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03 SEP 26 to 29 OCT 26



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TM

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Southwest (SW) Vol 2 of 4

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29 OCT 2026

Consult the Change Notice
(CN) effective 01 OCT 2026 for
revised Instrument Procedure
Charts for this volume



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Request for the creation or revisions to Airport Diagrams should be in accordance with
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INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

	DA	Visibility (RVR 100's of feet)		Aircraft Approach Category		
		A	B	C	D	
Straight-in ILS to Runway 27	CATEGORY					
	S-ILS 27	1352/24		200	(200-½)	
Straight-in with Glide Slope Inoperative or not used to Runway 27	S-LOC 27	1440/24	288	(300-½)		1440/50 288 (300-1)
	CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)	
	MDA	HAA	Visibility in Statute Miles			

All weather
minimums in
parentheses not
applicable to Civil
Pilots.

Military Pilots
refer to appropriate
regulations.

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

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

Comparable Values of RVR and Visibility

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

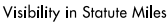
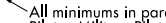
RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	¼	2200	½	3200*	¾	5000*	1
1600*	¼	2400*	½	3500	¾	5500	1
1800	½	2600	½	4000*	¾	6000*	1¼
2000	½	3000	¾	4500*	¾		

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

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a ¼ mile adjustment, first convert 2000 RVR to ½ SM. Adding ¼ SM results in ¾ SM, which may then be converted to 3500 RVR.

RADAR MINIMA

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

Radar Minima:  Visibility in Statute Miles  All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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

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

- (V) VHF emergency frequency (121.5) monitored
- (U) UHF emergency frequency (243.0) monitored

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

-  Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
-  NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
-  Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

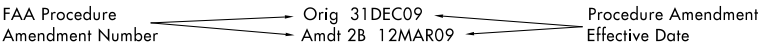
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.
Equipment Requirements Box	DME required for LOC only.
Standard Procedure Notes Box	 Circling to Rwy 25 NA at night. # For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box	RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

KEY MIKE

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

FUNCTION

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

ABBREVIATIONS

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

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

ABBREVIATIONS

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

ABBREVIATIONS

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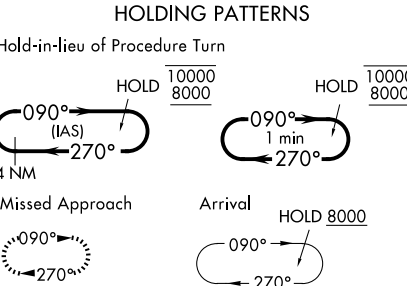
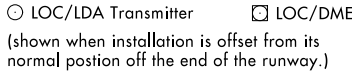
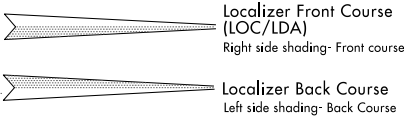
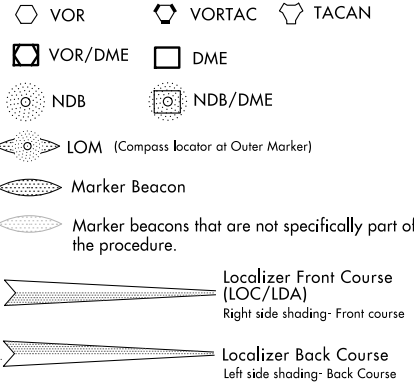
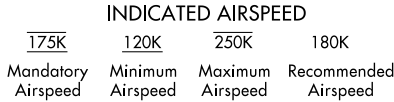
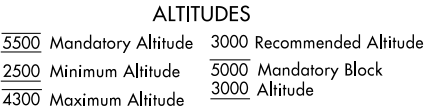
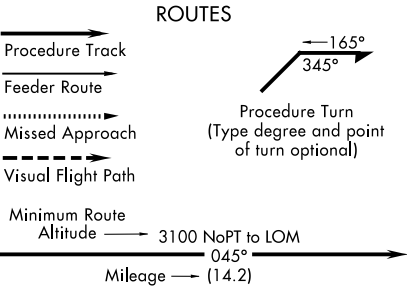
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

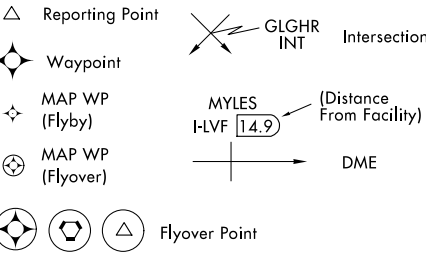
PLANVIEW SYMBOLS



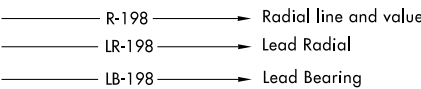
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

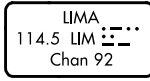
FIXES/ATC REPORTING REQUIREMENTS



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



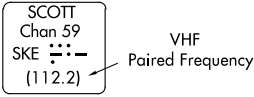
Primary NAVAID



Secondary NAVAID



TACAN or DME NAVAID

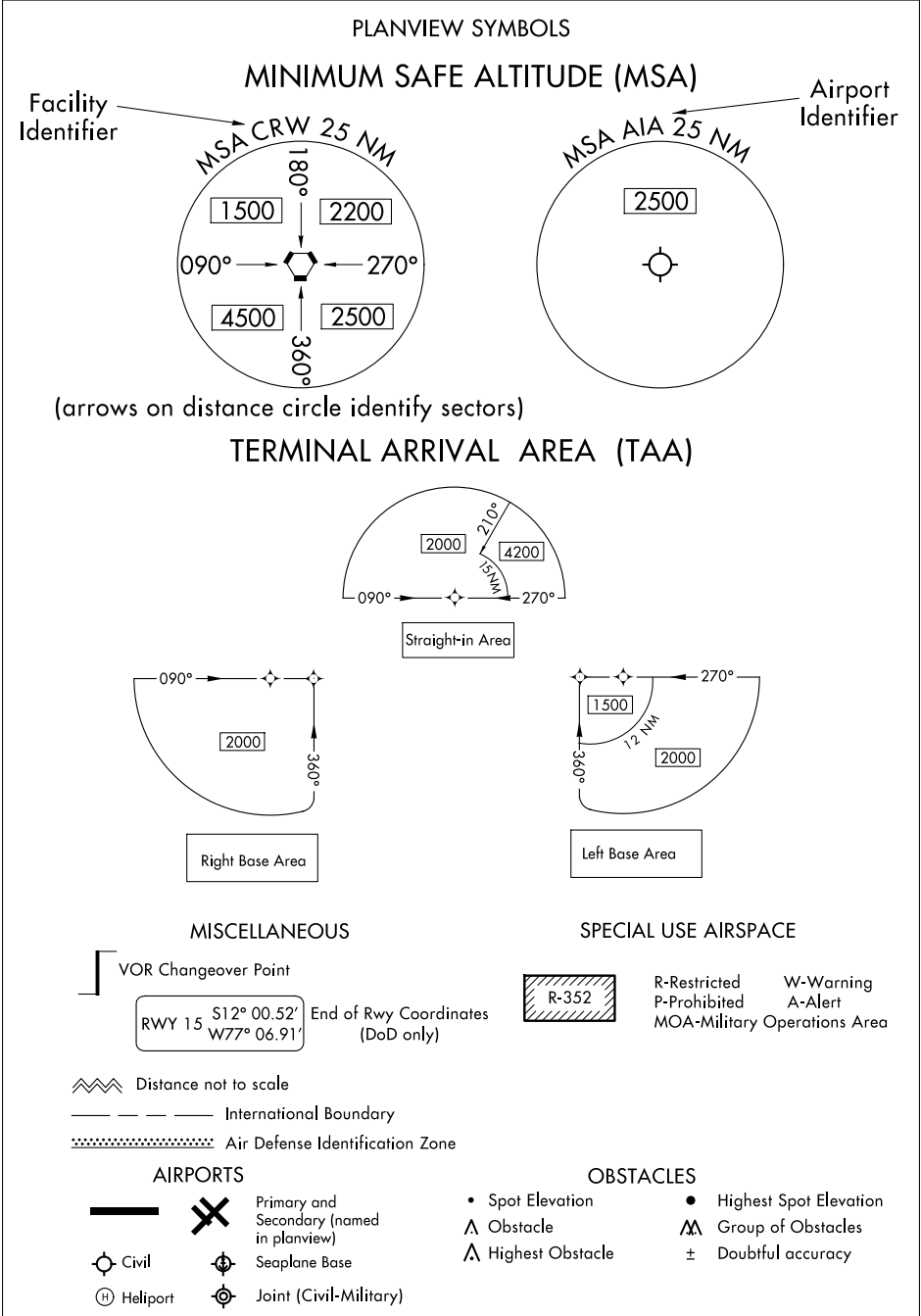


LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

23110



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LEGEND

23110

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

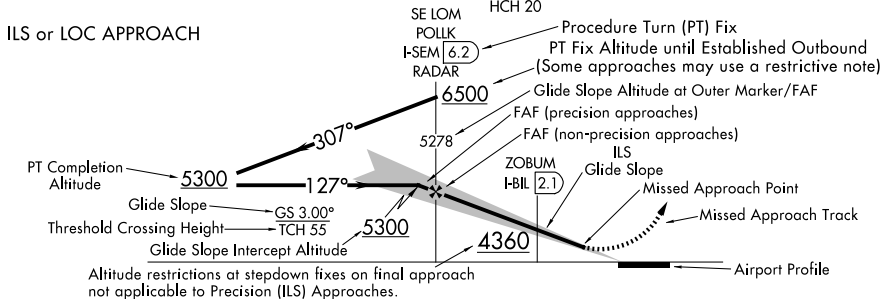
26246

PROFILE VIEW

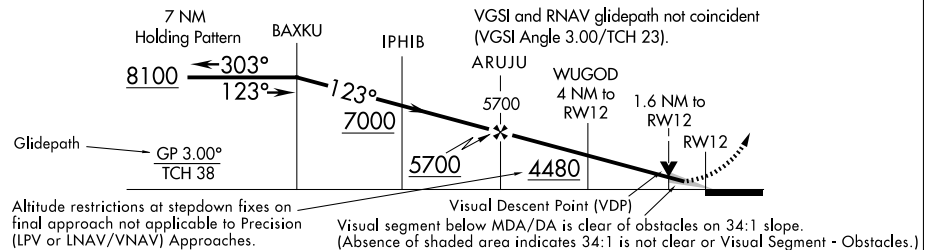
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

- "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $\angle 3.00^\circ$ TCH 55
- "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle 3.00^\circ$ TCH 50
- An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

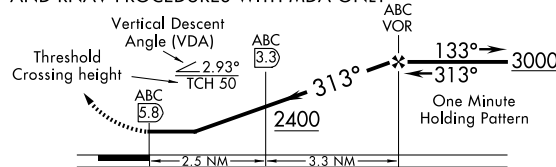
ILS or LOC APPROACH



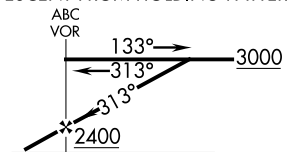
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



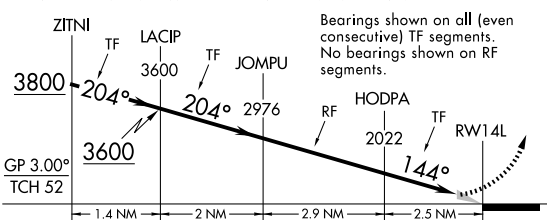
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

LEGEND

26246

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

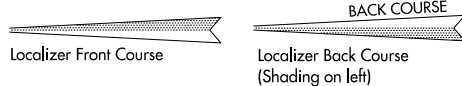
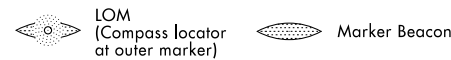
23334

RADIO AIDS TO NAVIGATION

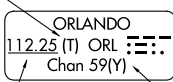
Compulsory:



Non-Compulsory:

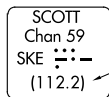


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

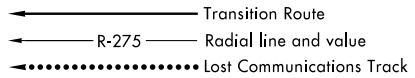


VHF Paired Frequency

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

ROUTES

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



V12 J80 Airway/Jet Route Identification



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

SPECIAL USE AIRSPACE



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

ALTITUDES

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

15000
12000
Block Altitude

→ Altitude change at other than Radio Aids to Navigation

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

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

→ Obvious DME (DME mileage matches route mileage) 75 → DME Mileage (when not obvious)

◆ Waypoint (Compulsory) ◆ Waypoint (Non-Compulsory)

⊕ Flyover Point

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

AIRPORTS

○ Civil ⊙ Military ⊕ Joint (Civil-Military)

Airports not served by the procedure shown in screened color

○ Civil ⊙ Military ⊕ Joint (Civil-Military)

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rws 16L/C/R

Terminus identifier

LEGEND

23334

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

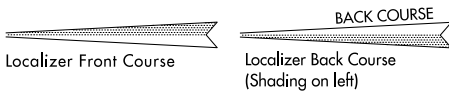
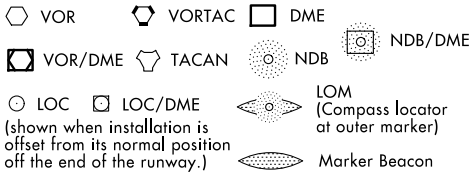
26190

RADIO AIDS TO NAVIGATION

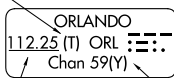
Compulsory:



Non-Compulsory:

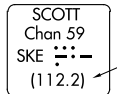


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAV AID Box



VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) DME Mileage (when not obvious)

◆ Waypoint (Compulsory) ◆ Waypoint (Non-Compulsory)

⬡ Flyover Point

x Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS

┌ Changeover Point Distance not to scale

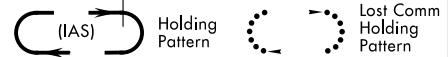
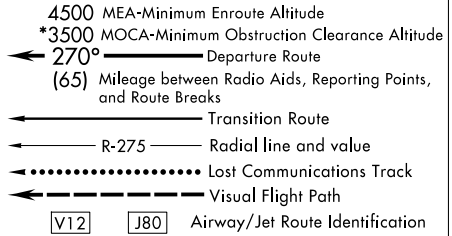
--- International Boundary

--- Frequency Sectorization Boundary

--- Air Defense Identification Zone

▼ Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



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

SPECIAL USE AIRSPACE



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

ALTITUDES

5500 2300
Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above)

4800 15000
Maximum Altitude (Cross at or below) Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

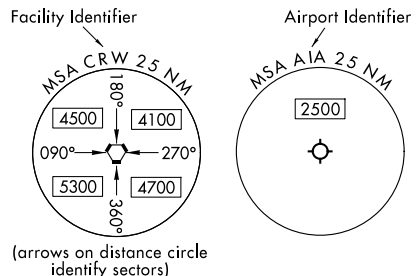
INDICATED AIRSPEED

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

AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



LEGEND

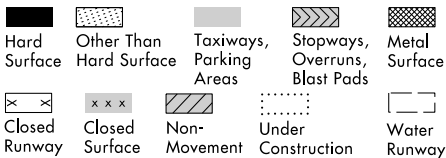
26190

LEGEND

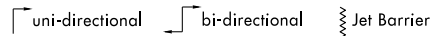
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

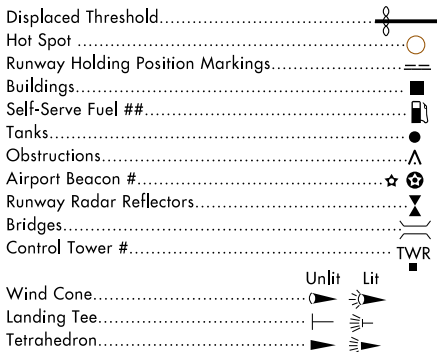


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS)

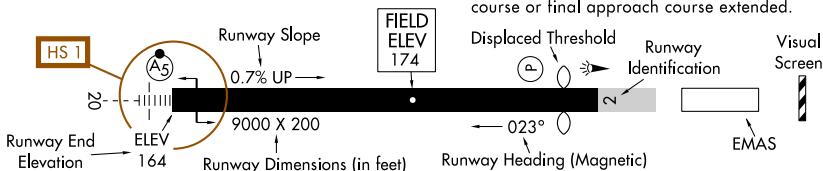
REFERENCE FEATURES



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

See appropriate Chart Supplement for information.

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



SCOPE

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

Runway Slope..... 0.3% Down.....0.8% UP
(shown when rounded runway slope is $\geq 0.3\%$)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

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

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

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

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

LEGEND

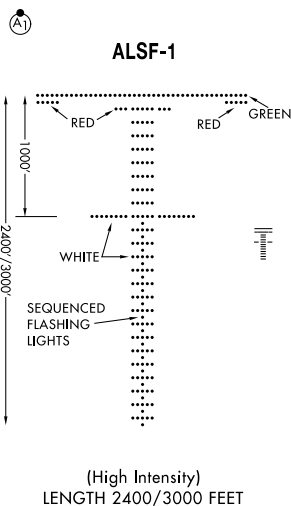
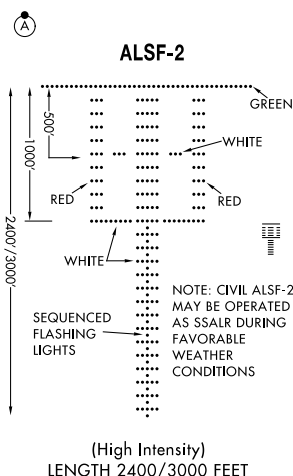
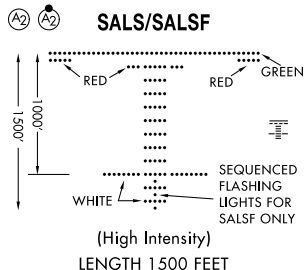
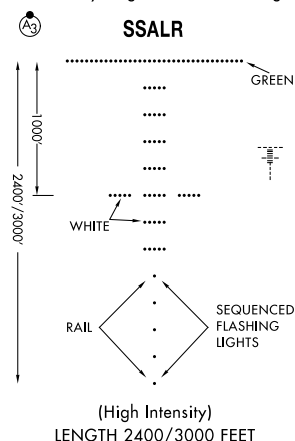
LEGEND

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

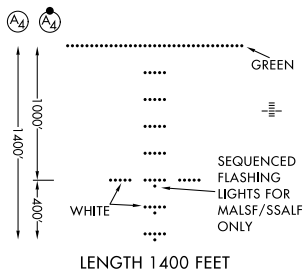
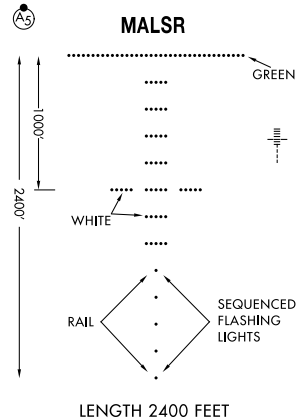
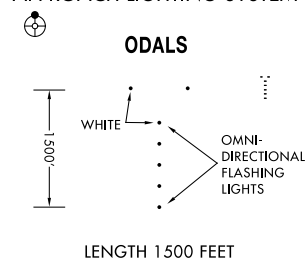
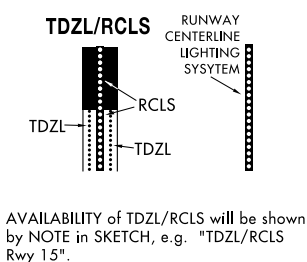
25331

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A3), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (A2) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEMCATEGORY II
APPROACH LIGHTING SYSTEMSHORT APPROACH
LIGHTING SYSTEMSIMPLIFIED SHORT
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights

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

MEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsOMNIDIRECTIONAL
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE
LIGHTS AND RUNWAY
CENTERLINE LIGHTING SYSTEMS

LEGEND

25331

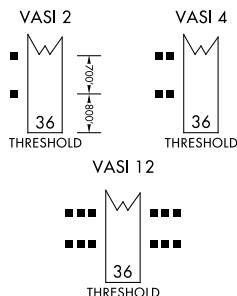
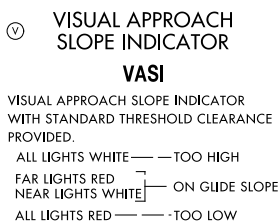
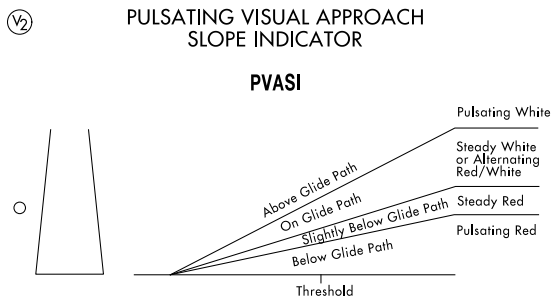
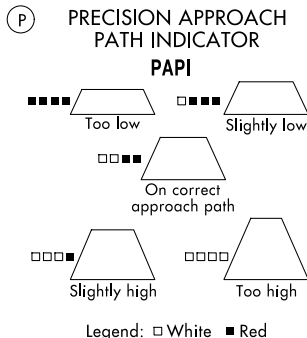
LEGEND

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

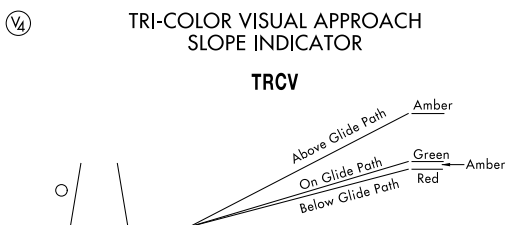
22195

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

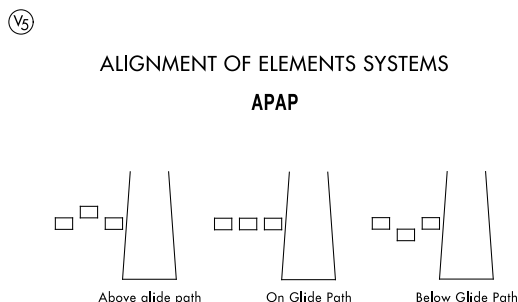
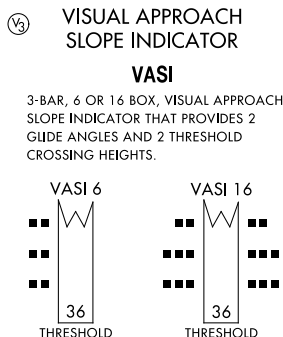
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



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



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



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

LEGEND

22195

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES

25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF CLIMB TABLE (ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES

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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES

25107

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

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

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

SUPPLEMENTAL TABLES

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ALTURAS, CA			BISHOP, CA		
ALTURAS MUNI(AAT)			BISHOP(BIH)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 31	1	IAPS	RNAV (RNP) RWY 30	27
DPS	BACHS TWO (OBSTACLE) (RNAV)	2		RNAV (GPS) Y RWY 12	28
	CHOIR THREE (RNAV)	3		RNAV (GPS) Z RWY 12	29
				LDA RWY 17	30
AMEDEE AAF(KAHC)			AIRPORT DIAGRAM		31
HERLONG, CA			BUCHANAN FLD		
TAKEOFF MINIMUMS		L	--SEE CONCORD, CA		
IAPS	RNAV (GPS) RWY 27	4			
ARCATA/EUREKA, CA			BYRON, CA		
CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY(ACV)			BYRON(C83)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 32	5	IAPS	RNAV (GPS) RWY 30	32
	RNAV (GPS) RWY 01	6	CALAVERAS COUNTY/MAURY RASMUSSEN FLD		
	RNAV (GPS) RWY 14	7	--SEE SAN ANDREAS, CA		
	RNAV (GPS) RWY 32	8			
AIRPORT DIAGRAM		9	CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY		
DPS	HOCUT FIVE	10	--SEE ARCATA/EUREKA, CA		
ATWATER, CA			CASTLE		
CASTLE(MER)			--SEE ATWATER, CA		
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M	CHARLES M SCHULZ/SONOMA COUNTY		
HOT SPOT		P	--SEE SANTA ROSA, CA		
IAPS	ILS OR LOC RWY 31	11			
	RNAV (GPS) RWY 13	12	CHESTER, CA		
	RNAV (GPS) RWY 31	13	ROGERS FLD(O05)		
AIRPORT DIAGRAM		14	TAKEOFF MINIMUMS		L
AUBURN, CA			ALTERNATE MINIMUMS		M
AUBURN MUNI(AUN)			IAPS	RNAV (GPS) RWY 34	33
TAKEOFF MINIMUMS		L	DPS	CHOTT ONE (OBSTACLE) (RNAV)	34
ALTERNATE MINIMUMS		M	CHICO, CA		
IAPS	RNAV (GPS) RWY 07	15	CHICO RGNL(CIC)		
DPS	YUBBA ONE (OBSTACLE)	16	TAKEOFF MINIMUMS		L
BEALE AFB(KBAB)			ALTERNATE MINIMUMS		M
MARYSVILLE, CA			IAPS	ILS OR LOC RWY 13L	35
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 13L	36
HOT SPOT		P		RNAV (GPS) RWY 31R	37
IAPS	ILS OR LOC Y RWY 15	17	AIRPORT DIAGRAM		38
	ILS OR LOC Y RWY 33	18	DPS	CHICO FIVE	39
	RNAV (GPS) RWY 15	19	CLOVERDALE, CA		
	RNAV (GPS) RWY 33	20	CLOVERDALE MUNI(O60)		
	TACAN Y RWY 15	21	TAKEOFF MINIMUMS		L
	TACAN Y RWY 33	22	IAPS	RNAV (GPS) RWY 32	40
AIRPORT DIAGRAM		23	COALINGA, CA		
DPS	PYNUN SEVEN	24	NEW COALINGA MUNI(C80)		
BECKWOURTH, CA			TAKEOFF MINIMUMS		L
NERVINO(O02)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 30	41
IAPS	RNAV (GPS) Y RWY 26	25	DPS	AVENAL ONE (OBSTACLE)	42
	RNAV (GPS) Z RWY 26	26			
BENTON FLD					
--SEE REDDING, CA					

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COLUMBIA, CA			FIREBAUGH, CA		
COLUMBIA(O22)			FIREBAUGH(F34)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPSRNAV (GPS)-B		65
IAPS RNAV (GPS) RWY 35		43			
DPS FICHU FOUR (OBSTACLE) (RNAV)		44			
COLUSA, CA			FORTUNA, CA		
SIDNEY PICKELS FLD(O08)			ROHNERVILLE(FOT)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS)-B		45	IAPSGPS RWY 11		66
RNAV (GPS) RWY 32		46	GPS RWY 29		67
VOR-A		47			
CONCORD, CA			FRESNO, CA		
BUCHANAN FLD(CCR)			FRESNO CHANDLER EXEC(FCH)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
HOT SPOT		P	IAPS RNAV (GPS) RWY 12		68
STARS BMBER ONE (RNAV)		Z7	RNAV (GPS) RWY 30		69
IAPS RNAV (GPS) RWY 19R		48	AIRPORT DIAGRAM		70
LDA RWY 19R		49	FRESNO YOSEMITE INTL(FAT)		
VOR RWY 19R		50	TAKEOFF MINIMUMS		L
AIRPORT DIAGRAM		51	ALTERNATE MINIMUMS		M
DPS BUCHANAN TWO		52	STARS ALTTA NINE		Z2
			IAPS ILS Y OR LOC Y RWY 29R		71
CRESCENT CITY, CA			ILS Y RWY 29R (SA CAT I)		72
JACK MC NAMARA FLD(CEC)			ILS Y RWY 29R (CAT II - III)		73
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 11L		74
ALTERNATE MINIMUMS		M	RNAV (GPS) RWY 11R		75
IAPS ILS OR LOC RWY 12		53	RNAV (GPS) RWY 29L		76
RNAV (GPS) RWY 12		54	RNAV (GPS) RWY 29R		77
RNAV (GPS) RWY 36		55	LOC Y RWY 11L		78
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VOR/DME RWY 36		57	TACAN RWY 29R		80
VOR RWY 12		58	AIRPORT DIAGRAM		81
			DPS BULLDOG THREE		82
DAVIS, CA			COALDALE FOUR		83
UNIVERSITY(EDU)			YOSEMITE THREE		84
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M	GNOSS FLD		
IAPS RNAV (GPS) RWY 17		59	---SEE NOVATO, CA		
RNAV (GPS) RWY 35		60			
DAVIS/WOODLAND/WINTERS, CA			GRASS VALLEY, CA		
YOLO COUNTY(DWA)			NEVADA COUNTY(GOO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS RNAV (GPS) RWY 16		61	ALTERNATE MINIMUMS		M
RNAV (GPS) RWY 34		62	IAPS RNAV (GPS) RWY 07		85
			AIRPORT DIAGRAM		86
ELLS FLD/WILLITS MUNI					
---SEE WILLITS, CA			GROVELAND, CA		
			GROVELAND/YOSEMITE(E45)		
EUREKA, CA			TAKEOFF MINIMUMS		L
MURRAY FLD(EKA)			IAPS RNAV (GPS) RWY 09		87
TAKEOFF MINIMUMS		L	GPS RWY 27		88
IAPS RNAV (GPS) RWY 12		63			
RNAV (GPS)-B		64	HAIGH FLD		
			---SEE ORLAND, CA		
FAIRFIELD, CA					
---SEE TRAVIS AFB					

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HALF MOON BAY, CA			LAKEPORT, CA		
HALF MOON BAY(HAF)			LAMPSON FLD(102)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
DIVERSE VECTOR AREA	L		IAPS RNAV (GPS)-A	103	
IAPS RNAV (GPS) RWY 12	89		DPS LAKEPORT THREE (RNAV)	104	
RNAV (GPS) RWY 30	90				
DPS SEEMS ONE (OBSTACLE) (RNAV)	91				
HANFORD, CA			LAMPSON FLD		
HANFORD MUNI(HJO)			--SEE LAKEPORT, CA		
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 32	92				
RNAV (GPS)-B	93				
HAYWARD, CA			LEMOORE NAS (REEVES FLD)(KNLC)		
HAYWARD EXEC(HWD)			LEMOORE, CA		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
DIVERSE VECTOR AREA	L		DIVERSE VECTOR AREA	L	
ALTERNATE MINIMUMS	M		RADAR MINIMUMS	N	
HOT SPOT	P		IAPS RNAV (GPS) RWY 14L	105	
STARS EMZOH FOUR (RNAV)	Z13		RNAV (GPS) RWY 14R	106	
OAKES THREE (RNAV)	Z18		RNAV (GPS) RWY 32L	107	
PANOCH SIX	Z22		RNAV (GPS) RWY 32R	108	
IAPS RNAV (GPS) RWY 28L	94		TACAN Y RWY 14L	109	
LOC RWY 28L	95		TACAN Y RWY 32L	110	
AIRPORT DIAGRAM	96		AIRPORT DIAGRAM	111	
			DPS LEMOORE TWO	112	
			REEVES FIVE	113	
HEALDSBURG, CA			LINCOLN, CA		
HEALDSBURG MUNI(HES)			LINCOLN RGNL/KARL HARDER FLD(LHM)		
STARS REBAS ONE (RNAV)	Z28		TAKEOFF MINIMUMS	L	
VNYRD ONE (RNAV)	Z43		DIVERSE VECTOR AREA	L	
			ALTERNATE MINIMUMS	M	
			IAPS ILS OR LOC RWY 15	114	
			RNAV (GPS) RWY 15	115	
			RNAV (GPS) RWY 33	116	
HERLONG, CA			LITTLE RIVER, CA		
--SEE AMEDEE AAF			LITTLE RIVER(LLR)		
HOLLISTER, CA			TAKEOFF MINIMUMS	L	
HOLLISTER MUNI(CVH)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 29	117	
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IAPS RNAV (GPS) RWY 13	97				
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JACK MC NAMARA FLD			LIVERMORE, CA		
--SEE CRESCENT CITY, CA			LIVERMORE MUNI(LVK)		
JACKSON, CA			TAKEOFF MINIMUMS	L	
WESTOVER FLD AMADOR COUNTY(JAQ)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		HOT SPOT	P	
IAPS GPS RWY 01	99		IAPS ILS RWY 25R	119	
VOR/DME RWY 01	100		RNAV (GPS) RWY 25R	120	
			LOC RWY 25R	121	
			AIRPORT DIAGRAM	122	
			DPS LIVERMORE THREE (OBSTACLE)	123	
KING CITY, CA			LODI, CA		
MESA DEL REY(KIC)			LODI(103)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 11	101		IAPS RNAV (GPS)-B	125	
RNAV (GPS) RWY 29	102				
LAKE TAHOE			LOS BANOS, CA		
--SEE SOUTH LAKE TAHOE, CA			LOS BANOS MUNI(LSN)		
			TAKEOFF MINIMUMS	L	
			IAPS RNAV (GPS) RWY 14	126	
			RNAV (GPS) RWY 32	127	

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MADERA, CA**MADERA MUNI(MAE)**

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 12	128
RNAV (GPS) RWY 30	129

MAMMOTH LAKES, CA**MAMMOTH YOSEMITE(MMH)**

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 27	130
DPS NIKOL TWO (OBSTACLE)	131
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MARINA, CA**MARINA MUNI(OAR)**

TAKEOFF MINIMUMS	L
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MARIPOSA, CA**MARIPOSA-YOSEMITE(MPI)**

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RNAV (GPS)-B	138

MARYSVILLE, CA**YUBA COUNTY(MYV)**

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ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 14	139
RNAV (GPS) RWY 14	140
RNAV (GPS) RWY 32	141
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MARYSVILLE, CA

---SEE BEALE AFB

MC CLELLAN AIRFIELD

---SEE SACRAMENTO, CA

MEFFORD FLD

---SEE TULARE, CA

MERCED, CA**MERCED YOSEMITE RGNL(MCE)**

TAKEOFF MINIMUMS	L
IAPS ILS OR LOC RWY 30	143
RNAV (GPS) RWY 12	144
RNAV (GPS) RWY 30	145
LOC BC RWY 12	146

MESA DEL REY

---SEE KING CITY, CA

MINETA SAN JOSE INTL

---SEE SAN JOSE, CA

MODESTO, CA**MODESTO CITY-COUNTY-HARRY SHAM FLD(MOD)**

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MONTAGUE, CA**SISKIYOU COUNTY(SIY)**

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MONTEREY, CA**MONTEREY RGNL(MRY)**

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DIVERSE VECTOR AREA	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 10R	151
RNAV (GPS) RWY 10R	152
RNAV (GPS) Y RWY 28L	153
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ALTERNATE MINIMUMS	M
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POINT REYES THREE	Z25
IAPS ILS OR LOC RWY 32R	159
RNAV (GPS) RWY 14L	160
RNAV (GPS) RWY 14R	161
RNAV (GPS) RWY 32L	162
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NAPA, CA

NAPA COUNTY(APC)	
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LAHSO	O
HOT SPOT	P
STARS REBAS ONE (RNAV)	Z28
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NEVADA COUNTY

---SEE GRASS VALLEY, CA

NEW COALINGA MUNI

---SEE COALINGA, CA

NOVATO, CA

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STARS REBAS ONE (RNAV)	Z28
VNYRD ONE (RNAV)	Z43
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OAKDALE, CA

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OAKLAND, CA

OAKLAND SAN FRANCISCO BAY(OAK)	
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ALTERNATE MINIMUMS	M
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STARS AANET ONE (RNAV)	Z1
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OAKES THREE (RNAV)	Z18
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IFR TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

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

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

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

ALTURAS, CA

ALTURAS MUNI (AAT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10APR08 (08101) (FAA)

DEPARTURE PROCEDURE:

Use BACHS DEPARTURE.

AMEDEE AAF (HERLONG) (KAHC)

HERLONG, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (26246)

TAKEOFF MINIMUMS:

Rwy 9, std w/ min climb of 350'/NM to 9500, or 4100-3 for VCOA.

Rwy 27, std w/ min climb of 390'/NM to 8500, or 4100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climbing right turn on a heading between 086° CW to 266° from DER.

Rwy 27, climbing left turn on a heading between 086° CW 266° from DER.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual Conditions to cross Amedee AAF at or above 8000 before proceeding on course.



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ARCATA-EUREKA, CA

CALIFORNIA REDWOOD COAST - HUMBOLDT COUNTY (ACV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 360' per NM to 500 or 1100-2½ for VCOA.

Rwy 14, 400-2½ or std. w/min. climb of 382' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 1, 32, climbing left turn to intercept ACV R-250 to HOCUT INT and continue climb to MEA on V27.

Rwy 14, 19, climbing right turn to intercept ACV R-250 to HOCUT INT and continue climb to MEA on V27.

VCOA:

Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross California Redwood Coast-Humboldt County airport westbound at or above 1200 to intercept ACV R-250 to HOCUT INT and continue climb to MEA on V27.

TAKEOFF OBSTACLE NOTES:

Rwy 1, runway lights 10' from DER, 54' left and right of centerline, 1' AGL/209' MSL.

Fence beginning 150' from DER, 397' right of centerline, up to 9' AGL/217' MSL.

Tree, fence, pole beginning 222' from DER, 158' right of centerline, up to 260' MSL.

Tree 276' from DER, 491' left of centerline, 245' MSL.

Trees beginning 310' from DER, 198' left of centerline, up to 248' MSL.

Tree 383' from DER, 408' right of centerline, 316' MSL.

Trees beginning 385' from DER, 0' left of centerline, up to 179' AGL/325' MSL.

Trees beginning 423' from DER, 11' left of centerline, up to 118' AGL/260' MSL.

Trees beginning 583' from DER, 6' left of centerline, up to 178 AGL/278' MSL.

Trees beginning 1922' from DER, 179' right of centerline, up to 344' MSL.

Trees beginning 2291' from DER, 266' right of centerline, up to 124 AGL/356' MSL.

Tree 3390' from DER, 164' left of centerline, 150' AGL/335' MSL.

Trees beginning 3400' from DER, 108' left of centerline, up to 175' AGL/357' MSL.

Trees beginning 3478' from DER, 12' left of centerline, up to 187' AGL/364' MSL.

Tree 3602' from DER, 725' right of centerline, 358' MSL.

Trees beginning 3603' from DER, 1' right of centerline, up to 177' AGL/365' MSL.

Trees beginning 3714' from DER, 34' left of centerline, up to 192' AGL/369' MSL.

Trees beginning 3722' from DER, 51' left of centerline, up to 197' AGL/372' MSL.

Trees beginning 3763' from DER, 1' left of centerline, up to 202' AGL/375' MSL.

Tree 4016' from DER, 567' right of centerline, 367' MSL.

Trees beginning 4017' from DER, 67' right of centerline, up to 197' AGL/373' MSL.

Trees beginning 6044' from DER, 852' left of centerline, up to 163' AGL/379' MSL.

Tree 1.1 NM from DER, 48' right of centerline, 385' MSL.

Trees beginning 1.2 NM from DER, 1220' right of centerline, up to 416' MSL.

Trees beginning 1.7 NM from DER, 2648' right of centerline, up to 602' MSL.

Tree 1.8 NM from DER, 3460' right of centerline, 605' MSL.

Rwy 14, runway lights 9' from DER, 54' left and right of centerline, 1' AGL/223' MSL.

Tree 621' from DER, 591' left of centerline, 256' MSL.

Tree, antenna, pole, beginning 733' from DER, 378' left of centerline, up to 262' MSL.

Tree 1086' from DER, 716' right of centerline, 277' MSL.

Trees, beginning 1110' from DER, 717' right of centerline, up to 290' MSL.

Tree 1701' from DER, 860' left of centerline, 283' MSL.

Trees beginning 1843' from DER, 875' left of centerline, up to 307' MSL.

Trees, beginning 2568' from DER, 801' left of centerline, up to 321' MSL.

Trees beginning 3085' from DER, 565' left of centerline, up to 326' MSL.

Tree 3807' from DER, 1202' left of centerline, 374' MSL.

Trees, beginning 3827' from DER, 794' left of centerline, up to 392' MSL.

Trees, beginning 4152' from DER, 813' left of centerline, up to 420' MSL.

Trees, beginning 4514' from DER, 1245' left of centerline, up to 443' MSL.

Trees, beginning 4707' from DER, 880' left of centerline, up to 446' MSL.

Trees, beginning 5176' from DER, 1028' left of centerline, up to 447' MSL.

Trees, beginning 5712' from DER, 1337' left of centerline, up to 467' MSL.

Trees, beginning 1.1 NM from DER, 1618' left of centerline, up to 515' MSL.

Trees, beginning 1.2 NM from DER, 1929' left of centerline, up to 565' MSL.

Tree 1.7 NM from DER, 3238' left of centerline, 568' MSL.

Trees beginning 1.8 NM from DER, 1864' left of centerline, up to 588' MSL.

Rwy 19, runway lights 9' from DER, 55' left and right of centerline, 189' MSL.

Vegetation 15' from DER, 270' right of centerline, 191' MSL.

Tree 776' from DER, 696' right of centerline, 77' AGL/215' MSL.

Rwy 32, fence, beginning 91' from DER, 476' right of centerline, up to 196' MSL.

Fence 132' from DER, 221' left of centerline, 8' AGL/188' MSL.

Tree, fence, bush beginning 183' from DER, 202' left of centerline, up to 195' MSL.

Fence, beginning 268' from DER, 176' right of centerline, up to 13' AGL/197' MSL.

Obs light DME, NAVAID, beginning 580' from DER, 258' right of centerline, up to 29' AGL/203' MSL.

Tree 1022' from DER, 624' right of centerline, 256' MSL.

Trees, beginning 1036' from DER, 448' right of centerline, up to 267' MSL.

SW-2, 03 SEP 2026 to 29 OCT 2026



26246



SW-2



26246



ATWATER, CA

CASTLE (MER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/ min. climb of 250' per NM to 2500 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

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.

TAKEOFF OBSTACLE NOTES:

Rwy 13, tree 2539' from DER, 1005' right of centerline, 89' AGL/261' MSL.

Rwy 31, tree 1274' from DER, 829' left of centerline, 20' AGL/224' MSL.

Trees beginning 2909' from DER, 542' right of centerline, 65' AGL/269' MSL.

AUBURN, CA

AUBURN MUNI (AUN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25JAN24 (24025) (FAA)

DEPARTURE PROCEDURE:

Use YUBBA DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 98' from DER, 447' left of centerline, 1541' MSL.

Building, tree beginning 99' from DER, 234' right of centerline, up to 24' AGL/1553' MSL.

Tree 959' from DER, 241' right of centerline, 1578' MSL.

Tree 992' from DER, 431' right of centerline, 1602' MSL.

Trees beginning 1035' from DER, 139' right of centerline, up to 1614' MSL.

Trees beginning 1103' from DER, 244' right of centerline, up to 1587' MSL.

Trees beginning 1266' from DER, 263' right of centerline, up to 1676' MSL.

Pole, electrical system, trees beginning 1366' from DER, 253' right of centerline, up to 60' AGL/1679' MSL.

Trees beginning 1514' from DER, 56' right of centerline, up to 1681' MSL.

Tree 5369' from DER, 1805' left of centerline, 1684' MSL.

Trees beginning 5546' from DER, 1593' left of centerline, up to 1735' MSL.

Trees beginning 1 NM from DER, 1140' left of centerline, up to 1779' MSL.

Trees beginning 1.1 NM from DER, 1983' right of centerline, up to 1726' MSL.

Tree, pole beginning 1.3 NM from DER, 1113' right of centerline, up to 1773' MSL.

Trees beginning 1.4 NM from DER, 918' left of centerline, up to 1796' MSL.

Trees, transmission line, tank, building beginning 1.5 NM from DER, 372' left of centerline, up to 1801' MSL.

Trees beginning 1.6 NM from DER, 535' left of centerline, up to 1915' MSL.

Tree, traverse way beginning 1.7 NM from DER, 1523' left of centerline, up to 1859' MSL.

Electrical system, trees beginning 2.1 NM from DER, 2928' left of centerline, up to 62' AGL/2059' MSL.

Tree 2.2 NM from DER, 3991' left of centerline, 2151' MSL.

Trees beginning 2.3 NM from DER, 3015' left of centerline, up to 2105' MSL.

Tree 2.4 NM from DER, 4231' left of centerline, 1986' MSL.

Rwy 25, rising terrain 26' from DER, 286' right of centerline, 1496' MSL.

Trees beginning 31' from DER, 477' left of centerline, up to 1532' MSL.

Tree, rising terrain, fences, vertical structure, building beginning 89' from DER, 199' right of centerline, up to 1529' MSL.

Trees beginning 774' from DER, 419' right of centerline, up to 1538' MSL.

Tree 1023' from DER, 652' right of centerline, 1539' MSL.

Trees beginning 1678' from DER, 207' right of centerline, up to 1547' MSL.

BEALE AFB (KBAB)

MARYSVILLE, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25JAN24 (24025) (USAF)

TAKEOFF MINIMUMS:

Rwy 33, 3400-3 or std w/min climb of 203'/NM to 3900.

DEPARTURE PROCEDURE:

Rwy 15, climb on a hdg between 100° CW to 325° from DER.

Rwy 33, climb on a hdg between 146° CW to 344° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 33, terrain 0' from DER, 500' right of centerline, 118' MSL.

Aircraft tail 129' from DER, 525' right of centerline, 16' AGL/134' MSL.

BECKWORTH, CA

NERVINO (O02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17OCT13 (13290) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 8, 26, for climb in visual conditions: cross Nervino airport at or above 8300 before proceeding on course.

CON'T



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BECKWOURTH, CA (CON'T)

NERVINO (O02) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 8, road 58' from DER, 469' right of centerline, 15' AGL/4920' MSL.
 Pole 310' from DER, 522' right of centerline, 49' AGL/4925' MSL.
 Pole 528' from DER, 522' right of centerline, 39' AGL/4924' MSL.
 Tree 1.47 NM from DER, 727' right of centerline, 100' AGL/5193' MSL.
 Tree 1.9 NM from DER, 2534' right of centerline, 100' AGL/5499' MSL.
 Bush 2.03 NM from DER, 2126' right of centerline, 4' AGL/5406' MSL.
Rwy 26, tree 5856' from DER, 1984' right of centerline, 100' AGL/5339' MSL.
 Tree 1.25 NM from DER, 2439' right of centerline, 100' AGL/5420' MSL.
 Tree 2.07 NM from DER, 3302' left of centerline, 100' AGL/5570' MSL.

BISHOP, CA

BISHOP (BIH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 12, 17, 9000-3 for VCOA.
Rwy 26, std. w/ min. climb of 280' per NM to 10400', or 9000-3 for VCOA.
Rwys 30, 35, std. w/ min. climb of 285' per NM to 10500', or 9000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwys 26, 30, climbing right turn on heading 360, thence...
Rwy 35, climbing left turn on heading 290, thence...
 ...all aircraft intercept BIH R-322 to NIKOL INT/BIH 38.46 DME. Aircraft departing NIKOL on V244 westbound cross NIKOL at or above 13100; aircraft departing NIKOL on V381 southeast bound cross NIKOL at or above 13000; aircraft departing NIKOL on T298 westbound or T259 westbound cross NIKOL at or above 12200; all other aircraft cross NIKOL at or above 11000.

VCOA:

All **Rwys**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bishop airport at or above 13000' before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 26, trees and bushes beginning 69' from DER, 150' right of centerline, up to 4197' MSL.
 Trees beginning 925' from DER, 32' left of centerline, up to 4167' MSL.
Rwy 35, trees beginning 238' from DER, 31' left of centerline, up to 4146' MSL.
 Trees beginning 215' from DER, 146' right of centerline, up to 4146' MSL.

BYRON, CA

BYRON (C83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, NA - obstacles.
Rwy 30, 200-1½ or std. with a min. climb of 245' per NM to 300, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 5, climbing left turn heading 010°, thence...
Rwy 12, climbing left turn heading 360°, thence...
Rwy 30, climbing right turn heading 065°, thence...
 ...on LIN VOR/DME R-227 to LIN VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, bush 17' from DER, 67' right of centerline, 6' AGL/52' MSL.
Rwy 12, multiple trees and bush beginning 240' from DER, 286' right of centerline, up to 39' AGL/76' MSL.
Rwy 30, multiple poles, building, and terrain beginning 66' from DER, 228' left of centerline, up to 65' AGL/225' MSL.
 Multiple poles beginning 949' from DER, 28' right of centerline, up to 42' AGL/103' MSL.

CHESTER, CA

ROGERS FLD (O05)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31OCT24 (24305) (FAA)

DEPARTURE PROCEDURE:

Use CHOTT DEPARTURE.

CHICO, CA

CHICO RGNL (CIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 21MAY20 (23054) (FAA)

DEPARTURE PROCEDURE:

Rwys 13L/R, climbing right turn heading 230° to intercept V-23/T-261.
Rwys 31L/R, climbing left turn heading 230° to intercept V-23/T-261.

CON'T



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SW-2



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**CHICO, CA (CON'T)****CHICO RGNL (CIC) (CON'T)****TAKEOFF OBSTACLE NOTES:****Rwy 13L**, terrain 298' from DER, 537' left of centerline, 216' MSL.

Trees, pole beginning 947' from DER, 560' left of centerline, up to 241' MSL.

Rwy 13R, vehicles on road beginning at DER, left and right of centerline, up to 225' MSL.**Rwy 31L**, vehicles on road beginning at DER, left and right of centerline, up to 235' MSL.

Tower 611' from DER, 349' right of centerline, 35' AGL/267' MSL.

Rwy 31R, tree 1124' from DER, 612' right of centerline, 282' MSL.

Tree 1363' from DER, 768' left of centerline, 280' MSL.

CLOVERDALE, CA**CLOVERDALE MUNI (O60)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:**Rwy 14**, 300-1 w/min. climb of 475' per NM to 1400, or 3900-3 for VCOA.**Rwy 32**, 3900-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 14**, climb on a heading between 120° CW to 150° from DER to 4500 before proceeding on course.**VCOA:**

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cloverdale Muni airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:**Rwy 14**, tree 38' from DER, 411' right of centerline, 305' MSL.

Vegetation 61' from DER, 307' left of centerline, 276' MSL.

Vegetation beginning 80' from DER, 90' left of centerline, up to 9' AGL/279' MSL.

Trees beginning 95' from DER, 18' right of centerline, up to 43' AGL/310' MSL.

Tree 391' from DER, 29' left of centerline, 31' AGL/291' MSL.

Tree 396' from DER, 154' left of centerline, 40' AGL/298' MSL.

Tree 416' from DER, 80' left of centerline, 37' AGL/299' MSL.

Trees beginning 419' from DER, 20' left of centerline, up to 43' AGL/303' MSL.

Tree 448' from DER, 207' left of centerline, 58' AGL/329' MSL.

Tree, pole beginning 611' from DER, 30' right of centerline, up to 314' MSL.

Trees, ag equip beginning 662' from DER, 20' left of centerline, up to 369' MSL.

Trees beginning 1046' from DER, 325' right of centerline, up to 352' MSL.

Trees, stack, buildings beginning 1483' from DER, 41' right of centerline, up to 373' MSL.

Buildings, pipeline pipes, poles, trees, ag equip, transmission lines beginning 1907' from DER, 8' right of centerline, up to 142' AGL/427' MSL.

Ag equip, tree beginning 2902' from DER, 37' left of centerline, up to 5' AGL/371' MSL.

Tree 2970' from DER, 291' left of centerline, 48' AGL/380' MSL.

Ag equip beginning 2979' from DER, 87' left of centerline, up to 5' AGL/386' MSL.

Antenna, trees, ag equip, pole beginning 3082' from DER, 70' left of centerline, up to 19' AGL/403' MSL.

Tree, buildings beginning 4785' from DER, 503' left of centerline, up to 31' AGL/426' MSL.

Tree 4878' from DER, 415' left of centerline, 37' AGL/428' MSL.

Tree 4916' from DER, 511' left of centerline, 52' AGL/446' MSL.

Ag equip beginning 1 NM from DER, 1806' right of centerline, up to 6' AGL/448' MSL.

Tree 1 NM from DER, 1969' right of centerline, 496' MSL.

Trees beginning 1.1 NM from DER, 1127' right of centerline, up to 534' MSL.

Tree 1.5 nm from DER, 2973' right of centerline, 549' MSL.

Tree 1.6 NM from DER, 2150' right of centerline, 529' MSL.

Trees beginning 1.6 NM from DER, 1753' right of centerline, up to 719' MSL.

Trees beginning 1.7 NM from DER, 393' right of centerline, up to 814' MSL.

Trees beginning 2.2 NM from DER, 8' right of centerline, up to 772' MSL.

Tree 2.2 NM from DER, 59' left of centerline, 620' MSL.

Tree 2.5 NM from DER, 1452' right of centerline, 780' MSL.

Rwy 32, tree 32' from DER, 497' right of centerline, 288' MSL.

Ag equip 35' from DER, 371' left of centerline, 6' AGL/283' MSL.

Tree 51' from DER, 252' left of centerline, 297' MSL.

Tree, fences beginning 71' from DER, 67' right of centerline, up to 313' MSL.

Trees, ag equip, fences beginning 96' from DER, 62' left of centerline, up to 30' AGL/322' MSL.

Tree 419' from DER, 477' right of centerline, 329' MSL.

Tree 450' from DER, 372' left of centerline, 341' MSL.

Trees beginning 806' from DER, 505' right of centerline, up to 331' MSL.

Trees beginning 989' from DER, 293' left of centerline, up to 363' MSL.

Tree 2915' from DER, 965' right of centerline, 349' MSL.

Tree, building beginning 2967' from DER, 1241' left of centerline, up to 393' MSL.

Trees beginning 3274' from DER, 173' right of centerline, up to 374' MSL.

Trees beginning 1.6 NM from DER, 292' right of centerline, up to 581' MSL.

Tree, building beginning 2.2 NM from DER, 221' right of centerline, up to 652' MSL.

Tree 2.3 NM from DER, 276' right of centerline, 672' MSL.

Tank 2.4 NM from DER, 3970' left of centerline, 680' MSL.

SW-2, 03 SEP 2026 to 29 OCT 2026



26246





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COALINGA, CA

NEW COALINGA MUNI (C80)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Environmental.

DEPARTURE PROCEDURE:

Rwys 12, 30, use AVENAL DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 12, vehicle on road beginning 9' from DER, 362' left of centerline, up to 614' MSL.

NAVAID 15' from DER, 125' right of centerline, 2' AGL/603' MSL.

Vehicle on road beginning 76' from DER, 506' right of centerline, up to 614' MSL.

Rwy 30, NAVAID 14' from DER, 125' left of centerline, 1' AGL/626' MSL.

Terrain 43' from DER, 472' right of centerline, 627' MSL.

Vehicle on road beginning 145' from DER, 456' right of centerline, up to 645' MSL.

Vehicle on road 202' from DER, 446' left of centerline, 643' MSL.

Vehicle on road 330' from DER, 378' right of centerline, 646' MSL.

Vehicle on road beginning 384' from DER, 1' left of centerline, up to 644' MSL.

Vehicle on road 532' from DER, 362' right of centerline, 647' MSL.

Vehicle on road beginning 655' from DER, on and left of centerline, up to 646' MSL.

Vehicle on road beginning 679' from DER, on and right of centerline, up to 648' MSL.

Vehicle on road beginning 731' from DER, 113' left of centerline, up to 648' MSL.

COLUMBIA, CA

COLUMBIA (O22)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA - Environmental.

Rwy 35, NA - ATC.

DEPARTURE PROCEDURE:

Rwy 17, use FICHU RNAV DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 31' from DER, 196' right of centerline, 2083' MSL.

Tree 148' from DER, 387' right of centerline, 2108' MSL.

Trees beginning 180' from DER, 287' left of centerline, up to 2126' MSL.

Tree 262' from DER, 527' right of centerline, 2163' MSL.

Trees beginning 354' from DER, 240' left of centerline, up to 2127' MSL.

Tree, rd (n), pole, grd, bush beginning 414' from DER, 46' right of centerline, up to 2188' MSL.

Tree 456' from DER, 325' left of centerline, 2130' MSL.

Trees beginning 492' from DER, 109' left of centerline, up to 2133' MSL.

Trees beginning 725' from DER, 26' left of centerline, up to 2171' MSL.

Trees beginning 1260' from DER, 56' left of centerline, up to 2181' MSL.

Tree 1527' from DER, 893' right of centerline, 2205' MSL.

Tree 1619' from DER, 860' right of centerline, 2220' MSL.

Trees beginning 1664' from DER, 896' right of centerline, up to 2238' MSL.

Tree 2152' from DER, 982' left of centerline, 2212' MSL.

Tree 2195' from DER, 988' left of centerline, 2262' MSL.

Tree 2195' from DER, 987' left of centerline, 2273' MSL.

Tree, tower beginning 5842' from DER, 410' left of centerline, up to 2339' MSL.

Tree 5936' from DER, 557' left of centerline, 2239' MSL.

COLUSA, CA

SIDNEY PICKELS FLD (O08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11JUL24 (26190) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climbing right turn heading 175° to intercept ILA R-030 to ILA VORTAC before proceeding on course.

Rwy 32, climbing left turn direct ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicle on road 1' from DER, 350' right of centerline, 60' MSL.

Vehicles on road, fence, sign beginning 23' from DER, 233' right of centerline, up to 62' MSL.

Vehicle on road, vegetation beginning 39' from DER, 455' left of centerline, up to 67' MSL.

Vehicles on road beginning 95' from DER, 472' left of centerline, up to 68' MSL.

Tree, fence, vehicles on road beginning 139' from DER, 347' left of centerline, up to 77' MSL.

Buildings, fence, vehicle on road beginning 194' from DER, 196' right of centerline, up to 14' AGL/63' MSL.

Building, vehicles on road, trees beginning 437' from DER, 57' right of centerline, up to 31' AGL/80' MSL.

Trees beginning 803' from DER, 145' right of centerline, up to 103' MSL.

Building 1477' from DER, 429' left of centerline, 61' AGL/107' MSL.

Rwy 32, building, fence beginning 92' from DER, 253' left of centerline, up to 13' AGL/63' MSL.

Buildings beginning 168' from DER, 444' right of centerline, up to 22' AGL/70' MSL.

Tree, vehicle on road beginning 239' from DER, 165' left of centerline, up to 90' MSL.

Building 358' from DER, 323' right of centerline, 22' AGL/71' MSL.

CONT



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COLUSA, CA (CON'T)

SIDNEY PICKELS FLD (O08) (CON'T)

Rwy 32 (CON'T), building, tanks beginning 369' from DER, 413' right of centerline, up to 27' AGL/76' MSL.
 Vehicles on road 490' from DER, left and right of centerline, up to 15' AGL/64' MSL.
 Tree, pole beginning 820' from DER, 473' left of centerline, up to 91' MSL.
 Tower 1396' from DER, 91' right of centerline, 55' AGL/105' MSL.
 Transmission line 2163' from DER, 378' right of centerline, 57' AGL/107' MSL.
 Tree 2836' from DER, 195' right of centerline, 120' MSL.

CONCORD, CA

BUCHANAN FLD (CCR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD 3 22JUN17 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 1L/R, std. w/min. climb of 330' per NM to 1000 or 3700-3 for VCOA.
Rwys 14L/R, std. w/min. climb of 420' per NM to 2700 or 3700-3 for VCOA.
Rwys 19L/R, std. w/min. climb of 490' per NM to 3900 or 3700-3 for VCOA.
Rwys 32L/R, std. w/min. climb of 330' per NM to 1000 or 3700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwys 1L/R, 14L/R, 19L/R, climbing left turn direct CCR VOR/DME, thence...
Rwys 32L/R, climbing right turn direct CCR VOR/DME, thence...
 ...aircraft departing on CCR VOR/DME R-150 clockwise R-110, climb on course.
All others, climb in CCR VOR/DME holding pattern (hold N, left turns, 191° inbound) to cross CCR VOR/DME at or above 3400 before proceeding on course.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Buchanan Fld airport at or above 3600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1L, fence 116' from DER, 1' right of centerline, 29' MSL.
 Building 639' from DER, 381' right of centerline, 25' AGL/48' MSL.
 Vegetation 675' from DER, 96' left of centerline, 38' MSL.
 Tree and poles beginning 1261' from DER, 19' right of centerline, up to 78' MSL.
 Flagpole 1520' from DER, 753' left of centerline, 71' MSL.
 Tree, camera, and general utility beginning 1860' from DER, 48' right of centerline, up to 98' MSL.
 Pole 1906' from DER, 120' left of centerline, 51' AGL/72' MSL.
 Sign 1996' from DER, 812' left of centerline, 78' MSL.
 Tree 2392' from DER, 8' left of centerline, 83' MSL.
Rwy 1R, pole 1551' from DER, 97' right of centerline, 43' AGL/67' MSL.
 Pole 1864' from DER, 357' right of centerline, 96' MSL.
 Tree 1927' from DER, 222' right of centerline, 131' MSL.
 Tree 2110' from DER, 981' right of centerline, 133' MSL.
Rwy 14L, vehicles on road and fences beginning 82' from DER, 29' left of centerline, up to 40' MSL.
 Building and trees beginning 731' from DER, 191' left of centerline, up to 51' MSL.
 Trees and buildings beginning 840' from DER, 93' left of centerline, up to 77' MSL.
 Trees, poles, and buildings beginning 942' from DER, 13' left of centerline, up to 102' MSL.
 Trees, buildings, and poles beginning 1116' from DER, 10' right of centerline, up to 40' AGL/71' MSL.
 Tree 1465' from DER, 112' right of centerline, 73' MSL.
 Trees beginning 1496' from DER, 121' right of centerline, up to 84' MSL.
 Trees beginning 1648' from DER, 62' right of centerline, up to 91' MSL.
 Trees and building beginning 1750' from DER, 30' left of centerline, up to 105' MSL.
 Tree 2570' from DER, 93' right of centerline, 92' MSL.
 Buildings beginning 5413' from DER, 99' left of centerline, up to 177' MSL.
 Building 5456' from DER, 138' left of centerline, 146' AGL/179' MSL.
Rwy 14R, windsock 411' from DER, 451' right of centerline, 31' AGL/51' MSL.
 Control tower 1140' from DER, 315' right of centerline, 61' AGL/84' MSL.
 Electrical system, tree, pole, and antenna beginning 1140' from DER, 167' right of centerline, up to 98' MSL.
 Tree 2744' from DER, 886' left of centerline, 102' MSL.
 Building 3149' from DER, 946' right of centerline, 92' AGL/125' MSL.
 Buildings beginning 3253' from DER, 846' right of centerline, up to 103' AGL/136' MSL.
Rwy 19L, tree 2132' from DER, 376' left of centerline, 90' MSL.
 Tree 2257' from DER, 27' left of centerline, 97' MSL.
 Tree 2543' from DER, 384' right of centerline, 87' MSL.
 Tree 3111' from DER, 946' right of centerline, 106' MSL.
Rwy 19R, terrain 43' from DER, 397' left of centerline, 25' MSL.
 Fence 123' from DER, 502' left of centerline, 30' MSL.
 Tree 603' from DER, 489' right of centerline, 44' MSL.
 Pole and trees beginning 844' from DER, 152' right of centerline, up to 94' MSL.
 Tree 1023' from DER, 81' left of centerline, 59' MSL.
 Pole and trees beginning 1201' from DER, 568' left of centerline, up to 77' MSL.
 Building and trees beginning 1275' from DER, 114' left of centerline, up to 97' MSL.
 Tree 2129' from DER, 447' right of centerline, 106' MSL.
 Tree 2755' from DER, 216' left of centerline, 108' MSL.
Rwy 32L, building 7' from DER, 321' left of centerline, 18' AGL/35' MSL.
 Vehicles on road and hangar beginning 259' from DER, 300' left of centerline, up to 37' MSL.

CON'T



26246



SW-2



26246

**CONCORD, CA (CON'T)****BUCHANAN FLD (CCR) (CON'T)****Rwy 32L (CON'T)**, vehicles on road beginning 560' from DER, 3' right of centerline, up to 34' MSL.

Vehicles on road beginning 627' from DER, 609' left of centerline, 38' MSL.

Vehicles on road beginning 631' from DER, 63' left of centerline, up to 38' MSL.

Building 633' from DER, 253' right of centerline, 17' AGL/35' MSL.

Vehicles on road beginning 699' from DER, 8' right of centerline, 38' MSL.

Vehicles on road beginning 715' from DER, 37' right of centerline, up to 39' MSL.

Vehicles on road beginning 720' from DER, 2' left of centerline, up to 39' MSL.

Vehicles on road beginning 730' from DER, 137' right of centerline, up to 40' MSL.

Vehicles on road beginning 751' from DER, 216' right of centerline, up to 41' MSL.

Vehicles on road beginning 792' from DER, 493' right of centerline, up to 42' MSL.

Vehicles on road beginning 798' from DER, on centerline, up to 42' MSL.

Tree 824' from DER, 135' left of centerline, 40' MSL.

Vehicles on road beginning 891' from DER, 488' right of centerline, up to 43' MSL.

Vehicles on road beginning 920' from DER, 642' right of centerline, 44' MSL.

Transmission towers beginning 6014' from DER, 1332' left of centerline, up to 173' MSL.

Tank 1 NM from DER, 1927' right of centerline, 213' MSL.

Chimney 1.4 NM from DER, 2458' right of centerline, 355' AGL/378' MSL.

Refinery 1.6 NM from DER, 2934' right of centerline, 308' AGL/322' MSL.

Rwy 32R, terrain 81' from DER, 481' right of centerline, 21' MSL.

Vehicles on road beginning 559' from DER, 3' right of centerline, 34' MSL.

Vehicles on road beginning 585' from DER, 496' left of centerline, 34' MSL.

Building 632' from DER, 246' left of centerline, 35' MSL.

Building 653' from DER, 236' right of centerline, 41' MSL.

Flagpole, signs, and vehicles on road beginning 654' from DER, 55' right of centerline, up to 21' AGL/43' MSL.

Vehicles on road beginning 677' from DER, 491' left of centerline, up to 38' MSL.

Vehicles on road beginning 714' from DER, 374' left of centerline, up to 39' MSL.

Vehicles on road beginning 730' from DER, 243' left of centerline, up to 40' MSL.

Vehicles on road and trees beginning 750' from DER, 6' left of centerline, up to 41' MSL.

Vehicles on road beginning 820' from DER, 285' right of centerline, up to 45' MSL.

Vehicles on road beginning 824' from DER, 234' right of centerline, up to 47' MSL.

Vehicles on road beginning 828' from DER, 624' right of centerline, 48' MSL.

Vehicles on road beginning 829' from DER, on centerline, up to 50' MSL.

Vehicles on road beginning 867' from DER, 43' left of centerline, up to 42' MSL.

Vehicles on road beginning 899' from DER, 11' left of centerline, 43' MSL.

Vehicles on road beginning 932' from DER, 269' right of centerline, up to 52' MSL.

Agricultural equipment 2109' from DER, 600' right of centerline, 78' AGL/99' MSL.

Pole 3700' from DER, 1431' right of centerline, up to 40' AGL/150' MSL.

Pole 4067' from DER, 1531' right of centerline, 43' AGL/161' MSL.

Tank 4527' from DER, 1675' right of centerline, 57' AGL/170' MSL.

Transmission tower 6013' from DER, 1840' left of centerline, 173' MSL.

Tank 1 NM from DER, 1423' right of centerline, 126' AGL/213' MSL.

Chimney 1.4 NM from DER, 1954' right of centerline, 355' AGL/378' MSL.

Refinery 1.6 NM from DER, 2429' right of centerline, 308' AGL/322' MSL.

CRESCENT CITY, CA**JACK MC NAMARA FLD (CEC)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2A 03JAN19 (22139) (FAA)****TAKEOFF MINIMUMS:****Rwy 12**, 300-2¼ or std. w/min. climb of 254' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.**Rwy 18**, 300-1 or std. w/min. climb of 308' per NM to 400.**Rwy 36**, 300-1 or std. w/min. climb of 443' per NM to 300.**DEPARTURE PROCEDURE:****Rwys 12, 18**, climbing right turn, thence...**Rwys 30, 36**, climbing left turn, thence...

...Climb direct CEC VORTAC. Aircraft departing CEC R-144 CW R-350 climb on course. All others continue climb in CEC VORTAC holding pattern (hold south, left turn, 346° inbound) to cross CEC VORTAC at or above:

R-351 CW R-048, 2900;

R-049 CW R-113, 4300;

R-114 CW R-143, 2900.

TAKEOFF OBSTACLE NOTES:**Rwy 12**, terrain 7' from DER, 6' right of centerline, 54' MSL.

Terrain 9' from DER, 15' left of centerline, 54' MSL.

NAVAID and tree beginning 12' from DER, 117' left of centerline, up to 4' AGL/57' MSL.

Tree 798' from DER, 378' left of centerline, 149' MSL.

Trees beginning 828' from DER, 437' left of centerline, up to 151' MSL.

Tree 1078' from DER, 390' right of centerline, 101' MSL.

Trees beginning 1162' from DER, 75' left of centerline, up to 163' MSL.

Trees beginning 1185' from DER, 156' right of centerline, up to 123' MSL.

Tree and pole beginning 1332' from DER, 215' right of centerline, up to 149' MSL.

Trees beginning 1458' from DER, 2' left of centerline, up to 169' MSL.

CON'T

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CRESCENT CITY, CA (CON'T)

JACK MC NAMARA FLD (CEC) (CON'T)

Rwy 12 (CON'T), tree and pole beginning 1526' from DER, 93' right of centerline, up to 150' MSL.

Trees beginning 1914' from DER, 83' right of centerline, up to 152' MSL.

Trees beginning 2058' from DER, 155' right of centerline, up to 156' MSL.

Trees beginning 2353' from DER, 182' right of centerline, up to 159' MSL.

Trees beginning 2549' from DER, 604' right of centerline, up to 173' MSL.

Trees beginning 2656' from DER, 108' right of centerline, up to 175' MSL.

Trees beginning 2986' from DER, 73' right of centerline, up to 189' MSL.

Tree 5151' from DER, 211' right of centerline, 216' MSL.

Tree 5184' from DER, 47' left of centerline, 195' MSL.

Antenna 1.8 NM from DER, 2439' left of centerline, 320' AGL/333' MSL.

Rwy 18, terrain 27' from DER, 12' left of centerline, 52' MSL.

Structure 35' from DER, 113' right of centerline, 7' AGL/57' MSL.

Structure 35' from DER, 116' left of centerline, 4' AGL/54' MSL.

Trees beginning 183' from DER, 384' right of centerline, up to 59' MSL.

Vehicles on road 319' from DER, 570' left of centerline, 60' MSL.

Tree 412' from DER, 166' left of centerline, 64' MSL.

Trees beginning 445' from DER, 188' left of centerline, up to 66' MSL.

Trees beginning 543' from DER, 411' left of centerline, up to 68' MSL.

Terrain 4897' from DER, 1653' right of centerline, 202' MSL.

Terrain 4973' from DER, 1722' right of centerline, 242' MSL.

Rwy 30, NAVAID and terrain beginning 4' from DER, 5' right of centerline, up to 1' AGL/58' MSL.

Trees beginning 29' from DER, 374' right of centerline, up to 65' MSL.

Tree 153' from DER, 332' left of centerline, 65' MSL.

Tree 164' from DER, 439' left of centerline, 73' MSL.

Rwy 36, terrain 6' from DER, 317' left of centerline, 77' MSL.

Tree 104' from DER, 467' right of centerline, 77' MSL.

Tree 143' from DER, 201' left of centerline, 84' MSL.

Tree and vegetation beginning 185' from DER, 92' right of centerline, up to 86' MSL.

Tree and vegetation beginning 405' from DER, 197' right of centerline, up to 97' MSL.

Tree 663' from DER, 30' left of centerline, 86' MSL.

Tree 762' from DER, 97' left of centerline, 94' MSL.

Tree 791' from DER, 155' left of centerline, 96' MSL.

Tree 843' from DER, 227' left of centerline, 105' MSL.

Trees beginning 981' from DER, 100' left of centerline, up to 117' MSL.

Trees beginning 1081' from DER, 35' left of centerline, up to 135' MSL.

Tree 1135' from DER, 226' right of centerline, 104' MSL.

Tree 1273' from DER, 60' right of centerline, 111' MSL.

Trees beginning 1352' from DER, 100' right of centerline, up to 112' MSL.

Trees beginning 1550' from DER, 25' right of centerline, up to 129' MSL.

Tree 1629' from DER, 425' left of centerline, 149' MSL.

Trees beginning 1654' from DER, 473' left of centerline, up to 151' MSL.

Trees beginning 1824' from DER, 192' left of centerline, up to 159' MSL.

Trees beginning 1961' from DER, 78' left of centerline, up to 164' MSL.

Trees beginning 2056' from DER, 978' right of centerline, up to 150' MSL.

Tree 2322' from DER, 757' right of centerline, 155' MSL.

Trees beginning 2322' from DER, 35' right of centerline, up to 176' MSL.

Tree 2590' from DER, 908' right of centerline, 179' MSL.

Tree 2591' from DER, 1044' right of centerline, 189' MSL.

Trees beginning 2644' from DER, 367' right of centerline, up to 192' MSL.

Trees beginning 2696' from DER, 70' right of centerline, up to 195' MSL.

Trees beginning 2928' from DER, 135' left of centerline, up to 174' MSL.

Trees beginning 2933' from DER, 37' right of centerline, up to 196' MSL.

Trees beginning 3318' from DER, 75' left of centerline, up to 181' MSL.

Trees beginning 3587' from DER, 132' left of centerline, up to 182' MSL.

DAVIS, CA

UNIVERSITY (EDU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climbing right turn via heading 200° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course.

Rwy 35, climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 1353' from DER, 31' right of centerline, up to 40' AGL/109' MSL.

Rwy 35, tree 24' from DER, 433' left of centerline, 40' AGL/104' MSL.

Vehicle 288' from DER, on centerline, 15' AGL/74' MSL.



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DAVIS/WOODLAND/WINTERS, CA

YOLO COUNTY (DWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climb heading 164° to 2200 before turning right.

Rwy 34, climb heading 344° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 462' from DER, 543' right of centerline, 139' MSL.

Tree 733' from DER, 566' right of centerline, 147' MSL.

Trees beginning 1182' from DER, 434' left of centerline, up to 195' MSL.

Tree 2760' from DER, 217' right of centerline, 197' MSL.

Rwy 34, tree 367' from DER, 574' right of centerline, 135' MSL.

Tree, pole beginning 544' from DER, 473' left of centerline, up to 166' MSL.

Tree 1010' from DER, 541' left of centerline, 206' MSL.

EUREKA, CA

MURRAY FLD (EKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27AUG09 (21196) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 465' per NM to 1800 or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12 climbing right turn heading 265° to intercept V27. For climb in visual conditions: cross Murray Fld airport at or above 3700 before proceeding on course.

Rwy 30, climbing left turn heading 265° to intercept V27.

TAKEOFF OBSTACLE NOTES:

Rwy 12, bush 50' from DER, 82' left of centerline, 6' AGL/16' MSL.

Multiple trees beginning 1.5 NM from DER, 2993' left of centerline.

Multiple trees beginning 1.6 NM from DER, 2318' right of centerline.

Rwy 30, multiple trees, beginning 443' from DER, 389' right of centerline, up to 93' AGL/103' MSL.

Tree 664' from DER, 587' left of centerline, 46' AGL/56' MSL.

Pole 753' from DER, 155' right of centerline 27' AGL/ 37' MSL.

Railroad 786' from DER, 4' left of centerline 23' AGL/31' MSL.

Road beginning 602' from DER, 4' left of centerline up to 15' AGL/23' MSL.

Bush 566' from DER, 69' left of centerline, 8' AGL/18' MSL.

FIREBAUGH, CA

FIREBAUGH (F34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20SEP12 (12264) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climbing right turn heading 134° to intercept the PXN VORTAC R-061 to MENDO INT. Aircraft departing MENDO INT heading 230° CW 150°, climb on course. All others, climb in MENDO INT holding pattern (hold NE, right turns, 241° inbound) to cross MENDO INT at or above 3000 before proceeding on course.

Rwy 30, climbing left turn heading 180° to intercept PXN VORTAC R-061 to PXN VORTAC, continue climb in PXN VORTAC holding pattern (SW, right turns, 049° inbound) to cross PXN VORTAC at or above airway MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 30, poles beginning 921' from DER, 525' left of centerline, up to 65' AGL/203' MSL.

Elevator 1941' from DER, 739' right of centerline, 97' AGL/242' MSL.

FORTUNA, CA

ROHNERVILLE (FOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23OCT86 (86296) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, NA.

DEPARTURE PROCEDURE:

Climb direct FOT VORTAC. Continue climb in holding pattern (hold N, right turns, 161° inbound) to cross FOT VORTAC at or above 3000.



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FRESNO, CA

FRESNO CHANDLER EXEC (FCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10OCT19 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb on a heading between 101° CW to 290° from DER.

Rwy 30, climb on a heading between 111° CW to 338° from DER.

TAKEOFF OBSTACLE NOTES:

Rwy 12, sign 9' from DER, 125' left of centerline, 3' AGL/282' MSL.

Pole, traverse way, fence, vegetation, trees beginning 32' from DER, 125' right of centerline, up to 20' AGL/300' MSL.

Tree 94' from DER, 310' right of centerline, 317' MSL.

Trees, traverse way, vegetation, fence beginning 95' from DER, 60' right of centerline, up to 323' MSL.

Trees, poles, traverse ways, fence, transmission line, building beginning 154' from DER, right of centerline, up to 326' MSL.

Vegetation, fence beginning 250' from DER, 14' left of centerline, up to 292' MSL.

Trees, vegetation, traverse way beginning 344' from DER, 14' left of centerline, up to 294' MSL.

Traverse way, tree beginning 390' from DER, 10' left of centerline, up to 296' MSL.

Pole, trees, vegetation, traverse way beginning 408' from DER, 9' left of centerline, up to 31' AGL/311' MSL.

Trees, poles, transmission line, building beginning 476' from DER, 93' right of centerline, up to 341' MSL.

Trees, traverse ways, vegetation beginning 499' from DER, 47' left of centerline, up to 323' MSL.

Trees, poles, traverse way, transmission line, building beginning 615' from DER, 36' left of centerline, up to 332' MSL.

Trees, poles, buildings beginning 630' from DER, 4' right of centerline, up to 346' MSL.

Trees beginning 904' from DER, 15' left of centerline, up to 340' MSL.

Trees, poles beginning 934' from DER, 38' left of centerline, up to 346' MSL.

Trees, pole beginning 966' from DER, 7' right of centerline, up to 347' MSL.

Poles, tree beginning 1093' from DER, 263' left of centerline, up to 348' MSL.

Trees, poles beginning 1118' from DER, 12' left of centerline, up to 349' MSL.

Trees, poles beginning 1133' from DER, 2' right of centerline, up to 355' MSL.

Trees, poles beginning 1349' from DER, 13' left of centerline, up to 363' MSL.

Trees, pole beginning 1640' from DER, 88' left of centerline, up to 372' MSL.

Trees beginning 1756' from DER, 57' left of centerline, up to 375' MSL.

Trees beginning 1816' from DER, 31' right of centerline, up to 376' MSL.

Tree 3089' from DER, 146' left of centerline, 377' MSL.

Tree 3792' from DER, 172' left of centerline, 378' MSL.

Trees beginning 3938' from DER, 356' left of centerline, up to 391' MSL.

Rwy 30, traverse way 7' from DER, 341' right of centerline, 294' MSL.

Sign 21' from DER, 120' left of centerline, 2' AGL/279' MSL.

Pole, traverse way beginning 72' from DER, 374' left of centerline, up to 28' AGL/305' MSL.

Tree, fences, traverse way beginning 114' from DER, 122' right of centerline, up to 296' MSL.

Pole 140' from DER, 427' left of centerline, 38' AGL/315' MSL.

Trees, vegetation, traverse way, poles beginning 174' from DER, 43' left of centerline, up to 326' MSL.

Electrical system, traverse way beginning 377' from DER, 7' right of centerline, up to 19' AGL/297' MSL.

Tree 1412' from DER, 799' left of centerline, 358' MSL.

Poles beginning 1419' from DER, 158' right of centerline, up to 41' AGL/320' MSL.

Tree 1539' from DER, 844' left of centerline, 389' MSL.

FRESNO YOSEMITE INTL (FAT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwys 11L/R, 29L/R, std. w/min. climb of 250' per NM to 5000 or 5800 - 3 for VCOA.

DEPARTURE PROCEDURE:

Rwys 11L/R, climb heading 112° to 2500, then climbing left turn heading 040° to intercept FRA VORTAC R-150 to FRA VORTAC. Cross FRA VORTAC at or above 6000, thence...

Rwys 29L/R, climb heading 292° to 2500, then climbing right turn heading 350° to intercept FRA VORTAC R-230. Cross FRA VORTAC at or above 6000, thence...

...continue climb in FRA VORTAC holding pattern (hold south, left turn, 350° inbound) to cross FRA VORTAC at or above MEA/MCA for route of flight.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fresno Yosemite Intl airport at or above 6000, then on FRA R-180 to FRA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11L, lighting beginning 109' from DER, on centerline, up to 4' AGL/336' MSL.

Pole 648' from DER, 542' left of centerline, 16' AGL/349' MSL.

Electrical system 1223' from DER, 662' right of centerline, 30' AGL/363' MSL.

Pole 1229' from DER, 664' right of centerline, 33' AGL/365' MSL.

Tree, pole beginning 1414' from DER, 668' right of centerline, up to 377' MSL.

Sign, transmission line beginning 1694' from DER, 862' right of centerline, up to 51' AGL/383' MSL.

Rwy 11R, lighting 10' from DER, 55' right of centerline, 1' AGL/331' MSL.

General utility 159' from DER, 433' left of centerline, 3' AGL/334' MSL.

Pole 329' from DER, 280' left of centerline, 21' AGL/349' MSL.

Tower 664' from DER, 274' left of centerline, 34' AGL/362' MSL.

Pole 1205' from DER, 569' right of centerline, 54' AGL/382' MSL.

Pole 1458' from DER, 393' right of centerline, 54' AGL/384' MSL.

Pole 1598' from DER, 294' right of centerline, 55' AGL/385' MSL.

CON'T



26246





26246



FRESNO, CA (CON'T)

FRESNO YOSEMITE INTL (FAT) (CON'T)

Rwy 11R (CON'T), electrical system, pole beginning 1598' from DER, 262' right of centerline, up to 57' AGL/386' MSL.
 Tree 2648' from DER, 442' right of centerline, 398' MSL.
Rwy 29L lighting 9' from DER, 55' left of centerline, 2' AGL/331' MSL.
 Lighting 10' from DER, 54' right of centerline, 1' AGL/331' MSL.
 Transmission line, pole beginning 997' from DER, 620' left of centerline, up to 55' AGL/385' MSL.
 Tree, transmission line beginning 1132' from DER, 189' left of centerline, up to 396' MSL.
 Trees beginning 1457' from DER, 172' left of centerline, up to 429' MSL.
 Trees beginning 1668' from DER, 2' right of centerline, up to 378' MSL.
 Tree 1905' from DER, 359' right of centerline, 380' MSL.
Rwy 29R, lighting 9' from DER, 54' right of centerline, 2' AGL/334' MSL.
 Pole 994' from DER, 601' right of centerline, 29' AGL/364' MSL.
 Pole beginning 1019' from DER, 548' right of centerline, up to 30' AGL/365' MSL.
 Trees beginning 2315' from DER, 847' left of centerline, up to 395' MSL.

GRASS VALLEY, CA

NEVADA COUNTY (GOO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, NA.

DEPARTURE PROCEDURE:

Rwy 25, climb via MYV R-058 to 6000 then continue climb on course.

TAKEOFF OBSTACLE NOTES:

Rwy 25, multiple trees and bushes beginning 40' from DER, 78' right of centerline, up to 3087' MSL.
 Trees beginning 68' from DER, 312' left of centerline, up to 3137' MSL.
 Trees beginning 593' from DER, 149' right of centerline, up to 3088' MSL.
 Tree 648' from DER, 176' right of centerline, 3093' MSL.
 Trees beginning 698' from DER, 175' right of centerline, up to 3094' MSL.
 Tree 748' from DER, 138' right of centerline, 3096' MSL.
 Tree 773' from DER, 167' right of centerline, 3102' MSL.

GROVELAND, CA

GROVELAND/YOSEMITE (E45)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (26134) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 600-2¾ or std w/min climb of 400' per NM to 4000.

DEPARTURE PROCEDURE:

Rwy 9, turn right.

Rwy 27, turn left.

All aircraft climb direct LIN VOR/DME. Cross LIN VOR/DME at or above 5000.

HALF MOON BAY, CA

HALF MOON BAY (HAF)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 16OCT14 (14289) (FAA)

Rwy 12, heading as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 375' per NM to 3200.

DEPARTURE PROCEDURE:

Rwy 12, climb on heading 122° to 3000, then climbing left turn direct OSI VOR/DME. Continue climb in OSI holding pattern (hold southeast, left turns, 321° inbound) to cross OSI VOR/DME at or above 5100 on V25-87 before proceeding on course.

Rwy 30, use SEEMS DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 12, tree 2557' from DER, 212' left of centerline, 90' AGL/114' MSL.
Rwy 30, trees beginning 1248' from DER, 83' left of centerline, up to 160' MSL.
 Tree 1263' from DER, 628' right of centerline, 156' MSL.
 Trees and poles beginning 1490' from DER, 102' right of centerline, up to 160' MSL.
 Trees beginning 1921' from DER, 161' left of centerline, up to 172' MSL.
 Trees beginning 2234' from DER, 23' left of centerline, up to 192' MSL.



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HANFORD, CA

HANFORD MUNI (HJO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climbing left turn heading 050° to intercept V-23.

Rwy 32, climbing right turn heading 050° to intercept V-23.

TAKEOFF OBSTACLE NOTES:

Rwy 14: fence 9' from DER, 298' left of centerline, 244' MSL.

Catenary 1293' from DER, 1293' left of centerline, 39' AGL/287' MSL.

Poles beginning 1679' from DER, crossing centerline, up to 52' AGL/296' MSL.

Trees beginning 2224' from DER, 391' left of centerline up to 313' MSL.

Rwy 32: fence 168' from DER, 9' left of centerline, 245' MSL.

Pole 588' from DER, 588' left of centerline, 25' AGL/278' MSL.

Sign 614' from DER, 151' right of centerline, 9' AGL/261' MSL.

Trees and poles beginning 592' from DER, 3' left of centerline, up to 300' MSL.

Poles beginning 1127' from DER, 222' right of centerline, up to 40' AGL/293' MSL.

Tree 2159' from DER, 434' right of centerline, 299' MSL.

HAYWARD, CA

HAYWARD EXEC (HWD)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 20FEB25 (25051) (FAA)

Rwy 10L, heading as assigned by ATC; requires min climb of 211' per NM to 300.

Rwy 10R, heading as assigned by ATC

Rwys 28L/R, heading as assigned by ATC; requires min climb of 310' per NM to 4600.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 07AUG25 (25219) (FAA)

TAKEOFF MINIMUMS:

Rwy 10L, 300-1¼ or std w/min climb of 211'/NM to 300.

DEPARTURE PROCEDURE:

Rwys 10L/R, climbing right turn direct OSI VOR/DME.

Rwys 28L/R, climbing left turn direct OSI VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 10L, sign 32' from DER, 117' left of centerline, 3' AGL/40' MSL.

Signs beginning 71' from DER, 116' left of centerline, up to 6' AGL/43' MSL.

Building 108' from DER, 486' left of centerline, 18' AGL/55' MSL.

Building 621' from DER, 172' left of centerline, 16' AGL/58' MSL.

Building 625' from DER, 115' left of centerline, 17' AGL/59' MSL.

Buildings beginning 753' from DER, 99' left of centerline, up to 23' AGL/66' MSL.

Building 1144' from DER, 98' left of centerline, 23' AGL/70' MSL.

Tree 1376' from DER, 242' left of centerline, 32' AGL/81' MSL.

Tree 1378' from DER, 275' left of centerline, 33' AGL/83' MSL.

Trees, buildings beginning 1378' from DER, 117' left of centerline, up to 51' AGL/98' MSL.

Trees, poles beginning 1387' from DER, 12' left of centerline, up to 66' AGL/115' MSL.

Trees beginning 2050' from DER, 1' right of centerline, up to 60' AGL/107' MSL.

Trees beginning 2320' from DER, 191' left of centerline, up to 118' MSL.

Tree 2442' from DER, 52' right of centerline, 66' AGL/117' MSL.

Tree 2616' from DER, 67' left of centerline, 120' MSL.

Tree 2983' from DER, 120' left of centerline, 132' MSL.

Tree 3080' from DER, 803' left of centerline, 94' AGL/151' MSL.

Trees, buildings beginning 3881' from DER, 256' left of centerline, up to 107' AGL/168' MSL.

Rwy 10R, trees, terrain, poles, walls, fence, vehicles on road beginning 21' from DER, 9' left of centerline, up to 107' MSL.

Pole 23' from DER, 122' right of centerline, 10' AGL/60' MSL.

Poles, terrain, fence, walls, trees, buildings beginning 152' from DER, 26' right of centerline, up to 32' AGL/80' MSL.

Trees, buildings, vehicles on road beginning 414' from DER, 99' left of centerline, up to 66' AGL/117' MSL.

Trees, vehicles on road, poles, buildings, light poles beginning 588' from DER, 24' left of centerline, up to 120' MSL.

Poles, light poles beginning 729' from DER, 27' right of centerline, up to 30' AGL/82' MSL.

Poles, trees, light poles beginning 804' from DER, 62' right of centerline, up to 35' AGL/85' MSL.

Trees, poles, signs, buildings beginning 954' from DER, 14' left of centerline, up to 132' MSL.

Building 1104' from DER, 3' right of centerline, 42' AGL/92' MSL.

Pole 1194' from DER, 204' right of centerline, 43' AGL/93' MSL.

Trees, poles beginning 1224' from DER, 8' right of centerline, up to 43' AGL/95' MSL.

Tree 1877' from DER, 216' right of centerline, 48' AGL/99' MSL.

Trees beginning 1939' from DER, 104' right of centerline, up to 79' AGL/129' MSL.

Buildings, trees, signs beginning 2066' from DER, 653' left of centerline, up to 101' AGL/155' MSL.

Rwy 28L, tree, NAVAID beginning 94' from DER, 268' right of centerline, up to 13' AGL/39' MSL.

NAVAID, vehicle on road beginning 169' from DER, 259' right of centerline, up to 21' AGL/47' MSL.

Trees beginning 654' from DER, 46' right of centerline, up to 73' MSL.

Tree 751' from DER, 1' left of centerline, 32' AGL/55' MSL.

Tree 793' from DER, 43' left of centerline, 35' AGL/57' MSL.

Trees beginning 856' from DER, 190' left of centerline, up to 46' AGL/69' MSL.

CONT



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HAYWARD, CA (CON'T)

HAYWARD EXEC (HWD) (CON'T)

Rwy 28L (CON'T), trees beginning 897' from DER, 2' left of centerline, up to 108' MSL.
 Tree 898' from DER, 531' right of centerline, 64' AGL/89' MSL.
 Trees beginning 899' from DER, 67' right of centerline, up to 71' AGL/95' MSL.
 Trees, poles beginning 962' from DER, 215' right of centerline, up to 74' AGL/97' MSL.
 Trees beginning 1046' from DER, 139' right of centerline, up to 75' AGL/99' MSL.
 Trees beginning 1079' from DER, 6' right of centerline, up to 82' AGL/105' MSL.
 Trees, fence beginning 1280' from DER, 270' right of centerline, up to 91' AGL/113' MSL.
Rwy 28R, building 44' from DER, 445' right of centerline, 25' AGL/55' MSL.
 Trees, fence beginning 389' from DER, 208' right of centerline, up to 81' MSL.
 Trees beginning 642' from DER, 459' right of centerline, up to 95' AGL/128' MSL.
 Trees, poles beginning 696' from DER, 3' right of centerline, up to 98' AGL/131' MSL.
 NAVAID 726' from DER, 241' left of centerline, 21' AGL/47' MSL.
 Trees beginning 1211' from DER, 260' left of centerline, up to 73' MSL.
 Trees beginning 1461' from DER, 19' left of centerline, up to 68' AGL/91' MSL.
 Tree 1496' from DER, 33' left of centerline, 69' AGL/93' MSL.
 Trees beginning 1497' from DER, 5' left of centerline, up to 71' AGL/94' MSL.
 Trees beginning 1519' from DER, 38' left of centerline, up to 74' AGL/97' MSL.
 Tree 1769' from DER, 586' left of centerline, 82' AGL/101' MSL.
 Trees beginning 1777' from DER, 44' left of centerline, up to 81' AGL/102' MSL.
 Trees beginning 1837' from DER, 13' left of centerline, up to 91' AGL/113' MSL.

HOLLISTER, CA

HOLLISTER MUNI (CVH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, NA-obstacles.

Rwy 14, NA-ATC.

Rwy 13, std. w/ min. climb of 391' per NM to 3500, or 3100-3 for climb in visual conditions.

Rwy 31, std. w/ min climb of 209' per NM to 2300, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 13, climbing right turn to heading 332° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course.

Rwy 31, climb heading 307° and via SJC R-121 direct SJC VOR/DME to 6000 before proceeding on course or for climb in visual conditions: cross Hollister Muni Airport at or above 3100 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, terrain beginning 992' from DER, 348' left of centerline, up to 289' MSL.

Terrain beginning 2467' from DER, 154' right of centerline, up to 309' MSL.

Trees beginning 1277' from departure end of runway, 348' left of centerline, up to 309' MSL.

Trees beginning 2467' from DER, 153' right of centerline, up to 270' MSL.

Rwy 31, terrain beginning 76' from DER, 392' left of centerline, up to 247' MSL.

Terrain beginning 14' from DER, 179' right of centerline, up to 231' MSL.

JACKSON, CA

WESTOVER FLD AMADOR COUNTY (JAQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02NOV23 (23306) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1 or std w/min climb of 672'/NM to 2000.

DEPARTURE PROCEDURE:

Rwy 1, climbing left turn direct LIN VOR/DME, continue climbing on course.

Rwy 19, climbing right turn direct LIN VOR/DME, continue climbing on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain, utility building beginning 55' from DER, 169' right of centerline, up to 1701' MSL.

Terrain beginning 188' from DER, 193' right of centerline, up to 1702' MSL.

Terrain beginning 263' from DER, 252' right of centerline, up to 1703' MSL.

Tree 314' from DER, 170' left of centerline, 1692' MSL.

Vehicles on road 359' from DER, 76' left of centerline, 1693' MSL.

Terrain, vehicles on road beginning 456' from DER, 50' right of centerline, up to 1706' MSL.

Agricultural equipment, vehicles on road beginning 664' from DER, 265' right of centerline, up to 6' AGL/1730' MSL.

Tree 666' from DER, 194' left of centerline, 1701' MSL.

Tree 697' from DER, 56' left of centerline, 1703' MSL.

Building, vehicles on road, tree beginning 734' from DER, 8' right of centerline, up to 16' AGL/1741' MSL.

Poles, vehicles on road, fence beginning 779' from DER, 400' right of centerline, up to 45' AGL/1752' MSL.

Tree 1088' from DER, 392' right of centerline, 1756' MSL.

Pole 1123' from DER, 610' right of centerline, 39' AGL/1762' MSL.

Tree 1123' from DER, 740' right of centerline, 1764' MSL.

Trees, pole, vehicles on road beginning 1243' from DER, 331' right of centerline, up to 1772' MSL.

Trees, terrain, pole, transmission line, vehicles on road beginning 1406' from DER, 254' right of centerline, up to 1785' MSL.

Tree 1538' from DER, 876' right of centerline, 1789' MSL.

Tree 1561' from DER, 456' right of centerline, 1802' MSL.

CON'T



26246





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JACKSON, CA (CON'T)

WESTOVER FLD AMADOR COUNTY (JAQ) (CON'T)

Rwy 1 (CON'T), trees, vehicles on road beginning 1619' from DER, 255' right of centerline, up to 1812' MSL.
 Trees, building beginning 1806' from DER, 633' right of centerline, up to 1828' MSL.
 Tree, building, terrain beginning 1954' from DER, 188' right of centerline, up to 1833' MSL.
 Tree, building beginning 2037' from DER, 547' right of centerline, up to 1855' MSL.
 Trees, terrain beginning 2093' from DER, 188' right of centerline, up to 1855' MSL.
Rwy 19, light poles 9' from DER, 39' left of centerline, 1' AGL/1692' MSL.
 Building, antenna beginning 56' from DER, 158' right of centerline, up to 20' AGL/1697' MSL.
 Light poles, tank beginning 80' from DER, 104' left of centerline, up to 5' AGL/1695' MSL.
 Tower 269' from DER, 411' right of centerline, 63' AGL/1714' MSL.

KING CITY, CA

MESA DEL REY (KIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, std w/min climb of 272' per NM to 2200 or 4500-3 for VCOA.
Rwy 29, std w/min climb of 326' per NM to 5700 or 4500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climb on a heading between 100° CW to 130° from DER.
Rwy 29, climb on a heading between 300° CW to 330° from DER.

VCOA:

Rwys 11, 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mesa Del Rey airport at or above 4700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicle on road 3' from DER, 115' left of centerline, 375' MSL.
 Trees, building beginning 5' from DER, 234' right of centerline, up to 16' AGL/385' MSL.
 Building, terrain, fence beginning 16' from DER, 369' left of centerline, up to 10' AGL/386' MSL.
 Tank 167' from DER, 518' left of centerline, 15' AGL/393' MSL.
 Trees beginning 479' from DER, 370' left of centerline, up to 48' AGL/421' MSL.
Rwy 29, terrain 4' from DER, 496' right of centerline, 370' MSL.
 Terrain 37' from DER, 153' right of centerline, 371' MSL.
 Fence 98' from DER, 388' left of centerline, 5' AGL/376' MSL.
 Pole 139' from DER, 495' left of centerline, 36' AGL/405' MSL.
 Fences, tree beginning 220' from DER, 191' right of centerline, up to 8' AGL/378' MSL.

LAKEPORT, CA

LAMPSON FLD (102)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD'T 1 08APR10 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 400' per NM to 4500, do not exceed 210K until intercepting the ENI R-073 or 3200-3 for climb in visual conditions.

Rwy 28, NA-Rapidly rising terrain.

DEPARTURE PROCEDURE:

Rwy 10, climbing left turn to 6000 via heading 310° and ENI R-073 to ENI VORTAC before proceeding on course, or for climb in visual conditions: cross Lampson Fld at or above 4400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicle on road 347' from DER, 7' right of centerline, 15' AGL/1394' MSL.
 Trees beginning 280' from DER, 201' left of centerline, up to 100' AGL/1479' MSL.
 Trees beginning 494' from DER, 219' right of centerline, up to 100' AGL/1479' MSL.

LEMOORE NAS (REEVES FLD) (KNLC)

LEMOORE, CA

DIVERSE VECTOR AREA (RADAR VECTORS)

AMD'T 2 12JUN25 (25163) (USN)

Rwys 14L/R, 32L/R, hdgs as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD'T 2 12JUN25 (25163) (USN)

DEPARTURE PROCEDURE:

Rwy 14L, climb on hdg between 322° CW to 230° from DER.
Rwy 14R, climb on hdg between 322° CW to 233° from DER.
Rwy 32L, climb on hdg between 284° CW to 142° from DER.
Rwy 32R, climb on hdg between 281° CW to 142° from DER.



26246



SW-2



26246



LINCOLN, CA

LINCOLN RGNL/KARL HARDER FLD (LHM)

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 05FEB15 (15036) (FAA)

Rwys 15,33, headings as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUL95 (21140) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climbing right turn.

Rwy 33, climbing left turn.

All aircraft climb direct MYV VOR/DME, then climb on course.

LITTLE RIVER, CA

LITTLE RIVER (LLR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

DEPARTURE PROCEDURE: Use LITTLE RIVER DEPARTURE.

LIVERMORE, CA

LIVERMORE MUNI (LVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

Use LIVERMORE DEPARTURE.

LODI, CA

LODI (103)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwys 12, 30, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 076° to 600 then climbing right turn on LIN R-290 to LIN VOR/DME, thence...

Rwy 26, climb heading 256° to 800 climbing right turn on heading 080° to intercept LIN R-290 to LIN VOR/DME, thence...

...continue climb in hold (hold Southeast, right turns, 326° inbound) to MCA or MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8, hangars, buildings, and vehicles on roadways beginning at DER, left and right of centerline, up to 25' AGL/84' MSL.

Power lines beginning at 4.9 NM from DER, left and right of centerline, up to 160' AGL/220' MSL.

Rwy 26, vehicles on roadway beginning 7' from DER, 265' right of centerline, up to 15' AGL/69' MSL.

Trees beginning 15' from DER, left and right of centerline, up to 100' AGL/154' MSL.

Power lines beginning at 4.6 NM from DER, left and right of centerline, up to 160' AGL/220' MSL.

LOS BANOS, CA

LOS BANOS MUNI (LSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

Rwy 14, climb on a heading between 318° CW to 151° from DER, or minimum climb of 320' per NM to 5100 for all other courses.

Rwy 32, climb on a heading between 260° CW to 137° from DER, or minimum climb of 273' per NM to 5200 for all other courses.

TAKEOFF OBSTACLE NOTES:

Rwy 14, multiple trees, poles, buildings beginning 3' from DER, 24' left of centerline, up to 73' AGL/194' MSL.

Multiple trees, poles, buildings beginning 20' from DER, 21' right of centerline, up to 85' AGL/206' MSL.

Rwy 32, multiple trees beginning 220' from DER, 453' right of centerline, up to 40' AGL/160' MSL.

Multiple poles, beginning 1120' from DER, 173' left of centerline, up to 60' AGL/181' MSL.

MADERA, CA

MADERA MUNI (MAE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/ min. climb of 250' per NM to 2000.

DEPARTURE PROCEDURE:

Rwy 12, climbing left turn heading 080° to intercept V-230.

Rwy 30, climbing right turn heading 110° to intercept V-230.



26246





26246



MAMMOTH LAKES, CA

MAMMOTH YOSEMITE (MMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05MAR15 (15064) (FAA)

DEPARTURE PROCEDURE:

Use NIKOL DEPARTURE.

MARINA, CA

MARINA MUNI (OAR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, std. w/min. climb of 307' per NM to 4500, or 2000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 108° and SNS VORTAC R-252 to SNS VORTAC, thence...

or for climb in visual conditions: cross Marina Muni Airport at or above 2100, then proceed on SNS VORTAC R-261 to SNS VORTAC, thence...

Rwy 29, climb via heading 288° to 1200', then climbing right turn direct SNS VORTAC, thence...

...all aircraft continue climb in SNS holding pattern (west, left turns, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, windsock 32' from DER, 386' left of centerline, 8' AGL/148' MSL.

Rwy 29, bush 158' from DER, 272' right of centerline, 10' AGL/142' MSL.

MARIPOSA, CA

MARIPOSA-YOSEMITE (MPI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20JAN05 (05020) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, N/A-Obstacles

DEPARTURE PROCEDURE:

Rwy 26, climb via heading 265° to 3000, then climbing left turn to 7000 direct FRA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 26, tree 10' from DER, 313' left of centerline, 100' AGL/226' MSL.

Tree 1146' from DER, 303' left of centerline, 100' AGL/229' MSL.

MARYSVILLE, CA

YUBA COUNTY (MYV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 27JUN13 (13178) (FAA)

DEPARTURE PROCEDURE:

All runways, climb direct ILA VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 750' from DER, 239' right of centerline, 44' AGL/109' MSL.

Tower 986' from DER, 258' left of centerline, 46' AGL/108' MSL.

Tree 1737' from DER, 191' left of centerline, 70' AGL/134' MSL.

Tree 2792' from DER, 607' left of centerline, 81' AGL/145' MSL.

Rwy 23, railroad 822' from DER, 1' right of centerline, 23' AGL/85' MSL.

Building 903' from DER, 387' right of centerline, 29' AGL/89' MSL.

Rwy 32, pole 1040' from DER, 717' left of centerline, 32' AGL/94' MSL.

Tree 2487' from DER, 586' left of centerline, 75' AGL/134' MSL.

Tree 3135' from DER, 672' right of centerline, 93' AGL/157' MSL.

MERCED, CA

MERCED YOSEMITE RGNL (MCE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 10DEC15 (22363) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climbing right turn to 3000 via heading 330° and MOD R-120 to MOD.

Rwy 30, climb to 3000 via heading 300° and MOD R-120 to MOD.

TAKEOFF OBSTACLE NOTES:

Rwy 12, tree 1321' from DER, 785' left of centerline, 50' AGL/190' MSL.

Rwy 30, bush 183' from DER, 490' right of centerline, 20' AGL/161' MSL.

Bush 486' from DER, 604' left of centerline, 20' AGL/170' MSL.

Tree 2457' from DER, 263' left of centerline, 50' AGL/220' MSL.



26246





26246



MODESTO, CA

MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 10JAN13 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwys 28L/R, climb on a heading between 256° CW to 109° from DER, or min. climb of 230' per NM to 5000 for all other courses.

TAKEOFF OBSTACLE NOTES:

Rwy 10R, trees beginning 169' from DER, 37' right of centerline, up to 91' AGL/195' MSL.

Sign 57' from DER, 211' right of centerline, 15' AGL/89' MSL.

Sign 16' from DER, 135' left of centerline, 4' AGL/87' MSL.

Trees beginning 823' from DER, 79' left of centerline, up to 89' AGL/148' MSL.

Rwy 10L, trees beginning 15' from DER, 65' right of centerline, up to 68' AGL/172' MSL.

Vehicles on road beginning 178' from DER, 17' left of centerline, up to 15' AGL/96' MSL.

Trees beginning 1413' from DER, 184' left of centerline, up to 63' AGL/126' MSL.

Rwy 28R, vehicles on road beginning 47' from DER, 332' right of centerline, up to 15' AGL/114' MSL.

Pole 754' from DER, 699' right of centerline, 34' AGL/133' MSL.

Building 979' from DER, 697' right of centerline, 29' AGL/128' MSL.

Tree 1390' from DER, 516' right of centerline, 37' AGL/136' MSL.

Trees beginning 2077' from DER, 379' left of centerline, up to 79' AGL/173' MSL.

Rwy 28L, multiple poles, trees, and buildings beginning 128' from DER, 34' left of centerline, up to 102' AGL/196' MSL.

Vehicles on road beginning 448' from DER, 219' left of centerline, up to 15' AGL/112' MSL.

Multiple poles and building beginning 1021' from DER, 350' right of centerline, up to 57' AGL/154' MSL.

Trees beginning 1112' from DER, 20' right of centerline, up to 70' AGL/164' MSL.

MONTAGUE, CA

SISKIYOU COUNTY (SIY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 09JAN14 (14009) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, CAT A,B 2400-2 or std. with a min. climb of 350' per NM to 5500. CAT C,D 4100-2 or std. with a min. climb of 350' per NM to 7400.

Rwy 35, 4000-2 or std. with a min. climb of 300' per NM to 7000.

DEPARTURE PROCEDURE:

Rwy 17, climb direct MOG NDB. Continue climb to 10000 in MOG holding pattern (hold N, right turns, 176° inbound).

Rwy 35, climb to 7000 via runway heading and 356° 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.

MONTEREY, CA

MONTEREY RGNL (MRY)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 23JUN16 (16175) (FAA)

Rwy 10L, heading as assigned by ATC; requires min. climb of 360' per NM to 2900.

Rwy 10R, heading as assigned by ATC; requires min. climb of 370' per NM to 2800.

Rwy 28L, heading as assigned by ATC; requires min. climb of 310' per NM to 1100.

Rwy 28R, heading as assigned by ATC; requires min. climb of 250' per NM to 1100.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 10L, std. w/min. climb of 449' per NM to 1800, or 1700-2½ for climb in visual conditions.

Rwy 10R, std. w/min. climb of 459' per NM to 1800, or 1700-2½ for climb in visual conditions.

Rwy 28L, std. w/min. climb of 218' per NM to 3300, or 1700-2½ for climb in visual conditions.

Rwy 28R, std. w/min. climb of 205' per NM to 3300, or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 10L, climbing left turn heading 045.00 and SNS VORTAC R-225 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.

Rwy 10R, climbing left turn heading 045° and SNS VORTAC R-225 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.

Rwy 28L, climbing right turn heading 045° and SNS VORTAC R-260 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.

Rwy 28R, climbing right turn heading 045.00 and SNS VORTAC R-260 to SNS VORTAC, climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Monterey RGNL at or above 1800, then on SNS VORTAC R-231 to SNS VORTAC. Climb in SNS holding pattern (hold W, LT, 084° inbound) to cross SNS VORTAC at or above MEA/MCA for route of flight.

CON'T



26246





26246

MONTEREY, CA (CON'T)

MONTEREY RGNL (MRY) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 10L, NAVAID 556' from DER, 217' right of centerline, 20' AGL/272' MSL.
 Bushes beginning 1.6 NM from DER, 1188' left of centerline up to 9' AGL/729' MSL.
 Trees beginning 1.7 NM from DER, 923' left of centerline up to 102' AGL/764' MSL.
 Trees beginning 1.6 NM from DER, 1993' right of centerline up to 90' AGL/923' MSL.
 Bushes beginning 1.9 NM from DER, 2497' right of centerline up to 9' AGL/781' MSL.
 Tower 2 NM from DER 3305' left of centerline, 27' AGL/767' MSL.
Rwy 10R, ground 11' from DER, 358' left of centerline 258' MSL.
 Tree 230' from DER 388' left of centerline 21' AGL/265' MSL.
 NAVAID 240' from DER, 282' left of centerline, 20' AGL/272' MSL.
 Bushes beginning 1.5 NM from DER, 2381' left of centerline, up to 9' AGL/648' MSL.
 Trees beginning 1.7 NM from DER, 388' left of centerline up to 76' AGL/629' MSL.
 Bushes beginning 1.8 NM from DER, 2005' right of centerline up to 9' AGL/741' MSL.
 Trees beginning 1.5 NM from DER, 1749' right of centerline up to 90' AGL/843' MSL.
Rwy 28L, terrain abeam DER, 198' left of centerline, up to 163' MSL.
 Trees beginning 797' from DER, 678' left of centerline, up to 83' AGL/228' MSL.
 Tree 1008' from DER, 616' left of centerline, 100' AGL/195' MSL.
 Pole 1128' from DER, 716' left of centerline, 54' AGL/195' MSL.
 Tree 1372' from DER, 755' left of centerline, 93' AGL/227' MSL.

MOUNTAIN VIEW, CA

MOFFETT FEDERAL AIRFIELD (NUQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:

Rwys 14L/R, std w/min climb of 550'/NM to 4000.
Rwy 32L, std w/min climb of 248'/NM to 4700.
Rwy 32R, std w/min climb of 247'/NM to 4700.

DEPARTURE PROCEDURE:

Rwys 14L/R, climbing right turn direct OSI VOR/DME at or above MEA for direction of flight before proceeding on course.
Rwys 32L/R, climb on heading 322° to 700 then climbing right turn heading 140° to 4700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14L, terrain 34' from DER, 338' right of centerline, 34' MSL.
 Sign 102' from DER, 320' right of centerline, 3' AGL/36' MSL.
 Vehicle on road 702' from DER, 686' right of centerline, 54' MSL.
 Vehicles on road, railroad beginning 737' from DER, 499' right of centerline, up to 55' MSL.
 Vehicles on road, railroad beginning 899' from DER, 502' right of centerline, up to 56' MSL.
 Vehicles on road, pole, railroad beginning 914' from DER, 398' right of centerline, up to 57' MSL.
 Trees, railroad, vehicles on road beginning 1007' from DER, 233' right of centerline, up to 31' AGL/70' MSL.
 Trees beginning 1193' from DER, 426' right of centerline, up to 31' AGL/71' MSL.
 Trees beginning 1331' from DER, 155' right of centerline, up to 53' AGL/93' MSL.
 Tree 1675' from DER, 81' left of centerline, 36' AGL/74' MSL.
 Tree 2052' from DER, 1015' right of centerline, 115' MSL.
 Trees beginning 2062' from DER, 635' right of centerline, up to 72' AGL/116' MSL.
 Trees beginning 2288' from DER, 180' left of centerline, up to 112' MSL.
 Trees beginning 2671' from DER, 67' right of centerline, up to 88' AGL/136' MSL.
 Trees beginning 2945' from DER, 214' right of centerline, up to 137' MSL.
 Trees beginning 3212' from DER, 225' left of centerline, up to 132' MSL.
 Trees beginning 3506' from DER, 306' left of centerline, up to 87' AGL/134' MSL.
 Trees beginning 3539' from DER, 104' left of centerline, up to 132' AGL/170' MSL.
 Tree 3632' from DER, 274' right of centerline, 90' AGL/139' MSL.
 Tree 3639' from DER, 1036' right of centerline, 96' AGL/151' MSL.
 Trees beginning 3642' from DER, 219' right of centerline, up to 98' AGL/152' MSL.
 Trees beginning 3752' from DER, 461' right of centerline, up to 112' AGL/164' MSL.
 Trees beginning 4050' from DER, 56' right of centerline, up to 116' AGL/169' MSL.
 Trees beginning 4121' from DER, 94' left of centerline, up to 128' AGL/175' MSL.
Rwy 14R, pole 5' from DER, 77' right of centerline, 1' AGL/37' MSL.
 Pole 6' from DER, 77' left of centerline, 1' AGL/37' MSL.
 Fence 190' from DER, 488' right of centerline, 8' AGL/45' MSL.
 Vehicle on road 209' from DER, 521' right of centerline, 53' MSL.
 Vehicles on road beginning 265' from DER, 361' right of centerline, up to 55' MSL.
 Vehicle on road 395' from DER, 357' right of centerline, 56' MSL.
 Trees beginning 398' from DER, 497' right of centerline, up to 27' AGL/67' MSL.
 Trees, vehicles on road, railroad beginning 419' from DER, 166' right of centerline, up to 94' MSL.
 Trees, vehicles on road, railroad beginning 556' from DER, 2' right of centerline, up to 80' AGL/119' MSL.
 Vehicles on road beginning 648' from DER, 25' left of centerline, up to 54' MSL.
 Trees, vehicles on road, railroad beginning 662' from DER, 12' right of centerline, up to 83' AGL/123' MSL.
 Railroad 788' from DER, 122' left of centerline, 56' MSL.
 Railroad 958' from DER, 342' left of centerline, 60' MSL.
 Tree 1029' from DER, 33' left of centerline, 24' AGL/63' MSL.
 Trees beginning 1074' from DER, 20' left of centerline, up to 27' AGL/67' MSL.
 Trees beginning 1137' from DER, 198' left of centerline, up to 29' AGL/68' MSL.

CON'T



26246





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MOUNTAIN VIEW, CA (CON'T)

MOUFFET FEDERAL AIRFIELD (NUQ) (CON'T)

Rwy 14R (CON'T), trees beginning 1271' from DER, 282' left of centerline, up to 35' AGL/72' MSL.

Trees beginning 1674' from DER, 831' right of centerline, up to 134' MSL.

Trees beginning 1711' from DER, 10' right of centerline, up to 94' AGL/138' MSL.

Tree 1917' from DER, 243' left of centerline, 43' AGL/84' MSL.

Tree 2558' from DER, 809' left of centerline, 101' MSL.

Trees beginning 2559' from DER, 557' left of centerline, up to 68' AGL/110' MSL.

Trees beginning 2632' from DER, 448' left of centerline, up to 69' AGL/112' MSL.

Tree 2966' from DER, 363' left of centerline, 67' AGL/113' MSL.

Tree 2993' from DER, 202' left of centerline, 69' AGL/116' MSL.

Trees beginning 3021' from DER, 27' left of centerline, up to 72' AGL/119' MSL.

Trees beginning 3285' from DER, 48' left of centerline, up to 79' AGL/128' MSL.

Trees beginning 3325' from DER, 138' left of centerline, up to 84' AGL/133' MSL.

Trees beginning 3383' from DER, 233' left of centerline, up to 87' AGL/134' MSL.

Tree 3509' from DER, 349' left of centerline, 90' AGL/139' MSL.

Tree 3516' from DER, 411' right of centerline, 96' AGL/151' MSL.

Trees beginning 3519' from DER, 288' right of centerline, up to 98' AGL/152' MSL.

Trees beginning 3530' from DER, 379' left of centerline, up to 92' AGL/140' MSL.

Trees beginning 3629' from DER, 10' right of centerline, up to 112' AGL/164' MSL.

Trees beginning 3734' from DER, 729' left of centerline, up to 112' AGL/158' MSL.

Trees beginning 3870' from DER, 88' left of centerline, up to 113' AGL/159' MSL.

Tree 3927' from DER, 108' left of centerline, 116' AGL/169' MSL.

Trees beginning 3998' from DER, 300' left of centerline, up to 128' AGL/175' MSL.

Rwy 32L, pole 1' from DER, 76' left of centerline, 1' AGL/5' MSL.

Pole 1' from DER, 76' right of centerline, 1' AGL/5' MSL.

Sign 132' from DER, 446' right of centerline, 5' AGL/8' MSL.

NAVAID 449' from DER, 315' right of centerline, 19' AGL/21' MSL.

Rwy 32R, pole 1' from DER, 77' right of centerline, 1' AGL/7' MSL.

Vehicles on road, tree, fence beginning 5' from DER, 92' left of centerline, up to 19' MSL.

Vehicle on road 108' from DER, 414' right of centerline, 18' MSL.

Vehicles on road, fence beginning 109' from DER, 158' right of centerline, up to 19' MSL.

Vehicles on road beginning 208' from DER, 306' right of centerline, up to 20' MSL.

NAPA, CA

NAPA COUNTY (APC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUN10 (10154) (FAA)

DEPARTURE PROCEDURE:

Use NAPAA DEPARTURE.

NOVATO, CA

GROSS FLD (DVO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAY13 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 400-2½ or std. w/min. climb of 580' per NM to 500.

Rwy 31, 600-2½ w/min. climb of 285' per NM to 1500 or std. w/min. climb of 679' per NM to 800 or 2000-2½ for climb in visual conditions...

DEPARTURE PROCEDURE:

Rwy 13, climb heading 132° to 600 then turn left direct SGD VORTAC before proceeding on course.

Rwy 31, climbing right turn direct SGD VORTAC before proceeding on course.

... For climb in visual conditions, cross Gross Fld at or above 1900' MSL then proceed direct SGD VORTAC before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 2633' from DER, 627' left of centerline, up to 50' AGL/346' MSL.

Trees beginning 3630' from DER, 1274' right of centerline, up to 50' AGL/369' MSL.

Power line 1.7 NM from DER, 1980' left of centerline, 121' AGL/360' MSL.

Rwy 31, trees beginning 3237' from DER, 321' left of centerline, up to 50' AGL/569' MSL.

OAKDALE, CA

OAKDALE (Q27)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climbing left turn via heading 020° and LIN VOR/DME R-124 to WRAPS INT/LIN 16.66 DME. Climb in WRAPS holding pattern (Northwest, right turn, 124° inbound) to cross WRAPS INT at or above MEA for direction of flight.

Rwy 28, climb via heading 276° and LIN VOR/DME R-146 to LIN VOR/DME to cross LIN VOR/DME at or above MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 10, terrain beginning 388' from DER, up to 279' MSL.

Rwy 28, power line 3447' from DER, 407' right of centerline, 115' AGL/329' MSL.



26246





26246



OAKLAND, CA

OAKLAND SAN FRANCISCO BAY (OAK)
DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 16OCT14 (14289) (FAA)

Rwy 10L, headings as assigned by ATC; requires min climb of 340' per NM to 2300.

Rwy 10R, headings as assigned by ATC; requires min climb of 330' per NM to 2300.

Rwys 12, 15, headings as assigned by ATC.

Rwys 28L/R, 30, headings as assigned by ATC; requires min climb of 240' per NM to 2400.

Rwy 33, headings as assigned by ATC; requires min climb of 210' per NM to 2400.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 17OCT13 (25275) (FAA)

DEPARTURE PROCEDURE:

Rwys 10L/R, 12, 15, 30, climbing right turn to intercept V107-301, thence ...

Rwys 28L/R, climb heading 278° to intercept V107-301, thence ...

Rwy 33, climbing left turn to intercept V107-301, thence...

...to cross COMMO INT at or above 4000, continue climb-in-hold (hold E, right turns, 288° inbound) to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10L, building, hanger and road beginning 225' from DER, 554' left of centerline, up to 37' AGL/42' MSL.

Trees beginning 1644' from DER, 309' left of centerline, up to 59' AGL/67' MSL.

Rwy 10R, runway lights 9' from DER, 26' left and right of centerline, 1' AGL/9' MSL.

Sign 63' from DER, 251' left of centerline, 4' AGL/10' MSL.

Signs, fence and poles beginning 361' from DER, 540' right of centerline up to 35' AGL/44' MSL.

Signs and trees beginning 1160' from DER, 177' right of centerline, up to 36' AGL/50' MSL.

Rwy 12, runway end and ALS lights beginning 11' from DER, 9' left and right of centerline, 1' AGL/10' MSL.

Rwy 15, ATCT 3613' from DER, 1017' left of centerline, 88' AGL/101' MSL.

Obstruction light on WSK 813' from DER, 577' right of centerline, 24' AGL/27' MSL.

Rwy 28L, rising terrain beginning 8' from DER, crossing centerline, up to 9' MSL.

Multiple trees beginning 105' from DER, 35' left of centerline, up to 64' AGL/80' MSL.

Traffic lights and poles beginning 895' from DER, 164' left of centerline, up to 29' AGL/37' MSL.

Substation 1593' from DER, 871' left of centerline, 37' AGL/53' MSL.

Fence 95' from DER, 410' left of centerline, 6' AGL/13' MSL.

Multiple trees beginning 994' from DER, 55' right of centerline, up to 91' AGL/96' MSL.

Rwy 28R, multiple trees beginning 1745' from DER, 23' left of centerline, up to 91' AGL/96' MSL.

Multiple trees beginning 2053' from DER, 88' right of centerline, up to 109' AGL/111' MSL.

Rwy 30, light pole 582' from DER, 483' left of centerline, 16' AGL/26' MSL.

Rwy 33, multiple trees, buildings and poles beginning 256' from DER, 497' left of centerline, up to 41' AGL/45' MSL.

Multiple trees, buildings, poles and towers beginning 762' from DER, 267' right of centerline, up to 39' AGL/51' MSL.

ORLAND, CA

HAIGH FLD (O37)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21MAY20 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climb to 1000 then climbing left turn heading 100° to intercept RBL VORTAC R-140 to 5000 before proceeding on course.

Rwy 33, climb to 1000, then climbing right turn heading 020° to intercept RBL VORTAC R-140 to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, fence 6' from DER, 383' right of centerline, 6' AGL/214' MSL.

Fence 15' from DER, 397' left of centerline, 6' AGL/214' MSL.

Pole 88' from DER, 443' left of centerline, 29' AGL/237' MSL.

Pole 1198' from DER, 661' right of centerline, 35' AGL/247' MSL.

Pole beginning 1262' from DER, 173' right of centerline, up to 45' AGL/258' MSL.

Tree 1370' from DER, 824' left of centerline, 270' MSL.

Tree 1464' from DER, 390' right of centerline, 273' MSL.

Trees beginning 1480' from DER, 399' right of centerline, up to 313' MSL.

Rwy 33, tree, traverse way beginning 78' from DER, 224' left of centerline, up to 237' MSL.

Pole beginning 358' from DER, 298' right of centerline, up to 24' AGL/241' MSL.

Pole 955' from DER, 256' left of centerline, 31' AGL/249' MSL.

Tree 1202' from DER, 791' left of centerline, 281' MSL.

Tree 1807' from DER, 595' left of centerline, 308' MSL.

Tree 2388' from DER, 383' right of centerline, 324' MSL.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



26246





26246



OROVILLE, CA

OROVILLE MUNI (OVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/ min. climb of 280' per NM to 1500, or 1000-2½ for VCOA.

Rwy 31, 300-1% or std. w/ min. climb of 245' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 2, 31, climbing left turn to 5000 on heading 200° direct ILA VORTAC before proceeding on course.

Rwys 13, 20, climbing right turn to 5000 on heading 210° direct ILA VORTAC before proceeding on course.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Oroville Municipal airport south-westbound at or above 1000, then direct ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, ground 170' from DER, 475' right of centerline, 189' MSL.

Ground 191' from DER, 489' right of centerline, 190' MSL.

Tree 511' from DER, 600' left of centerline, 231' MSL.

Tree 513' from DER, 603' left of centerline, 236' MSL.

NAVAID 1143' from DER, 348' right of centerline, 215' MSL.

Pole 1364' from DER, 740' right of centerline, 255' MSL.

Poles beginning 1365' from DER, 537' right of centerline, up to 256' MSL.

Rwy 13, poles beginning 128' from DER, 292' right of centerline, up to 29' AGL/203' MSL.

Vertical structure 177' from DER, 493' left of centerline, 184' MSL.

Vehicles on road 210' from DER, 515' left of centerline, 189' MSL.

Tree 312' from DER, 554' left of centerline, 205' MSL.

Rwy 20, vehicles on road 819' from DER, 376' left of centerline, 203' MSL.

Poles beginning 902' from DER, 655' right of centerline, up to 36' AGL/217' MSL.

Rwy 31, sign 32' from DER, 325' left of centerline, 195' MSL.

Ground beginning 109' from DER, 410' right of centerline, up to 200' MSL.

Trees beginning 641' from DER, 621' left of centerline, up to 244' MSL.

Tree 1380' from DER, 466' left of centerline, 264' MSL.

T-L tower 1.3 NM from DER, 1826' right of centerline, 144' AGL/444' MSL.

PALO ALTO, CA

PALO ALTO (PAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 15OCT15 (15288) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, turn left.

Rwy 31, turn right.

All aircraft climb direct SJC VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, building with ship mast 1325' from DER, 450' left of centerline, 60' AGL/67' MSL.

PETALUMA, CA

PETALUMA MUNI (O69)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JAN26 (26022) (FAA)

DEPARTURE PROCEDURE:

Use SCAGGS ISLAND DEPARTURE.

PLACERVILLE, CA

PLACERVILLE (PVF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 23, climb to 5000 on HNW R-226 then climbing right turn on HNW R-276 to HNW VOR/DME. Aircraft departing HNW VOR/DME R-180 CW R-303 climb on course; all others climb in HNW VOR/DME holding pattern (hold SW, right turns, 048° inbound) to cross HNW VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 23, hangar 20' from DER, 340' right of centerline, 27' AGL/2586' MSL.



26246





26246



PORTERVILLE, CA

PORTERVILLE MUNI (PTV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 06DEC18 (18340) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. w/min. climb of 220' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 12, climbing right turn thence . . .

Rwy 30, climbing left turn thence . . .

...climb direct TTE VOR/DME. Aircraft departing TTE VOR/DME R-146 CW R-330 climb on course. All other aircraft climb in TTE VOR/DME holding pattern (hold northwest, right turn, 143° inbound) to cross TTE R-331 CW R-060, 8600; R-061 CW R-145, 7000.

TAKEOFF OBSTACLE NOTES:

Rwy 12, tree 618' from DER, 241' right of centerline, 460' MSL.

Trees beginning 776' from DER, 193' left of centerline, up to 467' MSL.

Pole 906' from DER, 588' left of centerline, 43' AGL/491' MSL.

Rwy 30, fence 176' from DER, 499' right of centerline, 6' AGL/436' MSL.

RED BLUFF, CA

RED BLUFF MUNI (RBL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10FEB11 (11041) (FAA)

DEPARTURE PROCEDURE:

Rwy 15, climb direct RBL VORTAC, thence...

Rwy 33, climbing right turn direct RBL VORTAC, thence...

...continue climb in RBL holding pattern (S, right turns, 341° inbound) to cross RBL VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 15, WSK 5' from DER, 258' right of centerline, 18' AGL/361' MSL.

Tree 2065' from DER, 879' left of centerline, 100' AGL/449' MSL.

Rwy 33, trees beginning 468' from DER, 563' left of centerline, up to 54' AGL/387' MSL.

Trees beginning 587' from DER, 493' right of centerline, up to 73' AGL/393' MSL.

REDDING, CA

BENTON FLD (O85)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:

Use REDDING DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 75' from DER, 319' left of centerline, up to 30' AGL/732' MSL.

Vehicle on road 273' from DER, 537' right of centerline, 730' MSL.

Tree 771' from DER, 613' right of centerline, 747' MSL.

Tree 1105' from DER, 324' right of centerline, 755' MSL.

Trees beginning 1207' from DER, 162' right of centerline, up to 51' AGL/762' MSL.

Rwy 34, building 2' from DER, 455' left of centerline, 724' MSL.

Pole, sign beginning 63' from DER, 179' right of centerline, up to 749' MSL.

NAVAID, trees, pole beginning 84' from DER, 260' left of centerline, up to 748' MSL.

Trees, fence, poles beginning 116' from DER, 182' right of centerline, up to 46' AGL/765' MSL.

Trees, pole beginning 373' from DER, 224' left of centerline, up to 57' AGL/753' MSL.

Trees beginning 623' from DER, 440' right of centerline, up to 775' MSL.

Pole, trees beginning 750' from DER, 19' left of centerline, up to 754' MSL.

Trees beginning 1766' from DER, 870' left of centerline, up to 779' MSL.

REDDING, CA

REDDING RGNL (RDD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5D 14MAY26 (26134) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 126° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course.

Rwy 17, climbing left turn heading 114° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course.

Rwys 31, 35, climbing right turn heading 114° and RBL R-344 to RBL VORTAC to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 45' from DER, 359' left of centerline, up to 23' AGL/515' MSL.

Trees, fence, general utility, transmission line beginning 281' from DER, 314' left of centerline, up to 49' AGL/542' MSL.

Transmission line 1920' from DER, 677' left of centerline, 60' AGL/543' MSL.

Tree 3470' from DER, 541' left of centerline, 109' AGL/590' MSL.

Rwy 17, tree 152' from DER, 463' right of centerline, 12' AGL/495' MSL.

Tree 347' from DER, 584' right of centerline, 46' AGL/527' MSL.

Rwy 31, terrain 27' from DER, 249' right of centerline, 502' MSL.

Aircraft on taxiway, pole, and trees beginning 32' from DER, 68' right of centerline, up to 44' AGL/544' MSL.

Aircraft on taxiway, pole, and building beginning 223' from DER, 13' left of centerline, up to 44' AGL/544' MSL.

CON'T



26246





26246

**REDDING, CA (CON'T)****REDDING RGNL (RDD) (CON'T)**

Rwy 31 (CON'T), tree 1410' from DER, 211' left of centerline, 44' AGL/545' MSL.
 Tree 1556' from DER, 417' right of centerline, 57' AGL/558' MSL.
 Building and trees beginning 1584' from DER, 267' right of centerline, up to 60' AGL/563' MSL.
 Tree 1588' from DER, 55' left of centerline, 50' AGL/553' MSL.
 Trees beginning 1672' from DER, 431' right of centerline, up to 69' AGL/572' MSL.
 Trees beginning 1793' from DER, 4' right of centerline, up to 74' AGL/576' MSL.
 Trees beginning 1794' from DER, 78' left of centerline, up to 60' AGL/561' MSL.
 Trees beginning 1882' from DER, 95' right of centerline, up to 74' AGL/577' MSL.
 Trees beginning 2093' from DER, 227' right of centerline, up to 82' AGL/583' MSL.
 Trees, building beginning 2340' from DER, 399' right of centerline, up to 99' AGL/600' MSL.
 Tree 2788' from DER, 984' left of centerline, 113' AGL/613' MSL.
 Tree 3256' from DER, 912' right of centerline, 94' AGL/601' MSL.
Rwy 35, electrical system 37' from DER, 130' right of centerline, 2' AGL/506' MSL.
 Sign 38' from DER, 125' right of centerline, 4' AGL/508' MSL.
 Sign 39' from DER, 123' left of centerline, 4' AGL/508' MSL.
 Signs beginning 98' from DER, 252' left of centerline, up to 5' AGL/510' MSL.
 Tree 2322' from DER, 1015' left of centerline, 67' AGL/576' MSL.
 Tree 2386' from DER, 934' left of centerline, 74' AGL/583' MSL.
 Tree 2455' from DER, 1120' left of centerline, 83' AGL/593' MSL.
 Trees beginning 2662' from DER, 767' left of centerline, up to 83' AGL/594' MSL.
 Trees beginning 2817' from DER, 479' left of centerline, up to 86' AGL/596' MSL.
 Trees beginning 2906' from DER, 828' left of centerline, up to 87' AGL/598' MSL.
 Trees beginning 2967' from DER, 794' left of centerline, up to 89' AGL/600' MSL.
 Trees beginning 3137' from DER, 867' left of centerline, up to 96' AGL/608' MSL.
 Trees beginning 3188' from DER, 792' left of centerline, up to 103' AGL/615' MSL.
 Tower 3312' from DER, 1032' left of centerline, 108' AGL/622' MSL.
 Antenna 3312' from DER, 1031' left of centerline, 105' AGL/619' MSL.

REEDLEY, CA**REEDLEY MUNI (O32)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 03JAN19 (19003) (FAA)

DEPARTURE PROCEDURE:**Rwy 16**, climb on a heading between 132° CW to 323° from DER.**Rwy 34**, climb on a heading between 156° CW to 320° from DER.**TAKEOFF OBSTACLE NOTES:****Rwy 16**, vehicles on road, terrain, building and vegetation beginning 26' from DER, 309' left of centerline, up to 15' AGL/402' MSL.

Tree 1551' from DER, 778' right of centerline, 431' MSL.

Tree 1648' from DER, 893' left of centerline, 461' MSL.

Tree 1737' from DER, 210' right of centerline, 434' MSL.

Tree 2010' from DER, 189' left of centerline, 453' MSL.

Trees beginning 2033' from DER, 615' left of centerline, up to 482' MSL.

Tree 2894' from DER, 630' left of centerline, 483' MSL.

Rwy 34, tree 116' from DER, 376' right of centerline, 403' MSL.

Tree 166' from DER, 499' right of centerline, 406' MSL.

Vehicles on road and tree beginning 289' from DER, 329' right of centerline, up to 407' MSL.

RIO VISTA, CA**RIO VISTA MUNI (O88)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 05DEC19 (19339) (FAA)

DEPARTURE PROCEDURE:**Rwy 7**, climbing left turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.**Rwy 15**, climb to 800 then climbing left turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.**Rwy 25**, climbing right turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.**Rwy 33**, climbing right turn direct SAC VORTAC. Continue climb in SAC VORTAC holding pattern (hold, south, right turn, 016° inbound) to cross SAC VORTAC at or above MEA for route of flight.**TAKEOFF OBSTACLE NOTES:****Rwy 7**, lighting 10' from DER, 107' right of centerline, 2' AGL/24' MSL.

Terrain 111' from DER, 491' left of centerline, 27' MSL.

Rwy 15, pole 9' from DER, 19' left of centerline, 2' AGL/22' MSL.

Terrain 42' from DER, 270' right of centerline, 23' MSL.

Pole, vehicles on road, building beginning 112' from DER, 438' right of centerline, up to 33' AGL/55' MSL.

Poles, vehicles on road beginning 292' from DER, 25' left of centerline, up to 52' MSL.

Wind indicator, tree, vehicles on road, buildings, pole beginning 345' from DER, 1' right of centerline, up to 35' AGL/58' MSL.

Pole 1462' from DER, 99' left of centerline, 33' AGL/60' MSL.

CON'T

26246



SW-2



26246



RIO VISTA, CA (CON'T)

RIO VISTA MUNI (O88) (CON'T)

Rwy 25, terrain, lighting beginning 0' from DER, 79' left of centerline, up to 26' MSL.

Poles, vehicles on road, trees beginning 287' from DER, 186' left of centerline, up to 54' MSL.

Tree 940' from DER, 201' left of centerline, 26' AGL/55' MSL.

Trees beginning 957' from DER, 3' left of centerline, up to 27' AGL/56' MSL.

Pole 1015' from DER, 308' right of centerline, 47' MSL.

Rwy 33, lighting 10' from DER, 100' right of centerline, 3' AGL/24' MSL.

Trees beginning 124' from DER, 252' right of centerline, up to 24' AGL/30' MSL.

Pole 1601' from DER, 846' left of centerline, 43' AGL/66' MSL.

Pole 1639' from DER, 891' left of centerline, 44' AGL/68' MSL.

Trees, building beginning 1912' from DER, 792' left of centerline, up to 66' AGL/92' MSL.

SACRAMENTO, CA

SACRAMENTO EXEC (SAC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, multiple trees 1128' from DER, 108' left of centerline, up to 76' AGL/96' MSL.

Antenna 1376' from DER, 663' left of centerline, 51' AGL/71' MSL.

Trees 1858' from DER, 137' right of centerline, 73' AGL/93' MSL.

Rwy 12, multiple trees 518' from DER, 26' left of centerline, up to 83' AGL/98' MSL.

Light pole 507' from DER, 336' left of centerline, 37' AGL/52' MSL.

Transmission pole 3971' from DER, 647' left of centerline, 130' AGL/154' MSL.

Multiple trees 475' from DER, 476' right of centerline up to 97' AGL/112' MSL.

Light poles 711' from DER, 241' right of centerline, 36' AGL/51' MSL.

Rwy 20, multiple trees beginning 850' from DER, 626' left of centerline, up to 92' AGL/107' MSL.

Multiple trees beginning 714' from DER, 515' right of centerline, up to 66' AGL/81' MSL.

Rwy 30, obstruction light on hangers 460' from DER, 360' right of centerline, 25' AGL/43' MSL.

Multiple trees beginning 631' from DER, 195' right of centerline, up to 56' AGL/74' MSL.

Multiple trees beginning 1331' from DER, 247' left of centerline, up to 90/110' MSL.

Antenna on building 1543' from DER, 442' left of centerline, 47' AGL/67' MSL.

SACRAMENTO INTL (SMF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21MAY20 (20142) (FAA)

DEPARTURE PROCEDURE:

Rwy 17L, climb heading 168° to 700 before turning east.

TAKEOFF OBSTACLE NOTES:

Rwy 17L, vehicles on road, 225' from DER, crossing runway centerline, 10' AGL/31' MSL.

Rwy 35L, tree 3656' from DER, 1296' left of centerline, 98' AGL/123' MSL.

Rwy 35R, pole 1786' from DER, 945' right of centerline, 46' AGL/73' MSL.

SACRAMENTO MATHER (MHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06JAN94 (94006) (FAA)

DEPARTURE PROCEDURE:

Rwys 4L,4R, climbing right turn direct SAC VORTAC.

Rwys 22L,22R climb direct SAC VORTAC.

SALINAS, CA

SALINAS MUNI (SNS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 19MAY22 (22139) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climbing right turn to intercept SNS VORTAC R-124 to 5500 before proceeding on course.

Rwy 13, climbing left turn to intercept SNS VORTAC R-124 to 5500 before proceeding on course.

Rwy 26, climbing right turn to intercept SNS VORTAC R-264 to 5000 before proceeding on course.

Rwy 31, climbing left turn to intercept SNS VORTAC R-264 to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, fence 195' from DER, 409' left of centerline, 5' AGL/92' MSL.

Transmission line 1801' from DER, 761' left of centerline, 90' AGL/171' MSL.

Rwy 26, pole, vehicle on road, tree beginning 110' from DER, 266' left of centerline, up to 34' AGL/98' MSL.

Pole, vehicle on road beginning 137' from DER, 281' right of centerline, up to 33' AGL/100' MSL.

Poles beginning 910' from DER, 233' right of centerline, up to 35' AGL/102' MSL.

Tree 1646' from DER, 351' left of centerline, 119' MSL.

Tree 1909' from DER, 73' right of centerline, 121' MSL.

Building 1943' from DER, 435' left of centerline, 60' AGL/128' MSL.

Tower 2769' from DER, 32' right of centerline, 81' AGL/145' MSL.

Transmission line 2974' from DER, 739' right of centerline, 93' AGL/150' MSL.

Tower 3991' from DER, 424' left of centerline, 116' AGL/179' MSL.

CON'T



26246





26246



SALINAS, CA (CON'T)

SALINAS MUNI (SNS) (CON'T)

Rwy 31, trees, building beginning 171' from DER, 390' right of centerline, up to 133' MSL.

Vehicle on road 206' from DER, 201' left of centerline, 97' MSL.

Tree 282' from DER, 436' left of centerline, 120' MSL.

Trees, pole, transmission line beginning 1043' from DER, 5' left of centerline, up to 172' MSL.

Fence, transmission line, poles beginning 1141' from DER, 202' right of centerline, up to 60' AGL/145' MSL.

SAN ANDREAS, CA

CALAVERAS COUNTY/MAURY RASMUSSEN FLD (CPU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 1800-5 or std w/min climb of 300' per NM to 3700.

DEPARTURE PROCEDURE:

Rwy 13, climb runway heading to 3100, then climbing right turn via LIN R-085 to LIN VOR/DME.

Rwy 31, climb via heading 311° to 3000, then climbing left turn via Linden (LIN) VOR/DME R-029 to LIN VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 13, windsock 4' from DER, 129' right of centerline, 14' AGL/1341' MSL.

Lights 4' from DER, 68' right of centerline, up to 2' AGL/1330' MSL.

Bush 24' from DER, 140' right of centerline, 3' AGL/1331' MSL.

Tree 43' from DER, 287' right of centerline, up to 8' AGL/ 1336' MSL.

Bush 26' from DER, 96' left of centerline, up to 1' AGL/1329' MSL.

Rwy 31, tree 19' from DER, 242' left of centerline, up to 30' AGL/1335' MSL.

Trees 220' from DER, 375' right of centerline, up to 40' AGL/1345' MSL.

Pole 667' from DER, 653' left of centerline, 23' AGL/1326' MSL.

Trees 1010' from DER, 651' right of centerline, up to 46' AGL/1351' MSL.

SAN CARLOS, CA

SAN CARLOS (SQL)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20FEB25 (25051) (FAA)

Rwy 12, heading as assigned by ATC; requires min climb of 470'/NM to 3400.

Rwy 30, heading as assigned by ATC; requires min climb of 288'/NM to 2100.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10AUG23 (23222) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 300-1% or std w/min climb of 240'/NM to 300.

Rwy 30, 300-1% or std w/min climb of 290'/NM to 400.

DEPARTURE PROCEDURE:

Rwy 12, climb on heading 123° to 500, then climbing left turn direct SJC VOR/DME before proceeding on course.

Rwy 30, climb on heading 303° to 600, then climbing right turn direct SJC VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole 9' from DER, 267' right of centerline, 25' MSL.

Tree, pole, building beginning 9' from DER, 266' right of centerline, up to 51' AGL/57' MSL.

Dam, terrain, light poles beginning 109' from DER, 58' left of centerline, up to 3' AGL/12' MSL.

Building, pole beginning 295' from DER, 266' right of centerline, up to 59' MSL.

Buildings, poles, electrical system, tree, sign beginning 472' from DER, 267' right of centerline, up to 61' MSL.

Transmission line 1669' from DER, 734' right of centerline, 92' AGL/94' MSL.

Poles, tree beginning 2409' from DER, 735' right of centerline, up to 106' MSL.

Transmission line 1.1 NM from DER, 2196' left of centerline, 200' AGL/208' MSL.

Rwy 30, pole 15' from DER, 286' right of centerline, 20' AGL/25' MSL.

Wind indicator, vehicle on road, sign beginning 18' from DER, 250' right of centerline, up to 26' MSL.

Poles, tree beginning 46' from DER, 283' left of centerline, up to 36' MSL.

Pole 79' from DER, 511' right of centerline, 36' MSL.

Electrical system, pole, vehicle on road, building, tree beginning 89' from DER, on centerline, up to 41' AGL/46' MSL.

Tree, building beginning 169' from DER, 392' left of centerline, up to 43' MSL.

Vehicle on road, pole, tree beginning 229' from DER, 10' left of centerline, up to 52' MSL.

Tree, light poles, pole beginning 852' from DER, 243' right of centerline, up to 48' MSL.

Electrical system, pole, tree, sign beginning 902' from DER, 346' left of centerline, up to 93' MSL.

Tree, pole beginning 1178' from DER, 347' right of centerline, up to 54' MSL.

Building, tree beginning 1342' from DER, 497' right of centerline, up to 76' MSL.

Poles, tower beginning 1891' from DER, 736' left of centerline, up to 112' MSL.

Tree, buildings beginning 2126' from DER, 809' right of centerline, up to 89' MSL.

Buildings, trees beginning 2454' from DER, 508' right of centerline, up to 102' MSL.

Buildings, trees beginning 2990' from DER, 514' right of centerline, up to 109' MSL.

Electrical system 3393' from DER, 737' left of centerline, 117' MSL.

Buildings beginning 3562' from DER, 363' right of centerline, up to 113' MSL.

Pole 15' from DER, 286' right of centerline, 20' AGL/25' MSL.

Wind indicator, vehicle on road, sign beginning 18' from DER, 250' right of centerline, up to 26' MSL.

Pole, tree beginning 46' from DER, 283' left of centerline, up to 36' MSL.

Pole 79' from DER, 511' right of centerline, 36' MSL.

CON'T



26246





26246



SAN CARLOS, CA (CON'T)

SAN CARLOS (SQL) (CON'T)

Rwy 30 (CON'T), electrical system, pole, vehicle on road, building, tree beginning 89' from DER, on centerline, up to 41' AGL/46' MSL.

Tree, building beginning 169' from DER, 392' left of centerline, up to 43' MSL.

Vehicle on road, pole, tree beginning 229' from DER, 10' left of centerline, up to 52' MSL.

Tree, light poles, pole beginning 852' from DER, 243' right of centerline, up to 48' MSL.

Electrical system, pole, tree, sign beginning 902' from DER, 346' left of centerline, up to 93' MSL.

Tree, pole beginning 1178' from DER, 347' right of centerline, up to 54' MSL.

Building, tree beginning 1342' from DER, 497' right of centerline, up to 76' MSL.

Poles, tower beginning 1891' from DER, 736' left of centerline, up to 112' MSL.

Tree, buildings beginning 2126' from DER, 809' right of centerline, up to 89' MSL.

Buildings, trees beginning 2454' from DER, 508' right of centerline, up to 102' MSL.

Buildings, trees beginning 2990' from DER, 514' right of centerline, up to 109' MSL.

Electrical system 3393' from DER, 737' left of centerline, 117' MSL.

Buildings beginning 3562' from DER, 363' right of centerline, up to 113' MSL.

Building, pole beginning 1 NM from DER, 1523' right of centerline, up to 178' MSL.

Building 1 NM from DER, 1557' right of centerline, 211' AGL/217' MSL.

Building 1 NM from DER, 1332' right of centerline, 228' AGL/234' MSL.

Buildings beginning 1 NM from DER, 1001' right of centerline, up to 237' AGL/242' MSL.

SAN FRANCISCO, CA

SAN FRANCISCO INTL (SFO)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20AUG15 (15232) (FAA)

Rwys 1L, 1R, headings as assigned by ATC; requires min. climb of 420' per NM to 2600.

Rwys 10L, 10R, headings as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwys 19L, 19R, std. w/min. climb of 575' per NM to 2000.

Rwys 28L, 28R, std. w/min. climb of 351' per NM to 1300.

DEPARTURE PROCEDURE:

Rwys 1L, 1R, climb heading 014° to 2000, thence ...

Rwys 10L, 10R, climbing left turn heading 053° to intercept SFO R-090 eastbound to 2300; thence ...

Rwys 19L, 19R, climbing left turn heading 053° to intercept SFO R-090 eastbound to 2600, thence ...

Rwys 28L, 28R, climb heading 284° to 2000, thence ...

... continue climb on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1 L, ships beginning 1646' from DER, right and left of centerline, up to 150' AGL/150' MSL.

Rwy 1R, ships beginning 1173' from DER, right and left of centerline, up to 150' AGL/150' MSL.

Rwy 10L, sign 62' from DER, 300' left of centerline, 4' AGL/15' MSL.

Building and rod on building beginning 257' from DER, 560' left of centerline, up to 14' AGL/24' MSL.

Rwy 19L, multiple poles beginning 548' from DER, 46' left of centerline, up to 20' AGL/480' MSL.

Multiple poles and signs beginning 652' from DER, 337' right of centerline, up to 20' AGL/38' MSL.

Multiple buildings, transmission towers, poles, trees, signs, electrical system beginning 937' from DER, 11' left of centerline, up to 100' AGL/127' MSL.

Multiple buildings, transmission towers, poles, trees, signs, electrical system beginning 887' from DER, 61' right of centerline, up to 100' AGL/128' MSL.

Multiple buildings 3831' from DER, 1138' left of centerline, up to 105' AGL/127' MSL.

Multiple buildings and trees beginning 3831' from DER, 74' right of centerline up to 100' AGL/167' MSL.

Rwy 19R, multiple poles, trees, electrical system beginning 454' from DER, 82' right of centerline, up to 40' AGL/60' MSL.

Multiple transmission towers, trees beginning 918' from DER, 7' left of centerline, up to 80' AGL/96' MSL.

Poles and electrical system 1188' from DER, 1' right of centerline, 44' AGL/50' MSL.

Multiple transmission towers, trees beginning 1617' from DER, 16' right of centerline, up to 80' AGL/85' MSL.

Rwy 28L, sign 19' from DER, 500' right of centerline, 5' AGL/9' MSL.

Obstruction lights on DME beginning 277' from DER, 162' left of centerline, up to 16' AGL/26' MSL.

Obstruction light on localizer beginning 219' from DER, on centerline, up to 10' AGL/17' MSL.

Multiple poles, electrical system beginning 824' from DER, 300' left of centerline, up to 40' AGL/56' MSL.

Multiple buildings, transmission towers, tank and pole beginning 1305' from DER, 370' left of centerline, up to 95' AGL/103' MSL.

Rwy 28R, multiple signs, beginning 23' from DER, 140' right of centerline, up to 5' AGL/10' MSL.

Terrain beginning 58' from DER, 146' right of centerline, up to 10' MSL.

Sign, 63' from DER, 250' left of centerline 5' AGL/8' MSL.

Terrain beginning 130' from DER, 235' left of centerline, up to 10' MSL.

Antenna on building, obstruction light on DME, tree, beginning 556' from DER, 268' right of centerline, up to 35' AGL/43' MSL.

Multiple poles beginning 918' from DER, 598' left of centerline, up to 22' AGL/35' MSL.

Multiple buildings, trees beginning 1467' from DER, 683' right of centerline, up to 60' AGL/68' MSL.

Multiple buildings, transmission towers, trees and electrical system beginning 1826' from DER, 123' left of centerline, up to 95' AGL/103' MSL.



26246





26246

**SAN JOSE, CA****MINETA SAN JOSE INTL (SJC)****DIVERSE VECTOR AREA (RADAR VECTORS)****AMDT 1 21JUL16 (26246) (FAA)****Rwys 12L/R**, heading as assigned by ATC; requires min. climb of 470' per NM to 5600.**Rwys 30L/R**, heading as assigned by ATC; requires min. climb of 490' per NM to 5600 and do not exceed 210 KTS until established on assigned heading.**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 6C 21JUL16 (26246) (FAA)****TAKEOFF MINIMUMS:****Rwys 12L/R**, 400-2½ or std. w/min. climb of 261' per NM to 500.**DEPARTURE PROCEDURE:****Rwys 12L/R**, climbing right turn to 2000 on heading 318° and on OAK R-135 to OAK VOR/DME before proceeding on course.**Rwys 30L/R**, climb via heading 315° to 2000, then via OAK R-132 to OAK VOR/DME before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 12L**, fence 156' from DER, 57' left of centerline, 14' AGL/73' MSL.

Ol on blast fence, 156' from DER, 57' left of centerline, 73' MSL.

Pole 191' from DER, 81' left of centerline, 34' AGL/93' MSL.

Trees beginning 286' from DER, 161' right of centerline, up to 107' MSL.

T-L twr, pole beginning 466' from DER, 228' left of centerline, up to 46' AGL/105' MSL.

Tree 1281' from DER, 529' left of centerline, 117' MSL.

T-L twr 1731' from DER, 729' left of centerline, 86' AGL/156' MSL.

Tree 1799' from DER, 273' left of centerline, 144' MSL.

Tree 1887' from DER, 68' right of centerline, 124' MSL.

T-L twr 3047' from DER, 543' left of centerline, 73' AGL/147' MSL.

Building 1.2 NM from DER, 630' left of centerline, 170' AGL/250' MSL.

Building 1.3 NM from DER, 1051' left of centerline, 265' MSL.

Building 1.3 NM from DER, 445' left of centerline, 217' AGL/301' MSL.

Building 1.3 NM from DER, 51' left of centerline, 228' AGL/309' MSL.

Buildings beginning 1.3 NM from DER, 81' left of centerline, up to 312' MSL.

Building 1.5 NM from DER, 975' left of centerline, 262' AGL/351' MSL.

Building 1.5 NM from DER, 1591' left of centerline, 268' AGL/358' MSL.

Buildings beginning 1.5 NM from DER, 82' left of centerline, up to 365' MSL.

Buildings beginning 1.6 NM from DER, 280' right of centerline, up to 346' MSL.

Buildings beginning 1.6 NM from DER, 350' right of centerline, up to 260' AGL/350' MSL.

Building 1.6 NM from DER, 1977' left of centerline, 286' AGL/368' MSL.

Buildings beginning 1.6 NM from DER, 640' left of centerline, up to 274' AGL/370' MSL.

Building 1.9 NM from DER, 313' right of centerline, 284' AGL/373' MSL.

Building 1.9 NM from DER, 282' right of centerline, 281' AGL/372' MSL.

Rwy 12R, ol on loc 10' from DER, on centerline, 68' MSL.

Ol on blast fence 45' from DER, 115' right of centerline, 75' MSL.

Fence 45' from DER, 115' right of centerline, 14' AGL/75' MSL.

Tree 269' from DER, 149' right of centerline, 100' MSL.

Trees, beginning 285' from DER, 193' left of centerline, up to 107' MSL.

Rd 338' from DER, 2' right of centerline, 82' MSL.

Tree, pole beginning 519' from DER, 279' right of centerline, up to 122' MSL.

Trees beginning 1798' from DER, 631' left of centerline, up to 144' MSL.

Poles beginning 1948' from DER, 688' right of centerline, up to 59' AGL/128' MSL.

Tree 2604' from DER, 551' right of centerline, 133' MSL.

T-L twr 3046' from DER, 1243' left of centerline, 73' AGL/147' MSL.

Tree 3079' from DER, 873' right of centerline, 142' MSL.

Building 1.3 NM from DER, 1145' left of centerline, 217' AGL/301' MSL.

Building 1.3 NM from DER, 751' left of centerline, 228' AGL/309' MSL.

Buildings beginning 1.3 NM from DER, 781' left of centerline, up to 312' MSL.

Building 1.5 NM from DER, 1676' left of centerline, 262' AGL/351' MSL.

Building 1.5 NM from DER, 2291' left of centerline, 268' AGL/358' MSL.

Buildings beginning 1.5 NM from DER, 134' left of centerline, up to 365' MSL.

Building 1.6 NM from DER, 2678' left of centerline, 286' AGL/368' MSL.

Buildings beginning 1.6 NM from DER, 1340' left of centerline, up to 274' AGL/370' MSL.

Building 1.6 NM from DER, 345' right of centerline, 320' MSL.

Building 1.9 NM from DER, 386' left of centerline, 284' AGL/373' MSL.

Building 1.9 NM from DER, 417' left of centerline, 281' AGL/372' MSL.

Rwy 30L, poles beginning 166' from DER, 494' left of centerline, up to 69' MSL.

NAVAID 174' from DER, on centerline, 7' AGL/44' MSL.

Fence 184' from DER, 369' right of centerline, 15' AGL/51' MSL.

Tree 308' from DER, 424' left of centerline, 71' MSL.

Tree, pole beginning 473' from DER, 118' right of centerline, up to 72' MSL.

Poles beginning 711' from DER, 544' right of centerline, up to 75' MSL.

NAVAID 782' from DER, 350' left of centerline, 47' AGL/83' MSL.

Pole 1227' from DER, 607' left of centerline, 48' AGL/86' MSL.

Pole 1315' from DER, 548' right of centerline, 49' AGL/80' MSL.

Pole 1329' from DER, 743' left of centerline, 57' AGL/94' MSL.

Tree 1852' from DER, 179' right of centerline, 85' MSL.

CONT

26246





26246



SAN JOSE, CA (CON'T)

MINETA SAN JOSE INTL (SJC) (CON'T)

Rwy 30L (CON'T), tree 2561' from DER, 738' right of centerline, 108' MSL.
 Trmsn twr, t-l twr, beginning 2616' from DER, 1130' left of centerline, up to 120' MSL.
 Pole 2806' from DER, 1215' left of centerline, 135' MSL.
 Pole 2897' from DER, 614' left of centerline, 113' MSL.
 Pole, t-l twr, beginning 4145' from DER, 1329' left of centerline, up to 152' MSL.
Rwy 30R, pole 100' from DER, 449' right of centerline, 40' AGL/75' MSL.
 Fence 138' from DER 243' right of centerline, 13' AGL/47' MSL.
 Fence 184' from DER, 329' left of centerline, 15' AGL/51' MSL.
 Tree 411' from DER, 37' left of centerline, 70' MSL.
 Tree 473' from DER, 319' left of centerline, 72' MSL.
 Pole 526' from DER, 580' left of centerline, 26' AGL/61' MSL.
 Pole 657' from DER, 369' right of centerline, 53' AGL/84' MSL.
 Vehicle on rd beginning 688' from DER, on centerline, up to 68' MSL.
 Poles beginning 711' from DER, 57' left of centerline, up to 25' AGL/75' MSL.
 Pole 961' from DER, 133' right of centerline, 56' AGL/88' MSL.
 Pole 1315' from DER, 150' left of centerline, 49' AGL/80' MSL.
 Tree 1852' from DER, 519' left of centerline, 85' MSL.
 Tree 2561' from DER, 39' right of centerline, 108' MSL.
 Building 3424' from DER, 146' right of centerline, 96' AGL/124' MSL.

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 12JUN25 (25163) (FAA)

Rwys 31L/R, heading as assigned by ATC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05SEP24 (24249) (FAA)

DEPARTURE PROCEDURE:

Rwys 13L/R, use HENCE DEPARTURE.

Rwys 31L/R, use DECOT DEPARTURE.

SAN MARTIN, CA

SAN MARTIN (E16)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 3600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 141° to 5000 and SNS R-355 to SNS VORTAC before proceeding on course.
 VCOA:

Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross San Martin Airport at or above 3700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, traverse way, vegetation beginning 50' from DER, 104' left of centerline, up to 291' MSL.
 Pole, traverse way, fence, trees beginning 259' from DER, 81' left of centerline, up to 30' AGL/308' MSL.
 Traverse way 344' from DER, 17' right of centerline, up to 286' MSL.
 Antenna 1568' from DER, 620' left of centerline, 55' AGL/319' MSL.
 Trees beginning 1571' from DER, 601' right of centerline, up to 71' AGL/338' MSL.
Rwy 32, traverse way 73' from DER, 429' right of centerline, 300' MSL.
 Traverse way 127' from DER, 321' right of centerline, 301' MSL.
 Tree 169' from DER, 537' right of centerline, 303' MSL.
 Pole, traverse way, trees beginning 213' from DER, 173' right of centerline, up to 37' AGL/321' MSL.
 Traverse way 387' from DER, 575' left of centerline, 300' MSL.
 Trees, pole, traverse way beginning 545' from DER, 46' left of centerline, up to 321' MSL.
 Traverse way beginning 1171' from DER, 71' right of centerline, up to 323' MSL.
 Traverse way, trees beginning 1172' from DER, 188' right of centerline, up to 327' MSL.
 Tree 1486' from DER, 668' left of centerline, 335' MSL.
 Trees beginning 1573' from DER, 297' left of centerline, up to 337' MSL.
 Tree 1670' from DER, 655' right of centerline, 330' MSL.
 Tree 1708' from DER, 87' right of centerline, 331' MSL.
 Tree 1837' from DER, 328' left of centerline, 342' MSL.
 Trees beginning 1880' from DER, 177' right of centerline, up to 340' MSL.
 Trees beginning 2045' from DER, 331' left of centerline, up to 350' MSL.
 Tree 2146' from DER, 888' right of centerline, 341' MSL.
 Trees beginning 2217' from DER, 194' right of centerline, up to 72' AGL/364' MSL.
 Trees beginning 2319' from DER, 342' left of centerline, up to 357' MSL.
 Tree 2984' from DER, 1021' left of centerline, 378' MSL.
 Tree 3137' from DER, 946' left of centerline, 381' MSL.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



26246





26246



SANTA ROSA, CA

CHARLES M SCHULZ/SONOMA COUNTY (STS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 17JUN21 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std w/min climb of 300' per NM to 2100 or 1500-3 for VCOA.

Rwy 14, std w/min climb of 285' per NM to 2500 or 1500-3 for VCOA.

Rwy 20, std w/min climb of 265' per NM to 2200 or 1500-3 for VCOA.

Rwy 32, std w/min climb of 375' per NM to 2200 or 1500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climbing left turn to 2100 on a heading between 200° CW to 305° from DER before proceeding on course.

Rwy 14, climb to 2500 on a heading between 110° CW to 315° from DER before proceeding on course.

Rwy 20, climb to 2200 on a heading between 100° CW to 250° from DER before proceeding on course.

Rwy 32, climbing left turn to 2200 on a heading between 145° CW to 315° from DER before proceeding on course.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance.

Rwys 2, 14, 20, 32 climb in visual conditions to cross Charles M Schulz/Sonoma County airport at or above 1400 before proceeding southbound on PYE R-349 to PYE VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 515' from DER, 561' right of centerline, 145' MSL.

Tree, pole beginning 629' from DER, 19' right of centerline, up to 156' MSL.

Tree 971' from DER, 369' left of centerline, 42' AGL/148' MSL.

Tree 985' from DER, 216' left of centerline, 149' MSL.

Trees beginning 1053' from DER, 215' left of centerline, up to 150' MSL.

Trees beginning 1153' from DER, 146' left of centerline, up to 156' MSL.

Trees beginning 1328' from DER, 478' right of centerline, up to 168' MSL.

Trees beginning 1604' from DER, 639' left of centerline, up to 166' MSL.

Trees beginning 1638' from DER, 786' right of centerline, up to 184' MSL.

Trees beginning 1846' from DER, 619' left of centerline, up to 65' AGL/174' MSL.

Trees beginning 2145' from DER, 344' right of centerline, up to 190' MSL.

Trees beginning 2299' from DER, 342' right of centerline, up to 191' MSL.

Tree 2679' from DER, 443' right of centerline, 196' MSL.

Rwy 14, pole 6' from DER, 40' left of centerline, 121' MSL.

Tree 409' from DER, 602' left of centerline, 138' MSL.

Tree 778' from DER, 649' left of centerline, 146' MSL.

Tree 972' from DER, 629' left of centerline, 147' MSL.

Trees beginning 1202' from DER, 599' left of centerline, up to 155' MSL.

Tree 1336' from DER, 759' left of centerline, 167' MSL.

Tree 2136' from DER, 778' right of centerline, 174' MSL.

Tree 2194' from DER, 1033' right of centerline, 180' MSL.

Tree 5322' from DER, 1543' left of centerline, 255' MSL.

Rwy 20, tree 107' from DER, 461' right of centerline, 40' AGL/162' MSL.

Trees beginning 1497' from DER, 731' right of centerline, up to 248' MSL.

Tree 1595' from DER, 482' left of centerline, 171' MSL.

Tree 1679' from DER, 404' left of centerline, 187' MSL.

Tree 1693' from DER, 934' right of centerline, 137' AGL/269' MSL.

Trees beginning 1705' from DER, 566' right of centerline, up to 144' AGL/274' MSL.

Tree 2840' from DER, 1174' left of centerline, 228' MSL.

Rwy 32, tree 88' from DER, 472' left of centerline, 147' MSL.

Trees beginning 263' from DER, 425' left of centerline, up to 153' MSL.

Tree 642' from DER, 450' right of centerline, 143' MSL.

Tree 700' from DER, 548' right of centerline, 158' MSL.

Trees beginning 797' from DER, 470' left of centerline, up to 154' MSL.

Trees beginning 902' from DER, 609' right of centerline, up to 172' MSL.

Tree 1298' from DER, 370' left of centerline, 155' MSL.

Trees beginning 1701' from DER, 140' left of centerline, up to 174' MSL.

Tree 3187' from DER, 139' left of centerline, 167' AGL/257' MSL.

SOUTH LAKE TAHOE, CA

LAKE TAHOE (TVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/min. climb of 810' per NM to 10800, or alternatively, 1600-3 w/min. climb of 765' per NM to 10800, or 5100-5 for VCOA.

Rwy 36, 300-1½ or std. w/min. climb of 755' per NM to 6500.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 177° to 7900 then climbing right turn to intercept and climb on SWR R-133 to SWR VOR/DME thence...

Rwy 36, climb heading 357° to intercept and climb on SWR R-113 to SWR VOR/DME thence...

...Proceed on course.

VCOA:

Rwy 18, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross South Lake Tahoe Airport at or above 11200' MSL then intercept and proceed on SWR R-127 to SWR VOR/DME.

CON'T



26246



SW-2



26246



SOUTH LAKE TAHOE, CA (CON'T)

LAKE TAHOE (TVL) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 10' from DER, 40' left of centerline, 2' AGL/6270' MSL.
 Vehicles on road, sign beginning 16' from DER, 247' right of centerline, up to 6282' MSL.
 Trees beginning 19' from DER, 378' left of centerline, up to 88' AGL/6354' MSL.
 Trees, vehicles on road, vegetation, terrain, pole beginning 140' from DER, 20' right of centerline, up to 88' AGL/6355' MSL.
 Pole, trees beginning 263' from DER, 4' left of centerline, up to 102' AGL/6369' MSL.
 Trees beginning 917' from DER, 1' left of centerline, up to 111' AGL/6388' MSL.
 Trees beginning 1095' from DER, 8' right of centerline, up to 107' AGL/6392' MSL.
 Trees beginning 1702' from DER, on centerline, up to 6403' MSL.
 Trees beginning 1960' from DER, 6' left of centerline, up to 98' AGL/6412' MSL.
 Trees, poles beginning 2021' from DER, 1' right of centerline, up to 6416' MSL.
 Trees beginning 2392' from DER, 8' left of centerline, up to 113' AGL/6418' MSL.
 Trees, buildings beginning 2441' from DER, 1' left of centerline, up to 6419' MSL.
 Trees, buildings, vehicles on road, poles, antenna, vegetation beginning 2712' from DER, on centerline, up to 91' AGL/6420' MSL.
 Tree 2.5 NM from DER, 1451' left of centerline, 7837' MSL.
Rwy 36, sign 9' from DER, 212' left of centerline, 4' AGL/6256' MSL.
 Vehicle on road 18' from DER, 360' left of centerline, 6266' MSL.
 Trees, vehicle on road beginning 51' from DER, 330' right of centerline, up to 47' AGL/6296' MSL.
 Tree, pole, terrain, fence beginning 142' from DER, 236' right of centerline, up to 50' AGL/6302' MSL.
 Trees beginning 175' from DER, 210' right of centerline, up to 44' AGL/6312' MSL.
 Trees beginning 225' from DER, 173' right of centerline, up to 47' AGL/6319' MSL.
 Trees beginning 459' from DER, 181' right of centerline, up to 58' AGL/6328' MSL.
 Trees, vehicles on road beginning 593' from DER, 52' right of centerline, up to 59' AGL/6330' MSL.
 Trees, vehicles on road beginning 768' from DER, 84' right of centerline, up to 71' AGL/6340' MSL.
 Trees, vehicles on road beginning 953' from DER, 143' right of centerline, up to 67' AGL/6348' MSL.
 Trees, vehicles on road beginning 1116' from DER, 104' right of centerline, up to 54' AGL/6355' MSL.
 Tree 1324' from DER, 564' right of centerline, 62' AGL/6370' MSL.
 Tree 1331' from DER, 761' right of centerline, 61' AGL/6379' MSL.
 Trees, vehicles on road beginning 1382' from DER, 142' right of centerline, up to 6382' MSL.
 Trees beginning 1497' from DER, 161' right of centerline, up to 69' AGL/6391' MSL.
 Trees, vehicles on road, terrain beginning 1520' from DER, 41' left of centerline, up to 6402' MSL.
 Trees, vehicles on road, fence, NAVAID, poles, tower beginning 1838' from DER, 5' left of centerline, up to 74' AGL/6427' MSL.
 Trees beginning 5300' from DER, 377' right of centerline, up to 133' AGL/6430' MSL.
 Trees beginning 1 NM from DER, 703' right of centerline, up to 6436' MSL.
 Trees beginning 1 NM from DER, 1100' right of centerline, up to 134' AGL/6420' MSL.

STOCKTON, CA

STOCKTON METRO (SCK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 29R, 200-1¼ or std. w/min. climb of 215' per NM to 300 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 11L, building 231' from DER, 401' left of centerline, 8' AGL/39' MSL.
 Traverse way 413' from DER, 456' left of centerline, 49' MSL.
Rwy 11R, traverse way 61' from DER, 486' right of centerline, 43' MSL.
 Lighting 122' from DER, 415' left of centerline, 2' AGL/29' MSL.
Rwy 29L, traverse way, aircraft parking, electrical system beginning 132' from DER, 235' left of centerline, up to 45' MSL.
 Buildings beginning 424' from DER, 369' left of centerline, up to 61' MSL.
 Building 2946' from DER, 1215' left of centerline, 102' MSL.
 Building 2963' from DER, 1203' left of centerline, 97' AGL/117' MSL.
 Stack, building beginning 5568' from DER, 1600' right of centerline, up to 150' AGL/171' MSL.
Rwy 29R, fence, trees beginning 181' from DER, 5' right of centerline, up to 18' AGL/41' MSL.
 Fence, trees, traverse way, pole beginning 208' from DER, 1' left of centerline, up to 17' AGL/41' MSL.
 Poles, traverse way beginning 255' from DER, 35' right of centerline, up to 32' AGL/55' MSL.
 Poles beginning 528' from DER, 305' left of centerline, up to 31' AGL/54' MSL.
 Pole 653' from DER, 515' left of centerline, 32' AGL/55' MSL.
 Pole 834' from DER, 693' left of centerline, 38' AGL/60' MSL.
 Pole 1587' from DER, 857' left of centerline, 48' AGL/69' MSL.
 Elevator 4480' from DER, 868' right of centerline, 122' AGL/141' MSL.
 Stack, buildings beginning 4599' from DER, 827' right of centerline, up to 150' AGL/171' MSL.
 Elevator, building beginning 1 NM from DER 1878' left of centerline, up to 174' AGL/191' MSL.



26246



SW-2



26246



SUSANVILLE, CA

SUSANVILLE MUNI (SVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09JUL26 (26190) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 29, NA - Obstacles.

DEPARTURE PROCEDURE:

Rwy 11, use AMEDEE DEPARTURE.

TRACY, CA

TRACY MUNI (TCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 700-3 or std. w/ a min. climb of 320' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 8, climb to 3000 via heading 073° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.

Rwy 12, climbing left turn to 3000 to intercept MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.

Rwy 26, climbing right turn to 3000 via heading 150° and MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.

Rwy 30, climbing right turn to 3000 via heading 150° to intercept MOD VOR/DME R-264 to MOD VOR/DME before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 472' from DER, 198' left of centerline, 50' AGL/194' MSL.

Fence 167' from DER, 8' right of centerline, 25' AGL/176' MSL.

Vehicle on road 241' from DER, 412' left of centerline, 15' AGL/189' MSL.

Vehicles on roads starting 241' from DER, 7' right of centerline, up to 15' AGL/189' MSL.

Poles starting 403' from DER, 204' left of centerline, up to 54' AGL/208' MSL.

Poles starting 727' from DER, 49' right of centerline, up to 54' AGL/212' MSL.

Rwy 12, trees starting 436' from DER, 251' right of centerline, up to 72' AGL/253' MSL.

Conveyor 1995' from DER, 504' left of centerline, 66' AGL/ 270' MSL.

Poles starting 832' from DER, 396' right of centerline, up to 56' AGL/240' MSL.

Obstruction light on hopper 1934' from DER, 274' right of centerline, 74' AGL/255' MSL.

Vehicles on road starting 133' from DER, 272' left of centerline, up to 15' AGL/206' MSL.

Fence 32' from DER 405' left of centerline, 25' AGL/194' MSL.

Rwy 26, tree 1173' from DER, 180' right of centerline, 35' AGL/234' MSL.

Trees starting 1067' from DER, 125' left of centerline, up to 35' AGL/794' MSL.

Vehicle on road 236' from DER, 150' left of centerline, 15' AGL/214' MSL.

Fence 69' from DER, 133' left of centerline, 23' AGL/203' MSL.

Rising terrain 11105' from DER, 2814' left of centerline, up to 739' MSL.

Rwy 30, trees starting 438' from DER, 30' right of centerline, up to 35' AGL/209' MSL.

Tree 1079' from DER, 82' left of centerline, 35' AGL/214' MSL.

Obstruction light on hopper 985' from DER, 353' right of centerline, 72' AGL/236' MSL.

Bush 195' from DER, 364' left of centerline, 25' AGL/189' MSL.

Light pole 1149' from DER, 160' left of centerline, 47' AGL/211' MSL.

Obstruction light on building 2289' from DER, 65' right of centerline, 74' AGL/238' MSL.

TRAVIS AFB (KSUU)

FAIRFIELD, CA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17APR25 (25107) (USAF)

TAKEOFF MINIMUMS:

Rwy 3R, std w/min climb of 287'/NM to 4000, or 2400-3 for VCOA.

Rwys 21L/R, 3L, std w/ min climb of 311'/NM to 4000, or 2400-3 for VCOA.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. For climb in visual conditions: cross

Travis AFB airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3L, taxiing acft, beginning 620' from DER, 500' left of centerline, 65' AGL/131' MSL.

Taxiing acft, beginning 620' from DER, 500' right of centerline, 65' AGL/125' MSL.

Holding acft, 1900' from DER, 385' left of centerline, 65' AGL/128' MSL.

Holding acft, 1900' from DER, 385' right of centerline, 65' AGL/125' MSL.

Rwy 21L, bldg 310' from DER, 580' left of centerline, 15' AGL/65' MSL.

Poles beginning 340' from DER, 550' left of centerline, 50' AGL/81' MSL.



26246





26246

**TRUCKEE, CA****TRUCKEE-TAHOE (TRK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 6 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:**Rwys 11, 20**, NA-Obstacles.**DEPARTURE PROCEDURE:****Rwys 2, 29**, use TRUCK DEPARTURE.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, trees, electrical system beginning 32' from DER, 189' left of centerline, up to 5934' MSL.

Trees beginning 448' from DER, 431' right of centerline, up to 5968' MSL.

Trees beginning 1 NM from DER, 1765' right of centerline, up to 6078' MSL.

Tree 1 NM from DER, 1920' right of centerline, 6125' MSL.

Trees beginning 1 NM from DER, 1540' right of centerline, up to 6130' MSL.

Tree 1.1 NM from DER, 2002' right of centerline, 6145' MSL.

Tree 1.1 NM from DER, 1766' right of centerline, 6153' MSL.

Trees beginning 1.1 NM from DER, 1340' right of centerline, up to 6154' MSL.

Trees beginning 1.1 NM from DER, 1302' right of centerline, up to 6182' MSL.

Trees beginning 1.1 NM from DER, 1115' right of centerline, up to 6242' MSL.

Trees beginning 1.1 NM from DER, 1067' right of centerline, up to 6248' MSL.

Trees beginning 1.2 NM from DER, 1147' right of centerline, up to 6253' MSL.

Trees beginning 1.2 NM from DER, 1351' right of centerline, up to 6266' MSL.

Trees beginning 1.2 NM from DER, 929' right of centerline, up to 6272' MSL.

Trees beginning 1.2 NM from DER, 818' right of centerline, up to 6280' MSL.

Trees beginning 1.3 NM from DER, 1744' right of centerline, up to 6281' MSL.

Trees beginning 1.3 NM from DER, 639' right of centerline, up to 6288' MSL.

Trees beginning 1.3 NM from DER, 433' right of centerline, up to 6305' MSL.

Trees, building beginning 1.4 NM from DER, 40' right of centerline, up to 6315' MSL.

Tree 1.5 NM from DER, 7' left of centerline, 6137' MSL.

Rwy 29, sign 23' from DER, 157' left of centerline, 3' AGL/5902' MSL.

Trees beginning 73' from DER, 400' right of centerline, up to 5968' MSL.

Pole 144' from DER, 217' left of centerline, 6' AGL/5905' MSL.

Trees beginning 206' from DER, 55' right of centerline, up to 5971' MSL.

Tree 213' from DER, 546' left of centerline, 5923' MSL.

Trees beginning 637' from DER, 81' left of centerline, up to 6005' MSL.

Tree 5956' from DER, 542' right of centerline, 6058' MSL.

Trees beginning 1.6 NM from DER, 1356' left of centerline, up to 6153' MSL.

Trees beginning 1.6 NM from DER, 1384' left of centerline, up to 6197' MSL.

Trees, water tower beginning 1.6 NM from DER, 1738' left of centerline, up to 6206' MSL.

Trees, pole beginning 1.6 NM from DER, 249' left of centerline, up to 6268' MSL.

Tree 1.8 NM from DER, 3070' right of centerline, 6192' MSL.

Tree 1.8 NM from DER, 2728' right of centerline, 6197' MSL.

Tree 1.8 NM from DER, 1614' right of centerline, 6204' MSL.

Trees beginning 1.8 NM from DER, 1108' right of centerline, up to 6211' MSL.

Tree 1.8 NM from DER, 2581' right of centerline, 6259' MSL.

Trees beginning 1.8 NM from DER, 2144' right of centerline, up to 6265' MSL.

Trees beginning 1.9 NM from DER, 183' right of centerline, up to 6266' MSL.

Tree 1.9 NM from DER, 3540' right of centerline, 6308' MSL.

Tree 1.9 NM from DER, 3135' right of centerline, 6351' MSL.

Trees beginning 1.9 NM from DER, 307' right of centerline, up to 6379' MSL.

Tree 2 NM from DER, 3583' right of centerline, 6391' MSL.

Trees beginning 2 NM from DER, 1301' right of centerline, up to 6458' MSL.

Trees beginning 2 NM from DER, 535' right of centerline, up to 6468' MSL.

Tree 2 NM from DER, 639' left of centerline, 6270' MSL.

Tree 2.1 NM from DER, 2242' left of centerline, 6315' MSL.

Trees beginning 2.1 NM from DER, 50' left of centerline, up to 6332' MSL.

Tree 2.1 NM from DER, 2881' right of centerline, 6502' MSL.

Trees beginning 2.1 NM from DER, 214' right of centerline, up to 6505' MSL.

Tree 2.1 NM from DER, 2769' left of centerline, 6439' MSL.

Trees beginning 2.1 NM from DER, 259' left of centerline, up to 6440' MSL.

Tree 2.1 NM from DER, 3037' right of centerline, 6547' MSL.

Trees beginning 2.1 NM from DER, 636' right of centerline, up to 6573' MSL.

Trees beginning 2.2 NM from DER, 1171' right of centerline, up to 6583' MSL.

Trees beginning 2.2 NM from DER, 733' left of centerline, up to 6460' MSL.

Trees, building beginning 2.2 NM from DER, 20' left of centerline, up to 6549' MSL.

Trees beginning 2.2 NM from DER, 525' right of centerline, up to 6612' MSL.

Trees beginning 2.3 NM from DER, 1111' right of centerline, up to 6657' MSL.

Tree beginning 2.3 NM from DER, 2179' right of centerline, up to 6682' MSL.

Trees beginning 2.3 NM from DER, 412' right of centerline, up to 6731' MSL.

Trees beginning 2.4 NM from DER, 371' right of centerline, up to 6776' MSL.

Tower 2.5 NM from DER, 2714' right of centerline, 93' AGL/6817' MSL.

Antenna, trees beginning 2.5 NM from DER, 73' right of centerline, up to 88' AGL/6822' MSL.

SW-2, 03 SEP 2026 to 29 OCT 2026



26246





26246



TULARE, CA

MEFFORD FLD (TLR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAR22 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climb on heading 135° and TTE R-294 to TULE (TTE) VOR/DME, thence...

Rwy 31, climb on heading 315° to 1500, then climbing left turn to intercept TTE R-294 to TULE (TTE) VOR/DME, thence...
...cross TTE VOR/DME at or above 3000 and climb on course

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 71' from DER, 13' right of centerline, up to 60' AGL/349' MSL.

Fence 370' from DER crossing extended runway centerline, 6' AGL/280' MSL.

Hangers 200' from DER, 525' right of centerline up to 28' AGL/287 MSL.

Trees beginning 85' from DER, 27' left of centerline, up to 60' AGL/349' MSL.

Rwy 31, vehicle on road 83' from DER, 340' right of centerline, 279' MSL.

Vehicle on road beginning 210' from DER, 376' right of centerline, up to 280' MSL.

Vehicle on road 343' from DER, 415' left of centerline, 280' MSL.

Vehicle on road 492' from DER, 395' left of centerline, 281' MSL.

Vehicle on road 544' from DER, 416' right of centerline, 281' MSL.

Vehicle on road 684' from DER, 458' left of centerline, 283' MSL.

Sign 793' from DER, 424' left of centerline, 13' AGL/286' MSL.

Pole 1141' from DER, 547' left of centerline, 26' AGL/298' MSL.

Sign 1422' from DER, 542' right of centerline, 37' AGL/311' MSL.

Tower 3586' from DER, 580' left of centerline, 110' AGL/383' MSL.

TURLOCK, CA

TURLOCK MUNI (O15)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, 300-2 or std w/min climb of 210'/NM to 500.

DEPARTURE PROCEDURE:

Rwy 12, climb on heading 120° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, vehicle on road, fence beginning 16' from DER, 216' right of centerline, up to 15' AGL/175' MSL.

Fence beginning 26' from DER, 162' left of centerline, up to 167' MSL.

Rwy 30, terrain beginning 7' from DER, 185' right of centerline, up to 164' MSL.

Electrical system, building beginning 435' from DER, 526' left of centerline, up to 196' MSL.

Electrical system, vehicle on road beginning 575' from DER, 221' left of centerline, up to 198' MSL.

Electrical systems, buildings, trees, tank beginning 735' from DER, 79' left of centerline, up to 34' AGL/199' MSL.

UKIAH, CA

UKIAH MUNI (UKI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, std. w/min. climb of 687' per NM to 3900 or 4000-3 for climb in visual conditions.

Rwy 33, std. w/min. climb of 350' per NM to 5000 or 4000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 15, climb on heading 155° to 3800 before proceeding on course.

Rwy 33, climb on heading 335° to 4000, then climbing left turn direct ENI VORTAC, continue climb in ENI holding pattern (hold S, right turns, 022° inbound) to cross ENI VORTAC at or above MEA for route of flight.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ukiah Muni airport at or above 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, general utility 13' from DER, 118' right of centerline, 6' AGL/610' MSL.

General utility 13' from DER, 115' left of centerline, 4' AGL/606' MSL.

Building, road beginning 34' from DER, 245' right of centerline, up to 16' AGL/625' MSL.

Tree, road beginning 112' from DER, 124' left of centerline, up to 629' MSL.

Building, sign, road beginning 116' from DER, 246' right of centerline, up to 628' MSL.

Pole 275' from DER, 357' right of centerline, 28' AGL/634' MSL.

Pole, road, building beginning 294' from DER, 4' right of centerline, up to 30' AGL/636' MSL.

Tree, pole beginning 527' from DER, 283' left of centerline, up to 647' MSL.

Pole, tree, building beginning 530' from DER, 150' right of centerline, up to 40' AGL/645' MSL.

Tree, building, pole beginning 555' from DER, 28' right of centerline, up to 696' MSL.

Trees beginning 1026' from DER, 338' left of centerline, up to 670' MSL.

Trees beginning 2193' from DER, 33' left of centerline, up to 674' MSL.

Trees beginning 2543' from DER, 418' right of centerline, up to 712' MSL.

Tree 2755' from DER, 31' left of centerline, 698' MSL.

Rwy 33, general utility 1' from DER, 137' left of centerline, 3' AGL/621' MSL.

Pole, road, tree beginning 27' from DER, 157' right of centerline, up to 27' AGL/635' MSL.

Terrain 130' from DER, 471' left of centerline, 623' MSL.

Pole, road beginning 269' from DER, 154' right of centerline, up to 36' AGL/645' MSL.

CON'T



26246





26246



UKIAH, CA (CON'T)

UKIAH MUNI (UKI) (CON'T)

Rwy 33 (CON'T), tree 461' from DER, 555' left of centerline, 654' MSL.
 Pole, road, tree beginning 543' from DER, 12' left of centerline, up to 53' AGL/679' MSL.
 Pole beginning 572' from DER, 505' right of centerline, up to 41' AGL/647' MSL.
 Transmission line, sign, tree beginning 894' from DER, 288' left of centerline, up to 65' AGL/691' MSL.
 Transmission line, building, tree beginning 931' from DER, 411' right of centerline, up to 61' AGL/667' MSL.
 Tree, pole, sign beginning 961' from DER, 9' left of centerline, up to 693' MSL.
 Tree, transmission line, pole beginning 1357' from DER, 161' right of centerline, up to 668' MSL.
 Trees beginning 1670' from DER, 407' right of centerline, up to 679' MSL.
 Trees beginning 2593' from DER, 906' left of centerline, up to 708' MSL.
 Trees beginning 2788' from DER, 878' left of centerline, up to 709' MSL.
 Tree 5383' from DER, 1848' left of centerline, 752' MSL.
 Tree 5948' from DER, 1814' left of centerline, 767' MSL.

VACAVILLE, CA

NUT TREE (VCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, std. w/ min. climb of 410' per NM to 1600, or 1200-2½ for VCOA .

DEPARTURE PROCEDURE:

Rwy 2, climbing right turn to intercept SAC R-242 to SAC VORTAC to 2000 before proceeding on course.

Rwy 20, climbing left turn to intercept SAC R-242 to SAC VORTAC to 2000 before proceeding on course.

VCOA:

Rwy 20, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nut Tree airport eastbound at or above 1300 then climb to 2000 on SAC R-242 TO SAC VORTAC, proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, parking lot, pole beginning 51' from DER, 290' right of centerline, up to 15' AGL/119' MSL.
 Fence beginning 99' from DER, 210' left of centerline, up to 118' MSL.
 Pole, parking lot, tree beginning 137' from DER, 417' left of centerline, up to 148' MSL.
 Tree 948' from DER, 732' right of centerline, 141' MSL.
 Pole 1099' from DER, 612' left of centerline, 149' MSL.
Rwy 20, terrain beginning 8' from DER, 253' right of centerline, up to 117' MSL.
 Tree 61' from DER, 411' left of centerline, 51' AGL/163' MSL.
 Terrain 140' from DER, 432' right of centerline, 124' MSL.
 Tree 144' from DER, 538' left of centerline, 85' AGL/197' MSL.
 Pole, terrain, fence beginning 206' from DER, 167' right of centerline, up to 12' AGL/130' MSL.
 Tree 259' from DER, 506' left of centerline, 211' MSL.
 Pole, ant, tree beginning 362' from DER, 497' left of centerline, up to 125' AGL/239' MSL.
 Tree 544' from DER, 454' right of centerline, 135' MSL.
 Tree, road (north) beginning 710' from DER, 393' right of centerline, up to 164' MSL.
 Tree, pole, ant, terrain, chimney/smokestack, sign beginning 825' from DER, 22' left of centerline, up to 264' MSL.
 Tree, pole beginning 1576' from DER, 344' right of centerline, up to 190' MSL.
 T-1 tower, pole beginning 1860' from DER, 82' right of centerline, up to 55' AGL/191' MSL.
 Terrain 2985' from DER, 1295' right of centerline, 195' MSL.
 Terrain 3087' from DER, 1146' right of centerline, 198' MSL.
 Terrain 3090' from DER, 1303' right of centerline, 210' MSL.
 Terrain beginning 3155' from DER, 1128' right of centerline, up to 217' MSL.
 Tree, terrain beginning 3252' from DER, 535' right of centerline, up to 241' MSL.
 Terrain beginning 3635' from DER, 54' right of centerline, up to 248' MSL.
 Terrain 4058' from DER, 110' right of centerline, 254' MSL.
 Terrain, tree beginning 4104' from DER, 18' right of centerline, up to 263' MSL.
 Tree 5765' from DER, 1605' right of centerline, 264' MSL.

VISALIA, CA

VISALIA MUNI (VIS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 24MAR22 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb on heading 121° to 1500, then climbing right turn direct TTE VOR/DME thence...

Rwy 30, climb on heading 301° to 1600, then climbing left turn to intercept the TTE R-300 to TULE (TTE) VOR/DME thence...

...cross TTE VOR/DME at or above MEA for the route of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, vehicle on road 175' from DER, 252' right of centerline, 307' MSL.
 Vehicle on road 178' from DER, 248' left of centerline, 308' MSL.
 Tree 758' from DER, 616' right of centerline, 62' AGL/356' MSL.
 Tree 1302' from DER, 817' left of centerline, 61' AGL/356' MSL.
 Tree 3155' from DER, 737' left of centerline, 85' AGL/380' MSL.
Rwy 30, sign 17' from DER, 249' left of centerline, 3' AGL/292' MSL.
 Fence beginning 59' from DER, 416' left of centerline, up to 7' AGL/296' MSL.
 Trees, vehicle on road beginning 186' from DER, 269' left of centerline, up to 40' AGL/330' MSL.

CON'T



26246





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VISALIA, CA (CON'T)

VISALIA MUNI (VIS) (CON'T)

Rwy 30 (CON'T), building 291' from DER, 249' right of centerline, 15' AGL/305' MSL.
 Trees, vehicle on road beginning 791' from DER, 232' left of centerline, up to 332' MSL.
 Building 849' from DER, 663' right of centerline, 327' MSL.
 Tree 2663' from DER, 341' left of centerline, 370' MSL.
 Tree 3035' from DER, 415' left of centerline, 379' MSL.

WATSONVILLE, CA

WATSONVILLE MUNI (WVU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 27, NA - airport obstacles.

DEPARTURE PROCEDURE:

Rwys 2, 9, 20, use WATSONVILLE DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 2, lighting 8' from DER, 84' left of centerline, 1' AGL/159' MSL.
 Lighting 9' from DER, 84' right of centerline, 158' MSL.
 Pole 14' from DER, 349' left of centerline, 205' MSL.
 Pole, building, vehicles on road, tree and fence beginning 15' from DER, 322' left of centerline, up to 50' AGL/213' MSL.
 Trees beginning 278' from DER, 414' right of centerline, up to 188' MSL.
 pole, vehicles on road, stack, tree and building beginning 429' from DER, 157' left of centerline, up to 58' AGL/220' MSL.
 pole, building and tree beginning 808' from DER, 22' right of centerline, up to 40' AGL/198' MSL.
 Tree and transmission line beginning 1021' from DER, 137' right of centerline, up to 222' MSL.
 Pole 1174' from DER, 328' right of centerline, 57' AGL/224' MSL.
 Trees beginning 1275' from DER, 298' right of centerline, up to 242' MSL.
 Tree 1345' from DER, 320' left of centerline, 236' MSL.
 Tree 2249' from DER, 371' left of centerline, 264' MSL.
Rwy 9, tree and pole beginning 1' from DER, 152' left of centerline, up to 157' MSL.
 Pole 65' from DER, 301' right of centerline, 31' AGL/148' MSL.
 tree, fence, building, vehicles on road and pole beginning 74' from DER, 251' left of centerline, up to 160' MSL.
 Pole, tree, building, tank and stack beginning 210' from DER, 139' left of centerline, up to 177' MSL.
 Pole 231' from DER, 250' right of centerline, 32' AGL/153' MSL.
 Trees beginning 312' from DER, 560' right of centerline, up to 173' MSL.
 Tower, pole and tree beginning 828' from DER, 136' left of centerline, up to 52' AGL/181' MSL.
 Trees beginning 915' from DER, 146' right of centerline, up to 197' MSL.
 Tree 1815' from DER, 365' left of centerline, 215' MSL.
 Tower 4697' from DER, 1365' right of centerline, 189' AGL/292' MSL.
Rwy 20, tree 57' from DER, 500' left of centerline, 153' MSL.
 Fence 57' from DER, 268' right of centerline, 7' AGL/143' MSL.
 Pole 95' from DER, 467' left of centerline, 175' MSL.
 pole, vehicles on road and tree beginning 96' from DER, 377' left of centerline, up to 50' AGL/183' MSL.
 Transmission line 848' from DER, 505' left of centerline, 44' AGL/184' MSL.
 Tree and transmission line beginning 919' from DER, 520' left of centerline, up to 190' MSL.
 Tree 1153' from DER, 286' right of centerline, 169' MSL.
 Tree 1207' from DER, 615' left of centerline, 197' MSL.
 Tree, building and transmission line beginning 1267' from DER, 318' left of centerline, up to 203' MSL.
 Tree 1336' from DER, 7' right of centerline, 177' MSL.
 Tree 1337' from DER, 46' right of centerline, 192' MSL.
 Tree 2201' from DER, 776' right of centerline, 240' MSL.

WEED, CA

WEED (O46)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

DEPARTURE PROCEDURE:

Use FOBRO (RNAV) DEPARTURE.

WILLITS, CA

ELLS FLD/WILLITS MUNI (O28)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05AUG04 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, use MENDOCINO RNAV DEPARTURE.

Rwy 34, use FLUEN RNAV DEPARTURE.



26246



SW-2

26246

WILLOWS, CA

WILLOWS/GLENN COUNTY (WLW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22JUN17 (22027) (FAA)

DEPARTURE PROCEDURE:

- Rwy 13**, climbing right turn heading 150 to 1000 thence...
- Rwy 16**, climbing left turn heading 145 to 1000 thence...
- Rwy 31**, climbing left turn heading 140 to 1000 thence...
- Rwy 34**, climbing right turn heading 150 to 1000 thence...
- ...all aircraft continue climb direct ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Rwy 13**, vehicles beginning 325' from DER, 563' left of centerline, up to 17' AGL/146' MSL.
- Rwy 16**, poles beginning 14' from DER, 409' right of centerline, up to 35' AGL/172' MSL.
- Tree 232' from DER, 436 left of centerline, 149' MSL.
- Rwy 34**, tower 869' from DER, 434' right of centerline, 55' AGL/196 MSL.
- Pole 909' from DER, 305 right of centerline, 24' AGL/165' MSL.

WOODLAND, CA

WATTS-WOODLAND (O41)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:

- Rwy 18**, climb heading 185° and ILA R-151 to EMBER INT/ILA 48 DME before proceeding on course.
- Rwy 36**, climbing left turn via heading 320° and ILA R-145 to ILA VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Rwy 18**, tree 2478' from DER, 283' right of centerline, 100' AGL/249' MSL.
- Vehicle on road 192' from DER, on centerline, 15' AGL/144' MSL.
- Rwy 36**, tree 453' from DER, 69' left of centerline, 100' AGL/224' MSL.
- Vehicle on road 350' from DER, on centerline, 15' AGL/134' MSL.
- Tree 4489' from DER, 1688' left of centerline, 100' AGL/234' MSL.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

A IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

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

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

Alternate Minima (ref: 14 CFR 91.169)

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

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

NAME ALTERNATE MINIMUMS

ALTURAS, CA

ALTURAS MUNI (AAT).....RNAV (GPS) Rwy 31
Cat B 900-2.

ARCATA/EUREKA, CA

CALIFORNIA REDWOOD COAST-HUMBOLDT
COUNTY (ACV).....RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 32²
¹Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¾.
²Cat D 800-2¾.

ATWATER, CA

CASTLE (MER).....ILS or LOC Rwy 31
NA when local weather not available.
NA when control tower closed.

AUBURN, CA

AUBURN MUNI (AUN).....RNAV (GPS) Rwy 7
NA when local weather not available.
Cat B 900-2.

BISHOP, CA

BISHOP (BIH).....LDA Rwy 17¹
RNAV (GPS) Y Rwy 12²
RNAV (GPS) Z Rwy 12³
¹Cat A, B 2300-2, Cat C, D 2300-3.
²Cat A, B 2500-2, Cat C 2500-3.
³Cat A, B 2300-2, Cat C 2300-3.

BYRON, CA

BYRON (C83).....RNAV (GPS) Rwy 30
Cat D 800-2½.

NAME ALTERNATE MINIMUMS

CHESTER, CA

ROGERS FLD (O05).....RNAV (GPS) Rwy 34
Cat A 1000-2, Cat B 1200-2, Cat C 1200-3.

CHICO, CA

CHICO RGNL (CIC).....ILS or LOC Rwy 13L
RNAV (GPS) Rwy 13L
NA when local weather not available.

COALINGA, CA

NEW COALINGA MUNI
MUNI (C80).....RNAV (GPS) Rwy 30
NA when local weather not available.
Cat C 800-2¾, Cat D 1100-3.

CONCORD, CA

BUCHANAN FLD (CCR).....LDA Rwy 19R¹²
RNAV (GPS) Rwy 19R³
VOR Rwy 19R³
¹NA when control tower closed.
²Cat C 1000-2¾, Cat D 1300-3.
³Cat A, B 1000-2, Cat C 1000-3, Cat D 1300-3.

COLUMBIA, CA

COLUMBIA (O22).....RNAV (GPS) Rwy 35
NA when local weather not available.
Cat A, B 1100-2, Cat C 1100-3.

NAME ALTERNATE MINIMUMS

CRESCENT CITY, CA

JACK MC NAMARA
FLD (CEC).....RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 36
VOR Rwy 12
VOR/DME Rwy 12
VOR/DME Rwy 36

NA when local weather not available.

DAVIS, CA

UNIVERSITY (EDU).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

FRESNO, CA

FRESNO CHANDLER
EXEC (FCH).....RNAV (GPS) Rwy 12
NA when local weather not available.

FRESNO YOSEMITE

INTL (FAT).....ILS Y or LOC Y Rwy 29R¹
LOC Y Rwy 11L²
TACAN Rwy 11L³
TACAN Rwy 29R²

¹LOC Cat E 900-2¼.

²Cat E 900-2¼.

³Cat E 900-2.

GRASS VALLEY, CA

NEVADA COUNTY (GOO).....RNAV (GPS) Rwy 7
NA when local weather not available.
Cat D 800-2¼.

HAYWARD, CA

HAYWARD EXEC (HWD).....LOC Rwy 28L¹
RNAV (GPS) Rwy 28L

NA when local weather not available.

Cat D 900-2¼.

¹NA when control tower closed.

HOLLISTER, CA

HOLLISTER MUNI (CVH).....RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 31²

NA when local weather not available.

¹Cat A, B, C 900-2½.

²Cat C 800-2¼.

LINCOLN, CA

LINCOLN RGNL/KARL
HARDER FLD (LHM).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

LITTLE RIVER, CA

LITTLE RIVER (LLR).....RNAV (GPS) Rwy 29
Cat D 900-2¼.

NAME ALTERNATE MINIMUMS

LIVERMORE, CA

LIVERMORE MUNI (LVK).....ILS Rwy 25R¹²
LOC Rwy 25R³⁴
RNAV (GPS) Rwy 25R⁵

¹NA when local weather not available.

²NA when control tower closed.

³NA when tower closed.

⁴Cat A, B 1600-2, Cat C, D 1600-3.

⁵Cat D 1400-3.

MAMMOTH LAKES, CA

MAMMOTH
YOSEMITE (MMH).....RNAV (GPS) Rwy 27
Cat A, B 1200-4, Cat C 1500-5.

MADERA, CA

MADERA MUNI (MAE).....RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30

NA when local weather not available.

MARIPOSA, CA

MARIPOSA-YOSEMITE (MPI).....RNAV (GPS)-A
NA when local weather not available.
Cat A 1900-2, Cat B 2000-2.

MARYSVILLE, CA

YUBA COUNTY (MYV).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

MODESTO, CA

MODESTO CITY-COUNTY-HARRY SHAM
FLD (MOD).....ILS or LOC Rwy 28R¹²
RNAV (GPS) Rwy 28R³

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat D 800-2¼.

³Cat D 800-2¼.

MONTEREY, CA

MONTEREY
RGNL (MRY).....ILS or LOC Rwy 10R¹²
LOC Rwy 28L¹³

RNAV (GPS) Rwy 10R⁴

RNAV (GPS) Y Rwy 28L⁵

¹NA when control tower closed.

²LOC Cat C 1100-3, Cat D NA.

³Cat A, B 1700-2, Cat C, D 1700-3.

⁴Cat C 1100-3, Cat D 800-2½.

⁵Cat A, B 900-2, Cat C 1100-3.

NAME ALTERNATE MINIMUMS

MOUNTAIN VIEW, CA

MOFFET FEDERAL
AIRFIELD (NUQ).....ILS or LOC Rwy 32R¹²
LOC Rwy 14L¹³⁶
RNAV (GPS) Rwy 14L⁴
RNAV (GPS) Rwy 14R⁴
RNAV (GPS) Rwy 32L⁴
RNAV (GPS) Rwy 32R³⁶
TACAN Rwy 32L¹⁵
TACAN Rwy 32R¹⁵

¹NA when tower closed.

²LOC Cat D 800-2½, Cat E 1000-3.

³Cat D 800-2½.

⁴Cat D 800-2½.

⁵Cat D 800-2½, Cat E 1000-3.

⁶NA when local weather not available.

NAPA, CA

NAPA COUNTY (APC)....ILS Z or LOC Z Rwy 1L¹²
RNAV (GPS) Rwy 6³
RNAV (GPS) Rwy 19R⁴
RNAV (GPS) Y Rwy 1L⁵
RNAV (GPS) Z Rwy 1L
VOR Rwy 6⁵

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat C, D 1300-3.

³Cat A, B 1400-2, Cat C, D 1400-3.

⁴Cat C, D 1300-3.

⁵Cat A, B, C, D 1400-5.

⁶Cat A, B 1100-2, Cat C, D 1300-3.

NOVATO, CA

GNOSS FLD (DVO).....RNAV (GPS) Rwy 13
NA when local weather not available.
Cat A, B 1100-2.

OAKLAND, CA

OAKLAND SAN FRANCISCO
BAY (OAK).....ILS or LOC Rwy 12¹
ILS or LOC Rwy 28R²
ILS or LOC Rwy 30²
RNAV (GPS) Rwy 10L³
RNAV (GPS) Rwy 10R³
RNAV (GPS) Y Rwy 12³
RNAV (GPS) Y Rwy 28L³
RNAV (GPS) Y Rwy 28R³
RNAV (GPS) Y Rwy 30³
VOR Rwy 10R³

¹ILS Cat C 700-2, Cat D 1400-3; LOC Cat D 1400-3.

²LOC Cat D 1400-3.

³Cat D 1400-3.

PALO ALTO, CA

PALO ALTO (PAO).....RNAV (GPS) Rwy 31
NA when control tower closed.

NAME ALTERNATE MINIMUMS

PETALUMA, CA

PETALUMA MUNI (O69).....RNAV (GPS) Rwy 29
NA when local weather not available.
Cat B 900-2.

PLACERVILLE, CA

PLACERVILLE (PVF).....RNAV (GPS) Rwy 5
NA when local weather not available.
Cat B 900-2.

PORTERVILLE, CA

PORTERVILLE MUNI (PTV).....VOR-A
NA when local weather not available.

RED BLUFF, CA

RED BLUFF MUNI (RBL).....RNAV (GPS) Rwy 15¹
RNAV (GPS) Rwy 33
VOR Rwy 33
VOR/DME Rwy 15¹

NA when local weather not available.

¹Cat D 800-2½.

REDDING, CA

REDDING RGNL (RDD).....ILS or LOC Rwy 35¹²
LOC BC Rwy 17¹³
RNAV (GPS) Rwy 17³
RNAV (GPS) Rwy 35³
VOR Rwy 35⁴

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat D 900-2¾, Cat E 900-3.

³Cat D 900-2¾.

⁴Cat A, B 1200-2, Cat C, D 1200-3.

SACRAMENTO, CA

SACRAMENTO EXE (SAC).....ILS or LOC Rwy 2¹²
RNAV (GPS) Rwy 2³
VOR Rwy 2³

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat D 800-2½.

³Cat D 800-2½.

SACRAMENTO

INTL (SMF).....ILS or LOC Rwy 17L¹
RNAV (GPS) Y Rwy 17L²
RNAV (GPS) Y Rwy 35R²

¹LOC Cat D 900-2¾.

²Cat D 900-2¾.

SACRAMENTO

MATHER (MHR).....ILS Y or Y LOC Rwy 22L¹²
ILS Z or Z LOC Rwy 22L¹²
RNAV (GPS) Rwy 4R
RNAV (GPS) Rwy 22L³
RNAV (GPS) Rwy 22R³

NA when local weather not available.

¹NA when control tower closed.

²LOC Cat D 800-2¾, Cat E 800-2¾.

³Cat D 800-2¾.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE
VISALIA, CA			
VISALIA MUNI (VIS).....	ILS or LOC Rwy 30		
	RNAV (GPS) Rwy 12		
	RNAV (GPS) Rwy 30		
NA when local weather not available.			

WATSONVILLE, CA			
WATSONVILLE			
MUNI (WVI).....	RNAV (GPS) Rwy 2 ¹		
	VOR-A ²		
NA when local weather not available.			
¹ Cat D 1100-3.			
² Cat A, B 1200-2, Cat C, D 1200-3.			

SW-2, 03 SEP 2026 to 29 OCT 2026

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RADAR INSTRUMENT APPROACH MINIMUMS

LEMOORE NAS (REEVES FIELD) (KNLC)

Lemoore, CA Amdt 9 12JUN25 (25163) (USN) ELEV 228

RADAR - (E) 125.95 270.8x 314.0x 317.575x 322.45x 323.15x 336.4x 346.375x 348.75x 353.55x
363.7x 370.875x 377.075x 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
PAR ^{1,2}	32L ^{3,4}	3.0°/40/762	ABCDE	327-¾	100	(100-¼)
	14L	3.0°/54/1019	ABCDE	319-½	100	(100-½)
	14R ⁵	3.0°/52/998	ABCDE	328-½	100	(100-½)
	32R ⁵	3.0°/46/876	ABCDE	321-½	100	(100-½)
ASR ²	32L ^{6,7}		AB	600-½	373	(400-½)
			CDE	600-⅝	373	(400-⅝)
	14L		AB	680-1	461	(500-1)
			CDE	680-1⅓	461	(500-1⅓)
	14R ⁵		AB	760-1	532	(600-1)
			CDE	760-1½	532	(600-1½)
	32R ⁵		AB	780-1	559	(600-1)
			CDE	780-1⅝	559	(600-1⅝)
CIR ⁸	14L, 32L		AB	680-1	452	(500-1)
			C	680-1½	452	(500-1½)
			D	780-2	552	(600-2)
			E	800-2	572	(600-2)
	14R		AB	760-1	532	(600-1)
			C	760-1½	532	(600-1½)
			D	780-2	552	(600-2)
			E	800-2	572	(600-2)
	32R		AB	780-1	552	(600-1)
			C	780-1⅝	552	(600-1⅝)
			D	780-2	552	(600-2)
			E	800-2	572	(600-2)

¹No-NOTAM MP: PAR-Rwy 14R-32L 1600-2400Z++ Mon, Rwy 14L-32R 1600-2400Z++ Wed.

²Simultaneous approaches authorized.

³When ALS inop, increase vis to ½ mile.

⁴Caution: WCH 15 ft for group 4 less than required 20 ft.

⁵Pattern at 3000 ft.

⁶When ALS inop, increase vis to 1 mile.

⁷Step Down Fix at 3 NM from thld, 1100 min.

⁸Circling authorized only from ASR.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

24305

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
NAPA, CA NAPA COUNTY (APC)	24	01L-19R	3,700 feet
SANTA ROSA, CA CHARLES M SCHULZ/SONOMA COUNTY (STS)	02	14-32	4,608 feet

24305

25331

HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ATWATER, CA CASTLE (MER)	HS 1 HS 2	Twy A, Twy A1, Twy B, and Twy G complex int. Twy A and southeast ramp, traffic congestion.
BEALE AFB, CA BEALE AFB (BAB)	HS 1 HS 2 HS 3	Twy B, high-speed U-2 mobile traffic when Rwy 15 in use. Twy E, high-speed U-2 mobile traffic when Rwy 33 in use. Twy F, in the vicinity of Twy C, Twy L, and Twy K. Frequent U-2 and high speed mobile traffic, slope of the twy limits visibility in both directions.
CONCORD, CA BUCHANAN FLD (CCR)	HS 1 HS 2 HS 3 HS 4	Wrong SFC Departure Risk. Rwy 32L Run-up area and Twy J. Twy J can be mistaken for Rwy 32L. Risk of runway incursion and/or surface incident. Twy J, Twy A, Twy C, and Twy K. Expanse pavement and complex geometry due to converging Twys. Runway incursion risk. Rwy 32L apch hold area on Twy A between Twys J and B. Holding Position Marking in an unexpected location. Rwy incursion risk. Twys J, B and Rwy 32R run-up area. Potential for expectation bias of run-up area location, and loss of situational awareness due to wide expanse of pavement.
FAIRFIELD, CA TRAVIS AFB (SUU)	HS 1	Twy G/H and Rwy 21R/03L intersection is vehicle crossing and single Rwy 21L/03R entry/exit point. Expect high vehicle and aircraft traffic.
HAYWARD, CA HAYWARD EXEC (HWD)	HS 1 HS 2 HS 3 HS 4 HS 5	Rwy 10L-28R, Twy E and Twy A. Area not visible from ATCT. Area not visible from ATCT. Area not visible from ATCT. Rwy 28L hold bars on Twy A1 and Twy Z1.
LIVERMORE, CA LIVERMORE MUNI (LVK)	HS 1 HS 2 HS 3 HS 4 HS 5 HS 6	Pilots instructed to hold short of Rwy 25R at Twy B sometimes fail to comply. Pilots sometimes land on Rwy 25R without clearance. Pilots instructed to hold short of Rwy 25L at Twy C sometimes fail to comply. Pilots instructed to hold short of Rwy 07L at Twy H sometimes fail to comply. Pilots instructed to hold short of Rwy 07R at Twy G sometimes fail to comply. Pilots instructed to hold short of Rwy 25R at Twy G sometimes fail to comply. Pilots may be confused at the intersections of Twy J, Twy A, and Twy G sometimes fail to comply with taxi instructions.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

25331

26246

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
NAPA, CA NAPA COUNTY (APC)	HS 1	Surface Incident Risk. Twy A, Twy A2, Twy C, Twy E, and the ramp. Complex geometry due to converging Twys.
	HS 2	Runway Incursion Risk. Twy A at Rwy 24. Short distance from ramp to Rwy.
	HS 3	Runway Incursion Risk. Rwy 1L, Rwy 6, and Twy H. Aircraft taxiing outbound for departure will encounter runway position hold markings in an unexpected location. Aircraft landing Rwy 19R, must receive ATC authorization to exit onto Rws 06-24.
OAKLAND, CA OAKLAND SAN FRANCISCO BAY (OAK)	HS 1	Rwy 28R, Twy A and Twy B.
	HS 2	Rwy 10L-28R, Twy H, Twy G, Twy C and Twy D.
	HS 3	Runway incursion risk. Twy C between Twy C1 and Twy J. APCH/DEP hold in effect when instructed by ATC.
SACRAMENTO, CA SACRAMENTO EXEC (SAC)	HS 1	Inbound Twy A and outbound Twy B.
	HS 2	Portion of Twy E not visible from twr.
SACRAMENTO, CA SACRAMENTO INTL (SMF)	HS 1	Twy Y2 between Concourse A and Concourse B.
	HS 2	Vehicle Service Road crossing Twy W and Twy Y.
	HS 3	Twy A at the int of Twy A13, Twy G1 and Twy P.
SAN FRANCISCO, CA SAN FRANCISCO INTL (SFO)	HS 1	Complex int Twy B and Twy F.
	HS 2	Rwy 01L-19R, Twy C and Twy E.
	HS 3	Acft exiting Rwy 28R on Twy T: Taxi aircraft up to and hold short of Rwy 28L unless specifically cleared to cross. Twy T has hold short lines for both Rwy 28R and Rwy 28L. Be sure to identify the correct hold short line for Rwy 28L to ensure aircraft tail is fully clear of Rwy 28R.
	HS 4	Runway incursion risk. ATC may request aircraft to hold on a RWY short of an intersection with another RWY. At runway intersections, vertical holding position signs exist with no surface painted markings. When instructed, pilots must hold short of the holding position signs.
SAN JOSE, CA MINETA SAN JOSE INTL (SJC)	HS 1	Rwy incursion risk. Rwy 30L at Twy D. Short distance from run-up area to Rwy.
SAN JOSE, CA REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)	HS 1	Numerous inbounds and outbounds at twy intersections Twy D, Twy Z, and Twy Y.
	HS 2	Maintain vigilance when maneuvering at Twy Y, Twy Z, and Twys Z1, Z2, Z3 and Z4.
SANTA ROSA, CA CHARLES M SCHULZ/ SONOMA COUNTY (STS)	HS 1	Twy A, Twy A5, Twy Z complex int in close proximity to Rwy 14-32.
	HS 2	South run-up area not visible from the twr.
	HS 3	North run-up area east of Twy A and Twy H int in close proximity of Rwy 20 Apch Hold.
	HS 4	Wrong rwy departure risk.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

26246

26022

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
STOCKTON, CA STOCKTON METRO (SCK)	HS 1	Closely spaced rwys on Twy H.
TRUCKEE, CA TRUCKEE-TAHOE (TRK)	HS 1	Simultaneous ops on Rwy 11-29 and Rwy 02-20.

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

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

(WNDSR.AANET1) 25275

AANET ONE ARRIVAL (RNAV)

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)
OAKLAND, CALIFORNIA

SPAMY
FL260 280K
FL240

HUBRT
FL230

RBUCL
FL300 280K

BMBOO
FL260
FL240

DRAXE
FL230

WNDSR
FL220
16000

AANET
13000

RAIDR
5000

OAKLAND CENTER
125.85 323.0
NORCAL APP CON
125.35 310.8
D-ATIS
133.775
GND CON
121.75
OAKLAND TOWER
127.2 256.9 (Rwy 12)

- NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Corresponding STAR is WNDSR. Expect WNDSR when KOAK is landing Rwys 28L/R and 30.

