Long Beach, CA (CON’T)

Long Beach/Daugherty Field (CON’T)

Rwy 36 (ON), building, poles, and trees beginning 1270' from DER, 83' left of centerline, up to 68' AGL/133' MSL. Poles and buildings beginning 1302' from DER, 520' left of centerline, up to 52' AGL/103' MSL. Poles beginning 1472' from DER, 294' right of centerline, up to 38' AGL/105' MSL. Trees beginning 1014' from DER, 1' right of centerline, up to 44' AGL/112' MSL. Tree 1701' from DER, 303' right of centerline, 12' left of DER.

Los Angeles, CA (CON’T)

Los Angeles Intl (LAX) (CON’T)

Rwy 36R, 394' from centerline, 20' AGL/123' MSL. NAV|AV|83' from DER, 1' right of centerline, 19' AGL/126' MSL. Pole and light pole beginning 529' from DER, 58' left of centerline, up to 30' AGL/157' MSL. Pole 779' from DER, 1' right of centerline, up to 70' AGL/179' MSL. Pole 5' from DER, 776' right of centerline, 128' MSL. Building 2017 from DER, 602' right of centerline, 60' AGL/139' MSL. Trees beginning 2759' from DER, 417' left of centerline, up to 142' MSL. Poles beginning 2062' from DER, 311' right of centerline, up to 72' AGL/145' MSL. Tree 3379' from DER, 636' right of centerline, 56' AGL/150' MSL. Tower 3670' from DER, 1002' left of centerline, 160' MSL. Tree 3843' from DER, 1074' left of centerline, 169' MSL. Trees beginning 3796' from DER, 873' left of centerline, up to 174' MSL. Tree 3797' from DER, 1222' right of centerline, 158' AGL.

Diverse Vector Area (Radar Vectors)

AMDT 2 16200 (FAA)

Rwys BL, BR, 12, 30 heading as assigned by ATC. Rwys 2BL, heading as assigned by ATC; requires minimum climb of 330 per NM. Rwys 20R, heading as assigned by ATC; requires minimum climb of 230 per NM.

Los Alamitos (KSLA) (CON’T)

AMTD 11773 (FAA)

Departure Procedure

All aircraft, climb direct SLO VORTAC. Aircraft departing SLO VORTAC R-1 DO CVG 345’ climb on course. All others continue climb via the SLO R-171 southerly then climbing right turn direct SLO VORTAC to cross at or above 4000.

Rwys 4LR, climbing right turn.

Rwys 22LR, 301-3 st air with min climb of 230 to 4500.

Takeoff Obstacle Notes: Rwys 4, 10,12 heading as assigned by ATC.

Los Angeles (CON’T)

Los Angeles Intl (LAX) (CON’T)

AMTD 14 17229 (FAA)

Departure Procedure: Rwys 6LR, 7LR, climb to 2000, heading as assigned by ATC, climbing right turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing left turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing right turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing left turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing right turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing left turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing right turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing left turn, thence... Rwys 24LR, climb to 2000, heading 251°, then climbing right turn, thence...

Takeoff Obstacle Notes: Rwys 4LR, runway light from DER, 212’ left of centerline, 150’ MSL. Vehicles on road beginning 17’ from DER, 170’ left of centerline, 131’ MLS. Buildings beginning 1781’ from DER, 600’ left of centerline, up to 92’ AGL/203’ MSL.

Diverse Vector Area (Radar Vectors)

AMDT 1 16725 (FAA)

Rwys 8R, headings as assigned by ATC. Rwys 8L, headings as assigned by ATC. Rwys 7L, headings as assigned by ATC. Rwys 7R, headings as assigned by ATC. Rwys 6R, headings as assigned by ATC. Rwys 6L, headings as assigned by ATC. Rwys 5R, headings as assigned by ATC. Rwys 5L, headings as assigned by ATC. Rwys 4R, headings as assigned by ATC. Rwys 4L, headings as assigned by ATC. Rwys 3R, headings as assigned by ATC. Rwys 3L, headings as assigned by ATC.

Los Angeles, CA (CON’T)

Whitehaven (WHP)

AMTD 1 16184 (FAA)

Departure Procedure: Use WHITEHAWN fixes.

