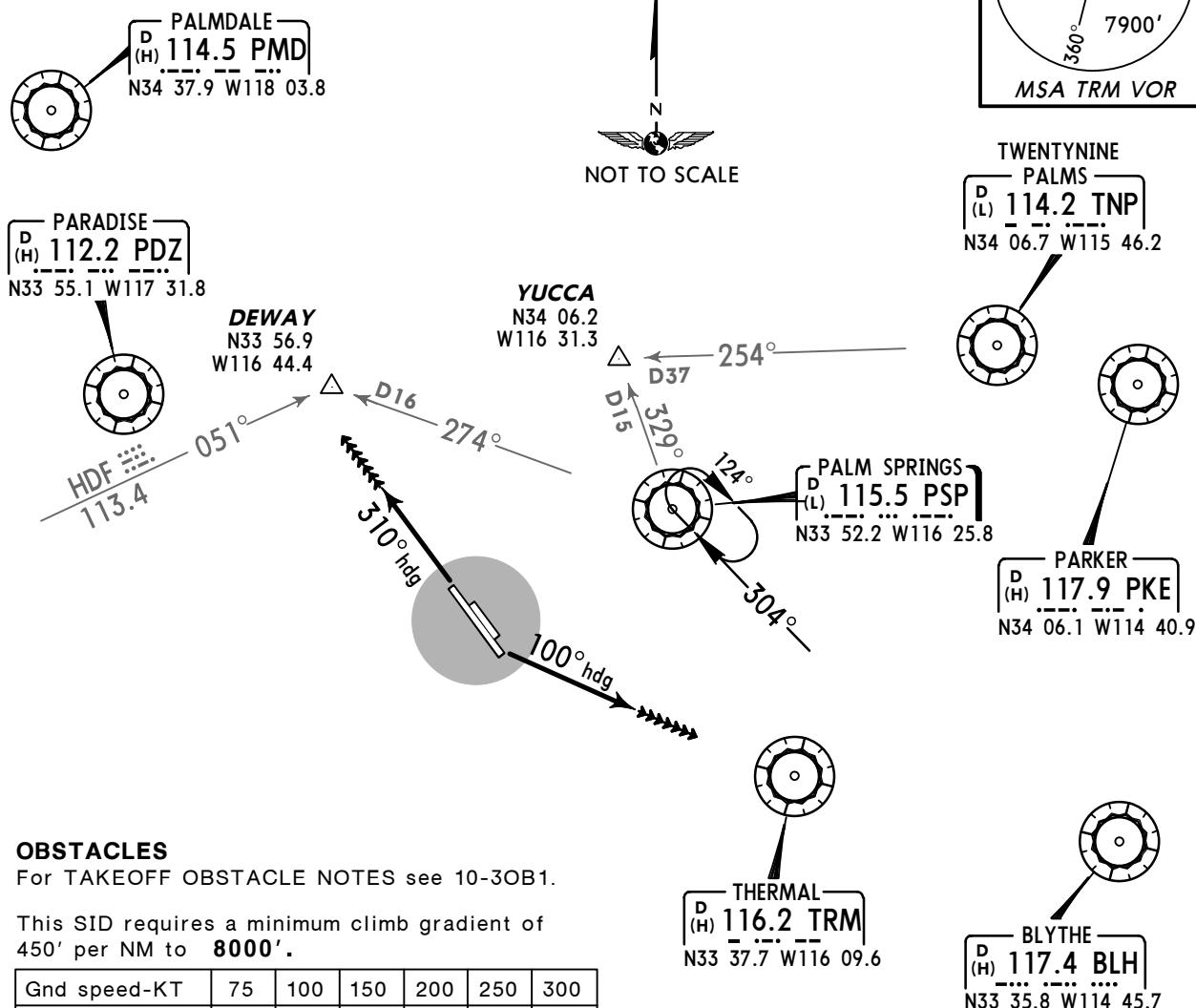
BANDS
N33 53.4 W116 51.0

HOMELAND
D 113.4 HDF
(L) N33 46.6 W117 11.1

INITIAL CLIMB	
13L/R	Climbing LEFT turn heading 100° to cross PSP R-176, then turn LEFT heading 040° to intercept PSP R-104.
31L/R	Climb heading 310° to cross PSP R-268, then turn RIGHT direct PSP.
ROUTING	
Climb via PSP R-104 to EMRUD, then turn RIGHT direct to PSP. If not at MEA/MCA at PSP, climb in PSP holding pattern until reaching the MEA/MCA for assigned route of flight.	

*SOCAL Departure (R)		LOS ANGELES Center (R)	Apt Elev	Trans level: FL 180	Trans alt: 18000'
West-North	Northeast-Southwest	128.15	477'		
126.7	135.27	when Dep. inop			

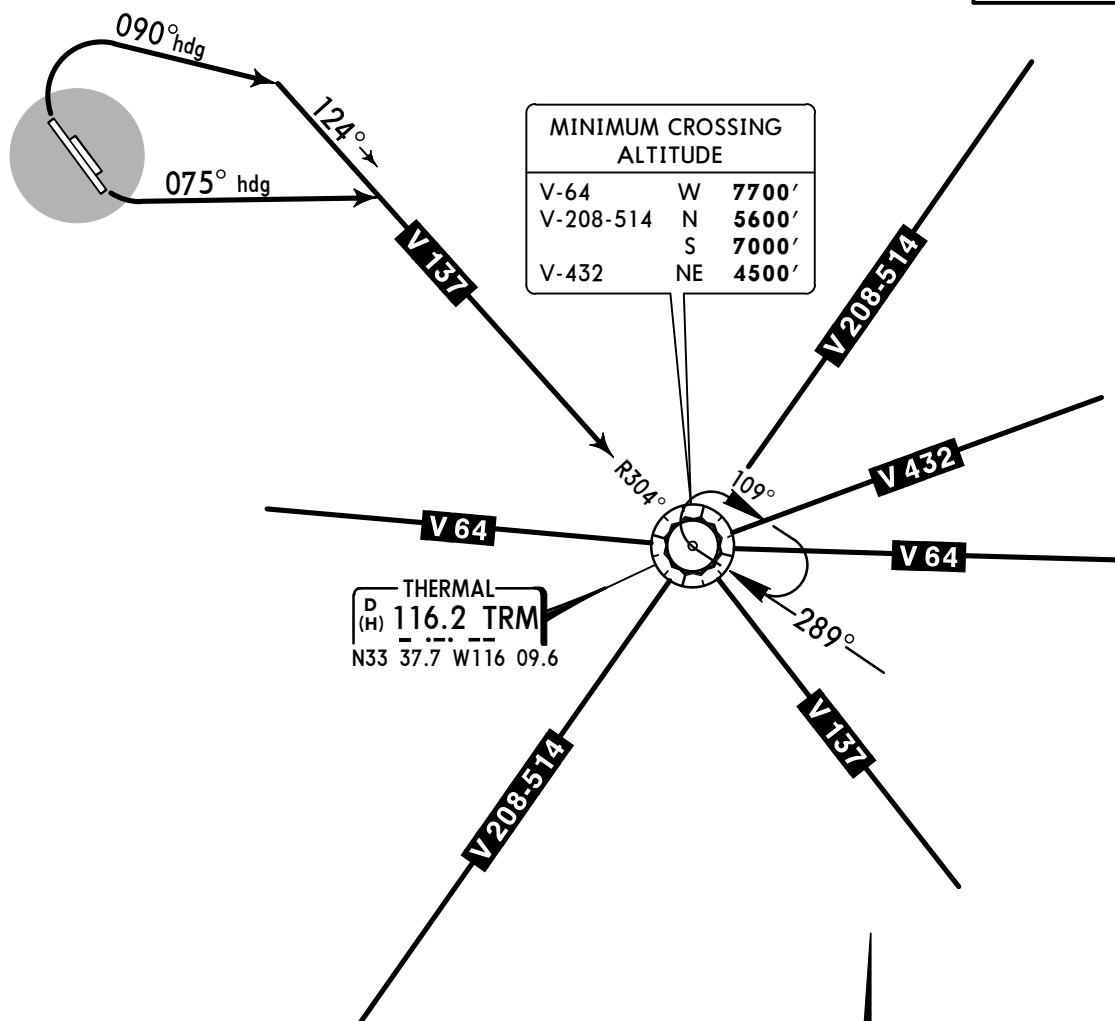
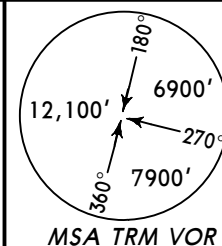
PALM SPRINGS FIVE DEPARTURE (PALM5.PSP)



RWY	INITIAL CLIMB	ALTITUDE
13L/R	Turn LEFT heading 100°.	MAINTAIN assigned altitude
31L/R	Climb heading 310°.	
ROUTING		
EXPECT vectors to appropriate route/fix. EXPECT filed altitude 10 minutes after departure.		

*SOCAL Departure (R)		LOS ANGELES Center (R)	Apt Elev	Trans level: FL180	Trans alt: 18000'
West-North	Northeast-Southwest	128.15	477'		
126.7	135.27	when Dep. inop			

THERMAL SIX DEPARTURE (TRM6.TRM)



Direct distance from Palm Springs Intl to:
TRM **21 NM**

This SID requires minimum climb gradients of:

Rwy 13L: 440' per NM to **2300'**.
Rwy 13R: 422' per NM to **2300'**.
Rwy 31L: 386' per NM to **2700'**.
Rwy 31R: 405' per NM to **2700'**.

Gnd speed-KT	75	100	150	200	250	300
386' per NM	483	643	965	1287	1608	1930
405' per NM	506	675	1013	1350	1688	2025
422' per NM	528	703	1055	1407	1758	2110
440' per NM	550	733	1100	1467	1833	2200

OBSTACLES

For TAKE-OFF OBSTACLES see 10-3OB1.

RWY	INITIAL CLIMB
13L/R	Climbing LEFT turn heading 075° to intercept TRM R-304 to TRM.
31L/R	Climb heading 090° to intercept TRM R-304 to TRM.
ROUTING	
If not at MEA/MCA at TRM, climb in TRM holding pattern until reaching the MEA/MCA for assigned route of flight.	

TAKEOFF OBSTACLE NOTES

◦ RWY 13L:

TREES BEGINNING 299' FROM DER, 530' LEFT OF CENTERLINE, UP TO 66' AGL/
465' MSL. HANGER 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:

TREES BEGINNING 787' FROM DER, 326' RIGHT OF CENTERLINE, UP TO
48' AGL/507' MSL. MULTIPLE BUSH'S BEGINNING 305' FROM DER, 233' RIGHT
OF CENTERLINE, UP TO 3' AGL/462' MSL. VENT ON BUILDING 919' FROM DER,
399' RIGHT OF CENTERLINE, 15' AGL/474' MSL.

116-31
Elev 477'

13R
129°

HS1

HS4

13L
Elev 449'

10-0011
3048m

4952'
1509m

Control Tower
529'

31R
Elev 407'

HS3

HS2

31L
Elev 398'

HS1

Do not mistake center taxiway (Taxiway C) as runway.

Feet
0 500 1000 1500 2000 2500 3000

Meters
0 200 400 600 800 1000

116-31

13°E

33-50

33-49

33-49

116-30
RUNWAY INCURSION HOT SPOTS

HS1

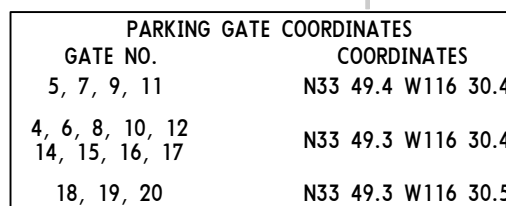
For information only, not to be construed as ATC instructions.

HS1 Pilots sometimes mistake Taxiway C for Runway 13R/31L or Runway 13L/31R.

HS2 Pilots instructed to taxi to Runway 13R via Taxiway B and Taxiway C sometimes miss the turn onto Taxiway C and enter Runway 13R/31L without authorization.

HS3 Pilots approaching Runway 31R on Taxiway B sometimes fail to hold short of Runway 31R.

HS4 Pilots exiting Runway 31L at Taxiway J sometimes miss the turn onto Taxiway C and enter Runway 13L without authorization.



GENERAL

Rwys 31L and 31R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS			
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13R	① HIRL ② REIL ② VASI (3 bar)-L porous friction	⑤ 6858'	2090m		150'
31L	① HIRL ② REIL ②③④ VASI (3 bar)-L course overlay	8501'	2591m		46m

- ① Activate on 119.7 when Twr inop.
 ② Not available from 2300-0600 LT.
 ③ Operating on request through tower.
 ④ Do not use beyond 3 NM or beyond Cathedral City, due to high terrain.
 ⑤ Last 143' 44m unavailable for landing distance computation.

13L	⑥ MIRL ⑥ REIL ⑥ PAPI-L (angle 3.5°)				75'
31R					23m

- ⑥ Not available from 2300-0600 LT.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 31L			Rwy 31R		
	With Mim climb of 386'/NM to 4500'		Climb in Visual Conditions	With Mim climb of 405'/NM to 4500'		Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	5900-3	1/4	1	5900-3
3 & 4 Eng		1/2			1/2	
	Rwy 13R			Rwy 13L		
	With Mim climb of 422'/NM to 2300'		Climb in Visual Conditions	With Mim climb of 440'/NM to 2300'		Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	5900-3	1/4	1	5900-3
3 & 4 Eng		1/2			1/2	

OBSTACLE DP

Rwys 13L/R: Climbing left turn heading 090° to intercept TRM VOR R-304 to TRM VOR or for climb in visual conditions cross Palm Springs Intl Airport at or above 6300' then direct PSP VOR thence via PSP VOR R-124 and TRM VOR R-304 to TRM VOR.

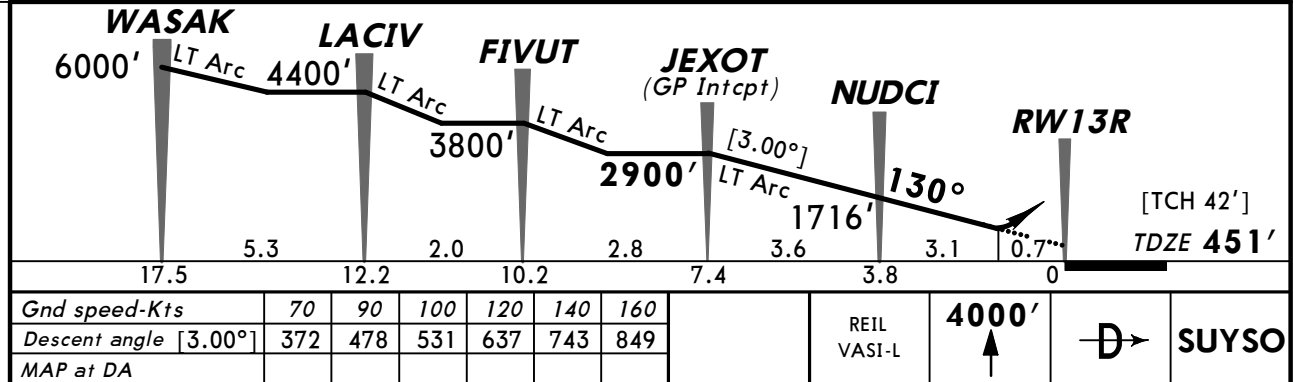
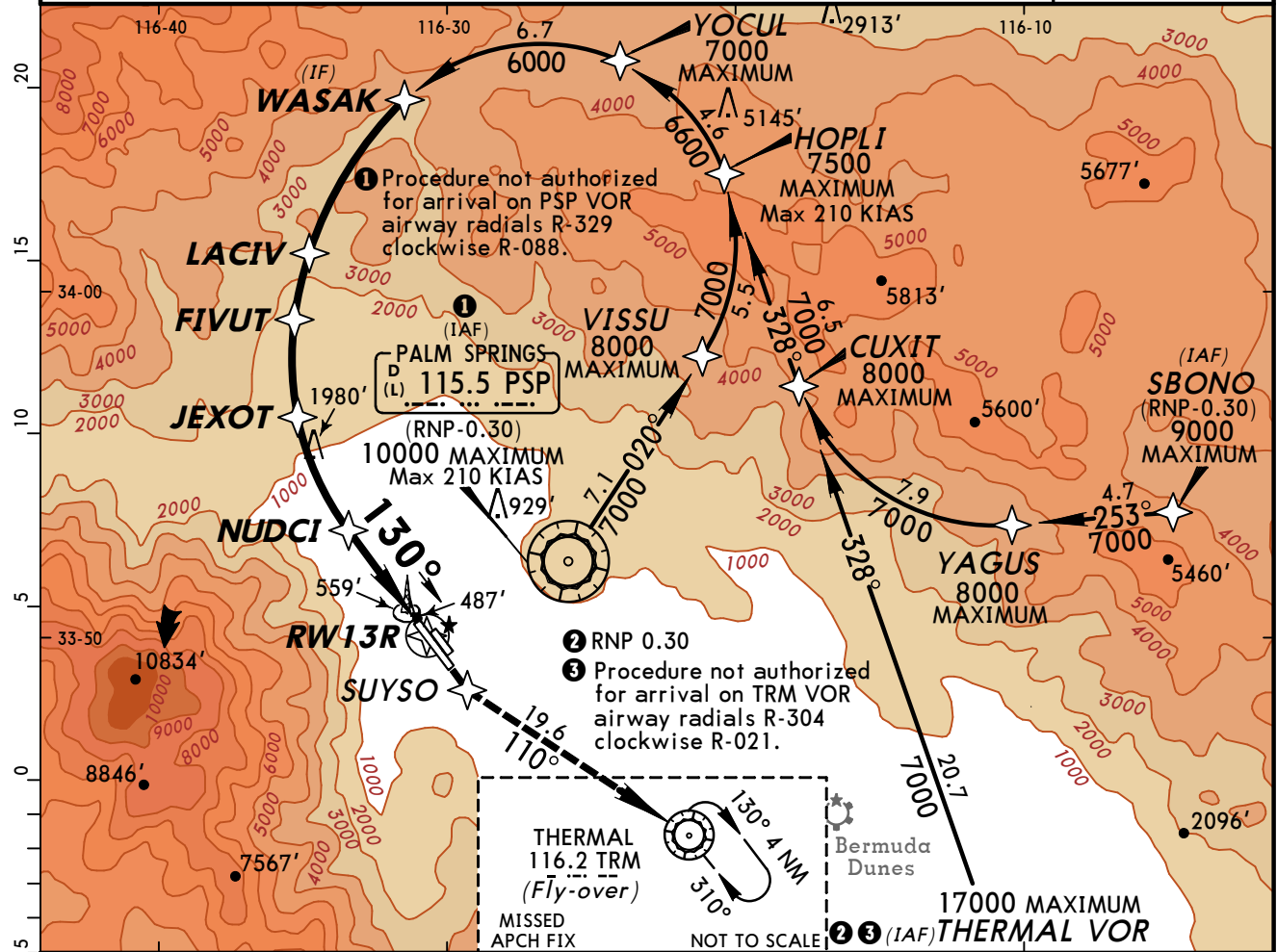
Rwys 31L/R: Climbing right turn direct PSP VOR thence via PSP VOR R-124 and TRM VOR R-304 to TRM VOR, or for climb in visual conditions cross Palm Springs Intl Airport at or above 6300' then direct PSP VOR thence via PSP VOR R-124 and TRM VOR R-304 to TRM VOR.

All Rwys if not at MEA/MCA at TRM VOR, climb in TRM VOR holding pattern (hold east, right turns, 289° inbound) until reaching MEA/MCA for assigned route of flight.

FOR FILING AS ALTERNATE

		FOR FILING AS ALTERNATE	
VOR or GPS-B		RNAV (RNP) Z Rwy 13R RNAV (RNP) Y Rwy 13R RNAV (RNP) Y Rwy 31L	
A	1900-2	NA	
B			
C	1900-3		
D			

ATIS (ASOS when Twr inop)		*SOCAL Approach (R)		LOS ANGELES Center (R)	*PALM SPRINGS Tower	*Ground
118.25		West-North 126.7	Northeast-Southwest 135.27	128.15 when App inop.	CTAF 119.7	121.9
RNAV	Final Apch Crs 130°	Minimum Alt JEXOT 2900' (2449')	RNP 0.17 DA(H) 728' (277')	Apt Elev 477' TDZE 451'	12,700' MSA RW13R	
MISSED APCH: Climb to 4000' direct SUYSO and 110° track to TRM VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (35°F) or above 48°C (119°F). 4. Procedure not authorized when control tower closed. 5. Pilot controlled lighting 119.7.						

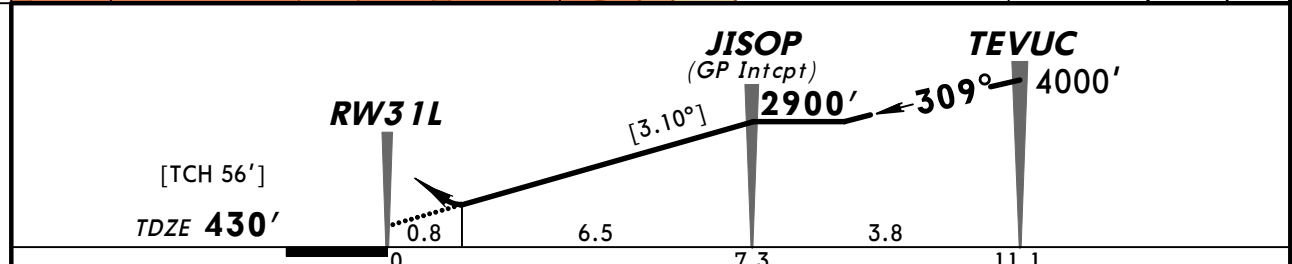
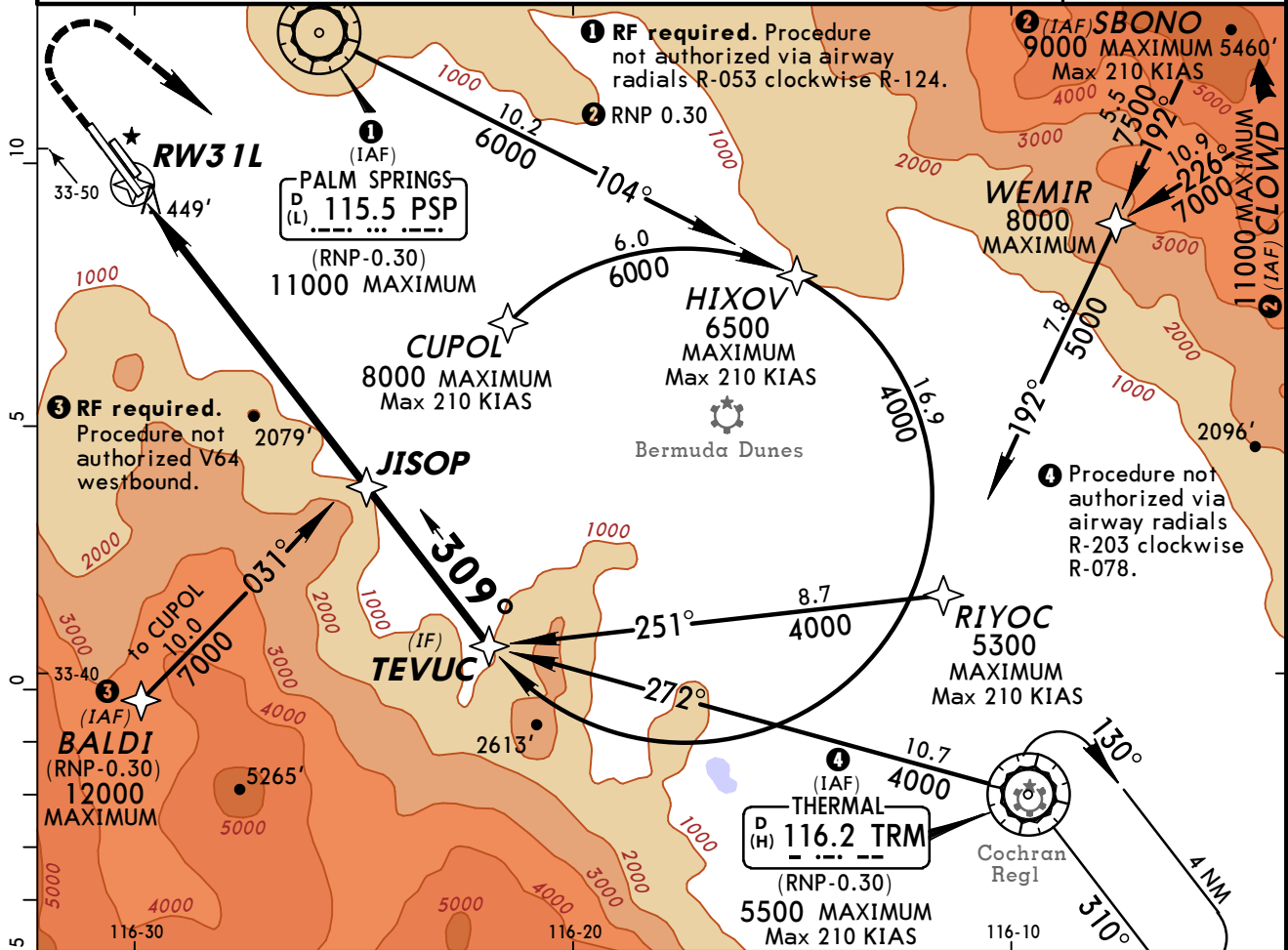


STRAIGHT-IN LANDING RWY 13R		
RNP 0.17 1 DA(H) 728' (277')	RNP 0.30 2 DA(H) 859' (408')	RNP 0.30 DA(H) 1320' (869')
A		
B		
C	1	3
D	1½	

1 Missed approach requires minimum climb of 285'/NM to 2400'.

2 Missed approach requires minimum climb of 310'/NM to 2900'.

ATIS (ASOS when Twr inop)		*SOCAL Approach (R) West-North Northeast-Southwest		LOS ANGELES Center (R)	*PALM SPRINGS Tower	*Ground
118.25		126.7 135.27		128.15 when App inop.	CTAF 119.7	121.9
RNAV	Final Apch Crs 309°	Minimum Alt JISOP 2900' (2470')	RNP 0.30 DA(H) 734' (304')	Apt Elev 477' TDZE 430'	12,700' MSA RW31L	
MISSED APCH: Climb to 1800', then climbing RIGHT turn to 4000' direct TRM VOR and hold. Missed approach requires minimum climb of 340'/NM to 3000'.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 2°C (35°F) or above 38°C (102°F). 4. Procedure not authorized when control tower closed. 5. Final approach course offset 1.10°. 6. Pilot controlled lighting 119.7.						



Gnd speed-Kts	70	90	100	120	140	160	REIL		1800'	4000'	→	TRM
Descent angle [3.10°]	384	494	548	658	768	878	VASI-L		↑	RT	→	116.2
MAP at DA												

STRAIGHT-IN LANDING RWY 31L

RNP 0.30

DA(H) **734'** (304')

A	
B	
C	
D	

General Information

Location: Redding CA USA
IATA Code: RDD
Lat/Long: N40° 30.5' W122° 17.6'
Elevation: 505 ft

Airport Use: Public
Magnetic Variation: 14.7°E
Sectional Chart: Klamath Falls

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1446 Z
Sunset: 0158 Z,

Runway Information

Runway: 12
Length x Width: 5067 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 500 ft
Lighting: Edge, Pilot controlled

Runway: 16
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 505 ft
Lighting: Edge, REIL

Runway: 30
Length x Width: 5067 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 498 ft
Lighting: Edge, Pilot controlled

Runway: 34
Length x Width: 7003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 499 ft
Lighting: Edge, ALS

Communication Information

ATIS 124.1
Redding Tower 119.8 CTAF PCL
Redding Ground Control 121.7
Redding Mun Unicom 122.95
Rancho Flight Service Station 122.1 RCO
Rancho Flight Service Station 108.4 RCO
Oakland Center 132.2 Remote Communications Air-Ground

HOMAN TWO DEPARTURE (HOMAN2.HOMAN) (PILOT NAV)

This SID requires a minimum climb gradient of:
 → 350' per nm to 4000'.

Gnd speed-Kts	75	100	150	200	250	300
350' per nm	438	583	875	1167	1458	1750

TAKE-OFF

Rwys 12 and 16: Turn LEFT within 1 nm. Thence

Rwys 30 and 34: Turn RIGHT within 1 nm. Thence

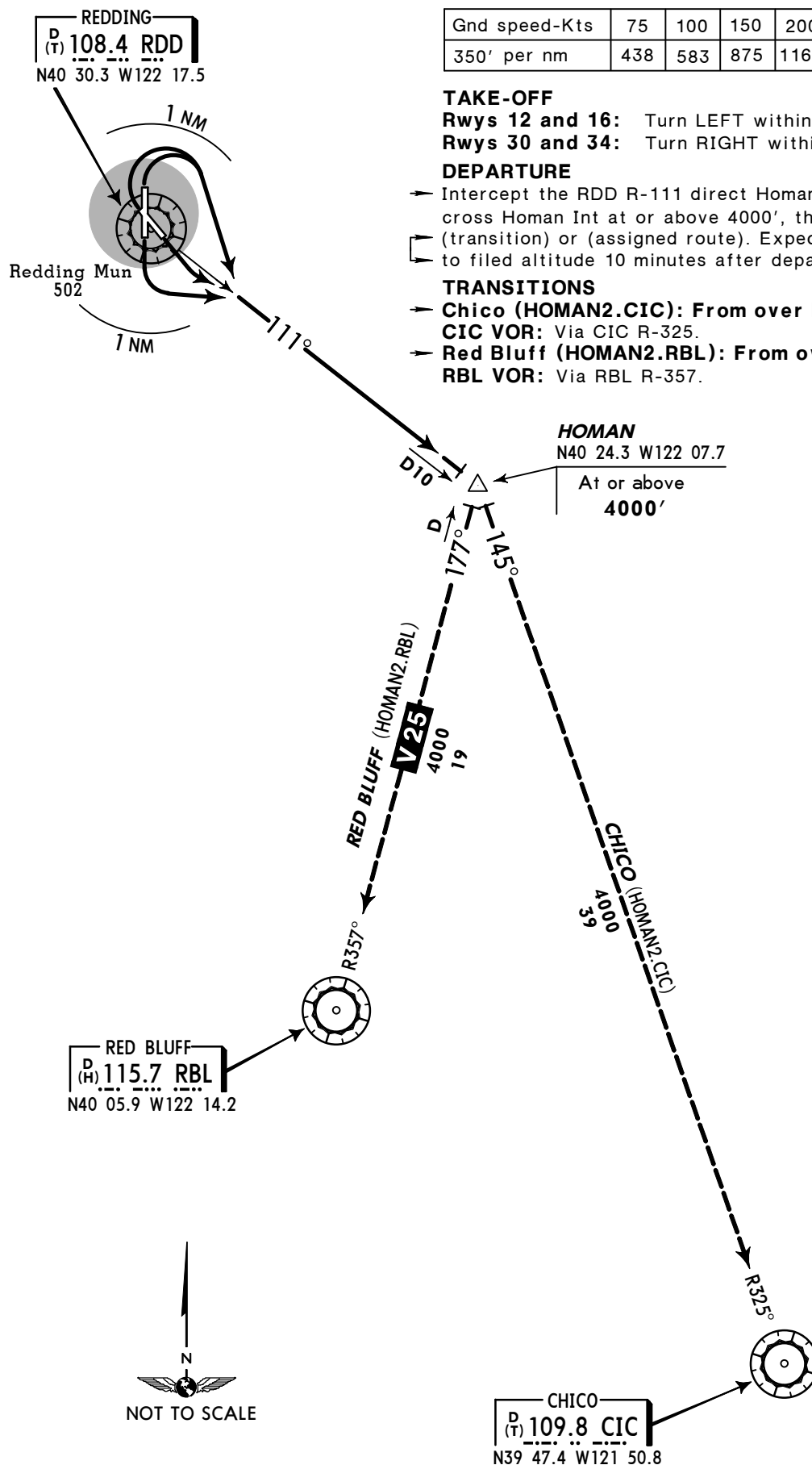
DEPARTURE

→ Intercept the RDD R-111 direct Homan Int, cross Homan Int at or above 4000', then via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

TRANSITIONS

→ **Chico (HOMAN2.CIC):** From over Homan Int to CIC VOR: Via CIC R-325.

→ **Red Bluff (HOMAN2.RBL):** From over Homan Int to RBL VOR: Via RBL R-357.



OAKLAND Center (R) **132.2**

KENDL ONE DEPARTURE (KENDL1.KENDL) (PILOT NAV)

TAKE-OFF

Rwys 12 and 16: Category A and B aircraft:
Turn RIGHT heading 260° to intercept and
proceed via RDD R-217. Thence

Category C and D aircraft: NOT AUTHORIZED

Rwys 30 and 34: Turn RIGHT to cross RDD
VOR and proceed via RDD R-217. Thence

DEPARTURE

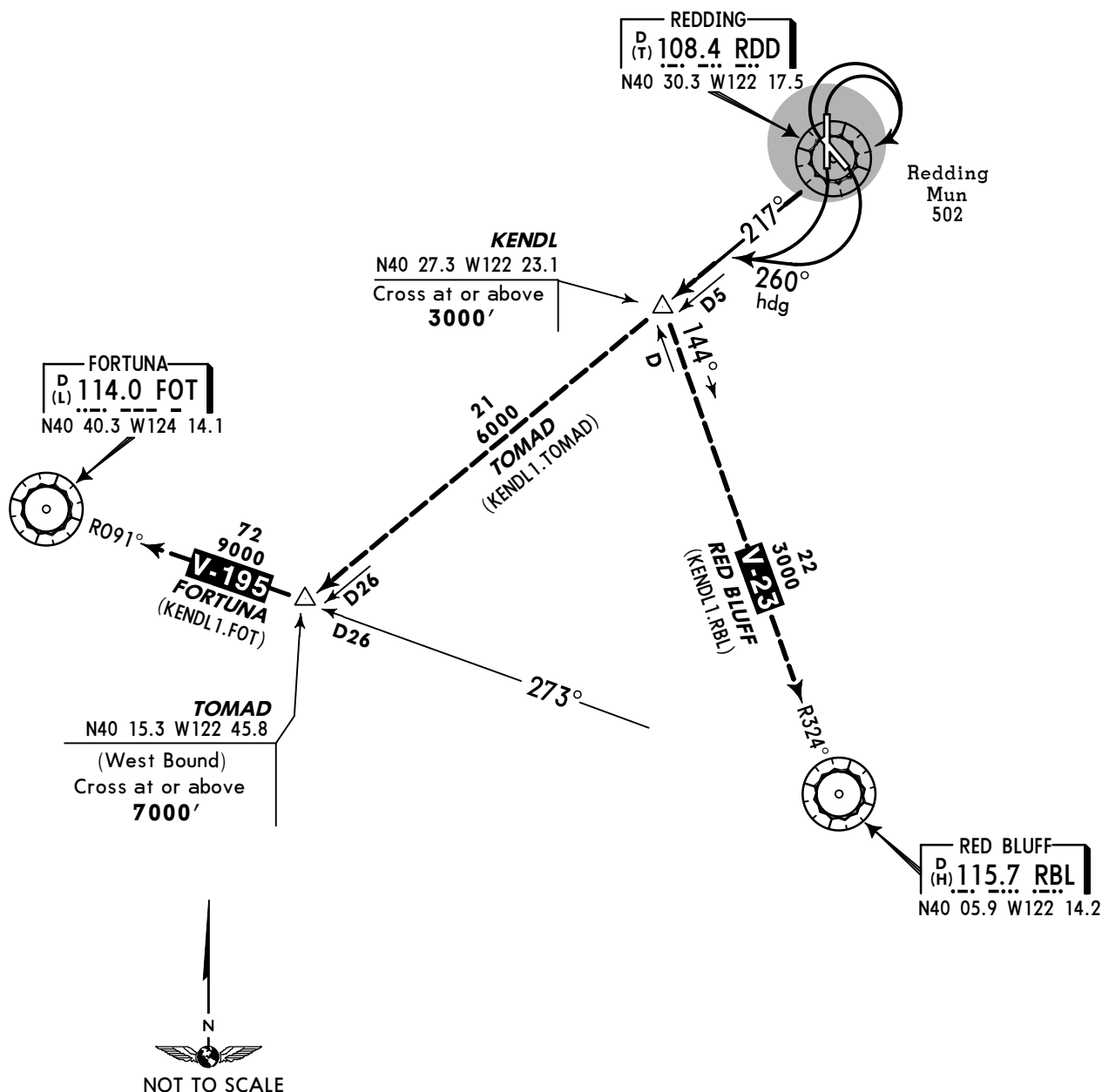
Via RDD R-217 to KENDL Int. Cross KENDL
Int at or above 3000'. Thence via (transition)
or (assigned route).

TRANSITIONS

FORTUNA (KENDL1.FOT) From KENDL Int
to FOT VOR: via RDD R-217 to TOMAD Int
then via RBL R-273 and FOT R-091. Cross
Tomad Int at or above 7000' westbound.

RED BLUFF (KENDL1.RBL): From KENDL Int
to RBL VOR: via RBL R-324.

TOMAD (KENDL1.TOMAD): From KENDL Int
to TOMAD Int: via RDD R-217.



OAKLAND Center (R) 132.2

KREST THREE DEPARTURE (KREST3.KREST) (PILOT NAV) (DME REQUIRED)

This SID requires minimum climb gradients of:
Rwys 12, 16, 30: 300' per NM to 4000'.
Rwy 34: 320' per NM to 4000'.

Gnd speed-Kts	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
320' per NM	400	533	800	1067	1333	1600

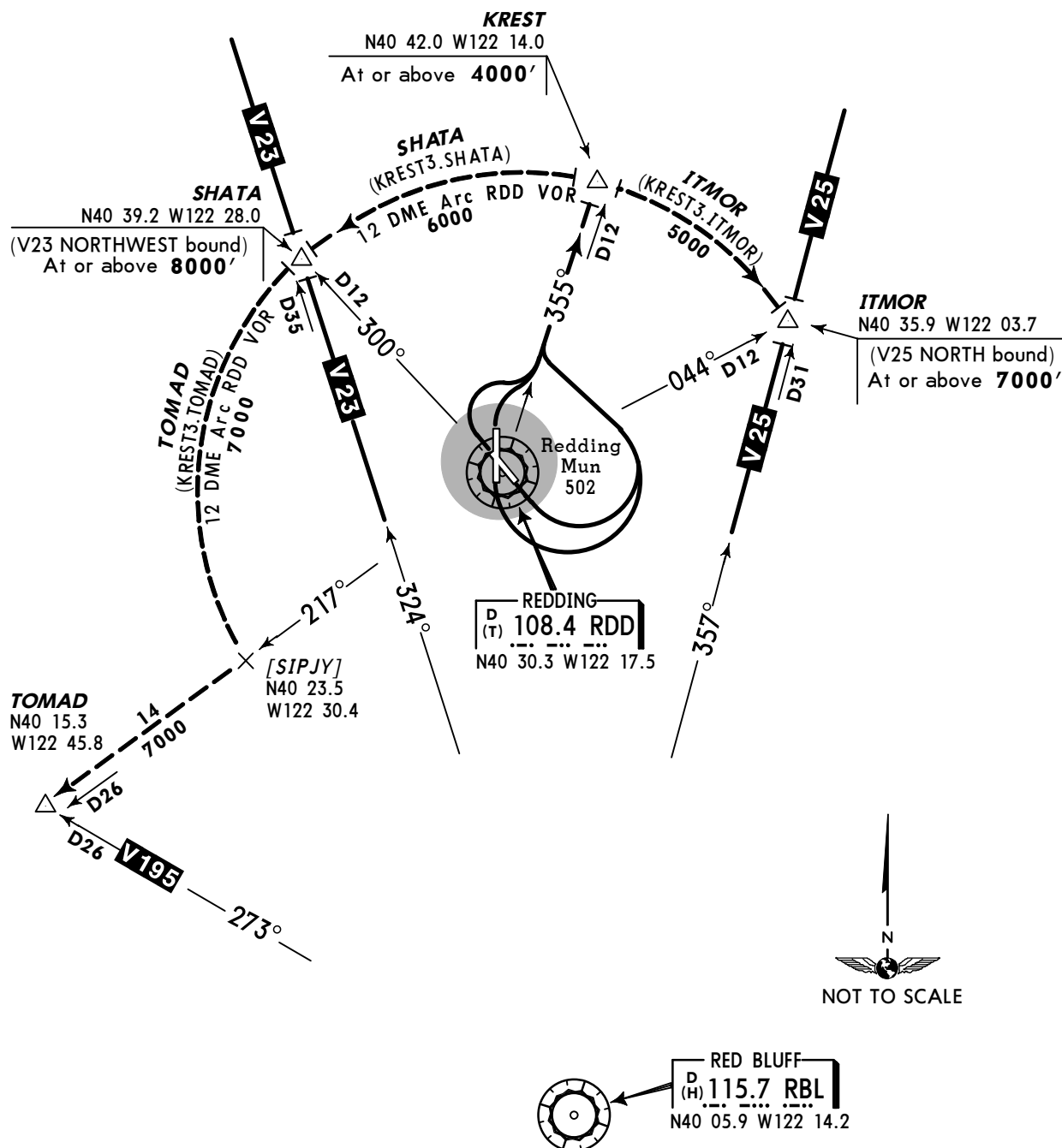
TAKE-OFF

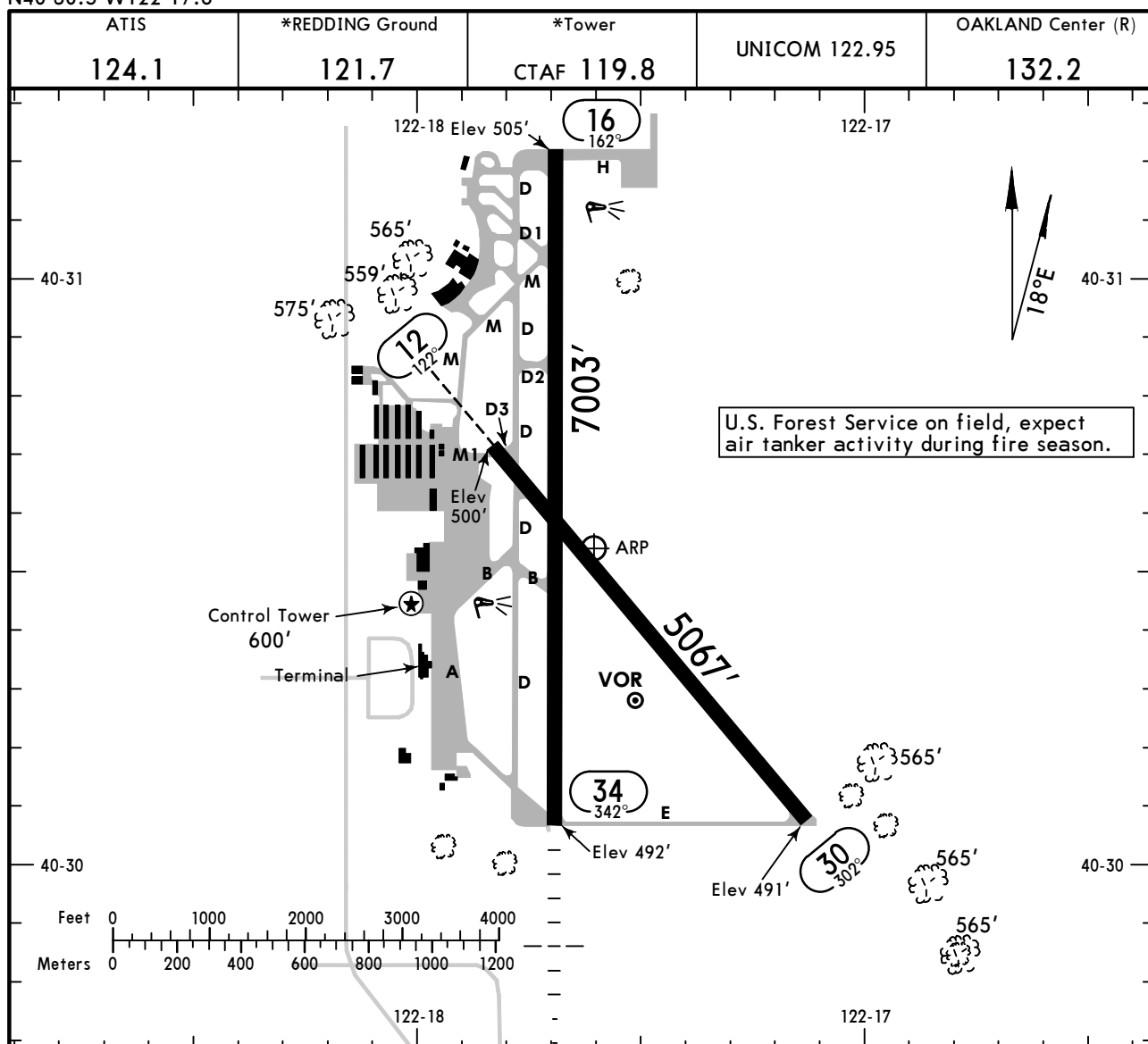
Rwys 12 and 16: Turn LEFT immediately after departure to intercept and proceed via RDD R-355. Thence

Rwys 30 and 34: Turn RIGHT immediately after departure to intercept and proceed via RDD R-355. Thence

DEPARTURE

Via RDD R-355 to Krest Int, cross Krest Int at or above 4000'. Thence via transition or assigned route.





ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		TAKE-OFF	WIDTH
RWY		LANDING BEYOND			
		Threshold	Glide Slope		
12 30	① MIRL PAPI-L (angle 3.0°)				150'
16 34	① HIRL REIL ① VASI-L grooved				150'
	① HIRL ① MALSR ② PAPI-L grooved		6003'		

① Activate on 119.8 when Twr inop.

② Angle 3.00°

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwy's	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

OBSTACLE DP

Rwy 12 climb heading 122° and RBL VOR R-344 to RBL VOR to 3000' before proceeding on course.
 Rwy 16 climbing left turn heading 110° and RBL VOR R-344 to RBL VOR to 3000' before proceeding on course.
 Rwy's 30, 34 climbing right turn heading 110° and RBL VOR R-344 to RBL VOR to 3000' before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available	Authorized Only When Local Weather Available and Tower Operating			
	RNAV (GPS) Rwy 34	ILS Rwy 34	LOC DME Rwy 34	LOC DME (BC) Rwy 16	VOR Rwy 34
A	800-2	700-2	800-2	800-2	800-2
B					800-2 1/4
C					800-2 1/2
D					800-2 1/2

KRDD/RDD

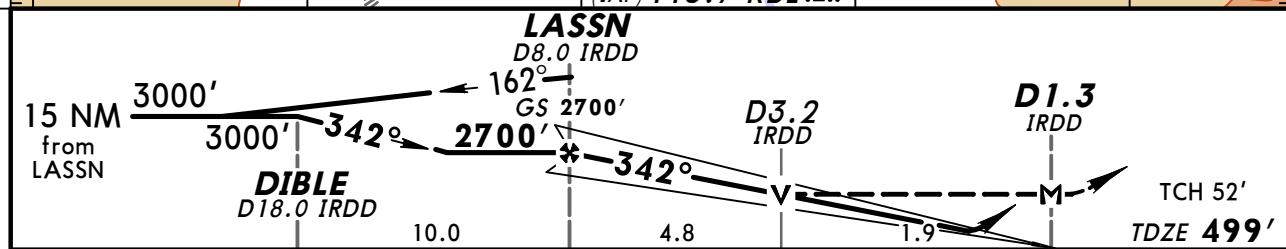
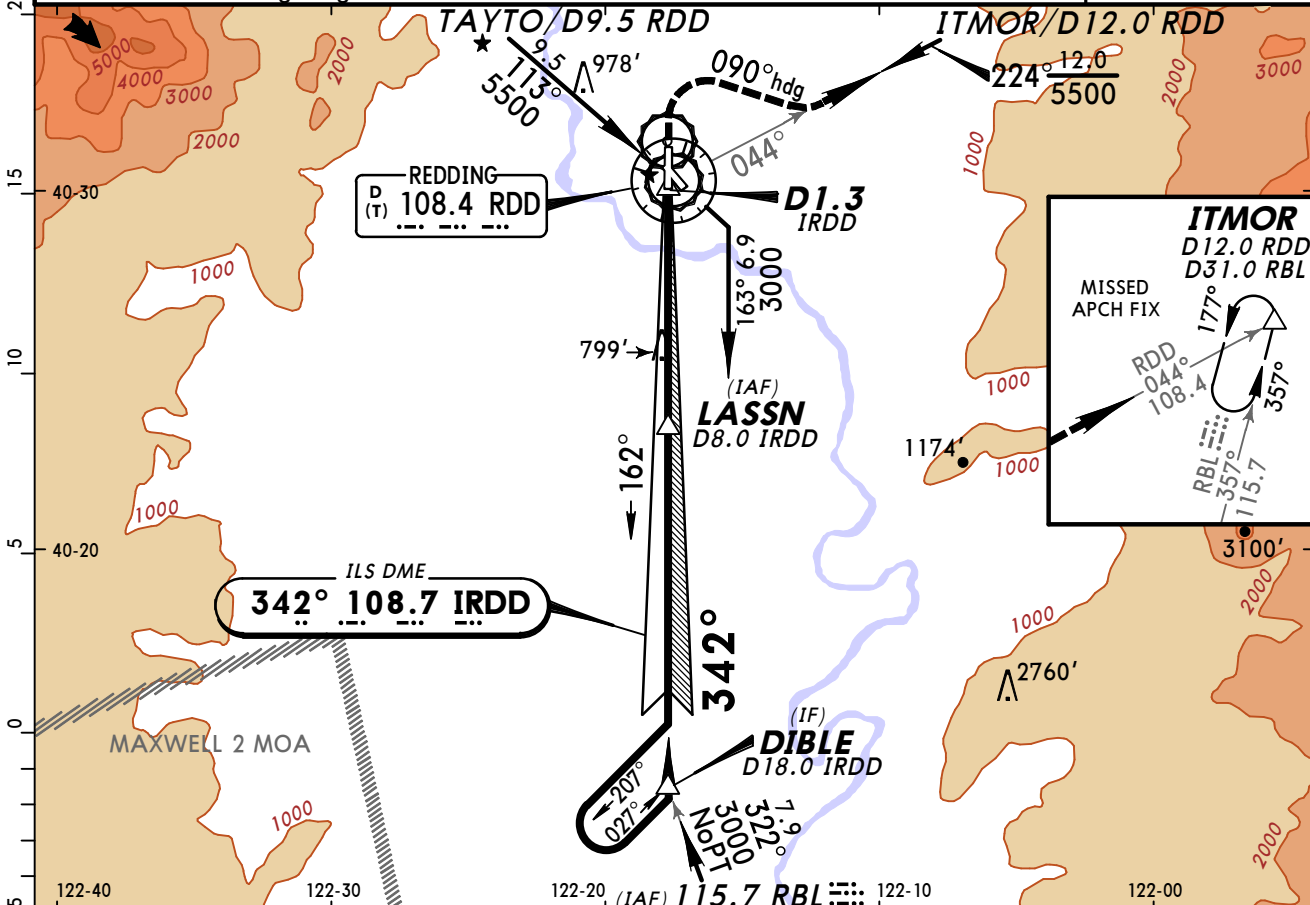
REDDING MUN

18 MAR 11

11-1

REDDING, CALIF
ILS or LOC DME Rwy 34

ATIS 124.1	OAKLAND Center (R) 132.2	*REDDING Tower CTAF 119.8	*Ground 121.7
LOC IRDD 108.7	Final Apch Crs 342°	GS LASSN 2700' (2201')	ILS DA(H) (CONDITIONAL) 699' (200')
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 5000' via 090° heading and outbound on RDD VOR R-044 to ITMOR INT/D12.0 RDD and hold, continue climb-in-hold to 5000'.		Apt Elev 505'	TDZE 499'
Alt Set: INCHES 1. Use local altimeter setting; if not received, use Red Bluff altimeter setting. 2. Use IRDD DME when on the localizer course. 3. VGSI and ILS glidepath not coincident. 4. VDP not authorized when using Red Bluff altimeter setting. 5. Pilot controlled lighting 119.8.		Trans level: FL 180 Trans alt: 18000'	MSA RDD VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	5000'	090°	RDD	ITMOR
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	108.4	R-044
MAP at D1.3 IRDD												

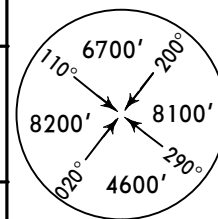
STRAIGHT-IN LANDING RWY 34 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 699' (200')			LOC (GS out) MDA(H) 1140' (641')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	1140' (635')-1
A						120	
B	1/2	3/4	1/2	3/4	1	140	1140' (635')-1 3/4
C			1 1/4			165	1140' (635')-2
D			1 1/2				
With Red Bluff Altimeter Setting						With Red Bluff Altimeter Setting	
ILS DA(H) 779' (280')			LOC (GS out) MDA(H) 1220' (721')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	1220' (715')-1
A						120	
B	1/2	1	1/2	3/4	1	140	1220' (715')-2
C			1 1/2			165	1220' (715')-2 1/4
D			1 3/4				

CHANGES: Contours.

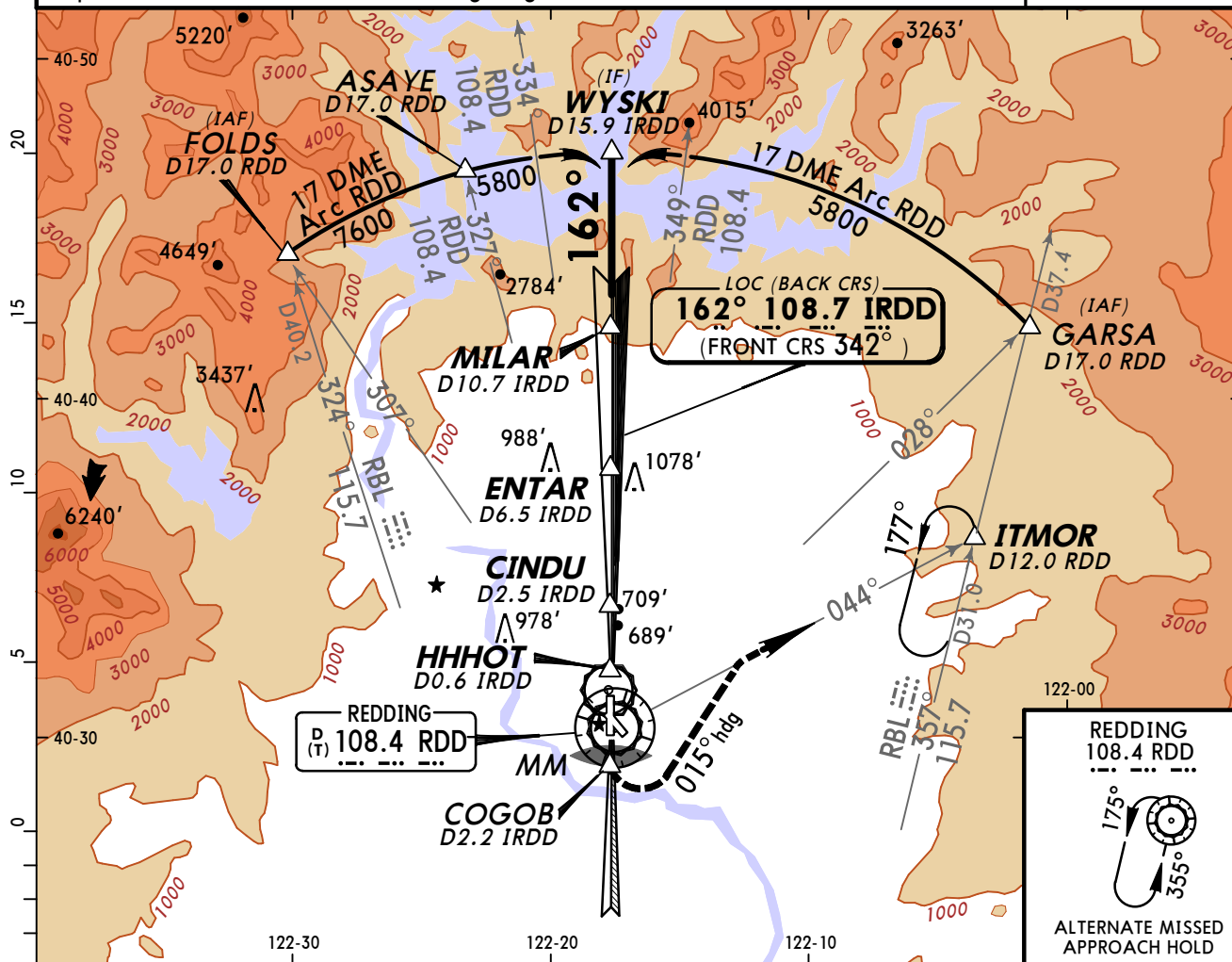
© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 11A 16 DEC 2010

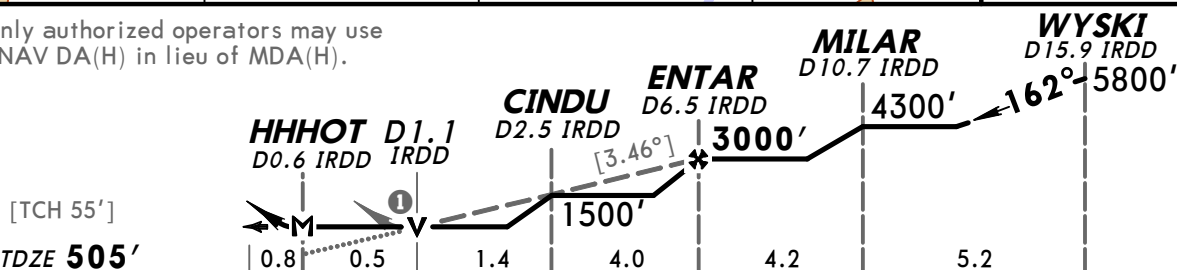
ATIS 124.1	OAKLAND Center (R) 132.2	*REDDING Tower CTAF 119.8	*Ground 121.7
LOC IRDD 108.7	Final Apch Crs 162° (Front Crs 342°)	Minimum Alt ENTAR 3000' (2495')	MDA(H) (CONDITIONAL) 940' (435')
MISSED APCH: Climb to 1500' via IRDD LOC SOUTH course to COGOB/D2.2 IRDD then climbing LEFT turn to 5000' via heading 015° and RDD VOR R-044 to ITMOR INT/D12.0 RDD and hold, continue climb-in-hold to 5000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Red Bluff altimeter setting. 3. Use IRDD DME when on the localizer course. 4. VGSI and descent angles not coincident. 5. Localizer back course unusable inside 2.0 DME above 2000'. 6. Visibility reduction by helicopters not authorized. 7. Disregard glide slope indications. 8. Pilot controlled lighting 119.8.			



MSA RDD VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

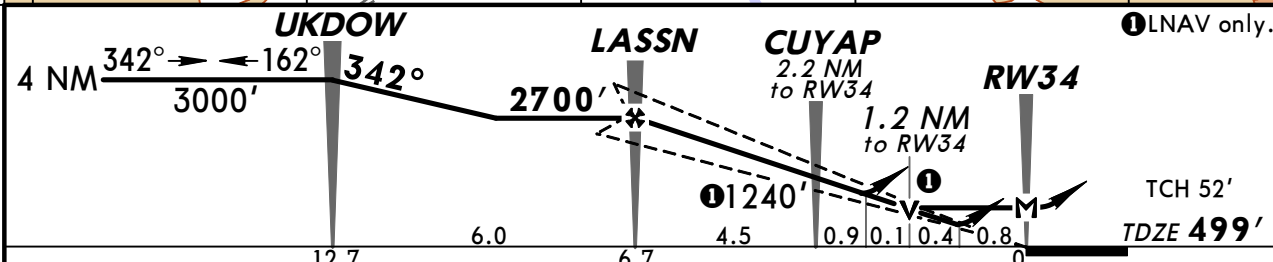
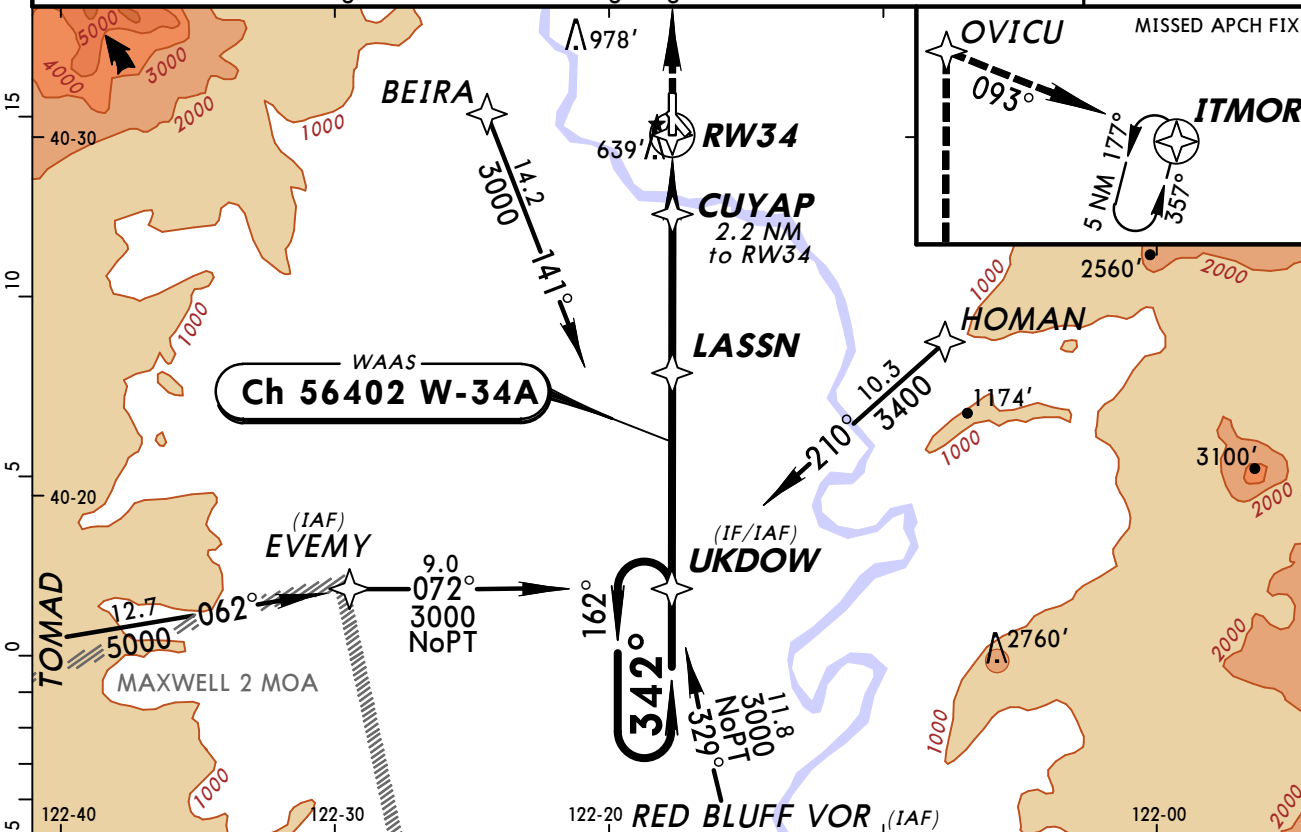


Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.46°]	429	551	612	735	857	980
MAP at HHHOT						

REIL VASI-L	1500'	IRDD 108.7 SOUTH COURSE	COGOB

STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
With Local Altimeter Setting			With Red Bluff Altimeter Setting		
MDA(H) 940' (435')			MDA(H) 1020' (515')		
A	1	1	Max Kts	MDA(H)	MDA(H)
B	1	1	90	960' (455') - 1	1040' (535') - 1
C	1 1/4	1 1/2	120	980' (475') - 1 1/2	1060' (555') - 1 1/2
D	1 1/2	1 3/4	140	1060' (555') - 2	1140' (635') - 2

ATIS 124.1	OAKLAND Center (R) 132.2	*REDDING Tower CTAF 119.8	*Ground 121.7
WAAS Ch 56402 W-34A	Final ApcH Crs 342°	Minimum Alt LASSN 2700' (2201')	LPV DA(H) (CONDITIONAL) 790' (291')
Apt Elev 505' TDZE 499'			
MISSED APCH: Climb to 5000' direct OVICU and RIGHT turn via 093° track to ITMOR and hold, continue climb-in-hold to 5000'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Red Bluff altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. 5. VDP and Baro-VNAV not authorized when using Red Bluff altimeter setting. 6. Pilot controlled lighting 119.8.			



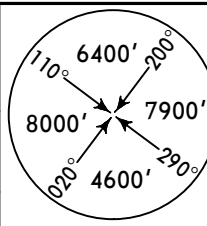
Gnd speed-Kts	70	90	100	120	140	160	MALSR	5000'	OVICU
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
MAP at RW34									

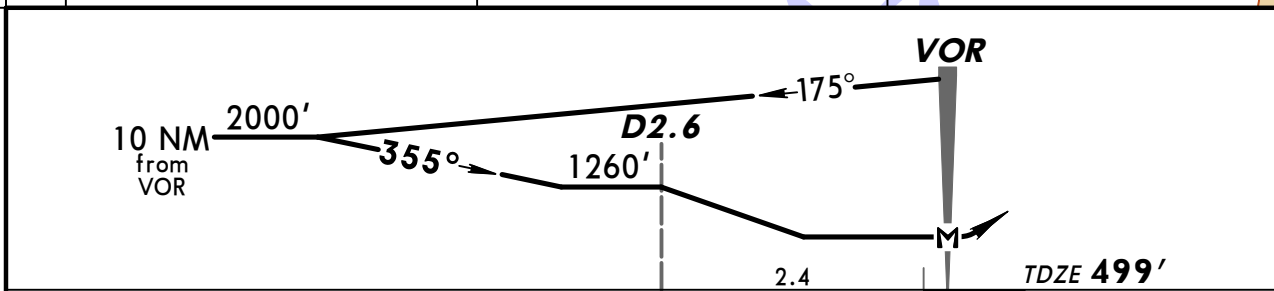
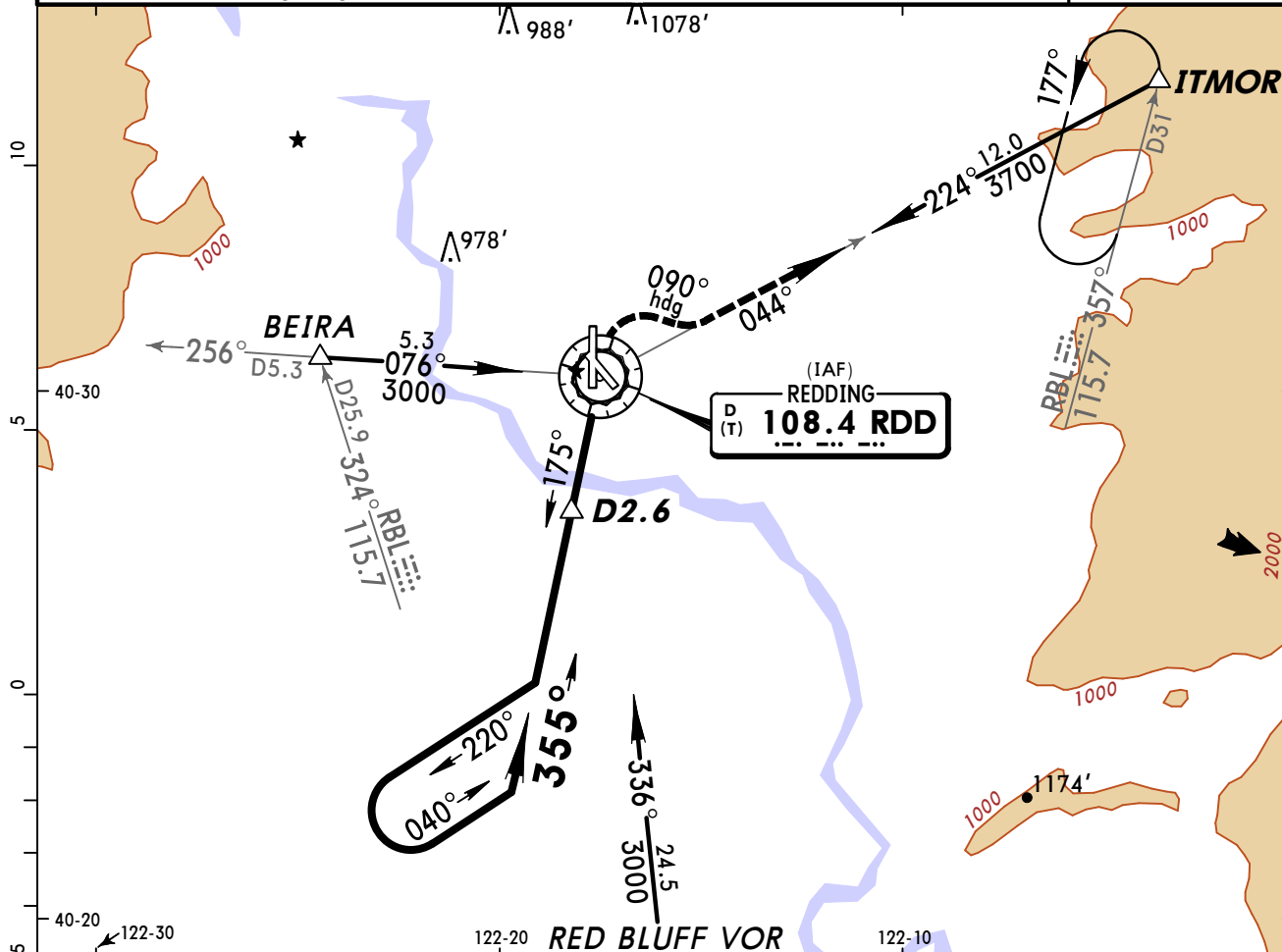
STRAIGHT-IN LANDING RWY 34							CIRCLE-TO-LAND	
With Local Altimeter Setting							Not Authorized to Rwy 12 at Night	
LPV		LNAV/VNAV		LNAV			With Local Altimeter Setting	
DA(H) 790' (291')		DA(H) 944' (445')		MDA(H) 940' (441')			MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		
A				1/2	3/4	1	Max Kts	
B	1/2	1	1	1/2	3/4	1	90	1000' (495')-1
C				3/4	1 1/4		120	
D				1	1 1/2		140	1000' (495')-1 1/2
							165	1060' (555')-2
With Red Bluff Altimeter Setting							With Red Bluff Altimeter Setting	
LPV		LNAV/VNAV		LNAV			MDA(H)	
DA(H) 870' (371')		DA(H) 1024' (525')		MDA(H) 1020' (521')				
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		
A				1/2	3/4	1	Max Kts	
B	3/4	1 1/4	1 1/4	1/2	3/4	1	90	1080' (575')-1
C				1	1 1/2		120	
D				1 1/4	1 3/4		140	1080' (575')-1 1/2
							165	1140' (635')-2

KRDD/RDD
REDDING MUN

JEPPesen
2 OCT 09 **(13-1)**

REDDING, CALIF
VOR Rwy 34

ATIS 124.1		OAKLAND Center (R) 132.2		*REDDING Tower CTAF 119.8		*Ground 121.7
VOR RDD 108.4	Final Apch Crs 355°	Minimum Alt D2.6 1260' (761')	MDA(H) (CONDITIONAL) 860' (361')	Apt Elev 505' TDZE 499'		
MISSED APCH: Climbing RIGHT turn to 5300' via 090° heading and outbound on RDD VOR R-044 to ITMOR INT and hold.						
Alt Set: INCHES 1. Pilot controlled lighting 119.8.		Trans level: FL 180		Trans alt: 18000'		MSA RDD VOR



						MALSR	5300'	090°	RDD	ITMOR
						PAPI	via	hdg	108.4	R-044
MAP at VOR							RT			

STRAIGHT-IN LANDING RWY 34						CIRCLE-TO-LAND			
MDA(H) 860' (361')			MDA(H) 1260' (761')			With D2.6		Without D2.6	
With D2.6			Without D2.6						
	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)	
A			1/2	3/4	1	90	920' (415') - 1	1260' (755') - 1	
B	1/2	3/4	3/4	1 1/4		120	960' (455') - 1	1260' (755') - 1 1/4	
C			1 3/4	2 1/4		140	960' (455') - 1 1/2	1260' (755') - 2 1/4	
D	1	1 1/4	2	2 1/2		165	1060' (555') - 2	1260' (755') - 2 1/2	

CHANGES: ASOS note removed.

© JEPPesen, 2006, 2009. ALL RIGHTS RESERVED.

General Information

Location: Riverside CA USA
IATA Code: RIV
Lat/Long: N33° 52.8' W117° 15.6'
Elevation: 1536 ft

Airport Use: Military
Magnetic Variation: 12.3°E
Sectional Chart: Los Angeles

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1420 Z
Sunset: 0143 Z,

Runway Information

Runway: 12
Length x Width: 3059 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1519 ft
Stopway: 200 ft

Runway: 14
Length x Width: 13300 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1536 ft
Lighting: Edge, Centerline, TDZ
Stopway: 1000 ft

Runway: 30
Length x Width: 3059 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1507 ft
Stopway: 200 ft

Runway: 32
Length x Width: 13300 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 1497 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Communication Information

ATIS 134.75

March Arb Tower 127.65

March Arb Ground Control 121.75

March Arb Clearance Delivery 121.75

March Approach Control 133.5

March Approach Control 119.25 Secondary

March App ARSA 133.5

March Departure Control 133.5

March Departure Control 119.25 Secondary

Riverside Flight Service Station 122.1 RCO

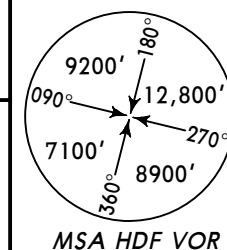
Riverside Flight Service Station 113.4 RCO

March Arb Airlift Command Post 138.45 Military

ATIS
134.75

Apt Elev
1535'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
VOR equipped aircraft only.



MARCH FOUR ARRIVAL (PMD.MARCH4)

DAGGETT
(L) **113.2 DAG**
N34 57.7 W116 34.7

PALMDALE
(H) **114.5 PMD**
N34 37.9 W118 03.8



MAJEK
N34 23.3 W117 32.1
TURBOJETS
EXPECT to cross
at **14000'**

HESPE
N34 20.5 W117 25.9

HITOP
N34 18.0 W117 20.6
TURBOJETS
EXPECT to cross
at **12000'**

PASKO
N34 12.3 W117 18.8

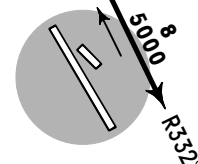
CAJON
N34 05.4 W117 16.8

BERDU
N33 54.4 W117 13.4

PARADISE
(H) **112.2 PDZ**
N33 55.1 W117 31.8



HOMELAND
(L) **113.4 HDF**
N33 46.6 W117 11.1



EXPECT VOR approach
or vector to intercept
ILS Rwy 32

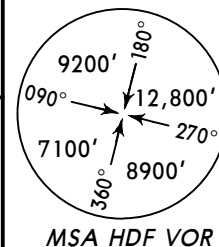
Direct distance from HDF to:
March ARB **7 NM**

POMONA
(L) **110.4 POM**
N34 04.7 W117 47.2

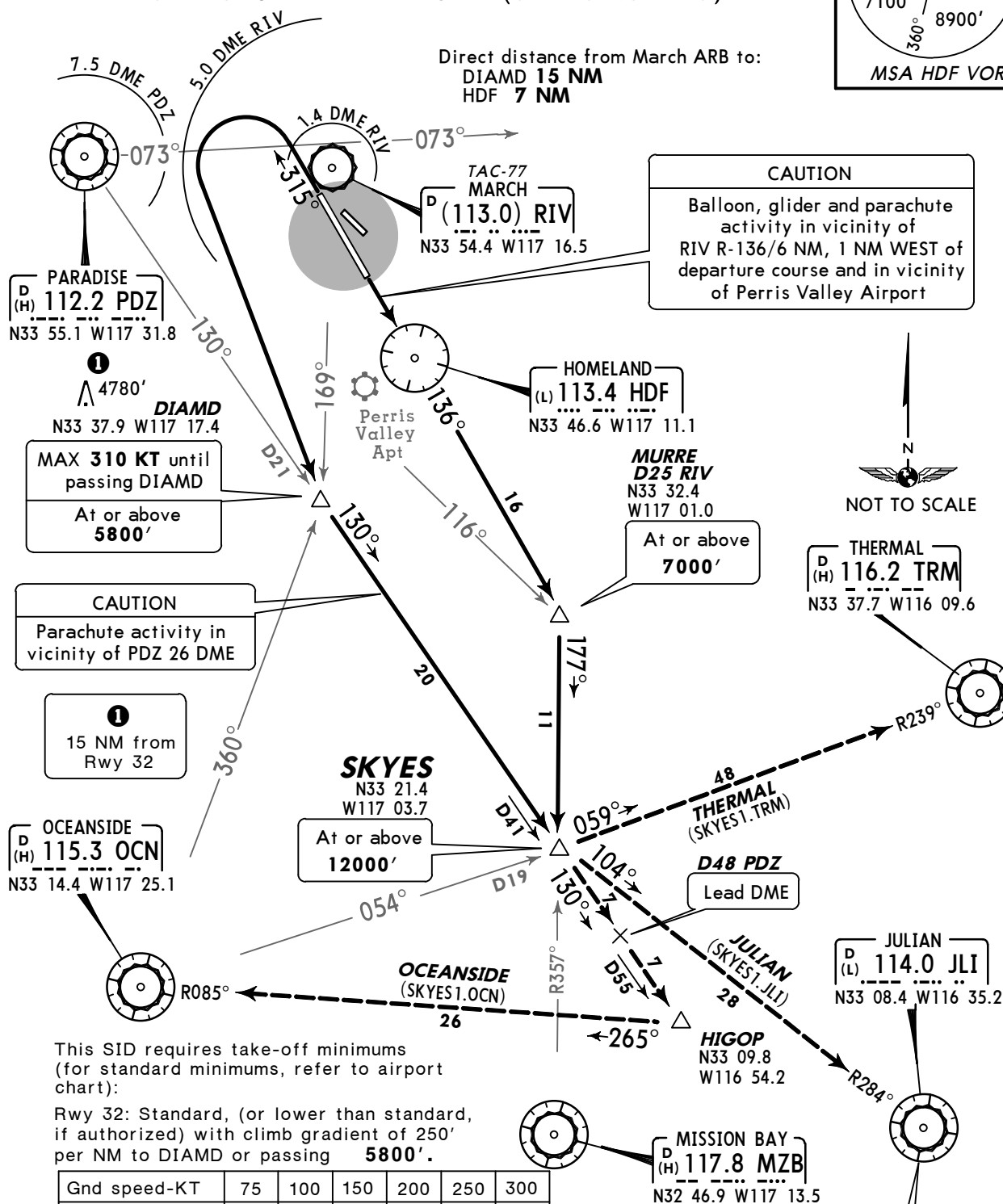


ROUTING

From over PMD via PMD R-104 to HITOP. Then via HDF R-332 to HDF. EXPECT VOR approach or vector to intercept ILS Rwy 32.

SOCAL
Departure (R)
134.0Apt Elev
1535'Trans level: FL180 Trans alt: 18000'
1. RADAR required for THERMAL transition.
2. Rwy 32: MAX 310 KT until passing DIAMD.

SKYES ONE DEPARTURE (SKYES1.SKYES)



This SID requires take-off minimums
(for standard minimums, refer to airport
chart):

Rwy 32: Standard, (or lower than standard,
if authorized) with climb gradient of 250'
per NM to DIAMD or passing **5800'**.

Gnd speed-KT	75	100	150	200	250	300
V/V(fpm)	313	417	625	833	1042	1250

ATC Climb Rate to SKYES or passing **12,000'**.

Rwy	Gnd speed-KT	75	100	150	200	250	300
14	V/V(fpm)	418	557	835	1113	1392	1670
32	V/V(fpm)	383	510	765	1020	1275	1530

RWY

INITIAL CLIMB

- 14** Climb via RIV R-136 or climb direct HDF, then fly HDF R-136 to MURRE, intercept MZB R-357 to SKYES.
- 32** Climb on track 315°, then turn LEFT crossing PDZ R-073/RIV 1.4 DME direct DIAMD, proceed no closer than PDZ 7.5 DME. Remain within RIV 5 DME, intercept PDZ R-130 to SKYES.

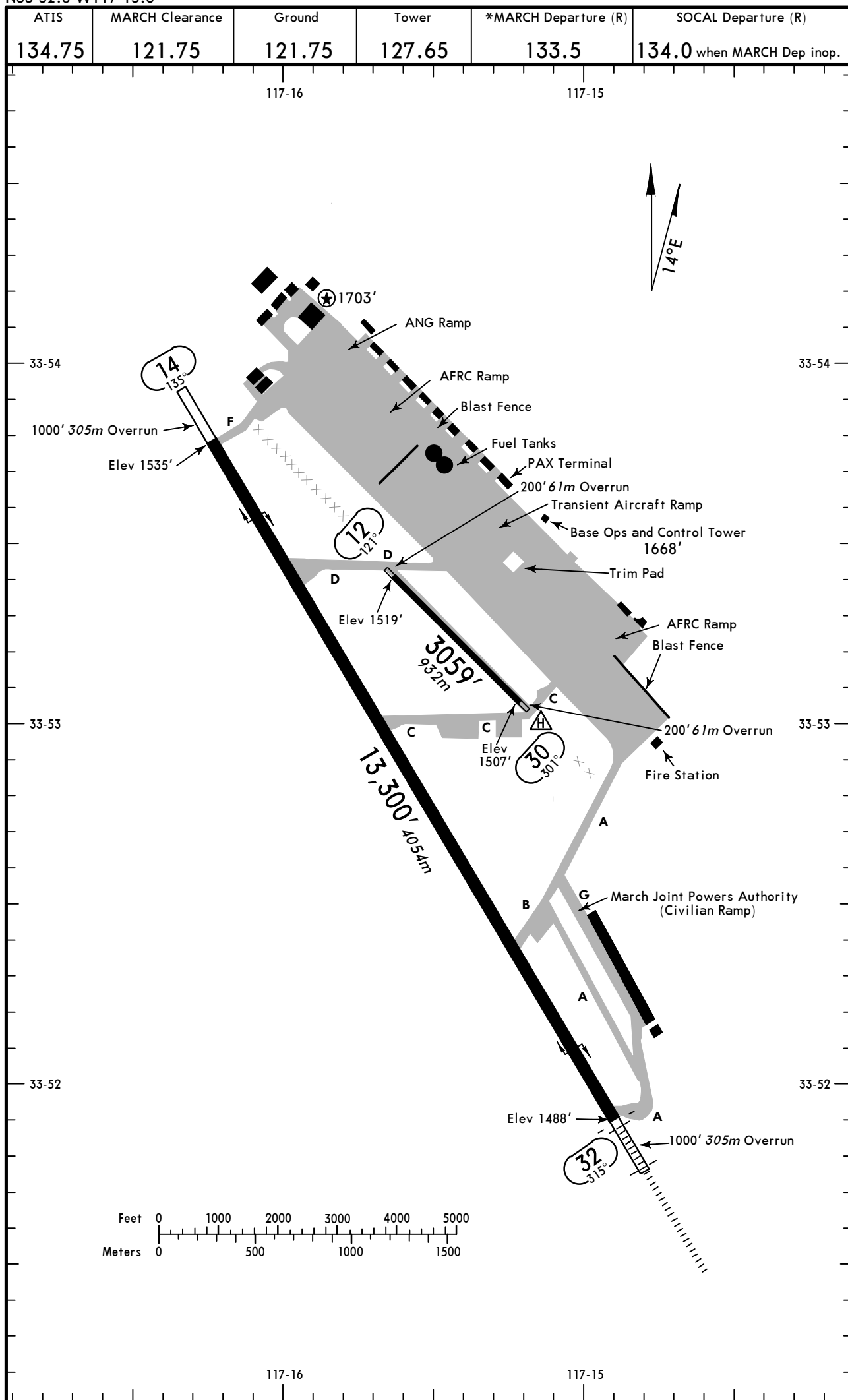
ROUTING

Thence fly transition or assigned route.

KRIV/RIV
Apt Elev **1536'**
N33 52.8 W117 15.6

JEPPESEN
10 DEC 10 **(30-9)** **Eff 16 Dec**

MARCH ARB
RIVERSIDE, CALIF



CHANGES: Airport diagram.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

GENERAL

CAUTION: High density traffic in area.

CAUTION: Rwy 12-30 available for March Field assigned Aero club and US Customs aircraft only.

Civil use by PPO.

Automated/Augmented AWOS in use.

ADDITIONAL RUNWAY INFORMATION

RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							Threshold	Glide Slope		
12										100'
30										30m
14		HIRL	CL	TDZ	PAPI-L (angle 2.50°)	RVR				200'
32		HIRL	CL	TDZ	ALSF-I	PAPI-L (angle 3.00°)	RVR	12,346'	3763m	61m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 14			
Adequate Vis Ref		STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	
3 & 4 Eng		RVR 24 or 1/2	

DEPARTURE PROCEDURE: Rwy 14, Climb direct HDF VOR, then climbing right turn on heading between 155° clockwise to 181°. Max airspeed 250 KIAS.

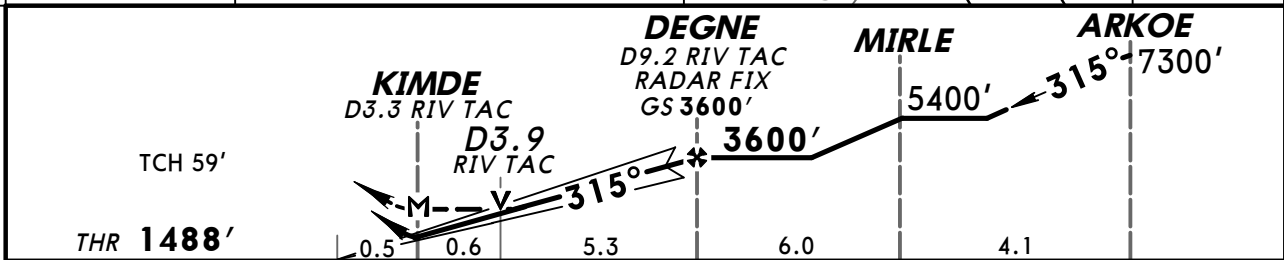
Rwy 32

	Climb left turn heading between 150° to 135° counter-clockwise from departure end of the runway. Maximum 250 KIAS.			Other	For Climb in Visual Conditions within 6.5 NM of March ARB, cross March ARB at or above 3700' MSL, then climb and maintain 6000' direct HDF VOR, then via HDF R-153 to HDF VOR R-153/PDZ VOR R-130, direct SKYES INT. Do not exceed 250 KIAS until passing SKYES. Aircraft shall advise ATC prior to executing visual climb over airport.
	With Mim climb of 240'/NM to 3100'				
	Adequate Vis Ref	STD			
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1200-3	2300-3	
3 & 4 Eng		RVR 24 or 1/2			

TAKE-OFF OBSTACLES: Rwy 14, Tree 150' AGL/1630' MSL, 2248' from DER, 1000' right of centerline. Tree 150' AGL/1630' MSL, 1920' from DER, 1000' right of centerline. Tree 150' AGL/1630' MSL, 1789' from DER, 1000' right of centerline. Tree 150' AGL/1622' MSL, 2278' from DER, 1002' left of centerline. Aircraft 65' AGL/1550' MSL, 28' inward of DER, 542' left of centerline. Aircraft 30' AGL/1516' MSL, 31' inward of DER, 298' left of centerline. Use caution when departing Rwy 14, rapid rising terrain within 3.5 NM southeast of March ARB.

Rwy 32, Aircraft 65' AGL/1600' MSL, 30' from DER, 526' right of centerline. Aircraft 30' AGL/1565' MSL, 5' from DER, 282' right of centerline.

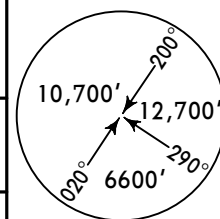
ATIS 134.75	*MARCH Approach (R) 133.5	SOICAL Approach (R) 134.0 when MARCH App inop.	MARCH Tower 127.65	Ground 121.75
LOC IRIV 110.1	Final Apch Crs 315°	GS DEGNE 3600' (2112')	ILS DA(H) 1688' (200')	Apt Elev 1536' THR 1488'
MISSED APCH: Climb outbound on HDF VOR R-315 to 5000'. Crossing PDZ VOR R-078 turn LEFT direct HDF VOR, continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 13700'. 2. CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Apt.				MSA HDF VOR



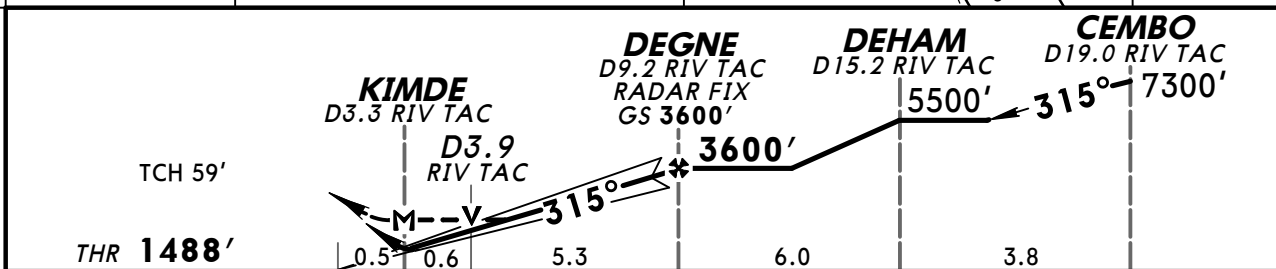
Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI
GS	3.00°	372	478	531	637	743	
MAP at KIMDE or DEGNE to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13	

Military STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND	
ILS DA(H) 1688' (200')			LOC (GS out) MDA(H) 1920' (432')		Not Authorized Northeast of Rwy 14-32 Rapid Rising Terrain	
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A			RVR 24 or 1/2		90	2180' (644') - 1
B			RVR 55 or 1		120	2220' (684') - 1
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	2260' (724') - 2
D			RVR 40 or 3/4	1 1/4	165	2260' (724') - 2 1/4

ATIS 134.75	*MARCH Approach (R) 133.5	SOCAL Approach (R) 134.0 when MARCH App inop.	MARCH Tower 127.65	Ground 121.75
LOC IRIV 110.1	Final Apch Crs 315°	GS DEGNE 3600' (2112')	ILS DA(H) 1688' (200')	Apt Elev 1536' THR 1488'
MISSED APCH: Climb direct RIV TAC, then LEFT turn to intercept RIV TAC R-138 direct BOGGLE, continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 13700'. 2. CAUTION: Ultralights, balloons, parachutists in vicinity of Perris Valley Apt.				



MSA RIV TAC

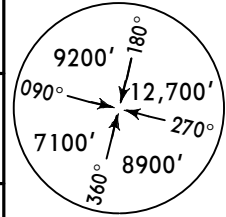


Gnd speed-Kts	70	90	100	120	140	160	ALSFI	5000'	TAC-77 RIV (113.0)
GS	3.00°	372	478	531	637	743	849	PAPI	
MAP at KIMDE or DEGNE to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13			

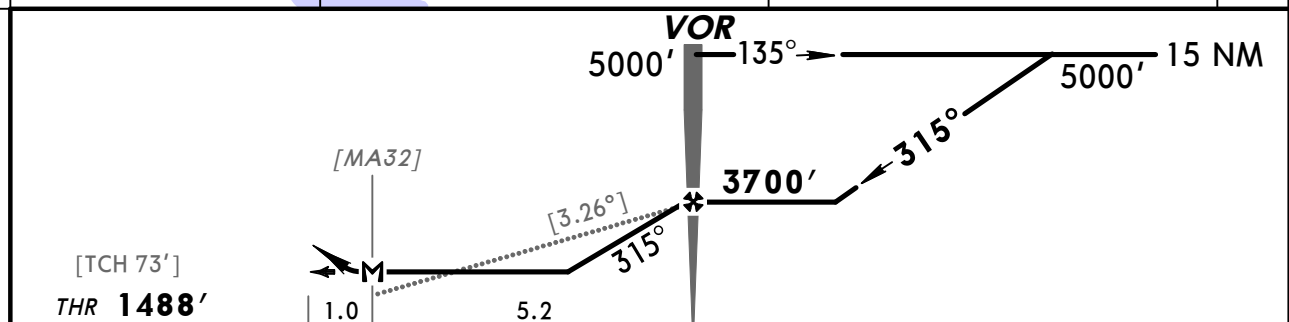
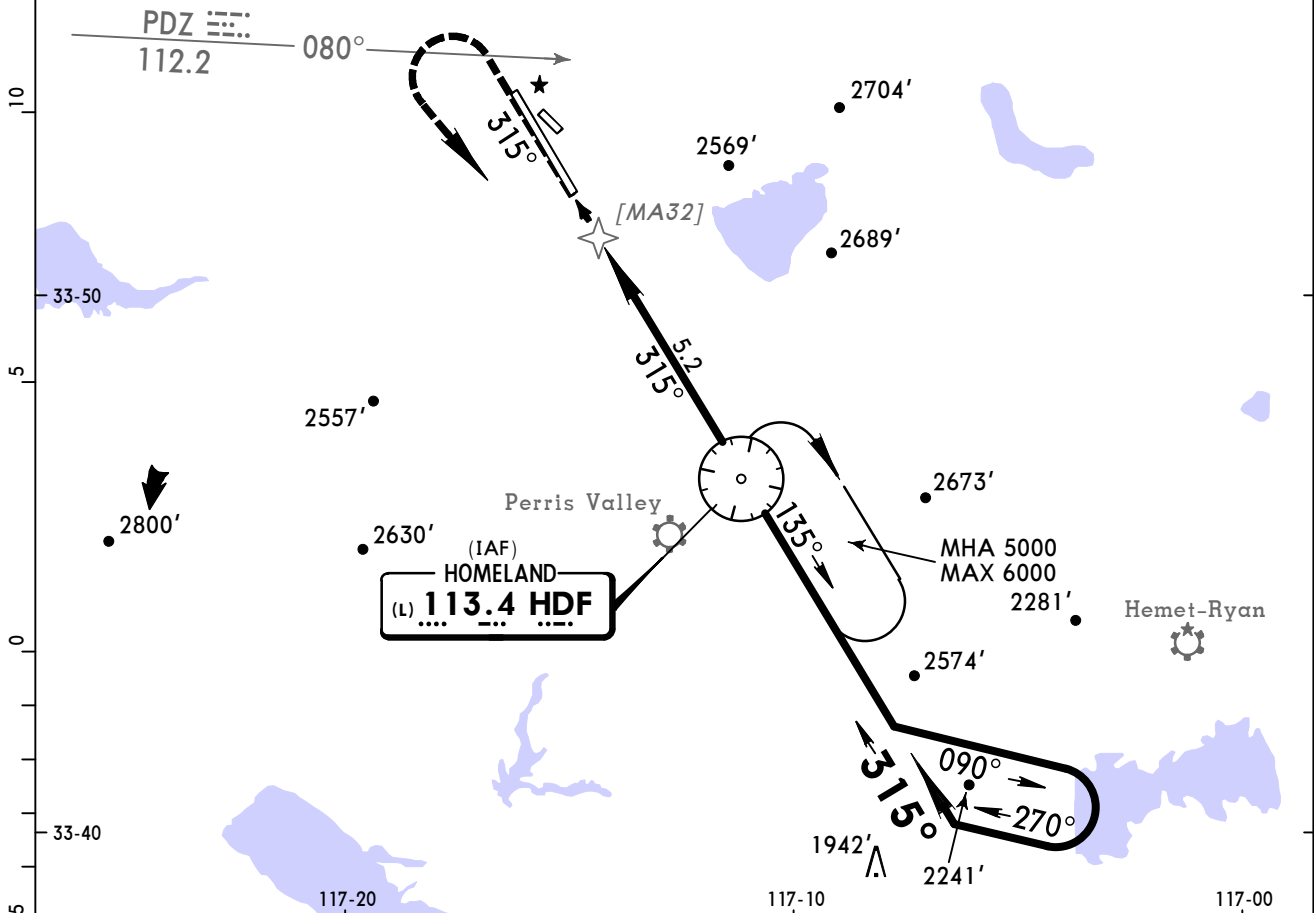
STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND		
ILS DA(H) 1688' (200')			LOC (GS out) MDA(H) 1920' (432')			Not Authorized Northeast of Rwy 14-32 Rapid Rising Terrain	
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	
A					90	2180' (644')-1	
B					120	2220' (684')-1	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	2260' (724')-2	
D					165	2260' (724')-2 1/4	

BRIEFING STRIP™

ATIS 134.75	*MARCH Approach (R) 133.5	SOCAL Approach (R) 134.0 when MARCH App inop.	MARCH Tower 127.65	Ground 121.75
VOR HDF 113.4	Final Apch Crs 315°	Minimum Alt VOR 3700' (2212')	MDA(H) 2040' (552')	Apt Elev 1536' THR 1488'
MISSED APCH: Climb outbound on HDF VOR R-315 to 5000'. Crossing PDZ VOR R-080, turn LEFT direct HDF VOR, continue climb-in-hold to 5000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 13700'. 2. CAUTION: Ultralights, balloons and parachutists in vicinity of Perris Valley Apt. 3. VGSI and descent angles not coincident.				



MSA HDF VOR



Gnd speed-Kts	70	90	100	120	140	160		ALS-I	5000'	HDF
Descent angle [3.26°]	404	519	577	692	808	923		PAPI	↑	on 113.4
VOR to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			R-315

STRAIGHT-IN LANDING RWY32			CIRCLE-TO-LAND		
MDA(H) 2040' (552')			Not Authorized Northeast of Rwy 14-32 Rapid Rising Terrain		
	ALS out	Max Kts	MDA(H)		
A	RVR 24 or 1/2	90	2180' (644') - 1 1/4		
B		120	2200' (664') - 1 1/4		
C	RVR 60 or 1 1/8	140	2260' (724') - 2		
D		165	2260' (724') - 2 1/4		

General Information

Location: San Diego CA USA
IATA Code: SAN
Lat/Long: N32° 44.0' W117° 11.4'
Elevation: 17 ft

Airport Use: Public
Magnetic Variation: 12.1 °E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1419 Z
Sunset: 0144 Z,

Runway Information

Runway: 09
Length x Width: 9401 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 700 ft

Runway: 27
Length x Width: 9401 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1810 ft

Communication Information

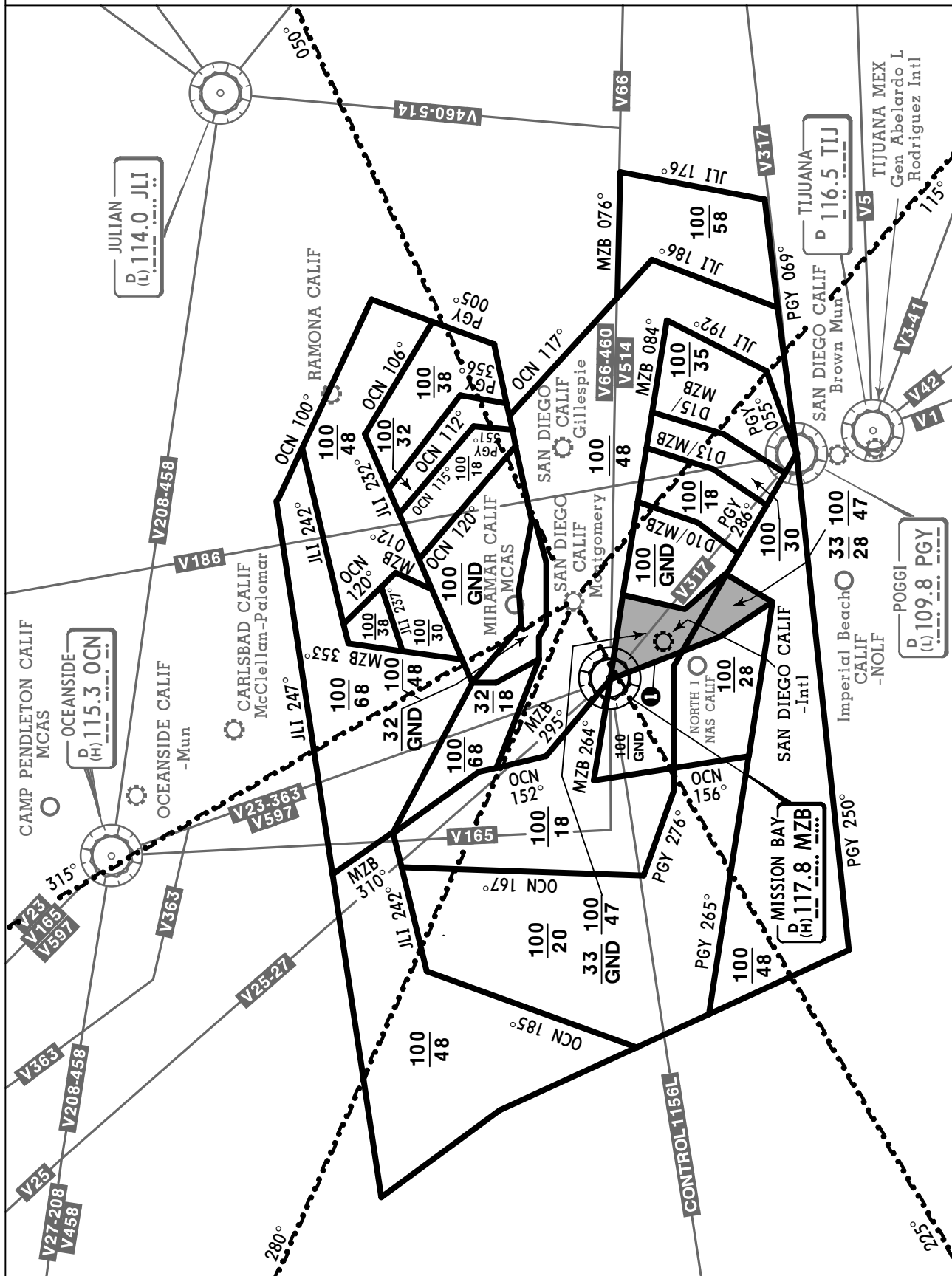
ATIS 134.8
San Diego Intl Tower 118.3
San Diego Intl Ground Control 123.9
San Diego Intl Clearance Delivery 125.9
San Diego Intl Pre-Taxi Clearance 125.9 Pre-Departure Clearance
Socal Approach Control 119.6
Socal Approach Control 124.35
Socal App TCA 132.2 (315°-49°) Between 16000 ft and 7000 ft
Socal App TCA 127.3 (281°-314°) At or below 6999 ft

Socal App TCA 125.3 (281°-314°) Between 15000 ft and 7000 ft
Socal App TCA 125.15 (116°-224°) At or below 17000 ft
Socal App TCA 124.35 (50°-115°) At or below 14000 ft
Socal App TCA 120.05 (315°-49°) At or below 6999 ft
Socal App TCA 119.6 (225°-280°) At or below 15000 ft
Socal Departure Control 119.6
Socal Departure Control 124.35
San Diego Intl Unicom 122.95
San Diego AIR Operations 898.4 Military
San Diego AIR Operations 569.6 Military
San Diego AIR Operations 312.3 Military
San Diego AIR Operations 218.2 Military
San Diego AIR Operations 157.15 Military

SAN DIEGO CLASS (B) AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

Sectors	Social App	
(050°-115°)	124.35	(14000 and below)
(116°-224°)	125.15	(17000 and below)
(225°-280°)	119.6	(15000 and below)
(281°-314°)	127.3	(below 7000)
	125.3	(7000-15000)
(315°-049°)	120.05	(below 7000)
	132.2	(7000-16000)



1 VFR CORRIDOR PROCEDURES

When transiting the VFR corridor overlying San Diego Intl above **3300 feet** and **below 4700 feet**, pilots are encouraged to remain right of a northwest/southeast line extending across the San Diego Intl Rwy 27 approach end.

No communications or clearances with ATC are required while transiting through the VFR corridor; however, frequency 126.050 is provided for exchange of information between those pilots using the corridor.

Heavy traffic south at 3000 feet and below inbound to North I NAS, pilots transiting the VFR corridor are cautioned against premature descent. Occasional parachute jump activity allowed in this area, check NOTAMS.

FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

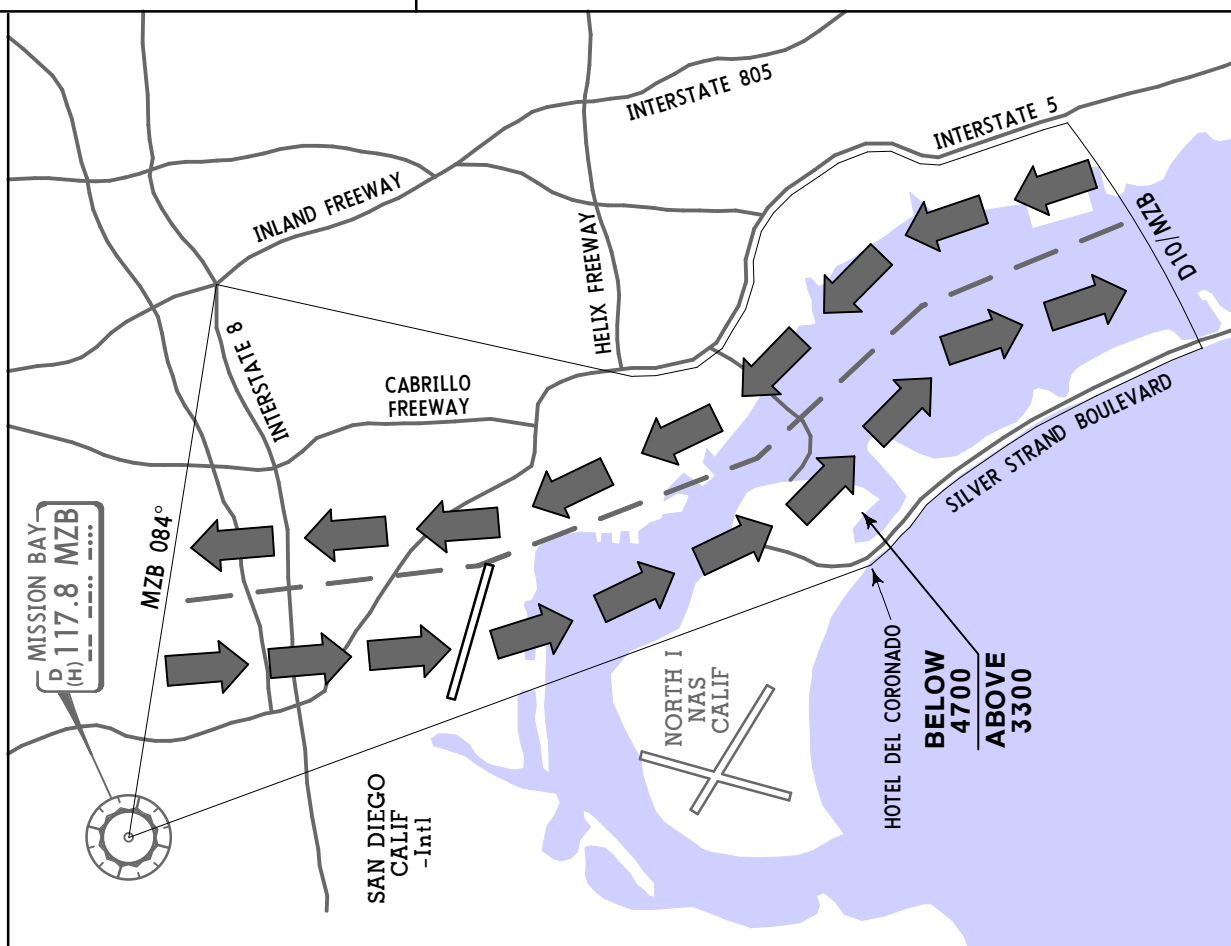
FLIGHT PROCEDURES

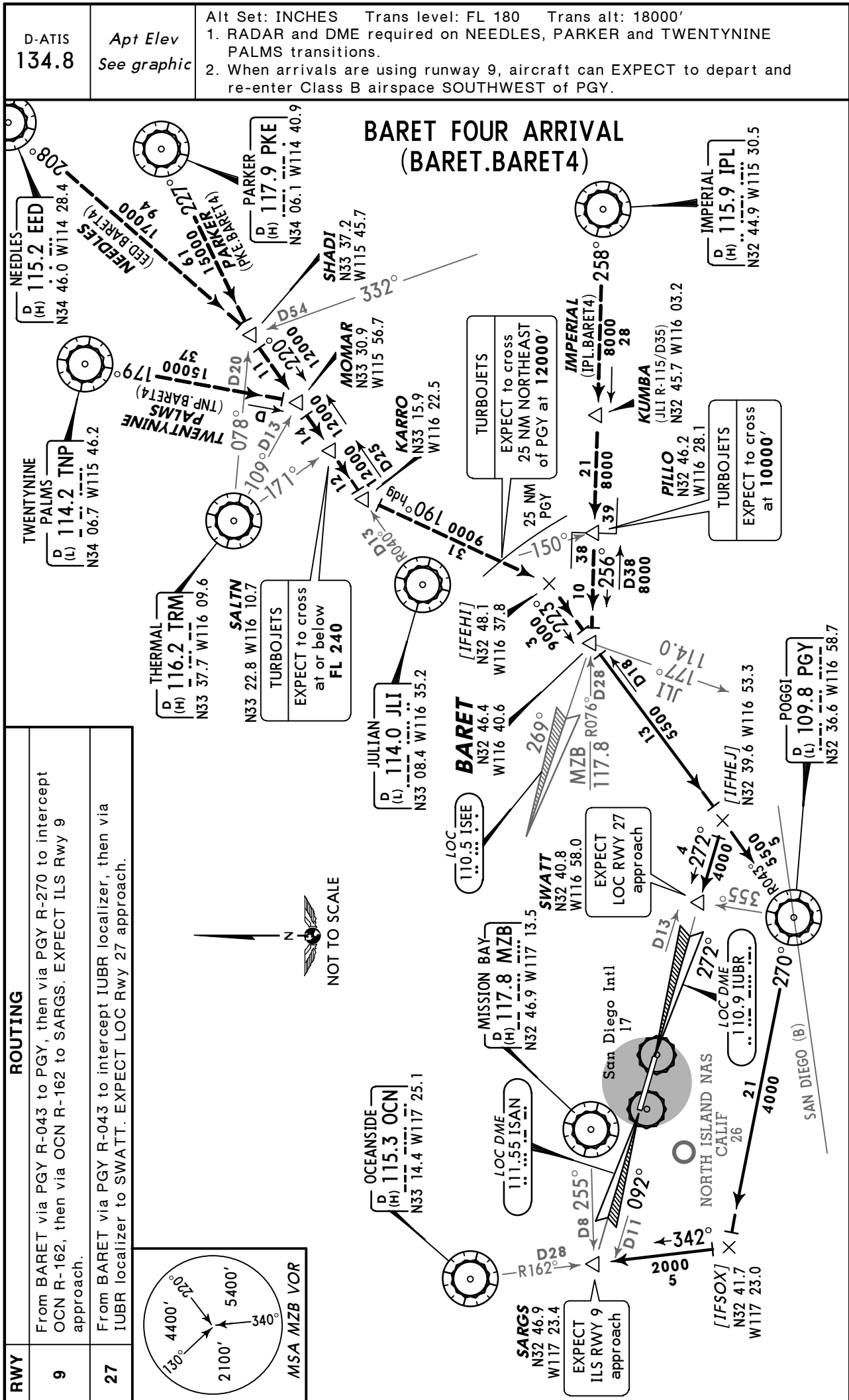
IFR Flights-Aircraft within the Class (B) are required to operate in accordance with current IFR procedures.

VFR Flights-

- Arriving aircraft, or aircraft desiring to transit the Class (B), should contact San Diego Approach control on the frequency depicted for the sector of flight with reference to the geographical center of the airport. Pilots should state, on initial contact, their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- Aircraft departing the primary airports are requested to advise the San Diego clearance delivery position prior to taxiing of the intended route of flight and altitude. Aircraft departing from other than the primary airports should give this information on appropriate ATC frequencies or as directed by ATIS information if route penetrates the Class (B).
- Aircraft desiring to transit the Class (B) will obtain clearance on an equitable "first-come, first-served" basis, providing the requirements of FAR 91 are met.

1 VFR CORRIDOR

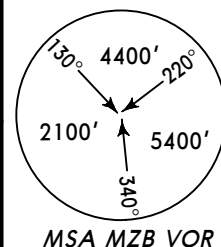




D-ATIS
134.8

Apt Elev
17'

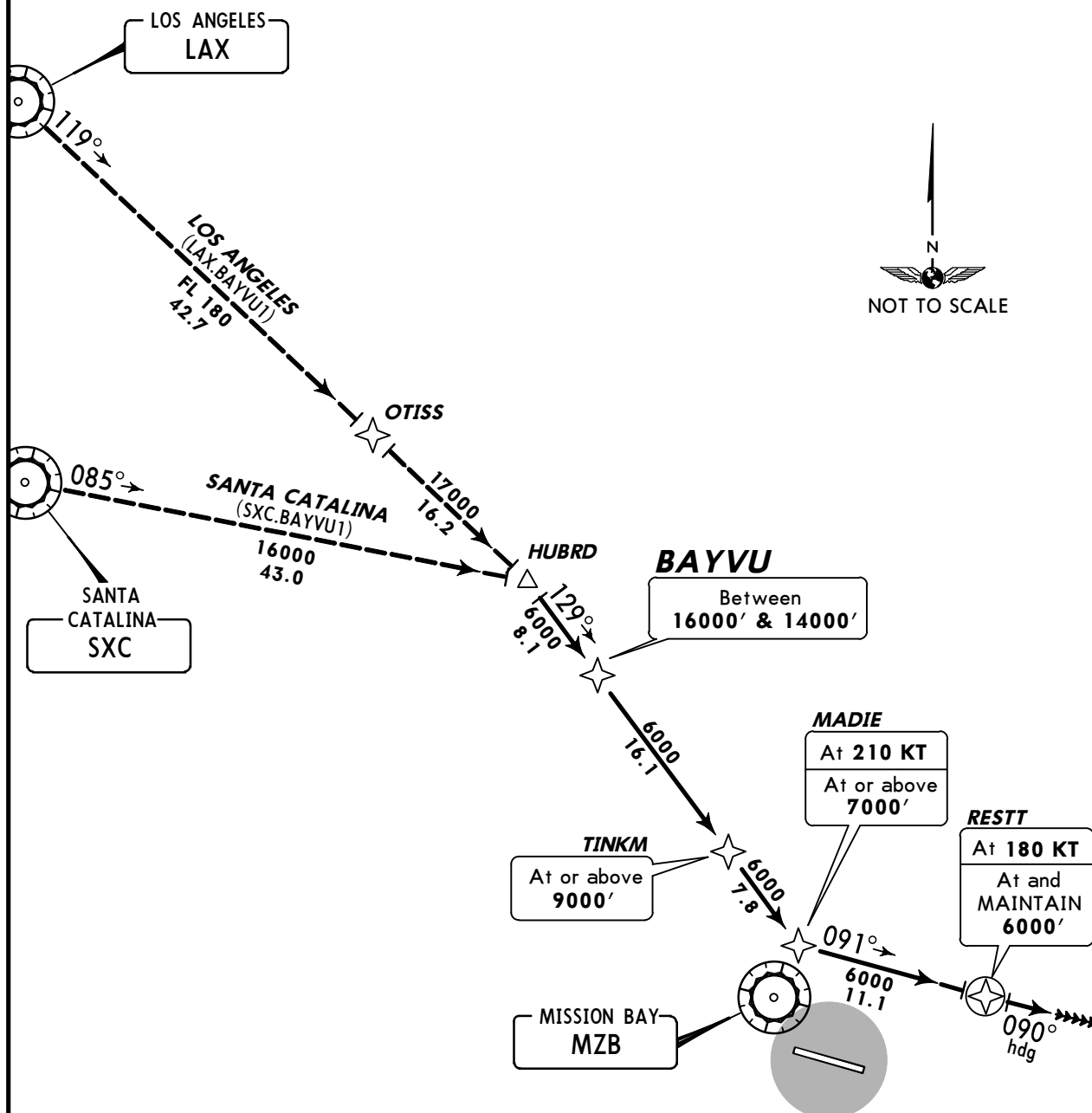
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
2. RADAR required.
3. RNAV 1.