ARRIVAL ROUTE DESCRIPTION

- RBUCL TRANSITION (RBUCL.AANET1)
SPAMY TRANSITION (SPAMY.AANET1)

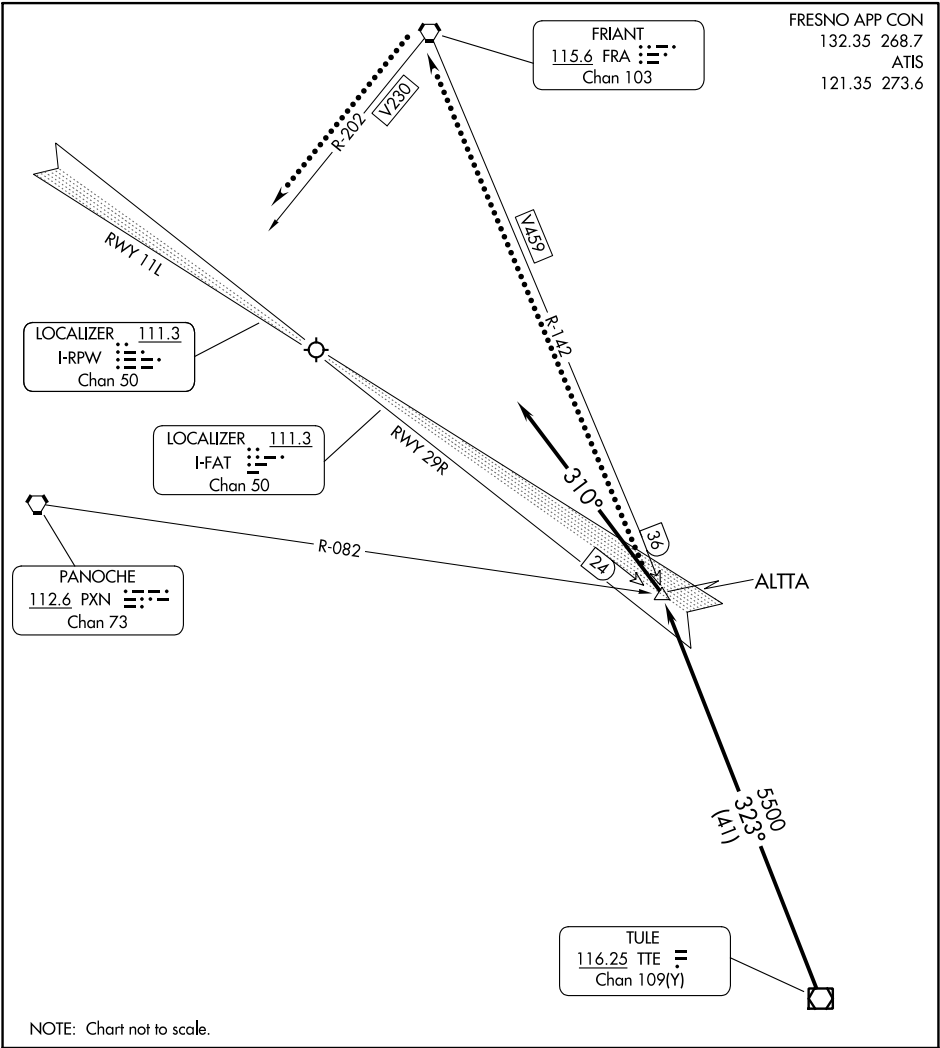
From WNDSR on track 171° to cross AANET at or above 13000.

LANDING RUNWAY 12: From AANET on track 171° to cross RAIDR at 5000. Expect assigned instrument approach procedure.

NOTE: Chart not to scale.

AANET ONE ARRIVAL (RNAV)
(WNDSR.AANET1) 05MAR15

OAKLAND, CALIFORNIA
OAKLAND SAN FRANCISCO BAY (OAK)



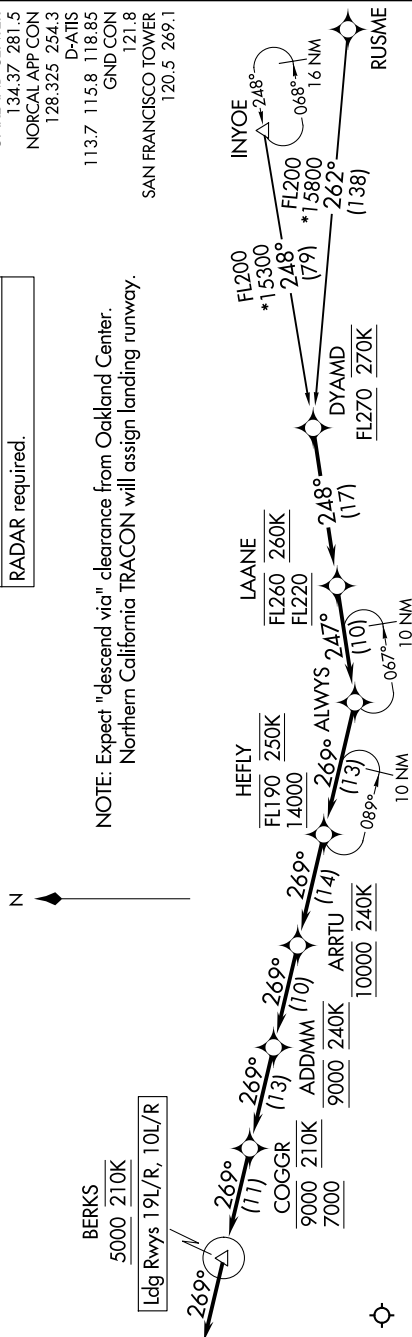
ARRIVAL ROUTE DESCRIPTION

From over TULE (TTE) VOR/DME on TTE R-323 and FRIANT (FRA) VORTAC R-142 to ALTA. Expect ILS or LOC RWY 29R approach. For Rwy 11L operations: Depart ALTA heading 310° and expect RADAR vectors to LOC Y RWY 11L.

LOST COMMUNICATIONS: Rwy 11L: Proceed to FRA VORTAC on V459, then on V230, execute the LOC Y RWY 11L approach.

OAKLAND CENTER
134.37 281.5
NORCAL APP CON
128.325 254.3
D-ATIS
113.7 115.8 118.85
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1

NOTE: Expect "descend via" clearance from Oakland Center.
Northern California TRACON will assign landing runway.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

INYOE TRANSITION (INYOE.ALWYS3)

RUSME TRANSITION (RUSME.ALWYS3)

From DYAMD on track 248° to cross LAANE between FL220 and FL260 and at 260K, then on track 247° to ALWAYS.

LANDING RUNWAYS 10L/R: From ALWAYS on track 269° to cross HEFLY between 1400 and FL190 and at 250K, then on track 269° to cross ARRTU at 1000 and at 240K, then on track 269° to cross ADDMM at 900 and at 240K, then on track 269° to cross COGGR between 700 and 900 and at 210K, then on track 269° to cross BERKS at or above 500 and at 210K, then on track 269°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From ALWAYS on track 269° to cross HEFLY between 1400 and FL190 and at 250K, then on track 269° to cross ARRTU at 10000 and at 240K, then on track 269° to cross ADDMM at 9000 and at 240K, then on track 269° to cross COGGR between 7000 and 9000 and at 210K, then on track 269° to cross BERKS at or above 5000 and at 210K, then on track 269° to cross ILS or RNAV (GPS) approach to Rwy 19L or RADAR vectors to final approach course.

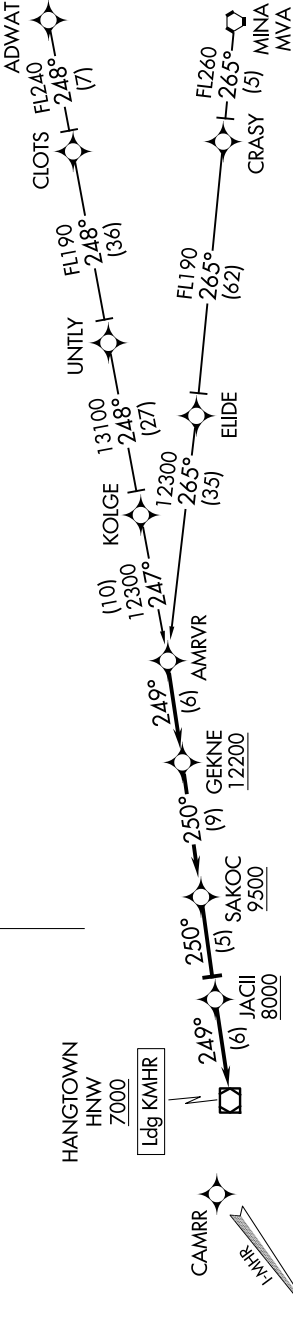
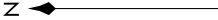
NORCAL APP CON
127.4 317.5
ATIS
118.325
MATHER TOWER ★
120.65 282.25

(AMRV.R.AMVR2) 24305
AMRV TWO ARRIVAL (RNAV)

AL-356 (FAA)

SACRAMENTO MATHER (MHR)
SACRAMENTO, CALIFORNIA

- NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: RADAR required for non-GPS equipped aircraft.



ARRIVAL ROUTE DESCRIPTION

ADWAT TRANSITION (ADWAT.AMVR2)

MVA TRANSITION (MVA.AMVR2)

... From AMRV on track 249° to cross GEKNE at or above 12200, then on track 250° to cross SAKOC at or above 9500, then on track 250° to cross JACII at or above 8000, then on track 249° to cross HNW VOR/DME at or above 7000. Expect ILS approach Runway 22L or visual approach.

NOTE: Chart not to scale.

AMRV TWO ARRIVAL (RNAV)
(AMRV.R.AMVR2) 13SEP18

SACRAMENTO, CALIFORNIA
SACRAMENTO MATHER (MHR)

(LOZIT.BDEGA4) 24221

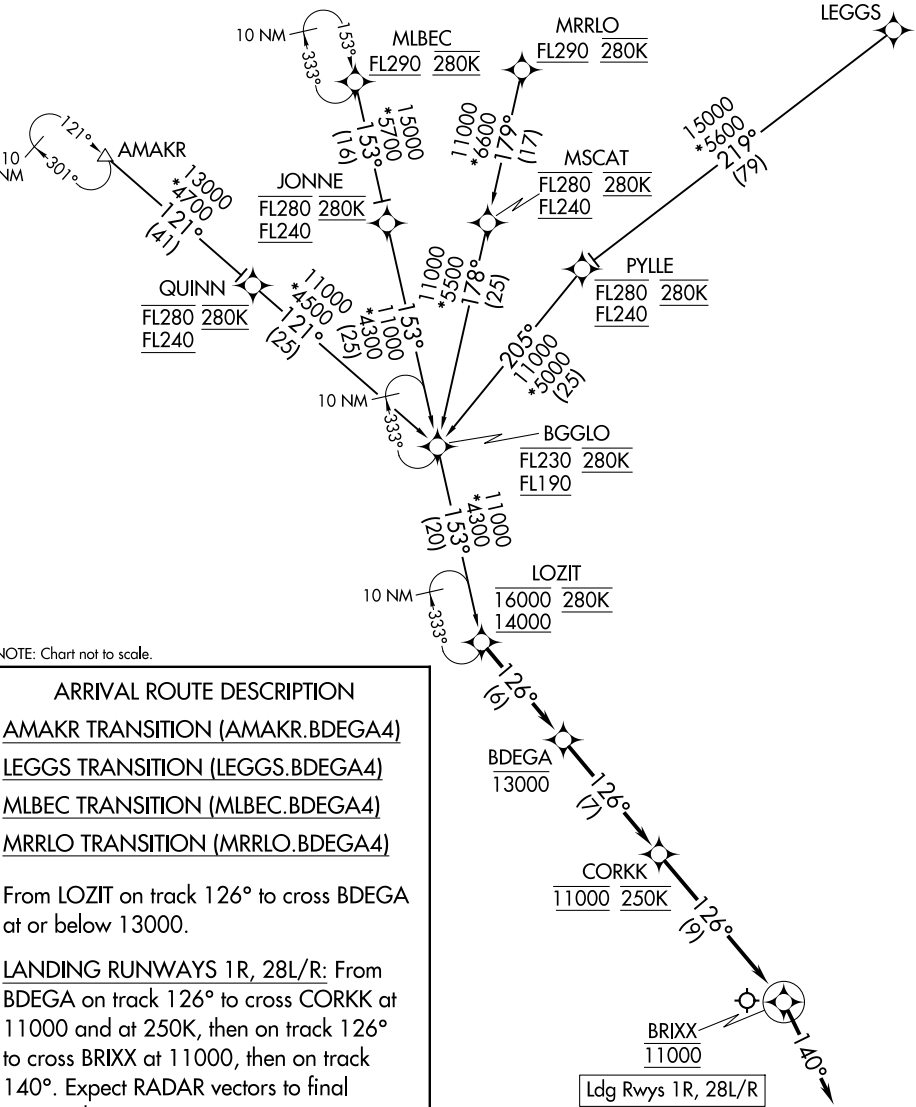
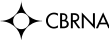
BDEGA FOUR ARRIVAL (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

OAKLAND CENTER
125.85 323.0
NORCAL APP CON
133.95 317.6
D-ATIS
113.7 115.8 118.85
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

AMAKR TRANSITION (AMAKR.BDEGA4)

LEGGS TRANSITION (LEGGS.BDEGA4)

MLBEC TRANSITION (MLBEC.BDEGA4)

MRRLO TRANSITION (MRRLO.BDEGA4)

From LOZIT on track 126° to cross BDEGA at or below 13000.

LANDING RUNWAYS 1R, 28L/R: From BDEGA on track 126° to cross CORKK at 11000 and at 250K, then on track 126° to cross BRIXX at 11000, then on track 140°. Expect RADAR vectors to final approach course.

BDEGA FOUR ARRIVAL (RNAV)

(LOZIT.BDEGA4) 11JUL24

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

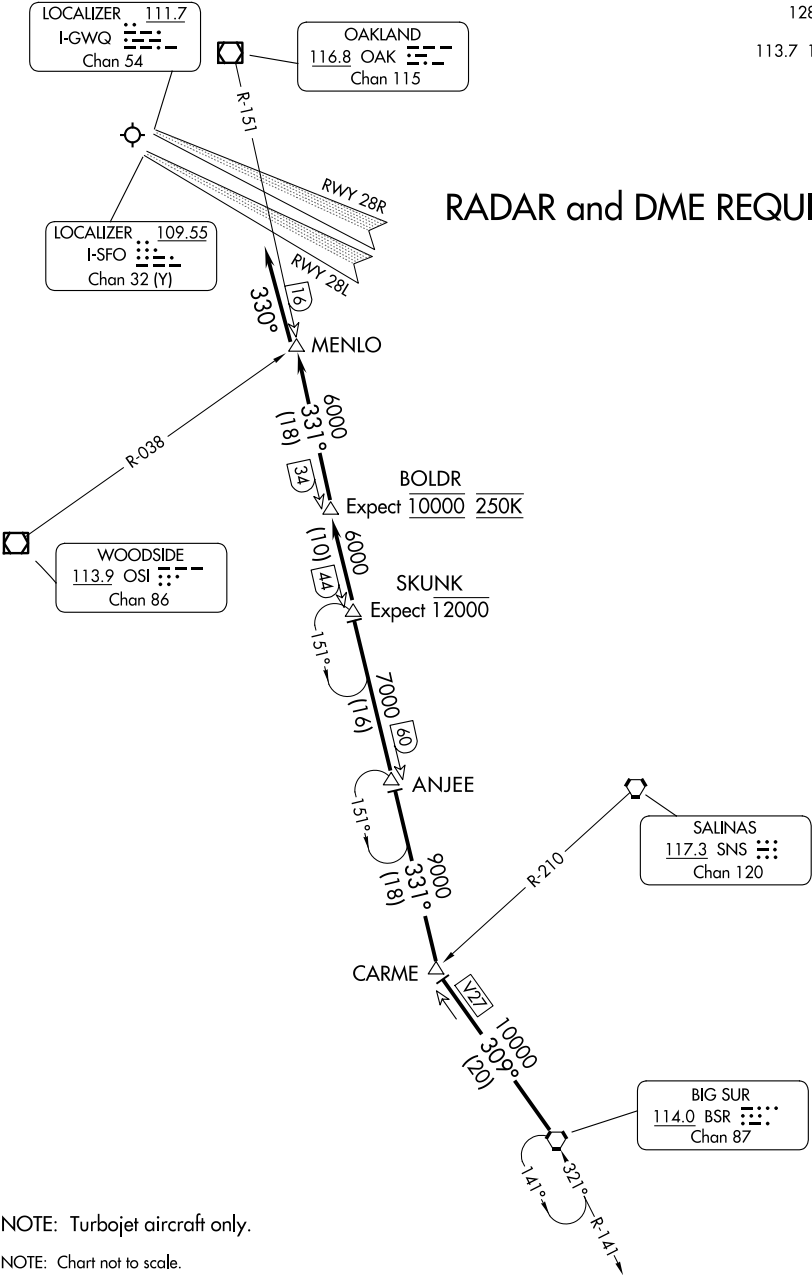
(BSR.BSR3) 23334
BIG SUR THREE ARRIVAL

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

OAKLAND CENTER
125.45 307.3
NORCAL APP CON
128.575 254.25
D-ATIS
113.7 115.8 118.85

RADAR and DME REQUIRED



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

BIG SUR THREE ARRIVAL
(BSR.BSR3) 15SEP16

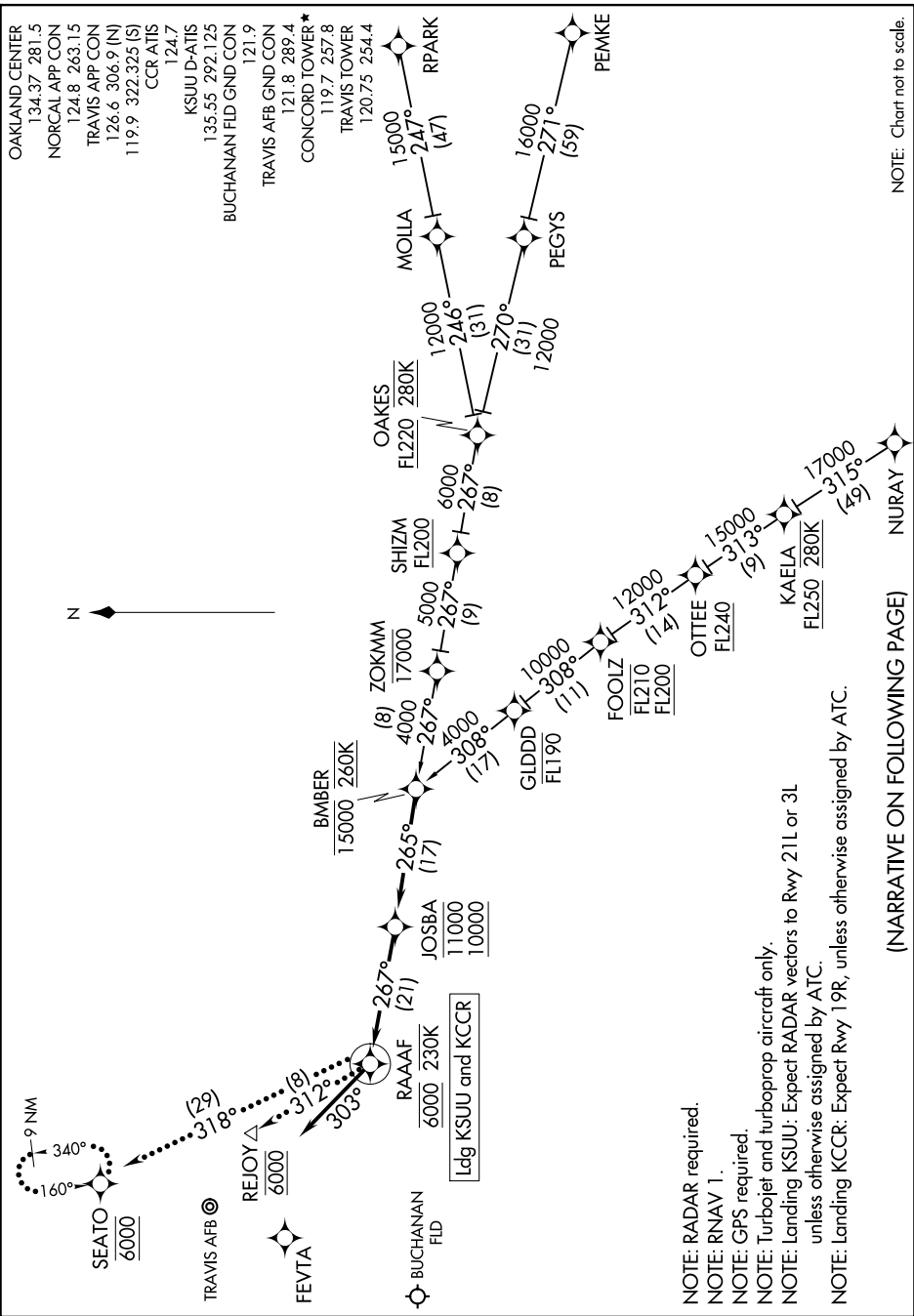
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

(BMBER.BMBER1) 21112

BMBER ONE ARRIVAL (RNAV)

AL-5320 (FAA)

CONCORD, CALIFORNIA



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BMBER ONE ARRIVAL (RNAV)

CONCORD, CALIFORNIA

(BMBER.BMBER1) 05DEC19

ARRIVAL ROUTE DESCRIPTION

- NURAY TRANSITION (NURAY.BMBER1)
- PEMKE TRANSITION (PEMKE.BMBER1)
- RPARK TRANSITION (RPARK.BMBER1)

LANDING KSUU, KCCR: From BMBER on track 265° to cross JOSBA between 10000 and 11000, then on track 267° to cross RAAAF at 6000 and at or below 230K, then on heading 303° or as assigned by ATC. Expect RADAR vectors to final approach course.

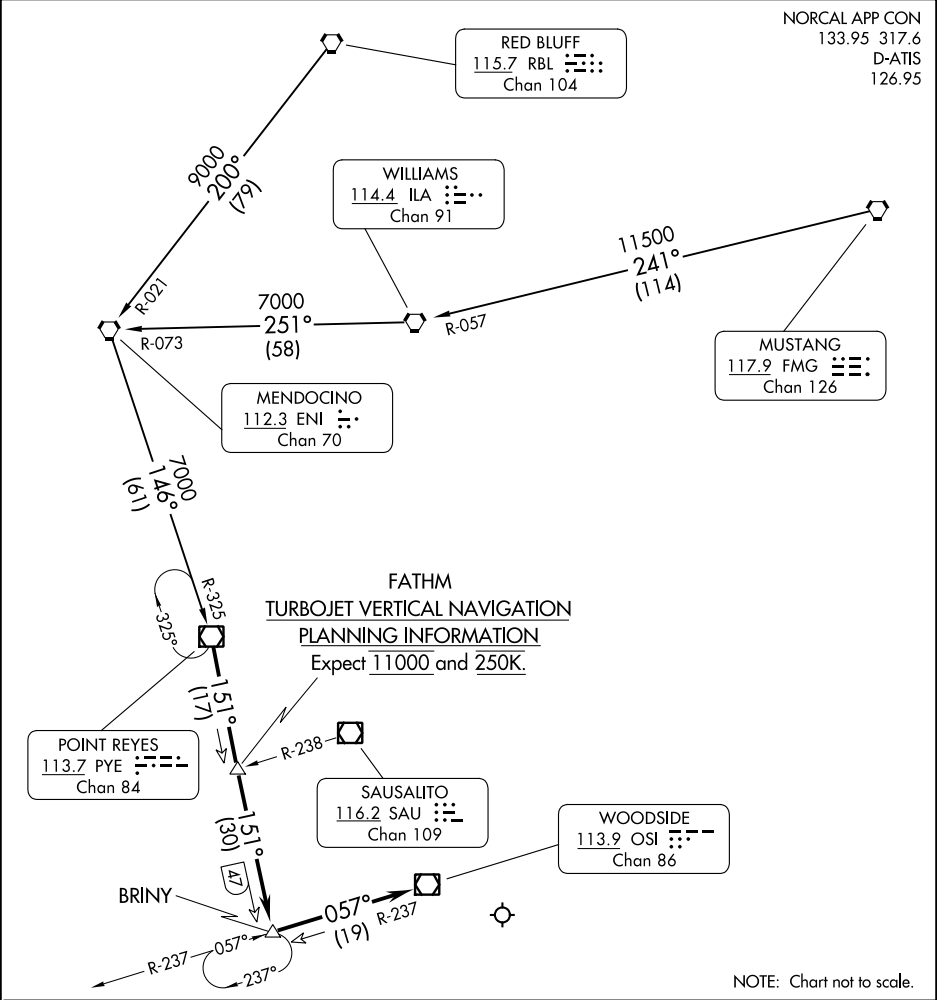
LOST COMMUNICATIONS

- KSUU: From RAAAF, proceed on track 318° to cross SEATO at 6000. Execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000 feet.
- KCCR: From RAAAF, proceed on track 312° to cross REJOY at 6000 and execute RNAV, LDA, or VOR RWY 19R approach.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

BRINY TWO ARRIVAL



ARRIVAL ROUTE DESCRIPTION

MENDOCINO TRANSITION (ENI.BRINY2): From over ENI VORTAC via ENI R-146 and PYE R-325 to PYE VOR/DME. Thence

MUSTANG TRANSITION (FMG.BRINY2): From over FMG VORTAC via FMG R-241 to ILA VORTAC then via ILA R-251 to ENI VORTAC, then via ENI R-146 to PYE VOR/DME. Thence

RED BLUFF TRANSITION (RBL.BRINY2): From over RBL VORTAC via RBL R-200 and ENI R-146 to PYE VOR/DME. Thence

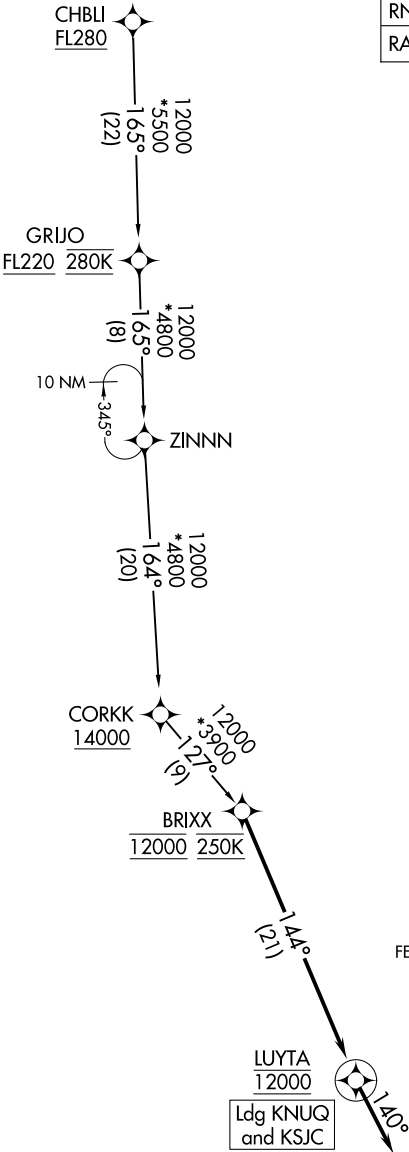
. . . . From over PYE VOR/DME via PYE R-151 to BRINY INT/DME, then via OSI R-237 to OSI VOR/DME. Expect RADAR vectors to Rwy 12R final approach course.

BRIXX FOUR ARRIVAL (RNAV)

SAN JOSE, CALIFORNIA

NORCAL APP CON
133.95 317.6
OAKLAND CENTER
125.85 323.0
NUQ ATIS
124.175 283.0
SJC D-ATIS
126.95
NUQ GND CON
121.85 278.95
SJC GND CON
121.7
MOFFETT TOWER ★
119.55 259.65
SAN JOSE TOWER ★
124.0 257.6

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CHBLI TRANSITION (CHBLI.BRIXX4)

LANDING KSJC/KNUQ: From BRIXX on track 144° to cross LUYTA at 12000, then on track 140°. Expect RADAR vectors to final approach course.

BRIXX FOUR ARRIVAL (RNAV)

SAN JOSE, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026

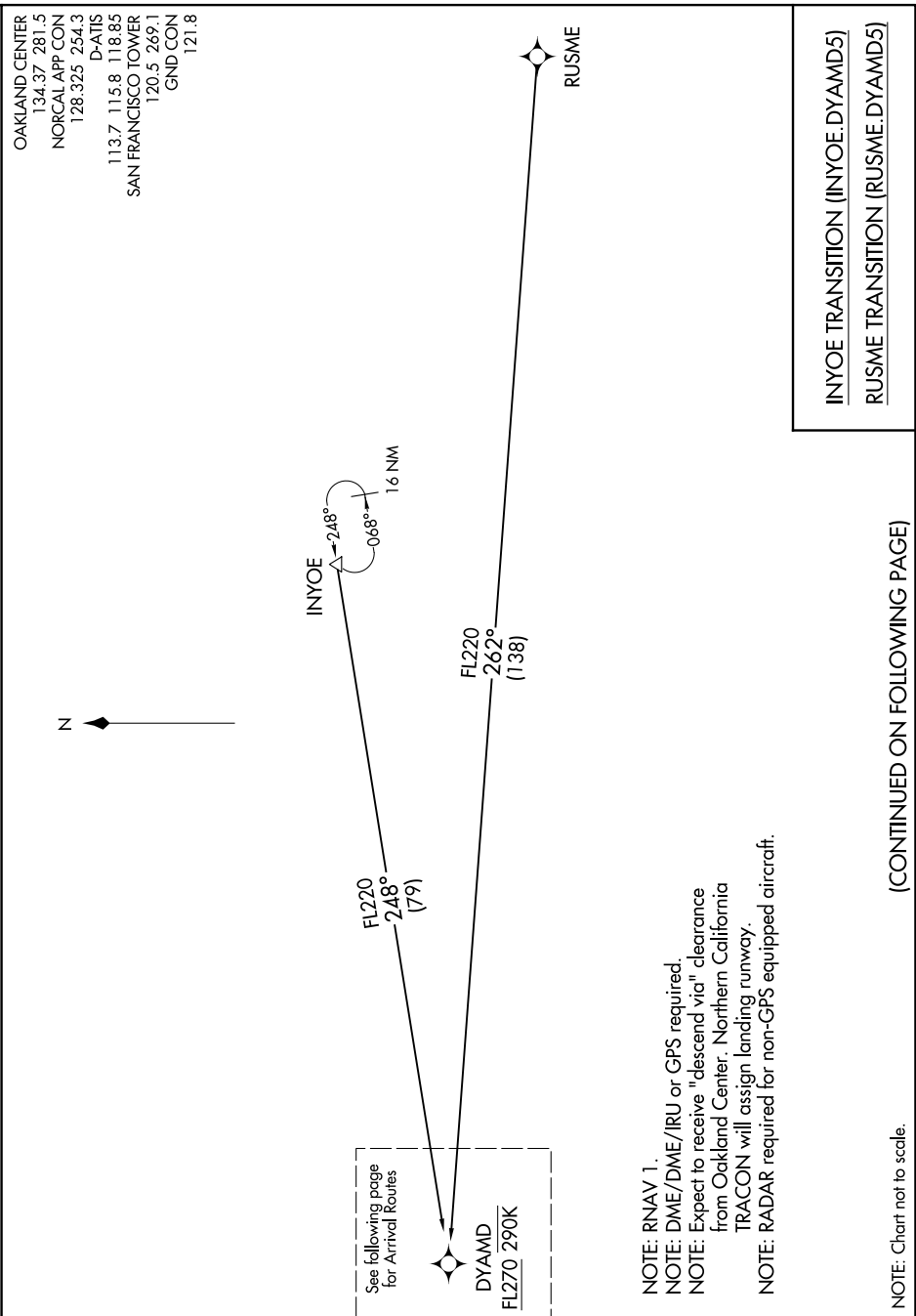
Z11

(DYAMD.DYAMD5) 19003

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

DYAMD FIVE ARRIVAL (RNAV) Transition Routes



DYAMD FIVE ARRIVAL (RNAV) Transition Routes

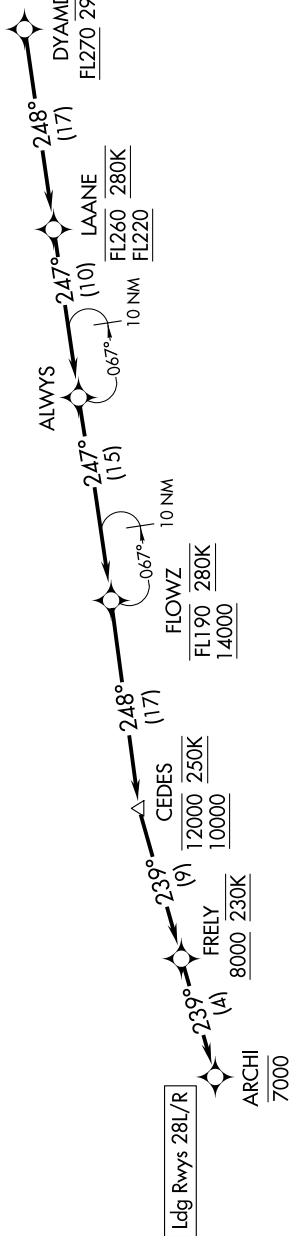
(DYAMD.DYAMD5) 03JAN19

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

(CONTINUED ON FOLLOWING PAGE)

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND CENTER	134.37	281.5
NORCAL APP CON	128.325	254.3
D-ATIS	113.7	115.8 118.85
SAN FRANCISCO TOWER	120.5	269.1
GND CON		121.8



ARRIVAL ROUTE DESCRIPTION

From DYAMD on track 248° to cross LAANE between FL220 and FL260 and at 280K, then on track 247° to ALWAYS.

LANDING RUNWAYS 28L/R: From ALWAYS on track 247° to cross FLOWZ between 14000 and FL190 and at 280K, then on track 248° to cross CEDES at or above 8000 and at 230K, then on track 239° to cross FRELY at or above 8000 and at 230K, then on track 239° to cross ARCHI at 7000. Expect assigned instrument approach procedure.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Expect to receive "descend via" clearance from Oakland Center. Northern California TRACON will assign landing runway.

NOTE: RADAR required for non-GPS equipped aircraft.

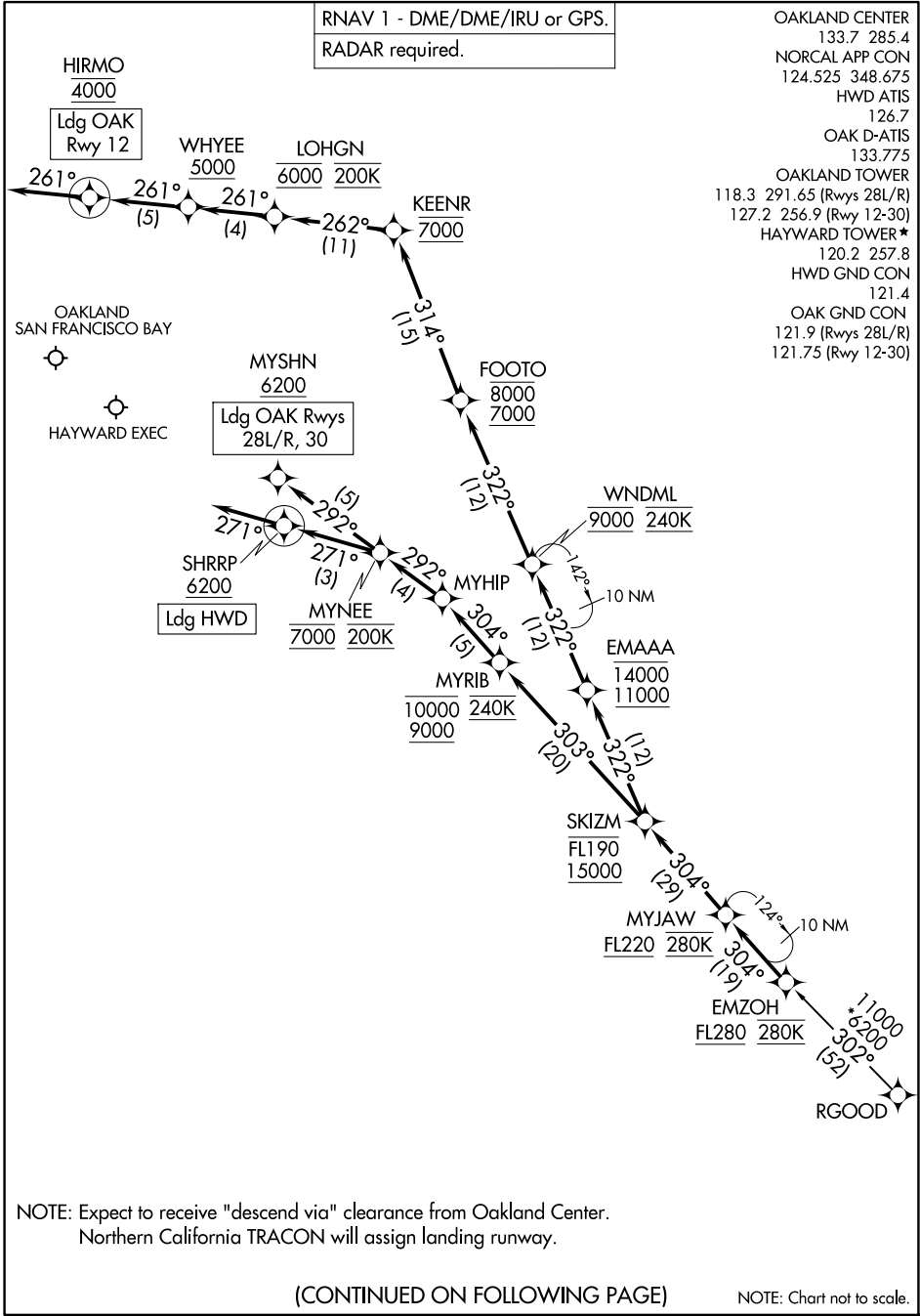
NOTE: Chart not to scale.

(EMZOH.EMZOH4) 25275

EMZOH FOUR ARRIVAL (RNAV)

AL-294 (FAA)

OAKLAND, CALIFORNIA



EMZOH FOUR ARRIVAL (RNAV)

(EMZOH.EMZOH4) 12JUN25

OAKLAND, CALIFORNIA

ARRIVAL ROUTE DESCRIPTION

RGOOD TRANSITION (RGOOD.EMZOH4)

OAK: From EMZOH on track 304° to cross MYJAW at or above FL220 and at 280K, then on track 304° to cross SKIZM between 15000 and FL190.

LANDING OAK RUNWAY 12: From SKIZM on track 322° to cross EMAAA between 11000 and 14000, then on track 322° to cross WNDML at 9000 and at 240K, then on track 322° to cross FOOTO between 7000 and 8000, then on track 314° to cross KEENR at 7000, then on track 262° to cross LOHGN at 6000 and at 200K, then on track 261° to cross WHYEE at or above 5000, then on track 261° to cross HIRMO at 4000, then on track 261°. Expect RNAV (RNP) Z RWY 12 approach or RADAR vectors to final approach course.

LANDING OAK RUNWAYS 28L/R, 30: From SKIZM on track 303° to cross MYRIB between 9000 and 10000 and at 240K, then on track 304° to MYHIP, then on track 292° to cross MYNEE at 7000 and at 200K, then on track 292° to cross MYSHN at or above 6200, Expect ILS or RNAV approach Rwy 28L/R, 30 approach.

LANDING HWD: From EMZOH on track 304° to cross MYJAW at or above FL220 and at 280K, then on track 304° to cross SKIZM between 15000 and FL190, then on track 303° to cross MYRIB between 9000 and 10000 and at 240K, then on track 304° to MYHIP, then on track 292° to cross MYNEE at 7000 and at 200K, then on track 271° to cross SHRRP at or above 6200, then on track 271°. Expect RADAR vectors to final approach course.

(FEVTA.FEVTA1) 26134

FEVTA ONE ARRIVAL (RNAV)

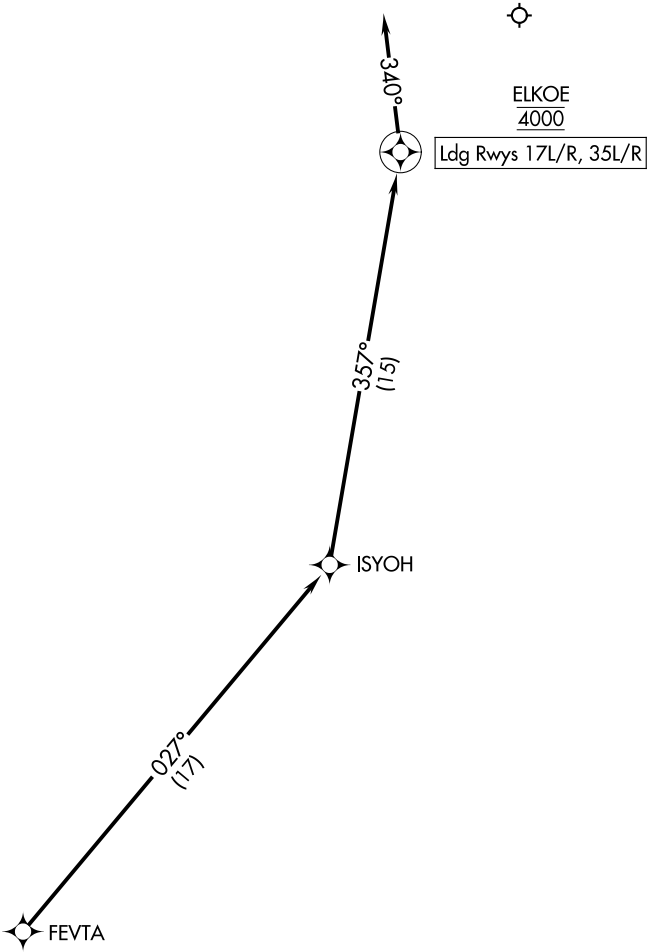
AL-5490 (FAA)

SACRAMENTO INTL (SMF')
SACRAMENTO, CALIFORNIA

NORCAL APP CON
125.25 257.9
D-ATIS
126.75
GND CON
121.7 256.7
CAPITOL TOWER
125.7 256.7

RNAV 1- DME/DME/IRU or GPS.

RADAR required.



NOTE: Chart not to scale.

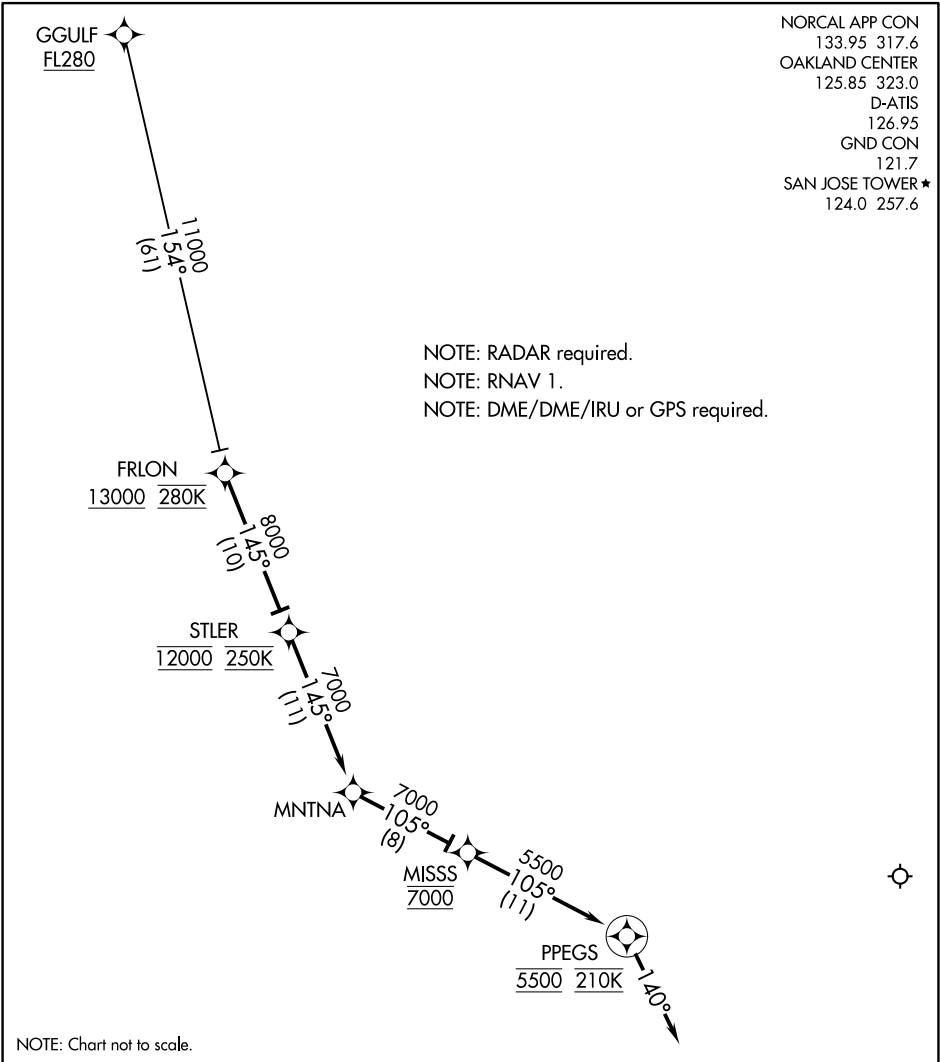
ARRIVAL ROUTE DESCRIPTION

From FEVTA on track 027° to ISYOH, then on track 357° to cross ELKOE at 4000.

LANDING RUNWAY 17L/R, 35L/R: From ELKOE, then on track 340°. Expect RADAR vectors to final approach course.

FEVTA ONE ARRIVAL (RNAV)
(FEVTA.FEVTA1) 14MAY26

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF')



ARRIVAL ROUTE DESCRIPTION

GGULF TRANSITION (GGULF.FRLON2)

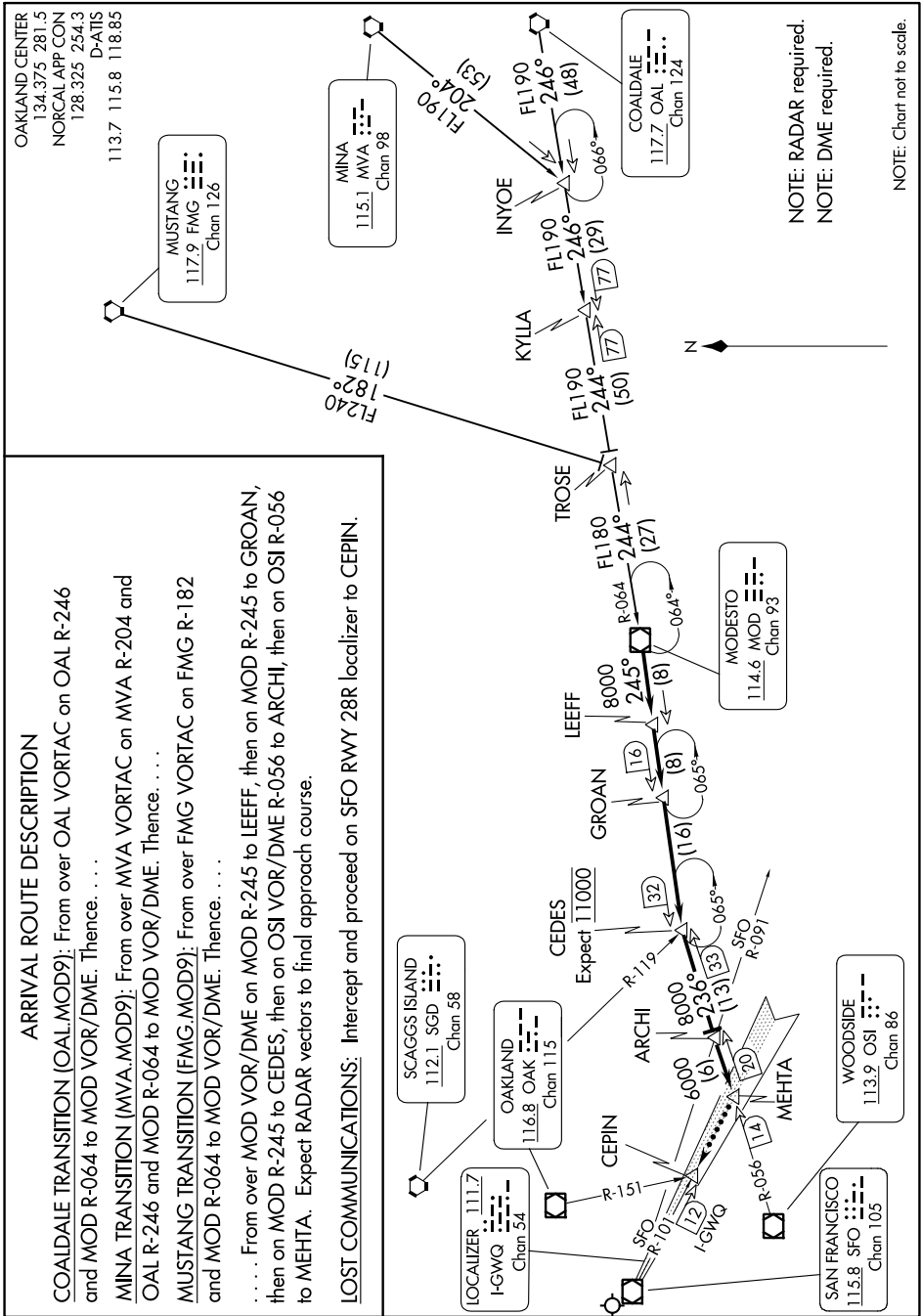
From FRLON on track 145° to cross STLER at 12000 and at 250K, then on track 145° to MNTNA, then on track 105° to cross MISSS at 7000, then on track 105° to cross PPEGS at 5500 and at 210K, then on track 140°. Expect RADAR vectors to final approach course.

(MOD.MOD9) 26246

MODESTO NINE ARRIVAL

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

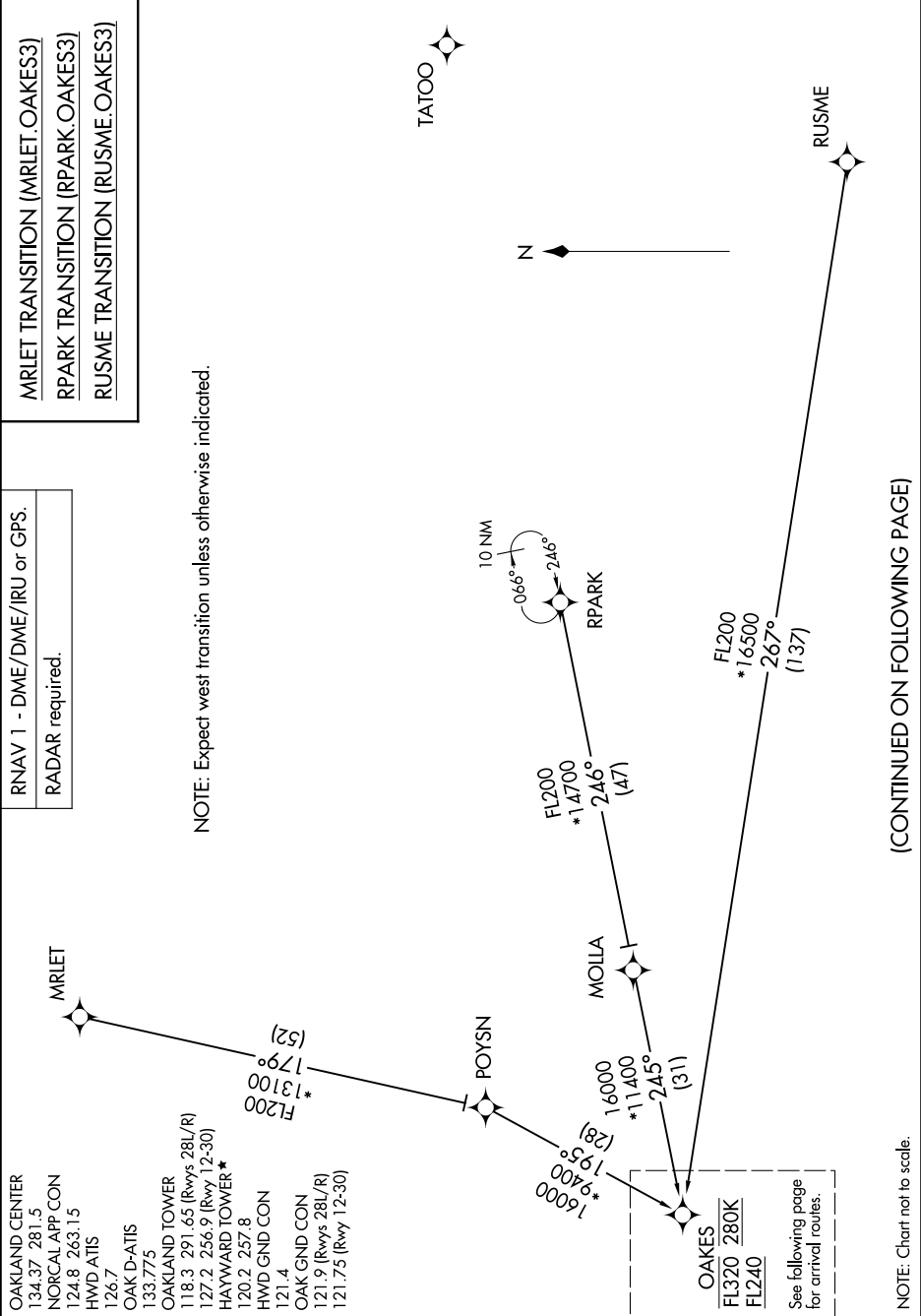


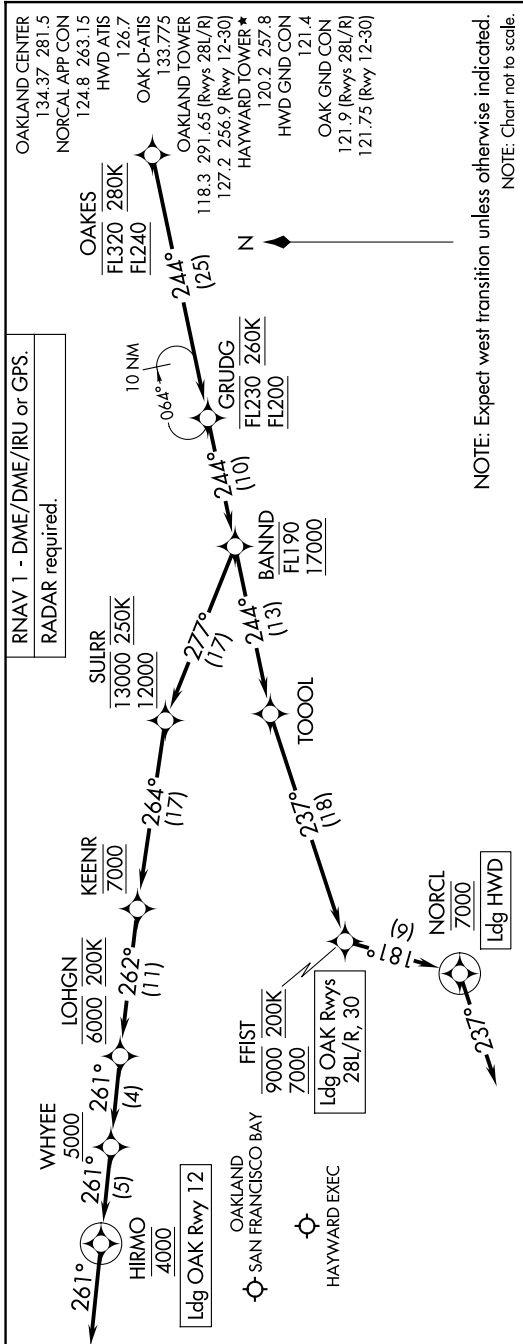
MODESTO NINE ARRIVAL

(MOD.MOD9) 15AUG19

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

SW-2, 03 SEP 2026 to 29 OCT 2026





ARRIVAL ROUTE DESCRIPTION

OAK: From OAKES on track 244° to cross GRUDG between FL200 and FL230 and at 260K, then on track 244° to cross BANND between 17000 and FL190.

LANDING OAK RUNWAY 12: From BANND on track 277° to cross SULRR between 12000 and 13000 and at 250K, then on track 264° to cross KEENR at 7000, then on track 262° to cross LOHGN at 6000 and at 200K, then on track 261° to cross WHYEE at or above 5000, then on track 261° to cross HIRMO at 4000, then on track 261°. Expect RNAV (RNP) Z RWY 12 approach or RADAR vectors to final approach course.

LANDING OAK RUNWAYS 28L/R, 30: From BANND on track 244° to TOOOOL, then on track 237° to cross FFIST between 7000 and 9000 and at 200K. Expect ILS or RNAV approach Rwy 28L/R, 30 approach.

LANDING HWD: From OAKES on track 244° to cross GRUDG between FL200 and FL230 and at 260K, then on track 244° to cross BANND between 17000 and FL190, then on track 244° to TOOOOL, then on track 237° to cross FFIST between 7000 and 9000 and at 200K, then on track 181° to cross NORCL at 7000, then on track 237°. Expect RADAR vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

- LIBBO TRANSITION (LIBBO.OSVEE2)
- ROVUE TRANSITION (ROVUE.OSVEE2)
- ZONSO TRANSITION (ZONSO.OSVEE2)

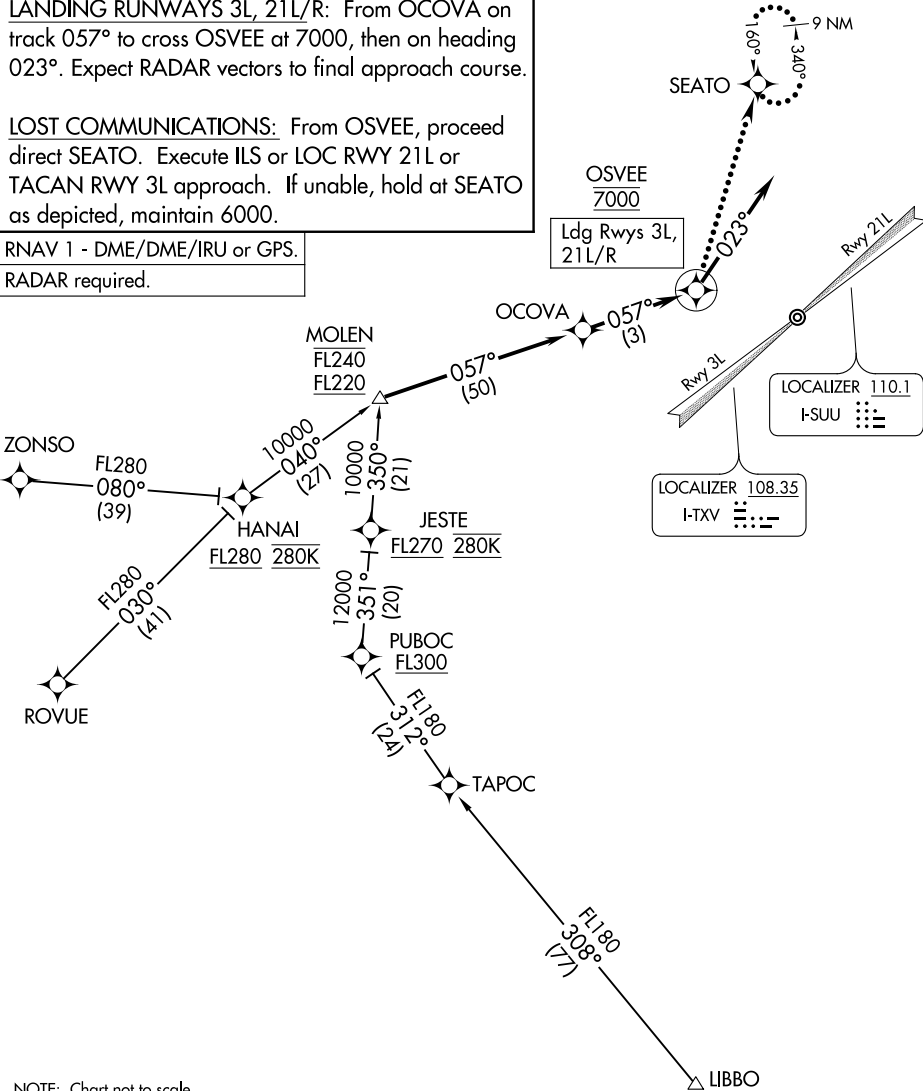
From MOLEN on track 057° to OCOVA.

LANDING RUNWAYS 3L, 21L/R: From OCOVA on track 057° to cross OSVEE at 7000, then on heading 023°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: From OSVEE, proceed direct SEATO. Execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000.

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

TRAVIS APP CON
126.6 281.45 (N)
119.9 322.325 (S)
TRAVIS TOWER
120.75 254.4
GND CON
121.8 289.4
D-ATIS
135.55 292.125



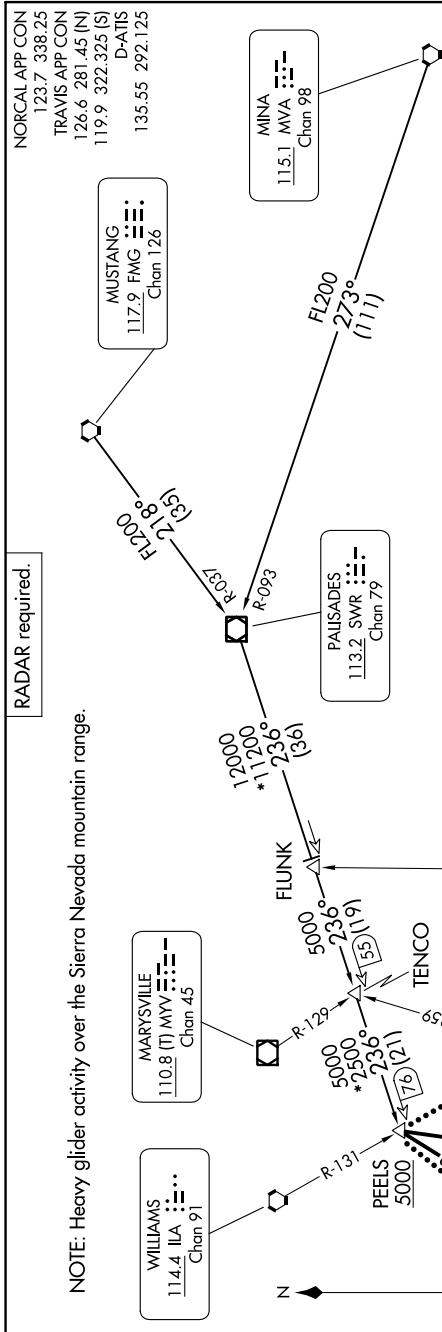
(SWR.SWR1) 26246

PALISADES ONE ARRIVAL

AL-488 (FAA)

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026



PALISADES ONE ARRIVAL

(SWR.SWR1) 10AUG23

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)

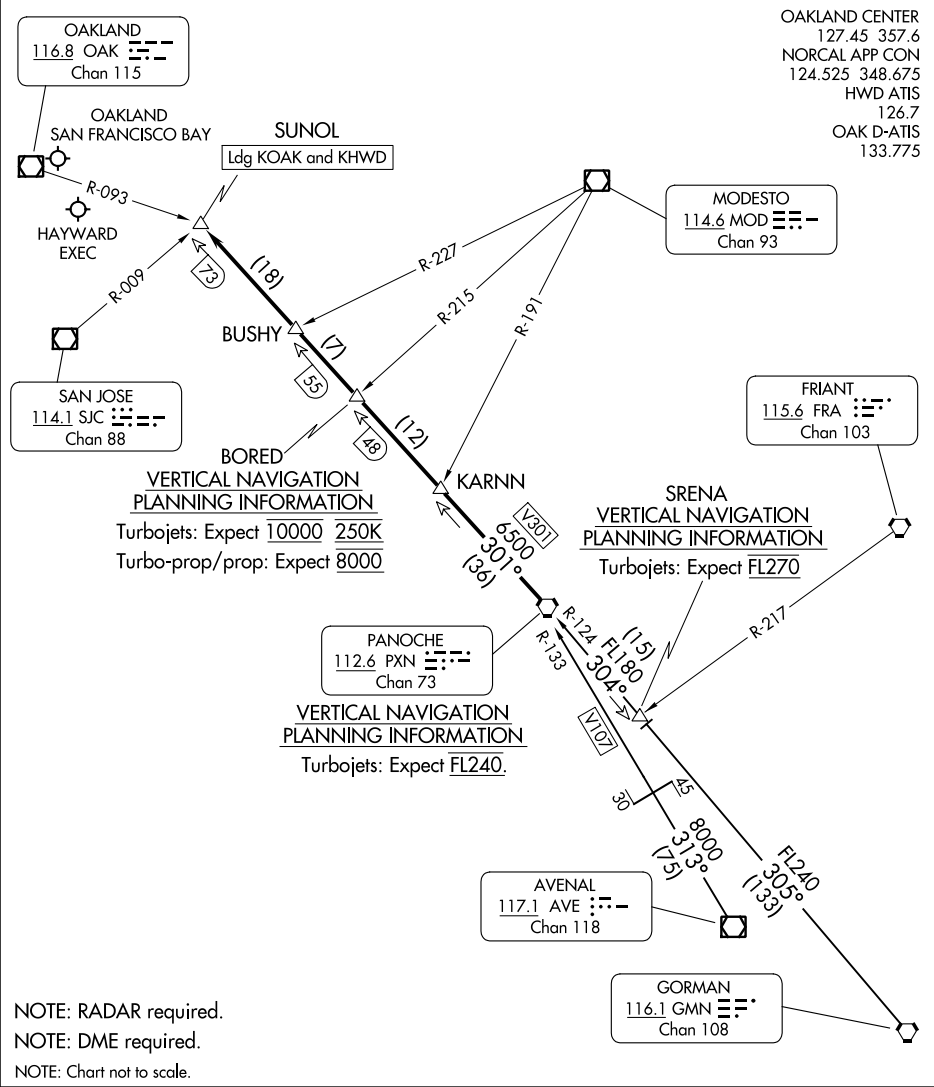
NOTE: Chart not to scale.

SW-2, 03 SEP 2026 to 29 OCT 2026

PANOCH SIX ARRIVAL

AL-294 (FAA)

OAKLAND, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.PXN6): From over AVE VOR/DME on AVE R-313 and PXN R-133 to PXN VORTAC. Thence. . .

GORMAN TRANSITION (GMN.PXN6): From over GMN VORTAC on GMN R-305 and PXN R-124 to SRENA, then on PXN R-124 to PXN VORTAC. Thence. . .

. . . From over PXN VORTAC on PXN R-301 to SUNOL. Expect RADAR vectors to final approach course.

PANOCH SIX ARRIVAL

(PXN.PXN6) 15AUG19

OAKLAND, CALIFORNIA

(PEBLL.PEBLL2) 22139

PEBLL TWO ARRIVAL (RNAV)

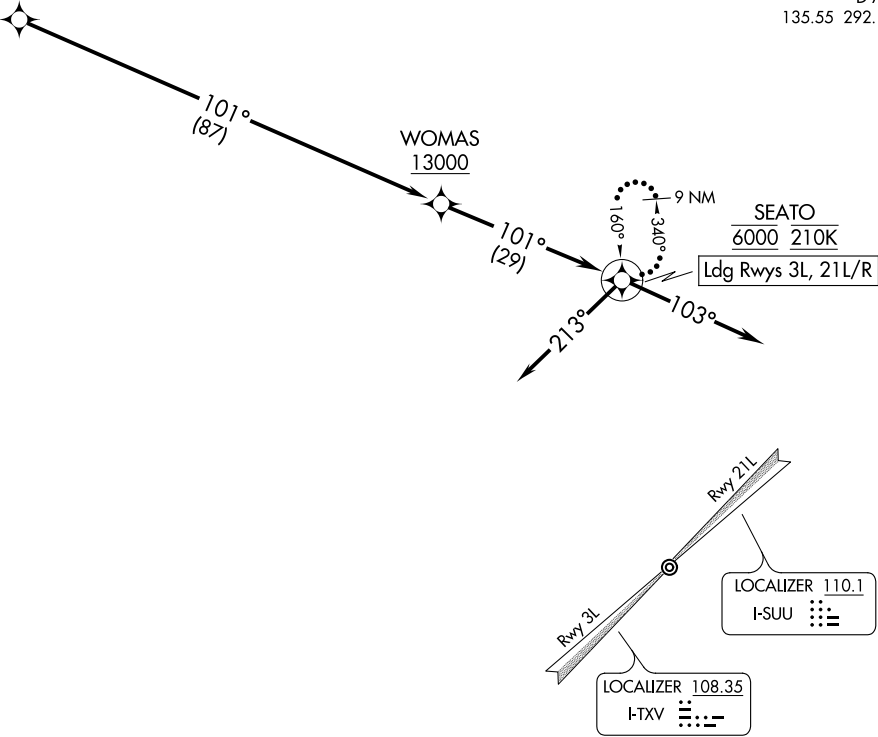
AL-488 (FAA)

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

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

TRAVIS APP CON
126.6 281.45 (N)
119.9 322.325 (S)
TRAVIS TOWER
120.75 254.4
GND CON
121.8 289.4
D-ATIS
135.55 292.125

PEBLL
FL290



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From PEBLL on track 101° to cross WOMAS at or above 13000.

LANDING RUNWAY 3L: From WOMAS on track 101° to cross SEATO at 6000 and at 210K, then on heading 213°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 21L/R: From WOMAS on track 101° to cross SEATO at 6000 and at 210K, then on heading 103°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: From SEATO, execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000.

PEBLL TWO ARRIVAL (RNAV)

(PEBLL.PEBLL2) 19MAY22

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)



(PYE.PYE3) 26246

POINT REYES THREE ARRIVAL

AL-375 (FAA)

SAN FRANCISCO, CALIFORNIA

NORCAL APP CON

133.95 317.6

KNUQ ATIS

124.175 283.0

PAO ATIS

135.275

RHV ATIS

125.2

SFO D-ATIS

113.7 115.8 118.85

SJC D-ATIS

126.95

SQL ATIS

125.9

MOFFETT TOWER ★

119.55 259.65

PALO ALTO TOWER ★

118.6

REID-HILLVIEW TOWER ★

119.8 RWY 13L/31R

126.1 RWY 13R/31L

SAN CARLOS TOWER ★

119.0 326.2

SAN FRANCISCO TOWER

120.5 269.1

SAN JOSE TOWER ★

124.0 257.6

MENDOCINO

112.3 ENI

Chan 70

SACRAMENTO

115.2 SAC

Chan 99

POPES

V494

5100

257°

(38)

SCAGGS ISLAND

112.1 SGD

Chan 58

SAUSALITO

116.2 SAU

Chan 109

SAN FRANCISCO

115.8 SFO

Chan 105

OAKLAND

116.8 OAK

Chan 115

POINT REYES

113.7 PYE

Chan 84

STINS

SAN FRANCISCO INTL

SAN CARLOS

PALO ALTO

MINETA

SAN JOSE INTL

REID-HILLVIEW

OF SANTA CLARA

COUNTY

MOFFETT

FEDERAL AIRFIELD

WOODSIDE

113.9 OSI

Chan 86

HADLY

076°

(14)

R-256

NOTE: RADAR required.

NOTE: SACRAMENTO transition to be used only when assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MENDOCINO TRANSITION (ENI.PYE3): From over ENI VORTAC on ENI R-146 and PYE R-325 to PYE VOR/DME. Thence. . .

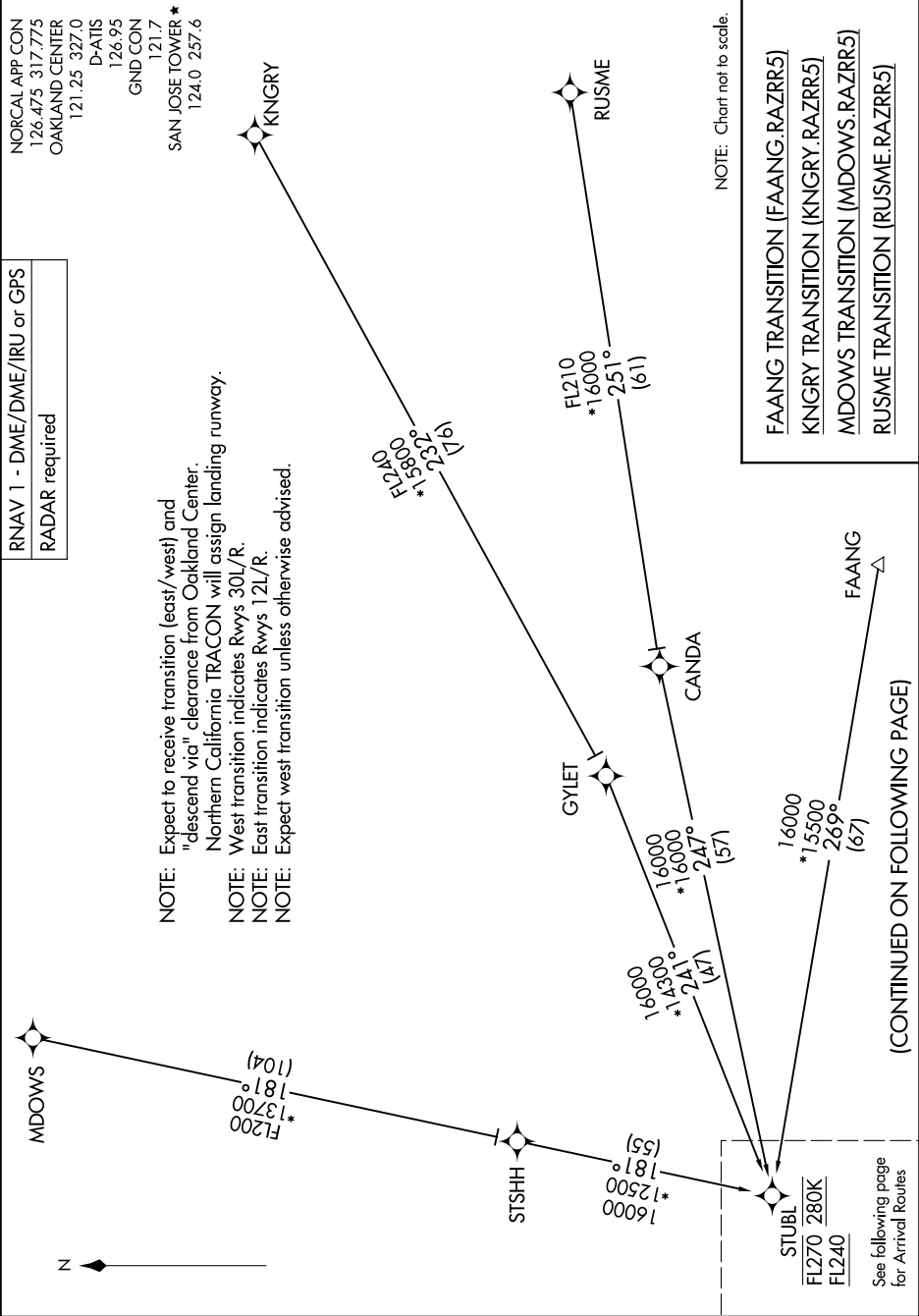
SACRAMENTO TRANSITION (SAC.PYE3): From over SAC VORTAC on SAC R-257 and PYE R-028 to PYE VOR/DME. Thence. . .

. . . From over PYE VOR/DME on PYE R-144 to HADLY, then on OSI R-256 to OSI VOR/DME. Expect RADAR vectors to final approach course.

POINT REYES THREE ARRIVAL

SAN FRANCISCO, CALIFORNIA

(PYE.PYE3) 22JUN17



MINETA SAN JOSE INTL (SJC)

SW-2, 03 SEP 2026 to 29 OCT 2026

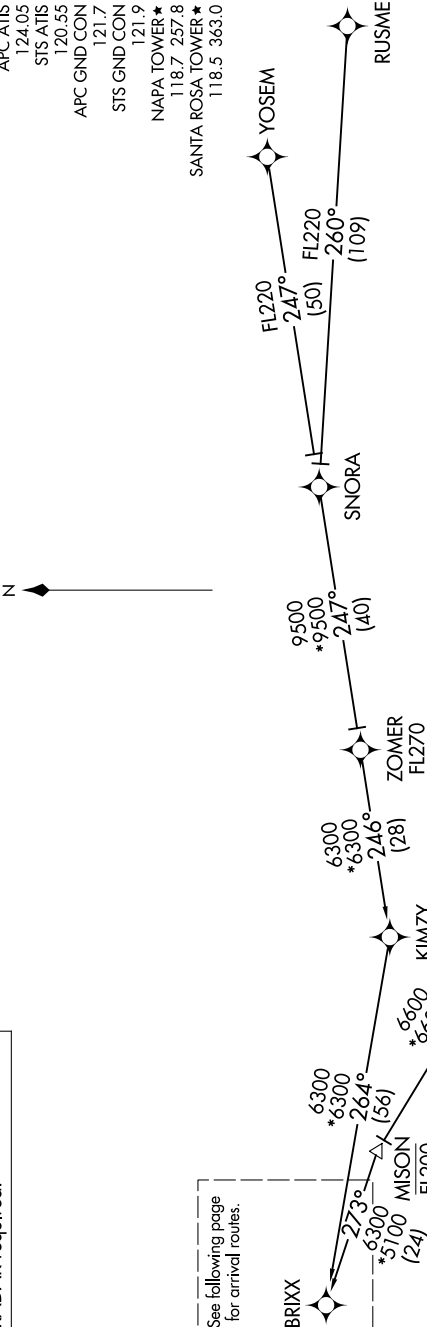
REBAS ONE ARRIVAL (RNAV) Transition Routes

NAPA, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026

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

See following page
for arrival routes.



OAKLAND CENTER
127.8 353.5
APC ATIS
124.05
STS ATIS
120.55
APC GND CON
121.7
STS GND CON
121.9
NAPA TOWER ★
118.7 257.8
SANTA ROSA TOWER ★
118.5 363.0

- MISON TRANSITION (MISON.REBAS1)
- RGOOD TRANSITION (RGOOD.REBAS1)
- RUSME TRANSITION (RUSME.REBAS1)
- SNORA TRANSITION (SNORA.REBAS1)
- YOSEM TRANSITION (YOSEM.REBAS1)

NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SW-2, 03 SEP 2026 to 29 OCT 2026

REBAS ONE ARRIVAL (RNAV) Transition Routes

NAPA, CALIFORNIA

REBAS ONE ARRIVAL (RNAV) Arrival Routes

NAPA, CALIFORNIA

HEALDSBURG
MUNI

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

CHARLES M SCHULZ/
SONOMA COUNTY

OAKLAND CENTER

127.8 353.5

APC ATIS

124.05

STS ATIS

120.55

APC GND CON

121.7

STS GND CON

121.9

NAPA TOWER ★

118.7 257.8

SANTA ROSA TOWER ★

118.5 363.0

PETALUMA MUNI

NAPA COUNTY

GNOSS FLD

SAN RAFAEL
(Pvt)

MMOSA

Ldg CA35/KAPC/
KDVO/KHES/
KSTS/O69

REBAS

BRIXX

NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ALL AIRPORTS: From BRIXX on track 344° to REBAS, then on track 325° to MMOSA, then on track 310°. Expect RADAR vectors to final approach course.

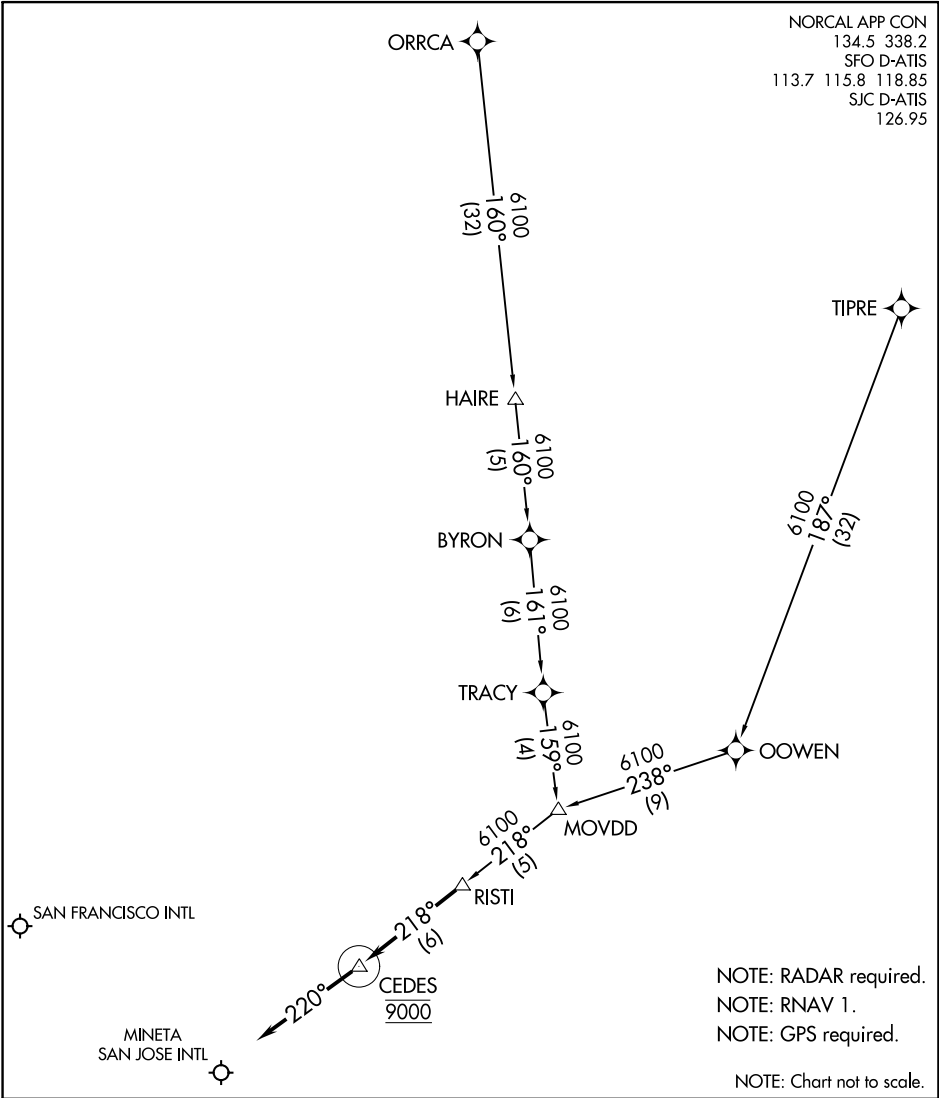
REBAS ONE ARRIVAL (RNAV) Arrival Routes

NAPA, CALIFORNIA

RISTI ONE ARRIVAL (RNAV)

AL-375 (FAA)

SAN FRANCISCO, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

ORRCA TRANSITION (ORRCA.RISTI1)

TIPRE TRANSITION (TIPRE.RISTI1)

LANDING KSFO/KSJC: From RISTI on track 218° to cross CEDES at 9000, then on heading 220° or as assigned by ATC. Expect RADAR vectors to final approach course.

RISTI ONE ARRIVAL (RNAV)

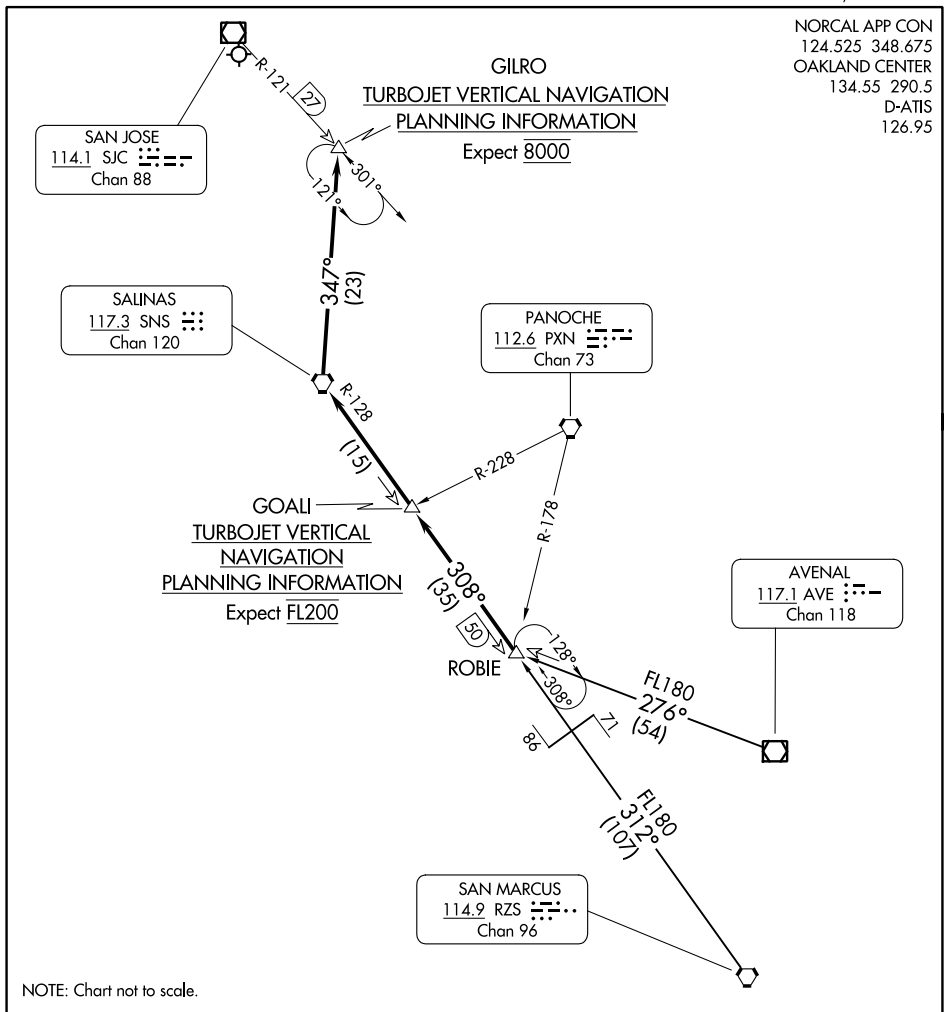
SAN FRANCISCO, CALIFORNIA

(ROBIE.ROBIE5) 26246

Z31
AL-693 (FAA)

MINETA SAN JOSE INTL (SJC')
SAN JOSE, CALIFORNIA

ROBIE FIVE ARRIVAL



ARRIVAL ROUTE DESCRIPTION

AVENAL TRANSITION (AVE.ROBIE5): From over AVE VOR/DME on AVE R-276 to ROBIE. Thence

SAN MARCUS TRANSITION (RZS.ROBIE5): From over RZS VORTAC on RZS R-312 and SNS R-128 to ROBIE. Thence

. . . . From over ROBIE on SNS R-128 to SNS VORTAC. Then on SNS R-347 to GILRO. Expect the ILS RWY 30L approach.

FOR RUNWAY 12 OPERATIONS: Expect routing SNS direct SJC VOR/DME and RADAR vectors to final approach course.

ROBIE FIVE ARRIVAL

(ROBIE.ROBIE5) 15AUG19

SAN JOSE, CALIFORNIA
MINETA SAN JOSE INTL (SJC')

SW-2, 03 SEP 2026 to 29 OCT 2026

(SEATO.SEATO4) 23334
SEATO FOUR ARRIVAL

AL-488 (FAA)

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIA

TRAVIS APP CON
126.6 281.45 (N)
119.9 322.325 (S)
D-ATIS
135.55 292.125

RED BLUFF
115.7 RBL
Chan 104

MENDOCINO
112.3 ENI
Chan 70

WILLIAMS
114.4 ILA
Chan 91

NOTE: RADAR and DME required.

SEATO

LOCALIZER 110.1
I-SUU

SCAGGS ISLAND
112.1 SGD
Chan 58

TRAVIS
Chan 113
SUU
(116.6)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MENDOCINO TRANSITION (ENI.SEATO4): From over ENI VORTAC via ENI R-103 to SEATO INT. Thence . . .

RED BLUFF TRANSITION (RBL.SEATO4): From over RBL VORTAC via RBL R-153 and ILA R-333 to ILA VORTAC, then via ILA R-157 to SEATO INT. Thence . . .

SCAGGS ISLAND TRANSITION (SGD.SEATO4): From over SGD VORTAC via SGD R-030 to SEATO INT. Thence . . .

. . . . From over SEATO INT:

RWY 3L/R: Expect RADAR vectors for ILS or LOC RWY 3L approach.

RWY 21L/R: Expect RADAR vectors for ILS or LOC RWY 21L approach.

LOST COMMUNICATIONS:

RWY 3L via SEATO then TACAN RWY 3L.

RWY 21R via SEATO then TACAN RWY 21R.

SEATO FOUR ARRIVAL
(SEATO.SEATO4) 12DEC13

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)

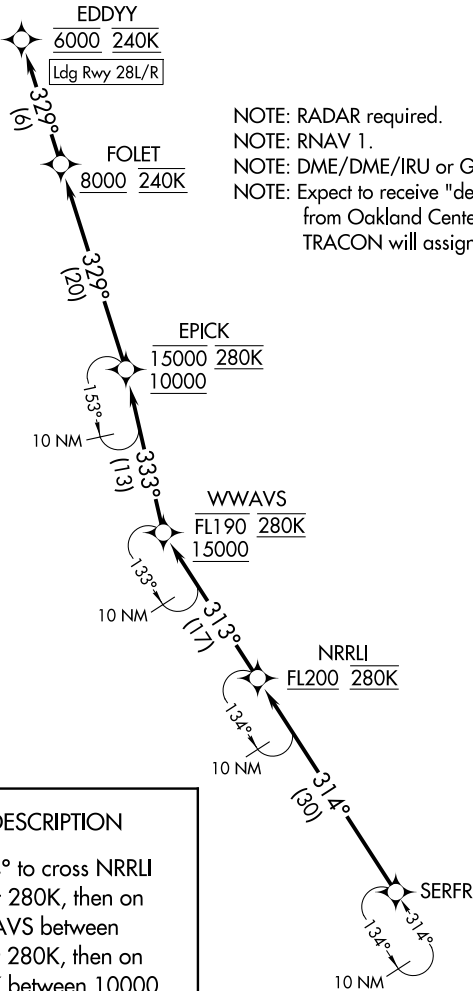
(SERFR.SERFR4) 19339

SERFR FOUR ARRIVAL (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

OAKLAND CENTER
134.55 290.5
NORCAL APP CON
128.575 254.25
D-ATIS
113.7 115.8 118.85
SAN FRANCISCO TOWER
120.5 269.1
GND CON
121.8



ARRIVAL ROUTE DESCRIPTION

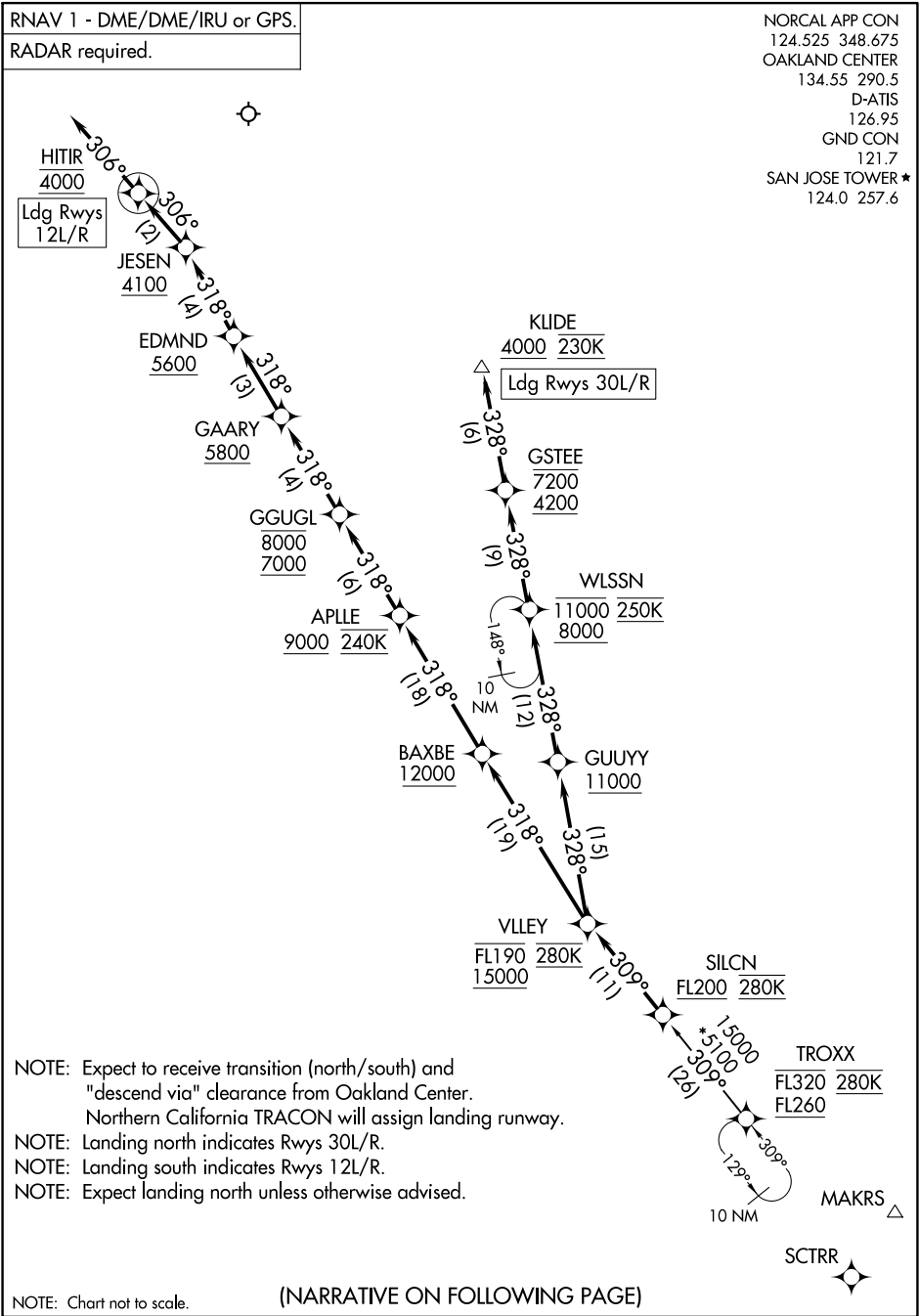
From SERFR on track 314° to cross NRRLI at or above FL200 and at 280K, then on track 313° to cross WWAVS between 15000 and FL190 and at 280K, then on track 333° to cross EPICK between 10000 and 15000 and at 280K, then on track 329° to cross FOLET at or above 8000 and at 240K, then on track 329° to cross EDDYY at 6000 and at 240K. Expect assigned instrument approach (Rwy 28L/R).

NOTE: Chart not to scale.

SERFR FOUR ARRIVAL (RNAV)

(SERFR.SERFR4) 05DEC19

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)



ARRIVAL ROUTE DESCRIPTION

TROXX TRANSITION (TROXX.SILCN6)

From SILCN on track 309° to cross VLEY between 15000 and FL190 and at 280K.

SOUTH TRANSITION LANDING RUNWAYS 12L/R: From VLEY on track 318° to cross BAXBE at or above 12000, then on track 318° to cross APLLE at or above 9000 and at 240K, then on track 318° to cross GGUGL between 7000 and 8000, then on track 318° to cross GAARY at or above 5800, then on track 318° to cross EDMND at or above 5600, then on track 318° to cross JESEN at or above 4100, then on track 306° to cross HITIR at 4000, then on track 306°. Expect RADAR vectors to final approach course.

NORTH TRANSITION LANDING RUNWAYS 30L/R: From VLEY on track 328° to cross GUUYY at or above 11000, then on track 328° to cross WLSSN between 8000 and 11000 and at 250K, then on track 328° to cross GSTEE between 4200 and 7200, then on track 328° to cross KLIDE at or above 4000 and at 230K. Expect assigned instrument approach or RADAR vectors to final approach course.

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

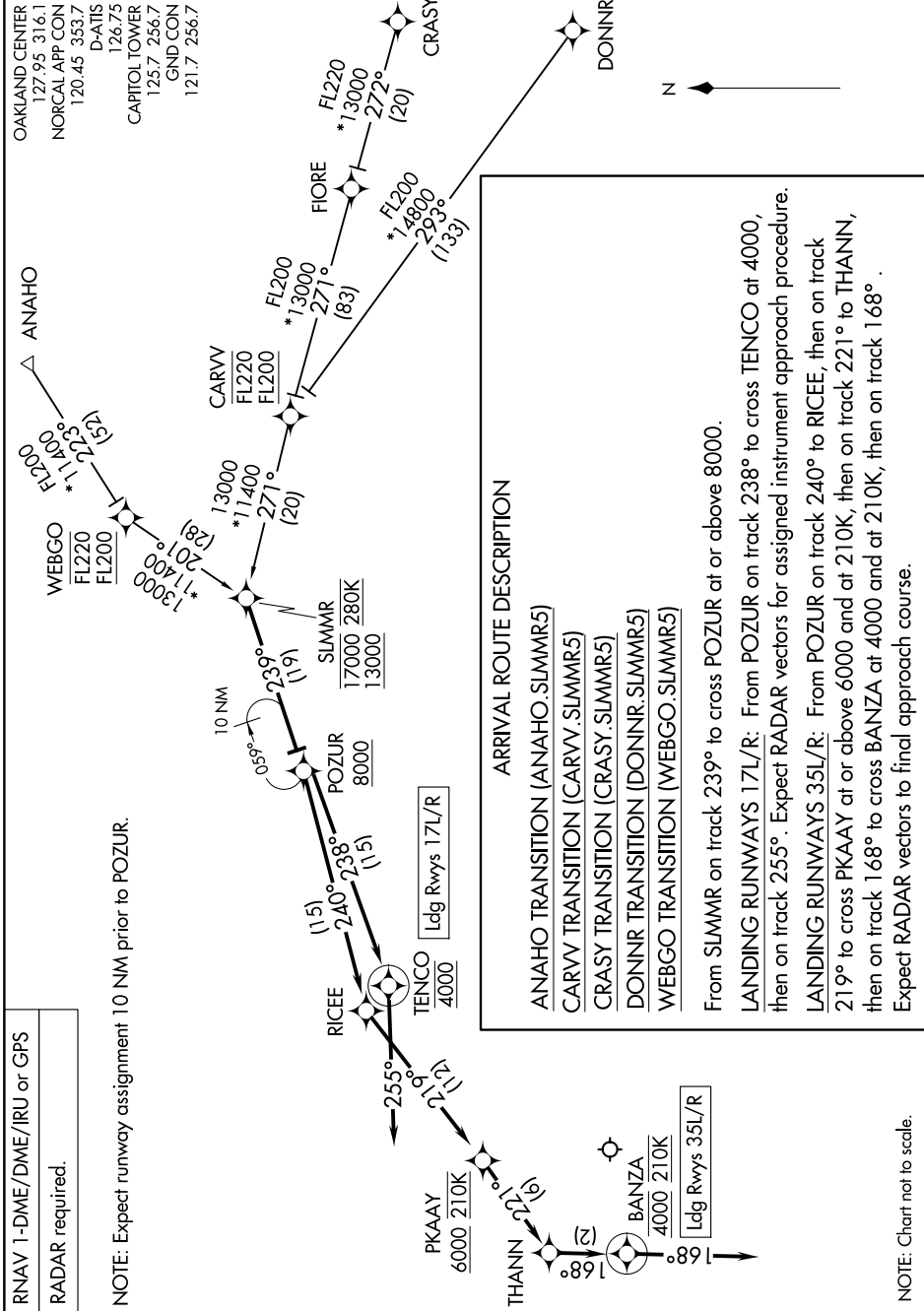
NOTE: Expect runway assignment 10 NM prior to POZUR.

OAKLAND CENTER
127.95 316.1
NORCAL APP CON
120.45 353.7
D-ATIS
126.75
CAPITOL TOWER
125.7 256.7
GND CON
121.7 256.7

SLMMR FIVE ARRIVAL (RNAV)

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA



SLMMR FIVE ARRIVAL (RNAV)

(SLMMR.SLMMR5) 14JUL22

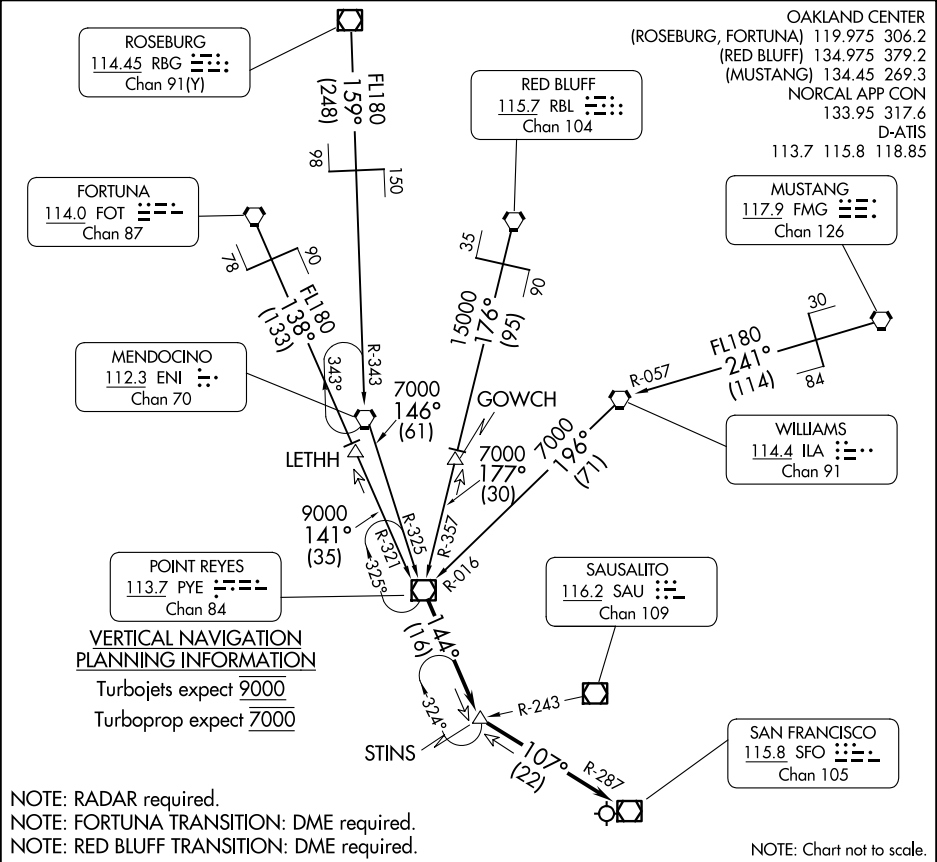
SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)

(PYE.STINS4) 25163

STINS FOUR ARRIVAL

AL-375 (FAA)

SAN FRANCISCO INTL (SF'0)
SAN FRANCISCO, CALIFORNIA



ARRIVAL ROUTE DESCRIPTION

FORTUNA TRANSITION (FOT.STINS4): From over FOT VORTAC on FOT R-138 and PYE R-321 to LETHH, then on PYE R-321 to PYE VOR/DME. Thence. . .

MENDOCINO TRANSITION (ENI.STINS4): From over ENI VORTAC on ENI R-146 and PYE R-325 to PYE VOR/DME. Thence. . .

MUSTANG TRANSITION (FMG.STINS4): From over FMG VORTAC on FMG R-241 and ILA R-057 to ILA VORTAC, then on ILA R-196 and PYE R-016 to PYE VOR/DME. Thence. . .

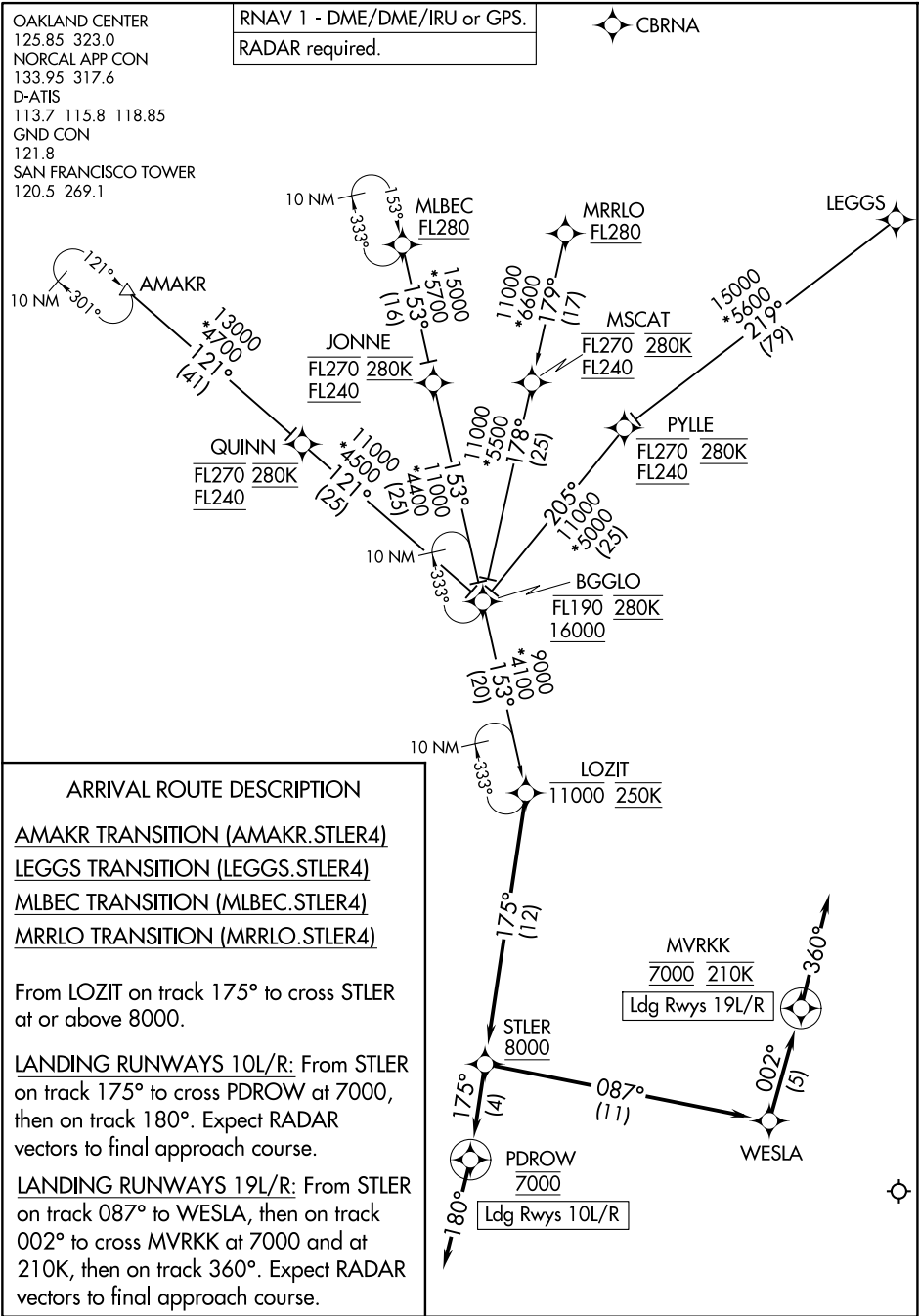
RED BLUFF TRANSITION (RBL.STINS4): From over RBL VORTAC on RBL R-176 and PYE R-357 to GOWCH, then on PYE R-357 to PYE VOR/DME. Thence. . .

ROSEBURG TRANSITION (RBG.STINS4): From over RBG VOR/DME on RBG R-159 and ENI R-343 to ENI VORTAC, then on ENI R-146 and PYE R-325 to PYE VOR/DME. Thence. . .

. . . From over PYE VOR/DME on PYE R-144 to STINS, then on SFO R-287 to SFO VOR/DME. Expect RADAR vectors to final approach course.

STINS FOUR ARRIVAL
(PYE.STINS4) 17JUN21

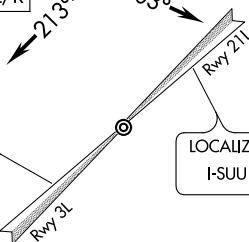
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SF'0)



(SUTHU.SUTHU2) 22139

SUTHU TWO ARRIVAL (RNAV)

AL-488 (FAA)

TRAVIS AFB (KSUU)
FAIRFIELD, CALIFORNIARNAV 1 - DME/DME/IRU or GPS.
RADAR required.TOCOS
FL370
FL330OKNIE
FL300WALBO
FL300TRAVIS APP CON
126.6 281.45 (N)
119.9 322.325 (S)
TRAVIS TOWER
120.75 254.4
GND CON
121.8 289.4
D-ATIS
135.55 292.12513000
127°
(78)13000
179°
(78)SUTHU
15000
13000153°
(19)EGUYU
153°
(101)160°
(340°)
9 NMSEATO
6000 210K
Ldg Rwys 3L, 21L/R

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

OKNIE TRANSITION (OKNIE.SUTHU2)TOCOS TRANSITION (TOCOS.SUTHU2)

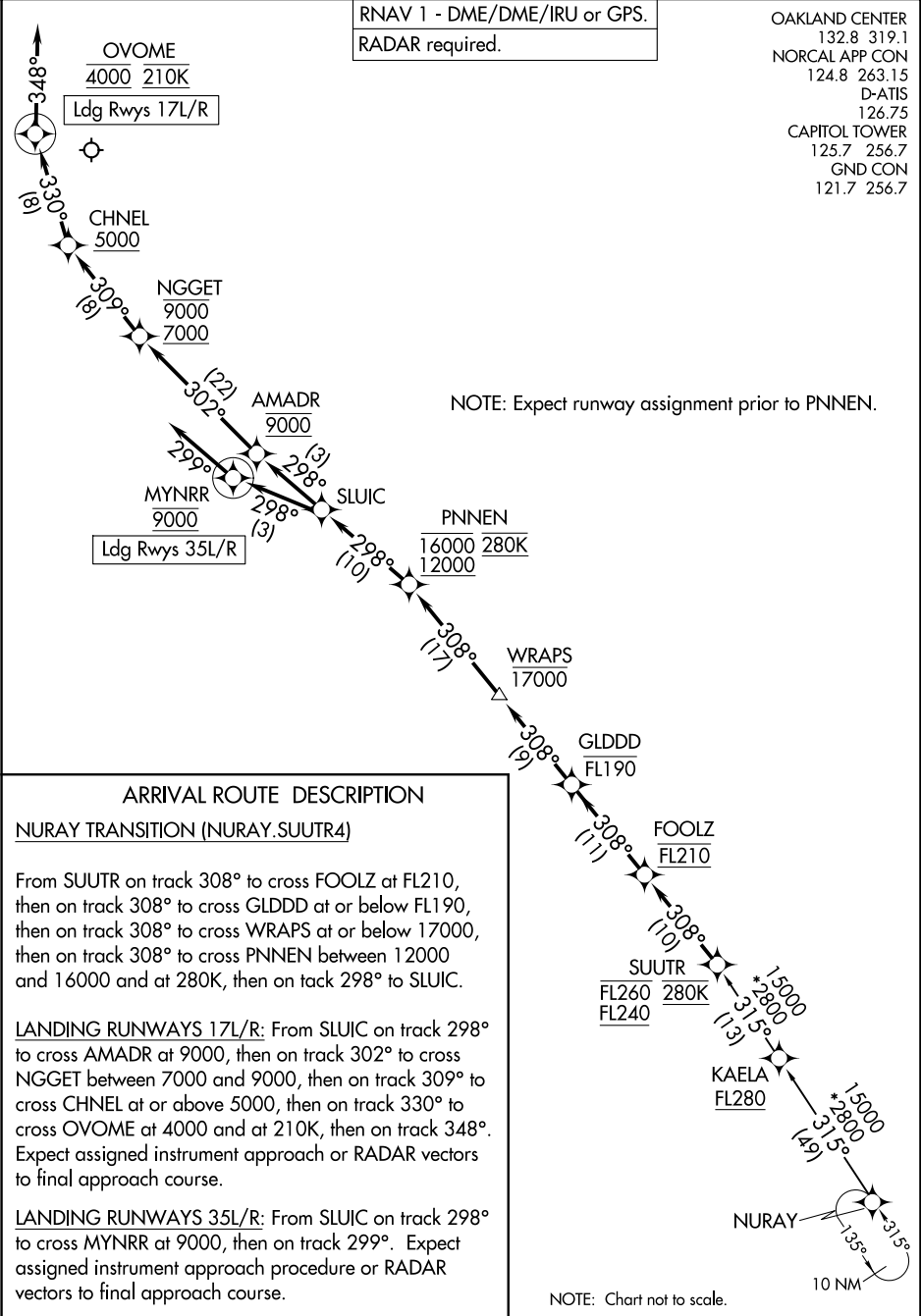
From SUTHU on track 153° to EGUYU.

LANDING RUNWAY 3L: From EGUYU on track 153° to cross SEATO at 6000 and at 210K, then on heading 213°. Expect RADAR vectors to final approach course.LANDING RUNWAYS 21L/R: From EGUYU on track 153° to cross SEATO at 6000 and at 210K, then on heading 103°. Expect RADAR vectors to final approach course.LOST COMMUNICATIONS: From SEATO, execute ILS or LOC RWY 21L or TACAN RWY 3L approach. If unable, hold at SEATO as depicted, maintain 6000.

SUTHU TWO ARRIVAL (RNAV)

(SUTHU.SUTHU2) 19MAY22

FAIRFIELD, CALIFORNIA
TRAVIS AFB (KSUU)



(TUDOR.TUDOR2) 24025
TUDOR TWO ARRIVAL

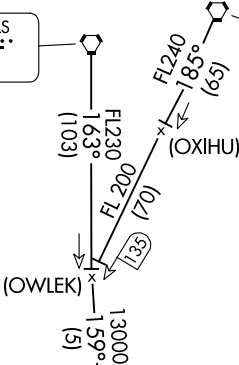
SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA

AL-5490 (FAA)

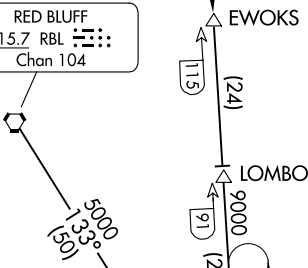
NORCAL APP CON
120.45 353.7
OAKLAND CENTER
132.2 350.3

KLAMATH FALLS
115.9 LMT
Chan 106

LAKEVIEW
112.0 LKV
Chan 57

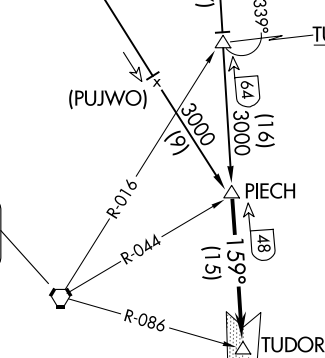


RED BLUFF
115.7 RBL
Chan 104



BOWLS
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 12000

WILLIAMS
114.4 IIA
Chan 91



NOTE: RADAR required.

NOTE: Expect RADAR vectors to
final approach course.

NOTE: DME required.

LOCALIZER
111.1
I-SMF
Chan 48

SACRAMENTO
115.2 SAC
Chan 99

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

TUDOR TWO ARRIVAL
(TUDOR.TUDOR2) 09FEB12

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)

ARRIVAL ROUTE DESCRIPTION

KLAMATH FALLS TRANSITION (LMT.TUDOR2): From over LMT VORTAC via LMT R-163 and SAC R-339 to PIECH INT. Thence

LAKEVIEW TRANSITION (LKV.TUDOR2): From over LKV VORTAC via LKV R-185 and SAC R-339 to PIECH INT. Thence

RED BLUFF TRANSITION (RBL.TUDOR2): From over RBL VORTAC via RBL R-133 to PIECH INT. Thence

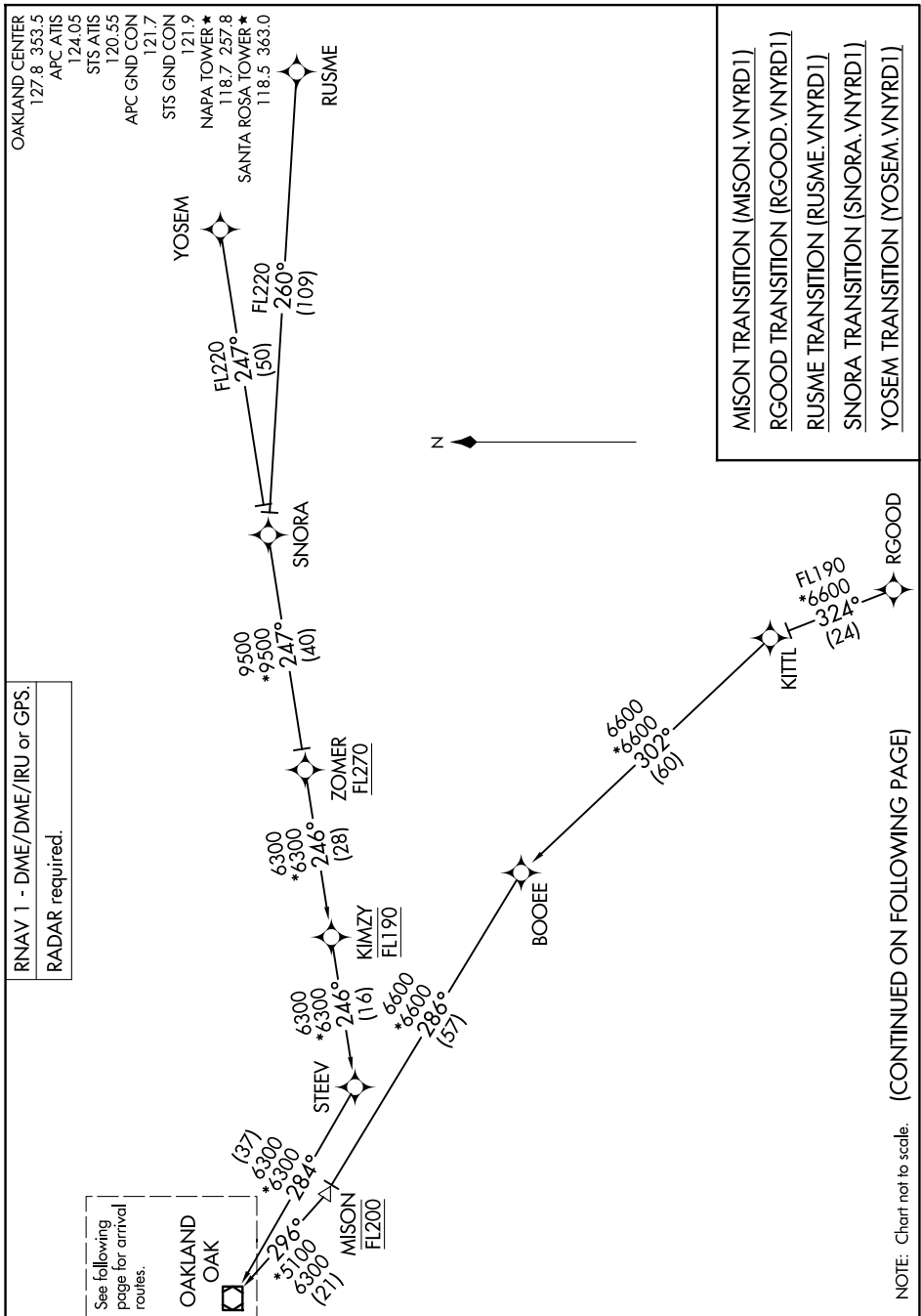
. . . . From PIECH INT via SAC R-339 to TUDOR INT/DME. Expect RADAR vectors.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

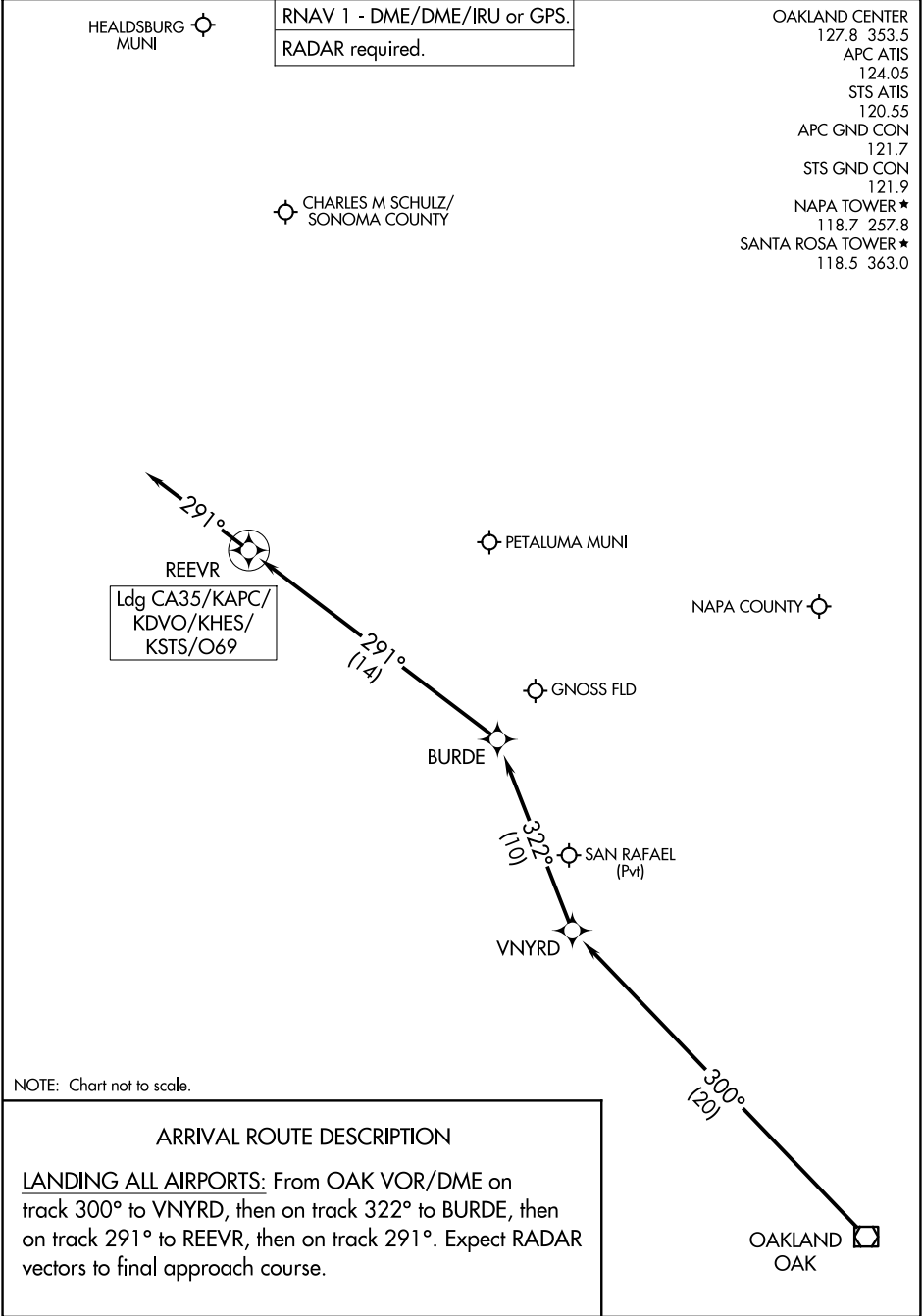
VNYRD ONE ARRIVAL (RNAV) Transition Routes

NAPA, CALIFORNIA



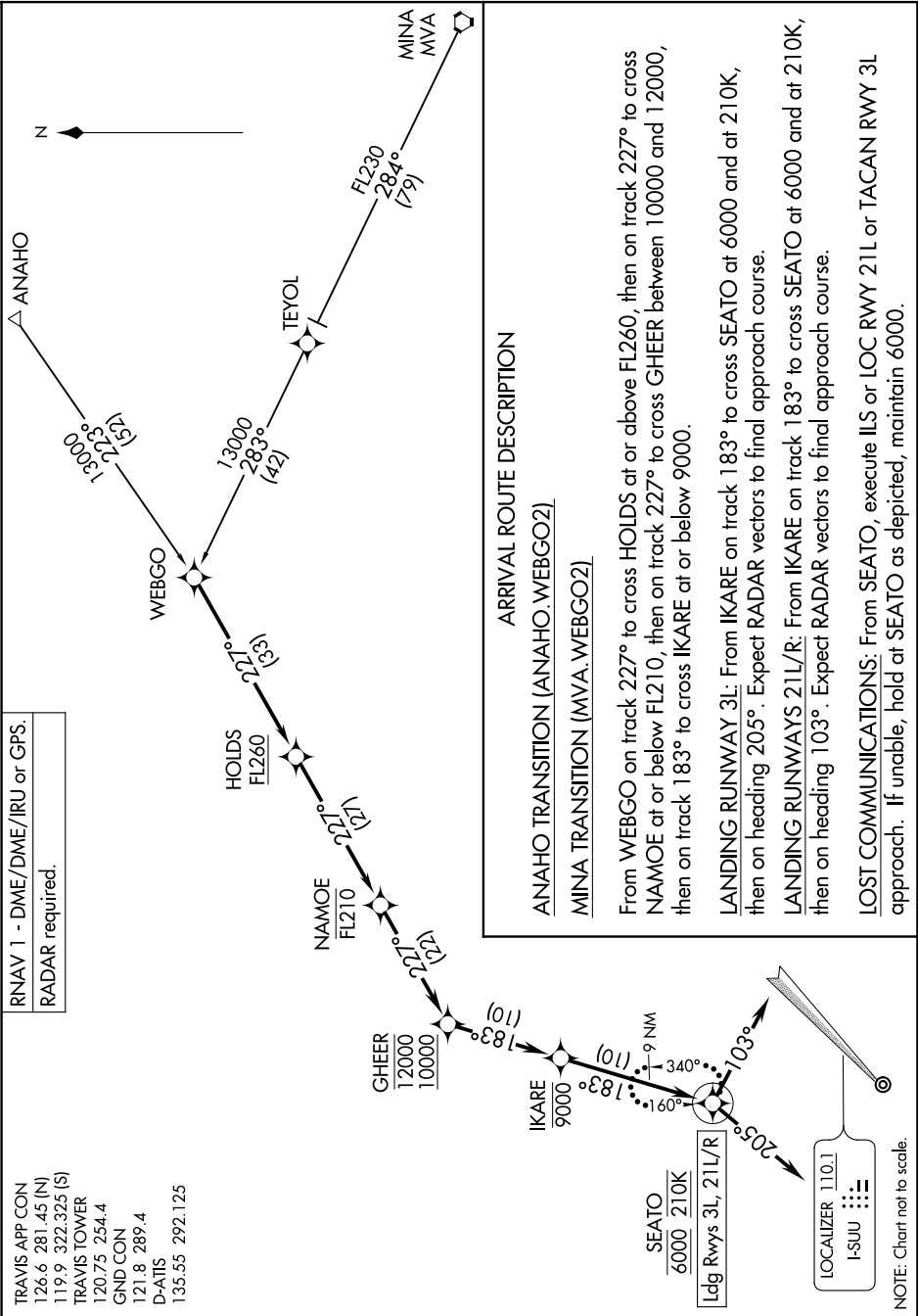
VNYRD ONE ARRIVAL (RNAV) Transition Routes

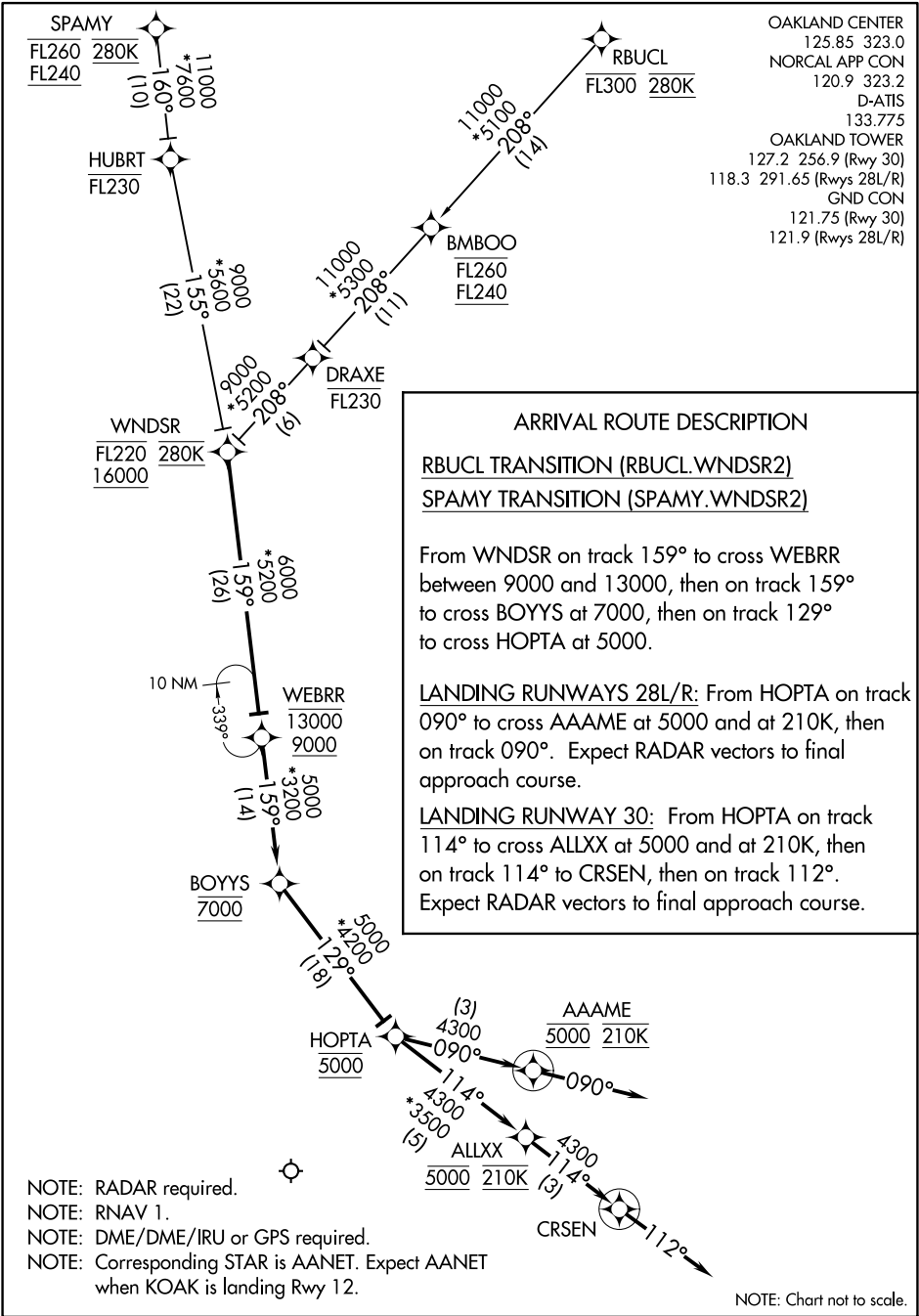
NAPA, CALIFORNIA



WEBGO TWO ARRIVAL (RNAV)

SW-2, 03 SEP 2026 to 29 OCT 2026





(SERFR.WWAVS2) 24193

WWAVS TWO ARRIVAL (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)

SAN FRANCISCO, CALIFORNIA

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

OAKLAND CENTER

134.55 290.5

NORCAL APP CON

128.575 254.25

D-ATIS

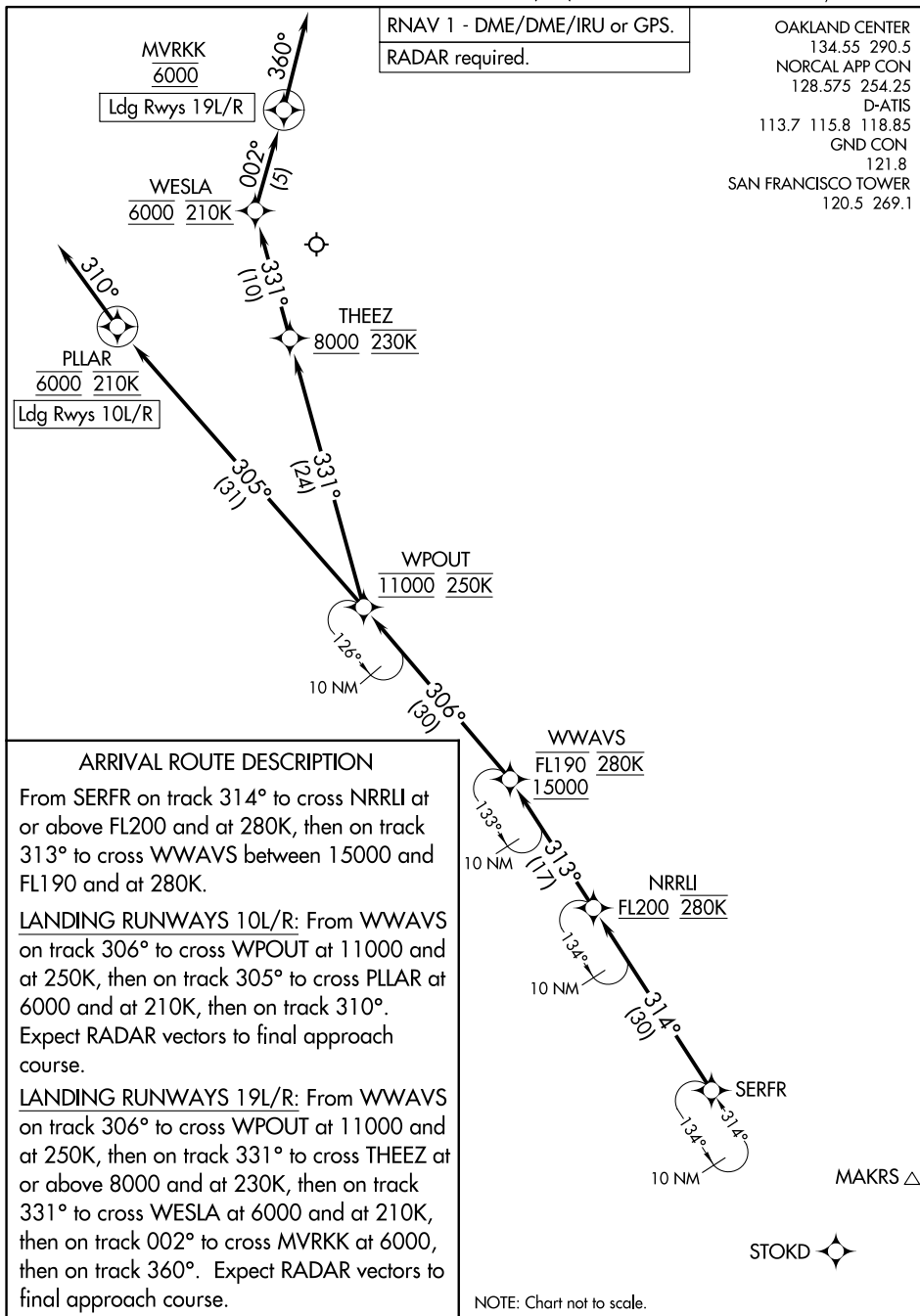
113.7 115.8 118.85

GND CON

121.8

SAN FRANCISCO TOWER

120.5 269.1



NOTE: Chart not to scale.

WWAVS TWO ARRIVAL (RNAV)

(SERFR.WWAVS2) 11JUL24

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND CENTER
134.375 281.5
NORCAL APP CON
128.325 254.3
D-ATIS
113.7 115.8 118.85
SAN FRANCISCO TOWER
120.5 269.1
GND CON
121.8

KICHI

RUSME

YOSEM

SNORA

ZOMER

FRIGG

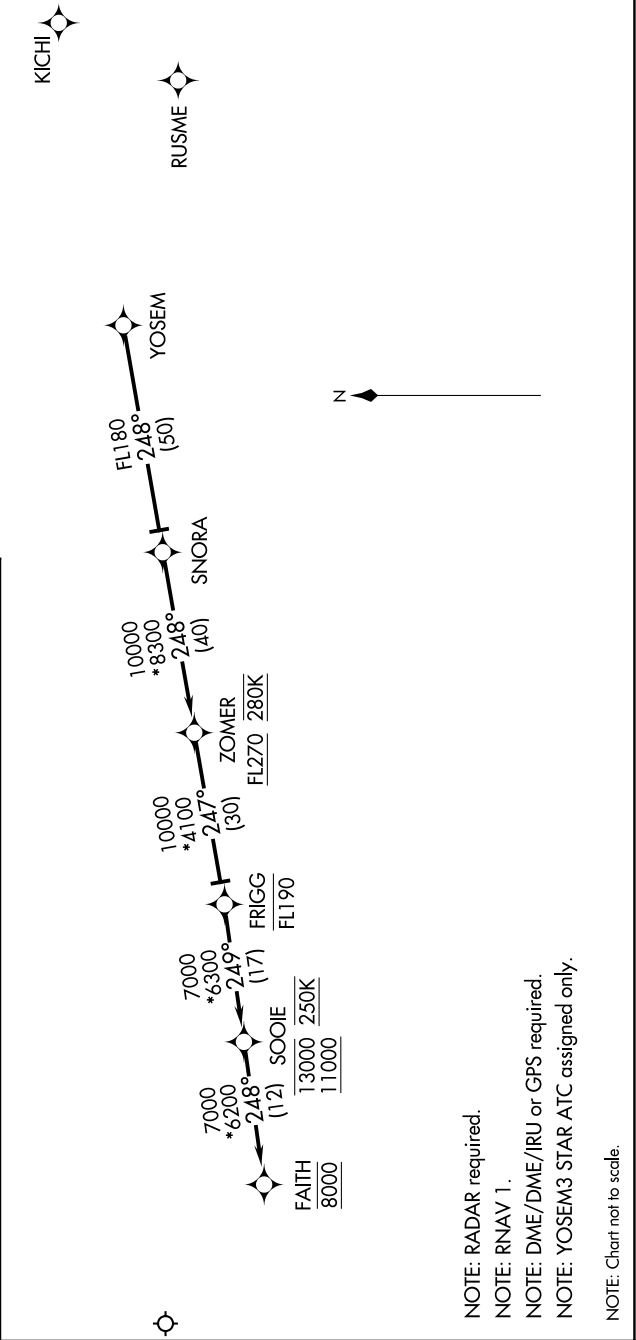
SOOIE

FAITH

ARRIVAL ROUTE DESCRIPTION

From YOSEM on track 248° to SNORA, then on track 248° to cross ZOMER at/above FL270 and at 280K.

LANDING RUNWAYS 28L/R: From ZOMER on track 247° to cross FRIGG at/below FL190, then on track 249° to cross SOOIE between 11000 and 13000 and at 250K, then on track 248° to cross FAITH at 8000. Expect assigned instrument approach procedure, or expect RADAR vectors to final.



INTENTIONALLY
LEFT
BLANK

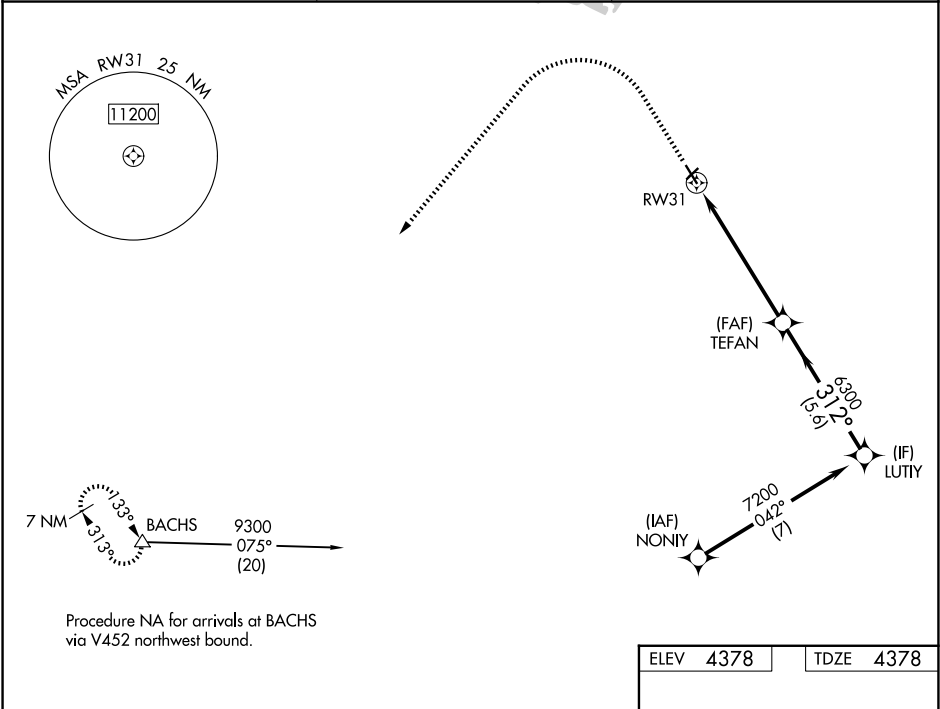
WAAS CH 70620 W31A	APP CRS 312°	Rwy Ldg TDZE Apt Elev 4378
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RNAV (GPS) RWY 31

ALTURAS MUNI (AAT)

▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). Rwy 31 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 5400, then climbing left turn to 9000 direct BACHS and hold.
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ASOS 124.175	SEATTLE CENTER 127.6 346.35	UNICOM 122.8 (CTAF) 0
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5400

↑

9000

↖

BACHS

△

VGSI and RNAV glidepath not coincident.

TEFAN

6300

LUTY

7200

312°

6300

GP 3.00°

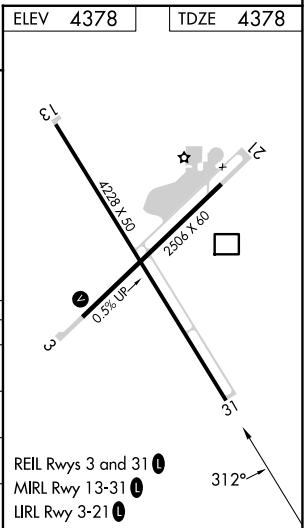
TCH 40

5.9 NM

5.6 NM

RW31

CATEGORY	A	B	C	D
LPV DA	4830-1⅓	452 (500-1⅓)	NA	
LNAV/VNAV DA	4880-1⅓	502 (600-1⅓)	NA	
LNAV MDA	5120-1 742 (800-1)	5120-1¼ 742 (800-1¼)	NA	
CIRCLING	5120-1 742 (800-1)	5200-1¼ 822 (900-1¼)	NA	



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

(BACHS2.BACHS) 23278

BACHS TWO DEPARTURE (OBSTACLE) (RNAV)

AL-6436 (FAA)

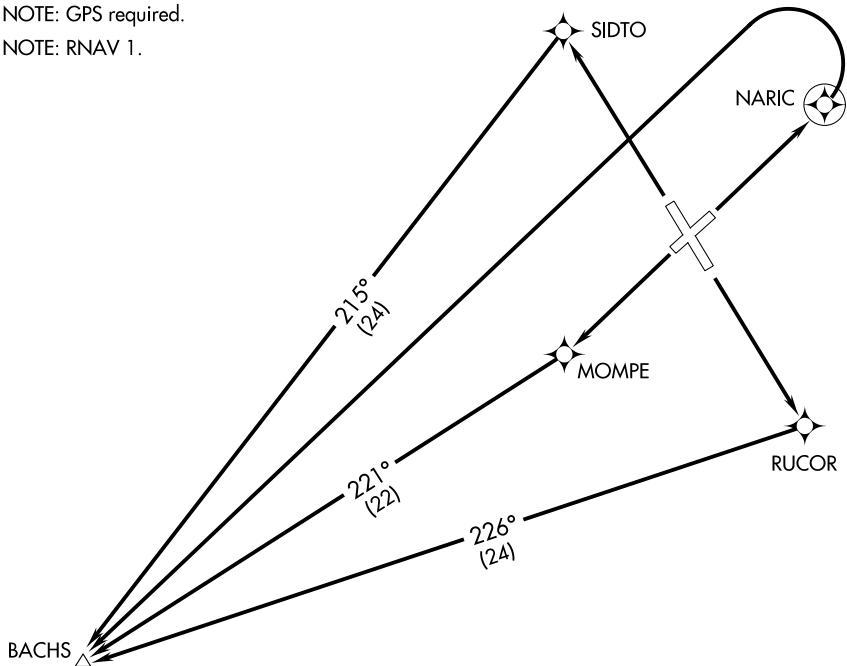
ALTURAS MUNI (AAT)
ALTURAS, CALIFORNIA

SEATTLE CENTER
127.6 346.35
CTAF
122.8

TAKEOFF MINIMUMS

- Rwy 3: Standard with minimum climb of 340' per NM to 5900.
- Rwy 13: Standard with minimum climb of 230' per NM to 8200.
- Rwy 21: Standard with minimum climb of 365' per NM to 6000.
- Rwy 31: Standard with minimum climb of 450' per NM to 5800.

NOTE: GPS required.
NOTE: RNAV 1.



TAKEOFF OBSTACLE NOTES

- Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4659' MSL.
- Rwy 21: Trees and road with vehicles beginning 1' from DER, right and left of centerline, to 100' AGL/4469' MSL.
- Rwy 13: Trees and a road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4519' MSL.
- Rwy 31: Trees and road with vehicles beginning 1' from DER, right and left of centerline, up to 100' AGL/4469' MSL.

NOTE: Chart not to scale.

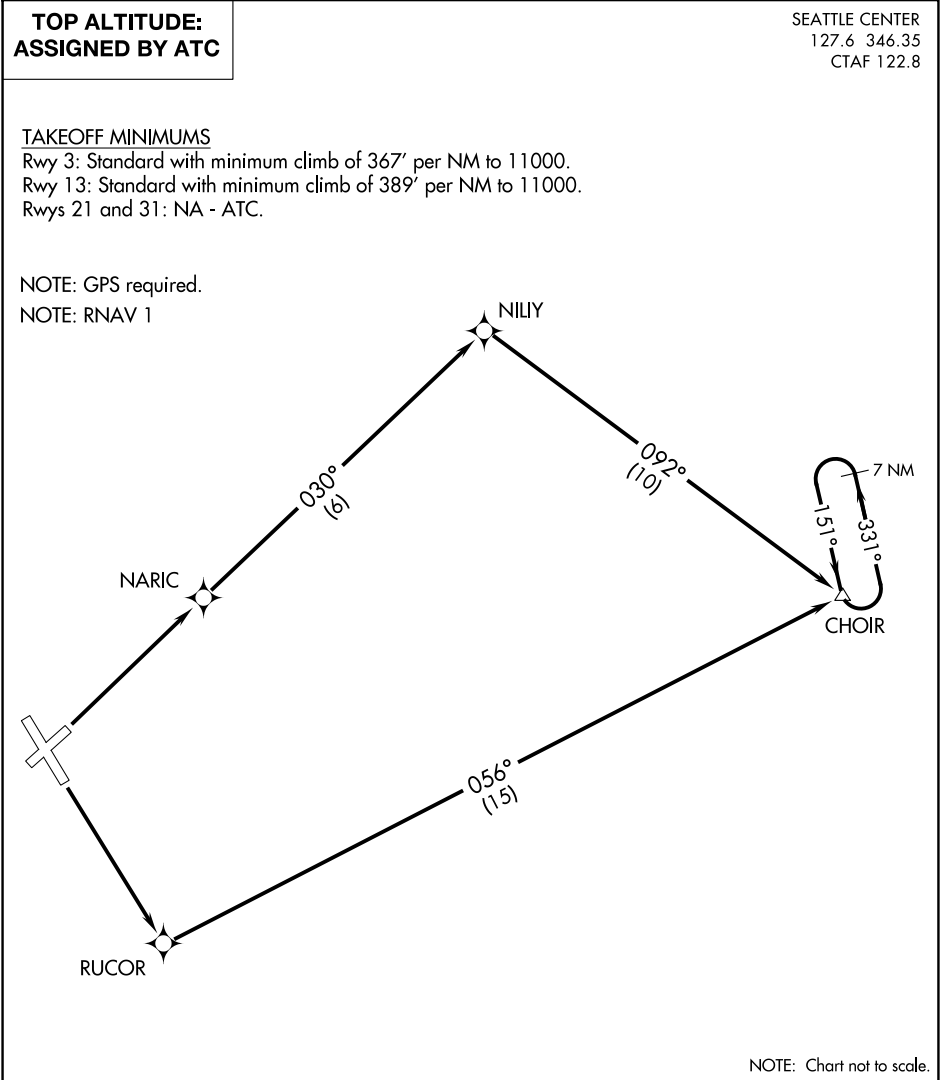
DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 3: Climb to 9000 direct NARIC, then climbing left turn direct BACHS.
- TAKEOFF RUNWAY 13: Climb to 9000 direct RUCOR, turn right via 226° track to BACHS.
- TAKEOFF RUNWAY 21: Climb to 9000 direct MOMPE, then via 221° track to BACHS.
- TAKEOFF RUNWAY 31: Climb to 9000 direct SIDTO, turn left via 215° track to BACHS.

BACHS TWO DEPARTURE (OBSTACLE) (RNAV)

(BACHS2.BACHS) 10APR08

ALTURAS, CALIFORNIA
ALTURAS MUNI (AAT)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3:

Climb to 11000 direct NARIC and via 030° track to NILIY and via 092° track to CHOIR, thence....

TAKEOFF RUNWAY 13:

Climb to 11000 direct RUCOR and via 056° track to CHOIR, thence....

....climb in holding, (if required) before proceeding on course.

HERLONG, CALIFORNIA

APCH CRS 266°	Rwy Idg	10,000
	TDZE	4012
	Arpt Elev	4012

(USA)

AMEDEE AAF (HERLONG) (KAHC)

RNP APCH - GPS.

T *Circling NA for CAT CD north of Rwy
A NA 9-27.

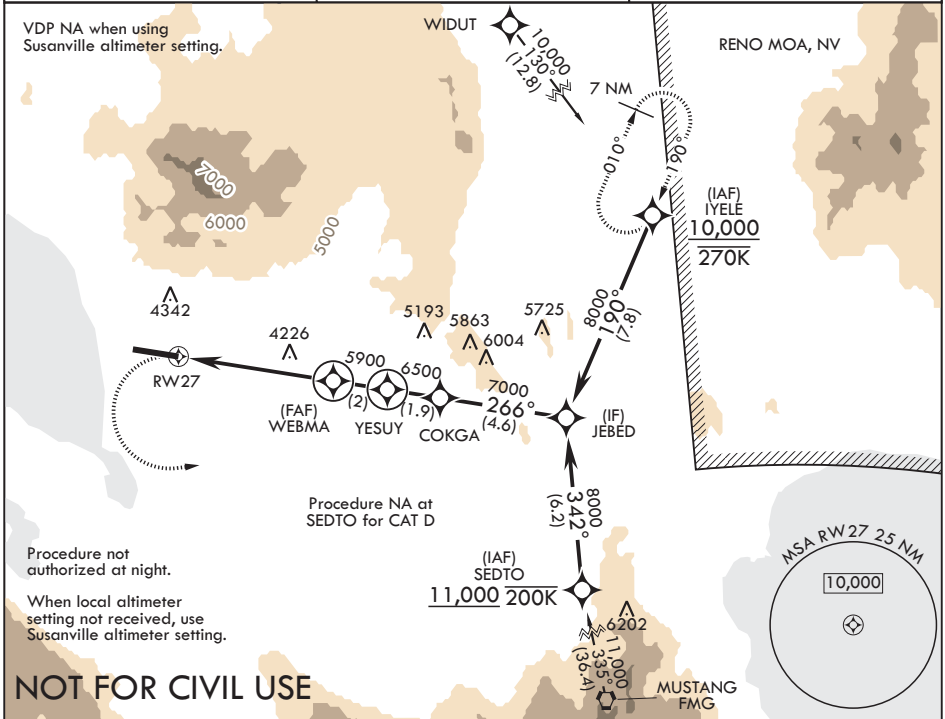
MISSED APPROACH: Climbing left turn to 10,000 direct JEBED and track 010° to IYELE and hold, continue climb-in-hold to 10,000. When authorized by ATC, climb-in-hold to 14,000.

AWOS-3 118.825	OAKLAND CENTER 128.8 285.5	CTAF 126.2 241.9
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VDP NA when using
Susanville altimeter setting.

WIDUT

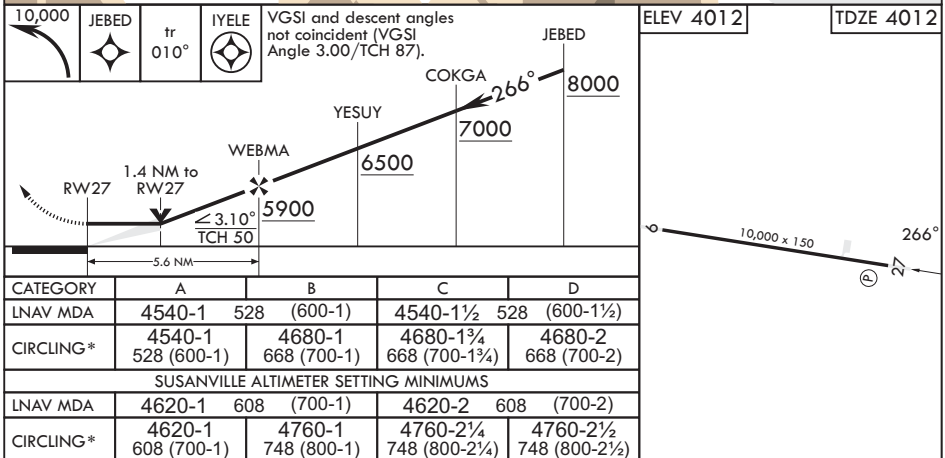
RENO MOA, NV



Procedure not authorized at night.

When local altimeter setting not received, use Susanville altimeter setting.

NOT FOR CIVIL USE



HERLONG, CALIFORNIA

40°16'N - 120°09'W

AMEDEE AAF (HERLONG) (KAHC)

Amdt 3 13JUL23

RNAV (GPS) RWY 27

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-ACV
109.5
Chan **32**

APP CRS
316°

Rwy Ldg
TDZE
Apt Elev
5846
221
222

ILS or LOC RWY 32

CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

NA

Circling NA northeast of Rwy 14-32.
DME required.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct FOT VORTAC and hold.

ASOS 118.525	SEATTLE CENTER 124.85 306.3	UNICOM 123.0 (CTAF) 1
------------------------	---------------------------------------	---------------------------------

ELEV 222

D

TDZE 221

800

3000

FOT

Use I-ACV DME when on the localizer course.
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 43).

VOMAC I-ACV 19.1

One Minute Holding Pattern

*LOC only

ULMY I-ACV 6.1

ZUVKU I-ACV 7.5

VOLEW I-ACV 10.3

SAWGU I-ACV 12.4

JEBGA I-ACV 15.7

VOMAC I-ACV 19.1

1860*

2320*

3200

3700

4700

1.9

3.1 NM

1.4 NM

2.8 NM

2.1 NM

3.3 NM

3.4 NM

CATEGORY	A	B	C	D
S-ILS 32	441/18 220 (300-½)			
S-LOC 32	880/24 659 (700-½)		880-1⅓ 659 (700-1⅓)	
CIRCLING	880-1 658 (700-1)		880-17⁄8 658 (700-17⁄8)	880-2 658 (700-2)

ARCATA/EUREKA, CALIFORNIA

Amdt 3 12OCT17

CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

40°59'N-124°07'W

ILS or LOC RWY 32

5

ARCATA/EUREKA, CALIFORNIA

AL-519 (FAA)

25275

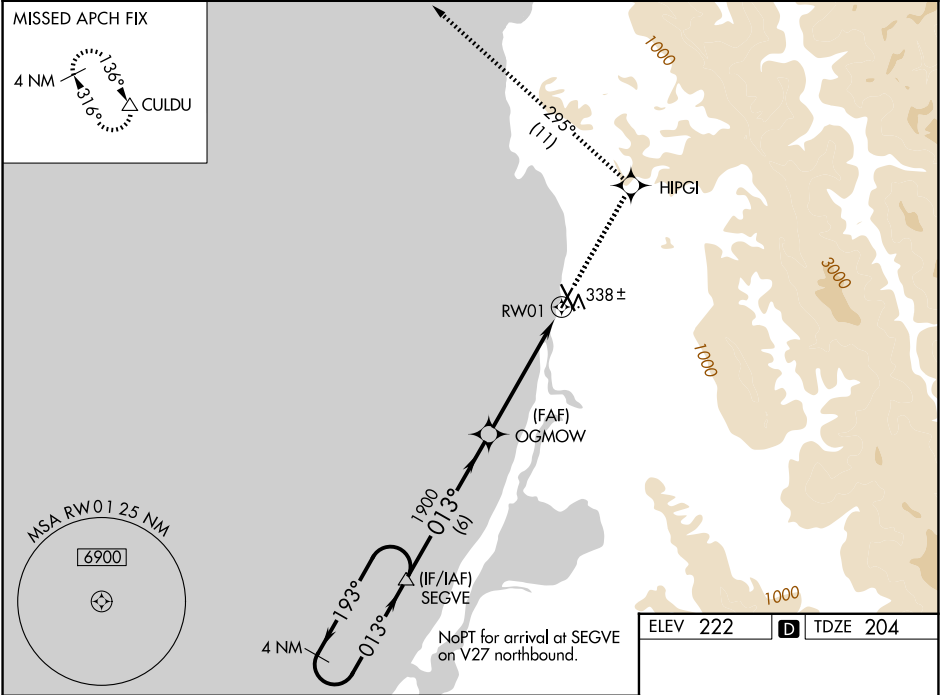
WAAS CH 63200 W01A	APP CRS 013°	Rwy Ldg TDZE Apt Elev	4501 204 222
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RNAV (GPS) RWY 1

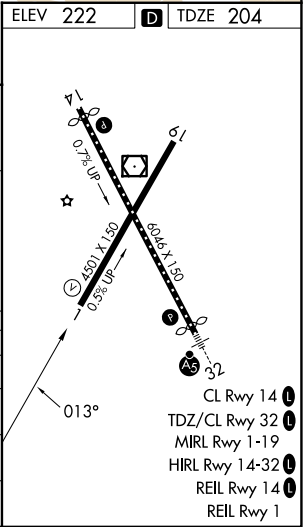
CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3200 direct HIPGI and on track 295° to CULDU and hold.
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Circling NA northeast of Rwy 14-32.	

ASOS 118.525	SEATTLE CENTER 124.85 306.3	UNICOM 123.0 (CTAF) 0
------------------------	---------------------------------------	---------------------------------



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 48)					3200 ↑	HIPGI ✱	tr 295°	CULDU △
4 NM Holding Pattern		SEGVE	OGMOW					
3000 ← 193° 013° →		1900	1900	* 2.7 NM to RW01		* LNAV only.		
GP 3.00° TCH 43								
		6 NM		2.6 NM		2.7 NM		
CATEGORY	A		B		C		D	
LPV DA	870-2½ 666 (700-2½)							
LNAV/ VNAV DA	838-2½ 634 (700-2½)							
LNAV MDA	1080-1 876 (900-1)		1080-1¼ 876 (900-1¼)		1080-2½		876 (900-2½)	
CIRCLING	1080-1¼		858 (900-1¼)		1080-2½ 858 (900-2½)		1080-2¾ 858 (900-2¾)	



ARCATA/EUREKA, CALIFORNIA
Amdt 2B 20APR23

CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)
40°59'N-124°07'W
RNAV (GPS) RWY 1

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **62801**
W14A

APP CRS
136°

Rwy Ldg
TDZE **205**
Apt Elev **222**

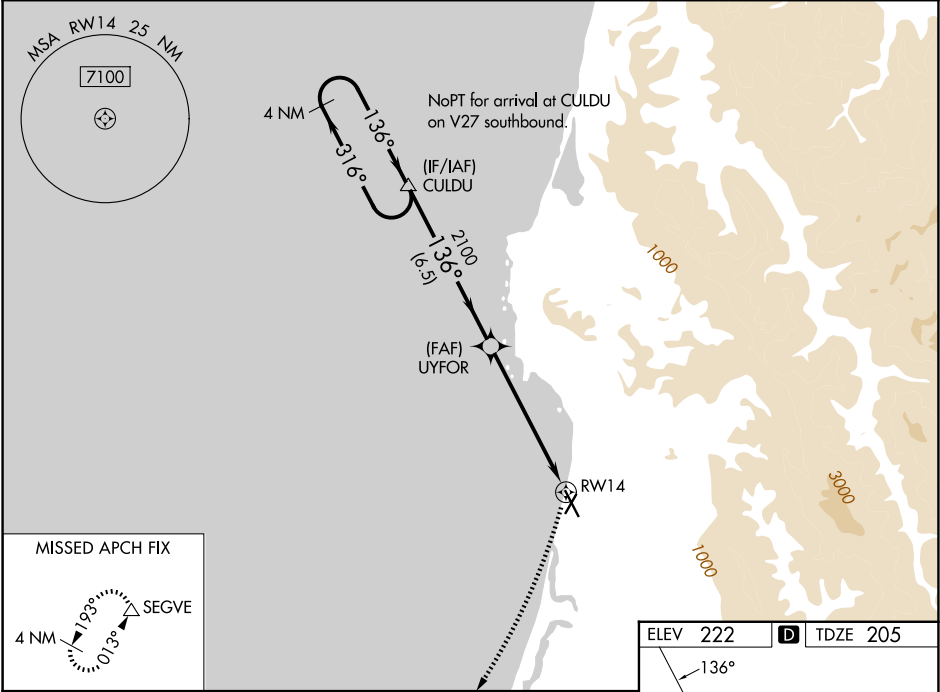
RNAV (GPS) RWY 14

CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Circling NA northeast of Rwy 14-32. DME/DME RNP-0.3 NA. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climbing right turn to 3000
direct SEGVE and hold.

ASOS 118.525	SEATTLE CENTER 124.85 306.3	UNICOM 123.0 (CTAF) 0
------------------------	---------------------------------------	---------------------------------



4 NM Holding Pattern

CULDU

UYFOR

3000

316°

136°

136°

2100

2100

136°

1.8 NM to RW14

RW14

GP 3.00°

TCH 50

6.5 NM

4.1 NM

1.8 NM

3000

SEGVE

* LNAV only

CATEGORY	A	B	C	D
LPV DA	455/45 250 (300-7½)			
LNAV/VNAV DA	570-1¼ 365 (400-1¼)			
LNAV MDA	820/55	615 (600-1)	820-1¾	615 (600-1¾)
CIRCLING	820-1	598 (600-1)	840-1¾ 618 (700-1¾)	880-2 658 (700-2)

ELEV 222

D

TDZE 205

136°

0.7% UP

0.5% UP

61

604 X 150

AS 32

CL Rwy 14

TDZ/CL Rwy 32

MIRL Rwy 1-19

HIRL Rwy 14-32

REIL Rwy 14

REIL Rwy 1

ARCATA/EUREKA, CALIFORNIA

AL-519 (FAA)

25275

WAAS CH 63108 W32A	APP CRS 316°	Rwy Ldg TDZE 221 Apt Elev 222
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RNAV (GPS) RWY 32

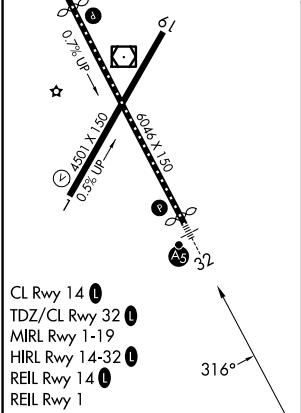
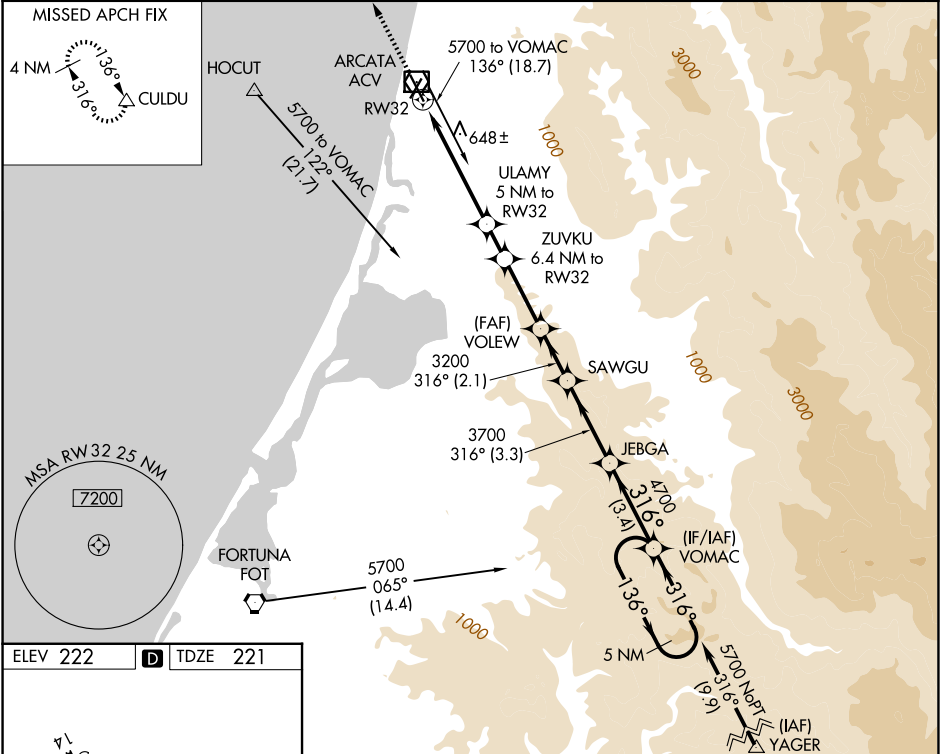
CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

Baro-VNAV NA. Circling NA northeast of Rwy 14-32.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CULDU and hold.

ASOS 118.525	SEATTLE CENTER 124.85 306.3	UNICOM 123.0 (CTAF)
------------------------	---------------------------------------	-------------------------------



3000	CULDU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).				JEBGA	VOMAC	5 NM
		*LNAV only.				Holding Pattern		
		*2 NM to RW32				GP 3.00° TCH 47		
		2 NM 3 NM 1.4 NM 2.8 NM 2.1 NM 3.3 NM 3.4 NM						
CATEGORY		A		B		C		D
LPV DA		441/18		220 (300-½)				
LNAV/VNAV DA		1056-2½		835 (900-2½)				
LNAV MDA		900/24 679 (700-½)		900/40 679 (700-¾)		900-1½ 679 (700-1½)		
CIRCLING		900-1 678 (700-1)		900-2 678 (700-2)		900-2¼ 678 (700-2¼)		

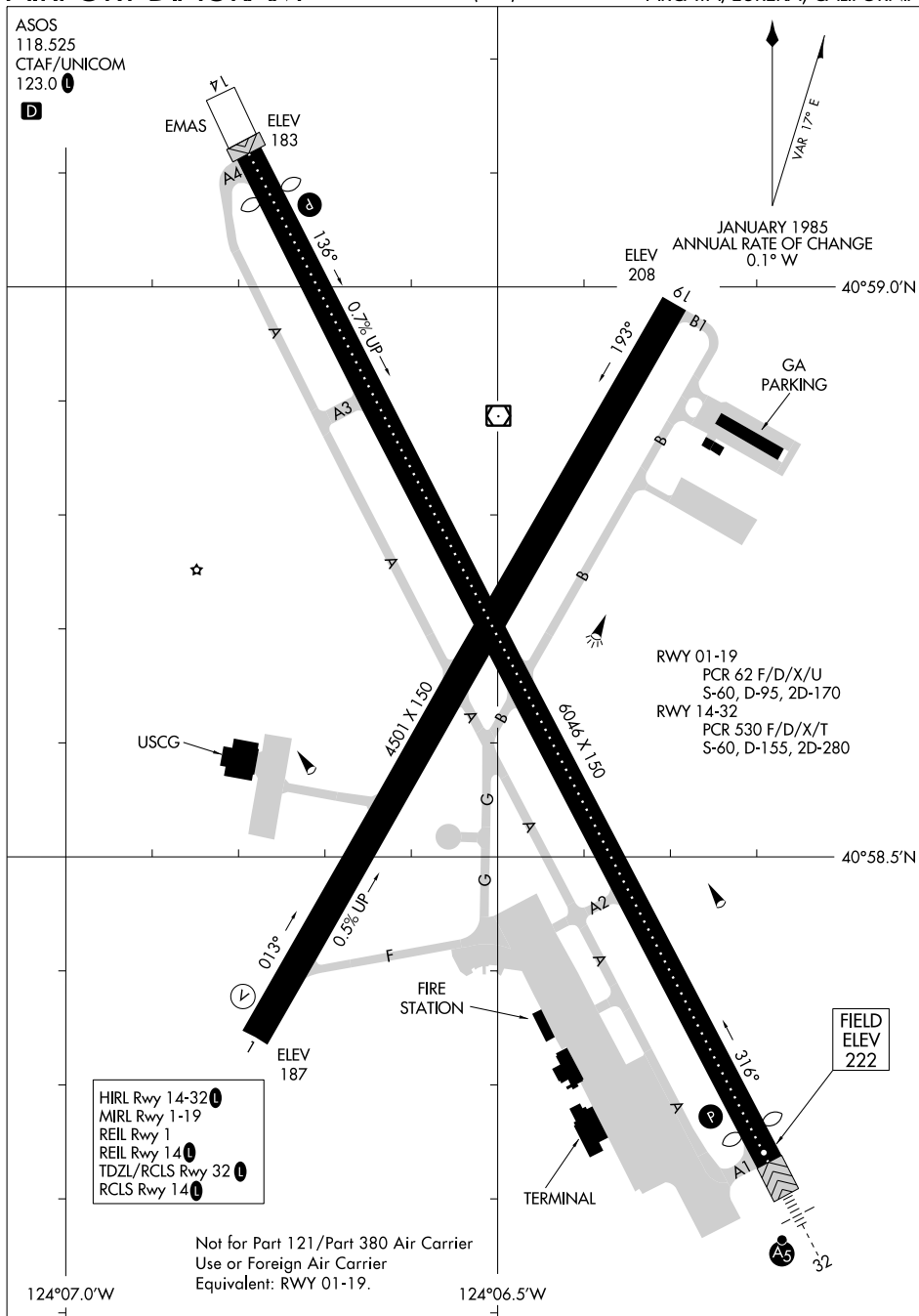
ARCATA/EUREKA, CALIFORNIA
Amdt 2A 26APR18

CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)
40°59'N-124°07'W
RNAV (GPS) RWY 32

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

D



AIRPORT DIAGRAM

ARCATA/EUREKA, CALIFORNIA
CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

SW-2, 03 SEP 2026 to 29 OCT 2026

(HOCUT5.HOCUT) 23334
HOCUT FIVE DEPARTURE

CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)
AL-519 (FAA) ARCATA/EUREKA, CALIFORNIA

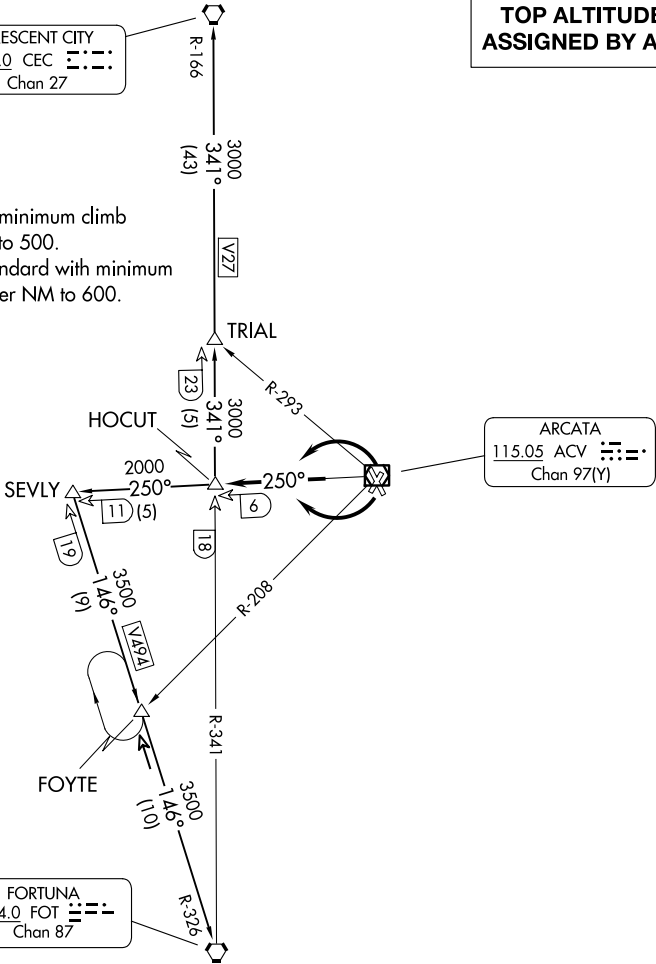
OAKLAND FSS
122.6
SEATTLE CENTER
124.85 306.3

CRESCENT CITY
109.0 CEC
Chan 27

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwy 19, 32: Standard.
Rwy 1: Standard with a minimum climb
of 360' per NM to 500.
Rwy 14: 400-2 1/2 or standard with minimum
climb of 382' per NM to 600.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1 and 32: Climbing left turn on ACV R-250, thence. . . .
TAKEOFF RUNWAYS 14 and 19: Climbing right turn on ACV R-250, thence. . . .
. . . .on (transition) or (assigned route).

CRESCENT CITY TRANSITION (HOCUT5.CEC): From over HOCUT INT on FOT R-341
and CEC R-166 to CEC VORTAC.
FORTUNA TRANSITION (HOCUT5.FOT): From over HOCUT INT on ACV R-250 to
SEVLY INT, then via FOT R-326 to FOT VORTAC.

HOCUT FIVE DEPARTURE
(HOCUT5.HOCUT) 12OCT17

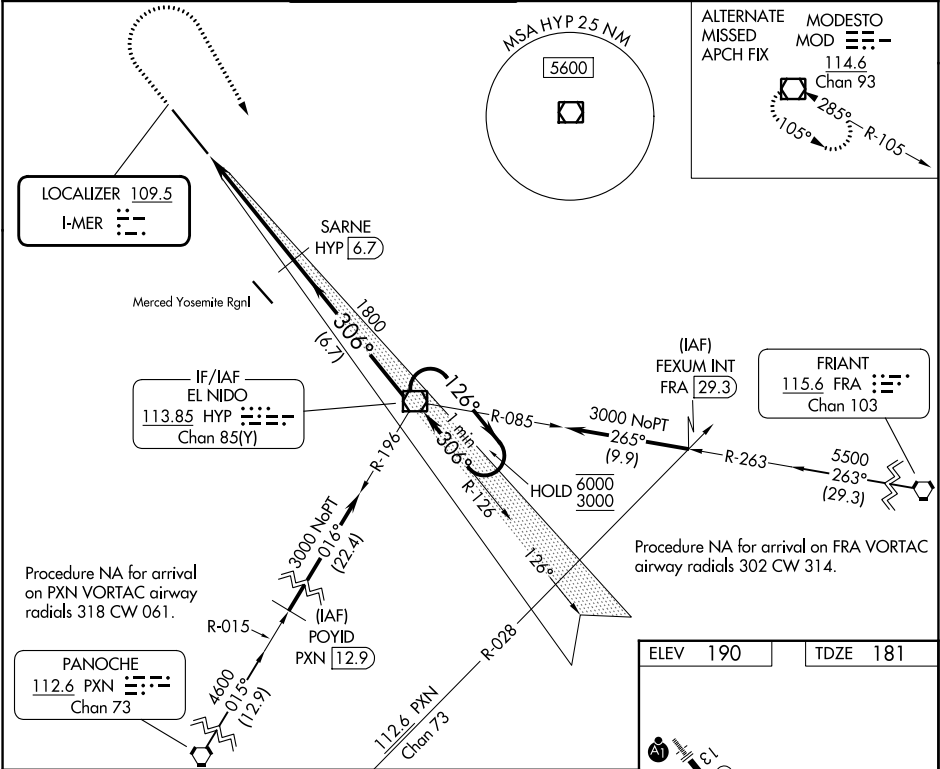
ARCATA/EUREKA, CALIFORNIA
CALIFORNIA REDWOOD COAST-HUMBOLDT COUNTY (ACV)

LOC I-MER 109.5	APP CRS 306°	Rwy Ldg 11802 TDZE 181 Apt Elev 190
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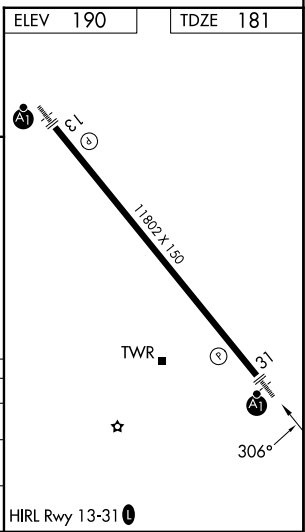
ILS or LOC RWY 31
CASTLE (MER)

DME required for LOC only.	ALSF-1	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct HYP VOR/DME and hold.
Circling NA southwest of Rwy 13-31. DME from HYP VOR/DME.		
Simultaneous reception of I-MER and HYP DME required.		

ATIS 124.475	NORCAL APP CON 120.95 269.45	CASTLE TOWER ★ 118.175 (CTAF) 235.775	GND CON 133.575	UNICOM 122.95	123.0 0
------------------------	--	---	---------------------------	-------------------------	----------------



1000	3000		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	HYP VOR/DME	One Minute Holding Pattern
*LOC only					
HYP 11.6	HYP 10.4				
1.2 NM	3.7 NM	6.7 NM			
CATEGORY	A	B	C	D	
S-ILS 31	381-1/2 200 (200-1/2)				
S-LOC 31	620-1/2 439 (500-1/2)		620-3/4 439 (500-3/4)		
CIRCLING	660-1 470 (500-1)		720-1 1/2 530 (600-1 1/2)		800-2 610 (700-2)



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

ATWATER, CALIFORNIA

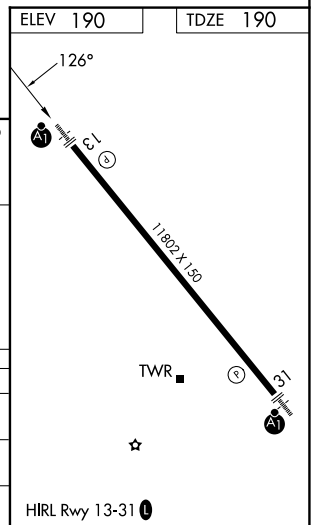
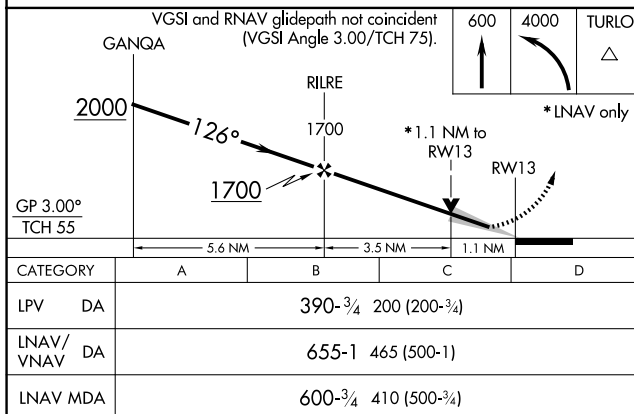
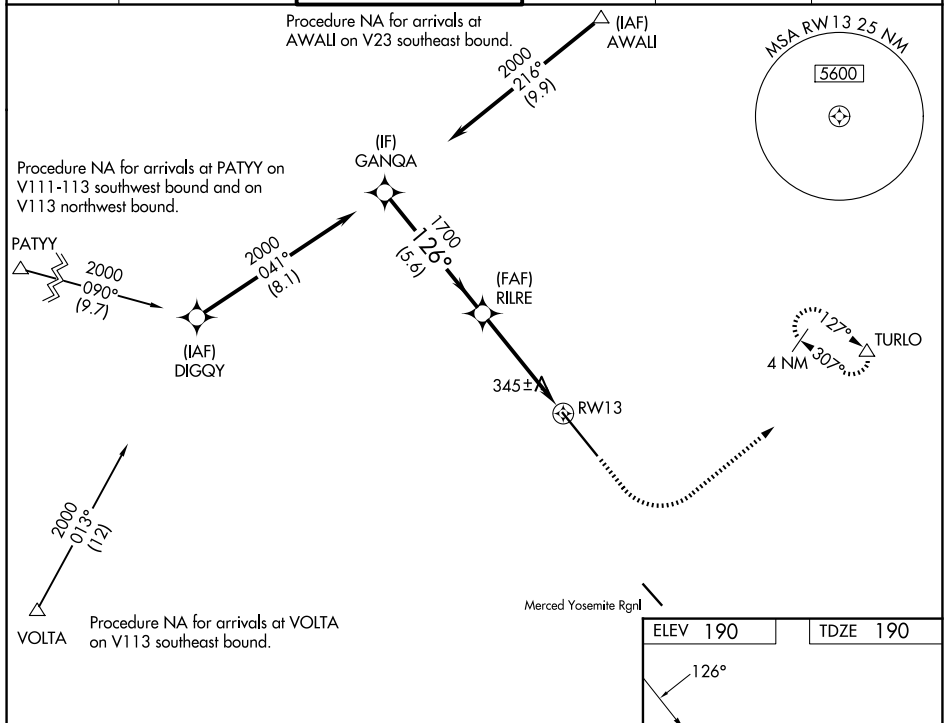
AL-568 (FAA)

26078

WAAS CH 50211 W13A	APP CRS 126°	Rwy Ldg 11802 TDZE 190 Apt Elev 190
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RNAV (GPS) RWY 13 **CASTLE (MER)**

RNP APCH. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cats A/B visibility to 1 SM, and increase LNAV Cat C/D visibility to 1½ SM.			ALSF-1 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct TURLO and hold, continue climb-in-hold to 4000.	
ATIS 124,475	NORCAL APP CON 120,95 269,45	CASTLE TOWER ★ 118,175 (CTAF) 235,775	GND CON 133,575	UNICOM 122,95	123.0 0



ATWATER, CALIFORNIA

Amdt 1A 30JAN20

37°23'N-120°34'W

CASTLE (MER) **RNAV (GPS) RWY 13**

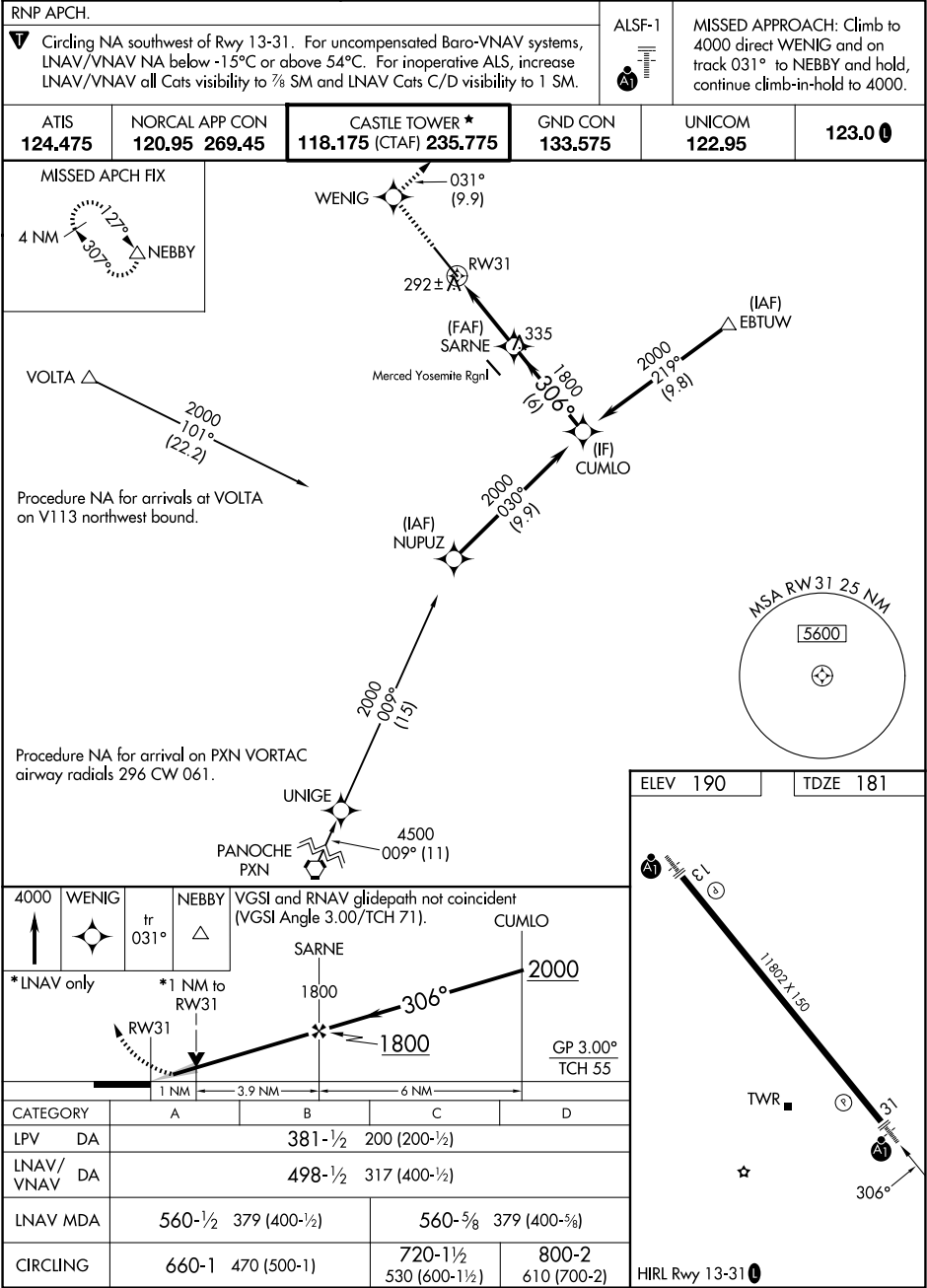
SW-2, 03 SEP 2026 to 29 OCT 2026

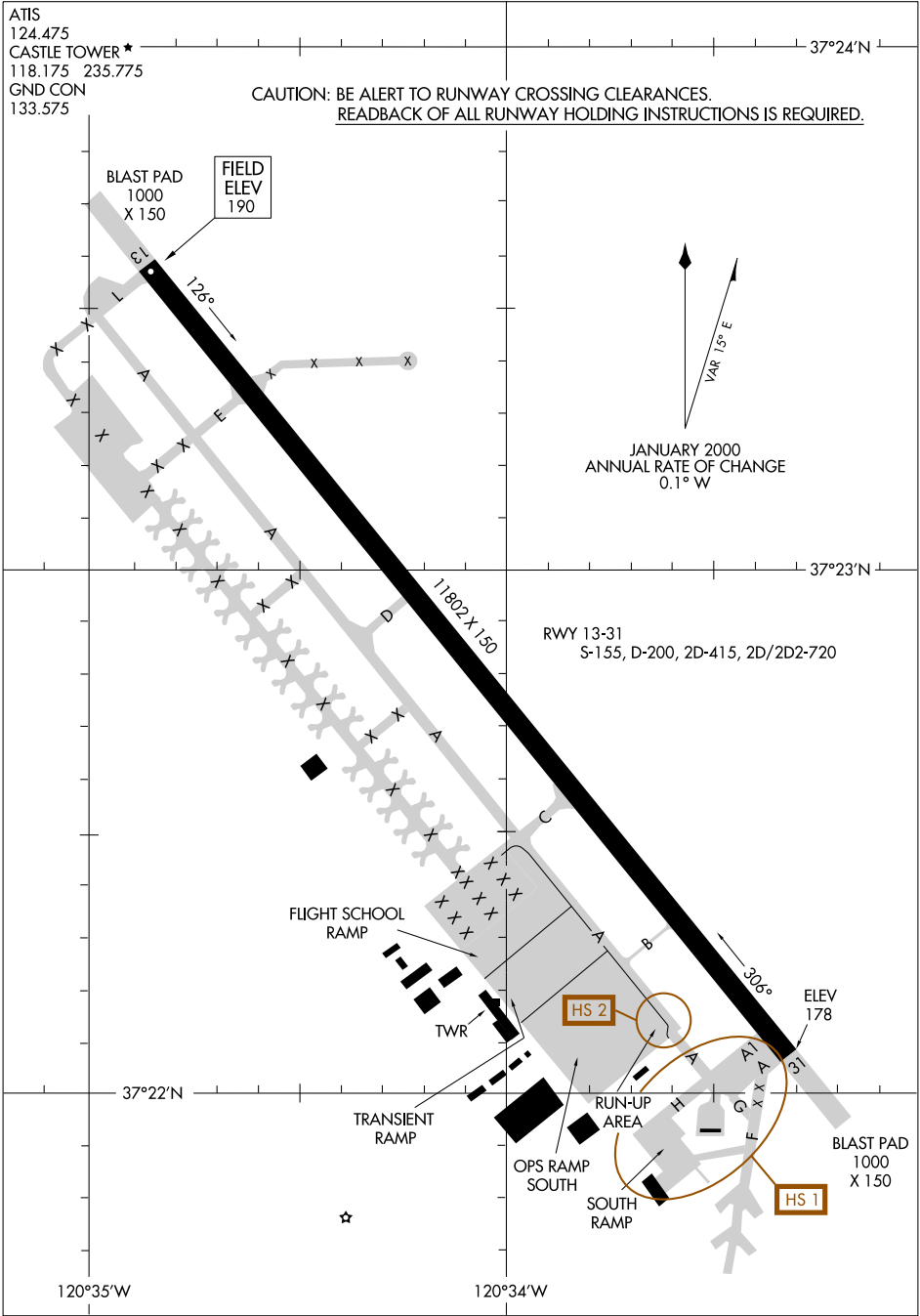
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 87110 W31A	APP CRS 306°	Rwy Ldg 11802 TDZE 181 Apt Elev 190
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RNAV (GPS) RWY 31

CASTLE (MER)





SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

(YUBBA1.YUBBA) 26246

YUBBA ONE DEPARTURE (OBSTACLE)

AL-9143 (FAA)

AUBURN MUNI (AUN)

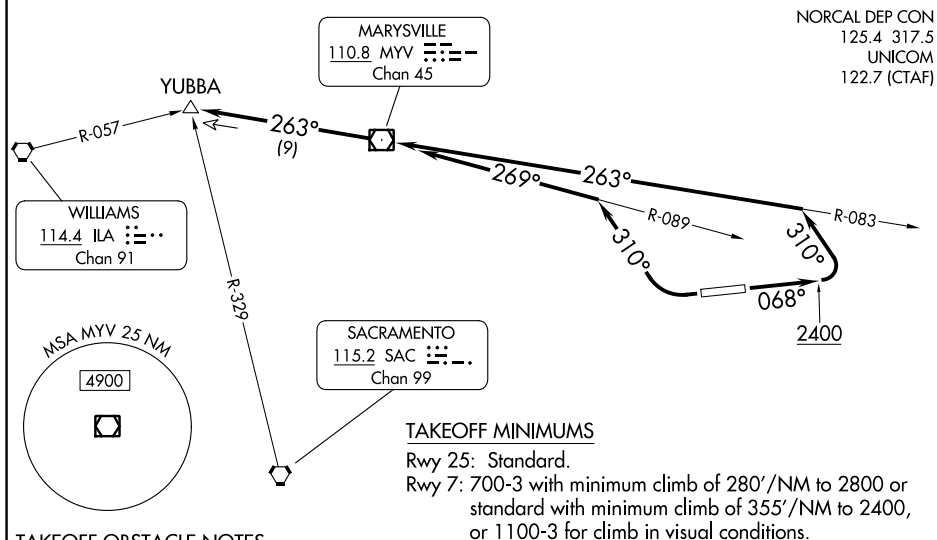
AUBURN, CALIFORNIA

NORCAL DEP CON

125.4 317.5

UNICOM

122.7 (CTAF)



TAKEOFF OBSTACLE NOTES

- Rwy 7: Tree 98' from DER, 447' left of centerline, 1541' MSL. Building, tree beginning 99' from DER, 234' right of centerline, up to 24' AGL/1553' MSL. Tree 959' from DER, 241' right of centerline, 1578' MSL. Tree 992' from DER, 431' right of centerline, 1602' MSL. Trees beginning 1035' from DER, 139' right of centerline, up to 1614' MSL. Trees beginning 1103' from DER, 244' right of centerline, up to 1587' MSL. Trees beginning 1266' from DER, 263' right of centerline, up to 1676' MSL. Pole, electrical system, trees beginning 1366' from DER, 253' right of centerline, up to 60' AGL/1679' MSL. Trees beginning 1514' from DER, 56' right of centerline, up to 1681' MSL. Tree 5369' from DER, 1805' left of centerline, 1684' MSL. Trees beginning 5546' from DER, 1593' left of centerline, up to 1735' MSL. Trees beginning 1 NM from DER, 1140' left of centerline, up to 1779' MSL. Trees beginning 1.1 NM from DER, 1983' right of centerline, up to 1726' MSL. Tree, pole beginning 1.3 NM from DER, 1113' right of centerline, up to 1773' MSL. Trees beginning 1.4 NM from DER, 918' left of centerline, up to 1796' MSL. Trees, transmission line, tank, building beginning 1.5 NM from DER, 372' left of centerline, up to 1801' MSL. Trees beginning 1.6 NM from DER, 535' left of centerline, up to 1915' MSL. Tree, traverse way beginning 1.7 NM from DER, 1523' left of centerline, up to 1859' MSL. Electrical system, trees beginning 2.1 NM from DER, 2928' left of centerline, up to 62' AGL/2059' MSL. Tree 2.2 NM from DER, 3991' left of centerline, 2151' MSL. Trees beginning 2.3 NM from DER, 3015' left of centerline, up to 2105' MSL. Tree 2.4 NM from DER, 4231' left of centerline, 1986' MSL.
- Rwy 25: Rising terrain 26' from DER, 286' right of centerline, 1496' MSL. Trees beginning 31' from DER, 477' left of centerline, up to 1532' MSL. Tree, rising terrain, fences, vertical structure, building beginning 89' from DER, 199' right of centerline, up to 1529' MSL. Trees beginning 774' from DER, 419' right of centerline, up to 1538' MSL. Tree 1023' from DER, 652' right of centerline, 1539' MSL. Trees beginning 1678' from DER, 207' right of centerline, up to 1547' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 068° to 2400, then climbing left turn heading 310° to intercept MYV VOR/DME R-083 to MYV VOR/DME and on MYV VOR/DME R-263 to YUBBA INT before proceeding on course.

TAKEOFF RUNWAY 25: Climbing right turn on heading 310° to intercept MYV VOR/DME R-089 to MYV VOR/DME and on MYV VOR/DME R-263 to YUBBA INT before proceeding on course.

VCOA RUNWAY 7: Obtain ATC approval for VCOA when requesting IFR clearance.

Climb in visual conditions to cross Auburn Muni Airport at or above 2500 on heading 275° to intercept MYV VOR/DME R-094 to MYV VOR/DME and on MYV VOR/DME R-263 to YUBBA INT before proceeding on course.

YUBBA ONE DEPARTURE (OBSTACLE)

(YUBBA1.YUBBA) 25JAN24

AUBURN, CALIFORNIA
AUBURN MUNI (AUN)

ILS or LOC Y RWY 15

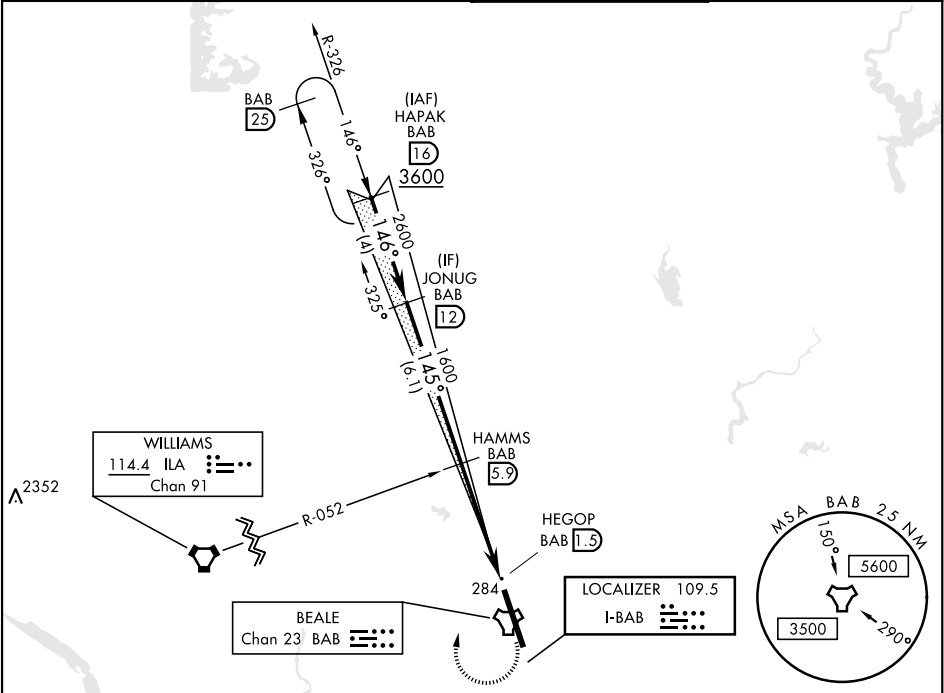
LOC I-BAB 109.5	APCH CRS 145°	Rwy Idg 12,001 TDZE 113 Arpt Elev 113
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[USAF]

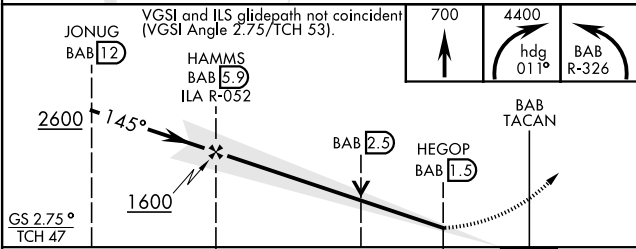
BEALE AFB (KBAB)

RADAR or DME required	ALSF-1 A1	MISSED APPROACH: Climb to 700 on hdg 145°, then climbing right turn to 4400 hdg 011° to intercept BAB R-326 to HAPAK and hold, continue climb-in-hold to 4400.
▼ ** When ALS inop, increase RVR to 40 and vis to ¾ mile. *** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 ½ miles. *** Circling not authorized E of Rwy 15-33.		

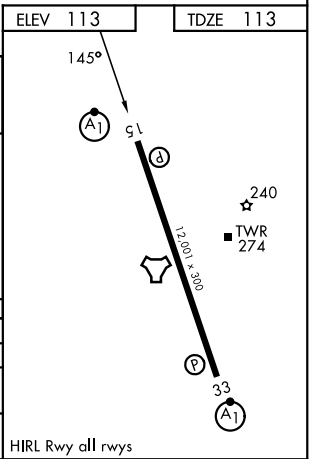
ATIS ★ 124.55 273.5	NORCAL APP CON 125.4 259.1	TOWER ★ 119.4 284.75	GND CON 121.6 257.75
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EMERG SAFE ALT 100 NM 13,700	ELEV 113	TDZE 113
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CATEGORY	A	B	C	D	E
S-ILS 15*	313/24		200	(200-½)	
S-LOC 15**	600/24	487 (500-½)	600/50	487	(500-1)
CIRCLING***	600-1	487 (500-1)	600-1½ 487(500-1½)	800-2¼ 687(700-2¼)	800-2½ 687(700-2½)



ILS or LOC Y RWY 15

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

MARYSVILLE, CALIFORNIA

ILS or LOC Y RWY 33

LOC I-MIZ 109.5	APCH CRS 325°	Rwy Idg 12,001	TDZE 105
		Arpt Elev 113	

(USAF)

BEALE AFB (KBAB)

RADAR or DME required

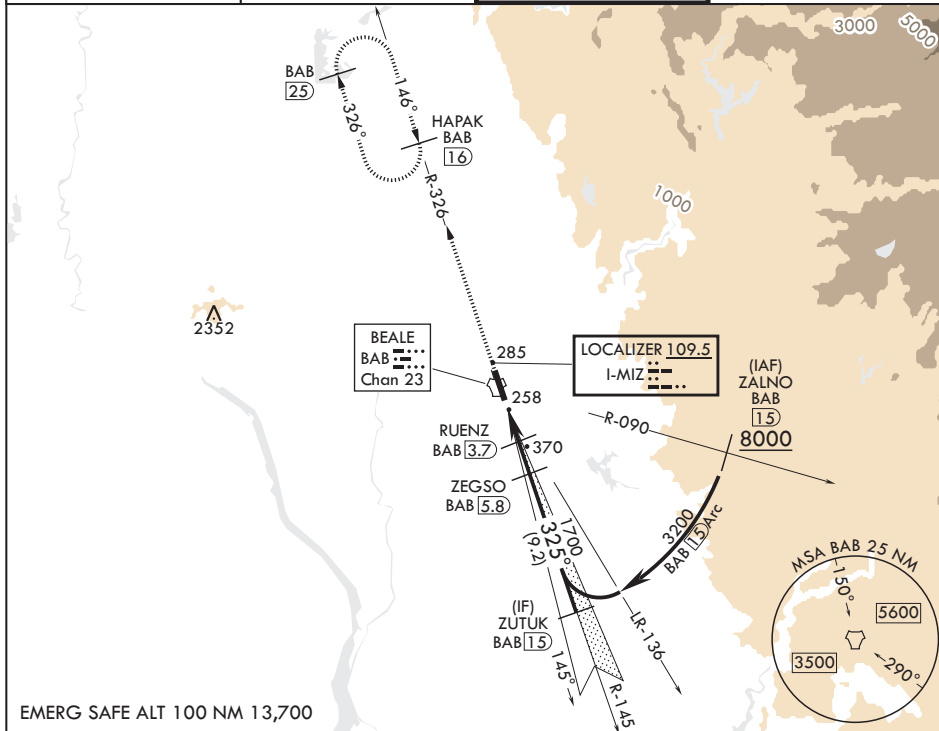
- ▼ * When ALS inop, increase RVR to 40 and vis to 3/4 mile.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile;
 CAT CDE RVR to 60 and vis to 1 1/8 miles.
 *** Circling not authorized E of Rwy 15-33.

ALSF-1



MISSED APPROACH: Climb to 3600 intercept
 BAB TACAN R-326 to HAPAK and hold.

ATIS★ 124.55 273.5	NORCAL APP CON 125.4 259.1	TOWER★ 119.4 284.75	GND CON 121.6 257.75
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3600

BAB

R-326

HAPAK

BAB

16

3200

BAB

15

ZUTUK

BAB

15

ELEV 113

TDZE 105

3200

BAB

15

ZUTUK

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3200

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ZUTUK

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HIRL all rwys

MARYSVILLE, CALIFORNIA

39°08'N - 121°26'W

BEALE AFB (KBAB)

Amdt 6 22FEB24

ILS or LOC Y RWY 33

SW-2, 03 SEP 2026 to 29 OCT 2026

MARYSVILLE, CALIFORNIA

RNAV (GPS) RWY 15

APCH CRS 145°	Rwy Idg 12,001 THRE 113 Arpt Elev 113
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(USAF)

BEALE AFB (KBAB)

RNP APCH

T * When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile;
 CAT CDE vis to 1 3/8 miles.
 *** Circling not authorized NE of Rwy 15-33.

ALSF-1

(A1) RADRE, track 145° to ZUTUK, track 105° to RAGTE and hold, continue climb-in-hold to 3600.

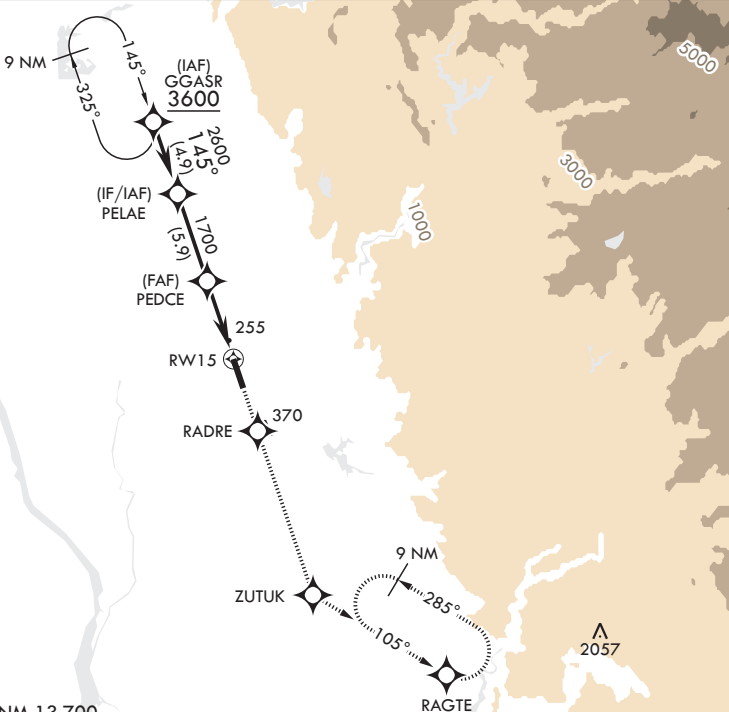
ATIS★
124.55 273.5

NORCAL APP CON
125.4 259.1

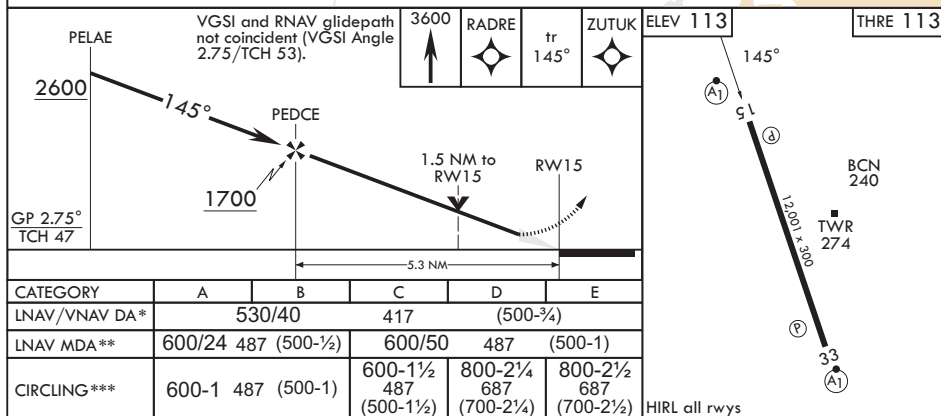
TOWER★
119.4 284.75

GND CON
121.6 257.75

For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
-4°C or above 54°C.



EMERG SAFE ALT 100 NM 13.700



MARYSVILLE, CALIFORNIA

39°08'N - 121°26'W

BEALE AFB (KBAB)

RNAV (GPS) RWY 15

Amdt 2 25JAN24

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 33

BEALE AFB (KBAB)

MISSED APPROACH: Climb to 3600 direct SAKEE, track 326° to HAPAK and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

9 NM

326°

146°

HAPAK

SAKEE

285

271

210

RW33

BACAT

262

370

(FAF) ROBME

1700

325 (9.2)

3200

055° (10.1)

(IAF) TALON 4500

7.07

(IF/IAF) ZUTUK

3200

236° (10.1)

(IAF) PEGBR 4500

MSA RW33 2.5 NM 5600

EMERG SAFE ALT 100 NM 13,700

EMERG SAFE ALT 100 NM 13,700



RNAV (GPS) RWY 33

SW-2, 03 SEP 2026 to 29 OCT 2026

MARYSVILLE, CALIFORNIA

TACAN Y RWY 15

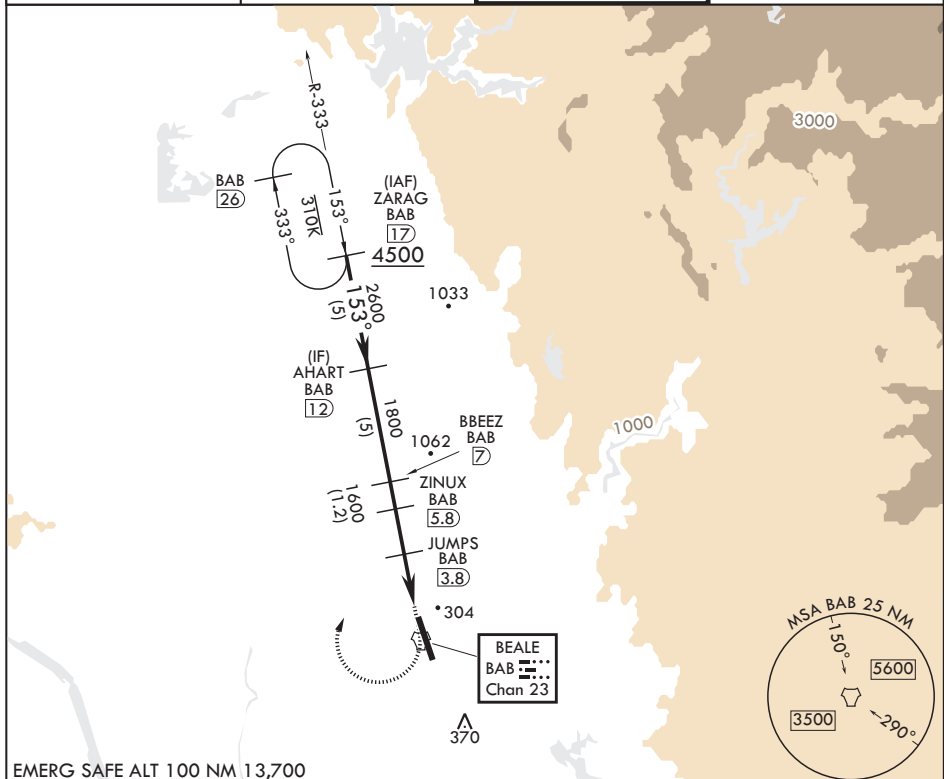
TACAN BAB Chan 23	APCH CRS 153°	Rwy Idg 12,001 TDZE 113 Arpt Elev 113
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(USAF)

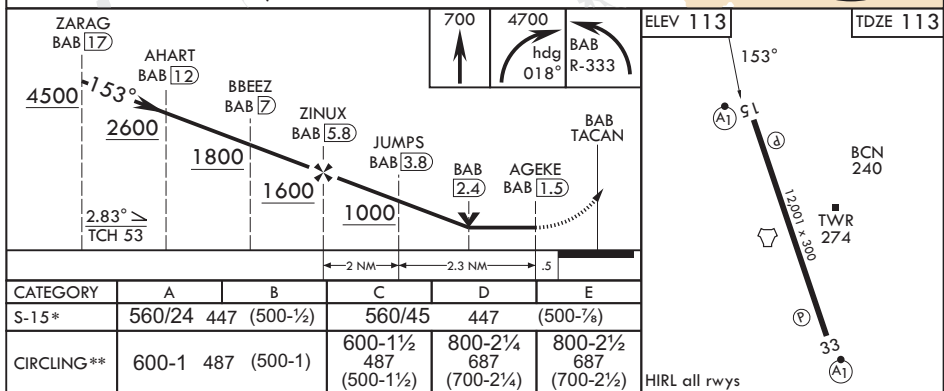
BEALE AFB (KBAB)

V *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles. **Circling not authorized E of Rwy 15-33.	ALS-F-1 	MISSED APPROACH: Climb to 700 on heading 153°, then climbing right turn to 4700 heading 018° to intercept BAB R-333 to ZARAG and hold, continue climb-in-hold to 4700.
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ATIS★ 124.55 273.5	NORCAL APP CON 125.4 259.1	TOWER★ 119.4 284.75	GND CON 121.6 257.75
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EMERG SAFE ALT 100 NM 13,700



MARYSVILLE, CALIFORNIA

39°08'N - 121°26'W

BEALE AFB (KBAB)

Amdt 6 22FEB24

TACAN Y RWY 15

SW-2, 03 SEP 2026 to 29 OCT 2026

MARYSVILLE, CALIFORNIA

TACAN Y RWY 33

TACAN BAB Chan 23	APCH CRS 317°	Rwy ldg TDZE Arpt Elev	12,001 105 113
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(USAF)

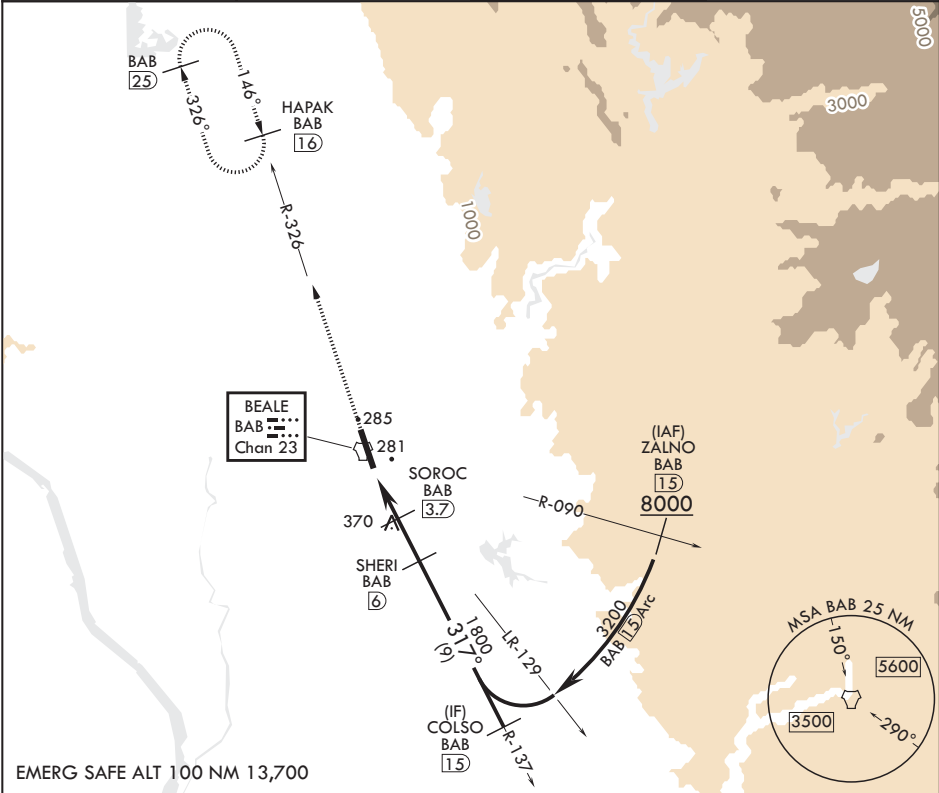
BEALE AFB (KBAB)

⚠ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 3600 intercept BAB TACAN R-326 to HAPAK and hold.