Takeoff Obstacle Notes: Rwy 34, begin climbing 2’ left of centerline up to 40’ AGL/158’ MSL. Tree 1439’ from DER, 1083’ left of centerline, 55’ AGL/103’ MSL. Tree 2081’ from DER, 1086’ left of centerline, 53’ AGL/103’ MSL. Tree 2619’ from DER, 1084’ left of centerline, 55’ AGL/103’ MSL. Tree 3142’ from DER, 1082’ left of centerline, 55’ AGL/103’ MSL. Tree 3675’ from DER, 1079’ left of centerline, 55’ AGL/103’ MSL.

March Arv (KRV)

Riverbank (SIA)

AMTD 6 16184

Takeoff Minimums: Rwys 12, 20B, 26, std. wind, climb of 415’ per NM to 6800 or 4100-3 for climb in visual conditions. Rwys 8, 28, std. wind, climb of 510’ per NM to 5930 or 4100-3 for climb in visual conditions.

Departure Procedure: Rwys 22, climb to 8000 heading 218° and LHS R-015 to LHS VORTAC. Rwys 80, climbing left turn to 6000 heading 221° and LHS R-029 to LHS VORTAC. Rwys 30, climbing left turn to 8000 heading 219° and LHS R-025 to LHS VORTAC.

VCOA: Rwys 22, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 30, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 8, 28, obtain ATC approval for climb in visual conditions when requesting IFR clearance.

Mojave (CMJ)

Mojave Air and Space Port (MHP)

AMTD 2A 14177 (FAA)

Takeoff Minimums: Rwys 4, 8, 12, NA - restricted operations. Rwys 22, 26, std. wind, climb of 415’ per NM to 6800 or 4100-3 for climb in visual conditions.

Departure Procedure: Rwys 22, climb to 8000 heading 218° and LHS R-029 to LHS VORTAC. Rwys 28, climbing left turn to 6000 heading 218° and LHS R-023 to LHS VORTAC. Rwys 30, climbing left turn to 8000 heading 219° and LHS R-025 to LHS VORTAC.

VCOA: Rwys 22, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 30, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 8, 28, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 4, 12, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 22, 26, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 28, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Rwys 30, obtain ATC approval for climb in visual conditions when requesting IFR clearance.
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized.

For inop MAIS/R, increase RNP 0.30 all Cots visibility to RVR 6000.

D-ATIS
ARR 133.8
DEP 135.65

LOS ANGELES, CALIFORNIA
Amdt 1 ONOV16 33°57’N-118°24’W

MISSED APPROACH: Climb to 3000 on track 071° to ZANA and on track 042° to AMTRA and hold.

VGS and RNAV glidepath not coincident
(VGS Angle 3.00/TCH 77).

 CATEGORY A B C D
RNP 0.30 DA 484/40 365 (400-1)
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized.

For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500. Simultaneous approach authorized.

Procedure NA for arrivals at EXERT on V25 westbound and V27 northwest bound.

Radar required for procedure entry at WNDFL.

GPS REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized with HIRL. GPS required. For inop ALS, increase RNP 0.11 all Cts visibility to RVR 6000.

See planview for multiple IF locations.
RNAV (GPS) Y RWY 7L
LOS ANGELES INTL (LAX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

Procedure NA for arrivals at EXERT on V25 westbound, V27 northwest bound:

RNAV (GPS) Y RWY 7R
LOS ANGELES INTL (LAX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

RNAV (GPS) Y RWY 7L
LOS ANGELES INTL (LAX)

Procedure NA for arrivals at EXERT on V25 westbound, V27 northwest bound:
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cat to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Simultaneous approach authorized with HHR. LNAV procedure NA during simultaneous operations.

TDZE 104

Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Simultaneous approach authorized with HHR. LNAV procedure NA during simultaneous operations.

Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Simultaneous approach authorized with HHR. LNAV procedure NA during simultaneous operations.

Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Simultaneous approach authorized with HHR. LNAV procedure NA during simultaneous operations.

Use of FD or AP providing RNAV track guidance required during simultaneous operations.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwys 6L/R, 7L/R: Standard.

NOTE: This is a RADAR vector departure to SXC VORTAC. Route depicted is a lost communication procedure only.

NOTE: Chart not to scale.