BAYVU ONE RNAV ARRIVAL (BAYVU.BAYVU1)

SPEED RESTRICTION

Program FMS to descend via a speed schedule of 280 KT until leaving 10000'. Pilots are expected to program their FMS to pick up the speed schedule of 280 KT as the aircraft descends from the mach regime.



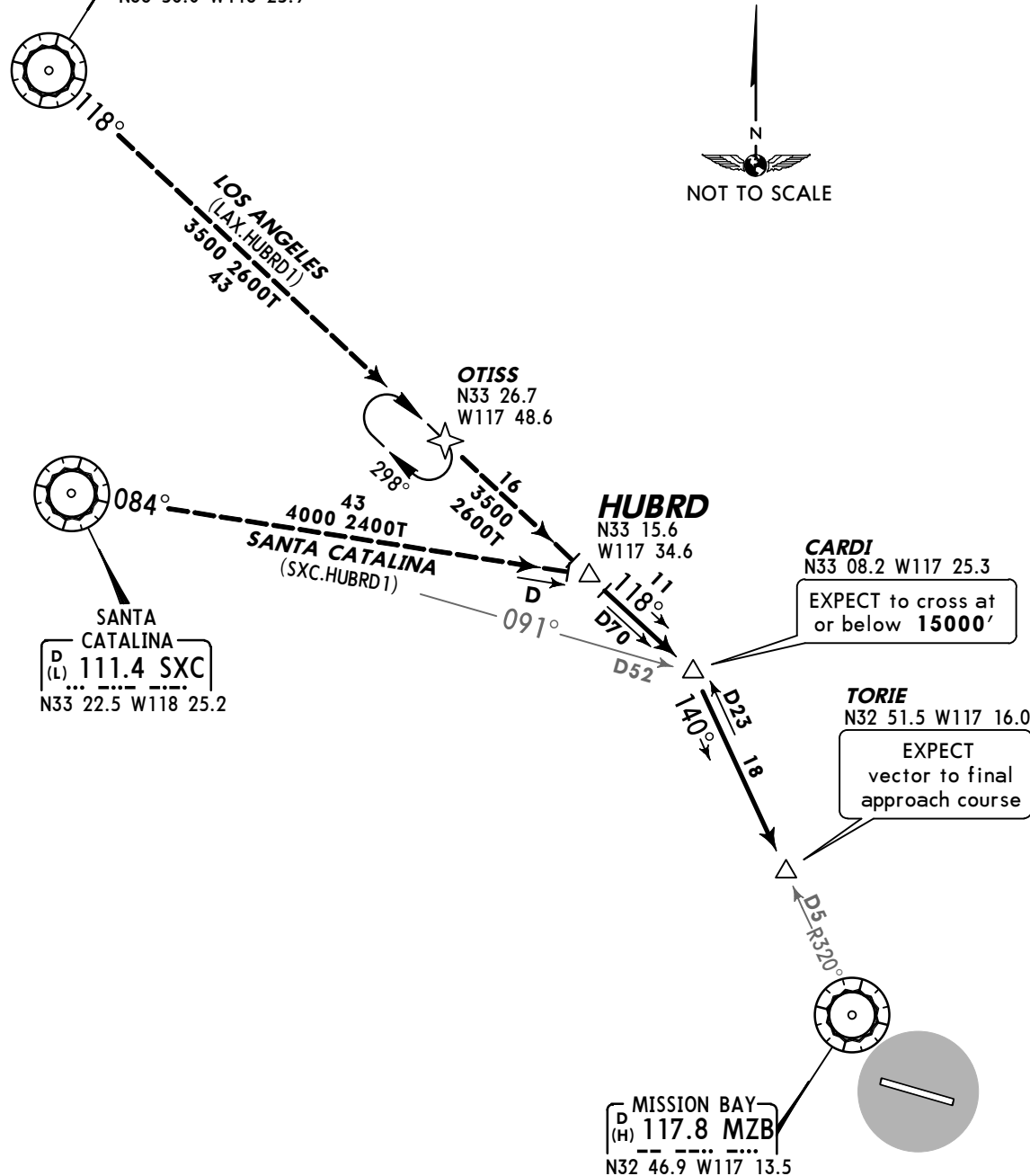
Direct distance from RESTT to:
San Diego Intl 11 NM

ROUTING

From HUBRD as depicted to cross RESTT at 6000'. Depart RESTT heading 090°. EXPECT RADAR vectors to final approach course Rwy 27.

MSA MZB VOR

LOS ANGELES
D
(H) 113.6 LAX
.... ..
N33 56.0 W118 25.9



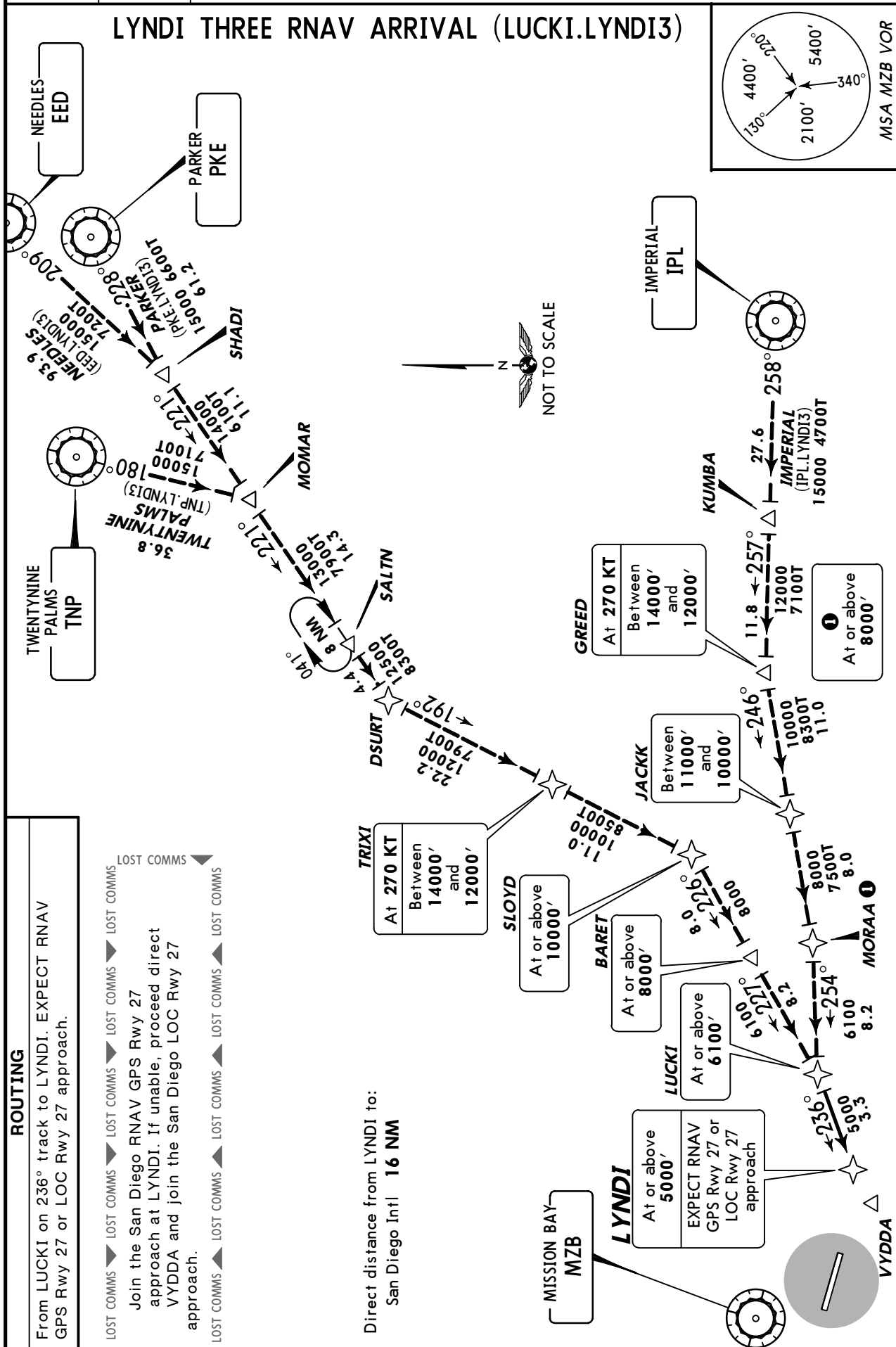
© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

D-ATIS
134.8

Apt Elev
17'

- Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. **RADAR required.**
 2. **DME/DME/IRU or GPS required.**
 3. **RNAV 1.**
 4. Turbojet aircraft only.
 5. IMPERIAL transition: For non-GPS equipped aircraft JLI must be operational.
 6. NEEDLES, PARKER and TWENTYNINE PALMS transitions: For non-GPS equipped aircraft JLI and PGY must be operational.

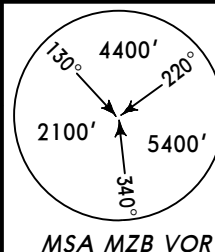
LYNDI THREE RNAV ARRIVAL (LUCKI.LYNDI3)



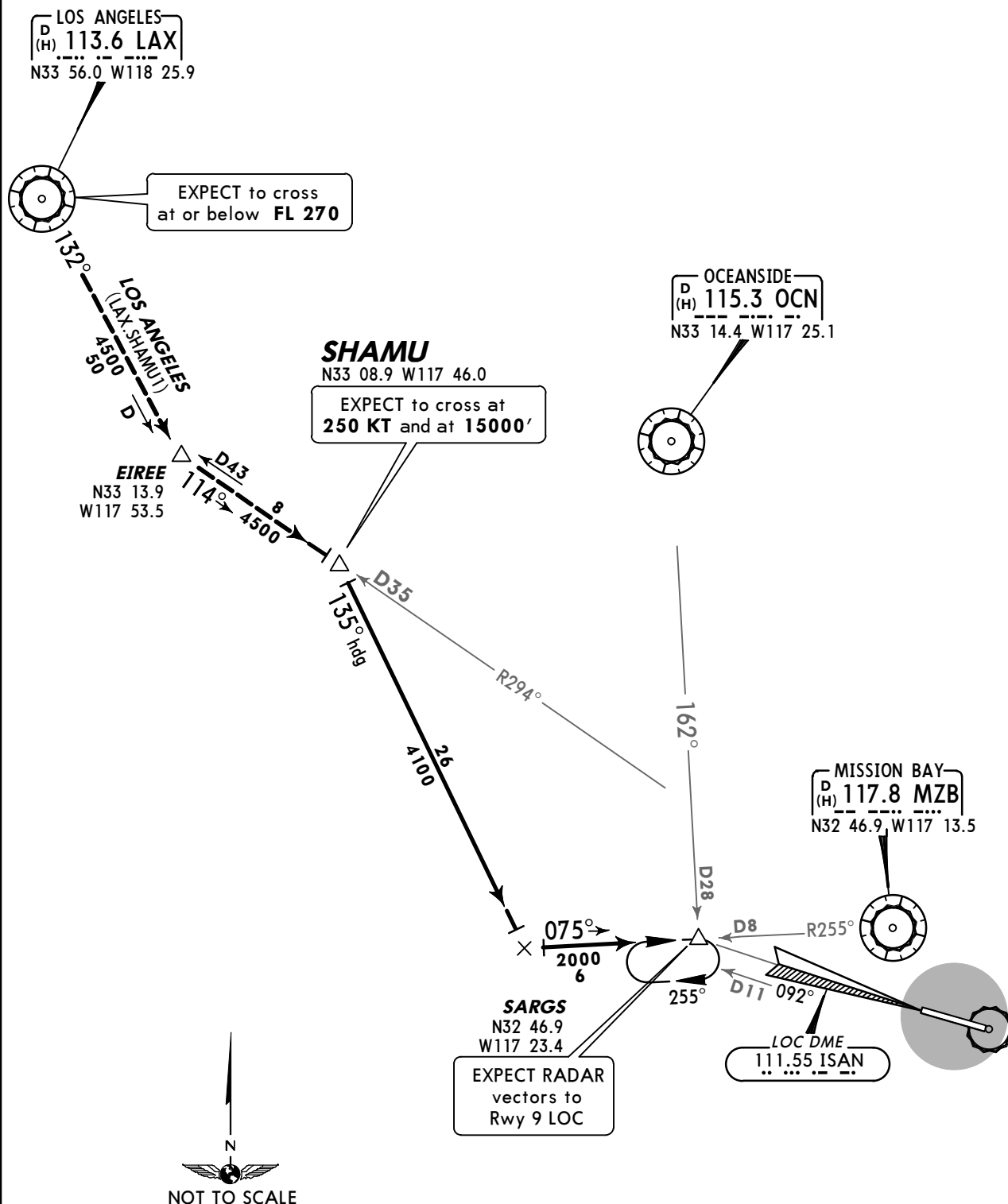
D-ATIS
134.8

Apt Elev
17'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
DME and RADAR required.

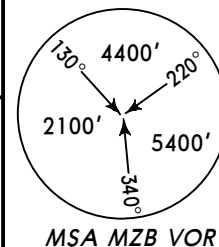


SHAMU ONE ARRIVAL (SHAMU.SHAMU1) (RWY 9)

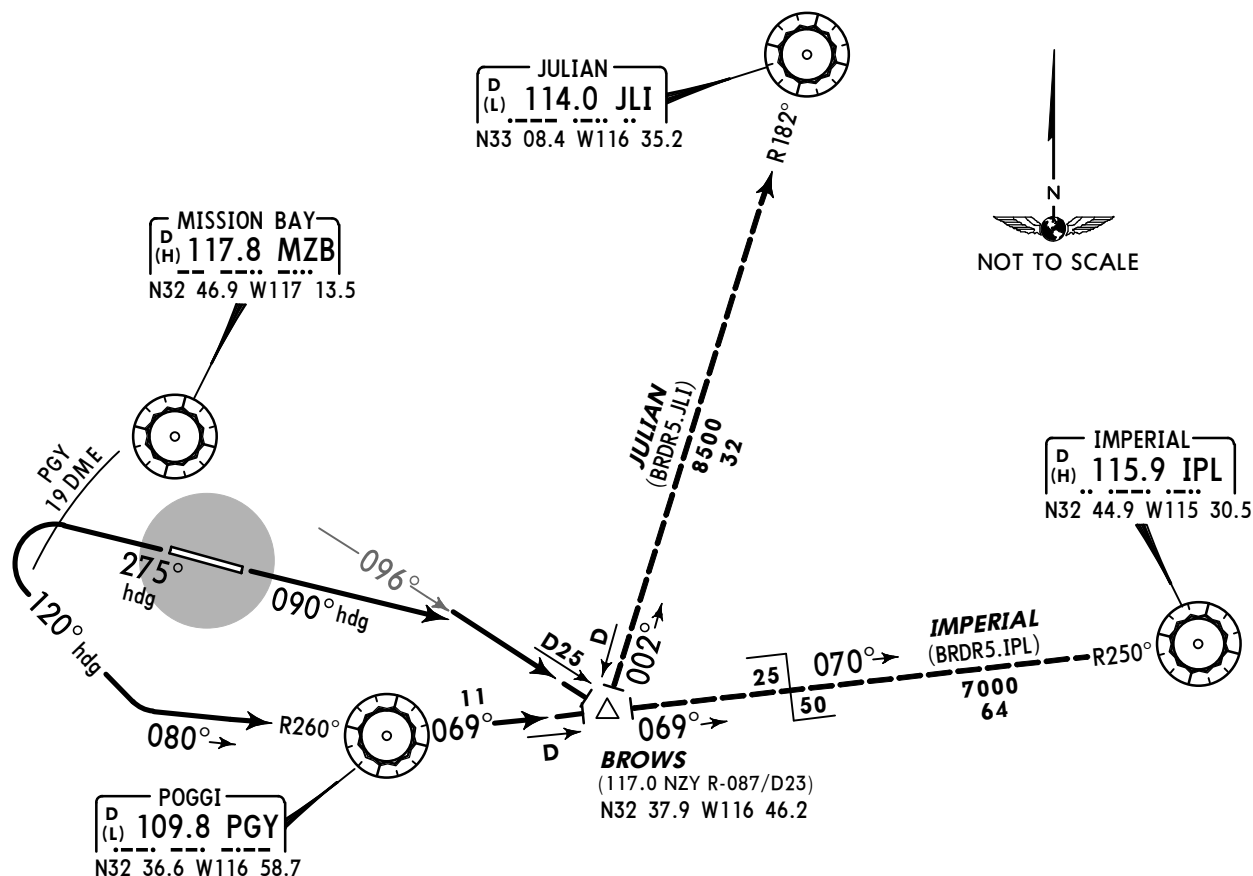


ROUTING

From over SHAMU via 135° heading to intercept MZB R-255, then via MZB R-255 to SARGS.
EXPECT RADAR vectors to San Diego Rwy 9 Localizer.

SOCAL Departure (R)
Rwy 9 124.35
Rwy 27 125.15Apt Elev
17'Trans level: FL180 Trans alt: 18000'
1. Rwy 9: RADAR required.
2. Rwy 27: DME required.

BORDER FIVE DEPARTURE (BRDR5.BROWS)



Direct distance from San Diego Intl

(Rwy 9) to: BROWS 22 NM

(Rwy 27) to: PGY 13 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 9: 300-1 with a minimum climb of 610'
per NM to **1900'**.

Rwy 27: 300-1 1/2 or standard (or lower than
standard, if authorized) with a minimum climb
of 317' per NM to **400'**.

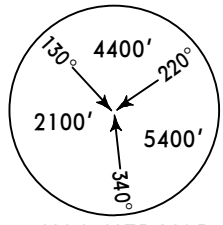
Gnd speed-KT	75	100	150	200	250	300
317' per NM	396	528	793	1057	1321	1585
610' per NM	763	1017	1525	2033	2542	3050

OBSTACLES

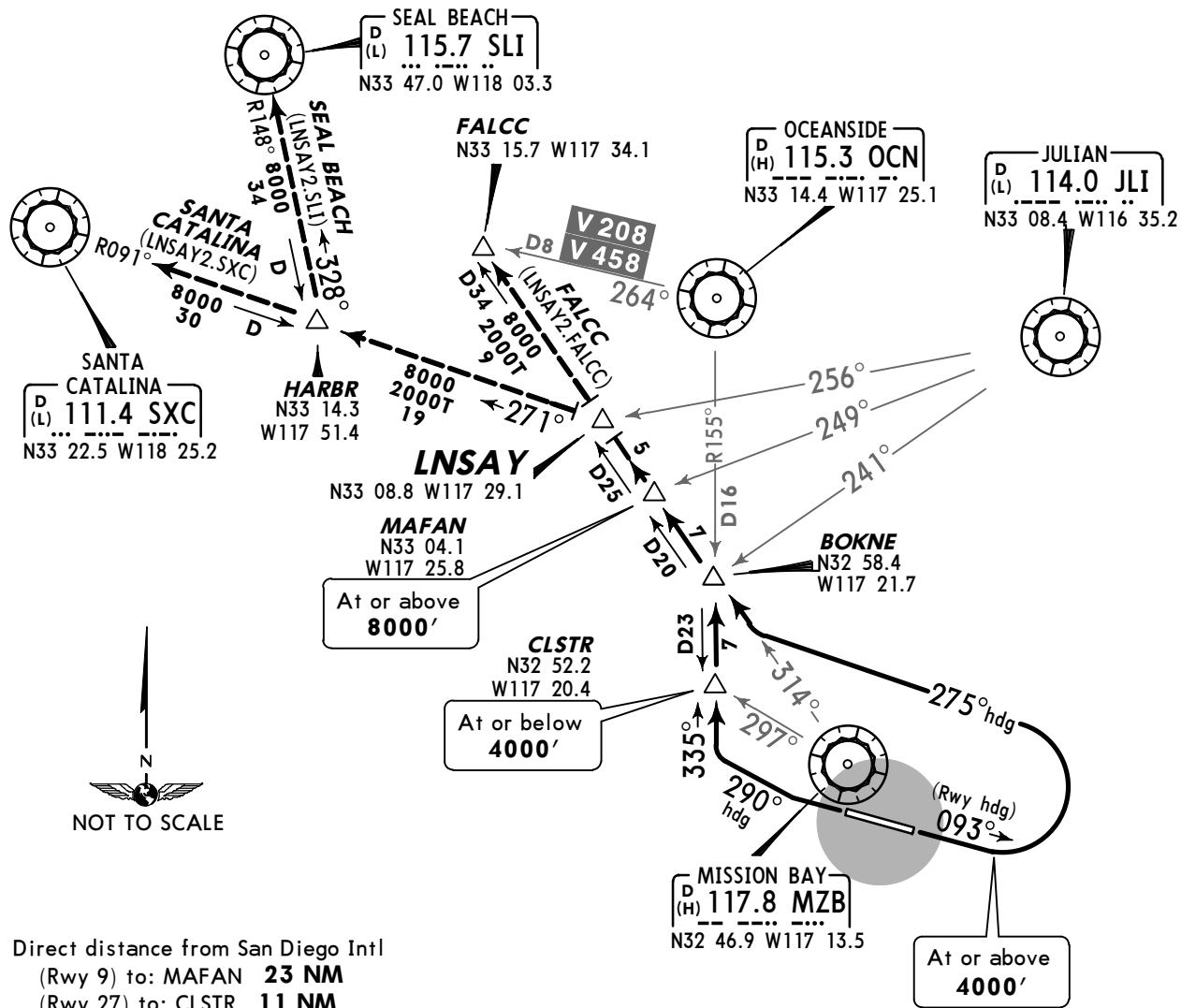
Rwy 9: Trees 792' from DER,
142' LEFT of centerline, 60' AGL/99'
MSL. Antenna 740' from DER,
302' RIGHT of centerline, 62' AGL/
82' MSL. Antenna 1946' from DER,
969' LEFT of centerline, 126' AGL/
192' MSL. Trees 1377' from DER,
285' LEFT of centerline, 80' AGL/
135' MSL. Trees 4625' from DER,
1414' LEFT of centerline, 250' AGL/
385' MSL.

Rwy 27: Trees 1 mile from DER, 685'
RIGHT of centerline, 220' AGL/
253' MSL. Flagpole 2511' from DER,
700' LEFT of centerline, 90' AGL/
116' MSL.

RWY	INITIAL CLIMB	ALTITUDE
9	Climb via a 090° heading to intercept and proceed via MZB R-096 to BROWS. Then via transition or assigned route.	MAINTAIN assigned altitude.
27	Climb via a 275° heading until PGY 19 DME, then turn LEFT to a 120° heading to intercept and proceed via PGY R-260 and PGY R-069 to BROWS. Then via transition or assigned route.	

SOCAL Departure (R)		Apt Elev 17'	Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. Aircraft filed for at or above 14000', EXPECT clearance via FALCC transition. 3. Aircraft filed for at or below 13000', EXPECT clearance via SANTA CATALINA or SLI transition.	
WEST 119.6	EAST 124.35			

LNSAY TWO DEPARTURE (LNSAY2.LNSAY)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: 300-1 with a minimum climb of 610' per NM to **1900'**.
Rwy 27: 300-1 1/2 or standard (or lower than standard, if authorized) with a minimum climb of 317' per NM to **400'**.
ATC required minimum climb of 310' per NM to **8000'** between CLSTR and MAFAN.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550
317' per NM	396	528	793	1057	1321	1585
610' per NM	763	1017	1525	2033	2542	3050

OBSTACLES

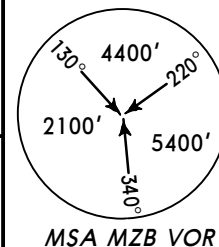
Rwy 9: Trees 792' from DER, 142' LEFT of centerline, 60' AGL/99' MSL. Antenna 740' from DER, 302' RIGHT of centerline, 62' AGL/82' MSL. Antenna 1946' from DER, 969' LEFT of centerline, 126' AGL/192' MSL.
Trees 1377' from DER, 285' LEFT of centerline, 80' AGL/135' MSL. Trees 4625' from DER, 1414' LEFT of centerline, 250' AGL/358' MSL.
Rwy 27: Trees 1 mile from DER, 685' RIGHT of centerline, 220' AGL/253' MSL. Trees 3118' from DER, 846' RIGHT of centerline, 120' AGL/149' MSL. Flagpole 2511' from DER, 700' LEFT of centerline, 90' AGL/116' MSL.

RWY	INITIAL CLIMB	ALTITUDE
9	Climb runway heading to 4000' , then turn LEFT to a 275° heading to intercept and proceed via MZB R-314 to MAFAN. Then via MZB R-314 to LNSAY. Then via transition or assigned route.	MAINTAIN assigned altitude.
27	Climbing RIGHT turn to a 290° heading to intercept and proceed via OCN R-155 to CLSTR, then via OCN R-155 and MZB R-314 to MAFAN. Then via MZB R-314 to LNSAY, then via transition or assigned route.	

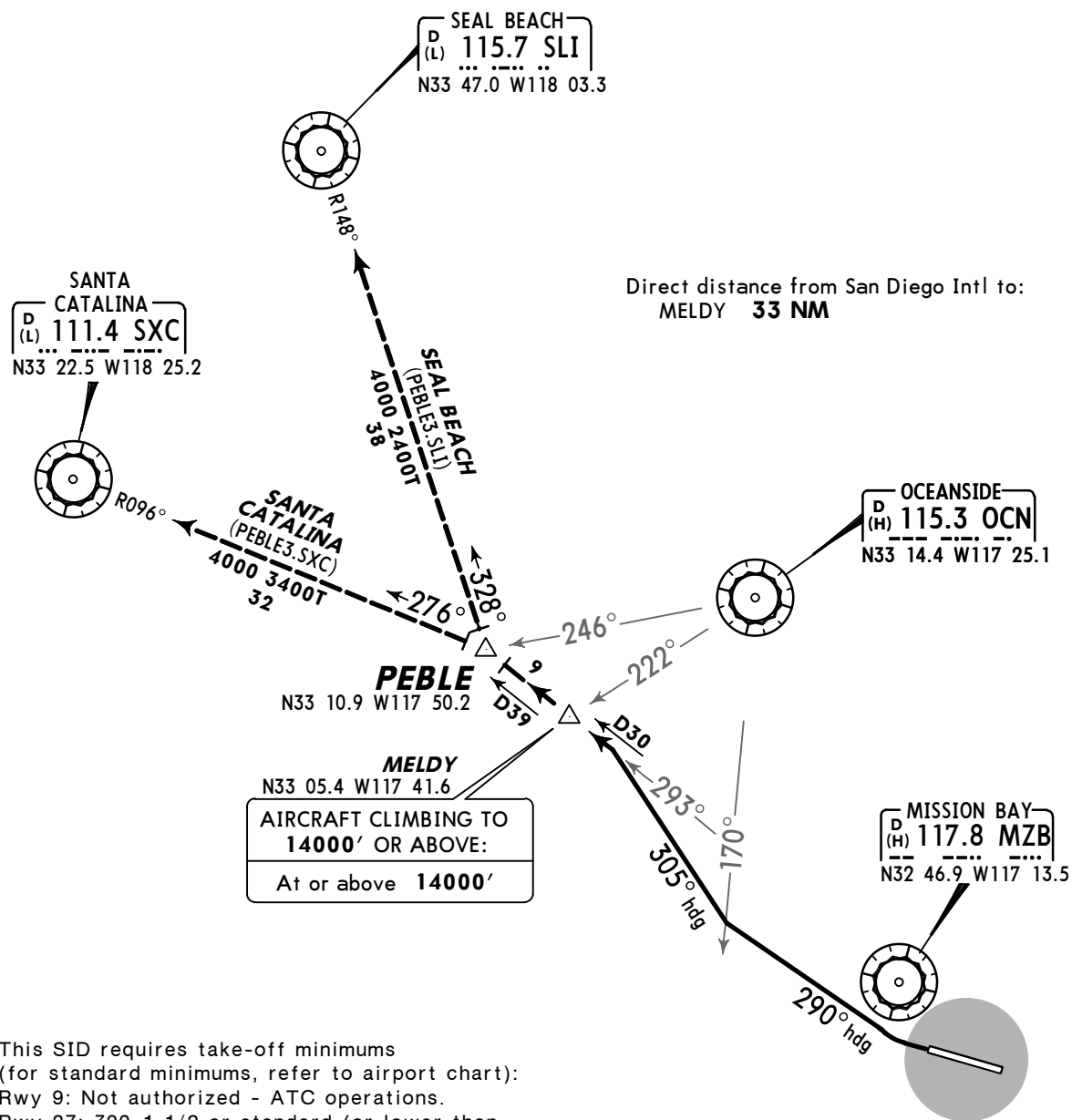
SOCAL Departure (R)
119.6

Apt Elev
17'

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Aircraft climbing above 13000' can EXPECT
RADAR vectors NORTHWEST bound prior to
PEBLE.



PEBLE THREE DEPARTURE (PEBLE3.PEBLE)
(RWY 27)

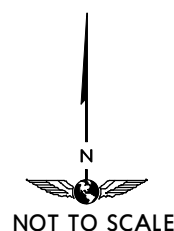


This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC operations.
Rwy 27: 300-1 1/2 or standard (or lower than
standard, if authorized) with a minimum climb
of 317' per NM to **400'**.
Note: ATC minimum climb of 431' per NM to
14000' required to meet MELDY crossing
restriction.

Gnd speed-KT	75	100	150	200	250	300
317' per NM	396	528	793	1057	1321	1585
431' per NM	539	718	1078	1437	1796	2155

OBSTACLES

Rwy 27: Trees 1 mile from DER, 685' RIGHT of
centerline, 220' AGL/253' MSL. Trees 3118' from
DER, 846' RIGHT of centerline, 120' AGL/149' MSL.
Flagpole 2511' from DER, 700' LEFT of centerline,
90' AGL/116' MSL.



INITIAL CLIMB

Climbing RIGHT turn via heading 290° until crossing OCN R-170, then turn
RIGHT via heading 305° to intercept and proceed via MZB R-293 to PEBLE.
Then via transition or assigned route.

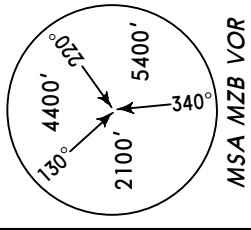
ALTITUDE

MAINTAIN
assigned altitude.

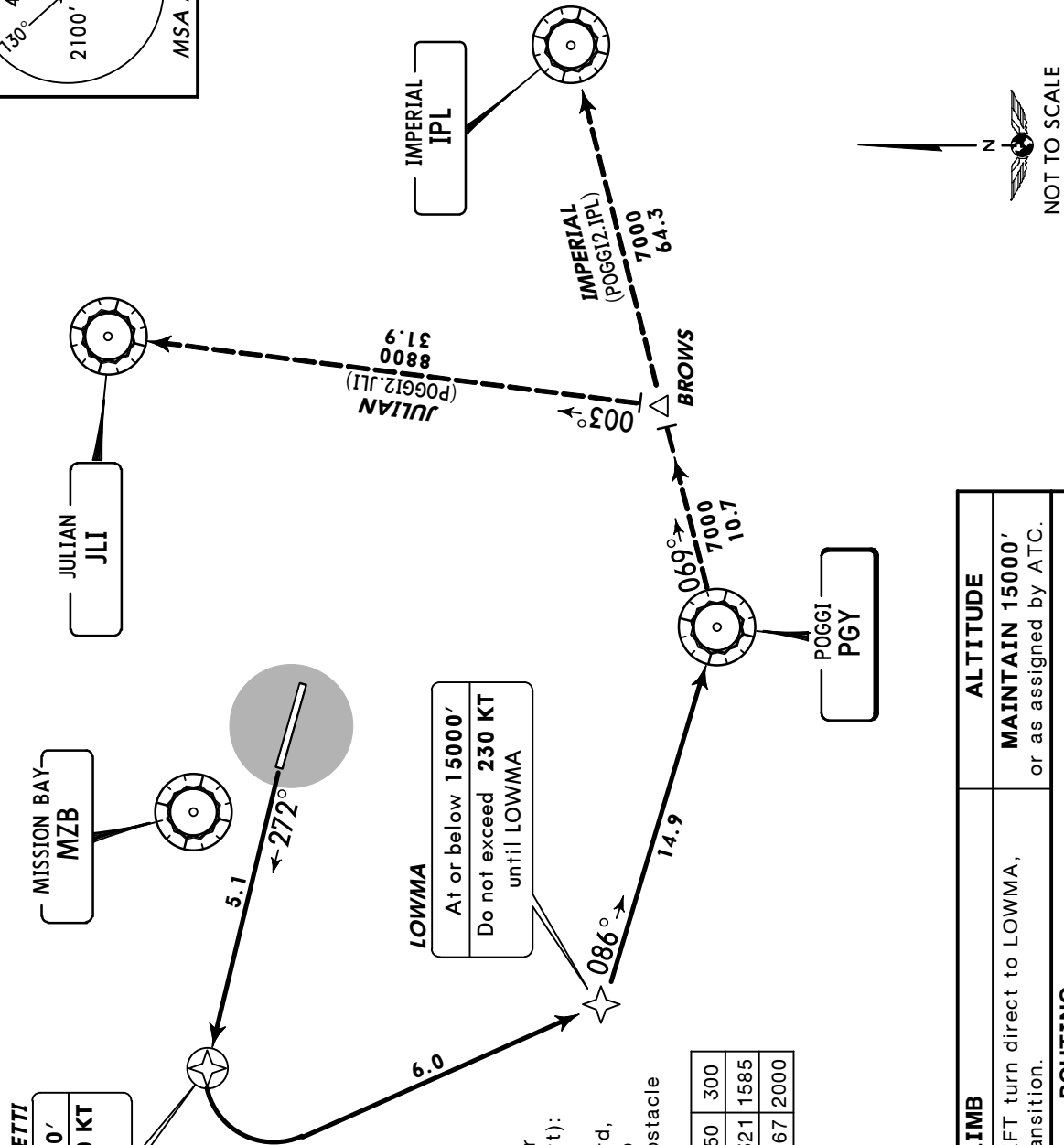
SOCAL Departure (R)
125.15

Apt Elev
17'

- Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required.
 2. RNAV 1.
 3. RADAR required.
 4. JULIAN Transition: For non-GPS equipped aircraft PGY must be operational.
 5. IMPERIAL Transition: For non-GPS equipped aircraft PGY, MZB and JLI must be operational.



POGGI TWO RNAV DEPARTURE (POGGI2.PGY)
SPEED: DO NOT EXCEED 230 KT UNTIL LOWMA
(RWY 27)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 9: Not authorized - ATC.
Rwy 27: Standard (or lower than standard, if authorized) with a minimum ATC climb of 400' per NM to 520' and minimum obstacle climb of 317' per NM to 1600'.

Gnd speed-KT	75	100	150	200	250	300
317' per NM	396	528	793	1057	1321	1585
400' per NM	500	667	1000	1333	1667	2000

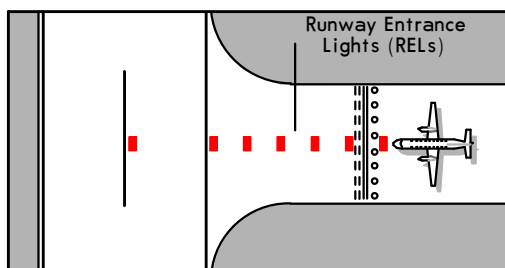
OBSTACLES

Rwy 27: Multiple trees, flag pole, light pole and obstruction lights beginning at 287' from DER, 1985' LEFT to 1577' RIGHT of centerline, up to 116' AGL/ 269' MSL.

INITIAL CLIMB	ALTITUDE
Climb direct to JETI. Then climbing LEFT turn direct to LOWMA, then via 086° track to PGY. Then via transition.	MAINTAIN 15000' or as assigned by ATC.
ROUTING	
EXPECT filed altitude ten minutes after departure.	

PILOT GUIDE TO RUNWAY STATUS LIGHTS (RWSL) SAN DIEGO INTERNATIONAL AIRPORT (SAN)

The FAA is implementing Runway Status Lights (RWSL) at SAN to reduce the frequency and severity of runway incursions. RWSL is a fully automatic, surveillance-driven lighting system that monitors runway usage and directly indicates runway occupancy status to pilots. Initial testing of RWSL at SAN will consist of Runway Entrance Lights (RELs) which illuminate red when it is unsafe to cross or enter a runway. RWSL is not controlled by ATC and indicates status only, never clearance.



SAN Runway Entrance Lights (RELs)

RELs consist of a series of red in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One additional REL is located near the runway centerline. RELs are directed toward the taxiway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

Figure 1. Runway Entrance Lights (RELs)

RED MEANS STOP!

- When the RELs illuminate, you should remain clear of the runway.
- When cleared: "to cross the runway; to line up and wait; for takeoff; or for immediate takeoff" and the RELs illuminate or are illuminated, STOP the aircraft and indicate to ATC that you are stopped with red lights and wait for further clearance.
- If your aircraft crosses the hold line and you subsequently observe illuminated lights, STOP the airplane and notify ATC that you are stopped across the hold line because of red lights.
- If remaining clear of the runway is impractical for safety reasons, you should proceed according to your best judgment of safety (understanding that the illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

RELs TURNING OFF DO NOT CONSTITUTE CLEARANCE TO CROSS OR ENTER A RUNWAY!

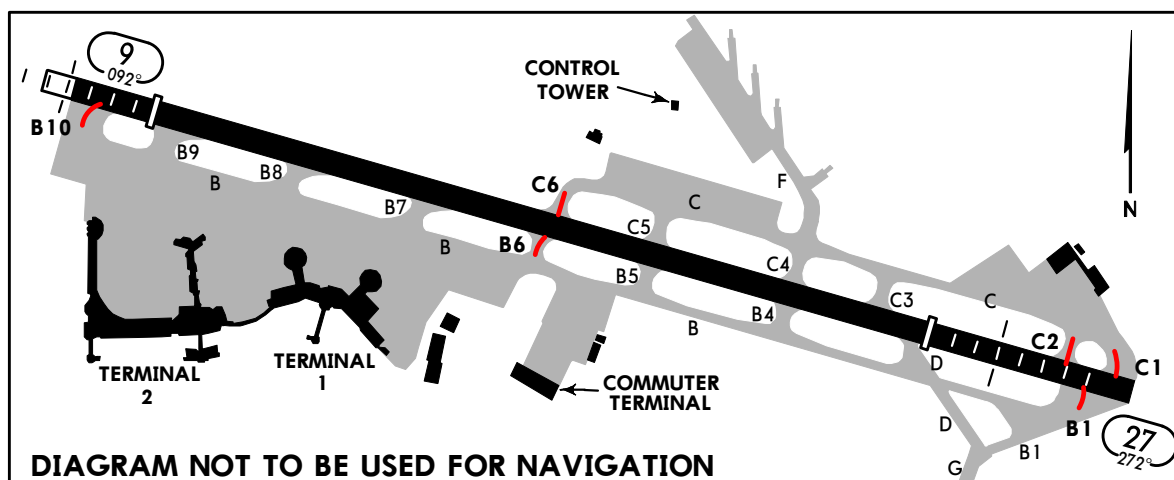
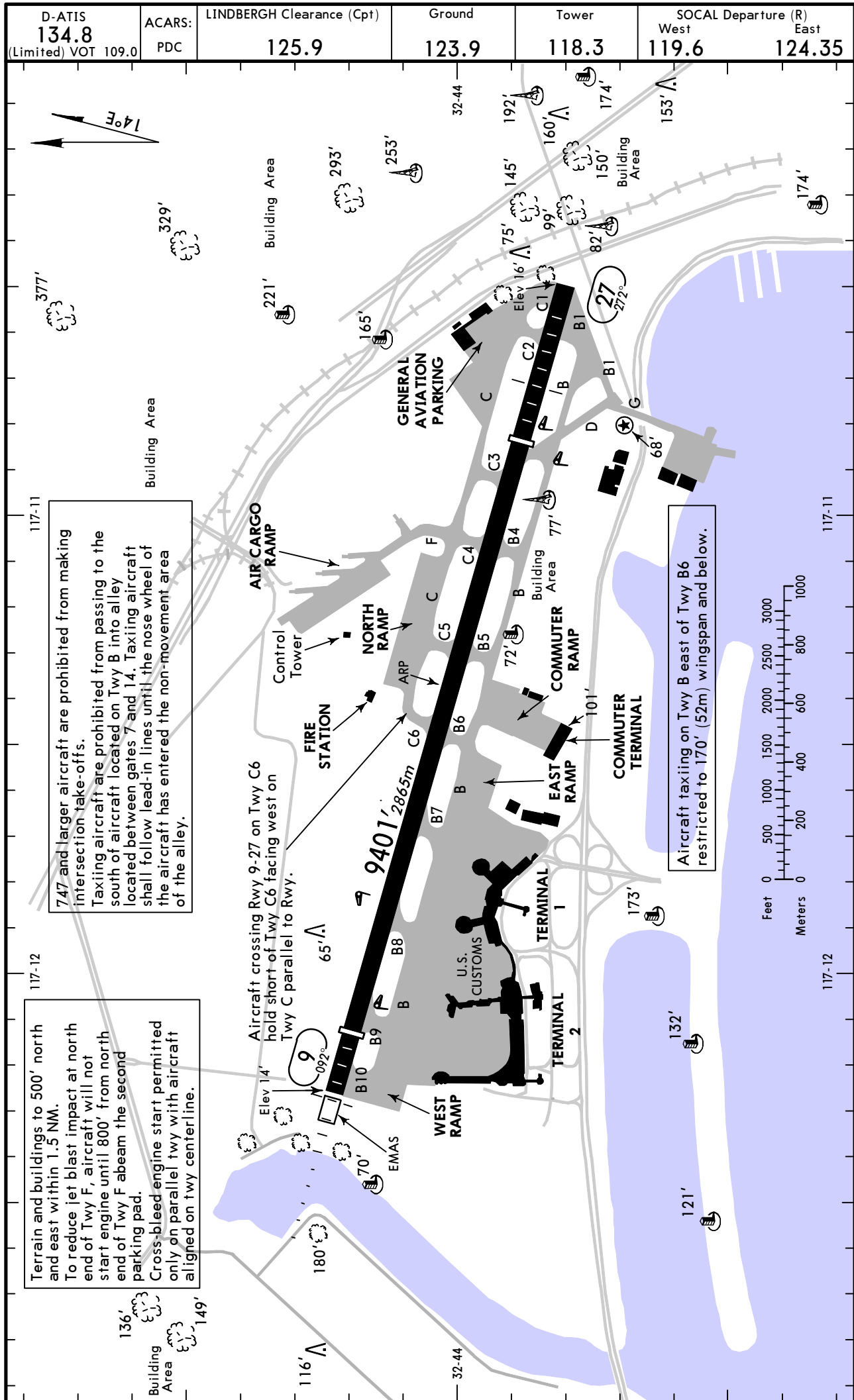


Figure 2. SAN REL locations (shown as red bars)

An ATIS message will broadcast the current operational status of RWSL.

An operational evaluation of RELs at SAN is scheduled to commence on or about May 1st, 2011. If the initial evaluation is successful, testing will continue until the existing system at SAN is replaced by a production system at a later date. During this evaluation, pilot feedback is essential to assess system acceptability. To participate, please visit: www.RWSL.net



GENERAL

ASDE-X surveillance system in use. Pilots should operate transponders with Mode C on all taxiways and runways.

Practice instrument approaches and touch and go landings prohibited.

Ultralight vehicles are prohibited.

Intermittent presence of birds on and in vicinity of airport.

Outboard engines of 4 engine aircraft are to be kept at idle power for all ground maneuvering.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING	BEYOND		
				Threshold	Glide Slope		
9	HIRL CL MALSR TDZ	grooved RVR	①	7580'2310m	①	6082'1854m	200'
27	HIRL CL MALS TDZ ② PAPI-L	grooved RVR		7591'2314m			61m

① Last 1121' 342m is unavailable for landing distance computations.

② Angle 3.5°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 27**

With Mim climb of 353'/NM to 500'

Both RVRs are required & controlling		Adequate Vis Ref	STD		Other
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	400-2 1/2
Rollout RVR 5	Rollout RVR 10				

Rwy 9

With Mim climb of 290'/NM to 900'

400-1 3/4

OBSTACLE DP

Rwy 9, Climb heading 092° to 900', then climbing left turn direct MZB VOR.

Rwy 27, Climb heading 272° to 900', then climbing right turn direct MZB VOR.

Aircraft departing MZB VOR R-180 clockwise R-360 climb on course.

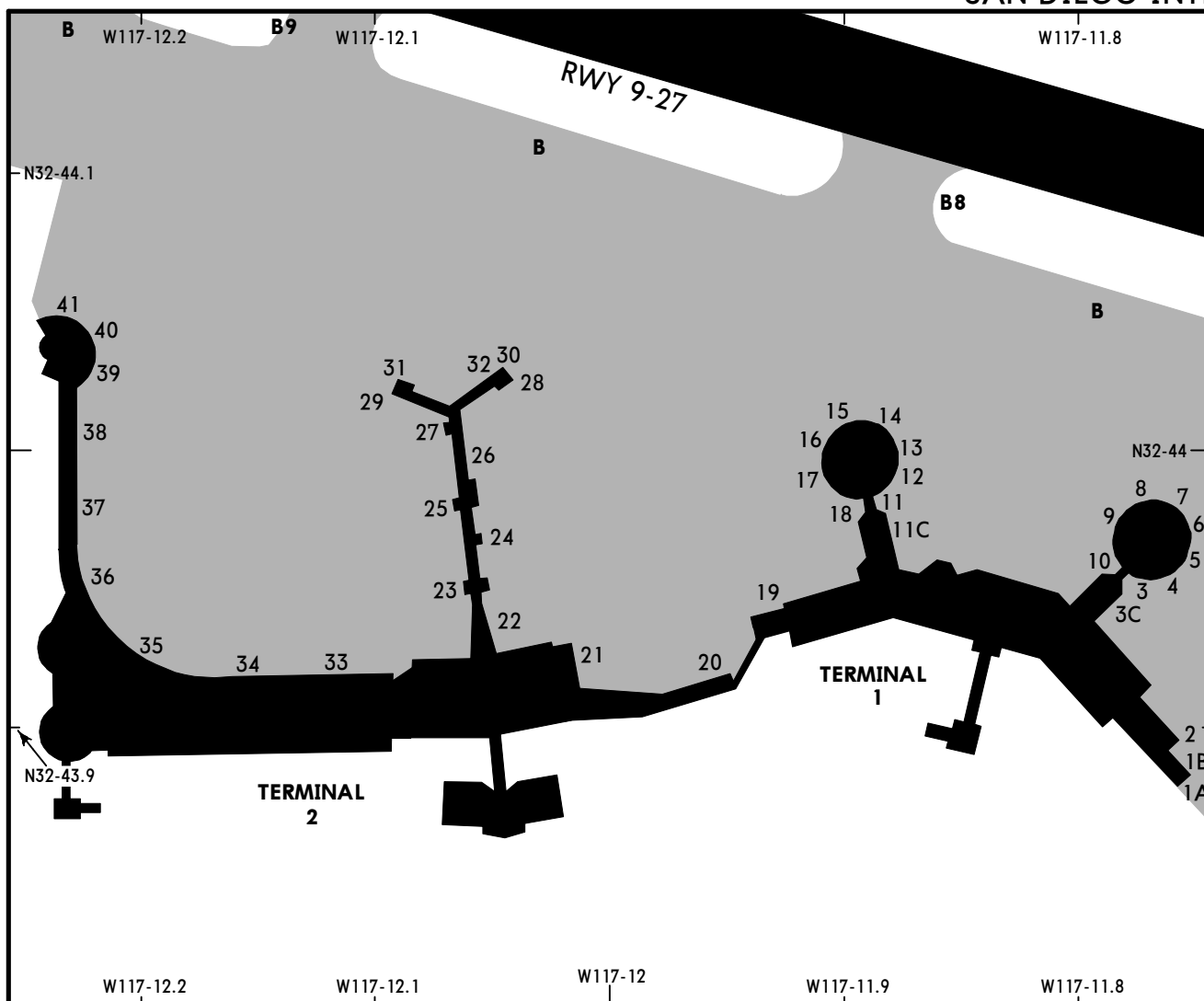
All others climb in MZB VOR holding pattern (hold west, right turns, 075° inbound) to cross MZB VOR at or above 2300' before proceeding on course.

FOR FILING AS ALTERNATE

ILS Rwy 9
LOC Rwy 9
LOC Rwy 27
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

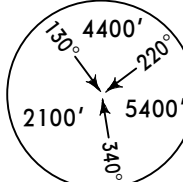
A	900-2
B	
C	900-2 1/4
D	900-2 1/2

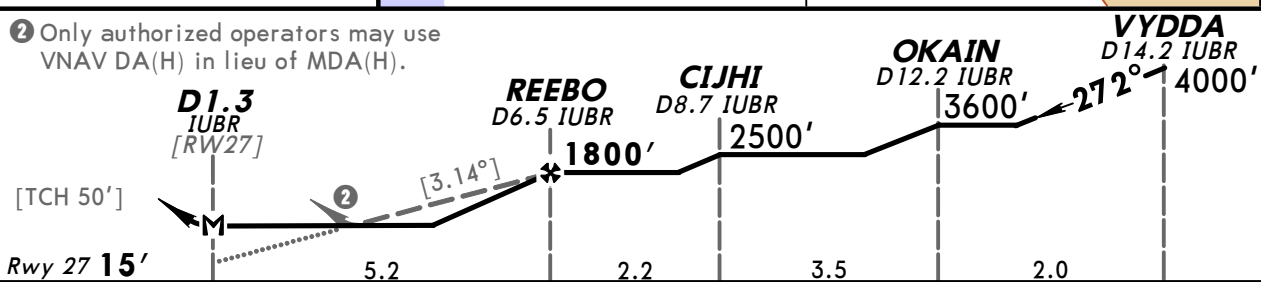
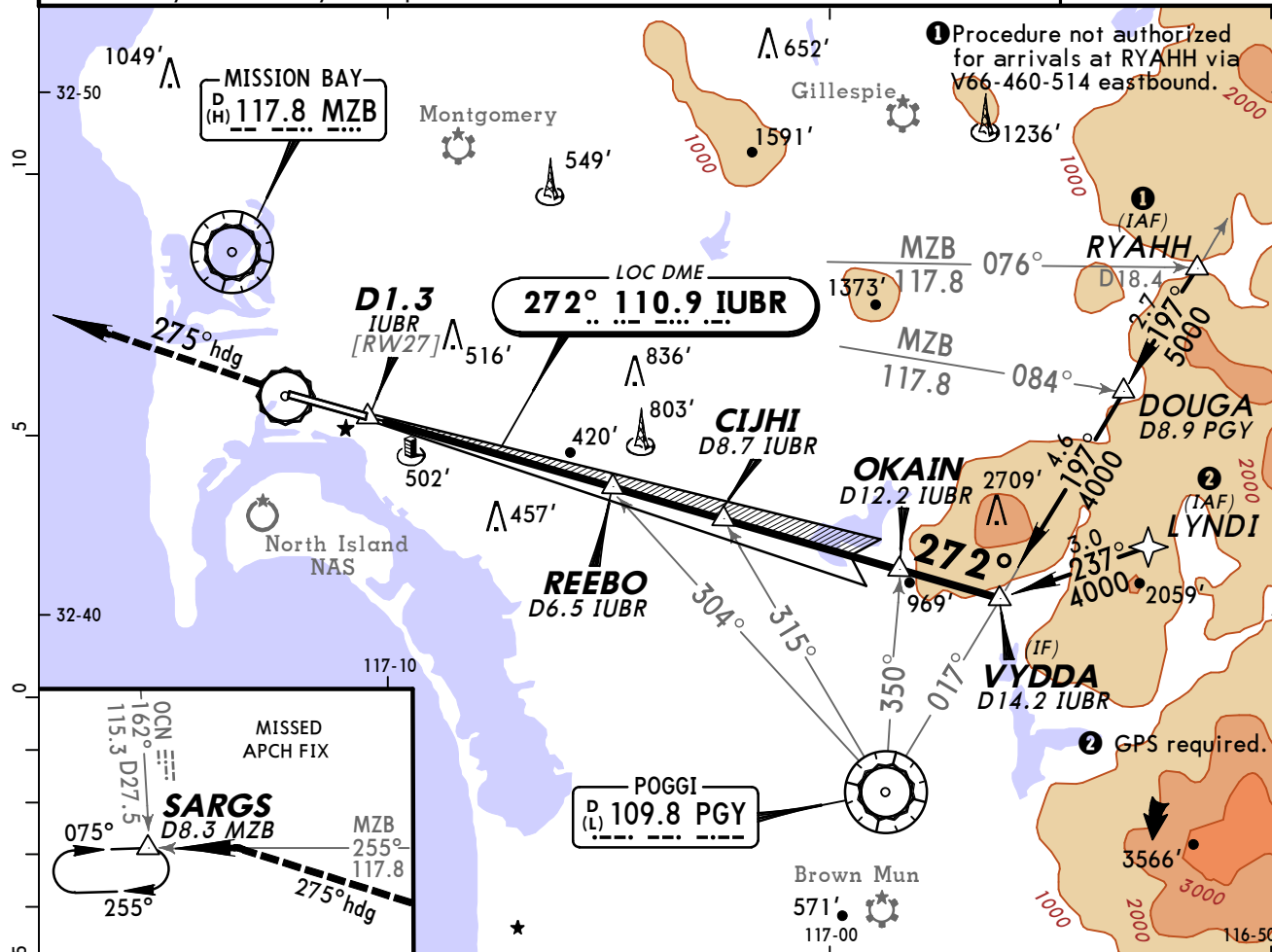
AMEND 7



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
Terminal 1		Terminal 2	
1A, 1B, 2, 3C	N32 43.9 W117 11.8	23	N32 43.9 W117 12.1
3 thru 10	N32 44.0 W117 11.8	24 thru 27	N32 44.0 W117 11.9
11C, 11 thru 18	N32 44.0 W117 11.9	28	N32 44.0 W117 12.0
19	N32 43.9 W117 11.9	29	N32 44.0 W117 12.1
		30	N32 44.0 W117 12.0
INTERNATIONAL GATES			
20, 21, 22	N32 43.9 W117 12.0	31, 32	N32 44.0 W117 12.1
		33	N32 43.9 W117 12.1
		34, 35	N32 43.9 W117 12.2
		36 thru 41	N32 44.0 W117 12.2

BRIEFING STRIP™	D-ATIS 134.8		SOCAL Approach (R) East 124.35 West 119.6		LINDBERGH Tower 118.3		Ground 123.9	
	LOC IUBR 110.9	Final Apch Crs 272°	Minimum Alt REEBO 1800' (1785')	MDA(H) 680' (665')		Apt Elev 17' Rwy 27 15'		 MSA MZB VOR
	MISSED APCH: Climb to 2500' on heading 275° and outbound MZB VOR R-255 to SARGS INT/D8.3 MZB and hold, or as directed by ATC.							
	Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALS 2500' on 275° hdg MZB 117.8 R-255	
Descent angle [3.14°]	389	500	556	667	778	889		
MAP at D1.3 IUBR or REEBO to MAP	5.2	4:27	3:28	3:07	2:36	2:14		

1 STRAIGHT-IN LANDING RWY 27				2 CIRCLE-TO-LAND			
MDA(H) 680' (665')				MDA(H)			
ALS out		Max Kts					
A	RVR 50 or 1	RVR 55 or 1	90	820' (803') - 1			
B			120				
C	1 7/8		140	820' (803') - 2 1/4			
D			165	820' (803') - 2 1/2			

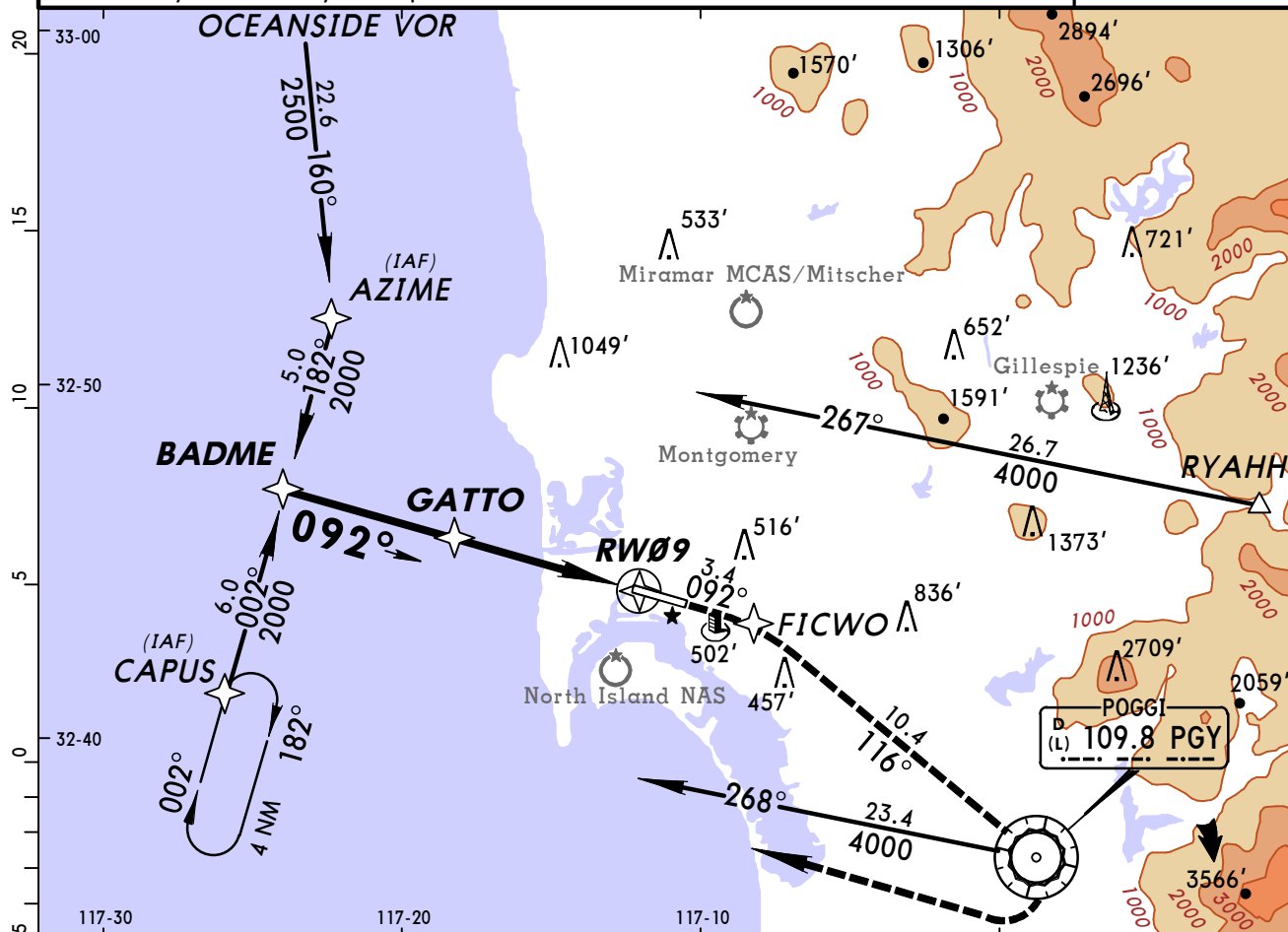
1 When VGSI inop, Straight-in/Circling Rwy 27 procedure not authorized at night.

CHANGES: Procedure.

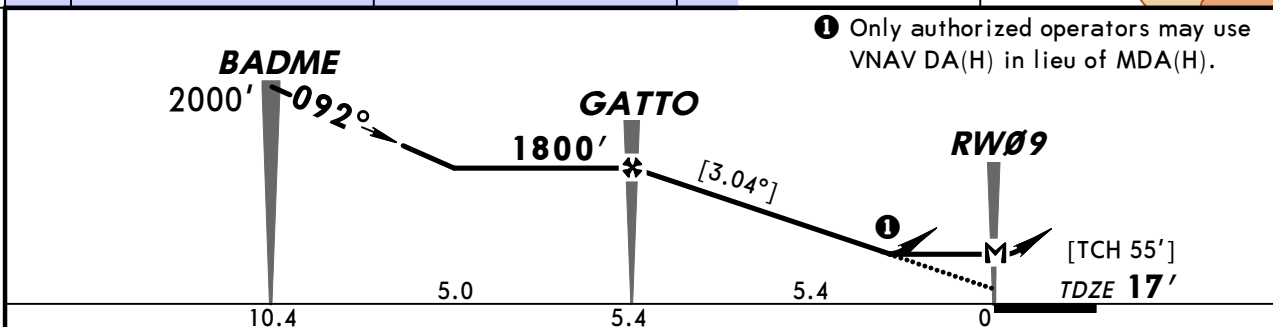
© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS 134.8		SOCAL Approach (R) East 124.35 West 119.6		LINDBERGH Tower 118.3		Ground 123.9	
RNAV	Final Apch Crs 092°	Minimum Alt GATTO 1800' (1783')	LNAV MDA(H) 600' (583')	Apt Elev 17' TDZE 17'		5400' MSA RW09	
MISSED APCH: Climb to 3000' via 092° course to FICWO then via 116° course to PGY VOR, then RIGHT turn direct CAPUS and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME /DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.							



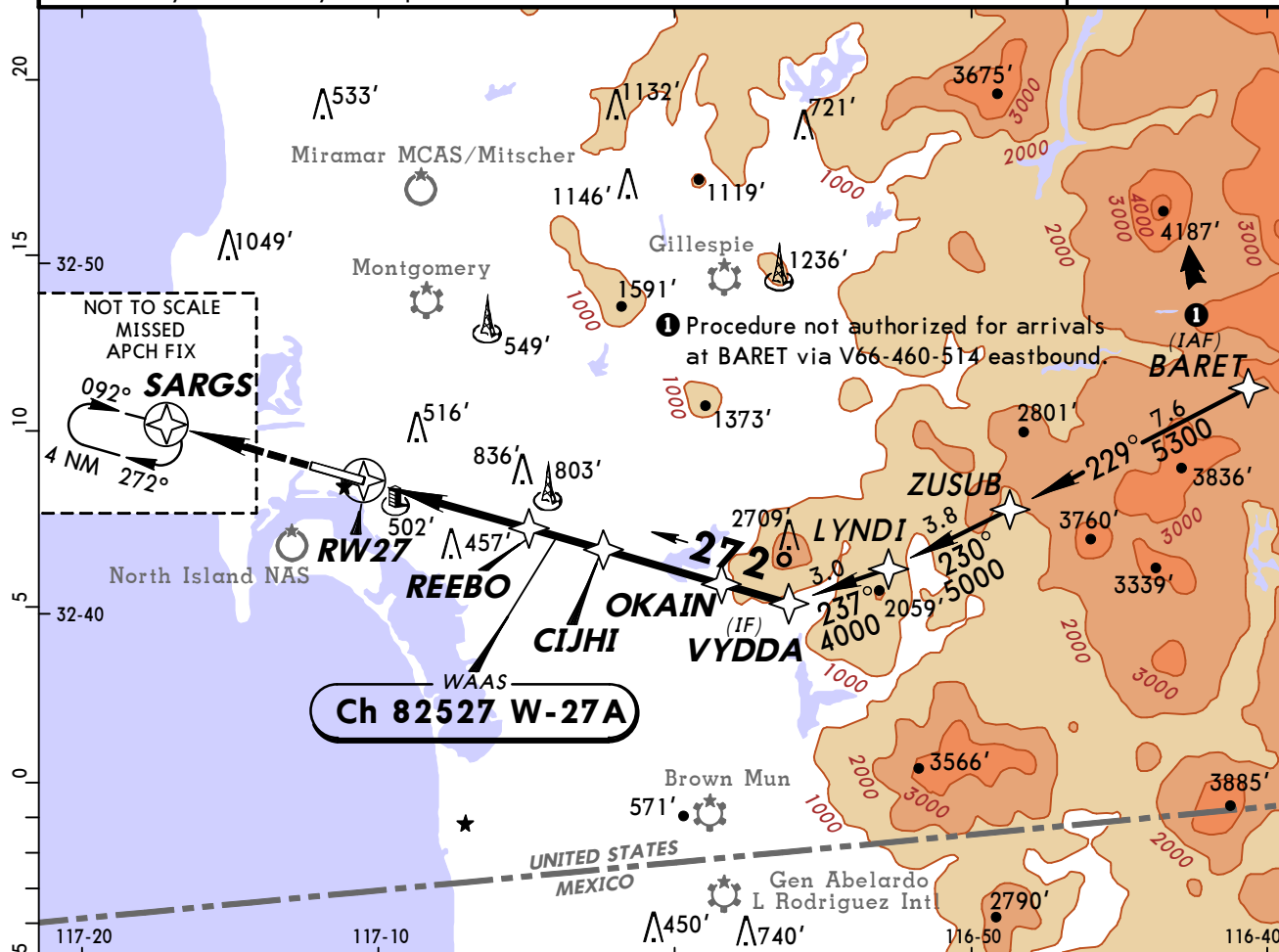
① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



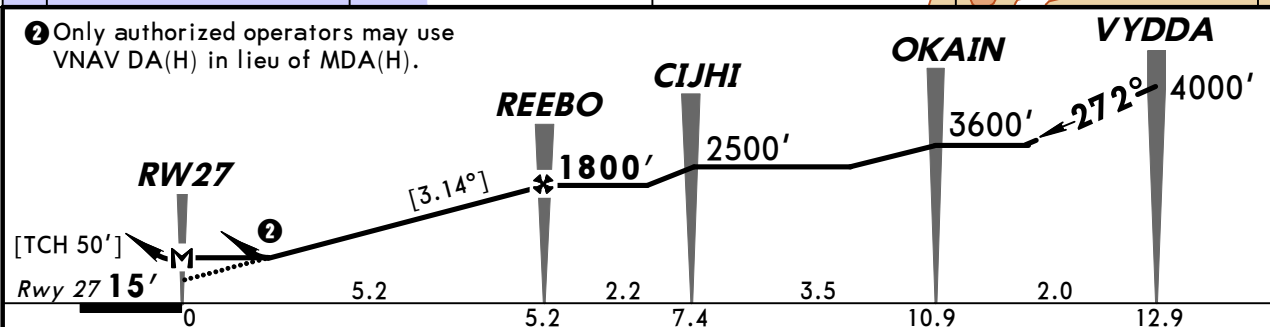
Gnd Speed-Kts	70	90	100	120	140	160	3000' ↑ via 092° FICWO	FICWO
Descent angle	[3.04°]	376	484	538	645	753		
MAP at RW09								

STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND	
LNAV MDA(H) 600' (583')					
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 50 or 1			90	820' (803')- 1
B				120	820' (803')- 1 1/4
C	RVR 50 or 1	1 1/2		140	820' (803')- 2 1/4
D	RVR 60 or 1 1/4	1 3/4		165	820' (803')- 2 1/2

D-ATIS 134.8	SOCAL Approach (R) East 124.35 West 119.6		LINDBERGH Tower 118.3	Ground 123.9
WAAS Ch 82527 W-27A	Final Apch Crs 272°	Minimum Alt REEBO 1800' (1785')	LP MDA(H) 680' (665')	Apt Elev 17' Rwy 27 15'
MISSED APCH: Climbing LEFT turn to 2500' direct SARGs and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized.				
5400'				
MSA RW27				



② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd Speed-Kts	70	90	100	120	140	160	MALs		2500'	D	SARGs
Descent angle [3.14°]	389	500	556	667	778	889	PAPI		LT		
MAP at RW27											

① STRAIGHT-IN LANDING RWY27						① CIRCLE-TO-LAND		
LP MDA(H) 680' (665')			LNAV MDA(H) 760' (745')			Max Kts	MDA(H)	
ALS out			ALS out			90	820' (803') - 1	
RVR 55 or 1			RVR 55 or 1			120	820' (803') - 1 1/4	
17/8			2			140	820' (803') - 2 1/4	
						165	820' (803') - 2 1/2	

① When VGSI inop, Straight-in/Circling Rwy 27 procedure not authorized at night.

General Information

Location: San Bernardino CA USA

IATA Code: SBD

Lat/Long: N34° 05.7' W117° 14.1'

Elevation: 1159 ft

Airport Use: Public

Magnetic Variation: 12.3°E

Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 800 ft AGL

Sunrise: 1420 Z

Sunset: 0143 Z,

Runway Information

Runway: 06

Length x Width: 10001 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 1091 ft

Lighting: Edge, REIL, Part time, Pilot controlled

Runway: 24

Length x Width: 10001 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 1159 ft

Lighting: Edge, REIL, Part time, Pilot controlled

Communication Information

ATIS 124.175

AWOS 124.175

San Bernardino Tower Tower 119.45 CTAF

San Bernardino Ground Ground Control 121.8

Socal Approach Control 135.4

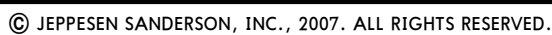
Socal Approach Control 134.0

Socal Approach Control 127.25 Initial Contact

Socal Approach Control 125.5

Socal Approach Control 119.65

Socal Departure Control 135.4
Socal Departure Control 134.0
Socal Departure Control 127.25
Socal Departure Control 125.5
Socal Departure Control 119.65
San Bernardino Intl Unicom 122.975 PCL
Tanker Base Operations 123.975



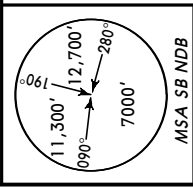
Apt Elev
See graphic

Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'

DME required.



TULE
D 109.2 TTE
(L) N35 54.8 W119 01.2

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

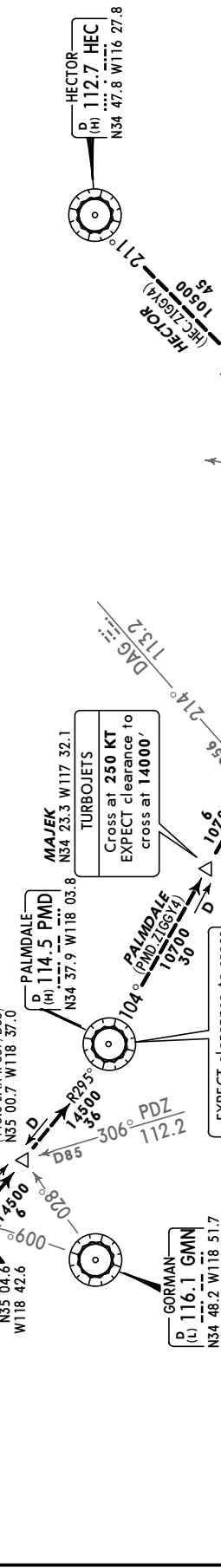
SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8

SHAFER
D 115.4 EHF
(H) N35 29.1 W119 05.8



Direct distance from PDZ to:
San Bernardino Intl 18 NM

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

ROUTING

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

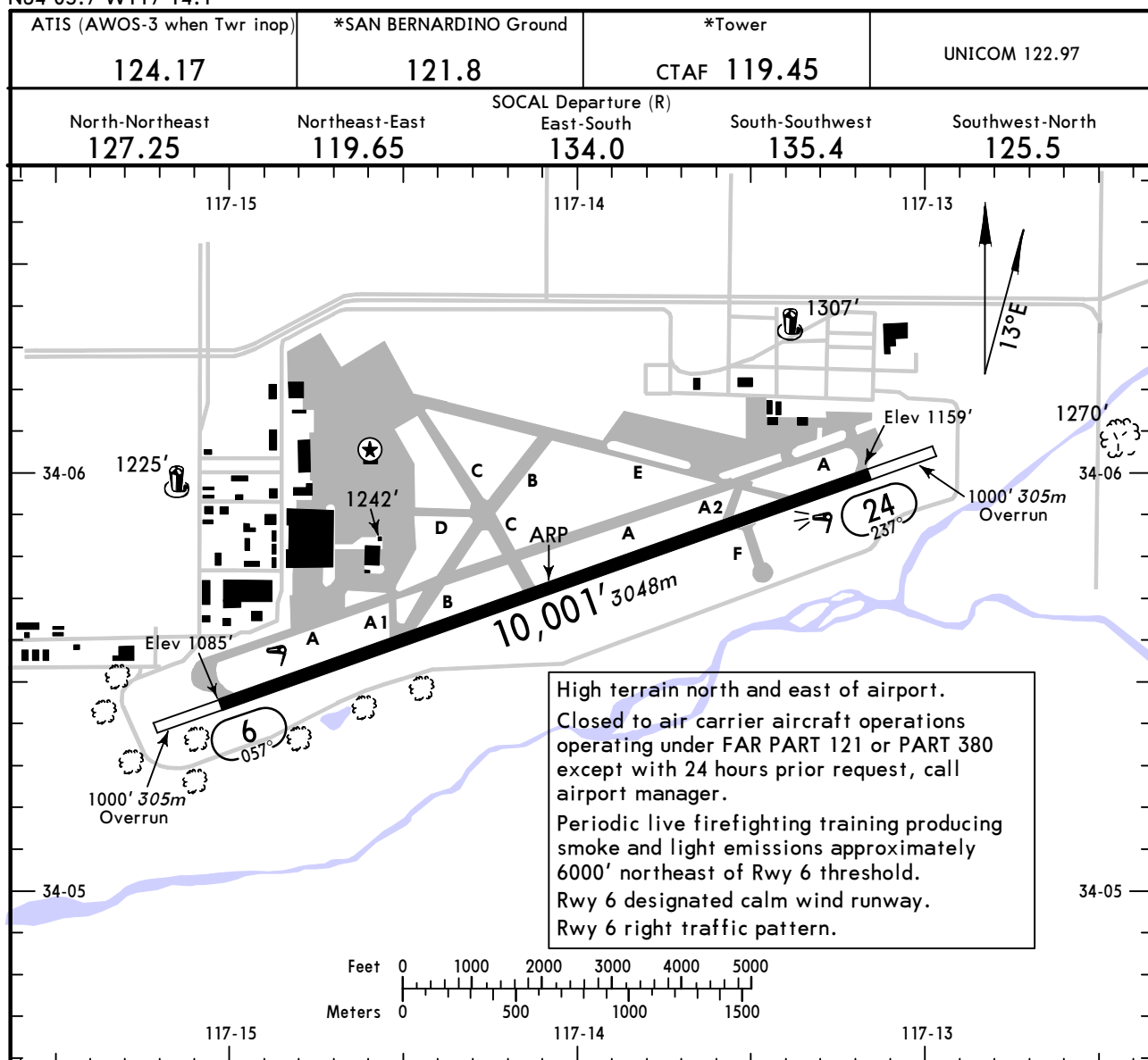
From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

From over ZIGGY via PDZ R-030 to PDZ. EXPECT
RADAR vectors to final approach course.

KSBD/SBD
Apt Elev 1159'
N34 05.7 W117 14.1

JEPPESEN
25 NOV 11 (11-1)

SAN BERNARDINO, CALIF
SAN BERNARDINO INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
6	② HIRL ③ REIL PAPI-L (angle 3.0°)		9090' 2771m		200' 61m
① 24	② HIRL ③ REIL ④ PAPI-L (angle 3.0°) grooved				

- ① Strength rated for the A380 at 1,300,000 lbs.
- ② Increase intensity on 119.45.
- ③ Activate on 119.45.
- ④ PAPI unusable beyond 4 NM due to high terrain.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE									FOR FILING AS ALTERNATE	
Rwy 24		Rwy 6							A B C D	
		CAT A & B AIRCRAFT				CAT C & D AIRCRAFT				
Adequate Vis Ref	STD	With Min climb of 340'/NM to 3700'		Other	With Min climb of 480'/NM to 4600'		Other			
		Adequate Vis Ref	STD		Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1/4	2100-2	1/4	1	3100-2			
3 & 4 Eng	1/2	1/4	1/2		1/4	1/2				
								NA		

OBSTACLE DP: Rwy 6, climbing right turn; Rwy 24, climbing left turn. All aircraft climb direct PDZ VOR. Aircraft departing PDZ VOR R-091 clockwise R-140 and R-231 clockwise R-280 climb

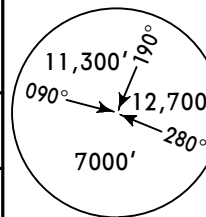
on course. All others continue climb in PDZ VOR holding pattern (northeast, right turns, 210° in-bound) to cross PDZ VOR at or above: R-281 clockwise R-090, 7700'; R-141 clockwise R-230, 4900'.

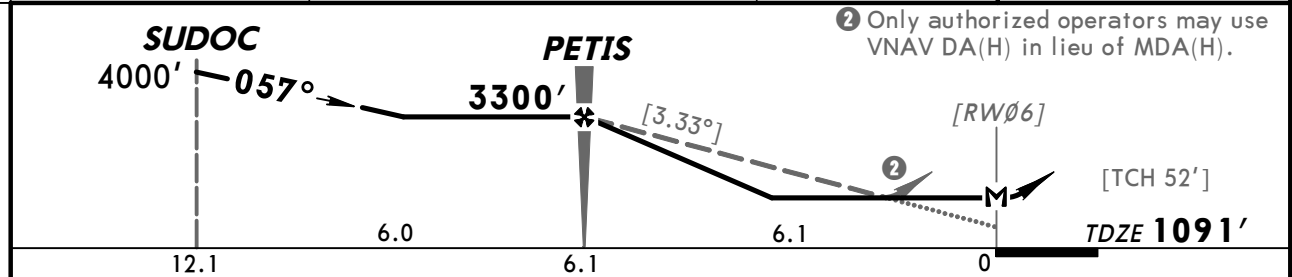
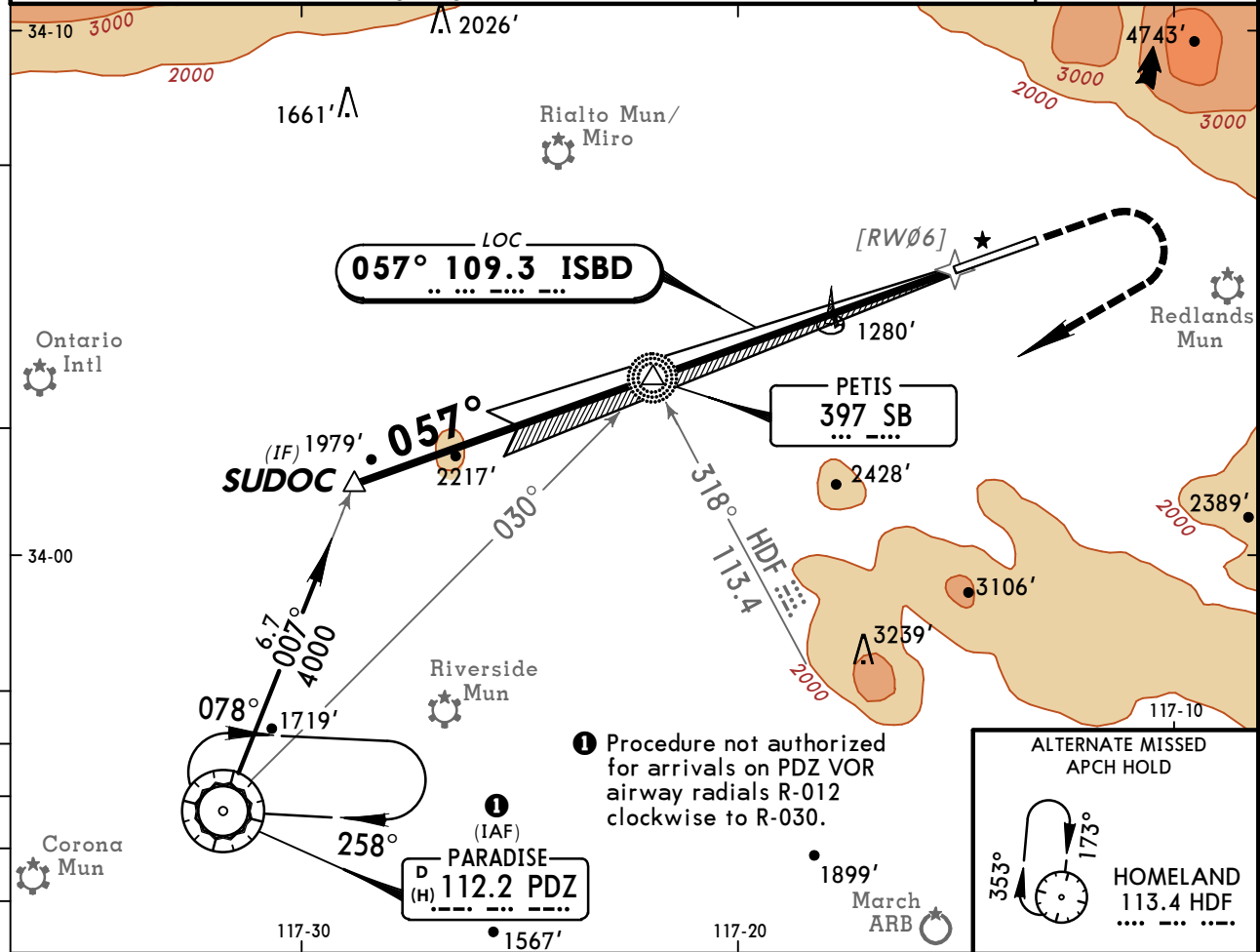
BRIEFING STRIP TM



4

© JEPPESEN, 1997, 2011. ALL RIGHTS RESERVED.

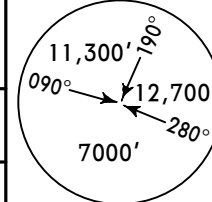
ATIS (AWOS-3 when Twr inop)		SOCAL Approach (R)		*SAN BERNARDINO Tower		*Ground	
124.17		127.25		CTAF 119.45		121.8	
LOC ISBD 109.3	Final Apch Crs 057°	Minimum Alt PETIS 3300' (2209')	MDA(H) (CONDITIONAL) 2480' (1389')	Apt Elev 1159' TDZE 1091'		 MSA SB NDB	
MISSED APCH: Climb to 3100', then climbing RIGHT turn to 6000' direct PDZ VOR and hold. Continue climb-in-hold to 6000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ontario Intl altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 119.45.							

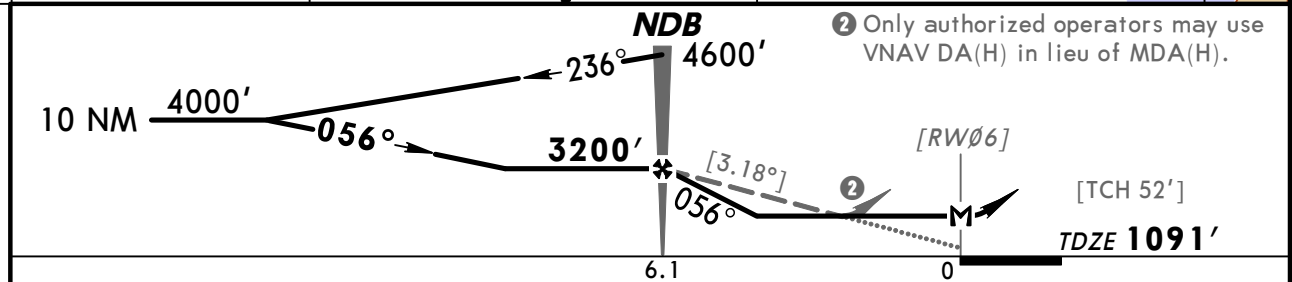
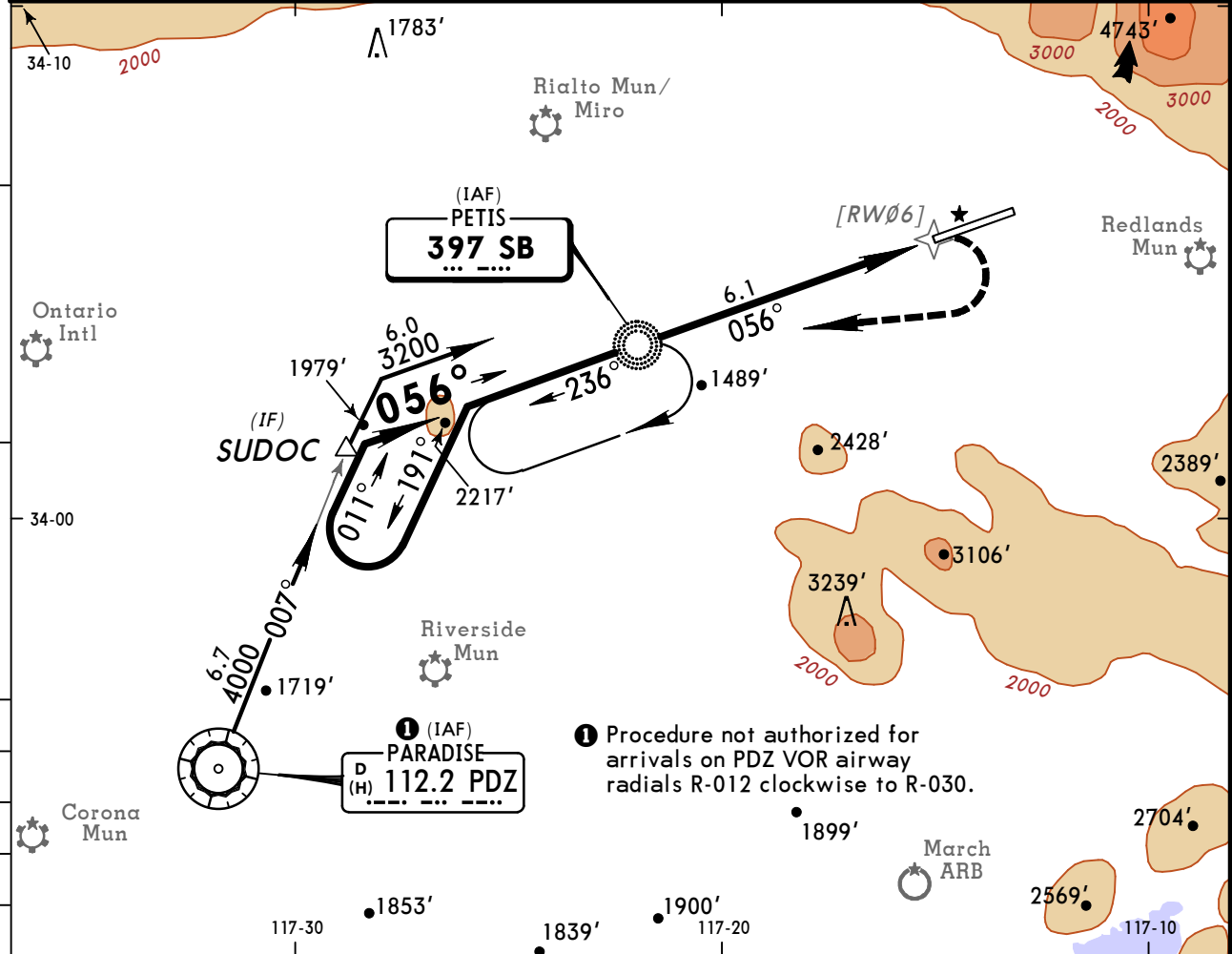


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		3100' ↑		6000' ↗ RT		PDZ 112.2	
Descent angle [3.33°]	412	530	589	707	825	943								
PETIS to MAP	6.1	5:14	4:04	3:40	3:03	2:37								

STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND			
MDA(H) 2480' (1389')		MDA(H) 2560' (1469')		Not Authorized North of Rwy 6-24			
With Local Altimeter Setting		With Ontario Intl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1¼	1¼		90	2480' (1321')-1¼	2560' (1401')-1¼	
B	1½	1½		120	2480' (1321')-1½	2560' (1401')-1½	
C	3	3		140	2480' (1321')-3	2560' (1401')-3	
D				165			

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

ATIS (AWOS-3 when Twr inop)		SOCAL Approach (R)		*SAN BERNARDINO Tower		*Ground	
124.17		127.25		CTAF 119.45		121.8	
NDB SB 397	Final Apch Crs 056°	Minimum Alt NDB 3200' (2109')	MDA(H) 2540' (1449')	Apt Elev 1159' TDZE 1091'			
MISSED APCH: Climbing RIGHT turn to 4400' direct SB NDB and hold. Continue climb-in-hold to 4400'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 119.45.							



Gnd speed-Kts	70	90	100	120	140	160		REIL	4400'		SB
Descent angle [3.18°]	394	506	563	675	788	900		PAPI-L	RT	D	397
NDB to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17				

STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND			
MDA(H) 2540' (1449')				Not Authorized North of Rwy 6-24			
A	1¼			Max Kts	MDA(H)		
B	1½			90	2540' (1381') - 1¼		
C	3			120	2540' (1381') - 1½		
D				140	2540' (1381') - 3		
				165			

General Information

Location: Stockton CA USA
IATA Code: SCK
Lat/Long: N37° 53.6' W121° 14.3'
Elevation: 33 ft

Airport Use: Public
Magnetic Variation: 13.9°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1440 Z
Sunset: 0156 Z,

Runway Information

Runway: 11L
Length x Width: 10650 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 990 ft

Runway: 11R
Length x Width: 4448 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 26 ft

Runway: 29L
Length x Width: 4448 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 27 ft

Runway: 29R
Length x Width: 10650 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1000 ft

Communication Information

ATIS 118.25
ASOS 118.25
Stockton Tower 120.3 CTAF PCL
Stockton Ground Control 121.9
Norcal Approach Control 124.8 (1°-360°) At or above 8000 ft Secondary
Norcal Approach Control 123.85 (136°-315°) At or below 7000 ft Initial Contact
Norcal Approach Control 125.1 (316°-135°) At or below 7000 ft Initial Contact
Norcal Departure Control 125.1
Stockton Metro Unicom 122.95
Rancho Flight Service Station 122.65 RCO



- ① Activate on 120.3 when Twr inop.
- ② Angle 2.94°.
- ③ Last 970' is unavailable for landing distance computations.
- ④ Last 949' is unavailable for landing distance computations.

1 Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1,300' prior to departure end of runway.

FOR FILING AS ALTERNATE				
Authorized Only When Local Weather Available				
Authorized Only When Twr Operating		RNAV (GPS) Rwy 11L RNAV (GPS) Rwy 29R		
ILS Rwy 29R	LOC Rwy 29R			VOR Rwy 29R
A	600-2	800-2	800-2	800-2
B				
C				
D				
700-2				

KSCK/SCK STOCKTON METRO

9 DEC 11
Eff 15 Dec

11-1

STOCKTON, CALIF ILS or LOC Rwy 29R

ATIS (ASOS when Twr inop)
118.25

NORCAL Approach (R)
125.1

*STOCKTON Tower
CTAF 120.3

*Ground
121.9

LOC
ISCK
109.1

Final
Apch Crs
294°

GS
CUSEX
1800' (1768')

ILS
DA(H)
(CONDITIONAL)
232' (200')

Apt Elev 33'
Rwy 29R 32'

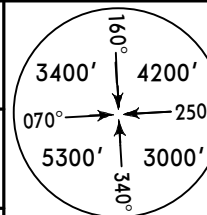
MISSED APCH: Climb to 500' then climbing RIGHT turn to 2000' on heading 010° and outbound on ECA VOR R-317 to ORANG INT and hold, or as directed by ATC.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

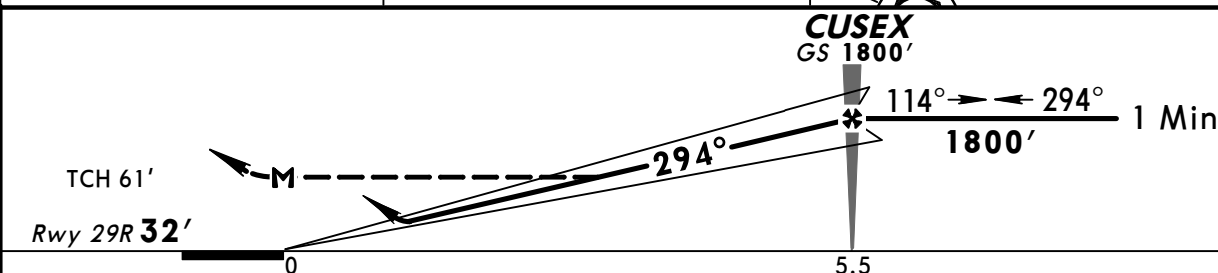
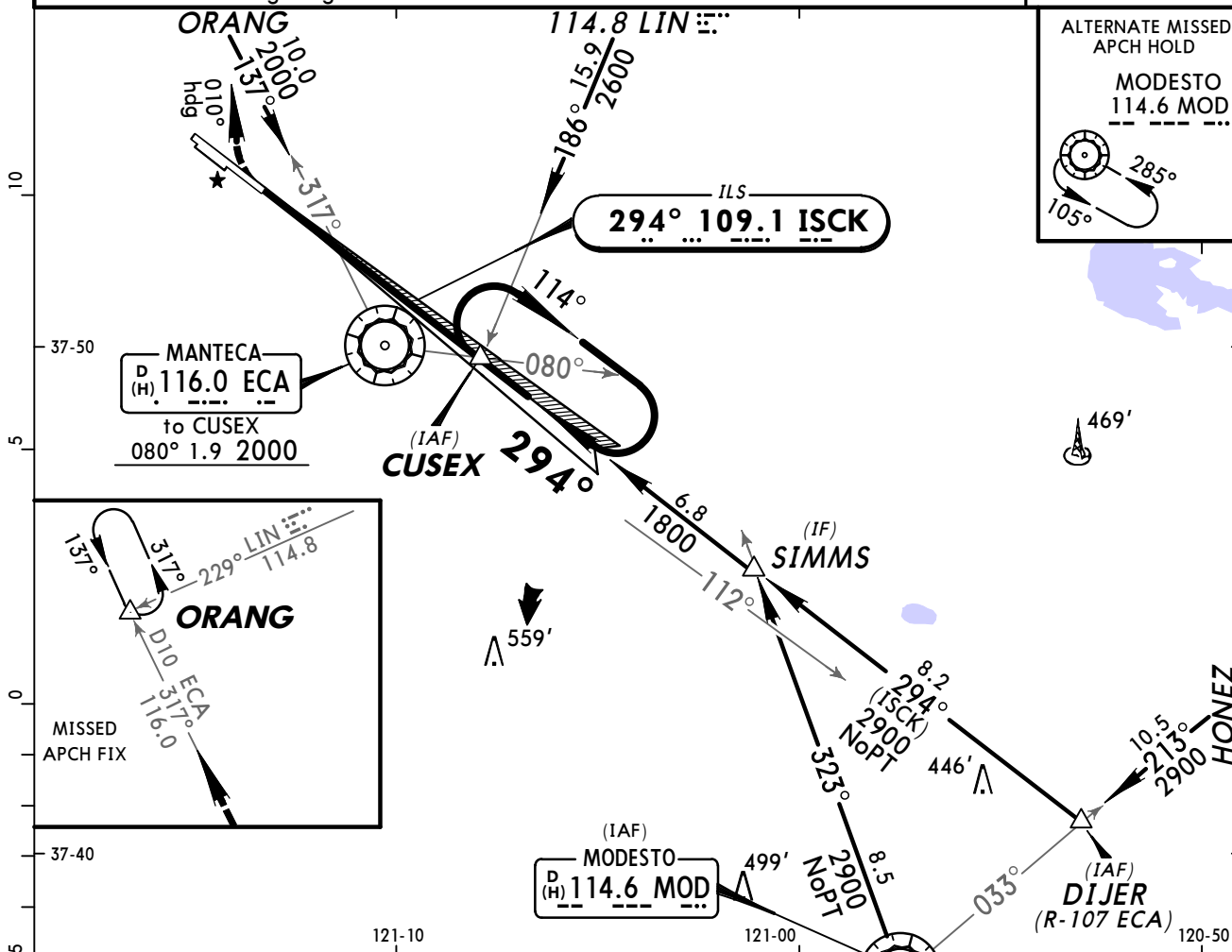
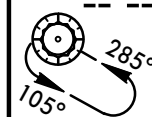
1. Use local altimeter setting; if not received, use Modesto altimeter setting.
2. Pilot controlled lighting 120.3.



MSA ECA VOR

ALTERNATE MISSED
APCH HOLD

MODESTO
114.6 MOD



Gnd speed-Kts	70	90	100	120	140	160	MALSR	500'	2000'	010°	ECA
GS	2.90°	359	462	513	616	718	821	PAPI	↑	on	116.0
FAF to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04			hdg	R-317

TERPS STRAIGHT-IN LANDING RWY 29R										CIRCLE-TO-LAND	
ILS		LOC (GS out)		With Local Altimeter Setting		With Modesto Altimeter Setting		With Local Altimeter Setting		With Modesto Altimeter Setting	
DA(H)	232' (200')	DA(H)	290' (258')	MDA(H)	500' (468')	MDA(H)	560' (528')	Max Kts	MDA(H)	MDA(H)	
With Local Altimeter Setting	With Local Altimeter Setting	With Modesto Altimeter Setting	With Modesto Altimeter Setting	With Local Altimeter Setting	With Local Altimeter Setting	With Modesto Altimeter Setting	With Modesto Altimeter Setting	90	500' (467')-1	560' (527')-1	
FULL	RAIL or ALS out	FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	120	540' (507')-1	600' (567')-1	
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1		
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1			
C											
D											

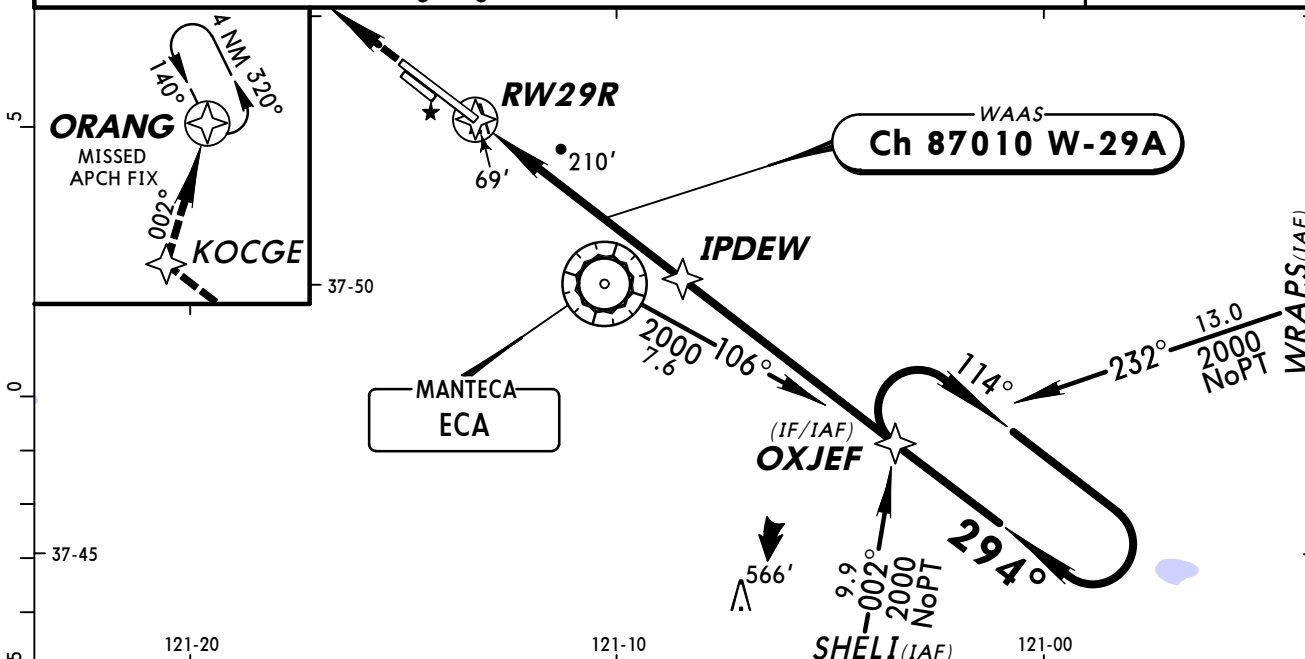
CHANGES: Procedure.

© JEPPESEN, 2000, 2011. ALL RIGHTS RESERVED.

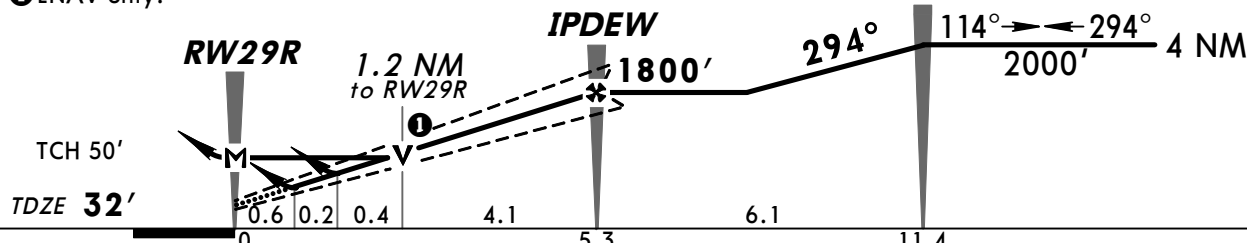
STRAIGHT-IN LANDING RWY 11L					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV DA(H) 279' (250')		LNAV/VNAV DA(H) 512' (483')		LNAV MDA(H) 480' (451')		
A	3/4	1 3/4	1	90	500' (467')-1	
B				120	540' (507')-1	
C			1 1/4	140	540' (507')-1 1/2	
D			1 1/2	165	680' (647')-2	
With Modesto Altimeter Setting					With Modesto Altimeter Setting	
LPV DA(H) 337' (308')		LNAV/VNAV DA(H) 570' (541')		LNAV MDA(H) 540' (511')		
A	1	2	1	90	560' (527')-1	
B				120	600' (567')-1	
C			1 1/2	140	600' (567')-1 1/2	
D				165	740' (707')-2 1/4	

BRIEFING STRIP

ATIS (ASOS when Twr inop) 118.25		NORCAL Approach (R) 125.1		*STOCKTON Tower CTAF 120.3		*Ground 121.9	
WAAS Ch 87010 W-29A		Final Apch Crs 294°	Minimum Alt IPDEW 1800' (1768')	LPV DA(H) (CONDITIONAL) 282' (250')	Apt Elev 33' TDZE 32'		5300' MSA RW29R
MISSED APCH: Climb to 2000' direct KOCGE and RIGHT turn via 002° track to ORANG and hold. Continue climb-in-hold to 2000'.							
Alt Set: INCHES							



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR 2000'	D→	KOCGE
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW29R									

STRAIGHT-IN LANDING RWY 29R With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 282' (250')		LNAV/VNAV DA(H) 327' (295')		LNAV MDA(H) 460' (428')			Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		
A				RVR 24	RVR 40	RVR 50	90	500' (467')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	120	540' (507')-1
C							140	540' (507')-1 1/2
D			RVR 40 or 3/4		RVR 50 or 1	1 1/2	165	680' (647')-2
With Modesto Altimeter Setting							With Modesto Altimeter Setting	
LPV DA(H) 340' (308')		LNAV/VNAV DA(H) 385' (353')		LNAV MDA(H) 520' (488')			Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out		
A				RVR 24	RVR 40	RVR 50	90	560' (527')-1
B	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4	120	600' (567')-1
C							140	600' (567')-1 1/2
D					RVR 50 or 1	1 1/2	165	740' (707')-2 1/4

General Information

Location: San Diego CA USA
IATA Code: SDM
Lat/Long: N32° 34.3' W116° 58.8'
Elevation: 526 ft

Airport Use: Public
Magnetic Variation: 12.0°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1418 Z
Sunset: 0143 Z,

Runway Information

Runway: 08L
Length x Width: 7972 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 526 ft
Lighting: Edge, REIL, TDZ, Pilot controlled

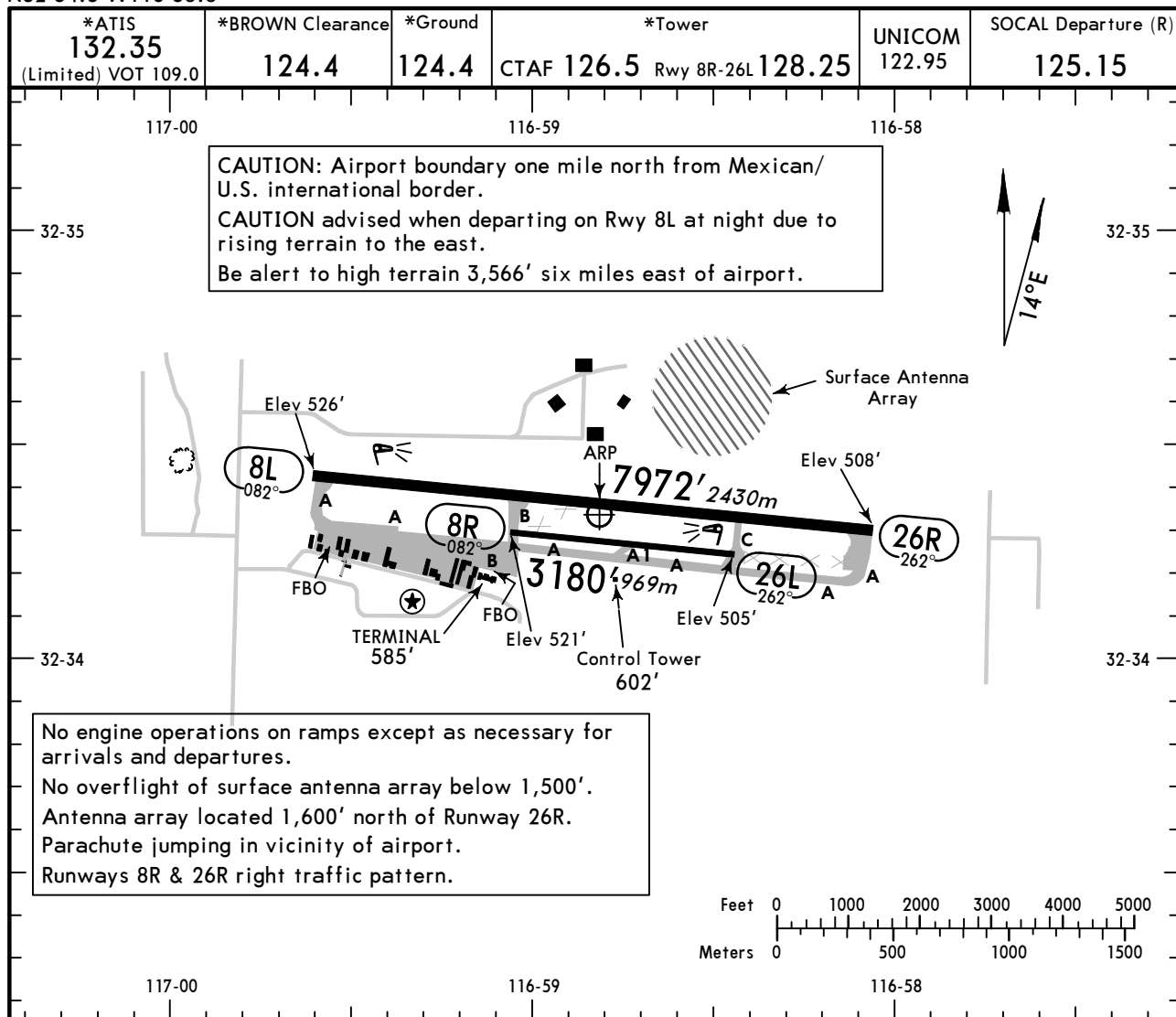
Runway: 08R
Length x Width: 3180 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 521 ft
Lighting: Edge, Pilot controlled

Runway: 26L
Length x Width: 3180 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 521 ft
Lighting: Edge, Pilot controlled

Runway: 26R
Length x Width: 7972 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 514 ft
Lighting: Edge, REIL, TDZ, Pilot controlled

Communication Information

ATIS 132.35
Brown Mun Tower 126.5 CTAF PCL
Brown Mun Tower 128.25
Brown Mun Ground Control 124.4
Brown Mun Clearance Delivery 124.4
Socal Approach Control 124.35
Socal Departure Control 125.15
Brown Mun Unicom 122.95



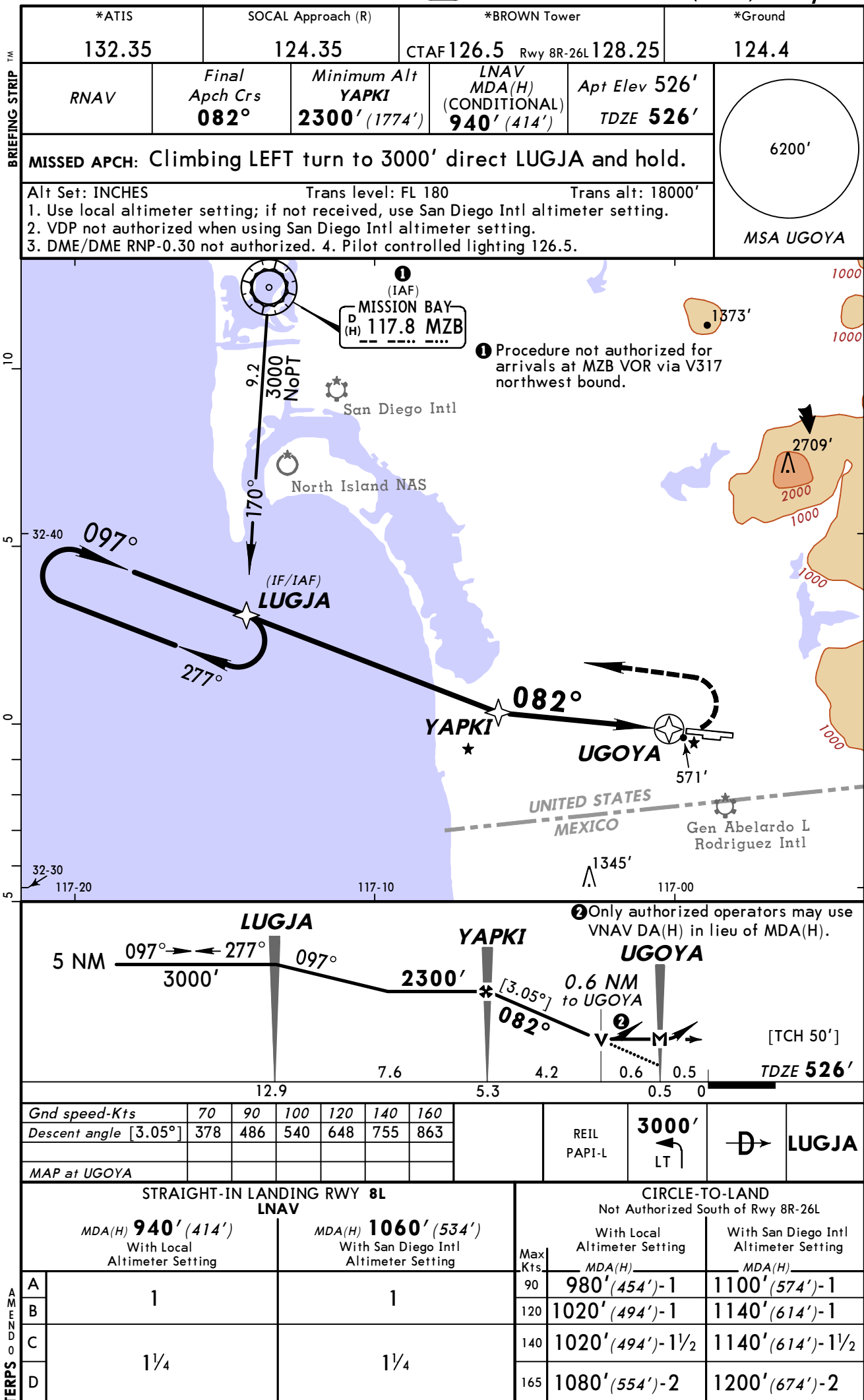
ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
8L	① HIRL ① REIL ① PAPI-L (angle 3.0°)				150'
26R	① HIRL ① REIL ① PAPI-L (angle 4.0°)				46m
8R	① MIRL				75'
26L					23m

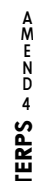
① Activate on 126.5 when Tower inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					
Rwy 26R			Rwy 8L		Rwys 8R, 26L
Adequate Vis Ref	STD	With Min climb of 570'/NM to 3100'			
		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	NA
3 & 4 Eng		1/2		1/2	

OBSTACLE DP: Rwy 8L, Climbing left turn via heading 280° to intercept MZB VOR R-160 to MZB VOR.
 Rwy 26R, Climbing right turn via heading 280° to intercept MZB VOR R-160 to MZB VOR.