ATIS★ 124.55 273.5	NORCAL APP CON 125.4 259.1	TOWER★ 119.4 284.75	GND CON 121.6 257.75
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EMERG SAFE ALT 100 NM 13,700

3600
BAB
R-326

HAPAK
BAB
16

BAB TACAN

EGUYO
BAB
1.5

BAB
2.2

SOROC
BAB
3.7

SHERI
BAB
6

COLSO
BAB
15

3200

1800

1000

317°

≤ 3.09°
TCH 51

2.2 NM

2.3 NM

CATEGORY	A	B	C	D	E
S-33*	540/24	435 (500-½)	540/40	435	(500-¾)
CIRCLING**	600-1	487 (500-1)	600-1½ 487 (500-1½)	800-2¼ 687 (700-2¼)	800-2½ 687 (700-2½)

ELEV 113

TDZE 105

MARYSVILLE, CALIFORNIA

39°08'N - 121°26'W

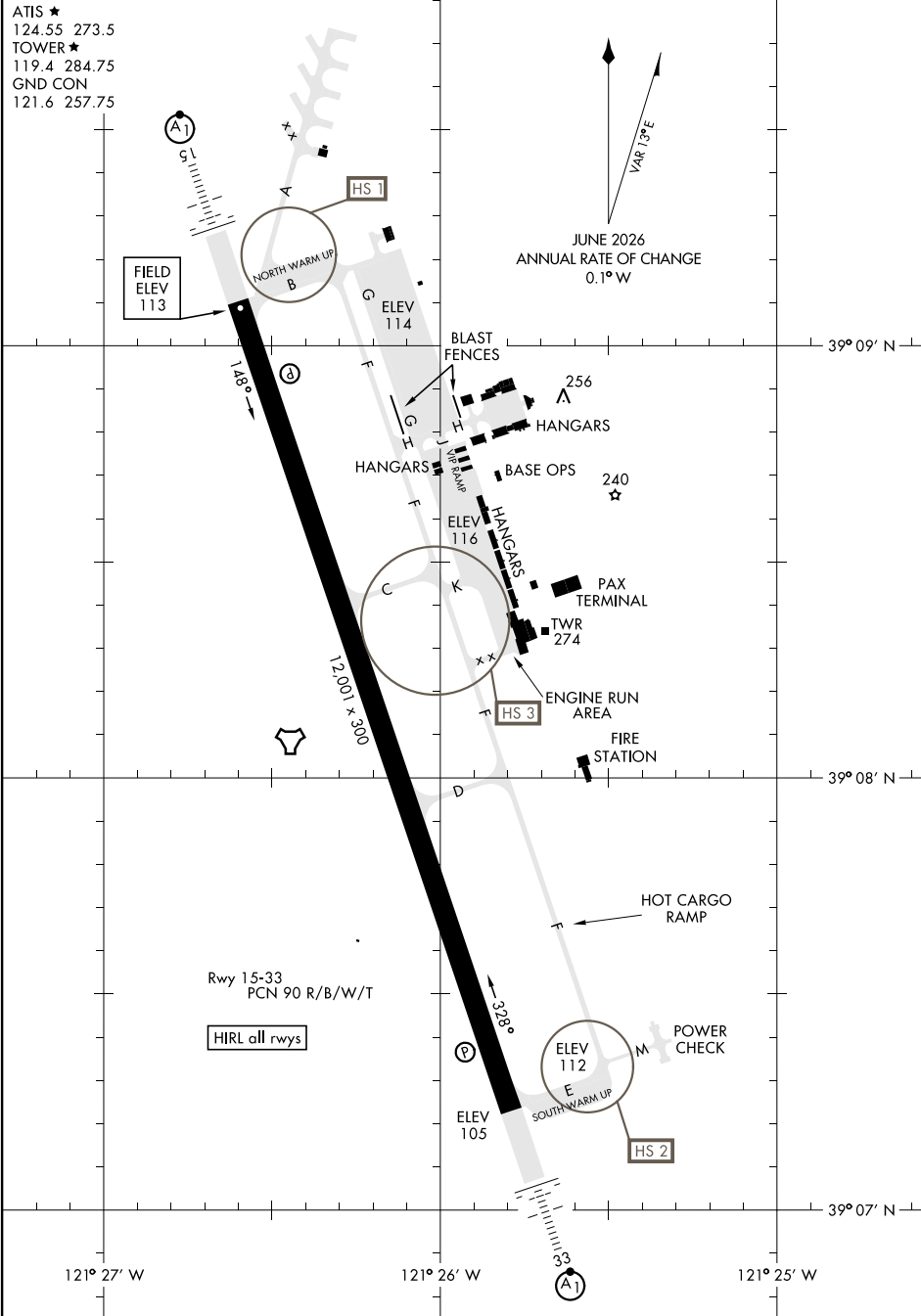
BEALE AFB (KBAB)

Amdt 6 25JAN24

TACAN Y RWY 33

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



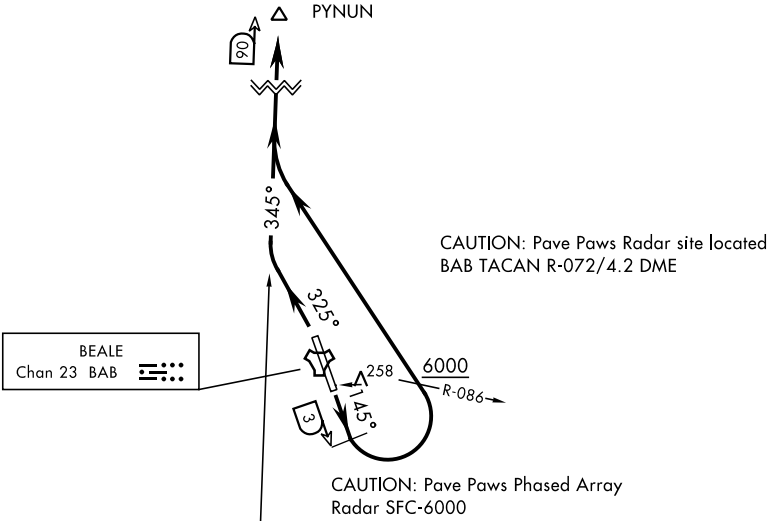
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

ATIS ★
124.55 273.5
GND CON
121.6 257.75
BEALE TOWER ★
119.4 284.75
NORCAL DEP CON
125.4 259.1

[USAF]

6768



FOR USE BY
9 RW AIRCRAFT ONLY

TAKEOFF MINIMUMS

Rwy 15: 2500-3 or standard with a minimum climb of
242 ft/NM to 2800.
Rwy 33: Standard.

Ⓐ to 2800

Ⓑ to 6000 * Minimum Climb Rate † ATC Climb Rate

Rwy	Knots	60	120	180	240	300	360
*15Ⓐ	V/V(fpm)	242	484	726	968	1210	1452
†15Ⓑ	V/V(fpm)	590	1180	1770	2360	2950	3540

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 15: Fly heading 145° until BAB TACAN 3 DME, turn left heading 300° to intercept SAC VORTAC R-345 to PYNUN. Cross BAB R-086 at or above 6000. Then via assigned route.

TAKEOFF RWY 33: Fly heading 325° intercept SAC VORTAC R-345 to PYNUN. Then via assigned route.

APP CRS	Rwy Ldg	4651
267°	TDZE	4896
	Apt Elev	4900

RNAV (GPS) Y RWY 26

NERVINO (002)

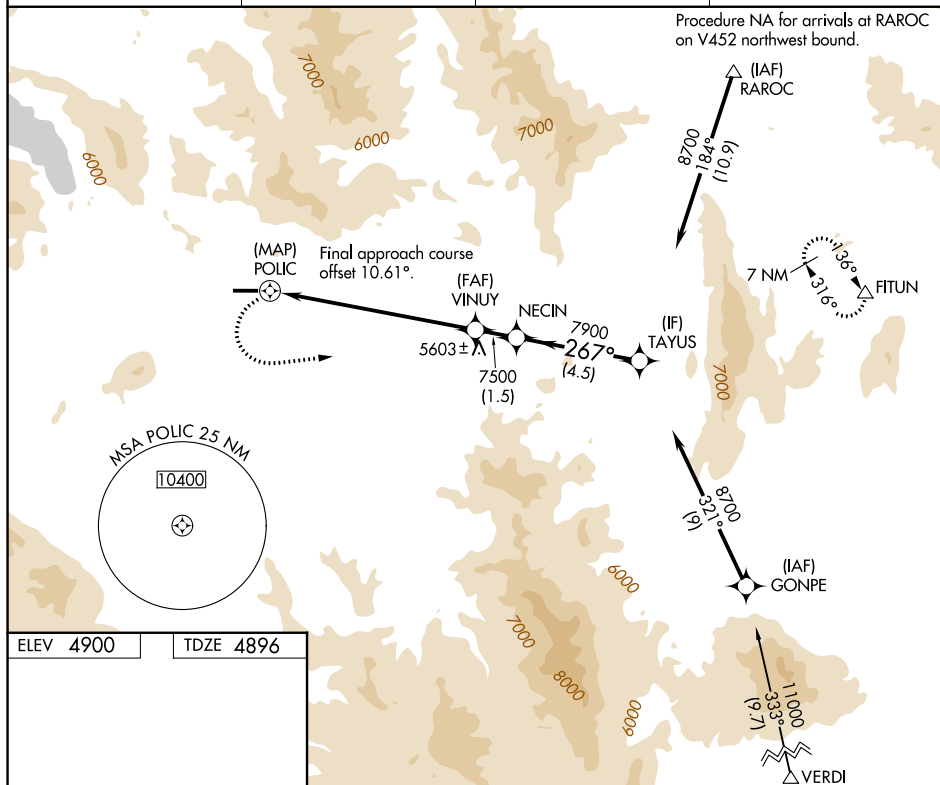
T Procedure NA at night. Use Reno/Stead altimeter setting; when not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 180 feet. DME/DME RNP-0.3 NA. 8, 26 Rwy helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 10000 direct FITUN and hold.

AWOS-2
119.35

RTS AWOS-3
135.175

NORCAL APP CON
126.3 353.9

UNICOM
122.8 (CTAF) **L**

ELEV 4900

TDZE 4896

10000	FITUN
	

Visual Segment - Obstacles.

TAYUS

NECIN

• 8700

1

POLIC

Q

1

10/1/2014

INAY MD

7300-1¼

7300-1½

7300-2

(2400-3)

CIRCLING

7300-1 1/4

7300-1½

7300-3

(2400-3)

MIRL Rwy 8-26 **L**

BECKWOURTH, CALIFORNIA

AL-10032 (FAA)

26246

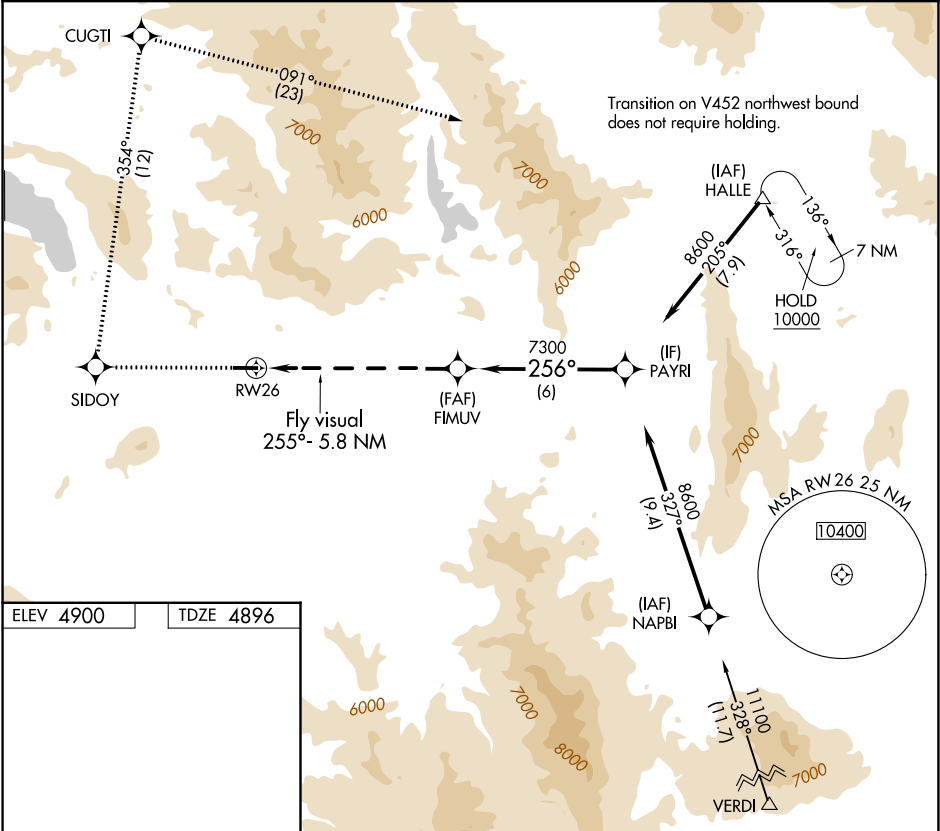
WAAS CH 49203 W26A	APP CRS 256°	Rwy Ldg TDZE 4896 Apt Elev 4900
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RNAV (GPS) Z RWY 26

NERVINO (002)

RNP APCH - GPS.		MISSED APPROACH: Climb to 10000 direct SIDOY and right turn on track 354° to CUGTI and right turn on track 091° to HALLE and hold.
▼	Use RTS altimeter setting; when not received, use RNO altimeter setting and increase all DAs to 6967 feet.	
▲NA	Procedure NA at night.	
☳-13°C		

AWOS-2 119.35	RTS AWOS-3 135.175	NORCAL APP CON 126.3 353.9	UNICOM 122.8 (CTAF) 0
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ELEV 4900		TDZE 4896	
MIRL Rwy 8-26 0		VGSi and RNAV glidepath not coincident (VGSi Angle 3.50/TCH 50).	
10000	SIDOY	CUGTI	HALLE
Fly visual 255°-5.8 NM		FIMUV	PAYRI
RW26		7300	8600
7.2 NM		6 NM	GP 3.00° TCH 55
CATEGORY	A	B	C
LPV	DA	6787-3	1891 (1900-3)

BECKWOURTH, CALIFORNIA
Orig-C 03SEP26

39°49'N-120°21'W

NERVINO (002)

RNAV (GPS) Z RWY 26

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

BISHOP, CALIFORNIA

AL-5737 (FAA)

26078

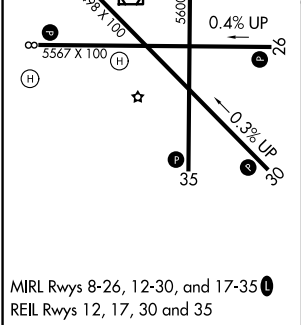
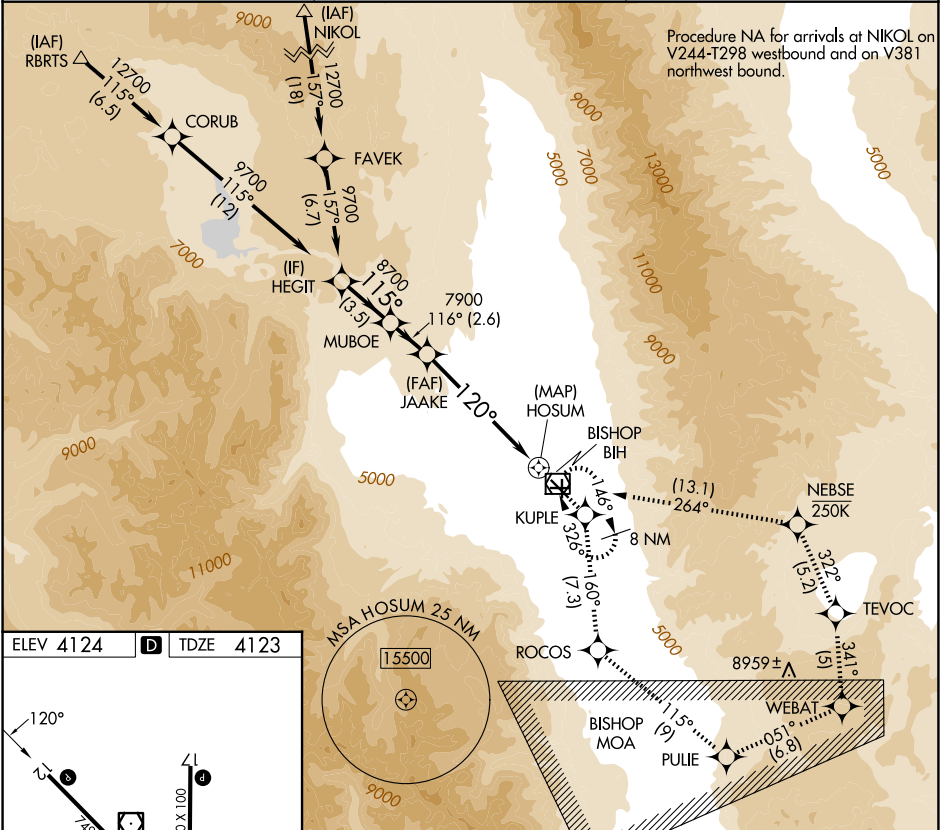
APP CRS	Rwy Ldg	7098
120°	TDZE	4123
	Apt Elev	4124

RNAV (GPS) Y RWY 12

BISHOP (BIH)

RNP APCH-GPS.	MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE) Climb to 13000 direct KUPLE and on track 160° to ROCOS and on track 115° to PULIE and on track 051° to WEBAT and on track 341° to TEVOC and on track 322° to NEBSE and on track 264° to BIH VOR/DME and hold.
▼ ▲ Rwy 12, helicopter visibility reduction below ¾ SM NA.	

ASOS 119.025	OAKLAND CENTER 125.75 284.65	UNICOM 123.0 (CTAF)
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Visual Segment - Obstacles.			
HEGIT	MUBOE	JAAKE	HOSUM
9700	8700	7900	
3.5 NM	2.6 NM	8.5 NM	1 NM
CATEGORY	A	B	C
LNNAV MDA	6600-1¼ 2477 (2500-1¼)	6600-1½ 2477 (2500-1½)	6600-3 2477 (2500-3)

BISHOP, CALIFORNIA
Orig-F 08SEP22

37°22'N-118°22'W

BISHOP (BIH)

RNAV (GPS) Y RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

BISHOP, CALIFORNIA

AL-5737 (FAA)

26190

APP CRS	Rwy Ldg	7098
120°	TDZE	4123
	Apt Elev	4124

RNAV (GPS) Z RWY 12
BISHOP (BIH)

RNP APCH-GPS.

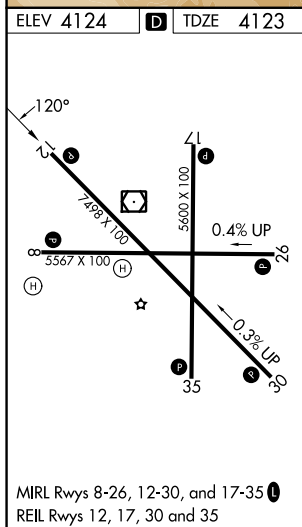
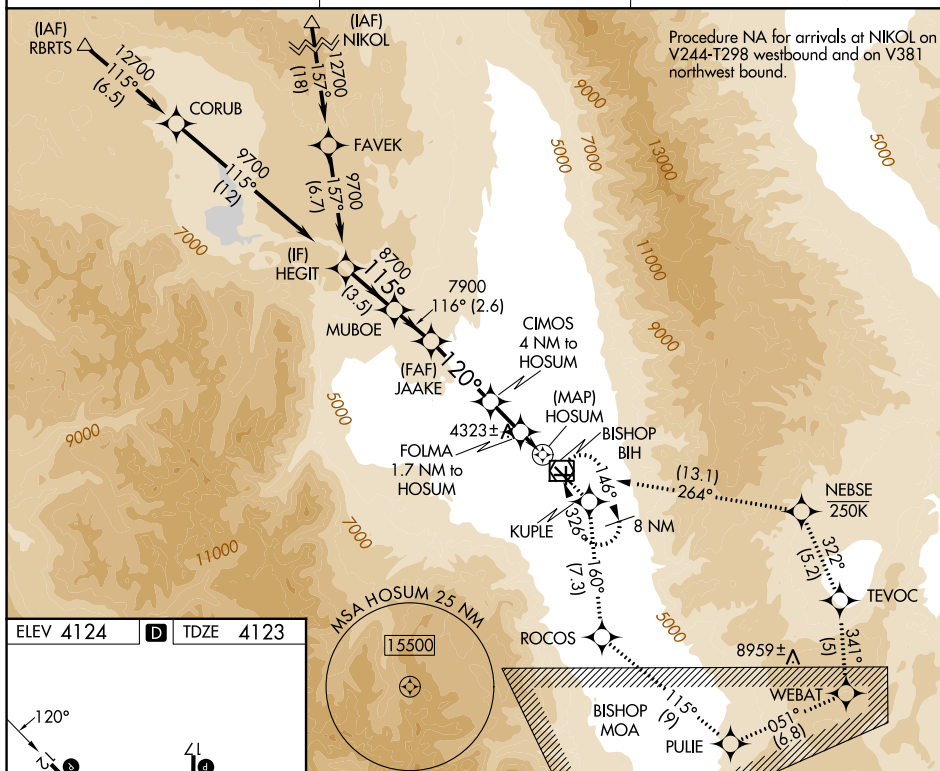
T Rwy 12, helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Missed approach requires minimum climb of 325 feet per NM to 11000; if unable, see RNAV (GPS) Y RWY 12.

MISSED APPROACH: (Do not exceed 250 KIAS until NEBSE) Climb to 13000 direct KUPLE and on track 160° to ROCOS and on track 115° to PULIE and on track 051° to WEBAT and on track 341° to TEVOC and on track 322° to NEBSE and on track 264° to BIH VOR/DME and hold.

ASOS
119.025

OAKLAND CENTER
125.75 284.65

UNICOM
123.0 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	4580-1 $\frac{1}{4}$	457 (500-1 $\frac{1}{4}$)	4580-1 $\frac{3}{8}$ 457 (500-1 $\frac{3}{8}$)	NA
CIRCLING	6420-1 $\frac{1}{4}$ 2296 (2300-1 $\frac{1}{4}$)	6420-1 $\frac{1}{2}$ 2296 (2300-1 $\frac{1}{2}$)	6420-3 2296 (2300-3)	NA

BISHOP, CALIFORNIA

Orig-G 09JUL26

BISHOP (BIH)

37°22'N-118°22'W

29

RNAV (GPS) Z RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

BISHOP, CALIFORNIA

AL-5737 (FAA)

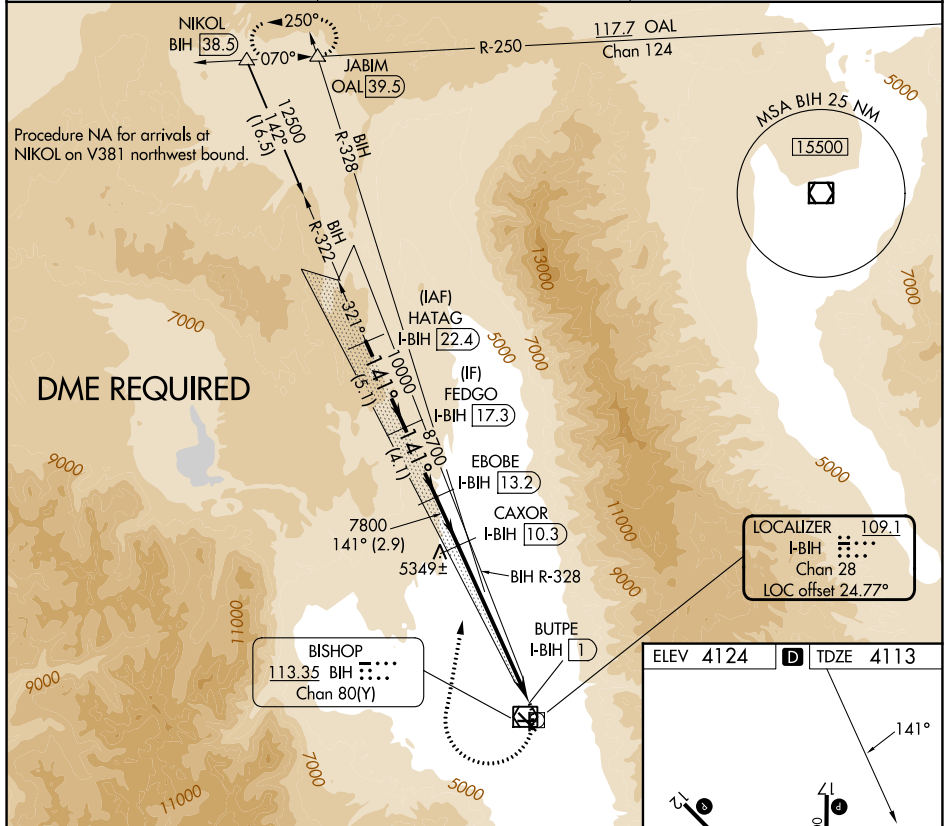
26246

LOC/DME I-BIH 109.1 Chan 28	APP CRS 141°	Rwy Ldg TDZE Apt Elev	5600 4113 4124
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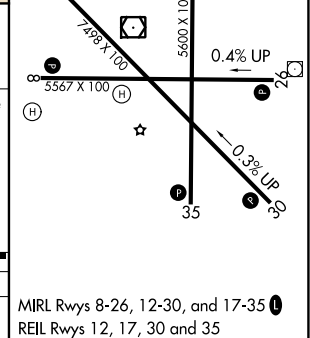
LDA RWY 17
BISHOP (BIH)

DME required.	MISSED APPROACH: Climbing right turn to 12500 on heading 355° and on BIH VOR/DME R-328 to JABIM INT/OAL 39.5 DME and hold.
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ASOS 119.025	OAKLAND CENTER 125.75 284.65	UNICOM 123.0 (CTAF) 0
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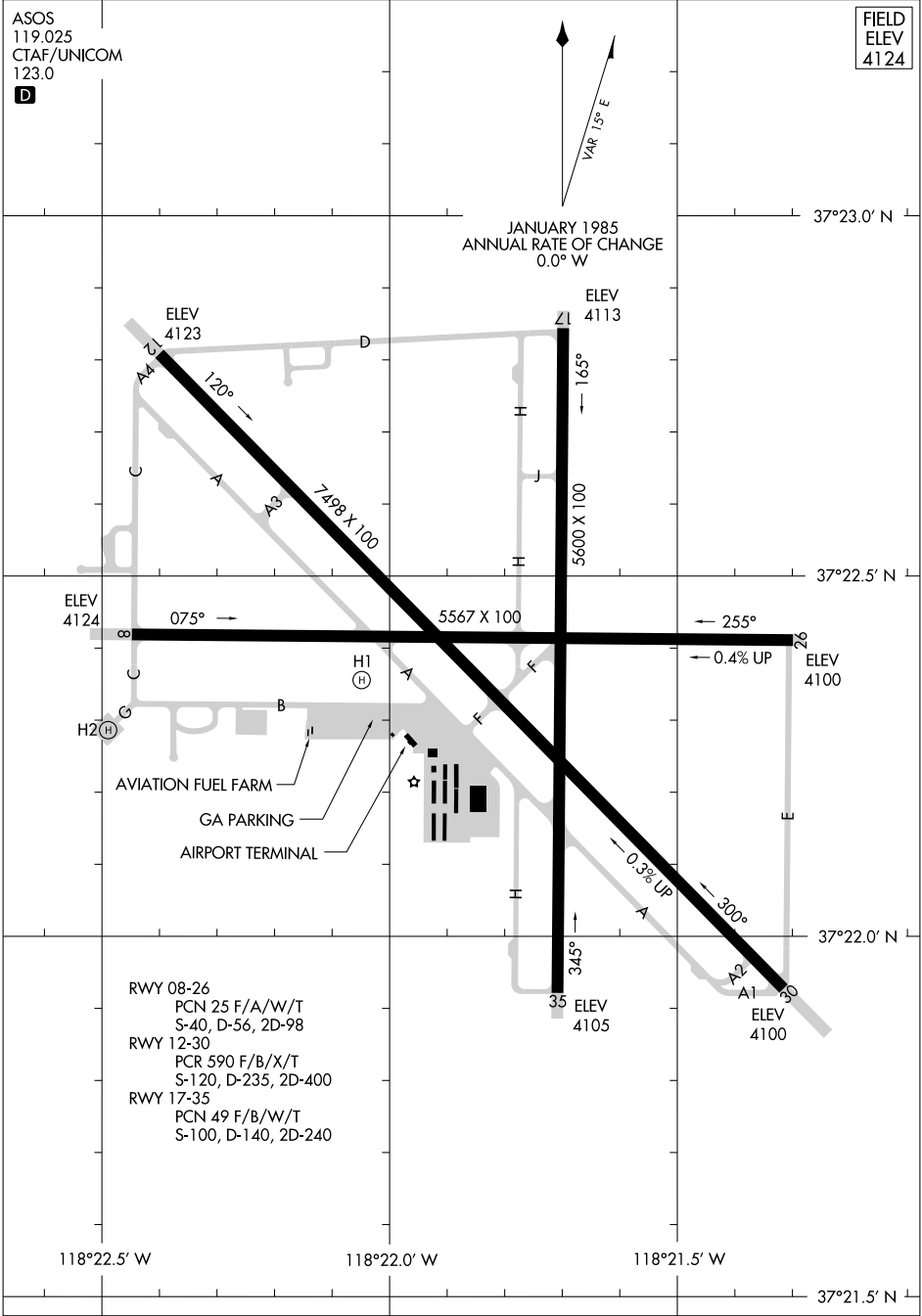
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).			
HATAG I-BIH 22.4	FEDGO I-BIH 17.3	EBOBE I-BIH 13.2	CAXOR I-BIH 10.3
12500	10000	8700	7800
5.1 NM	4.1 NM	2.9 NM	9.3 NM
141°	355°	3.50°	TCH 50
Use I-BIH DME when on the localizer course.			
CATEGORY	A	B	C
S-17	6340-1¼ 2227 (2300-1¼)	6340-1½ 2227 (2300-1½)	6340-3 2227 (2300-3)



BISHOP, CALIFORNIA
Orig-D 15AUG19

37°22'N-118°22'W

BISHOP (BIH)
LDA RWY 17



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RNP APCH.

▼

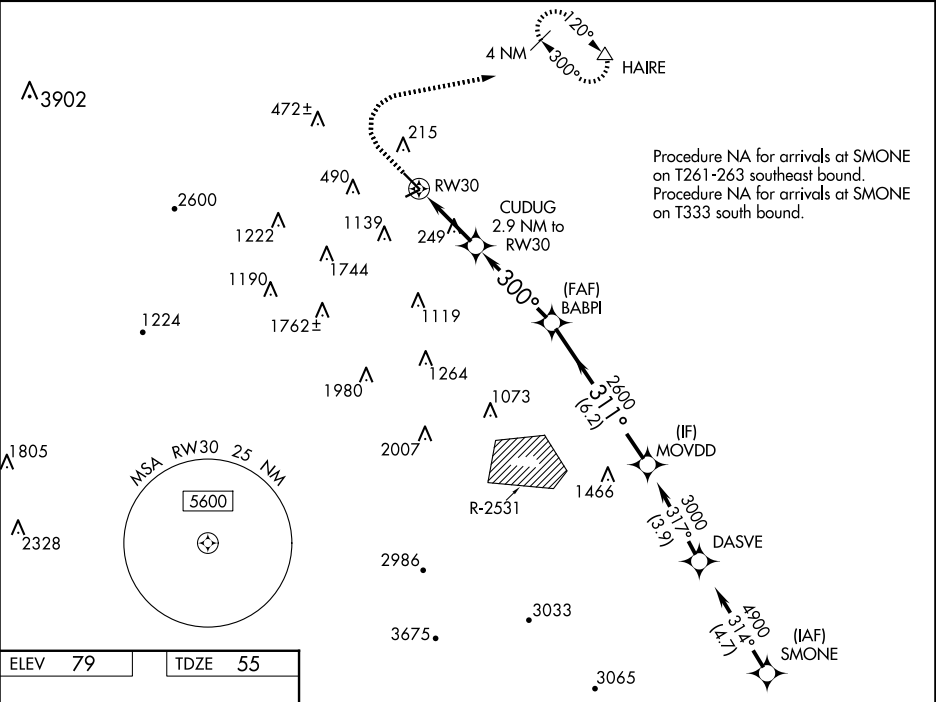
▲

▼

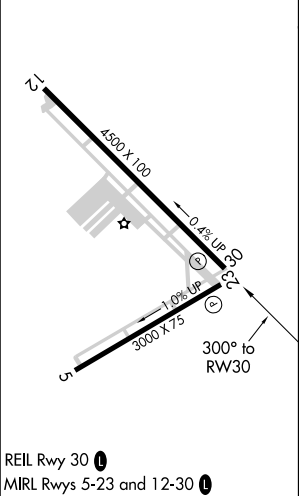
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 15°C (59°F). Circling NA southwest of Rwy 12-30.

MISSED APPROACH: Climb to 1000, then climbing right turn 4000 direct HAIRE and hold, continue climb-in-hold 4000.

AWOS-3 123.775	NORCAL APP CON 123.85 278.3	UNICOM 123.050 (CTAF)
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ELEV 79	TDZE 55
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1000	4000	HAIRE	△	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 25).
*LNAV only	CUDUG 2.9 NM to RW30	BABPI 2600	MOVDD 3000	
*1.1 NM to RW30	1.1 NM	1.8 NM	3.9 NM	6.2 NM
RW30	1140*	2600	311°	GP 3.50° TCH 31
CATEGORY	A	B	C	D
LPV DA	325-7/8	270 (300-7/8)		
LNAV/VNAV DA	404-1 1/8	349 (400-1 1/8)		
LNAV MDA	500-1	445 (500-1)	500-1 3/8	445 (500-1 3/8)
CIRCLING	600-1	521 (600-1)	680-1 3/4	820-2 1/2
			601 (700-1 3/4)	741 (800-2 1/2)

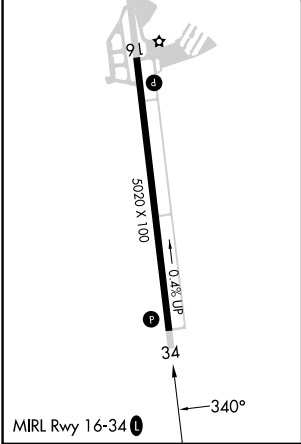
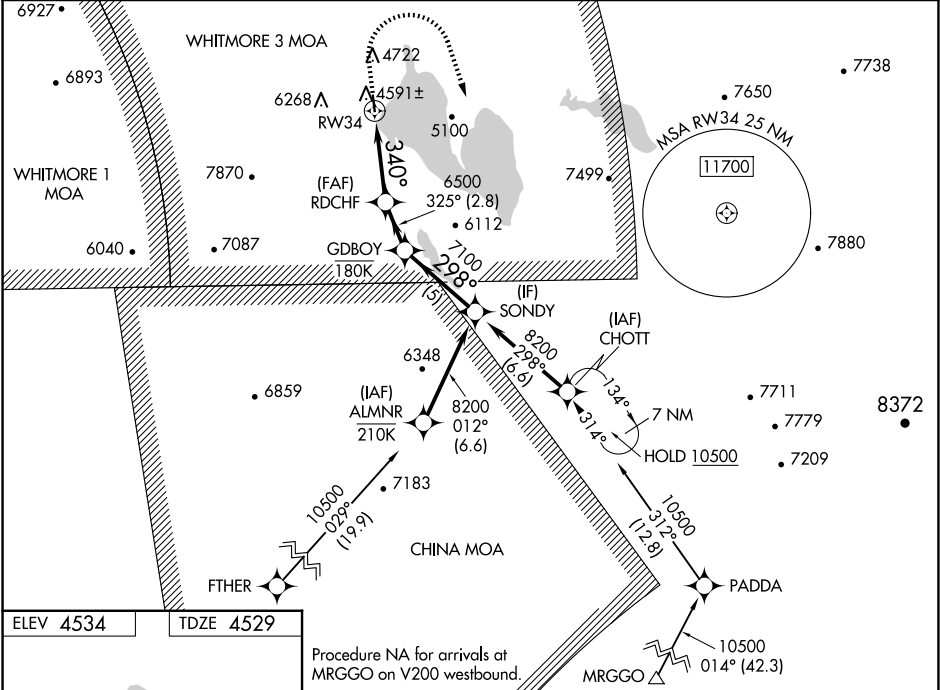
WAAS CH 68560 W34B	APP CRS 340°	Rwy Idg TDZE 4529 Apt Elev 4534
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RNAV (GPS) RWY 34

ROGERS FLD (005)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 165K until initial turn completion) Climb to 5200 then climbing right turn to 10500 direct CHOTT and hold, continue climb-in-hold to 10500. *Missed approach requires a minimum climb of 377 feet per NM to 7680 feet.
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AWOS-3 118.275	OAKLAND CENTER 132.2 350.3	UNICOM 122.8 (CTAF) 0
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5200 10500 CHOTT				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32)			
SONDY				GDBOY			
1.9 NM to RW34				RDCHF			
RW34				6500			
1.9 NM				3 NM			
2.8 NM				5 NM			
CATEGORY				A			
LPV DA*				4779-3/4 250 (300-3/4)			
LNAV MDA*				5160-1 631 (700-1)			
LNAV MDA				5360-1 831 (900-1)			
CIRCLING				5440-1 906 (1000-1 1/4)			

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

(CHOTT1.CHOTT) 24305

AL-10031 (FAA-O)

CHOTT ONE DEPARTURE (OBSTACLE) (RNAV)

ROGERS FLD (005)

CHESTER, CALIFORNIA

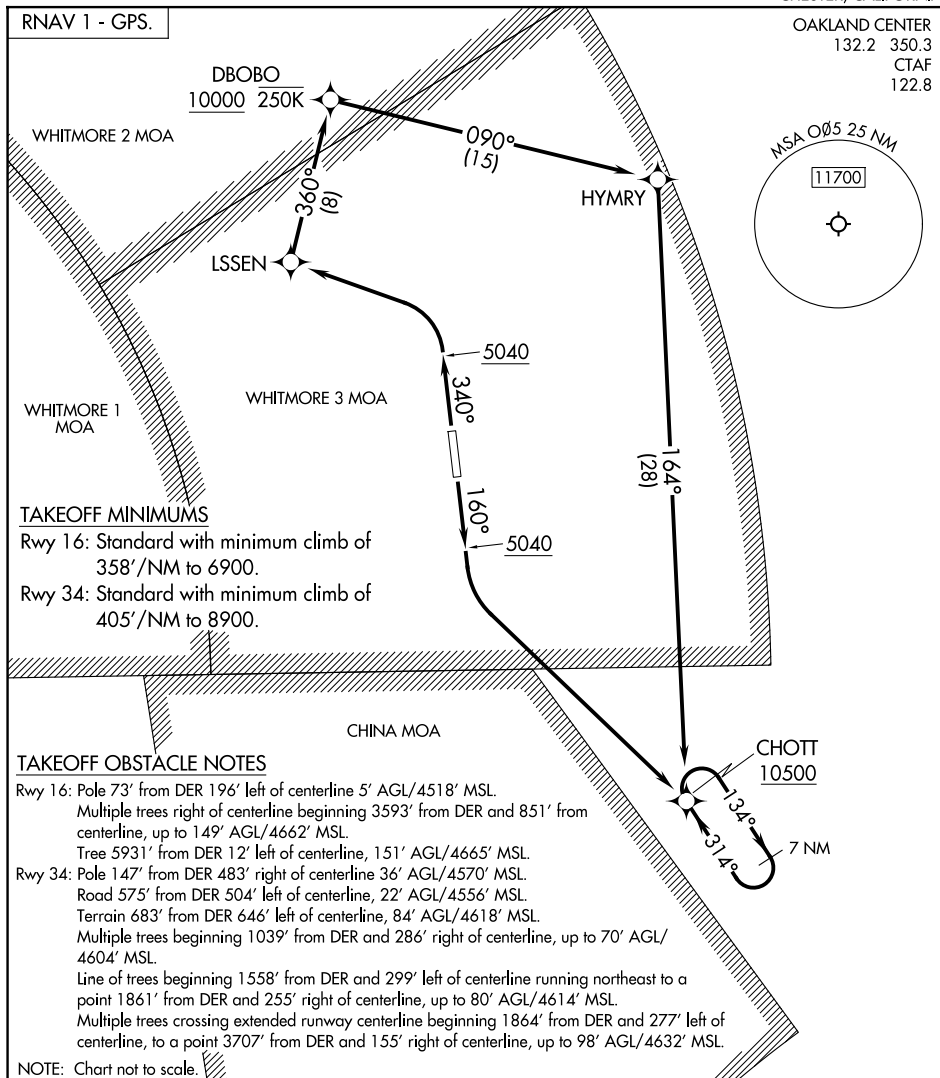
RNAV 1 - GPS.

OAKLAND CENTER

132.2 350.3

CTAF

122.8



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 160° to 5040, then climbing left turn to 10500 direct CHOTT, thence. . .

TAKEOFF RUNWAY 34: Climb on heading 340° to 5040, then climbing left turn to 10500 direct LSSSEN, then on depicted route to CHOTT, thence. . .

. . . continue climb in CHOTT holding pattern to cross CHOTT at or above 10500 before proceeding on course.

CHOTT ONE DEPARTURE (OBSTACLE) (RNAV)

(CHOTT1.CHOTT) 31OCT24

CHESTER, CALIFORNIA

ROGERS FLD (005)

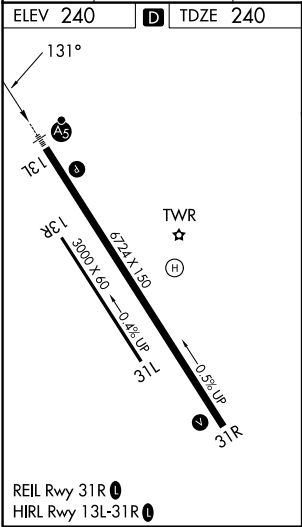
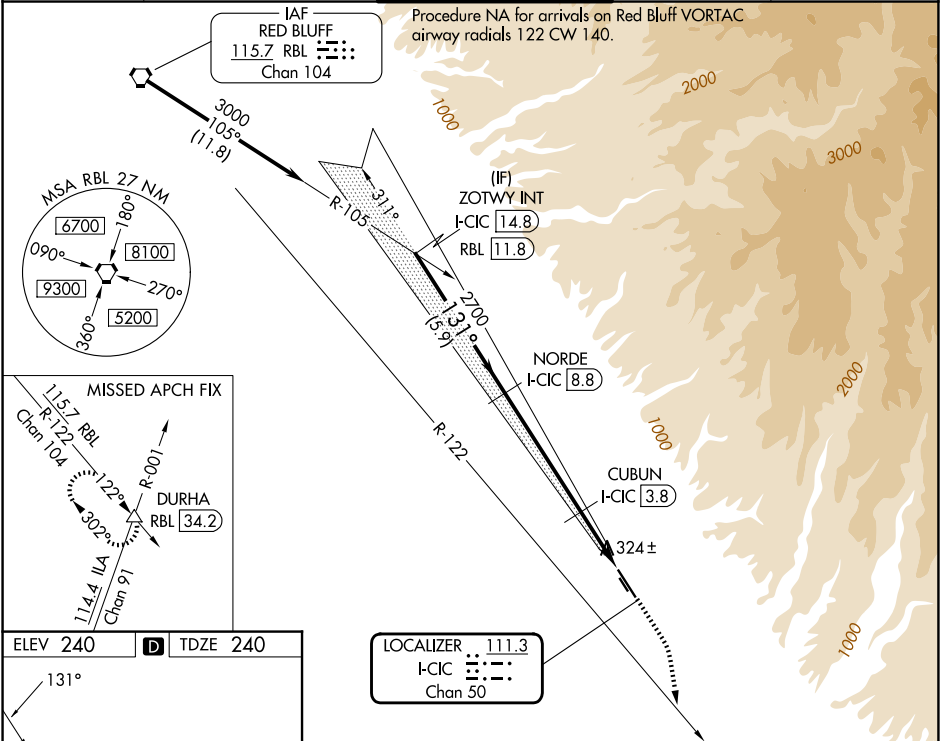
LOC/DME I-CIC 111.3 Chan 50	APP CRS 131°	Rwy Ldg TDZE 240 Apt Elev 240	6724
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ILS or LOC RWY 13L

CHICO RGNL (CIC)

DME required.	MALSR	MISSED APPROACH: Climb to 1000 then climbing right turn to 6000 on heading 155° and RBL R-122 to DURHA INT/ RBL 34.2 DME and hold, continue climb-in-hold to 6000.
Circling NA east of Rwy 13L/31R.		

ATIS 119.675	OAKLAND CENTER 132.2 350.3	CHICO TOWER ★ 121.0 (CTAF) 239.3	GND CON 121.9	UNICOM 122.95
------------------------	--------------------------------------	---	-------------------------	-------------------------



ZOTWY INT I-CIC [14.8]	NORDE I-CIC [8.8]	CUBUN I-CIC [3.8]	DURHA R-122	
3000	2700	1080		
GS 3.00° TCH 52				
5.9 NM	5.1 NM	1.6 NM	0.9 NM	
CATEGORY	A	B	C	D
S-ILS 13L	440-1/2 200 (200-1/2)			
S-LOC 13L	580-1/2 340 (400-1/2)			
CIRCLING	640-1 400 (400-1)	700-1 460 (500-1)	700-1 1/2 460 (500-1 1/2)	800-2 560 (600-2)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

CHICO, CALIFORNIA

AL-557 (FAA)

25331

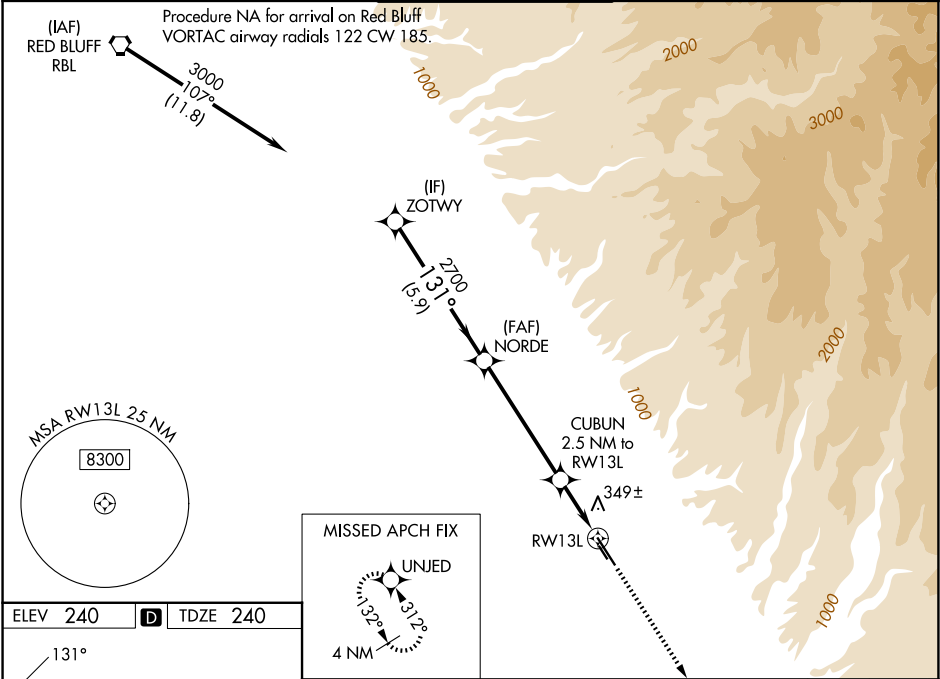
WAAS CH 65912 W13A	APP CRS 131°	Rwy Ldg 6724 TDZE 240 Apt Elev 240
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RNAV (GPS) RWY 13L

CHICO RGNL (CIC)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 3600 direct UNJED and hold, continue climb-in-hold to 3600.
Circling NA east of Rwy 13L-31R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM, and increase LNAV Cats C/D visibility to 1 SM.		

ATIS 119.675	OAKLAND CENTER 132.2 350.3	CHICO TOWER* 121.0 (CTAF) 239.3	GND CON 121.9	UNICOM 122.95
------------------------	--------------------------------------	---	-------------------------	-------------------------



ZOTWY		NORDE		3600	UNJED
3000		2700		CUBUN 2.5 NM to RW13L	
GP 3.00°		2700		*1 NM to RW13L	
TCH 52		*1080		RW13L	
5.9 NM		5.1 NM		1.5 NM	
CATEGORY	A	B	C	D	
LPV DA	440-½		200 (200-½)		
LNAV/VNAV DA	530-½		290 (300-½)		
LNAV MDA	600-½	360 (400-½)	600-⅝	360 (400-⅝)	
CIRCLING	640-1 400 (400-1)	700-1 460 (500-1)	700-1½ 460 (500-1½)	800-2 560 (600-2)	

CHICO, CALIFORNIA
Amdt 1 21MAY20

39°48'N-121°52'W

CHICO RGNL (CIC)

RNAV (GPS) RWY 13L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

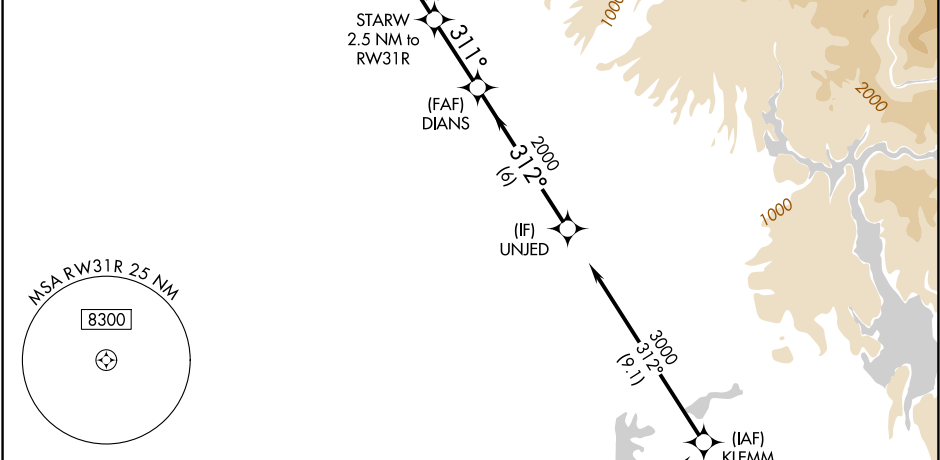
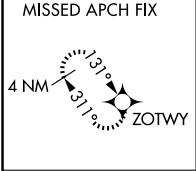
WAAS CH 77912 W31A	APP CRS 311°	Rwy Ldg 6724 TDZE 226 Apt Elev 240
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RNAV (GPS) RWY 31R

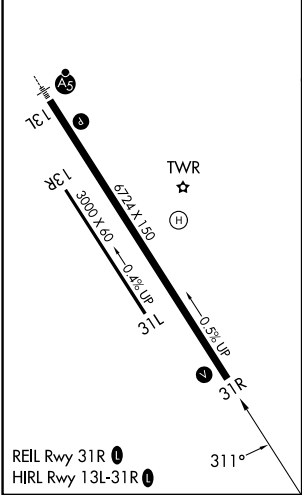
CHICO RGNL (CIC)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ZOTWY and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.	

ATIS 119.675	OAKLAND CENTER 132.2 350.3	CHICO TOWER ★ 121.0 (CTAF) 239.3	GND CON 121.9	UNICOM 122.95
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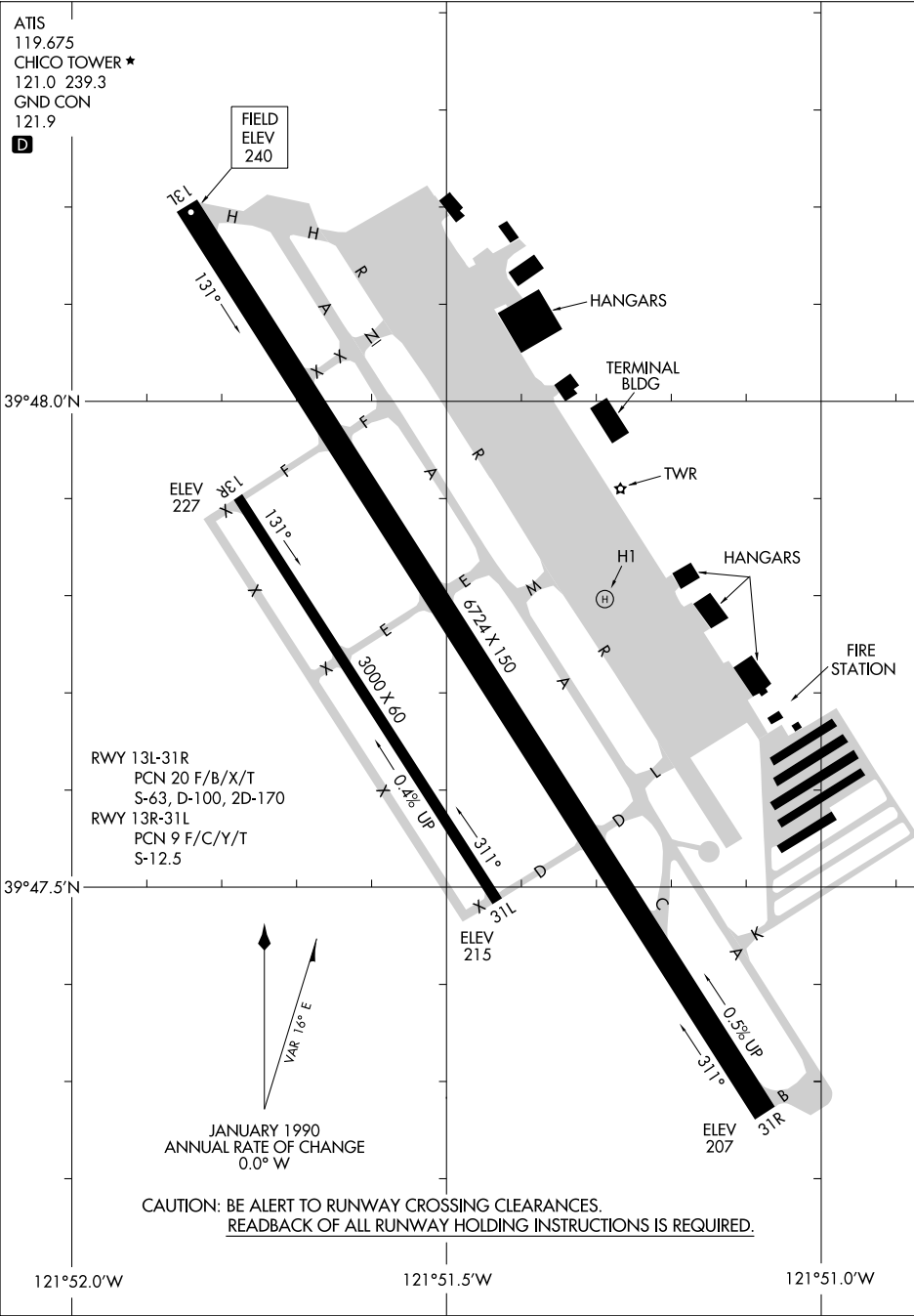


ELEV 240	D	TDZE 226
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Procedure NA for arrivals at GRIDD on V23 and T261 southeast bound.

3000	ZOTWY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).		UNJED
↑	✧			
* LNAV only				
CATEGORY A B C D				
LPV DA	476-1 250 (300-1)			
LNAV/ VNAV DA	733-1¾ 507 (500-1¾)			
LNAV MDA	600-1 374 (400-1)			600-1¼ 374 (400-1¼)



CHICO FIVE DEPARTURE

AL-557 (FAA)

CHICO RGNL (CIC)
CHICO, CALIFORNIA

OAKLAND CENTER
132.2 350.3
CHICO TOWER★
121.0 239.3

**TOP ALTITUDE:
ASSIGNED BY ATC.**

FORT JONES
116.25 FJS
Chan 109(Y)

KLAMATH FALLS
115.9 LMT
Chan 106

REDDING
114.35 RDD
Chan 90(Y)

RED BLUFF
115.7 RBL
Chan 104

NOTE: RADAR required

TAKEOFF MINIMUMS
Rwys 13L/R, 31L/R: Standard.

WILLIAMS
114.4 ILA
Chan 91

MUSTANG
117.9 FMG
Chan 126

SACRAMENTO
115.2 SAC
Chan 99

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on a heading between 140° CW 310° from departure end of runway to assigned altitude. Thence. . . .

TAKEOFF RUNWAYS 31L/R: Climb on a heading between 320° CCW 132° from departure end of runway to assigned altitude. Thence. . . .

. . . .RADAR vectors to assigned route. Maintain assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

For aircraft assigned a heading between 120° CW through 250°: if not in contact with Oakland Center after reaching 3000, continue climb to 5000 or higher assigned altitude and proceed to ILA VORTAC, thence. . . .

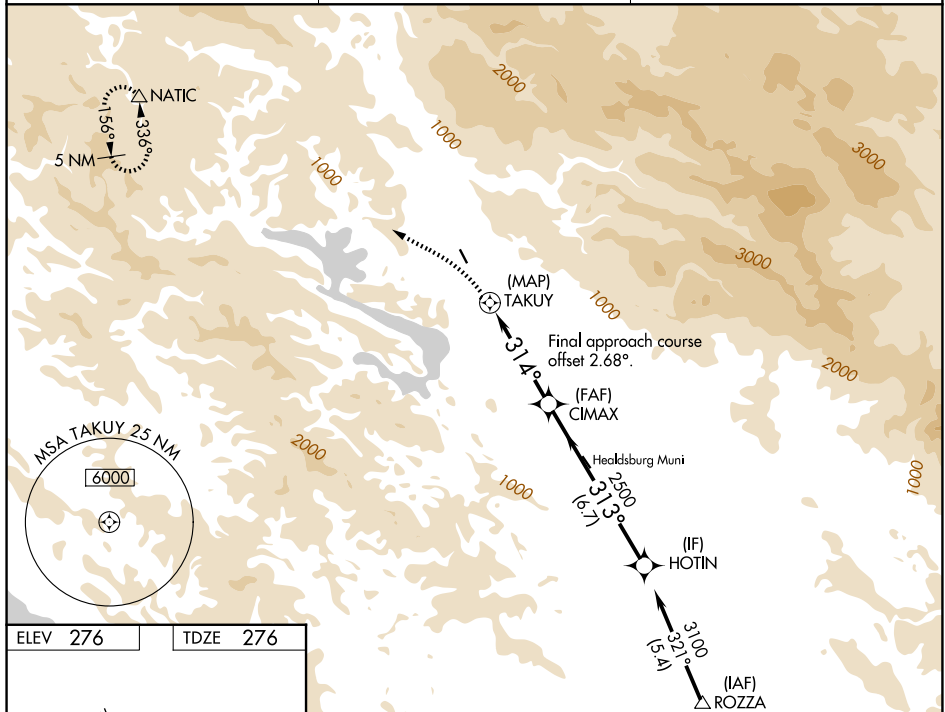
For aircraft assigned a heading between 255° CW through 320°: if not in contact with Oakland Center after reaching 3000, continue climb to 5000 or higher assigned altitude and proceed to RBL VORTAC, thence. . . .

. . . .Proceed on assigned route.

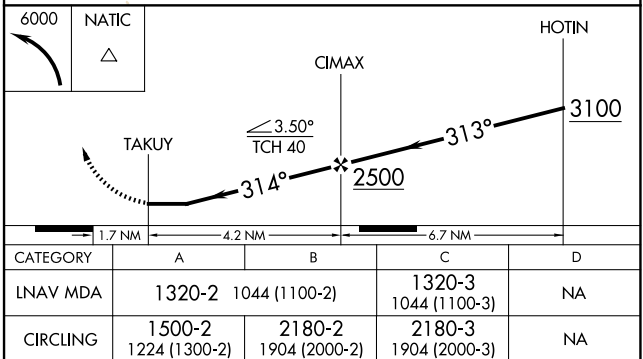
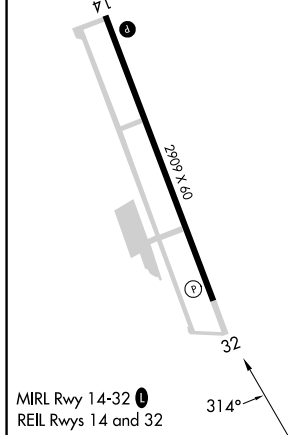
CHICO FIVE DEPARTURE

RNAV (GPS) RWY 32
CLOVERDALE MUNI (060)

MISSED APPROACH: Climbing left turn to 6000 direct NATIC and hold, continue climb-in-hold to 6000.

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at ROZZA on V301 north bound, V108 northwest bound and V494 west bound.



CLOVERDALE MUNI (060)

RNAV (GPS) RWY 32

SW-2, 03 SEP 2026 to 29 OCT 2026

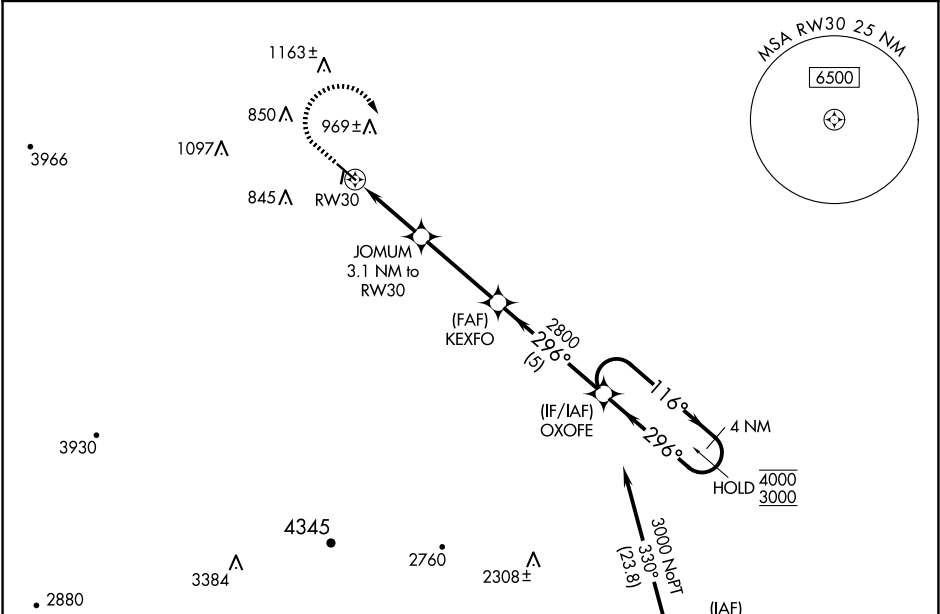
WAAS CH 69544 W30A	APP CRS 296°	Rwy Idg 5000 TDZE 610 Apt Elev 625
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RNAV (GPS) RWY 30

NEW COALINGA MUNI (C80)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 direct OXOFE and hold.
Circling to Rwy 1, 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 119.275	OAKLAND CENTER 128.7 307.0	UNICOM 122.7 (CTAF) 0
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ELEV 625	TDZE 610
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Procedure NA for arrival on AVE VOR/DME
airway radials 257 CW 313.

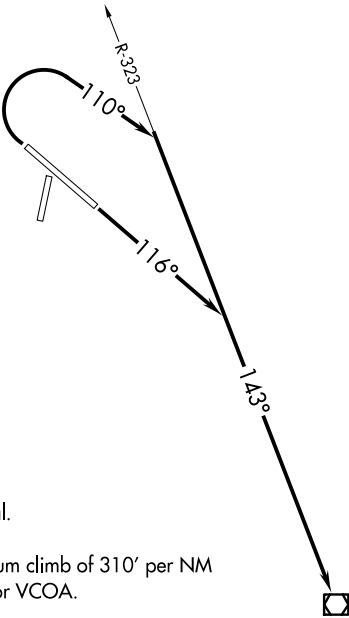
1200 3000 OXOFE				
JOMUM 3.1 NM to RW30 1.6 NM to RW30 1.6 NM 3.6 NM 5 NM				
OXOFE 4 NM Holding Pattern 116° → 4000 ← 296° 3000 GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	936-1 326 (400-1)			
LNAV/VNAV DA	1030-1½ 420 (500-1½)			
LNAV MDA	1140-1	530 (600-1)	1140-1½	530 (600-1½)
CIRCLING	1160-1 535 (600-1)	1320-1 695 (700-1)	1420-2¼ 795 (800-2¼)	1700-3 1075 (1100-3)

(AVE1.AVE) 23278

AVENAL ONE DEPARTURE(OBSTACLE)

NEW COALINGA MUNI (C80)
AL-9514 (FAA) COALINGA, CALIFORNIA

FRESNO DEP CON
119.6 351.95
OAKLAND CENTER
128.7 307.0
AWOS
119.275



TAKEOFF MINIMUMS

- Rwys 1, 19: NA-Environmental.
- Rwy 12: Standard.
- Rwy 30: Standard with minimum climb of 310' per NM to 2100 or 3000-3 for VCOA.

TAKEOFF OBSTACLE NOTES

- Rwy 12: Vehicle on road beginning 9' from DER, 362' left of centerline, up to 614' MSL.
Navaid 15' from DER, 125' right of centerline, 2' AGL/603' MSL.
Vehicle on road beginning 76' from DER, 506' right of centerline, up to 614' MSL.
- Rwy 30: Navaid 14' from DER, 125' left of centerline, 1' AGL/626' MSL.
Terrain 43' from DER, 472' right of centerline, 627' MSL.
Vehicle on road beginning 145' from DER, 456' right of centerline, up to 645' MSL.
Vehicle on road 202' from DER, 446' left of centerline, 643' MSL.
Vehicle on road 330' from DER, 378' right of centerline, 646' MSL.
Vehicle on road beginning 384' from DER, 1' left of centerline, up to 644' MSL.
Vehicle on road 532' from DER, 362' right of centerline, 647' MSL.
Vehicle on road beginning 655' from DER, on and left of centerline, up to 646' MSL.
Vehicle on road beginning 679' from DER, on and right of centerline, up to 648' MSL.
Vehicle on road beginning 731' from DER, 113' left of centerline, up to 648' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 12: Climb on heading 116° to intercept AVE VOR/DME R-323 to AVE VOR/DME then proceed on course.
- TAKEOFF RUNWAY 30: Climbing right turn to heading 110° to intercept AVE VOR/DME R-323 to AVE VOR/DME then proceed on course.
- VCOA RUNWAY 30: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross New Coalinga Muni Airport at or above 3500 before proceeding on course.

AVENAL ONE DEPARTURE(OBSTACLE)

(AVE1.AVE) 05OCT23

COALINGA, CALIFORNIA
NEW COALINGA MUNI (C80)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS
354°

Rwy Ldg
TDZE
Apt Elev

4289
2105
2121

RNAV (GPS) RWY 35
COLUMBIA (O22)

RNP APCH.

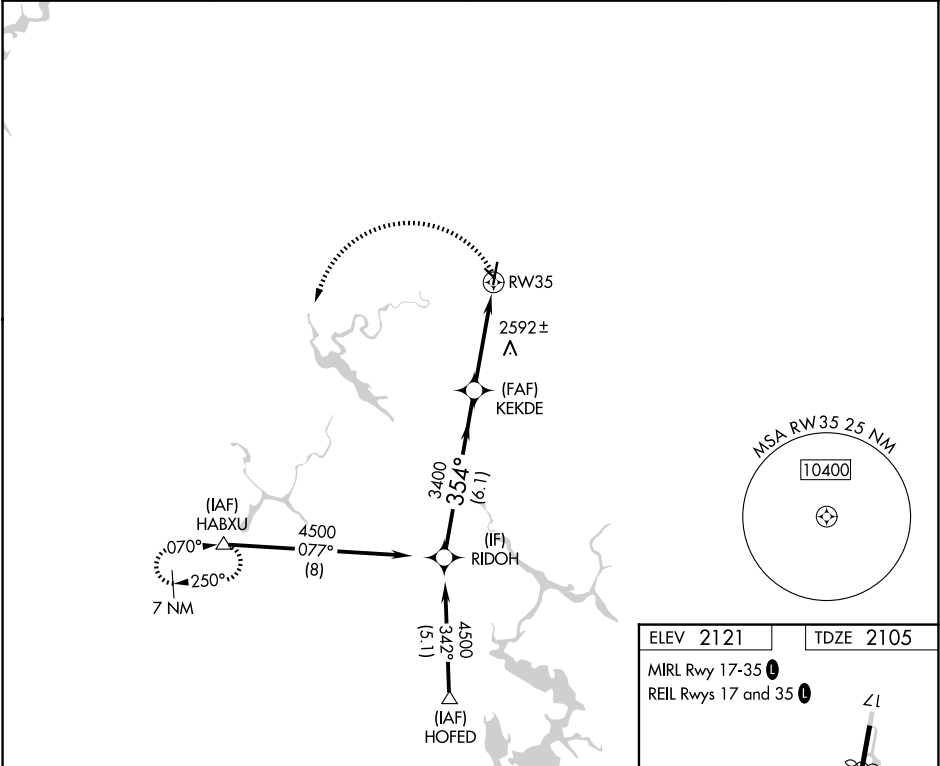
▼

⚠

Circling NA to Rwy 11 and 29. Circling NA east of Rwy 17-35. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 7000 direct HABXU and hold, continue climb-in-hold to 7000.

AWOS-3 124.65	NORCAL APP CON 125.1 363.2 (N/W)	OAKLAND CENTER 121.25 327.0 (E/S)	UNICOM 122.975 (CTAF) 1
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Visual Segment - Obstacles.

7000 HABXU

RIDOH

4500

354°

3400

KEKDE

RW35

6.1 NM

4 NM

CATEGORY	A	B	C	D
LNAV MDA	3140-1¼ 1035 (1100-1¼)	3140-1½ 1035 (1100-1½)	3140-3 1035 (1100-3)	NA
CIRCLING	3140-1¼ 1019 (1100-1¼)	3140-1½ 1019 (1100-1½)	3140-3 1019 (1100-3)	NA

ELEV 2121 TDZE 2105

MIRL Rwy 17-35 1

REIL Rwy 17 and 35 1

35

354°

4623 X 75

2607 X 90

0.2% UP

1.0% UP

(FICHU4.HABXU) 23026

FICHU FOUR DEPARTURE (OBSTACLE) (RNAV)

AL-6786 (FAA)

COLUMBIA (O22)
COLUMBIA, CALIFORNIA

NORCAL DEP CON
125.1 363.2 (NORTH/WEST)
OAKLAND CENTER
121.25 327.0 (EAST/SOUTH)

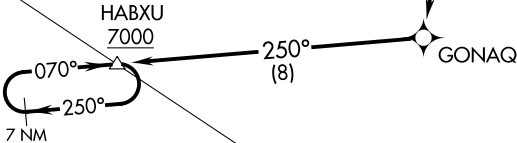
RNAV 1 - GPS.

LINDEN
LIN

TAKEOFF MINIMUMS
Rwy 11, 29: NA-Environmental.
Rwy 35: NA-ATC.
Rwy 17: 300-1¼ or standard with minimum
climb of 790' per NM to 2400.



OXJEF



TAKEOFF OBSTACLE NOTES

- Rwy 17: Vegetation 31' from DER, 196' right of centerline, 2083' MSL.
Tree 148' from DER, 387' right of centerline, 2108' MSL.
Trees beginning 180' from DER, 287' left of centerline, up to 2126' MSL.
Tree 262' from DER, 527' right of centerline, 2163' MSL.
Trees beginning 353' from DER, 240' left of centerline, up to 2127' MSL.
Trees, traverse way, pole, terrain, vegetation beginning 414' from DER, 46' right of centerline, up to 2188' MSL.
Tree 456' from DER, 325' left of centerline, 2130' MSL.
Trees beginning 492' from DER, 109' left of centerline, up to 2133' MSL.
Trees beginning 725' from DER, 26' left of centerline, up to 2171' MSL.
Trees beginning 1259' from DER, 57' left of centerline, up to 2181' MSL.
Tree 1527' from DER, 892' right of centerline, 2205' MSL.
Tree 1620' from DER, 859' right of centerline, 2220' MSL.
Trees beginning 1665' from DER, 895' right of centerline, up to 2238' MSL.
Tree 2151' from DER, 983' left of centerline, 2212' MSL.
Trees, tower beginning 2195' from DER, 442' left of centerline, up to 2273' MSL.
Tree 5936' from DER, 560' left of centerline, 2239' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on heading 174° to 2700, then climb direct to FICHU, then on track 174° to GONAQ, then on track 250° to HABXU, maintain 7000. Continue climb in hold in HABXU holding pattern to cross HABXU at or above MEA for route of flight.

FICHU FOUR DEPARTURE (OBSTACLE) (RNAV)
(FICHU4.HABXU) 03NOV22

COLUMBIA, CALIFORNIA
COLUMBIA (O22)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS
138°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
49

RNAV (GPS)-B
SIDNEY PICKELS FLD (008)

RNP APCH - GPS.

▼

▲ NA

Circling Rwy 32 NA at night. Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Use SMF altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 direct VACIA and hold.

SMF ASOS 126.75	OAKLAND CENTER 132.2 350.3	UNICOM 122.8 (CTAF) 0
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ELEV 49		VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 25).		2600	VACIA
CATEGORY	A	B	C	D	
CIRCLING	640-1 591 (600-1)	660-1 611 (700-1)	660-1¾ 611 (700-1¾)	NA	

COLUSA, CALIFORNIA
Amdt 1A 09JUL26

39°11'N-122°00'W
45

SIDNEY PICKELS FLD (008)
RNAV (GPS)-B

COLUSA, CALIFORNIA

AL-5147 (FAA)

26190

WAAS CH 65840 W32A	APP CRS 318°	Rwy Ldg 3034 TDZE 49 Apt Elev 49
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RNAV (GPS) RWY 32

SIDNEY PICKELS FLD (O08)

RNP APCH - GPS.

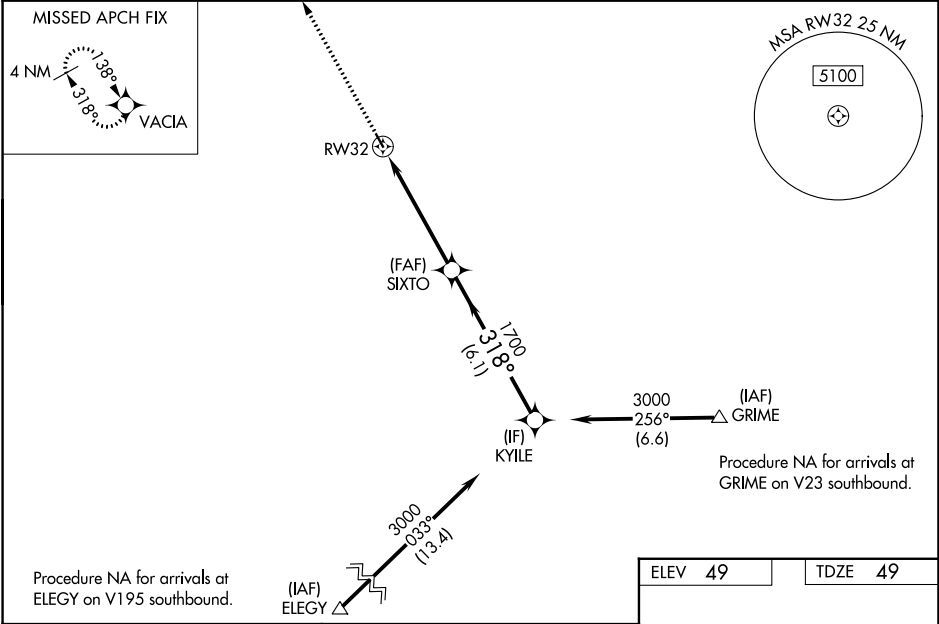
▽

△NA

Baro-VNAV NA when using Sacramento Intl altimeter setting. Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Procedure NA at night. Use SMF altimeter setting.

MISSED APPROACH: Climb to 2600 direct VACIA and hold.

SMF ASOS 126.75	OAKLAND CENTER 132.2 350.3	UNICOM 122.8 (CTAF) 0
---------------------------	--------------------------------------	---------------------------------



2600

VACIA

RW32

SIXTO

1700

318°

3000

KYILE

GP 3.00°

TCH 43

5.1 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	381-1	332 (400-1)		NA
LNAV/VNAV DA	551-1 $\frac{3}{8}$	502 (600-1 $\frac{3}{8}$)		NA
LNAV MDA	600-1	551 (600-1)	600-1 $\frac{5}{8}$ 551 (600-1 $\frac{5}{8}$)	NA
CIRCLING	640-1 591 (600-1)	660-1 611 (700-1)	660-1 $\frac{3}{4}$ 611 (700-1 $\frac{3}{4}$)	NA

ELEV 49

TDZE 49

MIRL Rwy 14-32 0

303-X-59

318°

COLUSA, CALIFORNIA
Amdt 2A 09JUL26

39°11'N-122°00'W

SIDNEY PICKELS FLD (O08)

RNAV (GPS) RWY 32

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

CONCORD, CALIFORNIA

AL-5320 (FAA)

26022

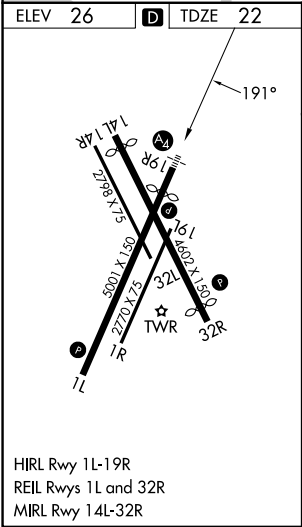
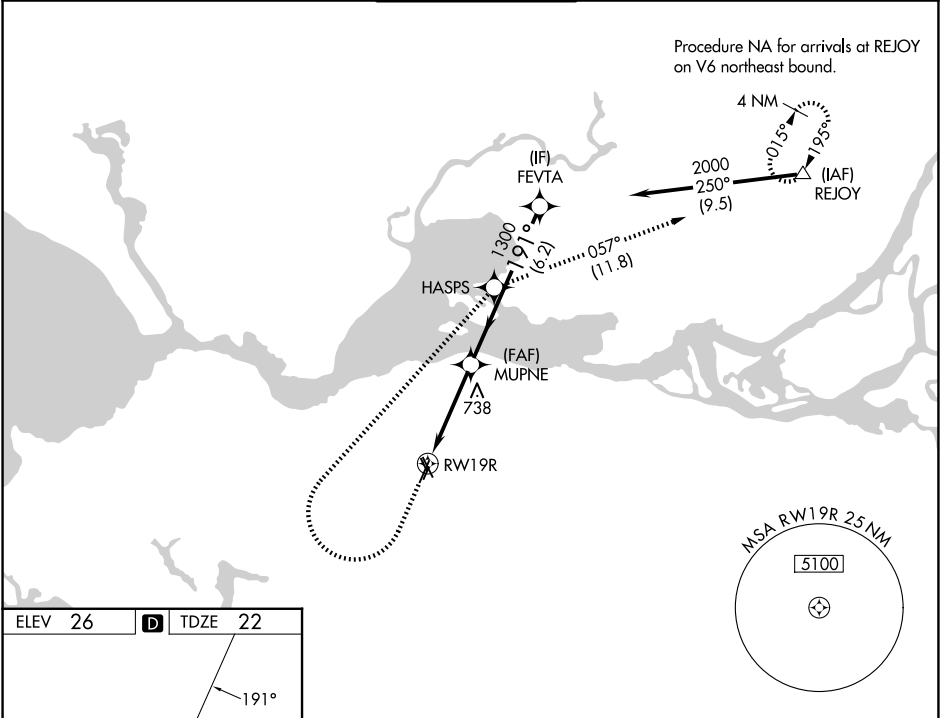
WAAS CH 86424 W19A	APP CRS 191°	Rwy Ldg 4400 TDZE 22 Apt Elev 26
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RNAV (GPS) RWY 19R

BUCHANAN FLD (CCR)

RNP APCH - GPS.	MALS	MISSED APPROACH: (Do not exceed 190K until HASPS) Climb to 500 then climbing right turn to 3000 direct HASPS then on track 057° direct REJOY and hold.
▼ Circling to Rwy 1L, 1R, 32R, 32L and 19L NA at night. Circling NA west of Rwys 1L and 19R. Rwy 19R helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat C and D visibility to 3 SM.	⚠	

ATIS 124.7	TRAVIS APP CON 119.9 322.325	CONCORD TOWER* 119.7 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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500	3000	HASPS	tr 057°	REJOY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).
CATEGORY	A	B	C	D	
LPV	DA	298-¾ 276 (300-¾)			
LNAV	MDA	980-1 958 (1000-1)	980-1¼ 958 (1000-1¼)	980-2½ 958 (1000-2½)	
CIRCLING		980-1¼ 954 (1000-1¼)	980-1½ 954 (1000-1½)	980-3 954 (1000-3)	1300-3 1274 (1300-3)

CONCORD, CALIFORNIA
Amdt 1A 14JUL22

37°59'N-122°03'W

RNAV (GPS) RWY 19R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

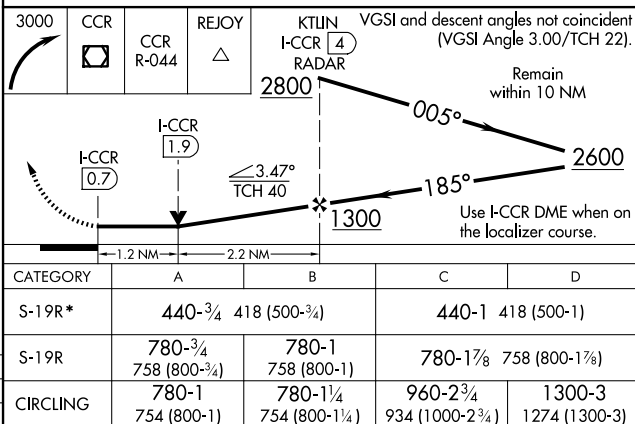
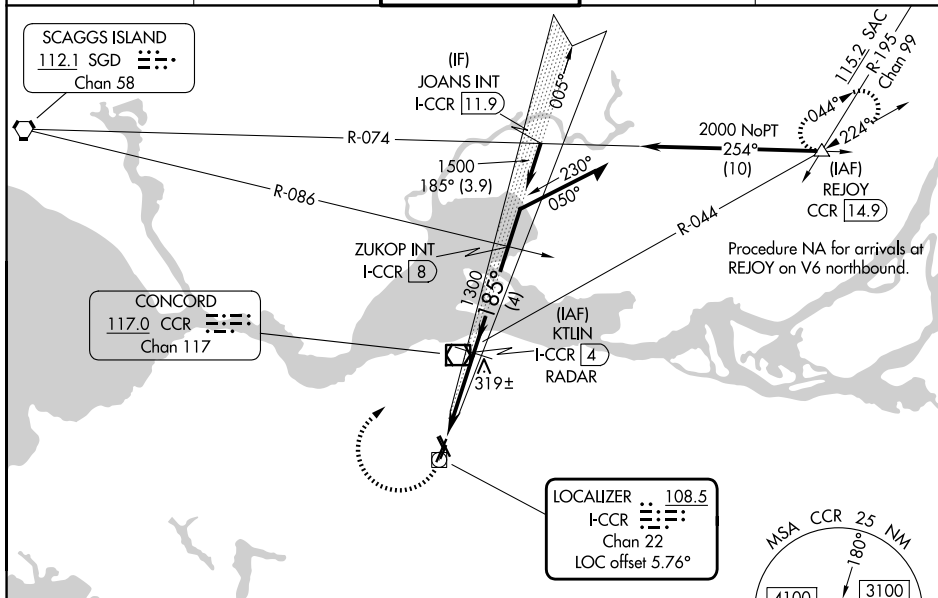
LDA RWY 19R
BUCHANAN FLD (CCR)

T Circling NA west of Rwy 1L-19R. Circling Rwy 1L, 1R, 19L, 32L, 32R
A NA at night. Rwy 19R helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 For inop ALS, increase S-19R Cats C/D visibility to 2 SM.
 *For inop ALS, increase S-19R Cats C/D visibility to $1\frac{1}{2}$ SM.

MISSED APPROACH: Climbing right turn to 3000
direct CCR VOR/DME then on CCR VOR/DME
R-044 to REJOY/CCR 14.9 DME and hold.

*Missed approach requires minimum climb of 282 feet per NM to 1800.

ATIS 124.7	TRAVIS APP CON 119.9 322.325	CONCORD TOWER* 119.7 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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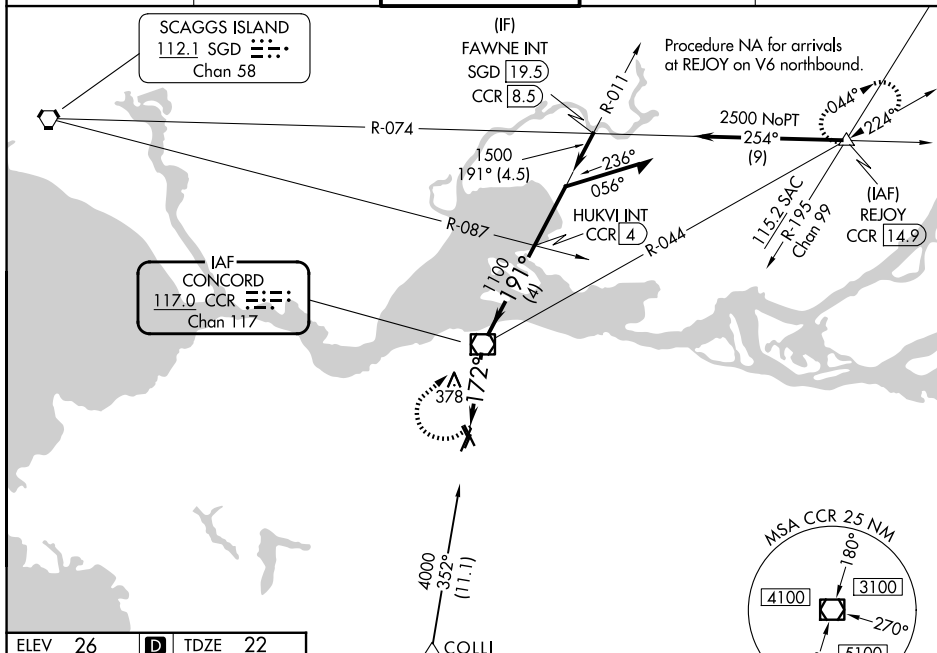


SW-2, 03 SEP 2026 to 29 OCT 2026

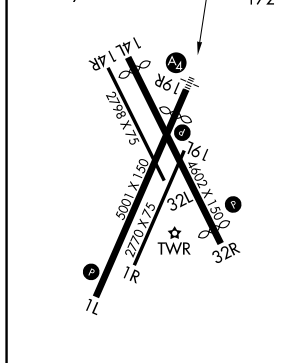
VOR RWY 19R
BUCHANAN FLD (CCR)

MISSED APPROACH: Climbing right turn to 3000 direct CCR VOR/DME then on CCR VOR/DME R-044 to REJOY/CCR 14.9 DME and hold.
* Missed approach requires minimum climb of 320 feet per NM to 1700.

ATIS 124.7	TRAVIS APP CON 119.9 322.325	CONCORD TOWER* 119.7 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 26	D	TDZE 22
HIRL Rwy 1L-19R REIL Rwy 1L and 32R MIRL Rwy 14L-32R		172°

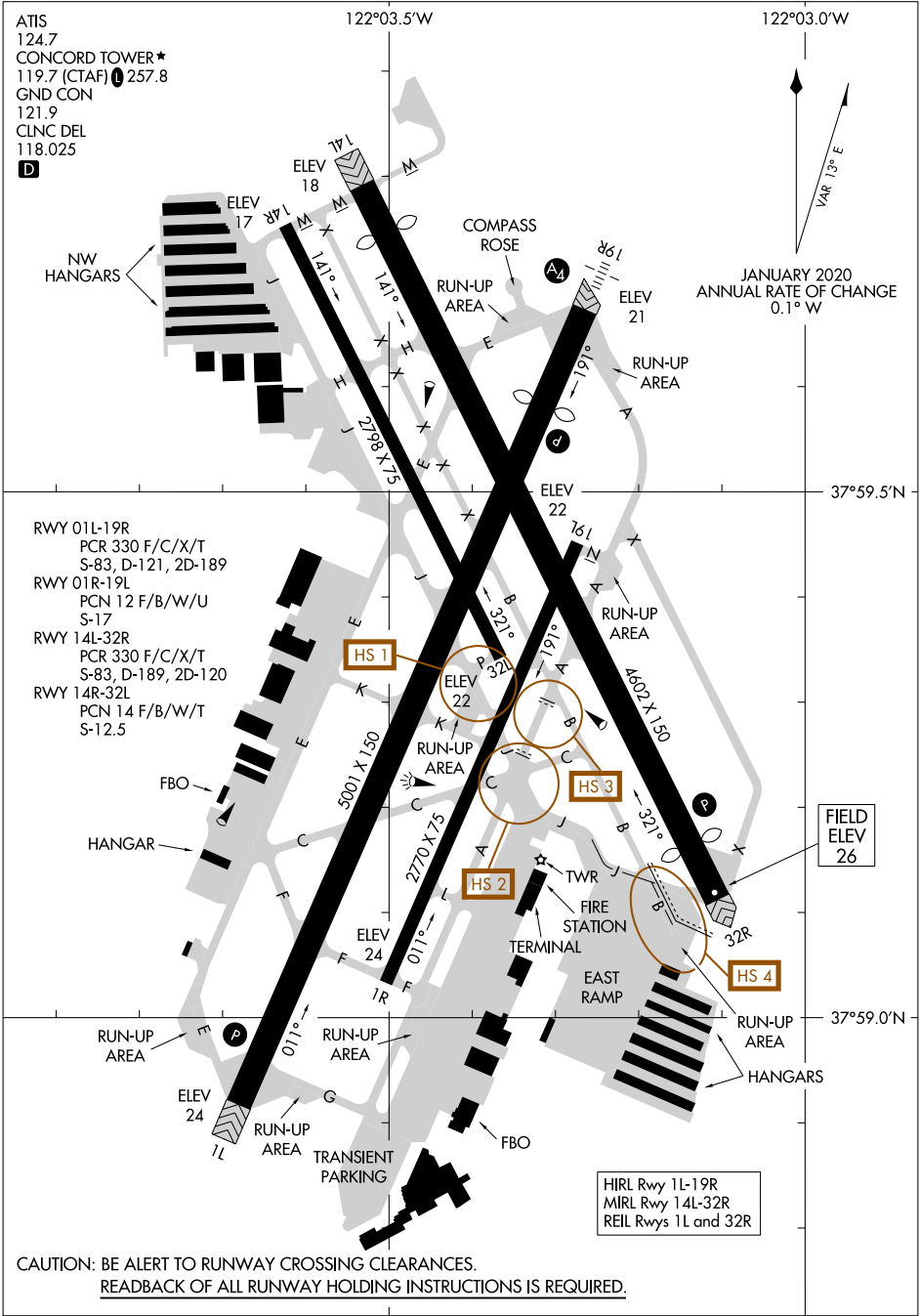


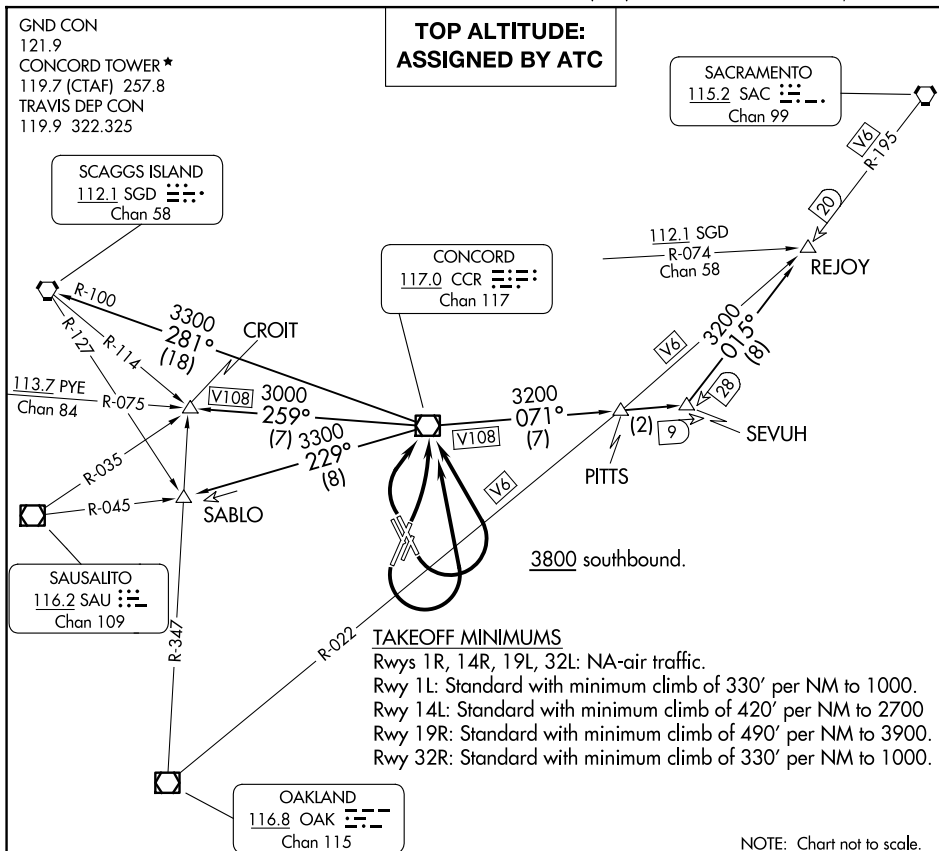
FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

37°59'N-122°03'W

BUCHANAN FLD (CCR)
VOR RWY 19R





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L, 14L, 19R: Climbing left turn direct CCR VOR/DME, thence. . .

TAKEOFF RUNWAY 32R: Climbing right turn direct CCR VOR/DME, thence. . .

...on (transition) or (assigned route).

CROIT TRANSITION (BCHN2.CROIT): From over CCR VOR/DME on CCR R-259 to CROIT INT.

PITTS TRANSITION (BCHN2.PITTS): From over CCR VOR/DME on CCR R-071 to PITTS INT.

REJOY TRANSITION (BCHN2.REJOY): From over CCR VOR/DME on CCR R-071 and SAC R-195 to REJOY INT.

SABLO TRANSITION (BCHN2.SABLO): From over CCR VOR/DME on CCR R-229 to SABLO INT.

SCAGGS ISLAND TRANSITION (BCHN2.SGD): From over CCR VOR/DME on CCR R-281 and SGD R-100 to SGD VORTAC.

BUCHANAN TWO DEPARTURE

(BCHN2.CCR) 22JUN17

CONCORD, CALIFORNIA
BUCHANAN FLD (CCR)

SW-2, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 12
JACK MC NAMARA FLD (CEC)

MALSR 	MISSED APPROACH: Climb to 700 then climbing right turn to 3000 on CEC VORTAC R-166 to CHIDE/CEC 11 DME and hold, continue climb-in-hold to 3000.
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[illegible][illegible]

SW-2. 03 SEP 2026 to 29 OCT 2026

CRESCENT CITY, CALIFORNIA

AL-34 (FAA)

25275

WAAS CH 90310 W12A	APP CRS 119°	Rwy Ldg TDZE Apt Elev	5002 60 61
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RNAV (GPS) RWY 12

JACK MC NAMARA FLD (CEC)

▼ Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Brookings altimeter setting and increase LPV DA to 407 feet, LNAV/VNAV DA to 484 feet and all MDA 100 feet; increase LPV all Cats visibility to $\frac{1}{2}$ mile, LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ mile, LNAV Cat C/D to $1\frac{1}{2}$ mile, and Circling Cat C to 2 miles, Cat D to $2\frac{1}{2}$ miles. For inop MALS, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat A/B visibility to 1 mile, Cat C/D to $1\frac{1}{2}$ mile. For inop MALS, when using Brookings altimeter setting, increase LPV all Cats visibility to $1\frac{1}{2}$ mile, LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ mile, and LNAV Cat A/B to 1 mile, Cat C/D to $1\frac{1}{2}$ mile. VDP and Baro-VNAV NA when using Brookings altimeter setting. Night landing: Rwy 18, 30 NA. Night landing: Rwy 36, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALS

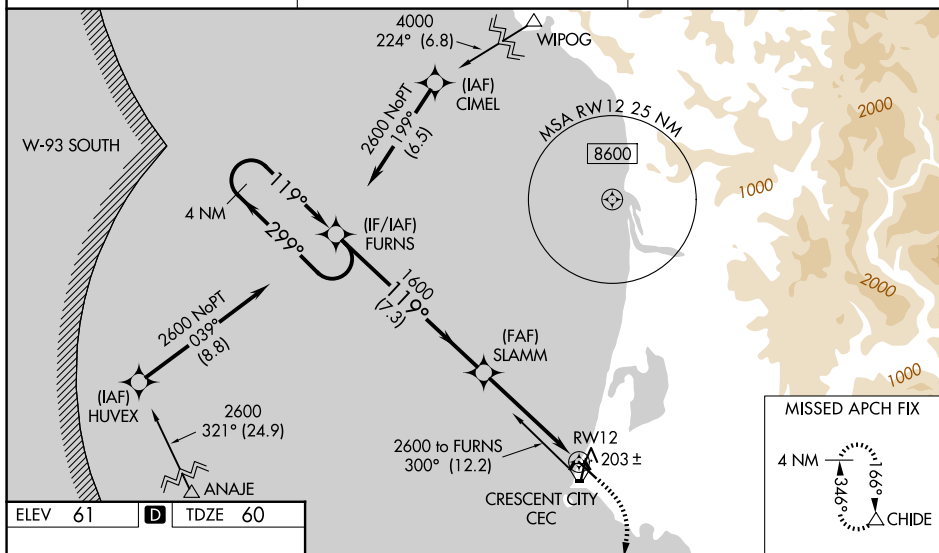


MISSED APPROACH:
Climb to 600 then
climbing right turn to
3000 direct CHIDE
and hold, continue
climb-in-hold to
3000.

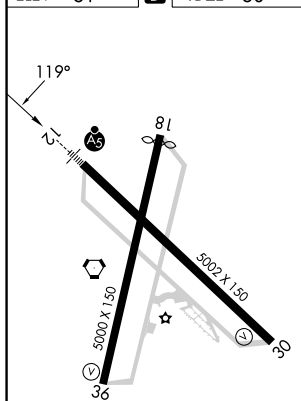
ASOS
119.925

SEATTLE CENTER
124.85 306.3

UNICOM
122.8 (CTAF) 1



ELEV 61 **D** TDZE 60



HIRL Rwy 12-30 **1**
REIL Rwy 18, 30 and 36 **1**
MIRL Rwy 18-36 **1**

MISSED APCH FIX				
4 NM	160°	346°	CHIDE	
600	3000	CHIDE		
* LNAV only.				
4 NM Holding Pattern	FURNS	SLAMM	RW12	
2600	299°	119°	1600	
GP 3.00°	TCH 55	7.3 NM	3.6 NM	1.1 NM
CATEGORY	A	B	C	D
LPV DA		310- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		387- $\frac{3}{4}$	327 (400- $\frac{3}{4}$)	
LNAV MDA	460- $\frac{3}{4}$	400 (400- $\frac{3}{4}$)	460- $\frac{7}{8}$	400 (400- $\frac{7}{8}$)
CIRCLING	540-1	479 (500-1)	640- $1\frac{1}{2}$ 579 (600- $1\frac{1}{2}$)	640-2 579 (600-2)

CRESCENT CITY, CALIFORNIA

Amdt 2 15OCT15

41°47'N-124°14'W

JACK MC NAMARA FLD (CEC)

RNAV (GPS) RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 72927 W36A	APP CRS 359°	Rwy Ldg TDZE 59 Apt Elev 61
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RNAV (GPS) RWY 36

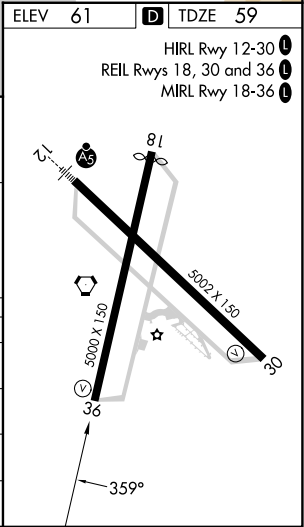
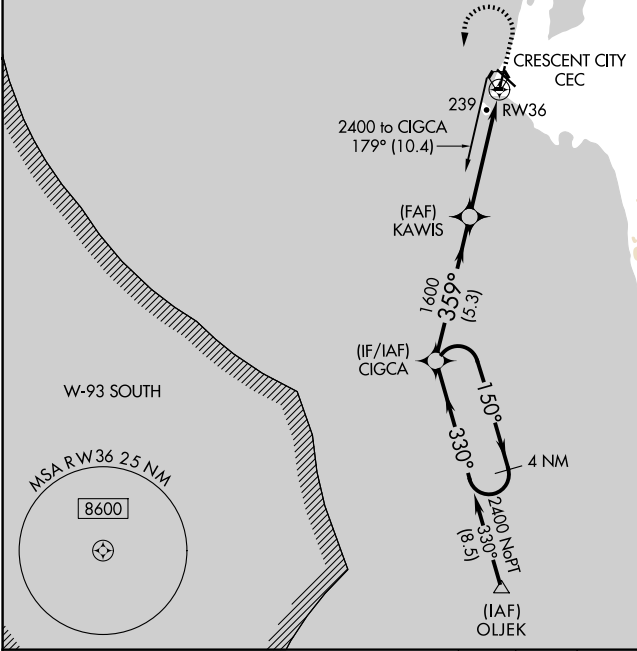
JACK MC NAMARA FLD (CEC)

RNP APCH.

Baro-VNAV NA when using Brookings altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Brookings altimeter setting and increase LPV DA to 406 and LNAV/VNAV DA to 505 and all MDA 100 feet; increase LPV all Cats and LNAV Cat C/D and Circling Cat D visibilities ¼ SM, increase LNAV/VNAV all Cats visibility ⅜ SM, and Circling Cat C visibility ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-In Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 18, 30 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct CIGCA and hold.

ASOS 119.925	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern				
2400 ← 150° → 330°				
GP 3.00° TCH 58				
CIGCA 1600 KAWIS 1600 RW36				
5.3 NM 4.7 NM				
CATEGORY	A	B	C	D
LPV DA	309-1 250 (300-1)			
LNAV/VNAV DA	408-1 349 (400-1)			
LNAV MDA	500-1	441 (500-1)	500-1 441 (500-1)	441 (500-1)
CIRCLING	540-1	479 (500-1)	640-1 579 (600-1)	640-2 579 (600-2)

CRESCENT CITY, CALIFORNIA

AL-34 (FAA)

25275

VORTAC CEC	APP CRS	Rwy Ldg
109.0	131°	5002
Chan 27	TDZE	60
	Apt Elev	61

VOR/DME RWY 12

JACK MC NAMARA FLD (CEC)

⚠ VDP NA with Brookings altimeter setting. When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-12 Cat C/D, and Circling Cat D visibility $\frac{1}{4}$ mile, and Circling Cat C visibility $\frac{1}{2}$ mile. For inop MALSR, increase S-12 Cats A/B visibility to 1 mile, Cats C/D visibility to $1\frac{1}{2}$ mile. For inop MALSR when using Brookings altimeter setting, increase S-12 Cats A/B visibility to 1 mile, Cats C/D visibility to $1\frac{1}{2}$ mile. Night Landing: Rwy 18, 30 NA. Night Landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR

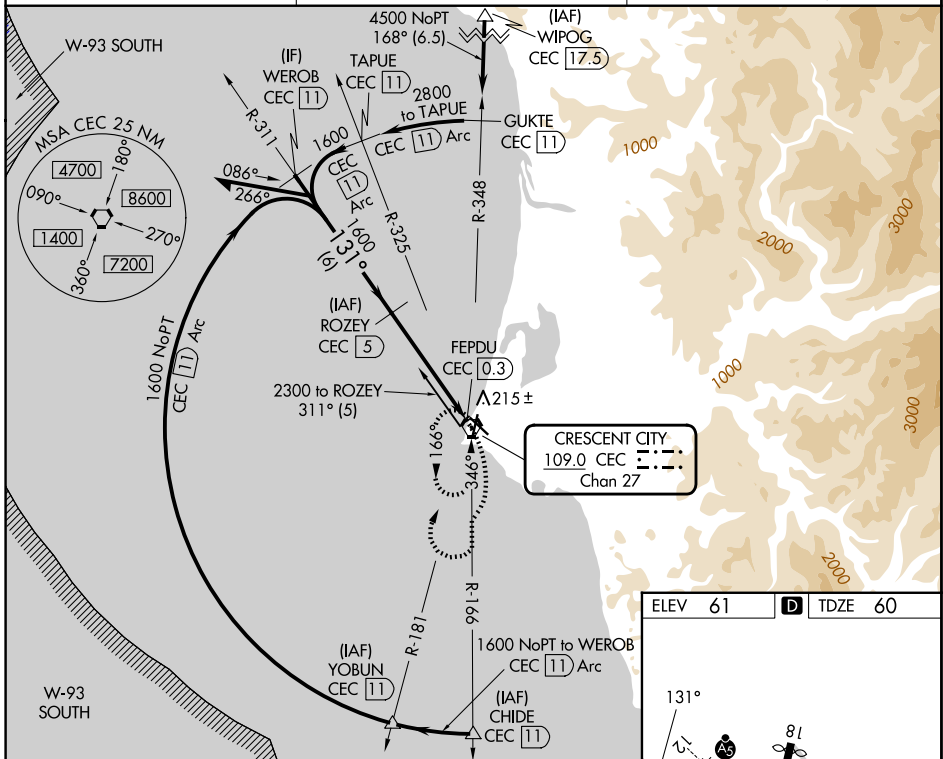


MISSED APPROACH:
Climbing right turn to 3000 on CEC VORTAC R-166 then right turn direct CEC VORTAC and hold.

ASOS
119.925

SEATTLE CENTER
124.85 306.3

UNICOM
122.8 (CTAF) 0



Remain
within 10 NM

311°
1600
131°
1600

ROZEY
CEC 5

3000
CEC R-166

CEC 1.4

FEPDU
CEC 0.3

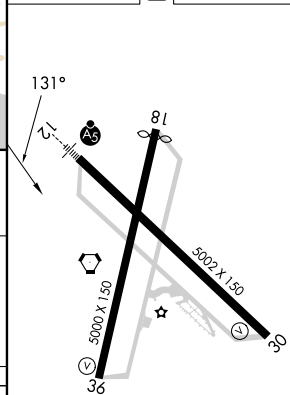
2.98
TCH 50

3.6 NM

1.2 NM

CATEGORY	A	B	C	D
S-12	480- $\frac{3}{4}$	420 (500- $\frac{3}{4}$)	480-1	420 (500-1)
CIRCLING	540-1	479 (500-1)	640- $1\frac{1}{2}$ 579 (600- $1\frac{1}{2}$)	640-2 579 (600-2)

ELEV 61 TDZE 60



HIRL Rwy 12-30 0
REIL Rws 18, 30 and 36 0
MIRL Rwy 18-36 0

CRESCENT CITY, CALIFORNIA

Amdt 14 15OCT15

41°47'N-124°14'W

JACK MC NAMARA FLD (CEC)

VOR/DME RWY 12

VORTAC CEC	APP CRS	Rwy Ldg	4850
109.0	346°	TDZE	59
Chan 27		Apt Elev	61

VOR/DME RWY 36

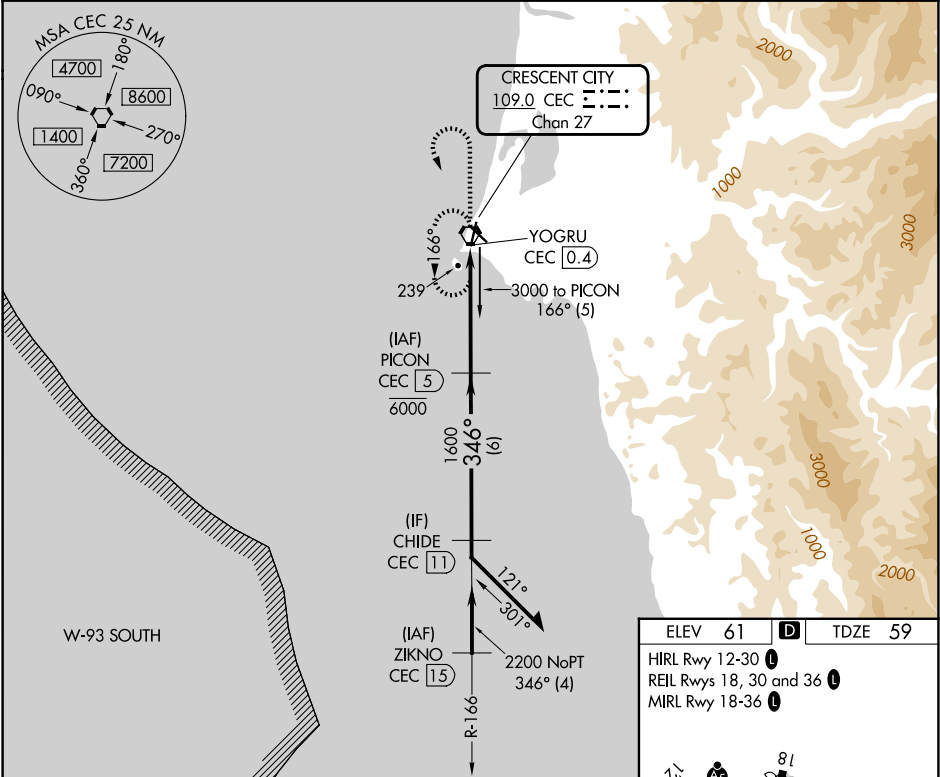
JACK MC NAMARA FLD (CEC)

⚠

When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-36 Cat C/D and Circling Cat D visibilities ¼ mile and Circling Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing: Rwy 18, 30 NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct CEC VORTAC and hold, continue climb-in-hold to 3000.

ASOS 119.925	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

PICON CEC 5
6000

2900

166°

346°

1600

3.06°

TCH 58

4.6 NM

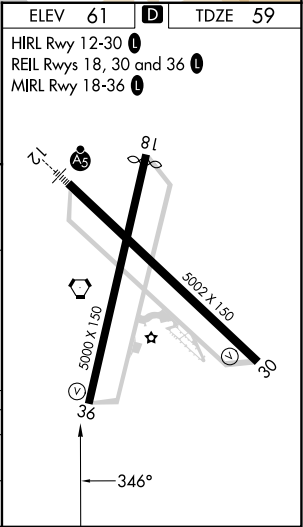
YORGRU CEC 0.4

1000

3000

CEC

CATEGORY	A	B	C	D
S-36	500-1	441 (500-1)	500-1 ³ / ₈	441 (500-1 ³ / ₈)
CIRCLING	540-1	479 (500-1)	640-1 ¹ / ₂ 579 (600-1 ¹ / ₂)	640-2 579 (600-2)



VORTAC CEC	APP CRS	Rwy Ldg	5002
109.0	131°	TDZE	60
Chan 27		Apt Elev	61

VOR RWY 12
JACK MC NAMARA FLD (CEC)

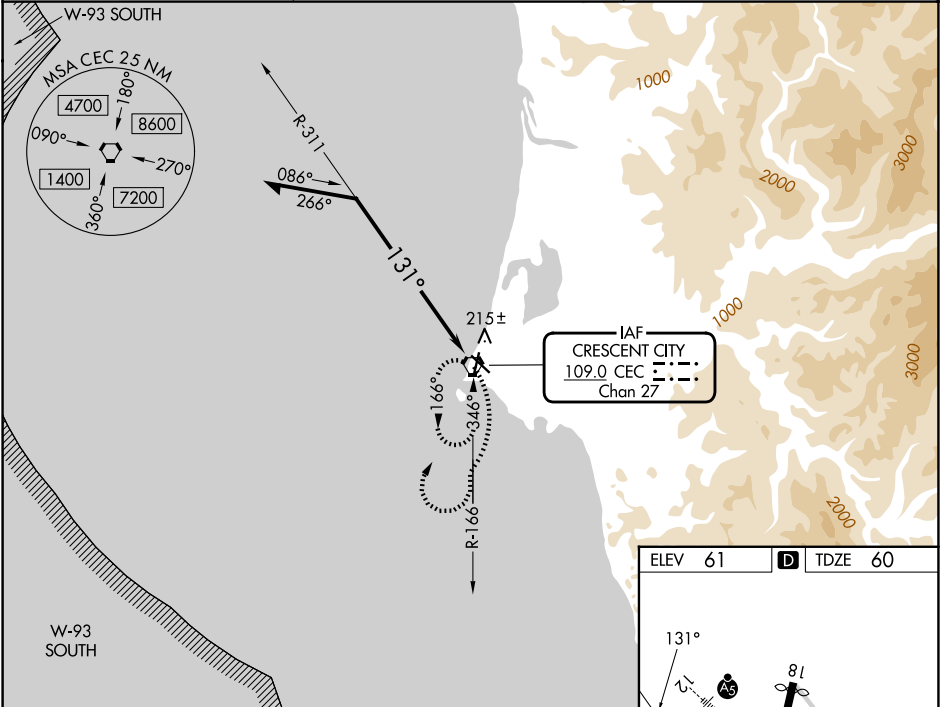
⚠ When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 100 feet; increase S-12 Cat C/D visibility $\frac{3}{8}$ mile, Circling Cat D visibility $\frac{1}{4}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile. For inop MALSR increase S-12 Cat A/B visibility to 1 mile, and Cat C/D visibility to $1\frac{1}{2}$ mile. For inop MALSR when using Brookings altimeter setting, increase S-12 Cat A/B visibility to 1 mile, and Cat C/D visibility to $1\frac{1}{2}$ mile. Night Landing: Rwy 36 operational VGSI required, remain on or above VGSI glidepath until threshold. Night Landing: Rwy 18, 30 NA.

MALSR



MISSED APPROACH: Climbing right turn to 3000 on CEC VORTAC R-166 then right turn direct CEC VORTAC and hold.

ASOS 119.925	SEATTLE CENTER 124.85 306.3	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

CEC VORTAC 2700

1900

311°

131°

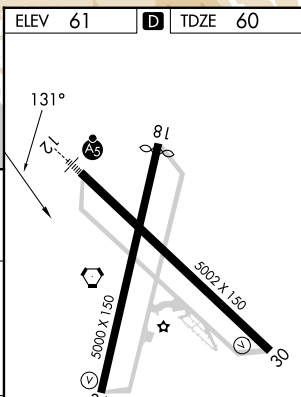
3000

CEC R-166

CEC

ELEV 61

TDZE 60



CATEGORY	A	B	C	D
S-12	520- $\frac{3}{4}$	460 (500- $\frac{3}{4}$)	520-1	460 (500-1)
CIRCLING	540-1	479 (500-1)	640-1 $\frac{1}{2}$ 579 (600-1 $\frac{1}{2}$)	640-2 579 (600-2)

HIRL Rwy 12-30 **0**

MIRL Rwy 18-36 **0**

REIL Rwys 18, 30 and 36 **0**

DAVIS, CALIFORNIA

AL-6030 (FAA)

24249

WAAS CH 73046 W35A	APP CRS 347°	Rwy Idg TDZE 70 Apt Elev 70	3176
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RNAV (GPS) RWY 35

UNIVERSITY (EDU)

RNP APCH - GPS.

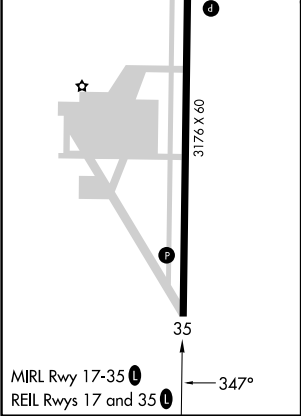
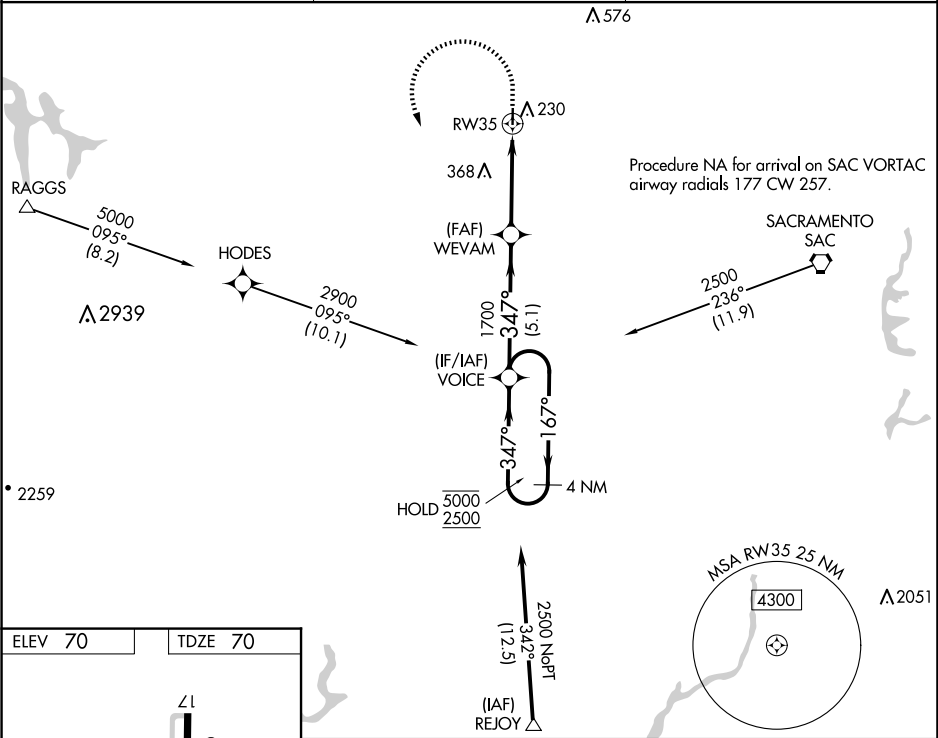
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 540, then climbing left turn to 2500 direct VOICE and hold, continue climb-in-hold to 2500.

AWOS-3 119.025	TRAVIS APP CON 126.6 281.45	UNICOM 123.075 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 33).				540	2500	VOICE
4 NM Holding Pattern				↑	↶	✧
5000 2500				1700	1700	
GP 3.75° TCH 40				5.1 NM	4 NM	
CATEGORY	A	B	C	D		
LPV DA	355-1	285 (300-1)	NA			
LNAV/VNAV DA	376-1	306 (400-1)	NA			
LNAV MDA	520-1	450 (500-1)	NA			

DAVIS, CALIFORNIA

Orig 05SEP24

38°32'N-121°47'W

UNIVERSITY (EDU)

RNAV (GPS) RWY 35

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **99719**
W16A

APP CRS
164°

Rwy Ldg
TDZE **99**
Apt Elev **100**

RNAV (GPS) RWY 16

YOLO COUNTY (DWA)

RNP APCH.

When local altimeter setting not received, use Travis AFB altimeter setting and increase all DA 50 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). Baro-VNAV NA when using Travis AFB altimeter setting.

MISSED APPROACH: Climb to 3600 direct PROAP and hold, continue climb-in-hold to 3600.

AWOS-3P
125.775

TRAVIS APP CON
126.6 281.45

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at ILA VORTAC airway radials 057 CW 210.

Procedure NA for arrivals at COUPS on V6 southbound.

MSA RW16 25 NM

4300

ELEV 100

TDZE 99

164°

91

001 X 0009

34

MIRL Rwy 16-34

3600	PROAP	GAAAS 1.7 NM to RW16	YOLOH 2000	GHEER	4 NM Holding Pattern
*LNAV only					
		680*	2000	3000	GP 3.00° TCH 40
		1.7 NM	4.2 NM	6.2 NM	
CATEGORY	A	B	C	D	
LPV DA		360-1	261 (300-1)		
LNAV/VNAV DA		402-1	303 (400-1)		
LNAV MDA		480-1 381 (400-1)		480-1½ 381 (400-1½)	

DAVIS/WOODLAND/WINTERS, CALIFORNIA

YOLO COUNTY (DWA)

Amdt 2C 15AUG19

38°35'N-121°51'W

61

RNAV (GPS) RWY 16

WAAS
CH **58319**
W34A

APP CRS
344°

Rwy Ldg
TDZE **100**
Apt Elev **100**

RNAV (GPS) RWY 34

YOLO COUNTY (DWA)

RNP APCH - GPS.

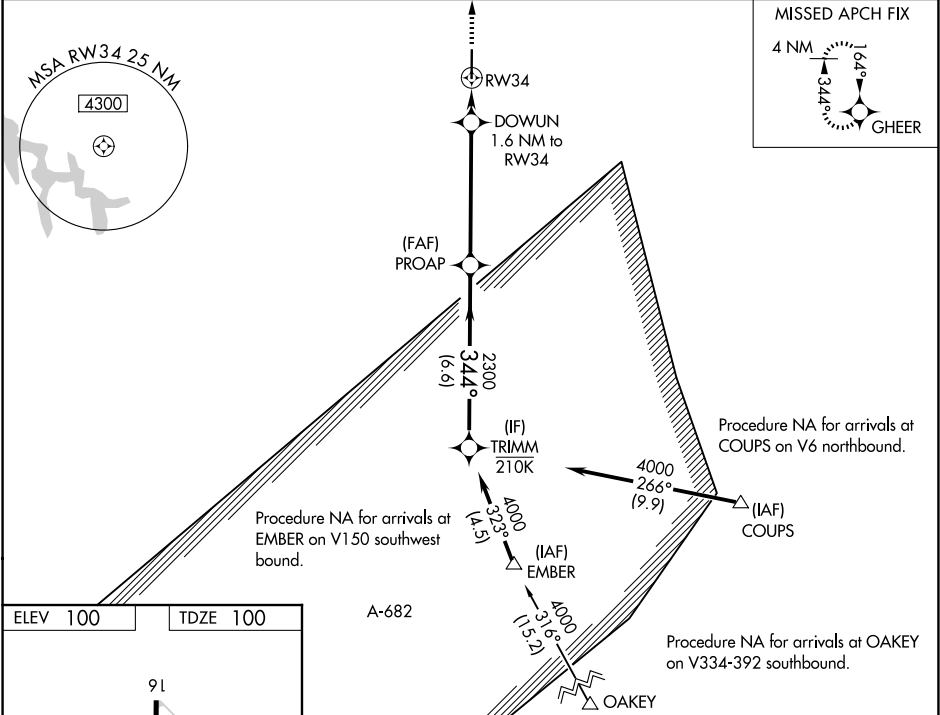
▼ Rwy 34 helicopter visibility reduction below ¼ SM NA. Baro-VNAV NA when using SUU altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use SUU altimeter setting and increase LPV DA to 465 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 550 feet and all visibilities ¼ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct GHEER and hold, continue climb-in-hold to 3000.

AWOS-3P
125.775

TRAVIS APP CON
126.6 281.45

UNICOM
123.0 (CTAF) 0



ELEV 100

TDZE 100

91

1001 X 10009

34

344°

GP 3.00°
TCH 58

TRIMM
4000

PROAP
2300

DOWN
1.6 NM to
RW34

660

6.6 NM

5.1 NM

1.6 NM

3000

GHEER

CATEGORY	A	B	C	D
LPV DA	415-1 315 (400-1)			
LNAV/VNAV DA	500-1½ 400 (400-1½)			
LNAV MDA	500-1 400 (400-1)		500-1½ 400 (400-1½)	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

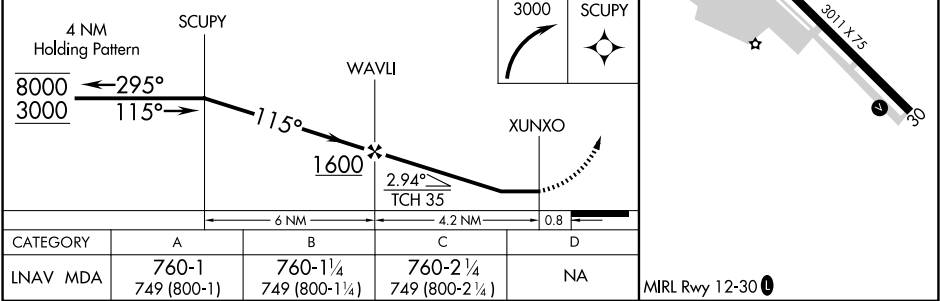
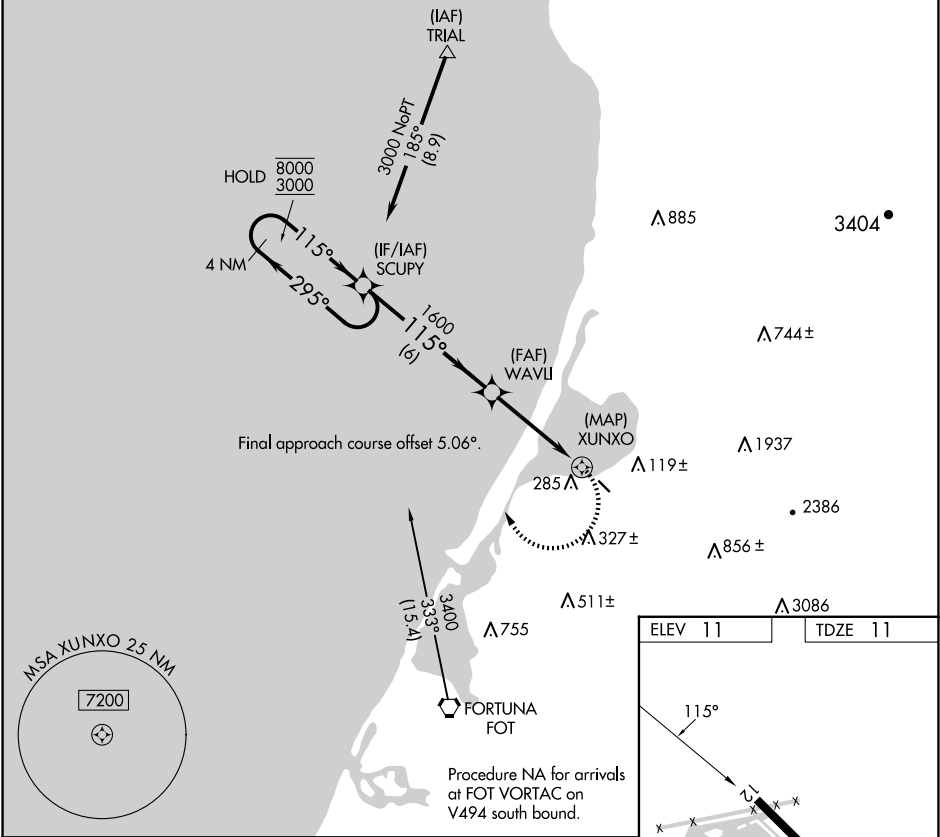
APP CRS	Rwy Ldg	3011
115°	TDZE	11
	Apt Elev	11

RNAV (GPS) RWY 12

MURRAY FLD (EKA)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct SCUPY and hold.
▼	Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.	
▲ NA	Use Arcata altimeter setting, when not received use Crescent City altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ SM.	

ACV ASOS	SEATTLE CENTER	UNICOM
118.525	124.85 306.3	122.7 (CTAF) 0



RNAV (GPS)-B
MURRAY FLD (EKA)

NA Procedure NA at night. Use Arcata altimeter setting when not received, use Crescent City altimeter setting and increase all MDA 100 feet. Circling Cat C NA when using Crescent City altimeter. Rwy 12, 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct FOT VORTAC and hold.

The map displays the MABFI area with various flight paths and altitudes. Key features include:

- Flight Paths:**
 - A path starting from the bottom left, heading north, with a turn at 200° and a distance of 4 NM.
 - A path starting from the bottom left, heading north, with a turn at 020° and a distance of 8000/3000.
 - A path starting from the bottom left, heading north, with a turn at 020° and a distance of 2300 (3.5).
 - A path starting from the bottom left, heading north, with a turn at 300° and a distance of 3000 NoPT.
 - A path starting from the bottom left, heading north, with a turn at 320° and a distance of 3000.
 - A path starting from the bottom left, heading north, with a turn at 320° and a distance of 3000.
 - A path starting from the bottom left, heading north, with a turn at 320° and a distance of 3000.
 - A path starting from the bottom left, heading north, with a turn at 320° and a distance of 3000.
- Altitudes:**
 - 285
 - 1700 (3)
 - 755
 - 2300 (3.5)
 - 3000 NoPT
 - 3200
 - 3000
- Navigation Aids:**
 - (MAP) MABFI
 - (FAF) SHUKS
 - (IF/IAF) FORTUNA FOT
 - (IAF) TUNGS
- Other Markers:**
 - 2386
 - 3729
 - 2340
 - 2547
 - 744
 - 1937
 - 856
 - 3086
 - 885
 - 3404
- Inset Map:**
 - Shows a larger area with a path and a distance of 3011 X75.
 - Includes a table with the text "ELEV 11".

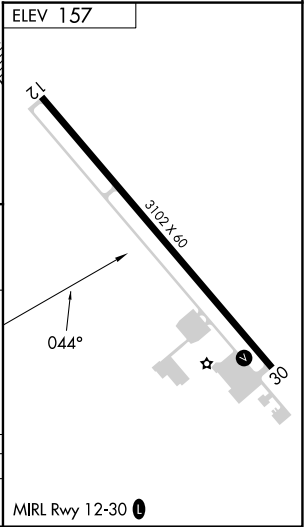
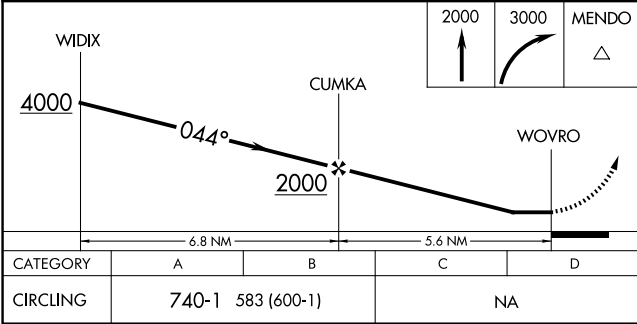
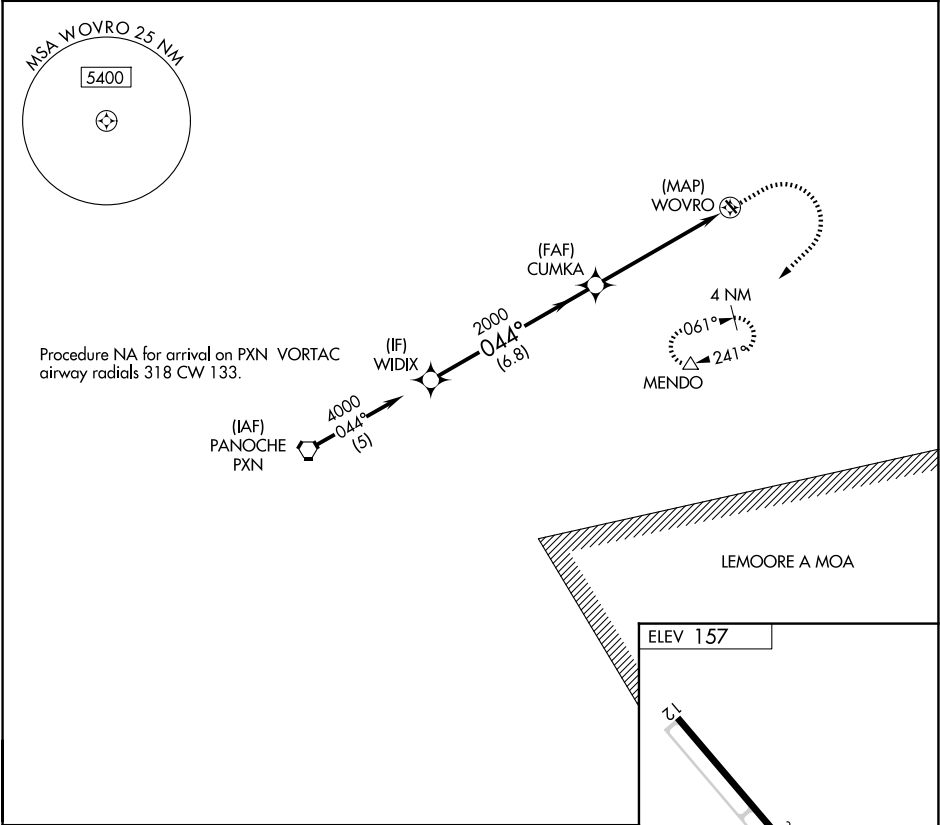
SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
044°	TDZE	N/A
	Apt Elev	157

RNAV (GPS)-B
FIREBAUGH (F34)

RNP APCH.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MENDO and hold.
NA	Procedure NA at night. Use Madera altimeter setting, when not received, use Merced Yosemite Rgnl altimeter setting.

MAE ASOS 134.725	NORCAL APP CON 120.95 269.45	CTAF 122.9
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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

FORTUNA, CALIFORNIA

AL-960 (FAA)

26246

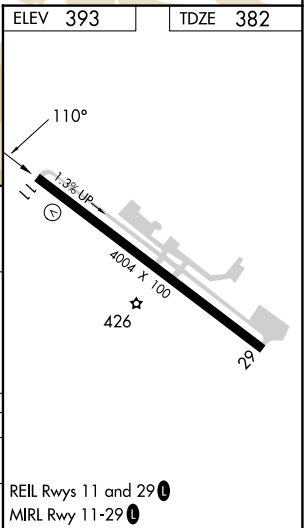
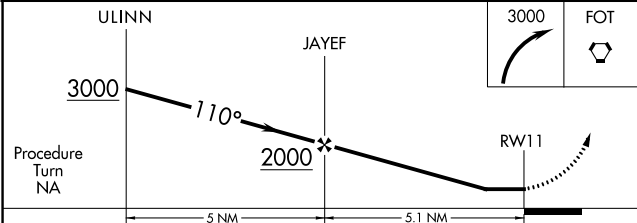
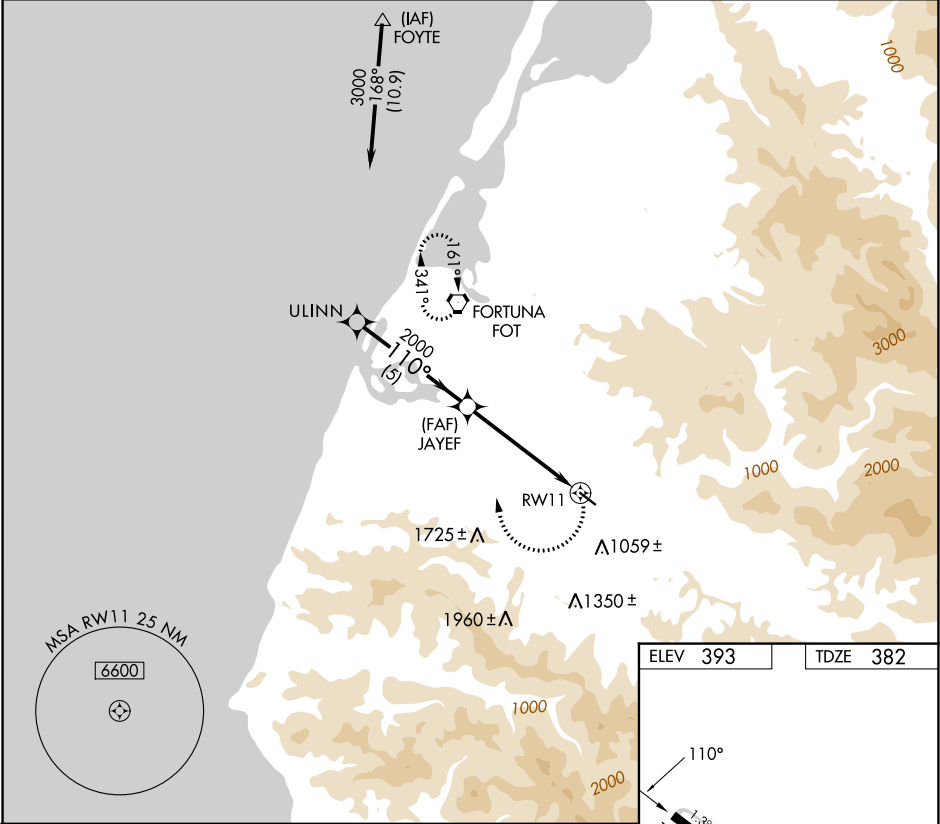
APP CRS	Rwy Ldg	4004
110°	TDZE	382
	Apt Elev	393

GPS RWY 11

ROHNERVILLE (FOT)

 NA	When local altimeter setting not received, use Arcata altimeter setting. Circling NA for Cat D north of Rwy 11-29.	MISSED APPROACH: Climbing right turn to 3000 direct FOT VORTAC and hold.
--	--	--

AWOS-3 133.8	SEATTLE CENTER 124.85 306.3	CTAF 122.9
------------------------	---------------------------------------	----------------------



CATEGORY	A	B	C	D
S-11	1140-1 758 (800-1)	1160-1¼ 778 (800-1¼)	1200-2½ 818 (900-2½)	1560-3 1178 (1200-3)
CIRCLING	1140-1 747 (800-1)	1360-1½ 967 (1000-1½)	1720-3 1327 (1400-3)	1780-3 1387 (1400-3)

FORTUNA, CALIFORNIA
Orig-B 09SEP21

40°33'N-124°08'W

ROHNERVILLE (FOT)

GPS RWY 11

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4004
276°	TDZE	392
	Apt Elev	393

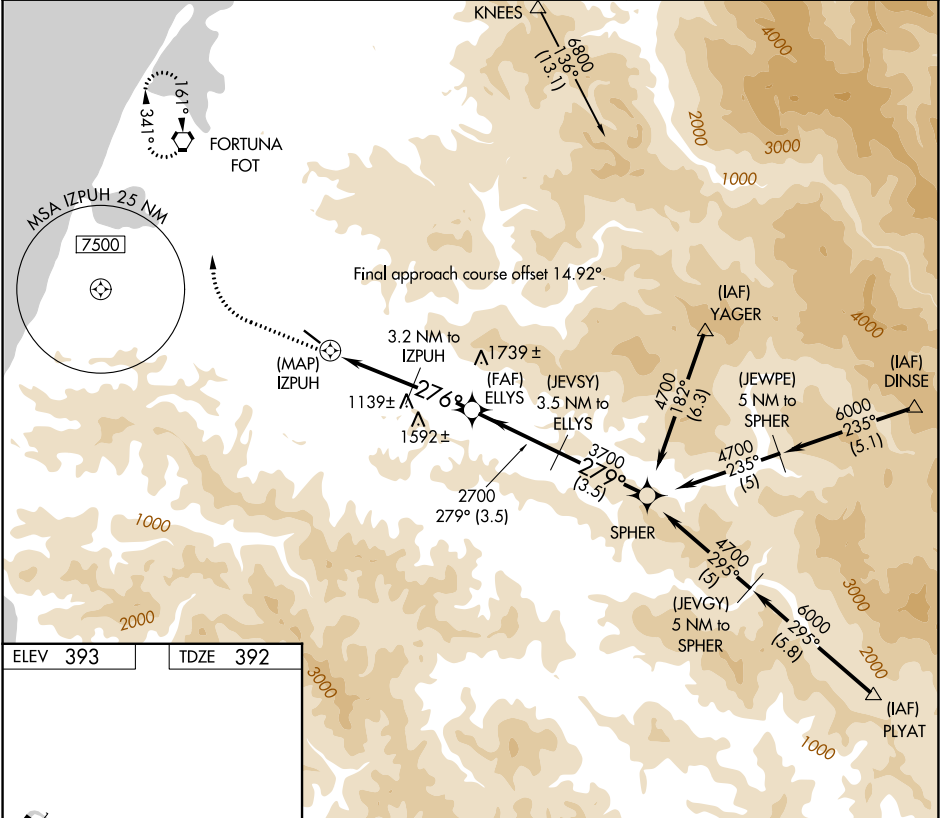
GPS RWY 29
ROHNERVILLE (FOT)

NA

When local altimeter setting not received, use ACV altimeter setting. Circling NA for Cat D north of Rwy 11-29. Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOT VORTAC and hold.

AWOS-3 133.8	SEATTLE CENTER 124.85 306.3	CTAF 122.9
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ELEV 393

TDZE 392

REIL Rwys 11 and 29

MIRL Rwy 11-29

	1500	3000	FOT		
				IZPUH	ELLYS
				3.2 NM to IZPUH	3.5 NM to ELLYS
				276°	279°
				1840	2700
				0.5	3.2 NM
				2.3 NM	3.5 NM
				3.5 NM	3.5 NM
CATEGORY	A	B	C	D	
S-29	1160-1 768 (800-1)	1160-1½ 768 (800-1½)	1160-2½ 768 (800-2½)	768 (800-2½)	
CIRCLING	1160-1 767 (800-1)	1360-1½ 967 (1000-1½)	1720-3 1327 (1400-3)	1780-3 1387 (1400-3)	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

FRESNO, CALIFORNIA

AL-161 (FAA)

25219

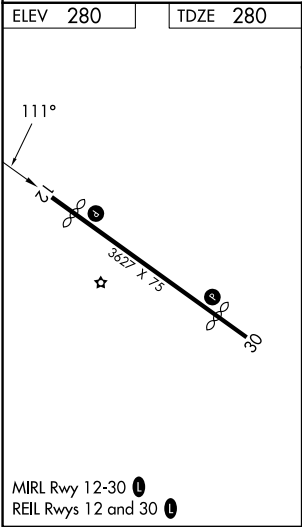
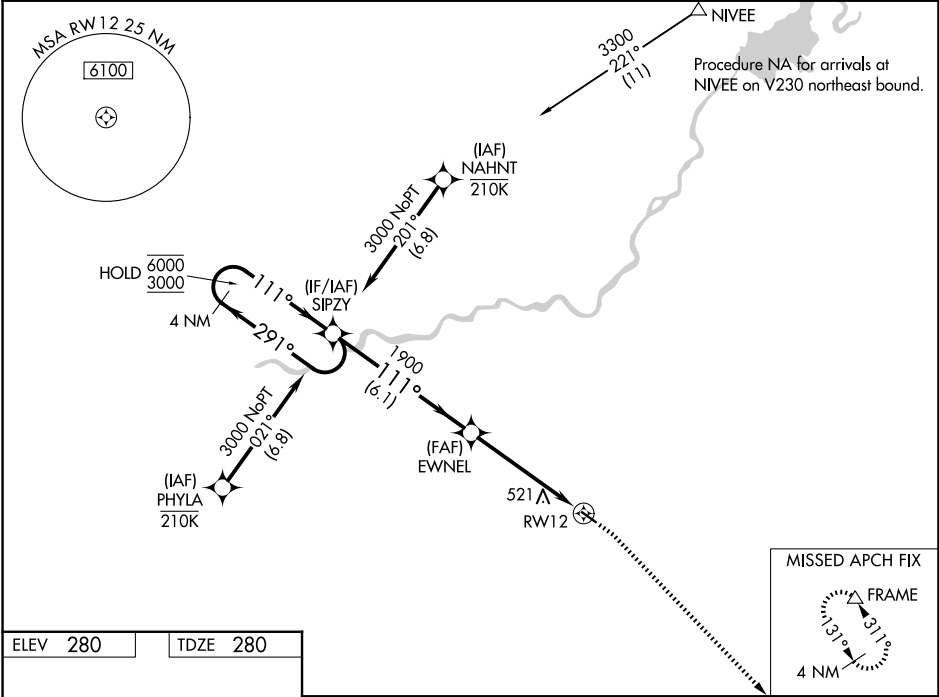
WAAS CH 49242 W12A	APP CRS 111°	Rwy Ldg TDZE Apt Elev	3212 280 280
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RNAV (GPS) RWY 12

FRESNO CHANDLER EXEC (FCH)

RNP APCH-GPS.	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct FRAME and hold.
⚠ Circling Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C or above 54°C.	

AWOS-3 135.225	FRESNO APP CON 119.0 323.25	CLNC DEL 119.0	UNICOM 123.0 (CTAF) 0
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	4 NM Holding Pattern	SIPZY	EWNEL	800	2000	FRAME
	6000 3000	291° 111°	111°	1900	1.4 NM to RWY12	RWY12
	GP 3.00° TCH 40	1900	6.1 NM	3.5 NM	1.4 NM	
CATEGORY	A	B	C	D		
LPV DA	530-1	250 (300-1)		NA		
LNAV/VNAV DA	809-1½	529 (600-1½)		NA		
LNAV MDA	780-1	500 (500-1)	780-1⅜ 500 (500-1⅜)	NA		
CIRCLING	960-1	680 (700-1)	960-2 680 (700-2)	NA		

FRESNO, CALIFORNIA
Amdt 1A 24MAR22

36°44'N-119°49'W

FRESNO CHANDLER EXEC (FCH)

RNAV (GPS) RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

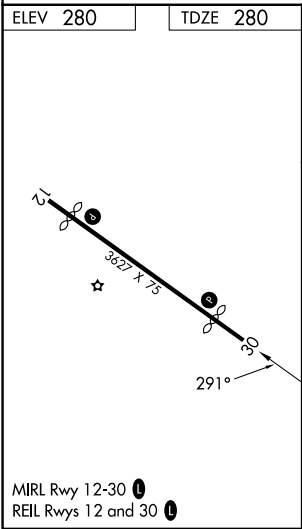
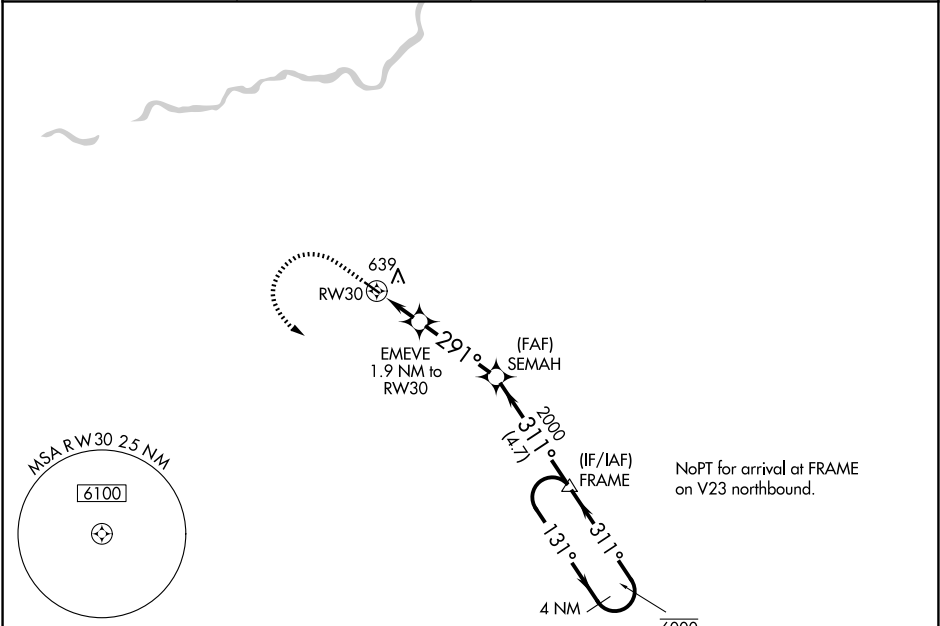
APP CRS	Rwy Ldg	3089
291°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 30

FRESNO CHANDLER EXEC (F'CH)

RNP APCH.	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct FRAME and hold.
Straight-in Rwy 30 NA at night, Circling Rwy 30 NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA.	

AWOS-3 135.225	FRESNO APP CON 119.0 323.25	CLNC DEL 119.0	UNICOM 123.0 (CTAF) 0
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1000	2000	FRAME				
↑	↖	△				
1.9			3.4 NM		4.7 NM	
CATEGORY	A		B		C	D
LNAV MDA	800-1		520 (600-1)		800-1 $\frac{3}{8}$ 520 (600-1 $\frac{3}{8}$)	NA
CIRCLING	960-1		680 (700-1)		960-2 680 (700-2)	NA

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

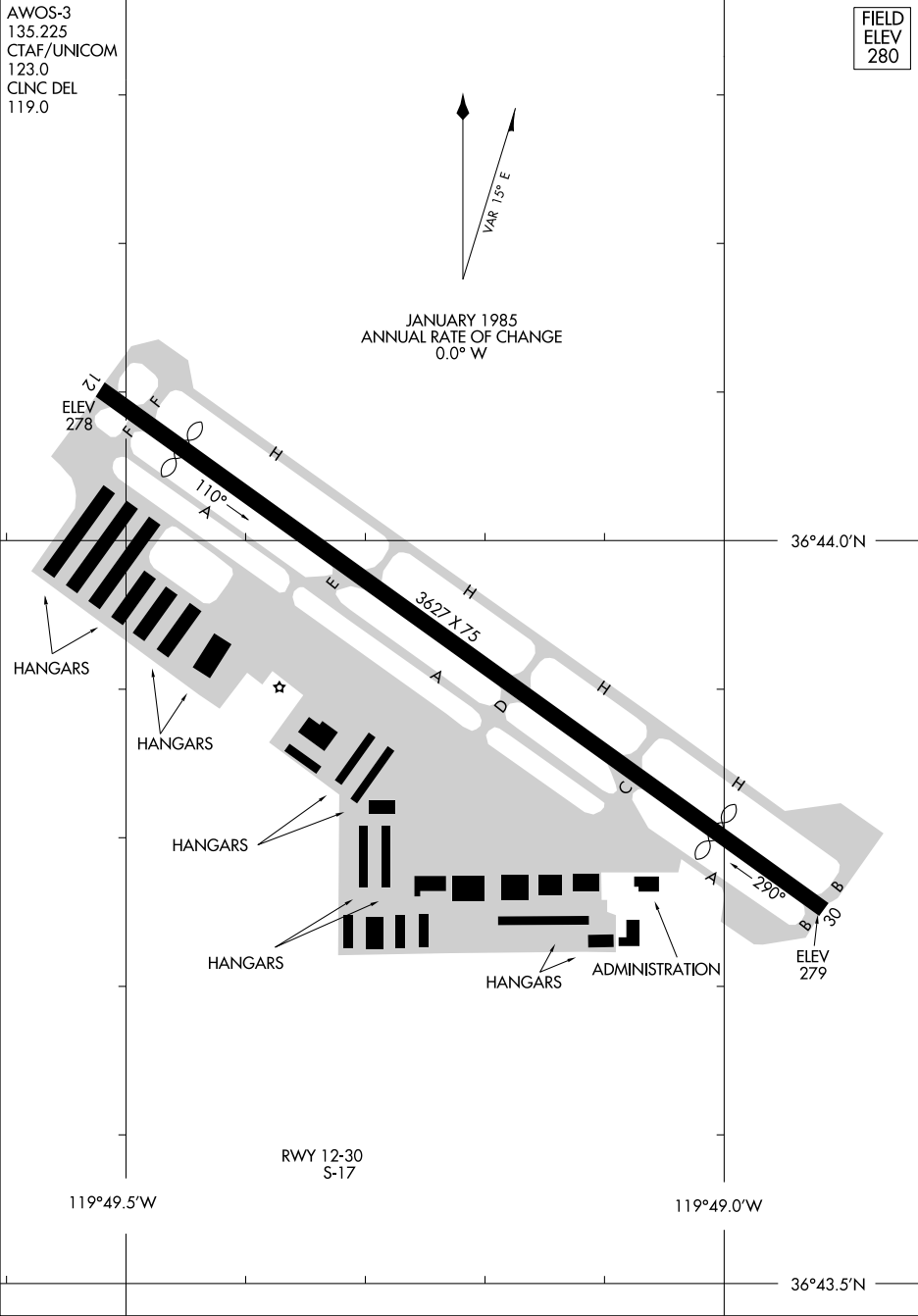
AWOS-3
135.225
CTAF/UNICOM
123.0
CLNC DEL
119.0

FIELD
ELEV
280

VAR 15° E
JANUARY 1985
ANNUAL RATE OF CHANGE
0.0° W

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



FRESNO, CALIFORNIA

AL-162 (FAA)

26246

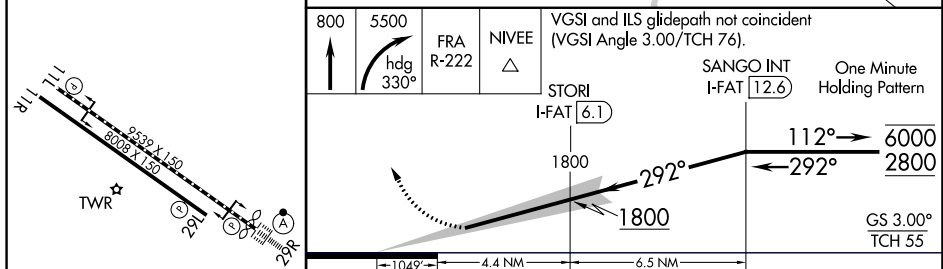
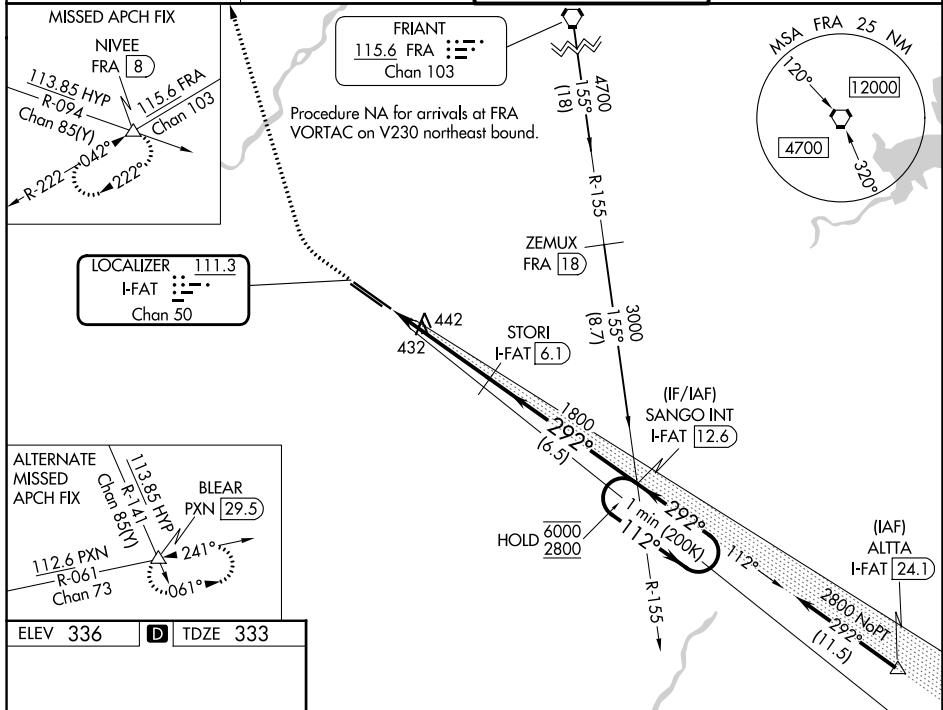
LOC/DME I-FAT 111.3 Chan 50	APP CRS 292°	Rwy Ldg TDZE Apt Elev	9227 333 336
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ILS Y RWY 29R (SA CAT I)

FRESNO YOSEMITE INTL (F'AT)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold, continue climb-in-hold to 5500.
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ATIS 121.35 273.6	FRESNO APP CON 119.6 351.95	FRESNO TOWER 118.2 251.1	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
S-ILS 29R				
	RA 151/14 150 DA 483			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

FRESNO, CALIFORNIA
 Amdt 39A 24MAR22

36°47'N-119°43'W

FRESNO YOSEMITE INTL (F'AT)
ILS Y RWY 29R (SA CAT I)

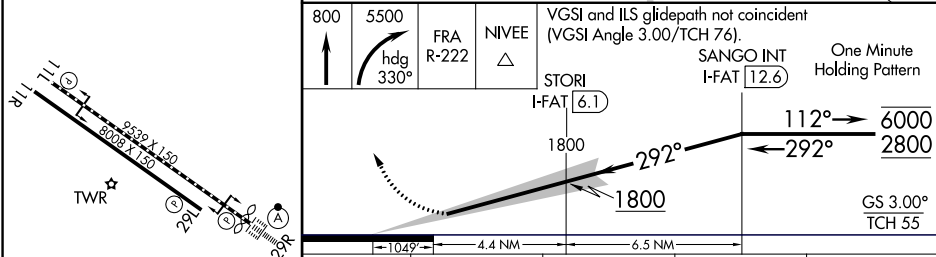
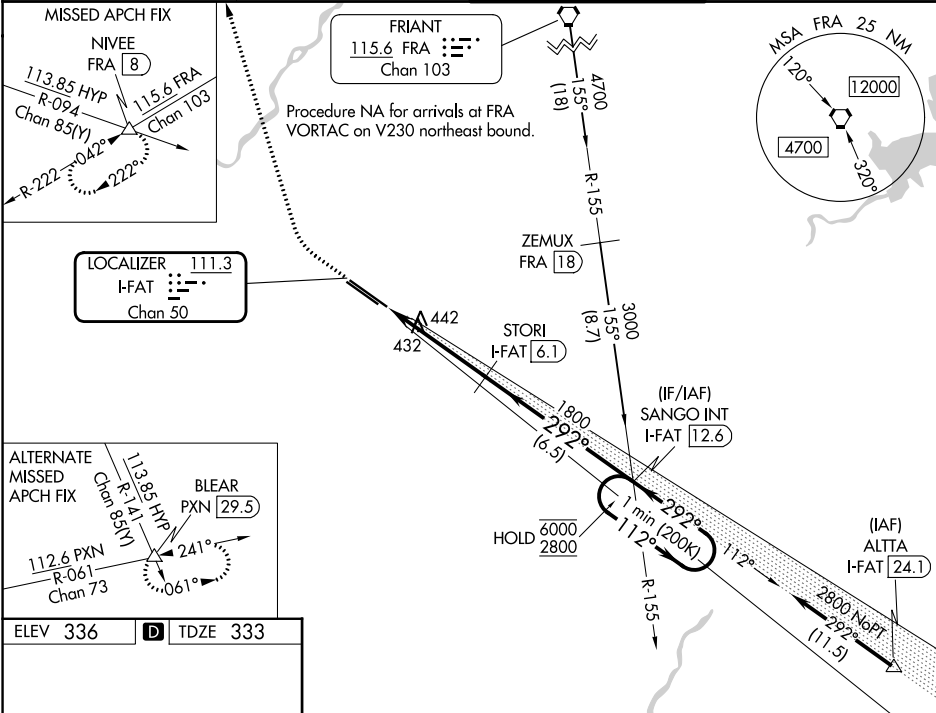
SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-FAT 111.3 Chan 50	APP CRS 292°	Rwy Ldg TDZE 333 Apt Elev 336
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ILS Y RWY 29R (CAT II & III)
FRESNO YOSEMITE INTL (F'AT)

▼ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSF-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 8 DME and hold, continue climb-in-hold to 5500.
--	---	--

ATIS 121.35 273.6	FRESNO APP CON 119.6 351.95	FRESNO TOWER 118.2 251.1	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
S-ILS 29R	CAT II RA 101/12 100 DA 433			
S-ILS 29R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

FRESNO, CALIFORNIA

AL-162 (FAA)

26022

WAAS CH 77505 W11A	APP CRS 112°	Rwy Ldg TDZE Apt Elev	9279 336 336
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RNAV (GPS) RWY 11L

FRESNO YOSEMITE INTL (FAT)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.

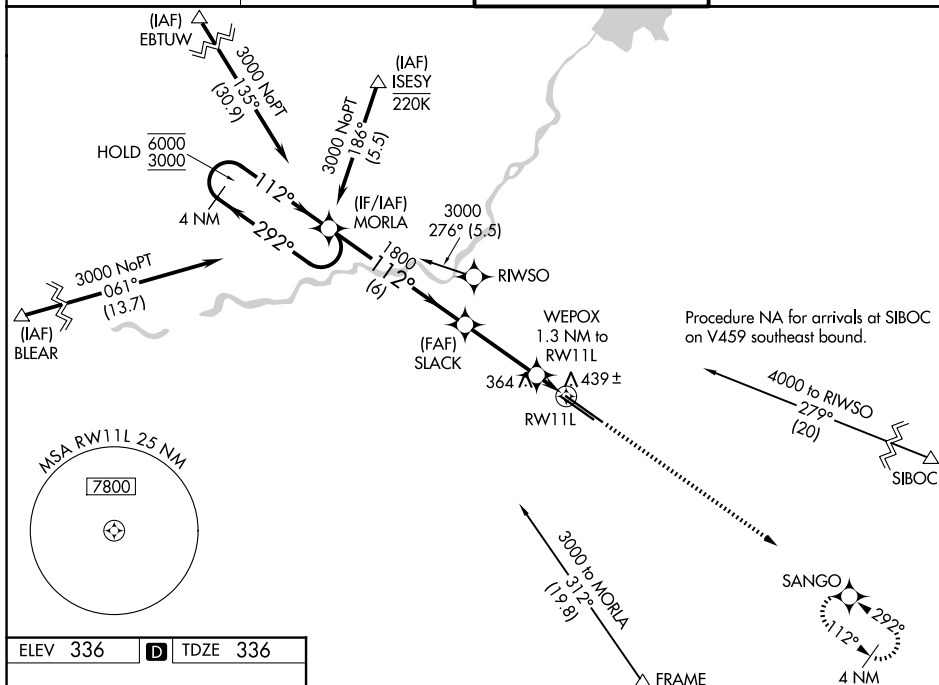
MISSED APPROACH: Climb to 2600 direct SANGO and hold.

ATIS
121.35 273.6

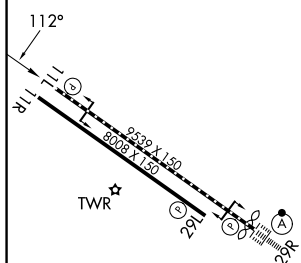
FRESNO APP CON
119.6 351.95

FRESNO TOWER
118.2 251.1

GND CON
121.7 348.6



ELEV 336 **D** TDZE 336



REIL Rws 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZL/RCLS Rwy 29R

4 NM Holding Pattern 6000 ← 292° 3000 → 112° GP 3.00° TCH 50		MORLA		SLACK 1800 1800 112°		2600 ↑ SANGO ✦ * LNAV only	
		6 NM		3.1 NM		1.3 NM RW11L *800 WEPOX 1.3 NM to RW11L	
CATEGORY	A	B	C	D			
LPV DA	536/40 200 (200-¾)						
LNAV/VNAV DA	620/45 284 (300-¾)						
LNAV MDA	700/55 364 (400-1)						
CIRCLING	820-1	484 (500-1)	920-1½ 584 (600-1½)	920-2 584 (600-2)			

FRESNO, CALIFORNIA

Amdt 2 10OCT19

36°47'N-119°43'W

FRESNO YOSEMITE INTL (FAT)

RNAV (GPS) RWY 11L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

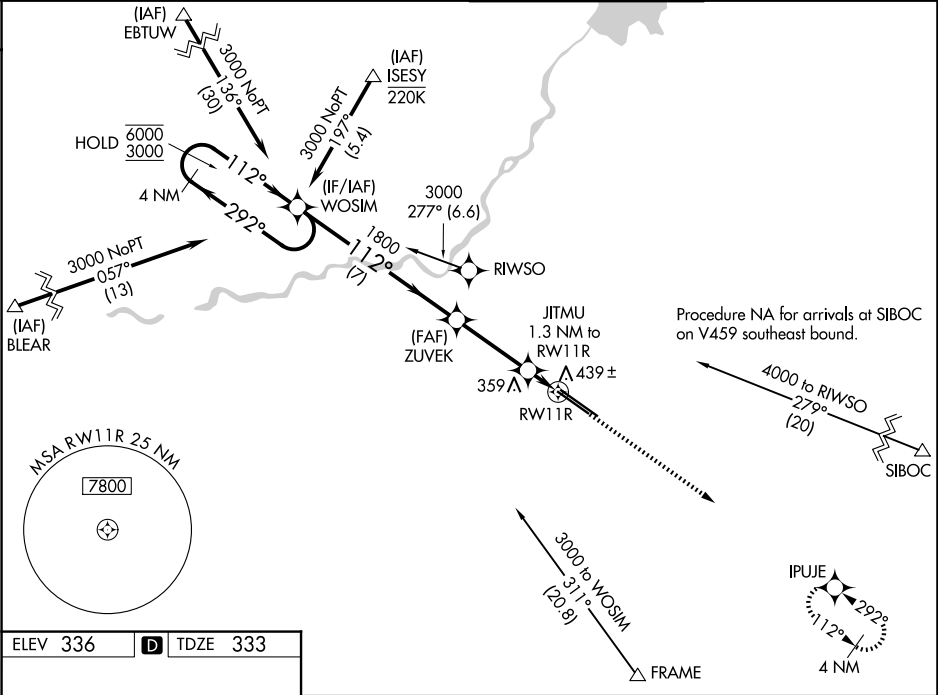
WAAS CH 78330 W11B	APP CRS 112°	Rwy Ldg TDZE Apt Elev	8008 333 336
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RNAV (GPS) RWY 11R

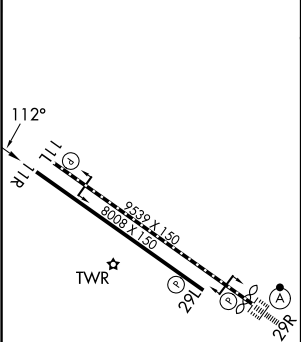
FRESNO YOSEMITE INTL (FAT)

RNP APCH. ▼ Rwy 11R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.	MISSED APPROACH: Climb to 2600 direct IPUJE and hold.
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ATIS 121.35 273.6	FRESNO APP CON 119.6 351.95	FRESNO TOWER 118.2 251.1	GND CON 121.7 348.6
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ELEV 336	D	TDZE 333
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REIL Rwy 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZL/RCLS Rwy 29R

	4 NM Holding Pattern	WOSIM	ZUVEK	J1TMU 1.3 NM to RW11R	RW11R	2600 IPUJE
	6000 3000	292° 112°	1800	1800	*800	
	GP 3.00° TCH 50					
		7 NM	3.1 NM	1.3 NM		
CATEGORY	A	B	C	D		
LPV DA		584-¾	251 (300-¾)			
LNAV/VNAV DA		620-⅞	287 (300-⅞)			
LNAV MDA		700-1	367 (400-1)			
CIRCLING	820-1	484 (500-1)	920-1½ 584 (600-1½)	920-2 584 (600-2)		

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

FRESNO, CALIFORNIA

AL-162 (FAA)

26022

WAAS CH 50530 W29B	APP CRS 292°	Rwy Ldg TDZE Apt Elev	8008 331 336
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RNAV (GPS) RWY 29L

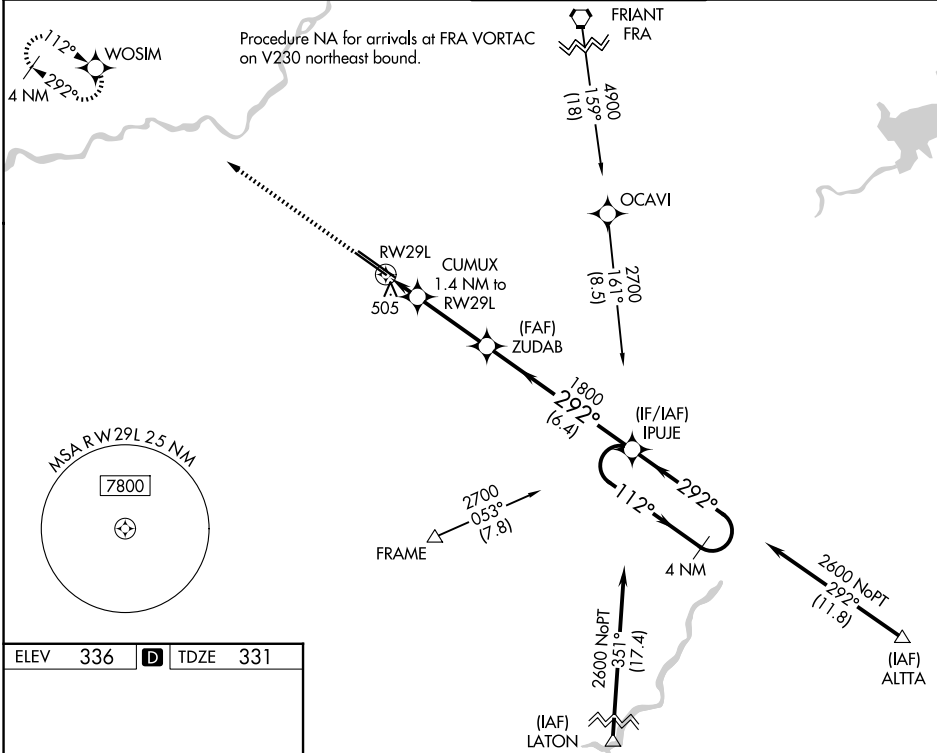
FRESNO YOSEMITE INTL (FAT)

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct WOSIM and hold.

ATIS 121.35 273.6	FRESNO APP CON 119.6 351.95	FRESNO TOWER 118.2 251.1	GND CON 121.7 348.6
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ELEV 336 **D** TDZE 331

REIL Rwy 11L and 11R
HIRL Rwy 11L-29R
MIRL Rwy 11R-29L
TDZL/RCLS Rwy 29R

2000	WOSIM	4 NM Holding Pattern			
*LNAV only.		CUMUX 1.4 NM to RW29L	ZUDAB 1800	IPUJE	112°
RW29L		*820	1800	292°	2600
1.4 NM		3.1 NM	6.4 NM		
CATEGORY	A	B	C	D	
LPV DA	581-¾		250 (300-¾)		
LNAV/VNAV DA	667-1⅛		336 (400-1⅛)		
LNAV MDA	760-1	429 (500-1)	760-1¼	429 (500-1¼)	
CIRCLING	820-1	484 (500-1)	920-1½	920-2	
			584 (600-1½)	584 (600-2)	

FRESNO, CALIFORNIA
Amdt 2B 07DEC17

36°47'N-119°43'W

FRESNO YOSEMITE INTL (FAT)

RNAV (GPS) RWY 29L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

FRESNO, CALIFORNIA

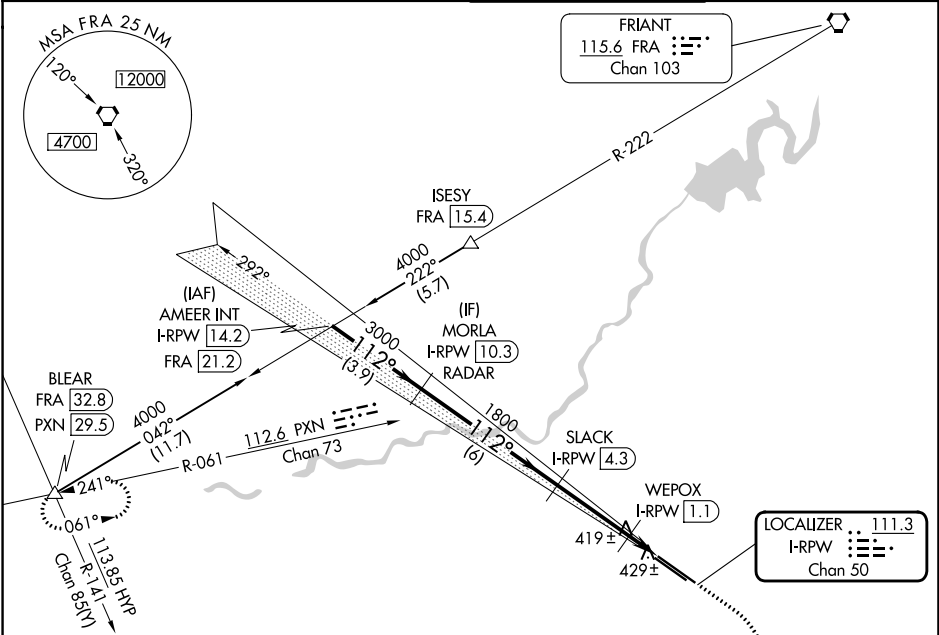
AL-162 (FAA)

26246

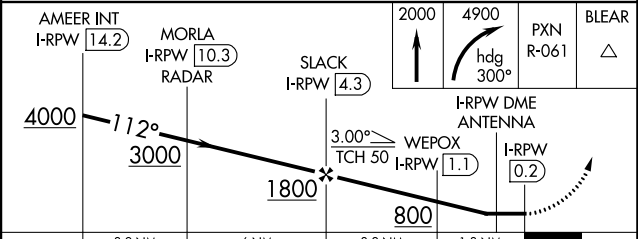
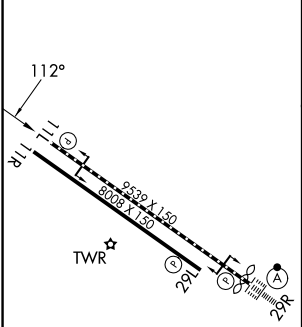
LOC/DME I-RPW 111.3 Chan 50	APP CRS 112°	Rwy Ldg 9279 TDZE 336 Apt Elev 336	11L 8008 333	11R 333 336
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LOC Y RWY 11L
FRESNO YOSEMITE INTL (FAT)

DME required. 		MISSED APPROACH: Climb to 2000 then climbing right turn to 4900 on heading 300° and PXN VORTAC R-061 to BLEAR INT/PXN VORTAC 29.5 DME and hold.		
ATIS 121.35 273.6	FRESNO APP CON 119.6 351.95	FRESNO TOWER 118.2 251.1	GND CON 121.7 348.6	



ELEV 336	D	TDZE 11L 336 TDZE 11R 333
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CATEGORY	A	B	C	D	E
S-LOC 11L	680/55 344 (400-1)				
SIDESTEP 11R	680-1 347 (400-1)		680-1½ 347 (400-1½)		680-2 347 (400-2)

FRESNO, CALIFORNIA
Amdt 3A 05DEC19

36°47'N-119°43'W

FRESNO YOSEMITE INTL (FAT)
LOC Y RWY 11L

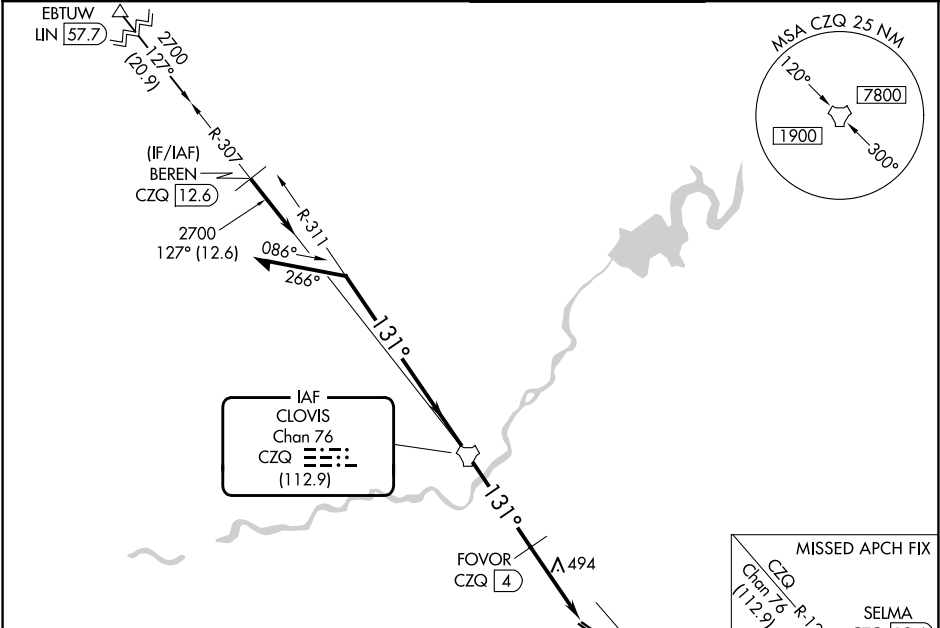
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

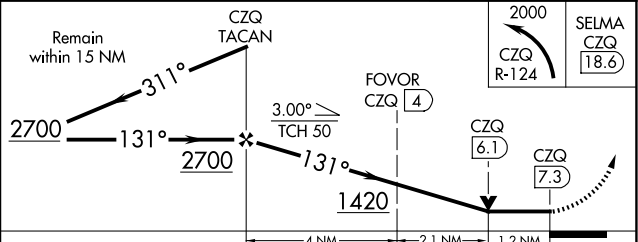
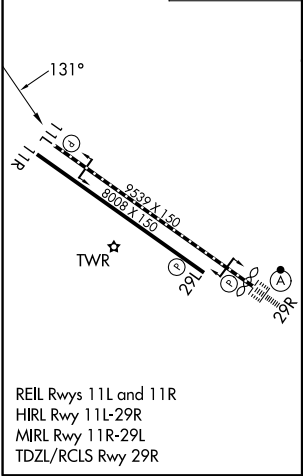
TACAN CZQ Chan 76 (112.9)	APP CRS 131°	Rwy Ldg TDZE Apt Elev	11L 9279 336 336	11R 8008 333 336
---	------------------------	-----------------------------	--	--

TACAN RWY 11L
FRESNO YOSEMITE INTL (FAT)

DME required.		MISSED APPROACH: Climbing left turn to 2000 on CZQ TACAN R-124 to SELMA/CZQ 18.6 DME and hold.	
Rwy 11L helicopter visibility reduction below ¾ SM NA.			
ATIS 121.35 273.6	FRESNO APP CON 119.6 351.95	FRESNO TOWER 118.2 251.1	GND CON 121.7 348.6



ELEV 336	D	TDZE 11L 336 TDZE 11R 333
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CATEGORY	A	B	C	D	E
S-11L	760/55	424 (500-1)	760-1¼	424 (500-1¼)	
SIDESTEP 11R	760-1	427 (500-1)	760-1½ 427 (500-1½)	760-2	427 (500-2)
CIRCLING	820-1	484 (500-1)	920-1½ 584 (600-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

TACAN RWY 29R

- | | | | |
|--|--|-------------------|--|
| | Rwy 29R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-29R Cat A/B visibility to RVR 5500 and Cat E visibility to 1/4 mile. | ALSF-2
Rwy 29R | MISSED APPROACH: Climb to 5500 on heading 330° and FRA VORTAC R-222 to NIVEE INT/FRA 3 DME and hold, continue climb-in-hold to 5500. |
| | | | |

OXVEV
CZQ 115.6 FRA
Chan 103

R-222 11.6 Miles 222°

CLOVIS
Chan 76

FRIANT
115.6 FRA
Chan 103

Procedure NA for arrivals
at FRA VORTAC on V459
northwest bound.

5500
1.61
(28.3)

MISSED APCH FIX

NIVEE
FRA 115.6 FRA
Chan 103

113.85 HYP
R-094
Chan 85(Y)

R-222 0.42 Miles 222°

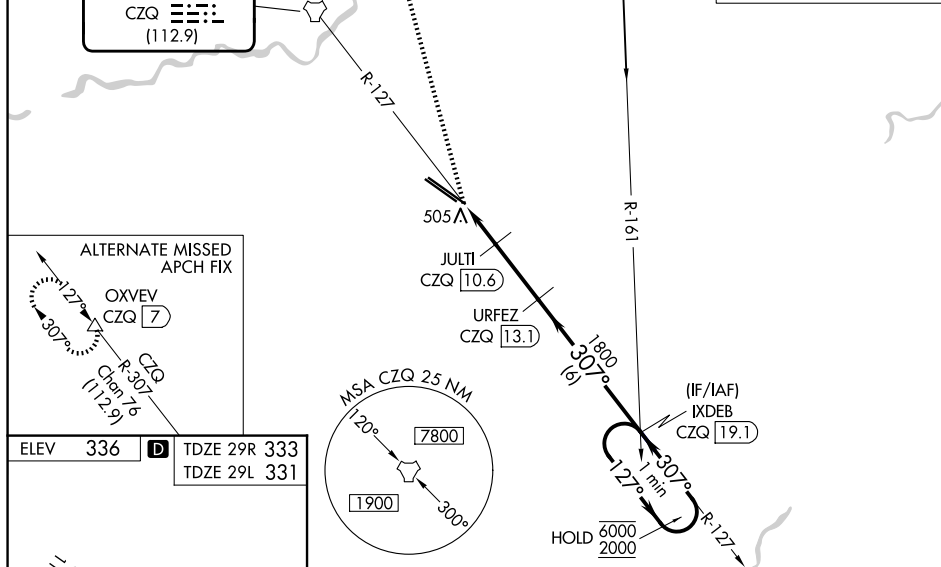
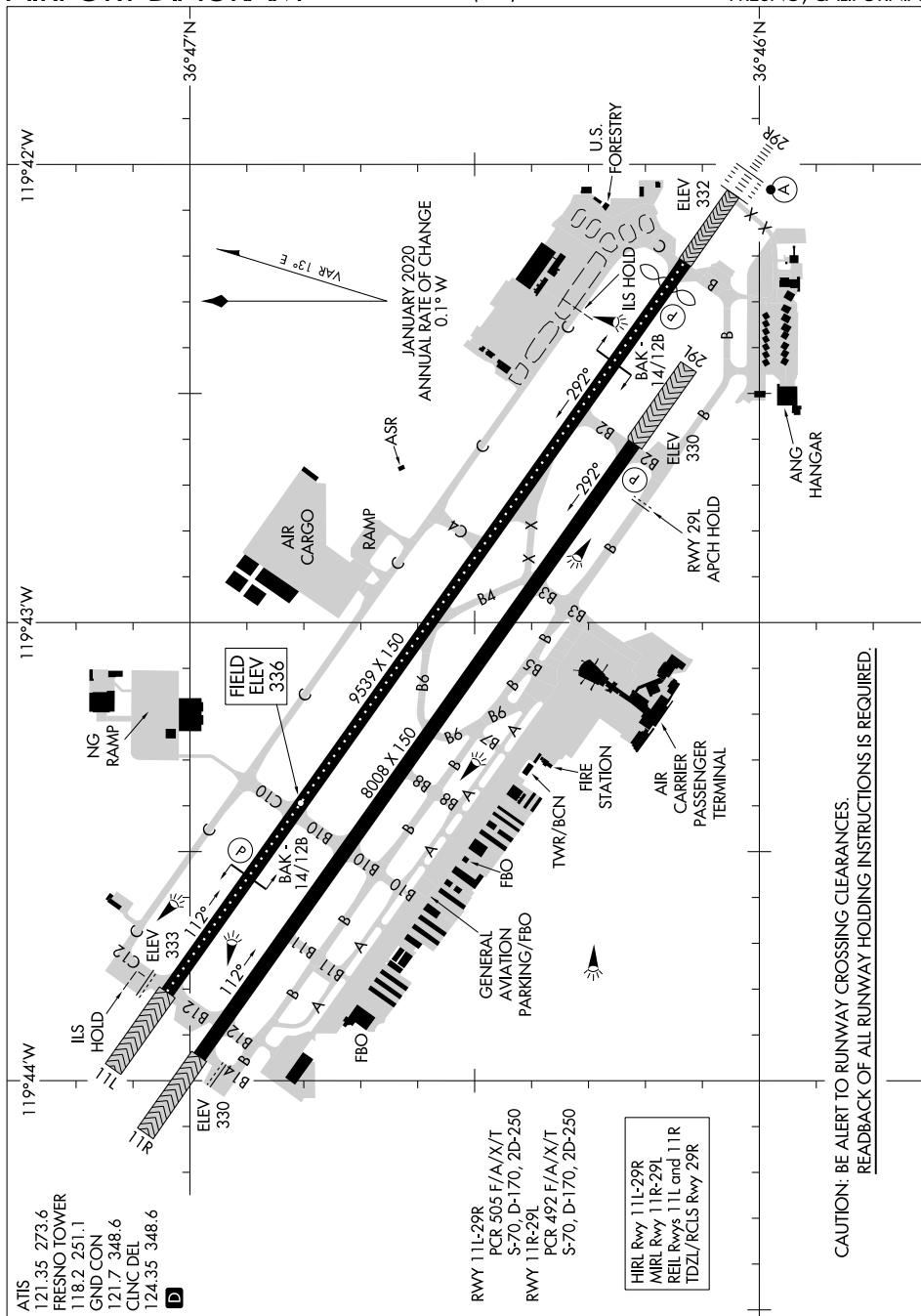


Diagram illustrating the S-29R instrument landing system (ILS) approach path and associated altitudes. The path is defined by a 307° heading, with various segments and altitudes marked. Key features include:

- Heading:** 330° (initial approach), 307° (main approach).
- Altitudes:** 5500, 3300, 2900, 2500, 2100, 1800, 1500.
- Segments and Distances:** 1.1 NM, 0.8 NM, 2.5 NM, 6 NM.
- Obstacles:** TWR, R-222, NIVEE, IXDEB.
- Angles:** 307°, 330°, 307°, 307°, 307°.
- Angles and Distances:** 3.03°, 55°, 127°, 307°.
- Angles and Distances:** 13.1, 19.1, 1800, 6000, 2000.

CATEGORY	A	B	C	D	E
S-29R	760/40 427 (500-¾)				
SIDESTEP 29L	760/55 429 (500-1)	760-1½ 429 (500-1½)	760-2 429 (500-2)		
CIRCLING	820-1 484 (500-1)	920-1½ 584 (600-1½)	920-2 584 (600-2)	1140-2¾ 804 (900-2¾)	

FRESNO YOSEMITE INTL (FAT)
TACAN RWY 29R



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

SW-2, 03 SEP 2026 to 29 OCT 2026

(BULL3.NTELL) 26246

BULLDOG THREE DEPARTURE

AL-162 (FAA)

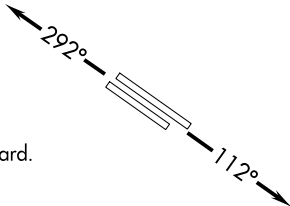
FRESNO YOSEMITE INTL (FAT)
FRESNO, CALIFORNIA

ATIS
121.35 273.6
CLNC DEL
124.35 348.6
GND CON
121.7 348.6
FRESNO TOWER
118.2 251.1
FRESNO DEP CON
132.35 323.25

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwys 11L/R, 29L/R: Standard.

NOTE: RADAR required.



FRAME △

AVENAL
117.1 AVE :--
Chan 118

TULE
116.25 TTE =
Chan 109(Y)

SHAFTER
115.4 EHF :--
Chan 101

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb heading 112° thence. . .

TAKEOFF RUNWAYS 29L/R: Climb heading 292° thence. . .

. . . maintain ATC assigned altitude; expect clearance to filed altitude five minutes after departure.

BULLDOG THREE DEPARTURE
(BULL3.NTELL) 19JUL18

FRESNO, CALIFORNIA
FRESNO YOSEMITE INTL (FAT)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

(OAL4.OAL) 26246

COALDALE FOUR DEPARTURE

AL-162 (FAA)

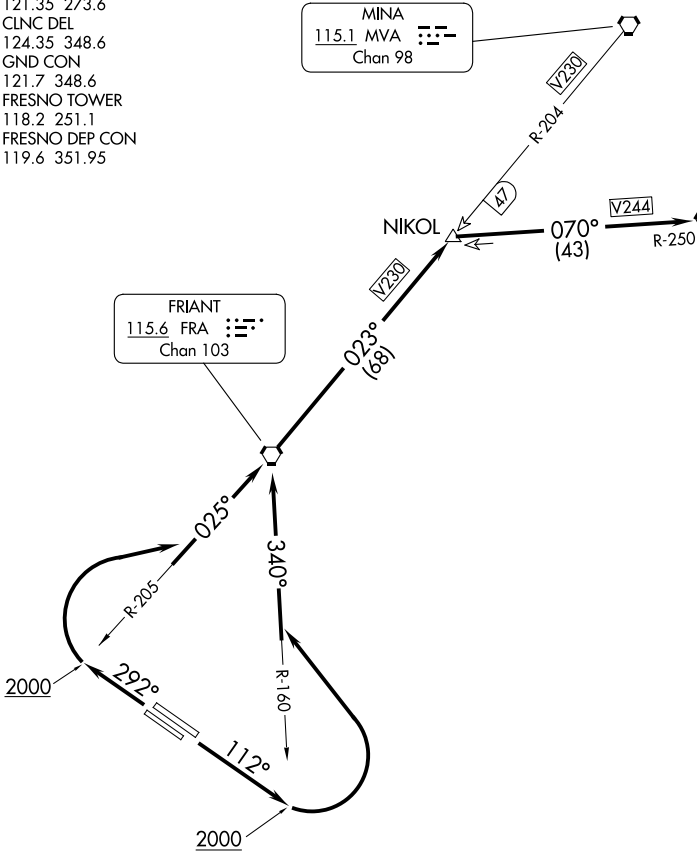
FRESNO YOSEMITE INTL (FAT)
FRESNO, CALIFORNIA

ATIS
121.35 273.6
CLNC DEL
124.35 348.6
GND CON
121.7 348.6
FRESNO TOWER
118.2 251.1
FRESNO DEP CON
119.6 351.95

**TOP ALTITUDE:
ASSIGNED BY ATC**

MINA
115.1 MVA
Chan 98

COALDALE
117.7 OAL
Chan 124



TAKEOFF MINIMUMS
Rwys 11L/R, 29L/R: Standard with minimum climb of
260' per NM to 10700.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb on heading 112° to 2000', then climbing left turn to intercept FRA R-160 to FRA VORTAC, thence. . .
TAKEOFF RUNWAYS 29L/R: Climb on heading 292° to 2000', then climbing right turn to intercept FRA R-205 to FRA VORTAC, thence. . .

. . .continue climb to 14300 on FRA VORTAC R-023 and MVA VORTAC R-204 to NIKOL INT and on OAL VORTAC R-250 to OAL VORTAC. Maintain ATC assigned altitude.

COALDALE FOUR DEPARTURE
(OAL4.OAL) 07DEC17

FRESNO, CALIFORNIA
FRESNO YOSEMITE INTL (FAT)

(YOSE3.NTELL) 26246

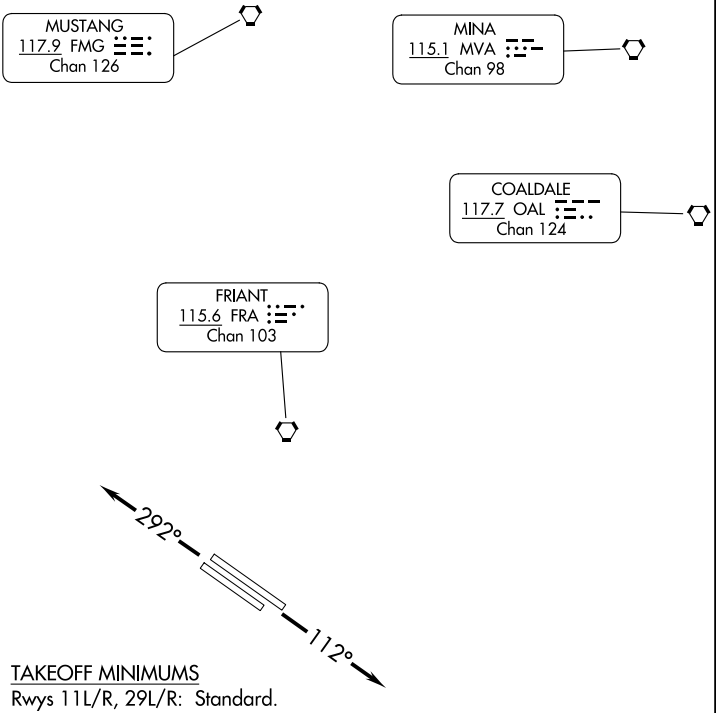
YOSEMITE THREE DEPARTURE

AL-162 (FAA)

FRESNO YOSEMITE INTL (FAT)
FRESNO, CALIFORNIA

ATIS
121.35 273.6
CLNC DEL
124.35 348.6
GND CON
121.7 348.6
FRESNO TOWER
118.2 251.1
FRESNO DEP CON
119.6 351.95

TOP ALTITUDE:
ASSIGNED BY ATC



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

NOTE: RADAR required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11L/R: Climb heading 112°, thence. . .

TAKEOFF RUNWAYS 29L/R: Climb heading 292°, thence. . .

. . . maintain ATC assigned altitude; expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS: If not in contact with Fresno Departure Control within two minutes of takeoff, aircraft enroute to FRA, MVA, FMG and OAL proceed direct FRA VORTAC, cross FRA VORTAC at or above 9000, thence via assigned route to filed altitude.

YOSEMITE THREE DEPARTURE

(YOSE3.NTELL) 19JUL18

FRESNO, CALIFORNIA
FRESNO YOSEMITE INTL (FAT)

WAAS
CH **90240**
W07A

APP CRS
071°

Rwy Ldg
TDZE **3131**
Apt Elev **3158**

RNAV (GPS) RWY 7

NEVADA COUNTY (GOO)

RNP APCH.

▼

▲

Circling NA north of Rwy 7-25. Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: (Do not exceed 250K until MRGGO) Climb to 3900 then climbing right turn to 6000 direct MRGGO and hold.

AWOS-3 121.325	NORCAL APP CON 125.4 259.1	UNICOM 122.725 (CTAF) 0
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Procedure NA for arrivals at MRGGO on V332 northwest bound and V200 westbound.

MRGGO

5000

075°

4300

071°

4300

8.8 NM

1.4 NM

2.3 NM

ULAHY

3900

6000

MRGGO

GP 3.00°
TCH 40

* 2.3 NM to RWY 07

* LNAV only.

RWY 07

071°

1.9% UP → 4657 X 75

25

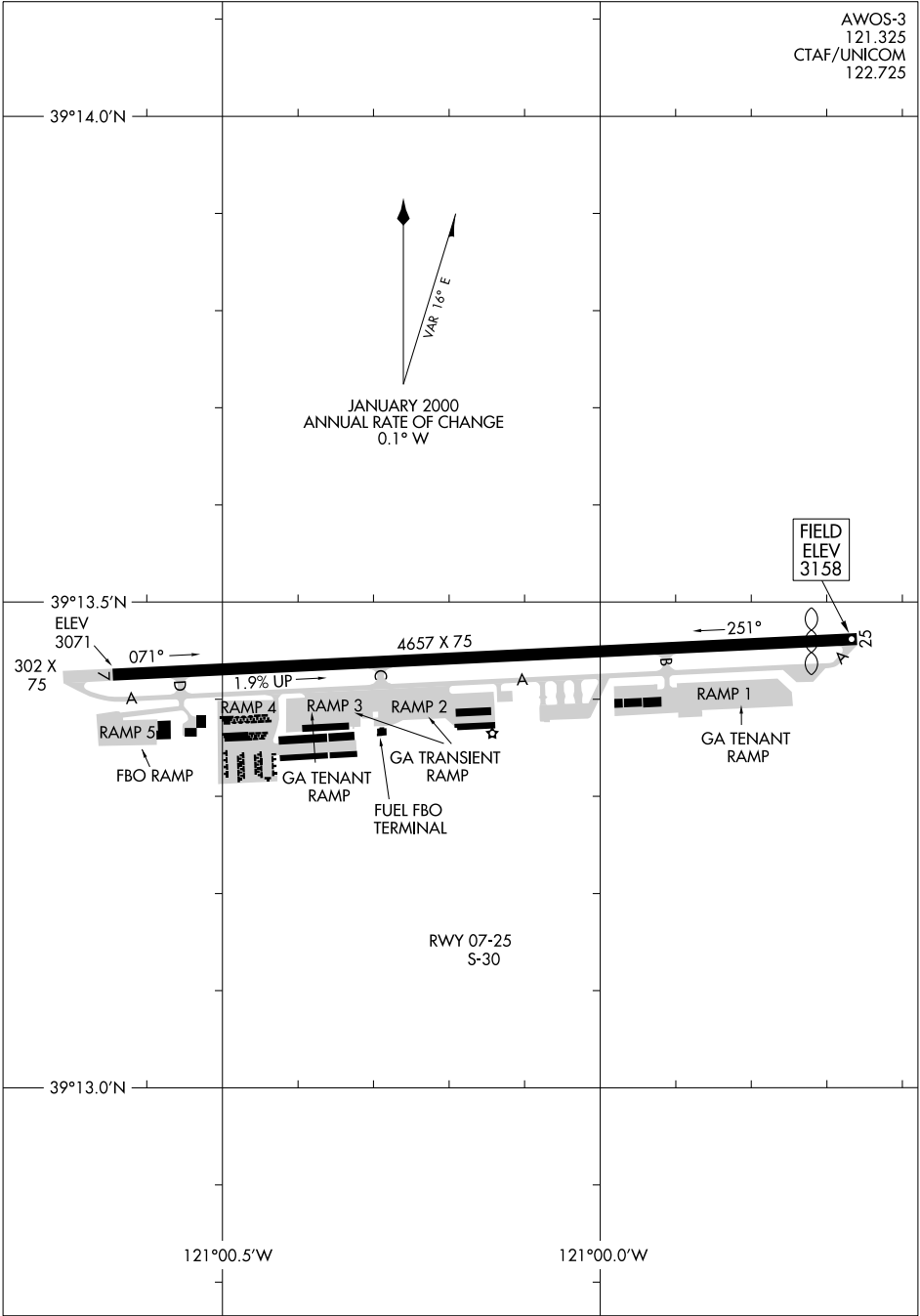
CATEGORY	A	B	C	D
LPV DA	3606-1⅜		475 (500-1⅜)	
LNAV/ VNAV DA	3772-1⅞		641 (700-1⅞)	
LNAV MDA	3860-1	729 (800-1)	3860-2	729 (800-2)
CIRCLING	3860-1	702 (800-1)	3880-2 722 (800-2)	3880-2¼ 722 (800-2¼)

ELEV 3158

TDZE 3131

MIRL Rwy 7-25 0

AWOS-3
121.325
CTAF/UNICOM
122.725



APP CRS
095°

Rwy Ldg
TDZE
2922

Apt Elev
2933

RNAV (GPS) RWY 9

GROVELAND/YOSEMITE (E45)

RNP APCH-GPS.

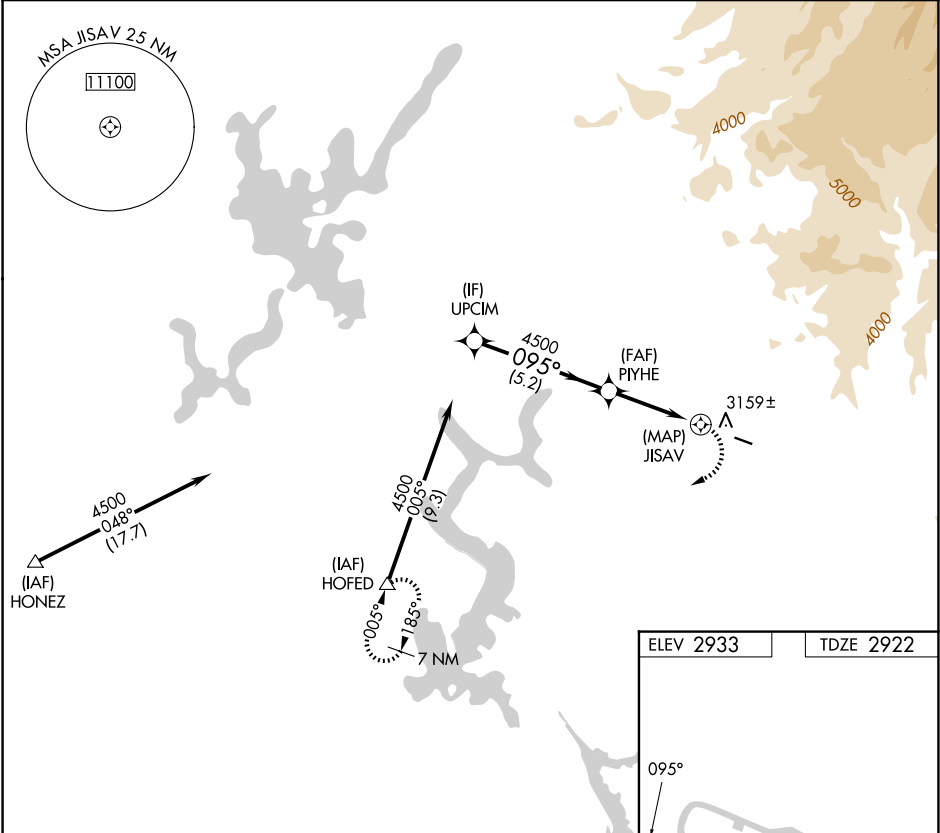
▼

NA

Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 7000 direct HOFED and hold, continue climb-in-hold to 7000.

O22 AWOS-3 124.65	OAKLAND CENTER 121.25 327.0	CTAF 122.9
-----------------------------	---------------------------------------	----------------------



VGSI and RNAV glidepath not coincident
(VGSI Angle 4.50/TCH 24).

UPCIM

PIYHE

JISAV

HOFED

4500

4500

3.04°

TCH 40

7000

095°

095°

3624 X 50

1.1% UP

27

5.2 NM

3.5 NM

1.4 NM

CATEGORY	A	B	C	D
LNAV MDA	4060-1¾	1138 (1200-1¾)	NA	

MIRL Rwy 9-27

GROVELAND, CALIFORNIA

Orig-D 12AUG21

37°52'N-120°11'W

87

GROVELAND/YOSEMITE (E45)

RNAV (GPS) RWY 9

GROVELAND, CALIFORNIA

AL-9084 (FAA)

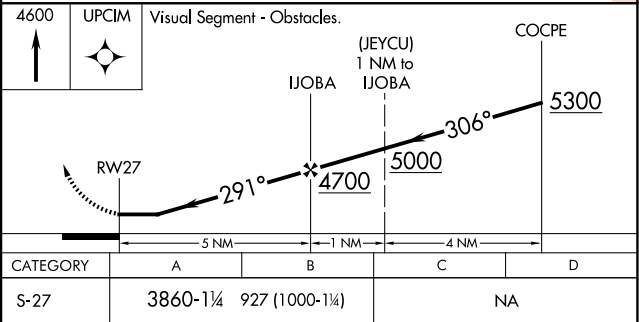
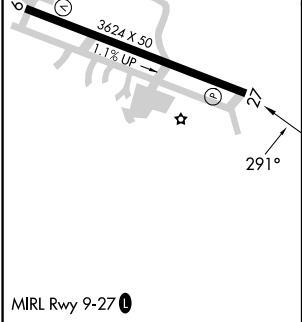
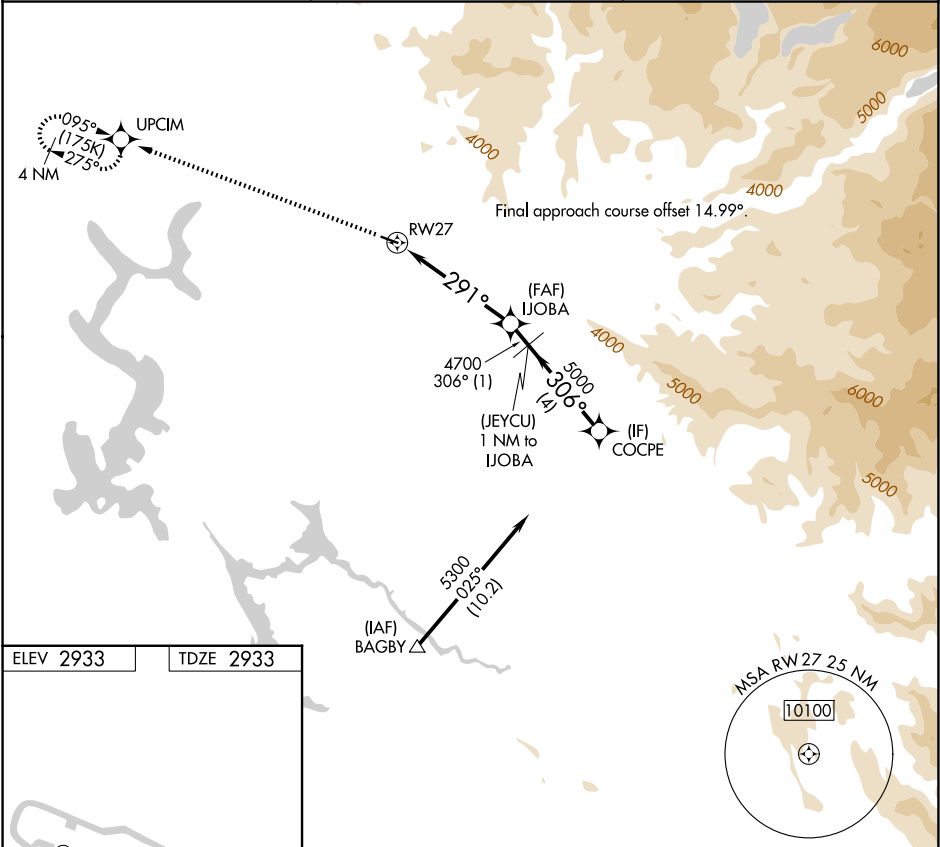
26134

APP CRS	Rwy Ldg	3624
291°	TDZE	2933
	Apt Elev	2933

GPS RWY 27
GROVELAND/YOSEMITE (E45)

 Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. Use O22 altimeter setting, when not received, procedure NA.	MISSED APPROACH: Climb to 4600 direct UPCIM and hold.
--	---

O22 AWOS-3 124.65	OAKLAND CENTER 121.25 327.0	CTAF 122.9 
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GROVELAND, CALIFORNIA
Orig-E 14MAY26

37°52'N-120°11'W

GROVELAND/YOSEMITE (E45)
GPS RWY 27

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99742 W12A	APP CRS 122°	Rwy Idg 4248 TDZE 59 Apt Elev 66
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RNAV (GPS) RWY 12

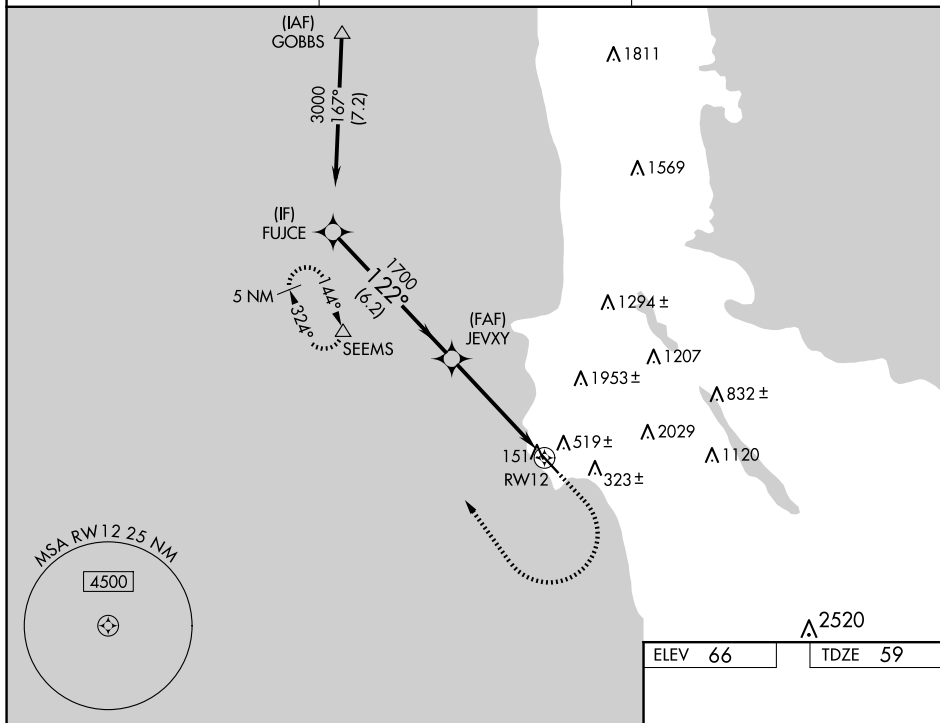
HALF MOON BAY (HAF)

RNP APCH.

T Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C .

MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct SEEMS and hold, continue climb-in-hold to 4000.

AWOS 127.275	NORCAL APP CON 135.1 307.2	UNICOM 122.8 (CTAF) 0
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 24).

GP 3.10°
TCH 40

6.2 NM

3.9 NM

1 NM

1700

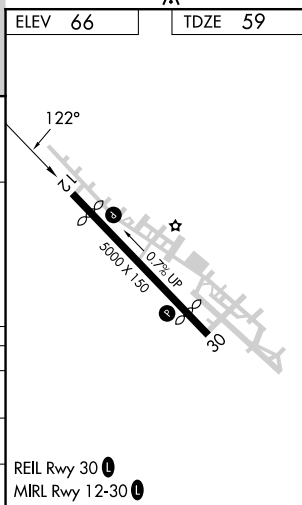
1700

*1 NM to RW12

RW12

*RNAV only

SEEMS



HALF MOON BAY, CALIFORNIA

AL-6675 (FAA)

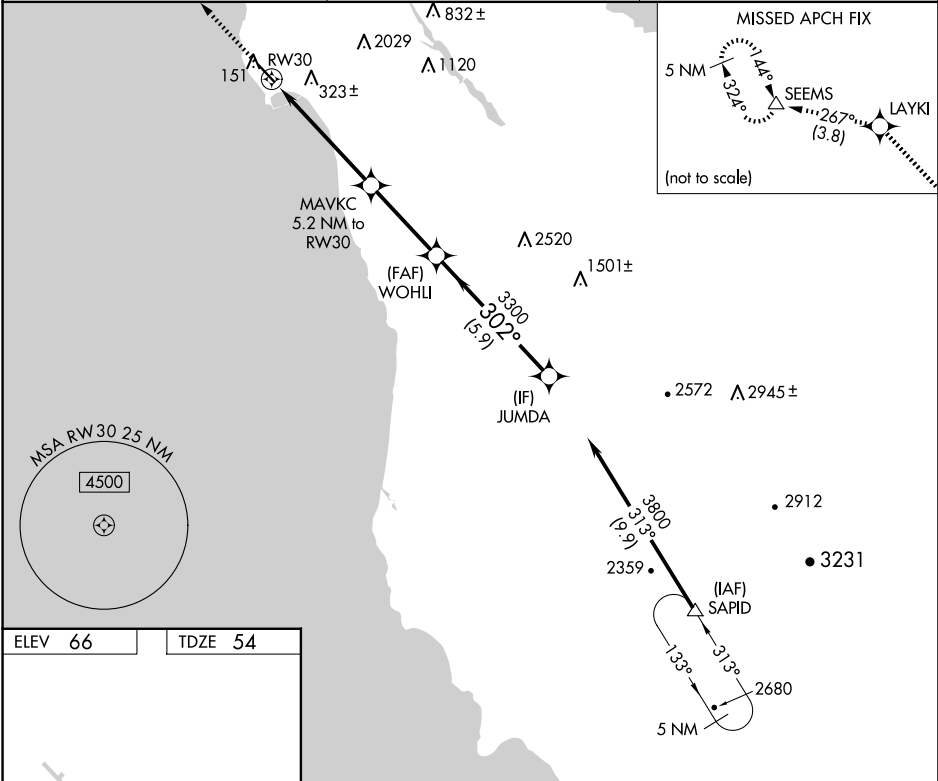
23110

WAAS CH 50302 W30A	APP CRS 302°	Rwy Idg TDZE 54 Apt Elev 66	4238
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RNAV (GPS) RWY 30
HALF MOON BAY (HAF')

RNP APCH. ▽	MISSED APPROACH: Climb to 4000 direct LAYKI and on track 267° to SEEMS and hold, continue climb-in-hold to 4000.
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AWOS-3 127.275	NORCAL APP CON 135.1 307.2	UNICOM 122.8 (CTAF) 0
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ELEV 66	TDZE 54	4000	LAYKI	tr 267°	SEEMS	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 24).			
		*LNAV only	MAVKC 5.2 NM to RW30		JUMDA	WOHLI	3300	3800	
		1.8 NM to RW30		2020	302°	3300			GP 3.50° TCH 40
		1.8 NM	3.4 NM	3.4 NM	5.9 NM				
		CATEGORY	A	B	C	D			
		LPV	DA	381-1 327 (400-1)					
		LNAV	MDA	620-1 566 (600-1)		620-1½ 566 (600-1½)			

HALF MOON BAY, CALIFORNIA
Amdt 1A 18JUL19

37°31'N-122°30'W

HALF MOON BAY (HAF')
RNAV (GPS) RWY 30

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV 1 - GPS

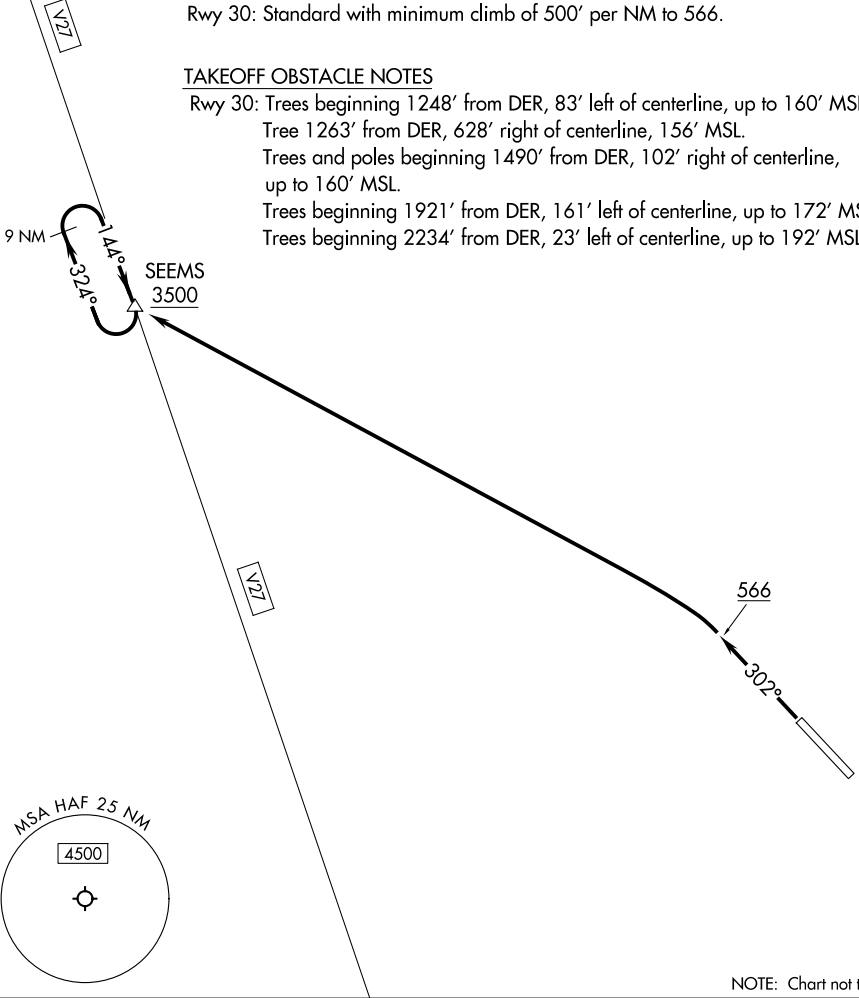
NORCAL DEP CON
135.1 307.2

TAKEOFF MINIMUMS

Rwy 30: Standard with minimum climb of 500' per NM to 566.

TAKEOFF OBSTACLE NOTES

- Rwy 30: Trees beginning 1248' from DER, 83' left of centerline, up to 160' MSL.
Tree 1263' from DER, 628' right of centerline, 156' MSL.
Trees and poles beginning 1490' from DER, 102' right of centerline, up to 160' MSL.
Trees beginning 1921' from DER, 161' left of centerline, up to 172' MSL.
Trees beginning 2234' from DER, 23' left of centerline, up to 192' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb on heading 302° to 566, then climbing left turn direct SEEMS, continue climb in SEEMS holding pattern to at/above 3500 before proceeding on course.

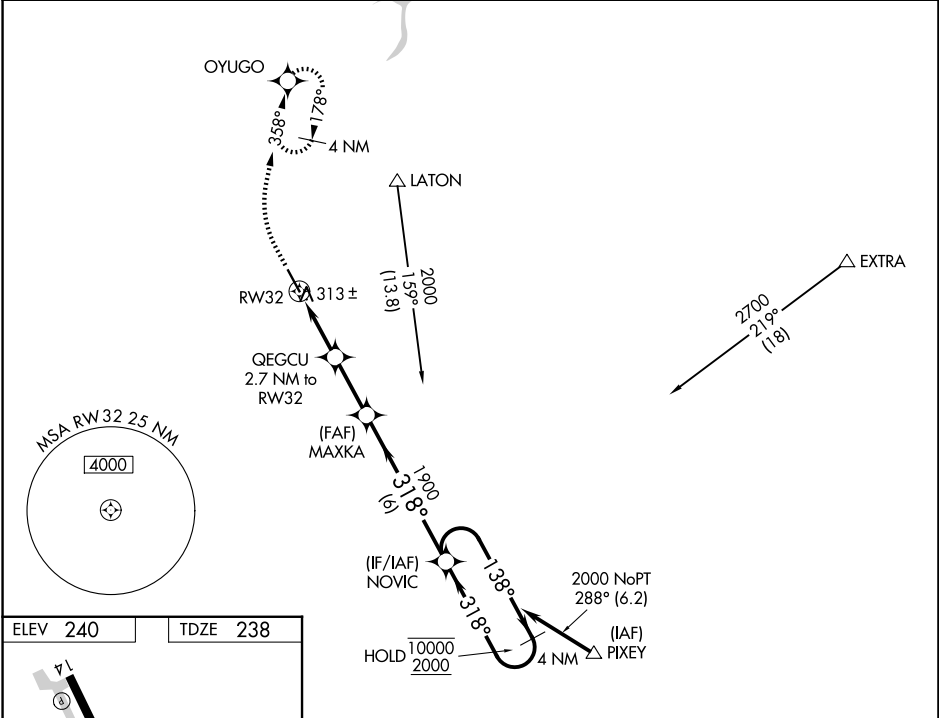
WAAS CH 70344 W32A	APP CRS 318°	Rwy Ldg TDZE Apt Elev	5179 238 240
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RNAV (GPS) RWY 32

HANFORD MUNI (HJO)

RNP APCH.	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct OYUGO and hold, continue climb-in-hold to 2000.
▼ Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.	