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SXC VORTAC. Then on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS:
TAKEOFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control after reaching 2000', turn right heading 245°. Cross LAX R-170 at or above 5000', then turn left and proceed direct SXC VORTAC. Cross SII R-235 at or below 9000'.
CHATY FIVE DEPARTURE 17229

AL-237 (FAA)
LOS ANGELES INTL. (LAX)
LOS ANGELES, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb heading 041° for vector to V23, thence...
TAKEOFF RUNWAYS 7L/R: Climb heading 071° for vector to V23, thence...

...then on (transition) or (assigned route). Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

RUNWAYS 6L/R, 7L/R: If not in contact with departure control within 3 minutes after departure, turn left heading 270°, intercept V23 to CHATY INT and resume the CHATY FIVE DEPARTURE. Continue on course.

GORMAN TRANSITION (CHATY5.GMN): From over CHATY INT on LAX R-323 and GMN R-142 to GMN VORTAC.

HENER TRANSITION (CHATY5.HENER): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to HENER INT.

KWANG TRANSITION (CHATY5.KWANG): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-250 to KWANG INT.

SAN MARCUS TRANSITION (CHATY5.RZS): From over CHATY INT on LAX R-323 to JOSUL, then on FIM R-097 to FIM VORTAC, then on FIM R-267 to OHIGH INT, then on RZS R-087 to RZS VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 24L:** Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to cross NAANC, then on track 253° to cross DARRK at or below 12000, thence . . .

**TAKEOFF RUNWAY 24R:** Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to cross DARRK at or below 12000, thence . . .

**TAKEOFF RUNWAY 25L:** Climb heading 251° to 640, then climb direct to cross HILPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence . . .

**TAKEOFF RUNWAY 25R:** Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, thence . . .

. . . . . (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

**DINTY TRANSITION (DARRK2.DINTY)**

**MCKEY TRANSITION (DARRK2.MCKEY)**

**RIZIN TRANSITION (DARRK2.RIZIN)**

**SCTRR TRANSITION (DARRK2.SCTRR)**

**STOKD TRANSITION (DARRK2.STOKD)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence.

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence.

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence.

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to cross DOTSS at or above 15000, thence.

... on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

CLEEE TRANSITION (DOTSS2.CLEE)

CNERY TRANSITION (DOTSS2.CNERY)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb heading 071° to intercept course 056° to CHVEZ, then on track 058° to cross TRAAP at 8000, then on track 064° to cross JIVJE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence...

TAKEOFF RUNWAY 6R: Climb heading 071° to intercept course 056° to KOFAX, then on track 057° to cross TRAAP at 8000, then on track 064° to cross JIVE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence...

TAKEOFF RUNWAYS 7L/R: Climb heading 071° to 640, then on heading 071° or as assigned by ATC, expect vectors to cross TRAAP at 8000, then on track 064° to cross JIVJE at or above 10000, then on track 048° to cross CLUTZ at or above 13000, then on track 048° to cross GARDY at or above 16000, thence...

... on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

BEALE TRANSITION (GARDY3.BEALE)
HAILE TRANSITION (GARDY3.HAILE)
LAS VEGAS TRANSITION (GARDY3.LAS)
MISEN TRANSITION (GARDY3.MISEN)
NNAVY TRANSITION (GARDY3.NNAVY)
GORMAN SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 071° until LAX VORTAC 3 DME, then turn left heading 056° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence . . . .

TAKEOFF RUNWAYS 7L/R: Climb on heading 071° for vector to join VNY R-126 to VNY VOR/DME, then on VNY R-317 and GMN R-136 to GMN VORTAC, thence . . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then on RADAR vector to LAX R-233 and GMN R-142 to GMN VORTAC, thence . . . .

. . . on (transition) or assigned route. All aircraft expect further clearance to filed flight level 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

AVENAL TRANSITION (GMN7 AVE): From over GMN VORTAC on GMN R-310 to COREZ then on AVE R-086 to AVE VOR/DME.

SHAFTER TRANSITION (GMN7.EFH): From over GMN VORTAC on GMN R-328 and EHF R-150 to EHF VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DIREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MUBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence... .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to EYENO, then on track 316° to cross MUBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence... .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MUBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence... .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 319° to cross MUBU at or above 7000, then on track 351° to cross LADYJ at 8000, thence... .