FOR FILING AS ALTERNATE	
Authorized Only When Local Weather Available RNAV (GPS) Rwy 8L	Authorized Only When Tower Operating VOR-A
A B C D	800-2 800-2 3/4



BRIEFING STRIP™

		CIRCLE-TO-LAND	
		Not Authorized South of Runway 8R-26L	
		When Twr Operating	With San Diego Intl Altimeter Setting
		Max Kts	MDA(H)
		A 90	
		B 120	
		C 140	1220' (694') - 2 3/4
		D 165	1340' (814') - 2 3/4

General Information

Location: San Francisco CA USA

IATA Code: SFO

Lat/Long: N37° 37.1' W122° 22.5'

Elevation: 13 ft

Airport Use: Public

Magnetic Variation: 14.1 °E

Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: Yes

Beacon: Yes

Sunrise: 1444 Z

Sunset: 0201 Z,

Runway Information

Runway: 01L

Length x Width: 7500 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 10 ft

Lighting: Edge, Centerline, REIL

Displaced Threshold: 491 ft

Runway: 01R

Length x Width: 8648 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 12 ft

Lighting: Edge, Centerline, REIL

Displaced Threshold: 238 ft

Runway: 10L

Length x Width: 11870 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 7 ft

Lighting: Edge, Centerline, REIL

Runway: 10R

Length x Width: 10602 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 9 ft

Lighting: Edge, Centerline

Runway: 19L
Length x Width: 8648 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19R
Length x Width: 7500 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, Centerline

Runway: 28L
Length x Width: 10602 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline

Runway: 28R
Length x Width: 11870 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, ALS, Centerline, TDZ

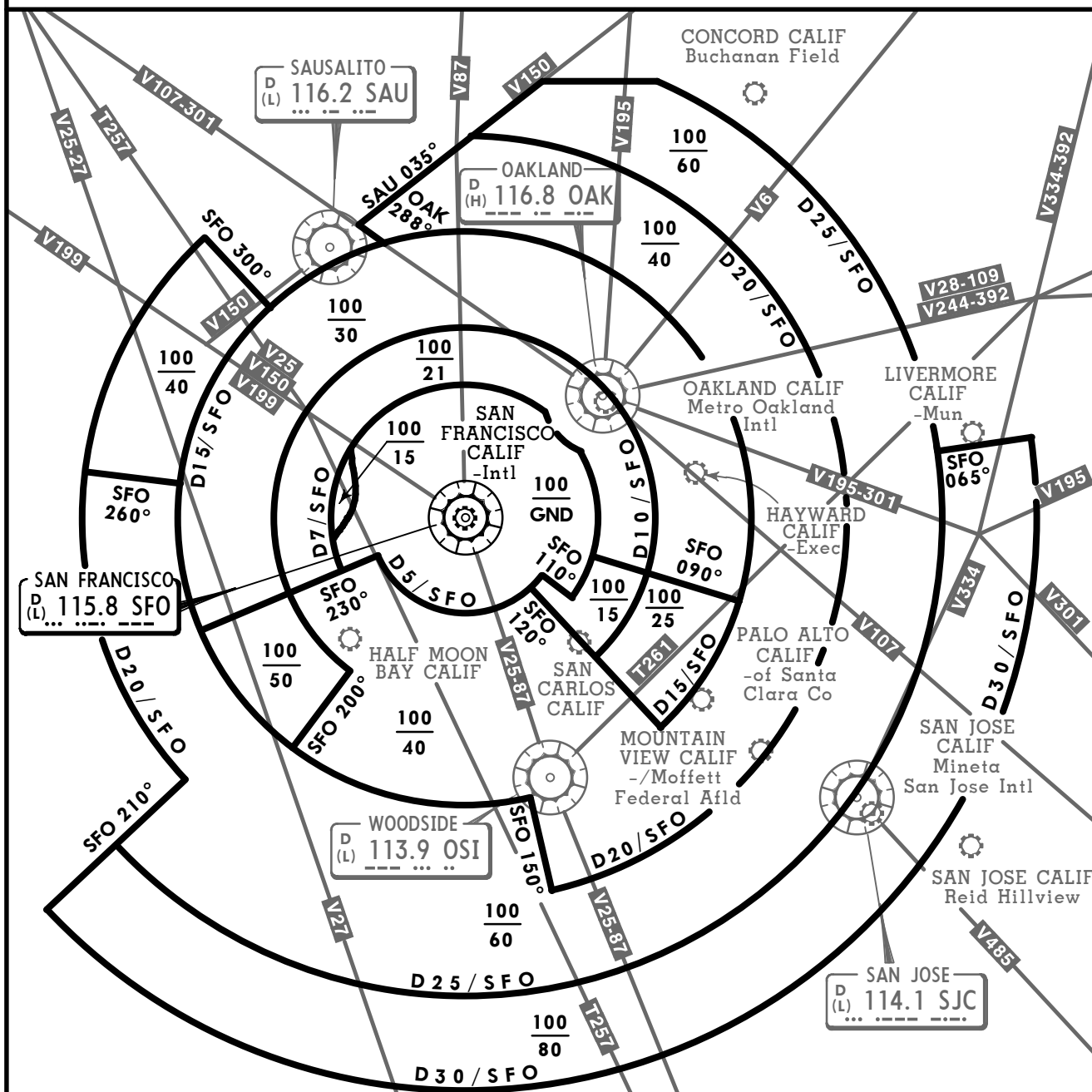
Communication Information

ATIS 135.45
ATIS 118.85
ATIS 115.8
ATIS 113.7
San Francisco Tower 120.5 Initial Contact
San Francisco Tower 127.675
San Francisco Tower 125.15
San Francisco Tower 128.65
San Francisco Ground Control 128.65 Secondary
San Francisco Ground Control 121.8
San Francisco Clearance Delivery 118.2
San Francisco Pre-Taxi Clearance 118.2 Pre-Departure Clearance
Norcal Approach Control 135.65 (136°-225°)
Norcal Approach Control 134.5 Initial Contact
Norcal Approach Control 133.95 Secondary
Norcal Approach Control 120.35
Norcal TCA 135.1 (226°-270°)
Norcal TCA 135.65 (136°-225°)
Norcal TCA 134.5 (91°-135°)
Norcal TCA 120.9 (271°-315°)
Norcal TCA 127.0 (316°-45°)
Norcal TCA 125.35 (46°-90°)
Norcal Departure Control 135.1 (136°-315°)
Norcal Departure Control 120.9 (316°-135°)
San Francisco Intl Unicom 122.95

SAN FRANCISCO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

NORCAL App 135.65 (S) 133.95



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights - Aircraft operating within the San Francisco Class B Airspace must be operated in accordance with ATC clearances and instructions.

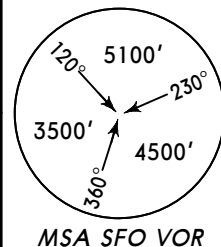
VFR Flights-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

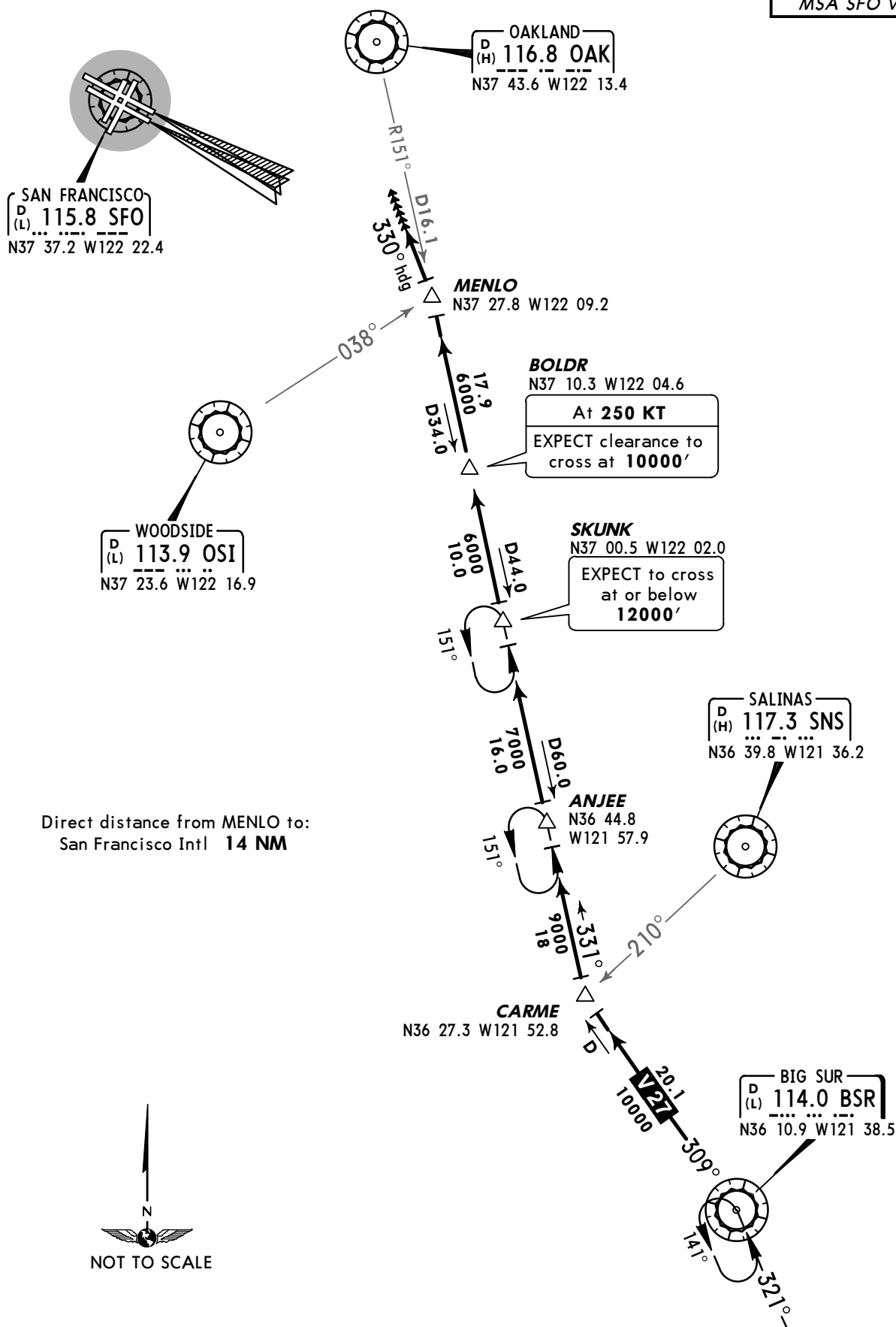
D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
13'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. For use by turbojet aircraft only.
2. **RADAR and DME required.**



BIG SUR TWO ARRIVAL (BSR.BSR2)



ROUTING

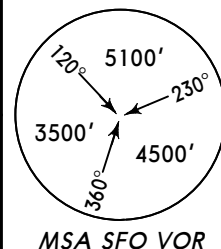
From over BSR via BSR R-309 to CARMEL. Then via OAK R-151 to MENLO. Depart MENLO heading 330° for vectors to final approach course.

D-ATIS

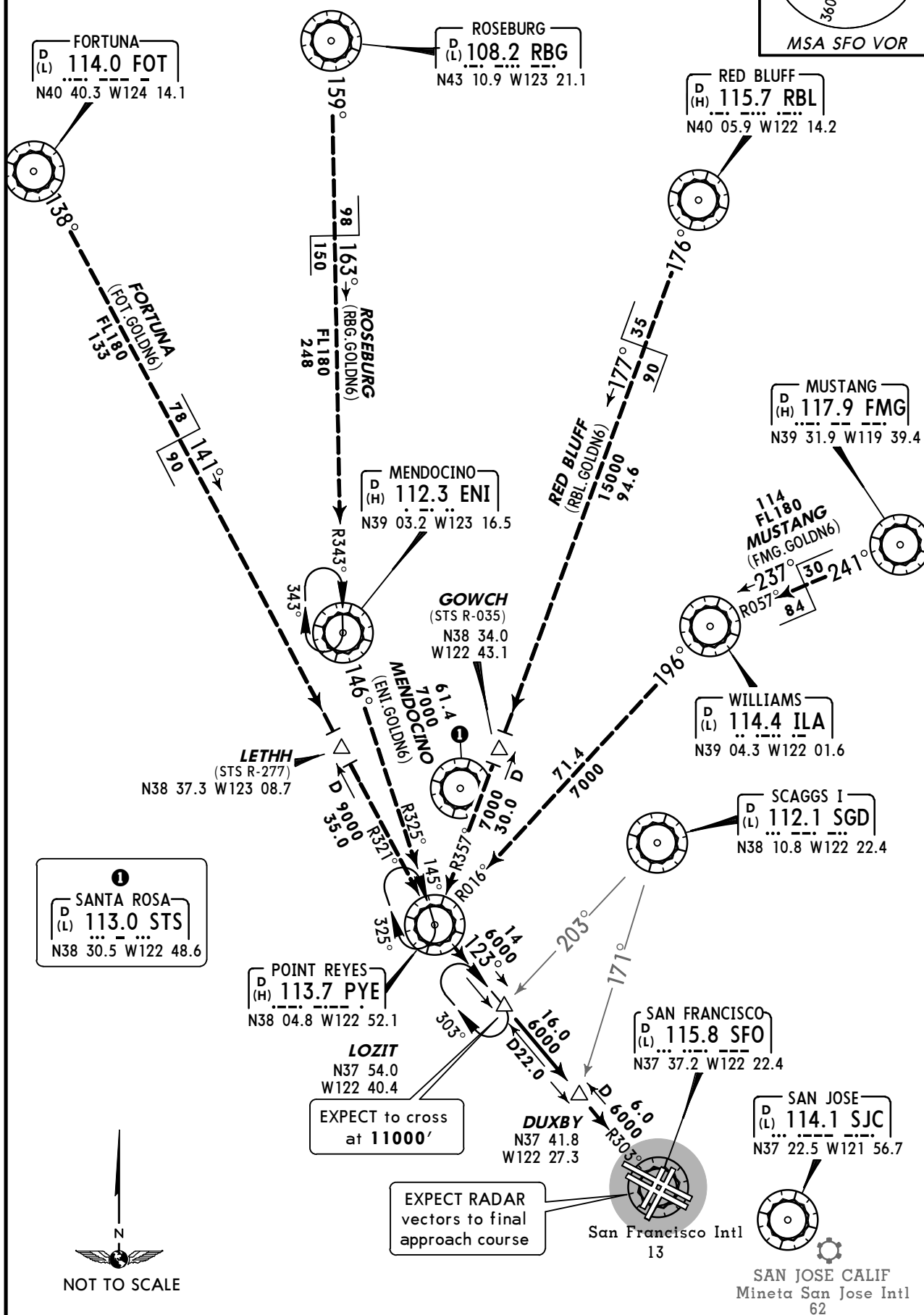
113.7 115.8
118.85 135.45Apt Elev
See graphic

Alt Set: INCHES

Trans level: FL180 Trans alt: 18000'

1. For use by turbojet aircraft only.
2. **RADAR required.**

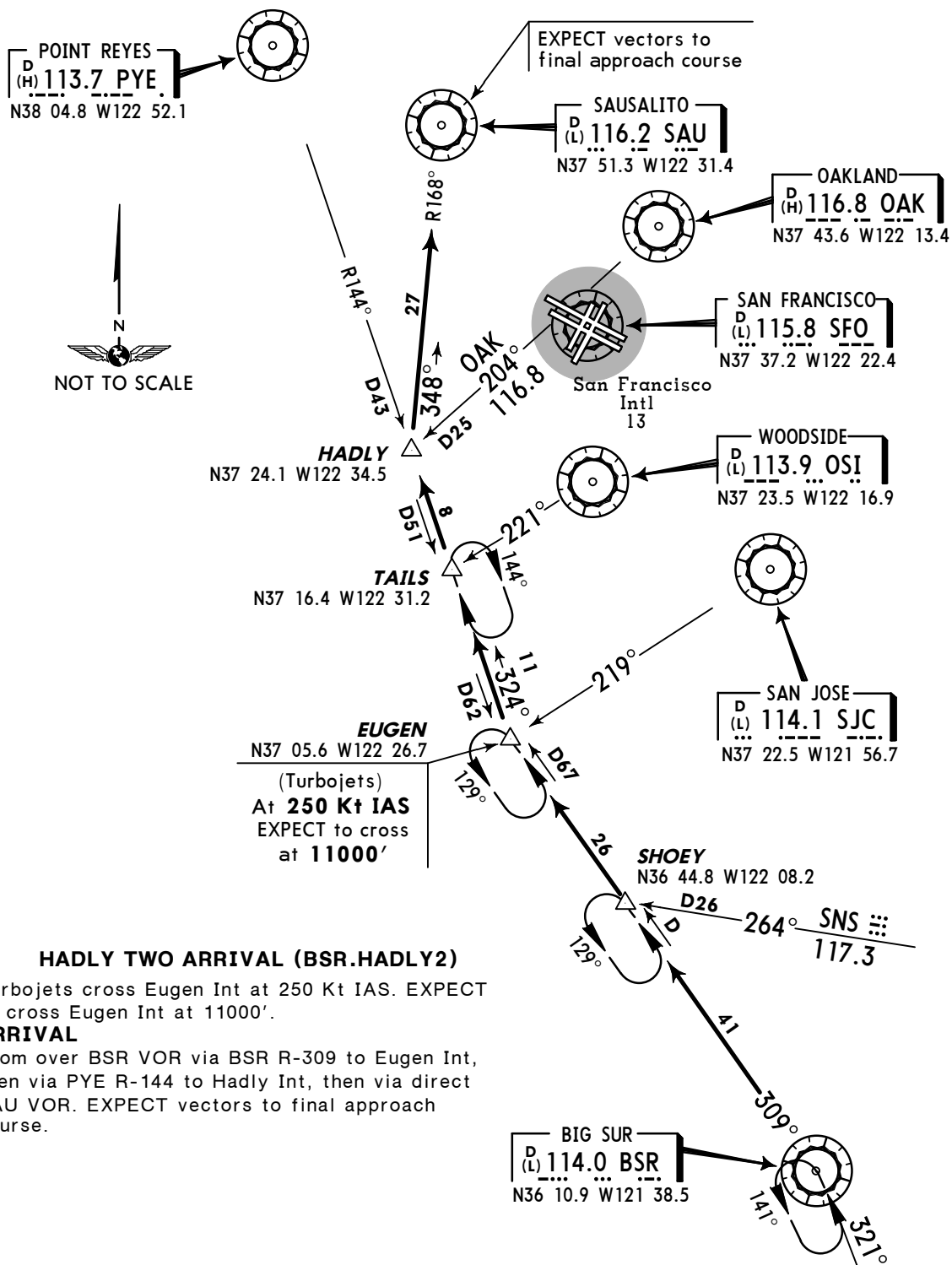
GOLDEN GATE SIX ARRIVAL (PYE.GOLDN6)



ROUTING

From over PYE via SFO R-303 to SFO. EXPECT RADAR vectors to final approach course.

HADLY TWO ARRIVAL (BSR.HADLY2)



HADLY TWO ARRIVAL (BSR.HADLY2)

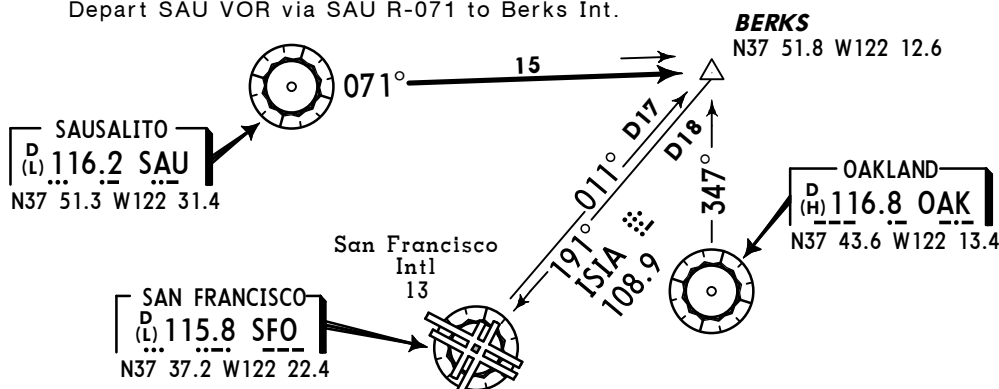
Turbojets cross Eugen Int at 250 Kt IAS. EXPECT to cross Eugen Int at 11000'.

ARRIVAL

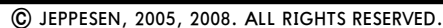
From over BSR VOR via BSR R-309 to Eugen Int, then via PYE R-144 to Hadly Int, then via direct SAU VOR. EXPECT vectors to final approach course.

LOST COMMUNICATIONS PROCEDURE ONLY

Depart SAU VOR via SAU R-071 to Berks Int.



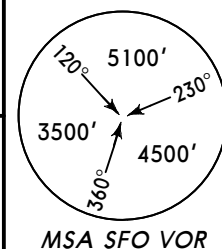
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'



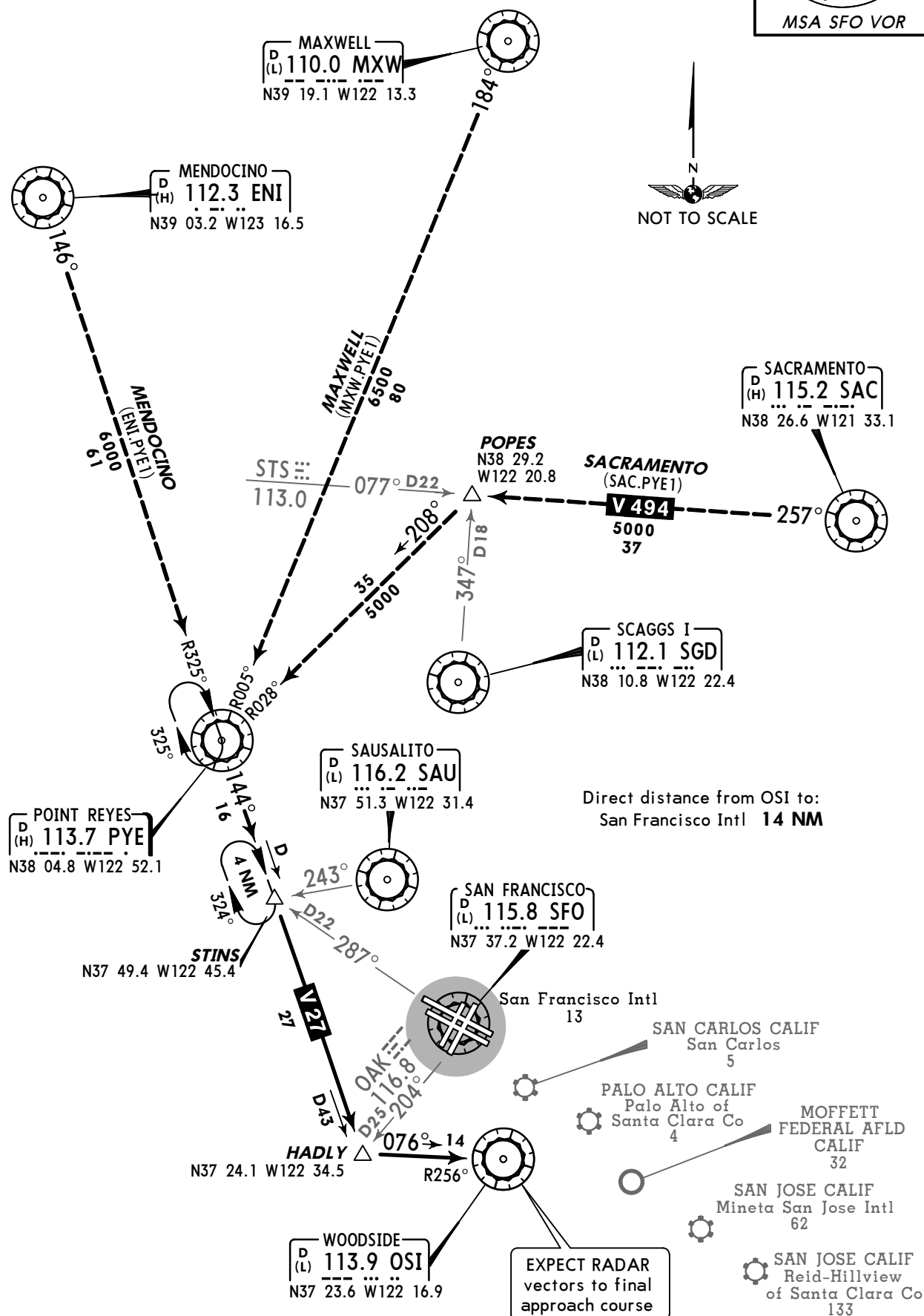
D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
See graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
SACRAMENTO transition to be used only
when assigned by ATC.



POINT REYES ONE ARRIVAL (PYE.PYE1)



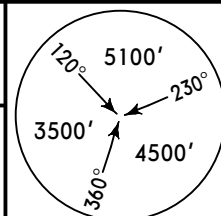
ROUTING

From over PYE via PYE R-144 to HADLY, then via OSI R-256 to OSI. EXPECT RADAR vectors to final approach course.

D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
13'

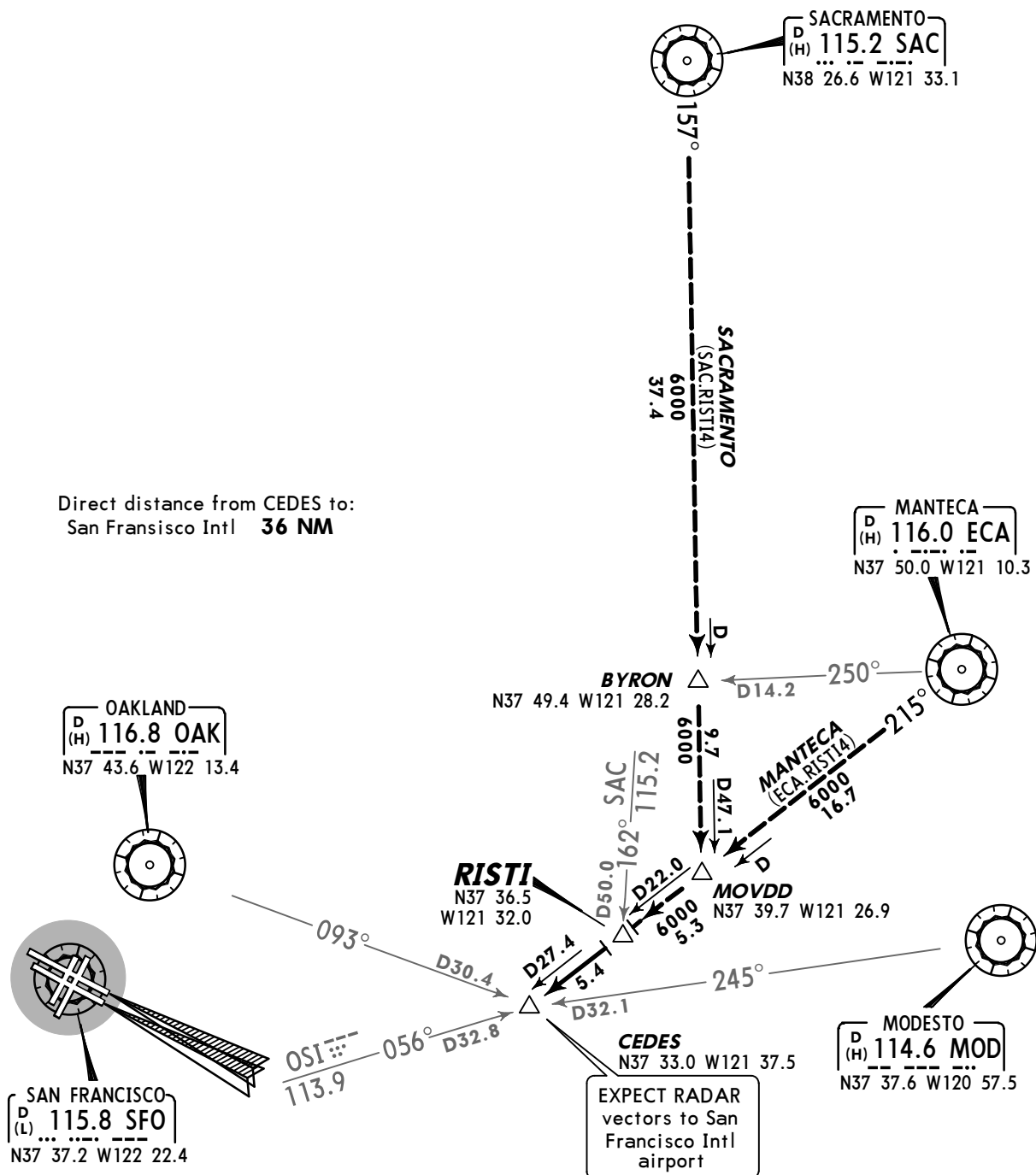
Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'



MSA SFO VOR

RISTI FOUR ARRIVAL (RISTI.RISTI4) (RWYS 28L/R)

Direct distance from CEDES to:
San Fransisco Intl 36 NM



ROUTING

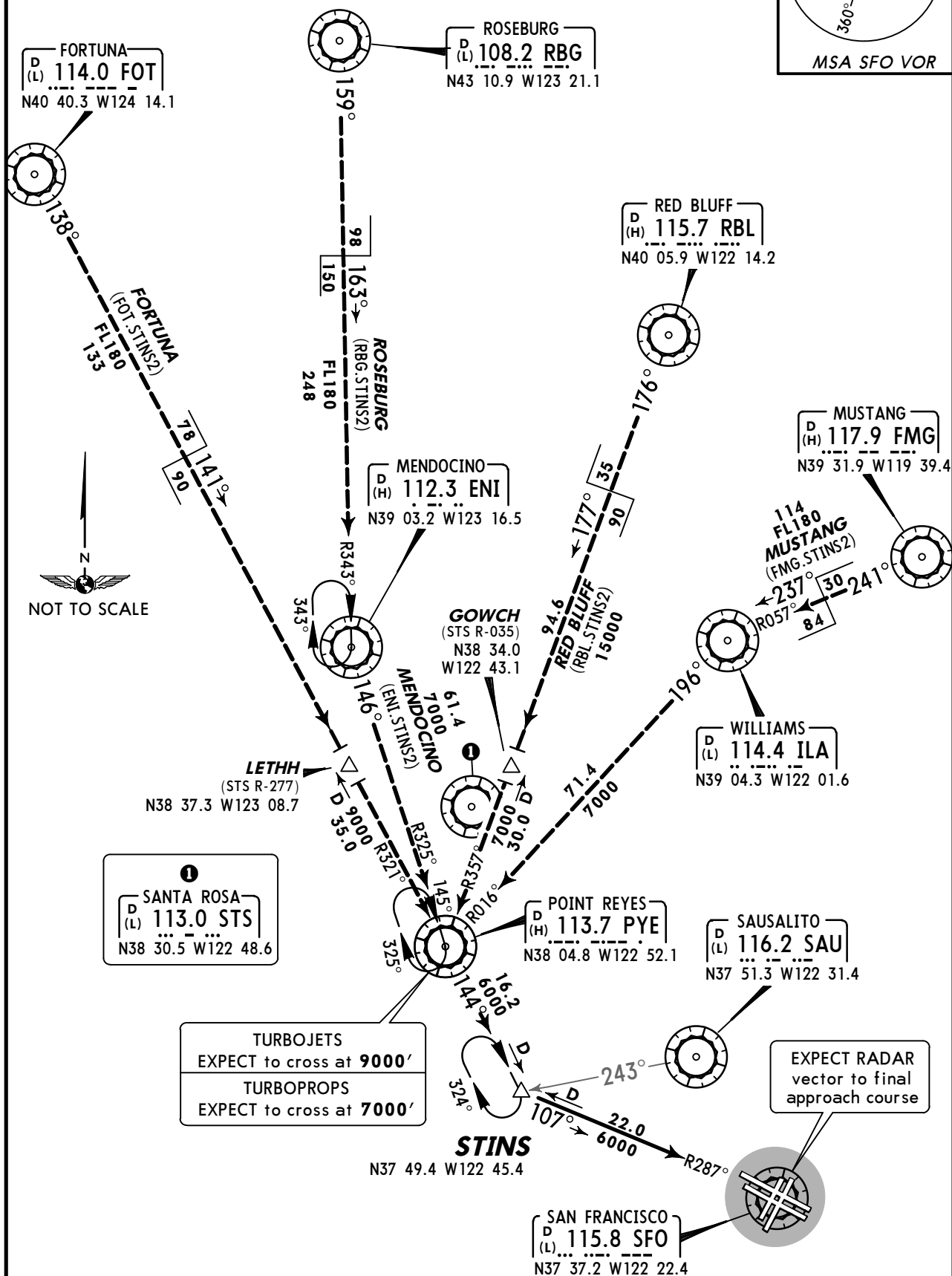
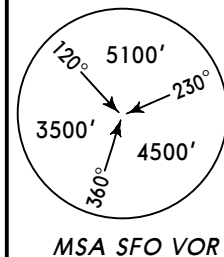
From over RISTI via ECA R-215 to CEDES, then via RADAR vectors to San Francisco Intl airport.

D-ATIS
113.7 115.8
118.85 135.45

Apt Elev
13'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
RADAR required.

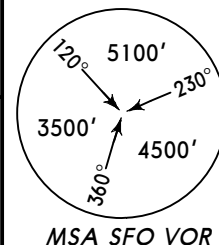
STINS TWO ARRIVAL (PYE.STINS2)



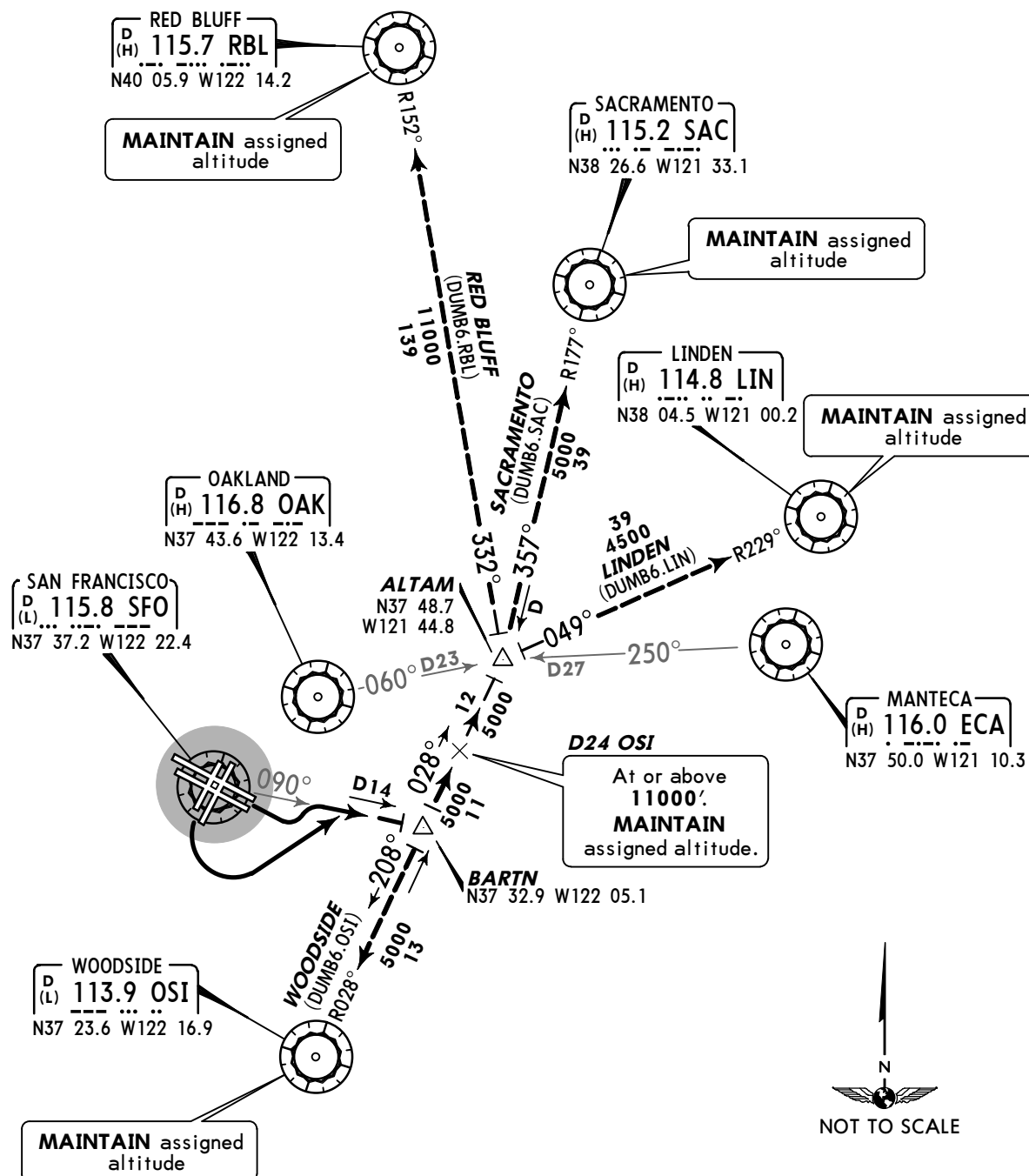
ROUTING

From over PYE via PYE R-144 to STINS, then via SFO R-287 to SFO. EXPECT RADAR vectors to final approach course.

Trans level: FL 180 Trans alt: 18000'
Rwys 19L/R departures turn LEFT due to steeply
rising terrain to 2000' immediately SOUTH of airport.



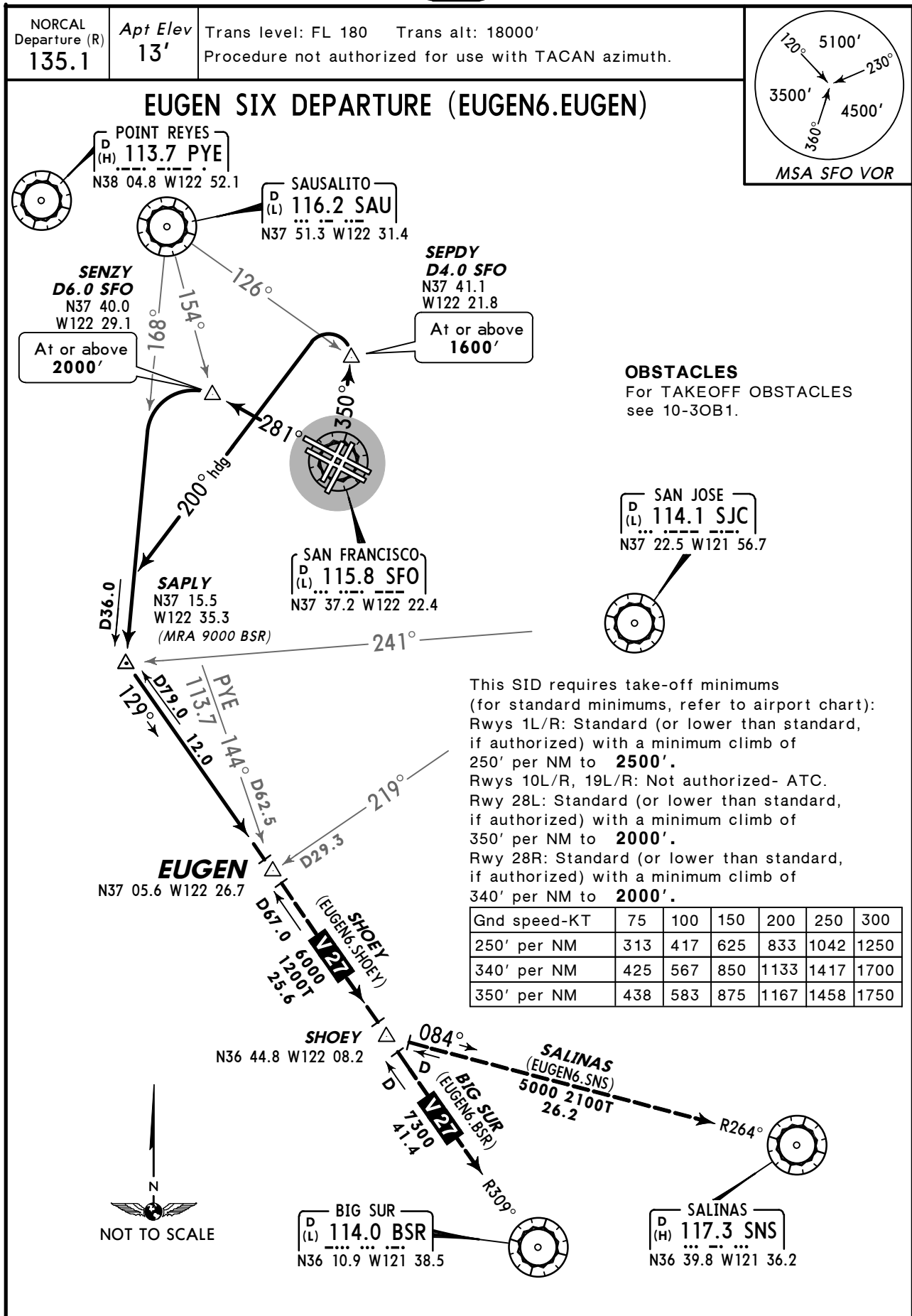
(RWYS 10L/R, 19L/R)



Rwy 19R: CAT A & B, 480' per NM to **1400'**,
CAT C & D, 530' per NM to **1800'**.

Gnd speed-KT	75	100	150	200	250	300
480' per NM	600	800	1200	1600	2000	2400
530' per NM	663	883	1325	1767	2208	2650

Turn LEFT and climb via SFO R-090 to BARTN, then via transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.



RWY	INITIAL CLIMB	
1L/R	Climb on SFO R-350, after passing SEPDI/D4.0 SFO and after reaching 1600', turn LEFT heading 200° and on SAU R-168 to SAPLY.	
28L/R	Climb on SFO R-281, after passing SENZY/D6.0 SFO and after reaching 2000', turn LEFT on SAU R-168 to SAPLY.	
ROUTING		
At SAPLY turn LEFT on BSR R-309 to EUGEN, then via transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.		

MSA SFO VOR

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST COMMS ▼ If not in contact with Departure Control after reaching **3000'**, continue climb to assigned altitude and proceed direct to assigned route/fix.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

© JEPPESEN, 2008, 2010. ALL RIGHTS RESERVED.

▲ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼
 ▲ **LOST COMMS** ▼
 If not in contact with Departure Control
 after reaching **3000'**, continue climb to
 assigned altitude and proceed direct to
 assigned route/fix.
 ▲ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼

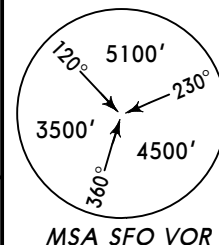
RWY	INITIAL CLIMB
10L/R	Turn RIGHT and climb via SFO R-120 to LUVVE.
19L/R	Turn LEFT and climb via SFO R-120 to LUVVE.
ROUTING	
EXPECT vectors to assigned route/fix. EXPECT clearance to filed altitude 10 minutes after departure.	

NORCAL
Departure (R)
135.1

Apt Elev
13'

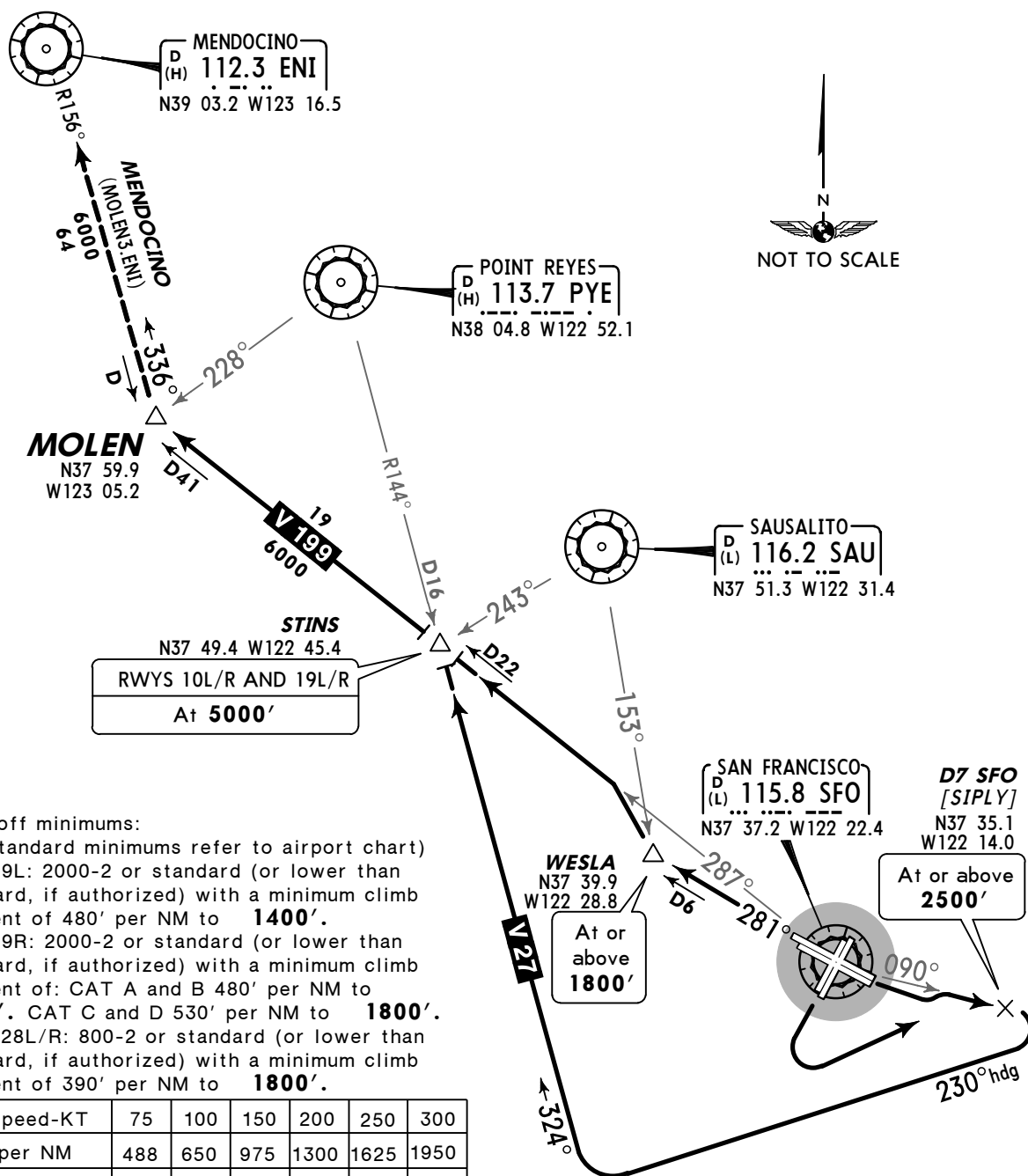
Trans level: FL 180 Trans alt: 18000'

1. Steeply rising terrain to 2000' immediately SOUTH of airport.
2. Mt San Bruno weather information available on 118.05.
3. RADAR required.
4. DME required.



MOLEN THREE DEPARTURE (MOLEN3.MOLEN)

(RWYS 10L/R, 19L/R, 28L/R)



RWY	INITIAL CLIMB
10L/R, 19L/R	Turn LEFT and climb via the SFO R-090 to D7 SFO, cross SFO R-090/D7 at or above 2500', then turn RIGHT heading 230° to intercept and proceed via PYE R-144 to STINS.
28L/R	Intercept and proceed via SFO R-281 to WESLA, cross WESLA at or above 1800', then turn RIGHT to intercept and proceed via SFO R-287 to MOLEN.

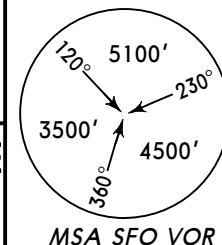
ROUTING

Via transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.

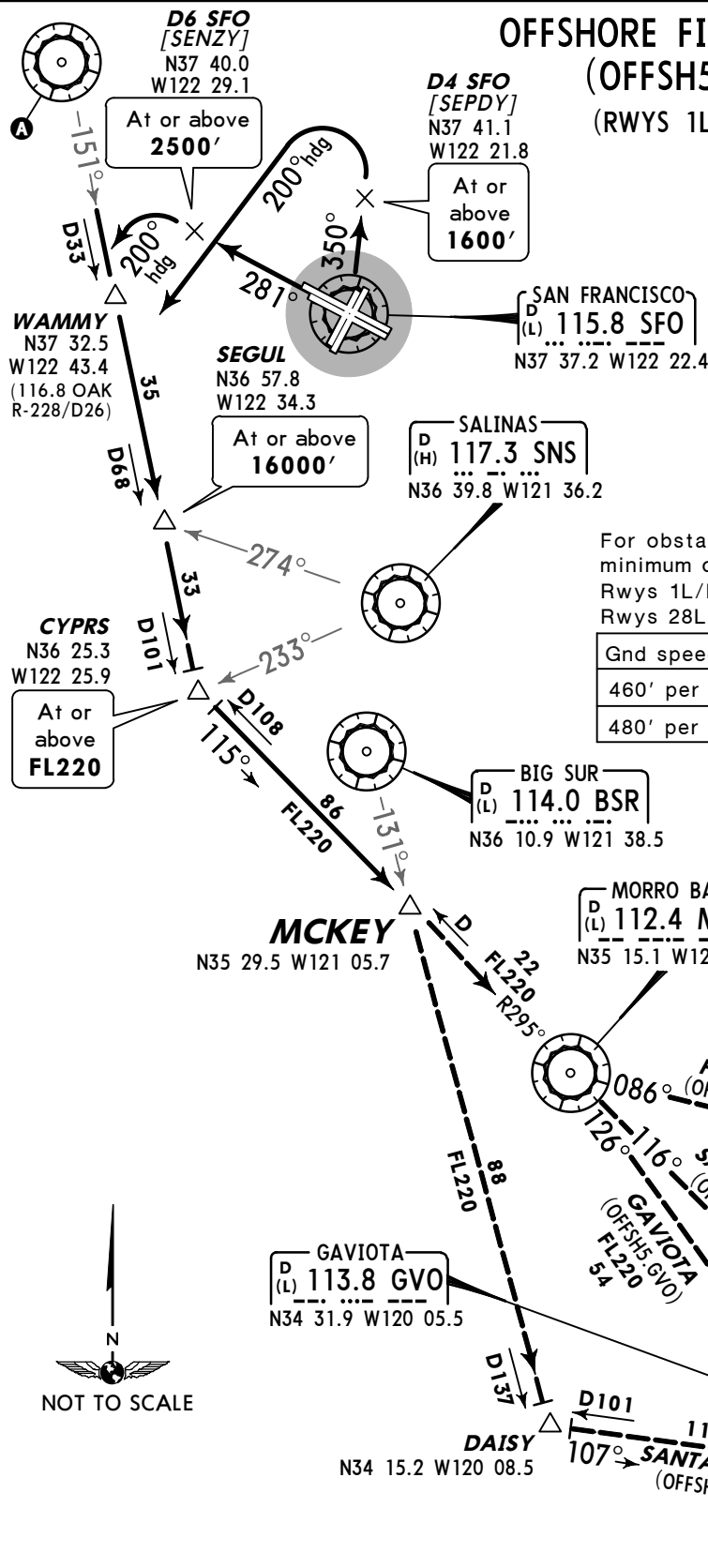
NORCAL
Departure (R)
135.1

Apt Elev
13'

Trans level: FL 180 Trans alt: 18000'
1. Mt San Bruno weather information available on 118.05.
2. RADAR required.
3. DME required.



OFFSHORE FIVE DEPARTURE (OFFSH5.MCKEY) (RWYS 1L/R, 28L/R)



POINT REYES
D (H) 113.7 PYE
N38 04.8 W122 52.1

For obstacle clearance this SID requires minimum climb gradients of:
Rwys 1L/R: 460' per NM to **1800'**.
Rwys 28L/R: 480' per NM to **2500'**.

Gnd speed-KT	75	100	150	200	250	300
460' per NM	575	767	1150	1533	1917	2300
480' per NM	600	800	1200	1600	2000	2400



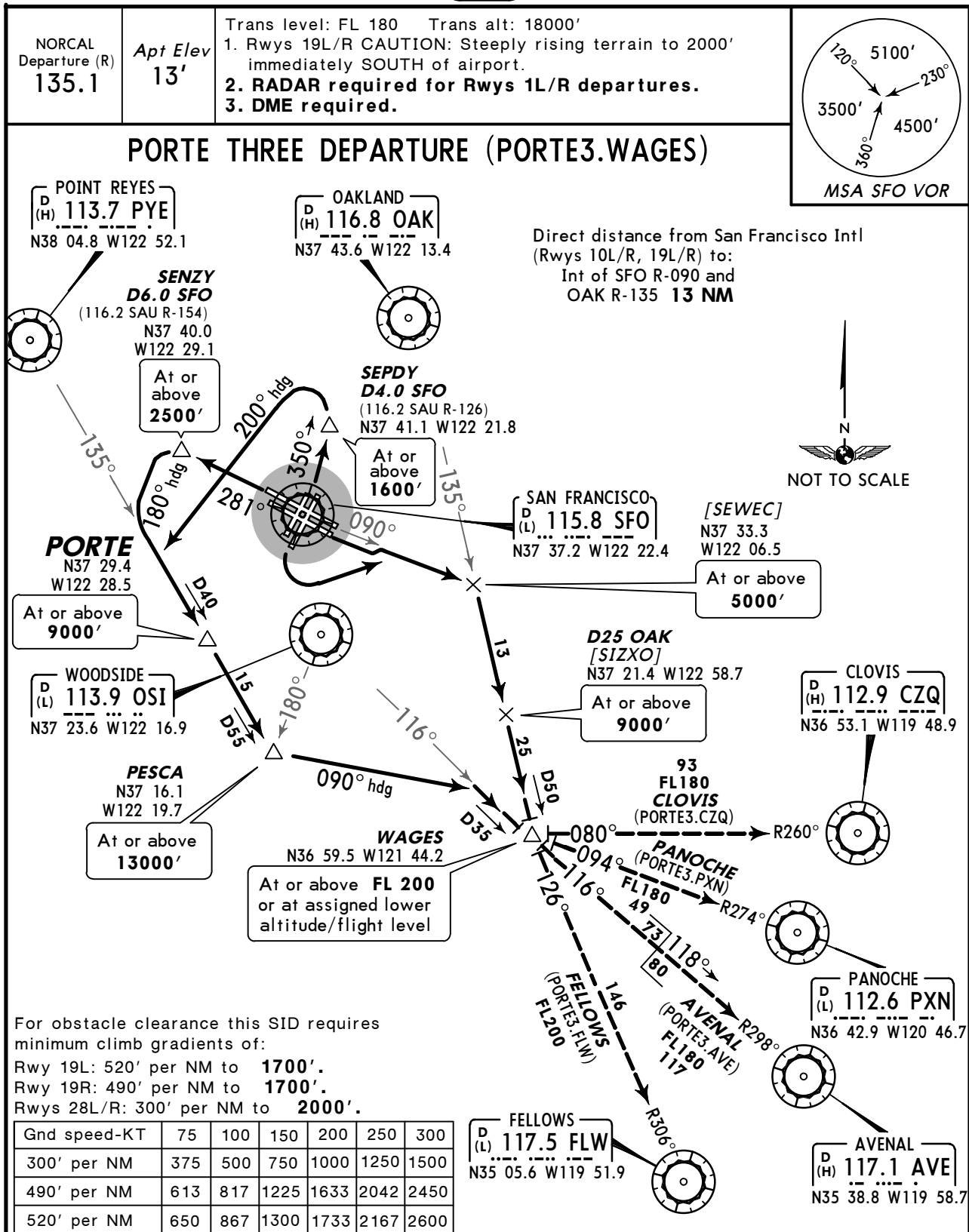
RWY

INITIAL CLIMB

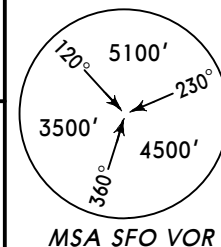
1L/R	Intercept and proceed via SFO R-350. Cross SFO R-350/D4 at or above 1600' .
28L/R	Intercept and proceed via SFO R-281. Cross SFO R-281/D6 at or above 2500' . When SFO is inoperative, EXPECT RADAR vectors to PYE R-151, then resume SID.

ROUTING

Turn LEFT to a 200° heading to intercept and proceed via PYE R-151 to SEGUL, then proceed via PYE R-151 to CYPRS, then via MQO R-295 to MCKEY, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.



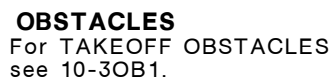
Trans level: FL 180 Trans alt: 18000'



NOT TO SCALE

1
RED BLUFF
TRANSITION

**MOCA
3900T**

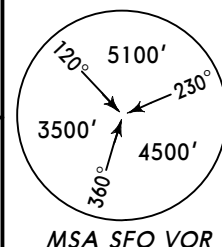


This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard,
if authorized).
Rwys 10L/R, 19L/R: Not authorized- ATC.
Rwy 28L: Standard (or lower than standard,
if authorized) with a minimum climb of
520' per NM to **2000'**.
Rwy 28R: Standard (or lower than standard,
if authorized) with a minimum climb of
560' per NM to **2000'**.

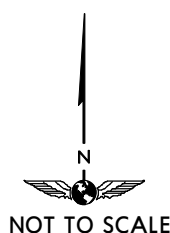
Gnd speed-KT	75	100	150	200	250	300
520' per NM	650	867	1300	1733	2167	2600
560' per NM	700	933	1400	1867	2333	2800

ROUTING

From REBAS via transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.

NORCAL
Departure (R)
120.9Apt Elev
13'Trans level: FL 180 Trans alt: 18000'
Approximate distance from takeoff area to REBAS 19 NM.

REBAS FOUR DEPARTURE (REBAS4.REBAS)



MENDOCINO
(H) 112.3 ENI
N39 03.2 W123 16.5

MENDOCINO
(REBAS4.ENI)
V200
6000 5200T
47.1

RED BLUFF
(H) 115.7 RBL
N40 05.9 W122 14.2

RED BLUFF
(REBAS4.RBL)
3000 1800T
46.9

CHICO
(REBAS4.CIC)
5000 1700T
33.2

CHICO
(T) 109.8 CIC
N39 47.4 W121 50.8

MAXWELL
(L) 110.0 MXW
N39 19.1 W122 13.3

WILLIAMS
(L) 114.4 ILA
N39 04.3 W122 01.6

DALON
N39 04.1
W122 16.0

WUSHU
(MXW D33.5)
N38 45.8 W122 19.3

SCAGGS I
(L) 112.1 SGD
N38 10.8 W122 22.4

SACRAMENTO
(H) 115.2 SAC
N38 26.6 W121 33.1

SAUSALITO
(L) 116.2 SAU
N37 51.3 W122 31.4

REBAS
N37 56.4
W122 23.0

ZEPDA
D6.0 SFO
N37 43.1
W122 21.5

SAN FRANCISCO
(L) 115.8 SFO
N37 37.2 W122 22.4

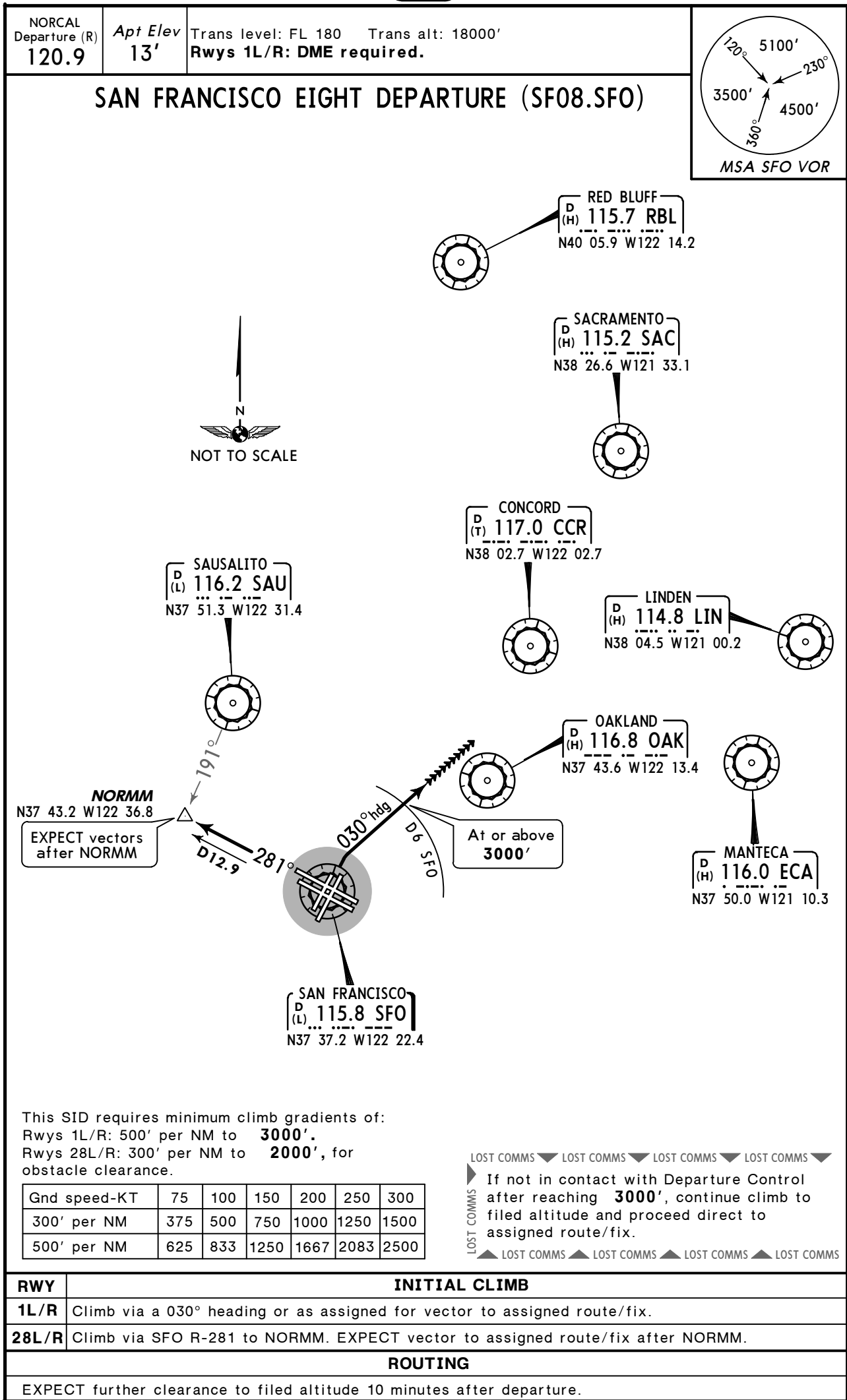
This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 1L/R: Standard (or lower than standard,
if authorized).
Rwys 10L/R, 19L/R: Not authorized- ATC.
Rwy 28L: Standard (or lower than standard,
if authorized) with a minimum climb of
520' per NM to **2000'**.
Rwy 28R: Standard (or lower than standard,
if authorized) with a minimum climb of
560' per NM to **2000'**.

Gnd speed-KT	75	100	150	200	250	300
520' per NM	650	867	1300	1733	2167	2600
560' per NM	700	933	1400	1867	2333	2800

RWY	INITIAL CLIMB
1L/R	Climb on SFO R-350 to cross ZEPDA/D6.0 SFO at or above 1800' , then turn LEFT to intercept SFO R-342, to cross REBAS at or above 6000' .
28L/R	Climbing RIGHT turn on heading 360° or as assigned to intercept SFO R-342, to cross REBAS at or above 6000' .

ROUTING

From REBAS via transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.

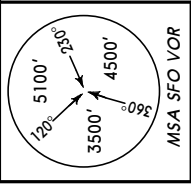


NORCAL Departure (R)
120.9

Apt Elev
13'

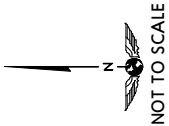
Trans level: FL180 Trans alt: 18000'

EXPECT RADAR vector to OAK.



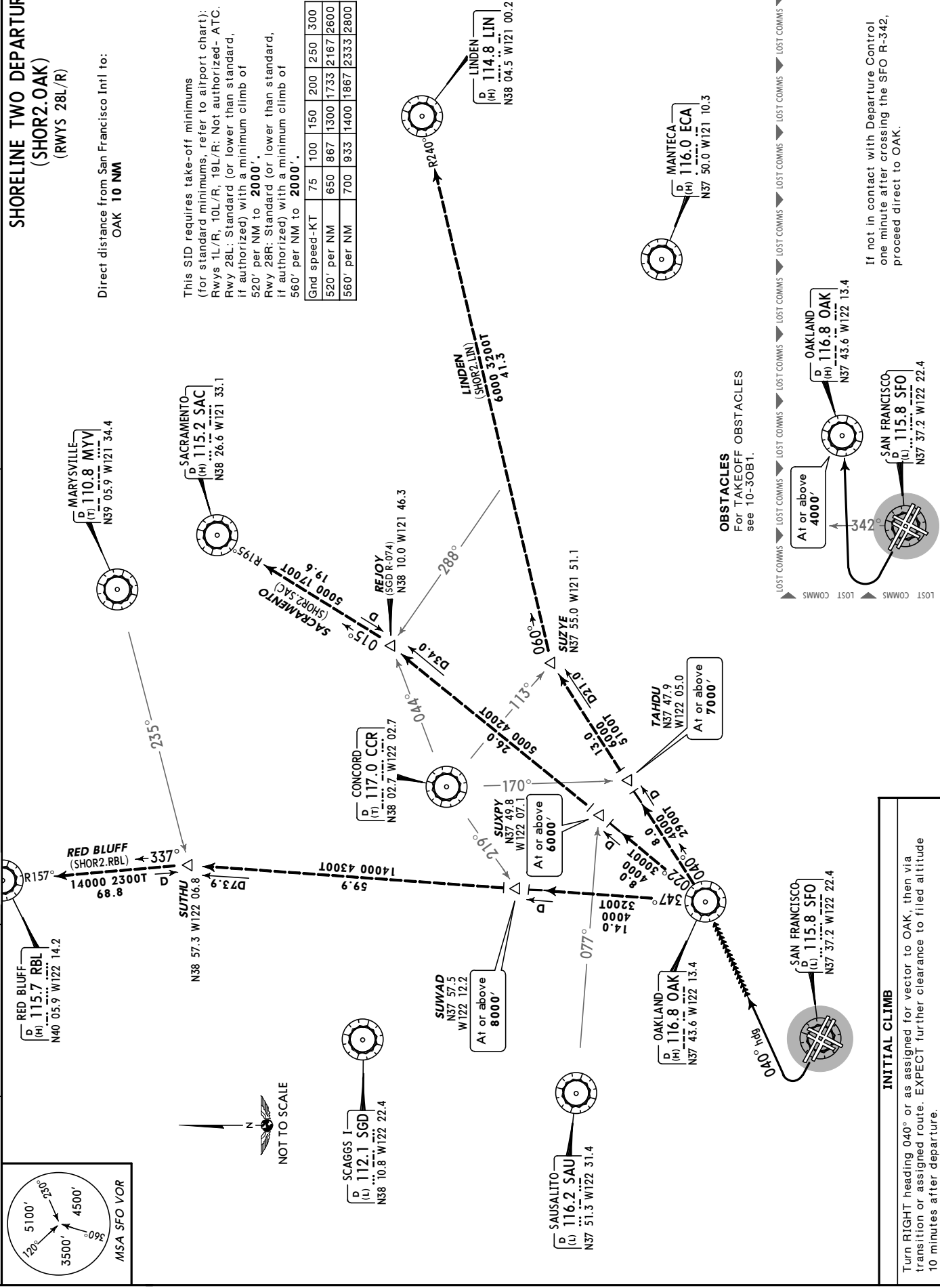
SHORELINE TWO DEPARTURE
(SHOR2.OAK)
(RWYS 28L/R)

Direct distance from San Francisco Intl to:
OAK 10 NM



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1L/R, 10L/R, 19L/R: Not authorized- ATC.
Rwy 28L: Standard (or lower than standard, if authorized) with a minimum climb of 520' per NM to **2000'**.
Rwy 28R: Standard (or lower than standard, if authorized) with a minimum climb of 560' per NM to **2000'**.

Gnd speed-KT	75	100	150	200	250	300
520' per NM	650	867	1300	1733	2167	2600
560' per NM	700	933	1400	1867	2333	2800



OBSTACLES
For TAKEOFF OBSTACLES
see 10-30B1.

INITIAL CLIMB

Turn RIGHT heading 040° or as assigned for vector to OAK, then via transition or assigned route. EXPECT further clearance to filed altitude 10 minutes after departure.

If not in contact with Departure Control one minute after crossing the SFO R-342, proceed direct to OAK.

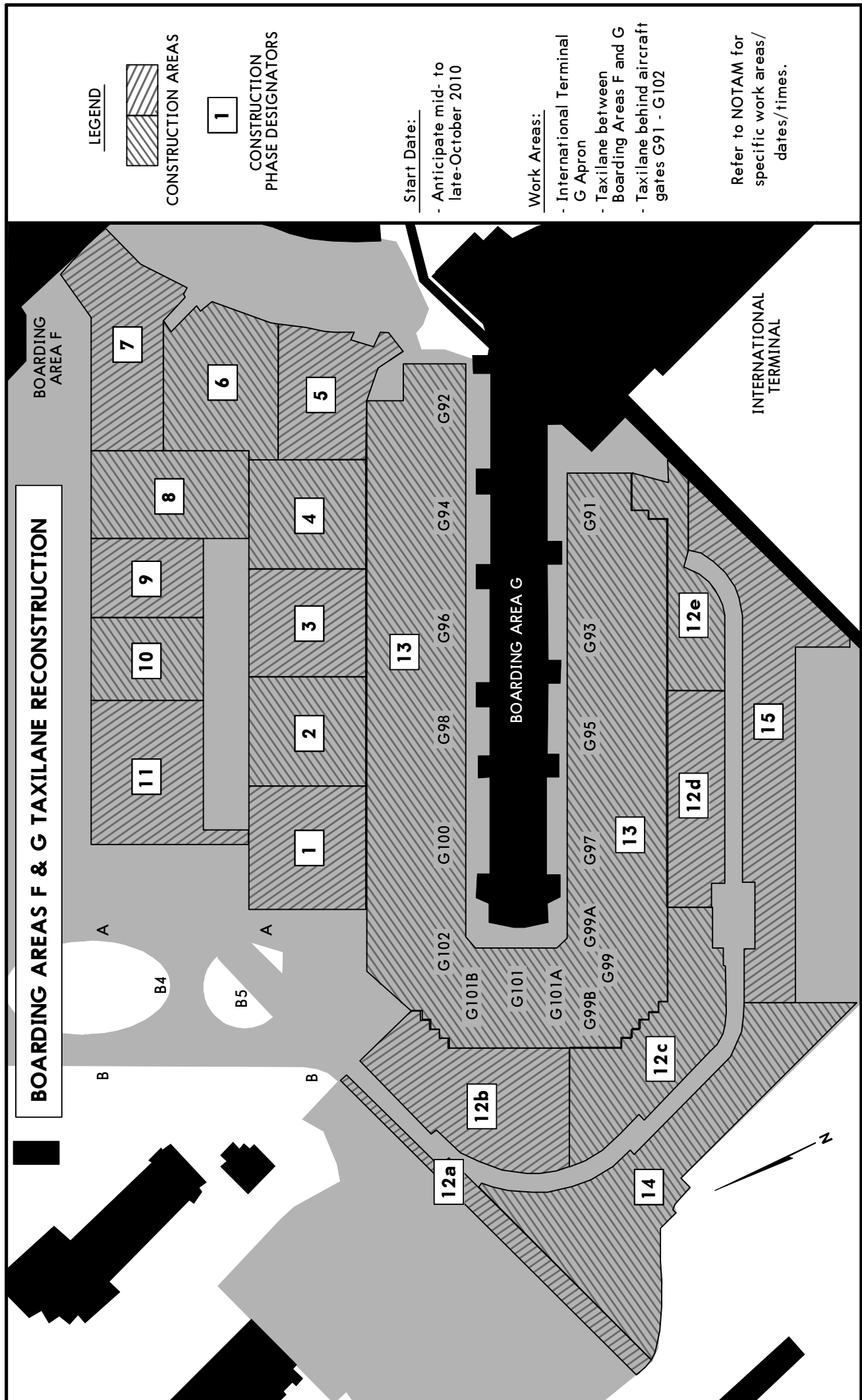
TAKEOFF OBSTACLE NOTES

◦ RWY 28L:

BUILDING, 1013' FROM DER, 764' LEFT OF CENTERLINE, 43' AGL/44' MSL.
ELECTRICAL SYSTEM, 1792' FROM DER, 768' LEFT OF CENTERLINE, 54' AGL/
55' MSL. LIGHT ON HANGAR, 2344' FROM DER, 1061' LEFT OF CENTERLINE,
76' AGL/77' MSL. LIGHT ON TRANSMISSION TOWER, 3673' FROM DER, 1302'
LEFT OF CENTERLINE, 130' AGL/139' MSL.

◦ RWY 28R:

LIGHT ON ANTENNAE, 557' FROM DER, 299' RIGHT OF CENTERLINE, 20' AGL/
21' MSL. ANTENNAE ON BUILDING, 1187' FROM DER, 268' RIGHT OF CENTERLINE,
40' AGL/41' MSL. CAMERA ON BUILDING, 1532' FROM DER, 817' RIGHT OF
CENTERLINE, 64' AGL/65' MSL. ELECTRICAL SYSTEM 2773' FROM DER, 416' LEFT
OF CENTERLINE, 74' AGL/75' MSL. LIGHTS ON TRANSMISSION TOWERS BEGINNING
3235' FROM DER, 122' LEFT OF CENTERLINE, UP TO 100' AGL/101' MSL.



GENERAL

CAUTION: Be alert to runway crossing clearances. Readback all runway assignments.
Readback of all runway hold short instructions is required.

Birds in vicinity of airport.

Simultaneous operations in effect all runways.

Low-Level Wind Shear Alert System.

No grooving exists at airport runway intersections.

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS	
RWY			—LANDING BEYOND—		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
1R	HIRL	CL REIL	grooved RVR	8410' 2563m		200' 61m
19L	HIRL	CL ❶ MALSF	TDZ ❷ PAPI-L grooved RVR		7501' 2286m	

❶ Non-standard length of 1115'.

❷ Angle 3.0°.

1L	HIRL	CL REIL	grooved RVR	7009' 2136m		200' 61m
19R	HIRL	CL PAPI-L (angle 3.00°)	grooved RVR			

10R	HIRL	CL ❸ PAPI-L	grooved RVR			200' 61m
28L	HIRL	CL SSALR ❹ PAPI-L	grooved RVR	9509' 2898m		

❹ Angle 3.0°.

10L	HIRL	CL REIL ❶ PAPI-L	grooved RVR			200' 61m
28R	HIRL	CL ALSF-II TDZ ❶ PAPI-L	grooved RVR	10,779' 3285m		

❶ Angle 3.0°.

10R	HIRL	CL ❸ PAPI-L	grooved RVR			200' 61m
28L	HIRL	CL SSALR ❹ PAPI-L	grooved RVR	9509' 2898m		

10L	HIRL	CL REIL ❶ PAPI-L	grooved RVR			200' 61m
28R	HIRL	CL ALSF-II TDZ ❶ PAPI-L	grooved RVR	10,779' 3285m		

❶ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 1L/R					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL			3 & 4 Eng	
TDZ RVR Rollout RVR	TDZ RVR Rollout RVR	RVR 16 or 1/4		RVR 24 or 1/2	
5	10			RVR 50 or 1	
5	10				
5	10				
Rwys 10L/R					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL			3 & 4 Eng	
TDZ RVR Mid RVR Rollout RVR	TDZ RVR Mid RVR Rollout RVR	RVR 16 or 1/4		RVR 24 or 1/2	
5	10			RVR 50 or 1	
5	10				
5	10				
Rwys 19L/R					

Rwys 19L/R					
With Mim climb of 565' /NM to 2000'					
2 operating RVRs are required All operating RVRs are controlling		Adequate V/s Ref		STD	
CL & HIRL	CL, or RCLM & HIRL			3 & 4 Eng	
TDZ RVR Rollout RVR	TDZ RVR Rollout RVR			RVR 24 or 1/2	
5	10			RVR 16 or 1/4	
5	10			RVR 24 or 1/2	
5	10			RVR 50 or 1	

Rwys 28L/R					
With Mim climb of 351' /NM to 1300'					
2 operating RVRs are required All operating RVRs are controlling		Adequate V/s Ref		STD	
CL & HIRL	CL, or RCLM & HIRL			3 & 4 Eng	
TDZ RVR Mid RVR Rollout RVR	TDZ RVR Mid RVR Rollout RVR			RVR 24 or 1/2	
5	10			RVR 16 or 1/4	
5	10			RVR 24 or 1/2	
5	10			RVR 50 or 1	

OBSTACLE DP

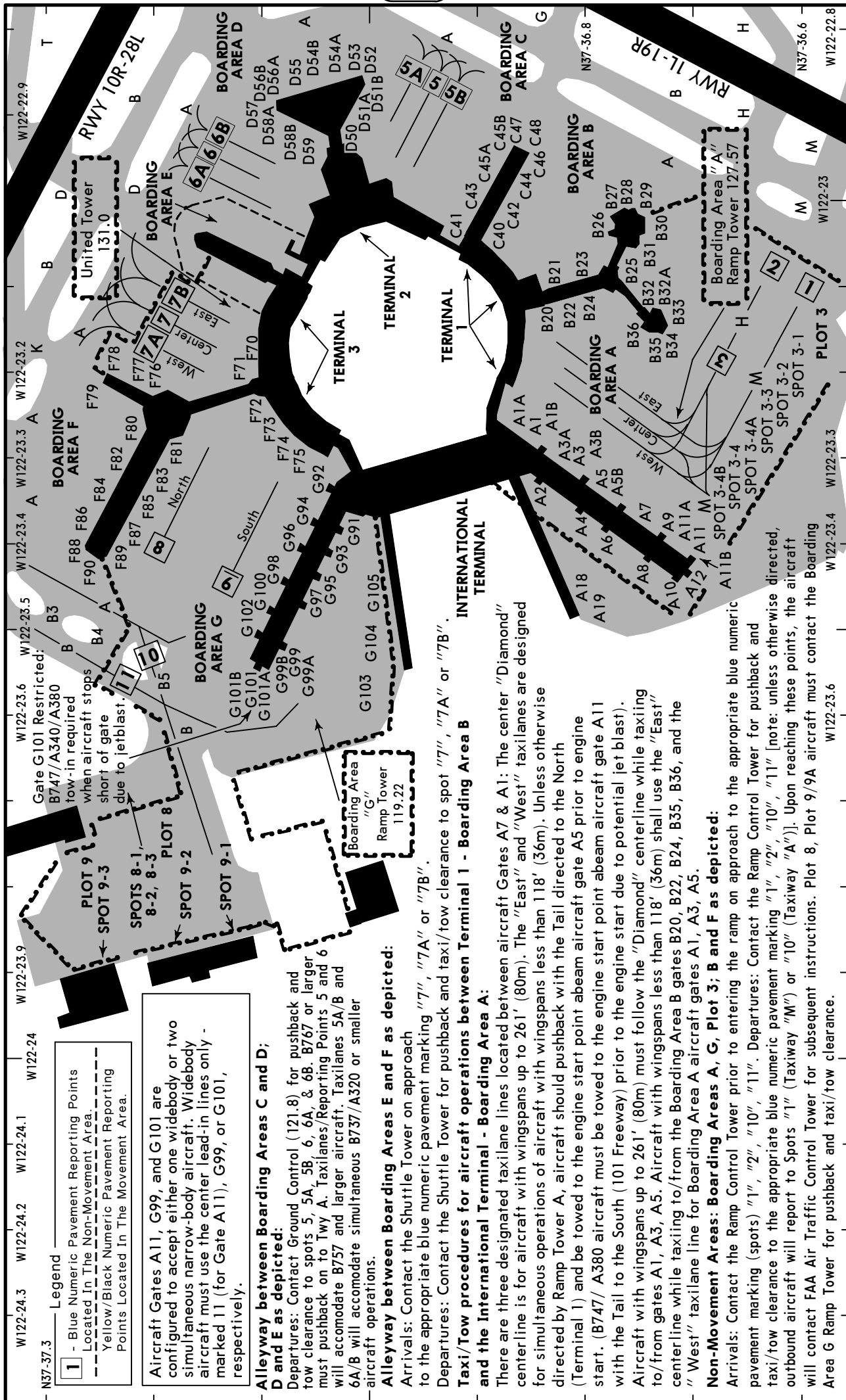
Rwys 1L/R: Climb heading 011° to 2000'.

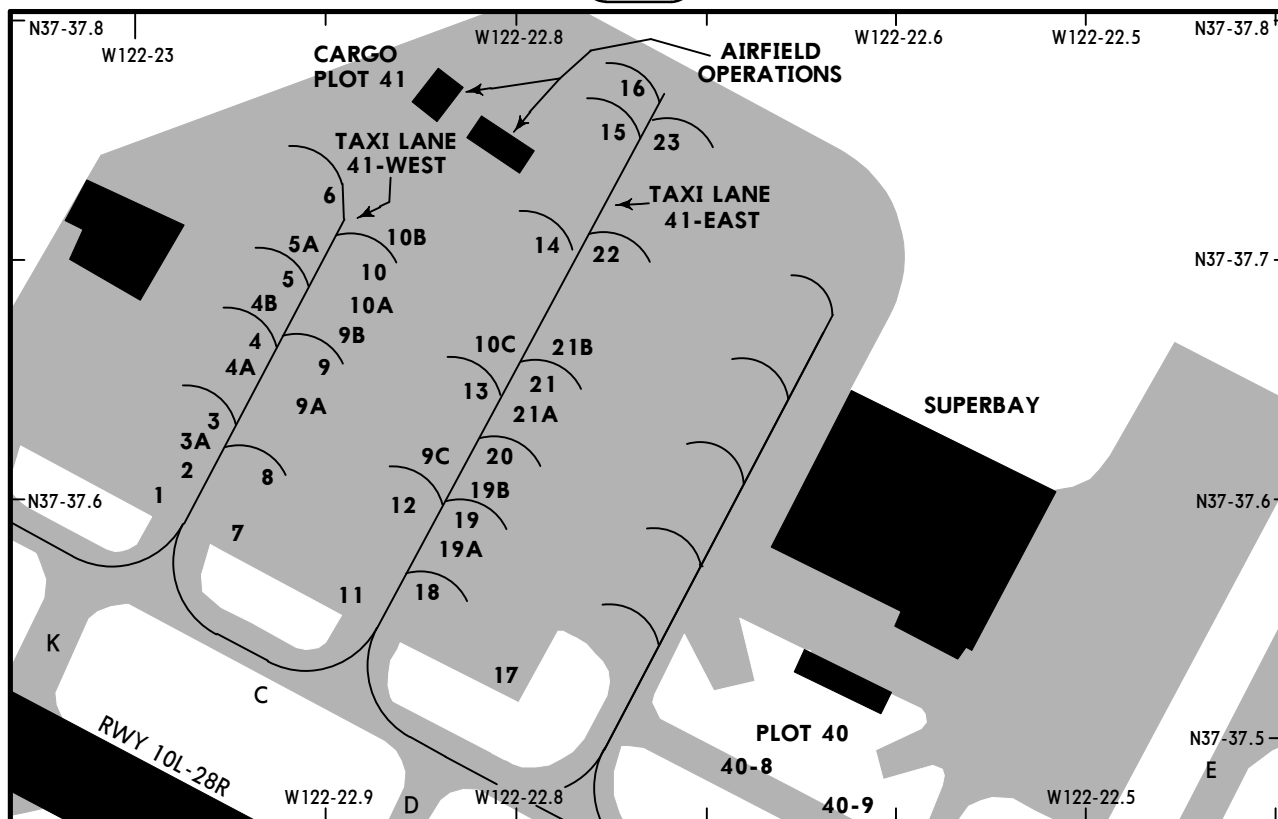
Rwys 28L/R: Climb heading 281° to 2000'.

Rwys 10L/R, 19L/R: Climbing left turn heading 050° to intercept SFO VOR R-090 to 2300'.

All aircraft continue climb on course.

FOR FILING AS ALTERNATE							
ILS Rwy 19L	LOC Rwy 19L	VOR Rwy 19L	RNAV (GPS) Z Rwy 28L	RNAV (GPS) Z Rwy 19L	VOR-B	RNAV (GPS) Z Rwy 19L	Other
ILS Rwy 28L	LOC Rwy 28L						
ILS Rwy 28R	LOC Rwy 28R						
A	800-2	800-2	1100-2	1200-2	1300-2	1200-5	NA
B	1000-2	1000-2	1100-2	1200-2	1300-2	1200-5	NA
C	1100-3	1100-3	1100-3	1200-3	1300-3	1200-5	NA
D	1200-3	1200-3	1200-3	1200-3	1300-3	1200-5	NA

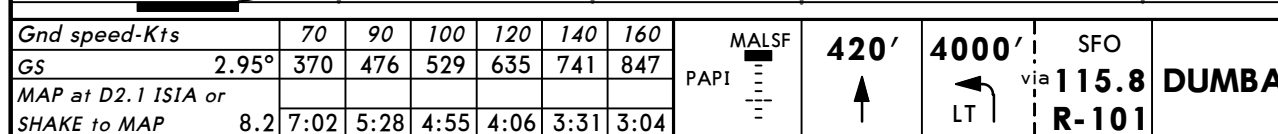
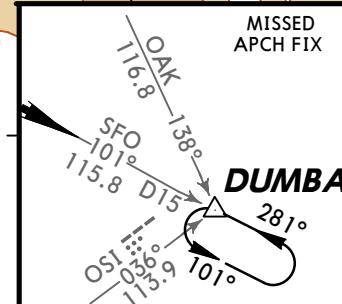




PARKING GATE COORDINATES

GATE No.		COORDINATES	
BOARDING AREA A			
A1, A1A, A1B, A2	N37 36.8	W122 23.3	
A3, A3A	N37 36.8	W122 23.3	
A3B, A4, A5, A5B	N37 36.8	W122 23.4	
A6, A7	N37 36.8	W122 23.4	
A8 thru A12	N37 36.7	W122 23.4	
A18, 19	N37 36.8	W122 23.5	
BOARDING AREA B			
B20 thru B25	N37 36.8	W122 23.1	
B26 thru B28	N37 36.8	W122 23.0	
B29, B30	N37 36.7	W122 23.0	
B31, B32, B32A, B33	N37 36.7	W122 23.1	
B34, B35	N37 36.7	W122 23.2	
B36	N37 36.7	W122 23.1	
BOARDING AREA C			
C40 thru C44	N37 36.9	W122 23.0	
C45A, C45B	N37 36.9	W122 22.9	
C46	N37 36.9	W122 23.0	
C47, C48	N37 36.9	W122 22.9	
BOARDING AREA D			
D50 thru D52	N37 37.0	W122 22.9	
D53, D54A	N37 37.0	W122 22.8	
D54B	N37 37.1	W122 22.8	
D55 thru D58B	N37 37.1	W122 22.9	
D59	N37 37.1	W122 23.0	
BOARDING AREA F			
F70 thru F72	N37 37.1	W122 23.2	
F73 thru F75	N37 37.1	W122 23.3	
F76 thru F79	N37 37.2	W122 23.2	
F80 thru F85	N37 37.2	W122 23.3	
F86	N37 37.3	W122 23.4	
F87	N37 37.2	W122 23.4	
F88	N37 37.3	W122 23.4	
F89	N37 37.2	W122 23.4	
F90	N37 37.3	W122 23.4	
BOARDING AREA G			
G91	N37 37.0	W122 23.4	
G92	N37 37.0	W122 23.3	
G93	N37 37.0	W122 23.4	
G94	N37 37.1	W122 23.4	
G95	N37 37.0	W122 23.4	

GATE No.		COORDINATES	
BOARDING AREA G			
G96	N37 37.1	W122 23.4	
G97	N37 37.1	W122 23.5	
G98	N37 37.1	W122 23.4	
G99 thru G102	N37 37.1	W122 23.5	
G103	N37 37.0	W122 23.6	
G104, G105	N37 37.0	W122 23.5	
PLOT 3			
SPOT 3-1, 3-2, 3-3	N37 36.6	W122 23.2	
SPOT 3-4	N37 36.7	W122 23.3	
SPOT 3-4A	N37 36.6	W122 23.3	
SPOT 3-4B	N37 36.7	W122 23.4	
PLOT 8			
SPOT 8-1, 8-2, 8-3	N37 37.2	W122 23.7	
PLOT 9			
SPOT 9-1	N37 37.1	W122 23.8	
SPOT 9-2	N37 37.2	W122 23.8	
SPOT 9-3	N37 37.2	W122 23.9	
PLOT 10			
Westfield Cargo	N37 37.5	W122 23.6	
PLOT 40			
SPOT 40-8	N37 37.5	W122 22.7	
SPOT 40-9	N37 37.5	W122 22.6	
41-WEST			
1, 2, 3, 3A	N37 37.6	W122 23.0	
4, 4A, 4B, 5, 5A, 6	N37 37.7	W122 22.9	
7, 8, 9A	N37 37.6	W122 22.9	
9, 9B, 10, 10A, 10B	N37 37.7	W122 22.9	
41-EAST			
9C	N37 37.6	W122 22.8	
10C	N37 37.7	W122 22.8	
11, 12	N37 37.6	W122 22.9	
13	N37 37.6	W122 22.8	
14	N37 37.7	W122 22.8	
15, 16	N37 37.8	W122 22.7	
17	N37 37.5	W122 22.8	
18, 19, 19A, 19B	N37 37.6	W122 22.8	
20, 21, 21A	N37 37.6	W122 22.8	
21B, 22	N37 37.7	W122 22.8	
23	N37 37.8	W122 22.7	



TERPS
AMEND 2B

BRIEFING STRIP™



AMEND
22A
PS

-ER

**ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM RWY 28L**

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Points:

- **Listen to the PRM monitor frequency when communicating with NORCAL approach control (135.65), no later than LOC intercept.**
- **Expect to be switched to SFO Tower (120.5) at NEPIC (I-SFO 5.3 DME).**
- **PRM monitor frequency may be de-selected after determining that the aircraft is on the tower frequency.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the ILS/PRM 28L approach. If later advised to expect an ILS 28L approach, the ILS/PRM 28L chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A different glideslope intercept altitude may be assigned when advised to expect ILS 28L approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 2100 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a PRM monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (135.65), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with the NORCAL approach control (135.65). The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. The PRM monitor frequency may be deselected passing NEPIC.
3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The MVA in the final approach segment is 1600 feet at San Francisco International Airport.
 - (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".
4. **Descending on (not above) the ILS glideslope** ensures complying with any charted crossing restrictions and assists traffic on the LDA PRM 28R approach to mitigate possible wake turbulence encounters without destabilizing the LDA approach and creating a go-around.
5. **LDA Traffic:** While conducting the ILS/PRM approach to Runway 28L, other aircraft may be conducting the offset LDA/PRM approach to Runway 28R. These aircraft will approach from the right-rear and will re-align with 28R after making visual contact with the ILS traffic.

KSFO/SFO

JEPPSEN

SAN FRANCISCO, CALIF

SAN FRANCISCO INTL

4 MAR 11

11-3A

Eff 10 Mar

(SIMULTANEOUS CLOSE PARALLEL)

ILS PRM Rwy 28L

BRIEFING STRIP™

D-ATIS

113.7

115.8

118.85

135.45

NORCAL Approach (R)

134.5

SAN FRANCISCO Tower

120.5

Monitor Frequency

125.15

Ground

121.8

LOC

ISFO

109.55

Final

Apch Crs

281°

GS

DUYET

1800' (1787')

ILS

DA(H)

213' (200')

Apt Elev 13'

TDZE 13'

MISSED APCH: Climb to 600', then climbing RIGHT turn to 3000' via 285° heading and outbound on SFO VOR R-280 to OLYMM INT/D15.0 SFO and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Radar and DME required.

2. Dual VHF communication required.

3. Simultaneous close parallel approach authorized with LDA PRM Rwy 28R.

4. Localizer only not authorized during close-parallel operations.

5. See 11-3 for "Attention All Users of ILS Precision Runway Monitor (PRM)".

6. Disregard IM and MM indications.

7. Runway 28L and 28R separated by 750' centerline to centerline.

8. VGSI and ILS glidepath not coincident.

9. Use ISFO DME when on the LOC course.

120°

5100'

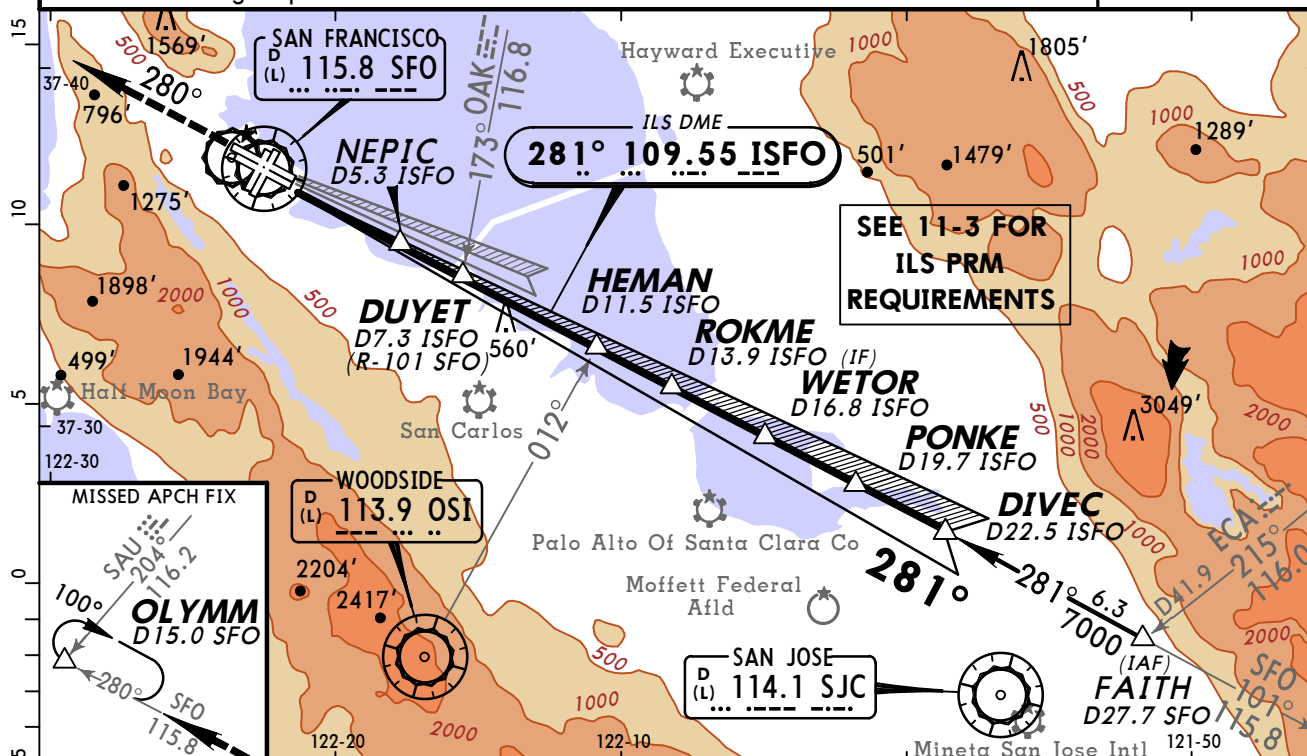
230°

4500'

360°

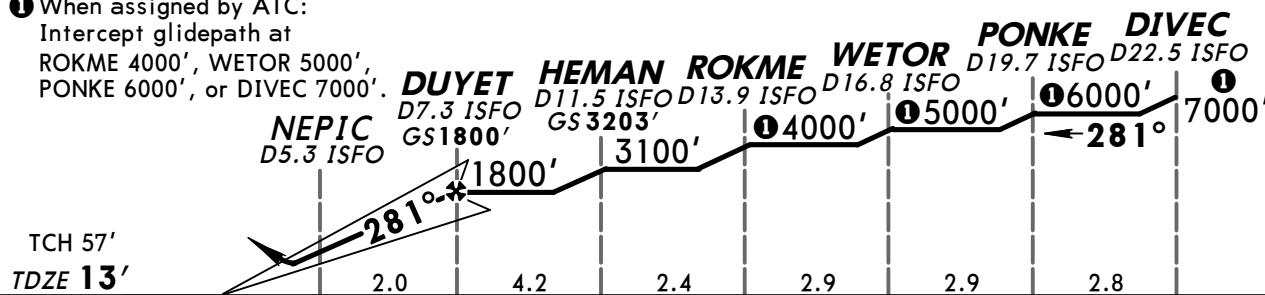
3500'

MSA SFO VOR



① When assigned by ATC:

Intercept glidepath at
 ROKME 4000', WETOR 5000',
 PONKE 6000', or DIVEC 7000'.



Gnd speed-Kts	70	90	100	120	140	160	SSALR	600'	3000'	285°	SFO	OLYMM
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	via hdg and 115.8 R-280	

STRAIGHT-IN LANDING RWY 28L

ILS

DA(H) 213' (200')

FULL

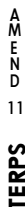
RAIL or ALS out

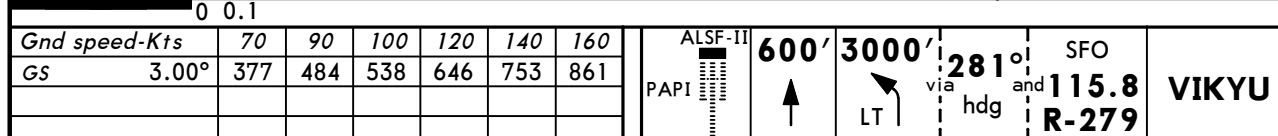
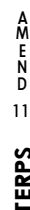
A	RVR 24 or 1/2	RVR 40 or 3/4
B		
C		
D		

CHANGES: None.

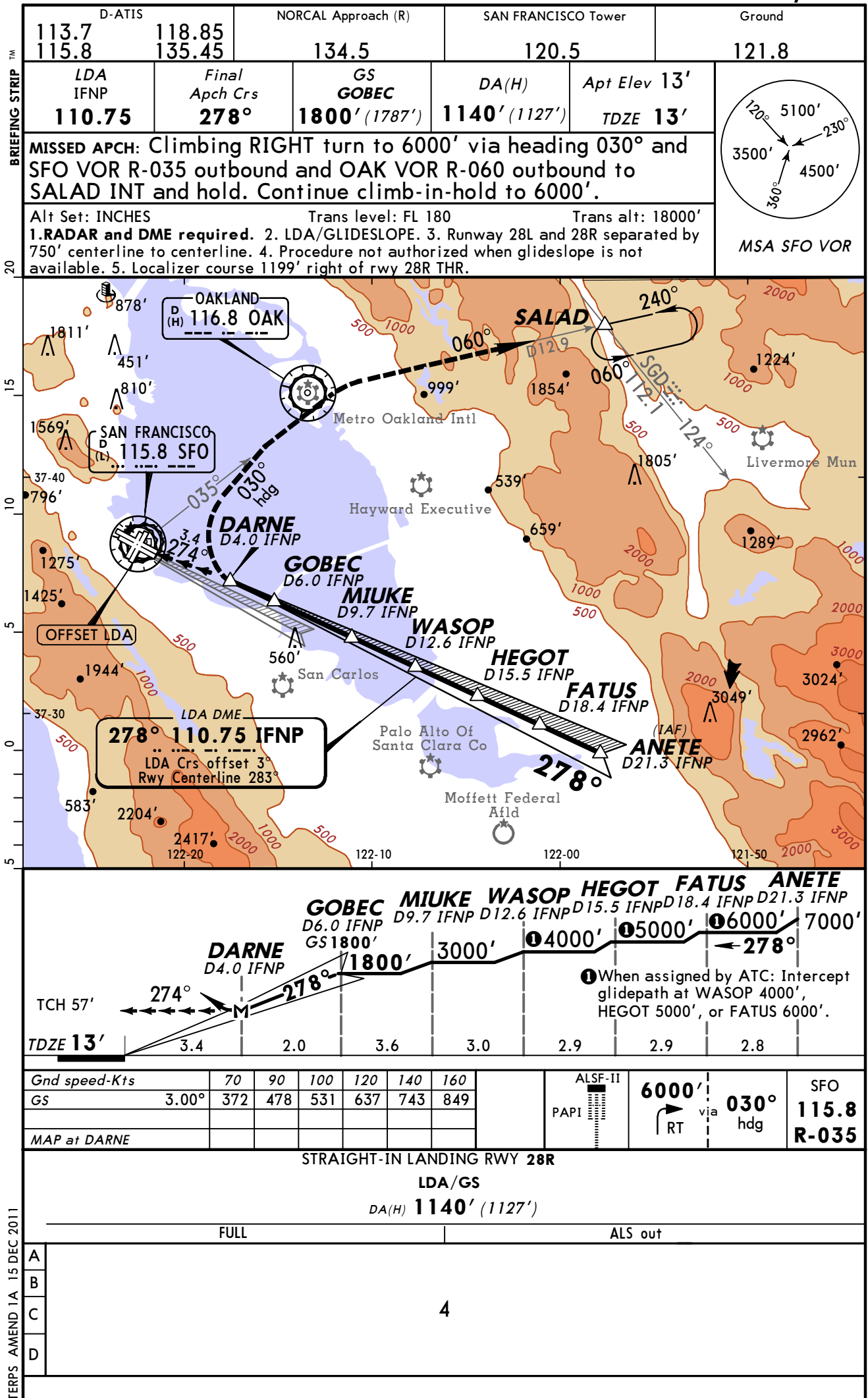
© JEPPSEN, 2004, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 1B 10 MAR 2011

MSA SFO VOR



© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.



GOBEC

MIUKE

WASOP

HEGOT

FATUS

ANETE

D6.0 IFNP

D9.7 IFNP

D12.6 IFNP

D15.5 IFNP

D18.4 IFNP

D21.3 IFNP

GS 1800'

3000'

4000'

5000'

6000'

7000'

DARNE

D4.0 IFNP

274°

278°

TCH 57'

TDZE 13'

3.4

2.0

3.6

3.0

2.9

2.9

2.8

When assigned by ATC: Intercept glidepath at WASOP 4000', HEGOT 5000', or FATUS 6000'.

Gnd speed-Kts

70

90

100

120

140

160

GS

3.00°

372

478

531

637

743

849

MAP at DARNE

ALSF-II

PAPI

6000'

via

030°

hdg

SFO

115.8

R-035

STRAIGHT-IN LANDING RWY 28R

LDA/GS

DA(H) 1140' (1127')

FULL

ALS out

A

B

C

D

4

TERPS AMEND 1A 15 DEC 2011

**ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)
 LDA PRM RWY 28R**

Special pilot training required. Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 100 miles from destination.

Condensed Briefing Points:

- **Listen to the PRM monitor frequency when communicating with the NORCAL approach control (120.35), no later than LOC intercept.**
- **Report the ILS traffic in sight as soon as practical and prior to DARNE.**
DO NOT PASS.
- **Expect to be switched to SFO tower (120.5) at DARNE (I-FNP 4.0 DME).**
- **Remain on the LDA until passing DARNE (LDA MAP) so as not to penetrate the NTZ.**
- **PRM monitor frequency may be de-selected after determining that the aircraft is on tower frequency.**

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM and LDA/PRM approaches are in progress, pilots should brief to fly the LDA/PRM 28R approach. If later advised to expect an LDA DME 28R approach, the LDA/PRM 28R chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A different glideslope intercept altitude may be assigned when advised to expect LDA/DME 28R approach.

Simultaneous parallel approaches will only be offered/conducted when the weather is at least 2100 feet (ceiling) and 4 miles (visibility).

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The NORCAL approach controller will transmit on both frequencies. The PRM Monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the approach controller's frequency (120.35), but will listen to both frequencies. Select the PRM monitor frequency audio only when in contact with NORCAL approach control (120.35). The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked. If executing a missed approach at DARNE, begin the right turn as soon as practical.
3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) **ATC Directed "Breakouts".** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1,000 feet required obstruction clearance. The applicable MVA is 1600 feet at San Francisco International Airport.
 - (b) **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)", the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees). CLIMB/DESCEND AND MAINTAIN (altitude)".
4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.
5. **SFO LDA Visual Segment.** If ATC advises that there is traffic on the 28L ILS, pilots are authorized to continue past the LDA 28R MAP to align with runway 28R centerline when:
 - a) the ILS traffic is in sight and is expected to remain in sight,
 - b) ATC has been advised that "traffic is in sight." (ATC is not required to acknowledge this transmission)
 - c) the runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between DARNE and the runway threshold, pilots of the LDA aircraft are responsible for separating themselves visually from traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with ILS traffic is subsequently lost, advise ATC as soon as practical and execute the published missed approach unless otherwise instructed by ATC.

KSFO/SFO

JEPPESSEN

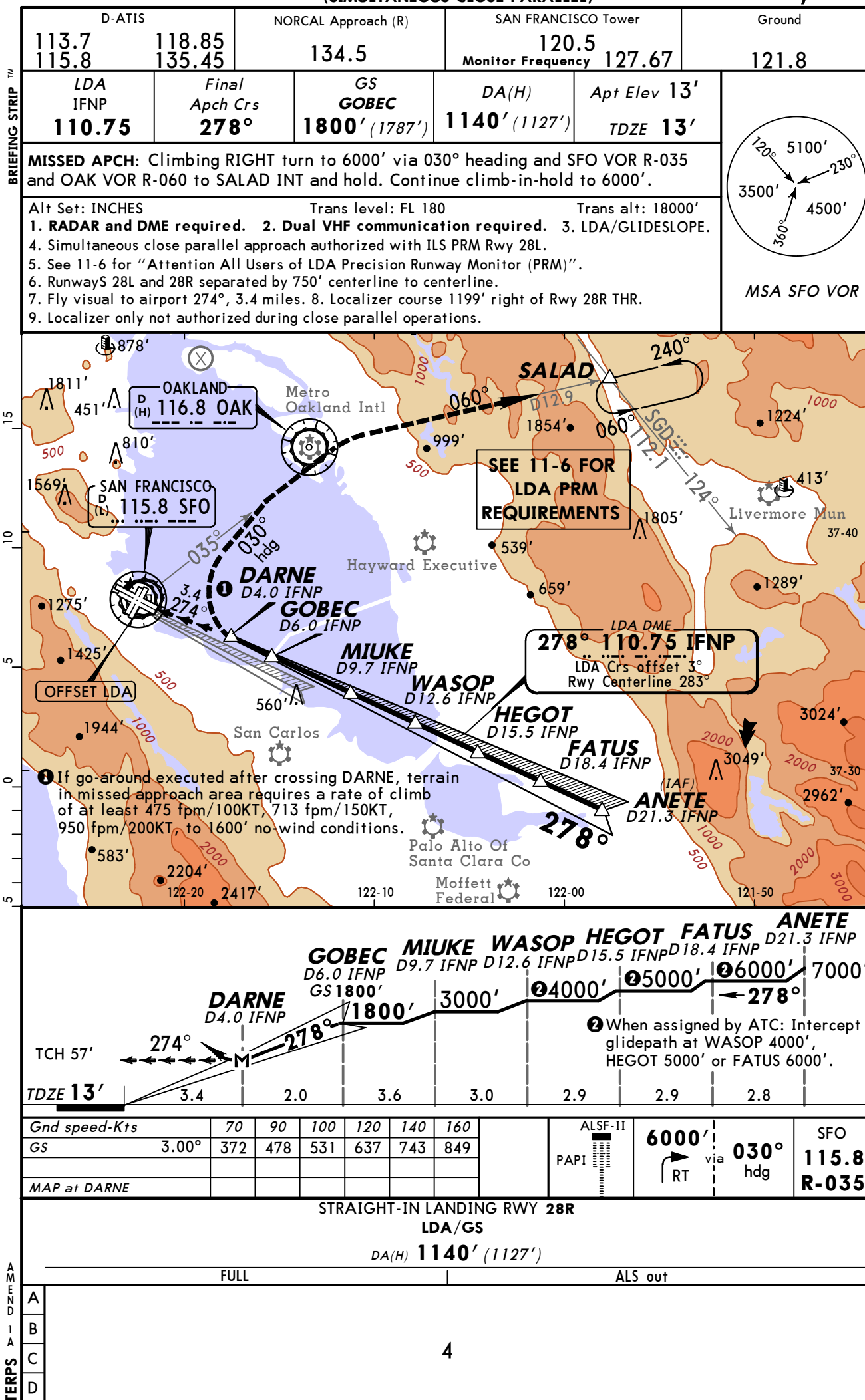
SAN FRANCISCO, CALIF

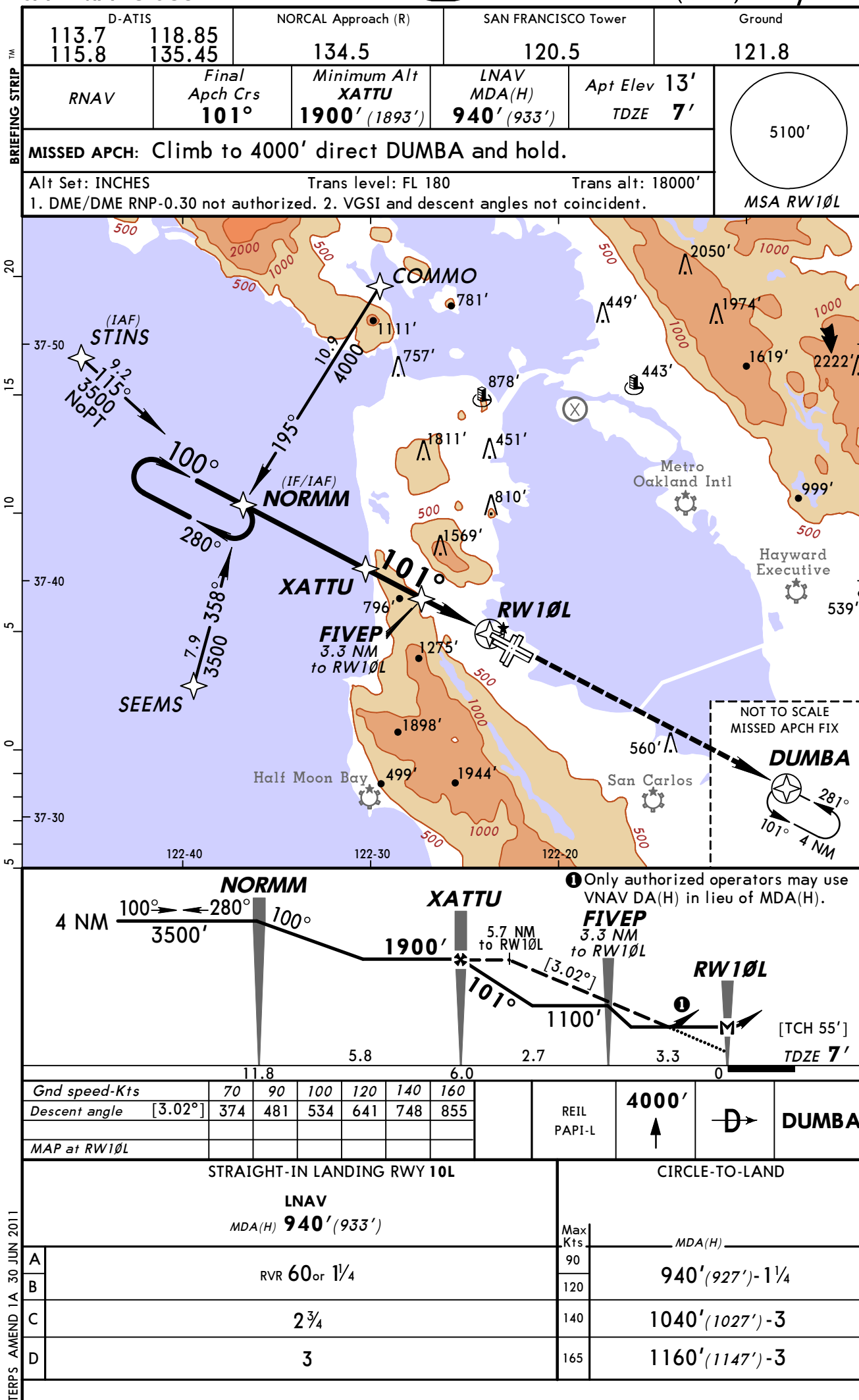
SAN FRANCISCO INTL

25 NOV 11 11-6A

(SIMULTANEOUS CLOSE PARALLEL)

LDA PRM Rwy 28R





MISSED APCH: Climb to 4000' direct DUMBA and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.

MSA RW10L

NORMM

XATTU

FIVEP

RW10L

DUMBA

4 NM

100°

280°

3500'

100°

1900'

5.7 NM to RW10L

3.3 NM to RW10L

1100'

101°

3.3

0

Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

REIL

PAPI-L

4000'

D

DUMBA

Gnd speed-Kts	70	90	100	120	140	160
Descent angle	[3.02°]	374	481	534	641	748
MAP at RW10L						

STRAIGHT-IN LANDING RWY 10L

LNAV

MDA(H) 940' (933')

RVR 60 or 1/4

2 3/4

3

CIRCLE-TO-LAND

Max Kts

MDA(H)

90

940' (927') - 1 1/4

120

1040' (1027') - 3

140

1160' (1147') - 3

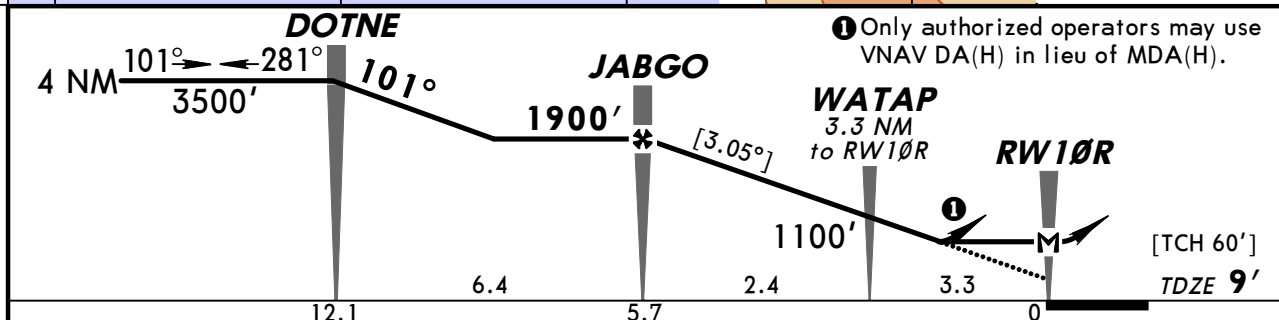
165

TERPS AMEND 1A 30 JUN 2011

SAN FRANCISCO, CALIF
RNAV (GPS) X Rwy 10R

Map Details:

- Locations:** COMMO, DOTNE, JABGO, WATAP, RW10R, DUMBA, STINS, SEEMS, Metro Oakland Intl, Hayward Executive, Half Moon Bay.
- Flight Paths:**
 - STINS to DOTNE: 101° heading, 116° distance, 3500 NoPT.
 - DOTNE to COMMO: 195° heading, 11.0 distance, 4000.
 - DOTNE to JABGO: 281° heading, 358° distance, 3500.
 - JABGO to WATAP: 3.3 NM to RW10R.
 - WATAP to RW10R: 3.3 NM to RW10R.
 - RW10R to DUMBA: 281° heading, 4 NM distance.
- Terrain:** Contour lines for 500, 1000, 2000, and 5000 feet.
- Other Features:** A dashed line labeled "NOT TO SCALE" connects the RW10R area to the DUMBA area. A "MISSED APCH FIX" label is present near the DUMBA area.