ASOS 134.75	FRESNO APP CON 123.9	CLNC DEL 123.9	UNICOM 122.8 (CTAF) 0
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ELEV 240	TDZE 238	700	2000	OYUGO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).
*LNAV only.					
RW32					
QEGCU 2.7 NM to RW32					
MAXKA 1900					
NOVIC 10000					
PIXEY 2000					
GP 3.00° TCH 50					
1 NM 1.7 NM 2.4 NM 6 NM					
CATEGORY	A	B	C	D	
LPV DA	488-¾	250 (300-¾)		NA	
LNAV/VNAV DA	488-¾	250 (300-¾)		NA	
LNAV MDA	580-1	342 (400-1)	580-1½ 342 (400-1½)	NA	

APP CRS
137°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
240

RNAV (GPS)-B
HANFORD MUNI (HJO)

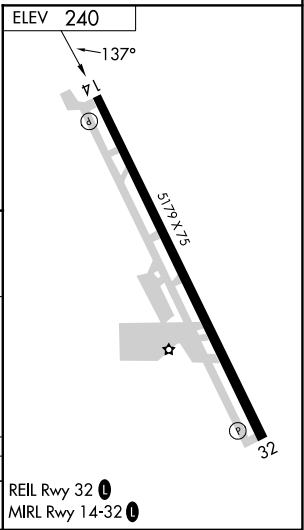
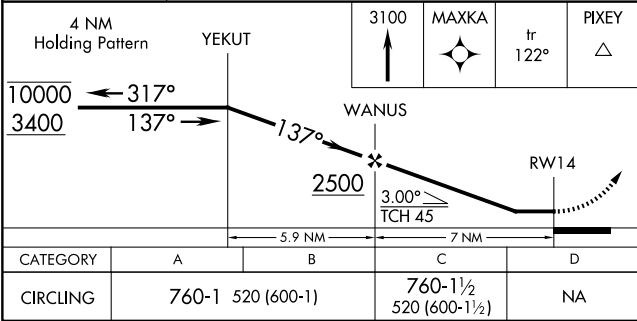
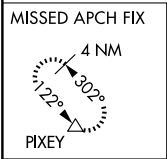
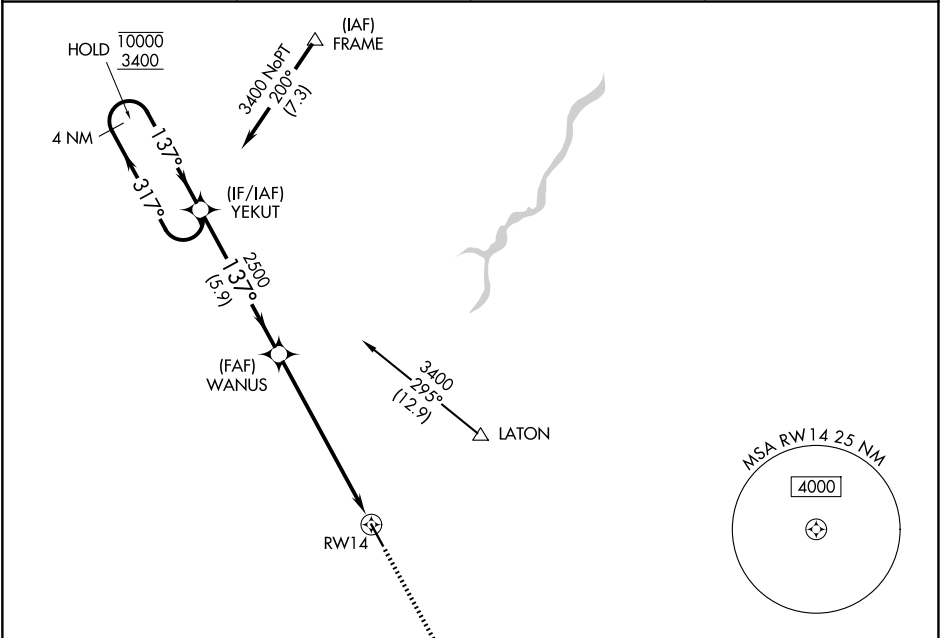
RNP APCH:

▼

Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 3100 direct MAXKA and on track 122° to PIXEY and hold.

ASOS 134.75	FRESNO APP CON 123.9	CLNC DEL 123.9	UNICOM 122.8 (CTAF) 0
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HAYWARD, CALIFORNIA

AL-5015 (FAA)

25219

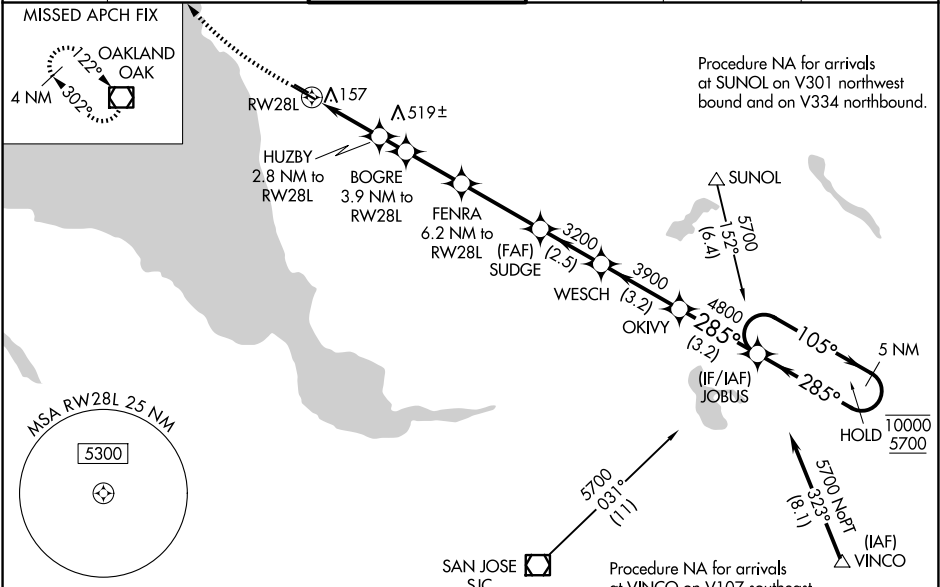
WAAS CH 40330 W28A	APP CRS 285°	Rwy Ldg 5018 TDZE 50 Apt Elev 52
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RNAV (GPS) RWY 28L

HAYWARD EXEC (HWD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 600 then climbing right turn to 2100 direct OAK VOR/DME and hold.	
Baro-VNAV NA. Circling Rwy 10L, 28R NA at night. Rwy 28L helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use OAK altimeter setting and increase LPV DA to 370 feet; increase LNAV/VNAV DA to 461 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM. Circling NA north of Rwy 10L-28R.			

ATIS 126.7	NORCAL APP CON 124.4 351.8	HAYWARD TOWER★ 120.2 (CTAF) 257.8	GND CON 121.4	CLNC DEL 128.05	UNICOM 122.95
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ELEV 52	TDZE 50	600 2100 OAK VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 35).			
		Holding Pattern: 105°/285° at 10000/5700. GP 3.10° TCH 35.			
		0.9	1.9	1.1 NM	2.3 NM
CATEGORY		A		B	
LPV DA		348-1		298 (300-1)	
LNAV/VNAV DA		439-1½		389 (400-1½)	
LNAV MDA		460-1 410 (500-1)		460-1½ 410 (500-1½)	
CIRCLING		540-1 488 (500-1)		540-1½ 488 (500-1½) 920-2¾ 868 (900-2¾)	

HAYWARD, CALIFORNIA
Amdt 1E 20FEB25

37°40'N-122°07'W

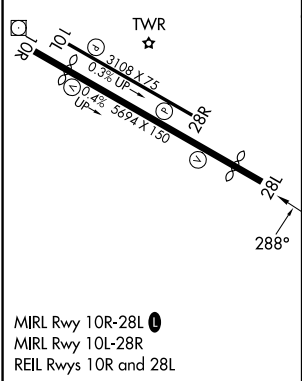
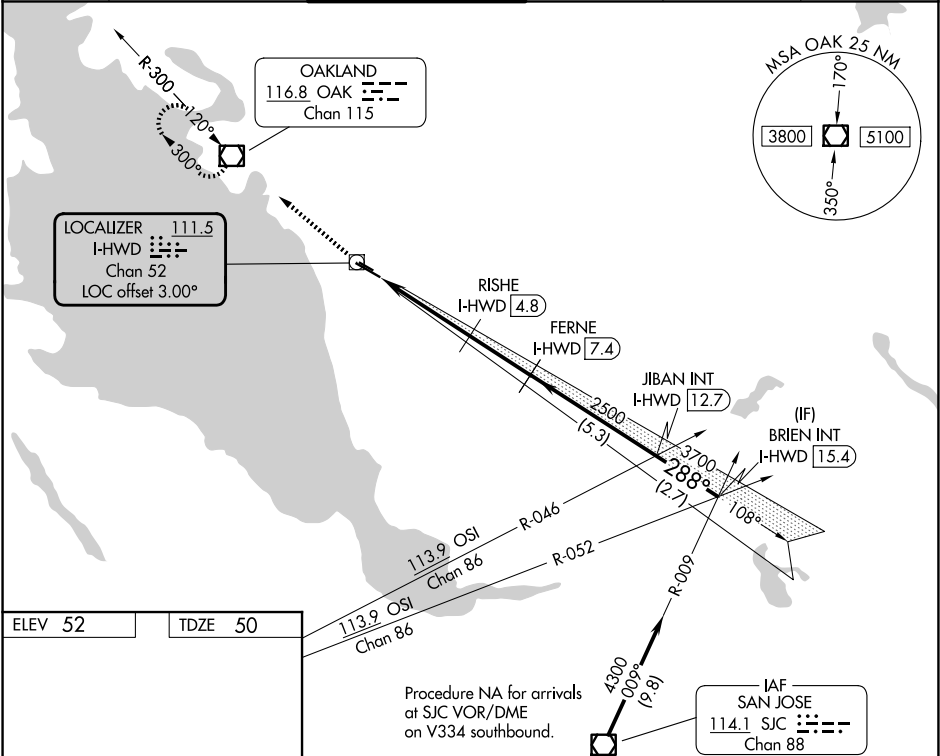
HAYWARD EXEC (HWD)

RNAV (GPS) RWY 28L

LOC/DME I-HWD 111.5 Chan 52	APP CRS 288°	Rwy Ldg TDZE Apt Elev 5018 50 52
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LOC RWY 28L
HAYWARD EXEC (HWD)

DME required.		MISSED APPROACH: Climb to 2100 direct OAK VOR/DME and hold.			
ATIS 126.7	NORCAL APP CON 124.4 351.8	HAYWARD TOWER ★ 120.2 (CTAF) 257.8	GND CON 121.4	CLNC DEL 128.05	UNICOM 122.95



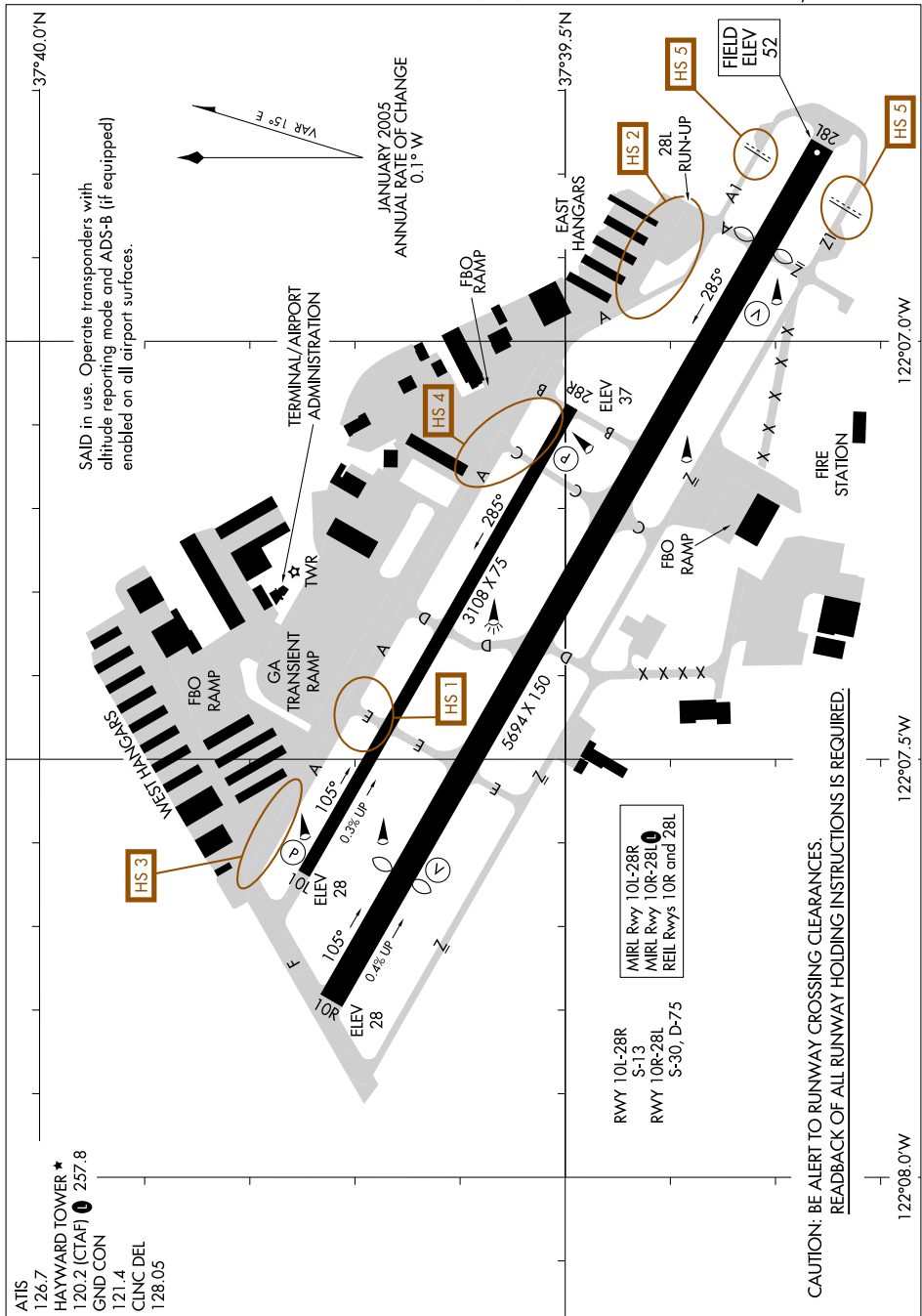
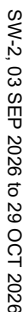
2100 OAK		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 35).		BRIEN INT I-HWD [15.4]	
↑		RISHE I-HWD [4.8]		JIBAN INT I-HWD [12.7]	
I-HWD [0.9]		FERNE I-HWD [7.4]		288° 4300	
I-HWD [1.8]		≤ 3.44° TCH 55		3700	
1 NM		3 NM		2.6 NM	
CATEGORY		A		B	
S-28L		500-1		450 (500-1)	
CIRCLING		540-1		488 (500-1)	
500-1 3/8		450 (500-1 3/8)		540-1 1/2	
488 (500-1 1/2)		920-2 3/4		868 (900-2 3/4)	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

AL-5015 (FAA)

HAYWARD EXEC (HWD)
HAYWARD, CALIFORNIA



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

SW-2, 03 SEP 2026 to 29 OCT 2026

HAYWARD, CALIFORNIA
HAYWARD EXEC (HWD)

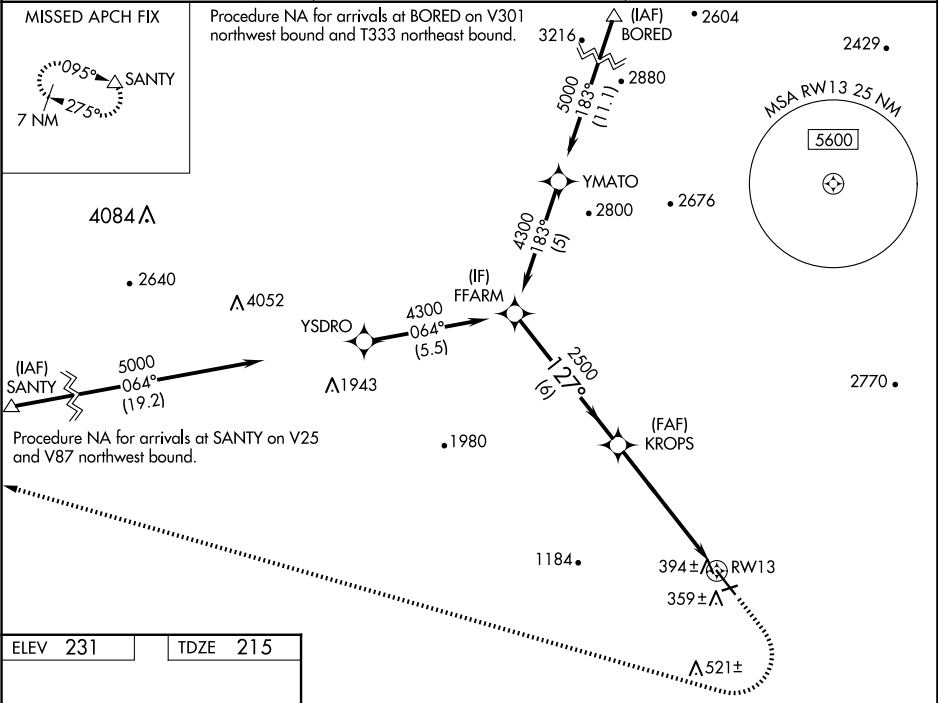
WAAS CH 70746 W13A	APP CRS 127°	Rwy Idg TDZE 215 Apt Elev 231
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RNAV (GPS) RWY 13

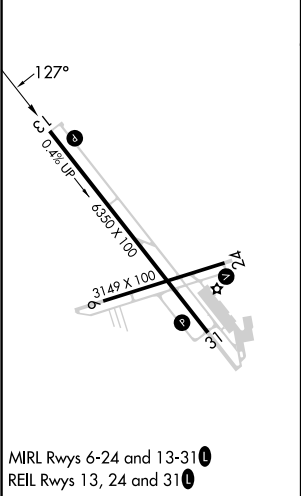
HOLLISTER MUNI (CVH)

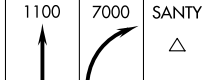
RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200 KIAS until SENTRY) Climb to 1100 then climbing right turn to 7000 direct SENTRY and hold. *Missed approach requires minimum climb of 245 feet per NM to 1900.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3 120.425	NORCAL APP CON 124.525 348.675	UNICOM 123.0 (CTAF) 0
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ELEV 231	TDZE 215
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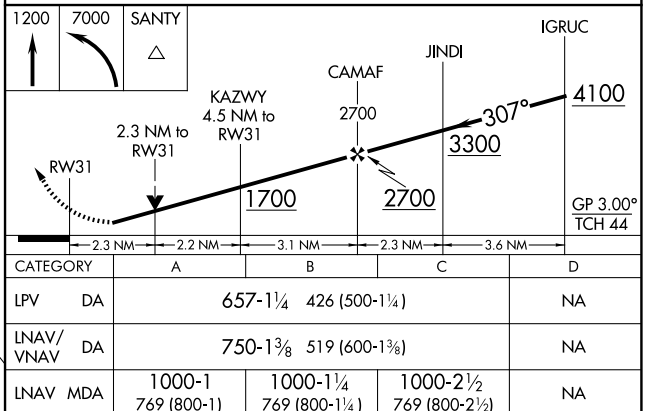


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).				
				
1100 7000 SENTRY				
1.9 NM to RW13 RW13				
6 NM 3.9 NM 1.9 NM				
CATEGORY	A	B	C	D
LPV DA	535-7/8 320 (400-7/8)			NA
LNAV/VNAV DA	1055-2 1/2 840 (900-2 1/2)			NA
LNAV/VNAV DA*	564-1 349 (400-1)			NA
LNAV MDA	840-1 625 (700-1)		840-1 3/4 625 (700-1 3/4)	NA

RNAV (GPS) RWY 31

HOLLISTER MUNI (CVH)

UNICOM
123.0 (CTAF) **L**



HOLLISTER MUNI (CVH)
RNAV (GPS) RWY 31

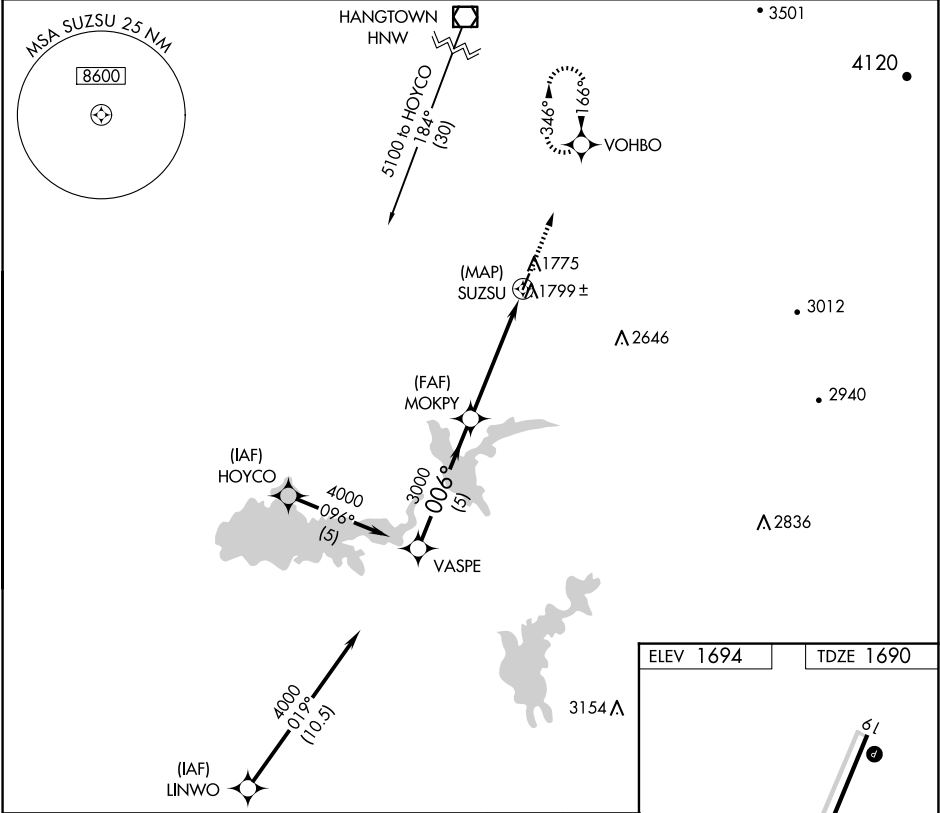
SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Idg	3401
006°	TDZE	1690
	Apt Elev	1694

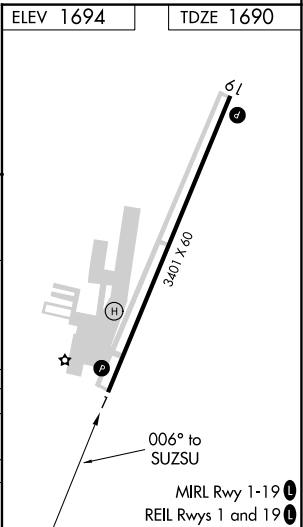
GPS RWY 1
WESTOVER FLD AMADOR COUNTY (J A Q)

NA	When local altimeter setting not received, use Sacramento Exec altimeter setting.	MISSED APPROACH: Climb to 4500 on 006° course to VOHBO and hold.
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AWOS-3 121.125	NORCAL APP CON 125.1 363.2	UNICOM 123.075 (CTAF)
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VASPE MOKPY SUZSU 4000 006° 3000 5 NM 5 NM 4500 006° crs VOHBO Procedure Turn NA				
CATEGORY	A	B	C	D
S-1	2060-1	370 (400-1)	NA	
SACRAMENTO EXEC ALTIMETER SETTING MINIMUMS				
S-1	2380-1	690 (700-1)	NA	



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

JACKSON, CALIFORNIA

AL-9086 (FAA)

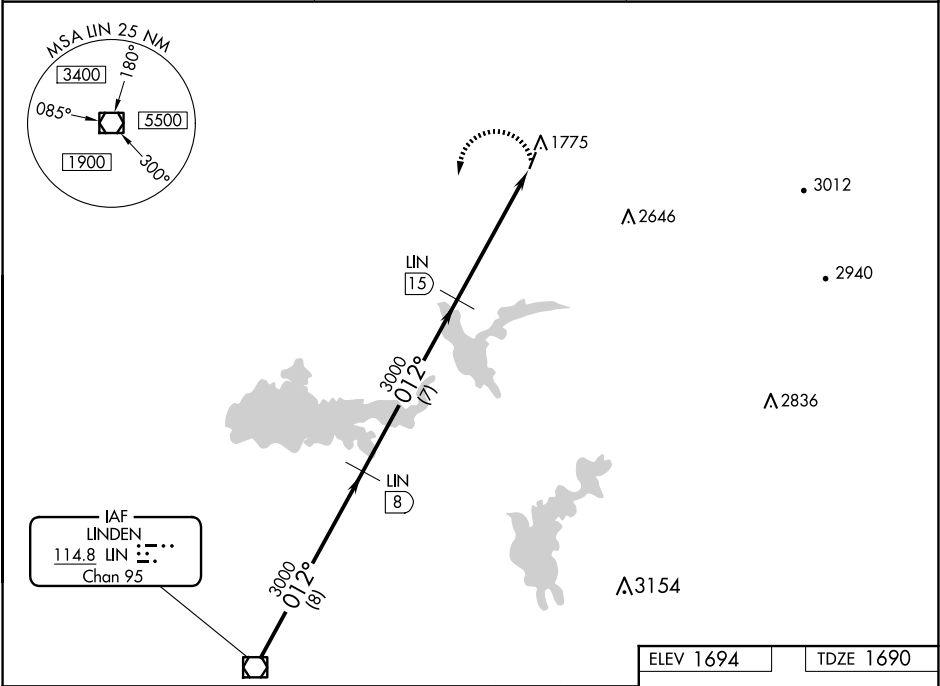
21196

VOR/DME LIN	APP CRS	Rwy Idg	3401
114.8	012°	TDZE	1690
Chan 95		Apt Elev	1694

VOR/DME RWY 1
WESTOVER FLD AMADOR COUNTY (JAQ)

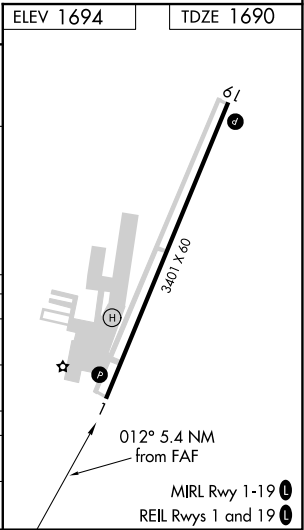
NA If local altimeter not received, use Sacramento Exec altimeter setting. Circling Rwy 19 NA at night.	MISSED APPROACH: Climbing left turn to 3000 via LIN R-012 to LIN VOR/DME.
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AWOS-3 121.125	NORCAL APP CON 125.1 363.2	UNICOM 123.075 (CTAF) 0
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Obstacle clearance diagram showing a flight path starting at 3000 feet, heading 012 degrees. The path passes two obstacles: LIN 8 at 8 NM and LIN 15 at 7 NM, both at 3000 feet. At 5.4 NM, there is a crossing point marked with an 'X' at 3000 feet. The path then descends to a lower altitude, indicated by a dotted line, and ends at LIN 20.4. A legend in the top right shows a 3000-foot obstacle symbol and a LIN R-012 symbol. The text "Procedure Turn NA" is on the left.

CATEGORY	A	B	C	D
S-1	2080-1 390 (400-1)	2080-1¼ 390 (400-1¼)	NA	
CIRCLING	2200-1 506 (600-1)	2200-1¼ 506 (600-1¼)	NA	
SACRAMENTO EXEC ALTIMETER SETTING MINIMUMS				
S-1	2380-1 690 (700-1)	2380-1¼ 690 (700-1¼)	NA	
CIRCLING	2520-1 826 (900-1)	2520-1¼ 826 (900-1¼)	NA	



JACKSON, CALIFORNIA

Amtd 1D 15JUL21

38°23'N-120°48'W

WESTOVER FLD AMADOR COUNTY (JAQ)

VOR/DME RWY 1

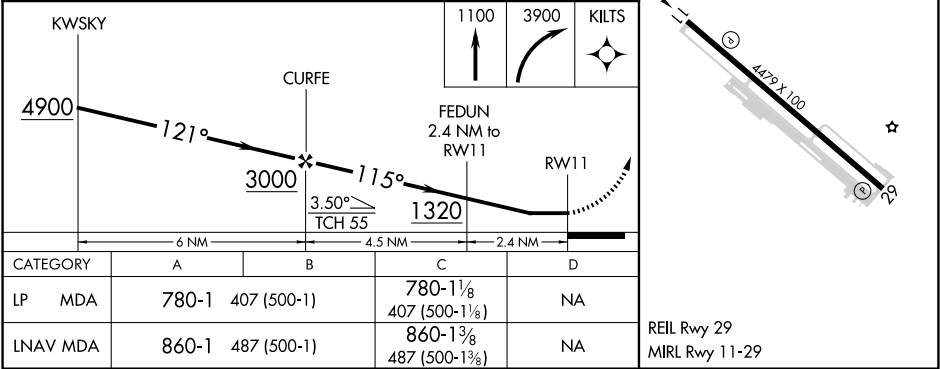
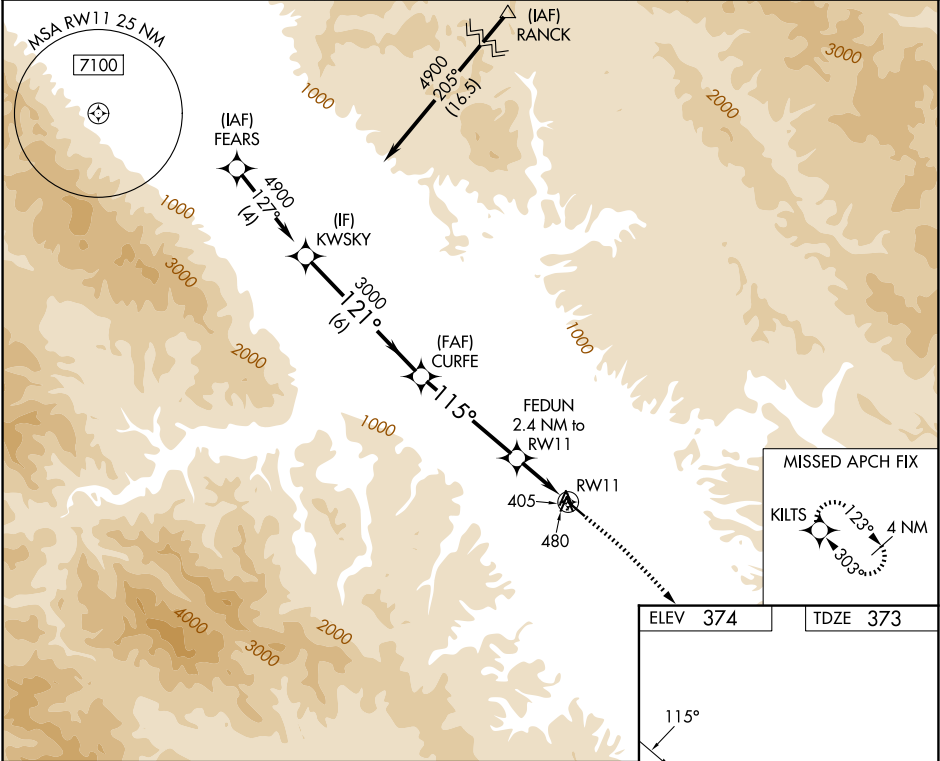
WAAS CH 53544 W11A	APP CRS 115°	Rwy Ldg TDZE Apt Elev	4479 373 374
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RNAV (GPS) RWY 11

MESA DEL REY (KIC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1100 then climbing right turn to 3900 direct KILTS and hold.
NA Rwy 11 helicopter visibility reduction below 1 SM NA. Use MRY altimeter setting; when not received, use SNS altimeter setting and increase all MDAs 20 feet.	

MRY ASOS 119.25	OAKLAND CENTER 128.7 307.0	CTAF 122.9
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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

KING CITY, CALIFORNIA

AL-9936 (FAA)

26134

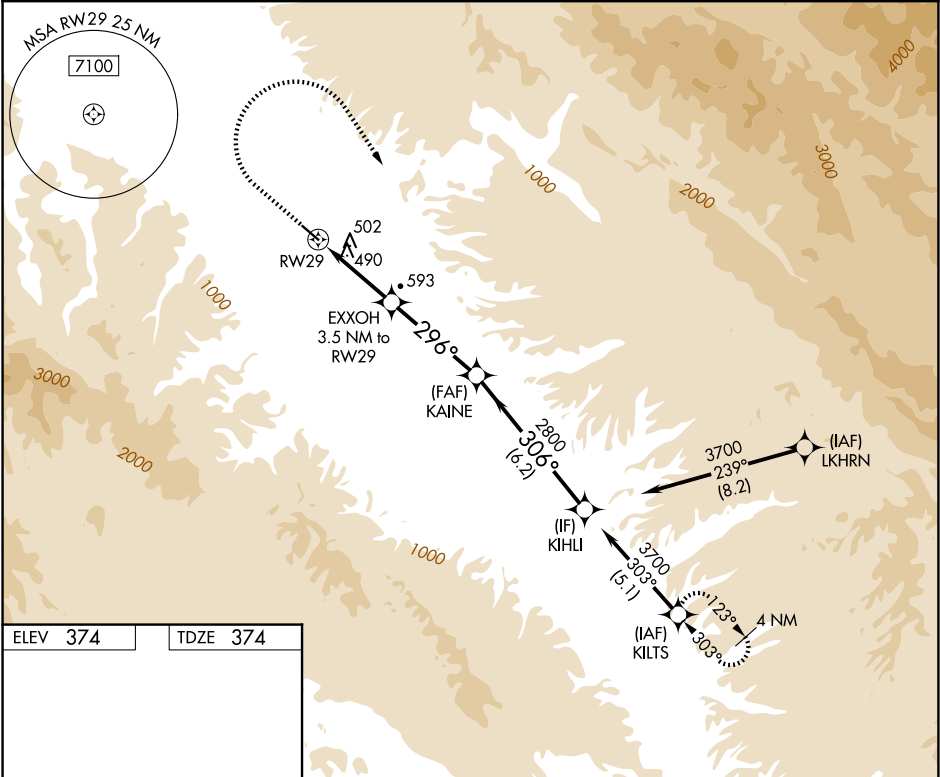
WAAS CH 99544 W29A	APP CRS 296°	Rwy Ldg TDZE Apt Elev	4479 374 374
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RNAV (GPS) RWY 29

MESA DEL REY (KIC)

RNP APCH - GPS.		MISSED APPROACH: (Do not exceed 170K until KILTS) Climb to 1100 then climbing right turn to 3900 direct KILTS and hold.
▼ ▲NA	Use MRY altimeter setting; when not received, use SNS altimeter setting and increase all MDAs 20 feet.	

MRY ASOS 119.25	OAKLAND CENTER 128.7 307.0	CTAF 122.9
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ELEV 374		TDZE 374	
REIL Rwy 29 MIRL Rwy 11-29			
CATEGORY		A	
LP MDA		840-1 466 (500-1)	
LNAV MDA		880-1 506 (600-1)	

KING CITY, CALIFORNIA
Orig 26DEC24

36°14'N-121°07'W

MESA DEL REY (KIC)

RNAV (GPS) RWY 29

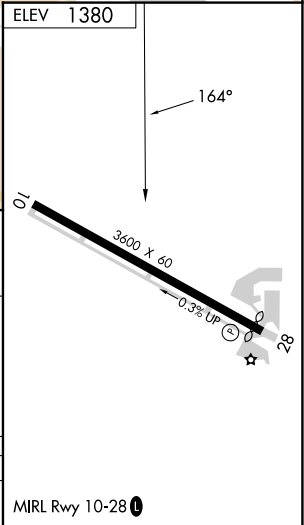
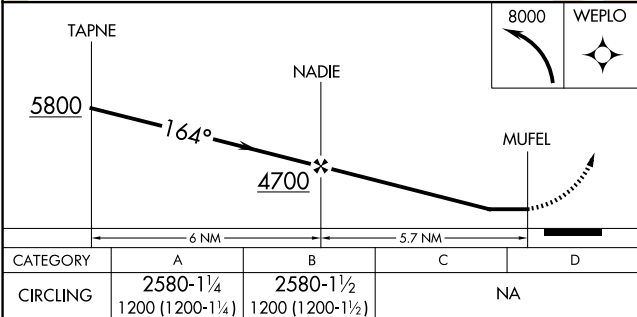
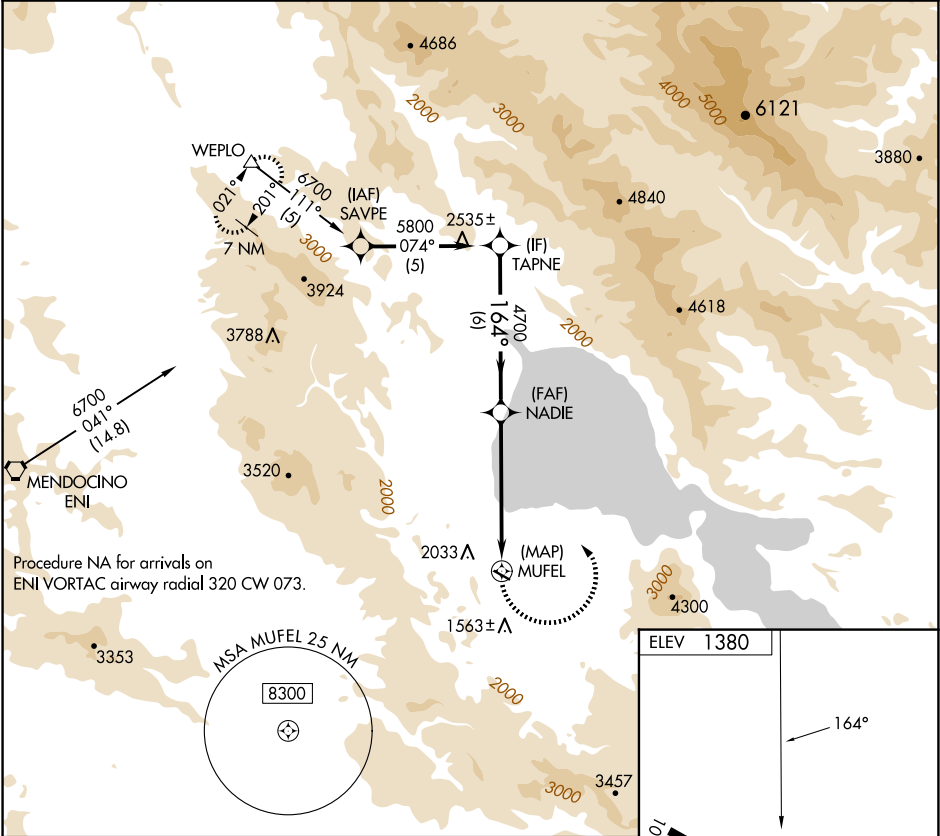
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS 164°	Rwy Idg TDZE Apt Elev N/A N/A 1380
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RNAV (GPS)-A
LAMPSON FLD (102)

NA Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Ukiah altimeter setting and increase all MDA 560 feet.		MISSED APPROACH: Climbing left turn to 8000 direct WEPLO and hold.
AWOS-3 118.35	OAKLAND CENTER 127.8 353.5	UNICOM 122.8 (CTAF)



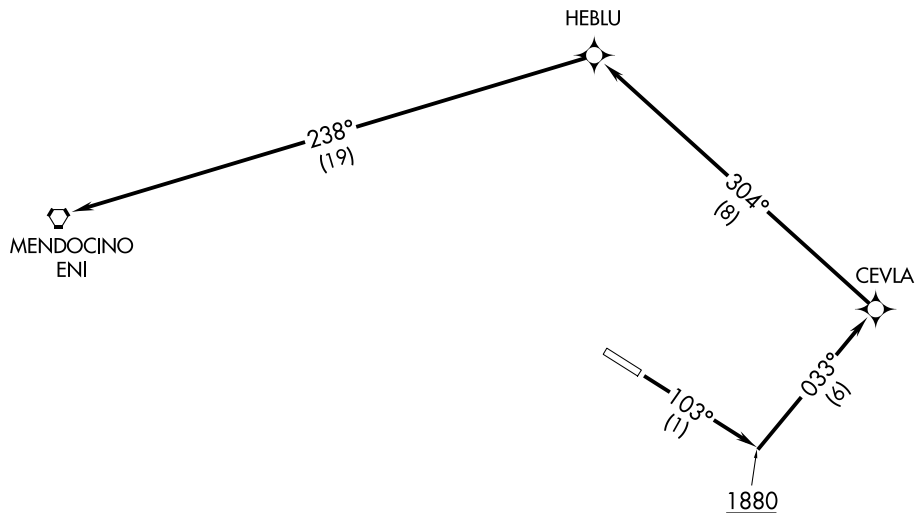
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

(LAKPT3.ENI) 21336

LAKEPORT THREE DEPARTURE (RNAV)

AL-6939 (FAA)

LAMPSON FLD (102)
LAKEPORT, CALIFORNIAOAKLAND CENTER
127.8 353.5**TOP ALTITUDE:
6000**

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Takeoff Rwy 10: Do not exceed 175K until passing HEBLU.

TAKEOFF MINIMUMS

Rwy 10: Standard with minimum climb of 496' per NM to 4500.

Rwy 28: NA- Rapidly rising terrain.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb heading 103° to 1880, then climb on 033° course to CEVLA, then via 304° track to HEBLU, then via 238° track to ENI VORTAC, thence . . .

. . . via assigned route, expect clearance to filed altitude 10 minutes after departure.

LAKEPORT THREE DEPARTURE (RNAV)

(LAKPT3.ENI) 15SEP16

LAKEPORT, CALIFORNIA
LAMPSON FLD (102)

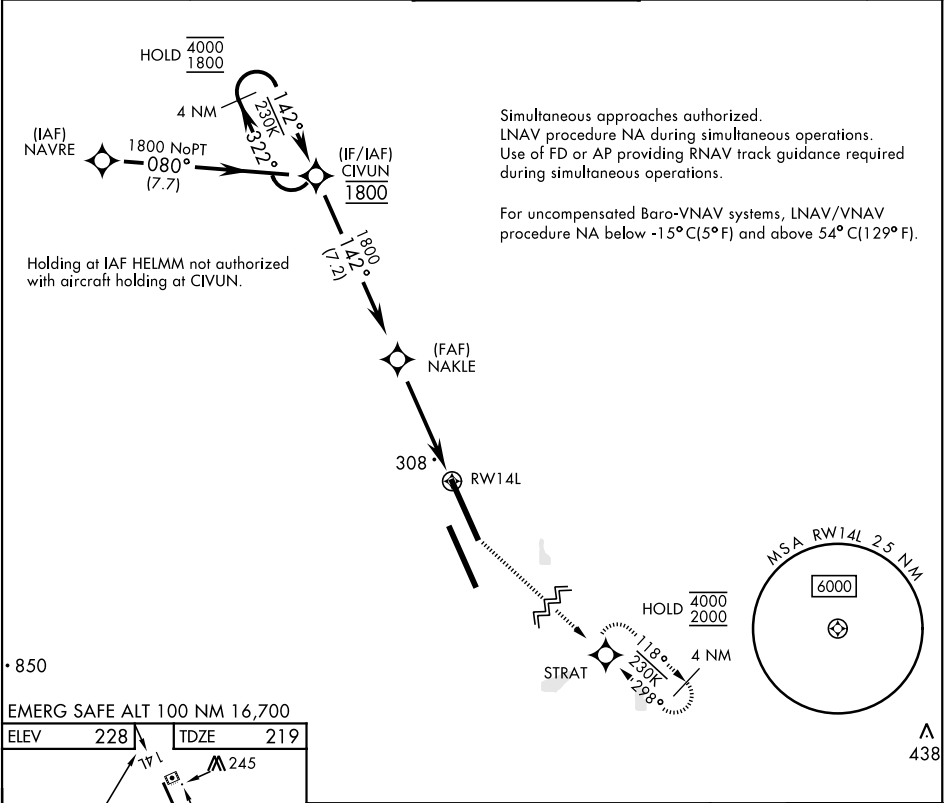
RNAV (GPS) RWY 14L

WAAS Chan 70209 W14A	APCH CRS 142°	Rwy Idg 13,502 TDZE 219 Arprt Elev 228
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[USN]

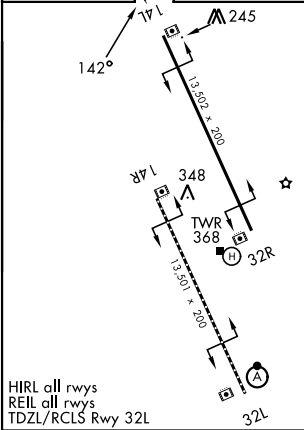
LEMOORE NAS (REEVES FIELD) (KNLC)

RNP APCH - GPS		MISSED APPROACH: Climb to 1200, then climbing left turn to 2000 direct STRAT and hold.		
ATIS★ 121.575 327.15	APP CON 124.1 269.025 (N) 118.15 269.025 (S)	TOWER ★ 128.3 340.2	GND CON 121.65 305.2	ASR/ PAR



EMERG SAFE ALT 100 NM 16,700

ELEV 228	TDZE 219
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4 NM Holding Pattern		CIVUN	NAKLE	1200	2000	STRAT
4000 1800		322°	142°	1200	2000	STRAT
GP 3.00°		1800	1800	1.3 NM to RWY 14L		RWY 14L
TCH 54				4.8 NM		
CATEGORY	A	B	C	D		
LPV DA	419-3/4	200	(200-3/4)			
LNAV/ VNAV DA	582-1	363	(400-1)			
LNAV MDA	680-1	461 (500-1)	680-1 1/2 461 (500-1 1/2)			
CIRCLING	680-1	452 (500-1)	680-1 1/2 452 (500-1 1/2)	780-2		

RNAV (GPS) RWY 14L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LEMOORE, CALIFORNIA

RNAV (GPS) RWY 14R

WAAS Chan 75978 W14B	APCH CRS 142°	Rwy Idg 13,501 TDZE 228 Arpt Elev 228
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[USN]

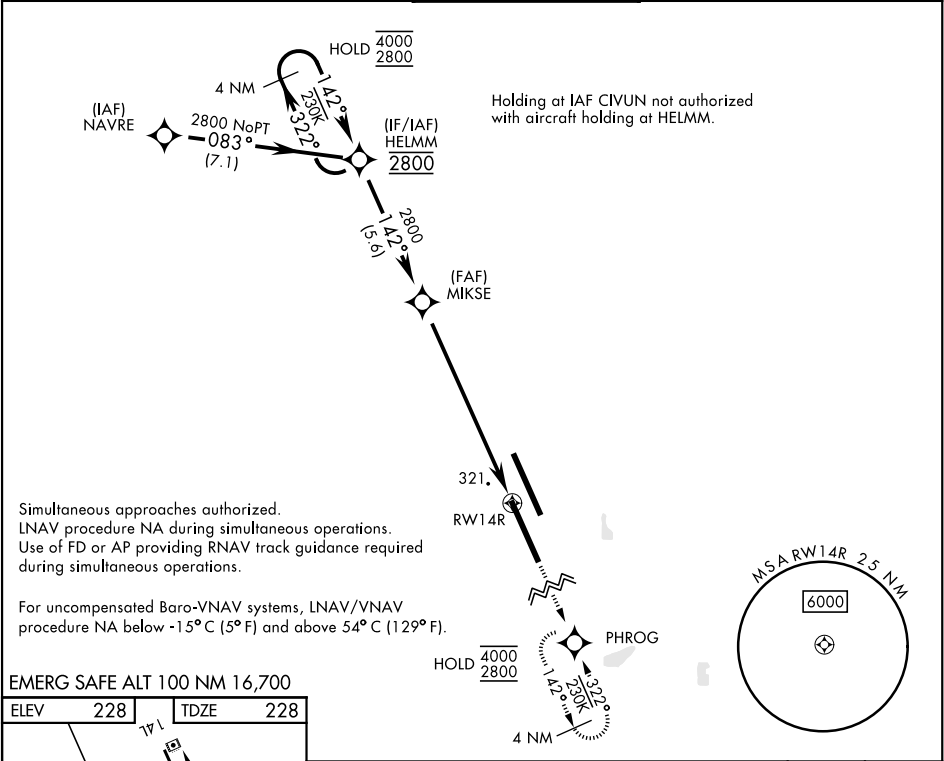
LEMOORE NAS (REEVES FIELD) (KNLC)

RNP APCH - GPS



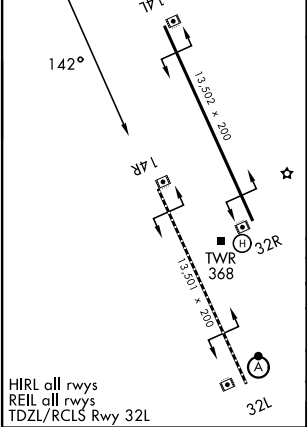
MISSED APPROACH: Climb to 2800 direct PHROG and hold.

ATIS★ 121.575 327.15	APP CON 124.1 269.025 (N) 118.15 269.025 (S)	TOWER★ 128.3 360.2	GND CON 121.65 305.2	ASR/ PAR
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EMERG SAFE ALT 100 NM 16,700

ELEV	228	TDZE	228
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HIRL all rws
REIL all rws
TDZL/RCLS Rwy 32L

4 NM Holding Pattern				
HELM				
GP 3.00° TCH 51				
CATEGORY	A	B	C	D
LPV DA	428-3/4 200 (200-3/4)			
LNAV/VNAV DA	594-1 366 (400-1)			
LNAV MDA	780-1	552 (600-1)	780-1 552 (600-1 1/2)	780-2 (600-1 1/2)
CIRCLING	780-1	552 (600-1)	780-1 552 (600-1 1/2)	780-2 (600-2)

LEMOORE, CALIFORNIA

36°20'N-119°57'W

LEMOORE NAS (REEVES FIELD) (KNLC)

Amtd 8 12JUN25

RNAV (GPS) RWY 14R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 32L

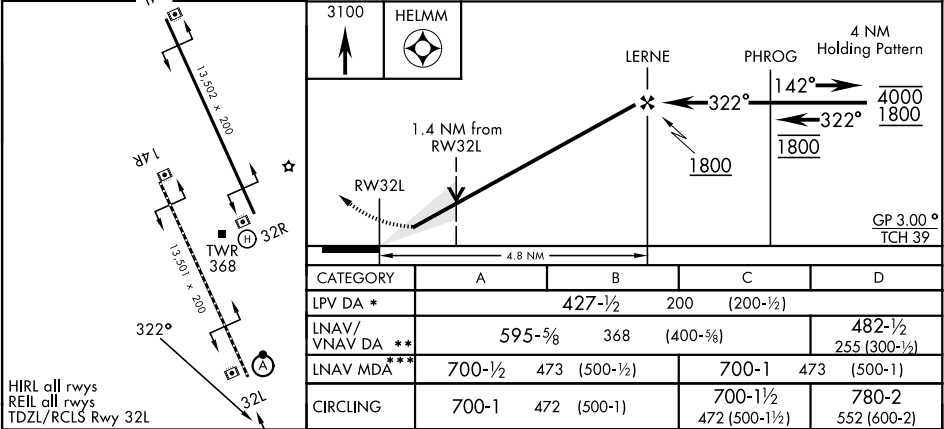
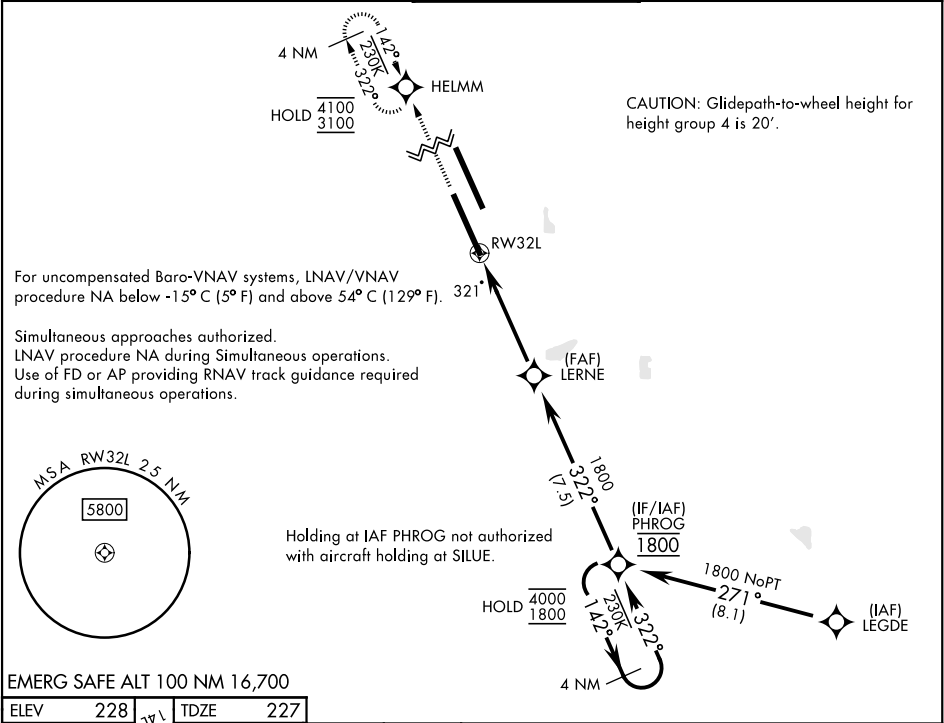
WAAS Chan 50085 W32A	APCH CRS 322°	Rwy Idg 13,501 TDZE 227 Arpt Elev 228
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[USN]

LEMOORE NAS (REEVES FIELD) (KNLC)

RNP APCH - GPS	ALSF-2	MISSED APPROACH: Climb to 3100 direct HELMM and hold.
▼ * When ALS inop, increase vis to ¾ mile. ** When ALS inop, increase vis to 1 mile. *** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¾ miles.		

ATIS★ 121.575 327.15	APP CON 124.1 269.025 (N) 118.15 269.025 (S)	TOWER★ 128.3 340.2	GND CON 121.65 305.2	ASR/ PAR
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RNAV (GPS) RWY 32L

LEMOORE, CALIFORNIA

RNAV (GPS) RWY 32R

WAAS Chan 60335 W32B	APCH CRS 322°	Rwy Idg 13,502 TDZE 221 Arpt Elev 228
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[UN]

LEMOORE NAS (REEVES FIELD) (KNLC)

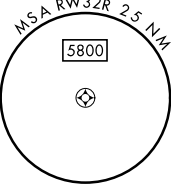
RNP APCH - GPS	MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct HAYEN and hold.
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ATIS★ 121.575 327.15	APP CON 124.1 269.025 (N) 118.15 269.025 (S)	TOWER★ 128.3 360.2	GND CON 121.65 305.2	ASR/ PAR
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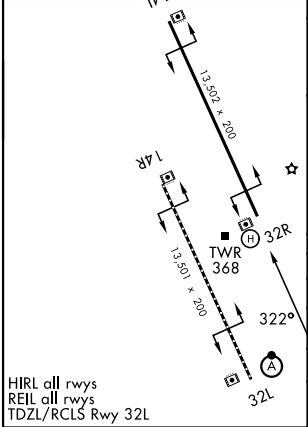
Simultaneous approaches authorized.
LNAV procedure NA during simultaneous operations.
Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV procedure NA below -15° C (5° F) and above 54° C (129° F).



EMER SAFE ALT 100 NM 16,700

ELEV 228	TDZE 221
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HIRL all rwys
REIL all rwys
TDZL/RCLS Rwy 32L

	1200	2000	HAYEN	
				4 NM Holding Pattern
				CILUN
				SILUE
				GP 3.00° TCH 45°
CATEGORY	A	B	C	D
LPV DA	421-¾	200	(200-¾)	
LNAV/VNAV DA	587-1	366	(400-1)	
LNAV MDA	680-1	459 (500-1)	680-1¾ 459 (500-1¾)	
CIRCLING	680-1	452 (500-1)	680-1½ 452 (500-1½)	780-2 552 (600-2)

LEMOORE, CALIFORNIA

36° 20' N-119° 57' W

LEMOORE NAS (REEVES FIELD) (KNLC)

Amtd 7 12JUN25

RNAV (GPS) RWY 32R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

TACAN Y RWY 14L

TACAN NLC
Chan 80

APCH CRS
164°

Rwy Idg	13,502
TDZE	219
Arpt Elev	228

[USN]

LEMOORE NAS (REEVES FIELD) (KNLC)

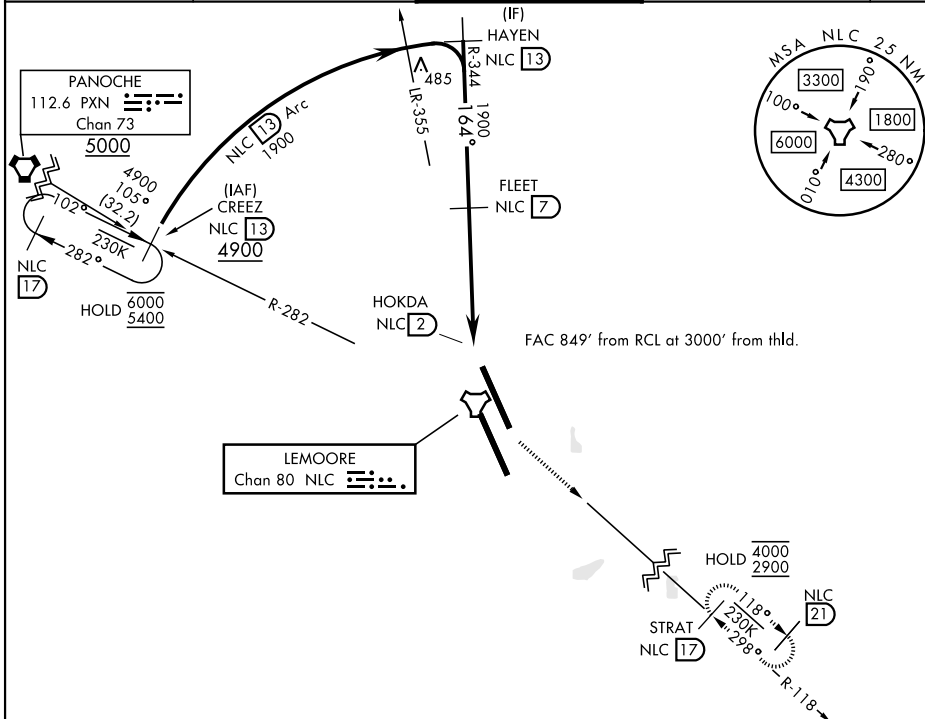
MISSED APPROACH: Climb to 700 then climbing left turn to 2900 direct STRAT and hold.

ATIS★
121.575 327.15

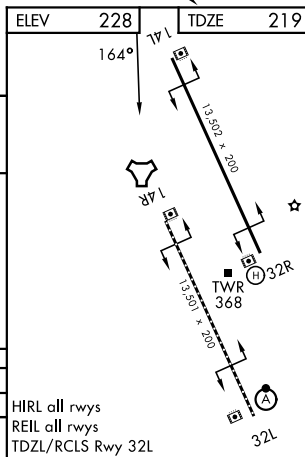
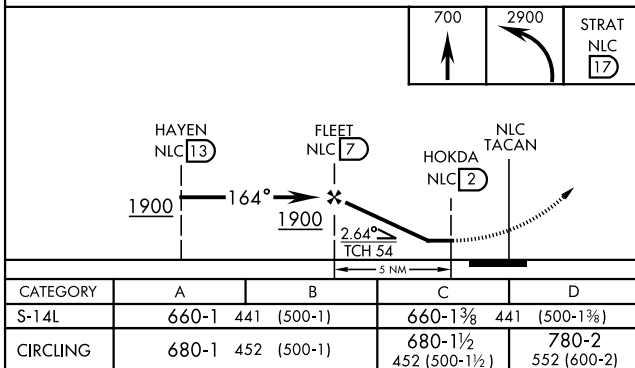
APP CON
124.1 269.025 (N)
118.15 269.025 (S)

TOWER ★
128.3 340.2

GND CON
121.65 305.2

ASR/
PAR

EMERG SAFE ALT 100 NM 16,700



LEMOORE, CALIFORNIA

36°20'N-119°57'W

LEMOORE NAS (REEVES FIELD) (KNLC)

Amdt 7 12JUN25

TACAN Y RWY 14L

LEMOORE, CALIFORNIA

TACAN Y RWY 32L

TACAN NLC Chan 80	APCH CRS 322°	Rwy Idg 13,501 TDZE 227 Arpt Elev 228
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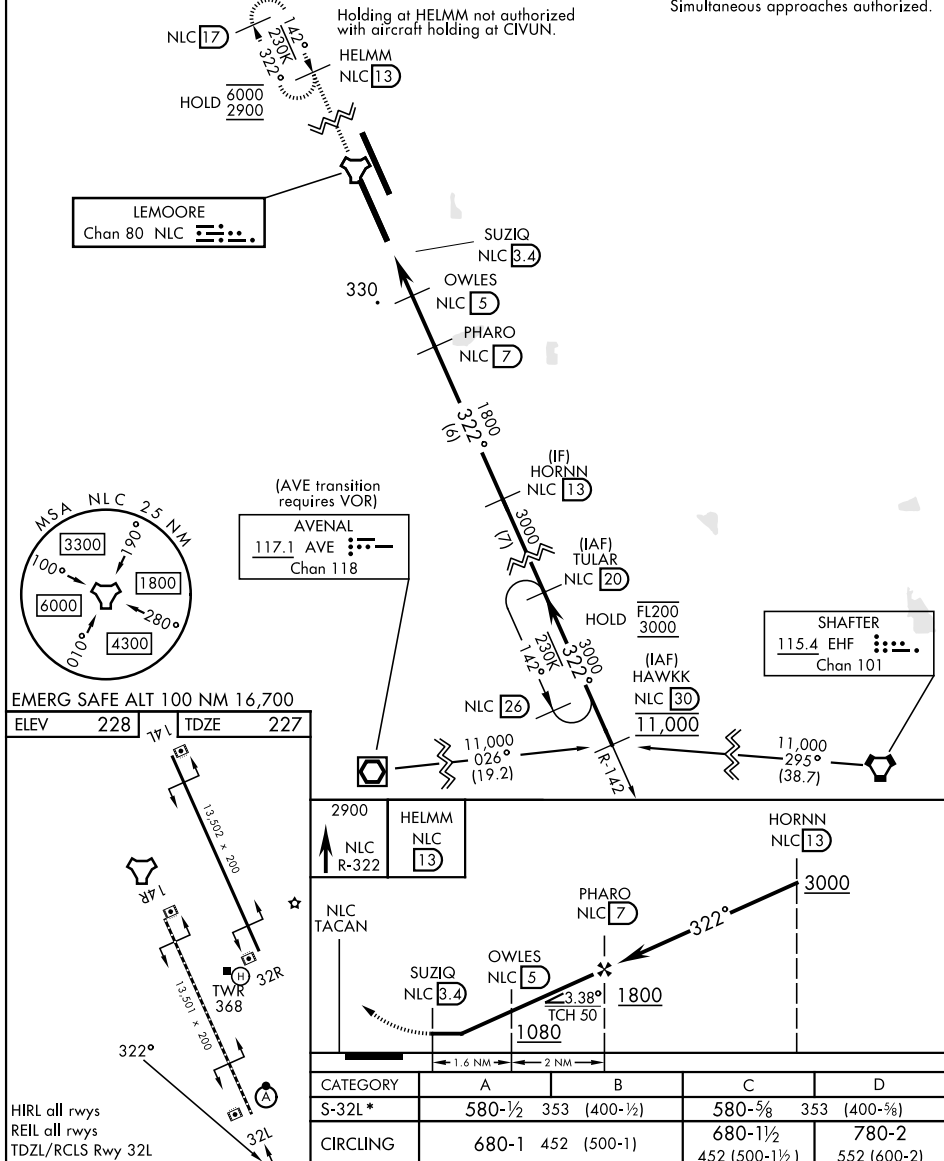
[USN]

LEMOORE NAS (REEVES FIELD) (KNLC)

V * When ALS inop, increase vis to 1 mile.	ALSF-2 	MISSED APPROACH: Climb to 2900 via NLC R-322 to HELMM and hold.
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ATIS★ 121.575 327.15	APP CON 124.1 269.025 (N) 118.15 269.025 (S)	TOWER★ 128.3 340.2	GND CON 121.65 305.2	ASR/ PAR
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Simultaneous approaches authorized.



LEMOORE, CALIFORNIA

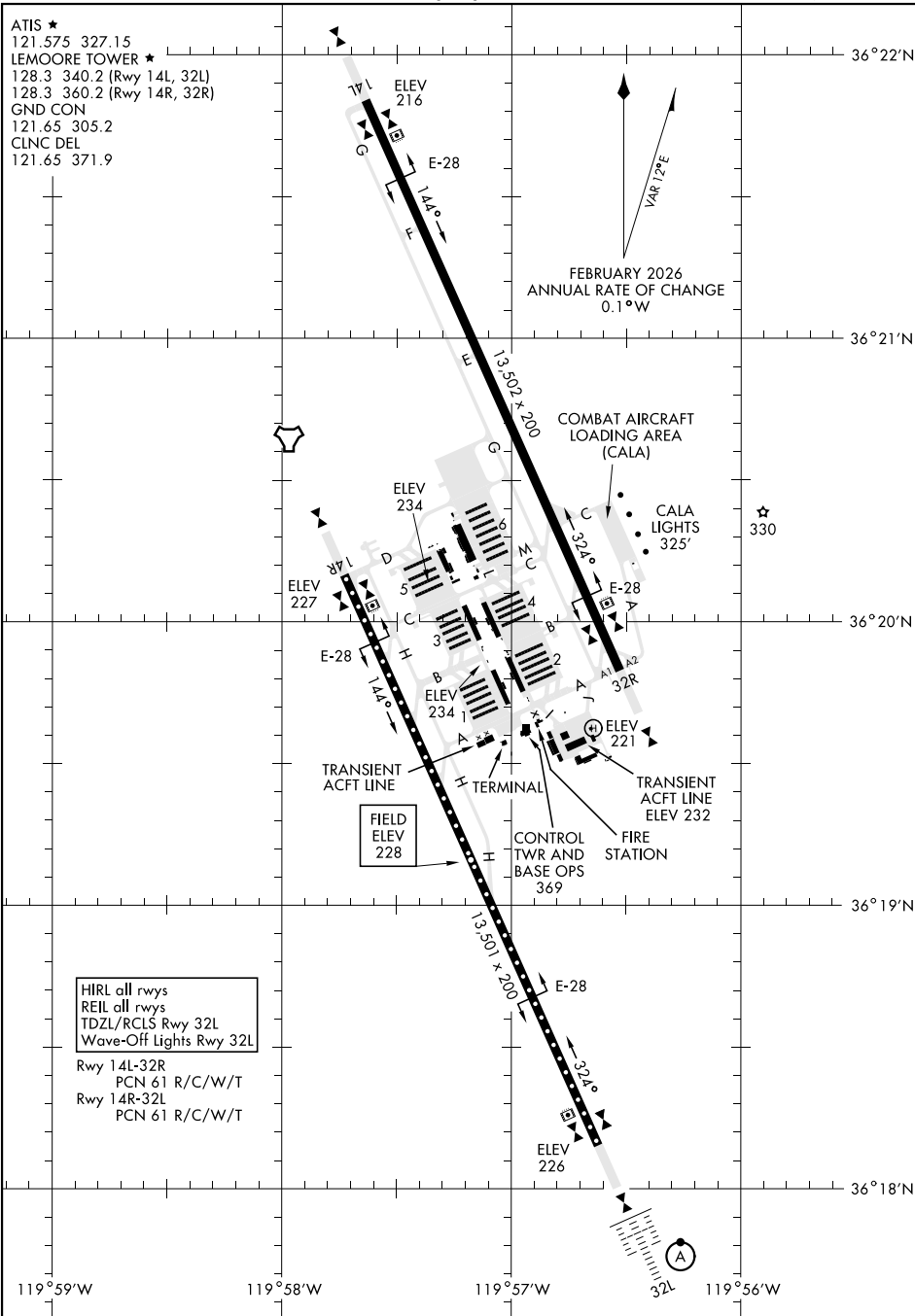
36°20'N-119°57'W

LEMOORE NAS (REEVES FIELD) (KNLC)

Amdt 9 12JUN25

TACAN Y RWY 32L

ATIS ★
121.575 327.15
LEMOORE TOWER ★
128.3 340.2 (Rwy 14L, 32L)
128.3 360.2 (Rwy 14R, 32R)
GND CON
121.65 305.2
CLNC DEL
121.65 371.9



HIRL all rwys
REIL all rwys
TDZL/RCLS Rwy 32L
Wave-Off Lights Rwy 32L
Rwy 14L-32R
PCN 61 R/C/W/T
Rwy 14R-32L
PCN 61 R/C/W/T

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LEMOORE-TWO DEPARTURE (NLC2.NLC)

LEMOORE NAS (REEVES FIELD) (KNLC)

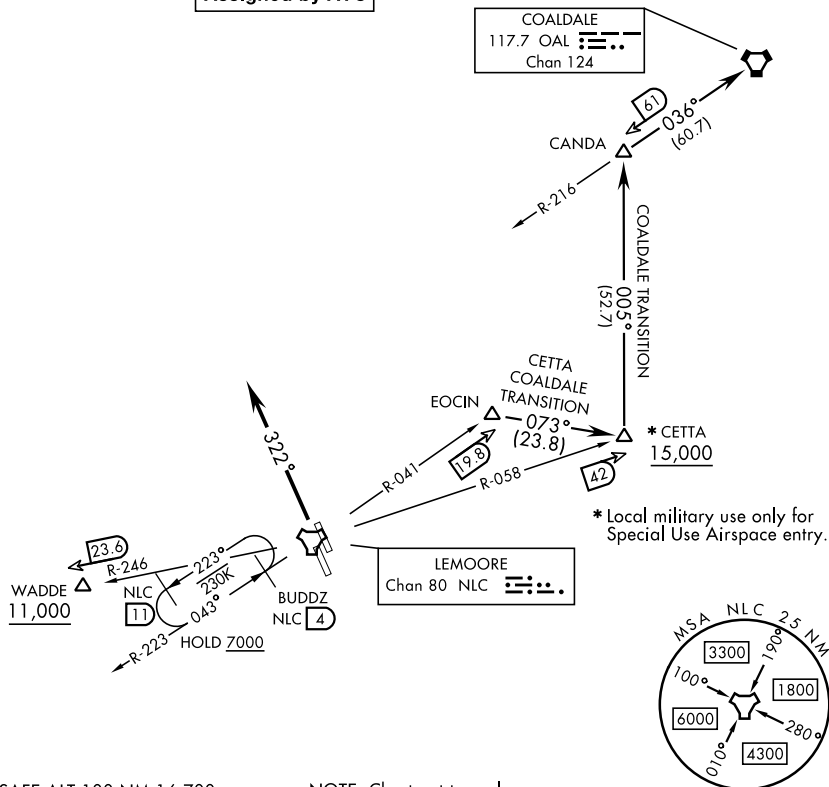
[USN]

LEMOORE, CALIFORNIA

RADAR required

DEP CON
124.1 318.8 (N)
118.15 318.8 (S)

TOP ALTITUDE:
Assigned by ATC



EMERG SAFE ALT 100 NM 16,700

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 32L/32R: Climb to 2000 via hdg 322° then RADAR vectors to join assigned transition or route.

CETTA TRANSITION (NLC2.CETTA): From EOCIN direct CETTA then as filed. Cross CETTA at or above 15,000.

COALDALE TRANSITION (NLC2.OAL): From EOCIN direct CETTA, direct CANDA, direct COALDALE VORTAC. Cross CETTA at or above 15,000.

WADDE TRANSITION (NLC2.WADDE): From WADDE then as filed. Cross WADDE at or above 11,000.

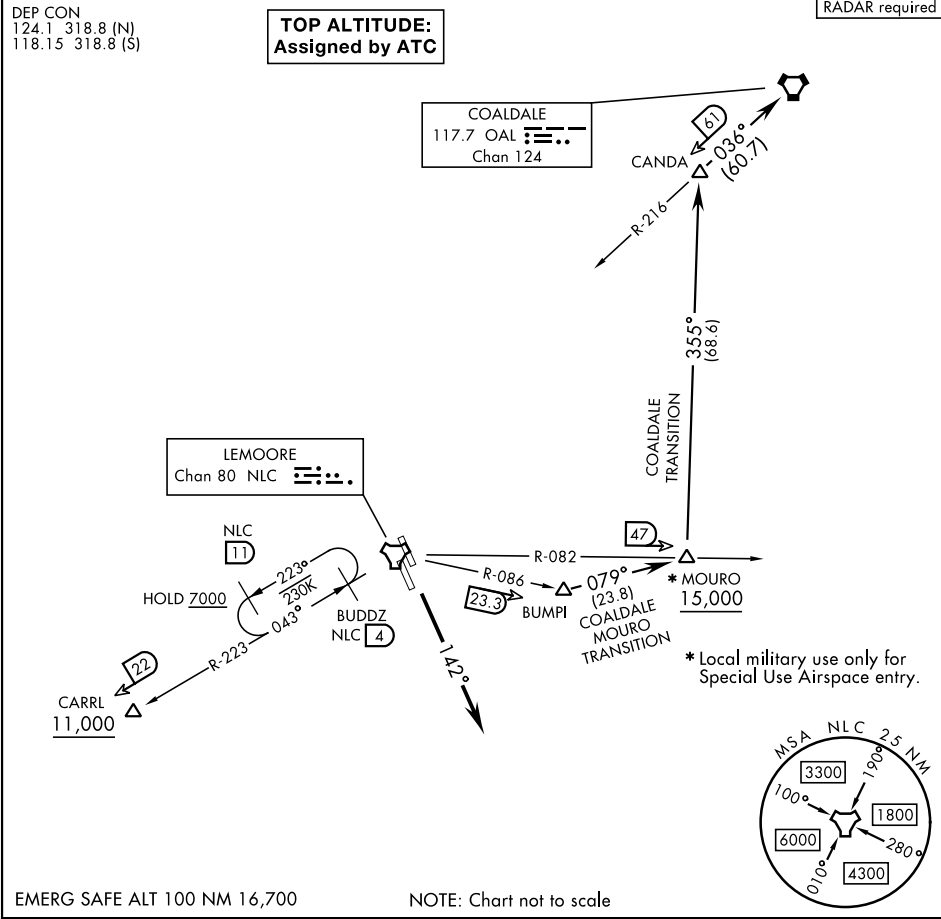
LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, fly departure heading to intercept NLC 10 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned route. Once established on departure radial climb to filed altitude.

LEMOORE-TWO DEPARTURE (NLC2.NLC)

Orig 12JUN25

LEMOORE, CALIFORNIA

LEMOORE NAS (REEVES FIELD) (KNLC)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14L/14R: Climb to 2000 via hdg 142° then radar vectors to join assigned transition or route.

CARRL TRANSITION (REVES5.CARRL): From CARRL thence as filed. Cross CARRL at or above 11,000.

COALDALE TRANSITION (REVES5.OAL): From BUMPI direct MOURO, direct CANDA, direct COALDALE VORTAC. Cross MOURO at or above 15,000.

MOURO TRANSITION (REVES5.MOURO): From BUMPI direct MOURO then as filed.

LOST COMMUNICATIONS: If no transmissions are received within 8 DME of NLC TACAN, fly departure heading to intercept NLC 10 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned route. Once established on departure radial climb to filed altitude.

LINCOLN, CALIFORNIA

AL-5850 (FAA)

26246

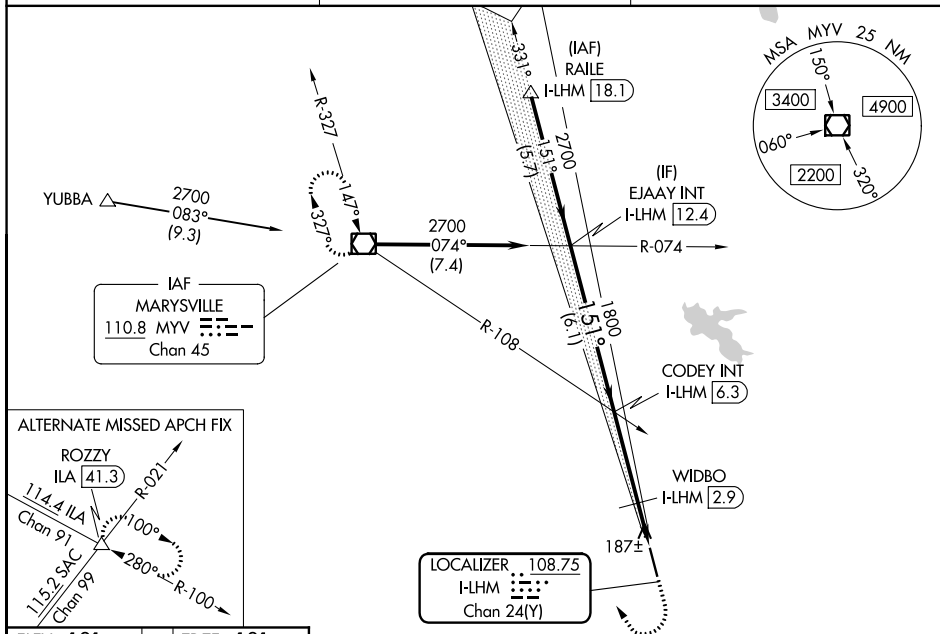
LOC/DME I-LHM 108.75 Chan 24 (Y)	APP CRS 151°	Rwy Ldg 6001 TDZE 121 Apt Elev 121
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ILS or LOC RWY 15

LINCOLN RGNL/KARL HARDER FLD (LHM)

⚠ When local altimeter setting not received, use Beale AFB altimeter setting and increase DA to 361 feet and all MDAs 40 feet; increase S-LOC 15 Cat C/D and Circling Cat D visibility ¼ SM. VDP NA with Beale AFB altimeter setting. WIDBO fix minimums: for inop ALS, increase S-LOC 15 Cat D visibility to 1 mile.	MAISLR 	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct MYV VOR/DME and hold.
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AWOS-3 124.25	NORCAL APP CON 125.4 259.1	UNICOM 123.0 (CTAF)
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ELEV 121	TDZE 121
151° SL 45 179 33 600 X 100 MIRL Rwy 15-33 FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

EJAAY INT I-LHM 12.4 CODEY INT I-LHM 6.3 WIDBO I-LHM 2.9 GS 3.00° TCH 46 #640 when using Beale AFB altimeter setting: 1200 3000 MYV 151° 1800 *#600 *I-LHM 2.1 *LOC only I-LHM 1.2 6.1 NM 3.4 NM 0.8 NM 0.9 NM				
CATEGORY	A	B	C	D
S-ILS 15	321-½ 200 (200-½)			
S-LOC 15	600-½	479 (500-½)	600-¾ 479 (500-¾)	600-1 479 (500-1)
CIRCLING	600-1	479 (500-1)	600-1½ 479 (500-1½)	760-2 639 (700-2)
WIDBO FIX MINIMUMS				
S-LOC 15	460-½	339 (400-½)	460-¾ 339 (400-¾)	
CIRCLING	520-1 399 (400-1)	580-1 459 (500-1)	600-1½ 479 (500-1½)	760-2 639 (700-2)

LINCOLN, CALIFORNIA

Amdt 1B 20MAY21

LINCOLN RGNL/KARL HARDER FLD (LHM)

38°55'N-121°21'W

ILS or LOC RWY 15

WAAS CH 82618 W15A	APP CRS 151°	Rwy Ldg TDZE 121 Apt Elev 121	6001
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RNAV (GPS) RWY 15

LINCOLN RGNL/KARL HARDER FLD (LHM)

RNP APCH

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

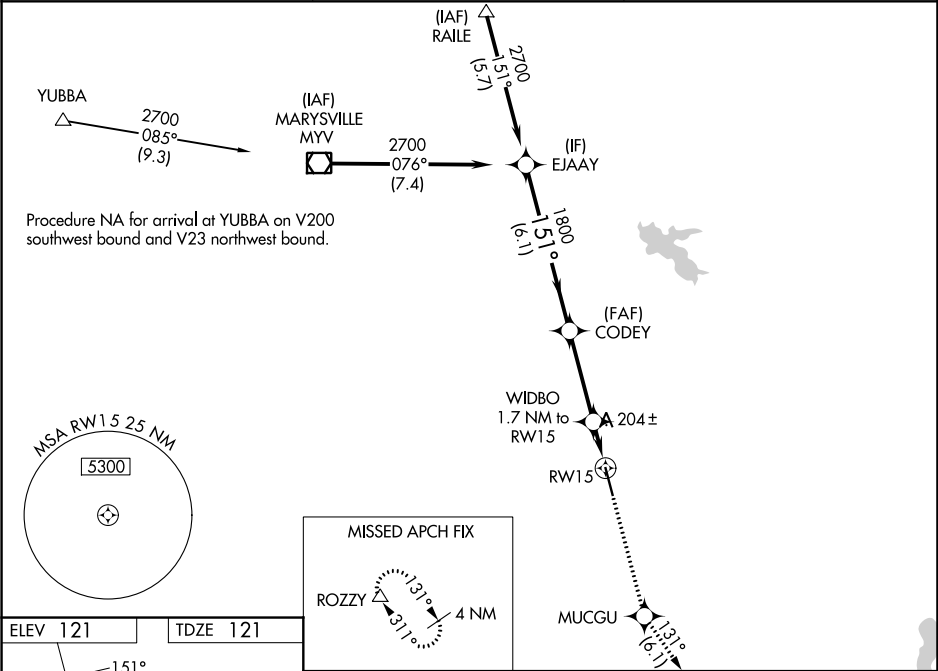
▲

VDP and Baro-VNAV NA when using Beale AFB altimeter setting. When local altimeter setting not received, use Beale AFB altimeter setting and increase LPV DA to 361 feet; increase LNAV/VNAV DA to 492 feet; increase all MDAs 40 feet and increase Circling Cat D visibility ¼ SM. For inop ALS when using Beale AFB altimeter setting, increase LNAV Cat D visibility to 1¼.

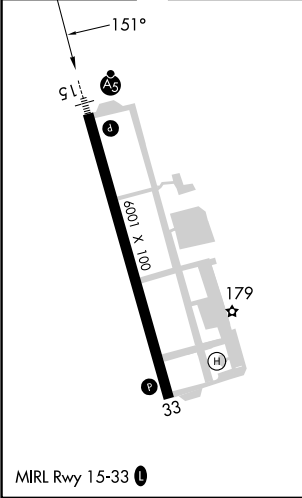
MALSR

MISSED APPROACH:
Climb to 2500 direct
MUCGU and on track
131° to ROZZY and
hold.

AWOS-3 124.25	NORCAL APP CON 125.4 259.1	UNICOM 123.0 (CTAF) 0
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ELEV 121	TDZE 121
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LINCOLN, CALIFORNIA

AL-5850 (FAA)

26246

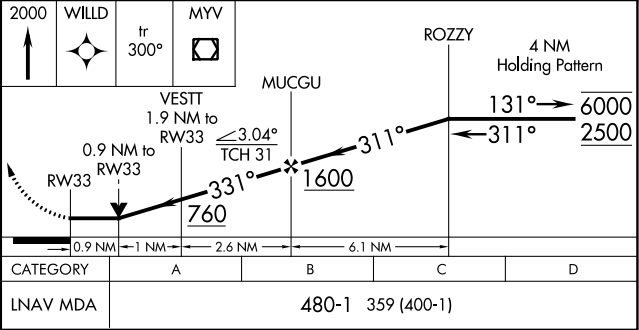
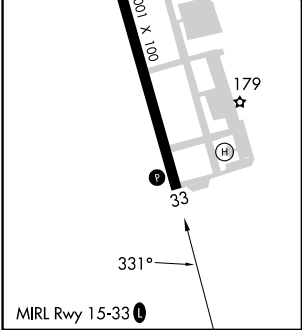
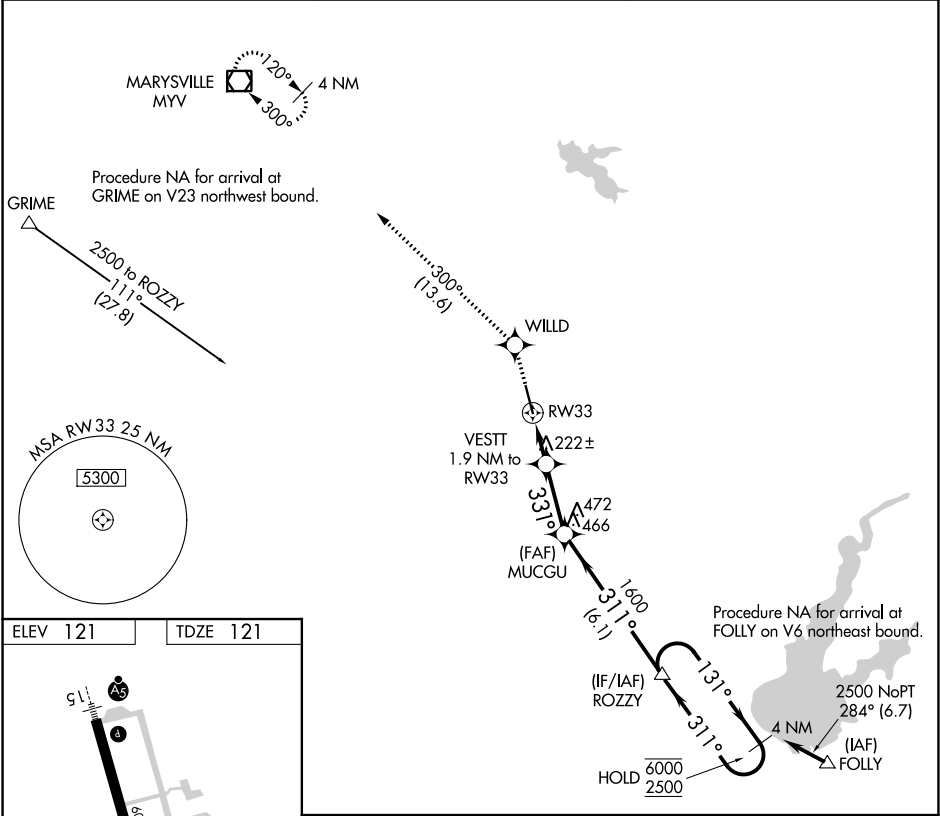
APP CRS	Rwy Ldg	6001
331°	TDZE	121
	Apt Elev	121

RNAV (GPS) RWY 33

LINCOLN RGNL/KARL HARDER FLD (LHM)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct WILLD and on track 300° to MYV VOR/DME and hold.
Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Beale AFB altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C/D visibility ½ mile. VDP NA with Beale AFB altimeter setting.	

AWOS-3 124.25	NORCAL APP CON 125.4 259.1	UNICOM 123.0 (CTAF) 0
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LINCOLN, CALIFORNIA
Orig-B 07NOV19

38°55'N-121°21'W

LINCOLN RGNL/KARL HARDER FLD (LHM)

RNAV (GPS) RWY 33

SW-2, 03 SEP 2026 to 29 OCT 2026

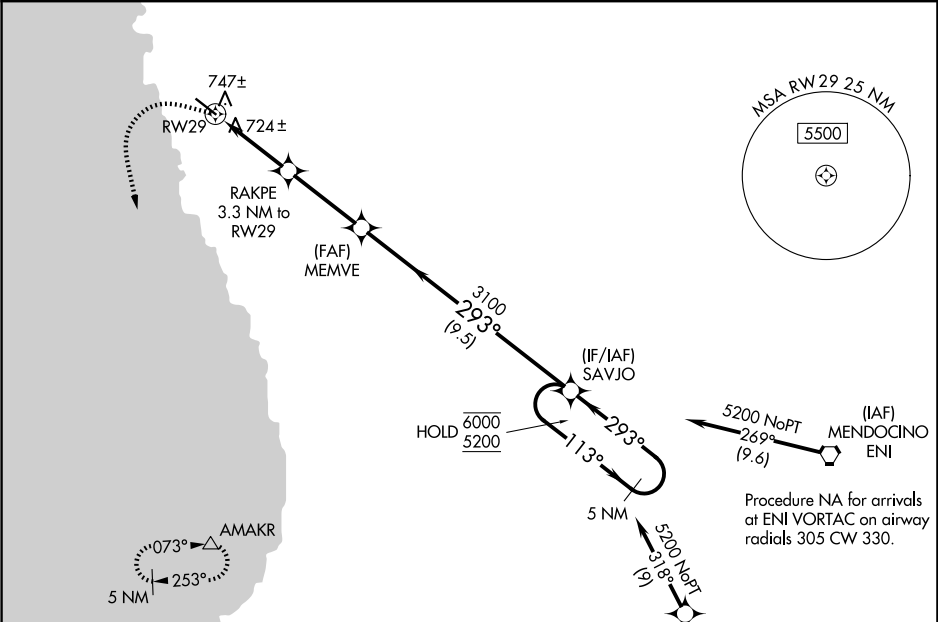
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77829 W29A	APP CRS 293°	Rwy Ldg TDZE Apt Elev	5249 574 574
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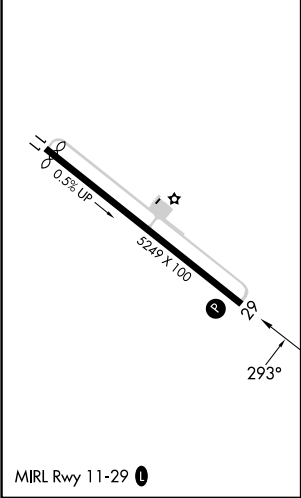
RNAV (GPS) RWY 29
LITTLE RIVER (LLR)

RNP APCH.	MISSED APPROACH: Climbing left turn to 6000 direct AMAKR and hold, continue climb-in-hold to 6000.
◀ Circling NA northeast of Rwy 11-29. Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA.	

AWOS-3 121.125	OAKLAND CENTER 132.2 350.3	AUNICOM 122.7 (CTAF) 0
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ELEV 574	TDZE 574
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		AMAKR 		VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 42).		5 NM Holding Pattern			
		RW29		RAKPE 3.3 NM to RW29		MEMVE			
						SAVJO			
				1860		3100			
		3.3 NM		3.3 NM		9.5 NM			
CATEGORY		A		B		C		D	
LP MDA		980-1		406 (500-1)		980-1½		406 (500-1½)	
LNAV MDA		1000-1		426 (500-1)		1000-1¼		426 (500-1¼)	
CIRCLING		1040-1		466 (500-1)		1080-1½ 506 (600-1½)		1400-2¾ 826 (900-2¾)	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

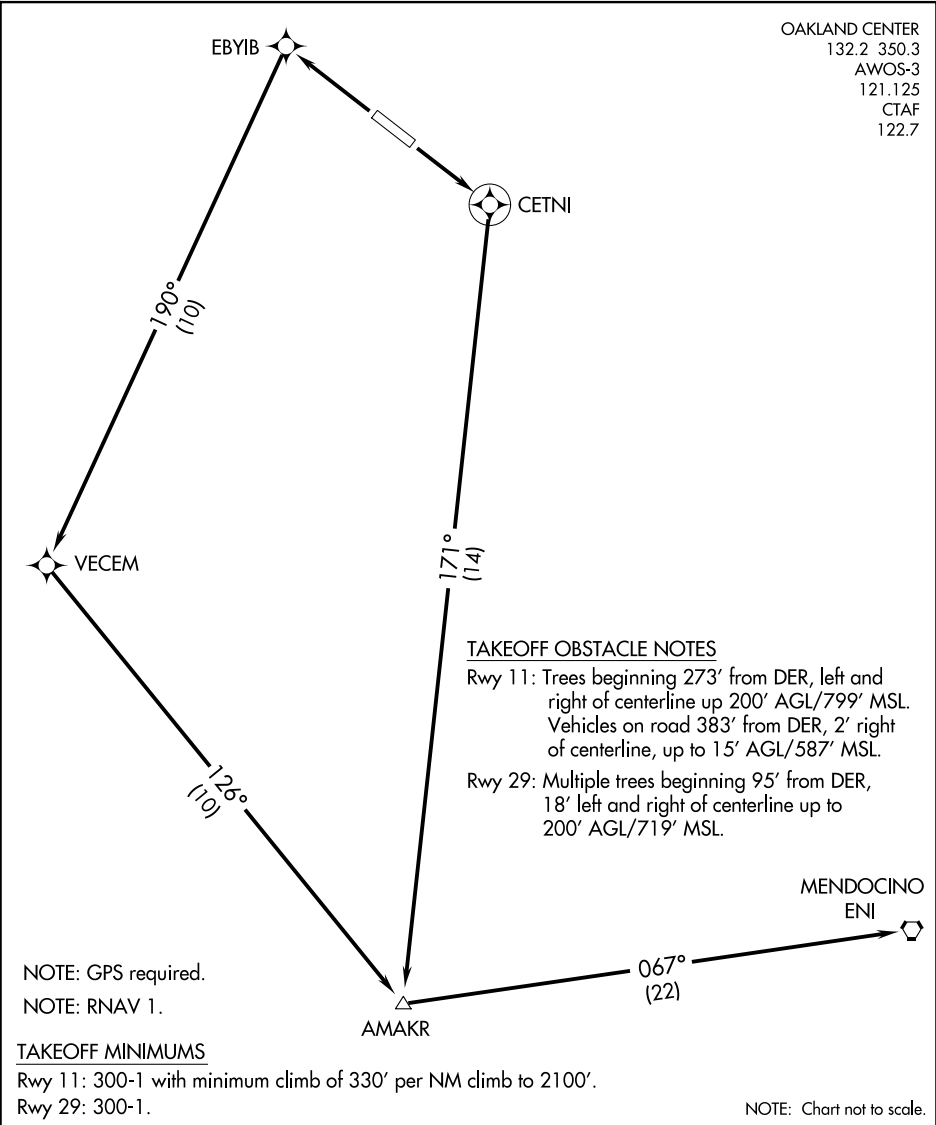
(LTLRV1.LTLRV) 25163

AL-10390 (FAA)

LITTLE RIVER ONE DEPARTURE (OBSTACLE) (RNAV)

LITTLE RIVER (L.L.R)
LITTLE RIVER, CALIFORNIA

OAKLAND CENTER
132.2 350.3
AWOS-3
121.125
CTAF
122.7



TAKEOFF OBSTACLE NOTES

Rwy 11: Trees beginning 273' from DER, left and right of centerline up 200' AGL/799' MSL. Vehicles on road 383' from DER, 2' right of centerline, up to 15' AGL/587' MSL.

Rwy 29: Multiple trees beginning 95' from DER, 18' left and right of centerline up to 200' AGL/719' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb to 6000 direct CETNI and via track 171° to AMAKR and left turn via track 067° to ENI VORTAC, thence . . .

TAKEOFF RUNWAY 29: Climb to 6000 direct EBYIB and left turn via track 190° to VECEM and via track 126° to AMAKR and via track 067° to ENI VORTAC, thence . . .
. . . via assigned route.

LITTLE RIVER ONE DEPARTURE (OBSTACLE) (RNAV)

(LTLRV1.LTLRV) 03JUN10

LITTLE RIVER, CALIFORNIA
LITTLE RIVER (L.L.R)

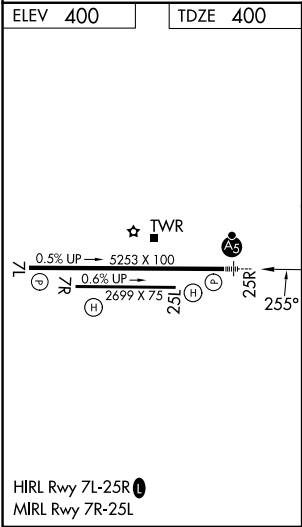
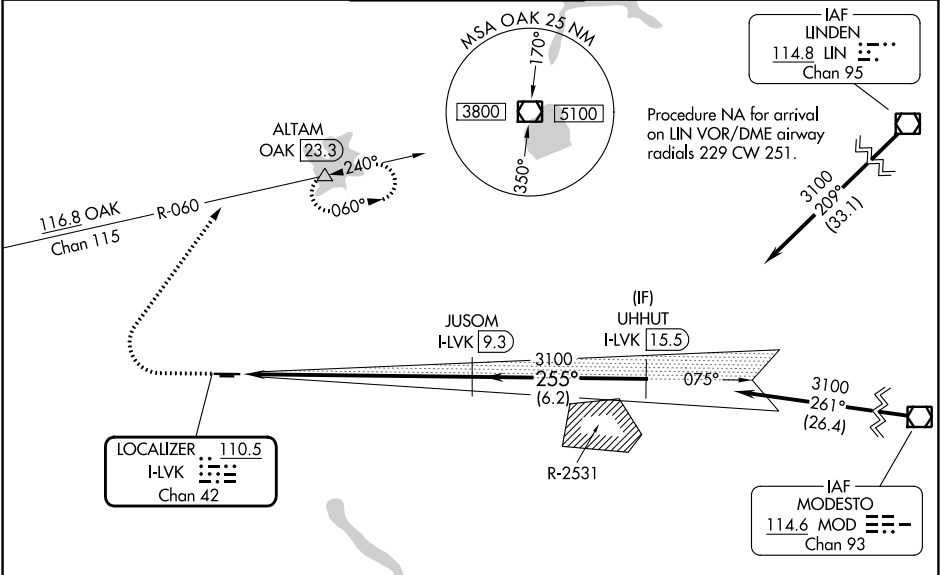
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-LVK 110.5 Chan 42	APP CRS 255°	Rwy Ldg TDZE Apt Elev 5253 400 400
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ILS RWY 25R
LIVERMORE MUNI (LVK)

DME required.		MALSRR 	MISSED APPROACH: Climb to 1200 then climbing right turn to 5000 on heading 020° and OAK VOR/DME R-060 to ALTAM/OAK VOR/DME 23.3 DME and hold, continue climb-in-hold to 5000. *Missed approach requires a minimum climb of 358 feet per NM to 3600, if unable to meet climb gradient, see LOC RWY 25R.		
V A					
ATIS 119.65	NORCAL APP CON 123.85 278.3	LIVERMORE TOWER * 118.1(CTAF) 239.25	GND CON 121.6	UNICOM 122.95	



1200	5000	OAK R-060	ALTAM	JUSOM I-LVK 9.3	UHHUT I-LVK 15.5
↑	hdg 020°	△			
3100	255°	3100	3100	GS 3.00° TCH 47	
8.3 NM	6.2 NM				
CATEGORY	A	B	C	D	
S-ILS 25R	600-½ 200 (200-½)				

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LIVERMORE, CALIFORNIA

AL-6075 (FAA)

25219

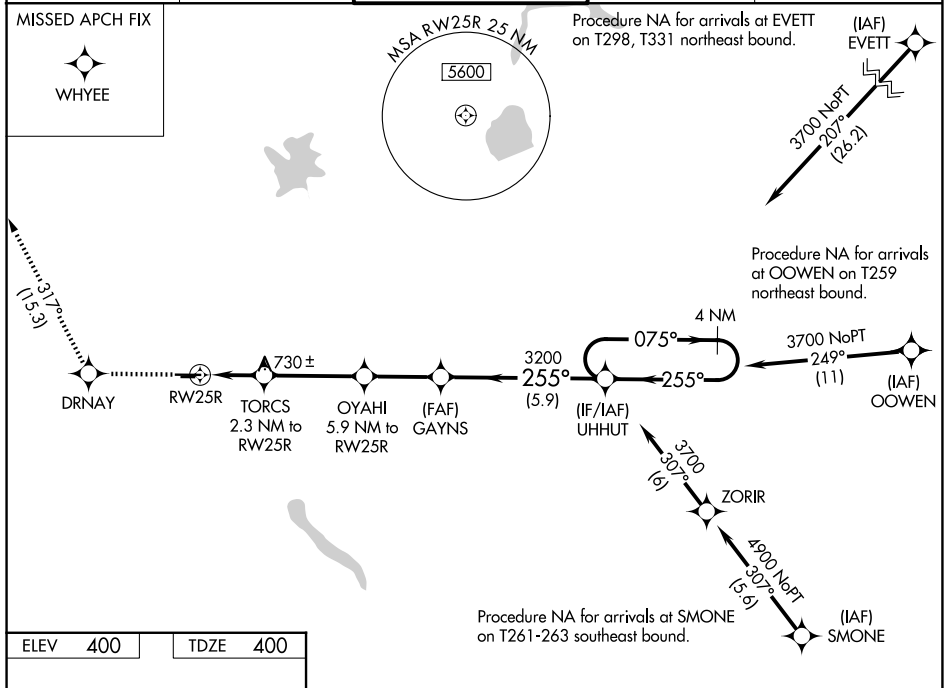
WAAS CH 50214 W25A	APP CRS 255°	Rwy Ldg TDZE Apt Elev	5253 400 400
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RNAV (GPS) RWY 25R

LIVERMORE MUNI (LVK)

 Circling to Rwy 25L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). Circling NA north of Rwy 7L-25R. RADAR Required. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C/D to 1½ SM.	MALSR 	MISSED APPROACH: Climb to 4000 direct DRNAY and on track 317° to WHYEE.
---	--	--

ATIS 119.65	NORCAL APP CON 123.85 278.3	LIVERMORE TOWER ★ 118.1 (CTAF) 0 239.25	GND CON 121.6	UNICOM 122.95
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4000 ↑	DRNAY ✦	tr 317° ✦	WHYEE ✦																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			</
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LIVERMORE, CALIFORNIA

Amdt 2 07DEC17

37°42'N-121°49'W

LIVERMORE MUNI (LVK)

RNAV (GPS) RWY 25R

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-LVK	APP CRS	Rwy Ldg	5253
110.5	255°	TDZE	400
Chan 42		Apt Elev	400

LOC RWY 25R
LIVERMORE MUNI (LVK)

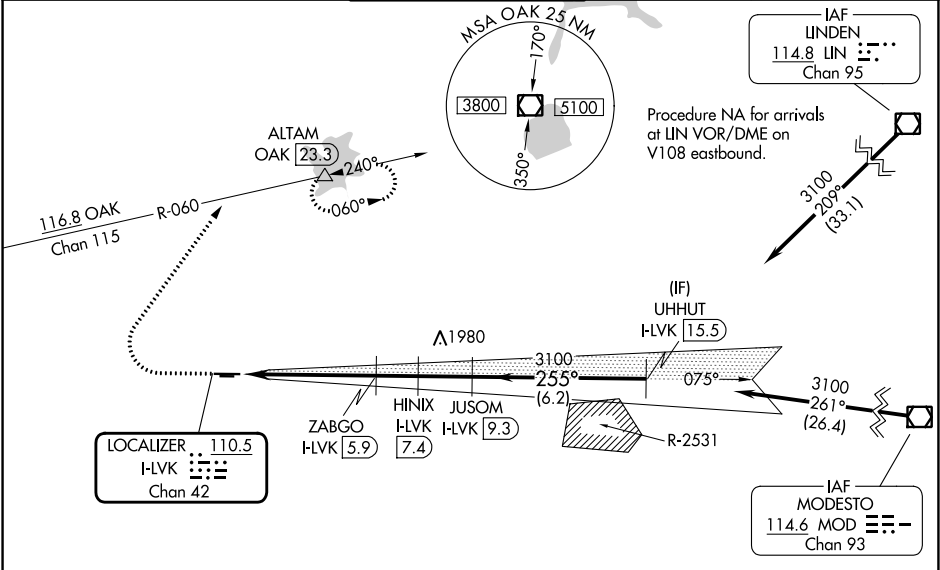
⚠ Circling to Rwy 25L NA at night.
Inop table does not apply to S-25R Cats C/D.
Circling NA north of Rwy 7L-25R.
DME required.

MALSRL

A5

MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 on heading 020° and OAK VOR/DME R-060 to ALTAM/OAK VOR/DME 23.3 DME and hold, continue climb-in-hold to 5000.
*Missed approach requires minimum climb of 235 feet per NM to 3600.

ATIS 119.65	NORCAL APP CON 123.85 278.3	LIVERMORE TOWER ★ 118.1 (CTAF) 239.25	GND CON 121.6	UNICOM 122.95
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ELEV 400	TDZE 400
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2000

5000

OAK R-060

ALTAM

HINIX I-LVK 7.4

JUSOM I-LVK 9.3

UHHUT I-LVK 15.5

ZABGO I-LVK 5.9

I-LVK 2.9

I-LVK 1

3100

2550

2000

2520

3100

2550

3100

2 NM

2.9 NM

1.5 NM

1.9 NM

6.2 NM

0.5% UP → 5253 X 100

0.6% UP → 2699 X 75

25R

255°

★ TWR

A5

7L

HIRL Rwy 7L-25R

MIRL Rwy 7R-25L

CATEGORY	A	B	C	D
S-LOC 25R*	1080-1½	680 (700-½)	1080-1½	680 (700-½)
S-LOC 25R	2000-¾ 1600 (1600-¾)	2000-1 1600 (1600-1)	2000-3	1600 (1600-3)
CIRCLING	2000-1¼ 1600 (1600-1¼)	2000-1½ 1600 (1600-1½)	2000-3	1600 (1600-3)

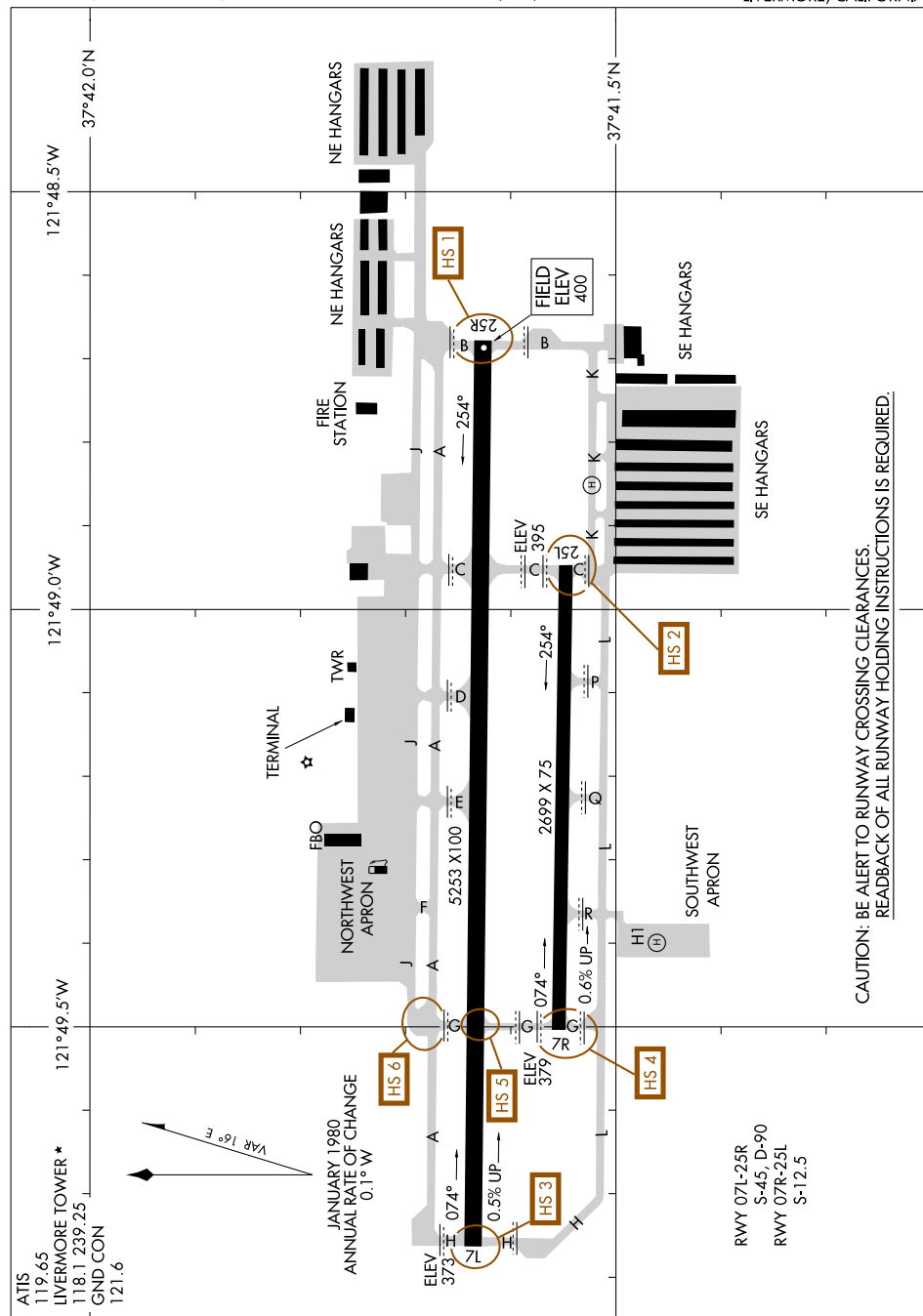
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

AL-6075 (FAA)

LIVERMORE MUNI (LVK)
LIVERMORE, CALIFORNIA



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

SW-2, 03 SEP 2026 to 29 OCT 2026

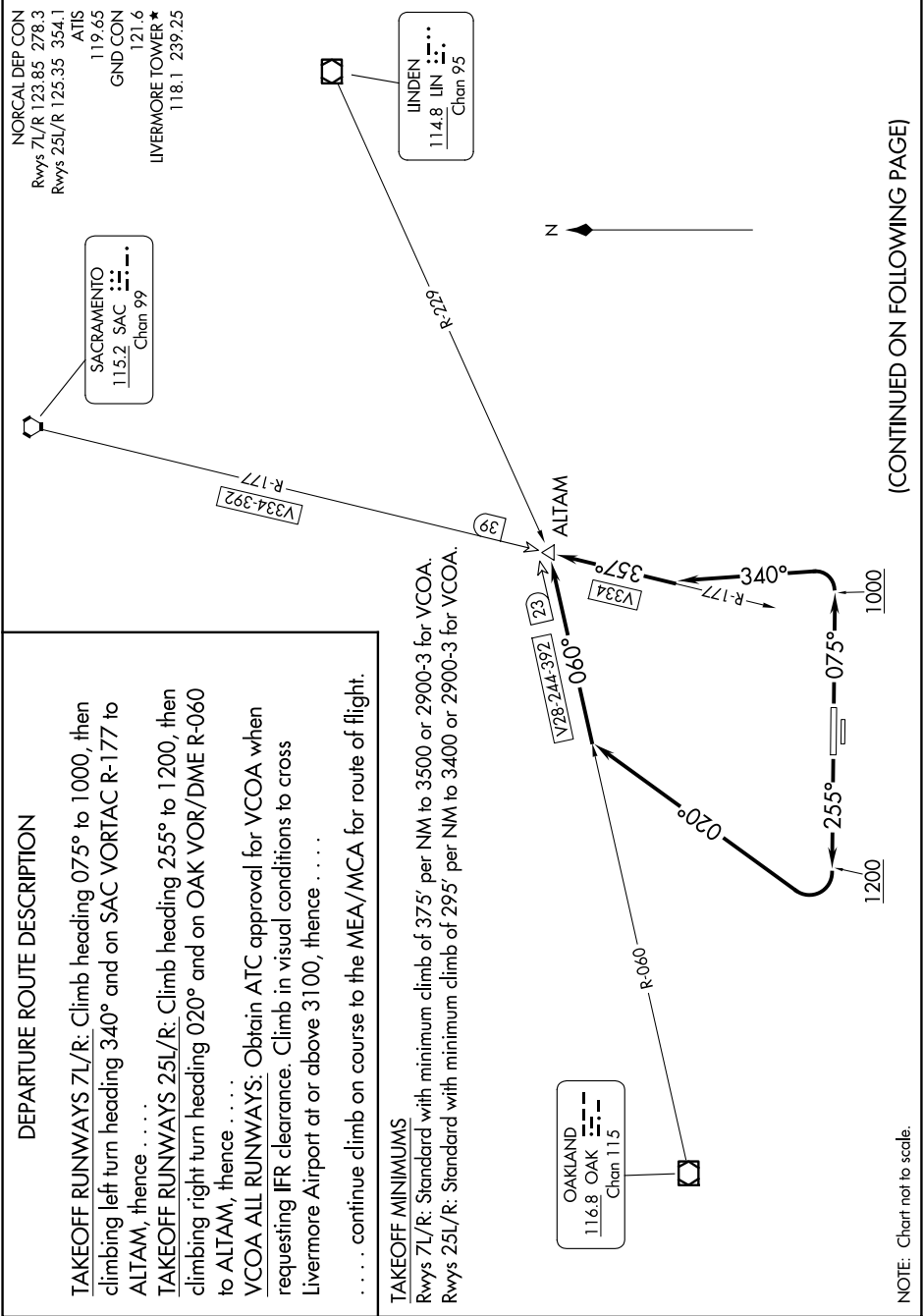
AIRPORT DIAGRAM

LIVERMORE, CALIFORNIA
LIVERMORE MUNI (LVK)

LIVERMORE THREE DEPARTURE (OBSTACLE)

LIVERMORE MUNI (LVK)
AL-6075 (FAA) LIVERMORE, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026



LIVERMORE THREE DEPARTURE (OBSTACLE)

SW-2, 03 SEP 2026 to 29 OCT 2026

TAKEOFF OBSTACLE NOTES

- Rwy 7L: Sign 20' from DER, 475' right of centerline, up to 3' AGL/403' MSL.
 Bush 48' from DER, 501' left of centerline, 403' MSL.
 Poles, buildings, electrical system, antenna on building, tree, and tanks beginning 447' from DER, 567' right of centerline, up to 42' AGL/445' MSL.
 Hangar and building beginning 459' from DER, 558' left of centerline, up to 414' MSL.
 Tree 708' from DER, 603' left of centerline, 421' MSL.
 Trees beginning 711' from DER, 567' left of centerline, up to 439' MSL.
 Trees beginning 1623' from DER, 690' left of centerline, up to 450' MSL.
 Tree 1626' from DER, 796' left of centerline, 455' MSL.
 Trees beginning 1732' from DER, 528' right of centerline, up to 461' MSL.
 Tree 1767' from DER, 816' left of centerline, 463' MSL.
 Tree 2217' from DER, 1040' right of centerline, 465' MSL.
 Tree 2368' from DER, 1027' right of centerline, 466' MSL.
 Tree 3922' from DER, 1480' left of centerline, 528' MSL.
- Rwy 7R: Building 3' from DER, 287' right of centerline, 411' MSL.
 Terrain 3' from DER, 9' left of centerline, 396' MSL.
 Buildings beginning 29' from DER, 287' right of centerline, up to 412' MSL.
 Buildings and hangar beginning 137' from DER, 287' right of centerline, up to 413' MSL.
 Tower and navaid beginning 308' from DER, 249' left of centerline, up to 39' AGL/432' MSL.
 Building 435' from DER, 287' right of centerline, 411' MSL.
 Buildings beginning 463' from DER, 287' right of centerline, up to 416' MSL.
 Building 668' from DER, 287' right of centerline, 417' MSL.
 Building 701' from DER, 403' right of centerline, 418' MSL.
 Buildings beginning 799' from DER, 287' right of centerline, up to 436' MSL.
 Tree 1146' from DER, 399' right of centerline, 438' MSL.
 Buildings and trees beginning 1169' from DER, 344' right of centerline, up to 445' MSL.
 Hangar and pole beginning 1402' from DER, 66' right of centerline, up to 446' MSL.
 Trees beginning 2349' from DER, 672' right of centerline, up to 467' MSL.
 Tree 3980' from DER, 1563' right of centerline, 497' MSL.
- Rwy 25L: Tree 388' from DER, 532' left of centerline, 442 MSL.
- Rwy 25R: Sign 34' from DER, 203' right of centerline, 5' AGL/376' MSL.
 Terrain beginning 43' from DER, 486' right of centerline, up to 378' MSL.
 Fences beginning 169' from DER, 413' right of centerline, up to 379' MSL.
 Tree 305' from DER, 298' right of centerline, 385' MSL.
 Tree 349' from DER, 580' right of centerline, 411' MSL.
 Tree 464' from DER, 509' right of centerline, 417' MSL.
 Trees beginning 477' from DER, 426' right of centerline, up to 424' MSL.
 Pole 662' from DER, 411' left of centerline, 33' AGL/400' MSL.
 Trees beginning 805' from DER, 248' right of centerline, up to 427' MSL.
 Trees beginning 1405' from DER, 747' right of centerline, up to 432' MSL.
 Tree 1426' from DER, 186' left of centerline, 411' MSL.
 Tree 1596' from DER, 244' left of centerline, 413' MSL.
 Tree 1719' from DER, 127' left of centerline, 421' MSL.
 Trees beginning 1946' from DER, 50' right of centerline, up to 436' MSL.

SW-2, 03 SEP 2026 to 29 OCT 2026

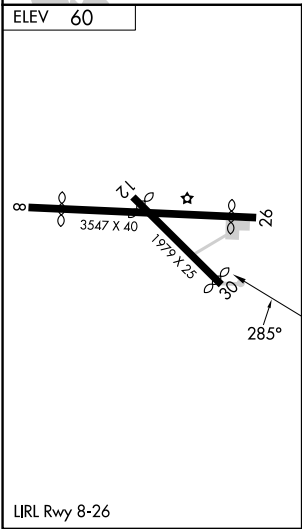
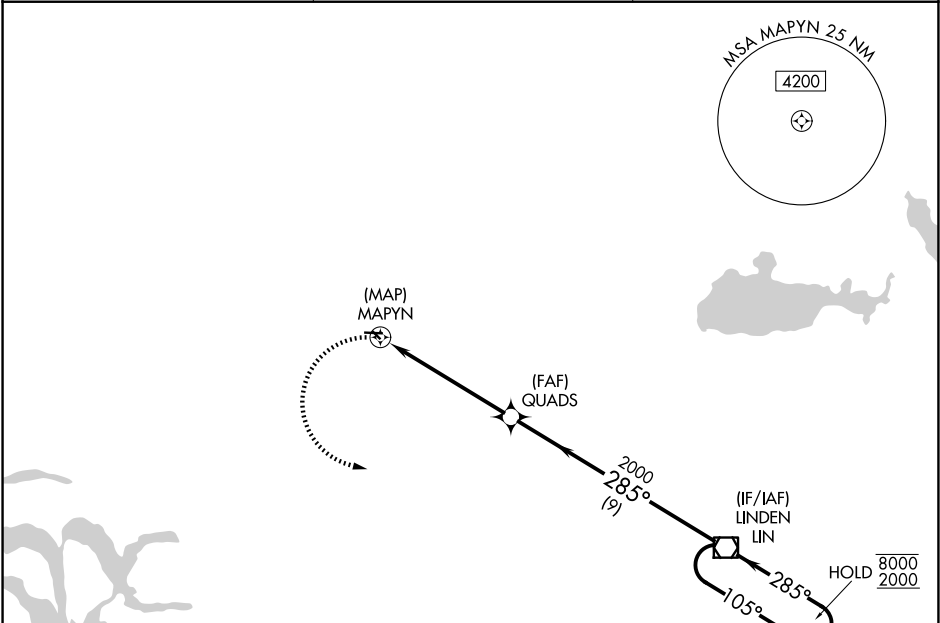
SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
285°	TDZE	N/A
	Apt Elev	60

RNAV (GPS)-B
LODI (103)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2000 direct LIN VOR/DME and hold.
▼ Procedure NA at night. ▲NA Use Stockton altimeter setting; when not received, use Sacramento Intl altimeter setting and increase all MDA 40 feet.	

SCK ASOS 118.25	NORCAL APP CON 125.1 363.2	CTAF 122.9
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2000	LIN	QUADS	LIN VOR/DME	4 NM Holding Pattern
2000	MAPYN	2000	285°	105°
5.5 NM	9 NM			8000 2000
CATEGORY	A	B	C	D
CIRCLING	640-1	580 (600-1)		NA

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LOS BANOS, CALIFORNIA

WAAS CH 53715 W14A	APP CRS 137°	Rwy Idg 3801 TDZE 121 Apt Elev 121
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RNAV (GPS) RWY 14

LOS BANOS MUNI (LSN)

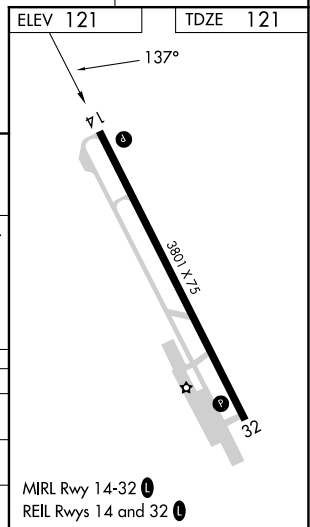
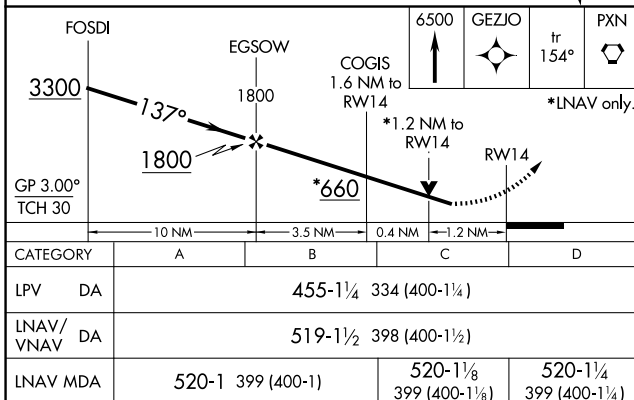
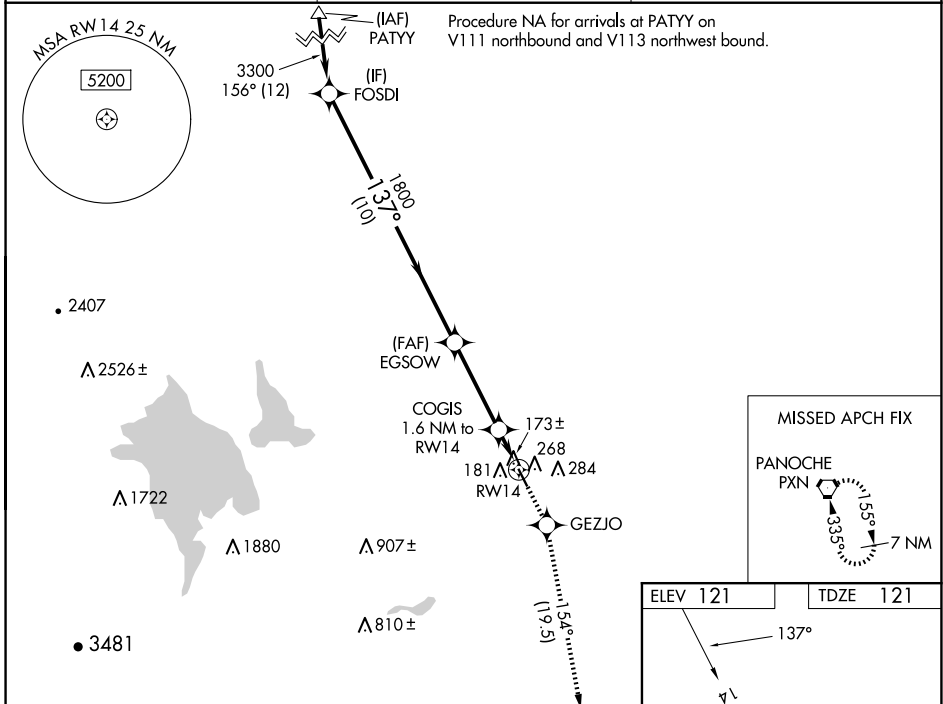
LOS BAÑOS MUNI (LSN)

RNP APCH.

V **A** NA Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using Merced Yosemite Rgnl altimeter setting. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -15°C or above 54°C . When local altimeter setting not received, use Merced Yosemite Rgnl altimeter setting and increase all DA/MDA 60 feet, and all visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 6500 direct GEZJO and on track 154° to PXN VORTAC and hold, continue climb-in-hold to 6500.

AWOS-3 118,675	NORCAL APP CON 120,95 269,45	UNICOM 122.8 (CTAF) 0
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LOS BANOS, CALIFORNIA
Orig-D 18JUL19

37°04'N-120°52'W

LOS BANOS MUNI (LSN)

RNAV (GPS) RWY 14

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS
317°

Rwy Idg
TDZE
Apt Elev

3801
121
121

RNAV (GPS) RWY 32

LOS BANOS MUNI (LSN)

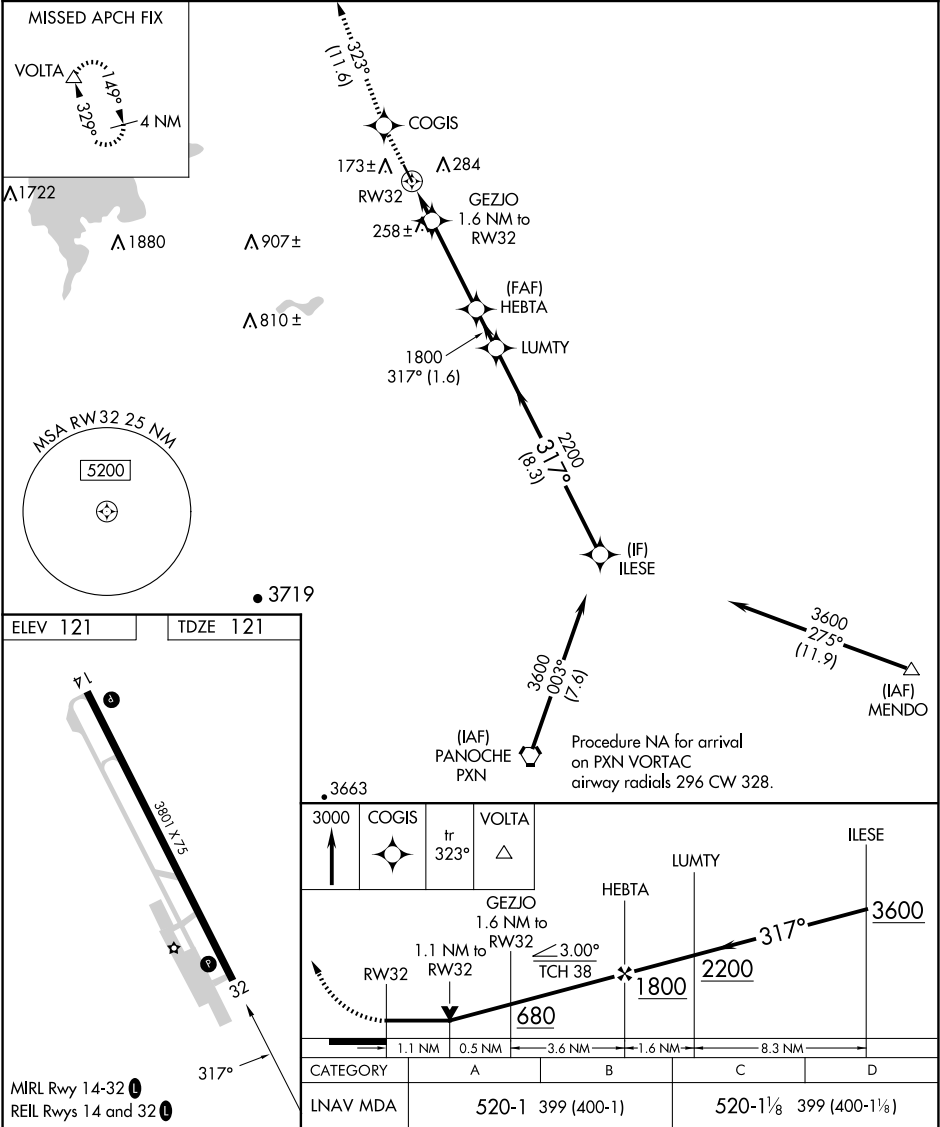
RNP APCH.

NA

Rwy 32 helicopter visibility reduction below ¾ SM NA. VDP NA when using Merced Yosemite Rgnl altimeter setting. When local altimeter setting not received, use Merced Yosemite Rgnl altimeter setting and increase all MDA 60 feet, and all visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct COGIS and on track 323° to VOLTA and hold.

AWOS-3 118.675	NORCAL APP CON 120.95 269.45	UNICOM 122.8 (CTAF) 0
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MADERA, CALIFORNIA

AL-6399 (FAA)

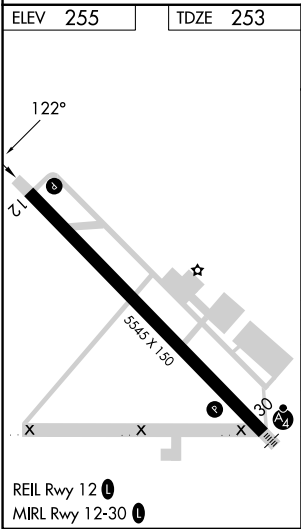
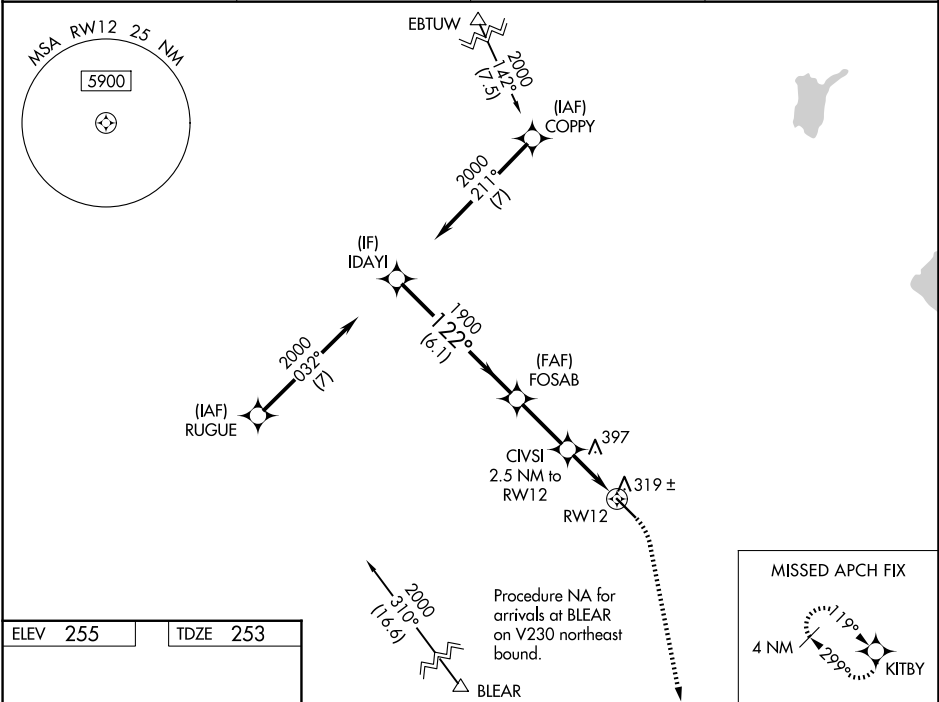
26134

WAAS CH 62909 W12A	APP CRS 122°	Rwy Ldg TDZE Apt Elev	5545 253 255
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RNAV (GPS) RWY 12

MADERA MUNI (M.A.E)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct KITBY and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.			
ASOS 134.725	FRESNO APP CON 119.45	CLNC DEL 119.45	UNICOM 122.8 (CTAF) 0



IDAY1		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 34).			
2000		FOSAB		800 2000 KITBY	
122°		1900		1.1 NM to RWY12	
1900		CIVSI 2.5 NM to RWY12		RWY12	
GP 3.00° TCH 35		1080		1.1 NM	
6.1 NM		2.6 NM		1.5 NM	
CATEGORY	A	B	C	D	
LPV DA	503-¾		250 (300-¾)		NA
LNAV/VNAV DA	503-¾		250 (300-¾)		NA
LNAV MDA	620-1		367 (400-1)		NA
CIRCLING	680-1 425 (500-1)	720-1 465 (500-1)	760-1½ 505 (600-1½)		NA

MADERA, CALIFORNIA
Amdt 2B 11AUG22

36°59'N-120°07'W

MADERA MUNI (M.A.E)

RNAV (GPS) RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

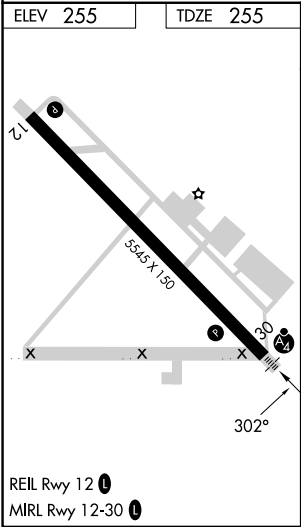
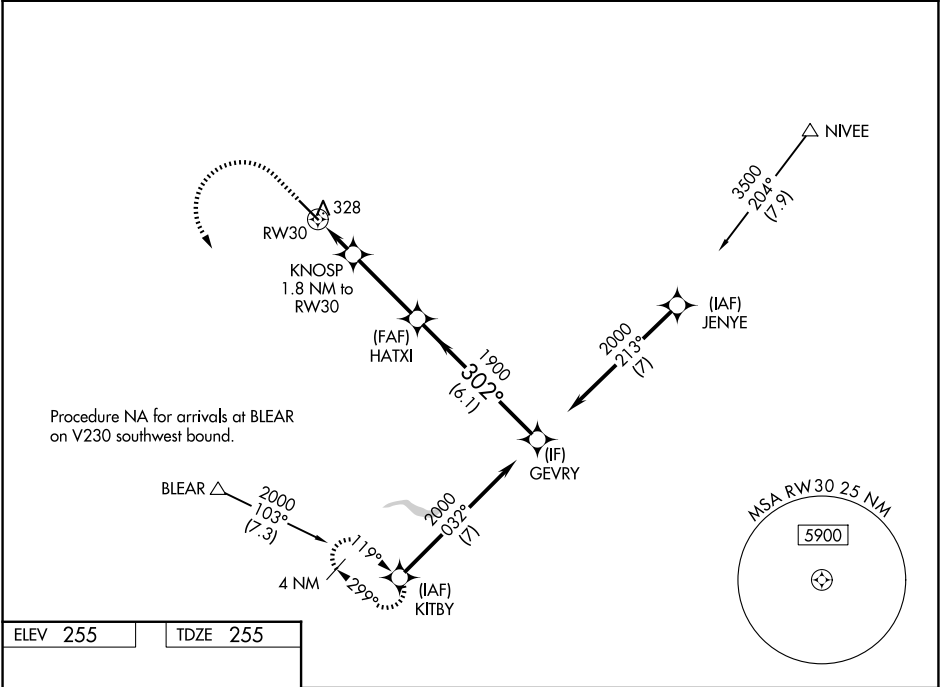
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90209 W30A	APP CRS 302°	Rwy Ldg TDZE 255 Apt Elev 255
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RNAV (GPS) RWY 30

MADERA MUNI (MAE)

RNP APCH - GPS.		MALSF	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 to KITBY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Inop table does not apply to LPV and LNAV/VNAV Cat A/B/C.			
ASOS 134.725	FRESNO APP CON 119.45	CLNC DEL 119.45	UNICOM 122.8 (CTAF) 0



800		2000	KITBY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).	
KNOSP 1.8 NM to RW30		HATXI 1900	GEVRY 2000		
1.1 NM to RW30		302°	1900		
860		3.3 NM	6.1 NM	GP 3.00° TCH 35	
CATEGORY	A	B	C	D	
LPV DA	505-3/4		250 (300-3/4)	NA	
LNAV/VNAV DA	505-3/4		250 (300-3/4)	NA	
LNAV MDA	640-3/4	385 (400-3/4)	640-7/8 385 (400-7/8)	NA	
CIRCLING	680-1 425 (500-1)	720-1 465 (500-1)	760-1 1/2 505 (600-1 1/2)	NA	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 27
MAMMOTH YOSEMITE (MMH)

MISSED APPROACH: Climb to 8100 then climbing right turn to 13000 direct TEPRE and on track 018° to HATAG and on track 322° to NIKOL and hold.

***Missed approach requires minimum climb of 300 feet per NM to 8400.**

Procedure NA for arrivals at NIKOL on V244 and T298 west bound, T259 southwest bound, V381 northwest bound, V230 northeast bound.

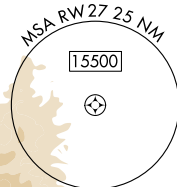
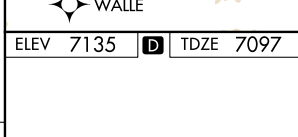


Diagram illustrating a heading indicator showing a heading of 12000 and a bearing of 355° (4.6).



REIL Rwy 27 L

MIRL Rwy 9-27 L

MAMMOTH YOSEMITE (MMH)
RNAV (GPS) RWY 27

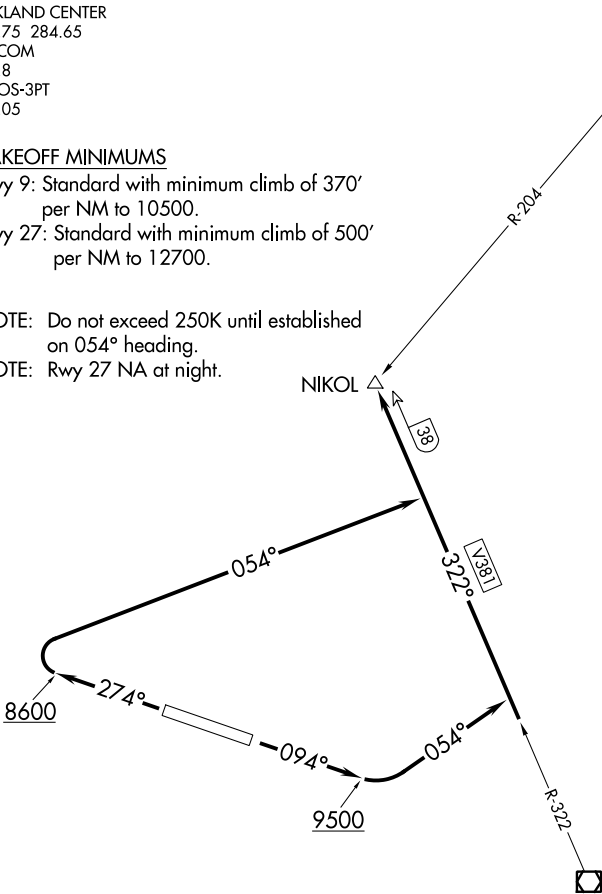
OAKLAND CENTER
125.75 284.65
UNICOM
122.8
AWOS-3PT
118.05

MINA
115.1 MVA
Chan 98

TAKEOFF MINIMUMS

- Rwy 9: Standard with minimum climb of 370' per NM to 10500.
Rwy 27: Standard with minimum climb of 500' per NM to 12700.

NOTE: Do not exceed 250K until established on 054° heading.
NOTE: Rwy 27 NA at night.



TAKEOFF OBSTACLE NOTES

- Rwy 9: Vehicles on roadway beginning 11' from DER, 460' right of centerline, up to 17' AGL/7078' MSL.
Trees beginning 1956' from DER, 554' left of centerline, up to 100' AGL/7186' MSL.
Trees beginning 3994' from DER, 963' right of centerline, up to 100' AGL/7252' MSL.
Rwy 27: Vehicles on roadway and bushes beginning 178' from DER, 269' left of centerline, up to 17' AGL/7160' MSL.
Building 386' from DER, 434' right of centerline, 21' AGL/7155' MSL.
Terrain and trees beginning 1.9 NM from DER, 334' right of centerline, up to 68' AGL/7970' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 9: Climb on heading 094° to 9500, then climbing left turn heading 054° to intercept BIH R-322 to NIKOL INT. Maintain 13000.
TAKEOFF RUNWAY 27: Climb on heading 274° to 8600, then climbing right turn heading 054° to intercept BIH R-322 to NIKOL INT. Maintain 13000.

(CROLI1.CROLI) 25275

CROLI ONE DEPARTURE (RNAV)

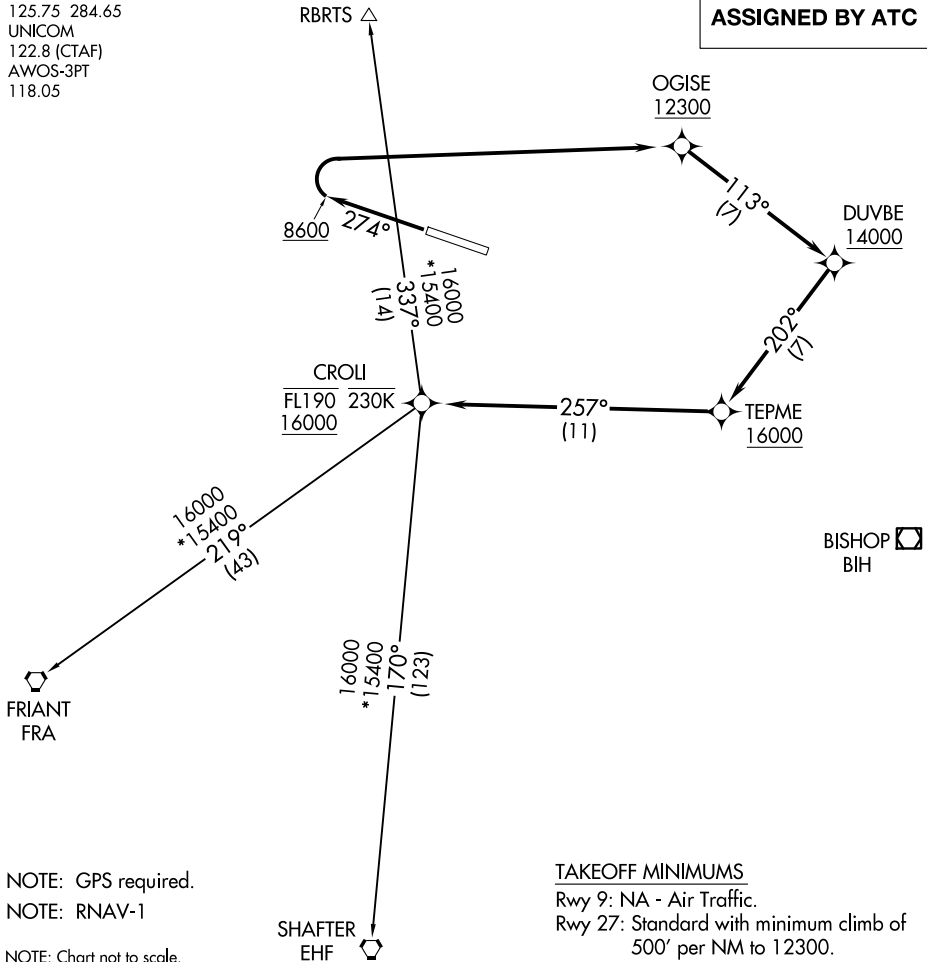
AL-6841 (FAA)

MAMMOTH YOSEMITE (MMH)

MAMMOTH LAKES, CALIFORNIA

OAKLAND APP CON
125.75 284.65
UNICOM
122.8 (CTAF)
AWOS-3PT
118.05

**TOP ALTITUDE:
ASSIGNED BY ATC**



NOTE: GPS required.

NOTE: RNAV-1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb heading 274° to 8600, then right turn direct to cross OGISF at or above 12300, then on track 113° to cross DUVBE at or above 14000, then on track 202° to cross TEPME at or above 16000, then on track 257° to cross CROLL at or above 16000 and at or below FL190, thence. . .

...on (transition) maintain 16000, expect filed altitude 10 minutes after departure.

SHAFTER TRANSITION (CROLI1.EHF)

FRIANT TRANSITION (CROLI1.FRA)

RBRTS TRANSITION (CROLI1.RBRTS)

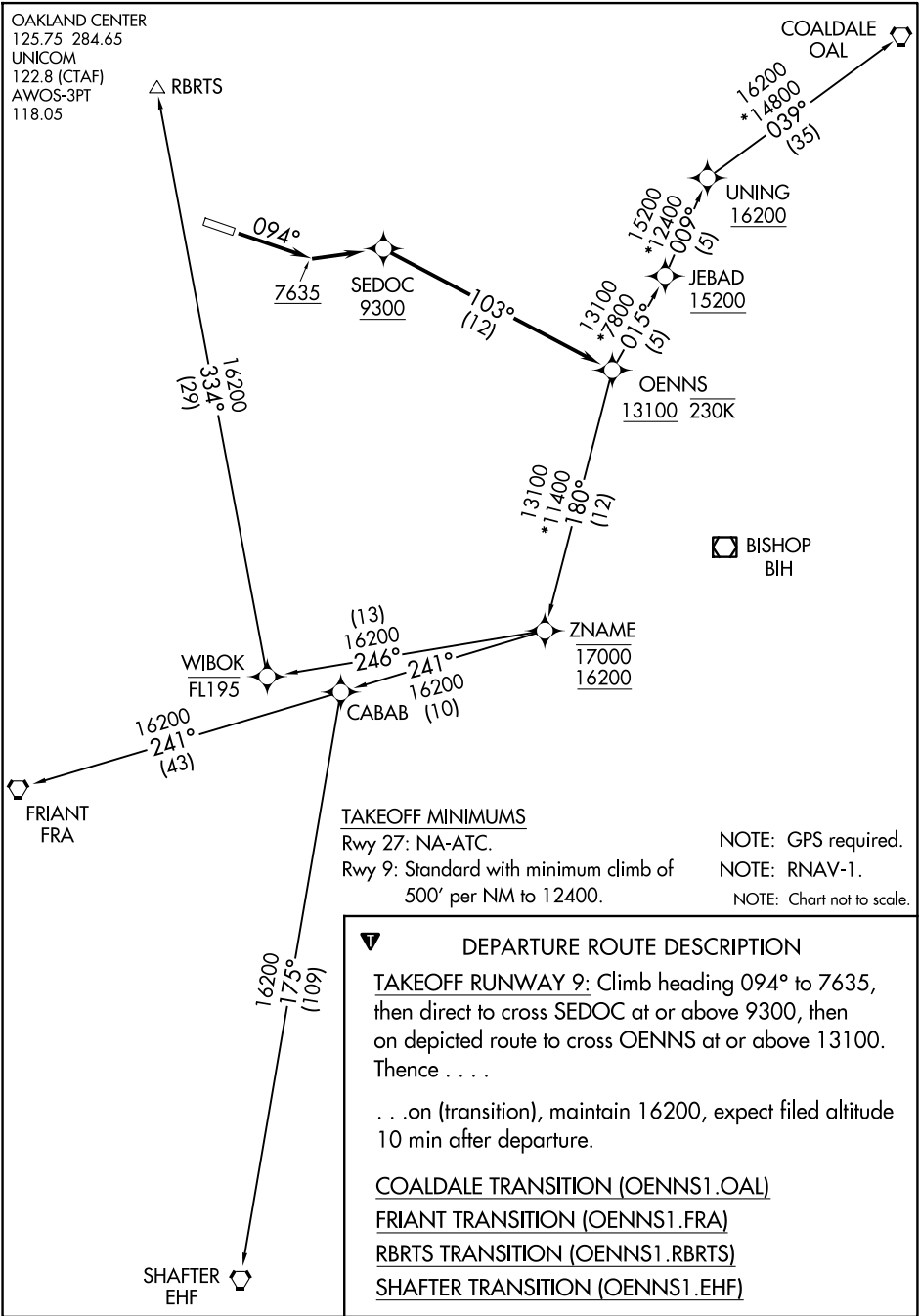
CROL ONE DEPARTURE (RNAV)

(CROLI1.CROLI) 05MAR15

MAMMOTH LAKES, CALIFORNIA

MAMMOTH YOSEMITE (MMH)

SW-2, 03 SEP 2026 to 29 OCT 2026



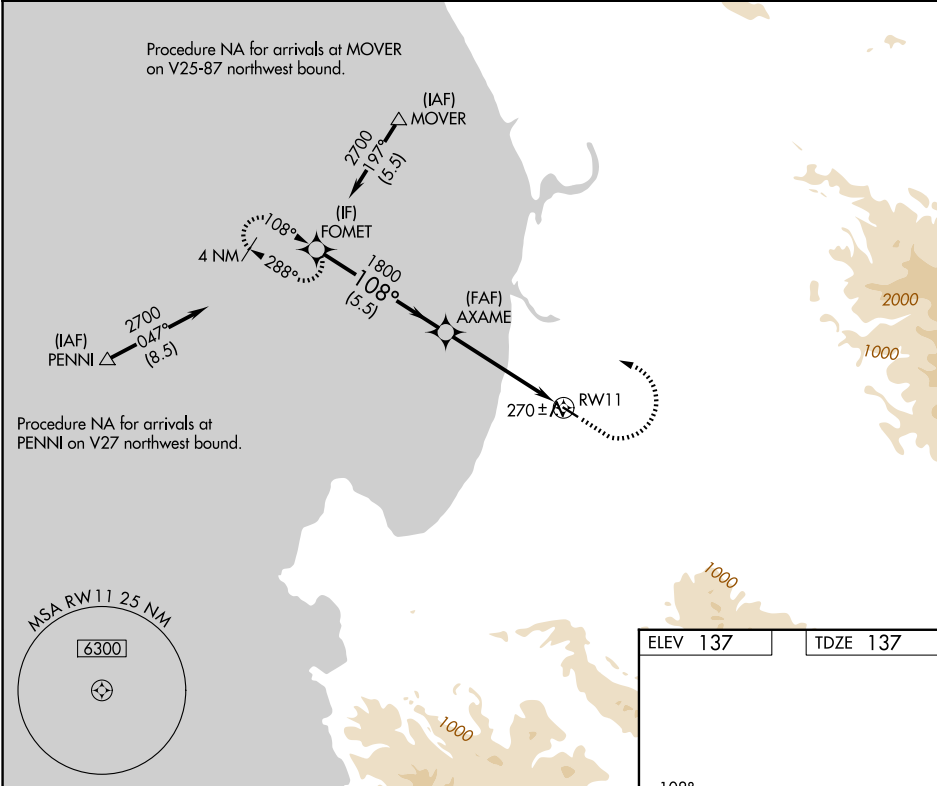
APP CRS	Rwy Ldg	3483
108°	TDZE	137
	Apt Elev	137

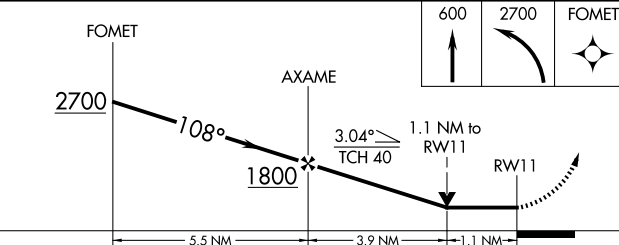
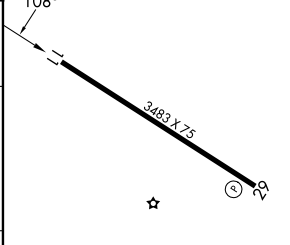
RNAV (GPS) RWY 11

MARINA MUNI (OAR)

RNP APCH.	MISSED APPROACH: Climb to 600, then climbing left turn to 2700 direct FOMET and hold, continue climb-in-hold to 2700.
NA Rwy 11 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 134.025	NORCAL APP CON 133.0 251.15	UNICOM 122.7 (CTAF) 0
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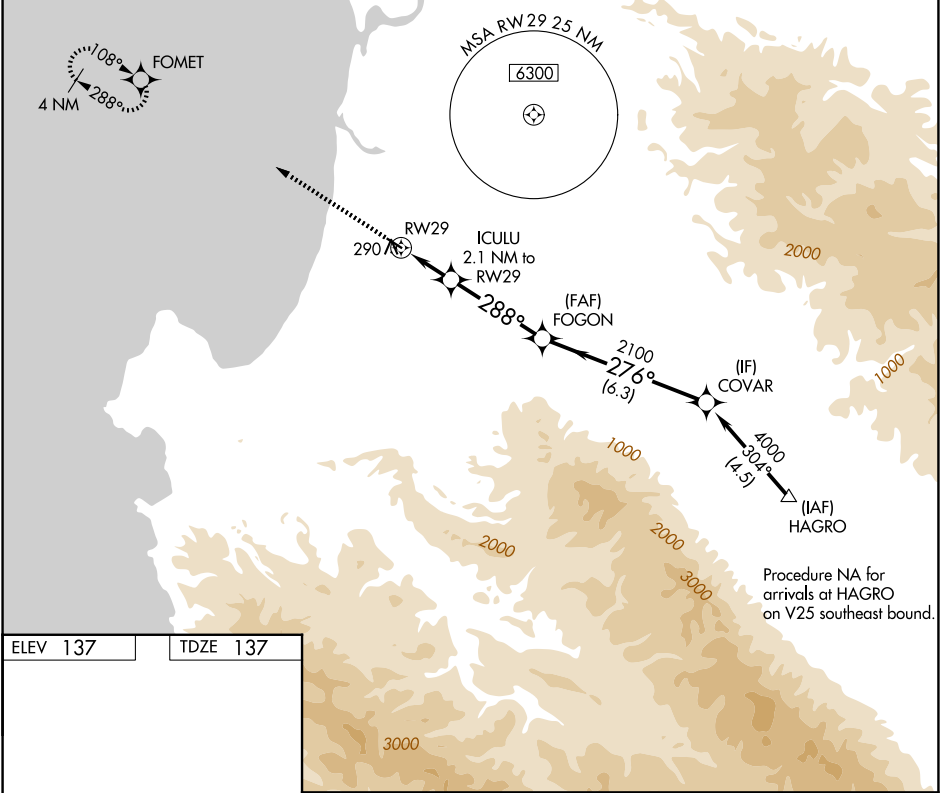
				
CATEGORY	A	B	C	D
LNAV MDA	520-1 383 (400-1)		NA	
CIRCLING	640-1 503 (600-1)	760-1 623 (700-1)	NA	
MIRL Rwy 11-29 				

APP CRS	Rwy Ldg	3483
288°	TDZE	137
	Apt Elev	137

RNAV (GPS) RWY 29

MARINA MUNI (OAR)

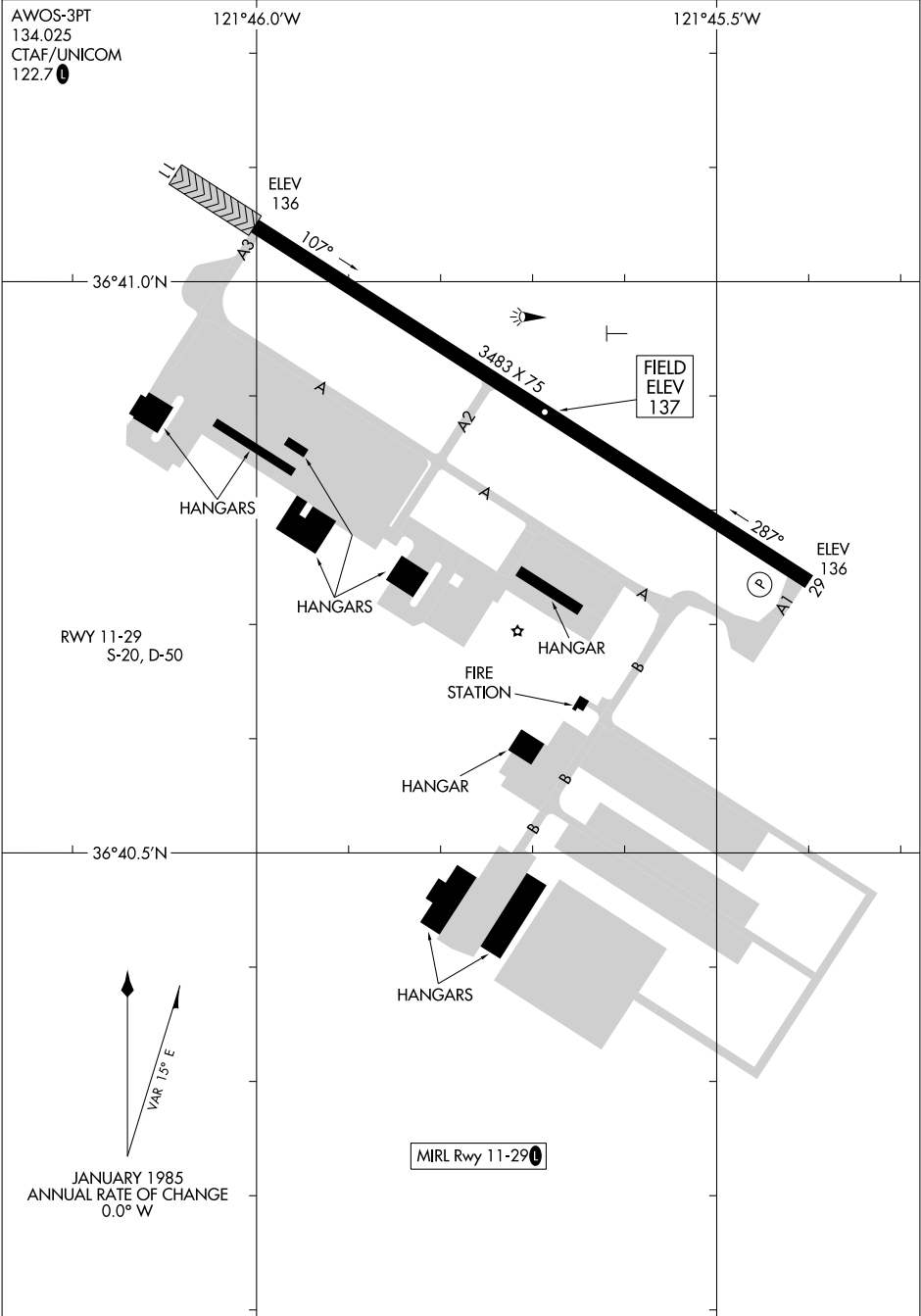
RNP APCH.		MISSED APPROACH: Climb to 2700 direct FOMET and hold, continue climb-in-hold to 2700.
NA		
AWOS-3PT 134.025	NORCAL APP CON 133.0 251.15	UNICOM 122.7 (CTAF) 0



ELEV 137	TDZE 137	2700 FOMET			
		1.3 NM	0.8	3.9 NM	6.3 NM
CATEGORY	A	B	C	D	
LNAV MDA	600-1	463 (500-1)	NA		
CIRCLING	640-1 503 (600-1)	760-1 623 (700-1)	NA		

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



MARIPOSA, CALIFORNIA

AL-9969 (FAA)

26022

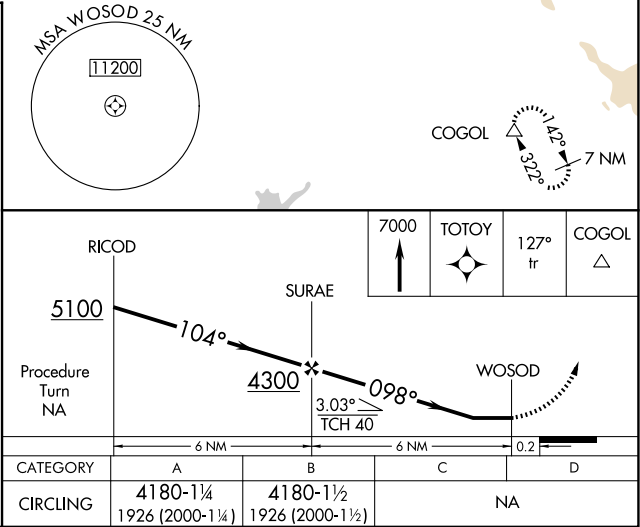
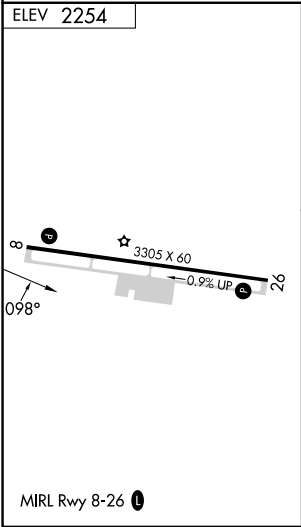
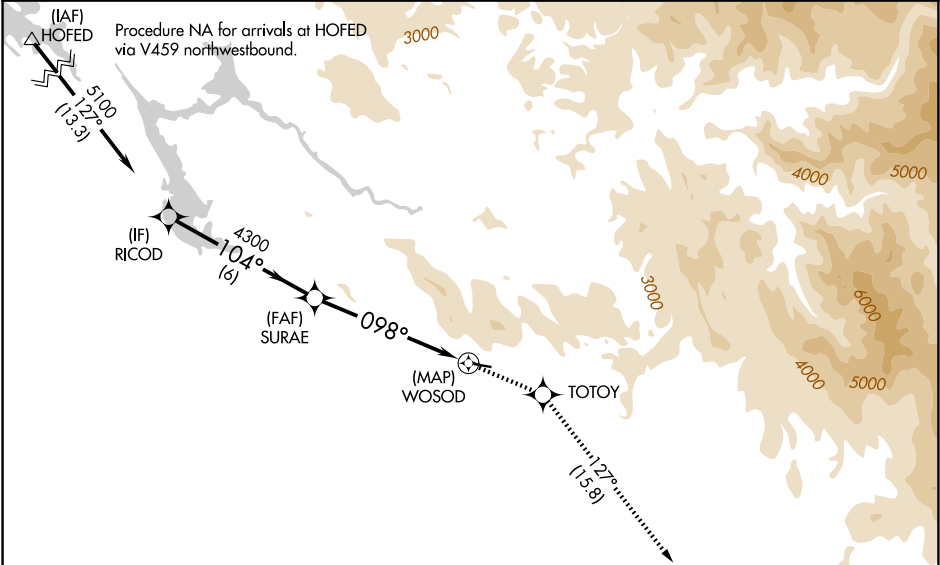
APP CRS	Rwy Ldg	N/A
098°	TDZE	N/A
	Apt Elev	2254

RNAV (GPS)-B

MARIPOSA-YOSEMITE (MPI)

▼ ▲ NA DME/DME RNP-0.3 NA. Circling NA north of Rwy 8-26. Procedure NA at night. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 7000 direct TOTY and via 127° track to COGOL and hold.
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AWOS-3 135.6	OAKLAND CENTER 121.25 327.0	UNICOM 122.7 (CTAF) 0
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MARIPOSA, CALIFORNIA
Orig-B 05NOV20

37°31'N-120°02'W

MARIPOSA-YOSEMITE (MPI)
RNAV (GPS)-B

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC I-MYV
110.5

APP CRS
141°

Rwy Ldg **6007**
TDZE **64**
Apt Elev **64**

ILS or LOC RWY 14

YUBA COUNTY (MYV)

NA

Circling Rwy 5, 23 NA at night.
Autopilot coupled approach NA below 695.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 on MYV VOR/DME R-263 to YUBBA INT/ MYV 9.3 DME and hold, continue climb in hold to 4000.

ASOS 118.475	NORCAL APP CON 125.4 259.1	UNICOM 123.05 (CTAF) 0
------------------------	--------------------------------------	----------------------------------

Remain within 10 NM

CULUL INT MYV 5

2100

321°

141°

1600

GS 3.00° TCH 51

3.4 NM

1.3 NM

1000

4000

YUBBA

*MYV 1.7

*LOC only

CATEGORY	A	B	C	D
S-ILS 14	264-½ 200 (200-½)			
S-LOC 14	520-½ 456 (500-½)		520-¾ 456 (500-¾)	
CIRCLING	540-1 476 (500-1)		560-1½ 496 (500-1½) 620-2 556 (600-2)	

ELEV 64 TDZE 64

141°

Ultralight Operating Area

3314 X 60

6007 X 50

HIRL Rwy 14-32

32

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

MARYSVILLE, CALIFORNIA
Amdt 6A 10SEP20

39°06'N-121°34'W

139

YUBA COUNTY (MYV)
ILS or LOC RWY 14

MARYSVILLE, CALIFORNIA

AL-664 (FAA)

26190

WAAS CH 42814 W14A	APP CRS 141°	Rwy Ldg TDZE 64 Apt Elev 64	6007
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RNAV (GPS) RWY 14

YUBA COUNTY (MYV)

RNP APCH - GPS.

▼

⚠

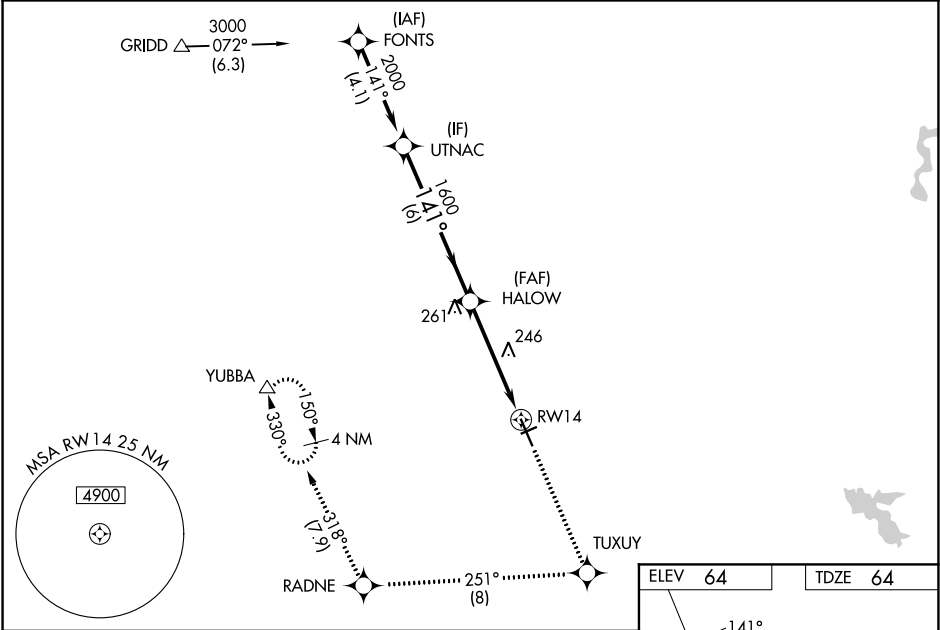
Circling Rwy 5, 23 NA at night. Baro-VNAV and VDP NA when using LHM altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.
Inop table does not apply to LPV all Cats and LNAV Cats A/B. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM, increase LNAV Cat C/D visibility to 1¼ SM. When local altimeter setting not received, use LHM altimeter setting and increase LPV DA to 307 feet.
Increase LNAV/VNAV DA to 513 feet. Increase all MDAs 60 feet.

MALSRL

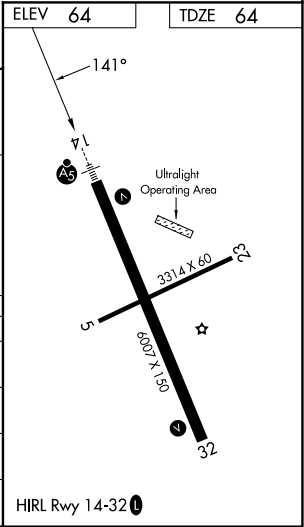
MISSED APPROACH:

Climb to 4000 direct TUXUY and on track 251° to RADNE and on track 318° to YUBBA and hold, continue climb-in-hold to 4000.

ASOS 118.475	NORCAL APP CON 125.4 259.1	UNICOM 123.05 (CTAF) 0
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UTNAC		4000	TUXUY	tr 251°	RADNE	tr 318°	YUBBA
2000		↑	✧		✧		△
GP 3.00°		HALOW					
TCH 51		1600					
		1.2 NM to RWY 14					
		RWY 14					
		6 NM					
		3.4 NM					
		1.2 NM					
CATEGORY	A	B	C	D			
LPV DA	264-1		200 (200-1)				
LNAV/VNAV DA	470-1		406 (500-1)				
LNAV MDA	500-1		436 (500-1)				
CIRCLING	540-1 476 (500-1)		560-1½ 496 (500-1½)		640-2 576 (600-2)		



MARYSVILLE, CALIFORNIA
Orig-E 11JUN26

39°06'N-121°34'W

YUBA COUNTY (MYV)
RNAV (GPS) RWY 14

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 87014 W32A	APP CRS 321°	Rwy Ldg 6007 TDZE 64 Apt Elev 64
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RNAV (GPS) RWY 32

YUBA COUNTY (MYV)

RNP APCH - GPS.

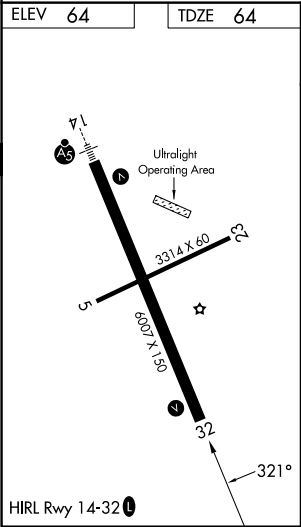
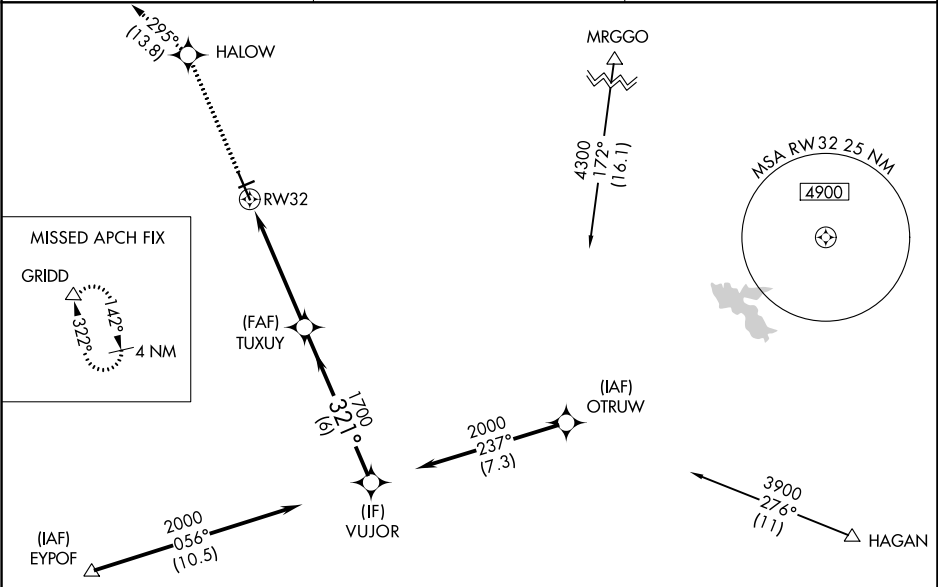
▼

⚠

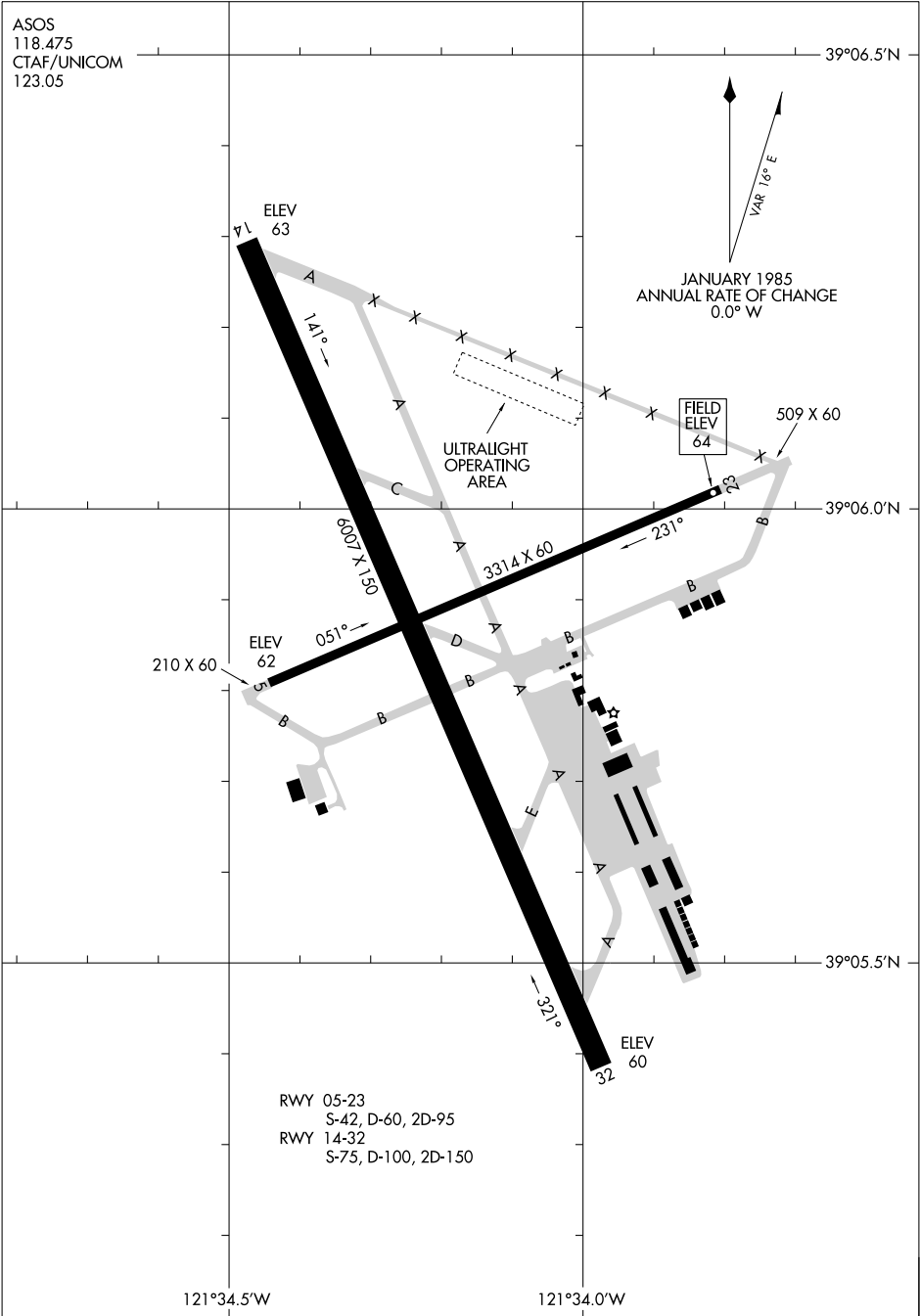
Circling to Rwy 5, 23 NA at night. Baro-VNAV NA when using LHM altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.
When local altimeter setting not received, use LHM altimeter setting and increase LPV DA to 357 feet; increase LNAV/VNAV DA to 418 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 4000 direct HALOW and on track 295° to GRIDD and hold.

ASOS 118.475	NORCAL APP CON 125.4 259.1	UNICOM 123.05 (CTAF)
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4000	HALOW	tr 295°	GRIDD	VUJOR	
		1.3 NM to RW32		1700	2000
		1.3 NM	3.7 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	314-1 250 (300-1)				
LNAV/VNAV DA	375-1½ 311 (400-1½)				
LNAV MDA	540-1 476 (500-1)		540-1¼ 476 (500-1¼)		
CIRCLING	540-1 476 (500-1)		560-1½ 496 (500-1½)		640-2 576 (600-2)



LOC/DME I-MCE 109.3 Chan 30	APP CRS 304°	Rwy Ldg TDZE Apt Elev	5914 155 155
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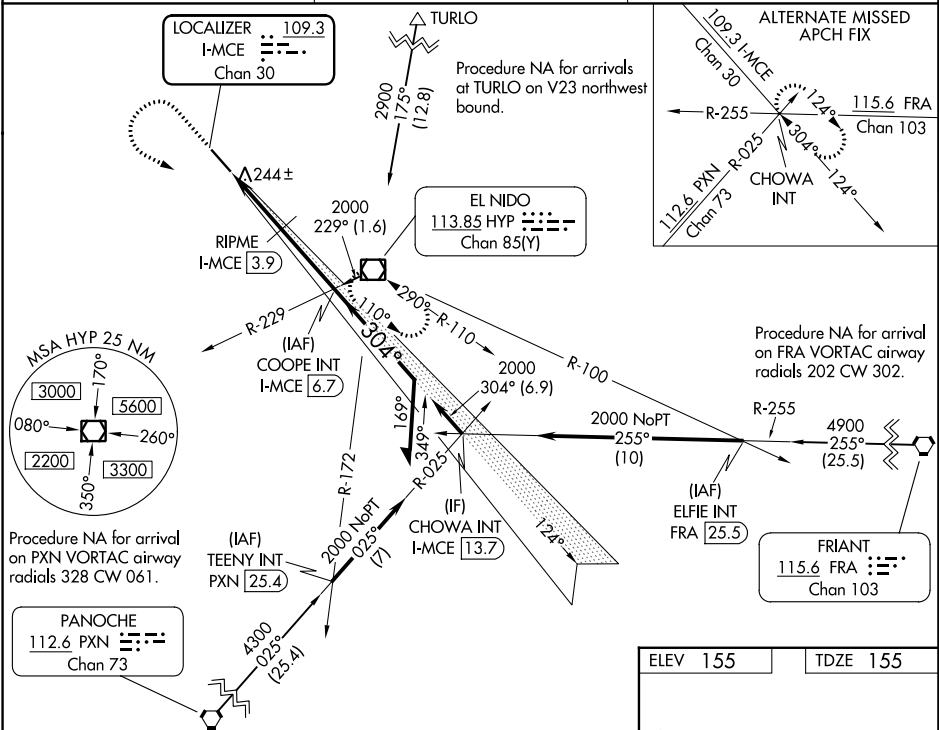
ILS or LOC RWY 30
MERCED YOSEMITE RGNL (MCE)

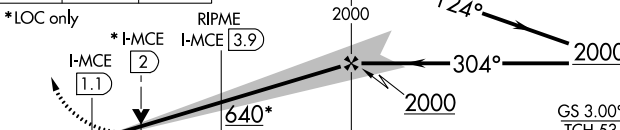
NA For inop ALS, increase S-LOC visibility to 1 SM.

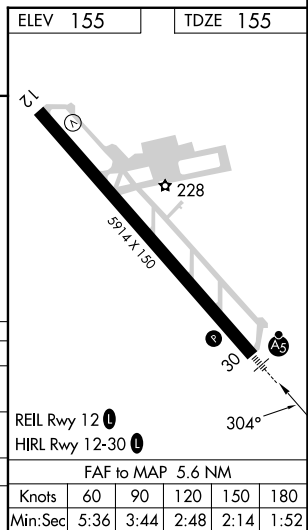
MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct HYP VOR/DME and hold.

ASOS 132.175	NORCAL APP CON 120.95 269.45	UNICOM 122.7 (CTAF)
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1000 ↑	2000 ↖	HYP 	COOPE INT I-MCE <u>6.7</u>	Remain within 10 NM
*LOC only	*I-MCE <u>2</u> I-MCE <u>1.1</u>	RIPME I-MCE <u>3.9</u>	2000 640*	124° 304° 2000 GS 3.00° TCH 53
				
CATEGORY	A	B	C	D
S-ILS 30	355-½ 200 (200-½)			
S-LOC 30	640-¾ 485 (500-¾)		640-1 485 (500-1)	
RIPME FIX MINIMUMS				
S-LOC 30	500-¾ 345 (400-¾)			



SW-2, 03 SEP 2026 to 29 OCT 2026

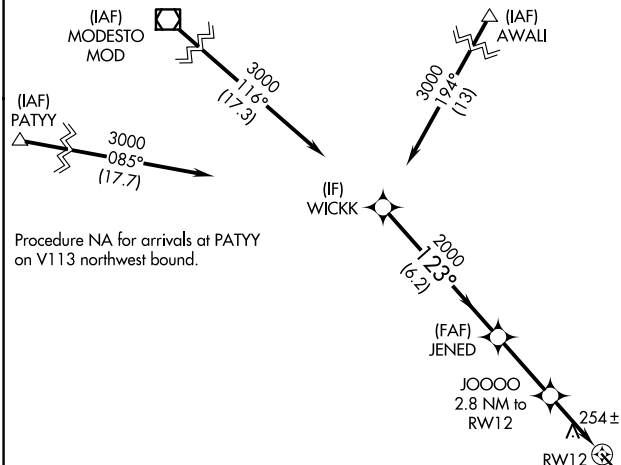
SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 12
MERCED YOSEMITE RGNL (MCE)

T Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

MISSED APPROACH: Climb to 3600
direct CHOWA and hold.

NORCAL APP CON
120.95 269.45

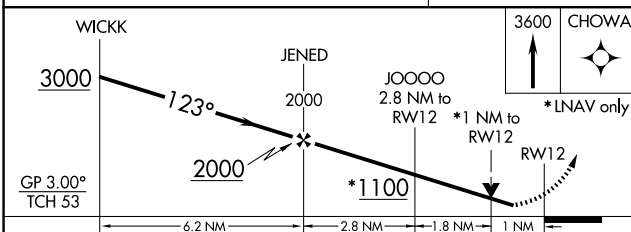
UNICOM
122.7 (CTAF) 

MISSED APCH FIX

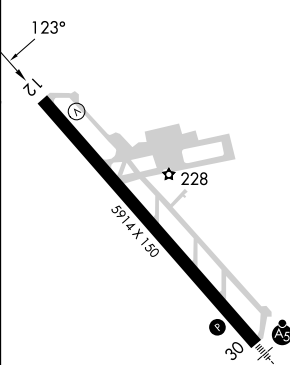


ELEV 1.55

TDZE 1.55



CATEGORY	A	B	C	D
LPV DA		405- ³ / ₄	250 (300- ³ / ₄)	
LNAV/ VNAV DA		434- ⁷ / ₈	279 (300- ⁷ / ₈)	
LNAV MDA		520-1	365 (400-1)	

REIL Rwy 12 **L**HIRL Rwy 12-30 **L**

37°17'N-120°31'W

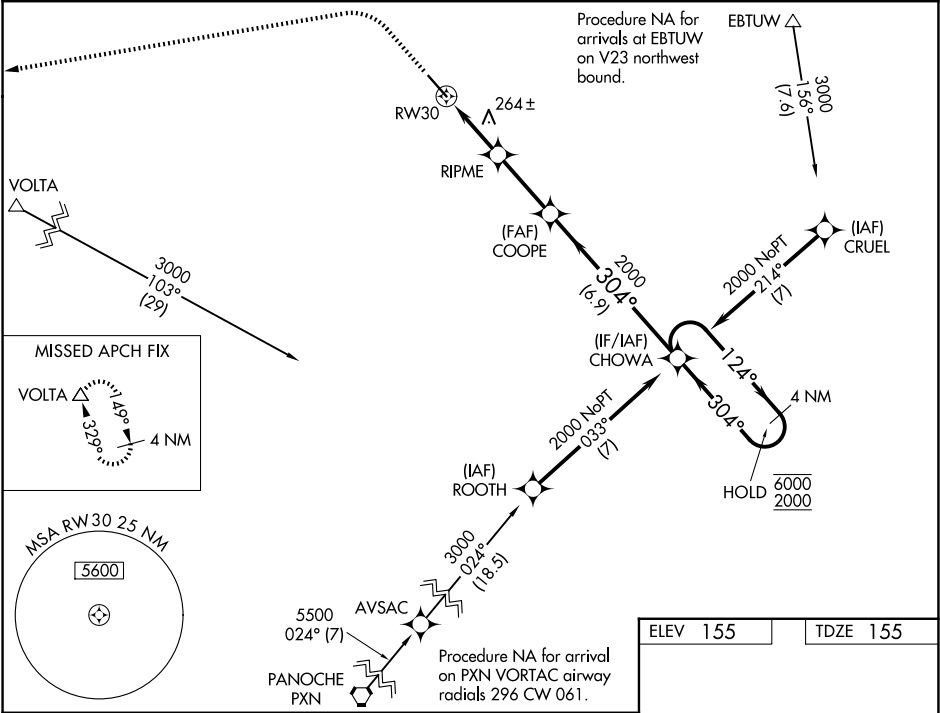
MERCED YOSEMITE RGNL (MCE)
RNAV (GPS) RWY 12

WAAS CH 93709 W30A	APP CRS 304°	Rwy Ldg 5914 TDZE 155 Apt Elev 155
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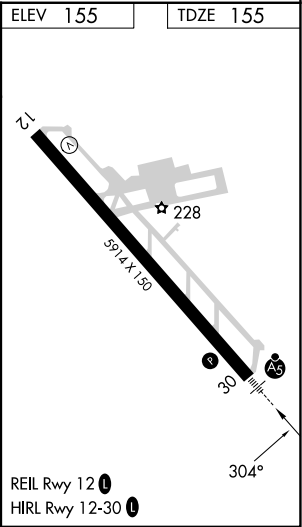
RNAV (GPS) RWY 30
MERCED YOSEMITE RGNL (MCE)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inoperative ALS, increase LNAV Cats C/D visibility to 1 3⁄8 SM. Circling NA northeast of Rwy 12-30.	MALSR 	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VOLTA and hold.
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ASOS 132.175	NORCAL APP CON 120.95 269.45	UNICOM 122.7 (CTAF) 0
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1000	3000	VOLTA				
↑	↷	△				
*LNAV only			RIPME	COOPE	CHOWA	4 NM Holding Pattern
RW30						
* 1 NM to RW30						
1 NM			1.8 NM	2.8 NM	6.9 NM	
1100*						
304°						
2000						
124°						
304°						
6000						
2000						
GP 3.00°						
TCH 53						
CATEGORY		A		B	C	D
LPV	DA			355-1/2	200 (200-1/2)	
LNAV/VNAV	DA			544-5/8	389 (400-5/8)	
LNAV MDA		520-1/2	365 (400-1/2)	520-5/8 365 (400-5/8)		
CIRCLING		560-1 405 (500-1)	620-1 465 (500-1)	620-1 1/2 465 (500-1 1/2)		720-2 565 (600-2)



SW-2, 03 SEP 2026 to 29 OCT 2026

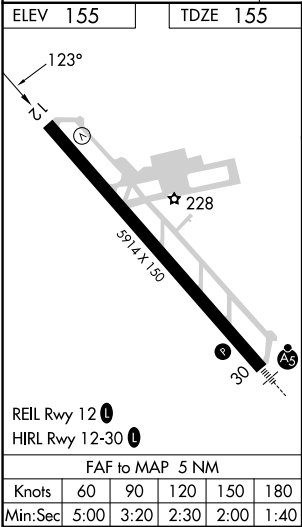
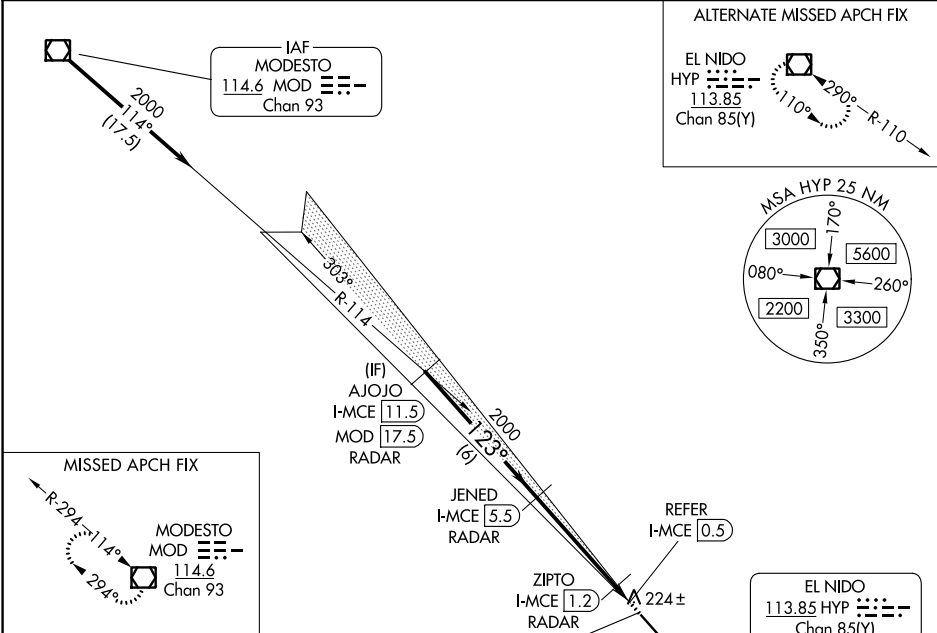
SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MCE 109.3 Chan 30	APP CRS 123°	Rwy Ldg 5914 TDZE 155 Apt Elev 155
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LOC BC RWY 12
MERCED YOSEMITE RGNL (MCE)

DME or RADAR required.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct MOD VOR/DME and hold.
NA Circling NA northeast of Rwy 12-30.	

ASOS 132.175	NORCAL APP CON 120.95 269.45	UNICOM 122.7 (CTAF)
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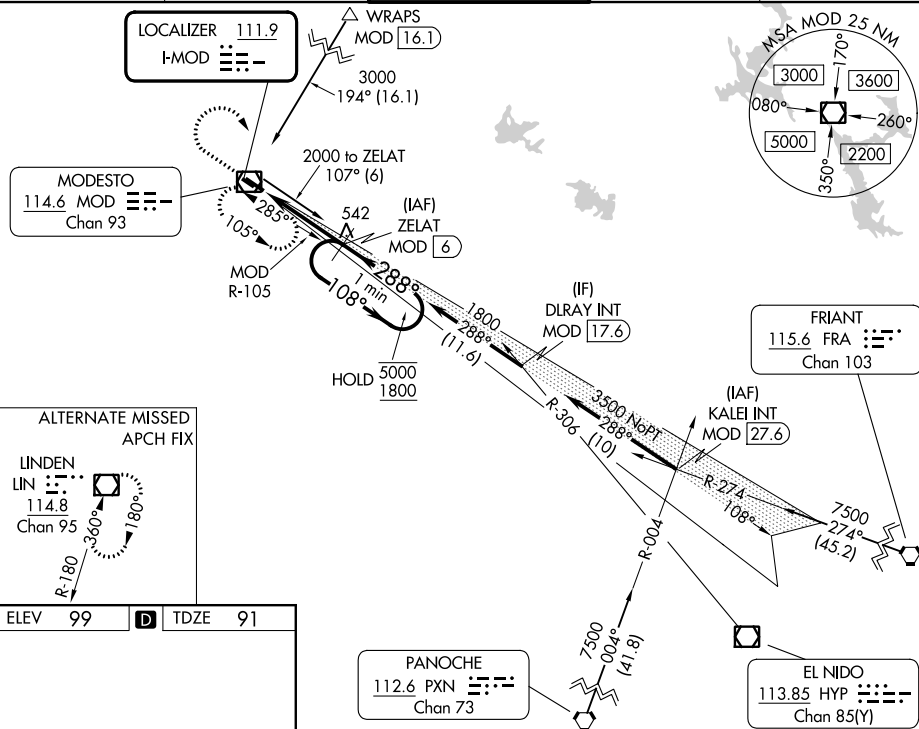
Disregard glide slope indications.				
1000 3000 MOD				
AJOJO I-MCE 11.5 RADAR				
JENED I-MCE 5.5 RADAR				
ZIPTO I-MCE 1.2 RADAR				
REFER I-MCE 0.5				
2000 123° 2000 3.00° TCH 53 640				
6 NM 4.3 NM 0.7 NM 0.6 NM				
CATEGORY	A	B	C	D
S-12	520-1 365 (400-1)			
CIRCLING	560-1 405 (500-1)	620-1 465 (500-1)	620-1½ 465 (500-1½)	720-2 565 (600-2)

SW-2, 03 SEP 2026 to 29 OCT 2026

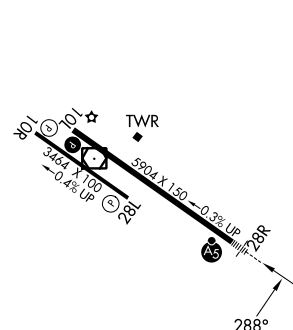
SW-2, 03 SEP 2026 to 29 OCT 2026

MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)

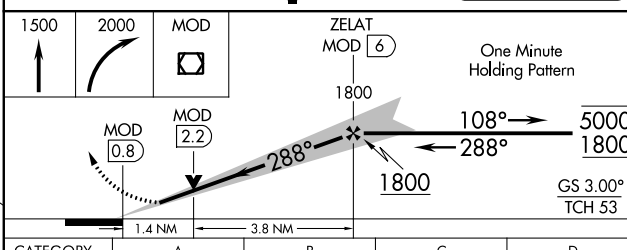
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct MOD VOR/DME and hold, continue climb-in-hold to 2000.

UNICOM
122.95

Downloaded from <http://ajphaphysocpharm.sagepub.com/>



REIL Rwy 10L **L**
MIRL Rwy 10R-28L
HIRL Rwy 10L-28R **L**



CATEGORY	A	B	C	D
S-ILS 28R	341-1/2 250 (300-1/2)			
S-LOC 28R	580-1/2	489 (500-1/2)	580-1	489 (500-1)
CIRCLING	580-1 481 (500-1)	600-1 501 (600-1)	640-1/2 541 (600-1/2)	820-2 1/4 721 (800-2 1/4)

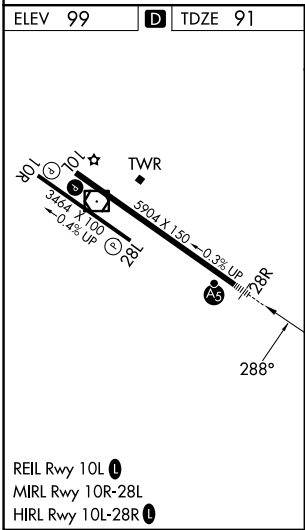
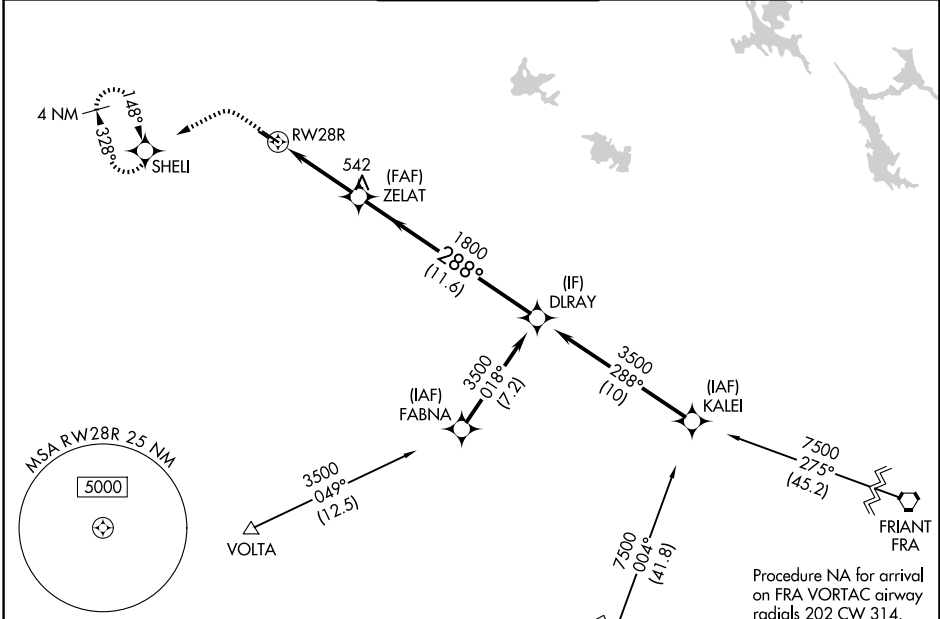
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70609 W28A	APP CRS 288°	Rwy Ldg TDZE 91 Apt Elev 99	5904
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RNAV (GPS) RWY 28R

MODESTO CITY-COUNTY-HARRY SHAM FLD (MOD)

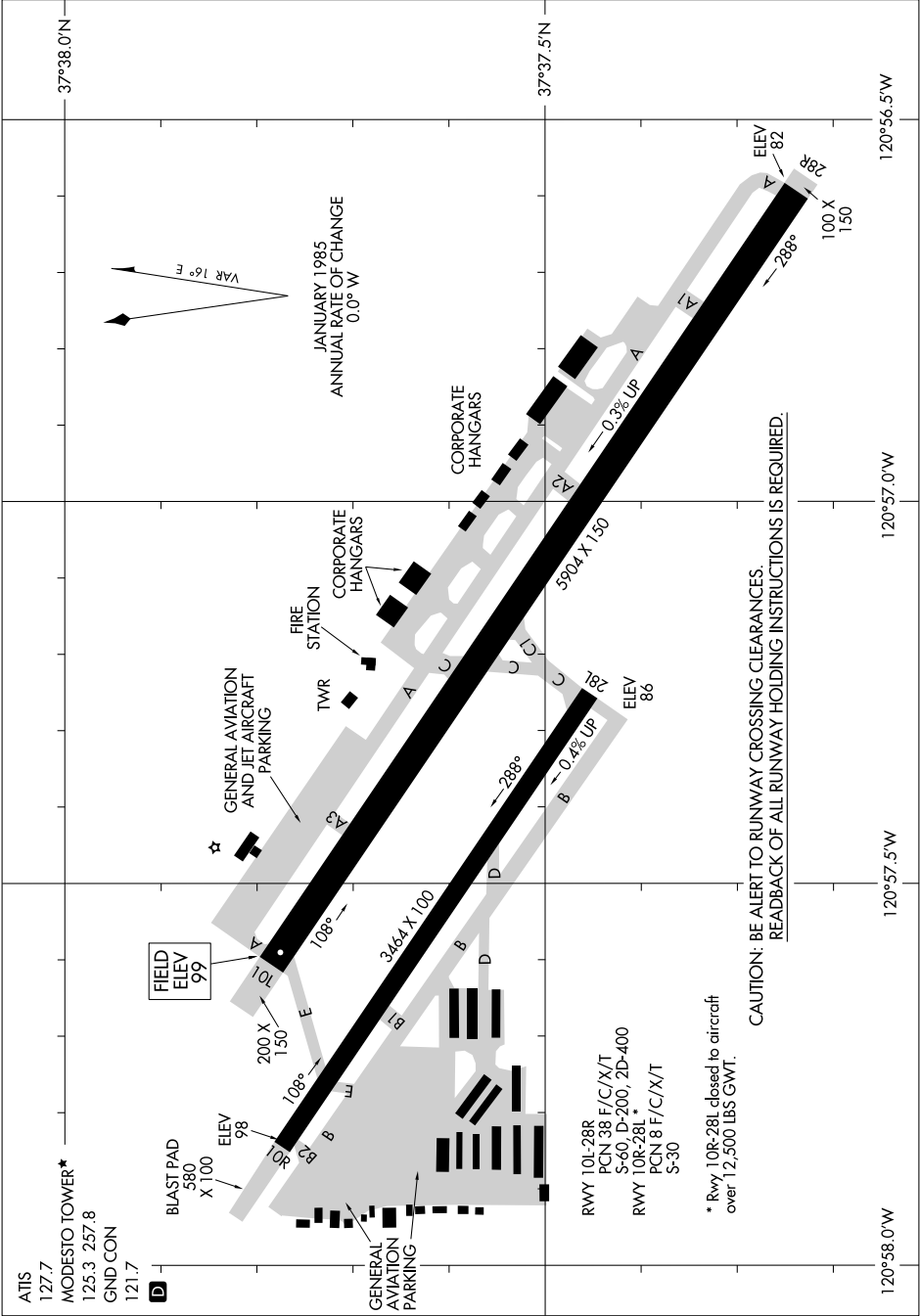
RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct SHELL and hold, continue climb-in-hold to 3000.	
Circling Rwy 10R, 28L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.				
ATIS 127.7	NORCAL APP CON 120.95 269.45	MODESTO TOWER ★ 125.3 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95



600		3000	SHELL	DLRAY	
1.4 NM to RWY 28R		1.4 NM	3.8 NM	11.6 NM	
CATEGORY	A	B	C	D	
LPV DA	341-1/2		250 (300-1/2)		
LNAV/VNAV DA	526-3/4		435 (500-3/4)		
LNAV MDA	580-1/2	489 (500-1/2)	580-1	489 (500-1)	
CIRCLING	580-1 481 (500-1)	600-1 501 (600-1)	640-13/4 541 (600-13/4)	820-21/2 721 (800-21/2)	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



NDB	MOG	APP CRS	Rwy Idg TDZE	N/A
404	356°			N/A
		Apt Elev		2651

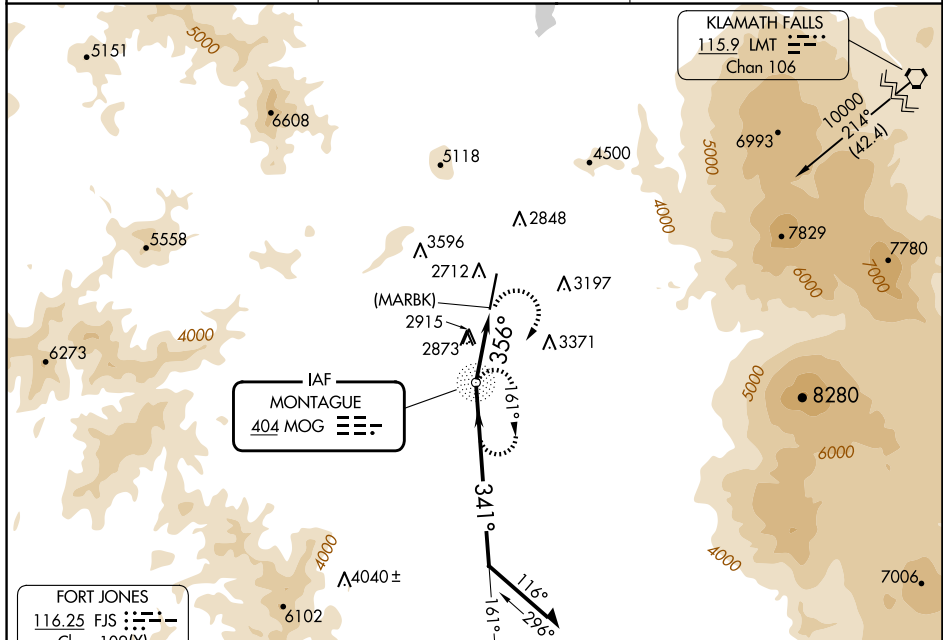
NDB or GPS-A
SISKIYOU COUNTY (SIY)

▼
▲ NA

Use Siskiyou County altimeter setting; when not available, use Montague-Yreka Rohrer Fld altimeter setting; when neither received, procedure not authorized. Circling NA for Cats C and D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 6800 direct MOG NDB and hold.

ASOS 121.125	SEATTLE CENTER 124.85 306.3	UNICOM 123.0 (CTAF) 0
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FORT JONES
116.25 FJS
Chan 109(Y)

6102
8500
022°
(22.2)

IAF
MONTAGUE
404 MOG

341°
161°
116°
296°

MSA MOG 25 NM
8600
9300
9600
15200

ELEV 2651
MIRL Rwy 17-35
REIL Rws 17 and 35

2691
7490 x 150
0.3% Up
35
356°

Remain within 10 NM

MOG NDB

6800
341°
161°
4800
356°
2.7 NM

(MARBK)

6800
MOG

2691
7490 x 150
0.3% Up
35
356°

CATEGORY	A	B	C	D	FAF to MAP 2.7 NM					
CIRCLING	3760-1¼	3760-1½	3980-3	4220-3	Knots	60	90	120	150	180
	1109 (1200-1¼)	1109 (1200-1½)	1329 (1400-3)	1569 (1600-3)	Min:Sec	2:42	1:48	1:21	1:05	0:54

SW-2, 03 SEP 2026 to 29 OCT 2026

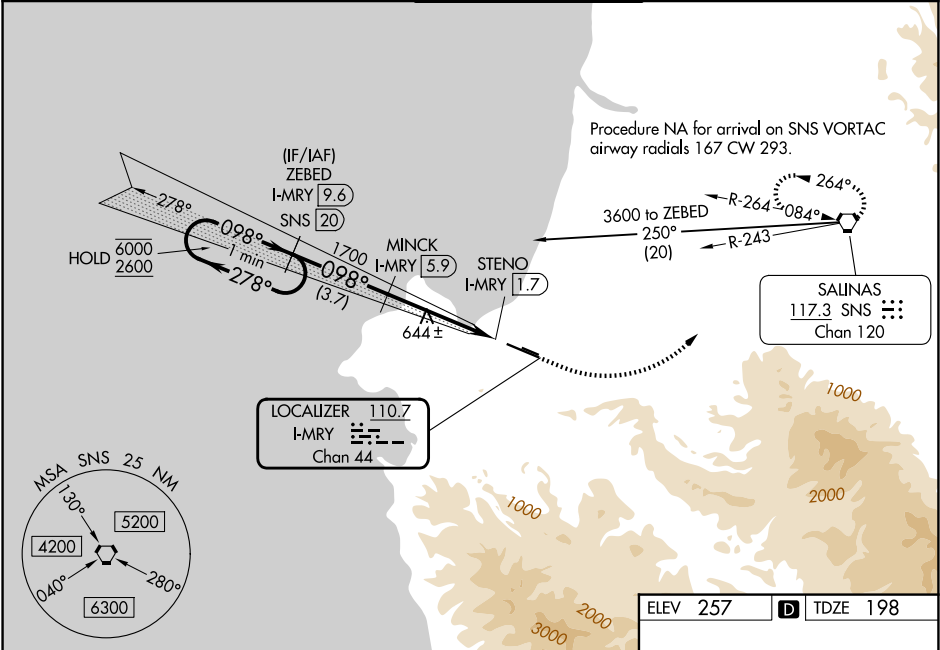
SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MRY 110.7 Chan 44	APP CRS 098°	Rwy Ldg 7000 TDZE 198 Apt Elev 257
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ILS or LOC RWY 10R
MONTEREY RGNL (MRY)

DME required.	MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 5000 on heading 030° and on SNS VORTAC R-243 to SNS VORTAC and hold, continue climb-in-hold to 5000. # Missed approach requires minimum climb of 265 feet per NM to 1360.
⚠ Circling NA south of Rwy 10R-28L. For inop ALS, increase S-ILS 10R all Cats visibility to RVR 6000, and increase S-LOC 10R Cat C and D visibility to 2 SM.		

ATIS 119.25	NORCAL APP CON 133.0 251.15 (001°-135°) 127.15 307.125 (136°-360°)	MONTEREY TOWER ★ 118.4 (CTAF) 257.8	GND CON 120.875 348.6	UNICOM 122.95
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ILS unusable from 1.7 DME inbound.	ELEV 257	TDZE 198
One Minute Holding Pattern	600	5000
ZEBED I-MRY 9.6	hdg 030°	SNS R-243
MINCK I-MRY 5.9		
6000 ← 278°		
2600 ← 098°		
GS 3.00°		
TCH 45		
	3.7 NM	2.5 NM
	1.7 NM	0.5 NM
CATEGORY	A	B
S-ILS 10R#	398/24	200 (200-½)
S-ILS 10R	583/35	385 (400-¾)
S-LOC 10R	920/24	722 (700-½)
CIRCLING	920-1	663 (700-1)
	1280-3	1023 (1100-3)
		NA
		MIRL Rwy 10L-28R
		HIRL Rwy 10R-28L
		REIL Rwy 28L
		REIL Rwy 10L and 28R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 10R
MONTEREY RGNL (MRY)

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

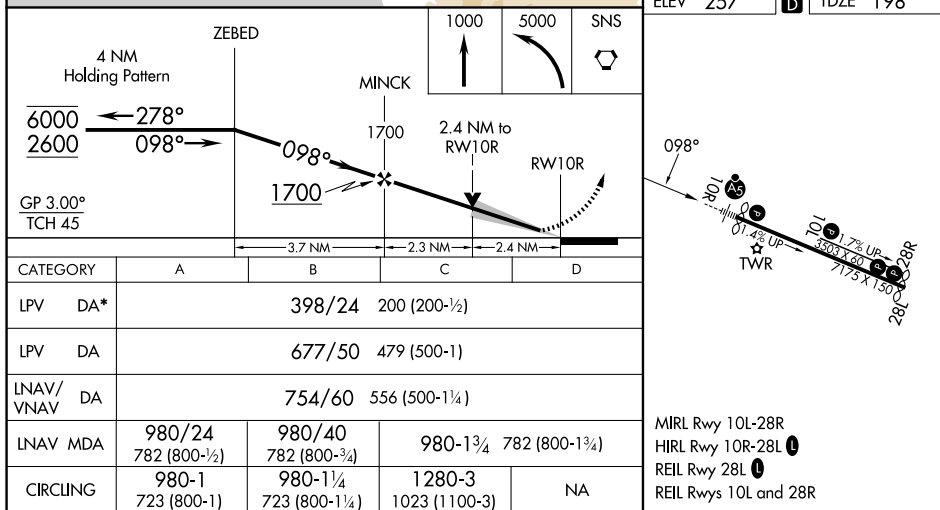
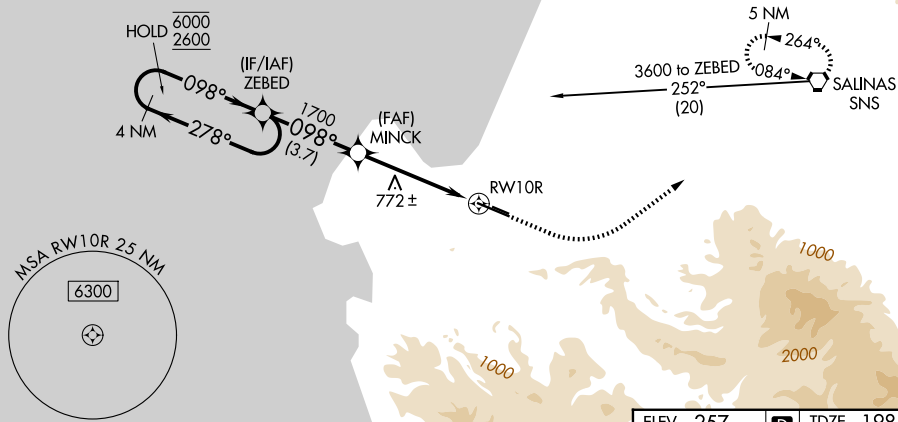
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. Circling NA south of Rwy 10R-28L. For inop ALS, increase LPV all Cats visibility to 1³/₈ SM and LNAV Cat C/D visibility to 2¹/₂ SM.

*Missed approach requires minimum climb of 387 feet per NM to 1700.

Procedure NA for arrival on SNS VORTAC
airway radials 167 CW 293.

HOLD 6000/2600
4 NM
098°
278°
(IF/IAF) ZEBED
1700
098°
(3.7)
(FAF) MINCK
772±
RW10R
3600 to ZEBED
252°
(20)
5 NM
264°
084°
SALINAS SNS
1000
2000
1000
MSA RW10R 25 NM
6300
ELEV 267
TDZE 198

Procedure NA for arrival on SNS VORTAC
airway radials 167 CW 293.



MONTEREY RGNL (MRY)
RNAV (GPS) RWY 10R

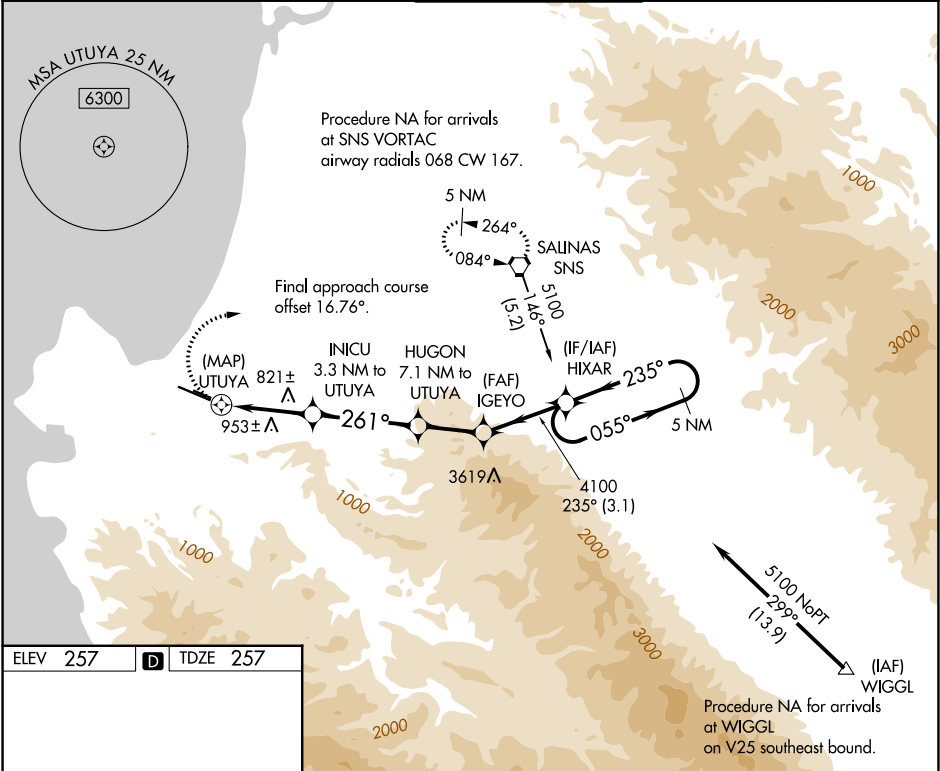
WAAS CH 61237 W28A	APP CRS 261°	Rwy Ldg TDZE Apt Elev	7000 257 257
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RNAV (GPS) Y RWY 28L

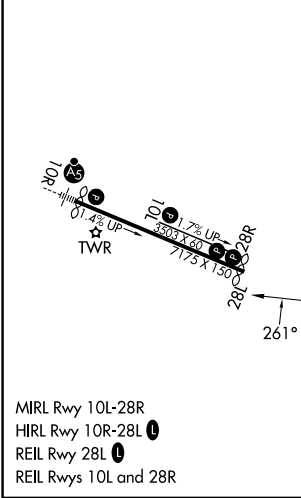
MONTEREY RGNL (MR.Y)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 6000 direct SNS VORTAC and hold, continue climb-in-hold to 6000.
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ATIS 119.25	NORCAL APP CON 133.0 251.15 (001°-135°) 127.15 307.125 (136°-360°)	MONTEREY TOWER ★ 118.4 (CTAF) 0 257.8	GND CON 120.875 348.6	UNICOM 122.95
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ELEV 257	D	TDZE 257
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6000	SNS	INICU 3.3 NM to UTUYA	HUGON 7.1 NM to UTUYA	IGLEYO	HIXAR	5 NM Holding Pattern
		1.6 NM to UTUYA	≤ 3.60° TCH 47	4100	235°	055° 5100
		1740	3200			
		0.4	1.6	1.7 NM	3.8 NM	2.4 NM
						3.1 NM
CATEGORY	A	B	C	D		
LP MDA	1080/55 823 (900-1)	1080-1¼ 823 (900-1¼)	1080-2½ 823 (900-2½)	NA		
LNNAV MDA	1120/55 863 (900-1)	1120-1¼ 863 (900-1¼)	1120-2½ 863 (900-2½)	NA		
CIRCLING	1120-1¼ 863 (900-1¼)		1260-3 1003 (1100-3)	NA		

LOC RWY 28L
MONTEREY RGNL (MRY)

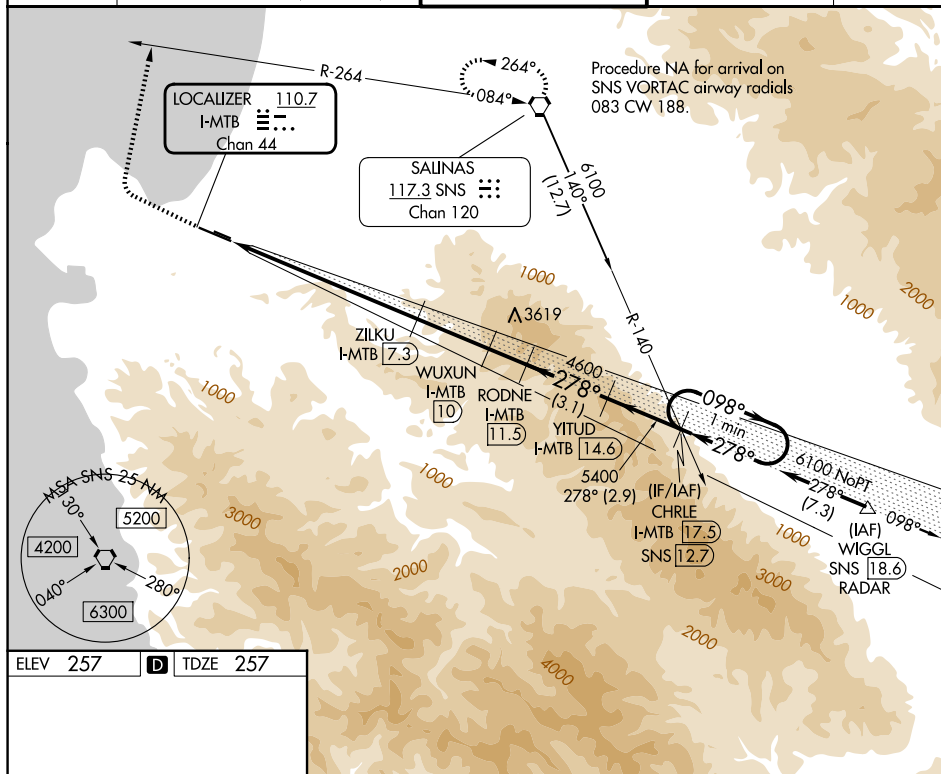
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 on heading 360° and SNS VORTAC R-264 to SNS VORTAC and hold.

