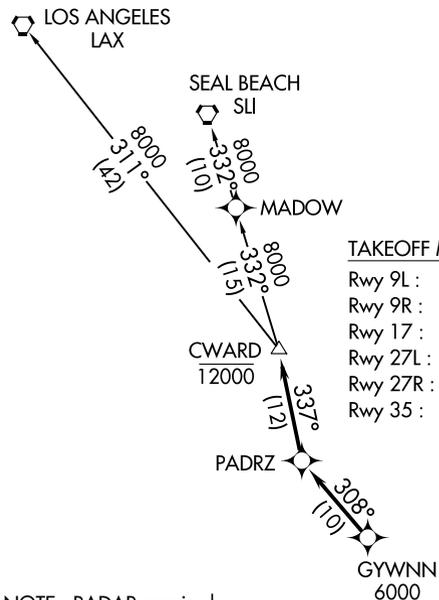


**TOP ALTITUDE:
AS ASSIGNED BY ATC**

ATIS 125.45
GILLESPIE TOWER* 120.7 257.8
SOCAL DEP CON 119.6 363.1



TAKEOFF MINIMUMS

- Rwy 9L : 900-2¾ with minimum climb of 400' per NM to 3600.
- Rwy 9R : 900-2¾ with minimum climb of 405' per NM to 3600.
- Rwy 17 : Standard with minimum climb of 480' per NM to 2200.
- Rwy 27L : Standard with minimum climb of 320' per NM to 1200.
- Rwy 27R : Standard with minimum climb of 420' per NM to 1200.
- Rwy 35 : Standard with minimum climb of 400' per NM to 1600.

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: Turbojet and turboprop only.
- NOTE: Tower En Route control only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/R: Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 165° and MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAYS 27L/R: Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

TAKEOFF RUNWAY 35: Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 6000, then on track 308° to PADRZ, then on track 337° to cross CWARD at or below 12000, thence. . . .

. . . on transition. Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

LOS ANGELES TRANSITION (CWARD2.LAX)

SEAL BEACH TRANSITION (CWARD2.SLI)

ATIS
125.45
GILLESPIE TOWER*
120.7 257.8
SOCAL DEP CON
119.6 363.1

**TOP ALTITUDE:
15000**

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9L/9R: Climbing right turn heading 165° and on MZB R-076 to MZB VORTAC to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 165° and on MZB R-076 to MZB VORTAC to 2800, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAYS 27L/27R: Climbing right turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .

TAKEOFF RUNWAY 35: Climbing left turn heading 320° to 3000, expect vectors to cross GYWNN at or above 8000, then on track 308° to PADRZ, thence. . . .
. . . .on (transition). Maintain 15000. Expect higher altitude 10 minutes after departure.

CHKNN TRANSITION (PADRZ2.CHKNN)

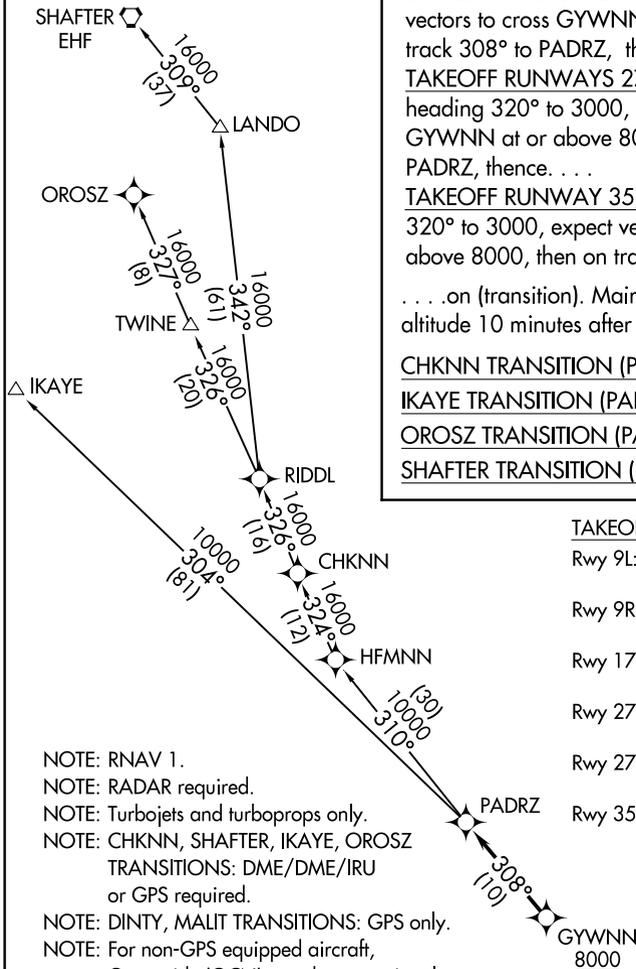
IKAYE TRANSITION (PADRZ2.IKAYE)

OROSZ TRANSITION (PADRZ2.OROSZ)

SHAFTER TRANSITION (PADRZ2.EHF)

TAKEOFF MINIMUMS

- Rwy 9L: 900-2¾ with minimum climb of 400' per NM to 3600.
- Rwy 9R: 900-2¾ with minimum climb of 405' per NM to 3600.
- Rwy 17: Standard with minimum climb of 480' per NM to 2200.
- Rwy 27L: Standard with minimum climb of 320' per NM to 1200
- Rwy 27R: Standard with minimum climb of 420' per NM to 1200
- Rwy 35: Standard with minimum climb of 400' per NM to 1600.



- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: Turbojets and turboprops only.
- NOTE: CHKNN, SHAFTER, IKAYE, OROSZ TRANSITIONS: DME/DME/IRU or GPS required.
- NOTE: DINTY, MALIT TRANSITIONS: GPS only.
- NOTE: For non-GPS equipped aircraft, Oceanside (OCN) must be operational.
- NOTE: DINTY TRANSITION ATC assigned only.
- NOTE: DINTY and MALIT TRANSITIONS NA from SEE, SDM and RNM airports.

NOTE: Chart not to scale.