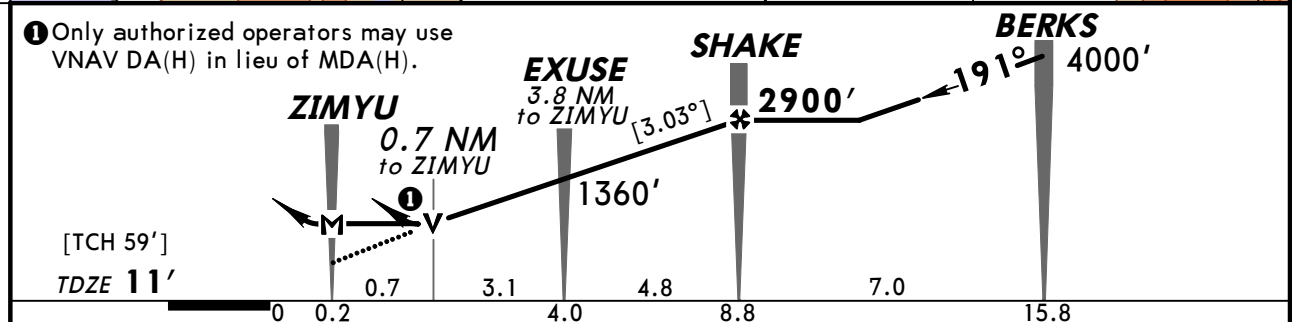
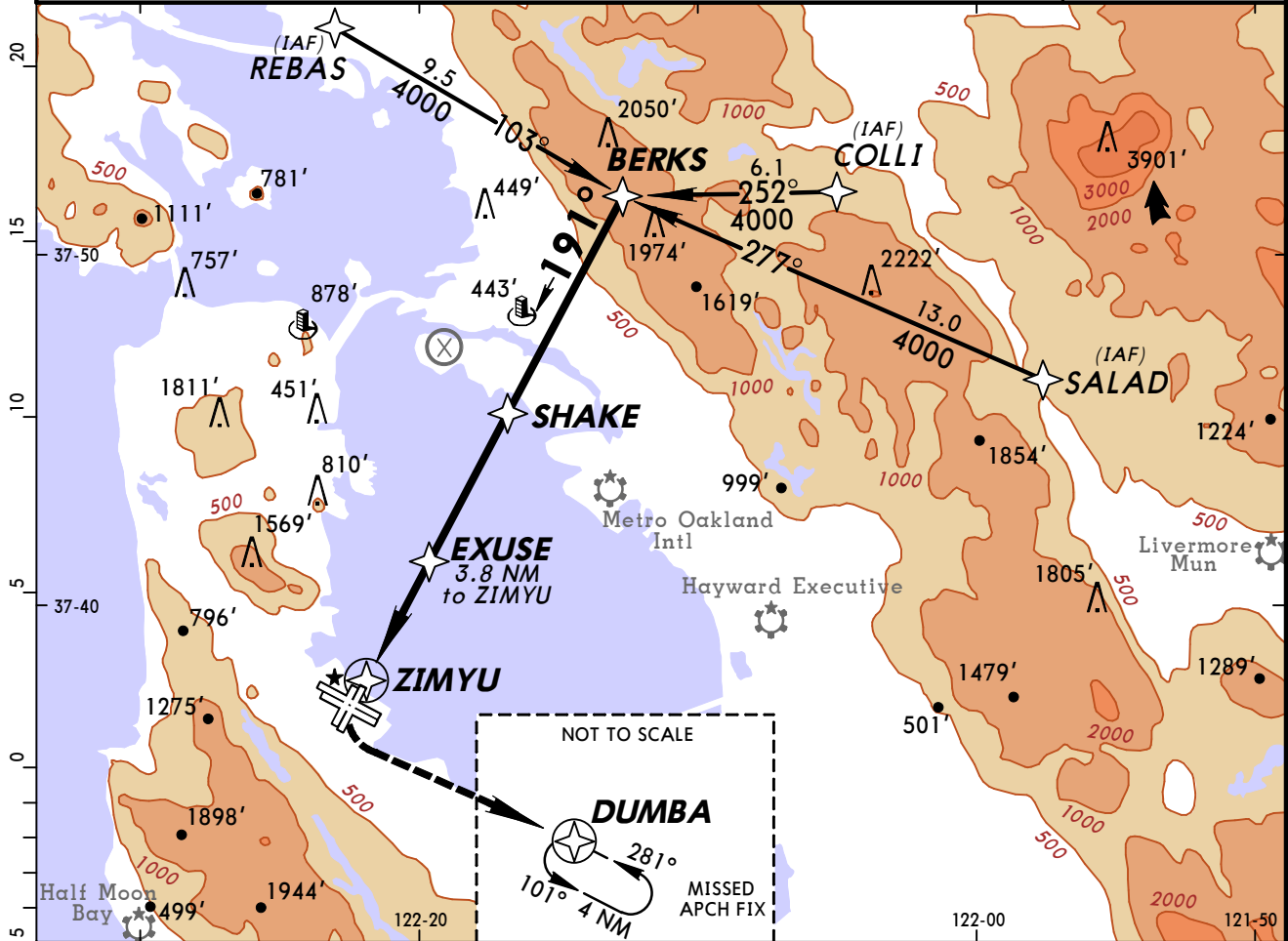
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-L	4000'	↑	D→	DUMBA
<i>Descent angle</i> [3.05°]	378	486	540	648	755	863					
<i>MAP at RWIØR</i>											

STRAIGHT-IN LANDING RWY 10R		CIRCLE-TO-LAND	
LNAV <i>MDA(H)</i> 980' (971')		Max Kts	<i>MDA(H)</i>
A	RVR 60 or 1 1/4	90	980' (967') - 1 1/4
B	1 1/2	120	980' (967') - 1 1/2
C	3	140	1040' (1027') - 3
D		165	1160' (1147') - 3

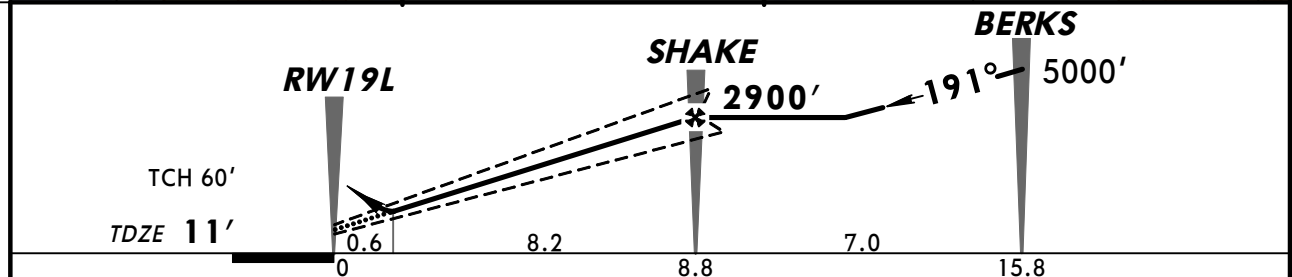
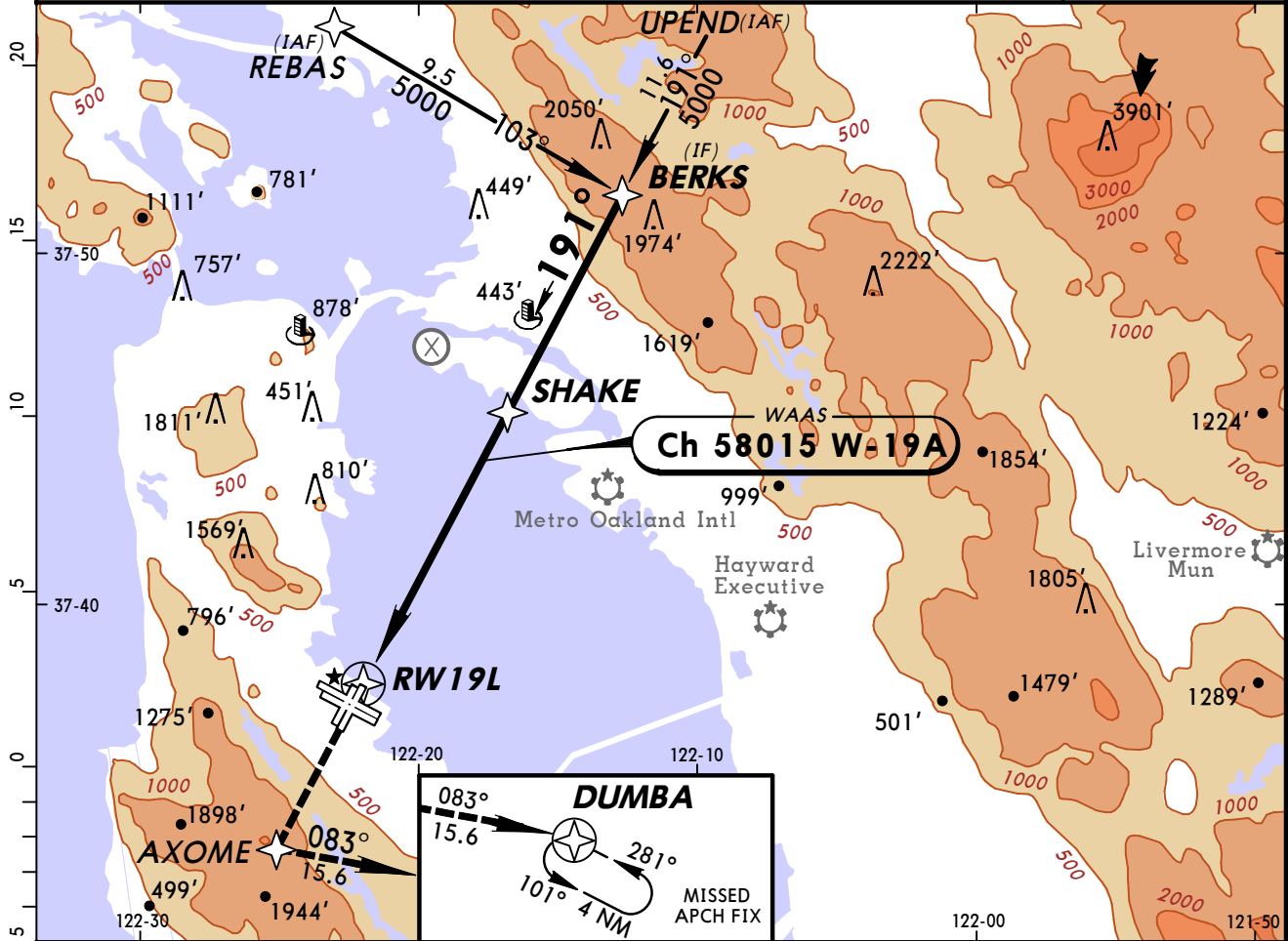
© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.



D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
RNAV	Final Apch Crs 191°	Minimum Alt SHAKE 2900' (2889')	LNAV MDA(H) 360' (349')	Apt Elev 13' TDZE 11'		5100' MSA ZIMYU	
MISSED APCH: Climbing LEFT turn to 4000' direct DUMBA and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.							



D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7 118.85 115.8 135.45		134.5		120.5		121.8	
WAAS Ch 58015 W-19A		Final Aptch Crs 191°		Minimum Alt SHAKE 2900' (2889')		LPV DA(H) (CONDITIONAL) 261' (250')	
				Apt Elev 13' TDZE 11'		5100' MSA RW19L	
MISSED APCH: Climb to 4000' direct AXOME and LEFT turn via track 083° to DUMBA and hold. Continue climb-in-hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and RNAV glidepath not coincident.							

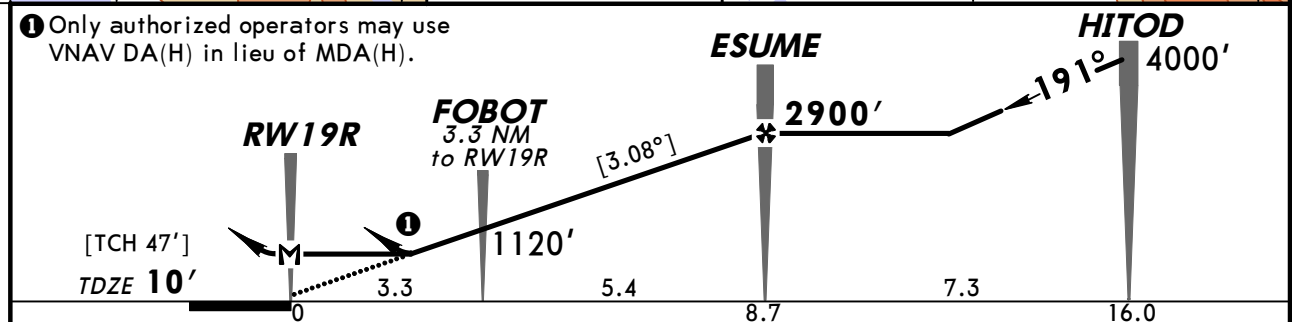
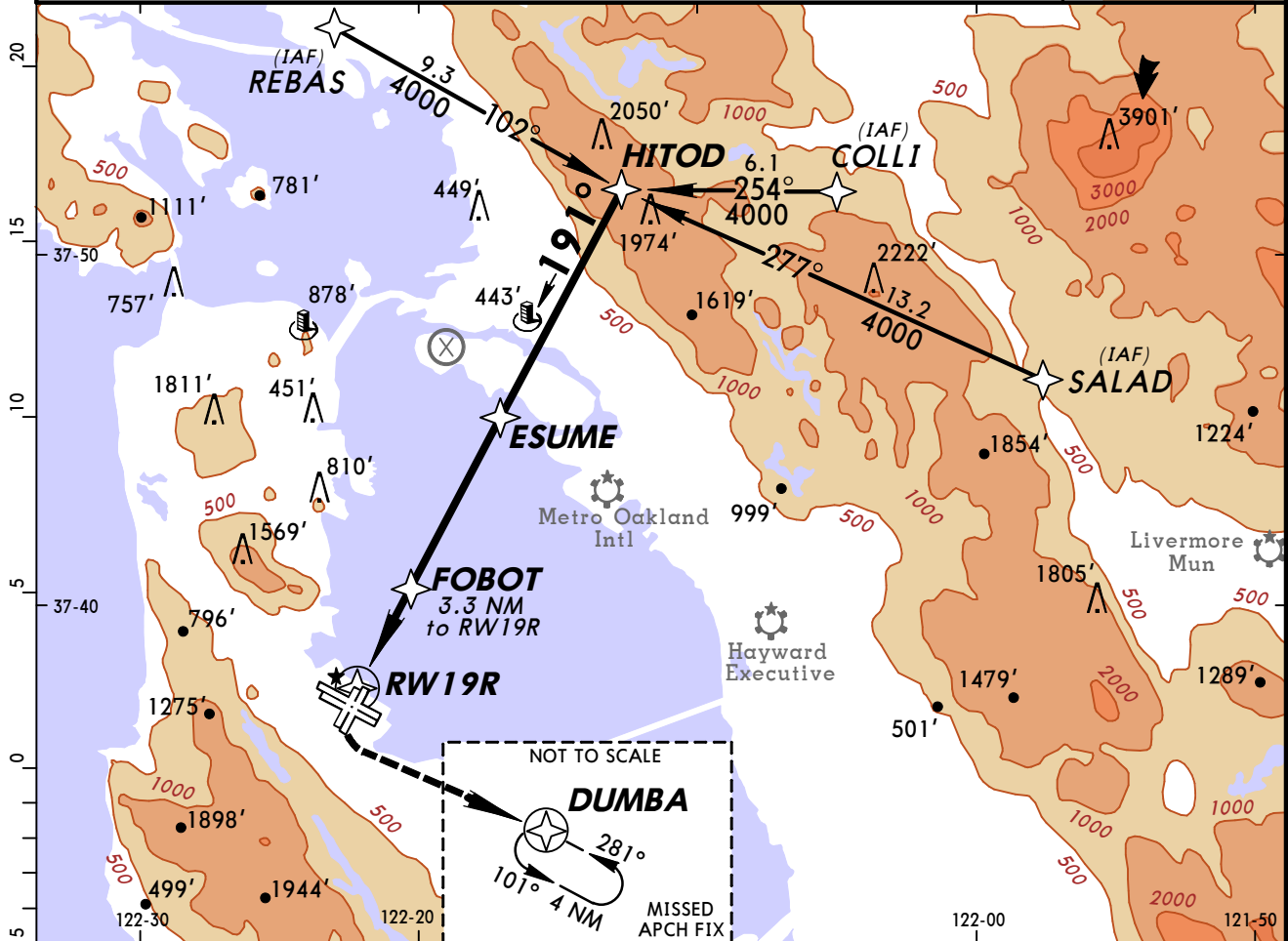


Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 4000' AXOME
Glide Path Angle	2.95°	365	470	522	626	731	
MAP at RW19L							

STRAIGHT-IN LANDING RWY 19L			
LPV			
1 DA(H) 261' (250')		DA(H) 1173' (1162')	
ALS out		ALS out	
A	RVR 40 or 3/4		5
B			
C			
D			

1 Missed approach requires minimum climb of 400'/NM to 2900'.

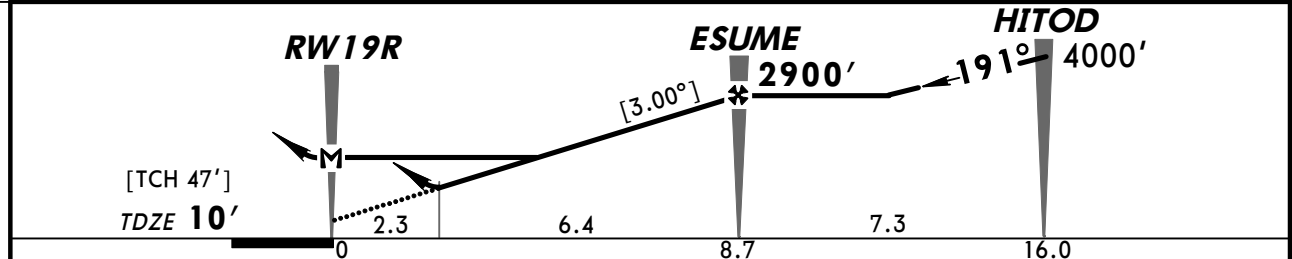
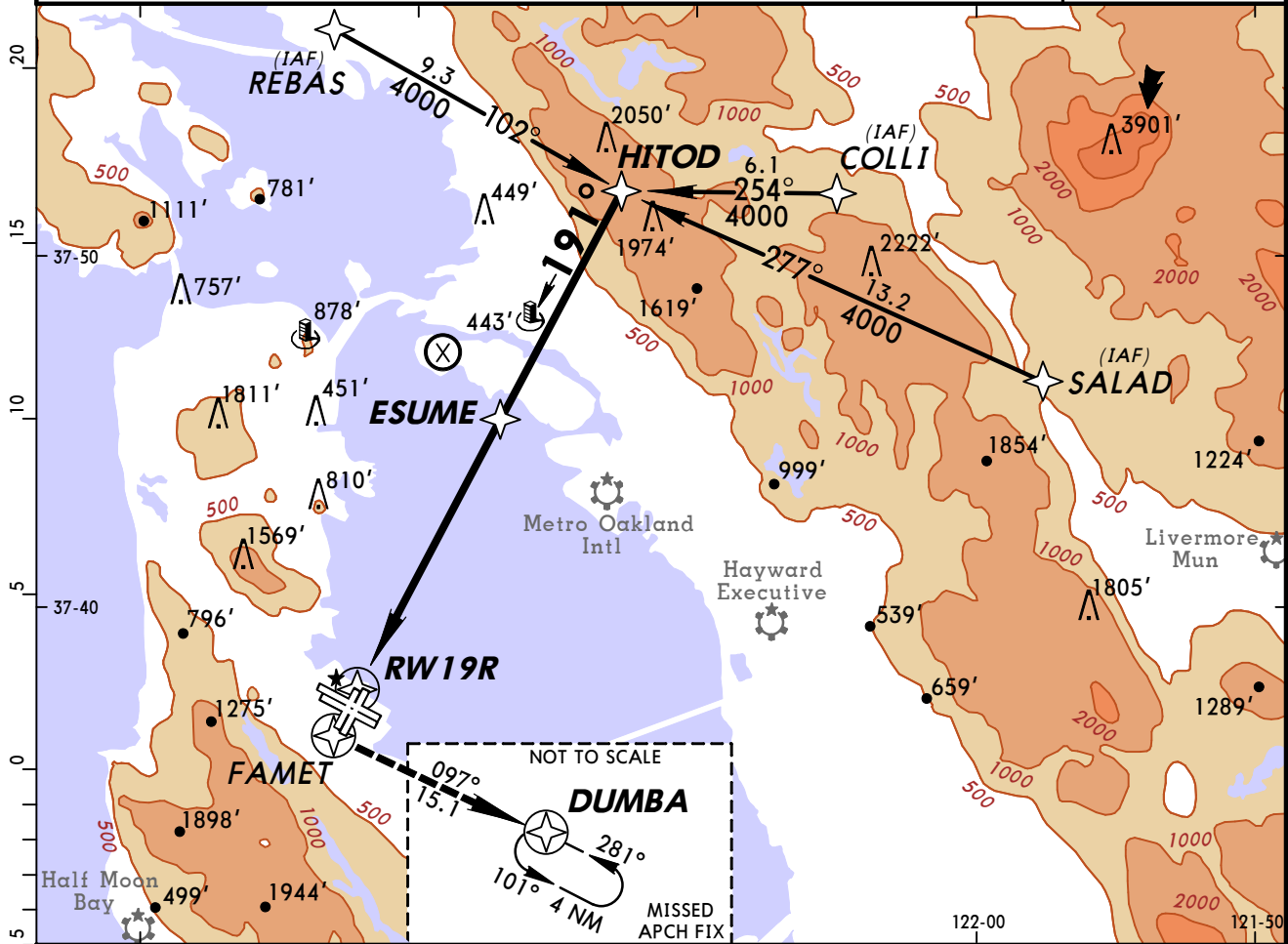
D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground	
113.7	118.85	134.5		120.5		121.8	
115.8	135.45						
RNAV	Final Apch Crs 191°	Minimum Alt ESUME 2900' (2890')	LNAV MDA(H) 400' (390')	Apt Elev 13' TDZE 10'		5100' MSA RW19R	
MISSED APCH: Climbing LEFT turn to 4000' direct DUMBA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4000'	D	DUMBA
Descent angle [3.08°]	381	490	545	654	763	872				
MAP at RW19R										

STRAIGHT-IN LANDING RWY 19R						CIRCLE-TO-LAND	
LNAV						Max Kts	MDA(H)
MDA(H) 400' (390')						90	760' (747')-1
RVR 50 or 1						120	940' (927')-1¼
						140	1040' (1027')-3
RVR 60 or 1¼						165	1160' (1147')-3

D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground			
113.7 115.8		118.85 135.45		134.5		120.5		121.8	
RNAV	Final Apch Crs 191°		Minimum Alt ESUME 2900' (2890')		LNAV/VNAV DA(H) 800' (790')		Apt Elev 13' TDZE 10'		5100' MSA RW19R
MISSED APCH: Climb to 4000' direct FAMET and LEFT turn via 097° track to DUMBA and hold.									
Alt Set: INCHES									

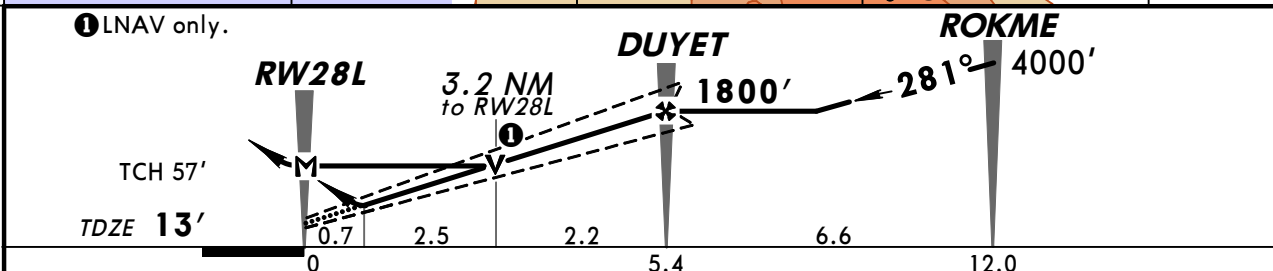
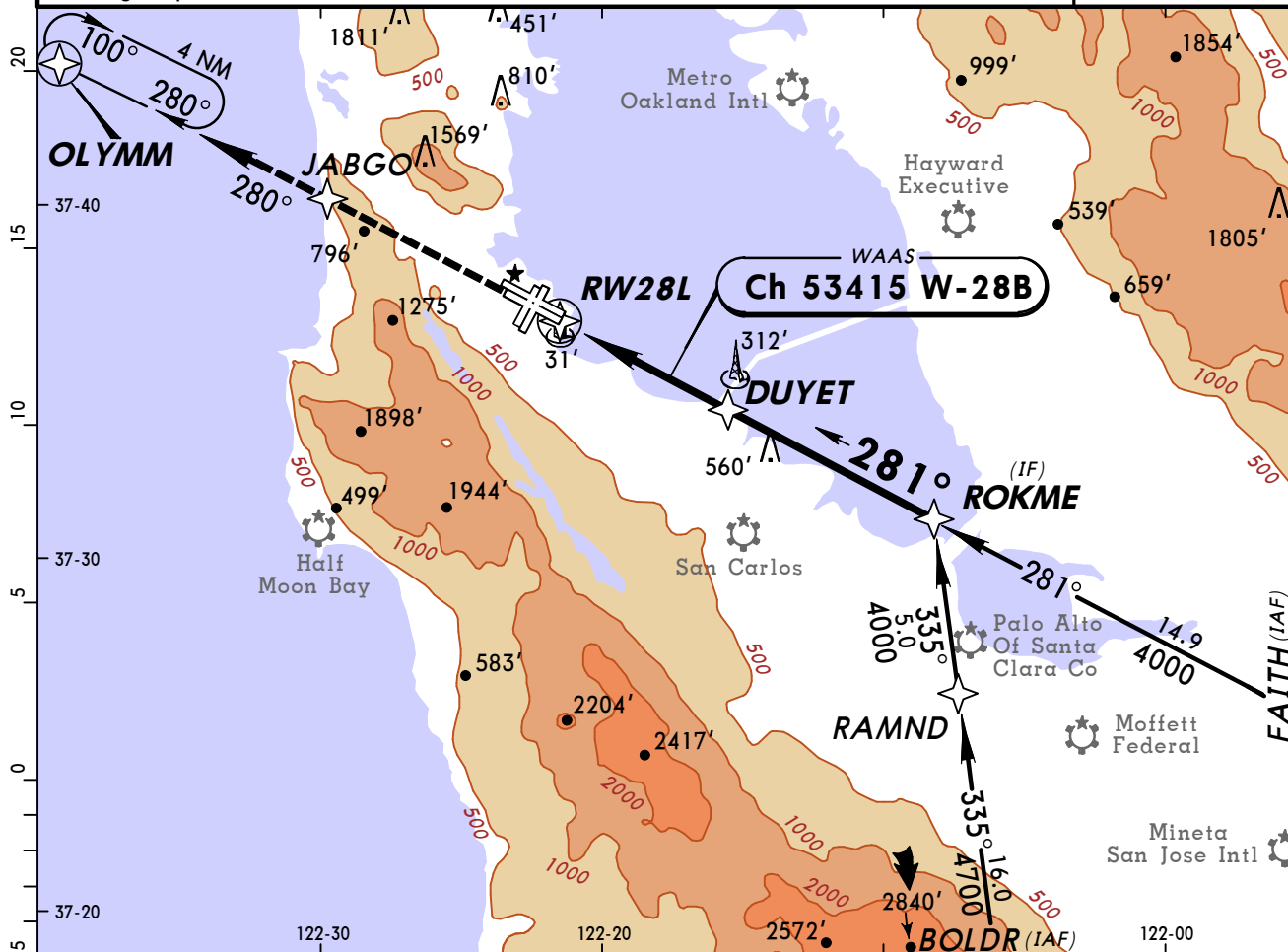


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4000'	D	FAMET
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW19R										

STRAIGHT-IN LANDING RWY 19R					CIRCLE-TO-LAND		
LNAV/VNAV			LNAV		Max Kts	MDA(H)	
DA(H) 800' (790')			MDA(H) 1060' (1050')				
2 3/4			1 1/4		90	1060' (1047')-2	
			1 1/2		120		
			3		140	1060' (1047')-3	
					165	1160' (1147')-3	

BRIEFING STRIP™

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5	SAN FRANCISCO Tower 120.5		Ground 121.8
WAAS Ch 53415 W-28B	Final Aptch Crs 281°	Minimum Alt DUYET 1800' (1787')	LPV DA(H) 287' (274')	Apt Elev 13' TDZE 13'	5100' MSA RW28L
MISSED APCH: Climb to 4000' direct JABGO and LEFT turn via track 280° to OLYMM and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.					

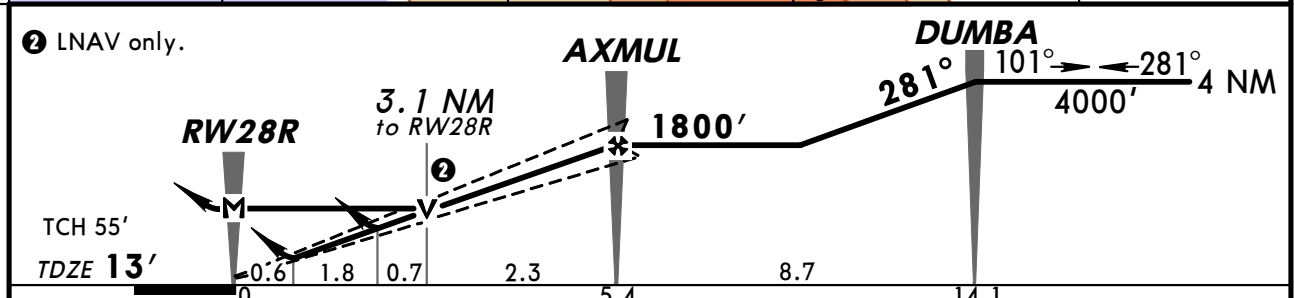
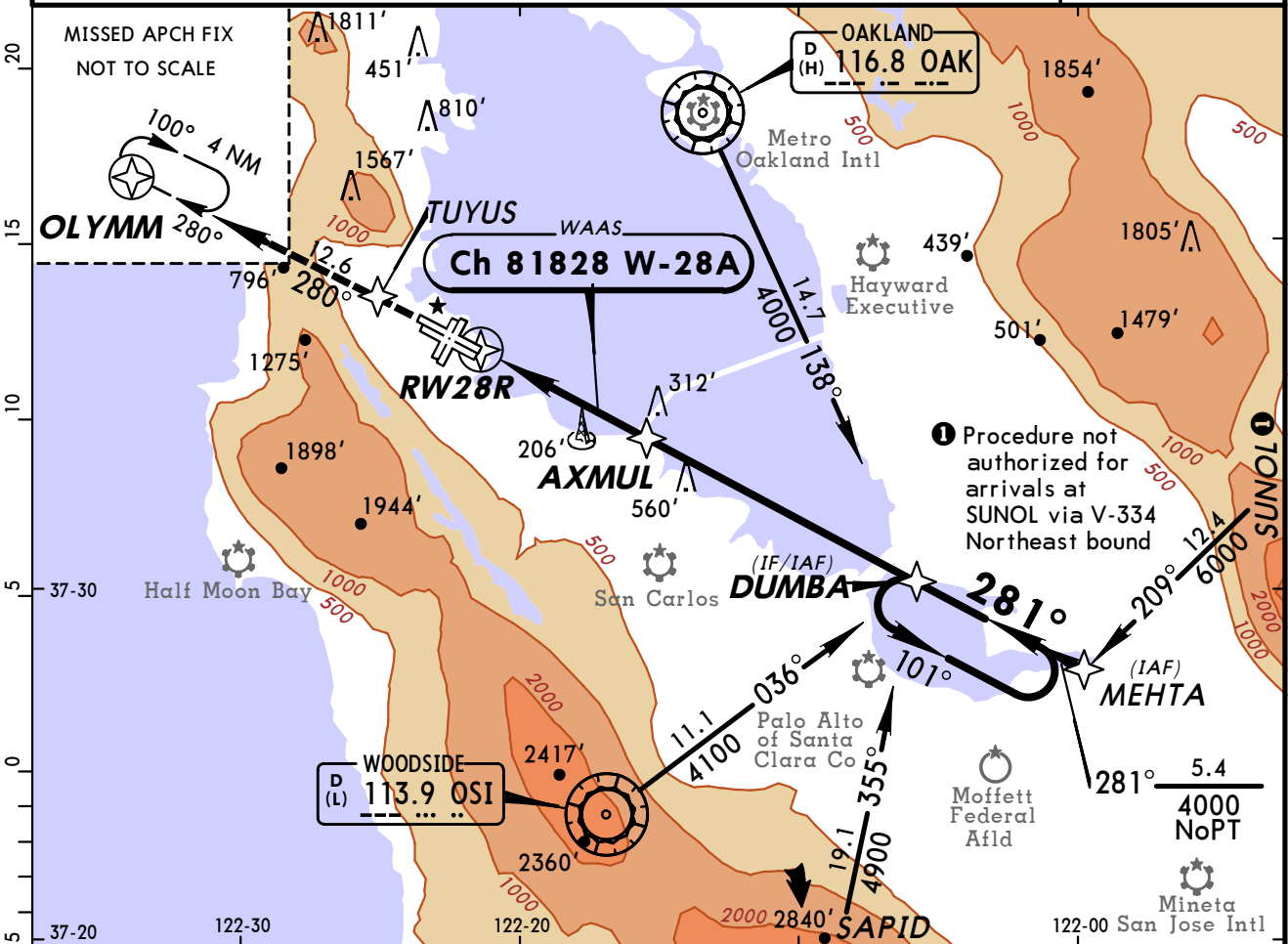


Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 4000' ↑ D → JABGO
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW28L							

STRAIGHT-IN LANDING RWY 28L							CIRCLE-TO-LAND	
LPV DA(H) 287' (274')			LNAV/VNAV DA(H) 945' (932')		LNAV MDA(H) 1120' (1107')		Max Kts	MDA(H)
RAIL or ALS out			RAIL or ALS out		RAIL out	ALS out		
A	RVR 24 or 1/2	RVR 50 or 1	4	RVR 40 or 3/4	RVR 60 or 1 1/4		90	1120' (1107') - 1 1/4
B				RVR 50 or 1	1 1/2		120	1120' (1107') - 1 1/2
C				3		2 1/2	140	1120' (1107') - 3
D								165

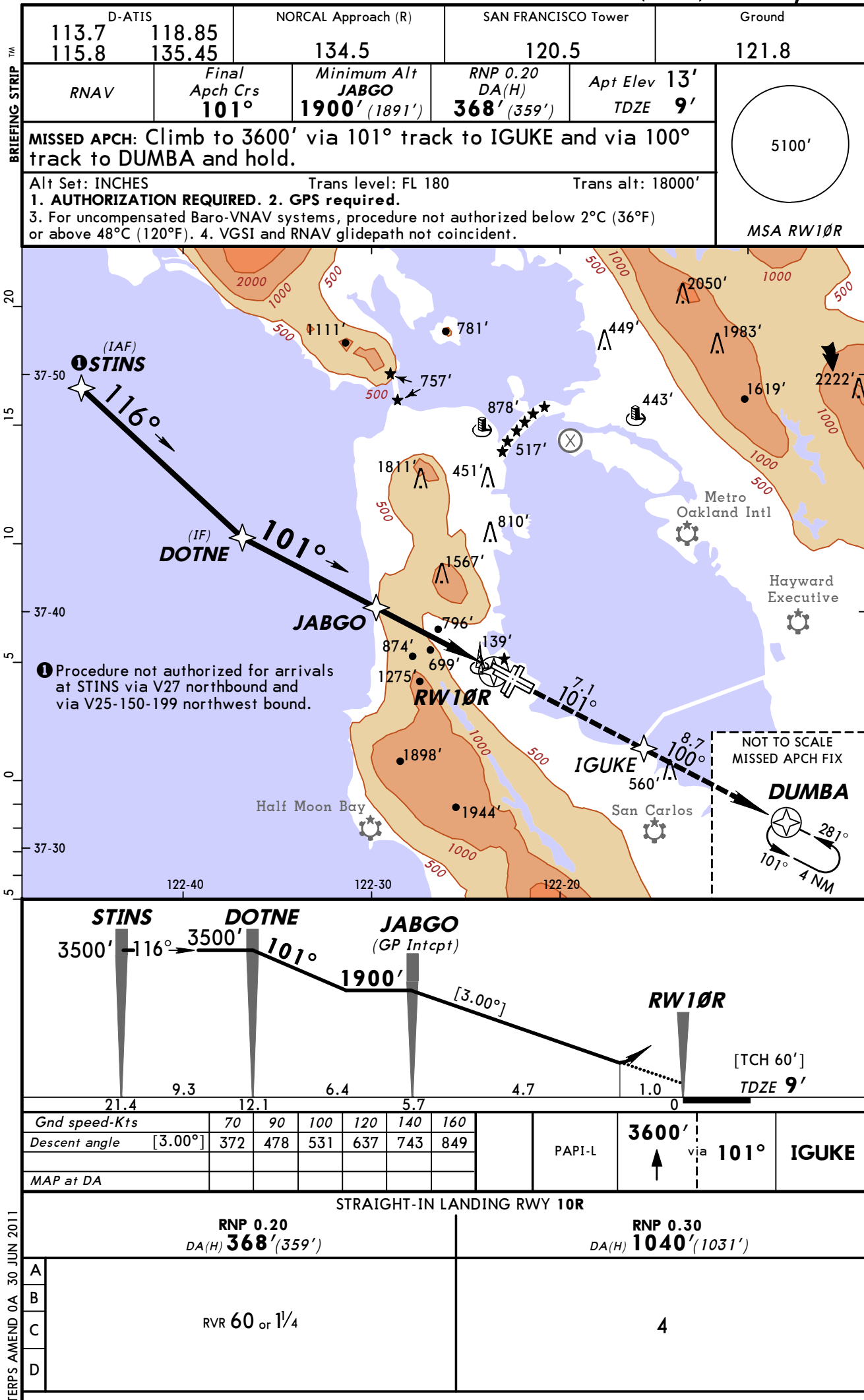
BRIEFING STRIP™

D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground				
113.7 115.8		118.85 135.45		134.5		120.5		121.8		
WAAS CH 81828 W-28A		Final Apch Crs 281°		Minimum Alt AXMUL 1800' (1787')		LPV DA(H) 263' (250')		Apt Elev 13' TDZE 13'		5100' MSA RW28R
MISSED APCH: Climb to 3000' direct TUYUS and via 280° track to OLYMM and hold.										
Alt Set: INCHES 1. BARO-VNAV not authorized below -15°C (5°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and VNAV glidepath not coincident. 4. LNAV/VNAV: Fly visual to airport 281°-2.4 NM.										
		Trans level: FL 180		Trans alt: 18000'						



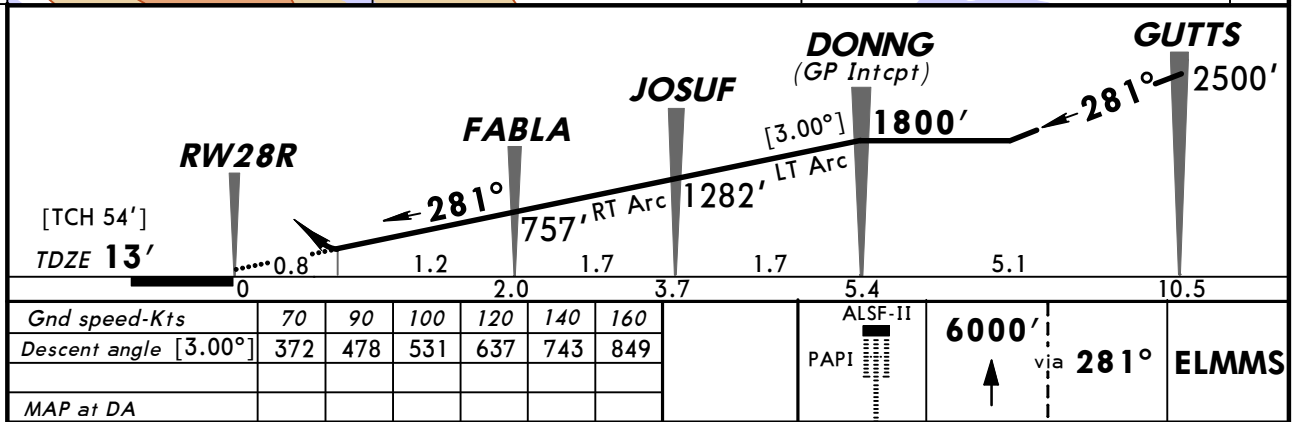
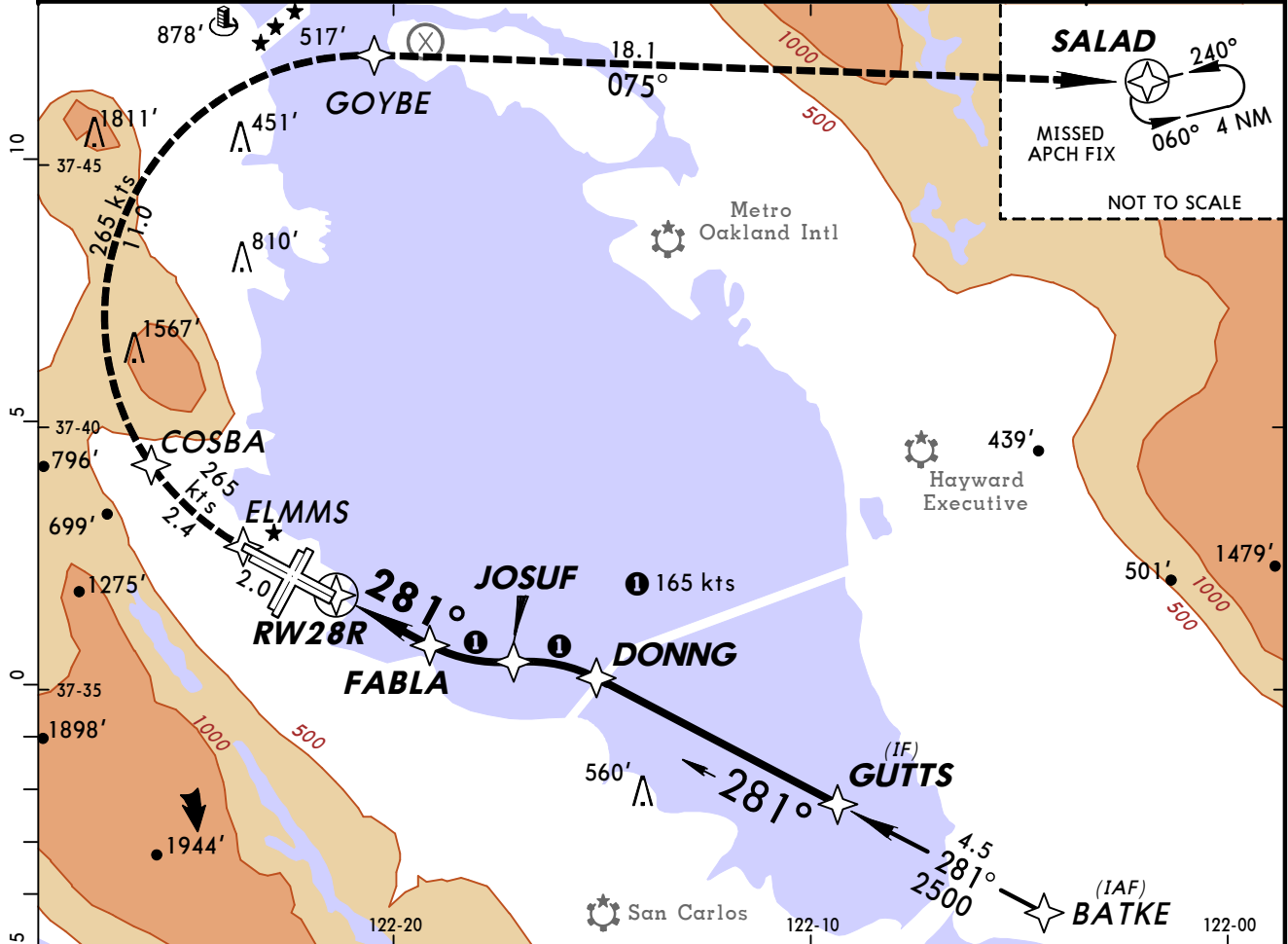
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	D	TUYUS
Glide Path angle	3.00°	372	478	531	637	743				
MAP at RW28R										

STRAIGHT-IN LANDING RWY 28R										CIRCLE-TO-LAND	
LPV			LNAV/VNAV		LNAV						
DA(H) 263' (250')			DA(H) 822' (809')		MDA(H) 1040' (1027')						
ALS out			ALS out		ALS out			Max Kts	MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	2	2 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	90	1040' (1027') - 1 1/4			
B					RVR 50 or 1	1 1/2	120	1040' (1027') - 1 1/2			
C			2 1/2		2 1/2	3	140	1040' (1027') - 3			
D							165	1160' (1147') - 3			

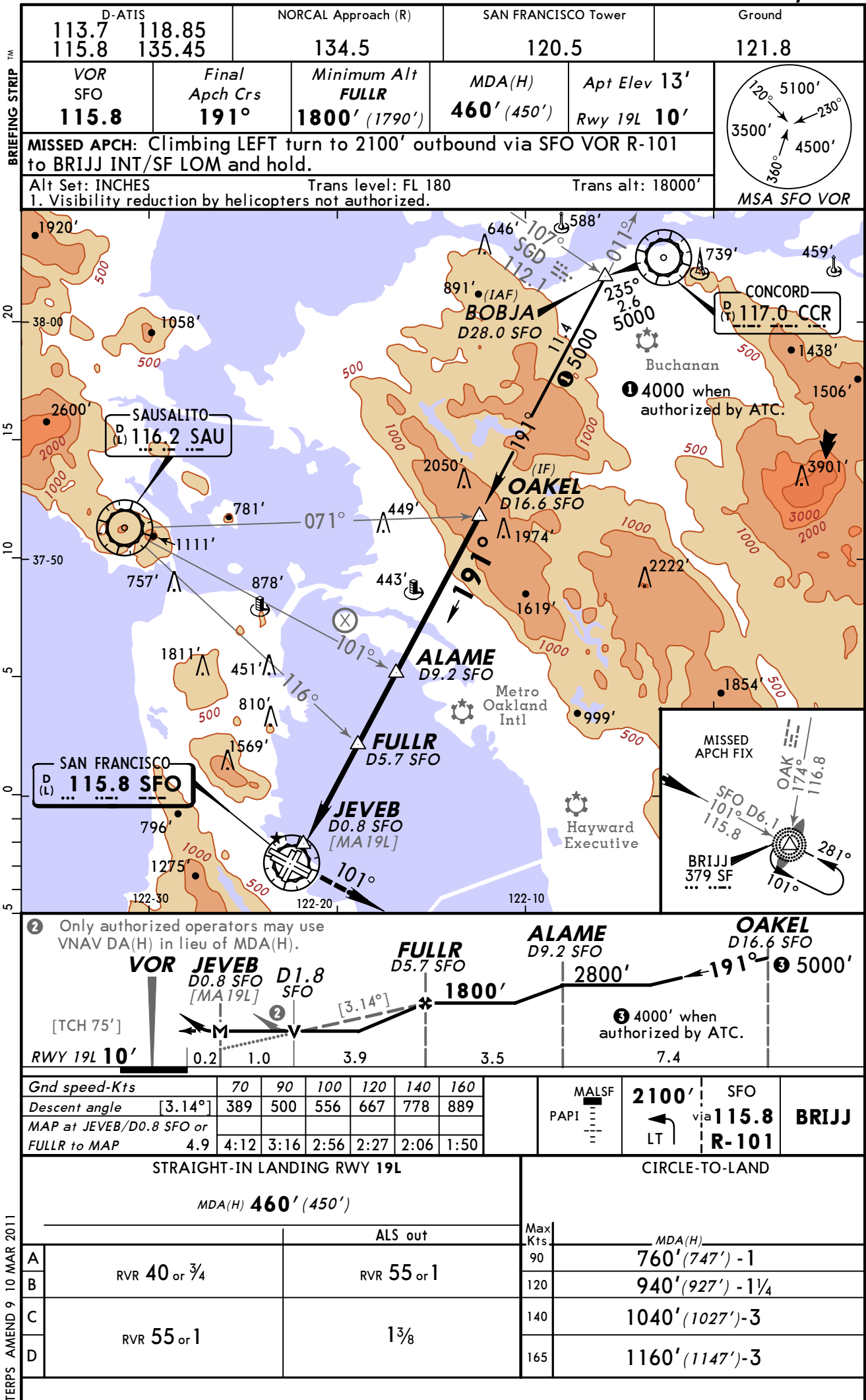


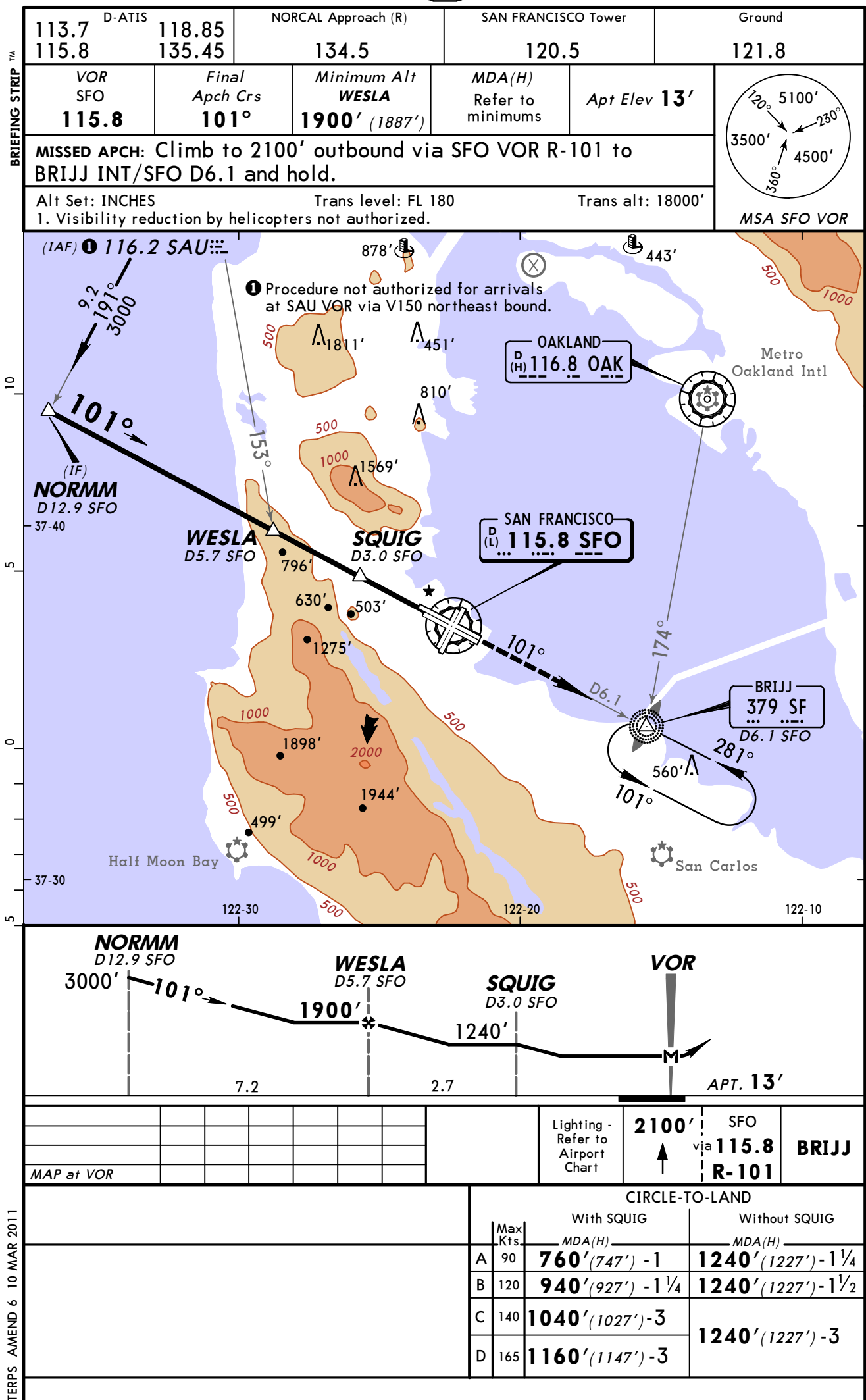
TERPS AMEND 0A 30 JUN 2011

D-ATIS 113.7 118.85 115.8 135.45		NORCAL Approach (R) 134.5		SAN FRANCISCO Tower 120.5		Ground 121.8	
RNAV	Final Apch Crs 281°	Minimum Alt DONNG 1800' (1787')	RNP 0.30 DA(H) 328' (315')	Apt Elev 13' TDZE 13'		5100' MSA RW28R	
MISSED APCH: Climb to 6000' via 281° track to ELMMS and via 4.96 NM radius clockwise to GOYBE and via 075° track to SALAD and hold. Missed approach obstructions require a climb gradient of 294'/NM (490 fpm/100 kts, 735 fpm/150 kts, 980 fpm/200 kts) to 2200'. No wind conditions.							
Alt Set: INCHES							



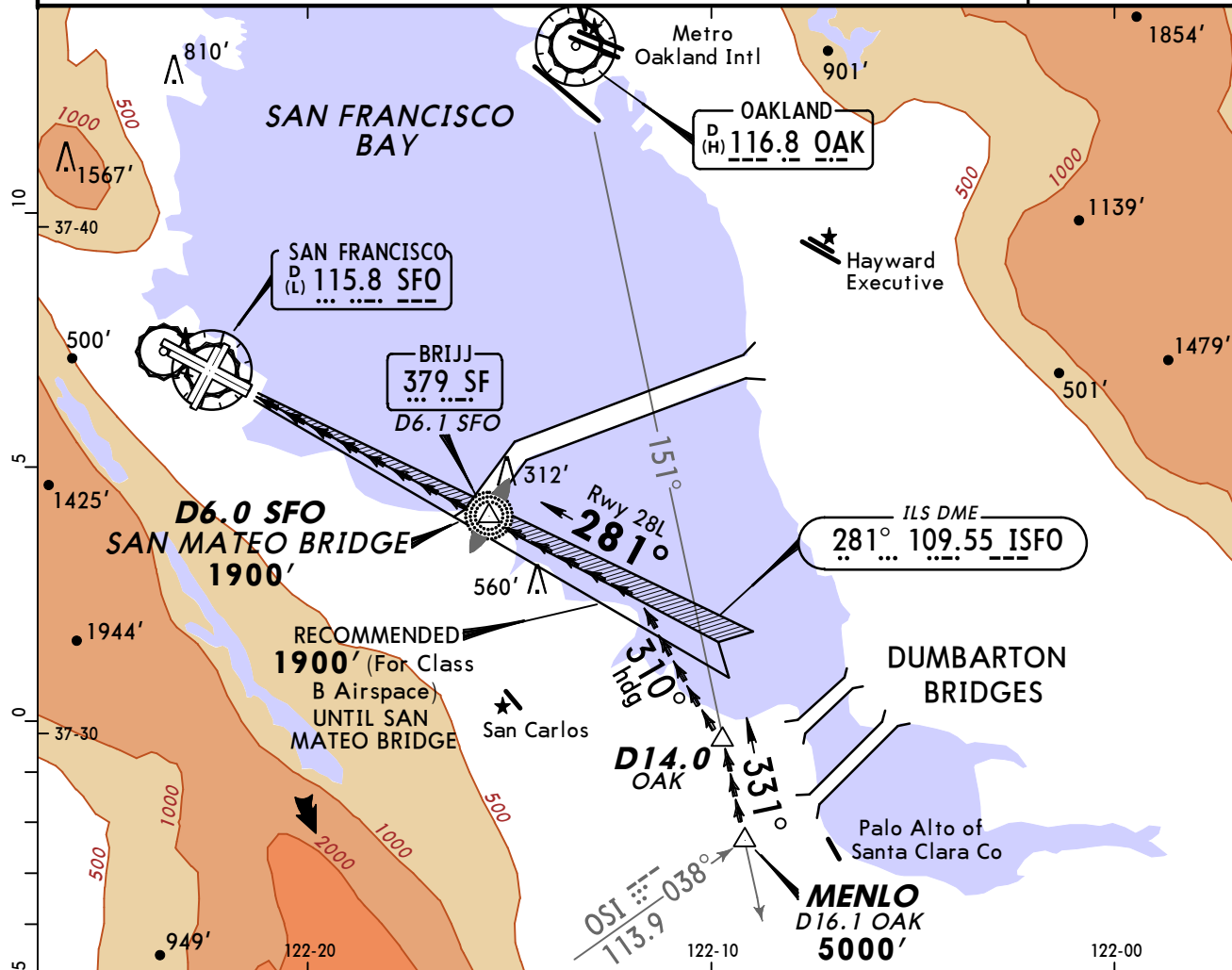
STRAIGHT-IN LANDING RWY 28R					
RNP 0.30					
DA(H) 328' (315')					
ALS out			ALS out		
A	RVR 32 or 5/8			RVR 50 or 1	
B					
C					
D					





TERPS AMEND 6 10 MAR 2011

BRIEFING STRIP™	D-ATIS		NORCAL Approach (R)		SAN FRANCISCO Tower		Ground			
	113.7 115.8		118.85 135.45		134.5		120.5		121.8	
	NAVAIDS- Refer to Planview		Final Apch Crs 281°		No FAF		Refer to Minimums		Apt Elev 13'	
	No Missed Approach procedure									
	Alt Set: INCHES									



TIPP TOE VISUAL APPROACH RWY 28L

When visual approaches to Runway 28L are in progress, arriving aircraft may be cleared for a visual approach via the OAK VOR R-151 and the ISFO localizer.

The OAK VOR and DME and ISFO LOC must be operating.

Aircraft should cross the OAK VOR R-151/D16.1 (Menlo Int) at or above 5000' and the San Mateo Bridge at or above 1900'.

NOTE: Closely spaced parallel visual approaches may be in progress to Runway 28R utilizing the SFO VOR R-095.

In the event of a go-around on Runway 28L, turn left heading 265°, climb and maintain 3000', or as directed by Air Traffic Control.

WEATHER MINIMUMS

SFO Ceiling **2100'** - VIS 5
OR

SFO Ceiling 1000' - VIS 3 With VIS 5 in Eastern Quadrant (030° Clockwise 120°)
and San Mateo AWOS Ceiling 2400' - VIS 5 [San Mateo AWOS info available from SFO Tower. If San Mateo AWOS inop, use San Carlos (KSQL) ceiling of 2400'-VIS 5; San Carlos ATIS on 125.9]

MSA SFO VOR

AMEND 8
TERPS

General Information

Location: Montague CA USA
IATA Code: SIY
Lat/Long: N41° 46.9' W122° 28.1'
Elevation: 2651 ft

Airport Use: Public
Magnetic Variation: 15.1 °E
Sectional Chart: Klamath Falls

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1448 Z
Sunset: 0157 Z,

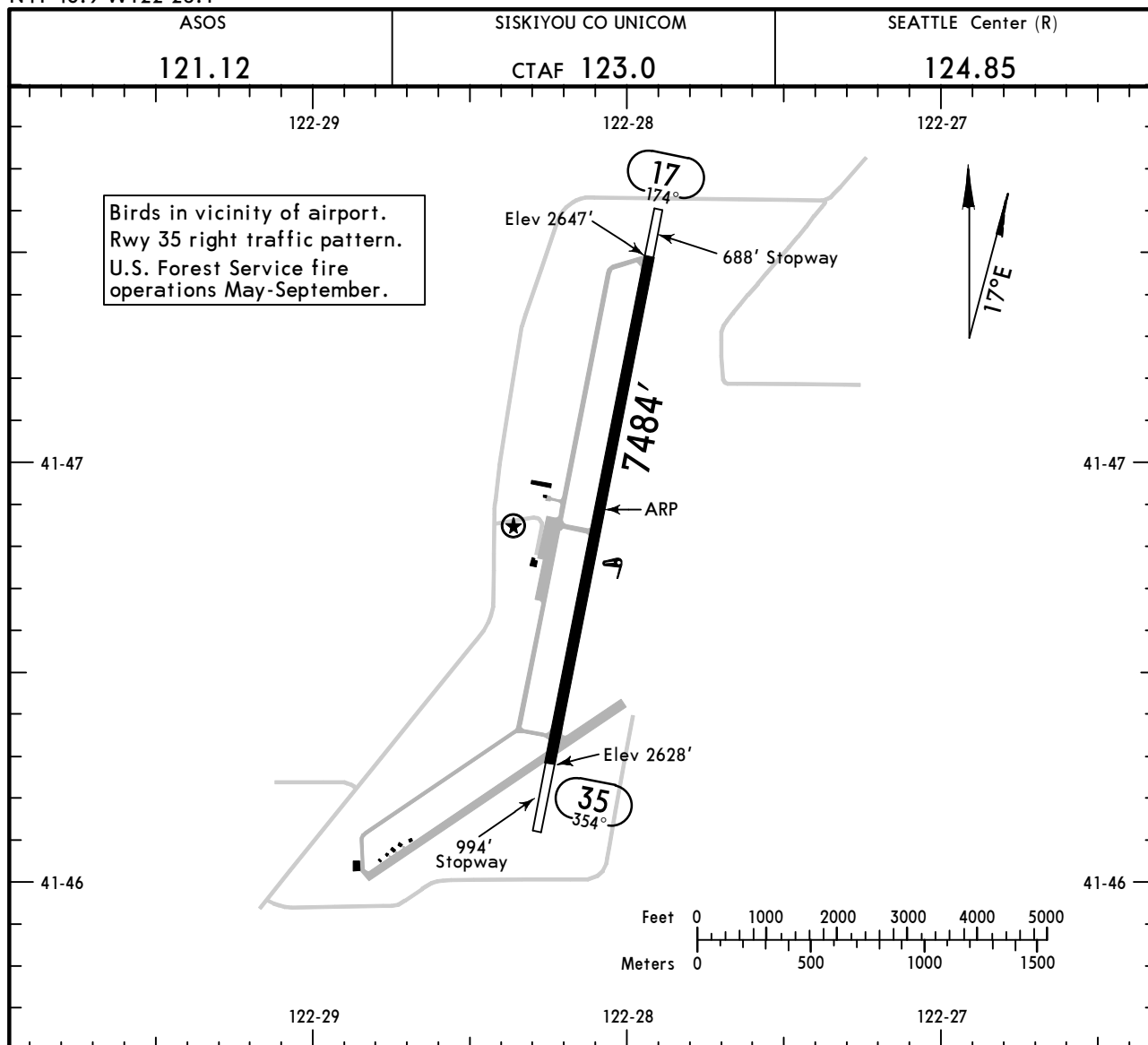
Runway Information

Runway: 17
Length x Width: 7490 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2651 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1000 ft

Runway: 35
Length x Width: 7490 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2640 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 685 ft

Communication Information

ASOS 121.125
Siskiyou Co Unicom 123.0 CTAF PCL
Rancho Flight Service Station 122.4 RCO
Seattle Center 124.85 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
17	35	① MIRL ① REIL ① PAPI-L			150'

① Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

TAXI OFF & OBSTACLE DEPARTURE PROCEDURE										FOR FIELD		AS ALTERNATE	
Rwy 35				Rwy 17									
With Mim climb of 300'/NM to 7000'			Other	CAT A & B AIRCRAFT			CAT C & D AIRCRAFT						
Adequate Vis Ref		STD		With Mim climb of 350'/NM to 5500'		Other	With Mim climb of 350'/NM to 7400'		Other				
				Adequate Vis Ref	STD		Adequate Vis Ref	STD					
1 & 2 Eng	1/4	1	4000-2	1/4	1	2400-2	1/4	1	4100-2	A	NA		
3 & 4 Eng		1/2			1/2			1/2					
										B			
										C			
										D			

NA

OBSTACLE DP: Rwy 17, climb direct MOG NDB. Continue climb to 10000' in MOG NDB holding pattern (North, right turns, 172° inbound). Rwy 35, climb to 7000' via runway heading and 352° bearing

from MOG NDB, then climbing right turn to 10000' direct MOG NDB. All aircraft depart MOG NDB at or above MEA for route of flight.

AMEND 2

General Information

Location: San Jose CA USA
IATA Code: SJC
Lat/Long: N37° 21.8' W121° 55.7'
Elevation: 62 ft

Airport Use: Public
Magnetic Variation: 13.9°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1442 Z
Sunset: 0159 Z,

Runway Information

Runway: 11
Length x Width: 4599 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 49 ft
Lighting: Edge, Pilot controlled

Runway: 12L
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 44 ft
Lighting: Edge, Centerline, REIL, Pilot controlled
Displaced Threshold: 1307 ft

Runway: 12R
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 46 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 1297 ft

Runway: 29
Length x Width: 4599 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 52 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30L
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 57 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 2537 ft

Runway: 30R
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 55 ft
Lighting: Edge, Centerline, Pilot controlled
Displaced Threshold: 2537 ft

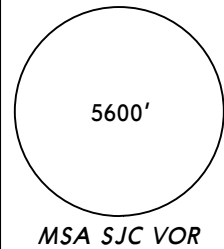
Communication Information

ATIS 126.95
ASOS 126.95
San Jose Tower 124.0 CTAF PCL
San Jose Ground Control 121.7
San Jose Clearance Delivery 118.0
San Jose Pre-Taxi Clearance 118.0
Norcal Approach Control 134.5 Secondary
Norcal Approach Control 125.35 Secondary
Norcal Approach Control 120.1 Initial Contact
Norcal ARSA 135.2 (136°-279°)
Norcal ARSA 121.3 (280°-80°)
Norcal ARSA 120.1 (81°-135°) Initial Contact
Norcal Departure Control 121.3

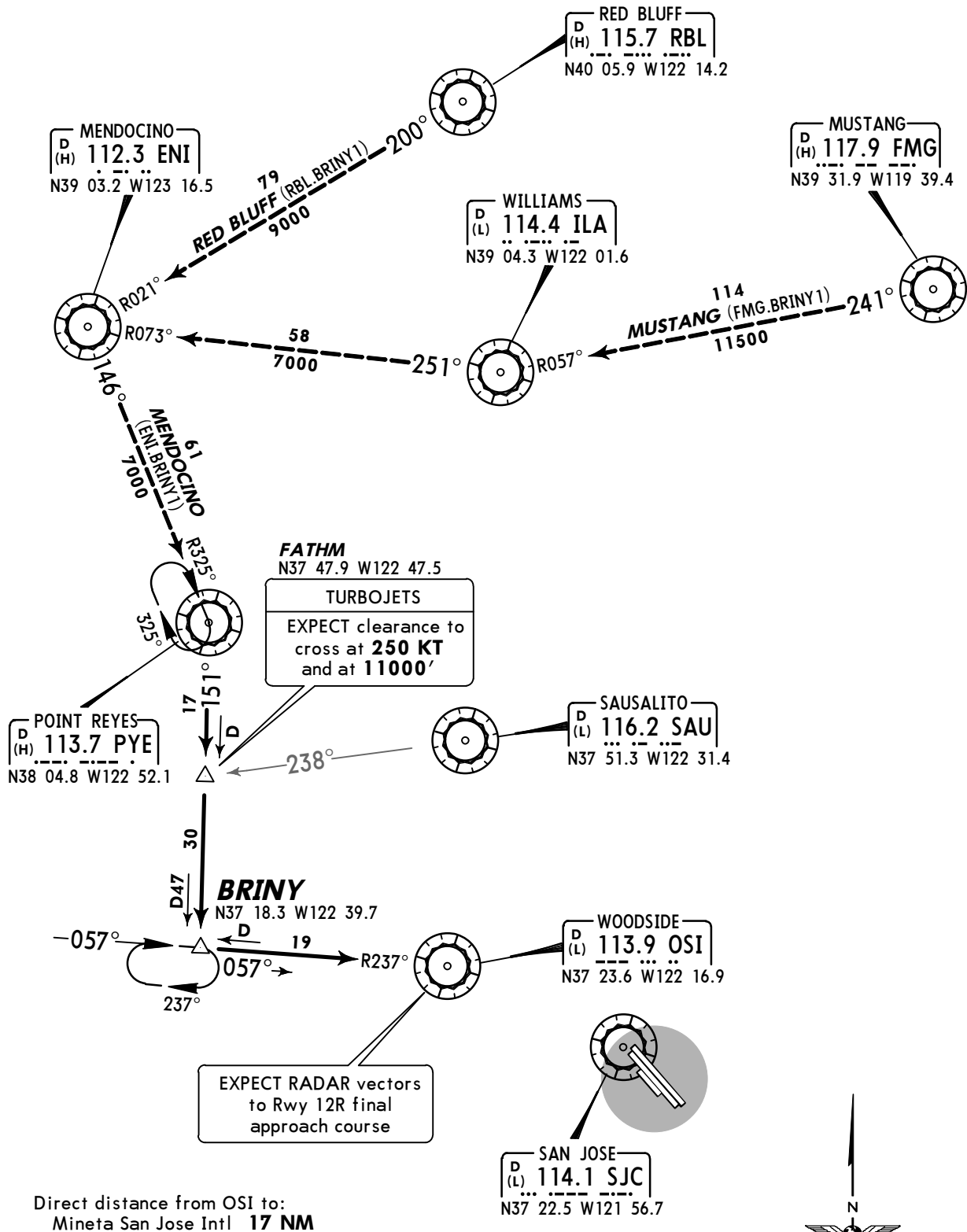
*D-ATIS
(ASOS O/T)
126.95

Apt Elev
62'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'



BRINY ONE ARRIVAL (PYE.BRINY1)



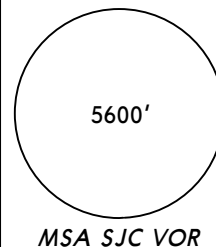
ROUTING

From over PYE via PYE R-151 to BRINY/D47 PYE, then via OSI R-237 to OSI. EXPECT RADAR vectors to Rwy 12R final approach course.

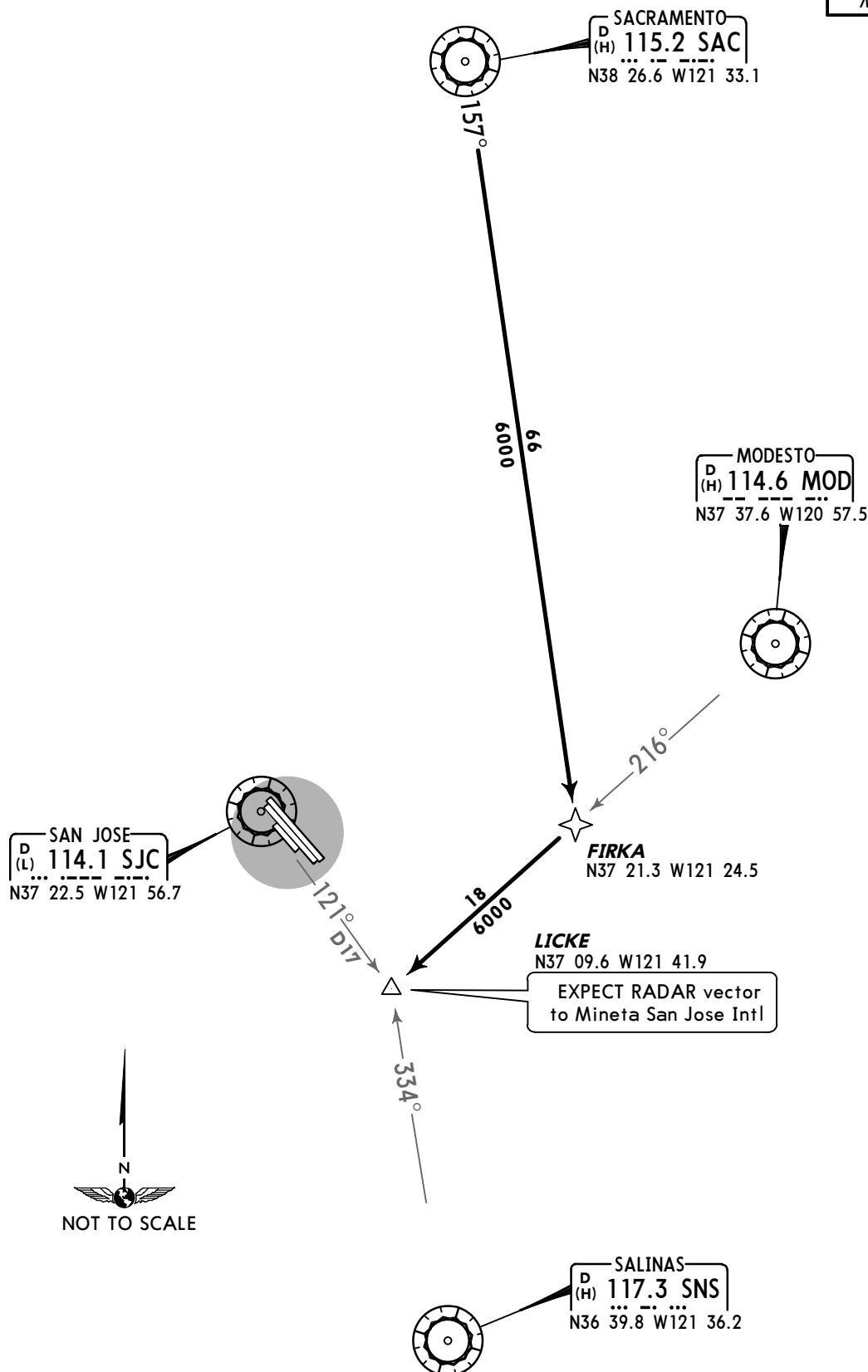
*D-ATIS
(ASOS O/T)
126.95

Apt Elev
62'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'



CAPITOL THREE ARRIVAL (SAC.CAPO3)



ROUTING

From over SAC via SAC R-157 to intercept and proceed via MOD R-216 to LICKE. Then via RADAR vector to Mineta San Jose Intl.

D-ATIS
(ASOS when Twr inop)
126.95

Apt Elev
62'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'

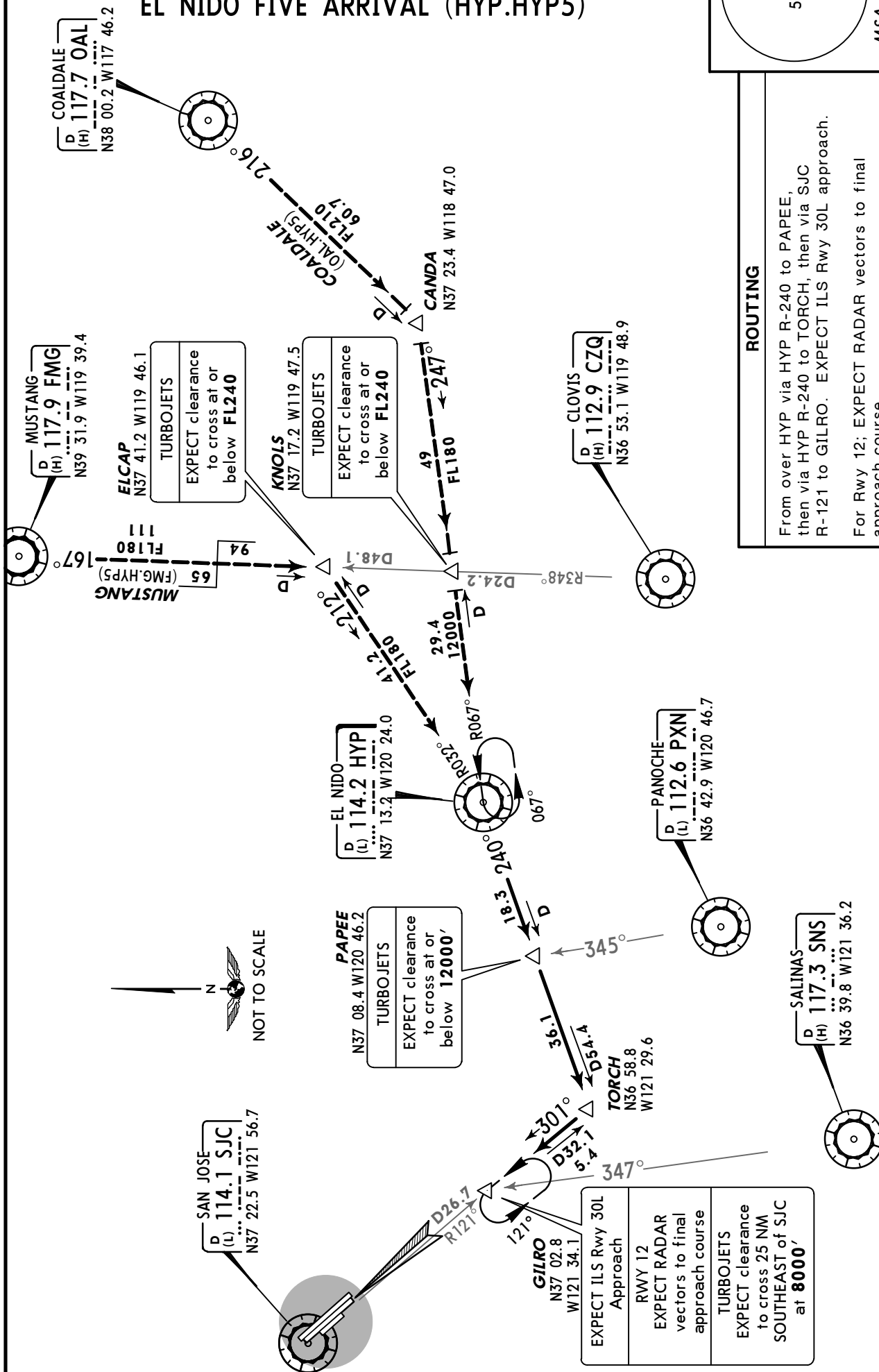
5600'

MSA SJC VOR

EL NIDO FIVE ARRIVAL (HYP.HYP5)

ROUTING

From over HYP via HYP R-240 to PAPEE,
then via HYP R-240 to TORCH, then via SJC
R-121 to GILRO. EXPECT ILS Rwy 30L approach.
For Rwy 12; EXPECT RADAR vectors to final
approach course.





5600'

MSA SJC VOR

Direct distance from SFO to:
Mineta San Jose Intl 26 NM

After SFO proceed direct SJC,
(MEA 6000).

EXPECT to cross
at 12000'

EXPECT RADAR
vectors to final
approach course

SAN FRANCISCO CALIF
San Francisco Intl
13

Mineta San Jose Intl
62

LOST COMMS

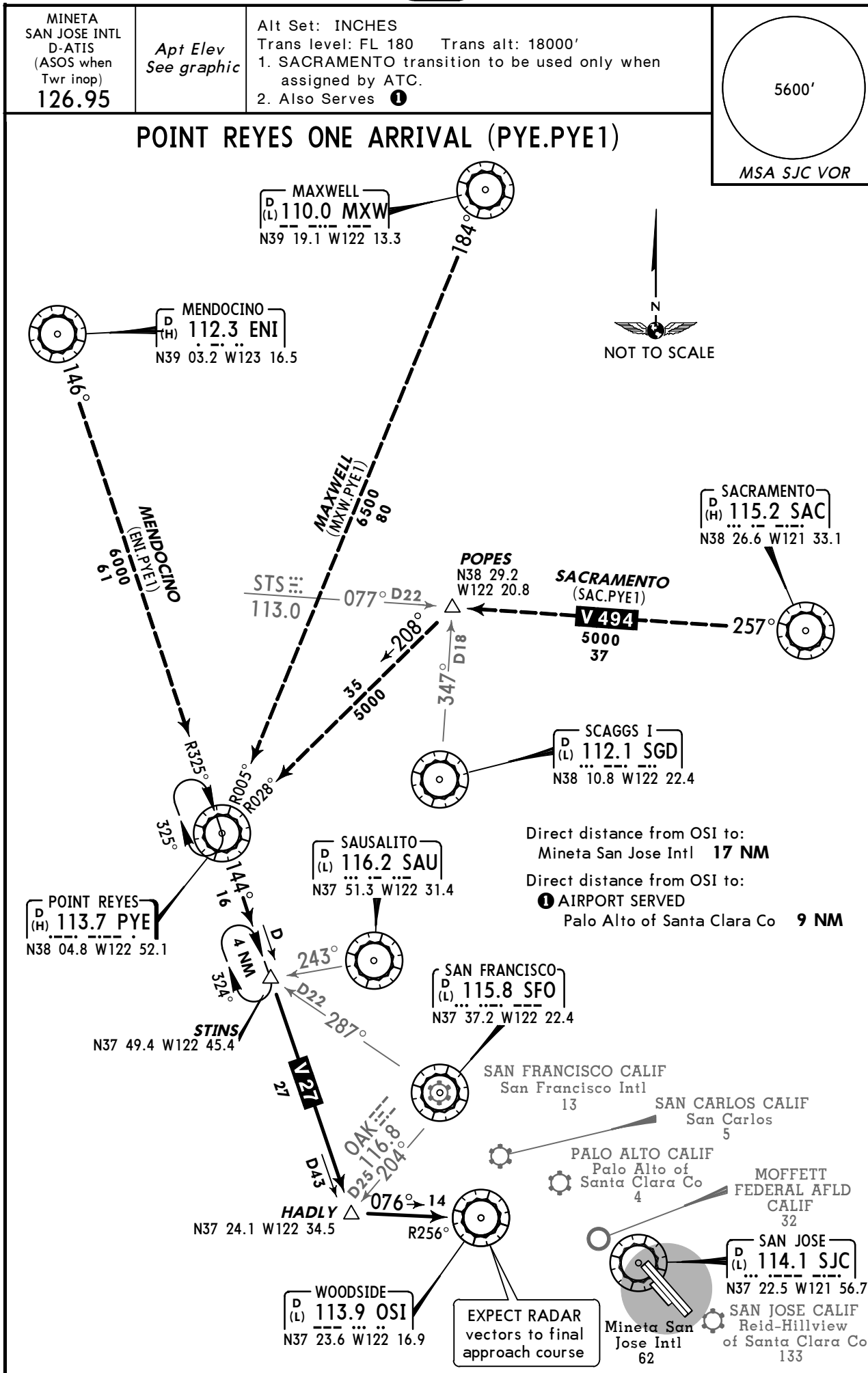
From over PYE via SFO R-303 to SFO. EXPECT RADAR vectors to final approach course.

3. Procedure authorized for Rwy 12 only.



From over JAWWS on OAK R-138 to JESEN, then on 300° heading. EXPECT RADAR vectors to the final approach course.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.



ROUTING

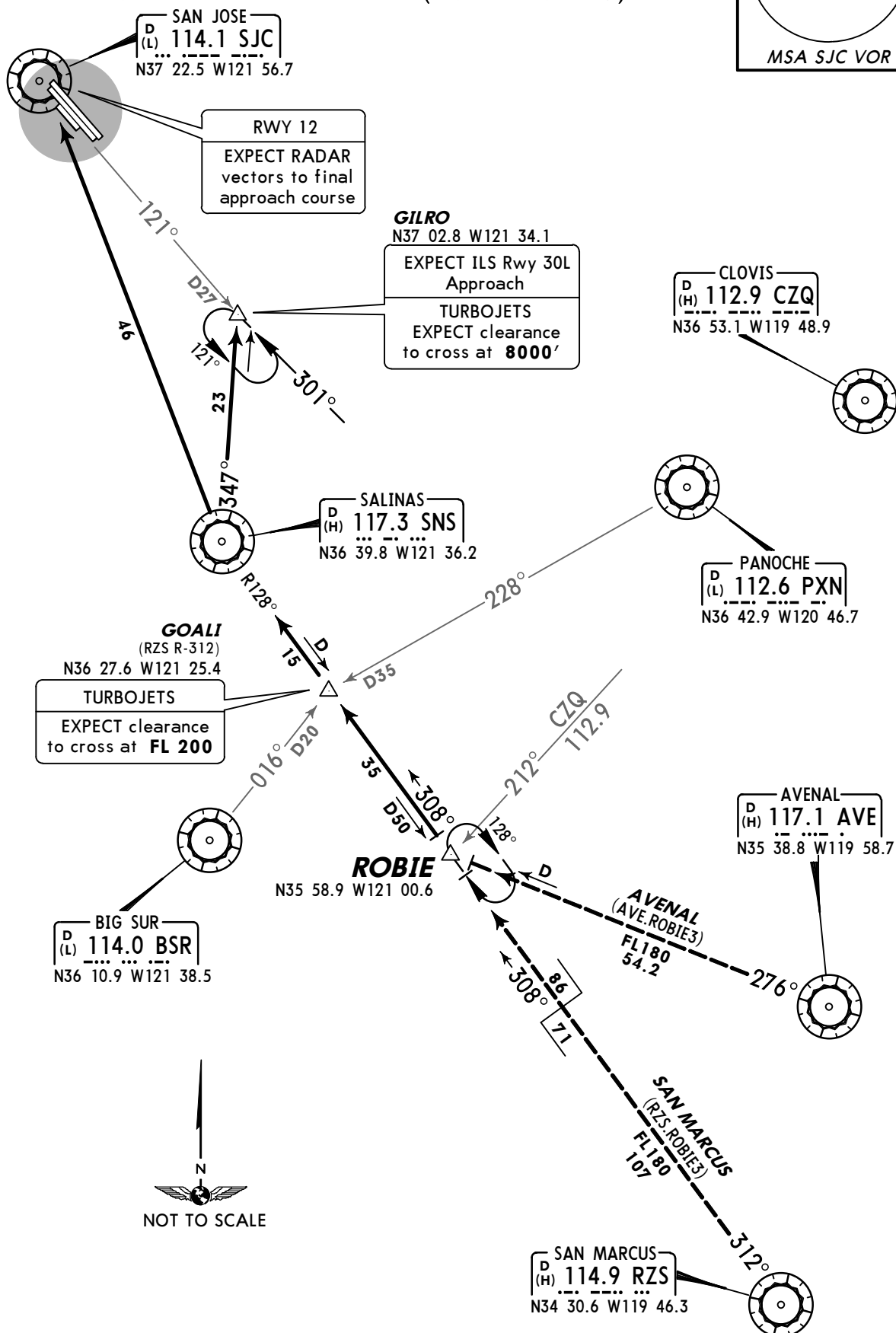
From over PYE via PYE R-144 to HADLY, then via OSI R-256 to OSI. EXPECT RADAR vectors to final approach course.

D-ATIS
(ASOS when
Twr inop)
126.95Apt Elev
62'Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'

5600'

MSA SJC VOR

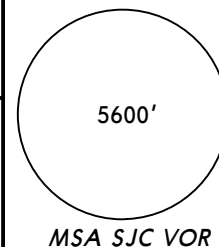
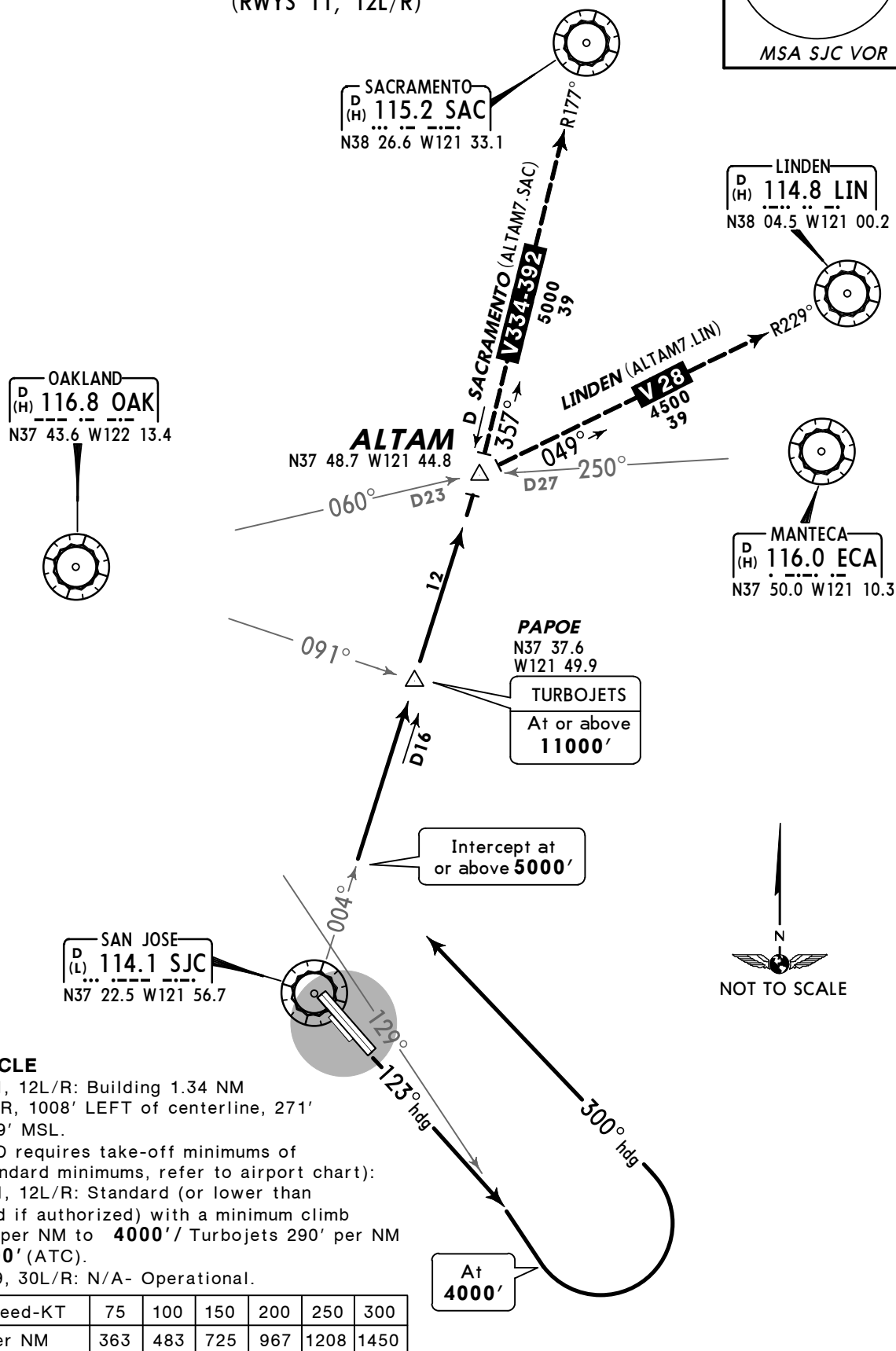
ROBIE THREE ARRIVAL (ROBIE.ROBIE3)



ROUTING

From over ROBIE via SNS R-128 to SNS, then via SNS R-347 to GILRO. EXPECT the ILS Rwy 30L Approach.

For Rwy 12 operations: EXPECT routing via SNS direct SJC and RADAR vectors to the final approach course.

NORCAL
Departure (R)
121.3Apt Elev
62'Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. Take-off Rwy 29, 30L/R - Not authorized.**ALTAM SEVEN DEPARTURE (ALTAM7.ALTAM)**
(RWYS 11, 12L/R)**INITIAL CLIMB**

Climb via heading 123° to intercept and proceed via OAK R-129 to 4000', then turn LEFT heading 300° to intercept SJC R-004 at or above 5000'.

ROUTING

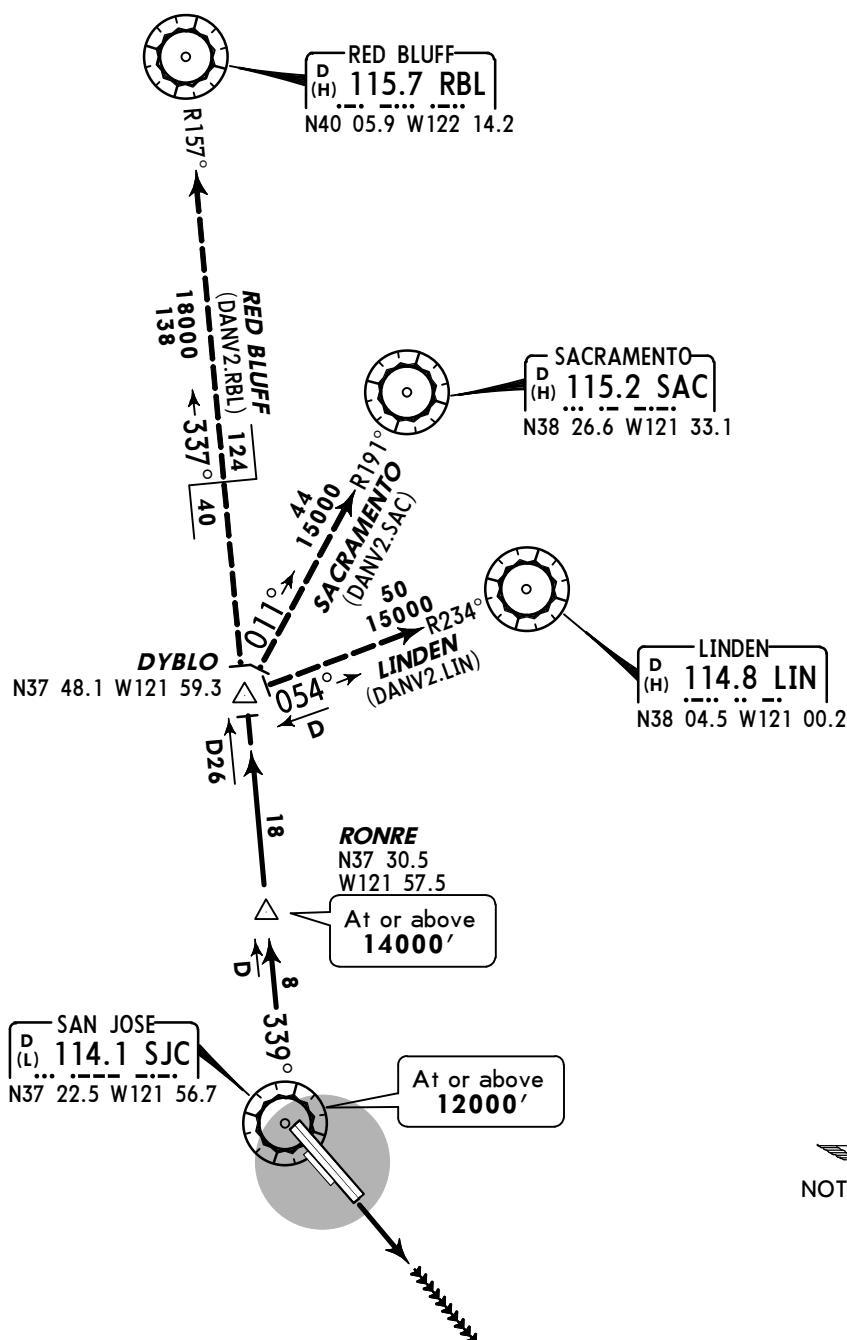
Proceed via SJC R-004 to ALTAM, then via transition or assigned route. Aircraft filing and above EXPECT further clearance to filed altitude 10 minutes after departure.

FL240

NORCAL
Departure (R)
121.3Apt Elev
62'Trans level: FL180 Trans alt: 18000'
1. Turbojet aircraft only
2. RADAR and DME required.
3. Take-off Rwy 29, 30L/R - Not authorized.

5600'

MSA SJC VOR

DANVILLE TWO DEPARTURE (DANV2.DYBLO)
(RWYS 11, 12L/R)**OBSTACLE**

Rwys 11, 12L/R: Building 1.34 NM from DER, 1008' LEFT of centerline, 271' AGL/329' MSL.

This SID requires take-off minimums of (for standard minimums, refer to airport chart):
Rwys 11, 12L/R: Standard (or lower than standard if authorized) with a minimum climb of 420' per NM to **6100'**.

Rwys 29, 30L/R: N/A- Operational.

Gnd speed-KT	75	100	150	200	250	300
420' per NM	525	700	1050	1400	1750	2100

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

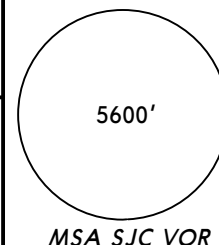
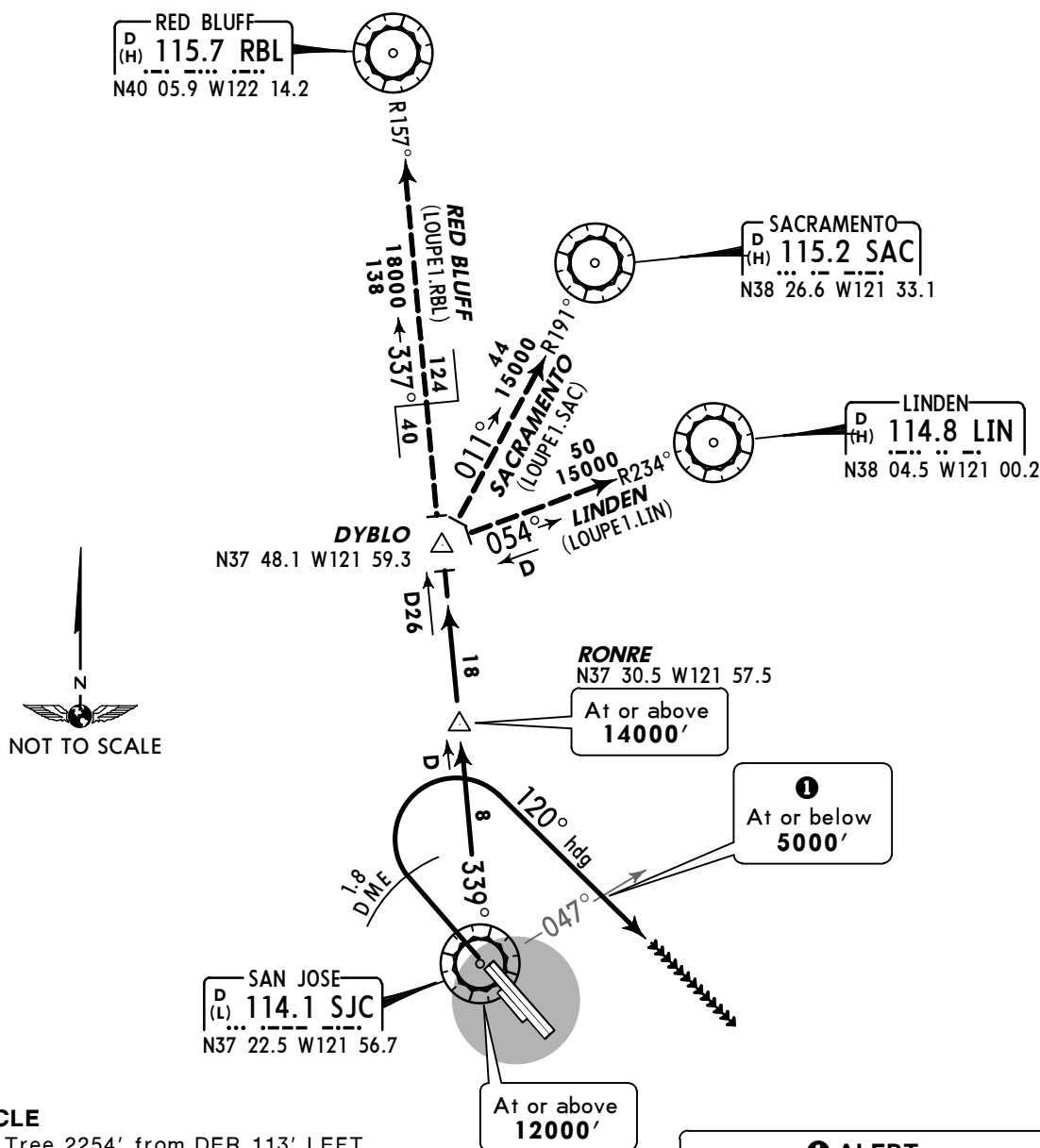
Rwys 11, 12L/R: If not in contact with departure after reaching **5000'**, turn RIGHT direct SJC, then via SJC R-339 to DYBLO, then via transition or assigned route. Cross SJC at or above **12000'**, cross RONRE/D8 SJC at or above **14000'**, then climb to filed altitude.

INITIAL CLIMB

Climb via runway heading for vector to SJC.

ROUTING

Via SJC R-339 to DYBLO, then via transition or assigned route. **MAINTAIN** assigned altitude.
Aircraft filing **FL240** and above EXPECT further clearance to filed altitude after passing SJC.

NORCAL
Departure (R)
121.3Apt Elev
62'Trans level: FL180 Trans alt: 18000'
1. Turbojet aircraft only
2. RADAR and DME required.LOUPE ONE DEPARTURE (LOUPE1.DYBLO)
(RWYS 29, 30L/R)

OBSTACLE

Rwy 29: Tree 2254' from DER 113' LEFT of centerline 69' AGL/104' MSL.

Rwy 30L: Pole 1739' from DER 743' LEFT of centerline 55' AGL/91' MSL.

Rwy 30R: Pole 963' from DER 133' RIGHT of centerline 55' AGL/91' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 11, 12L/R: N/A- Operational.

Rwys 29, 30L/R: Standard (or lower than standard if authorized) with a minimum climb of 460' per NM to **6000'**.

Gnd speed-KT	75	100	150	200	250	300
460' per NM	575	767	1150	1533	1917	2300

1 ALERT

5000' crossing restriction protects aircraft descending on approach to San Francisco.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Rwys 29, 30L/R: If not in contact with departure after reaching **5000'**, turn RIGHT direct SJC, then via SJC R-339 to DYBLO, then via transition or assigned route. Cross SJC at or above **12000'**, cross RONRE at or above **14000'**, then climb to filed altitude.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

INITIAL CLIMB

Climb via runway heading. At SJC 1.8 DME NORTHWEST of SJC turn RIGHT heading 120° for RADAR vectors to SJC.

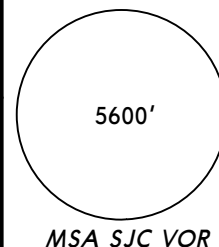
ALTITUDE

MAINTAIN 5000'

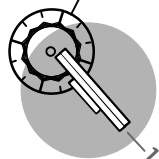
ROUTING

Via SJC R-339 to DYBLO, then via transition or assigned route. Aircraft filing and above EXPECT further clearance to filed altitude 10 minutes after departure.

FL240

NORCAL
Departure (R)
121.3Apt Elev
62'Trans level: FL180 Trans alt: 18000'
RADAR and DME required.

MOONY THREE DEPARTURE (MOONY3.MOONY)

OAKLAND
D (H) 116.8 OAK
N37 43.6 W122 13.4SAN JOSE
D (L) 114.1 SJC
N37 22.5 W121 56.7NEVSE
N37 17.5 W121 50.9

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 11, 12L/R: Standard (or lower than
standard if authorized) with a minimum climb
of 270' per NM to **4600'**.

Rwys 29, 30L/R: N/A- Operational.

Gnd speed-KT	75	100	150	200	250	300
270' per NM	338	450	675	900	1125	1350

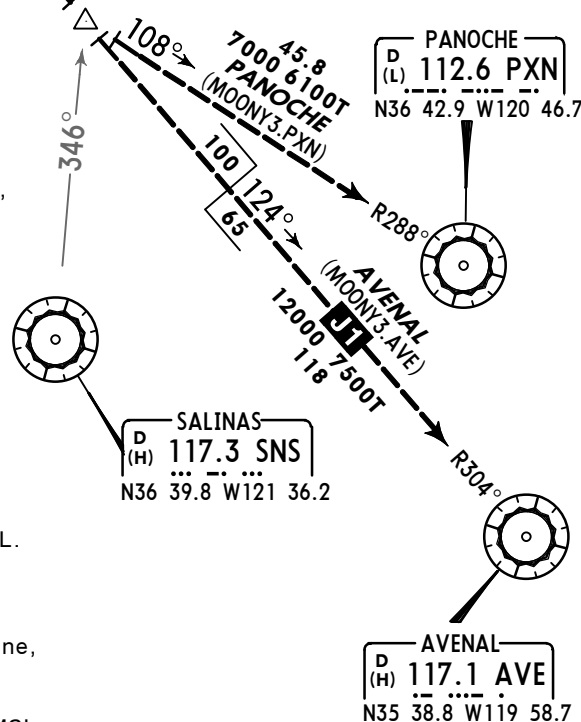


OBSTACLES

Rwy 11: Tree 1837' from DER, 230' RIGHT of centerline, 61' AGL/116' MSL. Tree 3410' from DER, 306' RIGHT of centerline, 92' AGL/154' MSL.
Rwy 12L: Trees 286' from DER, 68' RIGHT of centerline, up to 62' AGL/124' MSL. Multiple trees and antennas beginning 191' from DER, 228' LEFT of centerline, up to 82' AGL/144' MSL. Tower 1731' from DER, 729' LEFT of centerline, 86' AGL/153' MSL. Tower 3047' from DER, 543' LEFT of centerline, 73' AGL/144' MSL. Light on blast fence 156' from DER, 57' LEFT of centerline, 11' AGL/73' MSL. Light pole 191' from DER, 81' LEFT of centerline, 16' AGL/78' MSL. Building 1.34 NM from DER, 1008' LEFT of centerline, 243' AGL/329' MSL.
Rwy 12R: Multiple trees 269' from DER, 149' RIGHT of centerline, up to 80' AGL/100' MSL. Multiple trees 285' from DER, 193' LEFT of centerline, up to 82' AGL/144' MSL. Pole 1948' from DER, 688' RIGHT of centerline, 66' AGL/128' MSL. Pole 1597' from DER, 685' RIGHT of centerline, 56' AGL/118' MSL. Obstacle light on blast fence 45' from DER, 115' RIGHT of centerline, 13' AGL/75' MSL. Vehicles on road 338' from DER, LEFT and RIGHT of centerline, up to 20' AGL/82' MSL. Pole 1273' from DER, 279' RIGHT of centerline, 42' AGL/104' MSL. Obstacle light on localizer, 10' from DER, on centerline, 6' AGL/68' MSL. Tower 3046' from DER, 1243' LEFT of centerline, 82' AGL/144' MSL. Building 1.34 NM from DER, 1708' LEFT of centerline, 243' AGL/329' MSL.

MOONY

N37 08.3 W121 34.3

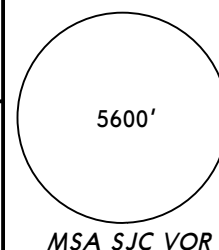
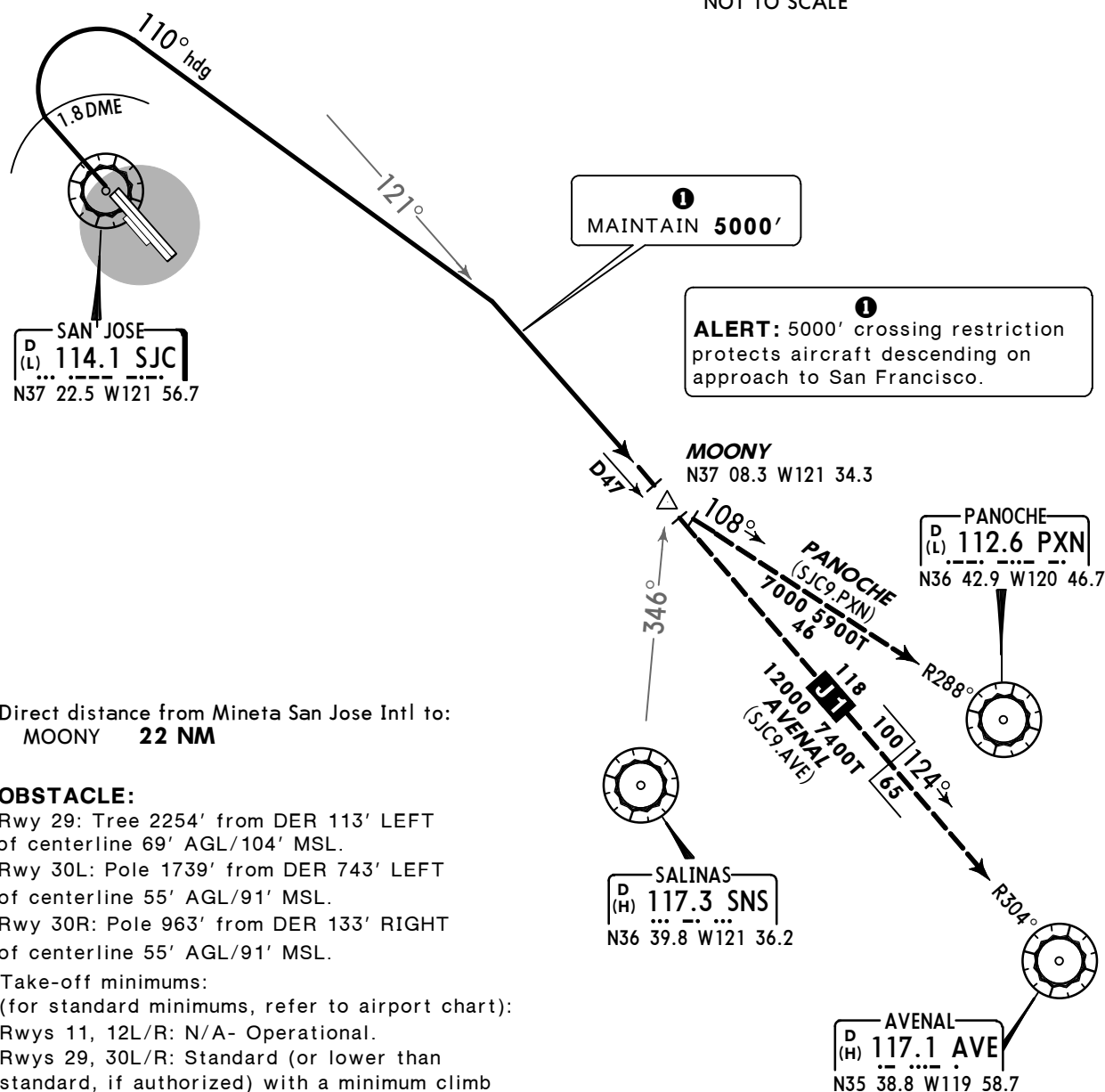
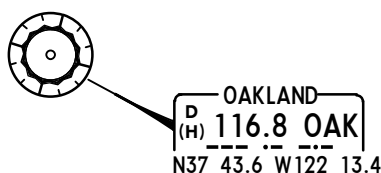


RWY INITIAL CLIMB

11	Climbing LEFT turn to intercept SJC R-121 to NEVSE.
12L	Climbing RIGHT turn to intercept SJC R-121 to NEVSE.
12R	Climb heading 121° and SJC R-121 to NEVSE.

ROUTING

Turn LEFT heading 090° to intercept OAK R-121 to MOONY. Then via transition or assigned route. Aircraft filing **FL240** or above EXPECT further clearance to filed altitude ten minutes after departure.

NORCAL
Departure (R)
121.3Apt Elev
62'Trans level: FL180 Trans alt: 18000'
RADAR and DME required.**SAN JOSE NINE DEPARTURE (SJC9.MOONY)**
(RWYS 29, 30L/R)Direct distance from Mineta San Jose Intl to:
MOONY **22 NM****OBSTACLE:**

Rwy 29: Tree 2254' from DER 113' LEFT of centerline 69' AGL/104' MSL.

Rwy 30L: Pole 1739' from DER 743' LEFT of centerline 55' AGL/91' MSL.

Rwy 30R: Pole 963' from DER 133' RIGHT of centerline 55' AGL/91' MSL.

Take-off minimums:

(for standard minimums, refer to airport chart):

Rwys 11, 12L/R: N/A- Operational.

Rwys 29, 30L/R: Standard (or lower than standard, if authorized) with a minimum climb of 460' per NM to **4000'**.

Gnd speed-KT	75	100	150	200	250	300
460' per NM	575	767	1150	1533	1917	2300

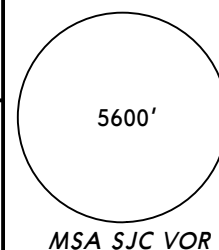
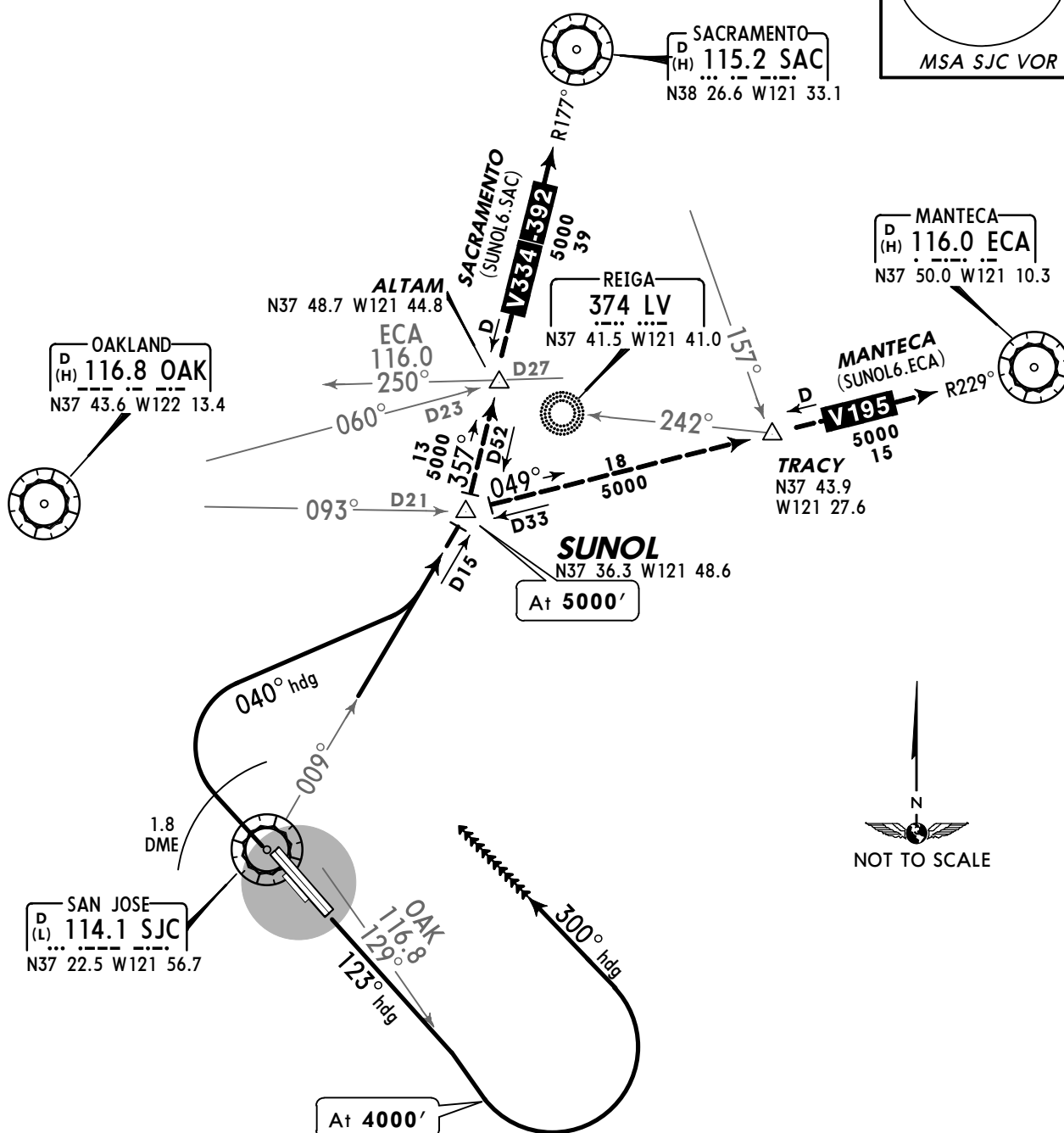
RWY**INITIAL CLIMB****29, 30L/R**

Climb via runway heading to SJC 1.8 DME NORTHWEST of SJC. Then turn RIGHT heading 110°.