T Circling NA south of Rwy 10R-28L. Rwy 28L helicopter visibility
A reduction below $\frac{3}{4}$ SM NA.

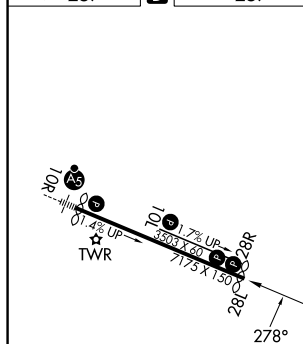
NORCAL APP CON
133.0 251.15 (001°-135°)
127.15 307.125 (136°-360°)

MONTEREY TOWER ★
118.4 (CTAF) **L** 257.8

GND CON
120.875 348.6

UNICOM
122.95

ELEV 257	D	TDZE 257
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MIRL Rwy 10L-28R
HIRL Rwy 10R-28L **L**
REIL Rwy 28L **L**
REIL Rwy 10L and 28R

3000 5000
↑ hdg 360°
R-264 SWS SWS
YITUD I-MTB 17.5 CHRL One Minute Holding Pattern
RODNE I-MTB 14.6
WUXUN I-MTB 11.5
ZILKU I-MTB 7.3
I-MTB DME I-MTB I-MTB I-MTB
0.1 4.1 7.3
≤ 3.50° TCH 47
278° 098°
5400 4600 4060 3020
4.2 NM 3.2 NM 2.7 NM 1.5 NM 3.1 NM 2.9 NM

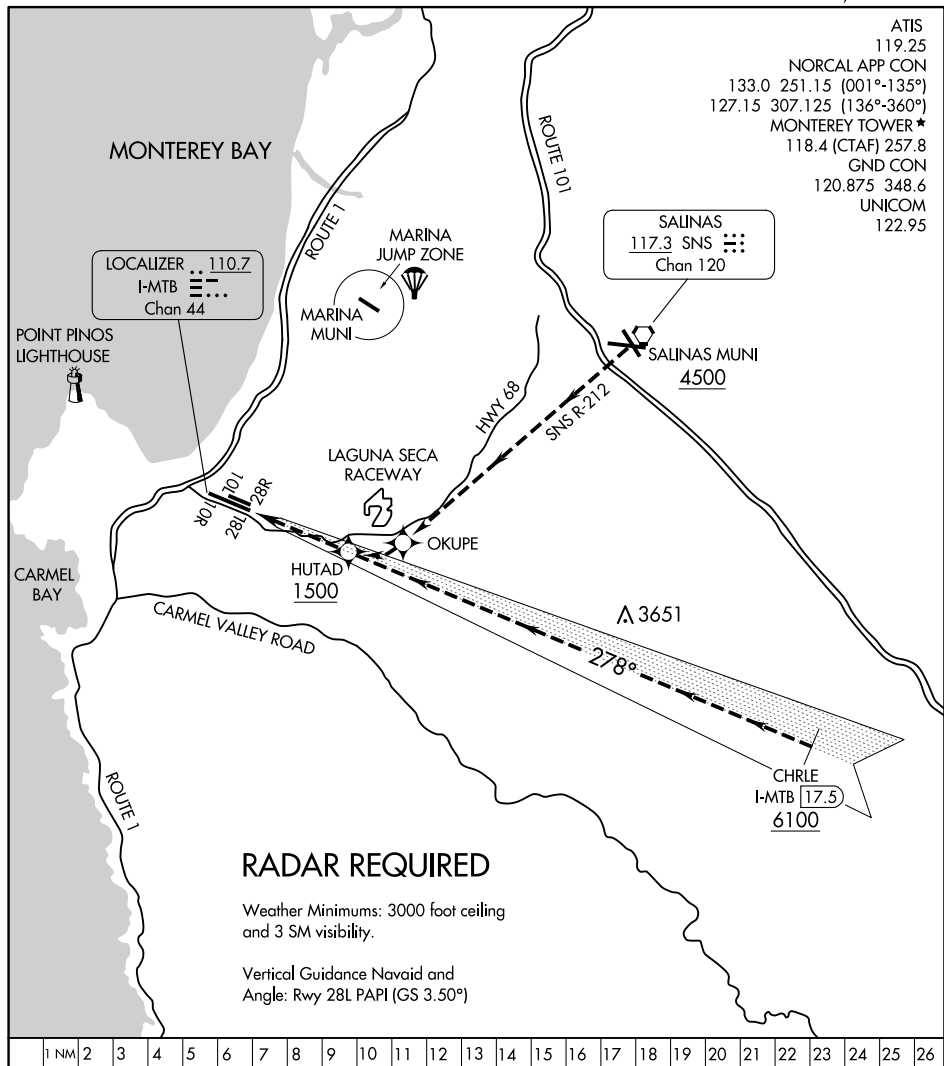
CATEGORY	A	B	C	D
S-LOC 28L	1860-1¼ 1603 (1700-1¼)	1860-1½ 1603 (1700-1½)	1860-3	1603 (1700-3)
CIRCLING	1860-1¼ 1603 (1700-1¼)	1860-1½ 1603 (1700-1½)	1860-3	1603 (1700-3)

MONTEREY, CALIFORNIA
Amdt 5 30JAN20

36°35'N-121°51'W

MONTEREY RGNL (MRY)
LOC RWY 28L

SW-2, 03 SEP 2026 to 29 OCT 2026



RACEWAY VISUAL APPROACH RWY 28L

PROCEDURE NOT AUTHORIZED AT NIGHT.

From the east, proceed to Salinas Municipal Airport, then proceed southwest, remaining east of State Highway 68 until abeam Laguna Seca Raceway.

From the southeast, proceed from CHRLE on 278° course to HUTAD (1 mile south of Laguna Seca Raceway).

RACEWAY VISUAL RWY 28L

36°35'N-121°51'W

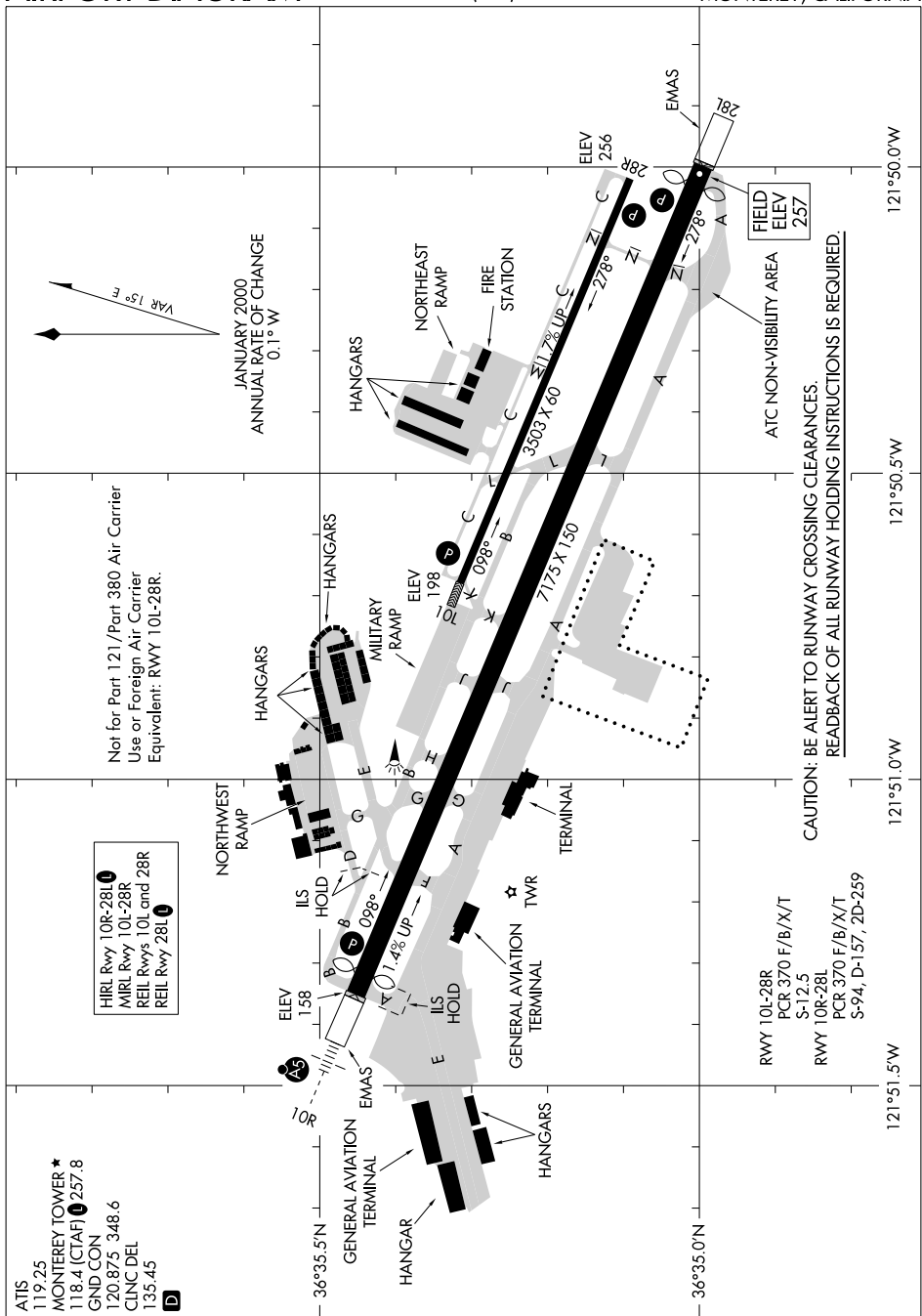
MONTEREY, CALIFORNIA
MONTEREY RGNL (MRY)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

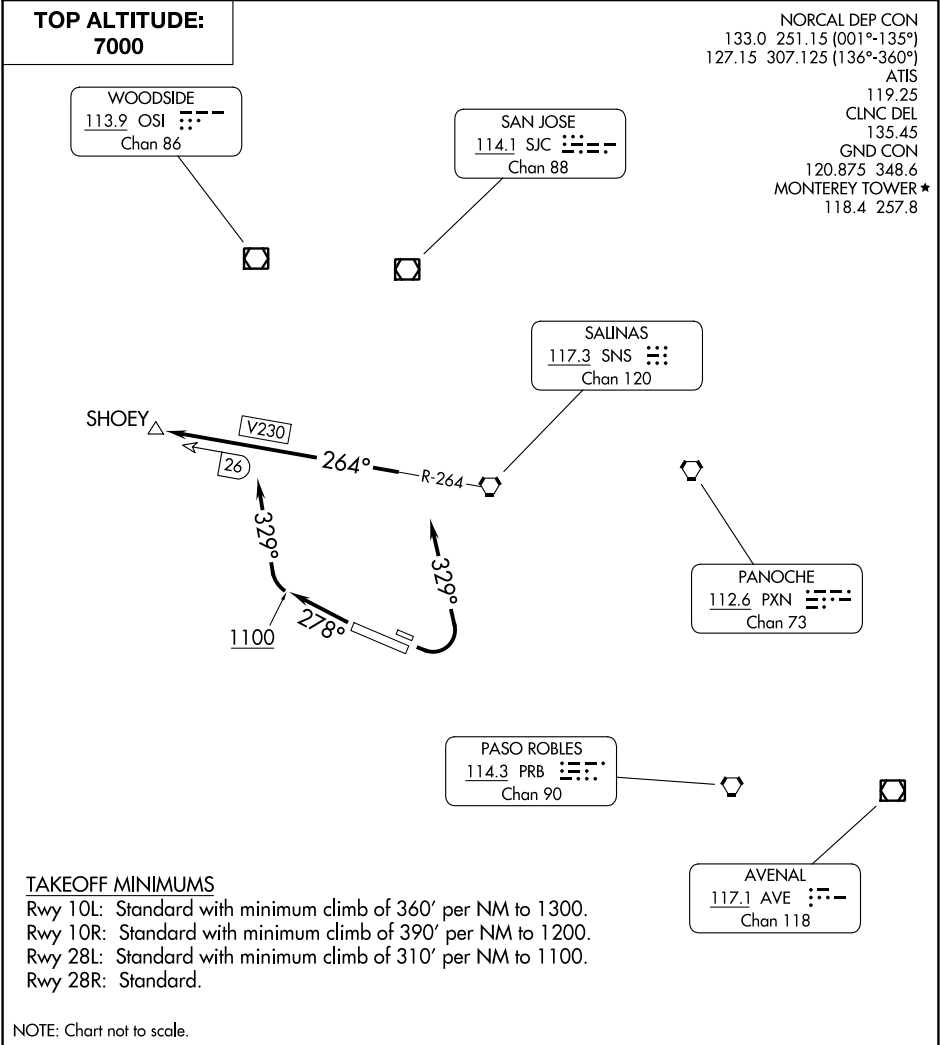
AL-271 (FAA)

MONTEREY RGNL (MRY)
MONTEREY, CALIFORNIA



SW-2, 03 SEP 2026 to 29 OCT 2026

MONTEREY, CALIFORNIA
MONTEREY RGNL (MRY)



T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing left turn heading 329°. Thence. . .

TAKEOFF RUNWAYS 28L/R: Climb heading 278° until leaving 1100 or as directed by Monterey Tower. Then climbing right turn heading 329°. Thence. . .

. . . intercept SNS R-264 westbound to SHOEY intersection. Maintain 7000 or assigned altitude. Expect clearance to filed altitude five minutes after departure.

(TORO7.TORO) 26246

AL-271 (FAA)

MONTEREY RGNL (MRY)
MONTEREY, CALIFORNIA

TORO SEVEN DEPARTURE

TOP ALTITUDE:
7000

NORCAL DEP CON
133.0 251.15 (001°-135°)
127.15 307.125 (136°-360°)
ATIS
119.25
GND CON
120.875 348.6
MONTEREY TOWER★
118.4 257.8



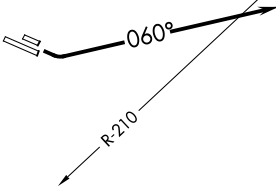
WOODSIDE
113.9 OSI
Chan 86



SAN JOSE
114.1 SJC
Chan 88

SALINAS
117.3 SNS
Chan 120

PANOCHÉ
112.6 PXN
Chan 73



BIG SUR
114.0 BSR
Chan 87

TAKEOFF MINIMUMS

Rwys 10L/R: Standard with minimum climb of 449' per NM to 4600.

AVENAL
117.1 AVE
Chan 118

PASO ROBLES
114.3 PRB
Chan 90

NOTE: Takeoff Rwys 28L/R NA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing left turn heading 060°. Expect vectors to filed route after passing SNS R-210. Maintain 7000 or assigned altitude. Expect clearance to filed altitude five minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, climb direct SNS VORTAC, then via assigned fix/route. Maintain 7000.

TORO SEVEN DEPARTURE
(TORO7.TORO) 21 JUL16

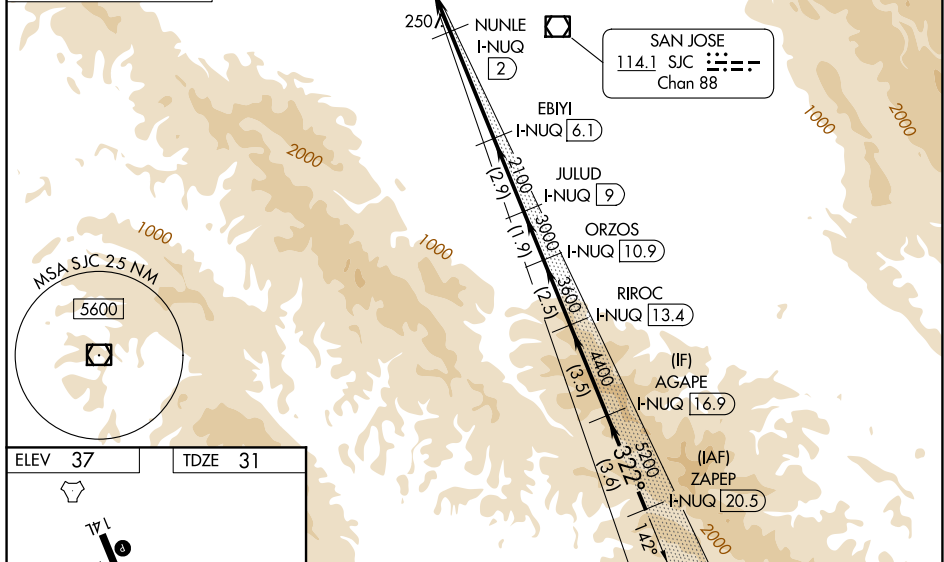
MONTEREY, CALIFORNIA
MONTEREY RGNL (MRY)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 32R
MOFFETT FEDERAL AIRFIELD (NUQ)

MISSED APPROACH: Climb to 700 then climbing left turn to 4000 on heading 310° and on OAK VOR/DME R-139 to OAK VOR/DME and hold.

[illegible]

SW-2, 03 SEP 2026 to 29 OCT 2026

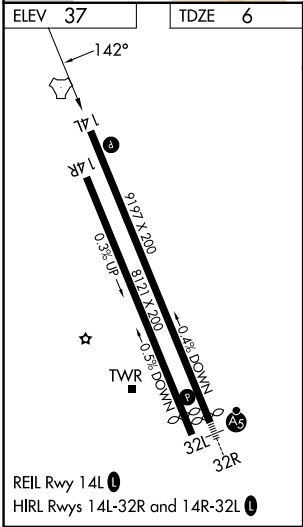
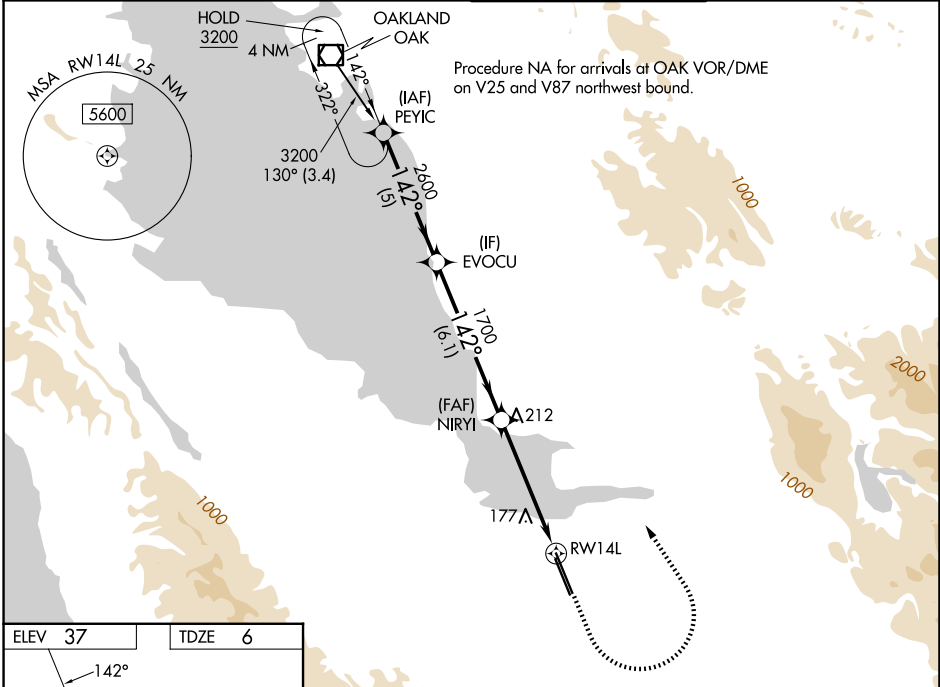
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70442 W14A	APP CRS 142°	Rwy Ldg TDZE Apt Elev	9197 6 37
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RNAV (GPS) RWY 14L
MOFFETT FEDERAL AIRFIELD (NUQ)

RNP APCH.		MISSED APPROACH: Climb to 500 then climbing left turn to 3200 direct PEYIC and hold.
▼ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C .	

ATIS 124.175 283.0	NORCAL APP CON 120.1 290.25	MOFFETT TOWER* 119.55 (CTAF) 0 259.65	GND CON 121.85 278.95
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PEYIC		EVOCU		NIRYI		500	3200	PEYIC
3200		2600		1700		↑	↶	✦
GP 3.00° TCH 53		1700		1700		*LNAV only		
5 NM		6.1 NM		4.1 NM		*1.1 NM to RW14L		
1.1 NM						RW14L		
CATEGORY	A	B	C	D				
LPV DA	256-¾ 250 (300-¾)							
LNAV/ VNAV DA	326-⅞ 320 (300-⅞)							
LNAV MDA	440-1 434 (500-1)		440-1¼ 434 (500-1¼)					
CIRCLING	540-1 503 (600-1)		600-1 563 (600-1)		620-1½ 583 (600-1½)		780-2¼ 743 (800-2¼)	

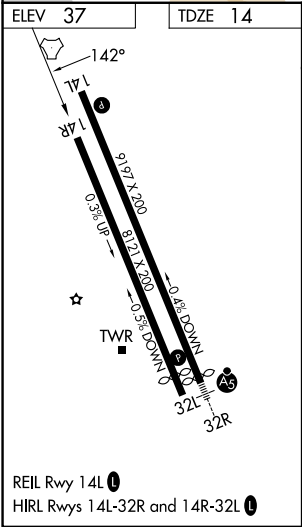
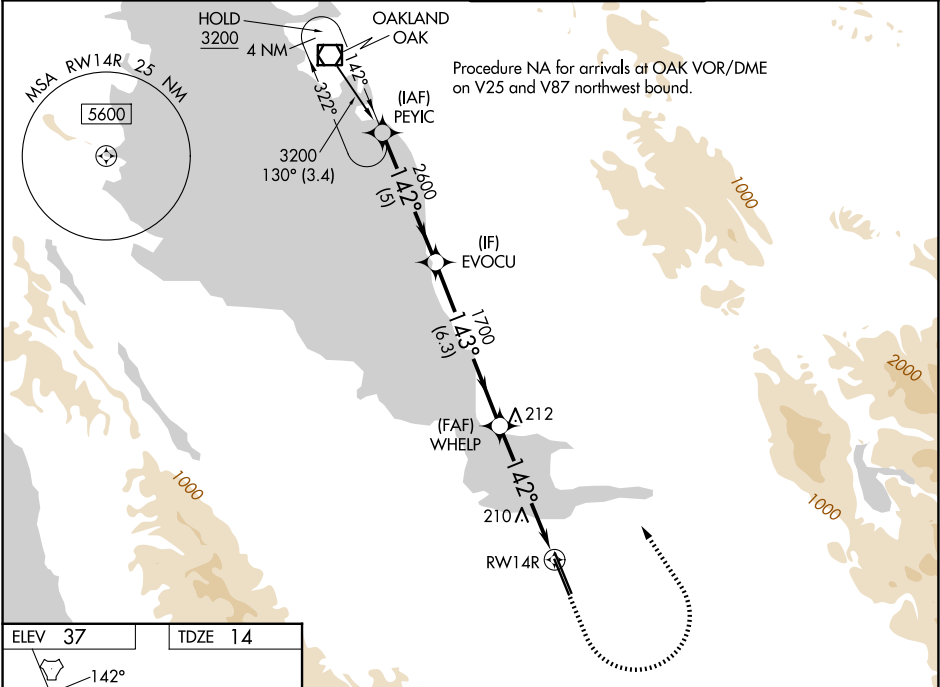
WAAS CH 81942 W14B	APP CRS 142°	Rwy Ldg TDZE Apt Elev	8121 14 37
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RNAV (GPS) RWY 14R

MOFFETT FEDERAL AIRFIELD (NTUQ)

RNP APCH.		MISSED APPROACH: Climb to 540 then climbing left turn to 3200 direct PEYIC and hold.
V A	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.	

ATIS 124.175 283.0	NORCAL APP CON 120.1 290.25	MOFFETT TOWER* 119.55 (CTAF) 0 259.65	GND CON 121.85 278.95
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PEYIC		EVOCU		WHELP		540	3200	PEYIC
3200		2600		1700		*1.3 NM to RW14R		
GP 3.00°		1700		1700		*LNAV only		
TCH 53		5 NM		6.3 NM		3.9 NM		
CATEGORY		A		B		C		D
LPV DA		264-¾ 250 (300-¾)						
LNAV/VNAV DA		364-1 350 (400-1)						
LNAV MDA		460-1 446 (500-1)				460-1¾ 446 (500-1¾)		
CIRCLING		540-1 503 (600-1)	600-1 563 (600-1)	620-1½ 583 (600-1½)	780-2¼ 743 (800-2¼)			

RNAV (GPS) RWY 32L
MOFFETT FEDERAL AIRFIELD (NUQ)

MISSED APPROACH: Climb to 3200 direct PEYC and hold.

MISSED APPROACH: Climb to 3200 direct PEYC and hold.

MISSED APCH FIX

4 NM

142°

322°

PEYIC

(MAP) JIRAP

220 ± A

PUROE

1.3 NM to JIRAP

322°

(FAF) FEGUM

249

321°

3600

321° (1.9)

HOTLU

4500

322° (3.5)

WUMAG

(IF) CEVGI

322°

5000

322° (3.6)

(IAF) HOSNU

MSA R W 32L 2.5 NM

5600

ELEV 37	TDZE 37
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HIRL Rlys 14L-32R and 14R-32L

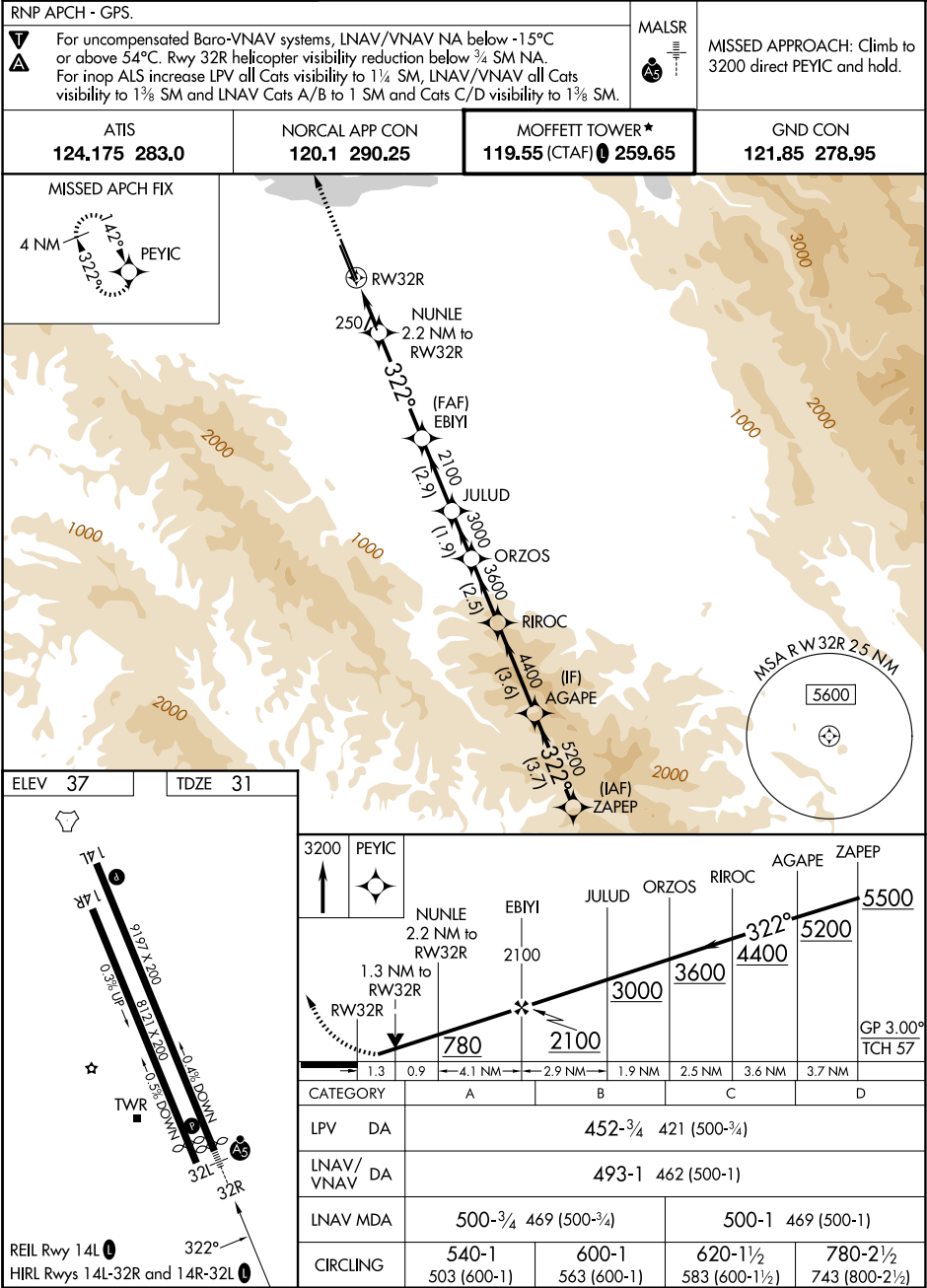
3200 ↑	PEYIC ✦				
CATEGORY		A	B	C	D
LPV DA		338-7 $\frac{1}{2}$ 301 (300-7 $\frac{1}{2}$)			
LNAV/VNAV DA		478-1 $\frac{3}{8}$ 441 (500-1 $\frac{3}{8}$)			
LNAV MDA		480-1 443 (500-1)		480-1 $\frac{3}{8}$ 443 (500-1 $\frac{3}{8}$)	
CIRCLING		540-1 503 (600-1)	600-1 563 (600-1)	620-1 $\frac{1}{2}$ 583 (600-1 $\frac{1}{2}$)	780-2 $\frac{1}{4}$ 743 (800-2 $\frac{1}{4}$)

MOFFETT FEDERAL AIRFIELD (NUQ)
RNAV (GPS) RWY 32L

WAAS CH 53343 W32B	APP CRS 322°	Rwy Ldg TDZE Apt Elev	9006 31 37
--	------------------------	-----------------------------	---------------------------------------

RNAV (GPS) RWY 32R

MOFFETT FEDERAL AIRFIELD (NTUQ)



MOUNTAIN VIEW, CALIFORNIA

AL-410 (FAA)

25275

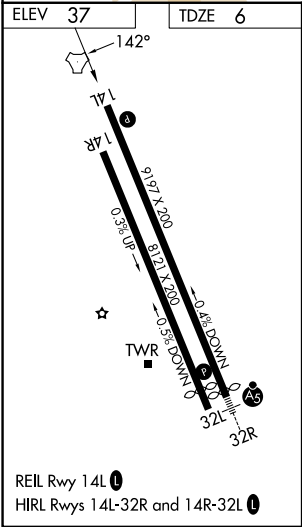
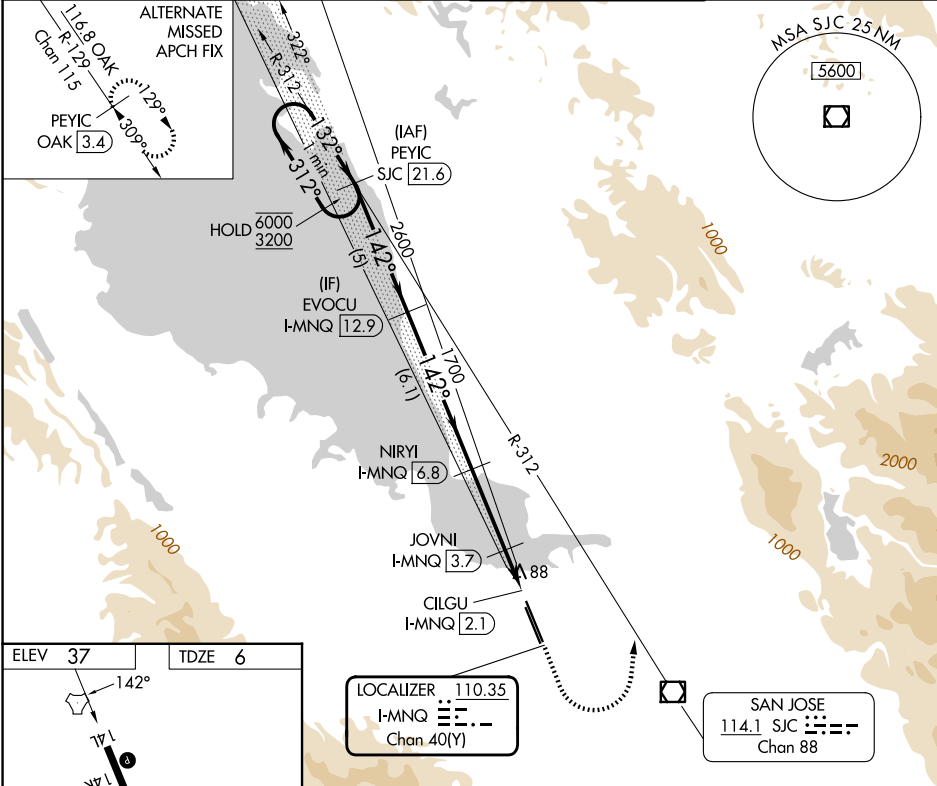
LOC/DME I-MNQ 110.35 Chan 40 (Y)	APP CRS 142°	Rwy Ldg TDZE 6 Apt Elev 37
--	------------------------	--

LOC RWY 14L

MOFFETT FEDERAL AIRFIELD (NUQ)

DME required. RADAR required for procedure entry.	MISSED APPROACH: Climb to 500 then climbing left turn to 3200 on heading 350° and SJC VOR/DME R-312 to PEYIC/SJC 21.6 DME and hold.
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ATIS 124.175 283.0	NORCAL APP CON 120.1 290.25	MOFFETT TOWER★ 119.55 (CTAF) 0 259.65	GND CON 121.85 278.95
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One Minute Holding Pattern	PEYIC SJC 21.6	EVOCU I-MNQ 12.9	NIRYI I-MNQ 6.8	JOVNI I-MNQ 3.7	CILGU I-MNQ 2.1	SJC R-312	PEYIC SJC 21.6
6000	3200	2600	1700	700	500	3200	500
312°	132°	142°	300°	350°	350°	350°	350°
5 NM	6.1 NM	3.1 NM	1.1	0.5	0.4		
CATEGORY	A	B	C	D			
S-LOC 14L	360-1	354 (400-1)					
CIRCLING	540-1 503 (600-1)	600-1 563 (600-1)	620-1½ 583 (600-1½)	780-2½ 743 (800-2½)			

MOUNTAIN VIEW, CALIFORNIA

Amdt 2 27JAN22

37°25'N-122°03'W

MOFFETT FEDERAL AIRFIELD (NUQ)

LOC RWY 14L

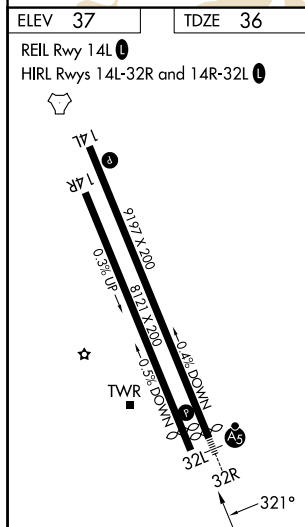
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

TACAN RWY 32L
MOFFETT FEDERAL AIRFIELD (NUQ)

MISSED APPROACH: Climb to 3200 on
NUQ TACAN R-321 to PEYIC/16 DME
and hold.

ATIS 124.175 283.0	NORCAL APP CON 120.1 290.25	MOFFETT TOWER* 119.55 (CTAF) 0 259.65	GND CON 121.85 278.95
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CATEGORY	A		B		C		D		E
S-32L	560-1	524 (600-1)			560-1½	524 (600-1½)			
CIRCLING	560-1 523 (600-1)	600-1 563 (600-1)	620-1½ 583 (600-1½)	780-2½ 743 (800-2½)	940-3 903 (1000-3)				

MOUNTAIN VIEW, CALIFORNIA

AL-410 (FAA)

26022

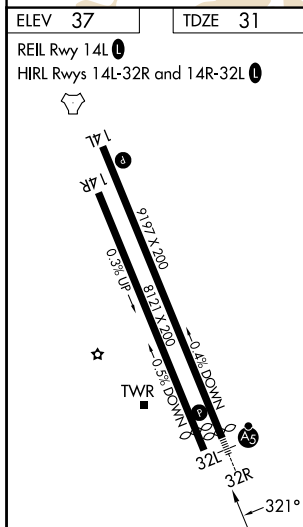
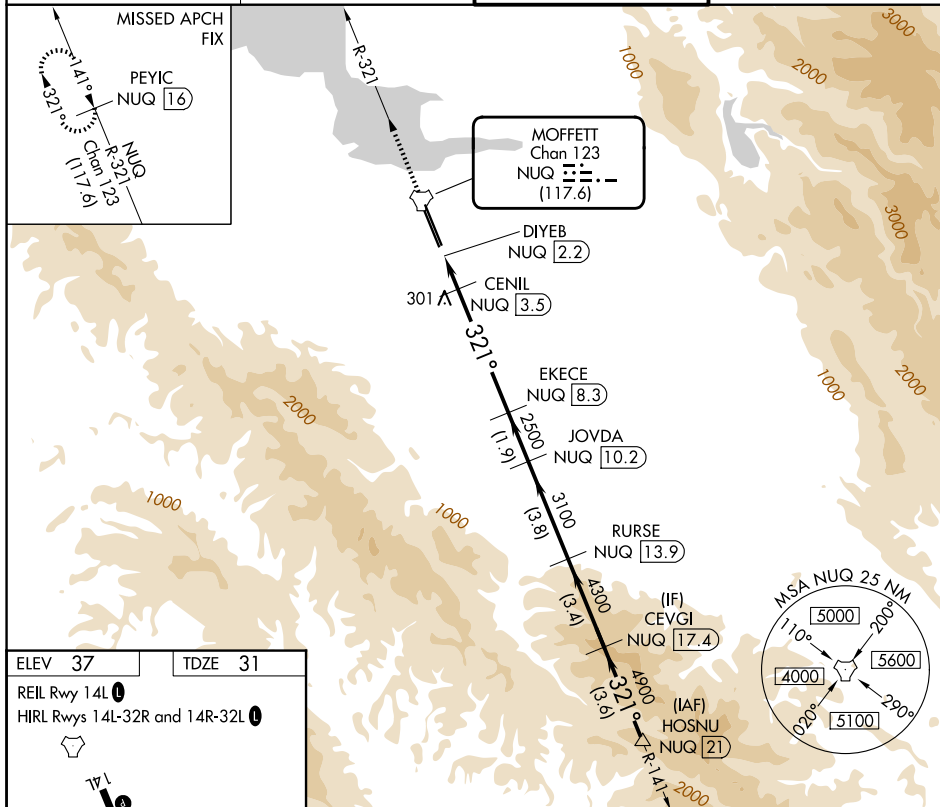
TACAN NUQ Chan 123 (117.6)	APP CRS 321°	Rwy Ldg TDZE 31 Apt Elev 37
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TACAN RWY 32R

MOFFETT FEDERAL AIRFIELD (NUQ)

RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 3200 on NUQ TACAN R-321 to PEYIC/16 DME and hold.
 For inop ALS, increase Cat E visibility to 1 1/2 SM.			

ATIS 124.175 283.0	NORCAL APP CON 120.1 290.25	MOFFETT TOWER ★ 119.55 (CTAF) 0 259.65	GND CON 121.85 278.95
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3200 ↑ NUQ R-321		PEYIC NUQ 16	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).			EKECE NUQ 8.3	JOVDA NUQ 10.2	RURSE NUQ 13.9	CEVGI NUQ 17.4	HOSNU NUQ 21
DIYEB NUQ 2.2		CENIL NUQ 3.5	≤ 3.48° TCH 55		720	2500	3100	4300	4900	5500
0.5		1.3 NM	4.8 NM		1.9 NM	3.8 NM	3.4 NM	3.6 NM		
CATEGORY	A		B		C		D	E		
S-32R	560-1/2		529 (600-1/2)		560-1		529 (600-1)			
CIRCLING	560-1 523 (600-1)		600-1 563 (600-1)		620-1/2 583 (600-1/2)		780-2/2 743 (800-2/2)		940-3 903 (1000-3)	

MOUNTAIN VIEW, CALIFORNIA

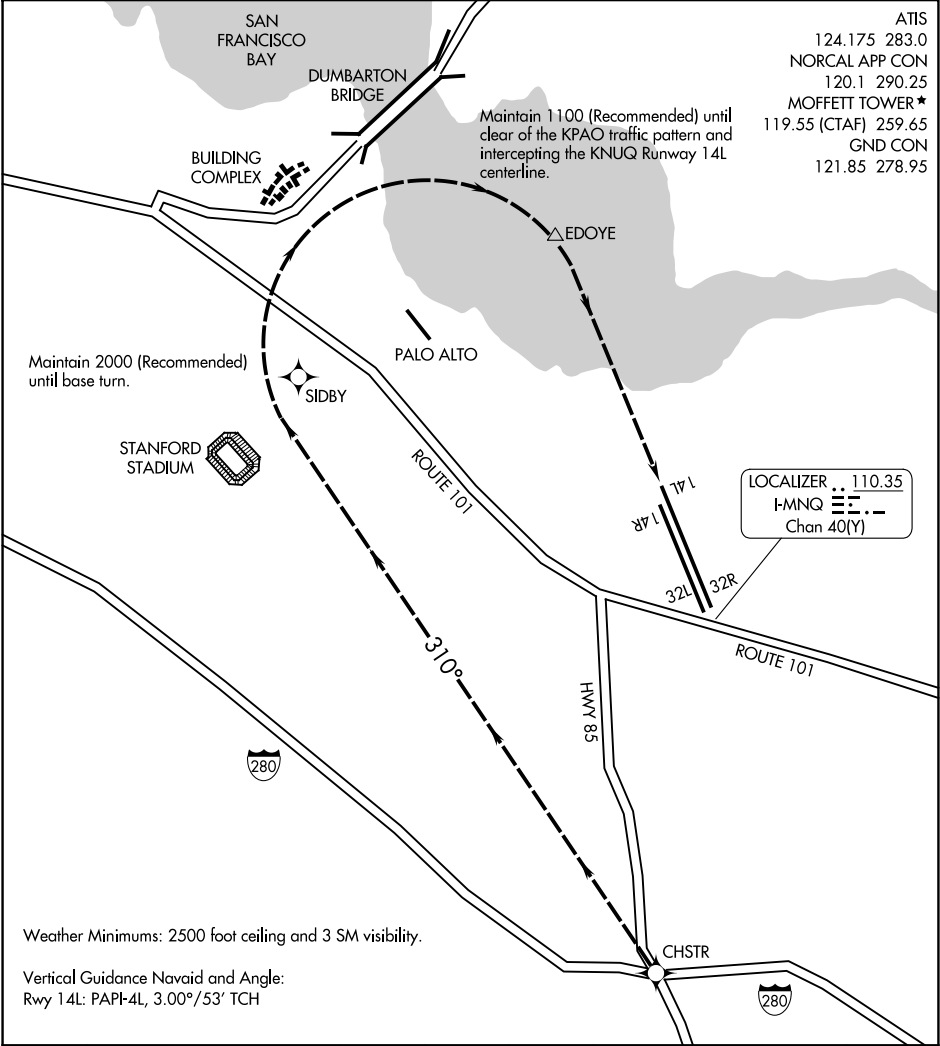
Amdt 1A 05DEC19

37°25'N-122°03'W

MOFFETT FEDERAL AIRFIELD (NUQ)

TACAN RWY 32R

SW-2, 03 SEP 2026 to 29 OCT 2026



1 NM	2	3	4	5	6	7	8	9	10
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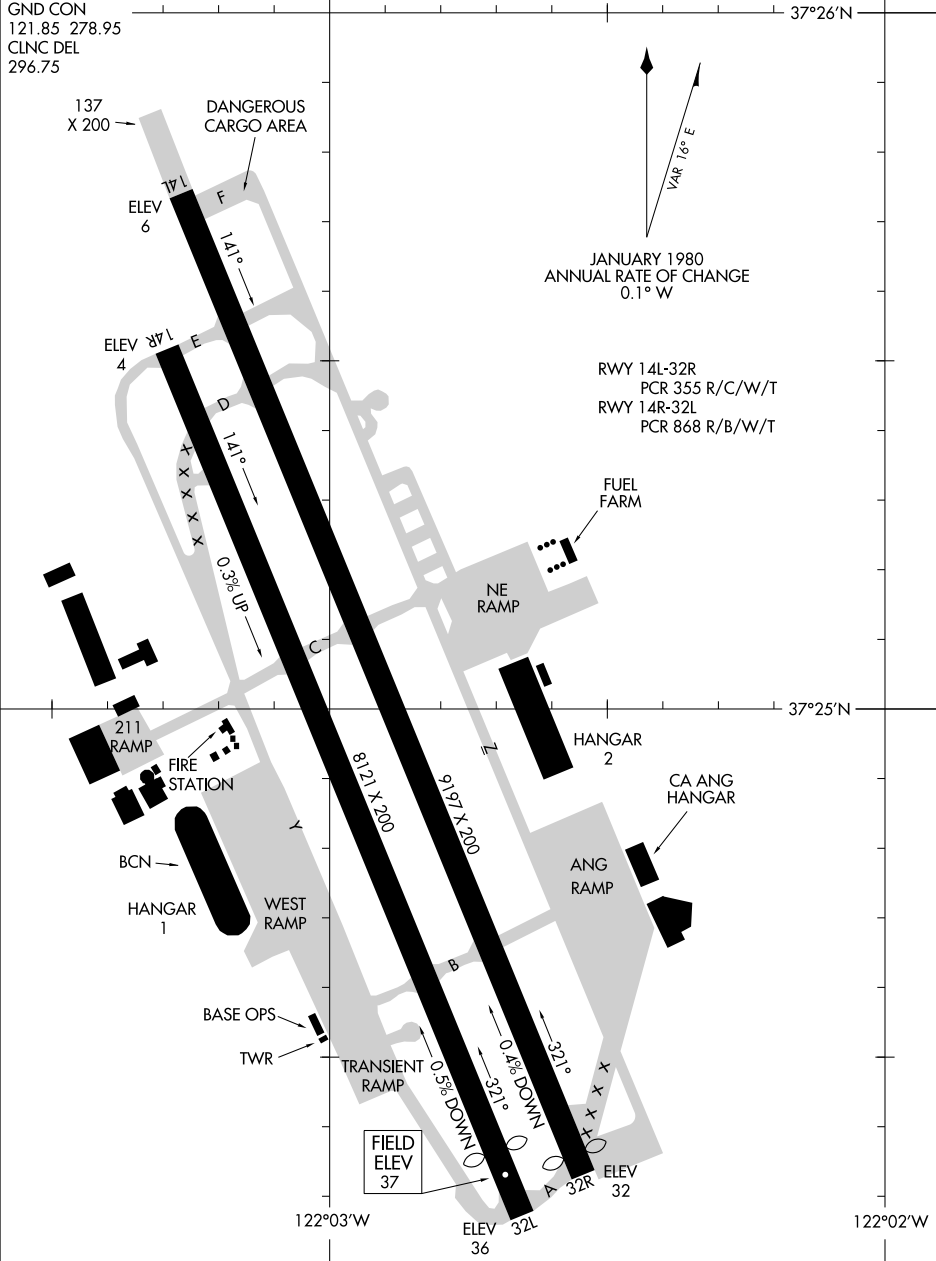
DUMBARTON VISUAL RWY 14L

PROCEDURE NOT AUTHORIZED AT NIGHT

From south of KNUQ depart the highway 85/I-280 interchange heading 310°, remain 2 NM west of the KPAO runways and 1/2 NM east of Stanford Stadium. On an extended west downwind, turn base at 2000 (recommended) after passing Stanford Stadium but prior to the Dumbarton Bridge. Remain south and east of the Dumbarton Bridge, maintain 1100 (recommended) until clear of the KPAO traffic pattern and intercepting the KNUQ Runway 14L centerline.

ATIS
124.175 283.0
MOFFETT TOWER ★
119.55 259.65
GND CON
121.85 278.95
CINC DEL
296.75

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



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

ATIS
124.175 283.0
CLNC DEL
296.75
GND CON
121.85 278.95
MOFFETT TOWER★
119.55 (CTAF) 259.65
NORCAL DEP CON
120.1 290.25

TOP ALTITUDE:
ASSIGNED BY ATC



MOFFETT
Chan 123
NUQ  (117.6)

HOOKS
6000

NOTE: TACAN required.

6000
*4100
136°
(31)



SALINAS
117.3 SNS  Chan 120

TAKEOFF MINIMUMS

- Rwy 14R/L: Standard with the following minimum climb gradients:
Rwy 14R: Obstacle climb of 314’ per NM to 4900, ATC climb of 332’ per NM to 6000.
Rwy 14L: Obstacle climb of 314’ per NM to 4900, ATC climb of 328’ per NM to 6000.
Rwy 32R/L: NA, ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14L/R: Climb via NUQ R-141 to cross HOOKS/NUQ 20 DME at 6000, thence. . . .
. . . . via transition.

VALLEY TRANSITION (HOOKS2.SNS): From over HOOKS DME on SNS R-316 to SNS VORTAC.

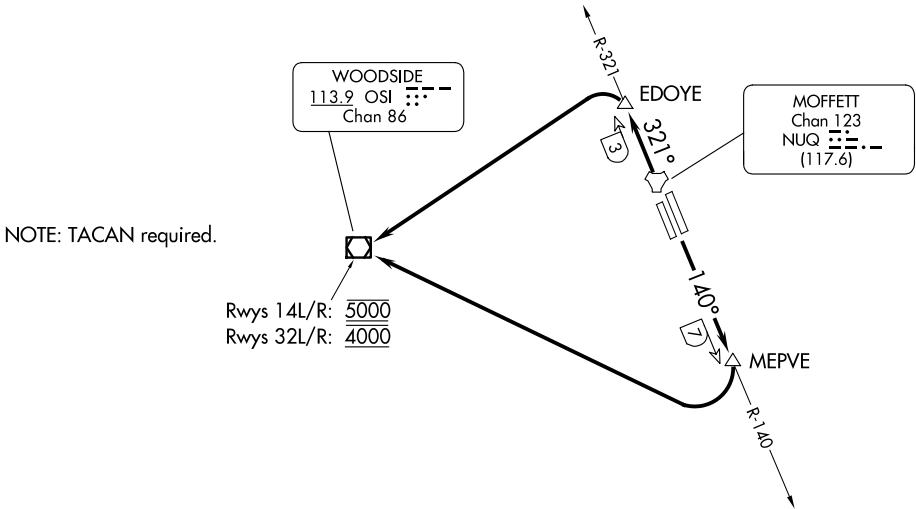
(OSI2.OSI) 23334

WOODSIDE TWO DEPARTURE

MOFFETT FEDERAL AIRFIELD (NUQ)
MOUNTAIN VIEW, CALIFORNIA

ATIS
124.175 283.0
CLNC DEL
296.75
GND CON
121.85 278.95
MOFFETT TOWER★
119.55 (CTAF) 259.65
NORCAL DEP CON
121.3 270.35

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS

Rwys 14L/R: Standard with minimum climb of 402' per NM to 5000.
Rwy 32R: Standard with minimum climb of 250' per NM to 4000.
Rwy 32L: Standard with minimum climb of 246' per NM to 4000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14L/R: Climb via NUQ R-140 to MEPVE/NUQ 7 DME, then right turn direct to cross OSI VOR/DME at 5000, thence . . .

TAKEOFF RUNWAYS 32L/R: Climb via NUQ R-321 to EDOYE/NUQ 3 DME, then turn left direct to cross OSI VOR/DME at 4000, thence . . .

. . . via RADAR vectors or assigned route.

WOODSIDE TWO DEPARTURE

(OSI2.OSI) 15SEP16

MOUNTAIN VIEW, CALIFORNIA
MOFFETT FEDERAL AIRFIELD (NUQ)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC Z RWY 1L
NAPA COUNTY (APC)

MISSED APPROACH: Climb to 500 then climbing left turn to 3200 direct SGD VORTAC and on SGD VORTAC R-230 to BURDE INT/SGD 11.3 DME and hold.

ELEV 36 TDZE 17

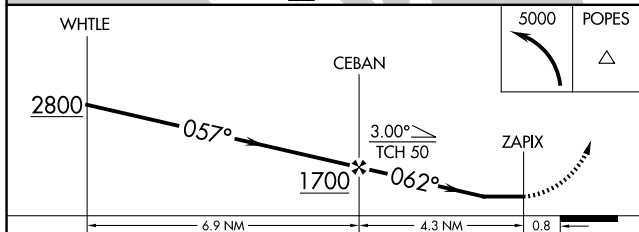
MIRL Rwy 6-24 and 1L-19R
REIL Rwy 6

SW-2. 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 6

NAPA COUNTY (APC)

ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER * 118.70 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 19R

NAPA COUNTY (APC)

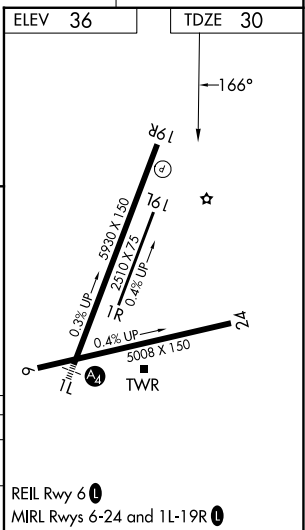
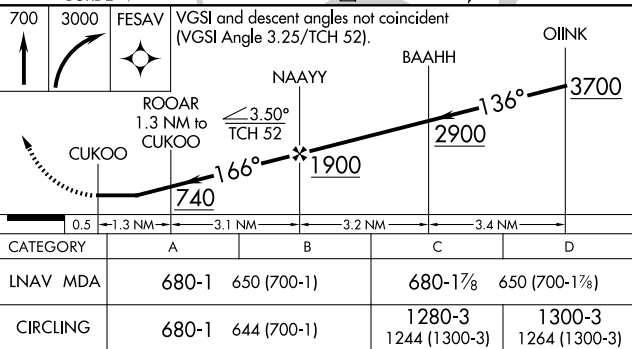
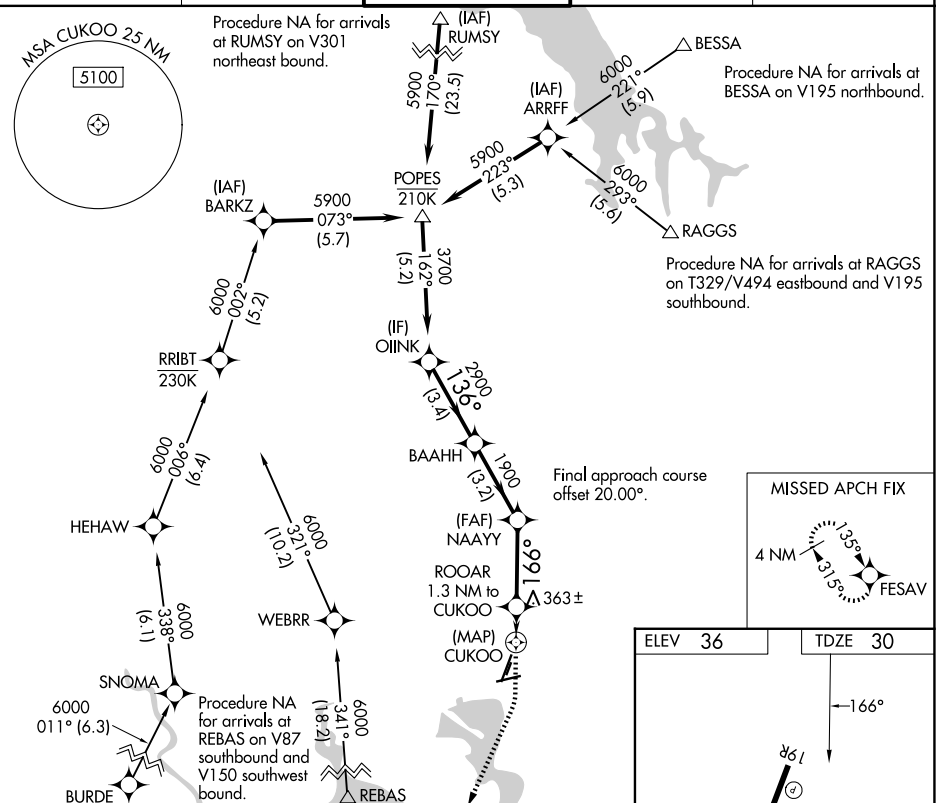
APP CRS	Rwy Ldg	5930
166°	TDZE	30
	Apt Elev	36

RNP APCH - GPS.

T Rwy 19R helicopter visibility reduction below $\frac{3}{4}$ SM NA
A Circling Cats A/B/C NA east of Rwy 19R and northwest
of Rwy 24. Circling Cat D NA east of Rwy 19L-1R.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct FESAV and hold.

ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER * 118.70 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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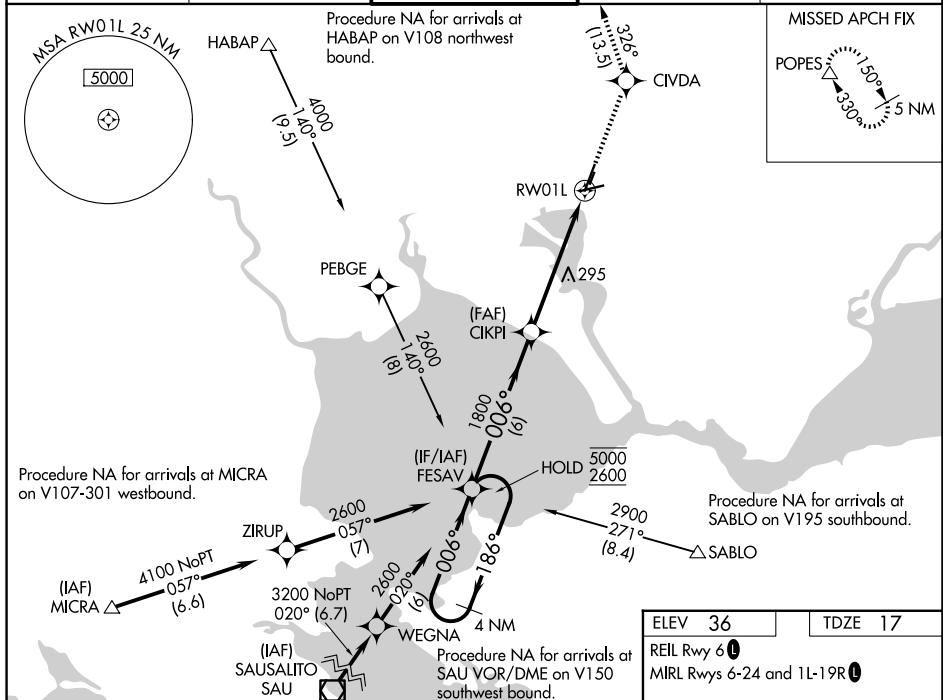


RNAV (GPS) Y RWY 1L
NAPA COUNTY (APC)

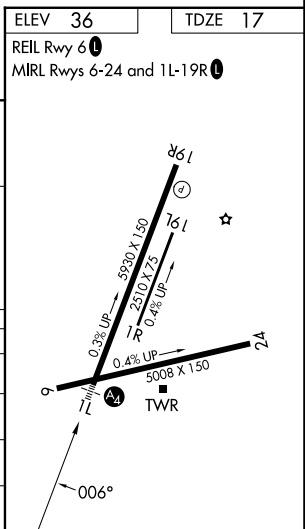
MISSED APPROACH: Climb to 5000 direct CIVDA and on track 326° to POPES and hold, continue climb-in-hold to 5000.

MALS

ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER ★ 118.70 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1252-5	1235 (1300-5)	
LNAV/VNAV DA		1051-4	1034 (1100-4)	
LNAV MDA	1340-1¼	1323 (1400-1¼)	1340-3	1323 (1400-3)
CIRCLING	1340-1¼ 1304 (1400-1¼)	1340-1½ 1304 (1400-1½)	1340-3	1304 (1400-3)



SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40313 W01B	APP CRS 006°	Rwy Ldg TDZE 17 Apt Elev 36
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RNAV (GPS) Z RWY 1L

NAPA COUNTY (APC)

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Inop table does not apply to LPV minimums. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.

MALS

24

MISSED APPROACH: Climb to 5000 direct CIVDA and on track 326° to POPES and hold. Missed approach requires minimum climb of 420 feet per NM to 2200; if unable to meet climb gradient, see RNAV (GPS) Y RWY 1L.

ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER★ 118.70 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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ELEV 36	TDZE 17
REIL Rwy 6 1	
MIRL Rwys 6-24 and 1L-19R 1	

4 NM Holding Pattern

FESAV

5000 ← 186°

2600 → 006°

GP 3.00° TCH 50

1800

1800

1800

6 NM

3.9 NM

1.6 NM

5000

CIVDA

tr 326°

POPES

1.6 NM to RWY1L

RWY1L

CATEGORY	A	B	C	D
LPV DA		217-¾	200 (200-¾)	
LNAV/VNAV DA		330-¾	313 (300-¾)	
LNAV MDA	560-¾	543 (600-¾)	560-1⅜	543 (600-1⅜)

NAPA, CALIFORNIA
Amdt 3 14MAY26

38°13'N-122°17'W
175

NAPA COUNTY (APC)

RNAV (GPS) Z RWY 1L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

NAPA, CALIFORNIA

AL-281 (FAA)

25331

VORTAC	SGD	APP CRS	Rwy Ldg	5008
112.1		050°	TDZE	21
Chan 58			Apt Elev	36

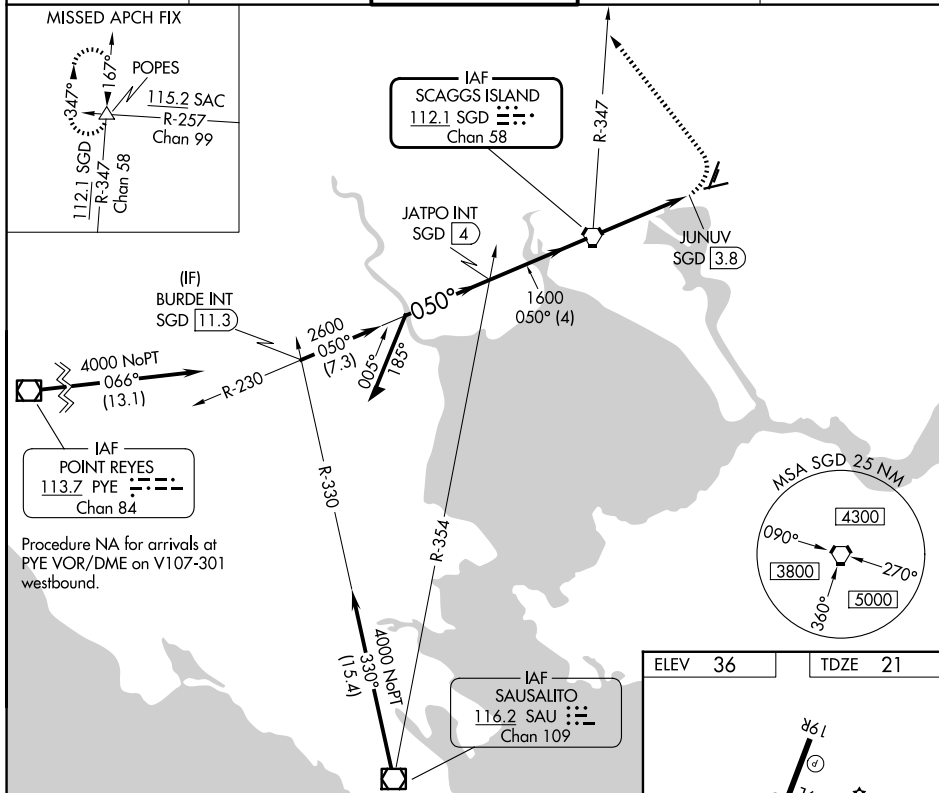
VOR RWY 6

NAPA COUNTY (APC)

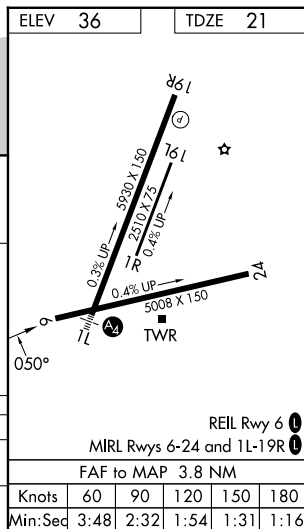
⚠ Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 Circling Cats A/B/C NA east of Rwy 19R and northwest of Rwy 24. Circling Cat D NA east of Rwy 19L-1R.

MISSED APPROACH: Climbing left turn to 7000 on heading 305° and SGD VORTAC R-347 to POPES INT and hold, continue climb-in-hold to 7000.

ATIS 124.05	OAKLAND CENTER 127.8 353.5	NAPA TOWER★ 118.70 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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Remain within 10 NM		SGD VORTAC	7000 hdg 305°	SGD R-347	POPES △
3500		JATPO INT SGD 4	SGD 1.5	JUNUV SGD 3.8	
2600		1600	3.31° TCH 55		
4 NM		1.5 NM	2.3 NM	0.6 NM	
CATEGORY	A	B	C	D	
S-6	1080-1¼ 1059 (1100-1¼)	1080-1½ 1059 (1100-1½)	1080-3	1059 (1100-3)	
CIRCLING	1080-1¼ 1044 (1100-1¼)	1080-1½ 1044 (1100-1½)	1280-3 1244 (1300-3)	1300-3 1264 (1300-3)	



NAPA, CALIFORNIA
 Amdt 15 24MAR22

38°13'N-122°17'W

NAPA COUNTY (APC)
VOR RWY 6

SW-2, 03 SEP 2026 to 29 OCT 2026

(NAPAA4.NAPAA) 23334

NAPAA FOUR DEPARTURE (OBSTACLE)

AL-281 (FAA)

NAPA COUNTY (APC)

NAPA, CALIFORNIA

TAKEOFF MINIMUMS

Rwys 19L/R: Standard.

Rwy 1L: Standard with minimum climb of 310' per NM to 900
or 2400-3 for VCOA.Rwy 1R: Standard with minimum climb of 360' per NM to 700
or 2400-3 for VCOA.Rwy 6: Standard with minimum climb of 440' per NM to 1700
or 2400-3 for VCOA.Rwy 24: 300-1½ or standard with minimum climb of 255' per NM
to 300, or alternatively, with standard takeoff minimums
and a normal 200' per NM climb gradient, takeoff must
occur no later than 2100' prior to DER.

OAKLAND CENTER

127.8 353.5

ATIS

124.05

GND CON

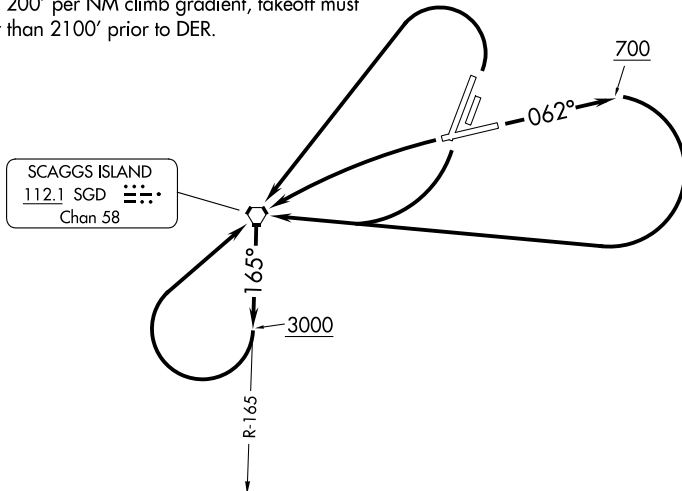
121.7

CLNC DEL

127.85

NAPA TOWER*

118.7 (CTAF) 257.8



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 062° to 700, then turn right direct SGD VORTAC, thence. . . .TAKEOFF RUNWAYS 1L/R, 24: Turn left direct SGD VORTAC, thence. . . .TAKEOFF RUNWAYS 19L/R: Turn right direct SGD VORTAC, thence. . . .VCOA RUNWAYS 1L/R, 6: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Napa County Airport at or above 2300, then direct SGD VORTAC, thence. . . .

. . . aircraft departing SGD VORTAC on R-165 climb on course. All other aircraft continue climb on SGD VORTAC R-165 to 3000, then turn right direct SGD VORTAC before proceeding on course.

NAPAA FOUR DEPARTURE (OBSTACLE)

(NAPAA4.NAPAA) 10OCT19

NAPA, CALIFORNIA

NAPA COUNTY (APC)

TAKEOFF OBSTACLE NOTES

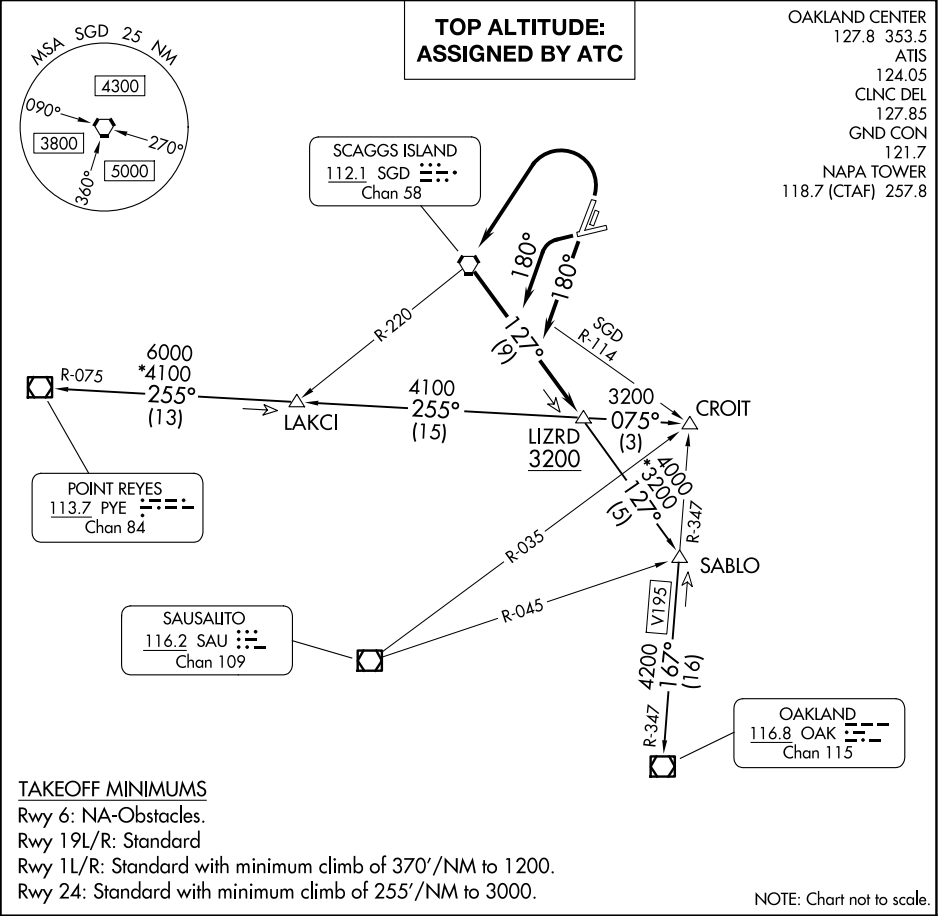
- Rwy 1L: Terrain beginning 7' from DER, 340' left of centerline up to 37' MSL.
Lighting 10' from DER, 51' right of centerline, 1' AGL/30' MSL.
Vehicles on road beginning 105' from DER, 317' right of centerline, up to 41' MSL.
Vehicles on road and terrain, beginning 105' from DER, 298' left of centerline, up to 43' MSL.
Vehicles on road 203' from DER, 300' left of centerline, 44' MSL.
Vehicles on road beginning 363' from DER, 302' left of centerline, up to 45' MSL.
Vehicles on road 559' from DER, 544' right of centerline, 44' MSL.
Trees beginning 3205' from DER, 790' right of centerline, up to 124' MSL.
Trees beginning 4610' from DER, 306' right of centerline, up to 168' MSL.
Tree 1.1 NM from DER, 2025' right of centerline, 226' MSL.
Trees beginning 1.1 NM from DER, 1674' right of centerline, up to 249' MSL.
Tree 1.1 NM from DER, 1839' right of centerline, 253' MSL.
Trees and terrain beginning 1.1 NM from DER, 1648' right of centerline, up to 282' MSL.
Trees, terrain and fence beginning 1.1 NM from DER, 1634' right of centerline, up to 298' MSL.
Tree and fence beginning 1.7 NM from DER, 3269' right of centerline, up to 345' MSL.
Electrical system, terrain, fence and tree beginning 1.8 NM from DER, 606' right of centerline, up to 129' AGL/446' MSL.
Trees and terrain beginning 2 NM from DER, 542' right of centerline, up to 526' MSL.
Terrain, fence and tree beginning 2 NM from DER, 1089' right of centerline, up to 528' MSL.
Fence, trees, terrain and building beginning 2.1 NM from DER, 2007' right of centerline, up to 5' AGL/554' MSL.
Terrain and trees beginning 2.1 NM from DER, 2139' right of centerline, up to 581' MSL.
Tree 2.2 NM from DER, 3913' right of centerline, 585' MSL.
Trees, terrain and fence, beginning 2.2 NM from DER, 2013' right of centerline, up to 587' MSL.
Trees and terrain beginning 2.3 NM from DER, 2566' right of centerline, up to 599' MSL.
- Rwy 1R: Lighting 43' from DER, 493' right of centerline, 1' AGL/25' MSL.
Sign 51' from DER, 420' left of centerline, 2' AGL/23' MSL.
Poles and vehicles on road beginning 262' from DER, 63' right of centerline, up to 36' AGL/59' MSL.
Vehicles on road 639' from DER, 436' left of centerline, 38' MSL.
Vehicles on road beginning 640' from DER, 95' left of centerline, up to 39' MSL.
Tree 812' from DER, 673' right of centerline, 70' MSL.
Tree 1870' from DER, 470' right of centerline, 71' MSL.
Tree 1.2 NM from DER, 2507' right of centerline, 240' MSL.
Tree 1.2 NM from DER, 2314' right of centerline, 243' MSL.
Trees beginning 1.2 NM from DER, 2143' right of centerline, up to 286' MSL.
Trees, fence and terrain beginning 1.3 NM from DER, 2073' right of centerline, up to 309' MSL.
Tree 1.3 NM from DER, 2552' right of centerline, 322' MSL.
Trees and terrain beginning 1.3 NM from DER, 1204' right of centerline, up to 368' MSL.
Trees, terrain and fence beginning 1.4 NM from DER, 1286' right of centerline, up to 391' MSL.
Trees beginning 1.4 NM from DER, 1312' right of centerline, up to 400' MSL.
Trees, terrain, building and fence beginning 1.4 NM from DER, 2008' right of centerline, up to 417' MSL.
Electrical system, fence and terrain beginning 2.1 NM from DER, 2329' right of centerline, up to 129' AGL/446' MSL.
Transmission line 2.2 NM from DER, 3214' right of centerline, 123' AGL/542' MSL.
Electrical system, fence, pole, terrain and trees beginning 2.2 NM from DER, 1515' right of centerline, up to 116' AGL/544' MSL.
Terrain and fence beginning 2.3 NM from DER, 2076' right of centerline, up to 551' MSL.
Trees, fence, terrain and building beginning 2.3 NM from DER, 1494' right of centerline, up to 561' MSL.
Terrain and tree beginning 2.4 NM from DER, 1626' right of centerline, up to 581' MSL.
Terrain and tree beginning 2.4 NM from DER, 2067' right of centerline, up to 612' MSL.
Terrain and trees beginning 2.4 NM from DER, 2564' right of centerline, up to 643' MSL.
Tree 2.4 NM from DER, 3917' right of centerline, 671' MSL.
Trees beginning 2.5 NM from DER, 1954' right of centerline, up to 687' MSL.

(CONTINUED ON FOLLOWING PAGE)

(CONTINUED)

TAKEOFF OBSTACLE NOTES

- Rwy 6: Pole 1' from DER, 59' left of centerline, 3' AGL/37' MSL.
 Pole 2' from DER, 60' right of centerline, 2' AGL/36' MSL.
 Pole 98' from DER, 480' left of centerline, 34' AGL/67' MSL.
 Pole 333' from DER, 476' left of centerline, 34' AGL/68' MSL.
 Pole and vehicles on road beginning 573' from DER, 0' left of centerline, up to 33' AGL/69' MSL.
 Building 773' from DER, 660' right of centerline, 29' AGL/70' MSL.
 Buildings and pole beginning 1104' from DER, 472' right of centerline, up to 37' AGL/80' MSL.
 Trees beginning 1288' from DER, 516' left of centerline, up to 98' MSL.
 Trees beginning 2082' from DER, 98' right of centerline, up to 113' MSL.
 Trees beginning 2306' from DER, 53' right of centerline, up to 130' MSL.
 Tree 4681' from DER, 1103' left of centerline, 180' MSL.
 Trees beginning 4859' from DER, 1063' left of centerline, up to 187' MSL.
 Terrain 5855' from DER, 2050' right of centerline, 195' MSL.
 Trees and fence beginning 5865' from DER, 1761' left of centerline, up to 211' MSL.
 Trees, terrain and fence beginning 6068' from DER, 1419' right of centerline, up to 281' MSL.
 Tree 1 NM from DER, 2035' left of centerline, 212' MSL.
 Trees beginning 1 NM from DER, 1796' left of centerline, up to 224' MSL.
 Tree 2 NM from DER, 2933' left of centerline, 340' MSL.
 Tree 2 NM from DER, 2803' left of centerline, 359' MSL.
 Trees beginning 2.1 NM from DER, 3827' right of centerline, up to 386' MSL.
 Terrain 2.2 NM from DER, 3202' right of centerline, up to 405' MSL.
 Terrain beginning 2.3 NM from DER, 911' right of centerline, up to 464' MSL.
 Fence and terrain beginning 2.4 NM from DER, 3273' left of centerline, up to 4' AGL/452' MSL.
 Terrain 2.4 NM from DER, 3353' left of centerline, 457' MSL.
 Terrain and trees beginning 2.4 NM from DER, 61' left of centerline, up to 525' MSL.
 Fence beginning 2.5 NM from DER, 100' right of centerline, up to 6' AGL/519' MSL.
- Rwy 19L: Sign and terrain beginning 14' from DER, 125' left of centerline, up to 2' AGL/14' MSL.
 Lighting 15' from DER, 429' right of centerline, 1' AGL/14' MSL.
 Terrain 49' from DER, 483' left of centerline, 17' MSL.
 Navaid 1278' from DER, 816' left of centerline, 35' AGL/52' MSL.
 Tree 3852' from DER, 1304' left of centerline, 111' MSL.
- Rwy 19R: Lighting 9' from DER, 4' left of centerline, 1' AGL/15' MSL.
 Pole 10' from DER, 44' right of centerline, 1' AGL/15' MSL.
 Lighting 10' from DER, 96' left of centerline, 3' AGL/17' MSL.
 Vehicles on road beginning 350' from DER, 584' left of centerline, up to 34' MSL.
 Tree 3158' from DER, 764' left of centerline, 101' MSL.
 Tree 3503' from DER, 1006' left of centerline, 104' MSL..
- Rwy 24: Vehicles on road and general utility beginning 56' from DER, 125' right of centerline, up to 21' MSL.
 General utility 59' from DER, 122' left of centerline, 4' AGL/17' MSL.
 Vehicles on road beginning 60' from DER, 18' left of centerline, up to 25' MSL.
 Vehicles on road beginning 167' from DER, 9' right of centerline, up to 22' MSL.
 Vehicles on road beginning 354' from DER, 259' right of centerline, up to 26' MSL.
 Trees beginning 1455' from DER, 776' left of centerline, up to 76' MSL.
 Trees beginning 2324' from DER, 540' left of centerline, up to 90' MSL.
 Tree 2650' from DER, 527' left of centerline, 93' MSL.
 Tree 4552' from DER, 554' left of centerline, 135' MSL.
 Vehicles on road and bridge beginning 4943' from DER, 1631' right of centerline, up to 165' AGL/170' MSL.



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/R: Climbing left turn direct SGD VORTAC, proceed outbound on the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3200. Thence. . .

TAKEOFF RUNWAY 19L/R: Climb on heading 180° to intercept and proceed outbound on the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3200. Thence. . .

TAKEOFF RUNWAY 24: Climbing left turn on heading 180° to intercept and proceed outbound on the SGD R-127 to LIZRD INT. Cross LIZRD INT at or above 3200. Thence. . .

. . . on transition or assigned route. Maintain ATC assigned altitude.

CROIT TRANSITION (LIZRD6.CROIT): From over LIZRD on PYE R-075 to CROIT.

OAKLAND TRANSITION (LIZRD6.OAK): From over LIZRD on SGD R-127 and OAK R-347 to OAK VOR/DME.

POINT REYES TRANSITION (LIZRD6.PYE): From over LIZRD on PYE R-075 to PYE VOR/DME.

(MER4.SGD) 26134

MERLOT FOUR DEPARTURE

NAPA COUNTY (APC)
NAPA, CALIFORNIA

AL-281 (FAA)

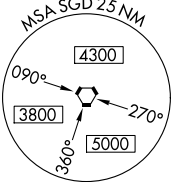
RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

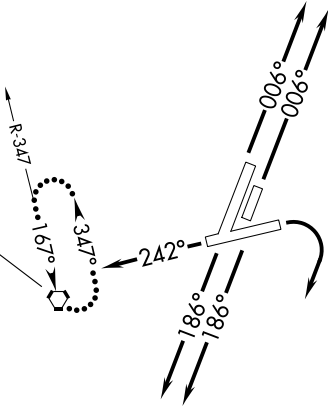
OAKLAND CENTER
127.8 353.5
ATIS
124.05
CLNC DEL
127.85
GND CON
121.7
NAPA TOWER★
118.7 (CTAF) 257.8

TAKEOFF MINIMUMS

Rwy 1L: Standard with minimum climb of 420'/NM to 2900.
Rwy 1R: Standard with minimum climb of 460'/NM to 3000.
Rwy 6: Standard with minimum climb of 430'/NM to 1600.
Rwy 19L: Standard with minimum climb of 320'/NM to 1500.
Rwy 19R: Standard with minimum climb of 330'/NM to 1600.
Rwy 24: Standard with minimum climb of 255'/NM to 1300.



SCAGGS ISLAND
112.1 SGD
Chan 58



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb heading 006° (or climbing left turn on ATC assigned heading 186° CW 006°); thence. . . .

TAKEOFF RUNWAY 6: Climbing right turn on assigned heading between 130° CW 242°; thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb heading 186° (or ATC assigned heading 130° CW 270°); thence. . . .

TAKEOFF RUNWAY 24: Climb heading 242° (or ATC assigned heading 130° CW 270°); thence. . . .

. . . . expect vectors to join assigned route. Maintain ATC assigned altitude; expect filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS

If not in contact with Oakland Center after reaching 4000, proceed to the SGD VORTAC and hold.

MERLOT FOUR DEPARTURE
(MER4.SGD) 14MAY26

NAPA, CALIFORNIA
NAPA COUNTY (APC)

SW-2, 03 SEP 2026 to 29 OCT 2026

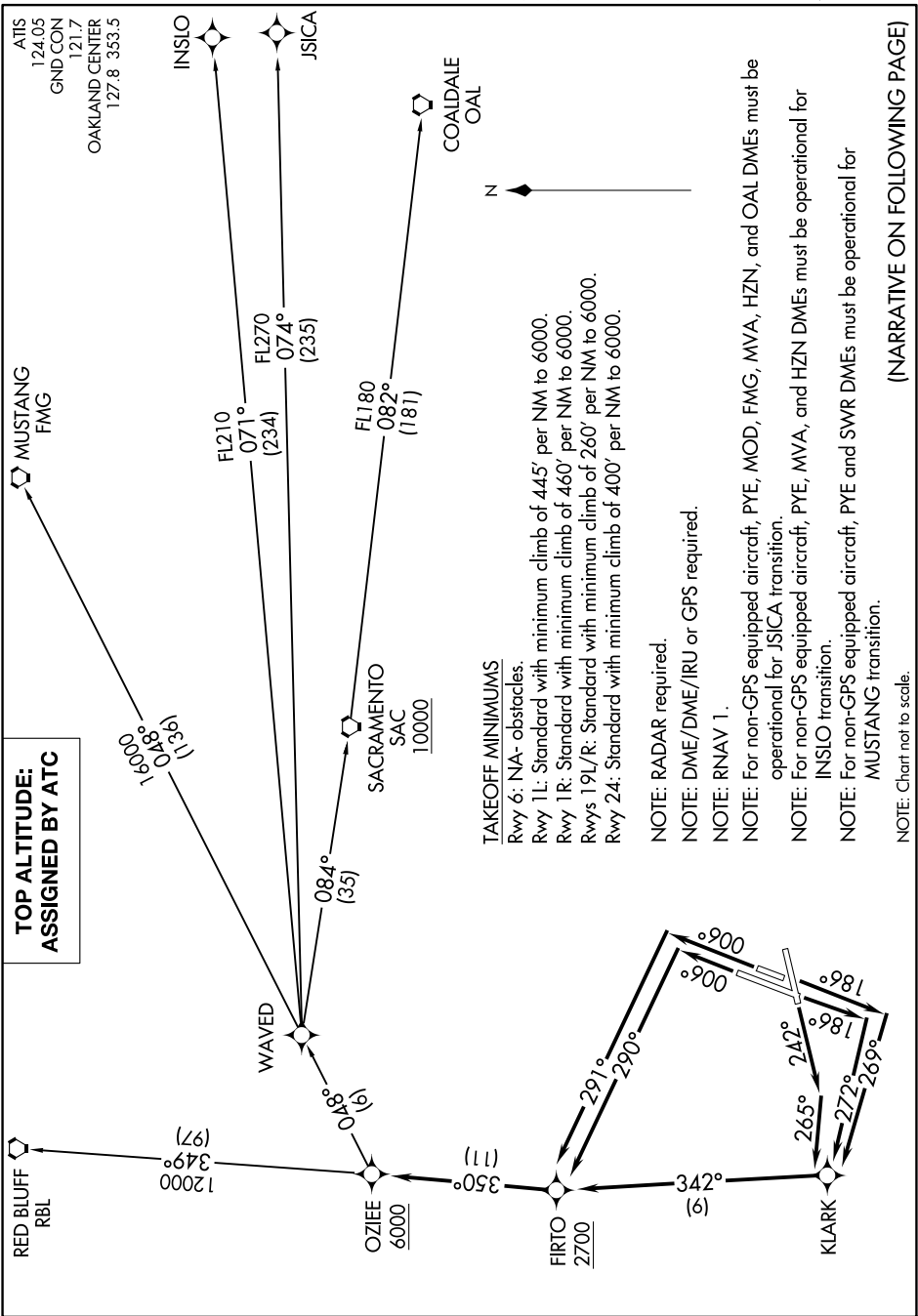
SW-2, 03 SEP 2026 to 29 OCT 2026

OZIEE FOUR DEPARTURE (RNAV)

AL-281 (FAA)

NAPA COUNTY (APC)
NAPA, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026



SW-2, 03 SEP 2026 to 29 OCT 2026

OZIEE FOUR DEPARTURE (RNAV)

NAPA, CALIFORNIA
NAPA COUNTY (APC)

(OZIEE4.OZIEE) 19283

OZIEE FOUR DEPARTURE (RNAV)

AL-281 (FAA)

NAPA COUNTY (APC)
NAPA, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L: Climb on heading 006° to intercept course 290° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 1R: Climb on heading 006° to intercept course 291° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 19L: Climb on heading 186° to intercept course 269° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 19R: Climb on heading 186° to intercept course 272° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

TAKEOFF RUNWAY 24: Climb on heading 242° to intercept course 265° to KLARK, then on track 342° to FIRTO at or above 2700, then on track 350° to OZIEE at or above 6000, thence. . . .

. . . .on (transition). Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

COALDALE TRANSITION (OZIEE4.OAL)

INSLO TRANSITION (OZIEE4.INSLO)

JSICA TRANSITION (OZIEE4.JSICA)

MUSTANG TRANSITION (OZIEE4.FMG)

RED BLUFF TRANSITION (OZIEE4.RBL)

SW-2, 03 SEP 2026 to 29 OCT 2026

OZIEE FOUR DEPARTURE (RNAV)
(OZIEE4.OZIEE) 10OCT19NAPA, CALIFORNIA
NAPA COUNTY (APC)

SW-2, 03 SEP 2026 to 29 OCT 2026

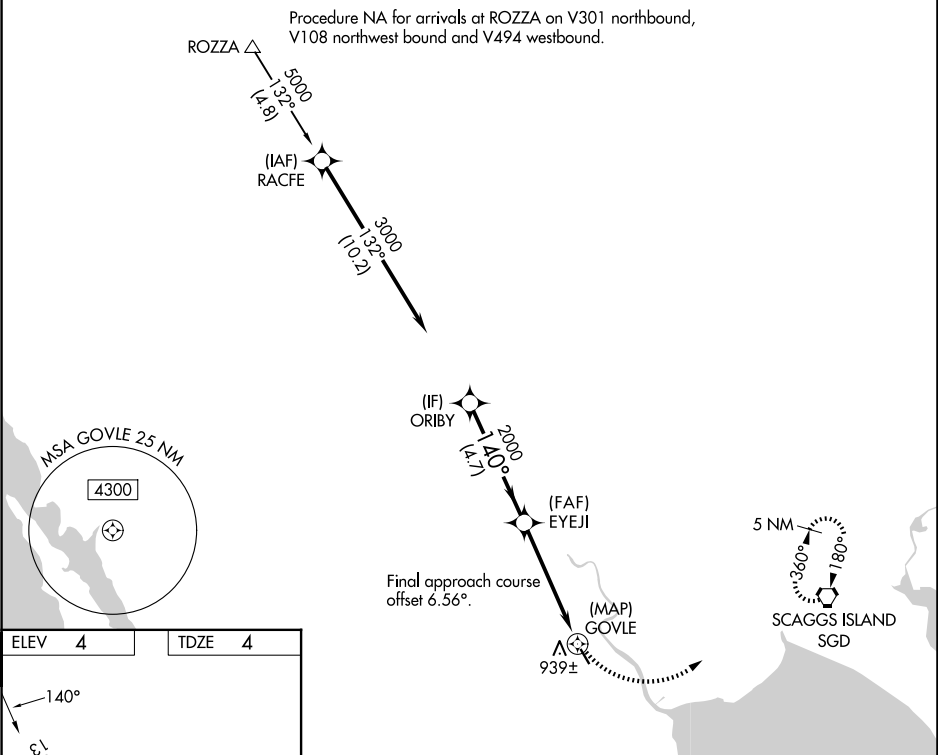
WAAS CH 63244 W13A	APP CRS 140°	Rwy Ldg 3303 TDZE 4 Apt Elev 4
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RNAV (GPS) RWY 13

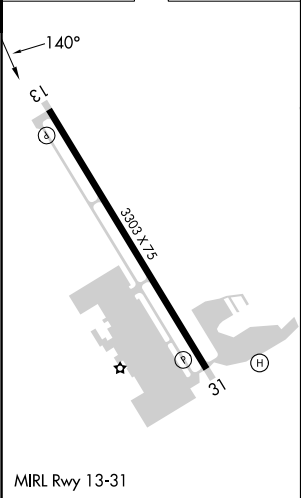
GNOSS FLD (DVO)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 4200 direct SGD VORTAC and hold, continue climb-in-hold to 4200.
⚠ Circling NA southwest of Rwy 13-31. Circling Rwy 31 NA at night. Rwy 13 helicopter visibility reduction below ¾ SM NA.	

AWOS-3P 120.675	OAKLAND CENTER 127.8 353.5	UNICOM 123.075 (CTAF)
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ELEV 4	TDZE 4
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ORIBY		VGS1 and descent angles not coincident (VGS1 Angle 3.50/TCH 28).		4200	SGD
3000		EYEJI			
140°		2000		1.9 NM to GOVLE	
		3.69°		GOVLE	
		TCH 35			
4.7 NM		2.9 NM		1.9 NM	
				0.2	
CATEGORY	A	B	C	D	
LP MDA	820-1 816 (900-1)	820-1¼ 816 (900-1¼)	NA		
LNAV MDA	1100-1¼ 1096 (1100-1¼)	1100-1½ 1096 (1100-1½)	NA		
CIRCLING	1100-1¼ 1096 (1100-1¼)	1100-1½ 1096 (1100-1½)	NA		

OAKDALE, CALIFORNIA

AL-6135 (FAA)

26134

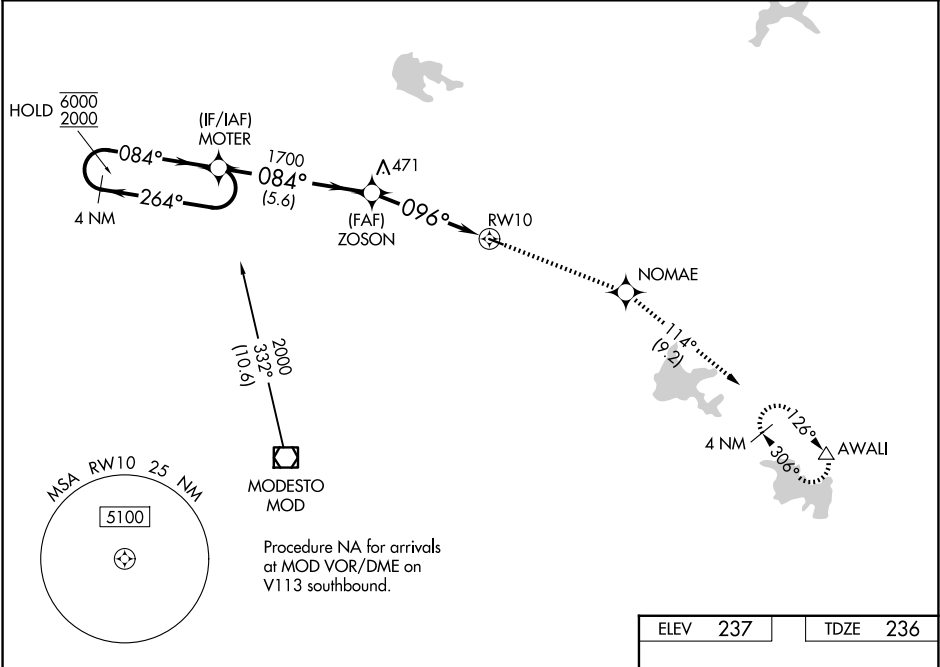
WAAS CH 42524 W10A	APP CRS 096°	Rwy Ldg TDZE Apt Elev	3013 236 237
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RNAV (GPS) RWY 10

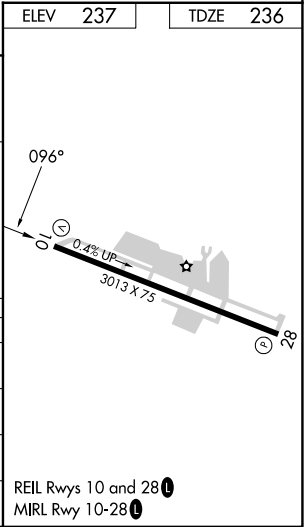
OAKDALE (O27)

RNP APCH-GPS.		MISSED APPROACH: Climb to 4000 direct NOMAE and on track 114° to AWALI and hold, continue climb-in-hold to 4000.
Baro-VNAV NA. Use Modesto altimeter setting; when not received, use Stockton Metro altimeter setting: increase LPV DA to 627 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 588 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV Cat C visibility ½ SM.		

MOD ASOS 127.7	NORCAL APP CON 125.1 363.2	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern				VGSi and RNAV glidepath not coincident (VGSi Angle 2.50/TCH 26).				4000 ↑		NOMAE ✦		tr 114° ↻		AWALI △	
MOTER				ZOSON											
6000 ← 264° 2000 → 084°				1700											
GP 3.00° TCH 40				084° 1700 096° RW10											
				5.6 NM				4.5 NM							
CATEGORY		A		B		C		D							
LPV DA		593-1 357 (400-1)										NA			
LNAV/VNAV DA		554-7/8 318 (400-7/8)										NA			
LNAV MDA		760-1 524 (600-1)				760-1½ 524 (600-1½)				NA					
CIRCLING		760-1 523 (600-1)		820-1 583 (600-1)		920-2 683 (700-2)				NA					



OAKDALE, CALIFORNIA
Amdt 2A 07OCT21

37°45'N-120°48'W

OAKDALE (O27)

RNAV (GPS) RWY 10

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND, CALIFORNIA

AL-294 (FAA)

25275

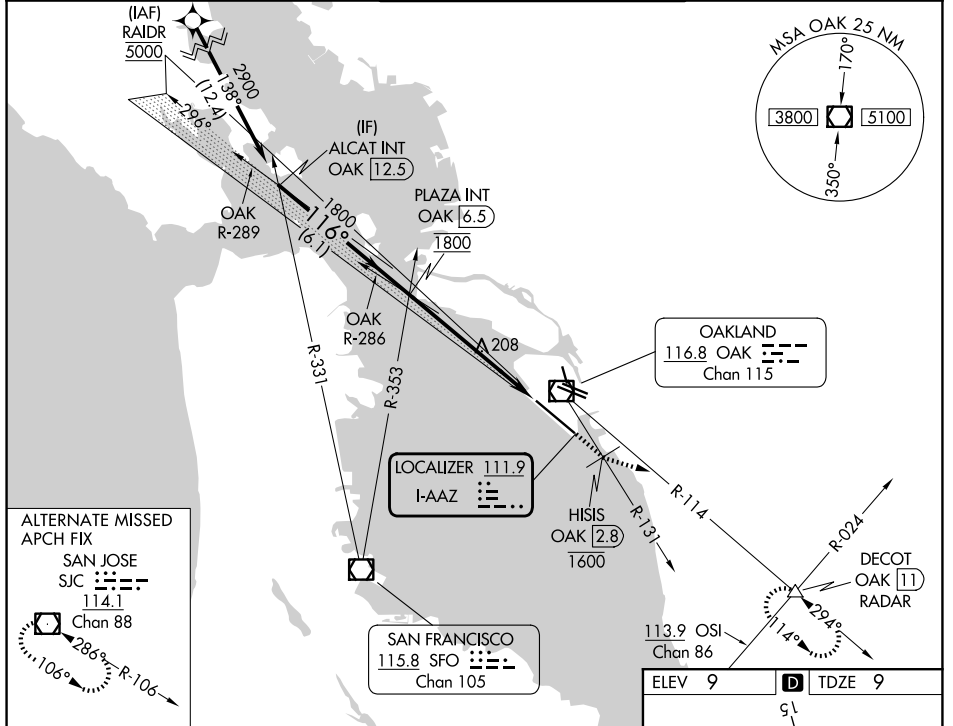
LOC I-AAZ 111.9	APP CRS 116°	Rwy Ldg 10000
	TDZE 9	
	Apt Elev 9	

ILS or LOC RWY 12

OAKLAND SAN FRANCISCO BAY (OAK)

DME required. From RAIDR: RNAV 1-GPS required.	MALSR	MISSED APPROACH: Climb on heading 116° and on OAK VOR/DME R-131 to cross HISIS/OAK 2.8 DME at or below 1600 then climb to 5100 on heading 090° and on OAK VOR/DME R-114 to DECOT INT/OAK 11 DME/RADAR and hold, continue climb-in-hold to 5100.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.		

D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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ALCAT INT OAK 12.5

hdg 116°

OAK R-131

HISIS OAK 2.8

5100

OAK R-114

DECOT

PLAZA INT OAK 6.5

VGSi and ILS glidepath not coincident (VGSi Angle 2.75/TCH 70).

2900

116°

1800

GS 2.75° TCH 55

1800

6.1 NM

6 NM

CATEGORY	A	B	C	D
S-ILS 12*	209/24		200 (200-½)	
S-LOC 12	460/24 451 (500-½)		460/45 451 (500-¾)	
CIRCLING	560-1 551 (600-1)		660-1¾ 651 (700-1¾) 1400-3 1391 (1400-3)	

116°

REIL Rwy 10R

TDZ/CL Rwy 30

MIRL Rwy 15-33

HIRL Rwys 12-30, 10L-28R, 10R-28L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

TWR

10R

10L

28R

28L

10R-28L

10L-28R

12-30

15-33

15-33

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OAKLAND, CALIFORNIA

Amdt 8B 26MAR20

OAKLAND SAN FRANCISCO BAY (OAK)

37°43'N-122°13'W

ILS or LOC RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 28R
OAKLAND SAN FRANCISCO BAY (OAK)

MALSR
Rwy 28R

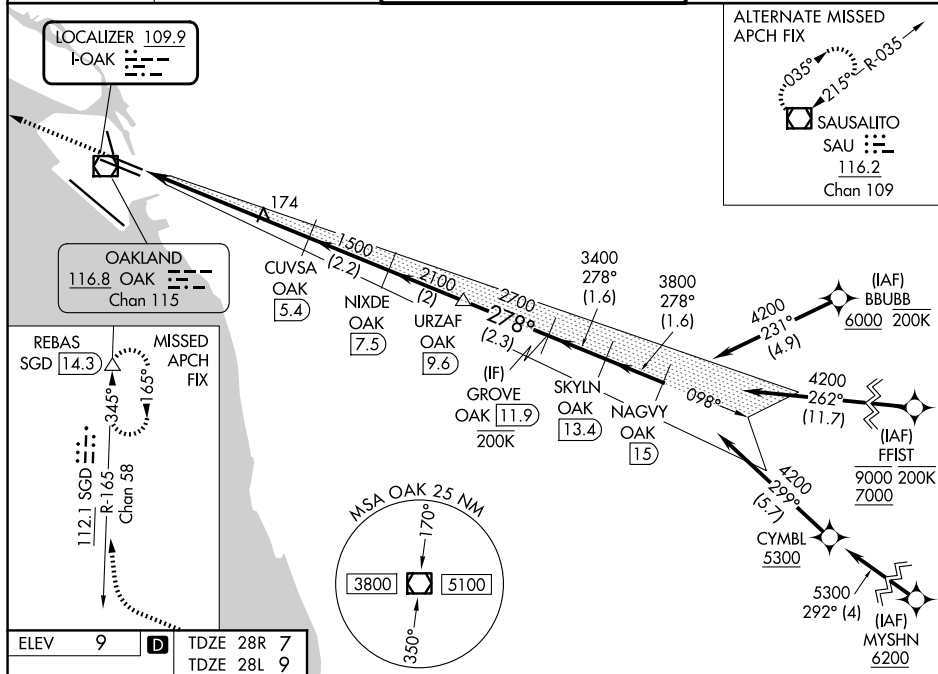
MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 on heading 340° and SGD VORTAC R-165 to REBAS/SGD 14.3 DME and hold.

D-ATIS
133.775

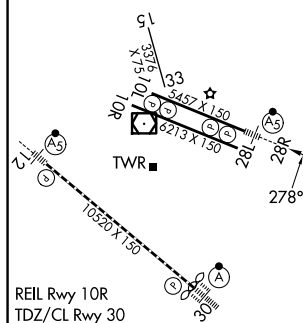
NORCAL APP CON
125.35 263.15

OAKLAND TOWER
118.3 291.65 (10L/R-28L/R, 15-33)
127.2 256.9 (12-30)

GND CON
121.9 (10L/R-28L/R, 15-33)
121.75 (12-30)



ELEV	9	D	TDZE 28R 7
			TDZE 28L 9



REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwy 12-30, 10L-28R, 10R-28L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1900 ↑	3000 hdg 340°	SGD R-165	REBAS △				
CATEGORY	A		B		C		D
S-ILS 28R *			207/24 200 (200-½)				
S-LOC 28R	440/24 433 (500-½)				440/40 433 (500-¾)		
SIDESTEP 28L	440-1 431 (500-1)				440-2 431 (500-2)		
CIRCLING	560-1 551 (600-1)				1400-3 1391 (1400-3)		

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-INB 108.7 Chan 24	APP CRS 296°	Rwy Ldg TDZE Apt Elev 10000 9 9
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ILS or LOC RWY 30
OAKLAND SAN FRANCISCO BAY (OAK)

RNP APCH - GPS. From FFI1 or MYSHN. DME or RADAR required.		ALSIF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.
For inop ALS, increase S-LOC-30 Cat C and D visibility to 1 1/8 SM.			

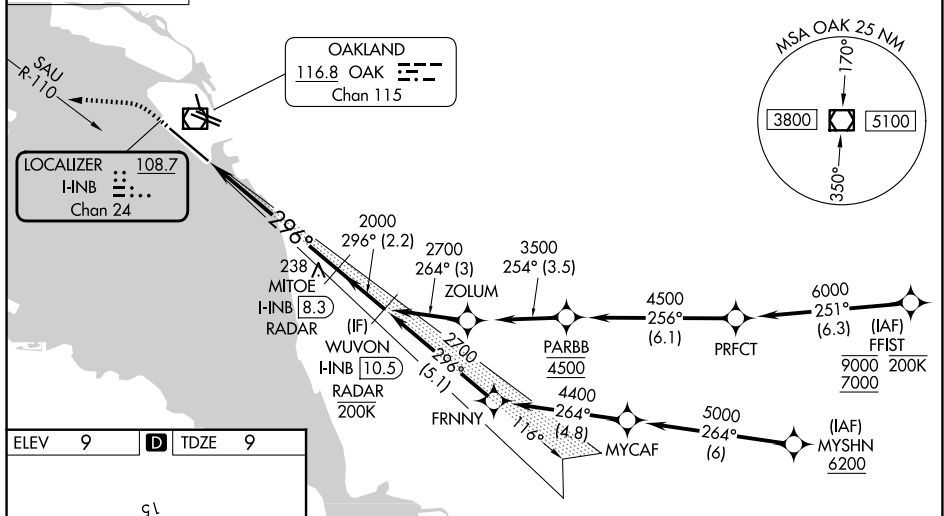
D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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MISSED APCH FIX

SAUSALITO
SAU 116.2
Chan 109

ALTERNATE MISSED APCH FIX

OAKLAND
OAK 116.8
Chan 115



ELEV 9 TDZE 9

LOCALIZER I-INB 108.7 Chan 24

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

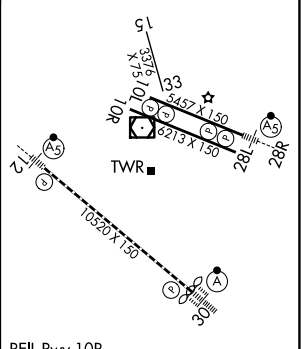
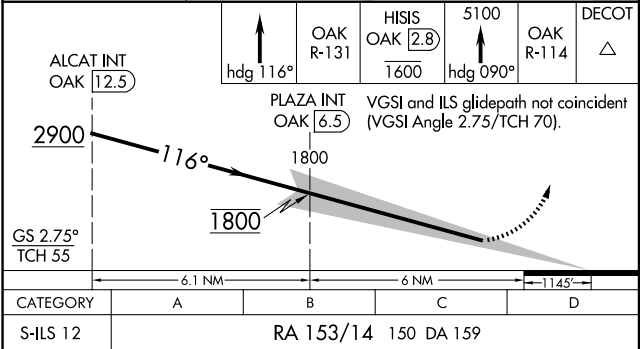
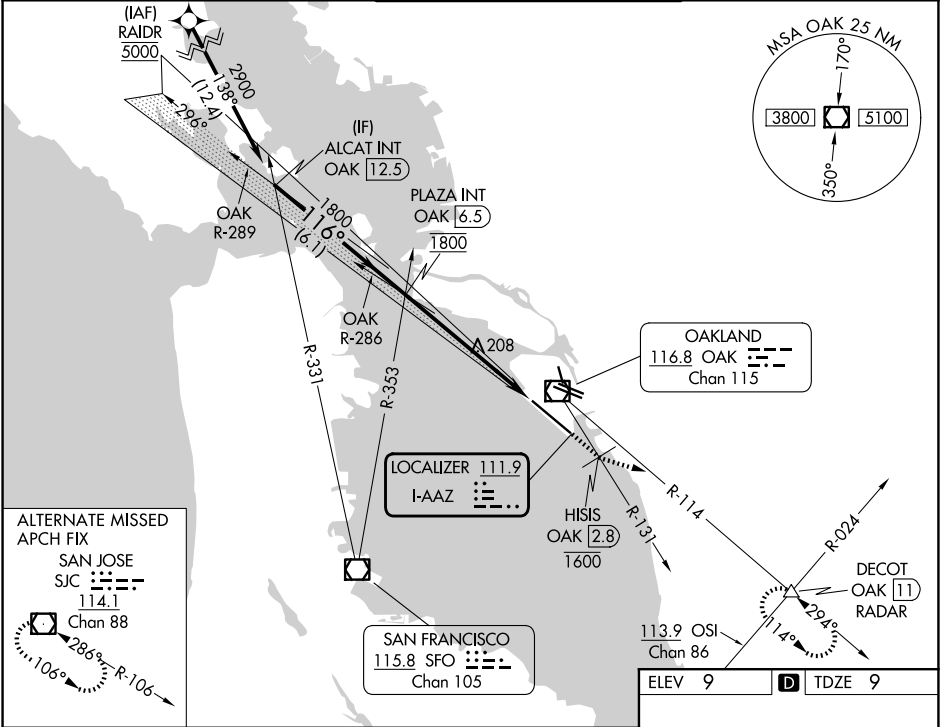
600 4000 SAU R-110 SAU		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	
		WUVON I-INB 10.5 RADAR 2000 2700	
CATEGORY A		B C D	
S-ILS 30		209/18 200 (200-1/2)	
S-LOC 30		500/24 491 (500-1/2) 500/50 491 (500-1)	
CIRCLING		560-1 551 (600-1) 660-1 651 (700-1 3/4) 1400-3 1391 (1400-3)	

LOC I-AAZ 111.9	APP CRS 116°	Rwy Ldg 10000
	TDZE 9	
	Apt Elev 9	

ILS RWY 12 (SA CAT I)
OAKLAND SAN FRANCISCO BAY (OAK)

DME required. From RAIDR: RNAV 1-GPS required.	MALSR 	MISSED APPROACH: Climb on heading 116° and on OAK VOR/DME R-131 to cross HISIS/OAK 2.8 DME at or below 1600 then climb to 5100 on heading 090° and on OAK VOR/DME R-114 to DECOT INT/OAK 11 DME/RADAR and hold, continue climb-in-hold to 5100.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwy 12-30, 10L-28R, 10R-28L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND, CALIFORNIA

AL-294 (FAA)

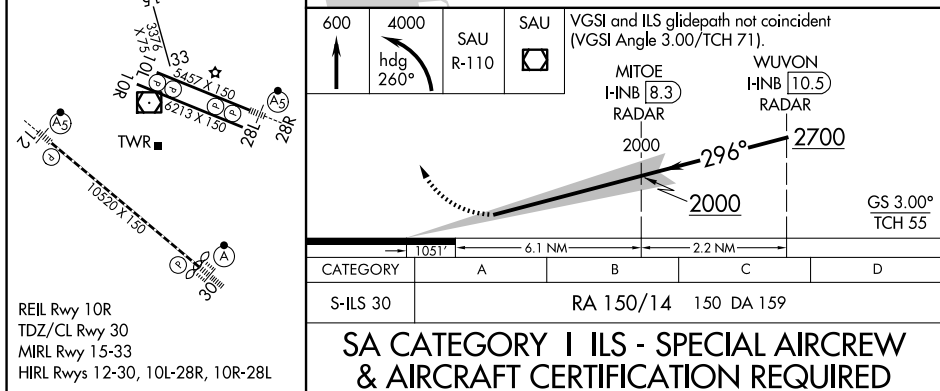
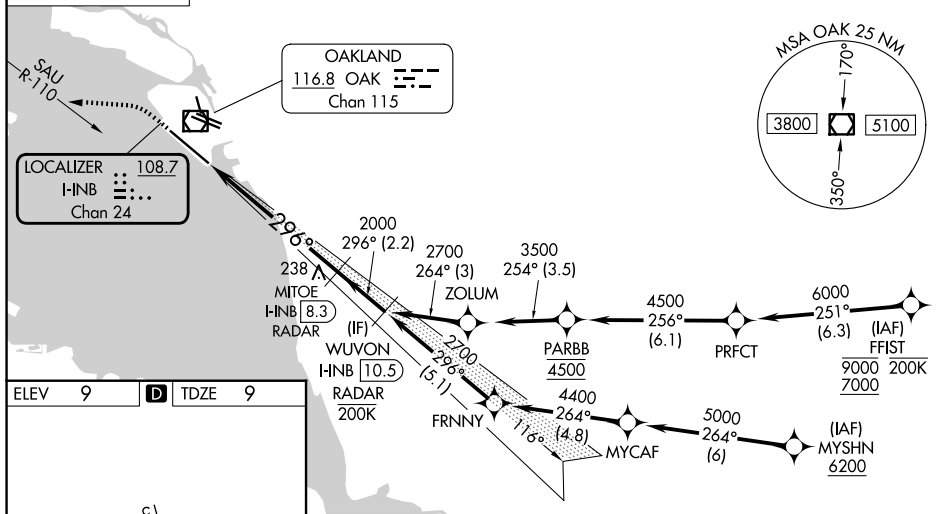
25275

LOC/DME I-INB 108.7 Chan 24	APP CRS 296°	Rwy Ldg TDZE Apt Elev 10000 9 9
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ILS RWY 30 (SA CAT I)

OAKLAND SAN FRANCISCO BAY (OAK)

RNP APCH - GPS. From FFIST or MYSHN.		ALSIF-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.
DME or RADAR required.			
 Requires specific OPSPEC, MSPEC, or LOA approval. Missed approach requires minimum climb of 213 feet per NM to 1540, if unable to meet climb gradient, see ILS or LOC RWY 30.			
D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)



OAKLAND, CALIFORNIA

Amdt 32 12JUN25

OAKLAND SAN FRANCISCO BAY (OAK)

37°43'N-122°13'W

ILS RWY 30 (SA CAT I)

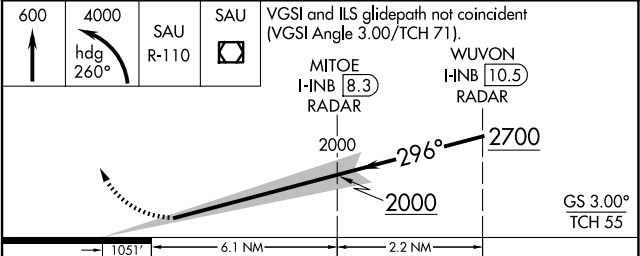
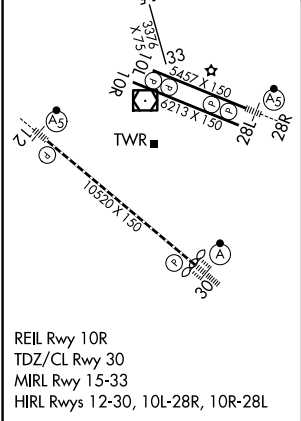
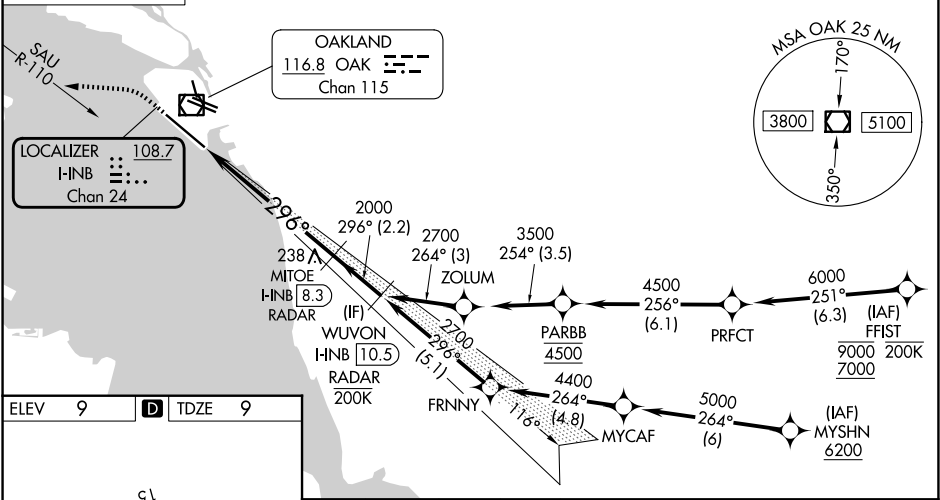
SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-INB 108.7 Chan 24	APP CRS 296°	Rwy Ldg TDZE Apt Elev 10000 9 9
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ILS RWY 30 (CAT II & III)
OAKLAND SAN FRANCISCO BAY (OAK)

RNP APCH - GPS. From FIST or MYSHN. DME or RADAR required.	ALS-F-2 	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 260° and on SAU VOR/DME R-110 to SAU VOR/DME and hold, continue climb-in-hold to 4000.
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D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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CATEGORY	A	B	C	D
S-ILS 30	CAT II RA 100/12 100 DA 109			
S-ILS 30	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND, CALIFORNIA

AL-294 (FAA)

25275

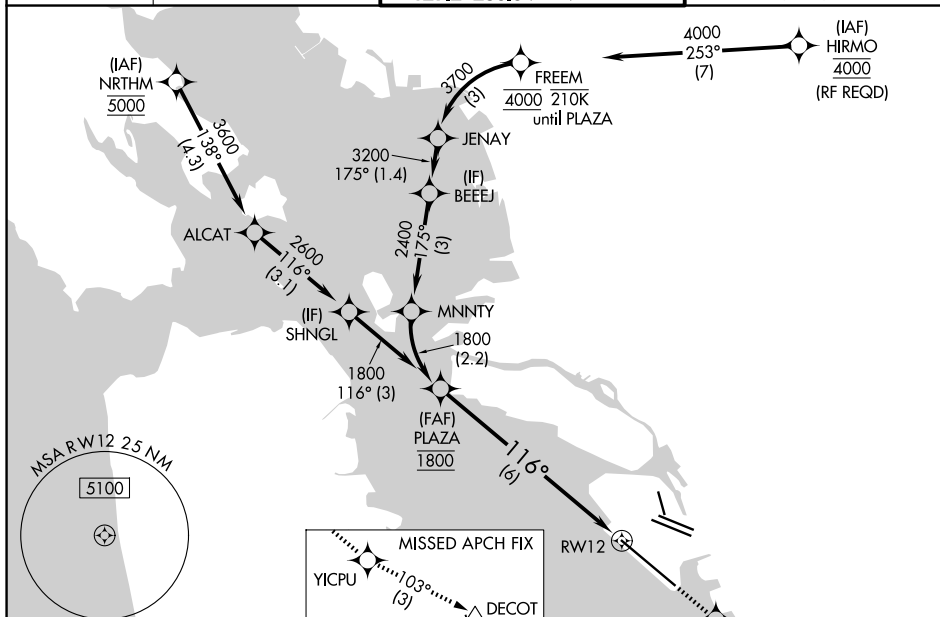
APP CRS	Rwy Ldg 10000
116°	TDZE 9
	Apt Elev 9

RNAV (RNP) Z RWY 12

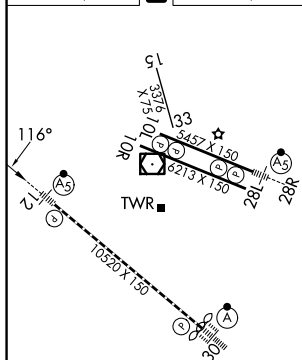
OAKLAND SAN FRANCISCO BAY (OAK)

RNP AR APCH.	MALSR	MISSED APPROACH: Climb direct HISIS to cross HISIS at or below 1600 then climb to 5400 on track 116° to YICPU and on track 103° to DECOT and hold, continue climb-in-hold to 5400.
▼ For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. For inop ALS increase RNP 0.15 visibility all Cats to RVR 4500, RNP 0.30 visibility all Cats to RVR 5500.		

D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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ELEV 9	D	TDZE 9
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REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwy 12-30, 10L-28R, 10R-28L

See planview for multiple IF locations.					↑ HISIS 1600 ↑ 5400 tr 116° ↑ YICPU tr 103° △ DECOT				
PLAZA 1800 1800 GP 2.75° TCH 55 116° 6 NM RW12					VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 70).				
CATEGORY		A		B		C		D	
RNP 0.15 DA		289/24 280 (300-½)							
RNP 0.30 DA		386/35 377 (400-⅝)							
AUTHORIZATION REQUIRED									

OAKLAND, CALIFORNIA

Amdt 2 13SEP18

37°43'N-122°13'W

OAKLAND SAN FRANCISCO BAY (OAK)

RNAV (RNP) Z RWY 12

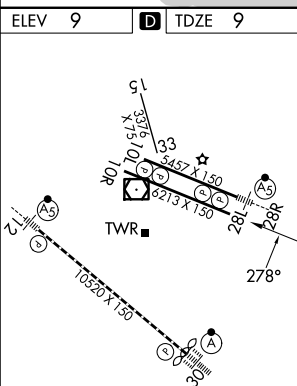
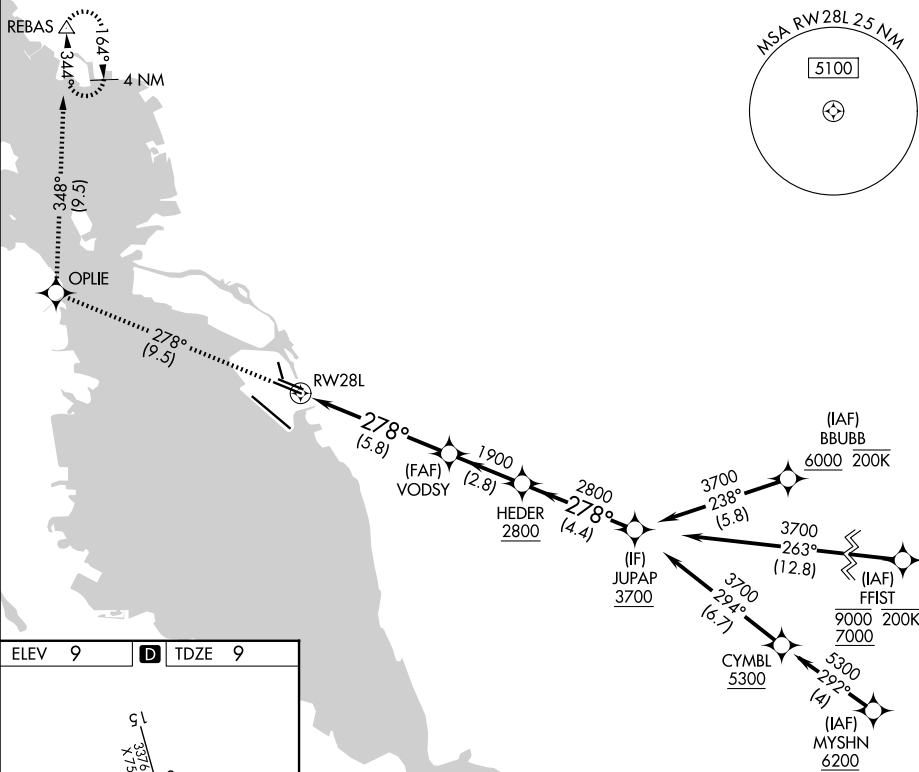
SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 28L
OAKLAND SAN FRANCISCO BAY (OAK)

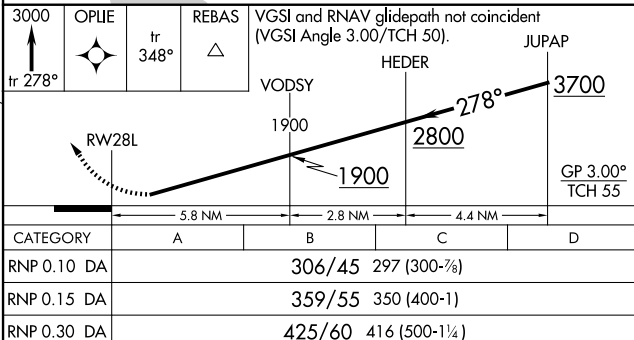
MISSED APPROACH: Climb to 3000 on track 278° to OPLI and on track 348° to REBAS and hold.

T For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C.

GND CON
121.9 (10L/R-28L/R, 15-33)
121.75 (12-30)



REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwy 12-30, 10L-28R, 10R-28L



AUTHORIZATION REQUIRED

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND, CALIFORNIA

AL-294 (FAA)

25275

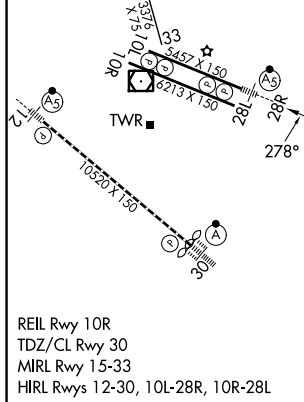
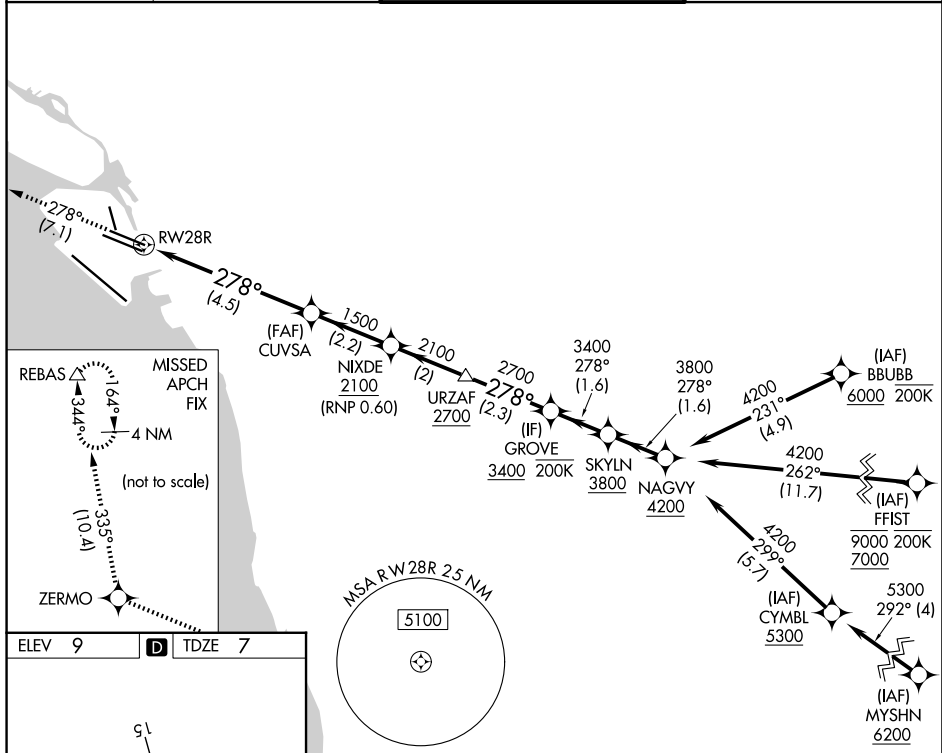
APP CRS	Rwy Ldg	5457
278°	TDZE	7
	Apt Elev	9

RNAV (RNP) Z RWY 28R

OAKLAND SAN FRANCISCO BAY (OAK)

RNP AR APCH - GPS. Authorization required.		MALSR	MISSED APPROACH: Climb to 3000 on 278° track to ZERMO and on 335° track to REBAS and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.		AS	

D-ATIS	NORCAL APP CON	OAKLAND TOWER	GND CON
133.775	125.35 263.15	118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)



3000 ↑ tr 278°		ZERMO 	tr 335°	REBAS 				
RW28R 		CUVSA 1500	NIXDE 2100	URZAF 2700	GROVE 3400	SKYLN 3800	NAGVY 4200 GP 3.00° TCH 53	
		4.5 NM	2.2 NM	2 NM	2.3 NM	1.6 NM	1.6 NM	
CATEGORY	A		B		C		D	
RNP 0.10 DA			332/26 325 (400-½)					
RNP 0.30 DA			418/40 411 (500-¾)					
AUTHORIZATION REQUIRED								

OAKLAND, CALIFORNIA
Amdt 3 12JUN25

OAKLAND SAN FRANCISCO BAY (OAK)
37°43'N-122°13'W
RNAV (RNP) Z RWY 28R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS
296°

Rwy Ldg **10000**
TDZE **9**
Apt Elev **9**

RNAV (RNP) Z RWY 30
OAKLAND SAN FRANCISCO BAY (OAK)

RNP AR APCH - GPS. Authorization required. From ALLXX or PARBB: RF.

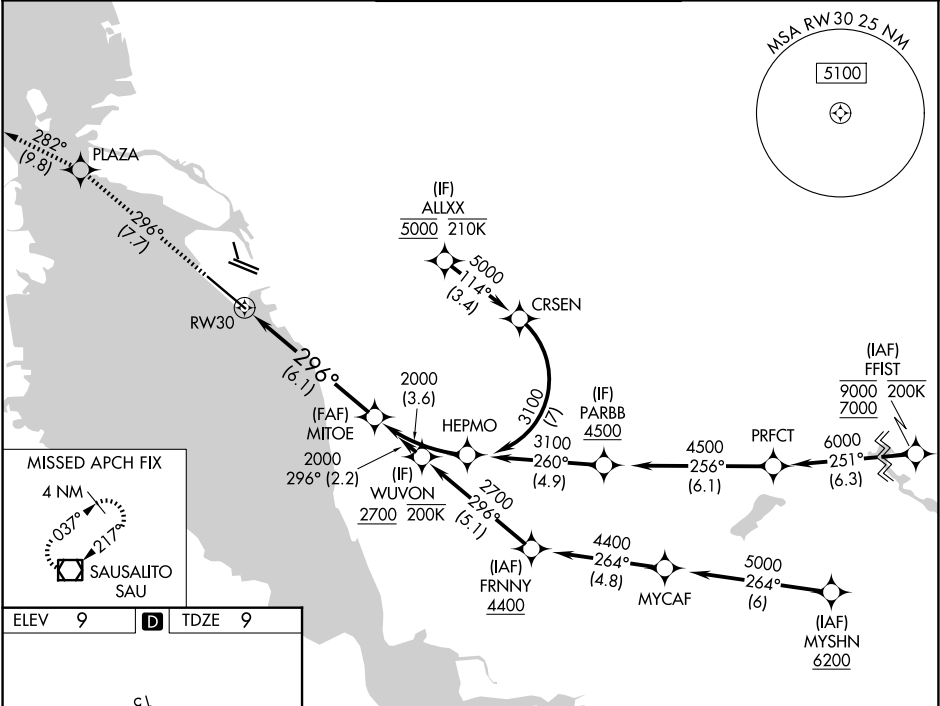
RADAR required.

For uncompensated Baro-VNAV systems, procedure NA below 2°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 4000 on track 296° to PLAZA and on track 282° to SAU VOR/DME and hold, continue climb-in-hold to 4000.

D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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ELEV 9

D

TDZE 9

4000

PLAZA

tr 296°

tr 282°

SAU

MITOE 2000

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 71).

RW30

296°

See planview for multiple IF locations.

6.1 NM

GP 3.00°
TCH 55

CATEGORY	A	B	C	D
RNP 0.15 DA		281/24	272 (300-½)	
RNP 0.30 DA		385/35	376 (400-⅔)	

AUTHORIZATION REQUIRED

OAKLAND, CALIFORNIA

AL-294 (FAA)

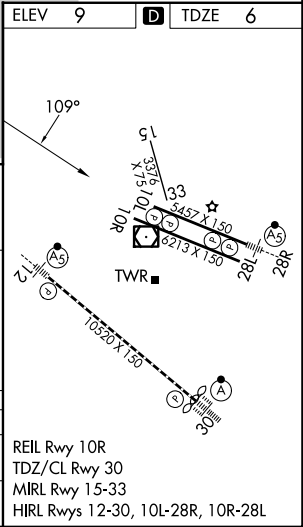
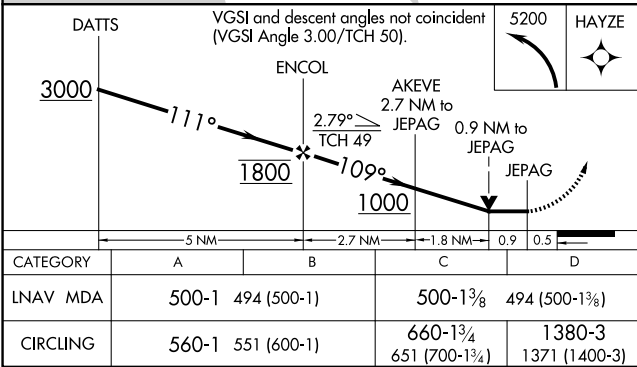
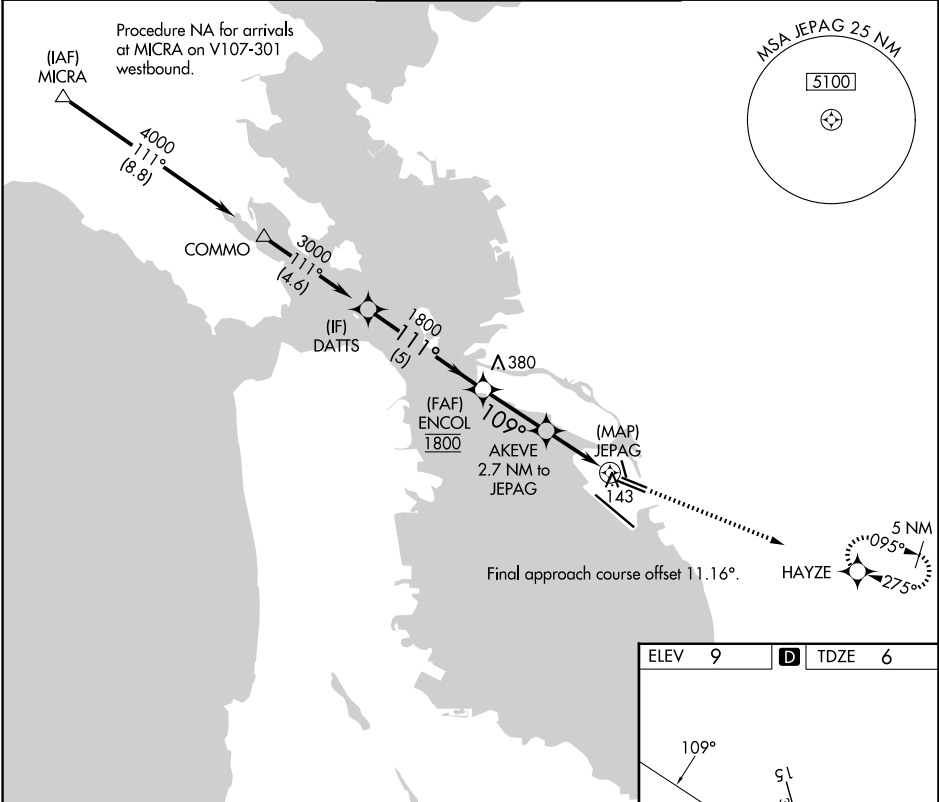
25275

APP CRS	Rwy Ldg	5336
109°	TDZE	6
	Apt Elev	9

RNAV (GPS) RWY 10L
OAKLAND SAN FRANCISCO BAY (OAK)

▽ ▲	DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM not authorized.	MISSED APPROACH: Climbing left turn to 5200 direct HAYZE and hold, continue climb-in-hold to 5200.
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D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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OAKLAND, CALIFORNIA
Amdt 2 18SEP14

37°43'N-122°13'W

OAKLAND SAN FRANCISCO BAY (OAK)
RNAV (GPS) RWY 10L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

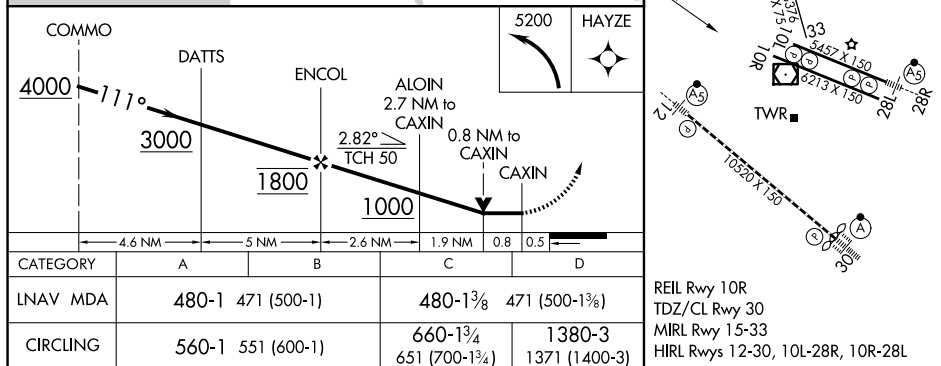
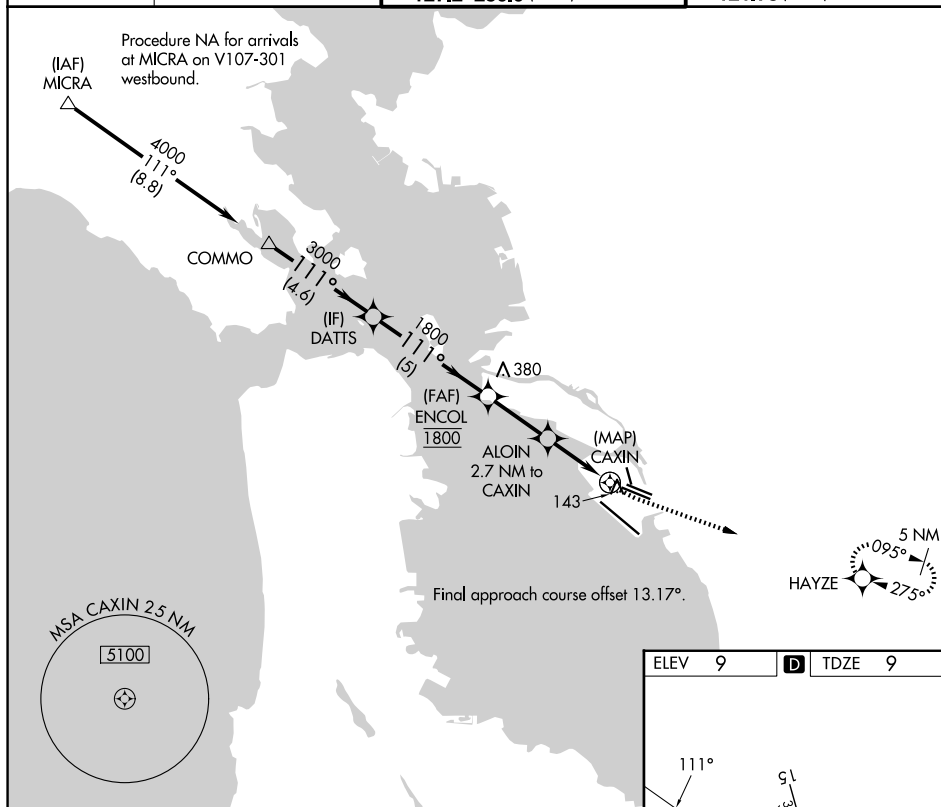
APP CRS 111°	Rwy Ldg TDZE Apt Elev	6213 9 9
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RNAV (GPS) RWY 10R
OAKLAND SAN FRANCISCO BAY (OAK)

T DME/DME RNP-0.3 NA.
A Helicopter visibility reduction below $\frac{3}{4}$ SM not authorized.

MISSED APPROACH: Climbing left turn to 5200 direct HAYZE and hold, continue climb-in-hold to 5200.

D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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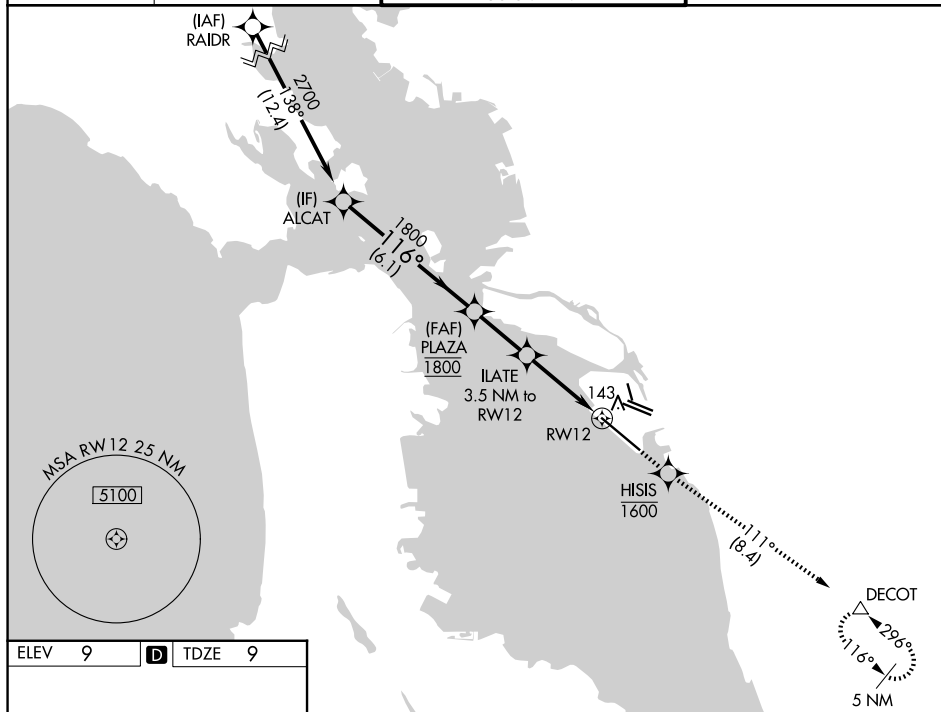
WAAS CH 86418 W12A	APP CRS 116°	Rwy Ldg 10000 TDZE 9 Apt Elev 9
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T For uncompensated Baro-VNAV systems, LNAV/VNAV
A NA below 0°C (32°F) or above 54°C (130°F).
 DME/DME RNP-0.3 NA.
 #RVR 1800 authorized with use of FD or AP or HUD to DA.

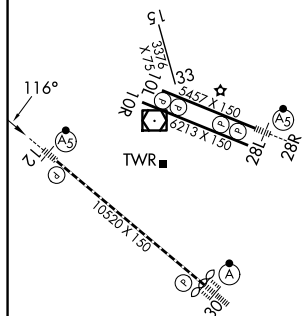
MALSR

MISSED APPROACH: Climb direct HISIS to cross HISIS at or below 1600, then climb to 5400 on track 111° to DECOT and hold, continue climb-in-hold to 5400.

D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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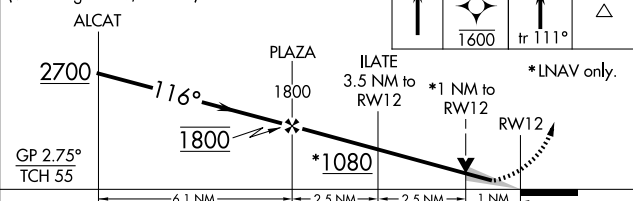


ELEV	9	D	TDZE	9
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REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwy 12-30, 10L-28R, 10R-28L

VGSI and RNAV glidepath not coincident
(VGSI Angle 2.75/TCH 70).



CATEGORY	A	B	C	D
LPV DA#	209/24 200 (200-½)			
LNAV/ VNAV DA	304/27 295 (300-¾)			
LNAV MDA	360/24 351 (400-½)	360/30 351 (400-¾)		
CIRCLING	560-1 551 (600-1)	660-1¾ 651 (700-¾)	1380-3 1371 (1400-3)	

Amdt 3A 17AUG17

37°43'N-122°13'W

RNAV (GPS) Y RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND, CALIFORNIA

AL-294 (FAA)

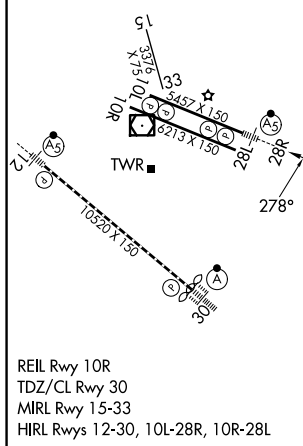
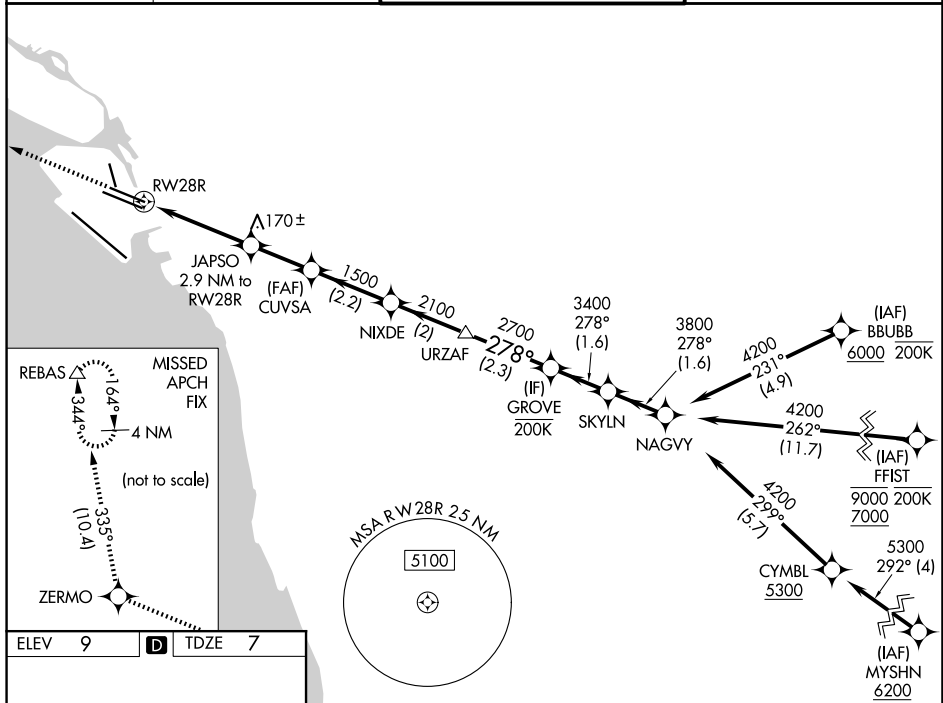
25275

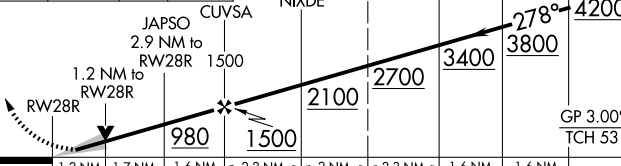
WAAS CH 42535 W28B	APP CRS 278°	Rwy Ldg TDZE Apt Elev	5457 7 9
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RNAV (GPS) Y RWY 28R

OAKLAND SAN FRANCISCO BAY (OAK)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 3000 direct ZERMO and on track 335° to REBAS and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 2°C or above 54°C. For inop ALS, LNAV/VNAV all Cnts increase visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA.			
D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)



3000	ZERMO	tr 335°	REBAS							
										
										
1.2 NM				1.7 NM	1.6 NM	2.2 NM	2 NM	2.3 NM	1.6 NM	1.6 NM
CATEGORY		A		B		C		D		
LPV DA*		207/24		200 (200-½)						
LNAV/VNAV DA		387/35		380 (400-¾)						
LNAV MDA		440/24		433 (500-½)		440/40		433 (500-¾)		
CIRCLING		560-1		551 (600-1)		660-1¾ 651 (700-1¾)		1400-3 1391 (1400-3)		

OAKLAND, CALIFORNIA

Amtd 4 12JUN25

37°43'N-122°13'W

OAKLAND SAN FRANCISCO BAY (OAK)

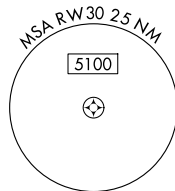
RNAV (GPS) Y RWY 28R

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) Y RWY 30
OAKLAND SAN FRANCISCO BAY (OAK)

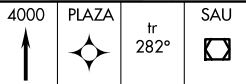
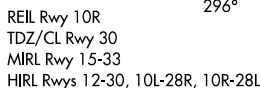
MISSED APPROACH: Climb to 4000 direct PLAZA and on track 282° to SAU VOR/DME and hold, continue climb-in-hold to 4000.

GND CON
121.9 (10L/R-28L/R, 15-33)
121.75 (12-30)



4 NM

TDZE	9
------	---



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). WILMONT

	GP 3.00°
	TCH 55

CATEGORY		A		B		C		D	
LPV	DA	209/18 200 (200-½)							
LNAV/ VNAV	DA	259/24	250 (300-½)	265/24 256 (300-½)		283/24 274 (300-½)			
LNAV	MDA	500/24	491 (500-½)	500/50		491 (500-1)			
CIRCLING		560-1	551 (600-1)	660-1 ³ ₄ 651 (700-¾)		1400-3 1391 (1400-3)			

SW-2, 03 SEP 2026 to 29 OCT 2026

OAKLAND, CALIFORNIA

AL-294 (FAA)

25275

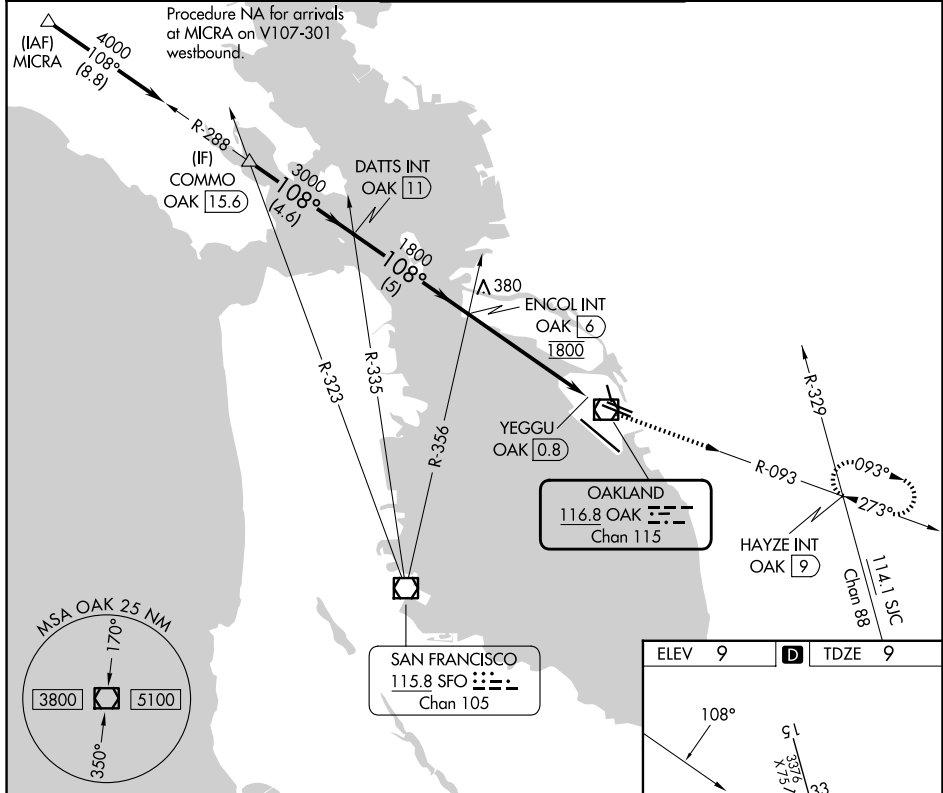
VOR/DME OAK 116.8 Chan 115	APP CRS 108°	Rwy Ldg TDZE Apt Elev	6213 9 9
--	------------------------	-----------------------------	-------------------------------------

VOR RWY 10R

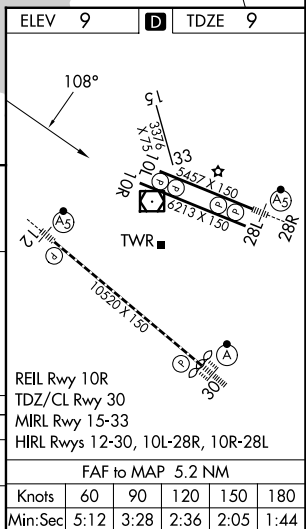
OAKLAND SAN FRANCISCO BAY (OAK)

 Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 5300 on OAK VOR/DME R-093 to HAYZE INT/OAK 9 DME and hold, continue climb-in-hold to 5300.
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D-ATIS 133.775	NORCAL APP CON 125.35 263.15	OAKLAND TOWER 118.3 291.65 (10L/R-28L/R, 15-33) 127.2 256.9 (12-30)	GND CON 121.9 (10L/R-28L/R, 15-33) 121.75 (12-30)
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).				
COMMO OAK 15.6	DATTS INT OAK 11	ENCLOS INT OAK 6	OAK 2.3	HAYZE INT
4000	3000	1800	5300	OAK R-093
4.6 NM	5 NM	3.7 NM	1.5 NM	0.6 NM
CATEGORY	A	B	C	D
S-10R	740-1	731 (800-1)	740-2	731 (800-2)
CIRCLING	740-1	731 (800-1)	740-2	1380-3
			731 (800-2)	1371 (1400-3)



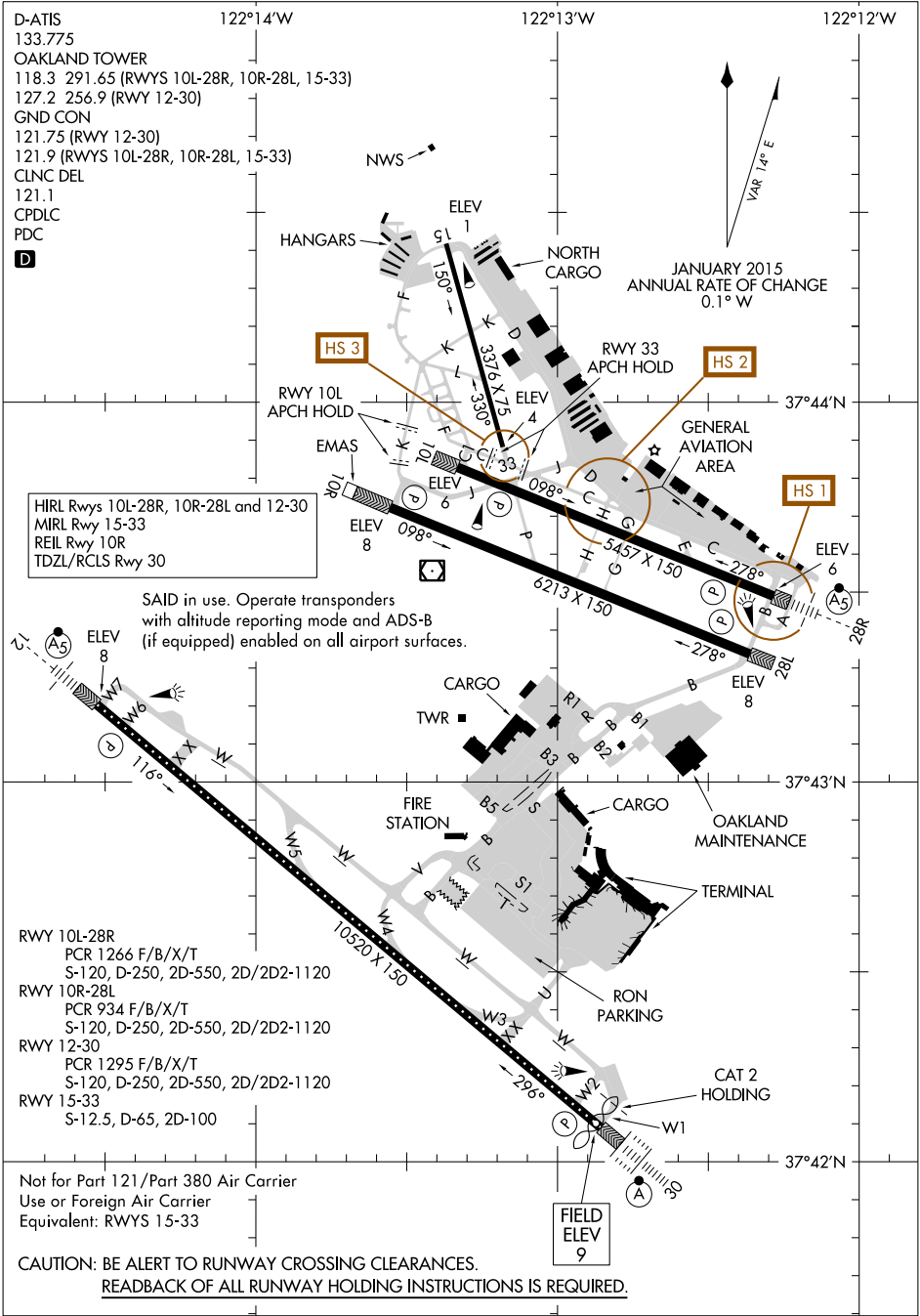
OAKLAND, CALIFORNIA
Amdt 10A 15SEP16

OAKLAND SAN FRANCISCO BAY (OAK)
VOR RWY 10R

37°43'N-122°13'W

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



(CNDEL5.CNDEL) 25275

CNDEL FIVE DEPARTURE (RNAV)

OAKLAND SAN FRANCISCO BAY (OAK)

AL-294 (FAA)

OAKLAND, CALIFORNIA

NORCAL DEP CON

135.1 307.2

D-ATIS 133.775

CLNC DEL 121.1

CPDLC

GND CON

121.9 (Rwys 10L/R, 28L/28R, 15/33)

121.75 (Rwy 12/30)

OAKLAND TOWER

118.3 291.65 (Rwys 10L/R, 28L/28R, 15/33)

127.2 256.9 (Rwy 12/30)

**TOP ALTITUDE:
10000**

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L, 28R: Climb on heading 278° to 520, then direct to cross LEJAY at or below 2000, then on track 296° to CNDEL, then left turn direct to cross PORTE at or below 10000. Thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 296° to 520, then direct to cross LEJAY at or below 2000, then on track 296° to CNDEL, then left turn direct to cross PORTE at or below 10000. Thence. . . .

. . . . on (transition). Maintain 10000, expect filed altitude 10 minutes after departure.

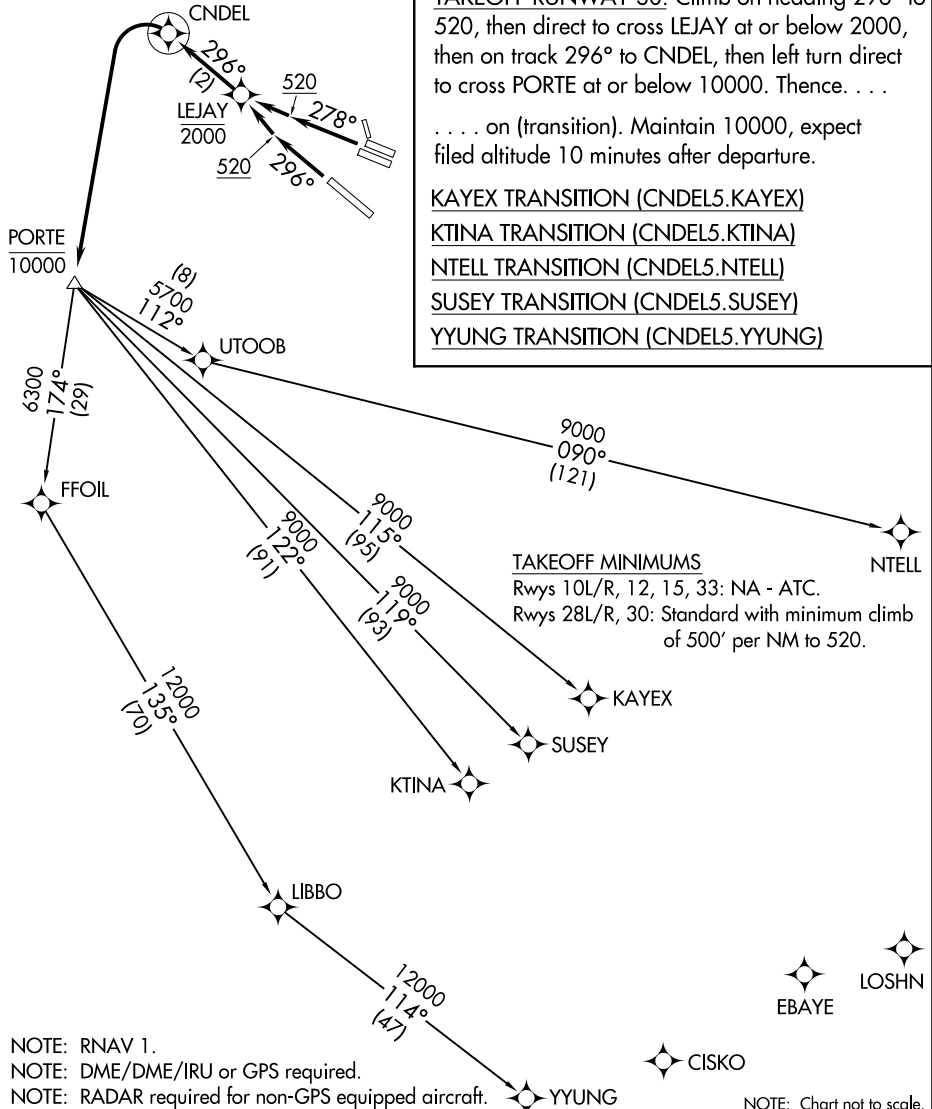
KAYEX TRANSITION (CNDEL5.KAYEX)

KTINA TRANSITION (CNDEL5.KTINA)

NTELL TRANSITION (CNDEL5.NTELL)

SUSEY TRANSITION (CNDEL5.SUSEY)

YYUNG TRANSITION (CNDEL5.YYUNG)



NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

CNDEL FIVE DEPARTURE (RNAV)

(CNDEL5.CNDEL) 12AUG21

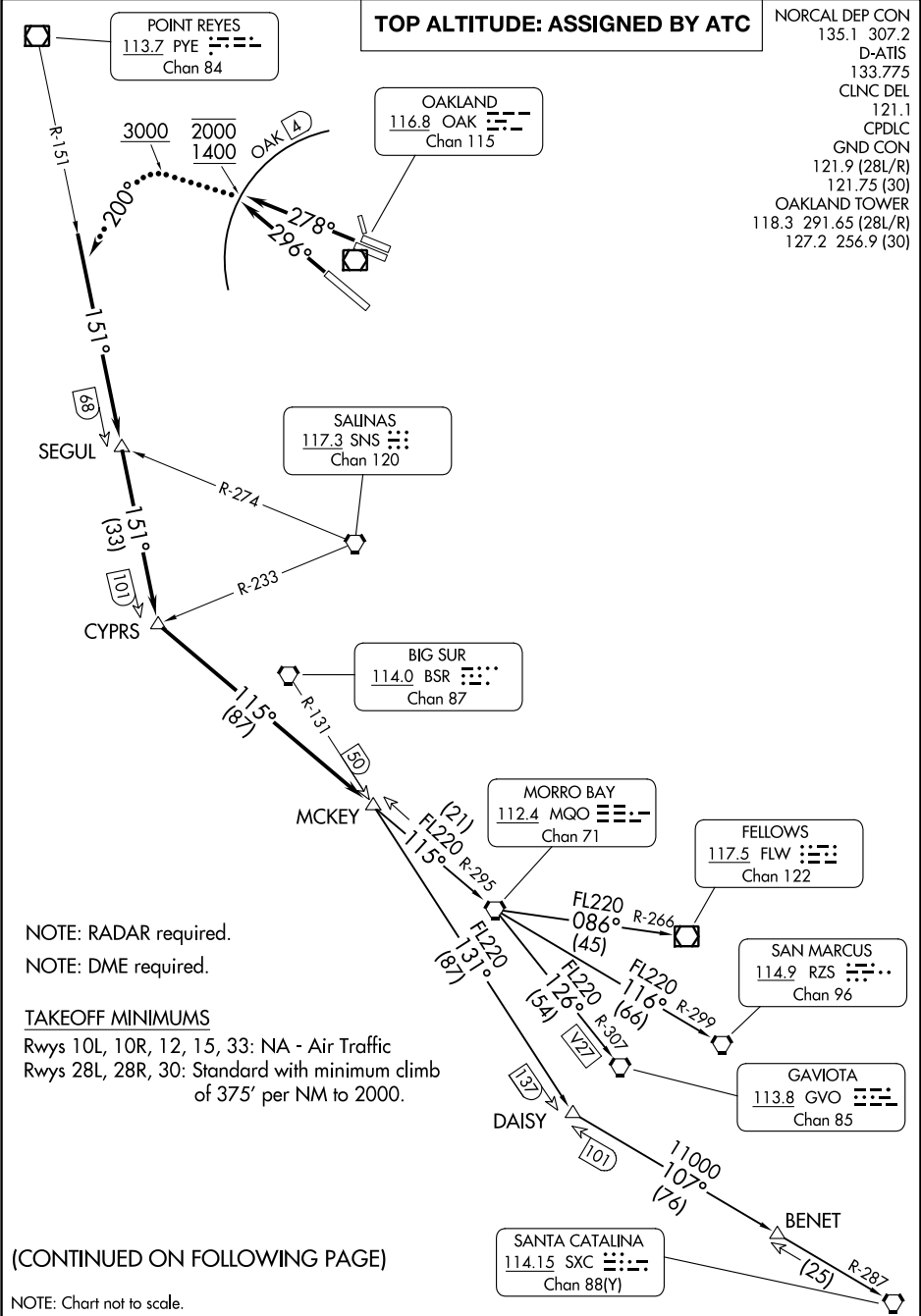
OAKLAND, CALIFORNIA

OAKLAND SAN FRANCISCO BAY (OAK)

(COAST9.MCKEY) 26246
COAST NINE DEPARTURE

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)
OAKLAND, CALIFORNIA



COAST NINE DEPARTURE
(COAST9.MCKEY) 01FEB18

OAKLAND, CALIFORNIA
OAKLAND SAN FRANCISCO BAY (OAK)

(COAST9.MCKEY) 25275

COAST NINE DEPARTURE

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)

OAKLAND, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R: Climb heading 278° for RADAR vectors to PYE R-151, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence

TAKEOFF RUNWAY 30: Climb heading 296° for RADAR vectors to PYE R-151, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence

. . . . intercept and proceed on the PYE R-151 to SEGUL INT, then on PYE R-151 to CYPRS INT, then on MQO R-295 to MCKEY INT, then on assigned (transition). Maintain FL220. Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: After reaching 3000, turn left heading 200° to intercept and proceed on PYE R-151, then resume own navigation.

FELLOWS TRANSITION (COAST9.FLW): From over MCKEY INT on MQO R-295 to MQO VORTAC, then on MQO R-086 and FLW R-266 to FLW VOR/DME.

GAVIOTA TRANSITION (COAST9.GVO): From over MCKEY INT on MQO R-295 to MQO VORTAC, then on MQO R-126 and GVO R-307 to GVO VORTAC.

SAN MARCUS TRANSITION (COAST9.RZS): From over MCKEY INT on MQO R-295 to MQO VORTAC, then on MQO R-116 and RZS R-299 to RZS VORTAC.

SANTA CATALINA TRANSITION (COAST9.SXC): From over MCKEY INT on BSR R-131 to DAISY INT, then on SXC R-287 to SXC VORTAC.

SW-2, 03 SEP 2026 to 29 OCT 2026

COAST NINE DEPARTURE

(COAST9.MCKEY) 01FEB18

OAKLAND, CALIFORNIA

OAKLAND SAN FRANCISCO BAY (OAK)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



(KATFH3.KATFH) 25275

KATFH THREE DEPARTURE(RNAV)

OAKLAND SAN FRANCISCO BAY (OAK)
OAKLAND, CALIFORNIA

AL-294 (FAA)

D-ATIS 133.775
CLNC DEL
121.1
CPDLC
GND CON
121.9 (Rwys 10L/R, 28L/28R, 15/33)
121.75 (Rwy 12/30)
OAKLAND TOWER
118.3 291.65 (Rwys 10L/R, 28L/28R, 15/33)
127.2 256.9 (Rwy 12/30)
NORCAL DEP CON
135.1 307.2

**TOP ALTITUDE:
ASSIGNED BY ATC**

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L, 10R: Climb on heading 098° to 520, then right turn direct to cross ROWLY at or below 3000, then on track 150° to cross VYYDA at or below 4000, then on track 150° to cross KATFH at or above 6000. Thence. . . .

TAKEOFF RUNWAY 12: Climb on heading 116° to 520, then direct to cross ROWLY at or below 3000, then on track 150° to cross VYYDA at or below 4000, then on track 150° to cross KATFH at or above 6000. Thence. . . .

. . . .on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

KAYEX TRANSITION (KATFH3.KAYEX)

KTINA TRANSITION (KATFH3.KTINA)

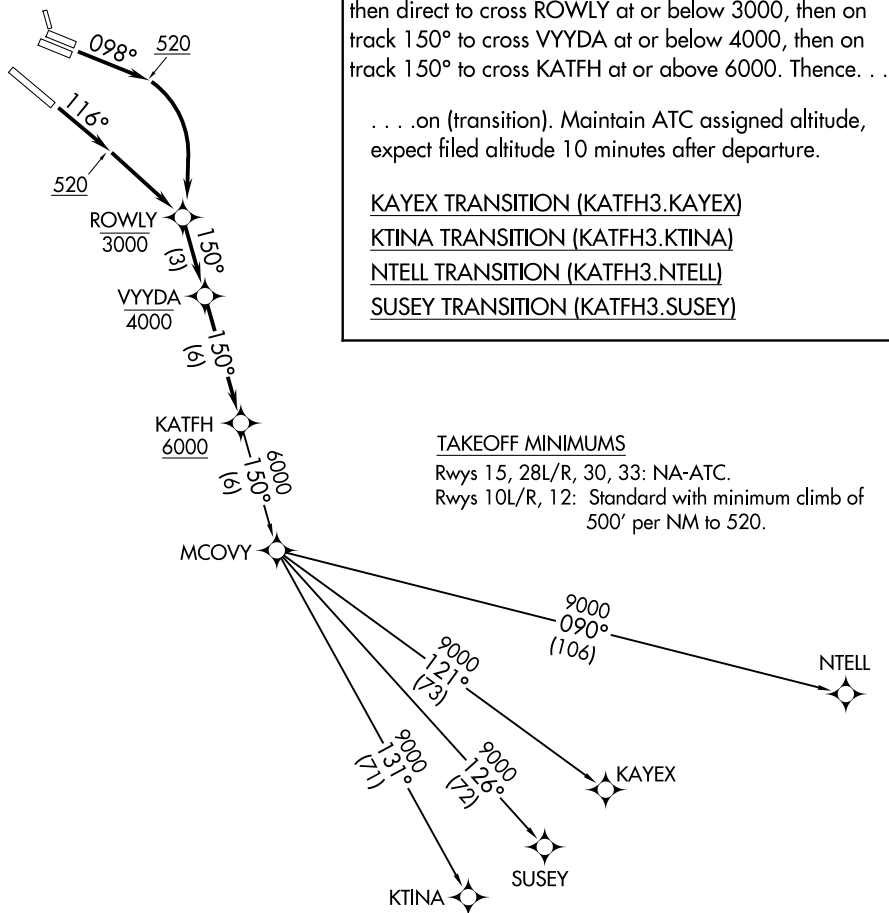
NTELL TRANSITION (KATFH3.NTELL)

SUSEY TRANSITION (KATFH3.SUSEY)

TAKEOFF MINIMUMS

Rwys 15, 28L/R, 30, 33: NA-ATC.

Rwys 10L/R, 12: Standard with minimum climb of 500' per NM to 520.



NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

KATFH THREE DEPARTURE(RNAV)

(KATFH3.KATFH) 12AUG21

OAKLAND, CALIFORNIA
OAKLAND SAN FRANCISCO BAY (OAK)

NORCAL DEP CON
127.0 298.95
D-ATIS
133.775
CLNC DEL
121.1
CPDLC

RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwys 10L/R, 12, 15, 33: NA-Air Traffic.

Rwys 28L/R, 30: Standard with minimum climb of 375' per NM to 2000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R and 30: Climbing right turn heading 315° for RADAR vectors to assigned route/fix. Maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control after reaching 4000', proceed direct to SAU VOR/DME and hold on the SAU R-035. Climb in holding pattern to assigned altitude, then proceed to assigned fix/route.

(NUEVO8.EUGEN) 25275

NUEVO EIGHT DEPARTURE

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)

OAKLAND, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**

NORCAL DEP CON

135.1 307.2

D-ATIS

133.775

CLNC DEL

121.1

CPDLC

GND CON

121.9 (Rwys 28L/R)

121.75 (Rwy 30)

OAKLAND TOWER

118.3 291.65 (Rwys 28L/R)

127.2 256.9 (Rwy 30)

POINT REYES
113.7 PYE
Chan 84SAUSALITO
116.2 SAU
Chan 109OAKLAND
116.8 OAK
Chan 115SAN JOSE
114.1 SJ
Chan 88SALINAS
117.3 SNS
Chan 120BIG SUR
114.0 BSR
Chan 87

NOTE: RADAR required.

NOTE: DME required.

TAKEOFF MINIMUMS

Rwys 10L, 10R, 12, 15, 33: NA- Air traffic.

Rwys 28L, 28R, 30: Standard with minimum climb of
375' per NM to 2000.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NUEVO EIGHT DEPARTURE

(NUEVO8.EUGEN) 15SEP16

OAKLAND, CALIFORNIA

OAKLAND SAN FRANCISCO BAY (OAK)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R: Climb heading 278° for RADAR vectors to SAU R-168, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence

TAKEOFF RUNWAY 30: Climb heading 296° for RADAR vectors to SAU R-168, cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Thence

. . . . intercept and proceed on the SAU R-168 to SAPLY INT and on BSR R-309 to EUGEN INT, then via assigned (transition). Expect clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: After reaching 3000, turn left heading 200° to intercept and proceed via SAU R-168, then resume own navigation.

SALINAS TRANSITION (NUEVO8.SNS): From over EUGEN INT on SNS R-286 to SNS VORTAC.

SHOEY TRANSITION (NUEVO8.SHOEY): From over EUGEN INT on BSR R-309 to SHOEY INT.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

(OAK6.OAK) 26246

OAKLAND SIX DEPARTURE

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)

OAKLAND, CALIFORNIA

D-ATIS
133.775
CLNC DEL
121.1
CPDLC
NORCAL D
120.9 32

RNAV 1-GPS. From ALCOA, BEBOP, CINNY, CISKO, DEDHD, EBAYE, GRTFL, LOSHN, MOGEE, NTELL, ORRCA, SYRAH, or TIPRE.

RADAR and DME required.

**TOP ALTITUDE:
ASSIGNED BY ATC**

MENDOCINO
112.3 ENI $\div \cdot$
Chan 70

RED BLUFF
115.7 RBL 
Chan 104

SACRAMENTO
115.2 SAC 
Chan 99

SCAGGS ISLAND
112.1 SGD $\frac{\cdot\cdot}{\cdot\cdot}$
Chan 58

GRTFL  DEDHD



TIPRE

SYRAH

LINDEN
114.8 LIN 
Chan 95

OAKLAND
116.8 OAK 
Chan 115

WOODSIDE
3.9 OSI
Chan 86

PANOCHÉ
 112.6 PXN 
 Chan 73

EBAVE
LOSHN

CISCO 

AVENAL
117.1 AVE :--
Chan 118

FELLOWS
117.5 FLW :≡:
Chan 122

TAKEOFF MINIMUMS

Rwys 15, 33: NA- ATC.

Rwy 10L: Standard with minimum climb of 340'/NM to 2300.

Rwy 10R: Standard with minimum climb of 330'/NM to 2300.

Rwy 12: Standard with minimum climb of 270'/NM to 1400.

Rwys 28L/R, 30: Standard with minimum climb of 375'/NM to 2000.

NOTE: Use the SILENT, HUSSH, or SUNNE DEPARTURE during the periods of 2200-0700 local in lieu of the OAKLAND DEPARTURE.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

OAKLAND SIX DEPARTURE

(OAK6.OAK) 25JAN24

OAKLAND, CALIFORNIA

OAKLAND SAN FRANCISCO BAY (OAK)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

▼	DEPARTURE ROUTE DESCRIPTION
	<u>TAKEOFF RUNWAYS 10L/R:</u> Climb on heading 098° for RADAR vectors to assigned route/fix, thence. . . .
	<u>TAKEOFF RUNWAY 12:</u> Climb on heading 116° for RADAR vectors to assigned route/fix, thence. . . .
	<u>TAKEOFF RUNWAYS 28L/R:</u> Climb on heading 278° for RADAR vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .
	<u>TAKEOFF RUNWAY 30:</u> Climb on heading 290° for RADAR vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .
	maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.
	<u>LOST COMMUNICATIONS:</u> If not in contact with departure control after reaching 5000', continue climb to assigned altitude and proceed direct to assigned route/fix.

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

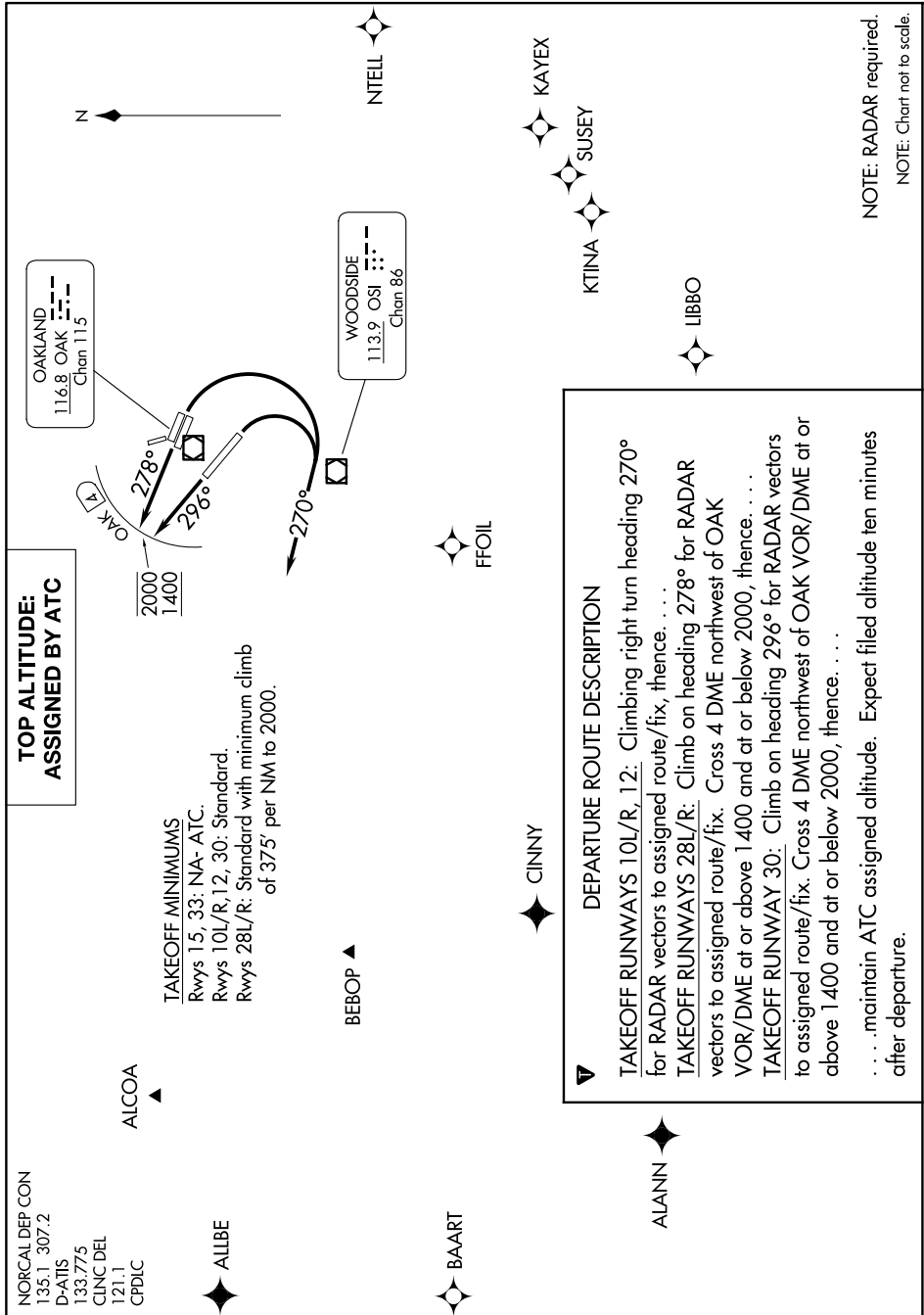
(QUAKE2.QAK) 25275

QUAKE TWO DEPARTURE

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)
OAKLAND, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026



QUAKE TWO DEPARTURE

(QUAKE2.QAK) 05NOV20

OAKLAND, CALIFORNIA
OAKLAND SAN FRANCISCO BAY (OAK)

SW-2, 03 SEP 2026 to 29 OCT 2026

(SALAD5.SALAD) 25275
SALAD FIVE DEPARTURE

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)
OAKLAND, CALIFORNIA

NORCAL DEP CON
120.9 323.2
D-ATIS
133.775
CLNC DEL
121.1
CPDLC
GND CON
121.9 (Rwys 28L/R)
OAKLAND TOWER
118.3 291.65 (Rwys 28L/R)

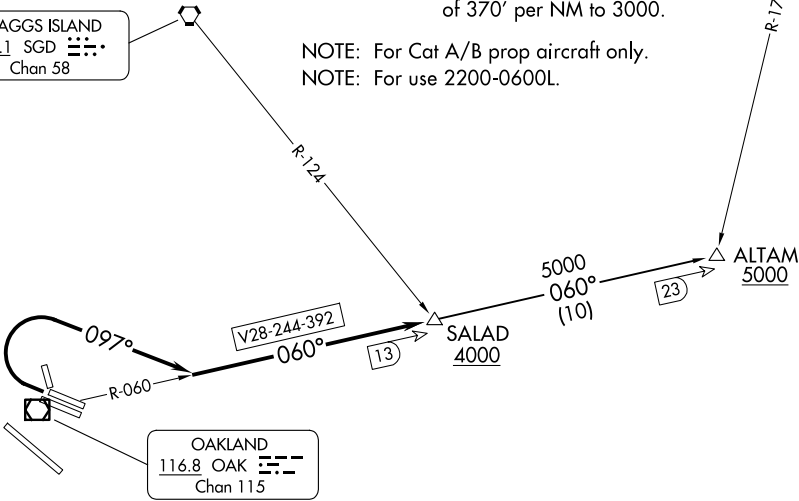
TOP ALTITUDE:
ASSIGNED BY ATC

SACRAMENTO
115.2 SAC
Chan 99

TAKEOFF MINIMUMS
Rwys 10L, 10R, 12, 15, 30, 33: NA-ATC.
Rwys 28L, 28R: Standard with minimum climb
of 370' per NM to 3000.

NOTE: For Cat A/B prop aircraft only.
NOTE: For use 2200-0600L.

SCAGGS ISLAND
112.1 SGD
Chan 58



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28 L/R: Climbing right turn heading 097° to intercept OAK VOR/DME R-060 to cross SALAD/OAK 13 DME at or above 4000, thence
. . . . on ALTAM transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

ALTAM TRANSITION (SALAD5.ALTAM): From over SALAD on OAK R-060 to ALTAM.

SALAD FIVE DEPARTURE
(SALAD5.SALAD) 17AUG17

OAKLAND, CALIFORNIA
OAKLAND SAN FRANCISCO BAY (OAK)

(SLNT3.REBAS) 25275

SILENT THREE DEPARTURE

OAKLAND SAN FRANCISCO BAY (OAK)

OAKLAND, CALIFORNIA

AL-294 (FAA)

NORCAL DEP CON
120.9 323.2
D-ATIS
133.775
CLNC DEL
121.1
CPDLC

RED BLUFF
115.7 RBL
Chan 104

**TOP ALTITUDE:
ASSIGNED BY ATC**

MENDOCINO
112.3 ENI
Chan 70

WILLIAMS
114.4 ILA
Chan 91

TAKEOFF MINIMUMS

Rwys 10L/R, 12, 15, 28L/R, 33: NA-ATC.
Rwy 30: Standard with minimum climb of
405' per NM to 6000.

SACRAMENTO
115.2 SAC
Chan 99

SCAGGS ISLAND
112.1 SGD
Chan 58

UNDEN
114.8 UN
Chan 95

SAUSALITO
116.2 SAU
Chan 109

SAN FRANCISCO
115.8 SFO
Chan 105

OAKLAND
116.8 OAK
Chan 115

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SILENT THREE DEPARTURE

(SLNT3.REBAS) 08SEP22

OAKLAND SAN FRANCISCO BAY (OAK)

OAKLAND, CALIFORNIA

T	DEPARTURE ROUTE DESCRIPTION
	TAKEOFF RUNWAY 30: Climbing left turn on heading 270° to V87 (commence right turn at SFO R-360) to REBAS INT/SFO 19 DME. Cross REBAS INT at or above 6000. Thence (transition). Expect filed altitude 10 minutes after departure. <u>LINDEN TRANSITION (SLNT3.LIN):</u> From over REBAS INT on LIN R-246 to LIN VOR/DME. <u>MENDOCINO TRANSITION (SLNT3.ENI):</u> From over REBAS INT on SFO R-342 to SASSU INT, then on ENI R-118 to ENI VORTAC. <u>RED BLUFF TRANSITION (SLNT3.RBL):</u> From over REBAS INT on SFO R-342 to SAWNA INT, then on RBL R-168 to RBL VORTAC. <u>SACRAMENTO TRANSITION (SLNT3.SAC):</u> From over REBAS INT on SAC R-216 to SAC VORTAC.

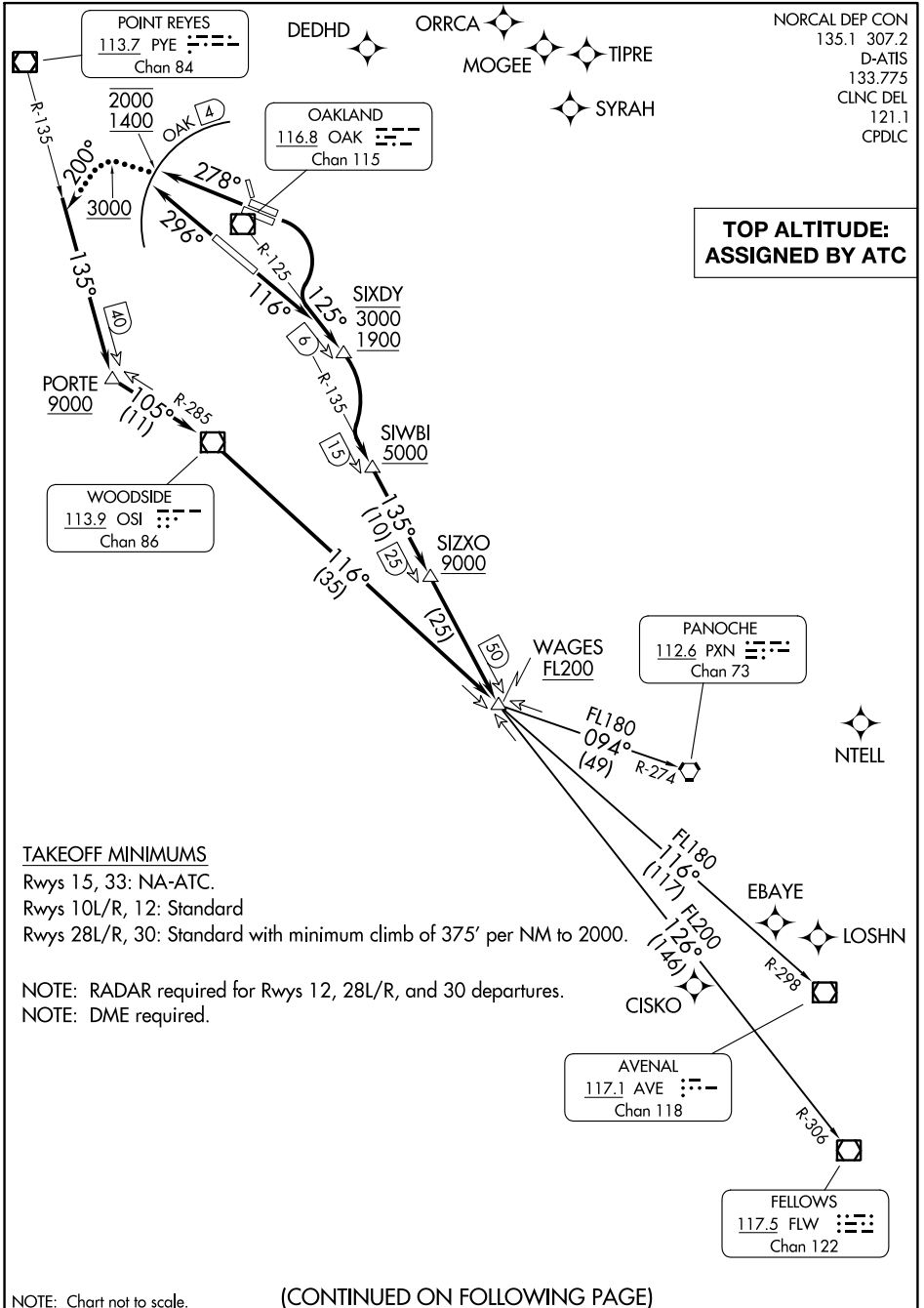
(SKYL1.WAGES) 26246

SKYLINE ONE DEPARTURE

OAKLAND SAN FRANCISCO BAY (OAK)

AL-294 (FAA)

OAKLAND, CALIFORNIA



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SKYLINE ONE DEPARTURE

(SKYL1.WAGES) 15AUG19

OAKLAND, CALIFORNIA

OAKLAND SAN FRANCISCO BAY (OAK)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing right turn to intercept OAK R-125, to cross SIXDY/OAK VOR/DME 6 DME at or above 1900 and at or below 3000, then climbing right turn to intercept and proceed on the OAK R-135 to cross SIWBI/OAK 15 DME at or above 5000 and to cross SIZXO/OAK 25 DME at or above 9000 and to cross WAGES INT/OAK 50 DME at or above FL200, thence. . . .

TAKEOFF RUNWAY 12: Climb on heading 116° for vectors to assigned route/fix, thence. . . .

TAKEOFF RUNWAYS 28L/R: Climb on heading 278° for vectors to PYE R-135 to cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000. Intercept and proceed on the PYE R-135 to cross PORTE INT/PYE 40 DME at or above 9000, then on OSI R-285 to OSI VOR/DME, then on OSI R-116 to cross WAGES INT/OSI 35 DME at or above FL200, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 296° for vectors to assigned route/fix. Cross 4 DME northwest of OAK VOR/DME at or above 1400 and at or below 2000, thence. . . .

. . . .on (transition) or (assigned route) maintain ATC assigned altitude.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS

TAKEOFF RUNWAYS 28L/R and 30: After reaching 3000, turn left heading 200°, intercept and proceed via the PYE R-135. Resume your own navigation.

AVENAL TRANSITION (SKYL1.AVE): From over WAGES INT on OSI R-116 and AVE R-298 to AVE VOR/DME.

FELLOWS TRANSITION (SKYL1.FLW): From over WAGES INT on FLW R-306 to FLW VOR/DME.

PANOCHÉ TRANSITION (SKYL1.PXN): From over WAGES INT on PXN R-274 to PXN VORTAC.

(SUNNE1.SUNNE) 25275

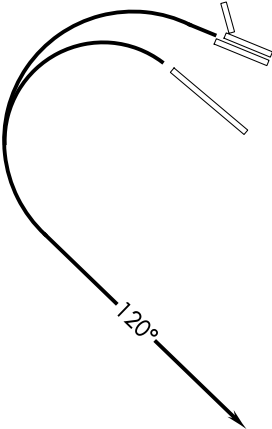
SUNNE ONE DEPARTURE

AL-294 (FAA)

OAKLAND SAN FRANCISCO BAY (OAK)
OAKLAND, CALIFORNIA

NORCAL DEP CON
135.1 307.2
D-ATIS
133.775
CLNC DEL
121.1
CPDLC

TOP ALTITUDE:
5000



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

TAKEOFF MINIMUMS

Rwys 10L/R, 12, 15, 33: NA-Air Traffic.
Rwys 28L/R, 30: Standard.

SUNNE △

NOTE: RADAR required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R, 30: Climbing left turn on heading 120° for vectors to SUNNE. Maintain 5000. Expect higher altitude five minutes after departure.

OROVILLE, CALIFORNIA

AL-5938 (FAA)

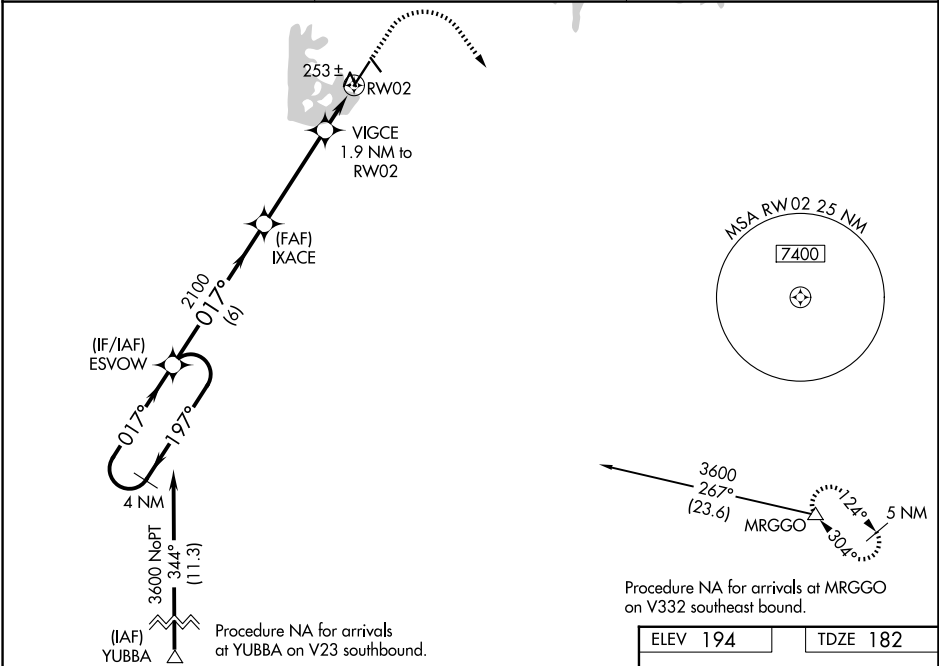
26134

WAAS CH 49026 W02A	APP CRS 017°	Rwy Ldg TDZE Apt Elev	6020 182 194
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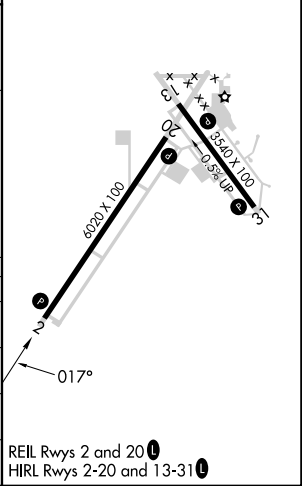
RNAV (GPS) RWY 2
OROVILLE MUNI (OVE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Circling NA northeast of Rwy 13-31. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 650 then climbing right turn to 6000 direct MRGGO and hold, continue climb-in-hold to 6000.
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ASOS 121.425	NORCAL APP CON 125.4 259.1	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath angles not coincident (VGSI Angle 3.00/TCH 44).				
4 NM Holding Pattern				
3600 ← 197° 017° →				
GP 3.00° TCH 40				
2100 IXACE				
*820 VIGCE 1.9 NM to RW02				
*0.9 NM to RW02				
6 NM 4 NM 1 NM 0.9 NM				
CATEGORY	A	B	C	D
LPV DA	432-7/8 250 (300-7/8)			
LNAV/VNAV DA	432-7/8 250 (300-7/8)			
LNAV MDA	520-1 338 (400-1)			
CIRCLING	580-1 386 (400-1)	660-1 466 (500-1)	660-1½ 466 (500-1½)	780-2 586 (600-2)



OROVILLE, CALIFORNIA
Amdt 1A 29MAR18

39°29'N-121°37'W

OROVILLE MUNI (OVE)
RNAV (GPS) RWY 2

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

PALO ALTO, CALIFORNIA

AL-9216 (FAA)

26246

APP CRS	Rwy Ldg	2441
322°	TDZE	7
	Apt Elev	7

RNAV (GPS) RWY 31

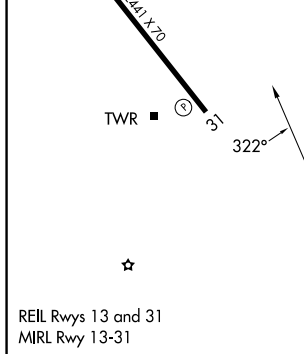
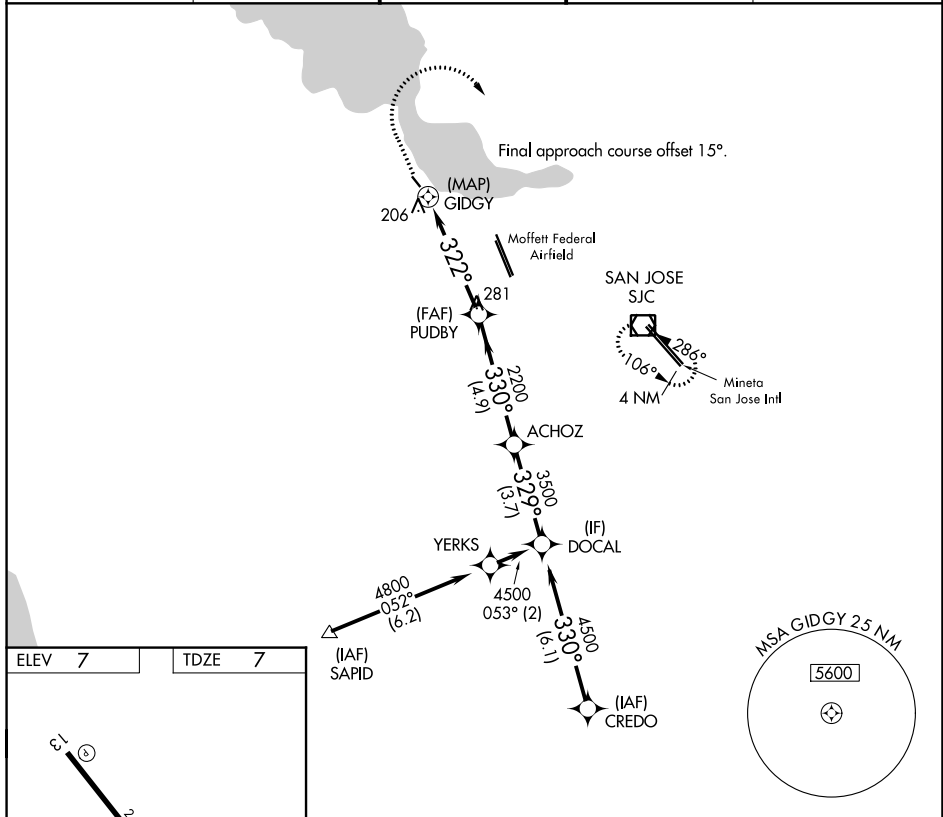
PALO ALTO (PAO)

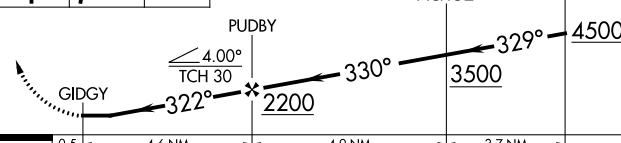
RNP APCH

 Circling NA southwest of Rwy 13-31. Rwy 31 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When control tower closed, use Mineta San Jose Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct SJC VOR/DME and hold.

ATIS 135.275	NORCAL APP CON 121.3 270.35	PALO ALTO TOWER ★ 118.6 (CTAF)	GND CON 125.0	UNICOM 122.95
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1400	3000	SJC		
				
				
GIDGY 322° 2200				
PUDBY 330° 2200				
ACHOZ 329° 3500				
DOCAL 329° 4500				
CREDO 30° 4500				
0.5 4.6 NM 4.9 NM 3.7 NM				
CATEGORY	A	B	C	D
LNAV MDA	460-1	453 (500-1)	NA	
CIRCLING	460-1	520-1	NA	
	453 (500-1)	513 (600-1)		

PALO ALTO, CALIFORNIA

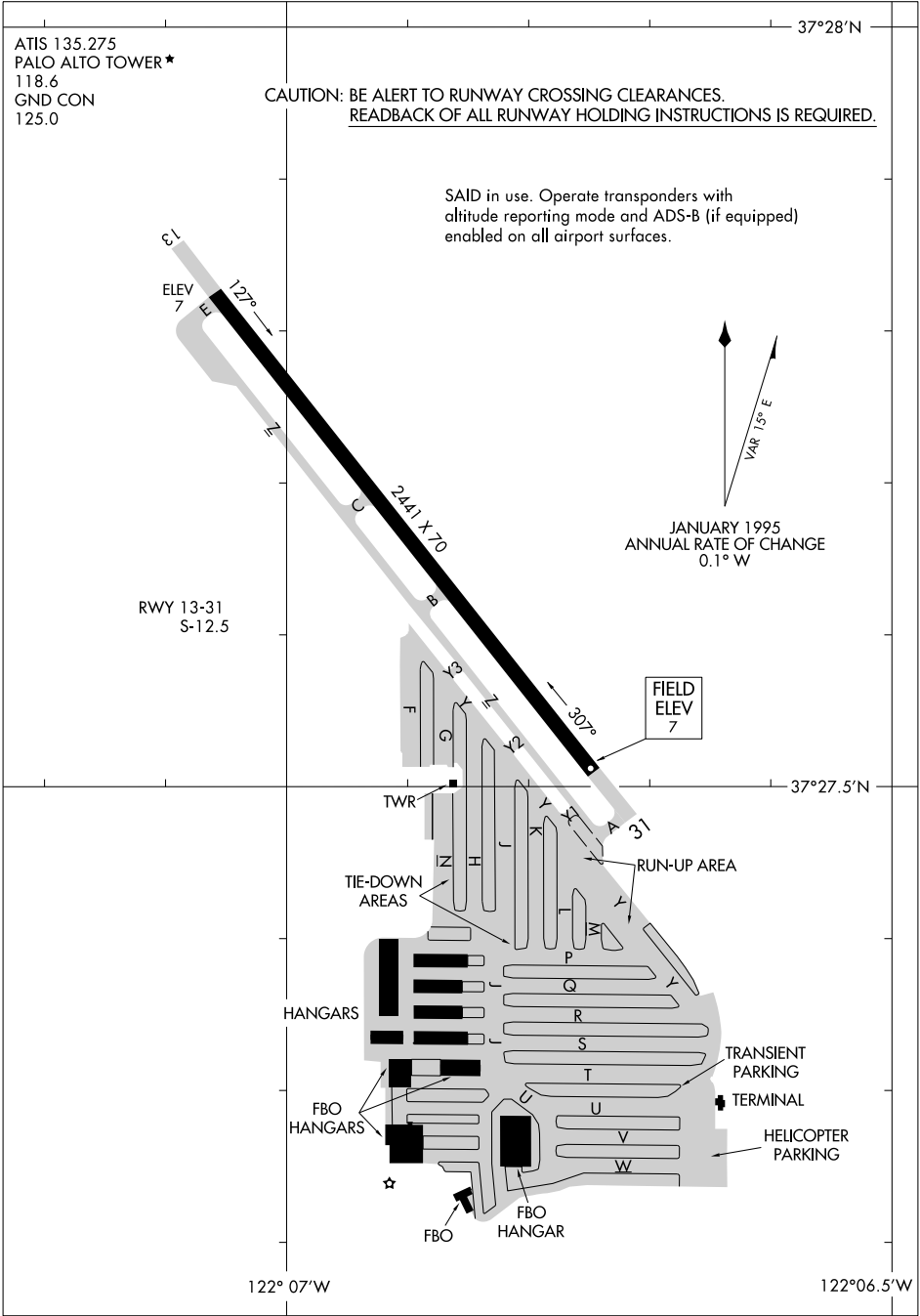
Amdt 2 10OCT19

37°28'N-122°07'W

RNAV (GPS) RWY 31

PALO ALTO (PAO)

SW-2, 03 SEP 2026 to 29 OCT 2026

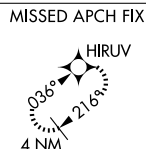


SW-2, 03 SEP 2026 to 29 OCT 2026

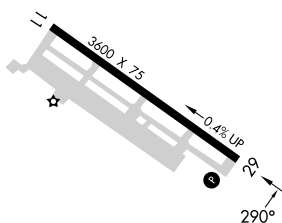
SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 29
PETALUMA MUNI (O69)

MISSED APPROACH: Climb to 3500 direct XIKIY and on track 216° to HIRUV and hold, continue climb-in-hold to 3500.

UNICOM
122.7 (CTAF) **L**

TDZE 86



REIL Rwy 29 **L**
MIRL Rwy 11-29 **L**

PETALUMA MUNI (069)
RNAV (GPS) RWY 29

SW-2, 03 SEP 2026 to 29 OCT 2026

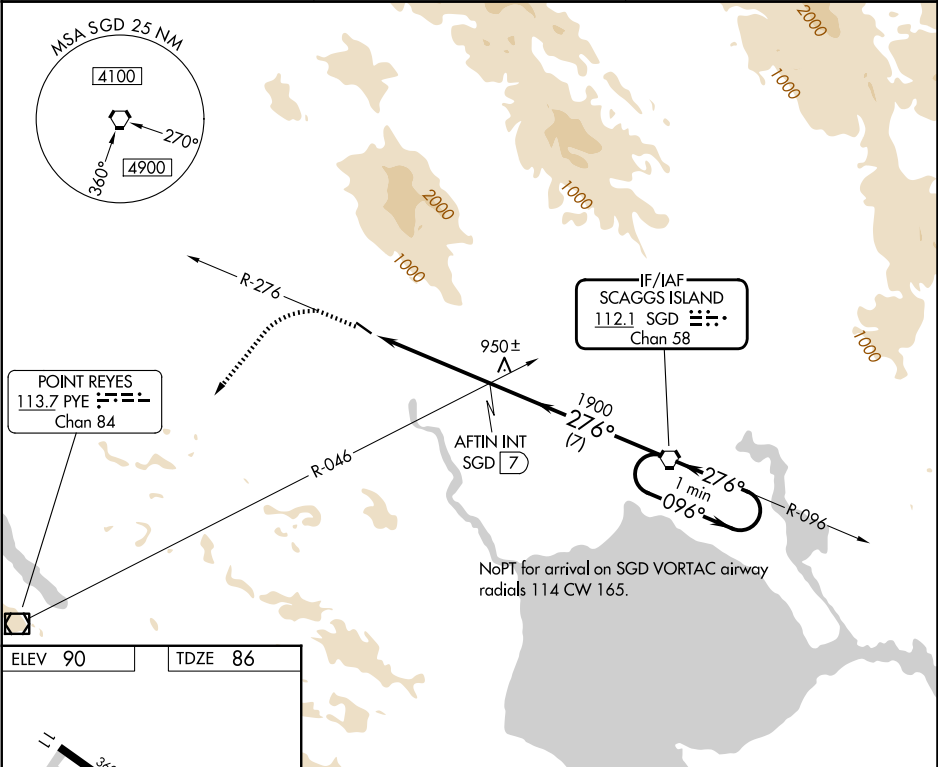
VORTAC SGD	APP CRS	Rwy Ldg	3600
112.1	276°	TDZE	86
Chan 58		Apt Elev	90

VOR RWY 29

PETALUMA MUNI (O69)

NA Circling Rwy 11 NA at night.	MISSED APPROACH: Climb to 2000 via SGD R-276 then climbing left turn to 3500 direct PYE VOR/DME.
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AWOS-3P 132.325	OAKLAND CENTER 127.8 353.5	UNICOM 122.7 (CTAF) 0
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ELEV 90

TDZE 86

REIL Rwy 29 0

MRL Rwy 11-29 0

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

2000 ↑ SGD R-276		3500 ↖	PYE 	DME unusable from SGD VORTAC 11.1 DME to MAP.	
SGD 11.7		SGD 8.1	AFTIN INT SGD 7	SGD VORTAC	One Minute Holding Pattern
3.5 NM		1.1 NM	7 NM		
CATEGORY	A	B	C	D	
S-29	1260-1¼ 1174 (1200-1¼)	1260-1½ 1174 (1200-1½)	NA		
CIRCLING	1260-1⅛ 1170 (1200-1⅛)	1260-1½ 1170 (1200-1½)	NA		

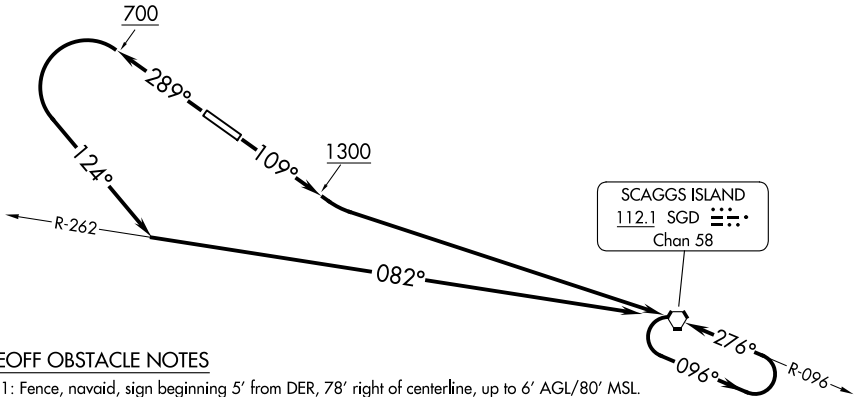
SCAGGS ISLAND ONE DEPARTURE (OBSTACLE)

PETALUMA MUNI (O69)
PETALUMA, CALIFORNIA

TAKEOFF MINIMUMS

Rwy 11: Standard with minimum climb of 245'/NM to 1500 or 3000-3 for VCOA.
Rwy 29: 300-1½ or standard with minimum climb of 290'/NM to 400.

OAKLAND CENTER
127.8 353.5
AWOS-3P
132.325
CTAF
122.7



TAKEOFF OBSTACLE NOTES

- Rwy 11: Fence, navaid, sign beginning 5' from DER, 78' right of centerline, up to 6' AGL/80' MSL.
Building 8' from DER, 248' left of centerline, 81' MSL.
Trees beginning 25' from DER, 429' left of centerline, up to 114' MSL.
Trees beginning 319' from DER, 399' left of centerline, up to 120' MSL.
Tree 1096' from DER, 778' right of centerline, 116' MSL.
- Rwy 29: Trees, terrain, building beginning 77' from DER, 248' right of centerline, up to 130' MSL.
Buildings beginning 89' from DER, 350' left of centerline, up to 110' MSL.
Tree, buildings beginning 109' from DER, 345' left of centerline, up to 115' MSL.
Trees, vehicle on road, buildings beginning 165' from DER, 298' left of centerline, up to 121' MSL.
Tree 1092' from DER, 504' right of centerline, 143' MSL.
Trees, poles beginning 1098' from DER, 13' right of centerline, up to 162' MSL.
Tree 1280' from DER, 122' left of centerline, 126' MSL.
Tree 1289' from DER, 84' left of centerline, 128' MSL.
Trees beginning 1298' from DER, 75' left of centerline, up to 165' MSL.
Trees, poles beginning 1364' from DER, 18' left of centerline, up to 177' MSL.
Trees, building beginning 1407' from DER, 98' right of centerline, up to 172' MSL.
Tree 5552' from DER, 1841' right of centerline, 257' MSL.
Trees, poles beginning 1537' from DER, 182' right of centerline, up to 176' MSL.
Trees beginning 5556' from DER, 1886' right of centerline, up to 288' MSL.
Tree 5567' from DER, 1991' right of centerline, 289' MSL.
Tree 1.2 NM from DER, 764' right of centerline, up to 313' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 109° to 1300, then left turn direct SGD VORTAC, thence. . .

TAKEOFF RUNWAY 29: Climb on heading 289° to 700, then climbing left turn heading 124° to intercept SGD VORTAC R-262 to SGD. Do not exceed 210K until established direct SGD VORTAC, thence. . .

VCOA RUNWAY 11: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Petaluma Airport southeast bound at or above 2700, then on SGD VORTAC R-276 to SGD at or above MEA for route of flight.

. . . continue climb in SGD VORTAC holding pattern to cross SGD VORTAC at or above MEA for route of flight.

WAAS CH 78324 W05A	APP CRS 049°	Rwy Idg TDZE Apt Elev	3914 2586 2586
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RNAV (GPS) RWY 5

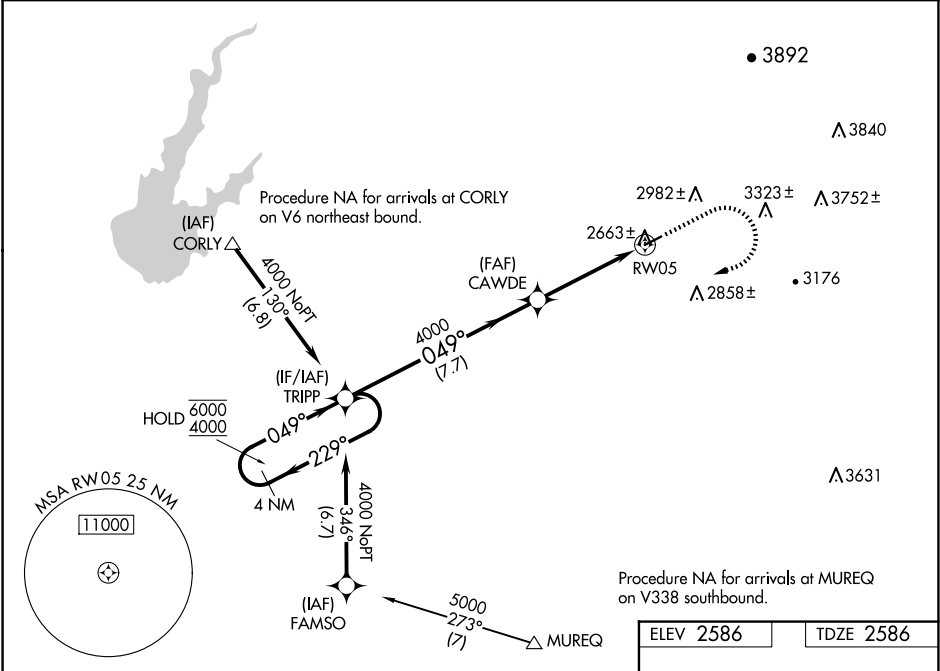
PLACERVILLE (PVT')

RNP APCH - GPS.