...on (transition) maintain 8000. Expect filed altitude 5 minutes after departure.

COREZ TRANSITION (LADYJ4.COREZ)
CSTRO TRANSITION (LADYJ4.CSTRO)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° for vectors to SIU VORTAC, thence.

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-160 at or below 3000, then on RADAR vectors to assigned route/Fix/transition, thence.

TAKEOFF RUNWAYS 25L/R: Climb on heading 251°, at the SMO R-160 turn left heading 221°, cross SMO R-160 at or below 3000, expect RADAR vectors to assigned route/Fix/transition thence.

. . . . all aircraft expect further clearance to filed flight level five minutes after departure.

IMPERIAL TRANSITION (LAXX1.IPL): From over SIU VORTAC on SIU R-120 to DANAH, then on OCN R-301 to OCN VORTAC, then on OCN R-105 to PILLO, then on MZB R-076 and IPL R-258 to IPL VORTAC.

MISSION BAY TRANSITION (LAXX1.MZB): From over SIU VORTAC on SIU R-120 to DANAH, then on OCN R-301 to OCN VORTAC, then on OCN R-145 to CARIF, then on MZB R-326 to MZB VORTAC.

OCEANSIDE TRANSITION (LAXX1.OCN): From over SIU VORTAC on SIU R-120 to DANAH, then on OCN R-301 to OCN VORTAC.

ROSIN TRANSITION (LAXX1.ROSIN): From over SIU VORTAC on SIU R-202 and SXC R-022 to SXC VORTAC, then on SXC R-213 to ROSIN.

THERMAL TRANSITION (LAXX1.TRM): From over SIU VORTAC on SIU R-080 to TUSTI, then on SIU R-080 and TRM R-263 to HEMET, then on TRM R-263 to TRM VORTAC.

LOST COMMUNICATIONS

RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower, turn right direct SIU VORTAC and proceed on assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.

RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within five minutes after departure, turn left heading 080°, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route. Aircraft filed FL240 or above, maintain FL230 for five minutes then continue climb to filed altitude.
TAKEOFF RUNWAY 24L: Climb on heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence.

TAKEOFF RUNWAY 24R: Climb on heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence.

TAKEOFF RUNWAY 25L: Climb on heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence.

TAKEOFF RUNWAY 25R: Climb on heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or above 1300 and at or below 5000, then on depicted route to cross FIXIT at 10000, thence.

. . . on (transition). Maintain 10000. Expect filed altitude five minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DIREY at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on heading 251° or as assigned by ATC, expect left turn to cross KLPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIIPR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on heading 236° or as assigned by ATC, expect left turn to cross KLPR at or above 10000, then on track 044° to cross KEGGS at or above 13000 and at or below FL190, then on track 044° to cross COOPP at or above 15000, then on track 044° to ORCKA, thence.

. . . . . (transition). Maintain FL230. Expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within five minutes after departure, turn left and proceed direct KUJP WP, climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

BEALE TRANSITION (ORCKA3.BEALE)

HAILO TRANSITION (ORCKA3.HAILO)

LAS VEGAS TRANSITION (ORCKA3.LAS)

MISSEN TRANSITION (ORCKA3.MILSEN)

YELAH TRANSITION (ORCKA3.YELAH)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DUREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence....

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to OSHNN, thence....

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to OSHNN, thence....

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to OSHNN, thence....

.... on (transition). Maintain 17000. Expect filed altitude five minutes after departure.

BEALE TRANSITION [OSHNNB.BEALE]
HAILO TRANSITION [OSHNNB.HAILO]
LAS VEGAS TRANSITION [OSHNNB.LAS]
MISEN TRANSITION [OSHNNB.MISEN]
NAVY TRANSITION [OSHNNB.NNAVY]
PERCH THREE DEPARTURE

TAKEOFF MINIMUMS


NOTE: DME/DME/IRU or GPS required.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.

NOTE: Turn at HIIPR and DOCKR are required for ATC separation.

NOTE: Chart not to scale.

PNDAH TWO DEPARTURE (RNAV)

TOP ALTITUDE: FL200

TAKEOFF MINIMUMS


NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to DINTY or FICKY, thence . . .

TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° to cross SMO R-160 at or below 3000, then on RADAR vectors to DINTY or FICKY, thence . . . on assigned route. All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS:

TAKEOFF RUNWAYS 6L/R, 7L/R: If not in contact with Departure Control within 3 minutes after departure, turn right heading 250°, cross SMO R-210 at or above 5000 and at or below 10000. After leaving 10000, turn right heading 270° to intercept and proceed on LAX R-249 to PERCH INT. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 24L/R, 25L/R: If not in contact with Departure Control within 5 minutes after departure, proceed to PERCH INT on LAX R-249. Climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to PNDAH, thence.

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to PNDAH, thence.

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HILPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to PNDAH, thence.

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WELR at or below 5000, then on depicted route to PNDAH, thence.

... on (transition). Maintain FL200. Expect filed altitude five minutes after departure.

OTAYY TRANSITION (PNDAH2.OTAYY)
TCATE TRANSITION (PNDAH2.TCATE)

TAKEOFF MINIMUMS


NOTE: TAKEOFF RWYS 24L/R, 25L/R: This departure is for non-turbojet aircraft. Turbojet aircraft use LAXX DEPARTURE.

NOTE: South Complex turn at SMO R-154 to 201° is required for ATC separation.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to SUL VORTAC, thence.

TAKEOFF RUNWAYS 24L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then RADAR vectors to SUL VORTAC, thence.

TAKEOFF RUNWAYS 25L/R: Climb on heading 251° to cross SMO R-154 at or below 3000, then turn left heading 201° for RADAR vectors to SUL VORTAC, thence.

... on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, climb to FL230 or filed altitude whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.
**SEBBY THREE DEPARTURE**

**SEBBY THREE DEPARTURE**

**TOP ALTITUDE: ASSIGNED BY ATC**

**SEBBY THREE DEPARTURE**

**TOP ALTITUDE: ASSIGNED BY ATC**

**SEBBY THREE DEPARTURE**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 24L/R:** Climb on heading 251° to cross SMO VOR/DME R-160 at or below 3000', thence . . .

**TAKEOFF RUNWAYS 25L/R:** Climb on heading 251° at the SMO VOR/DME R-160 turn left heading 221°, cross SMO R-160 at or below 3000', thence . . .

. . . . . . on RADAR vectors to cross SRI VORTAC at or above 14000', then on SRI R-022 to cross SEBBY/23 DME FIX at or above 16000'. Then on DAG R-214 to DAG VORTAC. All aircraft expect further clearance to filed flight level five minutes after departure.

**LOST COMMUNICATIONS:** If not in contact with Departure Control within five minutes after departure, turn left direct SRI VORTAC and proceed on assigned route, climb to FL230 or filed altitude whichever is lower. Aircraft filed FL240 or above climb to filed altitude ten minutes after departure.

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**SKWRL TWO DEPARTURE**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 24L/R, 25 L/R:** Climb heading 251° to 640, then on heading 251° or as assigned by ATC, expect vectors to cross RCKYY at or above 4000', then on track 330° to cross SKWRL at or above 5000', thence . . .

. . . . . . on (transition). Maintain ATC assigned altitude. Expect filed altitude five minutes after departure.

**LOST COMMUNICATIONS:** If not in contact with departure control within five minutes after departure, turn right and proceed direct SKWRL WP, climb to 7000 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing 8000 or above, climb to filed altitude ten minutes after departure.

**GORMAN TRANSITION (SKWRL2.GMN)**

**VALEY TRANSITION (SKWRL2. VALEY)**
TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DAREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence . . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on track 253° to NAANC, then on track 253° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 256° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 252° to cross EVOSE at or below 5000, then on track 252° to MKGEE, then on track 258° to cross DARRK at or below 12000, then on track 260° to SUMMR, thence . . . .

. . . . on (transition). Maintain FL230. Expect filed altitude 5 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° to 640, then climb on heading 071° or as assigned by ATC, expect vectors to cross TRTON at or above 8000, then on track 277° to cross DARRK at or below 12000', thence...