ROUTING

Intercept and proceed via OAK R-121 to MOONY. Thence via transition or assigned route.

ALTITUDE**MAINTAIN 5000'**, EXPECT clearance to filed altitude 10 minutes after departure.

NORCAL
Departure (R)
121.3Apt Elev
62'Trans level: FL180 Trans alt: 18000'
1. Prop aircraft only. 2. RADAR required.
3. DME required for RWY 29, 30L/R departures.**SUNOL SIX DEPARTURE (SUNOL6.SUNOL)****OBSTACLE:**

Rwy 29: Tree 2254' from DER 113' LEFT of centerline 69' AGL/104' MSL.
Rwy 30L: Pole 1739' from DER 743' LEFT of centerline 55' AGL/91' MSL.
Rwy 30R: Pole 963' from DER 133' RIGHT of centerline 55' AGL/91' MSL.
Rwy 12L/R: Building 1.34 NM from DER 1008' LEFT of centerline 271' AGL/329' MSL.

Take-off minimums:

(for standard minimums, refer to airport chart):

Rwys 11, 12L/R: Standard (or lower than standard, if authorized) with a minimum climb of 290' per NM to **4000'**.

Rwys 29, 30L/R: Standard (or lower than standard, if authorized) with a minimum climb of 460' per NM to **4000'**.

Gnd speed-KT	75	100	150	200	250	300
290' per NM	363	483	725	967	1208	1450
460' per NM	575	767	1150	1533	1917	2300

RWY**INITIAL CLIMB**

11, 12L/R	Climb via a 123° heading to intercept and proceed via OAK R-129 to 4000' , then turn LEFT to a 300° heading for RADAR vectors to intercept SJC R-009.
29, 30L/R	Climb runway heading. At SJC 1.8 DME NORTHWEST of SJC, turn RIGHT heading 040° to intercept SJC R-009.

ROUTING

Via SJC R-009 to SUNOL, then via transition or assigned route.

KSJC/SJC

Apt Elev 62'
N37 21.8 W121 55.7

JEPPESSEN

23 DEC 11

(10-9)

SAN JOSE, CALIF

MINETA SAN JOSE INTL

D-ATIS (ASOS when Twr inop)

126.95

ACARS:
D-ATIS
PDC

*SAN JOSE Clearance (Cpt)

118.0

*Ground

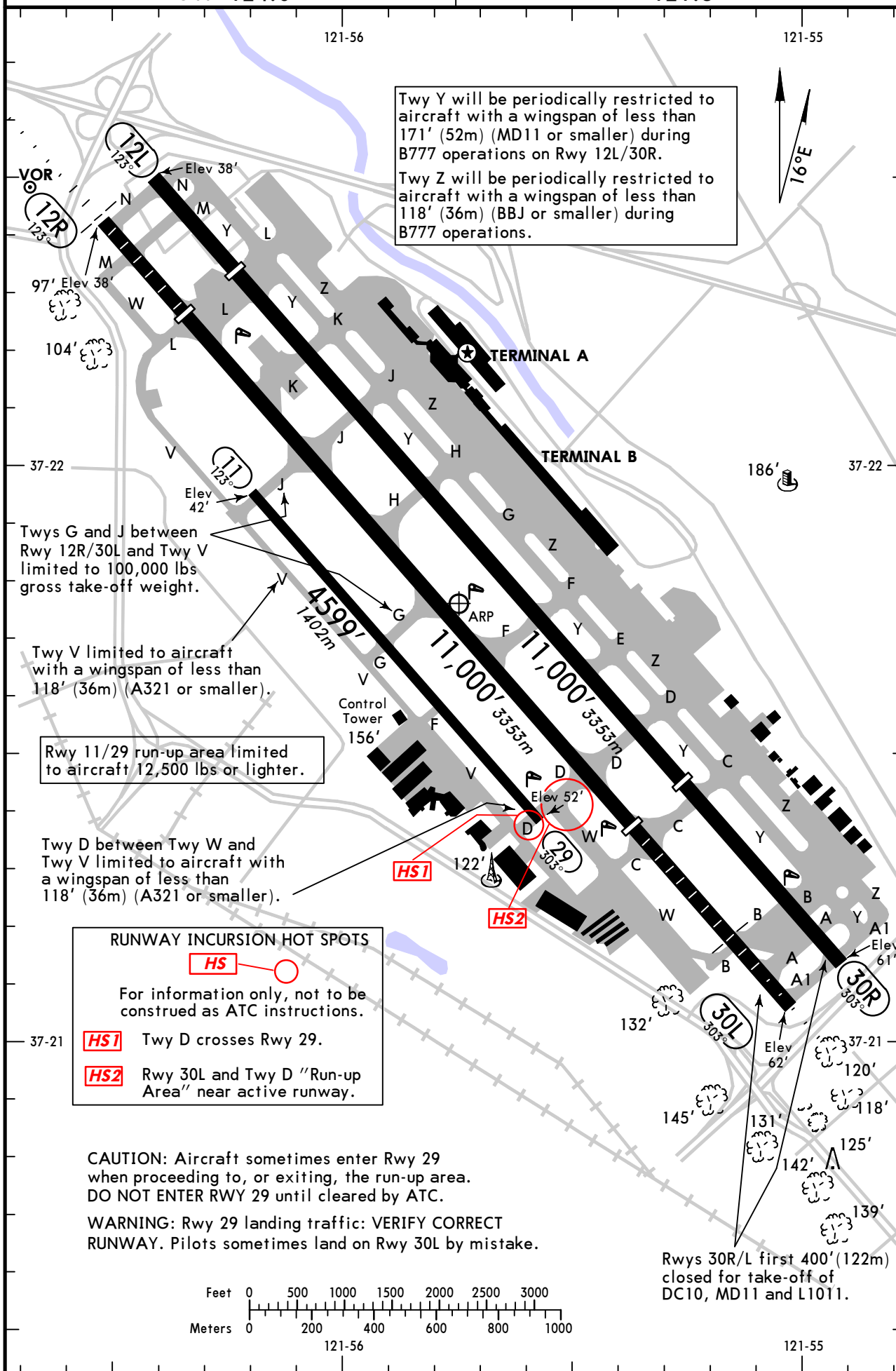
121.7

*SAN JOSE Tower

CTAF 124.0

NORCAL Departure (R)

121.3



CHANGES: Hot spots.

© JEPPESSEN, 1998, 2011. ALL RIGHTS RESERVED.

GENERAL

CURFEW HOURS 2300-0700 LT FAR 36 Stage II, 2330-0630 LT FAR 36 Stage III aircraft listed on the schedule of authorized aircraft issued by the Director of Aviation. Delayed scheduled flights, and alternate/emergency operations may be exempt from curfew hour restrictions.

Prior airport notification is required for all late/early arrivals. Contact manager on duty.

Unscheduled operations by B-747 and larger aircraft not authorized except with prior airport approval. Contact airport manager.

Birds in vicinity of airport.

NOISE ABATEMENT PROCEDURE: Rwy 12R/30L is the preferred arrival runway for jet aircraft and Rwy 12L/30R is the preferred departure runway for jet aircraft. All jet aircraft takeoffs are to be initiated from the end of the runway unless directed otherwise by ATCT.

All engine run-ups require prior airport approval. Contact manager on duty.

Rwys 11, 12R and 30R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
11	② MIRL PAPI-L (angle 3.0°)				100'
① 29	② MIRL REIL PAPI-L (angle 3.6°)				30m
① Limited to aircraft with wingspan of less than 79' (24m) and approach speed of less than 121 kts (Gulfstream I or smaller). Jet departures not authorized except for jets under 75,000 lbs manufacturer designed certified gross take-off weight and only during closures of both Rwys 12L/30R and 12R/30L. ② Activate on 124.0 when Twr inop.					
12R	④ HIRL CL ④ MALSR PAPI-R (angle 3.0°)	⑤ 8587' 2617m	7530' 2295m	9883' 3012m	150'
③ 30L	④ HIRL CL ④ MALSR PAPI-L (angle 3.0°) RVR	⑥ 7614' 2321m	6511' 1985m	10,134' 3089m	46m
③ Grooved. ④ Activate on 124.0 when Twr inop. ⑤ Last 1114' (340m) is unavailable for landing distance computations. ⑥ Last 853' (260m) is unavailable for landing distance computations.					
12L	⑧ HIRL CL REIL PAPI-R (angle 3.0°) grooved	⑨ 8833' 2692m		10,139' 3090m	150'
⑦ 30R	⑧ HIRL CL PAPI-L (angle 3.0°) grooved	⑩ 7597' 2316m		10,134' 3089m	46m
⑦ Preferred departure runway for jet aircraft. ⑧ Activate on 124.0 when Twr inop. ⑨ Last 882' (269m) is unavailable for landing distance computations. ⑩ Last 984' (300m) is unavailable for landing distance computations.					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 29, 30L/R		Rwy 12L			Rwys 11, 12R		
			With Mim climb of 278'/NM to 500'		Other	With Mim climb of 260'/NM to 500'		Other
	Adequate Vis Ref	STD	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	400-1 3/4	1/4	1	400-2 1/2
3 & 4 Eng		RVR 24 or 1/2		1/2			1/2	

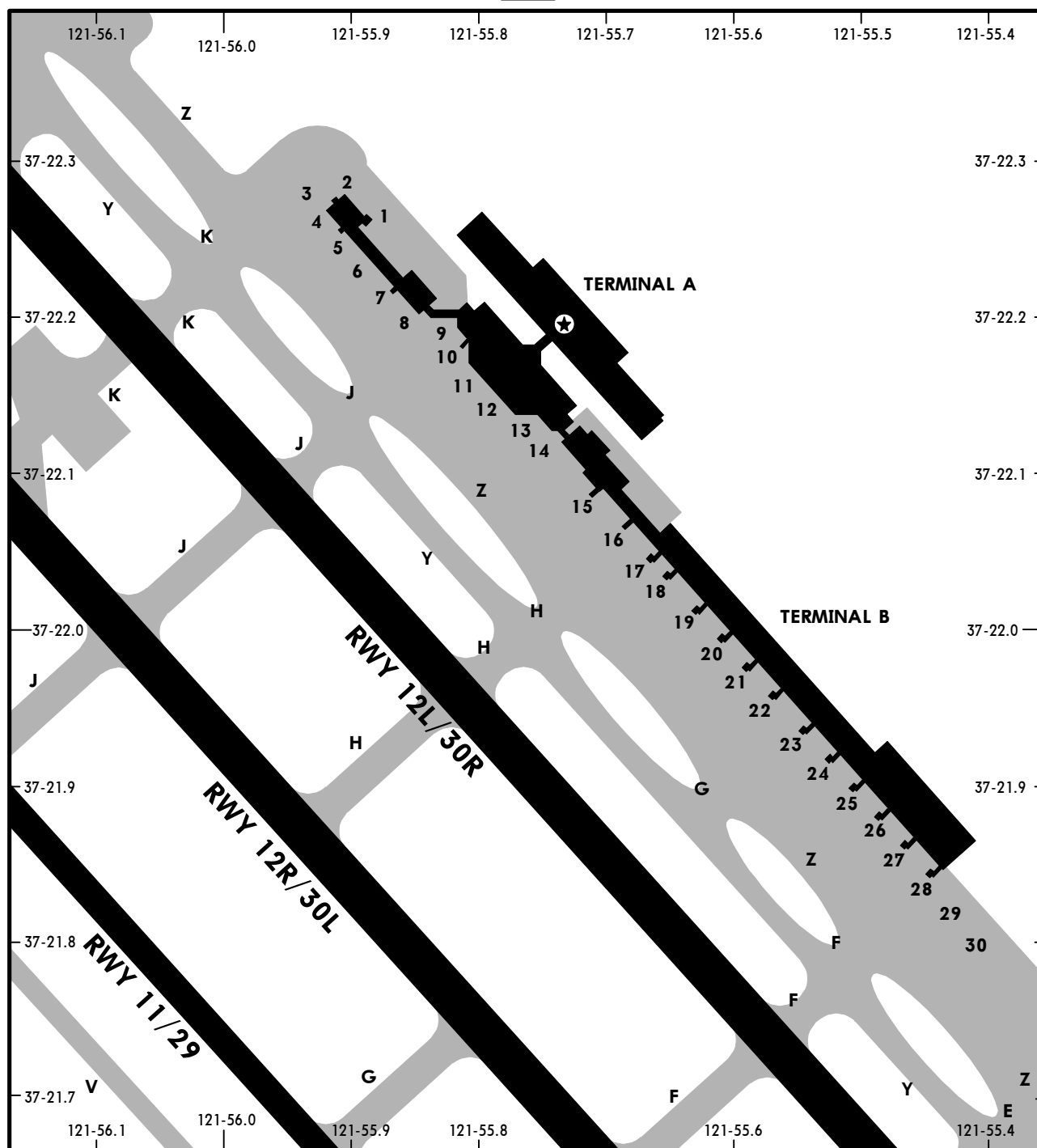
OBSTACLE DP

Rwys 11, 12L/R: Climbing right turn via heading 315° to 2000', then via OAK VOR R-135 to OAK VOR before proceeding on course.

Rwys 29, 30L/R: Climb via heading 312° to 2000', then via OAK VOR R-132 to OAK VOR before proceeding on course.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		VOR DME Rwy 30L VOR DME Rwy 30R RNAV (GPS) Rwy 11 RNAV (GPS) Y Rwy 12L RNAV (GPS) Y Rwy 12R RNAV (GPS) Rwy 29 RNAV (GPS) Y Rwy 30R	Authorized Only When Local Weather Available	RNAV (RNP) Z Rwy 12R RNAV (RNP) Z Rwy 12L RNAV (RNP) Z Rwy 30R RNAV (RNP) Z Rwy 30L
	ILS Rwy 12R ILS Rwy 30L	LOC Rwy 12R LOC DME Rwy 30L VOR Rwy 12R			
A	600-2	800-2	800-2	800-2	NA
B					
C					
D					

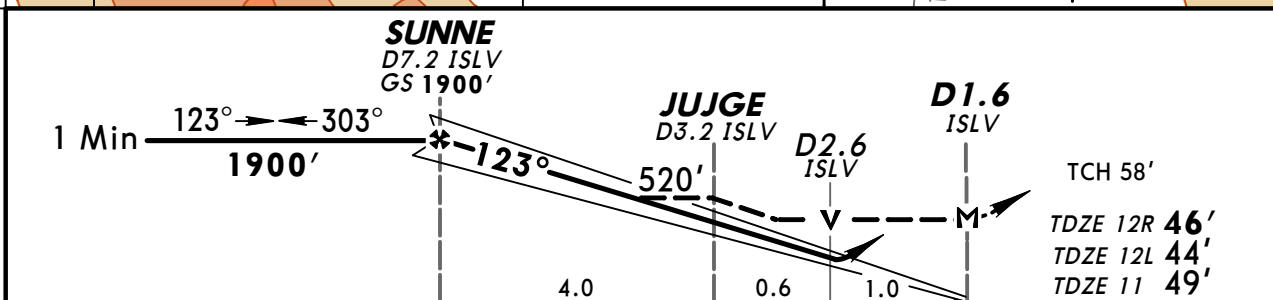
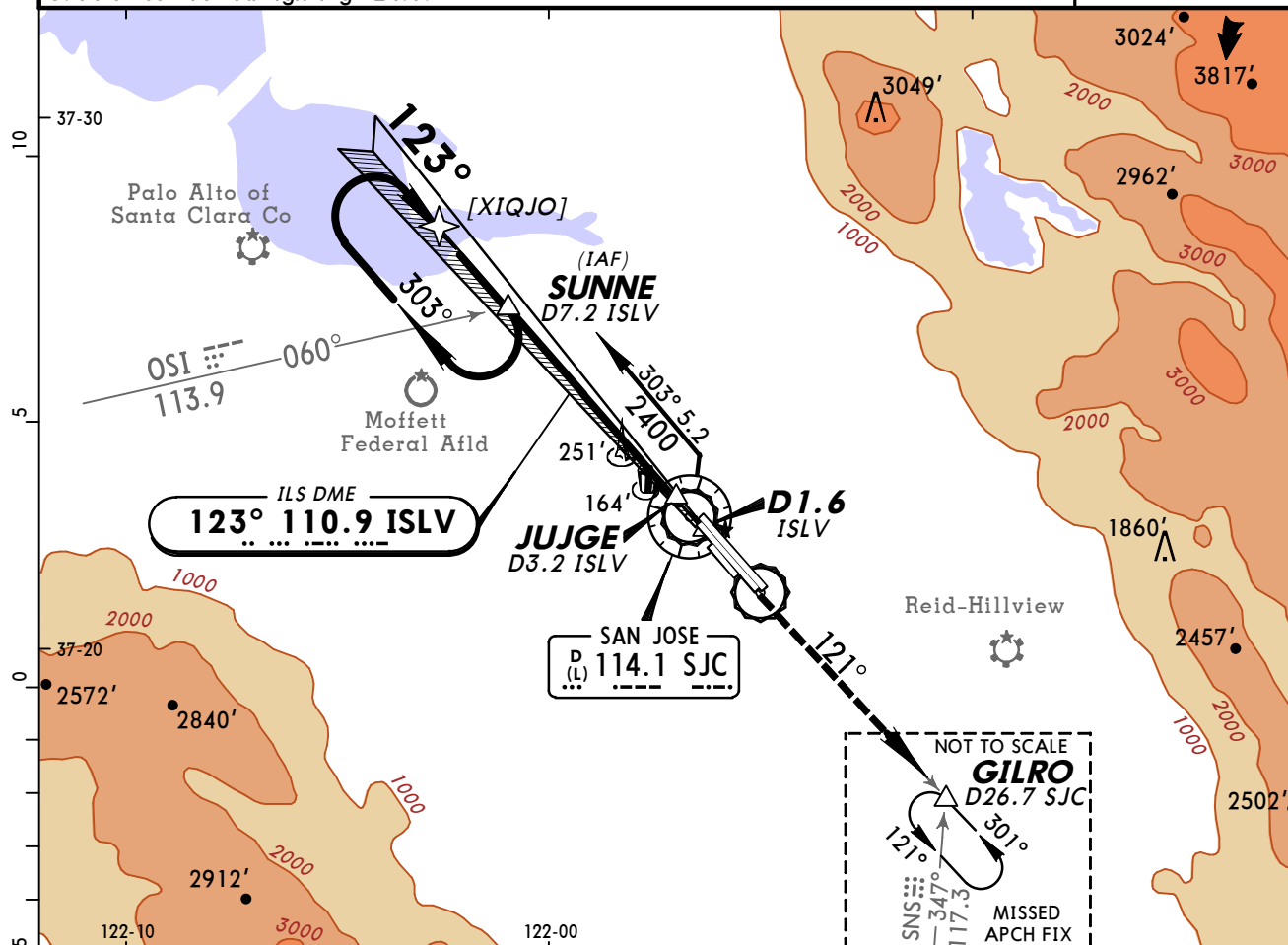


PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
TERMINAL A		TERMINAL B	
1, 2	N37 22.3 W121 55.9	17	N37 22.0 W121 55.7
3	N37 22.3 W121 56.0	18 thru 21	N37 22.0 W121 55.6
4, 5	N37 22.3 W121 55.9	22	N37 21.9 W121 55.6
6 thru 8	N37 22.2 W121 55.9	23 thru 26	N37 21.9 W121 55.5
9 thru 11	N37 22.2 W121 55.8	27 thru 30	N37 21.8 W121 55.4
12, 13	N37 22.1 W121 55.8		
14 thru 16	N37 22.1 W121 55.7		

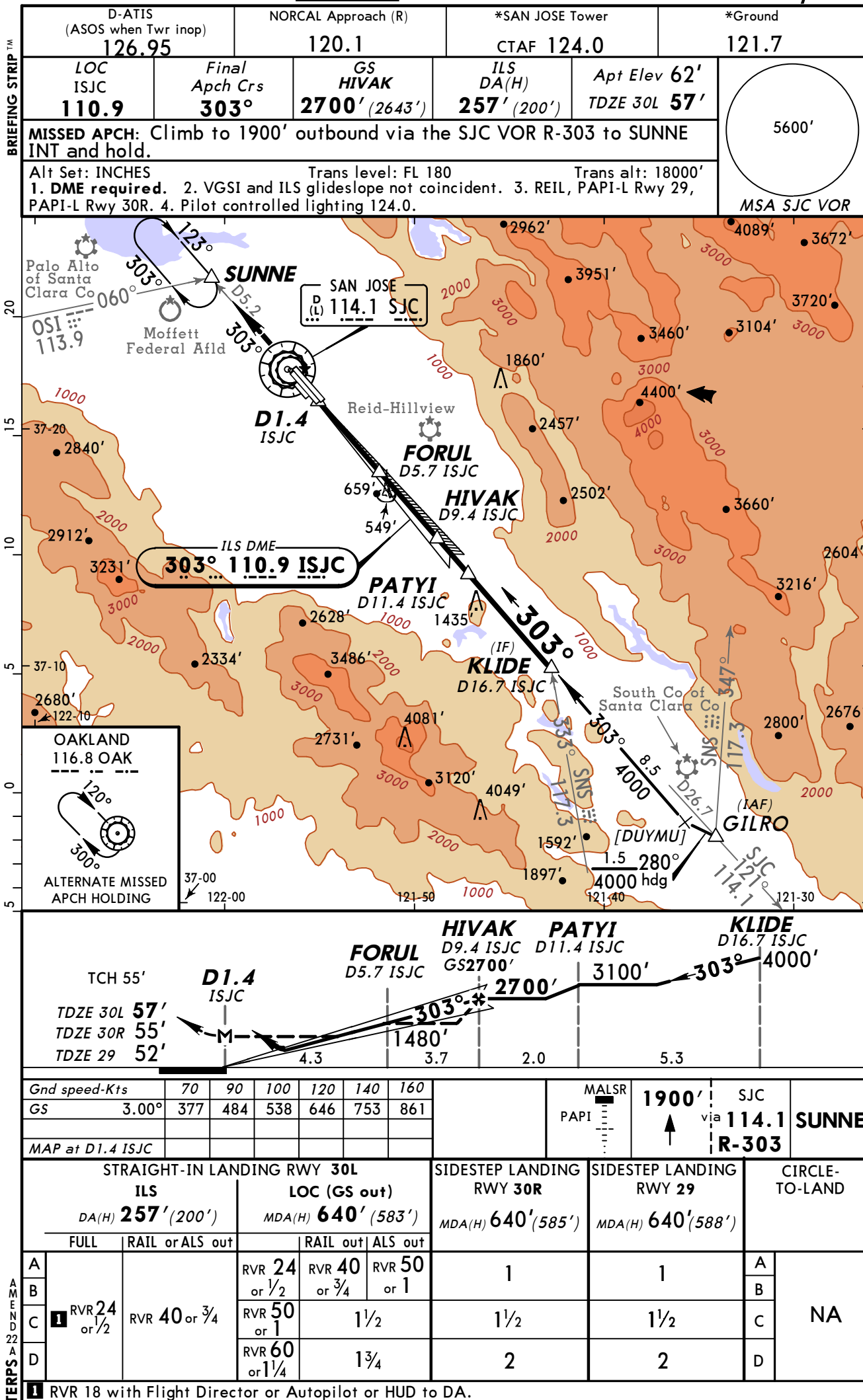
BRIEFING STRIP™

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
LOC ISLV 110.9	Final Apch Crs 123°	GS SUNNE 1900' (1854')	ILS DA(H) 246' (200')	Apt Elev 62' TDZE 12R 46'		5600' MSA SJC VOR	
MISSED APCH: Climb to 4000' on SJC VOR R-121 to GILRO INT/D26.7 SJC and hold.							
Alt Set: INCHES 1. VGSI and ILS glidepath not coincident. 2. REIL, PAPI-R Rwy 12L. PAPI-L Rwy 11. 3. Pilot controlled lighting 124.0.							
Trans level: FL 180				Trans alt: 18000'			

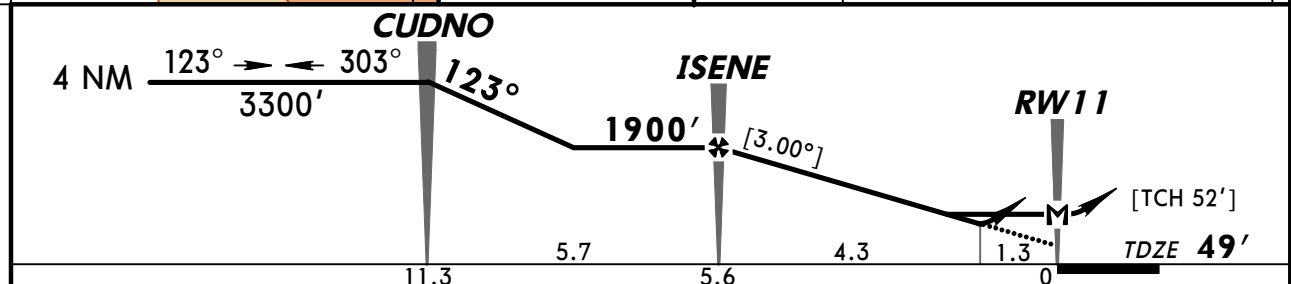
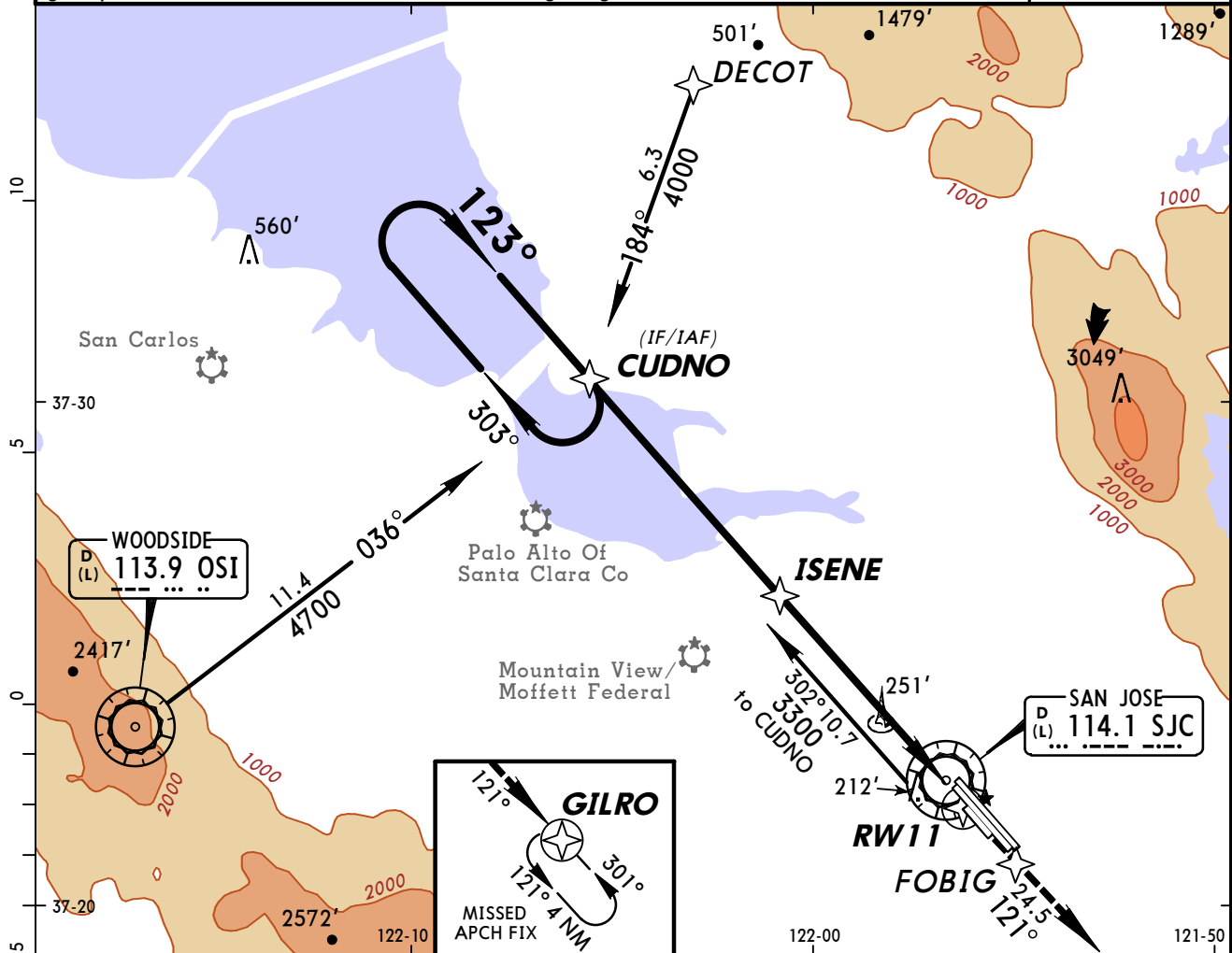


Gnd speed-Kts	70	90	100	120	140	160	MALSR		4000'	SJC	GILRO
GS	3.00°	377	484	538	646	753	PAPI		↑	on 114.1	
MAP at D1.6 ISLV or SUNNE to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06			R-121	

ILS			STRAIGHT-IN LANDING RWY 12R LOC (GS out)						SIDESTEP LANDING RWY 12L	SIDESTEP LANDING RWY 11	CIRCLE- TO-LAND
DA(H) 246' (200')			With JUJGE MDA(H) 420' (374')			Without JUJGE MDA(H) 520' (474')			MDA(H) 520' (476')	MDA(H) 520' (471')	
FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out				
A											A
B			1/2	3/4	1	1/2	3/4	1	1	1	B
C	1/2	3/4	1/2	3/4	1	3/4	1 1/4	1 1/2	1 1/2	1 1/2	C
D			3/4	1 1/4	1	1	1 1/2	2	2	2	D



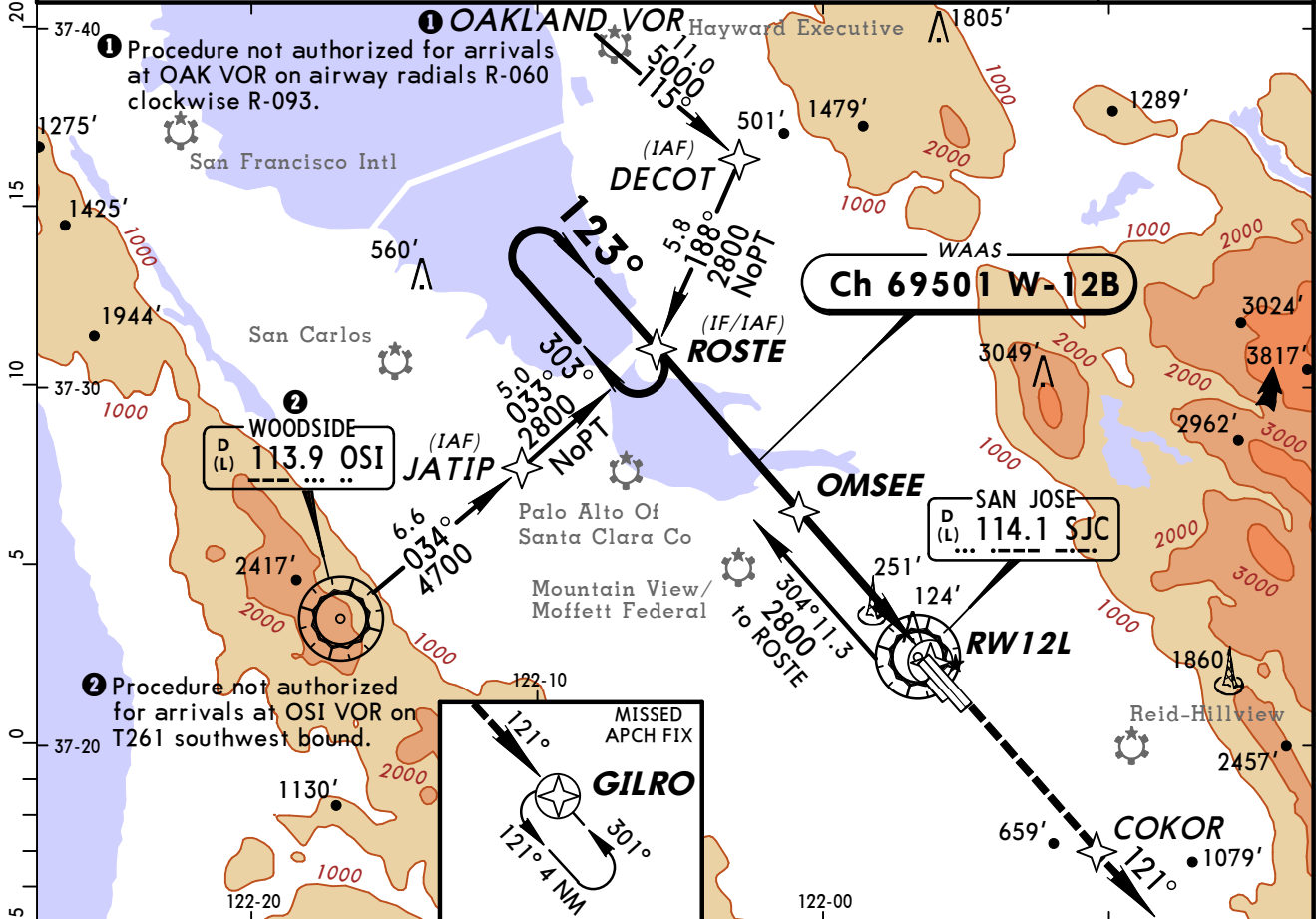
D-ATIS (ASOS when Twr inop)		NORCAL Approach (R)		*SAN JOSE Tower		*Ground	
126.95		120.1		CTAF 124.0		121.7	
RNAV	Final Apch Crs 123°	Minimum Alt ISENE 1900' (1851')	LNAV/VNAV DA(H) 516' (467')	Apt Elev 62' TDZE 49'	5600' MSA RW11		
MISSED APCH: Climb to 4000' direct FOBIG and LEFT turn via 121° track to GILRO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160			PAPI-L	4000'	→	FOBIG
Descent angle [3.00°]	372	478	531	637	743	849						
MAP at RW11												

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Max Kts	MDA(H)		
DA(H) 516' (467')		MDA(H) 520' (471')					
A			1	90	640' (578') - 1		
B				120	680' (618') - 1		
C	1 3/4		1 1/4	140	720' (658') - 1 3/4		
D			1 1/2	165	720' (658') - 2		

D-ATIS (ASOS when Twr inop)		NORCAL Approach (R)		*SAN JOSE Tower		*Ground	
126.95		120.1		CTAF 124.0		121.7	
WAAS Ch 69501 W-12B	Final Apch Crs 123°	Minimum Alt OMSEE 1900' (1856')	LPV DA(H) 294' (250')	Apt Elev 62'	TDZE 44'	5600' MSA RW12L	
MISSED APCH: Climb to 4600' direct COKOR and on track 121° to GILRO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. VGSI and RNAV glidepath not coincident. 3. Visibility reduction by helicopters not authorized. 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 124.0.							



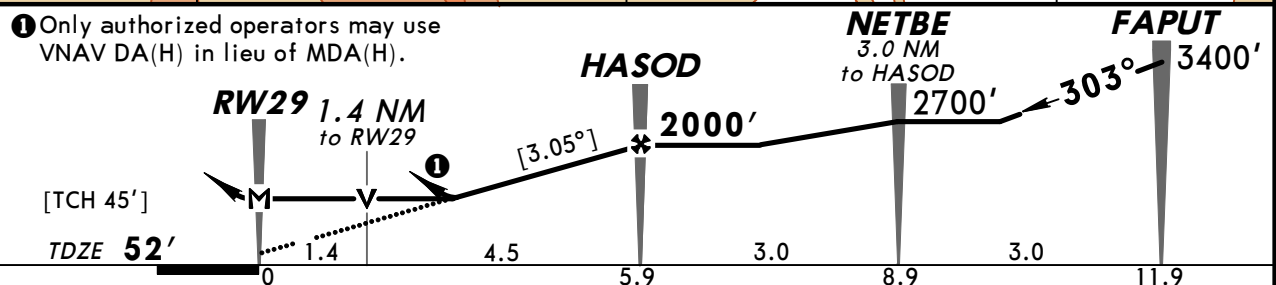
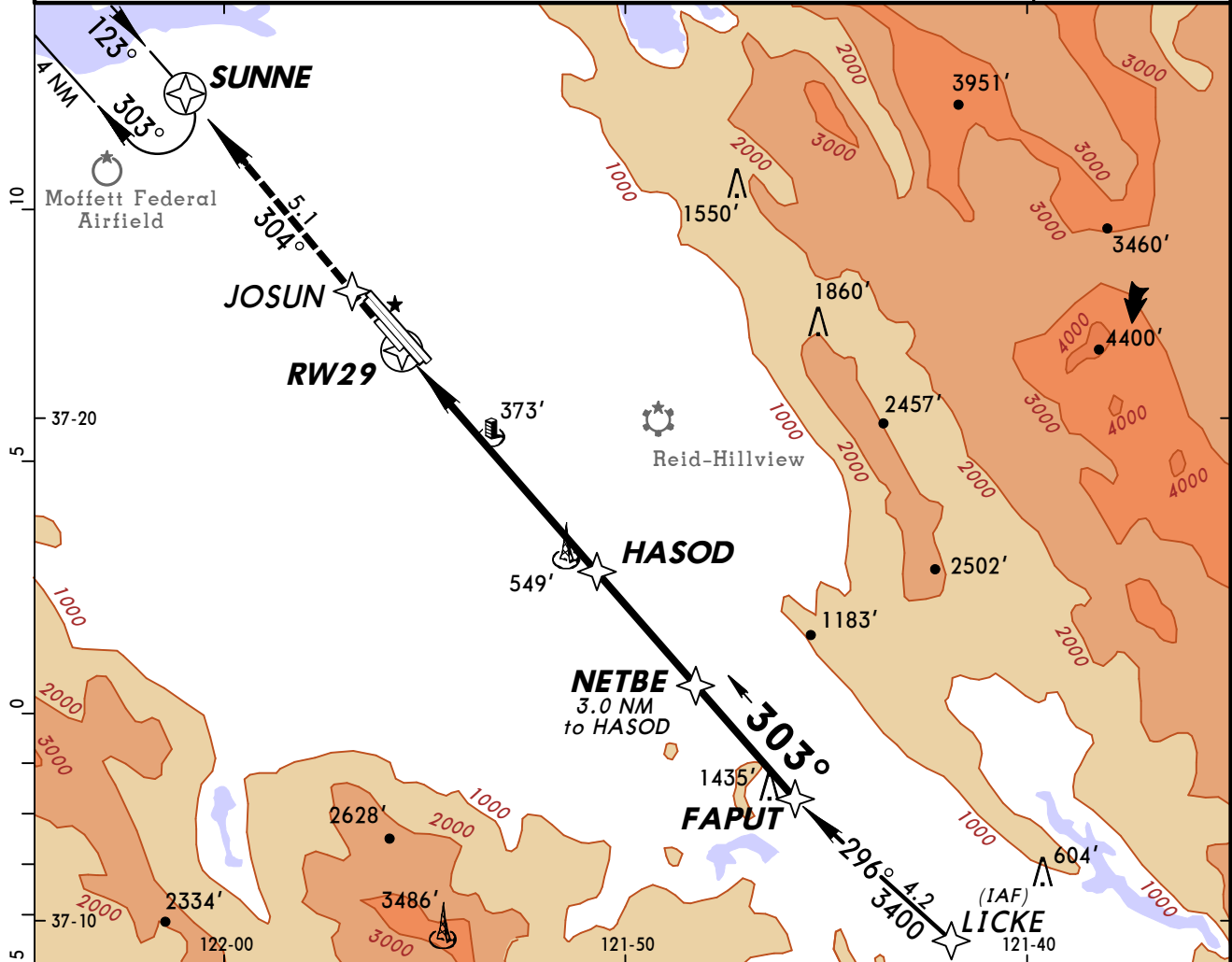
BRIEFING STRIP™



STRAIGHT-IN LANDING RWY12R									SIDESTEP LANDING RWY 12L	SIDESTEP LANDING RWY 11
LPV <i>DA(H)</i> 298' (252')			LNAV/VNAV <i>DA(H)</i> 482' (436')			LNAV <i>MDA(H)</i> 520' (474')			<i>MDA(H)</i> 520' (476')	<i>MDA(H)</i> 520' (471')
	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out		
A	1/2	3/4	1	1 1/2	1/2	3/4	1	1	1	
B										
C					3/4	1 1/2	1 1/2	1 1/2		
D					1	1 3/4	2	2		

AMEND 2A
TERPS

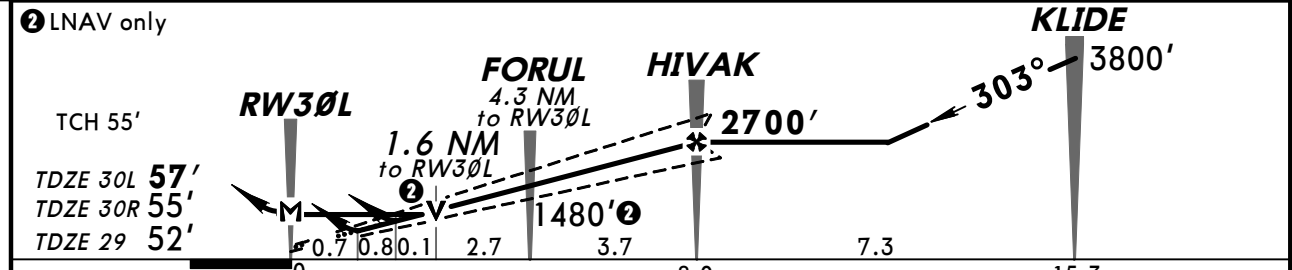
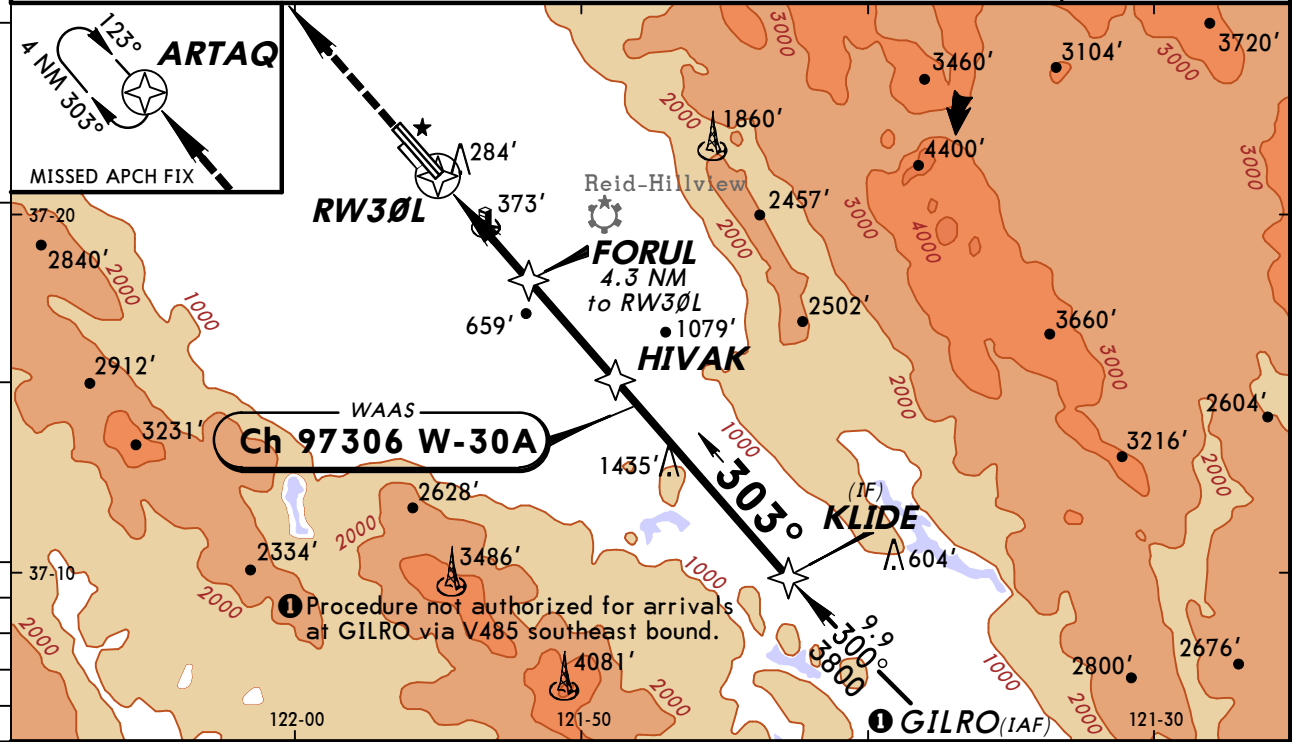
D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
RNAV	<i>Final Apch Crs</i> 303°	<i>Minimum Alt</i> HASOD 2000' (1948')	<i>LNAV MDA(H)</i> 640' (588')	<i>Apt Elev 62'</i> TDZE 52'		5600' MSA RW29	
MISSED APCH: Climb to 2100' direct JOSUN and RIGHT turn via 304° track to SUNNE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 124.0.							



REIL PAPI-L		2100'	→	JOSUN
MAP at RW29				

STRAIGHT-IN LANDING RWY29				CIRCLE-TO-LAND			
LNAV							
MDA(H) 640' (588')				Max Kts	MDA(H)		
A	1			90	640' (578') - 1		
B				120	680' (618') - 1		
C	1½			140	720' (658') - 1½		
D	1¾			165	720' (658') - 2		

D-ATIS (ASOS when Twr inop)		NORCAL Approach (R)		*SAN JOSE Tower		*Ground	
126.95		120.1		CTAF 124.0		121.7	
WAAS Ch 97306 W-30A	Final Aptch Crs 303°	Minimum Alt HIVAK 2700' (2643')	LPV DA(H) 334' (277')	Apt Elev 62' TDZE 30L 57'		5600' MSA RW30L	
MISSED APCH: Climb to 2800' direct ARTAQ and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. PAPI-L, Rwys 29, 30R. 5. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160	MALS R PAPI	2800'	ARTAQ
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW30L									

LPV DA(H) 334' (277')			STRAIGHT-IN LANDING RWY30L LNAV/VNAV DA(H) 586' (529')			LNAV MDA(H) 640' (583')		
RAIL out		ALS out	RAIL out		ALS out	RAIL out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	1 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						RVR 50 or 1	1 1/2	
C						RVR 60 or 1 1/4	1 3/4	
D								

SIDESTEP LANDING RWY30R MDA(H) 640' (585')			SIDESTEP LANDING RWY29 MDA(H) 640' (588')			CIRCLE-TO-LAND		
RAIL out		ALS out	RAIL out		ALS out	RAIL out		ALS out
A	1	1 1/2	1	1 1/2	2	Max Kts	NA	
B						A		
C						B		
D						C		

D-ATIS (ASOS when Twr inop)

NORCAL Approach (R)

*SAN JOSE Tower

*Ground

126.95

120.1

CTAF 124.0

121.7

WAAS
Ch 72901
W-30B

Final
Apch Crs
303°

Minimum Alt
COKOR
2000' (1945')

LPV
DA(H)
305' (250')

Apt Elev 62'
TDZE 55'

MISSED APCH: Climb to 2100' direct HAGTO and on track 301° to SUNNE and hold.

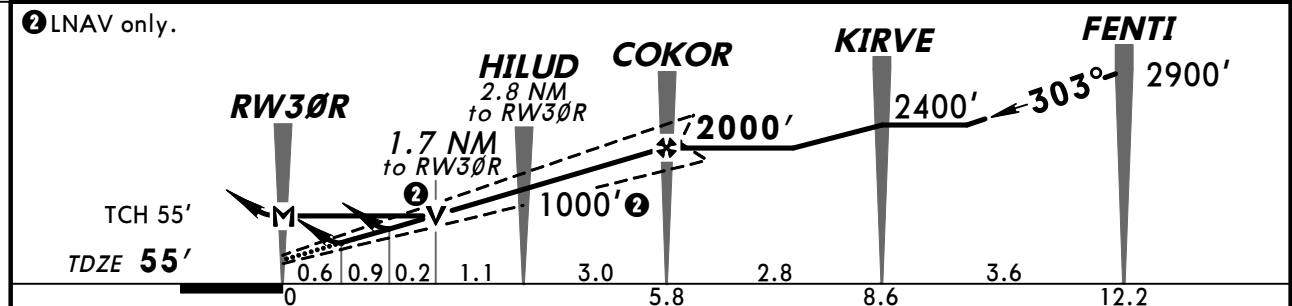
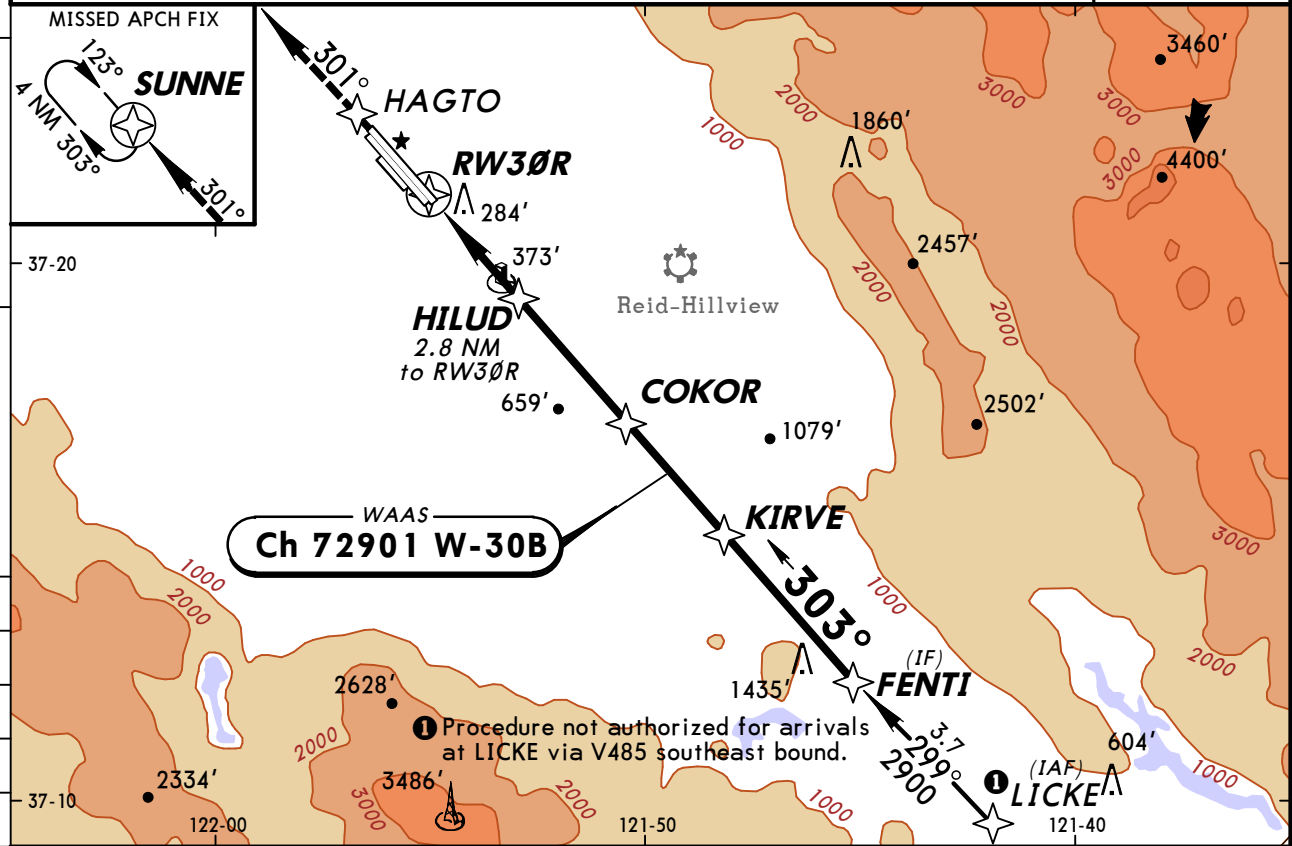
Alt Set: INCHES
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 124.0.

Trans level: FL 180

Trans alt: 18000'

MSA RW30R

5600'

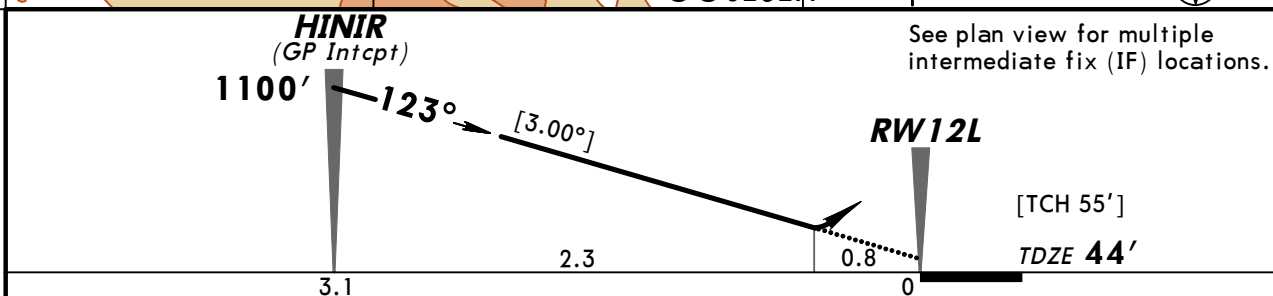


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2100'	HAGTO
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW30R									

STRAIGHT-IN LANDING RWY 30R				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 305' (250')	DA(H) 586' (531')	MDA(H) 640' (585')		90	640' (578')-1
				120	680' (618')-1
				140	720' (658')-1¾
				165	720' (658')-2

BRIEFING STRIP™

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7				
RNAV		Final Apch Crs 123°		Minimum Alt HINIR 1100' (1056')		RNP 0.17 DA(H) 363' (319')		Apt Elev 62' TDZE 44'		5600' MSA RW12L
MISSED APCH: Climb to 4600' on track 123° to COKOR and on track 121° to GILRO and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 124.0.										

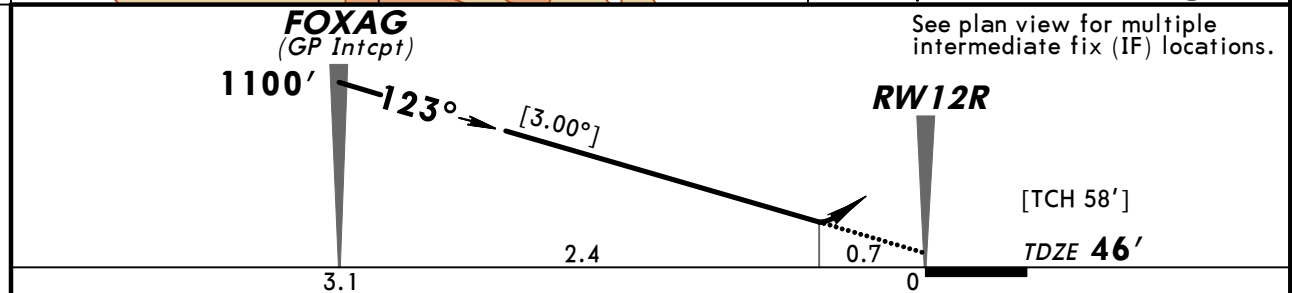
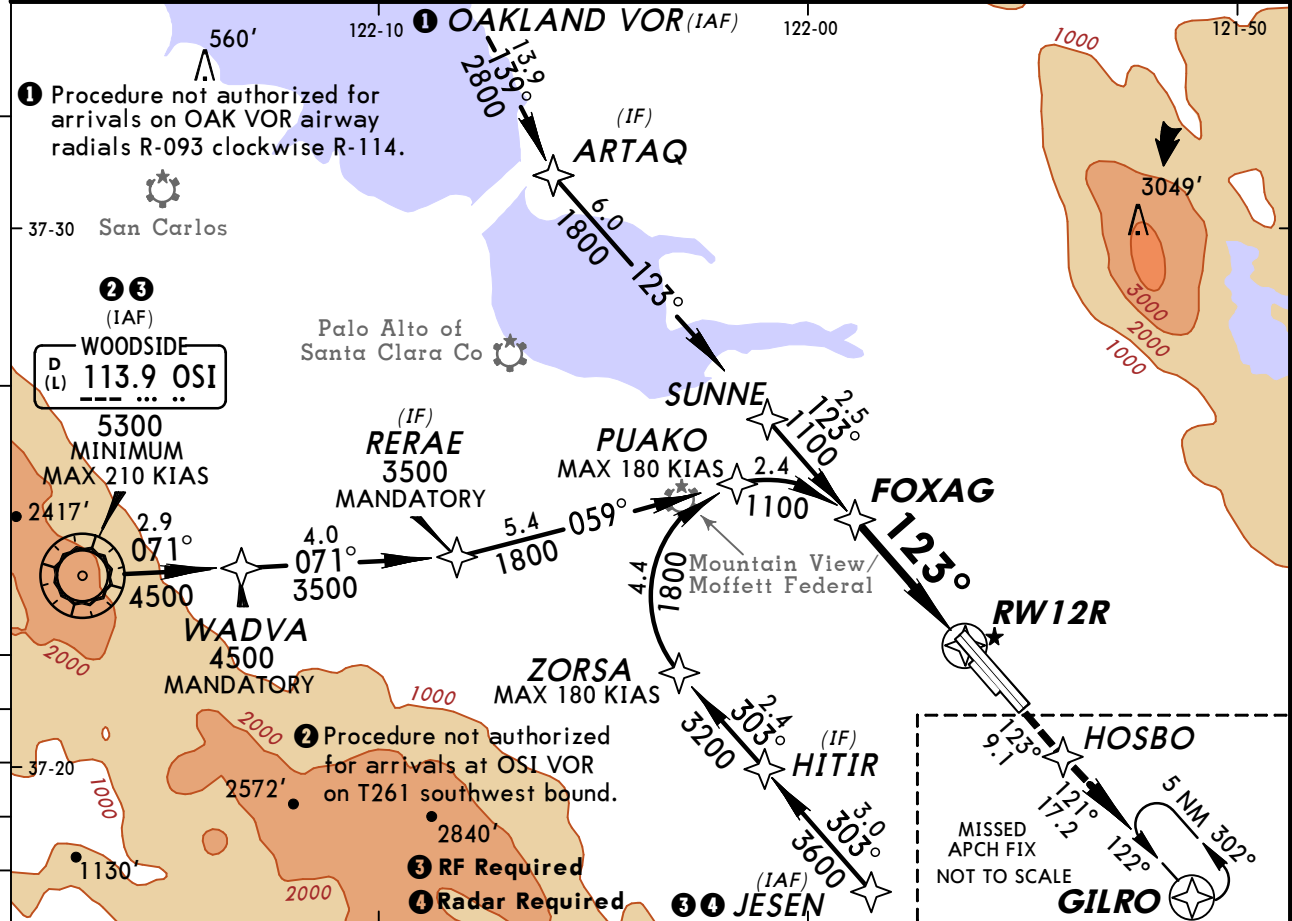


Gnd speed-Kts	70	90	100	120	140	160	REIL		4600'	on 123°	COKOR
Descent angle [3.00°]	372	478	531	637	743	849	PAPI-R		↑		
MAP at DA											

STRAIGHT-IN LANDING RWY 12L					
RNP 0.17 DA(H) 363' (319')			RNP 0.30 DA(H) 415' (371')		

A	1	1¼
B		
C		
D		

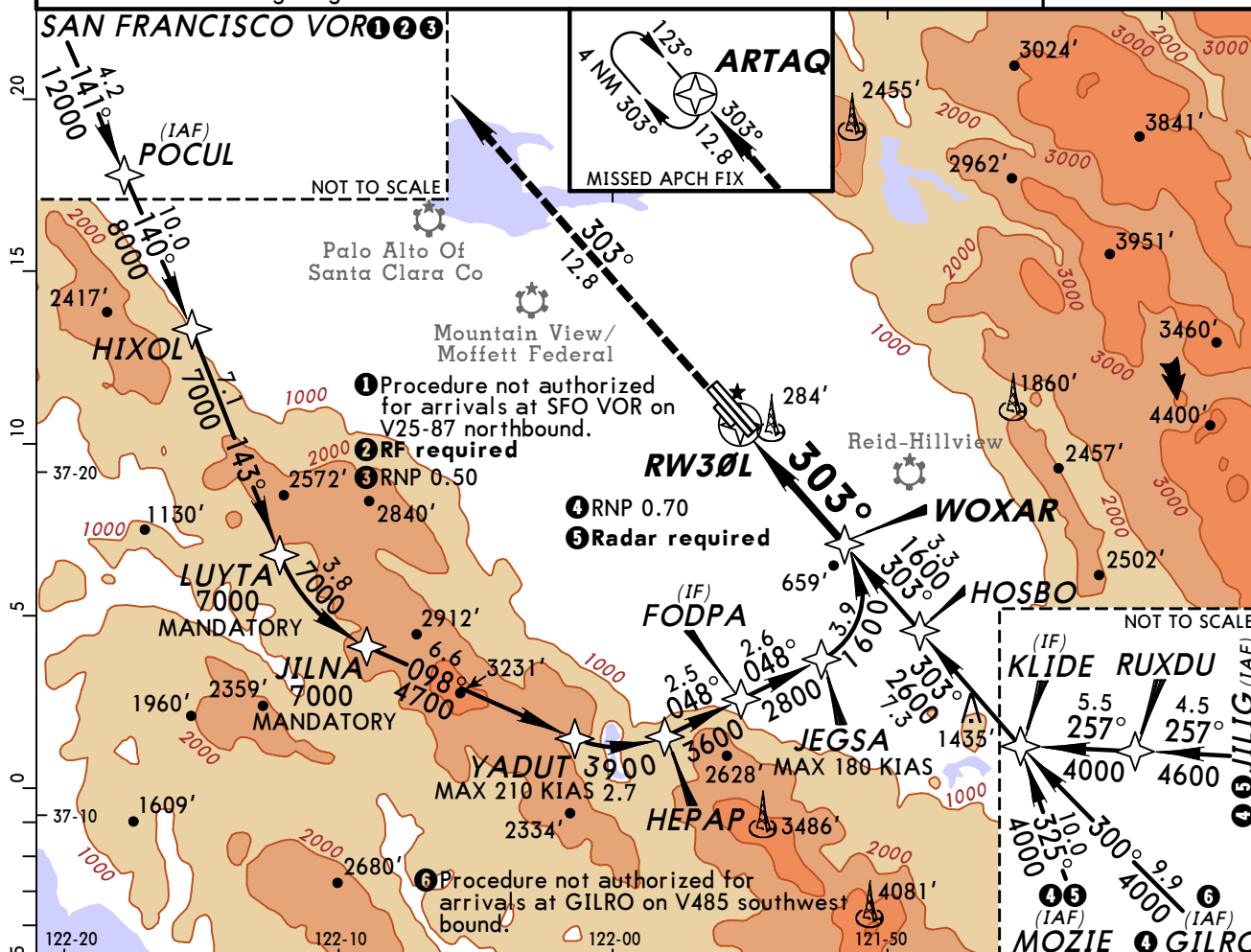
D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
<i>RNAV</i>	<i>Final Apch Crs</i> 123°	<i>Minimum Alt</i> FOXAG 1100' (1054')	<i>RNP 0.11</i> <i>DA(H)</i> 316' (270')	<i>Apt Elev 62'</i> <i>TDZE 46'</i>		5600' MSA RW12R	
MISSED APCH: Climb to 4600' on track 123° to HOSBO and on track 121° to GILRO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 124.0.							



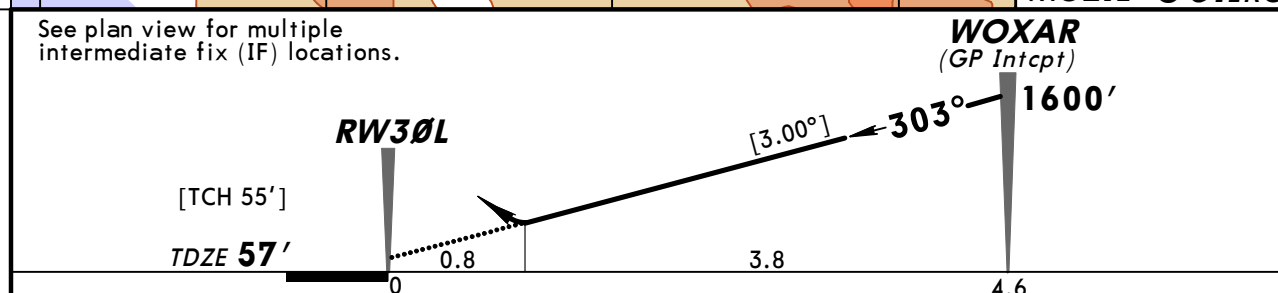
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4600'	on 123°	HOSBO
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 12R					
RNP 0.11 DA(H) 316' (270')		RNP 0.20 DA(H) 387' (341')		RNP 0.30 DA(H) 440' (394')	
RAIL or ALS out		RAIL or ALS out		RAIL or ALS out	
A					
B					
C	1/2	1	3/4	1 1/4	1 1/4
D					

D-ATIS (ASOS when Twr inop)		NORCAL Approach (R)		*SAN JOSE Tower		*Ground	
126.95		120.1		CTAF 124.0		121.7	
RNAV	Final Apch Crs 303°	Minimum Alt WOXAR 1600' (1543')	RNP 0.11 DA(H) 364' (307')	Apt Elev 62' TDZE 57'		5600' MSA RW30L	
MISSED APCH: Climb to 2800' on track 303° to ARTAQ and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. AUTHORIZATION REQUIRED. 2. GPS required.							
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.							
5. Pilot controlled lighting 124.0.							



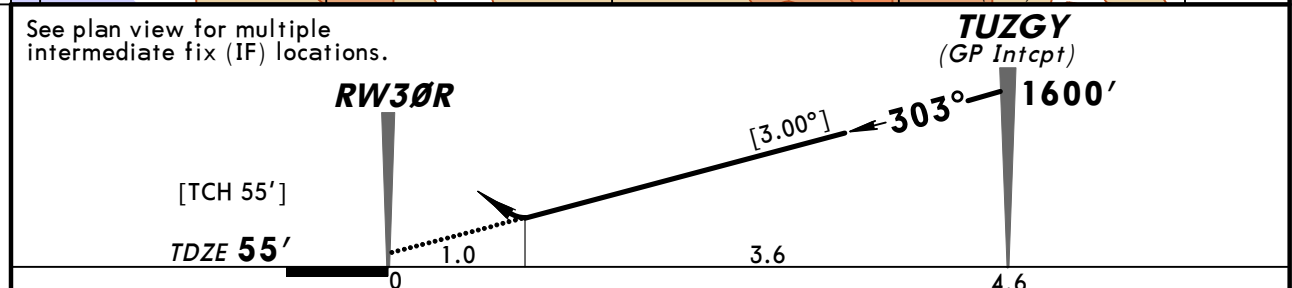
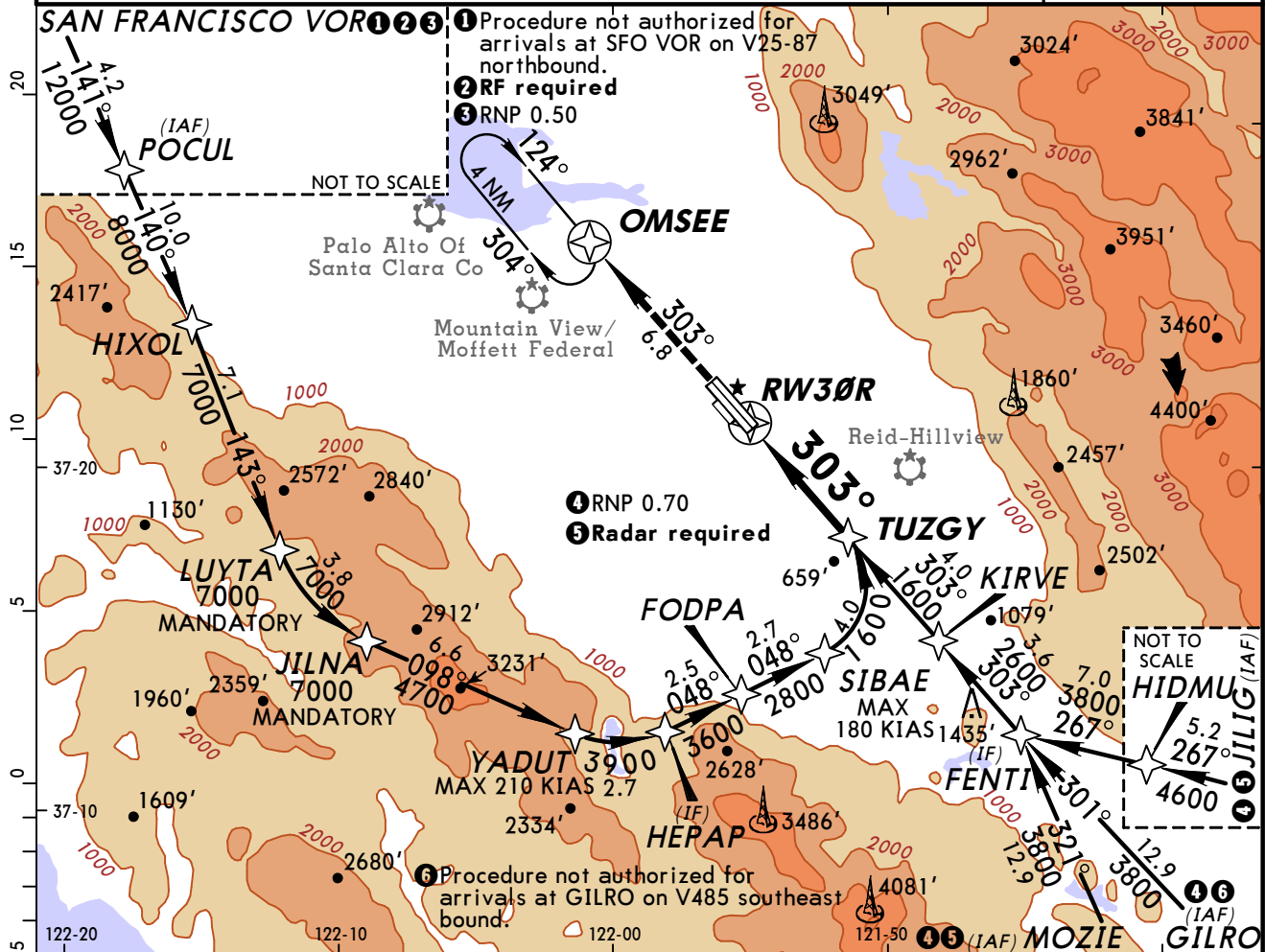
See plan view for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR		2800'	on 303°	ARTAQ
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI		↑		
MAP at DA											

STRAIGHT-IN LANDING RWY 30L					
RNP 0.11 DA(H) 364' (307')		RNP 0.15 DA(H) 419' (362')		RNP 0.30 DA(H) 545' (488')	
RAIL or ALS out		RAIL or ALS out		RAIL or ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 60 or 1 1/4
D					1 3/4

D-ATIS (ASOS when Twr inop)		NORCAL Approach (R)		*SAN JOSE Tower		*Ground	
126.95		120.1		CTAF 124.0		121.7	
RNAV	Final Apch Crs 303°	Minimum Alt TUZGY 1600' (1545')	RNP 0.11 DA(H) 414' (359')	Apt Elev 62' TDZE 55'		5600' MSA RW30R	
MISSED APCH: Climb to 2100' on track 303° to OMSEE and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. GPS required.							
3. For uncompensated Baro-VNAV systems, procedure not authorized below 0°C (32°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 124.0.							

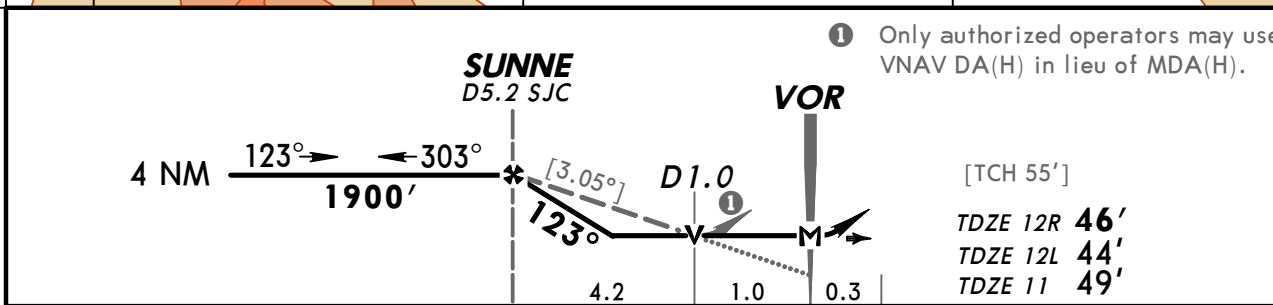
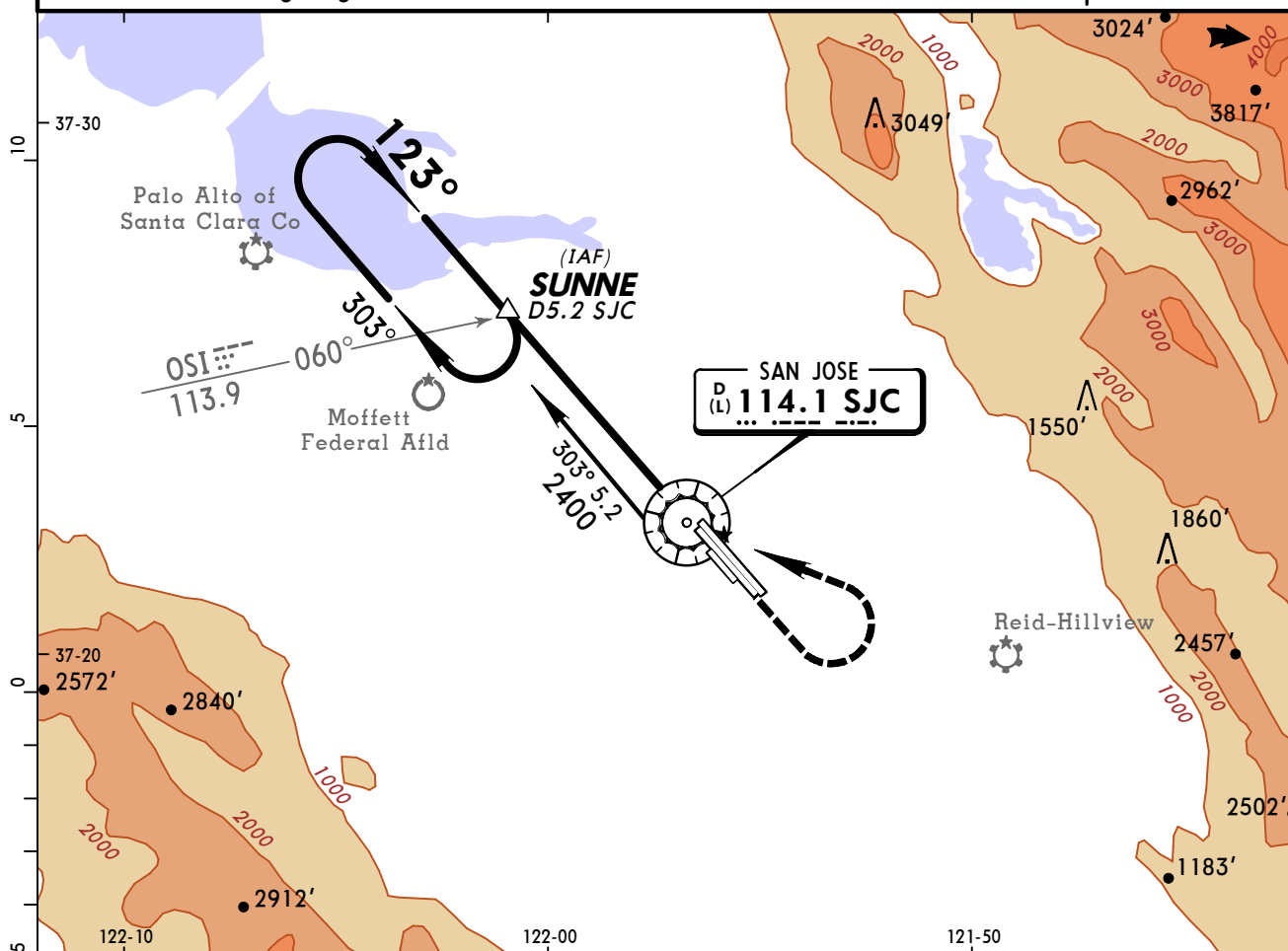


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		2100' on 303° OMSEE	
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at DA										

STRAIGHT-IN LANDING RWY 30R		
RNP 0.11 DA(H) 414' (359')	RNP 0.20 DA(H) 518' (463')	RNP 0.30 DA(H) 544' (489')
A		
B		
C	1 1/4	1 1/2
D		

BRIEFING STRIP™

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
VOR SJC 114.1	Final Apch Crs 123°	Minimum Alt SUNNE 1900' (1854')	MDA(H) 540' (494')	Apt Elev 62' TDZE 12R 46'		5600' MSA SJC VOR	
MISSED APCH: Climb to 900' then climbing LEFT turn to 2000' direct SJC VOR and outbound on SJC VOR R-303 to SUNNE/D5.2 SJC and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	900'	2000'	D LT	SJC 114.1
Descent angle [3.05°]	378	486	540	648	755	863					
MAP at VOR											

STRAIGHT-IN LANDING RWY 12R				SIDESTEP LANDING RWY 12L	SIDESTEP LANDING RWY 11	CIRCLE-TO-LAND	
MDA(H) 540' (494')				MDA(H) 540' (496')	MDA(H) 540' (491')		
	RAIL out	ALS out				Max Kts	MDA(H)
A	1/2	3/4	1	1	1	90	640' (578') - 1
B	3/4	1		1	1	120	680' (618') - 1
C	1	1 1/4		2	2	140	720' (658') - 1 3/4
D	1 1/2					165	720' (658') - 2

KSJC/SJC

MINETA SAN JOSE INTL

4 SEP 09

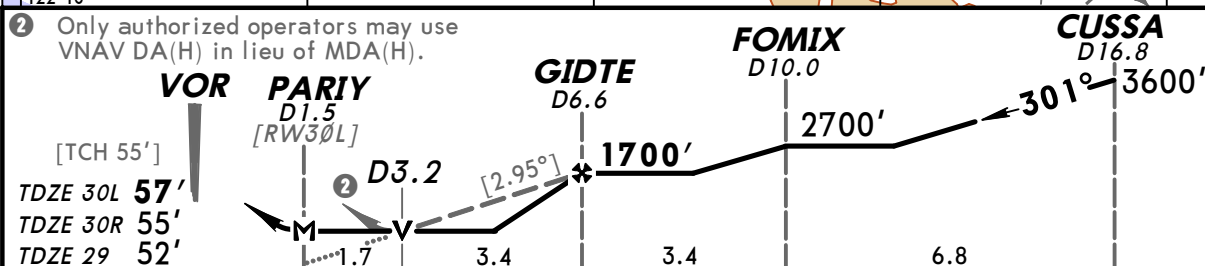
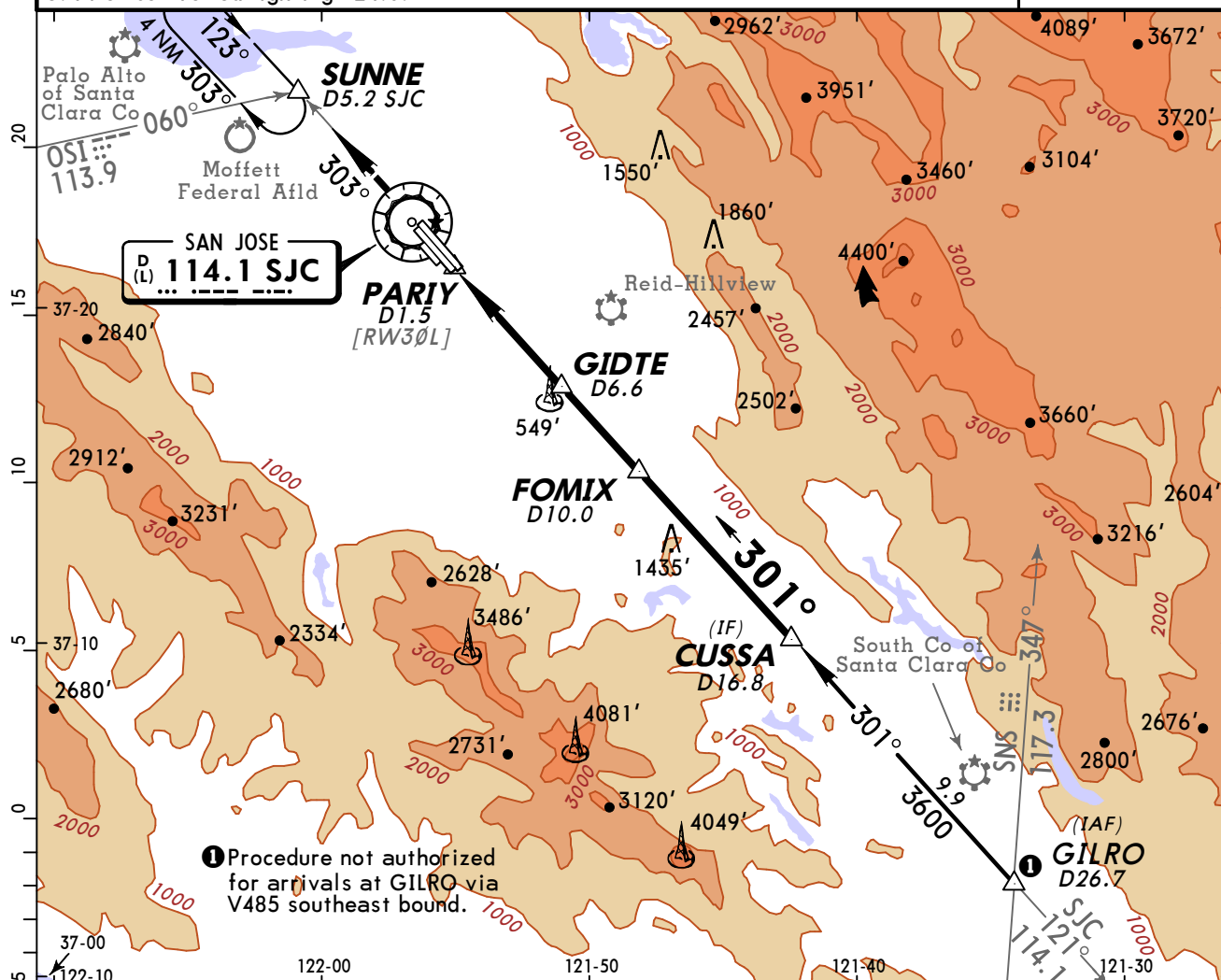
(13-2)

JEPPesen

SAN JOSE, CALIF
VOR DME Rwy 30L

BRIEFING STRIP™

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
VOR SJC 114.1	Final Apch Crs 301°	Minimum Alt GIDTE 1700' (1643')	MDA(H) 660' (603')	Apt Elev 62' TDZE 30L 57'		5600' MSA SJC VOR	
MISSED APCH: Climb to 1900' outbound via SJC VOR R-303 to SUNNE/D5.2 SJC and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. PAPI-L Rwys 29, 30R. 3. Pilot controlled lighting 124.0.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1900' via 114.1 R-303 SUNNE	SJC	SUNNE
Descent angle [2.95°]	365	470	522	626	731	835			
MAP at PARIY									

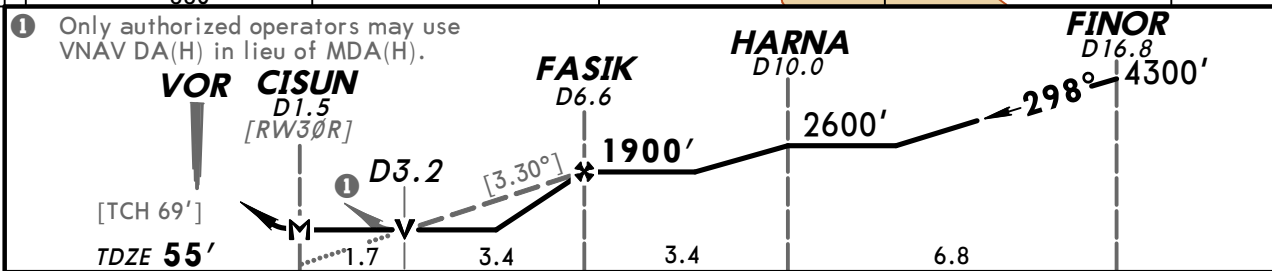
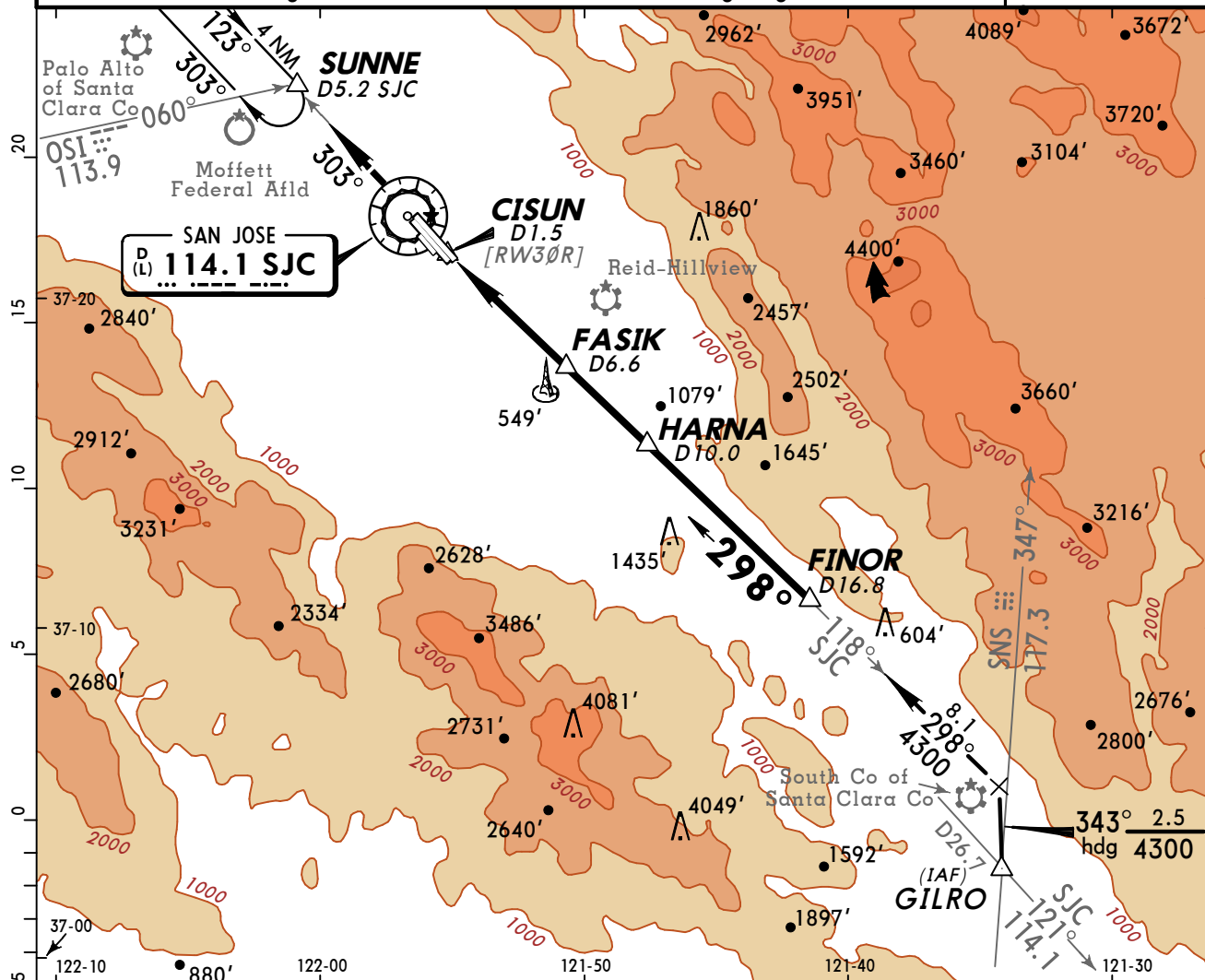
STRAIGHT-IN LANDING RWY 30L			SIDESTEP LANDING RWY 30R	SIDESTEP LANDING RWY 29	CIRCLE-TO-LAND
MDA(H) 660' (603')			MDA(H) 660' (605')	MDA(H) 660' (608')	
	RAIL out	ALS out			Max Kts
A	RVR 24 or 1/2	RVR 40 or 3/4	1	1	A
B	RVR 60 or 1/4	1 3/4	1 3/4	1 3/4	B
C	1 1/2	2	2	2	C
D					D

CHANGES: None.

© JEPPesen, 1998, 2009. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS (ASOS when Twr inop) 126.95		NORCAL Approach (R) 120.1		*SAN JOSE Tower CTAF 124.0		*Ground 121.7	
VOR SJC 114.1	Final Apch Crs 298°	Minimum Alt FASIK 1900' (1845')	MDA(H) 660' (605')	Apt Elev 62' TDZE 55'		5600'	
MISSED APCH: Climb to 2100' outbound via SJC VOR R-303 to SUNNE/D5.2 SJC and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		2100'	SJC	SUNNE
Descent angle [3.30°]	409	526	584	701	817	934			↑	via 114.1	
MAP at CISUN										R-303	

STRAIGHT-IN LANDING RWY 30R						CIRCLE-TO-LAND	
MDA(H) 660' (605')						Max Kts	MDA(H)
A	1					90	660'(598') - 1
B	1					120	680'(618') - 1
C	1¾					140	720'(658') - 1¾
D	2					165	720'(658') - 2

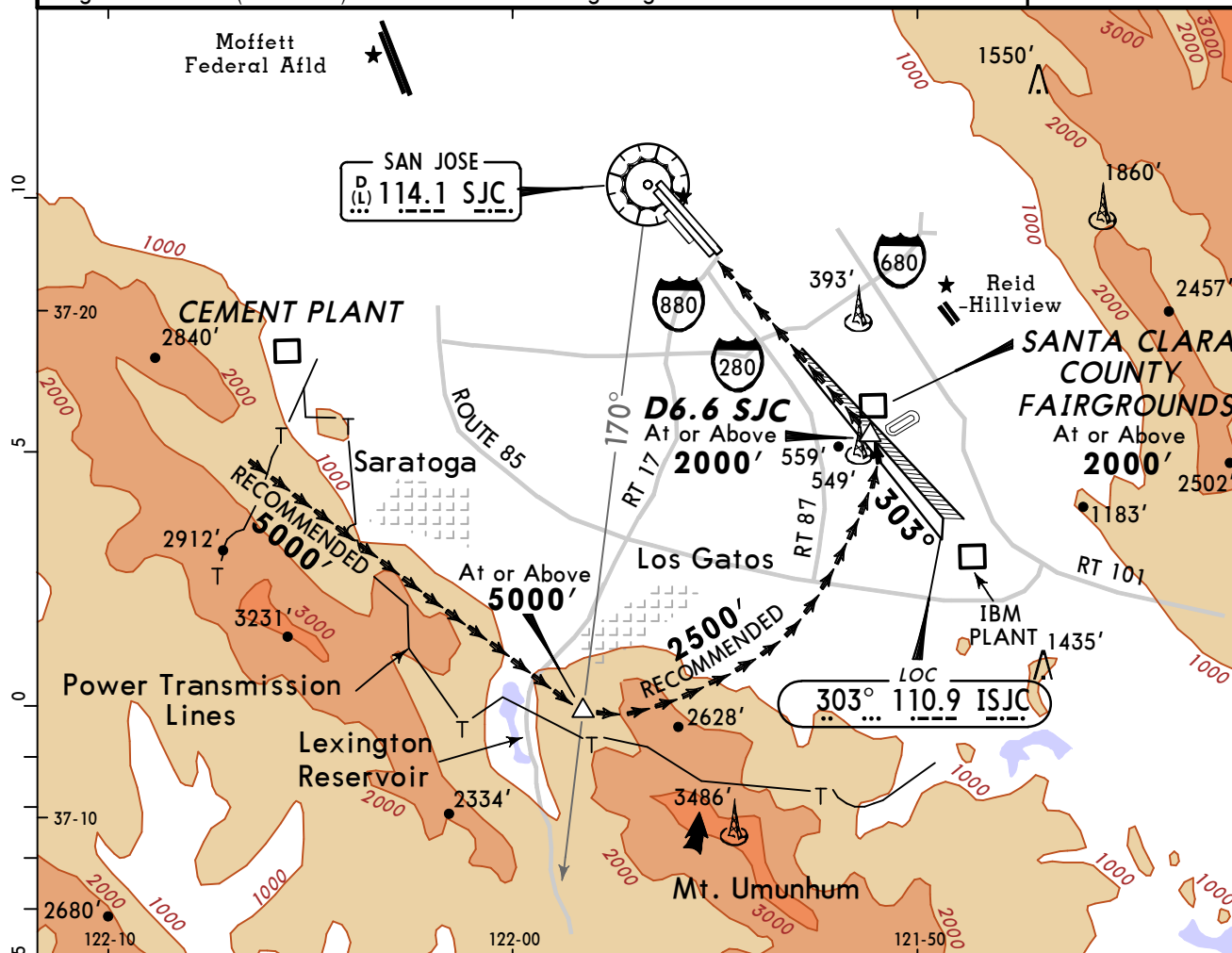
20 OCT 06 (19-1)

MINETA SAN JOSE INTL

BRIEFING STRIP™	D-ATIS (ASOS when Twr inop) 126.95	NORCAL Approach (R) 120.1	*SAN JOSE Tower CTAF 124.0		*Ground 121.7
	NAVAIDS- See Planview	Final Apch Crs 303°	No FAF	Ceiling - Vis 2500' - 5	Apt Elev 62'
	MISSED APCH: None published.				
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. SJC VOR DME required. 3. Vertical Guidance Navaid and Angle: LOC ISJC (GS 3.00°). 4. Pilot controlled lighting 124.0.				

5600'

MSA SJC VOR



FAIRGROUNDS VISUAL APPROACH RWY 30L/R

Turbo-Jet aircraft from the West-Northwest may be vectored in the vicinity of the Cement Plant for a Fairgrounds Visual Approach. Aircraft should turn base no closer than SJC VOR R-170. Aircraft should turn final no closer than D6.6 SJC at or above 2000' for noise abatement.

NOTE: Closely spaced parallel visual approaches may be in progress to Rwy 30L/R. In the event of a go-around on Rwy 30L, proceed straight-ahead heading 300° or on Rwy 30R, turn RIGHT heading 120°, climb and maintain 4000', or as directed by ATC.

WEATHER MINIMUMS

Ceiling **2500'** -Vis **5**

General Information

Location: Los Alamitos CA USA
IATA Code:
Lat/Long: N33° 47.4' W118° 03.1'
Elevation: 35 ft

Airport Use: Military
Magnetic Variation: 12.4 °E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1423 Z
Sunset: 0147 Z,

Runway Information

Runway: 04L
Length x Width: 5900 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 22 ft
Lighting: Edge, Centerline

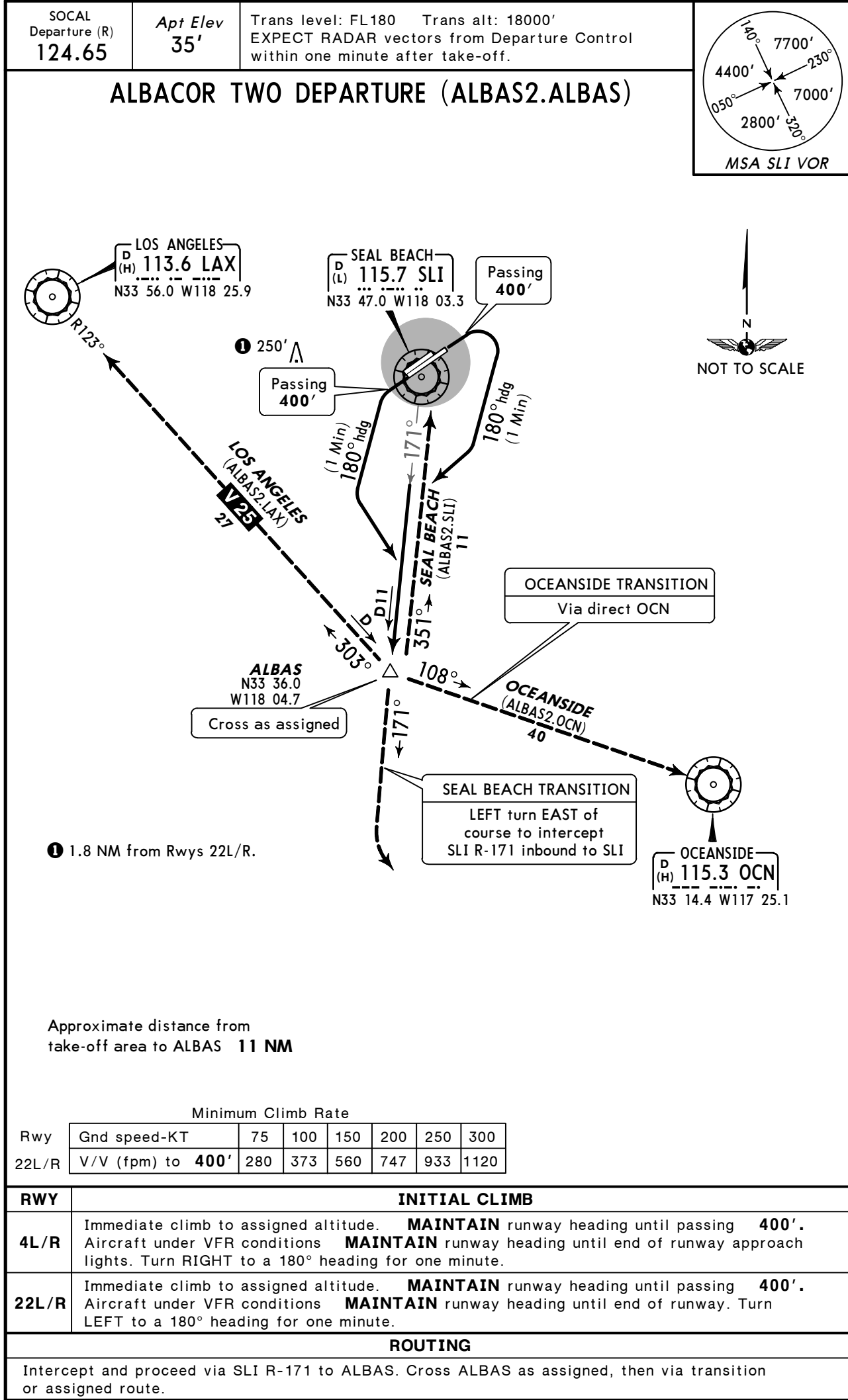
Runway: 04R
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, Centerline

Runway: 22L
Length x Width: 8000 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Centerline
Stopway: 1000 ft

Runway: 22R
Length x Width: 5900 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, Centerline

Communication Information

ATIS 118.875
Los Alamitos Tower Tower 123.85
Los Alamitos Ground Control 126.95
Socal Approach Control 124.65
Socal Departure Control 124.65
Los Alamitos Radar 127.95
Los Alamitos Radar 124.75
Army Guard Operations 126.2 Military
Arcom Operations 139.05 Military



KSLI

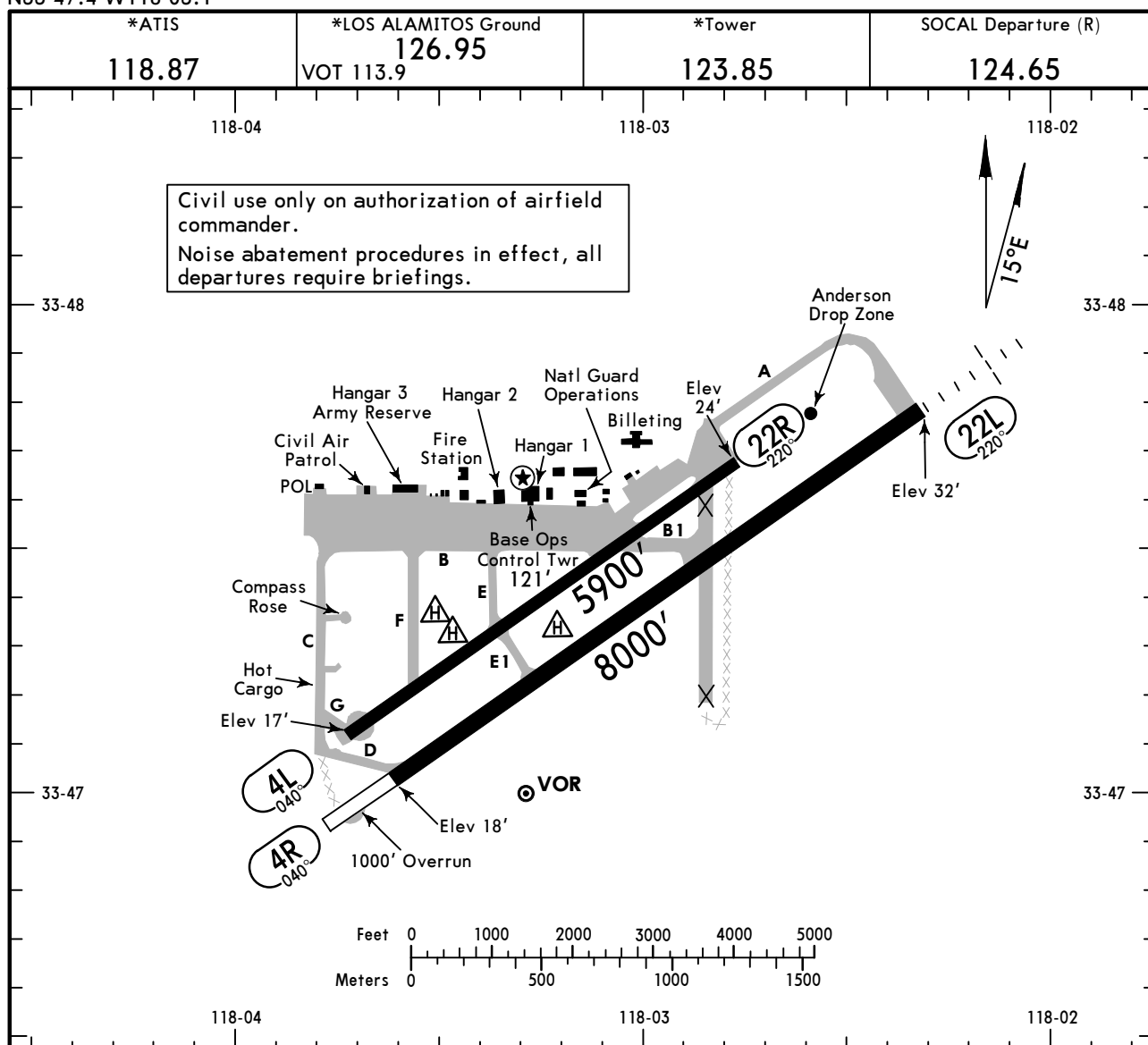
Apt Elev 35'
N33 47.4 W118 03.1

JEPPESSEN

29 OCT 10 (30-9)

LOS ALAMITOS, CALIF

LOS ALAMITOS AAF



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
4R	HIRL CL (White) VASI-B				200'
22L	HIRL CL (White) SALSF PAPI-L		7250'		
4L	MIRL				150'
22R					

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

FOR FILING AS ALTERNATE

	Rwys 4L, 4R		Rwys 22L, 22R			
	Adequate Vis Ref	STD	With Min climb of 230'/NM to 400'		Other	
			Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	300-1	A
3 & 4 Eng		1/2		1/2		B
						C
						D

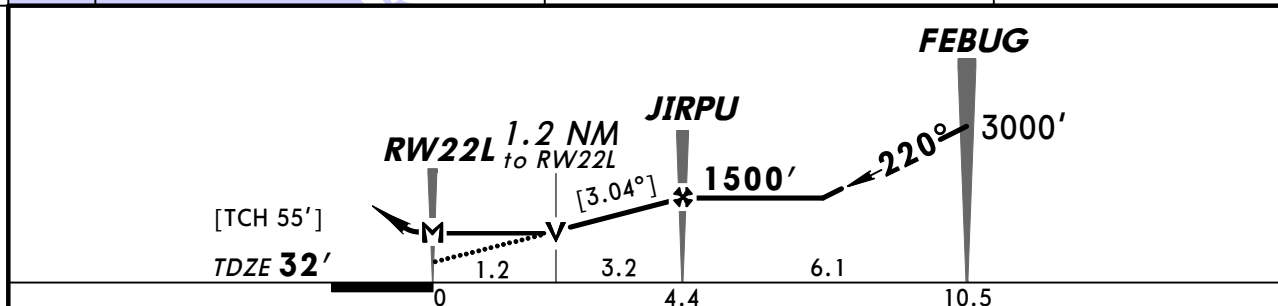
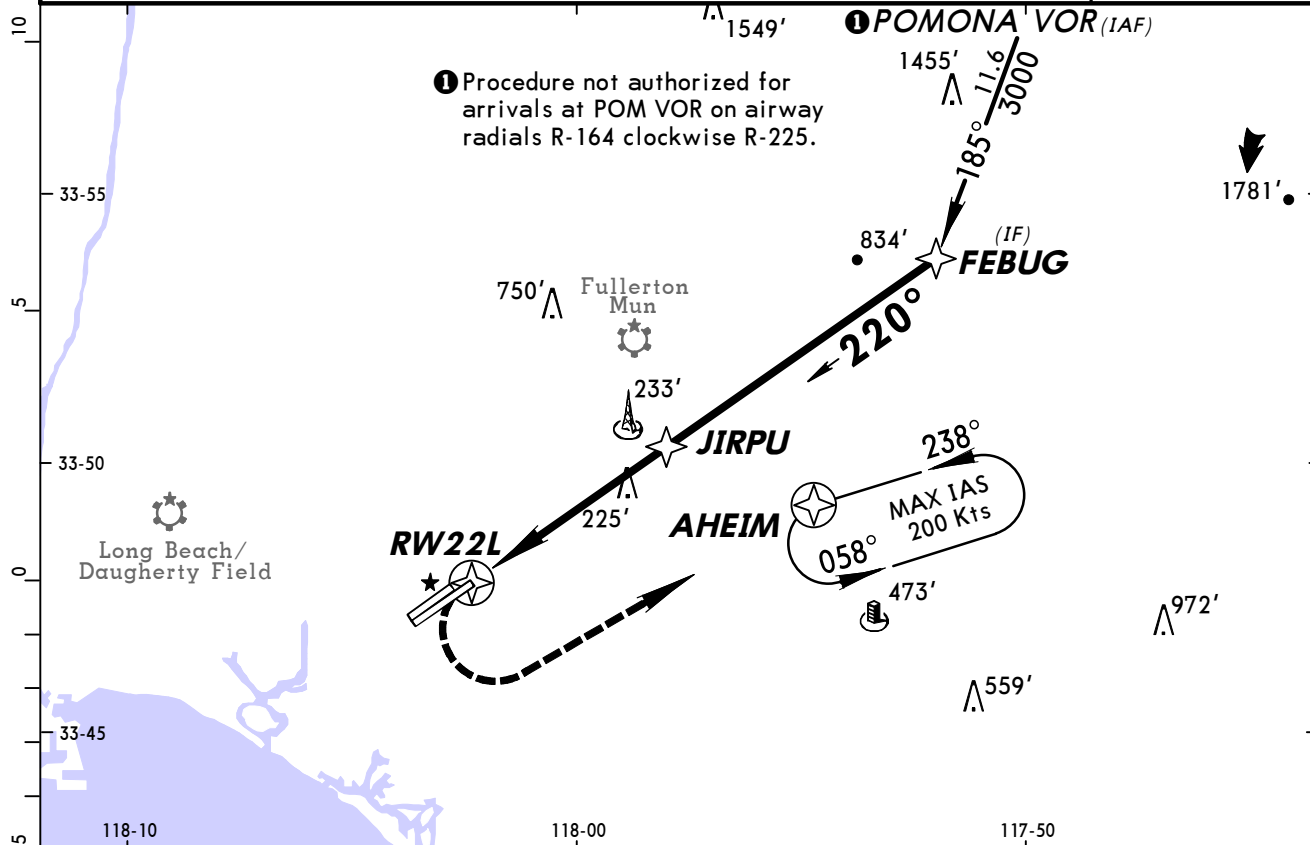
OBSTACLE DP: Rwys 4L, 4R climbing right turn;
Rwys 22L, 22R climbing left turn. All aircraft
climb direct SLI VOR. Aircraft departing SLI VOR
R-040 clockwise R-345 climb on course. All others

continue climb via SLI VOR R-171 southbound then
climbing right turn direct SLI VOR to cross at or
above 4600'.

A
M
E
N
D
O

BRIEFING STRIP™

*ATIS 118.87		SOCAL Approach (R) 124.65		*LOS ALAMITOS Tower 123.85		*Ground 126.95											
RNAV	Final Apch Crs 220°	Minimum Alt JIRPU 1500' (1468')	LNAV MDA(H) (CONDITIONAL) 480' (448')	Apt Elev 35' TDZE 32'		7700' MSA RW22L											
MISSED APCH: Climbing LEFT turn to 3200' direct AHEIM and hold.																	
CAUTION: Missed approach minimum climb rate to 3200'.		<table><tr><td>Gnd speed-Kts</td><td>60</td><td>120</td><td>180</td><td>240</td></tr><tr><td>Ft per min</td><td>440</td><td>880</td><td>1320</td><td>1760</td></tr></table>						Gnd speed-Kts	60	120	180	240	Ft per min	440	880	1320	1760
Gnd speed-Kts	60	120	180	240													
Ft per min	440	880	1320	1760													
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'																	
1. Use local altimeter setting; if not received, use Santa Ana altimeter setting. 2. VDP not authorized when using Santa Ana altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and descent angles not coincident. 5. Missed approach obstructions require a minimum climb gradient of 440 FT/NM.																	

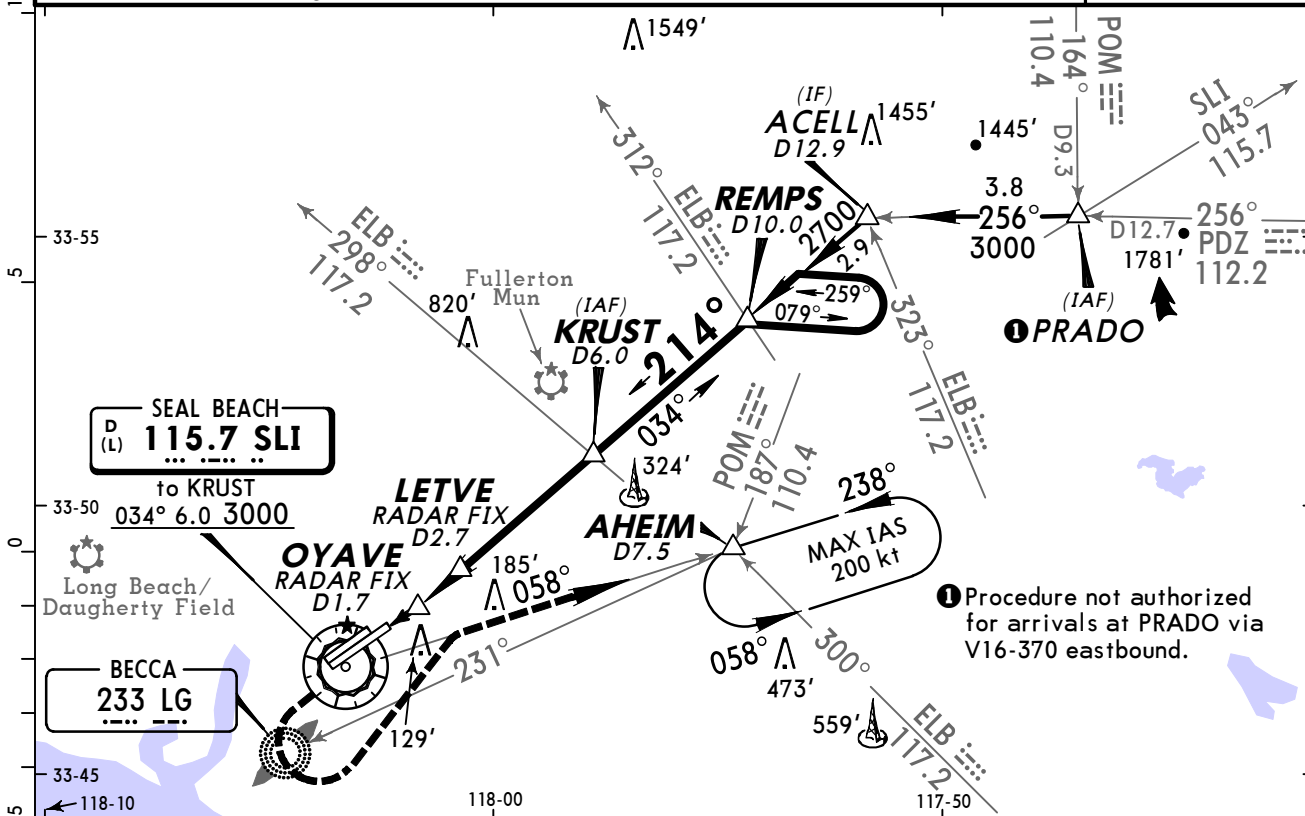


Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW22L						

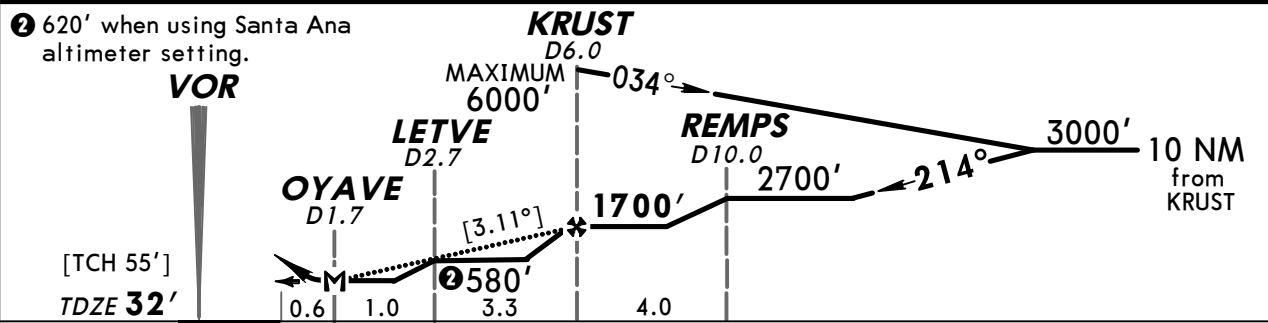
STRAIGHT-IN LANDING RWY 22L					CIRCLE-TO-LAND		
LNAV					Not Authorized North of Rwy 4L-22R		
MDA(H) 480' (448') With Local Altimeter Setting		MDA(H) 520' (488') With Santa Ana Altimeter Setting			With Local Altimeter Setting		With Santa Ana Altimeter Setting
ALS out		ALS out			Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	480' (445') - 1	520' (485') - 1
B	3/4	1	3/4	1	120	500' (465') - 1	540' (505') - 1
C	1	1 1/4	1	1 1/4	140	500' (465') - 1 1/2	540' (505') - 1 1/2
D	1 1/4	1 1/2	1 1/4	1 1/2	165	600' (565') - 2	640' (605') - 2

BRIEFING STRIP™

*ATIS 118.87		SOCAL Approach (R) 124.65		*LOS ALAMITOS Tower 123.85		*Ground 126.95			
VOR SLI 115.7		Final Apch Crs 214°		Minimum Alt KRUST 1700' (1668')		MDA(H) (CONDITIONAL) 440' (408')		Apt Elev 35' TDZE 32'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 3000' outbound via SLI VOR R-058 to AHEIM INT and hold.								 MSA SLI VOR	
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Santa Ana altimeter setting. 2. VGSI and descent angles not coincident.									