Circling NA northwest of Rwy 5-23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 3200 then climbing right turn to 4500 direct TRIPP and hold.

AWOS-3 128.125	NORCAL APP CON 127.4 317.5	UNICOM 122.8 (CTAF)
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).

3200

4500

TRIPP

4 NM Holding Pattern

TRIPP

CAWDE

4000

1.5 NM to RW05

RW05

6000 ← 229°

4000 → 049°

049°

049°

4000

GP 3.00°

TCH 45

7.7 NM

2.8 NM

1.5

CATEGORY	A	B	C	D
LPV DA	2966-1	380 (400-1)	NA	
LNAV/VNAV DA	2970-1½	384 (400-1½)	NA	
LNAV MDA	3080-1	494 (500-1)	NA	
CIRCLING	3180-1 594 (600-1)	3440-1¼ 854 (900-1¼)	NA	

ELEV 2586 TDZE 2586

3914 X 76

049°

MIRL Rwy 5-23

PORTERVILLE, CALIFORNIA

AL-569 (FAA)

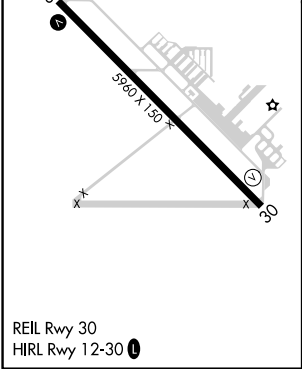
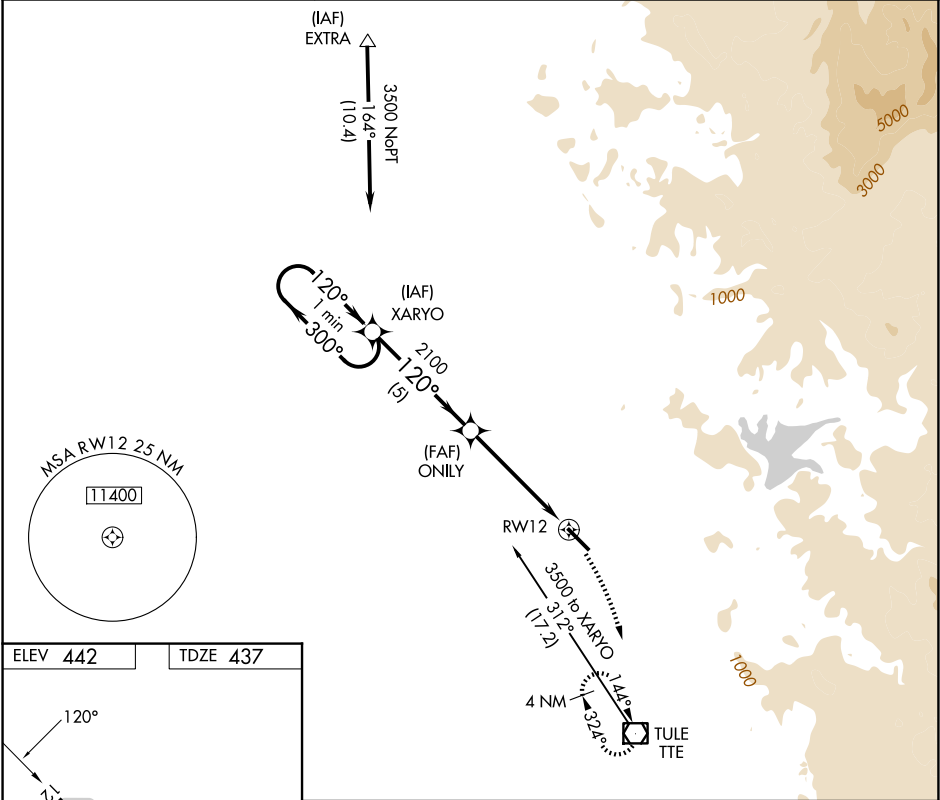
26134

APP CRS	Rwy Ldg	5960
120°	TDZE	437
	Apt Elev	442

GPS RWY 12
PORTERVILLE MUNI (PTV)

 NA	MISSED APPROACH: Climbing right turn to 3100 direct TTE VOR/DME and hold.
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AWOS-3PT 134.625	BAKERSFIELD APP CON ★ 119.075	UNICOM 122.8 (CTAF) 
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One Minute Holding Pattern		3100		TTE
3500		XARYO		ONLY
300°		120°		RWY 12
120°		2100		3.05°
5 NM		4 NM		1 NM
CATEGORY	A	B	C	D
S-12	800-1 363 (400-1)			800-1¼ 363 (400-1¼)
CIRCLING	880-1 438 (500-1)	900-1 458 (500-1)	940-1½ 498 (500-1½)	1080-2 638 (700-2)

PORTERVILLE, CALIFORNIA
Orig-A 30DEC21

36°02'N-119°04'W

PORTERVILLE MUNI (PTV)
GPS RWY 12

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS
314°

Rwy Ldg
5960

TDZE
442

Apt Elev
442

GPS RWY 30
PORTERVILLE MUNI (P'TV)

IAF ARM APPROACH MODE PRIOR TO IAF.

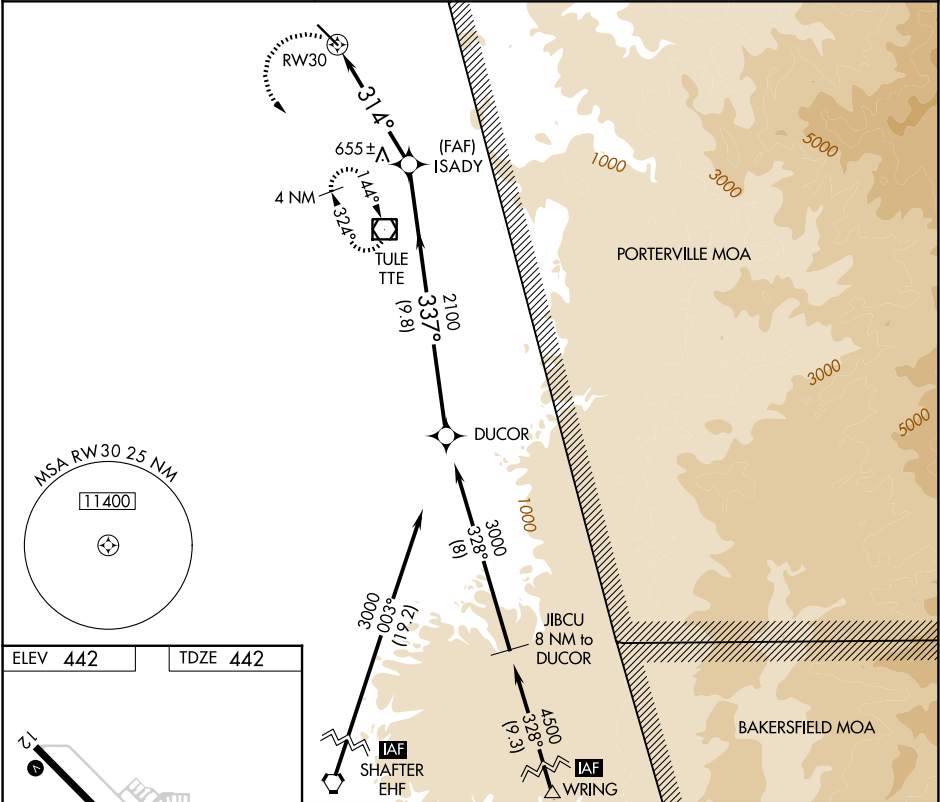
NA Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3100 direct TTE VOR/DME and hold.

AWOS-3PT
134.625

BAKERFIELD APP CON★
119.075

UNICOM
122.8 (CTAF) 0



ELEV 442

TDZE 442

REIL Rwy 30

HIRL Rwy 12-30 0

	3100	TTE				DUCOR
			ISADY			3000
						Procedure Turn NA
			RW30			
CATEGORY	A	B	C	D		
S-30	900-1	458 (500-1)	900-1¼ 458 (500-1¼)	900-1½ 458 (500-1½)		
CIRCLING	900-1	458 (500-1)	940-1½ 498 (500-1½)	1080-2 638 (700-2)		

PORTERVILLE, CALIFORNIA

AL-569 (FAA)

26246

VOR/DME TTE 116.25 Chan 109(Y)	APP CRS 327°	Rwy Ldg TDZE Apt Elev N/A N/A 443
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VOR-A
PORTERVILLE MUNI (P'TV)

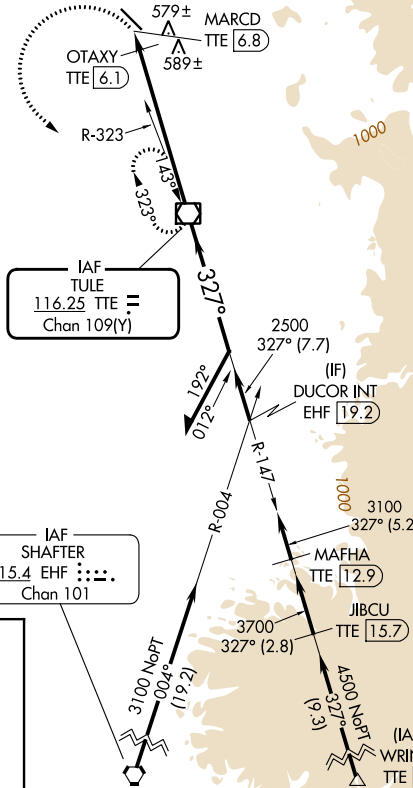
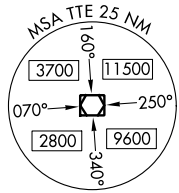
DME required.

MISSED APPROACH: Climbing left turn to 3400 direct TTE
VOR/DME and hold.

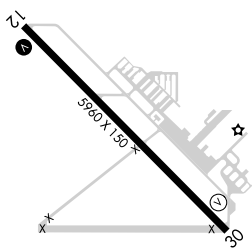
AWOS-3PT
134.625

BAKERFIELD APP CON ★
119.075

UNICOM
122.8 (CTAF) 0



ELEV 443



REIL Rwy 30
HIRL Rwy 12-30 0

3400

TTE




OTAXY

TTE 6.1

MARCD

TTE 6.8

920

0.7 NM

6.1 NM

TTE

VOR/DME

147°

327°

4200

2500

Remain within 10 NM

CATEGORY	A	B	C	D
CIRCLING	880-1 437 (500-1)	900-1 457 (500-1)	960-1½ 517 (600-1½)	1100-2 657 (700-2)

PORTERVILLE, CALIFORNIA
Orig 05SEP24

36°02'N-119°04'W

PORTERVILLE MUNI (P'TV)
VOR-A

SW-2, 03 SEP 2026 to 29 OCT 2026

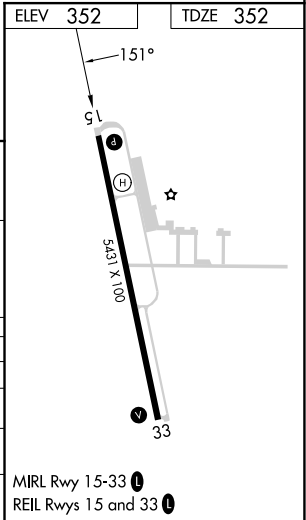
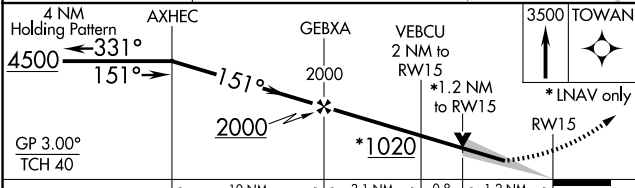
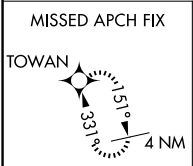
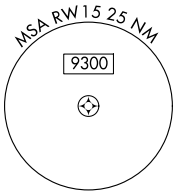
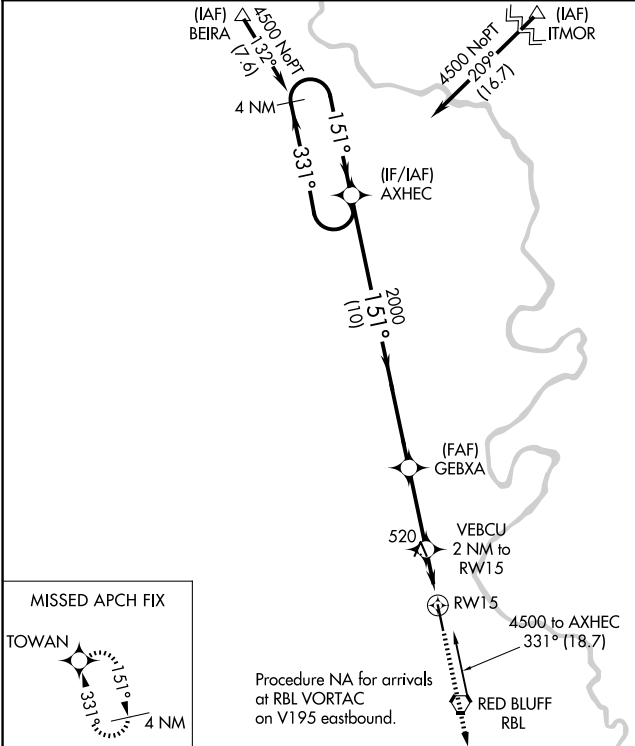
WAAS CH 73008 W15A	APP CRS 151°	Rwy Ldg TDZE Apt Elev	5431 352 352
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RNAV (GPS) RWY 15

RED BLUFF MUNI (RBL)

RNP APCH.	⚠ Circling to Rwy 33 NA at night. Baro-VNAV and VDP NA when using Redding altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. When local altimeter setting not received; use Redding altimeter setting and increase LPV DA to 674 feet and increase LNAV/VNAV DA to 860 feet and increase visibility all Cts ½ SM; increase all MDAs 80 feet and LNAV visibility Cts C/D ½ SM and Circling visibility Cts C/D ½ SM.	MISSED APPROACH: Climb to 3500 direct TOWAN and hold.
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ASOS 120.775	OAKLAND CENTER 132.2 350.3	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	602-7/8 250 (300-7/8)			
LNAV/VNAV DA	788-1 436 (500-1 4)			
LNAV MDA	780-1 428 (500-1)		780-1 428 (500-1 4)	
CIRCLING	860-1 508 (600-1)		900-1 548 (600-1 2)	1060-2 708 (800-2 4)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RED BLUFF, CALIFORNIA

AL-344 (FAA)

25275

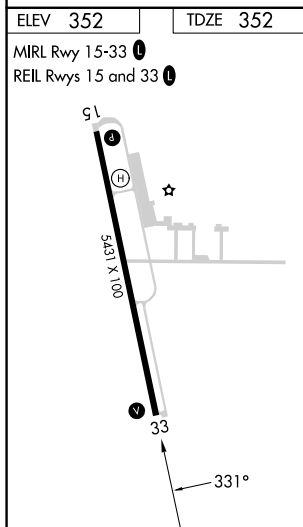
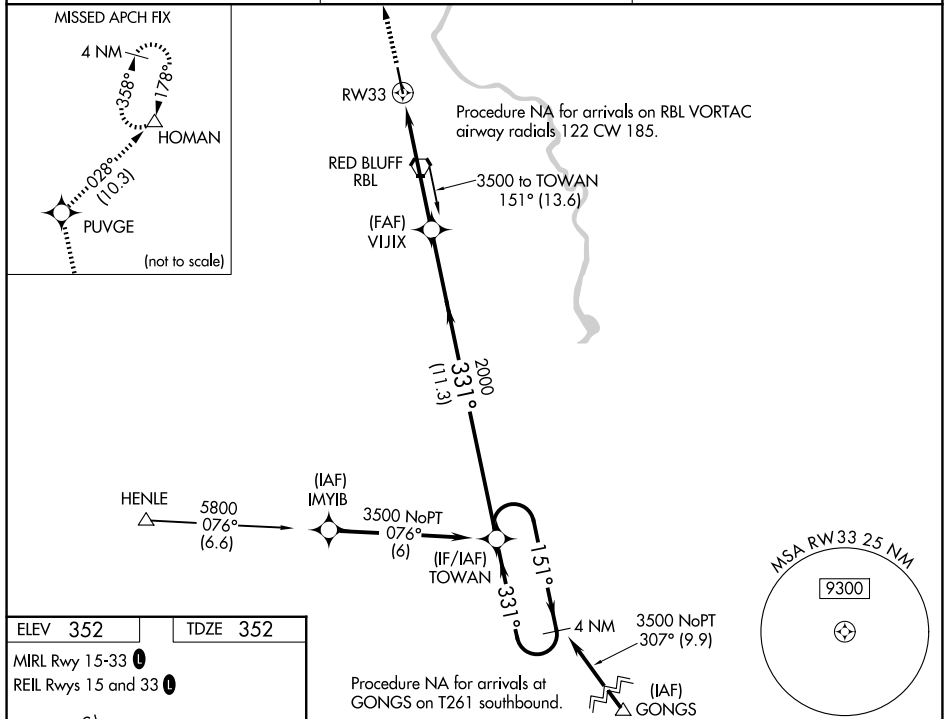
WAAS CH 42609 W33A	APP CRS 331°	Rwy Ldg TDZE Apt Elev	5431 352 352
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RNAV (GPS) RWY 33

RED BLUFF MUNI (RBL)

Baro-VNAV NA when using Redding altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Redding altimeter setting and increase all DA/MDA 80 feet and increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C visibility ¼ SM and Circling Cats C and D visibility ¼ SM.	MISSED APPROACH: Climb to 4000 direct PUVGE and track 028° to HOMAN and hold.
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ASOS 120.775	OAKLAND CENTER 132.2 350.3	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	602-1	250 (300-1)		
LNAV/VNAV DA	718-1¼	366 (400-1¼)		
LNAV MDA	780-1 428 (500-1)	780-1¼ 428 (500-1¼)	780-1½ 428 (500-1½)	
CIRCLING	860-1 508 (600-1)	900-1½ 548 (600-1½)	1060-2¼ 708 (800-2¼)	

RED BLUFF, CALIFORNIA
Orig-A 01FEB18

40°09'N-122°15'W

RED BLUFF MUNI (RBL)
RNAV (GPS) RWY 33

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

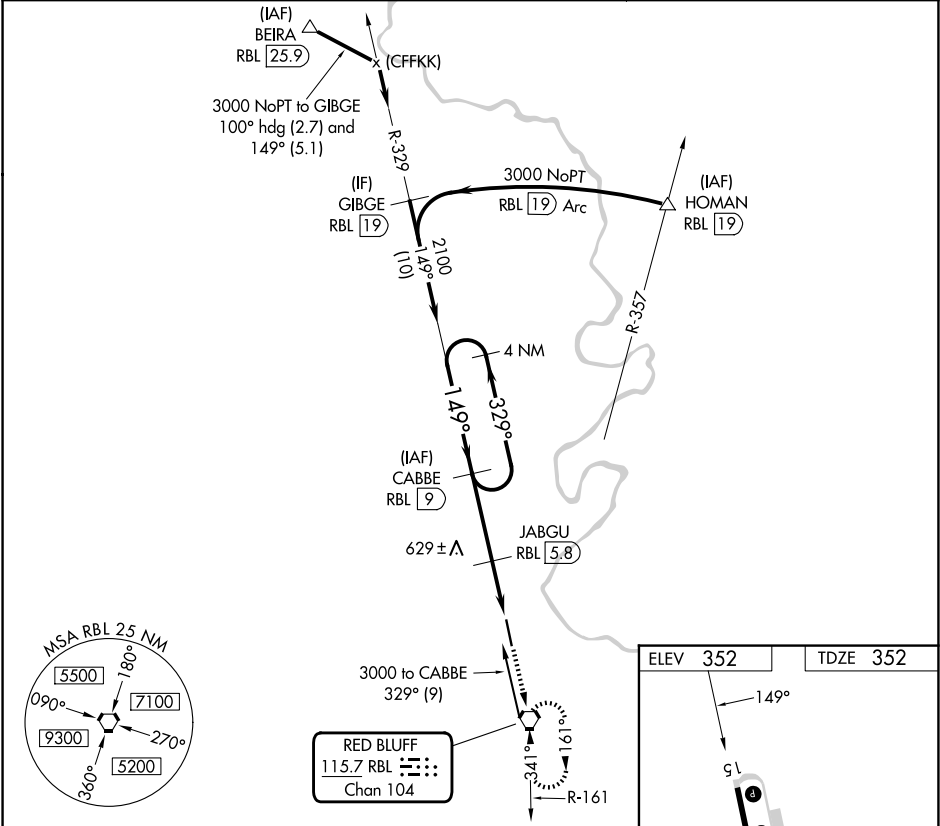
VORTAC RBL	APP CRS	Rwy Ldg	5431
115.7	149°	TDZE	352
Chan 104		Apt Elev	352

VOR/DME RWY 15
RED BLUFF MUNI (RBL)

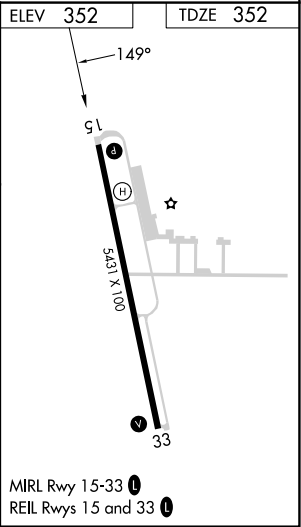
⚠ When local altimeter setting not received, use Redding altimeter setting and increase all MDAs and all Cat C/D visibility ¼ SM. VDP NA with Redding altimeter setting.

MISSSED APPROACH: Climb to 2000 direct RBL VORTAC and hold.

ASOS 120.775	OAKLAND CENTER 132.2 350.3	UNICOM 123.0 (CTAF) 📻
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4 NM Holding Pattern 2100 ← 329° 149° → CABBE RBL [9] 1080 JABGU RBL [5.8] RBL [5.2] RBL [3.6] 2.99° TCH 40 3.2 NM 0.6 NM 1.6 NM					2000 ↑	RBL ⬡
CATEGORY	A	B	C	D		
S-15	880-1 528 (600-1)		880-1½ 528 (600-1½)			
CIRCLING	880-1 528 (600-1)		900-1½ 548 (600-1½)		1060-2¼ 708 (800-2¼)	



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RED BLUFF, CALIFORNIA

AL-344 (FAA)

25275

VORTAC RBL 115.7 Chan 104	APP CRS 328°	Rwy Ldg 5431 TDZE 352 Apt Elev 352
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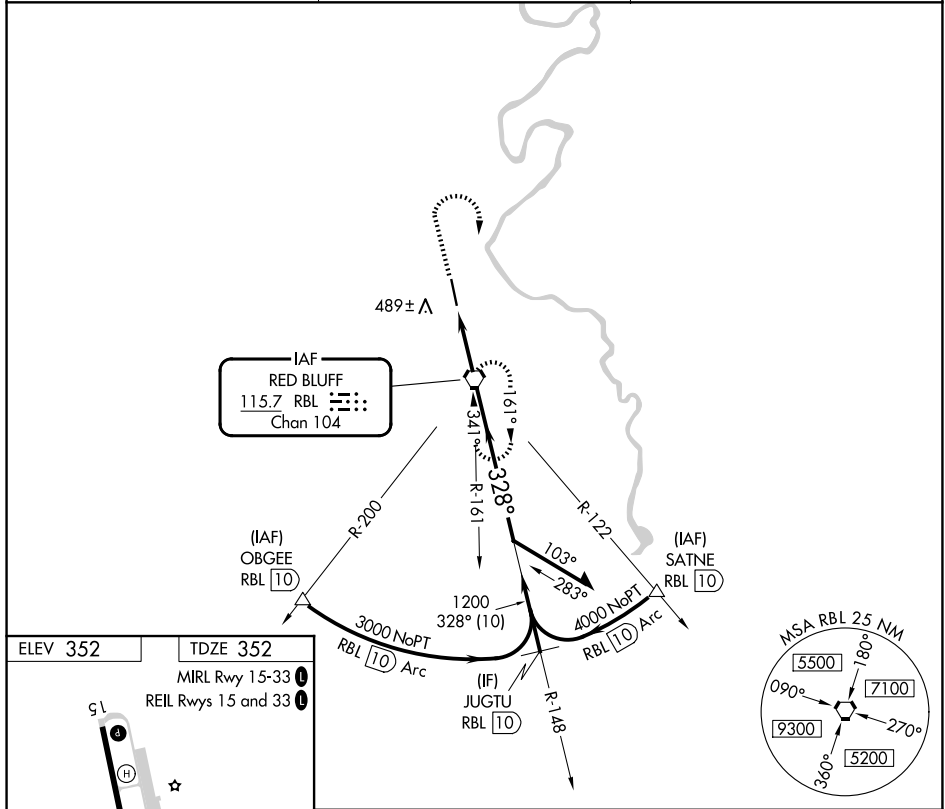
VOR RWY 33

RED BLUFF MUNI (RBL)

⚠ When local altimeter setting not received, use Redding altimeter setting and increase all MDAs 80 feet and all Cat C/D visibilities ¼ SM.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RBL VORTAC and hold.

ASOS 120.775	OAKLAND CENTER 132.2 350.3	UNICOM 123.0 (CTAF) 0
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ELEV 352 TDZE 352

MIRL Rwy 15-33
REIL Rwys 15 and 33

5431 X 100

33

328°

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

1500 2000 RBL

RBL VORTAC 2300

148° 2100

328° 1200

2.83° TCH 40

2.7 NM

CATEGORY	A	B	C	D
S-33	740-1 388 (400-1)			740-1¼ 388 (400-1¼)
CIRCLING	880-1 528 (600-1)		900-1½ 548 (600-1½)	1060-2¼ 708 (800-2¼)

RED BLUFF, CALIFORNIA
Amdt 8B 23APR20

40°09'N-122°15'W

RED BLUFF MUNI (RBL)
VOR RWY 33

SW-2, 03 SEP 2026 to 29 OCT 2026

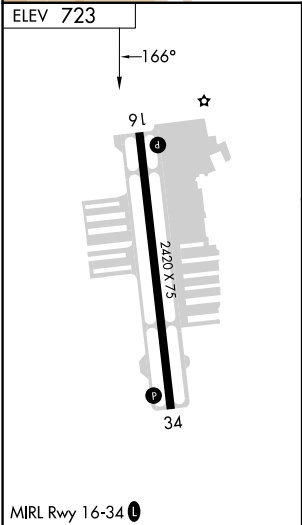
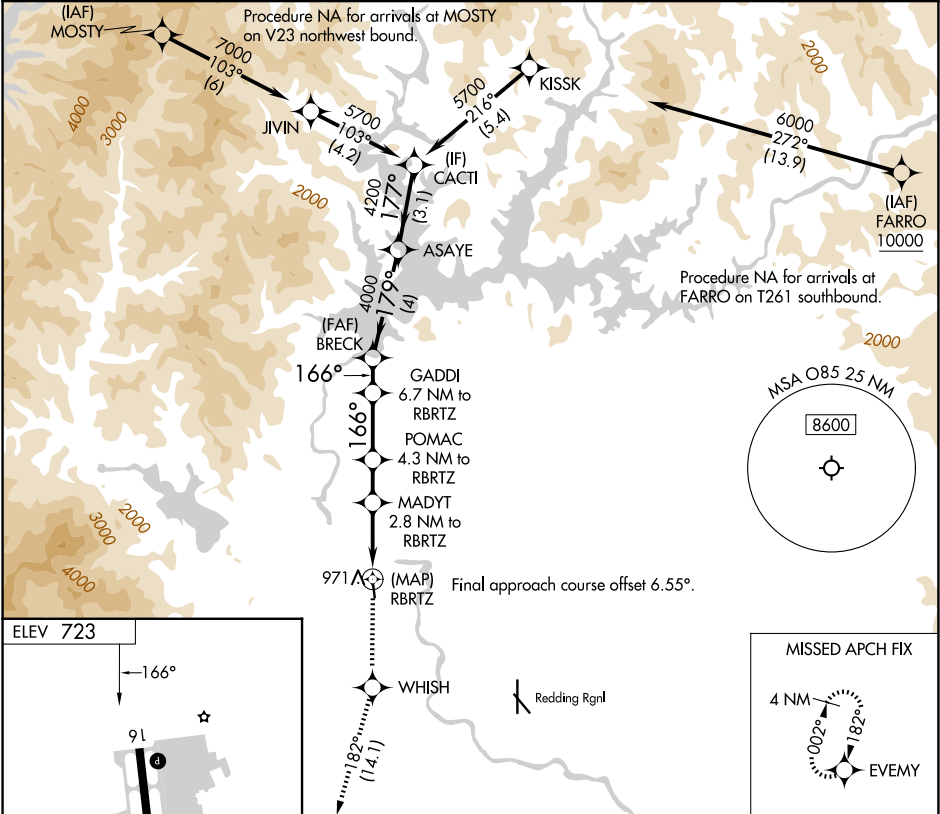
SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
166°	TDZE	N/A
	Apt Elev	723

RNAV (GPS)-A
BENTON FLD (O85)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct WHISH and on track 182° to EVMY and hold.
Procedure NA at night. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Redding Rgnl altimeter setting and increase all MDAs 60 feet.		

AWOS-2 118.675	OAKLAND CENTER 132.2 350.3	UNICOM 122.8 (CTAF) 0
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4000	WHISH	tr 182°	EVMY	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 24).		CACTI
				GADDI 6.7 NM to RBRTZ	BRECK	ASAYE
				POMAC 4.3 NM to RBRTZ		
				MADYT 2.8 NM to RBRTZ		
					3.70° TCH 60	
					166°	177°
					3500	4200
					1960	2560
					2.8 NM	1.5 NM
					2.4 NM	1.3 NM
					4 NM	3.1 NM
CATEGORY	A	B	C	D		
CIRCLING	1340-1 617 (700-1)	1600-1¼ 877 (900-1¼)		NA		

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

REDDING, CALIFORNIA

AL-10033 (FAA)

26022

APP CRS	Rwy Ldg	N/A
340°	TDZE	N/A
	Apt Elev	723

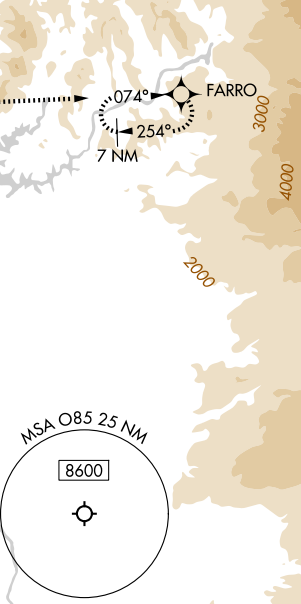
RNAV (GPS)-B

BENTON FLD (085)

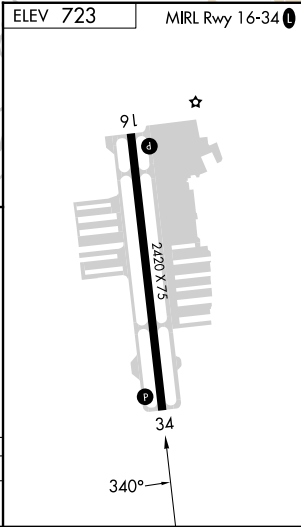
RNP APCH - GPS.	
NA	Procedure NA at night. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Redding Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 10000 direct WAMES and on track 355° to JIRKO and on track 074° to FARRO and hold, continue climb-in-hold to 10000.

AWOS-2 118.675	OAKLAND CENTER 132.2 350.3	UNICOM 122.8 (CTAF) 1
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10000	WAMES	tr	JIRKO	tr	FARRO	CARMY	HIKIP
↑	✧	355°	✧	074°	✧		
VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 24).							
CATEGORY	A		B		C		D
CIRCLING	1900-1¼ 1177 (1200-1¼)		1900-1½ 1177 (1200-1½)		NA		



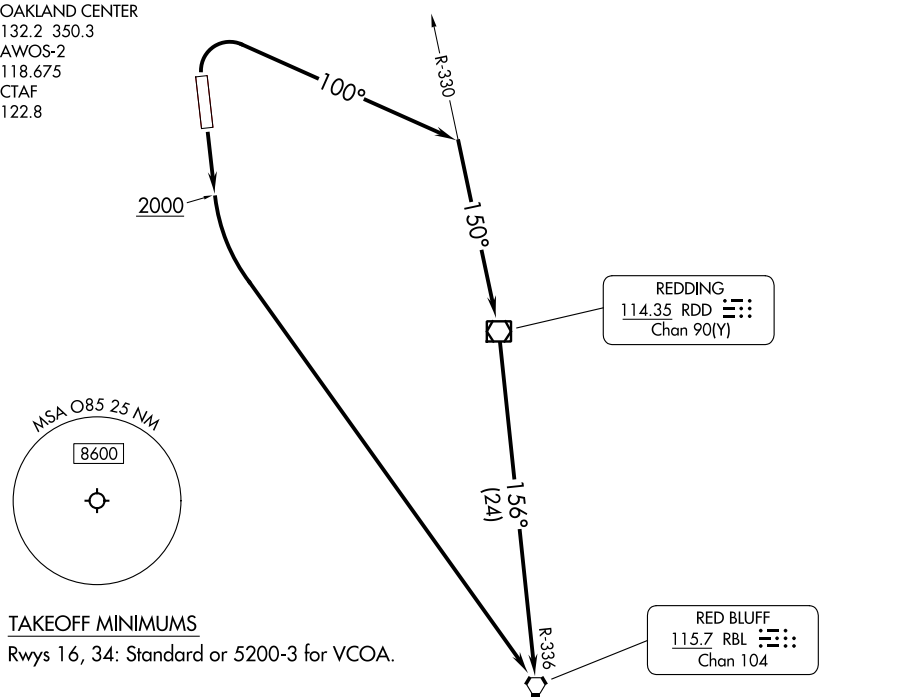
REDDING, CALIFORNIA
Orig 05OCT23

40°34'N-122°24'W

BENTON FLD (085)
RNAV (GPS)-B

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



TAKEOFF OBSTACLE NOTES

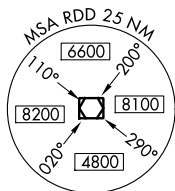
- Rwy 16: Trees beginning 75' from DER, 319' left of centerline, up to 30' AGL/732' MSL.
Vehicle on road 273' from DER, 537' right of centerline, 730' MSL.
Tree 771' from DER, 613' right of centerline, 747' MSL.
Tree 1105' from DER, 324' right of centerline, 755' MSL.
Trees beginning 1207' from DER, 162' right of centerline, up to 51' AGL/762' MSL.
- Rwy 34: Building 2' from DER, 455' left of centerline, 724' MSL.
Pole, sign beginning 63' from DER, 179' right of centerline, up to 749' MSL.
Navaid, trees, pole beginning 84' from DER, 260' left of centerline, up to 748' MSL.
Trees, fence, poles beginning 116' from DER, 182' right of centerline, up to 46' AGL/765' MSL.
Trees, pole beginning 373' from DER, 224' left of centerline, up to 57' AGL/753' MSL.
Trees beginning 623' from DER, 440' right of centerline, up to 775' MSL.
Pole, trees beginning 750' from DER, 19' left of centerline, up to 754' MSL.
Trees beginning 1766' from DER, 870' left of centerline, up to 779' MSL.
- NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 16: Climb to 2000, then climbing left turn direct RBL VORTAC.
- TAKEOFF RUNWAY 34: Climbing right turn on heading 100° to intercept RDD VOR/DME R-330 to RDD VOR/DME, then on RDD VOR/DME R-156 to intercept RBL VORTAC R-336 to RBL VORTAC.
- VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFP clearance. Climb in visual conditions to cross Benton Fld airport at or above 5800 before proceeding on course.

ILS or LOC RWY 35
REDDING RGNL (RDD)

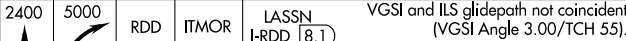
MISSED APPROACH: Climb to 2400 then climbing right turn to 5000 on heading 110° and RDD R-044 to ITMOR INT/RDD 12 DME and hold, continue climb-in-hold to 5000.

UNICOM
122.95

ELEV 505	D	TDZE 499
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REIL Rwy 17 **L**
MIRL Rwy 13-31 **L**
HIRL Rwy 17-35 **L**



Use I-RDD DME when on the localizer course. CLXA

I-RDD 2.2 I-RDD 3.6

CATEGORY	A	B	C	D	E
S-ILS 35		749- ³ / ₄	250 (300- ³ / ₄)		
S-LOC 35		840- ³ / ₄	341 (400- ³ / ₄)		
CIRCLING	960-1 455 (500-1)	1000-1 495 (500-1)	1120-1 ³ / ₄ 615 (700-1 ³ / ₄)	1340-2 ³ / ₄ 835 (900-2 ³ / ₄)	1340-3 835 (900-3)

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35
REDDING RGNL (RDD)

MISSED APPROACH: Climb to 1700 then climbing right turn to 5000 direct ITMOR, continue climb-in-hold to 5000.

UNICOM
122.95

REIL Rwy 17 **L**
MIRL Rwy 13-31 **L**
HIRL Rwy 17-35 **L**

UKDOW

LASSIN

CUYAP

2.3 NM to RW35

1 NM to RW35

RW35

6000 ← 166°

3000 → 346°

346°

2700

1260

GP 3.00°

TCH 52

5.9 NM

4.5 NM

1.3 NM

1 NM

RNAV (GPS) RWY 35

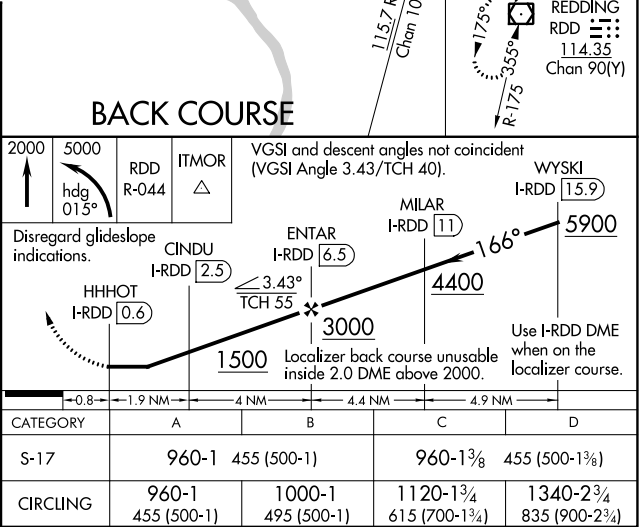
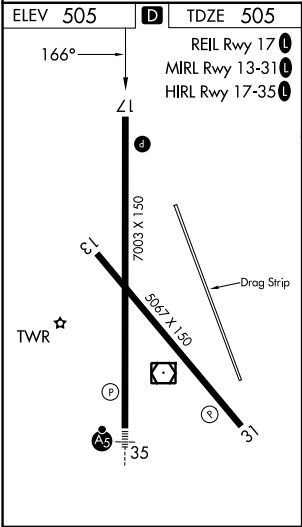
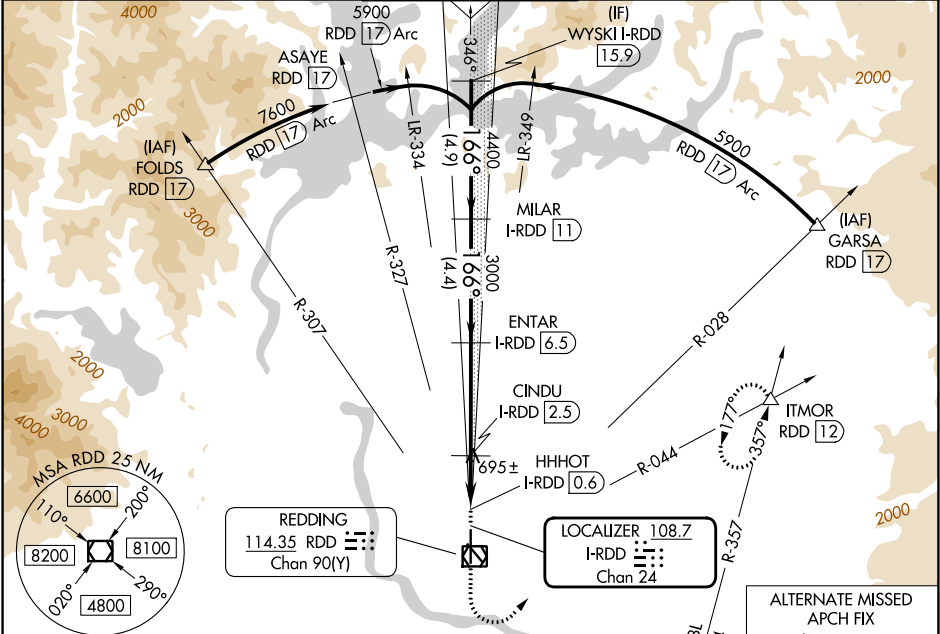
SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-RDD 108.7 Chan 24	APP CRS 166°	Rwy Ldg TDZE 7003 505 Apt Elev 505
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LOC BC RWY 17
REDDING RGNL (RDD)

DME required.	MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 on heading 015° and RDD VOR/DME R-044 to ITMOR INT/RDD 12 DME and hold, continue climb-in-hold to 5000.
Rwy 17 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 13, NA at night.	

ATIS 124.1	OAKLAND CENTER 132.2 350.3	REDDING TOWER ★ 119.8(CTAF) 0 269.25	GND CON 121.7	UNICOM 122.95
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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

REDDING, CALIFORNIA

AL-688 (FAA)

26246

VOR/DME RDD 114.35 Chan 90(Y)	APP CRS 355°	Rwy Ldg TDZE 499 Apt Elev 505
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VOR RWY 35

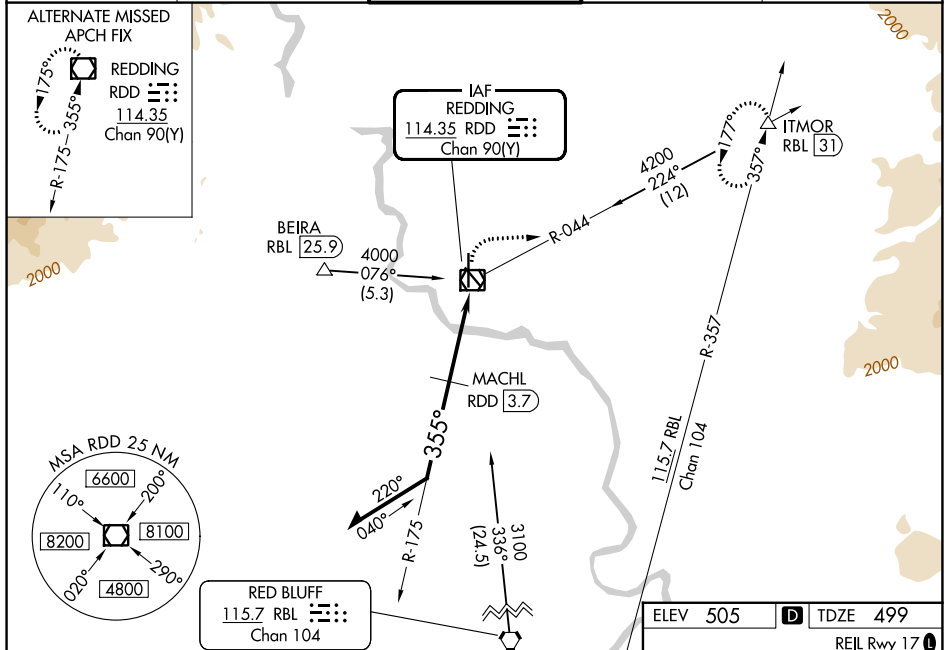
REDDING RGNL (RDD)

⚠ Circling Rwy 13 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. MACHL fix minimums and VOR minimums: Inop table does not apply to S-35 Cats C/D. MACHL fix minimums: For inop ALS, increase S-35 Cat A visibility to 1 SM.

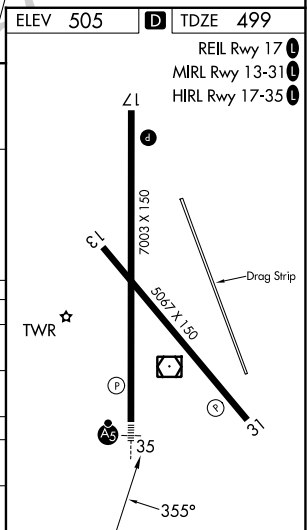
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 5300 on heading 090° and on RDD VOR/DME R-044 to ITMOR INT/RBL 31 DME and hold, continue climb-in-hold to 5300.

ATIS 124.1	OAKLAND CENTER 132.2 350.3	REDDING TOWER ★ 119.8(CTAF) 0 269.25	GND CON 121.7	UNICOM 122.95
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Remain within 10 NM				
CATEGORY	A	B	C	D
S-35	1680-¾ 1181 (1200-¾)	1680-1 1181 (1200-1)	1680-3	1181 (1200-3)
CIRCLING	1680-1¼ 1175 (1200-1¼)	1680-1½ 1175 (1200-1½)	1680-3	1175 (1200-3)
MACHL FIX MINIMUMS				
S-35	1260-¾ 761 (800-¾)	1260-1	1260-2½	761 (800-2½)
CIRCLING	1260-1 755 (800-1)	1260-1¼ 755 (800-1¼)	1260-2½	1340-2¾ 835 (900-2¾)



REDDING, CALIFORNIA
Amdt 12 14MAY26

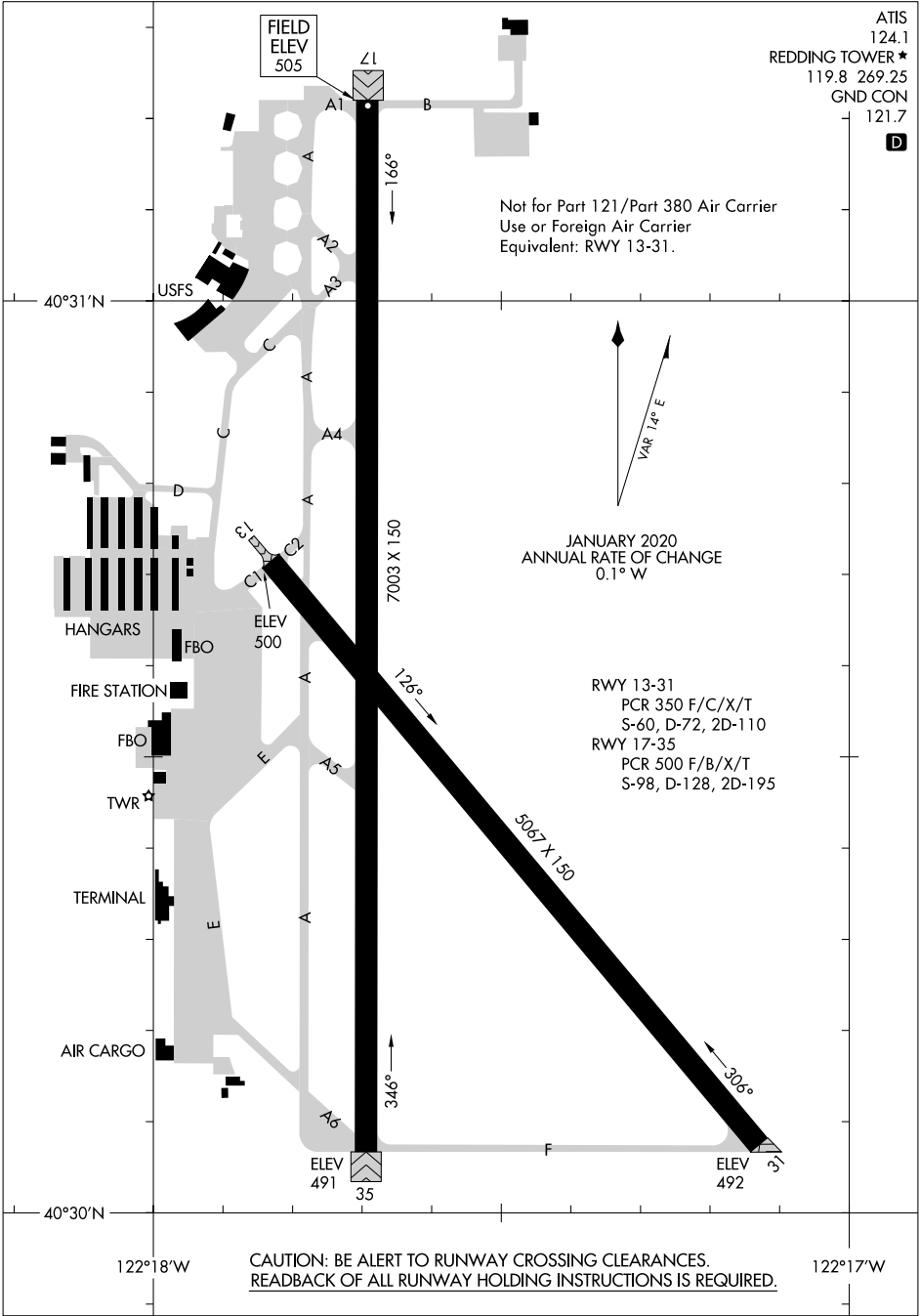
40°31'N-122°18'W

REDDING RGNL (RDD)

VOR RWY 35

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



(HOMAN4.HOMAN) 26246
HOMAN FOUR DEPARTURE

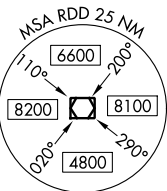
248
AL-688 (FAA)

REDDING RGNL (RDD)
REDDING, CALIFORNIA

OAKLAND CENTER
132.2 350.3
ATIS
124.1
GND CON
121.7
REDDING TOWER ★
119.8 269.25

TOP ALTITUDE:
ASSIGNED BY ATC

REDDING
114.35 RDD
Chan 90(Y)



TAKEOFF MINIMUMS

Rwys 13, 17, 31, 35: Standard with minimum climb
of 400'/NM to 4000.

RED BLUFF
115.7 RBL
Chan 104

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing left turn within 1 NM, thence. . .

TAKEOFF RUNWAYS 31, 35: Climbing right turn within 1 NM, thence. . .

. . . Intercept the RDD R-111 to HOMAN INT/RDD 10 DME, cross HOMAN INT/RDD 10 DME at or above 4000, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

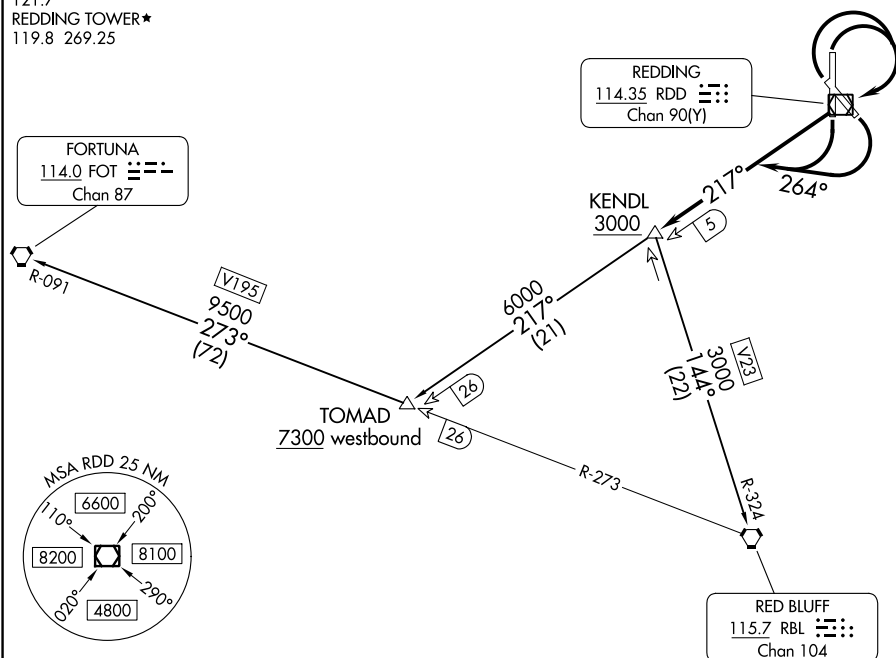
RED BLUFF TRANSITION (HOMAN4.RBL): From over HOMAN on RBL R-357 to RBL VORTAC.

REDDING RGNL (RDD)
REDDING, CALIFORNIA

KENDL FIVE DEPARTURE

OAKLAND CENTER	132.2	350.3
ATIS	124.1	
GND CON	121.7	
REDDING TOWER★	119.8	269.25

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 410'/NM to 3000.
Rwy 17: Standard with minimum climb of 495'/NM to 3000.
Rwy 31: Standard with minimum climb of 440'/NM to 3000.
Rwy 35: Standard with minimum climb of 410'/NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn heading 264° to intercept RDD VOR/DME R-217 to KENDL INT/RDD 5 DME, thence . . .

TAKEOFF RUNWAYS 31, 35: Climbing right turn direct RDD VOR/DME, then on RDD VOR/DME R-217 to KENDL INT/RDD 5 DME, thence . . .

... then to cross KENDL INT/RDD 5 DME at or above 3000, then on transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FORTUNA TRANSITION (KENDL5.FOT): From over KENDL on RDD R-217 to TOMAD, then on RBL R-273 and FOT R-091 to FOT VORTAC.

RED BLUFF TRANSITION (KENDL5.RBL): From over KENDL on RBL R-324 to RBL VORTAC.

KENDL FIVE DEPARTURE
(KENDL5.KENDL) 14MAY26REDDING, CALIFORNIA
REDDING RGNL (RDD)

SHASTA FIVE DEPARTURE

AL-688 (FAA)

REDDING RGNL (RDD)
REDDING, CALIFORNIA

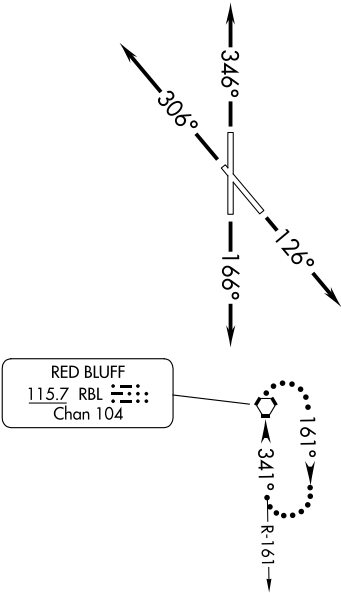
OAKLAND CENTER
132.2 350.3
ATIS
124.1
GND CON
121.7
REDDING TOWER ★
119.8 (CTAF) 269.25

TOP ALTITUDE:
ASSIGNED BY ATC

RADAR required.

TAKEOFF MINIMUMS

- Rwy 13: Standard with minimum climb of 375'/NM to 13900.
- Rwy 17: Standard with minimum climb of 370'/NM to 13900.
- Rwy 31: Standard with minimum climb of 460'/NM to 8400.
- Rwy 35: Standard with minimum climb of 452'/NM to 8200.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 13: Climb on heading 126° (or ATC assigned 344° CW 234°),
thence . . .
- TAKEOFF RUNWAY 17: Climb on heading 166° (or ATC assigned 354° CW 234°),
thence . . .
- TAKEOFF RUNWAY 31: Climb on heading 306° (or ATC assigned 134° CW 004°),
thence . . .
- TAKEOFF RUNWAY 35: Climb on heading 346° (or ATC assigned 174° CW 004°),
thence . . .

. . . . expect vectors to assigned route. Maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATIONS: If no contact with Oakland Center after reaching 4000 proceed to RBL VORTAC and hold.

SHASTA FIVE DEPARTURE

WAAS CH 77841 W16A	APP CRS 155°	Rwy Ldg 3300 TDZE 386 Apt Elev 386
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RNAV (GPS) RWY 16

REEDLEY MUNI (O32)

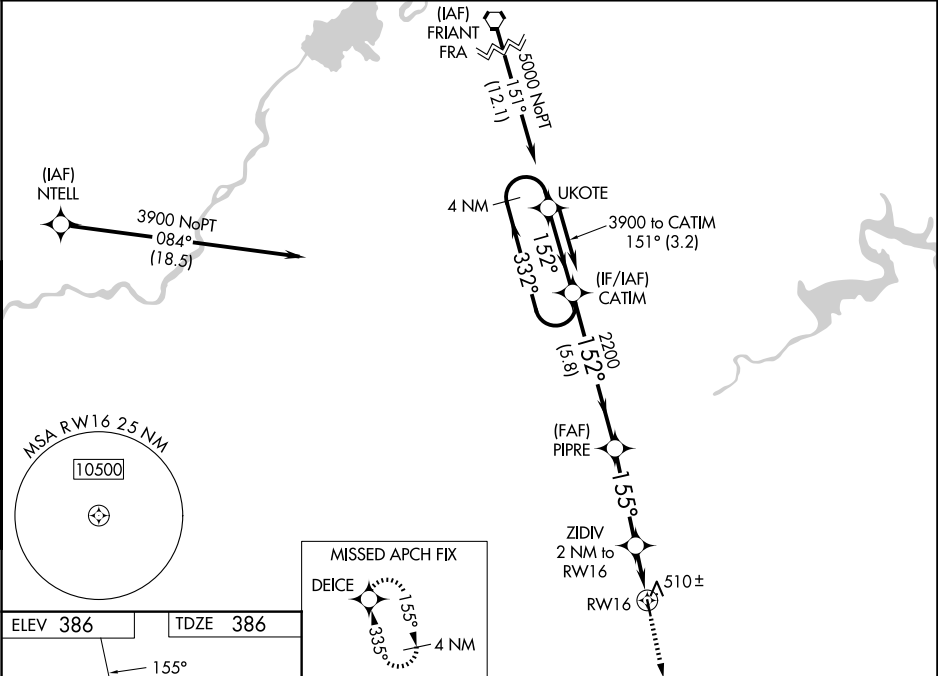
⚠

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 16-34. Baro-VNAV and VDP NA when using Fresno Yosemite Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fresno Yosemite Intl altimeter setting: increase all DAs 41 feet and all visibilities ½ SM; increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3100 direct DEICE and hold, continue climb-in-hold to 3100.

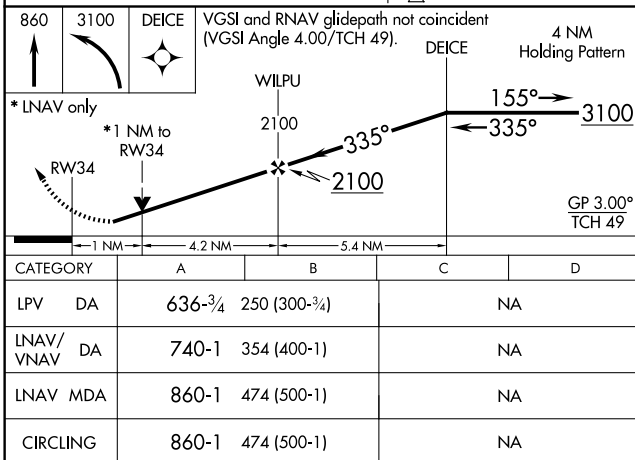
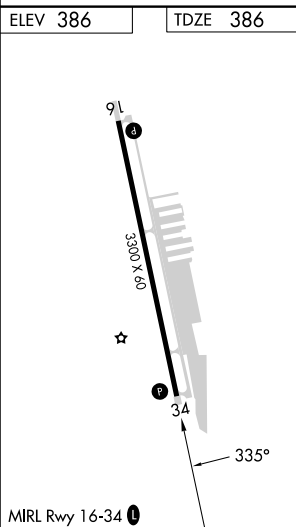
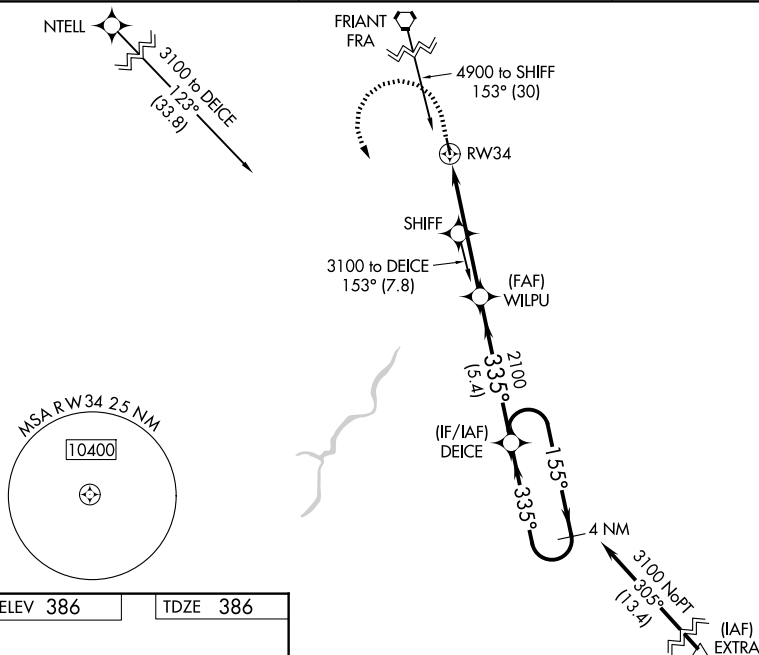
AWOS-3PT 120.175	FRESNO APP CON 132.35 323.25	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		CATIM	PIP	ZIDIV 2 NM to RW16	3100 DEICE
3900		332°	152°	2200	155°
GP 3.00° TCH 41		5.8 NM	3.6 NM	1 NM	1 NM
*1060		RW16			
CATEGORY	A	B	C	D	
LPV DA	636-¾	250 (300-¾)	NA		
LNAV/VNAV DA	672-⅞	286 (300-⅞)	NA		
LNAV MDA	760-1	374 (400-1)	NA		
CIRCLING	800-1	840-1	NA		
	414 (500-1)	454 (500-1)			

RNAV (GPS) RWY 34
REEDLEY MUNI (O32)

MISSED APPROACH: Climb to 860 then climbing left turn to 3100 direct DEICE and hold, continue climb-in-hold to 3100.

UNICOM
122.7 (CTAF) **L**

REEDLEY MUNI (032)
RNAV (GPS) RWY 34

SW-2, 03 SEP 2026 to 29 OCT 2026

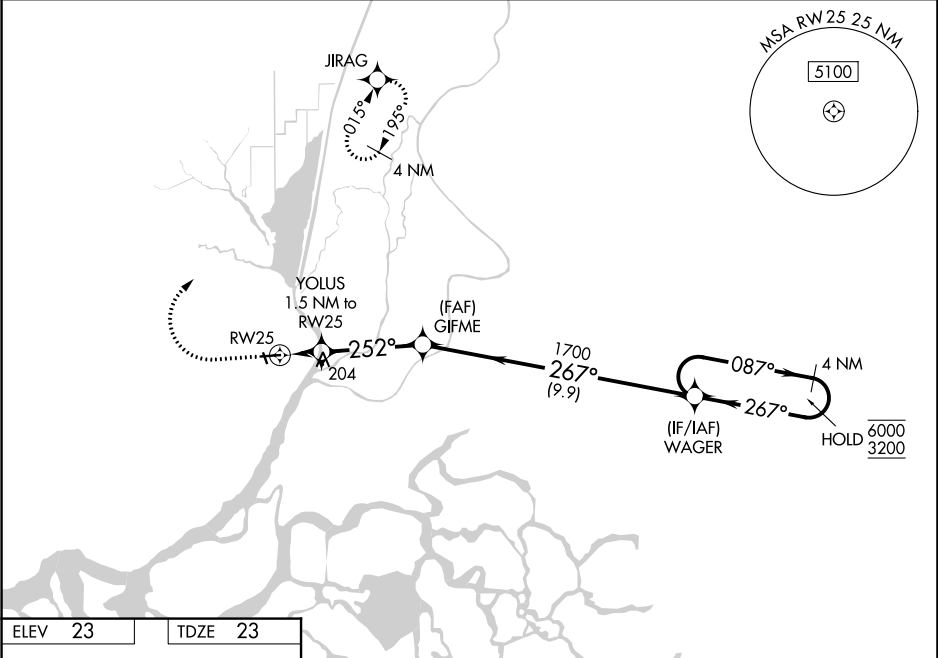
WAAS CH 82325 W25A	APP CRS 252°	Rwy Ldg TDZE Apt Elev	4199 23 23
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RNAV (GPS) RWY 25

RIO VISTA MUNI (O88)

RNP APCH - GPS.		MISSED APPROACH: Climb to 500 then climbing right turn to 3100 direct JIRAG and hold, continue climb-in-hold to 3100.
NA	Circling Rwy 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-AV 127.075	TRAVIS APP CON 119.9 257.9	UNICOM 122.725 (CTAF)
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500

↑

3100

JIRAG

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).

4 NM Holding Pattern

WAGER

GIFME

YOLUS 1.5 NM to RW25

0.9 NM to RW25

RW25

252°

540

1700

267°

087°

6000 3200

GP 3.00° TCH 40

CATEGORY

A

B

C

D

LPV DA

223-3/4

200 (200-3/4)

NA

LNAV/VNAV DA

353-1

330 (400-1)

NA

LNAV MDA

460-1

437 (500-1)

460-1 1/4 437 (500-1 1/4)

NA

CIRCLING

460-1 437 (500-1)

600-1 577 (600-1)

940-2 3/4 917 (1000-2 3/4)

NA

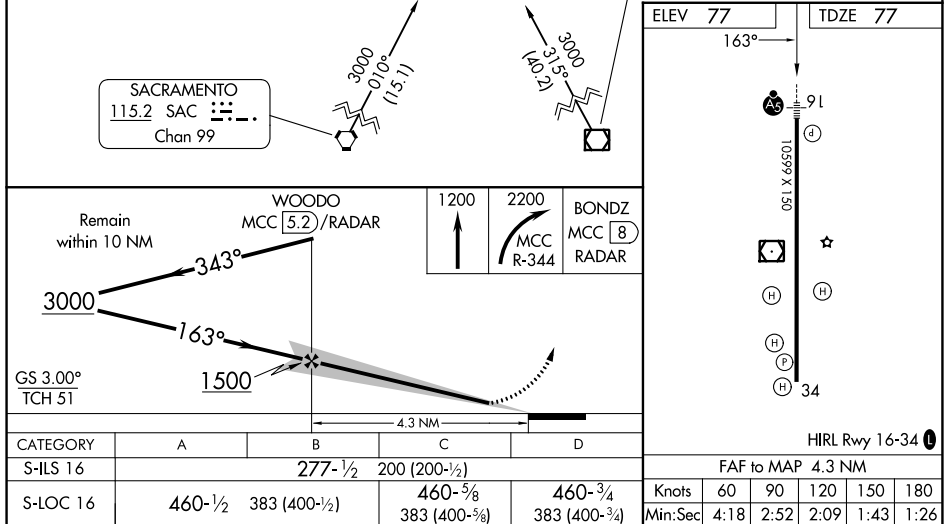
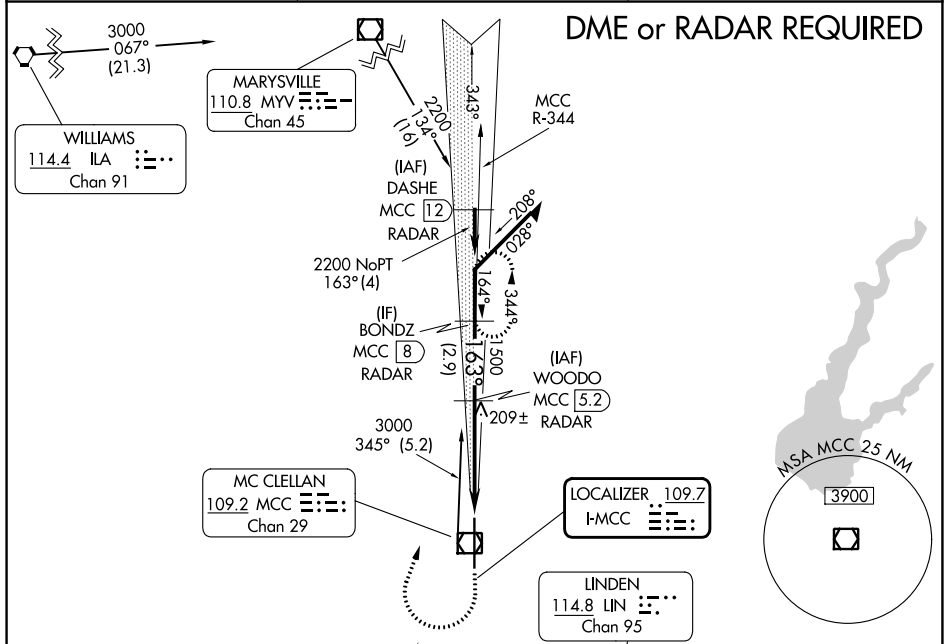
LOC I-MCC 109.7	APP CRS 163°	Rwy Ldg 10599 TDZE 77 Apt Elev 77
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ILS or LOC RWY 16

MC CLELLAN AIRFIELD (MCC)

NA DME from MCC VOR/DME. When local altimeter setting not received, use SMF altimeter setting: increase S-ILS 16 DA to 306 feet; increase all MDAs 40 feet and S-LOC 16 visibility Cat C ½ SM.	MALSR 	MISSED APPROACH: Climb to 1200 then climbing right turn to 2200 via MCC VOR/DME R-344 to BONDZ/MCC 8 DME/RADAR and hold.
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AWOS-3 125.975	NORCAL APP CON 127.4 317.5	UNICOM 122.975 (CTAF) 0
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VOR/DME MCC	APP CRS	Rwy Ldg	10599
109.2	333°	TDZE	72
Chan 29		Apt Elev	77

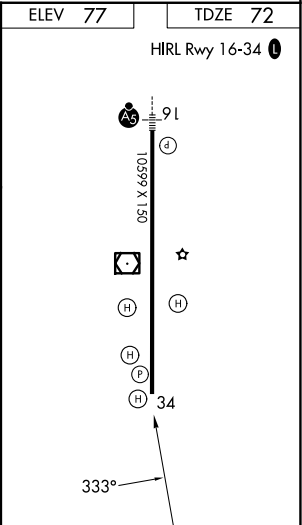
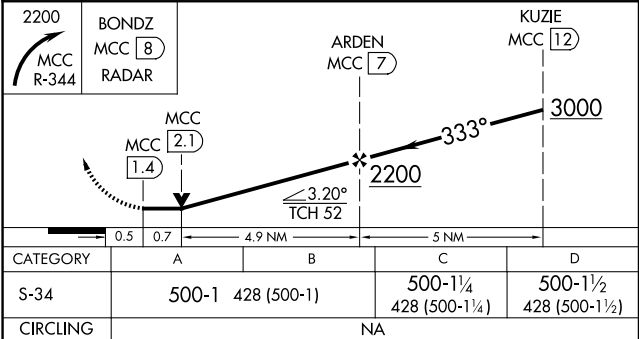
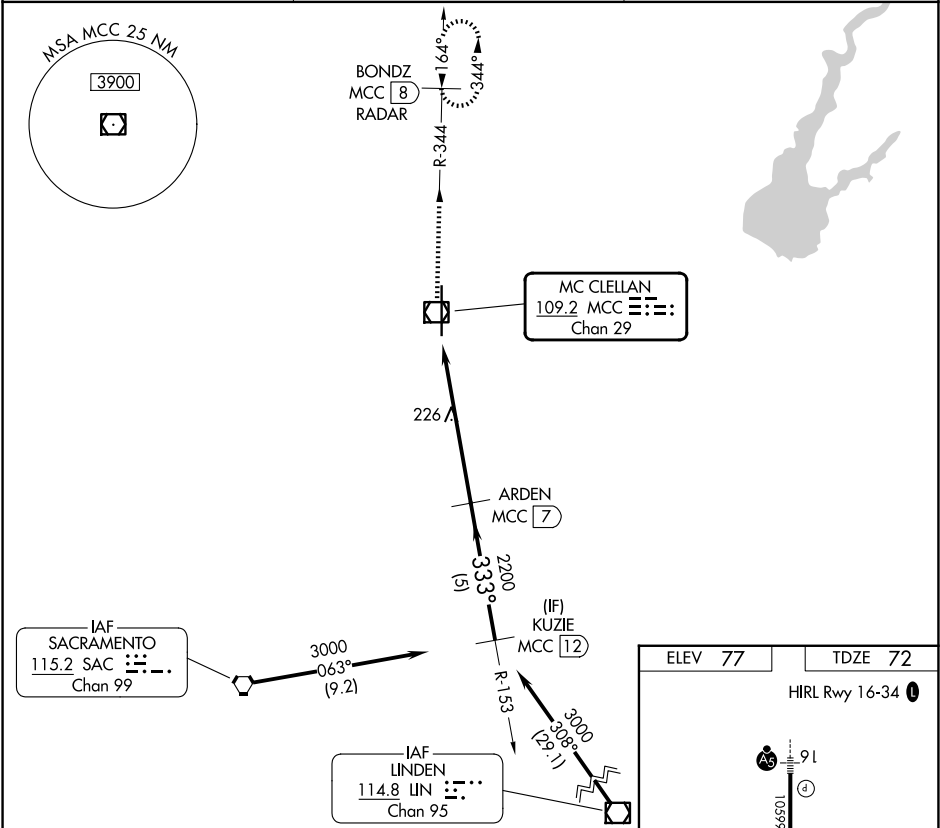
VOR/DME RWY 34

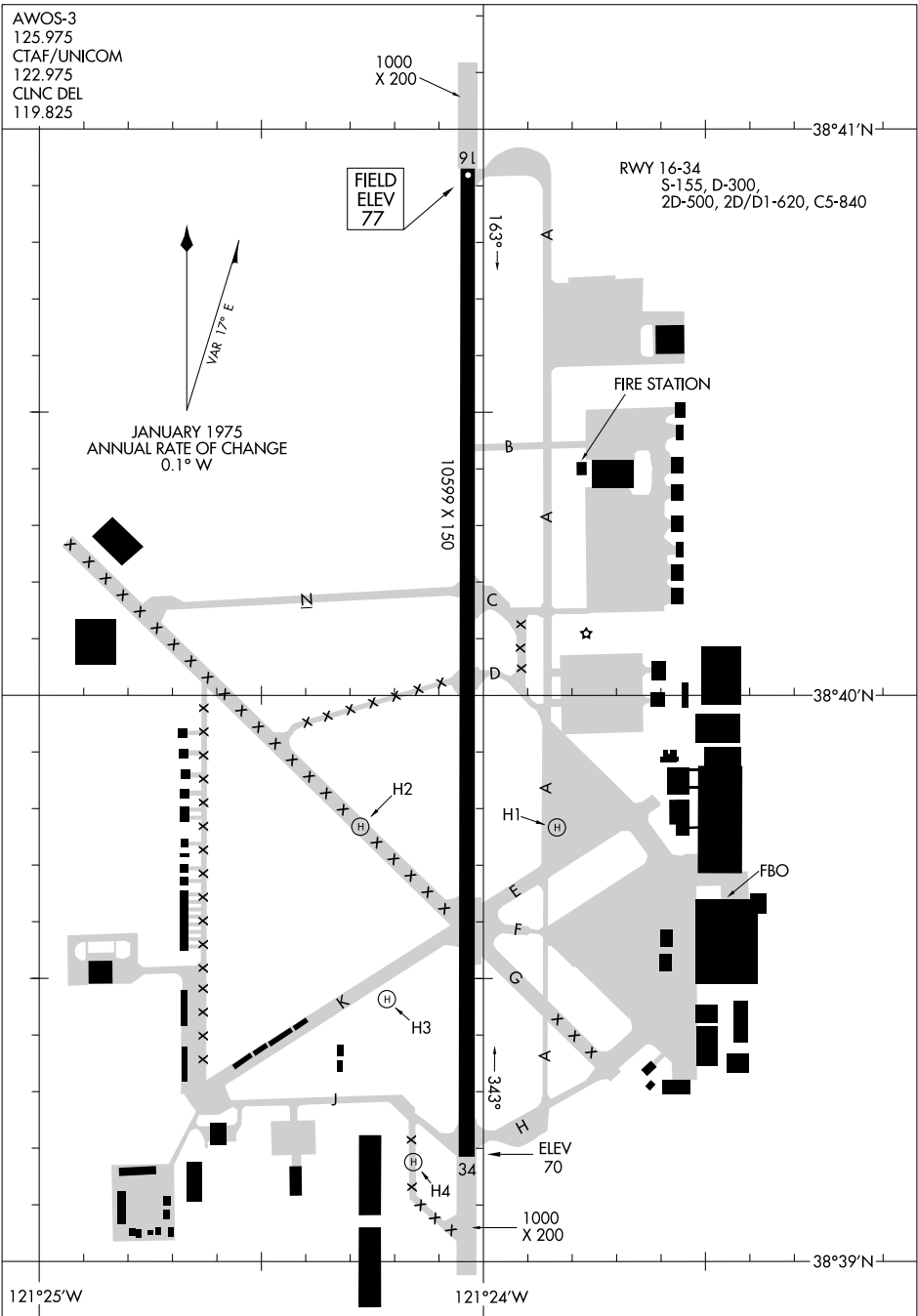
MC CLELLAN AIRFIELD (MCC)

⚠️ NA VDP NA when using Sacramento Intl altimeter setting.
When local altimeter setting not received, use Sacramento Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2200 via MCC R-344 to BONDZ/MCC 8 DME/RADAR and hold.

AWOS-3 125.975	NORCAL APP CON 127.4 317.5	UNICOM 122.975 (CTAF) 0
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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC I-SAC 110.3	APP CRS 019°	Rwy Ldg 5503 TDZE 21 Apt Elev 24
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ILS or LOC RWY 2
SACRAMENTO EXEC (SAC)

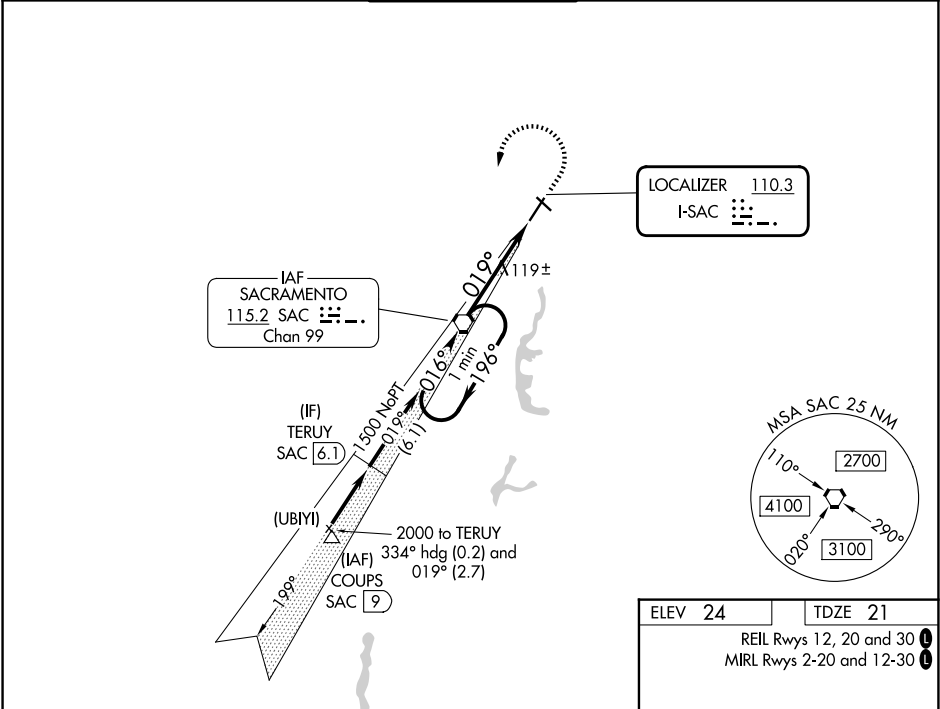
▼ When local altimeter setting not received, use Sacramento Intl altimeter setting and increase DA to 322 feet, increase all MDAs 40 feet and Circling Cat D visibility ¼ SM.

▲ Autopilot coupled approach NA below 335 feet. For inop MALS, increase S-ILS 2 all Cats visibility to ¾ SM and S-LOC 2 Cat C/D visibility to 1 SM. For inop MALS when using Sacramento Intl altimeter setting, increase S-ILS 2 all Cats visibility to ¾ SM.

MALS

MISSED APPROACH:
Climb to 600 then climbing left turn to 1600 direct SAC VORTAC and hold.

ATIS 118.075	NORCAL APP CON 125.25 257.9	EXEC TOWER★ 119.5 (CTAF) 0 278.8	GND CON 125.0	UNICOM 122.95
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One Minute Holding Pattern

SAC VORTAC 1493

600 1600 SAC

GS 3.00° TCH 57

4.4 NM

CATEGORY	A	B	C	D
S-ILS 2	294-½ 273 (300-½)			
S-LOC 2	380-½	359 (400-½)	380-⅝	359 (400-⅝)
CIRCLING	500-1 476 (500-1)	520-1 496 (500-1)	560-1½ 536 (600-1½)	800-2½ 776 (800-2½)

ELEV 24 TDZE 21

REIL Rwy 12, 20 and 30
MIRL Rwy 2-20 and 12-30

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

SW-2, 03 SEP 2026 to 29 OCT 2026

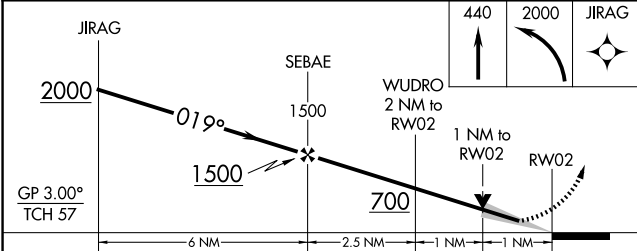
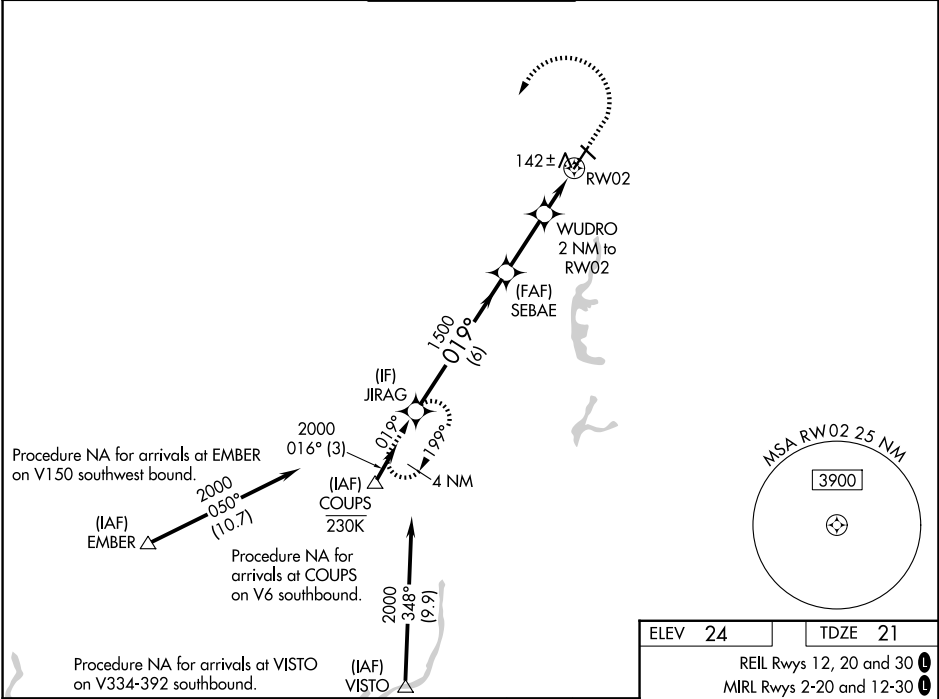
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 62810 W02A	APP CRS 019°	Rwy Ldg 5503 TDZE 21 Apt Elev 24
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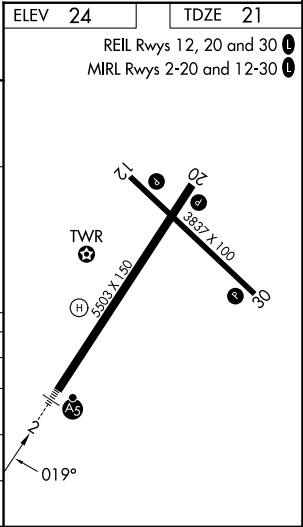
RNAV (GPS) RWY 2
SACRAMENTO EXEC (SAC)

RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM, increase LNAV all Cats visibility to 1 SM. ▲	MALSR 	MISSED APPROACH: Climb to 440 then climbing left turn to 2000 direct JIRAG and hold.
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ATIS 118.075	NORCAL APP CON 125.25 257.9	EXEC TOWER ★ 119.5 (CTAF) 0 278.8	GND CON 125.0	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		221-1/2	200 (200-1/2)	
LNAV/VNAV DA		304-1/2	283 (300-1/2)	
LNAV MDA	400-1/2	379 (400-1/2)	400-5/8	379 (400-5/8)
CIRCLING	500-1 476 (500-1)	520-1 496 (500-1)	560-1 1/2 536 (600-1 1/2)	800-2 1/2 776 (800-2 1/2)

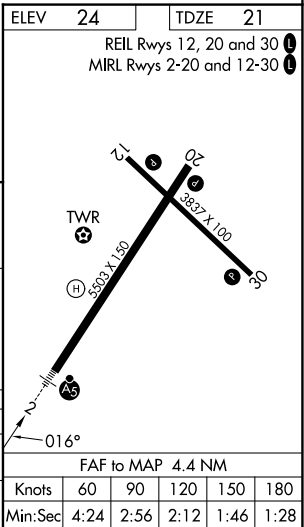
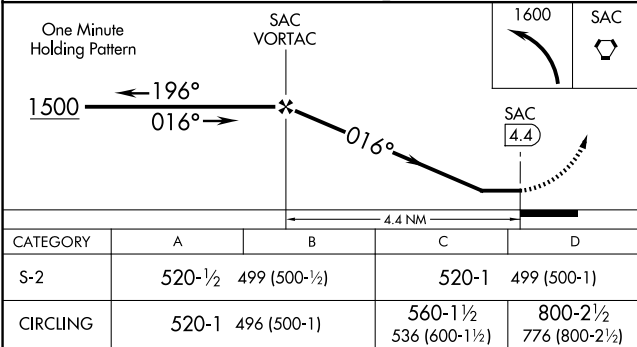
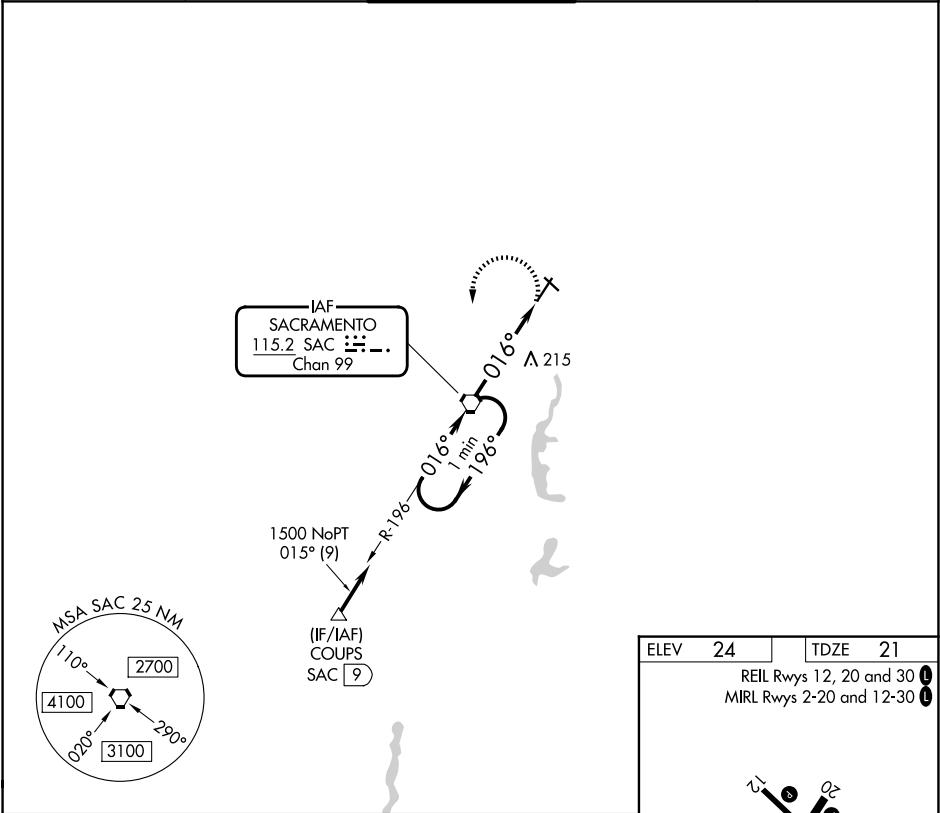


VORTAC SAC	APP CRS	Rwy Ldg	5503
115.2	016°	TDZE	21
Chan 99		Apt Elev	24

VOR RWY 2

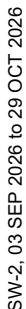
SACRAMENTO EXEC (SAC)

When local altimeter setting not received, use Sacramento Intl altimeter setting and increase all MDAs 40 feet and Circling Cat D visibility ¼ SM.		MALSR	MISSED APPROACH: Climbing left turn to 1600 direct SAC VORTAC and hold.	
ATIS	NORCAL APP CON	EXEC TOWER ★	GND CON	UNICOM
118.075	125.25 257.9	119.5 (CTAF) 0 278.8	125.0	122.95



AL-358 (FAA)

ATIS
118.075
EXEC TOWER ★
119.5 278.8
GND CON
125.0



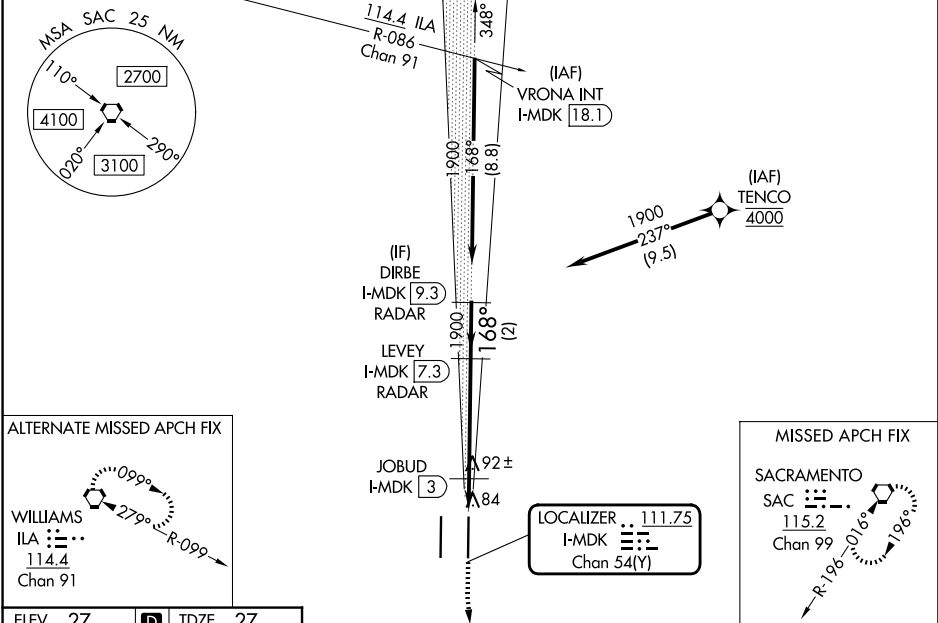
SACRAMENTO, CALIFORNIA
SACRAMENTO EXEC (SAC)

LOC/DME I-MDK 111.75 Chan 54 (Y)	APP CRS 168°	Rwy Ldg 8605 TDZE 27 Apt Elev 27
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ILS or LOC RWY 17L
SACRAMENTO INTL(SMF)

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.	MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.
⚠ Simultaneous approach authorized. Circling NA west of Rwy 17L-35R. ⚠ For inop ALS, increase S-LOC 17L Cat C/D visibility to 1 3/4 SM and JOBUD fix minimums S-LOC 17L Cat C/D visibility to RVR 5500.		

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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ELEV 27	D	TDZE 27	500 3000 SAC				VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).			
TDZL/RCLS Rwy 17L and 17R HIRL Rwy 17R-35L and 17L-35R FAF to MAP 5.7 NM			JOBUD FIX MINIMUMS (DME REQUIRED)							
Knots 60 90 120 150 180 Min:Sec 5:42 3:48 2:51 2:17 1:54			S-LOC 17L 340/24 313 (400-1/2)							
CIRCLING			400-1 373 (400-1) 480-1 453 (500-1) 480-1 1/2 453 (500-1 1/2) 840-2 3/4 813 (900-2 3/4)							

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SACRAMENTO INTL (SMF)
ILS or LOC RWY 17R

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-HUX 111.1 Chan 48	APP CRS 348°	Rwy Ldg 8598 TDZE 24 Apt Elev 27
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ILS or LOC RWY 35L

SACRAMENTO INTL (SMF)

DME required.

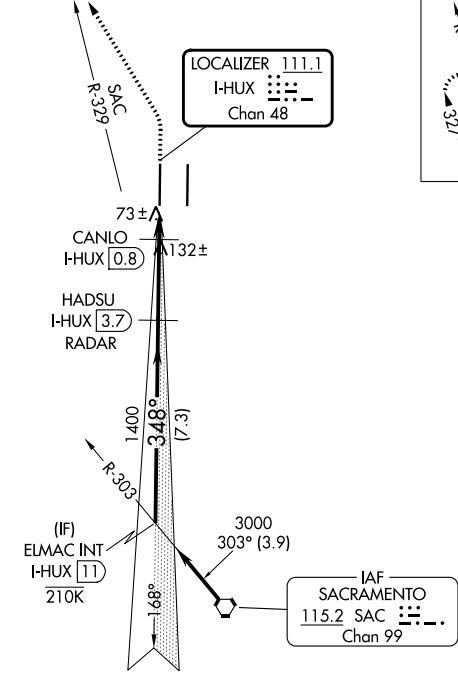
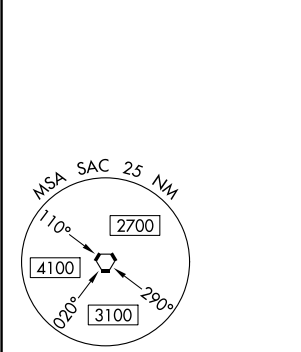
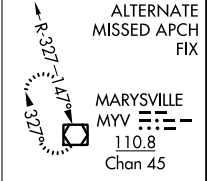
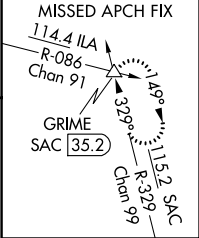
▼

Circling NA east of Rwy 17R-35L. Autopilot coupled approach NA below 312 MSL. For inop ALS, increase S-LOC 35L Cats C/D visibility to RVR 4500.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on heading 320° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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ELEV 27

D

TDZE 24

TDZL/RCLS Rwy 17L and 17R

HIRL Rwy 17R-35L and 17L-35R

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

Procedure NA for arrivals on SAC VORTAC airway radials 257 CW 329.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

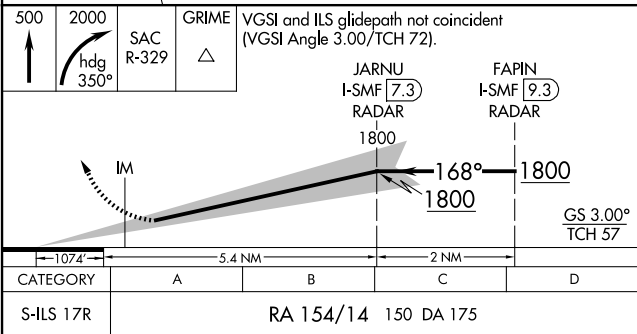
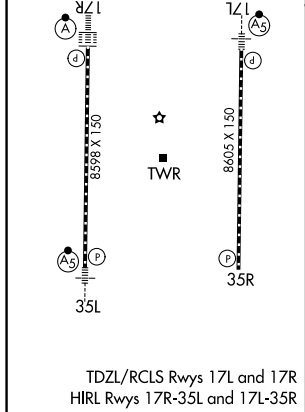
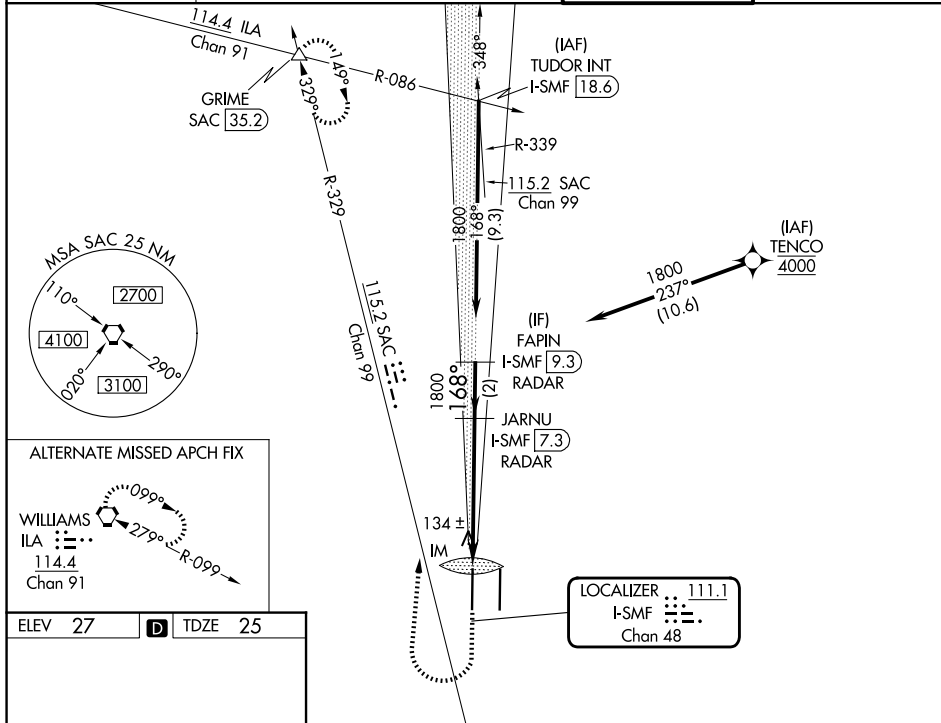
CATEGORY	A	B	C	D
S-ILS 35L*	224/24 200 (200-1/2)			
S-LOC 35L	340/24 316 (400-1/2)			
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1 1/2 453 (500-1 1/2)	580-2 553 (600-2)

LOC/DME I-SMF 111.1 Chan 48	APP CRS 168°	Rwy Ldg 8598 TDZE 25 Apt Elev 27
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ILS RWY 17R (SA CAT I)
SACRAMENTO INTL (SMF)

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.	ALSf-2 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 350° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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CATEGORY	A	B	C	D
S-ILS 17R	RA 154/14 150 DA 175			

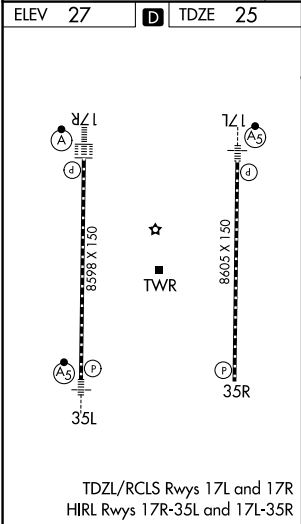
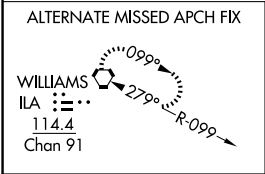
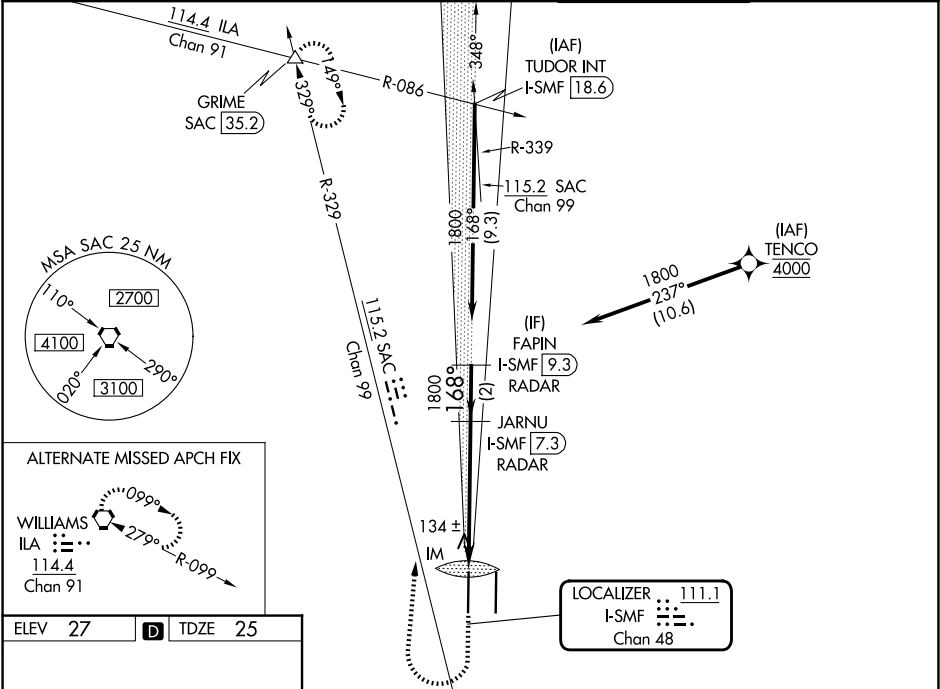
SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-SMF 111.1 Chan 48	APP CRS 168°	Rwy Ldg 8598 TDZE 25 Apt Elev 27
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ILS RWY 17R (CAT II & III)
SACRAMENTO INTL (SMF)

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.	ALSIF-2 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 350° and SAC VORTAC R-329 to GRIME INT/SAC 35.2 DME and hold.
Simultaneous approach authorized.		

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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500	2000	SAC R-329	GRIME	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).
JARNU I-SMF 7.3 (RADAR) 1800 FAPIN I-SMF 9.3 (RADAR) 1800 GS 3.00° TCH 57				
CATEGORY	A	B	C	D
S-ILS 17R	CAT II RA 103/12 100 DA 125			
S-ILS 17R	CAT III RVR 06			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SACRAMENTO, CALIFORNIA

AL-5490 (FAA)

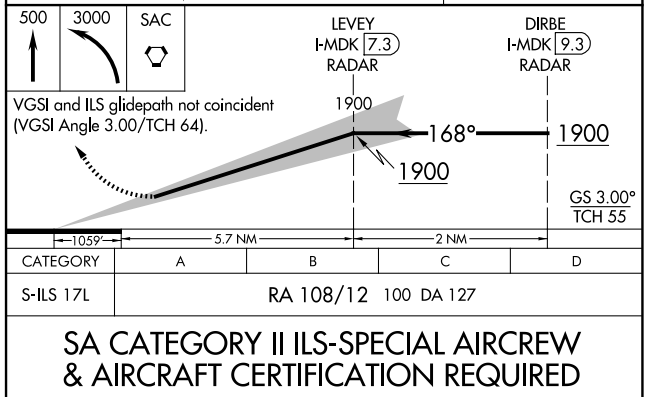
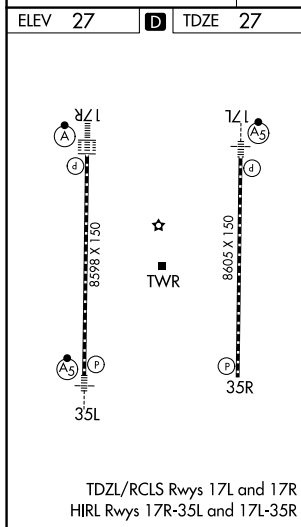
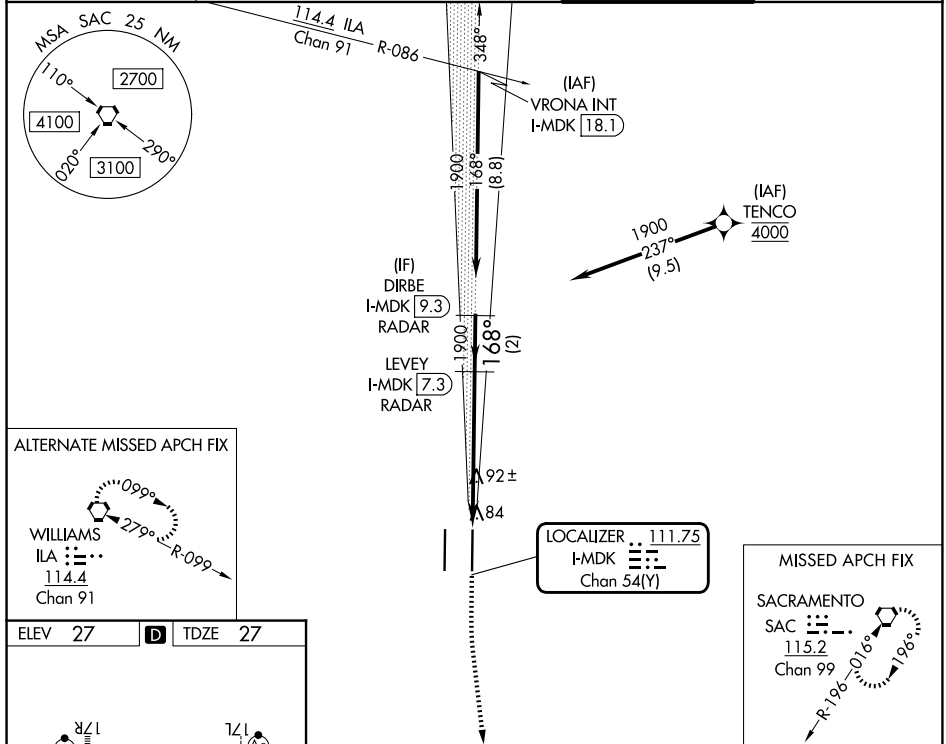
26022

LOC/DME I-MDK 111.75 Chan 54 (Y)	APP CRS 168°	Rwy Ldg 8605 TDZE 27 Apt Elev 27
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ILS RWY 17L (SA CAT II) **SACRAMENTO INTL(SMF)**

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. RNP APCH-GPS. From TENCO.	MALSR 	MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct SAC VORTAC and hold.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.		

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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SACRAMENTO, CALIFORNIA

Amdt 4D 23FEB23

38°42'N-121°35'W

SACRAMENTO INTL(SMF)
ILS RWY 17L (SA CAT II)

SW-2, 03 SEP 2026 to 29 OCT 2026

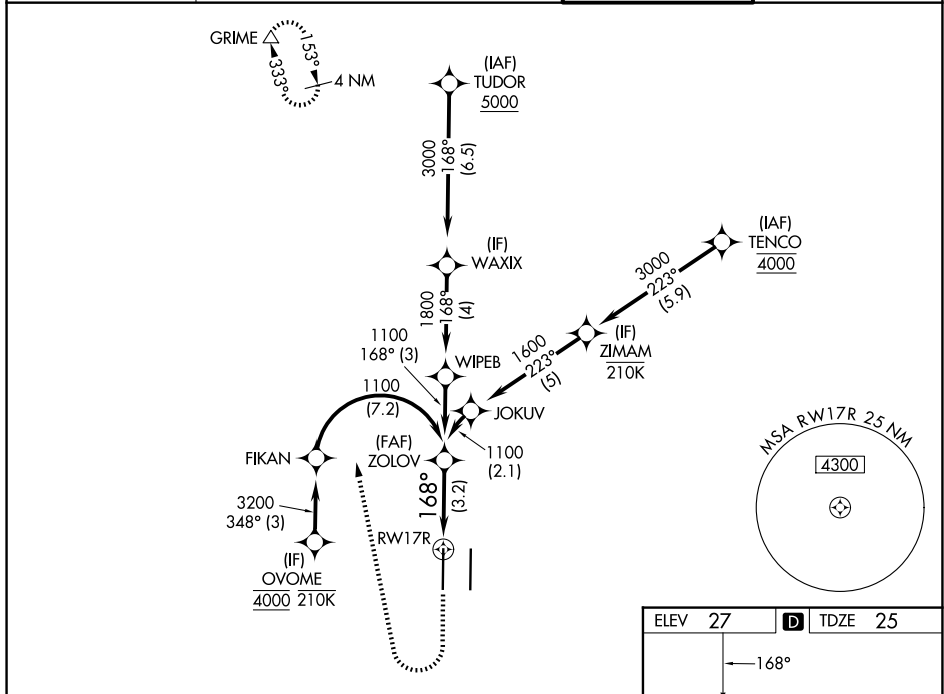
APP CRS	Rwy Ldg	8598
168°	TDZE	25
	Apt Elev	27

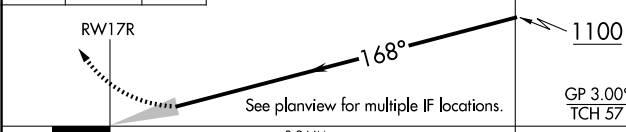
RNAV (RNP) Z RWY 17R

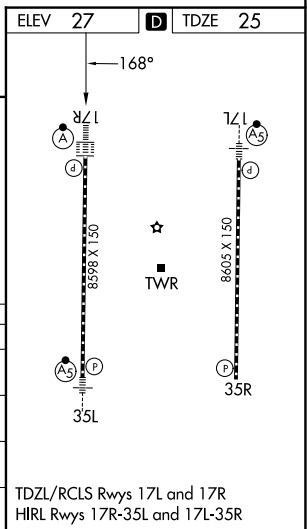
SACRAMENTO INTL (SMF)

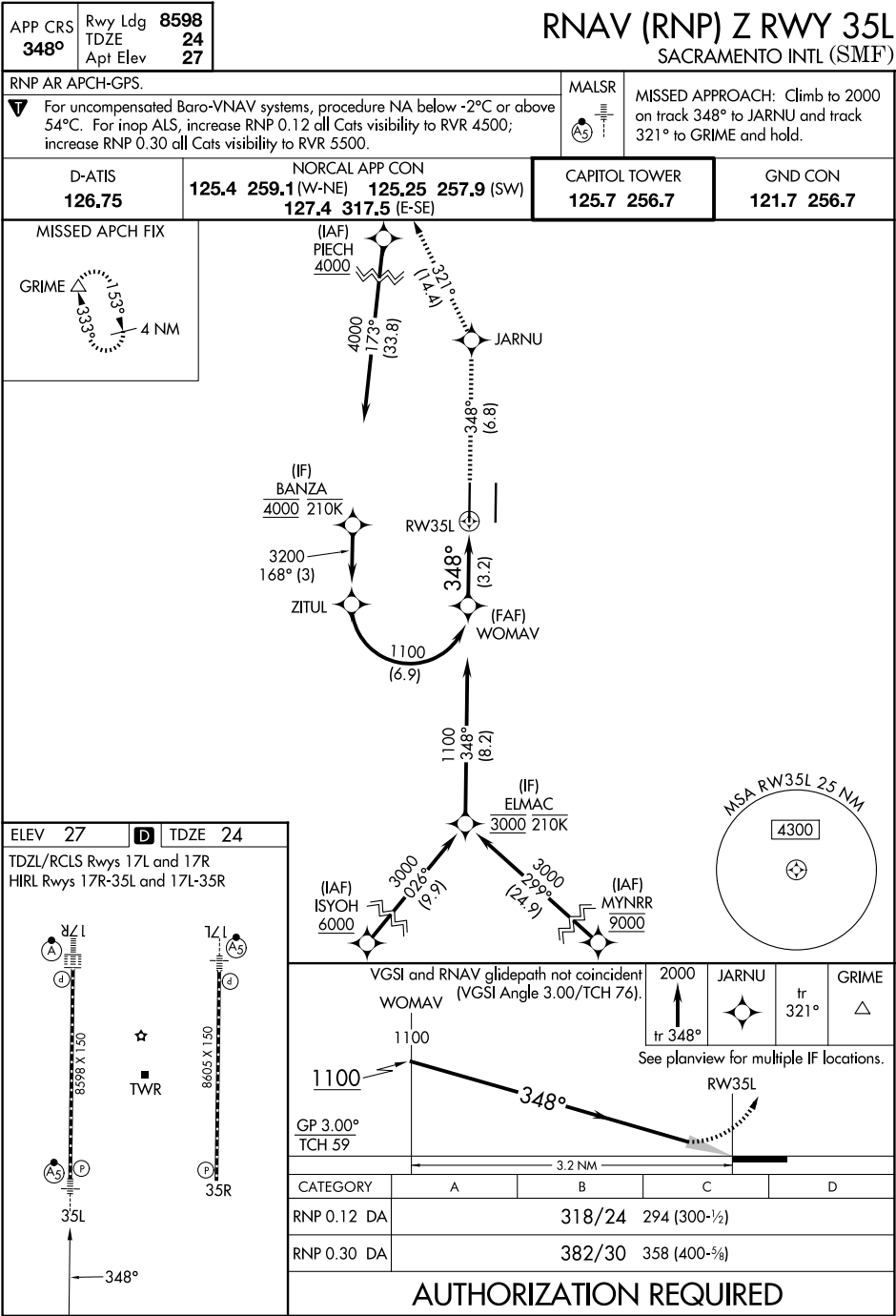
RNP AR APCH-GPS. ▼ For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4000; increase RNP 0.18 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5500.	ALSF-2 A	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct GRIME and hold.
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D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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500	2000	GRIME	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).	
↑	↗	△		
			1100	
			GP 3.00° TCH 57	
CATEGORY	A	B	C	D
RNP 0.10 DA	275/24 250 (300-½)			
RNP 0.18 DA	326/24 301 (300-½)			
RNP 0.30 DA	385/30 360 (400-⅔)			
AUTHORIZATION REQUIRED				





SACRAMENTO, CALIFORNIA

AL-5490 (FAA)

26022

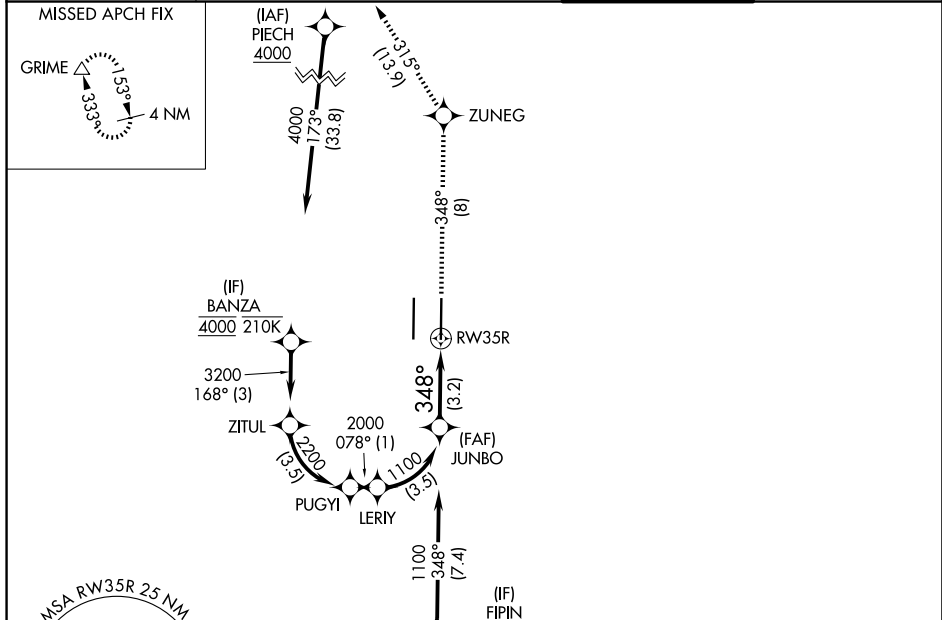
APP CRS	Rwy Ldg	8605
348°	TDZE	24
	Apt Elev	27

RNAV (RNP) Z RWY 35R

SACRAMENTO INTL (SMF)

RNP AR APCH-GPS.	MISSED APPROACH: Climb to 2000 on track 348° to ZUNEG and on track 315° to GRIME and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.	

D-ATIS	NORCAL APP CON	CAPITOL TOWER	GND CON
126.75	125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	125.7 256.7	121.7 256.7



ELEV 27 D TDZE 24				
TDZL/RCLS Rwy 17L and 17R				
HIRL Rwy 17R-35L and 17L-35R				
JUNBO 1100				
GP 3.00° TCH 64				
See planview for multiple IF locations.				
3.2 NM				
CATEGORY	A	B	C	D
RNP 0.10 DA	316/45 292 (300-7%)			
RNP 0.30 DA	384/55 360 (400-1)			
AUTHORIZATION REQUIRED				

SACRAMENTO, CALIFORNIA

Amtd 2 24MAR22

38°42'N-121°35'W

RNAV (RNP) Z RWY 35R

SACRAMENTO INTL (SMF)

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78327 W17B	APP CRS 168°	Rwy Ldg TDZE Apt Elev	8605 27 27
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RNAV (GPS) Y RWY 17L

SACRAMENTO INTL (SMF)

RNP APCH - GPS.

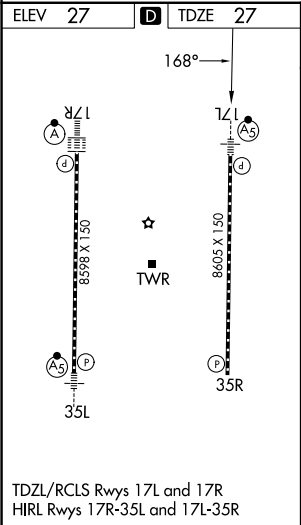
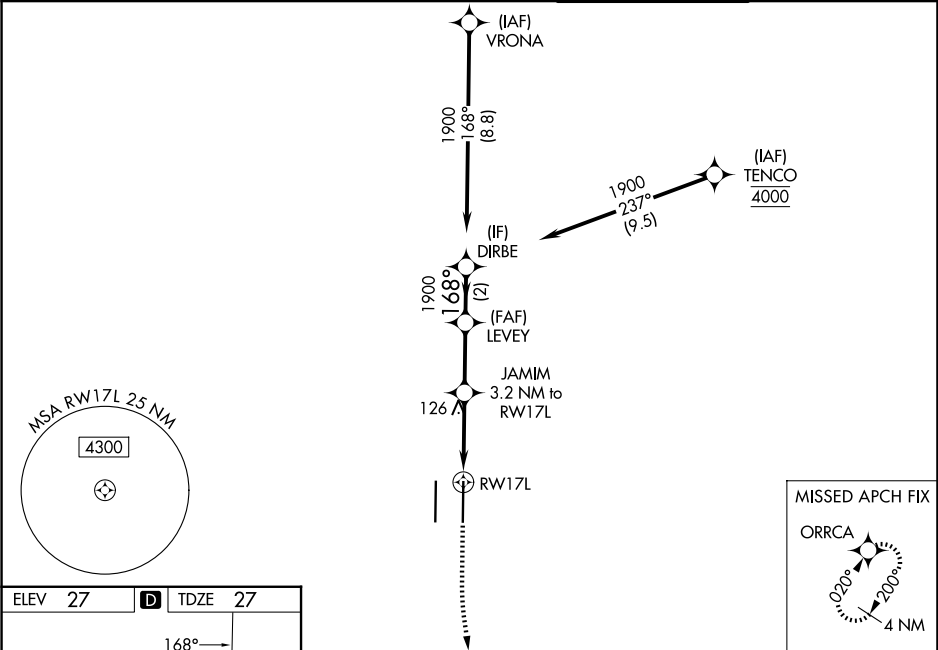
⚠

Circling NA west of Rwy 17L-35R. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ORRCA and hold.

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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500	3000	ORRCA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 64°).			
0.9 NM to RWY 17L		JAMIM 3.2 NM to RWY 17L	LEVEY 1900	DIRBE 1900	GP 3.00° TCH 55	
0.9 NM		2.3 NM	2.5 NM	2 NM		
CATEGORY	A	B	C	D		
LPV DA	227/18		200 (200-½)			
LNAV/VNAV DA	277/24		250 (300-½)			
LNAV MDA	380/24		353 (400-½)		380/30 353 (400-¾)	
CIRCLING	400-1 373 (400-1)		480-1 453 (500-1)		480-1½ 453 (500-1½) 840-2¾ 813 (900-2¾)	

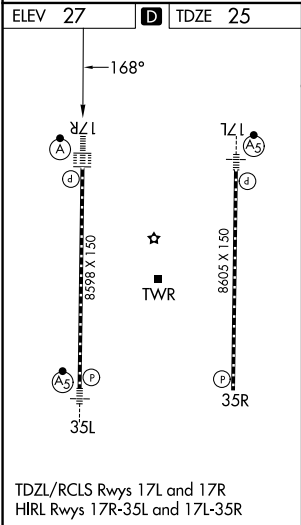
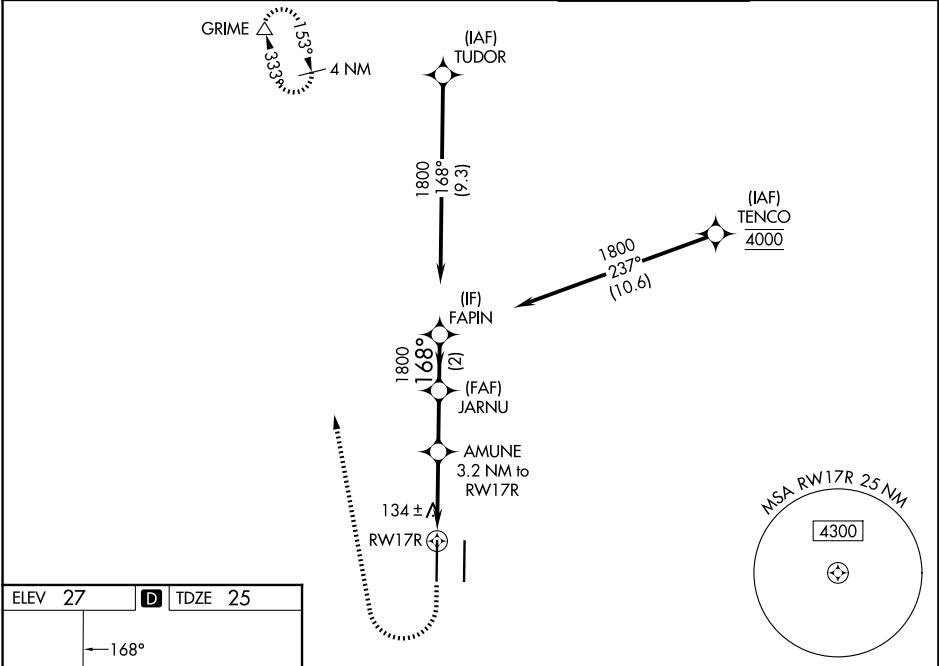
WAAS CH 65728 W17A	APP CRS 168°	Rwy Ldg TDZE Apt Elev	8598 25 27
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RNAV (GPS) Y RWY 17R

SACRAMENTO INTL (SMF)

RNP APCH - GPS.	ALSIF-2 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct GRIME and hold.
Circling NA east of Rwy 17R-35L. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.		

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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500	2000	GRIME	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).			
			1 NM	2.3 NM	2.2 NM	2 NM
CATEGORY	A		B	C	D	
LPV DA	225/18		200 (200-½)			
LNAV/VNAV DA	323/24		298 (300-½)			
LNAV MDA	400/24		375 (400-½)		400/35 375 (400-¾)	
CIRCLING	440-1 413 (500-1)		480-1 453 (500-1)		480-1½ 453 (500-1½)	
					580-2 553 (600-2)	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86602 W35A	APP CRS 348°	Rwy Ldg TDZE Apt Elev 8598 24 27
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RNAV (GPS) Y RWY 35L

SACRAMENTO INTL (SMF)

RNP APCH-GPS.

▼

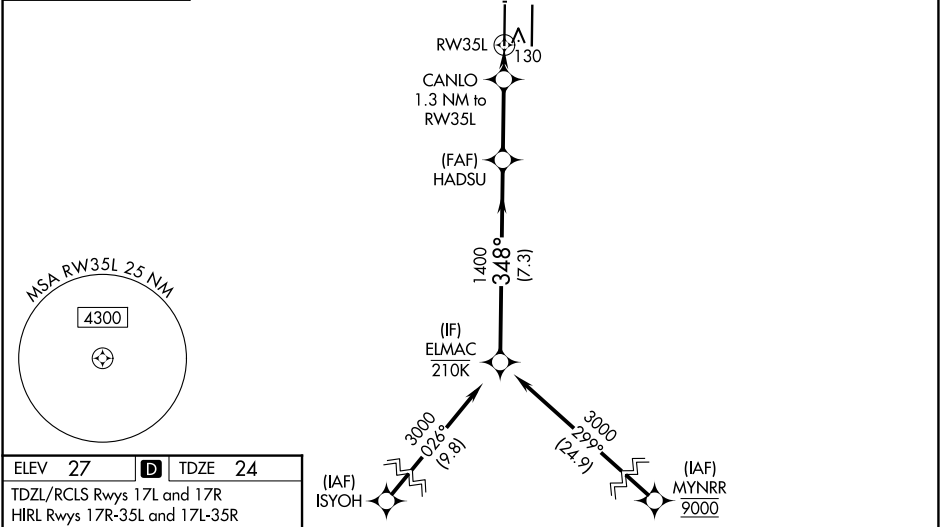
Circling NA east of Rwy 17R-35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cat C/D visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct GRIME and hold.

D-ATIS 126.75	NORCAL APP CON 125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	CAPITOL TOWER 125.7 256.7	GND CON 121.7 256.7
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MISSED APCH FIX



ELEV 27 **D** TDZE 24

TDZL/RCLS Rwys 17L and 17R
HIRL Rwys 17R-35L and 17L-35R

ELMAC		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 76).		800	2000	GRIME
3000		HADSU				
GP 3.00° TCH 59		1400				
348°		1400		CANLO 1.3 NM to RW35L		
7.3 NM		2.9 NM		RW35L		
480		1.3 NM				
CATEGORY	A	B	C	D		
LPV DA*	224/24		200 (200-½)			
LNAV/VNAV DA	311/24		287 (300-½)			
LNAV MDA	380/24 356 (400-½)		380/30		356 (400-¾)	
CIRCLING	440-1 413 (500-1)	480-1 453 (500-1)	480-1½ 453 (500-1½)	580-2 553 (600-2)		

SW-2, 03 SEP 2026 to 29 OCT 2026

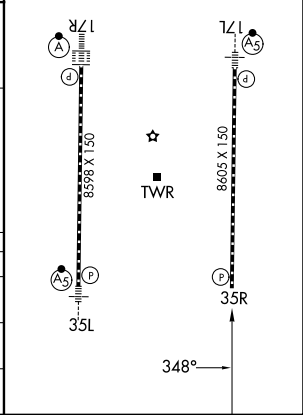
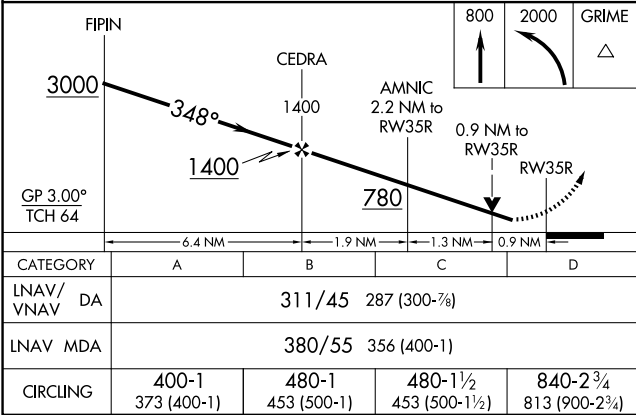
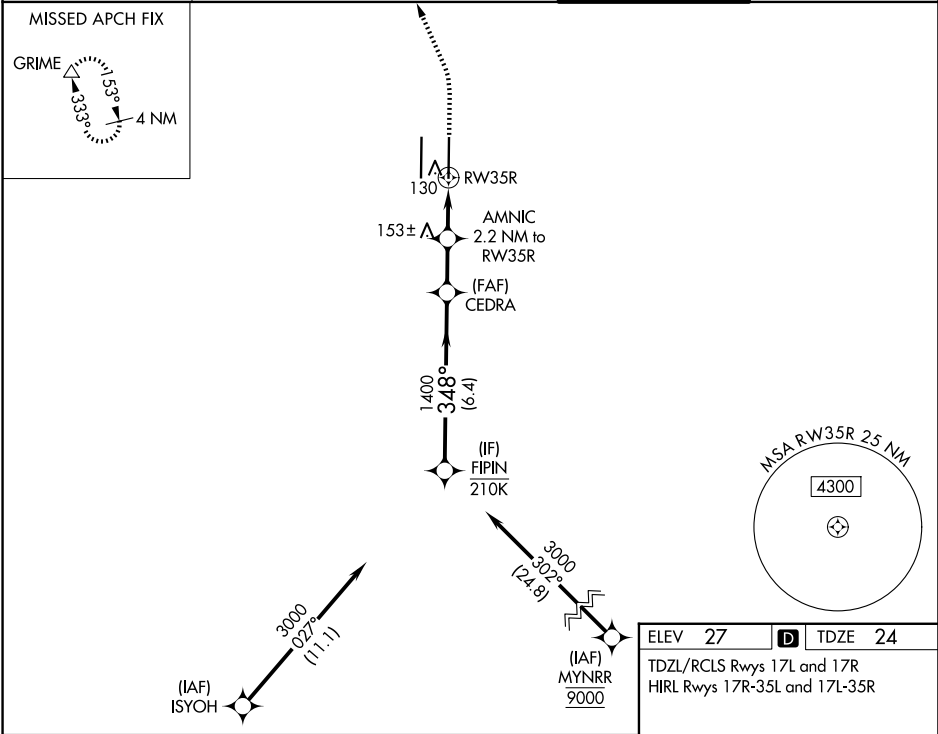
SW-2, 03 SEP 2026 to 29 OCT 2026

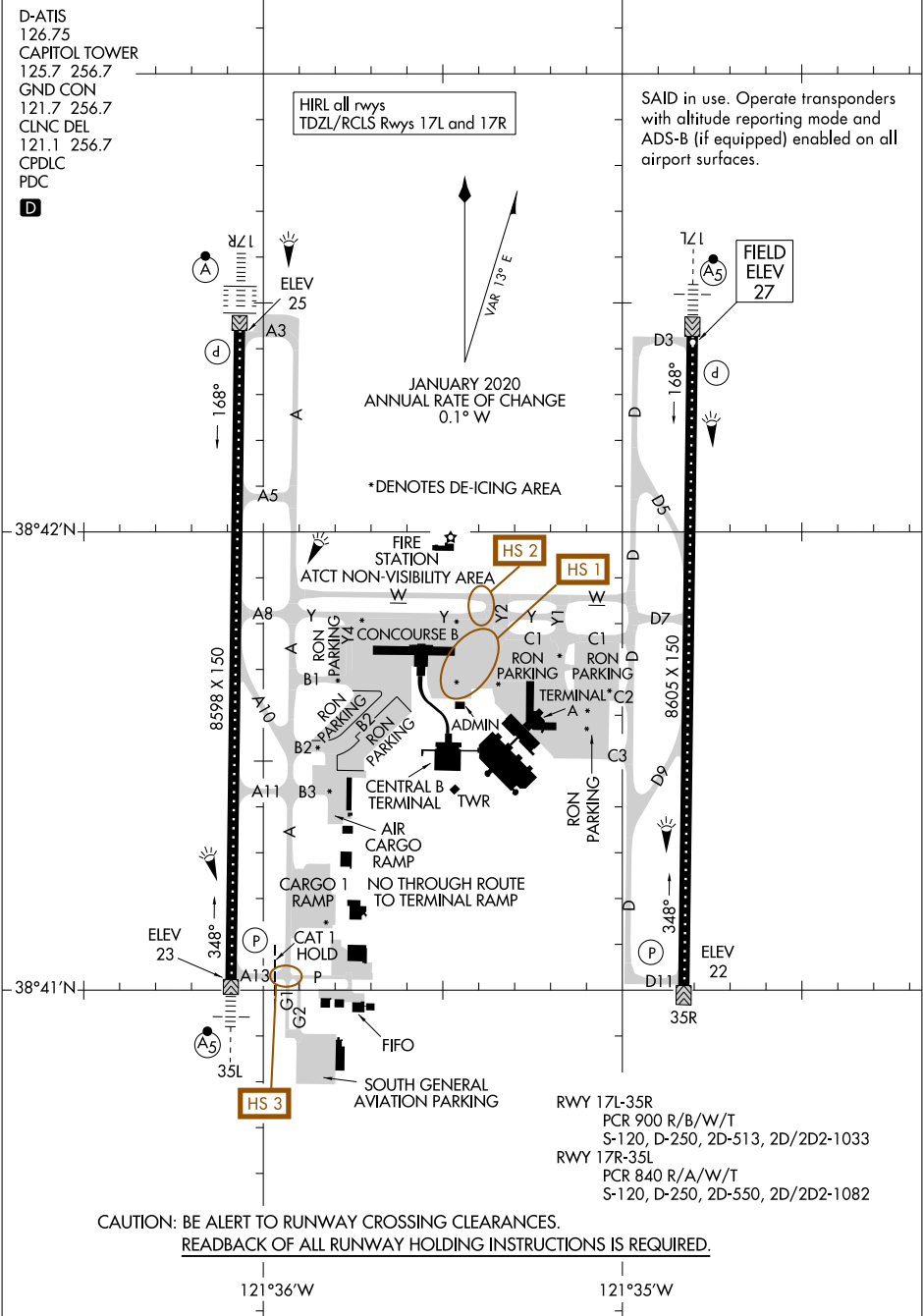
APP CRS	Rwy Ldg	8605
348°	TDZE	24
	Apt Elev	27

RNAV (GPS) Y RWY 35R
SACRAMENTO INTL (SMF)

RNP APCH-GPS.		MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct GRIME and hold.	
⚠ Circling NA west of Rwy 17L-35R. Rwy 35R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.			

D-ATIS	NORCAL APP CON	CAPITOL TOWER	GND CON
126.75	125.4 259.1 (W-NE) 125.25 257.9 (SW) 127.4 317.5 (E-SE)	125.7 256.7	121.7 256.7





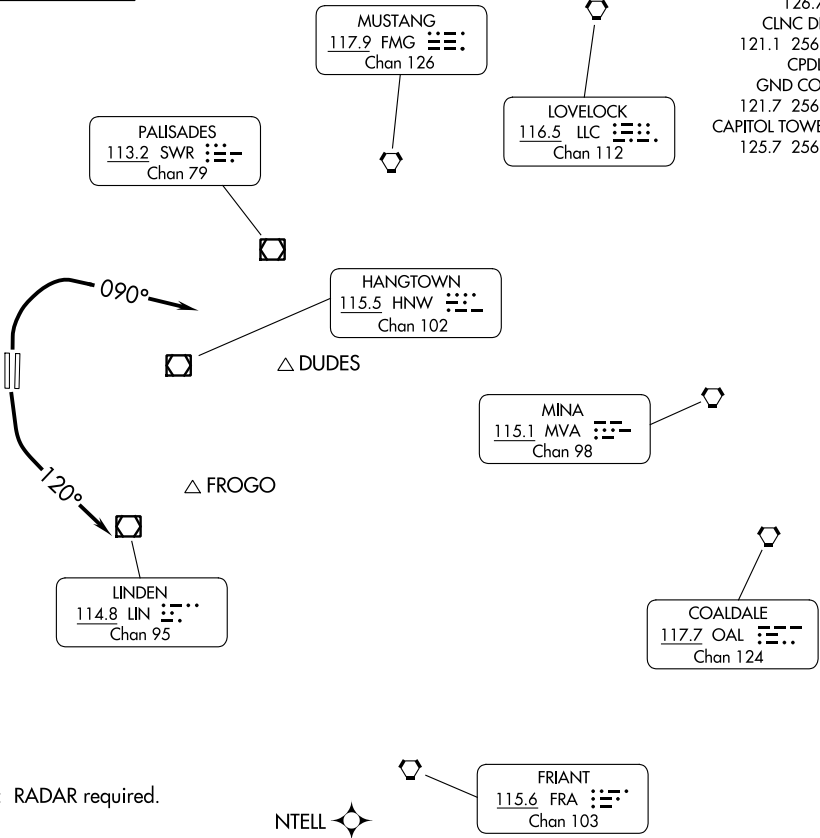
(FROGO1.FROGO) 26246
FROGO ONE DEPARTURE

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA

TOP ALTITUDE:
ASSIGNED BY ATC

NORCAL DEP CON
127.4 317.5
D-ATIS
126.75
CLNC DEL
121.1 256.7
CPDLC
GND CON
121.7 256.7
CAPITOL TOWER
125.7 256.7



NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 17R, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 220' per NM to 700.

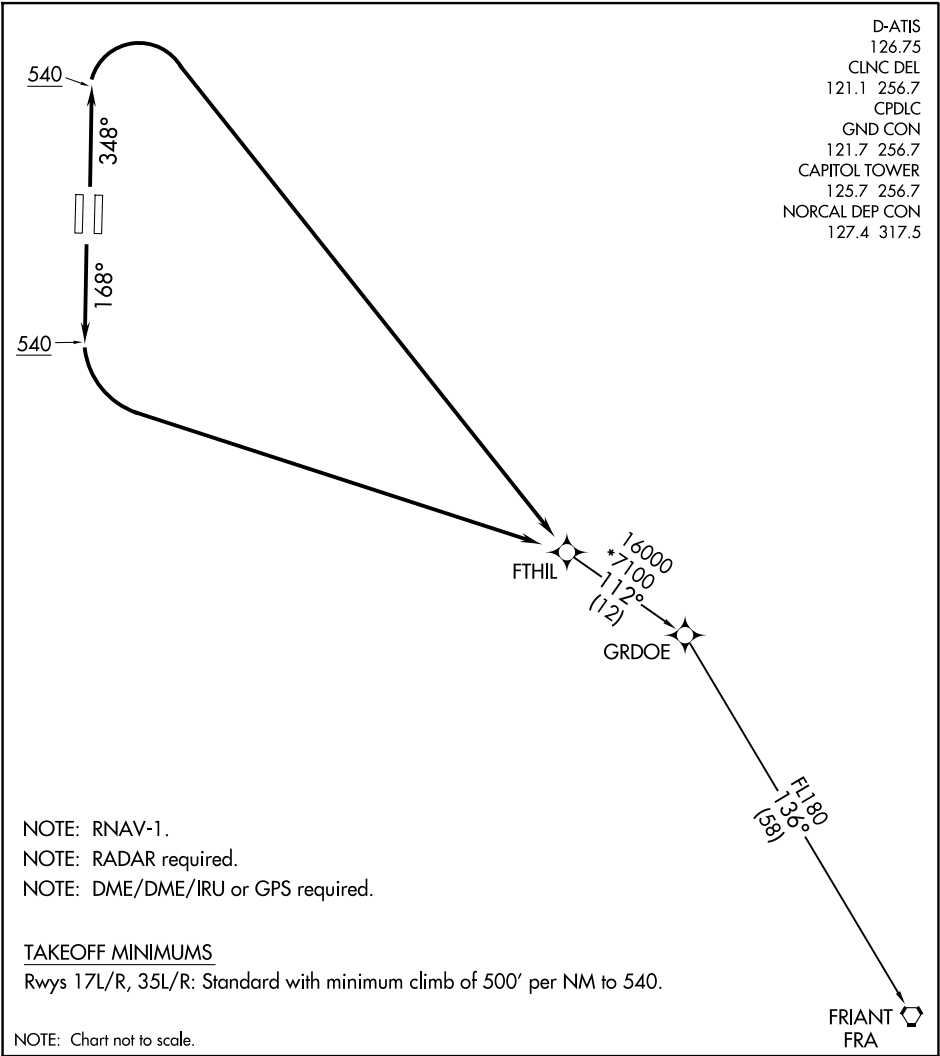
NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climbing left turn heading 120°, or as assigned by ATC, for RADAR vectors to assigned route/fix, thence. . .
TAKEOFF RUNWAYS 35L/R: Climbing right turn heading 090°, or as assigned by ATC, for RADAR vectors to assigned route/fix, thence. . .

. . . maintain ATC assigned altitude. Expect filed altitude ten minutes after departure.



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 168° to 540, then left turn direct FTHIL. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 348° to 540, then right turn direct FTHIL. Thence. . . .

. . . . on transition. Maintain FL190. Expect filed altitude 10 minutes after departure.

FRIANT TRANSITION (FTHIL3.FRA)

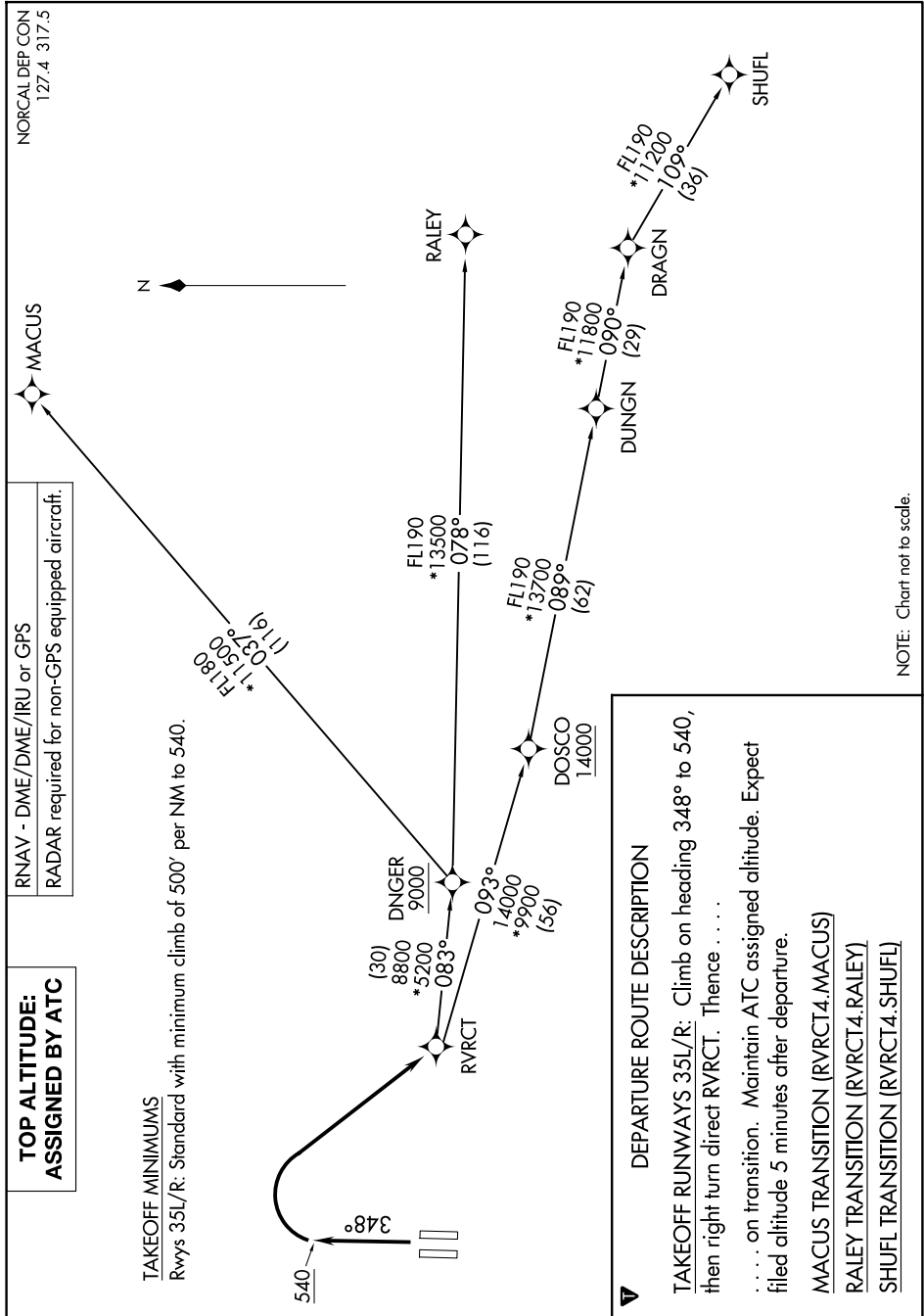
(RVRCT4.RVRCT) 22139

RVRCT FOUR DEPARTURE (RNAV)

AL-5490 (FAA)

SACRAMENTO INTL (SMF')
SACRAMENTO, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026



SW-2, 03 SEP 2026 to 29 OCT 2026

RVRCT FOUR DEPARTURE (RNAV)

(RVRCT4.RVRCT) 19MAY22

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF')

SW-2, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE:
ASSIGNED BY ATC

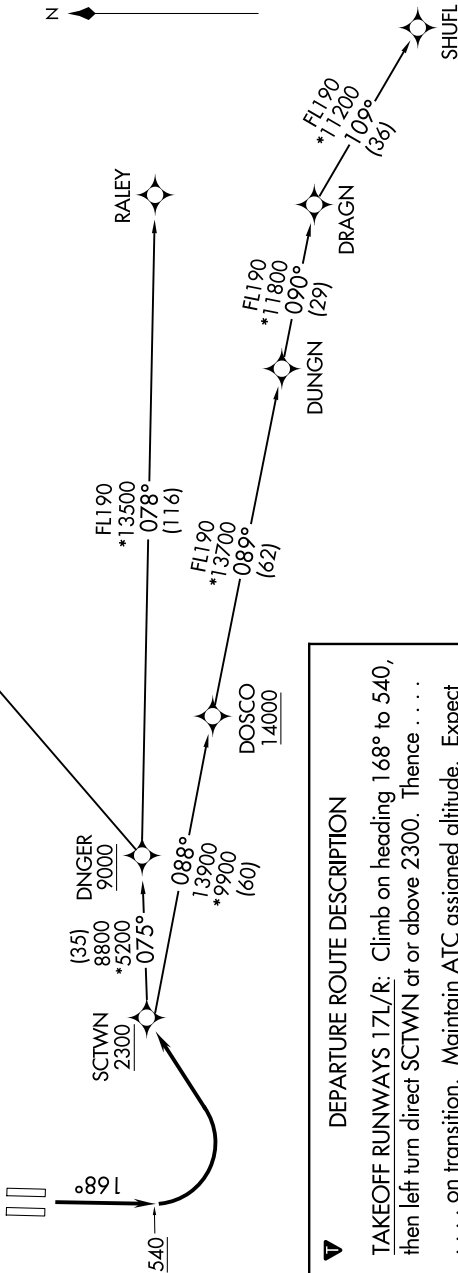
RNAV - DME/DME/IRU or GPS

RADAR required for non-GPS equipped aircraft.

NORCAL DEP CON
127.4 317.5

TAKEOFF MINIMUMS

Rwys 17L/R: Standard with minimum climb of 500' per NM to 540.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 168° to 540, then left turn direct SCTWN at or above 2300. Thence on transition. Maintain ATC assigned altitude. Expect filed altitude 5 minutes after departure.

- MACUS TRANSITION (SCTWN4.MACUS)
- RALEY TRANSITION (SCTWN4.RALEY)
- SHUFL TRANSITION (SCTWN4.SHUFL)

NOTE: Chart not to scale.

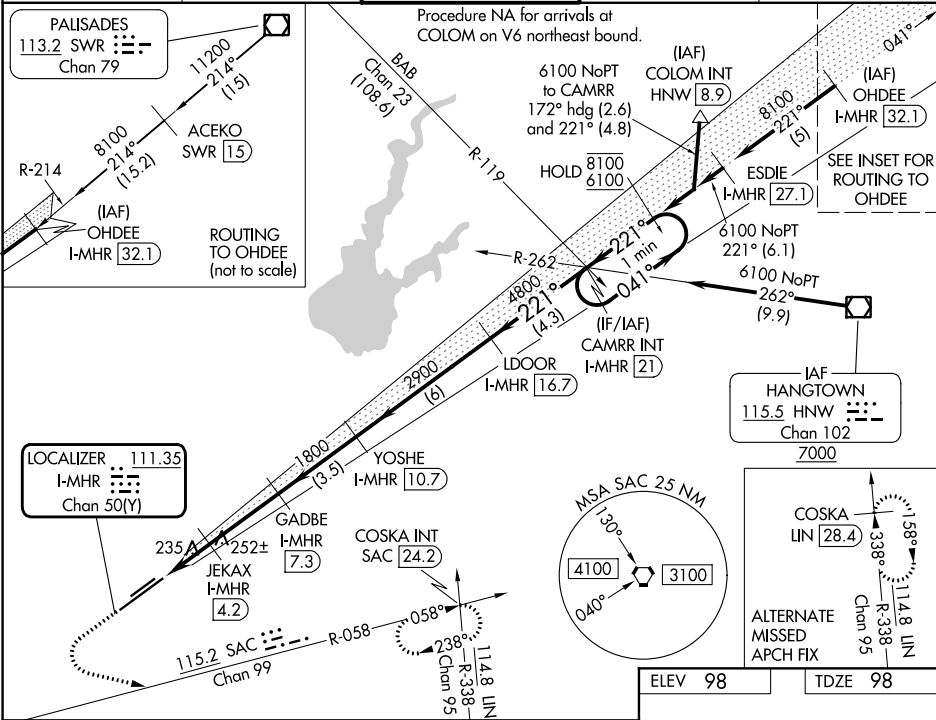
SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MHR 111.35 Chan 50(Y)	APP CRS 221°	Rwy Ldg TDZE Apt Elev 98
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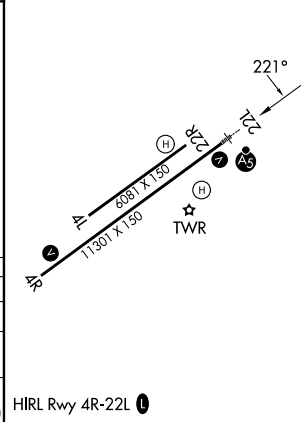
ILS Z or LOC Z RWY 22L
SACRAMENTO MATHER (MHR)

DME required.	MALSR A5	MISSED APPROACH: Climb to 1000, then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/ SAC 24.2 DME and hold, continue climb-in-hold to 3500.
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ATIS 118.325	NORCAL APP CON 127.4 317.5	MATHER TOWER ★ 120.65(CTAF) 0 282.25	GND CON 121.85 307.9	UNICOM 122.95
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1000 ↑	3500 hdg 090°	SAC R-058	COSKA INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).			One Minute Holding Pattern		
				YOSHE I-MHR	LDOOR I-MHR 16.7	CAMRR INT I-MHR 21			
		JEKAX I-MHR 4.2	GADBE I-MHR 7.3	10.7					
		1800		221°		041° → 8100		← 221° 6100	
		800		2900		4800			
		1800						GS 3.00° TCH 56	
		1.1	1 NM	3.1 NM	3.5 NM	6 NM	4.3 NM		
CATEGORY		A	B	C	D	E			
S-ILS 22L*		298/24 200 (200-½)							
S-LOC 22L		500/24 402 (500-½)			500/40 402 (500-¾)				
CIRCLING		560-1 462 (500-1)			600-1½ 502 (600-1½)	800-2¼ 702 (800-2¼)	860-2¾ 762 (800-2¾)		



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SACRAMENTO, CALIFORNIA

AL-356 (FAA)

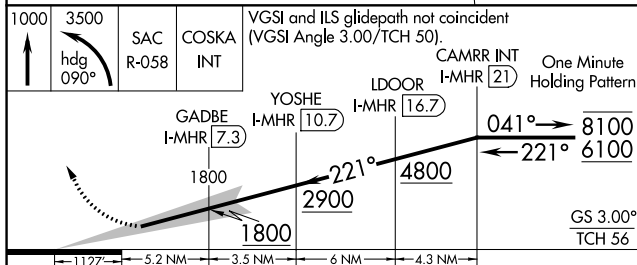
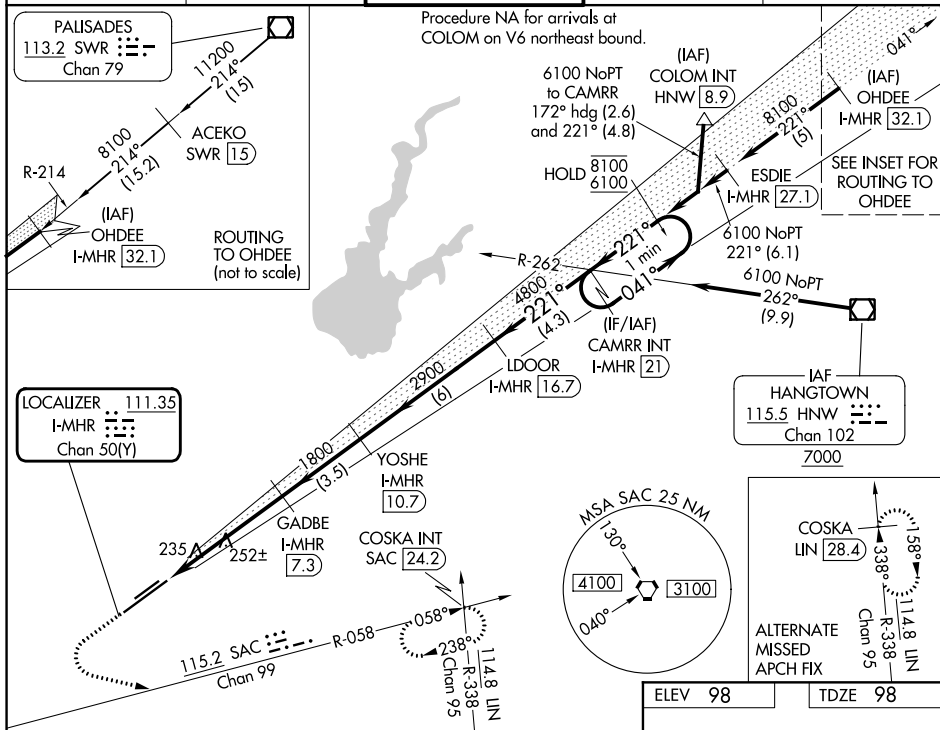
26246

LOC/DME I-MHR 111.35 Chan 50(Y)	APP CRS 221°	Rwy Ldg TDZE Apt Elev 11301 98 98
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ILS Z RWY 22L (SA CAT I & II) **SACRAMENTO MATHER (MHR)**

DME required.	MALSR	MISSED APPROACH: Climb to 1000, then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/SAC 24.2 DME and hold, continue climb-in-hold to 3500.
Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when tower closed.		

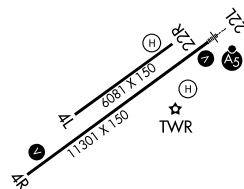
ATIS 118.325	NORCAL APP CON 127.4 317.5	MATHER TOWER ★ 120.65(CTAF) 0 282.25	GND CON 121.85 307.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 22L	SA CAT I	RA 136/14	150	DA 248
S-ILS 22L	SA CAT II	RA 95/12	100	DA 198

**SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL Rwy 4R-22L



SACRAMENTO, CALIFORNIA

Amdt 8A 03SEP26

38°33'N-121°18'W

SACRAMENTO MATHER (MHR)

ILS Z RWY 22L (SA CAT I & II)

SW-2, 03 SEP 2026 to 29 OCT 2026

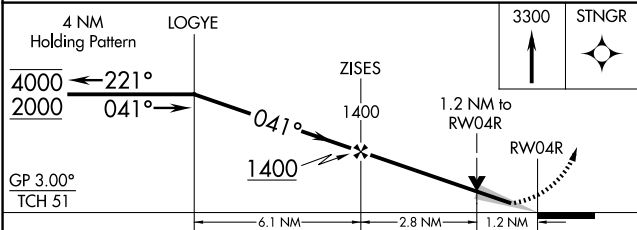
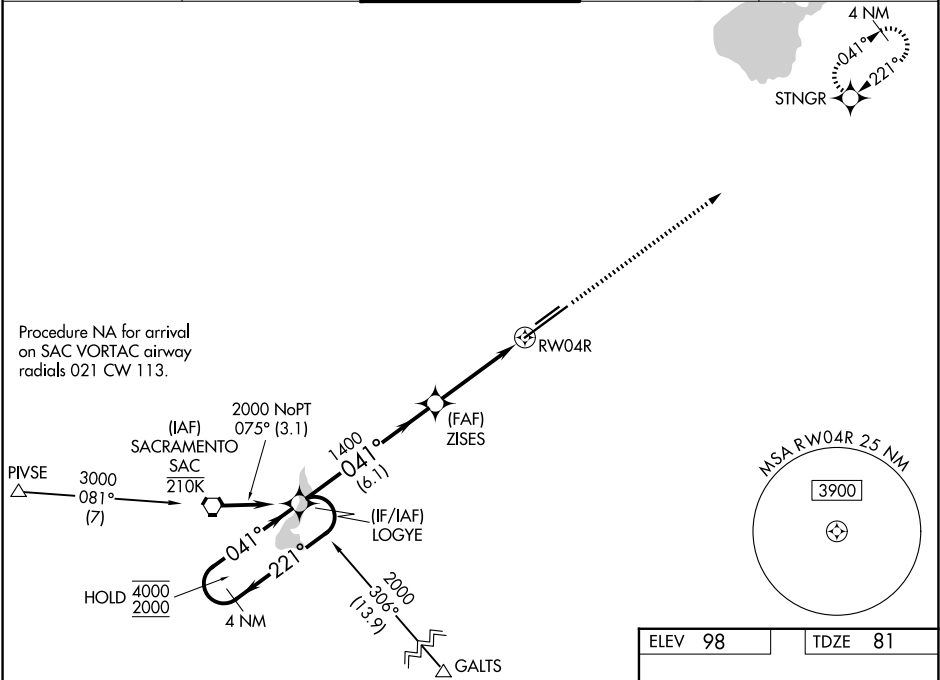
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45601 W04A	APP CRS 041°	Rwy Ldg 11301 TDZE 81 Apt Elev 98
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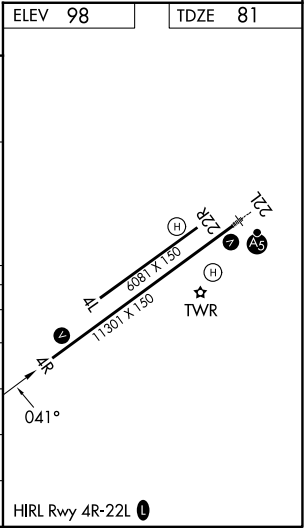
RNAV (GPS) RWY 4R
SACRAMENTO MATHER (MHR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3300 direct STNGR and hold. *Missed approach requires minimum climb of 210 feet per NM to 2500.
▽ Circling NA northwest of Rwy 4R-22L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

ATIS 118.325	NORCAL APP CON 127.4 317.5	MATHER TOWER ★ 120.65(CTAF) 0 282.25	GND CON 121.85 307.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA*		331/40	250 (300-¾)	
LNAV/VNAV DA*		365/45	284 (300-⅞)	
LNAV MDA*	520/55	439 (500-1)	520-1¼	439 (500-1¼)
LNAV MDA	540/55 459 (500-1)	560/55 479 (500-1)	580-1⅓	499 (500-1⅓)
CIRCLING	560-1 462 (500-1)	580-1 482 (500-1)	600-1½ 502 (600-1½)	740-2 642 (700-2)



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SACRAMENTO, CALIFORNIA

AL-356 (FAA)

25275

WAAS CH 40225 W22A	APP CRS 221°	Rwy Ldg 11301 TDZE 98 Apt Elev 98
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RNAV (GPS) RWY 22L

SACRAMENTO MATHER (MHR)

RNP APCH.		MALSR		MISSED APPROACH: Climb to 3000 direct XAKBE and on track 233° to SAC VORTAC and hold.	
⚠ Circling NA northwest of Rwy 4R-22L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1¾ SM.		⚠			
ATIS 118.325	NORCAL APP CON 127.4 317.5	MATHER TOWER ★ 120.65(CTAF) 282.25	GND CON 121.85 307.9	UNICOM 122.95	
MISSED APCH FIX SACRAMENTO SAC		Procedure NA for arrivals at HAGAN on V392-494 northbound.			
3000 XAKBE tr 233° SAC VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).		ELEV 98 TDZE 98			
* LNAV only JEKAX 2.1 NM to RW22L * 1.4 NM to RW22L RW22L 800* 1.4 NM 0.7 3.1 NM 4.1 NM 3.4 NM		STNGR 4 NM Holding Pattern 041° → 6000 ← 221° 3500 GP 3.00° TCH 56			
CATEGORY	A	B	C	D	
LPV DA	298-½		200 (200-½)		
LNAV/VNAV DA	517-¾		419 (500-¾)		
LNAV MDA	580-½ 482 (500-½)		580-1 482 (500-1)		
CIRCLING	580-1 482 (500-1)		600-1½ 502 (600-1½)		800-2¼ 702 (800-2¼)
HIRL Rwy 4R-22L 0					

SACRAMENTO, CALIFORNIA

Amdt 3A 30JAN20

38°33'N-121°18'W

SACRAMENTO MATHER (MHR)

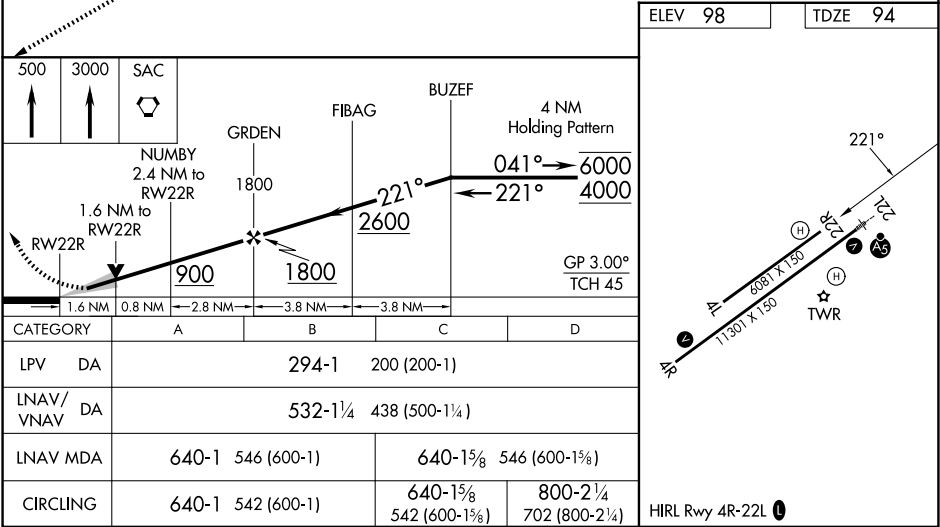
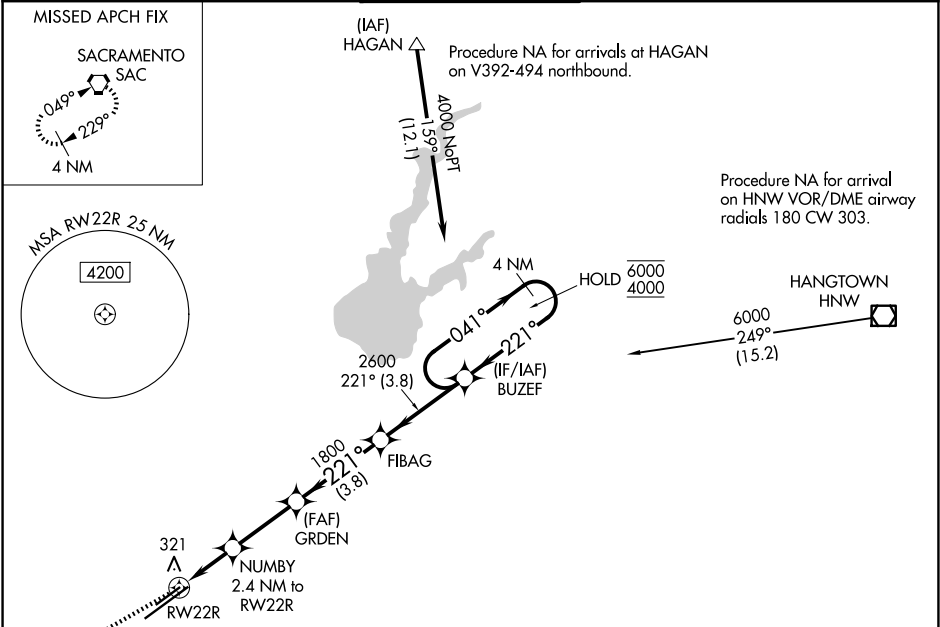
RNAV (GPS) RWY 22L

WAAS CH 42943 W22B	APP CRS 221°	Rwy Ldg TDZE Apt Elev	6081 94 98
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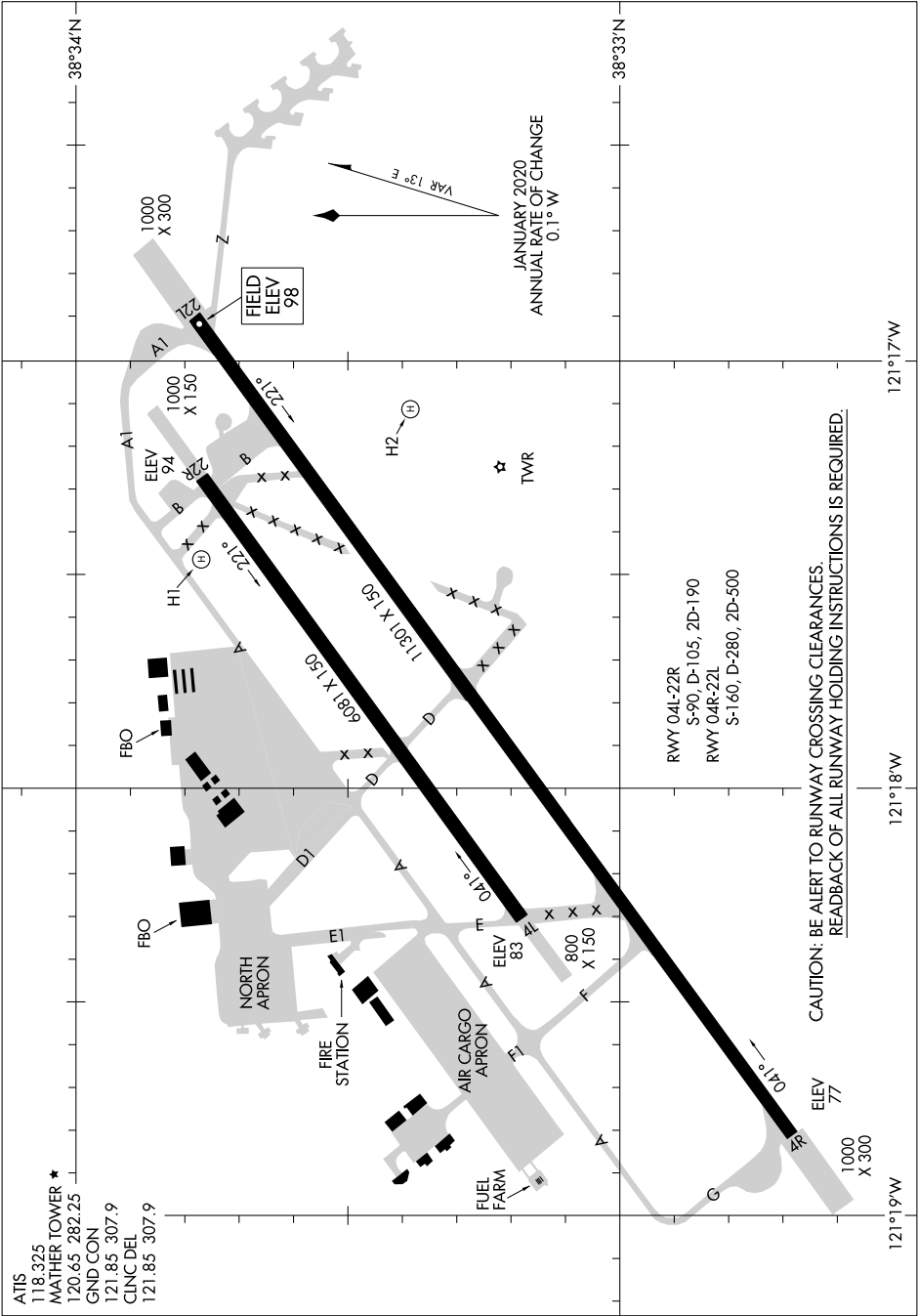
RNAV (GPS) RWY 22R
SACRAMENTO MATHER (MHR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 500 then climb to 3000 direct SAC VORTAC and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA northwest of Rwy 4L-22R. Procedure NA at night.	

ATIS 118.325	NORCAL APP CON 127.4 317.5	MATHER TOWER ★ 120.65(CTAF) 282.25	GND CON 121.85 307.9	UNICOM 122.95
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SW-2, 03 SEP 2026 to 29 OCT 2026



SW-2, 03 SEP 2026 to 29 OCT 2026

SALINAS, CALIFORNIA

AL-363 (FAA)

25331

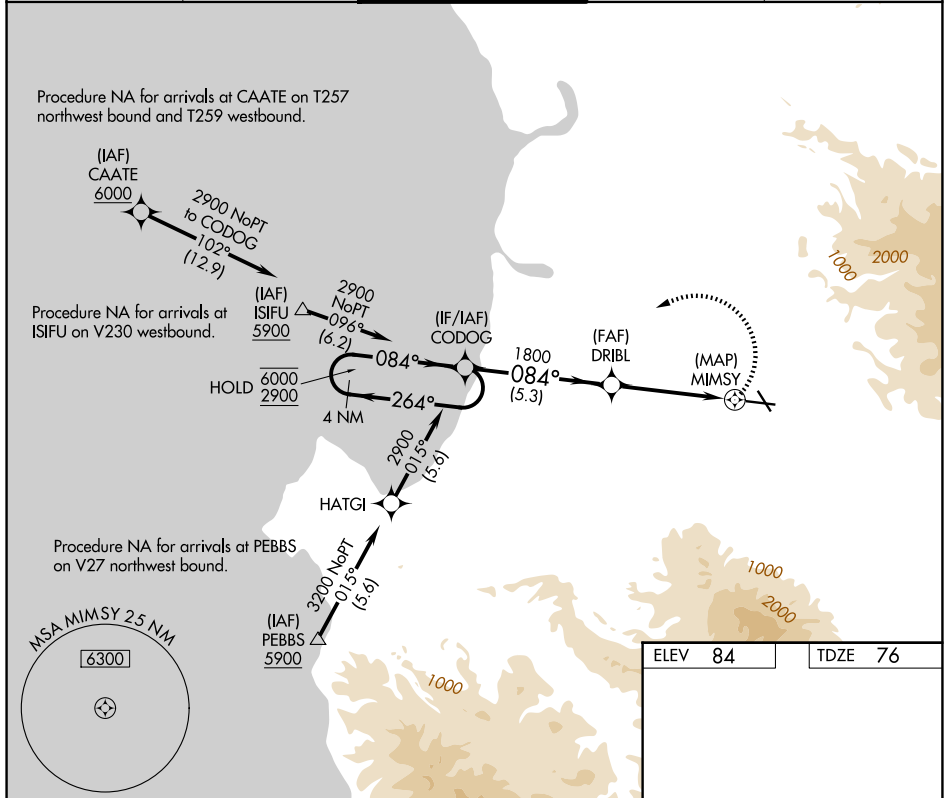
APP CRS	Rwy Ldg	5608
084°	TDZE	76
	Apt Elev	84

RNAV (GPS) RWY 8

SALINAS MUNI (SNS)

RNP APCH-GPS.		MISSED APPROACH: (Do not exceed 185K until CODOG) Climbing left turn to 2900 direct CODOG and hold, continue climb-in-hold to 2900.
	Circling Cat C/D NA northeast of Rwy 13 and north of Rwy 26.	

ATIS 124.85	NORCAL APP CON 133.0 251.15	SALINAS TOWER ★ 119.525 (CTAF) 239.3	GND CON 121.7	UNICOM 123.0
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4 NM Holding Pattern		CODOG		2900 CODOG	
6000 ← 264°		2900 → 084°		1800	
		DRIBL		MIMSY	
		3.19° TCH 53		1.5 NM to MIMSY	
		5.3 NM		3 NM	
				1.5 NM	
				0.5 NM	
CATEGORY	A	B	C	D	
LNVA MDA	760-1	684 (700-1)	760-2	684 (700-2)	
CIRCLING	760-1	676 (700-1)	800-2	1680-3	
			716 (800-2)	1596 (1600-3)	
					HIRL Rwy 13-31 MIRL Rwy 8-26 REIL Rws 13 and 26

SALINAS, CALIFORNIA
Orig-A 25JAN24

36°40'N-121°36'W

RNAV (GPS) RWY 8

SALINAS MUNI (SNS)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

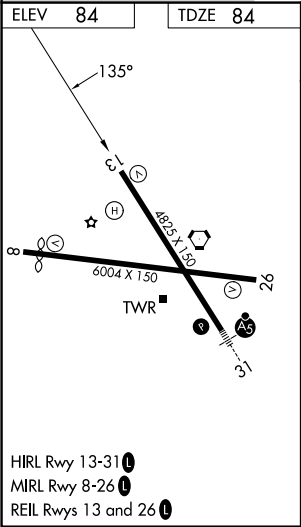
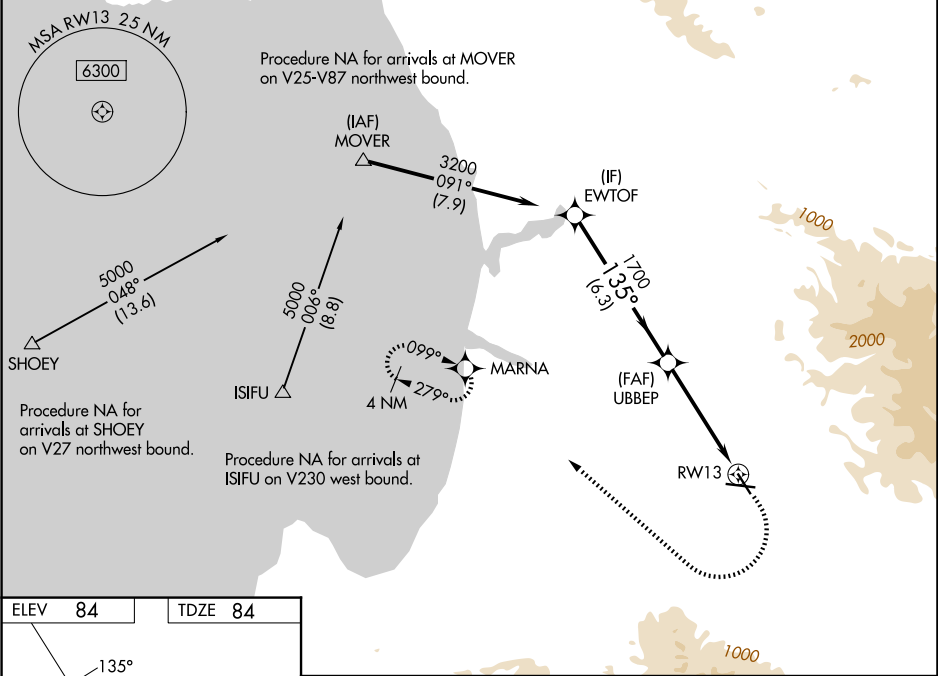
WAAS CH 57944 W13A	APP CRS 135°	Rwy Ldg 4825 TDZE 84 Apt Elev 84
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RNAV (GPS) RWY 13

SALINAS MUNI (SNS)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 185K until MARN A). Climb to 600, then climbing right turn to 3000 direct MARN A and hold, continue climb-in-hold to 3000.
Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. Circling NA for Cat C northeast of Rwy 13 and north of Rwy 26. Circling NA for Cat D northeast of Rwy 13-31.	

ATIS 124.85	NORCAL APP CON 133.0 251.15	SALINAS TOWER ★ 119.525 (CTAF) 239.3	GND CON 121.7	UNICOM 123.0
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EWTOF		600		3000		MARN A	
3200		1700		1.4 NM to RW13		RW13	
GP 3.12°							
TCH 50							
6.3 NM		3.3 NM		1.4 NM			
CATEGORY	A	B	C	D			
LPV DA	334-¾ 250 (300-¾)						
LNAV/VNAV DA	447-1	363 (400-1)	463-1 379 (400-1)	488-1½ 404 (500-1½)			
LNAV MDA	580-1	496 (500-1)	580-1¾	496 (500-1¾)			
CIRCLING	580-1	496 (500-1)	800-2 716 (800-2)	1620-3 1536 (1600-3)			

SALINAS, CALIFORNIA

AL-363 (FAA)

25331

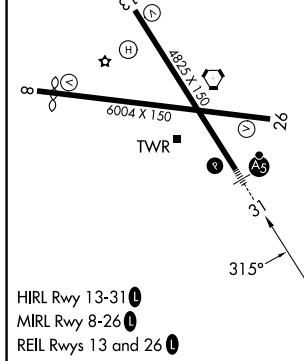
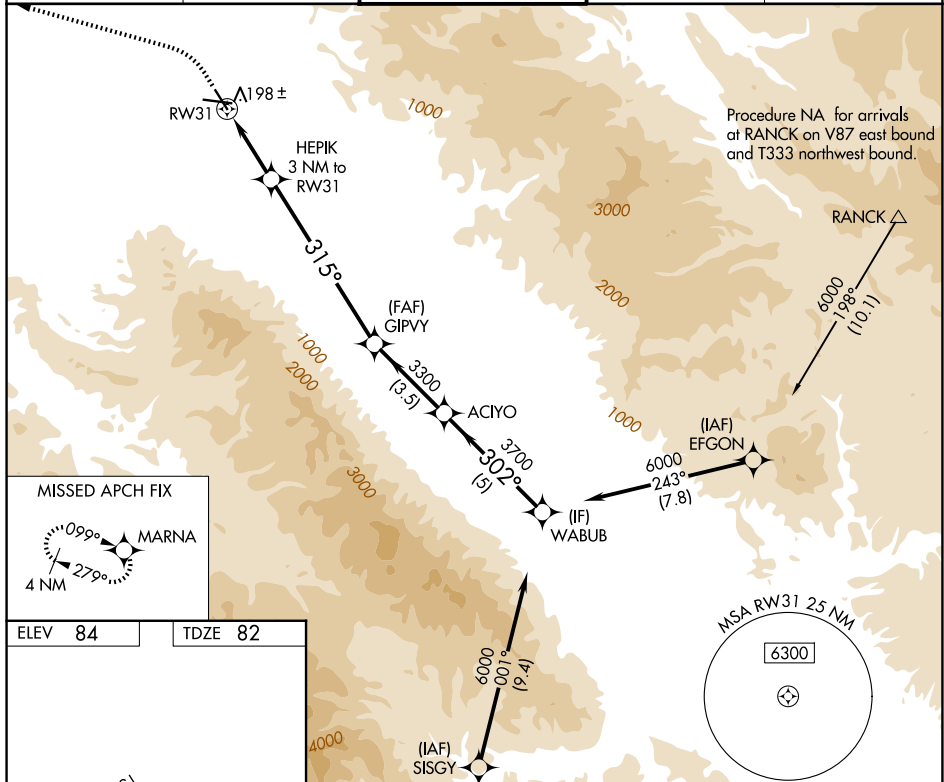
APP CRS	Rwy Ldg	4825
315°	TDZE	82
	Apt Elev	84

RNAV (GPS) Y RWY 31

SALINAS MUNI (SNS)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct MARNA and hold, continue climb-in-hold to 3000.
⚠ Circling NA for Cat C northeast of Rwy 13 and north of Rwy 26. Circling NA for Cat D northeast of Rwy 13-31.		⚠	

ATIS	NORCAL APP CON	SALINAS TOWER ★	GND CON	UNICOM
124.85	133.0 251.15	119.525 (CTAF) 0 239.3	121.7	123.0



600 3000 MARNA		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 59).		WABUB	
HEPIK 3 NM to RWY 31		GIPVY		ACIYO	
1 NM to RWY 31		≤ 3.00° TCH 50		302° 6000	
RWY 31		315° 3300		3700	
1 NM		2 NM		7 NM	
CATEGORY		A		B	
LNAV MDA		460/24 378 (400-½)		460/35 378 (400-¾)	
CIRCLING		540-1 456 (500-1)		800-2 1620-3	
				716 (800-2) 1536 (1600-3)	

SALINAS, CALIFORNIA
Amdt 2 16MAY24

36°40'N-121°36'W

RNAV (GPS) Y RWY 31

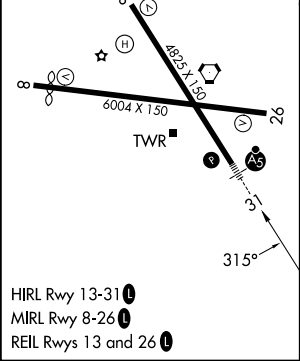
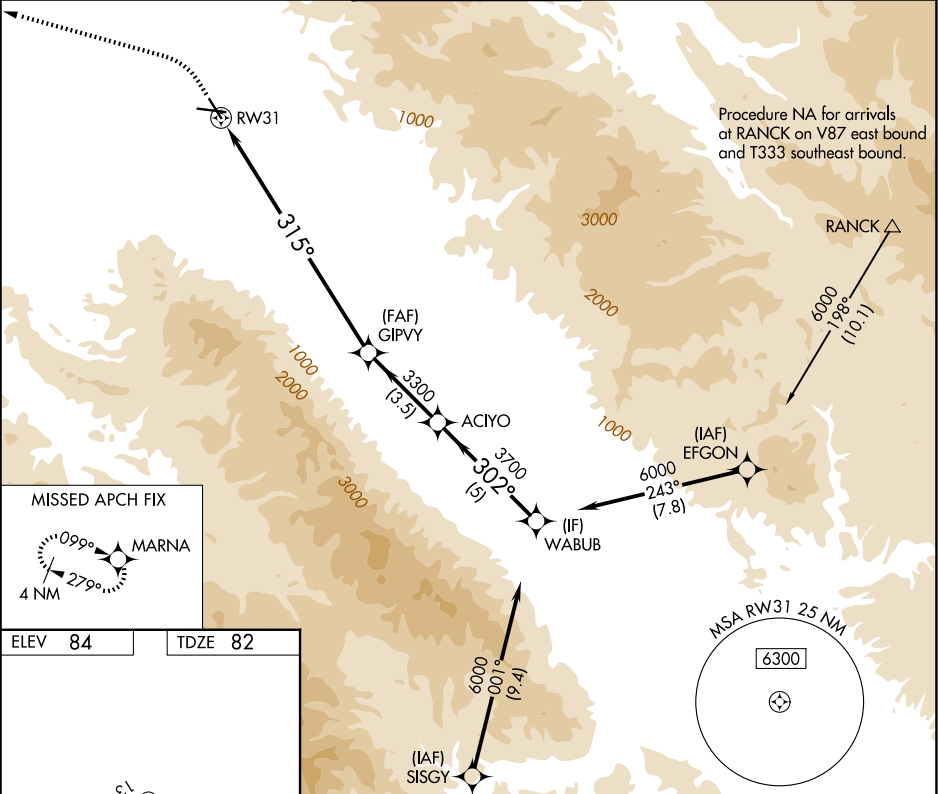
SALINAS MUNI (SNS)

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69513 W31A	APP CRS 315°	Rwy Ldg 4825 TDZE 82 Apt Elev 84
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RNAV (GPS) Z RWY 31
SALINAS MUNI (SNS)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct MARN A and hold, continue climb-in-hold to 3000.	
Baro-VNAV NA.				
ATIS 124.85	NORCAL APP CON 133.0 251.15	SALINAS TOWER ★ 119.525 (CTAF) 239.3	GND CON 121.7	UNICOM 123.0



600		3000	MARN A	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 59°).	
				WABUB	
RW31		GIPVY	ACIYO	6000	
315°		3300	3700	302°	
10 NM		3.5 NM	5 NM	GP 3.00° TCH 50	
CATEGORY	A	B	C	D	
LPV DA	302/24 220 (300-½)				
LNNAV/VNAV DA	465/35 383 (400-⅝)				

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC I-SNS <u>108.5</u>	APP CRS 315°	Rwy Ldg TDZE Apt Elev	4825 82 84
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LOC RWY 31
SALINAS MUNI (SNS)

DME required.

T DME from SNS VORTAC. DME use requires simultaneous
A reception of I-SNS and SNS DME. Circling NA for Cats C
and D northeast of Rwy 13 and north of Rwy 26. For inop
ALS, increase S-LOC-31 visibility Cats C and D to RVR 5000.

MALSR



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on SNS VORTAC R-275 to MARNA/SNS 10.9 DME and hold, continue climb-in-hold to 3000.

ATIS
124.85

NORCAL APP CON
133.0 251.15

SALINAS TOWER ★
119.525 (CTAF) **L** 239.3

GND CON
121.7

UNICOM
123.0

SALINAS
117.3 SNS 
Chan 120

Procedure NA for arrival on SNS VORTAC
airway radials 083 CW 167.

LOCALIZER 108.5
I-SNS ::

MISSED APCH FIX

MARNA
SNS 10.9
5°
117.3 SNS
R-275
Chan 120

ELEV 84

TDZE 82

HIRL Rwy 13-31 **L**
MIRL Rwy 8-26 **L**
REIL Rwy 13 and 26 **L**

800 ↑	3000 ↖ SNS R-275
----------	---------------------------

MARNA
SNS
10.9

VGSI and descent angles no
(VGSI Angle 3.00/TCH 59).

ent
FREZZ
SNS 17.1

AANNE
SNS 22

CATEGORY	A	B	C	D
S-LOC 31	420/24	338 (400-½)	420/40	338 (400-¾)
CIRCLING	540-1	456 (500-1)	800-2 716 (800-2)	1740-3 1656 (1700-3)

SALINAS, CALIFORNIA
Amdt 6 16MAY24

36°40'N-121°36'W

SALINAS MUNI (SNS)
LOC RWY 31

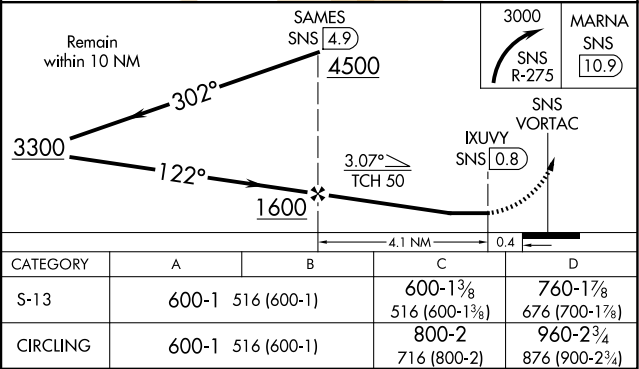
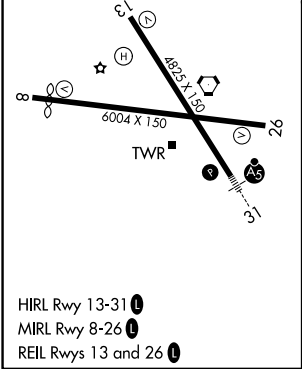
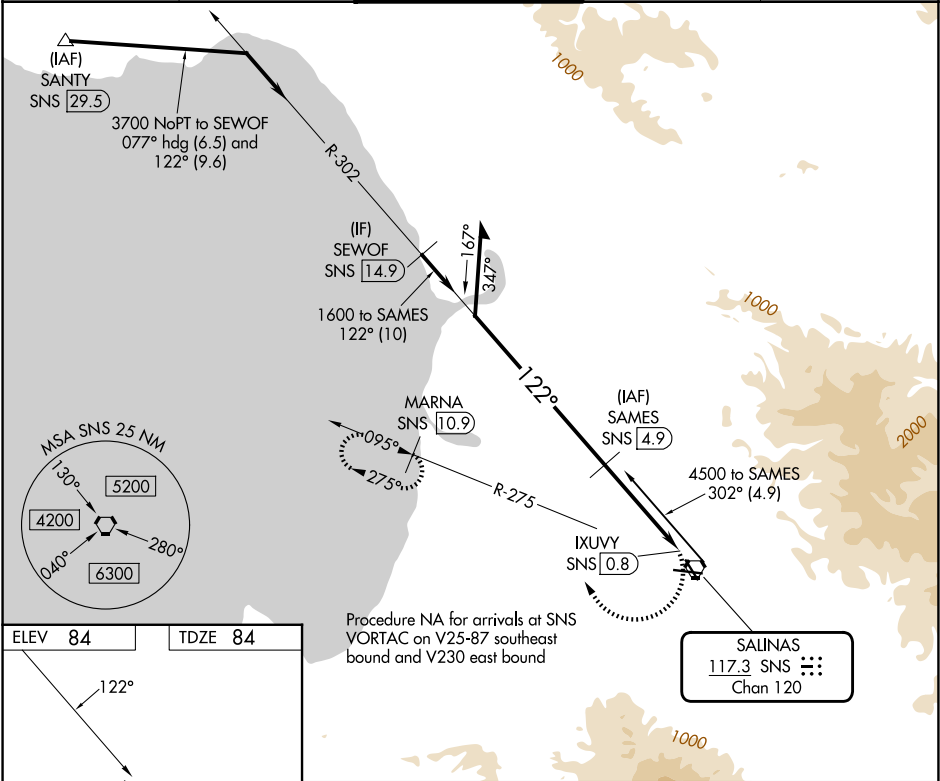
SW-2, 03 SEP 2026 to 29 OCT 2026

VORTAC SNS	APP CRS	Rwy Ldg	4825
117.3	122°	TDZE	84
Chan 120		Apt Elev	84

VOR RWY 13
SALINAS MUNI (SNS)

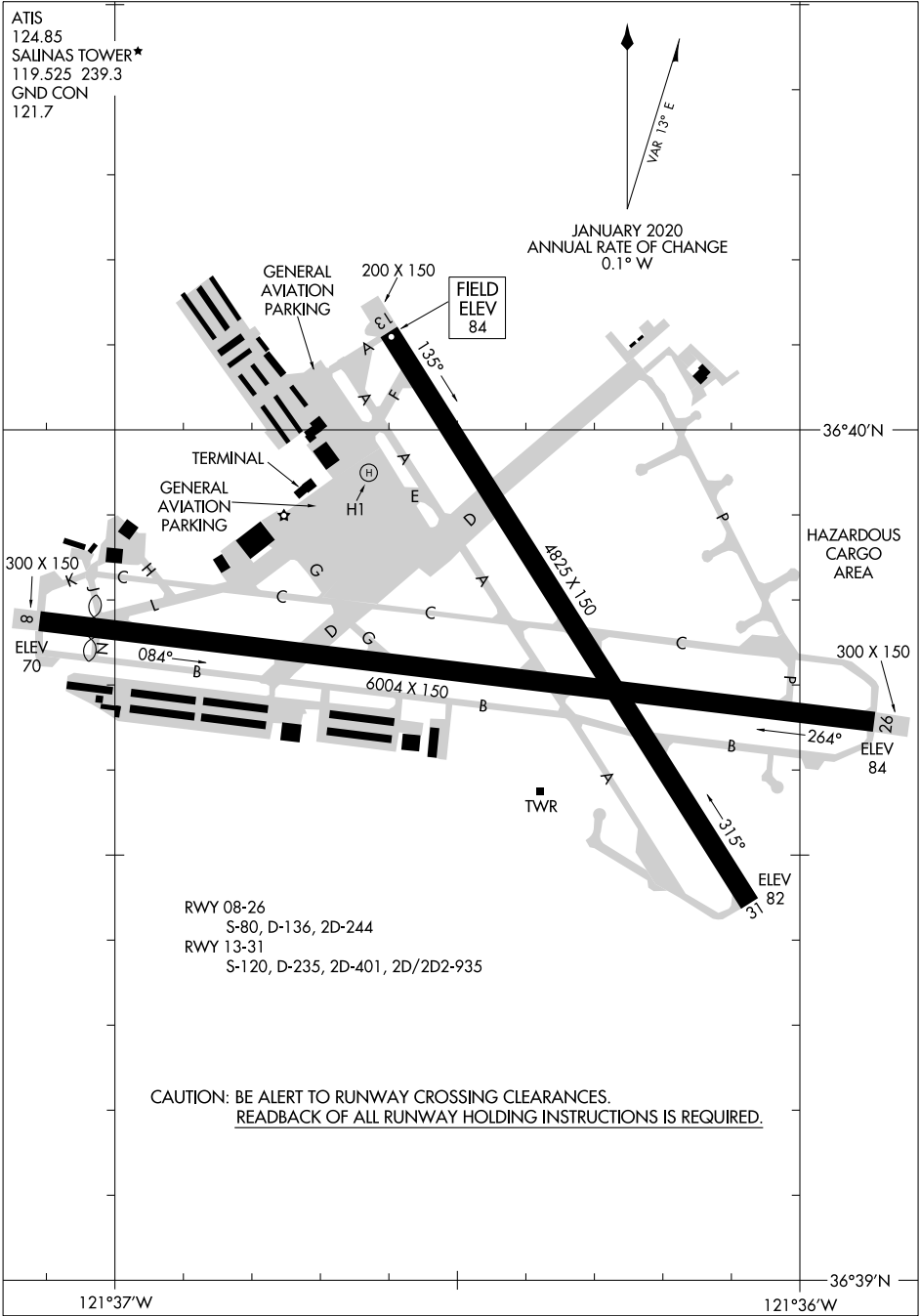
DME required.	MISSED APPROACH: Climbing right turn to 3000 on SNS VORTAC R-275 to MARN/SNS 10.9 DME and hold, continue climb-in-hold to 3000.
⚠ Rwy 13 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C northeast of Rwy 13 and north of Rwy 26 and NA for Cat D northeast of Rwy 13-31.	

ATIS 124.85	NORCAL APP CON 133.0 251.15	SALINAS TOWER ★ 119.525 (CTAF) 239.3	GND CON 121.7	UNICOM 123.0
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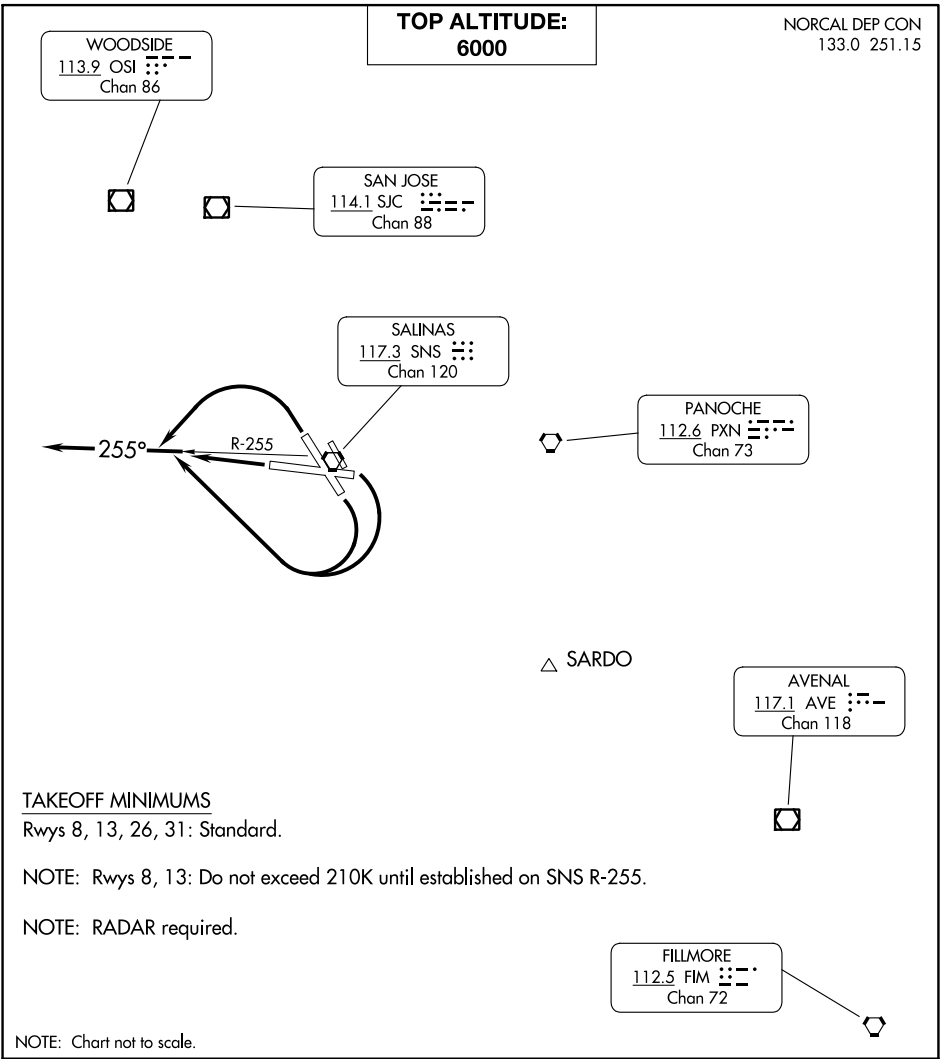
SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



TAKEOFF MINIMUMS

Rwys 8, 13, 26, 31: Standard.

NOTE: Rwys 8, 13: Do not exceed 210K until established on SNS R-255.

NOTE: RADAR required.

NOTE: Chart not to scale.

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 13:

Climbing right turn to 6000 to intercept SNS R-255
thence

TAKEOFF RUNWAY 26:

Climb to 6000 to intercept SNS R-255 thence

TAKEOFF RUNWAY 31:

Climbing left turn to 6000 to intercept SNS R-255 thence

. . . .

Expect RADAR vectors to assigned route. Expect clearance to filed altitude/flight level
within five (5) minutes after departure.

APP CRS
297°

Rwy Ldg
TDZE
Apt Elev

2621
6
6

RNAV (GPS) Y RWY 30

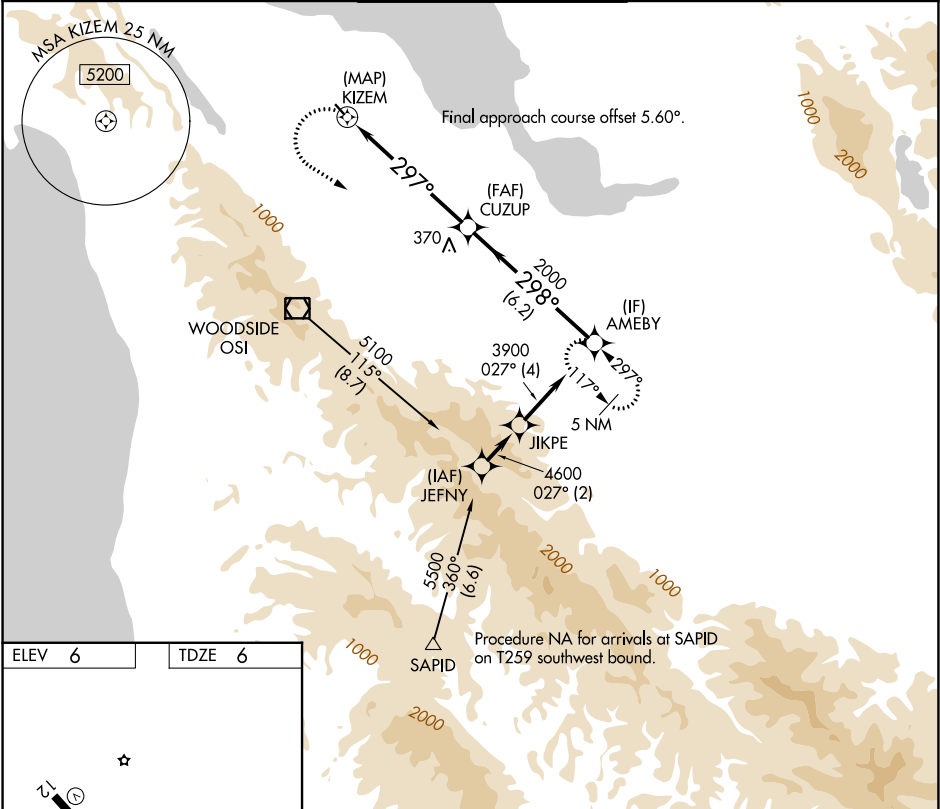
SAN CARLOS (SQL)

RNP APCH - GPS

When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 30 helicopter visibility reduction below 1 SM NA. Circling NA west of Rwy 12-30.

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

ATIS 125.9	NORCAL APP CON 133.95 317.6	SAN CARLOS TOWER ★ 119.0 (CTAF) 0 326.2	GND CON 118.025	UNICOM 122.95
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ELEV 6

TDZE 6

REIL Rwy 12 and 30

MIRL Rwy 12-30

5400 AMEBY

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

CUZUP

AMEBY

3900

298°

2000

297°

3.05° TCH 40

0.2

5.9 NM

6.2 NM

CATEGORY	A	B	C	D
LNVA MDA	1260-1¼ 1254 (1300-1¼)	1260-1½ 1254 (1300-1½)	NA	
CIRCLING	1260-1¼ 1254 (1300-1¼)	1260-1½ 1254 (1300-1½)	NA	

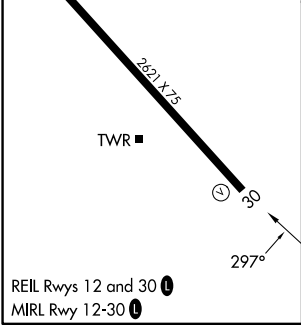
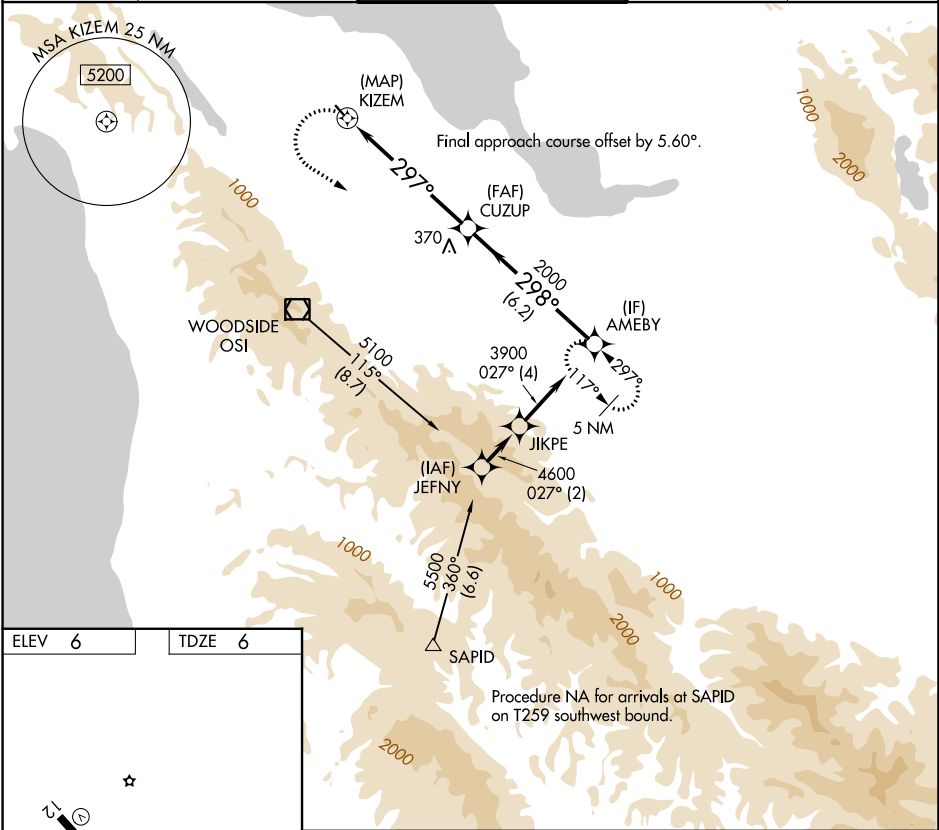
APP CRS	Rwy Ldg	2621
297°	TDZE	6
	Apt Elev	6

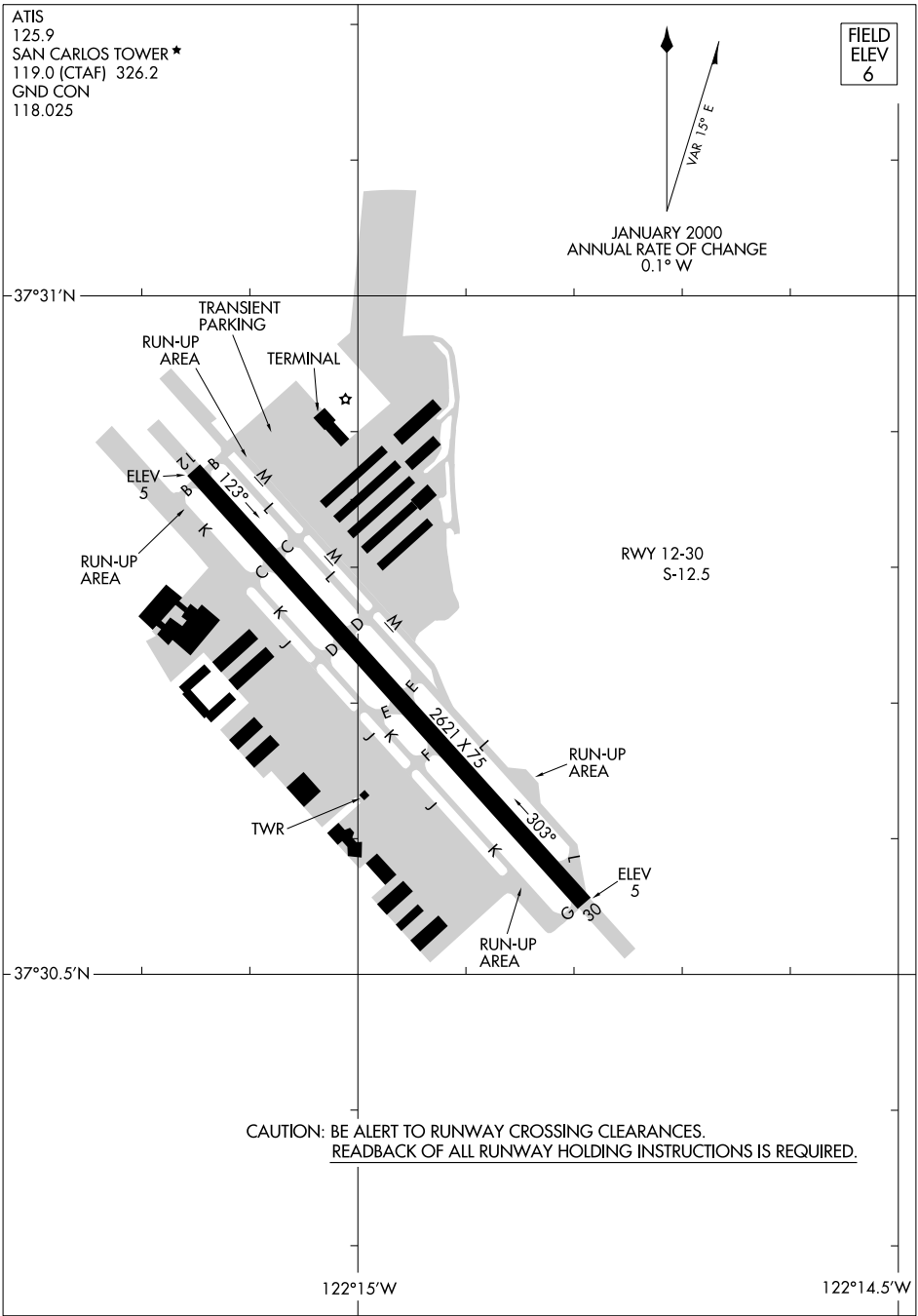
RNAV (GPS) Z RWY 30
SAN CARLOS (SQL)

RNP APCH - GPS.
Rwy 30 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 5400 direct AMEBY and hold, continue climb-in-hold to 5400. Missed approach requires minimum climb of 340 feet per NM to 1300; if unable to meet climb gradient, see RNAV (GPS) Y RWY 30.

ATIS 125.9	NORCAL APP CON 133.95 317.6	SAN CARLOS TOWER ★ 119.0 (CTAF) 326.2	GND CON 118.025	UNICOM 122.95
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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

26134

LOC/DME I-SIA	APP CRS	Rwy Ldg	19L	19R
108.9	194°	TDZE	8650	7650
Chan 26		Apt Elev	11	11
			13	13

ILS or LOC RWY 19L SAN FRANCISCO INTL (SFO)

RNP APCH - GPS.

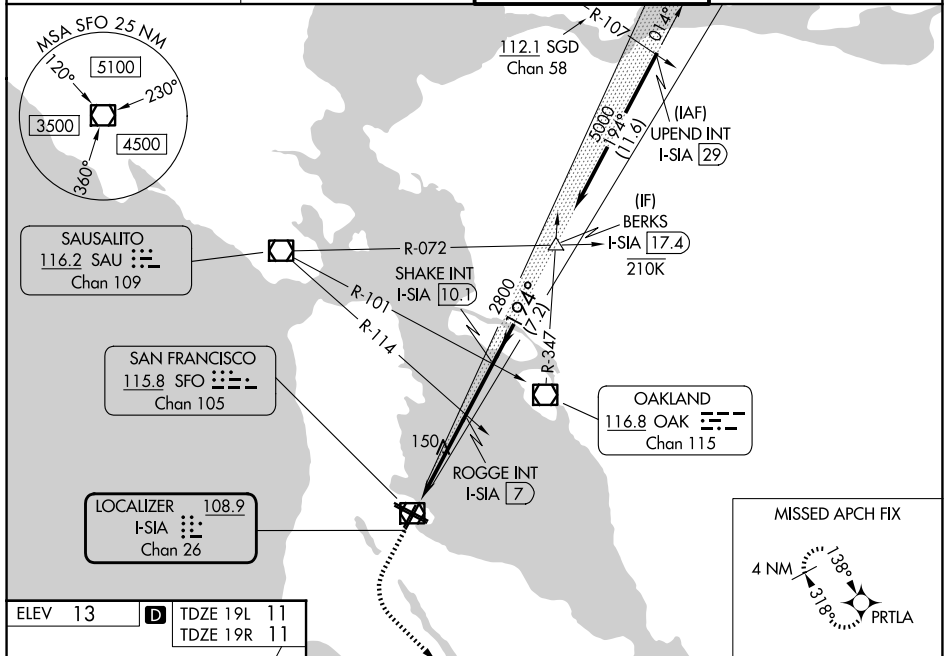
⚠ Inop table does not apply to ROGGE fix minimums S-LOC Rwy 19L or Sidestep Rwy 19R. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on the glideslope. For inop ALS, increase S-ILS Rwy 19L* all Cats visibility to RVR 4500, S-ILS Rwy 19L all Cats visibility to 2½ SM. Sidestep NA until passing ROGGE INT.

MALSF
Rwy 19L

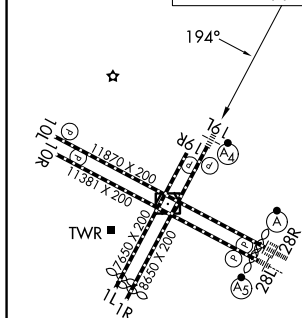
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct to PRTLA and hold.

*Missed approach requires minimum climb of 357 feet per NM to 2000.

D-ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON
113.7 115.8 118.85	134.5 338.2	120.5 269.1	121.8



ELEV	13	TDZE 19L	11	TDZE 19R	11
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HIRL all rwys
 TDZL/RCLS Rwys 19L and 28R
 REIL Rwys 1L, 1R and 10L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

CATEGORY				
S-ILS 19L*				
300/40 289 (300-¾)				
S-ILS 19L				
774-2 763 (800-2)				
S-LOC 19L				
1800-1¼ 1800-1½ 1789 (1800-1¼) 1789 (1800-1½)				
1800-3 1789 (1800-3)				
ROGGE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 19L				
880/40 869 (900-¾) 880/55 869 (900-1) 880-2½ 869 (900-2½)				
SIDESTEP 19R				
880-2 869 (900-2) 880-3 869 (900-3)				

SAN FRANCISCO, CALIFORNIA

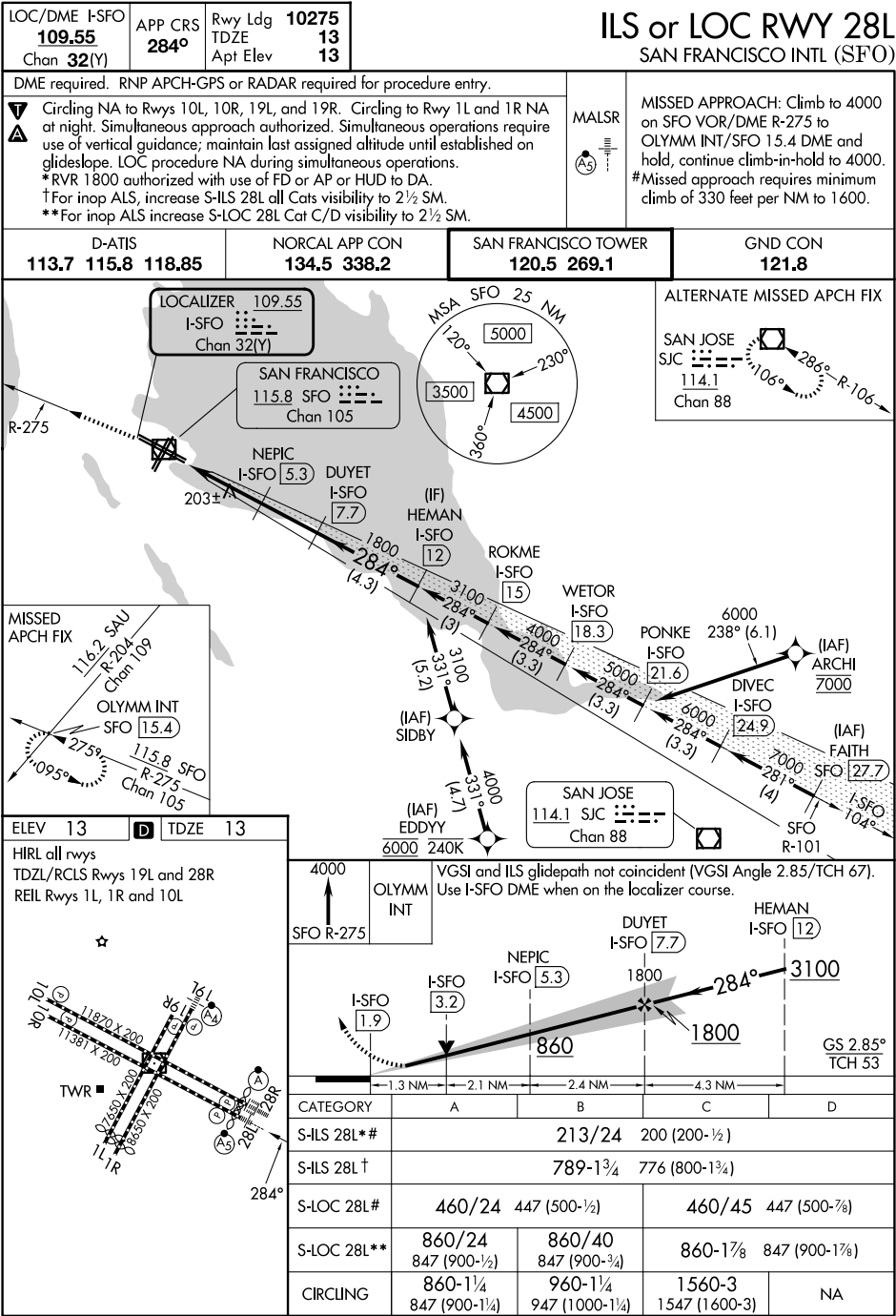
Amdt 23A 14MAY26

37°37'N-122°23'W

SAN FRANCISCO INTL (SFO)

ILS or LOC RWY 19L

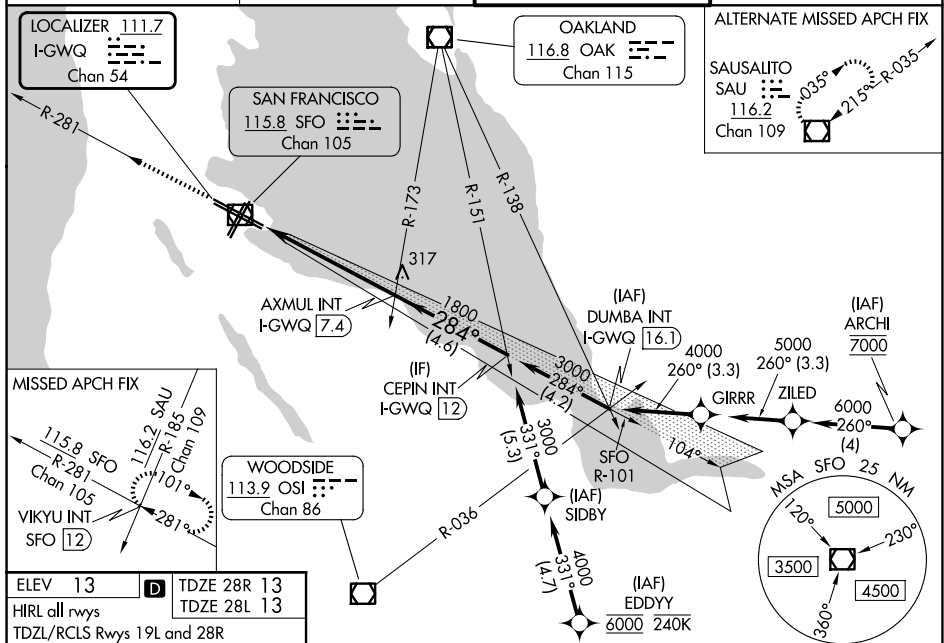
SW-2, 03 SEP 2026 to 29 OCT 2026



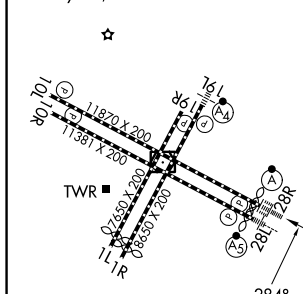
LOC/DME I-GWQ <u>111.7</u> Chan 54	APP CRS 284°	28R Rwy Ldg 11236 TDZE 13 Apt Elev 13	28L 10275 13 13
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RNAV 1-GPS or RADAR required for procedure entry.		ALSF-2 Rwy 28L	MALSRL Rwy 28L	MISSED APPROACH: Climb to 3000 on SFO VOR/DME R-281 to VIKYU INT/SFO 12 DME and hold. *Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see ILS or LOC RWY 28L.
T Circling NA to Rwy's 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night. LOC procedure NA during simultaneous operations. For inop ALS increase S-LOC 28R* Cat C/D visibility to 1/2 SM. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.				