...on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

If not in contact with departure control within 5 minutes after departure, turn right and proceed direct DARRK WP, cross DARRK at or below 12000'. Climb to FL230 or filed altitude, whichever is lower, and when able proceed direct filed route or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

DINTY TRANSITION (TRTON2.DINTY)
FICKY TRANSITION (TRTON2.FICKY)
MCKEY TRANSITION (TRTON2.MCKEY)
SCTR RR TRANSITION (TRTON2.SCTR RR)
STOKD TRANSITION (TRTON2.STOKD)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R, 7L/R: Climb heading 071° to 640, then on heading 071° or as assigned by ATC, expect vectors to BUULI, then on track 099° to TUSTI, thence...

...on (transition) maintain 17000, expect filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure, turn right and proceed direct BUULI WP, cross BUULI at or below 9000. Climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL230 or above, climb to filed altitude ten minutes after departure.

AVRRY TRANSITION (TUST12.AVRRY)
CNERY TRANSITION (TUST12.CNERY)
OTAY TRANSITION (TUST12.OTAY)
TCATE TRANSITION (TUST12.TCATE)
VENTURA EIGHT DEPARTURE (VTU8.VTU) 17AUG17

TOP ALTITUDE:
ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Maintain at or below 250K unless otherwise directed by ATC.
NOTE: Turbojet aircraft only.

TAKEOFF MINIMUMS
NOTE: RADAR required.
NOTE: DINTY TRANSITION: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 6L/R, 7L/R: Climb on heading 071° for RADAR vectors to VTU VOR/DME, thence . . .
TAKEOFF RUNWAYS 24L/R, 25L/R: Climb on heading 251° for RADAR vectors to VTU VOR/DME, cross SMO R-154 at or below 3000, thence . . .
. . . on (assigned route). All aircraft expect further clearance to filed altitude 5 minutes after departure.

LOST COMMUNICATIONS: If not in contact with Departure Control within five minutes after departure climb to FL230 or filed altitude, whichever is lower. Aircraft filing FL240 or above climb to filed altitude ten minutes after departure.

DINTY TRANSITION (VTU8.DINTY): From over VTU VOR/DME on VTU R-272 to SUDDO INT then on R25 R-233 to DINTY.

SAN MARCUS TRANSITION (VTU8.RZS): From over VTU VOR/DME on VTU R-289 and RZS R-109 to RZS VORTAC.

VENTURA EIGHT DEPARTURE (VTU8.VTU) 17AUG17

WNNDY THREE DEPARTURE (RNAV) (WNNDY3.WNNDY) 03JAN19

TOP ALTITUDE:
FL230

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb heading 071° to intercept course 056° to CHVEZ, then on track 332° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence...

TAKEOFF RUNWAY 6R: Climb heading 071° to intercept course 056° to KOFAX, then on track 333° to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence...

TAKEOFF RUNWAYS 7L/R: Climb heading 071° to 640, then on heading 071° or as assigned by ATC, for vectors to cross JRGSN at or above 6300, then on track 315° to WNNDY, thence...

...on (transition) maintain FL230. Expect filed altitude 5 minutes after departure.

LOST COMMUNICATIONS

If not in contact with departure control within 5 minutes after departure, turn left and proceed direct JRGSN WP, cross JRGSN at or below 7000. Climb to FL230 or filed altitude whichever is lower, and when able proceed direct filed or assigned route/fix/transition. Aircraft filing FL240 or above, climb to filed altitude ten minutes after departure.

COREZ TRANSITION (WNNDY3.COREZ)

CSTRO TRANSITION (WNNDY3.CSTRO)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24L: Climb heading 251° to 640, then climb direct to cross DLREY at or below 3000, then on track 256° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence. . . .

TAKEOFF RUNWAY 24R: Climb heading 251° to 640, then climb direct to cross FABRA at or below 3000, then on track 253° to cross ENNEY at or below 5000, then on depicted route to ZILLI, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 251° to 640, then climb direct to cross HIIPR at or below 3000, then on track 221° to cross ADORE at or below 5000, then on depicted route to ZILLI, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 251° to 640, then climb direct to cross DOCKR at or below 3000, then on track 220° to cross WEILR at or below 5000, then on depicted route to ZILLI, thence. . . .

. . . on transition. Maintain 14000, expect filed altitude five minutes after departure.

BEAUT TRANSITION [ZILI4.BEAUT]
LAUER TRANSITION [ZILI4.LAUSER]