② 620' when using Santa Ana altimeter setting.

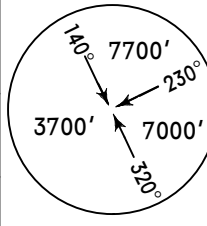


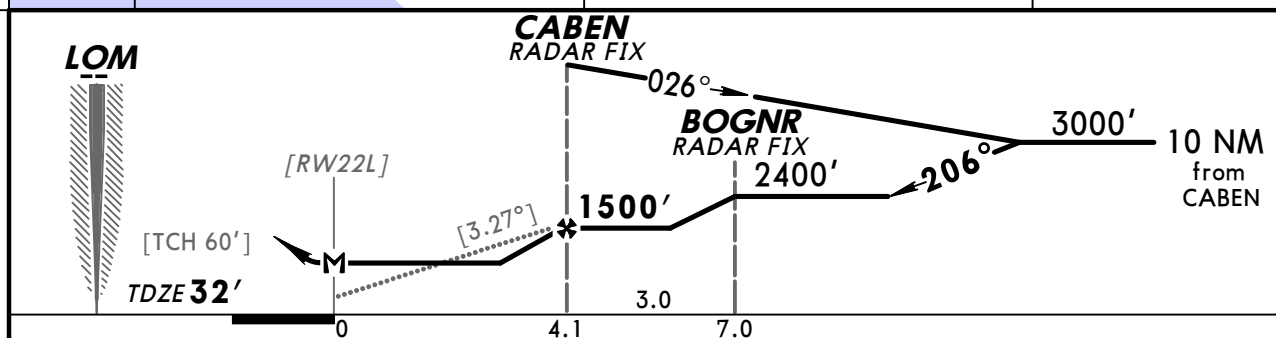
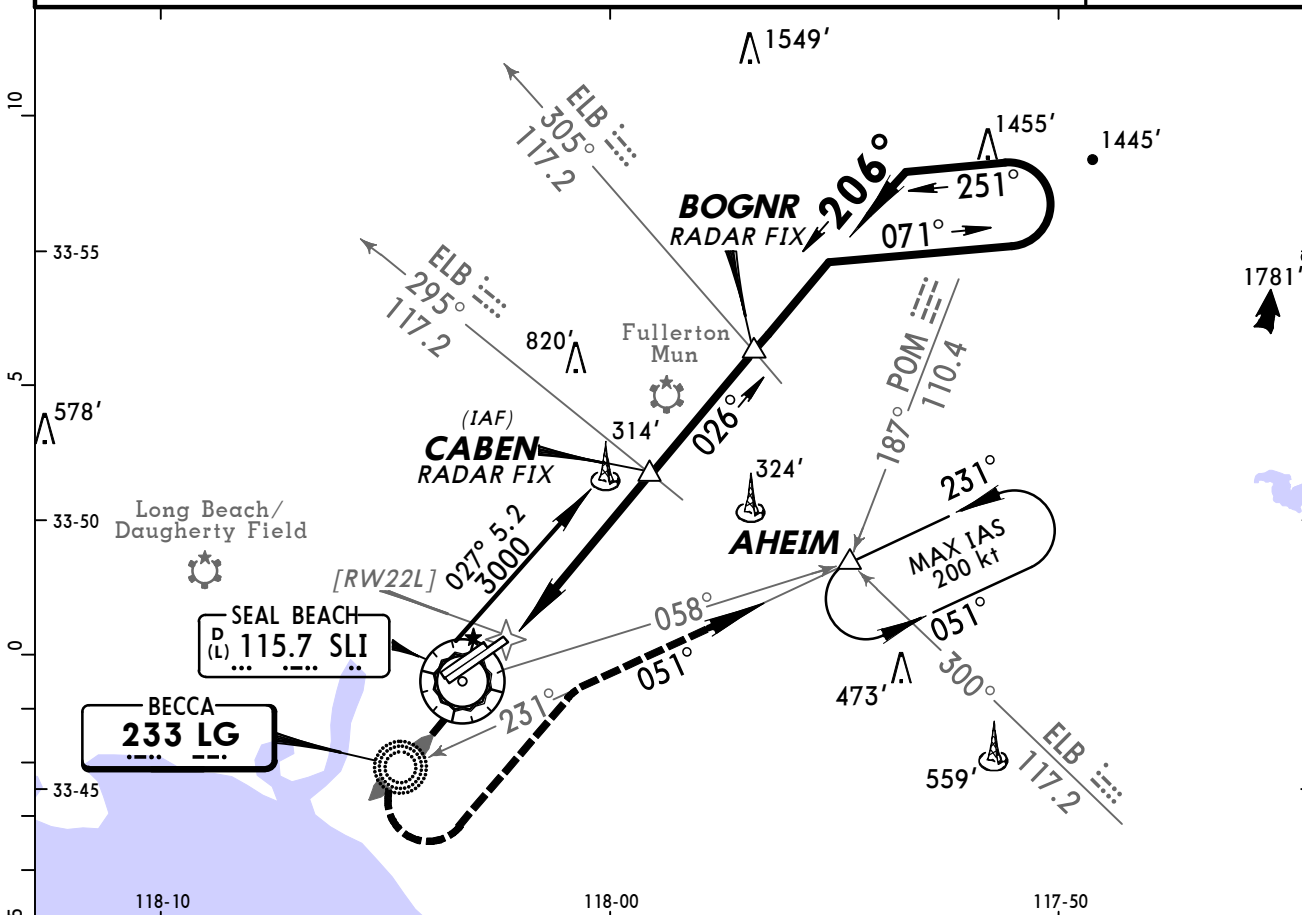
Gnd speed-Kts	70	90	100	120	140	160	SALSF		1800'	3000'	SLI	AHEIM
Descent angle [3.11°]	385	495	550	660	770	880	PAPI		↑	←	via 115.7 R-058	
MAP at OYAVE or KRUST to MAP	4.3	3:41	2:52	2:35	2:09	1:51						

STRAIGHT-IN LANDING RWY 22L					2 CIRCLE-TO-LAND		
With LETVE			Without LETVE		With LETVE		Without LETVE
With Local Altimeter Setting					With Local Altimeter Setting		
MDA(H) 440' (408')			MDA(H) 580' (548')		MDA(H)		MDA(H)
					Max Kts	90	
					120	580' (545') - 1	
					140	500' (465') - 1	
					165	500' (465') - 1½	
					165	580' (545') - 1½	
					165	600' (565') - 2	
					165	600' (565') - 2	
ALS out			ALS out		With Santa Ana Altimeter Setting		
					Max Kts	MDA(H)	
					90	MDA(H)	
					120	480' (445') - 1	
					140	540' (505') - 1	
					165	540' (505') - 1½	
					165	620' (585') - 1	
					165	620' (585') - 1½	
					165	640' (605') - 2	
					165	640' (605') - 2	

① 1½ with Santa Ana Altimeter Setting

② Not Authorized North of Rwy 4L-22R.

*ATIS 118.87	SOCAL Approach (R) 124.65	*LOS ALAMITOS Tower 123.85	*Ground 126.95
NDB LG 233	Final Apch Crs 206°	Minimum Alt CABEN 1500' (1468')	MDA(H) (CONDITIONAL) 620' (588')
Apt Elev 35' TDZE 32'			
MISSED APCH: Climb to 1800' then climbing LEFT turn to 3000' via 051° bearing from LG LOM to AHEIM INT and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Santa Ana altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized.			
			
MSA LG LOM			



Gnd speed-Kts	70	90	100	120	140	160	SALSF	1800'	3000'	LG	AHEIM
Descent angle	[3.27°]	405	521	579	694	810	PAPI	↑	↙	via 233	051°
CABEN to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32				

STRAIGHT-IN LANDING RWY 22L					CIRCLE-TO-LAND				
MDA(H) 620' (588')					Not Authorized North of Rwy 4L-22R				
With Local Altimeter Setting					With Santa Ana Altimeter Setting				
ALS out					ALS out				
A	1				Max Kts	620' (585') - 1			
B	1				90	660' (625') - 1			
C	1 1/4	1 1/2	1 1/2	1 3/4	140	620' (585') - 1 1/2	660' (625') - 1 3/4		
D	1 1/2	1 3/4	1 3/4	2	165	620' (585') - 2	660' (625') - 2		

KSLI

JEPPESSEN

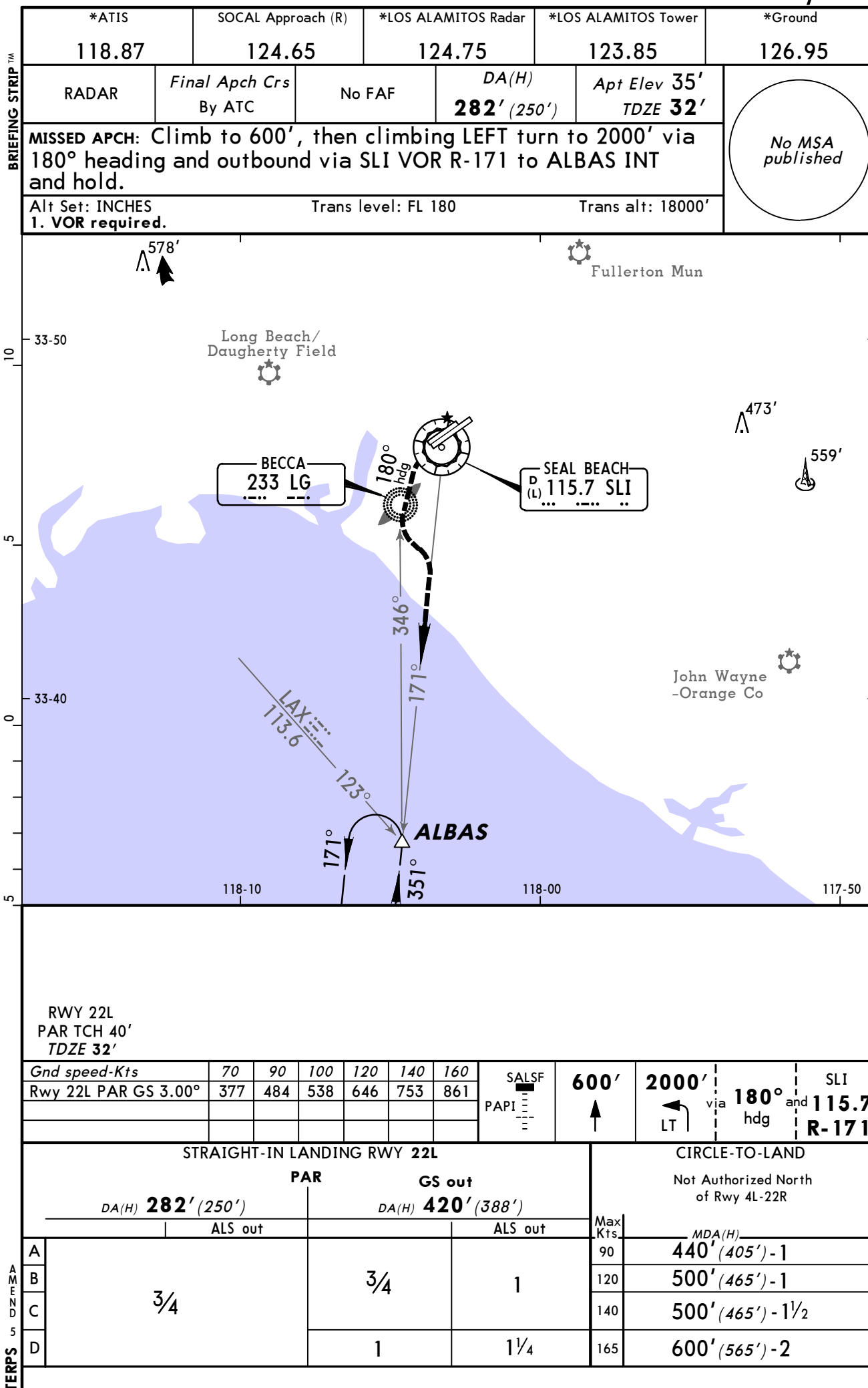
LOS ALAMITOS, CALIF

LOS ALAMITOS AAF

29 OCT 10 (38-1)

RADAR-1

*PAR Rwy 22L



KSLI

JEPPESSEN

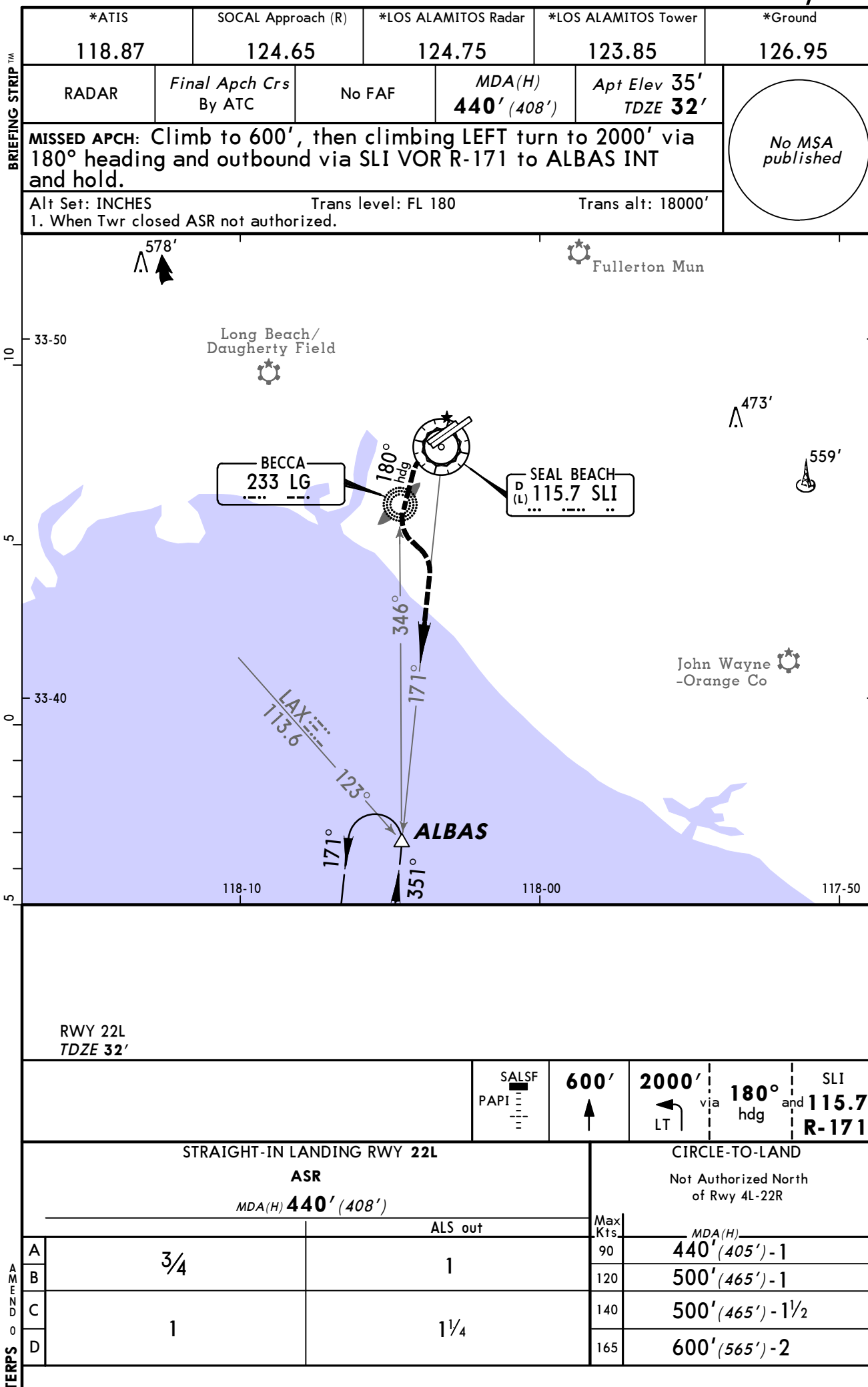
LOS ALAMITOS, CALIF

LOS ALAMITOS AAF

29 OCT 10 (38-2)

RADAR-3

*ASR Rwy 22L



General Information

Location: Sacramento CA USA
IATA Code: SMF
Lat/Long: N38° 41.7' W121° 35.4'
Elevation: 27 ft

Airport Use: Public
Magnetic Variation: 14.2°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1442 Z
Sunset: 0157 Z,

Runway Information

Runway: 16L
Length x Width: 8601 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 8600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 8600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline

Runway: 34R
Length x Width: 8601 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 24 ft
Lighting: Edge, Centerline

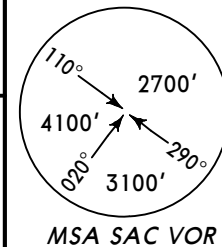
Communication Information

ATIS 126.75
Capitol Tower 125.7
Capitol Ground Control 121.7
Capitol Clearance Delivery 121.1
Capitol Pre-Taxi Clearance 121.1
Norcal Approach Control 134.8 (226°-360°)
Norcal Approach Control 125.25 (136°-225°)
Norcal Approach Control 125.4 (1°-90°)
Norcal Approach Control 127.4 (91°-135°)
Norcal ARSA 134.8 (226°-360°)
Norcal ARSA 125.25 (136°-225°)
Norcal ARSA 125.4 (1°-90°)
Norcal ARSA 127.4 (91°-135°)
Norcal Departure Control 134.8 (226°-360°)
Norcal Departure Control 125.25 (136°-225°)
Norcal Departure Control 125.4 (1°-90°)
Norcal Departure Control 127.4 (91°-135°)
Sacramento Metro Unicom 122.95

D-ATIS
126.75

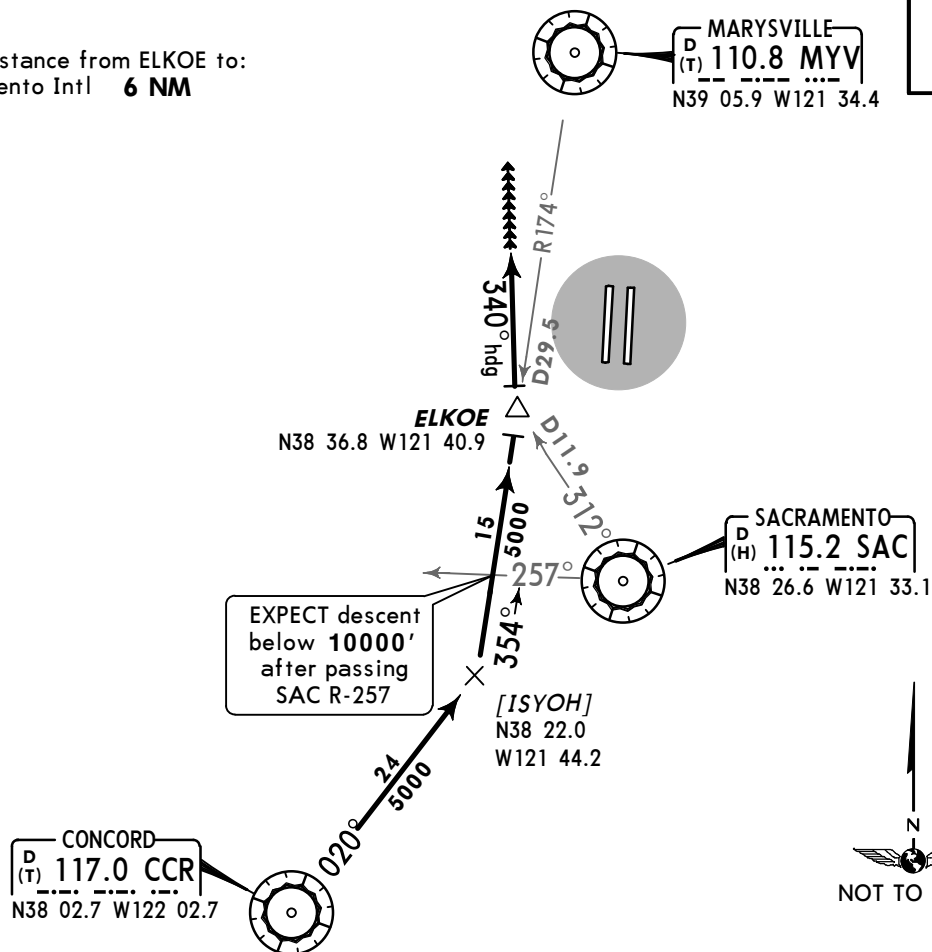
Apt Elev
27'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'



CONCORD ONE ARRIVAL (CCR.CCR1)

Direct distance from ELKOE to:
Sacramento Intl **6 NM**

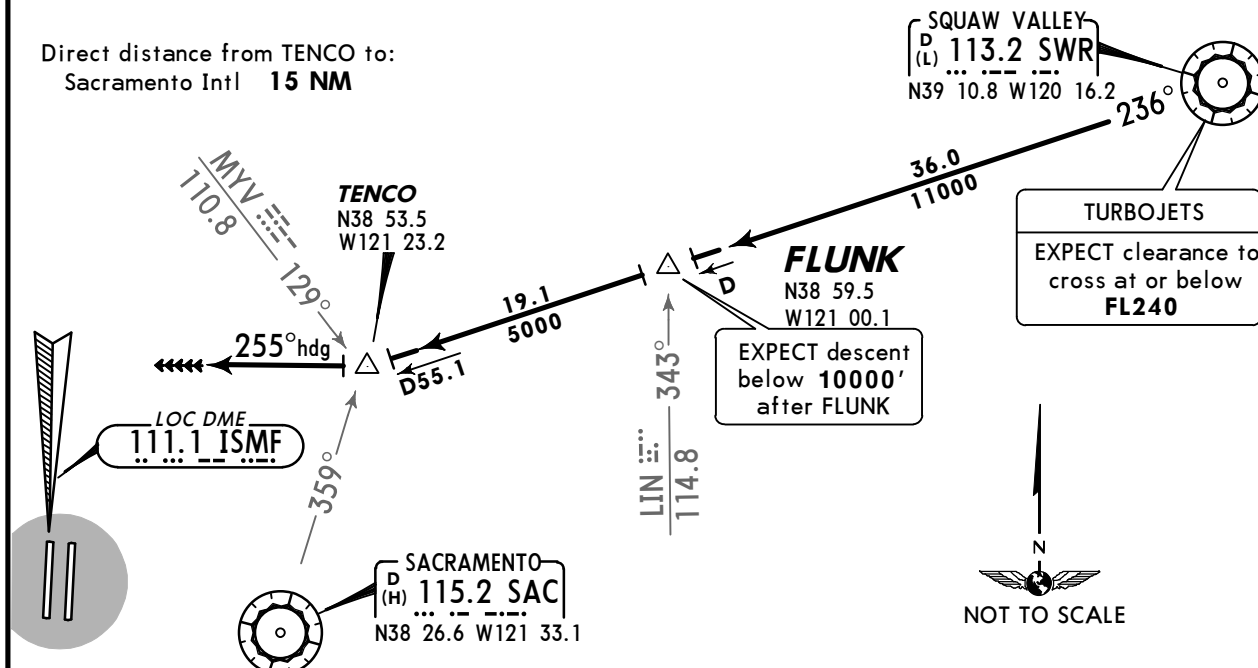


ROUTING

From over CCR via CCR R-020 and the MYV R-174 to ELKOE, then via heading 340° for RADAR vectors to final approach course. EXPECT descent below **10000'** after passing SAC R-257.

FLUNK THREE ARRIVAL (SWR.FLUNK3)

Direct distance from TENCO to:
Sacramento Intl **15 NM**



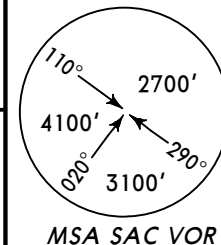
ROUTING

From over SWR via SWR R-236 to TENCO. Depart TENCO via heading 255° for vector to final approach course. EXPECT descent below **10000'** after FLUNK.

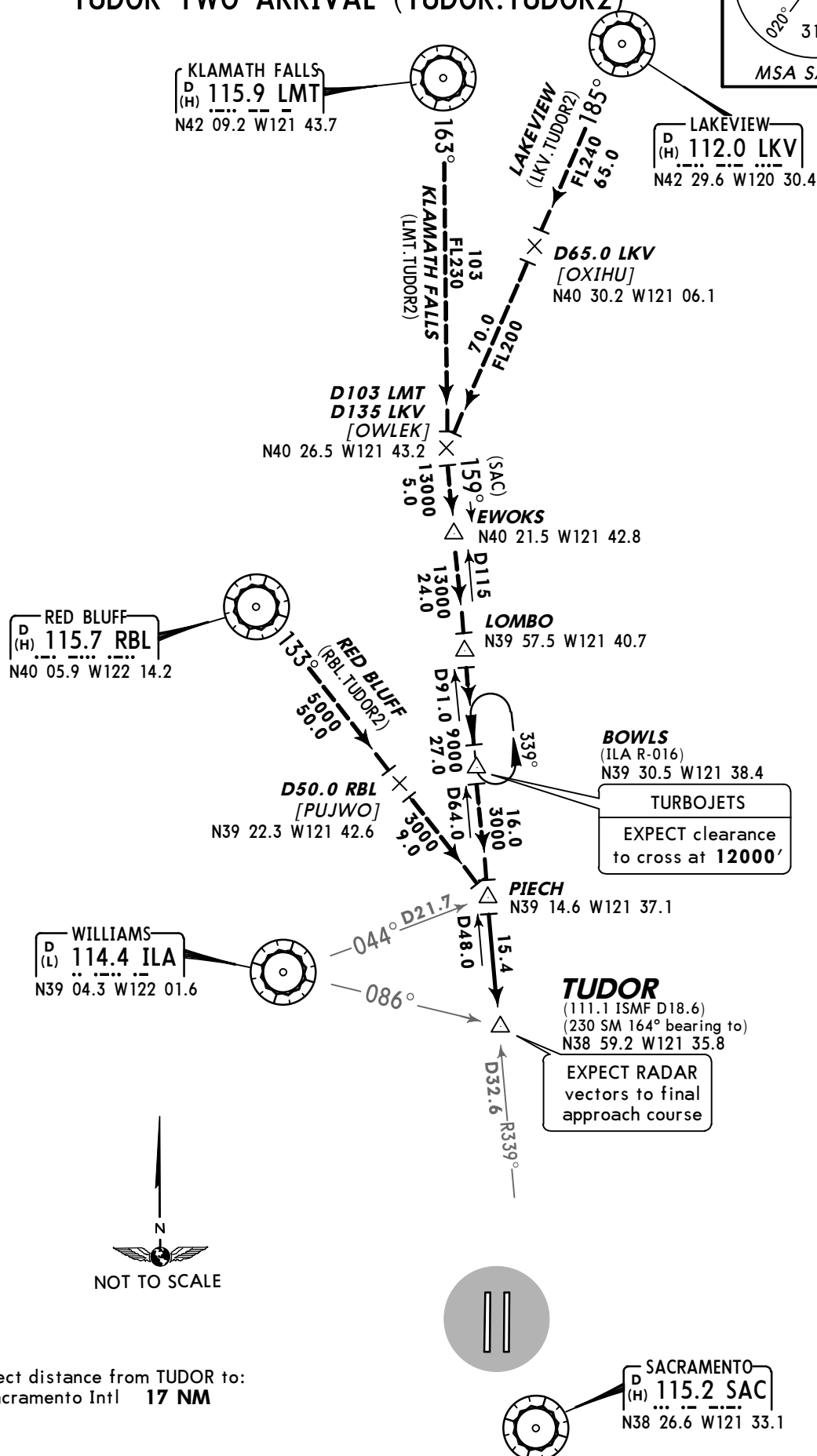
D-ATIS
126.75

Apt Elev
27'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME required.
2. RADAR required.



TUDOR TWO ARRIVAL (TUDOR.TUDOR2)



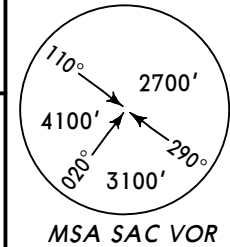
ROUTING

From PIECH via SAC R-339 to TUDOR. EXPECT RADAR vectors.

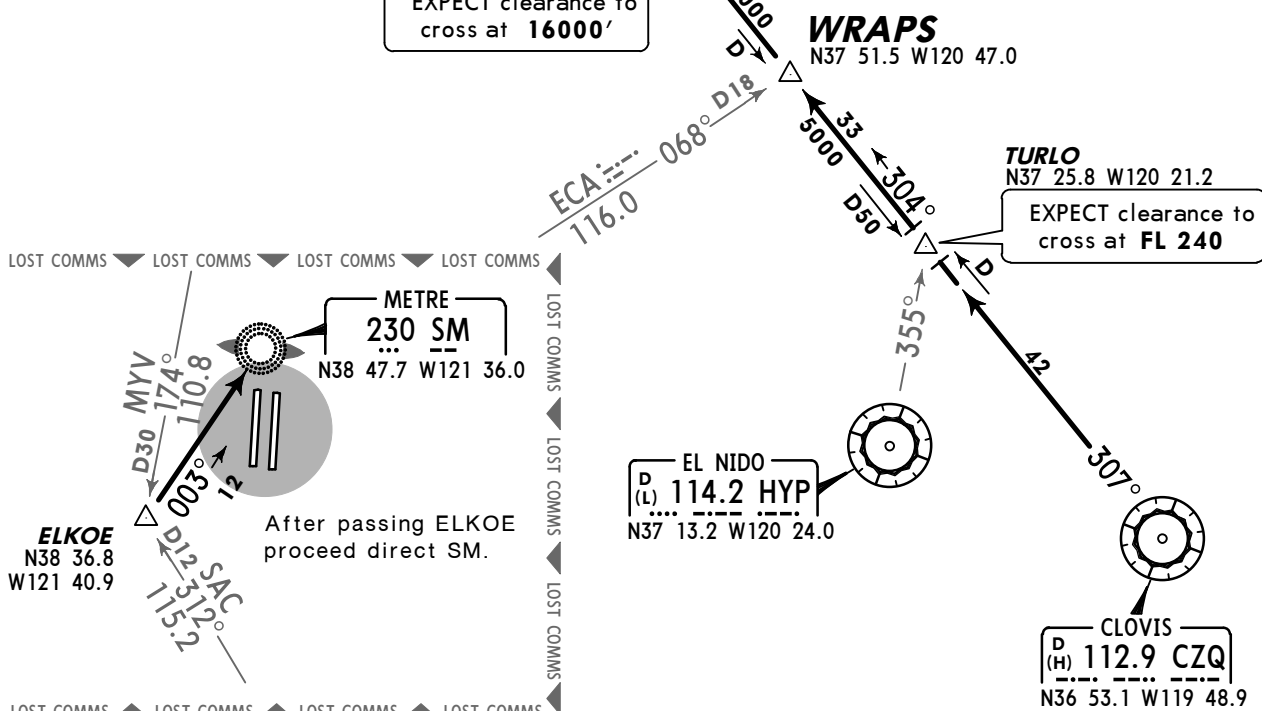
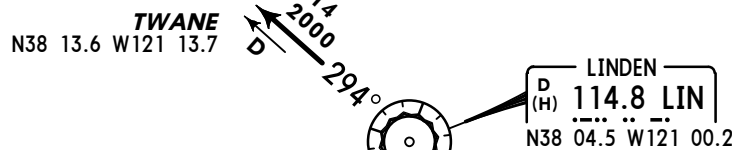
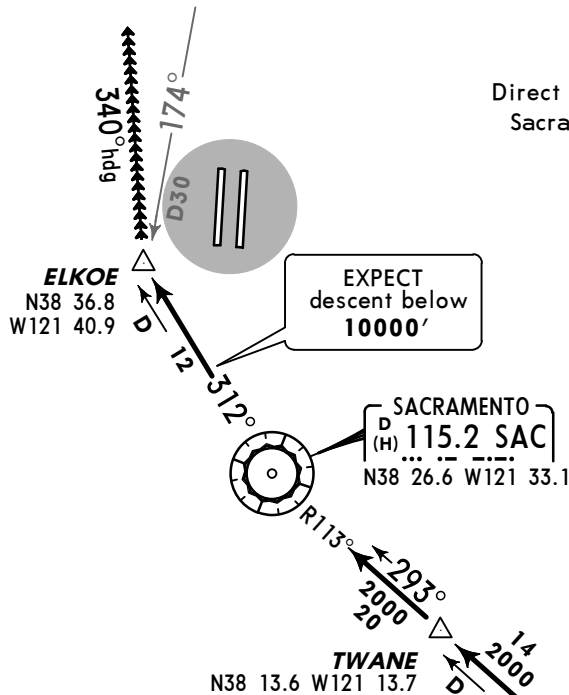
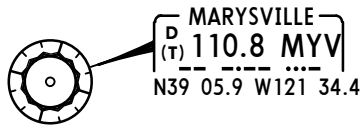
D-ATIS
126.75

Apt Elev
28'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
DME required.



WRAPS FIVE ARRIVAL (CZQ.WRAPS5)

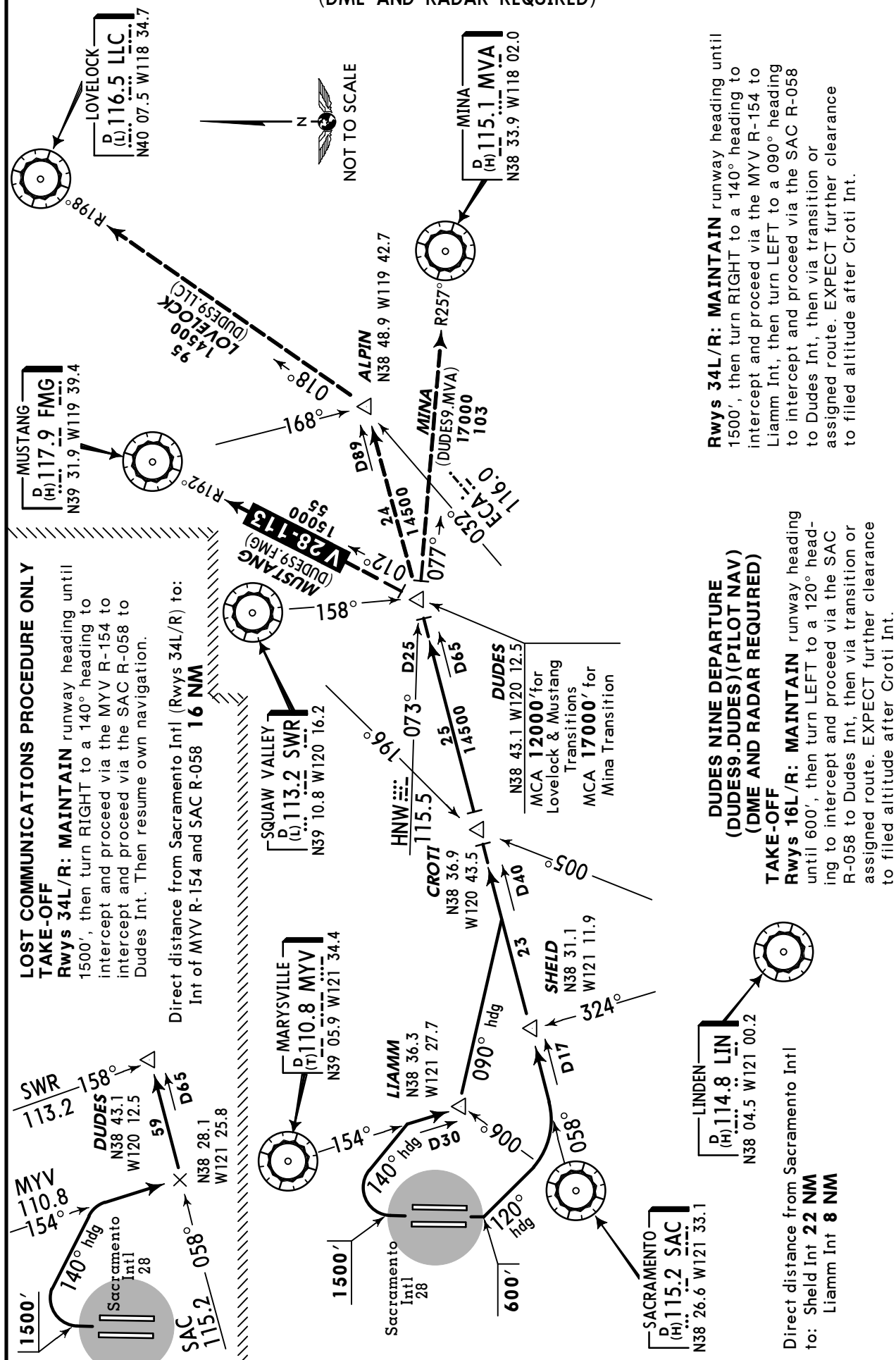


ROUTING

From over CZQ via CZQ R-307 to TURLO, then via LIN R-124 to LIN, then via LIN R-294 and SAC R-113 to SAC, then via SAC R-312 to ELKOE, then via 340° heading for RADAR vectors to final approach course.

127.4

(DME AND RADAR REQUIRED)



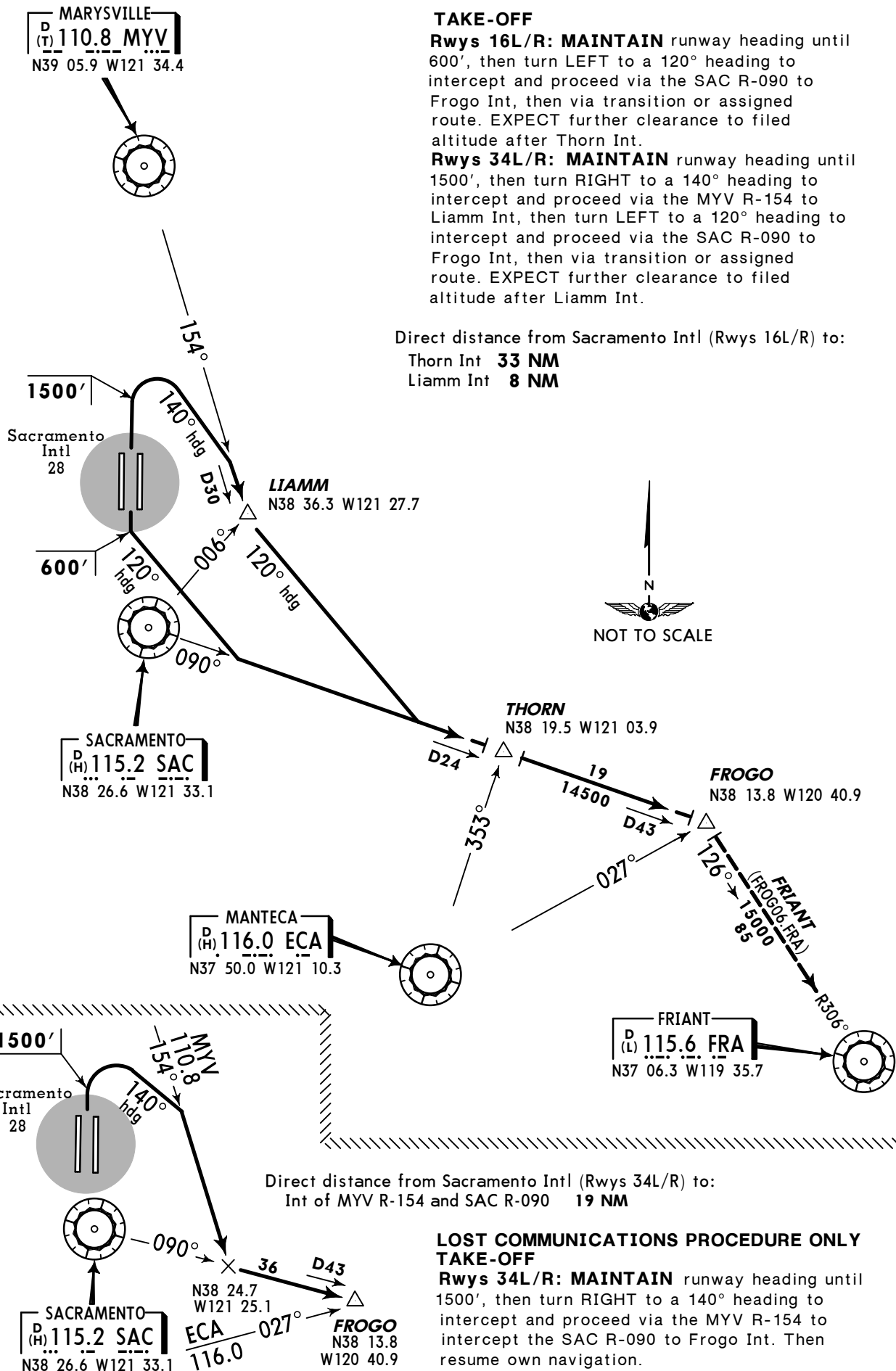
Rwys 34L/R: MAINTAIN runway heading until 1500', then turn RIGHT to a 140° heading to intercept and proceed via the MYV R-154 to Lliamm Int, then turn LEFT to a 090° heading to intercept and proceed via the SAC R-058 to Dudes Int, then via transition or assigned route. EXPECT further clearance to filed altitude after Croti Int.

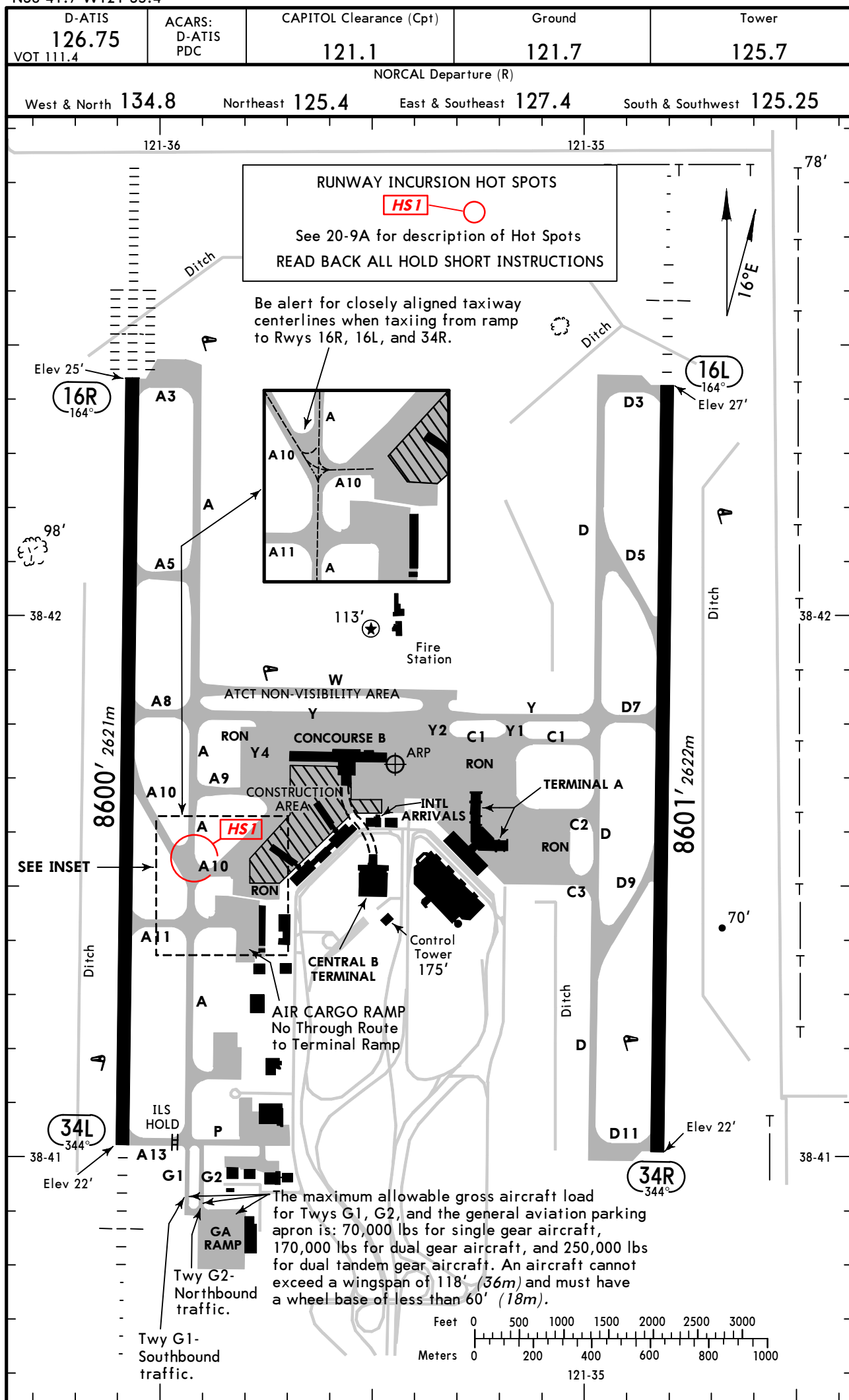
DUDES NINE DEPARTURE
(DUDES9.DUDES)(PILOT NAV)
(DME AND RADAR REQUIRED)

TAKE-OFF
Rwys 16L/R: MAINTAIN runway heading until 600', then turn LEFT to a 120° heading to intercept and proceed via the SAC R-058 to Dudes Int, then via transition or assigned route. EXPECT further clearance to filed altitude after Croti Int.

Direct distance from Sacramento Intl
to: Sheld Int **22 NM**
Liamm Int **8 NM**

FROGO SIX DEPARTURE (FROGO6.FROGO)(PILOT NAV)
(DME AND RADAR REQUIRED)





GENERAL

Crop dusters operate in vicinity of airport at or below 200' AGL.
 Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
16R ① 34L	HIRL CL ALSF-II TDZ ② PAPI-R porous friction RVR		7525' 2294m		150'
	HIRL CL MALSR VASI-L coarse overlay RVR		7474' 2278m		46m

① DC-10-10, DC-10-30 max GWT allowance 500,000 lbs.

② (angle 3.0°)

16L ③ 34R	HIRL CL MALSR TDZ PAPI-L (angle 3.0°)		7550' 2301m		150'
	HIRL CL PAPI-L (angle 3.0°)				46m

③ Grooved.

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions

HST Aircraft approaching Taxiway A from the east on Taxiway A10 sometimes miss the turn onto Taxiway A.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 16R, 34L**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwys 16L, 34R

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

OBSTACLE DP

Rwy 16L: Climb via heading 164° to 800' before turning east.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 34L	LOC Rwy 34L RNAV (GPS) Rwy 16L RNAV (GPS) Rwy 16R RNAV (GPS) Rwy 34L	RNAV (GPS) Rwy 34R	ILS Rwy 16L ILS Rwy 16R	LOC Rwy 16L LOC Rwy 16R
A	600-2	800-2	800-2	600-2	800-2
B					
C					
D			800-2 1/4		

AMEND 0

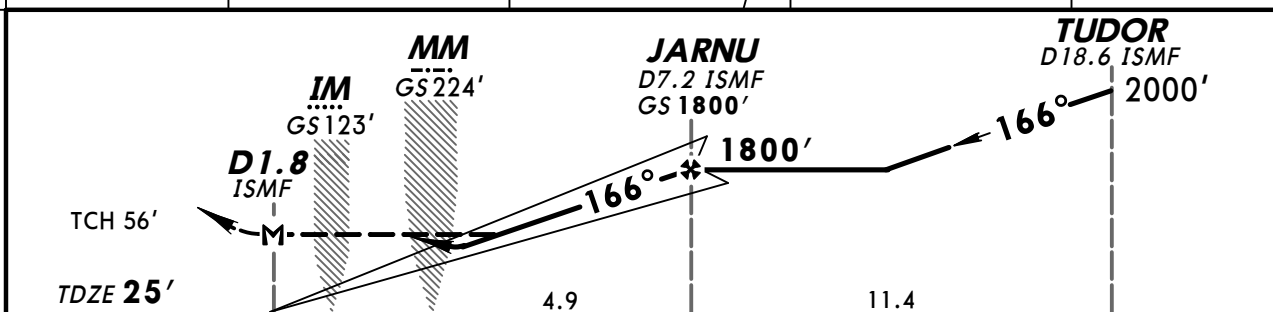
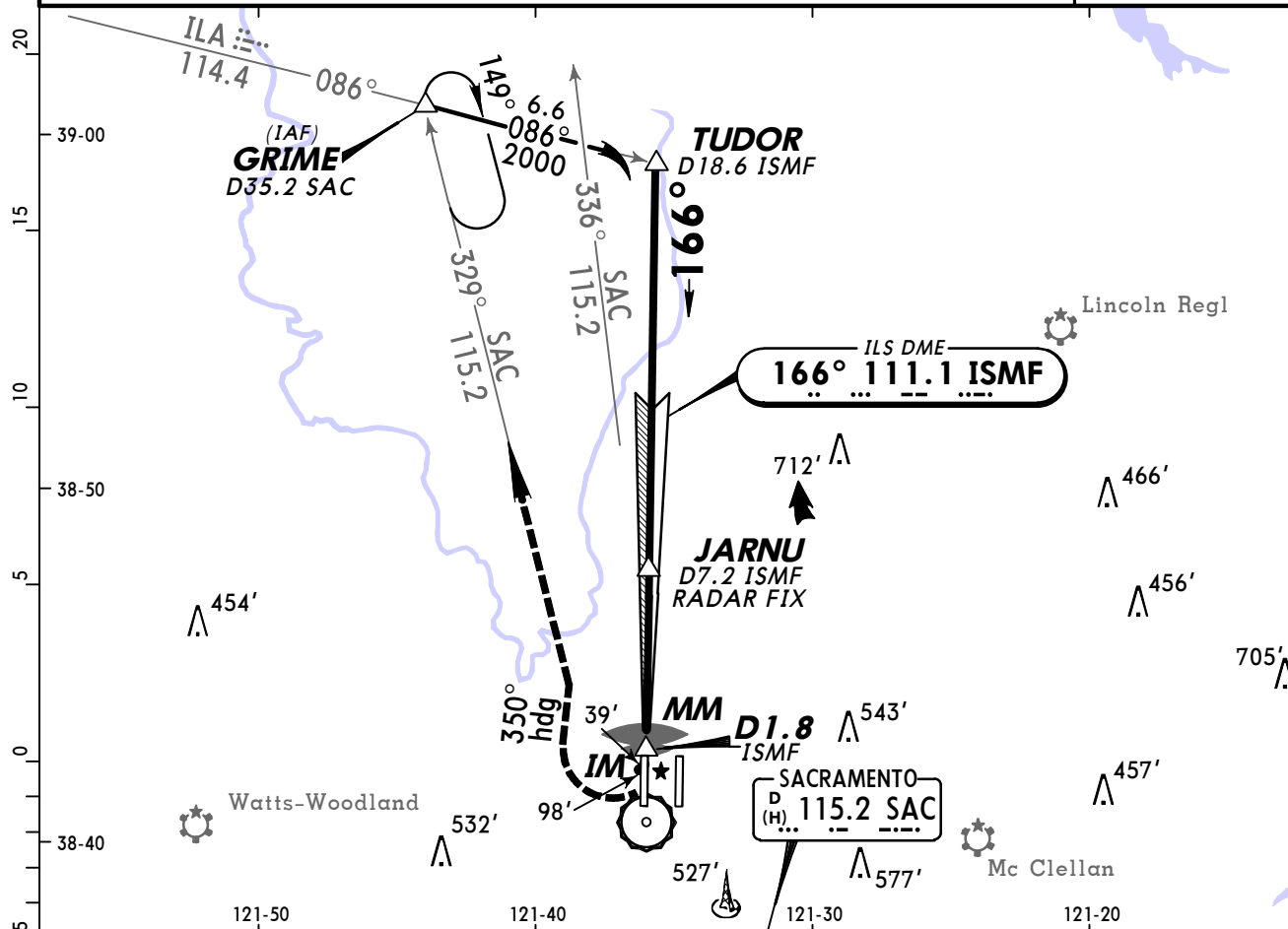
KSMF/SMF SACRAMENTO INTL

JEPPESSEN
4 SEP 09 (21-1)

SACRAMENTO, CALIF
ILS or LOC Rwy 16R

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)				CAPITOL Tower	Ground
126.75	West & North 134.8	Northeast 125.4	East & Southeast 127.4	South & Southwest 125.25	125.7	121.7
LOC ISMF 111.1	Final Apch Crs 166°	GS JARNU 1800' (1775')	ILS DA(H) 225' (200')	Apt Elev 27' TDZE 25'		
MISSED APCH: Climb to 500', then climbing RIGHT turn to 2000' via 350° heading and outbound on SAC VOR R-329 to GRIME INT/D35.2 SAC and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
						MSA SAC VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		500'	2000'	350°	SAC
GS	3.00°	377	484	538	646	753	PAPI		↑	RT	hdg	115.2
MAP at D1.8 ISMF or JARNU to MAP	5.3	4:33	3:32	3:11	2:39	2:16						R-329

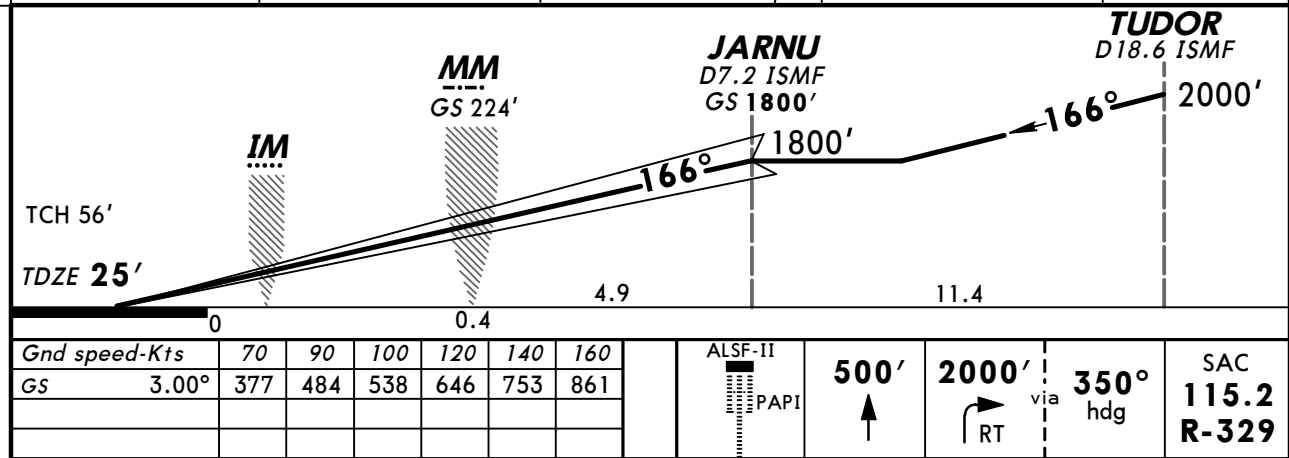
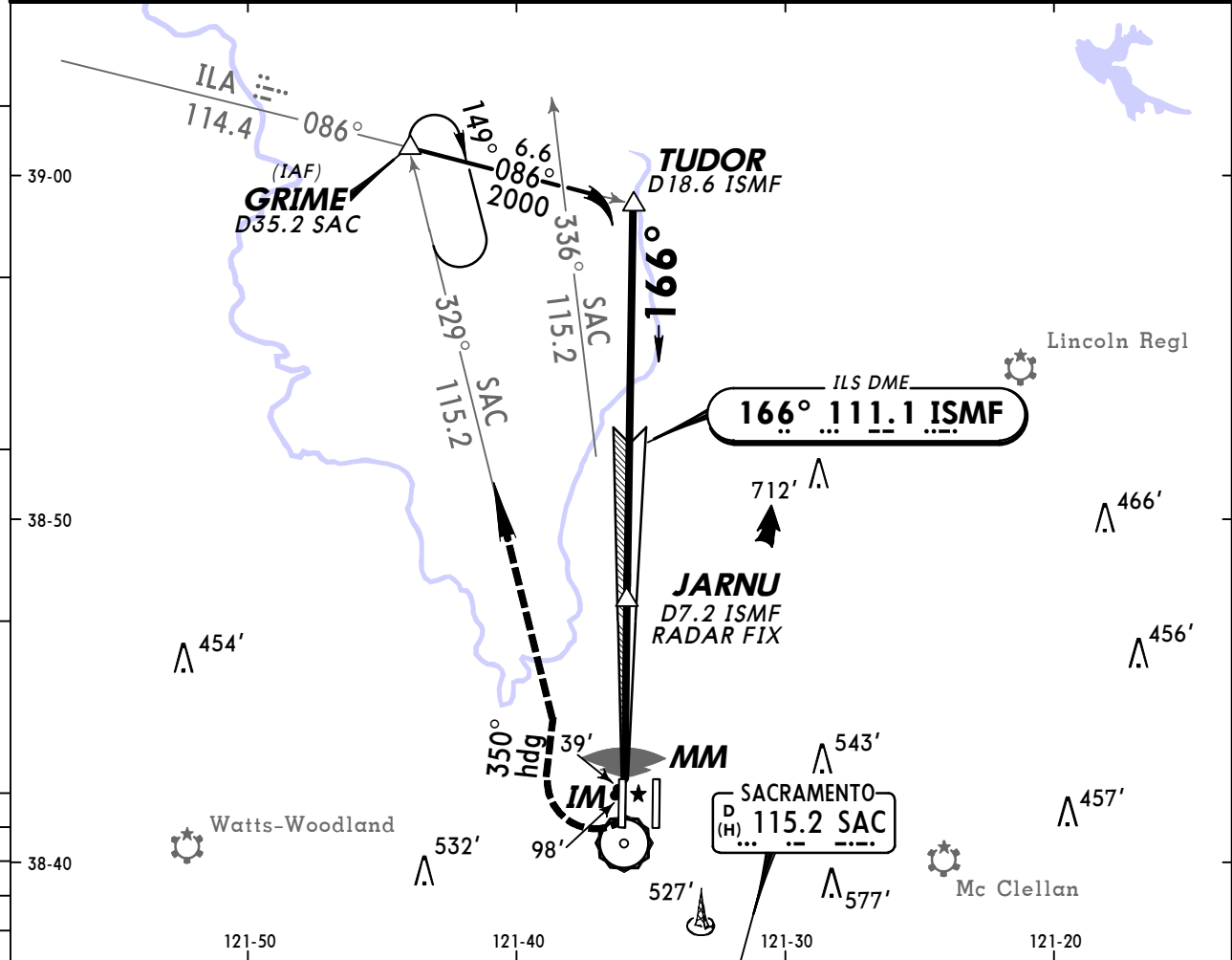
STRAIGHT-IN LANDING RWY16R					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized East of Rwy 16R-34L	
DA(H) 225' (200')			MDA(H) 400' (375')			
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A					90	440' (413')-1
B					120	480' (453')-1
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	480' (453')-1 1/2
D				RVR 40 or 3/4	165	580' (553')-2

1 RADAR or DME required.

CHANGES: LOC minimums.

© JEPPESSEN, 2000, 2009. ALL RIGHTS RESERVED.

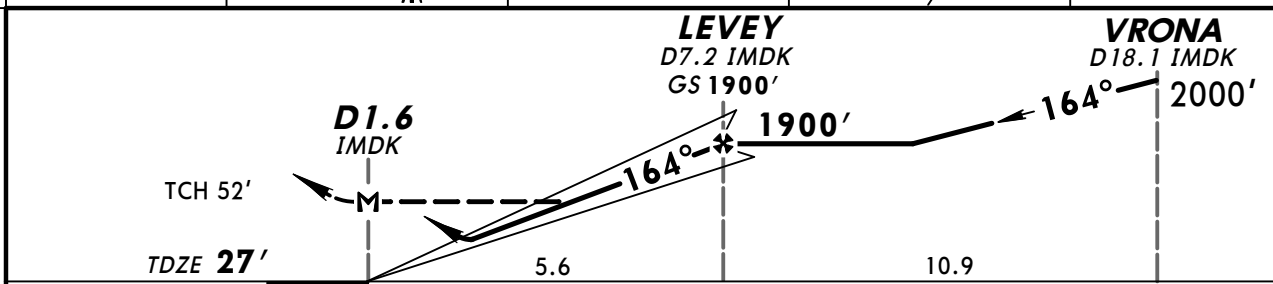
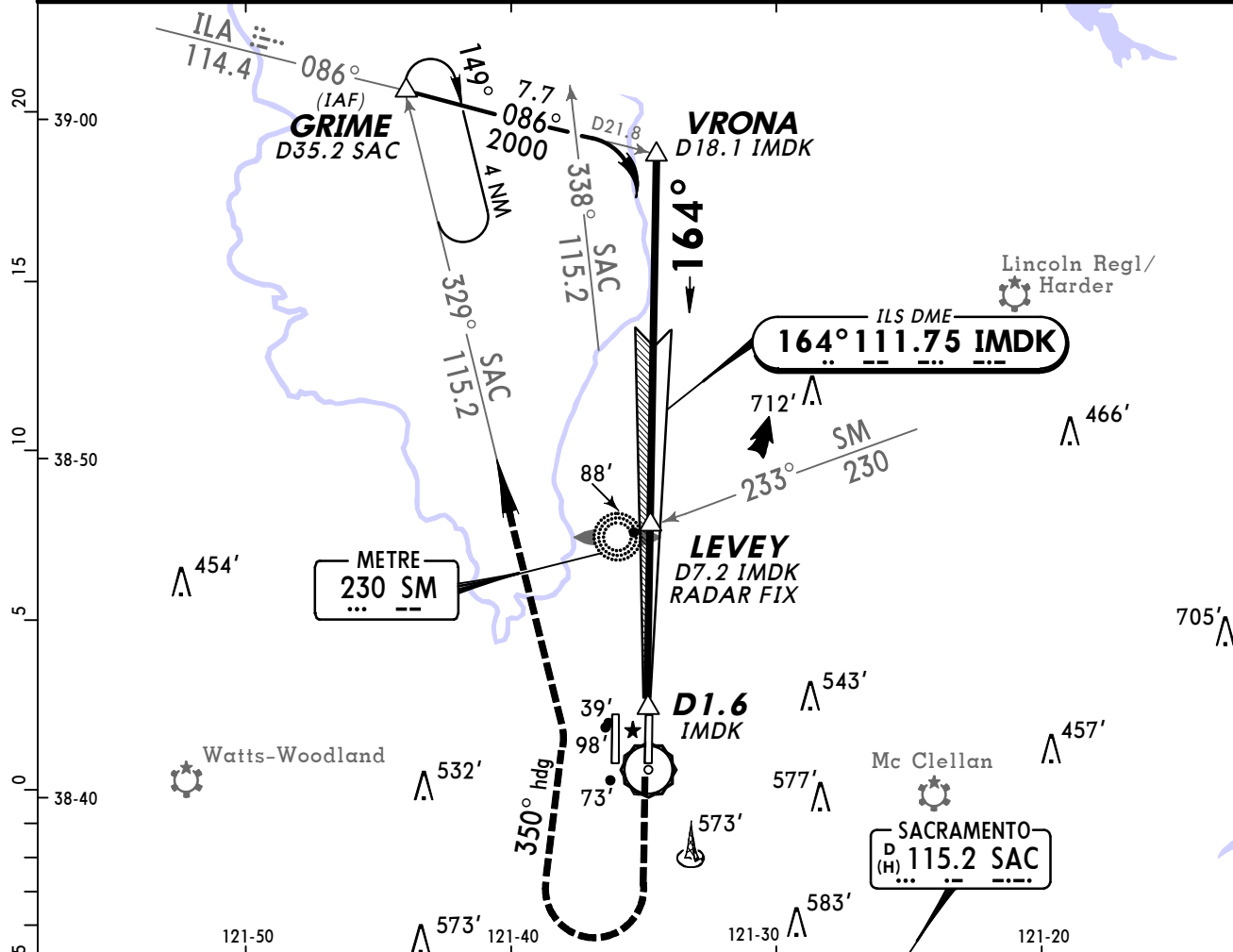
D-ATIS		NORCAL Approach (R)					CAPITOL Tower	Ground
West & North		Northeast		East & Southeast		South & Southwest		
126.75		134.8		125.4		127.4		125.25
125.7								121.7
LOC	Final	GS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev	
ISMF	Apch Crs	JARNU	NA	Refer to		RA 103'	27'	
111.1	166°	1800'		Minimums		DA(H)	TDZE	
		(1775')				125' (100')	25'	
MISSED APCH: Climb to 500', then climbing RIGHT turn to 2000' via 350° heading and outbound on SAC VOR R-329 to GRIME INT/D35.2 SAC and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			MSA SAC VOR
1. Special Aircrew & Aircraft Certification required.								



STRAIGHT-IN LANDING RWY16R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 103'
			DA(H) 125' (100')
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP™

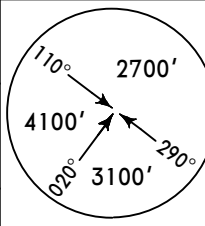
D-ATIS	NORCAL Approach (R)				CAPITOL Tower	Ground
126.75	West & North 134.8	Northeast 125.4	East & Southeast 127.4	South & Southwest 125.25	125.7	121.7
LOC IMDK 111.75	Final Apch Crs 164°	GS LEVEY 1900' (1873')	ILS DA(H) 227' (200')	Apt Elev 27' TDZE 27'	110° 2700' 4100' 290° 3100' 090° MSA SAC VOR	
MISSED APCH: Climb to 3000', then RIGHT turn via 350° heading and outbound on SAC VOR R-329 to GRIME INT/D35.2 SAC and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. RADAR or ADF or DME required.						

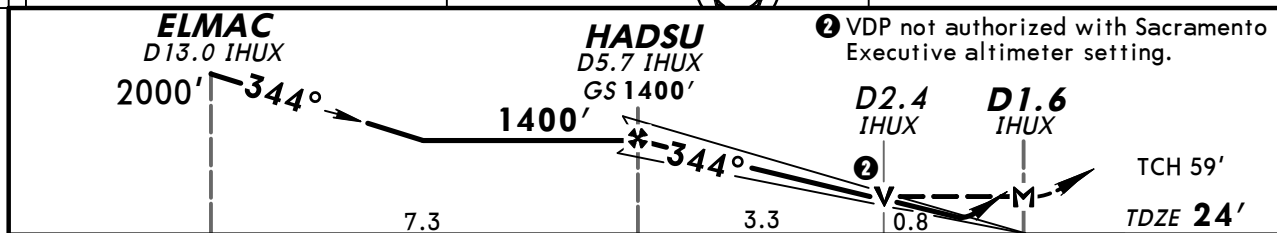
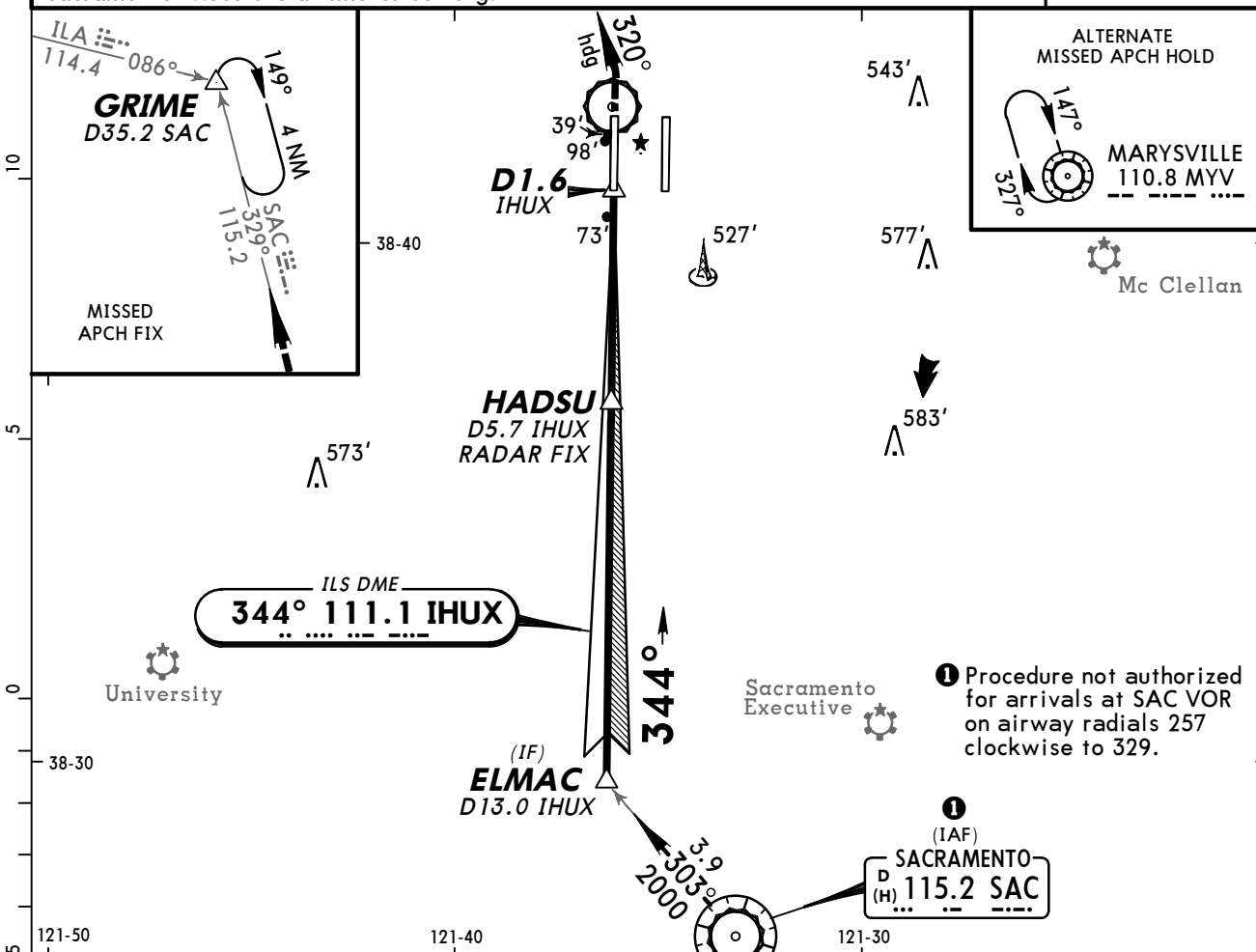


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	RT via 350° hdg	SAC 115.2 R-329
GS	3.00°	377	484	538	646	753				
MAP at D1.6 IMDK or LEVEY to MAP	5.6	4:48	3:44	3:22	2:48	2:24				

STRAIGHT-IN LANDING RWY16L					CIRCLE-TO-LAND	
ILS		LOC (GS out)			Not Authorized	
DA(H) 227' (200')		MDA(H) 340' (313')			West of Rwy 16L-34R	
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)	
A				90	440' (413') - 1	
B				120	480' (453') - 1	
C	1/2	3/4		140	480' (453') - 1 1/2	
D		3/4	1	165	580' (553') - 2	

BRIEFING STRIP

D-ATIS 126.75	West & North 134.8	Northeast 125.4	NORCAL Approach (R) East & Southeast 127.4	South & Southwest 125.25	CAPITOL Tower 125.7	Ground 121.7
LOC IHUX 111.1	Final Apch Crs 344°	GS HADSU 1400' (1376')	ILS (CONDITIONAL) DA(H) 224' (200')	Apt Elev 27' TDZE 24'	 MSA SAC VOR	
MISSED APCH: Climb to 500', then climbing LEFT turn to 2000' via 320° heading and outbound on SAC VOR R-329 to GRIME INT/D35.2 SAC and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. Use local altimeter setting; if not received, use Sacramento Executive altimeter setting.						

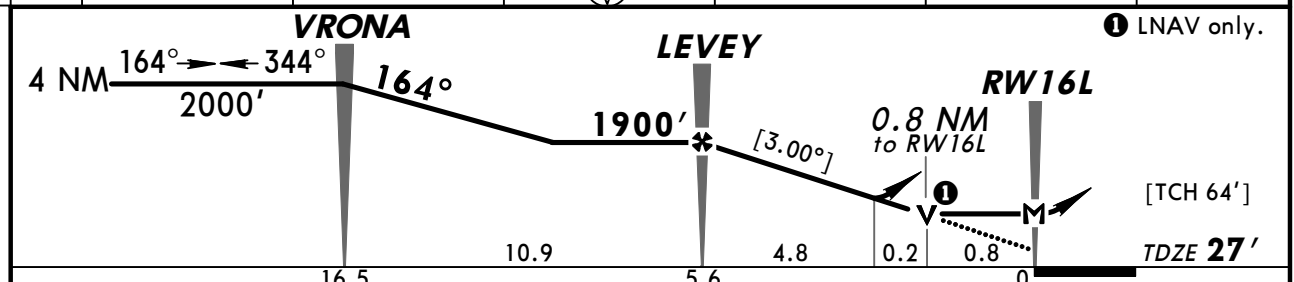
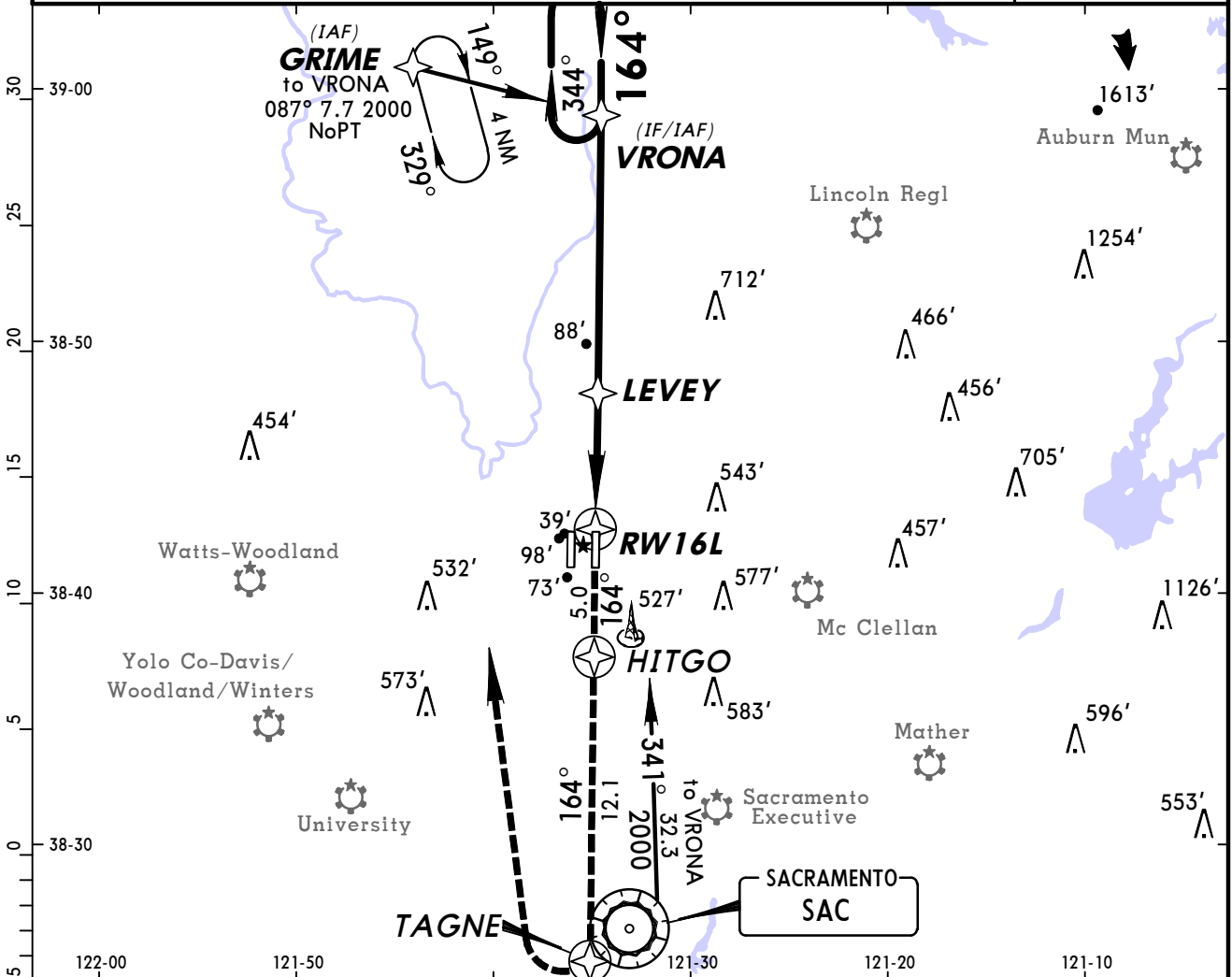


Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI 500' 2000' 320° via LT	SAC 115.2 R-329
GS	3.00°	377	484	538	646	753		
MAP at D1.6 IHUX or HADSU to MAP	4.1	3:31	2:44	2:28	2:03	1:45		

STRAIGHT-IN LANDING RWY 34L										CIRCLE-TO-LAND				
ILS					LOC (GS out)					Not Authorized East of Rwy 16R-34L				
1 DA(H) 224' (200')			DA(H) 264' (240')		MDA(H) 340' (316')			MDA(H) 380' (356')			2			
With Local Altimeter Setting			With Sacramento Executive Altimeter Setting		With Local Altimeter Setting			With Sacramento Executive Altimeter Setting			With Local Altimeter Setting			
FULL		RAIL or ALS out	FULL	RAIL or ALS out	RAIL out ALS out		RAIL out ALS out		RAIL out ALS out		Max Kts	MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	440' (413')-1		
B					C	D	120	480' (453')-1						
					RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	140	480' (453')-1 1/2				
									165	580' (553')-2				

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 Circle-To-Land: With Sacramento Executive altimeter setting increase all MDAs by 40'.

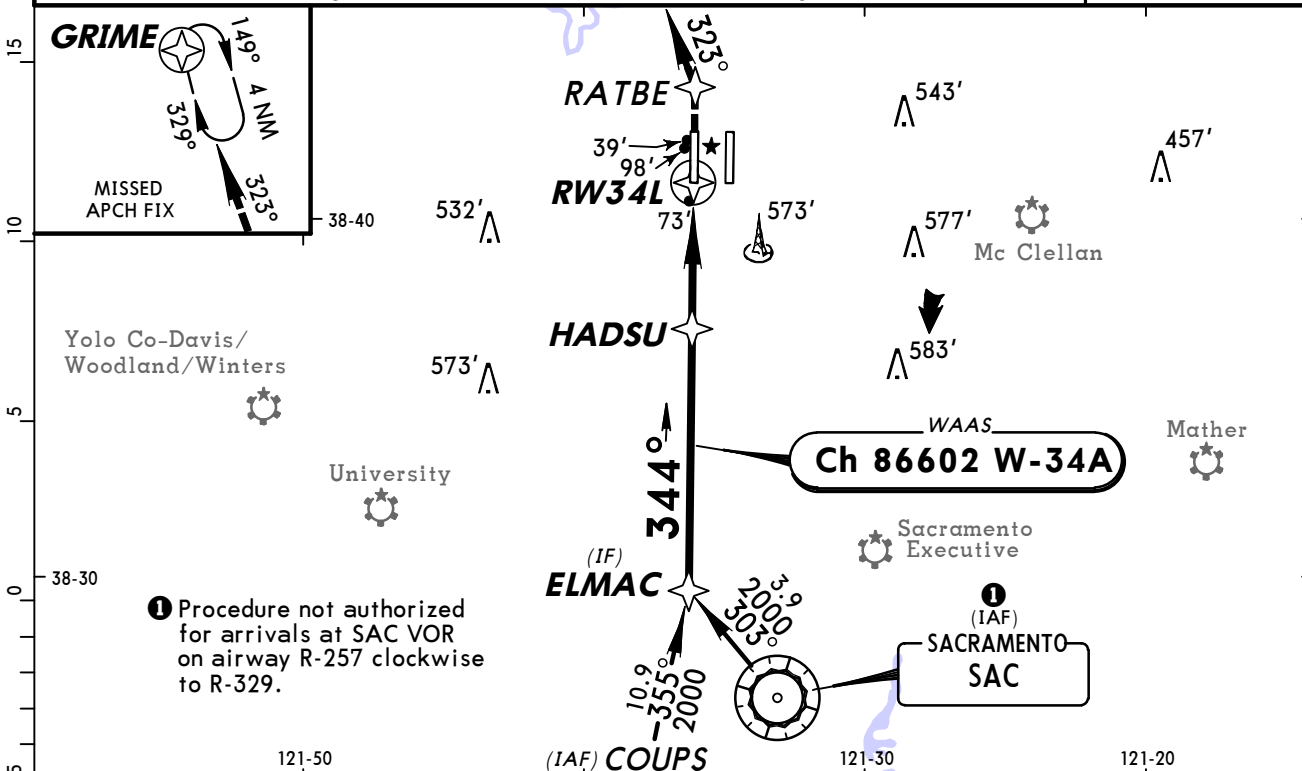
BRIEFING STRIP TMA	D-ATIS 126.75	West & North 134.8	Northeast 125.4	NORCAL Approach (R) East & Southeast 127.4	South & Southwest 125.25	CAPITOL Tower 125.7	Ground 121.7
	RNAV	Final Apch Crs 164°	Minimum Alt LEVEY 1900' (1873')	LNAV MDA(H) 380' (353')	Apt Elev 27' TDZE 27'	4300' MSA RW16L	
	MISSED APCH: Climb to 3000' via 164° course to HITGO, then via track 164° to TAGNE, then RIGHT turn direct GRIME and hold.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
	1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angle not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' ↑ via 164°	HITGO
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW16L									

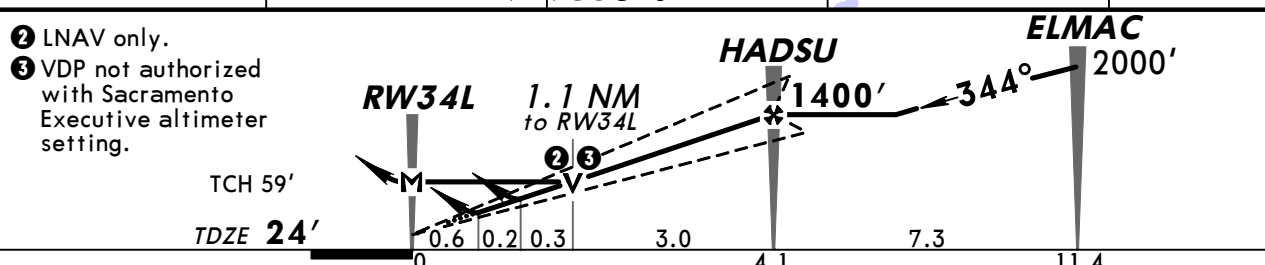
STRAIGHT-IN LANDING RWY 16L						CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			Not Authorized	
DA(H) 418' (391')			MDA(H) 380' (353')			West of Rwy 16L-34R	
	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A						90	440' (413')-1
B						120	480' (453')-1
C						140	480' (453')-1 1/2
D						165	580' (553')-2

BRIEFING STRIP™	D-ATIS		NORCAL Approach (R)				CAPITOL Tower		Ground					
	126.75		West & North 134.8		Northeast 125.4		East & Southeast 127.4		South & Southwest 125.25		125.7		121.7	
	WAAS Ch 86602 W-34A		Final Apch Crs 344°		Minimum Alt HADSU 1400' (1376')		LPV (CONDITIONAL) DA(H)274' (250')		Apt Elev 27' TDZE 24'		4300' MSA RW34L			
	MISSED APCH: Climb to 2000' direct RATBE and via 323° track to GRIME and hold.													
	Alt Set: INCHES													



② LNAV only.

③ VDP not authorized with Sacramento Executive altimeter setting.



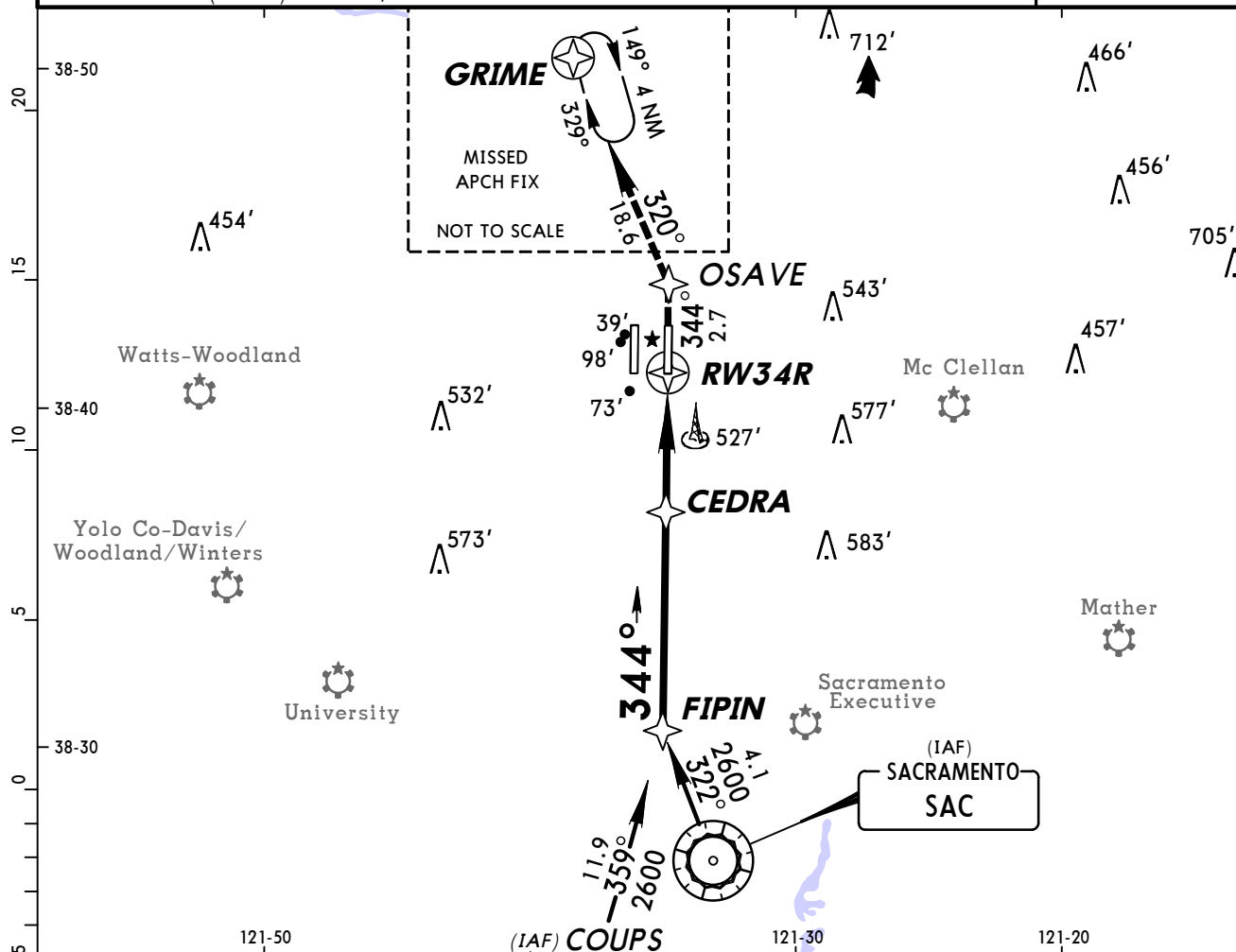
Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	2000'		RATBE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW34L										

LPV				LNAV/VNAV			
DA(H) 274' (250')		DA(H) 314' (290')		DA(H) 336' (312')		DA(H) 376' (352')	
With Local Altimeter Setting		With Sacramento Executive Altimeter Setting		With Local Altimeter Setting		With Sacramento Executive Altimeter Setting	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		RAIL out ALS out	
A							
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4
C							
D							

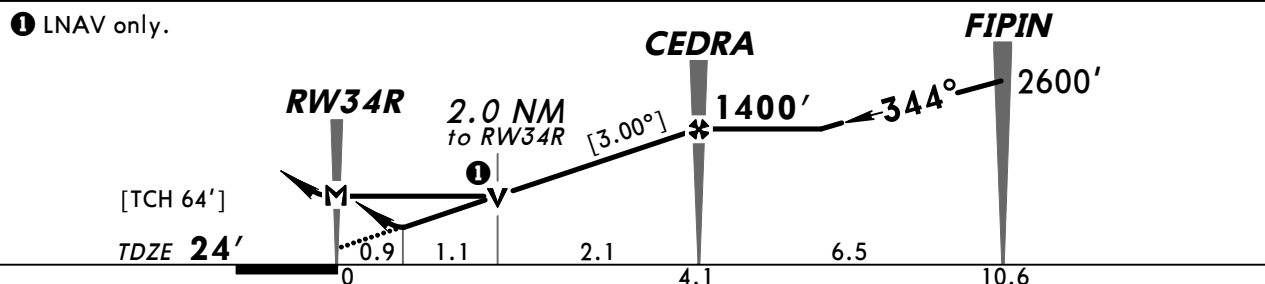
STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
MDA(H) 420' (396')		MDA(H) 460' (436')		With Local Altimeter Setting		With Sacramento Executive Altimeter Setting	
RAIL out ALS out		RAIL out ALS out		MDA(H)		MDA(H)	
A				90	440' (413') - 1	480' (453') - 1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	480' (453') - 1	520' (493') - 1	
C				140	480' (453') - 1 1/2	520' (493') - 1 1/2	
D	RVR 50 or 1	RVR 60 or 1 1/4	RVR 50 or 1	165	580' (553') - 2	620' (593') - 2	

BRIEFING STRIP™

D-ATIS	NORCAL Approach (R)				CAPITOL Tower	Ground
126.75	West & North 134.8	Northeast 125.4	East & Southeast 127.4	South & Southwest 125.25	125.7	121.7
RNAV	Final Apch Crs 344°	Minimum Alt CEDRA 1400' (1376')	LNAV/VNAV DA(H) 376' (352')	Apt Elev 27' TDZE 24'	4300' MSA RW34R	
MISSED APCH: Climb to 2000' via 344° course to OSAVE, then LEFT turn via 320° track to GRIME and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. For uncompensated Baro-VNAV systems, Baro-VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.3 not authorized.						



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		2000' via 344° OSAVE	
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW34R										

STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND Not Authorized West of Rwy 16L-34R			
LNAV/VNAV DA(H) 376' (352')		LNAV MDA(H) 720' (696')		Max Kts		MDA(H)	
1 1/4	A	1		90		720' (693')-1	
	B			120			
	C	2		140		720' (693')-2	
	D	2 1/4		165		720' (693')-2 1/4	

General Information

Location: Fairfield CA USA
IATA Code: SUU
Lat/Long: N38° 15.8' W121° 55.7'
Elevation: 62 ft

Airport Use: Military
Magnetic Variation: 14.1 °E
Sectional Chart: San Francisco

Fuel Types: Jet 4
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1538 ft AGL

Sunrise: 1443 Z
Sunset: 0158 Z,

Runway Information

Runway: 03L
Length x Width: 11001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge

Runway: 03R
Length x Width: 10992 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 60 ft
Lighting: Edge, Centerline
Stopway: 1000 ft

Runway: 21L
Length x Width: 10992 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 58 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 21R
Length x Width: 11001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 53 ft

Lighting: Edge
Stopway: 1000 ft

Communication Information

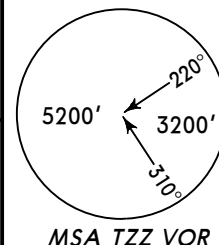
- ATIS 135.55
- Travis Tower 120.75
- Travis Ground Control 121.8
- Travis Clearance Delivery 127.55
- Travis Approach Control 119.9
- Travis Approach Control 126.6
- Travis Departure Control 128.4
- Travis Departure Control 126.6
- Travis Departure Control 119.9
- Travis Radar 126.6
- Travis Radar 119.9
- Travis Aero Club Multicom 123.3
- Travis Airlift Command Post 141.9 Military

© JEPPESEN, 2009. ALL RIGHTS RESERVED.

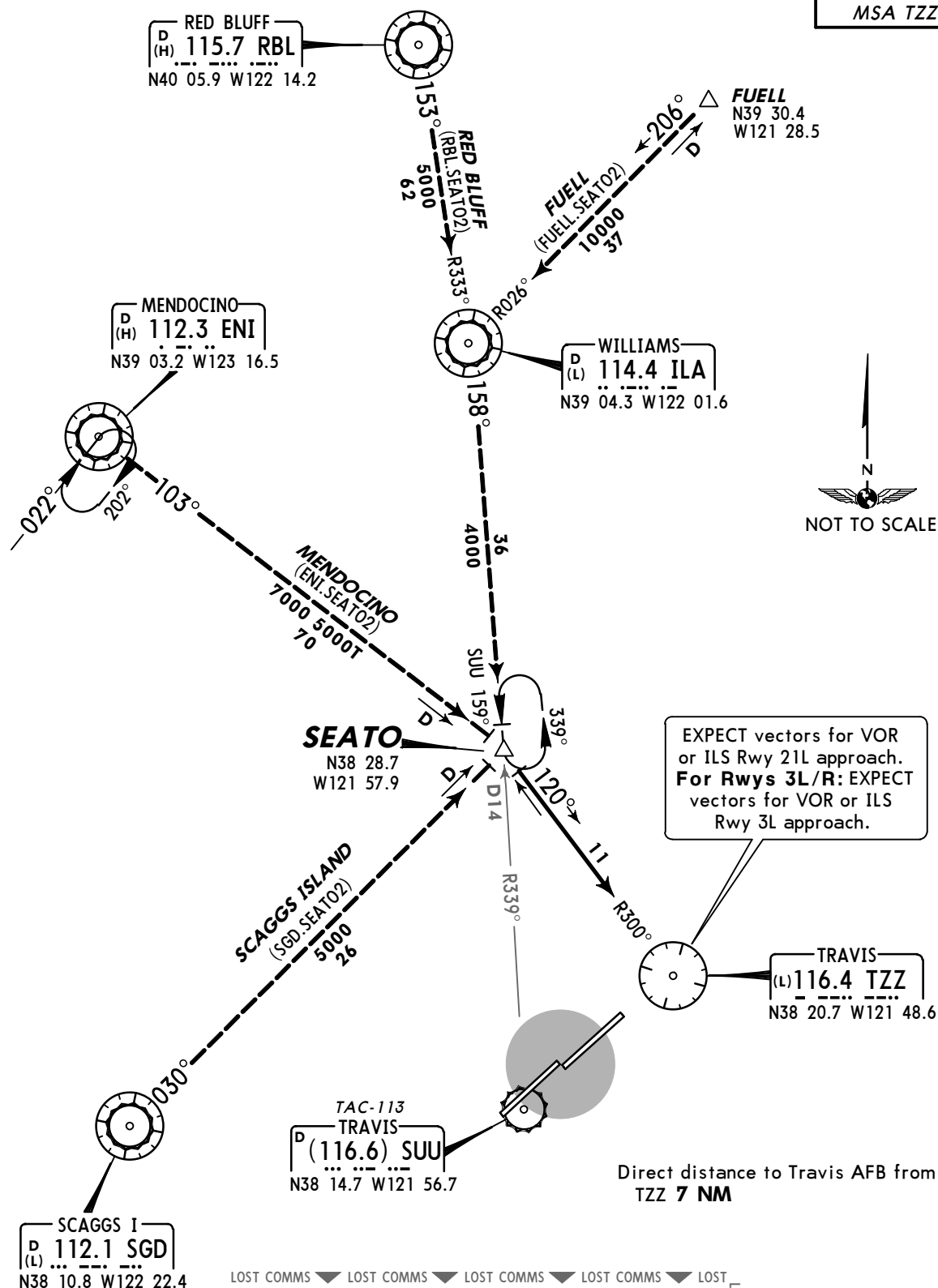
ATIS
135.55

Apt Elev
62'

Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'



SEATO TWO ARRIVAL (SEATO.SEATO2)



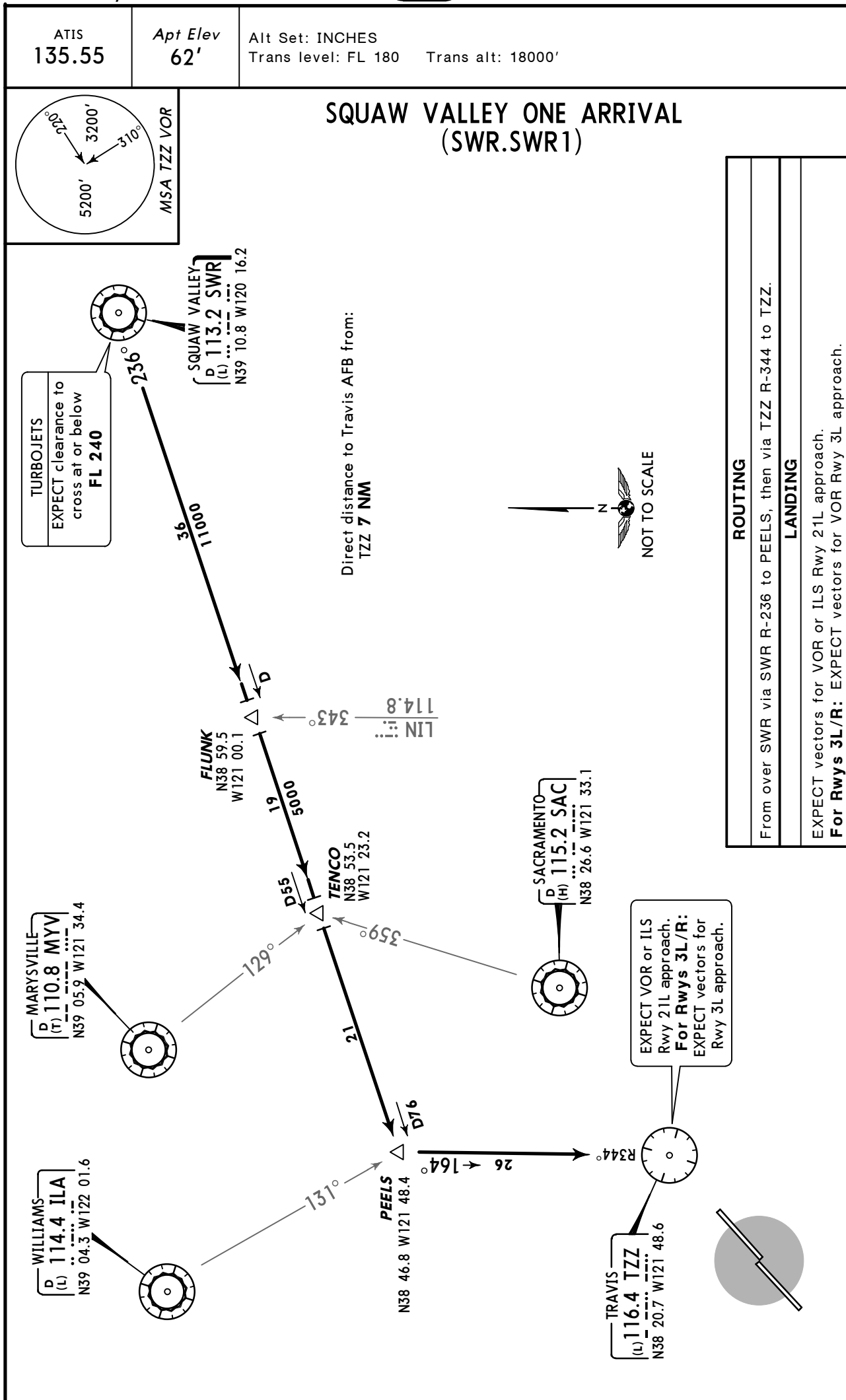
ROUTING

From over SEATO via TZZ R-300 to TZZ.

LANDING

EXPECT vectors for VOR or ILS Rwy 21L approach.

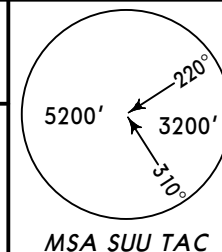
For Rwy 3L/R: EXPECT vectors for VOR or ILS Rwy 3L approach.



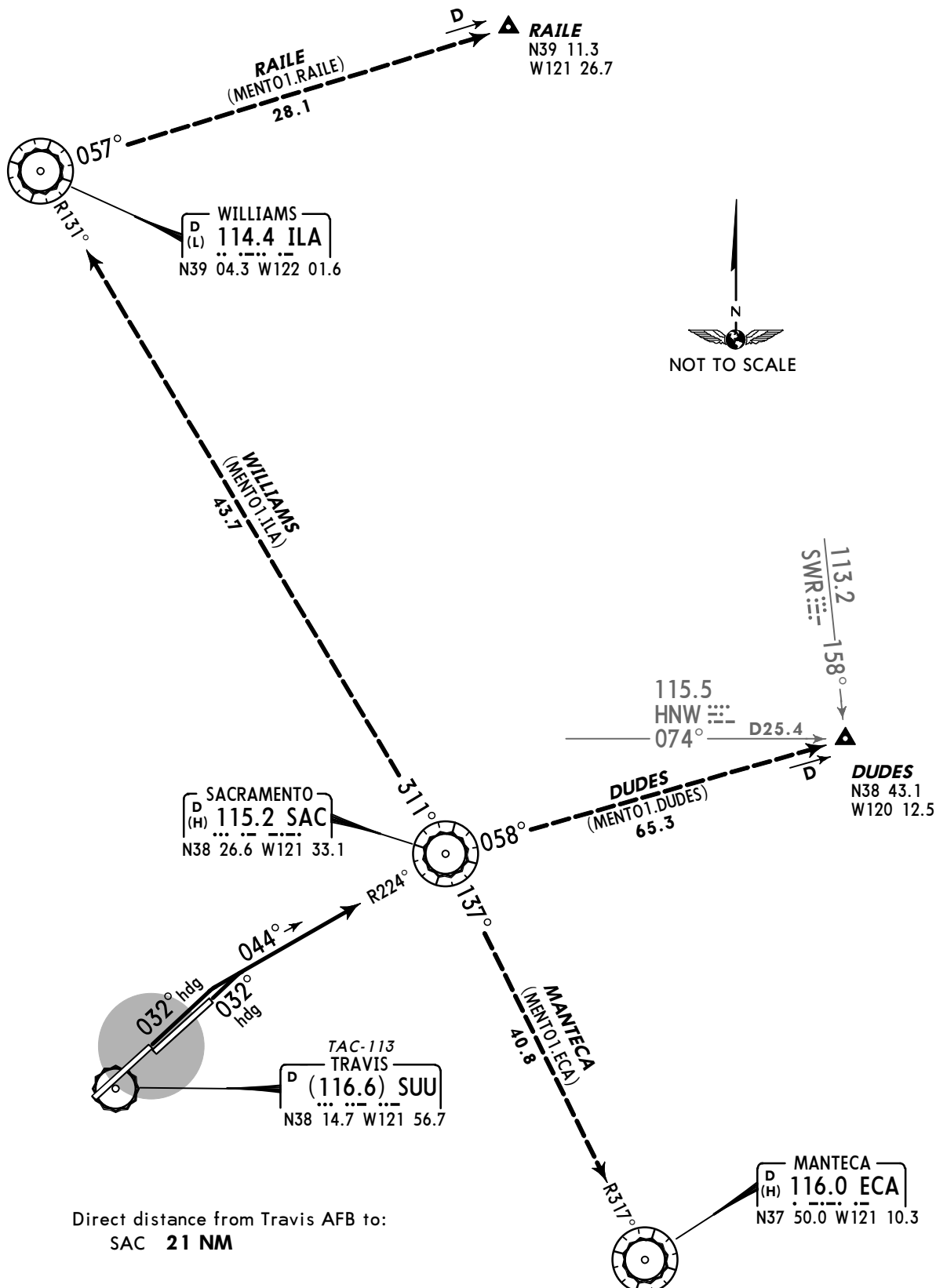
TRAVIS
Departure (R)
North | South
126.6 | 119.9

Apt Elev
62'

Trans level: FL 180 Trans alt: 18000'



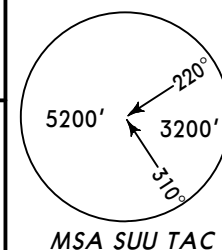
MENTO ONE DEPARTURE (MENTO1.MENTO) (RWYS 3L/R)



TRAVIS
Departure (R)
North | South
126.6 | 119.9

Apt Elev
62'

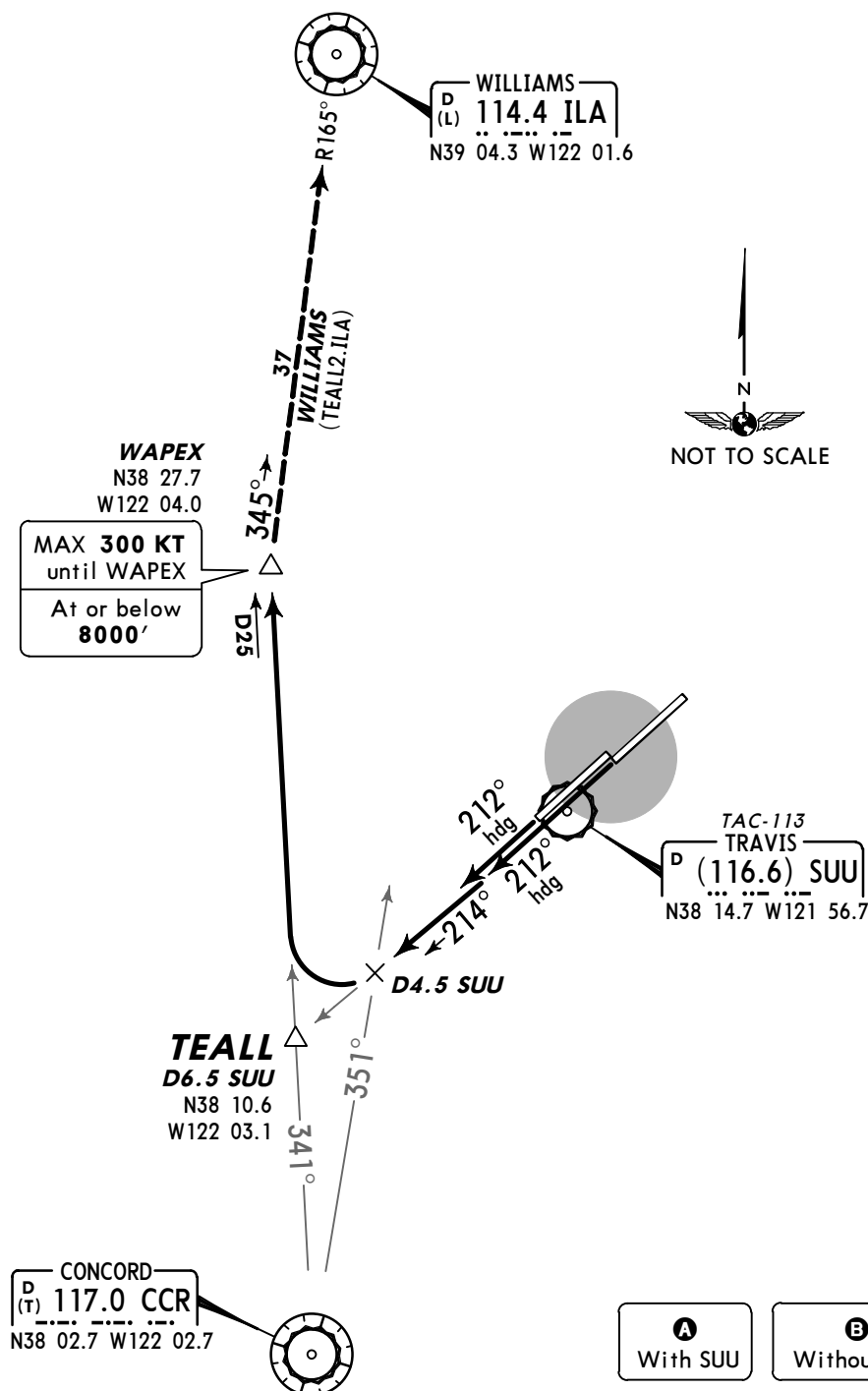
Trans level: FL 180 Trans alt: 18000'



TEALL TWO DEPARTURE (TEALL2.TEALL)

(RWYS 21L/R)

SPEED: MAX 300 KT UNTIL WAPEX



A
With SUU

B
Without SUU

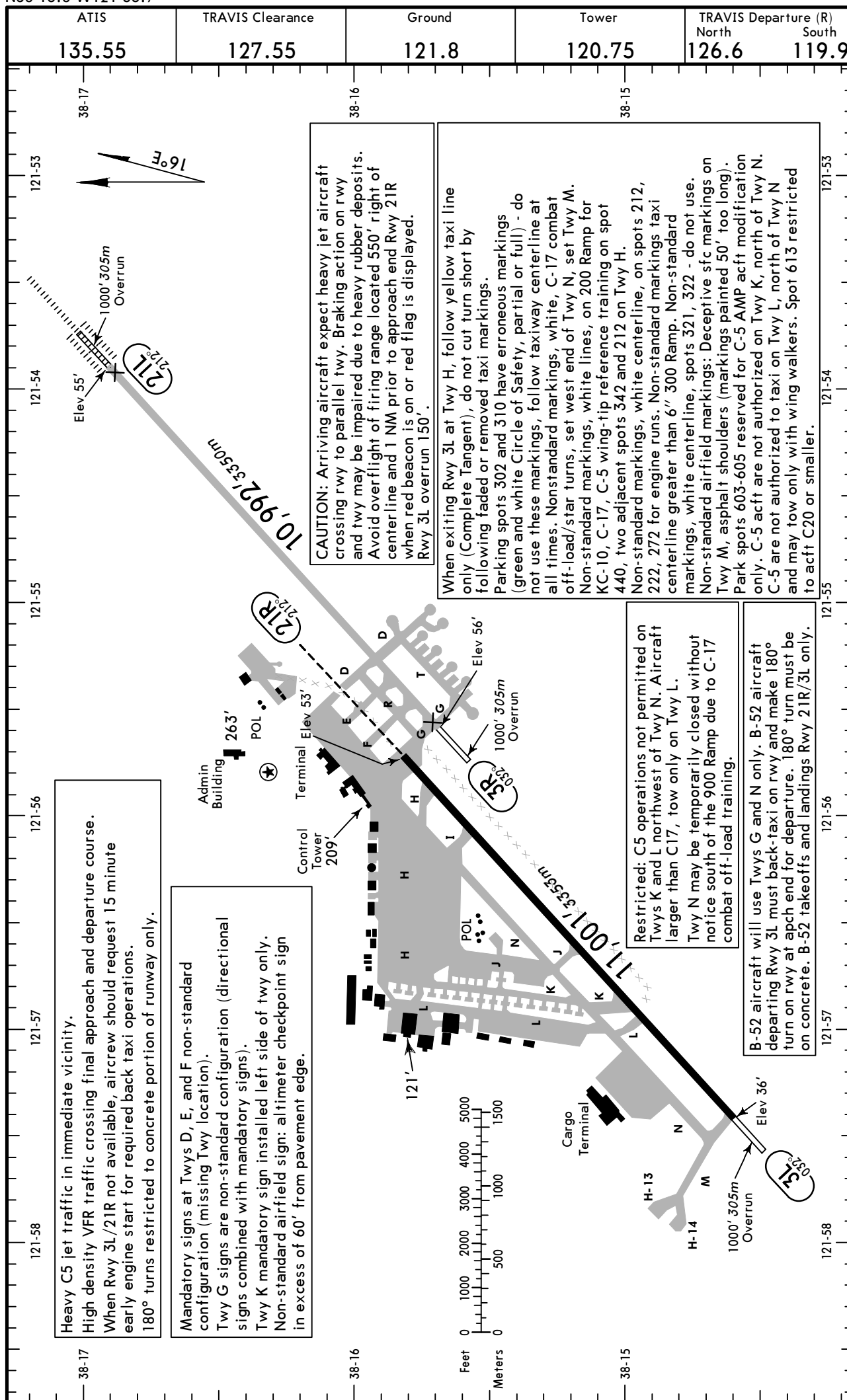
Minimum Climb Rate to **4100'**

Rwy	Gnd speed-KT	75	100	150	200	250	300
A 21L	V/V(fpm)	288	383	575	767	958	1150
B 21L	V/V(fpm)	313	417	625	833	1042	1250
A 21R	V/V(fpm)	313	417	625	833	1042	1250
B 21R	V/V(fpm)	338	450	675	900	1125	1350

INITIAL CLIMB

With SUU: Climb via heading 212° to intercept SUU R-214, turn RIGHT to intercept CCR R-341 to WAPEX, then via assigned transition or filed flight plan.

Without SUU: Climb via heading 212°, turn RIGHT to intercept CCR R-341 to WAPEX, then via assigned transition or filed flight plan.



GENERAL

CAUTION: Extensive light aircraft operations. Possible radio frequency interference all frequencies 9 NM northeast over VOA transmitter.