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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ELEV 13	D	TDZE 28R 13
HIRL all rwys		TDZE 28L 13
TDZL/RCLS Rwy 19L and 28R		
REIL Rwy 1L, 1R and 10L		



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

The diagram illustrates the SFO R-281 I-GWQ DME arc, which is a 3000-foot radius arc centered at the SFO R-281 station. The arc is divided into four segments (A, B, C, D) with the following dimensions:

- Segment A: 1.3 NM
- Segment B: 4.2 NM
- Segment C: 4.6 NM
- Segment D: 4.6 NM

The arc is labeled with the following data:

- 3000**: Radius of the arc.
- SFO R-281**: Station identifier.
- VIKYU INT**: Intersection point.
- I-GWQ**: Course identifier.
- 2**: Angle at the intersection point.
- 3.2**: Angle at the intersection point.
- 1800**: Distance from the intersection point to the next station.
- 284°**: Angle at the intersection point.
- 3000**: Distance from the intersection point to the next station.
- GS 3.00° TCH 55'**: Glide slope and threshold data.

CATEGORY	A	B	C	D
S-ILS 28R*	213/18 200 (200-½)			
S-LOC 28R*	480/24 467 (500-½)		480/50 467 (500-1)	
SIDESTEP* 28L	480/55 467 (500-1)			480-1½ 467 (500-1½)
CIRCLING	740-1 727 (800-1)	960-1¼ 947 (1000-1¼)	1560-3 1547 (1600-3)	NA

Amdt 15B 19MAY22

37°37'N-122°23'W

SAN FRANCISCO INTL (SFO)
ILS or LOC RWY 28R

SW-2, 03 SEP 2026 to 29 OCT 2026

ILS RWY 28R (SA CAT I)
SAN FRANCISCO INTL (SFO)

*Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see ILS or LOC RWY 28L.

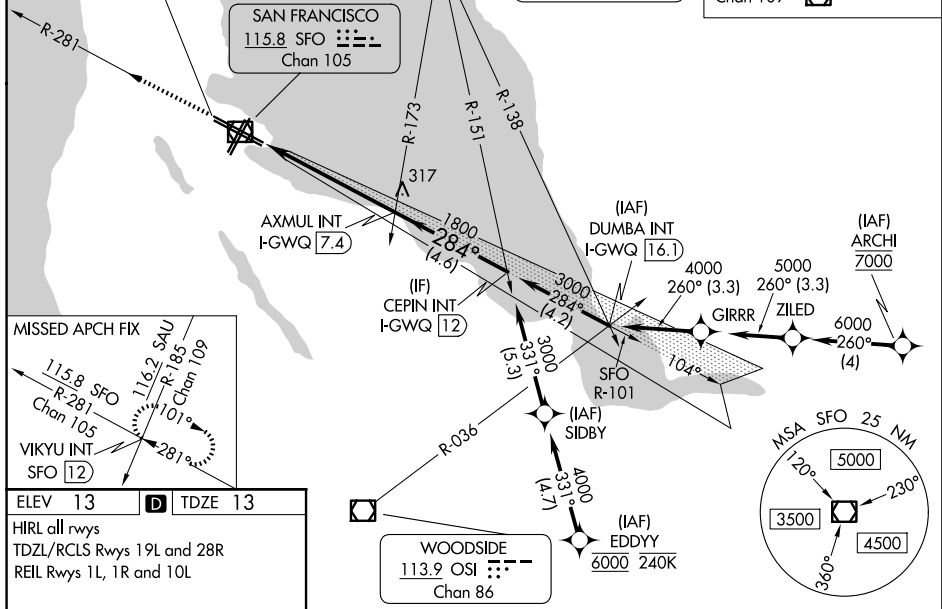


LOCALIZER 111.7
I-GWQ
Chan 54

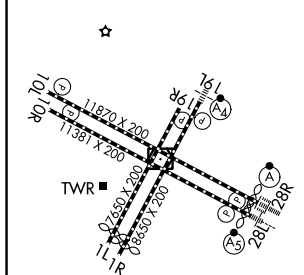
OAKLAND
116.8 OAK
Chan 115

SAUSALITO
116.2 SAU
Chan 109

ALTERNATE MISSED APCH FIX
035°
215°-R-035°



HIRL all rwys
TDZ/RCLS Rwy 19L and 28R
REIL Rwy 1L, 1R and 10L



CATEGORY	A	B	C	D
S-ILS 28R*	RA 163/14 150 DA 163			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SFO 109.55 Chan 32(Y)	APP CRS 284°	Rwy Ldg 10275 TDZE 13 Apt Elev 13
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ILS RWY 28L (SA CAT II)
SAN FRANCISCO INTL (SFO)

DME required. RNP APCH-GPS or RADAR required for procedure entry.

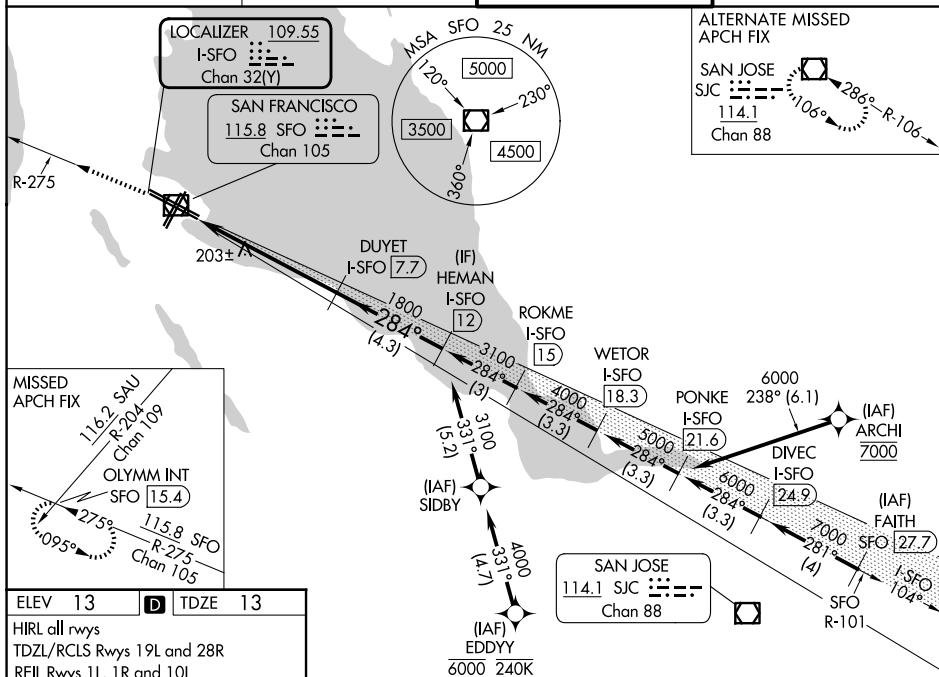
MALSR

MISSED APPROACH: Climb to 4000 on SFO VOR/DME R-275 to OLYMM INT/SFO 15.4 DME and hold, continue climb-in-hold to 4000.

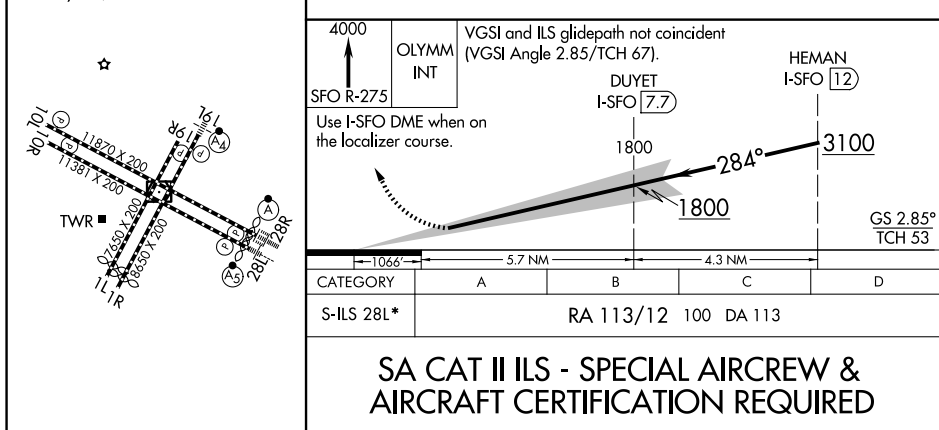
*Missed approach requires minimum climb of 330 feet per NM to 1600.

A Requires specific OPSPEC, MSPEC, or LOA approval.

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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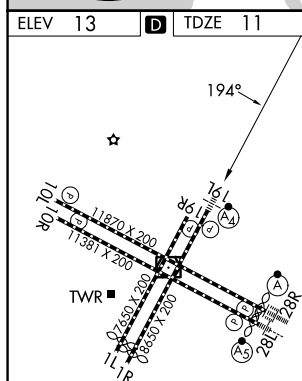
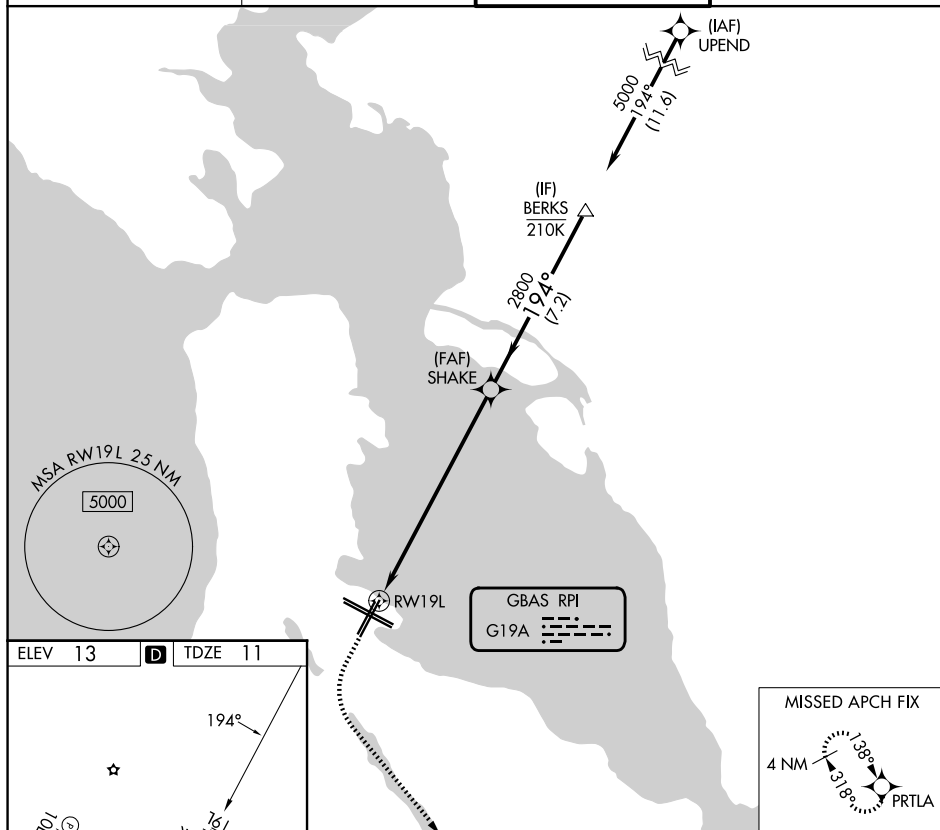
ELEV 13	D	TDZE 13
HIRL all rwy's		
TDZL/RCLS Rwy's 19L and 28R		
REIL Rwy's 1L, 1R and 10L		



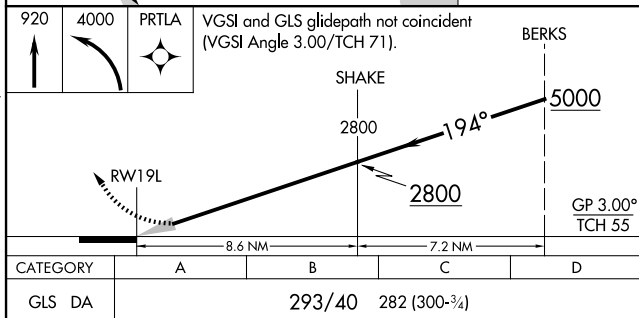
GLS RWY 19L
SAN FRANCISCO INTL (SFO)

MISSED APPROACH: Climb to 920 then climbing left turn to 4000 direct PRTLA and hold. Missed approach requires minimum climb of 357 feet per NM to 2000.

GND CON
121.8



TDZL/RCLS Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all rwys



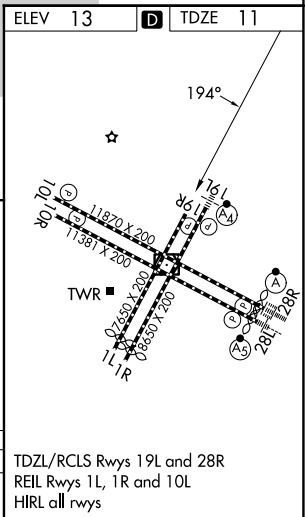
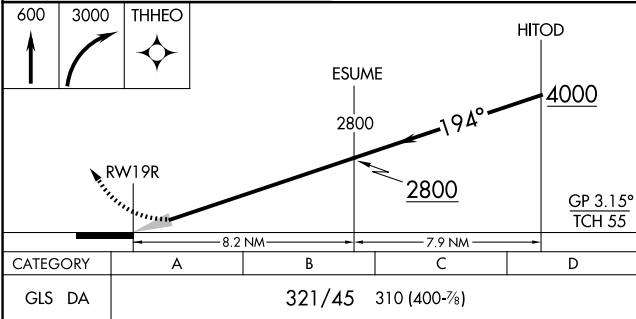
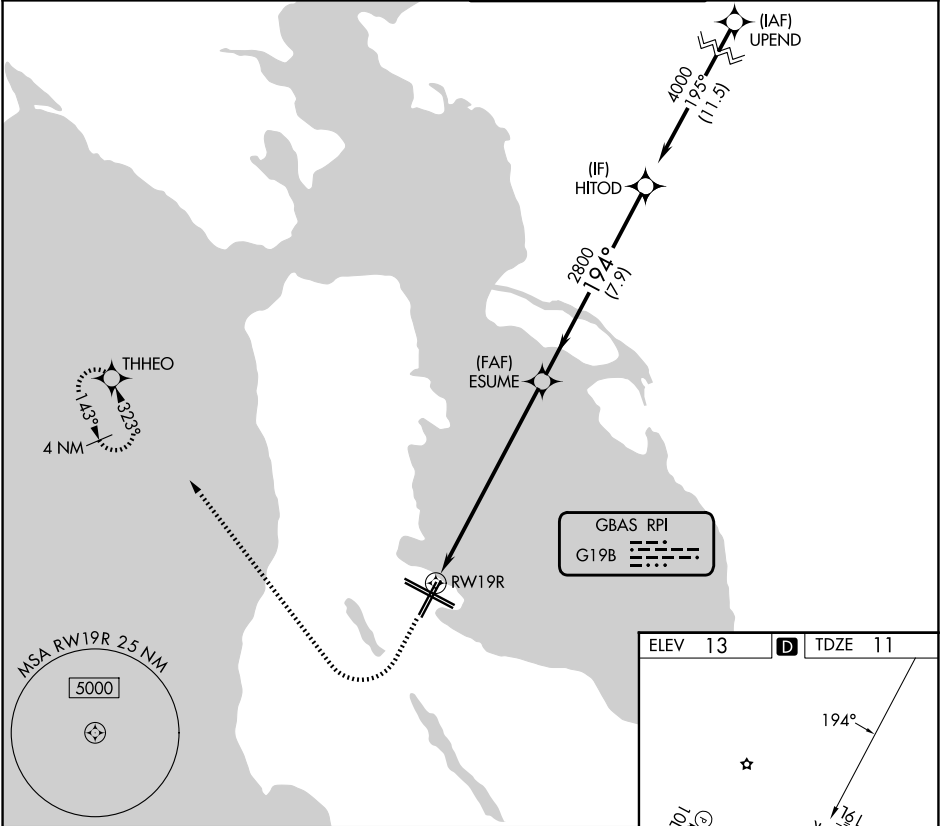
SAN FRANCISCO INTL (SFO)
GLS RWY 19L

GBAS CH 21859 G19B	APP CRS 194°	Rwy Ldg TDZE 11 Apt Elev 13	7650
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GLS RWY 19R
SAN FRANCISCO INTL (SFO)

RNP APCH-GPS.		MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct THEO and hold. Missed approach requires minimum climb of 395 feet per NM to 2100.
NA	Autopilot coupled approach NA below 321 feet.	

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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SW-2, 03 SEP 2026 to 29 OCT 2026

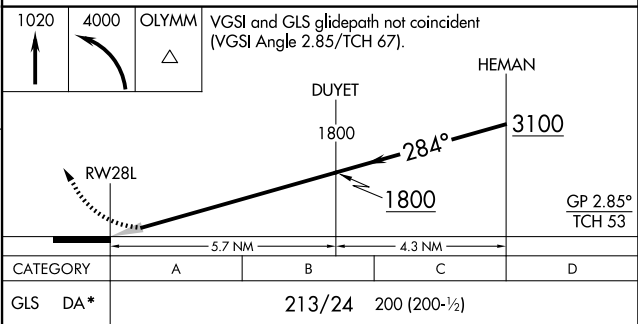
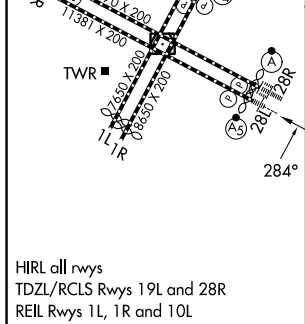
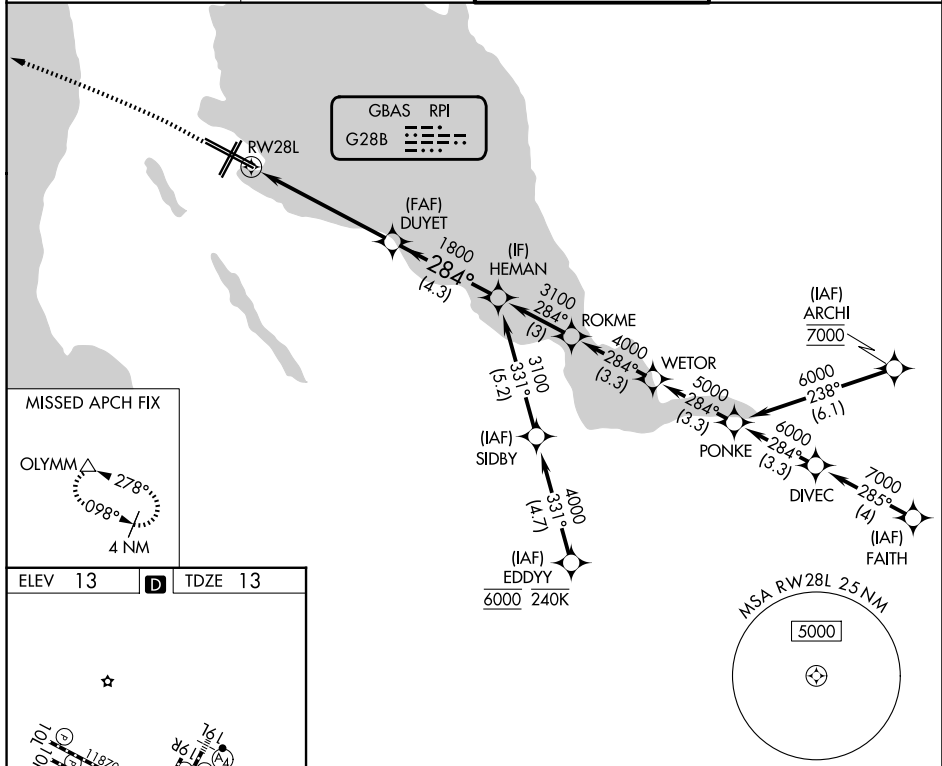
SW-2, 03 SEP 2026 to 29 OCT 2026

GBAS CH 21037 G28B	APP CRS 284°	Rwy Ldg 10275 TDZE 13 Apt Elev 13
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GLS RWY 28L
SAN FRANCISCO INTL (SFO)

RNP APCH+GPS. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. Use of FD or AP required during simultaneous operations. Autopilot coupled approach NA below 213. *RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 1020 then climbing left turn to 4000 direct OLYMM and hold. *Missed approach requires minimum climb of 330 feet per NM to 1600; if unable to meet climb gradient, see RNAV (GPS) Rwy 28L.
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D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

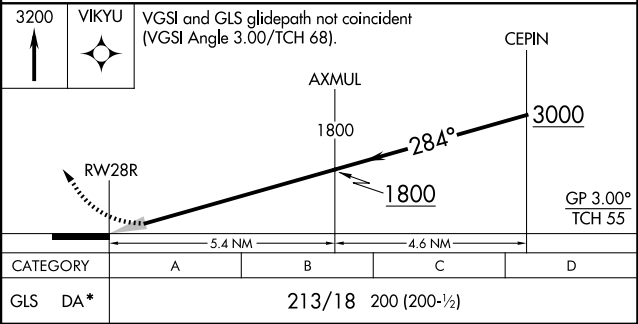
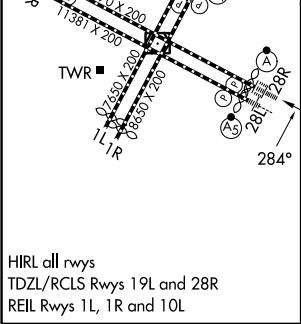
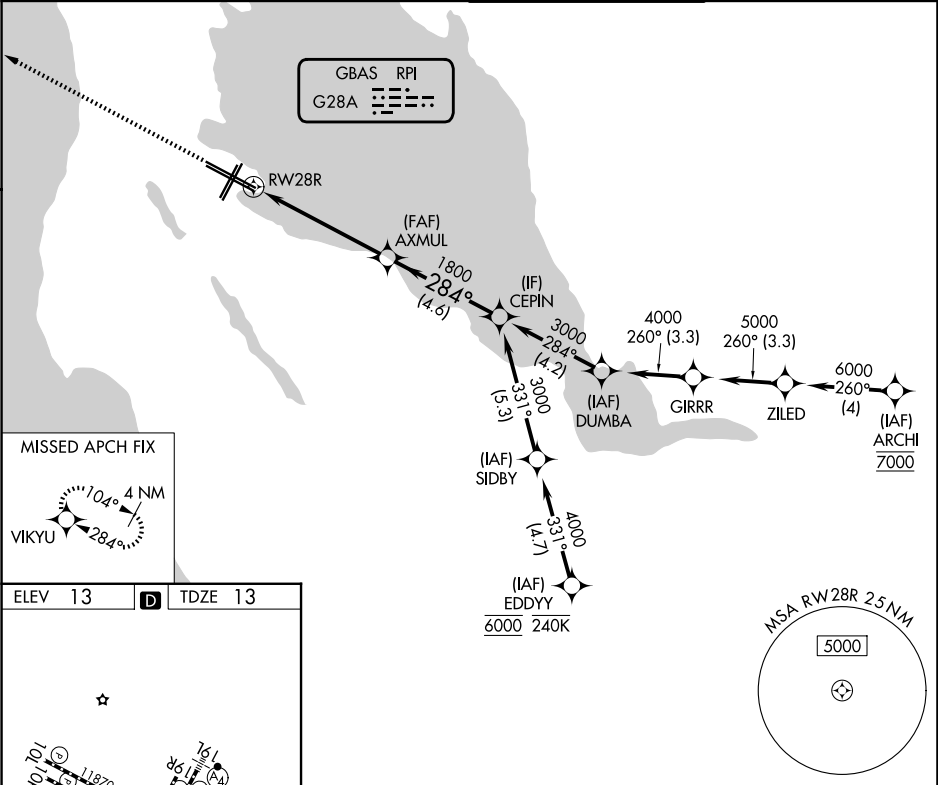
GBAS CH 20626 G28A	APP CRS 284°	Rwy Ldg 11236 TDZE 13 Apt Elev 13
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GLS RWY 28R

SAN FRANCISCO INTL (SFO)

RNP APCH-GPS.	ALSF-2	MISSED APPROACH: Climb to 3200 direct VIKYU and hold. *Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see RNAV (GPS) Z RWY 28R.
Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. Use of FD or AP required during simultaneous operations. Autopilot coupled approach NA below 213 feet.		

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

26134

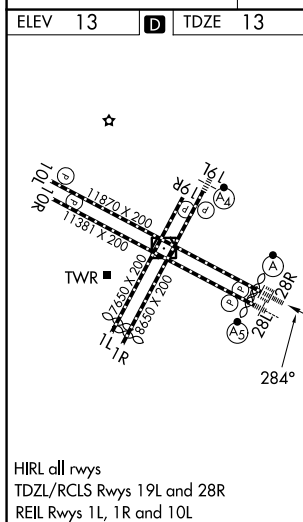
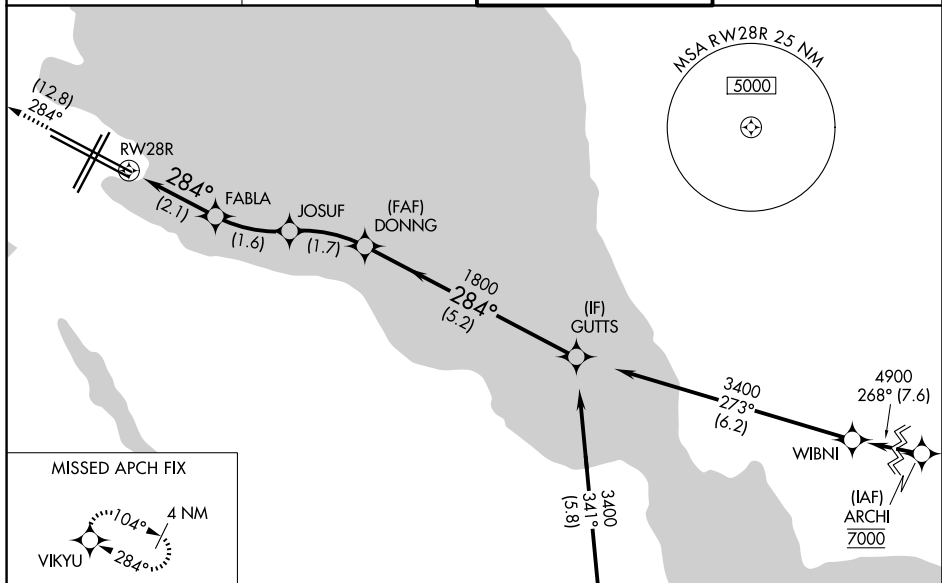
APP CRS 284°	Rwy Ldg 11236 TDZE 13 Apt Elev 13
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RNAV (RNP) Y RWY 28R

SAN FRANCISCO INTL (SFO)

RNP AR APCH, RF required.	ALSF-2 (A)	MISSED APPROACH: Climb to 3000 on track 284° to VIKYU and hold. * Missed approach requires minimum climb of 250 feet per NM to 1600. # Missed approach requires minimum climb of 350 feet per NM to 2100.
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D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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3000 ↑ tr 284°	VIKYU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68)				GUTTS
		FABLA 743	JOSUF 1264	DONNG 1800	3400	
RW28R						
		2.1 NM 1.6 NM 1.7 NM 5.2 NM			GP 3.00° TCH 55	
CATEGORY	A		B		C	D
RNP 0.11 DA*	263/24		250 (300-½)			
RNP 0.30 DA#	326/24		313 (400-½)			
AUTHORIZATION REQUIRED						

AUTHORIZATION REQUIRED

SAN FRANCISCO, CALIFORNIA

Amdt 5 13SEP18

37°37'N-122°23'W

SAN FRANCISCO INTL (SFO)

RNAV (RNP) Y RWY 28R

SW-2, 03 SEP 2026 to 29 OCT 2026

SAN FRANCISCO, CALIFORNIA

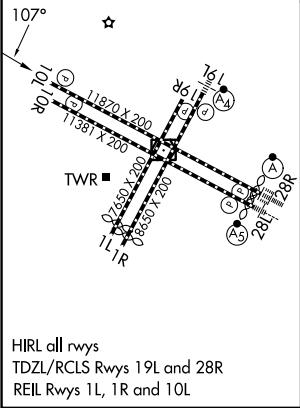
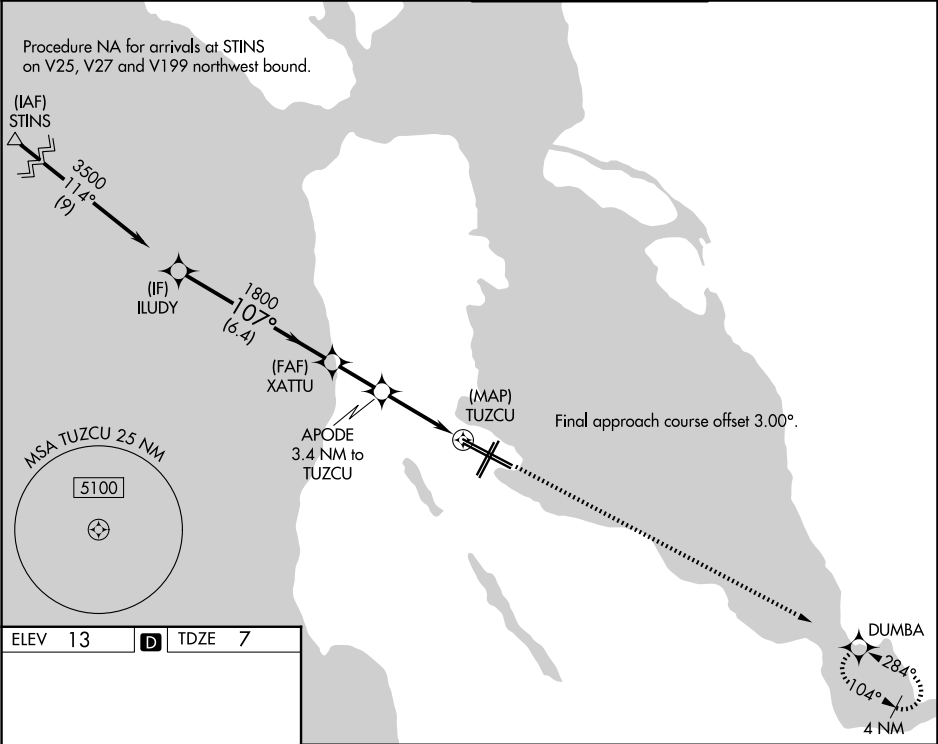
AL-375 (FAA)

26134

WAAS CH 93946 W10A	APP CRS 107°	Rwy Ldg 11193 TDZE 7 Apt Elev 13
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RNAV (GPS) RWY 10L
SAN FRANCISCO INTL (SFO)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Rwy 10L helicopter visibility reduction below RVR 4000 NA. ▲ MISSED APPROACH: Climb to 500, then climb to 3000 direct DUMBA and hold.		D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 80).				500	3000	DUMBA
ILUDY				↑	↑	✦
3500						
107°						
1800						
1140						
6.4 NM						
2.1 NM						
3.4 NM						
CATEGORY	A	B	C	D		
LPV DA	257/40			250 (300-¾)		
LNAV/ VNAV DA	494-1⅓			487 (500-1⅓)		
LNAV MDA	1080-1¼ 1073 (1100-1¼)	1080-1½ 1073 (1100-1½)	1080-3 1073 (1100-3)			

SAN FRANCISCO, CALIFORNIA
Amdt 3 11JUL24

37°37'N-122°23'W

SAN FRANCISCO INTL (SFO)
RNAV (GPS) RWY 10L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58015 W19A	APP CRS 194°	Rwy Ldg 8650 TDZE 11 Apt Elev 13
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RNAV (GPS) RWY 19L

SAN FRANCISCO INTL (SFO)

RNP APCH - GPS.

▼

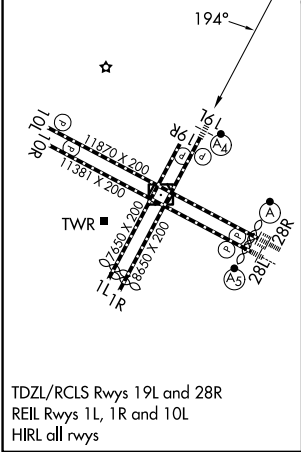
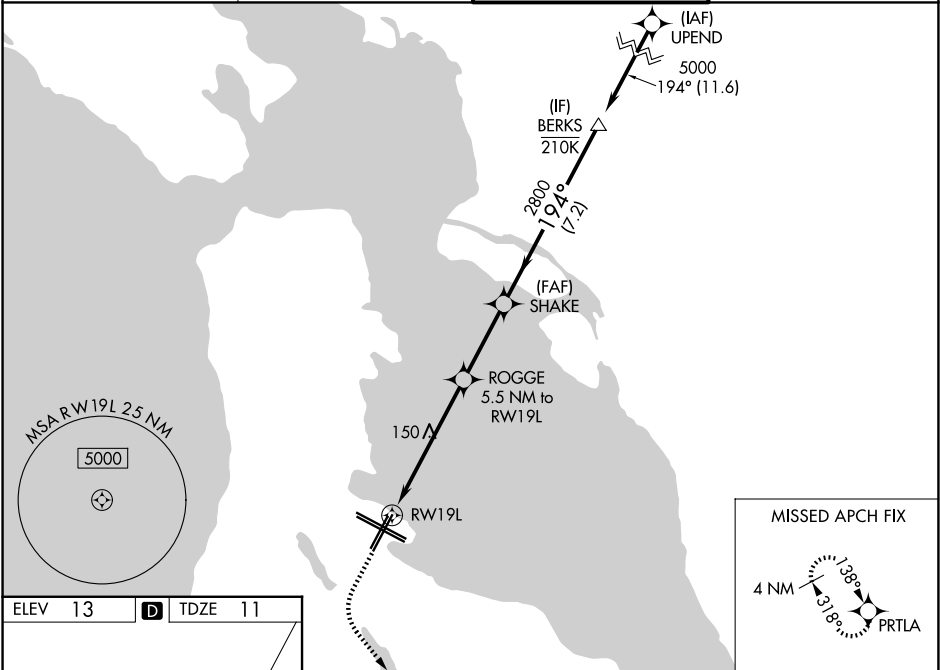
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. For inop ALS, increase LPV DA* (CG 357) all Cats visibility to RVR 4500. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM and LNAV Cats C and D visibility to 3 SM.

MALSF

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct PRTLA and hold.
*Missed approach requires minimum climb of 357 feet per NM to 2000.

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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ELEV 13	D	TDZE 11
1100	4000	PRTLA
VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 71).		
BERKS		
5000		
GP 3.00° TCH 55		
1800		
3.2 NM		
2.3 NM		
3.1 NM		
7.2 NM		
CATEGORY	A	B
C	D	
LPV DA*	293/40	282 (300-¾)
LPV DA	656-1½	645 (700-1½)
LNAV/VNAV DA*	350/40	339 (400-¾)
LNAV/VNAV DA	794-2	783 (800-2)
LNAV MDA	1100/55 1089 (1100-1)	1100-1¼ 1089 (1100-1¼)
		1100-2½ 1089 (1100-2½)

SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

26134

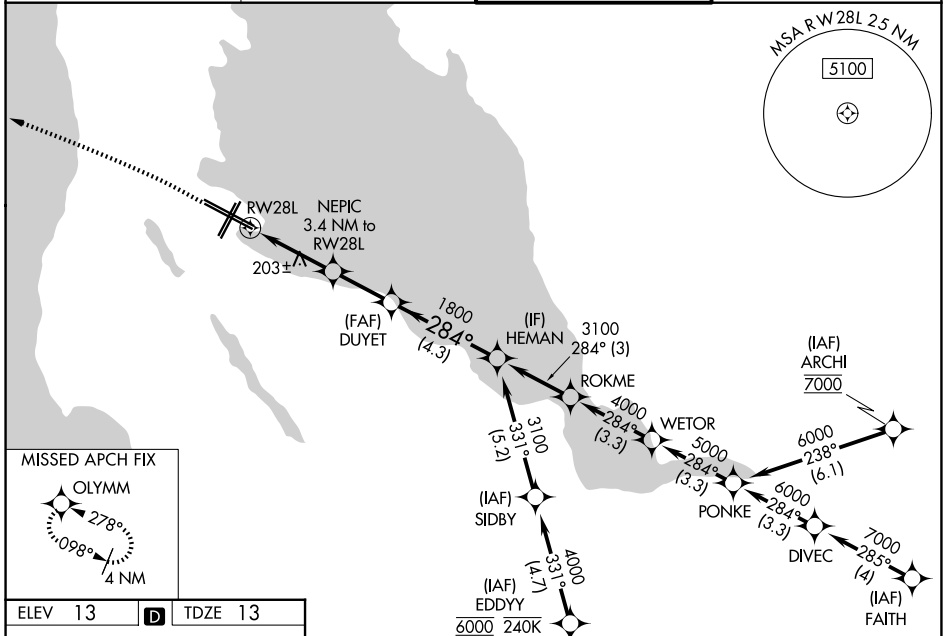
WAAS CH 53415 W28B	APP CRS 284°	Rwy Ldg 10275 TDZE 13 Apt Elev 13
--	------------------------	--

RNAV (GPS) RWY 28L

SAN FRANCISCO INTL (SFO)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 1020 then climbing left turn to 4000 direct OLYMM and hold, continue climb-in-hold to 4000. #Missed approach requires minimum climb of 330 feet per NM to 1600.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C. For inop ALS, increase LPV $\uparrow$ all Cats visibility to 2½ SM, increase LNAV/VNAV all Cats visibility to 2 SM. Circling NA to Rws 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night. #RVR 1800 authorized with use of FD or AP or HUD to DA.		

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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ELEV 13	D	TDZE 13
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HIRL all rws TDZL/RCLS Rws 19L and 28R REIL Rws 1L, 1R and 10L	1020	4000	OLYMM	VGSI and RNAV glidepath not coincident (VGSI Angle 2.85/TCH 67).			
	*LNAV only			NEPIC 3.4 NM to RWY 28L	DUYET 1800	HEMAN 3100	
	RWY 28L			1080*	1800		GP 2.85° TCH 53
	3.4 NM			2.4 NM	4.3 NM		
	CATEGORY	A	B	C	D		
	LPV DA#	213/24		200 (200-½)			
LPV DA†	798-1¼		785 (800-1¼)				
LNAV/VNAV DA	770-1¼		757 (800-1¼)				
LNAV MDA	1020/40 1007 (1100-¾)	1020/55 1007 (1100-1)	1020-2½ 1007 (1100-2½)				
CIRCLING	1020-1¼ 1007 (1100-1¼)	1020-1½ 1007 (1100-1½)	1560-3 1547 (1600-3)	NA			

SAN FRANCISCO, CALIFORNIA

Amdt 7 13SEP18

37°37'N-122°23'W

SAN FRANCISCO INTL (SFO)

RNAV (GPS) RWY 28L

SW-2, 03 SEP 2026 to 29 OCT 2026

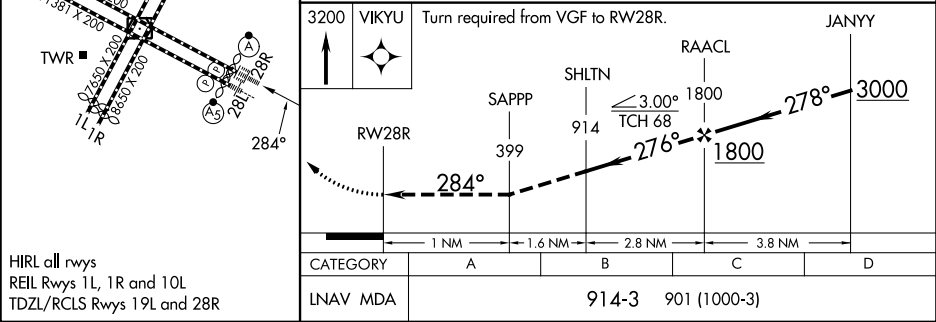
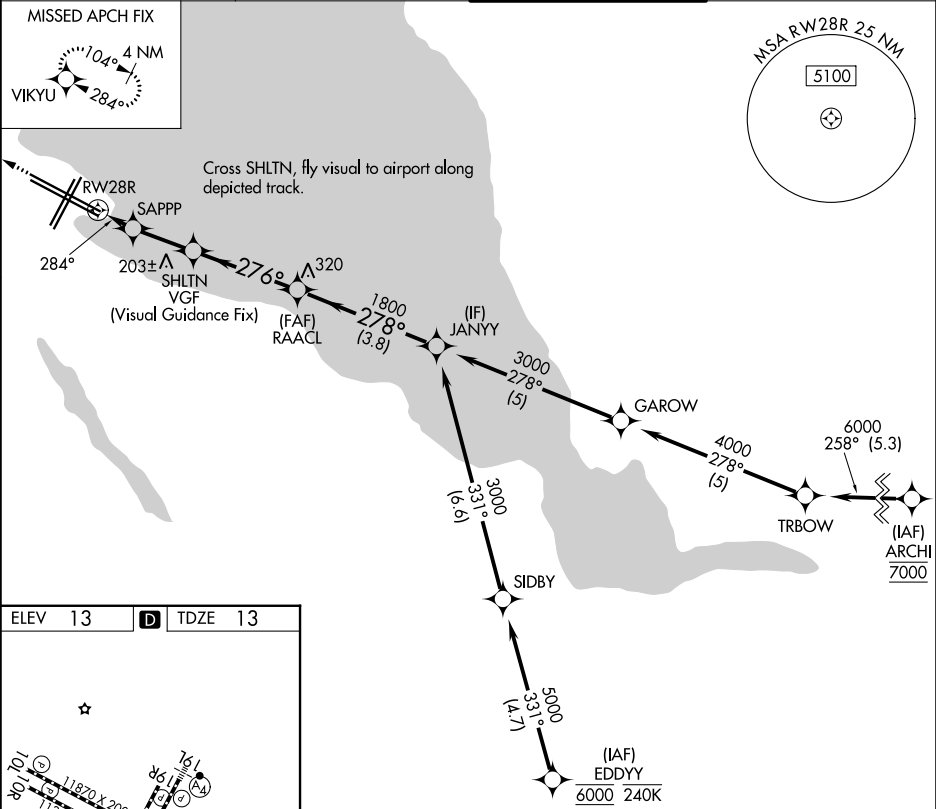
APP CRS	Rwy Ldg	11236
284°	TDZE	13
	Apt Elev	13

RNAV (GPS) U RWY 28R

SAN FRANCISCO INTL (SFO)

RNP APCH - GPS.	ALSF-2	MISSED APPROACH: Continue on the depicted track to Rwy 28R. From Rwy 28R, climb to 3200 direct VIKYU and hold.
RADAR required.		
Helicopter visibility reduction is NA.		

D-ATIS	NORCAL APP CON	SAN FRANCISCO TOWER	GND CON
113.7 115.8 118.85	134.5 338.2	120.5 269.1	121.8



SAN FRANCISCO, CALIFORNIA

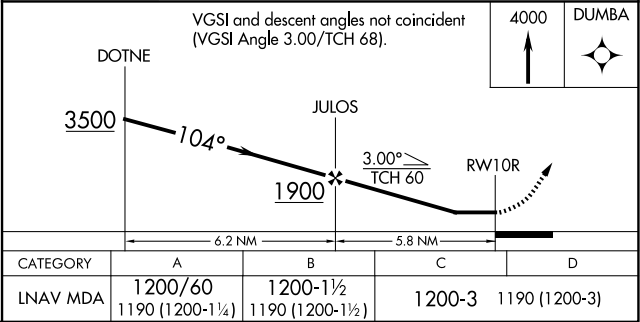
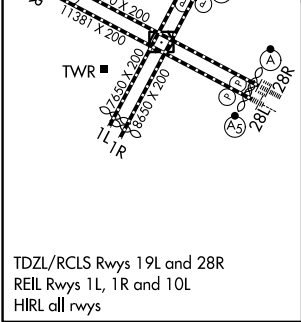
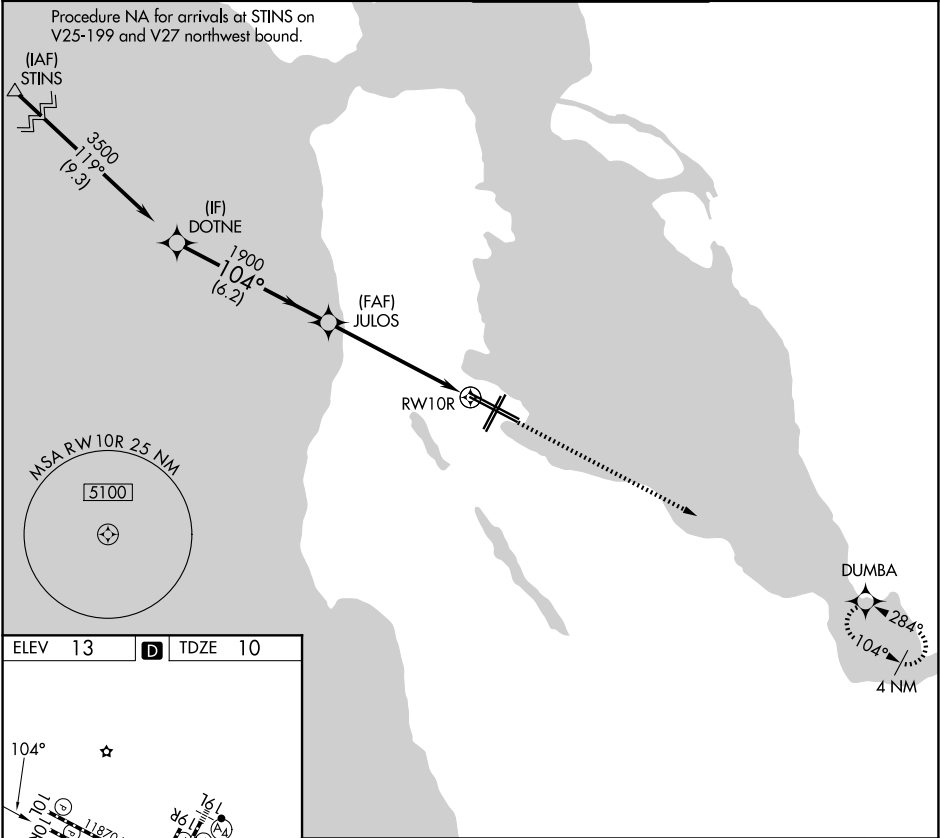
AL-375 (FAA)

26134

APP CRS	Rwy Ldg	10704
104°	TDZE	10
	Apt Elev	13

RNAV (GPS) Y RWY 10R
SAN FRANCISCO INTL (SFO)

⚠ DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Helicopter visibility reduction below RVR 5000 NA.		MISSED APPROACH: Climb to 4000 direct DUMBA and hold.	
D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8



SAN FRANCISCO, CALIFORNIA
Amdt 2A 26JUN14

37°37'N-122°23'W

SAN FRANCISCO INTL (SFO)
RNAV (GPS) Y RWY 10R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53533 W19B	APP CRS 194°	Rwy Ldg TDZE 11 Apt Elev 13
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RNAV (GPS) Y RWY 19R

SAN FRANCISCO INTL (SFO)

RNP APCH-GPS.

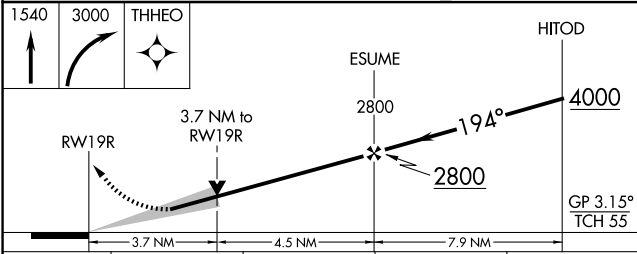
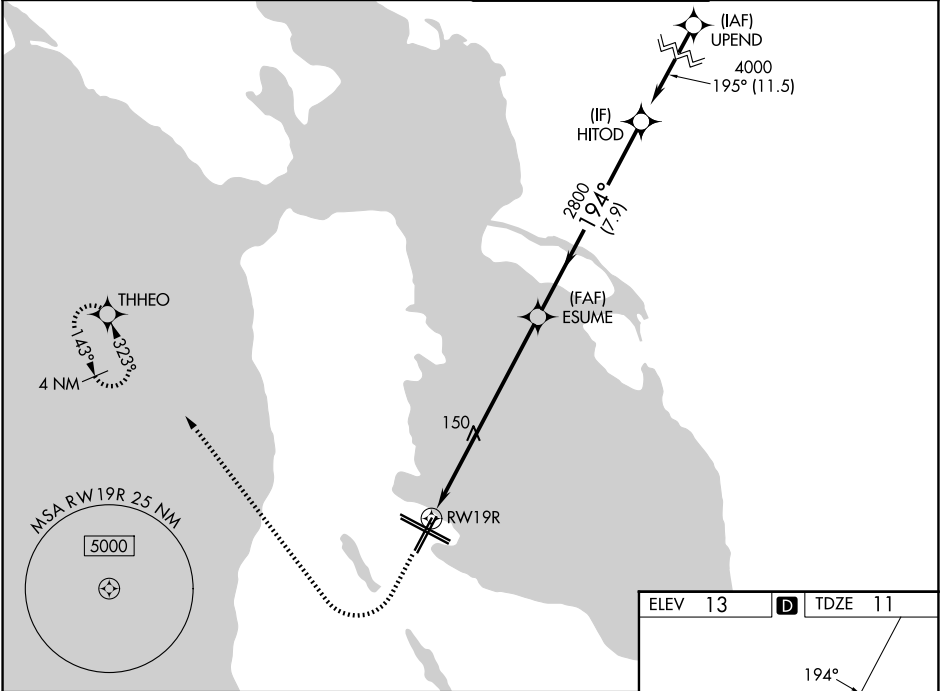
▼

⚠

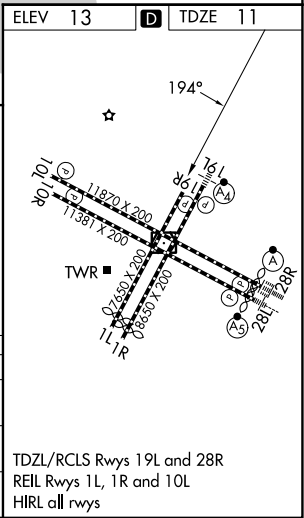
LNNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. Simultaneous approach NA below 12°C (52°F).

MISSED APPROACH: Climb to 1540 then climbing right turn to 3000 direct THHEO and hold.

D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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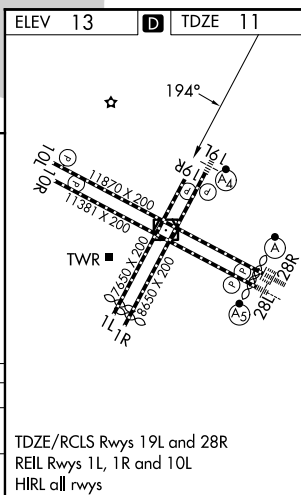
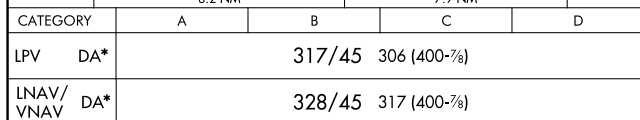
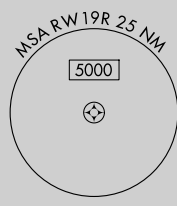
CATEGORY	A	B	C	D
LPV DA	1005-4 994 (1000-4)			
LNNAV/VNAV DA	878-2 1/2 867 (900-2 1/2)			
LNNAV MDA	1320-1 1/4 1309 (1400-1 1/4)	1320-1 1/2 1309 (1400-1 1/2)	1320-3	1309 (1400-3)



RNAV (GPS) Z RWY 19R
SAN FRANCISCO INTL (SFO)

*Missed approach requires minimum climb of 395 feet per NM to 2100; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19R.

GND CON
121.8



SAN FRANCISCO INTL (SFO)
RNAV (GPS) Z RWY 19R

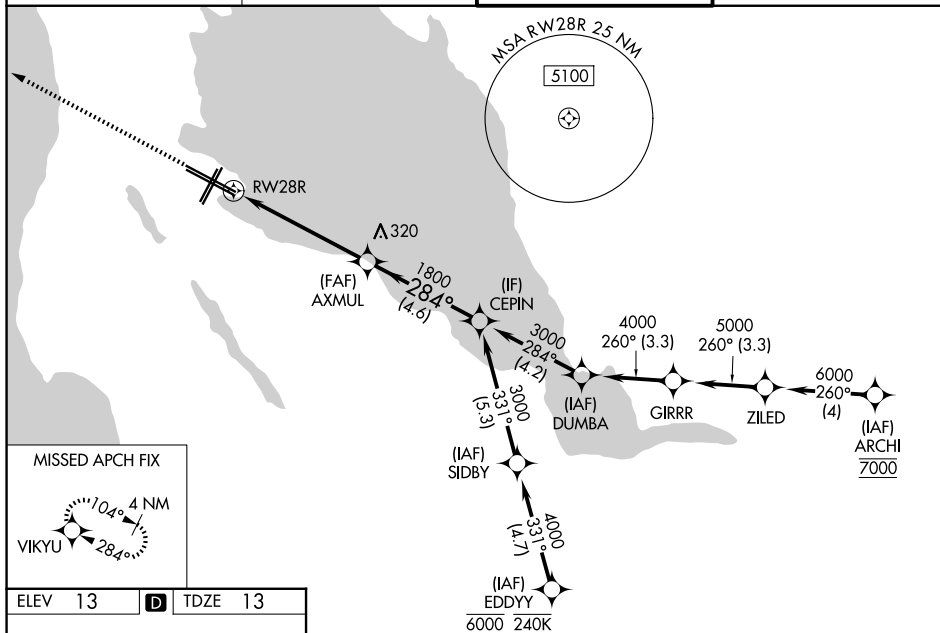
SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 48803 W28A	APP CRS 284°	Rwy Ldg 11236 TDZE 13 Apt Elev 13
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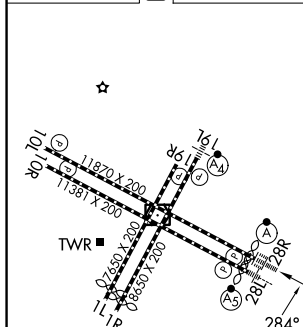
RNAV (GPS) Z RWY 28R
SAN FRANCISCO INTL (SFO)

RNP APCH - GPS.  Circling NA to Rwy's 10L, 10R, 19L, and 19R. Circling Rwy 1L, 1R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/2 SM, increase LNAV Cat C/D visibility to 2 SM.	ALSF-2 	MISSED APPROACH: Climb to 3000 direct VIKYU and hold. *Missed approach requires minimum climb of 350 feet per NM to 1900; if unable to meet climb gradient, see RNAV (GPS) RWY 28L.
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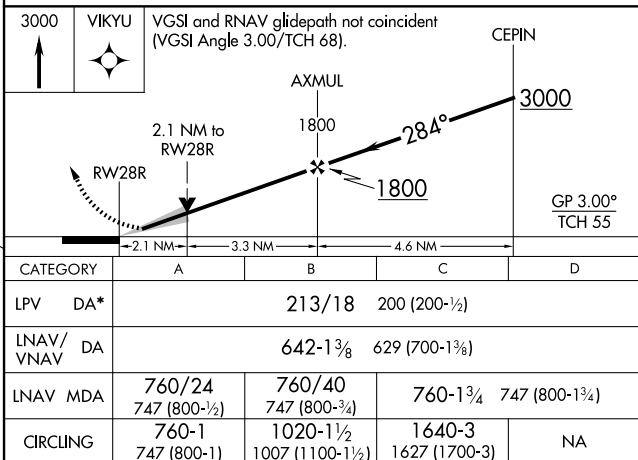
D-ATIS 113.7 115.8 118.85	NORCAL APP CON 134.5 338.2	SAN FRANCISCO TOWER 120.5 269.1	GND CON 121.8
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ELEV	13	D	TDZE	13
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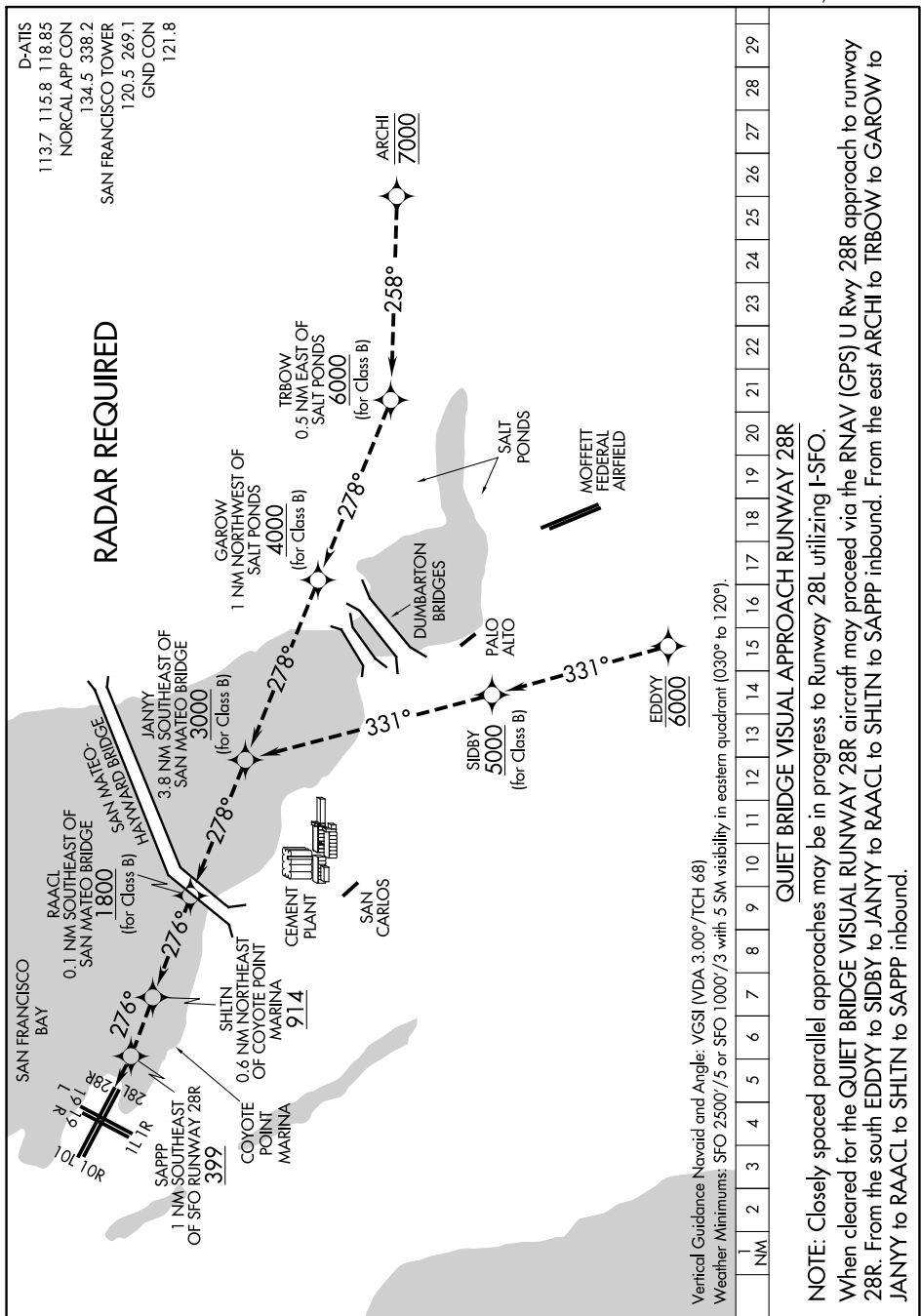


TDZL/RCLS Rwys 19L and 28R
REIL Rwys 1L, 1R and 10L
HIRL all rwys



RNAV (GPS) Z RWY 28R

QUIET BRIDGE VISUAL RWY 28R



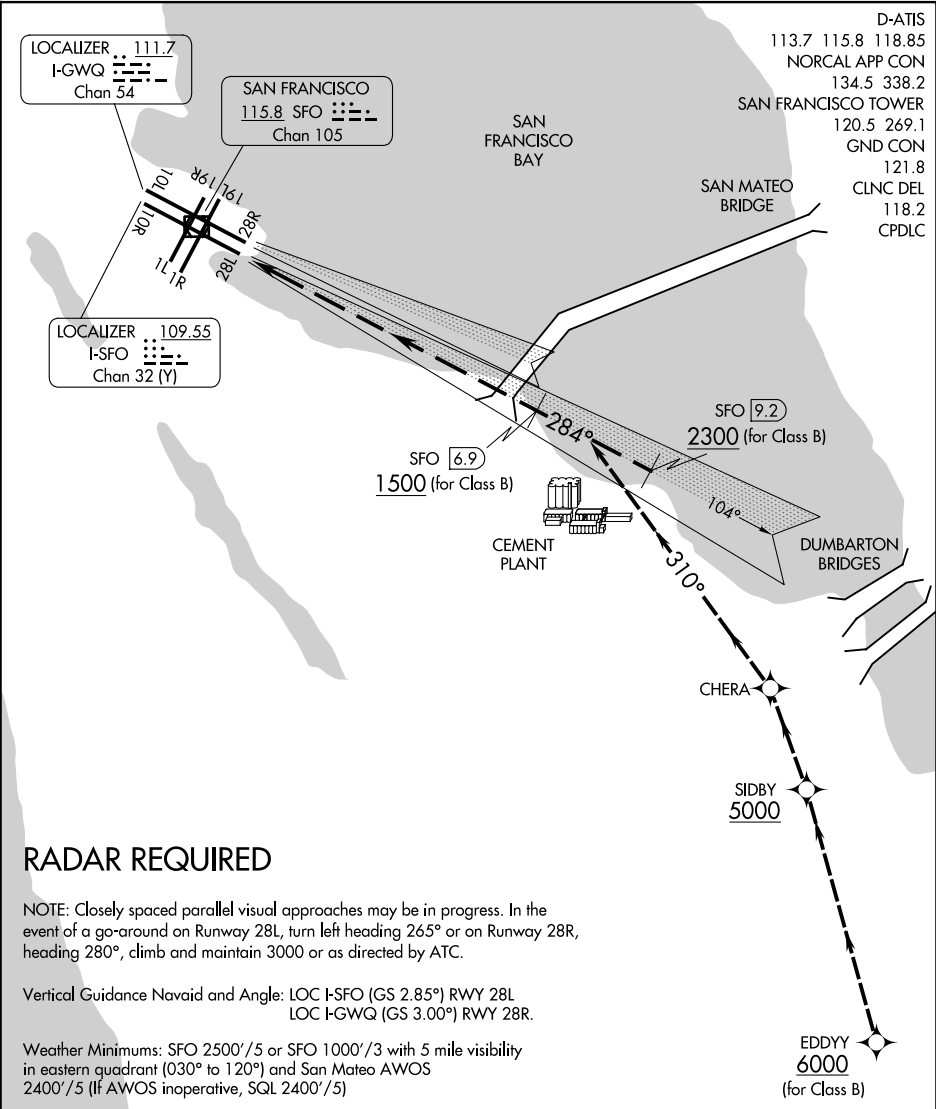
QUIET BRIDGE VISUAL APPROACH RUNWAY 28R

NOTE: Closely spaced parallel approaches may be in progress to Runway 28L utilizing I-SFO. When cleared for the QUIET BRIDGE VISUAL RUNWAY 28R aircraft may proceed via the RNAV (GPS) U Rwy 28R approach to runway 28R. From the south EDDYY to SIDBY to JANYY to RAAACL to SHLTN to SAPPp inbound. From the east ARCHI to TRBOW to GAROW to JANYY to RAAACL to SHLTN to SAPPp inbound.

SW-2, 03 SEP 2026 to 29 OCT 2026

QUIET BRIDGE VISUAL RWY 28R

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)



RADAR REQUIRED

NOTE: Closely spaced parallel visual approaches may be in progress. In the event of a go-around on Runway 28L, turn left heading 265° or on Runway 28R, heading 280°, climb and maintain 3000 or as directed by ATC.

Vertical Guidance Navaid and Angle: LOC I-SFO (GS 2.85°) RWY 28L
LOC I-GWQ (GS 3.00°) RWY 28R.

Weather Minimums: SFO 2500'/5 or SFO 1000'/3 with 5 mile visibility in eastern quadrant (030° to 120°) and San Mateo AWOS 2400'/5 (If AWOS inoperative, SQL 2400'/5)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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TIPP TOE VISUAL APPROACH RUNWAY 28L/R

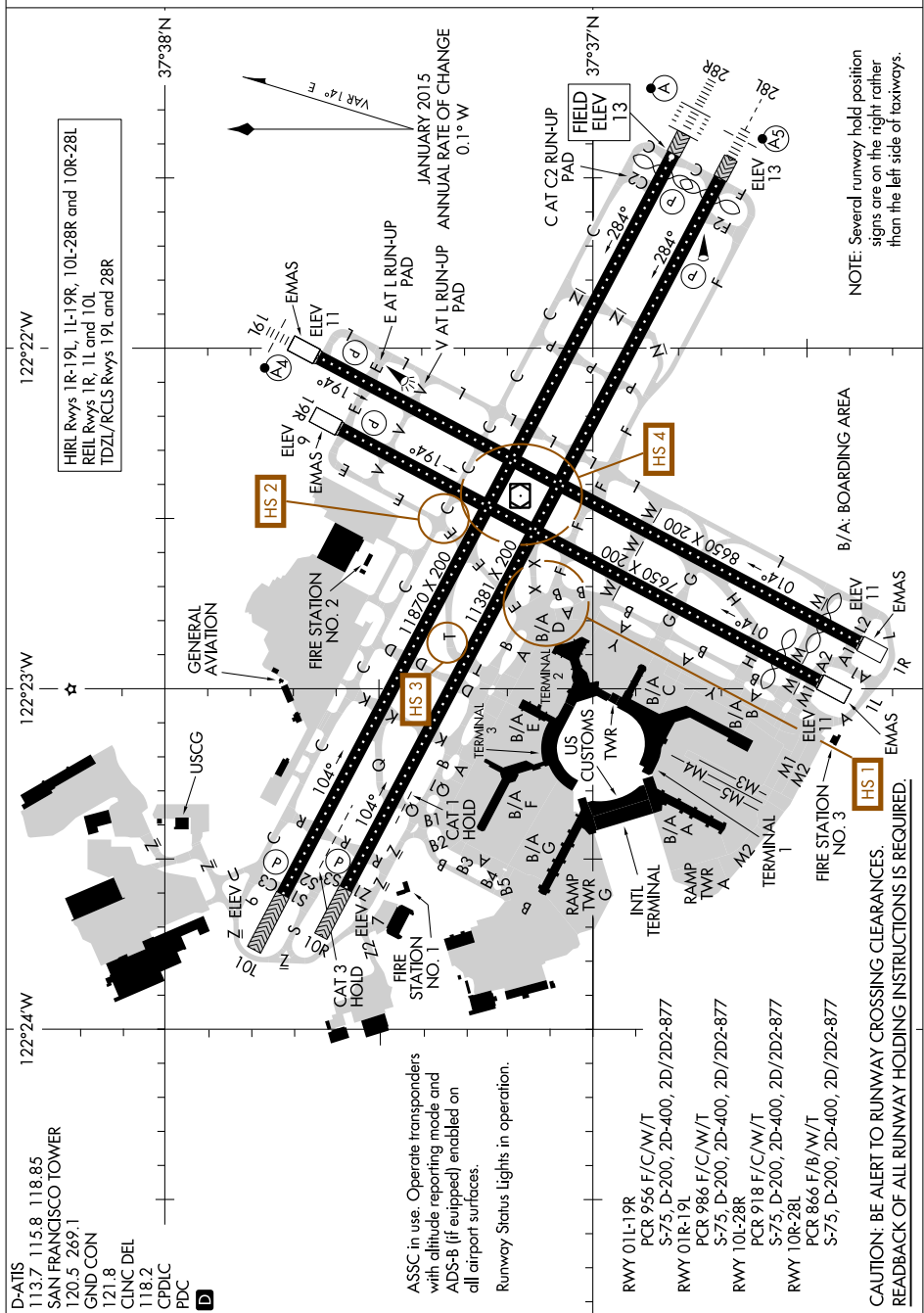
At/above 6000 at EDDYY, proceed to SIDBY at/above 5000, north turn at SIDBY to CHERA. Runway 28L, from CHERA 310° heading to intercept the I-SFO localizer. Runway 28R, from CHERA 310° heading to intercept the I-GWQ localizer. In the event of a go-around on Runway 28L, turn left on heading 265°. For a go-around on Runway 28R, heading 280°, climb and maintain 3000 or as directed by ATC.

AIRPORT DIAGRAM

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

SW-2, 03 SEP 2026 to 29 OCT 2026



AIRPORT DIAGRAM

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

SW-2, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE:
FL190

TAKEOFF MINIMUMS

Rwys 10L/R: Standard with minimum climb of 500' per NM to 520.
Rwys 19L/R: Standard with minimum climb of 575' per NM to 2000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10L: Climb heading 104° to 520, then direct ORYAN, then on track 102° to SAHEY, then on track 101° to cross CIITY at or above 5000. Thence. . . .

TAKEOFF RUNWAY 10R: Climb heading 104° to 520, then direct URRSA, then on track 101° to SAHEY, then on track 101° to cross CIITY at or above 5000. Thence. . . .

TAKEOFF RUNWAYS 19L/19R: Climb heading 194° to 520, then left turn direct to cross CIITY at or above 5000. Thence. . . .

... on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

DEDHD TRANSITION (CITY3.DEDHD)

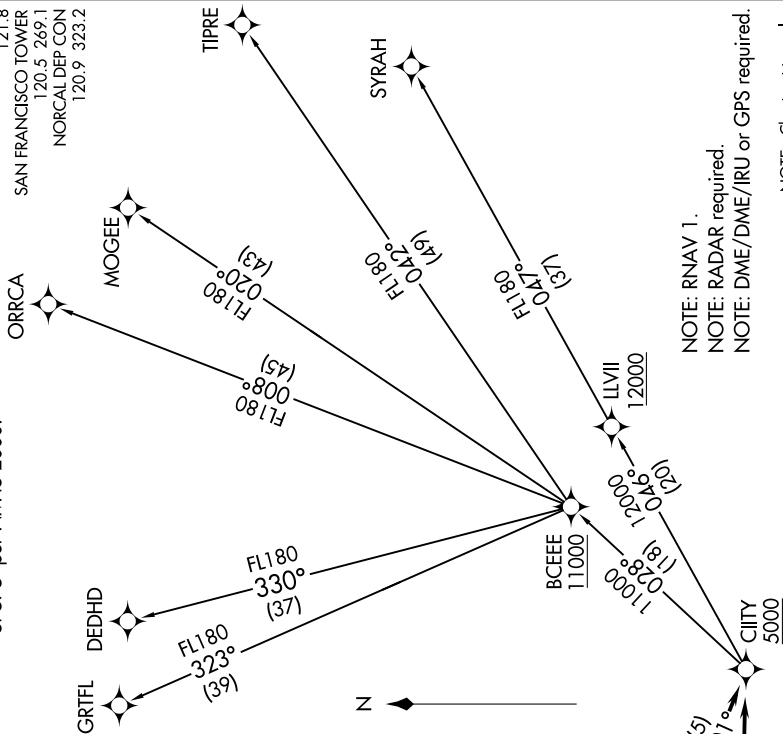
GRITFL TRANSITION (CIITY3.GRTFL)

MOGEE TRANSITION (CITY3. MOGEE)

ORRCA TRANSITION (CIITY3.ORRCA)

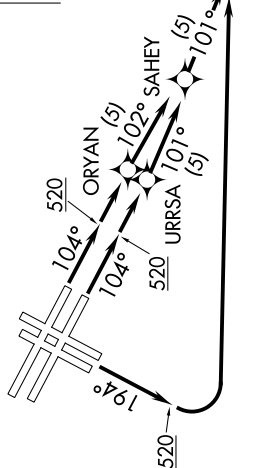
SYRAH TRANSITION (CIITY3.SYRAH)

TIPRE TRANSITION (CITY3.TIPRE)



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.



(CIITY3.CIITY) 20AUG15

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

(GAPP7.GAP) 23334

GAP SEVEN DEPARTURE

AL-375 (FAA)

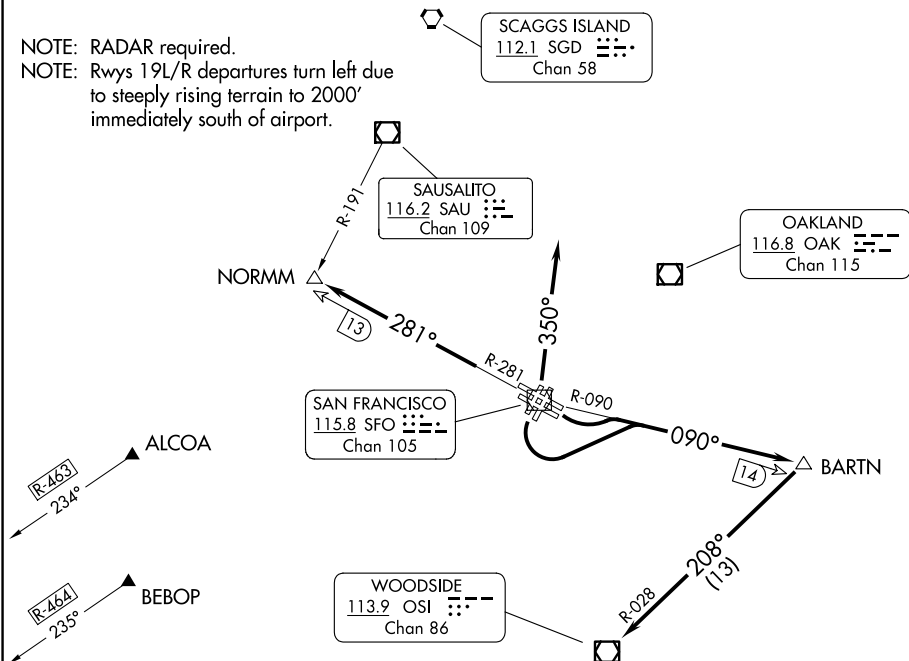
SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

D-ATIS
113.7 115.8 118.85
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
120.9 323.2 (NW-E)
135.1 307.2 (SE-W)

TAKEOFF MINIMUMS

Rwy 19L/R: Standard with minimum climb
of 575' per NM to 2000.
Rwy 28L: Standard with minimum climb
of 351' per NM to 1300.
Rwy 28R: Standard with minimum climb
of 351' per NM to 1300.

NOTE: RADAR required.

NOTE: Rwy 19L/R departures turn left due
to steeply rising terrain to 2000'
immediately south of airport.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on SFO R-350 (or as assigned) for vectors
to assigned route/fix. Thence

TAKEOFF RUNWAYS 10L/R and 19L/R: Turn left and climb on the SFO R-090 and
OSI R-028 to OSI VOR/DME; expect vector to assigned route/fix after OSI VOR/DME.
Thence

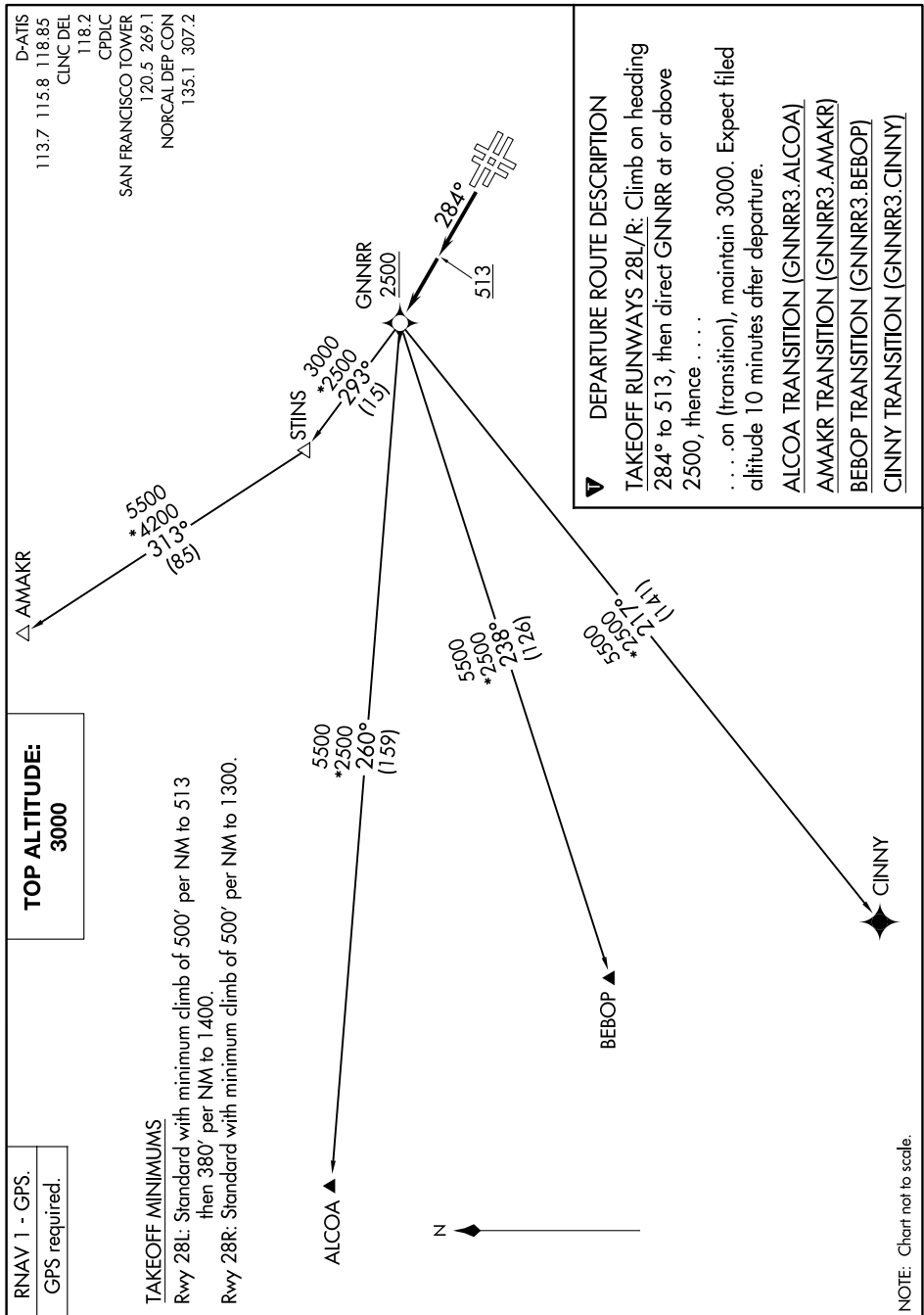
TAKEOFF RUNWAYS 28L/R: Climb on the SFO VOR/DME R-281 to NORMM INT/
SFO VOR/DME 13 DME; expect vector to assigned route/fix after NORMM INT.
Thence

. . . .expect further clearance to filed altitude 10 minutes after departure.

GAP SEVEN DEPARTURE

(GAPP7.GAP) 15SEP16

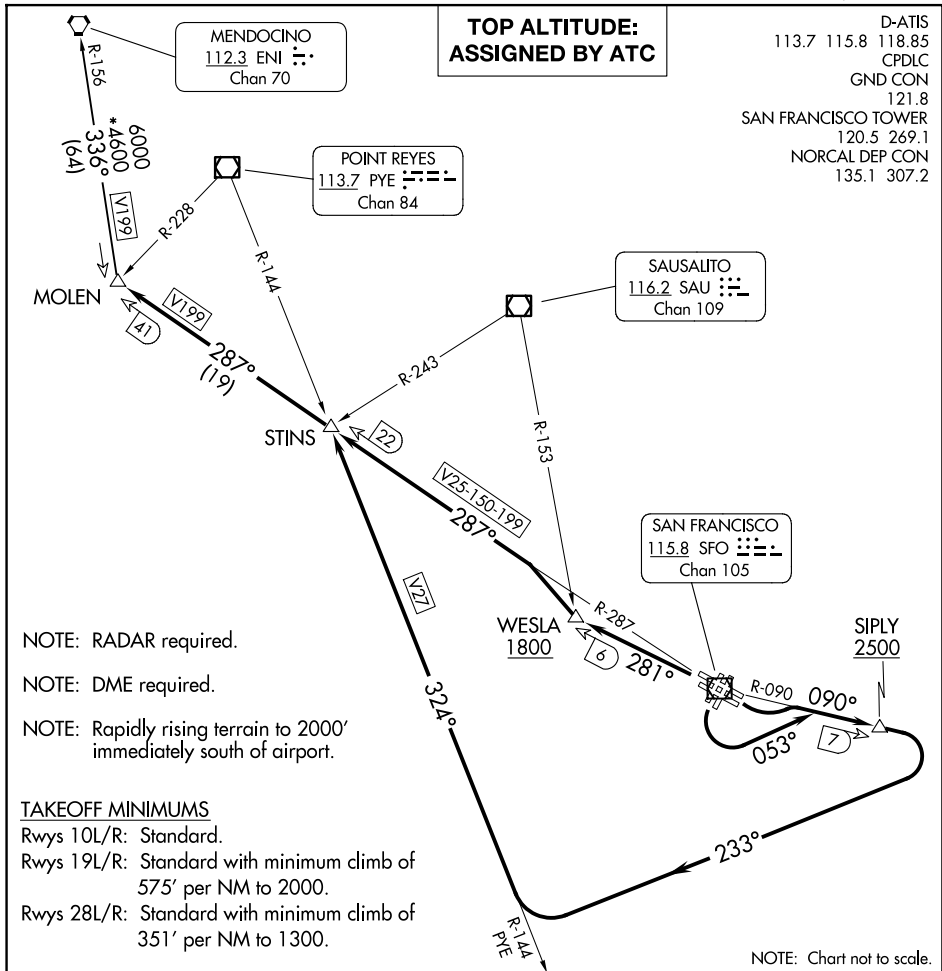
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)



(MOLEN9.MOLEN) 23334

MOLEN NINE DEPARTURE

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 10L/R: Climbing left turn to intercept SFO R-090 to cross SIPLY 7 DME FIX at or above 2500, then climbing right turn heading 233° to intercept and proceed on PYE R-144 to STINS INT/SFO 22 DME, then on SFO VOR/DME R-287 to MOLEN INT/SFO 41 DME. Thence . . .

TAKEOFF RUNWAYS 19L/R: Climbing left turn to heading 053° to intercept SFO R-090 to cross SIPLY 7 DME FIX at or above 2500, then climbing right turn heading 233° to intercept and proceed on PYE R-144 to STINS INT/SFO VOR/DME 22 DME, then on SFO VOR/DME R-287 to MOLEN INT/SFO 41 DME. Thence . . .

TAKEOFF RUNWAYS 28 L/R: Climb on SFO VOR/DME R-281 to cross WESLA INT/SFO VOR/DME 6 DME at or above 1800 then climbing right turn to intercept SFO R-287 to MOLEN INT/SFO 41 DME. Thence . . .

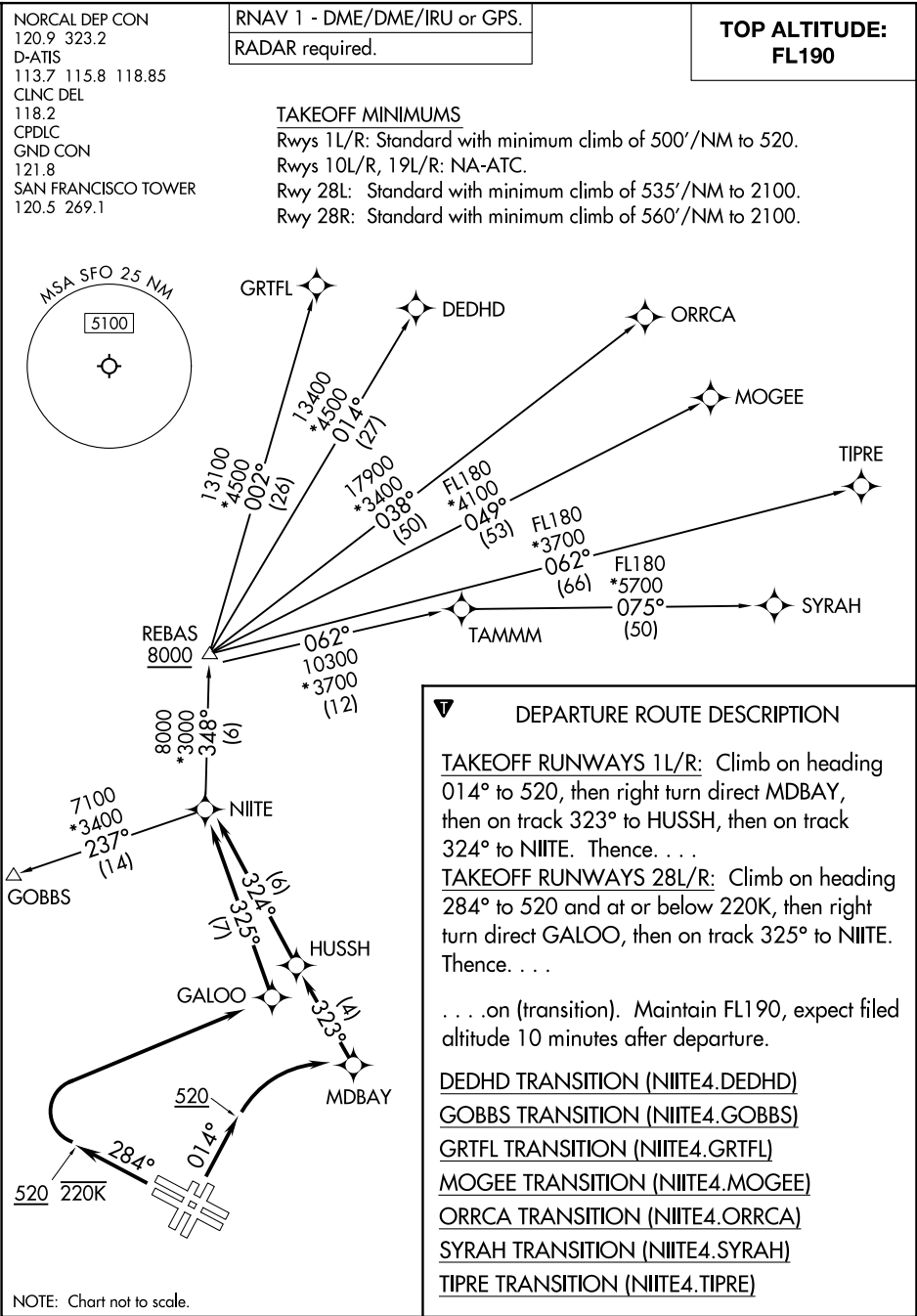
. . . (transition). Expect clearance to filed altitude 10 minutes after departure.

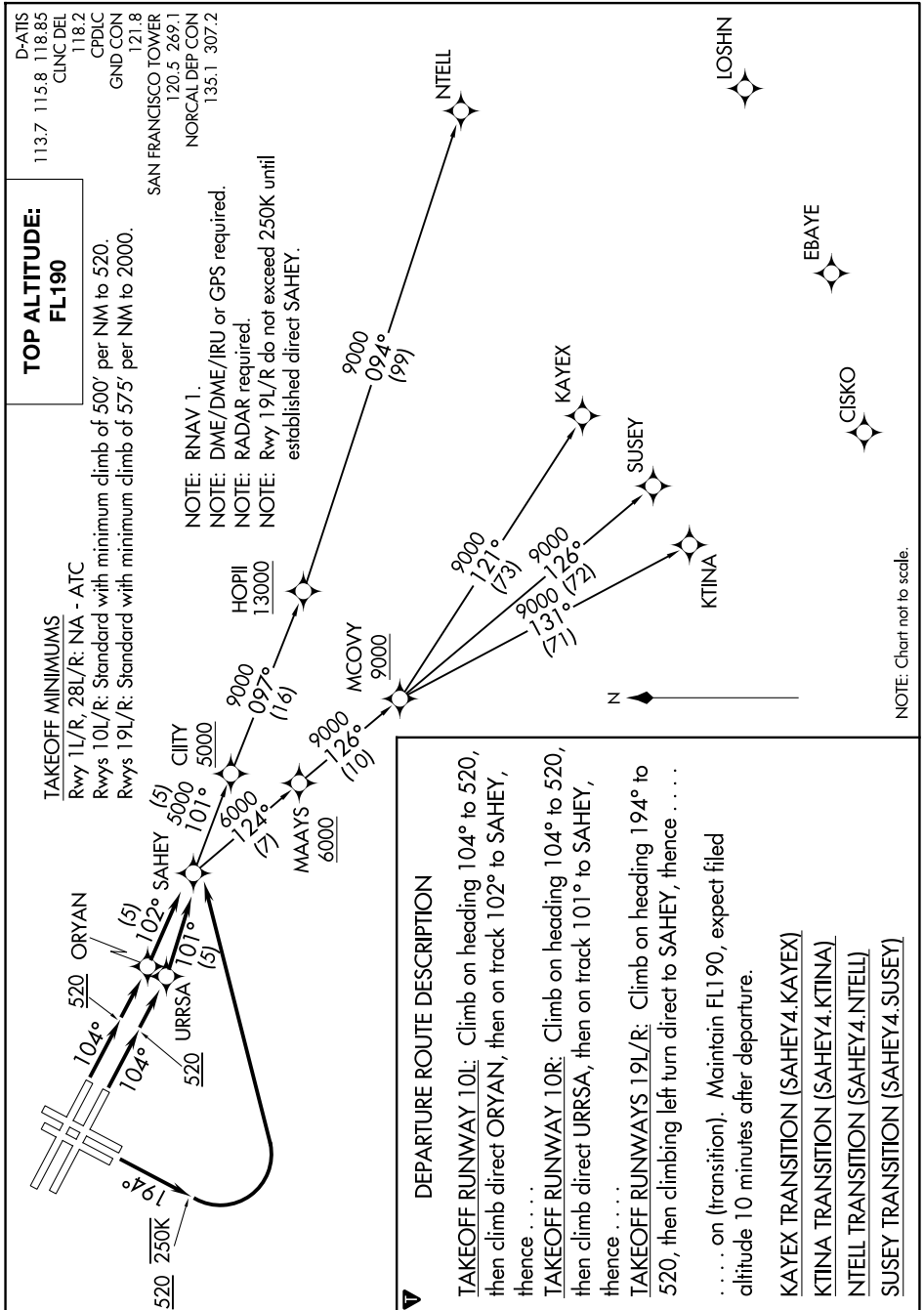
MENDOCINO TRANSITION (MOLEN9.ENI): From over MOLEN INT on ENI R-156 to ENI VORTAC.

MOLEN NINE DEPARTURE

(MOLEN9.MOLEN) 27JAN22

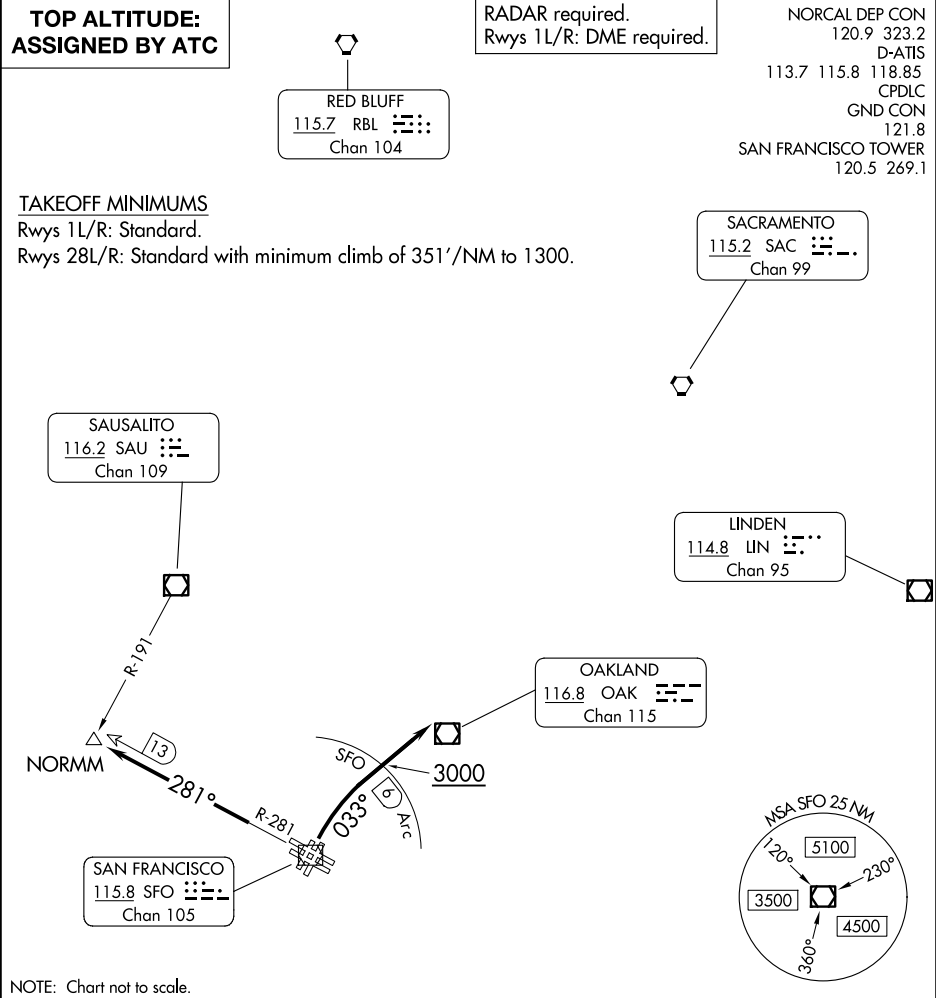
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)





SAHEY FOUR DEPARTURE (RNAV)
(SAHEY4.SAHEY) 12AUG21

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)



(SEGUL1.SEGUL) 24193

SEGUL ONE DEPARTURE (RNAV)

SAN FRANCISCO INTL (SFO)

SAN FRANCISCO, CALIFORNIA

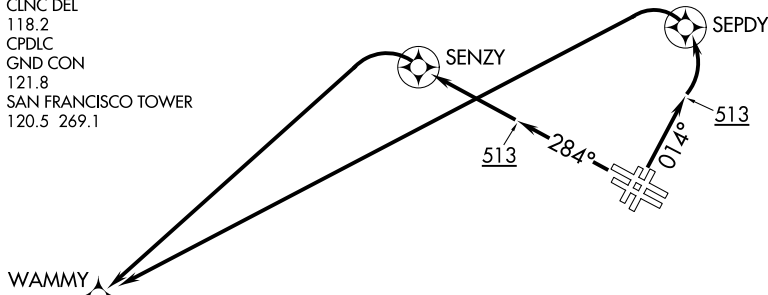
AL-375 (FAA)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

NORCAL DEP CON
135.1 307.2
D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1

**TOP ALTITUDE:
ASSIGNED BY ATC**



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 513, then left turn direct SEPDI, then left turn direct WAMMY, then on track 154° to cross SEGUL at or above 16000, thence . . .

TAKEOFF RUNWAYS 28L/R: Climb on heading 284° to 513, then direct SENZY, then left turn direct WAMMY, then on track 154° to cross SEGUL at or above 16000, thence . . .

. . . on YYUNG Transition. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

YYUNG TRANSITION (SEGUL1.YYUNG)TAKEOFF MINIMUMS

Rwy 10L/R, 19L/R: NA - ATC

Rwys 1L/R: Standard with minimum climb of 500'/NM to 513 then 353'/NM to 2100.

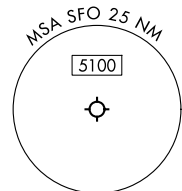
Rwy 28L: Standard with minimum climb of 353'/NM to 1200.

Rwy 28R: Standard with minimum climb of 361'/NM to 1100.

SEGUL
16000
16000
*2300
154°
(33)

CYPRS
FL220

FL220
*1100
115°
(86)



NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

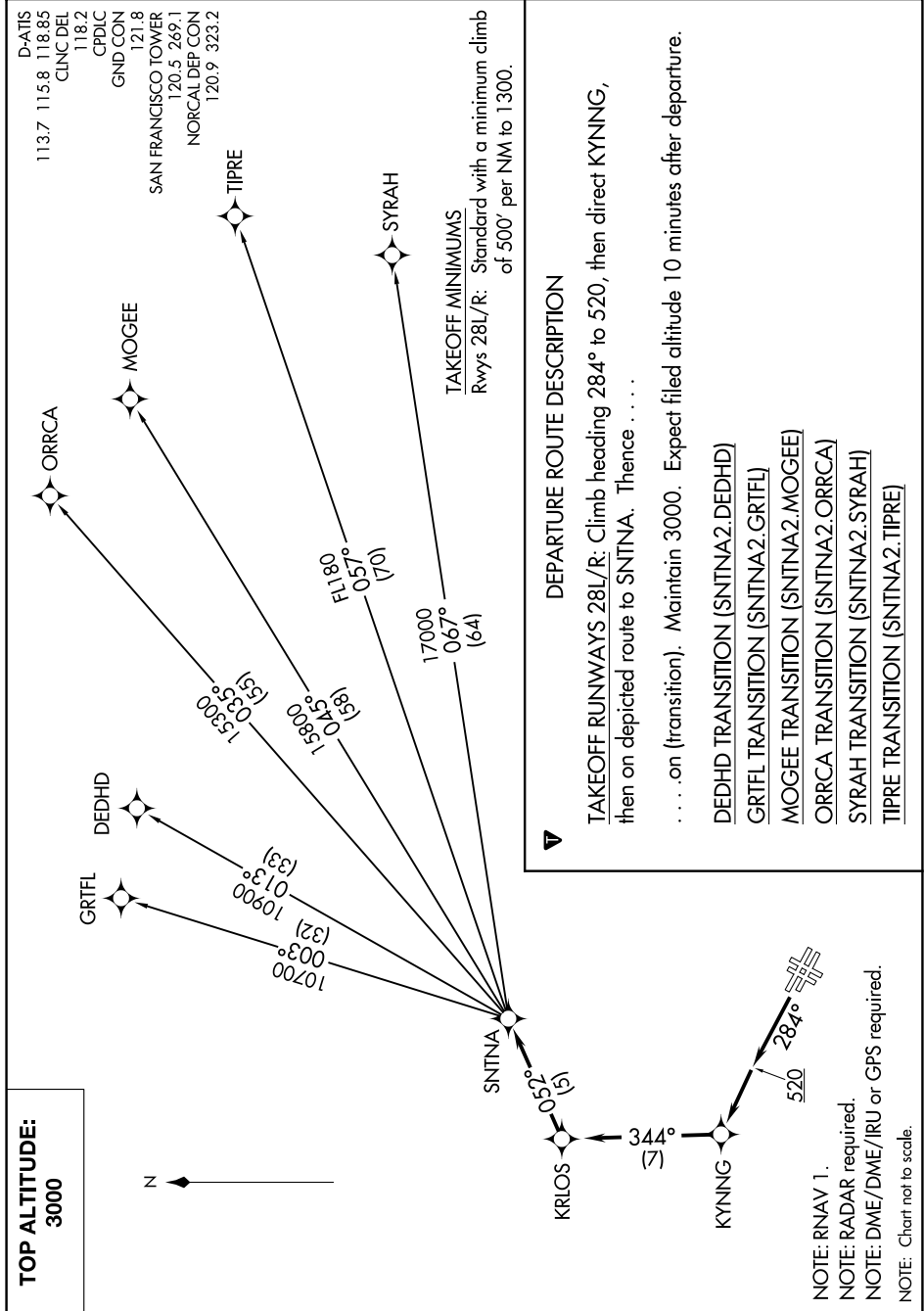
YYUNG

SEGUL ONE DEPARTURE (RNAV)

(SEGUL1.SEGUL) 11 JUL 24

SAN FRANCISCO, CALIFORNIA

SAN FRANCISCO INTL (SFO)



(SSTIK5.SSTIK) 21224

SSTIK FIVE DEPARTURE (RNAV)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

AL-375 (FAA)

D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
135.1 307.2

**TOP ALTITUDE:
FL190**

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 520 and at or below 210K, then climbing left turn direct SSTIK, then climbing left turn direct to cross PORTE at or below 10000. Thence. . .

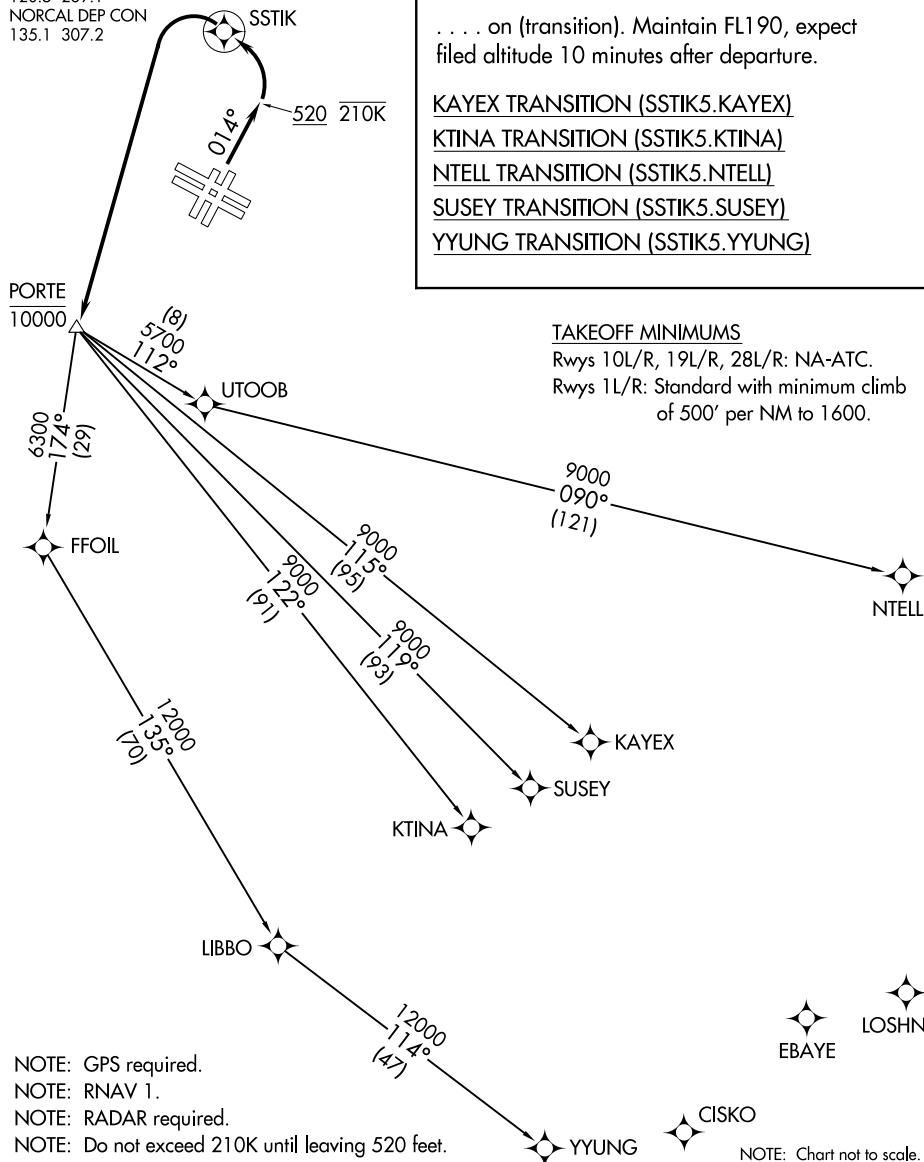
. . . on (transition). Maintain FL190, expect filed altitude 10 minutes after departure.

KAYEX TRANSITION (SSTIK5.KAYEX)KTINA TRANSITION (SSTIK5.KTINA)NTELL TRANSITION (SSTIK5.NTELL)SUSEY TRANSITION (SSTIK5.SUSEY)YYUNG TRANSITION (SSTIK5.YYUNG)

TAKEOFF MINIMUMS

Rwys 10L/R, 19L/R, 28L/R: NA-ATC.

Rwys 1L/R: Standard with minimum climb of 500' per NM to 1600.



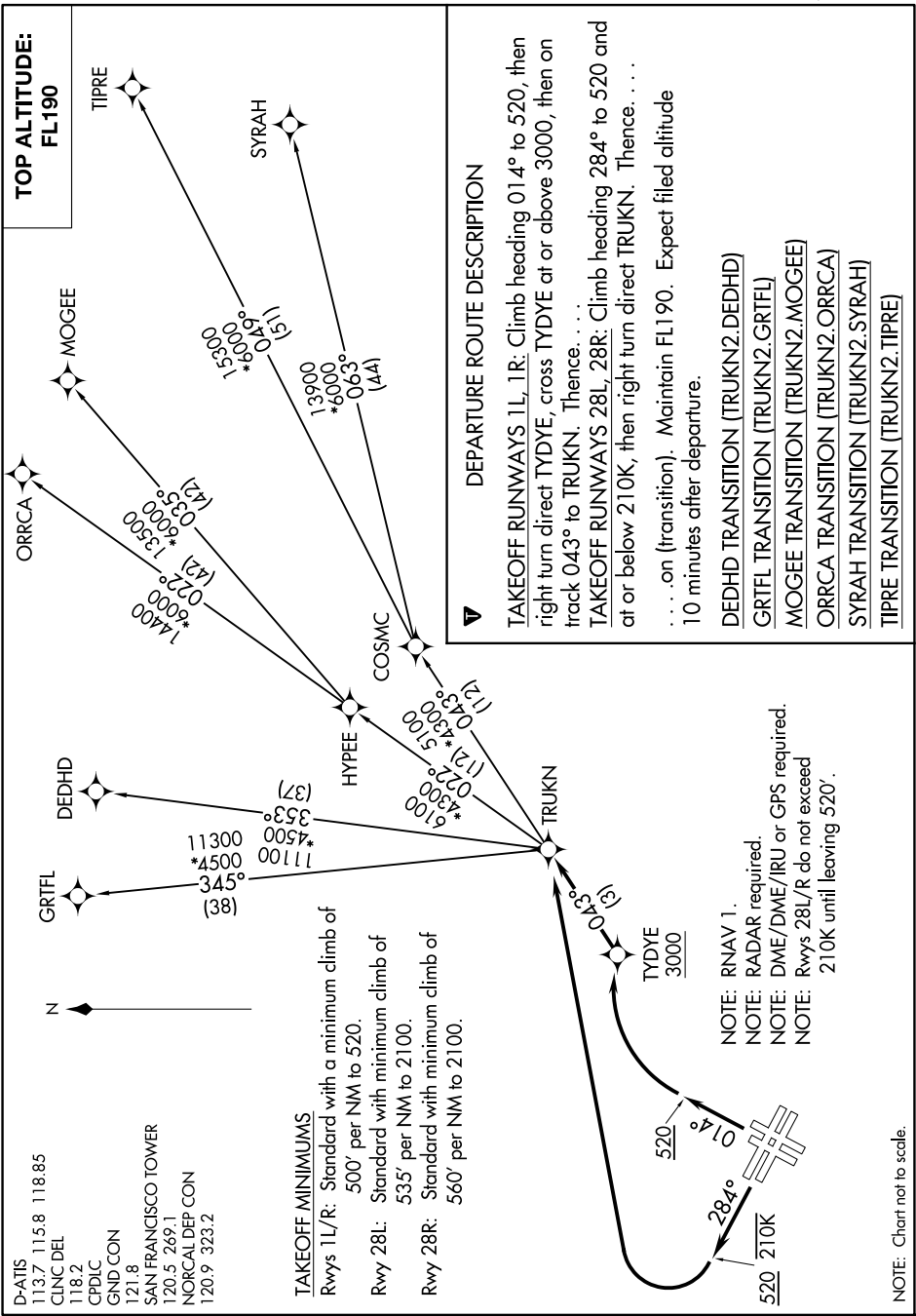
SW-2, 03 SEP 2026 to 29 OCT 2026

SSTIK FIVE DEPARTURE (RNAV)

(SSTIK5.SSTIK) 12AUG21

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

SW-2, 03 SEP 2026 to 29 OCT 2026



SW-2, 03 SEP 2026 to 29 OCT 2026

(WESLA5.WESLA) 21224

WESLA FIVE DEPARTURE (RNAV)

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

D-ATIS
113.7 115.8 118.85
CLNC DEL
118.2
CPDLC
GND CON
121.8
SAN FRANCISCO TOWER
120.5 269.1
NORCAL DEP CON
135.1 307.2

**TOP ALTITUDE:
AS ASSIGNED
BY ATC**



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 28L/R: Climb on heading 284° to 520, then climb direct to cross WESLA at or above 2000 at or below 230K, then climbing left turn direct PORTE, thence

. . . . on (transition). Maintain 3000, expect filed altitude 10 minutes after departure.

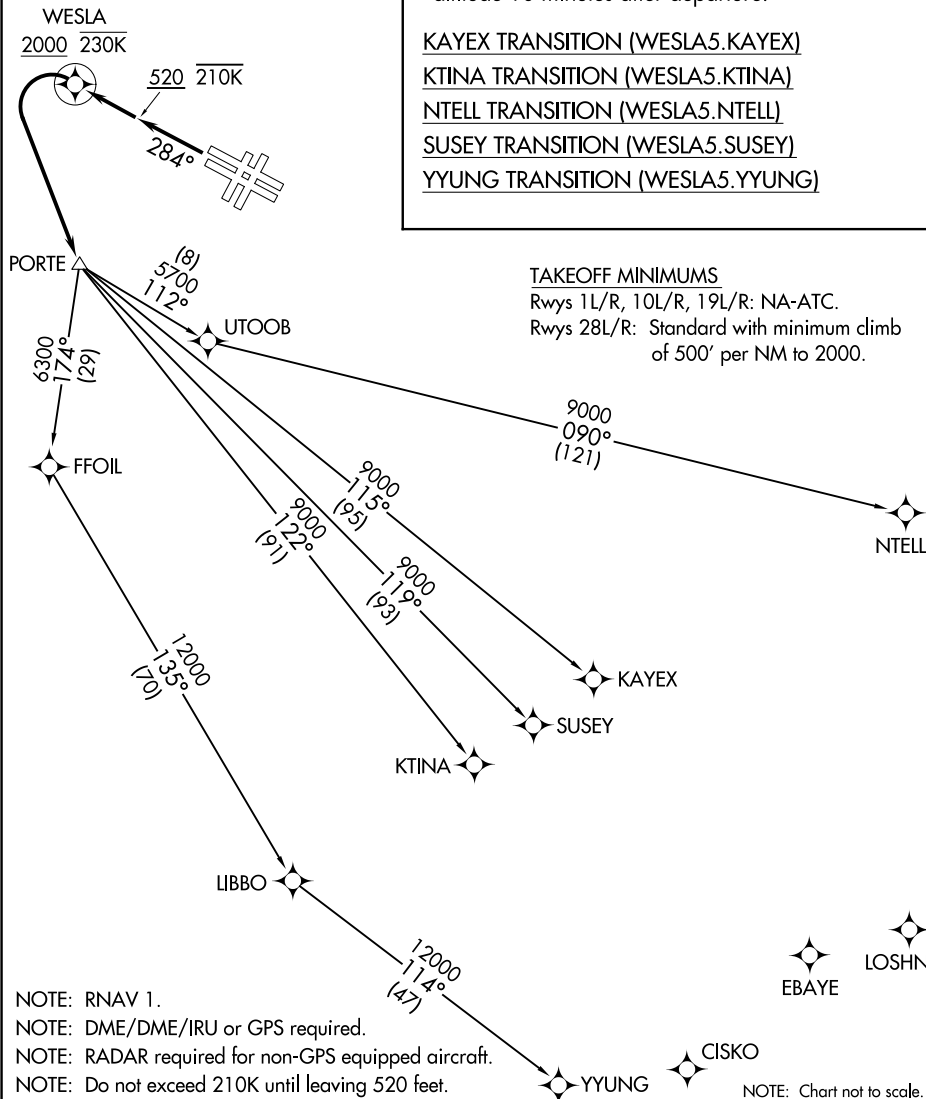
KAYEX TRANSITION (WESLA5.KAYEX)

KTINA TRANSITION (WESLA5.KTINA)

NTELL TRANSITION (WESLA5.NTELL)

SUSEY TRANSITION (WESLA5.SUSEY)

YYUNG TRANSITION (WESLA5.YYUNG)



SW-2, 03 SEP 2026 to 29 OCT 2026

WESLA FIVE DEPARTURE (RNAV)

(WESLA5.WESLA) 12AUG21

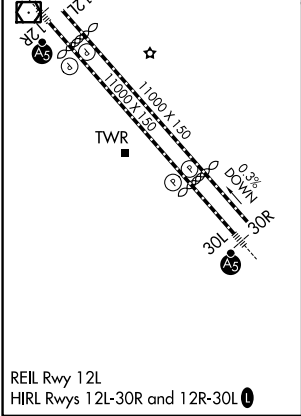
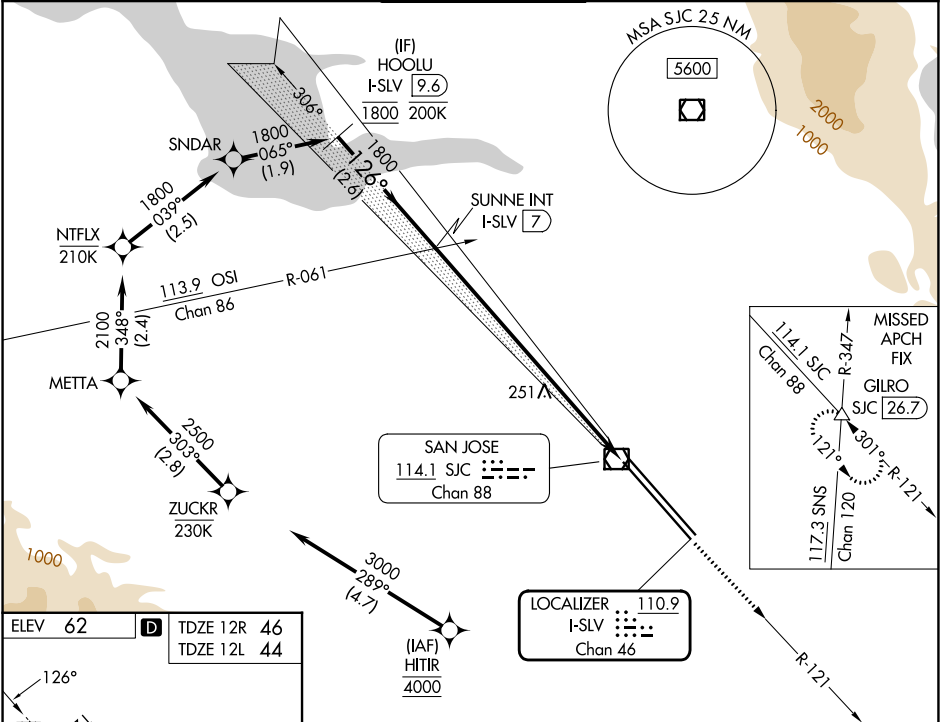
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

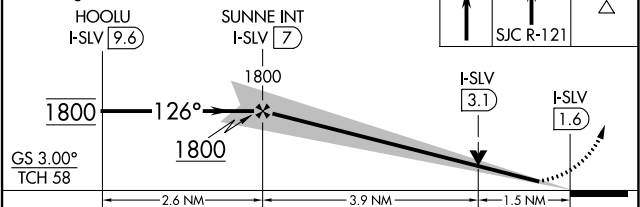
LOC/DME I-SLV 110.9 Chan 46	APP CRS 126°	Rwy Ldg TDZE Apt Elev	12R 8587 46 62	12L 8831 44 62
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ILS or LOC RWY 12R
MINETA SAN JOSE INTL (SJC)

RNP APCH - GPS. From HITIR. DME required.	MALSR Rwy 12R 	MISSED APPROACH: Climb to 500 then climb to 4000 on SJC VOR/DME R-121 to GILRO INT/SJC 26.7 DME and hold.
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D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER★ 124.0 (CTAF) 257.6	GND CON 121.7	UNICOM 122.95
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).				
				
CATEGORY	A	B	C	D
S-ILS 12R	251/24 205 (200-½)			
S-LOC 12R	580/24 534 (600-½)		580/55 534 (600-1)	
SIDESTEP 12L	600-1 556 (600-1)		600-1½ 556 (600-1½)	600-2 556 (600-2)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

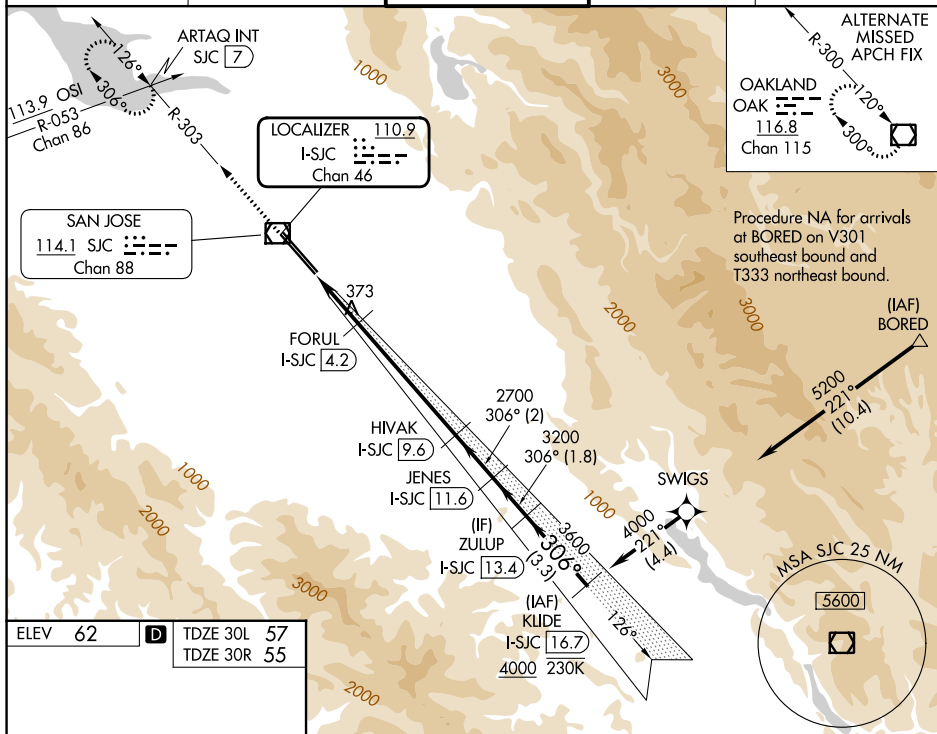
ILS or LOC RWY 30L
MINETA SAN JOSE INTL (SJC)

MALSR
Rwy 30L

MISSED APPROACH: Climb to 1900 on SJC
VOR/DME R-303 to ARTAQ INT/SJC 7 DME
and hold.

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

D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER ★ 124.0 (CTAF) 0 257.6	GND CON 121.7	UNICOM 122.95
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MINETA SAN JOSE INTL (SJC)
ILS or LOC RWY 30L

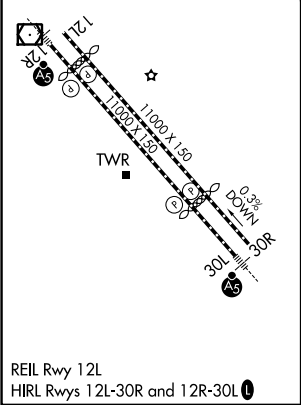
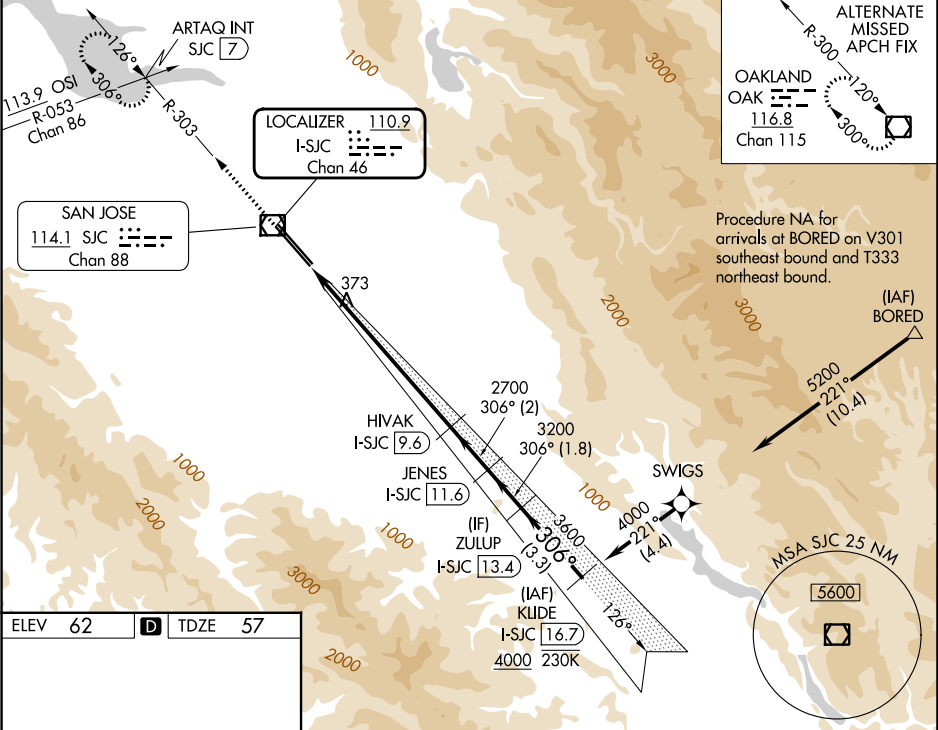
SW-2, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SJC	Rwy Ldg	7614
110.9	APP CRS	306°
Chan 46	TDZE	57
	Apt Elev	62

ILS RWY 30L (SA CAT I & II)
MINETA SAN JOSE INTL (SJC)

RNAV 1-GPS or RADAR required for procedure entry. DME required. From BORED: RNAV 1-GPS required.		MALSR	MISSED APPROACH: Climb to 1900 on SJC VOR/DME R-303 to ARTAQ INT/SJC 7 DME and hold.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I /II: Procedure NA when tower closed.			

D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER★ 124.0 (CTAF) 257.6	GND CON 121.7	UNICOM 122.95
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1900 ↑ SJC R-303		ARTAQ INT		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).				ZULUP I-SJC 13.4		KLIDE I-SJC 16.7	
				HIVAK I-SJC 9.6		JENES I-SJC 11.6		2700		4000	
				2700		3200		3600		306°	
				2700						GS 3.00° TCH 54	
1109°		8.1 NM		2 NM		1.8 NM		3.3 NM			
CATEGORY		A		B		C		D			
S-ILS 30L		SA CAT I		RA 147/14		150 DA 207					
S-ILS 30L		SA CAT II		RA 97/12		100 DA 157					
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED											

APP CRS 126°	Rwy Ldg TDZE Apt Elev	8831 44 62
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RNAV (RNP) Z RWY 12L
MINETA SAN JOSE INTL (SJC)

T For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C.

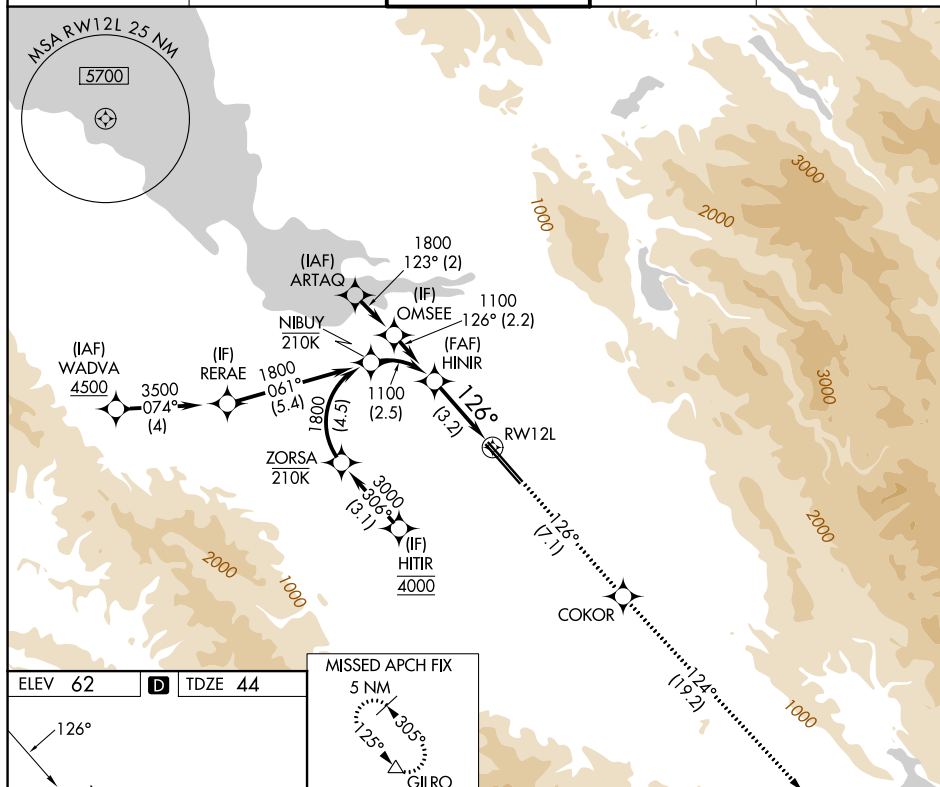
MISSED APPROACH: Climb to 4600 on track 126° to COKOR and track 124° to GILRO and hold.

D-ATIS
126,95

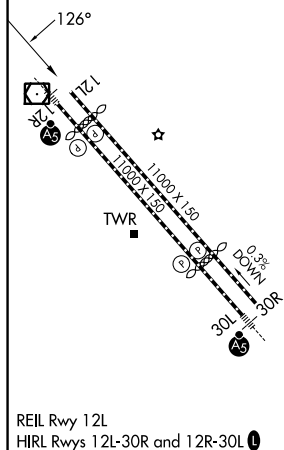
NORCAL APP CON
120.1 290.25

SAN JOSE TOWER ★
124.0 (CTAF) **L** 257.6

GND CON
121.7

UNICOM
122.95

ELEV 62	D	TDZE 44
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	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).		COKOR 	tr 124° 
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GP 3.00°
TCH 57

See planview for multiple IF locations.

— 3.2 NM

CATEGORY	A	B	C	D
RNP 0.18 DA		400-1	356 (400-1)	
RNP 0.30 DA		451-1 $\frac{1}{8}$	407 (400-1 $\frac{1}{8}$)	

AUTHORIZATION REQUIRED

SAN JOSE, CALIFORNIA
Amdt 2B 24MAR22

37°22'N-121°56'W

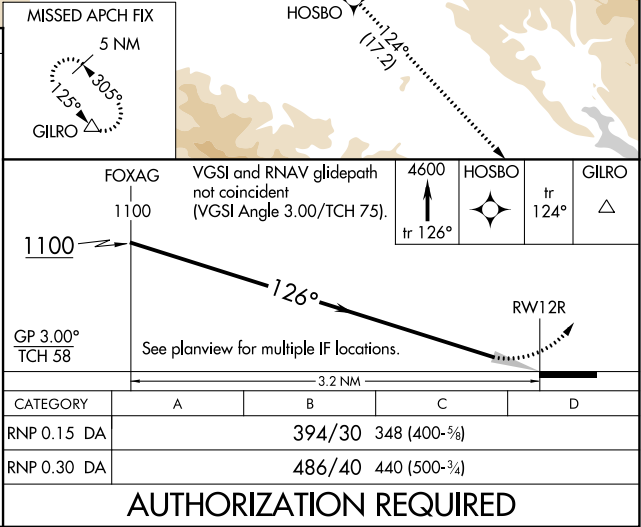
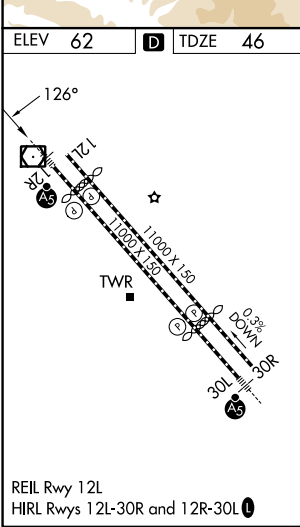
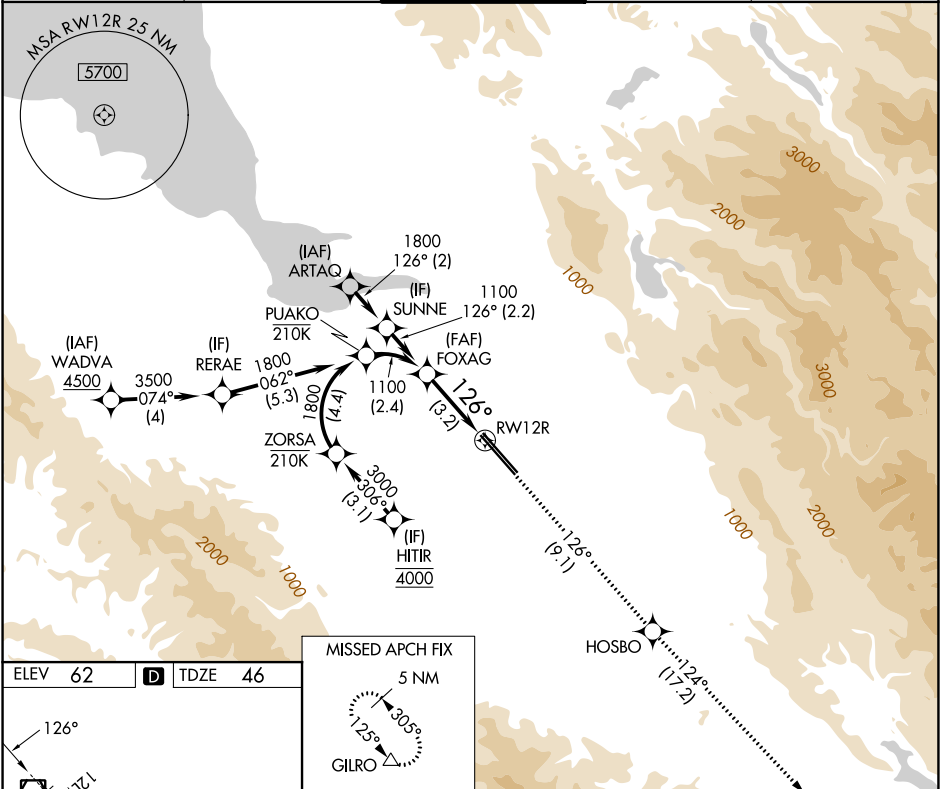
MINETA SAN JOSE INTL (SJC)
RNAV (RNP) Z RWY 12L

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	8587
126°	TDZE	46
	Apt Elev	62

RNAV (RNP) Z RWY 12R
MINETA SAN JOSE INTL (SJC)

RNP AR APCH-GPS. ▼ For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500.			MALSR MISSED APPROACH: Climb to 4600 on track 126° to HOSBO and track 124° to GILRO and hold.
D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER ★ 124.0 (CTAF) 0 257.6	GND CON 121.7
			UNICOM 122.95

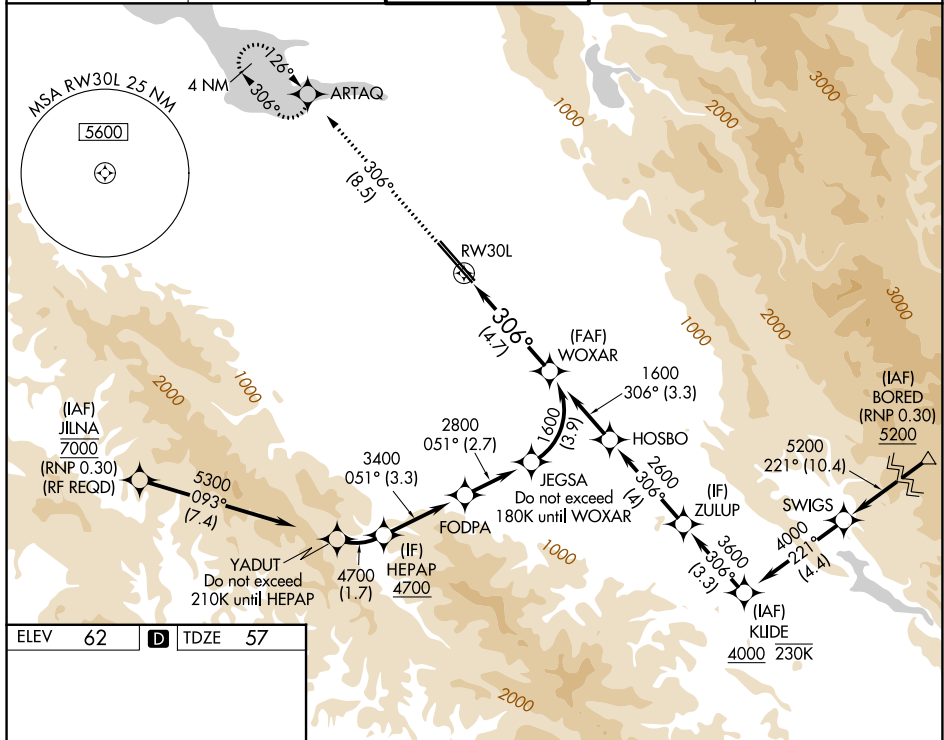


SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (RNP) Z RWY 30L
MINETA SAN JOSE INTL (SJC)

D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER ★ 124.0 (CTAF) 0 257.6	GND CON 121.7	UNICOM 122.95
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REIL Rwy 12L
HIRL Rwys 12L-30R and 12R-30L

2000
tr 306°

ARTAQ

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 70).

See planview for multiple IF locations.

RW30L

306°

4.7 NM

1600

GP 3.00°
TCH 54

CATEGORY	A	B	C	D
RNP 0.10 DA		430/35	373 (400-5%)	
RNP 0.20 DA		464/40	407 (500-3/4)	
RNP 0.30 DA		541/50	484 (500-1)	

AUTHORIZATION REQUIRED

MINETA SAN JOSE INTL (SJC)

RNAV (RNP) Z RWY 30L

SW-2, 03 SEP 2026 to 29 OCT 2026

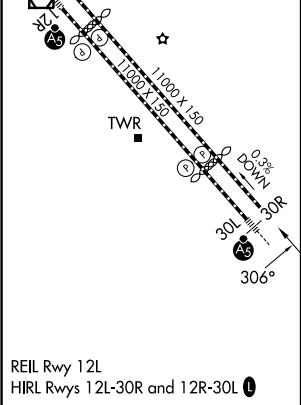
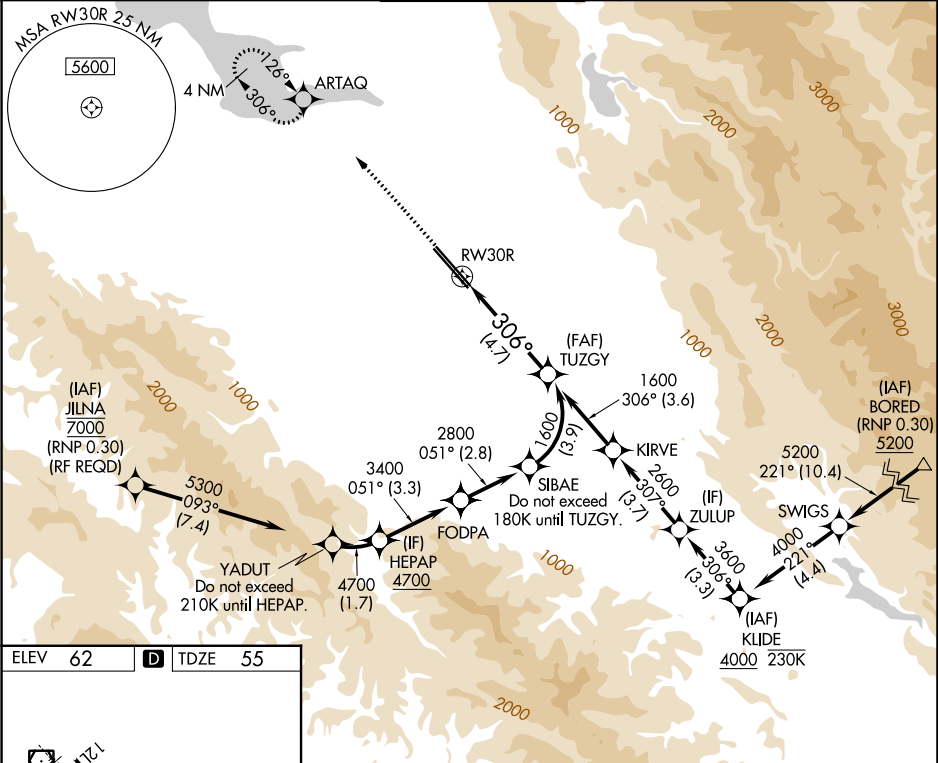
APP CRS	Rwy Ldg	7597
306°	TDZE	55
	Apt Elev	62

RNAV (RNP) Z RWY 30R

MINETA SAN JOSE INTL (SJC)

RNP AR APCH.	MISSED APPROACH: Climb to 600 then climb to 2000 direct ARTAQ and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below 1°C or above 54°C.	

D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER ★ 124.0 (CTAF) 257.6	GND CON 121.7	UNICOM 122.95
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600

2000

ARTAQ

↑

600

↑

2000

✦

ARTAQ

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 69).

TUZGY

1600

See planview for multiple IF locations.

RW30R

306°

1600

GP 3.00°

TCH 55

4.7 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	377-1 322 (400-1)			
RNP 0.20 DA	472-1½ 417 (500-1½)			
RNP 0.30 DA	538-1¾ 483 (500-1¾)			

AUTHORIZATION REQUIRED

SAN JOSE, CALIFORNIA

AL-693 (FAA)

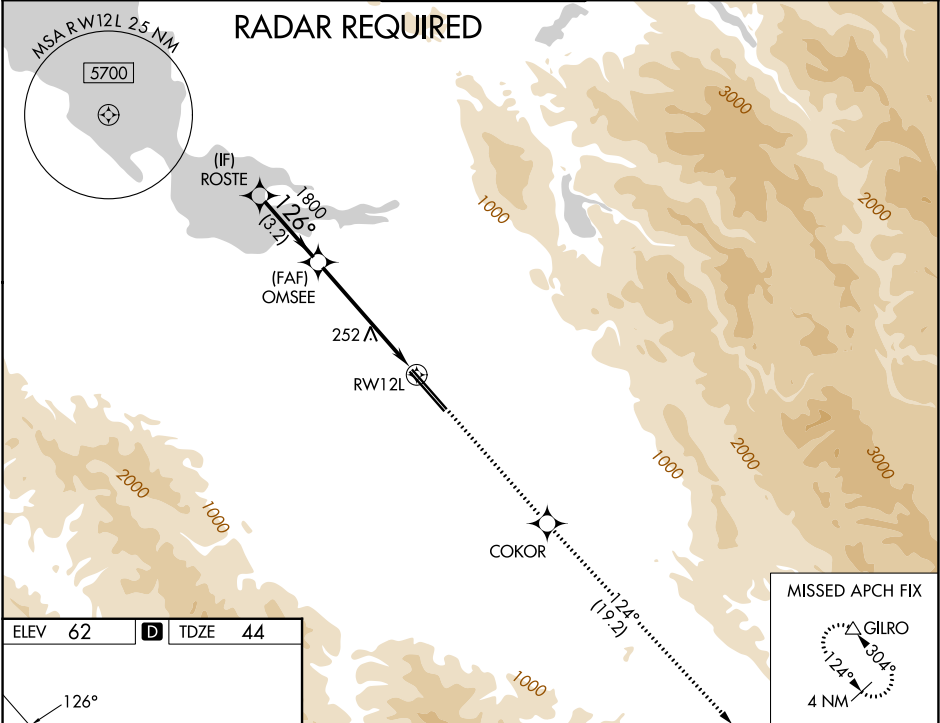
26246

WAAS CH 69501 W12B	APP CRS 126°	Rwy Ldg TDZE Apt Elev 8831 44 62
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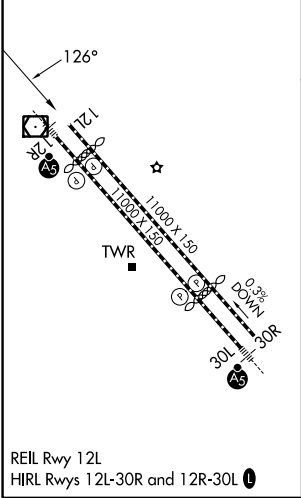
RNAV (GPS) Y RWY 12L
MINETA SAN JOSE INTL (SJC)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4600 direct COKOR and on track 124° to GILRO and hold.
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D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER ★ 124.0 (CTAF) 0 257.6	GND CON 121.7	UNICOM 122.95
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ELEV 62	D	TDZE 44
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).			
ROSTE	OMSEE	4600	COKOR
2300	1800	↑	✱
1800			
GP 3.00° TCH 57		1.3 NM to RWY12L	RWY12L
3.2 NM		4.1 NM	1.3 NM
CATEGORY	A	B	C
LPV	DA	294-3/4	250 (300-3/4)
LNAV/ VNAV	DA	341-1	297 (300-1)
LNAV MDA	520-1	476 (500-1)	520-13/8 476 (500-13/8)

SAN JOSE, CALIFORNIA
Amdt 3A 21JUL16

37°22'N-121°56'W

MINETA SAN JOSE INTL (SJC)
RNAV (GPS) Y RWY 12L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90106 W12A	APP CRS 126°	Rwy Ldg TDZE Apt Elev	12R 8587 46 62	12L 8831 44 62
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RNAV (GPS) Y RWY 12R

MINETA SAN JOSE INTL (SJC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 1½ mile.

MALSR

Rwy 12R

MISSED APPROACH: Climb to 4600 direct HIVAK and on track 124° to GILRO and hold.

D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER ★ 124.0 (CTAF) 0 257.6	GND CON 121.7	UNICOM 122.95
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MSA RW12R 25 NM

(IF) ARTAQ

1800

126° (2)

(FAF) SUNNE

126°

RW12R

252 ft

HIVAK

124° (17)

GILRO

5 NM

305°

125°

ELEV 62

D

TDZE 12R 46

TDZE 12L 44

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

ARTAQ

SUNNE

1800

126°

1800

GP 3.00°

TCH 58

2 NM

4.1 NM

1.3 NM

RW12R

124°

125°

305°

5 NM

GILRO

tr

124°

HIVAK

4600

*LNAV only

*1.3 NM to RW12R

CATEGORY	A	B	C	D
LPV DA	246-½ 200 (200-½)			
LNAV/VNAV DA	371-⅝ 325 (400-⅝)		371-1 325 (400-1)	
LNAV MDA	520-½ 474 (500-½)		520-1 474 (500-1)	
SIDESTEP 12L	520-1 476 (500-1)		520-1½ 476 (500-1½)	520-2 476 (500-2)

REIL Rwy 12L

HIRL Rwy 12L-30R and 12R-30L

SAN JOSE, CALIFORNIA
Amdt 3A 21JUL16

37°22'N-121°56'W
343

MINETA SAN JOSE INTL (SJC)

RNAV (GPS) Y RWY 12R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

SAN JOSE, CALIFORNIA

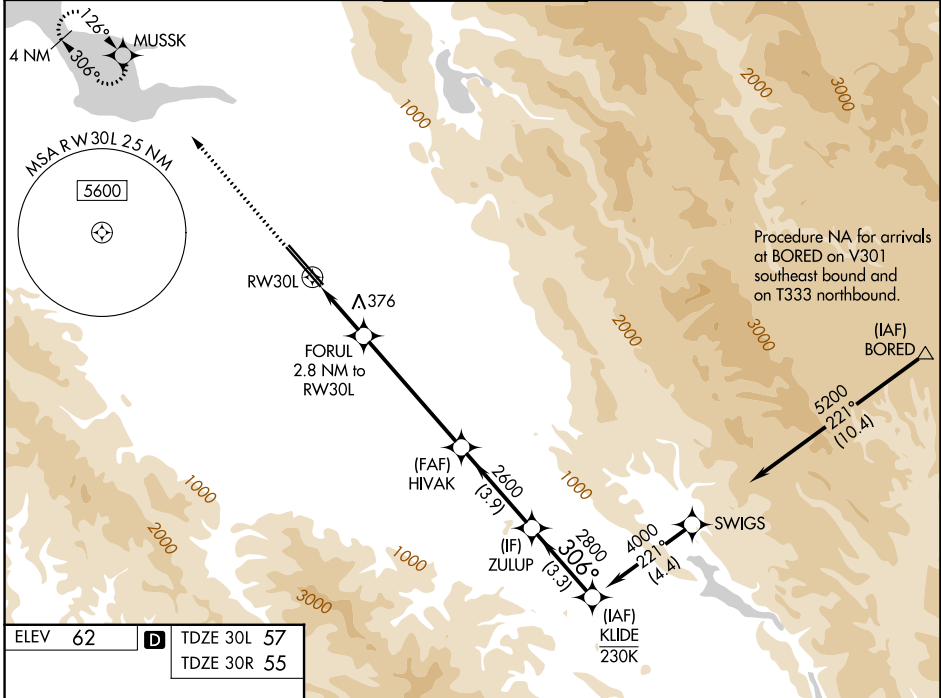
AL-693 (FAA)

26246

WAAS CH 97306 W30A	APP CRS 306°	Rwy Ldg 30L 7614 30R 7597 TDZE 57 Apt Elev 62	30R 55 62
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RNAV (GPS) Y RWY 30L
MINETA SAN JOSE INTL (SJC)

RNP APCH-GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.			MALS Rwy 30L 	MISSED APPROACH: Climb to 2300 direct MUSSK and hold.
D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER★ 124.0 (CTAF) 0 257.6	GND CON 121.7	UNICOM 122.95



ELEV 62	D	TDZE 30L 57 TDZE 30R 55
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		VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00°/TCH 70°).			
2300 MUSSK		FORUL 2.8 NM to RWY 30L			
1.6 NM to RWY 30L		HIVAK 2600 (3.9)			
1.2 NM		ZULUP 3006 (3.3)			
5.3 NM		SWIGS 4000 (4.4)			
3.9 NM		KLIDE 230K			
3.3 NM		GP 3.00° TCH 54			
CATEGORY		A	B	C	D
LPV DA*		257/24		200 (200-½)	
LNAV/VNAV DA		540/50		483 (500-1)	
LNAV MDA		640/24		583 (600-½)	
SIDESTEP 30R		640-1		585 (600-1)	

SAN JOSE, CALIFORNIA
Amdt 4A 23FEB23

37°22'N-121°56'W

MINETA SAN JOSE INTL (SJC)
RNAV (GPS) Y RWY 30L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

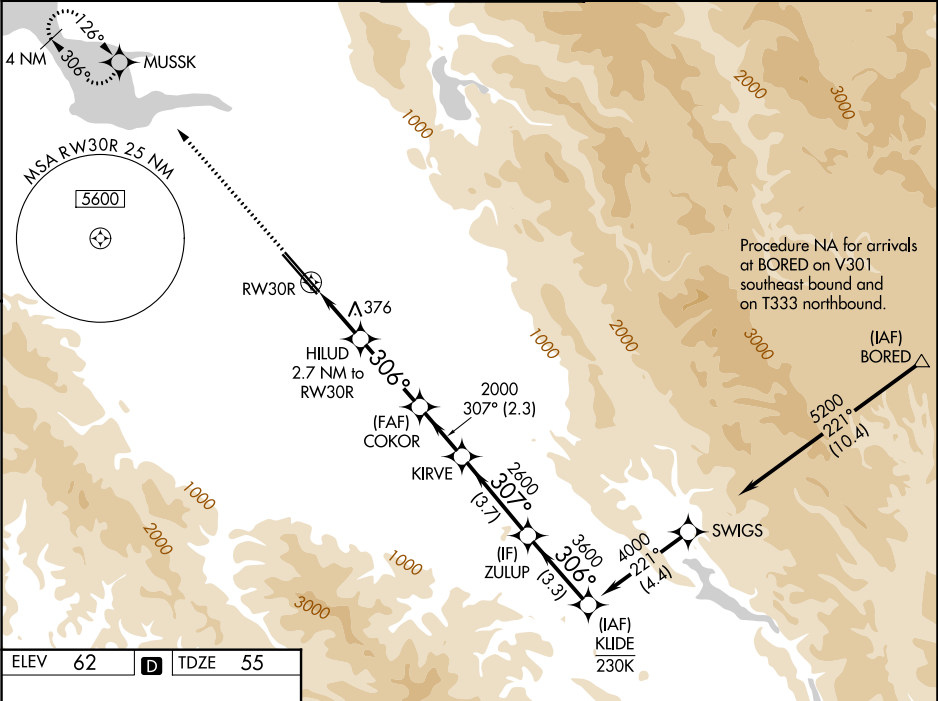
WAAS CH 72901 W30B	APP CRS 306°	Rwy Ldg TDZE Apt Elev	7597 55 62
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RNAV (GPS) Y RWY 30R

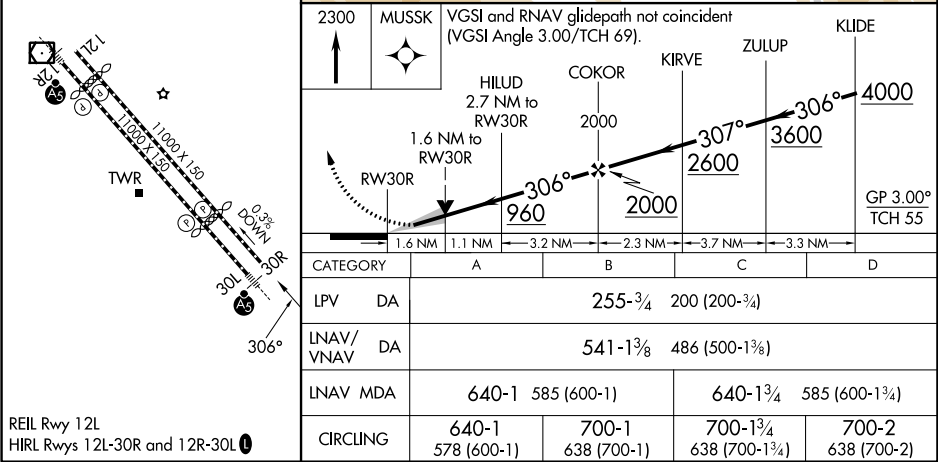
MINETA SAN JOSE INTL (SJC)

RNP APCH-GPS.	MISSED APPROACH: Climb to 2300 direct MUSSK and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below +1°C or above 54°C.	

D-ATIS 126.95	NORCAL APP CON 120.1 290.25	SAN JOSE TOWER ★ 124.0 (CTAF) 0 257.6	GND CON 121.7	UNICOM 122.95
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ELEV 62	D	TDZE 55
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FAIRGROUNDS VISUAL RWY 30L/R

MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA

Closely spaced parallel visual approaches may be in progress to Runways 30L/R.
In the event of a go-around on Runway 30L, proceed straight-ahead heading 300°, or on Runway 30R, turn right heading 120°, climb and maintain 4000, or as directed by ATC.

D-ATIS
126.95
NORCAL APP CON
120.1 290.25
SAN JOSE TOWER*
124.0 (CTAF) 257.6
GND CON
121.7
UNICOM
122.95

MOFFETT
FEDERAL AIRFIELD

Vertical Guidance Navaid
and Angle:
LOC I-SJC GS (3.00°)

LOCALIZER 110.9
I-SJC
Chan 46

REID-HILLVIEW
OF
SANTA CLARA
COUNTY

SANTA CLARA
COUNTY
FAIRGROUNDS
I-SJC
[6.1]

ROUTE 85
ROUTE 17
ROUTE 87
TANKS
SHOPPING MALL

JILNA

SANTA

SARATOGA

3231

CRUZ

POWER

YADUT

5000 until crossing Highway 17
for noise abatement.

Weather Minimums: 2500 foot ceiling
and 5 miles visibility.

RADAR REQUIRED

2628

TRANSMISSION

LEXINGTON RESERVOIR

MOUNT
UMUNHUM

LINES

1 NM 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

FAIRGROUNDS VISUAL APPROACH RUNWAY 30L/R

FROM WEST-NORTHWEST: From over Lexington Reservoir northeast to shopping mall at Hi-ways 85/87 then to a turn onto final southeast fairgrounds and adjoining memorial park.

FAIRGROUNDS VISUAL RWY 30L/R

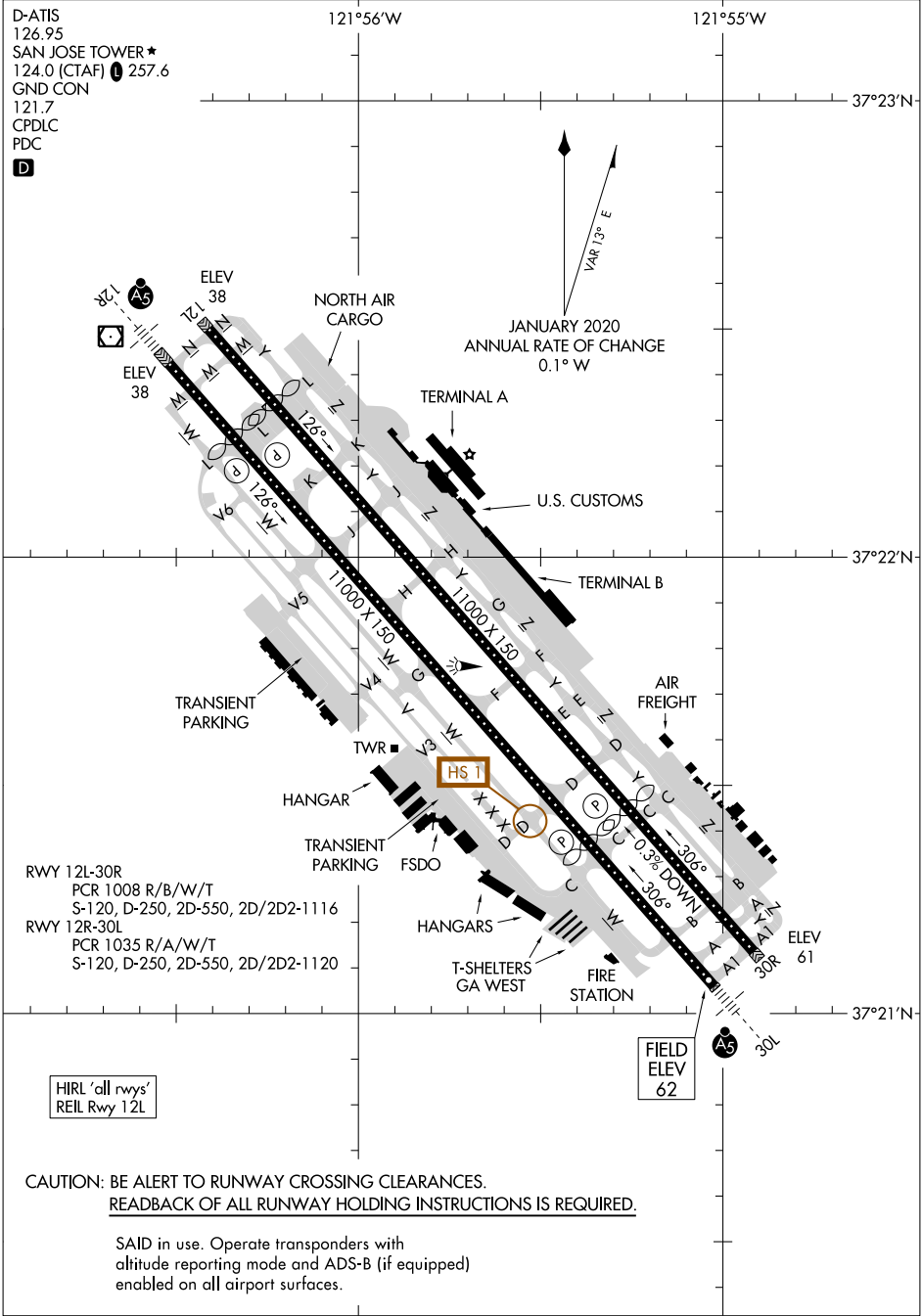
Amdt 8 17JUN21

37°22'N-121°56'W

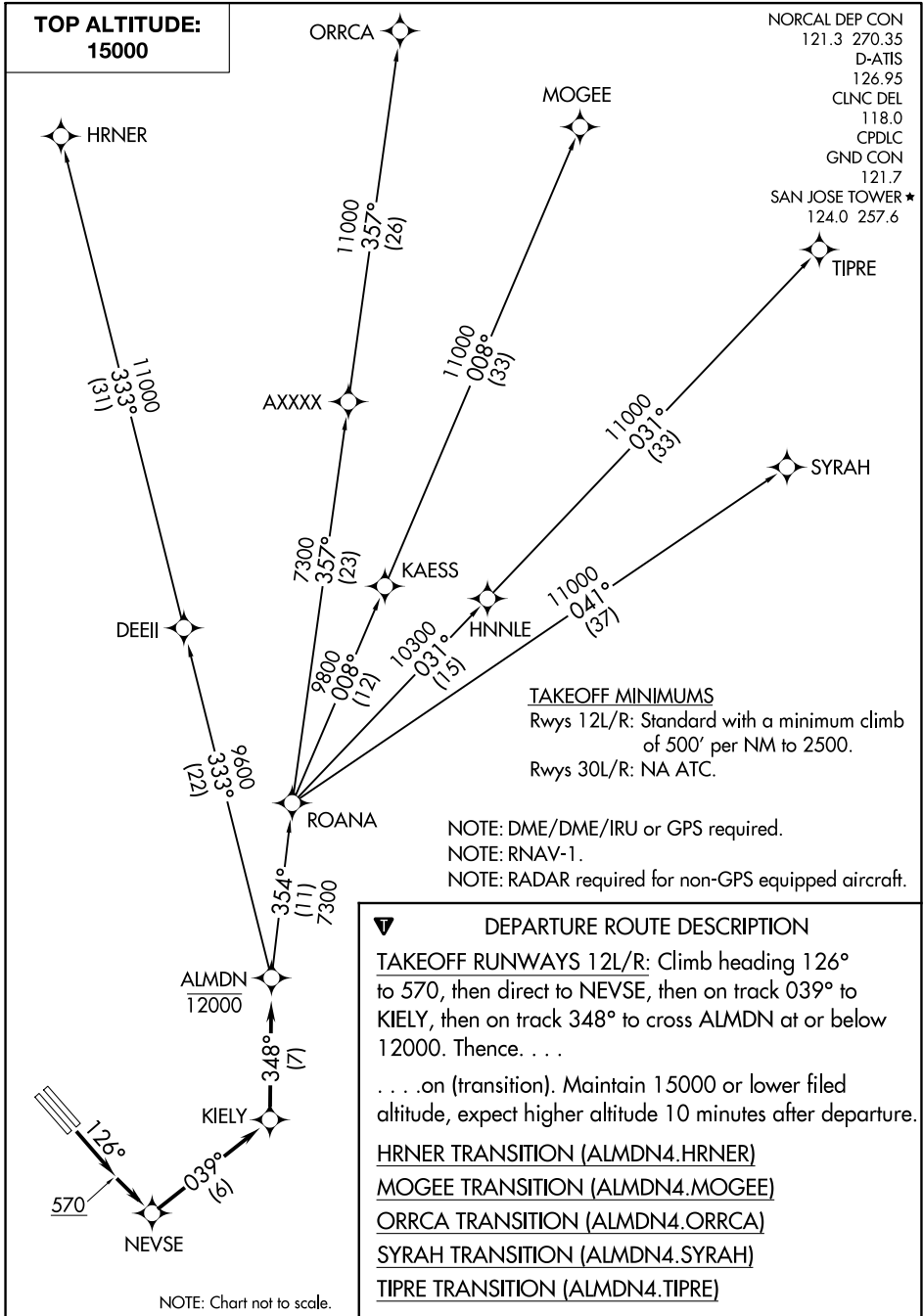
SAN JOSE, CALIFORNIA
MINETA SAN JOSE INTL (SJC)

SW-2, 03 SEP 2026 to 29 OCT 2026

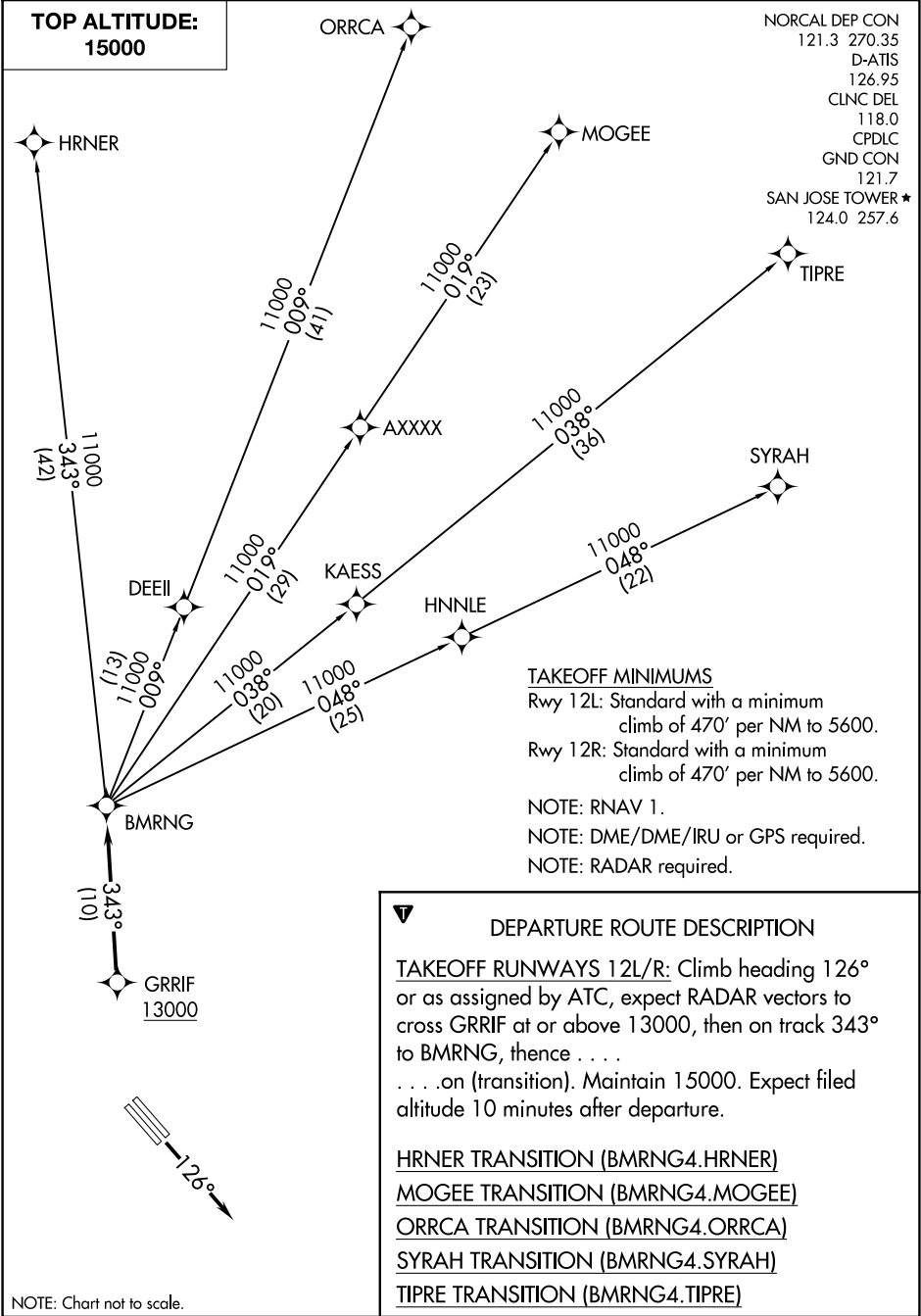
SW-2, 03 SEP 2026 to 29 OCT 2026



ALMDN FOUR DEPARTURE (RNAV)



ALMDN FOUR DEPARTURE (RNAV)

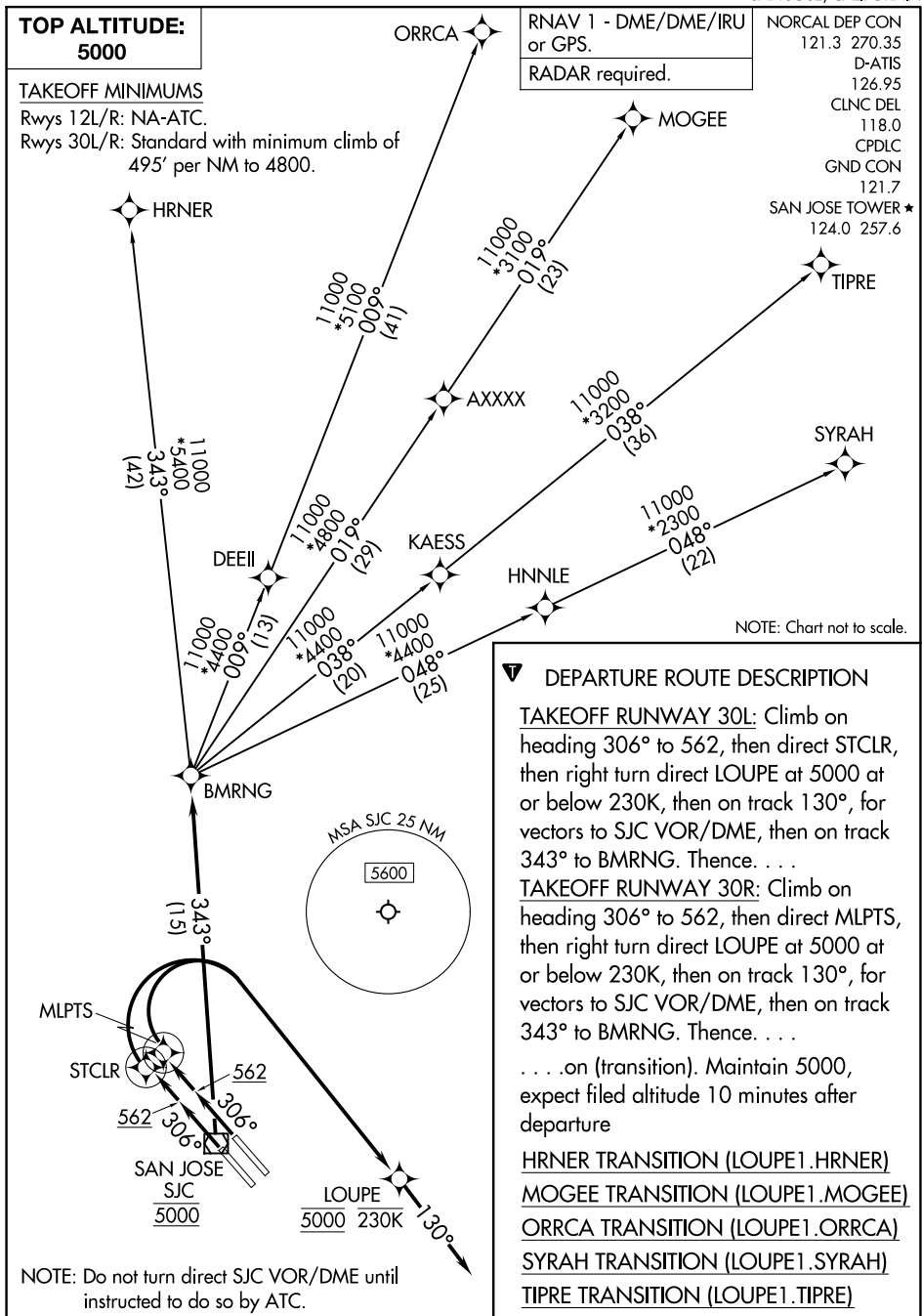


(LOUPE1.BMRNG) 26246

350
AL-693 (FAA)

MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA

LOUPE ONE DEPARTURE (RNAV)

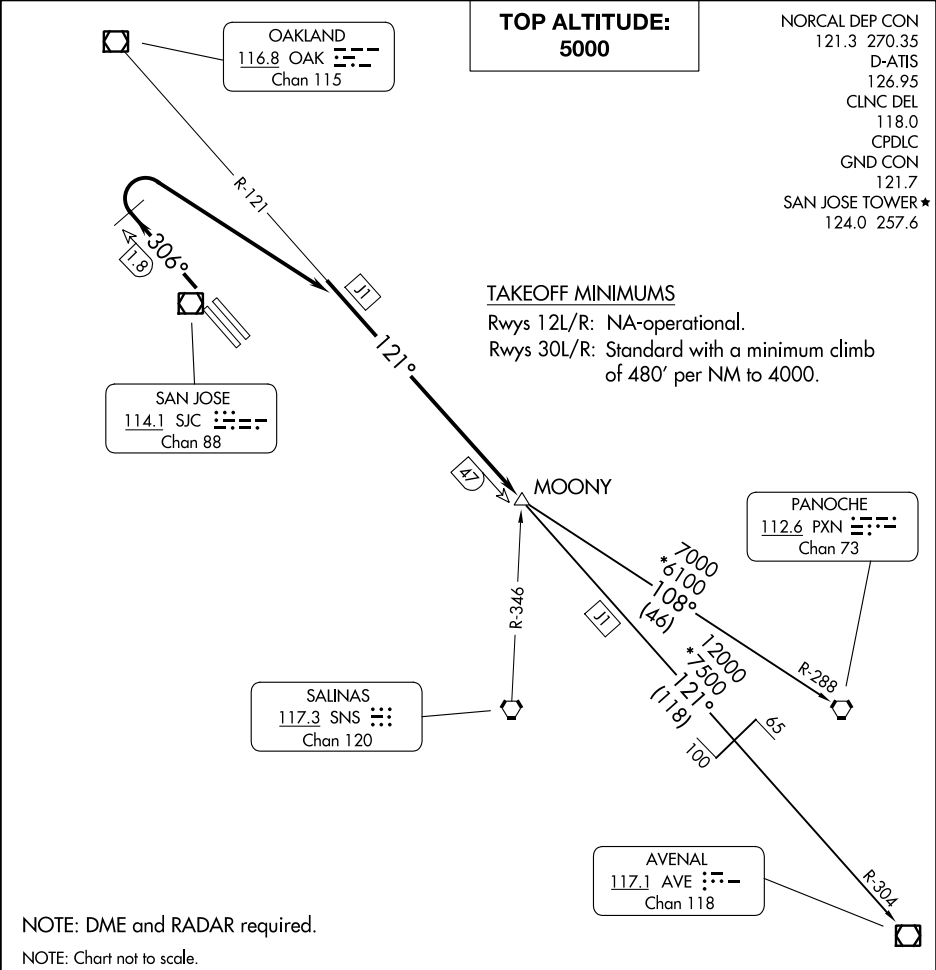


LOUPE ONE DEPARTURE (RNAV)
(LOUPE1.BMRNG) 16MAY24

SAN JOSE, CALIFORNIA
NORMAN Y MINETA SAN JOSE INTL (SJC)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 30L/R: Climb heading 306° to SJC 1.8 DME NW of SJC VOR/DME, then turn right to intercept and proceed on OAK R-121 to MOONY INT, thence. . . .on (transition) or (assigned route). Maintain 5000, expect clearance to filed altitude ten minutes after departure.

AVENAL TRANSITION (SJC3.AVE): From over MOONY INT on OAK R-121 and AVE R-304 to AVE VOR/DME.

PANOCHÉ TRANSITION (SJC3.PXN): From over MOONY INT on PXN R-288 to PXN VORTAC.

(SPTNS1.TECKY) 26246

SPTNS ONE DEPARTURE (RNAV)

NORCAL DEP CON
121.3 270.35
D-ATIS
126.95
CLINC DEL
118.0
CPDLC
GND CON
121.7
SAN JOSE TOWER ★
124.0 257.6

NOTE: RNAV 1

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS

Rwys 30L/R: Standard with minimum climb of 500' per NM to 570 then minimum climb of 344' per NM to 4000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30L: Climb on heading 306° to 570, then direct to cross STCLR at or above 900 at or below 230K, then right turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000, thence. . .

TAKEOFF RUNWAY 30R: Climb on heading 306° to 570, then direct to cross MMLPTS at or above 900 at or below 230K, then right turn direct to cross SPTNS at 5000, then on track 125° to cross TECKY at or above 13000, thence. . . .

... on (transition), maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

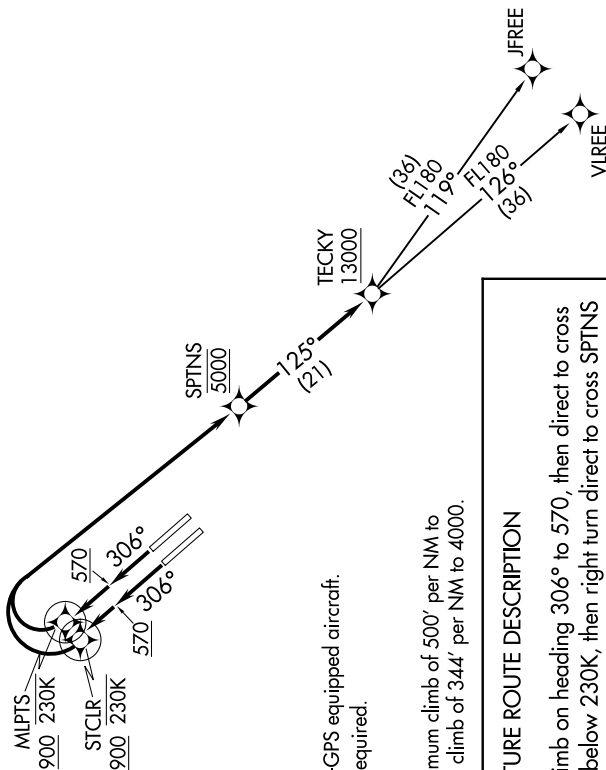
JFREE TRANSITION (SPTNS1.JFREE)

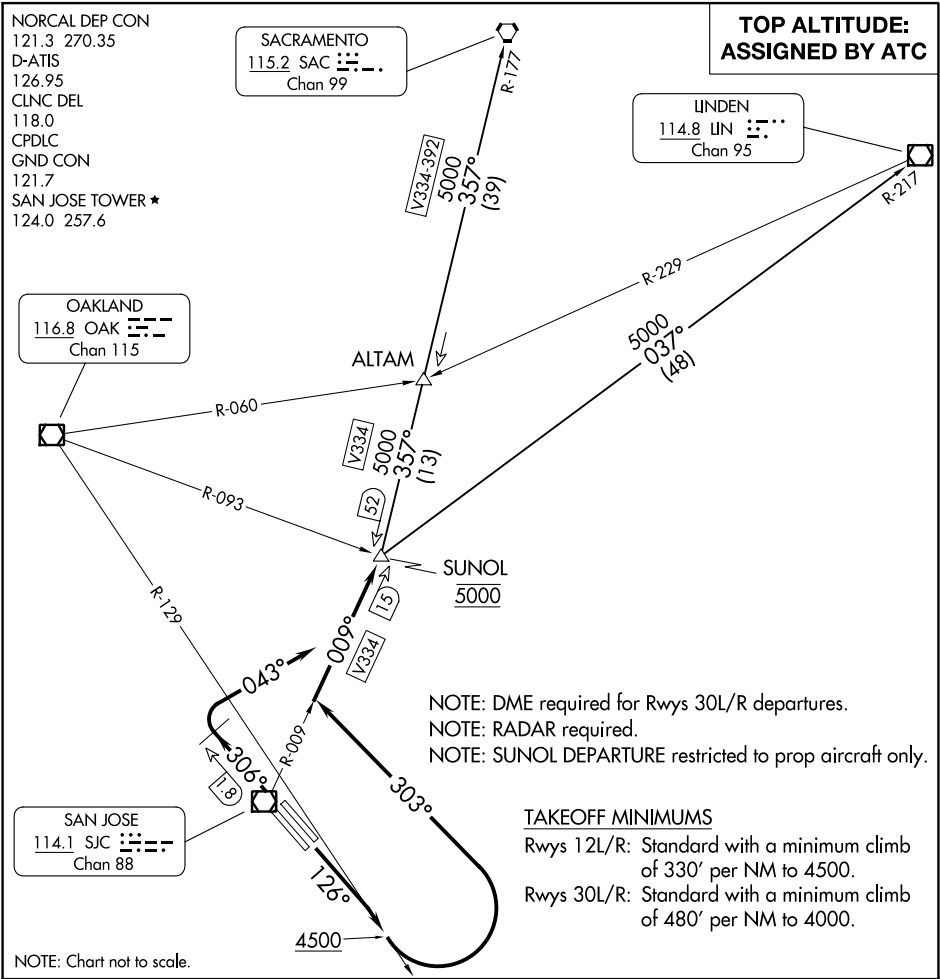
VLREE TRANSITION (SPTNS1.VLREE)

NOTE: Chart not to scale.

SW-2, 03 SEP 2026 to 29 OCT 2026

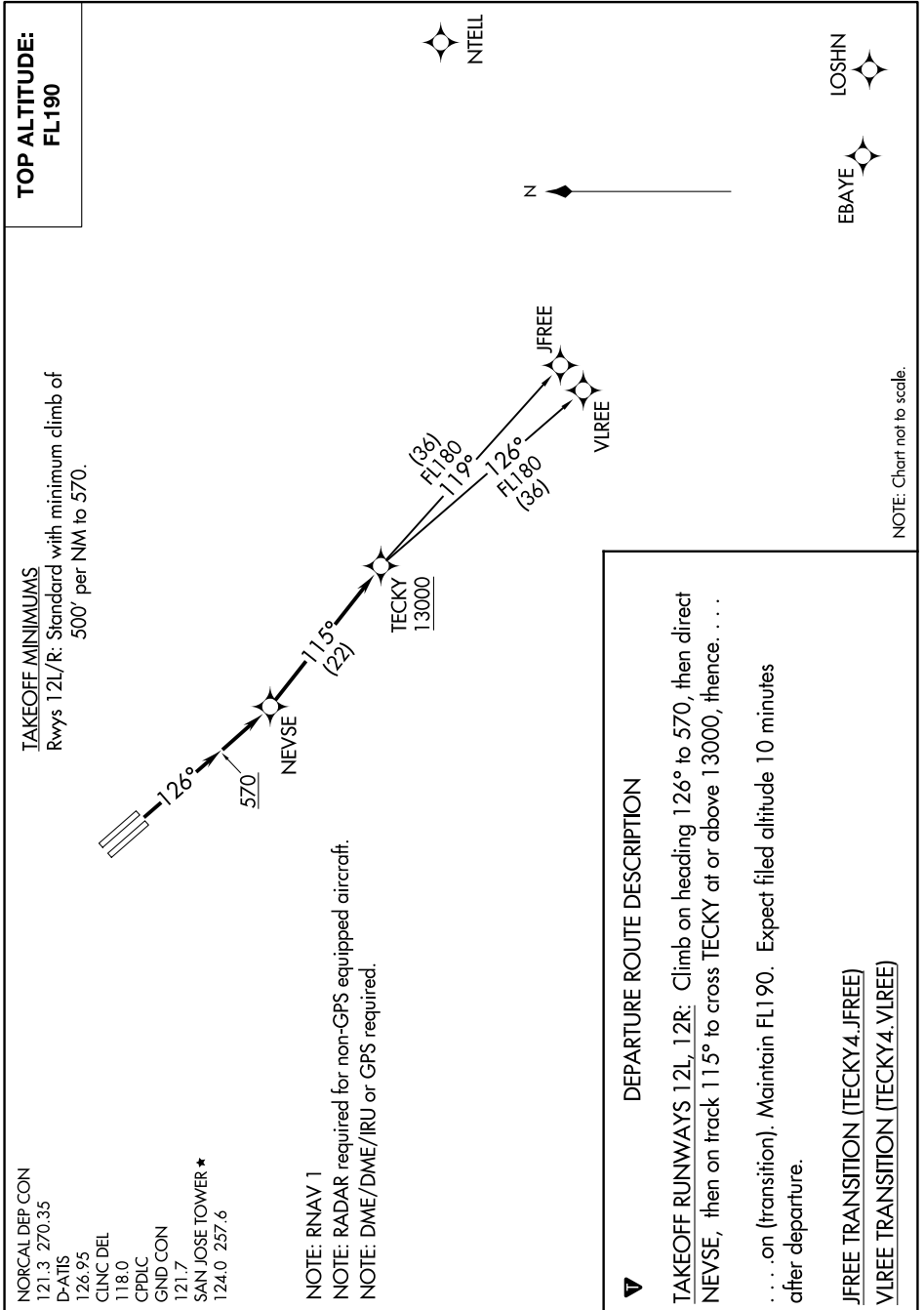
**TOP ALTITUDE:
ASSIGNED BY ATC**





TECKY FOUR DEPARTURE (RNAV)

SW-2, 03 SEP 2026 to 29 OCT 2026



TECKY FOUR DEPARTURE (RNAV)

(TECKY4.TECKY) 27JAN22

SAN JOSE, CALIFORNIA
MINETA SAN JOSE INTL (SJC)

WAAS CH 82216 W13A	APP CRS 127°	Rwy Ldg 2601 TDZE 135 Apt Elev 135
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RNAV (GPS) RWY 13L

REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

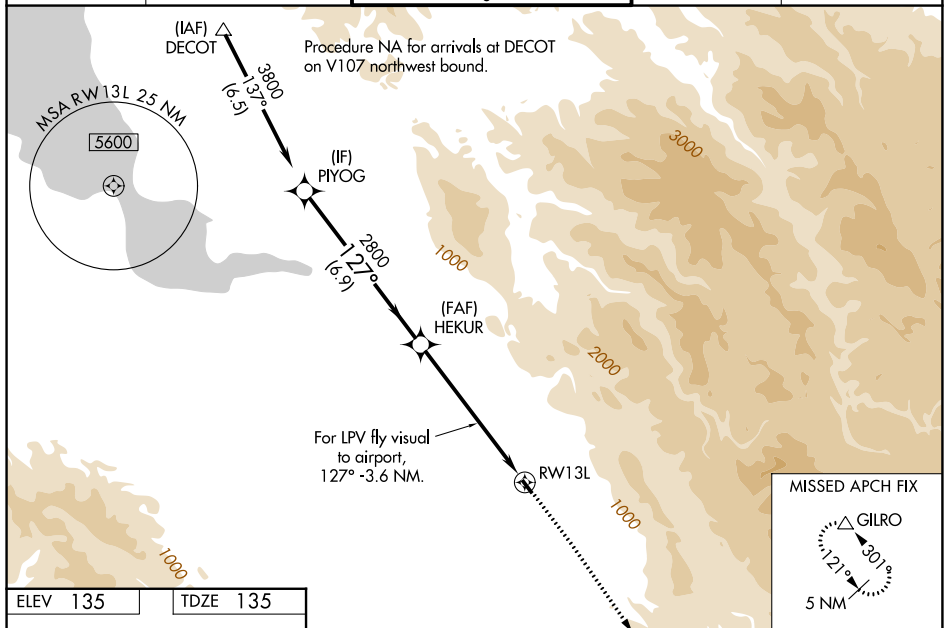
RNP APCH.

V **NA** Circling Rwy 31L NA at night. Rwy 13L helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Mineta San Jose Intl altimeter setting. When control tower closed, use Mineta San Jose Intl altimeter setting and increase all DAs 25 feet and all MDAs 40 feet; increase LPV# visibility to 1 $\frac{3}{4}$ SM. Circling east of Rwy 13L-31R NA at night.

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct GILRO and hold.

Missed approach requires minimum climb of 300 feet per NM to 2800.

ATIS 125.2	NORCAL APP CON 120.1 290.25	REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L) 119.8 (CTAF) 0 126.1	GND CON 121.65	UNICOM 122.95
----------------------	---------------------------------------	--	--------------------------	-------------------------



ELEV 135		TDZE 135
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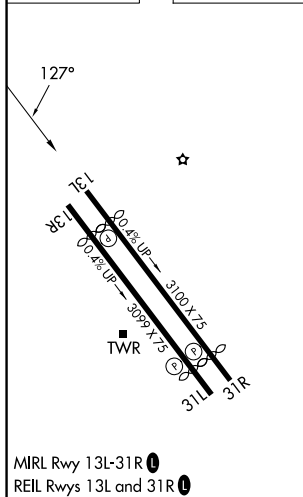


Diagram illustrating a 127°-3.6 NM LPV approach. The approach path is shown with a 127° angle and a 2800 MSL altitude. The path length is 6.9 NM. The diagram also shows a 4.2 NM segment and a 2 NM segment. The diagram includes a legend for symbols: a vertical line for 'PIYOG', a horizontal line for 'HEKUR', a vertical line for '1900', a curved line for '5000', and a triangle for 'GIRO'. The diagram also includes a note: '* LNAV only.'

CATEGORY	A	B	C	D
LPV DA#	562-1¼	427 (500-1¼)	NA	
LPV DA	1708-3	1573 (1600-3)	NA	
LNAV MDA#	1040-1¼	905 (1000-1¼)	NA	
LNAV MDA	1600-1¼ 1465 (1500-1¼)	1600-1½ 1465 (1500-1½)	NA	
CIRCLING	1600-1¼ 1465 (1500-1¼)	1600-1½ 1465 (1500-1½)	NA	

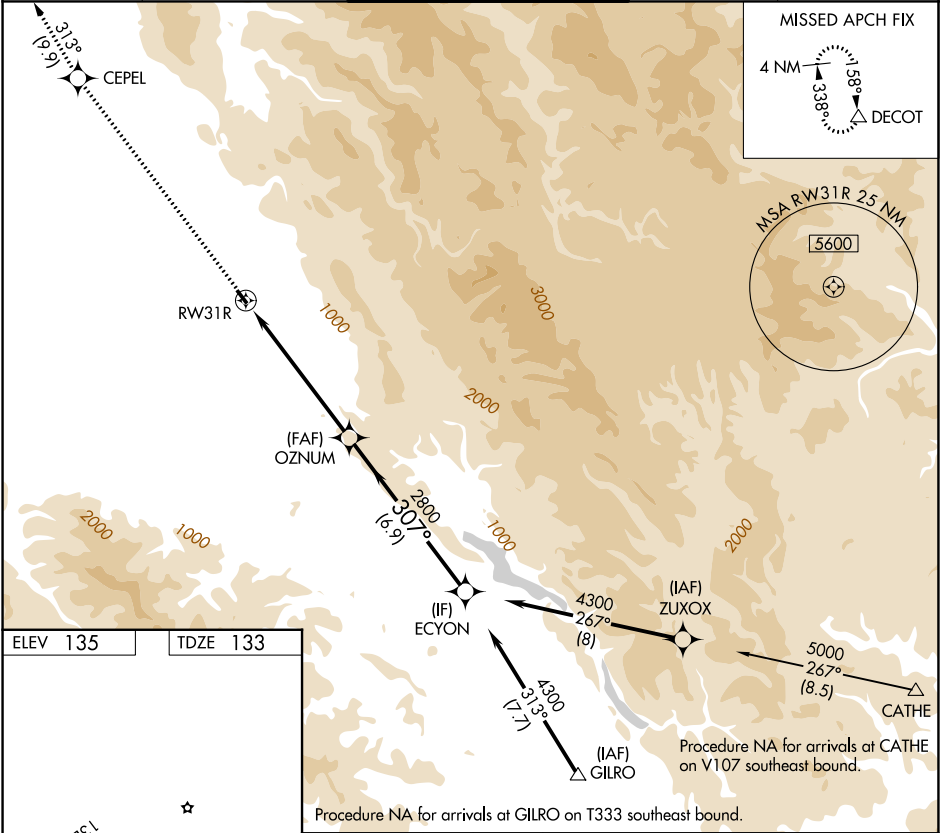
RNAV (GPS) RWY 13L

WAAS CH 58316 W31A	APP CRS 307°	Rwy Ldg TDZE 133 Apt Elev 135
--	------------------------	---

RNAV (GPS) Z RWY 31R
REID-HILLVIEW OF SANTA CLARA COUNTY (R.H.V.)

RNP APCH.	When control tower closed, use Mineta San Jose Intl altimeter setting and increase DA to 558 feet and visibility to 1¼ SM. Rwy 31R helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 4000 direct CEPEL and on track 313° to DECOT and hold.
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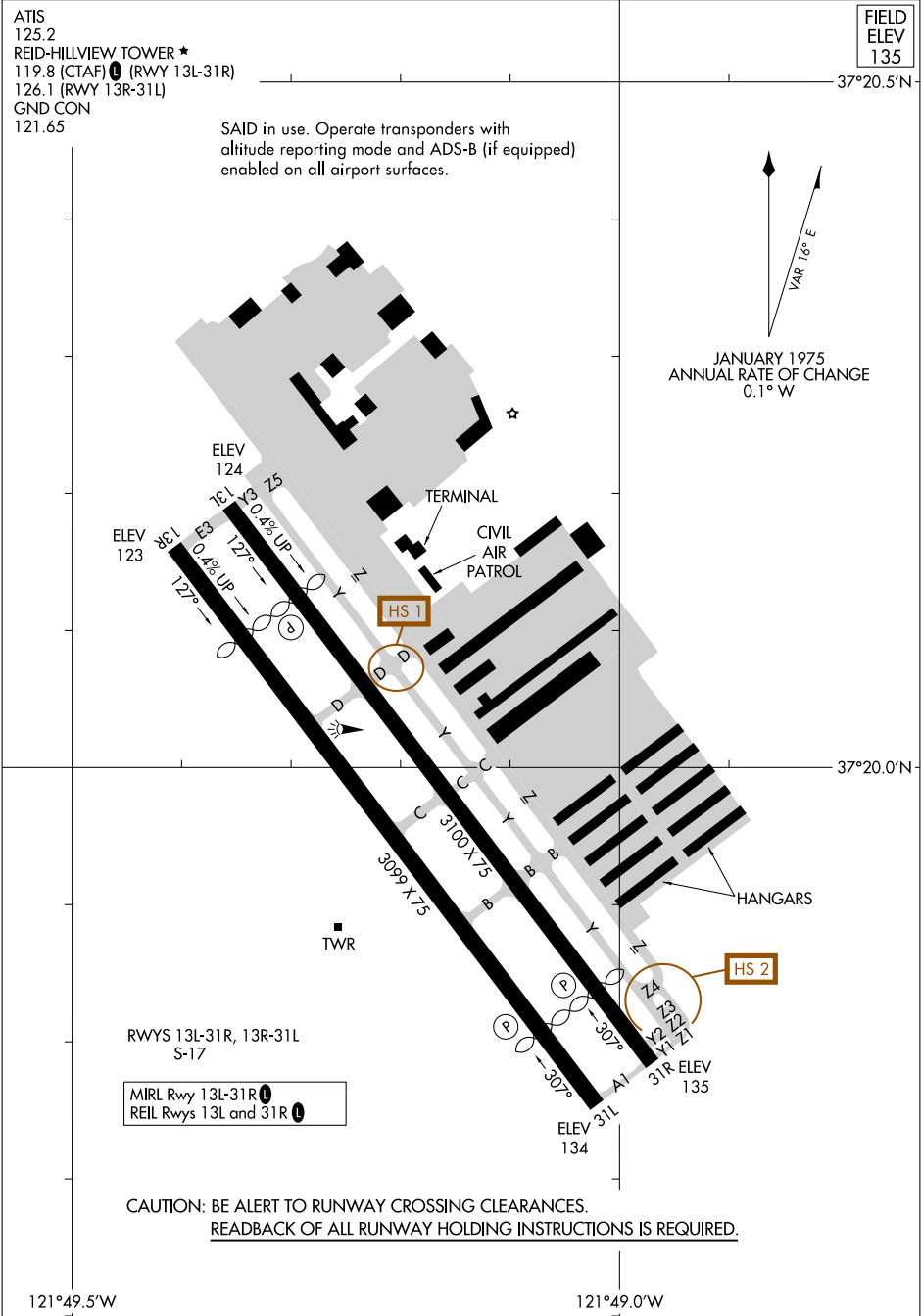
ATIS 125.2	NORCAL APP CON 120.1 290.25	REID-HILLVIEW TOWER ★ (Rwy 13L-31R) (Rwy 13R-31L) 119.8 (CTAF) 0 126.1	GND CON 121.65	UNICOM 122.95
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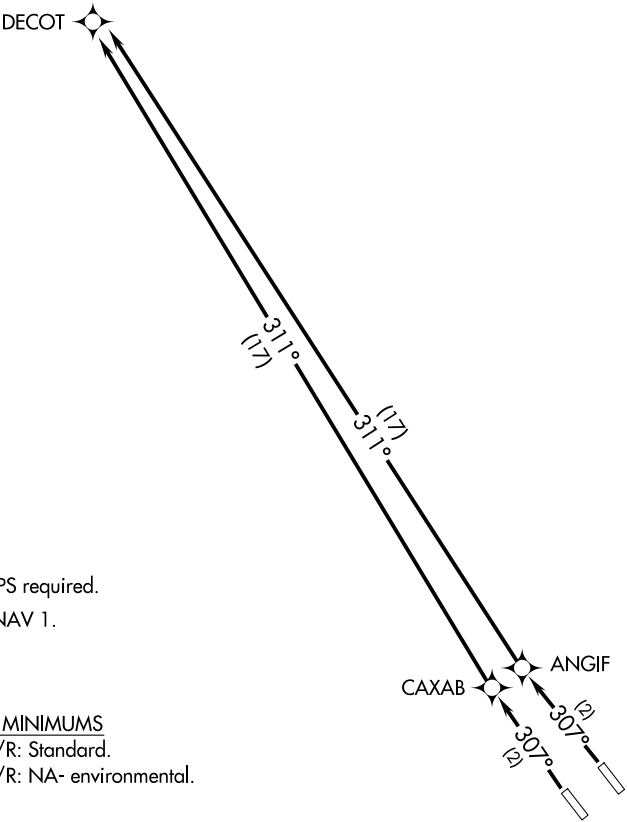
MIRL Rwy 13L-31R		4000		CEPEL	tr 313°	DECOT	OZNUM		ECYON		
REIL Rws 13L and 31R							2800		4300		
				RW31R		307°		GP 4.00°		TCH 45	
				6.2 NM		6.9 NM					
CATEGORY		A		B		C		D			
LPV	DA	533-1½		400 (400-1½)				NA			

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



NORCAL DEP CON
121.3 270.35



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 31L/R: Standard.
Rwys 13L/R: NA- environmental.

TAKEOFF OBSTACLE NOTES
Rwys 31L/R: Trees 1070' from DER, 500' right and left of centerline, 173' and 169' MSL.
Rwy 31R: Light 125' from DER, 370' right of centerline, 159' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 31L: Climb to 4000 via 307° course to CAXAB WP and 311° track to DECOT WP. Then via assigned route.
- TAKEOFF RUNWAY 31R: Climb to 4000 via 307° course to ANGIF WP and 311° track to DECOT WP. Then via assigned route.
- TAKEOFF RUNWAYS 13L/13R: NA.

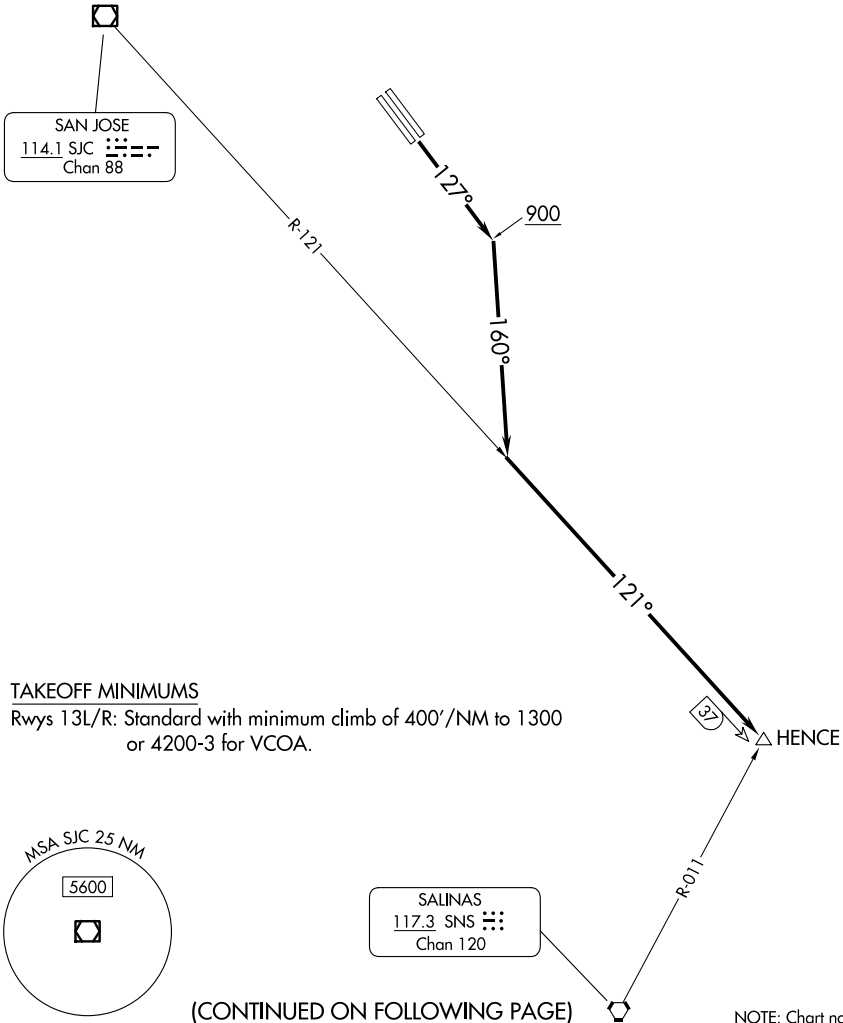
(HENCE1 .HENCE) 24249

HENCE ONE DEPARTURE (OBSTACLE)

REID-HILLVIEW OF SANTA CLARA COUNTY (R.H.V)

AL-5591 (FAA)

SAN JOSE, CALIFORNIA

NORCAL DEP CON
121.3 270.35

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13L/R: Climb on heading 127° to 900, then climbing right turn to heading 160° to intercept SJC VOR/DME R-121 to HENCE.

VCOA RUNWAYS 13L/R: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Reid-Hillview of Santa Clara County Airport at or above 4200 before proceeding on course.

HENCE ONE DEPARTURE (OBSTACLE)

(HENCE1 .HENCE) 05SEP24

REID-HILLVIEW OF SANTA CLARA COUNTY (R.H.V)
SAN JOSE, CALIFORNIA

TAKEOFF OBSTACLE NOTES

- Rwy 13L: Pole, vehicles on road beginning 91' from DER, 30' left of centerline, up to 39' AGL/174' MSL.
Fence 145' from DER, 292' right of centerline, 4' AGL/140' MSL.
Pole, fence beginning 162' from DER, 100' right of centerline, up to 10' AGL/147' MSL.
Vehicles on road beginning 176' from DER, 5' right of centerline, up to 151' MSL.
Pole 253' from DER, 297' left of centerline, 39' AGL/175' MSL.
Vehicle on road 253' from DER, 333' right of centerline, 15' AGL/155' MSL.
Pole 383' from DER, 22' right of centerline, 21' AGL/156' MSL.
Pole 617' from DER, 438' right of centerline, 20' AGL/158' MSL.
Trees, transmission line, pole, building beginning 652' from DER, 238' left of centerline, up to 241' MSL.
Tree 659' from DER, 147' right of centerline, 166' MSL.
Tree 709' from DER, 269' right of centerline, 168' MSL.
Trees, electrical system beginning 859' from DER, 460' right of centerline, up to 183' MSL.
Tree, electrical system beginning 1151' from DER, 107' right of centerline, up to 193' MSL.
Building 1364' from DER, 421' right of centerline, 198' MSL.
Tree, building beginning 1420' from DER, 375' right of centerline, up to 217' MSL.
Trees, poles beginning 2204' from DER, 40' right of centerline, up to 246' MSL.
Transmission line, tree beginning 2467' from DER, 512' left of centerline, up to 104' AGL/244' MSL.
Transmission lines beginning 3217' from DER, 783' left of centerline, up to 112' AGL/255' MSL.
Transmission line 4802' from DER, 1350' left of centerline, 110' AGL/266' MSL.
- Rwy 13R: Fence 146' from DER, 8' left of centerline, 4' AGL/140' MSL.
Pole, fence beginning 163' from DER, 7' left of centerline, up to 10' AGL/147' MSL.
Vehicles on road beginning 177' from DER, 15' left of centerline, up to 151' MSL.
Electrical system, vehicle on road beginning 185' from DER, 33' right of centerline, up to 34' AGL/168' MSL.
Vehicle on road 232' from DER, 330' left of centerline, 15' AGL/155' MSL.
Tree, vehicle on road beginning 255' from DER, 315' right of centerline, up to 175' MSL.
Pole 384' from DER, 277' left of centerline, 21' AGL/156' MSL.
Tree, pole beginning 545' from DER, 138' right of centerline, up to 185' MSL.
Tree 660' from DER, 152' left of centerline, 166' MSL.
Tree 700' from DER, 425' right of centerline, 200' MSL.
Trees, electrical systems, buildings beginning 701' from DER, 75' right of centerline, up to 229' MSL.
Tree 709' from DER, 30' left of centerline 168' MSL.
Tree 1152' from DER, 192' left of centerline, 193' MSL.
Tree 1380' from DER, 852' left of centerline, 214' MSL.
Tree, building beginning 1642' from DER, 538' left of centerline, up to 225' MSL.
Tree 2134' from DER, 807' left of centerline, 240' MSL.
Trees, transmission line beginning 2205' from DER, 96' left of centerline, up to 246' MSL.
Trees, poles beginning 2436' from DER, 349' right of centerline, up to 233' MSL.
Transmission lines beginning 3218' from DER, 1082' left of centerline, up to 112' AGL/255' MSL.
Transmission line 4803' from DER, 1649' left of centerline, 110' AGL/266' MSL.
Tower 2.2 NM from DER, 3840' right of centerline, 104' AGL/526' MSL.

SAN MARTIN, CALIFORNIA

AL-9260 (FAA)

26078

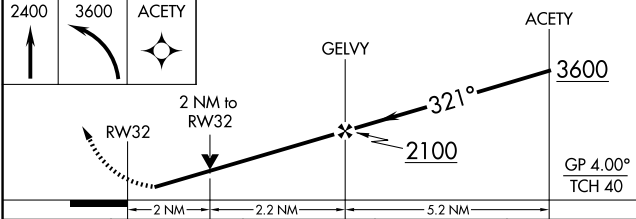
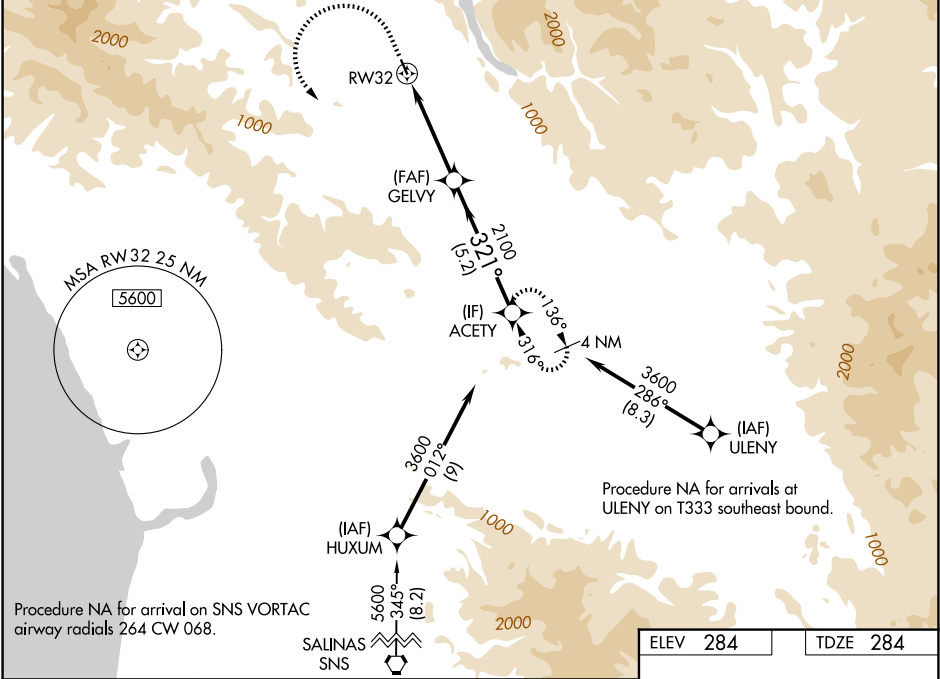
WAAS CH 56444 W32A	APP CRS 321°	Rwy Ldg TDZE Apt Elev	3095 284 284
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RNAV (GPS) RWY 32

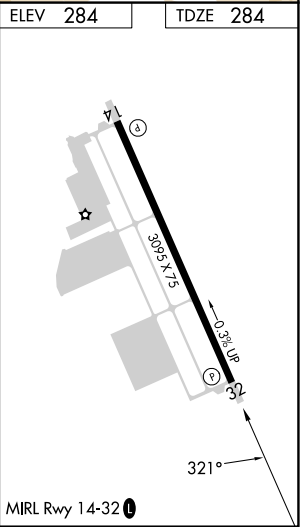
SAN MARTIN (E16)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct ACETY and hold. *Missed approach requires minimum climb of 260 feet per NM to 2400.
Circling NA southwest of Rwy 14-32. Rwy 32 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3P 118.35	NORCAL APP CON 124.525 348.675	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA*	600-7/8	316 (400-7/8)		NA
LPV DA	954-1 7/8	670 (700-1 7/8)		NA
LNAV MDA*	1060-1 776 (800-1)	1060-1 1/4 776 (800-1 1/4)		NA
LNAV MDA	1320-1 1/4 1036 (1100-1 1/4)	1320-1 1/2 1036 (1100-1 1/2)		NA
CIRCLING	1320-1 1/4 1036 (1100-1 1/4)	1320-1 1/2 1036 (1100-1 1/2)		NA



SAN MARTIN, CALIFORNIA
Amdt 2A 08SEP22

37°05'N-121°36'W

SAN MARTIN (E16)
RNAV (GPS) RWY 32

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

LOC I-STS	APP CRS	Rwy Ldg	6000
109.3	321°	TDZE	122
		Apt Elev	129

ILS or LOC RWY 32
CHARLES M SCHULZ/SONOMA COUNTY (STS)

DME required.	MALSR	MISSED APPROACH: Climb to 1020 then climb to 6000 on ENI VORTAC R-131 to CABEX/ENI VORTAC 18 DME and hold, continue climb-in-hold to 6000.
Autopilot coupled approach NA below 1286. DME from STS DME. DME use requires simultaneous reception of I-STS and STS DME. For inop ALS increase S-ILS 32 visibility all Cats to RVR 4500, S-LOC 32 Cats A/B to RVR 5500.		

ATIS	OAKLAND CENTER	SANTA ROSA TOWER*	GND CON	UNICOM
120.55	127.8 353.5	118.5 (CTAF) 363.0	121.9	122.95

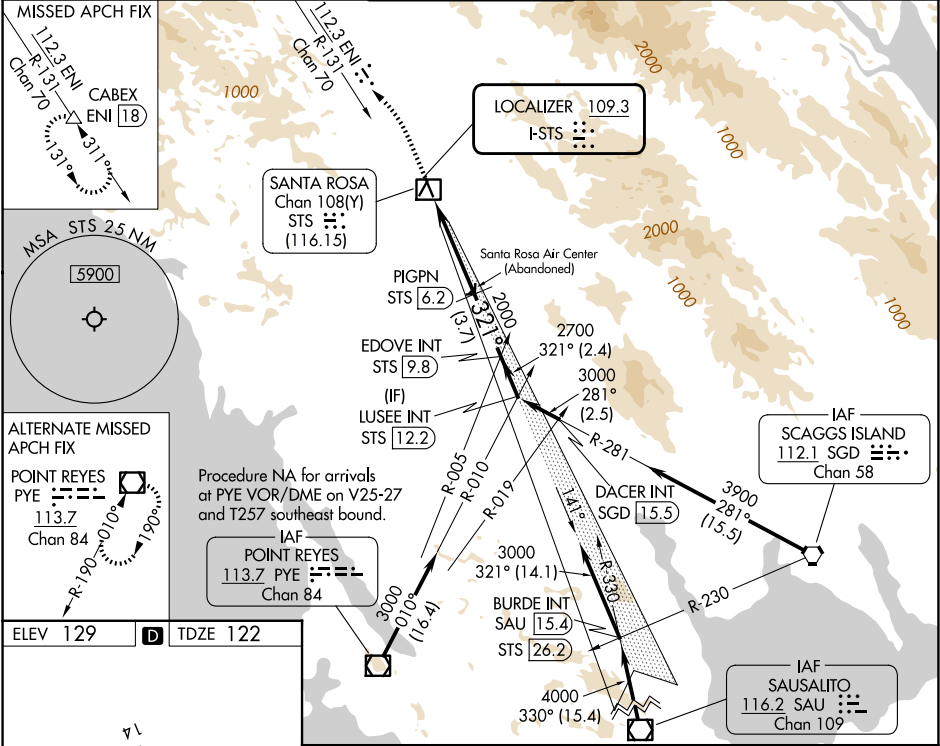


Diagram showing runway layout and navigation aids. Runway 32 is 6000 x 150 ft. Runway 2 is 5302 x 100 ft. A 321° heading is indicated. Navigation aids include TWR, ENI R-131, and CABEX. A 321° heading is also indicated for the approach path.

1020	6000	CABEX		
↑	↑	△		
ENI R-131				
STS 0.4		PIGPN STS 6.2	EDOVE INT STS 9.8	LUSSE INT STS 12.2
5.7 NM		3.7 NM	2.4 NM	
CATEGORY	A	B	C	D
S-ILS 32	377/24 255 (300-½)			
S-LOC 32	580/24 458 (500-½)		580/45 458 (500-⅞)	
CIRCLING	600-1 471 (500-1)	680-1 551 (600-1)	1080-3 951 (1000-3)	1420-3 1291 (1300-3)

MIRL Rwy 2-20 **L**

HIRL Rwy 14-32 **L**

REIL Rwy 14 **L**

GS 3.00°
TCH 53

SANTA ROSA, CALIFORNIA

AL-696 (FAA)

25331

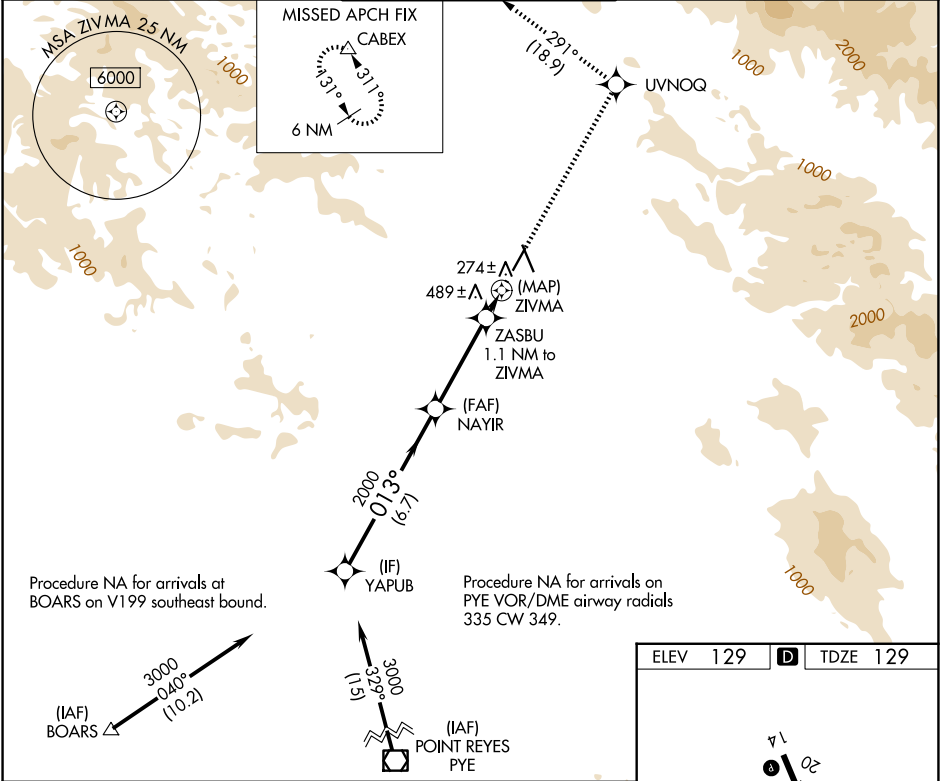
WAAS CH 69230 W02A	APP CRS 013°	Rwy Ldg TDZE 129 Apt Elev 129
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RNAV (GPS) RWY 2

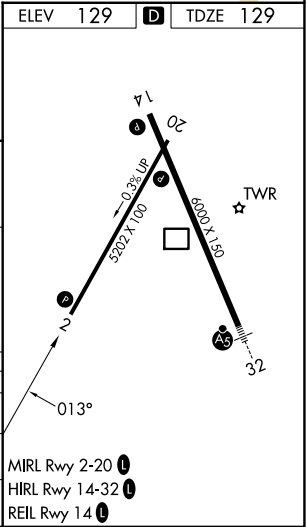
CHARLES M SCHULZ/SONOMA COUNTY (STS)

RNP APCH.	MISSED APPROACH: Climb to 6000 direct UVNOQ and on track 291° to CABEX and hold, continue climb-in-hold to 6000.
▼ ▲ Rwy 2 helicopter visibility reduction below ¾ SM NA.	