Heavy concentration of blackbirds, gulls and other migratory birds in the approach and departure routes and along infield areas from 1 Sep - 30 Apr (Phase II).

Aircrews should exercise caution following rain where standing water is present or surface appears glassy, expect reduced braking performance, or possible hydroplaning.

Civil use by PPO.

Restricted: Maximum performance climbs are prohibited for high performance aircraft.

Limited parking for B-52s available.

Obstructions may impact prevailing visibility 350°-020° and 210°-280°.

ATC will enhance surface observation when tower visibility is less than 4 statute miles and different than reported visibility and as needed.

Alternate weather location visibility severely limited due to trees, buildings and parked aircraft.

KSUU Metro operational 24-7.

Aircraft carrying Distinguished Visitors, Emergency Air Evacuation and Special Air Missions require PPR for Command Post notification and tracking purposes.

All transient aircrews of SAAM and JA/ATT aircraft which plan to remain overnight must contact Command Post inbound Controller to coordinate support requirements. Command Post will arrange for transportation, billeting, fuel, transient maintenance, security and any other support requirements. Transient COMSEC will be handled through Airfield Management Operations. Request all Distinguished Visitors, Code 7 or higher, contact Protocol Office prior to visit to coordinate protocol assistance.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
3R	HIRL CL TDZ PAPI-L	RVR							150' 46m
1 2 21L	HIRL CL ALSF-II TDZ PAPI-L	RVR					9775' 2979m		

1 Closed until late 2011 for construction.

2 Edge lights have gaps of more than 400' on the apch/dept ends of runway.

3L	HIRL 6 PAPI-L 7 grooved	RVR		9624' 2933m		150' 46m
3 4 5 21R	HIRL 8 PAPI-L 9 grooved					

3 Runway edge lights located more than 10' from edge of usable runway surface.

4 RVR unavailable dept end Rwy 3L/apch end Rwy 21R.

5 Edge lights have gaps of more than 400' on the apch/dept ends of runway.

6 Coincidental with ILS GS visual descent path for Height Group 4 aircraft only.

7 Between 9900' (3018m) and 6200' (1890m) remaining and between 3250' (991m) and 1000' (305m) remaining.

8 Provides proper TCH for Height Group 4 aircraft only.

9 Between 10000' (3048m) and 7750' (2362m) remaining and between 4800' (1463m) and 1100' (335m) remaining.

1 TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**FOR FILING AS ALTERNATE**

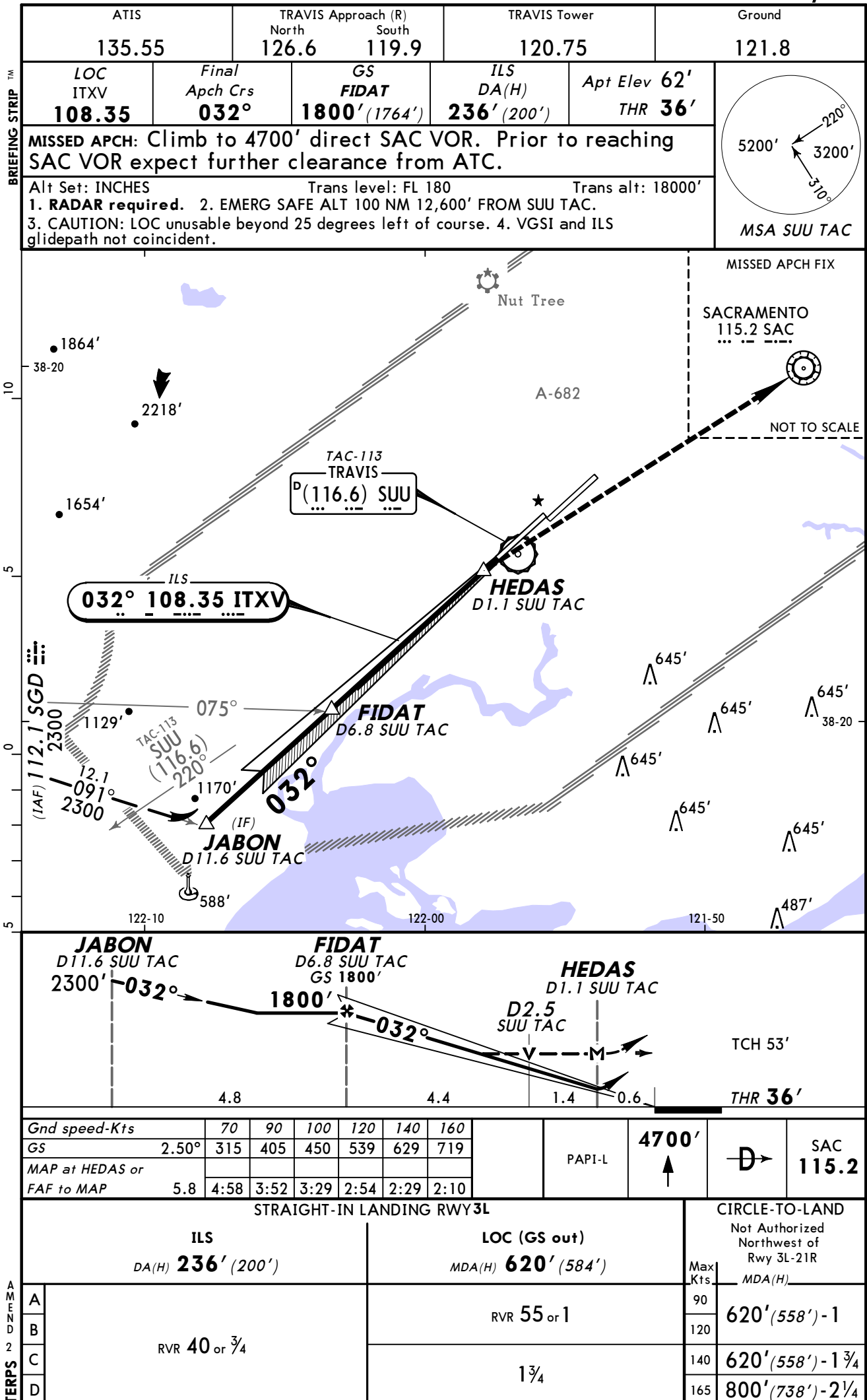
	All Rwys			
			Precision	Non-Precision
	Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16 or $\frac{1}{4}$	RVR 50 or 1	A	600-2
3 & 4 Eng		RVR 24 or $\frac{1}{2}$	B	
			C	
			D	

1 All rwys: Comply with assigned SID or ATC radar vectors.

OBSTACLE DP: Rwy 3L, Climb on a heading between 344° clockwise to 137° from departure end of runway. Rwy 21L/R, climb on a heading between 187° CW 237° from departure end of runway.

TAKE-OFF OBSTACLES: Rwy 3L, potential vehicle 15'AGL/72' MSL, 616' from departure end of runway, 289' left of centerline. Potential vehicle 15'AGL/71' MSL, 615' from departure end of runway, 267' right of centerline. 122' (58' AGL) parked KC-10 tails 966' to 1870' from departure end of runway 738' to 958' left of centerline.

Rwy 21L, light pole 15'AGL/83'MSL, 148' from departure end of runway, 546' left of centerline. Light pole 15'AGL/84'MSL, 346' from departure end of runway, 547' left of centerline. Light pole 15'AGL/84'MSL, 521' from departure end of runway, 548' left of centerline. Light pole 15'AGL/83'MSL, 702' from departure end of runway, 549' left of centerline. Light pole 15'AGL/84'MSL, 880' from departure end of runway, 549' left of centerline. Light pole 15'AGL/85'MSL, 926' from departure end of runway, 661' left of centerline.



KSUU/SUU

FAIRFIELD, CALIF

1 APR 11

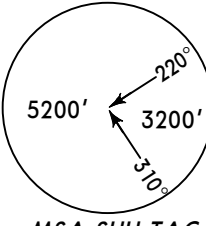
(31-2)

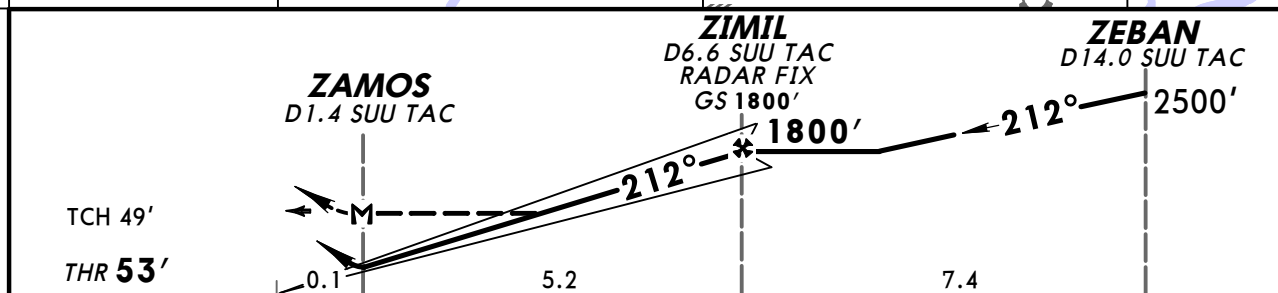
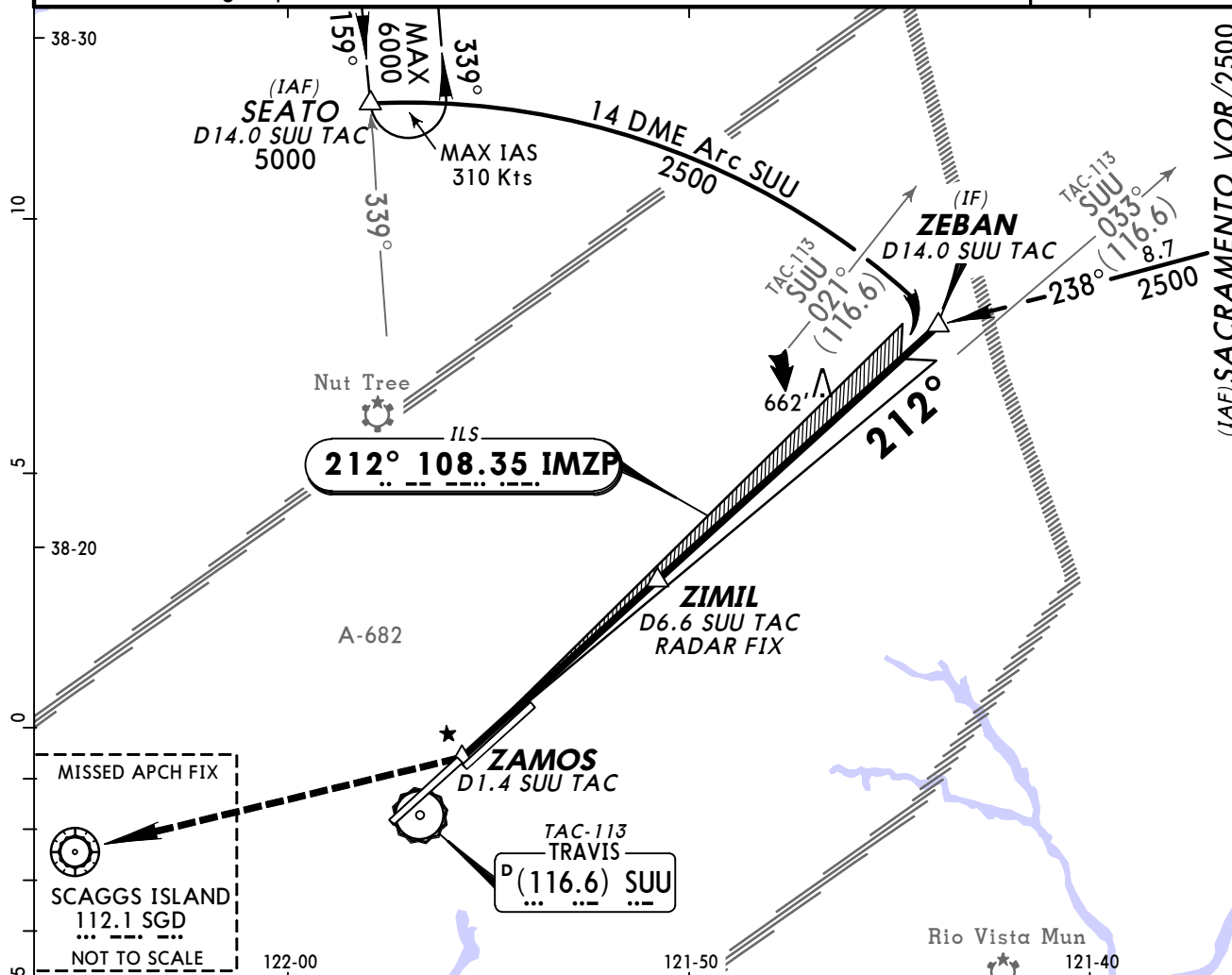
Eff 7 Apr

ILS or LOC Rwy 21R

TRAVIS AFB

BRIEFING STRIP™

ATIS 135.55		TRAVIS Approach (R) North 126.6 South 119.9		TRAVIS Tower 120.75	Ground 121.8
LOC IMZP 108.35	Final Apch Crs 212°	GS ZIMIL 1800' (1747')	ILS DA(H) 303' (250')	Apt Elev 62' THR 53'	
MISSED APCH: Climb to 3200' direct SGD VOR. Prior to reaching SGD VOR expect further clearance from ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. EMERG SAFE ALT 100 NM 12,600' FROM SUU TAC. 3. VGSI and ILS glidepath not coincident.					



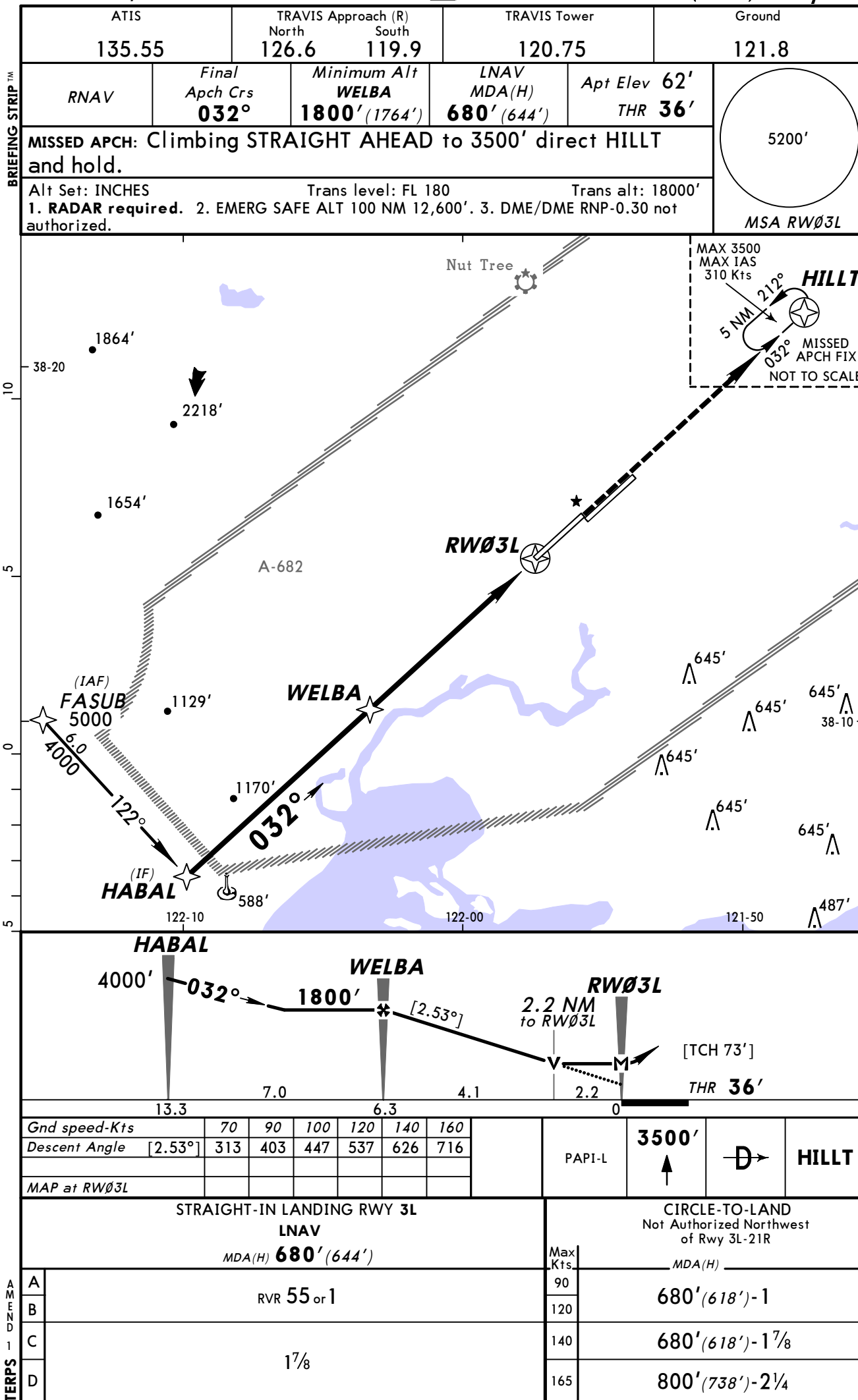
Gnd speed-Kts	70	90	100	120	140	160			3200'	SGD
GS	3.00°	377	484	538	646	753	861	PAPI-R	↑	112.1
MAP at ZAMOS or FAF to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			

STRAIGHT-IN LANDING RWY 21R			CIRCLE-TO-LAND		
ILS DA(H) 303' (250')		1 LOC (GS out) MDA(H) 500' (447')	Not Authorized Northwest of Rwy 3L-21R		
A		1	Max Kts	MDA(H)	
B			90	500' (438')	- 1
C	1		120	520' (458')	- 1
D		1 3/8	140	520' (458')	- 1 1/2
			165	800' (738')	- 2 1/4

1 Radar or DME required.

CHANGES: Notes.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.



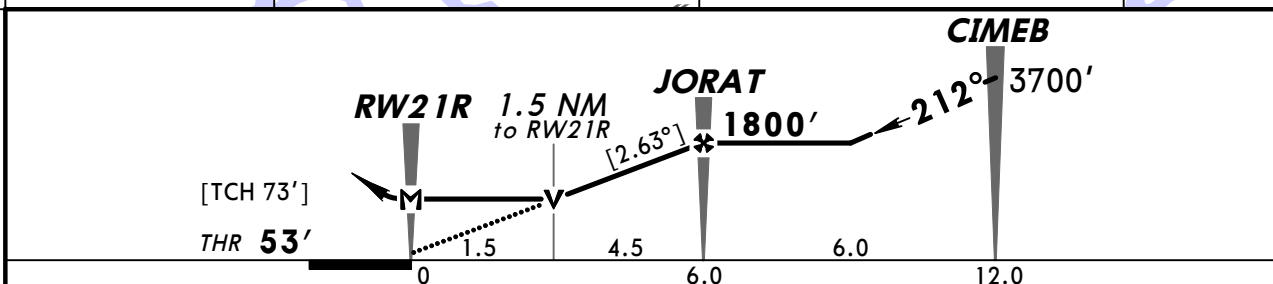
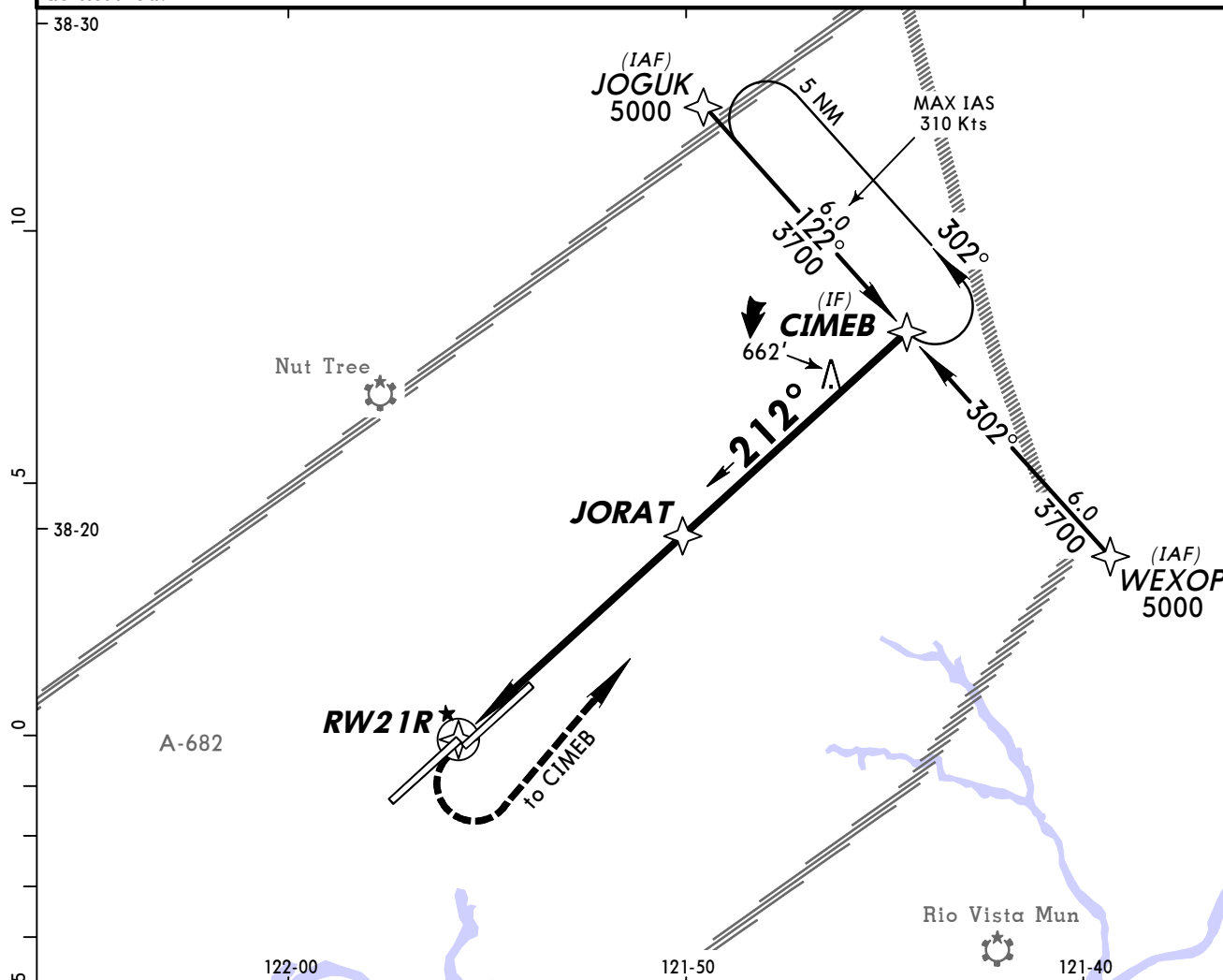
KSUU/SUU
FAIRFIELD, CALIF

1 APR 11 **32-2** Eff 7 Apr

TRAVIS AFB
RNAV (GPS) Rwy 21R

BRIEFING STRIP™

ATIS 135.55		TRAVIS Approach (R) North 126.6 South 119.9		TRAVIS Tower 120.75	Ground 121.8
RNAV	Final Apch Crs 212°	Minimum Alt JORAT 1800' (1747')	LNAV MDA(H) 560' (507')	Apt Elev 62' THR 53'	5200' MSA RW21R
MISSED APCH: Climbing LEFT turn to 3700' direct CIMEB and hold. Climb-in-holding authorized.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. EMERG SAFE ALT 100 NM 12,600'. 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	3700'	LT	CIMEB
Descent Angle [2.63°]	326	419	465	558	651	744				
MAP at RW21R										

STRAIGHT-IN LANDING RWY 21R				CIRCLE-TO-LAND			
LNAV				Not Authorized Northwest of Rwy 3L-21R			
MDA(H) 560' (507')				MDA(H)			
A	1			Max Kts			
B				90	560' (498') - 1		
C				120			
D	1 3/8			140	560' (498') - 1 1/2		
				165	800' (738') - 2 1/4		

CHANGES: Notes.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

General Information

Location: Truckee CA USA
IATA Code: TKF
Lat/Long: N39° 19.2' W120° 08.4'
Elevation: 5901 ft

Airport Use: Public
Magnetic Variation: 14.1 °E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1100 ft AGL

Sunrise: 1437 Z
Sunset: 0150 Z,

Runway Information

Runway: 01
Length x Width: 4650 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5894 ft
Lighting: Edge, Pilot controlled

Runway: 10
Length x Width: 7000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5901 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 4650 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5894 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 115 ft

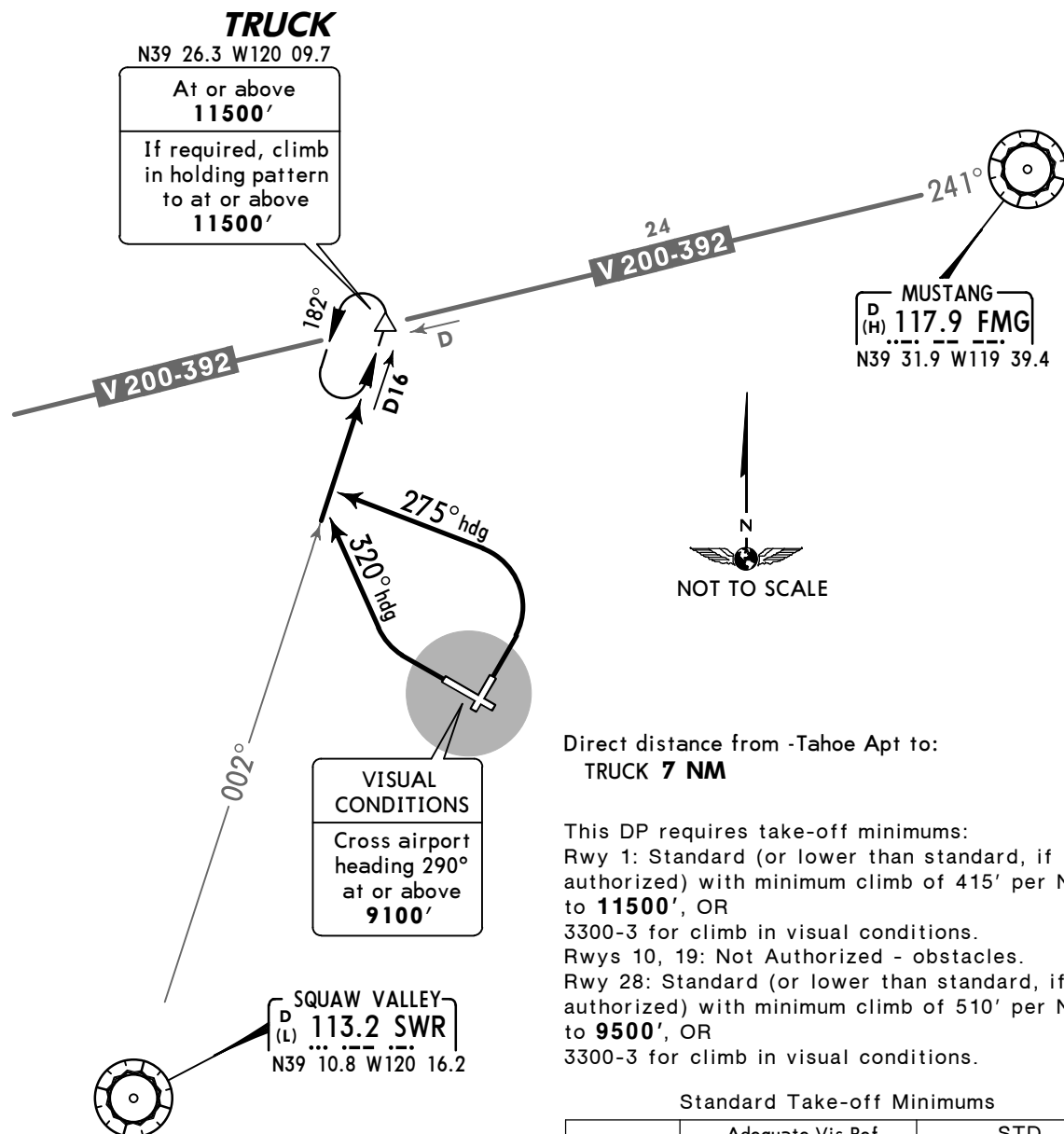
Runway: 28
Length x Width: 7000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5899 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS 118.0
Truckee-Tahoe Unicom 122.8 CTAF PCL
Oakland Center 127.95 Remote Communications Air-Ground

OAKLAND
Center (R)
127.95Apt Elev
5900'

Trans level: FL 180 Trans alt: 18000'

OBSTACLE**TRUCK THREE DEPARTURE (TRUCK3.TRUCK)**

Direct distance from -Tahoe Apt to:
TRUCK 7 NM

This DP requires take-off minimums:
Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 415' per NM to **11500'**, OR
3300-3 for climb in visual conditions.
Rwys 10, 19: Not Authorized - obstacles.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 510' per NM to **9500'**, OR
3300-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
415' per NM	519	692	1038	1383	1729	2075
510' per NM	638	850	1275	1700	2125	2550

OBSTACLES

Rwy 1: Trees beginning 127' from DER, 175' LEFT of centerline, up to 35' AGL/5921' MSL. Trees beginning 360' from DER, 163' RIGHT of centerline, up to 39' AGL/5925' MSL.
Rwy 28: Trees beginning 679' from DER, 285' LEFT of centerline, up to 96' AGL/5997' MSL. Trees beginning 208' from DER, 392' RIGHT of centerline, up to 70' AGL/5971' MSL.

RWY**INITIAL CLIMB****1**

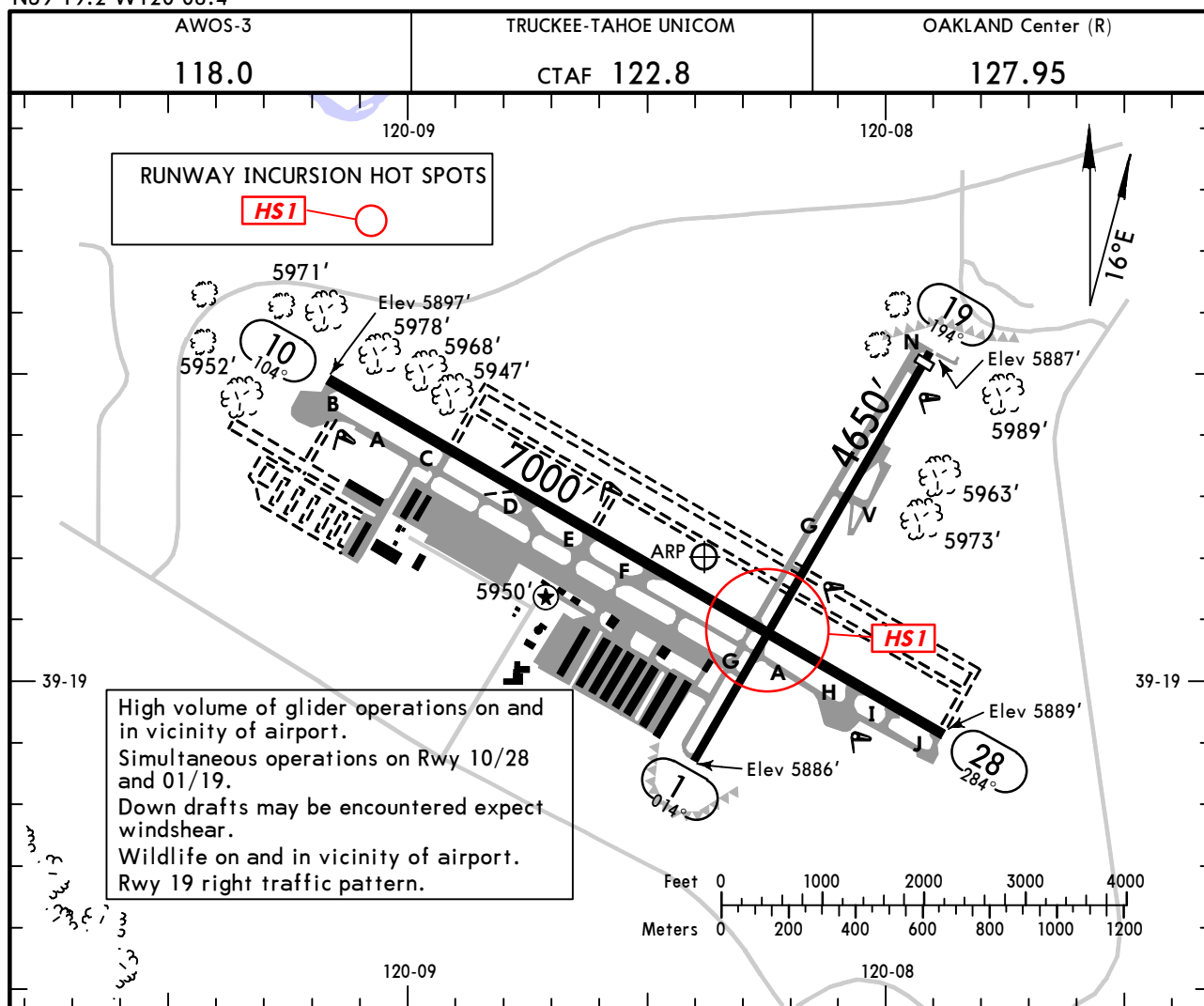
Climbing LEFT turn to **11500'** via heading 275° and SWR R-002 to TRUCK.
OR,
Climb in visual conditions to cross -Tahoe airport heading 290°, then proceed on SWR R-002 to TRUCK.

28

Climbing RIGHT turn to **11500'** via heading 320° and SWR R-002 to TRUCK.
OR,
Climb in visual conditions to cross -Tahoe airport heading 290°, then proceed on SWR R-002 to TRUCK.

ROUTING

If required, continue climb in TRUCK holding pattern to cross TRUCK at or above **11500'**.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
1 19	MIRL				75'
	MIRL (South 4250' only) VASI-L (angle 3.5°)	4535'			
10 28	MIRL 2 REIL				100'
	MIRL				

- ① Runway use restricted to aircraft having a gross weight of 12,500 lbs or less.
② On request contact UNICOM.

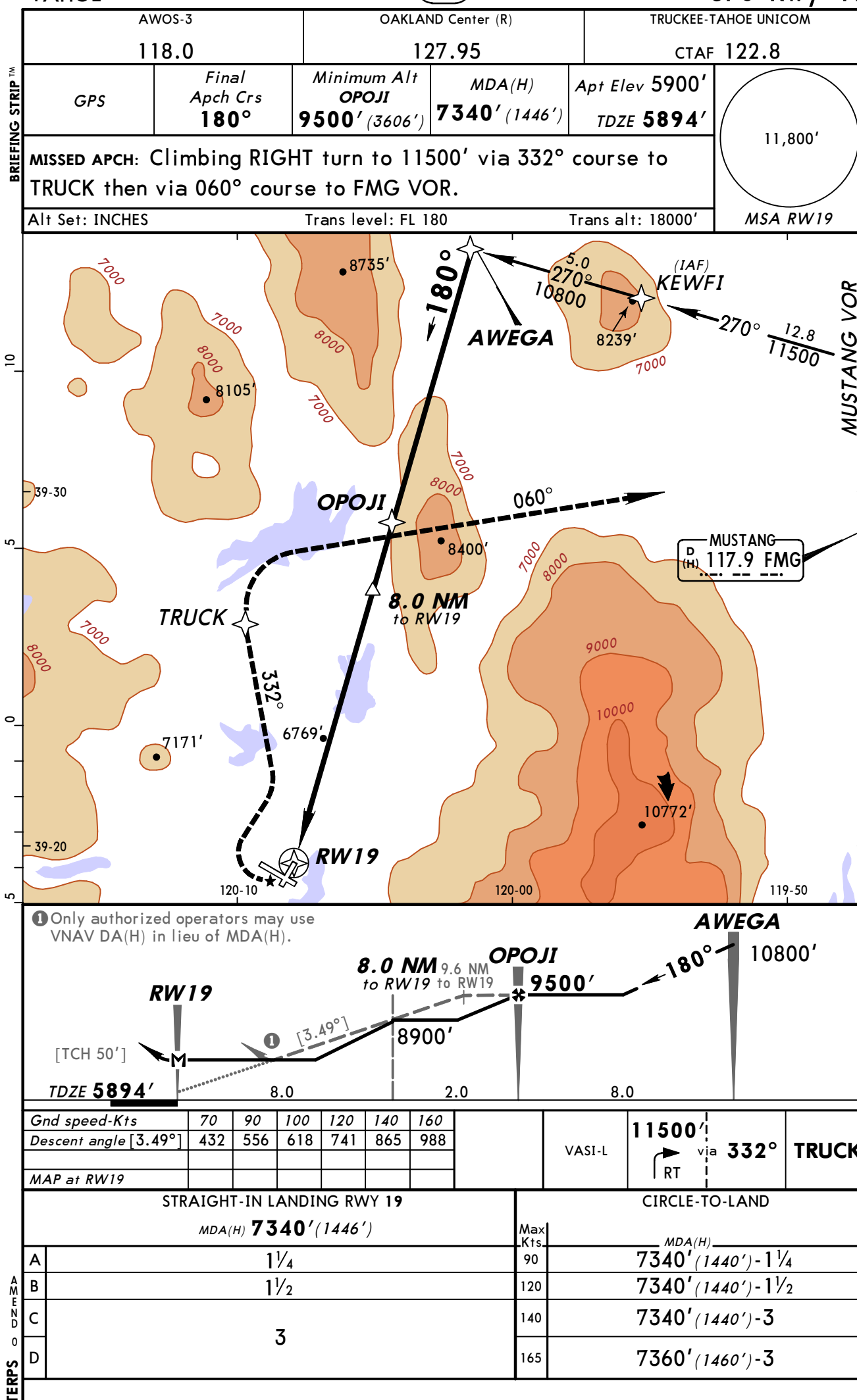
RUNWAY INCURSION HOT SPOTS



For Information only, not to be construed as ATC instructions.

HS1 CAUTION: Simultaneous operations on Runways 10/28 and 1/19. Note: Pilots departing Runway 28 are unable to see aircraft on Runway 19.

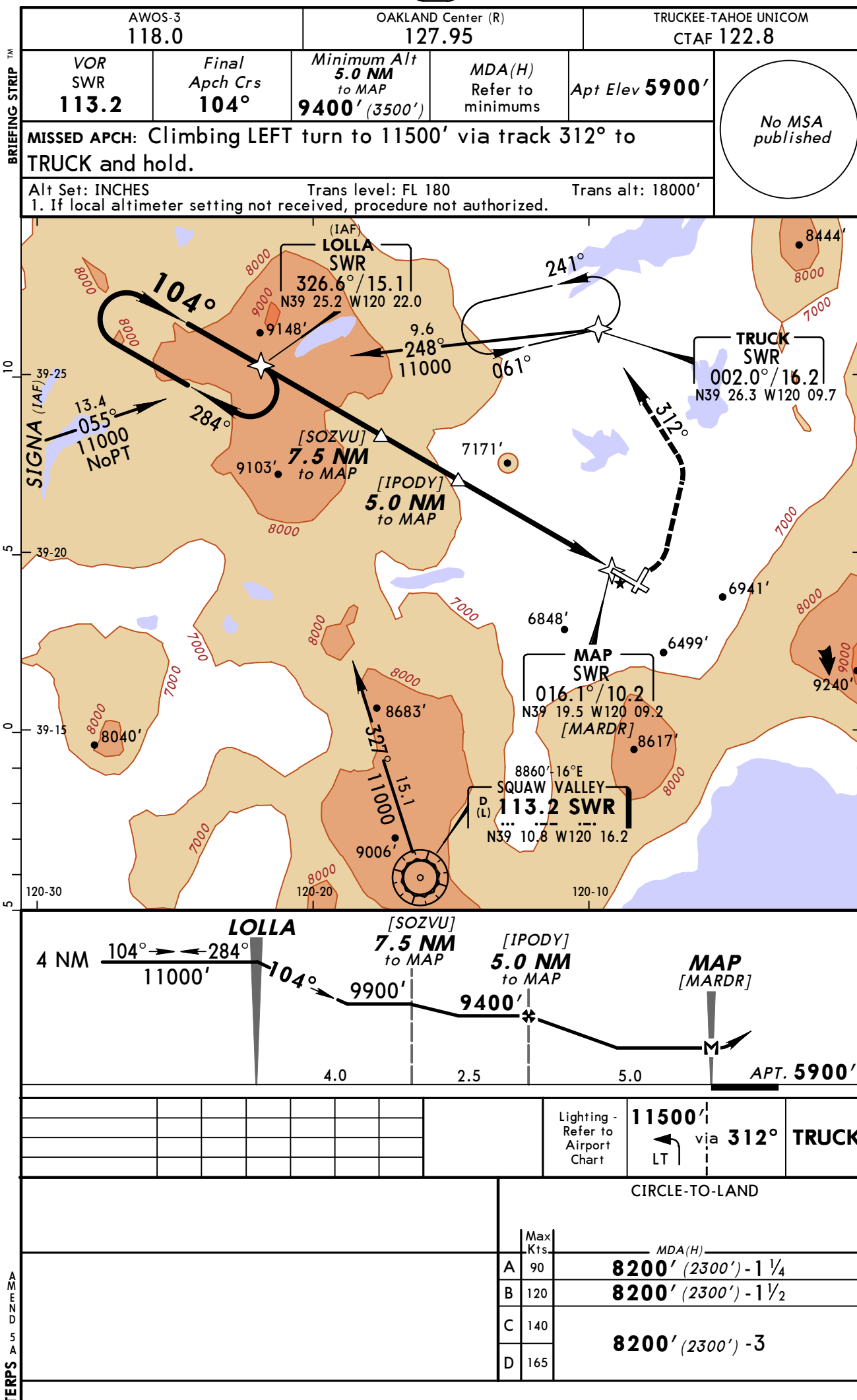
TAKE-OFF			FOR FILING AS ALTERNATE	
	Rwys 1, 28	Rwys 10,19		
1 & 2 Eng	USE TRUCK DEPARTURE	NA	A	NA
			B	
3 & 4 Eng			C	
	D			



KTRK/TKF
-TAHOE

JEPPesen
21 APR 06 **(19-1)**

TRUCKEE, CALIF
VOR DME RNAV or GPS-A



CHANGES: Note, contours.

© JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

General Information

Location: Palm Springs CA USA
IATA Code: TRM
Lat/Long: N33° 37.6' W116° 09.6'
Elevation: -114 ft

Airport Use: Public
Magnetic Variation: 12.0°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1416 Z
Sunset: 0139 Z,

Runway Information

Runway: 12
Length x Width: 4995 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: -115 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: -114 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 200 ft

Runway: 30
Length x Width: 4995 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: -121 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: -124 ft
Lighting: Edge, REIL, Pilot controlled

Stopway: 200 ft

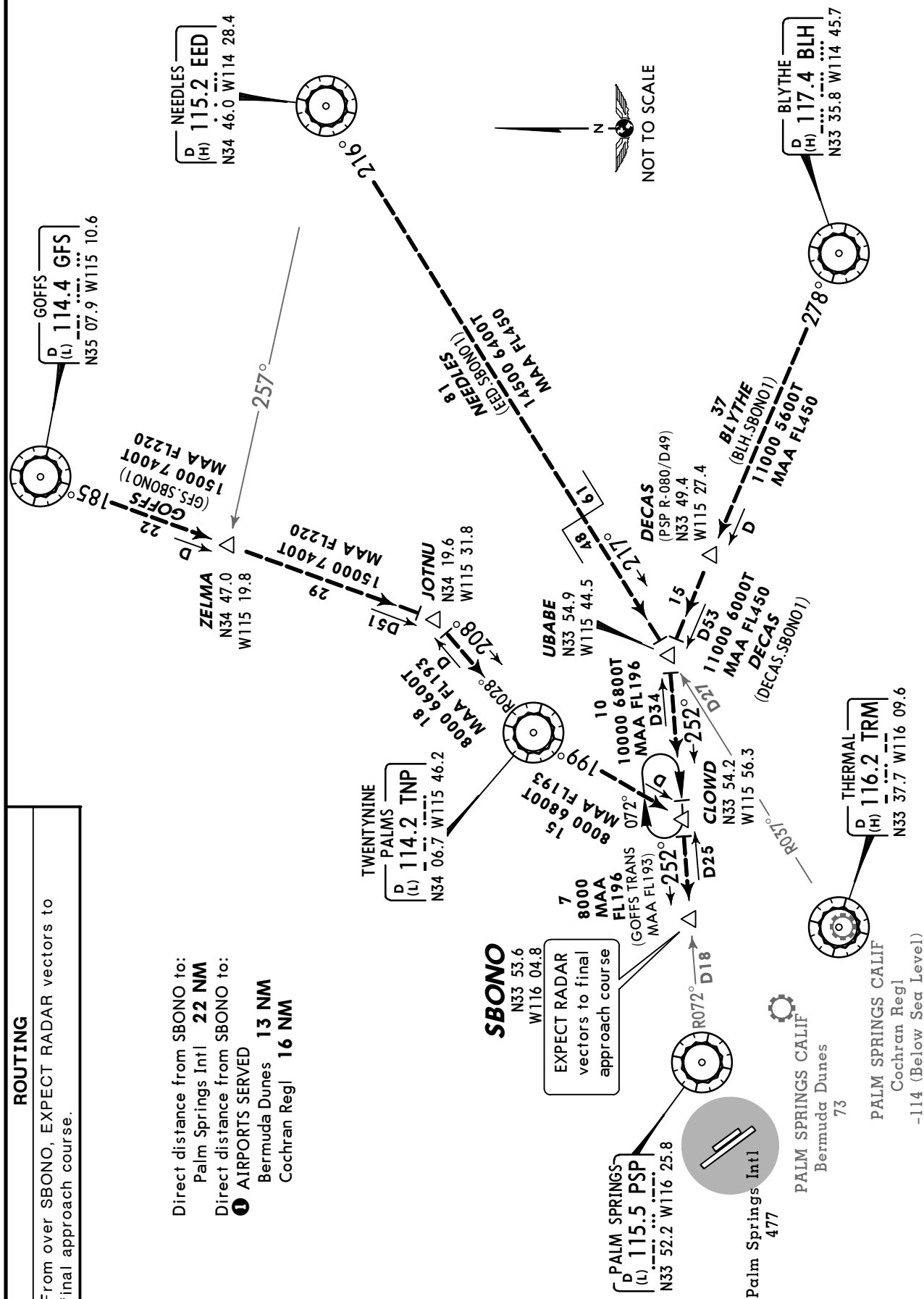
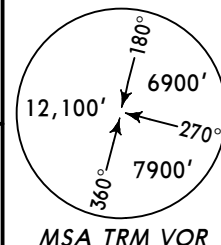
Communication Information

ASOS 118.325
Jacqueline Cochran Regl Unicom 123.0 CTAF PCL
Riverside Flight Service Station 122.3 RCO
Los Angeles Center 128.15 Remote Communications Air-Ground

2. Also serves **1**



Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
1. DME required.
2. Also serves **1**

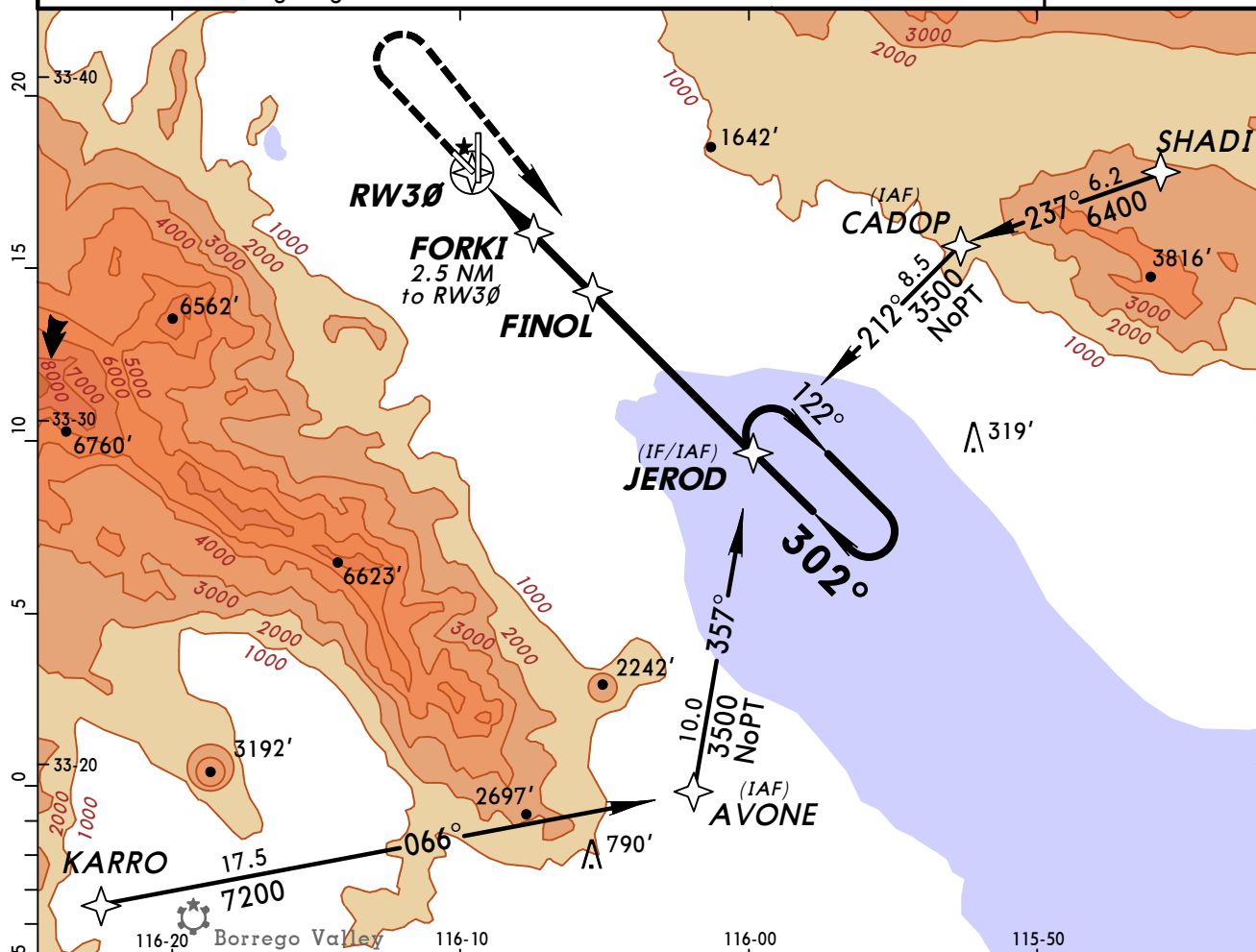


© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

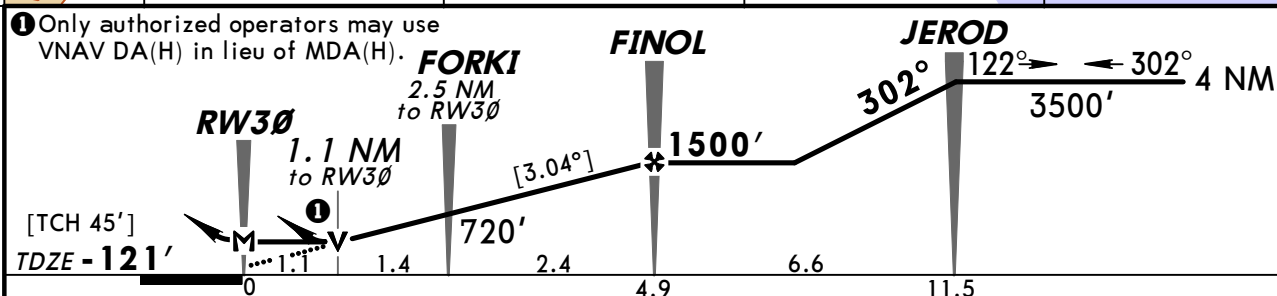
COCHRAN REGRESSION

**A
M
E
N
D
M
E
N
T**

ASOS		*SOCAL Approach (R)		LOS ANGELES Center (R)		COCHRAN REGL UNICOM	
118.32		135.27		128.15 when App inop.		CTAF 123.0	
RNAV	Final Apch Crs 302°	Minimum Alt FINOL 1500' (1621')	LNAV MDA(H) 260' (381')	Apt Elev -114' (Below sea level) TDZE -121'		12,100' MSA RW30	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3500' direct JEROD and hold.							
Alt Set: INCHES							



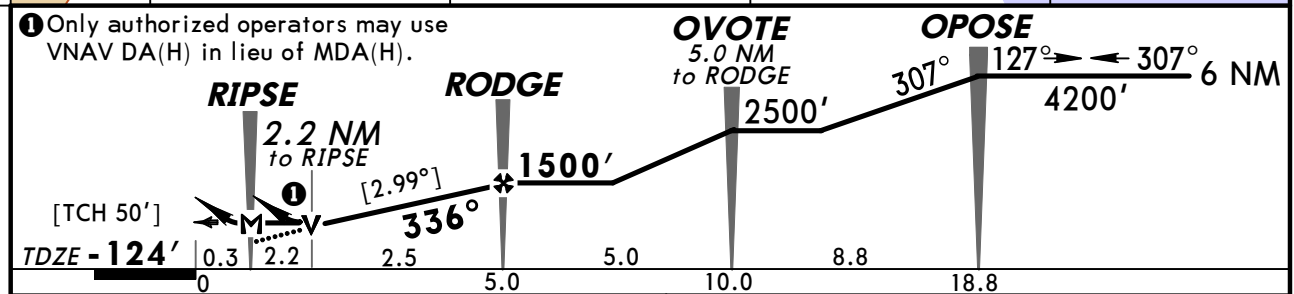
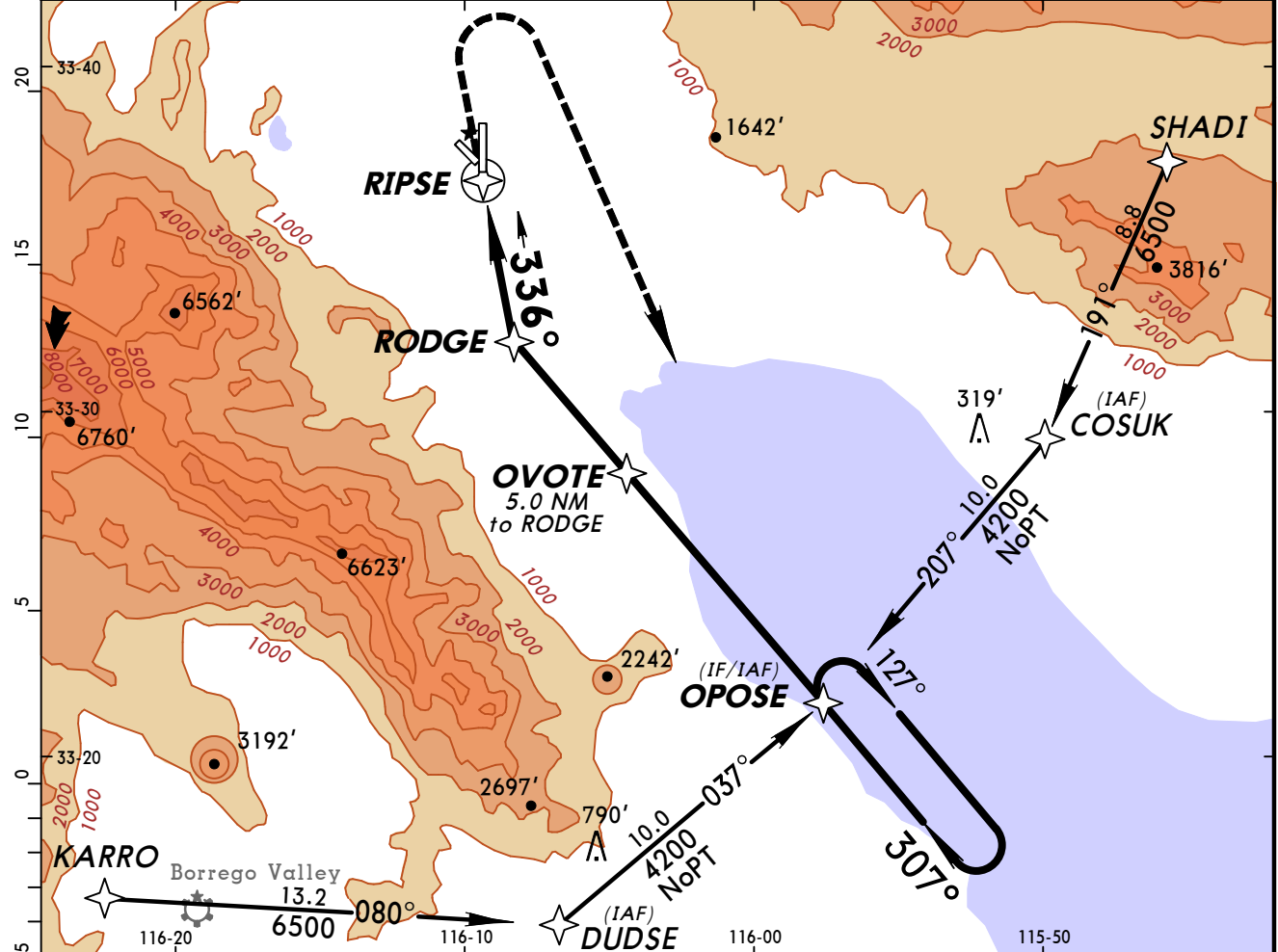
① Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at RW30										

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND			
LNAV									
MDA(H) 260' (381')									
A						Max Kts	MDA(H)		
B						90	320' (434') -1		
C						120	340' (454') -1		
D						140	340' (454') -1½		
						165	500' (614') -2		

ASOS 118.32		*SOCAL Approach (R) 135.27		LOS ANGELES Center (R) 128.15 when App inop.		COCHRAN REGL UNICOM CTAF 123.0	
RNAV	Final Apch Crs 336°	Minimum Alt RODGE 1500'(1624')	LNAV MDA(H) 700'(824')	Apt Elev -114' (Below sea level) TDZE -124'		12,100' MSA RIPSE	
MISSED APCH: Climb to 1350' then climbing RIGHT turn to 4200' direct OPOSE and hold.							
Alt Set: INCHES 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 123.0.							
						Trans level: FL 180	
						Trans alt: 18000'	

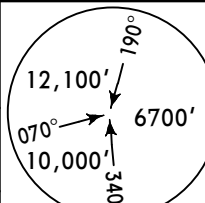


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1350' ↑	4200' RT	D→	OPOSE
Descent angle [2.99°]	370	476	529	635	741	846					
MAP at RIPSE											

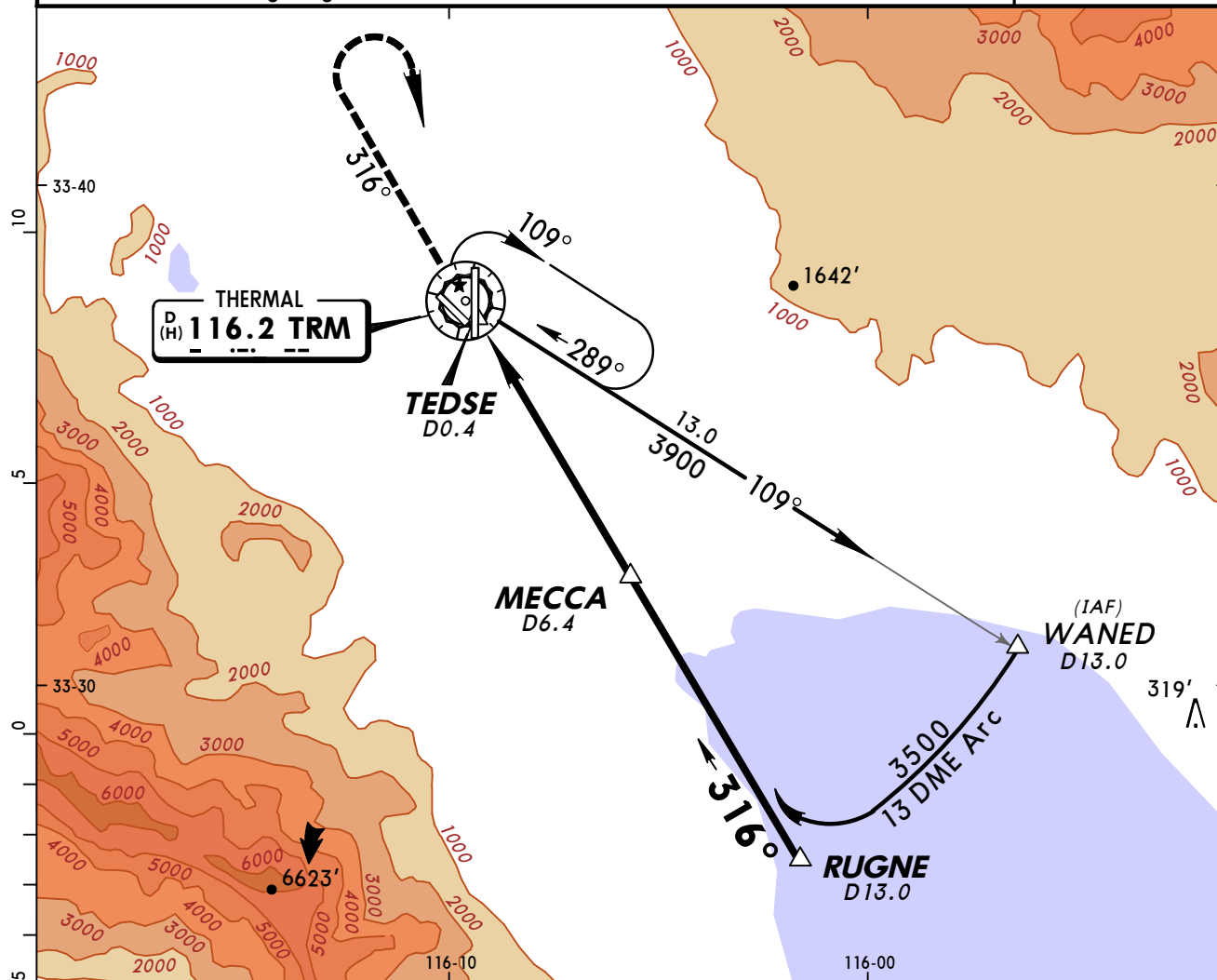
STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND	
LNAV MDA(H) 700' (824')				Max Kts	MDA(H)
A	1			90	700' (814') - 1
B	1 1/4			120	700' (814') - 1 1/4
C	2 1/2			140	700' (814') - 2 1/2
D	2 3/4			165	700' (814') - 2 3/4

BRIEFING STRIP™

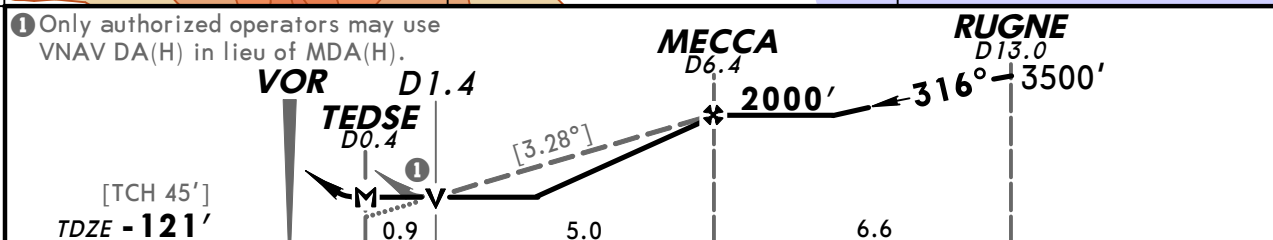
ASOS		*SOCAL Approach (R)		LOS ANGELES Center (R)		COCHRAN REGL UNICOM			
118.32		135.27		128.15 when App inop.		CTAF 123.0			
VOR TRM 116.2		Final Apch Crs 316°		Minimum Alt MECCA 2000' (2121')		MDA(H) 240' (361')		Apt Elev - 114' (Below sea level) TDZE - 121'	
MISSED APCH: Climb to 1300' outbound via TRM VOR R-316 then climbing RIGHT turn to 3000' direct TRM VOR and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Pilot controlled lighting 123.0.									



MSA TRM VOR

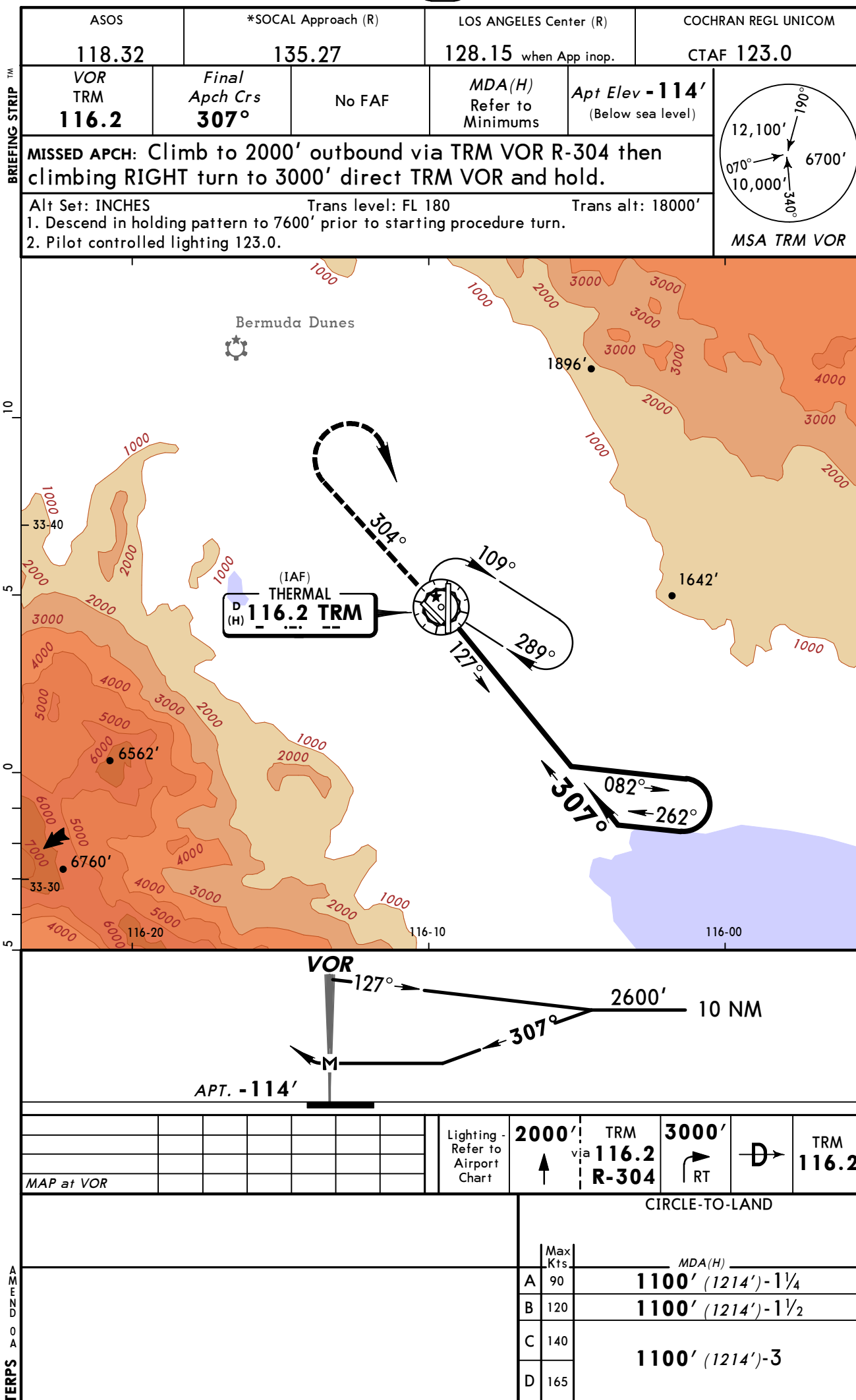


① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1300'	TRM via 116.2 R-316	3000'	TRM 116.2
Descent angle	[3.28°]	406	522	580	696	813		↑	RT	→	
MAP at TEDSE											

STRAIGHT-IN LANDING RWY30				CIRCLE-TO-LAND			
MDA(H) 240' (361')				MDA(H)			
A				Max Kts			
B	1			90	340'(454')-1		
C				120			
D	1 1/4			140	340'(454')-1 1/2		
				165	500'(614')-2		



General Information

Location: South Lake Tahoe CA USA

IATA Code: TVL

Lat/Long: N38° 53.6' W119° 59.7'

Elevation: 6269 ft

Airport Use: Public

Magnetic Variation: 13.9°E

Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: HP Bottle

Repair Types: Minor Airframe, Minor Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1436 Z

Sunset: 0150 Z,

Runway Information

Runway: 18

Length x Width: 8541 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 6259 ft

Lighting: Edge, ALS, Pilot controlled

Displaced Threshold: 800 ft

Runway: 36

Length x Width: 8541 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 6264 ft

Lighting: Edge, REIL, Pilot controlled

Displaced Threshold: 2033 ft

Communication Information

ASOS 124.725

Lake Tahoe Unicom 122.95 CTAF PCL

Oakland Clearance Delivery 134.3

Oakland Center 127.95 Remote Communications Air-Ground

RICHY FIVE DEPARTURE (RICHY5.SWR) (PILOT NAV) (RWY 36)

→ This DP requires a minimum climb gradient of 400' per nm to 10000'.

Gnd speed-Kts	75	100	150	200	250	300
400' per nm	500	667	1000	1333	1667	2000

TAKE-OFF

Rwy 36: Turn LEFT to a 330° heading. Thence **DEPARTURE**

Intercept Squaw Valley R-117 at or above 8300', continue climb northwest bound on Squaw Valley R-117 to Squaw Valley VORTAC. Cross Squaw Valley VORTAC at or above 11000'. Aircraft cleared via a transition, reverse course to the LEFT after crossing Squaw Valley VORTAC, and proceed to Richy Int via Squaw Valley R-117. Cross Richy Int at 12000' southeast and southwest bound. Thence via (transition).

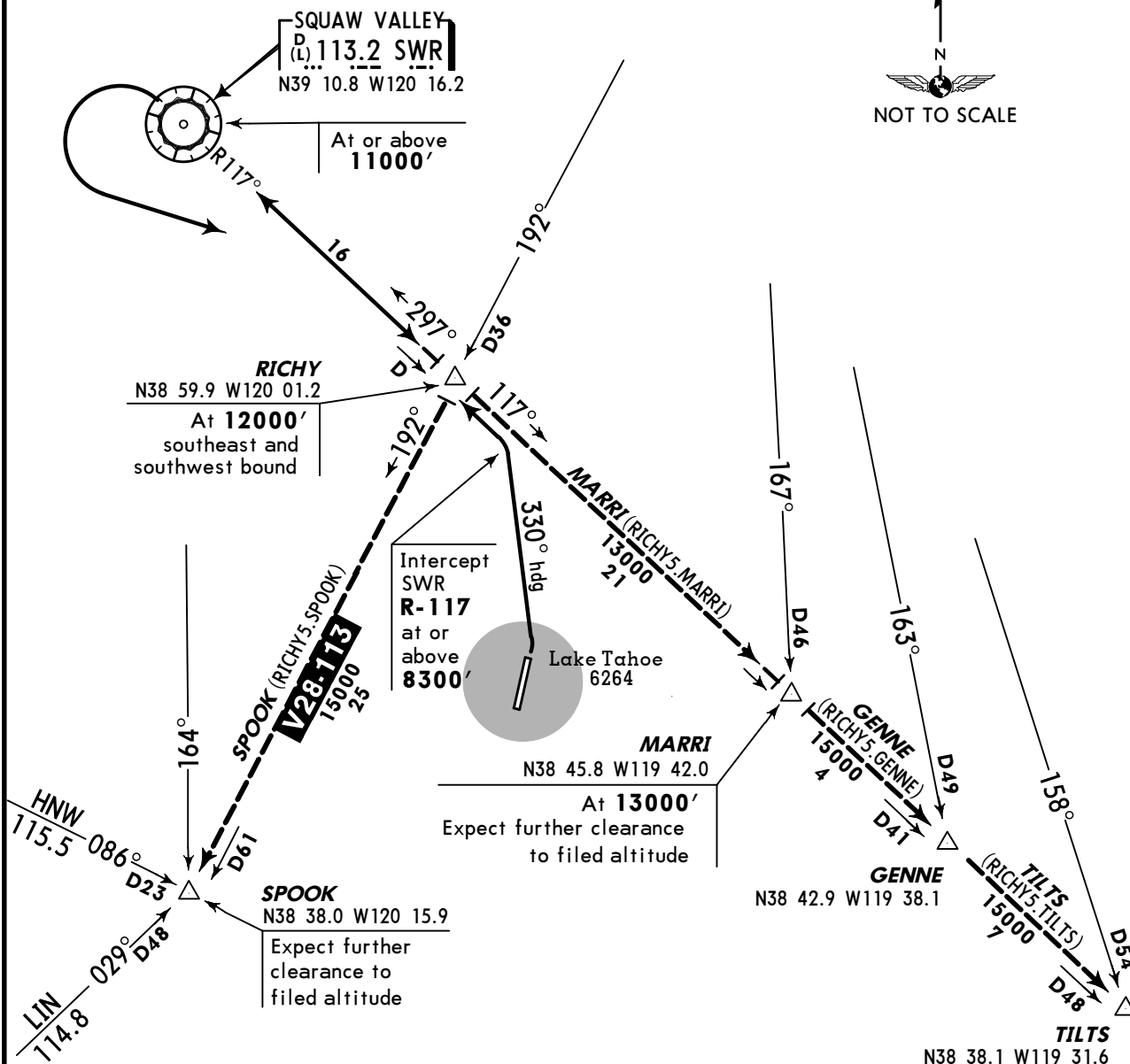
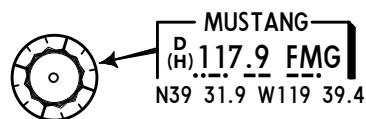
TRANSITIONS

Genne (RICHY5.GENNE): From Richy Int to Genne Int (25 nm): Via Squaw Valley R-117. Cross Marri Int at 13000'. EXPECT further clearance to filed altitude after Marri Int.

Marri (RICHY5.MARRI): From Richy Int to Marri Int (21 nm): Via Squaw Valley R-117. Cross Marri Int at 13000'. EXPECT further clearance to filed altitude after Marri Int.

Spook (RICHY5.SPOOK): From Richy Int to Spook Int (25 nm): Via Mustang R-192. EXPECT further clearance to filed altitude after Spook Int.

Tilts (RICHY5.TILTS): From Richy Int to Tilts Int (32 nm): Via Squaw Valley R-117. Cross Marri Int at 13000'. EXPECT further clearance to filed altitude after Marri Int.



SHOLE ONE DEPARTURE (SHOLE1.SHOLE) (PILOT NAV) (DME REQUIRED) (RWY 18 NOT AUTHORIZED) (RWY 36)

→ This DP requires a minimum climb gradient of 300' per nm to 9000'.

Gnd speed-Kts	75	100	150	200	250	300
300' per nm	375	500	750	1000	1250	1500

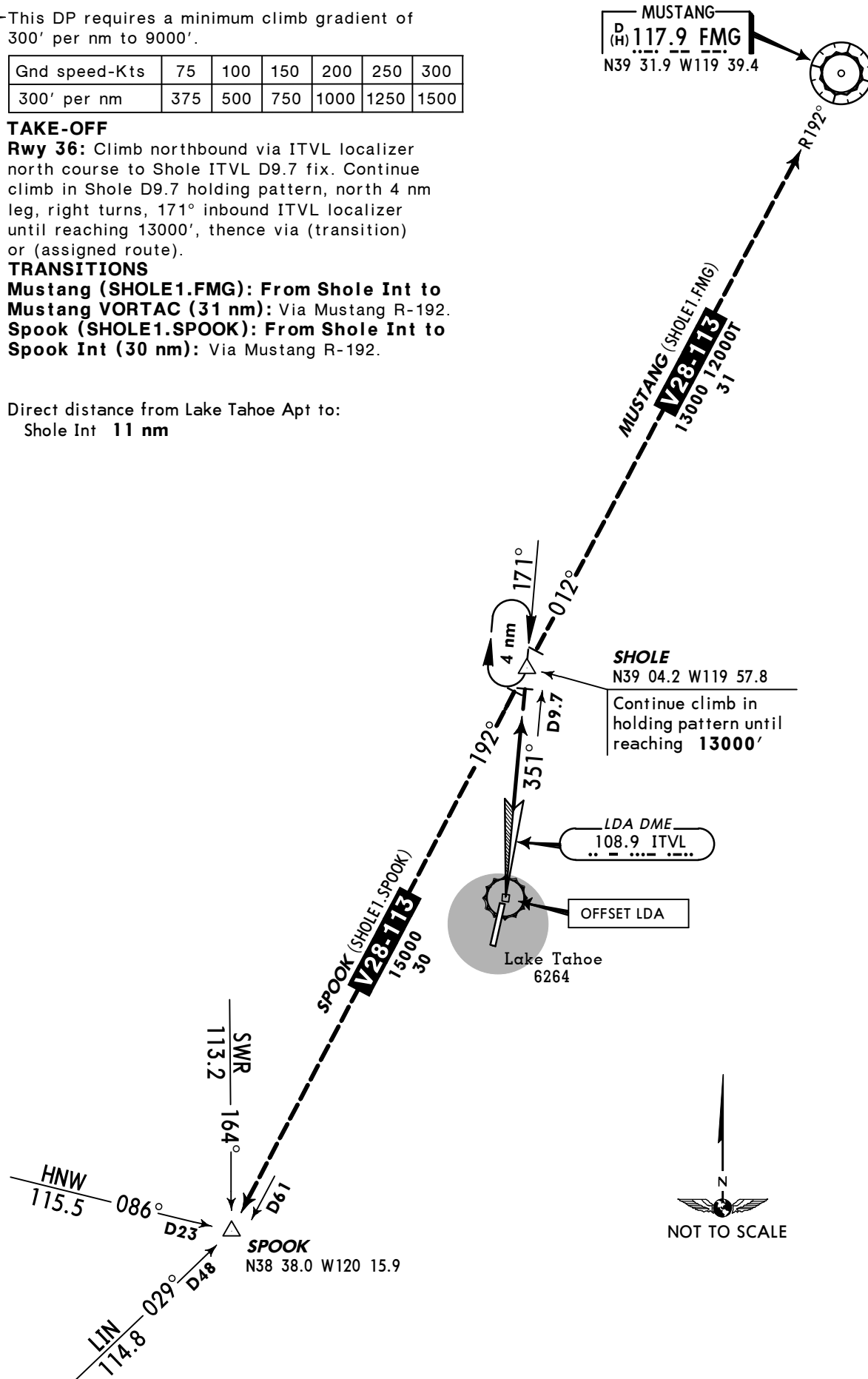
TAKE-OFF

Rwy 36: Climb northbound via ITVL localizer north course to Shole ITVL D9.7 fix. Continue climb in Shole D9.7 holding pattern, north 4 nm leg, right turns, 171° inbound ITVL localizer until reaching 13000', thence via (transition) or (assigned route).

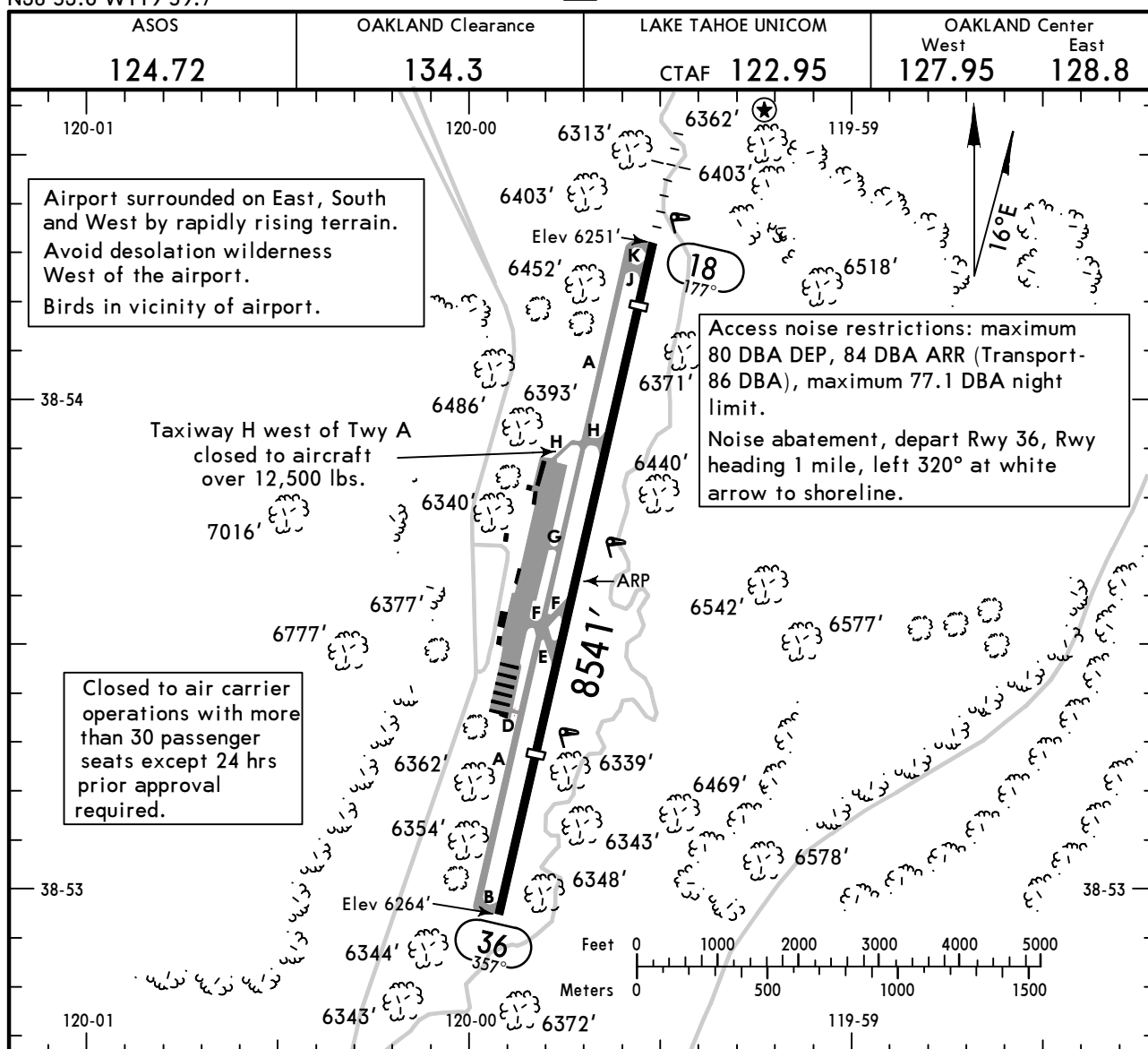
TRANSITIONS

Mustang (SHOLE1.FMG): From Shole Int to Mustang VORTAC (31 nm): Via Mustang R-192.
Spook (SHOLE1.SPOOK): From Shole Int to Spook Int (30 nm): Via Mustang R-192.

Direct distance from Lake Tahoe Apt to:
Shole Int 11 nm



KTVL/TVL
 Apt Elev **6264'**
 N38 53.6 W119 59.7



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					— LANDING BEYOND —			
					Threshold	Glide Slope		
18	① MIRL	① MALSF	① ② PAPI-L	grooved	③ 7017'		8541'	100'
36	① MIRL	REIL		grooved	④ 5708'			

- ① Activate on 122.95.
- ② Nights only.
- ③ Last 724' is unavailable for landing distance computations.
- ④ Last 800' is unavailable for landing distance computations.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TAKE OFF & OBSTACLE DEPARTURE PROCEDURE												
	Rwy 36			Rwy 18								
	1 With Mim climb of 215'/NM to 6500'		Other	With Mim climb of 832'/NM to 11500'		With Mim climb of 715'/NM to 11500'						
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	Other						
							VOR DME-A	Other				
1 & 2 Eng	1/4	1	300-2	1/4	1	1700-3	A	2600-5		NA		
3 & 4 Eng		1/2			1/2		B					
							C					
							D					

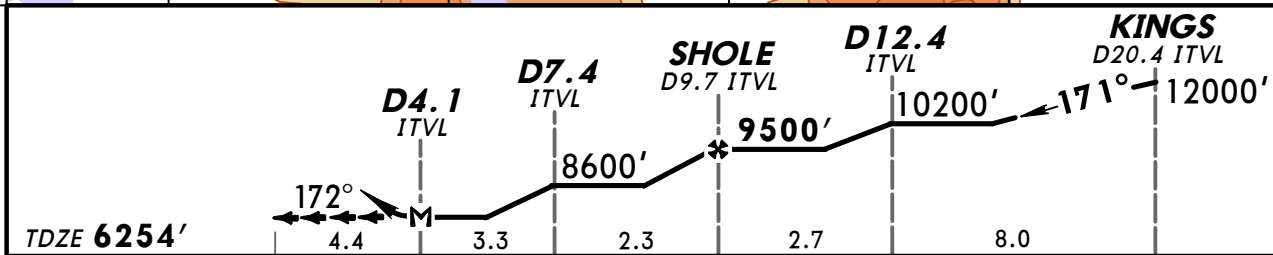
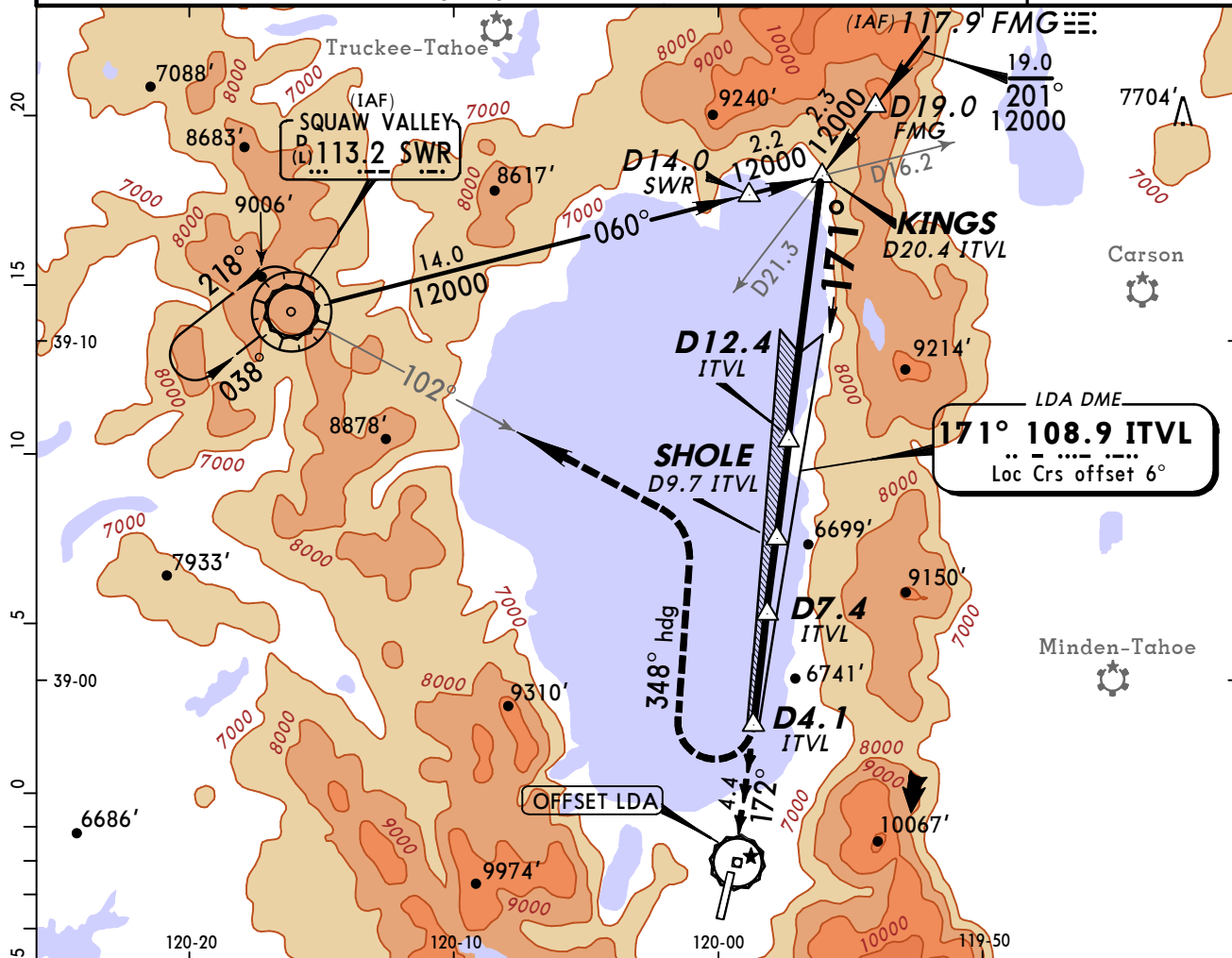
① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1400' prior to departure end of runway.

OBSTACLE DP: Rwy 18, climb heading 177° to 7900' then climbing right turn to intercept SWR VOR R-133 to SWR VOR, then proceed on course.
 Rwy 36, climb heading 357° to intercept

SWR VOR R-113 to SWR VOR, then proceed on course.

BRIEFING STRIP™

ASOS 124.72		OAKLAND Center West 127.95 East 128.8		LAKE TAHOE UNICOM CTAF 122.95	
LDA ITVL 108.9	Final Aptch Crs 171°	Minimum Alt SHOLE 9500' (3246')	MDA(H) Refer to Minimums	Apt Elev 6264' TDZE 6254'	11,900' MSA SWR VOR
MISSED APCH: Climbing RIGHT turn to 11000' via 348° heading and inbound on SWR VOR R-102 to SWR VOR and hold.					
Alt Set: INCHES 1. Offset LDA. 2. Pilot controlled lighting 122.95.			Trans level: FL 180 Trans alt: 18000'		



				MALSF PAPI		11000'	348° hdg	SWR 113.2 R-102	SWR 113.2
MAP at D4.1 ITVL						via RT			

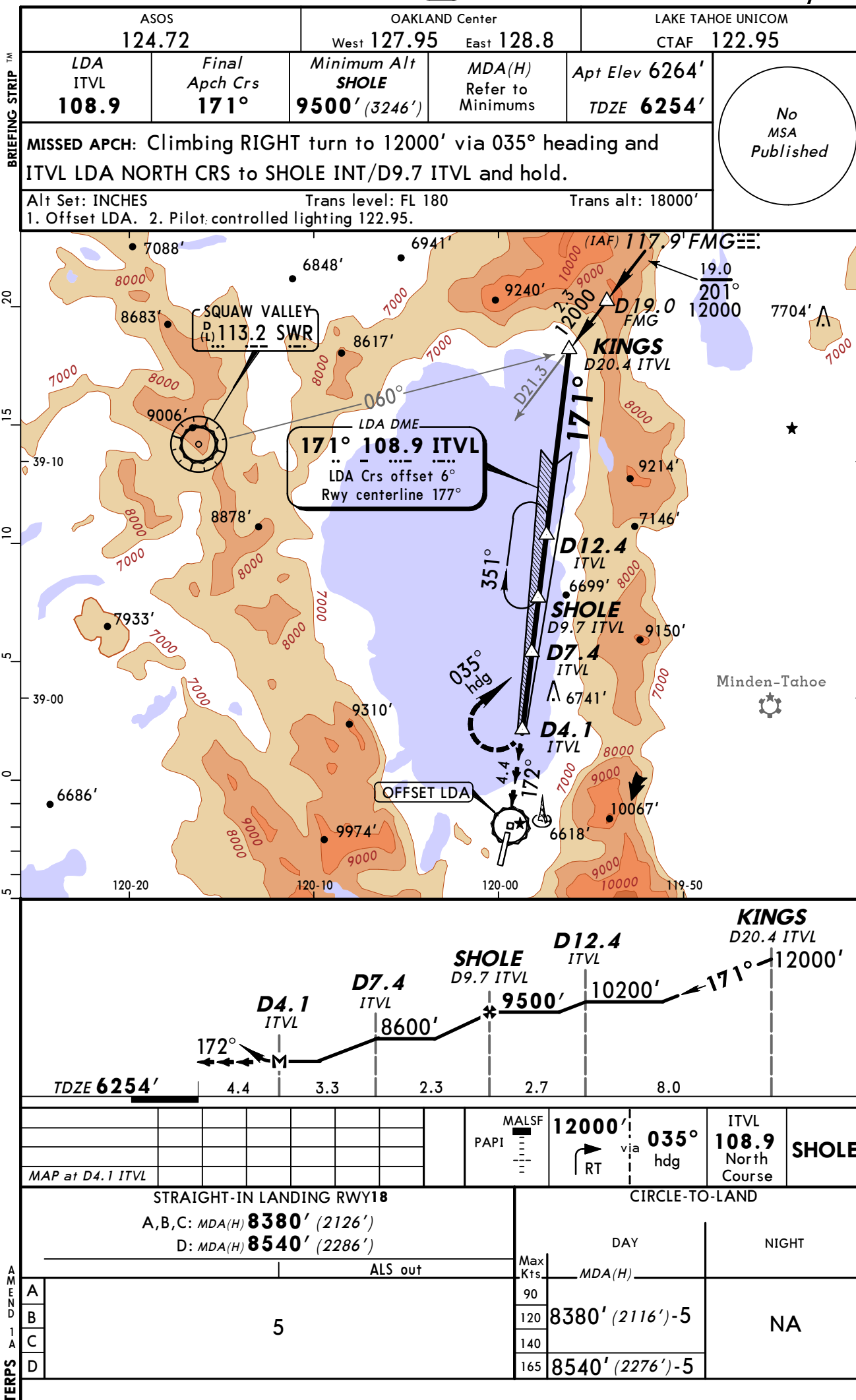
STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
A,B,C: MDA(H) 7280' (1026')							
D: MDA(H) 8540' (2286')							
ALS out				Max Kts	DAY	NIGHT	
				90	MDA(H)		
				120	7420' (1156') -5		
				140	7520' (1256') -5		
				165	7540' (1276') -5		
					8540' (2276') -5		

TERPS

KTVL/TVL LAKE TAHOE

28 JAN 05 (11-2)

JEPPESEN SOUTH LAKE TAHOE, CALIF
LDA DME-2 Rwy 18



CHANGES: Pilot controlled lighting.

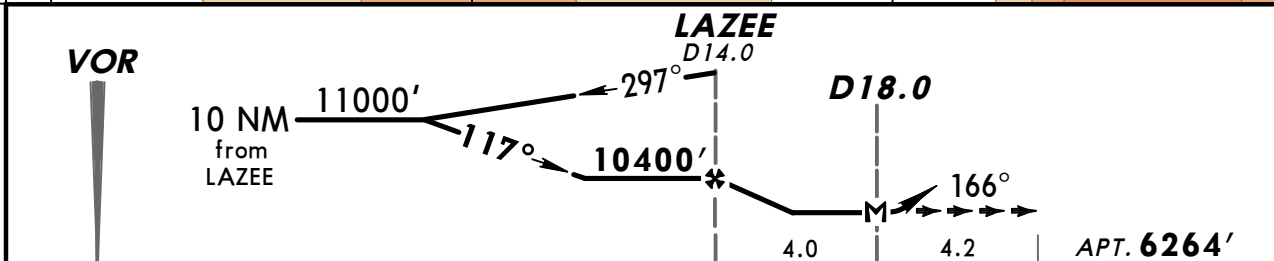
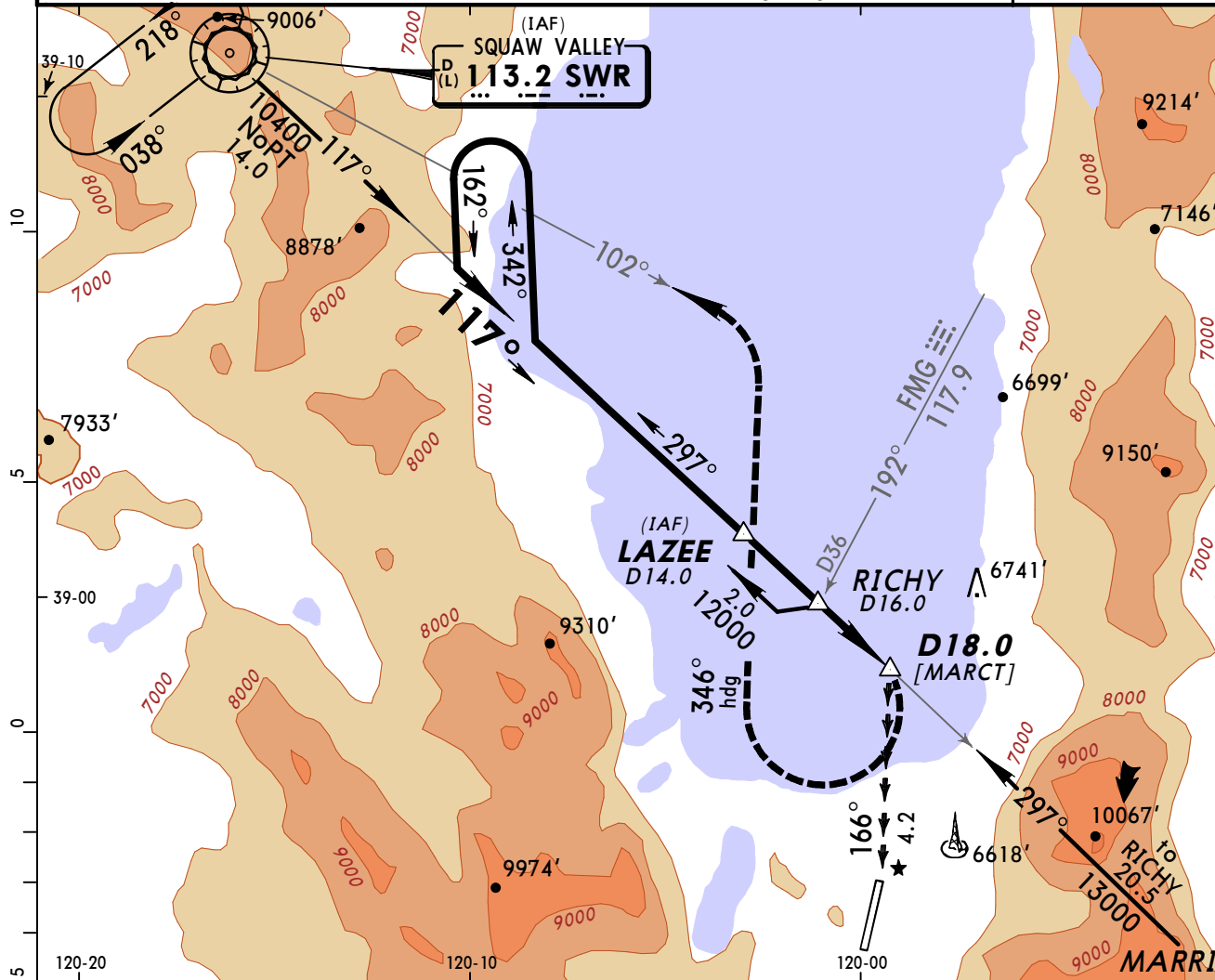
© JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ASOS 124.72		OAKLAND Center West 127.95 East 128.8		LAKE TAHOE UNICOM CTAF 122.95
VOR SWR 113.2	Final Apch Crs 117°	Minimum Alt LAZEE 10400' (4136')	MDA(H) Refer to Minimums	Apt Elev 6264'
MISSED APCH: Climbing RIGHT turn to 11000' via 346° heading and inbound on SWR VOR R-102 to SWR VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, except for operators with approved weather reporting service, procedure not authorized. 2. Air carrier landing visibility reduction for local conditions not authorized. 3. Pilot controlled lighting 122.95.				

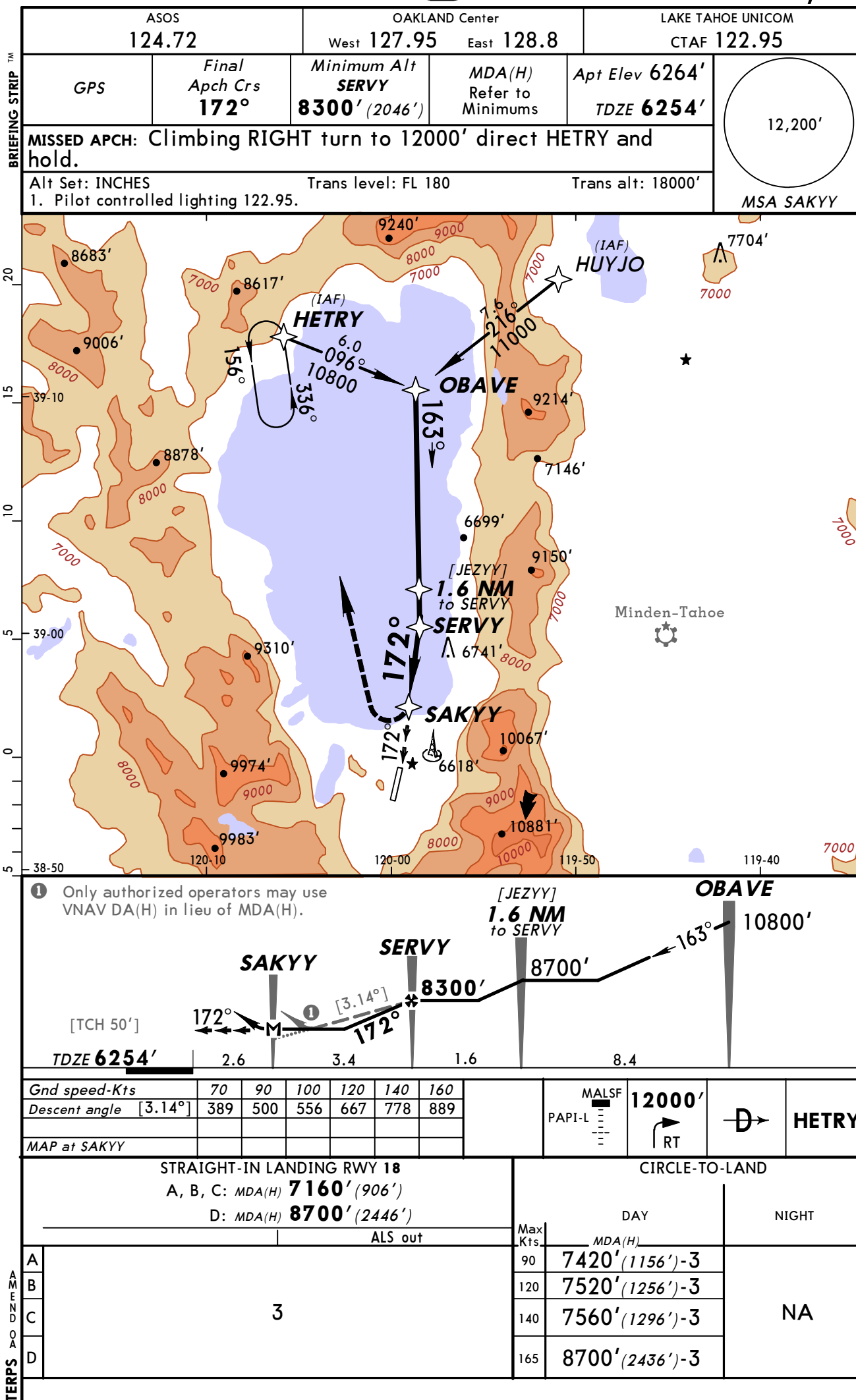
11,900'

MSA SWR VOR



MAP at D18.0				Lighting - Refer to Airport Chart	11000' via RT	346° hdg	SWR 113.2 R-102	SWR 113.2

TERPS		Rwy 18		CIRCLE-TO-LAND		Rwy 36	
	Max Kts	MDA(H)		DAY MDA(H)		NIGHT	
A	90	8800'(2536')-5		8800'(2536')-5		NA	
B	120						
	140						
	165						



General Information

Location: Lompoc CA USA
IATA Code: VBG
Lat/Long: N34° 44.2' W120° 35.1'
Elevation: 369 ft

Airport Use: Military
Magnetic Variation: 13.1 °E
Sectional Chart: Los Angeles

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1434 Z
Sunset: 0156 Z,

Runway Information

Runway: 12
Length x Width: 15000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 267 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

Runway: 30
Length x Width: 15000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 369 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1000 ft

Communication Information

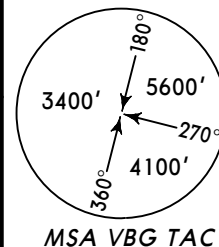
ATIS 133.125
ASOS 133.125
Vandenberg Tower 124.95 CTAF PCL
Vandenberg Ground Control 121.75
Vandenberg Clearance Delivery 121.75
Santa Barbara Approach Control 124.15 Military
Santa Barbara Departure Control 124.15 Military
Vandenberg Operations 126.2 Military
Range Control 121.4 Military

Los Angeles Center 119.05 Remote Communications Air-Ground

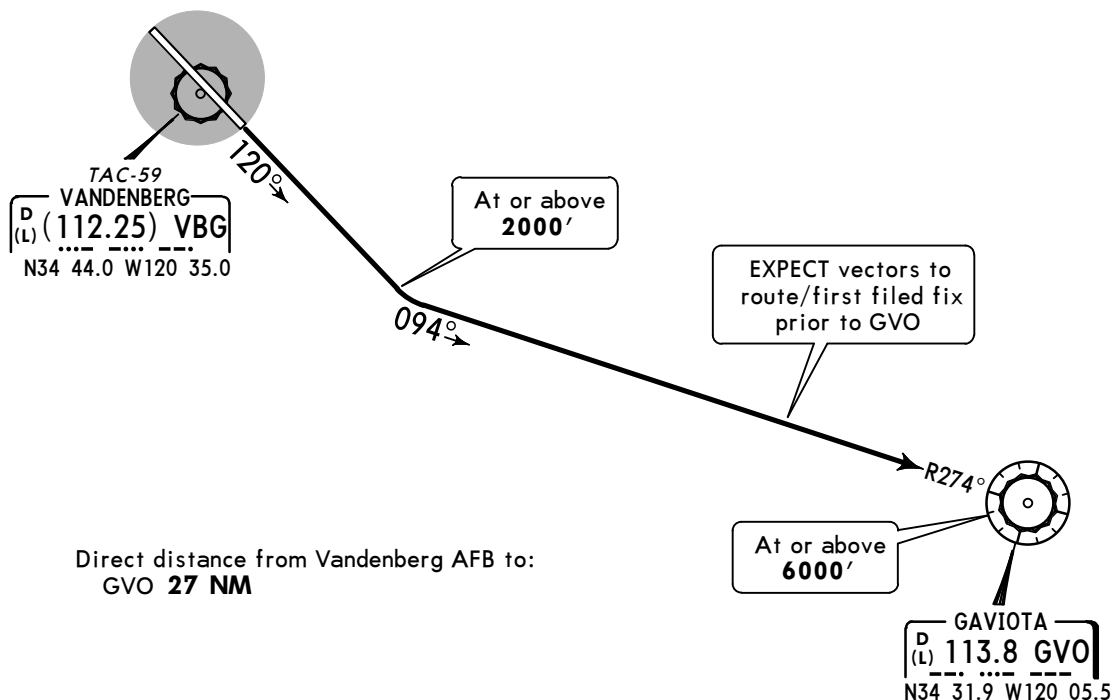
SANTA BARBARA
Departure (R)
124.15

Apt Elev
369'

Trans level: FL 180 Trans alt: 18000'
Use extreme caution for extensive UAS ops in
the vicinity.



GAVIOTA TWO DEPARTURE (GVO2.GVO) (RWY 12)



Minimum Climb Rate to **8800'**.

Rwy	Gnd speed-KT	75	100	150	200	250	300
12	V/V (fpm)	413	550	825	1100	1375	1650

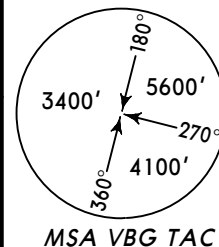
INITIAL CLIMB

Climb on track 120° to **2000'**. Then climbing LEFT turn to intercept the GVO R-274 inbound to GVO. Cross GVO at or above **6000'**. EXPECT vectors to route/first filed fix prior to GVO.

SANTA BARBARA
Departure (R)
124.15

Apt Elev
369'

Trans level: FL 180 Trans alt: 18000'
Use extreme caution for extensive UAS ops in
the vicinity.



VANDENBERG TWO DEPARTURE (VBG2.MQO) (RWY 30)

MORRO BAY
D (L) **112.4 MQO**
N35 15.1 W120 45.6

At or above
4000'



Direct distance from Vandenberg AFB to:
MQO **32 NM**

EXPECT vectors to
route/first filed fix
prior to MQO

At or above
1300'

Minimum Climb Rate to **700'**.

Rwy	Gnd speed-KT	75	100	150	200	250	300
30	V/V (fpm)	350	467	700	933	1167	1400

TAC-59
VANDENBERG
D (L) **(112.25) VBG**
N34 44.0 W120 35.0

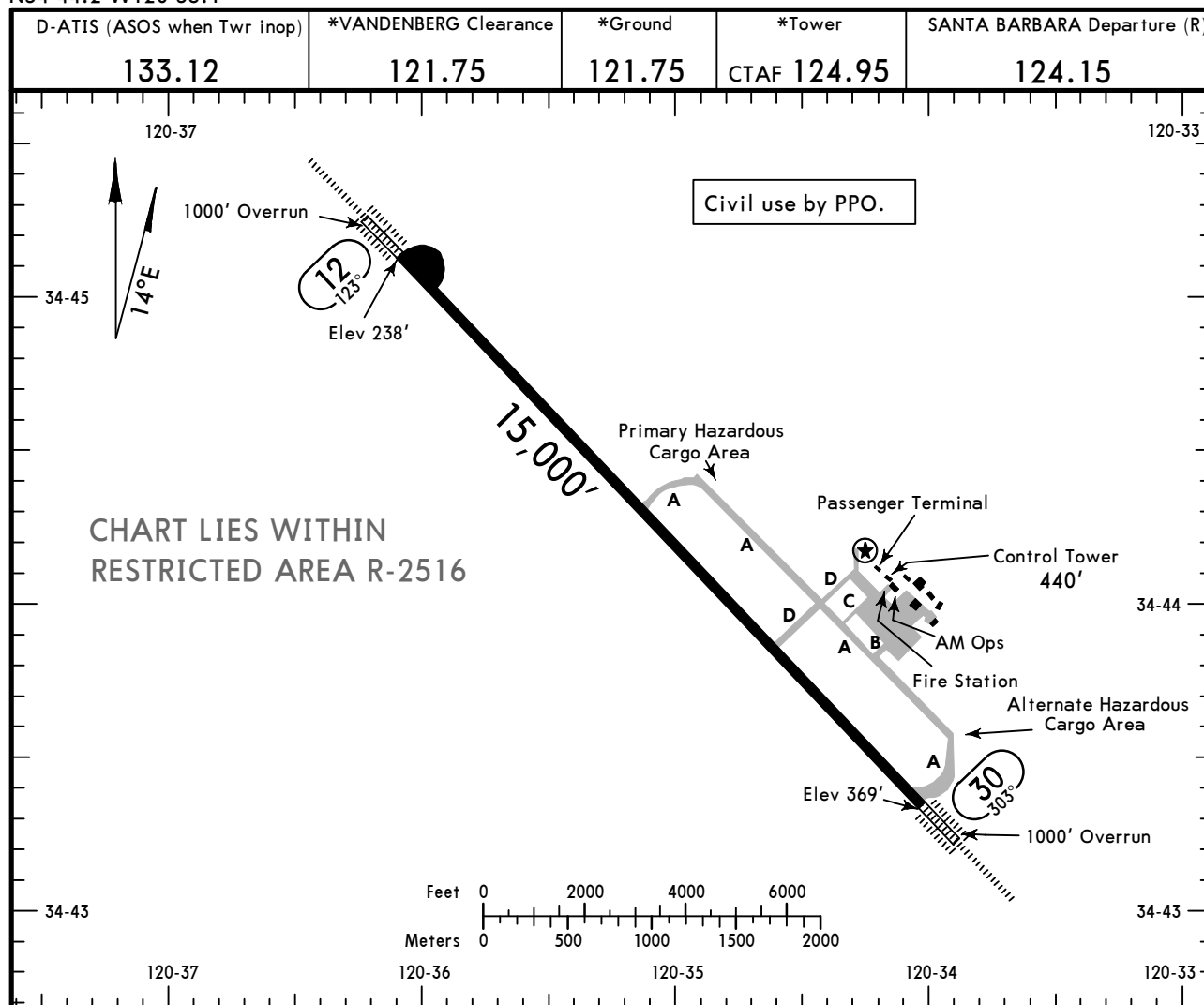
INITIAL CLIMB

Climb on track 303° to intercept MQO R-154 at or above **1300'**, direct to MQO. Cross MQO at or above **4000'**. EXPECT vectors to route/first filed fix prior to MQO.

KVBG/VBG
Apt Elev **369'**
N34 44.2 W120 35.1

JEPPESEN
11 NOV 11 **(31-1)** Eff 17 Nov

VANDENBERG AFB
LOMPOC, CALIF



ADDITIONAL RUNWAY INFORMATION

RWY		RVR	USABLE LENGTHS			WIDTH
			Threshold	Glide Slope	TAKE-OFF	
12	① 30 ② HIRL ② ALSF-II ② PAPI-L (angle 3.0°)	RVR		14,162' 13,666'		200'

- ① Grooved.
② Activate on 124.95 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE							FOR FILING AS ALTERNATE				
1 Rwy 30				2 Rwy 12							
With Mim climb of 270'/NM to 8800'		Other	With Mim climb of 300'/NM to 8800'		Other	Precision			Non-Precision		
Adequate Vis Ref	STD		Adequate Vis Ref	STD							
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	6400-3	RVR 16 or 1/4	RVR 50 or 1		6500-3	A B C D		600-2	800-2
3 & 4 Eng		RVR 24 or 1/2			RVR 24 or 1/2						

- ① Cross the departure end of the runway at or above 35' AGL/274' MSL.
② Cross the departure end of the runway at or above 35' AGL/404' MSL.

All Rws: For climb in visual conditions 2200-3, remain within 6.5 NM from airport, cross Vandenberg airport at or above 2400', then proceed as filed. Maximum airspeed 250 kts. Note: Aircrews must notify ATC prior to executing this procedure.

TAKE-OFF OBSTACLES: Rwy 12, trees 40' AGL/479' MSL, 3814' from DER, 1126' right of centerline. Road with possible vehicles 10' AGL/443' MSL, 2961' from DER, 360' right of centerline. Trees 200' AGL/594' MSL, 1.3 NM from DER, 795' right of centerline. Trees 200' AGL/600' MSL, 1.1 NM from DER, 2250' right of centerline. Trees 200' AGL/604' MSL, 1.0 NM from DER, 90' right of centerline. Trees 200' AGL/600' MSL, 1.4 NM from DER, 2665' left of centerline. Trees 200' AGL/620' MSL, 6051' from DER, 2044' left of centerline. Trees 50' AGL/1375' MSL, 3.2 NM from DER, 5.0 NM left of centerline. Trees 107' AGL/546' MSL, 4548' from DER, 1479' right of centerline.

KVBG/VBG
LOMPOC, CALIF

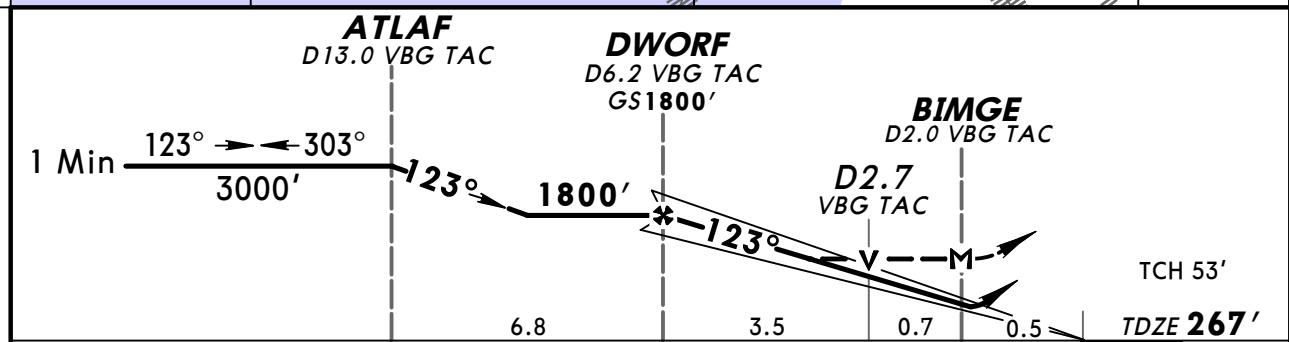
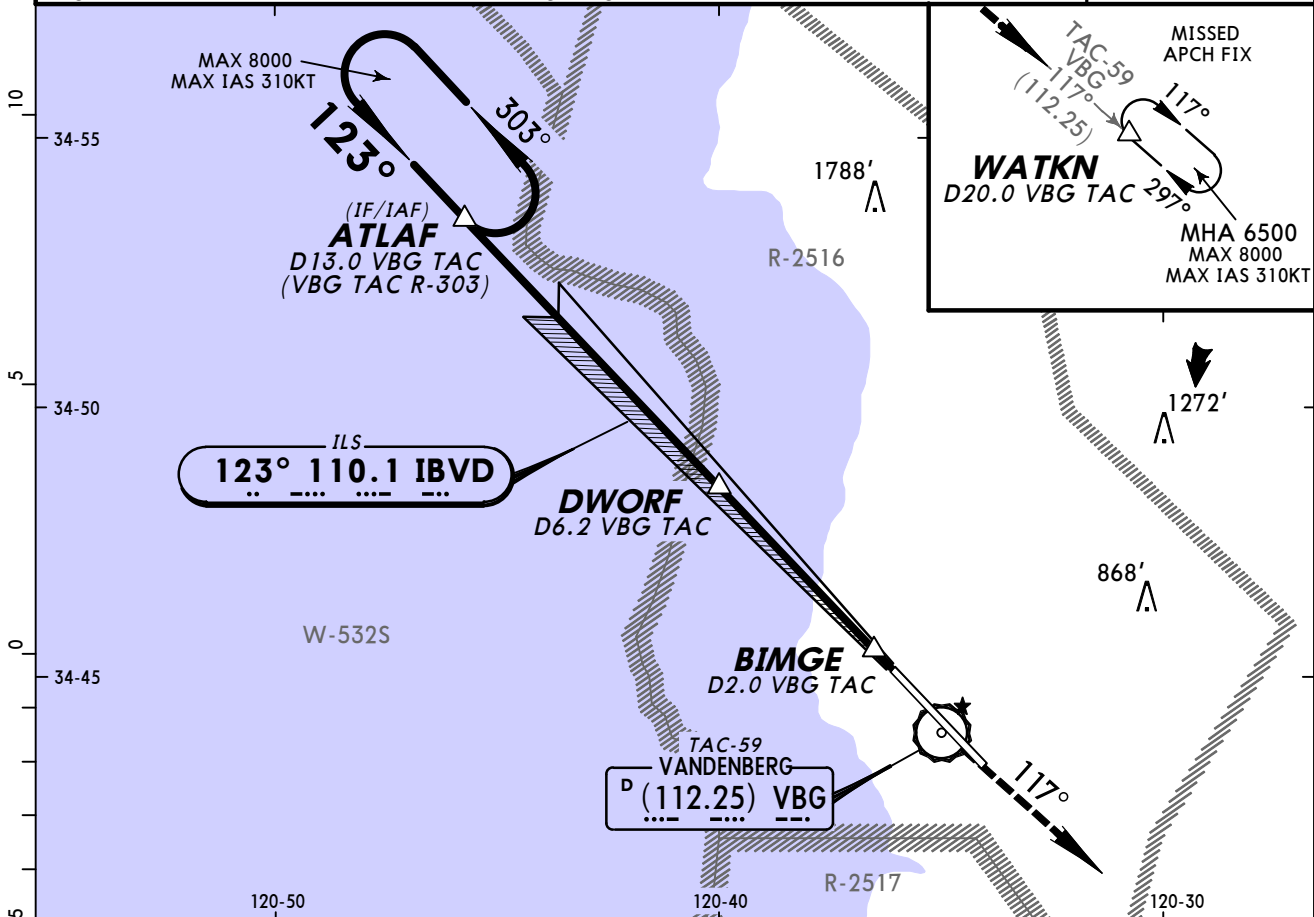
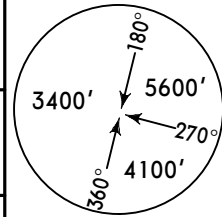
11 NOV 11
Eff 17 Nov

(31-1)

TACAN Azimuth Required
ILS or LOC DME Rwy 12

VANDENBERG AFB

D-ATIS (ASOS when Twr inop) 133.12	SANTA BARBARA Approach (R) 124.15	*VANDENBERG Tower CTAF 124.95	*Ground 121.75
LOC IBVD 110.1	Final Apch Crs 123°	GS DWOLF 1800' (1533')	ILS DA(H) 467' (200')
Apt Elev 369' TDZE 267'			
MISSED APCH: Climb outbound on VBG TAC R-117 to WATKN/D20.0 VBG TAC and hold. Maintain 7000'. Climb in hold at WATKN authorized.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. SAFE ALTITUDE WITHIN 100 NM 11,100'. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 124.95.			
MSA VBG TAC			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 7000' on TAC-59 VBG TAC (112.25) R-117	WATKN
GS	3.00°	372	478	531	637	743		
MAP at BIMGE								

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS DA(H) 467' (200')		LOC (GS out) DME MDA(H) 700' (433')		Max Kts	MDA(H)
FULL	ALS out		ALS out		
A		RVR 24 or 1/2	RVR 50 or 1	90	980' (611') - 1
B				120	1000' (631') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	140	1020' (651') - 1 3/4
D		RVR 50 or 1	1 1/2	165	1040' (671') - 2 1/4

CHANGES: None.

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

KVBG/VBG
LOMPOC, CALIF

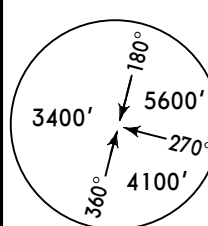
9 JUL 10

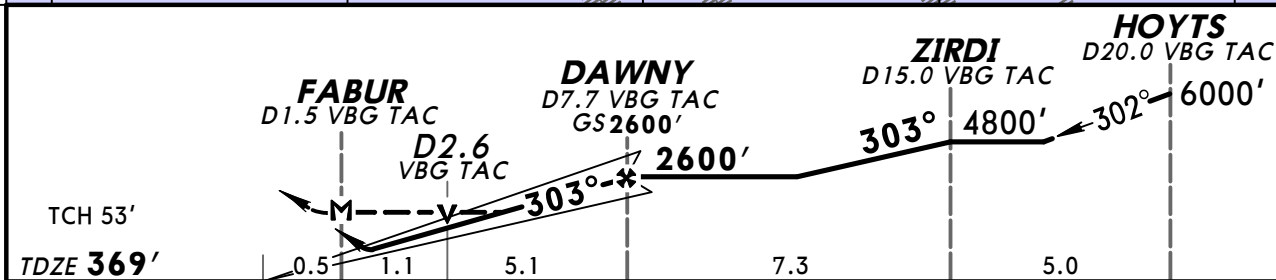
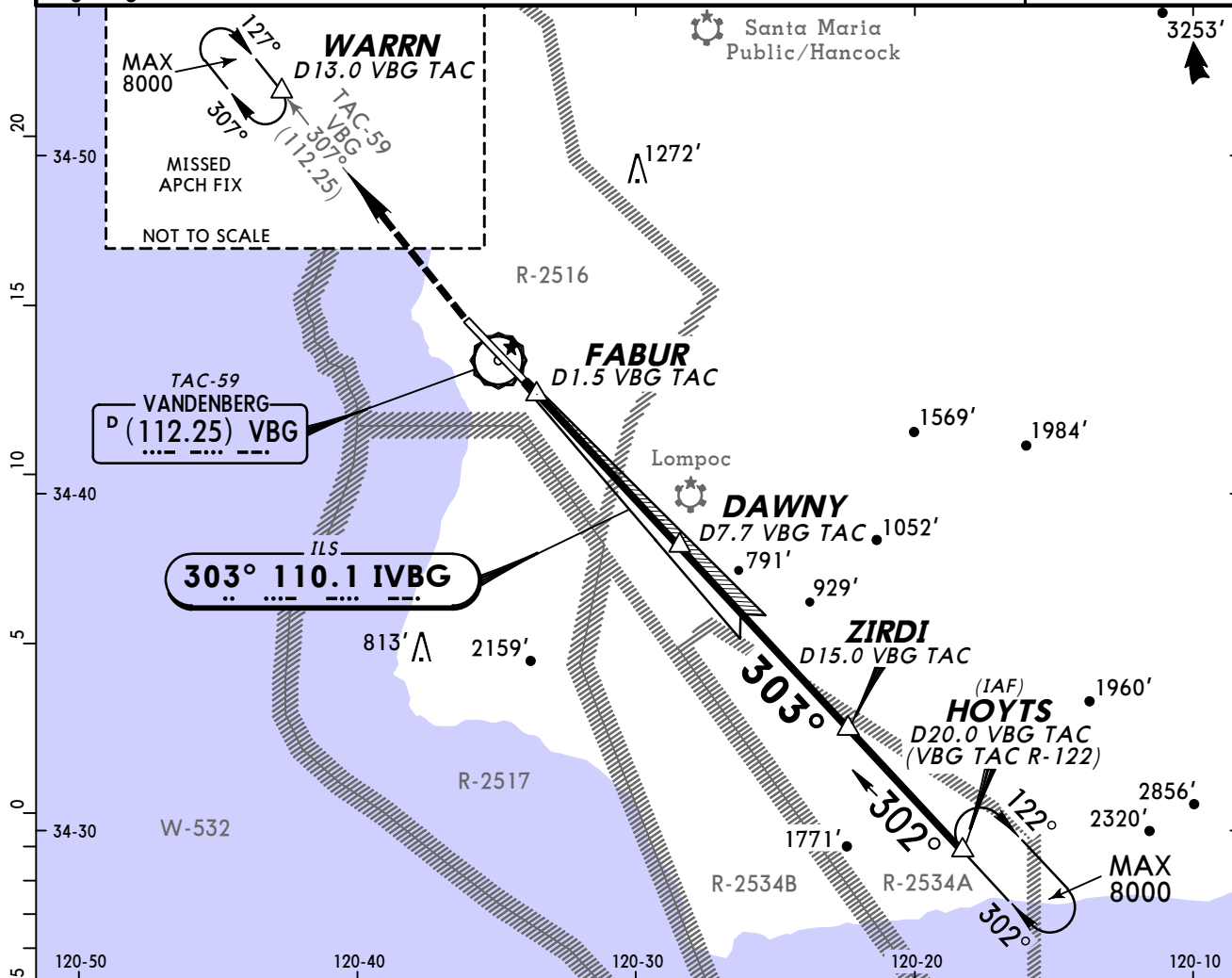
(31-2)

JEPPESSEN Azimuth Required

VANDENBERG AFB
ILS or LOC DME Rwy 30

BRIEFING STRIP TM

D-ATIS (ASOS when Twr inop) 133.12		SANTA BARBARA Approach (R) 124.15		*VANDENBERG Tower CTAF 124.95		*Ground 121.75			
LOC IVBG 110.1		Final Apch Crs 303°		GS DAWNY 2600' (2231')		ILS DA(H) 569' (200')		Apt Elev 369' TDZE 369'	
MISSED APCH: Climb outbound on VBG TAC R-307 to WARRN and hold. Maintain 4000'. Continue climb in hold.									
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	TAC-59 VBG TAC	WARRN
GS	3.00°	377	484	538	646	753	PAPI	↑	on (112.25) R-307	
MAP at FABUR										

STRAIGHT-IN LANDING RWY30				CIRCLE-TO-LAND	
ILS		LOC (GS out) DME		Max Kts	MDA(H)
DA(H) 569' (200')		MDA(H) 940' (571')			
FULL	ALS out		ALS out		
A				90	980'(611')-1
B		RVR 24 or 1/2	RVR 50 or 1	120	1000'(631')-1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	140	1020'(651')-1 3/4
D		RVR 60 or 1 1/4	1 3/4	165	1040'(671')-2 1/4

CHANGES: Procedure name, missed approach, MSA, note, FABUR.

© JEPPESSEN, 2002, 2010. ALL RIGHTS RESERVED.

General Information

Location: Victorville CA USA
IATA Code: VCV
Lat/Long: N34° 35.8' W117° 23.0'
Elevation: 2885 ft

Airport Use: Public
Magnetic Variation: 12.5°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1421 Z
Sunset: 0143 Z,

Runway Information

Runway: 03
Length x Width: 9138 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2878 ft
Lighting: Edge, Pilot controlled

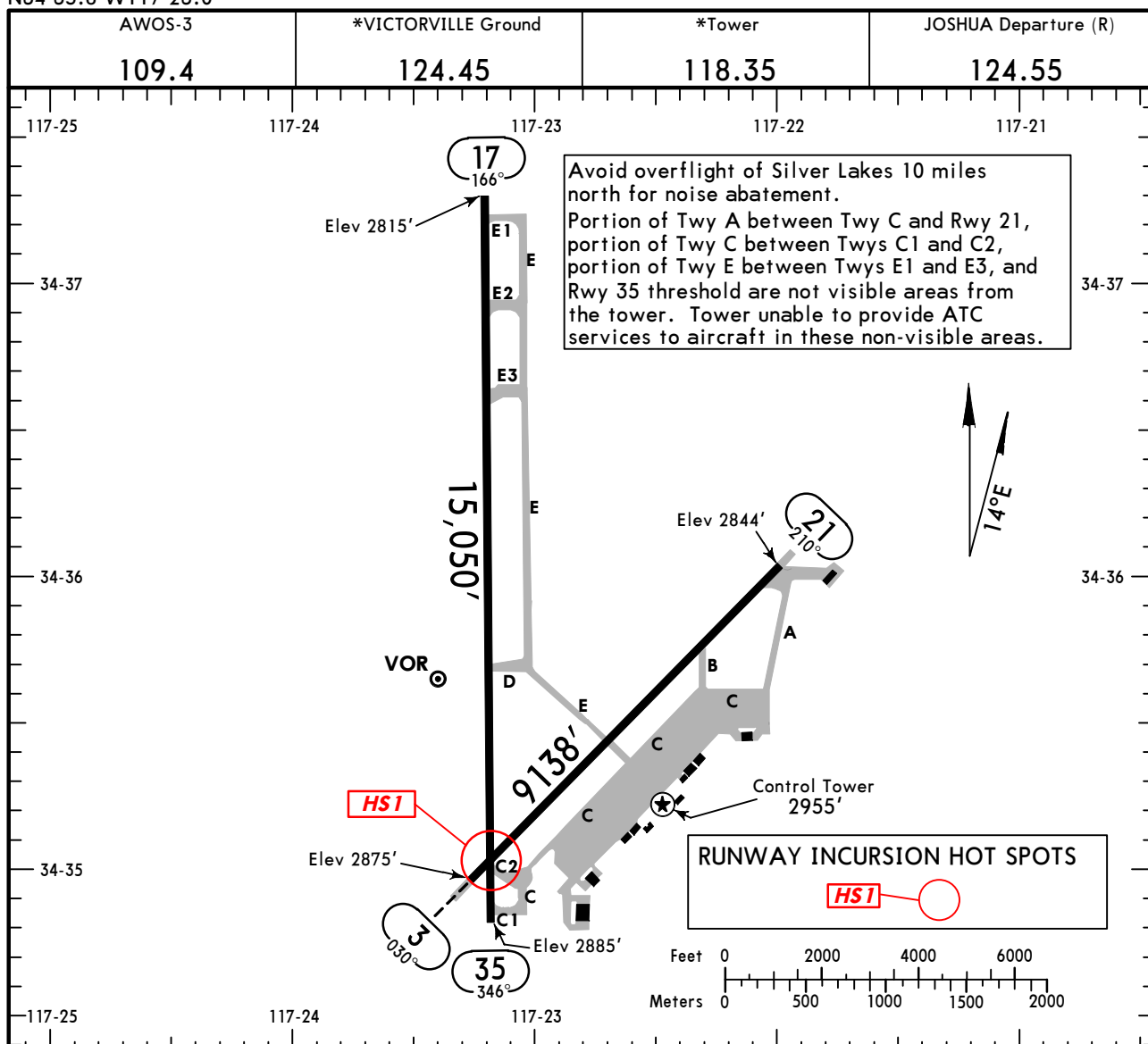
Runway: 17
Length x Width: 15050 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2825 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 9138 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2858 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 15050 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2885 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 109.4
Victorville Tower 118.35 PCL
Victorville Ground Control 124.45
Joshua Approach Control 124.55
Joshua Departure Control 124.55



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS			WIDTH
				Threshold	Landing Beyond Glide Slope	TAKE-OFF	
3	21	HIRL PAPI-L (angle 3.0°)					150'
17	35	HIRL REIL PAPI-L (angle 3.0°)	grooved		14,005'		150'
		HIRL REIL PAPI-L	grooved				

RUNWAY INCURSION HOT SPOTS

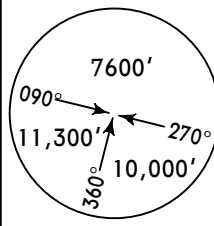
For information only, not to be construed as ATC instructions
CAUTION: Aircraft departing Runways 3 or 35 should verify they are departing the correct runway.

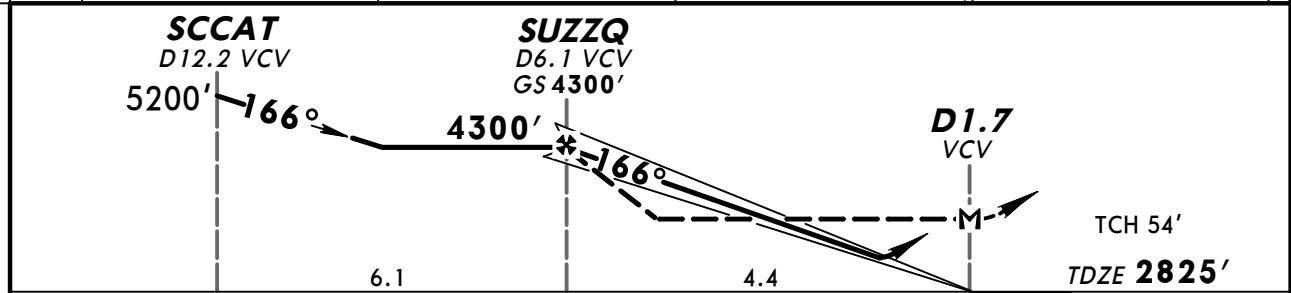
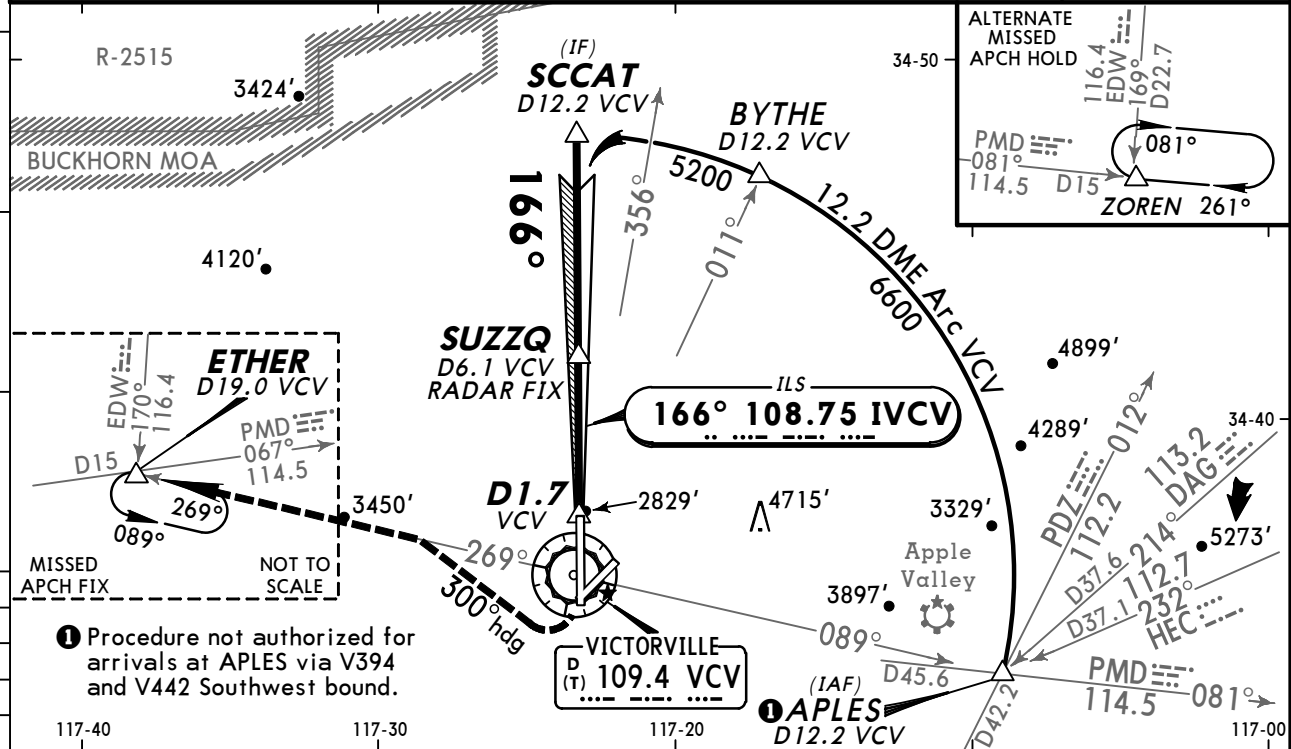
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TAKE OFF & OBSTACLE DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE		
Rwys 17, 21, 35			Rwy 3			Authorized Only When Local Weather Available		
Adequate Vis Ref	STD	With Min climb of 266'/NM to 3500'		For Climb in Visual Conditions			ILS Rwy 17	LOC Rwy 17 RNAV (GPS) Rwy 17 VOR DME Rwy 17
		Adequate Vis Ref	STD					
1 & 2 Eng	1/4	1	1/4	1	5300-3	A	600-2	800-2
3 & 4 Eng		1/2		1/2		B		
						C	700-2 1/4	800-2 1/4
						D		

OBSTACLE DP: Rwy 35: Climbing left turn heading 220°, thence...
 Rwys 17, 21: Climbing right turn heading 325°, thence...
 Rwy 3: Climbing left turn heading 220°, thence...
 or for climb in visual conditions cross Southern

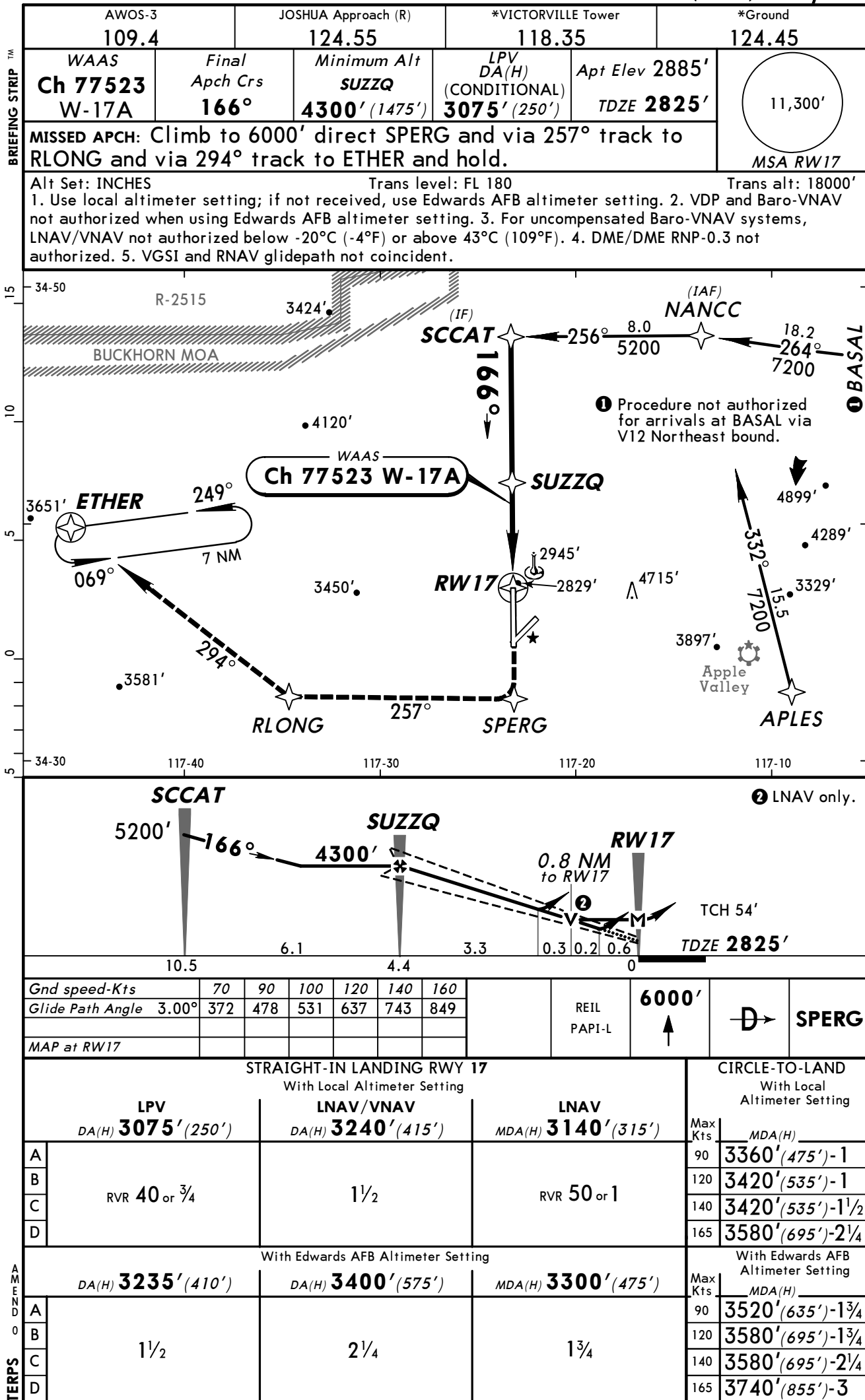
California Logistics Airport at or above 8000' MSL before preceeding on course.
 ...all aircraft climb via VCV VOR R-269 to Ether Int. Continue climb in Ether Int holding pattern (hold northeast PMD VOR, left turns, 247° inbound) to MEA for direction of flight.

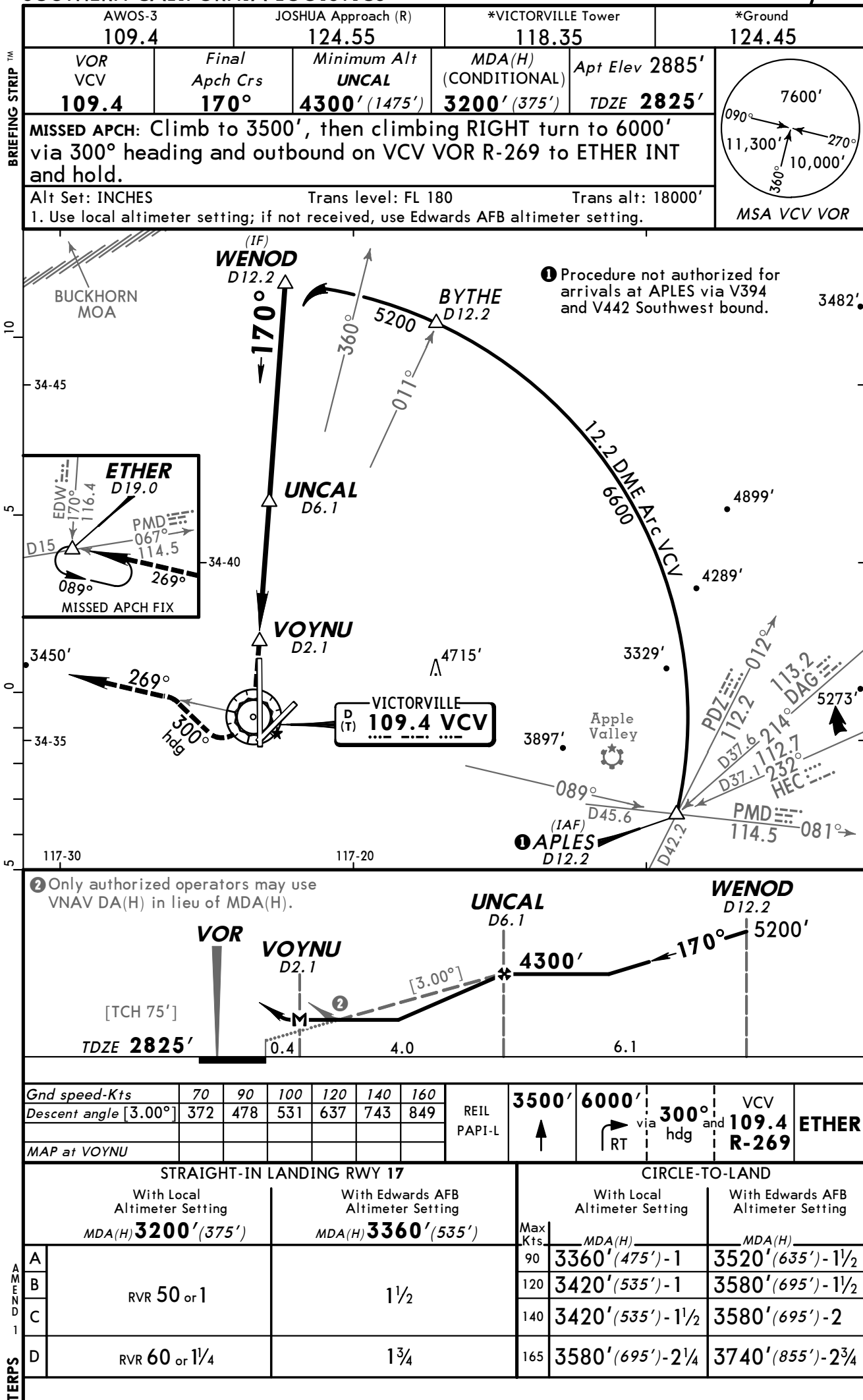
AWOS-3 109.4		JOSHUA Approach (R) 124.55		*VICTORVILLE Tower 118.35		*Ground 124.45	
LOC IVCV 108.75	Final Apch Crs 166°	GS SUZZQ 4300' (1475')	ILS DA(H) (CONDITIONAL) 3025' (200')	Apt Elev 2885' TDZE 2825'		 MSA VCV VOR	
MISSED APCH: Climb to 3500', then climbing RIGHT turn to 6000' via 300° heading and outbound on VCV VOR R-269 to ETHER INT and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or RADAR required. 2. Simultaneous reception of IVCV and VCV DME required. 3. Localizer front course unusable beyond 15° left or 15° right of course. 4. DME from VCV VOR. 5. Use local altimeter setting; if not received, use Edwards AFB altimeter setting. 6. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		3500'	6000'	300°	VCV
GS	3.00°	377	484	538	646	753			↑	RT	hdg	and 109.4 ETHER
MAP at D1.7 VCV or SUZZQ to MAP 4.4												R-269
		3:46	2:56	2:38	2:12	1:53						

STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting		
ILS <i>DA(H)</i> 3025' (200')		LOC (GS out) <i>MDA(H)</i> 3080' (255')		Max Kts	<i>MDA(H)</i>	
A	RVR 40 or $\frac{3}{4}$		RVR 50 or 1		90	3360' (475') - 1
120					3420' (535') - 1	
140					3420' (535') - 1½	
160					3580' (695') - 2¼	
With Edwards AFB Altimeter Setting				With Edwards AFB Altimeter Setting		
ILS <i>DA(H)</i> 3185' (360')		LOC (GS out) <i>MDA(H)</i> 3240' (415')		Max Kts	<i>MDA(H)</i>	
A	RVR 60 or 1¼		1½		90	3520' (635') - 1½
120					3580' (695') - 1½	
140					3580' (695') - 2	
160					3740' (855') - 2¾	





General Information

Location: Visalia CA USA
IATA Code: VIS
Lat/Long: N36° 19.1' W119° 23.6'
Elevation: 295 ft

Airport Use: Public
Magnetic Variation: 13.2°E
Sectional Chart: San Francisco

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1431 Z
Sunset: 0150 Z,

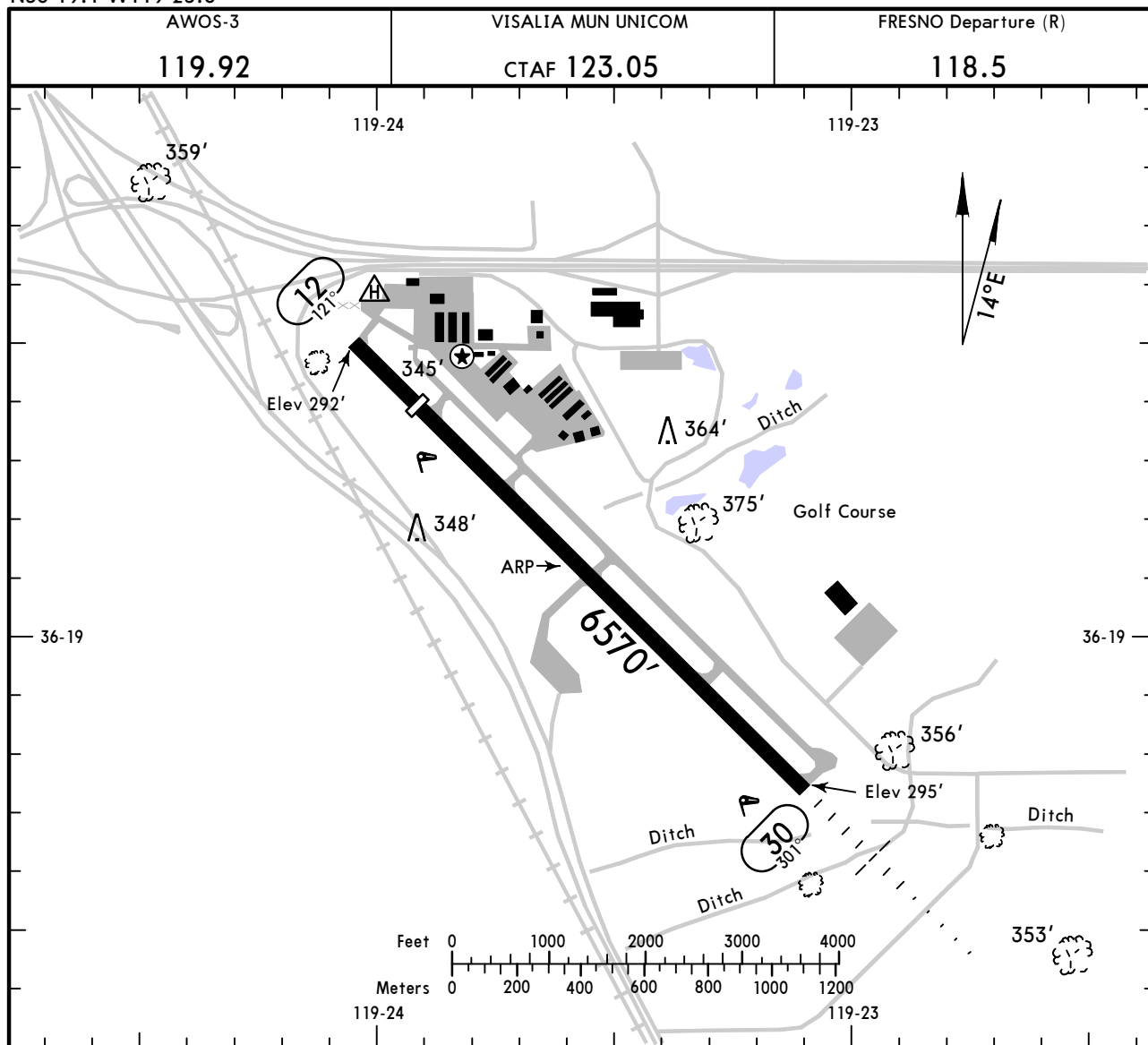
Runway Information

Runway: 12
Length x Width: 6570 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 294 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 926 ft

Runway: 30
Length x Width: 6570 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 295 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

AWOS 119.925
Visalia Mun Unicom 123.05 CTAF PCL
Fresno Approach Control 118.5
Fresno Departure Control 118.5
Rancho Flight Service Station 122.1 RCO
Rancho Flight Service Station 109.4 RCO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
12	② HIRL	5644'			150'
① 30	② HIRL ② MALSR PAPI-L (angle 3.0°)		5561'		

① Porous friction course overlay.

② Activate on 123.05.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

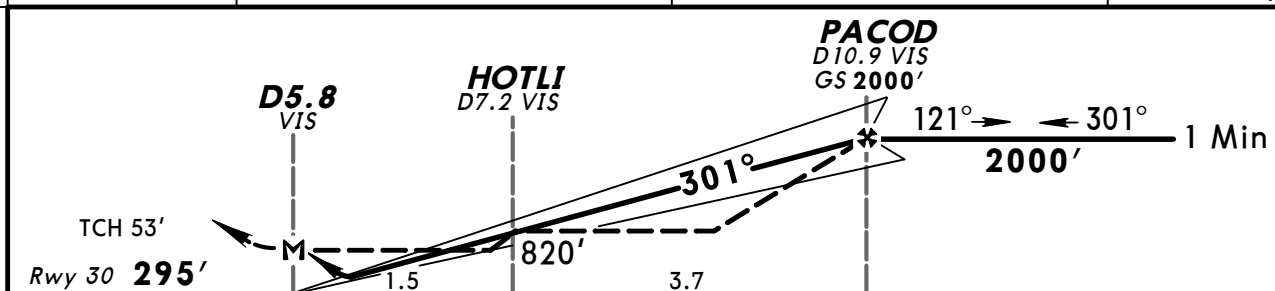
	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE
 Authorized Only When Local Weather Available

	ILS Rwy 30	LOC DME Rwy 30 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 VOR Rwy 12
	600-2	800-2

OBSTACLE DP: Rwy 12, climbing right turn via heading 230° to 2000' to intercept V23. Rwy 30, climbing left turn via heading 230° to 2000' to intercept V23.

5



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00°	372	478	531	637	743	849	
MAP at D5.8 VIS							

TERPS			STRAIGHT-IN LANDING RWY30						CIRCLE-TO-LAND			
1 ILS			2 LOC (GS out)									
DA(H) 495' (200')			MDA(H) 620' (325')									
FULL		RAIL out		ALS out		RAIL out		ALS out		Max Kts.	With Local Altimeter Setting MDA(H)	With Hanford Mun Altimeter Setting MDA(H)
A	1/2	3/4	3	1/2	3/4	1	90	720' (425') - 1	760' (465') - 1			
B							120	760' (465') - 1	800' (505') - 1			
C							140	760' (465') - 1 1/2	800' (505') - 1 1/2			
D							165	860' (565') - 2	900' (605') - 2			

1 *DA(H)* **529'**(*234'*) with Hanford Mun altimeter setting. **2** *MDA(H)* **660'**(*365'*) with Hanford Mun altimeter setting. **3** Vis Cat C, D: 5/8 with Hanford Mun altimeter setting.

© JEPPESEN, 1998, 2011. ALL RIGHTS RESERVED.

TERPS AMEND 7 25 AUG 2011

BRIEFING STRIP™

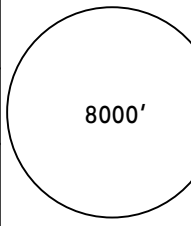
MAP at RW12

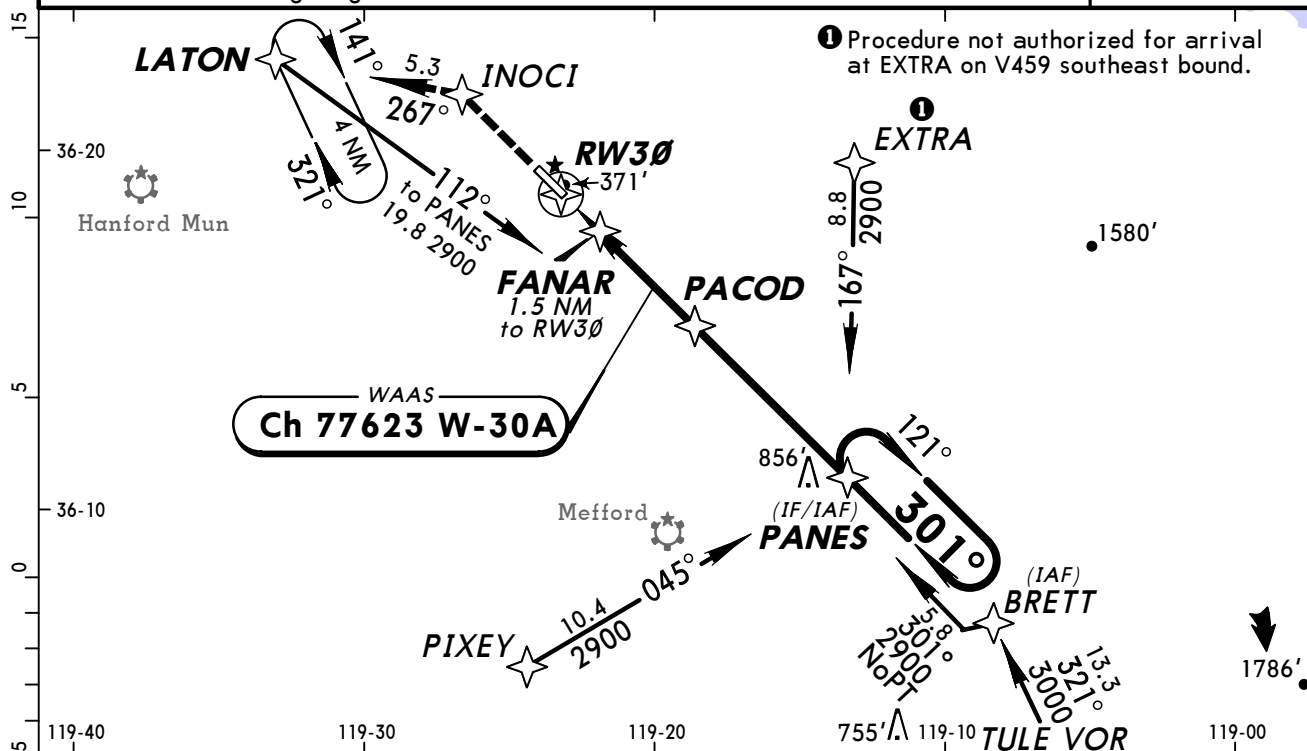
4 CIRCLE-TO-LAND

A
B
C
D

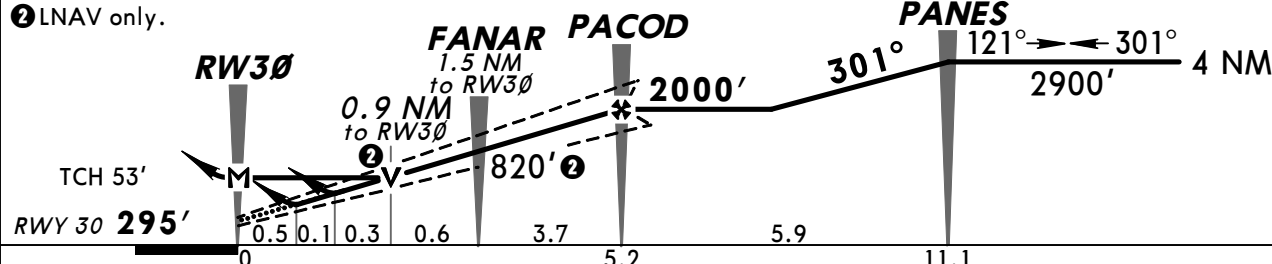
- 4** Straight-in/circling
Rwy 12 procedure not
authorized at night.

BRIEFING STRIP™

AWOS-3 119.92		FRESNO Approach (R) 118.5		VISALIA MUN UNICOM CTAF 123.05	
WAAS Ch 77623 W-30A	Final Apch Crs 301°	Minimum Alt PACOD 2000' (1705')	LPV DA(H) (CONDITIONAL) 495' (200')	Apt Elev 295' Rwy 30 295'	 8000' MSA RW30
MISSED APCH: Climb to 3000' direct INOCI and on track 267° to LATON and hold, continue climb-in-hold to 3000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hanford Mun altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 3. Baro-VNAV and VDP not authorized when using Hanford Mun altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.05.					



② LNAV only.

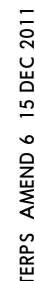


Gnd speed-Kts	70	90	100	120	140	160	MALS	3000'	D	INOCI
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI		
MAP at RW30										

STRAIGHT-IN LANDING RWY 30 With Local Altimeter Setting								CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 495' (200')		LNAV/VNAV DA(H) 545' (250')		LNAV MDA(H) 640' (345')					
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A								90	720' (425') - 1
B	1/2	3/4	1/2	3/4	1/2	3/4	1	120	760' (465') - 1
C					5/8			140	760' (465') - 1 1/2
D								165	860' (565') - 2
With Hanford Mun Altimeter Setting								With Hanford Mun Altimeter Setting	
LPV DA(H) 529' (234')		LNAV/VNAV DA(H) 579' (284')		LNAV MDA(H) 680' (385')					
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A								90	760' (465') - 1
B	1/2	3/4	1/2	5/8	7/8	1/2	3/4	120	800' (505') - 1
C						5/8		140	800' (505') - 1 1/2
D								165	900' (605') - 2

CHANGES: Procedure.

© JEPPESSEN, 2009, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIPTM

TERPS			1 STRAIGHT-IN LANDING RWY 12		1 CIRCLE-TO-LAND		
		MDA(H) 740' (448')	MDA(H) 780' (488')				
		With Local Altimeter Setting	With Hanford Altimeter Setting				
A					Max Kts		
B	1	1			90	With Local Altimeter Setting MDA(H) 740' (445') - 1 With Hanford Altimeter Setting MDA(H) 780' (485') - 1	
C					120	With Local Altimeter Setting MDA(H) 760' (465') - 1 With Hanford Altimeter Setting MDA(H) 800' (505') - 1	
D	1⅜	1⅜			140	With Local Altimeter Setting MDA(H) 760' (465') - 1½ With Hanford Altimeter Setting MDA(H) 800' (505') - 1½	
					165	With Local Altimeter Setting MDA(H) 860' (565') - 2 With Hanford Altimeter Setting MDA(H) 900' (605') - 2	

CHANGES: Procedure.

General Information

Location: Van Nuys CA USA
IATA Code: VNY
Lat/Long: N34° 12.6' W118° 29.4'
Elevation: 802 ft

Airport Use: Public
Magnetic Variation: 12.6°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1426 Z
Sunset: 0148 Z,

Runway Information

Runway: 16L
Length x Width: 4011 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 791 ft
Lighting: Edge
Displaced Threshold: 1431 ft

Runway: 16R
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 793 ft
Lighting: Edge, ALS
Displaced Threshold: 1431 ft

Runway: 34L
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 767 ft
Lighting: Edge

Runway: 34R
Length x Width: 4011 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 794 ft
Lighting: Edge, REIL

Communication Information

ATIS 118.45
Van Nuys Tower 120.2 (346°-161°)
Van Nuys Tower 119.3 (162°-345°) CTAF PCL
Van Nuys Ground Control 121.7
Van Nuys Clearance Delivery 126.6
Socal Approach Control 134.2 (160°-280°)
Socal Approach Control 120.4
Socal Approach Control 124.6
Socal Approach Control 135.05 (50°-150°)
Socal Departure Control 134.2 (160°-280°)
Socal Departure Control 120.4
Socal Departure Control 124.6
Socal Departure Control 135.05 (50°-150°)
Van Nuys Unicom 122.95
Van Nuys Helicopter frequency 119.0

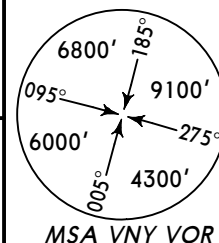
ATIS
118.45Apt Elev
See Graphic

Alt Set: INCHES

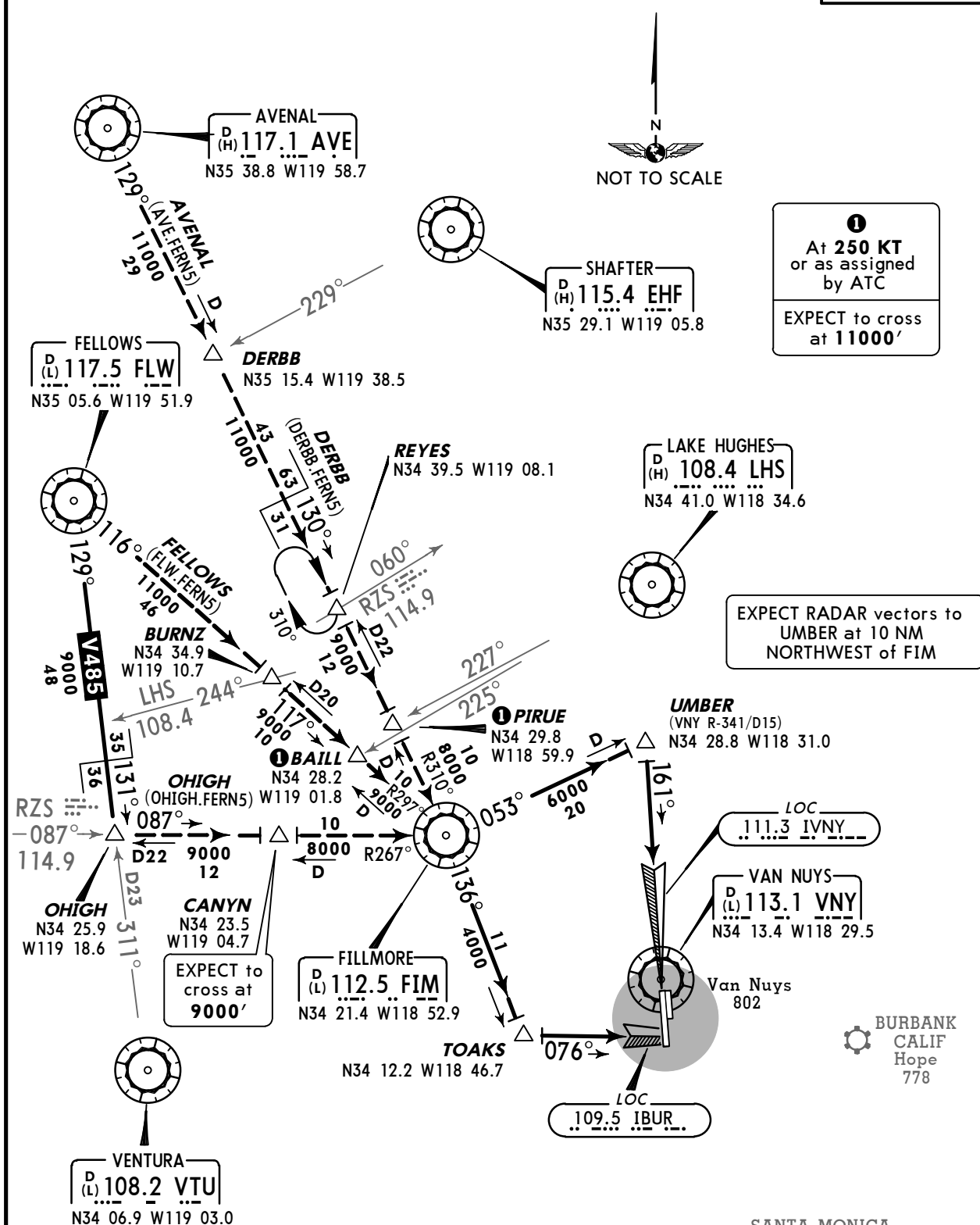
Trans level: FL180

Trans alt: 18000'

DME required.

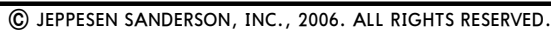


FERNANDO FIVE ARRIVAL (FIM.FERN5)

Direct distance from TOAKS to:
Van Nuys Apt **14 NM**

RWY	ROUTING
16	From over FIM via FIM R-053 to UMBER, then via IVNY localizer. EXPECT ILS Rwy 16R.
34	From over FIM via FIM R-136 to TOAKS, then via IBUR localizer. EXPECT LDA-C circle to land Rwy 34L.

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
DME required for DAGGETT, HECTOR and PALMDALE transitions.



SOCAL Departure (R)

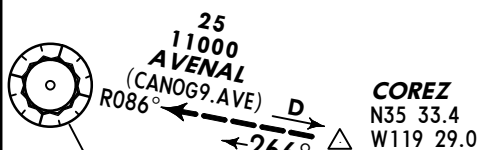
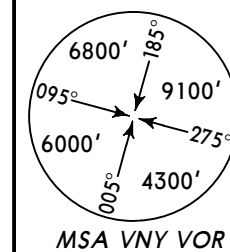
VNY VOR R-280-Burbank Apt 050° **120.4**
Burbank Apt 050°-Burbank Apt 150° **135.05**
Burbank Apt 150°-VNY VOR R-160 **124.6**
VNY VOR R-160-VNY VOR R-280 **134.2**

Apt Elev
802'

Trans level: FL180 Trans alt: 18000'

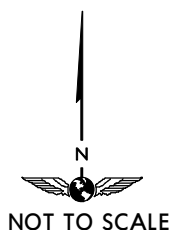
1. RADAR required.
2. For all runways: Do not intercept LAX R-323 until advised by ATC.

CANOGA NINE DEPARTURE (CANOG9.VNY)



AVENAL
D (H) **117.1 AVE**
N35 38.8 W119 58.7

GORMAN
D (L) **116.1 GMN**
N34 48.2 W118 51.7



This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 16L/R: Standard (or lower than standard, if authorized) with a minimum climb of 310' per NM to **8300'**.
FILLMORE transition: Standard (or lower than standard, if authorized) with a minimum climb of 310' per NM to **5000'**.
Rwys 34L/R: Standard (or lower than standard, if authorized) with a minimum climb of 370' per NM to **8300'**. FILLMORE transition: Standard (or lower than standard, if authorized) with a minimum climb of 370' per NM to **5000'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550
370' per NM	463	617	925	1233	1542	1850

Approximate distance from takeoff area
Rwys 16L/R to VNY 2.2 DME is 1.2 NM.

OBSTACLES

For TAKEOFF OBSTACLES see 10-3OB1.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

If not in contact with Departure Control within 3 NM:

Rwys 16L/R: Intercept LAX R-323 and GMN R-142, then as assigned.

Rwys 34L/R: Intercept VNY R-255, then as assigned.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CASTA
N34 32.0
W118 43.6

At or above
8300'

FILLMORE
D (L) **112.5 FIM**
N34 21.4 W118 52.9

SUANA
N34 13.4
W118 43.2

IPIHO
N34 13.4
W118 34.4

VAN NUYS
D (L) **113.1 VNY**
N34 13.4 W118 29.5

LOS ANGELES
D (H) **113.6 LAX**
N33 56.0 W118 25.9

At or below
1700'

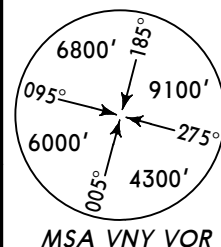
RWY	INITIAL CLIMB
16L/R	Climb heading 160°, cross FIM R-102 or VNY 2.2 DME at or below 1700' . Then turn RIGHT heading 210° for vectors to IPIHO.
34L/R	Climb heading 250° for vectors to IPIHO.
ROUTING	
Via transition or assigned route.	

SOCAL Departure (R)

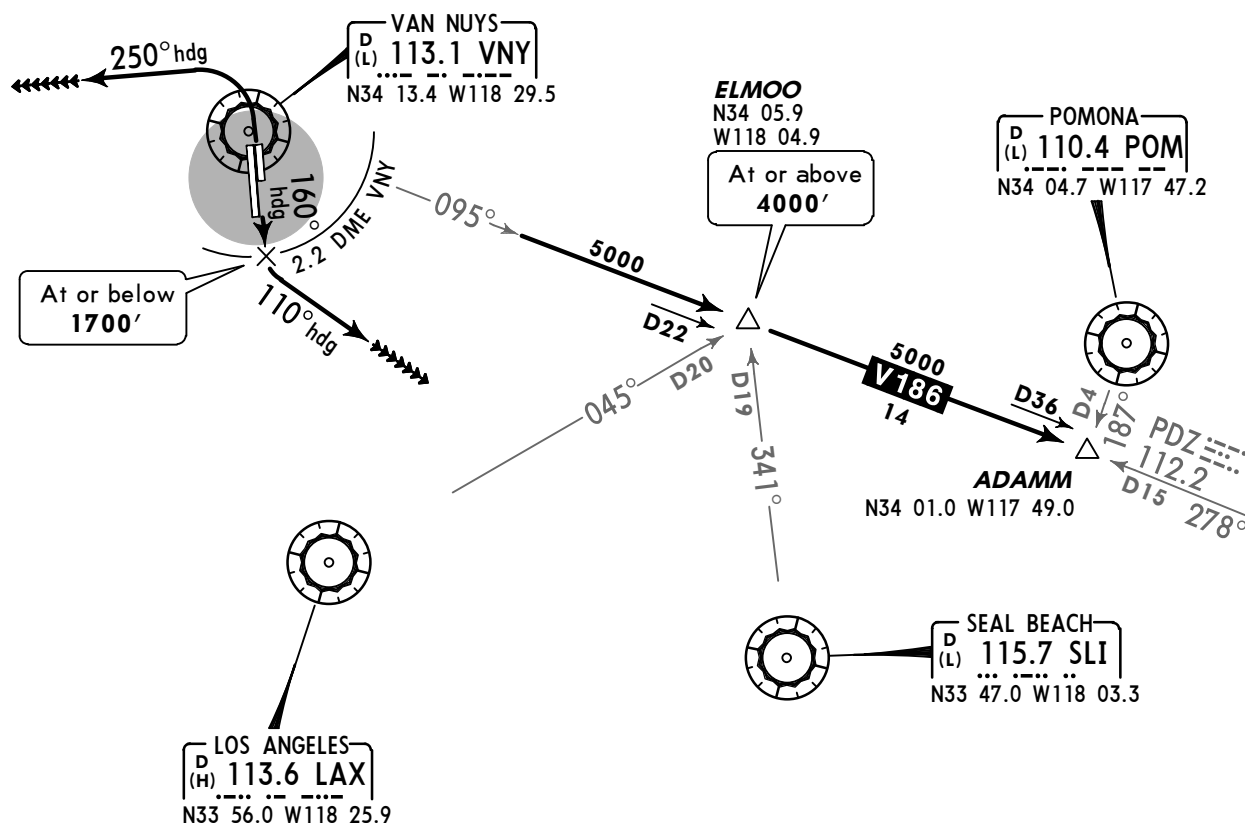
VNY VOR R-280-Burbank Apt 050° **120.4**
Burbank Apt 050°-Burbank Apt 150° **135.05**
Burbank Apt 150°-VNY VOR R-160 **124.6**
VNY VOR R-160-VNY VOR R-280 **134.2**

Apt Elev
802'

Trans level: FL180
Trans alt: 18000'
1. RADAR required.
2. DME required.



GLENDALE NINE DEPARTURE (GLEN9.ADAMM)



This SID requires takeoff minimums
(for standard minimums, refer to airport chart):
Rwy 16L: Standard (or lower than standard,
if authorized) with the following climb gradients:
ATC climb of 300' per NM to **3800'**;
Obstacle climb of 240' per NM to **2000'**.
Rwy 16R: Standard (or lower than standard,
if authorized) with the following climb gradients:
ATC climb of 300' per NM to **3800'**;
Obstacle climb of 280' per NM to **2300'**.
Rwys 34L/R: Standard (or lower than standard,
if authorized) with minimum climb of 480' per
NM to **4200'**.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200
280' per NM	350	467	700	933	1167	1400
300' per NM	375	500	750	1000	1250	1500
480' per NM	600	800	1200	1600	2000	2400

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
If not in contact with Departure Control
within 3 NM, turn LEFT heading 090° to
intercept VNY R-095 to ADAMM.
MAINTAIN 5000' or as assigned.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

OBSTACLES

For TAKEOFF OBSTACLES see 10-3OB1.

RWY	INITIAL CLIMB
16L/R	Climb via heading 160° to cross VNY 2.2 DME at or below 1700' . Then climbing LEFT turn heading 110° for vectors to VNY R-095 to ADAMM, then via assigned route.
34L/R	Climbing LEFT turn heading 250° for vectors to VNY R-095 to ADAMM, then via assigned route.

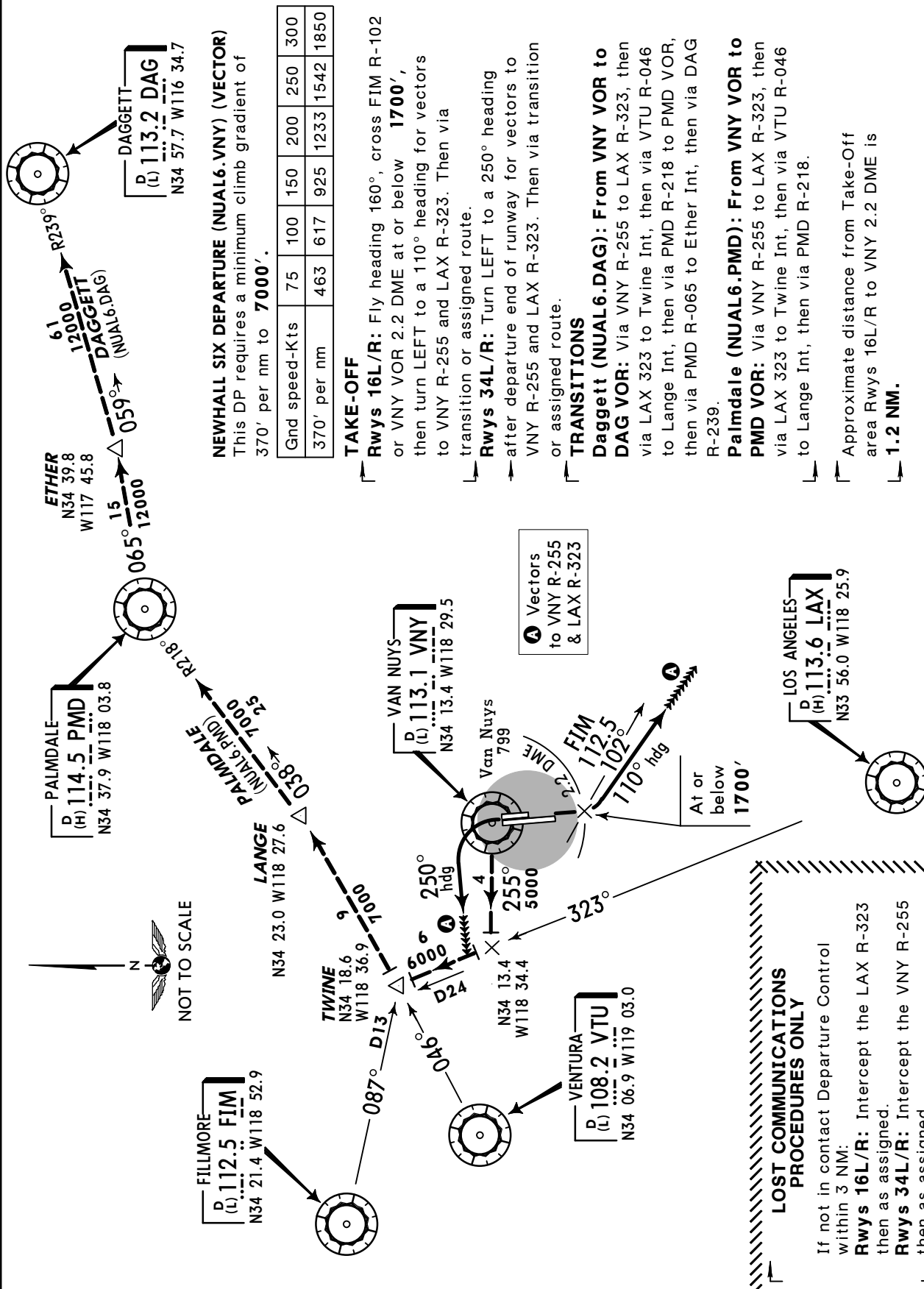
SOCAL Departure (R)

VNY VOR R-280-Burbank Apt 050° **120.4**
 Burbank Apt 050°-Burbank Apt 150° **135.05**
 Burbank Apt 150°-VNY VOR R-160 **124.6**
 VNY VOR R-160-VNY VOR R-280 **134.2**

VAN NUYS, CALIF

VAN NUYS

NEWHALL SIX DEPARTURE (NUAL6.VNY) (VECTOR) (RADAR REQUIRED)



TAKEOFF OBSTACLE NOTES**CANOGA DEPARTURE:**

- 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, 9' AGL/755' MSL. FLAGPOLE 570' FROM DER, 549' RIGHT OF CENTERLINE, 15' AGL/761' MSL. BUILDING 941' FROM DER, 599' LEFT OF CENTERLINE, 28' AGL/774' MSL. MULTIPLE TREES BEGINNING 1129' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 72' AGL/818' 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 119' AGL/921' MSL. RAILROAD 305' FROM DER, 369' RIGHT OF CENTERLINE, 30' AGL/832' MSL. BUILDING 424' FROM DER, 589' RIGHT OF CENTERLINE, 29' AGL/831' MSL. ANTENNA ON BUILDING 450' FROM DER, 462' LEFT OF CENTERLINE, 15' AGL/817' MSL. POLE 1376' FROM DER, 779' LEFT OF CENTERLINE, 68' AGL/870' MSL. MULTIPLE TREES BEGINNING 828' FROM DER, 15' LEFT OF CENTERLINE, 78' AGL/907' MSL.
- RWY 34R:
RAILROAD 305' FROM DER, 5' RIGHT OF CENTERLINE, 33' AGL/832' MSL. MULTIPLE TREES BEGINNING 325' FROM DER, 174' RIGHT OF CENTERLINE, UP TO 122' AGL/921' MSL. BUILDING 424' FROM DER, 214' RIGHT OF CENTERLINE, 32' AGL/831' MSL. MULTIPLE TREES BEGINNING 781' FROM DER, 110' LEFT OF CENTERLINE, 62' AGL/891' MSL.

GLENDALE DEPARTURE:

- 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, 9' AGL/755' MSL. FLAGPOLE 570' FROM DER, 549' RIGHT OF CENTERLINE, 15' AGL/761' MSL. BUILDING 941' FROM DER, 599' LEFT OF CENTERLINE, 28' AGL/774' MSL. MULTIPLE TREES BEGINNING 1129' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 72' AGL/818' 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 119' AGL/921' MSL. RAILROAD 305' FROM DER, 369' RIGHT OF CENTERLINE, 30' AGL/832' MSL. BUILDING 424' FROM DER, 589' RIGHT OF CENTERLINE, 29' AGL/831' MSL. ANTENNA ON BUILDING 450' FROM DER, 462' LEFT OF CENTERLINE, 15' AGL/817' MSL. POLE 1376' FROM DER, 779' LEFT OF CENTERLINE, 68' AGL/870' MSL.
- RWY 34R:
RAILROAD 305' FROM DER, 5' RIGHT OF CENTERLINE, 33' AGL/832' MSL. MULTIPLE TREES BEGINNING 325' FROM DER, 174' RIGHT OF CENTERLINE, UP TO 122' AGL/921' MSL. BUILDING 424' FROM DER, 214' RIGHT OF CENTERLINE, 32' AGL/831' MSL.

GENERAL

Noise Ordinance Curfew: No take-offs for aircraft exceeding 74 DBA (per AC36-3) between 2200-0700 LT; except military, mercy flights & law enforcement aircraft.
 Formation arrival/departure prohibited.
 All aircraft must use full runway length for departure unless otherwise directed by ATC.
 Birds in vicinity of airport.
 Rwy 16R right traffic pattern only when Twr operating.
 Rwy 34R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
16R	① HIRL ① MALSR VASI-L (angle 3.9°)	6570'	5670'		150'
34L	① HIRL AVASI-L				

① Activate on 119.3 when Twr inop.

16L	MIRL	2580'			75'
② 34R	MIRL REIL VASI-L				

② Closed and unlighted when Twr is closed.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys		
	With Min climb of 370'/NM to 7100'		For Climb In Visual Conditions
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1500-2 1/2
3 & 4 Eng		1/2	

OBSTACLE DP

Runways 16L & 16R climbing left turn heading 050, runways 34L & 34R climbing right turn heading 125.
 All aircraft intercept VNY VOR R-095 to DARTS intersection and hold west, right turns, 095 inbound, continue climb-in-hold to 7100', before proceeding on course. Aircraft eastbound via V186, southeastbound via V459, climb on course or for climb in visual conditions cross Van Nuys airport at or above 4500' before proceeding on course.

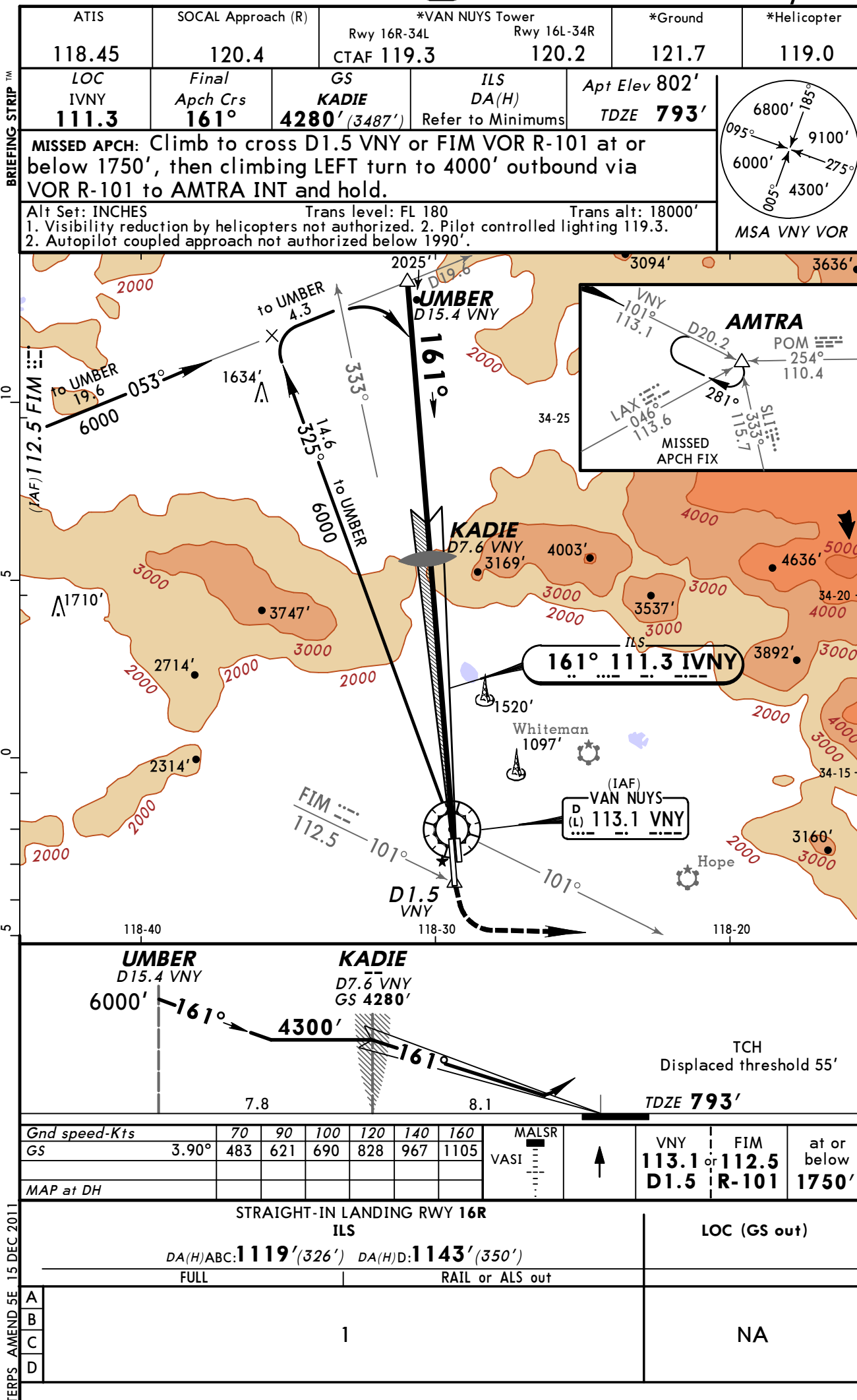
FOR FILING AS ALTERNATE

Authorized Only When Twr Operating			Authorized Only When Local Weather Available	
ILS Rwy 16R		VOR DME-B	VOR-A	LDA-C
A	600-2	800-2	800-2	1900-2
B				1900-3
C			800-2¼	
D				

KVNY/VNY
VAN NUYS

JEPPesen
9 DEC 11 **(11-1)**

VAN NUYS, CALIF
ILS Rwy 16R

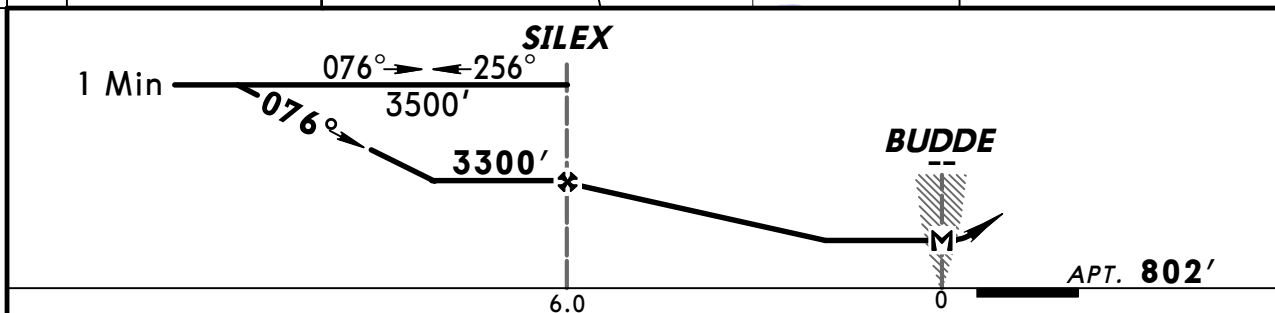
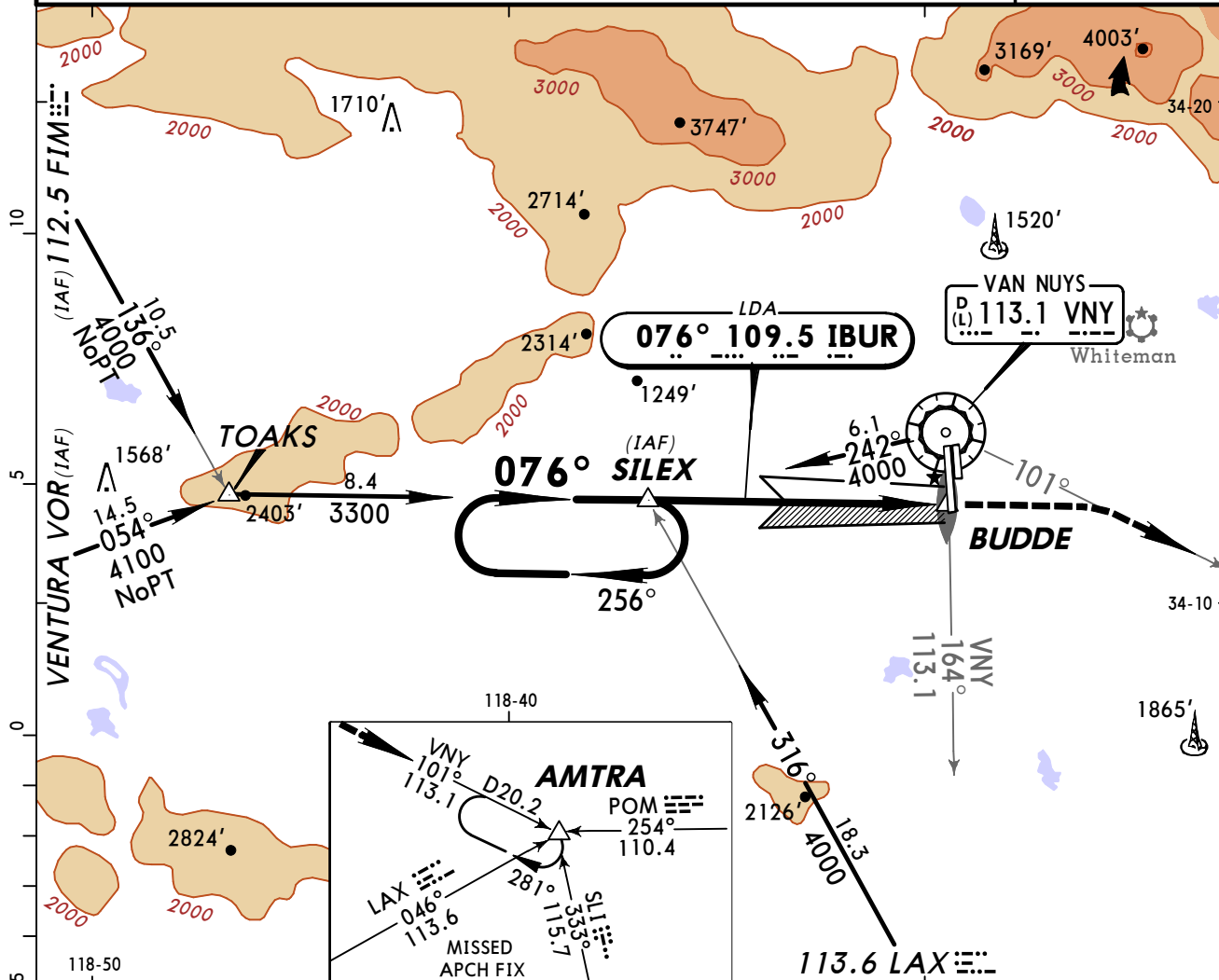


CHANGES: Notes, rate of descent table.

© JEPPesen, 1998, 2011. ALL RIGHTS RESERVED.

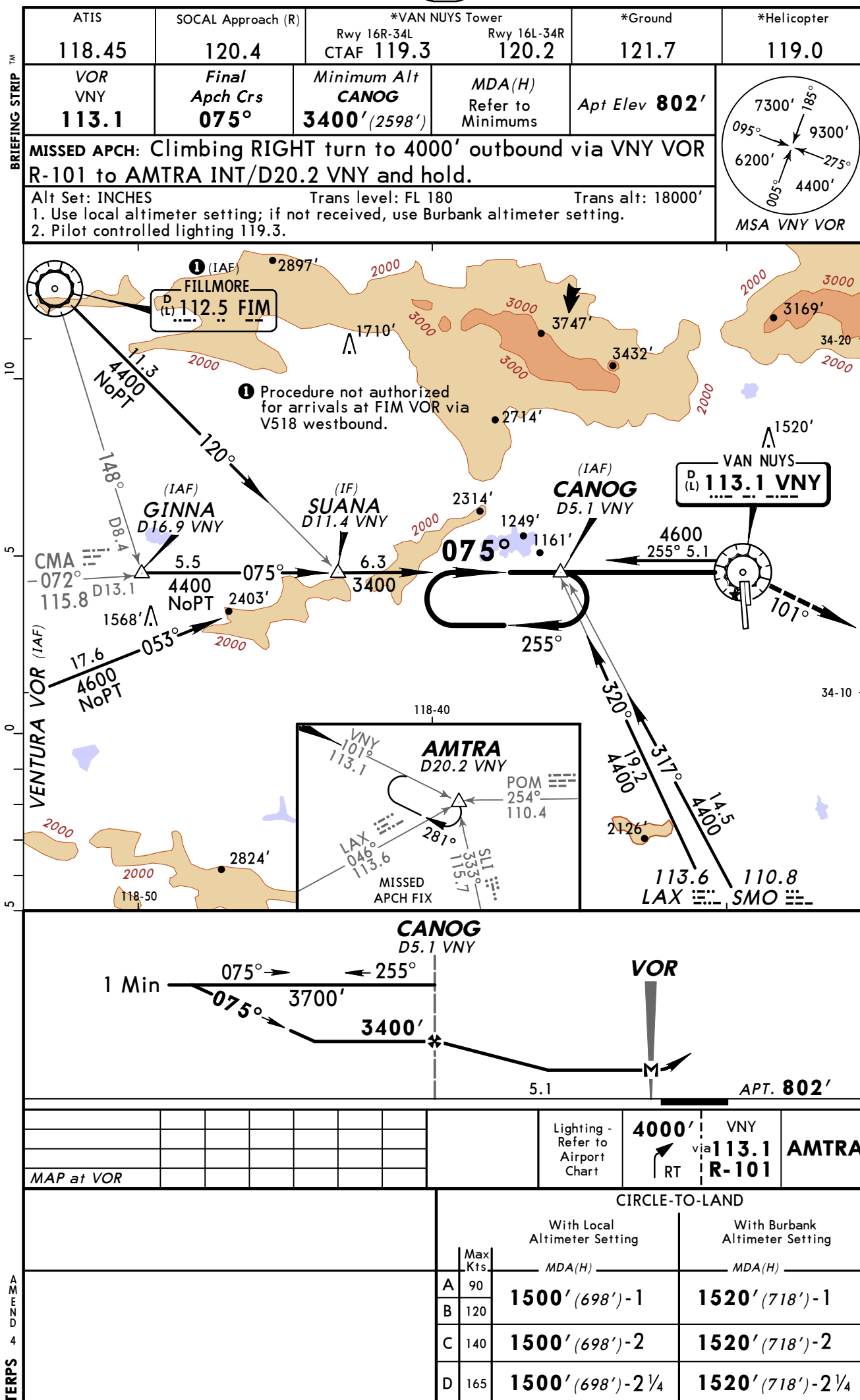
BRIEFING STRIP™

ATIS 118.45	SOCAL Approach (R) 120.4	*VAN NUYS Tower Rwy 16R-34L CTAF 119.3	Rwy 16L-34R 120.2	*Ground 121.7	*Helicopter 119.0
LDA IBUR 109.5	Final Apch Crs 076°	Minimum Alt SILEX 3300' (2498')	MDA(H) Refer to Minimums	Apt Elev 802'	 MSA VNY VOR
MISSED APCH: Climb to 4000' outbound via VNY VOR R-101 to AMTRA INT and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Disregard glide slope indications. 2. Pilot controlled lighting 119.3.					

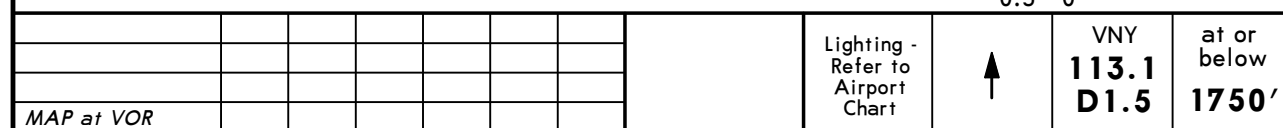
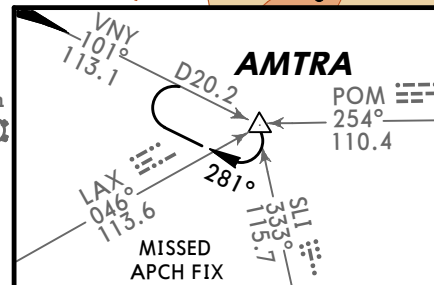


Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	4000' VNY via 113.1 R-101	AMTRA
MAP at BUDDIE or SILEX to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15			

TERPS	CIRCLE-TO-LAND	
	Max Kts	MDA(H)
	A 90	2600' (1798') - 1¼
	B 120	2600' (1798') - 1½
	C 140	2600' (1798') - 3
	D 165	



VAN NUYS, CALIF
VOR DME or GPS-B



		Max Kts.	CIRCLE-TO-LAND
	A	90	<i>MDA(H)</i>
	B	120	1300' (498') - 1
	C	140	1340' (538') - 1½
	D	165	1360' (558') - 2

General Information

Location: Lancaster CA USA
IATA Code: WJF
Lat/Long: N34° 44.5' W118° 13.1'
Elevation: 2351 ft

Airport Use: Public
Magnetic Variation: 12.7°E
Sectional Chart: Los Angeles

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1425 Z
Sunset: 0147 Z,

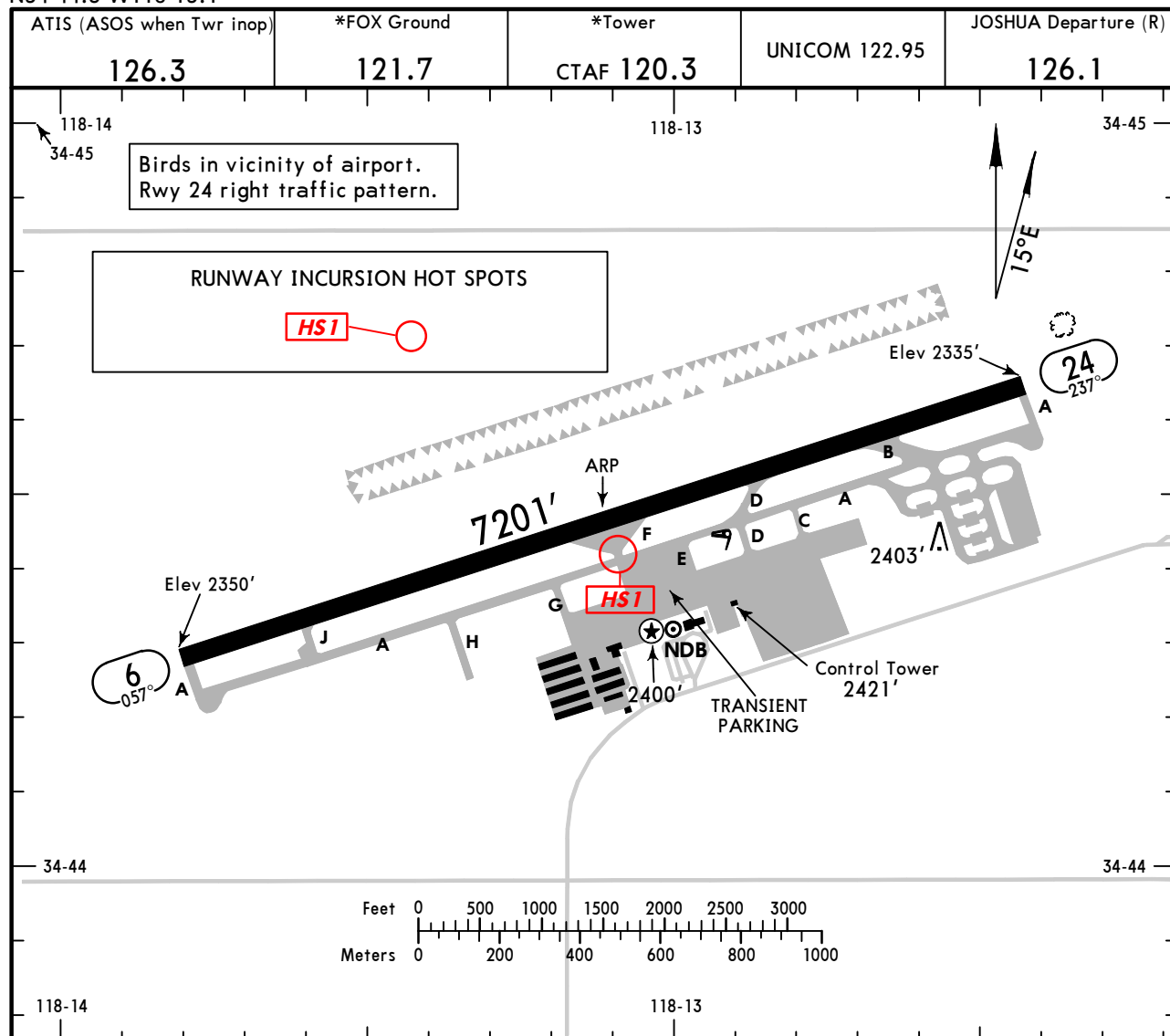
Runway Information

Runway: 06
Length x Width: 7201 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2351 ft
Lighting: Edge, REIL

Runway: 24
Length x Width: 7201 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2341 ft
Lighting: Edge, REIL

Communication Information

ATIS 126.3
ASOS 126.3
Fox Tower 120.3 CTAF
Fox Ground Control 121.7
Joshua Approach Control 126.1
Joshua Departure Control 126.1
Gen Fox Unicom 122.95
Riverside Flight Service Station 122.2 RCO



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND	Threshold		
6 24	MIRL	REIL	PAPI-L (angle 3.0°)	Rubberized Friction Sealed Coat				150'

RUNWAY INCURSION HOT SPOTS **HS1**

For information only, not to be construed as ATC instructions.

HS1 Pilots taxiing from ramp sometimes mistake Runway 6/24 for Taxiway A

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

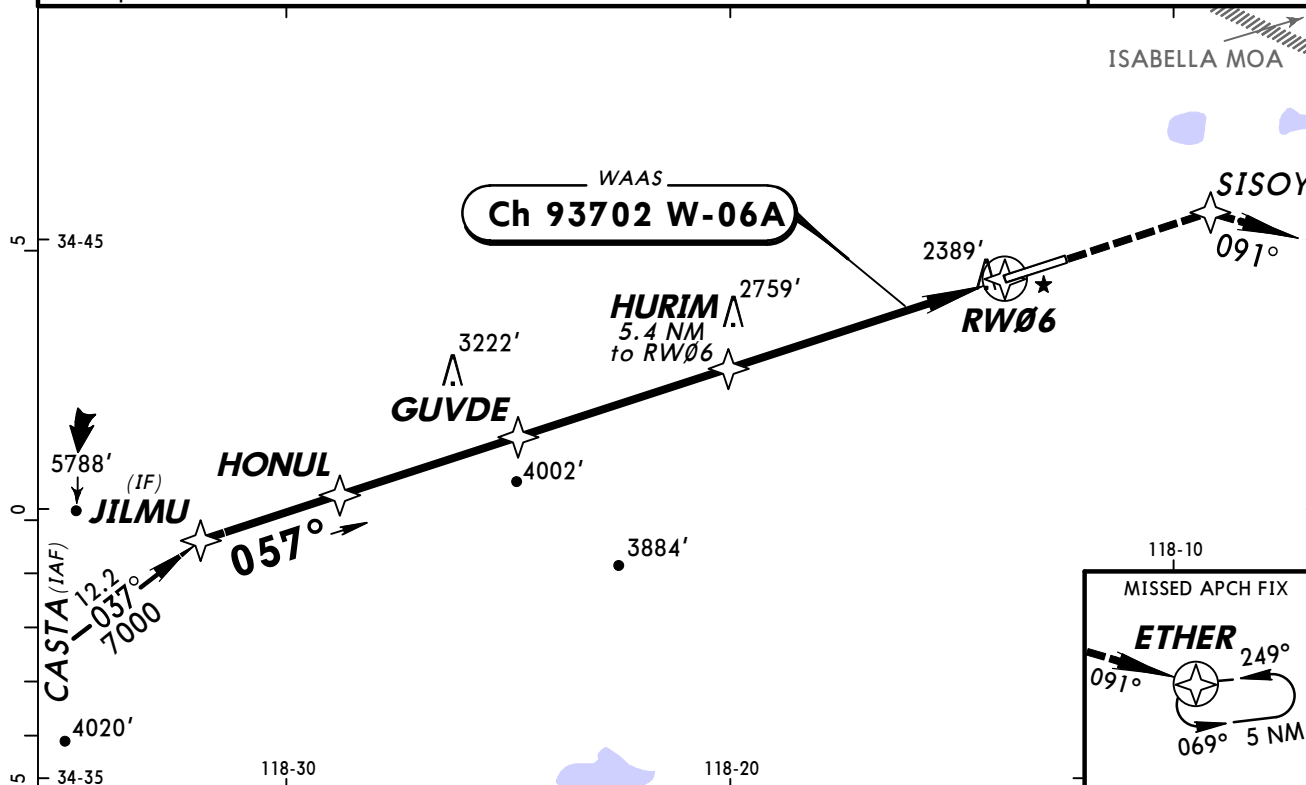
Authorized Only When Local Weather Available			
RNAV (GPS) Rwy 6		VOR-B	Other
RNAV (GPS) Rwy 24			
A	800-2	1000-2	NA
B			
C		1000-3	
D			

OBSTACLE DP: Climb southeast-bound on PMD VOR R-299 to PMD VOR. Depart PMD VOR at published MCA for direction of flight.

Note: Rwy 6, trees beginning 1170' from departure end of runway, 590' right of centerline, up to 44' AGL/2374' MSL.

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		JOSHUA Approach (R)		*FOX Tower		*Ground	
126.3		126.1		CTAF 120.3		121.7	
WAAS Ch 93702 W-06A		Final Apch Crs 057°	Minimum Alt GUVDE 5500' (3149')	LPV DA(H) (CONDITIONAL) 2601' (250')	Apt Elev 2351' TDZE 2351'		9500' MSA RW06
MISSED APCH: Climb to 6000' direct SISOY and via 091° track to ETHER and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Palmdale altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 45°C (113°F). 4. Baro-VNAV not authorized when using Palmdale altimeter setting. 5. WAAS VNAV outages occur daily. WAAS VNAV NOTAM service is not provided. 6. Visibility reduction by helicopters not authorized.							



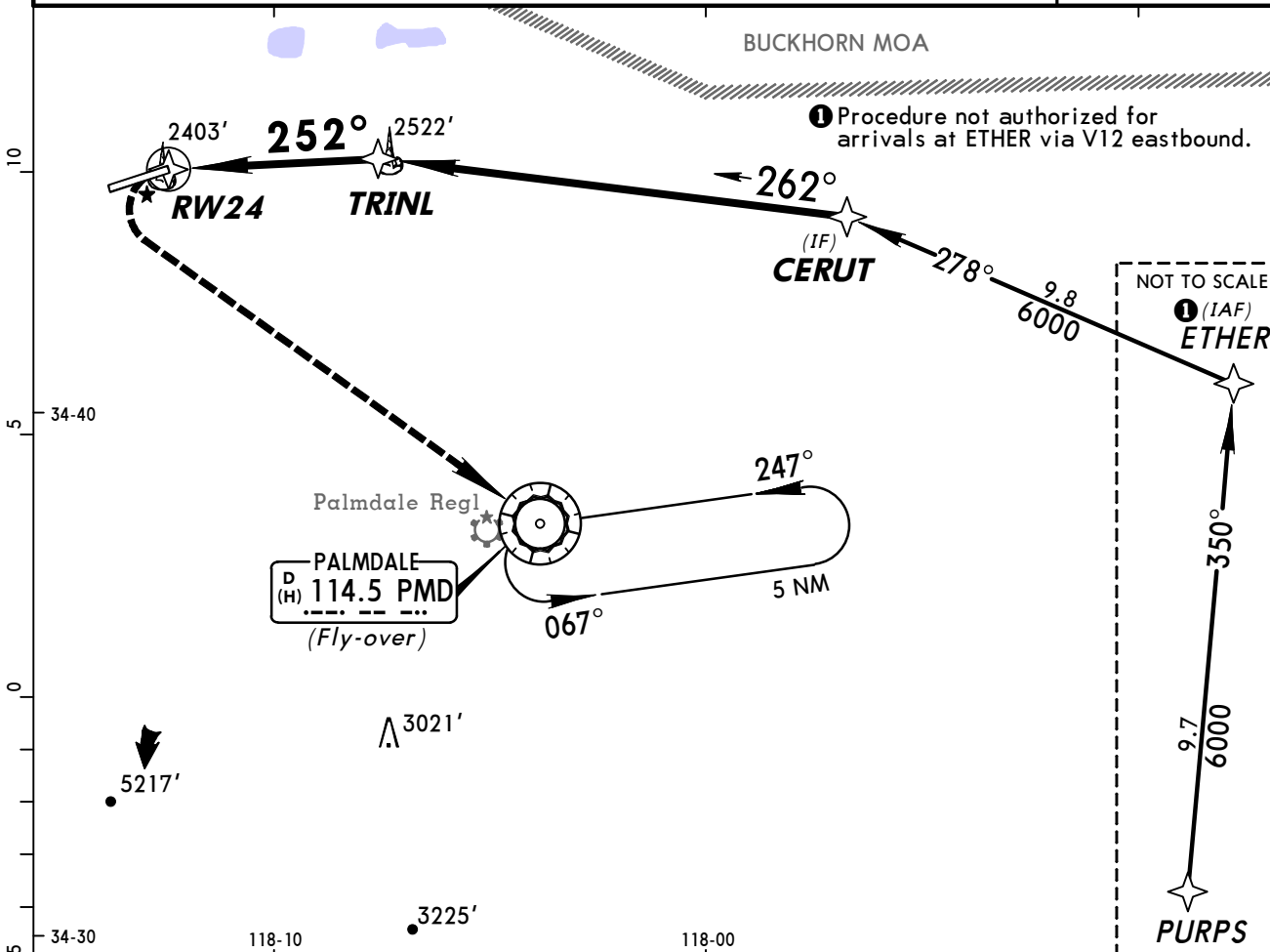
JILMU 7000'		HONUL 6400'		GUVDE 5500'		HURIM 5.4 NM to RW06		RW06		① LNAV only.	
15.7		2.7		13.0		3.5		9.5		0	
Gnd speed-Kts		70	90	100	120	140	160	REIL		6000'	
Glide Path Angle 3.00°		372	478	531	637	743	849	PAPI-L		D → SISOY	
MAP at RW06											

① STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND Not Authorized at Night to Rwy 6 When VGSI inop.			
② LPV DA(H) 2601' (250')		③ LNAV/VNAV DA(H) 2649' (298')		④ LNAV MDA(H) 2940' (589')		Max Kts	
A						90	2940' (589') - 1
B				1		120	3000' (649') - 1
C		1		1½		140	2940' (589') - 1½
D				1¾		165	2940' (589') - 2

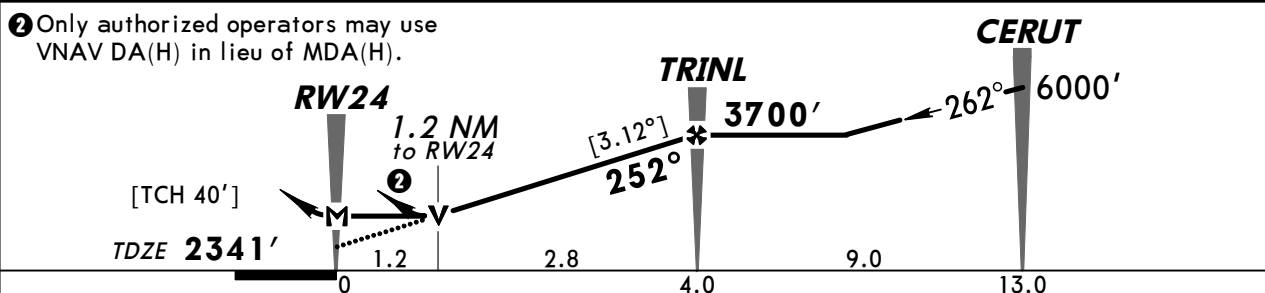
① Not authorized at night when VGSI inop. ② DA(H) 2661' (310') with Palmdale altimeter setting. ③ DA(H) 2709' (358') with Palmdale altimeter setting. ④ MDA(H) 3000' (649') with Palmdale altimeter setting.

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		JOSHUA Approach (R)		*FOX Tower		*Ground	
126.3		126.1		CTAF 120.3		121.7	
RNAV	Final Apch Crs 252°	Minimum Alt TRINL 3700' (1359')	LNAV MDA(H) (CONDITIONAL) 2760' (419')	Apt Elev 2351' TDZE 2341'		9500' MSA RW24	
MISSED APCH: Climbing LEFT turn to 6000' direct PMD VOR and hold, continue climb-in-hold to 6000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Palmdale altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.							



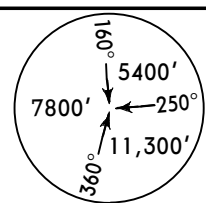
② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

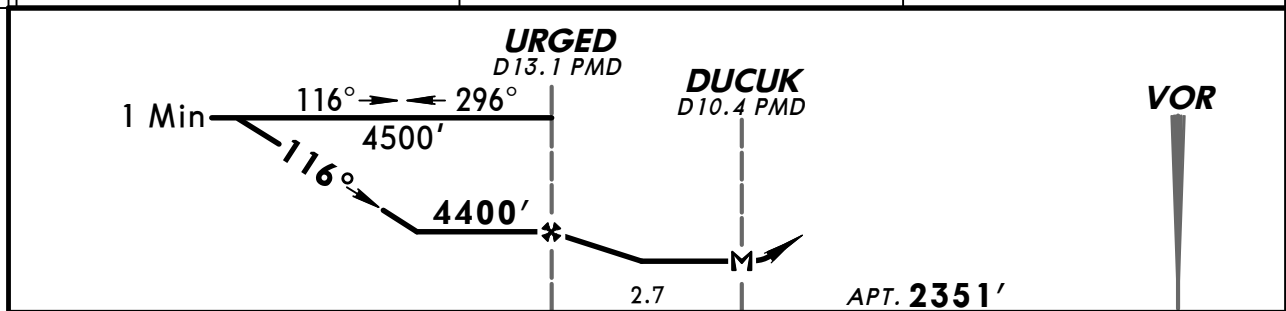
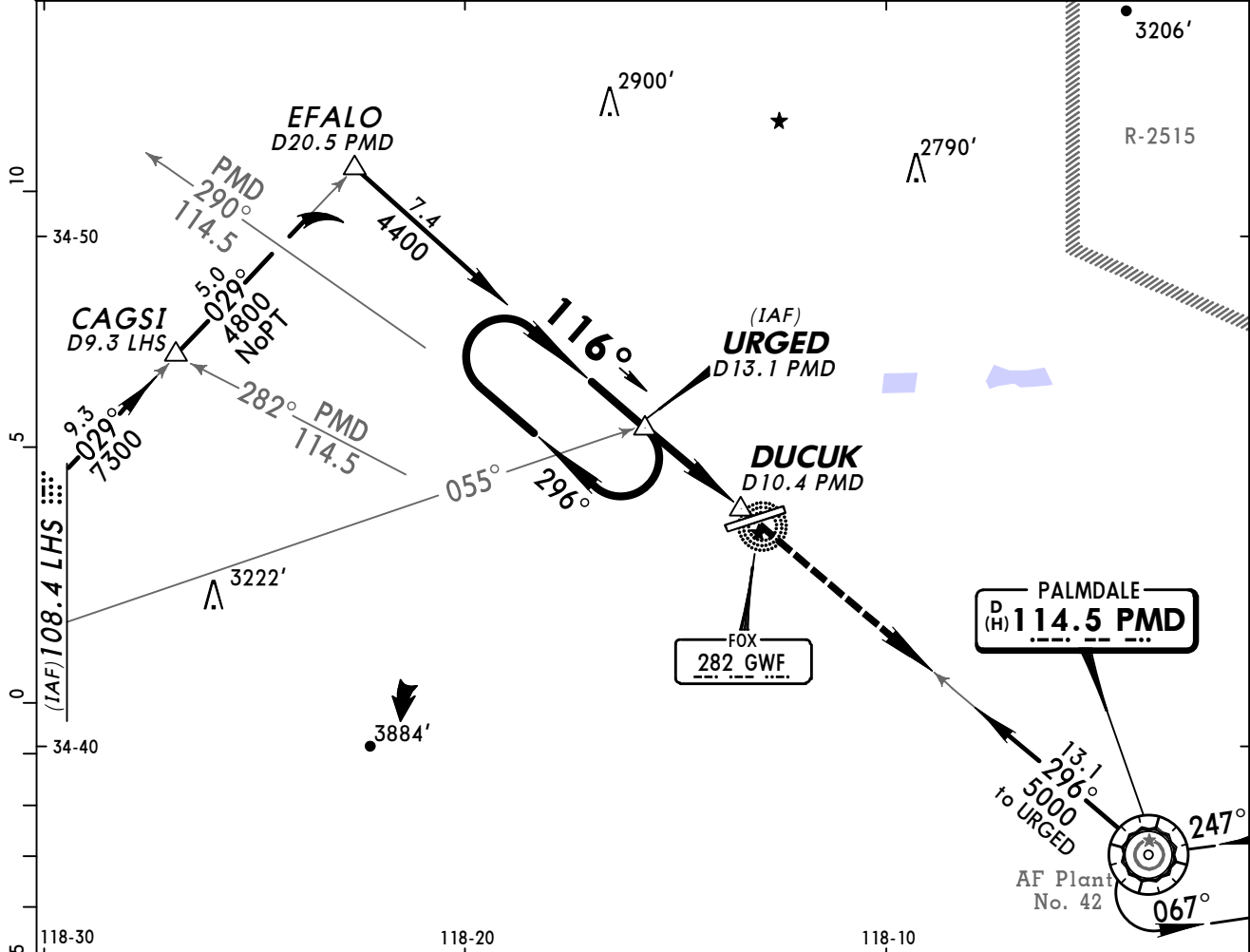


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 6000' LT D PMD 114.5
Descent angle [3.12°]	386	497	552	662	773	883	
MAP at RW24							

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
LNAV		Max Kts	With Local Altimeter Setting		With Palmdale Altimeter Setting
MDA(H) 2760' (419')	With Local Altimeter Setting		MDA(H) 2820' (479')	With Palmdale Altimeter Setting	MDA(H)
A	1	90	2760' (409') - 1	2820' (469') - 1	
B	1	120	2820' (469') - 1	2880' (529') - 1	
C	1 1/4	140	2820' (469') - 1 1/2	2880' (529') - 1 1/2	
D	1 1/2	165	2920' (569') - 2	2980' (629') - 2	

BRIEFING STRIP™

*ATIS (ASOS O/T) 126.3		JOSHUA Approach (R) 126.1		*FOX Tower CTAF 120.3		*Ground 121.7	
VOR PMD 114.5	Final Apch Crs 116°	Minimum Alt URGED 4400' (2049')	MDA(H) Refer to minimums	Apt Elev 2351'		 <i>MSA PMD VOR</i>	
MISSED APCH: Climb to 4500' direct PMD VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1.Dual VOR or DME required.							



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	4500'	→	PMD 114.5
MAP at DUCUK/D10.4 PMD or URGED to MAP	2.7	2:19	1:48	1:37	1:21	1:09	1:01			

CIRCLE-TO-LAND		
Max Kts.	MDA(H)	
A 90	3320' (969') - 1 1/4	
B 120	3320' (969') - 1 1/2	
C 140	3320' (969') - 3	
D 165		

AMEND
3

LANCASTER, CALIF
NDB-C

BRIEFING STRIP™



① NDB

MAP at NDB

**A
M
E
N
D
3**

© JEPPESEN SANDERSON, INC., 2001, 2003. ALL RIGHTS RESERVED.

17 Feb 2012

- MOUNTAIN VIEW, CA (MOUNTAIN VIEW/MOFFETT FEDERAL - KNUQ)
- TWENTYNINE PALMS, CA (TWENTYNINE PALMS EAF - KNPX)
- SAN DIEGO, CA (NORTH ISLAND NAS - KNZY)
- OAKLAND, CA (METRO OAKLAND INTL - KOAK)
- ONTARIO, CA (ONTARIO INTL - KONT)
- PALMDALE, CA (PALMDALE REGL/USAF PLANT 42 - KPMD)
- PALM SPRINGS, CA (PALM SPRINGS INTL - KPSP)
- REDDING, CA (REDDING MUN - KRDD)
- RIVERSIDE, CA (MARCH ARB - KRIV)
REV ILS Y OR LOC RWY 32 31-1 17 Feb 2012
DEL ILS Y RWY 32 CAT II 31-1A 17 Feb 2012
- SAN DIEGO, CA (SAN DIEGO INTL - KSAN)
- SAN BERNARDINO, CA (SAN BERNARDINO INTL - KSBD)
- STOCKTON, CA (STOCKTON METRO - KSCK)
- SAN DIEGO, CA (BROWN MUN - KSDM)
- SAN FRANCISCO, CA (SAN FRANCISCO INTL - KSFO)
- MONTAGUE, CA (SISKIYOU CO - KSIY)
- SAN JOSE, CA (MINETA SAN JOSE INTL - KSJC)
- LOS ALAMITOS, CA (LOS ALAMITOS AAF - KSLI)
- SACRAMENTO, CA (SACRAMENTO INTL - KSMF)
- FAIRFIELD, CA (TRAVIS AFB - KSUU)
- TRUCKEE, CA (TRUCKEE-TAHOE - KTRK)
- PALM SPRINGS, CA (JACQUELINE COCHRAN REGL - KTRM)
- SOUTH LAKE TAHOE, CA (LAKE TAHOE - KTVL)
- LOMPOC, CA (VANDENBERG AFB - KVBG)
- VICTORVILLE, CA (SOUTHERN CALIFORNIA LOGISTICS - KVCV)
- VISALIA, CA (VISALIA MUN - KVIS)
- VAN NUYS, CA (VAN NUYS - KVNY)
- LANCASTER, CA (GEN FOX - KWJF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBAB

Chart Change Notices for Airport KBFL

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3A) Meadows 1 Dep computer code (MEADO1.MEADO) added.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-1) ILS or LOC DME RWY 30R OM Decommissioned

No Chart Change Notices for Airport KBIH

No Chart Change Notices for Airport KBLH

No Chart Change Notices for Airport KBUR

No Chart Change Notices for Airport KCIC

No Chart Change Notices for Airport KCNO

No Chart Change Notices for Airport KEDW

No Chart Change Notices for Airport KFAT

No Chart Change Notices for Airport KIYK

Chart Change Notices for Airport KLAX

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-5) ILS or LOC Rwy 24L, (11-6) ILS or LOC Rwy 24R, (11-6A) ILS Rwy 24R CAT II & III, (11-7) ILS or LOC Rwy 25L, (11-7A) ILS Rwy 25L CAT II & III, (11-8) ILS or LOC Rwy 25R, (12-5) RNAV (GPS) Y Rwy 24L, (12-6) RNAV (GPS) Y Rwy 24R, (12-7) RNAV (GPS) Y Rwy 25L, (12-8) RNAV (GPS) Y Rwy 25R, (12-24) RNAV (RNP) Z Rwy 24L, (12-25) RNAV (RNP) Z Rwy 24R

Cross RIIVR Int max alt 14000' and min alt 12000'.

Chart Change Notices for Airport KLGB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 30 MM decmsnd.

No Chart Change Notices for Airport KMCC

Chart Change Notices for Airport KMER

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(12-1) RNAV (GPS) Rwy 13 and (12-2) RNAV (GPS) Rwy 31 Amend 0B chgd to 0C, Reference date 15 DEC 2011 chgd to 5 MAR 2012.

No Chart Change Notices for Airport KMHR

No Chart Change Notices for Airport KMHV

No Chart Change Notices for Airport KMMH

No Chart Change Notices for Airport KMRY

No Chart Change Notices for Airport KNID

No Chart Change Notices for Airport KNJK

No Chart Change Notices for Airport KNKX

No Chart Change Notices for Airport KNLC

No Chart Change Notices for Airport KNSI

No Chart Change Notices for Airport KNTD

No Chart Change Notices for Airport KNUC

No Chart Change Notices for Airport KNUQ

No Chart Change Notices for Airport KNPX

No Chart Change Notices for Airport KNZY

Chart Change Notices for Airport KOAK

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Charted Rwy 9L PAPI-L (Angle 3.00°, TCH 49') changed to PAPI-R.

Chart Change Notices for Airport KONT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 8L, (11-2) ILS Rwy 26L and (11-3) ILS or LOC Rwy 26R MMs decmsnd.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Rwy 8L PAPI-L (angle 3.0°) added. Rwy 8R PLASI-L chgd to PAPI-L (angle 3.0°).

No Chart Change Notices for Airport KPMD

No Chart Change Notices for Airport KPSP

No Chart Change Notices for Airport KRDD

No Chart Change Notices for Airport KRIV

No Chart Change Notices for Airport KSAN

No Chart Change Notices for Airport KSBD

No Chart Change Notices for Airport KSCK

No Chart Change Notices for Airport KSDM

Chart Change Notices for Airport KSFO

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

For SIDs (10-3B) Gap 3, (10-3D) Molen 3, (10-3E) Offshore 5: Mt San Bruno weather information available on 118.05 note removed.

No Chart Change Notices for Airport KSIY

Chart Change Notices for Airport KSJC

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(12-5) RNAV (GPS) Y Rwy 30L briefing strip note 4 changed to PAPI-L, REIL Rwy 29, PAPI-L Rwy 30R.(13-2) VOR DME Rwy 30L briefing strip note 2 changed to PAPI-L, REIL Rwy 29, PAPI-L Rwy 30R.

No Chart Change Notices for Airport KSLI

Chart Change Notices for Airport KSMF

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(21-1) ILS or LOC Rwy 16R MM decmsnd.

No Chart Change Notices for Airport KSUU

No Chart Change Notices for Airport KTRK

No Chart Change Notices for Airport KTRM

No Chart Change Notices for Airport KTVL

No Chart Change Notices for Airport KVBG

No Chart Change Notices for Airport KVCV

No Chart Change Notices for Airport KVIS

No Chart Change Notices for Airport KVNY

No Chart Change Notices for Airport KWJF