ATIS 120.55	OAKLAND CENTER 127.8 353.5	SANTA ROSA TOWER★ 118.5 (CTAF) 0 363.0	GND CON 121.9	UNICOM 122.95
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VGSIs and descent angles not coincident (VGSi Angle 3.00/TCH 50).			
YAPUB	NAYIR	ZASBU 1.1 NM to ZIVMA	ZIVMA
3000	2000	800	
013°	3.00° TCH 45		
6.7 NM	3.7 NM	1.1 NM	0.9 NM
CATEGORY	A	B	C
LP MDA	500-1 371 (400-1)		
LNAV MDA	660-1 531 (600-1)	660-1½ 531 (600-1½)	
CIRCLING	660-1 531 (600-1)	680-1 551 (600-1)	1080-3 951 (1000-3)



SANTA ROSA, CALIFORNIA
Orig-E 28MAR19

CHARLES M SCHULZ/SONOMA COUNTY (STS)
38°31'N-122°49'W

RNAV (GPS) RWY 2

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

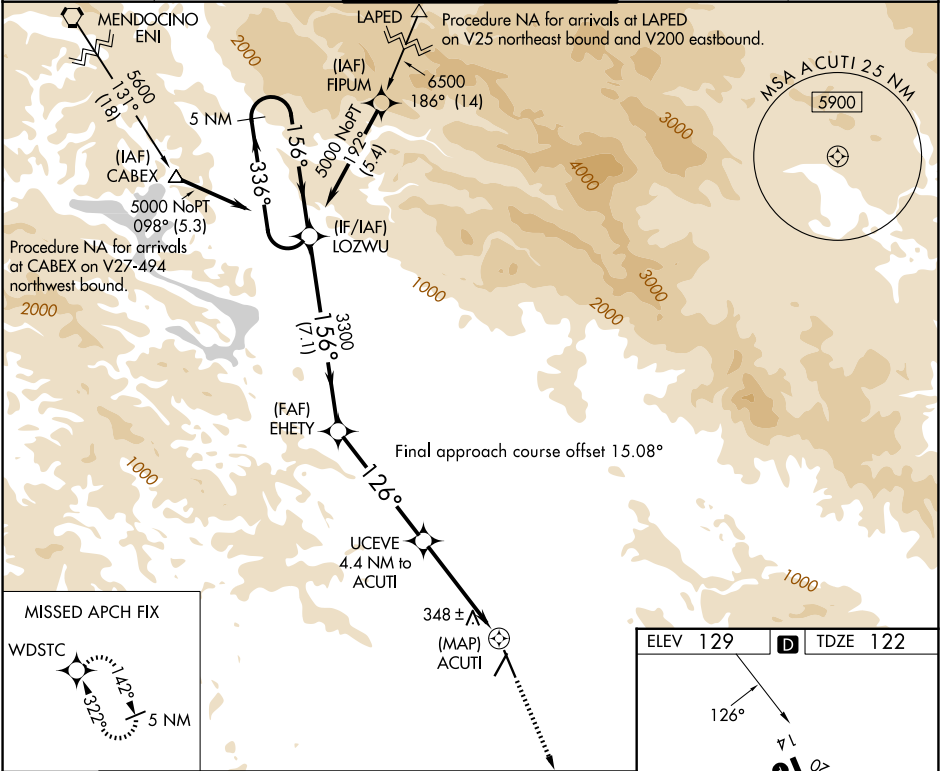
APP CRS	Rwy Ldg	5880
126°	TDZE	122
	Apt Elev	129

RNAV (GPS) RWY 14

CHARLES M SCHULZ/SONOMA COUNTY (STS)

RNP APCH.	MISSED APPROACH: Climb to 5000 direct WDSTC and hold, continue climb-in-hold to 5000.
▼ ▲ Rwy 14 helicopter visibility reduction below ¾ SM NA.	

ATIS 120.55	OAKLAND CENTER 127.8 353.5	SANTA ROSA TOWER★ 118.5 (CTAF) 0 363.0	GND CON 121.9	UNICOM 122.95
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5 NM Holding Pattern	LOZWU	EHETY	UCEVE 4.4 NM to ACUTI	0.9 NM to ACUTI	WDSTC
5000	336°	156°	3300	126°	1700
			2.99° TCH 49		
	7.1 NM	5 NM	3.5 NM	0.9	0.5
CATEGORY	A	B	C	D	
RNAV MDA	600-1	478 (500-1)	600-1 ¾ 478 (500-1 ¾)		
CIRCLING	600-1 471 (500-1)	680-1 551 (600-1)	1080-3 951 (1000-3)	1420-3 1291 (1300-3)	
MIRL Rwy 2-20					1
HIRL Rwy 14-32					1
REIL Rwy 14					1

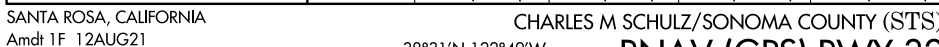
RNAV (GPS) RWY 32

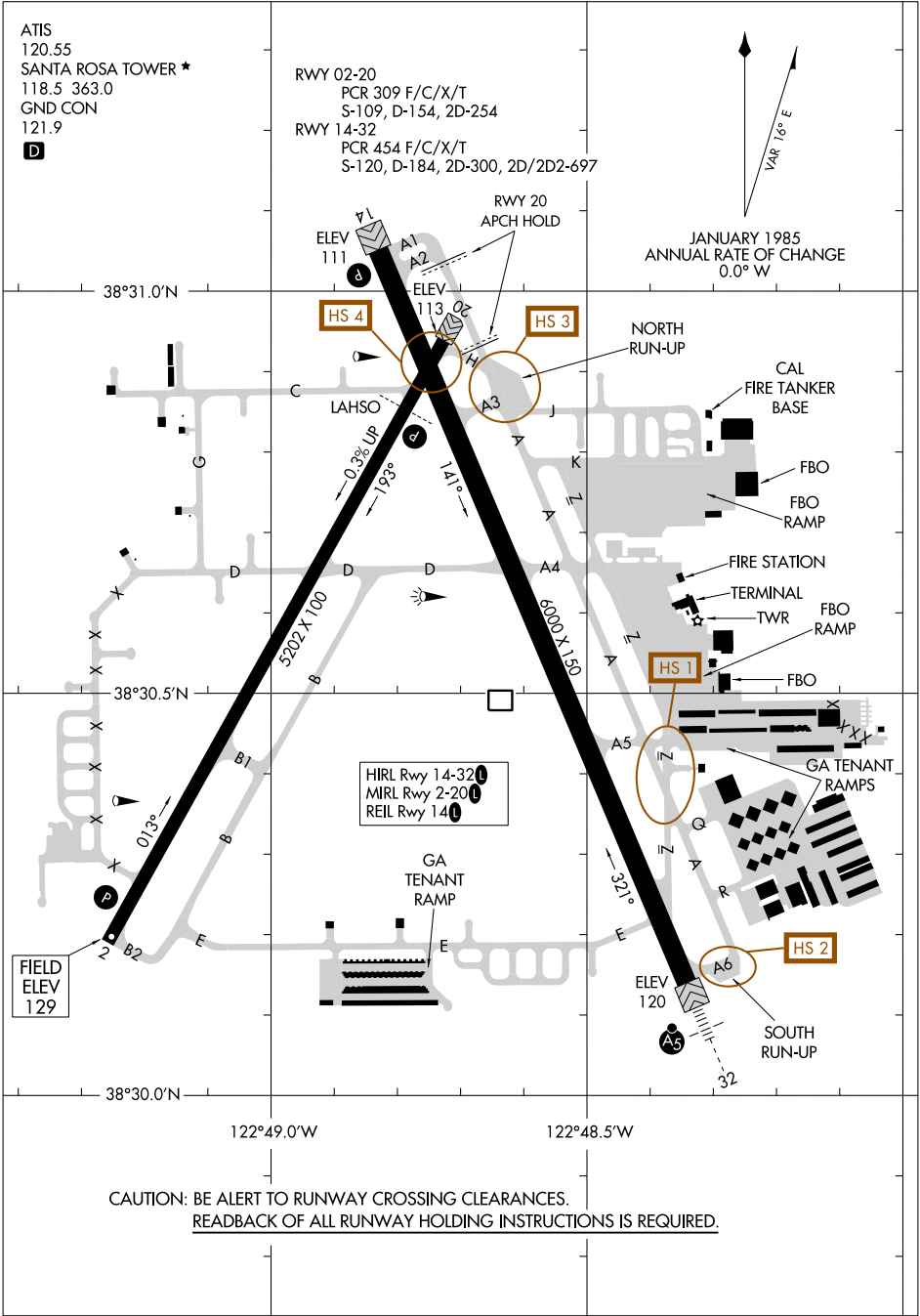
CHARLES M SCHULZ/SONOMA COUNTY (STS)

MISSED APPROACH: Climb to 6000 direct TUGUC and on track 308° to CABEX and hold, continue climb-in-hold to 6000.

ELEV	129	D	TDZE	122

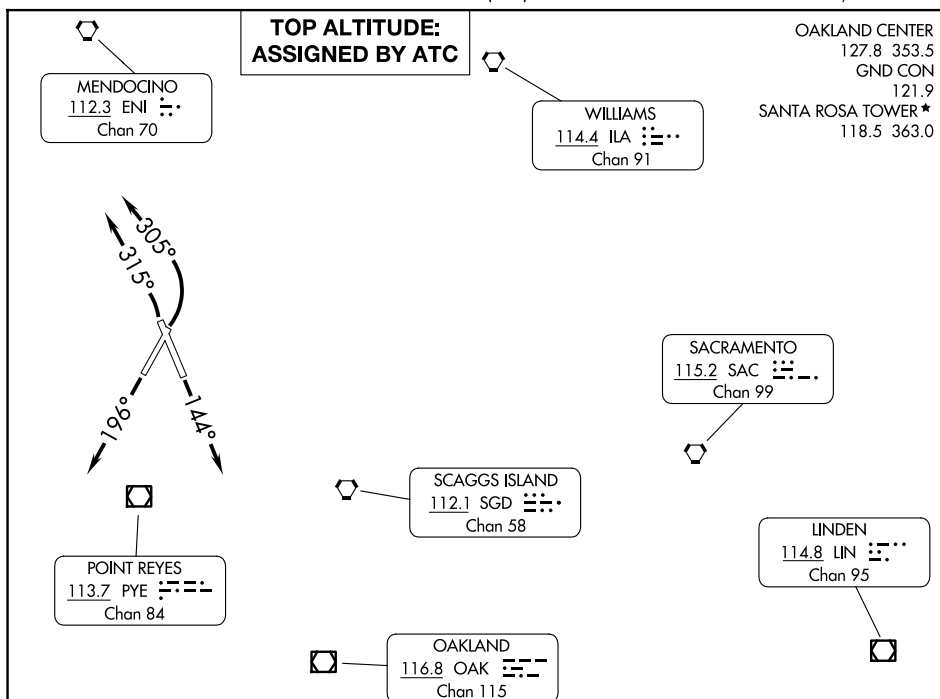
Figure 1 is a map of the San Luis Obispo County coastline, showing the proposed flight path for the Santa Barbara Island (SBI) approach. The path starts at the southwest bound of the SAU VOR/DME V150, proceeds northeast to the (IAF) WDSTC, then continues northeast to the 5000' altitude point, and finally proceeds northeast to the 5000' altitude point. The map includes labels for Point Reyes (PYE), Sausalito (SAU), and Santa Barbara Island (SBI). A table in the top left corner provides elevation and terrain data.





(CHRLY8.ROZZA) 24305

CHARLIE EIGHT DEPARTURE

CHARLES M SCHULZ/SONOMA COUNTY (ST'S)
AL-696 (FAA) SANTA ROSA, CALIFORNIA**TAKEOFF MINIMUMS**

Rwy 2: Standard with minimum climb of 300' per NM to 2100.
Rwy 14: Standard with minimum climb of 285' per NM to 2500.
Rwy 20: Standard with minimum climb of 265' per NM to 2200.
Rwy 32: Standard with minimum climb of 375' per NM to 2200.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAY 2: Climbing left turn on heading 305° (or as assigned between 200° CW to 305° from departure end of runway), thence . . .

TAKEOFF RUNWAY 14: Climb on heading 144° (or as assigned between 110° CW to 315° from departure end of runway), thence . . .

TAKEOFF RUNWAY 20: Climb on heading 196° (or as assigned between 100° CW to 250° from departure end of runway), thence . . .

TAKEOFF RUNWAY 32: Climbing left turn on heading 315° (or as assigned between 145° CW to 315° from departure end of runway), thence . . .

. . . expect RADAR vectors to join assigned route. Maintain ATC assigned altitude; expect filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with Oakland Center after reaching 4000, proceed direct to the PYE VOR/DME. Thence via assigned route.

CHARLIE EIGHT DEPARTURE

(CHRLY8.ROZZA) 24MAR22

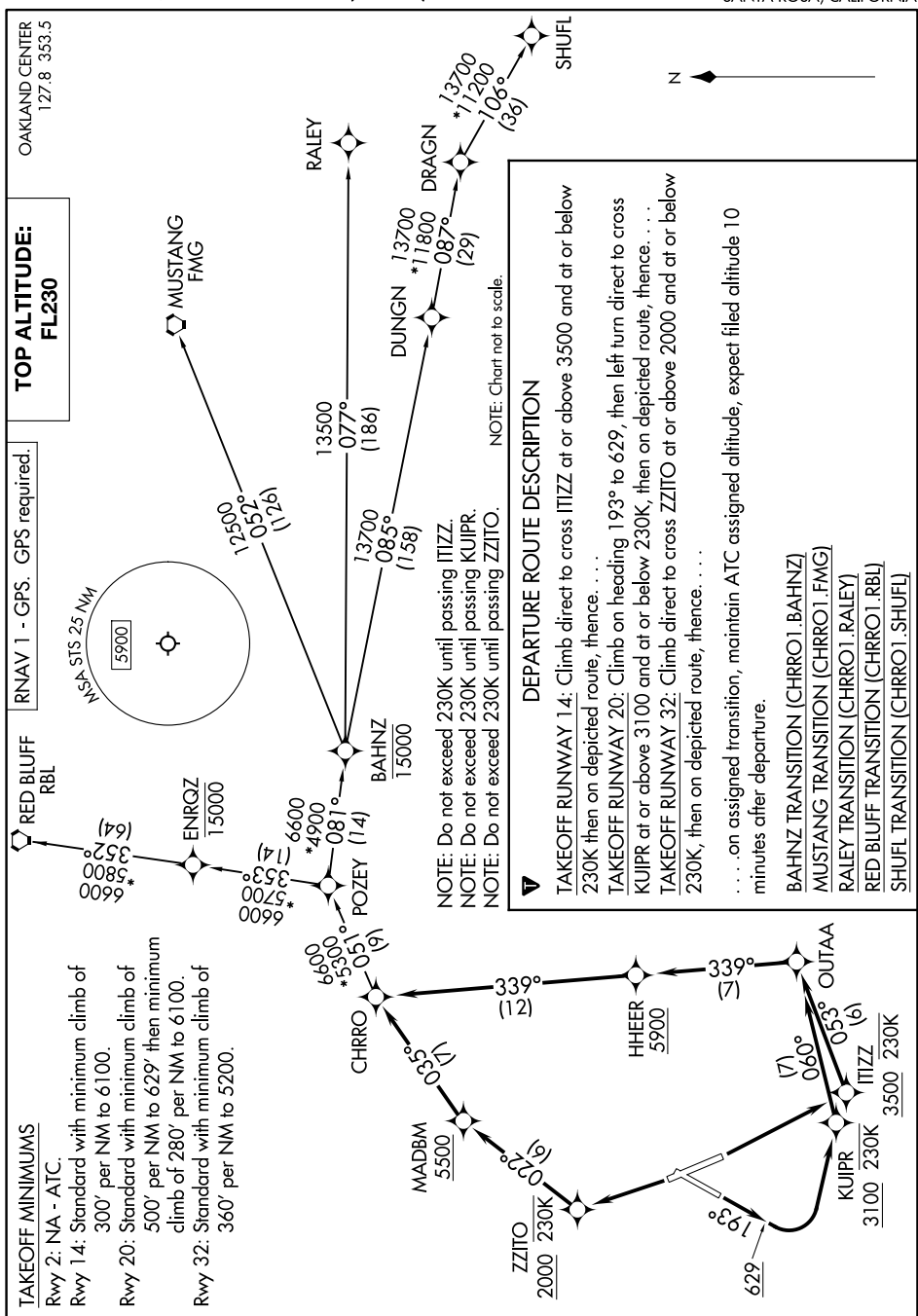
SANTA ROSA, CALIFORNIA
CHARLES M SCHULZ/SONOMA COUNTY (ST'S)

(CHRRO1.CHRRO) 24305

AL-696 (FAA)

CHARLES M SCHULZ/SONOMA COUNTY (ST'S)
SANTA ROSA, CALIFORNIA

CHRRO ONE DEPARTURE (RNAV)



CHRRO ONE DEPARTURE (RNAV)
(CHRRO1.CHRRO) 25JAN24

SANTA ROSA, CALIFORNIA
CHARLES M SCHULZ/SONOMA COUNTY (ST'S)

MMORK ONE DEPARTURE (RNAV)

SANTA ROSA, CALIFORNIA

**TOP ALTITUDE:
ASSIGNED BY ATC**

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

OAKLAND CENTER
127.8 353.5MEDOCINO
ENI5600
340°
(20)

FLUBR

4600
319°
(13)MMORK
4500 230K

MRRIN

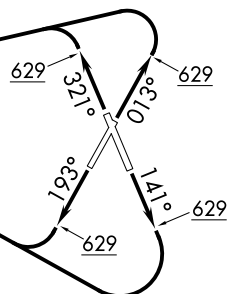
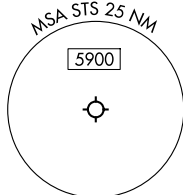
TAKEOFF MINIMUMS

Rwy 14: Standard.

Rwy 20: Standard with minimum climb of 500'/NM to 629.

Rwy 2: Standard with minimum climb of 500'/NM to 629,
then minimum climb of 330'/NM to 2300.Rwy 32: Standard with minimum climb of 500'/NM to 629,
then minimum climb of 380'/NM to 2300.

NOTE: Do not exceed 230K until passing MMORK.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKEOFF RUNWAY 2: Climb on heading 013° to 629, then left turn direct to cross MMORK at or above 4500 and at or below 230K, thence . . .TAKEOFF RUNWAY 14: Climb on heading 141° to 629, then right turn direct MRRIN, then on depicted route, thence . . .TAKEOFF RUNWAY 20: Climb on heading 193° to 629, then right turn direct MRRIN, then on depicted route, thence . . .TAKEOFF RUNWAY 32: Climb on heading 321° to 629, then left turn direct to cross MMORK at or above 4500 and at or below 230K, thence . . .

. . . on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

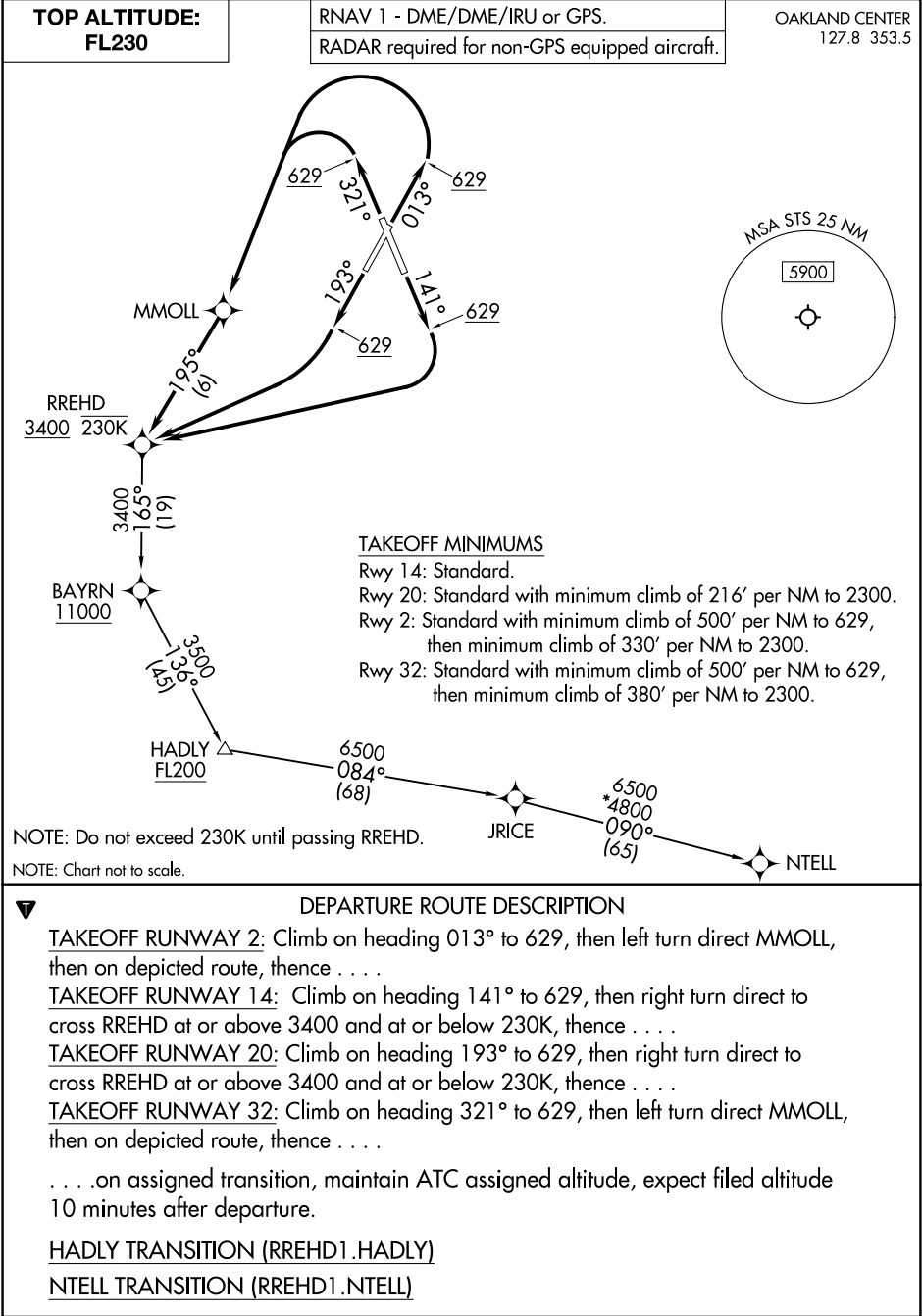
MENDOCINO TRANSITION (MMORK1.ENI)

MMORK ONE DEPARTURE (RNAV)

(MMORK1.MMORK) 25JAN24

SANTA ROSA, CALIFORNIA

CHARLES M SCHULZ/SONOMA COUNTY (ST'S)

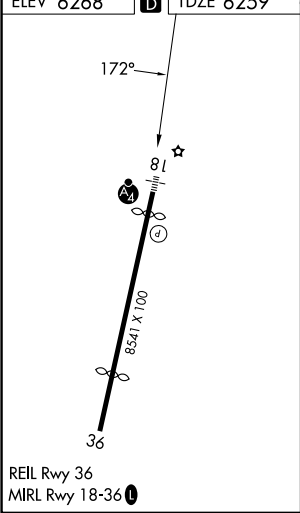
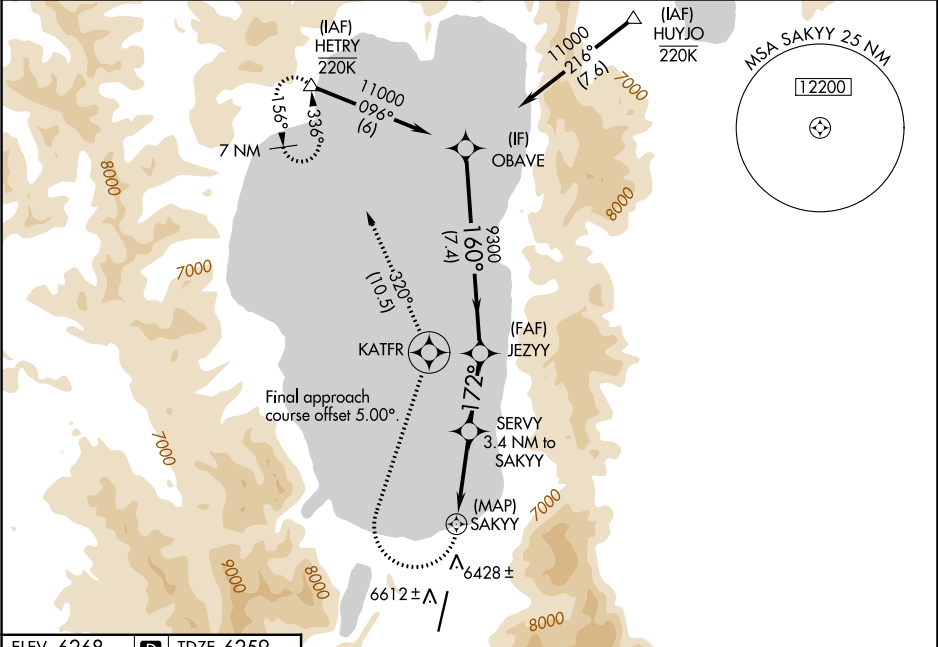


WAAS CH 57943 W18A	APP CRS 172°	Rwy Ldg TDZE Apt Elev 7017 6259 6268
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RNAV (GPS) RWY 18
LAKE TAHOE (TVL)

RNP APCH.	MALSF	MISSED APPROACH: (Do not exceed 185K until KATFR). Climbing right turn to 10000 direct KATFR then on track 320° to HETRY and hold, continue climb-in-hold to 12000. * Missed approach requires minimum climb of 425 feet per NM to 10000.
▼ Circling NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, -12°C procedure NA. Circling NA east of Rwy 18-36.	24	

ASOS 124.725	OAKLAND CENTER 127.95 316.1	CTAF 122.85 0
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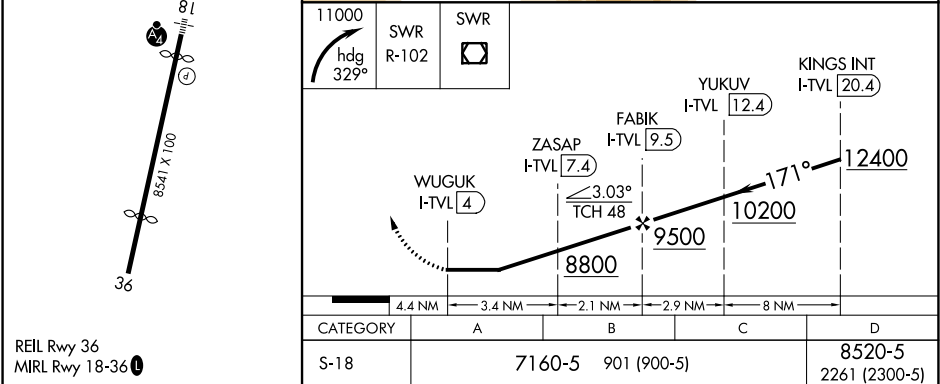
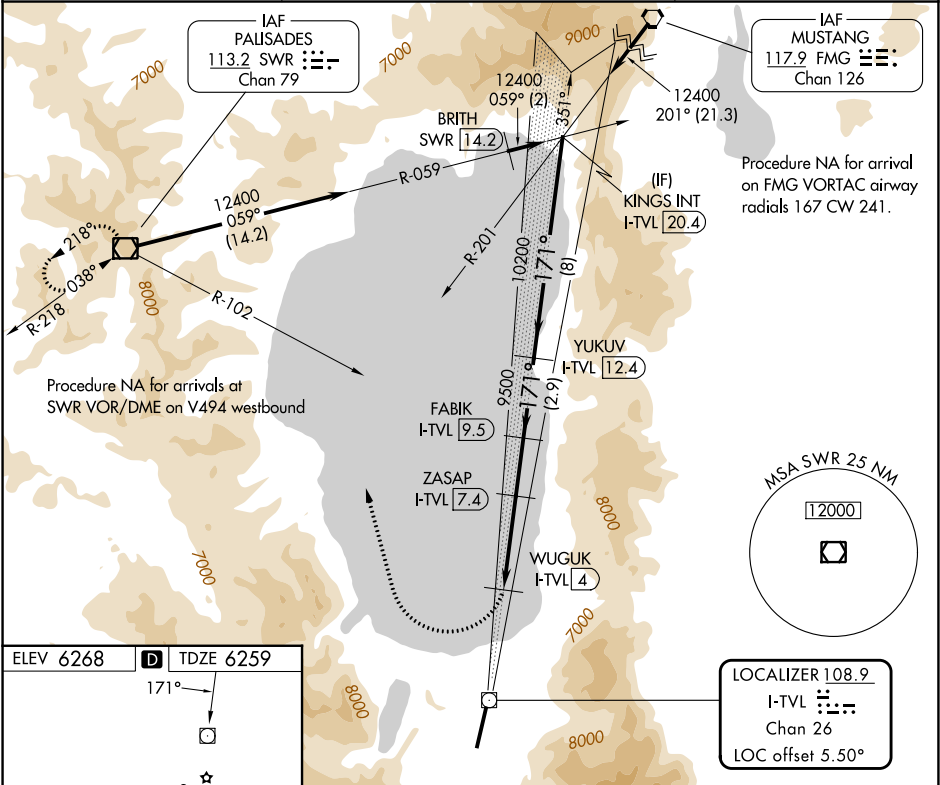


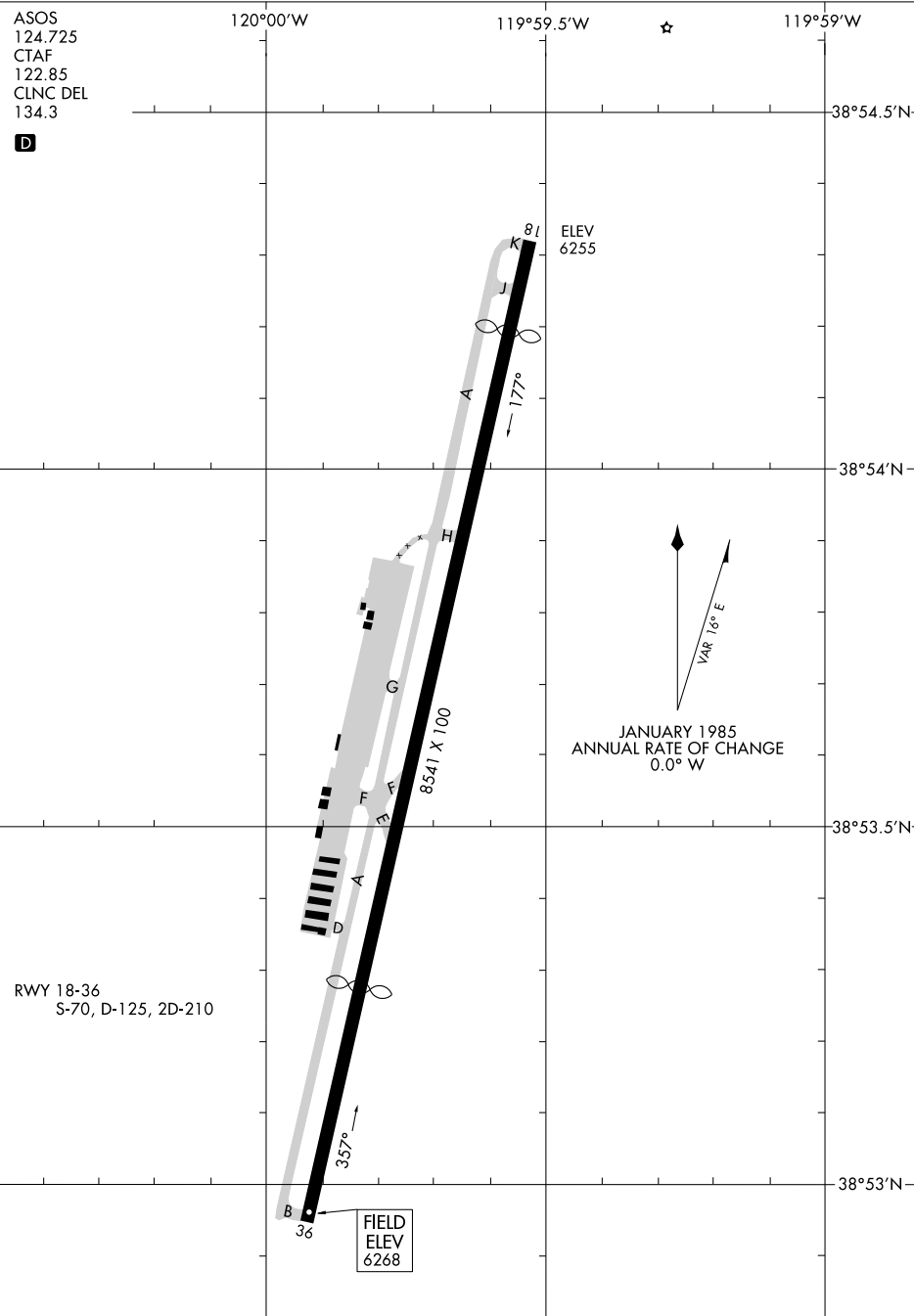
10000	KATFR	tr 320°	HETRY	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).
				SERVY 3.4 NM to SAKYY
				JEZY
				OBAVE
				11000
				160°
				9300
				172°
				8340
				3.20° TCH 60
				2.6 NM
				3.4 NM
				2.8 NM
				7.4 NM
CATEGORY	A	B	C	D
LP MDA*	6680-3 421 (500-3)			
LP MDA	7120-3	861 (900-3)	7140-3 881 (900-3)	7320-3 1061 (1100-3)
LNAV MDA*	6980-3 721 (800-3)			
LNAV MDA	7280-3 1021 (1100-3)	7620-3 1361 (1400-3)	8160-3 1901 (1900-3)	NA
CIRCLING	7420-3 1152 (1200-3)	7680-3 1412 (1500-3)	8160-3 1892 (1900-3)	NA

LOC/DME I-TVL 108.9 Chan 26	APP CRS 171°	Rwy Ldg TDZE Apt Elev 7017 6259 6268	LDA RWY 18 LAKE TAHOE (TVL)
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DME required.	MALSF	MISSED APPROACH: Climbing right turn to 11000 on heading 329° and SWR VOR/DME R-102 to SWR VOR/DME and hold.
NA -12°C Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, procedure NA.		

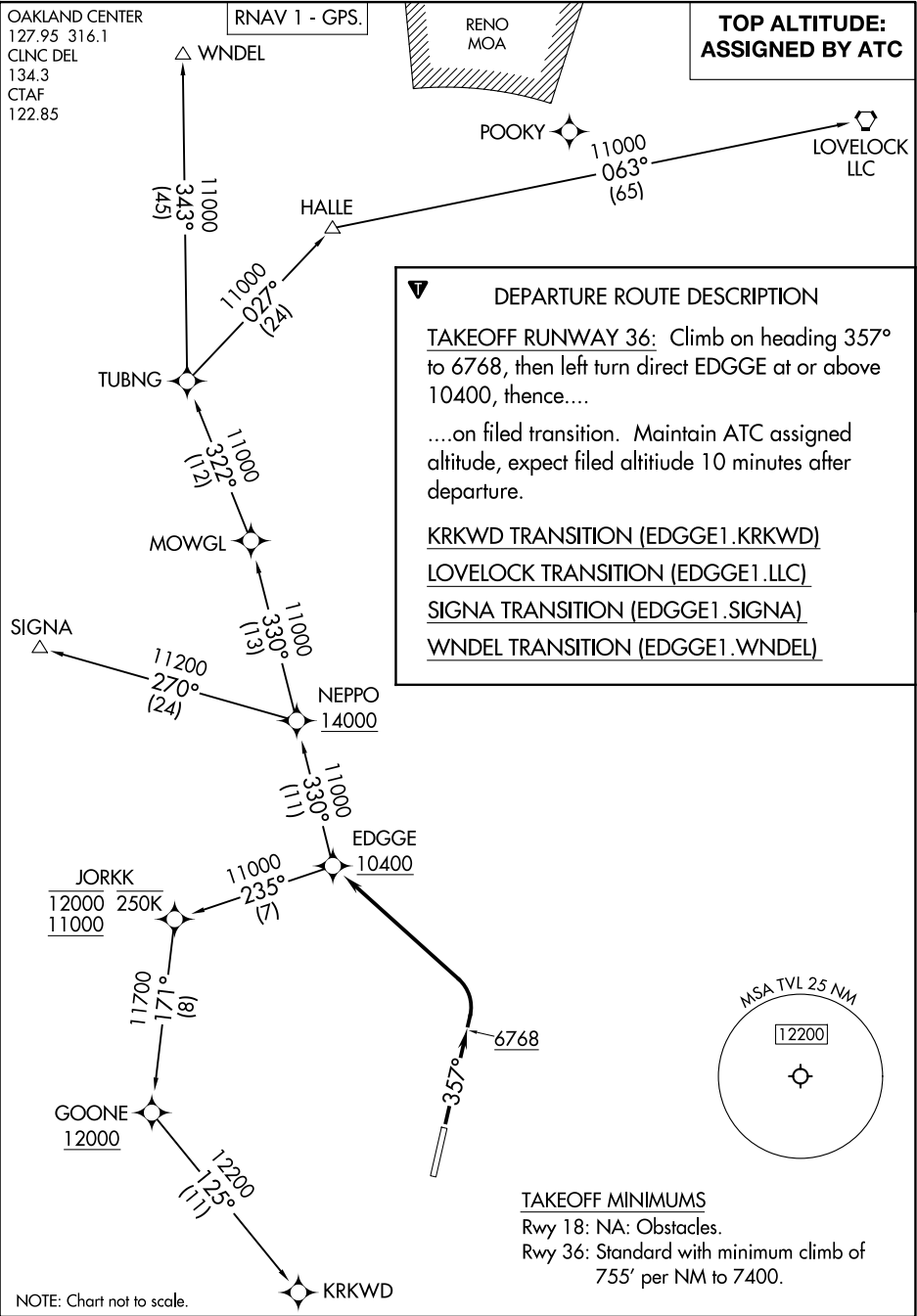
ASOS 124.725	OAKLAND CENTER 127.95 316.1	CTAF 122.85
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SW-2, 03 SEP 2026 to 29 OCT 2026

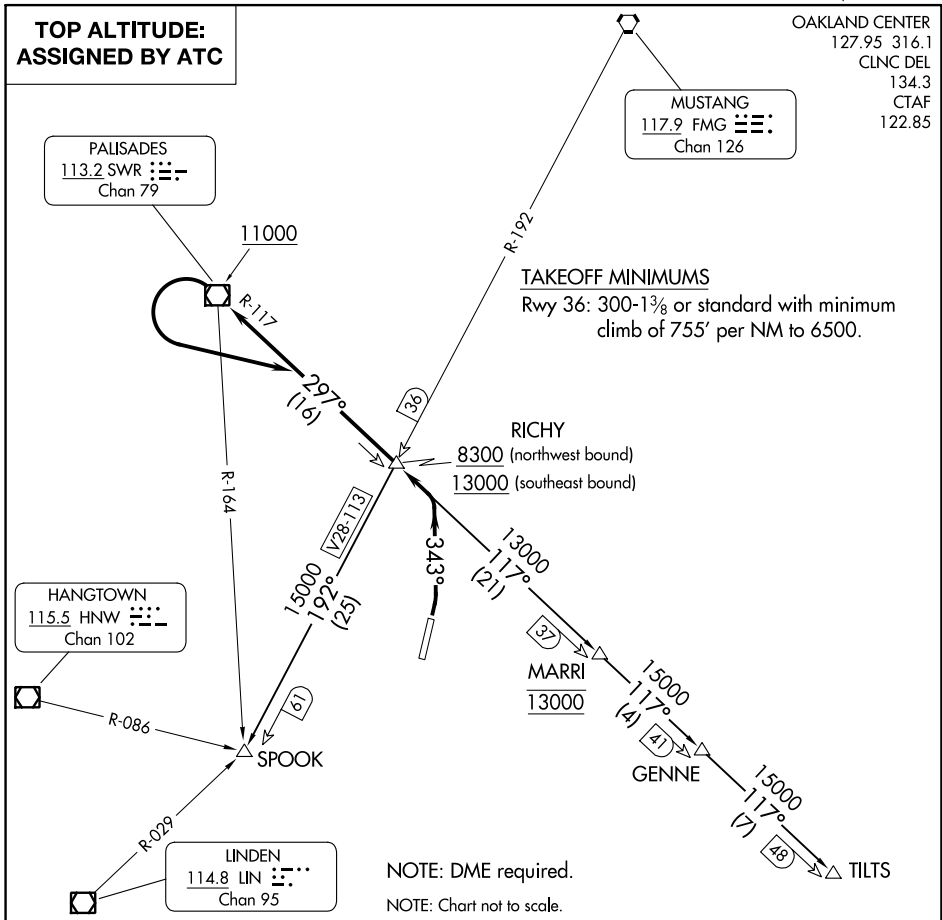
SW-2, 03 SEP 2026 to 29 OCT 2026



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RICHY SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climbing left turn on heading 343° to intercept the SWR VOR/DME R-117 northwest bound. Cross RICHY/SWR 16 DME at or above 8300, cross SWR at or above 11000. Thence. . .
. . . on assigned route (Aircraft cleared on a transition turn left to intercept the SWR R-117 southeast bound to cross RICHY at or above 13000). Maintain ATC assigned altitude.

GENNE TRANSITION (RICHY7.GENNE): From over RICHY INT on SWR R-117 to GENNE.

MARRI TRANSITION (RICHY7.MARRI): From over RICHY INT on SWR R-117 to MARRI.

SPOOK TRANSITION (RICHY7.SPOOK): From over RICHY INT on FMG R-192 to SPOOK INT.

TILTS TRANSITION (RICHY7.TILTS): From over RICHY INT on SWR R-117 to TILTS.

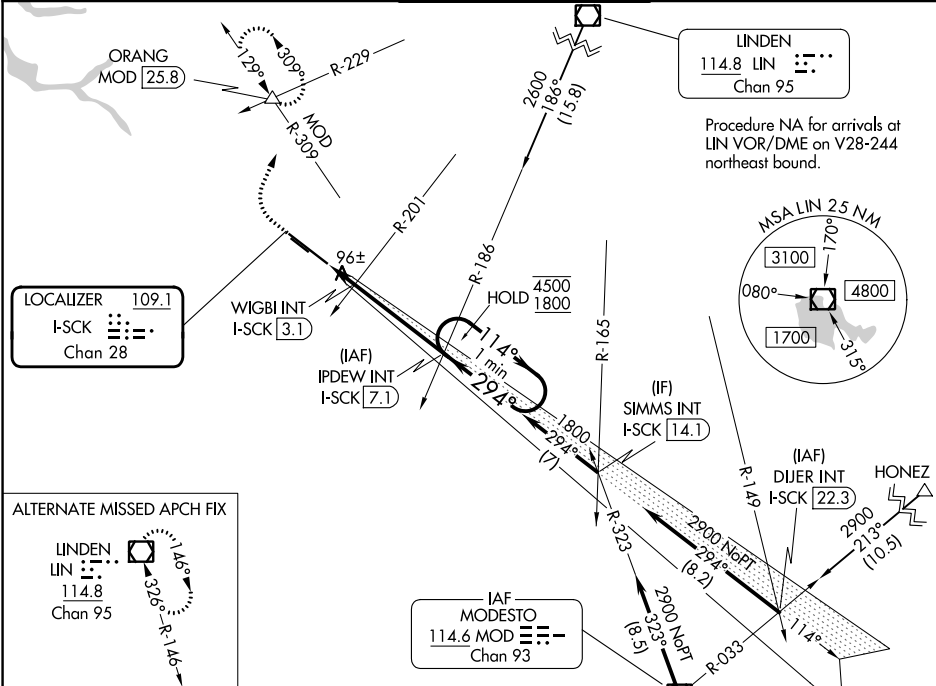
RICHY SEVEN DEPARTURE

LOC/DME I-SCK 109.1 Chan 28	APP CRS 294°	Rwy Ldg TDZE Apt Elev 8650 32 33
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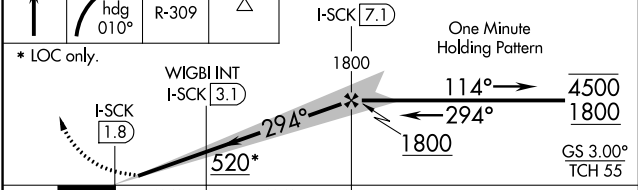
ILS or LOC RWY 29R
STOCKTON METRO (SCK)

⚠ For inop ALS, increase S-LOC 29R Cat C/D visibility to 1 3/8 SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 010° and MOD VOR/DME R-309 to ORANG INT/MOD 25.8 DME and hold.
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ATIS 118.25	NORCAL APP CON 123.85 278.3 (SE-NW) 125.1 363.2 (N-SE)	STOCKTON TOWER * 120.3 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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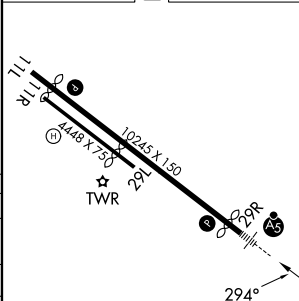


500	2000	MOD R-309	ORANG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
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CATEGORY	A	B	C	D
S-ILS 29R #	232/24 200 (200-1/2)			
S-LOC 29R	520/24 488 (500-1/2)	520/50 488 (500-1)		
CIRCLING	520-1 487 (500-1)	540-1 507 (600-1)	640-1 3/4 607 (700-1 3/4)	640-2 607 (700-2)
WIGBI FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 29R	360/24 328 (400-1/2)	360/26 328 (400-1/2)		
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	640-1 3/4 607 (700-1 3/4)	640-2 607 (700-2)

ELEV 33	TDZE 32
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STOCKTON, CALIFORNIA

AL-407 (FAA)

26246

LOC/DME I-SCK 109.1 Chan 28	APP CRS 294°	Rwy Ldg TDZE Apt Elev 8650 32 33
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ILS RWY 29R (SA CAT II)

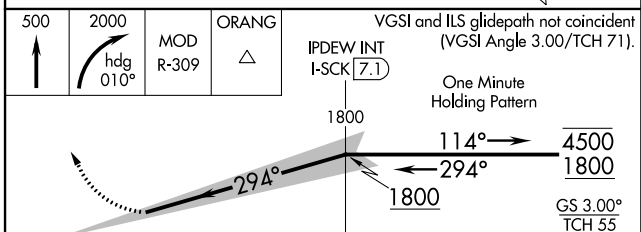
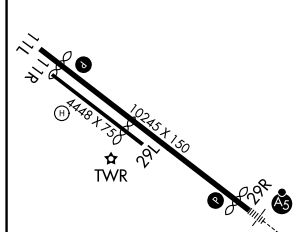
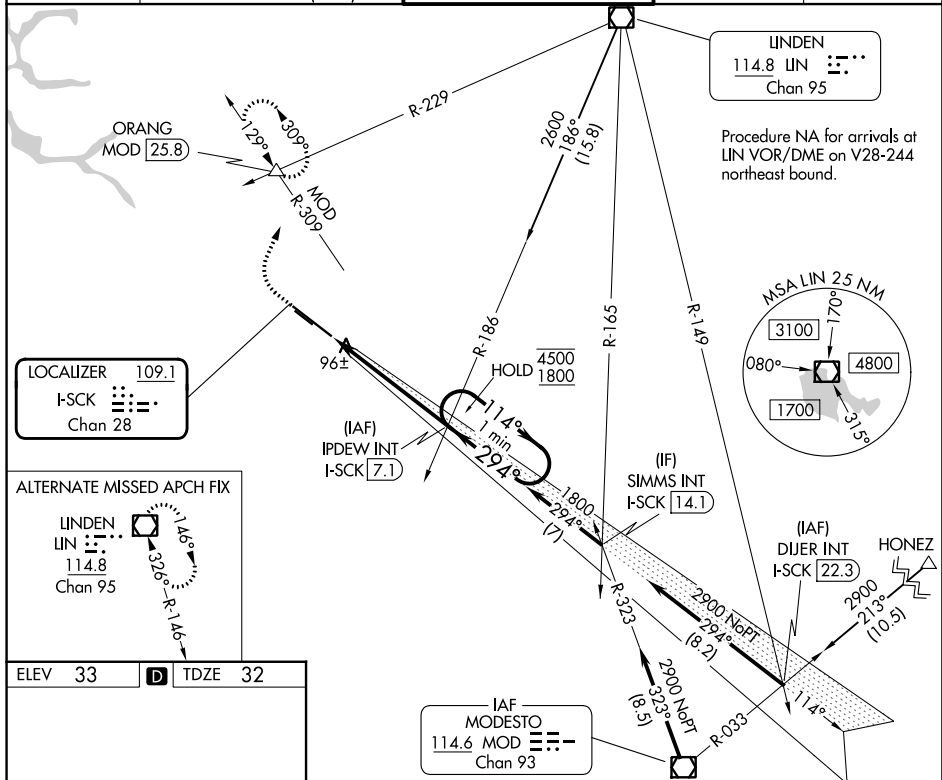
STOCKTON METRO (SCK)

Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.



MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on heading 010° and MOD VOR/DME R-309 to ORANG INT/MOD 25.8 DME and hold.

ATIS 118.25	NORCAL APP CON 123.85 278.3 (SE-NW) 125.1 363.2 (N-SE)	STOCKTON TOWER ★ 120.3 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95
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	1065'	5.4 NM			
CATEGORY	A	B	C	D	
S-ILS 29R	RA 105/12 100 DA 132				

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

STOCKTON, CALIFORNIA

Amdt 22A 05DEC19

37°54'N-121°14'W

STOCKTON METRO (SCK)

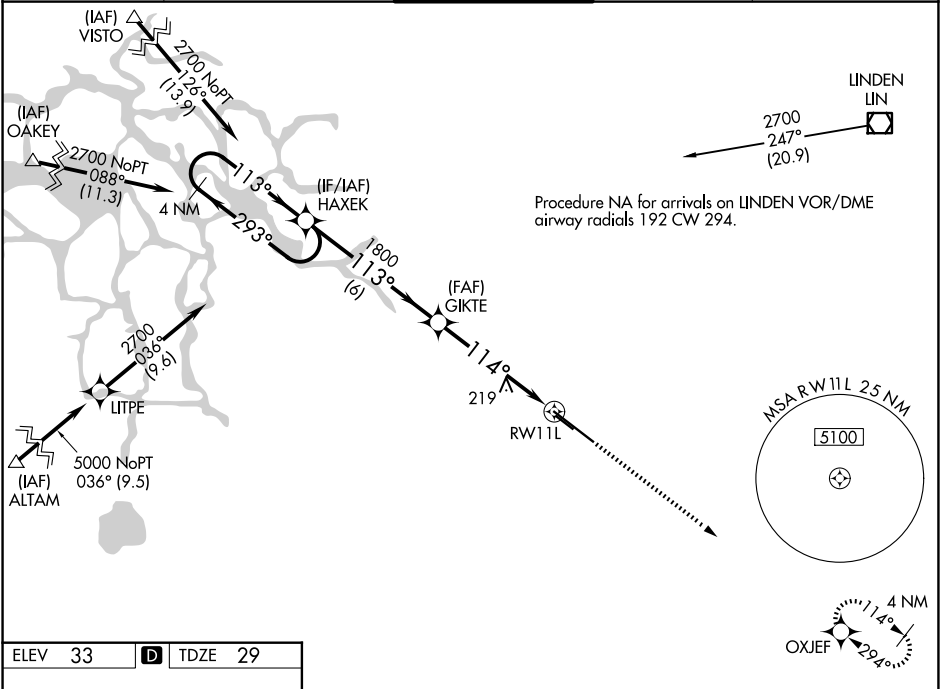
ILS RWY 29R (SA CAT II)

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 72910 W11A	APP CRS 114°	Rwy Ldg TDZE 29 Apt Elev 33
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RNAV (GPS) RWY 11L
STOCKTON METRO (SCK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 2000 direct OXJEF and hold.		
ATIS 118.25	NORCAL APP CON 123.85 278.3 (SE-NW) 125.1 363.2 (N-SE)	STOCKTON TOWER ★ 120.3 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95



ELEV 33	D	TDZE 29
Diagram of the HIRL Rwy 11L-29R showing the runway layout, lights, and navigation aids. The runway is 10245 x 150 ft. The diagram includes the TWR, the 29L and 29R runways, and the 11L and 11R runways. The diagram also shows the 4448 x 750 ft taxiway and the 29L and 29R taxiways.		
HIRL Rwy 11L-29R 0		

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).				
4 NM Holding Pattern HAXEK				
GP 3.00° TCH 50				
2700 ← 293° 113° → 1800				
1800 → 113° 114° → RWY 11L				
6 NM 4.2 NM 1.2 NM				
CATEGORY	A	B	C	D
LPV DA	229-3/4 200 (200-3/4)			
LNAV/VNAV DA	471-1 1/2 442 (500-1 1/2)			
LNAV MDA	480-1	451 (500-1)	480-1 3/8	451 (500-1 3/8)
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	640-1 3/4 607 (700-1 3/4)	640-2 607 (700-2)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

STOCKTON, CALIFORNIA

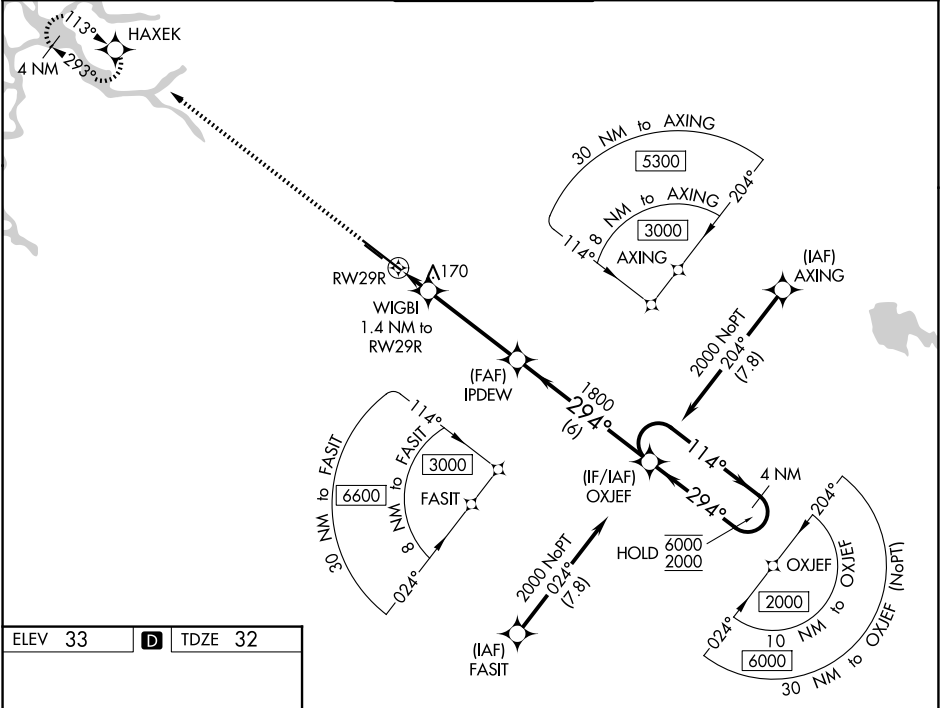
AL-407 (FAA)

25331

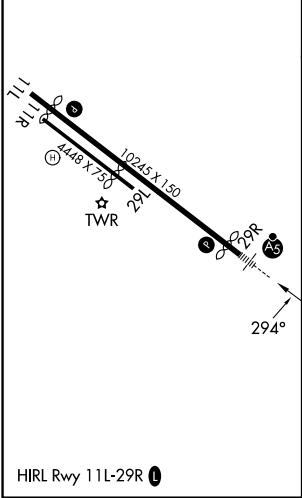
WAAS CH 87010 W29A	APP CRS 294°	Rwy Ldg 8650 TDZE 32 Apt Elev 33
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RNAV (GPS) RWY 29R
STOCKTON METRO (SCK)

RNP APCH.			MALSR 	MISSED APPROACH: Climb to 2700 direct HAXEK and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.				
ATIS 118.25	NORCAL APP CON 123.85 278.3 (SE-NW) 125.1 363.2 (N-SE)	STOCKTON TOWER ★ 120.3 (CTAF) 0 239.0	GND CON 121.9	UNICOM 122.95



ELEV 33	D	TDZE 32
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2700	HAXEK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).			
*LNAV only		WIGBI 1.4 NM to RWY 29R	IPDEW 1800	OXJEF 4 NM Holding Pattern	
RWY 29R		520*	294°	114°	6000 2000
1.4 NM		4.1 NM	6 NM		GP 3.00° TCH 55
CATEGORY	A	B	C	D	
LPV DA#		232/24	200 (200-½)		
LNAV/VNAV DA		320/24	288 (300-½)		
LNAV MDA	420/24	388 (400-½)	420/35	388 (400-¾)	
CIRCLING	500-1 467 (500-1)	540-1 507 (600-1)	640-1¾ 607 (700-1¾)	640-2 607 (700-2)	

STOCKTON, CALIFORNIA

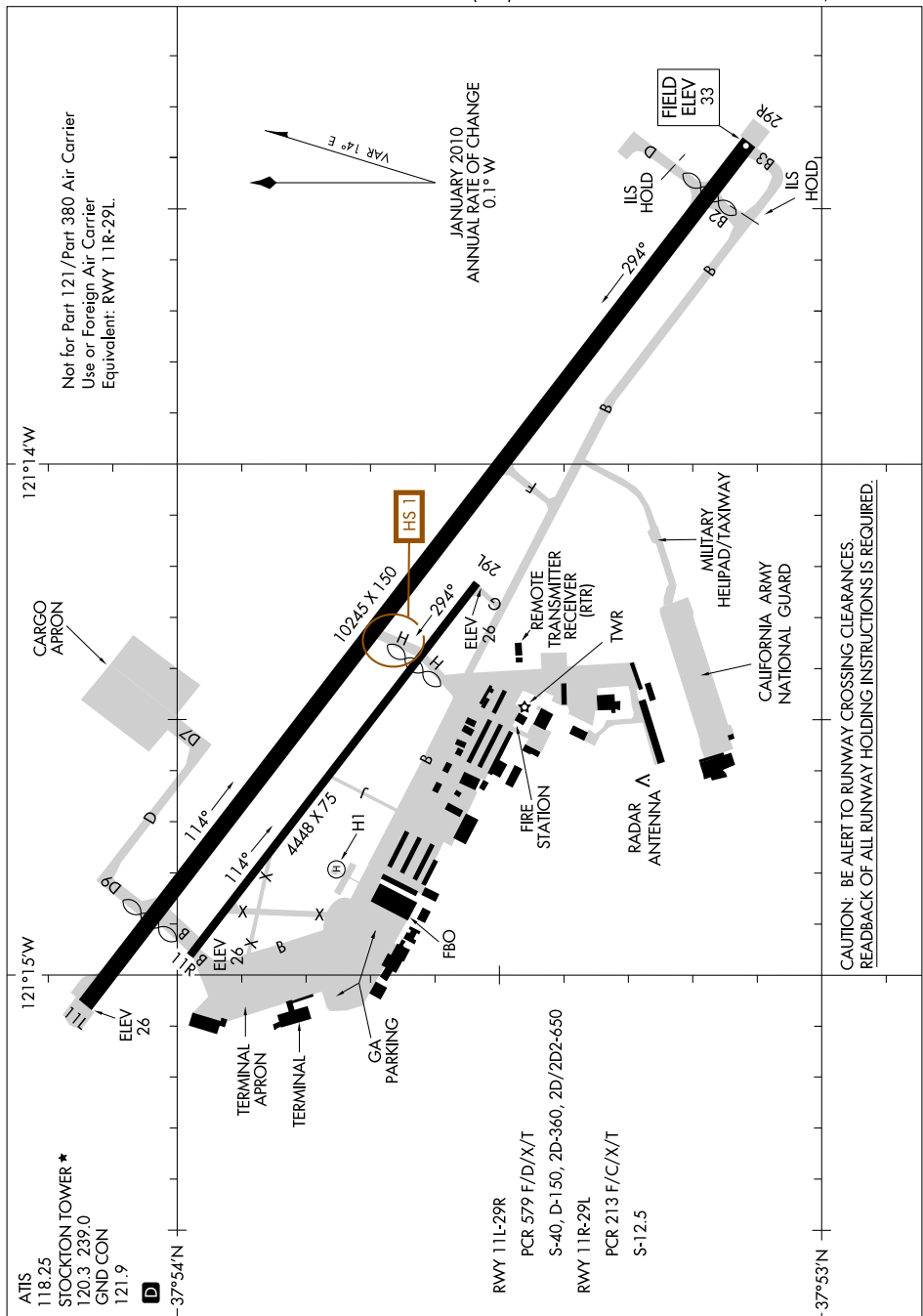
Amdt 2 20JUN19

37°54'N-121°14'W

STOCKTON METRO (SCK)
RNAV (GPS) RWY 29R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



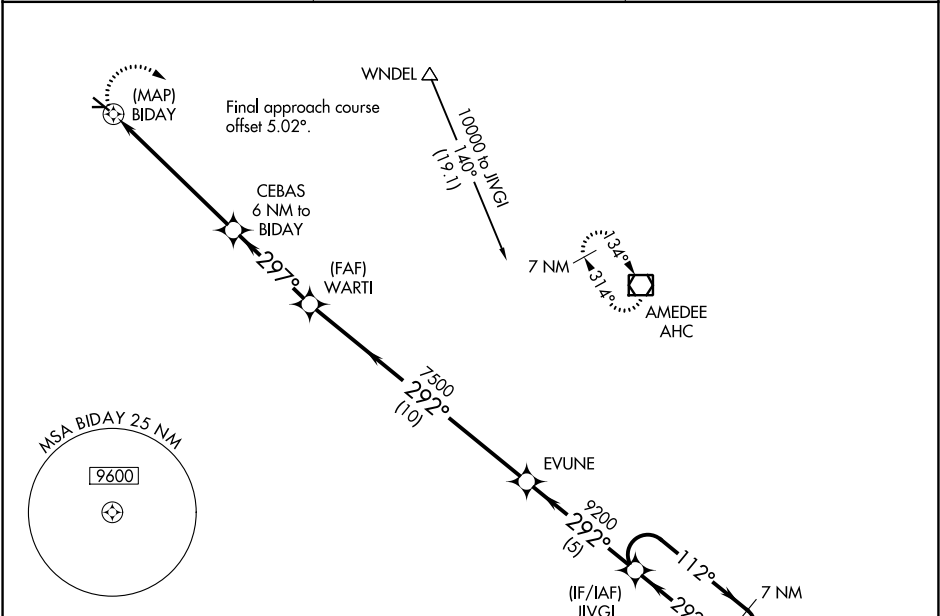
APP CRS	Rwy Ldg	4051
297°	TDZE	4146
	Apt Elev	4149

RNAV (GPS) RWY 29

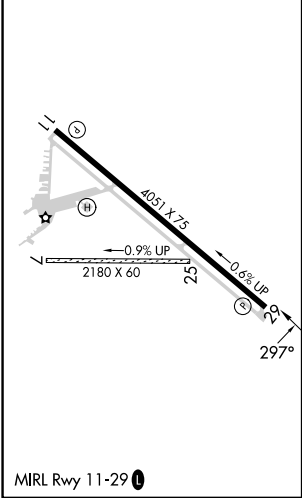
SUSANVILLE MUNI (SVLE)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 14000 direct AHC VOR/DME and hold, continue climb-in-hold to 14000.
▼ Rwy 29 helicopter visibility reduction below 1 SM NA. Circling NA for Cat D south of Rwy 11-29. Circling NA to Rwy 7 and 25. When local altimeter setting not received, use RTS altimeter setting and increase all MDA 260 feet.	

AWOS-3 133.8	OAKLAND CENTER 128.8 285.5	UNICOM 122.8 (CTAF) 0
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ELEV 4149	TDZE 4146
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		Visual Segment - Obstacles.			

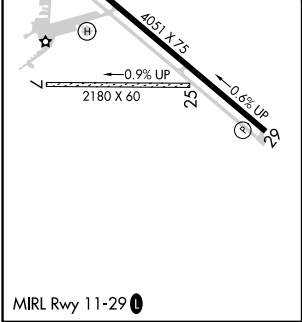
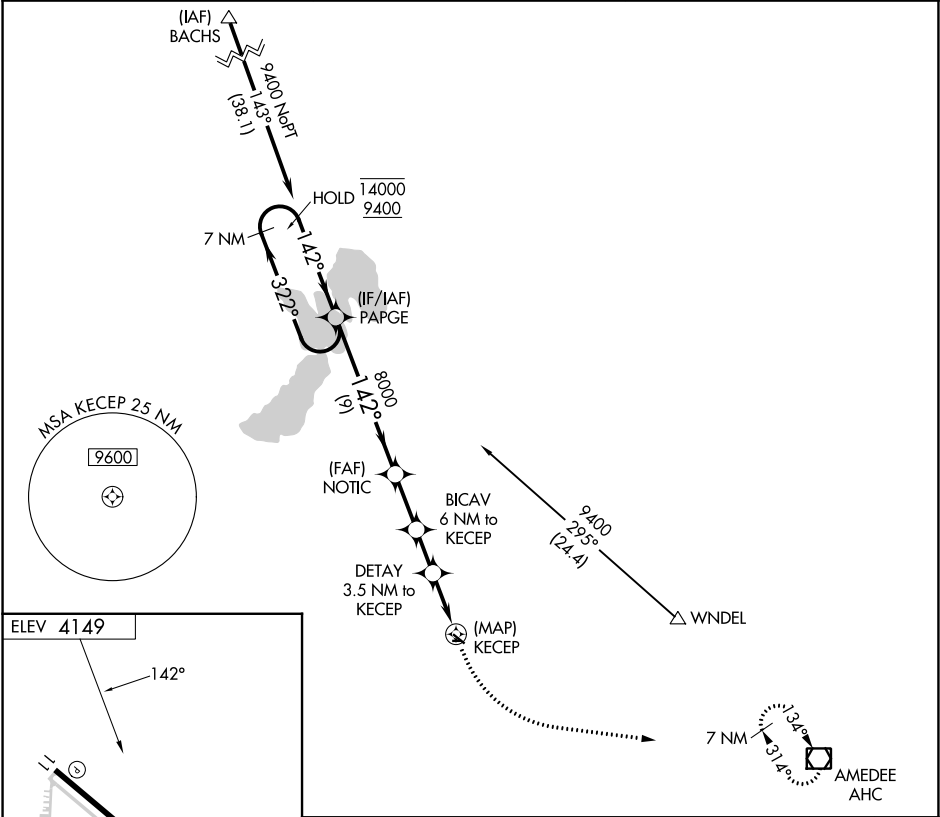
APP CRS	Rwy Ldg	N/A
142°	TDZE	N/A
	Apt Elev	4149

RNAV (GPS)-A

SUSANVILLE MUNI (SV E)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 14000 direct AHC VOR/DME and hold, continue climb-in-hold to 14000.
▼ NA ❄ -1.5°C	
When local altimeter setting not received, procedure NA. Circling NA for Cat D south of Rwy 11-29. Circling NA to Rwys 7 and 25.	

AWOS-3 133.8	OAKLAND CENTER 128.8 285.5	UNICOM 122.8 (CTAF) 0
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7 NM Holding Pattern				14000	AHC
PAPER				9400	
NOTIC				8000	
BICAV 6 NM to KECEP				7360	
DETAI 3.5 NM to KECEP				6360	
KECEP					
9 NM				3.2 NM	2.5 NM
CATEGORY	A	B	C	D	
CIRCLING	5260-1¼ 1111 (1200-1¼)	5260-1½ 1111 (1200-1½)	5780-3 1631 (1700-3)	6060-3 1911 (2000-3)	

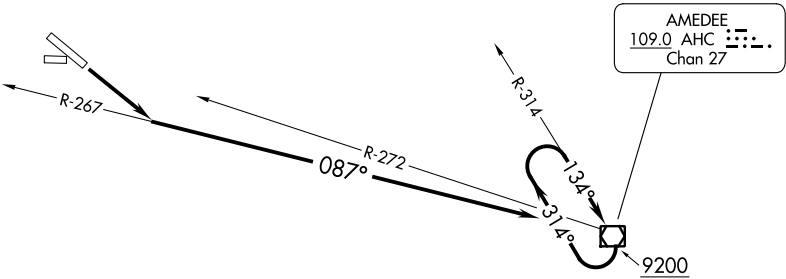
(AHC2.AHC) 26190

AMEDEE TWO DEPARTURE (OBSTACLE)

AL-9479 (FAA)

SUSANVILLE MUNI (SVE)
SUSANVILLE, CALIFORNIA

OAKLAND CENTER
128.8 285.5
CTAF
122.8

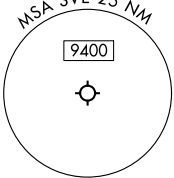


TAKEOFF MINIMUMS

Rwys 7, 25, 29: NA - Obstacles.
Rwy 11: Standard with minimum climb of 410'/NM to 6000,
or 3100-3 for VCOA.

TAKEOFF OBSTACLE NOTES

Rwy 11, Takeoff Minimums Obstacles: Vegetation 2.1 NM
from DER extending to 2.6 NM from DER, right of centerline,
up to 4782' MSL, 660' above DER.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on AHC VOR/DME R-267 to AHC VOR/DME thence. . .

VCOA RUNWAY 11: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross Susanville Muni Airport eastbound at or above 7200,
then on AHC VOR/DME R-272 to AHC, thence. . .

. . . cross AHC VOR/DME at or above 9200'. Climb in AHC VOR/DME holding pattern
to depart AHC VOR/DME at or above 14000 before proceeding on course.

AMEDEE TWO DEPARTURE (OBSTACLE)

(AHC2.AHC) 09JUL26

SUSANVILLE, CALIFORNIA
SUSANVILLE MUNI (SVE)

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49200 W12A	APP CRS 116°	Rwy Ldg TDZE Apt Elev	4001 193 194
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RNAV (GPS) RWY 12

TRACY MUNI (TCY)

RNP APCH - GPS.

▼

Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling NA southwest of Rwy 12-30.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using SCK altimeter setting. When local altimeter setting not received, use SCK altimeter setting and increase LPV DA to 503 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 507 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH:
Climb to 700 then climbing left turn to 3200 direct HAIRE and hold, continue climb-in-hold to 3200.

AWOS-3 118.375	NORCAL APP CON 123.85 278.3	UNICOM 123.075 (CTAF) 0
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4 NM Holding Pattern

OYOSO

JENEG

ZOTPI 1.9 NM to RWY12

HAIRE

GP 3.00° TCH 41

6000 3100

296° 116°

2000

820

6.6 NM 3.7 NM 0.9 1 NM

CATEGORY	A	B	C	D
LPV DA	443-¾	250 (300-¾)		NA
LNAV/VNAV DA	447-¾	254 (300-¾)		NA
LNAV MDA	540-1	347 (400-1)		NA
CIRCLING	580-1 386 (400-1)	660-1 466 (500-1)	660-1½ 466 (500-1½)	NA

ELEV 194 TDZE 193

116°

3438 X 75

0.5% UP

0.3% UP

4001 X 75

MIRL Rwy 8-26 and 12-30

REIL Rwy 8, 12, 26 and 30

TRACY, CALIFORNIA

Amdt 2C 11JUN26

37°41'N-121°26'W

385

TRACY MUNI (TCY)

RNAV (GPS) RWY 12

TRACY, CALIFORNIA

AL-5815 (FAA)

26162

WAAS CH 49040 W26A	APP CRS 255°	Rwy Ldg TDZE 186 Apt Elev 194
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RNAV (GPS) RWY 26

TRACY MUNI (TCY)

RNP APCH - GPS.

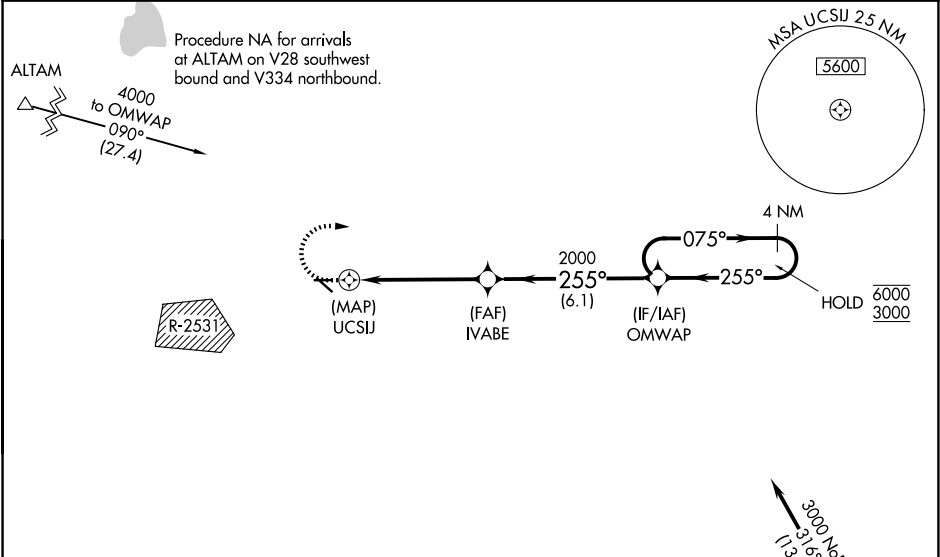
▼

▲

Rwy 26 helicopter visibility reduction below ¾ SM NA. Circling NA southwest of Rwy 12-30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV NA when using SCK altimeter setting. When local altimeter setting not received, use SCK altimeter setting and increase LPV DA to 496 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 553 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM.

MISSED APPROACH: (Do not exceed 210K until OMWAP) Climb to 640 then climbing right turn to 3000 direct OMWAP and hold, continue climb-in-hold 3000.

AWOS-3 118.375	NORCAL APP CON 123.85 278.3	UNICOM 123.075 (CTAF) 0
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ELEV 194 TDZE 186

640 3000 OMWAP

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

4 NM Holding Pattern

3438 X 75 0.5% UP 255°

0.3% UP 4001 X 75

IVABE 2000

UCSIJ 2000

OMWAP 255° 075° 6000 3000 GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	436-¾	250 (300-¾)		NA
LNAV/VNAV DA	493-⅞	307 (300-⅞)		NA
LNAV MDA	540-1	354 (400-1)	580-1⅞ 394 (400-1⅞)	NA
CIRCLING	580-1 386 (400-1)	660-1 466 (500-1)	660-1½ 466 (500-1½)	NA

MIRL Rwy 8-26 and 12-30 0
REIL Rwy 8, 12, 26 and 30 0

TRACY, CALIFORNIA
Amdt 1D 11JUN26

37°41'N-121°26'W

TRACY MUNI (TCY)

RNAV (GPS) RWY 26

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69201 W30A	APP CRS 297°	Rwy Ldg TDZE 193 Apt Elev 193
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RNAV (GPS) RWY 30

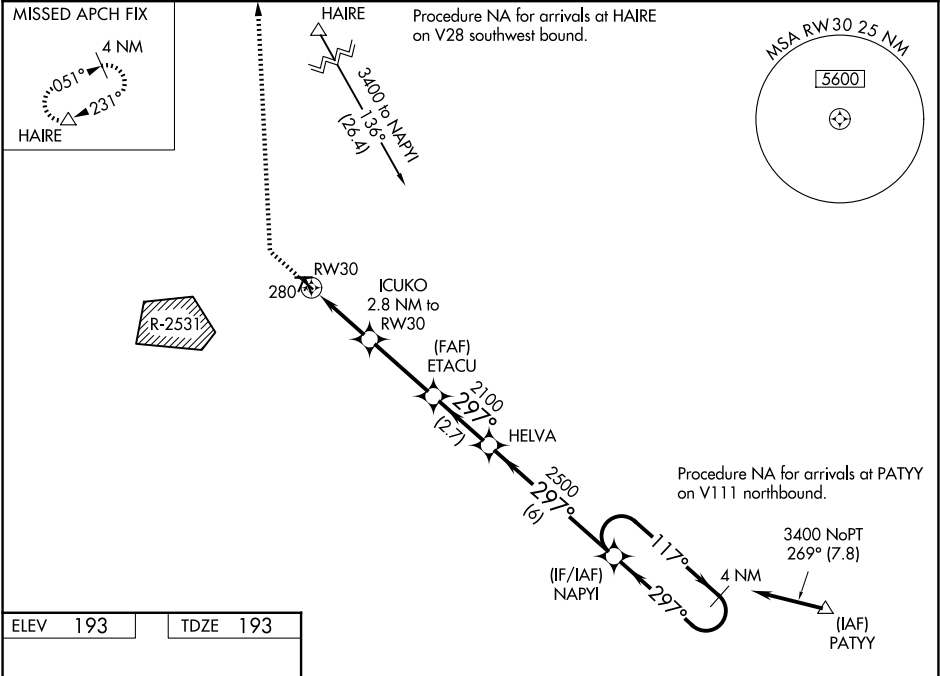
TRACY MUNI (TCY)

RNP APCH

Baro-VNAV NA when using Stockton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA southwest of Rwy 12-30. Straight-In Rwy 30 NA at night. Circling Rwy 30 NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Stockton altimeter setting; increase all DAs to 507 feet; increase all MDAs 60 feet and visibility LNAV Cat C ½ SM.

MISSED APPROACH: Climb to 700 then climbing right turn to 3200 direct HAIRE and hold, continue climb-in-hold to 3200.

AWOS-3 118.375	NORCAL APP CON 123.85 278.3	UNICOM 123.075 (CTAF) 0
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ELEV 193	TDZE 193
----------	----------

700

3200

HAIRE

VGSI and RVAV glidepath not coincident (VGSI Angle 3.00°/TCH 35).

4 NM Holding Pattern

*LNAV only

RW30

ICUKO

2.8 NM to RW30

ETACU

2100

HELVA

2500

NAPI

117°

297°

3400

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	447-1	254 (300-1)		NA
LNAV/VNAV DA	443-1	250 (300-1)		NA
LNAV MDA	540-1	347 (400-1)		NA
CIRCLING	580-1 387 (400-1)	660-1 467 (500-1)	660-1½ 467 (500-1½)	NA

VOR RWY 26
TRACY MUNI (TCY)

T Circling NA southwest of Rwy 12-30. Circling Rwy 30 NA at night. Rwy 26 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Stockton altimeter setting: increase all MDAs 60 feet and visibility Cat C $\frac{1}{8}$ SM.

Climbing right turn to 3000
direct LIN VOR/DME and hold.

MISSED APCH FIX

LINDEN
LIN

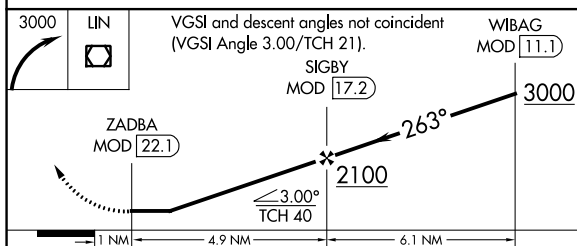
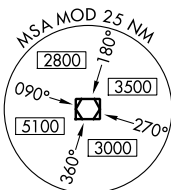
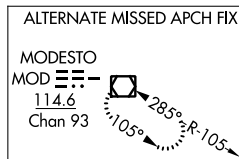
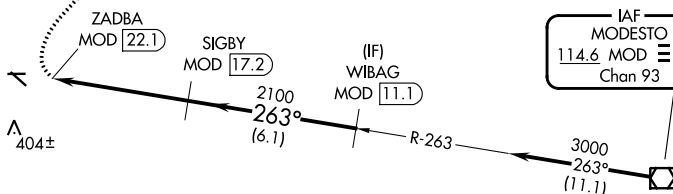
114.8

Chan 95

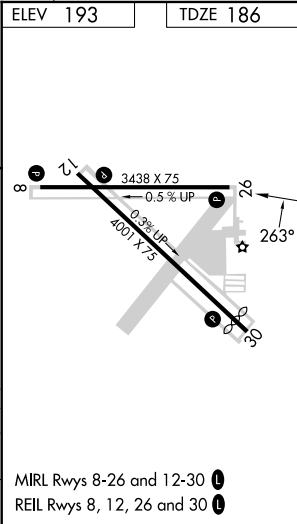
284°

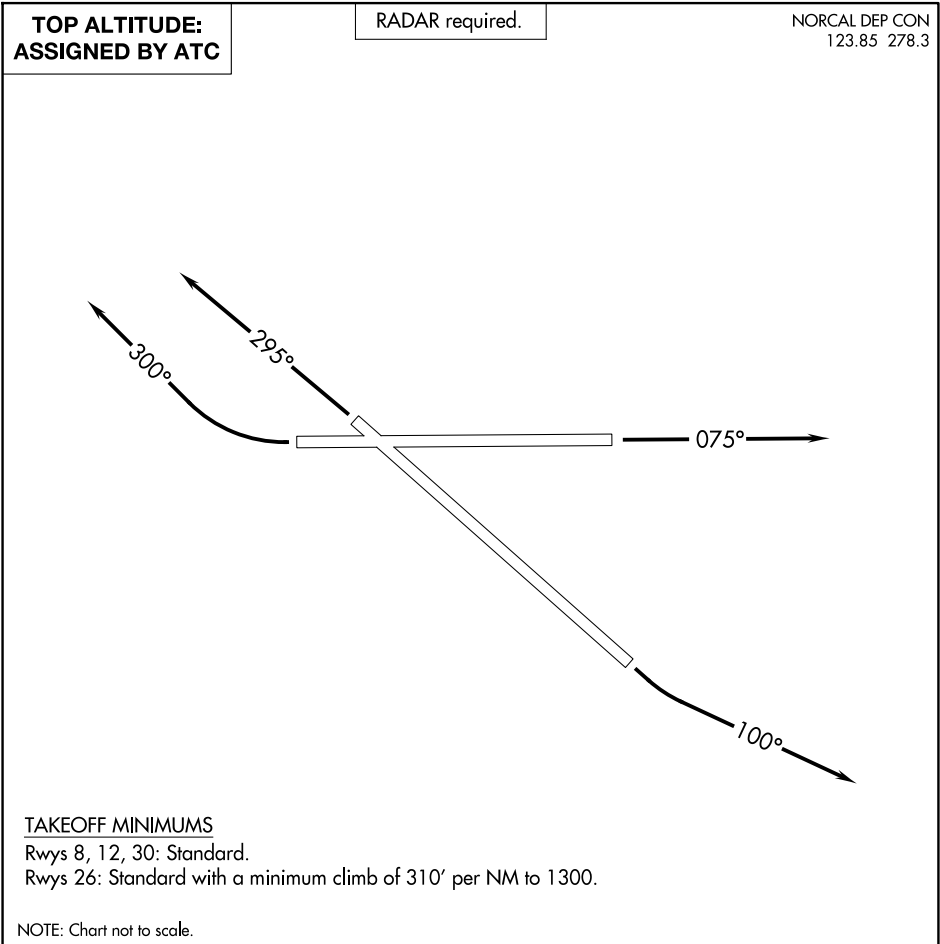
104°

R-104



CATEGORY	A	B	C	D
S-26	760-1¼	574 (600-1¼)	760-1⅝ 574 (600-1⅝)	NA
CIRCLING	760-1¼	567 (600-1¼)	760-1⅝ 567 (600-1⅝)	NA





DEPARTURE ROUTE DESCRIPTION
<u>TAKEOFF RUNWAY 8:</u> Climb on heading 075° , or as assigned by ATC between 275° CW 110°.
<u>TAKEOFF RUNWAY 12:</u> Climbing left turn on heading 100° , or as assigned by ATC between 297° CW 110°.
<u>TAKEOFF RUNWAY 26:</u> Climbing right turn on heading 300° , or as assigned by ATC between 300° CW 074°.
<u>TAKEOFF RUNWAY 30:</u> Climb on heading 295° , or as assigned by ATC between 290° CW 110°.

FAIRFIELD, CALIFORNIA

ILS or LOC or RNAV (GPS) RWY 21L

SBAS Chan 62106 W21A	APCH CRS 215°	Rwy Idg 10,995 TDZE 58 Arpt Elev 63
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[USAF]

TRAVIS AFB (KSUU)

RNP APCH. RNAV1 - GPS or RADAR required for ILS, LOC.

RADAR required for CAT E aircraft for full procedure off of SEATO.

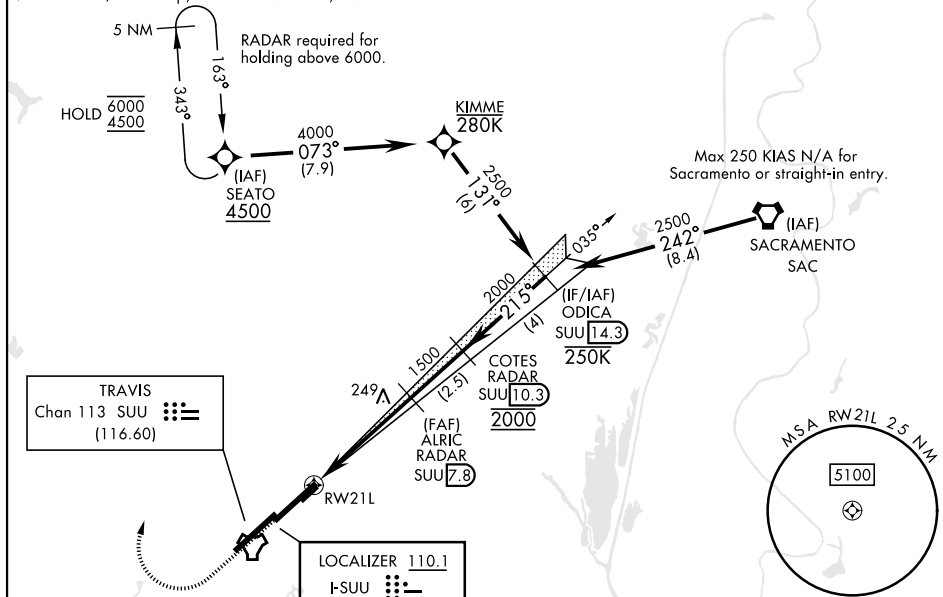
- ▼ * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ miles.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile;
 CAT CDE vis to $\frac{1}{3}$ miles.
 *** Circling not authorized NW of Rwy 3L-21R.



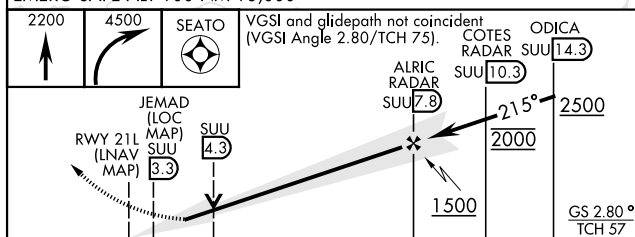
MISSED APPROACH: Climb to 2200 then climbing right turn to 4500 direct SEATO and hold, continue climb in hold to 4500.

ATIS 135.55 292.125	APP CON 119.9 322.325 (S) 126.6 281.45 (N)	TOWER 120.75 254.4	GND CON 121.8 289.4
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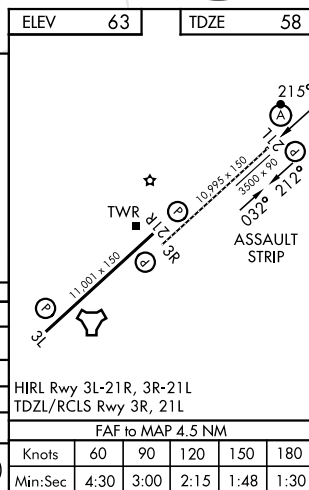
† When TDZL/RCLS inop, increase RVR to 24, RVR 18 authorized use of FD or AP or HUD to DA.



EMERG SAFE ALT 100 NM 13,000



CATEGORY	A	B	C	D	E
S-ILS 21L**†	258/18		200	(200-½)	
LPV DA**†	258/18		200	(200-½)	
S-LOC 21L**	500/24	442 (500-½)	500/45	442 (500-¾)	
LNAV MDA**	500/24	442 (500-½)	500/45	442 (500-¾)	
CIRCLING***	560-1 497 (500-1)	660-1 597 (600-1)	1100-3 1037 (1100-3)	1200-3	1137 (1200-3)



FAIRFIELD, CALIFORNIA

38°16'N-121°55'W

TRAVIS AFB (KSUU)

Orig 19MAY22

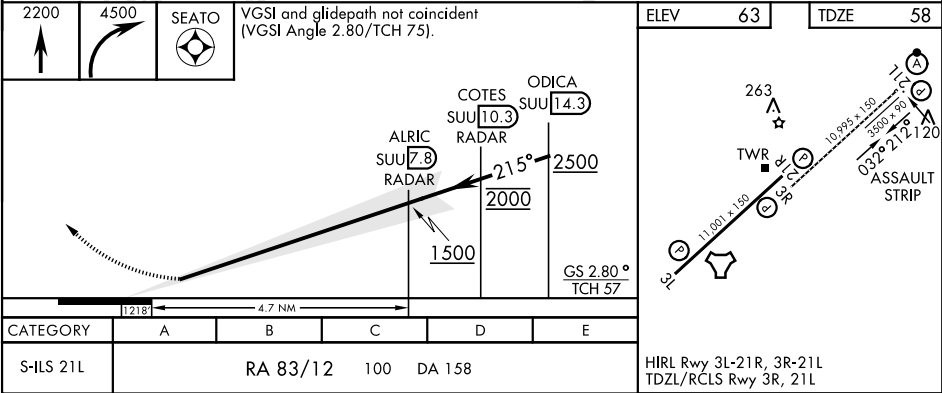
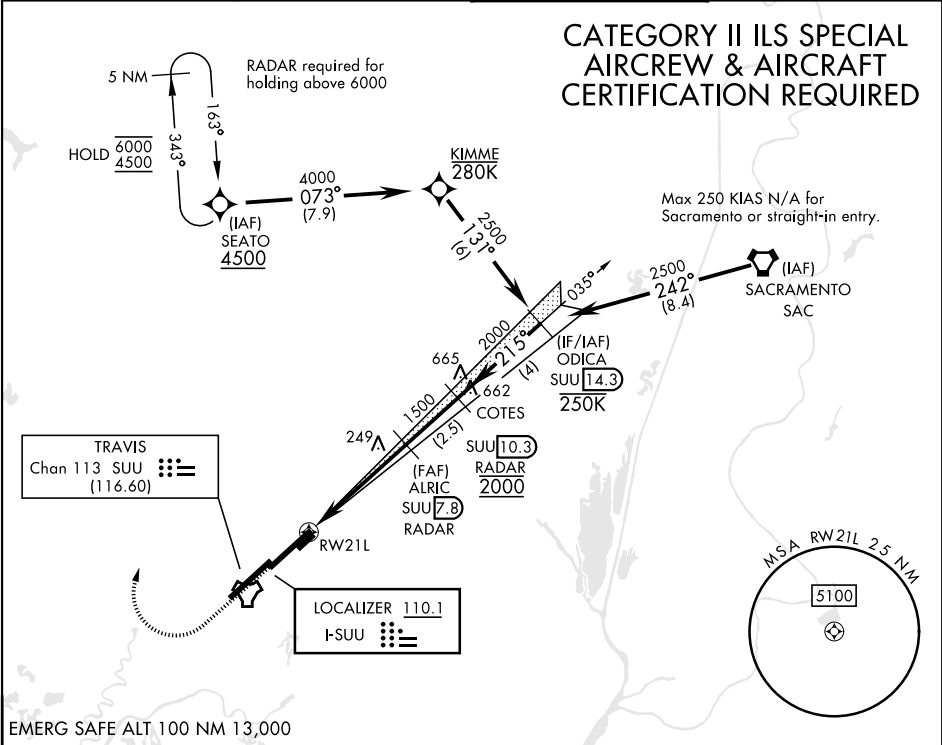
ILS or LOC or RNAV (GPS) RWY 21L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

ILS RWY 21L (CAT II)

LOC I-SUU 110.1	APCH CRS 215°	Rwy Idg 10,995 TDZE 58 Arpt Elev 63	[USAF]	TRAVIS AFB (KSUU)
RNAV1 - GPS or RADAR required			MISSED APPROACH: Climb to 2200 then climbing right turn to 4500 direct SEATO and hold, continue climb in hold to 4500.	
RADAR required for CAT E aircraft for full procedure off of SEATO.			ALSF-2 	
ATIS 135.55 292.125	APP CON 119.9 322.325 (S) 126.6 281.45 (N)	TOWER 120.75 254.4	GND CON 121.8 289 4	



ILS RWY 21L (CAT II)

FAIRFIELD, CALIFORNIA

RNAV (GPS) RWY 03R

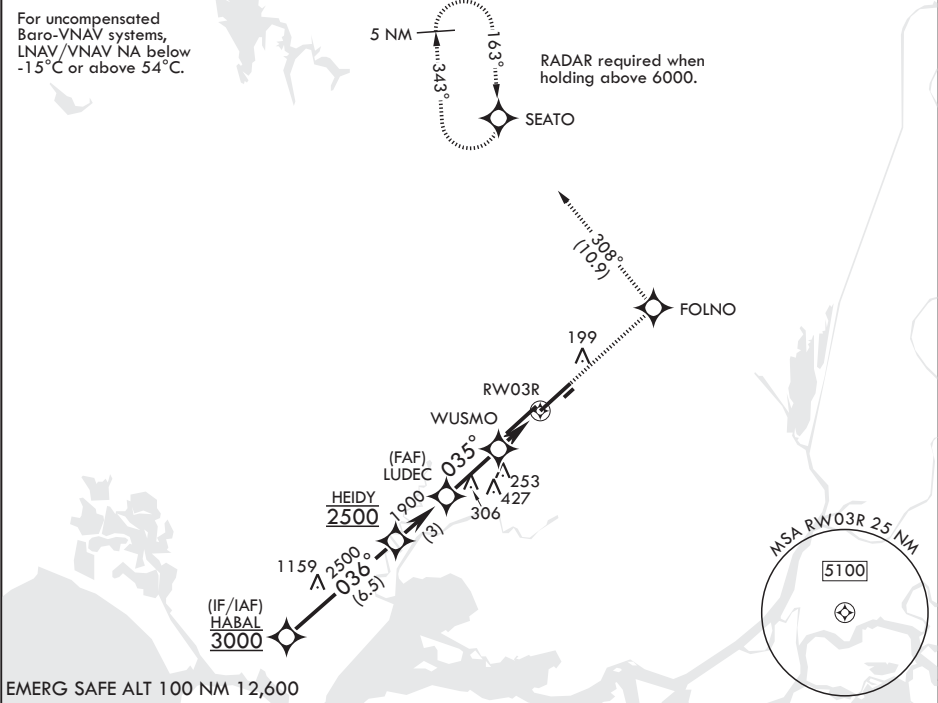
WAAS CH 98057 W03B	APCH CRS 035°	Rwy ldg TDZE Arprt Elev	10,995 59 63
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(USAF)

TRAVIS AFB (KSUU)

RNP APCH	MISSED APPROACH: Climb to 4500 direct FOLNO, track 308° to SEATO and hold, continue climb-in-hold to 4500.
* Circling NA NW of RWY 3L-21R.	

ATIS 135.55 292.125	APP CON 119.9 322.325 (S) 126.6 281.45 (N)	TOWER 120.75 254.4	GND CON 121.8 289.4
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HABAL		4500		FOLNO	tr 308°	SEATO	ELEV 63	TDZE 59
3000		HEIDY		VGSI and RNAV glidepath not coincident (VGSI angle 2.50°/TCH 69°)				
036°		2500		LUDEC	035°	WUSMO	900	1.3 NM to RW03R
GP 3.00°		1900						
TCH 50								
		3.1 NM		2.5 NM				
CATEGORY	A	B	C	D	E			
LPV DA	259/40		200	(200-¾)				
LNAV/VNAV DA	340/45 281 (300-¾)	351/45 292 (300-¾)	359/45 300 (300-¾)	370/45 311 (400-¾)				
LNAV MDA	460/55	401 (400-1)	460/60	401 (400-1½)				
CIRCLING*	560-1 497 (500-1)	660-1 597 (600-1)	1100-3 1037 (1100-3)	1200-3 1137 (1200-3)		HIRL Rwy 3L-21R and 3R-21L TDZL/RCLS Rwy 3R and 21L		

FAIRFIELD, CALIFORNIA

38°16'N - 121°55'W

TRAVIS AFB (KSUU)

Orig 27JAN22

RNAV (GPS) RWY 03R

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

TACAN RWY 21L

TACAN SUU Chan 113	APCH CRS 213°	Rwy Idg 10,995 TDZE 58 Arprt Elev 63	[USAF]	TRAVIS AFB (KSUU)
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ALSIF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 5000 on heading 028° and SUU TACAN R-343 to BATRY/13 DME and hold.

ATIS 135.55 292.125	APP CON 119.9 322.325 (S) 126.6 281.45 (N)	TOWER 120.75 254.4	GND CON 121.8 289.4
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When circling Rwy 3L at night, operational VGSI required, remain at or above VGSI glidepath until threshold.

** Circling not authorized NW of Rwy 3L-21R.

Knots	60	120	180	240	300	360
V/V(fpm)	240	480	720	960	1200	1440

ATC Climb of 240 ft/NM to 5000

EMERG SAFE ALT 100 NM 12,600

2300	5000	SUU R-343	BATRY SUU 13	VGSI and descent angles not coincident (VGSI Angle 2.80/TCH 75).
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CATEGORY	A	B	C	D	E
S-21L*	500/24 442 (500-½)		500/45 442 (500-¾)		
CIRCLING**	560-1 497 (500-1)	660-1 597 (600-1)	840-2¼ 777 (800-2¼)	1200-3 1137 (1200-3)	

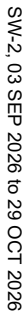
HIRL Rwy 3L-21R, 3R-21L
TDZL/RCLS Rwy 3R, 21L

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

[USAF]

FAIRFIELD, CALIFORNIA



SW-2. 03 SEP 2026 to 29 OCT 2026

TRAVIS AFB (KSUU)

BESSA TWO DEPARTURE (RNAV) (BESSA2.BESSA)

TRAVIS AFB (KSUU)

FAIRFIELD, CALIFORNIA

Rwy	Knots	60	120	180	240	300	360
* 3R Ⓞ	V/V(fpm)	201	402	603	804	1005	1206
* 1R Ⓞ	V/V(fpm)	295	590	885	1180	1475	1770
* 1L Ⓞ	V/V(fpm)	299	598	897	1196	1495	1794
* 21R/1R Ⓞ	V/V(fpm)	220	440	660	880	1100	1320
* 21L Ⓞ	V/V(fpm)	277	554	831	1108	1385	1662
* 21L Ⓞ	V/V(fpm)	280	560	840	1120	1400	1680

* Minimum † ATC Climb Rate

@ to 500

⑥ to BESSA to 8000

© to 4000

[USAF]

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Climb on heading 035° to 1500, then left turn direct to cross BESSA at or above 8000. Thence...

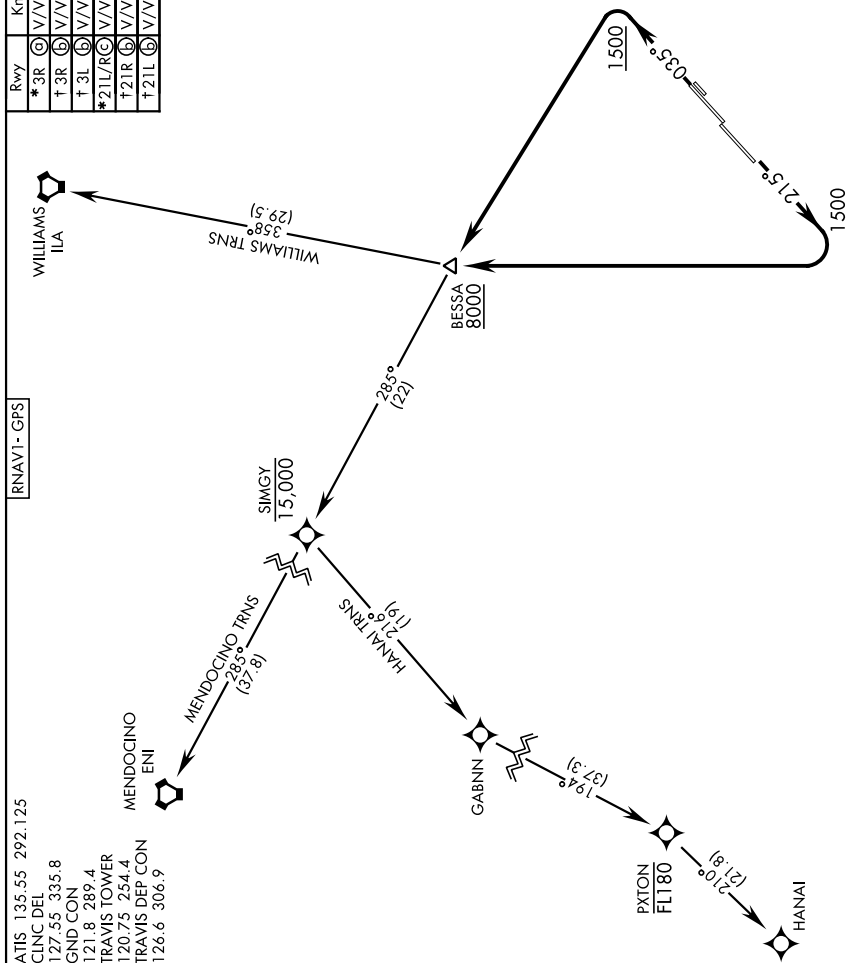
TAKEOFF RWY 21L/R: Climb on heading 215° to 1500, then right turn direct to cross BESSA at or above 8000. Thence...

...via assigned transition. Maintain ATC assigned altitude.

HANAI TRANSITION (BESSA2.HANAI)

MENDOCINO TRANSITION (BESSA2.ENI)

WILLIAMS TRANSITION (BESSA2.1LA)



BESSA TWO DEPARTURE (RNAV) (BESSA2.BESSA)

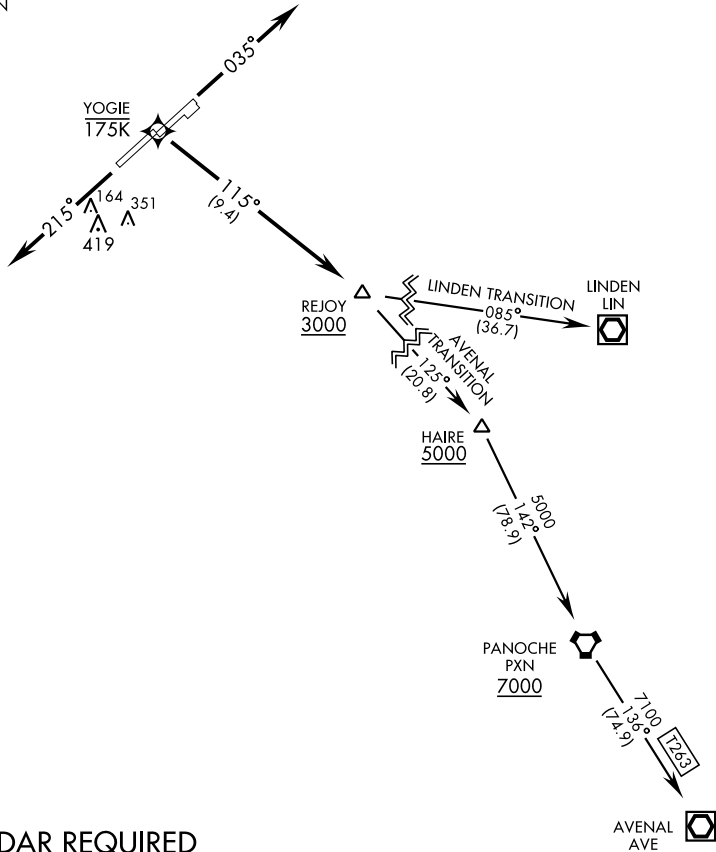
Orig 11JUL24

FAIRFIELD, CALIFORNIA

TRAVIS AFB (KSUU)

ATIS 135.55 292.125
CLNC DEL
127.55 335.8
GND CON
121.8 289.4
TOWER
120.75 254.4
TRAVIS DEP CON
126.6 306.9

[USAF] AL-488 (CIV)



RNAV1 - GPS.
ATC RADAR REQUIRED

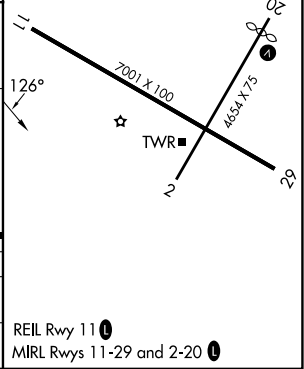
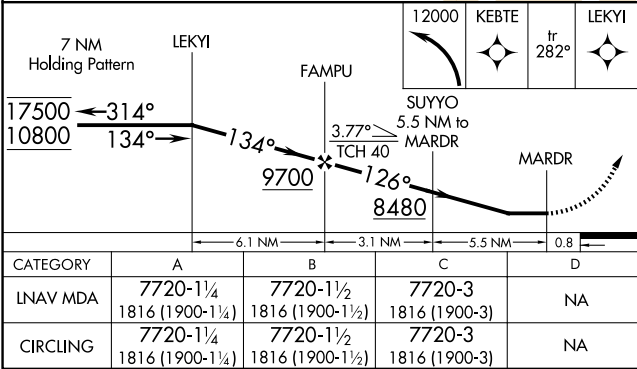
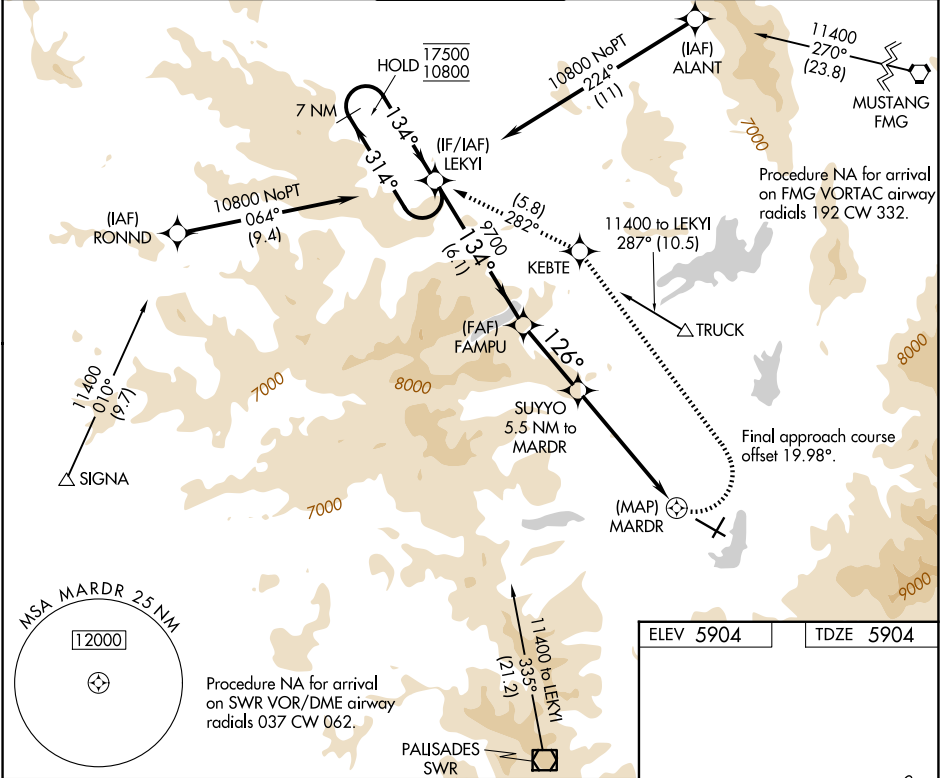
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWY 3 L/R: Climb on heading 035° to 2000, expect ATC RADAR vectors to YOGIE, then track 115° to cross REJOY at or above 3000. Thence...
TAKEOFF RWY 21L/R: Climb on heading 215° to 2000, expect ATC RADAR vectors to cross REJOY at or above 3000. Thence...
...via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.
AVAL TRANSITION: (REJOY1•AVE)
LINDEN TRANSITION: (REJOY 1•LIN)

APP CRS	Rwy Ldg	7001
126°	TDZE	5904
	Apt Elev	5904

RNAV (GPS) RWY 11
TRUCKEE-TAHOE (TRK)

RNP APCH.	MISSED APPROACH: (Do not exceed 220K until KEBTE) Climbing left turn to 12000 direct KEBTE and track 282° to LEKYI and hold, continue climb-in-hold 12000.
⚠ ⚠ ⚠ -17°C	Circling NA for Cat C south of Rwy 29 and east of Rwy 2. Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.

D-ATIS 118.0	OAKLAND CENTER 127.95 316.1	TRUCKEE TOWER ★ 120.575 (CTAF) 0	GND CON 118.3	UNICOM 122.95
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SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

TRUCKEE, CALIFORNIA

AL-6021 (FAA)

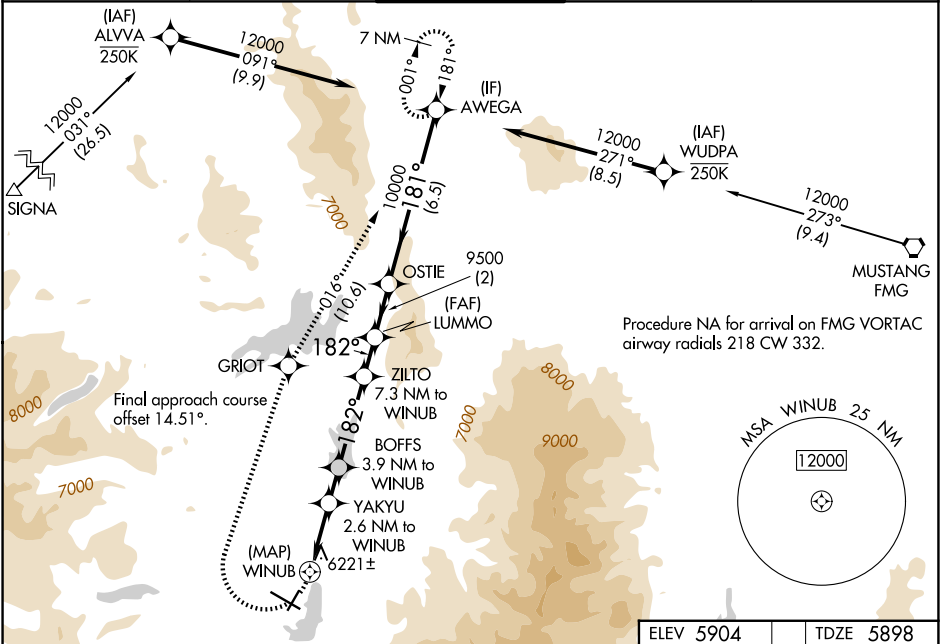
26078

WAAS CH 87135 W20A	APP CRS 182°	Rwy Ldg TDZE Apt Elev	4539 5898 5904
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RNAV (GPS) RWY 20
TRUCKEE-TAHOE (TRK)

RNP APCH.	MISSED APPROACH: (Do not exceed 200K until GRIOT) Climbing right turn to 12000 direct GRIOT and on track 016° to AWEGA and hold, continue climb-in-hold to 12000. *Missed approach requires minimum climb of 270 feet per NM to 7700.
 Circling to Rwy 2, 11, 29 NA at night. Circling NA for Cat C south of Rwy 29 and east of Rwy 2. Rwy 20 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, procedure NA.	

D-ATIS 118.0	OAKLAND CENTER 127.95 316.1	TRUCKEE TOWER ★ 120.575 (CTAF) 0	GND CON 118.3	UNICOM 122.95
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12000 GRIOT tr 016° AWEGA		VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 25).		ELEV 5904 TDZE 5898	
WINUB 7200		BOFFS 7700		ZILTO 8960	
0.7 NM to WINUB		2.6 NM to WINUB		7.3 NM to WINUB	
YAKYU 2.6 NM to WINUB		BOFFS 3.9 NM to WINUB		ZILTO 7.3 NM to WINUB	
LUMMO 1.5 NM to WINUB		OSTIE 2 NM to WINUB		AWEGA 6.5 NM to WINUB	
0.8 NM to WINUB		0.7 NM to WINUB		1.9 NM to WINUB	
CATEGORY		A		B	
LP MDA*		6480-1 582 (600-1)		6480-1 582 (600-1 1/4)	
LP MDA		6780-1 882 (900-1 1/4)		6780-2 882 (900-2 1/2)	
LNAV MDA		7120-1 1222 (1300-1 1/4)		7120-2 1222 (1300-1 1/2)	
CIRCLING		7120-1 1216 (1300-1 1/4)		7120-2 1216 (1300-1 1/2)	

TRUCKEE, CALIFORNIA
Amdt 1A 23APR20

39°19'N-120°08'W

TRUCKEE-TAHOE (TRK)
RNAV (GPS) RWY 20

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	N/A
058°	TDZE	N/A
	Apt Elev	5904

RNAV (GPS)-A
TRUCKEE-TAHOE (TRK)

RNP APCH.

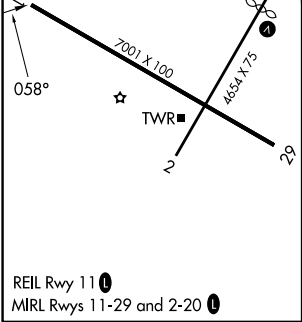
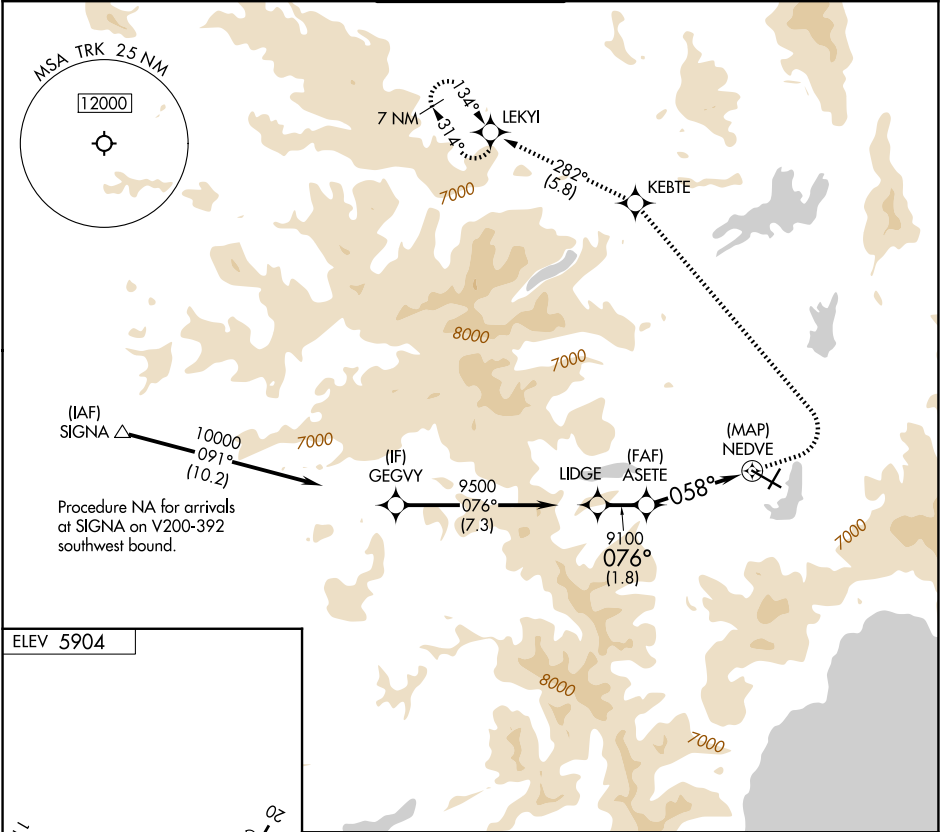
Circling NA for Cat C south of Rwy 29 and east of Rwy 2.

Procedure NA at night. When local altimeter setting not received, procedure NA.

-17°C

MISSED APPROACH: (Do not exceed 200K until KEBTE)
Climb to 7800 then climbing left turn to 12000 direct KEBTE and track 282° to LEKYI and hold, continue climb-in-hold 12000.

D-ATIS	OAKLAND CENTER	TRUCKEE TOWER ★	GND CON	UNICOM
118.0	127.95 316.1	120.575 (CTAF) 0	118.3	122.95



	LIDGE	ASET	NEDVE	
	9500	9100		
	076°	058°		
	1.8 NM	4 NM		
CATEGORY	A	B	C	D
CIRCLING	7500-1¼ 1596 (1600-1¼)	7500-1½ 1596 (1600-1½)	7700-3 1796 (1800-3)	NA

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

26134

AIRPORT DIAGRAM

AL-6021 (FAA)

TRUCKEE-TAHOE (TRK)

TRUCKEE, CALIFORNIA

D-ATIS
118.0
AWOS-3PT
118.0
TRUCKEE TOWER★
120.575
GND CON
118.3

39°20'N



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

ELEV
5890ELEV
5901

HANGARS

FIELD
ELEV
5904

7001 X 100

HS 1

4634 X 75

TERMINAL/
ADMINISTRATIONFIRE
STATION

HANGARS

ELEV
5890ELEV
5893

RWY 02-20
S-35, D-50
RWY 11-29
S-50, D-80

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

120°09'W

120°08'W

SW-2, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

26134

TRUCKEE, CALIFORNIA
TRUCKEE-TAHOE (TRK)

(TRUCK5.TRUCK) 24025

TRUCK FIVE DEPARTURE (OBSTACLE)

AL-6021 (FAA)

TRUCKEE-TAHOE (TRK)
TRUCKEE, CALIFORNIA

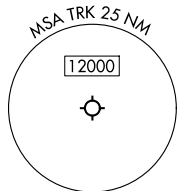
OAKLAND CENTER
127.95 316.1
D-ATIS
118.0
TRUCKEE TOWER ★
120.575
UNICOM
122.95

TRUCK
11500

V200-392

R-241

MUSTANG
117.9 FMG
Chan 126



TAKEOFF MINIMUMS

Rwys 11, 20: NA - Obstacles.

Rwy 2: Standard with minimum climb of 415' per NM to 11500, or 5200-3 for VCOA.

Rwy 29: Standard with minimum climb of 500' per NM to 11500, or 5200-3 for VCOA.

PALISADES
113.2 SWR
Chan 79

R-002

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn to 11500 on heading 275° and SWR R-002 to TRUCK INT, thence. . . , or for climb in visual conditions cross Truckee-Tahoe Airport heading 290° at or above 9100, then proceed on SWR R-002 to TRUCK INT. When executing VCOA, notify ATC prior to departure. Thence. . .

TAKEOFF RUNWAY 29: Climbing right turn to 11500 on heading 320° and SWR VOR/DME R-002 to TRUCK INT, thence. . . , or for climb in visual conditions cross Truckee-Tahoe Airport heading 290° at or above 9100, then proceed on SWR R-002 to TRUCK INT. When executing VCOA, notify ATC prior to departure. thence. . .

. . . continue climb in TRUCK INT holding pattern to cross TRUCK INT at or above 11500 before proceeding on course.

VCOA RUNWAYS 2, 29: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Truckee-Tahoe Airport heading 290° at or above 9100, then proceed on SWR VOR/DME R-002 to TRUCK INT, thence. . .

. . . continue climb in TRUCK INT holding pattern to cross TRUCK INT at or above 11500 before proceeding on course.

TRUCK FIVE DEPARTURE (OBSTACLE)

(TRUCK5.TRUCK) 29DEC22

TRUCKEE, CALIFORNIA
TRUCKEE-TAHOE (TRK)

TAKEOFF OBSTACLE NOTES

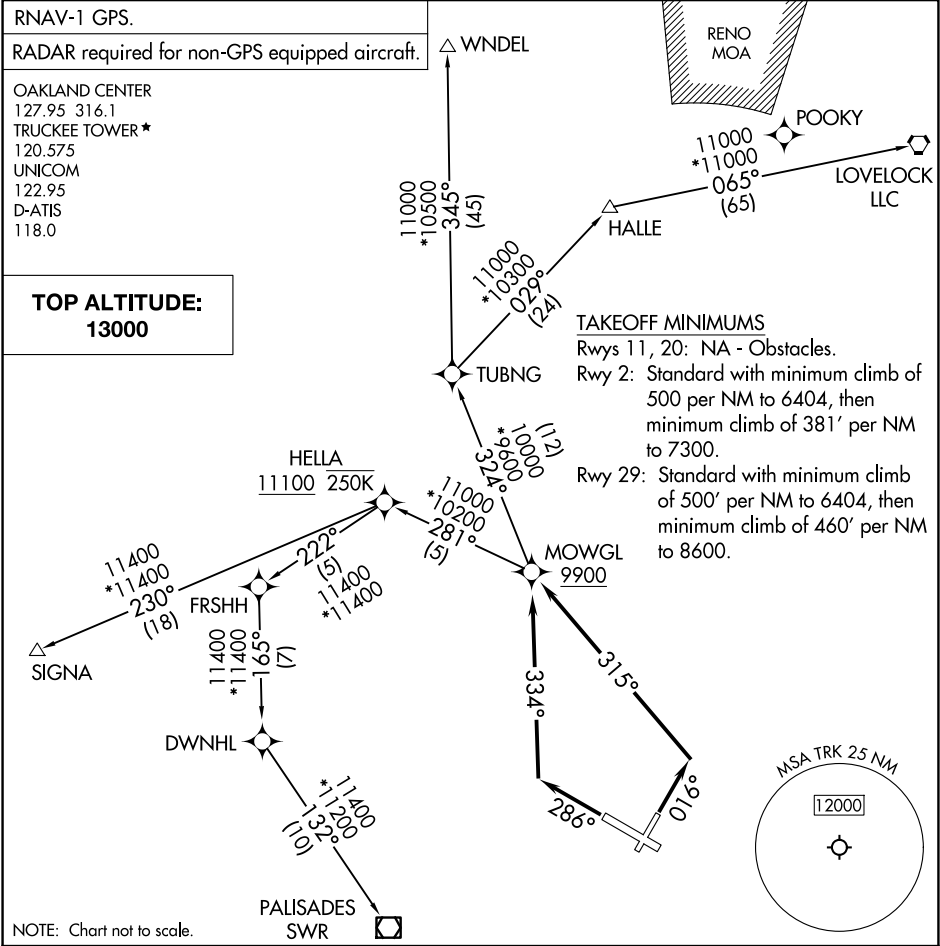
Rwy 2: Trees, electrical system beginning 32' from DER, 189' left of centerline, up to 5934' MSL. Trees beginning 448' from DER, 431' right of centerline, up to 5968' MSL. Trees beginning 1 NM from DER, 1765' right of centerline, up to 6078' MSL. Tree 1 NM from DER, 1920' right of centerline, 6125' MSL. Trees beginning 1 NM from DER, 1540' right of centerline, up to 6130' MSL. Tree 1.1 NM from DER, 2002' right of centerline, 6145' MSL. Tree 1.1 NM from DER, 1766' right of centerline, 6153' MSL. Trees beginning 1.1 NM from DER, 1340' right of centerline, up to 6154' MSL. Trees beginning 1.1 NM from DER, 1302' right of centerline, up to 6182' MSL. Trees beginning 1.1 NM from DER, 1115' right of centerline, up to 6242' MSL. Trees beginning 1.1 NM from DER, 1067' right of centerline, up to 6248' MSL. Trees beginning 1.2 NM from DER, 1147' right of centerline, up to 6253' MSL. Trees beginning 1.2 NM from DER, 1351' right of centerline, up to 6266' MSL. Trees beginning 1.2 NM from DER, 929' right of centerline, up to 6272' MSL. Trees beginning 1.2 NM from DER, 818' right of centerline, up to 6280' MSL. Trees beginning 1.3 NM from DER, 1744' right of centerline, up to 6281' MSL. Trees beginning 1.3 NM from DER, 639' right of centerline, up to 6288' MSL. Trees beginning 1.3 NM from DER, 433' right of centerline, up to 6305' MSL. Trees, building beginning 1.4 NM from DER, 40' right of centerline, up to 6315' MSL. Tree 1.5 NM from DER, 7' left of centerline, 6137' MSL.

Rwy 29: Sign 23' from DER, 157' left of centerline, 3' AGL/5902' MSL. Trees beginning 73' from DER, 400' right of centerline, up to 5968' MSL. Pole 144' from DER, 217' left of centerline, 6' AGL/5905' MSL. Trees beginning 206' from DER, 55' right of centerline, up to 5971' MSL. Tree 213' from DER, 546' left of centerline, 5923' MSL. Trees beginning 637' from DER, 81' left of centerline, up to 6005' MSL. Tree 5956' from DER, 542 right of centerline, 6058' MSL. Trees beginning 1.6 NM from DER, 1356' left of centerline, up to 6153' MSL. Trees beginning 1.6 NM from DER, 1384' left of centerline, up to 6197' MSL. Tress, water tower beginning 1.6 NM from DER, 1738' left of centerline, up to 6206' MSL. Trees, pole beginning 1.6 NM from DER, 249' left of centerline, up to 6268' MSL. Tree 1.8 NM from DER, 3070' right of centerline, 6192' MSL. Tree 1.8 NM from DER, 2728' right of centerline, 6197' MSL. Tree 1.8 NM from DER, 1614' right of centerline, 6204' MSL. Trees beginning 1.8 NM from DER, 1108' right of centerline, up to 6211' MSL. Tree 1.8 NM from DER, 2581' right of centerline, 6259' MSL. Trees beginning 1.8 NM from DER, 2144' right of centerline, up to 6265' MSL. Trees beginning 1.9 NM from DER, 183' right of centerline, up to 6266' MSL. Tree 1.9 NM from DER, 3540' right of centerline, 6308' MSL. Tree 1.9 NM from DER, 3135' right of centerline, 6351' MSL. Trees beginning 1.9 NM from DER, 307' right of centerline, up to 6379' MSL. Tree 2 NM from DER, 3583' right of centerline, 6391' MSL. Trees beginning 2 NM from DER, 1301' right of centerline, up to 6458' MSL. Trees beginning 2 NM from DER, 535' right of centerline, up to 6468' MSL. Tree 2 NM from DER, 639' left of centerline, 6270' MSL. Tree 2.1 NM from DER, 2242' left of centerline, 6315' MSL. Trees beginning 2.1 NM from DER, 50' left of centerline, up to 6332' MSL. Tree 2.1 NM from DER, 2881' right of centerline, 6502' MSL. Trees beginning 2.1 NM from DER, 214' right of centerline, up to 6505' MSL. Tree 2.1 NM from DER, 2769' left of centerline, 6439' MSL. Trees beginning 2.1 NM from DER, 259' left of centerline, up to 6440' MSL. Tree 2.1 NM from DER, 3037' right of centerline, 6547' MSL. Trees beginning 2.1 NM from DER, 636' right of centerline, up to 6573' MSL. Trees beginning 2.2 NM from DER, 1171' right of centerline, up to 6583' MSL. Trees beginning 2.2 NM from DER, 733' left of centerline, up to 6460' MSL. Trees, building beginning 2.2 NM from DER, 20' left of centerline, up to 6549' MSL. Trees beginning 2.2 NM from DER, 525' right of centerline, up to 6612' MSL. Trees beginning 2.3 NM from DER, 1111' right of centerline, up to 6657' MSL. Tree beginning 2.3 NM from DER, 2179' right of centerline, up to 6682' MSL. Trees beginning 2.3 NM from DER, 412' right of centerline, up to 6731' MSL. Trees beginning 2.4 NM from DER, 371' right of centerline, up to 6776' MSL. Tower 2.5 NM from DER, 2714' right of centerline, 93' AGL/6817' MSL. Antenna, trees beginning 2.5 NM from DER, 73' right of centerline, up to 88' AGL/6822' MSL.

MOWGL TWO DEPARTURE (RNAV)

AL-6021 (FAA)

TRUCKEE-TAHOE (TRK)
TRUCKEE, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 2: Climb on heading 016° to intercept course 315° to cross MOWGL at or above 9900, then. . .
TAKEOFF RUNWAY 29: Climb on heading 286° to intercept course 334° to cross MOWGL at or above 9900, then. . .
. . . (transition) maintain 13000 expect filed altitude 10 minutes after departure.
<u>HALL TRANSITION (MOWGL2.HALL)</u>
<u>LOVELOCK TRANSITION (MOWGL2.LLC)</u>
<u>PALISADES TRANSITION (MOWGL2.SWR)</u>
<u>SIGNA TRANSITION (MOWGL2.SIGNA)</u>
<u>WNDL TRANSITION (MOWGL2.WNDL)</u>

TULARE, CALIFORNIA

AL-9107 (FAA)

26246

APP CRS
135°

Rwy Ldg **3901**
TDZE **265**
Apt Elev **265**

RNAV (GPS) RWY 13

MEFFORD FLD (TLR)

RNP APCH - GPS.

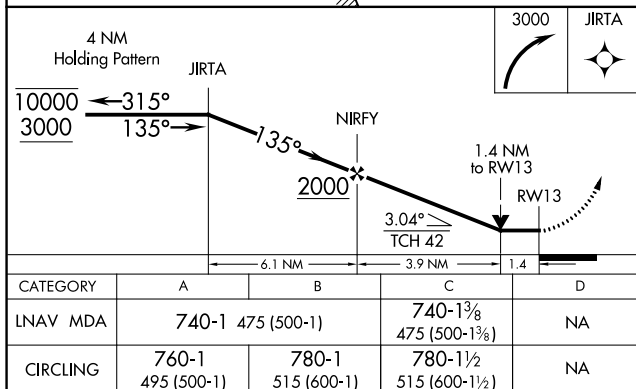
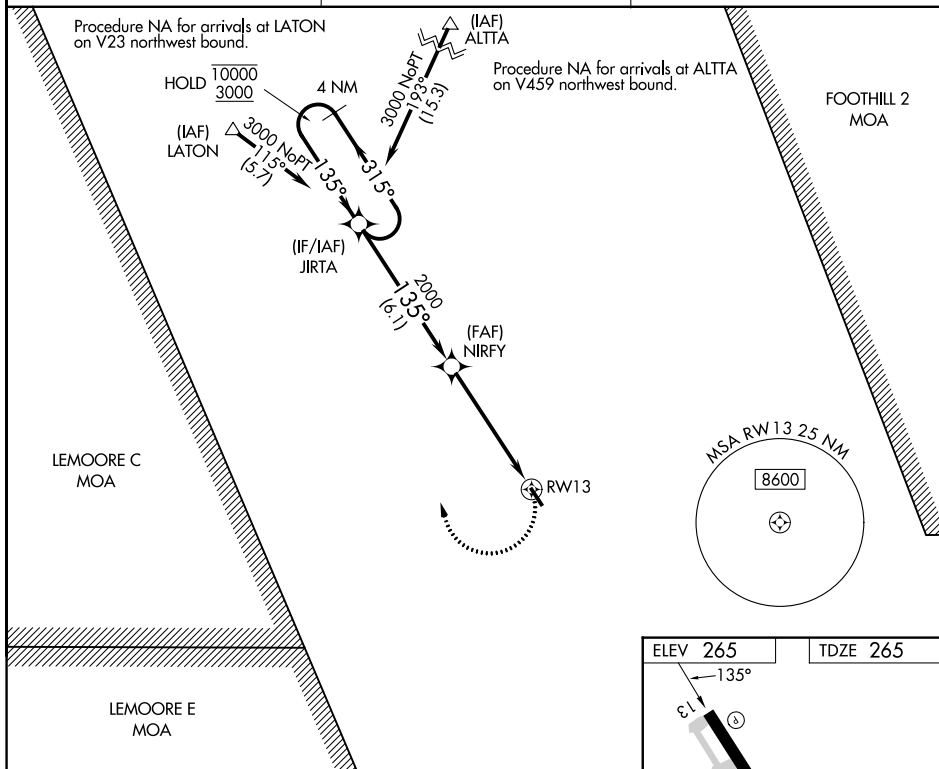
⚠ Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 31 NA at night.
⚠ NA When local altimeter setting not received, use VIS altimeter setting and increase all MDAs 40 feet. VDP NA when using VIS altimeter setting.

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

AWOS-3PT
120.0

FRESNO APP CON
118.5 268.7

UNICOM
122.7 (CTAF) 0



TULARE, CALIFORNIA

Amdt 1A 03SEP26

36°09'N-119°20'W

MEFFORD FLD (TLR)

RNAV (GPS) RWY 13

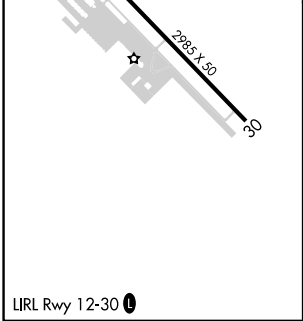
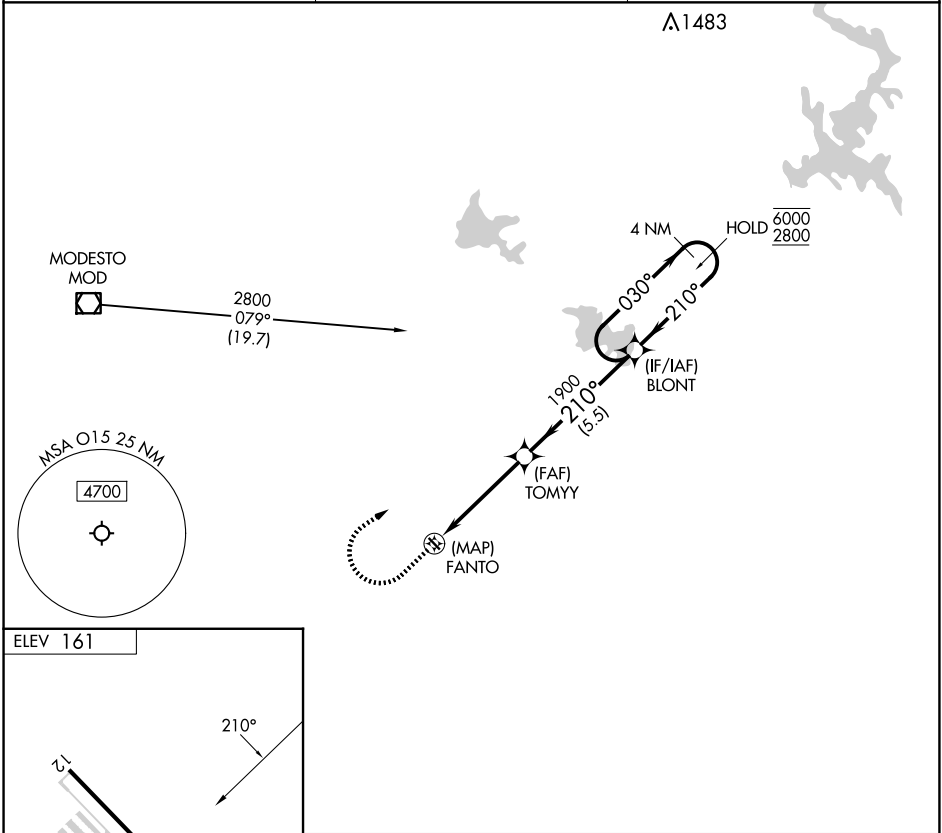
SW-2, 03 SEP 2026 to 29 OCT 2026

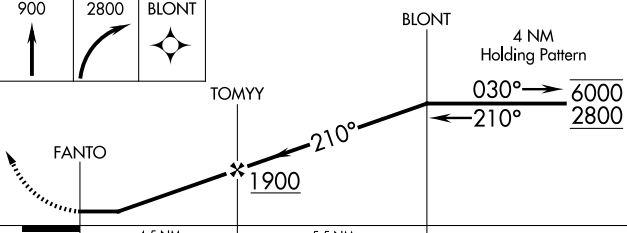
APP CRS	Rwy Idg	N/A
210°	TDZE	N/A
	Apt Elev	161

RNAV (GPS)-A
TURLOCK MUNI (O15)

RNP APCH - GPS.	MISSED APPROACH: Climb to 900 then climbing right turn to 2800 direct BLONT and hold.
Procedure NA at night. Use MER altimeter setting; when not received, use MCE altimeter setting and increase all MDAs 20 feet.	

MER AWOS-3 124.475	NORCAL APP CON 120.95 269.45	UNICOM 122.8 (CTAF)
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900	2800	BLONT		
			4 NM Holding Pattern	
				
CATEGORY	A	B	C	D
CIRCLING	740-1 579 (600-1)	760-1 599 (600-1)	NA	

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 15
UKIAH MUNI (UKI)

*Missed approach requires minimum climb of 350 feet per NM to 3300.

UNICOM
123.0 (CTAF) **L**

UKIAH MUNI (UKI)
RNAV (GPS) RWY 15

SW-2, 03 SEP 2026 to 29 OCT 2026

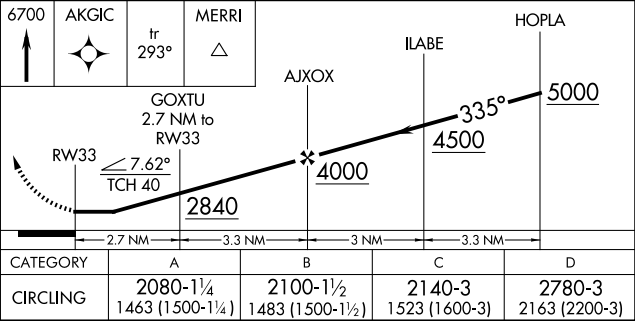
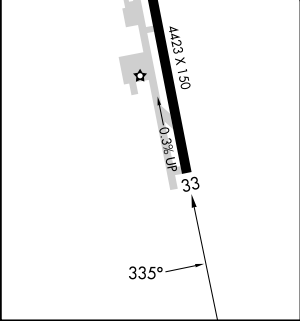
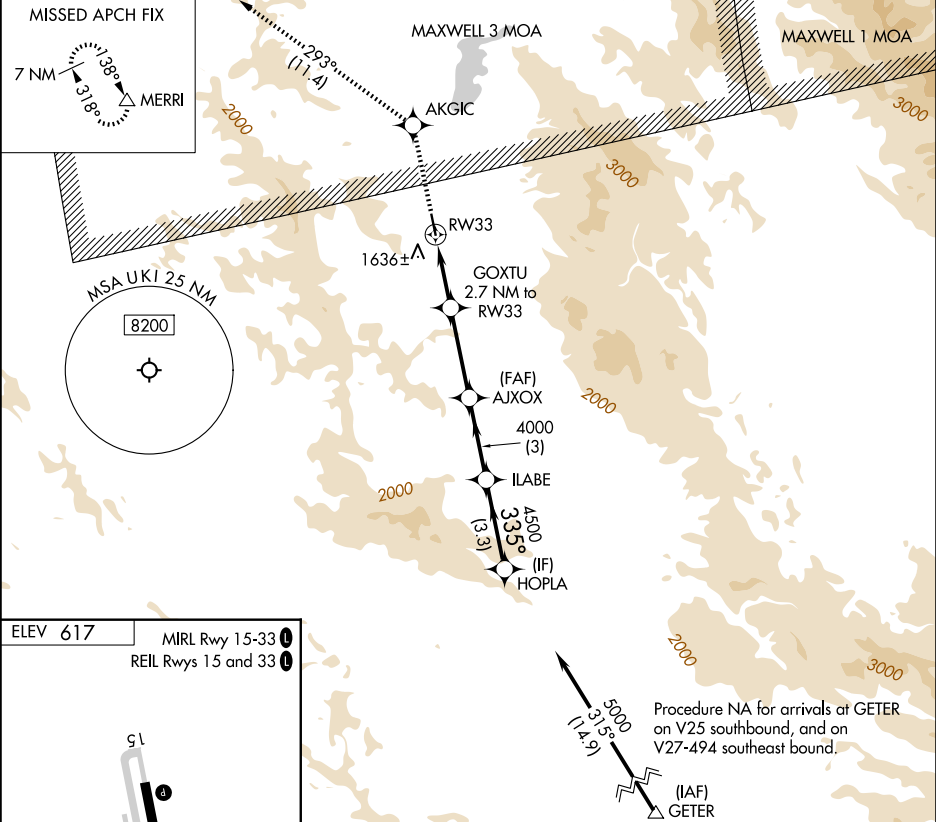
APP CRS	Rwy Ldg	N/A
335°	TDZE	N/A
	Apt Elev	617

RNAV (GPS)-B

UKIAH MUNI (UKI)

RNP APCH - GPS.	⚠ Circling NA southwest of Rwy 15-33. Circling Rwy 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 6700 direct AKGIC and on track 293° to MERRI and hold, continue climb-in-hold to 6700.
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ASOS 119.275	OAKLAND CENTER 127.8 353.5	UNICOM 123.0 (CTAF) 0
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UKIAH, CALIFORNIA

AL-698 (FAA)

25275

LOC/DME I-UKI	APP CRS	Rwy Ldg	4423
109.1	155°	TDZE	617
Chan 28		Apt Elev	617

LOC RWY 15

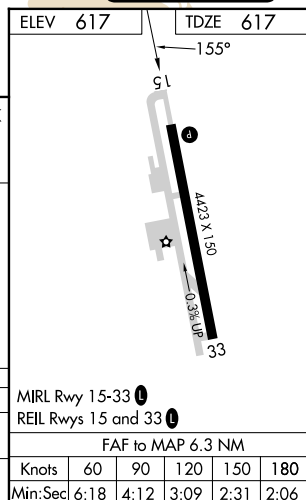
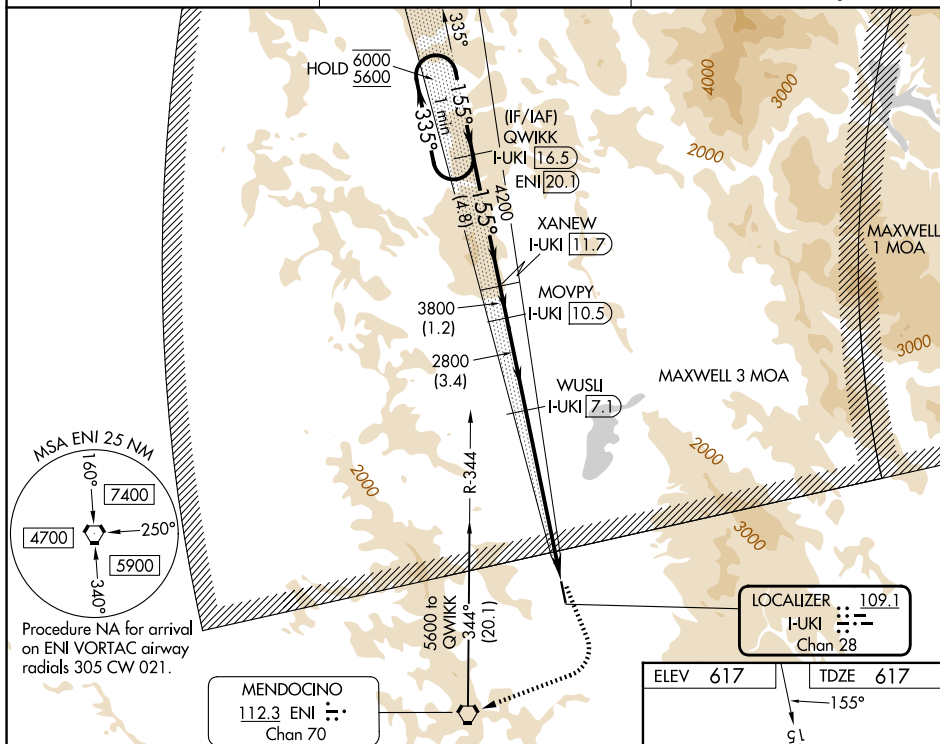
UKIAH MUNI (UKI)

DME required.

- V** Circling NA southwest of Rwy 15-33. Circling Rwy 33 NA at night. Rwy 15 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, procedure NA.
- A**

MISSED APPROACH: Climbing left turn to 4100 on heading 145° then climbing right turn to 5600 direct ENI VORTAC and on ENI VORTAC R-344 to QWIKK /I-UKI 16.5 DME and hold.

ASOS	OAKLAND CENTER	UNICOM
119.275	127.8 353.5	123.0 (CTAF) 0



UKIAH, CALIFORNIA
Amdt 6 03NOV22

39°08'N-123°12'W

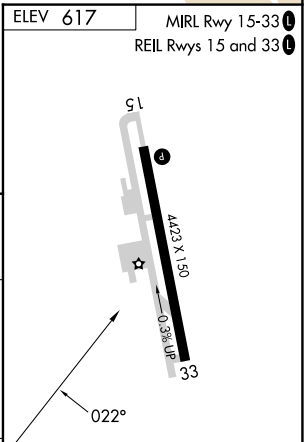
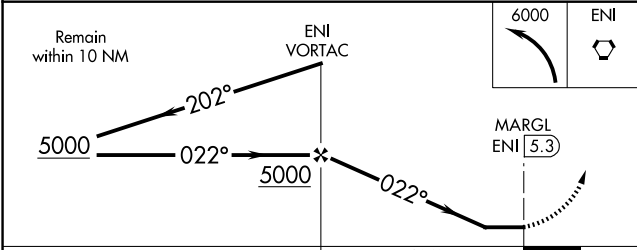
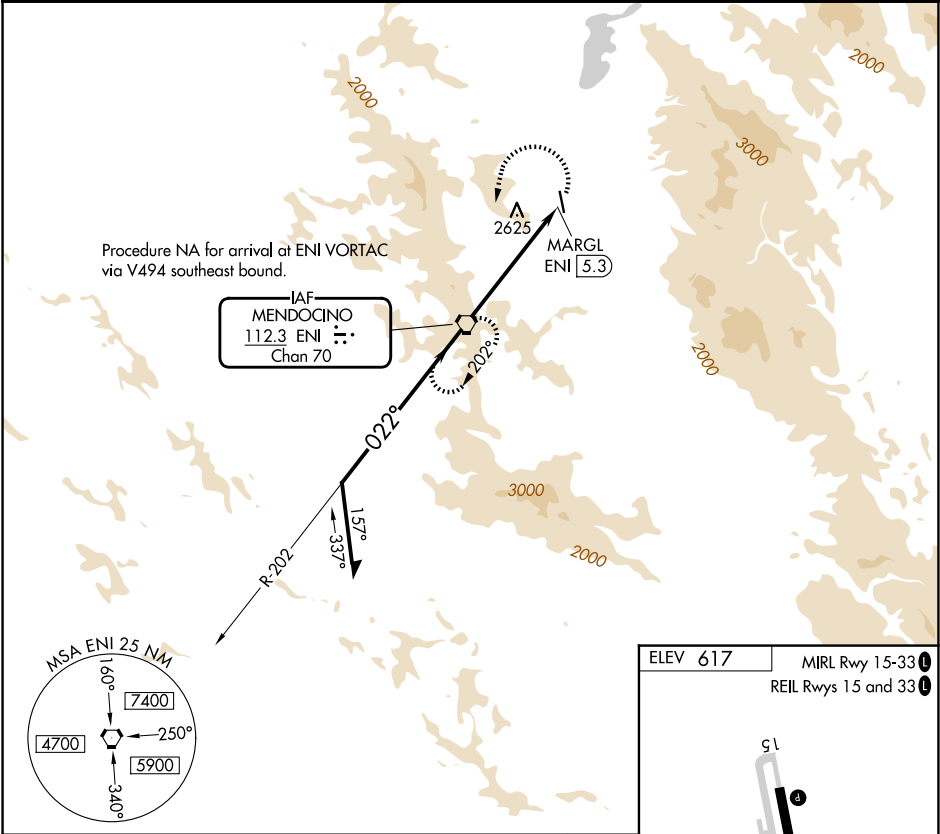
UKIAH MUNI (UKI)
LOC RWY 15

VORTAC ENI 112.3 Chan 70	APP CRS 022°	Rwy Ldg TDZE Apt Elev N/A N/A 617
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VOR-A
UKIAH MUNI (UKI)

⚠ ⚠ Circling NA west of Rwy 15-33. When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climbing left turn to 6000 direct ENI VORTAC and hold, continue climb-in-hold to 6000.
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ASOS 119,275	OAKLAND CENTER 127.8 353.5	UNICOM 123.0 (CTAF) 0
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		5.3 NM									
CATEGORY	A	B	C	D	FAF to MAP 5.3 NM						
CIRCLING	3400-1¼ 2783 (2800-1¼)	3400-1½ 2783 (2800-1½)	3400-3	2783 (2800-3)	Knots	60	90	120	150	180	
					Min:Sec	5:18	3:32	2:39	2:07	1:46	

(RONHU2.RONHU) 22307

RONHU TWO DEPARTURE (RNAV)

AL-698 (FAA)

UKIAH MUNI (UKI)
UKIAH, CALIFORNIA

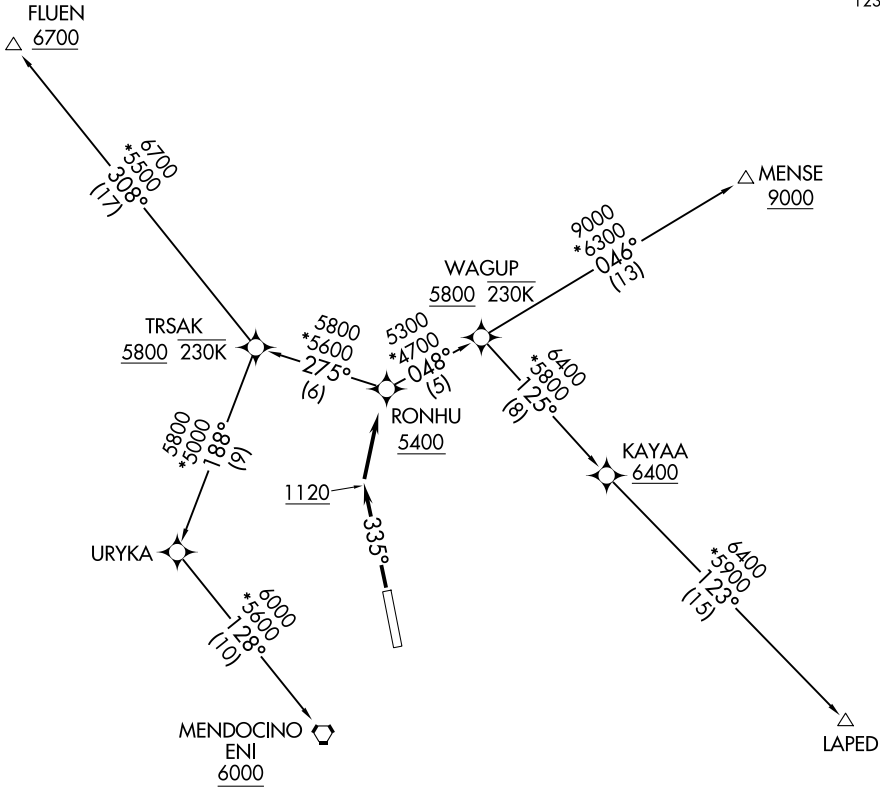
OAKLAND CENTER
127.8 353.5
CTAF
123.0

RNAV 1 - GPS.

TOP ALTITUDE:
ASSIGNED BY ATC

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



TAKEOFF MINIMUMS

Rwy 33: Standard with minimum climb of 297' per NM to 4000.

NOTE: Do not exceed 230K until passing WAGUP.

NOTE: Do not exceed 230K until passing TRSAK.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 335° to 1120, then direct RONHU at or above 5400, thence

. . . . on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FLUEN TRANSITION (RONHU2.FLUEN)

LAPED TRANSITION (RONHU2.LAPED)

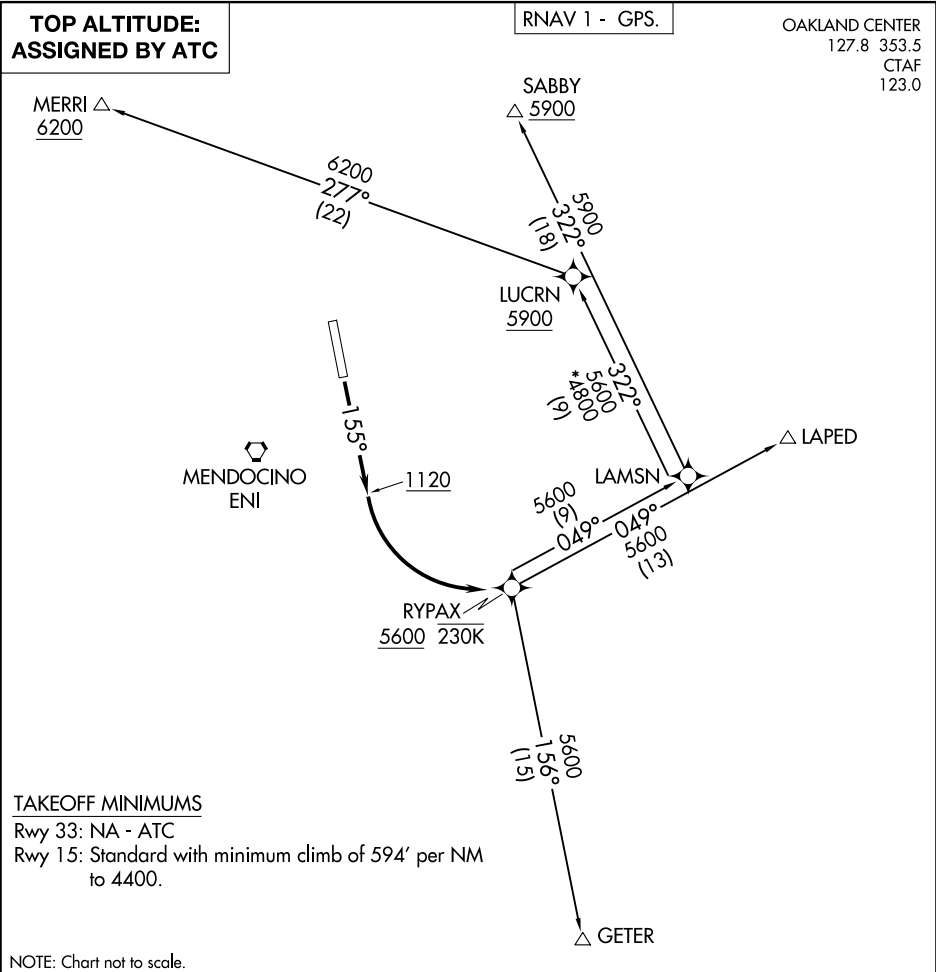
MENDOCINO TRANSITION (RONHU2.ENI)

MENSE TRANSITION (RONHU2.MENSE)

RONHU TWO DEPARTURE (RNAV)

(RONHU2.RONHU) 03NOV22

UKIAH, CALIFORNIA
UKIAH MUNI (UKI)



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 155° to 1120, then left turn direct RYPAX at or above 5600 at or below 230K, thence. . . .

. . . . on assigned transition, maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GETER TRANSITION (RYPAX2.GETER)

LAPED TRANSITION (RYPAX2.LAPED)

MERRI TRANSITION (RYPAX2.MERRI)

SABBY TRANSITION (RYPAX2.SABBY)

RNAV (GPS) RWY 20

NUT TREE (VCB)

MISSED APPROACH: (Do not exceed 220K until IPENE) Climb to 580 then climbing left turn to 2100 direct IPENE and hold.
Missed approach requires minimum climb of 229 feet per NM to 1300.

CTAF
122.85 

NUT TREE (VCB)
RNAV (GPS) RWY 20

SW-2, 03 SEP 2026 to 29 OCT 2026

VORTAC SAC

115.2

Chan **99**

APP CRS

241°

Rwy Ldg TDZE

N/A

Apt Elev

N/A

117

VOR-A

NUT TREE (VCB)

⚠

⚠

Rwy 2 helicopter visibility reduction below 1 SM NA.
DME required.
Circling Rwy 2 NA at night.
Circling NA west of Rwy 2-20.

MISSED APPROACH: Climbing right turn to 2200 on heading 100° and SAC R-241 to DOLCE/14 DME and hold.

ASOS 134.75	TRAVIS APP CON 128.4 281.45	CTAF 122.85
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Procedure NA for arrivals on SAC VORTAC
airway radials 137 CW 237.

Procedure NA

2200	SAC R-241	DOLCE SAC 14	DOLCE SAC 14	BORGE SAC 8
2000	MARGR SAC 19	2000	241°	2000
5 NM		6 NM		
CATEGORY	A	B	C	D
CIRCLING	920-1	803 (900-1)	960-2½ 843 (900-2½)	1360-3 1243 (1300-3)

MIRL Rwy 2-20
REIL Rwy 2 and 20

VACAVILLE, CALIFORNIA

Amtd 6 17AUG17

38°23'N-121°58'W

NUT TREE (VCB)

VOR-A

413

(SOKOY3.SOKOY) 23334
SOKOY THREE DEPARTURE

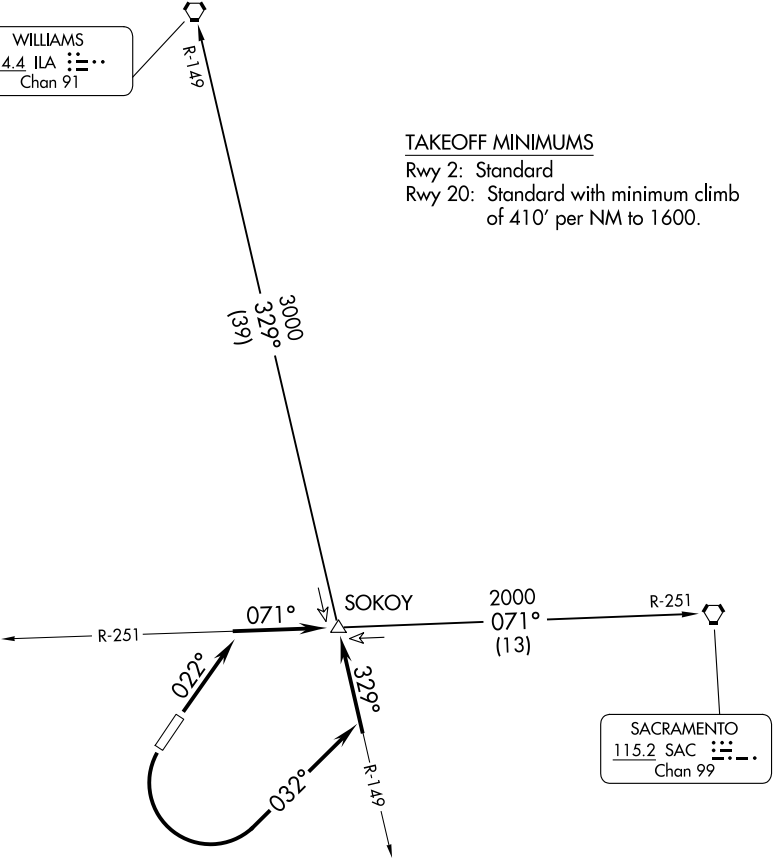
NUT TREE (VCB)
VACAVILLE, CALIFORNIA

TRAVIS DEP CON
128.4 281.45

TOP ALTITUDE:
ASSIGNED BY ATC

WILLIAMS
114.4 ILA 
Chan 91

TAKEOFF MINIMUMS
Rwy 2: Standard
Rwy 20: Standard with minimum climb
of 410' per NM to 1600.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb via heading 022°, intercept SAC R-251 to SOKOY/ SAC 13 DME.

TAKEOFF RUNWAY 20: Turn left heading 032°, intercept ILA R-149 to SOKOY/ ILA 39 DME.

SACRAMENTO TRANSITION (SOKOY3.SAC): From over SOKOY on SAC R-251 to SAC VORTAC.

WILLIAMS TRANSITION (SOKOY3.ILA): From over SOKOY on ILA R-149 to ILA VORTAC.

LOC/DME I-VIS

108.5

Chan 22

APP CRS

301°

Rwy Ldg

5635

TDZE

293

Apt Elev

293

ILS or LOC RWY 30

VISALIA MUNI (VIS)

DME required.

▼

▲

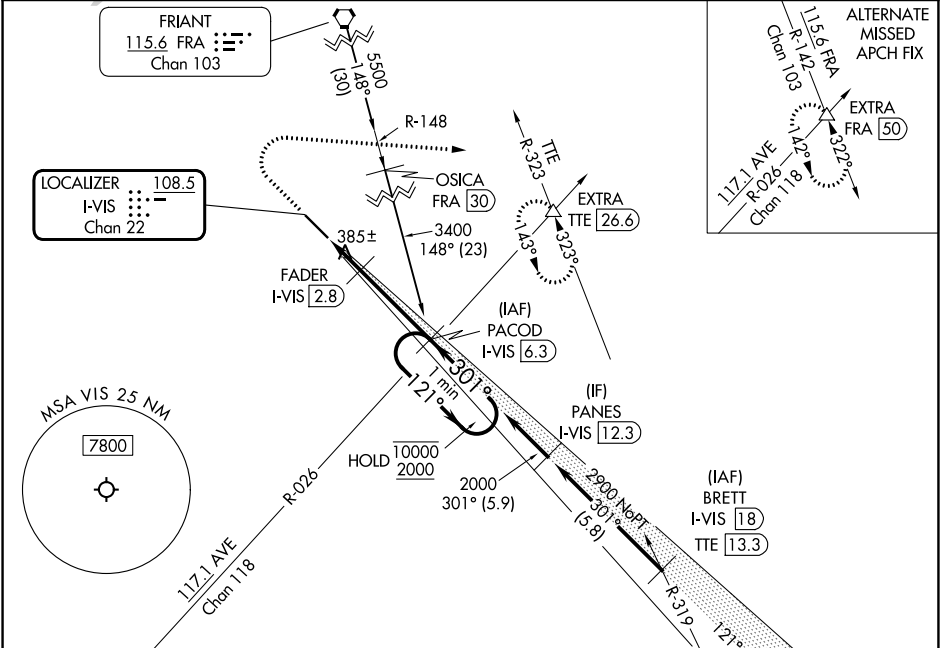
For inop ALS, increase S-LOC 30
Cat C/D visibility to 1 SM.

MALSR

AS

MISSED APPROACH: Climb to 1000 then climbing right turn to 3500 on heading 080° and on TTE VOR/DME R-323 to EXTRA INT/TTE 26.6 DME and hold, continue climb-in-hold to 3500.

AWOS-3PT 119.925	FRESNO APP CON 118.5	CLNC DEL 118.5	UNICOM 123.05 (CTAF) 0
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ELEV 293

D

TDZE 293

REIL Rwy 12 0

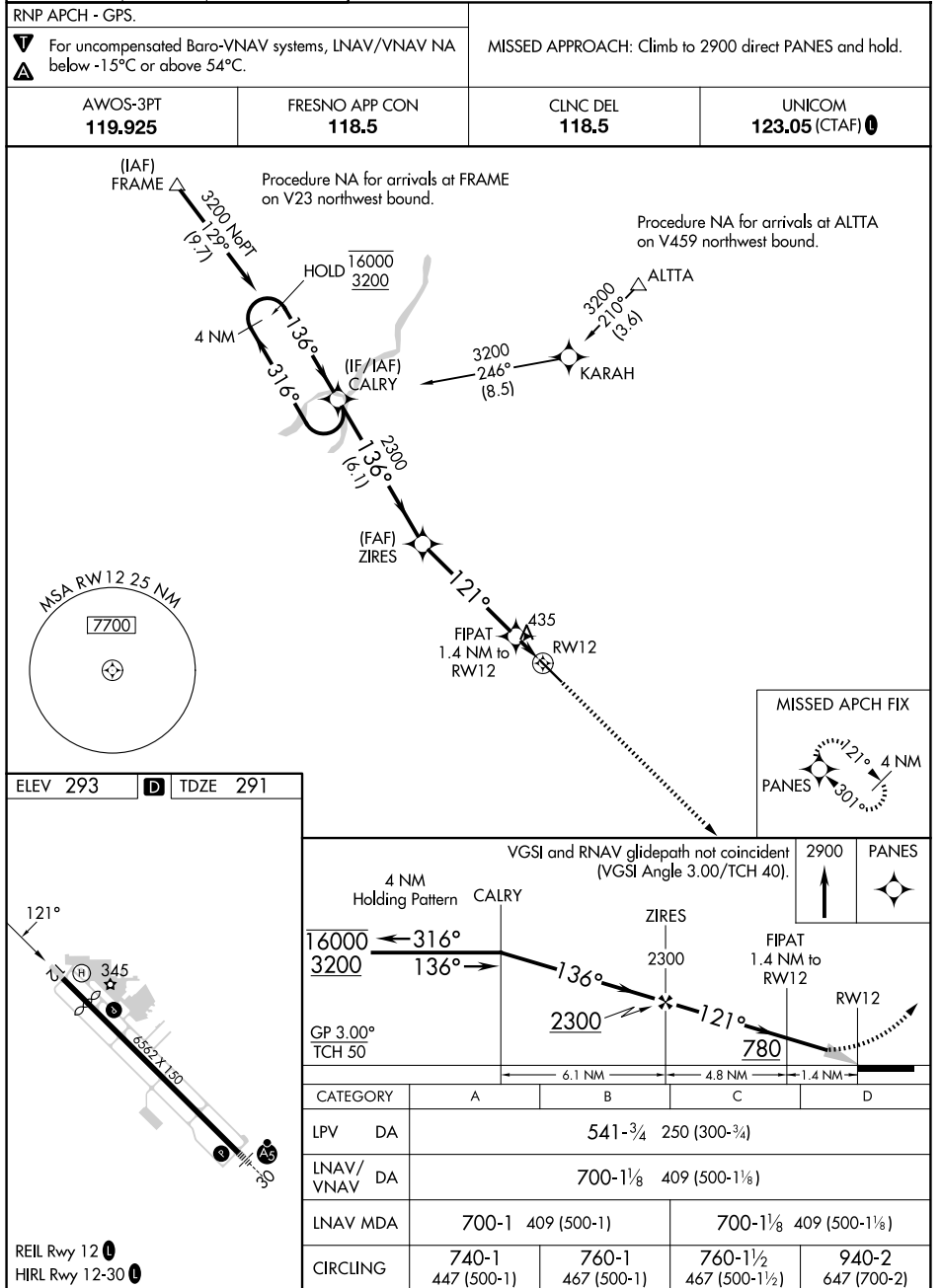
HIRL Rwy 12-30 0

1000	3500	TTE R-323	EXTRA	PACOD I-VIS 6.3	One Minute Holding Pattern
↑	hdg 080°				
		FADER I-VIS 2.8		2000	
		I-VIS 1.1	I-VIS 2.1	121°	10000
				301°	2000
				2000	
					GS 3.00°
					TCH 53
CATEGORY	A	B	C	D	
S-ILS 30	500-½	207 (300-½)			
S-LOC 30	640-½	347 (400-½)	640-⅝	347 (400-⅝)	
CIRCLING	740-1	760-1	760-1½	940-2	
	447 (500-1)	467 (500-1)	467 (500-1½)	647 (700-2)	

WAAS CH 82423 W12A	APP CRS 121°	Rwy Ldg TDZE Apt Elev	5635 291 293
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RNAV (GPS) RWY 12

VISALIA MUNI (VIS)



WAAS CH 77623 W30A	APP CRS 301°	Rwy Ldg TDZE 293 Apt Elev 293
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RNAV (GPS) RWY 30

VISALIA MUNI (VIS)

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM, and LNAV Cats C/D to 1 SM.

MALSR

MISSED APPROACH: Climb to 3000 direct INOC and on track 267° to LATON and hold, continue climb-in-hold to 3000.

AWOS-3PT 119.925	FRESNO APP CON 118.5	CLNC DEL 118.5	UNICOM 123.05 (CTAF)
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ELEV 293 TDZE 293

REIL Rwy 12
HIRL Rwy 12-30

3000	INOC	tr 267°	LATON	PANES	4 NM Holding Pattern
			HOTLI 1.5 NM to RW30		
			820	2000	GP 3.00° TCH 53
			1.5 NM	3.7 NM	5.9 NM
CATEGORY	A	B	C	D	
LPV DA	500-1/2 207 (300-1/2)				
LNAV/VNAV DA	656-5/8 363 (400-5/8)				
LNAV MDA	660-1/2 367 (400-1/2)		660-5/8 367 (400-5/8)		
CIRCLING	740-1 447 (500-1)	760-1 467 (500-1)	760-1 1/2 467 (500-1 1/2)	940-2 647 (700-2)	

VISALIA, CALIFORNIA

Amdt 2A 19MAR26

36°19'N-119°24'W

417

RNAV (GPS) RWY 30

VISALIA MUNI (VIS)

WATSONVILLE, CALIFORNIA

AL-805 (FAA)

25331

WAAS CH 50144 W02A	APP CRS 018°	Rwy Ldg TDZE 152 Apt Elev 163
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RNAV (GPS) RWY 2

WATSONVILLE MUNI (WVI)

RNP APCH - GPS.

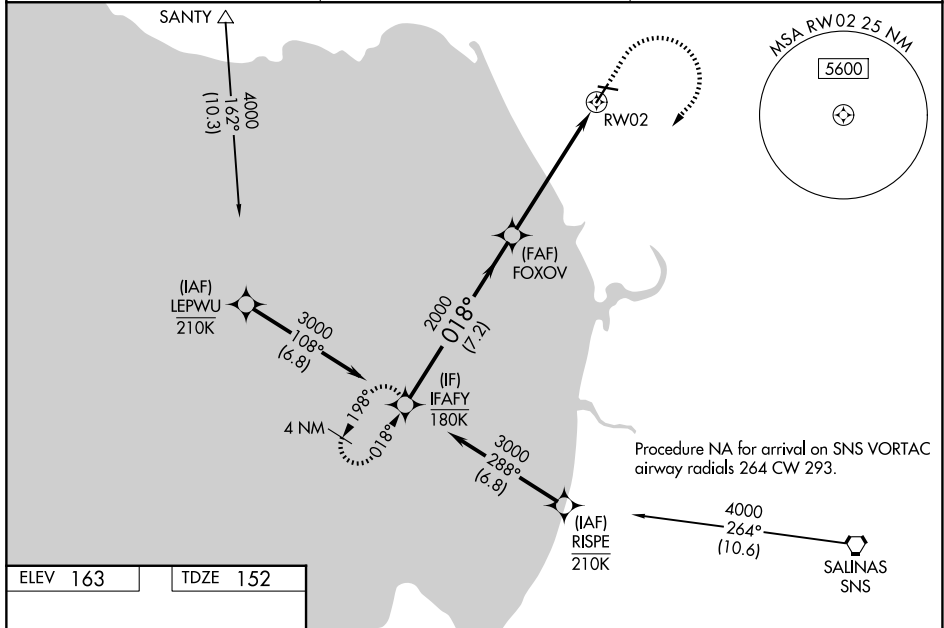
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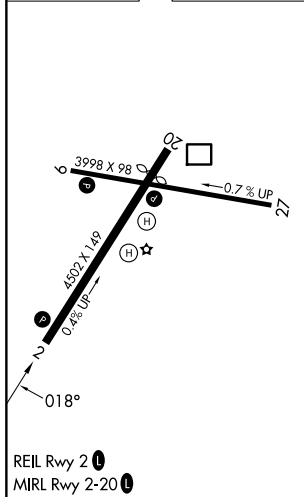
Rwy 2 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9, 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. Circling NA west of Rwy 2-20. Baro-VNAV and VDP NA when using MRY altimeter setting. When local altimeter setting not received, use MRY altimeter setting and increase LPV DA to 464 feet, increase LNAV/VNAV DA to 742 feet, increase all MDAs 80 feet.

MISSED APPROACH: (Do not exceed 200K until IFAFY) Climb to 740 then climbing right turn to 3000 direct IFAFY and hold.

ASOS 132.275	NORCAL APP CON 127.15 307.125	UNICOM 122.8 (CTAF) 0
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ELEV 163	TDZE 152
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).			
IFAFY	FOXOV	740	3000 IFAFY
3000	2000	2000	1.6 NM to RW02
GP 3.00°			
TCH 56			
	7.2 NM	4.1 NM	1.6 NM
CATEGORY	A	B	C
LPV DA	402-¾ 250 (300-¾)		
LNAV/VNAV DA	680-1½ 528 (600-1½)		
LNAV MDA	680-1 528 (600-1)	680-1½ 528 (600-1½)	
CIRCLING	680-1 517 (600-1)	680-1½ 517 (600-1½)	1180-3 1017 (1100-3)

WATSONVILLE, CALIFORNIA
Amdt 4 27NOV25

36°56'N-121°47'W

WATSONVILLE MUNI (WVI)

RNAV (GPS) RWY 2

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

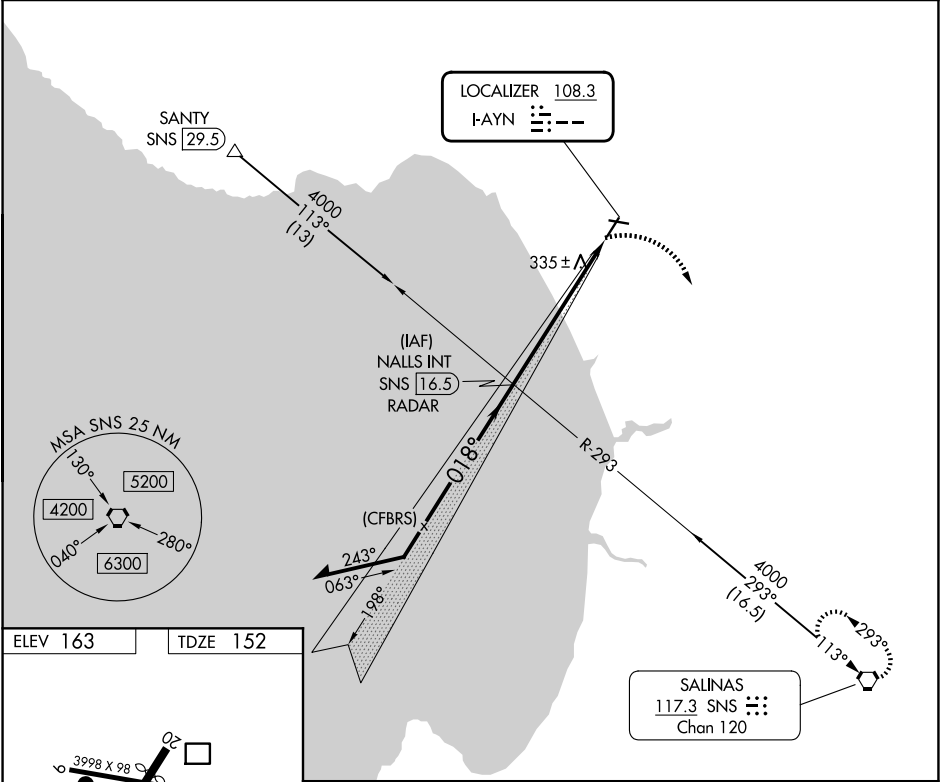
LOC I-AYN 108.3	APP CRS 018°	Rwy Ldg TDZE 152 Apt Elev 163
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LOC RWY 2
WATSONVILLE MUNI (WVI)

NA Rwy 2 helicopter visibility reduction below ¾ SM NA. Circling NA west of Rwy 2-20. Circling Rwy 9, 27 NA at night. When local altimeter setting not received, use Monterey altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.

ASOS 132.275	NORCAL APP CON 127.15 307.125	UNICOM 122.8 (CTAF) 0
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ELEV 163 TDZE 152

REIL Rwy 2 (1)
MIRL Rwy 2-20 (1)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

3998 X 98
4502 X 149
0.7% UP
0.8% UP
018°

Remain within 10 NM

NALLS INT SNS (16.5) RADAR

3000 198°
2200 018°

5000 SNS

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).

3.02° TCH 48

6.3 NM

CATEGORY	A	B	C	D
S-2	1140-1¼ 988 (1000-1¼)	1140-1½ 988 (1000-1½)	1140-3 988 (1000-3)	
CIRCLING	1140-1¼ 977 (1000-1¼)	1140-1½ 977 (1000-1½)	1140-3 977 (1000-3)	1160-3 997 (1000-3)

SW-2, 03 SEP 2026 to 29 OCT 2026

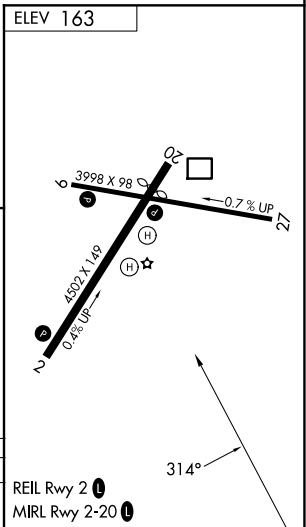
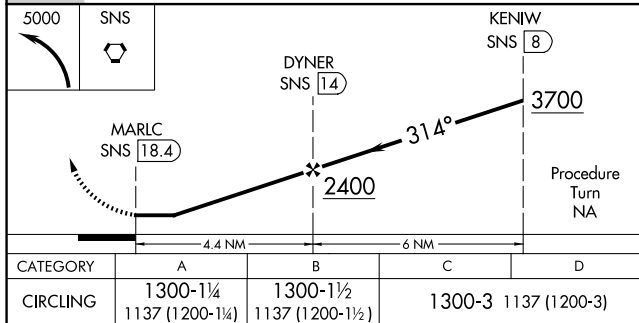
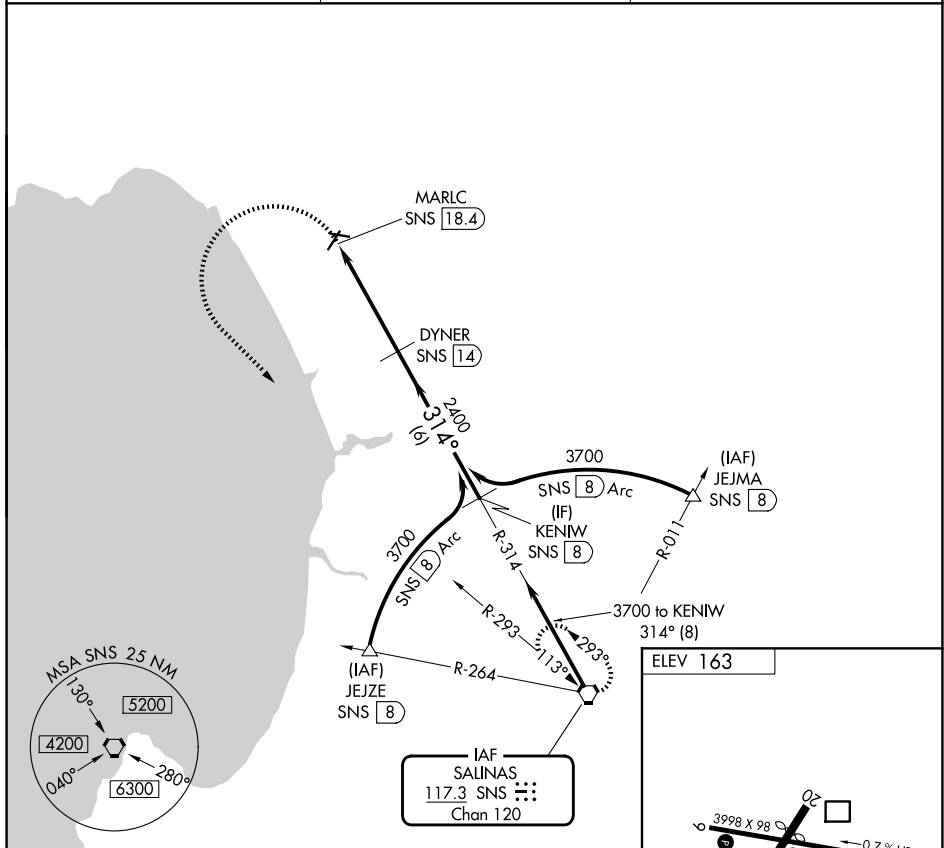
SW-2, 03 SEP 2026 to 29 OCT 2026

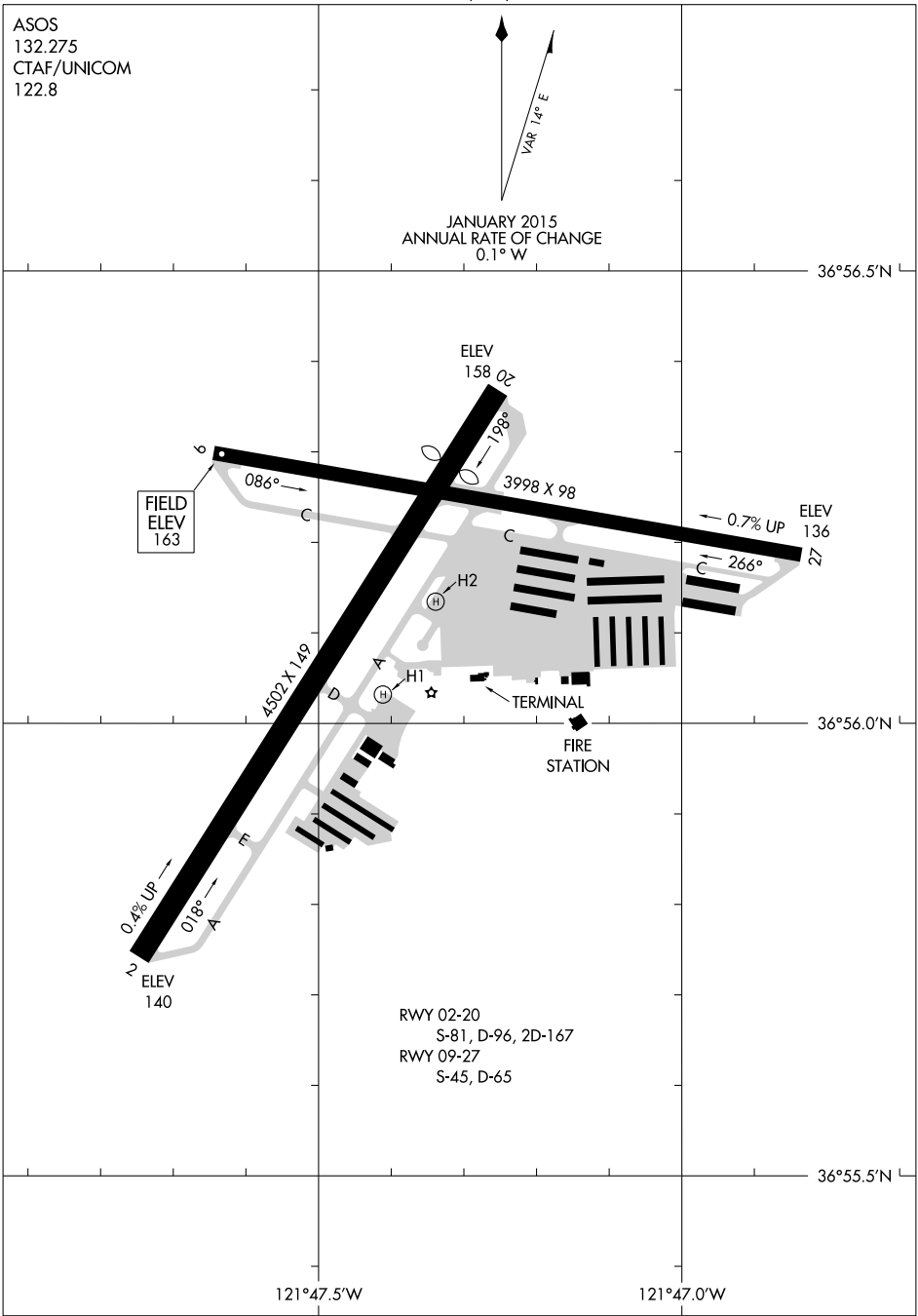
VORTAC SNS 117.3 Chan 120	APP CRS 314°	Rwy Ldg TDZE Apt Elev 163	N/A N/A 163
---	------------------------	--	--------------------------

VOR-A
WATSONVILLE MUNI (WVI)

⚠ Circling NA west of Rwy 2-20. When local altimeter setting not received, use Monterey altimeter setting and increase all MDAs 80 feet. DME required. Circling Rwy 27 NA at night.	MISSED APPROACH: Climbing left turn to 5000 direct SNS VORTAC and hold, continue climb-in-hold to 5000.
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ASOS 132.275	NORCAL APP CON 127.15 307.125	UNICOM 122.8 (CTAF) 0
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SW-2, 03 SEP 2026 to 29 OCT 2026

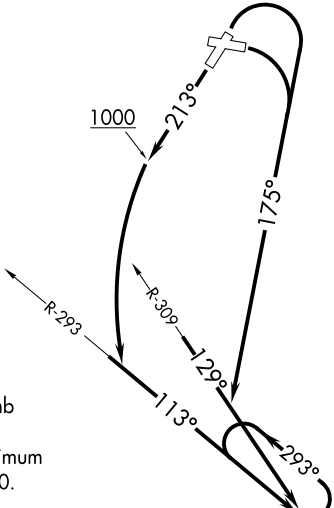
SW-2, 03 SEP 2026 to 29 OCT 2026

WATSONVILLE FOUR DEPARTURE (OBSTACLE)

WATSONVILLE MUNI (WVI)
WATSONVILLE, CALIFORNIA

ASOS
132.275
NORCAL DEP CON
127.15 307.125
CTAF
122.8

NOTE: Chart not to scale.



SALINAS
117.3 SNS
Chan 120

TAKEOFF MINIMUMS

- Rwy 27: NA - Airport Obstacles.
- Rwy 20: Standard.
- Rwy 2: Standard with minimum climb of 500' per NM to 2600.
- Rwy 9: 300-1 or standard with minimum climb of 270' per NM to 400.

TAKEOFF OBSTACLE NOTES

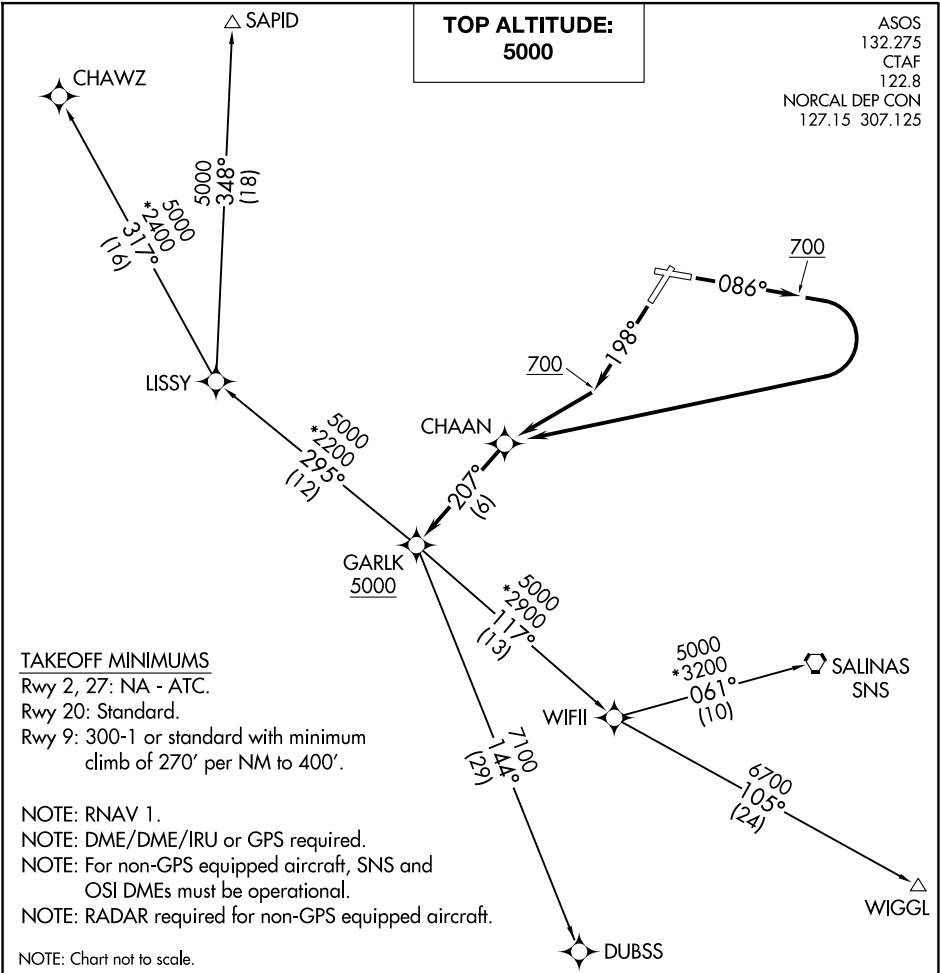
- Rwy 2: Lighting 8' from DER, 84' left of centerline, 1' AGL/159' MSL. Lighting 9' from DER, 84' right of centerline, 158' MSL. Pole 14' from DER, 349' left of centerline, 205' MSL. Pole, building, vehicles on road, tree and fence beginning 15' from DER, 322' left of centerline, up to 50' AGL/213' MSL. Trees beginning 278' from DER, 414' right of centerline, up to 188' MSL. Pole, vehicles on road, stack, tree and building beginning 429' from DER, 157' left of centerline, up to 58' AGL/220' MSL. Pole, building and tree beginning 808' from DER, 22' right of centerline, up to 40' AGL/198' MSL. Tree and transmission line beginning 1021' from DER, 137' right of centerline, up to 222' MSL. Pole 1174' from DER, 328' right of centerline, 57' AGL/224' MSL. Trees beginning 1275' from DER, 298' right of centerline, up to 242' MSL. Tree 1345' from DER, 320' left of centerline, 236' MSL. Tree 2249' from DER, 371' left of centerline, 264' MSL.
- Rwy 9: Tree and pole beginning 1' from DER, 152' left of centerline, up to 157' MSL. Pole 65' from DER, 301' right of centerline, 31' AGL/148' MSL. Tree, fence, building, vehicles on road and pole beginning 74' from DER, 251' left of centerline, up to 160' MSL. Pole, tree, building, tank and stack beginning 210' from DER, 139' left of centerline, up to 177' MSL. Pole 231' from DER, 250' right of centerline, 32' AGL/153' MSL. Trees beginning 312' from DER, 560' right of centerline, up to 173' MSL. Tower, pole and tree beginning 828' from DER, 136' left of centerline, up to 52' AGL/181' MSL. Trees beginning 915' from DER, 146' right of centerline, up to 197' MSL. Tree 1815' from DER, 365' left of centerline, 215' MSL. Tower 4697' from DER, 1365' right of centerline, 189' AGL/292' MSL.
- Rwy 20: Tree 57' from DER, 500' left of centerline, 153' MSL. Fence 57' from DER, 268' right of centerline, 7' AGL/143' MSL. Pole 95' from DER, 467' left of centerline, 175' MSL. Pole, vehicles on road and tree beginning 96' from DER, 377' left of centerline, up to 50' AGL/183' MSL. Transmission line 848' from DER, 505' left of centerline, 44' AGL/184' MSL. Tree and transmission line beginning 919' from DER, 520' left of centerline, up to 190' MSL. Tree 1153' from DER, 286' right of centerline, 169' MSL. Tree 1207' from DER, 615' left of centerline, 197' MSL. Tree, building and transmission line beginning 1267' from DER, 318' left of centerline, up to 203' MSL. Tree 1336' from DER, 7' right of centerline, 177' MSL. Tree 1337' from DER, 46' right of centerline, 192' MSL. Tree 2201' from DER, 776' right of centerline, 240' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2 and 9: Climbing right turn on heading 175° to intercept SNS VORTAC R-309 to SNS VORTAC, thence

TAKEOFF RUNWAY 20: Climb heading 213° to 1000, then climbing left turn to intercept SNS VORTAC R-293 to SNS VORTAC, thence

. . . . continue climb in SNS holding pattern to cross SNS VORTAC at or above MEA/MCA for route of flight.



▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 086° to 700, then right turn direct CHAAN, thence. . . .

TAKEOFF RUNWAY 20: Climb heading 198° to 700, then direct CHAAN, thence. . . .

. . . . on track 207° to cross GARLK at or above 5000, then on (transition).

CHAWZ TRANSITION (GARLK1.CHAWZ)

DUBSS TRANSITION (GARLK1.DUBSS)

SALINAS TRANSITION (GARLK1.SNS)

SAPID TRANSITION (GARLK1.SAPID)

WIGGL TRANSITION (GARLK1.WIGGL)

WEED, CALIFORNIA

AL-10021 (FAA)

26022

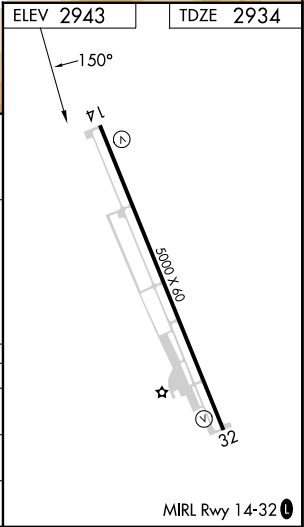
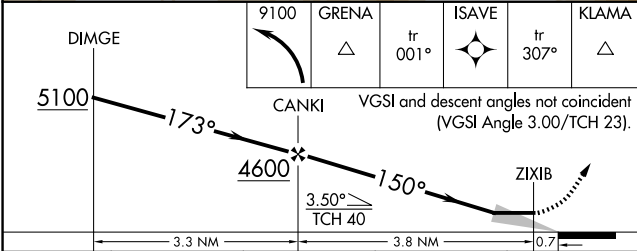
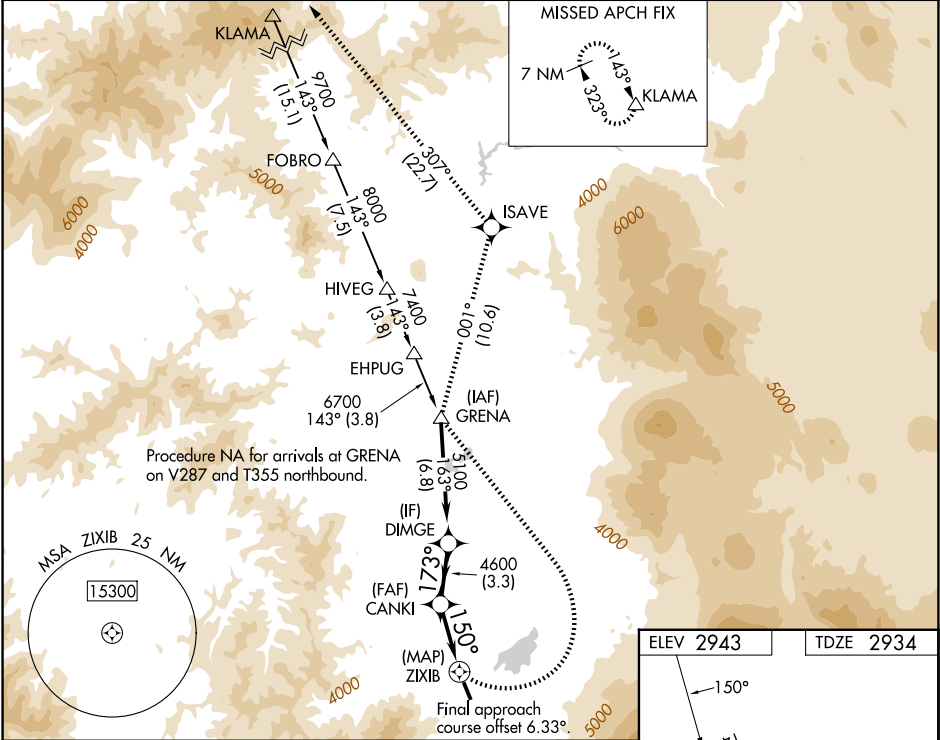
APP CRS	Rwy Ldg	5000
150°	TDZE	2934
	Apt Elev	2943

RNAV (GPS) RWY 14

WEED (O46)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 185K until GRENA) Climbing left turn to 9100 direct GRENA then on track 001° to ISAVE then on track 307° to KLAMA and hold.
NA Circling NA southwest of Rwy 14-32. Use Montague altimeter setting.	*Missed approach requires minimum climb of 325 feet per NM to 4000.

SEATTLE CENTER 124.85 306.3	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA*	3440-1	506 (500-1)	3580-1 7/8 646 (700-1 7/8)	3700-2 1/2 766 (800-2 1/2)
LNAV MDA	3440-1 506 (500-1)	3480-1 546 (600-1)	3780-2 1/2 846 (900-2 1/2)	3820-2 1/2 886 (900-2 1/2)
CIRCLING	3680-1 737 (800-1)	3840-1 1/4 897 (900-1 1/4)	4220-3 1277 (1300-3)	4440-3 1497 (1500-3)

WEED, CALIFORNIA
Orig-A 29DEC22

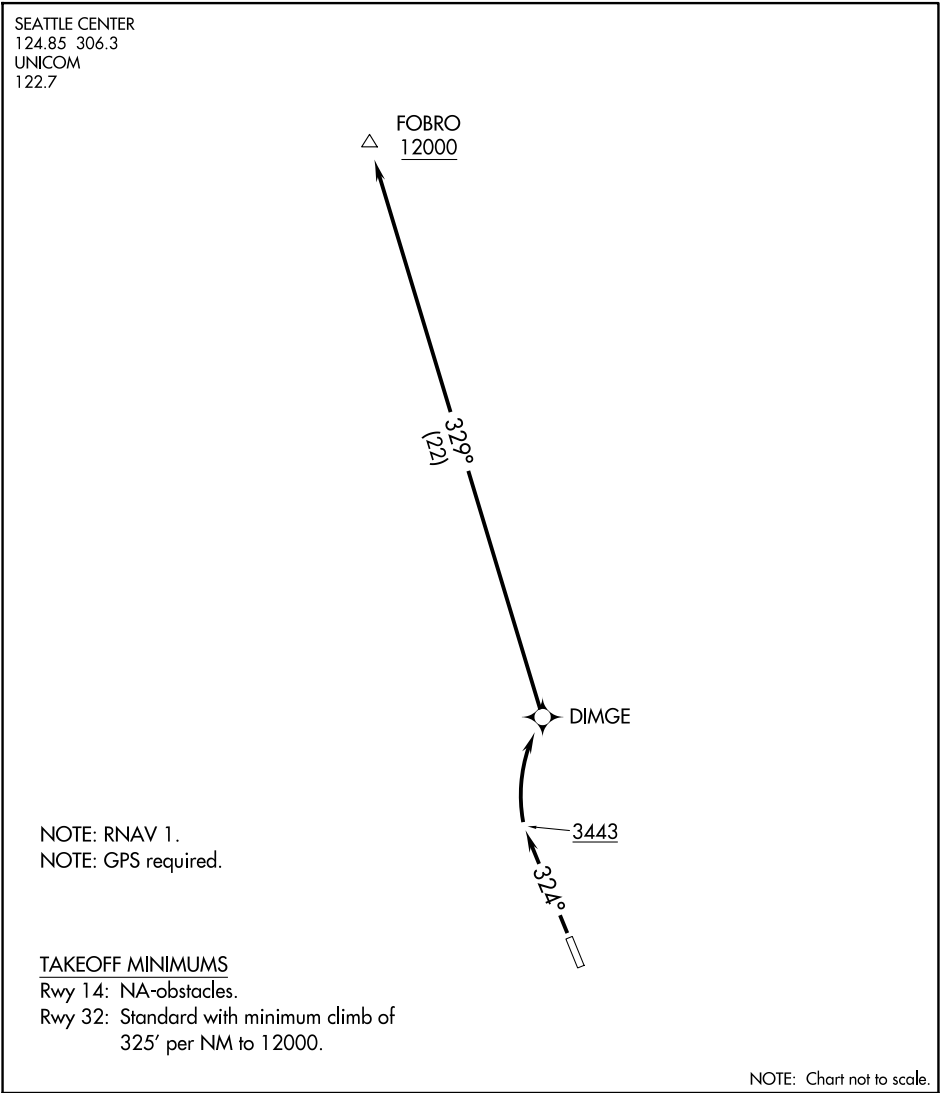
41°29'N-122°27'W

WEED (O46)

RNAV (GPS) RWY 14

SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 32: Climb heading 324° to 3443, then right turn direct DIMGE, then on track 329° to cross FOBRO at or above 12000 or as assigned by ATC.

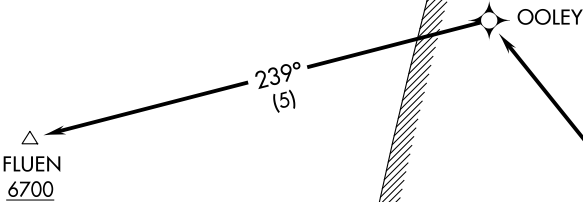
(FLUEN2.FLUEN) 21336

FLUEN TWO DEPARTURE (OBSTACLE) (RNAV)

ELLS FLD/WILLITS MUNI (O28)
AL-9480 (FAA) WILLITS, CALIFORNIA

OAKLAND CENTER
132.2 350.3

MAXWELL 3 MOA



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 16: NA-air traffic.
Rwy 34: Standard with minimum climb of
360' per NM to 6700.

TAKEOFF OBSTACLE NOTES

Rwy 34: Trees beginning 92' from DER, left and right of
centerline, up to 100' AGL/2139' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb heading 339° to 2580, then left turn direct OOLEY,
and on track 239° to cross FLUEN at or above 6700.

FLUEN TWO DEPARTURE (OBSTACLE) (RNAV)

(FLUEN2.FLUEN) 30JUN11

WILLITS, CALIFORNIA
ELLS FLD/WILLITS MUNI (O28)

OAKLAND CENTER
132.2 350.3
UNICOM 122.8 (CTAF)



TAKEOFF MINIMUMS
Rwy 16: Standard
Rwy 34: N/A Obstacles

TAKEOFF OBSTACLE NOTES
Rwy 16: Trees 1812' from DER, 844' left of centerline, 100' AGL/2139' MSL.



NOTE: GPS required.
NOTE: RNAV 1



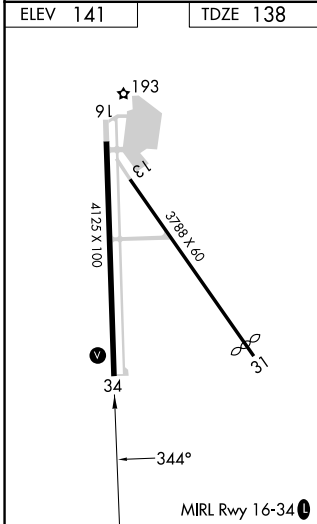
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 6000 direct VICOR WP, then via 153° track to ENI VORTAC, thence proceed on course.

RNAV (GPS) RWY 34

WILLOWS/GLENN COUNTY (WLW)

OVE ASOS 121.425	OAKLAND CENTER 132.2 350.3	UNICOM 122.8 (CTAF) 0
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3000 ↑ ZOKOP	VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 31).			WIMUL	4 NM Holding Pattern
* LNAV only.	YACUG 2 NM to RW34	PAPAY 2000	2000	135° → ← 315°	2900
RW34	800*	344°	GP 3.00° TCH 40		
	2 NM	3.7 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	460-1 $\frac{1}{8}$ 322 (400-1 $\frac{1}{8}$)			NA	
LNAV/ VNAV DA	460-1 $\frac{1}{8}$ 322 (400-1 $\frac{1}{8}$)			NA	
LNAV MDA	540-1	402 (400-1)	540-1 $\frac{1}{8}$ 402 (400-1 $\frac{1}{8}$)	NA	
CIRCLING	680-1	539 (600-1)	680-1 $\frac{1}{2}$ 539 (600-1 $\frac{1}{2}$)	NA	

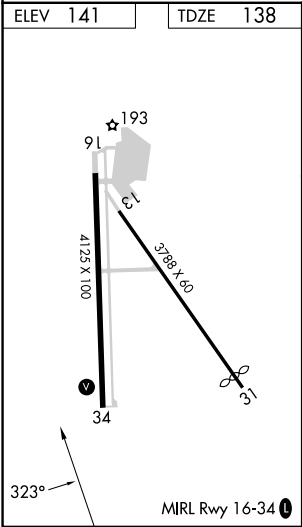
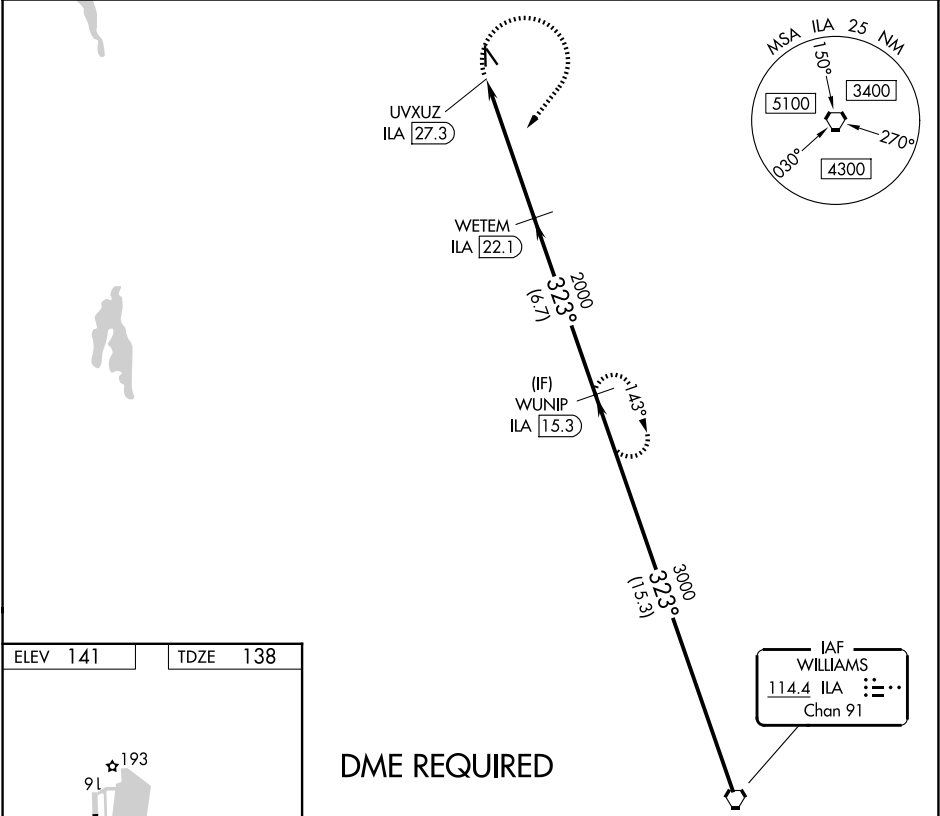
SW-2, 03 SEP 2026 to 29 OCT 2026

VORTAC ILA	APP CRS	Rwy Ldg	4125
114.4	323°	TDZE	138
Chan 91		Apt Elev	141

VOR RWY 34
WILLOWS/GLENN COUNTY (WLW)

When Oroville Muni altimeter setting not received, procedure NA. DME required. Use Oroville Muni altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 on heading 200° and on ILA VORTAC R-323 to WUNIP/ILA 15.3 DME and hold.
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OVE ASOS 121.425	OAKLAND CENTER 132.2 350.3	UNICOM 122.8 (CTAF)
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3000	hdg 200°	ILA R-323	WUNIP ILA 15.3	WUNIP ILA 15.3
3000	323°	WETEM ILA 22.1	2000	3000
0.5 NM	5.3 NM	6.7 NM		
CATEGORY	A	B	C	D
S-34	1000-1 862 (900-1)	1000-1¼ 862 (900-1¼)	1000-2½ 862 (900-2½)	NA
CIRCLING	1000-1¼	859 (900-1¼)	1000-2½ 859 (900-2½)	NA

WOODLAND, CALIFORNIA

AL-6353 (FAA)

24193

APP CRS
004°

Rwy Idg **3244**
TDZE **125**
Apt Elev **125**

RNAV (GPS) RWY 36

WATTS-WOODLAND (O41)

▼

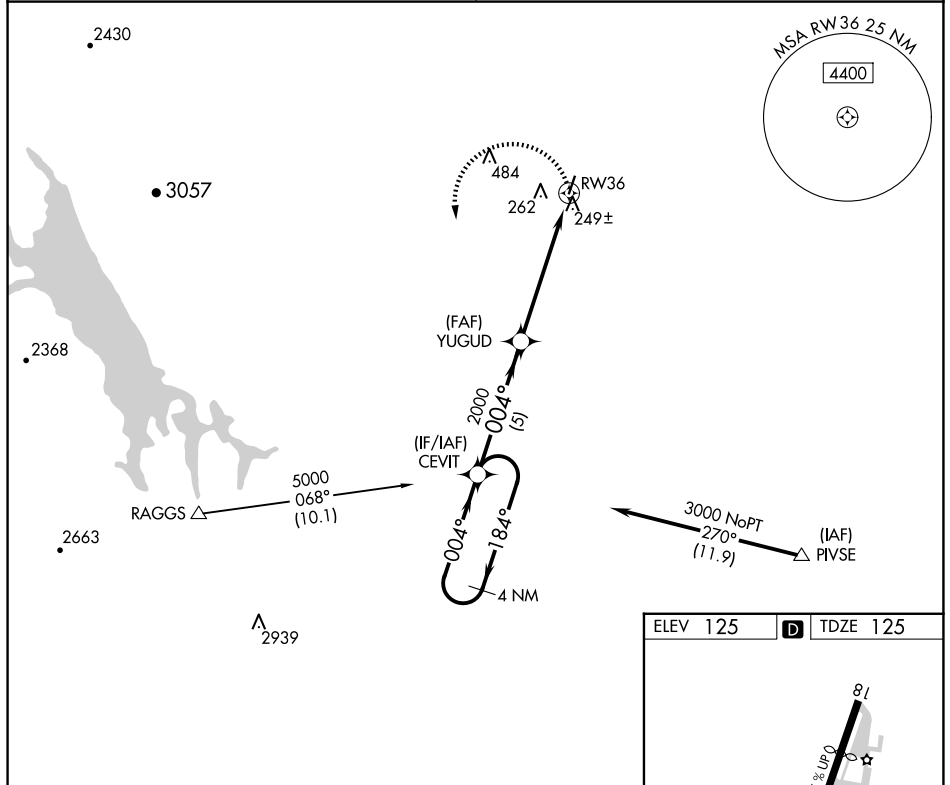
NA

DME/DME RNP- 0.3 NA.
Procedure NA at night.
Use Sacramento Intl altimeter setting; when not received,
use Sacramento Exec altimeter setting and increase all
MDA 20 feet.

MISSED APPROACH: Climbing left turn to 3000 direct CEVIT and hold.

TRAVIS APP CON
126.6 281.45

UNICOM
122.8 (CTAF)



4 NM Holding Pattern

CEVIT

3000

184°

004°

004°

2000

3.05°

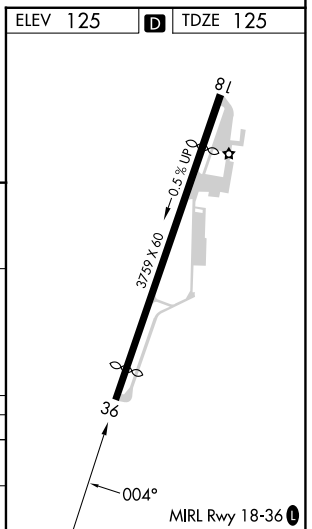
TCH 40

RW36

5 NM

5.7 NM

CATEGORY	A	B	C	D
RNAV MDA	560-1	435 (500-1)	NA	
CIRCLING	620-1	495 (500-1)	NA	



SW-2, 03 SEP 2026 to 29 OCT 2026

SW-2, 03 SEP 2026 to 29 OCT 2026

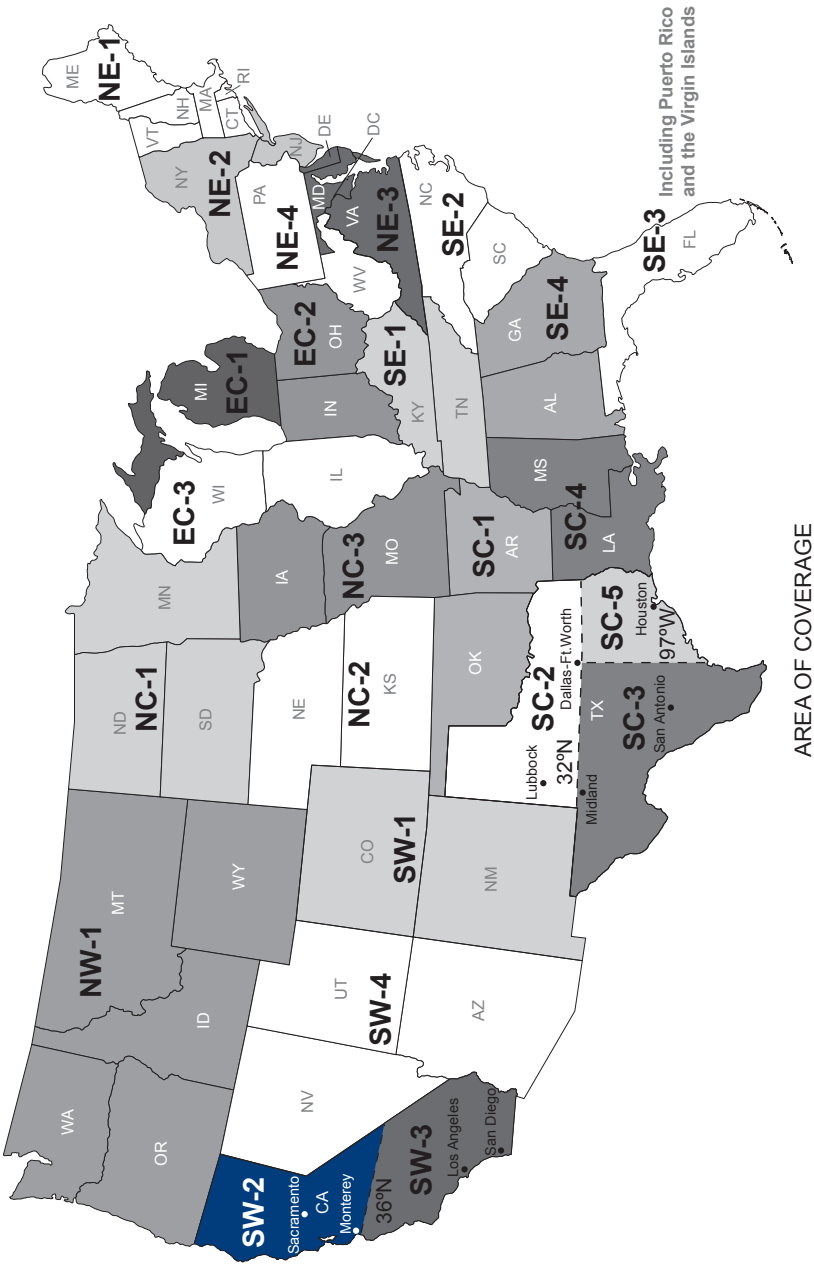
INSIDE BACK COVER

INTENTIONALLY

LEFT

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U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSW2



NSN 7641015059598

NGA REF. NO.
OK-10-2859

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EFF. DATE 26246